



# GREEN THUMB **OCP AMENDMENT**

APPLICATION REPORT FOR 6261 HAMMOND BAY ROAD

UPDATED: MAY 1, 2020

RECEIVED  
**OCP96**  
2020-MAY-01





# PROJECT HIGHLIGHTS

The Green Thumb Redevelopment is focused on creating a compact urban village with a focus on high quality open spaces and pedestrian-friendly design.



## HIGHLIGHTS

- 1 Low-rise, pedestrian-friendly village with central plaza and mixed use 'main street'
- 2 Large multi-functional park and gathering space at the heart of an extensive trail and open space network
- 3 Green, pedestrian-friendly street network with street trees and landscaped-based stormwater management
- 4 Preserved mature tree stands at key gateways
- 5 Improved Uplands Drive and sensitive interface to adjacent neighbourhoods
- 6 Higher-density northern end (later phases) responds to Hammond Bay Road and Woodgrove node
- 7 High quality built environment with focus on people-centric and green design principles, including courtyards and green open spaces





Prepared for:  
**THE CITY OF NANAIMO**

Prepared by:  
**BAREFOOT PLANNING + DESIGN**  
Evan Peterson, Principal  
evan@barefootplanning.com | 778.967.2575



On behalf of:  
**WILHELMINA GROUP  
LIMITED PARTNERSHIP**



## 1. INTRODUCTION & CONTEXT

1.1 INTRODUCTION . . . . .	1
1.2 PROJECT PURPOSE. . . . .	2
1.3 DEVELOPMENT CONTEXT . . . . .	3

## 2. VISION & CONCEPT

2.1 VISION & RATIONALE . . . . .	7
2.2 CONCEPT PLAN. . . . .	8
2.3 VISUALIZING THE CONCEPT . . . . .	9
2.4 PROPOSED OCP LAND USE. . . . .	12
2.5 CONCEPTUAL PHASING . . . . .	13
2.6 GETTING AROUND . . . . .	14

## 3. BLUE-GREEN PLAN

3.1 OVERVIEW . . . . .	16
3.2 BLUE-GREEN PLAN . . . . .	17
3.3 BLUE-GREEN CONCEPT DESIGNS . . . . .	18
3.4 VISUALIZING BLUE-GREEN STRATEGIES . . . . .	19
3.5 VISUALIZING OPEN SPACES . . . . .	21

## 4. NEIGHBOURHOOD INTEGRATION

4.1 RESPONSE TO NEIGHBOURHOOD . . . . .	23
---	----

## APPENDICES

- A: STORMWATER ANALYSIS
- B: RAIN GARDEN & SWALE MAINTENANCE
- C: SERVICING REPORT
- D. TRANSPORTATION REPORT

# CONTENTS



# 1. INTRODUCTION & CONTEXT





# 1.1 INTRODUCTION

This report details the conceptual development proposal for the “Green Thumb” site (i.e., 6261 Hammond Bay Road – see map, below), which requires an Official Community Plan (OCP) amendment to accommodate desired future phases and zoning amendments.

This 17.76 hectare site falls within the Corridor land use (see map in 1.3) and is immediately adjacent to the Woodgrove urban node; is bounded by Hammond Bay Road, Uplands Drive, and the Island Highway; and is ideally suited for a comprehensive village development.



LOCATION MAP

## CONTENTS

Inside this report, you will find the following sections:

### 1. INTRODUCTION & CONTEXT

- An overview of the development context.

### 2. VISION & CONCEPT

- A vision of the development proposal with a focus on illustrative concepts.

### 3. BLUE-GREEN STRATEGY

- An overview of the proposed integrated approach to green spaces and landscape-based stormwater management.

### 4. NEIGHBOURHOOD INTEGRATION

- An summary of key issues and considerations that informed the planning concept.

Additionally, you will find the following relevant studies and reports in the appendices:

### A. STORMWATER ANALYSIS & APPROACH

- Murdoch De Greeff Landscape Architects

### B. RAIN GARDEN & SWALE MAINTENANCE

- Murdoch De Greeff Landscape Architects

### C. SERVICING REPORT

- Newcastle Engineering

### D. TRANSPORTATION REPORT

- Watt Consulting



## 1.2 PROJECT PURPOSE

The subject site is currently designated Corridor in the City's Official Community Plan (OCP). ***The purpose of this application is to amend the OCP land use designation of the site from Corridor to Urban Node.***

This will better-support the comprehensive and long-term redevelopment envisioned in this application.

Following the OCP amendment, the applicant will proceed with phased development applications consistent with the development concept presented in this application.

