



NOTICE OF PUBLIC HEARING

2010-JUN-03 at 7:00 pm

Notice is hereby given that a Public Hearing will be held on Thursday, **2010-JUN-03**, commencing at **1900 hours (7:00 pm)** in the **Shaw Auditorium, Vancouver Island Conference Centre, 80 Commercial Street, Nanaimo, BC** to consider proposed amendments to the City of Nanaimo "ZONING BYLAW 1993 NO. 4000" and the City of Nanaimo "OFFICIAL COMMUNITY PLAN BYLAW 2008 NO. 6500."

1. BYLAW NO. 4000.474

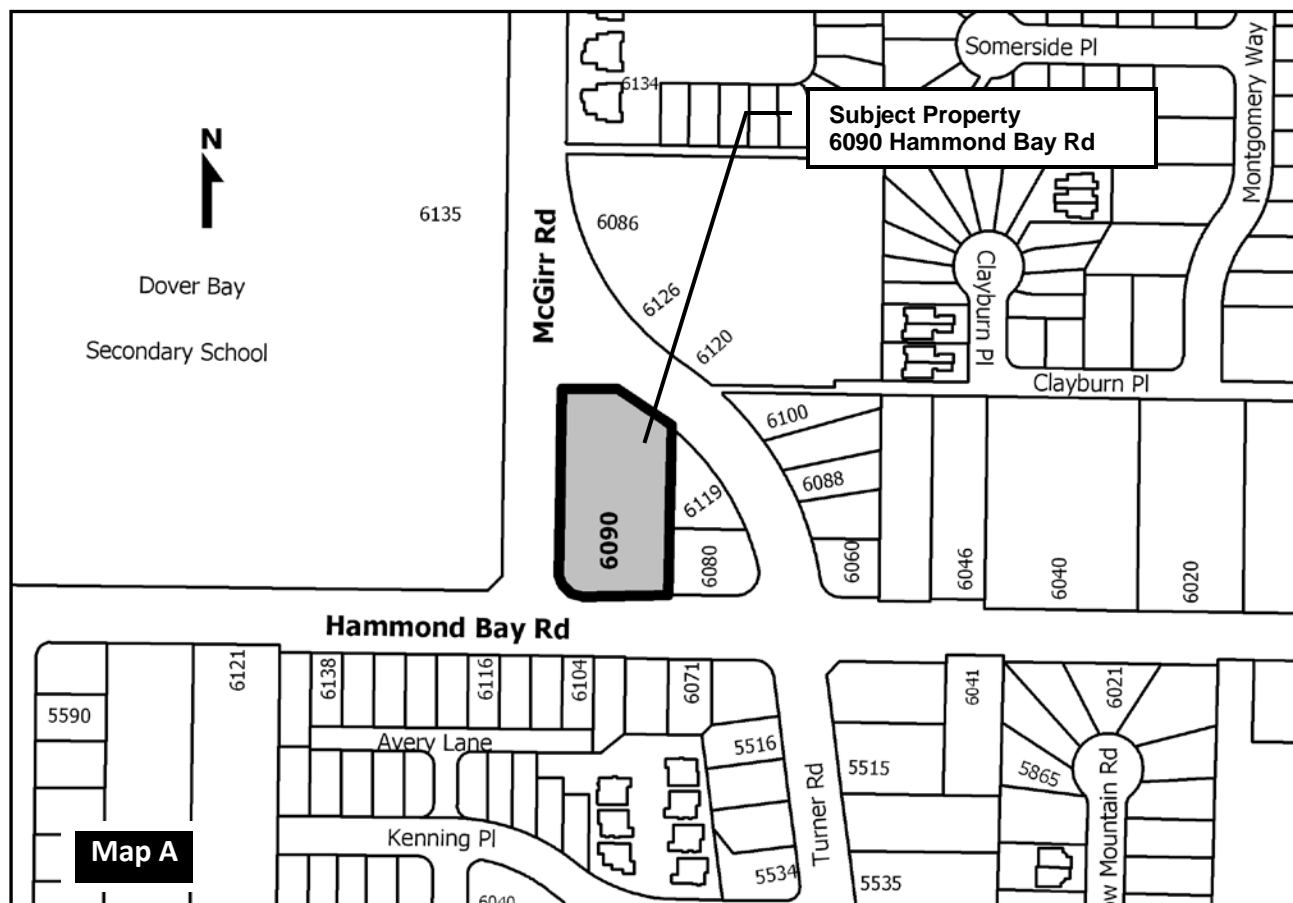
Purpose: To permit the use of land for a multi-family residential development.

Location(s): 6090 Hammond Bay Road

File No.: RA238

This bylaw, if adopted, will rezone the subject property from Single Family Residential Zone (RS-1) to Medium Density Multiple Family Residential (Suburban) Zone (RM-5) in order to facilitate the construction of a multi-family residential development.

The subject property is legally described as LOT 1, DISTRICT LOT 25G, WELLINGTON DISTRICT, PLAN 11632, EXCEPT PART IN PLAN VIP58167 AND VIP76693 and is shown on Map A.



2. BYLAW NO. 6500.009

Purpose: To permit the use of land for a mixed use commercial and residential development.

Location(s): Part of 3312 Hammond Bay Road

File No.: OCP55

This bylaw, if adopted, will amend Schedule D (Rocky Point – Hammond Bay – Stephenson Point Neighbourhood Plan) of the “OFFICIAL COMMUNITY PLAN BYLAW 2008 NO. 6500” by adding policy to allow for a local service centre, including commercial and multiple family residential development, at Hammond Bay Road and Nottingham Drive.

The subject property is legally described as part of LOT A, SECTION 15A, WELLINGTON DISTRICT, PLAN 14494 and is shown on Map B (*see next page*).

3. BYLAW NO. 4000.477

Purpose: To permit the use of land for a mixed use commercial and residential development.

Location(s): Part of 3312 Hammond Bay Road

File No.: RA237

This bylaw, if adopted, will rezone part of the subject property from Steep Slope Residential Zone (RS-7) to Mixed Use Commercial Zone (C-4) in order to facilitate the construction of a mixed use development.

The subject property is legally described as part of LOT A, SECTION 15A, WELLINGTON DISTRICT, PLAN 14494 and is shown on Map B (*see next page*).

4. BYLAW NO. 4000.476

Purpose: To permit the use of land for a multi-family residential development.

Location(s): Part of 3355 Meadow Lane Road, Part of 3312 Hammond Bay Road

File No.: RA236

This bylaw, if adopted, will rezone the subject property from Steep Slope Residential Zone (RS-7) to Medium Density Multiple Family Residential (Suburban) Zone (RM-5) in order to incorporate additional multi-family development within the proposed comprehensive steep slope development under the RM-5 Zone.

The subject properties are legally described as part of LOT A, SECTION 11, WELLINGTON DISTRICT, PLAN VIP82357; and part of LOT A, SECTION 15A, WELLINGTON DISTRICT, PLAN 14494 and is shown on Map B (*see next page*).

5. BYLAW NO. 4000.475

Purpose: To permit the use of land for a comprehensive steep slope residential development.

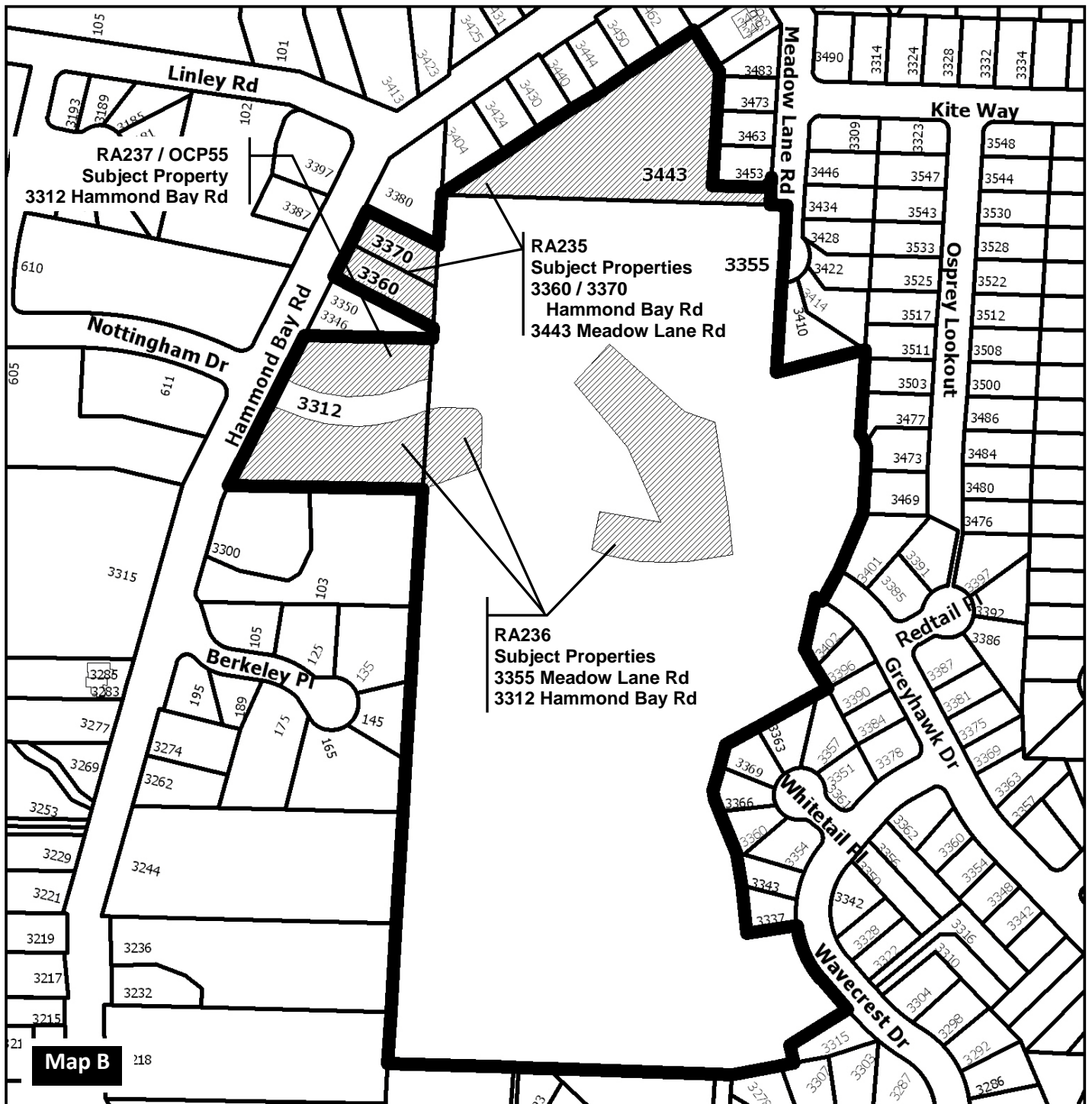
Location(s): 3443 Meadow Lane Road, 3360 and 3370 Hammond Bay Road

File No.: RA235

This bylaw, if adopted, will rezone the subject properties from Single Family Residential Zone (RS-1) to Steep Slope Residential Zone (RS-7) in order to incorporate the subject properties into a comprehensive steep slope development under the RS-7 Zone.

The subject properties are legally described as part of LOT 4, SECTION 11, WELLINGTON DISTRICT, PLAN 12955, EXCEPT PART IN PLAN 41614, 45629 AND 46821; and LOT 2, SECTION 15A, WELLINGTON DISTRICT, PLAN 28920; and LOT 1, SECTION 15A, WELLINGTON DISTRICT, PLAN 28920 and is shown on Map B (*see next page*).

PLEASE NOTE full details of the above-noted bylaws are available at the City of Nanaimo Community Safety and Development Division, located at 238 Franklyn Street.



The above bylaws, relevant staff reports, and other background information may be inspected from 2010-MAY-21 to 2010-JUN-03, between 8:00 am and 4:30 pm, Monday through Friday, excluding statutory holidays, in the offices of the Community Safety and Development Division, 238 Franklyn Street, Nanaimo, BC.

All persons who believe their interest in property is affected by the proposed bylaws shall be afforded the opportunity to be heard in person, by a representative or by written submission, on the matters contained within Bylaws No. 4000.474, 4000.475, 4000.476, 4000.477, and 6500.009 at the Public Hearing.

Please note the following:

Written submissions may be sent to the City of Nanaimo, Community Safety and Development Division, 455 Wallace Street, Nanaimo, BC V9R 5J6.

Electronic submissions (email) should be sent to **public.hearing@nanaimo.ca**, or submitted online at **www.nanaimo.ca**. These submissions must be received no later than 4:00 pm, 2010-JUN-03, to ensure their availability to Council at the Public Hearing.

Following the close of a public hearing, no further submissions or comments from the public or interested persons can be accepted by members of City Council, as established by provincial case law. This is necessary to ensure a fair public hearing process and provide a reasonable opportunity for people to respond.

