

DATE OF MEETING APRIL 11, 2022

AUTHORED BY LISA BRINKMAN, MANAGER, COMMUNITY PLANNING

SUBJECT DRAFT CITY PLAN – LAND USE AND NEIGHBOURHOODS

OVERVIEW

Purpose of Report:

To introduce the draft City Plan – Land Use and Neighbourhoods presentation, and inform the Governance and Priorities Committee of the neighbourhood association meetings held during Phase 3 of REIMAGINE Nanaimo.

BACKGROUND

At the 2022-APR-11 Governance and Priorities Committee (GPC) meeting, Staff will present the Land Use and Neighbourhood sections of the draft City Plan. The presentation includes requests for changes to the draft City Plan received from several recognized neighbourhood associations as of the date of writing this report. The requests received include both housekeeping/general changes as well as more substantive changes to the draft City Plan and recommendations from Staff on how to address those requests.

Phase 3 of REIMAGINE Nanaimo launched on 2022-MAR-01 to seek public input on the draft City Plan, and since this date, all neighbourhood associations were provided information on the draft City Plan and invited to an information meeting. Some associations also requested individual meetings. The meetings held with neighbourhood associations since 2022-MAR-01 are shown in Table 1.

Table 1 – REIMAGINE Nanaimo Phase 3 Neighbourhood Association Meetings with Staff:

Nanaimo Neighbourhood Network Information Session – All Associations invited	March 9
Brechin Hill Community Association	March 16
Stephenson Point Neighbourhood Association	March 18
Newcastle Community Association	March 18
Nanaimo Old City Association	April 5
Chase River Community Association	April 5

CONCLUSION

At the 2022-APR-11 GPC meeting, Staff will present the Land Use and Neighbourhood Sections of the draft City Plan. This will also include a summary of requests to make edits to the draft City Plan from recognized neighbourhood associations and Staff recommendations related to those requests.

SUMMARY POINTS

- The 2022-APR-11 Governance and Priorities Committee meeting will focus on the Land Use and Neighbourhood Sections of the draft City Plan, including requests for changes received from neighbourhood associations, and Staff recommendations to address those requests.

Submitted by:

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Manager, Community Planning

Concurrence by:

Lisa Bhopalsingh
Director, Community Development

Dale Lindsay
General Manager, Development
Services/Deputy CAO



2022-APR-11
GPC

**Land Use and
Neighbourhoods**

1



TOPICS

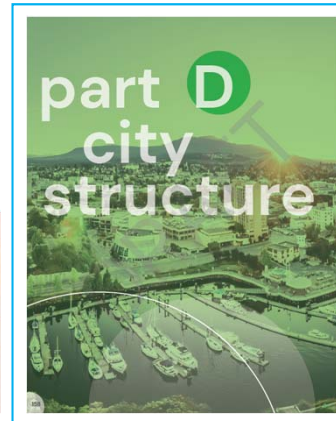
A Draft City Plan Review

Part D | City Structure
(Land Use)

Part E | Taking Action
(Neighbourhoods)

B Next Steps and Timelines

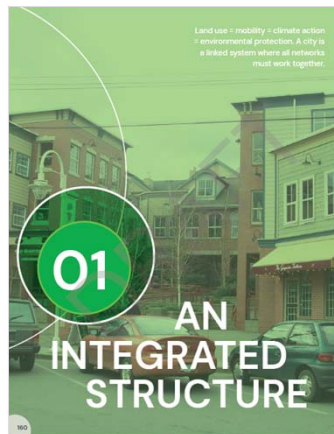
DRAFT CITY PLAN POLICY REVIEW



DRAFT CITY PLAN Part D | City Structure



AN INTEGRATED STRUCTURE



D1.1 CONCEPTUAL CITY STRUCTURE

Our Conceptual City Structure is our physical growth plan that shows how Nanaimo will grow in the future. It is a plan for the city's future growth, showing where we will live, work, and play, and how we will get around. It is a plan for the city's future growth, showing where we will live, work, and play, and how we will get around.

5 LAYERS
Growth Management is how we manage our growth, helping to focus growth in ways that protect our core values, communities, and provide for a sustainable future.

The Blue & Green Network provides places for nature to thrive. The network includes both urban and natural areas, and green spaces that connect our city to the natural world beyond.

The Land Use Plan shows how we will use our land. It shows where we will live, work, and play, and how we will get around. It is a plan for the city's future growth, showing where we will live, work, and play, and how we will get around.

The Mobility Network shows how we will get around. It shows where we will live, work, and play, and how we will get around. It is a plan for the city's future growth, showing where we will live, work, and play, and how we will get around.

The Parks, Recreation, Culture & Wellness Plan shows how we will live, work, and play. It shows where we will live, work, and play, and how we will get around. It is a plan for the city's future growth, showing where we will live, work, and play, and how we will get around.



Conceptual City Structure Layers

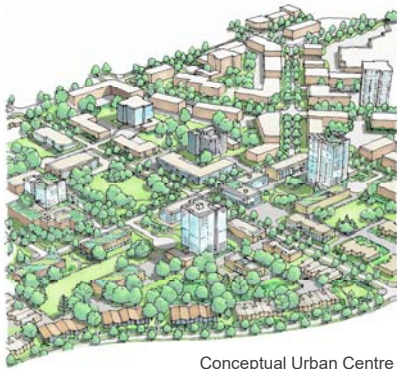
- D.02 Growth Management
- D.03 Blue & Green Network
- D.04 Land Use Plan
- D.05 Mobility Network
- D.06 Parks, Rec, Culture & Wellness

DRAFT CITY PLAN

Part D | An Integrated Structure



INTEGRATION EXAMPLE | URBAN CENTRES



Conceptual Urban Centre

-  A GREEN NANAIMO: RESILIENT & REGENERATIVE ECOSYSTEMS
-  A HEALTHY NANAIMO: COMMUNITY WELL-BEING & LIVABILITY
-  A CONNECTED NANAIMO: EQUITABLE ACCESS & MOBILITY
-  AN EMPOWERED NANAIMO: DIVERSITY, CULTURE, RECONCILIATION & SOCIAL INTEGRITY
-  AN ENABLED NANAIMO: ECONOMIC PROSPERITY & RESILIENCY



FEEDBACK/DISCUSSION



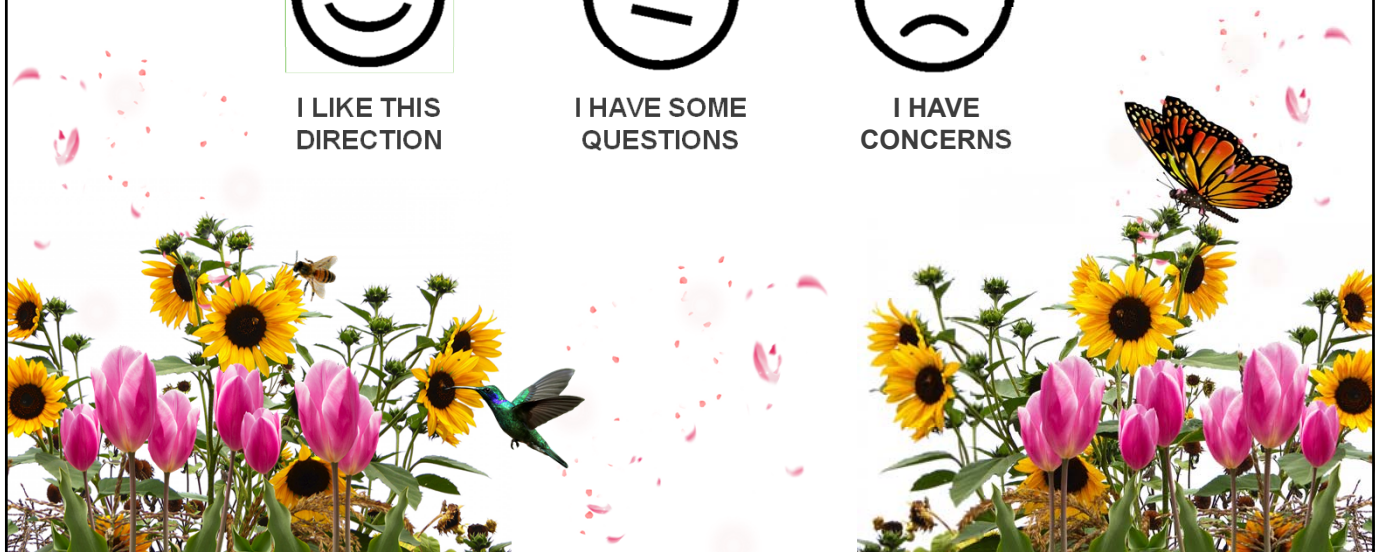
I LIKE THIS
DIRECTION



I HAVE SOME
QUESTIONS



I HAVE
CONCERNS



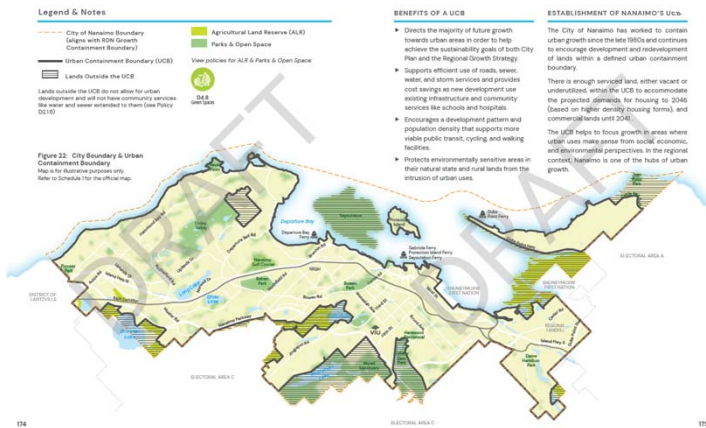
Now is the opportunity to dial back this unrelenting urban sprawl. Recovering Island isn't getting any bigger, so stop using land we don't need to use yet.

an MAHLE AG/MAHLE participant

02

**GROWTH
MANAGEMENT**

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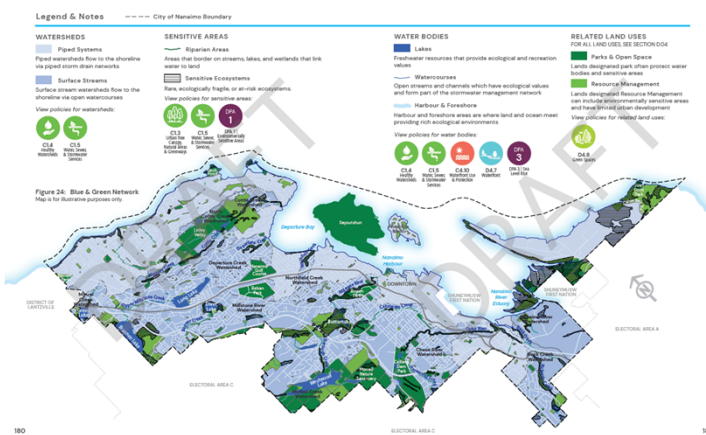
Sustainable development is the pathway to the future we wait for all. It offers a framework to generate economic growth, achieve social justice, exercise environmental stewardship, and strengthen governance.