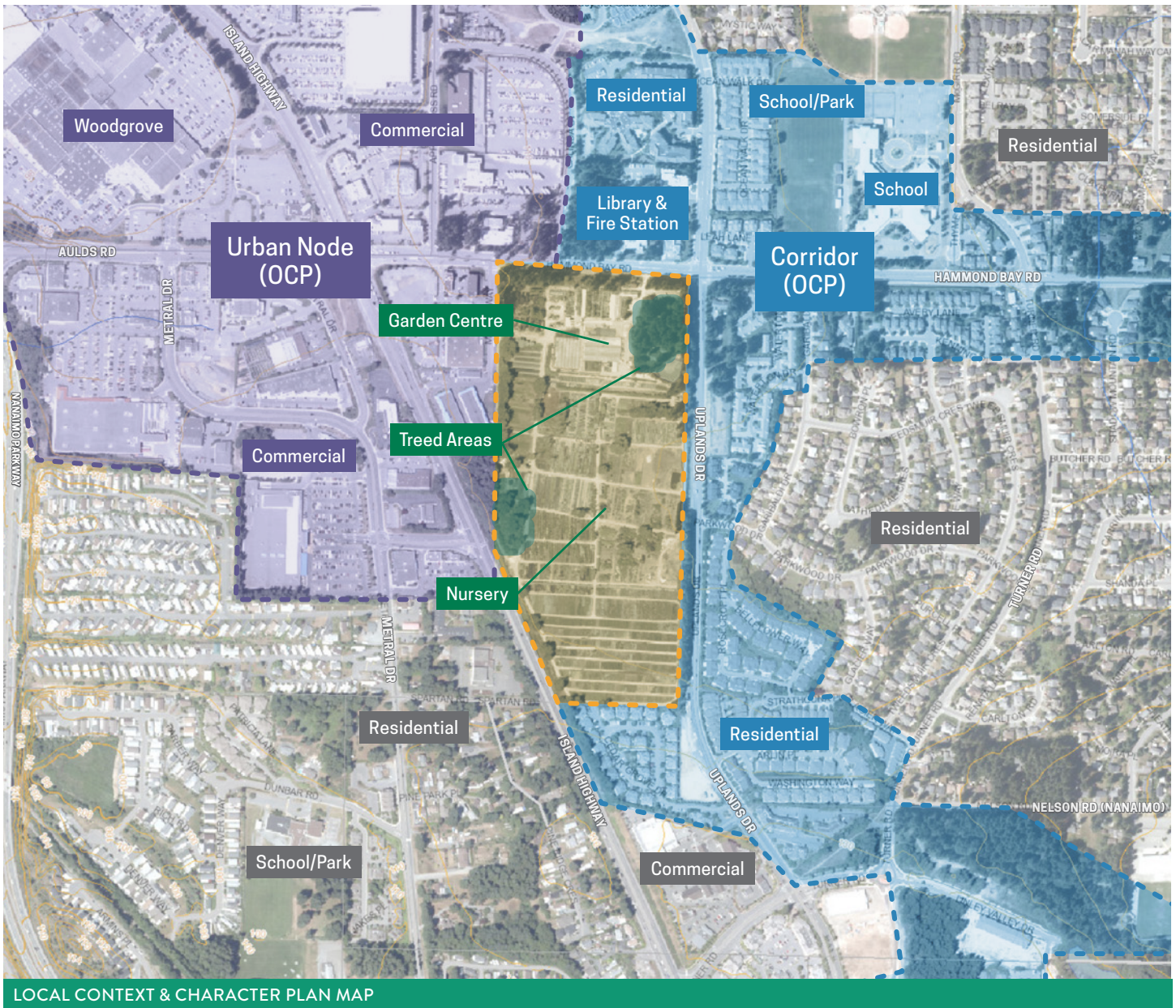
The Urban Node designation permits the necessary and appropriate densities for residential and mixed use areas envisioned along/near Hammond Bay Road and within close proximity to Woodgrove Centre. Moreover, elsewhere on the site, low- and mid-rise buildings (3 to 12 storeys) will support more attainable housing, a vibrant mix of uses, and a high quality network of streetscapes and public open spaces.





# 1.3 DEVELOPMENT CONTEXT

## LOCATION & CONTEXT PLAN



The Green Thumb site is dominated by a busy nursery (southern 2/3) and garden centre (northern 1/3) with few natural features – two areas of mature trees (marked above).

The development context is primarily characterized by [a] immediate adjacency to Woodgrove Centre Urban Node and its anticipated high-density redevelopment; [b] almost 300m of frontage on Hammond Bay Road

and 650m of frontage on Uplands Drive; and [c] multiple schools (elementary and secondary), library, fire station, community centre, shopping, services, and numerous parks within easy walking/cycling distance (1 KM – see map in 1.1).



# PHOTO GALLERY 1



VIEW OF EASTERN BOUNDARY OF SITE ALONG UPLANDS DR., LOOKING NORTH



VIEW ALONG UPLANDS DR. AT PARKWOOD DR.



VIEW ALONG HAMMOND BAY RD., LOOKING EAST



VIEW ALONG HAMMOND BAY ROAD AT CALINDA ST.



VIEW LOOKING EAST AT ISLAND HWY & ENTERPRISE WAY



## PHOTO GALLERY 2



AERIAL VIEW OF GARDEN CENTRE AREA



AERIAL VIEW OF SITE, LOOKING SOUTHWEST



AERIAL VIEW OF SITE, LOOKING NORTHEAST



## 2. VISION & CONCEPT





# 2.1 VISION & RATIONALE

## VISION

The vision for this property is for a vibrant, walkable neighbourhood with a focus on high-quality urban design; a comprehensive and connected green open space network; and rich landscaping throughout public and private spaces. On the south half, a medium density residential neighbourhood with a boutique retail village core is envisioned. Whereas, on the north end, a higher-density, future-adaptive mixed use hub is envisioned.

## POLICY RATIONALE

The proposal has been developed to respond to the overarching community goals from the OCP, other key City policies and documents, and broader trends. Below is a review of the relevant policies and corresponding proposal responses.

