

city of nanaimo

WOOGROVE AREA PLAN



WOODGROVE AREA PLAN

Jointly prepared by: Planning and
Development, Engineering, Parks, Recreation
and Culture & Information Technology

City of Nanaimo
411 Dunsmuir Street
Nanaimo, British Columbia V9R 0E4

Appendix G – City Plan Bylaw 2022 No. 6600



TABLE OF CONTENTS

1.0	INTRODUCTION	01
2.0	PLAN AREA & PROCESS	07
3.0	POLICIES	12
3.1	NATURAL ENVIRONMENT	14
3.2	HOUSING	16
3.3	TRANSPORTATION	18
3.4	ACCESS TO DAILY NEEDS	26
3.5	INFRASTRUCTURE	36
4.0	FUNDING MECHANISMS	39
5.0	IMPLEMENTATION	44

FIGURES

Figure 1: Locations of Centres	02
Figure 2: Urban Centres Land Use Overview	03
Figure 3: City Planning Structure	06
Figure 4: Plan Area Woodgrove Urban Centre	08
Figure 5: Woodgrove Area Plan Process	09
Figure 6: Outreach Tools	10
Figure 7: Active Mobility & Primary Transit Network	20
Figure 8: Road Network (Road Classifications)	22
Figure 9: Active Mobility Road Cross-Section	24
Figure 10: Parks, Recreation, Culture, Wellness & School Facilities & Amenities	29
Figure 11: Infrastructure Improvements & Service Area Studies	38
Figure 12: Potential Growth Scenarios	40
Figure 13: Transportation Projects	41
Figure 14: Parks, Recreation, Culture, Wellness & School Facilities & Amenities	42
Figure 15: Infrastructure Projects	43

TABLES

Table 1: Park & Open Space Categories	31
---------------------------------------	----

1.0 INTRODUCTION

This section provides an overview of the purpose of the Plan, the policy context that guided the preparation of the Plan, how the Plan fits within the City's planning structure and the vision for the Woodgrove Urban Centre.

1.1 PURPOSE OF THE WOODGROVE AREA PLAN

The intent of the Woodgrove Area Plan is to provide a framework to achieve a complete community over the next 25+ years. The Plan was developed by City Staff, with community consultation, and support from residents, businesses, partnering agencies and Snuneymuwx First Nation.

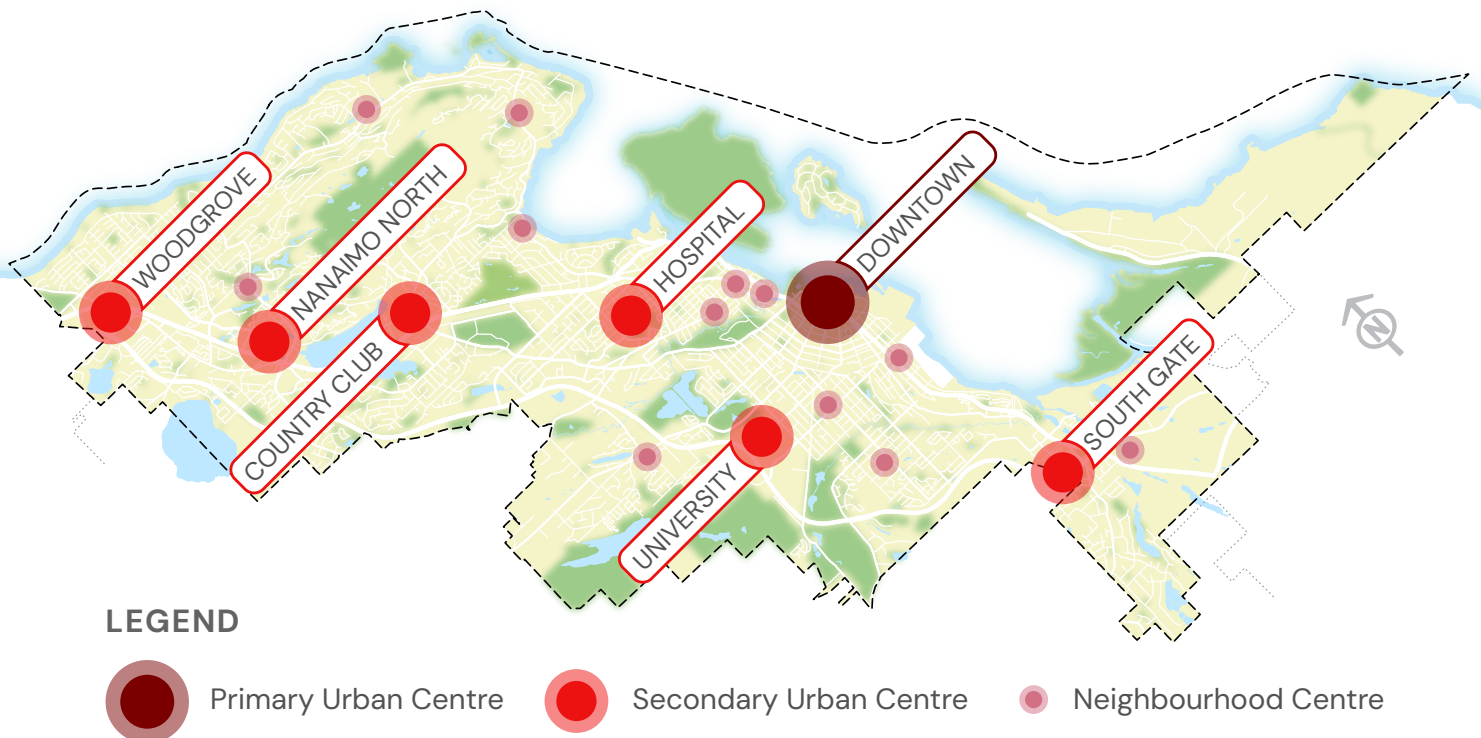
1.2 POLICY CONTEXT

The preparation of the Woodgrove Area Plan was guided by the *City Plan: Nanaimo Reimagined* (*City Plan*), the Regional District of Nanaimo (RDN) *Transit Redevelopment Strategy*, and the Transit-Oriented Areas Provincial Legislation.

CITY PLAN: NANAIMO REIMAGINED: The City's strategic planning document, the Official Community Plan that sets the vision for the coming 25+ years, with broad patterns aimed at creating urban centres, one of which includes the Woodgrove Secondary Urban Centre (see Figure 1).

FIGURE 1: LOCATIONS OF CENTRES

Map is for illustrative purposes only.



Primary and Secondary Urban Centres build on existing city destinations and mobility hubs. They are envisioned to become complete and walkable communities, where residents can find the housing, employment, services, and amenities they need for daily living without relying on car ownership. They are also intended to serve the broader city and region. The highest density and mix of land uses are intended to be provided, to create a critical mass of housing, employment, services, and civic activities (see Figure 2).

Secondary Urban Centres are intended to be hubs that serve the city, typically anchored by public institutions and significant employment centres. These centres benefit from excellent transit access, connecting one centre to another via Corridors, and higher density development and greater mix of urban land uses. Secondary Urban Centres attract workers, residents, and visitors from across the city and region using all modes of transportation.

TRANSIT REDEVELOPMENT STRATEGY: The Regional District of Nanaimo’s strategy for improving transit services for the whole of the RDN. The strategy recommends a new location for the Woodgrove transit exchange to enable quick and easy connections between the Regional, Rapid and Frequent Transit Lines, as well as improved transit vehicle capacity, and passenger amenities.

TRANSIT-ORIENTED AREAS: Provincial legislation designates the Woodgrove area as a Transit-Oriented Area, which regulates densities, heights and parking requirements within 400 metres of the transit exchange.

FIGURE 2: URBAN CENTRES LAND USE OVERVIEW



1.3 VISION

The Woodgrove Secondary Urban Centre is envisioned to transform into a complete community by bringing together a rich mix of housing, employment, and amenities in a highly livable and sustainable urban environment. The Urban Centre will be characterized by vibrant, pedestrian-oriented streets; institutional, commercial, and civic employment anchors; and a central transit hub linking the area to other urban centres and regional destinations. Multi-modal streets will encourage walking, rolling, and cycling, while a connected network of parks, plazas, and public spaces will provide opportunities for recreation, cultural expression, and community gathering. Public school and wellness facilities will be integrated with residential, commercial and/or green spaces, fostering intergenerational connection and daily activity. Natural environment— such as a robust terrestrial and aquatic ecosystems, green roofs, and energy-efficient buildings will ensure a resilience and regenerative ecosystem.

A complete community is defined as a neighborhood or area where residents can access daily needs, such as housing, work, groceries, natural areas, recreation, within a short walk or cycling/rolling. This urban planning concept integrates land use and transportation to promote mixed-use development, walkability, and access to diverse housing and amenities for all people, regardless of age, income, ability, or background. To realize this vision, vacant lots will need to become sites for infill; underutilized lands will need to be repurposed for higher and more intensive uses; natural areas will need to be protected and reintroduced, and broader services will need to be added to improve resident's quality of life. Adding housing, jobs, and services in places where some of these uses already exist is a cost effective way for a city to grow and utilize existing infrastructure without expanding its footprint.

KEY CHARACTERISTICS OF A COMPLETE COMMUNITY

- ▶ **Natural Environment:** Protecting and enhancing the natural environment to support a resilient and regenerative ecosystem.
- ▶ **Housing Diversity:** A mix of housing options that cater to various life stages, including apartments and townhouses, ensuring inclusivity for all demographics.
- ▶ **Mix of Land Uses:** A combination of residential, commercial, and recreational spaces within the same area, promoting vibrant neighbourhoods and reducing commuting needs.
- ▶ **Employment Opportunities:** Concentrating employment options within the community to minimize commuting, fostering a live-work environment.
- ▶ **Proximity to Daily Needs:** Ensuring essential services and amenities are within a 15-minute walk to reduce car dependency.
- ▶ **Transportation Options:** Providing diverse transportation modes, to create an equitable, multi-modal transportation system accessible to all.



