



**reimagine**  
**NANAIMO**

## DRAFT CITY PLAN

**2022-MAR-30**  
**ENVIRONMENT**  
**COMMITTEE**

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## Today's Agenda

### TOPICS

- |   |   |
|---|---|
| 1 | Draft City Plan Structure & Integration |
| 2 | Engagement and Outreach                 |
| 3 | Next Steps & Timelines                  |

# Integration Throughout the Document



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## Integration of Policies



C1.1 Greenhouse Gas Emissions Reduction

### Desired Outcomes

Become a 100% renewable city by 2050 and achieve the City's greenhouse gas emissions reduction goals as part of our commitment to minimizing Nanaimo's climate change impact.

### Policies

#### OVERALL

C1.1 Leverage Nanaimo's available resources and authority and work with community members, organizations, businesses, and other levels of government to shift away from fossil fuels to 100% renewable energy by 2050 and, by sequestering or removing carbon, reduce Nanaimo's overall community greenhouse gas emissions to below zero by 2050.

C1.2 Set and actively work towards interim targets for greenhouse gas emission reductions for 2030, 2035, and 2040.

C1.3 Monitor progress annually towards targets and review / update greenhouse gas reduction targets every three years to ensure they are in line with the recommendations from the Intergovernmental Panel on Climate Change and reflect activity from Provincial and Federal Governments.<sup>1</sup>

#### BUILDINGS

C1.4 Accelerate zero-carbon and energy efficient building design and practices for all new construction before 2030 and require this for all new construction after 2030.

C1.5 Support the upgrade of existing buildings so that all buildings achieve net zero emissions by 2050.

C1.6 Develop a framework for evaluating the full life cycle of carbon emissions of buildings, including embodied emissions, while retaining heritage character and value for recognized heritage buildings.

#### TRANSPORTATION

C1.7 By 2050, all transportation trips are zero-carbon.

C1.8 Prioritize walking, cycling and transit over other transportation modes to help Nanaimo achieve a zero-carbon transportation system.

### Integrated Policy Areas (view the below sections to see related policies)



<sup>1</sup> The net-zero emissions goal is consistent with federal and provincial government policy. On 2021-July-29 the Government of Canada enacted the Canadian Net-Zero Emissions Accountability Act which committed the government of Canada to achieve net-zero emissions by 2050. The Provincial Climate Resilience to 2050 also set a target of net-zero emissions by 2050.



C1.1 Greenhouse Gas Emissions Reduction



C1.2 Climate Adaptation & Hazard Management



C1.6 Solid Waste Management



C2.1 Complete Communities



C2.2 Integrated Walk, Roll, Cycle, & Transit Network



C2.5 Complete Streets



C5.4 Innovation & Technology

# Integration Throughout the Document



## Connected Nanaimo:



### C2.2 INTEGRATED WALK, ROLL, CYCLE, & TRANSIT NETWORK

To support climate mitigation and to manage traffic congestion, we must reduce our dependence on personal vehicles. A comprehensive, connected, and attractive network of walking, rolling, cycling, and transit routes is essential to making changes to our mobility habits.

#### Desired Outcomes

A well-integrated walking, rolling, cycling, and transit network that is safe, comfortable, convenient, accessible, and enjoyable for persons of all ages and abilities.

An increase in the share of trips being made with active mobility in Nanaimo.  
An increase in the share of trips being made with transit in Nanaimo.

#### Policies

##### OVERALL

C2.2.1 Prioritize expansion and enhancement of pedestrian, rolling, cycling, and transit routes to create an integrated mobility network.

C2.2.2 Prioritize implementation of Primary Active Mobility Routes as identified on the Active Mobility and Primary Transit Network map (see Schedule 3, through capital projects, development, and other opportunities. Complete Secondary Active Mobility Routes as identified on Schedule 3 as opportunity allows.

C2.2.3 Include consideration of Primary Active Mobility Routes and transit connections in operational planning.

C2.2.4 Incorporate features in the public realm that make it more attractive and comfortable to walk, cycle, or use transit such as vegetation, wider sidewalks, rest areas, shade and shelter, and other amenities.

