



Newcastle + Brechin

Neighbourhood Plan



City of Nanaimo

NEWCASTLE + BRECHIN NEIGHBOURHOOD PLAN

Consolidated Version

2017-SEP-11

All persons making use of this consolidation are advised that the amendments have been consolidated for convenience only, and that the original bylaws should be consulted for all purposes of interpretation and application of the bylaw.

Includes Amendments:

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Acknowledgements

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Newcastle + Brechin Neighbourhood Plan Committee

Newcastle Neighbourhood Association
Brechin Hill Community Association
Stewart Avenue Waterfront Stakeholders Association

Urban Design Consultants

Urban Forum Associates
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Additional Resources

Nanaimo Community Archives
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Part A Introduction

- 1 Neighbourhood Plan Context
- 2 Purpose of the Neighbourhood Plan
- 3 Neighbourhood Profile



1 Neighbourhood Plan Context

The City of Nanaimo “OFFICIAL COMMUNITY PLAN BYLAW 2008 NO. 6500” (planNanaimo), was adopted in September 2008. Within this Official Community Plan (OCP), Goal Seven speaks to neighbourhood and area planning, and the development of neighbourhood plans, as critical to achieving the objectives of the OCP.

This Neighbourhood Plan forms part of the City’s Official Community Plan. In British Columbia, the legal authority for local governments to adopt an OCP is derived from the *Local Government Act*. This *Act* outlines required content for community plans, primarily focused on the location, type and form of various land uses. The *Act* also provides local governments with the ability to address policies related to social issues, economic activities and the natural environment.

The OCP acts as a guide for decision making on planning and land management issues by City Council. It provides direction related to elements such as the location and type of residential, commercial and industrial development, the availability of transportation choices and utility servicing, and also considers environmental, social and economic issues.

All future land use decisions must be consistent with the OCP. However, the OCP is not a static document and the City may, from time to time, amend the OCP to adapt to new trends in the community or respond to changing conditions.

The OCP established the overarching city wide principle of striving toward a more sustainable Nanaimo and set key goals as follows:

- 1 Manage Urban Growth** by focusing urban development within a defined Urban Containment Boundary (UCB).
- 2 Build a More Sustainable Community** by creating urban nodes and corridors that support higher densities and a wider range of amenities and services than found in the surrounding residential neighbourhoods.
- 3 Encourage Social Enrichment** whereby Nanaimo is considered a socially sustainable community that nurtures a caring, healthy, inclusive and safe environment, and which empowers all of its citizens to realize their aspirations.
- 4 Promote a Thriving Economy** through efforts to grow and diversify the local economy from the current tax base, affording opportunities for residents and businesses, while staying within the capacity of the natural environment.

- 5 **Protect and Enhance Our Environment** by looking after Nanaimo’s natural diversity of terrestrial, freshwater and marine ecosystems in the course of land use and development.
- 6 **Improve Mobility and Servicing Efficiency** by creating greater accessibility and more opportunity for safe and convenient movement around the city by transit, cycle and on foot.
- 7 **Work Towards a Sustainable Nanaimo** which is the critical goal for moving from “planning to action.” Nanaimo strives to meet the vision of the OCP to build upon the strengths of the City and work to improve those areas where changes in economic, social and environmental conditions would create a stronger, more effective, sustainable city.



2 Purpose of the Neighbourhood Plan

The Neighbourhood Plan is intended to apply the broader goals and objectives of the OCP, including those related to sustainability, land use, social, economic, environmental, and mobility and servicing. Its purpose is to achieve the goals and objectives of the OCP while providing detailed policies to support the OCP within the planning area. It is intended to create a more livable neighbourhood.

The Neighbourhood Plan ultimately offers a long range vision for the neighbourhood that guides future development and improves quality of life for both neighbourhood and city residents as a whole. It addresses key issues for the neighbourhood area including mobility, neighbourhood character, land use, scale and form of development, density and view corridors, integration of land uses, and built form transitions and edges.

Neighbourhood Plan Elements

- Specific land use designations within the neighbourhood
- Identification of environmental and other unique features
- Location of local services
- Local parks and open space
- Specific residential densities
- Road classifications and bicycle, pedestrian, sidewalk, trail, and other facilities
- Neighbourhood character and design guidelines

3 Neighbourhood Profile

Neighbourhood Plan Area

The Newcastle + Brechin neighbourhood is comprised of three distinct areas including:

- the Newcastle neighbourhood;
- the Brechin Hill neighbourhood; and
- the Stewart Avenue corridor area.

Covering a land area of approximately 164 hectares (405 acres), the Neighbourhood Plan area is bordered to the west by the E&N Rail Line, sloping down to Newcastle Channel to the east, to the north by the Cilaire subdivision, and to the south by downtown Nanaimo. The geographical extent of the Neighbourhood Plan area is shown in Figure 1.

Land Use

The existing land use pattern consists primarily of single family and multiple family residential uses throughout the neighbourhood, with commercial uses delineating the character of Terminal Avenue to the west, and marine related uses along Stewart Avenue to the east. Commercial uses are generally service oriented in nature, while the industrial uses range from service and transportation related, to heavy industrial activity such as fuel storage and boat building and repair.



