MINUTES OF THE SPECIAL PUBLIC HEARING
HELD PURSUANT TO THE *LOCAL GOVERNMENT ACT*, IN THE SHAW AUDITORIUM, 80 COMMERCIAL STREET, NANAIMO, BC ON THURSDAY, 2008-JUN-19, TO CONSIDER "OFFICIAL COMMUNITY PLAN BYLAW 2008 NO. 6500"

PRESENT: Mayor G.R. Korpan
Councillor W.L. Bestwick
Councillor J.D. Cameron
Councillor C.S. Manhas
Councillor L.D. McNabb
Councillor L.J. Sherry
Councillor M.W. Unger

REGRETS: Councillor M.D. Brennan
Councillor W.J. Holdom

STAFF: T. Swabey, General Manager, Development Services
A. Tucker, Director, Planning & Development
B. Anderson, Manager, Community Planning
D. Jensen, OCP Planner, Community Planning
C. Hall, Recording Secretary

PUBLIC: Approximately 50 members of the public were in attendance.

CALL TO ORDER:

Mayor Korpan called the meeting to order at 7:00 pm. Mr. Tucker explained the required procedure in conducting a Public Hearing and the regulations contained within Section 892 of the *Local Government Act*. Mr. Tucker read the item as it appeared on the Agenda, outlining the contents of the new proposed Official Community Plan, adding that this is the final opportunity to provide input to Council before consideration of third and final readings of "OFFICIAL COMMUNITY PLAN BYLAW 2008 NO. 6500" at the Council meeting to be held on 2008-JUL-14.

1. BYLAW NO. 6500

This bylaw, if adopted, will repeal City of Nanaimo "OFFICIAL COMMUNITY PLAN BYLAW 1996 NO. 6000" and implement City of Nanaimo "OFFICIAL COMMUNITY PLAN BYLAW 2008 NO. 6500".

The new Official Community Plan (OCP) has been organized to outline contextual background information, the vision and guiding principle, seven goals and related policies, land use designations and development permit areas, mapping related to land use, mobility and development permit areas, and other content including but not limited to:

1) Part A Introduction includes defining the purpose of a community plan, outlining the planning process, and providing the planning framework and background to the OCP.

2) Part B Vision and Guiding Principle includes outlining the vision of the OCP, establishing sustainability as the guiding principle, and outlining the Regional Context Statement.

3) Part C Plan Goals, Objectives and Policies includes identifying the seven goals together with objectives and policies, establishes land use planning designations, and outlining implementation measures including neighbourhood planning, community involvement, development permit and heritage conservation areas and guidelines. The seven goals are:

- Goal One Manage Urban Growth
- Goal Two Build A More Sustainable Community
- Goal Three Encourage Social Enrichment
- Goal Four Promote A Thriving Economy
- Goal Five Protect and Enhance Our Environment
- Goal Six Improve Mobility and Servicing
- Goal Seven Work Towards A Sustainable Nanaimo

4) Mapping provides three maps: Future Land Use Plan, Mobility, and Development Permit and Heritage Conservation Areas.

5) Incorporation, by reference, existing Neighbourhood and Area Plans and Design Guidelines, including:
   - Old City Neighbourhood Concept Plan
   - Chase River Neighbourhood Plan
   - Rocky Point-Hammond Bay-Stephenson Point Neighbourhood Plan
   - Departure Bay Neighbourhood Plan
   - Nanaimo Downtown Plan
   - Nanaimo's Old City Multiple Family Residential Design Guidelines
   - City of Nanaimo General Development Permit Area Design Guidelines
   - Downtown Urban Design Plan and Guidelines
   - Innovative Housing for Neighbourhoods: Triplex and Quadruplex Infill Design Guidelines
   - Design Guide: Chase River Town Centre
   - Departure Bay Design Guidelines for Village Core of the Departure Bay Neighbourhood Plan
   - Mainstreet Design Guidelines
   - Nanaimo Parkway Design Guidelines
   - Nanaimo Heritage Building Design Guidelines
   - Steep Slope Development Permit Area Guidelines

<u>Dan Appell, 3233 Fieldstone Way</u> - Opposed

- FPN's objections are contained in the document he is submitting tonight (Schedule 'A'), and on the FPN website at fpnnews.ca.
- FPN will be changing their function in order to:
  - be more proactive and less reactive;
  - promote good quality architectural design and good quality urban design;
  - assist neighbourhoods in developing their neighbourhood plans;
  - help neighbourhoods in revising or protecting the plans they have; and
  - encourage citizen involvement in the planning process.

- FPN would support the development of an alternative to the new OCP and would like to encourage City staff and Council to adopt a more progressive land use document.
- FPN would like to see a planning document that addresses the issues of sustainability and provides more choice with regard to residential development, including urban design that allows residents to give up cars. It should be a plan that encourages urban design to support local businesses and local developers; protect our beautiful environment, and allows the city to grow and prosper according to the best interest of all its citizens.
- His own personal concern with the Plan has to do with the notion of nodes and corridors. His objections to the use of these terms are: it doesn't work; it represents the worst kind of urban design; and it corrupts a very useful notion that would allow us to organize cities to achieve sustainability. In other words, if the City's objective is to achieve sustainability, this Plan is certainly not the way to do it.

Councillor Bestwick asked Mr. Appell to define sustainability and what it means to him.

Mr. Appell replied:
- If you're going to see evidence of sustainability, you will see some progress towards improved productivity, less consumption and less waste in any activity you do.
- With respect to a land use document, efforts should be made to make the most out of the land you've got, conserving natural areas, and wasting as little land as possible.
- Anything to do with cars generally gets classified as waste in terms of quality of urban design, so reduction in terms of land use is to reduce the use of cars.

Councillor Bestwick asked if there was anything in the new Plan that Mr. Appell supports.

Mr. Appell replied that he would have to say no.

Councillor Cameron asked what Mr. Appell would like to see happen.

Mr. Appell advised:
- In view of what works and what doesn't work, and from what we know of urban design and how urban cities grow naturally, this is not a form that works.
- An example is identifying the College campus as a node. We have changed the name, but it has always been a campus or town centre. This doesn't change the way the campus operates or the way the campus relates to the city around it. It doesn't inform any decisions we might make with regard to the design of that campus.
- There are a lot of ways we could improve that campus and the way it relates to the community that would make it more efficient, more productive and actually create a much greater asset than we have. But none of that is informed by this document.

<u>Penelope Bent - 2645 Randle Road</u> – Opposed

President of the Departure Bay Neighbourhood Association. Ms. Bent's presentation is attached as Schedule 'B'.

Mayor Korpan asked Ms. Bent if she was aware of Section 7.1 of the new proposed plan that states "The following neighbourhood and area plans are listed herein and form part of the Official Community Plan." It also specifically mentions the Departure Bay Neighbourhood Plan. Statutory interpretation typically means that the more specific usually overrides the general.

Ms. Bent stated she hopes that the Departure Bay plan policies would prevail, but was asking for something more because she wants protection for the Department Bay plan. The proposed OCP states in more than one place that neighbourhood plans must be consistent with the OCP.

Mayor Korpan replied that any document could be interpreted a number of ways, but the neighbourhood plans that have been completed and the ones that are to be undertaken in five years are incorporated into the Official Community Plan and that would give the guidance to any Council, whatever the position of that Council might be.

Ms. Bent stated that this Council has established a precedent for allowing unique zoning on individual lots. If they do this for one lot, they can do it for a neighbourhood.

Barbara McPherson, 2768 Nicola Road - Opposed

- Thinks objectives of the Plan are wonderful.
- No mention of policies to address expansion of city limits.
- The City currently has an application to annex a large portion of Cedar in order to facilitate a large development (Cable Bay lands). Cedar residents may not be aware of this move to annex over 100 acres, as there have been no public meetings to inform the residents.

Mayor Korpan advised that the process as set out by the provincial government requires full advertising in local newspapers, specifying a period of time to receive public submissions, and holding a public hearing.

A. Tucker noted there is no requirement for a public hearing on the boundary extension. There will however be a public hearing on the Cable Bay OCP amendment application, which is a separate application process.

Ms. McPherson advised:

- The Cable Bay lands are marked as 'Urban Reserve' with the urban containment boundary moved to city limits. They are also marked in the Plan as environmentally sensitive areas.
- The current model that is being shown of the development at the Dorchester shows a large golf course planned for that area and thousands of dwellings.
- Policies in the new OCP state "urban reserve areas will not be rezoned for higher density residential development other than that permitted by zoning existing at the time of the Plan's adoption." That land is currently zoned for maximum five acre lots that can be stratified. The land in Cedar is forest reserve land which the Plan purports to strive to protect as resource lands. It is currently zoned so that the minimum lot size is 20 acres.
- The developer plans to put a golf course and a new city centre on much of that Cedar land. Golf courses are major water consumers, and will either use huge amounts of City water or suck the aquifers dry. They are also polluters; in order to keep green grass cut low, you have to use fungicides, pesticides and massive amounts of nitrate, all of which are water soluble. The aquifers in this area have been identified as being very vulnerable to pollution.
- If the City facilitates this, it is going entirely against what they are trying to do in the objectives of the new OCP.
- There is currently no city road to that property. There is a proposed road with access via Lindsay Road, but no proposal to upgrade Lindsay Road. The developers have said service workers will not be able to live in that area because of housing cost. They are not planning to do an integrated, sustainable, low-cost, medium-cost, high-cost development so there are going to be a lot of cars coming and going from where the service people get to live.

- Requested Council disqualify themselves from voting on Cable Bay application if they have received any monies from these developers, for campaign funds or otherwise.

Mayor Korpan advised that Council's financial disclosure forms are available for public viewing in the Legislative Services Department.

Allan Davidson, 2730 Elk Street - Opposed

Mr. Davidson's presentation is attached as Schedule 'C'.

Mayor Korpan commented that it has always surprised him of the number of developers who do not automatically check with neighbourhood associations on proposed developments in those areas. Council and staff do recommend the earlier the better to consult with the areas. Also, Council members and the Mayor are not always consulted or contacted by the developers before the proposal is presented in a report from the planning department.

Councillor Manhas noted that Council always encourages developers to consult with neighbourhoods before they approach City Council or staff. However, this is typically not part of the OCP process and more of a rezoning issue.

A. Tucker stated that the OCP provides the general framework for neighbourhoods having a general density of 10 to 50 units per hectare, but rezonings are specific to individual sites, and that is usually where neighbourhoods get most involved in the process.

Mr. Davidson responded:

- One of the objectives in the Plan is to increase densities, and thinks the City is missing an opportunity by not recognizing what the past problems have been. Many residents end up in front of Council opposing rezoning leading to densification.
- Thinks it would fit into the OCP that, if the goal is to increase densities, then the City must make that more acceptable to communities. Make this an action item – more neighbourhood involvement.

Mayor Korpan commented that this would formalize the encouragement to consult as early as possible.

David Driedger, 395 Chestnut Street – In Favour

Mr. Driedger's presentation is attached as Schedule 'D'.

Mr. Driedger also commented:

- There is a row of townhouses along Stewart Avenue, starting from the Pearson Bridge and running for about four blocks. These are only three storeys high but they block the vistas to the Channel. Would like to request that any development along Stewart Avenue require keeping those vistas clear and not have buildings built across the streetscapes.
- Would also encourage heavy industry, oil tanks and distribution be moved to Duke Point, and existing sites be acquired for parkland rather than developed.
- Pleased that a food security category was incorporated into the new OCP. Asked that consideration be given to its prioritization. Food security issues were categorized as a medium-term priority. Would like Council to consider moving them forward faster and make it a high priority.

- Would like to follow up on the documentation that was previously submitted, and the goal to define urban agriculture as part of Nanaimo's OCP food security policy. It would provide specific urban agriculture zoning categories that would help secure land and other resources to activate, develop and maintain an increasingly effective sustainable local food system.
- Noted a book available at the Library called "Food, Not Lawn" that gives a perspective on how to prioritize land use.

Mayor Korpan advised that Section 7.1 of the proposed OCP indicates neighbourhood plans will be undertaken in the next five years, and that Mr. Driedger's comments regarding the design of Stewart Avenue would be considered at that point. Mayor Korpan also noted that the food security details Mr. Driedger has addressed in his presentation can be included in a more detailed policy direction from Council.

A. Tucker clarified that, following Mr. Driedger's presentation at the April community forum, staff took his recommendation to PNAC and moved the development of a food security strategy from medium-term to immediate.

