



## MINUTES

### PLANNING & TRANSPORTATION COMMITTEE MEETING

Tuesday, 2015-JUL-21 at 5:00 p.m.,

Boardroom, 411 Dunsmuir Street Nanaimo BC V9R 0E4

---

**PRESENT:** Bill Forbes, Chair  
Mayor McKay  
Mike Plavetic  
Carey Avender  
Leo Boon

**REGRETS:** Richard Finnegan                      Sean Mahon  
Sean Herold                                      Doug Kalcsics  
Councillor Kipp                                Councillor Hong

**STAFF:** Gordon Foy, Manager of Transportation, Engineering  
Dave Stewart, Planner, Planning & Design  
Phil Stewart, Manager, Engineer Projects  
Shelley Matthewman, Steno, Planning & Design

---

1.     **Call to Order**  
Chair Bill Forbes called the meeting to order at 5:07
2.     **Adoption of Minutes**  
No quorum – unable to adopt minutes of the Nanaimo Planning & Transportation Committee meeting held 2015-JUN-16.
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) OCP Amendment Application No. OCP00080 and Rezoning Application No. RA000351 – 305 Milton Street
    - o To redesignate the land within the Official Community Plan (OCP) in order to recognize an existing 60 unit multiple family residential development.
    - o To rezone the subject property from Old City Low Density (Fourplex) Residential (R14) to Old City Medium Density Residential, with site specific amendment to permit a FAR of 1.9

Presentation: D. Stewart - Staff

T. Wait, Applicant in attendance for. Jim Harmata owner of Renfrew Holdings Ltd.  
In 1992 the zone of the property was changed to RM-9. The Low-Density (Four-Plex) in the Neighbourhood Plan as part of a blanket rezoning process resulting from the OCP of the Old City Quarter where local residents wanted to preserve the residential characteristics of the Neighbourhood. The 60 unit high rise complex provides housing for many Nanaimo families and the beautiful building has been an anchor in this neighborhood for many years. Returning the zoning to reflect the current use of the building, R15 and amending the old City

Neighbourhood Concept Plan to Multi-Family Medium Density Residential (Sub Area 4).

Applicant to meet with neighbourhood association, had meeting June 15, 2015 with no objections. Letter from Mr Knight.

Mr. Lawrence Reiper, Nanaimo Old City Association in attendance, no objection.

Mayor McKay asked if new owner would need financing to strata legal non-conforming units would there be an issue? Could this eliminate the sale?

T. Wait says unable to sell if left, as there would be disclosure issues.

Mayor McKay stated that Calais Spas has been asking info on similar issues.

L. Boon asked is there a lot of properties like this in Nanaimo. This building is from 1987, how is this fair for them to have to rezone from what the original zoning was with the cost of the process at \$1500 for OCP and Rezoning.

D. Stewart says there certainly are a number of non conforming properties throughout the City. Rezoning on this property changed in the 1990s not in 2011, but did change again in 2011 with the adoption of the new Plan. This is not unique in that respect, the Mayor mentioned another property in the Wellington area.

L. Boon asked Tim Wait are they planning on selling and kicking out renters?

T. Wait responded by saying that 60 families live here and owner wants to keep that the same; he is willing this property to his daughter and wants to ensure her future is protected.

C. Avender asked how does this differ from a housekeeping issue?

D. Stewart says this issue was raised in the past with the applicant, staff is supporting a rezoning.

C. Avender asked if we recommend and Council passes, will this be corrected?

D. Stewart says if the OCP and Rezoning are adopted then yes the property would be recognized through the Zoning Bylaw and there wouldn't be an issue regarding the existing legal non-conforming status.

Mayor McKay stated that when this goes to council to make it very clear the committees' recommendations and to list the multiple points of recommendations.

D. Stewart stated the application is to amend the Old City Neighbourhood Plan from Sub Area 3 (Multi-Family Low Density Residential) to Sub Area 4 to (Multi-Family Medium Density Residential) that would include a site specific amendment to permit a five-storey building height and a FAR of 1.9 in addition to that a rezoning from Old City Low Density (Fourplex) Residential (R14) to Old City Medium Density Residential (R15) with site specific unit multiple family dwelling.

It was moved and seconded to recommend that Council approve OCP Amendment Application No. OCP00080 and Rezoning Application No. RA000351.

