



**MINUTES**  
**planNANAIMO ADVISORY COMMITTEE**  
**MEETING HELD TUESDAY, 2010-FEB-16 AT 5:00 PM**  
**BOARD ROOM, CITY HALL, 455 WALLACE STREET**

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**PRESENT:**

Bill Holdom, Chair  
Carey Avender  
Allan Davidson  
Michael Harrison  
Shirley Lance  
Michael Schellinck  
Randall Taylor

Brian Anderson  
Sarah Boyd  
Chris Erb  
Ric Kelm  
Ralph Meyerhoff  
Nadine Schwager  
Joan Wagner

**REGRETS:**

Jane Gregory  
Darwin Mahlum

John Hofman

**STAFF:**

Bruce Anderson, Manager, Community Planning  
Sheila Herrera, Planner, Current Planning  
Rob Lawrance, Environmental Planner, Community Planning  
Cindy Hall, Recording Secretary

**OTHER:**

Maureen Pilcher, Maureen Pilcher and Associates  
Will Melville, Delinea Design Consultants Ltd.  
Peter Dandyk, Peter Dandyk Architect Inc.

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**1. Call to Order**

The meeting was called to order at 5:00 pm.

**2. Adoption of Minutes from 2010-JAN-19**

MOVED by S. Lance, SECONDED by R. Taylor that the Minutes from 2010-JAN-19 be adopted. CARRIED

**3. Approval of Agenda and Late Items**

MOVED by C. Erb, SECONDED by J. Wagner that the Agenda be approved as presented. CARRIED

**4. Correspondence**

None.

## 5. Presentations

None.

## 6. Information Items

None.

## 7. Old Business

### a. Oceanview Master Plan – OCP51

B. Anderson advised that Official Community Plan Amendment Bylaw 2009 No. 6500.007 passed first and second readings on 2009-DEC-14, went to Public Hearing on 2010-JAN-14, and will go to a second Public Hearing on 2010-FEB-18.

#### PNAC Comments

The Committee inquired what the issue was to require a second public hearing, and what the timing is for Oceanview to build the connector road.

Chair Holdom advised that there was a sense that Council may have received new information on the application from a third party after the first Public Hearing, so a second one was scheduled in order to keep the process clean and transparent. If the bylaw is adopted, a phasing agreement will be prepared which determines when the connector road will be built.

### b. Urban Poultry

B. Anderson advised that Bylaw No. 4923.06 which will allow four chickens or ducks to be kept on lots less than 0.4 hectares in size, and two chickens or ducks on lots less than 450 m<sup>2</sup> passed its first three readings on 2010-FEB-08. It will go to Council for adoption on 2010-FEB-22.

### c. Bill 27 (Greenhouse Gas Targets) – Revision to OCP / Sustainability Action Plan

B. Anderson referred the Committee to the information sent out with the agenda showing the current wording in the OCP, and the proposed revised wording. He noted the City is working with the RDN to ensure consistency as a region. The item will be placed on the next PNAC agenda for recommendation on the policy change.

R. Lawrance gave an overview of the Draft Sustainability Action Plan which drills down from policies in the OCP and attaches indicators. He noted that the numbers are draft and will change before PNAC reviews them again in March. An introductory section, and emissions to be reduced through the initiatives, will also be added.

## PNAC Comments

The Committee inquired whether the percentage reduction numbers are on a per capita basis, and what the process is for partnering with the community. A suggestion was made to break the targets down (e.g.; business, residential, etc.) and indicate what's lacking and what's being hit.

R. Lawrance advised that the targets are for the community as a whole, and that they will need to be aggressive. With regard to the timeline, consultation with the community on the Action Plan will begin following support of the proposed policy changes. Chair Holdom added that they are aspirational targets which will require significant commitment and widespread compliance.