Housing Diversity



Natural Environment



Employment Opportunities



Mix of Land Uses



Transportation Options

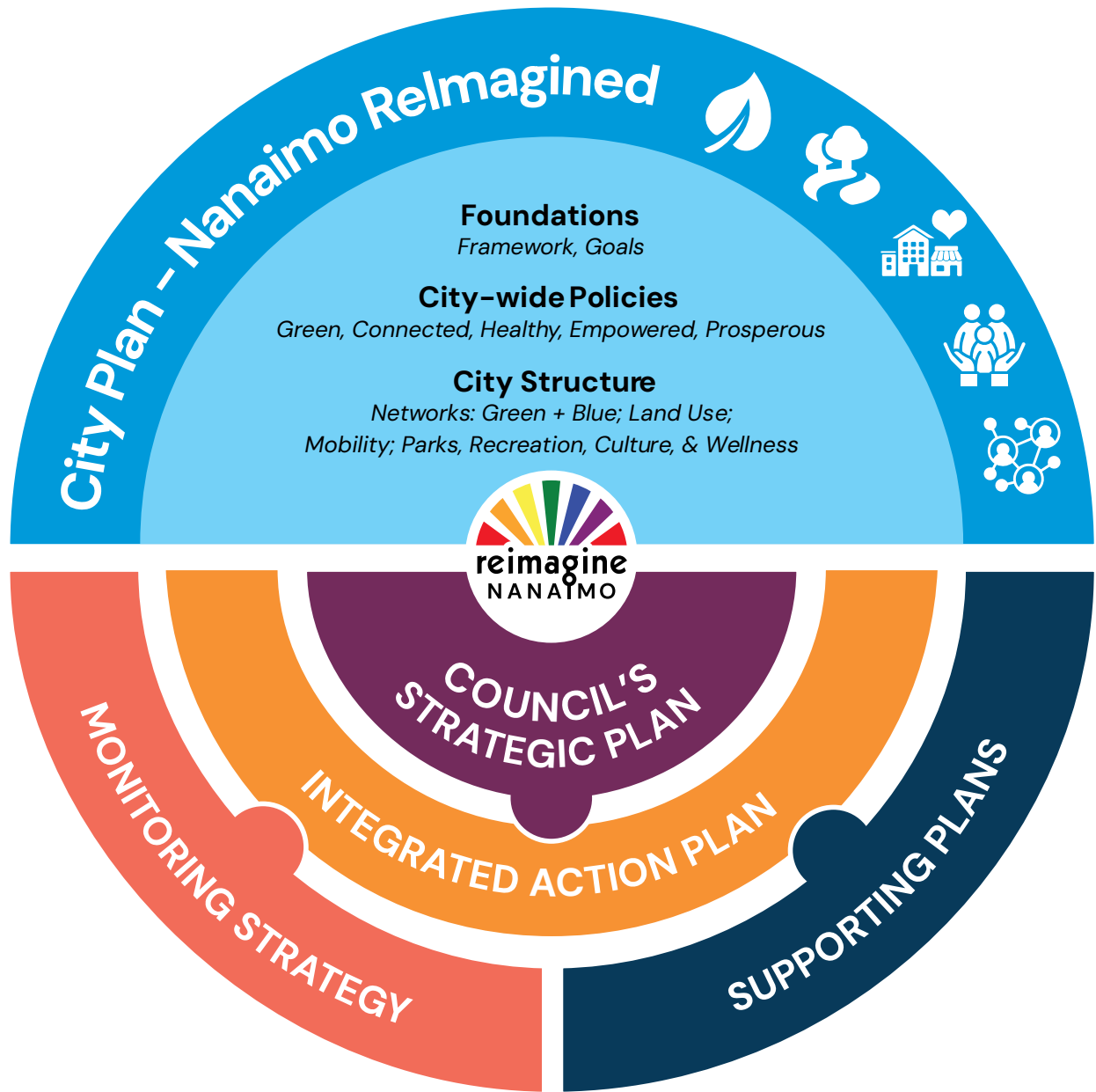


Proximity to Daily Needs

1.4 FITTING THE PLANS TOGETHER

The City's Planning Structure is a circle, recognizing that each component forms a necessary part of the integrated whole (see Figure 3). The Woodgrove Area Plan is a supporting plan to *City Plan*, that provides guidance for land use, infrastructure planning, and amenity needs.

FIGURE 3: CITY PLANNING STRUCTURE



The actions and monitoring targets associated with the Woodgrove Area Plan are in Section 5.0 - Implementation.

2.0 PLAN AREA & PROCESS

This section provides an overview of the plan area, planning process, community engagement and background studies that were used to inform the preparation of the Woodgrove Area Plan.

2.0 PLAN AREA & PROCESS

SECTION 1

SECTION 2

SECTION 3

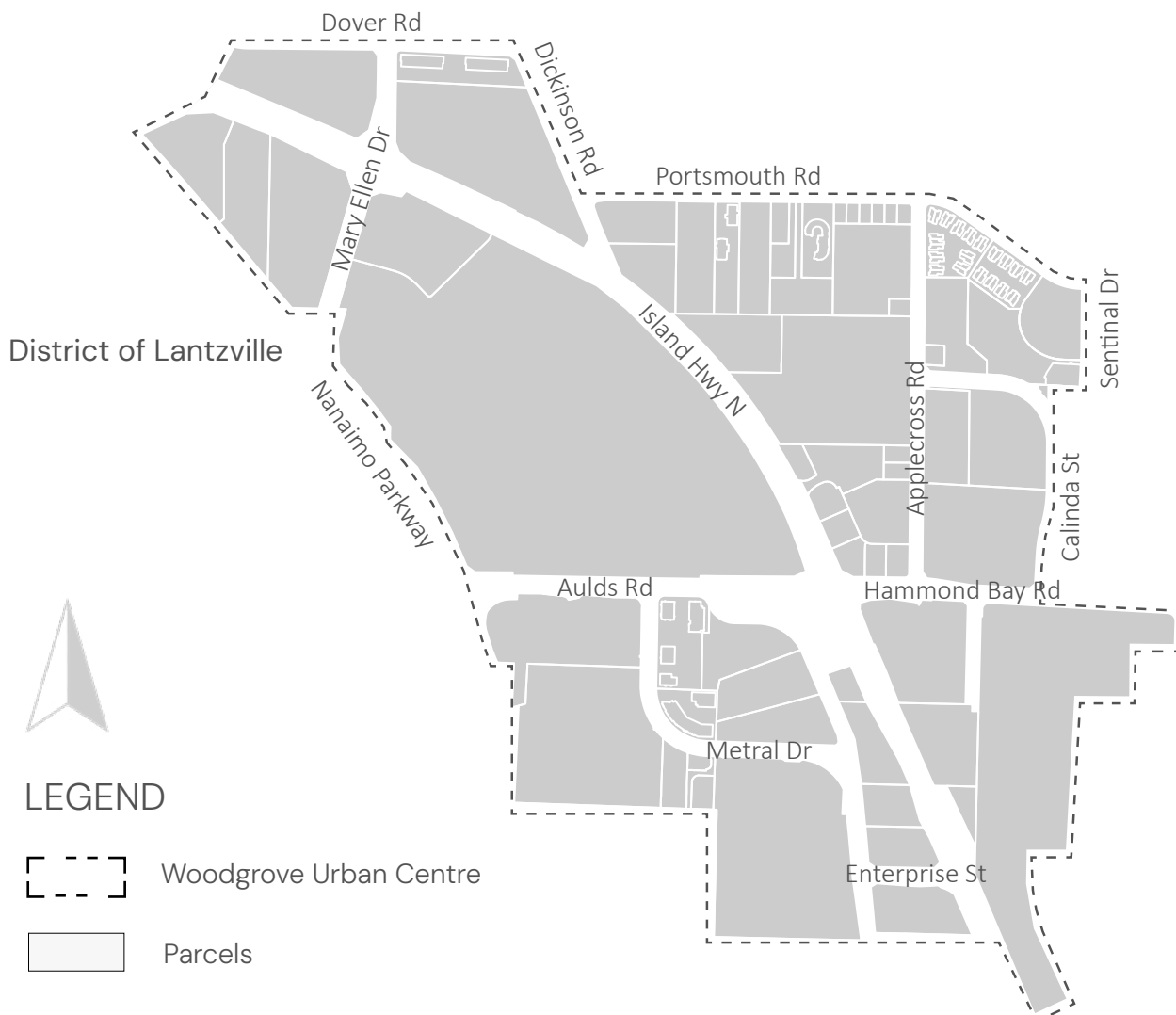
SECTION 4

SECTION 5

2.1 PLAN AREA

The Woodgrove Secondary Urban Centre is located in the northwest area of the City of Nanaimo. The centre serves as the city's northern gateway servicing a city-wide and regional centre function. It is generally bounded by the District of Lantzville and the Nanaimo Parkway to the west, Dover Road/Portsmouth Road to the north, Sentinal Drive/Calinda Street to the east, and Enterprise Street to the south (see Figure 4). At the time the Plan was prepared, the Woodgrove Urban Centre comprised 112.4 hectares and 65 properties.

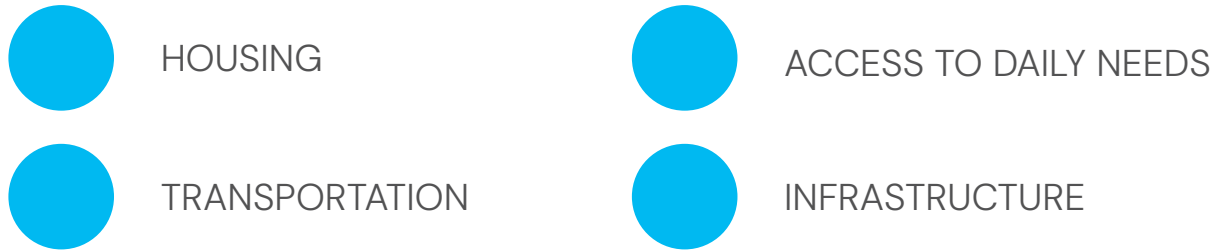
FIGURE 4: PLAN AREA | WOODGROVE URBAN CENTRE



2.2 PLANNING PROCESS

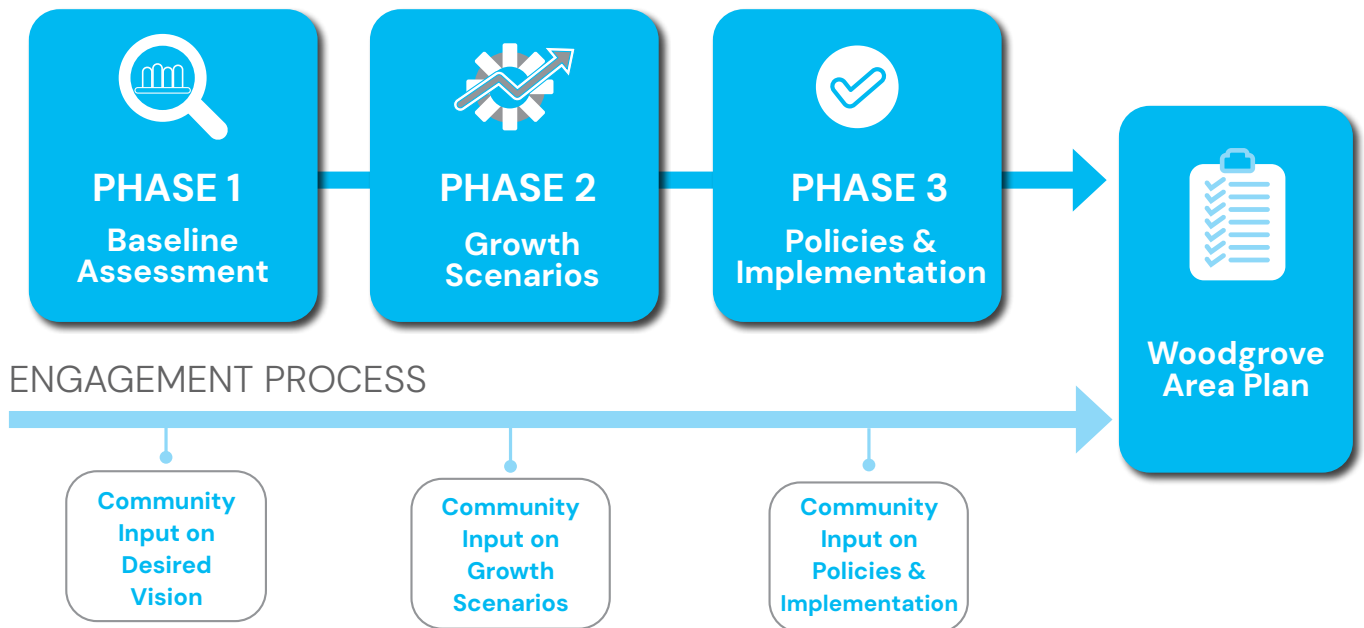
The preparation of the Woodgrove Area Plan was identified as a Council Priority Action in the *Integrated Action Plan* in 2023. The drafting of the Woodgrove Area Plan was informed by a Complete Communities Assessment, funded by the Union of BC Municipalities. The purpose of the assessment was to evaluate the “completeness” of the Woodgrove Secondary Urban Centre through four core lenses:

COMPLETE COMMUNITY ASSESSMENT LENSES



These four lenses were used to inform the planning process, which included three phases (see Figure 5). The preparation of the Plan was initiated in January 2025.

FIGURE 5: WOODGROVE AREA PLAN PROCESS



The *Baseline Assessment Report (Phase 1)* mapped indicators and conducted a spatial analysis to identify Woodgrove’s current level of “completeness” as it relates to the four lenses. The *Growth Scenarios Report (Phase 2)* tested three growth scenarios, low (2,500 new residents), moderate (5,000 new residents) and high (7,500 new residents) and analyzed the impact varying housing, transportation, daily needs and infrastructure policies have on creating a more complete community. This third and final assessment report, outlines the necessary steps resulting from the assessment

to help meet the goal of a complete community. This included identifying new policies, regulatory changes, capital upgrades, and infrastructure investments as well as a implementation framework. The culmination of the complete communities assessment informed the preparation of the Woodgrove Area Plan.

COMMUNITY ENGAGEMENT

Input from the community was sought at each phase of the project, to help shape the Plan. The engagement process incorporated International Association of Public Participation (IAP2) principles throughout its various stages, ensuring a comprehensive and inclusive approach. Woodgrove area residents, businesses, and property owners were consulted in addition to Nanaimo residents, Snuneymuxw First Nation, other government agencies and utility providers. Engagement activities included online surveys, workshops, classroom sessions, and meetings with key agencies. The feedback received at each phase was summarized into engagement summary reports. A range of outreach tools were used to promote engagement opportunities, aiming to reach as wide of an audience as possible (see Figure 6).

