

STAFF REPORT

REPORT TO: A. TUCKER, DIRECTOR OF PLANNING,
COMMUNITY SAFETY & DEVELOPMENT

FROM: J. HOLM, MANAGER, PLANNING SECTION,
COMMUNITY SAFETY & DEVELOPMENT

RE: REPORT OF THE PUBLIC HEARING HELD THURSDAY, 2010-OCT-07
FOR BYLAWS NO. 4000.485, 4000.486, 4000.487, 4000.491 AND 4000.399

STAFF'S RECOMMENDATION:

That Council receives the report and the minutes of the Public Hearing held on Thursday, 2010-OCT-07.

EXECUTIVE SUMMARY:

A Public Hearing was held on 2010-OCT-07, the subject of which was five items. Approximately 35 members of the public were in attendance. Minutes of the Public Hearing are attached.

BACKGROUND:

1. BYLAW NO. 4000.485

ZA1-33 – To Create a New Residential Corridor Zone (RM-12)

This bylaw, if adopted, will create a new zone – Residential Corridor Zone (RM-12) – within “ZONING BYLAW 1993 NO.4000”, which would be applied on a site-specific basis through rezoning to appropriate residential development within the Corridor designation.

This application appears before Council this evening for consideration of Third Reading.

There were eight verbal and no written submissions received for this application.

2. BYLAW NO. 4000.486

RA250 – Part of 6414 Portsmouth Road

This bylaw, if adopted, will rezone part of the subject property from Single Family Residential Zone (RS-1) to Residential Corridor Zone (RM-12) in order to facilitate subdivision and construction of multi-family dwellings. The subject property is legally described as part of LOT 65, DISTRICT LOT 28, WELLINGTON DISTRICT, PLAN 26689.

This application appears before Council this evening for consideration of Third Reading.

There were nine verbal and four written submissions received for this application.

3. BYLAW NO. 4000.487

RA251 – 561 Cadogan Street

This bylaw, if adopted, will rezone the property from Single Family Residential Zone (RS-1) to Single Family Residential Small Lot Zone (RS-6) in order to facilitate the creation of one additional lot. The subject property is legally described as LOT 2, DISTRICT LOT 96-B AND 96-G, NANAIMO DISTRICT, PLAN 28853.

This application appears before Council this evening for consideration of Third Reading.

There was one verbal and one written submission received for this application.

4. BYLAW NO. 4000.491

RA242 – 440 Wakesiah Avenue

This bylaw, if adopted, will rezone the subject property from Single Family Residential Zone (RS-1a) to Residential Corridor Zone (RM-12) and will allow for a site specific use of student housing. The subject property is legally described as LOT 5, BLOCK 2, SECTION 1, NANAIMO DISTRICT, PLAN 1325 and LOT 6, BLOCK 2, SECTION 1, NANAIMO DISTRICT, PLAN 1325.

This application appears before Council this evening for consideration of Third Reading.

There were six verbal and four written submissions received for this application.

5. BYLAW NO. 4000.399

ZA1-76 – Siting of Heat Pumps and Central Air Conditioners

This bylaw, if adopted, will add additional requirements for the siting of heat pumps and central air conditioning units.

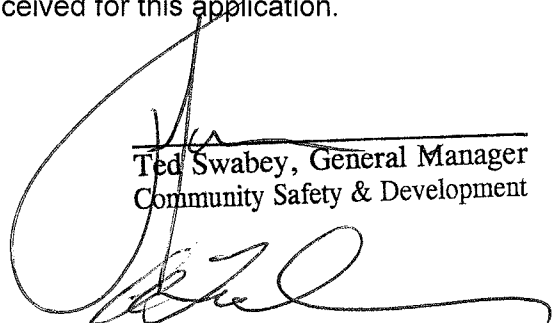
This application appears before Council this evening for consideration of Third Reading.

There were no verbal or written submissions received for this application.

Respectfully submitted,



J. Holm
Manager, Planning Section
Community Safety & Development



Ted Swabey, General Manager
Community Safety & Development

A. Tucker
Director of Planning
Community Safety & Development

**MINUTES OF THE PUBLIC HEARING HELD PURSUANT TO THE
LOCAL GOVERNMENT ACT, VANCOUVER ISLAND CONFERENCE CENTRE,
SHAW AUDITORIUM, 101 GORDON STREET, NANAIMO, BC,
ON THURSDAY, 2010-OCT-07, TO CONSIDER AMENDMENTS TO
THE CITY OF NANAIMO "ZONING BYLAW 1993 NO. 4000"**

PRESENT: His Worship Mayor J.R. Ruttan, Chair
Councillor W.L. Bestwick – vacated at 7:40pm, returned 7:55.
Councillor W.J. Holdom
Councillor D.K. Johnstone
Councillor J.F. Pattje
Councillor L.J. Sherry

REGRETS: Councillor J.A. Kipp
Councillor L.D. McNabb
Councillor M.W. Unger

STAFF: J. Holm, Manager, Planning Section
S. Herrera, Planner, Planning Section
P. Masse, Planning Clerk, Planning Section

PUBLIC: There were approximately 35 members of the public present.

CALL TO ORDER:

Mayor Ruttan called the meeting to order at 7:01 pm. Mr. Holm explained the required procedures in conducting a Public Hearing and the regulations contained within Section 892 of the *Local Government Act*. Mr. Holm read the items as they appeared on the agenda, adding that this is the final opportunity to provide input to Council before consideration of Third Reading of Bylaws No. 4000.485, 4000.486, 4000.487, 4000.491 and 4000.399 at the next regularly scheduled Council meeting of 2010-OCT-25.

1. BYLAW NO. 4000.485

ZA1-33 – To Create a New Residential Corridor Zone (RM-12)

This bylaw, if adopted, will create a new zone – Residential Corridor Zone (RM-12) – within "ZONING BYLAW 1993 NO.4000", which would be applied on a site-specific basis through rezoning to appropriate residential development within the Corridor designation.

Ms. Karen Kangas, 6421 Portsmouth Road - Opposed

- Not in favour of the proposed zone if it is proposed on Portsmouth Road.

Mayor Ruttan noted that the speaker's opposition might be in reference to an agenda item not yet introduced, as this bylaw is concerning a general zone and is not site specific.

Ms. Kangas stated that this zone, if adopted, would not only affect the property being applied for (6414 Portsmouth Road) but will also affect the entire street.

Added that she understands what City Staff is trying to do in terms of the Corridor designation but she is opposed to it on her street.

Mr. Holm noted that the first item on this evening's agenda is the introduction of a new Residential Corridor Zone (RM-12). If the bylaw were to be approved it would not apply to any property, it would simply be added to the Zoning Bylaw and could then be applied to specific properties through rezoning applications. There are two items on this evening's agenda that are being considered for this zoning; 6414 Portsmouth Road and 440 Wakesiah Avenue.

Mr. Mark Crosby, 6420 Portsmouth Road – Opposed

- Address given is his daughter's home; he is attending the Hearing with her.

Mayor Ruttan asked if the speaker understands that the first agenda item is not concerning a specific property, it is simply to create a new residential corridor zone.

Mr. Holm noted that Staff is introducing a new bylaw that will be incorporated, if approved, into the Zoning Bylaw. It will not apply to any specific property and it is the first agenda item, Bylaw No. 4000.485. The second agenda item, Bylaw No. 4000.486, is in regard to property at 6414 Portsmouth Road. If a member of the public has interest in that specific application they could speak to it when that agenda item is introduced to the Hearing. Mr. Holm reiterated that the first agenda item is the introduction of the zone itself and it will not apply to any properties.

Councillor Sherry asked for clarification on what the purpose of the RM-12 Zone is, and specifically, if it is increasing the allowable density of a lot versus single family zoning.

Mr. Holm noted that the proposed bylaw would introduce an additional zone to the Zoning Bylaw but would not apply it to any specific property.

Mr. Crosby stated that he is opposed to RM-12 Zoning being applied to property anywhere within Nanaimo.

Councillor Bestwick questioned why the RM-12 Zone is being considered prior to any specific designation being proposed.

Mr. Holm stated that the RM-12 Zone is responding to the Corridor policies within the OCP; this zone would, if approved, be applied to Corridor designated properties on a site-specific basis.

Mayor Ruttan noted he would be appreciative if Staff could be clearer on what it is trying to accomplish, delegations have stated they have concerns regarding the RM-12 Zone. They are then told that RM-12 is simply a classification and will not apply to their property on Portsmouth Road; however, the next agenda items indicates that property on Portsmouth Road may be affected by this new zone.

Mr. Holm stated that the first agenda item is essentially a "floating zone"; it is to create a zone that will not be applied to any specific property. Bylaw No 4000.485, if approved, would not apply this zone to any property within Nanaimo.

Mayor Ruttan asked if the RM-12 Zone were approved if it would automatically apply to the properties proposing this zone later in the agenda.

Mr. Holm confirmed that the agenda items are under separate bylaws; Council could approve the RM-12 Zone itself but not approve that zone on Portsmouth or Wakesiah or any other property within the city.

Councillor Pattje noted that he is reminded of previous Council meetings with this approach; he does not understand why Staff is confusing people, adding there must be a better way of achieving what it is Staff wants to achieve. Understands that Bylaw No. 4000.485 does not pertain to any specific property in Nanaimo; however, Bylaw No. 4000.486 proposes the RM-12 Zone on a property when the zone has not been adopted.

Councillor Holdom stated that the RM-12 Zone arose from the most recent OCP revision, which introduced the concept of Corridors in the community to allow for higher density and higher uses along the arterial routes within Nanaimo. Applications began to be submitted from individuals who wished to take advantage of the Corridor designation; however, an appropriate zone did not exist that could accommodate those uses, as specified in the OCP. The planNanaimo Advisory Committee (PNAC) asked Staff to create a zone that would allow people to apply for residential uses in Corridor designated areas. It is a debatable issue and people who wish to address that general issue regarding the OCP and appropriate zoning should feel free to offer opinion on it. Two applications to apply that zone on property can be debated and discussed tonight as well. If, at the next Council meeting, the RM-12 Zone is defeated then the other two bylaws, which are applying for the zone, will be negated.

Mayor Ruttan stressed that the reality is Council could ultimately approve the RM-12 Zone and then 6414 Portsmouth would be affected, which neighbours are indicating they do not want.

Councillor Sherry stated his belief that Council should consider the new RM-12 Zone prior to any applications being received for that zone. Asked for Staff direction.

Mr. Holm noted that the bylaws have already received First and Second Readings, by virtue of that they were forwarded to Public Hearing by Council. Added that Council responsibility at the Public Hearing is not to consider the Bylaw but to hear public input on the bylaws presented. Any confusion regarding the bylaws should have been addressed at First and Second Reading. It may have been less confusing if the new zone was introduced on a different Public Hearing agenda than applications requesting the new zone; however, procedurally, it does not make any difference in the rezoning application process.

Mayor Ruttan stated that he believes it would make a difference as this manner breeds confusion.

Councillor Sherry reiterated that it is his belief the RM-12 Zone be dealt with this evening but the two bylaws related to the zone being applied to specific property be directed back to Council for First and Second Reading.

Mr. Holm stated that, in his opinion, it is appropriate to hear public comment regarding all agenda items as the public has been notified that they would have that opportunity this evening.

Councillor Sherry formally requested a Staff report regarding any potential new zones brought forward for Council consideration, adding that they should be dealt with prior to receiving any applications for that zone.

Mr. Holm noted that one reason that these bylaws are on the same Public Hearing agenda was to expedite the process.

Added that past applications have been received through PNAC, and have been approved by Council, for Corridor development without an appropriate zone in place. Council has previously approved a bylaw for Mixed Use Corridor Zone (C-31); this is a bylaw for residential development. The zone was introduced specific to a property. In this case, there are two applications for the new zone, if approved.

Mr. Mark Garrett, 4970 Fillinger Crescent – In Favour

- As a designer, he needs some guidelines to work with Corridor designated land within the city. The development community is directed by Staff to follow the policies of the OCP and create density in these Corridor designated lands, without a guideline, a design is created and Staff has to “fit” existing zoning to that design.
- Believes the zone is a valid one as it creates the density required by the city and creates a reasonable tax base. In favour of the zone regardless of any applications on this evening's agenda.