Jacoba Kawahara, 204-4728 Uplands Drive – In Favour

- Would like City Council to open the new Plan with a strong statement as to the value of all Nanaimo citizens. Creating a community that respects people sets the foundation statement for all future planning.
- All citizens deserve access to safe warm shelter and health care; is in the process of setting up a homelessness peer support and education group so that all voices can be heard.
- The homeless are our fathers struggling with mental illness, our brothers struggling with addiction, and our mothers who lost hope and income when the family unit split up. They now face being sick, cold, and being assaulted and fined for sleeping in the parks. They are continually told to move on.
- Addressing despair and hopelessness for all our citizens is urgent. Asked City Council for a bold vision statement that will help create safe shelter for all this winter.
- There needs to be a plan, whether it's the opening of buildings or city-run buildings. Nanaimo has to take a bold leadership move to be respected across Canada as a city that is desirable for all to live in.

Mayor Korpan asked Ms. Kawahara to call his office in order to arrange for her to attend the next meeting of the Working Group on Homelessness.

A. Tucker added that 'Imagine Nanaimo' contains the statement "the city should be safe and supportive for people of all ages and incomes" as part of the vision statement for the city. Although it is not specifically in the new Plan, City staff are currently working on a harm reduction and housing first strategy for which an open house was held a few weeks ago. That plan will be brought forward to Council in the very near future.

Bob Colclough, 7401 Aulds Road – In Favour

- Submitted a letter on behalf of Prakash Jattan, 2453 East Wellington Road, attached as Schedule 'E', stating support and endorsement of the new Plan, and in particular the creation of Urban Reserves.

- Submitted a letter on behalf of James and Janet Toews, 1480 Waddington Road, attached as Schedule 'F', stating support and endorsement of the new Plan, and in particular the approach taken to Urban Nodes.
- Thinks new Plan is much more refined than the previous one, and specifically around urban centres/nodes.
- Likes it as a consultant, developer and general contractor because it is clearer on what can be done on properties.

Councillor Bestwick enquired if the address noted on East Wellington Road is a residence.

Mr. Colclough replied that it was a 35-acre residential parcel.

Gord Fuller, 604 Nicol Street - Opposed

Mr. Fuller's presentation is attached as Schedule 'G'.

- Qualified that the opinions in his presentation are his own and not the opinions of any organization or employment which he holds.

Ron Bolin, 3165 King Richard Drive - Opposed

Mr. Bolin's presentation is attached as Schedule 'H'.

Tom Hedekar, 6307 Corfu Drive – In Favour

Representing the Nanaimo Yacht Club. Mr. Hedekar's presentation is attached as Schedule 'I'.

Sharon Kofoed, 2322 Panorama View Drive - Opposed

- Urban sprawl is considered to be modern day blight. One of the more progressive tools to contain this is the urban containment boundary. Unfortunately this planning tool is under assault from the pressure of housing and roads and other urban uses here in Nanaimo.
- Under the new Plan, the urban containment boundary has essentially been eliminated. In most places the line is simply the same as the city boundaries, rendering the tool useless. There is no longer a separation between urban and rural lands and no protection from development pressures.
- The City has designated areas as urban reserve, which is a euphemism for urbanization. These reserves will provide for urban densities with future development. Rural lands will be up-zoned without the benefit of the public eye. The Jingle Pot area and outlying regions will be 'banks' for future development rather than a rural buffer against development.
- We need to protect the urban lands and not acquiesce to the common belief that you cannot stop progress. This can only be accomplished through tough legislation that protects our areas, and strong support for both our local and provincial governments. Other provinces such as Ontario are implementing greenbelts in order to stop development. These green areas have strong government support.
- Three sections of the draft Plan should be revised. The urban containment boundary must remain as it was in the original 1996 community plan. Urban Reserve must be removed from the Plan entirely as it does not serve to protect or preserve green spaces. The Westwood Lake and surrounding rural areas should be allowed to develop a vision and neighbourhood plan unfettered by outside direction.

- Since urban sprawl is very costly and eats away at our tax dollars to provide infrastructure and swallows up our greenspaces, the entrenchment of a solid, definite, urban containment boundary is very important. It would lower taxes, lessen demand on infrastructure cost and make transit more efficient by directing growth to designated areas such as the downtown.
- Implores Council to make these changes to the draft Plan and effectively protect the rural character of parts of the city in order to make the community liveable.
- Online survey indicated 51.5% do not support moving the urban containment boundary. Results from the Jingle Pot area and majority of responders indicate they do not want the urban containment boundary moved. PNAC also made a recommendation that they did not support the extension of the urban containment boundary in the Westwood Lake area.
- This summer, we can expect gas prices to go to record highs with summer demand and introduction of carbon taxes. Yet we are extending the urban containment boundary so that more cars will drive excessively long distances to and from proposed developments, particularly in the Cable Bay area. This will add to more pollution, more congestion, and more vehicular traffic.
- Asked Council to justify why they are moving the urban containment boundary.

A. Tucker advised that the urban containment boundary issue went to PNAC on a number of occasions throughout the fall and winter of 2007; in terms of recommendations, this was a topic that generated considerable debate within PNAC. There was also considerable pressure from the Jingle Pot area to do exactly what is proposed in the new Plan, moving the urban containment boundary to city limits, and there was considerable lobbying of the committee to move the boundary. The issue was brought to Council on two occasions to consider the options. The options included moving the urban containment boundary to city limits, and that was rejected. What is inside the urban containment now are the areas identified for urban development and outside are agriculture and resource lands including environmentally sensitive areas.

S. Kofoed asked how much of the Westwood Lake planning area was involved in a public participation process.

Councillor Sherry replied that he attended two public meetings at the Christian School as it related to those people from the Jingle Pot area, with senior staff in attendance. The majority of attendees were in favour of extending the urban containment boundary. They were not in favour of an urban reserve. He did not recall many people from the Westwood Lake area in attendance.

S. Kofoed stated that they were not notified of the meeting.

Mayor Korpan asked for clarification on the purpose of the Resource Protection category.

A. Tucker advised that the areas within the Resource Protection designation are lands primarily within the Agricultural Land Reserve, but also include lands which are environmentally sensitive. The intent is to protect those rural resources from development, so they remain outside the urban containment boundary.

<u>Alec McPherson - 2768 Nicola Road</u> - Opposed

- Generally people purchase property based on OCPs and regional growth strategies. If the City extends its urban containment boundary to city limits, then much of the certainty is eliminated for residents of adjoining areas.
- The extension of the urban containment boundary to city limits has the potential to disregard any concerns of residents affected within the adjoining area.
- The regional growth strategy states the rural nature of Area 'A' is valued and will be maintained. Parts of Area 'A' adjoin Cable Bay lands. If the development proceeds, it will destroy the rural nature of the adjoining Area 'A'.
- The Cable Bay development proposes a golf course that will foul waters depended upon by local residents for drinking and agricultural purposes. Who will be responsible to the residents when their wells go dry?
- Dr. Steven Earle stated the area is highly susceptible to contamination. Why would we ever allow a development on something like that?
- The developer stated they didn't have their water analysis reports back yet. Would appreciate it if someone in the City asked them to provide those water reports. Thinks the City will find that all of the properties immediately backing on to that land have water that is not potable. That would limit the development considerably, and in fact not make it viable.
- The developer stated that the primary access to the development will be to the south from Maughan Road joining to White and Lindsay Roads. When asked if this would be the primary access, the developer's traffic consultant stated that "traffic calming measures would dictate it", and also indicated that the traffic calming measures were in fact gridlock; i.e. when the current access via Holdom Corso, Barnes and Nicola Road became overloaded with vehicular traffic, then drivers will choose the longer, more circuitous and dangerous route up Lindsay Road. This will happen if fewer than 400 new residences are established.
- When the City wanted to obtain tax revenues from Harmac, senior government permitted the extension of the city boundary. Beyond the mill, the City included a finger of land that is geographically and historically within the Cedar community. With governance over this finger of land removed from local regulations, the City inherited moral responsibility with respect to the concerns of local residents. Extending the urban containment boundary to city limits will enable this development to proceed with little or no regard for the concerns of local residents in the adjoining area. If the City feels that traffic in this area will not be a problem, then to allay residents' concerns, they should permit Nicola Road to be closed to vehicular traffic beyond the parking lot for the Cable Bay Trail. This would indicate to local residents that the City is respecting the tenets of the Regional Growth Strategy.

T. Swabey clarified that the Cable Bay lands have a separate OCP application that will require a separate public hearing to discuss these kinds of issues. Also, the Jingle Pot neighbourhood is fully in support of moving the urban containment boundary in the Jingle Pot area, but the same amount of people are not in favour of putting the restriction of an urban reserve onto the lands. There will be more development restrictions in place with the urban reserve in that they will have to come forward to get public input and have a comprehensive plan. That is what Cable Bay is currently going through.

Councillor Bestwick enquired how the Cable Bay development is intended to be serviced.

T. Swabey replied that the 19 fee simple single-family lots in the current subdivision process would potentially have had wells and/or septic systems. These are presently on hold pending a comprehensive review of their development application which would include City water and City sewer if it is successful with Council.

Mayor Korpan asked what the timing is of the previously mentioned water reports to come forward for public scrutiny.

T. Swabey replied that they are available to the public when submitted to the City.

A. Tucker added that with the proposed move to City water, the 19-lot portion of the site has been put on hold as the preferred location for the reservoir is on the portion affected by that 19-lot subdivision.

Mr. McPherson commented that Cable Bay cannot be developed without the City facilitating sewer and water. Also, who is going to pay for road construction that residents don't want?

Mayor Korpan replied that the general intention for projects of these comprehensive developments is to have the developer pay for most of it.

Ryan Brown, 740 Starling Place - Opposed

- Objects to the new OCP because the term sustainability amounts to green washing.
- There are no requirements for green buildings of any kind.
- There are no strong guiding principles such as the reduction of ecological footprints by increasing land use efficiencies; for example, reducing energy use through LEED buildings, reducing car use and promoting walking.
- Can't support a document that turns something as important as sustainability into a feel good, green washing statement.

Mayor Korpan asked what the term green-washing means.

Mr. Brown replied that is basically using environmental terminology to make something sound good for the environment, and that it is going to be sustainable, when in fact it is not.

Bob Colclough, 7401 Aulds Road - Redress

- Attended one of the two meetings at the Christian School and can concur that, at the first meeting, at least 95% of the residents who were in attendance were in favour of extending the urban containment boundary to city limits.
- Subsequent to that meeting the residents petitioned door-to-door and submitted to the City a petition with over 100 names in favour of extending the urban containment boundary. This represented 90+% of those that were visited.
- Minutes of the residents' meeting indicated they did not want it placed in an urban reserve.

Mayor Korpan noted that certainly points out the balance that any Council tries to find in terms of a document that gives guiding principles to development throughout a diverse and unique community; and that is why there is greater emphasis in this document on neighbourhood plans so that there can be some flexibility and respect for different opinions depending on the predominant wishes of a particular area.

Attached written submissions were received from:

- Tony Parkin (Schedule 'J')
- Jacoba Kawahara (Schedule 'K')
- A&D Edgar (Schedule 'L')
- Nancy Mitchell (Schedule 'M')
- Rick Mayes (Schedule 'N')
- School District 68 (Schedule 'O')

A. Tucker advised that this bylaw is expected to go to Council on 2008-JUL-14.

Mayor Korpan thanked those in attendance for their participation. He also thanked the volunteers and the Plan Nanaimo Advisory Committee.

No further written or verbal submissions were received for this bylaw.

MOVED by Councillor Sherry, SECONDED by Councillor McNabb that the meeting be adjourned at 8:50 pm.

CARRIED.

Certified Correct:

A. Tucker
Director, Planning and Development
Development Services Department

/ch
Council: 2008-JUL-14
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SCHEDULE 'A'

*SHAPE * MERGEFORMAT*

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Response
to
City of Nanaimo's
planNanaimo:
Official Community Plan
February 2008

April, 2008

Critique of *planNanaimo* – Draft OCP for the City of Nanaimo

The Directors of Friends of Plan Nanaimo (FPN) have carefully reviewed the City of Nanaimo's *Draft Plan Nanaimo – Official Community Plan*, dated February 2008. The following is a synopsis of the major strengths and shortcomings of the draft *planNanaimo* document.

Part A: Introduction

Purpose and Content of an Official Community Plan

The purpose of the OCP is immediately weakened with the statement that "the Plan is a living document, and that the City may amend the Plan to adapt to new trends in the community, or respond to changing conditions" – no identification of what these "new trends" or "changing conditions" are. Citizens are given no assurance that the goals, objectives, and/or policies produced in the OCP are meaningful – amendments can be made at the whim of Council to "changing conditions" and "new trends". If this is the case, why bother with a plan?

Planning Process

There is no assessment of whether or not the objectives and policies of the 1996 OCP (Plan Nanaimo) have been met. What worked? What didn't work? Is a revised or new vision for the City's future needed? If so, why isn't this reviewed as part of the ten-year OCP review process? Surely, an effective assessment of the 1996 OCP should have been the first step in this ten-year review process.