— Sir A. Brown

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BLUE & GREEN NETWORK

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DRAFT CITY PLAN Part D | Blue & Green Network



PREVIOUS APPROACH & BACKGROUND:

- Significant protection provided through nature parks, Development Permit Areas, Tree and Riparian Area Protection requirements, and Engineering Standards
- Limited public awareness of protection efforts

CITY PLAN DRAFT DIRECTION:

- Elevate Blue & Green Networks as part of our overall City Structure, integrating with our Mobility and Land Use Networks
- Adapt both urban development and Blue & Green Networks to risks of climate change



FEEDBACK/DISCUSSION



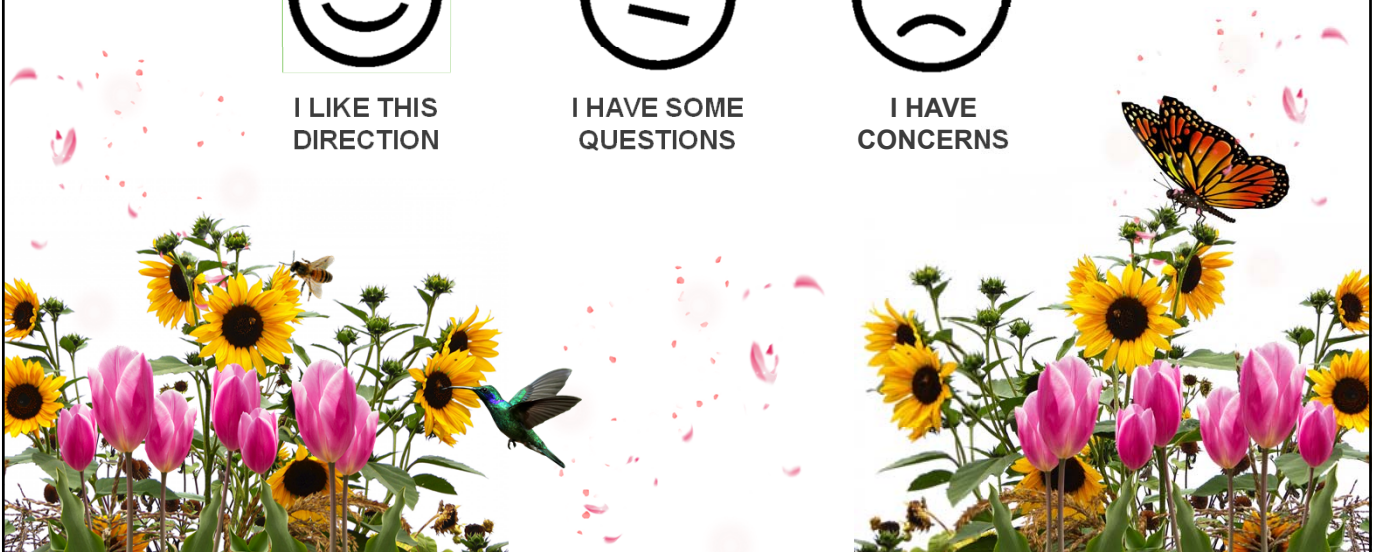
I LIKE THIS
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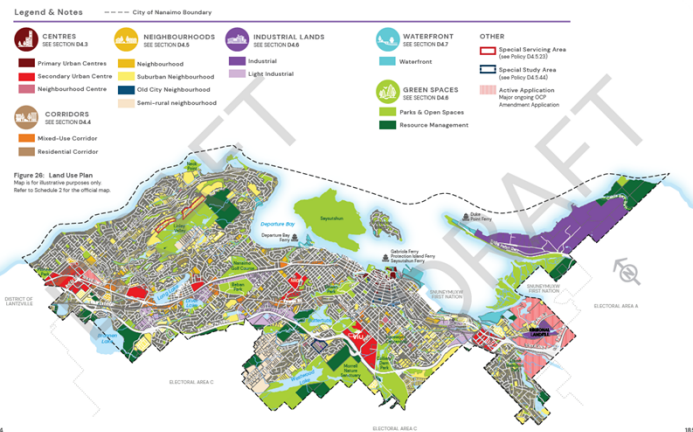


DRAFT CITY PLAN

Part D | Draft Land Use Plan



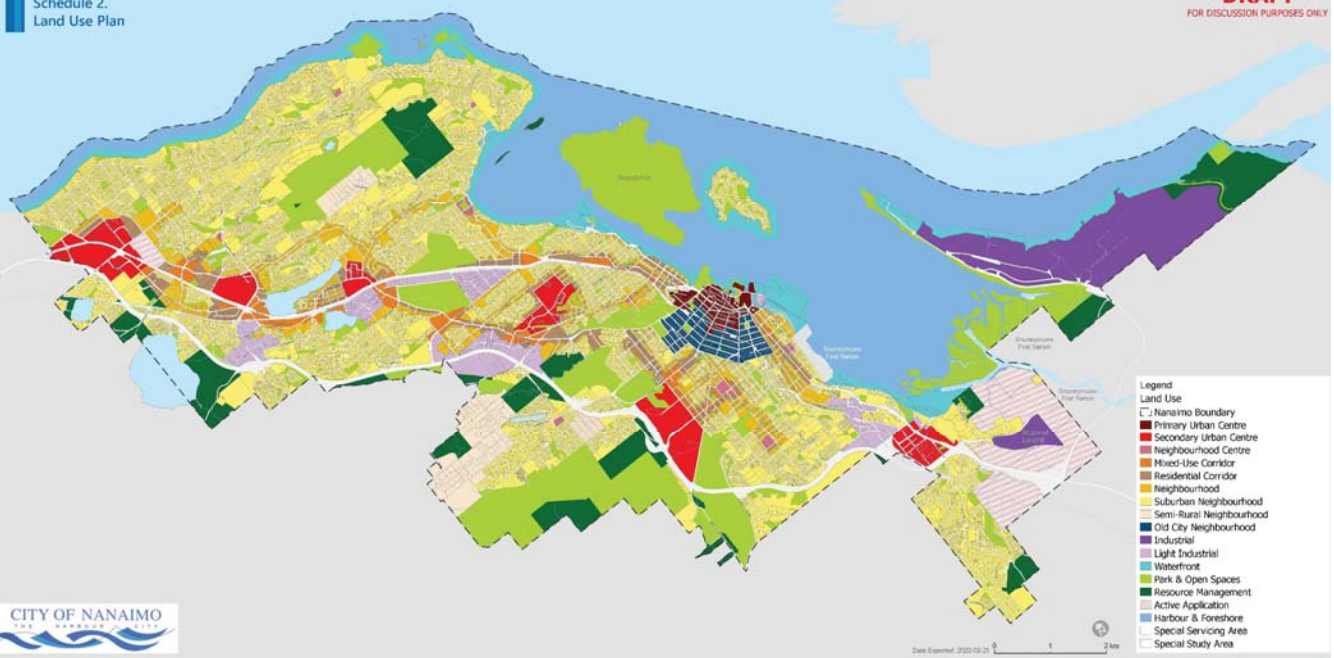
LAND USE PLAN



City of Nanaimo
Schedule 2.
Land Use Plan

DRAFT

FOR DISCUSSION PURPOSES ONLY



DRAFT CITY PLAN

Part D | Draft Land Use Plan



HIGH LEVEL LAND USE DESIGNATIONS



CENTRES
SEE SECTION D4.3



CORRIDORS
SEE SECTION D4.4



NEIGHBOURHOODS
SEE SECTION D4.5



INDUSTRIAL LANDS
SEE SECTION D4.6



GREEN SPACES
SEE SECTION D4.6

D4.2 LAND USE DESIGNATION TABLE

The Land Use Designations Table is a summary of the range of land uses that comprise the Land Use Plan, depicted on Figure 26 (on the previous page) and Schedule 2. The Land Use Table is intended to be read and interpreted in conjunction with all goals and policies of City Plan. Desired outcomes and policies for each land use in the table can be found in Sections D4.3 through D4.8.

LANDUSE	DESCRIPTION & INTENT	TYPICAL BUILDING FORMS	TYPICAL USES	TARGET DENSITY*
CENTRES (see Section D4.3)				
Primary Urban Centre	<ul style="list-style-type: none"> • Downtown Nanaimo and the "Heart of the City" • City's distinct cultural, economic, and mobility hub with the highest density and mix of uses • Critical mass of housing, employment, and civic activities that serve a city-wide function • Excellent transit access and pedestrian and cycling routes 	<ul style="list-style-type: none"> • Mix of low-rise, mid-rise, and high-rise mixed-use or residential • Minimum of 2 storeys and up to 10 to 12 storeys with taller buildings happening in specific locations 	<ul style="list-style-type: none"> • Mixed-use, commercial, office, and residential • Residential in apartment formats • Civic / institutional uses • Parks, places, and open spaces 	250+ uph (Units per hectare)
Secondary Urban Centre	<ul style="list-style-type: none"> • Large scale Urban Centre that serves the entire city • Typically anchored by public institutions and employment centres • Offers a broad range of housing types • Locally transit access and pedestrian and cycling routes 	<ul style="list-style-type: none"> • Mix of low-rise, mid-rise, and limited high-rise mixed-use or residential • Minimum 2 storeys up to 12 storeys with potential for limited additional height where community benefit provided 	<ul style="list-style-type: none"> • Mixed-use, commercial, office, and residential • Residential in apartment formats • Civic / institutional uses • Parks, places, and open spaces 	300 uph
Neighbourhood Centre	<ul style="list-style-type: none"> • A neighbourhood gathering and services destination for local residents • Local shopping providing day-to-day needs of local residents mixed with multi-unit residential to form an active hub 	<ul style="list-style-type: none"> • Mix of low-rise, mid-rise, and limited high-rise mixed-use or residential • Minimum 2 storeys up to 4 storeys 	<ul style="list-style-type: none"> • Mixed-use, commercial and residential • Local-serving commercial • Parks, places, and open spaces • Community / institutional uses 	60 uph
CORRIDORS (see Section D4.4)				
Mixed-Use Corridor	<ul style="list-style-type: none"> • Mixed-use along Mobility Arterial and Collector roads • A destination in itself, while also providing critical connections between Urban Centres and Neighbourhoods • A focus on supporting primarily mixed-uses 	<ul style="list-style-type: none"> • Low- to mid-rise mixed-use with street-facing commercial and residential above / behind • Limited stand-alone residential may be encouraged • Minimum 3 to up to 8 storeys 	<ul style="list-style-type: none"> • Mixed-use commercial and residential • Residential • Parks, places, and open spaces • Community / institutional uses 	100 uph
Residential Corridor	<ul style="list-style-type: none"> • Medium-density residential along Urban Arterial and Collector roads • Provides critical connections between urban centres and neighbourhoods 	<ul style="list-style-type: none"> • Low- to mid-rise residential apartment buildings • Townhomes • Minimum 3 up to 6 storeys 	<ul style="list-style-type: none"> • Residential • Parks, places, and open spaces • Community / institutional uses 	100 uph
NEIGHBOURHOODS (see Section D4.5)				
Neighbourhood	<ul style="list-style-type: none"> • Primarily low-rise residential areas, closer to services and transit hubs • Provides a transition (building form) between Urban Centres, Corridors, and Suburban Neighbourhoods • Encourages residential with that offers a broader mix of housing forms and types to meet varied housing needs 	<ul style="list-style-type: none"> • Single-unit dwellings with secondary suites • Two-unit dwellings • Ground-oriented multi-unit dwellings including townhomes, low-rise apartment • Small scale commercial / mixed-use • Up to 4 storeys 	<ul style="list-style-type: none"> • Residential • Home-based business • Local-serving commercial • Parks, places, and open spaces • Community / institutional uses 	80 uph
Old City Neighbourhood	<ul style="list-style-type: none"> • Primarily low-rise residential close to downtown, services and transit hubs • Recognizes the unique heritage value of this established area and encourages preservation of architectural / historically significant buildings 	<ul style="list-style-type: none"> • Single-unit dwellings with secondary suites • Two-unit dwellings • Ground-oriented multi-unit dwellings including townhomes, townhouses • Small-scale commercial / mixed-use • Up to 3 storeys with potential for more in strategic locations 	<ul style="list-style-type: none"> • Residential • Home-based business • Small scale commercial • Parks, places, and open spaces • Community / institutional uses 	50 uph

DRAFT CITY PLAN

Part D | Draft Land Use Plan



D4.2 LAND USE DESIGNATION TABLE

The Land Use Designations Table is a summary of the range of land uses that comprise the Land Use Plan, depicted on Figure 26 (on the previous page) and Schedule 2. The Land Use Table is intended to be read and interpreted in conjunction with all goals and policies of City Plan. Desired outcomes and policies for each land use in the table can be found in Sections D4.3 through D4.8.