## 8. New Business

### a. Rezoning Applications

#### i. RA238 – 6090 Hammond Bay Road

S. Herrera gave an overview of the application.

M. Pilcher gave a presentation regarding the proposal. Some of her comments were:

- The project's one-acre parcel is located close to the intersection of Hammond Bay and McGirr Roads and is designated "Corridor" in planNanaimo.
- Four fourplexes and one duplex will provide two-bedroom and two-bedroom plus den units that will appeal to a broad range of purchasers.
- The McGirr Road remainder provides a quiet and convenient access to the development.
- Full transit services along Hammond Bay and McGirr Roads will make transit a viable transportation option.
- A Tree Management Plan has been completed for the site, and a detailed landscape plan will be submitted through the Development Permit process.
- They intend to provide privacy fencing and mature plantings along the eastern edge in order to retain good separation between the multi-family development and the existing single family homes.
- A public information meeting will be held on March 18.
- It is expected that the buildings will utilize innovative design and energy conscious construction methods.
- Water use reduction strategies will be employed, as well as energy saving features, on-site storm water management and oil/water separators for parking lot drainage.

## PNAC Comments

The Committee inquired whether there will be fencing around the property, what the neighbourhood reaction has been, and if any thought had been given to the "useless section of road".

M. Pilcher advised that fencing will be determined through the landscaping plan, but the residents have indicated they would prefer a solid fence. A resident in the area was concerned about how the privacy fence would affect his single family home, but she has heard no objections to the proposal so far.

With regard to the road, she did not think the School Board would consider any changes, as this area is used for student drop-off.

W. Melville noted that the buildings will front onto three different streets, which will be great for street presence. Surface parking will be contained in the center court of the site, and there will be a small entry point and good pedestrian connection to all three streets which will permit good interconnection in the development.

#### PNAC Comments

The Committee inquired whether the units would have garages or carports, whether the development will go to the corner, whether the density is within the allowable limit for the size of property, and if a green rating standard is being considered.

W. Melville replied that there will not be carports or garages as inclusion of those would require decreasing the density which would affect affordability of the units. A healthy stand of trees exists at the far end of the property, so the building site will be truncated. M. Pilcher added that Units 17 & 18 have been squared off to incorporate large dogwood and spruce trees that currently exist on the site.

S. Herrera advised that the project is within the allowable unit limit. M. Pilcher noted that if the number of units are reduced, the unit cost would increase and affect the economic viability of the project.

With respect to a building rating, W. Melville advised that incorporating green aspects into the project is an easy task, but as land issues are being decided upon at the present time, they are not at that level of discussion yet to look at design features. There is a strong demand for that though, and it is very marketable, so they will certainly consider it.

MOVED by R. Meyerhoff, SECONDED by C. Erb to recommend that Council approve RA238. CARRIED

- ii. RA235 – 3660, 3370 Hammond Bay Road and 3443 Meadow Lane Road
- iii. RA236 – Part of 3312 Hammond Bay Road and Part of 3355 Meadow Lane Road
- iv. RA237 – Part of 3312 Hammond Bay Road

S. Herrera gave an overview of the applications.

#### PNAC Comments

The Committee inquired about C4 zone restrictions, the reference to fast food in the zoning bylaw schedule, and how the steep slope gets protected.

S. Herrera advised that a modified C4 zone is being proposed and uses will be restricted by covenant. Fast food will not be a permitted use, nor will any drive-thrus be permitted. The steep slope zone (RS-7) allows for density transfer in exchange for park dedication, therefore development is clustered in areas more suitable for development and significant site features can be retained. In addition, the OCP allows for additional density on steep slopes in exchange for the preservation of open space as long as the density is supported in the Neighbourhood designation.

The Committee decided to consider the corresponding OCP amendment application prior to making a decision on the Rezoning applications.

b. Official Community Plan Amendment Applications

i. OCP55 – 3312 Hammond Bay Road

B. Anderson gave an overview of the application.

P. Dandyk gave a presentation regarding the proposal. Some of his comments were:

- These applications are being presented as a grouping because the project is being planned as a comprehensive development.
- Received a positive response at the public meeting.
- The development will be sustainable (i.e.; built to LEED gold standards).
- The retail component was re-introduced, and has received a reasonable amount of support from the neighbourhood. The City encouraged them to create the intersection and continue the road through into the development.
- A range of housing will be provided.
- The site has significant natural features (i.e.; 45 significant trees exist on the site, and all but three have been preserved).
- Residences will be located on the flattest portion of the site, and as much open space as possible will be preserved. Over 30% of the site is dedicated as parkland.
- Most of the existing trail network will be retained.
- They would like to maintain the steep slope character throughout the development.
- The mixed use portion with commercial on the ground floor and residential above tries to take both new urbanist principles and steep slope principles and bring an innovative design to Nanaimo.
- Will utilize a skinny street design in order to reduce asphalt. These are narrow, two-lane streets (30 ft.) with parking pockets (i.e., landscaping then parking). This will make the road safer as people will drive slower and parking will be removed from the streets.