C2.2.5 Implement a comprehensive wayfinding strategy for walking, rolling, cycling, and transit, for residents and visitors.

C2.2.6 Apply Crime Prevention Through Environmental Design (CPTED) principles to the design of pedestrian, cycling, and transit facilities to increase user comfort and safety.

### C2.3 RECREATIONAL TRAILS

Trails are at the intersection of mobility and green space, supporting both recreation and transportation. A highly valued recreation amenity, a robust trails network can promote healthy lifestyles, offer mobility alternatives, support natural area protection and experience, and enhance tourism and economic development.

#### Desired Outcomes

An extensive and accessible trails network that provides opportunities and various types of trails for all ages, abilities, and lifestyles.

Seamless connectivity between the active mobility and recreational trails networks, supporting comprehensive access throughout the city.

#### Policies

C2.3.1 Where possible, connect recreational trails to Primary and Secondary Active Mobility Routes to support connected circuits and loops.

C2.3.2 Integrate recreational trails as part of the network that provides safe routes to school, neighborhood centres, parks, and other destinations.

C2.3.3 Continue to expand the recreational trails network, linking to natural attractions and varied, year-round recreational and wellness opportunities.

High quality trail maintenance that keeps trail users in good conditions through the seasons and over time.

Integrate trail planning efforts to support access, enjoyment, and protection of natural areas, supporting active lifestyles while managing detrimental impacts on watersheds, sensitive habitats, tree health, steep slopes, and vegetation (see Section C1.3 Urban Tree Canopy, Natural Areas & Greenways).

C2.3.4 Integrate trail planning efforts to support access, enjoyment, and protection of natural areas, supporting active lifestyles while managing detrimental impacts on watersheds, sensitive habitats, tree health, steep slopes, and vegetation (see Section C1.3 Urban Tree Canopy, Natural Areas & Greenways).

C2.3.5 Plan recreational trails and active transportation routes in greenways where appropriate (see City Plan Section D1.3).



### C2.5 COMPLETE STREETS

Complete Streets move people, not just cars. They are designed and operated to enable safe and comfortable use for all, regardless of age or ability. They recognize that streets have different roles, functions, and characteristics depending on their context.

#### Desired Outcomes

Streets and other mobility infrastructure safely accommodate all persons and modes of travel in an attractive and comfortable setting.

#### Policies

C2.5.1 Incorporate Complete Street principles in road retrofits and new construction, supported by City standards, guidelines, and best practices.

C2.5.2 In road projects, include improvements to walking, rolling, cycling, transit, goods movement, and small-scale transit support a human-scale environment.

C2.5.3 Encourage future development to implement street-oriented design features that support vibrant and accessible streetscapes.

73% of participants in a 2022 Survey identified increasing the feeling of safety from traffic when walking or cycling as a active mobility priority.

\*Refer to the REIMAGINE NANAIMO Phase 1B Phase 2 Public Engagement Subplan for more respondent input.

Streets are planned and designed based on their adjacent land use, so that facilities support the level and type of mobility anticipated.

C2.5.4 Ensure access for all travel modes through the development process, prioritizing walking, cycling, transit, and goods movement.

C2.5.5 Maximize the use of the existing road network before building new facilities.

C2.5.6 Work with the Ministry of Transportation and Infrastructure to operate and maintain a transportation network that supports the needs of the community and the region and aligns mobility and land use goals.

#### Integrated Policy Areas (see the below sections to see related policies)



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# Integration Throughout the Document



## Healthy Nanaimo:



### C3.3 FOOD SECURITY

A sustainable food system is vital to community health and wellness. It can help increase resilience to hazards and emergencies (including climate change impacts), generate positive economic activities, support equity, and promote community connections and health.

#### Desired Outcomes

Sustainable and equitable local food systems with more local and regionally-grown foods and reduced reliance on food transported from far distances.

Strong partnerships that support the creation, provision, distribution, and sharing of food between the City, First Nations, other levels of government, agencies and local community organizations.

#### Policies

##### FOOD SECURITY

C3.3.1 Support the City to continue to advocate for food security and nutrition for all residents.

