



## **AGENDA**

### **COMMUNITY PLANNING AND DEVELOPMENT COMMITTEE MEETING**

March 20, 2018, 5:00 PM - 7:00 PM  
Board Room, Service and Resource Centre,  
411 Dunsmuir Street, Nanaimo, BC

Pages

1. **CALL THE MEETING OF THE COMMUNITY PLANNING AND DEVELOPMENT COMMITTEE TO ORDER:**
2. **INTRODUCTION OF LATE ITEMS:**
3. **ADOPTION OF AGENDA:**
4. **ADOPTION OF MINUTES:**

a. **Minutes**

3 - 5

Minutes of the Open Meeting of the Community Planning and Development Committee held in the Board Room, Service and Resource Centre, 411 Dunsmuir Street, Nanaimo, BC, on Tuesday, 2018-FEB-20, at 5:00 p.m.

5. **PRESENTATIONS:**
6. **REPORTS:**

a. **Rezoning Application No. RA387 - 311 Selby Street**

6 - 12

*Purpose: To present the Community Planning and Development Committee with an application to rezone the subject property at 311 Selby Street from Community Service Three (CS3) Zone to Fitzwilliam (DT2) Zone to allow an office use in the existing building and to facilitate future redevelopment of the property.*

Recommendation: That the Committee receive the report and provide a recommendation.

- b.      **Rezoning Application No. RA388 - 2022 Meredith Road** 13 - 21
- Purpose: To present the Community Planning and Development Committee with an application to rezone the subject property at 2202 Meredith Road from Single Dwelling Residential (R1) to Townhouse Residential (R6) with site specific provisions to increase the maximum permitted building height and floor area ratio to allow an 8-unit multiple family development.*
- Recommendation: That the Committee receive the report and provide a recommendation.
- 
- c.      **OCP Amendment Application No. OCP87 and Zoning Amendment Application RA386 - 40 Maki Road** 22 - 41
- Purpose:*
- To present the Community Planning and Development Committee with the following:*
- a) Official Community Plan Amendment Application No. OCP87: To amend the land use designation within the Official Community Plan from Neighbourhood to Light Industrial; and the land use designation in the Chase River Neighbourhood Plan from Low-Medium Density Residential to Service Industrial Enterprise Area; and,*
- b) Rezoning Application No. RA386: To rezone subject property from Single Dwelling Residential – R1 to Highway Industrial – I1 in order to continue developing a self-storage business at 40 Maki Road.*
- Recommendation: That the Committee receive the report and provide a recommendation.
- 
- d.      **Draft Hospital Area Plan** 42 - 56
- Purpose: To present the Community Planning and Development Committee with a report on the Draft Hospital Area Plan.*
- Recommendation: That the Draft Hospital Area Plan report be received for information by the Community Planning and Development Committee.

7.      **OTHER BUSINESS:**

8.      **QUESTION PERIOD:**

9.      **ADJOURNMENT:**



**MINUTES**  
**OPEN COMMUNITY PLANNING AND DEVELOPMENT COMMITTEE MEETING**  
**BOARD ROOM, SERVICE AND RESOURCE CENTRE**  
**411 DUNSMUIR STREET, NANAIMO, BC**  
**TUESDAY, 2018-FEB-20, AT 5:00 P.M.**

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**PRESENT:**   **Members:**   Councillor D. M. Brennan, Chair  
                                  Daniel Appell  
                                  Mercedes Beaudoin-Lobb  
                                  Colin Brown  
                                  Tyler Brown  
                                  Anthony Griffin  
                                  Richard Steele  
                                  Kyle Wardstrom

**Absent:**     Gail Adrienne  
                                  Richard Finnegan  
                                  Patricia Reynes

**Staff:**     Bruce Anderson, Manager, Community & Cultural Planning  
                                  Lainya Rowett, Manager of Current Planning and Subdivision  
                                  (vacated 5:18 p.m.)  
                                  Tamera Rogers, Planner (vacated 5:18 p.m.)  
                                  P. Humphreys, Recording Secretary

1.    **CALL THE COMMUNITY PLANNING AND DEVELOPMENT COMMITTEE MEETING TO ORDER:**

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The Open Community Planning and Development Committee Meeting was called to order at 5:02 p.m.

2.    **INTRODUCTION OF LATE ITEMS**

- (a)    Councillor Brennan requested that Agenda Item 6. (b) Rezoning Application No. RA385 – 1615 Northfield Road be moved forward to precede Agenda Item 6. (a) Strategic Directions.

It was moved and seconded that the Agenda Item 6. (b) Rezoning Application No. RA385 – 1615 Northfield Road be moved forward to precede Agenda Item 6. (a) Strategic Directions. The motion carried unanimously.

3.    **ADOPTION OF AGENDA:**

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

4. ADOPTION OF MINUTES:

It was moved and seconded that the Minutes of the Open Meeting of the Community Planning and Development Committee held in the Board Room, Service and Resource Centre, 411 Dunsmuir Street, Nanaimo, BC, on Tuesday, 2017-DEC-19, at 5:00 p.m. be adopted as circulated. The motion carried unanimously.

5. REPORTS:

(a) Rezoning Application No. RA385 – 1615 Northfield Road

Tamera Rogers, Planner, introduced the application to rezone the property at 1615 Northfield Road from Single Dwelling Residential (R1) to Residential Corridor (COR1) to allow an 11-unit multi-family development.

Applicant, Jeet Manhas, and property owner, Ron Cantelon, spoke of their intention to build modern, affordable housing in a central location close to amenities.

It was moved and seconded that the Community Planning and Development Committee receive the report regarding Rezoning Application No. RA835 – 1615 Northfield Road for information, and support the application to rezone 1615 Northfield Road to allow an 11-unit multiple family development in the Residential Corridor (COR1) Zone. The motion carried unanimously.

Lainya Rowett, Manager, Current Planning, and Tamera Rogers, Planner, vacated the Board Room at 5:18 p.m.

(b) 2018 Strategic Directions

Bruce Anderson, Manager, Community and Cultural Planning, provided an overview of the scope of the projects listed as 2018 Strategic Directions. Changes identified from last year's Strategic Directions included the additions of the Woodgrove Area Plan and Official Community Plan (OCP) Update: Background Studies, and removal of the Parking Bylaw Review. It was noted that 2018 Item 8: Development Cost Charges Bylaw Review had been carried over from 2017 but is now mostly completed. Cannabis legalization was suggested as a topic that may require consideration by the Community Planning and Development Committee.

The status and use of the findings from the Terminal Nicol Re-imagined Project was discussed. Bruce Anderson, Manager, Community and Cultural Planning, advised that the document is referred to by City staff when assessing development issues in that location, even though it is not a formal plan adopted by Council. Its guiding principles may be considered during the OCP Update process beginning this year.

After reviewing the document, the Committee requested that the following changes be made to the list of 2018 Strategic Directions:

- Add Cannabis Task Force as a new item
- Remove Item 8: Development Cost Charges Bylaw Review

It was moved and seconded that the Community Planning and Development Committee endorse the 2018 Strategic Directions as follows:

- Item 1: OCP Amendment Applications
- Item 2: Zoning Bylaw Amendment Applications
- Item 3: Hospital Area Plan
- Item 4: Port Drive Waterfront Master Plan
- Item 5: Climate Adaptation/Resilience Strategy
- Item 6: Liquor Control Strategy update
- Item 7: Woodgrove Area Plan
- Item 8: Cannabis Task Force
- Item 9: Census 2016 Information
- Item 10: OCP Update: Background Studies

The motion carried unanimously.

6. QUESTION PERIOD:

No one in attendance wished to ask questions.

7. ADJOURNMENT:

It was moved and seconded at 6:14 p.m. that the meeting terminate. The motion carried unanimously.

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CHAIR

CERTIFIED CORRECT:

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CORPORATE OFFICER

DATE OF MEETING March 20, 2018

AUTHORED BY TAMERA ROGERS, PLANNER, CURRENT PLANNING AND SUBDIVISION

SUBJECT REZONING APPLICATION NO. RA387 – 311 SELBY STREET

## **OVERVIEW**

### **Purpose of Report**

To present the Community Planning and Development Committee with an application to rezone the subject property at 311 Selby Street from Community Service Three (CS3) Zone to Fitzwilliam (DT2) Zone to allow an office use in the existing building and to facilitate future redevelopment of the property.

### **Recommendation**

That the Committee receive the report and provide a recommendation.

## **BACKGROUND**

A rezoning application (RA387) for 311 Selby Street was received from Donna Hais on behalf of the property owner, Lindsay Widsten. The applicant proposes to rezone the subject property from Community Service Three (CS3) Zone to Fitzwilliam (DT2) Zone to allow an office use in the existing building and to facilitate future redevelopment of the property.

The subject property was originally part of the E&N railway right-of-way and the existing building was historically used as a utility building for telecommunications. There is no longer a need for this use on the subject property.

### **Subject Property & Site Context**

<i>Location</i>	The subject property is located at the southwest corner of Fitzwilliam Street and Selby Street.
<i>Total Lot Area</i>	1,231m <sup>2</sup>
<i>Current Zone</i>	CS3 – Community Service Three
<i>Proposed Zone</i>	DT2 - Fitzwilliam
<i>Official Community Plan Designation</i>	Downtown Urban Node

The subject property is adjacent to the E&N railway, at the corner of Selby Street and Fitzwilliam Street in the Old City Quarter. The area is characterized by a mix of commercial, service and residential uses in buildings that vary from new construction to heritage designated.

This property is part of the Fitzwilliam Street Heritage Gateway, which extends east along Fitzwilliam Street from the E&N railway and south to the old railway station on Selby Street. The location of the subject property marks an important historical entry point to Nanaimo.

## **DISCUSSION**

The applicant is proposing to rezone the subject property in order to allow an office use in the existing building. The existing CS3 Zone is intended for transportation terminals, depots, corridors and other required infrastructure, and does not allow any of the commercial, residential and service uses anticipated in the Downtown Urban Node. If approved, the rezoning would allow the use of this building for office space until the property redevelops at a later date. The façade of the building would be updated with exterior paints and finishes to reflect the new office use.

No road dedication is required. Full works and services will be required for the property frontage through future redevelopment of the subject property.

As the subject property is adjacent the E&N railway, the access on Fitzwilliam Street is required to be closed as a condition of rezoning due to its proximity to the railway crossing. The Selby Street property access will be maintained.

### **Official Community Plan**

The subject property is located within the Downtown Centre Urban Node designation (Section 2.1) of the Official Community Plan (OCP). The Downtown Centre Urban Node designation encourages uses that promote the downtown as the heart of the city. These uses include retail, personal service, professional and government offices, cultural facilities, and community services. The anticipated residential density range is 150 or more units per hectare (uph) in high rise building forms. Medium density residential between 50 to 150 uph is also supported.

The existing CS3 Zone reflects the historic use of the property, which only permits transportation-related uses that are no longer suitable for this location. The proposed rezoning would allow an interim office use in the existing building and animate a prominent corner property that serves as a gateway to Downtown. It would also facilitate the future redevelopment of the property under the DT2 Zone, which permits uses that are more compatible with the objectives of the Downtown Centre Urban Node designation.

### ***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. As the applicant does not yet have a redevelopment proposal for the subject property, they are proposing to secure the community contribution, through a covenant, as follows:

- \$1,000/dwelling unit; and,
- \$34/m<sup>2</sup> of commercial gross floor area.

The total contribution amount will be based on their actual development proposal to be paid prior to the issuance of a building permit. The applicant proposes to direct the community contribution towards the Housing Legacy Reserve Fund. Staff supports this proposal.

### **Staff Comment**

The rezoning application would allow a proposed office use, which would revitalize an unoccupied building on a prominent corner at a gateway to Downtown. The proposed zoning would also facilitate future redevelopment of the property. The proposed rezoning meets the intent of the policies in the Official Community Plan and the office use will complement the existing uses in the neighbourhood.

### **ATTACHMENTS**

ATTACHMENT A: Location Plan  
ATTACHMENT B: Conceptual Site Plan  
ATTACHMENT C: Conceptual Building Elevations  
ATTACHMENT D: Aerial Photo

#### **Submitted by:**

T. Rogers  
Planner, Current Planning & Subdivision

#### **Concurrence by:**

L. Rowett  
Manager, Current Planning & Subdivision

ATTACHMENT A  
LOCATION PLAN



REZONING APPLICATION NO. RA000387

## LOCATION PLAN

Civic : 311 Selby Street  
Lot 1, Section 1, Nanaimo District,  
Plan VIP70273



 Subject Property

D:\AutoCAD\0400\0406-014 311 Selby Street\0406-014 Rev01.dwg, 08/02/2018 3:52:48 PM DWG To PDF.pc3



NOTES:

1. THIS PLAN HAS BEEN CREATED ONLY TO SUPPORT A REZONING APPLICATION. THE LOCATION OF ALL EXISTING SERVICES AND ONSITE FEATURES ARE SHOWN APPROXIMATELY AND SHALL BE CONFIRMED IN THE FIELD BY THE CONTRACTOR PRIOR TO COMMENCING WORK.

PROJECT NAME

311 SELBY STREET

CLIENT NAME

R.W. (BOB) WALL LTD.

DRAWING TITLE

### 311 SELBY STREET PARKING SCHEMATIC



**NEWCASTLE  
ENGINEERING LTD.**  
4-3179 BARONS ROAD  
NANAIMO, B.C. V9T 5W5

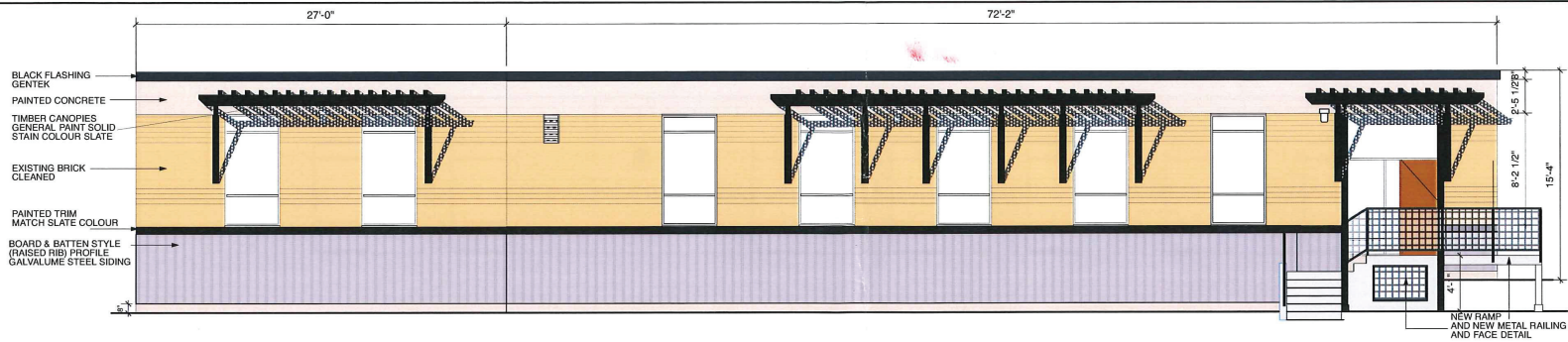
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Date:	2018-02-08
Dwg. No.	0406-014-P

REV 01

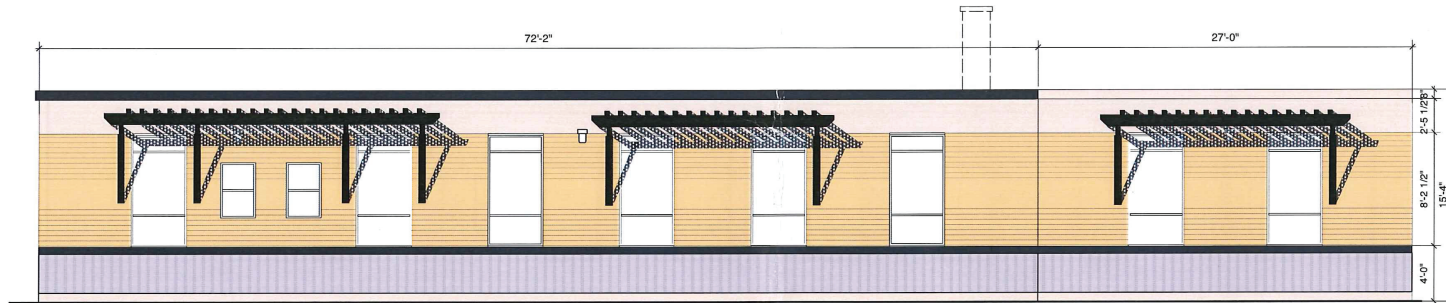


## ATTACHMENT C

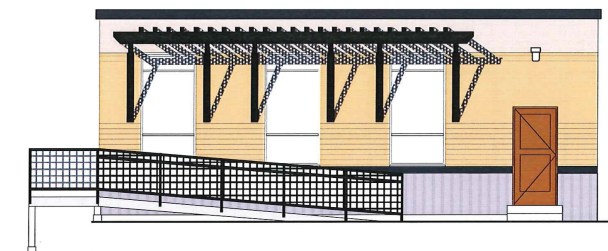
### CONCEPTUAL BUILDING ELEVATIONS



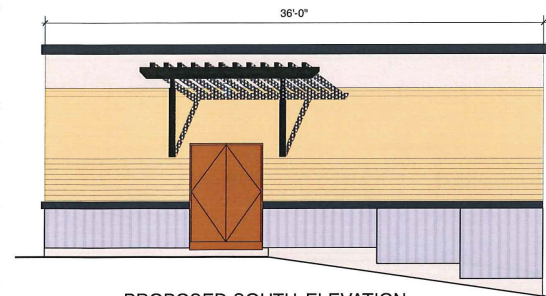
PROPOSED EAST ELEVATION (SELBY STREET)  
SCALE 1/4"=1'-0"



PROPOSED WEST ELEVATION  
SCALE 1/4"=1'-0"



PROPOSED NORTH ELEVATION  
SCALE 1/4"=1'-0"



PROPOSED SOUTH ELEVATION  
SCALE 1/4"=1'-0"

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**NO.:** **DATE:** **REVISION:**

**NOV - 2007 PRELIM REZONING**

**11 SELBY STREET**  
NANAIMO, B.C.  
**PROPOSED REZONING &  
EXTERIOR UPGRADE**

311 RECEIVED  
RA387  
NOV 17 2017

**CITY OF NANAIMO  
COMMUNITY DEVELOPMENT**

50 mug Road  
Gabriola Island, B.C. VOR 1X1  
business: (250) 247-8585  
fax/modem: (250) 247-8513

ellins architect inc.  
architecture • planning • interior design

DRAWING:  
ELEVATIONS  
PROPOSED  
BLDG. UPGRADE

DRAWN BY: DATE: SCALE:	
PROJECT NO. 2017-10	DRAWING NO. A1.2



ATTACHMENT D  
AERIAL PHOTO



REZONING APPLICATION NO. RA000387





DATE OF MEETING March 20, 2018

AUTHORED BY TAMERA ROGERS, PLANNER, CURRENT PLANNING AND SUBDIVISION

SUBJECT REZONING APPLICATION NO. RA388 – 2202 MEREDITH ROAD

## **OVERVIEW**

### **Purpose of Report**

To present the Community Planning and Development Committee with an application to rezone the subject property at 2202 Meredith Road from Single Dwelling Residential (R1) to Townhouse Residential (R6) with site specific provisions to increase the maximum permitted building height and floor area ratio to allow an 8-unit multiple family development.