An Understanding of Land Capacity

The City's land capacity study clearly demonstrates that there is no need to extend the urban containment boundary (UCB) – there is enough land currently zoned within the UCB to house projected population increases to 2031.

An Overview of Population Growth and Change

Urban Futures has predicted that Nanaimo will need space to house another "9,000 single detached family homes" and "4,000 ground-oriented homes" by 2031 (p. 4). If the City is to meet this demand, it perhaps explains why the UCB has been radically changed – where else would one put 9,000 single detached homes within the UCB? Rather than simply succumb to historic housing preferences and patterns, it is recommended that the City take the lead by restricting the construction of conventional detached homes in greenfields on the periphery of the built-up areas of Nanaimo and demand that new housing be in the form of medium- to high-density around

existing commercial nodes, as identified in the current OCP. Redevelopment of commercial and/or residential areas, adjacent to these nodes, is preferable to new expansion of residential / commercial development in the recommended "Urban Reserves". Expansion of the UCB is a completely "unsustainable" move.

Part B: Vision and Guiding Principle

1. **Vision: Imagine Nanaimo to planNanaimo**
   There is no attempt to revisit the "Imagine Nanaimo" principles identified 15 years ago. Have those principles been adhered to or compromised? Has the community's vision changed? For example, do the citizens of Nanaimo support Imagine Nanaimo's principles that neighbourhoods are "the vital building blocks of the city" and that planning decisions should be founded on "community participation"? If so, then *planNanaimo* fails to deliver on both counts.

   Plan Nanaimo
   The five goals in the current OCP do not need changing – they are as vital today as they were ten years ago:

Build Complete, Viable Communities
Protect the Environment
Manage Urban Growth
Improve Mobility and Servicing Efficiency
Ongoing Planning and Community Involvement

The first four goals relate to the use of land, space, and human mobility within the city; the fifth ensures that the community has the opportunity to participate and contribute to on-going planning and community participation in the planning process.

The focus of an OCP, as outlined in British Columbia's *HYPERLINK "http://www.cserv.gov.bc.ca/LGD/intergov_relations/planning_bulletins/bulletinG200.htm"* Local Government Act, is on land use and citizen participation in the planning process. It is inappropriate for an OCP to specifically state it will promote "economic vitality" as a goal. Slogans to promote Nanaimo as "the most desirable, livable small city" in North America are best left to Tourism Nanaimo and/or the local Chamber of Commerce.

planNanaimo
As noted above, there is no need to add more goals to the OCP, particularly ambiguously stated goals such as "Encourage Social Enrichment" and "Promote a Thriving Economy". However, these notions could be underlying principles that could guide the identification of where market housing, social housing, and affordable housing could be located within the City – a land use issue.

Without a clearly articulated "vision", all the planning "goals" in the world are worthless. The OCP review process did not provide an opportunity for

citizens to "imagine" or "visualize" what their city might look like, and feel like, twenty years from now. How do we accommodate another 30,000, 35,000, 40,000 people in the next twenty to twenty-five years? Are there limits to population growth for the city? If so, what should these be? Where will we house this growth? What type of housing should be encouraged and what type discouraged? Do we continue to design twenty-first century cities the same way we did twentieth-century cities? How are residents likely to move about and interact with one another in a city of 100,000, 125,000, 150,000? These are the types of questions that need to be considered in a "vision statement" – a statement that should precede the formulation of specific planning "goals" – a statement that reflects the collective vision of its residents. Without this, goals become meaningless – especially when they can be so readily changed to meet "changing conditions" and "new trends" by any Council of the day.

2. Guiding Principle: Sustainability

If "sustainability" is to be **the** guiding principle of the revised OCP, then the term needs to be clearly defined and readily understood, by all citizens, in the context of Nanaimo's land use plan (i.e., an OCP). The definition of **sustainability**, as provided in the *planNanaimo* document, is not only vague but meaningless. The Bruntland Commission defined sustainable development as development that meets the needs of the present, without compromising the ability of future generations to meet their own needs. Sustainability then has many fundamental facets. One of the major goals is to reduce humankind's ecological footprint – a concept not mentioned in this revised OCP.

The City of Vancouver has a special committee solely dedicated to ensuring that Vancouver becomes a more sustainable city. Will *planNanaimo* ensure that the goals and objectives of this concept are measurable and meaningful and not just hollow rhetoric? A Sustainability Committee, like Vancouver's, should be recommended in the final *planNanaimo* in order to provide comfort to citizens that Nanaimo is executing policies and procedures that lessen our collective ecological footprint and that we are moving towards becoming a sustainable community.

Although the concept of sustainability is appropriately cited as a guiding principle, in the end an OCP is basically a long-term blueprint about a community's future use of land and space. It is not a multi-purpose document that addresses all aspects of a municipality's well-being (e.g., economic vitality, social consciousness, cultural aspirations, etc.). Such concepts as sustainability, livability, social enrichment, economic development – however defined – can form underlying principles or guidelines when the community supports **where** certain types of **land use** will be and will not be permitted within a city on a long-term basis. In other words, an OCP is to provide direction and guidance in the **future use of land** within a jurisdiction and the goals of an OCP should be based on this principle. Indeed, this is the direction British

Columbia's *HYPERLINK "http://www.cserv.gov.bc.ca/LGD/intergov_relations/planning_bulletins/bulletinG200.htm"* Local Government Act provides to municipalities preparing or revising OCP's.

Regional Context Statement

Objectives
On the surface these objectives are acceptable, especially the intent to cooperate with the Regional District of Nanaimo (RDN) on addressing and managing regional growth issues. However, as advocated for the City above, the RDN also needs to undertake a publicly-based visioning process as part of its review of its Regional Growth Strategy (RGS). Once a vision is agreed upon, regional goals and strategies can be produced for public comment.

Regional Growth Statement
The draft *planNanaimo* asserts that Nanaimo's revised OCP "achieves consistency" with the RDN's regional growth strategy (RGS). A review of the RDN's Regional Growth Strategy's eight goals reveals a similarity with the revised goals produced in *planNanaimo*. Unlike the goals outlined in *planNanaimo*, the RGS goals tend to be more land-use focused. Catchy phrases like that used in Goal 6: "Vibrant and Sustainable Economy" is qualified by referencing land use and environmental protection goals associated with this objective.

Comments on proposed changes to the urban containment boundary (UCB) on page 12 are addressed in the critique on Part C below.

Part C: Plan Goals, Objectives and Policies

1. Goal One: Manage Urban Growth
To "manage urban growth" means to focus "urban development within a defined Urban Containment Boundary (UCB)." To assert that the City "has worked to contain urban growth since the late 1980s" is simply inaccurate. The 1996 UCB has been changed a number of times – the latest to accommodate an egregious 724-acre residential, commercial and light industrial development in Nanaimo's south end (i.e., South Nanaimo Lands – now named Sandstone – Woodgrove's southern dumbbell).

Until 2007, the UCB was an effective tool in managing urban growth in Nanaimo and the RDN. Recommended repositioning of the UCB to the municipal boundary and beyond (e.g., Cable Bay area extension into the RDN), as outlined in *planNanaimo*, weakens the UCB as a growth management tool.

The proposal to extend the UCB to the City's municipal boundary runs counter

to the number one goal of the City's current OCP and the RDN's Regional Growth Strategy. Why extend the UCB to the municipal boundary? Is it to accommodate the demand for an additional 9,000 single-family detached homes and 4,000 ground level homes, between now and 2031 (Urban Futures report), on greenfields outside the 1996 UCB? The identification of "Urban Reserves" would appear to provide this opportunity. What about adjacent neighbourhoods? Will they have any say in how these greenfields are to be developed? Or, are the comprehensive development plans for the Urban Reserves to be left to the developer working with the City's planners?

Cynics could argue, and rightly so, that why bother with an UCB anyway? Recent Councils have simply adjusted the UCB whenever they felt a proposed development scheme should move forward – it brought investment and an expanded tax base to the city – all part of the City's drive to create a more "vibrant economy" but not necessarily a more "sustainable environment". Who decides what "new trends" and "changing conditions" warrant wholesale amendments to a community's OCP? At the moment, it is Council who decides, with virtually no consultation with its residents. Clearly, recent decisions to extend the UCB, for example, have favored the development industry at the expense of the community at large.

2. Goal Two: Build a More Sustainable Community

If building a "more sustainable community" (however defined and/or interpreted) is all about "creating urban nodes and corridors" to support higher residential densities, a wider range of amenities and more efficient services (p. 16), then expansion of the UCB boundary to accommodate new and projected urban growth runs counter to this goal.

The idea of fostering and supporting "corridors" as a move towards achieving greater levels of residential densification and commercial concentration will distribute development over a greater land area. If densities of these two functions are to occur along the newly defined "corridors", at the "urban nodes", and in "urban reserves" outside the current UCB, then the chances of ever achieving densities identified for these areas is virtually impossible over the next 25 years. Urban Futures has predicted that Nanaimo will increase its population by 35,000 between now (2006) and 2031. Achieving densities along the corridors and nodes identified in *planNanaimo* could take 50 to 75 years. Certainly not in the next 20 to 25 years – the temporal framework for the new *planNanaimo*.

The new OCP should reaffirm the objective of concentrating denser residential development around existing commercial / institutional / educational nodes, rather than encouraging, what is likely to remain and continue to grow, a continuation of pocket mall and auto-oriented commercial and residential development along the Old Island Highway and Bowen Road.

Connecting urban nodes via a corridor, as recommended in *planNanaimo*, may be supportable as a theoretical construct, however, it seems inappropriate given Nanaimo's geographic area, projected population increases to 2031 (35,000), and local development industry housing preferences (low density single-family detached homes). If Nanaimo meets the market demand for 9,000 additional single detached homes and 4,000 ground-oriented homes, at 3 residents per unit, these low density developments *per se* would house all 35,000 additional residents. In other words, no densities around existing nodes, let alone along corridors, would ever transpire between now and 2031. Simple mathematics!

2.1 Urban Nodes

The creation of a new "urban node" category in *planNanaimo* is a departure from the current OCP's "regional town centre", "town centre", and "neighbhourhood village centre". Collapsing the regional town centre and town centres into one category and extending that category to include two institutionally-based areas – the Hospital and Malaspina University-College – places three distinct types of use into one all-embracing category. Surely the services provided by a commercially-oriented Woodgrove differ significantly from those provided in the Hospital or Malaspina University-College areas.

If the purpose of these nodes is to accommodate higher residential densities and concentration of commercial and community services, then these areas, with the exception of the newly identified "South Nanaimo", node are appropriate. Recent approval of the South Nanaimo Lands proposal and attendant amendments to the current OCP, only weaken the objectives of Nanaimo becoming "more sustainable". Citizens' efforts to promote Southgate as the south end's key commercial node, rather than support a nearby competitor in the form of the South Nanaimo Lands / Sandstone project, failed. To suggest that Sandstone will assume similar development patterns to Woodgrove does not bode well for future residential densities around either. Densification has not occurred around Woodgrove over its 30 year history. The Sandstone project, with its plan to house some 5,000 people over the next twenty-five years at a residential density of less than 7 people per acre will be a major contributor to costly urban sprawl. As everyone knows, residential and commercial densification reduces municipal servicing costs (e.g., lighting, roads, water, sewer, etc.) and, if designed properly, creates more livable neighbourhoods. Allowing additional suburban development, even in the form of so-called "complete viable communities" – originally outside the 1996 UCB – simply encourages and perpetuates high municipal servicing costs – costs borne by all taxpayers in the long run.

The rationale for creating a new South Nanaimo Urban Node (pages 22 and 23) is not convincing on any number of levels, however, this was a "done deal" before the 1996 OCP could be properly reviewed and assessed by the citizens of Nanaimo.

2.2 Corridors and Commercial Centres

As noted above, why encourage more strip mall and pocket mall development along Nanaimo's major arterial routes and collector streets? Why focus attention along these arterials when existing nodal areas remain largely undeveloped. The plan should concentrate on increasing residential densities around existing urban nodes and neighbhourhood service centres rather than spreading out those densities along linear corridors or into the new "Urban Reserve" lands. Residential densification around existing neighbourhood service centres would strengthen a neighbhourhood's "sustainability" as more and more commercial enterprises and community services could be attracted to these areas. Indeed, this reasoning has been presented in *planNanaimo* with reference to the urban nodes. It is time to encourage developers to recycle, reuse, and redevelop lands within the 1996 UCB. Financial incentives to do so would, in the long run, be more cost effective than permitting continued expansion of greenfield developments outside the 1996 UCB.

The "Commercial Centre – City" and Commercial Centre – Neighbhourhood" provide a reasonable categorization of existing commercial concentrations based on different scales of development. However, increasing residential densities around these nodes is missing in *planNanaimo*. Why? Surely, this is where densities should be encouraged – it would enable greater numbers of local residents to walk to shops and services offered at these commercial centres – mostly shopping malls. This is a serious flaw in the *planNanaimo* document. Is this an oversight or is this intentional? If intentional, then the City needs to explain its rationale for this fundamental change in the OCP.