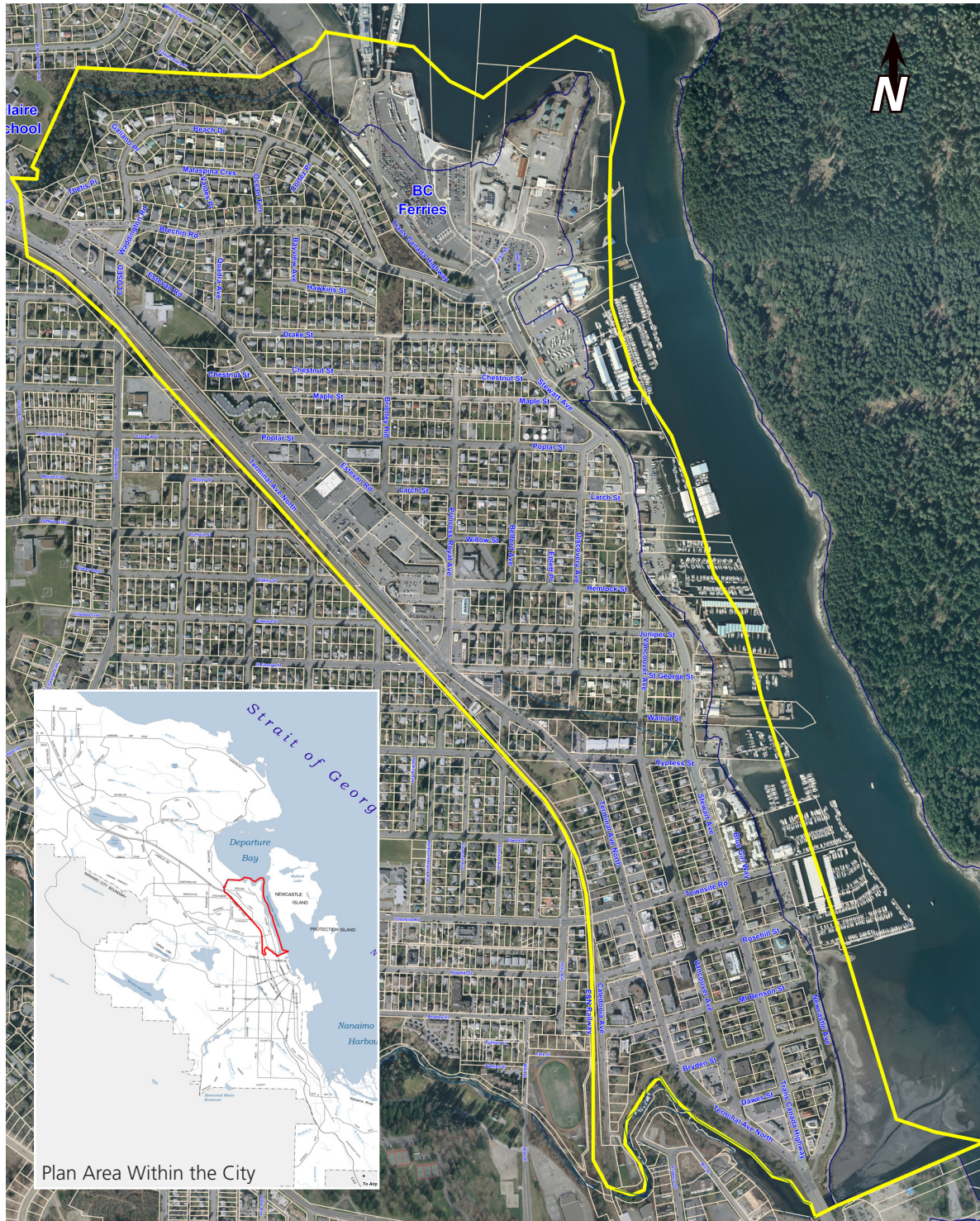


Figure 1 - Neighbourhood Plan Area

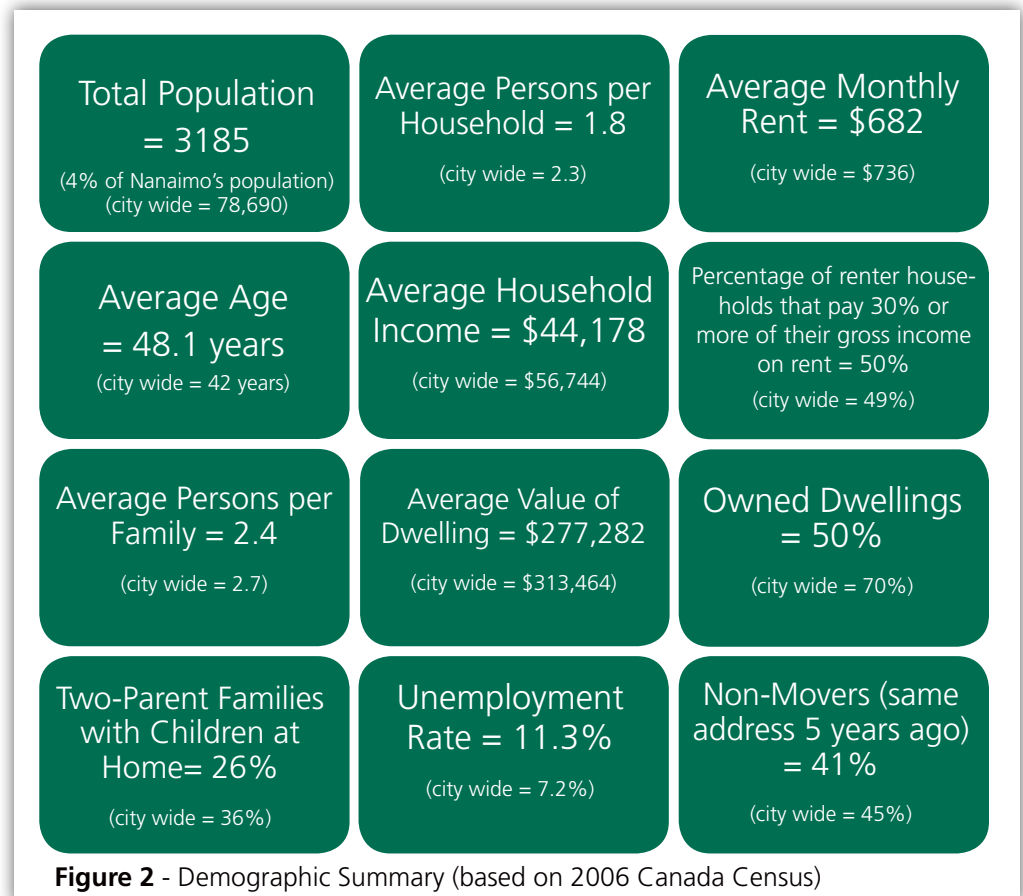


Demographic Summary

The Newcastle + Brechin Neighbourhood Plan area contains a population of approximately 3185 persons, as per the 2006 Canada Census data, representing four percent of Nanaimo's total population; with the area experiencing a modest growth rate of four percent for the period of 1996 to 2006.

Population density within the neighbourhood is also comparable to some other areas within Nanaimo. At a total size of 164 hectares (1.64 square kilometres), the Newcastle + Brechin area has a residential density of 19 persons per hectare, as compared to nine persons per hectare for the City. At 1.8 persons per household, this represents approximately 10 residential units per hectare for the neighbourhood.

Other key indicators identified for the neighbourhood are as noted in Figure 2.



Neighbourhood History

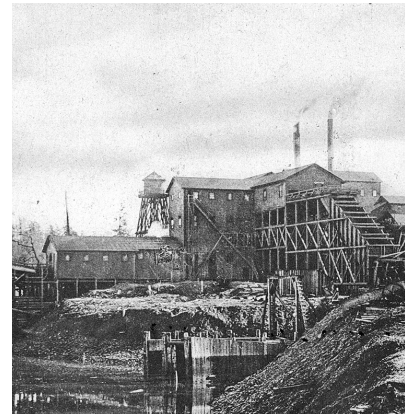
The Newcastle + Brechin Neighbourhood Plan encompasses an area of Nanaimo that has played a significant role in Nanaimo's history. One of the oldest neighbourhoods adjacent to the downtown core, it has historically acted as a transportation hub for vehicles, air and boating traffic. Currently home to floatplanes, provincial ferries, and pleasure craft, there is evidence to suggest that a boating club existed as far back as 1897, prior to the existence of the current Nanaimo Yacht Club.

As a waterfront community, the neighbourhood has historically seen a mix of uses, with its initial workings focussed on industrial activity. Fish salteries began to appear along the Newcastle waterfront in the early 1900s, and these soon led to the development of a small settlement, cannery and shipyard. These salteries, operated primarily by Japanese-Canadians, remained in the community through to World War II. While not to the same scale, industrial activity still maintains a presence along the waterfront.

In 1893, a provincial jail was constructed at the corner of Stewart Avenue and Townsite Road, amidst the industrial activity. Managed by R. William Stewart, for which Stewart Avenue is named, the jail was capable of housing up to 100 prisoners. These resident prisoners were tasked with undertaking community work, which included activities such as tree planting within the immediate neighbourhood. The jail's history is relatively short. Following its active operation, it was later used for internment purposes during World War I and was subsequently closed in 1915.

Where miner's cottages originally lined the shores along Brechin Hill, housing the workers for the Brechin Mine located at what is now the Departure Bay Ferry Terminal, the area slowly transformed into a residential community. The Townsite vicinity became known as one of the more affluent areas of Nanaimo, with former residents including Frank Ney, R. William Stewart, and Albert Dunn. The neighbourhood's historical housing stock (built prior to 1946) still represents eight percent of total residences.

Over time, the neighbourhood has transitioned from an area focused on mining and industrial activity, to one of older residential homes with supporting commercial and marine oriented activity. Given its proximity to downtown, and the substantial movement of vehicular traffic through the area, a neighbourhood plan respecting its history and future development in a sustainable manner, is of prime importance.



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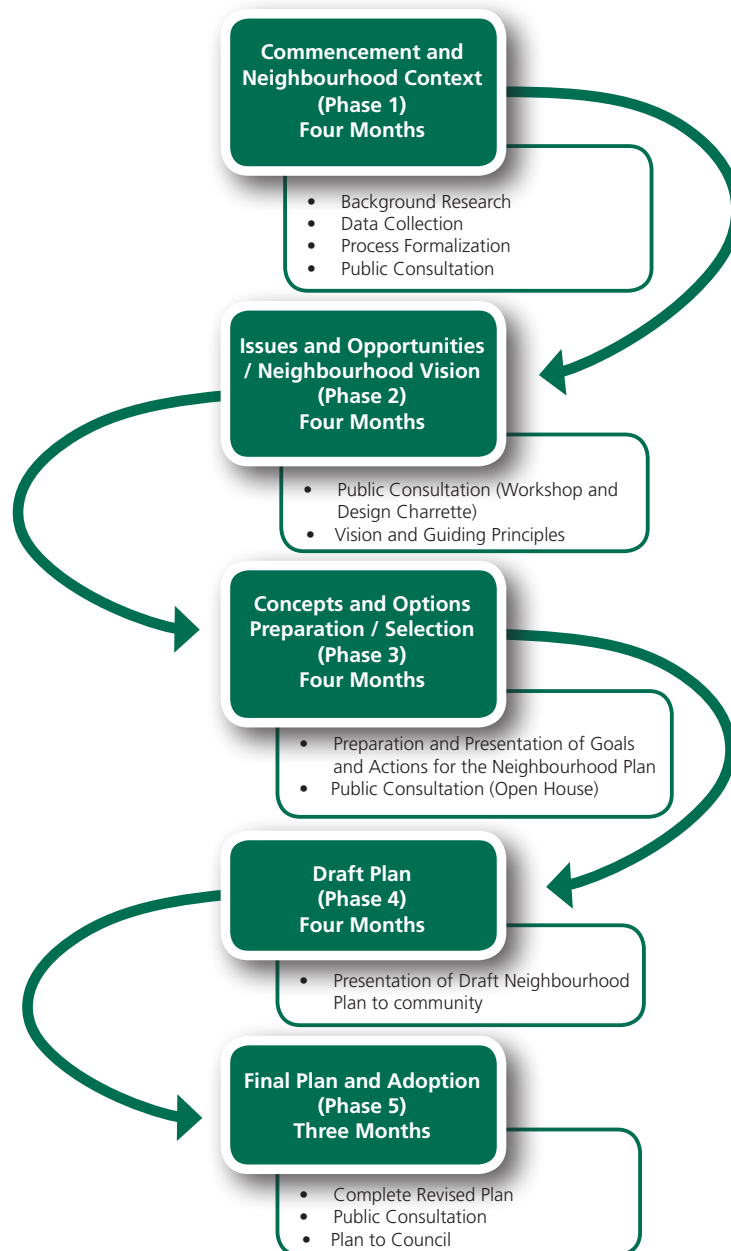


Part B Neighbourhood Plan Process

1 Neighbourhood Plan Process



On 2008-SEP-08, the Council for the City of Nanaimo adopted a new Official Community Plan (planNanaimo) that included a vision and guiding principles for the city in its entirety. One of the action items listed within this Official Community Plan (OCP) included the development of a Stewart Avenue Corridor plan, including the Brechin Hill area. This neighbourhood plan process was initiated in 2009 and consisted of five distinct phases.



Phase One: Commencement and Neighbourhood Context

Phase One of the process included initial background research and data collection, physical survey of the neighbourhood, and development of a community profile. Information included items such as demographics, existing land use and proposed development projects, topography and infrastructure.

The Newcastle + Brechin Neighbourhood Plan Committee was also initiated, including members from each of the three representative stakeholder areas:

- Three representatives from the Newcastle Neighbourhood Association
- Three members from the Brechin Hill Community Association
- Three members from the Stewart Avenue Waterfront Stakeholders Association

To assist with development of the urban design framework and design guidelines for the Neighbourhood Plan, a team of design professionals was also contracted and consisted of representatives from Urban Forum Associates and Ramsay Worden Architects.

Phase One concluded with an Open House held on 2009-OCT-08 to introduce the planning process to the neighbourhood, of which approximately 180 people attended. Comments Sheets were made available to the public to receive their input.

Phase Two: Issues and Opportunities / Neighbourhood Vision

Phase Two of the planning process focussed on substantial work with the Neighbourhood Plan Committee, including a series of meetings and a walking tour of the neighbourhood. This was followed by an Issues and Opportunities Workshop, held 2009-NOV-10, which provided an opportunity for the community to vocalize their concerns for the neighbourhood. Approximately 46 people participated in this facilitated Workshop, with a focus on open discussion as well as completion of worksheets.





Phase Three: Concepts and Options Preparation / Selection

Phase Three incorporated two opportunities for public input into the planning process. The first consisted of a two day design workshop held on 2010-JAN-15 and 2010-JAN-16. Facilitated by City staff and the urban design consultants, approximately 60 participants from the neighbourhood and some local design professionals identified issues within the neighbourhood and developed initial urban design concepts for the neighbourhood.

Along with continued discussion with the Neighbourhood Plan Committee and a second walking tour of the neighbourhood, a Concepts and Options Open House was held on 2010-MAR-09 to present work done to date, including draft guiding principles, land use options and plan concepts. As with the other public events, this Open House was well attended by over 180 people, with Comments Sheets made available to receive public input.

Again, a series of meetings was held with the Neighbourhood Plan Committee to discuss the progress and content of a neighbourhood plan. A special Waterfront Workshop was also held for the Committee in May 2010 to specifically discuss the waterfront area and associated items.