### **Recommendation**

That the Committee receive the report and provide a recommendation.

## **BACKGROUND**

A rezoning application (RA388) for 2202 Meredith Road was received from Alan Lowe on behalf of Branric Enterprises Ltd. The applicant proposes to rezone the subject property from Single Dwelling Residential (R1) to Townhouse Residential (R6) with site specific provisions to increase the maximum permitted building height and floor area ratio to allow an 8-unit multiple family development.

### **Subject Property & Site Context**

<i>Location</i>	The subject property is located at the northwest corner of the Tulsa/Meredith Road intersection
<i>Total Lot Area</i>	1,578m <sup>2</sup>
<i>Current Zone</i>	R1 – Single Dwelling Residential
<i>Proposed Zone</i>	R6 – Townhouse Residential with site specific provisions for building height and floor area ratio
<i>Official Community Plan Designation</i>	Neighbourhood

The subject property is located in an area characterized by a mix of uses and lot sizes. To the north and west of the subject property is a low density neighbourhood consisting primarily of single dwelling and duplex lots. Large lots zoned Single Dwelling Residential (R1) with development potential and the Boxwood Industrial Park are located to the south. Directly across the street to the west, the properties are designated Corridor per the Official Community Plan. These lots consist of single residential dwellings, a religious institution, two new four-storey multiple family developments, and a mixed use building at the corner of Meredith and Bowen.

The subject property is located within walking distance of the #30 and #40 bus routes, several commercial centres (including two grocery stores), an elementary school and Beban Park.

## **DISCUSSION**

The applicant proposes to rezone the subject property with site-specific provisions for building height and Floor Area Ratio (FAR) to allow an eight-unit townhouse development fronting Meredith and Tulsa Roads in a two-storey and three-storey building form.

The Zoning Bylaw does not include a zone with sufficient FAR and building height to allow a three-storey townhouse building form on properties in the Neighbourhood designation of the Official Community Plan. The Townhouse Residential (R6) zone allows up to two-storeys (7m building height for a flat roof) with a base density of 0.45 FAR and the Medium Density Residential (R8) zone allows up to four-storeys (14m building height for a flat roof) with a base density of 1.25 FAR. The applicant is proposing a development that addresses this density gap with site-specific provisions to the R6 zone to increase the maximum allowable building height to 9m for a flat roof and to increase the maximum FAR to 0.6.

The proposed development is intended to provide another housing type (three-storey townhouse) in a neighbourhood located near transit, services and other amenities such as Beban Park. It also provides a transition between the Corridor-zoned properties, which allow a 1.00 FAR and 14m of building height, directly across Tulsa Road to the east and the Single Dwelling Residential properties to the west. To ensure the infill development provides a transition that is sensitive to the adjacent uses, the applicant intends to site the three-storey townhouses facing the Corridor designated properties to the east and to locate the two-storey townhouses adjacent the Neighbourhood designated properties on the west side of the property. A shadow study has been provided in support of the application to show that the proposed building height will not negatively impact adjacent properties. A more detailed design review will be completed through a future development permit application.

Road dedication (2.5m) is required along the Meredith Road frontage as part of the rezoning application. Full works and services will be required through a future building permit, including off-set sidewalks with a treed boulevard, on-street parking and a bike lane (Meredith Road only).

See the Attachments for more information.

## **Official Community Plan**

The Neighbourhood land use designation encourages a mix of low density residential uses (10 to 50 units per hectare) in two to four-storey building forms. The proposed development fits within the building form and density envisioned in the OCP at approximately 50 units per hectare. Considering the subject property's location adjacent Corridor designated properties (50 to 150 units per hectare in two to six storey building forms), the proposed density will provide an appropriate transition between the Corridor and Neighbourhood designations.

The Neighbourhood designation also encourages building design that complements existing neighbourhood character, including the ground-oriented form of the existing housing. The proposed townhouses will be ground-oriented and designed to transition to adjacent development (duplex) to the west. In addition, the three-storey townhouse form will add diversity to the existing housing stock and offer a new type of housing.

Given the location near the Bowen Corridor, which includes many services and amenities, and its proximity to the Corridor designation, Staff considers the proposed infill development complies with the intent of the OCP.

#### *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. The applicant proposes a monetary contribution of \$8,000 towards improvements to nearby Fern Road Park. Staff is supportive of the community contribution proposal.

#### **Staff Comment**

The rezoning application proposes an infill development that will add density and a diversity of housing types to a location that is near transit, multiple service centres, an elementary school and amenities. The proposed development meets the intent of the policies in the Official Community Plan and will complement the existing uses in the neighbourhood.

#### **ATTACHMENTS**

ATTACHMENT A: Location Plan  
ATTACHMENT B: Conceptual Site Plan  
ATTACHMENT C: Conceptual Renderings  
ATTACHMENT D: Shadow Study  
ATTACHMENT E: Aerial Photo

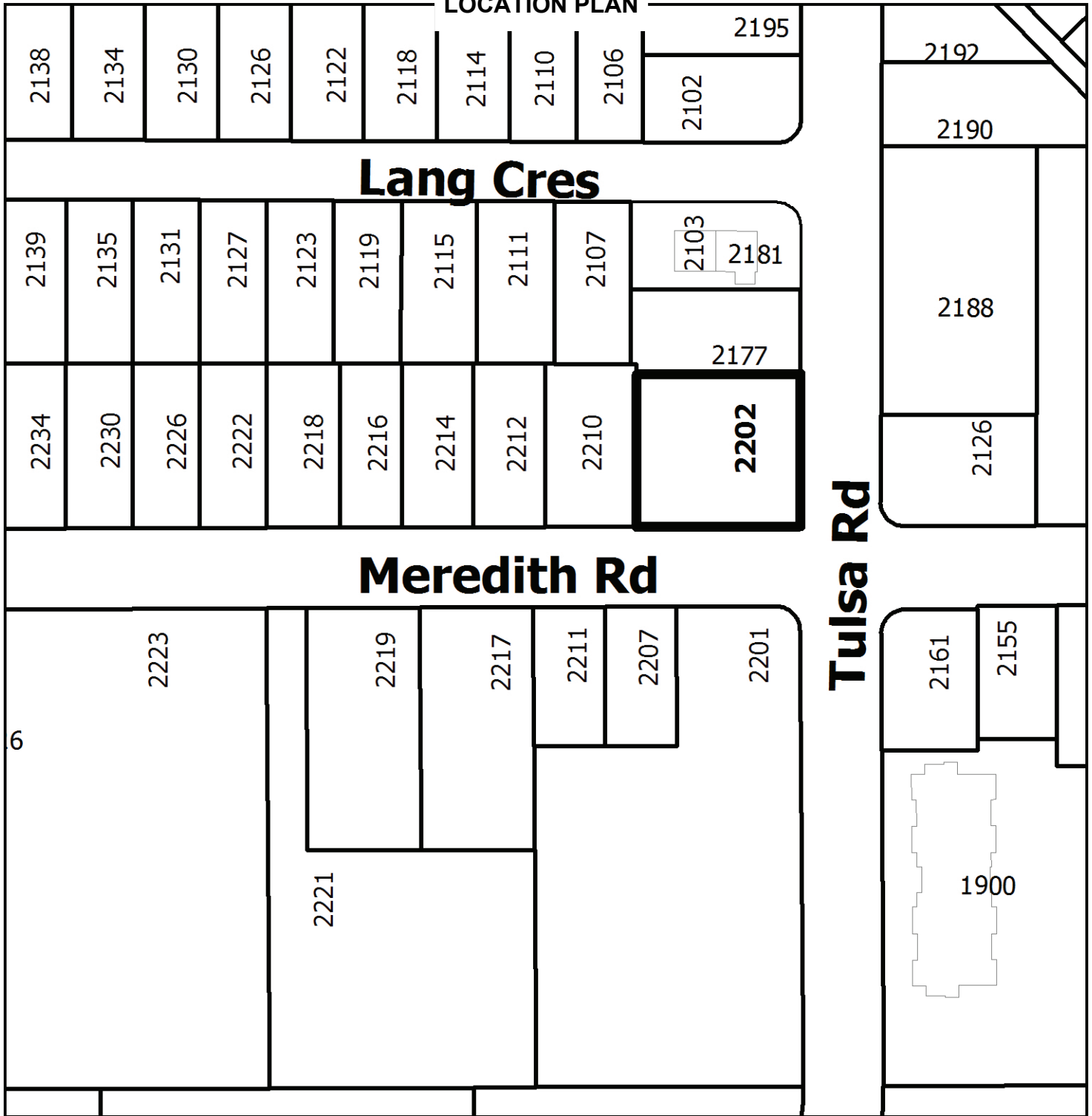
#### **Submitted by:**

T. Rogers  
Planner, Current Planning & Subdivision

#### **Concurrence by:**

L. Rowett  
Manager, Current Planning & Subdivision

ATTACHMENT A  
LOCATION PLAN



REZONING APPLICATION NO. RA000388

## LOCATION PLAN

Civic : 2202 Meredith Road  
Lot A, Section 17, Range7,  
Mountain District, Plan 34388



Subject Property

# ATTACHMENT B CONCEPTUAL SITE PLAN

SRW

PLAN

EPP50394

## PROJECT INFORMATION

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consultants:

LEGAL ADDRESS: LOT 4 PLAN VP34388 SECTION 17 RANGE 7  
LAND DISTRICT 31

CIVIC ADDRESS: 2202 MEREDITH ROAD  
NANAIMO, B.C.

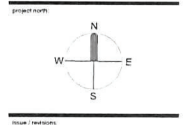
### ZONING DATA

ZONING:  
SITE AREA: 16,993 sq. ft. [1,579 m<sup>2</sup>]  
GROSS FLOOR AREA: 10,145 sq. ft. [943 m<sup>2</sup>]  
(EXCLUDING GARAGE)

GROSS FLOOR AREA: 11,869 sq. ft. [1010 m<sup>2</sup>]  
(INCLUDING GARAGE)  
FLOOR AREA RATIO: 0.6  
FLOOR AREA RATIO: 0.64  
(INCLUDING GARAGE)  
SITE COVERAGE: 26%

NUMBER OF UNITS: 8  
NUMBER OF PARKING STALLS: 13  
(INCLUDING 1 HANDICAPPED STALL & 4 SMALL CAR STALLS)

BUILDING HEIGHT: 30'-2" (9.19 m)



project north

scale: 1/8" = 1'-0"

1 REZONING APPLICATION 11 DEC 17  
No. Issued / Revisions Date

alan lowe architect inc.

203 - 1110 Government St. 1 250.360.2505  
Victoria, British Columbia

year

project file:  
RESIDENTIAL  
DEVELOPMENT

drawing title:  
SITE / LANDSCAPE PLAN

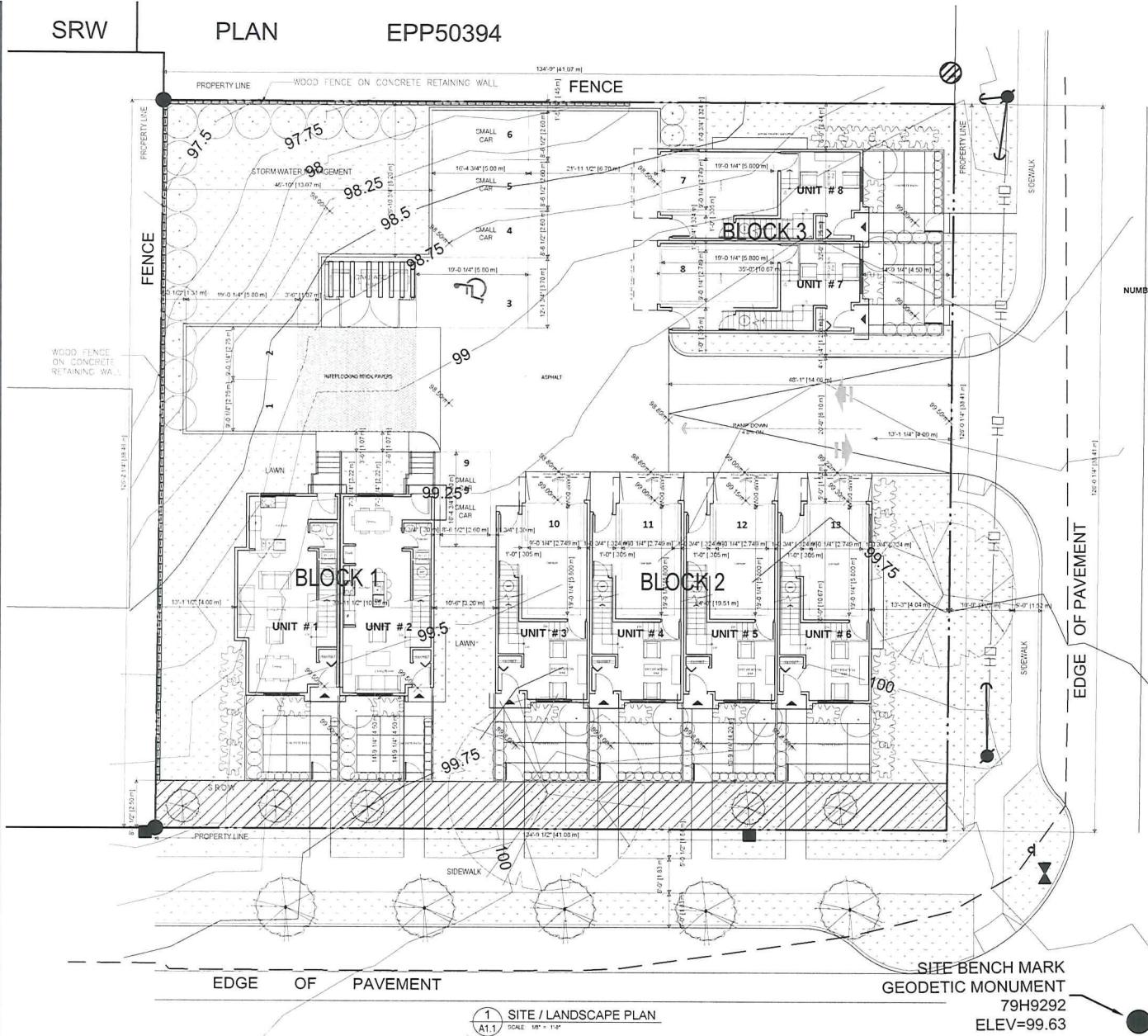
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date: 04 DEC 2017 scale: AS NOTED

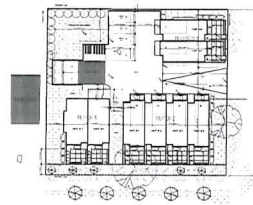
checked by: LOWE drawn by: TS - AA

sheet no.:

A1.0



2 KEY PLAN  
SCALE: NTS





# ATTACHMENT C CONCEPTUAL RENDERINGS



1 RENDERING #1  
A3.1 SCALE: NTS



2 RENDERING #2  
A3.1 SCALE: NTS



3 RENDERING #3  
A3.1 SCALE: NTS



4 RENDERING #4  
A3.1 SCALE: NTS



5 RENDERING #5  
A3.1 SCALE: NTS



6 RENDERING #6  
A3.1 SCALE: NTS

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consultants:

project north:



issue / revisions:

1	REZONING APPLICATION	11 DEC. 17
No.	Issued / Revisions	Date

alan lowe architect inc.