The City's OCP provides goals, objectives, and policies for the proposed urban node designation for which this site supports or responds directly.

- GOAL 1: Manage Urban Growth by focusing urban development within a defined Urban Containment Boundary (UCB).
  - » The proposal focuses intensive infill development within designated growth areas rather than contributing to 'sprawl' or 'leapfrog' development.
- GOAL 2: Build a more Sustainable Community by creating urban nodes and corridors that support higher densities and a wider range of amenities and services than found in the surrounding residential neighbourhoods.
  - » The proposal provides higher densities and offers a range of amenities not found in surrounding residential areas.

Moreover, the Focus and Character for the Woodgrove Urban Note is as follows:

- » Regional commercial centre characterized by intensive retail and service uses with future focus on expanding higher density residential uses
- » The proposal expands higher density residential uses within easy walking distance of Woodgrove Centre and extends the existing retail uses without directly competing (focus on boutique rather than large-format retail).

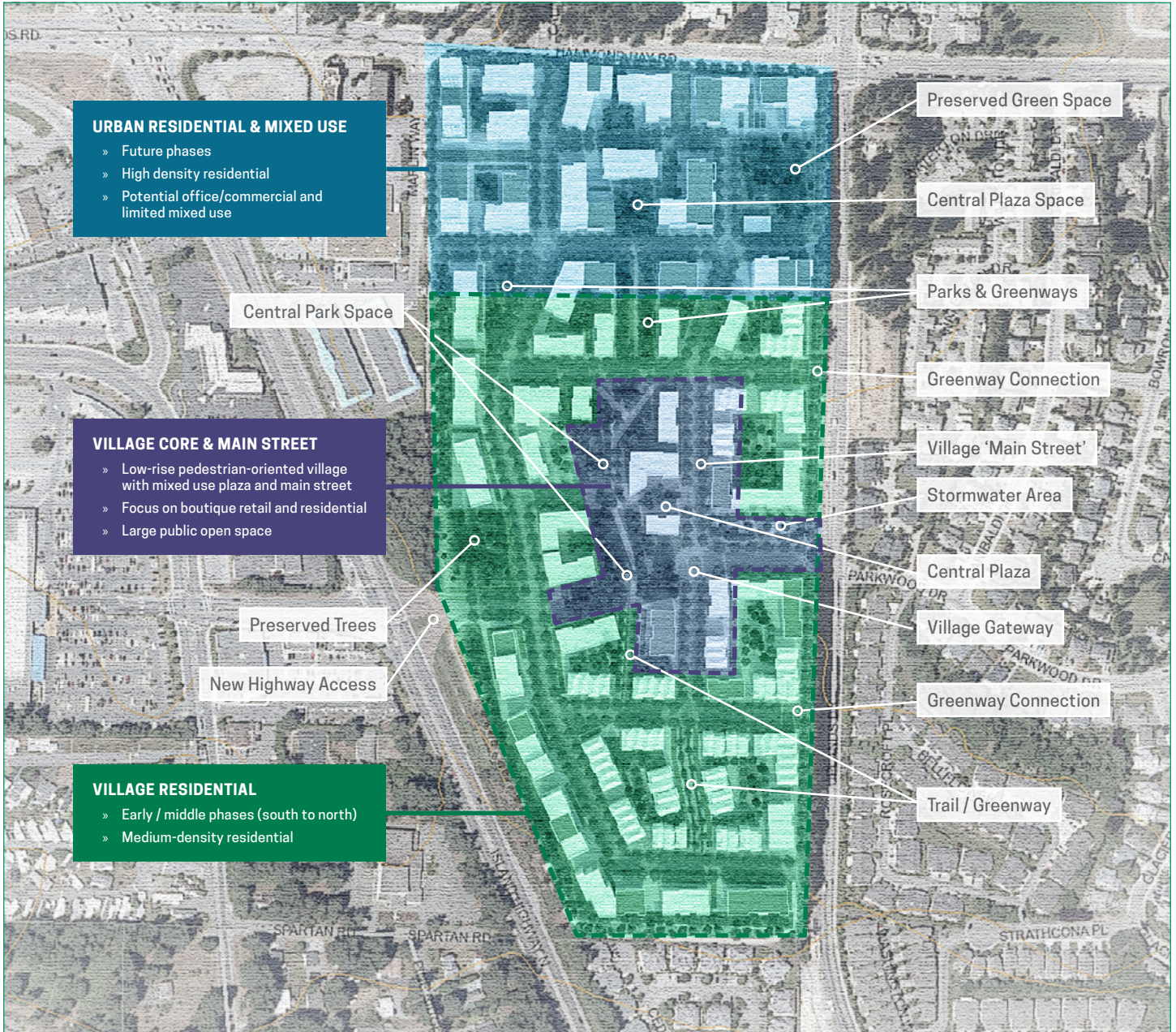
The proposal also responds to the policies of the Woodgrove Urban Node in the following ways:

- Supports the function of the Woodgrove Urban Node as the northern regional centre for commercial and personal service facilities.
- Provides residential densities of 50 to 150+ units per hectare.
- Provides a variety of higher-density residential housing that meets changing demographics and a variety of income levels.
- Mixes land uses within the development.

Additionally, the OCP calls for a park to be located on this site.

