

Memo

File: 3120-20 / TUP 3C 19

DATE: September 9, 2019

TO: Advisory Planning Commission
Puntledge – Black Creek (Electoral Area C)

FROM: Planning and Development Services Branch

RE: Temporary Use Permit
4627, 4635, 4639, 4745, 4749, 4751 and 4753 Forbidden Plateau Road (Griessel)
Lot A, Township 9, Section 5, Comox District, Plan VIP80212, PID 026-537-206

The attached development proposal is for commission members' review and comment.

An application has been received to consider a Temporary Use Permit (TUP) to allow Test and Tune events at 4627, 4635, 4639, 4745, 4749, 4751 and 4753 Forbidden Plateau Road in Electoral Area C (Puntledge – Black Creek) (Figures 1 and 2). The subject property contains federally regulated private aerodrome with an approximately 365 metre paved airstrip. The VanIsle Airfield Society has applied for a TUP to allow three Test and Tune events annually, for a period of three years (the maximum time period a TUP can be issued). These events allow society members to test and tune their vehicles prior to participating in drag racing events around British Columbia. The proposed events also include BBQs, camping and training new drivers and children in their junior program. Current membership of the society is approximately 50 car owners. The private events would run from Friday - Sunday and have attendance of around 100 people each day (usually 20-25 cars). Approximately 15 campsites would be established for overnight stays (two to four people per campsite). The proposed events would fall between April 1st and October 31st each year, no less than five weeks apart, and not on long weekends. The applicants' are requesting that tentative dates would be established at the beginning of the season, but would like the ability to reschedule if raining as they cannot test the vehicles in inclement weather due to safety concerns. A Special Events Permit is not required as the event is less than 400 people. The applicants provided more detail about the proposed events in Appendix A and the site plan can be found in Figure 3.

Regional Growth Strategy and Official Community Plan Analysis

Bylaw No. 120, being the "Comox Valley Regional District Regional Growth Strategy Bylaw No. 120, 2010" (RGS) and Bylaw No. 337, being the "Rural Comox Valley Official Community Plan Bylaw No. 337, 2014" (OCP) designate the subject property within Rural Settlement Area (RSA). The RGS and OCP do not specifically contemplate special events or drag racing. There are broader policies around the importance of active recreational pursuits to the local economy and that tourism should be encouraged within the Comox Valley. The RSA designation enables the use of a TUP to permit temporary uses.

Zoning Bylaw Analysis

The subject property is zoned Rural Twenty (RU-20) (Appendix B). The RU-20 zone does not permit drag racing or Test and Tune events. Therefore, a TUP is required.

Sincerely,

T. Trieu

Ton Trieu, RPP, MCIP
Manager of Planning Services
Planning and Development Services Branch

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Attachments: Appendix A - “Temporary Use Proposal, dated August 8, 2019”
Appendix B – “RU-20 Zone”