FIGURE 6: OUTREACH TOOLS

2,500+ PEOPLE DIRECTLY ENGAGED THROUGHOUT THE PROJECT

28 social posts reaching nearly 30,000 views

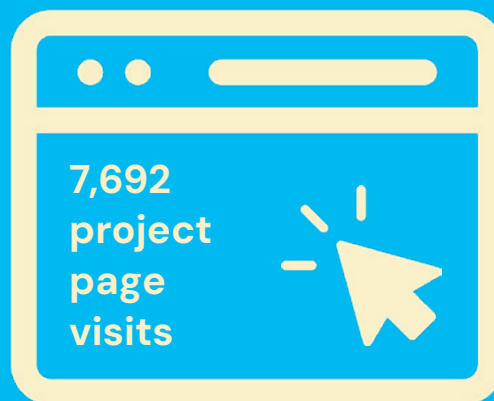


7 newspaper ads

3 media releases



14 e-notifications



2.3 BACKGROUND STUDIES

Background technical studies were undertaken during the preparation of the Plan. These included studies pertaining to transit exchange options, the transportation network, access to daily needs and utility infrastructure capacity and costing. The studies informed the development and refinement of the Plan.

WOODGROVE TRANSIT EXCHANGE SITE OPTIONS

A *Woodgrove Transit Exchange Site Options Report (2025)* was prepared to identify and evaluate potential site locations for a new Woodgrove Transit Exchange and the implications as it relates to the Transit Oriented Area Legislation. The evaluation included input from a Steering Committee that included the Regional District of Nanaimo, the Ministry of Transportation and Transit and BC Transit. For the purpose of the Complete Communities Assessment, the transit exchange was relocated to the centre point of the intersection of Island Hwy N/Hammond Bay Rd/Aulds Rd. The exact new location will be determined at a future date.

Key outputs of the report include potential sites for the exchange and estimates of the transit service capacity required for peak and daily vehicle trips, fleet types, requirements and concepts for layover and breaks. The report is intended to be a resource in the acquisition and development of the new transit exchange within the Woodgrove Urban Centre, by providing guidance on the potential location, design and operations that meet both current and future demands and *City Plan* objectives. Further assessments will be necessary at time of development application, to confirm the optimal site and configuration for the transit exchange.

TRANSPORTATION

Transportation modelling was conducted as part of the Complete Communities Assessment, to provide an analysis of the functionality of the proposed road network, and adequacy of intersection control. The modelling was used to inform the future transportation network and intersection improvements.

ACCESS TO DAILY NEEDS

A network analysis supported by Geographic Information System (GIS) technology was completed as part of the Complete Communities Assessment. The purpose of the analysis was to understand residents' ability to access their basic daily needs using pedestrian or cycling infrastructure. This analysis was used to inform where basic daily needs are lacking, where new infrastructure is needed, and the extent to which it reduced travel times and distances.

INFRASTRUCTURE

Four technical assessments for sewer and drinking water were completed as part of the Complete Communities Assessment. The assessments included: understanding the current capacity of the systems; the impacts of three growth scenarios; and the potential funding sources that are needed to support the Plan's implementation. The *Eagle Point Drainage Catchment Study (2018)*, was used to understand the capacity of the stormwater system to take on additional growth. The assessments were used to inform infrastructure planning and costing estimates for the plan area.

3.1 | NATURAL ENVIRONMENT

3.2 | HOUSING

3.3 | TRANSPORTATION

3.4 | ACCESS TO DAILY NEEDS

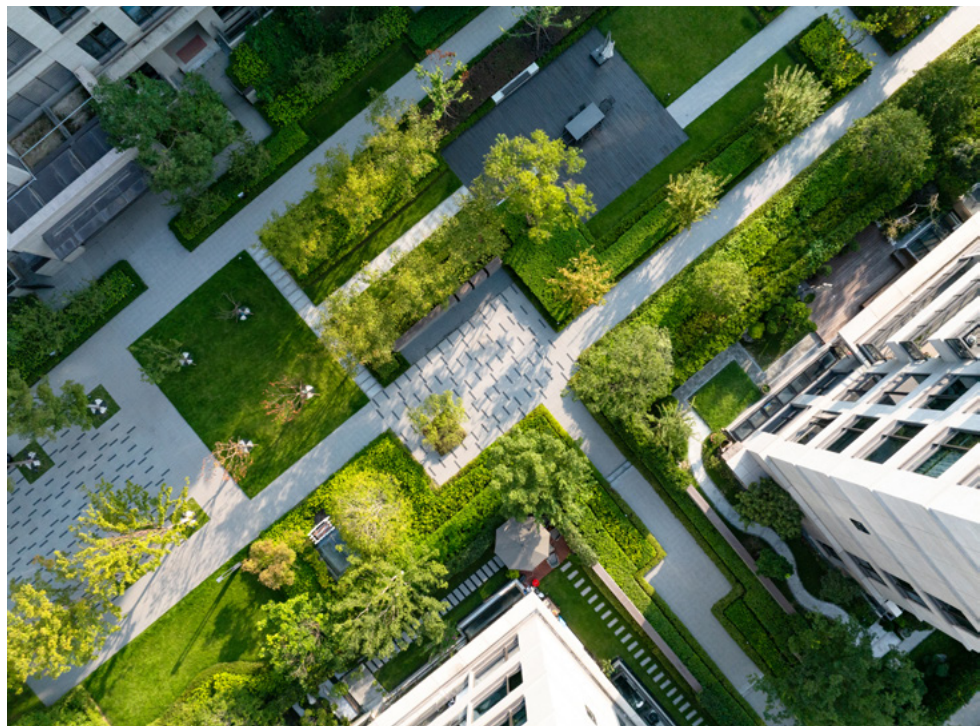
3.5 | INFRASTRUCTURE

ELEMENTS OF A COMPLETE COMMUNITY



NATURAL ENVIRONMENT

Credit: Tourism Nanaimo



3.1 NATURAL ENVIRONMENT

ENVIRONMENT

HOUSING

TRANSPORTATION

ACCESS TO DAILY NEEDS

INFRASTRUCTURE

Protecting and restoring the natural environment is the first element to creating a complete community. The following policies focus on ways to ensure new development and redevelopment achieve resilient and regenerative ecosystems in the Woodgrove Urban Centre.

POLICIES

- 3.1.1 Ensure new developments and redevelopments in the Woodgrove Urban Centre are designed to achieve resilient and regenerative ecosystems by:
 - i. Preserving and restoring natural areas;
 - ii. Integrating land use and mobility; and
 - iii. Incorporating sustainable utility services.
- 3.1.2 Target a net gain in natural areas by restoring ecological function and ecosystem connectivity for lands that have been altered from their natural state. This includes:
 - i. Protecting existing terrestrial and aquatic ecosystems; and
 - ii. Restoring and creating new terrestrial and aquatic ecosystems, including a robust tree canopy.
- 3.1.3 Design transit-oriented developments to reduce greenhouse gas emissions and reliance on personal vehicle use by creating a dense, mixed-use, walkable community within walking distance of public transit.
- 3.1.4 Upgrade existing buildings and construct new buildings to have a net-positive impact on the ecosystem through the incorporation of closed-loop systems, passive design strategies, zero carbon emissions and renewable energy systems.
- 3.1.5 Ensure that new developments and redevelopments provides for sustainable utility services by:
 - i. Maintaining a clean, safe, cost effective, resilient and sustainable drinking water supply;
 - ii. Maintaining an efficient sewer system that meets public health and environmental standards;
 - iii. Integrating both built infrastructure and natural assets to the stormwater system to provide flood protection, support healthy aquatic environments, and meet the demands of climate change resiliency; and
 - iv. Reducing the demand on the energy infrastructure system by incorporating renewable and regenerative energy sources.



3.2 HOUSING

ECOSYSTEMS

HOUSING

TRANSPORTATION

ACCESS TO DAILY NEEDS

INFRASTRUCTURE

Providing a variety of housing options is the second element to achieving a complete community. The following policies focus on providing a mix of housing types, tenures, affordability levels and unit sizes.

POLICIES

- 3.2.1 Provide a mix of high and medium density housing types to deliver a range of options to meet a variety of community needs (including families, workers and seniors).
- 3.2.2 Locate the highest densities of housing within a 15-minute / 800-metre walk and 15-minute / 2,700-metre cycle of the transit exchange, to support future transit service, local businesses and amenities (see Section 3.3 – Access to Daily Needs).
- 3.2.3 Locate medium densities of housing adjacent to lower density residential land uses, to support a transition in building heights and forms.
- 3.2.4 Provide a mix of housing tenures (i.e. rental and ownership) in accordance with the most current *Housing Needs Report*.
- 3.2.5 Provide non-market dwelling units, in accordance with the most current *Housing Needs Report*, to benefit residents of all income groups. These units can be within market developments and mixed-use buildings or as standalone developments.
- 3.2.6 Non-market dwelling units are to be secured through housing agreements, to ensure long-term affordability.
- 3.2.7 Provide a mix of unit compositions to provide housing for varying household sizes, in accordance with the most current *Housing Needs Report*.
- 3.2.8 Design housing to be livable for all ages and abilities, and that enables growth and changes in households over time. This includes considering factors such as:
 - i. Livable building and site designs that ensure access to light and air throughout the day and year;
 - ii. Housing designs that allow for flexible daily use as well as various life stages;
 - iii. Common spaces for intergenerational social interaction that are designed to accommodate people of all ages, physical abilities, gender identities, household or family structures and backgrounds; and
 - iv. Different common spaces that are designed for a broad range of activities and play.



TRANSPORTATION



3.3 TRANSPORTATION

ENVIRONMENT

HOUSING

TRANSPORTATION

ACCESS TO DAILY NEEDS

INFRASTRUCTURE

Providing a variety of transportation options is the third element to achieving a complete community. The following policies focus on building an integrated active transportation and transit network throughout the Woodgrove Urban Centre.

POLICIES

GENERAL

- 3.3.1 Achieve a mode split target of 76% auto, 16% active (pedestrian, cycle, roll) and 8% transit by 2046 or 7,500 new people within the Woodgrove Urban Centre.
- 3.3.2 Prioritize active transportation facility improvements based on safety, demand, equity, and accessibility.
- 3.3.3 Prioritize space and amenities for all pedestrians, cycling, and transit, as well as additional space for respite areas, transit shelters, wayfinding, and end-of-trip facilities.
- 3.3.4 A Traffic Impact Assessment may be required at time of development application to inform the design of the Active Mobility & Primary Transit Network (see Figure 7) and the Road Network (see Figure 8).

ACTIVE MOBILITY

- 3.3.5 Design and construct the active mobility routes and crossings to provide complete mobility, as identified in Figure 7 – Active Mobility & Primary Transit Network, and in accordance with the most current *Manual of Engineering Standards and Specifications* and *Complete Street Design Guide*.
- 3.3.6 Roads classified as primary or secondary active mobility routes are to prioritize the needs of walking, rolling, cycling and transit before that of private automobiles.
- 3.3.7 Provide safe and accessible pedestrian crossings along major roads with particular focus near transit services and at key connections to adjacent areas.

PRIMARY TRANSIT NETWORK

- 3.3.8 Improve accessibility to transit, by providing a complete pedestrian and cycling network within the Woodgrove Urban Centre, coupled with increased transit service and frequency.