- The proposal features not only a large central park space but also a network of connected trails and smaller park spaces (see 3.2).

# 2.2 CONCEPT PLAN



## PLAN OVERVIEW

This conceptual site plan shows the three primary areas of the proposal (boundaries are approximate/fluid):

### VILLAGE RESIDENTIAL

- Townhomes and low-rise multifamily, predominantly 3-6 storeys, with 8+ storeys along the Island Highway.

### VILLAGE CORE & MAIN STREET

- Low-rise mixed use area with a focus on boutique retail with residential above – predominantly 3-6 storeys.

### URBAN RESIDENTIAL & MIXED USE

- Mid- to high-rise residential with potential for mixed use and commercial (office) buildings – adaptable to the future needs and conditions of the area, while remaining consistent with the site’s vision.



## 2.3 VISUALIZING THE CONCEPT

To better visualize what is envisioned in each key area, this gallery offers precedent images taken from other successful neighbourhoods and represents the “types of things” that could be expected.

### VILLAGE CORE & MAIN STREET



Low-rise mixed use buildings with active frontages.



Permeable ground floor uses and quality street design.



Pedestrian street/plaza with retail frontages



Quality design at the interface between private and public realms.

### VILLAGE RESIDENTIAL



Low-rise multifamily with ground-oriented units.



Residential framing the street and contributing to village vitality.



Emphasis on green landscaping throughout.



A variety of unit types designed with a coherent, contemporary aesthetic.

### URBAN MIXED USE



Mid-rise, commercial buildings that complement the local context.



Pedestrian-oriented streets with active frontages.



Quality interface of the private and public realms.



Pedestrian-only street with retail frontages

### URBAN RESIDENTIAL



High-rise residential with focus on ground-oriented units.



A focus on quality streetscapes, even with increased densities.



Focus on quality open spaces and landscaping, even within buildings.



Incorporating design strategies for reducing bulk and massing.



# ILLUSTRATIONS

The following conceptual illustrations provide direction for the feel and design focus of the proposal.

All design details will be resolved at future stages of the development process (e.g., rezoning, development permit).



