

MINUTES OF THE SPECIAL MEETING
OF THE COUNCIL OF THE CITY OF NANAIMO
HELD IN THE SHAW AUDITORIUM, 80 COMMERCIAL STREET, NANAIMO, BC
ON THURSDAY, 2013-SEP-05 COMMENCING AT 7:00 P.M.

PRESENT: His Worship Mayor J. R. Ruttan, Chair

Members: Councillor G. Anderson
Councillor M. D. Brennan
Councillor G. E. Greves
Councillor D. K. Johnstone
Councillor W. B. McKay
Councillor J. F. K. Pattje

Regrets: Councillor W. L. Bestwick
Councillor J. A. Kipp

Staff: B. Anderson, Manager, Planning & Design Section, CSD
D. Jensen, Community Planner, Planning & Design Section, CSD
J. Collinson, Planning Assistant, Planning & Design Section, CSD
P. Masse, Planning Clerk, Planning & Design Section, CSD

Public: There were approximately 45 members of the public in attendance.

1. CALL THE SPECIAL MEETING OF COUNCIL TO ORDER:

The Special Meeting was called to order at 7:00 pm.

2. ADOPTION OF AGENDA:

It was moved and seconded that the Agenda be adopted. The motion carried unanimously.

3. CALL THE PUBLIC HEARING TO ORDER:

Mayor Ruttan called the Public Hearing to order at 7:00 pm. and advised that members of City Council, as established by provincial case law, cannot accept any further submissions or comments from the public following the close of a Public Hearing. Mr. Anderson explained the required procedures in conducting a Public Hearing and the regulations contained within Part 26 of the *Local Government Act*. He advised that this is the final opportunity to provide input to Council before consideration of Third Reading of Bylaws No. 6500.024, 4500.046, 4500.044, 4500.047, 4500.049, and 4500.050 at this evening's Special Council meeting.

(a) Bylaw No. 6500.024 – OCP00074 – 2113, 2115, 2117, 2119, 2121, 2123 and 2129 Boxwood Road

This bylaw, if adopted, will amend Map 1 (Future Land Use Plan) of the "OFFICIAL COMMUNITY PLAN 2008 NO. 6500" by redesignating the subject properties from 'Light Industrial' to 'Neighbourhood' in order to recognize and facilitate the expansion of the existing Edgewood treatment facility.

Bylaw No. 4500.046 – RA000318 – 2115, 2123 and 2129 Boxwood Road

This bylaw, if adopted, will amend "ZONING BYLAW 2011 NO. 4500" by rezoning the subject properties from Single Dwelling Residential (R1) and Duplex Residential (R4) to Community Service One (CS1) in order to facilitate expansion of the existing personal care facility (Edgewood).

Mr. Keith Brown, Keith Brown & Associates Ltd. – Applicant Representative

- Mr. Brown's presentation is attached as "Attachment A – Submissions for Bylaws No. 6500.024 and 4500.046".

Councillor Pattje asked Staff for clarification on whether or not the properties that are proposed to be redesignated through the Official Community Plan (OCP) application, but are not yet included in the rezoning application, will have to return to Public Hearing and Council for consideration. If so, why did Staff not wait to present all complete applications at once?

Mr. Anderson confirmed that several Boxwood properties would have to return for a subsequent rezoning application. The applicants have been working with two property owners on consent for the OCP amendment application, which they achieved; however, they were not able to secure consent on the rezoning portion of the proposal at this time. The process to rezone the two remaining lots from industrial to residential would be a relatively simple one in the context of the rest of the application area proceeding to rezoning approvals.

Councillor Johnstone noted it was a pleasure to attend the opening of the most recent phase of Edgewood, which is a beautiful facility in our community and a great contributor to our local economy. Asked for confirmation that sidewalks will be built into the proposed new phase.

Mr. Brown confirmed that sidewalks will be installed from the driveway of the Kenworth Road exit at Meredith Road to the BC Hydro substation.

Mayor Ruttan asked if Staff have any concerns regarding the proposal.

Mr Anderson confirmed Staff has no concerns regarding the proposal.

There was one verbal and two written submissions received with regard to Bylaws No. 6500.024 and 4500.046".

(b) Bylaw No. 4500.044 – RA000314 – 3690 Country Club Drive

This bylaw, if adopted, will amend "ZONING BYLAW 2011 NO. 4500" by rezoning the subject property from Single Dwelling Residential (R1) to Residential Corridor (COR1) in order to allow for construction of a four-storey, multiple family development.

Mr. Keith Brown, Keith Brown & Associates Ltd. – Applicant Representative

- Mr. Brown's presentation is attached as a part of "Attachment B – Submissions for Bylaw No. 4500.044".

Councillor Pattje asked how the driveway connected to the Esso property would be of use to vehicles going from Country Club Drive to Island Highway 19A or Departure Bay Road, as it is a dead end.

Mr. Brown confirmed the laneway Councillor Pattje is referencing is not connected to the Esso property; the Esso property is separately titled, as is the panhandle lot. There is an access covenant that still exists on the Esso property.

Councillor Pattje noted that 200 invitations were sent to neighbouring properties to attend an information session. Asked how many people attended the information session.

Mr. Brown confirmed that approximately 20 people attended the information session.

Councillor Pattje asked Staff for confirmation regarding the Neighbourhood Association referred to by Mr. Brown in his presentation (Wellington Action Committee) and whether or not it is a legitimate Neighbourhood Association.

Ms. Jensen confirmed there are two neighbourhood associations related to the subject neighbourhood; the Wellington Community Association and the Wellington Action Committee. Essentially they serve the same function; however, they are two separate committees.

Councillor Brennan asked Staff for confirmation that the Wellington Action Committee is a bona fide association with memberships and regular meetings.

Ms. Jensen confirmed there are two associations in the subject neighbourhood; the Wellington Community Association as well as the Wellington Action Committee, who oversee the hall and initiate any correspondence to Council. The Wellington Action Committee has a strong membership in the area, focussing particularly around the lake area and older portion of the neighbourhood; however, their boundaries cover an extensive area.

Mr. Julio Wong, Senior Transportation Engineer, MMM Group Ltd. –Traffic Consultant

- Mr. Wong's presentation is attached as a part of "Attachment B – Submissions for Bylaw No. 4500.044".

Mr. Wong noted the traffic study was prepared following the scope defined by Staff.

Mayor Ruttan asked for clarification regarding the access lane, which has been referenced to as a panhandle lane. It is a narrow road, but it does allow for two-way traffic and it is used on a regular basis.

Mr. Wong stated that the laneway is an undedicated road and is private property; however, it is a paved, two-way driveway and it does get used by neighbourhood residents. At Norwell Drive the only movements permitted are right-in, right-out; therefore, there are no left turns permitted.

Mayor Ruttan asked for confirmation regarding how many vehicles access the private driveway.

Mr. Wong noted that traffic counts were conducted at this intersection; during the morning peak hour there are 30 eastbound cars per hour and 27 cars westbound per hour.

Mayor Ruttan noted that the driveway does get significant use; concerned if the private lane would be closed or restricted at any time in the future as it is an important arterial access lane for the development.

Mr. Wong noted he cannot confirm whether or not the lane would be restricted in the future as it is an undedicated, private laneway and, in fact, the proposed development was not allowed to access that lane directly. The applicant was told the driveway would be on Country Club Drive only.

Mayor Ruttan asked if the lane is being used by vehicles by right of trespass.

Mr. Wong confirmed the lane is being used by vehicles by right of trespass.

Councillor Johnstone asked if any improvements to the laneway would occur through this development.

Mr. Anderson confirmed there are no improvements for the laneway anticipated through this development.

Councillor Johnstone asked if any improvements to the laneway would be undertaken by the City.

Mr. Anderson noted redevelopment of the adjacent property to the subject property could see dedication and improvements to the lane.

Councillor Johnstone asked for a timeline regarding the proposed traffic light at Rock City Road.

Mr. Anderson noted that the Rock City Road intersection improvements are in the DCC Capital Projects list; however, they are not currently part of the five-year Capital Plan. The expectation is that the Rock City Road intersection improvements would be part of a priority assessment process and could move into a closer timeframe if that intersection project rises up the list. There is potential to accelerate that intersection improvement process and noted discussions are ongoing regarding the Madill lands.

Councillor Brennan noted traffic studies are dependent upon other factors to be reliable; demographics of who would inhabit the apartment units would need to be included. These demographics cannot be known until the design stage of the proposal. Asked how reliable the traffic study is if it did not consider these unknown demographics.

Mr. Wong noted that traffic studies are undertaken as part of the planning process. Data is collected by the Institute of Traffic Engineers, which includes many varied categories, including residential, commercial and recreational data. Under the residential category, the data is broken down into traffic generations of single family, apartment units, like the subject proposal, or high rise towers. The average generation is used and, although the numbers could be a little higher or lower than a specific development, the order of magnitude is accurate as there is a lot of data used in creating the formula.

Councillor Brennan noted that it sounds as if the formula is a guess based on assumptions.

Mr. Wong confirmed the formula is a guess based on engineering factors.

Councillor Pattje noted that he was at the intersection of Wassell Way and Departure Bay Road that afternoon to conduct a test. He was there at 3:40 pm; there were five cars ahead of his vehicle. Wellington High School was getting out at the same time and he wanted to make a left turn onto Departure Bay Road; it took eight minutes to make that left turn. The traffic study concludes an increase of 1.5% in traffic, this does not sound reasonable to him.

Mr. Wong confirmed that Staff did identify turning left at Wassell Way and Departure Bay Road as a concern and the analysis confirms it is a concern. There are problems with the congestion and speed on Departure Bay Road; however, the conclusions and recommendations in the traffic study did not go into this level of detail regarding operational analysis as the increase to traffic in the area due to this proposed development is only 1.5%. Further studies would need to take place to determine what can be done at the problematic intersections.

Councillor Pattje asked what kind of increase in traffic was expected for Divot Drive if the proposal were to be approved.

Mr. Wong noted Divot Drive is a stabilized neighbourhood; no increase in traffic is expected unless something changes internally.

Councillor McKay agreed that Wassell Way is problematic; however, the traffic problems that exist in the area are the problem of City Council and Staff, not the developer of this proposal. Rock City Road intersection improvements are needed now; in the interim perhaps a traffic light at Wassell Way could be discussed.

Mayor Ruttan noted that if developments such as this proposal are approved, pressure would be created to accelerate the installation of a traffic light at Rock City Road, which he considers essential.

Mr. Anderson noted the proposal before Council does not worsen the existing traffic issues in the area; the assumption that this proposal could place Rock City Road at a higher priority project may not prove correct.

Mr. Brown noted the proximity of the proposal to the transit system will lower vehicular traffic usage. Read a submission into the record from a disabled resident of the neighbourhood who would appreciate the installation of sidewalks in the area, as proposed by the application. This submission is attached as a part of "Attachment B – Submissions for Bylaw No. 4500.044". Added the ground floor may include suites custom made for people with disabilities.

Councillor Johnstone asked for clarification on whether or not any 2 or 3 bedroom units would be included in the proposal.

Mr. Brown noted discussion is ongoing regarding mix of unit sizes.

Councillor McKay asked Staff if a public right-of-way exists between the subject property and the church.

Mr. Anderson confirmed a public right-of-way exists between the subject property and the church, which is the pedestrian connection referred to by the applicant representative.

Councillor McKay asked if improvements to the pedestrian walkway would be undertaken.

Mr. Brown confirmed the right-of-way is currently used as a walkway; the proposal would include upgrades including a paved, 3m-wide, surface area, which would bring pedestrian continuity from Country Club Drive onto Norwell Drive.

Mr. Larry Rumming, 2486 Divot Drive – Opposed

- Mr. Rumming's presentation is attached as a part of "Attachment B – Submissions for Bylaw No. 4500.044".
- Has lived in the neighbourhood for 35 years and has never heard of the Wellington Action Committee.
- Traffic volumes in the neighbourhood are his main concern as it is very difficult to exit the neighbourhood safely, especially attempting to go south during the day.
- Believes the traffic study is seriously flawed as it was conducted one day only and it was prior to the construction of the 33-unit apartment building at 3701 Country Club Drive.
- Does not believe the peak hours used in the study are the actual peak hours of the neighbourhood. Traffic congestion created by Wellington High School is not considered in the study and four key intersections that service the neighbourhood were not included: Glen Eagle Crescent and Rock City Road, Country Club Drive and Rock City Road, Colwood Road and Rock City Road and vehicles exiting Wendy's restaurant at Rock City Centre.
- The traffic study did not compare previous data to provide accurate statistics, and it seems projections were based on a study conducted on Bowen Road. No demographical data was considered and no dialogue with residents was undertaken for the traffic study.
- 124 residences and two apartment blocks currently exist in the neighbourhood; this accounts for approximately 190 dwelling units. Adding 58 more dwelling units creates a total of 248 dwelling units and approximately 372 vehicles. This does not take into consideration there are two churches in the neighbourhood that have functions often during the week.
- He cannot respect any rezoning in the neighbourhood until a light is installed at Rock City Road and Highway 19A. It is a matter of safety.

