

August 19, 2025

JEA File: 90950

McMann Builders Group
Attn Russ McMann

**RE: Rezoning Application – 7261 Lantzville Road
Conceptual Servicing Report**

The proposed project includes a redevelopment of an existing single-family property into a mixed use commercial and residential multi-family complex via a rezoning to Village center per the OCP.

The property is approximately 3720sqm in area, with a frontage width of 41.2m which faces Lantzville Rd. The land gently slopes from the south east corner at 22.4m geodetic towards the north west corner at 20.0m. There is an existing single-family home with a few accessory buildings, all of which will be removed as part of the development.

Below is a summary of the existing and proposed servicing. Exact details will need to be determined during the detailed design stage with District staff input.

Water

An existing 200mm PVC water main runs along the north bound lane of Lantzville Road. A hydrant exists on the north side of the asphalt and is approximately 21m from the north east property corner. There is likely a 20mm water service to the existing house that will need to be abandoned.

New servicing would include a 150mm combined fire and domestic service to the property with a District owned water meter and a privately owned backflow prevention device and private connections to each building. Fire coverage will require a new onsite private fire hydrant.

Sanitary

An existing 200mm PVC sanitary main runs along the frontage of the property and a second 250mm PVC main runs along the north west boundary via a statutory right of way. The site is expected to currently have a single 100mm service which should be abandoned.

New servicing will include a 150mm gravity service connected to the 250mm main near the northerly site corner within the SRW and private connections to each building.

Storm

Current storm infrastructure consists of road side ditches and driveway culverts to direct the drainage to the ocean outfall via Huddleston Road.

Good engineering practice is to limit post development flows to pre-development rates by using storm water management features. As the property is currently mostly

grass and vegetation aside from the driveway and a few structures, the increase in hard surface flows could cause downstream erosion or capacity issues if not detained. This development is proposed to have a fair-sized driveway and parking area along the north-west boundary which would be a suitable location for an underground detention system to store the drainage water and slowly release it to the Lantzville Rd ditch. Detailed design stage will determine the exact type of system best suited to the ground conditions, but our expectation is that a rock pit with flow control will suffice. The rock pit will need to be kept away from the new building foundations as well as away from the existing sanitary SRW. A future geotechnical investigation will determine if the ground conditions are conducive to infiltration which would help recharge ground water, but if the ground cannot take more infiltration, the rock pit can be designed to act solely as detention with slow release.

Building roofs should be directed to a sediment control tank before the detention system in order to catch the sediments and allow for annual cleaning. The parking and drive areas should be directed to a combined oil and sediment tank in order to treat the water before detention.

Road and Access

Lantzville Road is currently a two-lane asphalt road with painted walking shoulders and no curbs or sidewalks. It is not clear if the development will require road upgrades to match what is further east on Lantzville Rd. A new driveway access will be located near the north west corner, with the current driveway to be removed.

Fire Truck Access to the buildings will be via a minimum 6.0m wide access driveway with an onsite staging area. It is expected that the trucks will back out onto Lantzville Rd when leaving. Private garbage collection will be required and can be accommodated onsite with a small turnaround area.

The proposed rezoning and mixed-use development can be adequately serviced with existing District infrastructure subject to confirmation of downstream capacity by the District and a more detailed design plan will be prepared at the development permit and building permit stages.

If you have any questions, please feel free to reach out to the undersigned.

Yours truly,

J. E. Anderson and Associates

Scott Stevenson, P.Eng.

cc: AR Architects.