Table 2: Land Use Designation Table

LANDUSE	DESCRIPTION & INTENT	TYPICAL BUILDING FORMS	TYPICAL USES	TARGET DENSITY*
CENTRES (see Section D4.3)				
Primary Urban Centre	<ul style="list-style-type: none"> • Downtown Nanaimo and the "Heart of the City" • City's distinct cultural, economic, and mobility hub with the highest density and mix of uses • Critical mass of housing, employment, and civic activities that serve a city-wide function • Excellent transit access and pedestrian and cycling routes 	<ul style="list-style-type: none"> • Mix of low-rise, mid-rise, and high-rise mixed-use or residential • Minimum of 2 storeys and up to 10 to 12 storeys with taller buildings happening in specific locations 	<ul style="list-style-type: none"> • Mixed-use, commercial, office, and residential • Residential in apartment formats • Civic / institutional uses • Parks, places, and open spaces 	250+ uph (Units per hectare)
Secondary Urban Centre	<ul style="list-style-type: none"> • Large scale Urban Centre that serves the entire city • Typically anchored by public institutions and employment centres • Offers a broad range of housing types • Locally transit access and pedestrian and cycling routes 	<ul style="list-style-type: none"> • Mix of low-rise, mid-rise, and limited high-rise mixed-use or residential • Minimum 2 storeys up to 12 storeys with potential for limited additional height where community benefit provided 	<ul style="list-style-type: none"> • Mixed-use, commercial, office, and residential • Residential in apartment formats • Civic / institutional uses • Parks, places, and open spaces 	300 uph
Neighbourhood Centre	<ul style="list-style-type: none"> • A neighbourhood gathering and services destination for local residents • Local shopping providing day-to-day needs of local residents mixed with multi-unit residential to form an active hub 	<ul style="list-style-type: none"> • Mix of low-rise, mid-rise, and limited high-rise mixed-use or residential • Minimum 2 storeys up to 4 storeys 	<ul style="list-style-type: none"> • Mixed-use, commercial and residential • Local-serving commercial • Parks, places, and open spaces • Community / institutional uses 	60 uph

LANDUSE	DESCRIPTION & INTENT	TYPICAL BUILDING FORMS	TYPICAL USES	TARGET DENSITY*
CORRIDORS (see Section D4.4)				
Mixed-Use Corridor	<ul style="list-style-type: none"> • Mixed-use along Mobility Arterial and Collector roads • A destination in itself, while also providing critical connections between Urban Centres and Neighbourhoods • A focus on supporting primarily mixed-uses 	<ul style="list-style-type: none"> • Low- to mid-rise mixed-use with street-facing commercial and residential above / behind • Limited stand-alone residential may be encouraged • Minimum 3 to up to 8 storeys 	<ul style="list-style-type: none"> • Mixed-use commercial and residential • Residential • Parks, places, and open spaces • Community / institutional uses 	100 uph
Residential Corridor	<ul style="list-style-type: none"> • Medium-density residential along Urban Arterial and Collector roads • Provides critical connections between urban centres and neighbourhoods 	<ul style="list-style-type: none"> • Low- to mid-rise residential apartment buildings • Townhomes • Minimum 3 up to 6 storeys 	<ul style="list-style-type: none"> • Residential • Parks, places, and open spaces • Community / institutional uses 	100 uph
NEIGHBOURHOODS (see Section D4.5)				
Neighbourhood	<ul style="list-style-type: none"> • Primarily low-rise residential areas, closer to services and transit hubs • Provides a transition (building form) between Urban Centres, Corridors, and Suburban Neighbourhoods • Encourages residential with that offers a broader mix of housing forms and types to meet varied housing needs 	<ul style="list-style-type: none"> • Single-unit dwellings with secondary suites • Two-unit dwellings • Ground-oriented multi-unit dwellings including townhomes, low-rise apartment • Small scale commercial / mixed-use • Up to 4 storeys 	<ul style="list-style-type: none"> • Residential • Home-based business • Local-serving commercial • Parks, places, and open spaces • Community / institutional uses 	80 uph
Old City Neighbourhood	<ul style="list-style-type: none"> • Primarily low-rise residential close to downtown, services and transit hubs • Recognizes the unique heritage value of this established area and encourages preservation of architectural / historically significant buildings 	<ul style="list-style-type: none"> • Single-unit dwellings with secondary suites • Two-unit dwellings • Ground-oriented multi-unit dwellings including townhomes, townhouses • Small-scale commercial / mixed-use • Up to 3 storeys with potential for more in strategic locations 	<ul style="list-style-type: none"> • Residential • Home-based business • Small scale commercial • Parks, places, and open spaces • Community / institutional uses 	50 uph

DRAFT CITY PLAN

Part D | Draft Land Use Plan



LAND USE	DESCRIPTION & INTENT	TYPICAL BUILDING FORMS	TYPICAL USES	TARGET DENSITY*
NEIGHBOURHOODS – continued (see Section D4.5)				
Suburban Neighbourhood	<ul style="list-style-type: none"> Primarily low-rise residential, further from services and transit hubs 	<ul style="list-style-type: none"> Single-unit dwellings with / without secondary suites Two-unit dwellings Ground-oriented multi-unit dwellings including townhomes Small scale commercial / mixed use Up to 3 storeys 	<ul style="list-style-type: none"> Residential Home-based business Local-serving commercial Parks, plazas, open spaces Community / institutional uses 	25 uph
Semi-Rural Neighbourhood	<ul style="list-style-type: none"> Lands not intended for urban development due to physical or servicing constraints including transportation, servicing, or steep grades 	<ul style="list-style-type: none"> Single-unit dwellings with / without secondary suites Up to 2 storeys 	<ul style="list-style-type: none"> Residential Home-based business Agriculture Open space 	<2 uph
INDUSTRIAL LANDS (see Section D4.6)				
Industrial	<ul style="list-style-type: none"> Lands within an Industrial Park setting that attract and support industry providing jobs for city residents Activities that are not suitable adjacent to Urban Centres, Corridors, and Neighbourhoods 	<ul style="list-style-type: none"> Industrial buildings and structures 	<ul style="list-style-type: none"> Warehousing, distribution, transportation, and logistics Manufacturing Processing 	n/a
Light Industrial	<ul style="list-style-type: none"> Lands that attract and support industry providing jobs for city residents Activities that are suitable adjacent to Urban Centres, Corridors, and Neighbourhoods 	<ul style="list-style-type: none"> Industrial buildings and structures Up to 3 storeys, with potential for more in strategic locations 	<ul style="list-style-type: none"> Warehousing, distribution Low-impact manufacturing and storage contained within a building Auto sales in specified locations Auto supplies and repairs Equipment repairs Construction Wholesalers Supportive housing in appropriate locations Office and sales as ancillary uses only 	n/a

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

NOTES

*Target densities, where shown, are intended to describe general density and massing 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 Bylaw. Densities are not intended to be applied to individual parcels on a project-by-project basis as each development will have unique site circumstances.

DRAFT CITY PLAN

Part D | Residential Overview



RESIDENTIAL LAND USE OVERVIEW

Summary of heights and target densities for residential land uses
uph = units per hectare



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CENTRES
SEE SECTION D4.3



CORRIDORS
SEE SECTION D4.4



NEIGHBOURHOODS
SEE SECTION D4.5

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DRAFT CITY PLAN

Part D | Centres



URBAN CENTRE DESIGNATIONS



CURRENT APPROACH (2008 OCP):

- No specific guidance on priority

CITY PLAN DRAFT DIRECTIONS:



- Policy outlining a hierarchy for City investment in Urban Centres and recognizing growth in areas with infrastructure capacity restrictions will not proceed until funding and plan to address is in place

DRAFT CITY PLAN

Part D | Centres



DRAFT PRIORITY OF URBAN CENTRES



Draft Priority of Urban Centres

1	Downtown
2	Woodgrove
3	Hospital / University
4	Nanaimo North / Country Club / South Gate

DRAFT
FOR DISCUSSION ONLY

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DRAFT CITY PLAN

Part D | Centres



URBAN CENTRE BUILDING HEIGHTS



CURRENT APPROACH (2008 OCP):

- High-rise supported equally in all Urban Nodes and Commercial Centres

CITY PLAN DRAFT DIRECTIONS:

Primary Urban Centre (Downtown)	Six Secondary Urban Centres
Supports minimum 2 storeys and up to 12 storeys with taller building supported in specific locations.	Supports minimum 2 storeys up to 12 storeys with potential limited additional heights where community benefit provided.

DRAFT CITY PLAN

Part D | Centres



PRIMARY URBAN CENTRE DESIGNATION



CITY PLAN DRAFT DIRECTIONS:

Land Use	Description & Intent	Building Forms	Typical Uses	Target Density
CENTRES (see Section D4.3)				
Primary Urban Centre	<ul style="list-style-type: none"> » Downtown Nanaimo and the "Heart of the City" » City's distinct cultural, economic, and mobility hub with the highest density and mix of uses » Critical mass of housing, employment, and civic activities that serve a city-wide function » Excellent transit access and pedestrian and cycling routes 	<ul style="list-style-type: none"> » Mix of low-rise, mid-rise, and high-rise mixed-use or residential » Minimum of 2 storeys and up to 12 storeys with taller buildings supported in specific locations 	<ul style="list-style-type: none"> » Mixed-use, commercial, office, and residential » Residential in apartment formats » Civic / institutional uses » Parks, plazas, and open spaces 	250+ uph (units per hectare)

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DRAFT CITY PLAN Part D | Centres



SECONDARY URBAN CENTRE DESIGNATION



CITY PLAN DRAFT DIRECTIONS:

Land Use	Description & Intent	Building Forms	Typical Uses	Target Density
Secondary Urban Centre	<ul style="list-style-type: none"> » Large scale Urban Centre that serves the entire city » Typically anchored by public institutions and employment centres » Offers a broad range of housing types » Excellent transit access and pedestrian and cycling routes 	<ul style="list-style-type: none"> » Mix of low-rise, mid-rise, and limited high-rise mixed-use or residential » Minimum 2 storeys up to 12 storeys with potential for limited additional height where community benefit provided 	<ul style="list-style-type: none"> » Mixed-use, commercial, office, and residential » Residential in apartment formats » Civic / institutional uses » Parks, plazas, and open spaces 	200 uph

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DRAFT CITY PLAN Part D | Centres



CURRENT APPROACH (2008 OCP):

- 5 urban nodes – focus of urban growth, in higher density mix of land uses intended to become on complete, compact, transit supported, walkable communities with concentration of housing, employment, services and amenities.
- Downtown identified as the primary urban node

- Large areas of surface parking and drive thru's permitted in all Urban Nodes and Commercial Centres
- Free standing retail and stand alone commercial supported

CITY PLAN DRAFT DIRECTIONS:

- 7 Growth Centres aligned with Transit Hubs.
- Continued and strengthened focus of future urban growth in higher density complete, compact communities.
- Downtown identified as primary Growth centre

BIG MOVES:

Move more strongly towards human focused development away from car-centric

- Does not support drive thru's, single use, single storey car focused development

DRAFT CITY PLAN

Part D | Urban Centre Growth



CARRY FORWARD POLICIES:

D4.3.5 Integrate land use and mobility through creation of compact, dense, and mixed-use Urban Centres that promote walking, cycling, and public transit and reduce automobile dependency in Urban Centres.

BIG MOVE POLICIES:

D4.3.15 Support large format retail in Urban Centres, provided that it is designed in a format consistent with the walk, cycle, and transit-oriented nature envisioned for these areas and **integrated within mixed-use developments.**

D4.3.16 | Do not support new large areas of surface parking and drive-thru's in Urban Centres, with strong preference for under-building or underground parking. Continue to evolve auto-oriented uses into more pedestrian-friendly and accessible development forms and mix of uses.

D 4.3.24/33 Support the **following typical building forms:** mix of low-rise, mid-rise, and high-rise buildings, **typically in mixed-use formats** (with ground-floor commercial and residential / office above) or in residential formats.

LAND USE "BIG MOVES"