Mr. Rob Waine, 2861 Biscayne Bay – Trustee with St. Andrews Church – In Favour

- Traffic issues in the neighbourhood area a serious concern; however, the church welcomes a neighbour that is not someone camping in the woods. The traffic issues need to be addressed.

Ms. Lyanne Burgoyne, 2499 Divot Drive – Opposed

- Ms. Burgoyne's presentation is attached as a part of "Attachment B – Submissions for Bylaw No. 4500.044".

Mr. Dan Curtis, 2499 Divot Drive – Opposed

- Believes the new apartment building at Glen Eagle Crescent and Country Club Drive is fantastic, as far as apartment buildings go. However, there has been an increase in transient people loitering in the neighbourhood due to the new apartment building.
- There has also been an increase in pedestrians cutting through the area who do not live in the neighbourhood.
- Smokers from the apartment complex loiter outside of the building at all hours of the day and night. There is also an increase in abandoned shopping carts.
- Noted there is no guarantee the developer will propose a smaller development at the design stage. He met with the developer at the information session; it was indicated that the developer would try to maximize the profit from the subject property. It is his opinion that this means the developer will attempt to get the highest number of dwelling units possible from the subject property; believes this will create an abrupt transition between the subject property and the existing neighbourhood.
- Believes attendance to the information session was low as it was scheduled for 5:00 pm on a weekday.
- Believes the traffic study offers speculation as opposed to facts. The projected 1.5% increase in traffic does not take into consideration any neighbourhood or city growth between now and 2018.
- There is no guarantee there will ever be a traffic light at Rock City Road.

Councillor Anderson asked if any traffic calming measures are suggested for the development proposal.

Mr. Anderson noted that improvements to road widening and sidewalks are a part of the proposal; however, he is not aware of any on-street traffic calming measures in concept.

Mr. Wong noted the City did not request traffic calming measures be included in the study; however, he believes the City may have a traffic calming policy in place. Added that there are traffic calming measures that could be implemented in this neighbourhood.

Councillor McKay asked the speakers if they are aware that a significant number of homeless people currently spend time on the subject property.

Mr. Curtis agreed there are transient people who come and go through the property; however, it is not a significant amount.

Ms. Burgoyne added that she believes it is mostly teenagers who loiter on the property.

Councillor Pattje asked Staff if any thought has been given to installing a traffic light at Wassell Way and Departure Bay Road.

Mr. Anderson noted that a traffic light at Wassell Way and Departure Bay Road may prove problematic for the movements and function of Departure Bay Road.

Councillor Pattje asked if he could get further information regarding any problems to Departure Bay Road resulting from the installation of a traffic light at Wassell Way.

Councillor Anderson asked if the City would request any traffic calming measures in the area.

Mr. Anderson noted that part of the Public Hearing process is to learn about existing issues in a neighbourhood; Staff will give this information to the Traffic Engineering Section who can look at these issues in the context of our development review. The development permit process looks at specific issues related to improvements that occur as part of the development.

Mr. Russ Burke, 6061 Parkway Drive – In Favour

- Bowen Road and the Island Highway have seen significant commercial investments, notably, new and rebuilt dealership properties. These investments have brought new and renewed employment opportunities into the area. The proposed development will attract new residents who wish to walk or cycle to work and who can use public transit to get to the rest of the city. This, in turn, will reduce greenhouse gas footprints, result in less congestion and contribute to the Wellington community. The proposal, which will increase the residential rental supply in the area, appears to adhere to the OCP, which supports “the need for pedestrian, cyclist and public transit with aesthetic characteristics that contribute to the vibrant economy and street life”.

Mr. Bob Munnik, 3396 Collishaw Road – Opposed

- Current member and trustee of the church located across from the subject property. Traffic concerns will get worse if the proposal is approved.
- Does not understand how a private road can be included in a traffic study as it can be closed by the owners at any given time.
- Believes the existing traffic issues will only be worsened by this proposal.

Mr. John Tierney, Property Management Team, Remax of Nanaimo – In Favour

- Mr. Tierney’s presentation is attached as a part of “Attachment B – Submissions for Bylaw No. 4500.044”.

Ms. Louise Adams, 3058 McCauley Drive – Opposed

- Believes many people in the neighbourhood who have not attended the Public Hearing are opposed to any further traffic in the area and, therefore, opposed to this proposal.
- The new apartment building already constructed in the area is not yet full, she sees approximately 25 vehicles per day going to and leaving from the building.

Ms. Erin Brook, 3701 Country Club Drive – In Favour

- Resident of the new apartment building located at 3701 Country Club Drive. Employed as a lawyer who works 9:00 am to 5:00 pm on Bowen Road. In the morning she turns left off of Wassell Way or, as an alternative, uses Rock City Road, turning right onto the highway; she experiences no problem in the morning when she leaves at 8:30 am.

- When the high school is in session she plans her route accordingly, knowing there will be more traffic on Departure Bay Road. In the morning she takes the Rock City Road turn, not having to wait eight minutes, she waits for the one or two cars ahead of her before she is able to merge onto the highway, change lanes, and turn onto Bowen Road.
- She often comes home for lunch and never experiences any waits trying to turn into Country Club Drive or to go back to work.
- Chose the neighbourhood specifically for its pedestrian aspect. Residents that live in a high-density apartment building who can walk to all amenities and services give a real sense of community and provide a true green lifestyle.
- Many people in the building who work at the hospital bike to and from work. While they do have a car parked at the apartment building, they are using other means of transportation.
- It is a real benefit to offer affordable, high-end rental properties to professionals who are not yet ready to purchase a home in Nanaimo.
- The proximity to the transportation hub for the buses is invaluable, as it is at Country Club Mall and offers convenience and alternative transportation opportunities.
- Feels very lucky to be one of the first tenants in the Madrona Green building. She has never felt unsafe walking, running or driving in the area.

Councillor Johnstone asked for clarification on the parking provided at 3701 Country Club Drive.

Ms. Brook noted that parking is essentially built into a hill, so some of parking is covered by the third floor units.

Councillor Johnstone asked for an approximate number of vehicles on site.

Ms. Brook noted there are approximately 25 marked parking stalls and 2 visitor stalls.

Councillor McKay asked the speaker if she is involved with the Young Professionals of Nanaimo (YPN).

Ms. Brook confirmed she is a member of the YPN.

Councillor McKay asked the speaker to comment on the younger generation proclivity to use other modes of transportation versus vehicular transportation.

Ms. Brook noted she is 31 years old and is at the beginning of her career. Her generation is looking towards global sustainability on the whole, so finding green alternatives is always key. Her generation is looking for a walkable community which is green, sustainable and profitable for themselves as business persons.

Mr. Braden Wheatcroft, 265 Derby Place – In Favour

- He does not just support this development, but also what it represents in terms of supporting the OCP, which, when adopted, showed great leadership and vision from Council and Staff for what they wanted their community to become.
- Corridor zoning abutting residential areas will create density, traffic and congestion, but the City at that time saw it was necessary in order to grow our community in a sustainable and successful way.
- Not supporting a proposal such as this proposal would be setting a precedent of not supporting the OCP, which is creating higher density developments in these urban nodes.

- From a YPN perspective, there really is a need for creating more walkable and adaptable developments.
- Referenced the work done to date on the Nanaimo Transportation Master Plan (NTMP); we need to shift our focus away from automobiles, getting pedestrians and bicycles on the streets and focusing more on transit opportunities.
- Does not doubt residents in the community have legitimate concerns regarding traffic; however, it is likely more of a transportation issue than a traffic issue.
- Believes this project, because of the E&N rail, the transit hub, and Country Club Mall, will only have a positive effect on the neighbourhood.

Ms. Maria Leoczko, 2900 Norwell Drive – Business – Opposed

- Traffic in the area is terrible; this would only make the problems worse. Has not seen any homeless people on the subject property, only kids from Wellington High School who cut through.
- If the private laneway that the developer owns were ever to be closed off it would cause many problems.
- Was hoping for single family development on the subject property.

Councillor McKay asked the speaker what traffic was like a year ago in the area.

Ms. Leoczko noted traffic in the area has been steady for quite some time and it is often a “bottleneck” between 3:00 pm and 5:00 pm. Believes it could be a big problem if an emergency vehicle had to get through during these peak traffic times.

Councillor McKay noted his office is near the area and he is aware of rush hour difficulties. Asked the speaker if a traffic light at Rock City Road would help with the traffic issues.

Ms. Leoczko agreed that traffic lights need to be installed in the area. It is a safety issue.

Ms. Jennifer McNeil, 2489 Divot Drive – Opposed

- Traffic noise in the area is a nuisance to her; she has lost sleep and had to install specialty windows to help mitigate the noise problems. Speed bumps may help with speeding issues. Would prefer to see lower density development on the subject property. Suggested no parking stalls being included for some high-density development to ensure people will use other forms of transportation.

Councillor Brennan asked Staff at what point Council could have influence on how many units would be permitted for the development.

Mr. Anderson stated the prime opportunity for Council to delegate permitted densities is through the OCP. The subject property is permitted 50-150 units. The proposed zoning also has density limitations that are within that range that would allow the applicants to try and achieve the OCP permitted densities. If the rezoning is put into place it moves to development permit; at that stage the development proposal is looked at more closely and what best works on the site is determined.

Councillor Brennan noted that some downtown buildings have been constructed without any parking, asked if Council has the authority to obligate no parking on any given development proposal.

Mr. Anderson confirmed that Council does have the authority to obligate no parking on a development, as Council has done in the downtown area, within the Parking Bylaw, by requiring no parking stalls be provided in the downtown area. An opportunity for Council is to look at other areas in the city while assessing the NTMP to identify mobility hub areas that may require a reduction in the parking requirements. A high level of transit service would need to be available when considering a reduction in parking requirements for higher density developments.

Councillor Brennan asked if Council could regulate no parking for a development versus reduced parking requirements. If Council is serious about advocating public transportation this would be one way to do that.

Mr. Anderson noted the Parking Bylaw was written to offer the ability to not require parking in the downtown area, although if a proponent wishes to provide parking, they can do so. There are instances in a more urban setting where registered agreements between the proponent and the City set out limited or no parking provided for a development, for example, in Vancouver at a Sky Train location.

Councillor Brennan noted Nanaimo could look at this kind of an agreement in the future, but not in this instance.

Mr. Anderson confirmed that this may not be the right development to look at reduced parking requirements; however, through the NTMP it is worth having the conversation to provide some guidance so that when thresholds are achieved respecting transit service and density in an area there might be an opportunity for Council to look at policies like that, perhaps in other urban nodes within the city like the downtown, where there are higher densities and higher levels of transit service.

Councillor Brennan added that it could be concentrated around areas that have bus loops, or exchanges, like Country Club Mall.

Mr. Anderson noted that the development variance permit process can also reduce parking requirements. A positive way that Council can look at lowering the reliance on vehicles is continuing to support those parking variance applications if a good case is made for the application.

Mayor Ruttan stated that any proponent in the downtown who did not include parking in their development did so at their own choice. The City cannot obligate a developer to not provide parking. Parking is a fundamental right as most people do own and use a vehicle.

Mr. Anderson noted that Council has not obligated a developer to not provide parking, and most developers do offer parking; however, it does allow more urban development to occur with less reliance on a surplus of parking or parking garages.

Councillor McKay stated he is aware of a Vancouver project not adjacent to a Sky Train station that requested 0.6 stalls per unit. If Council were to consider a lower parking requirement for a building such as the subject application, would we not be encouraging people to park on the street?

Mr. Anderson noted that in Nanaimo it is a fine balance; there is a different mode share that occurs in Vancouver than in Nanaimo; we all hope to move toward a culture where people walk and cycle at least as much as they drive, but we are not there yet.

Mr. Julio Wong, Senior Transportation Engineer, MMM Group Ltd. – Redress

- Staff is correct in stating that development proposals do highlight existing problems in the neighbourhood they are located within, and it creates a good opportunity to address those problems.
- This development proposal is for 58 units. The traffic on Country Club Drive is approximately 60-70 cars per hour at peak times; therefore, approximately one per minute. In comparison, the traffic on Departure Bay Road is approximately 8 times that volume and Norwell Drive has approximately 12 times that volume.
- The added traffic to the area from the proposed development is not going to significantly worsen the current traffic issues.
- Solutions can be applied to the area, including speed bumps; however, that is subject to Staff recommendation.
- When conducting a traffic study for any given development proposal, it is paramount that the proper procedures are carried out to ensure as accurate a count as possible. The project was initiated in November, but the counts were not conducted until after the Holiday season when people are away and school is out. Mid-January is when everyone has returned home and school is back in session.
- The busiest traffic time for the subject area is when school is dismissed; this congestion lasts for approximately 20-30 minutes.
- Summer is not the best time for a traffic count in residential areas as many residents are on vacation. When traffic was counted on Country Club Drive the apartment building at 3701 Country Club Drive was not yet constructed so no traffic count was included for that area; however, after contacting Staff and ascertaining how many units would be in the building that number was built into the projections for the traffic study.
- In his and his firm's professional opinion the traffic impact study is valid. This development proposal is not going to significantly worsen traffic in the subject area.