2.3 Neighbourhood

Focus upon increasing residential densities around existing neighbourhood commercial nodes – not along arterial streets – should be *planNanaimo's* highest priority, as noted above. Infill and redevelopment of existing land uses around commercial city and neighbourhood nodes will be necessary. At both levels, it is important that the residential neighbourhood be granted the right to participate in the development of a neighbourhood plan that would include these nodes. Such a plan should provide a level of detail that may not be possible in a broadly-based OCP. Namely, a comprehensive land use plan that identifies specifically **where** certain types of land use and activities would be permitted and **where** residential densities could be achieved and in what form (see Appendix for an example from Gibsons, B.C.). Production of a detailed land use map would provide residents with some assurance of anticipated land use changes in their neighbourhood. Identifying **when** such changes might occur would be an added bonus to local residents.

A detailed land use plan, at the neighbourhood level, could be augmented with an urban design plan. Given the diversity of residential neighbourhoods in Nanaimo, each neighbourhood's urban design plan would reflect its distinctive

character and feel.

The OCP can be used to set broad planning guidelines; however, detailed neighbourhood planning should be left up to local residents, with assistance from professional planners supported by the City. All neighbourhood land use plans would need to be integrated into the OCP and complement adjacent neighbourhood plans.

Until such neighbourhood plans are in place, developers should be required to consult with local neighbourhoods before proceeding to City Hall for OCP and zoning bylaw amendments. Developers should be required to accommodate the interest of local residents to the greatest extent possible before moving their plans through the regulatory process. Such a simple move would lessen conflicts that all too often arise today between local residents, developers, and City Hall.

2.4 Industrial
Objectives and policies supported.

2.5 Light Industrial
Although light industrial land is limited within the city, the type of demand in the past is unlikely to remain the same in the future. For example, demand for technology and research centres does not require massive tracts of land on the periphery of the city (greenfields), rather older areas (brownfields) could be redeveloped and old neighbourhoods revitalized with the entry of such activities (e.g., Harewood). There is plenty of land within the 1996 UCB waiting to be recycled, reused, and redeveloped.

Urban Reserve
The "Urban Reserve" land use category (new) is unnecessary, for all the reasons cited above with reference to the proposed extension of the UCB. Urban Reserves outside the 1996 UCB clearly show where more lateral expansion of the city is planned, most likely in the form of single-family detached residences with some commercial and light industrial mix. This simply opens the door to upzoning these lands to create higher residential densities on valued low-density rural lands (e.g., Linley Valley and Jinglepot). As already noted, there is no justification for this designation – there is enough land within the 1996 UCB to accommodate projected population increases to 2031, under current zoning policies.

2.7 Resource Protection
Environmentally sensitive areas and lands with the ALR should be protected, as outlined.

2.8 Parks and Open Space

Objectives and Policies outlined are appropriate.

2.9 Waterfront
"To preserve views of Departure Bay, Newcastle Channel, and the Inner Harbour" may be admirable objectives, however, OCP amendments over the past five years failed to protect these views (e.g., hi-rise towers on the City's downtown waterfront).

3. Goal Three: Encourage Social Enrichment
The notions of "encouraging social enrichment" and becoming a more "socially sustainable community" are more appropriate as underlying principles – ones that are currently referenced in Building Complete Viable Communities, a specific goal of the current OCP. It is important that the revised plan identify **where** affordable housing, schools, recreation centres, and urban agriculture will be permitted. Likewise, **how** to achieve **safer** neighbourhoods and **how** to create healthy urban environments could be addressed by developing urban design plans for each of the City's neighbourhoods – not just apply city-wide guidelines for all neighbourhoods.

The objectives and policies around affordable housing are a tremendous disappointment. The current policy to "adopt a municipal Property Standards bylaw with effective enforcement provision to maintain accepted health, fire, and building requirements in order to protect the city's existing stock of rental housing" has been removed altogether from the draft OCP. This is a colossal disappointment. There are no alternative or innovative policies presented in *planNanimo* to address social housing and/or affordable housing – an incredible omission. The policies presented in the draft are weak and ineffective.

The objectives and policies to protect heritage resources are commendable. Most have been lifted from the current OCP. However, the removal of the sections pertaining to heritage resources in Chase River is disappointing. Past performance by the City in the area of heritage conservation has been abysmal. Nanaimo's first school was leveled in 2005 and the Van Houten Block (Commercial Street) and old Nanaimo Foundry were leveled in 2006 to make way for the New Nanaimo Centre. The historic Civic Arena was also destroyed in 2006 to make way for a high-density development – part of the NNC project. These examples clearly demonstrate that an OCP provides no protection for a community's heritage resources. The City has the right to continue the destruction of our natural and cultural heritage – all Council needs to cite in the *newNanaimo* document is the need to meet "new trends" or "changing conditions" – whatever City Council determines these to be.

The concept of "social enrichment" should be an underlying principle throughout the entire OCP. There is no need to cite this notion as a specific

goal. Referencing other social strategies (e.g., the City's Social Development Strategy) is admirable but has little relevance to a municipality's land use plan. Relevant sections in the strategy could be cited to support identifying where affordable housing opportunities could be realized.

4. Goal Four: Promote a Thriving Economy

This goal is totally inappropriate for an OCP – a plan that should focus on identifying **where** certain types of land uses and economic activities are permitted or not permitted. Nanaimo's economic development strategies, largely developed by the local business community, do not necessarily represent those of the broader community. Like the "social enrichment" goal, this goal of "promoting a thriving economy" is boosterism at its best – more appropriate in a Chamber of Commerce promo.

5. Goal Five: Protect and Enhance our Environment

Protecting our biophysical environment and enhancing local ecosystems is an admirable goal and one that has a direct land use implication. Protection of ecologically-sensitive areas and arable lands for future food production are confirmed in *planNanaimo*. However, "rural resource" lands are open to conversion in land use under the revised plan (e.g., Urban Reserves).

Extension of the UCB only encourages further urban sprawl and increases energy consumption and pollution – realities that run counter to the objectives identified under this goal. Although environmental "sustainability checklists" are admirable when considering rezoning and development permit applications, the city-wide ecological footprint of facilitating continued urban expansion beyond the current built-up areas is contradictory to the goal of managing urban growth in a more "sustainable" way.

Identification of natural hazard areas, steep sloped areas, and urban forests and greenways are appropriate considerations for an OCP. When these areas are mapped, citizens are made aware of the opportunities (parks) and impediments (steep slopes) to future land uses.

6. Goal Six: Improve Mobility and Servicing

Most of the goals outlined in *planNanaimo* assume that automobiles will continue to be the primary mode of transport in the city in the foreseeable future. With climate change, peak oil, ecosystem destruction, loss of biodiversity, degradation to our renewable resource bases, and loss of nonrenewable resource bases, at home and abroad, there is a pressing need to rethink about how to restructure our cities to meet these complex challenges in the next couple of decades. Nanaimo is no exception. In twenty years time, will Nanaimoites be driving to and from work? Will the average worker be able to

afford to own and operate an automobile? If not, how will a dispersed population, living in suburban tracts, commute to work? Reducing the need to commute by encouraging denser residential development around the "urban" and "commercial" nodes identified in *planNanaimo* would alleviate future reliance on the automobile; however, facilitating future suburban development compromises this goal. By increasing residential densities (50 – 150 units/ha) along the corridors, as identified in identified in *planNanaimo*, does not necessary mean that the new corridor residents will commute to and from work by public transit. If energy shortages become severe and the cost of gasoline to fuel the private automobile becomes excessive, then the move to public transit may come to fruition. However, it will take more than corridor residents to support an effective and efficient public transit system. Given Nanaimo's historic residential patterns, along with additional low-density housing developments anticipated in the Urban Reserves and comprehensive development projects outlined in *planNanaimo*, use of the private automobile will remain the key mode of movement within the city and surrounding areas.

Road improvements should focus on safety concerns - on widening arterial roads to improve mobility, on segregating roads and streets from sidewalks (many still separated from the street by a yellow line), and on introducing traffic calming measures in residential neighbourhoods.

7. Goal Seven: Working Towards a Sustainable Nanaimo

This goal appears to replace the current OCP goal of "On-going Planning and Community Involvement" – a goal that ensured citizens had an opportunity to participate and contribute to ongoing planning processes in the city.

One measure to ensure greater levels of citizen participation in city and neighbourhood planning would be to ensure open and transparent communication between the City and its citizens. For example, any proposed amendments to the OCP should be available on the City's website for at least two weeks before they are presented to City Council for a decision. Any proposed amendment should provide a detailed statement of the pros and cons of the proposed change. Proponents of the change and/or city officials should demonstrate that the proposed changes are in keeping with the goals of the OCP.

If the City was serious about "working towards a sustainable Nanaimo", recycling, reusing, and redeveloping lands within the old UCB, rather than facilitating continued suburban sprawl on rural and resource lands outside the UCB (e.g., with the designation "Urban Reserves"), then many of the "sustainable" policies presented in *planNanaimo* could be defended. Continuing to consume vast tracts of land for suburban and comprehensive developments on the periphery of our built-up areas is inefficient, costly, and in the long-run, unsustainable.

The new OCP should contain an evaluation mechanism – a tool to assess the performance of the OCP over a five- and ten-year period. This is especially critical to determine whether the policies outlined in the new OCP will be followed. Furthermore, any requests for amendments to the OCP should require an outline of the pros and cons of each amendment and an itemized account of the financial implications of the proposed change for the applicant and for the City.

Over the past decade, Councils have made no real effort to uphold the principles and policies of Plan Nanaimo. Councils have been unwilling to use such planning tools as down-zoning to achieve goals in Plan Nanaimo. On the other hand, most up-zoning requests were approved. The new *planNanaimo* should identify such tools and ways of meeting the City's new planning goals and objectives.

Conclusion

In summary, *planNanaimo* fails to measure progress we, as a community, have made since the current OCP was prepared and approved over ten years ago. Specifically, there is no assessment of whether we've met, approached, or even come close to meeting the goals outlined in the present OCP.

Any revised OCP should provide a new or revised **vision** for what Nanaimo would look and feel like twenty years from now. Is the vision of the city, as outlined in the Imagine Nanaimo process of the early 1990s, still appropriate? Has development in the city since then adhered to this vision? What, if any, changes need to be made to this vision? Planning goals, principles, and policies could then be based on that vision.

A methodology needs to be developed and presented to the citizens of Nanaimo on how the City proposes to determine whether an OCP is living up to its goals, objectives, and policies. This is a new area that needs focused attention in a revised OCP. With such a methodology in place, citizens will be in a better position to assess whether or not revisions to our OCP goals are necessary. The draft *planNanaimo* document simply doesn't present this analysis by way of background information. Nor does *planNanaimo* present an effective mechanism to assess the performance of the new plan.

On-going citizen participation in the planning process is essential in any community. Open, transparent, and detailed information on proposed planning and zoning changes should be readily available to the public, preferably through an easy-to-use website. Opportunities for feedback and commentary by citizens can go a long way towards easing uncertainties and hostilities that often arise as a result of inadequate communication between proponents for change, city officials, and the public.

SCHEDULE 'B'

City of Nanaimo Public Hearing on Adoption of the Revised Official Community Plan June 19, 2008

To: City of Nanaimo
From: Departure Bay Neighbourhood Association

I am appearing as the President of the Departure Bay Neighbourhood Association.

We are opposed to the new Official Community Plan as it stands.

Our concern is the interface between the Official Community Plan and the Departure Bay Neighbourhood Plan.

I will give you a brief history of our Neighbourhood Plan, contrast this with the relevant sections of the OCP, and then explain what worries us.

For nearly a year people in Departure Bay were very active in the creation of their plan for the future of the neighbourhood - a plan which was formally approved and adopted by this Council last September.

We worked with the City Planners, many stakeholders, planning students from the University of British Columbia, experts in environmental issues and many other very knowledgeable advisers.

The first thing we agreed on was that Departure Bay is very special – it isn't just a neighbourhood for the residents, but is an asset valued and visited by the whole city. And we recognized that we were designing a plan for people all over the city. We were planning for the ones who want to grab a sandwich and coffee at lunch and drive to the bay to sit and eat lunch in their car, while having a peaceful few minutes watching the water and the ferries going by; and for the walkers, and beach combers, and families with children who use the beach year round, and for the windsurfers and kayakers and those who like to sit on a bench and watch the world go by, and the people who enjoyed the bay from a distance, from their homes or travelling by.

We did a survey, and the priorities were clear. The environment, and the views had to be maintained.