Part D | Complete Urban Centres



A GREEN NANAIMO:
RESILIENT & REGENERATIVE
ECOSYSTEMS

SUSTAINABLE BUILDINGS

A ROBUST TREE CANOPY

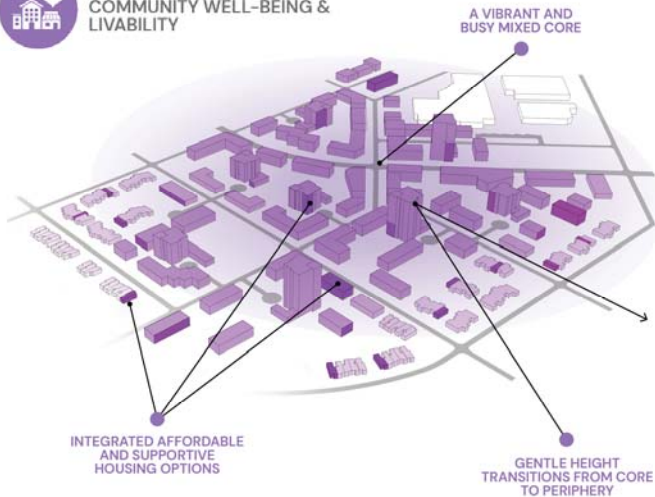
GREEN INFRASTRUCTURE



LAND USE "BIG MOVES" Part D | Complete Urban Centres



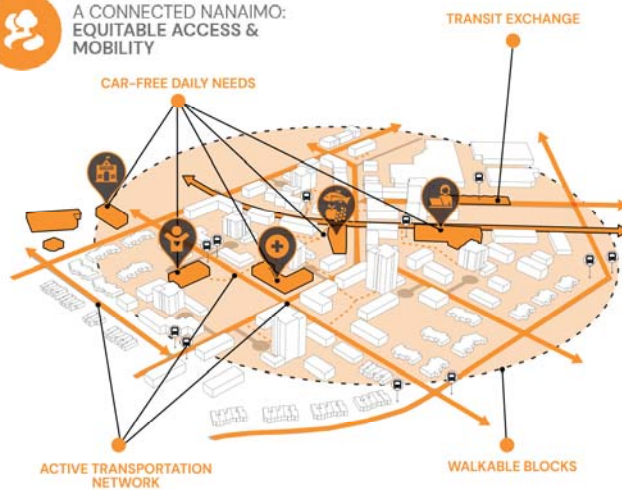
A HEALTHY NANAIMO:
COMMUNITY WELL-BEING &
LIVABILITY



LAND USE "BIG MOVES" Part D | Complete Urban Centres



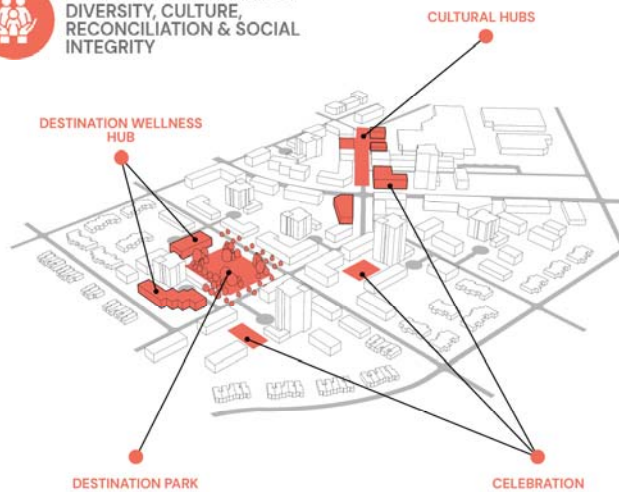
A CONNECTED NANAIMO:
EQUITABLE ACCESS &
MOBILITY



LAND USE "BIG MOVES" Part D | Complete Urban Centres



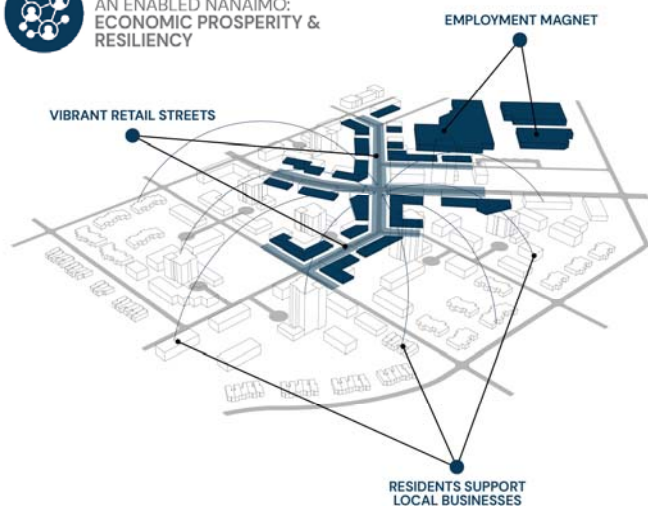
AN EMPOWERED NANAIMO:
DIVERSITY, CULTURE,
RECONCILIATION & SOCIAL
INTEGRITY



LAND USE "BIG MOVES" Part D | Complete Urban Centres



AN ENABLED NANAIMO:
ECONOMIC PROSPERITY &
RESILIENCY



DRAFT CITY PLAN Part D | Urban Centres



COUNCIL ALTERNATE CONSIDERATIONS for BIG MOVE POLICIES:

D4.3.16 | **Discourage** ~~Do not support~~ new large areas of surface parking and drive-thru's in Urban Centres, with strong preference for under-building or underground parking. Continue to evolve auto-oriented uses into more pedestrian-friendly and accessible development forms and mix of uses.



Terminal Ave near Princess Royal Ave. mixed use style gas station with residential, laundromat and commercial



~350 mixed-use affordable housing above a McDonald's with drive-thru in Sydney near current and planned infrastructure.

DRAFT CITY PLAN Part D | Centres



NEIGHBOURHOOD CENTRE DESIGNATION



CITY PLAN DRAFT DIRECTIONS:

Land Use	Description & Intent	Building Forms	Typical Uses	Target Density
Neighbourhood Centre 	<ul style="list-style-type: none"> » A neighbourhood gathering and services destination for local residents » Local shopping providing day-to-day needs of local residents mixed with multi-unit residential to form an active hub 	<ul style="list-style-type: none"> » Mix of low-rise, mixed-use with street-facing commercial and residential above / behind » Commercial » Low-rise residential apartments » Townhomes » Minimum 2 storeys up to 4 storeys 	<ul style="list-style-type: none"> » Mixed-use commercial and residential » Local-servicing commercial » Residential » Parks, plazas, and open spaces » Community / institutional uses 	60 uph



FEEDBACK/DISCUSSION



I LIKE THIS
DIRECTION



I HAVE SOME
QUESTIONS



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DRAFT CITY PLAN Part D | Corridor Refinement



CORRIDOR MIXED USE & RESIDENTIAL DESIGNATIONS



CURRENT APPROACH (2008 OCP):

- Corridors along key transportation routes and in adjacent areas between Urban Nodes

CITY PLAN DRAFT DIRECTIONS:

- Further alignment of Corridors with planned primary transit routes
- Corridor designation split to two designations:
 - **Mixed Use Corridors:** primarily mixed uses with ground floor, street facing commercial
 - **Residential Corridors:** primarily residential uses, also includes institutional uses.

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DRAFT CITY PLAN Part D | Corridor Refinement



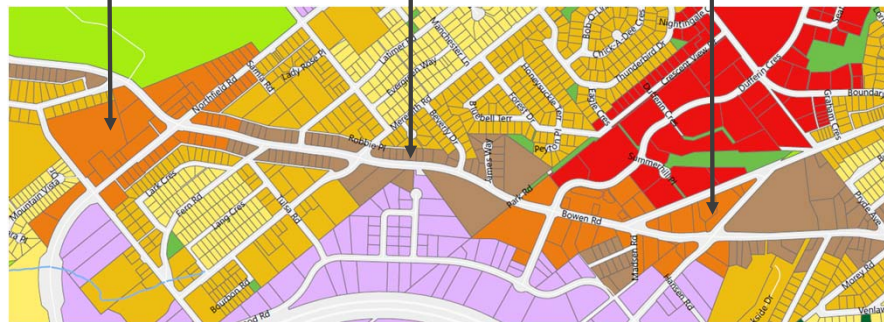
CORRIDOR MIXED USE & RESIDENTIAL DESIGNATIONS



Mixed-Use Corridor
(Northfield)

Residential Corridor

Mixed-Use Corridor
(Dufferin)



DRAFT CITY PLAN Part D | Corridor Refinement



RESIDENTIAL CORRIDOR

D4.3.18 | Support the following typical uses: residential, parks, plazas, and open spaces and institutional uses

COUNCIL ALTERNATE CONSIDERATIONS:

Based on Developer feedback – recommend adding wording to allow small scale, neighbourhood level service style commercial that is ancillary to residential

Staff can return to Council on MAY 9 with revised wording



FEEDBACK/DISCUSSION



I LIKE THIS
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DRAFT CITY PLAN Part D | Neighbourhood Refinement



CORE & SUBURBAN NEIGHBOURHOOD DESIGNATIONS



CURRENT APPROACH (2008 OCP):

- Single Neighbourhood-designation that is primarily focused on ground-oriented uses

CITY PLAN DRAFT DIRECTIONS:

- Neighbourhood designation split to two designations:
 - **Core Neighbourhood:** encourages increased density and infill in areas close to Urban Centres or transit corridors
 - **Suburban Neighbourhood:** continues to support primarily lower-density, ground oriented housing

36

DRAFT CITY PLAN Part D | Neighbourhood Refinement



OLD CITY NEIGHBOURHOOD DESIGNATION



CURRENT APPROACH (2008 OCP):

- Neighbourhood designation
- Old City Neighbourhood Plan

CITY PLAN DRAFT DIRECTIONS:

- New Old City Neighbourhood land use designation



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DRAFT CITY PLAN Part D | Neighbourhood Refinement



OLD CITY NEIGHBOURHOOD DESIGNATION



CITY PLAN DRAFT DIRECTIONS:

Old City Neighbourhood



Description & Intent	Building Forms	Typical Uses	Target Density
<ul style="list-style-type: none"> » Primarily low-rise residential, close to downtown, services and transit hubs » Recognizes the unique heritage value of this established area and encourages preservation of architecturally / historically significant buildings 	<ul style="list-style-type: none"> » Single-unit dwellings with secondary suites » Two-unit dwellings » Ground oriented multi-unit dwellings including tri/ fourplex, townhomes » Small-scale commercial / mixed-use » Up to 3 storeys with potential for more in strategic locations 	<ul style="list-style-type: none"> » Residential » Home-based business » Small scale commercial » Parks, plazas, and open spaces » Community / institutional uses 	50 uph

38

DRAFT CITY PLAN Part D | Neighbourhood Request



OLD CITY NEIGHBOURHOOD | INTENT

CITY PLAN DRAFT DIRECTION:

- Recognizes the unique heritage value of this established area and encourages preservation of architecturally / historically significant buildings.

MINOR NANAIMO OLD CITY ASSOCIATION REQUEST:

- We do not want the unique heritage value of the Old City to stop at preserving heritage character homes and heritage features, but to continue to respect the heritage character in the design features of new buildings.

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DRAFT CITY PLAN Part D | Neighbourhood Request



OLD CITY NEIGHBOURHOOD | INTENT

PROPOSED CITY PLAN APPROACH:

- All lands proposed for multi-family and commercial development within the Old City Neighbourhood Designation will be subject to a Development Permit – DPA 8 Form & Character.
- All new multi-family development will be subject to the design guidelines in the Old City Neighbourhood Plan and Nanaimo's Old City Multi-Family Residential Design Guidelines*.
- All new commercial development will be subject to the design guidelines in the Old City Neighbourhood Plan*.



* Consistent with current approach

40



FEEDBACK/DISCUSSION



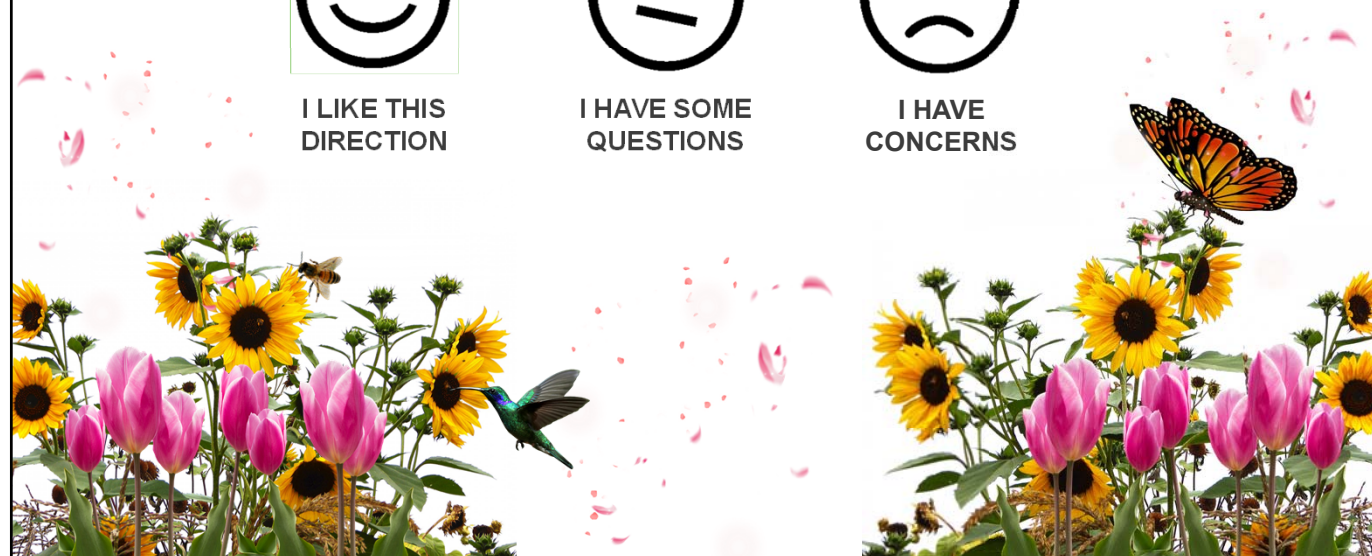
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DRAFT CITY PLAN Part D | Neighbourhood Request



OLD CITY NEIGHBOURHOOD | BUILDING HEIGHTS

CURRENT OCP DIRECTION:

- 2 to 3 stories

CITY PLAN DRAFT DIRECTION:

- D4.5.30: Set the maximum building height to be 3 storeys. Building heights greater than 3 storeys may be considered where:
 - Transition is provided with adjacent land uses; and,
 - Height impacts are minimized by onsite or nearby natural or built features (e.g. slope of land or major transportation corridor).

MINOR NANAIMO OLD CITY ASSOCIATION REQUEST:

- 3 stories “with a potential for 4 stories in strategic locations where 4 stories do not obstruct a view corridor and the building is accessible to a corridor.”