Councillor Pattje asked the speaker if the traffic issues at Wassell Way and Departure Bay Road would be improved if the crosswalk at Wellington High School was controlled by traffic lights. Noted that a traffic light installed at Wassell Way and Departure Bay Road would likely not interrupt flow levels for Departure Bay Road, as the next traffic light is not until Hammond Bay Road.

Mr. Wong noted a traffic light likely would help the traffic issues; however, the concept has to be studied carefully as it could adversely affect the level of service of the traffic that is already using Departure Bay Road. Factors such as pedestrian traffic and inter-connectivity would need to be closely studied and analyzed.

Councillor McKay asked Staff when the transportation modelling system would be available to analyze development proposals such as the subject proposal.

Mr. Anderson noted the transportation modelling system is currently available for traffic analysis.

Mr. Brown reiterated that the proposal complies with OCP policies, asked Council to give the proposal serious consideration. Noted the development permit process would determine the correct amount of units for the proposal and would likely encourage traffic calming methods.

Mr. Dan Curtis, 2499 Divot Drive – Opposed – Redress

- Believes the only people who spoke in favour of this development do not live in the neighbourhood.

- Believes the traffic study is fundamentally flawed and needs to be readdressed; believes the modeling was based on assumptions that probably do not take into account a complicated and convoluted neighbourhood.

There were 14 verbal and 12 written submissions received with regard to Bylaws No. 4500.044.

(c) Bylaw No. 4500.047 – RA000321 – 5709 Oceanview Terrace and part of 5620 Hammond Bay Road

This bylaw, if adopted, will amend “ZONING BYLAW 2011 NO. 4500” by rezoning the subject areas from Single Dwelling Residential (R1) to Row House Residential (R7) in order to permit two row houses at 5709 Oceanview Terrace and two row houses on part of 5620 Hammond Bay Road.

Mr. Ivan Plavetic, 130 Canterbury Crescent – Applicant

- 5620 Hammond Bay Road is currently being subdivided into three lots, one of which will include the existing home. Applying to rezone in order to construct two row house units on one of the new lots on 5620 Hammond Bay Road as well as on 5709 Oceanview Terrace.
- A rear lane will be included on 5620 Hammond Bay Road, which would service both row house lots. There will be no access from the streets that the lots front. Secondary suites would not be allowed for these row houses.

Ms. Herkamel Brar, 5702 Oceanview Terrace – Opposed

- Speaking on behalf of parents, the owners of 5702 Oceanview Terrace. Main concern for her family is traffic concerns. Speeding and congestion already exist in the area, believes this proposal will only worsen these problems. Believes overflow traffic will attempt to park on the street, which will cause safety concerns. Because parking is not permitted on the street, people have parked on the existing median in the past. Believes the proposal should only include single family dwellings. Believes the planners at the City have given her the “run around” as to what is planned for the subject properties.
- Does not believe the developer has engaged the neighbourhood residents about the proposal.

Councillor Anderson asked the speaker if her main concern is the increase in traffic.

Ms. Brar confirmed her main concerns revolve around traffic.

Councillor Anderson asked the speaker how often guest parking occurs on the street.

Ms. Brar stated that guest parking occurs on the street every weekend.

Councillor Anderson noted that cars would be parked on the street 1 to 2 days per week according to the speaker's assessment.

Ms. Brar stated that street parking occurs every day.

Mr. Jagdeep Tiwana, 5606 Westdale Road – Opposed

- Speaking on behalf of his father, Mr. Parmjit Tiwana, who lives at 5698 Oceanview Terrace.
- Has lived in his house since 2010 and has seen the neighbourhood develop and grow since that time. It is a close-knit community.
- Main concerns are safety concerns due to speeding, a lack of traffic signs, on-street traffic and traffic congestion.
- Believes his property value will decrease as this area should be a single family neighbourhood. Duplexes are not needed nor wanted in the neighbourhood.

Councillor Pattje asked Staff if secondary suites would be permitted in the row houses, if approved.

Mr. Anderson confirmed secondary suites would not be permitted in the row houses, if approved.

Councillor Pattje noted to the speaker that if each of the three lots contained two row houses each it would not result in a higher density than three single family dwellings with secondary suites, which the owner could construct without Council approval. Therefore, any traffic or safety concerns would be the same with or without this application.

Mr. Tiwana noted he would have to agree to disagree with Councillor Pattje.

Councillor Anderson asked Staff to confirm density values if the properties were to be developed as single family dwellings with secondary suites.

Mr. Anderson confirmed that four single family dwellings with four secondary suites would result in 8 units. This proposal requests an additional two units.

Mr. Tiwana noted traffic flow into the proposed homes would have to go down Hammond Bay Road, turning left onto Norasea Road, turning left onto Westdale Road, turning left onto Oceanview Terrace, and then turning into the rear laneway. Left hand turns are not permitted onto the Oceanview Terrace from Hammond Bay Road.

Mr. Anderson stated the route as described by the speaker would not be a legal movement as you cannot cross in front of the median into the laneway. Access to the proposed development would be through the laneway only, access would be right-in and right-out. Therefore, traffic flow would have to come from Hammond Bay Road, with a right on Oceanview Terrace and then right into the laneway.

Mr. Tiwana noted left hand turns are not permitted onto Oceanview Terrace.

Mr. Anderson stated traffic would have to go past Oceanview Terrace and into Norasea Drive, turn around and come down onto Hammond Bay Road, turning right on Oceanview Terrace and right into the laneway.

Mr. Tiwana asked if a U-turn would be required on Norasea Drive for traffic to enter the development.

Mr. Anderson noted traffic could turn left on Westdale Road, right on Oceanview Terrace, down Norasea Road and Hammond Bay Road and then into the lane.

Councillor Brennan asked Mr. Plavetic if he had approached and advised neighbours about the development plans.

Mr. Plavetic stated he did not meet the neighbours in a group setting but he did meet with some neighbours individually.

Councillor Brennan asked for clarification on how many neighbours Mr. Plavetic met with.

Mr. Plavetic noted he met with approximately half of the residents from Westdale Road to Hammond Bay Road. Added that if he constructed single family dwellings on the subject properties they would have the potential for legal suites, which would create the same amount of traffic as the current development proposal. Homes in the area do have secondary suites. Most of the homes in the neighbourhood are single family dwellings with a suite or no suite in the \$600,000 range. He is attempting to create affordable housing in the neighbourhood.

Councillor Brennan asked what input Mr. Plavetic received from area residents and whether or not any concessions were made to the proposal to meet their concerns.

Mr. Plavetic noted there are not a lot of adjustments that could be made to the proposal; the rear lane cannot go to an alternate spot.

Councillor Brennan asked how many parking spaces are included in the proposal.

Mr. Plavetic noted each unit would provide three or four parking spaces.

Councillor Brannan asked if the developer is anticipating the need for street parking if the proposal were to be approved.

Mr. Plavetic confirmed he is not anticipating any need for street parking if the proposal were to proceed.

Ms. Joanne Wright, 5706 Oceanview Terrace – Opposed

- Believes the increase in traffic will create chaos and that access to the site will force illegal vehicular movements.

Mayor Ruttan noted that single family dwellings with secondary suites could be constructed on the subject property which would generate the same traffic concerns.

Ms. Wright agreed with Mayor Ruttan; however, her major concern is the potential for illegal vehicular movements.

Ms. Herkamel Brar, 5702 Oceanview Terrace – Opposed – Redress

- Believes this proposal will create on-street parking. She lives directly across the street from the subject properties and she was not consulted by the developer.

Councillor Anderson asked for clarification on the parking provided in the proposal.

Mr. Anderson confirmed that each row house unit would provide two parking spaces on the lot, and the single family lots would provide at least two parking spaces on the lot and could provide up to three parking spaces on the lot.

There was one written (Attachment C – Submissions for Bylaw No. 4500.047) and four verbal submissions received with regard to Bylaw No. 4500.047”.

(d) Bylaw No. 4500.049 – RA000320 – 6016 and 6010 Tweedsmuir Crescent

This bylaw, if adopted, will amend “ZONING BYLAW 2011 NO. 4500” by rezoning the subject properties from Single Dwelling Residential (R1) to Single Dwelling Residential – Small Lot (R2) in order to allow for a small lot subdivision.

Mr. Jim Routledge, 6021 Hammond Bay Road – Applicant

- Proposal is to provide affordable housing in an area that is fairly expensive; this is an efficient way to provide units that will be consistent with the character of the neighbourhood and with the policies of the OCP.

There was one verbal and no written submissions received with regard to Bylaw No. 4500.049”.

(e) Bylaw No. 4500.050 – RA000323 – 2180 Highland Boulevard

This bylaw, if adopted, will amend “ZONING BYLAW 2011 NO. 4500” by rezoning the subject property from Comprehensive Development District Zone Eight (CD8) to Neighbourhood Centre (CC2) in order to allow for construction of a commercial development.

Ms. Blaire Chisholm, Mr. Mark Siegel – Brook Pooni Associates – Applicant

- Ms. Chisholm’s presentation is attached as a part of “Attachment D – Submissions for Bylaw No. 4500.050”.

Mayor Ruttan asked if any specific commercial uses had been secured for the proposal to date.

Mr. Siegel confirmed that the building has not yet been marketed to specific commercial uses.

Mayor Ruttan noted some neighbours had concerns that a liquor store or fast food restaurant may be included in the proposal.

Mr. Siegel confirmed that a liquor store or fast food restaurant is not being considered for the proposal.

Councillor Johnstone noted there were neighbourhood concerns regarding retention of the existing hedge, asked for confirmation that a landscape plan would be in place which would ensure a buffer of some description.

Ms. Chisholm confirmed that the development permit application would ensure that all recommendations from the Advisory Planning Committee and community would be undertaken by the landscape architects, including an appropriate buffer.

Mayor Ruttan asked for confirmation that a sound barrier would be installed if the buffer were to be removed.

Mr. Siegel confirmed a living wall is being considered for the buffer area, which would be finalized at the development permit stage.

Councillor Pattje asked for clarification on the proposed trail connectivity.

Ms. Chisholm noted the trail connectivity would be improved through the proposal; however, that level of detail has not yet been discussed with the Planning and Design Section.

Councillor Anderson asked if bicycle parking would be integrated into the proposal.

Ms. Chisholm confirmed bicycle parking would be integrated into the proposal.

Councillor Anderson noted his appreciation of integrating bicycle parking into the proposal.

There were two verbal and three written submissions received with regard to Bylaw No. 4500.050.

The Public Hearing was adjourned at 9:39 p.m.

4. BYLAWS:

- (a) "OFFICIAL COMMUNITY PLAN BYLAW 2013 NO. 6500.024" (OCP00074 – to amend Map 1 (Future Land Use Plan) of the "OFFICIAL COMMUNITY PLAN 2008 NO. 6500" by redesignating the subject properties from 'Light Industrial' to 'Neighbourhood' in order to recognize and facilitate the expansion of the existing Edgewood treatment facility).

It was moved and seconded that "OFFICIAL COMMUNITY PLAN BYLAW 2013 NO. 6500.024" pass third reading. The motion carried unanimously.

"ZONING AMENDMENT BYLAW 2013 NO. 4500.046" (RA000318 – to amend "ZONING BYLAW 2011 NO. 4500" by rezoning the subject properties from Single Dwelling Residential (R1) and Duplex Residential (R4) to Community Service One (CS1) in order to facilitate expansion of the existing personal care facility [Edgewood]).

It was moved and seconded that "ZONING AMENDMENT BYLAW 2013 NO. 4500.046" pass third reading. The motion carried unanimously.

- (b) "ZONING AMENDMENT BYLAW 2013 NO. 4500.044" (RA000314 – to amend "ZONING BYLAW 2011 NO. 4500" by rezoning the subject property from Single Dwelling Residential (R1) to Residential Corridor (COR1) in order to allow for construction of a four storey multiple family development).

It was moved and seconded that "ZONING AMENDMENT BYLAW 2013 NO. 4500.044" be deferred. The motion carried unanimously.

- (c) "ZONING AMENDMENT BYLAW 2013 NO. 4500.047" (RA000321 – to amend "ZONING BYLAW 2011 NO. 4500" by rezoning the subject areas from Single Dwelling Residential (R1) to Row House Residential (R7) in order to permit two row houses at 5709 Oceanview Terrace and two row houses on part of 5620 Hammond Bay Road).

It was moved and seconded that "ZONING AMENDMENT BYLAW 2013 NO. 4500.044" pass third reading. The motion was defeated.