**For more information, please contact the City of Nanaimo
Community Safety and Development Division
Phone: (250) 755-4429 ♦ Fax: (250) 755-4439 ♦ Website www.nanaimo.ca
238 Franklyn Street, Nanaimo, BC V9R 2X4**

STAFF REPORT

TO: A. TUCKER, DIRECTOR OF PLANNING, DSD

FROM: J. HOLM, MANAGER, PLANNING DIVISION, DSD

RE: RA238 – 6090 HAMMOND BAY ROAD

STAFF'S RECOMMENDATION:

That Council:

1. receive the report pertaining to "ZONING BYLAW AMENDMENT BYLAW 2010 NO. 4000.474", which is presented under the Bylaws section of the agenda; and
2. direct Staff to register a covenant to secure the density restrictions; alternate road works; no gating; rain water pre-development flows; an erosion and sediment control plan, and community contribution.

PLAN NANAIMO ADVISORY COMMITTEE (PNAC) RECOMMENDATION:

At its meeting of 2010-FEB-16, PNAC recommended that Council approve the application.

EXECUTIVE SUMMARY:

The City has received a rezoning application from Maureen Pilcher & Associates Ltd., on behalf of Ira Lewis Construction Ltd., to rezone the subject property from Single Family Residential Zone (RS-1) to Medium Density Multiple Family Residential (Suburban) Zone (RM-5) in order to facilitate a multi-family residential development. Staff supports the application and recommends that Council approve the proposed rezoning.

BACKGROUND:

Subject Property

The subject property is approximately 3,893 m² (1.0 acre) in area and has frontage on three roads: Hammond Bay Road, McGirr Road, and a stub road also named McGirr Road that is located between the subject property and the Dover Bay Secondary School (Schedule 'A'). Currently, over half of the subject site is treed and a single family dwelling is located on-site, which fronts on Hammond Bay Road. North across the street is multi-family development zoned RM-3. Abutting the subject site to the east are two single family residential properties, and south across Hammond Bay Road are small lot single family lots. The secondary school is located west across the street from the subject property.

Official Community Plan (OCP)

According to Map '1' of the OCP, the subject property is located within a 'Corridor' designation. The policies within the Corridor designation support residential development at medium to high densities, ranging from 50 to 150 units per hectare.

Development in Corridors will address the interface between Corridors and the surrounding Neighbourhoods through design elements of building siting, height and massing to ensure a transition from the Corridor to the adjacent Neighbourhood scale. Primary parking areas between the front face of the buildings and the street in Corridors is not permitted.

Staff OCP Comments

The proposed density equates to approximately 48 units per hectare, the low end of the suggested range of residential density in Corridors. Although the height of buildings could be supported in some areas as high as six storeys under the Corridor designation, the scale of the proposed development is generally in keeping with the surrounding area. Overall, it is Staff's opinion that the proposed development supports the intent of the OCP and the objectives of the Corridor designation by increasing the housing mix and intensity of land use.

Proposed Development

The applicant is proposing to rezone from Single Family Residential Zone (RS-1) to Medium Density Multiple Family Residential (Suburban) Zone (RM-5) in order to facilitate a multi-family residential development (Schedule 'B').

The proposed development consists of 18 multi-family townhouse style units, each approximately 113 m² (1,216 ft²). The development includes four quadruplex buildings and one duplex building. Buildings are proposed to front on all three road frontages: two quadruplex buildings front Hammond Bay Road; two quadruplex buildings face north on McGirr Road; and one duplex building fronts on the McGirr stub road facing west. All buildings are proposed to be two storeys in height.

The development requires a total of 29 on-site parking spaces according to the parking bylaw. The applicant has provided a site plan as part of this rezoning application which shows 27 onsite parking spaces. Should variances be required, once detailed site planning is complete, they will be reviewed and considered through the development permit application.

Density Restriction

As the RM-5 Zone allows for density greater than what is being proposed, Staff recommends that the density of the subject property be restricted, generally to what is proposed. The proposed density is a Floor Area Ratio (FAR) of 0.58; therefore, Staff will recommend that the FAR be restricted to 0.60. Therefore, as a condition of rezoning, a covenant to restrict the overall density to 0.60 FAR will be required prior to consideration of final adoption of the bylaw.

Road Works

The McGirr stub road to the west of the site, which was previously an extension of McGirr Road intersecting with Hammond Bay Road, now serves only to access the subject site. The McGirr stub road is also utilized as a pick-up and drop-off point for the secondary school.

Staff recommends as a condition of rezoning that a covenant be registered to secure road works on the McGirr stub road. Typically, road works apply only to the section of frontage which abuts a development site. The proposed McGirr stub road frontage works for the subject development have been modified and extended across the cul-de-sac to address the site-specific conditions. The proposed alternate works will encompass the construction of a cul-de-sac bulb and enhancing and / or adding sidewalk, both asphalt and concrete. Concrete sidewalk will extend from the south edge of the proposed main vehicle access for the subject property around the cul-de-sac bulb and meet up with the existing asphalt sidewalk on the west side of the McGirr stub road. The proposed road works are illustrated on Schedule 'C'.

School District 68

School District staff expressed concern related to the potential conflict between the proposed development and vehicular traffic associated with the secondary school. School District staff were primarily concerned that the use of the cul-de-sac for school pick-up / drop-off would generate complaints from residents of the proposed development. School District staff participated in the discussions regarding the above mentioned road works, and are satisfied that the proposed road works, as detailed above, address their concerns.

No Gating Covenant

The OCP contains policy that discourages the development of gated communities in the City of Nanaimo. As such, Staff recommends as a condition of rezoning that a covenant be registered to prohibit the installation of vehicular gates at the entrance to the property.

Rain Water Management

Staff recommends that a covenant be required as a condition of rezoning to restrict post development flows from the site to the pre-development levels and patterns. In addition, a rain water management plan, using acceptable rain water management methods and practices, will be required prior to issuance of Design Stage Acceptance (DSA).

Erosion & Sediment Control Plan

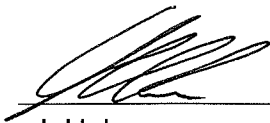
Staff recommends that a covenant be registered as a condition of rezoning to secure an Erosion and Sediment Control Plan. Prior to the removal of any vegetation or construction of works, an erosion and sediment control plan will need to be provided in support of Design Stage Acceptance (DSA) application.

Community Contribution

Pursuant to Section 7.3 of the Official Community Plan (OCP), in exchange for value conferred on land through a rezoning, the applicant should provide a community contribution. The applicant proposes a monetary contribution of \$18,000 towards the City of Nanaimo Affordable Housing Legacy Fund.

Staff supports this community contribution proposal and recommends that this item be secured as a condition of rezoning.

Respectfully submitted,

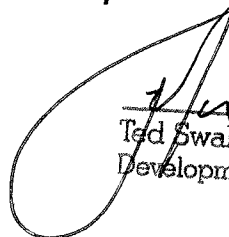


J. Holm
Manager, Planning Division
Development Services Department



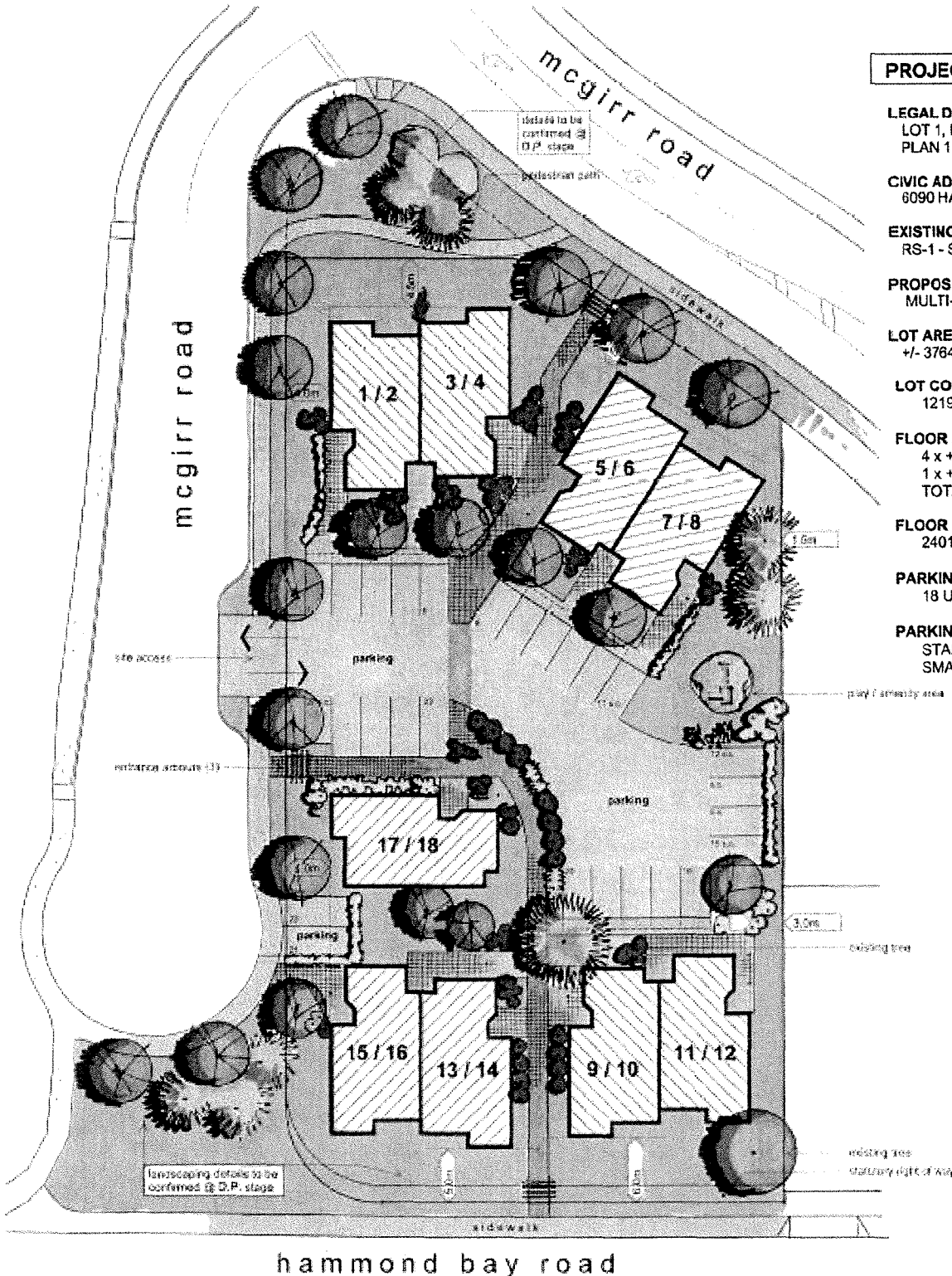
A. Tucker
Director of Planning
Development Services Department

SH/pm
Council: 2010-MAY-10
Prospero: RA238



Ted Swabey, General Manager
Development Services Department

SCHEDULE B



PROJECT DATA:

LEGAL DESCRIPTION:
LOT 1, DISTRICT LOT 25G, WELLINGTON DISTRICT,
PLAN 11632 EXCEPT PLAN VIP76693 (FOR ROAD)

CIVIC ADDRESS:
6090 HAMMOND BAY ROAD

EXISTING ZONING:
RS-1 - SINGLE FAMILY RESIDENTIAL ZONE

PROPOSED LAND USE:
MULTI-FAMILY RESIDENTIAL

LOT AREA:
+/- 3784 SQ.M. / +/- 40512 SQ.FT.

LOT COVERAGE:
12195 SQ.FT. / 40512 SQ.FT. = 30.1%

FLOOR AREA:
4 x +/- 5336 SQ.FT. = +/- 21344 SQ.FT.
1 x +/- 2668 SQ.FT. = +/- 2668 SQ.FT.
TOTAL = +/- 24012 SQ.FT.

FLOOR AREA RATIO:
24012 SQ.FT. / 40512 SQ.FT. = 0.593

PARKING REQUIRED:
18 UNITS X 1.66 = 29 SPACES

PARKING PROVIDED:
STANDARD SPACES 19
SMALL SPACES 8

SCHEDULE C

NOTES:

1. THE LOCATIONS OF EXISTING SERVICES ARE SHOWN APPROXIMATELY AND SHALL BE CONFIRMED IN THE FIELD BY THE CONTRACTOR PRIOR TO THE COMMENCEMENT OF WORK. EXISTING & PROPOSED SERVICES MAY REQUIRE ADJUSTMENT WHERE A CONFLICT OCCURS. THE ENGINEER SHALL BE NOTIFIED OF ANY CONFLICT.

remove existing asphalt

existing cross walk

enhance existing asphalt

proposed cul-de-sac and new concrete sidewalk

existing concrete sidewalk

Rev. No.	DATE	BY	REVISION DESCRIPTION	ENGR	LEGEND	SITE LEGAL DESCRIPTION	ENGINEER'S SEAL	DESIGN	CLIENT NAME	DRAWING TITLE
					PROPOSED WATER MAIN STORM SEWER SANITARY SEWER GAS MAIN ELECTRICAL DUCT CULVERT & DITCH DITCH INLET/OUTLET SHED EDGE OF PAVEMENT VALVE BOX LIMIT OF CONSTRUCTION	EXISTING HYDRANT ABOVE GROUND PIPING BELOW GROUND PIPING CATCHBASS MANHOLE CLEANOUT HYDRO POLE CIP PILE STREETLIGHT FENCE	REM. LOT 1, DISTRICT LOT 25G, WELLINGTON DISTRICT, PLAN 11632, EXCEPT PLAN VP76693 BENCHMARK DESCRIPTION ELEVATIONS ARE GEODETIC AND ARE REFERRED TO MONUMENT No. 8245722 LOCATED AT THE INTERSECTION OF McGIRR ROAD AND HAMMOND BAY ROAD, ELEVATION 92.913m	ENGINEER'S SEAL DESIGN DRAWN CHECKED PLOT DATE 04-13-10 PRINT DATE	CLIENT NAME IRA LEWIS CONSTRUCTION LTD. PROJECT NAME 6090 HAMMOND BAY ROAD	DRAWING TITLE ALTERNATE WORKS AND SERVICING McGIRR ROAD PROJECT TYPE L CLIENT NO. 816 PROJECT NO. 01 DRAWING NO. 100 REVISION NO. 00 CITY PLAN FILE NO.