Mr. Mark Crosby, 6420 Portsmouth Road – Opposed - Redress

- Not in favour of this zone.

Councillor Pattje asked the speaker for clarification on whether he is opposed to the zoning on Portsmouth Road or anywhere within the city.

Mr. Crosby confirmed he is opposed to this zone being implemented anywhere within Nanaimo.

Mr. Fred Taylor, 201 Emery Way – Opposed

- Does not believe the proposed zone has any on-site parking demands, therefore he cannot support it.
- Raised a Point of Order: Council is asking the public to consider zoning on property within the city with an unadopted bylaw. Does not believe it is right to consider any applications in relation to an unadopted bylaw.

Mr. Bruce VanDerKooi, 6410 Portsmouth Road – In Favour

- Believes the Corridor designation is important for the growth of Nanaimo and this zone would help achieve that.

Mr. Paul Struthers, 1676 Chick-A-Dee Crescent – Opposed

- Asked for clarification on whether or not the proposed zone would be used to facilitate any Housing First developments that have been discussed in the media, specifically the property at 1280 Townsite Road.

Mr. Holm stated that, although unsure of the specific property mentioned, the majority of the Housing First properties are zoned appropriately for the use.

Mr. Struthers noted that if Staff is not sure about the property at 1280 Townsite Road that he cannot support the proposed zone. Stated the neighbourhood has anxiety about that development and if opposing will halt it, then he is opposed.

Mr. Holm noted that there is a number of existing multi family zones in the Zoning Bylaw that could potentially be applied to that use. Not sure how this proposed zone relates to what the speaker is referring to.

Ms. Maureen Pilcher, Land Use Consultant, Central Vancouver Island - In Favour

- Has been working with the new OCP for the two years it took to be formed and for the two since it was adopted. The Corridor designation exists all over Nanaimo and, as a Land Use Consultant, needs a plan and guide to go to; the proposed zone would give what is needed for Corridor designated lands to be developed while following the goals and objectives of the OCP.
- There is no parking requirement in the RM-12 Zone; a separate Parking Bylaw deals with parking requirements throughout the entire city. Most zones do not indicate parking requirements, there are very few in the Zoning Bylaw that do.
- Believes the proposed zone is a precursor to the new Zoning Bylaw, which Staff has been working on; we have the OCP but we have yet to get the zones in place that we need in order to fulfil OCP policies.
- The development community needs these guidelines; cannot plan without a set of rules to follow.

Councillor Pattje asked the speaker for an example of a similar situation when an application was applying for a zone that did not exist.

Ms. Pilcher noted that 5220 Metral Drive is a prime example, as is 3 Leam Road; both have Comprehensive Development Zones now, which were site-specific zones created by Staff in order to meet the requirements of the area. Mainly due to the fact that a Comprehensive Zone did not exist and one was needed.

Mayor Ruttan asked the speaker what possible ramifications could occur for Portsmouth Road residents if Council approved the proposed zone.

Ms. Pilcher stated that Portsmouth Road residents would need to examine the density being proposed and whether or not that is what they would like to see in their neighbourhood. The OCP would also need to be considered as it has been in effect for two years, following two years of public consultation. The OCP is the umbrella document for planning within Nanaimo. It is the will of the people to speak for or against any specific application in their neighbourhood.

Councillor Bestwick asked Staff for clarification on whether or not Hammond Bay Road is designated as Corridor within the OCP.

Mr. Holm confirmed that portions of Hammond Bay Road are designated as Corridor. A recent application for 6090 Hammond Bay Road was submitted and Staff did not have an appropriate residential zone to apply to the property; therefore, the RM-5 Zone was applied, which was not appropriate, as the density is too high. Staff then needed to restrict the density via covenant. Staff has been taking existing zones and making them work within Corridor designated properties using variances and restrictive use covenants.

Councillor Bestwick asked if Stewart Avenue and Brechin Hill are Corridor designated lands.

Mr. Holm confirmed that parts of Stewart Avenue and Brechin Hill are designated as Corridor lands, adding that they are currently undergoing the Neighbourhood planning process and therefore the zoning will be reviewed in detail.

Councillor Bestwick asked if Corridor designated lands are not continuous.

Mr. Holm noted that some Corridor designated lands are continuous and some do break.

There were eight verbal and no written submissions received for this application. No further submissions were received for this application.

2. BYLAW NO. 4000.486*RA250 – Part of 6414 Portsmouth Road*

This bylaw, if adopted, will rezone part of the subject property from Single Family Residential Zone (RS-1) to Residential Corridor Zone (RM-12) in order to facilitate subdivision and construction of multi-family dwellings. The subject property is legally described as part of LOT 65, DISTRICT LOT 28, WELLINGTON DISTRICT, PLAN 26689.

Mr. Gur Minhas, Satgur Developments - Applicant Representative

- Mr. Minhas' presentation is attached as part of "Attachment A – Submissions for Bylaw No. 4000.486".

Councillor Sherry asked Staff for clarification regarding the minimum lot size permitted in the RM-12 Zone.

Mr. Holm stated that the minimum lot size permitted in the RM-12 Zone is 850m².

Councillor Sherry noted that the application is proposing the subdivision of a current lot; asked if the applicant could create two RM-12 lots through that subdivision.

Mr. Holm noted that the second portion of the property, which is 767m², is too small to meet the minimum parcel size under the RM-12 Zone; it is not proposed to be rezoned and will remain zoned as single family.

Councillor Sherry asked if a covenant would be required limiting the second lot to single family zoning.

Mr. Holm stated that a restrictive covenant has not been proposed for the application.

Mr. Minhas noted that an advertisement was placed in local papers, as well as posted on the signage on the property, inviting neighbourhood residents to a public open house. Submitted signatures and a letter of support (attached as part of "Attachment A – Submissions for Bylaw No. 4000.486").

Councillor Pattje asked for clarification on a letter of opposition submitted by Mr. Richard Green (attached as part of "Attachment A – Submissions for Bylaw No. 4000.486") which suggests that signage requirements were not met by the applicant.

Mr. Holm stated that the letter being referred to in Mr. Green's letter is an invitation to the public open house for the neighbourhood, which was posted onto the large signage on the property. The date, place and time of the Public Hearing were clearly posted on the signage, as required.

Mayor Ruttan asked the applicant if all affected neighbours were contacted and how many voiced opposition to the application.

Mr. Minhas confirmed that he spoke to all affected neighbours in the area and that the signatures of support total 13, added that when he was speaking to neighbours 2 residents voiced opposition to the application.

Mr. Wayne Erickson, 6423 South Hampton Road – Opposed

- Lives directly behind the subject property. Was not contacted by the applicant regarding the proposal, and the sign was “in disarray”. The neighbourhood contains single family dwellings, does not think the proposal will fit in and that he will lose all privacy in his backyard.
- Parking problems already exist on the road, believes the proposal will add too many additional vehicles to the neighbourhood.

Mr. Bruce VanDerKooi, 6410 Portsmouth Road – In Favour – Redress

- Owns the property adjacent to the subject property.
- Has watched the density of the area steadily increase with mixed uses all along Portsmouth Road, including a cheese factory, multi family dwellings and single family homes. It is a varied street and multi family uses could improve the area; Portsmouth Road could be upgraded and made more urban.
- The people most affected by the proposal are those living on South Hampton as they are all single family dwellings, but they will be facing a house regardless if it is one or two buildings.
- The proposal will include the installation of sidewalks and perhaps a traffic light at the corner of Applecross Road, Portsmouth Road and McRobb Avenue, which is needed.
- Believes the RM-12 Zone being implemented on a site-specific basis in Corridor designated areas is important and useful.
- Traffic concerns should be addressed properly.
- Believes providing affordable housing in the north end is important.

Mr. and Mrs. Bombardir, 6420 Portsmouth Road - Opposed

- Mr. and Mrs. Bombardir’s presentation is attached as part of “Attachment A – Submissions for Bylaw No. 4000.486”.
- People originally bought in the neighbourhood due to the large sized lots; would prefer to see a single family dwelling on the property.

Ms Karen Kangas, 6421 Portsmouth Road – Opposed - Redress

- The concept design of the proposal is beautiful and visually attractive; however, it is just a concept at this stage.
- Does not believe the date of the Public Hearing was advertised on the signage that is erected on the subject property.
- Told by the applicant that this proposal was the only development option available to him.
- Does not believe the signatures of support submitted by the applicant are in fact in support of the proposal.
- Believes there is potential for neighbouring properties also subdividing and proposing the same kind of application; does not want the additional density in the neighbourhood.

Mayor Ruttan asked Staff to confirm that the Public Hearing date was included on the signage erected on the subject property.

Ms. Herrera confirmed that the Public Hearing date, location and time were posted on the signage erected on the property as per all requirements.

Ms. Kangas asked for clarification as to when the signage was updated with the Public Hearing information.

Ms. Herrera confirmed that all rezoning signage is updated 10 days prior to the Public Hearing.

Ms. Kangas restated her belief that the Public Hearing information was not included on the signage erected on the subject property.

Mayor Ruttan noted that Staff has confirmed that all signage requirements have been met by the applicant.

Mr. and Mrs. Franklin, 6424 Portsmouth Road – Opposed

- Concerned about additional density, parking and traffic problems, property values decreasing and the height of the proposed buildings, which will infringe on neighbour privacy.
- Concerned the units could be rented out; existing rentals in the neighbourhood are not being maintained and theft in the neighbourhood could increase.

Mr. Tony Harris, 2835 Departure Bay Road – In Favour

- Familiar with work that the applicant has done in the past; including a relatable fourplex which was built to spec, was of very good quality and sold quickly. The applicant completes projects on time in the manner expected.
- Two single family homes could legally be built on the subject property under existing zoning, the proposal is for five units, a differential of only three units.
- Grew up in north Nanaimo and spent 15 years in the subject neighbourhood, the traffic concerns on Portsmouth are due to through traffic, not residents. The impact of an additional three homes to area traffic would be minimal.
- Single family dwellings in the north end of the city are very expensive; young professionals and young families should be encouraged to live and buy in the north end, this is affordable housing.
- Considering that Portsmouth currently has a car dealership, a cheese factory, a church, a chiropractor, and multi family housing this development could fit in nicely.

Mr Mark Garrett, 4970 Fillinger Crescent – In Favour / Applicant Designer

- Corridor designation allows for 50-150 units per hectare, Staff would not support less than 50 per hectare on the subject lot. Five units was the figure Staff wanted to see on this property. Corridor designation also allows for six storeys, the proposal has three storeys.
- Units would be too expensive to invest in as a rental unit as they will be in the \$300,000 range.
- A computer model was completed for the property regarding parking and it is sufficient.

Mr. Gur Minhas, Satgur Developments - Applicant Representative - Redress

- Noted that the greenbelt buffer and the proposed landscaping will aid in ensuring neighbours privacy is as undisturbed as possible.

- Two parking spaces per unit are proposed so all parking should be contained on site. Most street parking is created by the commercial businesses that exist on Portsmouth Road.
- His family does not own another lot on Portsmouth Road, as was indicated by a member of the public.
- This property will be maintained through strata, including a professional landscape plan.
- Privacy will be maintained, three storeys is not written in stone; the Design Advisory Panel will have the ultimate say in the design and what is appropriate. The proposal could be narrowed to three or four units.
- No plans to develop the additional lot created by the subdivision, it will act as a buffer between the subject property and its direct neighbour.
- This development application is in line with the policies of the OCP.

There were eight verbal and four written submissions received for this application (attached as part of "Attachment A – Submissions for Bylaw No. 4000.486"). No further submissions were received for this application.

3. BYLAW NO. 4000.487

RA251 – 561 Cadogan Street

This bylaw, if adopted, will rezone the property from Single Family Residential Zone (RS-1) to Single Family Residential Small Lot Zone (RS-6) in order to facilitate the creation of one additional lot. The subject property is legally described as LOT 2, DISTRICT LOT 96-B AND 96-G, NANAIMO DISTRICT, PLAN 28853.