Opposed: Mayor Ruttan, Councillor Brennan, Councillor Greves, Councillor Johnstone

- (d) "ZONING AMENDMENT BYLAW 2013 NO. 4500.049" (RA000320 – to amend "ZONING BYLAW 2011 NO. 4500" by rezoning the subject properties from Single Dwelling Residential (R1) to Single Dwelling Residential – Small Lot (R2) in order to allow for a small lot subdivision).

It was moved and seconded that "ZONING AMENDMENT BYLAW 2013 NO. 4500.049" pass third reading. The motion carried unanimously.

- (e) "ZONING AMENDMENT BYLAW 2013 NO. 4500.050" (RA000323 – to amend "ZONING BYLAW 2011 NO. 4500" by rezoning the subject property from Comprehensive Development District Zone Eight (CD8) to Neighbourhood Centre (CC2) in order to allow for construction of a commercial development).

It was moved and seconded that "ZONING AMENDMENT BYLAW 2013 NO. 4500.050" pass third reading. The motion carried unanimously.

5. ADJOURNMENT:

It was moved and seconded at 10:01 p.m. that the meeting terminate. The motion carried unanimously.

MAYOR

CERTIFIED CORRECT:

CORPORATE OFFICER

Attachment A

Submissions

For

Bylaws No. 6500.024 and 4500.046

*(OCP00074 - 2113, 2115, 2117, 2119,
2121, 2123 & 2129 Boxwood Road and
RA000318 – 2115, 2123 and 2129
Boxwood Road)*

KEITH BROWN ASSOCIATES LTD.
5102 Somerset Drive Nanaimo, BC V9T 2K6
Tel. (250)758-6033 Cel. (250)741-4776

September 5, 2013

File No. 901.12

City of Nanaimo
455 Wallace Street
Nanaimo, BC V9R 5J2

Attention: Mayor Ruttan and City Councillors

**SUBJECT: OFFICIAL COMMUNITY PLAN AMENDMENT BYLAW NO. 6500.024;
2113, 2115, 2117, 2119, 2121, 2123/2125 & 2129 BOXWOOD ROAD.**

**TO RE-DESIGNATE THE ABOVE PARCELS FROM LIGHT INDUSTRIAL TO
NEIGHBOURHOOD.**

For City Council's consideration, Boxwood Road Properties Inc. (Edgewood) is a world renowned addiction treatment facility which continues to expand on their level of services being provided. Edgewood has recently completed Phase 4 of their Development Plans.

Recent discussions with the City's planners identified the need to address required changes to the City's Official Community Plan (OCP) that would reflect the long term goals for the property and adjacent area. Edgewood's longer term plans involve Phases 5 and 6 prompting a review of the applicable OCP policies.

The review has identified the natural separation of lands between the existing industrial uses to the west and to the residential uses easterly of Boxwood Road. The existing (Phases 1 to 4) have permitted a preservation of wetlands and larger greenbelt/fish bearing areas within the subject properties. The additional planting of large cedar trees around the perimeter of the properties also provides a visible landscape buffer between other external land uses.

The properties referenced as 2117 and 2119 Boxwood Road are not part of the Edgewood group of lands. Discussions have been ongoing for several months with the owners of these two properties. Edgewood has now received the support for the OCP amendment to "Neighbourhood" from the owner of 2119 Boxwood Road. Edgewood is also negotiating the purchase of 2117 Boxwood Road (see letters enclosed). Edgewood has always enjoyed a good relationship with their neighbours.

In consideration of the foregoing we look forward to City Council's support of the City's OCP Amendment Bylaw No. 6500.024.

Respectfully submitted,



R.K. Brown,
Consultant Planner

Enc.

pc. Lorne Hildebrand, Executive Director, Edgewood

June 21, 2013

City of Nanaimo
411 Dunsmuir Street
Nanaimo, BC V9R 0E4

**Attention: Deborah Jensen,
Community Development Planner**

Dear Ms. Jensen:

**SUBJECT: LOT 1, SECTION 17, RANGE 7, MOUNTAIN DISTRICT, PLAN 39685;
2119 Boxwood Road, Nanaimo, BC V9S 4L2.**

Recently, we met with Lorne Hildebrand of Edgewood, to discuss the long term development of the area. Mr. Hildebrand has expressed their interest in purchasing my property to accommodate future expansion of the Edgewood facilities.

We also discussed the other residential lots on Boxwood Road. It is understood that the adjacent lots owned by Edgewood are in the process of being designated "Neighbourhood" under the City's Official Community Plan.

Giving consideration to the foregoing and to the longer term development of the area, please consider this letter as formal support for my property being designated "Neighbourhood."

Yours truly,

A handwritten signature in black ink that reads "S Raffle." The signature is written in a cursive, flowing style.

Sharon Raffle



September 5, 2013

Keith Brown and Associates
5102 Somerset Dr
Nanaimo, BC V9T 2K6

Re:

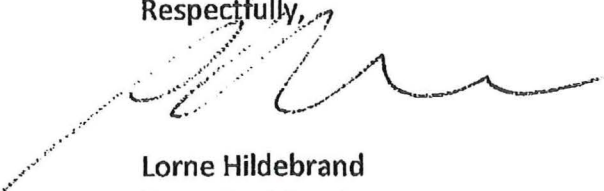
Property PID: 001-011-201, Lot C, Section 17, Range 7, Mountain District, Plan 38025_owned by Patricia Jordan civic address 2117 Boxwood Rd. Nanaimo BC V9S 4L2

Keith,

Further to our recent conversation Edgewood Holdings Ltd is currently in negotiations with Patricia Jordan for the purchase of the above listed property. Edgewood Holdings and Patricia Jordan have a verbal agreement and a contract for the Purchase and Sale of the property has been signed by Edgewood Holdings Ltd. and is under review by Ms. Jordan's lawyers.

If you have any further questions please do not hesitate to contact me at the number listed below.

Respectfully,



Lorne Hildebrand
Executive Director
EDGEWOOD

KEITH BROWN ASSOCIATES LTD.
5102 Somerset Drive Nanaimo, BC V9T 2K6
Tel. (250)758-6033 Cel. (250)741-4776

September 5, 2013

File No. 901.12

City of Nanaimo
455 Wallace Street
Nanaimo, BC V9R 5J2

Attention: Mayor Ruttan and City Councillors

**SUBJECT: ZONING AMENDMENT BYLAW NO. 4500.046;
2115, 2123/2125 AND 2129 BOXWOOD ROAD.**

**TO REZONE THE SUBJECT PROPERTIES FROM SINGLE DWELLING
RESIDENTIAL (R1) AND DUPLEX RESIDENTIAL (R4) TO COMMUNITY
SERVICE ONE (CS1).**

Boxwood Road Properties Inc. (Edgewood) is in the process of upgrading 2115, 2123/2125 and 2129 Boxwood Road to accommodate expansion of new facilities and additional rooms for Edgewood residents. This will permit Phase 5 of Edgewood's building expansion program. Presently three of the properties (2123/2125 and 2129) contain a duplex and a single family dwelling providing accommodation for 15 Edgewood residents. The property located at 2115 Boxwood Road remains as a residence.

The planning for Phase 5 represents demolition of the three houses, consolidating the three titled lots with the parent parcel and consolidating all utility services required. Following is the construction of twenty-four additional beds in-keeping with the proven standards of the parent (Edgewood) facility. The new addition will also include social/meeting areas and office space.

We therefore request City Council's support for approval of the Zoning Amendment Bylaw as presented.

Respectfully submitted,



R.K. Brown,
Consultant Planner

pc. Lorne Hildebrand, Executive Director, Edgewood

Attachment B

Submissions

For

Bylaw No. 4500.044

(RA000314 – 3690 Country Club Drive)

KEITH BROWN ASSOCIATES LTD.
5102 Somerset Drive Nanaimo, BC V9T 2K6
Tel. (250)758-6033 Cel. (250)741-4776
e-mail: keithbrown@shaw.ca

September 5, 2013

File No. 923.13

City of Nanaimo
 455 Wallace Street
 Nanaimo, BC V9R 5J6

Attention: Mayor Ruttan and City Councilors

**SUBJECT: LOT B, SECTION 5, WELLINGTON DISTRICT, PLAN 48786;
 3690 COUNTRY CLUB DRIVE, NANAIMO, BC.**

**ZONING AMENDMENT BYLAW NO. 4500.044 – REZONING FROM SINGLE
 DWELLING RESIDENTIAL (R1) TO RESIDENTIAL CORRIDOR (COR1) ZONE.**

For City Council's consideration the subject rezoning represents the development of an existing treed lot of 1.05 acres fronting on Country Club Drive.

The services of Derek Crawford Architect Inc. were secured to prepare Preliminary Site Plans/Floor Plans/Elevations which represents the design for a 58 unit apartment complex. The Preliminary Plans have provided the owners an indication of the proposed density for the development site. The owners have held a meeting with the immediate area residents and the architect to discuss the preliminary plans. There will be ongoing discussions with the City planners in the preparation of the final plans for submission of the required Development Permit approval by City Council.

City staff have been helpful in providing guidance to the developers in terms of a suitable use for the property. Early discussions regarding the Corridor designation within the Official Community Plan (OCP) identified a need to create multi family housing. The existing OCP, adopted by Council in September 2008, is premised on planning policies to increase multi family residential density along transportation corridors such as the one in discussion. The proposal is ideally located within a short walk of Country Club Centre and a major transit junction on Norwell Drive with 7 bus connections throughout the City. Wellington and Rock City Schools are within the catchment area along with considerable public facilities (Library, Doctors, Dentist, park/lake, E&N Trail, etc.) We note the first policy within the applicable OCP section is *"Residential densities of 50 to 150 units per hectare in two to six storey building forms shall be supported in corridors."* The proposal is in keeping with Council's stated policy.

As requested by City staff, one of the first undertakings was to seek input from the local Neighborhood Association, in this case the Wellington Action Committee. The Association is supportive and rightfully looks for a well planned building that doesn't unnecessarily impinge on existing residents. It is the intention of the developer to work diligently through the Development Permit process to ensure building massing, lighting, driveway access and existing tree retention creates a streetscape that is complimentary and enhancing to the neighborhood. This project provides a transition from all the commercial uses and heavier traffic on Norwell Drive and the Island Highway through the neighborhoods.

The applicants delivered over 200 invitations to the closest homes in the neighborhood to attend an open house to discuss the development proposal on June 25, 2013. The neighbors expressed concern regarding traffic and massing of the building. During the application process, City staff had the same concern regarding massing. Changes to the building design will follow at the Development Permit review stage to satisfy these concerns.

With respect to traffic, the proposed development would be adding less than 1.5% of the total rush hour traffic at the Wassel Way/Departure Bay Road intersection (The busiest intersection identified.). The study took into account traffic generated by the new apartment building at 3701 Country Club Drive. The future Rock City Road extension across Island Highway is anticipated to alleviate potential capacity issues at these intersections by diverting Norwell Drive traffic to the new signalized intersection at Rock City Road/Island Highway. The traffic engineer is here to give a presentation tonight.

There is an existing driveway along the south boundary of the property which forms the shape of a pan-handle lot on the adjacent property (3150 Island Highway North). This property is zoned Community Corridor (COR3) Zone and represents a separate parcel of land. While the driveway is used by the public it is an integral part of this commercial property. There are agreements in place between the former Esso site 2700 Norwell Drive and the Island Highway. Existing easements that benefit the Esso property will ensure it remains in its current state. This driveway is necessary for the benefit of the commercial tenants that occupy this property and as a result the driveway has remained available for public use and will remain this way. Future change in use for this property will proceed through the development permit process requiring consultation with City staff.

Cost benefits to the City of Nanaimo are:

1. Dedication of 2.25 m. wide portion of the subject lands for road widening purposes totals approximately 240 sq. m.
2. Community Contribution (Est.) paid to City\$58,000*
3. DCC's (Est.)\$518,000 +/-
4. Construction of Works and Services fronting the subject property on Country Club Drive\$250,000 +/-
5. Annual City taxes generated.....\$91,000 +/- year

* The applicants request that the Community Contribution be directed to the construction of a paved walkway along the North boundary of the subject lands from Country Club Drive to Norwell Drive. Discussions with neighbors have confirmed the need for new sidewalks in front of the proposed building. The construction of the walkway will provide a safer and easier way to navigate the route to the pedestrian lights at the corner of Departure Bay Road and Norwell Drive for access to the Country Club Centre. (See enclosed email from local area resident.)

We note that the new apartment building across the street from the proposed development, finished earlier this year, has demonstrated how a well thought out development can significantly enhance a neighborhood through building design, road and sidewalk improvements, removal of open ditches, landscaping and tree retention. It has set the tone for new improvements for all forms of future developments in the area and represents a sound investment in the community.

Further, this is re-enforced by the successful occupancy of the building. It is our understanding that demand was so great the building was completely rented prior to completion of the construction. The applicants recognize this as a new standard for the neighborhood and are keen to ensure the project meets or exceeds the same standards for development. Historically, major improvements to streets and new building developments are enhancements that help preserve the values in neighborhoods..