The second thing we agreed on was that we do not, and I want to emphasize the "not" fit into any of the "cookie cutter" designations presented in the OCP. We are not a residential neighbourhood with a commercial centre as envisaged by the OCP. The waterfront, promenade, playgrounds and parks all have special requirements to fit them into a future dynamic living space.

As part of the planning process, we learned that in the world of the developer it was common to take an unobscured view, build large buildings with bits of space between them, and sell these as "view corridors" and we rejected this approach.

The Departure Bay Plan limits the height of buildings to three stories in some parts of the commercial area and to two stories in other parts. It limits all other development to two stories and allows for more green space along the beach for public use. I want to stress that we are not against development, and in fact we would love to have a good coffee shop, an ice cream shop, and similar gathering places which would benefit locals and visitors.

The DBN Plan strongly recommends that a unique designation be given the Departure Bay portion of the map of Nanaimo. Why?

Neighbourhoods in the OCP are defined as a mix of housing including single family homes and ground-oriented multiple family units with a density of 10 to 50 units per hectare and heights of two to four stories. Up to four stories. Dense.

Right now the area closest to the water in Departure Bay is designated in the OCP "Commercial Centre – Neighbourhood". Densities of up to 150 units per hectare which require big high buildings. Very dense.

Here is the problem. In the Neighbourhood and Area Planning section of the OCP, the policy is that Neighbourhood plans will be adopted as amendments and "must be consistent with the policies of planNanaimo". (This is spelled out in section 7.1 of the OCP.) Neighbourhood Plans may define specific residential densities "consistent with this Plan".

But our plan is not consistent, and one of the biggest differences is in the height and density allowances. Both plans stress the importance of the conservation of views, particularly in Departure Bay.

In the old OCP it states that the Neighbourhood Plan has precedence over the OCP. I understand that clause may not be enforceable, but even that small security is gone.

We had our first big challenge to the DBNP this spring, just months after it was approved by this Council, and there was a request for a development which was arguably within the density, and which, depending on how you viewed it, was three or four stories high. The city was prepared to allow it, even though the neighbourhood was opposed to the design as it stood, and it obscured views. This is noteworthy because the OCP also subscribes to view preservation. Because we are reasonable people, and not at all opposed to development that is within our new guidelines, we offered a compromise which we believed would be acceptable, which amounted to shaving off a portion of the roofline. At the hearing, more that 20 people voiced reasoned opposition and the city heard us, and voted us down, ignoring the guidelines. The City went with the Developer, over ruling the DBNP the first time it was challenged.

I want to tell you how some of the citizens and taxpayers who gave hours and weeks and months to working on the DBNP felt. We felt used by the City. We were made to believe that we were window dressing, working and donating our hours (because it was mandated by the Act) on a plan that the City did not care about and that would not be enforced.

We had provided a nice little exercise for the UBC students – but that the City Council would not be bound by our plan. It had all been a game.

On the good side, we have had a second scenario that was definitely better, but the difference was the developer, not the City Council. In this recent case, a developer brought a plan for a four-story building in Departure Bay to the planners in the city, and staff told him that the guidelines for that area were three stories and he retired to rethink his plans.

But what if this developer was willing to fight? All he has to do is go to Council and say that the neighbourhood plan is not consistent with the OCP, and that he designed his building in good faith. The OCP says four stories

are fine. Could we count on a Council in the future, one that has not been involved in actually approving our Plan, to stick up for us and deny the application for a variance, when this one has not?

We need to be protected. Section 3.2.2 of the Departure Bay Neighbourhood Plan reads

"To maintain the character of the Departure Bay neighbourhood, it is recommended that Departure Bay's Growth Centre be downgraded from its present Neighbourhood Village designation in the OCP to a customized growth centre designation called "Departure Bay Village Core ...."

I am asking council to amend the draft OCP and follow through on establishing Departure Bay as a unique area, not just another Residential and Commercial Area as we find in the new map.

This is not the first time this issue has been brought forward. The DBNA made representations on the earlier draft of the new OCP, and in April the president and vice-president met with the planning staff and had a long meeting which did result in some changes. Unfortunately they only involved rearranging the paragraphs, not changing the content. That is why I am here now.

In conclusion: Departure Bay has a plan that is workable and has been adopted by this Council, but which in the new Official Community Plan is only applicable where it is "consistent" with the OCP. The strength of the plan for Departure Bay is that it varies from the OCP in ways that will enhance the growth of the Bay area to benefit all the city.

Right now our plan is not protected. We ask that it be incorporated as a part of the total plan, not as an Appendix that is only good as long as it is "consistent".

Thank you.

Penelope Bent
2645 Randle Road
Nanaimo, BC
(250) 751-8261

SCHEDULE 'C'

City of Nanaimo Public Hearing on
Adoption of the Revised Official Community Plan (Bylaw 6500)
June 19, 2008

I am opposing adoption of the plan as it currently stands.

I would like Council to add a further action item to the plan The action item that I would like to see added would involve carrying out a review of the City's current rezoning/development approval processes with the aim of reducing the potential negative impacts of future rezoning and densification initiatives on neighbourhoods.

I have previously discussed this with some of you and with city staff and have generally received a favourable response, but so far it doesn't seem to have translated into any action.

City Staff and Council frequently point out that everyone seems to agree that increasing residential densities within the city is a good idea. However, they are also very quick to point out that no one wants higher densities in their neighbourhoods. One needs to ask why this anomaly exists and if there are ways of reducing this apparent conflict. These sorts of conflicts may very well increase in future under the revised OCP and the allowances for higher densities in neighbourhoods and throughout the city.

Having gone through a couple of rezoning/densification experiences in our neighbourhood here is what I have observed:

1. Neighbours are brought into rezoning discussions far too late in the process. Often City staff and the owner/developer jointly formulate a concept for a property and the owner can spend a considerable amount of money and effort on design and drawings before the neighbours are brought into the discussions. Consequently it can be too late for the neighbourhood to have much meaningful input. In meetings there can be a definite feeling that the neighbours are fighting an uphill battle against both City staff and the developer.

2 In some instances neighbours may not be opposing the concept of a rezoning or densification but may want to see changes to the design as a means of dealing with local concerns. At present, developers know they have City staff committed to the project (through the City's early involvement) so often don't appear motivated to make meaningful changes to deal with community concerns.

3 Currently there is no one playing a mediation role in the process. Even if the parties are very close to agreeing there is no one attempting to bridge gaps that may still exist between them.

Although it is often stated that densification has to be done in a manner that is sensitive to community needs, when such conflicts arise there seems to be little effort made to deal with the community concerns. All too often the problems are simply put down to NIMBYism, and bitter feelings between the neighbours, the developer and the City can remain long after a project is finished.

As part of revised OCP, why not recognize this ongoing problem and commit to look at the processes that may be contributing to these conflicts. I don't pretend to have all the answers but a few things that would be worth considering involve bringing the neighbourhood into the process at the very beginning, ensuring open and complete communications involving all parties, using city staff in a facilitation type of role to help bridge differences between developers and neighbours, or alternatively using trained mediators in the most complex or significant projects.

As most of the opposition seems to be coming from neighbourhoods it is essential that such a review have strong community input when identifying the shortfalls with the current processes and in developing potential solutions.

A brief Internet search has demonstrated to me that in other parts of the country dispute resolution techniques have been used to help deal with such problems. For example the City of Calgary uses mediation and facilitation to reduce development conflicts. I have attached a paper outlining the City of Calgary approach. It describes how that city has used mediation and facilitation to resolve densification conflicts as well as other types of community disputes. In Ontario, rezoning conflicts are referred to the Ontario Municipal Board. They too include mediation as a means of helping to resolve such problems.

So, in summary I am asking for the inclusion of an action item that would be worded as follows:

In recognition of the desire to see higher densities within the City, and in recognition of past opposition from neighbourhoods on rezoning and densification projects, the City will, in 2008, initiate a review of its current rezoning and development approval processes with an aim of reducing such conflicts in future. Neighbourhood input will be sought as part of this review to help identify shortfalls in the current processes and to help develop solutions.

Such an action item would seem to support Goal 2- Building a More Sustainable Community, where mention is made of redevelopment being sensitive to the character of the neighbourhood. The need to build community cohesion is also noted in Section 2.3. No action items appear in the current Implementation Plan (Section 7.8 of the Plan) that specifically deal with these admirable objectives.

Allan Davidson
2730 Elk Street, Nanaimo
756-0395

RESIDENTIAL INTENSIFICATION

CASE STUDIES

Municipal Initiatives

PLANNING MEDIATION PROGRAM | **Calgary, Alberta**

SUMMARY

This program aids City staff and Councillors in managing land use and development related conflicts by allowing the use of trained third party contract mediators and facilitators in resolving disputes.

Date Implemented: 1998

Key Outcomes: Several (including larger and smaller) intensification projects have gone ahead after successful mediations.

BACKGROUND

Calgary is one of the fastest growing cities in Canada and the planning application load is considerable. The City's planning approval system uses a development control model that allows substantial discretion to planners in granting approvals. While this system provides flexibility, it can result in conflicts over what rules to apply in dealing with development applications.

Thus, planning staff and Council were open to experimenting with ways to reduce the extent and intensity of planning-related conflicts. A senior planner with the department had a personal interest in mediation as a form of conflict resolution and was aware of a program using this technique to handle certain types of development approvals in Kamloops, BC[1]. In 1994, he proposed that Calgary pilot a more ambitious and inclusive program, for which he won Council approval in 1997.

DESCRIPTION AND GOALS

The Planning Mediation Program is designed to aid City staff in managing land use and development-related conflicts by allowing the use of trained third party contract mediators and facilitators.

The program is founded on the concept of "interest-based mediation". This type of mediation is quite different from the processes that are usually employed to handle planning-related conflicts. Traditionally, planning decisions are made following a bureaucratic procedure that relies heavily on one-way communication (e.g., written briefs) and attention to previous decisions in the matter. If procedures are properly followed, each step in the process follows from previous decisions and the final outcome is the "right" answer. The party favoured by the decision is the winner and other party is usually the loser.

With interest-based mediation, there is no right or wrong answer: the key question is not "who is right and who is wrong", but "what outcome is everyone willing to live with?" This approach minimizes the importance of formal communication mechanisms in favour of structured face-to-face negotiations. Previous decisions in the matter are swept aside and parties are asked to look forward to potential solutions.

The Calgary program, introduced in 1998, uses trained mediators hired on a per-case basis to bring the parties to a conflict together, set the rules, get them negotiating and help them identify workable solutions. The program is managed by a senior planner with a small budget (for mediators and other experts) and handles conflicts referred to it by City Councillors and staff.

[1] The ACT program, funded by CMHC, provided a grant to the City of Kamloops to help them develop a mediation program. A case study of this project is available on the ACT web site www.actprogram.com.

Canada

CMHC SCHL
HOME TO CANADIANS

Only conflicts that are proving difficult to handle through the normal planning procedures are addressed by the program. Thus, each case begins with a dispute that has escalated to the point where City staff or a City Councillor decide that the normal planning process has proven unsuccessful. The dispute is referred to the program coordinator who decides whether the conflict is likely to benefit from mediation.

Once a decision has been made that mediation may be helpful, the parties are asked if they wish to participate. Generally the party which feels in the weakest position will be more positive towards the use of mediation, while the other(s) may need stronger persuasion. That may involve having a planner or Councillor explain the possible outcomes to all the parties, e.g., what could be lost by a negative decision.

Once agreement is reached to undertake a mediation, a professional mediator is retained. He or she contacts the parties, gives a detailed outline of how the mediation process will work and sets up the time and location for the first meeting among the parties and, if necessary, a staff planner (who provides technical input). If necessary, subsequent meetings are held until the parties agree to a solution or choose to discontinue the process. A Mediator's Report is prepared and submitted to the planning approval authority for final ratification. Although there is always the risk that the authority will not ratify the decision, the approval bodies have thus far supported mediated settlements.

At the outset, the program was limited to handling planning application matters but has gradually expanded to address all types of issues related to land use and development (see below).

COMPLEMENTARY POLICIES AND PROGRAMS

Negotiation skills can be applied in any planning approval dispute, regardless of whether it is the subject of a formal mediation. If more planners were to become more experienced with effective negotiation strategies, the number of planning appeals and the demands for formal mediation might decline.

Towards this end, all City of Calgary planning staff were offered in-house training in mediation and conflict resolution approaches, most of whom have availed themselves of the offer. The training was comprised of a three-day course in interest-based negotiation, along with a two-day follow-up. For those staff members who are interested in pursuing this instruction further, the City provides support for outside courses in mediation.

The Planning Mediation Program does not handle neighbour-to-neighbour disputes unless there is clear City involvement in the matter at hand. Neighbour disputes are often referred by the planning department to Community Mediation Calgary, a non-profit society (partially funded by the City) that provides volunteer mediators.