CONCEPT ILLUSTRATION OF THE VILLAGE MAIN STREET WITH ACTIVE RETAIL FRONTAGES



CONCEPT ILLUSTRATION OF THE LOW-RISE VILLAGE RESIDENTIAL AREA





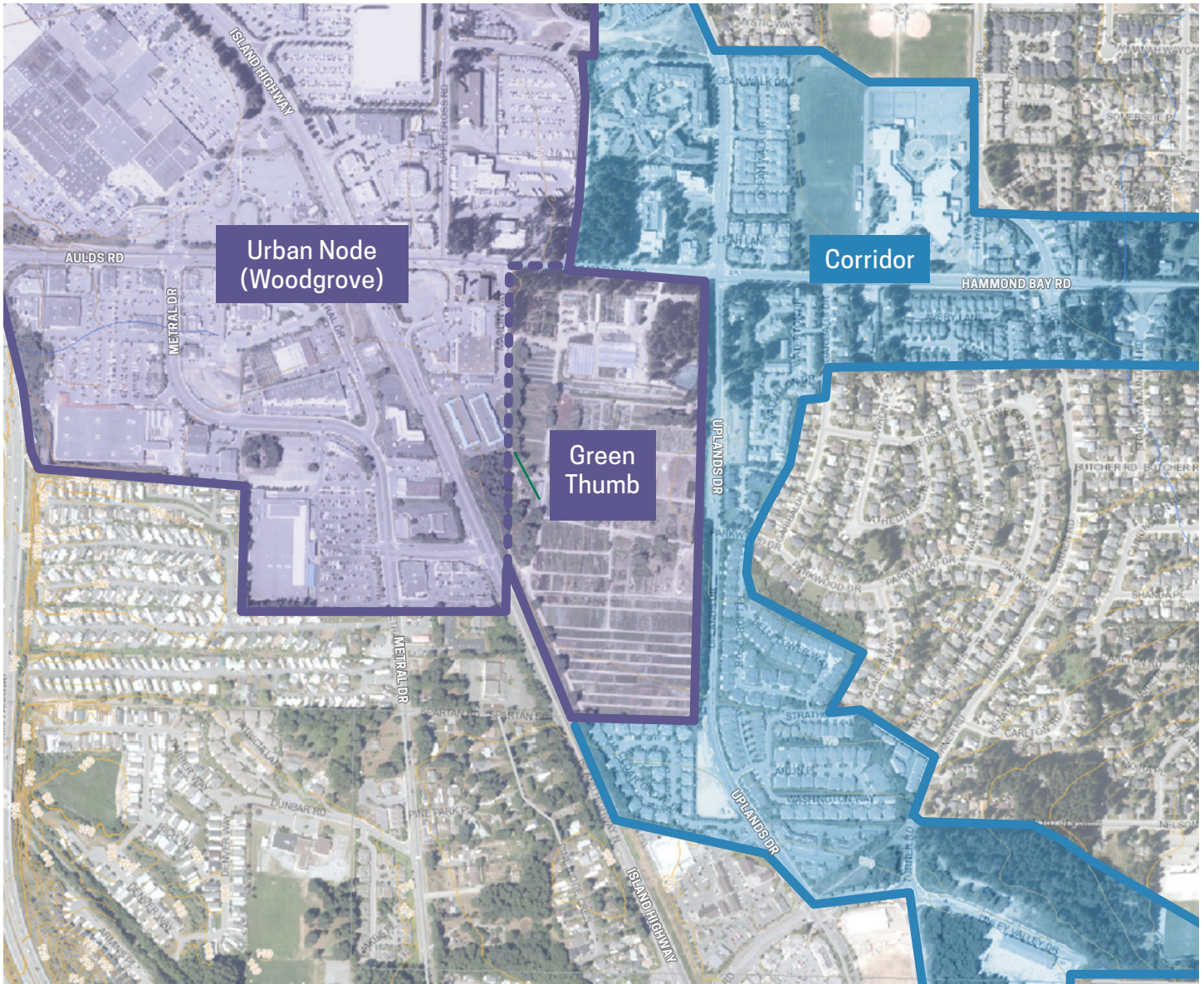
PERSPECTIVE ILLUSTRATION LOOKING NORTH ACROSS THE SITE



PERSPECTIVE ILLUSTRATION LOOKING SOUTHWEST ACROSS THE SITE



## 2.4 PROPOSED OCP LAND USE



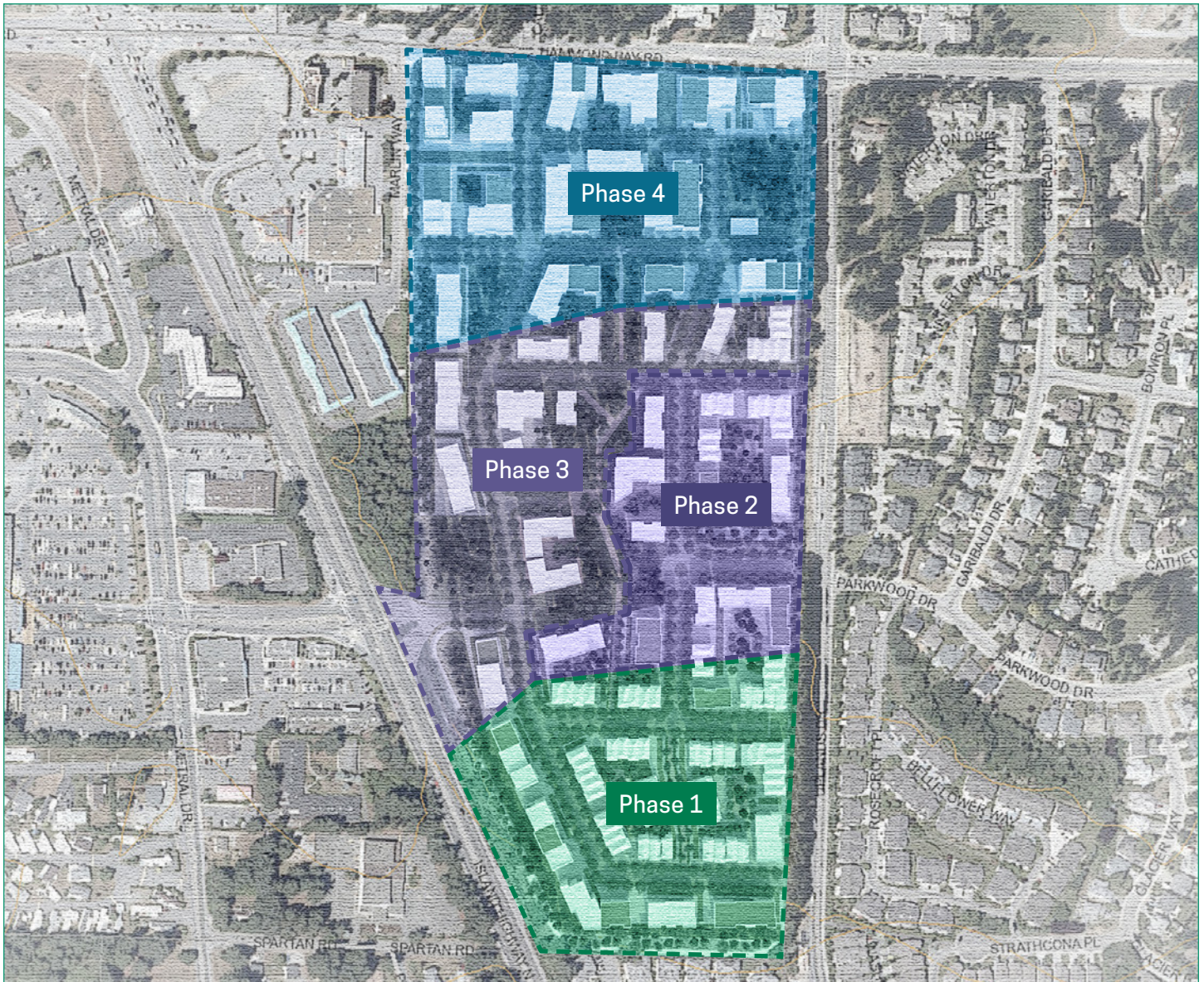
### LAND USE DESIGNATION & RATIONALE

The applicant proposes amending the current OCP land uses designation for the subject property from Corridor to Urban Node, making it a natural extension of the Woodgrove Urban Node, as illustrated above. This will:

- a. Allow the development of a contextual urban residential neighbourhood and mixed use village that complements the existing Woodgrove Centre, while providing a distinct residential and retail offering; and,
- b. Provide a viable development model that evolves the current Corridor designation into a more appropriate and future-adaptive vision for this critical redevelopment site.