FIGURE 7: ACTIVE MOBILITY & PRIMARY TRANSIT NETWORK

LEGEND

ACTIVE MOBILITY ROUTES

- Primary Route
- Secondary Route

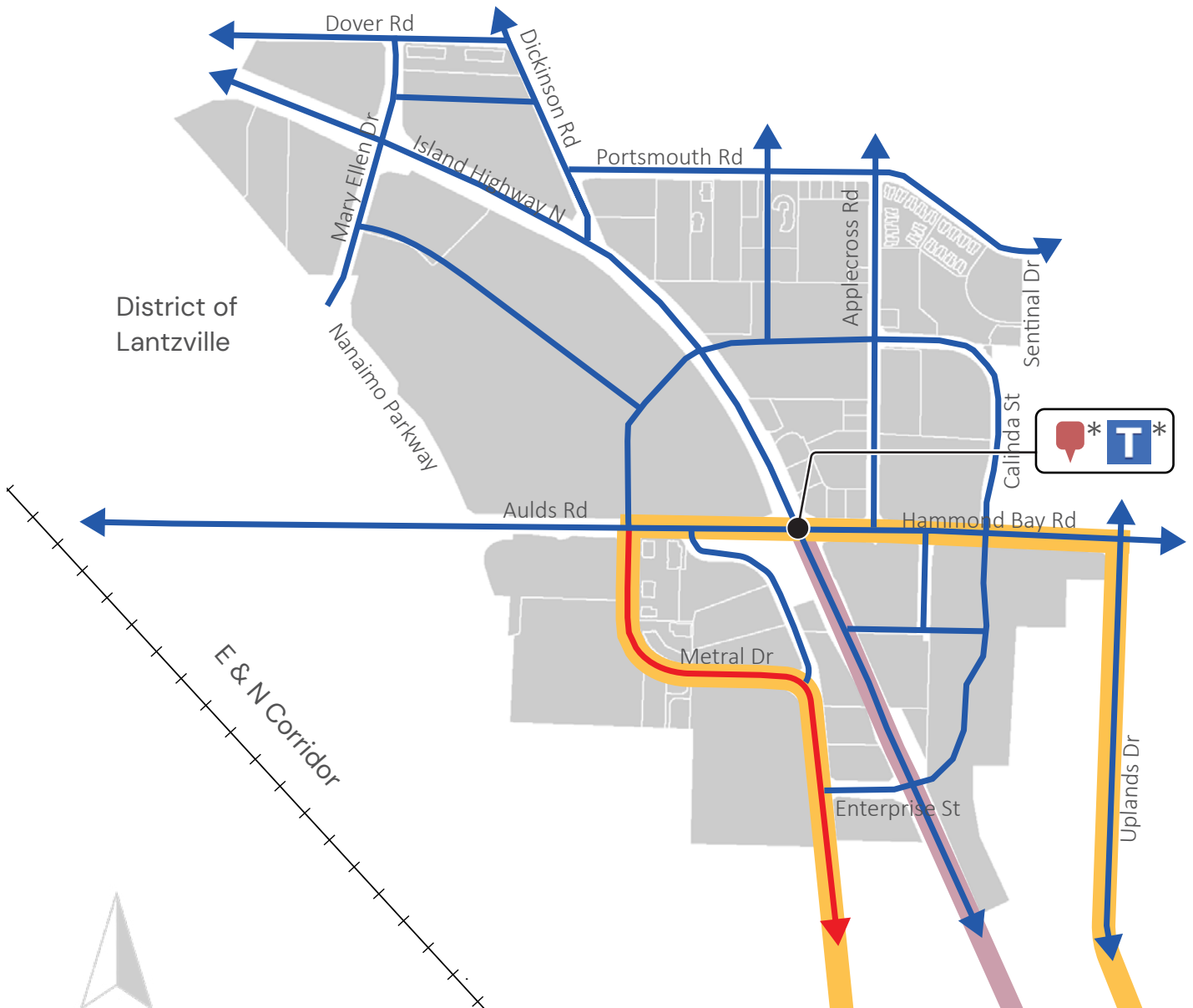
RDN TRANSIT ROUTES

- Bus Rapid Transit (BRT) Line
- Bus Frequent Transit (BFT) Line

FUTURE

*exact location to be determined

- T Transit Exchange*
General location for prioritization of a new transit exchange
- Elementary School*
General location for prioritization of a new elementary school



3.3.9 Secure a new transit exchange location and facility that meets the needs of the City of Nanaimo, BC Transit, and the Regional District of Nanaimo per Figure 7 – Active Mobility & Primary Transit Network, and the most current *Regional District of Nanaimo Transit Redevelopment Strategy* and the *Woodgrove Transit Exchange Site Options Report (2025)*.

3.3.10 Where the future transit exchange is secured through private development, ensure the appropriate agreements are in place to preserve the City of Nanaimo, BC Transit, and the Regional District of Nanaimo's entitlements. These may include: a master development agreement, parcel transfer, covenants, statutory-right-of-way, operating agreements, lease and/or easements.

3.3.11 Plan for a transit exchange that includes:

- i. A compact site occupying an area of approximately 1.0 hectares with actual space requirements to be determined at time of development;
- ii. A site that is centrally located within the Woodgrove Urban Centre, adjacent to the Rapid Bus Transit corridor, highly accessible, and relates to surrounding development with integrated pedestrian access;
- iii. Siting and configuration that makes efficient use of space and future demands, with the opportunity to be incorporated into a mixed-use development;

- iv. Dedication of approximately 0.2 hectares of space to support intermodal integration opportunities, including:
 - a. A secure cycling/micromobility storage hub;
 - b. End-of-trip facilities such as lockers, repair stations, showers, washrooms, charging stations etc; and
 - c. Shared mobility programs, such as bicycle and scooter sharing and/or rental programs.
- i. A civic space that includes a range of uses including places to sit and relax as well as places to play and interact with others.

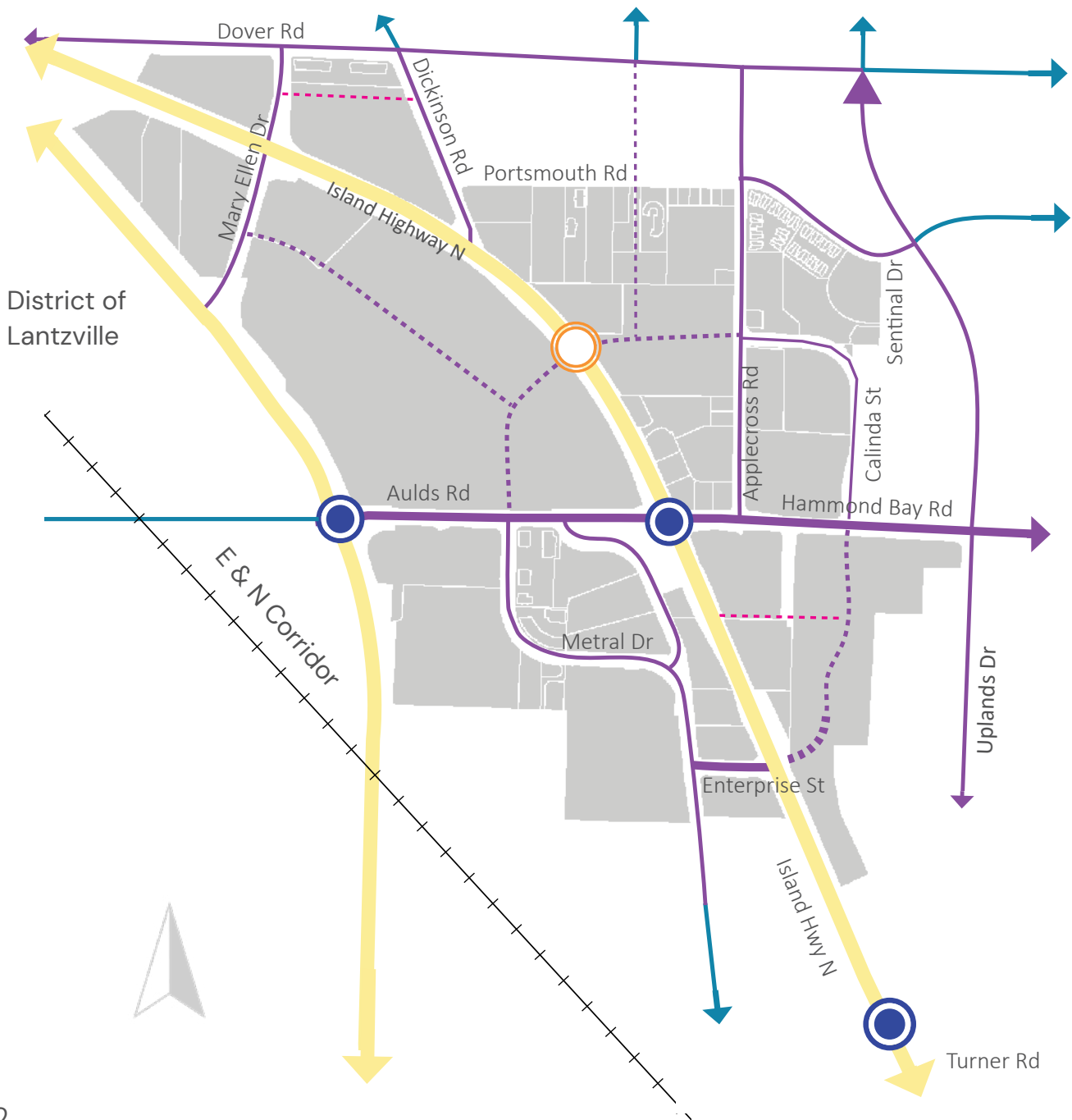
3.3.12 Work with BC Transit and the Regional District of Nanaimo to increase transit service and frequency to, from, and within the urban centre, per the most current *Regional District of Nanaimo Transit Redevelopment Strategy*.

3.3.13 Preserve options for future mobility infrastructure, including transit, in the E&N Corridor, and seek opportunities to provide clear connections from the E&N Corridor to the Woodgrove Urban Centres. See Figure 7 – Active Mobility & Primary Transit Network.

FIGURE 8: ROAD NETWORK (ROAD CLASSIFICATIONS)

LEGEND

EXISTING	FUTURE	*exact location to be determined
Provincial Highway	Mobility Arterial	New Signalized Intersection
Mobility Arterial	Mobility Collector	Upgrades to Existing Intersections
Mobility Collector	Mobility Local	
Urban Collector	Active Mobility	