Ms. Joy Bremner, 235 St. George Street - Applicant

- Ms. Bremner's presentation is attached as "Attachment B – Submissions for Bylaw No. 4000.487".

There was one verbal and one written submission received for this application (attached as "Attachment B – Submissions for Bylaw No. 4000.487"). No further submissions were received for this application.

4. BYLAW NO. 4000.491

RA242 – 440 Wakesiah Avenue

This bylaw, if adopted, will rezone the subject property from Single Family Residential Zone (RS-1a) to Residential Corridor Zone (RM-12) and will allow for a site specific use of student housing. The subject property is legally described as LOT 5, BLOCK 2, SECTION 1, NANAIMO DISTRICT, PLAN 1325 and LOT 6, BLOCK 2, SECTION 1, NANAIMO DISTRICT, PLAN 1325.

Ms. Maureen Pilcher, Maureen Pilcher & Associates - Applicant Representative

- Ms. Pilcher's presentation is attached as a part of "Attachment C – Submissions for Bylaw No. 4000.491".

Mayor Ruttan asked for clarification regarding the size of the micro suites.

Ms. Pilcher stated that the micro suites range in size from 213.2ft² (one bedroom) to 417.5ft² (two bedrooms); all would have individual bedrooms, private bathrooms and kitchenettes. The individual rooms would be approximately 150ft² would provide each student with a private space a bed and a table. The 386 student rooms in the dormitory at VIU are between 104ft² and 125ft², with two students sharing a bathroom. The proposed units are larger than those provided by the university.

Councillor Pattje asked for clarification regarding parking and whether it would be accessible from the lane.

Ms. Pilcher noted that parking would only be accessible from the lane, added that the RM-12 Zone, if adopted, would limit the parking allowed on Wakesiah Avenue.

Councillor Bestwick asked if on-site management would be available for the housing unit 24 hours a day, 7 days a week.

Ms. Pilcher confirmed that an on-site manager would have his or her own living unit in the building and would be available 24 hours a day, 7 days a week.

Councillor Johnstone complimented the speakers' presentation and design of the proposal. Asked for clarification on the slant to the roofs and how it would handle a large snowfall.

Mr. Niamath, project Architect, stated that the roof would be designed to carry a full snow load.

Councillor Holdom noted that this project is responding to its location and the need for student housing, believes it is a great proposal. Asked if the applicant's greatest challenge will be to provide a sensitive transition from the existing single family residences to multiple student housing.

Ms. Pilcher noted that the building is as far to the front of the lot as possible to provide as much separation from the properties to the rear as possible. That side of Hillcrest Avenue is also designated as Corridor in the OCP. There is 50 feet between the edge of the building and the lane, which creates its own buffer zone between the houses, as well as the rear yard setback, resulting in a buffer of 80 feet to 100 feet between the building and the back of the neighbouring houses. All setback requirements have been met with this proposal; however, she is sensitive to the fact that there are existing buildings on either side of the subject property; privacy landscaping and fencing will be utilized.

Councillor Holdom asked for clarification on the inverted roof design and if there is a reason for it as it could increase the sense of massing to neighbouring property owners.

Ms. Pilcher noted that the context of the building directly adjacent to the subject property was used in the design of the proposal in order to mirror it somewhat so it would not stand out too overtly.

Mr. Niamath added that several existing buildings will likely be developed in the future due to the Corridor designation, adding that the proposed building has been articulated on all sides to achieve a design that is not boxy and set back. Tried to relate height and scale to the building directly adjacent to it.

Councillor Sherry asked if the total height of the proposed building would be less than 40 feet and asked for confirmation that no variances to height or setbacks would be applied for.

Ms. Pilcher confirmed that the total height of the building would be approximately 30 feet and no variances will be sought.

Councillor Bestwick asked Staff for confirmation that Hillcrest Avenue is designated as Corridor within the OCP.

Mr. Holm confirmed that portions of Hillcrest Avenue are designated as Corridor in the OCP, added that the west side of Wakesiah Avenue is designated as University Urban Node and the east side is designated as Corridor in the OCP. The west side of Hillcrest Avenue is designated as Corridor and the east side is designated as Neighbourhood.

Ms. Nabjeet Sanga, 458 Wakesiah Avenue – In Favour

- Family owns the gas station in the subject neighbourhood; currently a student at VIU and a member of the inter-disciplinary committee. Believes developments such as this brings students of different disciplines together making it possible for students to connect to the community and each other.

Councillor Bestwick thanked Ms. Sanga for attending the Public Hearing and speaking on behalf of the student perspective.

Ms. Andrea Blakeman, International Education, VIU - In Favour

- Has worked with international student housing for a number of years. There are 10,000 to 11,000 students on the VIU campus, including approximately 1,400 international students per year, and there are only 384 dorm spaces. Some enter home-stay opportunities only because there are no other options. The international student community desperately needs decent, semi-supportive, reasonable housing.

Mr. Gur Minhas, 386 Hillcrest Avenue – In Favour

- Great to see a different type of housing in the subject neighbourhood and believes it is a great direction for the city to be moving towards. Great for international students.

Mr. Paul Minhas, 296 Cilaire Drive – In Favour

- Students who have to commute from other areas of the city to VIU waste valuable study time on buses and other modes of transportation. Encourages Council and Staff to look at other properties near VIU that could be developed into student housing as it is desperately needed.

Mr. Fred Taylor, 204 Emery Way – Opposed

- Mr. Taylor's presentation is attached as a part of "Attachment C – Submissions for Bylaw No. 4000.491".

Mayor Ruttan noted that not all students own a car; this particular site would lend itself to students without a car, as it is so close to the university.

Mr. Taylor does not believe a student could be denied a rental unit in the proposed housing based on whether or not they own a car.

Councillor Holdom noted the applicant is suggesting 15 parking spaces on site. Noted that there is not likely any legal way to prevent people who own cars from renting one of the proposed units; however, if a student owned a car they may not be seek to live there or bring the car to that student housing based on parking availability or lack thereof.

There were six verbal and four written submissions received for this application (attached as "Attachment C – Submissions for Bylaw No. 4000.491"). No further submissions were received for this application.

5. BYLAW NO. 4000.399

ZA1-76 – Siting of Heat Pumps and Central Air Conditioners

This bylaw, if adopted, will add additional requirements for the siting of heat pumps and central air conditioning units.

Councillor Sherry asked Staff if the bylaw would restrict the siting of a heat pump or a central air conditioning unit or if decibel levels will be restricted.

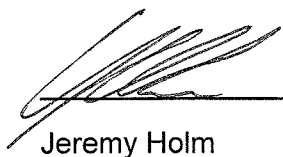
Mr. Holm noted that the intention of the bylaw is to regulate the siting of heat pumps and air conditioning units, it does not intend to regulate noise through decibel readings.

There were no verbal or written submissions received for this application.

MOVED by Councillor Sherry, SECONDED by Councillor Holdom, that the meeting be adjourned at 9:03 pm.

CARRIED

Certified Correct:



Jeremy Holm
Manager, Planning Section
Community Safety & Development

/pm

Council: 2010-OCT-25

G:\Devplan\Files\Admin\0575\20\Minutes\2010Oct07 PH Minutes.docx

Attachment A

Submissions

For

Bylaw No. 4000.486

(RA250 – Part of 6414 Portsmouth Road)

Richard Green
6413 Southampton rd
Nanaimo, B.C. V9V 1A4
250 739 9692

October 5, 2010

City of Nanaimo
455 Wallace St
Nanaimo, B.C.
V9R 5J6

Re: RA250 – Part of 6414 Portsmouth Road

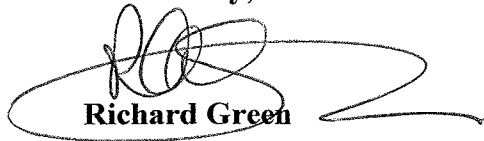
Dear Sirs:

I am writing to object to the rezoning of the above lot. This lot is surrounded by 1st class single family homes. Portsmouth street is one long block (longer than a normal city block) and has a variety of business' and R1 housing. The west end of the block has a couple of duplex's but after these, there are only R-1 type residences on the north side of the street and at the east end of the block (where the lot is located) there are residences on both sides of the street.

If this development was at the other end of the block, near the present duplex's, it wouldn't matter as much. But to rezone a lot, surrounded by single family houses, to such a high density, is wrong. Five housing units on a single family lot is far too big a change.

Please cancel this proposed change of zoning.

Yours truly,


Richard Green

P.S. Please circulate this letter to all alderpersons.

**Richard Green
6413 Southampton rd
Nanaimo, B.C. V9V 1A4
250 739 9692**

October 5, 2010

**City of Nanaimo
455 Wallace St
Nanaimo, B.C.
V9R 5J6**

Re: RA250 – Part of 6414 Portsmouth Road

Dear Sirs:

I am writing advise that the developer has not complied with the proper signage for the above zoning amendment by-law.

The sign on the property still has the original letter date July 2nd, advising of an information meeting to be held on July 20th.

No notice of the public hearing has been posted on the sign on the property.

I am requesting that this zoning bylaw be cancelled because the developer has not posted the proper signage.

Yours truly,


Richard Green

P.S. Please circulate this letter to all alderpersons.

Rezoning Application Bylaw #4000.486
(RA250)

6414 Portsmouth Rd.

Prepared for the City of Nanaimo
Council Meeting
October 7, 2010

Prepared by Gur Minhas

Appendix

Speech	Pg.1-2
Supporting Letter	Pg. 3
Neighborhood Signatures	Pg.4

October 7, 2010

City of Nanaimo
455 Wallace Street
Nanaimo BC V9T ZK6

Attention: Mayor Ruttan and City Councillors

Regarding: BYLAW NO. 4000.486 (RA250)

SUBJECT:

Proposed rezoning of 6414 Portsmouth Road from Single family Residential Zone (RS1) to Corridor Zone (RM12)

INTRODUCTION:

My name is Gur Minhas and I am presenting this application on behalf of my family. The proposal is to construct a 5 unit townhouse development on the subject property.

SITE LOCATION:

The site is located on the north side of Portsmouth Road, one lot west of Applecross Road.

SITE DEVELOPMENT PROPOSAL:

The plan is to construct a five unit town-home project. Three of these small homes are positioned at the rear of the property; a courtyard and green space separates these three units from two more homes fronting on Portsmouth road. To be clear the plan calls for five homes in two freestanding structures. Home sizes range between 1200 and 1400 square feet. The exteriors of these high quality homes are clad with hardi-plank, wood trim accents, fibreglass roof shingles, and rock work. This well built, durable, west coast inspired project will blend very nicely with the surrounding area providing enhancement for future developments. The site is within walking distance of Dover Road plaza, Applecross Center, Hammond Bay Center, Dickinson Crossing Plaza and Woodgrove Mall. Also, it is within steps of Regional District Bus Route. Residents of the area enjoy the proximity by walking to these conveniently located major shopping hubs in North Nanaimo.

OFFICAL COMMUNTIY PLAN:

The site is within the City's OCP Regional Corridor Designation and encourages infilling of properties along such corridors; ridership on the transit routes in the designated areas, such as this one, is actively encouraged.

SERVICE UPGRADES:

Portsmouth Road is designated as an industrial road. As a condition of development road improvements are required. These are concrete curb, gutters, sidewalks, road widening, paving and street lighting. The sidewalks and improvements are the beginning of the Portsmouth Road street improvements.

AREA RESIDENT MEETING:

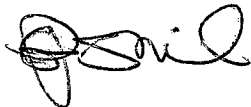
A public open house was held on July 12, 2010 at 6414 Portsmouth to introduce the project to the neighbourhood. Letters have been handed out and an advertisement was placed in local papers to inform the general public. We had a good turn out and even went to some resident's homes that were unable to attend in person. Please find the attached support document from the neighbourhood and written letters as well. Some concerns were raised over the increase in traffic generated by the proposed townhouse units and increased street parking. There has been follow-up discussion with the City's engineering department regarding this concern.