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DRAFT CITY PLAN Part D | Neighbourhood Request



MINOR PROPOSED AMENDMENT TO CITY PLAN



<p>» Primarily low-rise residential, close to downtown, services and transit hubs</p> <p>» Recognizes the unique heritage value of this established area and encourages preservation of architecturally / historically significant buildings</p>	<p>» Single-unit dwellings with secondary suites</p> <p>» Two-unit dwellings</p> <p>» Ground oriented multi-unit dwellings including tri/ fourplex, townhomes</p> <p>» Small-scale commercial / mixed-use</p> <p>» Up to 3 storeys with potential for more in strategic locations</p>	<p>» Residential</p> <p>» Home-based business</p> <p>» Small scale commercial</p> <p>» Parks, plazas, and open spaces</p> <p>» Community / institutional uses</p>	50 uph
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REPLACE WORDING WITH:

Up to 3 storeys with potential for more as outlined in section D4.5.3

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DRAFT CITY PLAN Part D | Neighbourhood Request



OLD CITY NEIGHBOURHOOD | BUILDING HEIGHTS

MINOR PROPOSED AMENDMENT TO CITY PLAN

- D4.5.30: Set the maximum building height to be 3 storeys. Building heights greater than 3 storeys may be considered where:
 - **Stepped** transition is provided with adjacent land uses **and built forms**; and,
 - Height impacts are minimized by onsite or nearby natural or built features (e.g. slope of land or major transportation corridor).

STAFF RECOMMENDATION:

- Support the recommended amendments

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DRAFT CITY PLAN Part D | Neighbourhood Request



OLD CITY NEIGHBOURHOOD | TARGET DENSITY

CURRENT OCP DIRECTION:

- 20 units per hectare

CITY PLAN DRAFT DIRECTION:

- 50 units per hectare

SUBSTANTIVE NANAIMO OLD CITY ASSOCIATION REQUEST:

- 40 units per hectare

NANAIMO OLD CITY ASSOCIATION RATIONALE:

- 50 units per hectare would make it difficult to retain the essential character of the neighbourhood.

STAFF RECOMMENDATION:

- Support 40 units per hectare

45

DRAFT CITY PLAN Part D | Neighbourhood Request



PROPOSED AMENDMENT |



210

211

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FEEDBACK/DISCUSSION



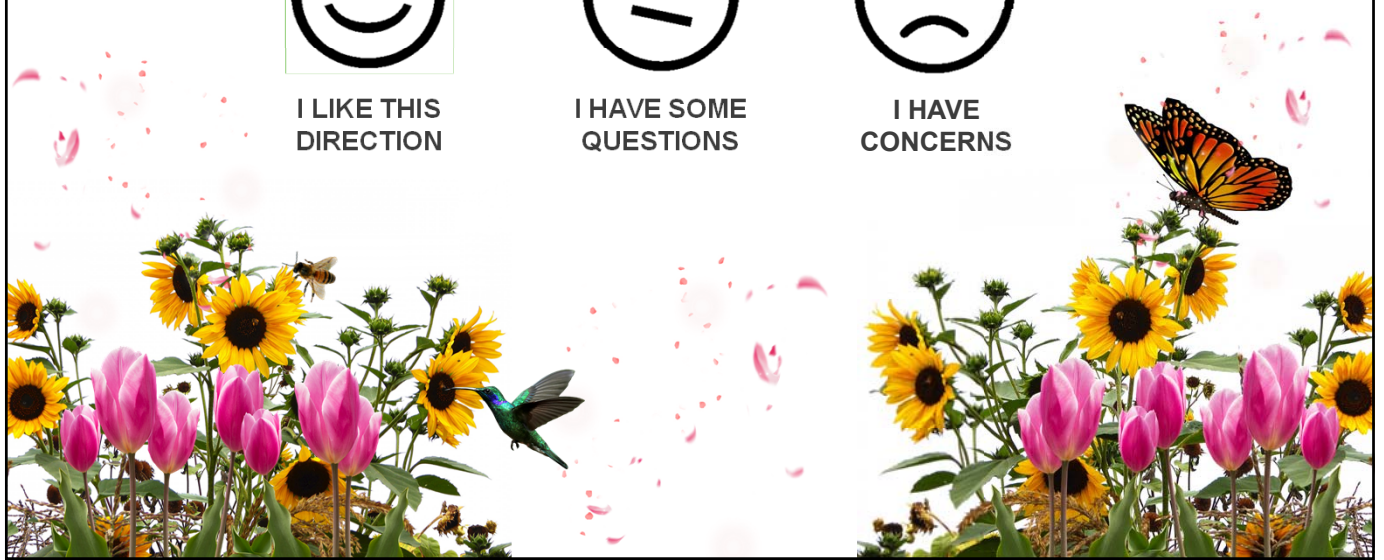
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DRAFT CITY PLAN Part D | Neighbourhood Assoc. Request



SUBSTANTIVE NEWCASTLE NEIGHBOURHOOD ASSOC. REQUEST | LAND USE



Draft City Plan

- Neighbourhood Centre
 - Mixed-Use Corridor
 - Residential Corridor
 - Neighbourhood
 - Suburban Neighbourhood
 - Areas proposed to be changed
- Mixed Use Corridor to
Neighbourhood Centre

Draft City Plan
respects the existing
neighbourhood Plan



Proposed Changes

Residential Corridor to
Neighbourhood

Neighbourhood to
Suburban Neighbourhood

DRAFT CITY PLAN Part D | Neighbourhood Request



SUBSTANTIVE NEWCASTLE NEIGHBOURHOOD ASSOC. REQUEST | LAND USE

- That all of Newcastle Neighbourhood east of Terminal Avenue and excluding Newcastle Ave be designated Neighbourhood with a maximum of 4 storeys.
- That Newcastle Avenue remain at 3 storeys as per the Neighbourhood Plan.
- That consideration be given to designating the three Mixed Used areas as Neighbourhood Centre.



Residential Corridor to Neighbourhood

Neighbourhood to Suburban Neighbourhood

Mixed Use Corridor to Neighbourhood Centre

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DRAFT CITY PLAN Part D | Neighbourhood Request



NEWCASTLE NEIGHBOURHOOD ASSOC. REQUEST | LAND USE

STAFF RECOMMENDATION

- Staff recommend maintaining consistency with existing Neighbourhood Plan

RATIONALE

- **Proposal is inconsistent with the Neighbourhood Plan**
- **Current draft City Plan land use is consistent with the Neighbourhood Plan**
- **Current Official Community Plan** designated the area corridor
 - Corridor: Multi-unit residential development, public amenities and commercial services in mixed use developments.
 - Residential Density 50 – 150 uph
 - Height 2 – 6 storeys

50



FEEDBACK/DISCUSSION



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DRAFT CITY PLAN Part D | Neighbourhood Refinement



SEMI-RURAL NEIGHBOURHOOD DESIGNATION



CURRENT APPROACH (2008 OCP):

- Locations with significant physical, servicing, and emergency services constraints are in Urban Reserve or Neighbourhood designations, signalling potential for future development and extension of servicing.

CITY PLAN DRAFT DIRECTIONS:

- Add a Semi-Rural Neighbourhood designation
- Continue to support existing development and density
- Full community servicing (road, sewer, water, storm) would not be guaranteed for these areas
- Urban Reserve designation removed

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DRAFT CITY PLAN Part D | Neighbourhood Refinement



SPECIAL SERVICING & STUDY AREAS

Linley Valley
Current: Urban Reserve
Proposed: Suburban
Neighbourhood
Designation with Special
Servicing Areas



King / Calder Hill
Current: Neighbourhood
Proposed: Semi-Rural
Neighbourhood
Designation with Special
Study Area

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ELECTORAL AREA C



FEEDBACK/DISCUSSION



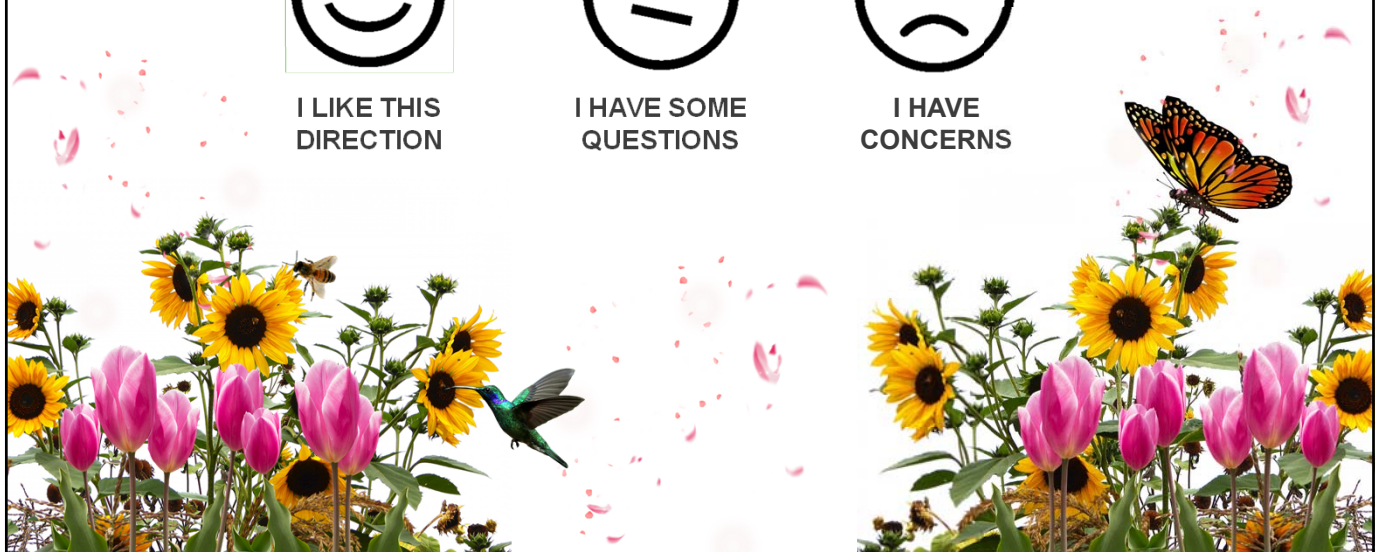
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DRAFT CITY PLAN Part D | Industrial Refinement

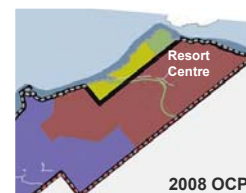


INDUSTRIAL DESIGNATION



CURRENT APPROACH (2008 OCP):

- **Resort Centre:** Cable Bay / Oceanview
- Challenges with service and access, limited public support



CITY PLAN DRAFT DIRECTIONS:

- **Lands east of Cable Bay Trail:** Resource Management
- **Lands west of Cable Bay Trail:** Industrial
- **Cable Bay Trail Buffer:** Minimum forested 50 m buffer between Industrial lands and existing trail
- **Park Priorities:** Upland trail connecting Cable Bay Trail, Joan Point Park, and South Nanaimo boundary
- **UCB Adjustment:** align with Resource Management designation



DRAFT CITY PLAN Part D | Industrial Refinement



INDUSTRIAL DESIGNATION



CURRENT APPROACH (2008 OCP):

- **Designated Industrial Lands:** 585 ha (excl. Sandstone)
- **Car Sales:** Supported in Shenton and Boban Light Industrial areas

CITY PLAN EMERGING DIRECTIONS:

- **Approx. Designated Industrial Lands:** 660 ha (excl. Sandstone), primarily through addition of Oceanview area
- **Car Sales:** Supported in Shenton Light Industrial area only.
- Updated policy to discourage marginal uses (retail, recreation, office)

56



FEEDBACK/DISCUSSION



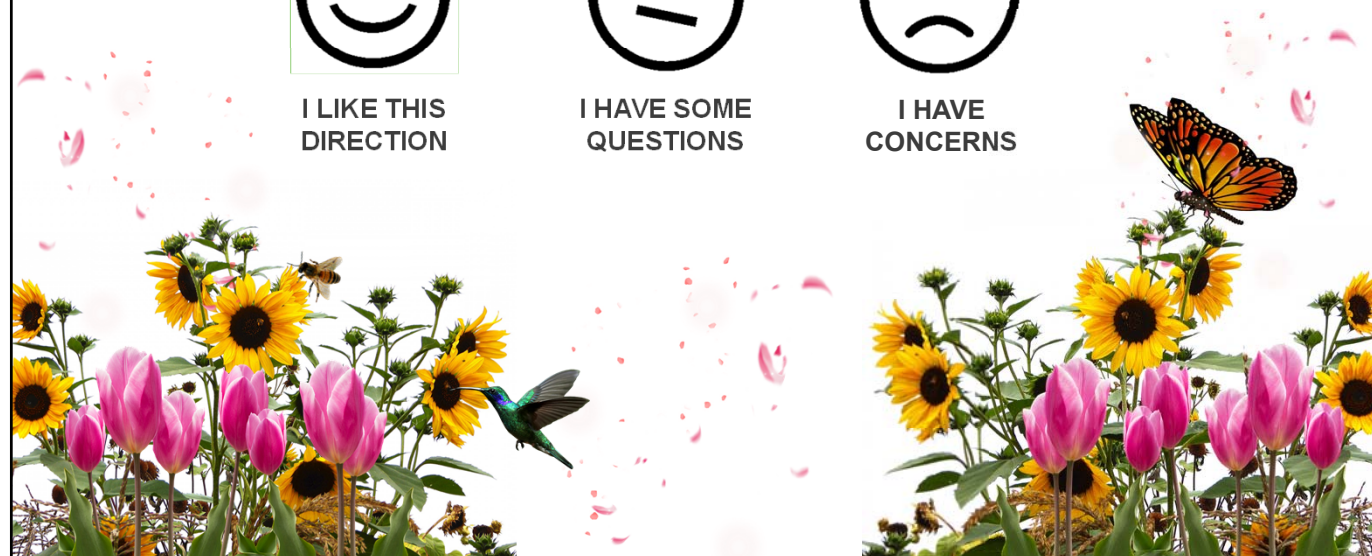
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DRAFT CITY PLAN Part D | Waterfront Designation