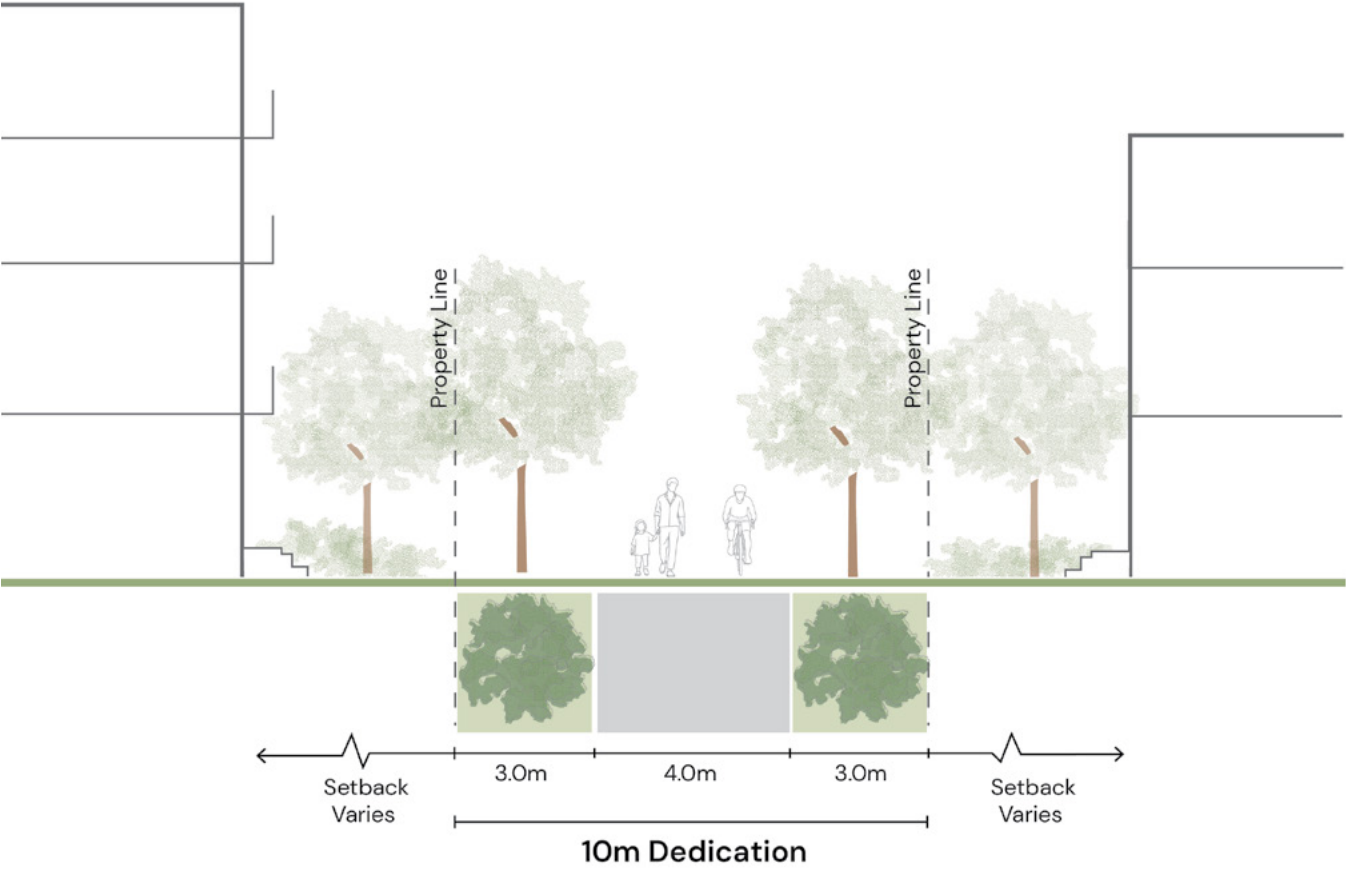


ROAD NETWORK

- 3.3.14 Plan and design the public roads to provide a complete road network, as identified in Figure 8 – Road Network (Road Classifications). The road network is to be consistent with the most current *Manual of Engineering Standards and Specifications* (MOESS) and *Complete Street Guidelines*.
- 3.3.15 Plan and design the public roads with vehicle access to include the following elements:
- i. Traffic calming measures throughout the plan area, such as right-sized vehicle lanes, on-street parking, curb extensions, chicane raised pedestrian crossings, street trees, and raised crosswalks and intersections; and
 - ii. Driveway that prioritizes access from lower hierarchy roads, including new local connections to arterial roads to improve vehicle flow and safety.
- 3.3.16 Work with the Ministry of Transportation and Transit to prepare an urbanized corridor plan, to transition the Island Highway (19A) through the Woodgrove Urban Centre to a Mobility Arterial classification. This includes accommodation for all modes of transportation, as well as beautification and an enhanced streetscape character.
- 3.3.17 Work with the Ministry of Transportation and Transit to explore the future of the Nanaimo Parkway and improved access to/from the Woodgrove Urban Centre.
- 3.3.18 Plan and design the active mobility roads to provide key mid-block connections that tie into the primary and secondary active mobility routes, as identified on Figure 8, the cross-section specifications identified on Figure 9 and the most current *Manual of Engineering Standards and Specifications* (MOESS).
- 3.3.19 Key elements of the active mobility road may include:
- i. Dedicated pathway, secured as road dedication, with sufficient width to accommodate all modes of active transportation only;
 - ii. A boulevard on both sides of the pathway that includes complementary features such as: street furniture, landscaping and lighting;
 - iii. A design that maximize safety and comfort in keeping with Crime Prevention Through Environmental Design (CPTED) principles. This includes providing direct access to ground oriented residential and/or commercial units; and
 - iv. The inclusion of gateway features such as wayfinding signage, artistic elements, and landscape markers.
- 3.3.20 The active mobility road cannot be used for frontage for the purpose of subdivision.



FIGURE 9: ACTIVE MOBILITY ROAD CROSS-SECTION



INTERSECTIONS

3.3.21 Design and construct existing and proposed intersections as identified on Figure 8 – Road Network (Road Classifications). The intersections are to be consistent with the most current *Manual of Engineering Standards and Specifications* (MOESS) and *Complete Street Guidelines*. These include:

- i. A new signalized intersection on Highway 19A (Island Highway) as an extension of Calinda Street to Metral Drive.
- ii. Upgrades to the following key intersections, when approximate new population thresholds are reached in the Woodgrove Urban Centre. These population thresholds are cumulative and include:
 - a. Aulds Rd and Nanaimo Parkway intersection at 1,600 new people;
 - b. Aulds Rd/Hammond Bay Rd & Island Hwy N at an additional 460 new people (total of 2060 new people); and
 - c. Turner Rd & Island Hwy N at an additional 400 new people (total of 2460 new people).

3.3.22 When upgrading and constructing new intersections, consider the following to increase capacity, improve safety and align with the hierarchy of mobility modes:

- i. Strategic optimization of intersection laning and signal timing, which could include the reallocation of vehicle lanes, implementation of protected-only turn phases, elimination of split phasing, and reductions in cycle lengths;
- ii. Design roads to reduce vehicle speeds and shorten pedestrian crossing distances; and
- iii. Add new or enhanced crosswalks with elements such as raised crosswalks, leading pedestrian intervals, and Rectangular Rapid Flashing Beacons.



3.4 ACCESS TO DAILY NEEDS

Being able to access basic daily needs within a short walk or rolling distance is the fourth element to achieving a complete community. Basic daily needs include: daycares, employment opportunities, grocery stores, parks and open spaces, pharmacies, recreation, cultural and wellness facilities and schools. The following policies focus on ensuring the basic daily needs are readily available across the Woodgrove Urban Centre and are accessible through a complete sidewalk and cycling network.

POLICIES

GENERAL

- 3.4.1 Develop the Woodgrove Urban Centre into a complete community, where residents can access their daily needs within a 15-minute / 800-metre walk and 15-minute / 2,700-metre cycle. Daily needs include: daycares, employment opportunities, grocery stores, parks and open spaces, pharmacies, recreation, culture and wellness facilities and schools.
- 3.4.2 To provide resident’s access to their daily needs with a 15-minute walk or cycle, incorporate the following elements into the planning and design of developments:
 - i. Compact, mixed-use and transit-oriented building forms, with ground-floor commercial and institutional uses and residential and/or office above.
 - ii. Employment-generating commercial uses such as: retail, personal services, professional/office, dining, and hotels;
 - iii. Health services such as medical and dental services;
 - iv. A mix of commercial floor plate sizes to attract a diverse range of tenants, and to provide diversity and adaptability to future market demands (including small-scale retailers); and
 - v. Parks, trails, plazas, urban tree canopy, recreation, culture and wellness facilities, market spaces, and other publicly accessible spaces (see policy 3.4.6).
- 3.4.3 Large-scale retailers, where proposed are to be integrated into mixed-use developments, and designed in a format consistent with transit-oriented development.
- 3.4.4 Target a maximum vacancy rate of 5% for commercial and office space within the Woodgrove Urban Centre.
- 3.4.5 Permit office use with flexible floor plates to meet the diverse and evolving needs for business growth and expansion.

PARKS, RECREATION, CULTURE, WELLNESS & SCHOOLS

3.4.6 Fulfill the direction in the *City Plan* to achieve 20% of the land in the Woodgrove Urban Centre for parks, trails, plazas, urban tree canopy, recreation, culture and wellness facilities, market spaces, and other publicly accessible space, including privately owned public spaces (POPS). The land is to be acquired or legally secured in accordance with the policies of this Area Plan and as identified on Figure 10 – Parks, Recreation, Culture, Wellness & School Facilities & Amenities. Public use of these lands may be secured using the following tools: a master development agreement, parcel transfer, dedication, covenant, statutory-right-of-way, operating agreement, lease and/or easement.

3.4.7 Consider the following when planning and designing for parks, recreation, cultural, wellness, school facilities and amenities:

- i. Shared use of recreation, culture and wellness facilities and amenities such as sports fields, playgrounds and performing arts spaces;
- ii. Pedestrian-oriented access, crosswalks and safe site circulation including the inclusion of public trails;
- iii. Multi-storey buildings and the use of at-grade and roof tops for play spaces and community activation;
- iv. Integration of compatible uses such as multi-unit housing, commercial, and other institutional or civic uses;

v. Integration of public amenities with public infrastructure projects such as utility upgrades;

vi. Opportunities for shared parking facilities; and

vii. The integration of public art.

3.4.8 Aim to locate major public parks, recreation, culture and wellness amenities and facilities, including the school centrally within the Woodgrove Urban Centre, and near the new transit exchange, to support connectivity, access and a vibrant core.

3.4.9 Ensure that the timing and location for securing park, recreation, culture and wellness facilities and amenities optimizes and provides certainty for the use of public resources, considers projected needs and appropriately balances benefit for public good.

3.4.10 Support public and private partnerships and other mechanisms that contribute to the expansion and provision of additional parks, recreation, culture and wellness facilities, amenities and services that are identified as a community benefit by the General Manager of the Community Services.





3.4.11 Where the planning, design, implementation and construction of parks, recreation, culture, wellness and school facilities and amenities is facilitated by developers, input and approval is to be provided by the Parks, Recreation, Culture & Wellness Department. Final approval shall be contingent on the satisfaction of the General Manager of Community Services.

PARKS, OPEN SPACES & TRAILS

FIGURE 10: PARKS, RECREATION, CULTURE, WELLNESS & SCHOOL FACILITIES & AMENITIES

LEGEND

PROPOSED FUTURE *exact location to be determined

-  Elementary School*
-  New Recreation, Culture, Wellness Facility*
General location for prioritization of new facilities
-  Urban Park, Recreation, Culture, & Wellness Destination*
Urban Centre location where future development will prioritize inclusion of new parks, recreation, culture, and wellness spaces
-  Park or Amenity Space*
General location for prioritization of new parks and/or trails



3.4.12 Provide a mix of parks, open spaces and trails throughout the Woodgrove Urban Centre, as identified on Figure 10 – Parks, Recreation, Culture, Wellness & School Facilities & Amenities. The parks, open spaces and trails are to meet community needs and projected population growth, and provide both active and passive recreational and social opportunities to residents and visitors of all ages.

3.4.13 Table 2 outlines the Parks & Open Spaces Categories as they relate to Figure 10 – Parks, Recreation, Culture, Wellness & School Facilities & Amenities. Unless specified on Figure 10, categories will be determined at time of development.

3.4.14 Consider the following objectives when siting parks, open spaces and trails:

- i. A distribution that provides access to all residents within a five-minute walking distance.
- ii. Form part of a network of public and privately owned public parks, open spaces and trails that connect to surrounding neighbourhoods, recreation and cultural public amenities.
- iii. Consider solar access, shading and preservation of the existing tree canopy;
- iv. Contiguous and unencumbered areas with optimal configurations and topography;
- v. Spatial configuration that provides adequate area for use and activation; and
- vi. Road access for safety, emergencies, maintenance and activation.

design elements into parks, open spaces and trails. Where appropriate, design elements will be added to the City's Asset Management Plan.






- i. Walking, rolling and cycling trails that connect to adjacent active mobility routes identified on Figure 7 – Active Mobility & Primary Transit Network;
- ii. Seating and gathering spaces, including shaded areas;
- iii. Amenities to support activities appealing to users ranging from children to seniors, as well as accessible spaces (all ages and abilities);
- iv. Landscaped areas that define the beauty of the space, and serve to retain and/or reintroduce tree canopy and ecological functions, such as habitat creation and/or stormwater management;
- v. Edges that are welcoming and highly visible from the roads and other public access points, with well-defined entrances and consideration for public safety;
- vi. Infrastructure for activation such as utilities, electrical power hookups, hardscape areas/shelters, lighting; and
- vii. Public art.