## 2.5 CONCEPTUAL PHASING



### HIGH-LEVEL PHASES

The Conceptual Phasing plan, above, shows four high-level development phases for the Green Thumb redevelopment. These phases are meant to be indicative; actual phasing will be determined through subsequent development applications.

Phasing is proposed to be undertaken from a general south to north direction.

**PHASE 1** focuses on “village residential” development at the southern extent of the property, with a new street connection from Uplands Drive, allowing for the potential to maintain garden centre and some nursery operations.

**PHASE 2** focuses on creating the retail village core of the site, central plaza and beginning of the large central park, and the primary gateway access off of Uplands Drive.

**PHASE 3** focuses on the remaining village residential development around the centre of the site, along with a new access off of the Island Highway and the remainder of the central park spaces.

**PHASE 4** focuses on the higher-density urban residential and mixed use areas in the north end of the site and along Hammond Bay Road.



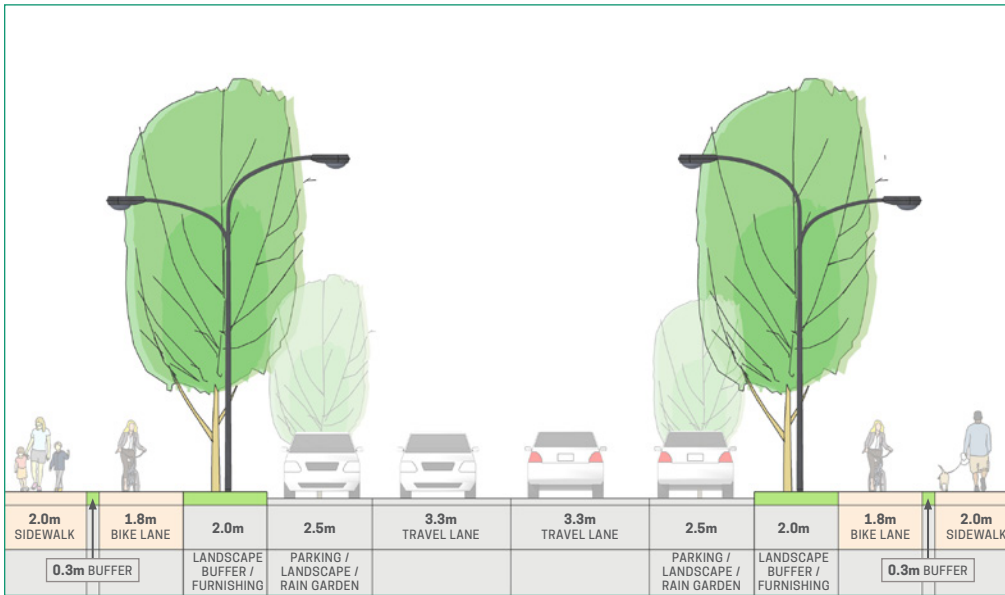
## 2.6 GETTING AROUND

The following are indicative designs of proposed new internal and fronting streets. These are for illustrative purposes, only, and will be designed in greater detail in collaboration with the City at the time of rezoning. See Appendix C for a Transportation Impact Assessment from Watt Consulting.

An indicative trail design is also provided in Section 3.3.

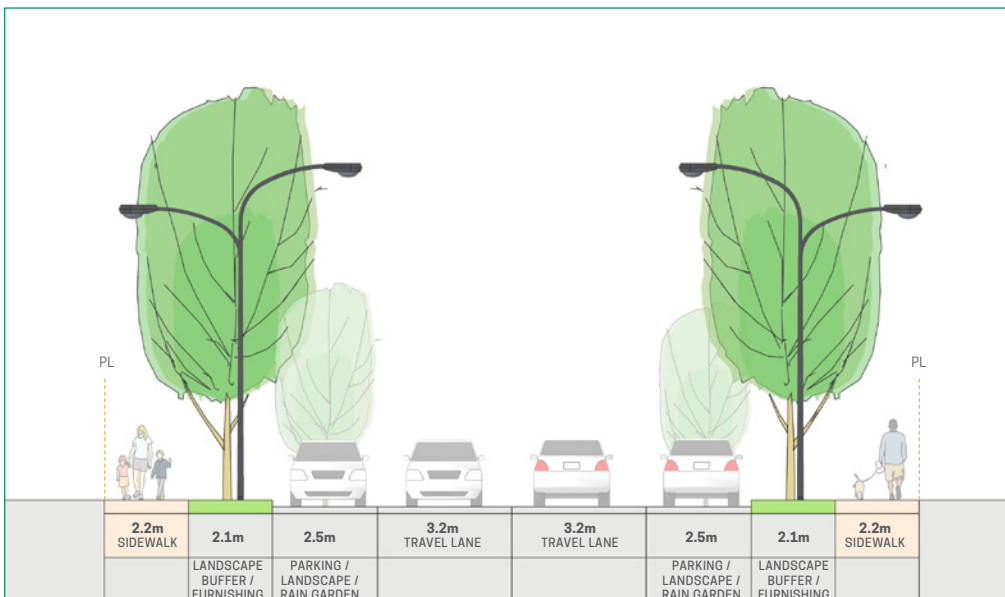
### STREET DESIGN: COLLECTOR

The Collector street typology is envisioned for [a] the Calinda to Enterprise Way connector; [b] Uplands Drive; and [c] Hammond Bay Road.