SITE LANDSCAPE:

The existing mature evergreen trees and shrubs will remain in place; these serve well to screen the proposed project from the adjacent properties. A professional landscape Architect will be preparing a plan for presentation in support of the development permit application. (Also attached)

We thank you for your consideration of this application.

Respectfully submitted,

A handwritten signature in black ink, appearing to read 'Gur Minhas', written in a cursive style.

Gur Minhas

Enclosures

September 23 2010

Jatinder Gill
6430 Portsmouth Rd
Nanaimo, BC

To, City Council Members

Re: Public hearing on proposed rezoning application at 6414 Portsmouth Rd Bylaw # 4000. 486.

I am pleased to provide my support for the subject townhouse rezoning application. The proposed use will enhance the surrounding considerable.

Thank you very much for your consideration.



J. Gill

Public Open House
6414 Portsmouth

Re: Rezoning of a parcel of property attached to 6414 Portsmouth, to allow Multi family dwelling.

I support the rezoning application for the above stated address and have seen the plans and have heard
and listened to the designer and developer

Name	Address	Signature
1. James Farber	6417 PORTSMOUTH	[Signature]
2. Bruce Jansen	6409 Portsmouth	[Signature]
3. Shana Donald	6409 Portsmouth	[Signature]
4. Valerie Skew	6410 Portsmouth	[Signature]
5. Woodgrove	6522 Portsmouth Rd	[Signature]
6. Michael Green	6524 Portsmouth Rd	[Signature]
7. JAN ORSAQ	6614 PORTSMOUTH RD.	[Signature]
8. Ron Libron	6518 Portsmouth Rd	[Signature]
9. Peggy Campbell	6506 Portsmouth	[Signature]
10. GILL JATINDER	6430 PORTSMOUTH	[Signature]
11. KURT BEENS	1859 EVERGREEN WAY	[Signature]
12. Mike Thorne	6405 Portsmouth Rd.	[Signature]
13. Woodgrove Pines. APT.	Mill Thorns	[Signature]
14.		
15.		
16.		
17.		
18.		

We the neighbours around Portsmouth Rd are against the rezoning of lot 6414 Portsmouth to 1RM-2 lot-1RS-1 lot we want it to remain RS-1 single family residential zone.

Main Concerns are:

- population density
- increase in traffic for an already overly busy road.
- not enough parking, there is no parking for visitors, so they will be on the street in front of our homes.
- Three levels high, will be towering over the surrounding rancher style homes, and interfering with our privacy, especially if they take down all trees in order to fit such a large development on this lot.
- concerned units will become rentals, with new tenants coming & going all the time, and will not be looked after like the duplexes further down the road, which are run down and neglected, with garbage left around.
- if passed, we feel it will decrease our property values.
- if passed & built, then will they tear down existing house at 6411 and put another 5 units, now we will have 10 neighbours instead of 1. Also concerned then they will tear down existing trailer at 6430, and will want to develop another 5 unit complex, since they own that property as well.

We the neighbours around Portsmouth Rd are against the rezoning of lot 6414 Portsmouth to IRM-2 lot - IRS-1 lot. We want it to remain RS-1 single family residential zone.

Print Name

Signature

House address

1 Nadean Bombardir

N Bombardir

6420 Portsmouth

2 MIKE BOMBARDIR

Mike Bombardir

6420 Portsmouth

3 RICK FRANKLIN

Rick Franklin

6424 " "

4 BEV FRANKLIN

Bev Franklin

6424 " "

5 J. Howe

J. Howe

6421 Portsmouth Rd

6 JAMES FARRIKIS

James Farries

6417 Portsmouth

7 Muth Pejkanic

6522 Portsmouth

✓ 3910-34408 Mary Elb Wilson

MARY-ELB WILSON

6423 Southampton Rd

9 Wayne Erickson

WAYNE ERICKSON

" "

10 JOAN KETCHESON

J.E. KETCHESON

6403 Southampton Rd

11 Leah Black

L Black

6715 Applecross

12 Chris Pennell

Chris Pennell

6240 Southampton Rd.

13 Joan Gibson

JOAN GIBSON

6518 PORTSMOUTH RD.

14 Peggy Campbell

PEGGY CAMPBELL

6506 PORTSMOUTH RD

15 TU DINH

Tu

6500 PORTSMOUTH

16 JEFF HAGUE

Jeff Hague

6413 Portsmouth

17 S. Jakobson

S. Jakobson

6433 Southampton

18 B. Oliuq

B. Oliuq

6443 Southampton

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Attachment B

Submission

For

Bylaw No. 4000.487

(RA251 – 561 Cadogan Street)

Ms. Joy Bremner Submission.

Mayor and Council

561 Cadogan Street

The property is a large oversized lot in an established residential area in the Townsite neighbourhood. The surrounding area consists primarily of single family homes of various ages, size and design, with a couple of small scale duplexes. The property is located on Cadogan which ends at the E and N rail line, thus is a dead end street and has very low traffic volume. The immediate area has seen some revitalization in the last couple of years with a new home constructed at the foot of the street, an addition going on another home and a couple of home renovations.

City staff have been helpful in guiding us through the process to this point and following staff recommendation prior to the Rezoning sign being placed on the property attempts were made to canvass residents that would be affected by the subdivision of the property, in order to explain the purpose and outcome if the application was accepted. The canvas included neighbours on Millstone Avenue, Norththumberland Ave, Cadogan, and St Andrews Street. There were no concerns expressed at that time. Contact was also initiated with the Caring about Townsite Society to inform the neighbourhood association of the application.

The rezoning application meets a number of the goals and objectives of the Official Community Plan. The intent is to rezone the subject property from Single Family Residential to Single Family Residential Small Lot Zone creating an additional lot. Creating the opportunity to build an additional home. Thus contributing to the mix of housing in the neighbourhood while providing an affordable form of development sensitive to the neighbourhood character. The townsite area is recognized by the city as an area with existing affordable housing, the infill being proposed on this site provides a suitable increase of density and contributes to the viability of the neighbourhood.

The property is close to a Commercial Centre the Terminal Park shopping centre, schools and the hospital with easy access by city transit, foot or bicycle to all services. It is an investment in an older area, maintaining and enhancing the existing character, livability and sustainability of the neighbourhood.

Thank you for your consideration of the application

City info:

Bylaw No. 4000.487

Purpose: To permit the use of land for single family small lots to facilitate a two lot subdivision

This bylaw, if adopted, will rezone the subject property from Single Family Residential Zone (RS1) to Single Family Residential Small Lot Zone (RS6) in order to facilitate the creation of one additional lot.

Subject property legal description LOT 2, DISTRICT LOT 96-B AND 96-G NANAIMO DISTRICT, PLAN 28853

Attachment C

Submissions

For

Bylaw No. 4000.491

(RA242 – 440 Wakesiah Avenue)

Maureen Pilcher & Associates Inc

Land Use Consultants

Student Housing Rezoning Proposal

for

440 WAKESIAH AVENUE
NANAIMO

Public Hearing Presentation – 2010-October-07
Maureen Pilcher
Re: 440 Wakesiah Avenue

Good Evening Your Worship Mayor Ruttan, Members of Council, Members of Staff, Ladies and Gentlemen

My name is Maureen Pilcher and I am a Land Use Consultant in the Central Vancouver Island area. Thank you for giving me the opportunity to discuss this exciting new project with you, which is being developed by Great West Developments. Mr. Ian Niamath, our architect, is also here, and will be pleased to answer any questions regarding the design elements of this project

Vancouver Island University – we are all so pleased that our community college – Malaspina College –has now obtained University status – and is attracting young people not only from Vancouver Island – but globally. Unfortunately – it is a victim of its own success when it comes to providing housing for the students who attend this now prestigious university. Discussion with the International Education Department at VIU and the City of Nanaimo Social Planner indicates that at least 1400 international students look for accommodation in Nanaimo each year. A huge demand with very little supply.

Harewood – now becoming known as the University District –“rebranded neighbourhood transformed” – soon to become a trendy place to live. Vancouver Island University is an integral component to this neighbourhood and the school’s master plan, adopted in January 2009 will integrate many public services - a health and wellness centre and a health outreach community clinic. The Plan includes Transportation Demand Management initiatives that support and promote a pedestrian and cyclist oriented campus through the introduction of a transit hub and, walking and cycling paths. Commercial and residential services will expand as the properties in this neighbourhood evolve and the population increases.

The Official Community Plan reinforces this growth - it has designated Wakesiah Avenue and the north side of Hillcrest Avenue as “Corridor” and indicates support for increasing the residential densities and a mix of land uses with access to good housing at all income levels. The promotion of Corridors in the OCP is intended to create a sufficient concentration of population and a mix of uses that make walking, cycling and using transit viable options to automobile travel. We know that greater densities create more practical transit routes and encourage “walkable” communities, while reducing reliance on the automobile.

This site, located on Wakesiah Avenue, directly across the road from Vancouver Island University, could not be better situated for a relatively small scale student housing model. This innovative housing form consists of 25 micro-suites which will be home for 37 students. Each suite includes either one or two bedrooms, a kitchenette with a micro-wave and a small fridge, and a three piece bathroom. Each floor of the building provides a common lounge and outdoor amenity area that will promote student interaction and a sense of community. A full kitchen on each level of the building will

supply home comforts, and in-building laundry facilities will be well utilized. It is our intention to provide a positive living experience for students. To that end we have ensured that the layout of the site and the design of the building contribute to a high level of personal safety and security for student occupants.

This student housing residence has been located and designed to maximize accessibility and mobility for the students who will live here. All required services - shopping, medical clinics, , coffee shops, pizza places, even downtown Nanaimo and the waterfront – all are located within easy walking distance from this building.

Vehicle access to the site will be from the access lane at the rear of the property as per City of Nanaimo policies. As this building is located across the road from the University, and is situated on a major transit route, we are not expecting that many of the residents will operate a vehicle, however we have provided 15 parking spaces as well as secure and covered bicycle storage to further promote clean transportation. We know that there are concerns regarding on-street parking problems in this neighbourhood –the City's Transportation Committee has recently recommended a resident only parking policy within 500 metres of the University – a policy that will be welcomed by neighbours. As this University District evolves – and more students live in close proximity to the University and all it's neighbourhood services – an automobile will be unnecessary and this area will become the walkable community envisioned in the Official Community Plan.

We have considered the scale, architecture and density of the surrounding area and have incorporated design elements of the building directly across the street at the University. The height and massing of the student housing building is sensitive to the impact on surrounding residential properties.

It is expected that this building will utilize innovative design and energy conscious construction methods as well as incorporating water use reduction strategies and energy saving features. On-site storm water management and oil/water separators for parking lot drainage will be incorporated into the design of services for this project.

We will be submitting a detailed landscape plan through the Development Permit process, and will work closely with City Staff to ensure that the landscaping on this site includes mature plantings and shrubbery as well as drought tolerant plants. The overall landscaping plan will take into account that this is infill development - we understand that people who have lived adjacent to this lot will be concerned about a loss of privacy - so we will step up the required landscaping buffer areas with mature plantings and shrubbery, as well as privacy fencing.

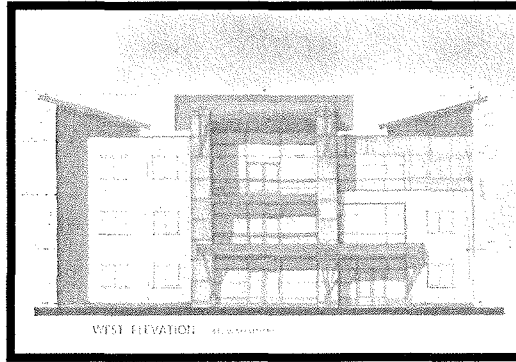
A Housing Agreement will outline the conditions of the management of this building including house rules regarding the occupancy and behavior of students and visitors, as well as a provision to employ a suitably qualified manager who will live on site. The housing agreement will ensure that this student accommodation does not negatively impact the residents of the surrounding area.