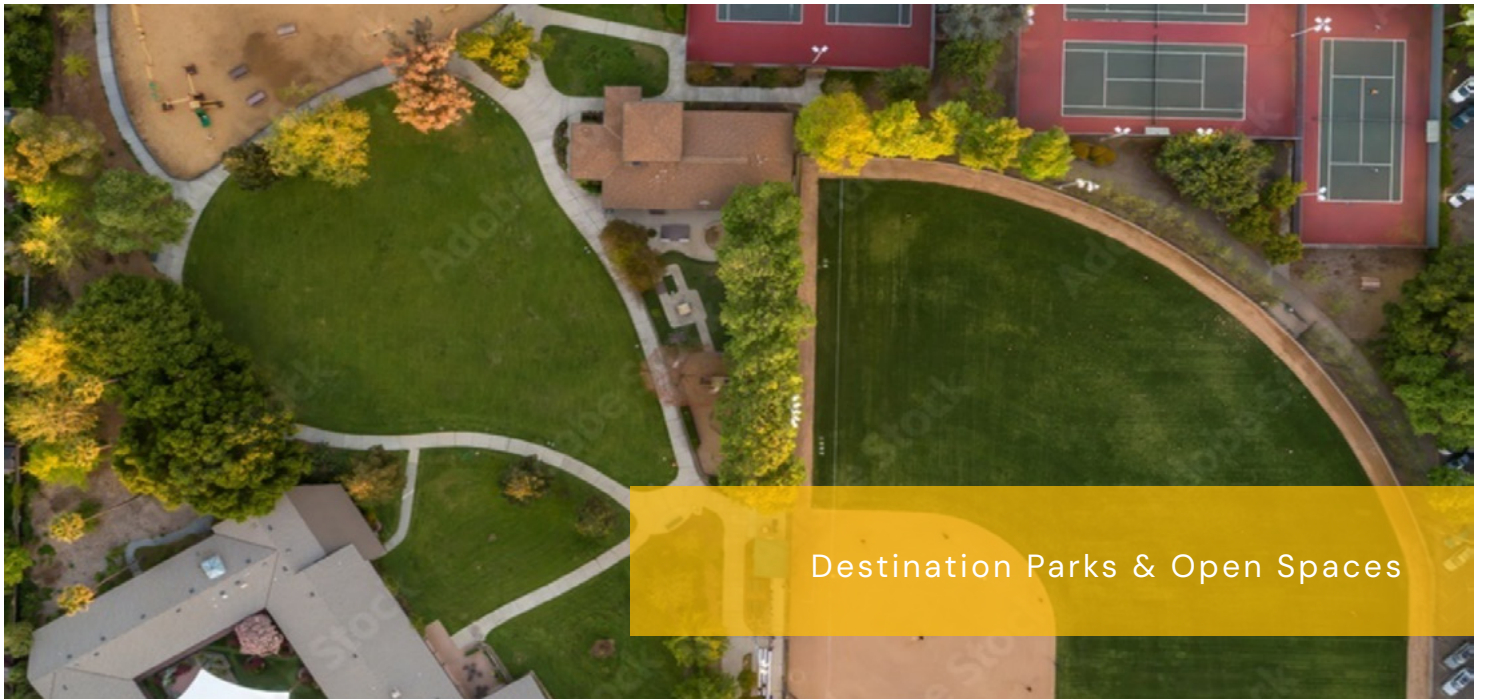
3.4.15 Consider incorporating the following



Credit: Arrowsmith Media

TABLE 1: PARKS & OPEN SPACES CATEGORIES

CATEGORIES	KEY CHARACTERISTICS
Destination Parks & Open Spaces 	Destination Parks & Open Spaces serve residents citywide and offer a range of recreational, cultural and wellness facilities and amenities. Facilities are typically larger in scale due to their need to serve a citywide function. Facilities may include community centres, activity centres, gymnasiums, libraries, performing art spaces, galleries and museums. Amenities can be active and/or passive and may include playgrounds, sports fields, dog areas, community gardens, public art, site amenities, multi-purpose courts, bike and skate parks. Destination Park & Open Spaces may also include a Nature Park component.
Community Parks & Open Spaces 	Community Parks & Opens Spaces serve several neighbourhoods and offer a range of recreational, cultural and wellness facilities and amenities. Facilities and amenities may be active and/or passive and may include public art, site furnishings, playgrounds, sports fields, dog areas, community gardens, multi-purpose courts, bike and skate parks. Community Parks may also include a Nature Park component.
Neighbourhood Parks & Open Spaces 	Neighbourhood Parks & Open Spaces serve the immediate neighbourhoods and offer a range of amenities. Amenities can be active and/or passive and may include public art, playgrounds, sports fields, dog areas, community gardens, multi-purpose courts. Neighbourhood Parks & Open Spaces may also include a Nature Park component.
Nature Parks & Open Spaces 	Nature Parks & Open Spaces may serve citywide and/or neighbourhoods and offer conservation and recreational opportunities. Nature parks may include natural features such as sensitive areas, water bodies, coastal bluffs, terrestrial herbaceous areas, forests, woodlands, and vegetated areas. They may also include amenities such as boardwalks, trails, public art, site amenities and washroom facilities.
Public Plazas 	Public plazas may serve a citywide and/or neighbourhoods and are intended to provide gathering places that contribute to the livability of the public realm by encouraging social connection and activity. To maximize use and visibility, plazas are intended to be located in areas of high pedestrian activity and at corners of important streets and trails to take advantage of sunlight and views. They are also intended to serve both passive and active uses. Amenities may include seating, shading, public art, water features, landscaping, lighting, and flexible spaces to host various planned and spontaneous events.



Destination Parks & Open Spaces



Community Parks & Open Spaces



Neighbourhood Parks & Open Spaces



Nature Parks & Open Spaces



Plazas

RECREATION, CULTURE, WELLNESS FACILITIES & AMENITIES

3.4.16 Secure an urban park, recreation, culture and wellness destination as identified on Figure 10 – Parks, Recreation, Culture, Wellness & School Facilities & Amenities that is:

- i. Preferably located adjacent to or near a public park and the new school, to allow for optimal shared use of the recreation, culture and wellness facility and other community facilities;
- ii. A building that serves the neighbourhood, and citywide needs, and a growing population. This includes amenities for children, youth, seniors and families, that could include the following:
 - Space for recreation, culture and wellness amenities
 - Gymnasium and fitness centre
 - Performing arts spaces
 - Multi-purpose rooms
- iii. Secured in an early stage of development and transferred to the City of Nanaimo in an agreed-upon timeframe.

3.4.17 Secure recreation, culture and wellness facilities of varying sizes and functions, to help support population growth and recreational, cultural and wellness opportunities for residents, employees and visitors. These can include facilities that are publicly owned, privately owned, as well as public/private partnership owned facilities.

3.4.18 Plan and design the urban park, recreation, culture and wellness destination and the new recreation, culture and wellness facilities:

- i. To be compact, and integrated into a mixed-use urban form with residential, commercial, and/or office spaces to create a walkable and vibrant urban centre.
- ii. A building design and orientation to make efficient use of space, with multiple floors, and underground or under-building parking; and
- iii. Streetscape design to accommodate vehicular pick-up/drop-off space within the right-of-way, while also prioritizing safe and comfortable walking, cycling and rolling access.

CULTURAL AMENITIES

3.4.19 Secure cultural and entertainment facilities and amenities of varying sizes and functions, to help support population growth and cultural opportunities for residents, employees and visitors. These can include cultural amenities such as public art, theatre, rehearsal and performance spaces, multi-purpose meeting rooms and creative-making spaces.

3.4.20 Design the cultural and entertainment facilities and amenities as shared spaces that can accommodate all ages and abilities and multiple uses.

3.4.21 To support a vibrant urban core, cluster cultural and entertainment uses near the new transit exchange. These uses can include restaurants, cafes, theatres, and other venues for socializing and events.

SCHOOL

3.4.22 Secure a site for a new elementary school, as identified on Figure 10 – Parks, Recreation, Culture, Wellness & School Facilities & Amenities, that meets the needs of School District 68's (SD68) most current *Long Range Facilities Plan*. Where the site for the school is secured through development, ensure it is secured in the early phase of development and that the parcel is transferred to SD68 in an agreed-upon timeframe.

3.4.23 The new elementary school should be of a compact urban form, to reduce land costs and ensure compatibility with the transit-oriented nature of the Woodgrove Urban Centre. Elements of the school site should include:

- i. A compact site occupying an area approximately 1.0 hectare;
- ii. Preferably located adjacent to the urban park, recreation, culture and wellness destination;
- iii. Building size, design and orientation to make efficient use of space, with multiple floors, underground or under-building parking and thoughtfully located and secure outdoor play areas with open sight lines; and
- iv. Streetscape design to accommodate vehicular pick-up/drop-off space within the right-of-way, while also prioritizing safe and comfortable walking, cycling and rolling access.



Recreation, Culture & Wellness
Facilities & Amenities



Cultural Facilities & Amenities



School



INFRASTRUCTURE



3.5 INFRASTRUCTURE

ECOSYSTEMS

HOUSING

TRANSPORTATION

ACCESS TO DAILY NEEDS

INFRASTRUCTURE

An efficient utility infrastructure system is the fifth element to achieving a complete community. The following policies focus on ensuring that future growth is supported in a cost-effective manner while contributing to broader City objectives for sustainability, climate action, and resource efficiency.

POLICIES

- 3.5.1 Plan and design developments in accordance with the proposed sanitary, water and storm improvements identified on Figure 11 – Infrastructure Improvements & Service Area Studies and the *Woodgrove Urban Centre Infrastructure Servicing Strategy and Costing Assessment (2025)*.
- 3.5.2 Incorporate low-impact measures that mimic natural hydrology – infiltration, filtration, storage and evaporation to onsite development, to mitigate the impacts of stormwater runoff to downstream stormwater infrastructure, pollutants and watershed health.
- 3.5.3 Additional studies by the proponent(s) may be required at time of development to update the servicing strategy, where there have been changes in land use, population growth and/or infrastructure performance tested in the *Woodgrove Urban Centre Infrastructure Servicing Strategy and Costing Assessment (2025)*.
- 3.5.4 A servicing report(s) will be required at time of development, for lands identified for additional storm drainage and/or sanitary review as shown on Figure 11, to determine whether infrastructure deficiencies exist in these locations, as these parcels were excluded from the Complete Communities Assessment.
- 3.5.5 Additional studies by the proponent(s) may be required to confirm off-site infrastructure capacity for water, sewer and storm outside of the Woodgrove Urban Centre, as servicing requirements may change due to change in population growth and/or land use.
- 3.5.6 Growth beyond the projected growth scenarios identified in Figure 12 – Potential Growth Scenarios, may trigger upgrades to major capital investments including the water supply system and the Greater Nanaimo Pollution Control Centre.

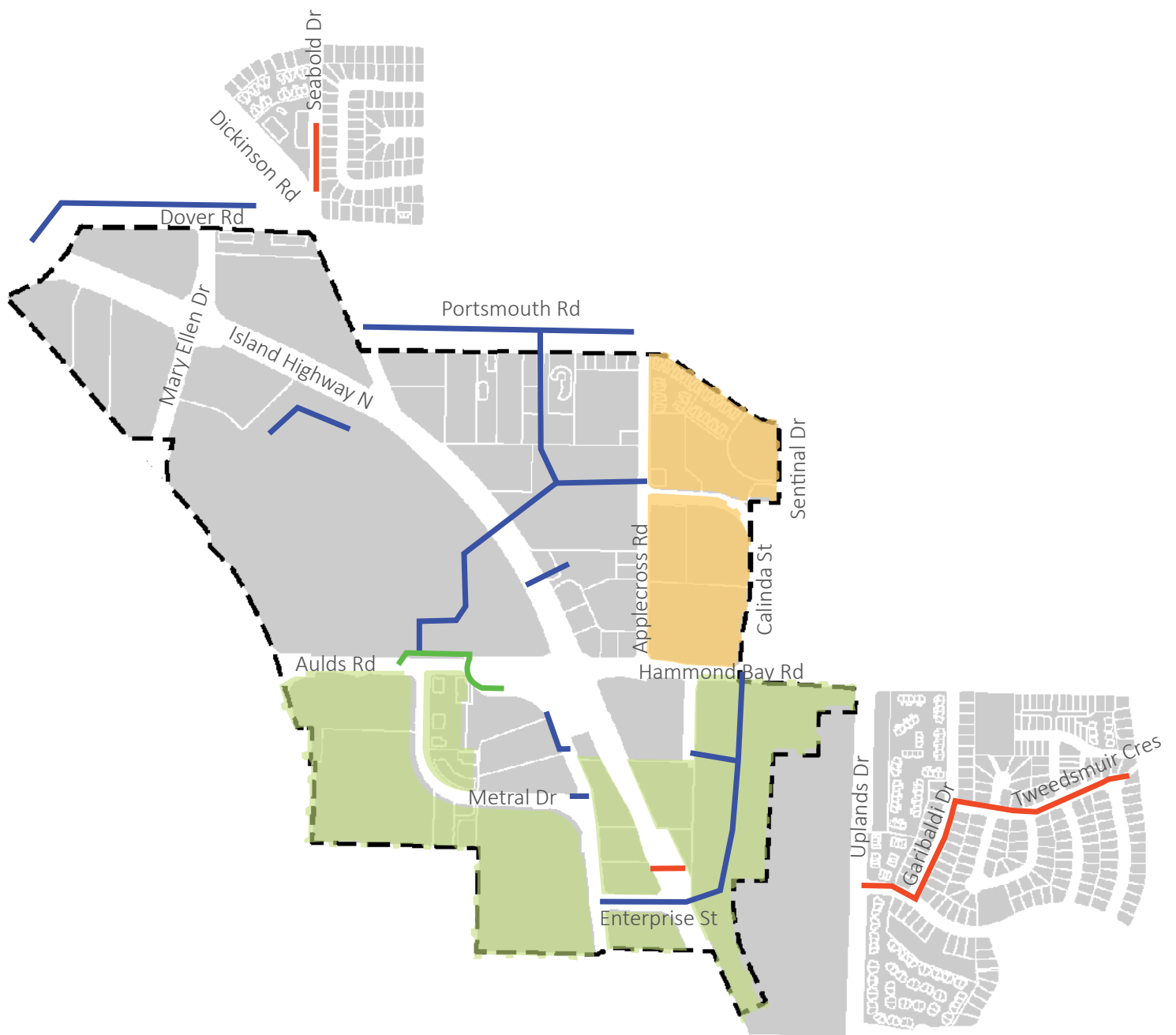
FIGURE 11: INFRASTRUCTURE IMPROVEMENTS & SERVICE AREA STUDIES

LEGEND

- - - Woodgrove Urban Centre Boundary

FUTURE IMPROVEMENTS

- Water
- Sanitary
- Storm
- Area for Additional Storm Drainage Review
- Area for Additional Sanitary and Storm Drainage Review



4.0 FUNDING MECHANISMS

This section outlines the proposed funding sources for servicing requirements that are needed to support the implementation of the Woodgrove Area Plan.