### STREET DESIGN: LOCAL

The Local street typology is envisioned throughout the site, except for those areas noted above or identified in collaboration with the City.





# 3. BLUE-GREEN PLAN





# 3.1 OVERVIEW

The vision and proposed site plan is based on a site-adaptive and integrated design approach with a focus on low-impact design, stormwater management, and the provision of green open space. Therefore, this report has a dedicated section to this 'blue-green' plan and related strategies. Note that future applications (e.g., rezoning, development permit) will include significantly greater detail on other topics, as well, such as transportation and landscape design.

See Appendix A for a preliminary Stormwater Analysis by Murdoch De Greeff Landscape Architects.

## GOALS AND STRATEGIES

The Blue-Green Strategy (i.e., landscape and stormwater) for these sites is focused on four main goals:

- A. Providing community gathering places and open green spaces, including a large central park space;
- B. Providing neighbourhood trail and multi-use path connections;
- C. Preserving and enhancing existing treed areas; and,
- D. Managing stormwater (throughout the site) via landscape-based best practices.

The proposed approach to stormwater is focused on applying key best practices across different land types:

- A. On streets – rain gardens and/or end-of-pipe landscape-based catchment areas; and,
- B. On multi-family/strata sites – permeable softscaping; water-sensitive landscaping; shared detention and infiltration features (e.g., large rain gardens, swales); and potential green roofs.

Together, these strategies will work to meet the City's MOESS requirements with respect to retention on site, pre-/post-development runoff rates, and water quality.

The specific methodologies for meeting the MOESS requirements will be defined at Development Permit Stage and further refined at design stage for the development of each parcel created as a result of future Rezoning Application(s), Development Permit Applications, Subdivision Application(s), and Building Permit Applications.

## MANAGING UPSTREAM FLOWS

One exception to the above goals and strategies is the upstream drainage that currently flows through the subject property, from the lands to the east of the Island Highway to an inlet structure on the west side of Uplands Drive, opposite Parkwood Drive. This flow will continue to be conveyed across the site in accordance with the City of Nanaimo MOESS requirements.

Drainage from the proposed development will be required to satisfy the City of Nanaimo.

## SERVICING & INFRASTRUCTURE

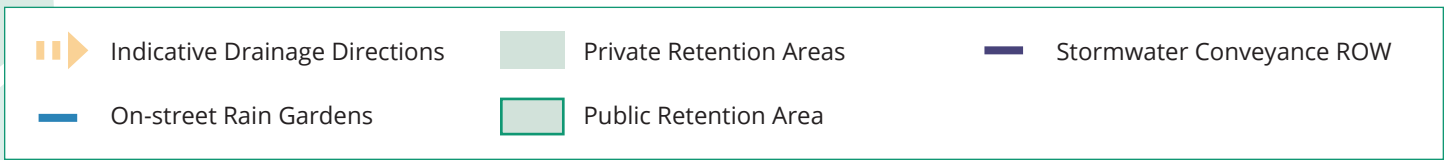
For more information about servicing and infrastructure, see the attached Servicing Review from Newcastle Engineering in Appendix B.





## 3.2 BLUE-GREEN PLAN

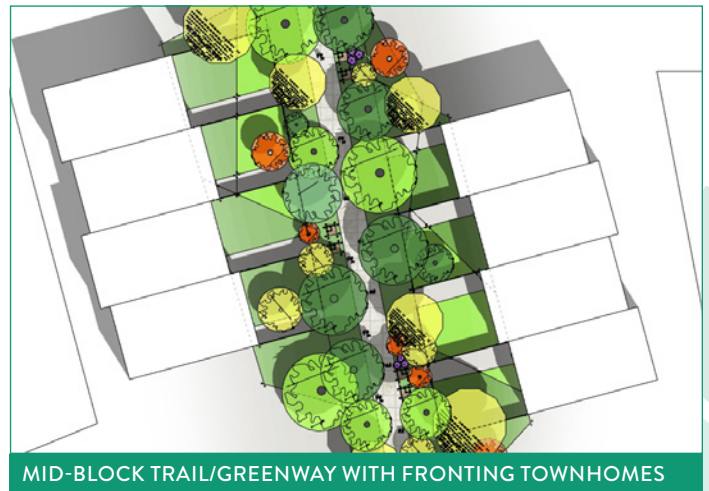
This Blue-Green Plan illustrates the potential network of public open spaces, trails, and stormwater management features across the site. This plan was informed by the site-adaptive and integrated design approach provided by Murdoch De Greeff Landscape Architects (see Appendix A)





# 3.3 BLUE-GREEN CONCEPT DESIGNS

Below are indicative designs of [a] a central public park space with adjacent plaza/courtyard areas (publicly-accessible) and [b] a multi-use trail/greenway. These are provided for illustrative purposes only, with conceptual designs being developed at the rezoning phase.





# 3.4 VISUALIZING BLUE-GREEN STRATEGIES

## PUBLIC LANDS

The precedent images below illustrate key stormwater strategies that will be applied across future private development on the subject site.