In summary, this rezoning application, **Residential Corridor (COR1) Zone**, being presented to City Council meets many of the important objectives and policies outlined in the City's Official Community Plan.

We thank you for your consideration and seek the City Council's support for this Rezoning Application.

Respectfully submitted,



R.K. Brown,
Consultant Planner

Enc.

pc Charlie Parker, Parker Marketing Systems Inc.
Doug Tyce, TCT Professional Centre Ltd.



September 3, 2013

File: 50-12232

Parker Marketing Systems Inc.
TCT Professional Centre Ltd.
1-5140 Metral Drive
Nanaimo, BC V9T 2K8

Attention: Mr. Charlie Parker

Reference: Traffic Impact Study, 3690 Country Club Drive Residential Development, Nanaimo, BC

We are pleased to provide a synopsis of our Traffic Impact Study dated June 27, 2013 for the proposed residential development at 3690 Country Club Drive.

Based on our analysis, the 58-unit apartment complex is expected to generate 34 two-way vehicle trips in the AM peak hour (6 in + 28 out), and 39 two-way vehicle trips in the PM peak hour (26 in + 13 out). This is equivalent to approximately one to two trips every two minutes during peak hours, which should have little or no effect on the performance of the adjacent road network. An equivalent sized commercial retail building would generate three times more traffic on this site.

The residential complex would have its driveway at Country Club Drive, aligned with Divot Drive. The traffic volumes would be similar on both sides of the road, and sightlines are good.

We understand that there are existing traffic concerns with speeds and the traffic turning left at the nearby intersection of Departure Bay Road and Wassel Way. Our projection is that the proposed residential development would be adding less than 1.5% of the total rush hour traffic at this intersection by year 2018. In the long term, network improvements near Rock City Road and Island Highway could potentially divert some of the traffic from Departure Bay Road, which in turn could alleviate the conditions at this intersection.

The convenience of the shopping mall at Country Club Centre and seven bus routes within a five minute walk will encourage residents to use alternative travel modes such as walking, cycling and transit instead of driving.

We trust the above is helpful in clarifying the issues concerning traffic at the proposed residential development.

Yours truly,

MMM Group Ltd

<Original Signed>

Julio Wong, P.Eng, M.Sc.
Senior Transportation Engineer
Transportation Planning

Wellington Action Committee
3922 Corunna Ave
Nanaimo BC V9T 3J7

August 29, 2013

Mr. Charlie Parker
1-5140 Metral Dr.
Nanaimo BC V9T 2K8

RE: 3690 Country Club Drive - Rezoning

Dear Mr. Parker,

Thank you for your efforts to inform the community about your rezoning project for 3690 Country Club Drive. I am responding to your request for feedback from the Wellington Community Association on behalf of the Wellington Action Committee at the request of the Community Association.

COR1 Density

Density is required to support neighbourhood amenities like our school, library, churches, shops, train station, buses and businesses. While parts of Wellington have medium density housing, our population density is still significantly lower than what it was in the mid to late 1890s.

The neighbourhood supports higher density residential housing, but these developments need to be accompanied by a civic commitment to corresponding improvements to pedestrian transportation, trails, schools and parks. The Wellington Action Committee supports increasing the density of core neighbourhoods with appropriate developments so long as developments are well planned and do not unnecessarily impinge on existing residents or confound long term neighbourhood planning.

Building Plans

For a community to be healthy it needs a variety of housing types. The initial plans I reviewed consisted primarily of single bedroom units. It is my hope that any final plan will have a meaningful number of two and three bedroom units so the development, like our neighbourhood, supports families with children.

I believe it is also unfortunate that our densification options are constrained to low-rise developments with large footprints as significantly taller buildings with views, small footprints and significant ground-level greenspace may be preferable in locations such as yours.

Community Contribution

If there is to be a community contribution for parks as a result of this application, it is my sincere hope that it will go towards an OCP park/trail project in Wellington. Specifically it would be greatly appreciated if outstanding OCP planned projects like the trail around Diver Lake could be expedited as a result of projects like yours as these kinds of park improvements would indubitably be a benefit to your future residents, the Wellington Neighbourhood and the city as a whole through our central connections to the E&N.

Sincerely,



David Murchie

President - Wellington Action Committee

Subject:

FW: Country Club Apartment


From: Irvine Young [mailto:bcn_ya@hotmail.com]

Sent: Thursday, August 29, 2013 12:10 PM

To: charlie@nanaimorealestate.com

Subject: RE: Country Club Apartment

I have both a scooter and a motorized wheel chair both of them are difficult to use on the gravel, so that being said I have no choice but to ride on the pavement. I go facing the traffic so I can see what is coming as I am deaf in one ear and hearing impaired in the other due to medical condition. With this construction I understand that there will be sidewalks put in. This would be of great help to me and others in my predicament as I would then be off the road and in a safer area to travel.

Irvine Young


From: Glen Deering <Glen@lenhartinsurance.ca>
Sent: Thursday, August 29, 2013 11:03 AM
To: charlie@nanaimorealestate.com
Subject: Rezoning application for 3690 Country Club Dr

To: City of Nanaimo

Re: Rezoning Application for 3690 Country Club Drive, Nanaimo, BC

As a neighbouring business owner and Country Club Dr resident, I wish to express my support for this rezoning application.

The recent construction of the Madrona Green apartment building directly across the street from my business at 3150 Island Hwy., has proved to be an enhancement to the safety and aesthetics of the neighbourhood.

I expect the development of this vacant property will alleviate the ongoing problem of illicit trade and illegal dumping, which can only help to enhance our neighbourhood even further.

A cleaner, safer place, to live and work, I'm all for it.

Sincerely,
Glen Deering
Lenhart Insurance Brokers Ltd.
Ph: 250-758-2484

Penny Masse

From: Larry Rumming [lrumming@telus.net]
Sent: Tuesday, September 03, 2013 1:10 PM
To: Public Hearing
Subject: Re: Rezoning Application RA000314 - 3690 Country Club Drive

Re: Rezoning Application RA000314 – 3690 Country Club Drive

Dear Mayor and members of Council:

Please accept this as our written submission for the public hearing on September 5, 2013.

We are opposed to this rezoning for the following reasons:

- The scale of the project is not transitional but overpowering
- The transportation corridors are not viable for the number of people in the neighbourhood at the present time
- Until a traffic light is installed at Rock City Road – NO FURTHER DEVELOPMENT in this neighbourhood

We understand the desire to increase density in the area and the fact that as R1 it does not make economic sense for development. The proposal however is way overboard and we cannot imagine that this level of density is required to make it economically viable.

The over-riding reason is transportation safety for this neighbourhood. As of the writing of this letter our request for details of the traffic count has not been responded to by the city staff so I don't know the extent of the 'study'.

It is my understanding that the count was completed in February but we do not know how it was conducted. The fact that the count was completed prior to the completion and occupancy of the 33 unit complex almost across the street is disturbing to us. A proper traffic study would have included monitors at Glen Eagle and Rock City Road, Colwood and Rock City Road, Country Club and Rock City Road, Wassell Way and Departure Bay Road, the private alleyway beside Kal Tire leading to Norwell Drive, as well as traffic utilizing A/W to exit the neighbourhood. It also would have talked to the residents of the neighbourhood to find out any issues that existed. A traffic count does not record the frustration, near misses, and chances that we see people taking in this area on a daily basis.

We are trapped in this neighbourhood, especially when wanting to travel south on 19A. While signage points to Wassell Way as the route to take it is a dangerous intersection and usually avoided by the residents. Within 50 metres of the intersection there is a bus stop, a crosswalk, an exit from a strip mall across Departure Bay Road, and Barons Road intersection. In addition, Wellington High School is less than 150 metres away. The private alleyway next to Kal Tire is our main exit from the neighbourhood and if we want to head south on 19S, to be safe, we do a u-turn at the entrance to Country Club Mall.

You would not consider this rezoning if there were no water or sewer available so why would you allow it when our safety is compromised?

We cannot support rezoning of this property until there is a traffic light at Rock City Road and Hwy 19A.

Sincerely,

Larry and Alfonsa Rumming

[REDACTED]

September 5, 2013

Subject: Re-zoning application RA000314 – 3690 Country Club Drive

My name is Lyanne Burgoyne; my home is directly across from the proposed re-zoning site, 3690 Country Club Drive. I bought my home in January 2010 and we are opposed to the re-zoning of this site from an R1 to a COR1 zone. When I bought my home we did all the necessary research on the neighborhood, including the zoning of the surrounding properties. The fact that 3690 Country Club drive was zoned as an R1 was very important in my decision to purchase our home. At the time of our purchase, the NanaimoMap website shared a vast amount of information about property lots, including past zoning applications. The Official Community Plan which was created in 2008 however was not put onto this website in 2010. On a related side note, this type of detailed information, history and a lot of other relevant information is no longer being shared on this website. More to the point, we noted at the time that there were two previous attempts to re-zone 3690 Country Club Drive to higher density housing and thought the chances of it happening for a third time would be low since it was such a waste of tax payer time and money, but here we are for the third time. We are opposed to this zoning change for several reasons including: the increase in traffic density and volume as well as the fundamental change that will occur to our neighborhood.

We have several concerns regarding the change that will occur in the traffic patterns, density and volume in our neighborhood. First the traffic study for this property was not made available to the public until September 4th at 11am, the day before the public hearing. This is not enough time decipher its contents and pose the necessary questions to the City of Nanaimo. The traffic issues in our neighborhood are not properly assessed in the Traffic Study. The report concludes that there will be a projected additional increase in traffic of 1.5% to the total rush hour traffic at Wassel Way by 2018 created by this development; however there are several fundamental flaws in the analysis that make me question the accuracy of these modeled results. One, the data are collected during the construction of the new apartment building at 3701 Country Club drive, a 33 unit building. You can actually see the construction workers vehicles in Figures 3a and 3b of the report. The manual for the software used to compute these estimates clearly states that (section 4.3): "Care should be taken to avoid making counts during special events, holidays, construction periods, bad weather...."

The data in this study were also collected from one day, and sampling is not replicated; according to the Trip Generation Manual 2nd edition: section 4.4, "Two or more peak counts are desirable". The manual also states that there can be seasonality involved in traffic patterns and this was not accounted for in the study (section 4.3). The study was conducted on January 10th, a Thursday. As a resident, I can personally attest to changes in traffic density and volume based on the day of the week (weekday versus weekend) and the season. The spring and summer months have much more traffic than the dead of winter when this study was conducted; summer weekends have the highest volume and traffic speed on Country Club Drive. Also, the 2018 projections are based purely on the 58 units at 3690 Country Club Drive (Table 3), not the projected number of cars for the building. If the city requires 1.66 off street parking spaces per unit this variable would increase to 96; why were the 2018 projections not based on these numbers. Further, there could actually be two cars per unit, which would increase this number further to 116. We have also found other issues with the analyses that do not coincide with the software instructions, but I think you get the point. This lack of traffic data that truly reflects our neighborhood leaves me to believe that the current estimates in this report are under-estimated, especially for traffic volume and delays. The report states that the level of service for a left turn from Wassel way to Departure Bay Rd is projected to increase from D which is acceptable to E which is unacceptable, regardless of additional volume from this development. However, if the survey data or the projections are inaccurate the level of service could easily become an F. In our opinion, this study vastly under-estimates the traffic congestion at Wassel Way and further development will funnel even more traffic through the private laneway next to Kaltire.

Traffic speed is not addressed at all in this study, and the current 50 km/h is not adhered to or properly enforced on Country Club Drive. During off-peak hours, vehicles often travel in excess of 70km/h on Glen Eagle/Country club drive, despite a slow to 30km/h sign. According to the Official Community Plan, Part C (pg. 113), titled "Traffic Calming" the City will take measures "to achieve a safe and quiet atmosphere in neighborhoods and reduce traffic short cutting and speeding." Under the current traffic conditions this is not happening in our neighborhood specifically on Country Club Drive; what will happen with the addition of up to 116 cars to our neighborhood? In addition, the Official Community Plan indicates that future development is to address safe movement of pedestrians, cyclists, and

transit as a priority. While the addition of sidewalks in front of the new development will help to isolate pedestrians from traffic, they won't help with the rest of the neighbourhood which is still going to be affected by increased traffic volume. There is also no safe way for cyclists to legally exit the neighbourhood southbound, a situation that only stands to get worse with increased traffic congestion caused by this development.

While we appreciate the official community plan's recommendations to increase corridors within the area, the abrupt transition created in the future land use plan will cause a huge disruption to the overall structure of our neighbourhood. Placing the boundary between corridor and neighbourhood along Country Club Drive, and specifically rezoning 3690 Country Club Drive will result in a large apartment complex directly abutting a neighbourhood. In fact the proposed development is at the upper edge of density for COR properties (143 units/hectare vs. a recommended max of 150). The Official Community Plan directly opposes this type of transition by specifically stating that development is to address transitions between COR and neighbourhoods by taking into account building siting, height, and massing. The addition of high density housing to our area on this scale simply isn't necessary, and does not follow the Official Community Plan; it will do nothing but detract from the character of our neighbourhood and decrease our property values. We understand that the property at 3690 Country Club will eventually be developed; however, we hope that council will take into account the concerns brought up here and consider restricting the scale of the development to residential zoning so that we can maintain the safety and integrity of our neighbourhood.