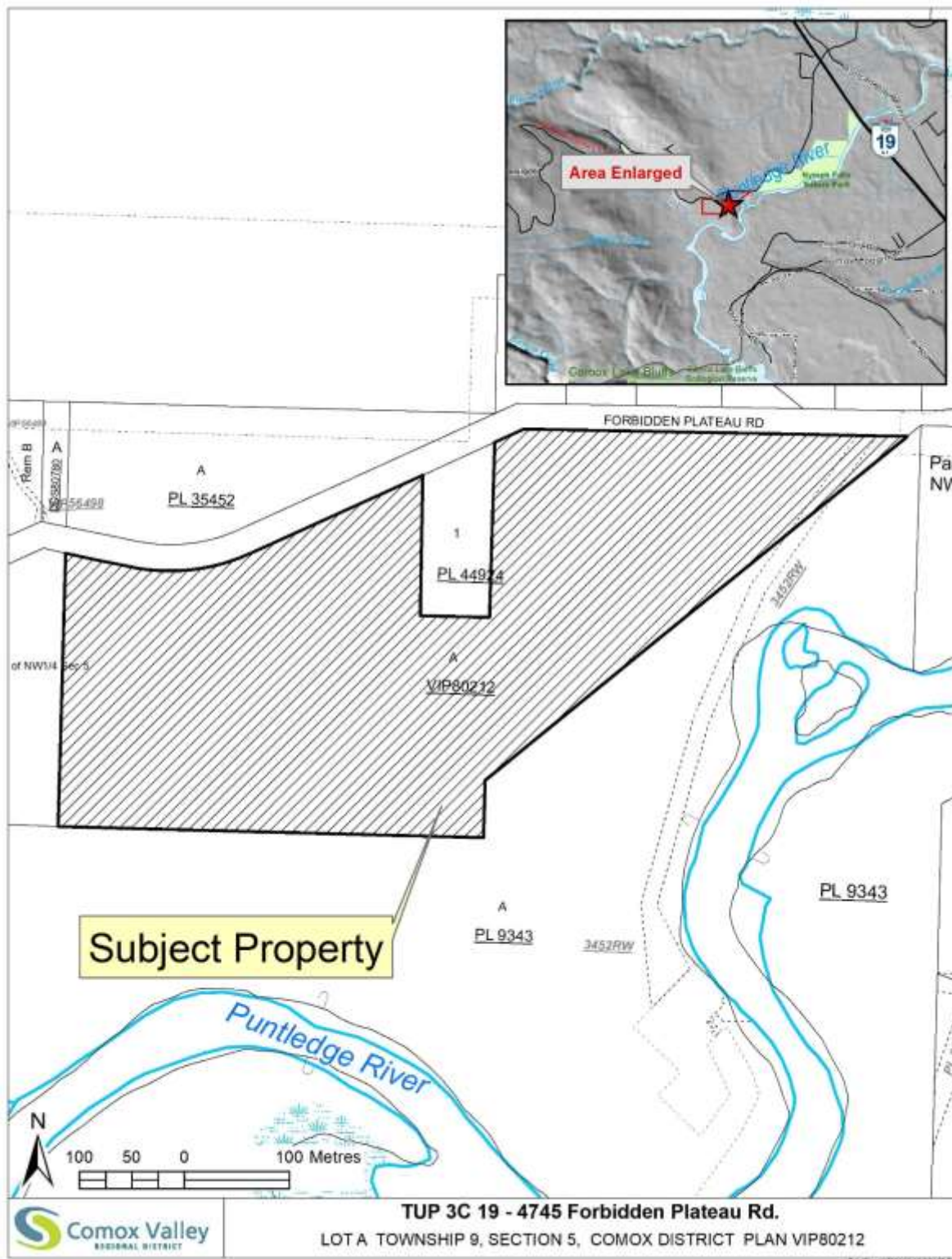


Figure 1: Subject Property Map



Figure 2: Aerial Photo



Figure 3: Site Plan, as Submitted by Applicant

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Current use of the subject property is as per current zoning.

Proposed use is as follows:

We are VANISLE AIRFIELD SOCIETY INC, we were formed and are member funded in order to properly provide Insurance for our events and cover the costs of operating. There are many expenses involved in what we do, examples include but are not limited to purchasing traction compound and the timing and lighting system and of course the Insurance as mentioned above. Our membership consists of a network of friends/families and our current numbers are not more than 50 car owners (typically 20-25 cars show up) the rest are friends and family who help out and volunteer. History shows us that typically with car owners, crew and family members' attendance is about 100 people total each day. Many of our members have longstanding personal friendships with the owners of the Subject property. We have no intent to increase membership with regard to number of car owners and plan to keep private as opposed to public events. If the neighbors wish to come and see what we are about we would love to have them as guests for sure, a waiver is required to be signed by all who attend and we issue wrist bands so that our members and the property owners know the individual is welcome to be present.

One of the very important activities we do on these weekends is raise funds for charities, our membership is keen on Service in the Community and during each day we take time out for fundraising activities. such as 50/50 draws and the lunch BBQ is also a fundraiser. To date, over the course of two events we have raised approx. 10,000 \$ for Comox Valley Hospice and the Help Fill A Dream Foundation. This fundraising has a direct positive effect on families in our community.

We seek to use this property for up to three weekends per calendar year for the private use of our club to raise money for charity, by running run test n tunes on our hot rods BBQs and camping. We test cars to assess changes we've made mechanically that may affect the performance of our cars. We also test to ensure we have a serviceable vehicle prior to heading to a race so we are not spending money travelling to a race with a broken car that we weren't aware of. In addition to test n tunes we use this time to train new drivers and kids in our junior program how to safely operate their cars and school them in using the lighting and timing systems. It is imperative that we have a safe place to teach our youngsters about the safety of driving these types of cars, the mechanics of the cars and to provide them a space to become involved with the aspects of being at a real race without the pressure of a real race.

We follow the NHRA rules that govern our sport nationally (North America) with regard to safety requirements of vehicles and apparel. An example of this is Kids on wheels; children under the age of 16 are not allowed to ride or drive anything with wheels while there are cars moving around, unless they are in the junior program and accompanied by an adult. Safety is paramount. Our volunteers wear safety vests so that members and guests, if applicable; example neighbors, know who to go to if they have any questions.