CURRENT APPROACH (2008 OCP):

- **Assembly Wharf:** Urban Node
- **South Nanaimo:** Neighbourhood

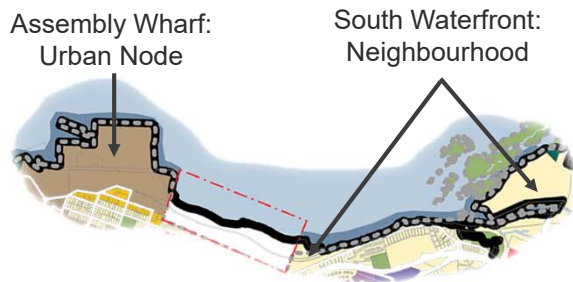
CITY PLAN EMERGING DIRECTIONS:

- Change to **Waterfront** designation
- Recognizes the function of waterfront in this area as including:
 - Working waterfront lands
 - Unique sensitive environment

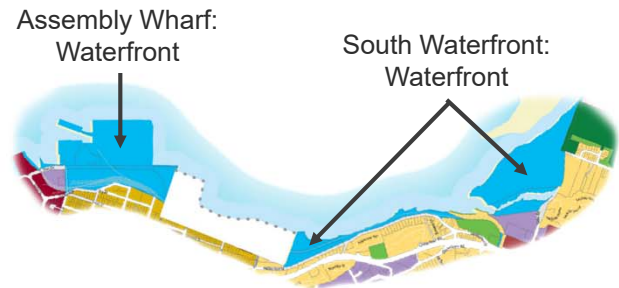
DRAFT CITY PLAN Part D | Waterfront Designation



CURRENT APPROACH (2008 OCP):



CITY PLAN EMERGING DIRECTIONS:



FEEDBACK/DISCUSSION



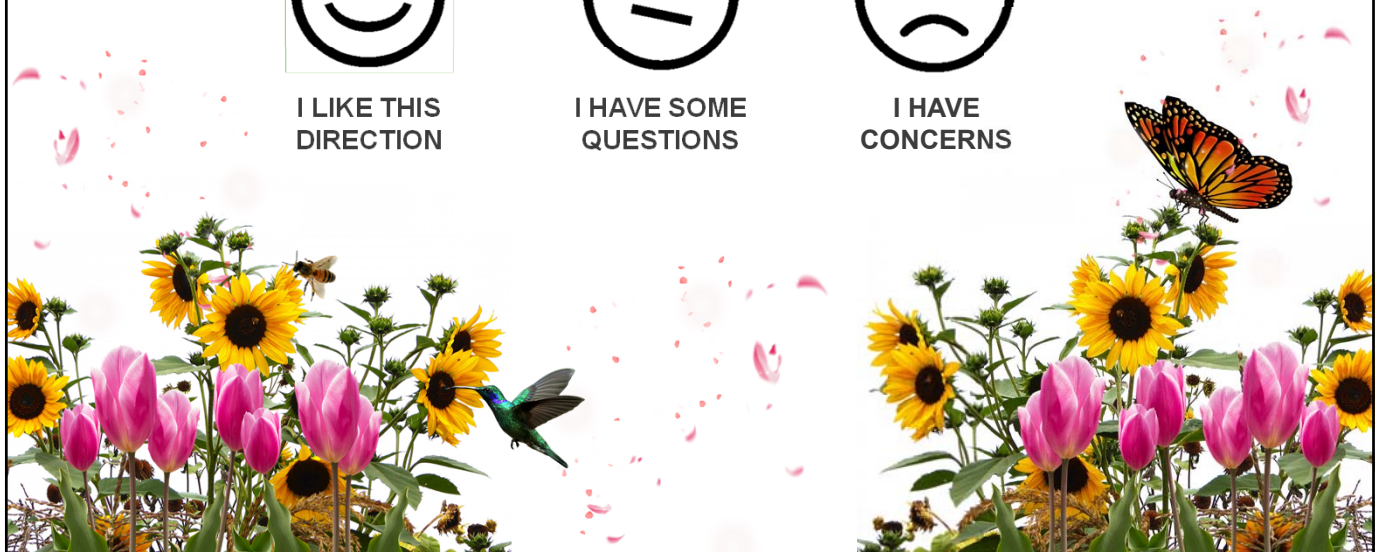
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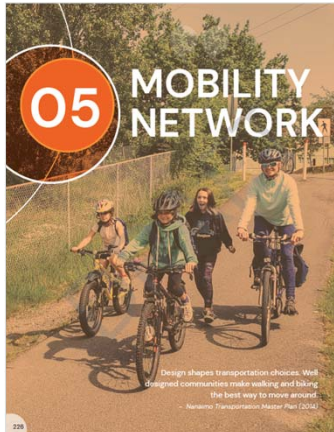


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DRAFT CITY PLAN Part D | City Structure

MOBILITY NETWORK, FRAMEWORK & TARGETS



D5.1 ABOUT THE MOBILITY NETWORK

As Nanaimo grows to 140,000 people, the way we move around the city will need to evolve. A mobility system that predominantly focuses on individual travel by car needs to shift to one that prioritizes a broader array of options – transitioning to an active and sustainable mobility network.

An active and sustainable mobility network is critical to building a great city. City Plan aligns Nanaimo's planned Urban Centre and Corridors with our mobility hubs and active transportation, transit, and road networks. This alignment strengthens integration between our existing and future mobility network and where our greatest growth is anticipated.

Nanaimo's vision is a multi-modal mobility system that connects residents and businesses in each other, the rest of Vancouver Island, and beyond. It provides inclusive transportation choices that are safe, comfortable, and accessible for people of all ages and abilities as well as a high level of movement of commercial goods and activity. A system of interconnected facilities and services to provide efficient mobility while supporting a shift towards a more sustainable mode of transportation system. A transportation mode shift will address and manage the highest demand to move in a growing city.

This section provides an overview of the future mobility network. See Section C.02: A Connected Nanaimo: Equitable Access & Mobility for mobility policies.

- BENEFITS OF A ROBUST ACTIVE & SUSTAINABLE MOBILITY NETWORK**
- Reduces GHG Emissions
 - Reduces congestion on roads
 - Reduces transportation-related costs for individuals
 - Encourages more compact neighbourhoods
 - Increases safety
 - Enhances health and quality of life
 - Provides a wider range of transportation options
 - Increases equity and accessibility for all residents
 - Supports an active and vibrant tourism sector
 - Provides a viable public transit network and transit-oriented development

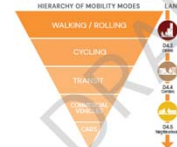


In 2016 the City developed a Transportation Master Plan to provide the foundation needed to support road network within business case for coming 20 years, while maintaining and improving the quality of the mobility City Plan provides a vision for the future mobility network that will support the goal of achieving mobility for all and a more sustainable, active and healthy city.

D5.2 MOBILITY FRAMEWORK

We are an auto-dependent community. 88% of Nanaimo residents rely on personal vehicles for daily travel. This reflects our suburban past where we grew outwards at relatively low densities making it difficult to walk, cycle, or roll to access our daily needs or to provide attractive and efficient transit services. As we move forward, we are committing to rethinking land use patterns to work towards more compact and vibrant urban areas with a broad range of attractive transportation choices.

Figure 26: Hierarchy of Mobility Modes and Land Use Priority



The Hierarchy of Mobility Modes proposes that the City consider the modes of walking, cycling, public transit, and goods and services movement in order of priority. The hierarchy of mobility modes is a key consideration for the City's future mobility network. The hierarchy of mobility modes is a key consideration for the City's future mobility network.

D5.3 MOBILITY TARGETS

In order to achieve our goals for connectivity, as well as supporting goals for GHG emissions reduction, there is a need to shift our travel behaviours.

SHIFTING OUR TRANSPORTATION MIX

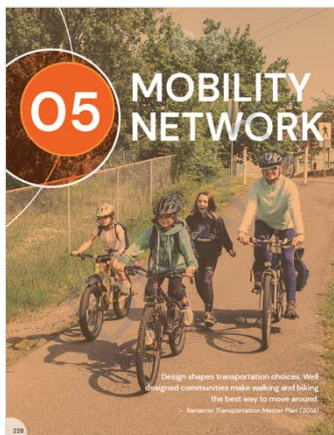
In the 2014 Transportation Master Plan, analysis indicated that the majority of people (88%) in Nanaimo travel by car to work their daily needs including work, school, personal, and other trip purposes. Conversely, other modes such as walking (13%), cycling (10%), and transit (13%) collectively make up only 36% of daily trips. While the city population is projected to grow by nearly 40,000 people over the next thirty years, total travel within the city is projected to increase by 10% by 2041.

Figure 27: Target Transportation Mode Shift (2014-2041)

Mode	2014	2041	Change	Rate
Walking	13%	17%	+4%	3x
Cycling	10%	15%	+5%	1.5x
Transit	13%	18%	+5%	1.5x
Personal Vehicle	88%	60%	-28%	1.5x

DRAFT CITY PLAN Part D | City Structure

ACTIVITY MOBILITY & PRIMARY TRANSIT NETWORK



D5.5 ACTIVE MOBILITY & PRIMARY TRANSIT NETWORK

- Legend & Notes**
- City of Nanaimo Boundary
 - MAJOR ACTIVE MOBILITY ROUTES
 - Primary Route
 - Secondary Route
 - NON-MAJOR TRANSIT ROUTES & FACILITIES
 - Rapid Transit Route
 - Freight Transit Route
 - Transit Exchange
 - RELATED LAND USES (FOR ALL LANGUAGES SECTION 50)
 - Urban Centres
 - Parks & Open Spaces
 - SCHOOLS
 - Primary
 - 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

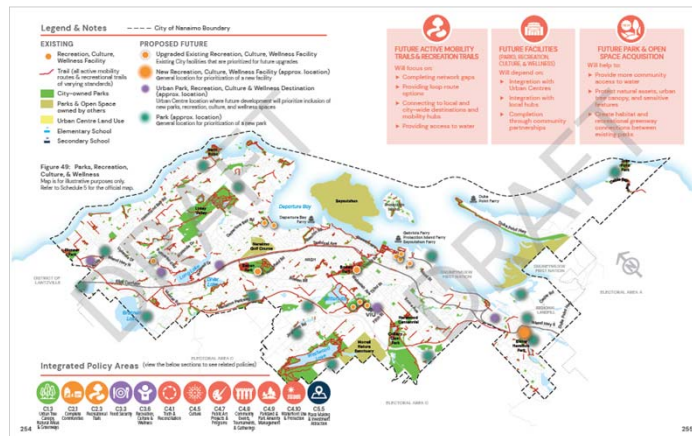
	PRIMARY ACTIVE MOBILITY ROUTES (TIER 1)	SECONDARY ACTIVE MOBILITY ROUTES (TIER 2)	RECREATIONAL TRAILS (TIER 3)
Primary Purpose	Transportation between Urban Centres	Transportation between neighbourhoods and Urban Centres and long-distance trips, primarily for recreation and leisure	Recreational purposes
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	Higher priority for maintenance and operations	Secondary priority for maintenance and operations	Maintained by a non-municipal standard

06

PARKS, RECREATION, CULTURE, & WELLNESS

Recreation is the experience that results from every chosen participation in physically active, intellectual, creative, and spiritual pursuits that enhance individual and community well-being.