Sincerely,



Lyanne Burgoyne


Nanaimo, BC V9T 4B1

3690 Country Club Dr.

Good evening Mr. Mayor and Council my name is John Tierney and I represent the Property Management Team at RE/MAX of Nanaimo.

I am here to speak about the growing demand for affordable urban living that makes sense today and for many years to come with this unique location in central Nanaimo.

While rental placement continues to be steady in south, central and north Nanaimo for all housing which includes suites, condos, apartments and detached houses, we are now experiencing a very large demand for modern, efficient, higher end housing for central Nanaimo. Although we have housing available in residential neighbourhoods in the area, they tend to generally be considered too far of a walk for many of the amenities people are looking for.

Our clients are young professionals, University students, couples, singles, small families, empty nesters who are all looking for a modern, safe friendly environment that they can call their own. Recently we had a young European couple attending Vancouver Island University for the next two years. After a quick tour of our city they decided the Country Club area appealed to them the most.

After interview people who now live in other newly built developments in the immediate area, their comments were very positive. Comments like "we couldn't be happier with our new location, we seem to get out a lot more with everything so close by"

As mentioned they enjoy easy access to all amenities in a safe friendly environment.

- A short walking or wheel chair distance to retail shopping, local restaurants and services
- Easy access to public transit with several major bus routes to access the City
- close to schools including Rock City Elementary and Wellington Secondary
- a short walk to Diver and Long Lake as well as Beban Park
- A few minutes' walk to Wellington Branch Vancouver Island Regional Library
- And close to work for many as the area provides numerous jobs in a multitude of trades minimizing their commuting time and their carbon footprint

In closing once complete, 3690 Country Club Dr. will offer smart housing that our clients are looking for today and tomorrow. Thank you



John Tierney

Penny Masse

From: Webmaster
Sent: Friday, August 30, 2013 1:57 PM
To: Public Hearing
Cc: webmaster@nanaimo.ca
Subject: Send a Submission Online

Tim Bassett has sent a Public Hearing Submission Online.

Address: [REDACTED]

Bylaw Number or Subject Property Address to Which they Are Addressing Your Comments: 3690 Country Club

Comments: My concern lies with the traffic increase (flow), for getting out of the area. Question, is a light being proposed, to aid in this already probmatic area. We have only one way out of here heading south as council is well aware. Not to mention the narrow alley way beside the proposed building, that at best is a car and half wide, getting through can be dangerous. How does the developer propose to deal with these headaches? Are these to be rentals or are they to be owner occupied, It hardly seems fair for business to profit while my property value potentially declines do to these traffic related issues.

Penny Masse

From: Murray & Jennifer [mcneil22@shaw.ca]
Sent: Monday, September 02, 2013 7:52 PM
To: Public Hearing
Subject: Rezoning Application RA000314: Opposed

Importance: High

Dear Mayor and Council ...

With respect, we are responding to the proposed amendment to the City of Nanaimo Zoning Bylaw 2011 No 4500 which would permit yet another high-density building in our block (Country Club near Wassell Way). We live at 2489 Divot Drive – very close to the property in question, **and are against the rezoning (RA000314).**

As a result of decisions made by a City Council that preceded you some time ago, construction of a three-story apartment complex was completed, recently, directly behind our home. This rental complex is in addition to the many other apartment buildings in our area.

It is quite a lovely property, but honestly, we have been negatively impacted since that building opened. We believe that our neighbourhood will be hit more so – should the proposed rezoning for an even larger complex – be allowed to proceed.

- **Anticipated decrease in traffic safety:**

It could easily be expected that upwards of 100 additional resident and visiting vehicles will travel regularly, in and through our little neighbourhood – without adequate safe access to the nearby main streets. As well, since the latest apartment complex opened, we have experienced a significant increase in ‘near misses’ ... just exiting our own driveway.

- **Anticipated increase to current noise pollution:**

Within the past year, BC Hydro and City of Nanaimo staff have both visited inside and outside our home to investigate our concern about noise. Nothing was clearly pinpointed, but simply attributed to ‘ambient neighbourhood noise.’ We have since installed triple-paned windows ... but this steady increase in ambient noise affects our quality of life – both indoors and outside in the yard. We believe that to add an even larger complex in the block would be like ‘rubbing salt in a wound.’ With added traffic and up to 120 more residents – any semblance of the balanced quiet we once experienced, will disappear.

- **Anticipated increase in light pollution:**

There is now a flood of light pouring into our yard, at night – from the new parking lot in our block. Several of our neighbours will also experience this, if you approve the current rezoning application.

- **Anticipated decrease in privacy:**

It’s really not pleasant to sense that the new neighbours can peer down from their apartment into our backyard – and it would be reasonable to expect that more of our neighbourhood will experience what we are now going through. You will see that one neighbour has resorted to erecting a really large fence ... others – like us – will just ‘suck it up’ with what we have in place.

- **Continued decrease in real estate value:** We are proud homeowners and have maintained our home over the past 30 plus years, for our comfort, and as an investment in our future. However, as density has been permitted to increase, exponentially the value of our home has decreased. This is a significant problem as we see our future plans becoming more and more compromised.

The developer of the currently-vacant property very kindly gave us an opportunity to meet with him and an architect last spring. One of the things that most struck us during that meeting is this: the developer had actually approached City Staff about a proposal for a smaller development for that site – without success. Essentially, we were told that City Staff does not have an appetite for a scaled-down project (ie: townhome or condominium complex).

This is so unfortunate.

We accept that the character of a neighbourhood does change, over time, but believe that there is something that you can do to help keep matters from going completely off the rails.

Please – consider at least reducing the permitted size of any further developments in our neighbourhood from what is currently being proposed.

We appreciate that your decisions aren't always easy to make, but we hope that what we have shared in this letter will help you.

Jennifer and Murray McNeil

 Nanaimo, B.C. V9T 4B1

Re: Rezoning Application RA000314 – 3690 Country Club Drive

Dear Mayor and members of Council:

Please accept this as our written submission for the public hearing to be held September 5, 2013.

We are opposed to this rezoning for the following reasons:

- The scale of the project is not transitional but overpowering
- The transportation corridors are not viable for the number of people in the neighbourhood at the present time
- Until a traffic light is installed at Rock City Road – NO FURTHER DEVELOPMENT in this neighbourhood

We understand the desire to increase density in the area and the fact that as R1 it does not make economic sense for development. The proposal however is way overboard and we cannot imagine that this level of density is required to make it economically viable.

The over-riding reason is transportation safety for this neighbourhood. As of the writing of this letter our request for details of the traffic count has not been responded to by the city staff so I don't know the extent of the 'study'.

It is my understanding that the count was completed in February but we do not know how it was conducted. The fact that the count was completed prior to the completion and occupancy of the 33 unit complex almost across the street is disturbing to us. A proper traffic study would have included monitors at Glen Eagle and Rock City Road, Colwood and Rock City Road, Country Club and Rock City Road, Wassell Way and Departure Bay Road, the private alleyway beside Kal Tire leading to Norwell Drive, as well as traffic utilizing A/W to exit the neighbourhood. It also would have talked to the residents of the neighbourhood to find out any issues that existed. A traffic count does not record the frustration, near misses, and chances that we see people taking in this area on a daily basis.

We are trapped in this neighbourhood, especially when wanting to travel south on 19A. While signage points to Wassell Way as the route to take it is a dangerous intersection and usually avoided by the residents. Within 50 metres of the intersection there is a bus stop, a crosswalk, an exit from a strip mall across Departure Bay Road, and Barons Road intersection. In addition, Wellington High School is less than 150 metres away. The private alleyway next to Kal Tire is our main exit from the neighbourhood and if we want to head south on 19S, to be safe, we do a u-turn at the entrance to Country Club Mall.

You would not consider this rezoning if there were no water or sewer available so why would you allow it when our safety is compromised?

We cannot support rezoning of this property until there is a traffic light at Rock City Road and Hwy 19A.

Sincerely,

Don and Donna Paquette

NANAIMO BC V9T 3E3

Penny Masse

From:

Public Hearing

Subject:

FW: rezoning Application RA000314-3690 Country Club Drive

I cannot support rezoning of this property until there is a traffic light at Rock City Road and Hwy 19 A. I absolutely agree with Larry and Alfonsa Rumming. I would also like to add I moved specifically 14 years ago to Gorge Vale Place because it was such a low traffic, quiet street. Since the apartment building across the street from this site has been built the new traffic and noise day and night has doubled. I am not looking forward to a four story multiple family development being built and would rather see single family homes.

Sincerely Linda Miller

[REDACTED]

Attachment C

Submission

For

Bylaw No. 4500.047

*(RA000321 – 5709 Oceanview Terrace and
Part of 5620 Hammond Bay Road)*

Penny Masse

From: Paul Wright [paul_jo96@hotmail.com]
Sent: Wednesday, August 28, 2013 5:19 PM
To: Public Hearing
Subject: Rezoning app RA000321 Oceanview Terrace

Dear City of Nanaimo,

I am a resident of Oceanview Terrace. I am not happy about this proposed build because of the increase in traffic it will cause in an already cramped end of the street. We also bought our lot 2 years ago & we were told it would be a community of single family dwellings. We actually nearly bought the lot at 5709 OV terr but it was too expensive.

I'm assuming there will be approx 2 vehicles per household bringing the extra up to 8. I also note there is another lot (3) on the other side of 5620 Hammond bay rd which will require the same lane access increasing the vehicles even more. I'm wondering why this has not been disclosed.

I have some questions about the median in the centre of the road outside 5710, 14, 18 Oceanview. Firstly, the end of the median at the tree end, is parallel to the left hand side of the new proposed lane, thus indicating that all the new residents **SHOULD** turn right out of the new lane, go down OV Terrace and then onto Norsesea to get out onto HB rd. To turn left out of the new lane would mean doing an illegal u turn right in front of 5614 or more likely they will just drive across the median, because there are only curb stones at each end of the median, allowing anyone to drive right across it illegally. Human nature dictates that these new residents will do this rather than drive around the block.

Coming home presents a similar problem in that, if they are travelling east along HB rd, they will have to drive around the block again to access the lane from OV terr in a southerly direction. More likely they will make an illegal left turn into OV terr from HB rd to access the lane in a northerly direction.

What is the city going to do to stop this illegal traffic flow & ensure that the vehicles abide by the laws of the road & also ensure everyone's safety in this street. Perhaps you could extend the median forcing cars to turn right out of the new lane & at the very least connect the curb stones at each end & on both sides of the median. I know there are some tree drainage issues but you could still introduce measures to stop vehicles crossing & parking on it as they do now. You could also shorten the median allowing cars that are exiting the new lane to legally turn left onto OV terr. If these practices do start to happen after the build is complete I'm sure the RCMP will be interested in why the city allowed it to happen considering you have had fair warning.

My last point is that for 2 years now we have been asking for the city to come and cut the vegetation / grass on this median. Every time we phone we get passed around as if no one wants to take responsibility. Well I have spoken with a local surveyor & he has confirmed it is the city, so could you please ensure this piece of land is now on a regular grass cutting route & schedule.

Can someone please confirm receipt & reply to my questions.

Paul Wright



Attachment D

Submissions

For

Bylaw No. 4500.050

(RA000323 – 2180 Highland Boulevard)



Brook Pooni Associates Inc.
Suite 410 – 535 Thurlow Street
Vancouver, BC V6E 3L2
www.brookpooni.com
T 604.731.9053 | F 604.731.9075

PUBLIC CONSULTATION SUMMARY REPORT

2180 Highland Blvd. Public Information Meeting
July 16, 2013

Prepared by Brook Pooni Associates Inc.
July 26, 2013



INTRODUCTION

Terracap Management and its project team held a Public Information Meeting on July 16, 2013 to discuss the future of their site located at 2180 Highland Boulevard. The site is currently used as a surface parking lot for Brooks Landing Centre. The proposal is to rezone the property to permit additional commercial uses; a rezoning application has been submitted to the City.

This report provides the following summary of the July 16 Public Information Meeting, including:

- event details, including a description and format of the Public Information Meeting and information presented;
- an overview of the feedback received through comment forms;
- transcription of feedback received; and
- copies of notification materials.

EVENT DETAILS

Date: Tuesday, July 16, 2013

Time: 3:00 PM – 4:00 PM

Location: Nanaimo Church of the Nazarene (2150 Departure Bay Rd, Nanaimo)

Notification:

Letter Invitations

On two occasions letters were hand delivered to 50 addresses neighbouring the site. The first letter was distributed on July 5, 2013 and notified residents that Terracap had submitted a rezoning application to the City (Appendix A). The second letter was distributed on July 11, 2013 notifying residents of the Public Information Meeting (Appendix B). Please see Appendix C for a map of the notification area for these two hand deliveries.