4.0 FUNDING MECHANISMS

SECTION 1

SECTION 2

SECTION 3

SECTION 4

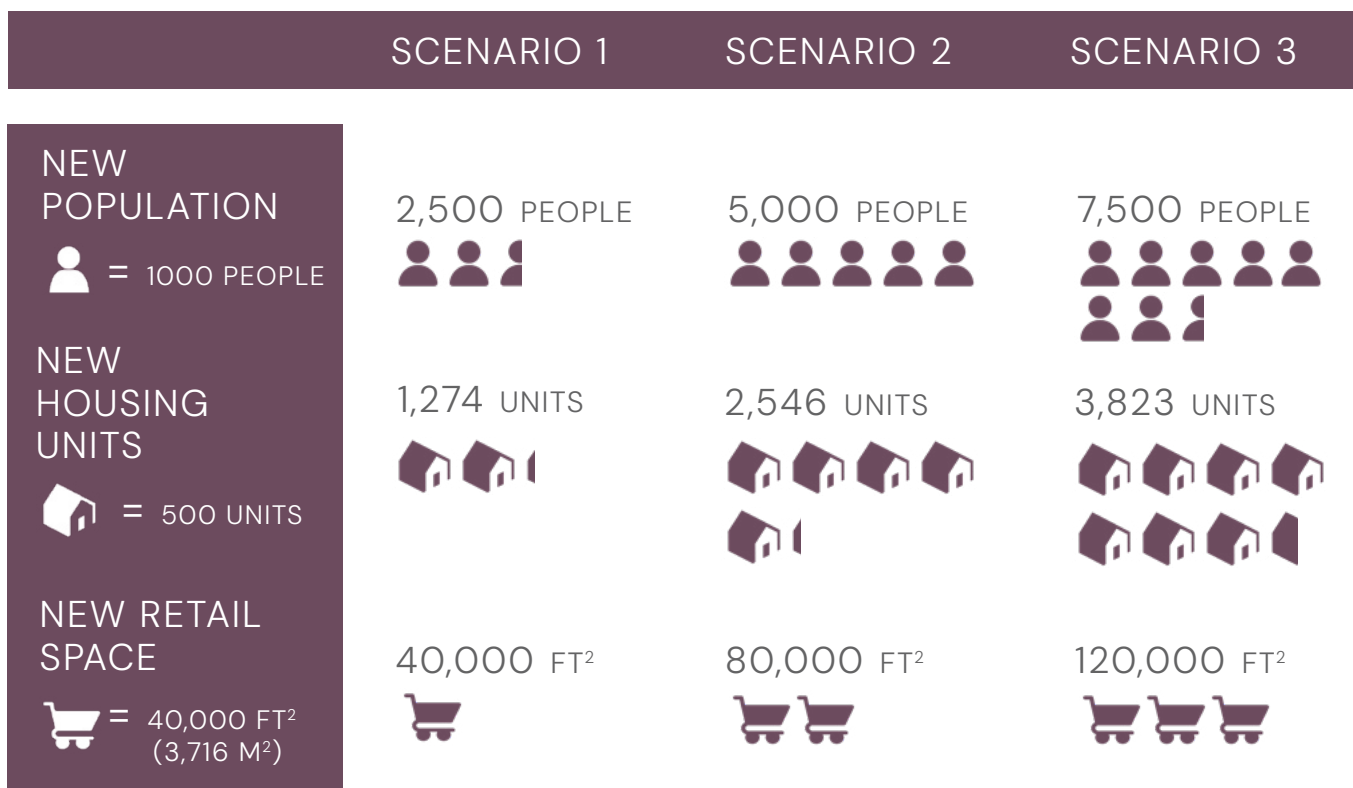
SECTION 5

The servicing requirements outlined in this section are based on a range of growth scenarios outlined in Figure 12 – Potential Growth Scenarios, that may occur in the Woodgrove Urban Centre over the next 25+ years. The proposed funding sources are based on detailed technical assessments completed when preparing the Woodgrove Area Plan.

The transportation, parks, recreation, culture, wellness, school and utility improvements identified, may be implemented through a combination of fundings sources. These include private sector development, the City’s reserves, development cost charges (DCC), borrowing, general revenues, utility fees, amenities provided at the time of development, and contributions from other levels of government.

The estimated timing of short term improvements led by the City will be identified in the City’s Five Year Financial Plan. The exact timing of projects will be based on Council’s project priorities (i.e., projects in the Woodgrove Urban Centre relative to other projects in the City), DCC revenue collection, market cycles, the actual pace of development, and the utilization of developer-funding revenue tools.

FIGURE 12: POTENTIAL GROWTH SCENARIOS



4.1 TRANSPORTATION

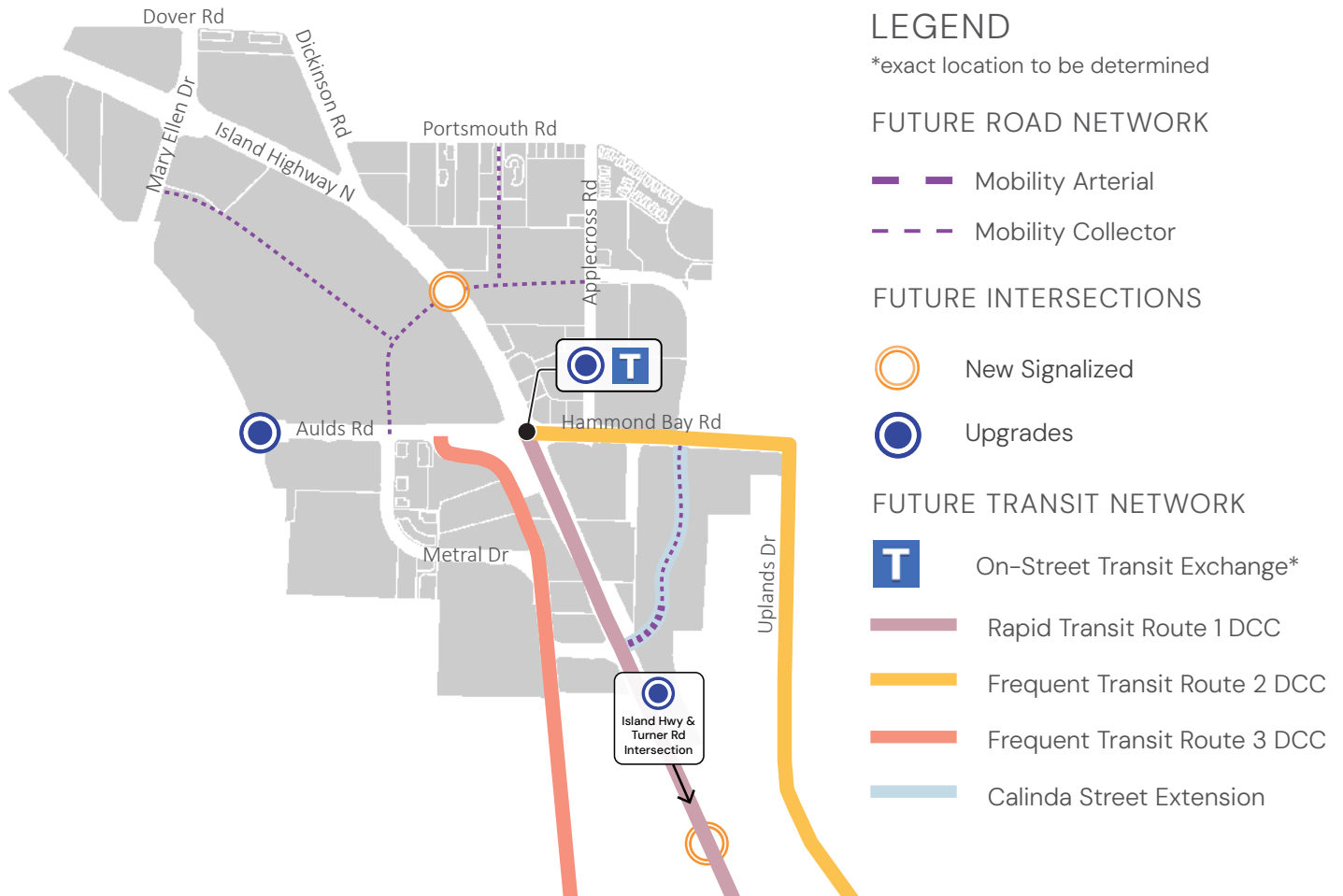
Planned growth in the Woodgrove Urban Centre will require upgrades to the City's transportation network as shown on Figure 14. Funding for transportation improvements will come from a variety of sources including:

- Frontage improvements constructed as part of the site servicing requirements for individual developments as required by the *Subdivision Control Bylaw*;
- Potential future DCC funded capital works to support growth, as identified on Figure 14;
- The City's transportation construction and replacement of infrastructure; and
- The Ministry of Transportation and Transit for Provincial roads.

The following projects may be considered for a future DCC program within the Woodgrove Urban Centre:

1. Extension of Calinda Street from Hammond Bay Road to the Island Highway at Enterprise Way.
2. Sidewalk infill – Parcels fronting existing roads within the Woodgrove Urban Centre, excluding new proposed roads.
3. On-Street Transit Exchange.
4. Rapid Transit Route 1, per the *Regional District of Nanaimo Transit Redevelopment Strategy*.
5. Frequent Transit Route 2, per the *Regional District of Nanaimo Transit Redevelopment Strategy*.
6. Frequent Transit Route 3, per the *Regional District of Nanaimo Transit Redevelopment Strategy*.