Phase Four: Draft Plan

This phase began with a Neighbourhood Plan Update distributed to the neighbourhood in June 2010. This newsletter updated residents and property owners of the current status of the neighbourhood plan process and highlighted overall policies to be included in the Neighbourhood Plan.

City staff continued to meet with the Neighbourhood Plan Committee to further refine Neighbourhood Plan policies and land use options for the neighbourhood. The results of this work were incorporated into the Draft Neighbourhood Plan and presented to the community at an Open House held 2010-NOV-03. Approximately 250 people attended this Open House.

Phase Five: Final Plan and Adoption

Following public consultation initiated in Phases One through Four, Phase Five provided for consideration of the draft Neighbourhood Plan by the planNanaimo Advisory Committee. The Neighbourhood Plan was subsequently adopted by Council for the City of Nanaimo, as an amendment to the Official Community Plan.



Part C Neighbourhood Sustainability

1 Neighbourhood Sustainability



A sustainable community can be described as “one that offers homes that are located near shops, schools, recreation, work and other daily destinations. These communities offer safe and convenient opportunities to walk, cycle or take public transit. This helps to reduce the time and money spent on driving, reduces greenhouse gas emissions, and makes efficient use of land and services. Inherent in this approach is increased housing density to generate a population base that will support commercial services, other utilities and the provision of public transit. In addition, this approach requires support for mixed use development so that a variety of uses can be found within a convenient distance and an investment in alternative modes of transportation including pedestrian and cycling trails which connect one place to another.” (planNanaimo)

At a base level, sustainability is considered to be the integration of environmental, social and economic interests. These interests can be considered on a range of levels from a global scale down to national, municipal and neighbourhood levels. For example, where greenhouse gas emissions are a global issue, policy addressing this issue can be found at provincial and municipal levels.

The City’s Official Community Plan in its entirety is based on the overarching principle of sustainability.

However, it is at the neighbourhood level that true forms of sustainable development and sustainable living can actually be realized; and taking action on achieving this can come from a number of sources, both private and public.

Residents of the Newcastle + Brechin Neighbourhood Plan area envision their neighbourhood as a sustainable one that, through initiatives to ‘green’ the neighbourhood, clean up the waterfront, promote stormwater remediation, provide for an active lifestyle with alternative transportation modes, encourage local food production, and offer compact, mixed use development, will continue to improve the area as a self sustaining community.

At the neighbourhood level, the concept of sustainability can be addressed through a range of actions, which are generally noted below.

- Reducing neighbourhood and individual household carbon footprint.
- Enhancing habitat biodiversity and managing water resources
- Recognizing and preserving both the natural habitat and cultural heritage features of the area.
- Ensuring a pedestrian scaled neighbourhood focusing on walkability and connectivity through:
 - providing short blocks and numerous pathways that effectively link the neighbourhood;
 - locating goods and services close to home;
 - establishing a cost effective and convenient transit system;
 - offering both walking and bicycle routes, helping to reduce transportation costs and greenhouse gas emissions, thereby promoting a healthier community; and
 - safe and pleasant sidewalks and intersection crossings.
- Establishing a neighbourhood car share option.
- Increasing residential density and providing a range of housing choices, helping to:
 - generate a population base to support local business, services and infrastructure;
 - achieve social sustainability through the creation of a more complete community;
 - house local residents of all ages, income levels, family structures and gender;
 - support local services and transit;
 - reduce greenhouse gas emissions; and
 - reduce service and infrastructure costs.
- Promoting green building design that includes adaptive forms of development that ensure a compact, mixed use community structure.
- Reuse and adaptation of existing buildings to reduce waste in the landfill.
- Energy sharing and district energy systems are important strategies for reducing greenhouse gas emissions.



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Part D Guiding Principles

1 Guiding Principles

The Neighbourhood Plan is intended to address a series of topic areas identified by the community. These topic areas are highlighted through a series of 12 guiding principles, which were developed based on input received from the community during the neighbourhood planning process. They form the foundation of the Neighbourhood Plan by reflecting those areas of importance identified by the area residents.



1 Work Toward a Sustainable Neighbourhood Through Preservation and Enhancement of Its Social, Economic and Environmental Resources. The Newcastle + Brechin neighbourhood is committed to preserving and enhancing its community, ensuring a long term balance between social, economic and environmental factors.



2 Develop a Strong Sense of Community. A lively and interactive local community is supported by residents of the Newcastle + Brechin neighbourhood. This is encouraged through public enjoyment of amenities, local events, and arts and culture.



3 Preserve Heritage Buildings and Historic Sites. The Newcastle + Brechin community is committed to preserving the heritage of the area, encouraging opportunities to enhance heritage sites while still allowing for suitable infill.



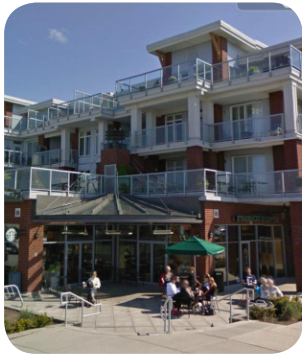
4 Create a Vibrant, Mixed Use Waterfront Neighbourhood That Enhances the Area's Unique Mix of Residential, Commercial and Water Oriented Uses. The Newcastle + Brechin neighbourhood supports a community that emphasizes a strong sense of place, providing for an attractive, vibrant community through mixed uses, pedestrian enhancements, economic opportunities, and environmental quality.



5 Ensure Availability of Suitable, Well Connected Open Spaces. Through appropriate planning, ensure an extensive system of walkable and bike friendly trails and roads throughout the neighbourhood, connecting residents to each other and to the surrounding community.



6 Maintain Key Views and Unique Vistas. The Newcastle + Brechin neighbourhood strongly supports maintaining the views that make this neighbourhood unique to the City, including views to the waterfront and to Mount Benson.



7 Provide for a Suitable Scale of Development that Reflects the Neighbourhood Character. The Newcastle + Brechin neighbourhood encourages development that reflects the natural assets and character of the area, ensuring quality of design, provision of amenities and scale of built form.



8 Encourage Local Economic Activity. Providing employment opportunities for local residents to live and work in the area is an important aspect of the Newcastle + Brechin community.



9 Preserve and Enhance the Natural Environment of this Waterfront Community Through Protection of Its Open Space, Natural Areas and Water Features. The Newcastle + Brechin neighbourhood is committed to proactively addressing environmental factors within the community, encouraging the health and expansion of our natural areas.



10 Provide for a Range of Housing Choices. The Newcastle + Brechin neighbourhood supports the development of a mix of housing types to accommodate residents of all ages and incomes.



11 Develop Effective Transportation Networks. The Newcastle + Brechin neighbourhood encourages the efficient use of public transit within the community, balanced with a safe road network, bike routes and pedestrian access.



12 Encourage an Active and Healthy Lifestyle by Providing Access to Local Opportunities for Outdoor Exercise and Healthy Eating. The Newcastle + Brechin community is envisioned as a safe and healthy place to live, work and play. Opportunities for active recreation, along with the promotion of healthy eating, local markets, and community gardens, are encouraged.



Part E Neighbourhood Plan Policies

- 1 Introduction
- 2 Land Use and Development
- 3 Social Enrichment and Culture
- 4 Economic Development
- 5 Environmental Protection and Enhancement
- 6 Open Space and Connectivity
- 7 Transportation and Infrastructure

1 Neighbourhood Plan Policies Introduction



The following policy sections form the foundation of the Newcastle + Brechin Neighbourhood Plan, addressing specific topic areas in support of achieving the Guiding Principles set out in this Neighbourhood Plan.

The neighbourhood envisioned by these Guiding Principles, and supported through policy, will be a sustainable one with a strong sense of community. It is a vibrant, mixed use waterfront neighbourhood with mixed use developments and a variety of residential building types. Public views are important, as are parks and open spaces, trails and greenways. The natural environment will be enhanced and the area's unique heritage character will be promoted.

An Urban Design Framework and Urban Design Guidelines further support Neighbourhood Plan policy by providing a means to address the area's built form and public realm.

Corresponding policy actions set out in the Neighbourhood Plan's Implementation Strategy will also help realize these guiding principles and policies. The vision for the neighbourhood will ultimately be accomplished through collaboration between the City and area residents, property owners and other stakeholder groups.

Policies are grouped together under the following key sections:

- Land Use and Development
- Social Enrichment and Culture
- Economic Development
- Environmental Protection and Enhancement
- Open Space and Connectivity
- Transportation and Infrastructure

Maps 1 and 2 further support the policies of the Newcastle + Brechin Neighbourhood Plan.

2 Land Use and Development

Policies contained within this section address the Neighbourhood Plan area's future land use and built form. These policies are intended to enhance the Newcastle + Brechin neighbourhood as a unique place and better defining its structure in terms of 'subareas'. Residential density is increased generally in the neighbourhood with a primary focus along the Corridors and Commercial Centre. Mixed use development will also be directed to the Corridor and Commercial Centre areas. These are the focal points for commercial activity, which is in turn, supported by the increased residential density. Small scale commercial will also be promoted in the neighbourhood's medium to high density residential areas, with density increased overall to ensure a local market for the neighbourhood's commercial uses.

The waterfront area is a particularly important space within the neighbourhood, with open spaces and views enjoyed not only by neighbourhood residents but also by city and regional residents and travellers making use of Stewart Avenue and the waterfront promenade. Mixed use development is encouraged to create a more vibrant pedestrian oriented waterfront area that retains its marine character. The public view corridors of the waterfront, as well as views to Mt Benson, will also be addressed as a key feature of the Newcastle + Brechin Neighbourhood Plan area.



These policies support the following guiding principles identified in the Neighbourhood Plan process:

- **Work Toward a Sustainable Neighbourhood Through Preservation and Enhancement of Its Social, Economic and Environmental Resources**
- **Create a Vibrant, Mixed Use Waterfront Neighbourhood That Enhances the Area's Unique Mix of Residential, Commercial and Water Oriented Uses**
- **Preserve Heritage Buildings and Historic Sites**
- **Maintain Key Views and Unique Vistas**
- **Provide for a Range of Housing Choices**

Policies

Neighbourhood Land Use

- 1 Neighbourhood Land Use designations are presented on Map 1 – Neighbourhood Land Use, which forms part of the Neighbourhood Plan and is consistent with the objectives and policies of the Official Community Plan.
- 2 A mix of housing types in the neighbourhood will contribute to an overall healthier community. Housing in the form of duplexes, triplexes, townhomes and condominiums, as well as secondary suites and carriage houses, all serve to diversify the housing stock and provide housing for individuals and families of all age ranges and income levels.