C3.3.2 Engage and empower vulnerable populations in food security planning processes.



Access to nutritious food products for all residents, both in regular times and during emergency situations that lead to food shortages or mandated rationing.

Increased food literacy that broadens understanding of food and its relationship to local and regional agriculture, so residents are able to make informed decisions about food sources, choices, and health.

C3.3.3 Support efforts to address barriers to accessing safe, affordable, nutritious, and culturally-appropriate food for all residents.

C3.3.4 Support efforts to educate and promote awareness of the relationship between food production, health, and community impacts.

#### PARTNERSHIPS

C3.3.5 Continue to collaborate and partner with community organizations to support food production on City-owned land.

C3.3.6 Encourage collaboration with the RDN, First Nations, and neighbouring local governments to address food security needs at a regional level.

C3.3.7 Support the efforts of organizations like local food banks that receive and redistribute food to meet the needs of community members with limited resources.

C3.3.8 Encourage the use of circular economy principles and innovations to both reduce wasted food while increasing food security.

C3.3.9 Encourage partnerships between the City, School District, and community groups for inclusive access to productive food systems.

C3.3.10 Encourage partnerships between the City of Nanaimo, School Districts, and community groups for programming and education related to the growing and processing of food.

C3.3.11 Leverage opportunities to integrate food production within development projects and existing infrastructure adaptations.

C3.3.12 Acknowledge and recognize Indigenous treaty rights in accessing traditional foods, including protocols and approaches to food gathering and harvesting and support protection and enhancement of food resources.

#### PUBLIC LAND AND INFRASTRUCTURE

C3.3.13 Continue to support local food infrastructure on City-owned lands, including farmers markets, urban farms, greenhouses, food forests, and community gardens.

C3.3.14 Continue to explore creative ways to safely integrate public landscaping on public lands where appropriate.

C3.3.15 Support installation of required infrastructure for food production in appropriate City-owned locations (water supply, irrigation, soils, etc.).

C3.3.16 Continue to work with partners to stock and protect local fish populations and habitat.

C3.3.17 Continue to provide fishing and launching access points to water bodies for fishing.

C3.3.18 Continue to acquire parkland in locations that support the health and protection of water and food systems for future generations.

#### Integrated Policy Areas (see the below sections to see related policies)



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# Integration Throughout the Document



## Part D City Structure:



### D1.1 CONCEPTUAL CITY STRUCTURE

Our Conceptual City Structure is our physical growth plan that puts our framework and goals into action. As we plan for an additional 40,000 people to come to Nanaimo in the next 25 years, we need to consider where they will live and work, how they will get around, and how we can ensure growth while at the same time continuing to support our blue and green networks to an increasingly urban environment. By creating an integrated city-wide system that links these key networks, we're able to harmonize and create efficiency in our city.

#### 5 LAYERS

**Growth Management** is how we regulate urban and rural areas, helping to focus growth in ways that create more complete communities, while protecting sensitive natural areas and productive lands.

[Go to Section C.02](#)

**The Blue & Green Network** provides places for nature to thrive. The network includes both urban and natural areas and provides habitat that connects our city to the natural landscape beyond.

[Go to Section C.03](#)

**The Land Use Plan** guides how we will plan and manage our city's future, with a focus on creating a sustainable and resilient city. It's how the elements of our city will work together to create a better and sustainable way of life.

[Go to Section C.04](#)

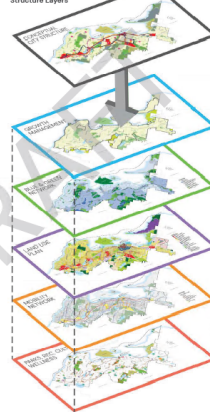
**The Mobility Network** indicates how we will move the people, goods, and services that are essential to our city's future. It provides a broad range of sustainable transportation options.

[Go to Section C.05](#)

**The Parks, Recreation, Culture & Wellness Plan** indicates where we will invest in growing the natural amenities that support our community wellbeing and quality of life.