FIGURE 14: TRANSPORTATION PROJECTS

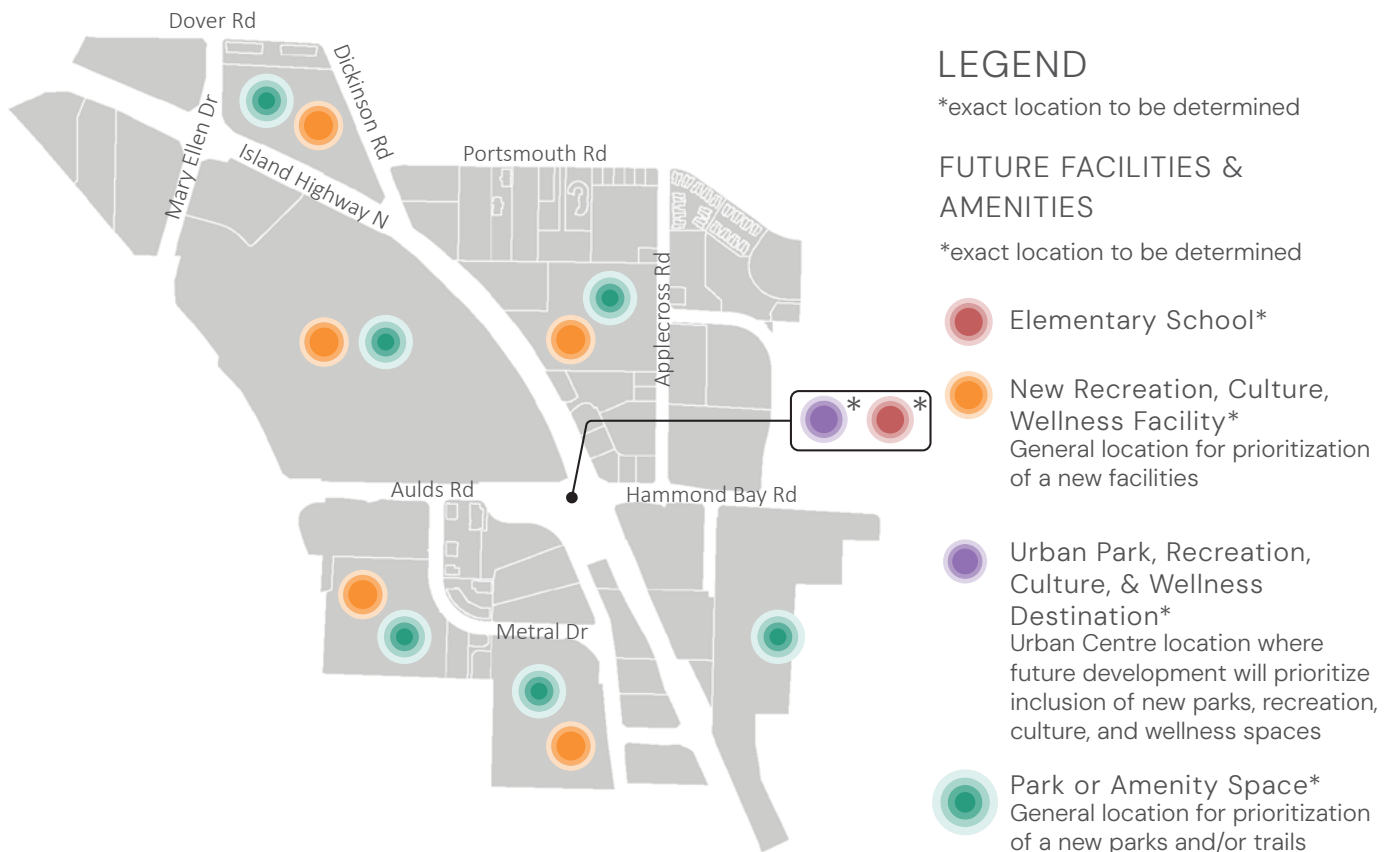


4.2 PARKS, RECREATION, CULTURE, WELLNESS & SCHOOLS

Planned growth in the Woodgrove Urban Centre will require new parks, recreation, culture, wellness and school facilities generally as shown on Figure 15. Funding for these facilities and amenities and their long-term maintenance and operation may come from a variety of sources including:

- Private sector development contributions;
- Potential future Amenity Cost Charges (ACCs);
- Parkland acquisition;
- City reserves;
- Borrowing;
- General revenues;
- Public-private partnerships;
- School site acquisition charges (elementary school); and
- Grants from other levels of government.

FIGURE 15: PARKS, RECREATION, CULTURE, WELLNESS & SCHOOL FACILITIES & AMENITIES



4.3 UTILITIES

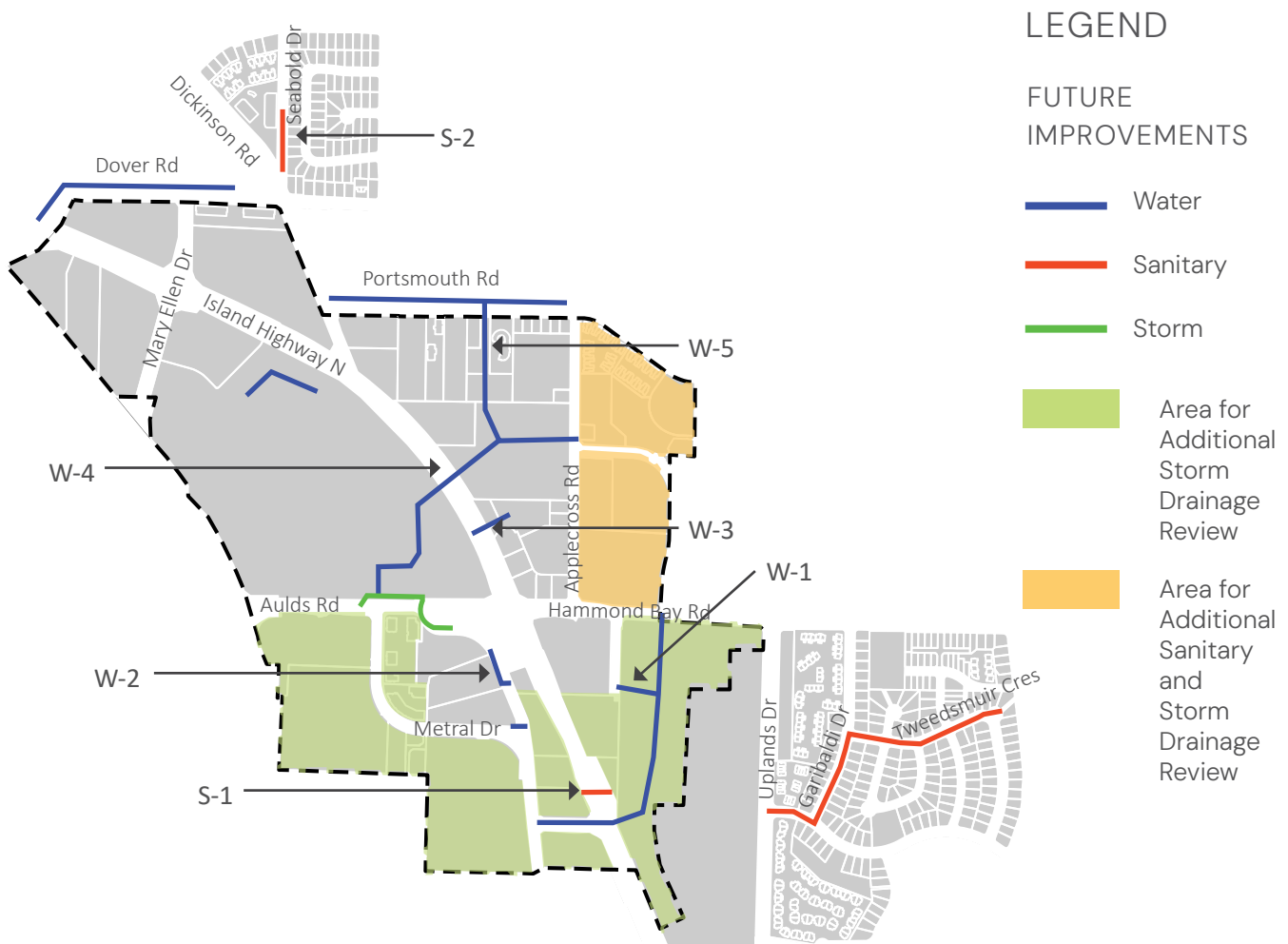
Planned growth in the Woodgrove Urban Centre will require upgrades to the sewer, water and storm drainage utilities as shown on Figure 16. Funding for utility improvements will come from a variety of sources including:

- Works and services constructed as part of the site servicing requirements for individual developments as required by the *Subdivision Control Bylaw*;
- Potential future DCC funded infrastructure to support project growth, as identified on Figure 16;
- The City’s sewer and water utilities for construction and replacement of infrastructure; and
- The City’s general reserves for construction and replacement of drainage infrastructure.

The following may be considered for a future DCC program within the Woodgrove Urban Centre:

- S-1 | Parkwood Drive Area Sanitary Upgrades
- W-1 | Watermain Loop to Marlin Way
- W-2 | Watermain Upgrade at 6469 Metral Drive
- W-3 | Watermain Loop at 6580 Island Highway
- W-4 | Watermain Loop to Calinda Street
- S-2 | Seabold Road Sanitary Upgrades
- W-5 | Watermain Loop to Portsmouth Road

FIGURE 16: INFRASTRUCTURE PROJECTS



5.0 IMPLEMENTATION

SECTION 1

SECTION 2

SECTION 3

SECTION 4

SECTION 5

The Woodgrove Area Plan establishes policy to ensure that development and investment aligns with the community's vision to transform the Woodgrove Urban Centre into a complete community. The Woodgrove Area Plan's implementation will be supported by the following actions and monitoring targets.

5.1 ACTIONS

- 5.1.1 Review the zoning of lands within the Woodgrove Urban Centre, to align with the Woodgrove Area Plan policies.
- 5.1.2 Work with the Ministry of Transportation and Transit to develop and Urbanized Corridor Plan to transition the Island Highway N (19A) through the Woodgrove Urban Centre to a Mobility Arterial road.
- 5.1.3 Amend the *Manual of Engineering Standards and Specifications* (MOESS) to include the new active mobility road standard.
- 5.1.4 Review regulations relating to hours of operation, conditions of use and patio requirements, to ensure businesses in the Woodgrove Urban Centre are not unduly restricted and can contribute to making the Urban Centre a vibrant destination.
- 5.1.5 Explore opportunities to establish the Woodgrove Urban Centre as a major regional transit-oriented employment node by:
 - i. Developing an Office Market Development Strategy focusing on business attraction, retention and expansion; and
 - ii. Creating incentives to attract office space development.
- 5.1.6 Align parks and open space zoning with the parks and open spaces categories outlined in the Woodgrove Area Plan.
- 5.1.7 Review whether any parks, open spaces, recreation, culture and wellness facilities and amenities identified in the Woodgrove Area Plan are to be incorporated into the City's *Property Management Strategy*.
- 5.1.8 Update/establish a parkland acquisition and funding strategy to secure land or financial contributions for new parks, open spaces, recreation, culture and wellness facilities and amenities in the Woodgrove Urban Centre.
- 5.1.9 Work with School District 68 to secure a new elementary school for the Woodgrove Urban Centre.

5.2 MONITORING TARGETS

Targets have been identified to monitor the transformation of the Woodgrove Urban Centre into a complete community. The targets are intended to measure how the Woodgrove Urban Centre is advancing toward its goals of increasing housing diversity, improving multimodal transportation options, enhancing access to daily needs, and upgrading infrastructure to support future growth. The results are anticipated to help inform if policy changes and/or additional actions are required to achieve the goal of a complete community.

NATURAL ENVIRONMENT

- 5.2.1 Achieve 30% tree canopy coverage in the Woodgrove Urban Centre.
- 5.2.2 Increase the percentage of land cover that is permeable which includes landscapes that absorb and mimic natural systems, such as stormwater detention and absorbent landscapes in the Woodgrove Urban Centre.

HOUSING TARGETS

- 5.2.3 A housing tenure mix in accordance with the most current *Housing Needs Report*.
- 5.2.4 Housing affordability options in accordance with the most current *Housing Needs Report*.
- 5.2.5 Bedroom mix options in accordance with the most current *Housing Needs Report*.

TRANSPORTATION TARGETS

- 5.2.6 Mode split target of 76% auto, 16% active and 8% transit by 2046 or 7,500 people for the Woodgrove Urban Centre.
- 5.2.7 Maintain a transportation Level of Service of C for all intersections in the Woodgrove Urban Centre as population increases.

ACCESS TO DAILY NEEDS TARGETS

- 5.2.8 All residential units (100%) within the Woodgrove Urban Centre can access each daily need within a 15-minute / 800-metre walk and 15-minute / 2,700-metre cycle. These basic daily need destinations include: daycare, employment options, grocery store, parks and open spaces, pharmacy and recreation, cultural and wellness facilities and school.
- 5.2.9 Maintain a maximum retail and office vacancy rate of 5% in the Woodgrove Urban Centre.
- 5.2.10 Provide a balanced amount of gross-floor area for small-scale retailers (50%) to large scale retailers (50%) within the Woodgrove Urban Centre.
- 5.2.11 That 20% of the land base in the Woodgrove Urban Centre is dedicated to the public realm which includes publicly accessible parks and open spaces, plazas, recreation, culture, wellness and school facilities and other publicly accessible space.