PNAC Comments

The Committee inquired where blasting will occur, what kind of parking will be provided for the residential units, and about traffic volume on Hammond Bay Road.

P. Dandyk advised that the roads will follow natural grades as much as possible in order to reduce blasting, and the townhomes will take advantage of the grade. There will be more than a dozen variations of units in order to work with the topography and keep as much natural vegetation as possible.

Townhomes and triplexes will have enclosed garages, and apartments will have underground parking and some grade parking for guests. Parking for the commercial portion of the development will be located at the rear of the building.

The issue of traffic on Hammond Bay Road is a larger question than how it relates to this development. An updated traffic study has been provided to City staff. Although the intersection does not have a traffic light, he understands a firehall is planned in the area so an emergency light would be provided at that time.

#### PNAC Comments

The Committee noted that the development's frontage improvements onto Hammond Bay Road will be limited, and inquired whether the City would be interested in incorporating this into their requests. Also, would it be appropriate to have a consistent design all around the intersection at the corner turning into the centre, and whether the project is considered infill or Greenfield.

The applicant advised that they will be upgrading the watermain and paying DCC's.

B. Holdom noted that traffic studies for Hammond Bay Road do not yet indicate a full traffic capacity on the road.

P. Dandyk advised that they consider this a Greenfield site but infill in terms of putting an urban neighbourhood inside the city. The retail portion was an important part of trying to make walkability practical.

#### Neighbourhood Association Comments

Fraser King, Chair of the Stephenson Point Neighbourhood Association, Barry Lyseng, and Stu Donaldson were in attendance. Some of their comments were:

- They are at a preliminary stage of information gathering with 15 responses received so far; most comments have been about the commercial development, and traffic. About half are in favour of the commercial portion and being able to walk to it.
- Can the area financially support a local commercial service centre, or will it end up as a 7-11 store or gas station?
- Traffic will also increase on local streets such as Meadow Lane.
- When the Rocky Point/Hammond Bay/Stephenson Point Neighbourhood Plan was being developed, the neighbourhood was in support of local service centres, but City staff recommended they not be site specific. They are now surprised to hear that the Plan does indicate a site specific service centre. This was originally their suggestion for Piper Pub, knowing that it would be torn

down. They were disappointed with the execution of the Piper Pub redevelopment.

- They have been pleased with how Century Holdings has dealt with this proposed development over the last three years.
- Would like to know the parking plans for a proposed pub.
- Generally feels this is a good development, but is concerned about a possible increase of traffic on Planta Road.

B. Holdom commented that at this stage, it is very important for the developer and neighbourhood to work together.

P. Dandyk assured the Committee that on behalf of the Century Group, there will be dialogue, as they want to be part of the neighbourhood and create a positive development.

B. Holdom thanked the neighbourhood association representatives for their level of response.

S. Herrera advised that the applications would have separate bylaws but would go to Council as a comprehensive development.

MOVED by R. Meyerhoff, SECONDED by C. Erb to recommend that Council approve OCP00055. CARRIED

MOVED by J. Wagner, SECONDED by S. Lance to recommend that Council approve RA235, RA236 and RA237, and that they be forwarded to Council as a package. CARRIED

As there was much discussion about the volume of traffic on Hammond Bay Road, the Committee suggested that a discussion be held around this issue on a broader context, outside of any development application. Traffic information could also be presented at that time.

## **9. Next Meeting**

The next regular meeting of PNAC is scheduled for 2010-MAR-16.

## **10. Adjournment**

The meeting adjourned at 6:50 pm.

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APPROVED:

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Chair

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Date