* Not for construction

CITY OF NANAIMO

BYLAW NO. 6500.009

A BYLAW TO AMEND THE CITY OF NANAIMO
"OFFICIAL COMMUNITY PLAN BYLAW 2008 NO. 6500"

WHEREAS the Council of the City of Nanaimo wishes to amend City of Nanaimo "OFFICIAL COMMUNITY PLAN BYLAW 2008 NO. 6500";

THEREFORE, BE IT RESOLVED that the Municipal Council of the City of Nanaimo, in open meeting assembled, ENACTS AS FOLLOWS:

1. This Bylaw may be cited as the "OFFICIAL COMMUNITY PLAN AMENDMENT BYLAW 2010 NO. 6500.009".
2. The City of Nanaimo "OFFICIAL COMMUNITY PLAN BYLAW 2008 NO. 6500" is hereby amended as set out in Schedule A to this Bylaw.

PASSED FIRST READING 2010-MAY-10
PASSED SECOND READING 2010-MAY-10
PUBLIC HEARING HELD _____
PASSED THIRD READING _____
ADOPTED _____

MAYOR

MANAGER,
LEGISLATIVE SERVICES

File: OCP00055
Address: 3312 Hammond Bay Road
Applicant: Peter J Dandyk, Architect

SCHEDULE A

1. Schedule D (Rocky Point – Hammond Bay – Stephenson Point Neighbourhood Plan) of the “OFFICIAL COMMUNITY PLAN BYLAW 2008 NO. 6500” is amended as follows:

- a) Subsection 7.4.1.1 is amended by deleting:

Notwithstanding the policies of the OCP, commercial development in the Local Service Centre located between McGuffie Road and Vista View Drive should not exceed a total area of approximately 500 square meters (5,382 square feet), and should consist of 3 or more individual retail units.

and replacing with

Commercial development in the Local Service Centre located between McGuffie Road and Vista View Drive should not exceed a total area of approximately 500 m² (5382 ft²), and should consist of three or more individual commercial retail units.

and renumbering as 7.4.1.2.

- b) Subsection 7.4.1.2 is amended by deleting:

All commercial development (excluding home based businesses and development on existing commercially zoned land) in the Neighbourhood Planning Area is to be directed to the Local Service Centre.

and replacing with

All commercial development (excluding home based businesses and development on existing commercially zoned land) in the Neighbourhood Planning Area is to be directed to a Local Service Centre.

and renumbering as 7.4.1.1.

- c) Subsection 7.4.1.7 is deleted in its entirety.

- d) Adding the following as Subsection 7.4.1.3 as the following:

A Local Service Centre located at Hammond Bay Road and Nottingham Drive is supported, where commercial development should not exceed a total area of 750 m² (8072 ft²), and should consist of three or more individual commercial retail units.

and renumbering all subsequent subsections accordingly.

2010-MAY-04

STAFF REPORT

TO: A. TUCKER, DIRECTOR OF PLANNING, DSD

FROM: B. ANDERSON, MANAGER, COMMUNITY PLANNING, DSD

AND: J. HOLM, MANAGER, PLANNING DIVISION, DSD

RE: OCP55 AND RA237 – PART OF 3312 HAMMOND BAY ROAD

PNAC'S RECOMMENDATION:

At its meeting of 2010-FEB-16, PNAC recommended that Council consider approving Official Community Plan (OCP) Amendment Application 055 and Rezoning Application 237 for a local service centre at 3312 Hammond Bay Road.

STAFF'S RECOMMENDATION:

That Council:

1. receive the report pertaining to "OFFICIAL COMMUNITY PLAN AMENDMENT BYLAW 2010 NO. 6500.009" (OCP55), which is presented under the Bylaws section of the agenda;
2. receive the report pertaining to "ZONING AMENDMENT BYLAW 2010 NO. 4000.477" (RA237), which is presented under the Bylaws section of the agenda; and
3. direct Staff to register a covenant to secure upgrades to the Hammond Bay Road / Stephenson Point Road intersection; use restrictions; rain water pre-development flows; erosion and sediment control plan; and community contribution.

EXECUTIVE SUMMARY:

The City of Nanaimo has received applications from Peter J Dandyk Architect Inc., on behalf of Century Group Lands Corporation, to amend Schedule D (Rocky Point – Hammond Bay – Stephenson Point Neighbourhood Plan) of the Official Community Plan and to rezone the subject property to allow for construction of a local service centre consisting of commercial and multiple family residential development. The subject area is located in the Stephenson Point neighbourhood. The proposed use and density is supported under the Official Community Plan's Neighbourhood designation.

BACKGROUND:

The subject property is approximately 8168 m² (2.0 acre) located in an area of residential development composed primarily of single family dwellings. The site is bordered by Hammond Bay Road to the north and west, and the Stephenson Point residential area to the south and east.

The OCP application to amend the Rocky Point – Hammond Bay – Stephenson Point Neighbourhood Plan (Schedule D of the OCP), was received as part of the 2009-NOV-01 round of OCP amendment applications concurrent with a rezoning application for property at 3312 Hammond Bay Road (Schedule A).

The OCP amendment and rezoning are required to permit a residential development of mixed building forms including a local service centre. In support of the applications, the applicant has stated that the proposal is for a sustainable development that will enhance the livability of the area, promote walkability, increase housing choice, and offer neighbourhood level services to the surrounding community.

The mixed-use local service centre is part of a larger comprehensive development proposal which includes 3443 Meadow Lane Road, 3360 and 3370 Hammond Bay Road and parts of 3355 Meadow Lane Road and 3312 Hammond Bay Road. There are numerous aspects to the overall development (Schedule B), including steep slope development, provision of commercial services, mixed forms of residential development and density increases. This report addresses only the property at 3312 Hammond Bay Road, for a local service centre and residential use. The remainder of the comprehensive development is addressed in a separate report on this evening's agenda pertaining to rezoning applications RA235 and RA236.

Official Community Plan

The subject area is designated Neighbourhood under the OCP. Objectives of this designation include maintaining the character and livability of existing neighbourhoods, increasing housing choice, and providing access to basic community services and neighbourhood level services.

OCP policies support local service centres within residential neighbourhoods, and specifically in locations on a collector road and within a walkable distance for neighbouring residents. The OCP itself does not identify geographic locations for local service centres. An amendment to the OCP is not required for development of this proposed local service centre.

Development of these local service centres, and particularly where they involve a mixed use commercial and residential component, such as that proposed with this development, also supports other OCP policies surrounding sustainability. It provides for a walkable community of mixed land uses, with higher densities achieved through both the residential and commercial components, thereby reducing the impact on other undeveloped areas and protecting environmentally sensitive areas, as addressed in Goal Two of the OCP. It provides new economic opportunities within the neighbourhood, thereby supporting Goal Four of the OCP. Attention to sustainable urban design, a mix of housing options, mobility, amenities and servicing for the area supports the objectives and policies laid out in the respective Goals Three, Five and Six of the OCP.

Rocky Point – Hammond Bay – Stephenson Point Neighbourhood Plan

The proposal to amend the Rocky Point – Hammond Bay – Stephenson Point Neighbourhood Plan involves the addition of a Local Service Centre in the Stephenson Point area. The proposed local service centre development, located on the northern portion of 3312 Hammond Bay Road, includes a mix of commercial and residential uses.

Subsection 7.4.1 of the Neighbourhood Plan contains policies regarding the characteristics of a Local Service Centre, addressing size, uses, and open space. For example, while not specifically addressing those uses considered acceptable within a Local Service Centre, policy 7.4.1.6 lists those uses not supported, such as businesses that generate excessive noise, noxious materials or odours, automobile service stations or gasoline pumps.

Policy 7.4.1.4 further identifies open space (e.g. squares, seating areas, picnic tables, BBQ's, public notice boards) as an important component of Local Service Centres, and specifies that these amenities should be negotiated as part of a rezoning application affecting these Centres.

The above-referenced policies pertaining to a local service centre within the Neighbourhood Plan are specific to the Local Service Centre identified within the previous OCP (Bylaw No. 6000), as located between McGuffie Road and Vista View Drive. That previous OCP was superceded in September 2008 by adoption of the current OCP (Bylaw No. 6500). The current OCP does not require specific locations to be identified for local service centres within the community.

The process for locating a local service centre in a neighbourhood is generally through a rezoning process. Should a neighbourhood or area plan be in place (such as the Rocky Point – Hammond Bay – Stephenson Point Neighbourhood Plan), policies regarding location and use for a local service centre may be included in these plans.

Proposed Development and Zoning – RA237

The applicant proposes to rezone part of 3312 Hammond Bay Road from Steep Slope Residential Zone (RS-7) to Mixed Use Commercial Zone (C-4) in order to incorporate a local service centre within a comprehensive steep slope development.

Please note that a joint report for two other rezoning applications (RA235 and RA236) is also on this evening's agenda, which relates to the overall comprehensive steep slope development being proposed.

The proposed mixed use zone allows for buildings with commercial uses on the ground floor and residential units located above. The proposed location is ideally located along Hammond Bay Road, a 'major collector', with good visibility and easy access for existing residents in the area and future residents of the proposed development. The proposed mixed use development can be summarized as follows:

- 3 separate buildings totalling 1,700 m² (18,299 ft²)
- 3 commercial units:
 - CRU #1 – 250 m² (2,691 ft²)
 - CRU #2 – 250 m² (2,691 ft²)
 - CRU #3 – 240 m² (2,583 ft²)
- 8 residential units, each unit approximately 120 m² (1,292 ft²)
- 35% lot coverage
- 55 required parking spaces
- 55 provided parking spaces (both surface and underground parking)

The overall concept plan for the entire development site is attached (Schedule B) as well as a concept plan for the proposed C-4 lot (Schedule C). In addition, a concept streetscape sketch is attached (Schedule D).

Use Restriction

Several permitted uses listed in the C-4 Zone are not considered appropriate within the 'Local Service Centre' designation; however, a modified C-4 Zone would be permissible. Therefore, as a condition of rezoning, Staff recommends that a covenant be secured to restrict the permitted uses, and in addition the floor area of each use shall be restricted to a maximum of 500m² (with the exceptions noted below), and that no use shall be permitted to have a drive-thru.

The site specific permitted uses for the C-4 Zone would be restricted to:

- Daycare Facilities;
- Dry Cleaners;
- Financial Institutions (maximum floor area of 250m²);
- Laundromats;
- Libraries;
- Multiple Family Dwellings;
- Office (maximum floor area of 250m²);
- Recreational Facilities;
- Retail Stores; and
- Veterinary Clinics.

The applicant had considered including Neighbourhood Pub as a permitted use in the Local Service Centre. However, some residents expressed concern regarding this use; as such, the applicant has decided to not request Neighbourhood Pub as a permitted use.

Traffic Study

As noted in the joint report for RA235 and RA236, the traffic study, provided by Ward Consulting Group and dated April 2009, indicates that the proposed development will necessitate upgrading of the Hammond Bay Road / Stephenson Point Road intersection to include signalization and additional turning lanes. Staff will be working with the applicant's Engineer to explore the possibility of using a traffic circle at this intersection rather than traffic signals. Staff recommends that a covenant be required as a condition of rezoning in order to secure the required intersection upgrades, the details of which will be determined by the City. The timing of the upgrades will be established at an appropriate phase of subdivision.

Rainwater Management

As noted in the joint report for RA235 and RA236, Staff recommends that as a condition of rezoning a covenant be required in order to secure an alternative rain water management plan; in addition, the post development flows shall be restricted to, and maintained at, the pre-development flow levels.

Erosion and Sediment Control

As noted in the joint report for RA235 and RA236, Staff recommends, as a condition of rezoning, that a covenant be registered to secure an Erosion and Sediment Control Plan. Prior to the removal of any vegetation or construction of works, an erosion and sediment control plan will need to be received in support of Design Stage Acceptance application.

Community Contribution

As outlined in Section 7.3 of the OCP, in exchange for value conferred on land through a rezoning, the applicant should provide a community contribution. In response to Council's policy, the applicant is proposing \$60,000 towards the proposed parks in the subject area. The community contribution is towards parks improvement beyond the standard requirements, such as trail construction and removal of invasive species, which are provided for through the subdivision process. It is anticipated that the specifics of the community contribution parks improvements will be determined through future consultation with the neighbourhood.

While the proposed community contribution of \$60,000 is somewhat less than is typically provided for a project of this scale, the applicant will be providing significant off-site improvement, which will benefit the broader community. Specifically, off-site works will include the installation of a traffic control feature at the Hammond Bay Road and Stephenson Point Road intersection (timing of the installation to be determined by the City through future subdivision and development), which will benefit the wider community. This community contribution relates to all three rezoning applications: RA235, RA236, and RA237 and will be secured via covenant.