—Beverly Squire, *Optimal of Recreation Pathways in Practice, A Framework for Recreation in Canada 2011*



FEEDBACK/DISCUSSION



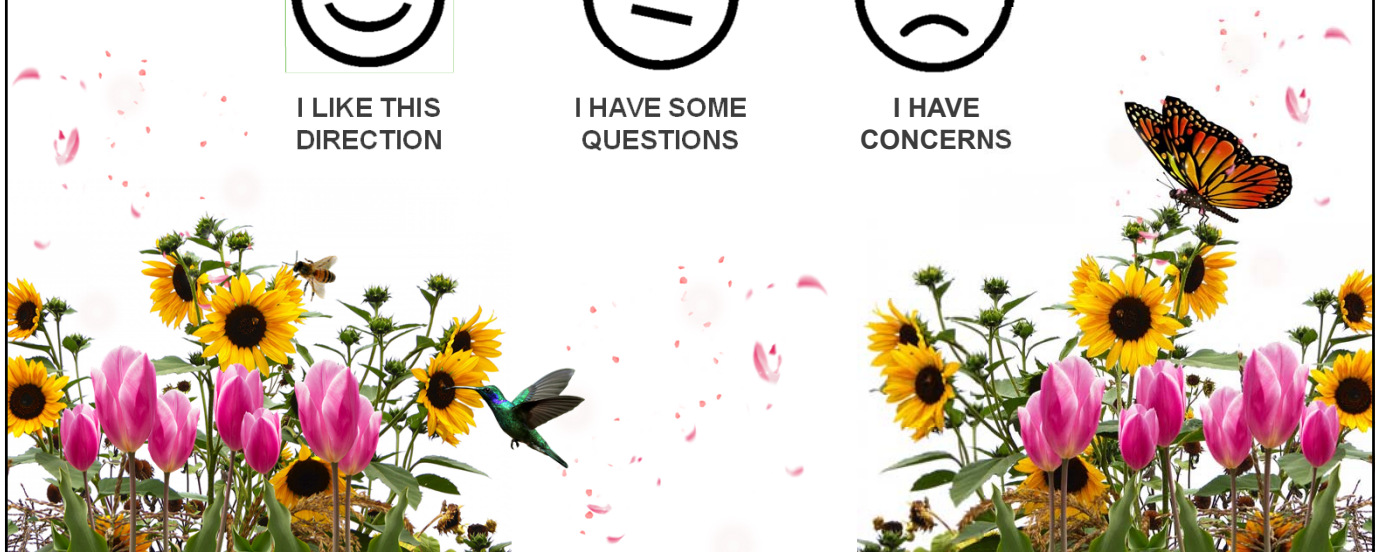
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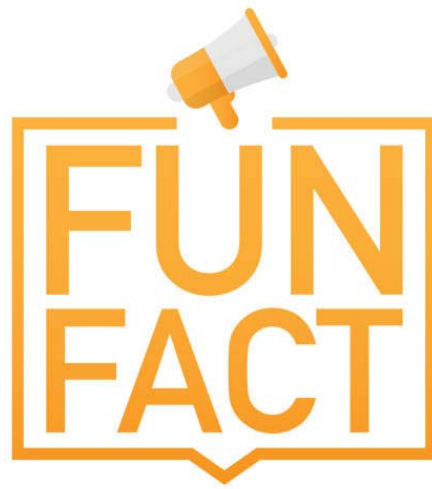


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DRAFT CITY PLAN POLICY REVIEW



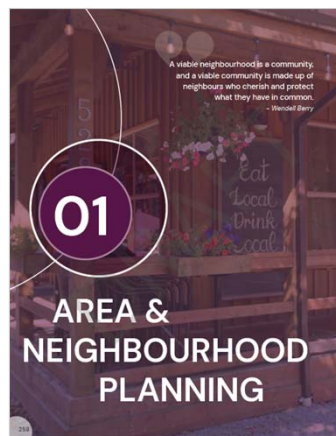
DRAFT CITY PLAN Part E | Taking Action



Overview of Sections

- E.01 Area & Neighbourhood Planning
- E.02 Bylaws & Permits
- E.03 Development Permit & Heritage Conservation Areas
- E0.4 Financial Mechanisms
- E0.5 Relationships
- E0.6 Implementation

DRAFT CITY PLAN Part E | Taking Action



A key purpose of City Plan is providing direction for the city as a whole. In some areas of the city, especially growth centres where significant change is anticipated, more detailed plans will help ensure the goals of City Plan are achieved.

This section provides direction for a way forward that recognizes that planning in urban areas where significant change is anticipated, historically, smaller scale plans for neighbourhoods and other areas have varied widely in scope and content. There are some areas of the city with plans done in the last few years, others dating back decades, and there are many areas without any detailed plans.

In developing Area Plans and Neighbourhood Plans, the City may undertake specific studies, including social, economic, and/or servicing studies, to assess identified or future specific needs.

PLAN TYPE	PURPOSE & DESCRIPTION	STUDY AREA
Area Plans	<ul style="list-style-type: none"> Develop strategies for land use and related topics for all Urban Centres or developing urban areas. Include specific policies and commitments to create a vibrant Urban Centre and urban areas. 	<ul style="list-style-type: none"> Urban areas targeted by land use changes and development. Typically aligned with Urban Centres boundaries.
Neighbourhood Plans	<ul style="list-style-type: none"> Develop an ongoing plan and reference document to guide development in specific neighbourhood planning areas. 	<ul style="list-style-type: none"> Typically aligned with Neighbourhood Planning Areas (see Figure 5-2).
Special Studies	<ul style="list-style-type: none"> Develop a specific analysis of city planning elements that may require further planning effort in development occurring in specific areas where existing bylaws, rules, or other regulations may be needed. 	<ul style="list-style-type: none"> Area targeted by a specific issue. Current Special Study areas identified in Figure 5-2. Other study areas may be identified.

E.01 AREA PLANS

Area Plans are a tool to manage development and provide more detailed policy directions for future land use and development in a specific area of the City. Area Plans set out policy directions on a range of matters including: land use, transportation, servicing, parks, recreation, culture, and wellness elements, and plan implementation.

To date, the following Area Plans have been developed and are part of City Plan:

- The Nanaimo Downtown Plan (2003)
- Port of Nanaimo Master Plan (2018)
- Hospital Area Plan (2018)

Going forward, the City will continue using Area Plans as a tool to guide development and provide more detailed policy directions for future land use and development in a specific area of the city. The City will continue to develop Area Plans as a tool to guide development and provide more detailed policy directions for future land use and development in a specific area of the city.

Area Plans that provide clarity and direction for residents and future development in a specific area of the city are a key element of the City Plan.

Area Plans created for locations experiencing, or poised to experience, major change in land use, development, transportation, servicing, and related topics.

Area Plans that are consistent with the goals of City Plan, providing detailed guidance for residents and future development in a specific area of the city.

Area Plans that provide clarity and direction for residents and future development in a specific area of the city.

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Area Plans that provide clarity and direction for residents and future development in a specific area of the city.

E.02 NEIGHBOURHOOD ENGAGEMENT

This Plan focuses on equitable engagement across all neighbourhoods including those supported by neighbourhood associations. While this Plan recognizes existing neighbourhood plans as supporting documents for implementing City Plan, it does not contemplate the creation of any new neighbourhood plans. The priority is to focus support for broader neighbourhood engagement to regularly confirm and establish priority actions for implementation. Neighbourhood Plans provide guidance for how neighbourhoods can help achieve the goals of the City Plan.

Existing Neighbourhood Plans

There are seven existing Neighbourhood Plans:

- Chase Bay Neighbourhood Plan (2008)
- Departure Bay Neighbourhood Plan (2008)
- Heceta Neighbourhood Plan (2005)
- Heceta & Beatty Neighbourhood Plan (2005)
- Old City Neighbourhood Plan (1988)
- Rocky Point/Hatfield Neighbourhood Plan (2016)
- South End Neighbourhood Plan (2012)

These plans will continue to be updated and refined, and will be integrated into the City Plan.

Neighbourhood Engagement and Priority Setting

An ongoing neighbourhood planning approach will be followed as that neighbourhood priorities are confirmed or revised based on regular engagement with residents and neighbourhood associations.

Engagement in a central location, where police and other services are located, will be a key element of the City Plan.

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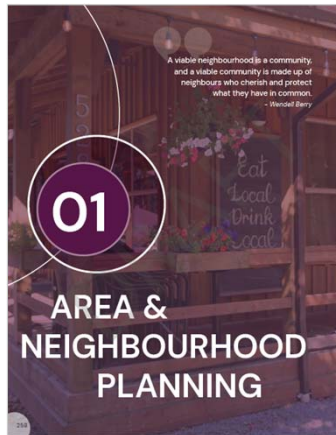
Engagement in a central location, where police and other services are located, will be a key element of the City Plan.

Engagement in a central location, where police and other services are located, will be a key element of the City Plan.

DRAFT CITY PLAN Part E | Taking Action



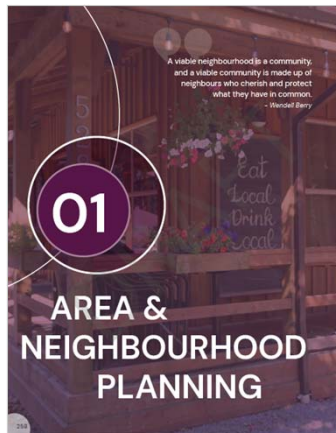
NEIGHBOURHOOD ENGAGEMENT



KEY HIGHLIGHTS

- The City Plan focuses on equitable engagement across all neighbourhoods including those supported by neighbourhood associations.
- The seven existing neighbourhood plans do not form a part of City Plan, but will continue to serve as supporting and guiding documents for development planning and approval.
- Key policy elements of current neighbourhood plans have been integrated into City Plan policy.
- Specific actions contained in the neighbourhood plans have been incorporated into an Integrate Action Plan for future consideration for implementation.
- While no new neighbourhood plans are contemplated, the City will endeavor to engage with neighbourhoods on a periodic basis through smaller scale events (e.g. workshops) or more broadly online with respect to project and action priorities.
- Evolving neighbourhood priorities will be reflected in the Integrated Action Plan for consideration as the City identifies community investment priorities through its annual and long-term budget processes.

DRAFT CITY PLAN Part E | Taking Action



NANAIMO NEIGHBOURHOODS

Desired Outcomes

Ongoing engagement with neighbourhoods.

to plan priority actions and their implementation on a more frequent basis.

Policies

012.1 Council will host an annual engagement opportunity to hear the concerns and priorities of neighbourhoods, and to share updates on City initiatives.

City services and support for existing and new neighbourhood associations.

An equitable approach to supporting neighbourhoods based on community demographics and growth pressures.

012.2 Engage with neighbourhoods to get broad representative input on priorities and concerns.

012.3 Engage neighbourhoods to confirm existing or new priorities to inform Council consideration of investment priorities.

012.4 Encourage the establishment of neighbourhood associations to represent neighbourhood interests.

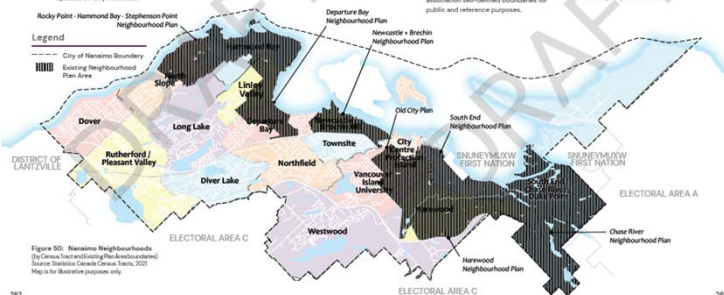
012.5 Provide services and support to neighbourhood associations as per Council policy.

012.6 Maintain a map of neighbourhood association self-defined boundaries for public and reference purposes.

012.7 Inform the Neighbourhood Association (if one exists), of any Official Community Plan, zoning, or development permit application affecting land within the area covered by the Neighbourhood Association.

012.8 Use existing neighbourhood plans as guiding documents in development review.

012.9 Where there are inconsistencies, the City Plan will take precedence over the existing neighbourhood plan.



DRAFT CITY PLAN

Part E | Neighbourhood Request



E1.2 NEIGHBOURHOOD ENGAGEMENT

MINOR | NOCA REQUEST

- That language in the City Plan referencing neighbourhood plans be strengthened from using “supporting” to language such as “primary”, or “key”.

STAFF RECOMMENDATION:

- “Supporting” could be replaced with “key”

E1.2 NEIGHBOURHOOD ENGAGEMENT

This Plan focuses on equitable engagement across all neighbourhoods including those supported by neighbourhood associations. While this Plan recognizes existing neighbourhood plans as supporting documents for implementing City Plan, it does not contemplate the creation of any new neighbourhood plans. The priority is to focus support for broader neighbourhood engagement to regularly confirm and establish priority actions for implementation. Neighbourhood Plans provide guidance for how neighbourhoods can help achieve the goals of the City Plan.