Calgary operates an extensive Planning Education Program, which offers workshops, publications, and videos to train developers and the public in the approval and strategic planning process. This program supports the use of mediation and facilitation where appropriate.

The Alberta Government's Municipal Affairs Department has also initiated a mediation program, the inter-Municipal Dispute Resolution initiative. The initiative was developed to encourage municipalities to work together to resolve disputes between them in a manner that meets the interests of all involved. Alberta Municipal Affairs encourages mediation, provides municipalities with financial support to cover mediator costs, and maintains a roster of experienced mediators.

STAKEHOLDER RESPONSE

The program was set up by a senior planner who gradually built support for it among elected officials, senior managers and middle managers. Middle managers required the most convincing as some were concerned the proposed program would disrupt existing decision-making processes. Their support was eventually gained once they realized that the program would only be used in the small minority of cases that were consuming most of their attention and time. The program, it was argued, would reduce their work load and the frequency of angry confrontations. Once the program had been approved by Council, the CEO of the City circulated a letter asking staff to use the program.

The program initiator also contacted outside agencies (e.g., the Calgary Urban Development Institute, the Federation of Calgary Communities) and obtained their support for the initiative. He consulted the Alberta Arbitration and Mediation Society in order to gather information on the hiring of mediators, contract conditions, remediation, and so on.

Because the program was designed to be triggered by City staff or Councillor (not be the general public), there was no announcement to the public about the program and there was no media attention given to the initiative at the time of its launch. Since then, there has been the expected media coverage of the higher-profile conflicts dealt with through the program, but little coverage of the program itself.

IMPACTS

The mediation program is suitable for only a small number of the most controversial and time-consuming applications. On average, the program handles about 10 applications per year, for a total of about 30 over its three-year lifetime. Not counted among these numbers are the informal mediations performed by program staff not involving an external mediator (many of which involve location decisions for affordable housing, group homes and homeless shelters). Also excluded are those disputes resolved by the parties themselves when they are told that their conflict would be subjected to formal mediation.

Of the 30 formal mediations conducted so far, many are not related to housing intensification: mediations have covered everything from neighbourhood objections to nuisances from adjacent industry, noise from bars and outdoor restaurants, and issues related to signage and lighting. However, several mediations have directly impacted on residential projects in the already urbanized area of the city.

Included among these was a four-block area in the Windsor Park neighbourhood. Although the built form of the area has been low density residential, it is zoned medium density. When landowners came forward with development proposals for multi-unit housing in the area, the community and neighbours lobbied to have the area down-zoned in order to prevent any density increase. A mediated agreement was reached that allowed development at densities up to 40 units per acre, i.e., close to what the developers had originally proposed. Some parcels have already been constructed and about 200 units will result once the agreement is fully implemented. The consensual agreement means that further appeals and objections are unlikely.

A second project in the Ogden area in east Calgary involved the redevelopment of a vacant shopping area in a mature suburban area of the city. The project included a substantial affordable housing component and was resisted by surrounding residents.

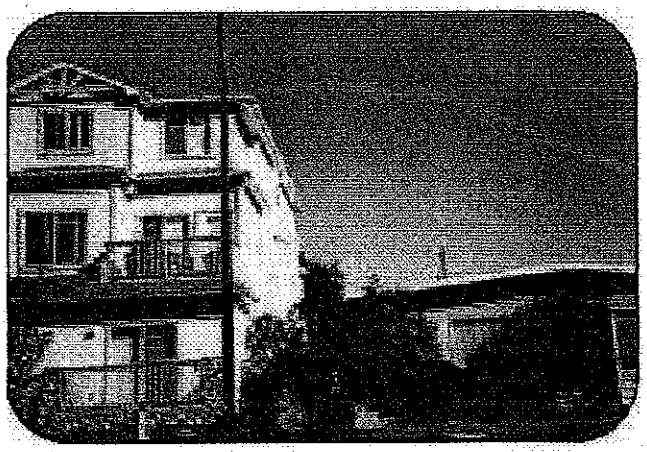

Figure 1: Denser building forms permitted in Windsor Park as a result of a successful mediation.
Source: City of Calgary

The mediation program provided facilitation and with support of the local politician and design modifications, the project was approved. About 100 units are planned for this site.

A number of mediations have helped resolve disputes related to the creation of new duplexes on infill lots in single-detached neighbourhoods. At least 10 units have gone ahead that might have otherwise had their approvals denied or approved with conditions less acceptable to the neighbours.

In most cases, mediations take place before the planning authority makes its decision in the matter. However, there are situations where the program has been used at the request of the local Councillor or planning authority to resolve issues arising out of an approval decision. In one case in the Beddington/ Huntington area of North Calgary, a dispute between local residents and a developer arose over a 130-unit apartment building proposed for a mostly single-family area. The planning commission (which has the ultimate authority in these matters) made a decision that local residents feared would have worsened impacts on the community. The local Councillor called upon the mediation program to help resolve the matter. A modified version of the project was eventually approved.

FINANCIAL ISSUES

The major cost component of the program is the time of the coordinator. This person worked intermittently for two years setting up the program and now spends .25 FTE administering and conducting mediations, while an assistant spends .2 FTE.

In addition, it is often necessary to have a planning staff person in attendance at mediations for technical input. As the mediators gain experience in planning matters, they are becoming better able to handle matters without the assistance of planning staff, which is gradually reducing the cost of the program to the City.

A budget of $20,000 is made available annually by the City to hire mediators and other experts that might be needed to assist with mediations (e.g., a sound engineer to assess noise impacts). Mediators typically charge about $700-800 for a simple case but some more complicated cases have cost in the range of $4-5,000.

The City does not recoup any of the cost of operating the mediation program through user fees charged to the parties involved. However, if mediation is reducing the drain on staff resources in the planning department, it is helping to reduce overall administrative costs. The City is also gaining tax revenues from projects that go ahead as a result of mediation that might have otherwise been cancelled or delayed due to conflicts. Mediation also reduces costs to developers (e.g., holding costs as an application winds its way through the approvals and appeals process) and to community volunteers.

EVALUATION

The record of successful mediations suggests that the program is an effective way of reaching planning decisions under certain conditions, despite the costs and time involved. The process works best in situations that are highly complicated from a planning process point of view, involve multiple stakeholders, lend themselves to very emotional debates, and in which the basic facts and applicable regulations may not be entirely clear.

One limitation is that the program is not designed to handle mediations where the City is a party to the dispute. For instance, the program is not used to mediate between the City and developers or between the City and residents who are opposing a City initiative (although sometimes exceptions are made to this rule).

Another limitation of the program is that although it allows a great flexibility in the range of matters that can be negotiated, some of these issues cannot be enforced precisely because they are not normally part of the approvals process. For instance, if neighbours want a developer to plant trees on their lawns or fix any foundations damage caused by blasting as a condition for agreeing to let a development go ahead, the parties have to have side agreements outside the approvals process.

Finally, the program is not always effective: mediation has proved unsuccessful in about ten percent of cases handled. In other cases, mediated agreements have been violated by one of the parties, necessitating recourse to enforcement procedures. In still other cases, mediated settlements are eventually appealed by parties trying to improve their positions. In the vast majority of cases, however, mediation has been successful at arriving at a consensual agreement or at least improving communication among the parties such that the regular planning process is more likely to result in a decision that makes projects more acceptable.

The mediation approach is best suited for use in a planning approvals system that provides broad discretion to planners to negotiate outcomes with developers and other stakeholders. It can only be used where Council is strongly supportive of mediation as an alternative to the regular planning approvals process.

FOR MORE INFORMATION

CONTACT:

Philip Dack
Senior Planner, Land Use Planning
Coordinator, Planning Mediation Program
Planning & Transportation Policy Business Unit
City of Calgary
Tel: (403) 268-5308
Fax: (403) 268-3542
Email: Philip.Dack@gov.calgary.ab.ca

REPORTS:

City of Calgary (2001) Planning Mediation Program. Program Review Update 1998-2001.

Phillip Dack (2001) Mediation for Land Use Decision-Making. Plan Canada. Volume 41 Number 1, pp. 10-12.

WEB SITES:

www.gov.calgary.ca
(City of Calgary)

Define and Develop Urban Agriculture as Part of Nanaimo's OCP Food Security Policy:

Goal: to provide specific urban agriculture zoning categories in the OCP that will help to secure land and other resources to activate, develop and maintain an increasingly effective, sustainable local food system.

1. Focus to include, but not limited to:
   - Zoning to accommodate a wide range of urban agriculture initiatives on public and privately held properties
   - Establish types of approved agriculture within urban areas
   - Approved locations: acreages, small plots, allotments, parks, rooftops, etc.
   - Marketing: locations, methods, licensing
   - Food preparation facilities: locations, city participation for facilities
   - Address environmental issues: Water and other regulations that impact agriculture; Recycling; Reduce transportation costs; Sustainability.

2. Seek coordination for the broader goals of a food security policy, e.g. social, land use and financial elements might bring into play such issues as:
   - Growing food locally for health, environmental and food security purposes.
   - Improve the quality of food for community members: local, fresh, nutritional
   - Provide local knowledge about the links of the food supply chain
   - Alleviating poverty: community gardening, emergency food coordination, salaries for workers, local industry, micro-loans, etc.
   - Financial and other support (property, city expertise) for food and social agencies that do the work of poverty alleviation for the community.
   - Promoting sustainable lifestyles and healthy food habits
   - Provide local jobs in food production: growing, preparing, marketing
   - Taxation of urban agriculture properties

These initiatives should evolve into action plans having City and hopefully regional support.

Other steps: Develop definitions and collaborations to establish a policy framework:

.....

- Victoria's Community Gardens Policy defines **'urban agriculture'** as: "...the growing, processing and distribution of food and other products through intensive plant cultivation in and around cities." September 2005.

- Victoria's Council on March 22, 2007 stated: "...BE IT RESOLVED that the City of Victoria supports in principle the concept of urban agriculture as a valuable community resource and will work to collaborate with the community, neighbouring municipalities and Capital Regional District and encourage urban agriculture where possible...."

Develop collaboration with a wide range of local agencies and government levels:
- Included for referral were seven Victoria agencies and 12 nearby municipalities

David Driedger
395 Chestnut St.
damark02@shaw.ca

SCHEDULE 'E'

W.R. Colclough & Associates Ltd.

June 19, 2008

City of Nanaimo
455 Wallace Street
Nanaimo, BC
V9R 5J6

Attention: **Ted Swabey, General Manager, Development Services**

Subject: **Draft Official Community Plan Bylaw 2008 NO. 6500**

I am Authorized Agent for Prakash Jattan, owner of 2453 East Wellington Road in the City of Nanaimo.

Please accept this as formal support and endorsement of the Draft Official Community Plan (OCP). The new OCP respects and builds on past planning exercises and incorporates modern, sustainable goals and objectives aimed at fostering a healthy, diversified and unique community.

In particular, the creation of Urban Reserves and the commitment to a process to map out the future of these previously forgotten neighbourhoods will remove uncertainty and provide for orderly, efficient servicing and development that fits in with and compliments the broader community.

Special thanks to all that participated in the process.

Yours truly,
W.R COLCLOUGH & ASSOCIATES LTD.

WR Colclough

Per: Bob Colclough, AScT

CC Prakash Jattan

7401 Aulds Road
Lantzville, BC
V0R 2H0

Land, Community and Economic Development

wr.colclough@shaw.ca
Tel: 250-390-4728
Fax: 250-390-4798

SCHEDULE 'F'

W.R. Colclough & Associates Ltd.

June 19, 2008

City of Nanaimo
455 Wallace Street
Nanaimo, BC
V9R 5J6

Attention: **Ted Swabey, General Manager, Development Services**

Subject: **Draft Official Community Plan Bylaw 2008 NO. 6500**

I am Authorized Agent for James and Janet Toews, owners of 1480 Waddington Road in the City of Nanaimo.

Please accept this as formal support and endorsement of the Draft Official Community Plan (OCP). The new OCP respects and builds on past planning exercises and incorporates modern, sustainable goals and objectives aimed at fostering a healthy, diversified and unique community.

The refined approach to "Urban Nodes" and the acknowledgement of important corridor development linking them and supporting local neighbourhoods is commended. The inclusion of the hospital and university areas as Urban Nodes is a good example of the long term vision reflected throughout the OCP.

Special thanks to all that participated in the process.

Yours truly,
W.R COLCLOUGH & ASSOCIATES LTD.

WR Colclough

Per: Bob Colclough, AScT

CC James and Janet Toews

7401 Aulds Road
Lantzville, BC
V0R 2H0

Land, Community and Economic Development

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Tel: 250-390-4728
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SCHEDULE 'G'

Gord Fuller
604 Nicol St.

Good evening mayor and council. The following are some thoughts on the revision of the Official Community Plan.