203 - 1110 Government St. t 250.380.2888  
Victoria, British Columbia

seal:



project title:  
**RESIDENTIAL DEVOLVEMENT**

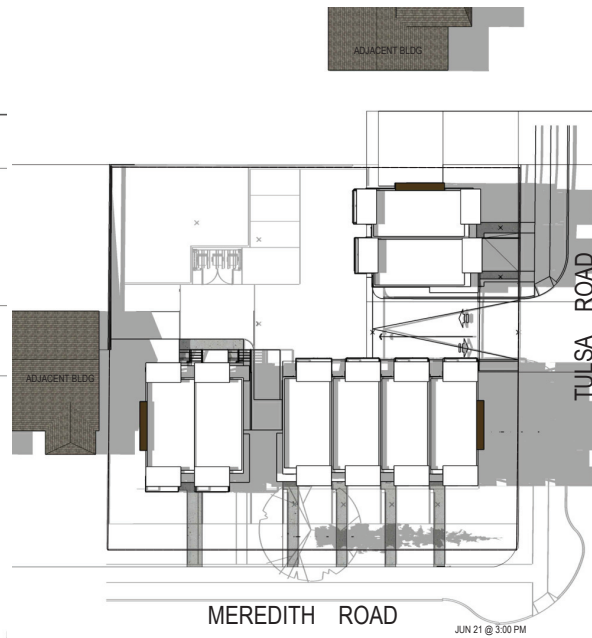
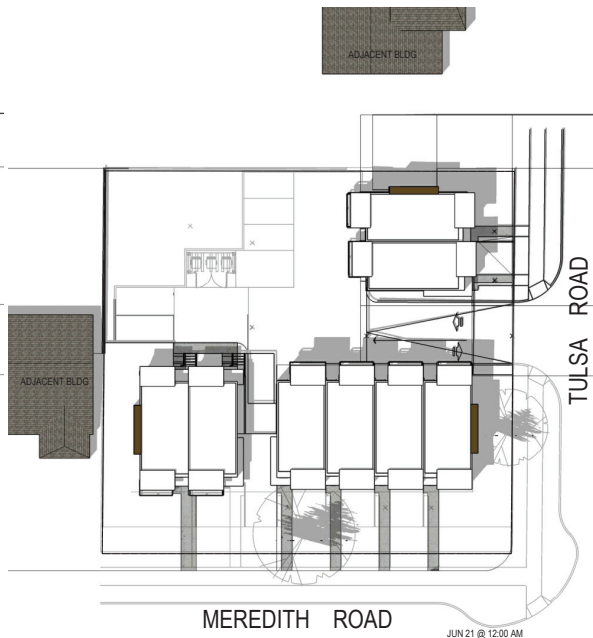
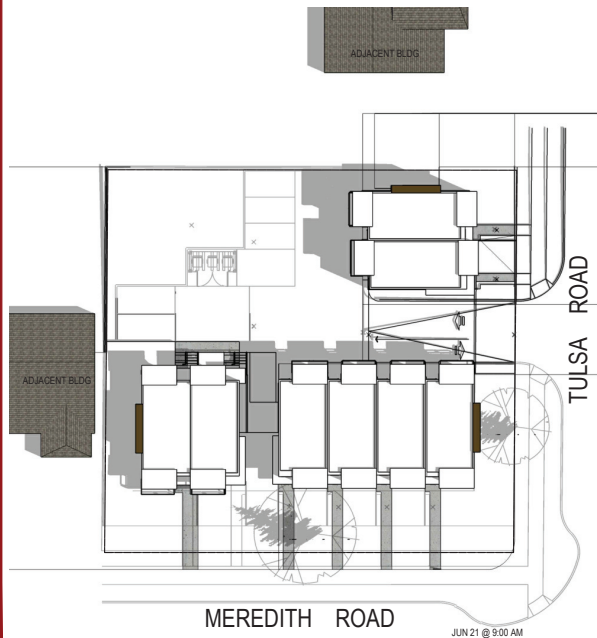
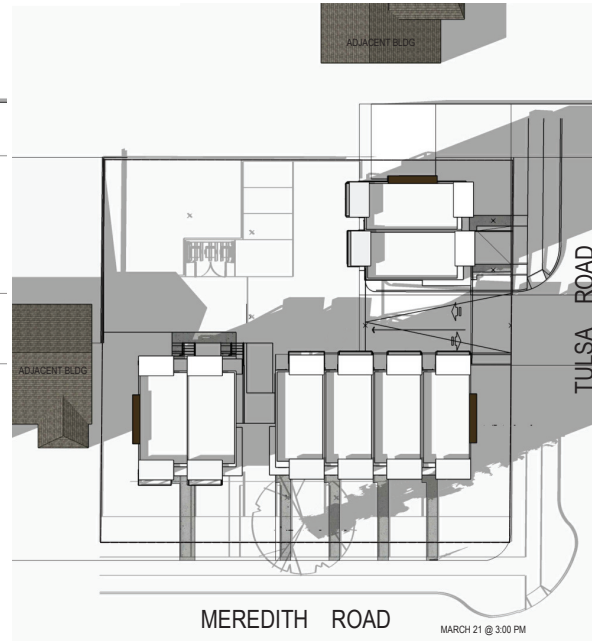
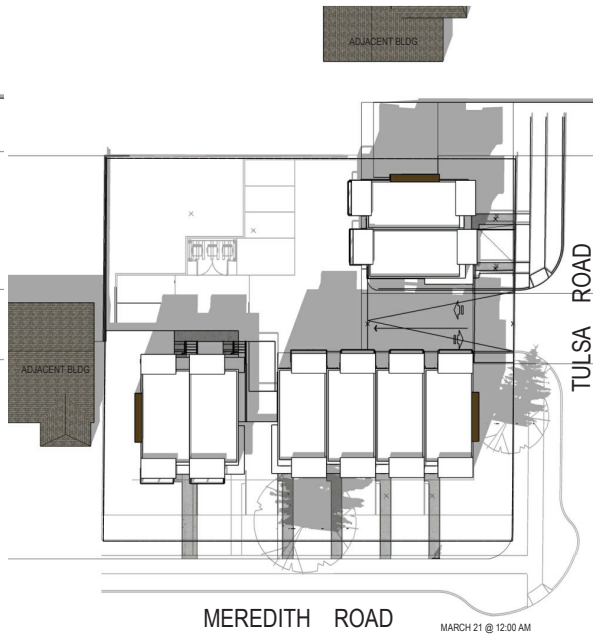
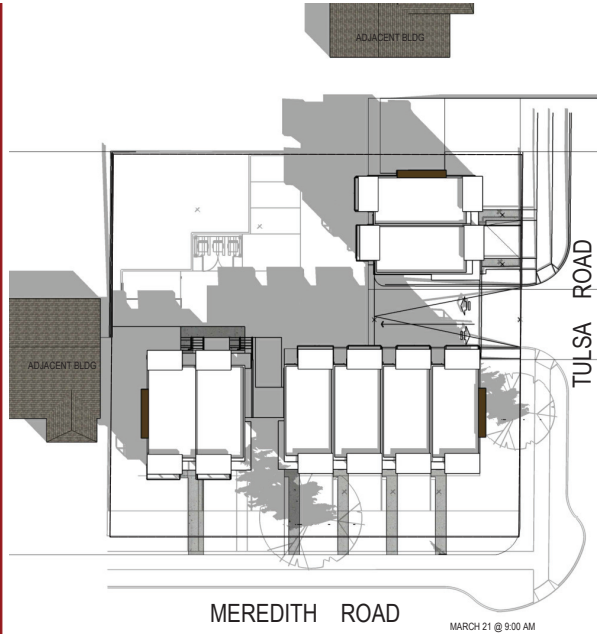
drawing title:  
**RENDERINGS**

project no.: 17-510  
date: 04 DEC. 2017 scale: AS NOTED  
checked by: LOWE drawn by: TS-AA  
sheet no.:

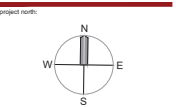
**A3.1**



ATTACHMENT D  
SHADOW STUDY



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Issue / Revisions		
1	REZONING APPLICATION	11 DEC. 17
No.	Issued / Revisions	Date

alan lowe architect inc.  
203 - 1110 Government St.  
Victoria, British Columbia  
1 250.360.2888



project title:  
RESIDENTIAL DEVELOPMENT  
SHADOW STUDY

project no.:	17-510
date:	04 DEC. 2017
scale:	AS NOTED
checked by:	LOWE
drawn by:	TS

A2.0

## A2.1



ATTACHMENT E  
AERIAL PHOTO



REZONING APPLICATION NO. RA000388





DATE OF MEETING March 20, 2018

AUTHORED BY BRIAN ZUREK, PLANNER, COMMUNITY AND CULTURAL  
PLANNING

**SUBJECT OCP AMENDMENT APPLICATION NO. OCP87 AND ZONING  
AMENDMENT APPLICATION NO. RA386 – 40 MAKI ROAD**

## **OVERVIEW**

### **Purpose of Report**

To present the Community Planning and Development Committee with the following:

- a) Official Community Plan Amendment Application No. OCP87: To amend the land use designation within the Official Community Plan from Neighbourhood to Light Industrial; and the land use designation in the Chase River Neighbourhood Plan from Low-Medium Density Residential to Service Industrial Enterprise Area; and,
- b) Rezoning Application No. RA386: To rezone subject property from Single Dwelling Residential – R1 to Highway Industrial – I1 in order to continue developing a self-storage business at 40 Maki Road.

### **Recommendation**

That the Committee receive the report and provide a recommendation.

## **BACKGROUND**

The applicant, Mark Kuhn, submitted two applications on behalf of Des Bosa of Deer Lake Properties Inc. regarding the property at 40 Maki Road. The first application proposes to amend the Official Community Plan (OCP) and Chase River Neighbourhood Plan by designating the subject property Light Industrial and Service Industrial Enterprise Area, respectively. The existing OCP and Neighbourhood designations support residential land use. The second application proposes to amend the Zoning Bylaw by changing the zone from Single Dwelling Residential – R1 to Highway Industrial – I1. The property owner operates a self-storage business on the property.

Location	The subject property is east of the intersection of Island Highway South and Tenth Street (Southgate) on the north side of Maki Road.
Existing OCP Designation	Neighbourhood
Proposed OCP Designation	Light Industrial
Existing Chase River Neighbourhood Plan Designation	Low-Medium Density Residential
Proposed Chase River Neighbourhood Designation	Service Industrial Enterprise Area
Existing Zoning	Single Dwelling Residential – R1
Proposed Zoning	Highway Industrial – I1

Existing land uses on Maki Road include commercial, industrial, and residential. Additionally, several vacant or underdeveloped properties are also located on Maki Road.

Maki Road terminates approximately 450 metres east of the subject property. The Transportation Master Plan and the Sandstone Master Plan propose connecting Maki Road to the future development in south Nanaimo.

The subject property is located near Nanaimo Estuary. Several wetlands and drainages exist throughout the local area.

## **DISCUSSION**

### *Policy Context*

In 1999, the Chase River Neighbourhood Plan designated the general area near the intersection of the Island Highway South and Tenth Street generally as a Main Street, with Medium-High Density Residential uses to the west, and Commercial and Low-Medium Residential Densities to the east (Attachment E).

Council adopted the OCP in 2008. The OCP's Future Land Use plan (Map 1) included land use designations (City Commercial Centre and Neighbourhood) to reflect those contained in the Chase River Neighbourhood Plan (Attachment D).

### *Zoning Bylaw and Development Permits*

Prior to 2011, the subject property was zoned Light Industrial (I2). Based on the industrial zoning, the owner received a Development Permit in 2007 to authorize the construction of a self-storage business on the property. The owner began to develop the property in 2007, and to operate the business in 2008. The owner continues to operate the self-storage business today.

In 2011, Council adopted Zoning Bylaw No. 4500 which included zoning updates to bring existing lands into compliance with the OCP and Neighbourhood Plans. Zoning Bylaw No. 4500 changed the zoning on the subject property from Light Industrial (I2) to Single Dwelling Residential – R1 to be consistent with both the OCP and Chase River Neighbourhood Plan.

### *Review of the Chase River Neighbourhood Plan*

The Chase River Neighbourhood Plan contemplates a Main Street surrounded by lands designated for commercial and then residential uses. Additionally, the Neighbourhood Plan designates industrial uses on properties outside commercial or residential areas.

In terms of land use, the owner proposes an industrial land use designation for the subject property, which is contrary to the residential land use designations in the OCP and the Neighbourhood Plan.

Council adopted the Chase River Neighbourhood Plan in 1999, providing future land use designations for the area after broad public engagement as part of the plan process.

Staff suggest that the proposed amendments must be considered in the context of a full review of the Neighbourhood Plan, which is beyond the scope of the proposed subject property amendment application. Rather, Staff recommend that consideration of the proposed change in land use designation must necessarily include robust public consultation comparable to that included in a neighbourhood planning process.

Considering the proposed land use change in the context of a review of the Chase River Neighbourhood Plan would allow for a more comprehensive review of the proposed policy change, and its potential implications for the future development of the surrounding properties.

The OCP does not currently include a review of the Chase River Neighbourhood Plan as a part of the implementation section. As part of the upcoming OCP Update, Council could identify the review of existing neighbourhood plans, including the Chase River Neighbourhood Plan, as a priority and include a review in the implementation schedule of an updated OCP.

The owner has chosen to submit the amendment applications prior to a recommended comprehensive review of the Chase River Neighbourhood Plan.

#### **ATTACHMENTS**

ATTACHMENT A: Location Plan  
ATTACHMENT B: Site Plan  
ATTACHMENT C: Letters of Rationale  
ATTACHMENT D: Official Community Plan: Future Land Use  
ATTACHMENT E: Chase River Neighbourhood Plan  
ATTACHMENT F: Aerial Photo

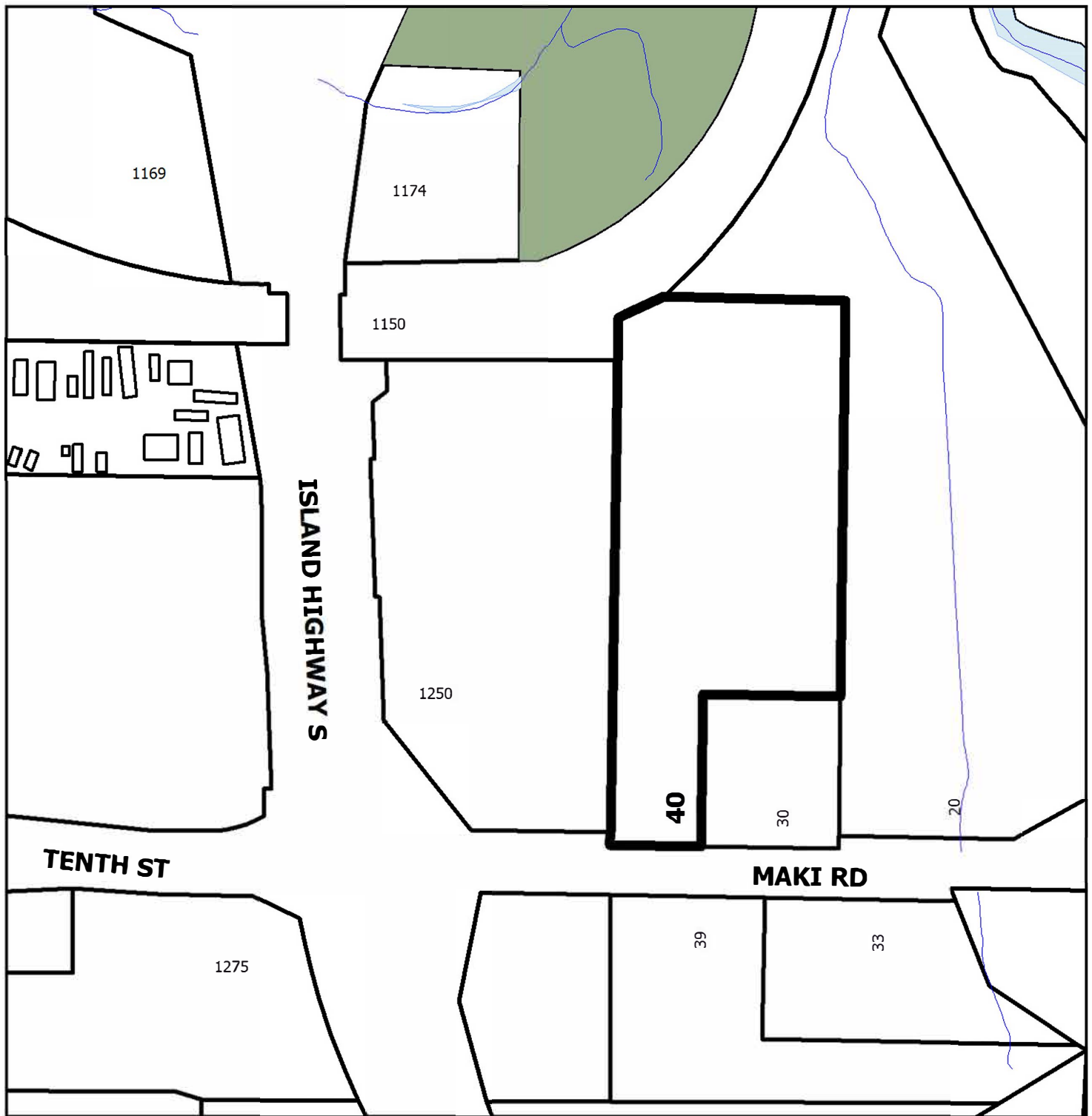
#### **Submitted by:**

Brian Zurek  
Planner

#### **Concurrence by:**

Bruce Anderson  
Manager, Community and Cultural Planning

# ATTACHMENT A

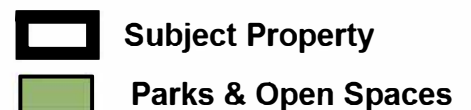


REZONING APPLICATION NO. RA000386  
OFFICIAL COMMUNITY PLAN NO. OCP00087

## LOCATION PLAN



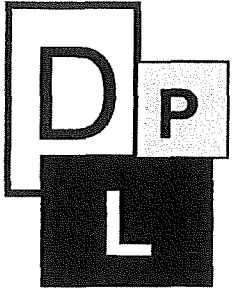
Civic : 40 Maki Road  
Lot 1, Block 1, Section 2, Nanaimo District, Plan 630,  
Except parts in Plan 1099R and 35898, see manufactured home  
assessed on 16197.001







# ATTACHMENT C



Deer Lake Properties Inc.