Existing Neighbourhood Plans

There are seven existing Neighbourhood Plans:

- Chase River Neighbourhood Plan (2009)
- Departure Bay Neighbourhood Plan (2006)
- Harwood Neighbourhood Plan (2013)
- Newcastle + Brechin Neighbourhood Plan (2011)
- Old City Neighbourhood Plan (1992)
- Rocky Point/Hammond Bay/Stephenson Point Neighbourhood Plan (2006)
- South End Neighbourhood Plan (2007)

These plans will continue to serve as supporting and guiding documents for development planning and approval review processes in their respective neighbourhoods. While neighbourhood plans do not form part of City Plan, existing neighbourhood plans will provide more detailed information to help implement the Plan.

The key policy elements contained within the seven current neighbourhood plans have been integrated into City Plan. In addition, specific actions contained in the neighbourhood plans not already completed have been incorporated into the Integrated Action Plan for future reference and consideration for implementation.

Collocated in a central location, these policies and actions will be key to future neighbourhood engagement and will form a foundation for City project prioritization and budgeting efforts going forward.

Neighbourhood Engagement and Priority Setting

An ongoing neighbourhood planning approach will be followed so that neighbourhood priorities are confirmed or altered based on regular engagement with residents and neighbourhood associations.

Divided into 18 neighbourhood planning areas, the City will endeavour to engage with neighbourhoods on a periodic basis through smaller scale events (e.g. workshops) or more broadly online for the purpose of reviewing, confirming, and identifying project and action priorities.

This approach is intended to support broad opportunities for neighbourhood engagement to ensure that evolving neighbourhood priorities are reflected in the Integrated Action Plan so they may be considered as the City plans work and community investment priorities, through its annual and long-term budget processes.

“neighbourhood plans as **key** documents”

“These plans will continue to serve as **key** documents for development planning”

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DRAFT CITY PLAN

Part E | Neighbourhood Request



E1.2 NEIGHBOURHOOD ENGAGEMENT

CITY PLAN DRAFT DIRECTION

- E1.2.1 Council will host an annual engagement opportunity to hear the **collective** concerns and priorities of neighbourhoods, and to share updates on City initiatives.

MINOR NOCA REQUEST:

- That the City establish an organizational process where individual neighbourhood associations meet every 5 years, at least, to set priorities for their neighbourhood that would be in writing so they are recognized by staff and Council and reference and followed during the development process.

STAFF RECOMMENDATION:

- Support for additional policy – in keeping with neighbourhood regular priority setting.
- Add the word collective to policy E 1.2.1 to clarify intent of annual meeting



FEEDBACK/DISCUSSION



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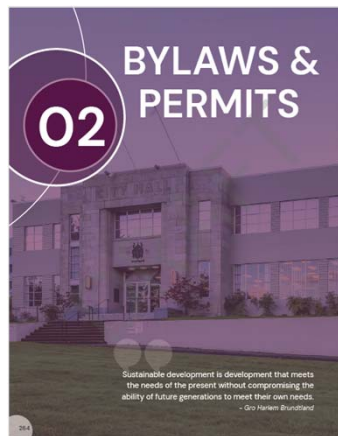
I HAVE SOME
QUESTIONS



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DRAFT CITY PLAN Part E | Taking Action



There are a host of legislative or regulatory tools and advisory documents that can be used by a municipality to implement the policy directions of City Plan. This section describes several key implementation tools, while Section E.03 outlines the city's Development Permit Areas.

E2.1 TEMPORARY USE PERMITS

Temporary Use Permits are included in City Plan as an interim (short-term) alternative for proposed new land uses that may not warrant a change to the land use designation or zoning of land. Temporary uses are typically of a trial / interim use nature, or are a seasonal / occasional use.

Temporary Use Permits may be issued for one land uses on specific properties which are not otherwise allowed by a land use designation in this Plan or in a land use zone in the Zoning Bylaw.

Policies

E2.01 All needs identified within the boundaries of the city are addressed by the Temporary Use Permit Area.

E2.2 DEVELOPMENT APPROVAL INFORMATION

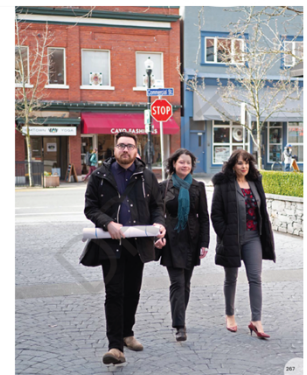
The purpose of issuing Development Approval information is to ensure that applicable studies and relevant information are provided to the City of Nanaimo to evaluate the impact of a development proposed within the city.

Pursuant to the Local Government Act, Development Approval information may be required for the following circumstances:

- Zoning Bylaw amendments;
 - Temporary use permits; and
 - Development permits.
- The information provided in a Development Approval information report helps to ensure that future development considers potential impacts to:
- The natural environment;
 - Transportation patterns and corridors;
 - City infrastructure (existing and future);
 - Community amenities (recreation, culture, and heritage);
 - Economic and social development;
 - Accessibility and equity;
 - Health and wellbeing; and
 - Climate action including greenhouse gas reduction, energy resiliency, and water conservation.

Policies

E2.02 All needs located within the boundaries of the city are addressed in the ways within which Development Approval information (DAI) may be required.



DRAFT CITY PLAN Part E | Taking Action

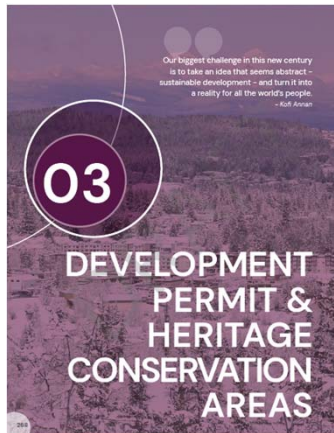


Table 8: Development Permit / Heritage Conservation Areas

NUMBER	DEVELOPMENT PERMIT AREAS	LOCAL GOVERNMENT ACT – SECTION 488 (1)
1	Environmentally Sensitive Areas	(a) Natural Environment (b) Hazardous Conditions
2	Hazardous Slopes	(a) Natural Environment (b) Hazardous Conditions
3	Sea Level Rise	(a) Natural Environment (b) Hazardous Conditions
4	Abandoned Mine Working Hazards	(b) Hazardous Conditions
5	Wildfire Hazard	(a) Natural Environment (b) Hazardous Conditions
6	Steep Slope Development	(a) Natural Environment (b) Hazardous Conditions (e) Intensive Residential Development (f) Commercial, Industrial, Multi-Family Residential
7	Nanaimo Parkway Design	(a) Natural Environment (e) Intensive Residential Development (f) Form and Character
8	Form and Character	(a) Natural Environment (e) Intensive Residential Development (f) Commercial, Industrial, Multi-Family Residential (h) Energy Conservation (i) Water Conservation (j) Green House Gas Emissions
NUMBER	HERITAGE CONSERVATION AREA	LOCAL GOVERNMENT ACT
1	Heritage Conservation Area	Section 614 (1) and Section 615 (1)

← Amended per Council Motion

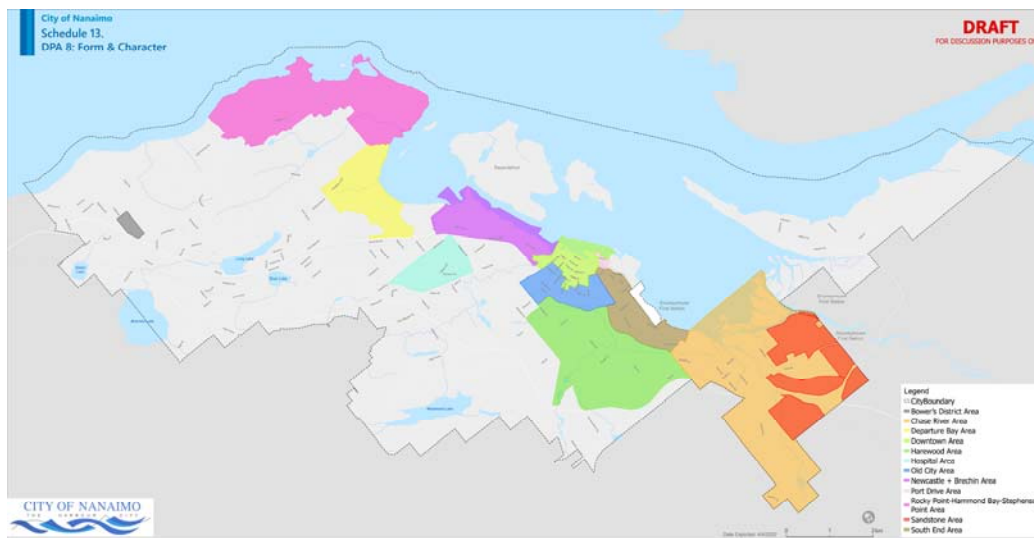
← New Development Permit Area

← New Development Permit Area

← New Development Permit Area

← Old City Plan boundary amended to mirror Old City Neighbourhood Designation

DRAFT CITY PLAN Part E | Taking Action



Proposed changes to Schedule 13 to more clearly reflect where it applies

DRAFT CITY PLAN

Part E | Newcastle Assoc. Request



E3 DEVELOPMENT PERMIT AREA GUIDELINES

MINOR STEWART NEIGHBOURHOOD ASSOC. REQUEST:

- Incorporate the following design guidelines currently within the OCP & Neighbourhood Plan into the City Plan:
 - The height of buildings should not interfere with the view of residents living above the Stewart Ave Corridor
 - CPTED design principles
 - Traffic calming principles

STAFF RECOMMENDATION:

- Development Permits will be subject to the design guidelines within the Neighbourhood Plan*

* Consistent with current approach



FEEDBACK/DISCUSSION



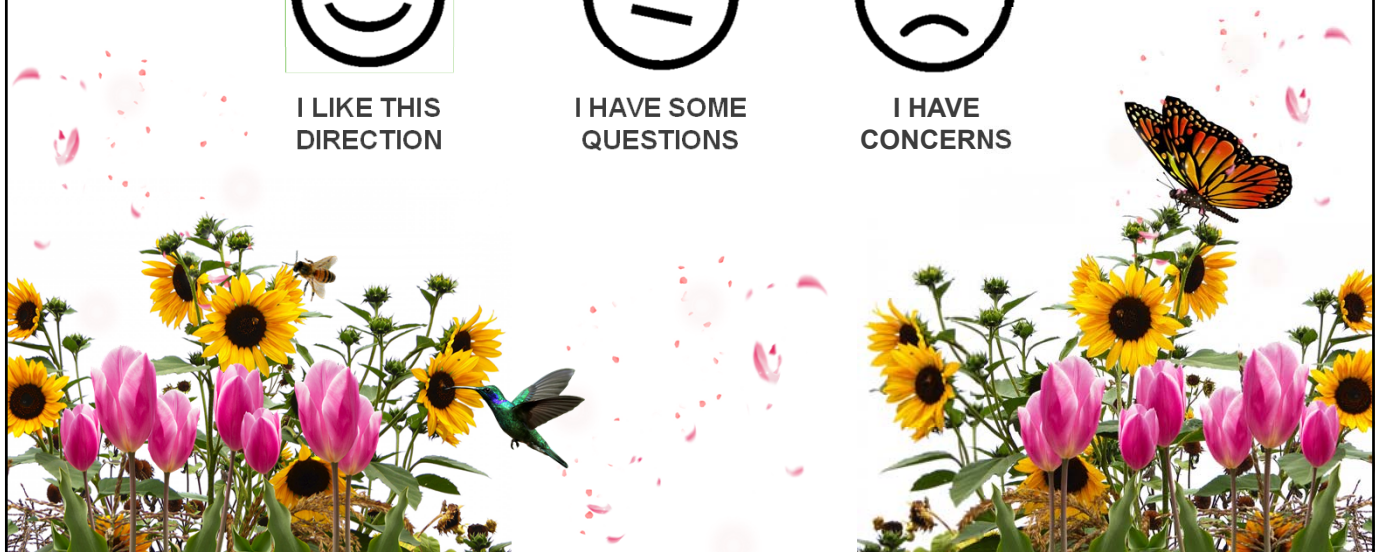
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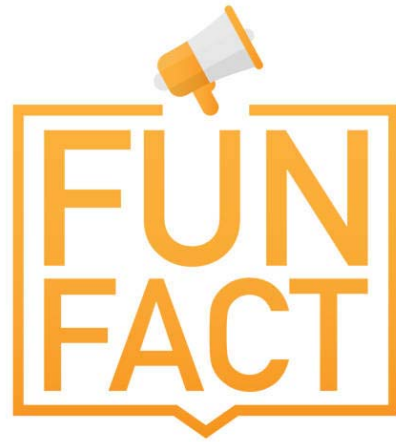


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Phase 3 Draft City Plan Feedback Process