I find it extremely disappointing that Goal 5: Ongoing Planning and Community Involvement, has been removed. This enhances the view by many that their input is of little value which has been prevalent throughout this process especially regarding the blatant disregard of the opinions of a majority of citizens speaking against the expansion of the urban containment boundary. I have to be honest and say that I myself was having second thoughts about speaking tonight because of this view but alas I am always hopeful that the community voice and not just that of special interest will be heard.

As stated "Goal One of planNanaimo is to 'manage urban growth' which means focusing urban development within a defined Urban Containment Boundary," and that, "the establishment of the Urban Containment Boundary is fundamental to managing urban growth and reducing urban sprawl." This current draft plan has, through the maneuverings of developers and council, effectively eliminated the urban containment boundary and under the guise of the new Urban Reserve designation expanded it to the very limits of municipal boundaries. If this is not Urban Sprawl then I don't know what is.

In looking at the Urban Nodes and Corridors designations.

The policy "Higher density residential housing that meets a mix of demographic needs and a variety of income levels" is not included in the South Nanaimo Urban Node. The Downtown node mentions instead of the higher density policy "a variety of housing forms shall be encouraged to meet changing demographics and a mix of income levels." I believe the policies need to be consistent and inclusive through-out the urban nodes

I am happy to see that in this latest version of the OCP the policy encouraging Future social and community services appropriate to the mix of land uses and demographics with a broad social mix and access to adequate housing at all income levels has now been added to Corridors and not limited simply to Urban Nodes

Another policy is that future health-related professional offices and services shall be encouraged to locate in the Hospital Urban Node. This policy should also pertain to and be consistent in all Urban Nodes and not just the Hospital area.

The notions of "encouraging social enrichment", the new goal three of the OCP, and becoming a more "socially sustainable community" were more appropriate as underlying goals, objectives & principles of the former goal Building Complete Viable Communities. Social enrichment should not simply be a goal but inherent throughout the OCP. Policies not just of the proposed goal but all other goals must have strength and not be simply weak kneed statements subject to change at the whim of a spineless council coddling to developers.

The Goal, Objectives and Policies around affordable Housing are a tremendous disappointment to me and many others. Like the majority of the new goal of encouraging social enrichment this section has simply been cut and pasted from the original OCP. To add insult to injury, the policy "adopt a municipal Property Standards bylaw with effective enforcement provision to maintain accepted health, fire, and building requirements in order to protect the city's existing stock of rental housing" has been removed altogether.

There are simply no new recommendations, with the existing policies weak and ineffective at best. Where it says "use incentives to encourage developers to provide affordable housing units" it should state those incentives making the commitment of developers concrete and non negotiable. I would strongly suggest perusing the Kellowna and Victoria OCP's with regard to Housing as both, on the issue of housing alone, are extensive. The 1.25

pages devoted to housing in the Nanaimo OCP is shameful to say the least.

Unless strong succinct policies that work to create affordable social housing are implemented we will continue to see many people having to live in substandard rooming houses run by slumlords.

A lack of a broad social mix of affordable housing for all income levels would not only present difficulties for low income individuals and families but it will also make it difficult for the growing base of the local service industry to attract and retain employees. This in turn would have a negative impact on our local economy.

While there is much more that could be stated I will leave it for others to hopefully cover the rest. If the revised Official Community Plan is followed as well as the previous plan then we should simply rip it up now.

SCHEDULE 'H'

Presentation to the Public Hearing on the Revised Nanaimo Official Community Plan (OCP), June 19, 2008

Mayor Korpan, Councillors, Citizens:

When the current OCP, the product of intensive public participation, was approved by Council over ten years ago, it was intended to serve as a land use planning tool for a period of 20 to 25 years. This long-range strategic plan was based on five clearly articulated goals:

- Build Complete, Viable Communities
- Protect the Environment
- Manage Urban Growth
- Improve Mobility and Servicing Efficiency
- Ongoing Planning and Community Involvement

Since that plan was adopted by Council some ten years have passed and tonight citizens have been invited to one last opportunity to comment on the revision of that plan.

Rational discussion of this revised plan would entail a review of the success of the original plan in meeting the goals it adopted and then presenting changes which would improve future performance. Neither has been demonstrated. Rather, you and the citizens of Nanaimo have been offered a substantial mass of frosting by which to cover a failed cake.

It is important to understand why it failed. At the January 14, 2008, our City Manager acknowledged the reasons for the failure. He clearly laid the blame at the feet of the Province and of Council. He blamed the Province because it creates, through its distribution of municipalities and districts with widely varying requirements for development and consequently widely varied development costs, an environment which promotes profligate and ruinous competition for the regions land, development and consequently its tax resources. And he blamed Councils both past and present: past Councils who covered the city with precipitous and often ill conceived pre-zoned patterns which permit uncontrolled and sometimes pernicious low density development, as well as present Councils who do not have the intestinal fortitude to use the tools available to them to redo that unhappy and ruinous pattern.

Now, rather than recommending action to either level the playing field by seeking a coordinated development environment across the region or by undertaking the zoning and other development related changes which might remedy current problems, the new plan basically ignores the existing situation to embrace the concept of "comprehensive" development schemes such as those of the South Nanaimo Lands and Cable Bay.

Basically this means that we are going to try to build whole new "comprehensive" communities rather than working to fix the one we already have. What this

"comprehensive" scheme means is that a developer with large land holdings draws a diagram of a dream for future development which includes all the essential elements of a community. This is a diversion from our existing urban problems. And turning that dream into reality too often proves to be the hard part. Nanaimo has in the past seen many such dreams come to naught and in fact our older, under-developed, but marginally zoned parcel patterns are relicts of those dreams.

The large development schemes at Sandstone and at Cable Bay which are potentially capable of absorbing virtually all of the city's growth in the next 20 years are the city's bid for a "do-over". Rather than tackle the difficult problems we have in the existing urban environment, our attention is to be diverted to these rural areas over which we can exert control more easily . Thus the difficult urban problems of the present are abandoned for the blank canvas of rural lands at the city's periphery, and the interests of our present citizens subordinated to for those who may –or given the current economic outlook- may not, come later.

It is what Council **does** which is important, not what it dreams to do. The most significant document in the management of development in a City is not the Official Community Plan, but rather the zoning and related development bylaws which embody in actionable form the principles of the OCP.

I ask Council to reject this revision, the chief goal of which seems to be the elimination of the Urban Containment Boundary in direct opposition to the expressed wishes of the majority in all public meetings and on-line surveys on this subject, and rather to dedicate itself to implementing the goals which this city originally adopted back in 1996 for our present urban area.

Thank You,

Ron Bolin
3165 King Richard Drive
Nanaimo, BC V9T 4A1

SCHEDULE 'I'

Nanaimo City Council

Presentation to Official Community Plan (Advisory Committee)
June 19, 2008
Tom Hedekar
Nanaimo Yacht Club

- The Nanaimo Yacht Club wrote (April 20, 2008) to Nanaimo Community Planner (Deborah Jensen) on the subject of existing wording in the OCP Part C, Section 2.9 "Waterfront", Policy #17 regarding development of "new fixed or floating enclosed structures below the high water mark in Newcastle Channel and inner harbour near downtown".
- No response was received and it appears that our suggestion for a change in the wording was not accepted
- Current wording in the OCP Policy #17 reads that "the Nanaimo Port Authority should be encouraged to minimize the development of new fixed or floating enclosed structures"
- This wording appears to favour only those Nanaimo residents living near the waterfront and those that have a view of the harbour but it does not appear to recognize the needs of the thousands of recreational boaters that live in Nanaimo, both on or near the waterfront as well as elsewhere in the city. It also seems to suggest that enclosed structures detract from the character of the waterfront and in some way, spoil the views.
- Covered (enclosed) moorage is an important feature to preserving the value of boats, regardless of their construction materials but particularly older vintage boats made largely or entirely of wood. Boat houses are an integral part of many marinas on our coast and historically, boat houses have been present in our marinas for many decades. The presence of boat houses on the waterfront often signifies the existence of a permanent and civilized boating community. Demand for covered moorage has always been very high and continues to be very high in Nanaimo as well as other harbours on our coast.
- The availability of boat moorage on central and southern Vancouver Island as well as on the lower mainland has reached an all time low with marinas keeping waiting lists for boaters needing moorage. Currently, and for some time now, boat sales are often tied to the availability of moorage for the purchased vessel. Mark Bay has become an "overflow" parking lot for vessels unable to obtain moorage in our local marinas.
- Nanaimo is the "Harbour City" on Vancouver Island and has a long and proud history of both commercial and recreational boating.
- Nanaimo's shoreline has changed dramatically over the past 50 or 75 years and we will no doubt see many great changes along our shores in the coming years but with those changes, we believe that there will also be changes on the water and we believe that the Official Community Plan should be worded in a way that should not discourage moorage facilities in Nanaimo harbour from adapting to changing times in order to meet the needs of Nanaimo's recreational boaters.
- For the record, we respectfully suggest that Poilcy #17 be reworded as follows:

"In considering future developments, the Nanaimo Port Authority should be encouraged to preserve views, waterfront character and access, while taking advantage of current best practices for marina facilities. Siting new fixed or floating facilities, including floating enclosed structures should be done with consideration for waterfront views and the character of the Newcastle Channel and the Inner Harbour Downtown."

- We believe that this suggested wording maintains the same intent but does not preclude or discourage the establishment of enclosed structures as strongly as does the wording in the current OCP.

SCHEDULE 'J'

Deborah Jensen

From: TONY PARKIN [tonyparkin@shaw.ca]
Sent: Thursday, June 19, 2008 12:06 PM
To: Public Hearing
Subject: Fwd: OCP Community consultation

As you can see this was submitted to Bill Holdom on April 22, 2008 to which I have never received a response.

----- Original Message -----
From: TONY PARKIN <tonyparkin@shaw.ca>
Date: Tuesday, April 22, 2008 9:34 am
Subject: OCP Community consultation
To: bill.holdom@nanaimo.ca
Cc: bhca@shaw.ca,jfkpattje@shaw.ca

> April 22, 2008
>
> Bill Holdom
> Chair Person PNAC
>
> My name is Tony Parkin you will recognize my name from my work
> against WATERFRONT high-rise development in Nanaimo.
> On April 30 2007 I presented council with 3000 signatures of
> those opposed to WATERFRONT high-rises. As part of the OCP
> we would like to see a buffer zone of sorts created that would
> ultimately save our WATERFRONT and historic downtown from
> further
> destruction with high-rises. This downtown node could have a one
> half km buffer created could it not. I presently have 4000 names
> on this petition and I would invite anyone the opportunity to
> witness this document. I would like each of you to pay attention
> to
> the article from the Nanaimo Bulletin April 8 2008 I believe,
> with the heading North end highrises climb by five storeys. In this
> article Coun. Diane Brennan is qouted as saying. this is an
> example of putting highrises where they belong, at the top of a hill
> where they dont block views, and close to shopping and transit.
> Next in the article it says that others on council echo Brennans
> views although you Bill Holdom find the 175,000 dollar housing
> fund skimpy. In closing I have faith that this commitee will do
> whats in the best interest of Nanaimoites and recommend we
> stop the destruction of the proposed downtown node.
>
> Sincerely,
> Tony Parkin
> 6715 Dover Rd
> Nanaimo BC
> 390-7436
>

SCHEDULE 'K'

Deborah Jensen

From: webmaster@nanaimo.ca
Sent: Thursday, June 19, 2008 1:19 AM
To: Public Hearing
Subject: Public Hearing Submission

A Online Public Hearing Submission has been made:

Name: jacoba kawahara
Address: 204-4728 Uplands Drive, Nanaimo
Subject: Official Community Plan Bylaw 2008 No. 6500

Comments:
June 18, 2008

Dear City Council,

As resident of Nanaimo I appreciate all the thought and effort that has gone into the Official Community Plan and would like to see some additional positive statements included for all Nanaimo residents.

I would like to include again the phrase that was used in earlier planning documents that we "create a community that respects people." I believe this statement is foundational to making Nanaimo a desirable city all would want to live in and it sets a benchmark as to the kind of planning decisions we need to make for the future.

Goal three of the Official Community Plan talks about social enrichment and creating a safe and nurturing community. I would like to see a statement added that reflects that we believe all residents should have access to safe and warm shelter. There are not enough rental vacancies and shelter beds available and people find themselves having to sleep outside. I believe the people of Nanaimo do not want their fellow citizen sleeping in unsafe and cold conditions and would like to see sleeping bags provided. Nanaimo residents don't want to see community members get sick or be assaulted.

I believe that the citizen of Nanaimo want everyone to have access to food and health care. Some of our community members find themselves unable to find enough food or access health services.

I would like the Community Plan to ensure there is access to washrooms in public amenity proposals. This basic human need should be available to all irregardless of their income level.