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October 27, 2017

Mr. Brian Zurek  
City of Nanaimo  
411 Dunsmuir Street  
Nanaimo, BC V9R 5J6

Subject: 40 Maki Road, Lot 1, Block 1, Plan VIP 630, Section 2, Nanaimo Land District, Except Plan 1099R 35898, PID 000-630-535

Request to amend the following plans:

- 1.0 Official Community Plan (OCP) from Neighbourhood to Light Industrial
- 2.0 Chase River Neighbourhood Plan – Schedule A: Chase River Town Centre Land Use from Low-Medium Density Residential to Industrial
- 3.0 Chase River Neighbourhood Plan – Schedule B: Future Land Use from Town Centre to Industrial

**Background:**

On January, 2006 Deer Lake Properties applied to the City of Nanaimo for a Development Permit for our 40 Maki Road Property. At time of application for the proposed Development, this property was zoned I-2 (Light Industrial).

During our Development Permit process we were not notified of any potential future change to the current zoning and as such we proceeded with the comfort level that the existing I-2 zoning would satisfy our development objective for the long term.

We were issued a Phased Comprehensive Development Permit approval in 2007 for the entire parcel of land. To date we have completed three (3) phases of this development, and plan to complete the final phase in 2018.

In May of 2017, we were required to update our appraisal for the purpose of a financing renewal. Our appraisal consultant informed us that the zoning for 40 Maki Road had been changed from I-2 (Light Industrial) to R1 (Single Dwelling Residential). This rezoning change was done because the I-2 zoning designation for our property did not conform with the Chase River Neighbourhood Plan.

At first we all thought these changes were a simple mistake. Through consultation with the City of Nanaimo Planning Department we learned that in 2011, with the adoption of Zoning Bylaw 2011 No. 4500, 40 Maki Road was rezoned to Single Dwelling Residential (R1) to align with the higher-level planning designations of the OCP and Chase River Neighbourhood Plan.

As we were not aware of the 2011 zoning changes, this has put us in a very difficult position. Our property now has legal non-conforming status which could negatively impact the future long-term viability of our business and our ability to secure future lending and insurance commitments.

Legal non-conforming status allows us to continue operating our self-storage business at 40 Maki Road until the use is discontinued for a continuous period of six (6) months. If our facility sustains damage from a major fire or earthquake we may not be able to rebuild our facility with the present legal non-conforming status in place. This status is also of major concern to our lending institution and our insurance provider. They have both stated that they may not be able to support us in the future if we do not have the zoning for the property reinstated to industrial. To facilitate this zoning change, the OCP designation for our property must be changed from Low-Medium Density Residential to Industrial and Schedules A and B of the Chase River Neighbourhood Plan must also be changed to an Industrial designation. Without the continued support of our lending institution and our insurance provider the future economic viability of our business is in jeopardy.

#### **Reasons for OCP and Rezoning amendments:**

##### **Community business centre**

We strongly feel the rezoning of our property to R1 should never have taken place, specifically because of its location and the immediate surrounding industries and businesses. I2 was the proper zoning for this site. Adjacent to our property we have Rona and across the intersection we have the Chase River Shopping Centre. The businesses around the Maki Road, 10<sup>th</sup> Street and Island Highway intersection make up an important business and services centre for the communities of Harewood, Chase River and Cedar. This entire area should have an industrial usage designation within the OCP and Chase River Neighbourhood Plan.

##### **Proximity to major intersection**

Proximity to the major Maki Road and Island Highway traffic light controlled intersection, gives Supreme Self Storage easy and safe access for both North and South bound traffic without disturbance to any neighbours.

##### **Storage demand**

We have recently completed the 3<sup>rd</sup> phase of our development, and in only two (2) months all forty-five (45) of the new lockers have been rented. This is proof that there is a demand for our business and we are providing a much needed storage amenity to the surrounding community.

### **Protection of Marsh Lands**

Supreme Self Storage has minimal impact on the wetlands located behind our property. The back sides of our buildings do not have locker access making for a non accessible barrier to the wetlands. The lack of high sanitary or water requirements of our business results in minimal environmental impact to the wetlands. Presently, rain water is collected and controlled through an onsite filtration drainage field, along with a site oil interceptor. Any future residential development on our site would have a much greater environmental impact on the marsh and surrounding wetlands.

### **Best use**

We are now aware that the primary reason for the rezoning of our property to Single Dwelling Residential (R1), was that the I-2 zoning simply did not align with the Neighbourhood designation adopted in the 1999 Chase River Neighbourhood Plan and the 2008 Official Community Plan (OCP). Given our unique situation in that we had a Phased Comprehensive Development Permit in place in 2011, and that our site was and is still under construction, we should have been seen as the best use for this property now and in the future.

Apart from the fact that our site did not align with the Chase River Neighbourhood Plan and the Official Community Plan, the reality on the ground should have taken precedence and been given much closer scrutiny. Had this taken place with a reasonable open mind, there is no question that this property would have retained its I-2 zoning designation. We have included two (2) aerial photos which show the dramatic change on the ground from January 2006, to the present situation showing a completed Rona outlet at the corner of Maki and the Highway, with Supreme Self Storage appropriately located to the East.

Unfortunately as I stated earlier, we simply were not aware of the rezoning process, otherwise we would have brought up our objection and arguments in a more timely manner. Given the large investment and commitment to our existing Storage Facility, there is minimal to no chance that any form of low density residential development would ever be viable on this property. It is not an appropriate location for a residential development, situated between the environmentally sensitive wetlands and Rona. Supreme Self Storage is very close to a major intersection complete with road widening up to our facility, it has very good street appeal, and given the fact that we have an on-site manager's residence, it is safe and kept clean at all times. Supreme Self Storage has absolutely no negative impact on traffic or neighbors, and if we were to look for a new location, I doubt we would find one that is better suited than 40 Maki Road.

Looking at the intersection of the Island Highway and Maki Road from the air, and all immediate properties to the East, West and South, it clearly shows a natural fit for a commercial and light industrial center, with the wetlands providing a natural boundary from the residential lands to the South West.

We are committed to the rezoning and OCP amendment process and hopefully once this process is completed, 40 Maki Road will have a new zoning designation of I-1 (Highway industrial) and the following plans will be amended:

1.0 Official Community Plan (OCP) from Neighbourhood to Light Industrial

2.0 Chase River Neighbourhood Plan – Schedule A: Chase River Town Centre Land Use from Low-Medium Density Residential to Industrial

3.0 Chase River Neighbourhood Plan – Schedule B: Future Land Use from Town Centre to Industrial

We truly believe is in the best interest of not only us as business owners, but also the City as a beneficiary of property taxes from a correctly zoned light industrial amenity, and the community at large to whom we provide a much needed service.

Sincerely,

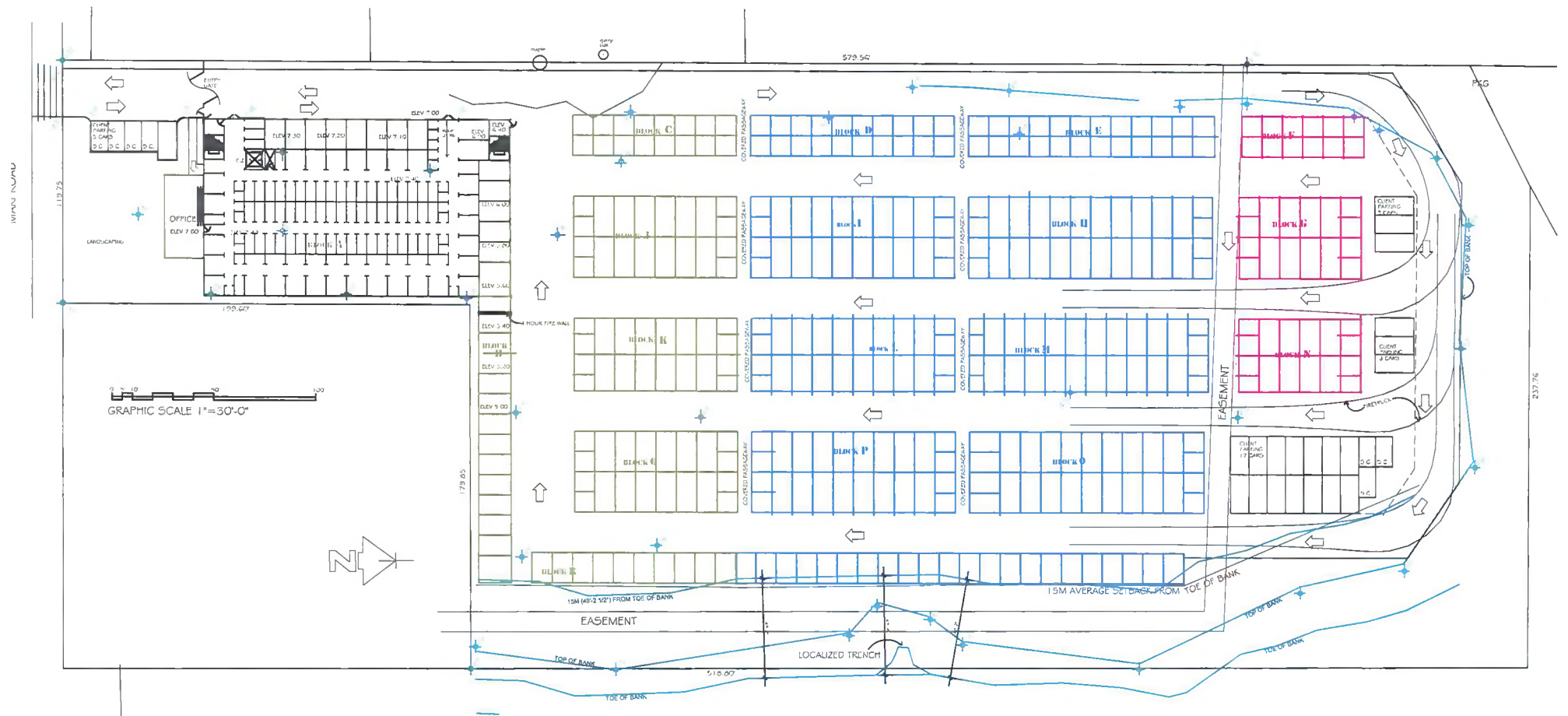


Des Bosa

Deer Lake Properties







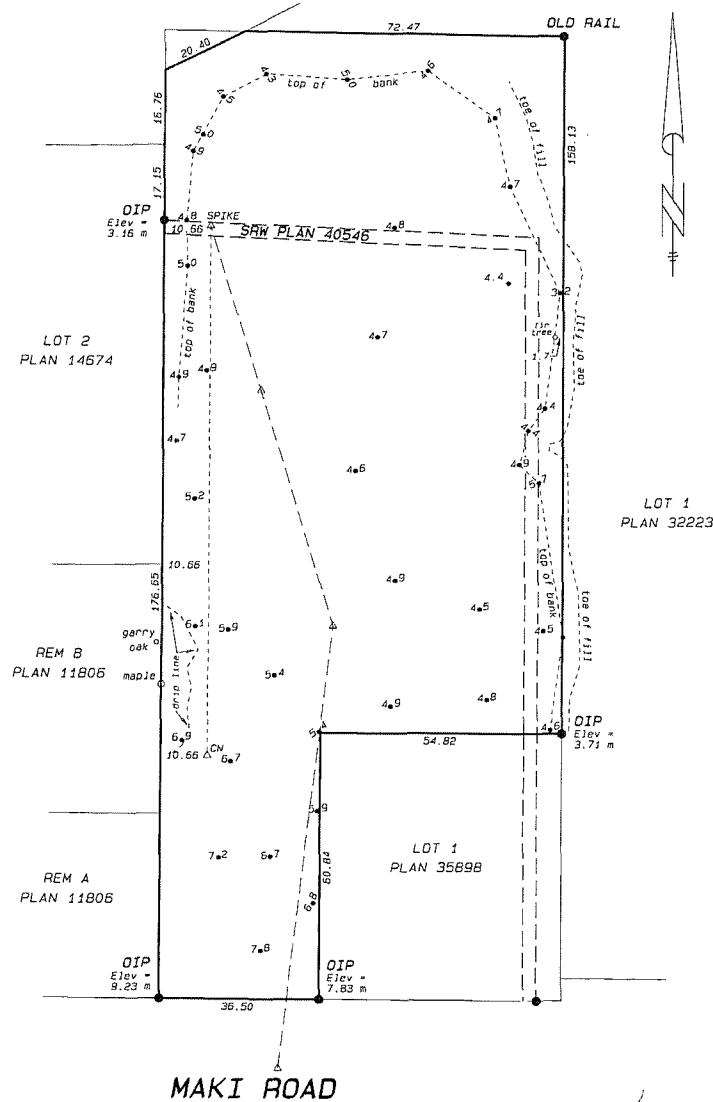
**SKETCH PLAN OF THE REMAINDER OF LOT 1, BLK 1,  
PLAN 630, SECTION 2, NANAIMO DISTRICT.**

SHOWING SPOT ELEVATIONS AND TOP OF BANK

SCALE = 1:1000

All distances are in metres.

Elevation datum, in metres, is Geodetic.



Charles O. Smythies & Associates ©

B.C. Land Surveyors & Planners  
Nanaimo, B.C.

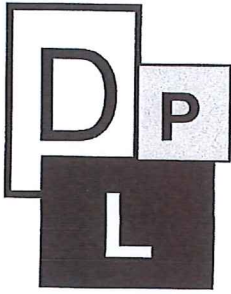
Date: November 7, 2005.

File: NM-02-08

Certified Correct

*[Signature]* B.C.L.S.

This document is not valid unless  
originally signed and sealed.



## Deer Lake Properties Inc.

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October 27, 2017

Mr. Brian Zurek  
City of Nanaimo  
411 Dunsmuir Street  
Nanaimo, BC V9R 5J6

Subject: 40 Maki Road, Lot 1, Block 1, Plan VIP 630, Section 2, Nanaimo Land District, Except Plan 1099R 35898, PID 000-630-535

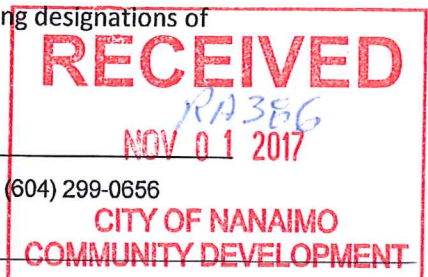
Request and reasons for amending Zoning Bylaw No. 4500 from Single Dwelling Residential (R1) to Highway Industrial (I1).