- 3 New single family home construction and upgrades to existing single family homes are encouraged to respect the neighbourhood character by limiting the total floor area of a residence.
- 4 Continue to promote views, public access and the marine character of the waterfront through enhancements and building form of future development.
- 5 Ensure infill projects throughout the neighbourhood are designed to complement the neighbourhood character.
- 6 Ecological features such as steep slopes, watercourses, riparian areas, and significant trees on environmentally sensitive lands are recognized as attributes of the site, and development shall proceed only where the impacts on these features are minimized and can be mitigated. New developments are encouraged to respect the characteristics of the site, including stepping down with the topography to minimize impact on views and alteration of the land.
- 7 Stand alone surface parking lots are not encouraged. Underground parking and / or under building parking, particularly along the waterfront, is highly encouraged.
- 8 The waterfront is a focal point for the neighbourhood and the broader community. Uses that will support this community function as a focal point are encouraged, including entertainment, recreation, accommodation, and service and commercial amenities.
- 9 Where applicable, redevelopment or new development along the waterfront should provide for public views of the water, public access to the waterfront, and continuation of the waterfront promenade through the site.
- 10 Enhancements to, and the creation of, additional parks and open spaces within all land use designations of this Neighbourhood Plan is supported.

Neighbourhood

- 11 Development in the Neighbourhood designation will be characterized by a mix of residential building forms including single family homes, multiple family units, coach houses and secondary suites, and special needs housing at densities of 10 – 50 units per hectare in 2 to 4 storey buildings.
- 12 This designation also supports the location of schools and local service centres within the neighbourhood. Local service centres in the form of small scale commercial or mixed use development is supported on a collector road, at street corners and within a walkable distance for neighbouring residents.
- 13 The development or redevelopment of lands within this designation will respect the neighbourhood character by considering the surrounding context such as architecture, scale, topography and site characteristics. Where applicable, the preferred building form is a stepped down approach to respect slope conditions and maximize views.
- 14 The double frontage block between Chestnut Street and Maple Street is unique, and is encouraged to develop in a manner that maximizes the use of existing roads and infrastructure with buildings fronting on both streets.



Residential Corridor

- 15 The Residential Corridor designation is located primarily along Vancouver Avenue, but also includes portions of Newcastle, Belford and Caledonia Avenues. Development in the Residential Corridor is characterized by a mix of residential building forms, at residential densities of 40 – 100 units per hectare in 3 to 4 storey buildings. Development must respect the heritage character of the area, conserving and rehabilitating heritage buildings, structures and landscapes.
- 16 Small scale commercial uses will be supported where they are located in mixed use developments at street corners or where they preserve heritage buildings.
- 17 Sensitive infill within the Residential Corridor that complements the area's built heritage is required.



Mixed Use Corridor

- 18 Development in the Mixed Use Corridor will be characterized by a mix of uses including multiple unit residential development, hotels, public amenities, and commercial and service activity in mixed use developments of 4 to 6 storeys.
- 19 Residential uses within the Mixed Use Corridor are supported at residential densities of 50 - 150 units per hectare.
- 20 Commercial services within mixed use development shall be supported in the Mixed Use Corridor designation. In mixed use developments, ground floor uses will be retail, office or community uses that invite public activity. Residential and / or professional uses will be encouraged in upper storeys.
- 21 Development in the Mixed Use Corridor designation will address the interface between the Mixed Use Corridor, and Residential Corridor and Neighbourhood designations. Design elements of building siting, height and massing will be used to ensure a transition from the Mixed Use Corridor to the adjacent Residential Corridor or Neighbourhood designations.

Commercial Centre

- 22 The Commercial Centre designation applies to what is commonly referred to as the Terminal Park area. Development in the Commercial Centre, the primary commercial area for the Neighbourhood Plan area, will be characterized by a mix of uses including community services and facilities, personal service and residential care, commercial and retail facilities, local service and institutional (including schools).
- 23 Higher density residential uses within the Commercial Centre are also supported, at residential densities of > 150 units per hectare.
- 24 Building forms of greater than 2 storeys are permitted. Stand alone commercial buildings up to 2 storeys are supported.
- 25 Free standing retail warehouses or large box retailers with a gross floor area of 4645 m² (50,000 ft²) or more are not supported in the Commercial Centre.
- 26 Fast food outlets are encouraged to locate only in the Commercial Centre of the Neighbourhood Plan area.
- 27 Development of a road right-of-way through the Commercial Centre, from Terminal Avenue to Estevan Road, is supported to provide improved access into the neighbourhood.

Medium Low Density Waterfront

- 28 The Medium Low Density Waterfront designation applies to lands primarily along the southern portion of Newcastle Channel, including the Nanaimo Yacht Club location, as well as the BC Ferries Departure Bay Terminal. Development will be characterized by a mix of uses including marinas and marine related uses, commercial, residential, recreational, open space, and pedestrian activity.

- 29 Residential uses within the Medium Low Density Waterfront will be primarily multiple family residential at residential densities of 20 – 50 units per hectare in 2 to 3 storey buildings.

Medium Density Waterfront

- 30 The Medium Density Waterfront designation applies to lands primarily along the central portion of the area's waterfront, between Maple Street and Juniper Street. Development will be characterized by a mix of uses including marinas and marine related uses, commercial, hotels, residential, recreational, open space, and pedestrian activity.
- 31 Residential uses within the Medium Density Waterfront will be primarily multiple family residential at residential densities of 40 - 100 units per hectare in 2 to 4 storey buildings. Float homes are also supported at 1 to 2 storey building heights.
- 32 To ensure adequate moorage facilities for boat owners, float homes may be located in no more than 50 percent of total marina moorage within this Medium Density Waterfront designation.



Medium High Density Waterfront

- 33 Development in the Medium High Density Waterfront will be characterized by a mix of uses including marinas and marina related uses, commercial, hotels, residential, recreational, open space and pedestrian activity.
- 34 A height of up to 4 storeys above Stewart Avenue is specified for the Medium High Density Waterfront designation. Additional height may be supported as part of a rezoning and development approvals process where a proposed development is evaluated based on its merit, site suitability, and placement on the site; and where it provides additional amenities that implement neighbourhood plan policies set out in this Neighbourhood Plan. Amenities to be considered for additional height include:
- View protection
 - Traffic calming measures, which could include pedestrian crosswalks, pedestrian overpasses, roundabouts
 - Bike paths and / or lanes, trail installations and improvements, and additional pedestrian connections
 - Street furniture, light standards, landscaping, public washrooms
 - Green boulevard features, which could include street trees, rainwater management systems
 - Public art
 - Community gardens
 - Public meeting space, which could include public plazas, meeting rooms, stand alone community centres



- Parkland and beach areas, including facilities for a public wharf and kayak access
- On site heritage building conservation
- Environmental enhancement and sustainability
- Design incorporating a marine character
- Underground parking
- Affordable housing
- Commercial storefronts
- Green design strategies, which could include green roofs and on site renewable energy

35 Residential uses within the Medium High Density Waterfront will be primarily multiple family residential, at residential densities of 50 - 150+ units per hectare. Float homes within the foreshore area are also supported at 1 to 2 storey building heights.

36 To ensure adequate moorage facilities for boat owners, float homes may be located in no more than 50 percent of total marina moorage within this Waterfront designation.

Parks and Open Space

37 The City's Parks, Recreation and Culture Master Plan is the guiding document for the provision of parks and open space in the city, and will be updated to reflect the policies set out in this Neighbourhood Plan.

38 Existing Parks and Open Space lands, as well as possible future park land are identified on Map 1 – Neighbourhood Land Use. The locations of potential future park land are intended to indicate general location. Their identification is intended to assist the City and land owners to anticipate long term plans, and for the City to negotiate the purchase or dedication of park land.

Incompatible Land Use

39 The City will work with existing industrial businesses that are incompatible with nearby residential uses to review options for relocation of the industrial activity to an area outside the neighbourhood, as feasible.

3 Social Enrichment and Culture

Policies contained in this section encourage enrichment of the neighbourhood's social and cultural development. The neighbourhood's historic resources are of particular importance to the community and will be fully addressed, including additional focus to Vancouver and Stewart Avenue areas. Community spaces should be enhanced, with new ones created, with public art installed throughout the neighbourhood to enhance these spaces.

Social service and safety issues are also addressed, with policy focusing on the dispersal of social service programs, providing for affordable housing, and working with local organizations and other stakeholders to reduce criminal activity. Communications amongst neighbourhood associations and other organizations such as BC Ferries, the Ministry of Transportation and Snuneymuxw First Nation will be promoted.



These policies support the following guiding principles identified in the Neighbourhood Plan process:

- **Preserve Heritage Buildings**
- **Develop a Strong Sense of Community**

Policies

Community Gathering Places and Public Art

- 1 Encourage the provision of public meeting spaces and community centres within the neighbourhood that will serve the surrounding residents, and particularly locating small community centres in strategic locations within the neighbourhood.
- 2 Consider the policies of the *Nanaimo Cultural Strategy* and the *Art in Public Places Guidelines and Procedures* in implementing a public art program for the Newcastle + Brechin neighbourhood. Specific items to address include:
 - Encourage artistic activities throughout the neighbourhood to provide for a positive street presence in a livable neighbourhood.
 - Consider the incorporation of public space along the waterfront that provides opportunity for performing arts and displaying public art.
 - Incorporate public art into new developments and streetscapes, including Stewart Avenue and Terminal Avenue North.
- 3 Investigate the possibility of implementing a neighbourhood street sign program with a design tailored to the character of the Neighbourhood Plan area.



Heritage Character

- 4 To provide for increased recognition and conservation of heritage properties within the Neighbourhood Plan area, the City will explore the creation of a Heritage Conservation Area for portions of the neighbourhood generally along Vancouver, Stewart and Newcastle Avenues.
- 5 The review and placement of additional neighbourhood historical buildings and sites, as listed in Figure 3, will be supported. Properties of historical interest that are not on the heritage register are encouraged to develop in a manner that is mindful of their historic character.
- 6 Sensitive infill on a heritage site is supported where the heritage of that site, including buildings, trees and signage, is protected. Where historically significant features such as trees, landscaping and signage are present, incorporate these features into new development, as appropriate.
- 7 Encourage the reuse of the neighbourhood’s historic sites and buildings, and particularly where it is feasible to reuse buildings for multiple family residential units or professional office space.