We also know that it is important to include the community and utilize their input to accurately reflect concerns for their neighbourhood. We held an information meeting with the Harewood Neighbourhood Association and were pleased to receive a letter of support from that organization. We held a Public Information Meeting in early August at the Nanaimo Aquatic Centre and all surrounding property owners were invited to attend. We also met with the Faculty of International Education at VIU and received their very strong support for this proposal. We also received a positive recommendation from the Plan Nanaimo Advisory Committee and Planning Staff support for this initiative.

This building will provide much needed housing for students at the University - but more than that - I think it will be the start of a much needed change along this section of Wakesiah Avenue, further strengthening the reinvention of Harewood. Re-investment in this neighbourhood has continued through some trying financial times, and we want to see that eagerness continue - to maintain and enhance the viability and vitality of this community.

This project will build on the unique characteristics of the community, will enhance the area with a different form of housing to meet the needs and demands of the growing neighbourhood, and will meet and exceed the goals and objectives of the Corridor Designation of the OCP. We intend on producing a project that is not only an asset to the community, but will be viewed as an excellent example of student housing development in this area.

Ian Niamath will be pleased to discuss the design elements of the building with you – and we will be pleased to answer any questions you may have. Thank you.



Design Goals

- ❖ Ensure that the goals and objectives of the Official Community Plan are met by sensitively incorporating higher intensity land uses along the Wakesiah Corridor.
- ❖ Provide a sensitive transition from the existing single family residences to an innovative form of multiple family housing, while maintaining and enhancing the street character.
- ❖ Encourage sustainability in transit and other alternative modes of transportation by locating student housing on a major transit route and bicycle route. Secure and convenient bicycle storage has been incorporated into the building design.
- ❖ Location is within walking distance to Vancouver Island University and all required commercial services.
- ❖ Sidewalk and landscaping design will enhance pedestrian and vehicle separation and improve safety for non-motorized travelers. Parking will be located at the rear of the building.
- ❖ Introduce safe affordable housing that is designed and laid out to provide a positive living experience for student residents to pursue their studies.
- ❖ Ensure that the student housing is well-managed and that operations do not impact negatively on the neighbourhood. A Housing Agreement which includes a Building Management Plan and the requirement for an on-site manager has been included in this proposal.

Proposed Housing Agreement with the City of Nanaimo for Student Housing at 440 Wakesiah Avenue

In co-operation with the City of Nanaimo, a Housing Agreement will be registered at the Victoria Land Title Office prior to the issuance of a Development Permit for Student Housing at this location.

The terms of the agreement will include:

- ❖ The use of the building will be restricted to student housing - it cannot be converted to any other form of lodging. The residence has been designed and laid out specifically for students and would be inappropriate for general residential use.
- ❖ A management plan for the operation of the building will be developed and maintained with an on-site manager to oversee house rules and to minimize any adverse impacts on the neighbourhood. House rules regarding occupancy and behavior of students and visitors will be outlined and will ensure that this residence does not negatively impact the surrounding neighbours.
- ❖ Only a bona fide student, registered at an educational institution, will be permitted to reside in the building.
- ❖ The on-site parking spaces will be utilized by residents only, and the number of students residing on-site who have cars shall not exceed the number of on-site parking spaces supplied.
- ❖ Covered and locked bicycle storage will be built and maintained in an easily accessible location.

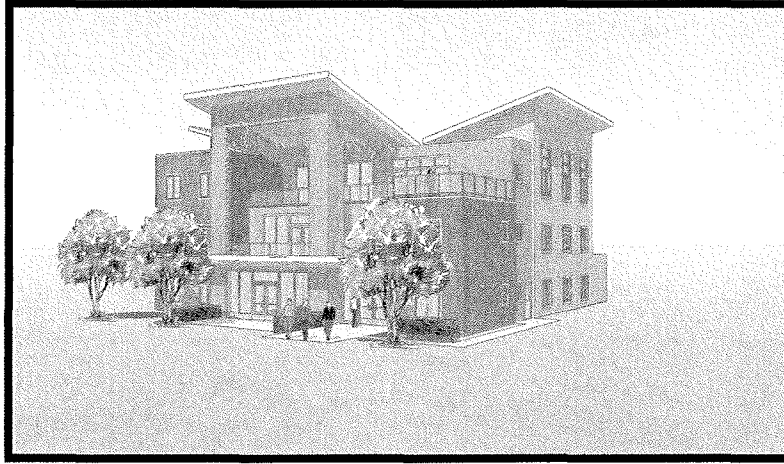




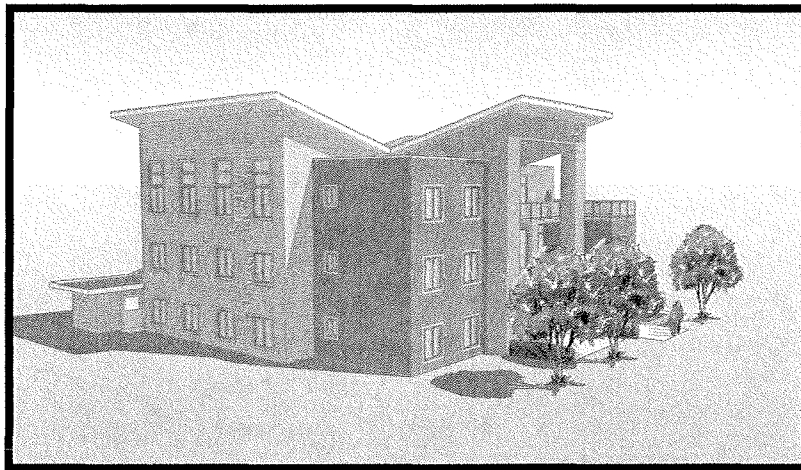
Walkability of the Neighbourhood surrounding 440 Wakesiah Avenue

Services	Distance in Kilometres	Distance in Miles
Grocery Stores		
College Grocery	0.08 kms	0.04 miles
Quality Foods (University Village)	0.71 kms	0.44 miles
Tin Tin Market	0.85 kms	0.52 miles
Fairview Corner Store	01.1 kms	0.68 miles
Thrifty Foods (Port Place Mall)	2.02 kms	1.25 miles
Restaurants		
Bada Bing Pizza	0.04 kms	0.02 miles
Yangs Cuisine	0.29 kms	0.18 miles
Sharkey's Express (NAC)	00.6 kms	0.37 miles
Gateway to India	0.85 kms	0.52 miles
Coffee Shops		
Sharkey's Express (NAC)	00.6 kms	0.37 miles
Starbuck's Coffee (University Village)	0.71 kms	0.44 miles
Bocca Café	1.61 kms	0.37 miles
Thirsty Camel	2.01 kms	1.24 miles
Drug Stores		
Shoppers Drug Mart (University Village)	0.71 kms	0.44 miles
Central Drugs	1.81 kms	1.12 miles
London Drugs (Port Place Mall)	2.02 kms	1.25 miles
Bookstores		
Well Read Books	1.96 kms	1.21 miles
Christian Book Store	2.87 kms	1.78 miles
Miscellaneous		
Vancouver Island Library (Downtown)	1.98 kms	1.23 miles
Nanaimo Aquatic Centre	0.56 kms	0.34 miles
Nanaimo Ice Centre	0.58 kms	0.36 miles
Downtown – Commercial Street	2.02 kms	1.25 miles

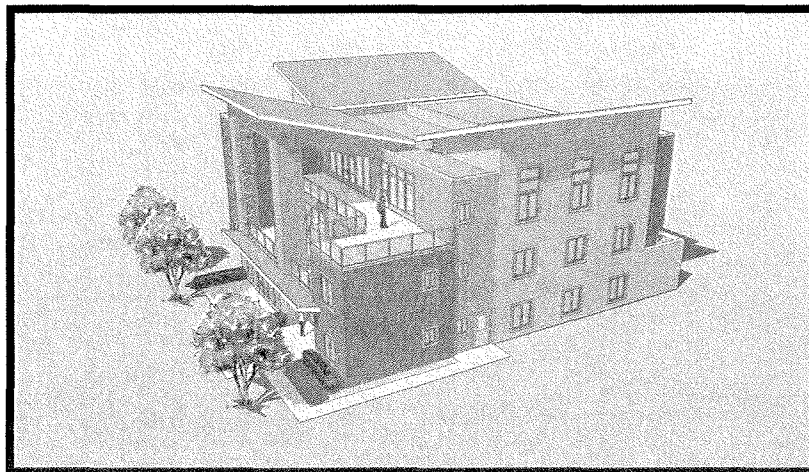
3-D Elevation Drawings



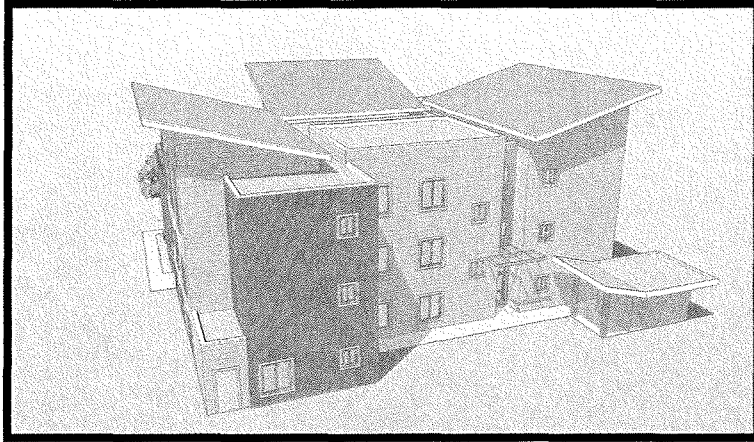
Front Elevation (Wakesiah)