### **Background:**

In January, 2006 Deer Lake Properties applied to the City of Nanaimo for a Development Permit for our 40 Maki Road property. At the time of application for the proposed Development, the existing zoning was I-2 (Light Industrial) which was intended to provide for clean industrial uses with a high standard of design and maintenance. A letter dated January 30, 2006 from our Architect Adam Policzer outlines the care that was taken at the time in order to satisfy City of Nanaimo guidelines. We were satisfied that the existing zoning was the appropriate application, and based on supply and demand we concluded that Self Storage was the best use for the property, which was a permitted use under the I-2 Zoning. During our Development Permit process we were not notified of any potential future change to the current zoning, and as such we proceeded with the comfort level that the existing I-2 Zoning would satisfy our development objective for the long term. We were issued a Phased Comprehensive Development Permit approval in 2007 for the entire parcel of land. To date we have completed three (3) separate phases of the development, and in the spring of 2018 we will be submitting a building permit application to the City for the completion of the remaining seven (7) buildings.

In May of 2017, we were required to update our appraisal for the purpose of a financing renewal. Our appraisal consultant informed us that the zoning for 40 Maki Road had been changed from I-2 to R1.

At first we all thought it was a simple mistake. Through consultation with the City of Nanaimo Planning Department we learned that in 2011, with the adoption of Zoning Bylaw 2011 No. 4500, 40 Maki Road was rezoned to Single Dwelling Residential (R1), to align with the higher-level planning designations of the OCP and Chase River Neighbourhood Plan.





In our consultation meetings with the City of Nanaimo Planning Department we also learned that during the time of the rezoning process, there was information made available to the public through media and public hearings, but affected property owners were never directly sent any information by the City of Nanaimo to inform them of the rezoning process, or its effect on their properties.

As we were not aware of the 2011 zoning changes, this has put us in a very difficult position. Our property now has legal non-conforming status which could negatively impact the future long-term viability of our business and our ability to secure future lending and insurance commitments.

Legal non-conforming status allows us to continue operating our self-storage business at 40 Maki Road until the use is discontinued for a continuous period of six (6) months. If our facility sustains damage from a major fire or earthquake we may not be able to rebuild our facility with the present legal non-conforming status in place. This status is also of major concern to our lending institution and our insurance provider. They have both stated that they may not be able to support us in the future if we do not have the zoning for the property reinstated to industrial. Without the continued support of our lending institution and our insurance provider the future economic viability of our business is in jeopardy.

#### **Other reasons for OCP and Rezoning amendments:**

##### **Community business centre**

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Apart from the fact that our site did not align with the Chase River Neighbourhood Plan and the Official Community Plan, the reality on the ground should have taken precedence and been given much closer scrutiny. Had this taken place with a reasonable open mind, there is no question that this property would have retained its I-2 zoning designation. We have included two (2) aerial photos which show the dramatic change on the ground from January 2006, to the present situation showing a complete major Rona outlet at the corner of Maki and the Highway, with Supreme Self Storage appropriately located to the East.

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Looking at the intersection of the Island Highway and Maki Road from the air, and all immediate properties to the East, West and South, it clearly shows a natural fit for a commercial and light industrial center, with the wetlands providing a natural boundary from the residential lands to the South West.

We are committed to the rezoning process and hopefully once this rezoning process is completed, 40 Maki Road will have a new zoning designation of I-1 (Highway industrial). We truly believe is in the best interest of not only us as business owners, but also the City as a beneficiary of property taxes from a correctly zoned light industrial amenity, and the community at large to whom we provide a much needed service.

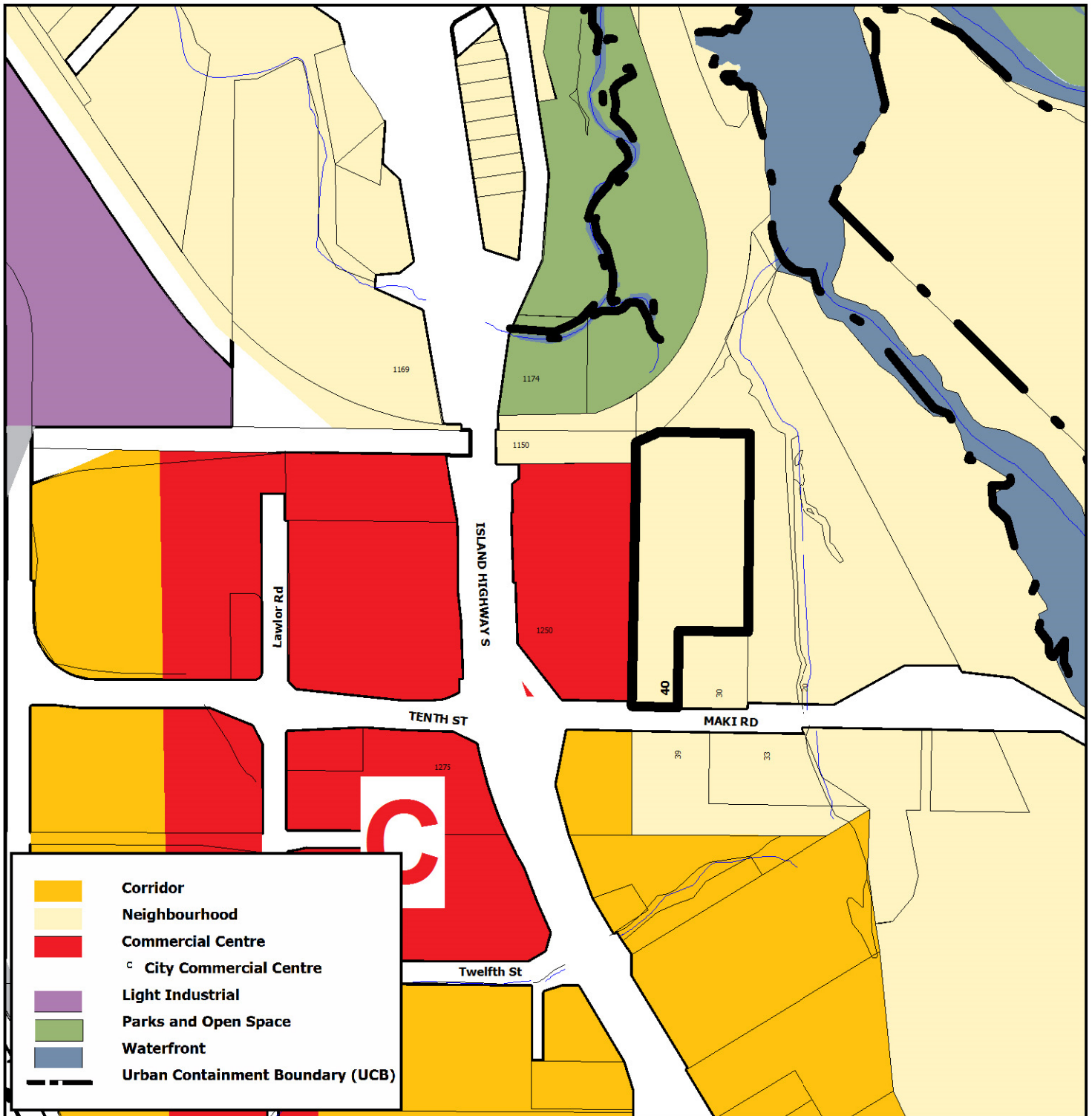
Sincerely,

A handwritten signature in blue ink, appearing to read 'Des Bosa', with a long horizontal line extending to the right.

Des Bosa

Deer Lake Properties

# ATTACHMENT D



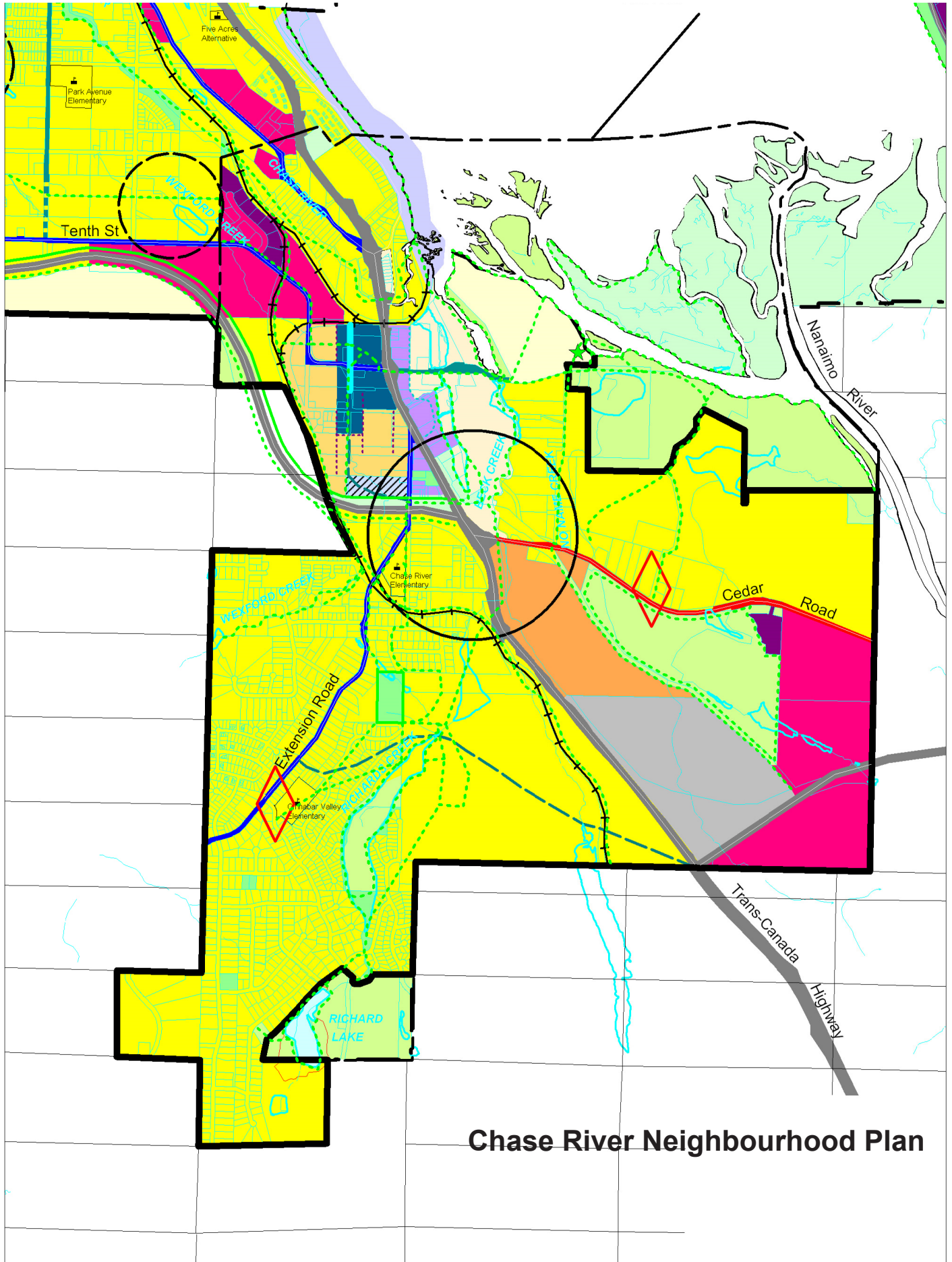
OFFICIAL COMMUNITY PLAN NO. OCP00087  
 REZONING APPLICATION NO. RA000386

## LOCATION PLAN



Civic : 40 Maki Road  
 Lot 1, Block 1, Section 2, Nanaimo District, Plan 630,  
 Except parts in Plan 1099R and 35898, see manufactured home  
 assessed on 16197.001

 Subject Property



**Chase River Neighbourhood Plan**

# LEGEND

## Chase River Neighbourhood Plan

### Future Land Use

-  Mainstreet (Commercial/Residential)
-  Medium-High Density Residential
-  Low-Medium Density Residential
-  Commercial
-  Utility/Service
-  City Land Reserve
-  Neighbourhood Village\*
-  Neighbourhoods
-  Suburban Neighbourhoods
-  City Parks
-  Other Parks and Open Space
-  Future Park Sites\*\*
-  Rural Resource Lands
-  Local Service Centre
-  Main Street
-  Highway Commercial
-  Industrial Enterprise Area
-  Service Industrial Enterprise Area
-  Research, Education, & Development
-  Waterfront Designation
-  Parkway Intersections  
(part of DPA 22)
-  Urban Containment Boundary
-  City Boundary
-  School
-  Proposed School\*\*
-  Proposed Elementary School\*\*
-  Proposed Secondary School\*\*

\* Precise location and boundary of Neighbourhood Villages to be defined in future Neighbourhood Plans  
 \*\*Locations are approximate.  
 \*\*\*Possible location for negotiated trailway (see Sections 1.3.2 and 4.5.2)  
 \*\*\*\*Shown as white line on top of other colours

### Mobility

-  Existing Trailways
-  Proposed Trailway Connectors\*\*\*
-  Other Trailways
-  Provincial Highway
-  Urban Arterial
-  Major Collector
-  Minor Collector
-  Future Urban Arterial
-  Future Major Collector
-  Future Minor Collector
-  Railway
-  On Road Bicycle Routes\*\*\*\*



### Schedule A-7.3 Amendments

Bylaw	Date
6000.024	1999-OCT-04
6000.027	2000-MAY-15
6000.035	2002-APR-08
6000.038	2002-MAY-27
6000.039	2002-SEP-16
6000.041	2003-APR-14
6000.042	2003-APR-14
6000.060	2005-APR-04
6000.076	2007-OCT-29

Amendments have been consolidated for convenience only.  
 The original bylaws should be consulted for all purposes of interpretation and application of the Bylaw.



# ATTACHMENT F

Aerial Photo



REZONING APPLICATION NO. RA000386  
OFFICIAL COMMUNITY PLAN NO. OCP00087





DATE OF MEETING | March 20, 2018 |

AUTHORED BY | BRIAN ZUREK, PLANNER, COMMUNITY AND CULTURAL  
PLANNING |

SUBJECT | DRAFT HOSPITAL AREA PLAN |

## **OVERVIEW**

### **Purpose of Report**

To present the Community Planning and Development Committee with a report on the Draft Hospital Area Plan.

### **Recommendation**

That the Draft Hospital Area Plan report be received for information by the Community Planning and Development Committee.

## **BACKGROUND**

The Official Community Plan (OCP) adopted by Council in 2008 supports creating an Area Plan for the Hospital Urban Node encompassing the Nanaimo Regional General Hospital. Council authorized staff to begin the Hospital Area Plan process on 2016-DEC-05 with the approved Terms of Reference for the project.

### *Hospital Area Plan*

The Hospital Area Plan comprises an area of 124 hectares, centred on the Nanaimo Regional General Hospital. The OCP designates approximately one-third of the plan area as Hospital Urban Node (including the Nanaimo Regional General Hospital); one-third Neighbourhood Residential; and one-third Corridor and Open Space (see Attachment A).

The Draft Hospital Area Plan represents a guide to future development around the Nanaimo Regional General Hospital by proposing more detailed land use designations and transportation network enhancements. The Draft Plan also addresses related issues including parking, development scale, servicing and open space.

The process for preparation of the Hospital Area Plan involves five phases:

- Phase 1 - Background Information
- Phase 2 - Issues and Opportunities
- Phase 3 - Concepts and Options
- Phase 4 - Draft Plan
- Phase 5 - Final Plan

The Hospital Plan process has moved through the background, issues and opportunities, concepts and options stages, and is now in Phase 4 - Draft Plan. Public consultation has been conducted throughout this process. Phase 2 included a meeting with the Hospital Area



Neighbourhood Association with approximately 50 residents in attendance. Phase 3 included an open house attended by approximately 100 members of the public. Phase 2 - Issues and Opportunities and Phase 3 - Concepts and Options included stakeholder meetings with two separate groups: one of community representatives and another of hospital-related representatives. Additionally, Phases 2 and 3 included an online public survey, completed by 505 and 108 individuals, respectively. Phase 4 will include stakeholder meetings, an open house, and an online survey for the review of the Draft Hospital Area Plan.

### *Parking Strategy*

The City also acknowledges that the relatively high volume of on-street vehicle parking in the hospital area is a concern for area residents. Coinciding with the development of the Hospital Area Plan, the City has developed a Parking Strategy to manage on-street parking near the Nanaimo Regional General Hospital.

The Hospital Area Plan and the Parking Strategy are distinct documents with separate objectives and implementation timelines. The Area Plan provides a long-term vision for the growth and development of the local area while the Parking Strategy proposes management practices in the short- and medium-term to increase the availability of on-street parking on hospital area streets.

This report provides an overview of the Draft Hospital Area Plan. The information in this report, including the figures attached, will form the basis for the material presented at a public open house in April 2018.

## **DISCUSSION**

The Draft Hospital Area Plan is composed of two general sections: the Planning and Development Policies, and the Urban Design Framework. The Draft Table of Contents is included as Attachment B.

