



MINUTES

PLANNING & TRANSPORTATION ADVISORY COMMITTEE MEETING

Tuesday, 2015-SEP-15 at 5:00 p.m.,

Boardroom, 411 Dunsmuir Street Nanaimo BC V9R 0E4

PRESENT: Bill Forbes, Chair
Mayor McKay
Councillor Hong
Mike Plavetic
Carey Avender
Leo Boon
Richard Finnegan
Sean Mahon
Sean Herold
Doug Kalcsics

REGRETS: Councillor Kipp

STAFF: Dale Lindsay, Director, Community Development
Geoff Goodall, Director Engineering & Public Works
Gordon Foy, Manager of Transportation, Engineering
Bruce Anderson, Manager, Planning & Design
Karin Kronstal, Planner, Planning & Design
Shelley Matthewman, Steno, Planning & Design

1. Call to Order

Chair Bill Forbes called the meeting to order at 5:02 p.m.

2. Adoption of Minutes

It was moved and seconded that the Minutes of the Nanaimo Planning & Transportation Committee meeting held 2015-AUG-18 be adopted as presented. The motion carried unanimously.

3. Approval of Agenda:

It was moved and seconded that the agenda be adopted as presented. The motion carried unanimously.

4. Information Items:

5. New Business:

a) Rezoning Application – RA000358 – 416/434 Wakesiah Avenue

To Rezone from Single Dwelling Residential (R1) to Mixed Use Corridor (COR2) to permit a mixed use development including student housing.

Ms. Kronstal gave a brief introduction to the application.

Applicant Ian Niamath Architecture provided a PowerPoint presentation.

- Property is located on the east side of Wakesiah Avenue across the street from Vancouver Island University. The surrounding area includes Nanaimo Secondary School, Nanaimo Aquatic Centre, Nanaimo Ice Centre, Serauxmen Stadium and Serauxman Sports Fields. The University Village Shopping Centre is located approximately 1km walking distance.
- The application for the rezoning is to allow the site specific use of Student Housing.
- The commercial to be allowed on this site is ideally suitable for this use and meets the intent of the Official Community Plan (OCP).
- The total number of units in the development is 34 which accommodate 44 students of single and double units.
- This project is similar to the adjoining property at 438 Wakesiah Avenue with the exception that this project includes commercial space on the main floor and residential on the upper floors.
- Onsite parking at the rear of the building also accessible from the lane. Parking is provided for students as well as for the commercial use of the building. A traffic study report has been done.
- A road dedication to be provided at the front of the parcel in the amount of 1.5m fronting Wakesiah Avenue and a 1.0m dedication along the lane to allow road widening and lane widening.
- It is the owner's intention to enter into a housing agreement which will outline the conditions of the management, limit the number of residents that own vehicles and behavior of students as does not want to negatively impact the residents of the surrounding area.
- Community Contribution approximately \$300 per unit totaling \$10,000.
- An information meeting was held with only four people in attendance.
- The PowerPoint presentation included design of the building and landscaping.

Councillor Hong said typically community contribution is \$1,000 per door and this is proposed for \$300, what is the rationale for this?

Mr. Anderson stated that this is an assisted housing project with smaller units, the rationale of a third of the contribution per unit is because of the small unit size.

Mr. Finnegan asked why does the adjacent building have a lane, but not for this building? Is there a driveway because of the commercial aspect?

Mr. Niamath replied yes there is one for commercial space and the building is much bigger. It will also cut down on amount of traffic. A small lane with a traffic bump or changing material to slow traffic with access in only.

Mr. Plavetic asked does the building next door have the same zoning?

Mr. Niamath answered that it does not have the same zoning and the difference is the commercial space; 438 Wakesiah Avenue is zoned Residential Corridor (COR1).

Mr. Finnegan asked if parking was a problem? Are there controls in the neighbourhood? Concerned with visibility and increased traffic.

Ms. Kronstal said the applicant has provided a full parking study which suggests an even lower ratio of 0.13 spaces per bed would be acceptable. If the residential demand is less than 9 spaces, the additional spaces can be used for additional parking or commercial parking. Parking available for students who wish to rent parking. Students have been paying \$25 a month for parking at 438 Wakesiah Avenue. There are traffic controls on Wakesiah.

Mr. Foy said the other building has 24 hour 15 minute loading zone, probably need to emulate that same treatment on the other side and be able to create an opportunity to recover some of that space with 2 hour parking to maximize short term parking for commercial space, and relocating loading zone ahead of driveway for visibility.

Mr. Forbes said he is concerned with one way into lane. Is this lane wide one way and narrow the other? Will the lane be widened?

Mr. Foy said laneway would be set and would limit access out to the road. On street parking offloads some of the demand.

Mr. Forbes commented that the commercial vehicles are only moving in and out throughout the day.

Ms. Avender inquired about the 5 parking spots in the front of the building, how would you stop other people in the neighborhood from parking there with issues in the area already?

Mr. Niamath said it would be controlled by the City. Signage installed to designate resident parking and to state time limits of retail parking, if not adhered to will be ticketed.

It was moved and seconded to recommend that Council approve Rezoning Application No. RA000358.

The motion was carried. All in favour.

b) Rezoning Application – RA000359 – 1037 Old Victoria Road

To rezone the subject property from Single Family Residential (R1) to Three and Four unit Residential (R5) in order to construct a Tri-Plex.