Mayor McKay stated this will go to Public Hearing in September.

b) Boundary / Northfield / Island Highway 19A intersection upgrade.

Presentation – P. Stewart, Staff

P. Stewart provided the committee members with a PowerPoint presentation which included the Site Plan. The proposed upgrades will include the following:

- Protected only left turn signal
- Dedicated right and left turn lanes
- Acceleration Lane
- Dedicated Left Turn Lane
- New Signal for rail clearance
- Pedestrian and cyclist improvements
- Improved Pedestrian crossing

C. Avender asked if the tunnel was still there?

P. Stewart replied that, yes it is, and still in use mostly used for rush hour and lunch time by students.

L. Boon said he was there today; has the City acquired section of land by school?

P. Stewart replied there was a small piece purchased for the island and that additional property acquisition to south may be required; however, the details of that would not become clear until detailed design is complete.

P. Stewart said the projected schedule is to finalize the design summer of 2015. Tender will go out fall 2015 with Construction to start winter of 2015/spring 2016. Project completion scheduled for early summer 2016.

L. Boon asked if there is going to be any Provincial or ICBC money towards this project?

P. Stewart answered that the total project cost is estimated to be about \$3,000,000. A 50/50 cost share agreement is in place between the Ministry of Transportation and Infrastructure and the City of Nanaimo. ICBC has also agreed to contribute funding to the project. Shortfall would be found within the existing budget.

L. Boon asked how the light is going to be controlled for northbound traffic on the highway is going to go, will it be separate controlled from other southbound traffic?

P. Stewart answered that northbound traffic will be separate from southbound traffic, left turn will be protected by left hand green signal.

G. Foy also commented that the intersection will be comparable to Mostar and Bowen. Vehicles would turn green on green arrow, then flashing green, then yellow before red; people can still slip past and turn left. Other big concern is left turn conflicts. The challenge there tends to be injuries and they tend to be more severe than the re-ender collisions, they tend to be interaction with the cars coming down the Island Highway. The other issue is the pedestrians, people are sitting there, they are intent on the gaps, looking up the highway for those gaps, start to go and they realize they forgot to look at the trail for pedestrians.

L. Boon asked will there be a post or barrier to stop people from running the left turn

light signal.

G. Foy answered that it will be standard the same as other intersections, people can still run the light.

L. Boon asked has there been a traffic study done on how much volume is turning left? Has there been any discussion of eliminating the left hand turn signal? Are there any upgrades to change in traffic pattern and will there be signage to warn people of traffic pattern change?

P. Stewart answered that when we were in conceptual stage of the project we monitored everything that was going on there so, according to recent traffic counts about 15% of the northbound traffic on Boundary turns left onto Northfield. With this proposed concept, traffic that wants to make that movement will need to reroute. For instance, Meredith, Duggan or Spencer are likely alternatives. Boundary will be signed to warn people that there will be no left turn available on Northfield. We have committed to continue to monitor.

G. Foy said during peak hours there is approximately 30 cars estimated at 1 car every 2 minutes, which is misleading during any other time of day. Sometimes during peak hours you can wait longer than 2 minutes. From a users' perception they always see people there and they think there are more cars turning left there, and think they will be stuck there, which relatively speaking, is the smallest impact here.

L. Boon commented that the E&N users crossing now, have a dedicated lane coming down Northfield which means they may have a little bit more speed, how are you accommodating for the visibility of the pedestrians crossing the island on that section. Not concerned about major crossing, concerned with pedestrian crossing. The traffic now has the opportunity and does not have to look left.

P. Stewart says that this will be the same as any other pedestrian crossing. Each participant has a role to play – people need to stop and look.

G. Foy stated new set up will ensure drivers are looking forward.

6. **NEXT MEETING:**

The next regularly scheduled meeting of the PTAC is scheduled for 2015-AUG-18

7. **ADJOURNMENT:**

The meeting adjourned at 5:45 pm.

**APPROVED BY:**

\_\_\_\_\_  
**C H A I R**

\_\_\_\_\_  
**D A T E**

**CONCURRENCE BY:**

**CERTIFIED CORRECT:**

\_\_\_\_\_  
**STAFF LIASON**

\_\_\_\_\_  
**CORPORATE OFFICER**