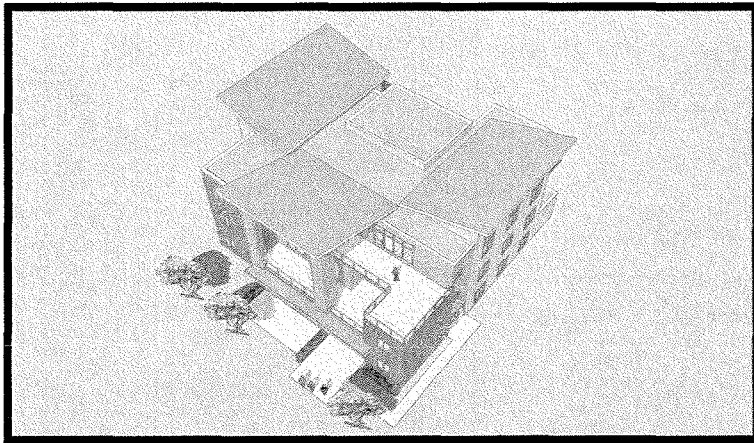
North Elevation



South Elevation



Rear Elevation



Roof Elevation

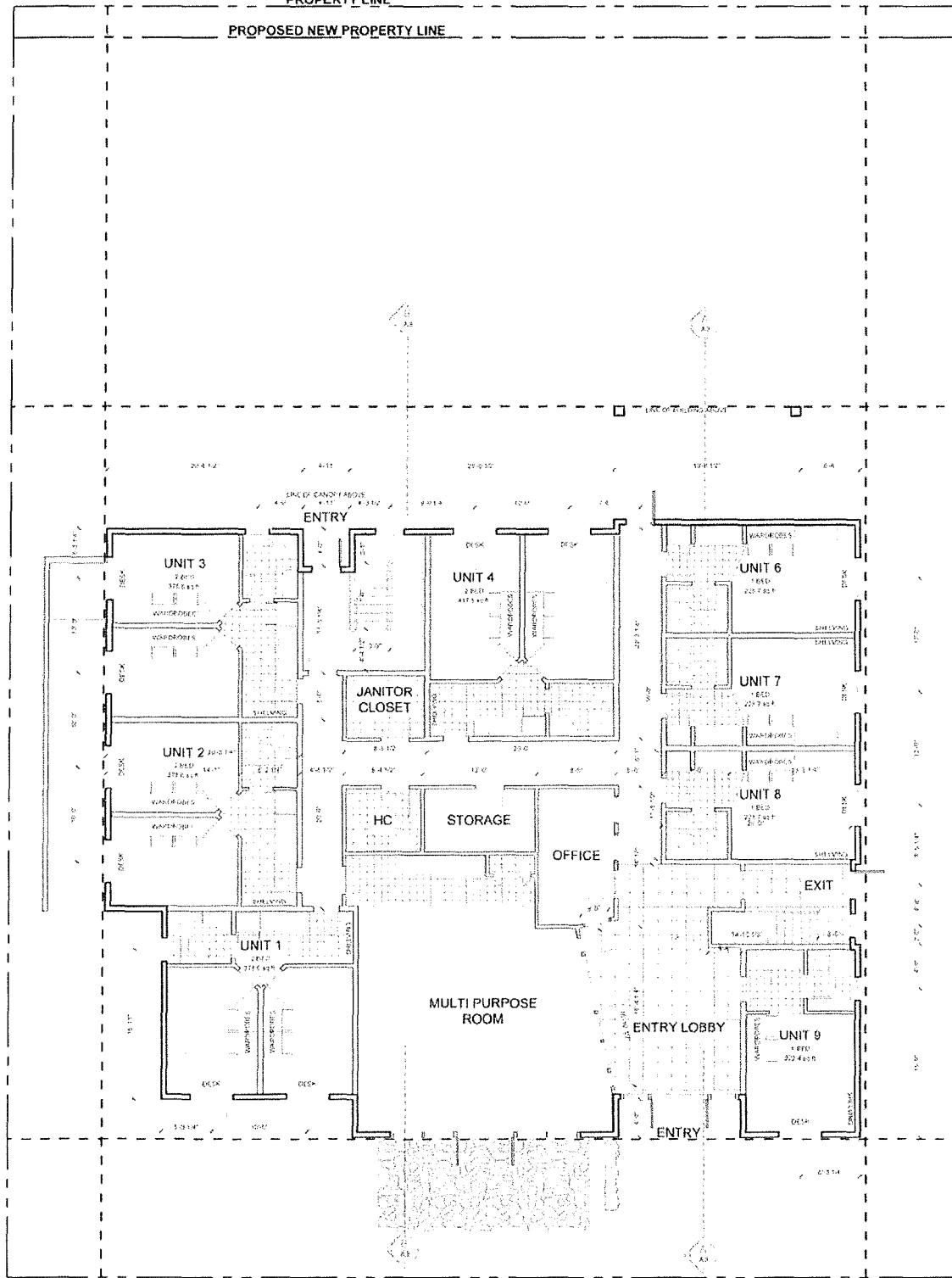
LANE

PROPERTY LINE

PROPOSED NEW PROPERTY LINE

REAR SETBACK 12.95 M

NEW SETBACK 3.0 M



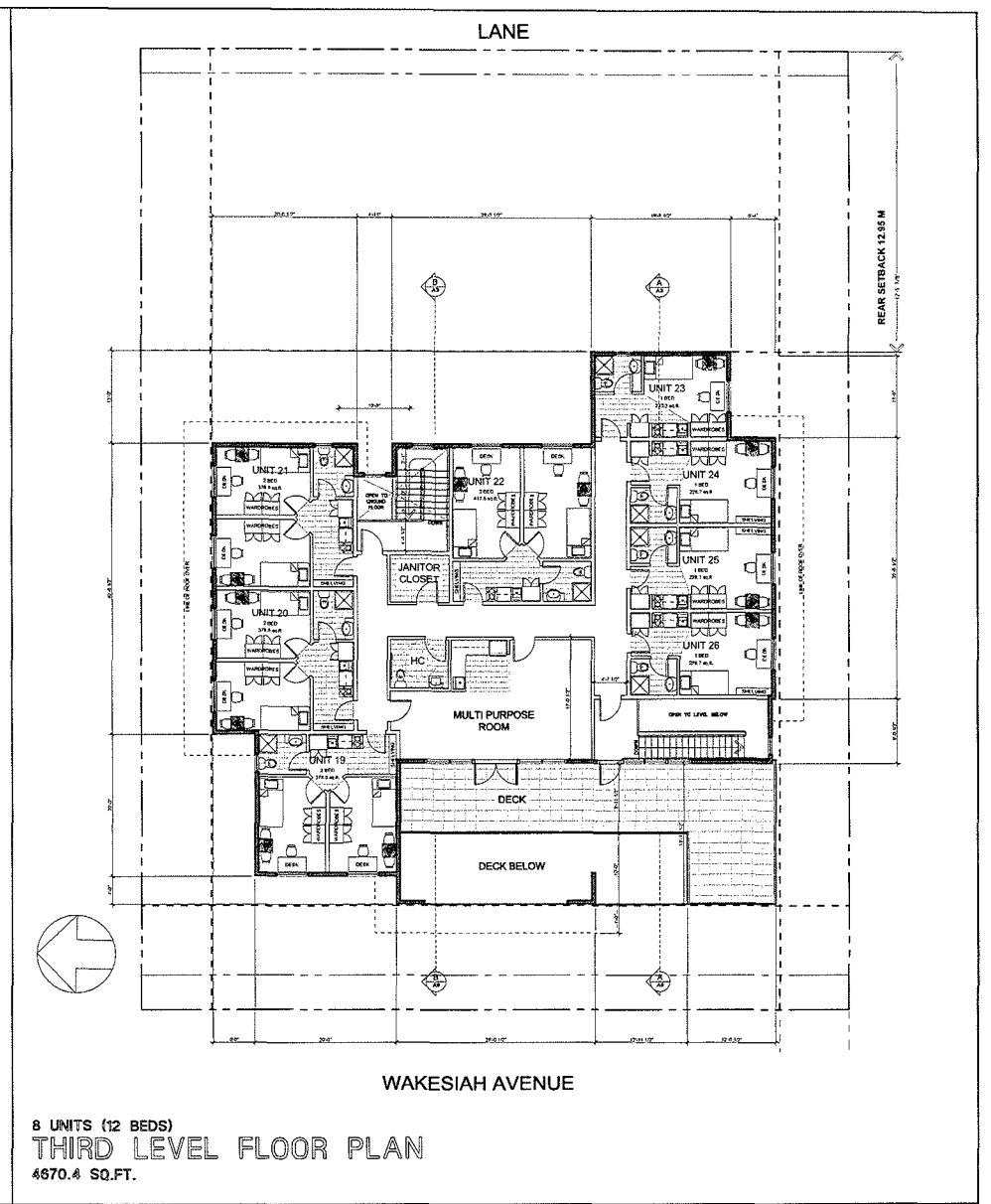
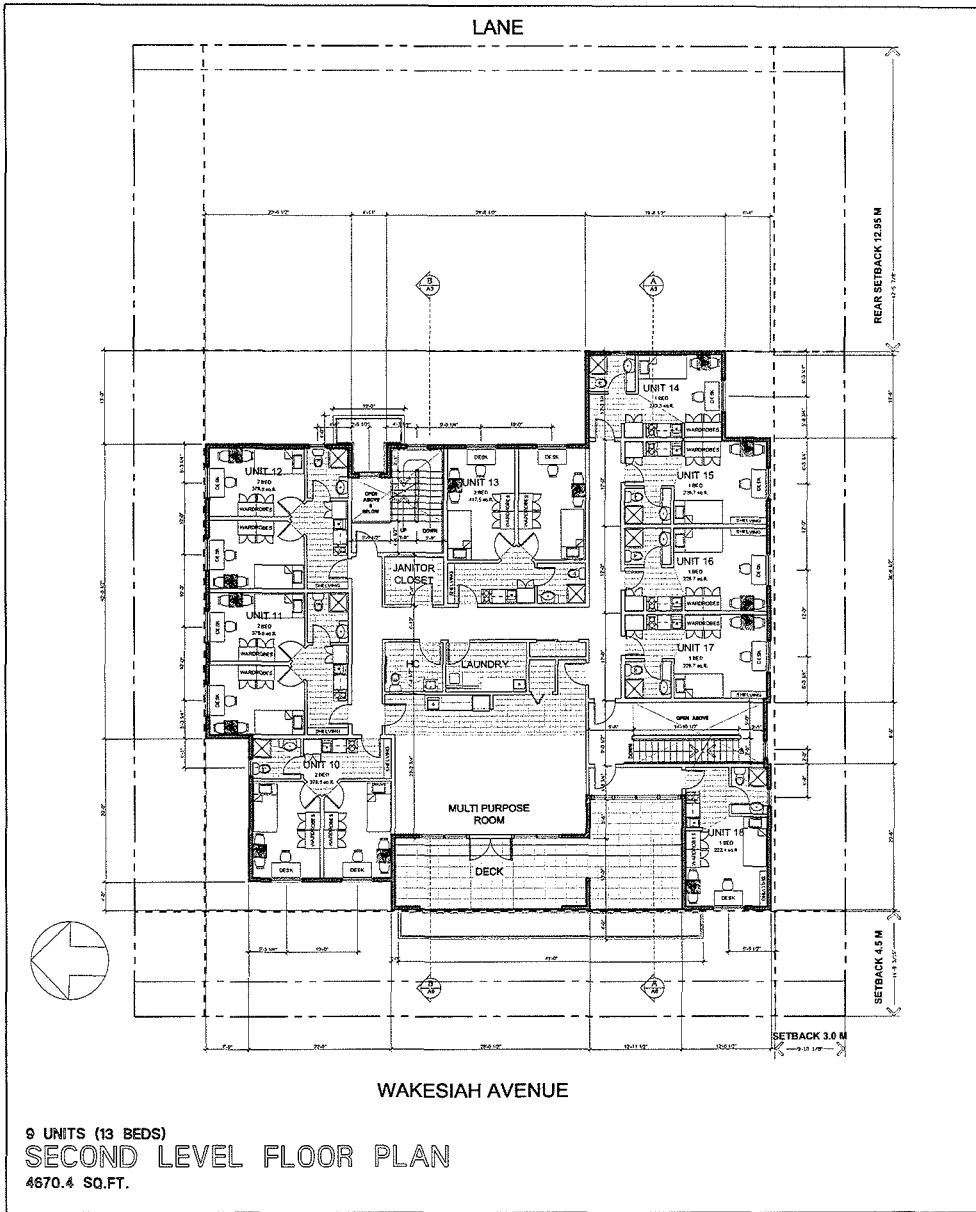
WAKESIAH AVENUE

8 UNITS (12 BEDS)
GROUND LEVEL FLOOR PLAN
60 SQ.FT.

aug 03, 2010
scale: 1/8" = 1'

A2

first level floor plan



A Sustainable Approach

Protecting and enhancing the environment includes adapting the way in which we live, work and travel within the new reality of climate change, and doing so in a manner that builds in a greater efficiency in how we use energy, transportation, and protect and enhance our natural environment.

Good environmental quality depends not just on good design – but on key activities during construction – and once the buildings are occupied.

- ❖ Development will utilize innovative design and energy conscious construction methods.
- ❖ Water use reduction strategies – dual flush toilets and low flow faucets – will be employed.
- ❖ Energy saving features such as sensors to control lights and heating will be incorporated.
- ❖ Regionally produced and recycled materials will be utilized during construction.
- ❖ Project is located directly across the road from Vancouver Island University, is on a transit route, will encourage bicycle ridership and is in close proximity to commercial areas - will reduce a reliance on automobiles and the number of per capita vehicle trips.
- ❖ A landscape plan, completed by a landscape architect, and meeting City of Nanaimo requirements, will indicate replacement planting - location, species, proposed plantings, buffer areas, pedestrian plaza treatments etc.
- ❖ Drought tolerant native plants will be utilized in order to reduce demands on irrigation.
- ❖ Street trees and landscaping will be provided along the Wakesiah Road frontage and will enhance the visual character of the street – setting a character for the University precinct.