Staff support this proposal and recommend that Council direct Staff to secure the community contribution.

Public Input

The OCP amendment application, received as part of the 2009-NOV-01 amendment round, was posted on the City website; to date, no submissions have been received as a result of this application. The applicant also held a public information meeting on 2010-FEB-15 to present the proposal.

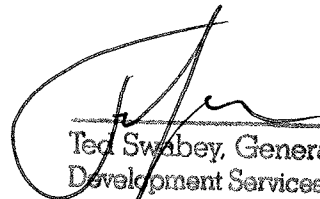
In addition three members of the Stephenson Point Neighbourhood Association were invited to sit on PNAC while the applications were being considered. A copy of the association's formal response is attached (Schedule E).

Respectfully submitted,



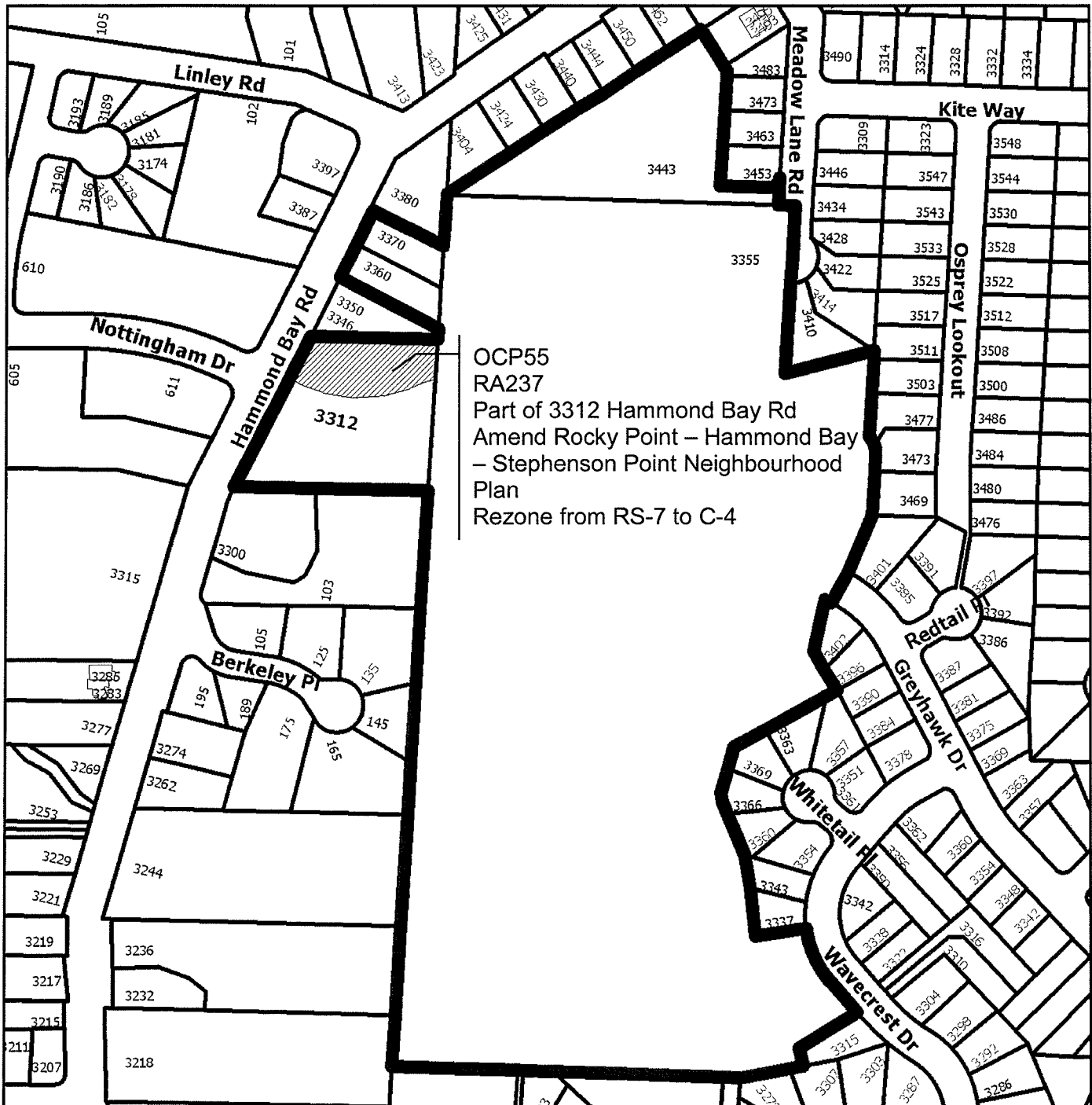
J. Holm
Manager, Planning Division
Development Services Department

B. Anderson
Manager, Community Planning
Development Services Department

A. Tucker
Director of Planning
Development Services Department

Ted Swabey, General Manager
Development Services Department

Subject Property Map



DRAWING LEGEND

- 105 APARTMENT UNITS
- 39 TRIPLEX UNITS
- 20 DOUBLE UNITS
- 23 TOWNHOMES
- 44 SINGLE FAMILY LOTS
- 74 BUILDABLE ENVELOPE
- PARK ACCESS TRAILS

LOT A
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PLAN 46999
PLAN 47000



Peter Dandak Architects Inc.
1401, 24th Street
P.O. Box 100, 507, 516

Stephenson Point Community

APRIL | 2010

6 century

LOT B - MIXED USE (C-4)

Lot area: 2485 sqm.

Land Use: Mixed Use - Retail/
commercial & Residential

Zoning: C-4

Gross Fir Area: 1,700 m2 Total
CRU #1 - 250 m2
CRU #2 - 250 m2
CRU #3 - 240 m2 = 740m2
Residential 8 units x 120 sqm= 960m2

F.A.R.: 0.69

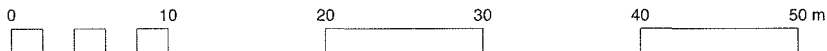
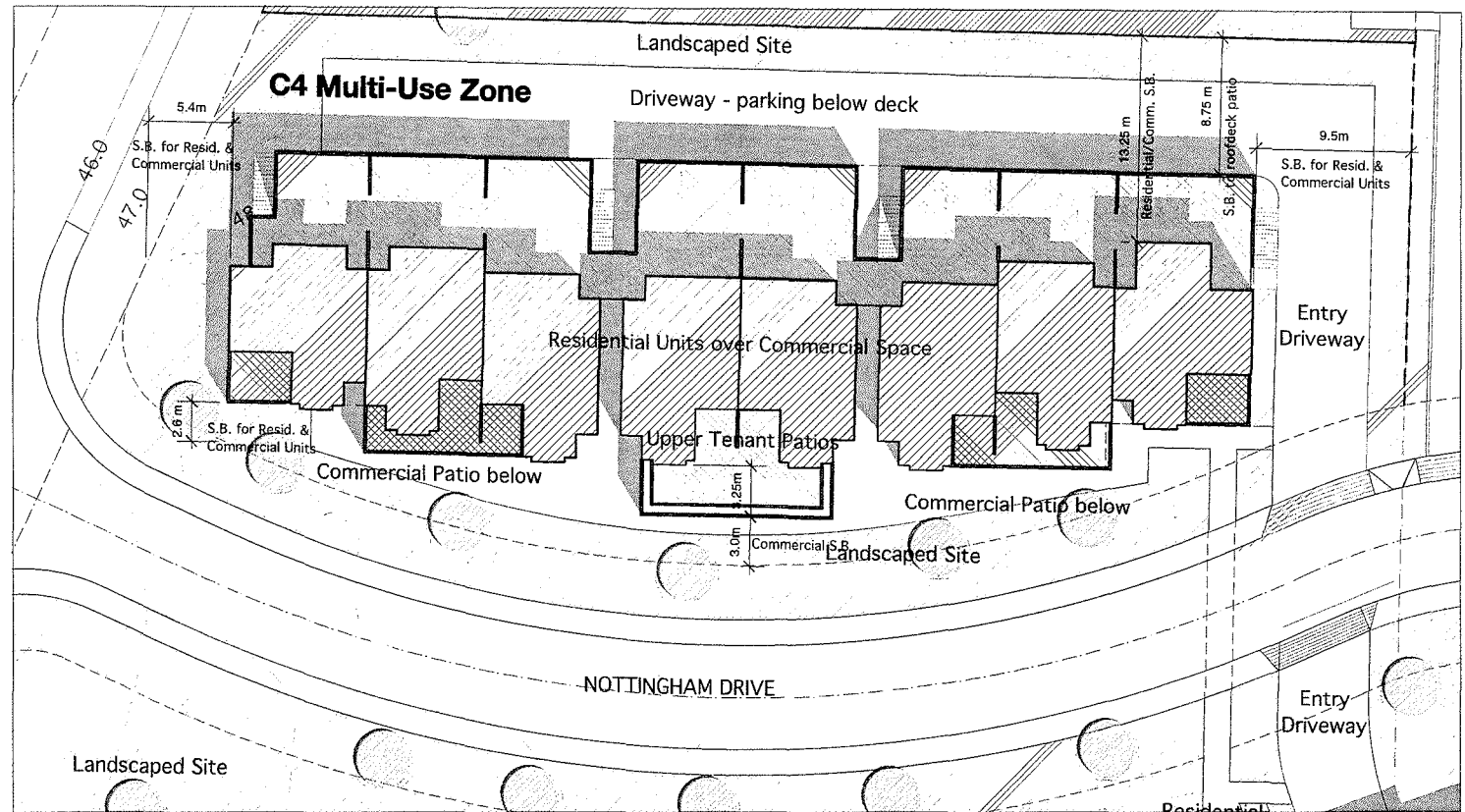
Amenity: 125 m2 (5%)

Lot Coverage: 35%

Density: 20 unit/ha & 3 CRUs

Parking Req. 53 standard & 2 HC

Parking Prov.: 53 standard & 2 HC -
visitor/CRU parking at grade/
balance underground

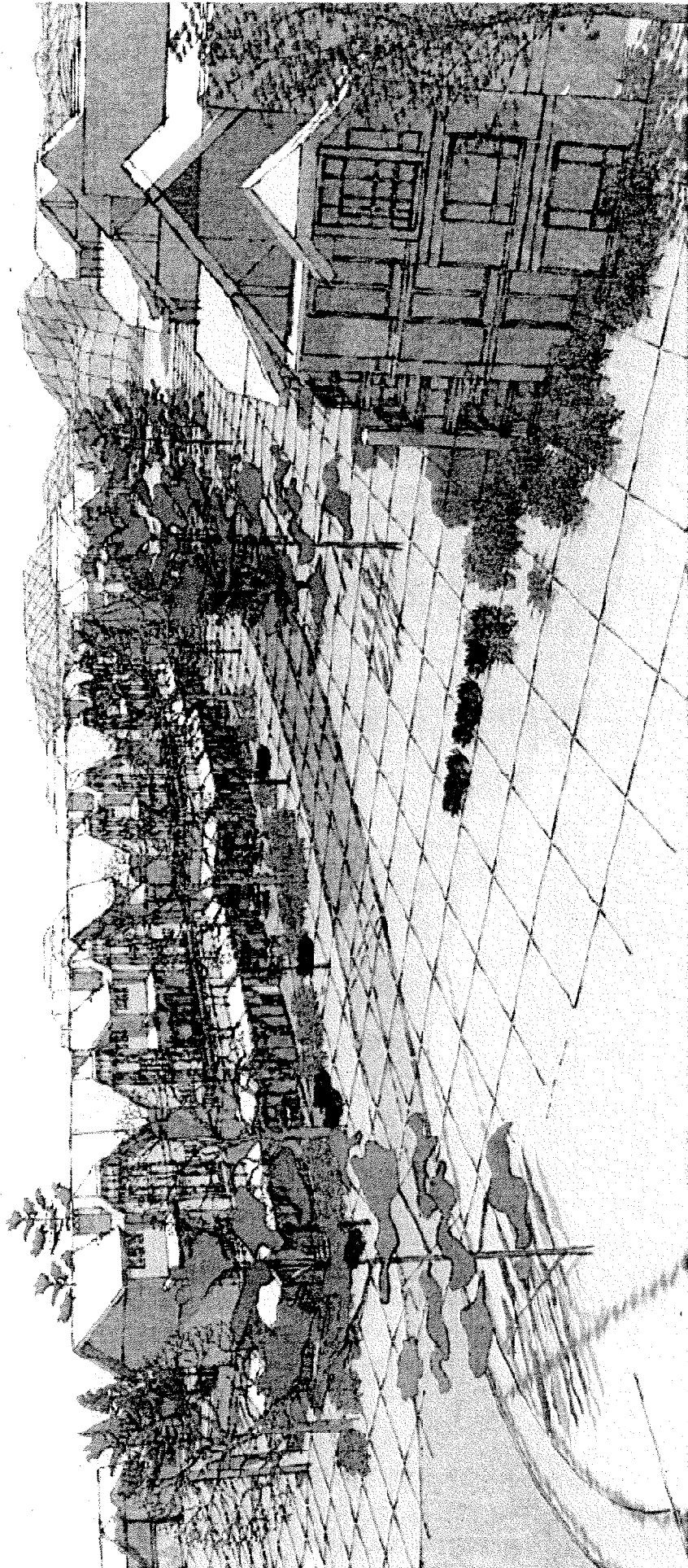


Stephenson Point Community

MAY 4 | 2010



SCHEDULE C



Stephenson Point Neighbourhood Association

Ms. Sheila Herrera
Development Services Department
City of Nanaimo
455 Wallace Street
Nanaimo BC V9R 5J6

March 26, 2010

Delivered by email

Dear Sheila,

Stephenson Point Neighbourhood Association Response to Century Group OCP and Re-zoning Applications for 3443/3355 Meadow Lane and 3360/3370/3312 Hammond Bay Road

Following our presentation at the PNAC meeting on February 16th and our meeting with Peter Dandyk and Century Group on February 15th, the Association discussed the proposed development at our AGM on March 2, 2010.