[Go to Section C.06](#)

Figure 12: Conceptual City Structure Layers



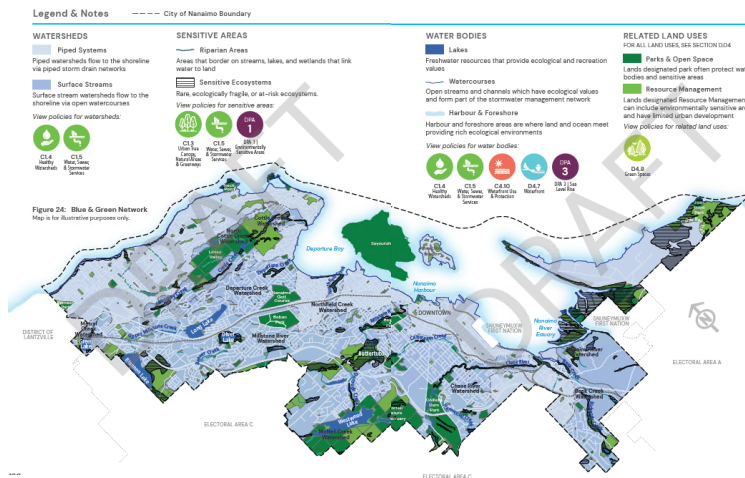
Blue Green Network  
Land Use Policies  
Mobility Network  
Parks recreation culture and wellness

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# Integration Throughout the Document



## Part D City Structure: Blue Green Network

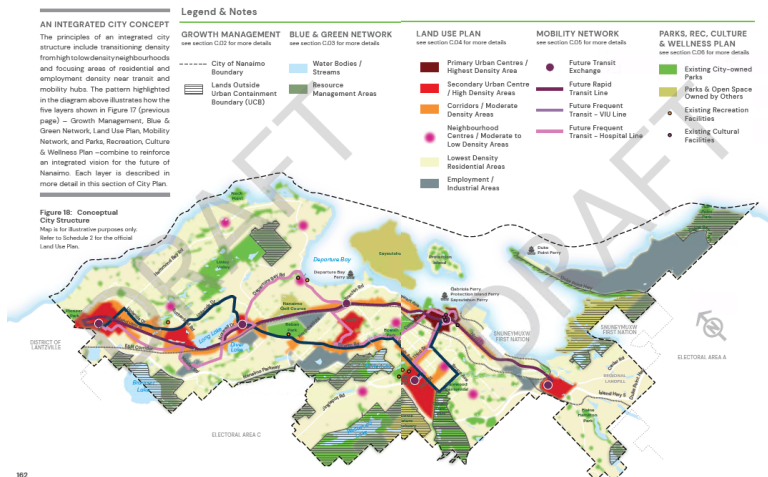


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# Integration Throughout the Document



## Part D City Structure: Integrated Land Use

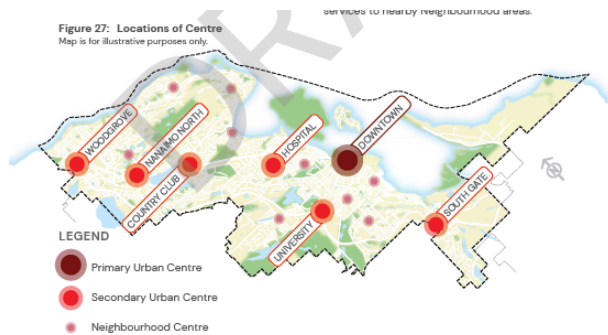


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# Integration Throughout the Document