Aerial View of Subject Property and Surrounding Area



Harewood Neighbourhood Association
550-7th Street
Nanaimo BC V9R 3Z2

April 26, 2010

To: Nanaimo City Councilors

The ongoing development of Vancouver Island University has had numerous impacts on the Harewood neighbourhood. Some of these are positive --- new housing along 7th street, upgrading of our mall, development of a Good Neighbours Committee, that provides ways students and staff can support neighbourhood people and projects. Some impacts have been challenging, overflow parking, especially near College Heights, and a continual decrease in the number of low cost rental units for families, as students seek housing near VIU.

As VIU continues to grow, the impact on our community will too. Recently we've learned due to the housing shortage many foreign students are being house in the old Tally Ho Hotel. It would seem time for the city to work with the University to address some of these issues.

In recognition of the housing issue, the Harewood Neighbourhood Association would like to support in principle:

1. The development of city zoning for "student housing".
2. The building of quality, low cost student housing.
3. The well designed project at 440 Wakasiah.

We recognize and encourage the city to work with developers to

1. Ensure student housing projects have appropriate mature adult managers
2. That "Good Neighbours" type agreements be in place with home owners in the immediate vicinity.
3. That such projects, particularly those within a few blocks of VIU encourage the use of bikes, through appropriate bike storage units, and development of policies to limit the numbers of cars on site.

For more information please call Heather Campbell @ 250-755-2051 or Sandy Coones @ 250-755-2051

Thank You

Heather Campbell
Harewood Neighbourhood Association
President

University Students have Difficult Time Finding Affordable Housing

Corrie Peters, The Daily News

Published: Wednesday, August 18, 2010

Hundreds of Vancouver Island University students face a housing dilemma just weeks before school starts.

There are 300 to 400 applicants still waiting for a room, but the residences only accommodate a total of 386 students. Dorms are assigned on a first-come, first-served basis.

With such a backlog for on-campus housing, apartments and suites are being scooped up quickly in the city's university district. Even the school's basketball players can have difficulty obtaining housing.

"The waiting list for our dorms has been astronomical," said Mike James, an attendant at the university's housing office. He said students are often forced to settle for the first option that becomes available. They will then try to look for something better once the school year starts.

For many students, dorms aren't preferred or even an option, which puts additional pressure on the rental market. It is estimated that 75% of the university's list of off-campus housing has already been rented.

VIU Mariners men's basketball coach Tony Bryce has a tough time every year looking for accommodations for his players. "It's not easy to find something at a reasonable price that students can afford," he said. Bryce said landlords are often uneasy about renting to students, or demand a one-year lease when his players can only commit for the eight-month school year.

It's not easy to tell exactly how many students are looking for housing.

Margaret Mackenzie, manager of the on-campus residences, said by this point many applicants have made other arrangements. Student Brealynne Lehman-Gaberel and her roommate rented the extra room in their house "within a week" of putting up an online ad. Lehman-Gaberel said she can relate to the difficulties some students face finding a place to live. "Last year it got to the point where I just took the first one I saw, even though I didn't really like it," she said. "It is so hard."

CPeters@nanaimodailynews.com

Harewood Blossoms into 'University District'

Rebranded Neighbourhood Transformed

Derek Spalding, Daily News

Published: Thursday, June 10, 2010

The corner of Bruce Avenue and Fifth Street recently received a bright makeover that has caught the attention of Harewood residents, who have tremendous pride in their neighbourhood.

One of the most rundown homes in the area required extensive cleaning when Kathy Evans bought the one-storey home across from the 7-Eleven store. The "cosmetically challenged" project, however, was a pleasure to restore, she explained. She and her family hauled out sullied furniture and garbage from the basement and they said good-bye to the abandoned vehicles and junk that filled the yard. Photos of the old house show invasive ivy had spread inside the basement. The bathroom and kitchen had to be gutted and restored, but the "bones" of the place "were still good," Evans said. People honk their horns and wave as they drive by the canary yellow home that has garnered a lot of attention since renovations began in January.

The restoration project is more evidence of change in an area of the city that is being gentrified and rebranded as the University District. The area was rebranded as the university district when the city last updated its official community plan months after the old Malaspina University-College finally earned full university status in 2008. Since then, the new moniker has taken hold, particularly with the renovations of the old Harewood mall, now named the University Village.

The transformation of Harewood appears to be coming fast. The historical area was once referred to as Five Acres because of the equally divided land parcels bought up by coal miners, who became farmers during the off-season. And though the change is coming, the Harewood moniker will never disappear. The term university district refers to a much larger area that encompasses Harewood, according to city staff.

"Never have I seen the support from neighbours as I have here in Harewood," said Evans, standing on the dark hardwood floors in her new kitchen. "You can tell that people are very proud of their neighbourhood here."

The new University Village marks a significant shift in the neighbourhood. Most stores in the old shopping centre primarily had access from within the building, but that model has been replaced with new buildings built up around the perimeter of the property and most accesses are now outside. This major renovation is an evolution that many malls go through, according to the city's community planning director, Andrew Tucker.

"There's been a major repurposing of the buildings," he said. "Instead of a mall that was internal, you have one that is open to the street. The buildings have been moved to the edge of the lot and the parking moved to the centre. For us, it's a reinvestment in the community."

Change, however, often comes with resistance. Residents in the area criticized the city's decision to allow the owner of a north-end liquor store to relocate at the new University Village.

Council members gave the thumbs up to developer Paul Manhas when they approved his zoning bylaw amendment application, which allows for a 4,000-square-foot liquor retail outlet on Fifth Street. Word of the application created a heated battle between proponents of the move and neighbours who do not want another liquor store in the neighbourhood. Council members encouraged Manhas to work out a good neighbour agreement. Other new businesses in the shopping centre will change the neighbourhood. A Starbucks coffee shop caters specifically to a different clientele and marks the move toward becoming a university district, filled with chic coffee houses and other services that target students and young professionals.

VIU remains an integral component to the neighbourhood. The school's master plan sets out a long-term vision for the campus, including a restructuring of transit access and the completion of a new science centre. These are just some of the plans that are part of the three-phased development that could cost upward of about \$100 million. The blueprint for the future looks to build a city within a city, but it also makes many campus services available to the public, such as the health and wellness centre that will offer a health outreach community clinic. Nursing students can earn their experience, while serving the community's needs, according to Ric Kelm, executive director of facilities.

The master plan also calls for higher-density living. Campus housing could reach 4,000 to 6,000 people in the coming years. That density will also spill out to the surrounding neighbourhood.

City planners worked with VIU during the master plan process as both sides shared ideas about how to encourage growth in the area. Main traffic routes like Wakesiah and Fifth Street should have multi-family units in order to increase and support transit, according to Chris Sholberg, community planner for the city.

Harewood has been known as a low-income area with its fair share of crime, but developments in the area and the expansion of the university have changed people's impressions of the character neighbourhood. Amenities like the Nanaimo Ice Centre and Nanaimo Aquatic Centre have also contributed to the changes in the past decade. But as the new developments take hold, a part of Harewood's history could disappear, unless planners find ways to protect it, according to Christine Meutzner, manager of the Nanaimo Archives.

Harewood was one of the province's earliest planned community, designed to house workers during the boom and bust of coal mining. Coal companies preserved land for schools and sold off five-acre plots at cheap rates to encourage workers to invest. Many miners would buy more than one plot so they could farm the property and make money to supplement their seasonal work. A handful of the plots remain and can be found on the city's heritage registry. Meutzner hopes these sites will be preserved amid all the change. Harewood was its own community until 1975 when Nanaimo amalgamated several outlying areas.

"You still get that feeling, when you go over the hill by St. Peter's Church, you feel like you're going into a different town," Meutzner said.

















"Harewood has always had this low-class label, but it's coming into its own now."

planNanaimo

Official Community Plan 2008

Excerpt from Official Community Plan Land Use Designation Map



-  Urban Node
-  Corridor
-  Neighbourhood
-  Commercial Centre
 -  City Commercial Centre
 -  Neighbourhood Commercial Centre
-  Industrial
-  Light Industrial
-  Parks and Open Space
 -  Future Park
-  Waterfront
-  Resource Protection
-  Urban Reserve
-  Highway Right-of-way
-  Urban Containment Boundary (UCB)
-  City of Nanaimo Boundary

City of Nanaimo Objectives and Policies

Excerpts from plan Nanaimo, Bylaw 6500, Official Community Plan

On September 8, 2008 City Council adopted a new Official Community Plan - planNanaimo which replaces the former community plan adopted in 1996. The new Official Community Plan (OCP) is the result of a two-year community consultation process. The process reaffirmed strategies contained in planNanaimo 1996 and provided new strategies for meeting the many growth challenges the City continues to face.

Corridors are the urban arterials and major collector roads that bisect Nanaimo, and are the linear focal areas for higher levels of residential densities, services, and amenities. While these corridors were originally intended to expedite vehicle travel through the city, planNanaimo supports a broader approach where the Corridors evolve with new multiple uses. Commercial services in mixed use developments will be encouraged to concentrate along Corridors, together with new multi-unit residential developments and public amenities. The overall design of corridors will support the needs of pedestrians, cyclists, and public transit with aesthetic characteristics that contribute to a vibrant economy and street life. The development of the Corridors will benefit the city by linking Urban Nodes with energetic and human scale connectors to other Urban Nodes and Neighbourhoods. It is intended that each Corridor will build on the unique characteristics of the surrounding Urban Nodes and Neighbourhoods, and will contain an individualized mix of uses and services.

Objectives

To support higher intensity land uses in Corridors. planNanaimo supports the focus of medium to high density residential, mixed use commercial / residential, and office land uses in Corridors.

To increase residential densities and the mix of land uses. Opportunities to increase the mix and intensity of uses along Corridors will be supported through development and redevelopment opportunities.

To encourage sensitivity in the form of residential densities. Corridors shall be the future focus of mid to high residential densities that recognize a human scale and pedestrian oriented form of development.

To provide public places and spaces. Each Corridor shall contain or provide access to public places and spaces appropriate to the mix of uses and range of services available in each Corridor.

To encourage sustainability in transit and other alternative modes of transportation. The primary role of Corridors for automobiles shall be expanded to recognize Corridors as the linkage between Urban Nodes and Neighbourhoods for transit routes and as opportunities for walking and cycling.

To protect the environment. Environmental features such as watercourses or habitat areas within these medium density, medium intensity land use centres shall be protected through the development of policies that respect the environment and the integration of land uses, and new uses shall be considered against their impact on air, water, and land quality.

To reduce consumption. Whenever possible, new and existing development will implement measures to reduce consumption through increased recycling, decreased water use, the use of alternative energy sources, or other innovative techniques and practices.

Policies

- Development in Corridors will be characterized by a mix of residential, commercial, professional, and service uses, with residential developed at medium to high level densities. Residential densities of 50 to 150 units per hectare in two to six storey building forms shall be supported for Corridors.
- Higher density stand alone residential uses shall be supported in both Corridors and Commercial Centres,
- Commercial services within mixed use developments shall be supported in the Corridors designation. In mixed use developments, ground floor uses will be retail, office, or community uses that invite public activity. Residential and/or professional uses will be encouraged in upper storeys.
- Public parks and open spaces in the form of urban plazas, community gardens, and landscaped boulevards and open spaces are encouraged in Corridors.
- The importance of Corridors as connectors between Urban Nodes and Neighbourhoods is recognized in this Plan. The development of these connections for the safe movement of pedestrians, cyclists and transit shall be a priority in any new development proposal.
- The redevelopment of any Corridors to improve automobile travel shall also consider improvements that add to the human scale of the corridor, increase the proportion of landscaping and green space, and improve safety for non-motorized travelers. Sidewalk and landscaping design will enhance pedestrian and vehicle separation. The development of primary parking areas between the front face of the buildings and the street in Corridors is not permitted.
- Development in the Corridor designation will address the interface between Corridors and Neighbourhoods. Design elements of building siting, height and massing (including stepped back upper floors) will be used to ensure a transition from the Corridor to the adjacent Neighbourhood scale.
- Ecological features, such as steep slopes, watercourses, riparian areas, significant trees, and environmentally sensitive lands are recognized as attributes and development shall proceed only where the impacts on these features are minimized and can be mitigated.
- Energy efficient building design and practice will be promoted. Green Building strategies will be encouraged for all commercial, professional, or institutional facilities to reduce the use and waste of water and energy resources and to reduce greenhouse gas emissions.
- Future social and community services appropriate to the mix of land uses and demographics both within and surrounding the node shall be encouraged to locate within Corridors. This Plan supports the development of Corridors with a broad social mix and access to adequate housing at all income levels.