### *Planning and Development Policies*

The Hospital Area Plan's foundation is the policy developed to address the issues and support the opportunities identified in the land in and around the Hospital Urban Node. Through the Area Plan process community stakeholders identified a need for diverse commercial and residential uses in the surrounding area that complete and complement those offered by the Nanaimo Regional General Hospital.

The policies in this section will guide the future hospital area development and consider related land use and transportation issues. The policies will also address related topics including on-street vehicle parking, services, and open space.

### *Land Use and Development*

Policies contained within this section address the future land use and built form in the hospital area. The policies complement the growth and development of the Nanaimo Regional General

Hospital by developing more structured designations for the Hospital Urban Node and surrounding Corridor and Neighbourhood designations.

Health and Educational Services are the foundation of the Hospital Area. A Mixed Use Health Services designation radiates out from the core intersection at Dufferin Crescent and Boundary Avenue/Boundary Crescent. The Multi Family High Density designation supports and links the core of the Plan Area with the Mixed Use and Residential Corridor area along Bowen Road. The Multi Family Medium designation buffers the most intense uses in the hospital area from existing single-family residential areas. Finally, the plan designates Multi Family Low Density areas to support ground-oriented multi family developments.

### *Transportation and Infrastructure*

Streets throughout the hospital area should be safe, attractive, and functional for people using all modes of transportation: walking, cycling, automobile, and transit. Additionally, the system must support the movement of people with disabilities. The transportation network must support and enhance access to medical services, local employment and commercial centres, schools, high density and neighbourhood residential areas, and parks and open space.

Policies in this section must support the addition and renewal of infrastructure focused to improve the active transportation networks within the hospital area, and the links to the broader networks outside of the plan area.

### *Open Space and Connectivity*

The public provided strong support for open space throughout the plan area that was attractive, safe, green, and inviting. The policies in this section acknowledge the desire for improvements to the existing parkland and for new pedestrian links between open spaces throughout the hospital area—and to the broader network of the City parks and trails.

### *Urban Design Framework*

The Urban Design Framework provides general direction for development within the plan area, and establishes broad urban design strategies. The Framework provides overall urban design guidance for area-wide elements including:

- Street Character and the Public Realm
- Pedestrian Connections and Open Space
- Transportation, Transit, and Cycling Networks

The Urban Design Framework establishes a more coherent and specialized network of streets and cycle routes; a pedestrian greenway; a higher density Main Street; intensified residential densities; an enhanced public realm; and potential gateway marker locations.

### *Parking Management*

To manage hospital area parking, the City developed a Parking Strategy as a companion document to the Hospital Area Plan. The intent of the Strategy: to balance the short-term

parking needs of daytime visitors to the area and the long-term parking needs of residents and hospital-area employees.

The Parking Strategy and Hospital Area Plan shared a common preparation schedule and process; however, each document has unique goals and independent implementation and monitoring timelines. The Parking Strategy is focused to manage on street parking in the hospital area in the short term, beginning in 2019.

The Parking Strategy proposes four broad actions:

1. Implement Transportation Demand Management to reduce or redistribute the number of vehicle trips to the hospital area.
2. Retain unrestricted on street parking near the Nanaimo Regional General Hospital, especially adjacent to vacant or underutilized institutional lands and not fronting single residential dwellings.
3. Implement pay parking and time-restricted parking on Dufferin Crescent and Boundary Avenue adjacent to the Nanaimo Regional General Hospital.
4. Introduce time-restricted parking in residential areas near the hospital. Exempt residents who live within the restricted area from the parking restrictions.

The policies in this section of the Area Plan support the implementation and monitoring of the Hospital Area Parking Strategy.

#### *Next Steps*

Stakeholder consultation on the Draft Hospital Area Plan will include a public open house to be held on 2018-APR-18. Staff will present the Draft Hospital Area Plan document to Council on 2018-APR-23 for information and review.

After concluding the public consultation for the Draft Plan, Staff will finalize the Hospital Area Plan. Staff propose to return to the Community Planning and Development Committee with the Final Plan on 2018-JUN-19. Staff will seek a recommendation from the Committee on the Hospital Area Plan before the document proceeds to Council for consideration as an amendment to the OCP. |

#### **ATTACHMENTS**

ATTACHMENT A: Draft Plan Figures

ATTACHMENT B: Draft Table of Contents |

#### **Submitted by:**

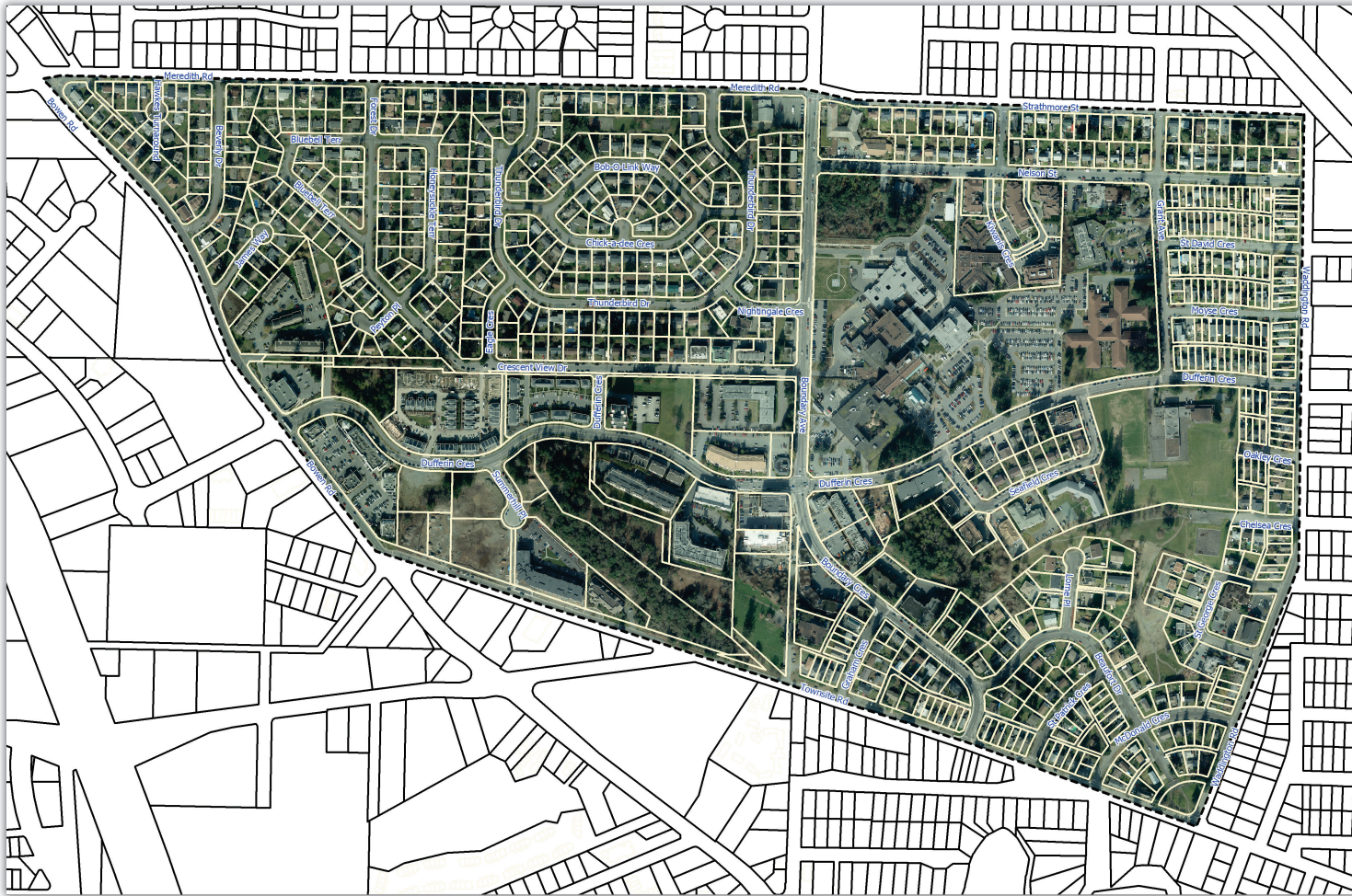
Brian Zurek  
Planner |

#### **Concurrence by:**

Bruce Anderson  
Manager, Community and Cultural Planning

## ATTACHMENT A

# Plan Area



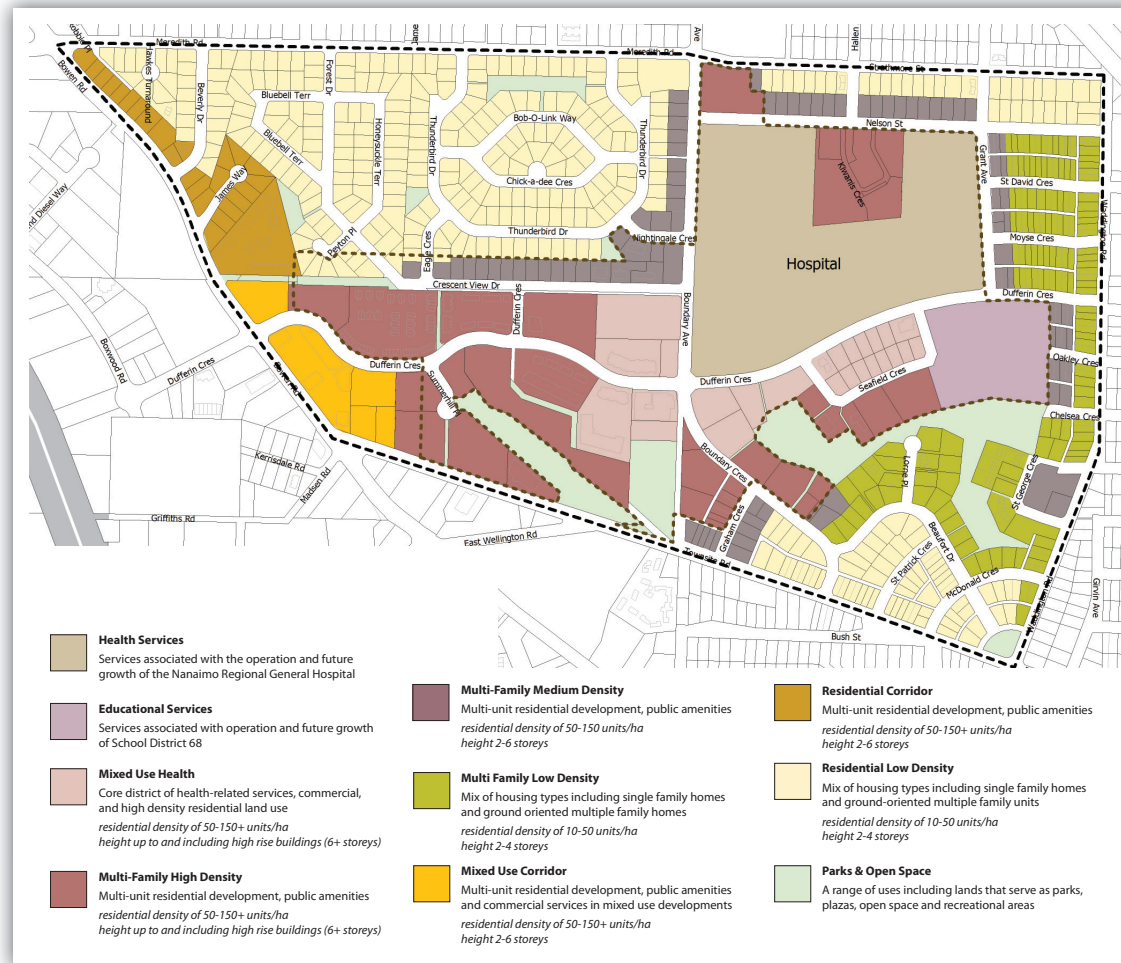
## Hospital Area Plan





# Draft Land Use Plan

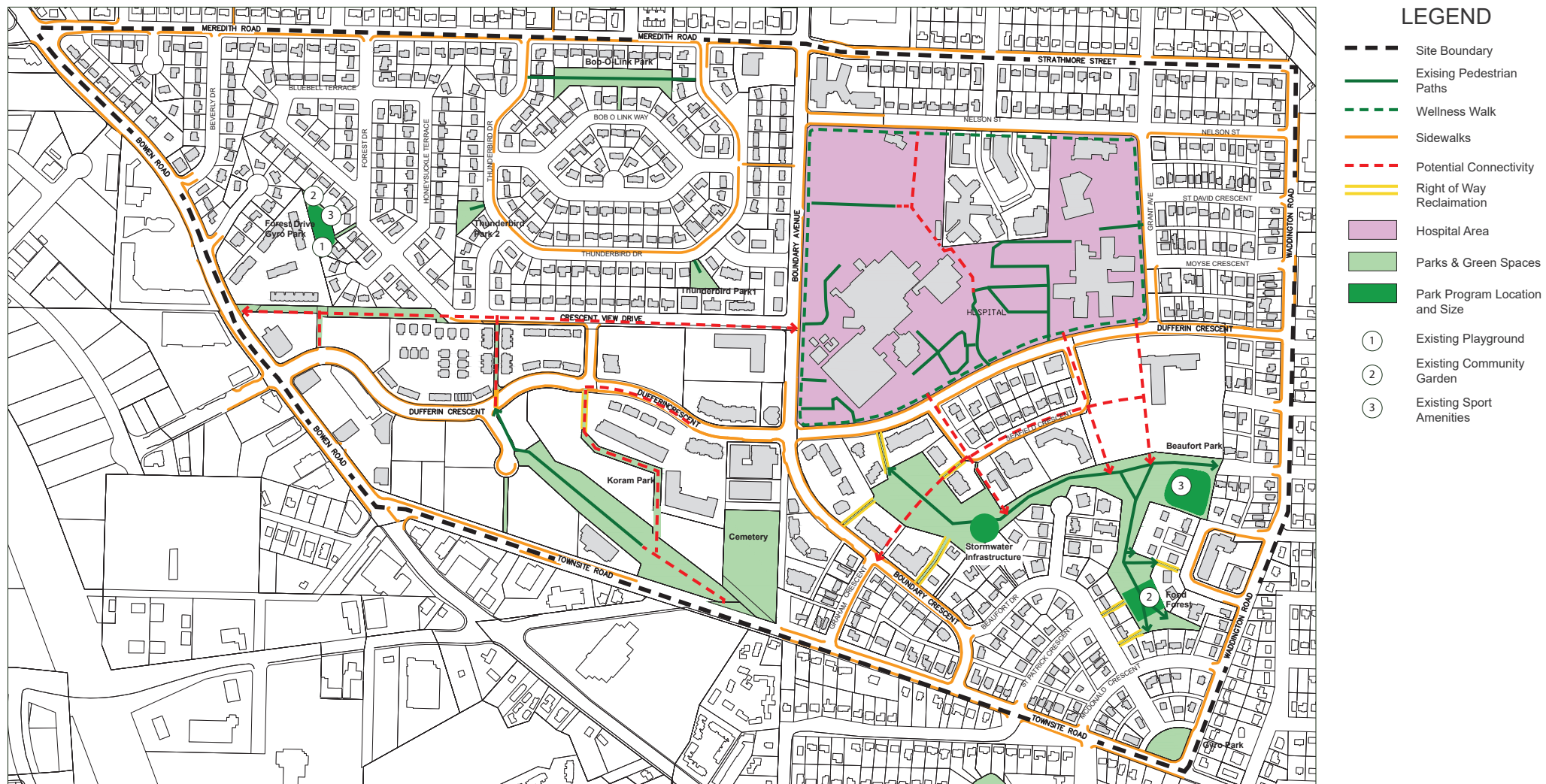
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## Hospital Area Plan