In general, the Association members at the meeting viewed the proposed plans and development favourably. Whilst most people would like their neighbourhood to never change, we accept that development is inevitable. In that spirit, we recognize that Century Group is a responsible developer and it appears that the proposed development will enhance the neighbourhood.

However, a few concerns were raised by residents. The major concern is the impact on the amount of traffic on local streets connecting to and from the proposed development. Traffic patterns and volume have been an ongoing concern in the neighbourhood and residents are concerned that the addition of over 200 housing units will only make matters worse. A significant number of vehicles will access the new development via local streets, such as Meadow Lane, Greyhawk Drive, and Wavecrest Drive. There was a very strong feeling that traffic calming measures were required to slow traffic. Many residents shared stories of near collisions at various intersections. There was a general belief that small roundabouts at key intersections could solve the problem. The intersections of most concern included: Wavecrest and Shearwater, Wavecrest and Stephenson Point Road, Greyhawk and Shearwater, as well as access along Meadow Lane. I cannot overstate the strength of feeling amongst the residents over this issue.

Chair: Fraser King
Secretary: Robyn Quigg
Treasurer: Sandra Sauer
Past Chair: Mervyn Jones

The two other issues that were raised concerned the development itself. First, the majority of residents were opposed to the idea of a neighbourhood pub in the commercial space. Second, although the developers have included park space in their plans, it was suggested that the addition of playground equipment would enhance the amenity.

Please contact me if you would like any further information.

Yours sincerely,

Fraser King, Chair

cc.

Deborah Jensen, City of Nanaimo
Peter Dandyk, Peter J. Dandyk Architect Inc.
Graham McCollum, Century Group
Dave Hammond, The HBT Group

Chair: Fraser King
Secretary: Robyn Quigg
Treasurer: Sandra Sauer
Past Chair: Mervyn Jones

CITY OF NANAIMO

BYLAW NO. 4000.477

A BYLAW TO AMEND THE CITY OF NANAIMO "ZONING BYLAW 1993 NO. 4000"

WHEREAS the Council may zone land, by bylaw, pursuant to Sections 890, 891, 903 and 904 of the *Local Government Act*;

THEREFORE BE IT RESOLVED the Municipal Council of the City of Nanaimo, in open meeting assembled, ENACTS AS FOLLOWS:

1. This Bylaw may be cited as the "ZONING AMENDMENT BYLAW 2010 NO. 4000.477".
2. The City of Nanaimo "ZONING BYLAW 1993 NO. 4000" is hereby amended as follows:
 - (1) By rezoning part of the lands legally described as LOT A, SECTION 15A, WELLINGTON DISTRICT, PLAN 14494 (Part of 3312 Hammond Bay Road) from Steep Slope Residential Zone (RS-7) to Mixed Use Commercial Zone (C-4) as shown on the attached Schedule "A".

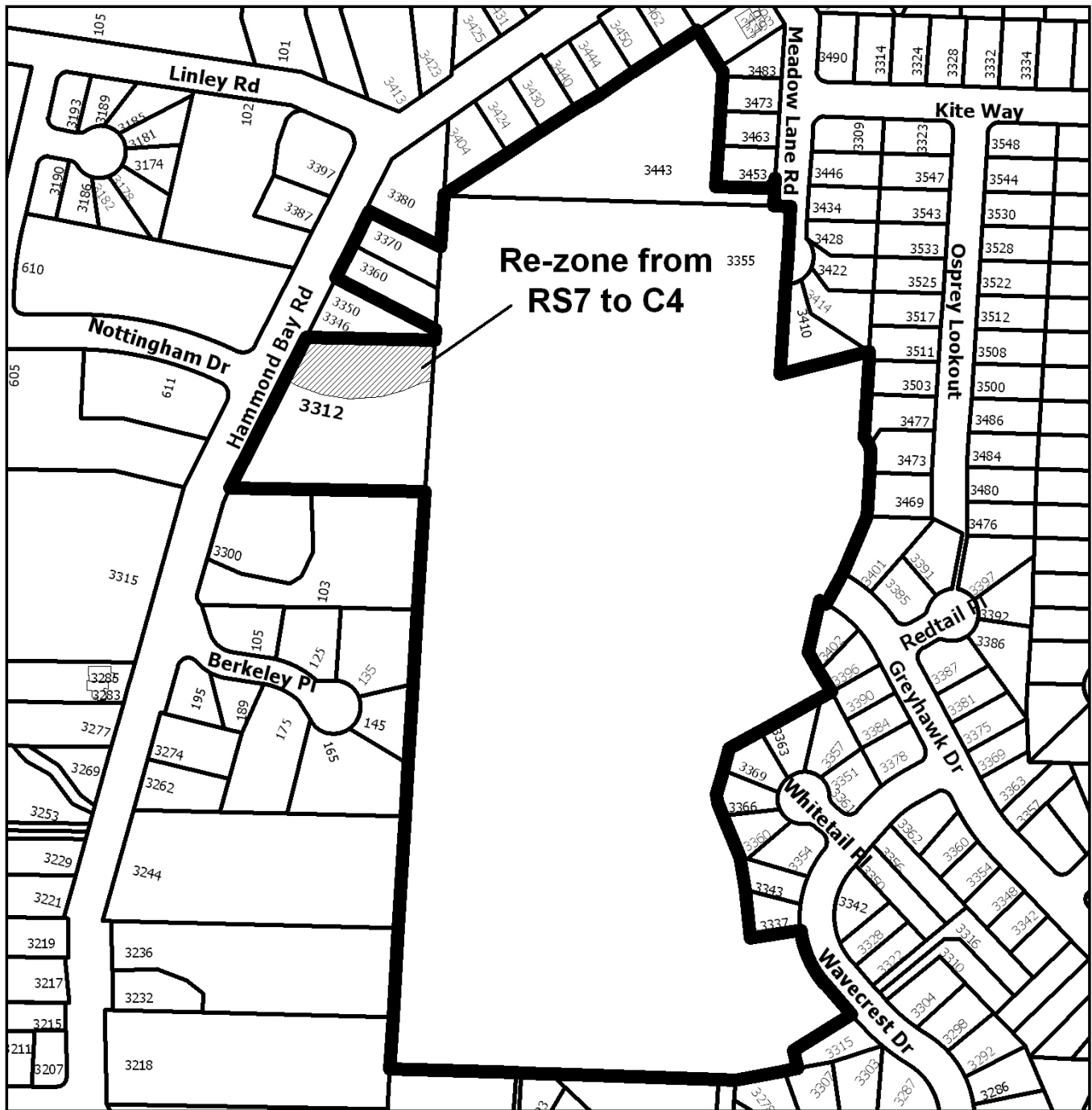
PASSED FIRST READING _____
PASSED SECOND READING _____
PUBLIC HEARING HELD _____
PASSED THIRD READING _____
COVENANT REGISTERED _____
ADOPTED _____

MAYOR

DIRECTOR,
LEGISLATIVE SERVICES

File: RA000237
Address: Part of 3312 Hammond Bay Road

SCHEDULE A



File: RA000237
Civic: 3312 Hammond Bay Road

LOCATION PLAN

 **Subject Property**

 **Portions to be Rezoned**

CITY OF NANAIMO

BYLAW NO. 4000.476

A BYLAW TO AMEND THE CITY OF NANAIMO "ZONING BYLAW 1993 NO. 4000"

WHEREAS the Council may zone land, by bylaw, pursuant to Sections 890, 891, 903 and 904 of the *Local Government Act*;

THEREFORE BE IT RESOLVED the Municipal Council of the City of Nanaimo, in open meeting assembled, ENACTS AS FOLLOWS:

1. This Bylaw may be cited as the "ZONING AMENDMENT BYLAW 2010 NO. 4000.476".
2. The City of Nanaimo "ZONING BYLAW 1993 NO. 4000" is hereby amended as follows:
 - (1) By rezoning part of the lands legally described as LOT A, SECTION 11, WELLINGTON DISTRICT, PLAN VIP82357 (Part of 3355 Meadow Lane Road); and on part of the lands legally described as LOT A, SECTION 15A, WELLINGTON DISTRICT, PLAN 14494 (Part of 3312 Hammond Bay Road) from Steep Slope Residential Zone (RS-7) to Medium Density Multiple Family Residential (Suburban) Zone (RM-5) as shown on the attached Schedule "A".

PASSED FIRST READING _____
PASSED SECOND READING _____
PUBLIC HEARING HELD _____
PASSED THIRD READING _____
COVENANT REGISTERED _____
ADOPTED _____

MAYOR

DIRECTOR,
LEGISLATIVE SERVICES

File: RA000236
Address: Part of 3355 Meadow Lane Road
Part of 3312 Hammond Bay Road

SCHEDULE A



CITY OF NANAIMO

BYLAW NO. 4000.475

A BYLAW TO AMEND THE CITY OF NANAIMO "ZONING BYLAW 1993 NO. 4000"

WHEREAS the Council may zone land, by bylaw, pursuant to Sections 890, 891, 903 and 904 of the *Local Government Act*;

THEREFORE BE IT RESOLVED the Municipal Council of the City of Nanaimo, in open meeting assembled, ENACTS AS FOLLOWS:

1. This Bylaw may be cited as the "ZONING AMENDMENT BYLAW 2010 NO. 4000.475".
2. The City of Nanaimo "ZONING BYLAW 1993 NO. 4000" is hereby amended as follows:
 - (1) By rezoning the lands legally described as LOT 4, SECTION 11, WELLINGTON DISTRICT, PLAN 12955, EXCEPT PART IN PLAN 41614 45629 AND 46821 (3443 Meadow Lane Road); and on lands legally described as LOT 2, SECTION 15A, WELLINGTON DISTRICT, PLAN 28920 (3360 Hammond Bay Road); and on lands legally described as LOT 1, SECTION 15A, WELLINGTON DISTRICT, PLAN 28920 (3370 Hammond Bay Road) from Single Family Residential Zone (RS-1) to Steep Slope Residential Zone (RS-7) as shown on the attached Schedule "A".

PASSED FIRST READING _____
PASSED SECOND READING _____
PUBLIC HEARING HELD _____
PASSED THIRD READING _____
COVENANT REGISTERED _____
ADOPTED _____

MAYOR

DIRECTOR,
LEGISLATIVE SERVICES

File: RA000235
Address: 3443 Meadow Lane Road
3360 Hammond Bay Road
3370 Hammond Bay Road

SCHEDULE A



2010-MAY-04

STAFF REPORT

TO: A. TUCKER, DIRECTOR OF PLANNING, DSD

FROM: J. HOLM, MANAGER, PLANNING DIVISION, DSD

RE: RA235 – 3443 MEADOW LANE ROAD AND 3360 & 3370 HAMMOND BAY ROAD /
RA236 – PART OF 3355 MEADOW LANE ROAD AND PART OF 3312 HAMMOND BAY ROAD

PNAC'S RECOMMENDATION:

At its meeting of 2010-FEB-16, PNAC recommended that Council approve the applications.

STAFF'S RECOMMENDATION:

That Council:

1. receive the report pertaining to "ZONING AMENDMENT BYLAW 2010 NO. 4000.475" (RA235), which is presented under the Bylaws section of the agenda; and
2. receive the report pertaining to "ZONING AMENDMENT BYLAW 2010 NO. 4000.476" (RA236), which is presented under the Bylaws section of the agenda; and
3. direct Staff to register a covenant to secure upgrades to the Hammond Bay Road / Stephenson Point Road intersection; rain water pre-development flows; erosion and sediment control plan; and community contribution.

EXECUTIVE SUMMARY:

The City of Nanaimo has received applications from Peter Dandyk Architect Inc., on behalf of Century Group Lands Corporation, to rezone the subject properties as follows:

- RA235 – Rezone 3443 Meadow Lane Road and 3360 & 3370 Hammond Bay Road from Single Family Residential Zone (RS-1) to Steep Slope Residential Zone (RS-7) in order to incorporate the subject properties into a comprehensive steep slope development under the RS-7 zone; and
- RA236 – Rezone part of 3355 Meadow Lane Road and part of 3312 Hammond Bay from Steep Slope Residential Zone (RS-7) to Medium Density Multiple Family Residential (Suburban) Zone (RM-5) in order to incorporate increased residential density within the proposed comprehensive steep slope development.

Staff supports the applications and recommends that Council approve the proposed rezonings.

BACKGROUND:

Subject Properties

The subject properties are located within the Stephenson Point area with a portion of the lands fronting on Hammond Bay Road (Schedule A1 and A2). The total area proposed to be rezoned is 2.3 hectares (5.7 acres), which will be included in a comprehensive development of approximately 13.1 hectares (32.4 acres).