From: Maureen Pilcher [mo@maureenpilcher.com]
Sent: Friday, August 06, 2010 9:44 AM
To: 'Donna Kist'
Cc: 'mayor.council@nanaimo.ca'
Subject: RE: 440 Wakesiah Avenue, Nanaimo BC - Notice of Public Information Meeting
Attachments: OCP excerpt - Corridor Designation.pdf; Map showing corridor designation of surrounding properties.doc

Dear Ms.Kist:

Thank you for your e-mail regarding 440 Wakesiah Avenue. It is unfortunate that you were unable to attend the recent Information Open House.

The property in question, and your property, are both designated "Corridor" in the City of Nanaimo Official Community Plan (OCP). For your information I have attached an excerpt from the OCP which describes this designation. I have also attached a portion of the OCP Future Use Map.

Please note that although the Corridor Designation supports mixed use, and commercial uses, at this location, we are proposing student housing only – there is no commercial component to the project. The proposed building is located close to the Wakesiah edge of the property – and there are no balcony or patio areas on the rear face of the building. The parking area, accessed by the lane, will accommodate only 15 vehicles.

I would be pleased to meet with you, at your convenience, to show you the conceptual drawings and to discuss the project. Please don't hesitate to contact me.

Regards,

Maureen.

Maureen Pilcher & Associates Inc.,

Phone: (250)802-6046

E-Mail: info@maureenpilcher.com

From: Donna Kist [mailto:kist@telus.net]
Sent: Thursday, August 05, 2010 12:22 PM
To: mayor.council@nanaimo.ca; info@maureenpilcher.com
Subject: RE: 440 Wakesiah Avenue, Nanaimo BC - Notice of Public Information Meeting

To City Council – Nanaimo BC

We are appalled at the proposed development site for 440 Wakesiah Avenue. We have lived at our current home since 1994, paid taxes, and enjoyed the neighborhood for the past 16 years.

How does a 3-storey multi complex fit in our neighborhood? What happens to our privacy when a 3-storey complex is developed behind our home with tenants looking down in our back yard and onto our deck? Would any of you want this behind your home? I trust your answer is NO – not in my neighborhood – well we don't want it in ours either!

With all the traffic this will create, who will be responsible for people backing into our garages, our fences, etc? Who do we send these claims to – the City? Or the developer? I bet it will be at the home owner's expense – right? A \$500 insurance deductible every time some individual hits our garages or fences?

How does the infrastructure work with this? Will there be upgrading to existing gas lines, main water & sewer lines, overhead power? I can't imagine that the existing utilities will accommodate another 16 homes? And who is going to pay for these?

We have been diligent in our neighborhood – we have had problem individuals in rental homes and have worked with other home owners in the area and the police to rid these drug infested dwellings and now have a safe and relatively clean neighborhood.

We have young families on our street who are raising a family with newborn children. How is this going to affect these children growing up – not even being able to play in their own back yards for fear of some irresponsible individual racing up and down the back alley and running through a fence?

I trust City Council will take a serious look at this. Yes we understand that new development has to occur BUT does it really need to be a 3-storey unit?

You are taking away our view of Mount Benson and most important, our privacy!! Please put a stop to this ridiculous money-grabbing, greedy developer!!

Glenn & Donna Kist
429 Hillcrest Avenue
Nanaimo BC V9R 3M2
250-741-1495
Kist@telus.net

BYLAW NO. 4000.491

Purpose: To permit the use of land for a student housing development

Location(s): 440 Wakesiah Avenue

File No.: RA242

I am writing to express my concerns regarding the rezoning application for the student housing at 440 Wakesiah Avenue.

First of all I understand and agree with the need of student housing close to VIU. However, I strongly object to this rezoning project. Mainly, I am frustrated by the city's lack of commitment, initiative and implementation/action plans in this particular situation.

Main Reasons for My Objection:

1) The Official Community Plan (OCP) lacks implementation/active plans to protect personal property value.

The OCP professes a desire to protect personal property value in rezoning situations, but there is no mechanism or action plan in place to achieve this. In other word, "how to protect personal property value" is largely missing from the OCP. My neighborhood is zoned as "single-family residential", but now the city has decided that the blocks along Wakesiah Avenue should be considered "corridor". This shift in zoning allows developers to construct buildings up to six-storeys in height. This translates to a **significant reduction in the market value of my property as a single-family residential (RS-1a)**. For instance, who would like to live in the shadow of a three-storey student housing or any tall building that look down on one's property? If I would like to sell my property, the three-storey student housing will undoubtedly deter potential buyers. Effectively, I lose property value, privacy *and* the neighborhood atmosphere that I so value - while a developer is making large profits. How does this fit with the city's policy of "building community that respects people"? I find this to be completely inconsiderate.

Under the new corridor designation, can I do the same and sell my property to a developer for more than the value of the single-family residence? I do not think so, because my property, as are most others on Hillcrest Avenue, is only half the size of the property at 440 Wakesiah. Unless many of us sell at the same time, individual property owners will not be able to attract any developers, which means that the "corridor designation" is completely useless and unrealistic. Moreover, if I was a developer, I would seek a double lot over two single properties because it is less money and work to demolish and construct a new building on a double lot. There is no way to increase population density within a single-family residential zone without very thoughtful action and implementation plans.

I imagine that none of the people who created the OCP lives here in my neighborhood, but I urge you to put yourselves in my shoes for a moment and consider your reaction if a similar development affected the market value of *your* property.

The rezoning approval as it stands now is very unfair to property owners who do not have a large/double lot or are new to the area and therefore have less home equity than long-time residents. My point is that a developer and/or the city should not be allowed to profit at the expense of individual residents' property values – for many people, their property is the only investment they have and one that they rely on to maintain or increase in value. I believe that with sound action plans in place, all parties (the developer, the city, community and property owners) could mutually benefit from considerate and respectful development of neighborhoods.

2) There is no official Harewood community plan.

I urge the city to consider creating an official Harewood Community plan in collaboration with the Harewood Neighborhood Association and Vancouver Island University. Particularly, the university node has the highest potential development value in the city. Without an excellent community blueprint, the landscape/community of this area will not only become the most ugly and chaotic in the city, but will also completely lose its function as a *community*. I am aware that the Harewood Neighborhood Association gave their support for this particular project, but I disagree with how the order of events took place in this procedure. I believe that creating a strong community plan should come first, before individual development projects are initiated.

I would like to ask the city to please begin showing leadership and initiative towards achieving the OCP. Right now, the city appears to be passively waiting for any one with the money to create a new development to come along and make changes around our neighborhoods. This behavior seems to indicate that the city has just wasted large amounts of taxpayers' money in creating an unrealistic and unworkable dream plan. The plan needs to have strategies in place so that property owners will be able to agree upon new development projects.

Suggestions:

The city needs to seek/create mutual benefits for developers *and* residents of our neighborhoods. It is unfair and unethical to sacrifice the value of residents' properties while individual developers profit. I would like to suggest the following measures:

Suggestion 1 – Provide compensation to property owners in the immediate vicinity of the current (and future similar) development.

If the student housing project is approved, I would like the city to consider paying compensation to those residents in the immediate vicinity of 440 Wakesiah whose property values are going to be affected. Since the city is responsible for rezoning and allowing the developer to build based on the new “corridor” bylaws, the city should take the responsibility for the consequences of this for individual residents. For instance, if I could not sell my property for the appraisal value when I decided to sell my property as a result of the proposed development, the difference between the appraisal value of my property and sold price should be covered by the city. I think that this is fair and would lessen the anxiety of property owners for new

developments close to their homes. If the appraisal value of one's home is secured, many property owners will probably be able to accept and support new projects. I do not think that the city will suffer net losses from such a policy, since new projects will bring the city more revenue in the form of taxes and permit fees.

Suggestion 2 – Selection of a competent developer.

If the student housing at 440 Wakesiah is permitted to go ahead, and the city does not agree to pay compensation to neighboring residents, I would like to receive a written agreement that the developer is willing to purchase my property for the appraisal value and so continue pursuing projects that meet the city's OCP plan and community plan. A community plan needs to be carried out continuously in order to create the ideal corridors and communities - one small project alone will only lead to piecemeal results and break-up the neighborhood and community.

Suggestion 3 - Create and offer an incentive program to property owners.

I would like the city to consider creating an incentive program (such as exemption of transfer taxes, offering some money toward down payment on a new home, one time fixed sum compensation, etc) for property owners living in corridor or other newly designated zones that are bound to experience decreases in their residential property values. This will make it easier for residents to sell their properties to potential developers, in order to achieve the OCP and community plan. If the city is serious and believes in the new OCP, I would like to see the city fully commit to it.

Suggestion 4 – The city and/or community should seek and bring in a potential developer who is able to purchase an entire block of properties, and so can carry out the community plan continuously.

In summary, I would like to see the Harewood community plan first, before isolated patchy projects are brought about in this neighborhood. Then, once we have a future community plan, the Harewood Neighborhood Association, the community members and VIU should actively seek a competent developer who can negotiate with property owners within the corridor to secure a large enough swath of land and then carry out projects and construct buildings of appropriate size based on the community plan.

Finally, it is critical to put good implementation and incentive plans in place so that no property owner living in the corridor zone or newly designated zone loses market value on his or her home. I believe that a good action/implementation plan can provide fair benefits to all parties, and this will truly “build community that respects people”.

Sincerely,

Hitomi Kimura
435 Hillcrest Avenue

Fred H.J. Taylor
204 Emery Way
Nanaimo, B.C.
Canada V9R 5Z8
Tel 250-754-6917
Fax 250-753-8124
fhjtaylor@telus.net

October 7 , 2010

City of Nanaimo
455 Wallace Street
Nanaimo, B.C.

Mayor Ruttan & Council Members:

I oppose Bylaw 4000.491 / RA 242.

I also understand not all departments of City Hall support this application, especially for the lack of on site parking.

The City of Nanaimo, especially Council and senior City Hall Administration are well aware of parking problems within the residential area of the east side of Wakesiah Avenue opposite Vancouver Island University.

Just this week, the Council delayed direction of resident only parking; why do other areas of our community get immediate response for resident only parking (ie near BC Ferries), limited hours of parking on Stewart Ave. at I understand the request of BC Ferries ??

Visit the Harewood area today, I estimate from last year over double the number of vehicles intruding into the residential area.

I understand many hours of City Hall staff time entertains complaint.

One may compare to other on campus student parking for a parking ratio, but just a minute, additional / overflow on campus parking is always nearby, not residential areas.

Surely, one must have a resolution in hand before any consideration of limited / reduced off street parking within the area.

Bylaw 7013, a Bylaw to Regulate Development Parking states “In the case of a use not specifically mentioned, the required number of off street parking spaces shall be the same as for a similar use.”

I understand multiple dwelling units require 1.66 spaces per unit; with 25 units I calculated a demand for 41 spaces. The proposal is to provide almost 1/3 the required number of spaces.

I suggest the narrow lane within the residential neighbourhood to service the proposed 15 parking spaces is irresponsible, additional 24 hour disturbance to adjoining residents.

Can one offer for rent a dwelling unit only to those without a vehicle, I suggest not.

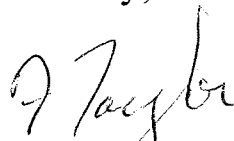
37 students / cars

Why is there ample parking spaces at the low cost project corner of Meredith and Bowen; why 25% more spaces for a development proposal at 6414 Portsmouth ?

Somebody have something against the well established
Harewood residential area ?

Again, I am opposed to this development for the lack of on site
parking.

Yours truly,


Fred Taylor

*Received
from
31st Nov*