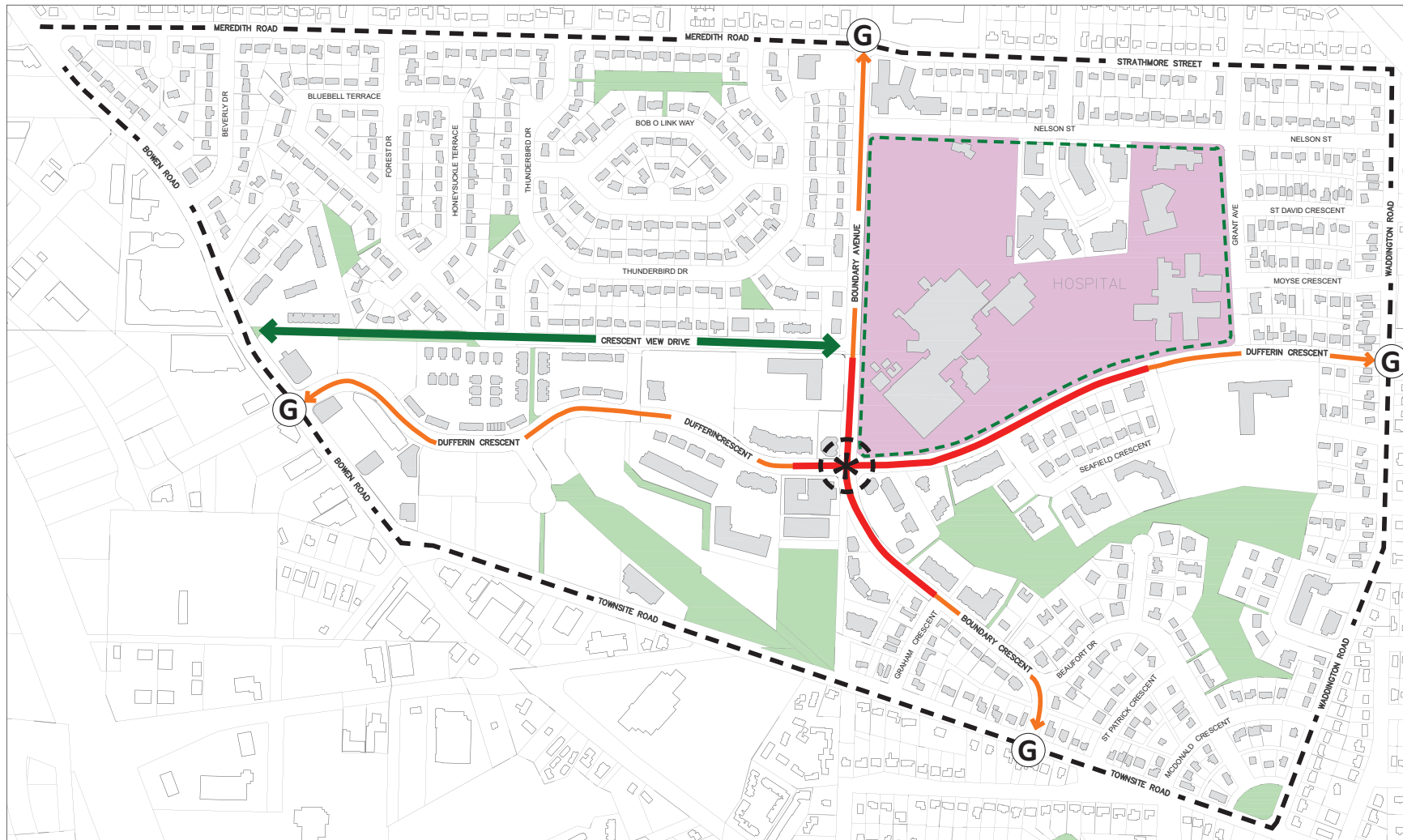


# Draft Open Space & Pedestrian Connectivity



## Hospital Area Plan

# Draft Street Character



## LEGEND

- Site Boundary
- Wellness Walk
- ↔ Major Roads
- Proposed High Street
- ↔ Proposed Greenway
- Hospital Area
- Parks & Green Spaces
- G Cardinal Gateways
- \* Proposed Core Intersection

### Notes:

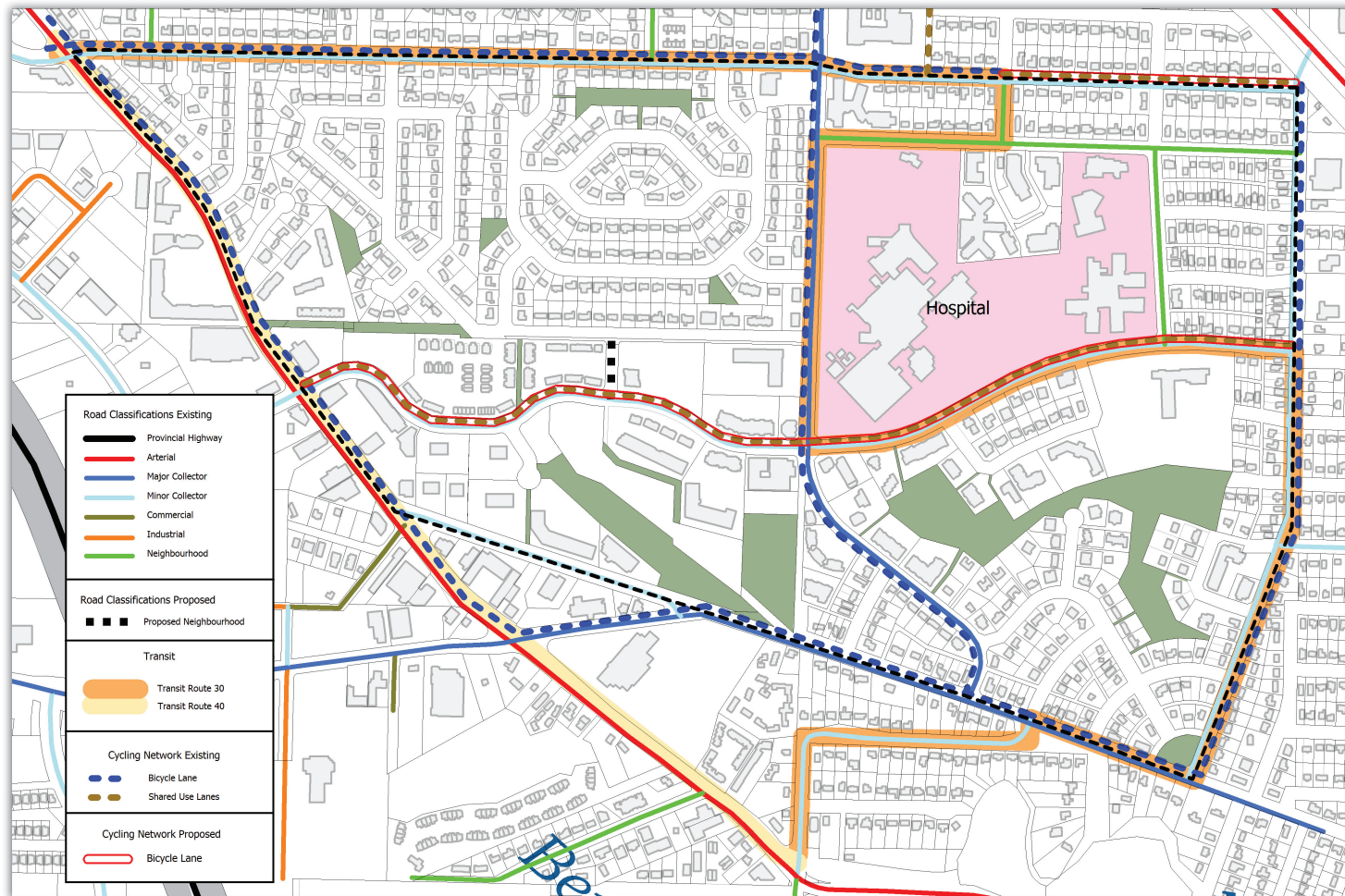
- Define Dufferin Crescent East as a Main Street with high level of urban design
- Define Boundary Avenue as major north-south axis with a high level of urban design
- Recognize the principle activity node/ core intersection.
- Reinforce the Hospital area Gateways.
- Provide urban design enhancements on Dufferin Crescent.
- Maximize park linkages.
- Reclaim R.O.W. links and reinforce Seaford Heights radial pattern.
- Maximize park connectivity, permeability and overlook.
- Improve Crescent View Drive as a Greenway.

## Hospital Area Plan



# Mobility Plan

1

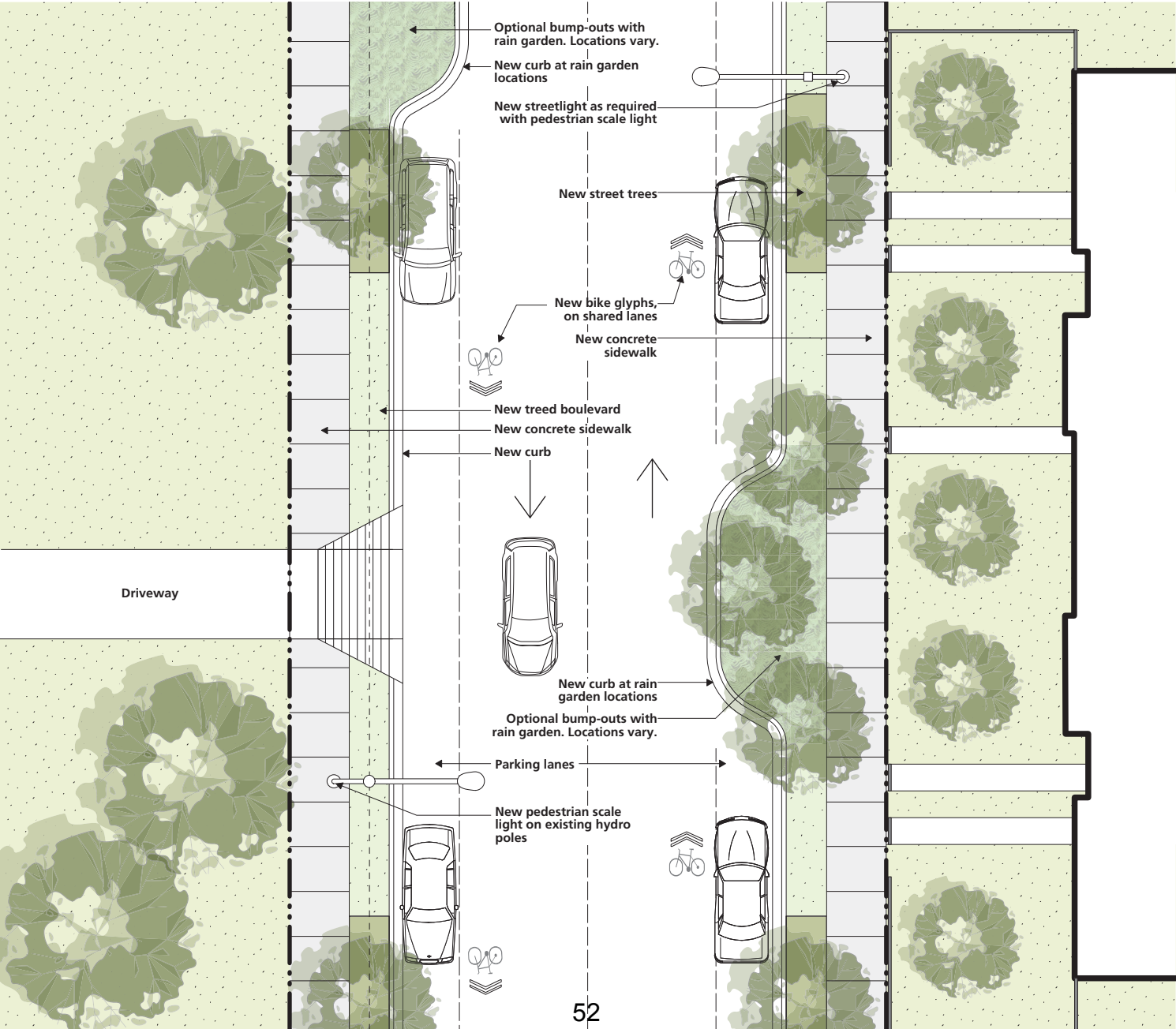
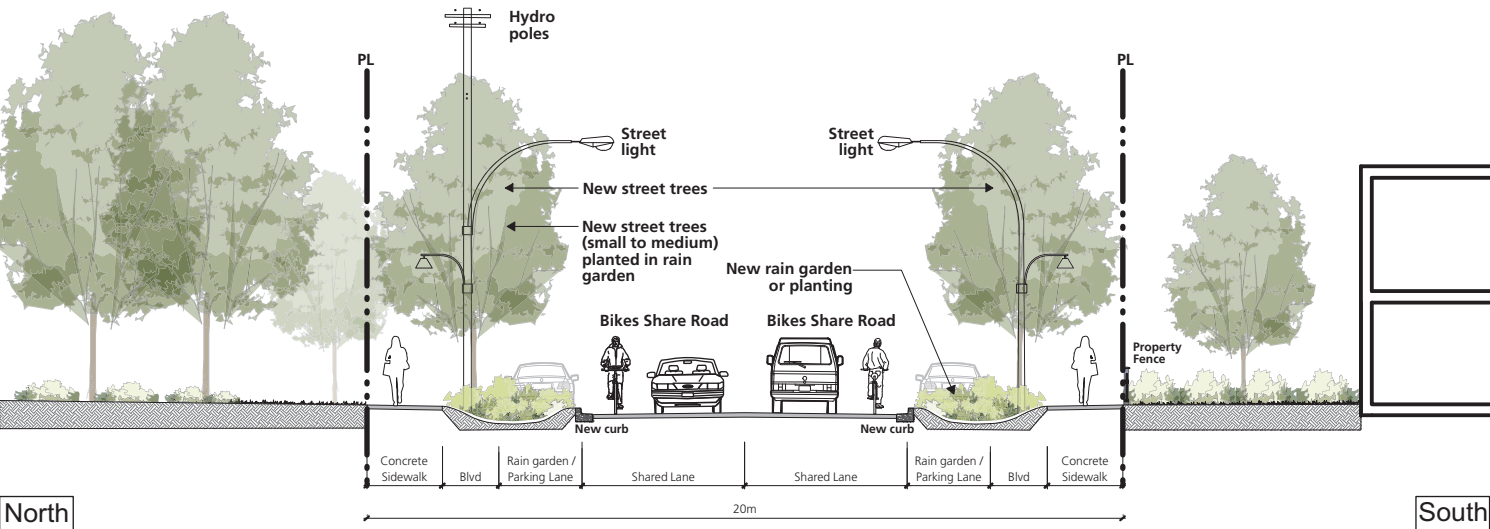


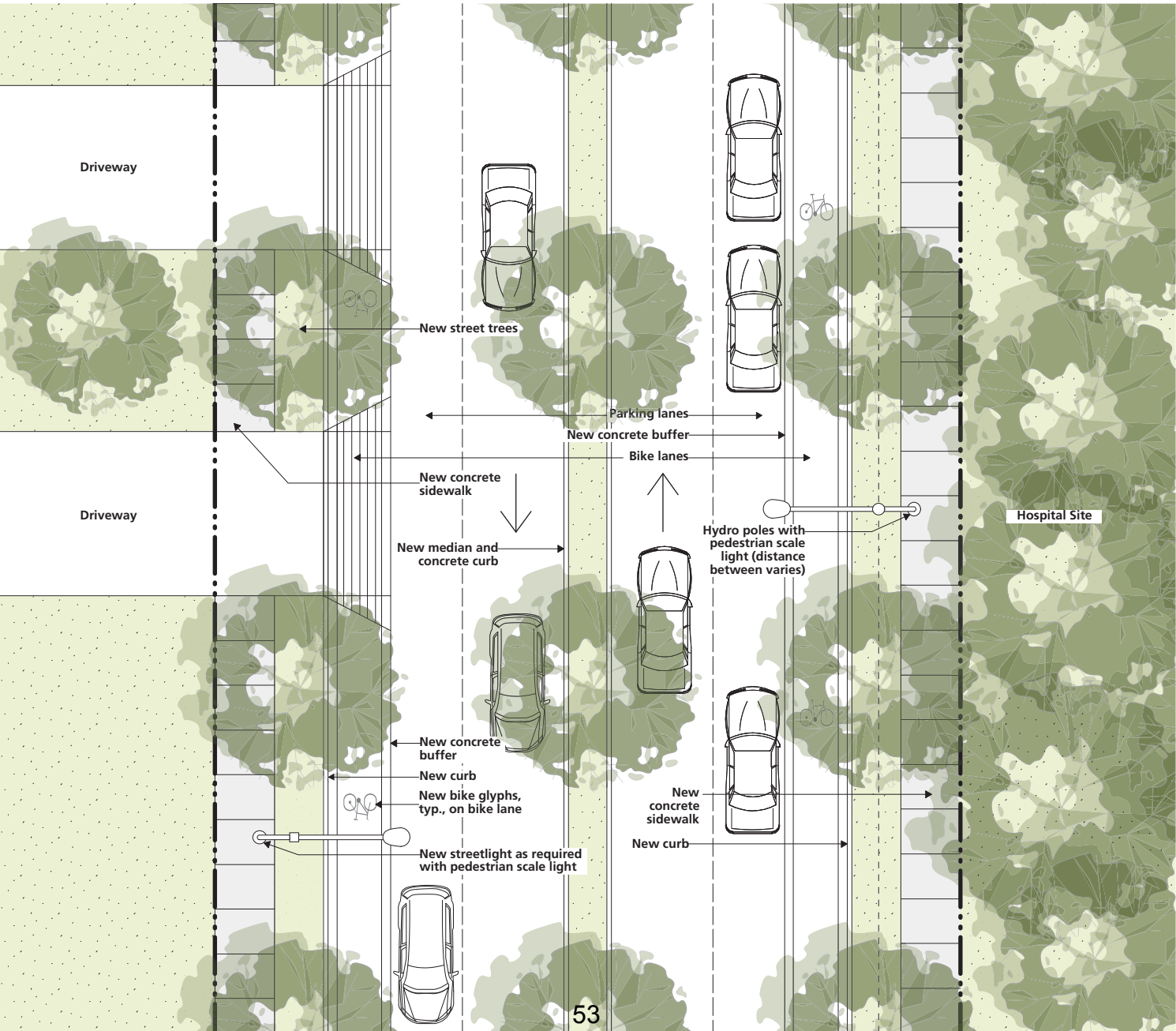
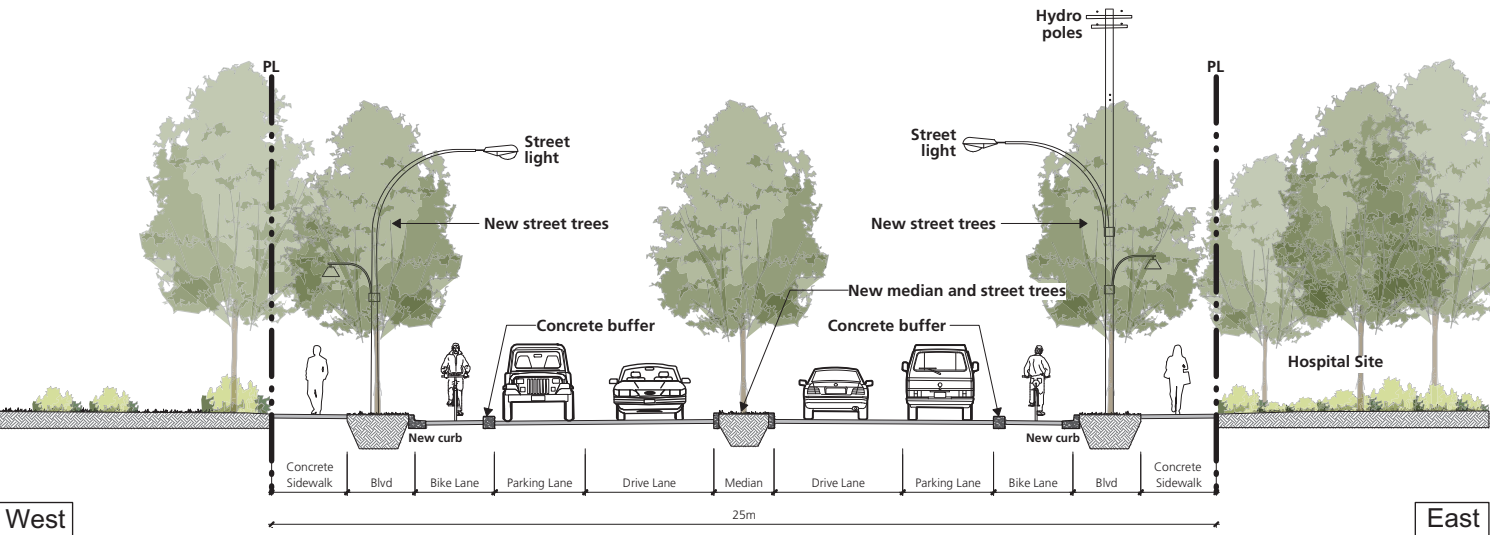
## Hospital Area Plan