Both 3443 Meadow Lane Road and 3312 Hammond Bay Road contain an existing single family dwelling. The properties at 3360 and 3370 Hammond Bay Road and 3355 Meadow Lane Road are currently undeveloped.

Generally, the area east of the subject site is characterized by low density single family lots. However, west of the subject property, at the Hammond Bay Road and Nottingham Drive intersection, across from the proposed development site, is a recent RS-7 (steep slope) subdivision that contains a mix of single family and multi-family lots. Also, the City of Nanaimo owns the property on the southwest corner of the aforementioned intersection, where a fire hall is planned to be constructed in the future.

Overall Proposed Development

In order to describe the proposed rezoning applications, the overall development needs to be described. The applicant has proposed a comprehensive steep slope development connecting Hammond Bay Road from the west through to Meadow Lane Road, Greyhawk Drive, and Wavecrest Drive to the east. At complete build out the overall proposed development will consist of the following:

Number of residential units:

Single Family Lots	44 units
Townhouses	23 units
Duplexes	20 units
Triplexes	39 units
Condo Apartments	105 units
<hr/>	
Total	231 units

The proposed overall density for the entire development site is 17 units per hectare. A total of 3.25 hectares (8.0 acres) of land will be dedicated as park. A conceptual site plan for the overall development is attached (Schedule C).

Official Community Plan (OCP)

According to Map '1' of the OCP, the subject property is located within a Neighbourhood designation, and the majority of the development site is within Steep Slope Development Permit Area 5 (DPA5). The proposed comprehensive development responds to OCP policy objectives in the following manner:

- provides a mix of housing type and form while respecting the surrounding context;
- clusters housing to minimize the impact on environmentally sensitive features;
- provides for substantial parkland, which protects sensitive features, is integrated into the site and is linked by a network of trails and sidewalks; and
- provides for local services on a major collector road and within a walkable distance for neighbourhood residents.

A copy of the Neighbourhood designation is attached (Schedule B).

The steep slope zone (RS-7) allows for a maximum density of 12 units per hectare, which the applicant has accomplished on the RS-7 portion of the land. However, the two proposed RM-5 sites increase the density of the overall development site to 17 units per hectare. The OCP contains a policy that supports additional density on steep slope properties in exchange for the preservation of open space, provided that the overall density does not exceed that allowed within Neighbourhoods (10 to 50 units per hectare).

There are 3.25 hectares (8.0 acres) being dedicated as City park, and the overall density of 17 units per hectare falls within the range supported within Neighbourhoods; therefore, the additional density permitted in the RM-5 portions of the site are considered acceptable.

Both of the proposed RM-5 locations are suitable in terms of the topography. In addition, Hammond Bay Road is classified as a 'major collector', which is an appropriate location for increased residential density. Similarly, the location proposed in the centre of the development site allows for a transition area between existing neighbourhoods, proposed low density multi-family and the proposed RM-5 site.

The proposed development meets the intent of the steep slope development by clustering development to appropriate areas of the site and retaining significant site features. In addition, the development consists mainly of low density forms of housing that will fit in with the existing neighbourhood. It is Staff's opinion that the proposed development meets the intent of the Neighbourhood designation in the OCP.

Proposed Development

The majority of the site is zoned Steep Slope Residential Zone (RS-7), with other portions zoned Single Family Residential Zone (RS-1). As such, the majority of the site already contains zoning that allows for multi-family development.

The applicant would like to incorporate additional area and additional density into the overall development. As such, the applicant seeks to rezone parts of the development site in order to accomplish the following:

- incorporate three existing RS-1 lots into the RS-7 zone for development (RA235);
- designate two locations for RM-5 zoning to support condo (apartment style) development (RA236); and
- accommodate a local service centre within a C-4 zone along Hammond Bay Road (OCP55/RA237 – concurrent OCP and RA application also on tonight's agenda).

The proposed rezonings have been divided into three separate applications for processing purposes only. The applicant's proposal has been reviewed as a comprehensive development.

Proposed RS-7 Zoning (RA235)

Three lots are proposed to be rezoned from Single Family Residential Zone (RS-1) to Steep Slope Residential Zone (RS-7) in order to incorporate the subject properties into a comprehensive steep slope development under the RS-7 zone (Schedule A1).

The three subject properties proposed for rezoning from RS-1 to RS-7 total approximately 1.1 hectares (2.7 acres) in area, and are located at:

- 3443 Meadow Lane Road;
- 3360 Hammond Bay Road; and
- 3370 Hammond Bay Road

The RS-7 zone is intended to allow for single family and multi-family development while retaining the site features and characteristics of the steep slope area. The maximum density under the RS-7 zone is 12 units per hectare. Currently, the majority of the development site (approximately 10ha) is zoned RS-7, therefore this rezoning will allow for three additional properties, currently zoned RS-1, to be incorporated into the development. The proposed RS-7 portion of the overall development conforms to the density requirements under the RS-7 zone. Schedule C illustrates how the subject properties, currently zoned RS-1, will be incorporated into the RS-7 zone.

Proposed RM-5 Zoning (RA236)

There are two areas proposed to be rezoned from Steep Slope Residential Zone (RS-7) to Medium Density Multiple Family Residential (Suburban) Zone (RM-5) in order to incorporate increased residential density within the proposed comprehensive steep slope development (Schedule A2).

The total area of RM-5 proposed is approximately 1.1 hectares (2.7 acres), and includes:

- Part of 3355 Meadow Lane Road, located generally in the centre of the development site; and
- Part of 3312 Hammond Bay, located at the southeast corner of the future intersection of Hammond Bay Road and Nottingham Drive.

The proposed RM-5 lots can be summarized as follows:

<i>Proposed</i>	<i>Lot E (Centre of Development site)</i>	<i>Lot A (Corner of Hammond Bay Road)</i>
<i>Lot Area</i>	5400 m ² (1.33 acres)	5334 m ² (1.32 acres)
<i>Total Units</i>	56 units	60 units
<i>Density</i>	Floor Area Ratio (FAR) 1.15	Floor Area Ratio (FAR) 1.24
<i>Lot Coverage</i>	30%	35%
<i>Maximum Height</i>	4 storeys	4 storeys
<i>Parking Spaces Required</i>	91	100
<i>Parking Spaces Provided</i>	93	100

The conceptual site plans for the proposed RM-5 lots are attached (Schedules D1 and D2).

Traffic Study

The traffic study, provided by Ward Consulting Group and dated April 2009, indicates that the proposed development will necessitate upgrading of the Hammond Bay Road / Stephenson Point Road intersection to include a traffic control feature. Although the Ward report suggests signalization, the traffic control feature may be in the form of signalization or possibly a traffic circle. Staff will determine the feasibility of a traffic circle at this location in consultation with the applicant's Engineer through future design engineering approval. As such, Staff recommends that a covenant be required as a condition of rezoning in order to secure the required intersection upgrades, which will be determined by the City. The timing of the upgrades will be established at an appropriate phase of subdivision.

Rainwater Management

Staff recommends that as a condition of rezoning a covenant be required in order to secure an alternative rain water management plan; in addition, the post development flows shall be restricted to, and maintained at, the pre-development flow levels.

Erosion and Sediment Control

Staff recommends, as a condition of rezoning, that a covenant be registered to secure an Erosion and Sediment Control Plan. Prior to the removal of any vegetation or construction of works, an erosion and sediment control plan will need to be reviewed and issued DSA.

Stephenson Point Neighbourhood Association

A formal response from the Stephenson Point Neighbourhood Association was received and is attached (Schedule E). In general, the association was in favour of the proposed development.

The Neighbourhood Association did express concern regarding traffic impact on neighbourhood streets and recommended consideration of traffic calming measures. The applicant's proposal includes alternative road standards, which include traffic calming measures. The proposed alternative road standards will be reviewed through development permit application and detailed engineering design application.

Community Contribution

As outlined in Section 7.3 of the OCP, in exchange for value conferred on land through a rezoning, the applicant should provide a community contribution. In response to Council's policy, the applicant is proposing \$60,000 towards the proposed parks in the subject area. The community contribution is towards parks improvement beyond the standard requirements, such as trail construction and removal of invasive species, which are provided for through the subdivision process. It is anticipated that the specifics of the community contribution parks improvements will be determined through future consultation with the neighbourhood.

While the proposed community contribution of \$60,000 is somewhat less than is typically provided for a project of this scale, the applicant will be providing significant off-site improvement, which will benefit the broader community. Specifically, off-site works will include the installation of a traffic control feature at the Hammond Bay Road and Stephenson Point Road intersection (timing of the installation to be determined by the City through future subdivision and development), which will benefit the wider community. This community contribution relates to all three rezoning applications: RA235, RA236, and RA237 and will be secured via covenant.

Staff support this proposal and recommend that Council direct Staff to secure the community contribution.

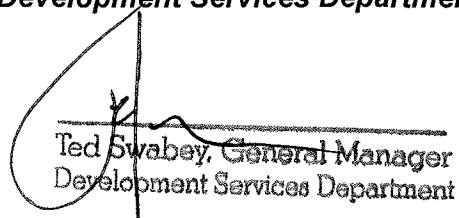
Respectfully submitted,



J. Holm
Manager, Planning Division
Development Services Department

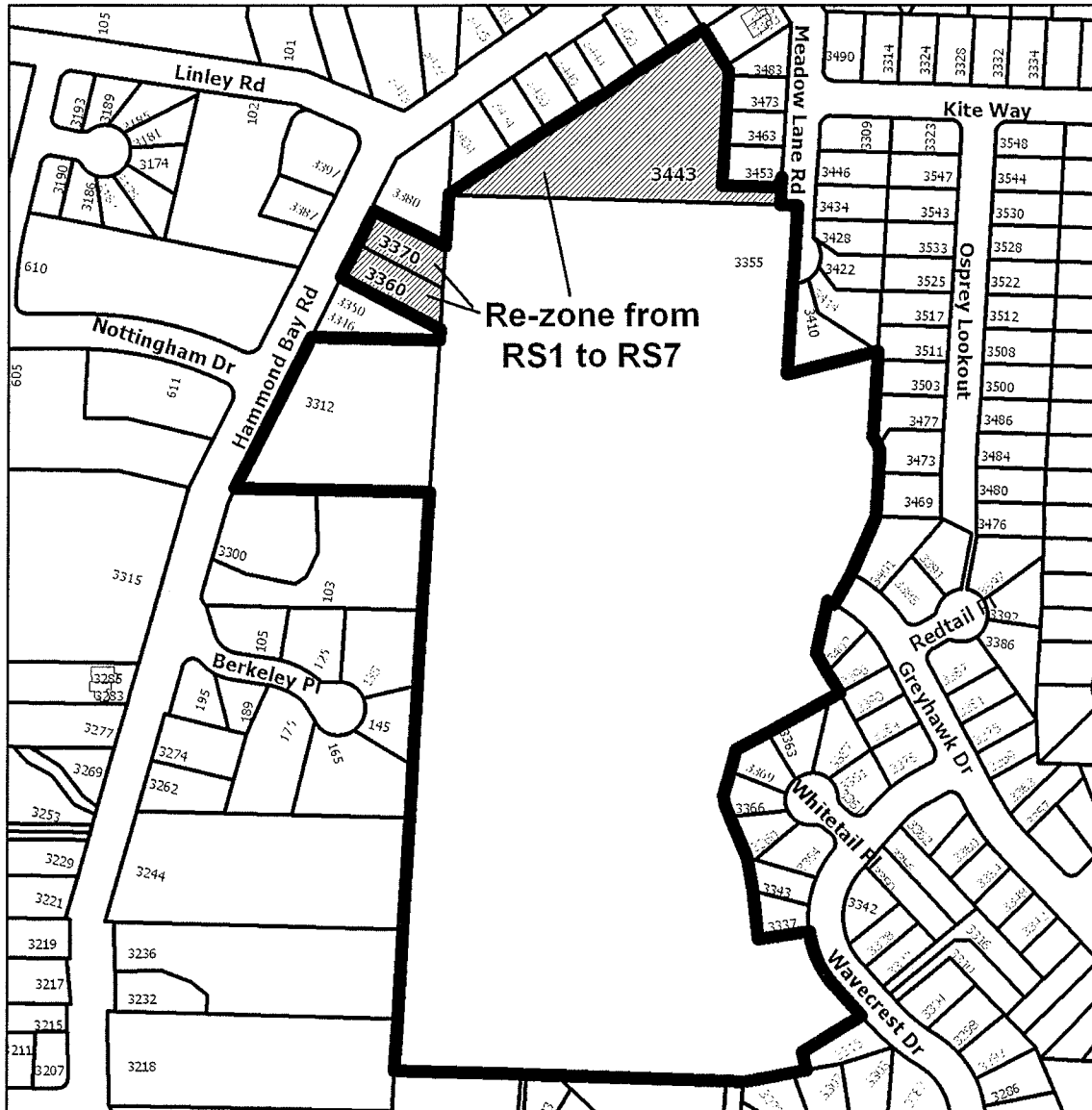
A. Tucker
Director of Planning
Development Services Department