## Part D City Structure: Land Use Policies



LAND USE	DESCRIPTION & INTENT	TYPICAL BUILDING FORMS	TYPICAL USES	TARGET DENSITY*
<b>WATERFRONT</b> (see Section D4.7)				
Waterfront	<ul style="list-style-type: none"> <li>Ocean and shoreline areas and adjacent lands with important connections to the waterfront</li> </ul>	<ul style="list-style-type: none"> <li>Varies by location and use</li> </ul>	<ul style="list-style-type: none"> <li>Public access facilities, trails, recreation</li> <li>Water transportation</li> <li>Marine services</li> <li>Gift marinas</li> <li>Mixed-use</li> <li>Clean-focused industry</li> <li>Recreational</li> </ul>	Varies
<b>GREEN SPACES</b> (see Section D4.8)				
Parks & Open Spaces	<ul style="list-style-type: none"> <li>Lands for recreation, wellness, cultural use, and enjoyment of residents</li> <li>Environmental protection</li> </ul>	<ul style="list-style-type: none"> <li>Park buildings</li> <li>Community services</li> <li>Height varies</li> </ul>	<ul style="list-style-type: none"> <li>Natural areas</li> <li>Active parks</li> <li>Plazas</li> <li>Community wellness, recreation, and service facilities</li> <li>Golf courses</li> </ul>	n/a
Resource Management	<ul style="list-style-type: none"> <li>Agricultural, forested, or environmentally sensitive lands</li> <li>Adjacent to Urban Centres, Corridors, and Neighbourhoods</li> <li>Intended to be managed for sustainable agricultural, forestry, environmental protection, and recreational purposes</li> </ul>	<ul style="list-style-type: none"> <li>Small scale agriculture buildings</li> <li>Single-unit dwellings</li> <li>Up to 2 storeys</li> </ul>	<ul style="list-style-type: none"> <li>Natural areas</li> <li>Agriculture</li> <li>Forestry, silviculture</li> <li>Nature parks</li> </ul>	1-1.5

**NOTES**

\*Target densities, where shown, are intended to describe general density and missing for the overall land use designation and to support monitoring. These land use target densities do not regulate actual densities on individual lots; this is the function of the Zoning Bylaws. Densities are not intended to be applied to individual parcels on a project-by-project basis as each development will have unique site circumstances.

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# Integration Throughout the Document



## Part D City Structure: PRCW



# Integration Throughout the Document



## Part D City Structure: Active Mobility

### D5.5 ACTIVE MOBILITY & PRIMARY TRANSIT NETWORK

Legend & Notes

MAJOR ACTIVE MOBILITY ROUTES	RDN MAJOR TRANSIT ROUTES & FACILITIES	RELATED LAND USES FOR ALL LAND USES SEE SECTION D5.4
Primary Route	Rapid Transit Route	Urban Centres
Secondary Route	Frequent Transit Route	Parks & Open Spaces
	Transit Exchange	

**SCHOOLS**

- Elementary
- Secondary

**Figure 42: Active Mobility & Primary Transit Network**  
Map is for illustrative purposes only. Refer to Schedule 3 for the official map.

Table 3: Overview of Active Mobility Routes

	PRIMARY ACTIVE MOBILITY ROUTES (TIER 1)	SECONDARY ACTIVE MOBILITY ROUTES (TIER 2)	RECREATIONAL TRAILS (TIER 3) (not shown on map)
Primary Purpose	Transportation between Urban Centres	Transportation between Neighbourhoods and Urban Centres and key destinations (e.g. schools, Neighbourhood Centres, Community Facilities, etc.)	Recreational experience
Ultimate Design Standard	All ages and abilities, including separation from vehicles wherever possible	All ages and abilities, where possible	Varies, depending on location
Maintenance & Operations	Highest priority for maintenance and operations	Secondary priority for maintenance and operations	Maintained to a recreational standard



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# Today's Agenda

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- |   |   |
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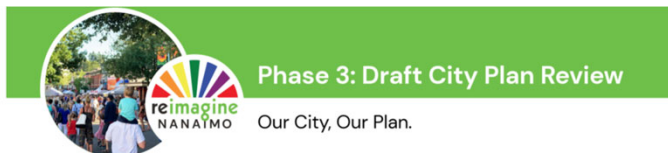
## Engagement and Outreach



### Online Survey

Home » [REIMAGINE NANAIMO](#) » [PHASE 3 Draft City Plan Review](#)

### PHASE 3 Draft City Plan Review



Please note: the deadline for online survey submissions is  
**April 8, 2022**



# Engagement and Outreach



## New Video



Our Future Starts Here - REIMAGINE NANAIMO Phase 3 (CITY of NANAIMO)

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## Today's Agenda

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|---|---|
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# Next Steps



## Phase 3 Council Timeline



Hay cep q'a Siem

