

19 September 2024

CVRD
Development Services
1st Floor
175 Ingram Street
Duncan B.C.
V9L 1N8

Attn: Yuli Siao
Senior Planner

RE: DVP DESIGN RATIONALE – 4760 BRENTON PAGE ROAD, LADYSMITH B.C.

Existing Conditions:

In conjunction with a current DP Application, this application is to address modifications to existing parking conditions and capacity in support of uses.

The site currently supports:

- Restaurant (100 seats)
- Boutique Inn (9 rooms)
- Marina (74 slips)
- Support and service buildings (admin., washrooms, and laundry facilities, service buildings)

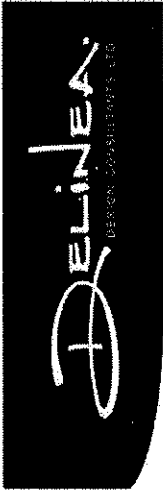
Parking historically is located in an area adjacent to Brenton Page Road. Approximately 15 parking stalls, while accessed from the site, are located in the road right of way. Additional parking is located atop a rocky bench that bisects the property. Access to this is via an internal driveway.

Total existing parking is 43 cars (including off site stalls) and has supported the uses noted above for a number of decades (traceable to 1986)

Scope:

The scope of work extends to include:

- Demolition of aged or inadequate structures. (service buildings, detached rental units, laundry and washrooms).
- Installation of a modular building to house replacement washrooms and laundry.
- Renovations to the restaurant (separate BPA in stream).
- Upgrades to the marina and gangway access.
- Creation of a new parking node and path connecting to the marina head.



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No expansion of uses or building areas are planned. Improvements noted represent a nominal reduction in number of available marina slips (-14) and Inn suites (-2). Restaurant capacity remains unchanged.

Proposal and Variance Rationale:

The Owners proposes minor reconfiguration and expansion of existing parking areas to better organize and delineate stalls. This effectively eliminates all non-conforming off-site parking and integrates them into the site while maintaining current circulation routes and minimizing site disturbance. The net result is an increase of capacity (7 stalls), stall and drive aisle dimensions to Bylaw standards and inclusion of accessible stalls and designated loading areas.

The aforementioned new parking node increases capacity by an additional 11 cars.

Total on site parking increases to 61 stalls This represents an increase to available parking of 40% and a shortfall of <20% to current bylaw ratios.

With respect to parking intended for marina users we note that, in an effort to attract short term transient boaters, approximately 25% of boat slips will be designated for this purpose. Typically, there is no parking demand for this type of moorage.

Given that there is no proposed expansion of current uses, no introduction of new uses, no redevelopment and the non-conforming status of remaining structures and facilities, we suggest the proposed revised and supplemental parking continue to be adequate to serve the needs.

Respectfully submitted,

Will Melville