SH/JH/pm
Council: 2010-MAY-10
Prospero: RA235 / RA236 / RA237 / OCP55





Ted Swabey, General Manager
Development Services Department

SCHEDULE A1

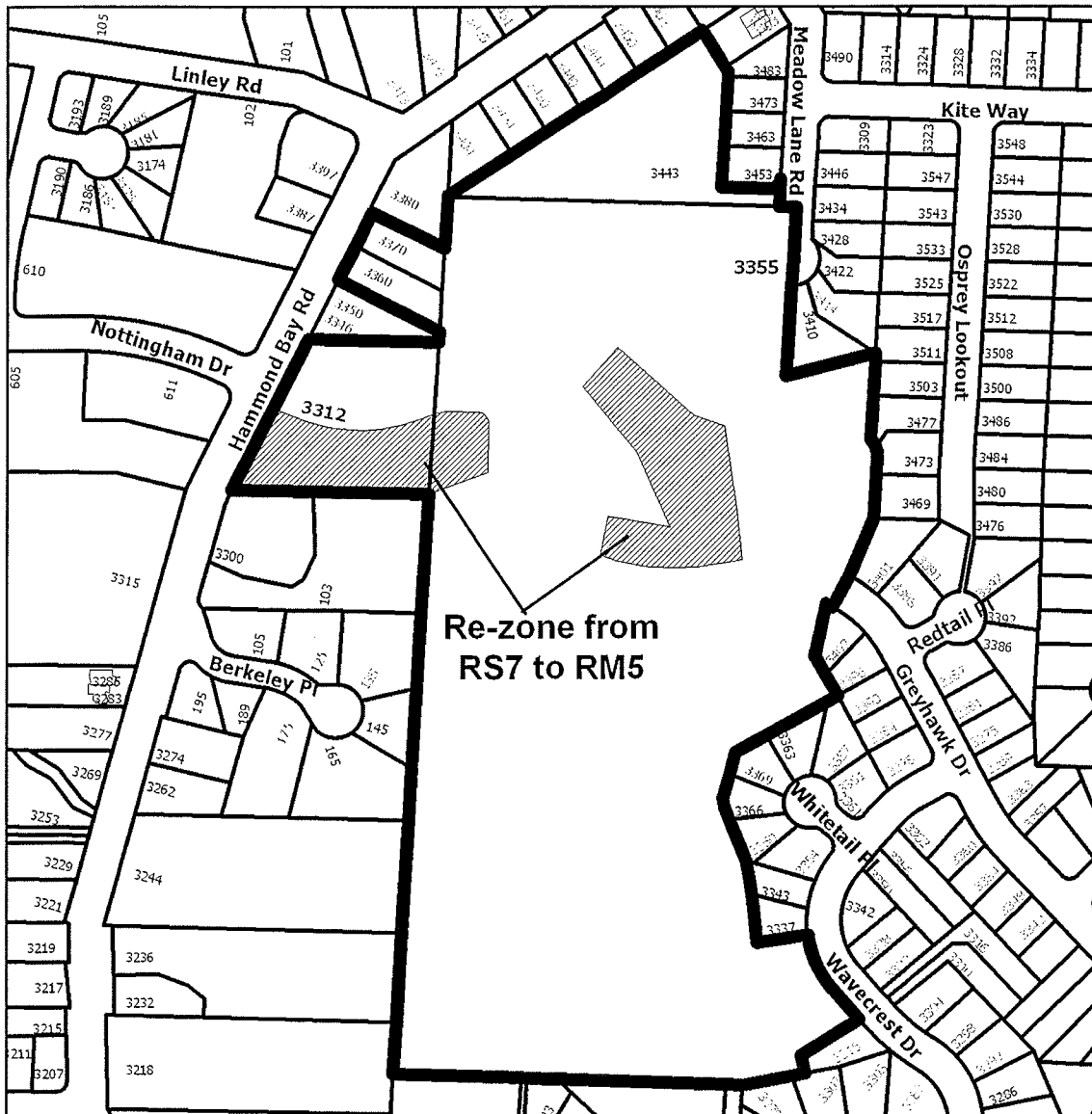


File: RA000235
Civic: 3360 and 3370 Hammond Bay Road
and 3443 Meadow Lane Road

LOCATION PLAN



-  Subject Property
-  Portions to be Rezoned

SCHEDULE A2



File: RA000236
Civic: 3312 Hammond Bay Road
and 3355 Meadow Lane Road

LOCATION PLAN

-  Subject Property
-  Portions to be Rezoned

SCHEDULE B

2.3 Neighbourhood

Each city neighbourhood has a unique character - a combination of history, housing style, physical setting, location and people. Neighbourhoods are the building blocks of the city and their diversity and identity contribute to Nanaimo's vitality. Much of the city's existing stock of affordable housing is found in older neighbourhoods such as Townsite, Harewood, and the Southend. In order to maintain the viability, livability and affordability of these neighbourhoods, it is critical that the City continue to invest in infrastructure upgrades as required, enhance recreation and park facilities as needed, and ensure that new development is in harmony with the existing neighbourhood.

A mix of housing types is encouraged in all neighbourhoods including single family dwellings and multiple family units. High rise residential shall not be located in neighbourhoods.

The Neighbourhood designation applies to the lower density residential areas that characterize much of the land base of Nanaimo. The form of development is generally one or two storey ground oriented residential uses along with small scale commercial and institutional services and pockets of mid-intensity multi-unit developments. The Neighbourhood designation also allows for:

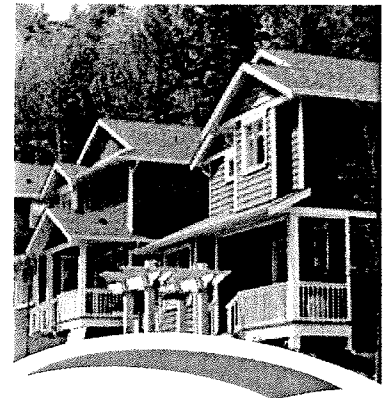
- Parks and open space;
- Special needs housing, secondary suites, and home-based businesses; and
- Local service centres offering residents day to day shopping needs and conveniences.

At specific locations, neighbourhood Commercial Centres could be supported as the current and/or future sites for higher density residential, commercial, and institutional developments, including schools, subject to the neighbourhood planning process.

Most of the developable land for future growth in the City lies within existing Neighbourhoods, Corridors, or Urban Nodes. Therefore, infill and redevelopment of existing neighbourhoods is inevitable. The purpose of this Plan is to ensure that infill and redevelopment is sensitive to neighbourhood character and meets the needs of a changing population.

The following list of completed Neighbourhood and Area Plans are adopted as amendments and form part of the OCP. Neighbourhood and Area Plans provide more detailed policies which guide future land use and development, among other matters, for a specific neighbourhood area of the city. Planning Areas and completed Neighbourhood and Area Plans are shown in Figure 3.

- Old City Neighbourhood Plan
- Chase River Neighbourhood Plan
- Rocky Point, Hammond Bay, Stephenson Point Neighbourhood Plan
- Departure Bay Neighbourhood Plan
- Nanaimo Downtown Plan



2.3 Neighbourhood Cont.

Objectives

To maintain the character and livability of existing neighbourhoods.

Ensure that new development and redevelopment maintains and enhances the residential character of existing neighbourhoods.

To maintain the viability of existing older neighbourhoods. Reinvest in older neighbourhoods through infrastructure upgrades, expansion of community and recreational services, and open space.

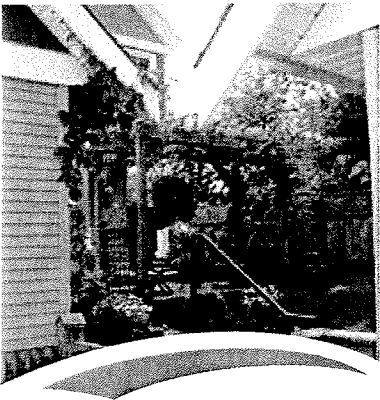
To increase housing choice. Encourage developments that increase housing choice and complement existing neighbourhood character.

To provide access to basic community services. Build appropriate community uses into new developments, and allow these services to develop in existing neighbourhoods.

To provide access to neighbourhood level services. Develop service centres in new neighbourhoods and support the development of neighbourhood commercial centres and local service centres in existing neighbourhoods to move Nanaimo's neighbourhoods towards more complete communities. The development and support of these centres will also reduce the consumption of fossil fuels and energy use if goods and services can be accessed within each neighbourhood.

To protect the environment. Environmental features such as watercourses or habitat areas within these neighbourhoods 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 build community spirit and cohesion. Provide for neighbourhood planning and encourage community participation in civic activities.

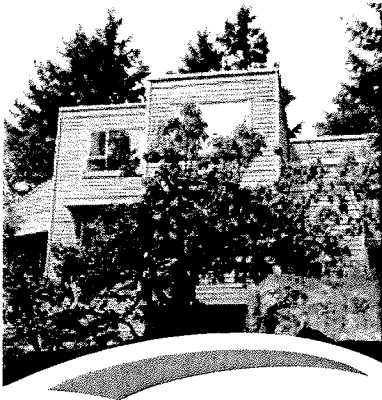


Policies

- 1 The Neighbourhood designation provides for lower density residential areas along with parks and open spaces, schools, and local service centres supporting residential neighbourhoods.
- 2 Development in neighbourhoods will be characterized by a mix of low density residential uses and may include detached and semi-detached dwelling units, secondary suites, special needs housing, mobile homes, duplexes, triplexes, quadruplexes and townhouses. Residential densities from 10 to 50 units per hectare, in two to four storey building forms, will be supported in neighbourhoods.
- 3 Commercial Centres – Neighbourhood designations are supported within neighbourhoods, and as identified through the neighbourhood planning process.
- 4 Local service centres provide small scale commercial and community services within neighbourhoods. These service centres are permitted in locations on a collector road and within a walkable distance for neighbouring residents.
- 5 The development or redevelopment of lands within existing Neighbourhood designated areas shall consider the surrounding context, including architecture, scale, densities, and lot and lane configuration, when creating innovative designs which fit a variety of housing forms and enhance the livability of the area.
- 6 Parks and open space shall form an integral component of the land base in neighbourhoods.
- 7 Trail connections and sidewalks will encourage safe pedestrian movement throughout the neighbourhoods.
- 8 The infill of residential lots is encouraged and will be designed to complement existing neighbourhood character including the ground oriented nature of existing housing.
- 9 Ecological features, such as steep slopes, watercourses, riparian areas, significant trees, and environmentally sensitive lands are recognized as attributes of the site, and development shall proceed only where the impacts on these features are minimized and can be mitigated.
- 10 A clustered housing design approach to development is encouraged to protect environmentally sensitive features, steep slope and hazard lands, and provide for open spaces in neighbourhoods.