List of Potential Heritage Properties

923 Beach Drive	251 Mt Benson Street	660 Terminal Avenue N
1444 Belford Avenue	135 Newcastle Avenue	680 Terminal Avenue N
990 Brechin Road	149 Newcastle Avenue	905 Terminal Avenue N
1675 Brierley Hill	2191 Ocean Terrace	125 Townsite Road
178 Bryden Street	560 Poplar Street	135 Townsite Road
480 Chestnut Street	570 Poplar Street	150 Townsite Road
503 Chestnut Street	235 St George Street	280 Vancouver Avenue
766 Chestnut Street	310 St George Street	290 Vancouver Avenue
390 Cypress Street	320 St George Street	350 Vancouver Avenue
65 Dawes Street	80 Stewart Avenue	360 Vancouver Avenue
1123 Discovery Avenue	137 Stewart Avenue	364 Vancouver Avenue
420 Drake Street	201 Stewart Avenue	471 Vancouver Avenue
511 Drake Street	220 Stewart Avenue	480 Vancouver Avenue
780 Drake Street	245 Stewart Avenue	505 Vancouver Avenue
1430 Estevan Road	270 Stewart Avenue	511 Vancouver Avenue
1958 Estevan Road	475 Stewart Avenue	522 Vancouver Avenue
1986 Estevan Road	503 Stewart Avenue	536 Vancouver Avenue
2011 Estevan Road	569 Stewart Avenue	545 Vancouver Avenue
2020 Estevan Road	630 Terminal Avenue N	
980 Malaspina Crescent	640 Terminal Avenue N	

Figure 3 - List of Potential Heritage Properties

Social Services / Affordable Housing

- 8 The City's existing decentralization, notification and community engagement policy with respect to the location of social service and supportive housing uses in the neighbourhood is supported.
- 9 Ensure affordable housing, seniors housing, residential care homes, and other special needs housing is available to all age groups and all income levels within the neighbourhood.
- 10 The construction of affordable housing units within new and existing residential developments is encouraged.
- 11 As part of an overall affordable housing strategy, the City will work to set a specific affordable housing unit target per new development.



Safety and Security

- 12 New development or redevelopment of existing properties should address CPTED (Crime Prevention Through Environmental Design) principles to provide for enhanced personal safety.
- 13 The City will support local neighbourhood groups and the RCMP in developing local neighbourhood watch programs.
- 14 Neighbourhood stability and continued security will be provided through the combined efforts of the City's Bylaw Services Department, RCMP, and neighbourhood residents.
- 15 The City will continue to work with the RCMP and neighbourhood residents to reduce criminal activity occurring within the area, including drug use and prostitution.

Seniors and Youth

- 16 The City will work with the neighbourhood associations to develop park, recreation and culture opportunities in the neighbourhood that include both a senior and youth focus, and promote universal accessibility in the design of park, trail and roadway improvements.
- 17 Ensure boulevard treatments provide amenities suitable to the neighbourhood residents, which may include park benches, informal play areas, and wheelchair accessible sidewalks.
- 18 Ensure business operations provide adequate barrier free facilities to accommodate disabled individuals.
- 19 An adequate level of child care service located in the neighbourhood will be encouraged.



Communication

- 20 The City will periodically meet with neighbourhood associations to evaluate the progress of the Neighbourhood Plan, determine if any changes are needed, and to discuss any issues of concern to the neighbourhood.
- 21 The City will continue to consult with the applicable neighbourhood association where development proposals have been submitted for the area.
- 22 The City will work with the local neighbourhood associations to promote community events, festivals and other activities in the area.
- 23 Promote increased communication between the City, neighbourhood, School District, Snuneymuxw First Nation, Ministry of Transportation and BC Ferries, for the purposes of information sharing and partnership on servicing, security, community building, planning and arts and culture initiatives.

4 Economic Development

Policies contained within this section focus primarily on the continued support for economic health and sustainability within the neighbourhood. Located on major roads, commercial areas sited within the Neighbourhood Plan area service not only neighbourhood residents, but also city, regional, and the travelling population, where they are easily accessible.

Policies reflect this customer base by supporting economic activity within easily accessible designated portions of the neighbourhood, encouraging the utilization of marine oriented uses by local residents and tourists, and promoting economically viable waterfront opportunities for commercial, recreational and service related activities. Development incentives to support these uses will also be explored.

The provision of these goods and services within the Neighbourhood Plan area where they are easily accessible ultimately provides for a more sustainable neighbourhood.

These policies support the following guiding principles identified in the Neighbourhood Plan process:

- **Encourage Local Economic Activity**
- **Work Toward a Sustainable Neighbourhood Through Preservation and Enhancement of Its Social, Economic and Environmental Resources**

Policies

Community Economic Development

- 1 In order to encourage development and investment in the neighbourhood, the feasibility of establishing a Development Incentive Program designed to encourage commercial and residential investment within the Neighbourhood Plan area's Commercial Centre and Mixed Use Corridor designations will be explored.
- 2 Increased economic activity and employment along Terminal Avenue, Estevan Road, Princess Royal Avenue and Stewart Avenue, with pedestrian oriented retail and office uses, will be encouraged.
- 3 Appropriate long term commercial development of the Commercial Centre to support existing and future residential development both within the Commercial Centre and surrounding area, will be supported.
- 4 The potential for siting a public market in the Pimbury Point area, as part of a redevelopment, will be explored.





- 5 Compatible water related activities along the waterfront, including marinas and related uses, recreational operations, and commercial and service related operations, will be encouraged.
- 6 The City will pursue appropriate public amenities and infrastructure upgrades for the neighbourhood where developments are proposed, as noted in the Development Amenities section of this Neighbourhood Plan.
- 7 The City will encourage and support the operation of a foot passenger ferry between Nanaimo and Vancouver, and for which the Nanaimo terminal may be located in the Newcastle + Brechin neighbourhood.

5 Environmental Protection and Enhancement

Policies contained in this section focus on the improvement of environmental quality and the promotion of sustainable development practices. The protection and enhancement of the neighbourhood's environment resources can occur through a multitude of methods, including the expansion of garbage and recycling activities, promotion of sustainable building techniques and energy efficiency programs, and mitigation of industrial operations on both the environment and neighbourhood residents. Of particular importance to the neighbourhood is the improved health of the area's watercourses, and policies address this concern through best management practices, community engagement and restoration activities. Ongoing educational opportunities and interaction with the community on environmental issues will be pursued.

These policies support the following guiding principles identified in the Neighbourhood Plan process:

- **Work Toward a Sustainable Neighbourhood Through Preservation and Enhancement of Its Social, Economic and Environmental Resources**
- **Develop a Strong Sense of Community**
- **Preserve and Enhance the Natural Environment of this Waterfront Community Through Protection of Its Open Space, Natural Areas and Water Features**



Policies

Watercourses and Water Quality

- 1 Assess water quality in the neighbourhood's watercourses, including Newcastle Channel, Northfield Creek and St George Ravine and determine if water quality can be improved.
- 2 Encourage boating activity to undertake best management practices in order to mitigate potential impact on water quality and fish habitat.
- 3 New developments should provide public access to the waterfront and other watercourses, where appropriate, and undertake restoration of the watercourse and shoreline as necessary.
- 4 Encourage daylighting (de-culverting) to restore and enhance watercourses, and to contribute to a rainwater strategy.

Environmental Awareness

- 5 The City will partner with local organizations in environmental activities such as invasive species removal, community gardens and street tree planting, and that also promote community involvement.
- 6 The City will use its online Habitat Atlas as an educational tool to highlight the neighbourhood's environmental features and the status of any monitoring / restoration programs in the community.



Recycling / Garbage Disposal

- 7 The City will work with the neighbourhood associations, businesses, residents and the Regional District of Nanaimo to expand the scope of waste recycling, including organic waste pickup, and litter pick up efforts.

Environmental Monitoring, Resource Conservation and Emissions Reduction

- 8 The City will promote the creation and restoration of habitat and particularly within environmentally sensitive areas located within the Neighbourhood Plan area.
- 9 The City will continue to work with the neighbourhood associations, BC Ferries, and local businesses to ensure operational impacts on the environment and neighbourhood residents are minimized.
- 10 The City will pursue any available Provincial infrastructure grant programs to further implement green street installations within the Neighbourhood Plan area.
- 11 The City will complete a 'high level' community Energy Audit in order to identify how energy is being used in the neighbourhood and ways that government organizations, businesses and residents in the neighbourhood can reduce energy use.
- 12 The City will work with neighbourhood associations and other stakeholders to establish a series of actions to meet the City's greenhouse gas emissions targets. These actions could include: a greenhouse gas emissions baseline inventory; a specific emissions reduction plan; pursue neighbourhood level performance goals for solid waste, transportation, energy use, air emissions, water use, open space protection and creation, tree planting and building construction; all as part of the city wide Sustainability Action Plan and green design guidelines.
- 13 The City will work with the Province and the Nanaimo Port Authority to develop a brownfield remediation strategy for waterfront properties along Newcastle Channel and within the Neighbourhood Plan area.

Sustainable Building Technologies

- 14 Encourage environmentally friendly landscapes throughout the neighbourhood, through the promotion of native species and drought tolerant plantings, and through retention of existing native species.
- 15 Energy efficiency retrofit programs for homes and businesses, and incentive programs to encourage use of sustainable building technologies (such as solar, geothermal and wind power) will be promoted in the neighbourhood.
- 16 Green building performance standards throughout the neighbourhood will be encouraged.

6 Open Space and Connectivity

A key element of the Neighbourhood Plan is the importance of public open space and related amenities. Neighbourhood residents stress the importance of their waterfront as the primary component of the neighbourhood. Providing for a series of linkages throughout the neighbourhood, which connect the waterfront to the upland portions of the neighbourhood and other areas of the community, is an important factor of this Neighbourhood Plan. So too are the unparalleled views that are related both to the waterfront and west toward Mt Benson.

Neighbourhood Plan policies focus on this topic area by providing direction for how people move about and use the neighbourhood. Policies focus particularly on the pedestrian experience, as well as how parks, trails and other thoroughfares should be created or enhanced.