E-mail Invitations

E-mail invitations were distributed to four neighbourhood associations, including:

- Hospital Area Neighbourhood Association
- Brechin Hill Neighbourhood Association
- Departure Bay Neighbourhood Association
- Newcastle Neighbourhood Association

Newspaper Advertisement

A newspaper advertisement was placed in the Nanaimo Daily News on July 13, 2013.

Attendees: 14

Comment forms received: 3

Project Team In Attendance:

Terracap Management - Tom Peltz
Brook Pooni Associates - Blaire Chisholm and Julia Reimer



Public Information Meeting Format:

A sign-in table was placed at the entrance of the room and comment forms were distributed to attendees as they signed-in. Attendees were invited to review the display boards, and ask questions. Please see Appendix E for a copy of the display boards.

Attendees were encouraged to complete a comment form before leaving the event. Comment forms noted responses would be received until Tuesday, July 23, 2013.

FEEDBACK SUMMARY¹

There were 3 comment forms submitted at the Public Information Meeting, two from residents and one from a business. The comment form included two questions, one addressing general thoughts and the other design considerations. As can be seen in the comment form transcription below, the respondents were generally supportive of the proposal. One respondent indicated that development should be limited to two-storeys for this site.

QUESTION #1 – General Thoughts: What are your general thoughts on the proposed rezoning at 2180 Highland Blvd? Are you generally supportive? Please tell us why or why not?

Transcribed Feedback:

1. I think it would be good for the site.
2. We have no problem with the proposal as it stands now.
3. Generally supportive

QUESTION #2 – Design Considerations: Board #4 outlines the design considerations for a one-storey building within the base density provisions and a two-storey building including additional sustainability features. Given the variables outlined, would you prefer a one or two storey building for this site?

Transcribed Feedback:

1. No preference.
2. Two is ok but not higher.
3. N/A

¹ Please note that the following feedback summary is only a summary of the comment sheets received, and is not meant to be interpreted as a statistically valid survey of the overall community.



Appendix A: Community Letter



Brooks Landing Centre Inc.
100 Sheppard Avenue East | Suite 502 | Toronto | ON | M2N 6N5
Tel: 416.222.9345 | 1.800.363.3207 | Fax: 416.222.2772

Dear Neighbour,

Re: 2180 Highland Boulevard

As the owners of the above noted property, we are writing to inform you that we have applied to the City of Nanaimo to rezone the site from Comprehensive Development (CD8) to Neighbourhood Centre (CC2) in order to allow for the development of a one-storey retail building.

This application only includes the western most portion of the Centre's Island Highway parking lot and does not include the residential lot at the corner of Highland Boulevard and Montrose Avenue. We have enclosed a site plan for greater clarity. For more information and to view our application please visit the City's website at www.nanaimo.ca/whatsbuilding or contact me directly via email msiegel@terracap.ca or phone 416-222-9345 ext 5362.

Sincerely,

Mark Siegel
Vice President, Planning and Development
T: 416.222.9345 ext 5362
E: msiegel@terracap.ca

Encl.



Appendix B: Meeting Invitation



Brooks Landing Centre Inc.
100 Sheppard Avenue East | Suite 502 | Toronto | ON | M2N 6N5
Tel: 416.222.9345 | 1.800.363.3207 | Fax: 416.222.2772

Dear Neighbour,

Re: 2180 Highland Boulevard

As the owners of 2180 Highland Boulevard in Brooks Landing Centre, Terracap would like to invite you to a Public Information Meeting on Tuesday, July 16 to learn more about the rezoning application and our plans for the property.

The property in question consists of the western most section of the Centre's existing parking lot. We have been working on plans to rezone and redevelop this land to expand the Centre's retail offerings.

At the meeting, we will provide the community with information about the rezoning application in advance of the City of Nanaimo Planning Advisory Committee meeting. Members of the project team will be present to answer any questions and receive any comments you may have.

Event Details:

Date: Tuesday, July 16, 2013

Time: 3:00 to 4:00 PM (Drop in)

Place: Nanaimo Church of the Nazarene (2150 Departure Bay Rd, Nanaimo)

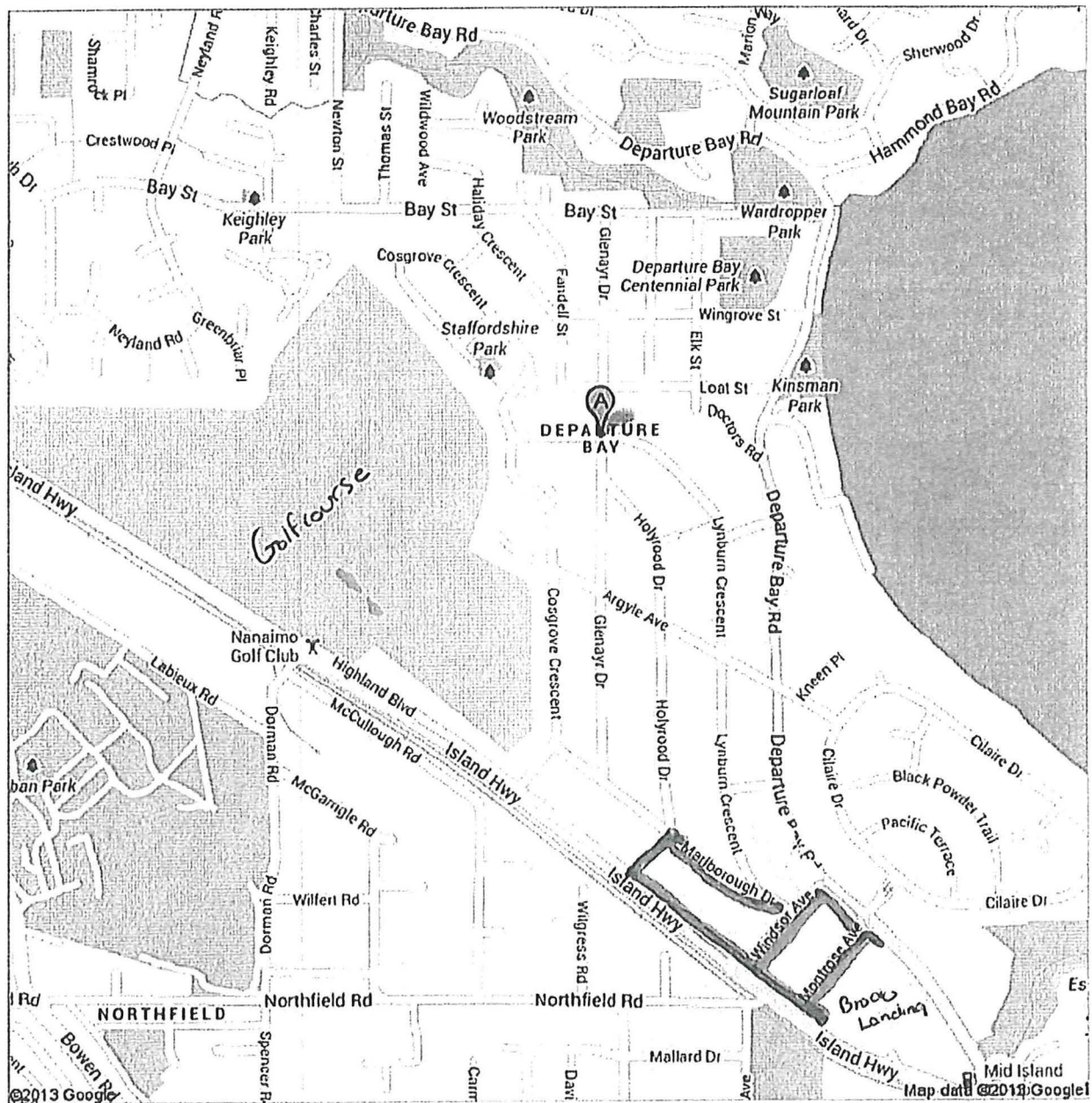
We hope that you are able to join us. If you are not able to attend, please visit the City's website at www.nanaimo.ca/whatsbuilding or contact me directly via email msiegel@terracap.ca or phone 416-222-9345 ext 5362 for more information.

Sincerely,

Mark Siegel
Vice President, Planning and Development
T: 416.222.9345 ext 5362
E: msiegel@terracap.ca



Appendix C: Hand Delivery Map





what do you think?

July 16, 2013

Tell us about yourself

- ☐ Neighbourhood Resident
- ☐ Neighbourhood Business
- ☐ Other: _____

Phone: _____

☐ Yes ☐ No[illegible]

PLEASE TURN OVER

what do you think?

2. Design Considerations: Board #4 outlines the design considerations for a one-storey building within the base density provisions and a two-storey building including additional sustainability features. Given the variables outlined, would you prefer a one or two storey building for this site?

This image shows a single sheet of white paper with horizontal ruling lines. The lines are evenly spaced and run across the width of the page. There are no margins, text, or other markings on the paper.


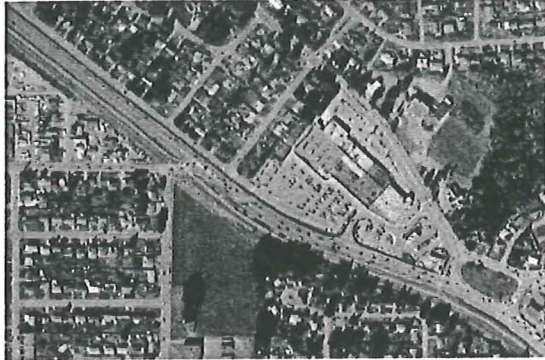
Please submit your comment form by July 23, 2013 to Julia Reimer of Brook Pooni Associates by: **Fax: 604-731-9075** or **Email: jreimer@brookpooni.com**




Appendix E: Display Boards

1
2180 Highland Blvd.

Welcome



View of site from south west



View of site from east

Thank you for attending our Public Information Meeting for 2180 Highland Boulevard.

The purpose of this information meeting is to:

- Share our initial thinking for 2180 Highland Boulevard
- Introduce you to the project team
- Receive your feedback

↓

Your feedback is important to us. Please fill out a comment form and deposit it in the drop box before you leave.

2

2180 Highland Blvd.

Planning Context

The purpose of rezoning the site to CC-2 is to permit additional stand alone commercial uses.

Item	Summary of Planning Information
Official Community Plan Designation	City Commercial Centre
Current Zoning	Comprehensive Development (CD-B) The intent of this zone is to permit development of integrated projects including commercial, residential, and other uses as specified in the applicable Comprehensive Development Plan.
Proposed Zoning	Neighbourhood Centre (CC-2) This zone provides for small scale commercial services intended to meet the day-to-day needs of persons residing in the immediate vicinity and supports a building height of up to 3 storeys.

As a City Commercial Centre, the site is supported by the following policies:

- Uses in Commercial Centres will include community services and facilities, and personal service, commercial and retail facilities. Local service, institutional (including schools) and higher density residential uses shall also be supported in the Commercial Centres designation.
- Stand alone commercial services shall be supported in the Commercial Centres designations. Higher density stand alone residential uses shall be supported in both Corridors and Commercial Centres.



Official Community Plan Land Use Map

3

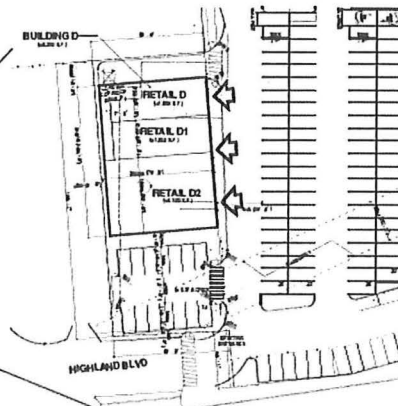
2180 Highland Blvd.

Proposal Details

Brooks Landing Centre would like to rezone their property from Comprehensive Development 8 (CD-8) to Neighbourhood Centre (CC-2).

This rezoning would convert the property from the current parking lot use to allow for the construction of a stand alone commercial building. The new development will contain neighbourhood serving retail uses such as a clothing store and food service. Office uses are also being considered. Please note that a liquor store is not being contemplated for this property.

Item	Proposal
Site Area	15,823 Sq. Ft.
Total Building Area	8,200 Sq. Ft.
Parking Stalls	14 Stalls
Floor Space Ratio	0.51 FSR
Building Height	Approx. 22 Ft.



4

2180 Highland Blvd.

Design Considerations

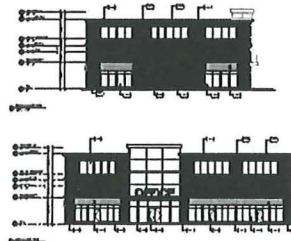
The CC-2 zone permits a base density with an opportunity for bonus density with the provision of additional environmental sustainability features. Because of this opportunity, we are reviewing both one and two storey options and would like your feedback.