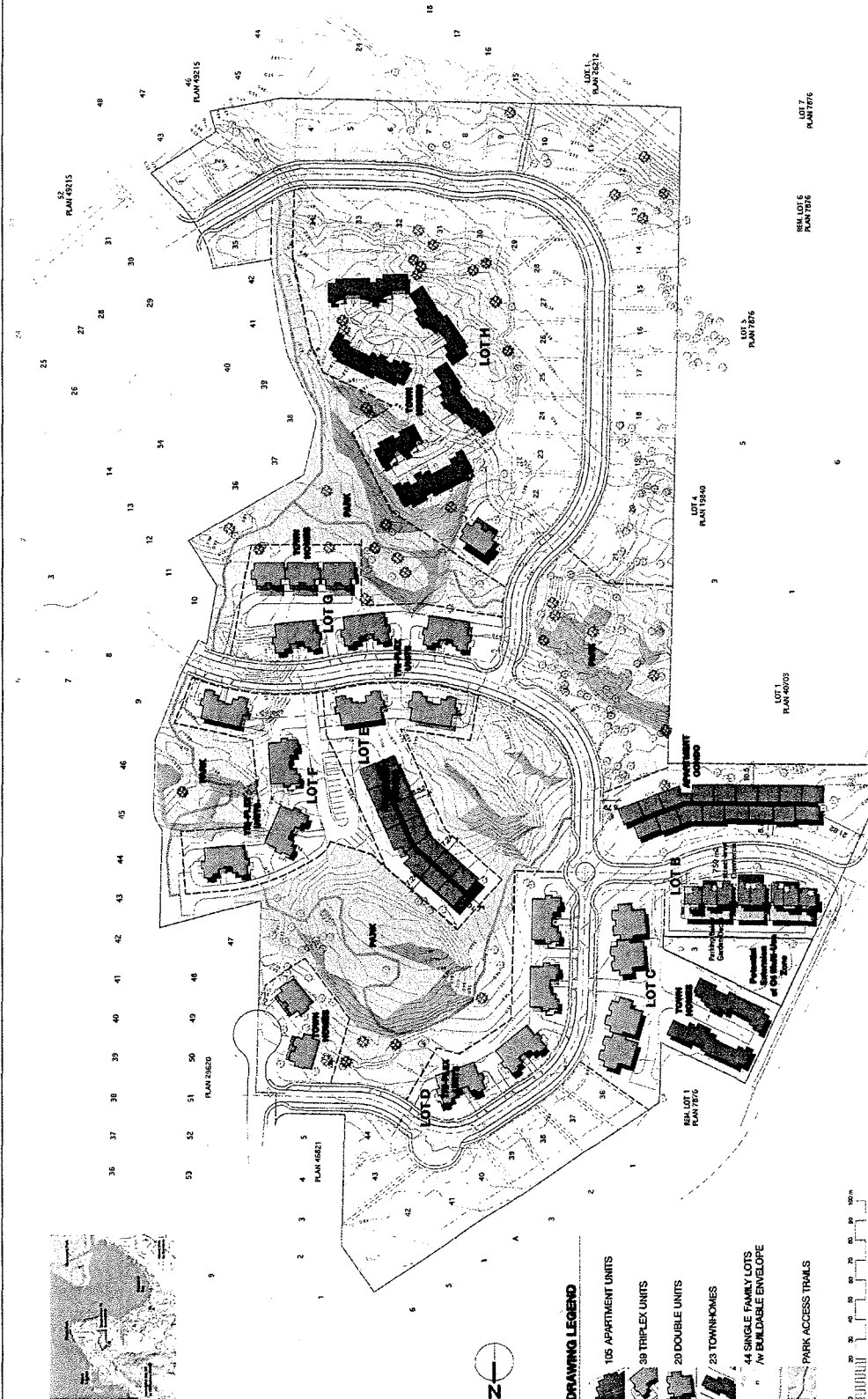


2.3 Neighbourhood Cont.



- 11 Steep slope properties included in Development Permit Area 5 may be considered for additional density, in exchange for the preservation of open space, so long as the overall density of the site does not exceed that allowed within the Neighbourhood designation.
- 12 The integration of higher density forms of ground oriented residential housing shall be encouraged on major roads and within and adjacent to Commercial Centres - Neighbourhood.
- 13 This Plan supports the development of a mix of residential options for all demographic categories and levels of affordability across the city. However, isolated residential developments, which are secured and gated as stand alone housing, are not supported in the Neighbourhood designation.
- 14 Home-based business secondary to the principal residence will be encouraged provided that such businesses are compatible with existing adjacent uses and the environment.
- 15 Historic structures, places and trees will be identified and preserved in neighbourhoods throughout the city.
- 16 Existing neighbourhood plans are adopted as part of planNanaimo. Neighbourhood plans prepared in the future will also be adopted as part of planNanaimo and will complement the vision, goals, objectives and policies established within this Plan.
- 17 This Plan supports the development of neighbourhood plans for Southend / Nob Hill and Stewart Avenue / Brechin Hill area within the next five years.

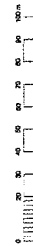
SCHEDULE C



DRAWING LEGEND

- 105 APARTMENT UNITS
- 39 TRIPLEX UNITS
- 20 DOUBLE UNITS
- 23 TOWNHOMES
- 44 SINGLE FAMILY LOTS
- 1/4 BUILDABLE ENVELOPE

PARK ACCESS TRAILS



Stephenson Point Community

APRIL 1 2010



Peter J. D'Amico, Architect Inc.
P. J. D'AMICO ARCHITECT
1001 10th Avenue
Suite 100
Buffalo, NY 14203
(716) 835-1211

LOT 7
PLAN 7516

SEN. LOT 6
PLAN 7516

LOT 5
PLAN 7516

LOT 4
PLAN 7540

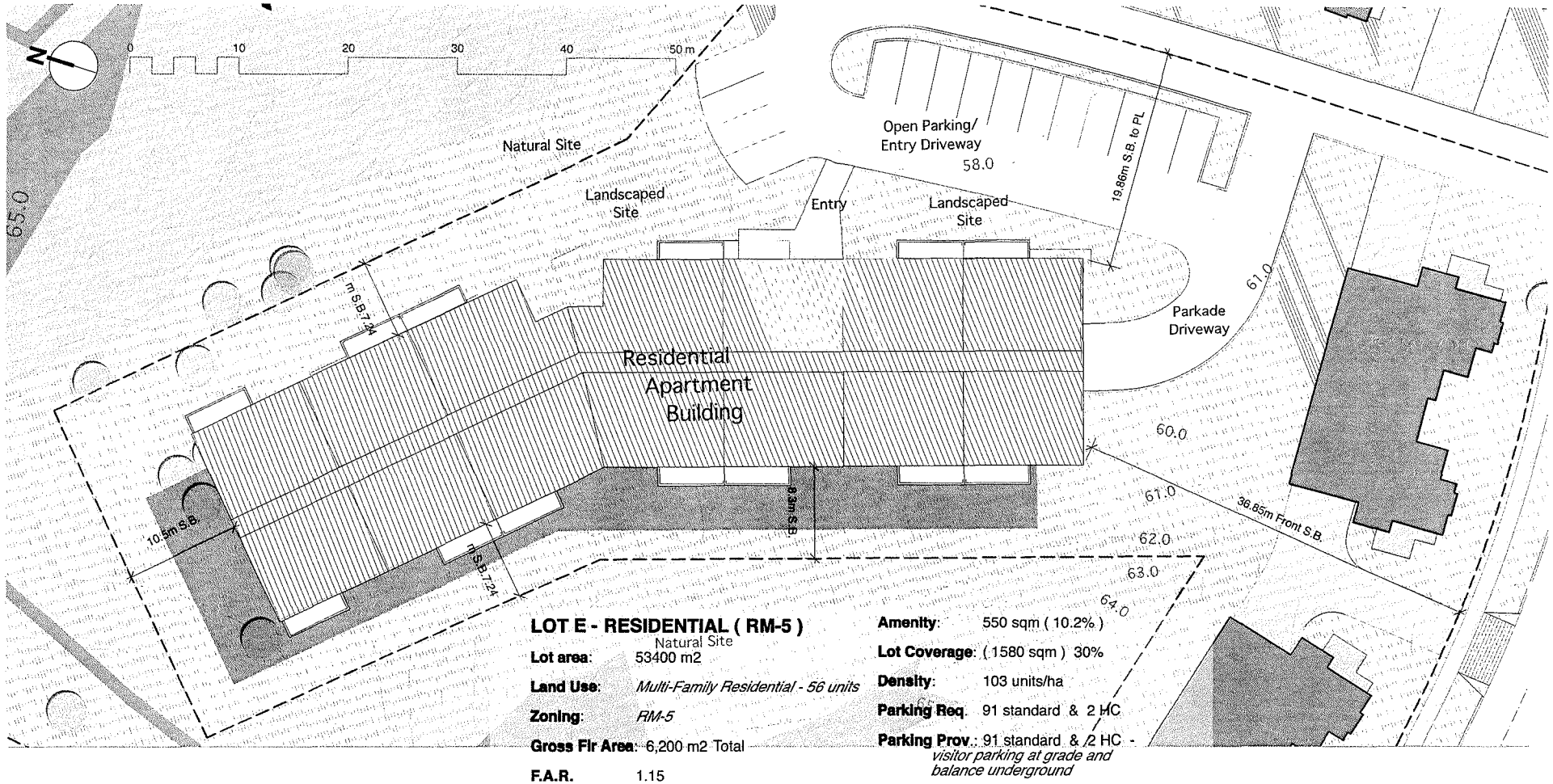
LOT 1
PLAN 4003

SEN. LOT 1
PLAN 7516

LOT 10
PLAN 5212

LOT 9
PLAN 5215

LOT 8
PLAN 5215

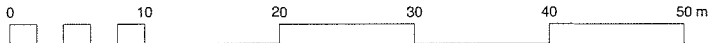
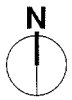
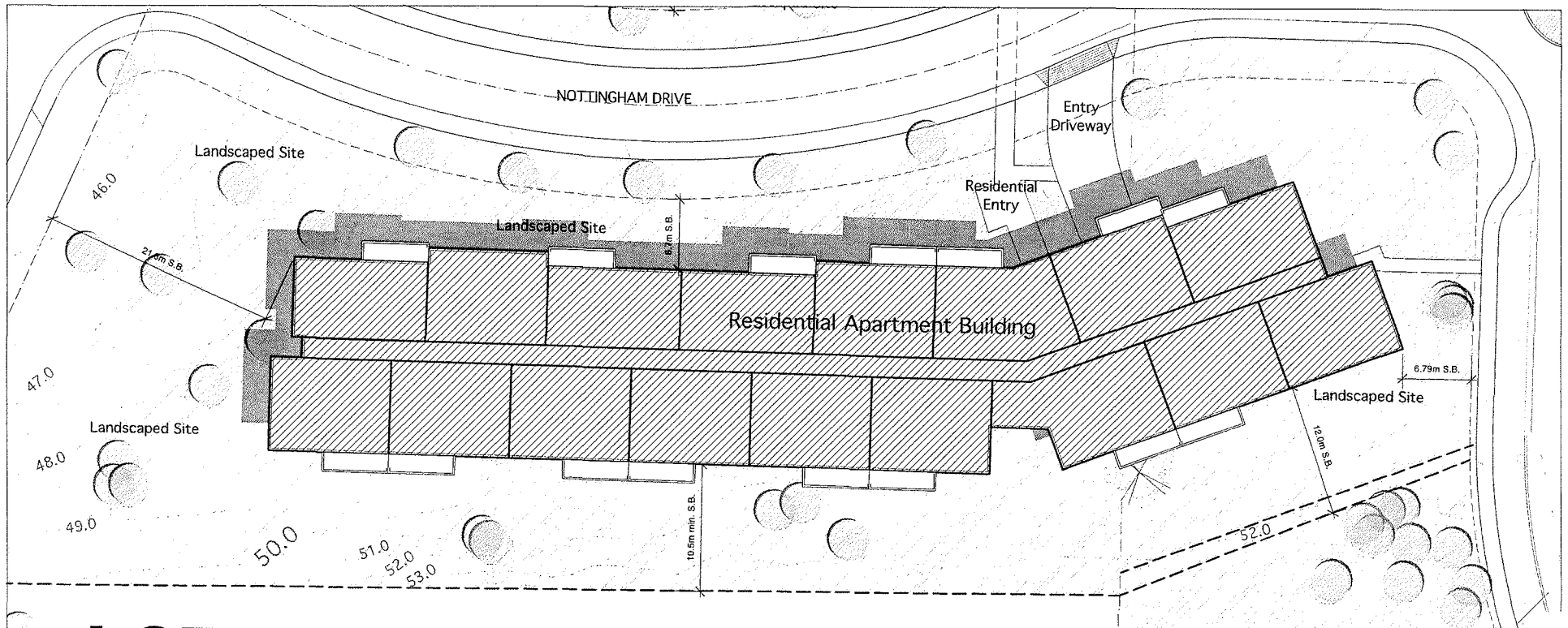


Stephenson Point Community



MAY 4 | 2010

SCHEDULE D1



LOT A - RESIDENTIAL (RM-5)

Lot area: 5334 m²

Land Use: Multi-Family Residential - 60 units

Zoning: RM-5

Gross Fir Area: 6,600 m² Total

F.A.R. 1.24

Amenity: 550 sqm (10.3%)

Lot Coverage: (1850 sqm) 35%

Density: 112 units/ha

Parking Req. 98 standard & 2 HC

Parking Prov.: 98 standard & 2 HC -
visitor parking at grade and
balance underground



Stephenson Point Community



MAY 4 | 2010

SCHEDULE D2

SCHEDULE E

Stephenson Point Neighbourhood Association

Ms. Sheila Herrera
Development Services Department
City of Nanaimo
455 Wallace Street
Nanaimo BC V9R 5J6

March 26, 2010

Delivered by email

Dear Sheila,

Stephenson Point Neighbourhood Association Response to Century Group OCP and Re-zoning
Applications for 3443/3355 Meadow Lane and 3360/3370/3312 Hammond Bay Road

Following our presentation at the PNAC meeting on February 16th and our meeting with Peter Dandyk and Century Group on February 15th, the Association discussed the proposed development at our AGM on March 2, 2010.

In general, the Association members at the meeting viewed the proposed plans and development favourably. Whilst most people would like their neighbourhood to never change, we accept that development is inevitable. In that spirit, we recognize that Century Group is a responsible developer and it appears that the proposed development will enhance the neighbourhood.

However, a few concerns were raised by residents. The major concern is the impact on the amount of traffic on local streets connecting to and from the proposed development. Traffic patterns and volume have been an ongoing concern in the neighbourhood and residents are concerned that the addition of over 200 housing units will only make matters worse. A significant number of vehicles will access the new development via local streets, such as Meadow Lane, Greyhawk Drive, and Wavecrest Drive. There was a very strong feeling that traffic calming measures were required to slow traffic. Many residents shared stories of near collisions at various intersections. There was a general belief that small roundabouts at key intersections could solve the problem. The intersections of most concern included: Wavecrest and Shearwater, Wavecrest and Stephenson Point Road, Greyhawk and Shearwater, as well as access along Meadow Lane. I cannot overstate the strength of feeling amongst the residents over this issue.

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Secretary: Robyn Quigg
Treasurer: Sandra Sauer
Past Chair: Mervyn Jones

The two other issues that were raised concerned the development itself. First, the majority of residents were opposed to the idea of a neighbourhood pub in the commercial space. Second, although the developers have included park space in their plans, it was suggested that the addition of playground equipment would enhance the amenity.

Please contact me if you would like any further information.

Yours sincerely,

Fraser King, Chair

cc.

Deborah Jensen, City of Nanaimo
Peter Dandyk, Peter J. Dandyk Architect Inc.
Graham McCollum, Century Group
Dave Hammond, The HBT Group

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