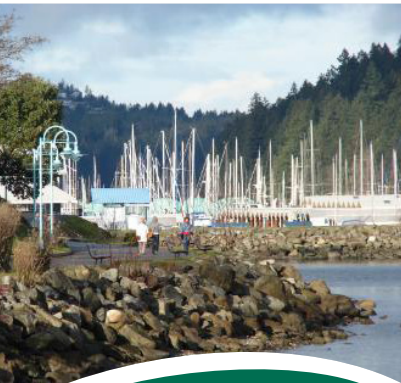
These policies support the following guiding principles identified in the Neighbourhood Plan process:

- **Develop a Strong Sense of Community**
- **Maintain Key Views and Unique Vistas**
- **Ensure Availability of Suitable, Well Connected Open Spaces**
- **Preserve and Enhance the Natural Environment of this Waterfront Community Through Protection of Its Open Space, Natural Areas and Water Features**
- **Encourage an Active and Healthy Lifestyle by Providing Access to Local Opportunities for Outdoor Exercise and Healthy Eating**
- **Provide for a Suitable Scale of Development that Reflects the Neighbourhood Character**

Policies

Views

- 1 Maintenance of key panoramic and street end views, as noted in the Urban Design Framework section of this Neighbourhood Plan, will be considered in the design of new development.
- 2 Building forms that respect the topography of the area, and massing of adjacent building forms, will be encouraged through the development review process.



Parks and Open Space

- 3 Encourage the development of parks, including fitness parks, within the community.
- 4 Promote the siting of parkland and public open space along Stewart Avenue and the waterfront, also connecting the waterfront to the neighbourhood.
- 5 Undertake the removal of invasive vegetation in the Neighbourhood Plan area parks and replace with native species, where appropriate.
- 6 The City will work with local residents to design and construct pedestrian and bicycle access through St George Ravine, connecting the waterfront to Terminal Avenue and the E&N rail line.
- 7 The City will work with the Brechin Hill Community Association and the local community to monitor the effectiveness of Barney Moriez Park and pursue upgrades to its equipment, landscaping and drainage, where appropriate.
- 8 The City will work with the local neighbourhood to promote and develop Newcastle Avenue as a gathering space. With multiple levels, opportunities are available to provide for a pedestrian walkway at street level, interpretive centre, street end lookouts, special events staging, parking, and one way traffic with a parking lane.
- 9 The City will continue to work with School District 93 to pursue further use of open space at Ecole Oceane as a multi use park for the neighbourhood.
- 10 Where roadways do not directly connect to Stewart Avenue, pursue the installation of viewing platforms, and pedestrian connections down to Stewart Avenue, that are not open to vehicle traffic.

Neighbourhood Connectivity

- 11 An efficient and extensive system of walkable and bike friendly routes along trails and roads throughout the neighbourhood will be pursued. These connectivity opportunities will be encouraged via signage, road markings and road access improvements between parks and open spaces, and along existing streets as applicable.
- 12 The City will continue to pursue the expansion of an uninterrupted waterfront promenade from Newcastle Avenue to Departure Bay.
- 13 The City will work with and support the Island Corridor Foundation in continued development of the E&N Trail as a vital link between the neighbourhood and the downtown area.
- 14 Encourage a pedestrian connection between the waterfront and Bowen Park, routed via Mt Benson Street.

Waterfront Access

- 15 Additional waterfront access for the neighbourhood will be pursued at the time when waterfront development occurs.
- 16 The installation of public open spaces along the waterfront, including opportunities for viewing and active recreation, is supported.

Urban Agriculture

- 17 The City will support local groups in the creation and operation of local community gardens and food security initiatives, thereby enhancing urban agriculture opportunities in the community.
- 18 The creation of a public market in the Sealand / Pimbury Point area is supported.



7 Transportation and Infrastructure



Streets throughout the neighbourhood should be safe and efficient for all modes of transportation, from pedestrian to cyclist to driver. A transportation network for the Newcastle + Brechin Neighbourhood Plan area should be designed to accommodate all residents of the area, providing safe and efficient access to employment, shopping, educational and recreational activities. Efforts to accomplish this should focus on methods of traffic calming, enhanced street character, increasing traffic efficiency, and ensuring adequate routes for alternative modes of transportation.

The transportation system should also be designed to accommodate travellers moving through the neighbourhood en route to other locations. The area is heavily used by non-resident travellers moving through the neighbourhood, shortcutting to elsewhere, and their impact on the area residents should be minimized.

Also of importance to this neighbourhood is the maintenance and / or upgrade of the existing infrastructure. Policies respect the community's desire for a continued move toward a sustainable infrastructure, including natural rainwater management systems and green building technologies.

These policies support the following guiding principles identified in the Neighbourhood Plan process:

- **Develop Effective Transportation Networks**

Policies

Transportation System

- 1 The City's existing major Road Classifications for the Neighbourhood Plan area, and as identified in the Official Community Plan, are maintained and enhanced as shown on Map 2 – Pedestrian Connectivity and Street Character.
- 2 The City will pursue the development of a comprehensive street plan for Terminal Avenue, Estevan Road, and Stewart Avenue in order to provide efficient pedestrian and vehicular access through the neighbourhood.
- 3 The introduction of laneways to provide access and servicing to adjacent developments, and to provide transition zones to adjacent areas, is encouraged; and particularly behind Terminal Avenue, from Cypress Street to Rosehill Street and Bryden Street.
- 4 Pursue the development of a new road right of way through the Terminal Park area, connecting Terminal Avenue with Estevan Road, and including a pedestrian connection to provide improved access into the neighbourhood.

- 5 The City of Nanaimo will work with the Ministry of Transportation and BC Ferries to improve the design and safety of the intersection at Brechin Road, Departure Bay Road, and the Island Highway.
- 6 The City will work with the Nanaimo Port Authority and Snuneymuxw First Nation and local residents to explore pedestrian connection opportunities to Newcastle Island from the Stewart Avenue waterfront.

Gateways

- 7 Gateway signage and landscaping will be considered at the entrances to Stewart Avenue, and at the Island Highway at Estevan Road, in order to better define entry into the neighbourhood and to promote a sense of place.

High Street

- 8 Establish Estevan Road and Princess Royal Avenue as the neighbourhood High Street, becoming a primary focus for commercial, service and higher density residential uses. This High Street, as noted in the Urban Design Guidelines section of this Neighbourhood Plan, will include bike lanes, generous sidewalks, street trees, wide pedestrian crossings and planted curb bulges intended to reinforce the pedestrian orientation of this street.

Pedestrian Greenways, Sidewalks and Street Character

- 9 Pedestrian greenways are encouraged throughout the neighbourhood in order to promote greater pedestrian and cyclist activity, including the treatment of Vancouver Avenue as the primary green boulevard.
- 10 Ensure an extensive system of walkable and bike friendly routes along trails and roads throughout the neighbourhood.
- 11 The installation of secure, weather protected bike storage facilities in commercial areas will be encouraged.
- 12 The provision of continuous sidewalks and associated boulevard treatments throughout the neighbourhood is supported and encouraged.
- 13 Development of alternate streetscape design standards for roads and lanes located in the neighbourhood will be considered that are more environmentally sustainable than existing standards.

Traffic and Pedestrian Safety

- 14 The City of Nanaimo will work with other agencies and organizations, including BC Ferries and the Ministry of Transportation, to mitigate automobile traffic on the neighbourhood, considering opportunities for traffic calming on both major roads and local streets.
- 15 Road improvements to alleviate traffic diversion onto local streets from Stewart Avenue, will be reviewed.





- 16 Encourage the enforcement of speed limits along Stewart Avenue through traffic calming techniques, street signs, speed readers, and police presence.
- 17 The opportunity to provide for left turn vehicular movements into the neighbourhood from Terminal Avenue will be explored.
- 18 The enhancement of street character to provide for greater pedestrian and bicycle safety, particularly along Estevan Road, Princess Royal Avenue, Stewart Avenue and Terminal Avenue, is highly encouraged. Priority should be given to crosswalks, landscaping and other traffic calming measures.

Transit Service

- 19 The City will work with public transit agencies and neighbourhood residents to improve transit services to the neighbourhood, by increasing the frequency of buses, modifying existing routes and adding new routes as necessary in order to meet changing demands, and improving design standards for bus stops.
- 20 Focus public transit routes along Terminal Avenue and Stewart Avenue, providing key links from east to west through the neighbourhood.
- 21 Improve design standards and locate bus stops in appropriate locations that are safe and accessible to area residents.
- 22 Promote the implementation of a waterfront ferry service along Newcastle Channel that includes point of interest stops along the Channel, and includes a connection with Newcastle Island.

Street Lighting and Energy Standards

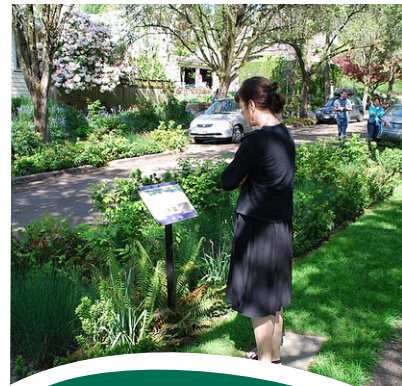
- 23 The City will review street lighting levels throughout the Neighbourhood Plan Area in order to identify those areas subjected to inadequate lighting, and to identify opportunities to implement energy efficient street lighting technologies such as LED lighting.
- 24 Where laneways exist or are introduced into the Neighbourhood Plan area, street lighting levels will be evaluated and updated with pedestrian scaled light poles equipped with Low Energy streetlight technology, where warranted and as budget allows.
- 25 The City will continue to work with BC Hydro and developers to evaluate where candidates for power line burial may exist under BC Hydro's power line burial program, and how these projects can be facilitated in cooperation with the City of Nanaimo and / or development proposals.

Rainwater Management

- 26 The City will pursue enhanced rainwater drainage systems within road rights of way to better manage and protect water resources, and particularly along Vancouver Avenue and neighbourhood streets sloping down from west to east.
- 27 The use of natural on site rainwater drainage retention systems will be encouraged.

Parking

- 28 To encourage alternative modes of travel and more compact, efficient building forms, reduced on site parking will be supported on those lands designated Commercial Centre, Mixed Use Corridor and Residential Corridor.
- 29 On street and off street parking areas shall be placed and designed according to the parking design guidelines contained within this Neighbourhood Plan.



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Part F Urban Design Framework and Guidelines

- 1 Urban Design Framework
- 2 Urban Design Guidelines

1 Urban Design Framework



The Urban Design Framework and Design Guidelines are intended to provide a connection between the neighbourhood planning policies and development regulations. Offering guidance on how future development can be carried out in accordance with the neighbourhood plan policies, this section should be consulted by developers, architects, neighbourhood groups and planning staff when considering streetscape design and built form. The Urban Design Framework and Design Guidelines are supplemental to the neighbourhood plan policies.