I believe it is important to acknowledge that our intention as community is to value all members of our community and to work together to find solutions to combat hopelessness and despair. Nanaimo residents want to know what collaborative alternatives are offered when the marginalized and homeless are asked to move on. I believe the Plan needs to specifically state that we highly value all of our citizen and are committed to their wellbeing.

Homeless people have an awareness of what strategies would be helpful.Connecting our strengths to create an empowering and supportive community will make Nanaimo a desirable city to live in for everyone.

Thank you.
Jacoba Kawahara

SCHEDULE 'L'

Deborah Jensen

From: A&D Edgar [adedgar@shaw.ca]
Sent: Wednesday, June 18, 2008 10:12 PM
To: Public Hearing
Subject: OCP Review

To Mayor and Council
City of Nanaimo

Re: Comment on OCP

I appreciate the Daily News reminding us of the deadline to submit comments on the City's Official Community Plan (OCP).

I will keep my comments brief:

1. I don't have to tell you the many reasons (I'm sure your staff can give you a long list) for having an Urban Containment Boundary. In my opinion it is a bad idea to continue with urban sprawl (Sandstone, Cable Bay, etc).
2. Please give Transit a chance. Surely a good transit exchange downtown (with washrooms) is a higher priority than a multiplex. Transit is deficient in many ways and needs to be adequately funded. Nice statements in an OCP don't make a good bus system.
3. We (meaning me, all citizens, and City) must attack homlessness. Set some targets. Let's get on it. I do applaud your success in legalizing suites and continuing to push on in that area.
4. It strikes me as odd that there seems to be no concern by anyone over the fact that we don't own our water supply. As near as I can tell we are dependant on the good graces of a timber company. Water security will be a big deal in the coming years. Get the land now while the price is right. Without water we are hooped. Ask the province to help. One option may be to trade the land for equivalent forest land elsewhere of which the Province has plenty.
5. Currently most (perhaps all) of our Gulf Islands do not want bridges. They want to continue to be serviced by ferries. I know we need to respect their choice as long as they are willing to pay the price. There is a reasonable chance this will change in the future for cost, emergency access, environmental, or some other valid reason. I believe we would do Islanders and all taxpayers a disservice if we do not keep our options open. Please ask your approving officer to protect right of way for a potential road to Mudge/Gabriola though the lands owned by Cable Bay or design the road network that will serve the development such that it can later be extended to Dodd Narrows.

Thank you for allowing me to comment on the community plan. All the best.

Dave Edgar
5951 Indigo Place
Nanaimo, B.C.

SCHEDULE 'M'

HARBOUR VIEW COURT (Strata Plan VIS 1192) CONDOMINIUM
225 CYPRESS STREET, NANAIMO, BC V9S 5P2

June 17, 2008

Mayor and Council
City of Nanaimo
SUBMISSION BY EMAIL: public.hearing@nanaimo.ca

RE: Bylaw No. 6500: Official Community Plan: Public Hearing, June 19, 2008

On behalf of the Harbour View Court Condominium located at 225 Cypress Street (corner of Vancouver Avenue), the following modifications to Bylaw No 6500: Official Community Plan (OCP) are requested:

1. The definition for "Corridor" in the plan clearly denotes that corridors are "urban arterials" and are not whole swaths of neighbourhoods. However, *Map 1: Future Land Use Plan* of the Official Community Plan indicates that there is a new designation of "Corridor" for the neighbourhood triangle encompassed by Terminal and Stewart Avenues from Cypress Street to the Pearson Bridge. This neighbourhood has accepted and embraced additional residential density; and has probably one of the highest residential densities in Nanaimo. We have not yet, however, had an opportunity to evaluate the impact of increased commercial activity in this area. This is a subject best discussed through a neighbourhood planning process. Therefore, we strongly request **that the area designated "Corridor" on all Official Community Plan maps be restricted to Terminal Avenue, as per the OCP definition of corridor and not include the adjacent residential neighbourhood.**

2. There is confusion in the Official Community Plan as to whether or not the triangle noted in #1 above will be included in the proposed development of an area plan within the next 5 years. In Section 2.2 (page 54), for example, there is an area referred to as the "Stewart Avenue Corridor"; whereas in other parts of the plan (e.g.: page 58 or page 130) it is referred to as "Stewart Avenue including the Brechin Hill Neighbourhood". On page 168, the implementation strategy calls for a "corridor plan" for the area as opposed to a "neighbourhood plan". We request, therefore, **that a clear and consistent definition of the area to be studied be included in the OCP; that this study be called a Neighbourhood & Area Plan; and that it encompass not only Brechin Hill and Stewart Avenue but also the entire length of Vancouver Avenue.**

3. We understand that there is potential for change and redevelopment in this neighbourhood. We have already faced one unnecessary development pressure concern over the proposal to rezone the Nanaimo Shipyard site. The Harbour View Marina has now changed ownership and we would expect a similar application for redevelopment of that site. Such changes need to be viewed in the context of a neighbourhood plan and not on a site-by-site or application-by-application basis. We request, therefore, **that there be a moratorium on any Official Plan, rezoning or variance applications in this area until the Neighbourhood Plan (as clearly defined in #2 above) is completed, approved by the neighbourhood and the city, and adopted a part of the OCP.**

Regards,

Nancy Mitchell

Nancy Mitchell, Chair
403-225 Cypress Street, Nanaimo BC V9S 5P2 (njminc@shaw.ca)
cc: Strata Council, Harbour View Court
Brechin Hill Community Association and Newcastle Neighbourhood Association

Deborah Jensen

From: Rick [rmayes1@shaw.ca]
Sent: Friday, June 13, 2008 11:13 AM
To: Public Hearing
Subject: Fw: Public meeting

----- Original Message -----
From: Rick
To: Ted Swabey
Sent: Friday, June 13, 2008 10:09 AM
Subject: Public meeting

Just a refresher to staff and Council, the majority of land owners in the Jinglepot-Holland Rd-East Wellington Rd area, petitioned staff and Council to move the UCB to City limits. Please take this into advisement for the June 19,2008 Public Hearing on Plan Nanaimo.Yours Rick Mayes 2291 Lynn la ran rd Nanaimo

SCHEDULE 'N'

Deborah Jensen

From: Rick [rmayes1@shaw.ca]
Sent: Friday, June 13, 2008 12:41 PM
To: Public Hearing
Subject: Fw: public hearing

----- Original Message -----
From: Rick
To: Ted Swabey
Sent: Friday, June 13, 2008 11:39 AM
Subject: public hearing

To clarify my email on moving the UCB. As our Petition to the Land owners of Jinglepot-Holland-East Wellington Roads stated, "To Extent the Urban Containment Boundary to include the East Wellington & Jinglepot Road Areas to follow the current City Limits". Please take this into advisement on your deliberations for the Official Community Plan Bylaw 2008 No.6500. Yours Rick Mayes, Jinglepot Neighborhood Committee

SCHEDULE 'O'

SCHOOL DISTRICT 68 (NANAIMO-LADYSMITH)
Today's Learner – Tomorrow's Future

395 Wakesiah Avenue
Nanaimo, BC V9R 3K6
Telephone (250) 754-5521
Fax (250) 741-5309

OFFICE OF THE SECRETARY – TREASURER

June 10, 2008

Ms. Deborah Jensen
Planner, Community Planning Division
City of Nanaimo
Development Services
455 Wallace Street
Nanaimo, B.C.
V9R 5J6

Dear Ms. Jensen:

Re: Official Community Plan 10-Year Review
Formal Referral of Draft Official Community Plan

Thank you for your recent invitation to provide written comments on the City of Nanaimo's 10-Year review of its Official Community Plan. I apologize for the lateness of this reply but thank you for your understanding in extending the time in which your committee was prepared to receive a response from the School District.

In general the District agrees with the sustainability guiding principle of planNanaimo and the framework of goals that has been established as a result of the consultation in Phase 1 of the review. In particular, the District wishes to provide comments on **Goal 3: Encourage Social Enrichment** and **Goal 6: Improve Mobility and Servicing.**

With respect to **Goal 3 - Encouraging Social Enrichment - Sub-Goal 3.3 Schools**, we see the role of our current schools and the need to create new schools in the future contributing to achieving that goal. The three objectives identified in the draft pertaining to schools mirror the District's philosophy with respect to its facilities.

The first two objectives under this sub-goal of providing new and expanded schools and meeting the challenges of declining enrolment are both reflected in the philosophy behind the facilities renewal plan we adopted in 2007 and are currently undertaking (a copy of which is included for your reference). Our renewal plan has the major objective of having all our students learning in safe, energy efficient and well resourced schools by 2020. We intend to accomplish this by focusing on three main areas: (1) bringing the District into compliance with Ministry of Education capacity utilization guidelines so that we qualify for new schools or space additions at existing schools; (2)

ensuring the schools we want to continue to operate are seismically upgraded; and, (3) making all our schools as energy efficient as possible.

As you are aware, the Board of Education recently moved to close both Mount Benson Elementary and Dufferin Crescent Elementary and consolidate the student populations of those schools with those of neighbouring schools. This has led to a small 2-classroom expansion project at Coal Tyee Elementary to assist in accommodating the Mount Benson students who will be attending Coal Tyee. It is expected this expansion will be completed by September 2009. At the same time the Board approved the closing of these two schools it also directed staff to undertake a study of our north end elementary schools, those contained in what we refer to as the Hammond Bay corridor. The following schools will be included in that study: Hammond Bay Elementary, Frank J. Ney Elementary, Randerson Ridge Elementary, Rutherford Elementary, McGirr Elementary and Seaview Elementary. In keeping with the approach suggested by the intent of this study the District is developing a process whereby a zonal review of our facilities will be undertaken on a regular basis.

At the same time the Board moved to close the two elementary schools mentioned above, it also moved to build a new 1,100-student secondary school at the site of the existing Woodlands Secondary school and close both Woodlands and Nanaimo District Secondary School by 2012. Planning for this project has commenced and the District is in discussion with the City and the Ministry of Transportation with respect to traffic concerns at the Island Highway/Northfield Road intersection. Other components of our facilities renewal plan that are currently underway are the seismic upgrading of Wellington Secondary coupled with a 300-seat expansion, the seismic upgrading of Pauline Haarer Elementary and major lighting upgrades at Dover Bay Secondary and three elementary schools.

Our renewal plan could be modified, in consultation with the City, to address expansion of schools required as a result of population build-out due to proposed zoning changes in the OCP. We agree that the City and the District need to work closely together to address the changing demographics that have resulted in the declining enrolment trend currently being experienced. With respect to new schools, while the District does not currently have an "eligible school site requirement" in our five-year capital plan, we do recognize our obligation to consult with the city under the Local Government Act to establish a School Site Acquisition Charge and would welcome meeting with the appropriate City staff to accomplish this.

The third objective of Sub-Goal 3.3 of the draft plan of integrating educational and community needs is one that is also embraced by the School District. As mentioned above the Board of Education recently voted to close Dufferin Crescent Elementary and Mount Benson Elementary effective on June 30, 2008 and to close Nanaimo District Secondary School and Woodlands Secondary School effective on June 30, 2012 with a new secondary school being built on the Woodlands site. With respect to the closed sites and all our sites, the District would be interested in consulting with the City on possible community use initiatives. We would also welcome the city's input into the planning of the new secondary school with respect to possible community use functions that might be housed in the building. In addition, we have a network of community schools in the Harewood area that already provides significant community services and we would welcome the City's cooperation in identifying opportunities to improve services currently being provided. With the Ministry of Education recently announced plans to have school districts implement early Kindergarten programs, it would be important to initiate discussions earlier rather than later to ensure maximum utilization and efficient use of available space.

The District is in agreement with first five policies pertaining to schools that the City has proposed to accomplish the goal of encouraging social enrichment. The last policy in this section refers to the need to provide safe routes to and from schools and this policy is one that is of particular interest to the District and one which relates directly to our interest in **Goal 6** of planNanaimo – **Improve Mobility and Servicing Efficiency.** The safety of our students as they go to and from schools is of paramount importance to the District. We agree with the extensive discussion in OCP and the policies outlined under Goal 6. In addition to the work referred to above we are doing with the City and the Ministry of Transportation with respect to the Northfield intersection I want to make you aware of another initiative we have undertaken with respect to ensuring the safety of our students. We have approached the Ministry of Education to pilot a safe-walk plan to address one of the programs outlined in the recent provincial budget. In addition, during the recent school closure consultation process the safety of students was a recurring theme and we have addressed these concerns by working with the City's Safe Walk Program, expanding some bus routes and implementing crossing guards in certain areas. We would welcome the opportunity to continue to work with the City on such initiatives to improve the mobility safety of all our students and employees.

We would be pleased to discuss any of the above with you or provide any further information you may require.

Sincerely,

J. David Green C.A.
Secretary-Treasurer

Pc. Mike Munro, Superintendent of Schools
Facilities Planning Committee