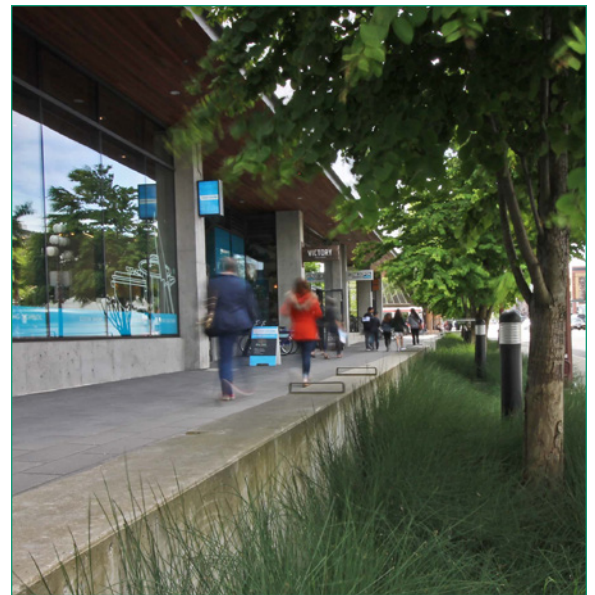
PLAZA WITH ABUNDANT PERMEABLE LANDSCAPING



LARGE RETENTION POND AS FEATURE IN PUBLIC PARK



LARGE RETENTION POND AS FEATURE IN PUBLIC PARK



RAIN GARDEN INTEGRATED INTO STREETScape



# PRIVATE LANDS

The precedent images below illustrate key stormwater strategies that will be applied across future private development on the subject site.



WATER-SENSITIVE SITE DEVELOPMENT



CENTRAL STORMWATER CHANNEL ON TOWNHOUSE SITE



CENTRAL RETENTION POND ON LARGE PRIVATE DEVELOPMENT



INFILTRATION FACILITIES / RAIN GARDENS ON SITE





# 3.5 VISUALIZING OPEN SPACES

Public spaces are envisioned as pedestrian-friendly and green, with a focus on sidewalks, landscaped stormwater features, and neighbourhood connections and gathering places. Below is a gallery of the “types of things” that will be incorporated.

## PUBLIC PARKS AND PLAZAS



A park with trail connection, softscaping, and community gardens



Central park/plaza space with water feature



Expanded street right-of-way designed as small plaza space

## GREENWAYS



Wide greenway with path and playground



Wide greenway with multi-use trail and stormwater amenities



Crossing of pedestrian path and multi-use trail/greenway

## PRIVATE OPEN SPACES



Central courtyard with abundant permeable surfacing and softscaping



Central courtyard and pedestrian connection



Rooftop common open space



# 4. NEIGHBOURHOOD INTEGRATION





# 4.1 RESPONSE TO NEIGHBOURHOOD

The proposal seeks to [a] be consistent with OCP Goals and Policies and [b] responsive to its context by mitigating impacts on and enhancing integration with adjacent neighbourhoods.

## KEYS TO INTEGRATION

### Mitigating Cut-Through Traffic

- » The road network layout and proposed streetscapes will deter rather than invite cut-through traffic. As the development process moves forward, particular attention will be given to mitigating [a] cut-through traffic from the Island Highway to Calinda/Hammond Bay Road and [b] traffic to/from Parkwood Avenue.
- » Moreover, narrow travel lanes, on-street parking, street trees, shorter building setbacks, and curb bulbouts will all contribute to physically and perceptually calming traffic and lowering speeds across the site.

### Height and Density Transitions

- » The proposal envisions a density transition that is responsive to existing neighbourhoods and future land use directions. As a result, building heights are lowest at the south and east edges (next to existing townhomes and Corridor land use) and tallest at the west and north edges (next to commercial uses and Node land use).

### Appropriate and Contextual Land Use

- » The site also provides a land use transition, from the residential neighbourhoods to the east and southeast to the commercial areas to the west and northwest.
- » The plan proposes a boutique residential 'village' that is distinct from the large-format retail offered in abundance, nearby, while proposing adaptable later phases (north end) that can include more or less commercial/retail based on future local conditions.

### Creating Green & Open Spaces

- » The site has limited development constraints, and the proposed site plan is based on a vision for a 'green' development – with a focus on high quality landscaping, integrated stormwater management, an expansive tree canopy, and ample public open space throughout.

### Mature Tree Preservation

- » There are two main areas of mature trees on the site. Both areas are proposed to be preserved and enhanced as public green spaces that will be connected to the new open space network.

### Walking/Cycling Connections

- » Rather than being an insular enclave, the proposal calls for a well-integrated and connected neighbourhood. A network of sidewalks, off-street trails, and greenways are envisioned to improve connections within and through the site.



MULTI-USE TRAILS AND GREENWAYS CONNECTING THE SITE



SENSITIVE TRANSITIONS THROUGH DESIGN AND SCALING



BOUTIQUE AND SMALL-SCALE RETAIL



# APPENDIX A: STORMWATER ANALYSIS



# APPENDIX B: RAIN GARDEN & SWALE MAINTENANCE



# APPENDIX C: SERVICING REPORT



# APPENDIX D: TRANSPORTATION REPORT





GREEN THUMB  
**OCP AMENDMENT**

UPDATED: MAY 1, 2020