The Urban Design Framework for the Newcastle + Brechin Neighbourhood Plan area is intended to provide overall direction on neighbourhood wide systems and elements such as pedestrian connectivity and walkability, public open space, view protection, neighbourhood edges and transitions, land uses and building form.

The Framework also provides general direction on commercial, mixed use, and residential development. It identifies general locations and typologies of new development.

The intent of the Urban Design Framework is to establish the broad urban design strategies for the Newcastle + Brechin Neighbourhood Plan area, so that other more site specific and building specific elements can then be integrated in a consistent manner. The Urban Design Framework establishes the context for the more specific Urban Design Guidelines that follow.

The Framework establishes a hierarchy of pedestrian oriented streets through the neighbourhood, a network of public open spaces that are connected by these routes, and identifies the key public views (both street end and panoramic) that should be protected with future development.

Implementation of the Urban Design Framework will result in a more coherent neighbourhood with a fine grained network of streets, transit and cycle routes, greenways, a higher density neighbourhood High Street (Estevan Road and Princess Royal Avenue), intensified residential densities in certain areas, an enhanced public realm, and improved access to the Newcastle Channel waterfront. It also proposes a continuous waterfront trail, improved connections to neighbouring areas, and additional green space. The Framework also identifies potential locations for gateway and public art installations, community gardens, and market streets.

This Urban Design Framework should be read in conjunction with the Newcastle + Brechin Neighbourhood Plan Urban Design Guidelines, which it complements.

- Walkability
- Cycle and Transit Connections
- Street Character
- Public Realm
- Views and Topography
- Residential Development
- Commercial Development



1.1 Walkability

A fine grained network of pedestrian routes connecting places to live, work and play reduces dependence on private automobiles. The diagrams below compare the existing disconnected sidewalk conditions with a proposed safe, pleasant, continuous pedestrian network.

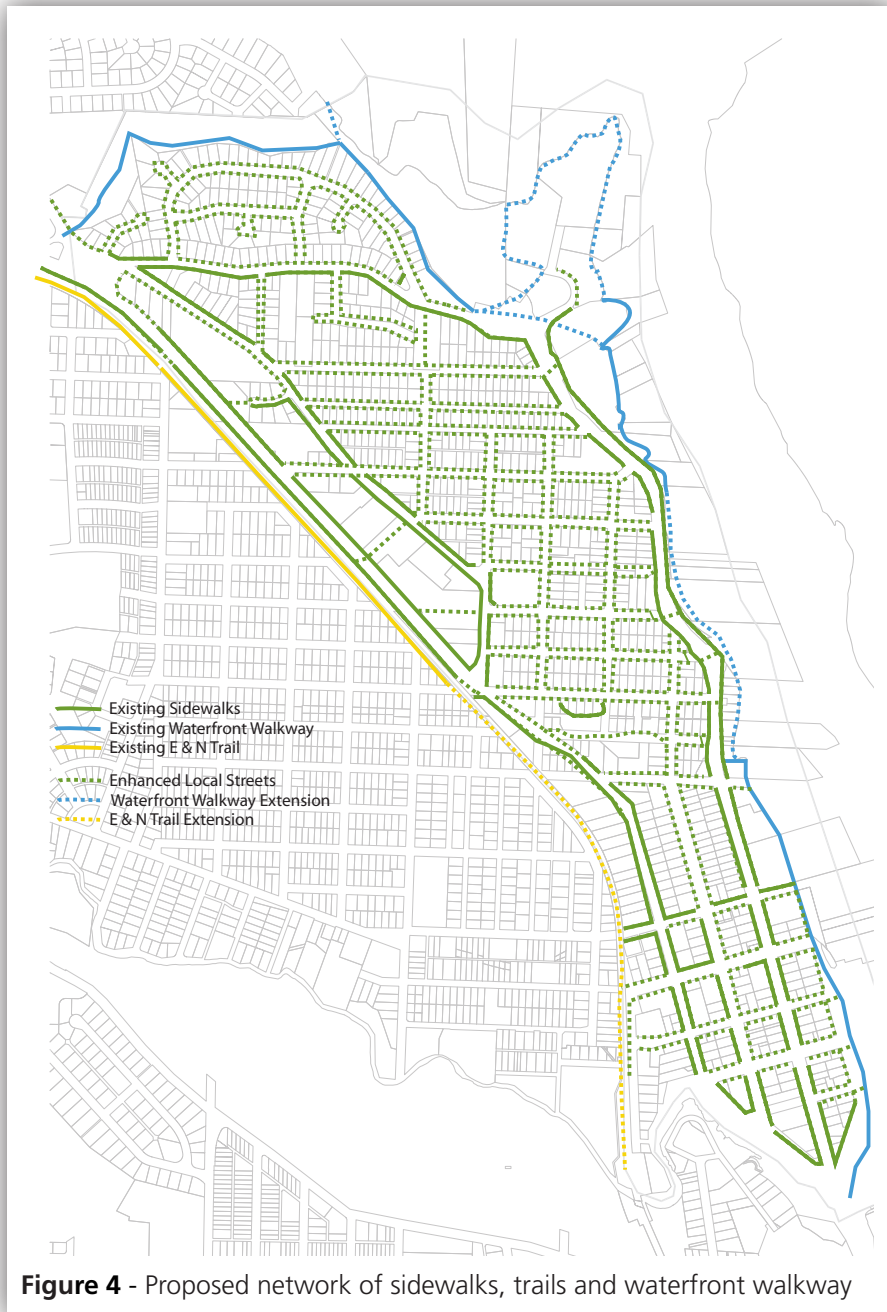


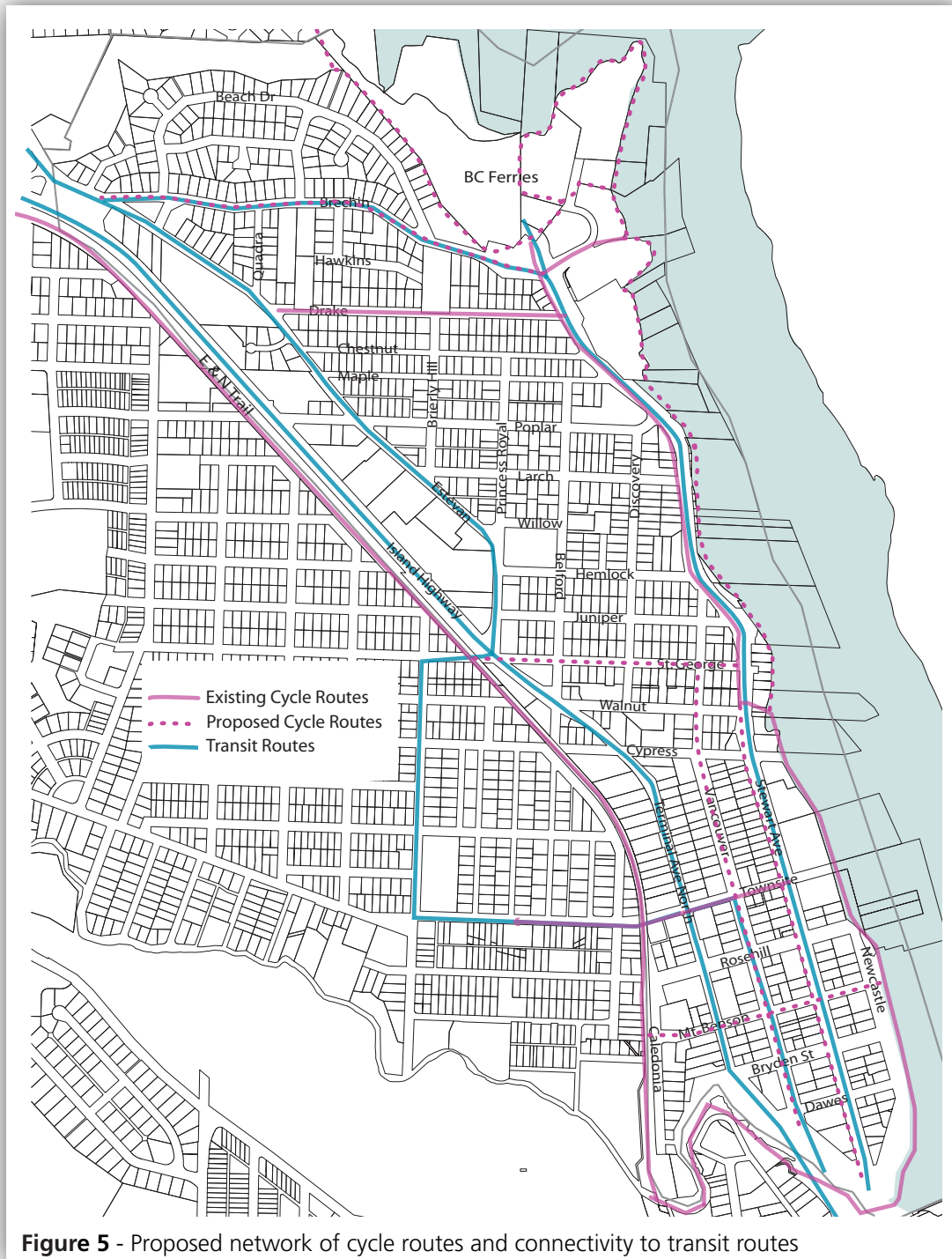
Figure 4 - Proposed network of sidewalks, trails and waterfront walkway

Key Strategies

- 1 Enhance local streets with sidewalks, street trees, landscaping, rainwater management and on street parking to create a complete, walkable community.
- 2 Provide pedestrian crossings that are pleasant, convenient and provide safe access across busy streets.

1.2 Cycle and Transit Connections

Well located transit routes and safe cycle routes reduce reliance on private automobiles and long term sustainability goals. Walkable streets leading to transit stops encourage use of transit.





A High Street combines shopping, neighbourhood services (dry cleaners, doctor's offices, restaurants and a post office, for example) and transit. The public realm is emphasized including safe and frequent opportunities to cross the street, enhanced landscaping and places to sit. Successful High Streets become neighbourhood gathering places.

A Greenway incorporates enhanced landscaping, including community gardens, street furnishings and on street parking within an extended right of way (typically 30 metres). Successful Greenways become gathering places for residents, provide a neighbourhood identity with a focus on urban agriculture and offer high quality green space to residents in compact housing forms.