One Storey: A one storey building fits within the base density and height.



Two Storey: A two storey building can be achieved using bonus density. This density is permitted if a development meets the minimum points for the following sustainability categories (Zoning bylaw Schedule D):

- Category 1: Site Selection and Connectivity
- Category 2: Retention of Natural Features
- Category 3: Parking and Pedestrian Connectivity
- Category 4: Building Materials
- Category 5: Energy Management
- Category 6: Water Management
- Category 7: Social Sustainability



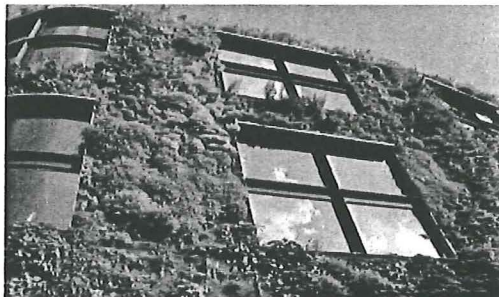
5

2180 Highland Blvd.

Proposal Benefits

The proposal will contribute to the community and provide benefits, as part of the rezoning:

- Sustainable building features including a green wall;
- Bike parking;
- Enhanced sidewalk connections adjacent to the site;
- Improved trail connections to and from the site.



2013 September 3

Re: Rezoning application RA 00323
2180 Highland Boulevard
Nanaimo, B.C.

Mayor Ruttan and Council

As the residents most effected by this rezoning application, we expressed our concerns regarding this application to the Advisory Planning Committee on July 16, 2013. We now reiterate these concerns for Council.

The plans do not indicate the retention of the hedged area along the side if 1440 Montrose Avenue and 2190 Highland Boulevard which abut 2180 Highland Boulevard. This would eliminate a buffer zone for the adjacent residents.

We are trusting in Councillor Patji's strong assurance that a fastfood restaurant, nor liquor outlet would qualify to be built under this new zoning.

Respectfully submitted

B. Mauch	1425 MONTROSE AVE.
Linda Hegman	2210 Highland Blvd.
P. Segimont	2210 Highland Blvd.
P. COUROMBE	1440 MONTROSE AVE
Leandro Pach	1430 Montrose Ave.
Herb	1430 Montrose Ave.
James Vine	1420 Montrose Ave
Janet Veru	1420 Montrose Ave

2013 July 16

Re: RA000323

2180 Highland Blvd

Nanaimo Advisory Planning Committee

We as residents of Montrose Ave. and Highland Blvd. have grave concerns regarding the rezoning application at 2180 Highland Blvd. This lot adjoins 2190 Highland Blvd, which the mall owners attempted to have removed from the residential covenant Plan 9500 Lynburn Estates, in May 2010. We subsequently learned, that a deal had already been made with Windward Liquor store, to relocate their store at that location, not the "proposed" medical centre.

As this rezoning application would allow for a liquor store, we fear this is another attempt at positioning a liquor store on this location. The design of the retail space plan would lead a prudent person to the same conclusion.

2180 Highland Blvd. is in close proximity to Cilaire Elementary on the East and Woodlands Secondary on the West, which have a highway tunnel crossing, opposite the proposed retail space.

In the proposed plans the delivery bay is on the residential side abutting 1440 Montrose Ave., while the highway side of the building would be better suited, and less disruptive to the residents.

Presently there is a large hedge between 2180 Highland Blvd., and 1440 Montrose Ave., and a partial mediocre hedge between 2180 and 2190 Highland Blvd. No screening appears on the proposed plans.

The residents strongly object to this rezoning application on the grounds set out by the LRS rezoning criteria. It will be in close proximity to two schools, traffic volumes would have an adverse impact on the residential community, and lack of approval by the LCLB. Also under the by-laws for lack of screening between residential and commercial property.

In conclusion, we would appreciate the committee's consideration on a covenant, prohibiting a liquor premises in this rezoning application.

Respectfully,

Janet Vine
1420 Montrose Ave.
Nanaimo, B.C.

Speaking for the residents of Montrose Avenue and Highland Boulevard.

BROOKS LANDING CENTRE – 2180 HIGHLAND BLVD REZONING PROPOSAL

**Presented to the City of Nanaimo – Public Hearing
September 5, 2013**

**Mark Siegel, TerraCap Management
Blaire Chisholm, Brook Pooni Associates**



About the Site – 2180 Highland Blvd.

Owner: Brooks Landing Centre

Management: TerraCap Management

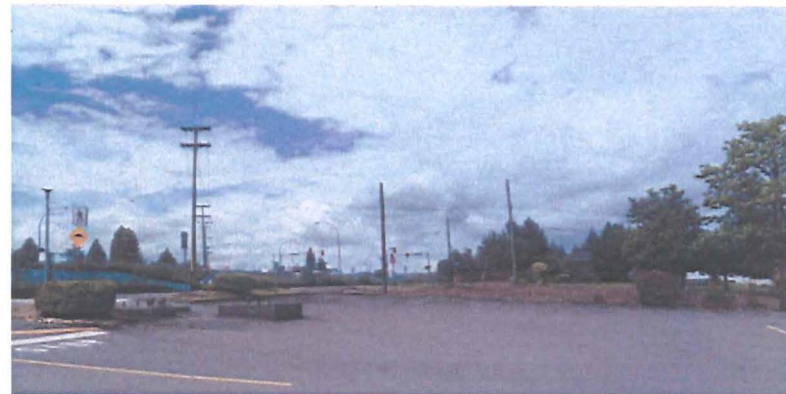
Current Use: Parking lot (approx. 40 stalls)

North – Single Family, Departure Bay NA

East – Brooks Landing Centre + Parking

South – Island Highway, Hospital Area NA

West – Vacant lot, Single Family



Planning Context & Application

OCP - City Commercial Centre:

•Uses in Commercial Centres will include community services and facilities, and personal service, commercial and retail facilities. Local service ... shall also be supported in the Commercial Centres designation.

•Stand alone commercial services shall be supported in the Commercial Centres designations.

The application is to rezone the site to CC-2 to permit stand alone commercial uses.

Item	Summary of Planning Information
OCP	City Commercial Centre
Current Zoning	Comprehensive Centre (CD-8) The intent of this zone is to permit development of integrated projects including commercial, residential, and other uses as specified in the applicable Comprehensive Development Plan.
Proposed Zoning	Neighbourhood Centre (CC-2) This zone provides for small scale commercial services intended to meet the day-to-day needs of persons residing in the immediate vicinity and supports a building height of up to 3 storeys.



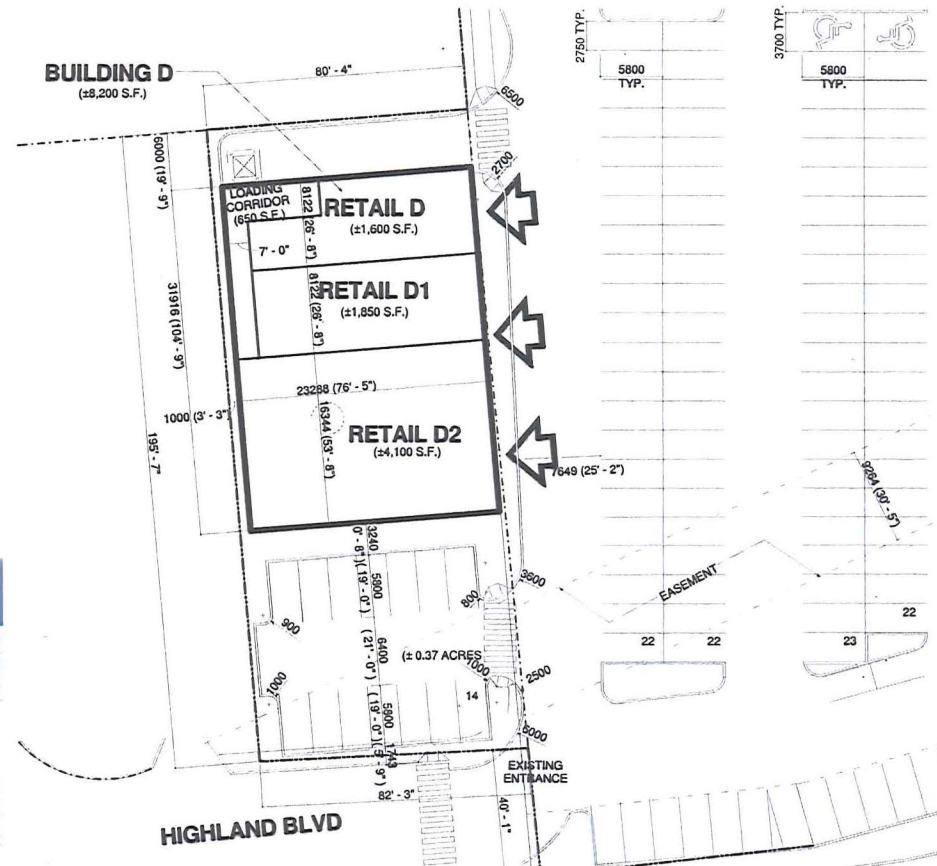
Proposal Details

Brooks Landing Centre has applied to rezone 2180 Highland Boulevard to Neighbourhood Centre (CC-2).

This rezoning would convert the property from the current parking lot use to allow for the construction of a stand alone commercial building.

The new development proposes additional neighbourhood serving commercial opportunities such as a children's apparel store, food service, and office is being considered.

Item	Proposal
Site Area	15,823 Sq. Ft.
Total Building Area	8,200 Sq. Ft.
Parking Stalls	14 Stalls
Floor Space Ratio	0.51 FSR
Building Height	Approx. 22 Ft.



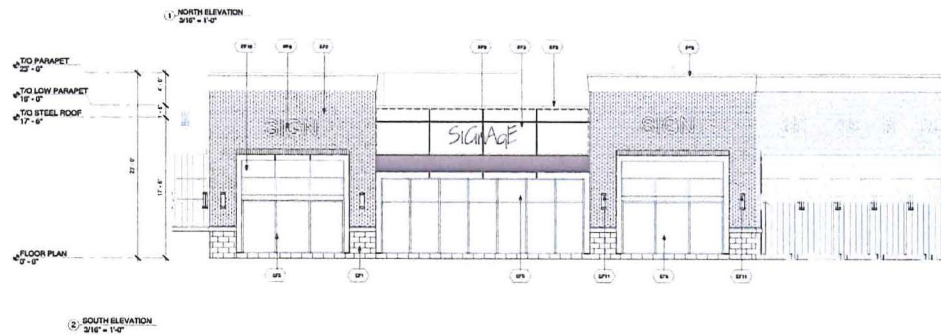
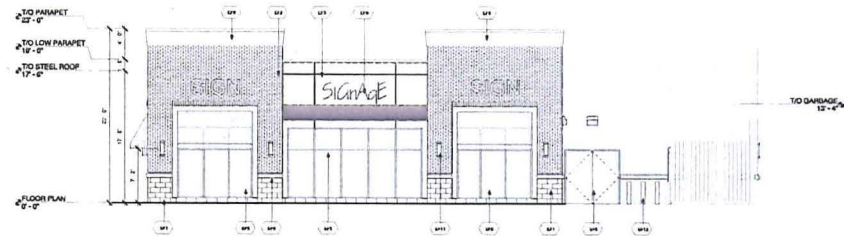
PROPOSAL DETAILS



Proposal Benefits

The proposal will contribute to the community as part of the rezoning:

- Additional commercial amenities
- Sustainable building features including a green wall
- Bike parking
- Enhanced sidewalk connectivity throughout the site
- Improved trail connections to and from the site.



Public Consultation to Date

Neighbourhood Notification

Three letters have been distributed in the community:

- To notify of the rezoning application submission
- To invite to the Public Information Meeting
- To advise of tonight's Public Hearing

Public Information Meeting

The purpose of the meeting was to outline the rezoning application proposal for 2180 Highland Blvd.

Event Details:

Time: Tuesday, July 16, 2013 3:00 to 4:00 (Drop-in)

Place: Nanaimo Church of the Nazarene

Notification:

- Nanaimo Daily News Advertisement on July 13;
- Letter invitation distributed to the neighbours; and,
- Email invitations sent to the Departure Bay, Newcastle, Hospital and Brechin NAs

Meeting Summary:

- 14 attendees, 3 comment forms submitted
- All comments forms received supported proposal (2 residents, 1 business)

Comment Form Questions

- What are your general thoughts on the rezoning?
- Design considerations?



Welcome



Thank you for attending our Public Information Meeting for 2180 Highland Boulevard.

The purpose of this information meeting is to:

- Share our initial thinking for 2180 Highland Boulevard
- Introduce you to the project team
- Receive your feedback



Your feedback is important to us. Please fill out a comment form and deposit it in the drop box before you leave.



BROOKS LANDING CENTRE

THANK YOU