The time line for these weekends we are requesting would be between April 1st and October 31st Annually; this request is for three year duration. We request that our weekends be NO LESS than 5 weeks apart and DO NOT fall on long weekends in order that there is no disturbance to the neighbors or

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the parks on the long weekends (typically our test n tune dates would predate a race in Port McNeil and/or Mission). We would plan tentative dates/weekends at the beginning of the season and inform the neighbors and Forbidden Plateau Residents Association once we have our dates set. We would inform the neighbors at the beginning of the season of our intended dates; April 1st for example we could have our dates set and posted in a central location where the neighbors can see it such as the mailbox, and in the case there may be a neighbor or two who do not wish to be around it gives them time to plan their weekends well in advance. If the neighbors wish to be notified by email we could certainly gather their information and do that at the beginning of the season and two weeks in advance of the scheduled date.

The reason that we request a time range as opposed to specific weekends is in the event that our gathering is rained out, we may have the opportunity to move it to another weekend. If we specify dates in the formal application we are bound to them with zero flexibility which means we could lose one or potentially all weekends to weather. The likelihood is not huge but the possibility is present. In short we would stick to the dates that we plan at the beginning of the season "weather permitting". We cannot operate in the rain for safety concerns; there would be zero traction on the concrete surface which would make what we do impossible and dangerous.

The facility at this property is the only one of its kind in the vicinity that suits requirements for this purpose. It is rural and has a 1200 ft concrete airstrip so that we can run and record data (through the light and timing system) for the launch, 60 foot times and 330 foot times leaving a safe area to shut down and bring the cars to a walking speed before the end of the concrete surface. The acreage allows room for camping and camaraderie after we are done running the cars. We BBQ and Camp out, most of us have campers and motor homes. Typically those who camp out are members from out of town and some local volunteers. We do not make real campfires we use propane campfires or sit around the woodstove at the hangar and chit chat and tell stories into the evening. There are BBQ's available at the Hangar as well so we can get together for dinner and of course allows us to do a fundraising BBQ at lunch time each day.

Camping is typically and we hope it will continue to be at the end of the runway that is still grass, we park cars, trailers and motorhomes along the edge of both sides at the very end of the runway. I suggest that at most there would be 15 campsites per weekend. It has never been 15 but we would like to be sure we are not limited to too few, usually there are 6 "campsites" if you will, with 2-4 persons per campsite. The property provides for the necessity to "camp with our cars", for example; you wouldn't go to a dog show and leave your dog there and camp somewhere else. We get that our cars are not living beings like dogs are, however, they are investments and for security reasons we need to be there onsite with them. Our members have a lot of money invested in the cars that we/they run and to leave them out in the countryside with no security could cause an irreplaceable loss for many as they do not carry average car insurance. And honestly its part and parcel of the camaraderie part of the gathering. I would also like to clarify that when camping we are not in any way near the waters' edge of the adjacent water way. Individuals in the club will use the existing public trails and accesses when using the park areas over the weekend.

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The surrounding roads would not be impacted negatively during our weekend events as there is ample parking for all vehicles and camping onsite.

I will describe a typical weekend:

Friday evening we welcome club members and invited guests to the property to set up camping area, put out garbage cans and recycle bins, put up lights and timing systems for Saturday, porta potties arrive as well, typically three, two in the camping area and one down at the staging area where the timing truck is.

We do not run up the cars at all on Friday evening except to unload them from the trailers and I would like to note that when we chose the time frames to run each day that we fully took into consideration the neighborhood, and we chose these time frames out of pure respect for the neighbors.

Saturday Morning we welcome new arrivals that didn't come in the night before and have a drivers meeting at 0900 to explain the safety and procedures with regard to running the cars in the test n tune.

In order to run we make sure we have a level 3 first aider at minimum as well as first Aid Kit, it is our intent to approach St Johns Ambulance to request their presence at our events and inform the Courtenay and Cumberland Fire Hall of our activities. We have a water truck and several fire extinguishers available and strategically place throughout the area.

After the meeting we begin running the cars at 1000 and take lunch break at 1230 for a fundraising BBQ (we sell burgers and hot dogs to the members and their families for whichever charity is chosen for that weekend event) until 1330 where we resume running cars until 1600. Once we have finished running for the day some members go home and some remain on the property for camping, visiting, BBQ and enjoy the Nymph Falls Park trails and swimming holes.

Sunday Morning we have basically the same schedule as Saturday, however we don't fire up the cars until 1030 and we finish at 1500. We do a second fundraising BBQ for lunch as well as 50/50 draws for the chosen charity. We are cleaned up and off the property by approximately 1700 Sunday and we leave no negative footprint environmentally or otherwise.

As mentioned above, both days we run 50/50 draws along with the BBQ fundraiser. We have raised approx. 10,000\$ in the two weekends we had run previously for Comox Valley Hospice Society and Help Fill A Dream Foundation directly having a positive impact in our community. We would be open to choosing a charity that the neighborhood supports for one of our fundraisers.