Ms. Kronstal gave a brief introduction to the application.

Mrs. Meyers, mother of applicant to present.

- Wider than current foot print with 600 sq ft cabin on property.
- Low point in neighborhood at this point.
- Idea is to build triplex, green as possible, high end with in floor heating, low carbon footprint to attract higher caliber of long-term renters.
- Wants to enhance neighborhood not take away from it.
- No disruption to bank.
- Trees by cabin to come down for safety issues to be replanted as recommended.

Ms. Kronstal said the rezoning (R5) would permit 4 units but would not fit on this site so rezoning application is for 3 units.

Mr. Herold asked if the city storm sewer is on the property line.

Mrs. Meyers said it is further down the road; construction will not interfere with it. Study of land done, environmental engineering company has done the survey,

Mr. Forbes asked how many people from neighborhood association were in attendance and what was the general consensus? What is the square footage?

Mrs. Meyers said that she attended the Chase River Association meeting, her meeting has been scheduled, with signage on the property. The neighbour beside was concerned with proximity of units to property line, she will not be as close to the property line on that side. Everyone was happy to see something respectful being developed. Proposed design is 1,000

sq ft per unit, 2 storey with garage. Property is 0.86 acres in size.

It was moved and seconded to recommend that Council approve Rezoning Application No. RA000359.

The motion was carried. All in favour.

Councillor Hong excused himself from the meeting at 5:45 p.m.

c) Update on Port Drive Waterfront Master Plan

Presentation: Mr. Anderson - Staff

- The objective of the Master Plan is to provide a level of detail on proposed land use, transportation, servicing, open space, trails and environmental protection, as well as phasing of development.
- The defined Plan Area primarily concerns City-owned land but includes a small parcel owned by the Port Authority at the north of the site, for a total area of 10.5 hectares (25.9 acres).
- There are a number of site constraints to be considered during the planning process including:
 - Environmental.
 - Archaeological.
 - Legal encumbrances.
- Council approved 2015-2019 Financial Plan which identified the South Downtown Waterfront Master plan as a priority item and provided a total budget of \$100,000 for the plan.
- The Planning & Design Section will be responsible for this project, with consultants to include land economics, stakeholder engagement, land use and transportation planning.
- A master plan will confirm locations of public amenities including the waterfront walkway.
 - Will formalize the road network and address access.
 - Will confirm acceptable land uses on the property.
 - Will introduce a framework for utilities and servicing.
 - Will clarify how the site may directly or indirectly play a role in the support of a transportation hub.
 - Will provide guidance on future parcel size and location.
 - Will establish policy with respect to the built form height, density.
 - Will provide certainty for the community, stakeholders and developers with respect to the vision.
- An RFP has been issued, closes on Sep 24th.
 - Phase.1 - Plan initiation.
 - Phase 2 - Issues and opportunities.
 - Phase 3 - Options development.
 - Phase 4 - Draft plan.
 - Phase 5 - Finalize plan.
 - Project start up to follow.

Mr. Plavetic asked if they were going to replace the trestle.

Mr. Anderson stated that the lifespan for the trestle is not very long. It is currently one of the main access points into the lands; plan will be looking at this issue for both short and long term.

Mr. Foy commented that the replacement of the trestle does not necessarily mean it will be replaced with a new trestle.

Mr. Kalcsics excused himself from the meeting at 6:14 p.m.

d) Update on Terminal / Nicol Corridor Streetscape Project

Presentation: Mr. Foy – Staff



- The project study area is from Comox and Terminal to Pearson Bridge all the way downtown, transitioning onto Nicol Street to Needham by South Street.
- The current streetscap along the corridor is not inviting to pedestrians or cyclists and could better support adjacent businesses.
- The road condition is reaching end of life and is under the jurisdiction of the Ministry of Transportation and Infrastructure (MoTI).
- Developing an effective streetscape plan requires understanding the surrounding land use, both in terms of the current conditions and policy direction. The 'Complete Streets' approach uses a three-part formula to identify street types; two of the three components relate to the land use and urban design.
- A group called Block Builders started to form from southend on how to improve Nicol Street and to explore more specifics of streetscapes.
- Committee has diverse members, the Port Authority is participating as a stake holder, City of Nanaimo, NEDC and DNBIA are contributing funds. Ministry of Transportation and Infrastructure for traffic analysis.
- Meetings are Tuesday mornings at 7:00 a.m.. Doug is on the committee if you want to ask any questions.
- Event this Sunday Sept 20th "My Street" will close down 2 lanes for a couple of blocks to have street festival. This is not on the street but along the street to solicit community's thoughts on what they want to see on Commercial Street and Terminal Avenue.
- Bike trail provided by bike coalition who will also be hosting a booth at the Street Festival event.
- The goal is to complete the project by April 2016.

6. NEXT MEETING:

The next regularly scheduled meeting of the PTAC is scheduled for 2015-OCT-20.

7. ADJOURNMENT:

The meeting adjourned at 6:23 p.m.

APPROVED BY:
LEO BOON
CHAIR
OCT 20, 2015
DATE**CONCURRENCE BY:**
STAFF LIASON**CERTIFIED CORRECT:**
CORPORATE OFFICER