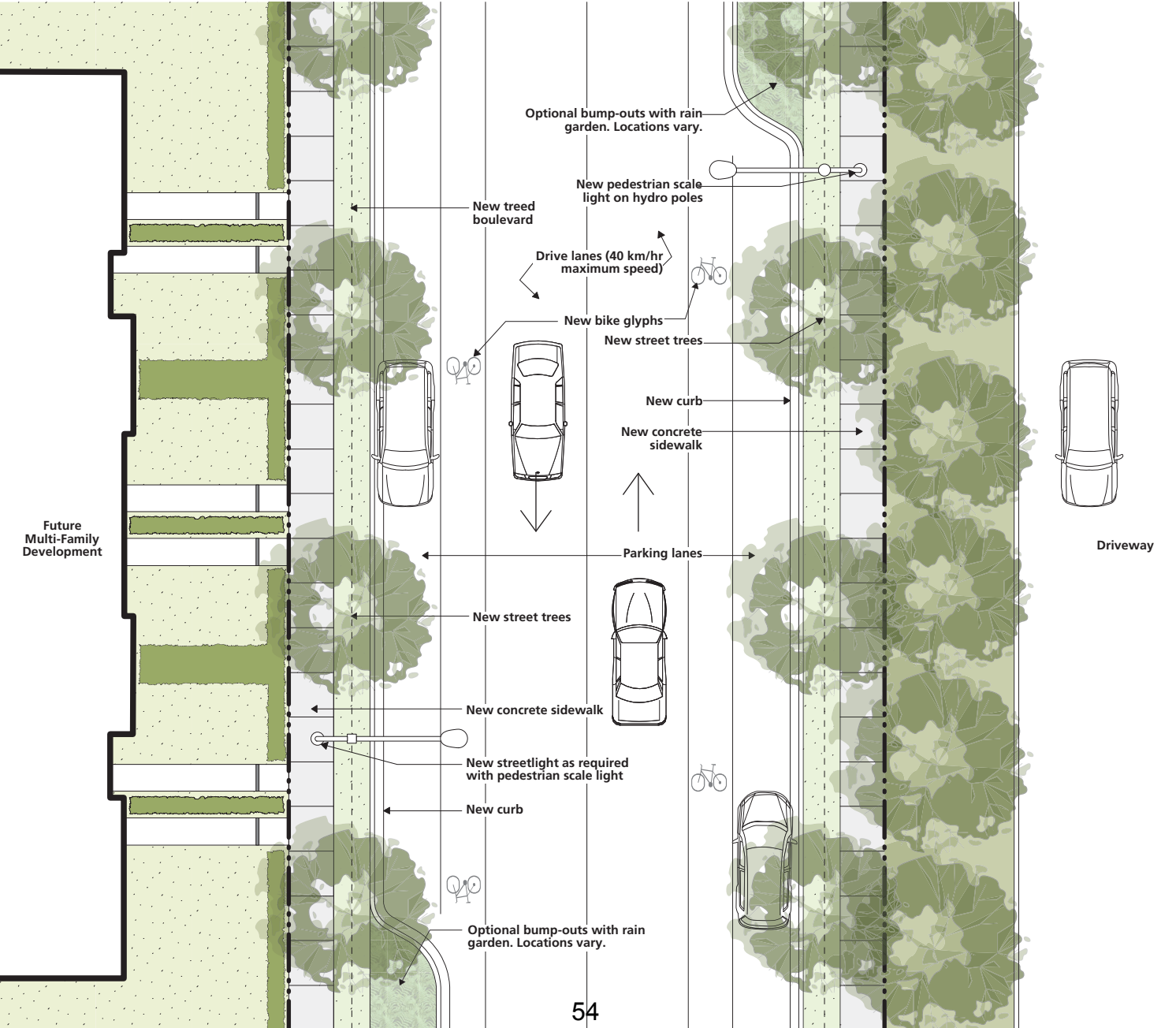
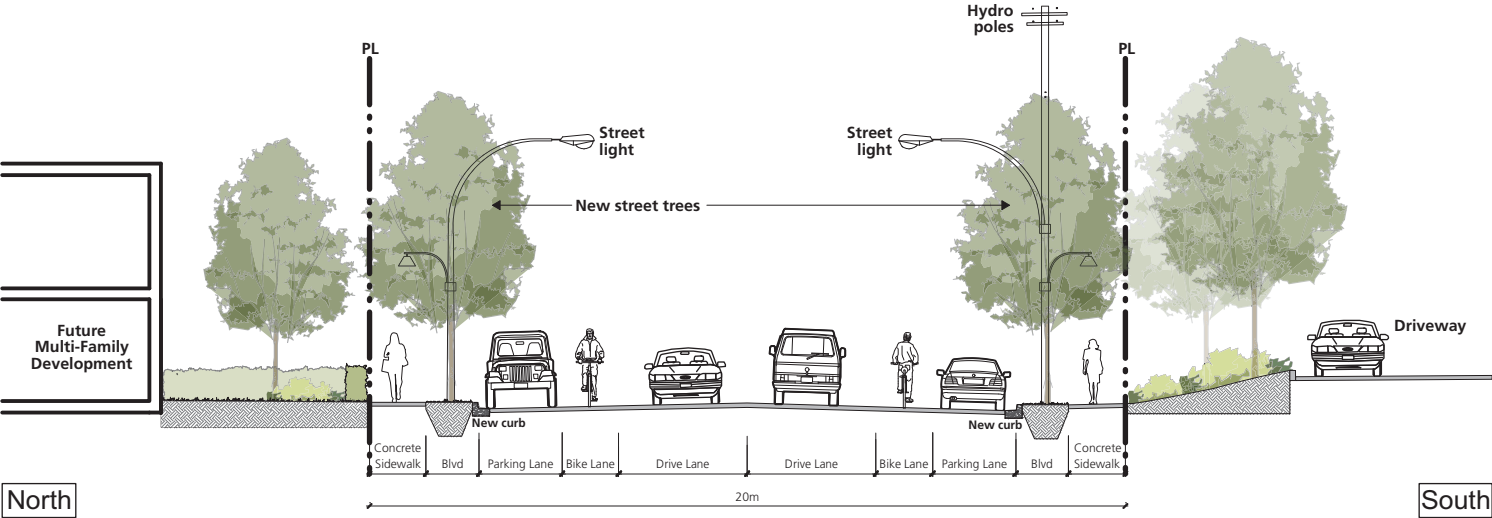






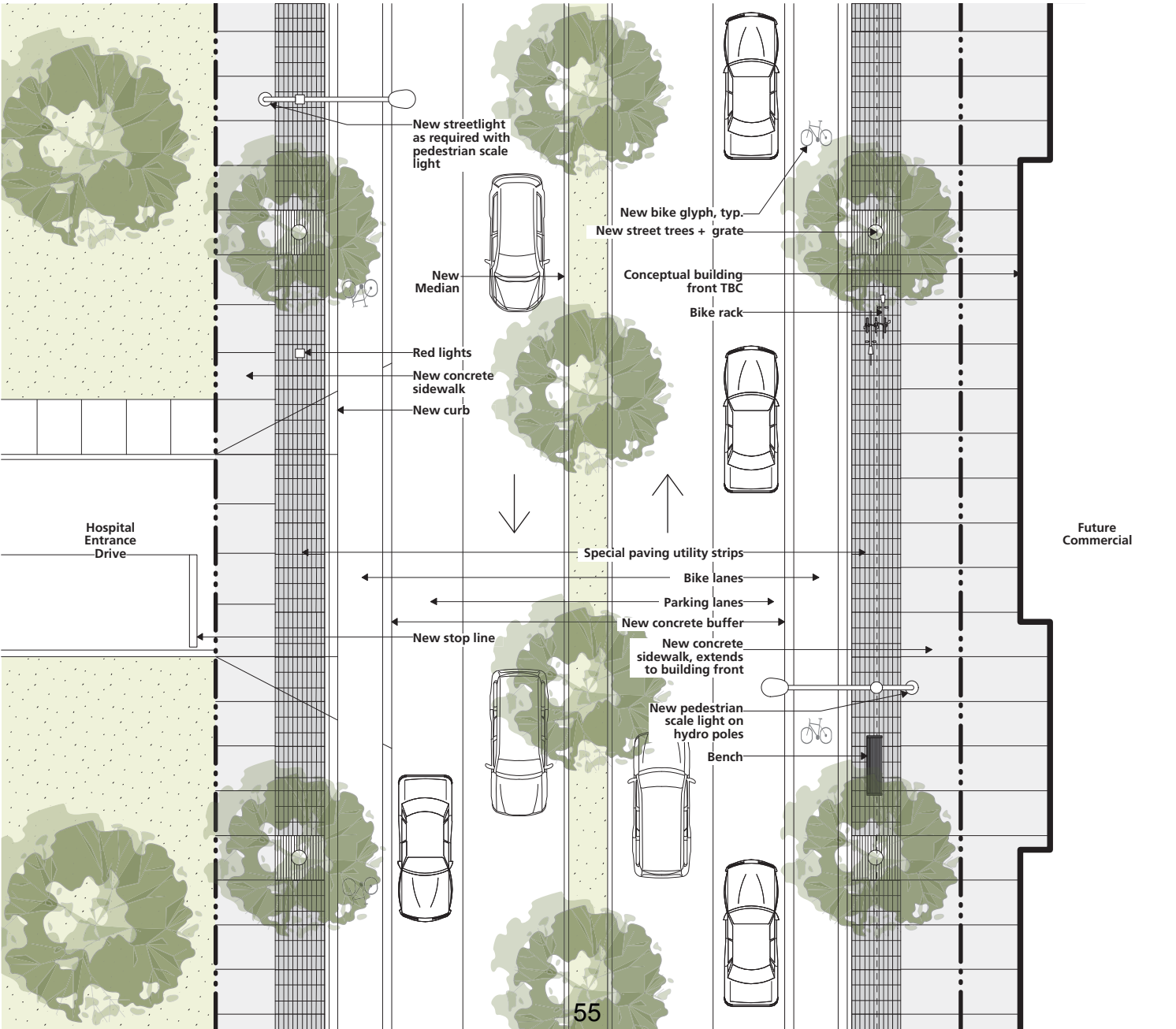
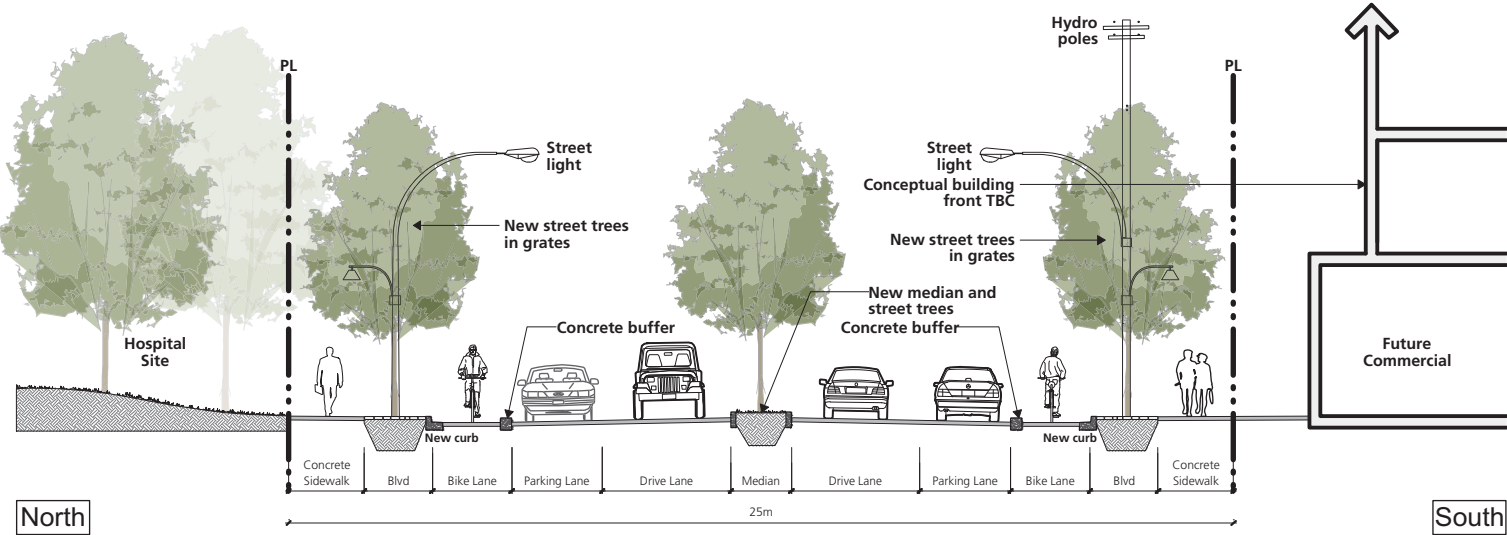








DUFFERIN CRESCENT (EAST) - MAIN STREET





## ATTACHMENT B

# DRAFT Hospital Area Plan

### Draft Table of Contents

#### A INTRODUCTION

- 1 Policy Context
- 2 Purpose and Plan Elements
- 3 Plan Context
- 4 Neighbourhood History

#### B PLAN PROCESS

- 1 Phase 1: Plan Initiation
- 2 Phase 2: Issues and Opportunities
- 3 Phase 3: Concepts and Options
- 4 Phase 4: Draft Plan
- 5 Phase 5: Final Plan and Adoption

#### C URBAN DESIGN FRAMEWORK

- 1 Urban Design Principles
- 2 Street Character and Public Realm
- 3 Pedestrian Connections and Open Space
- 4 Transportation, Transit, and Cycling Networks

#### D PLAN POLICIES

- 1 Guiding Principles – OCP Policy, Land Use Principles
- 2 Land Use and Development
- 3 Transportation and Infrastructure
- 4 Open Space and Connectivity
- 5 Parking Management
- 7 Relationships
- 8 Safety and Security

#### E IMPLEMENTATION STRATEGY

#### F GLOSSARY / HISTORIC PROPERTIES / MAPPING / FIGURES