Once again, we would propose that the three weekends per year fall between April 1st and October 31, be not less than 5 weeks apart and not fall on a long weekend in order that there is zero disturbance to the neighborhood and parks on a holiday long weekend.

Best Regards, On Behalf of VANISLE AIRFIELD SOCIETY, Tania Woodbeck

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Rural Twenty (RU-20)**1. PRINCIPAL USE**

- i) **On any lot or portion of any lot zoned Rural Twenty (RU-20) only the following principal uses are permitted:**
 - a) Agricultural use;
 - b) Fish Hatcheries;
 - c) Residential use;
 - d) Garden nurseries;
 - e) Vet clinics;
 - f) Silviculture.
- ii) **On any lot 2.0 hectares (4.9 acres) or larger:**
 - a) Animal kennels;
 - b) Riding academy.
- iii) **On any lot 4.0 hectares (9.9 acres) or larger:**
 - a) Wood processing;
 - b) Sawmills including portable sawmills;
 - c) Gravel, mineral or peat extractions, gravel crushing and screening, but no manufacturing or sales of concrete or concrete products.
- iv) **On any lot 4.0 hectares or larger and which is classified as private managed forest land or farm pursuant to the *Assessment Act* or is within a licensed area under the *Forest Act*:**
 - a) Research and teaching facility;
 - b) Rural resource centre to a maximum floor area of 300.0 square metres.

2. ACCESSORY USES

On any lot or portion of any lot zoned RU-20 only the following accessory uses are permitted:

- i) Accessory buildings;
- ii) Bed and breakfast;
- iii) Home occupations;
- iv) Domestic business;
- v) Domestic industrial use; and
- vi) Retail and wholesale sales of agricultural and forestry products to a maximum floor area of 100.0 square metres (1076.4 square feet).

3. CONDITIONS OF USE

Wood processing, gravel, sand and mineral extraction (including crushing and screening of aggregate extracted onsite), research and teaching facilities, and rural resource centres shall be subject to the following conditions:

- i) A minimum setback of 15.0 metres (49.2 feet) along all lot lines.

- ii) A minimum setback of 30.0 metres (98.4 feet) from any lot line abutting a lot zoned Residential or Country Residential.
- iii) No loading or storage areas shall be located in any required yards.
- iv) Screening of not less than 2.0 metres (6.6 feet) in height shall be provided for wood processing uses and a rural resource centre abutting a lot zoned Residential.
- v) Screening of not less than 1.5 metres (4.9 feet) in height shall be provided for wood processing uses and a rural resource centre abutting a lot zoned Country Residential.
- vi) Fences of 3.0 metres (9.8 feet) shall be permitted for agricultural, forestry, silviculture and wood processing uses.

4. **DENSITY**

Residential use is limited to:

- i) **On any lot:** One single detached dwellings dwelling and secondary suite, or one single detached dwelling and one carriage house, or one single detached dwelling and one secondary dwelling limited in area to 90.0 metres² (968.8 feet²).
- ii) **On any lot 1.0 hectare (2.5 acres) and over:** Two single detached dwellings.

5. **SITING OF BUILDINGS AND STRUCTURES**

The setbacks required for buildings and structures within the Rural Twenty zone shall be set out in the table below.

Type of Structure	Height	Required Setback				
		Front yard	Rear yard	Side yard		Side yard abutting road
				Frontage <31m	Frontage >31m	
Principal	10.0m (32.8ft)	7.5m (24.6ft)	7.5m (24.6ft)	1.75m (5.8ft)	3.5m (11.5ft)	7.5m (24.6ft)
Accessory	4.5m-or less (14.8ft)	7.5m (24.6ft)	1.0m (3.3ft)	1.0m (3.3ft)	1.0m (3.3ft)	7.5m (24.6ft)
Accessory	6.0m-4.6m (19.7ft)	7.5m (24.6ft)	7.5m (24.6ft)	1.75m (5.8ft)	3.5m (11.5ft)	7.5m (24.6ft)

Except where otherwise specified in this bylaw, no building or structure shall be located in any required front and side yard setback areas. [Note: Part 400, Siting Exceptions, of this bylaw and Bylaw No. 2782 being the "Floodplain Management Bylaw, 2005" may affect the siting of structures adjacent to major roads and the natural boundaries of watercourses and the sea, respectively.]

6. **FLOOR AREA REQUIREMENTS**

- i) The maximum combined gross floor area of all buildings shall not exceed 15% of lot area.

7. **SUBDIVISION REQUIREMENTS**

- i) Minimum lot area: 20 hectares (49.4 acres)