1.3 Street Character

Well designed neighbourhood streets provide a high quality public realm to support increased neighbourhood density. The development of vibrant streets as places to gather, socialize, garden, shop and access neighbourhood services and transit is a benefit of densification. A diversity of street character within the neighbourhood provides variation within the public realm and increases the quality of neighbourhood life.

Key Strategies

- 1 Establish Estevan Road / Princess Royal Avenue as a neighbourhood High Street.
- 2 Ensure that Mixed Use Streets incorporate green spaces, seating and other street furnishings, and shopfronts that contribute to the streetscape.
- 3 Enhance local streets with sidewalks, street trees, landscaping, curb bulges, rainwater management and on street parking.
- 4 Develop Vancouver Avenue as the primary north-south pedestrian / cyclist corridor, connecting downtown with the Newcastle + Brechin neighbourhood.
- 5 Extend Brierley Hill as a pedestrian connection between Drake Street and Brechin Road.
- 6 Develop Townsite Road as an east-west pedestrian corridor connecting the waterfront with the neighbourhood west of Terminal Avenue.
- 7 Develop Hemlock Street as a pedestrian corridor connecting the waterfront with the proposed Estevan / Princess Royal High Street.
- 8 Provide pedestrian crossings at the intersections of Poplar, Drake, Hemlock, St. George and Larch Street across Stewart Avenue; and at Rosehill, Mt Benson and Cypress Streets across Terminal Avenue.
- 9 Develop Stewart Avenue as a Grand Boulevard incorporating a landscaped median, sidewalks, improved pedestrian crossings, street trees, landscaping and gateway features.
- 10 Improve the design of Brechin Road to accommodate ferry traffic within this residential precinct.
- 11 Develop Terminal Avenue North as an urban, commercial, transit oriented street with the potential for increased density.
- 12 Develop the 30 metre rights of way along Bryden Street, Rosehill Street and Vancouver Avenue as Greenways, linear parks including community garden spaces.
- 13 Develop laneways behind Terminal Avenue North, south of Cypress Street, to service Mixed Use developments and provide a buffer between Mixed Use and Residential Corridor uses.

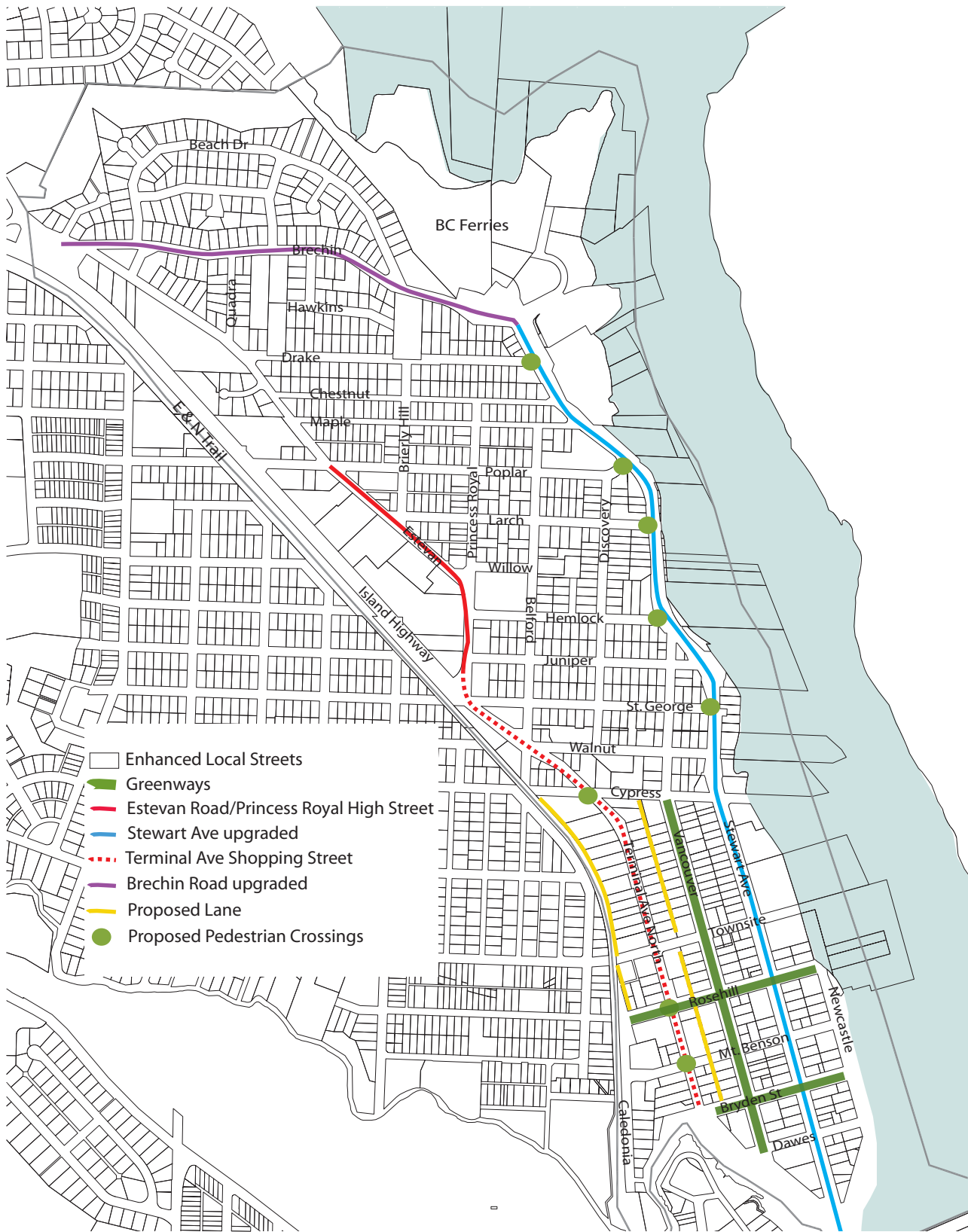


Figure 6 - Proposed street character



1.4 Public Realm

A range of public spaces, easily accessible by a pedestrian network, is fundamental to a sustainable community. Increased density, including compact housing forms, require high quality public open spaces such as playing fields, community garden spaces, walking trails, waterfront parks and neighbourhood pocket parks to increase the quality of urban life. Greening the public realm supports urban wildlife and biodiversity. Street markets, public art and community centres incorporated into the neighbourhood fabric are amenities directly associated with increased density.

Key Strategies

- 1 Connect public open spaces with a network of pedestrian corridors.
- 2 Include planted curb bulges, opportunities for community gardening, enhanced landscaping, street furnishings and public seating, and street trees where possible throughout the neighbourhood.
- 3 Provide rainwater management strategies including bioswales, rain gardens and facilities for storing rainwater to minimize runoff and pollution from entering the municipal system and adjacent waterways.
- 4 Incorporate community garden spaces into parks, roofs, curb bulges, traffic circles and within the extended rights of way of Vancouver Avenue, Bryden and Rosehill Streets.
- 5 Preserve and enhance existing parks, waterways, trails and ecologically sensitive areas.
- 6 Enhance the St George Ravine through trail construction, invasive species removal, and other improvements.
- 7 Provide benches, sitting walls, shade trees and water fountains along trails and walkways.
- 8 Develop waterfront amenities including cafes, park spaces, beach areas, public washrooms and viewing areas.
- 9 Develop waterfront parks at the foot of Walnut Street, Juniper Street, and Poplar Street, and along Pimbury Point.
- 10 Provide a public open space / viewing platform on the waterfront at the foot of Juniper and Walnut Streets.
- 11 Introduce public art, special signage and / or enhanced landscape elements at the ends of Brechin Road and Stewart Avenue and at the intersection of St. George Street, Princess Royal Avenue and Terminal Avenue North to identify these neighbourhood gateways.
- 12 Provide public art throughout the community to identify special places, reinforce neighbourhood identity and enhance the pedestrian environment.
- 13 Provide for development of community centres within the neighbourhood that are accessible and convenient to as many residents as possible.
- 14 Consider designating selected streets near parks and / or community centres as pedestrian only on weekends, to be used as community markets.



Figure 7 - Potential features of the public realm

1.5 Views and Topography

Views of Newcastle Channel, Newcastle Island and Mt Benson are fundamental to the character and value of the Newcastle + Brechin Neighbourhood Plan area, and a primary consideration for new development. 5° street end view corridors, key panoramic views and high level views are identified on the following diagram.



Key Strategies

- 1 Maintain street end views and panorama views.
- 2 Preserve views to Mt Benson.
- 3 Maintain high level views to Newcastle Island, Newcastle Channel and marinas.
- 4 Consider stepped building forms, with the potential to maintain views in sloped areas between Poplar and Cypress Streets along the west side of Stewart Avenue; and in sloped areas between Willow Street and St. George Street along the west side of Belford Avenue.
- 5 Encourage increased building heights between Estevan Road and Terminal Avenue North to take advantage of high level views.
- 6 Improve walkability of steeply sloped streets.
- 7 Develop rainwater management strategies on steeply sloped streets including rainwater retention areas, swales, raingardens and rainwater storage systems.



Figure 8 - View features

1.6 Residential Development

Residential developments within Neighbourhood, Corridor, Waterfront and Commercial designations provide a wide range of housing choices in support of a diverse community. Providing increased housing choice while maintaining neighbourhood character is critical for new developments.

Key Strategies

- 1 Maintain the neighbourhood character of the Beach Estates area, north of Brechin Road, with compatible infill housing forms including coach houses, secondary suites and duplexes.
- 2 Provide ground oriented, multiple dwelling housing forms that complement the scale and character of surrounding single family homes within the Neighbourhood designation.
- 3 Provide higher density, attached housing forms that maintain high level views, following the topography along the western edge of Stewart Avenue between Poplar and Cypress Streets within the Stepped Neighbourhood Infill area.
- 4 Provide housing forms that respect adjacent heritage properties and provide a transition to adjacent, higher density Corridor developments.
- 5 Provide Mixed Use Corridor developments that incorporate well designed, compact, transit oriented residential units above ground floor commercial spaces.
- 6 Provide high density residential within the Commercial Centre designation.
- 7 Waterfront residential developments should support pedestrian access to the waterfront, contribute to public open spaces, maintain street end views and respect high level and panoramic views from the upland neighbourhood areas.



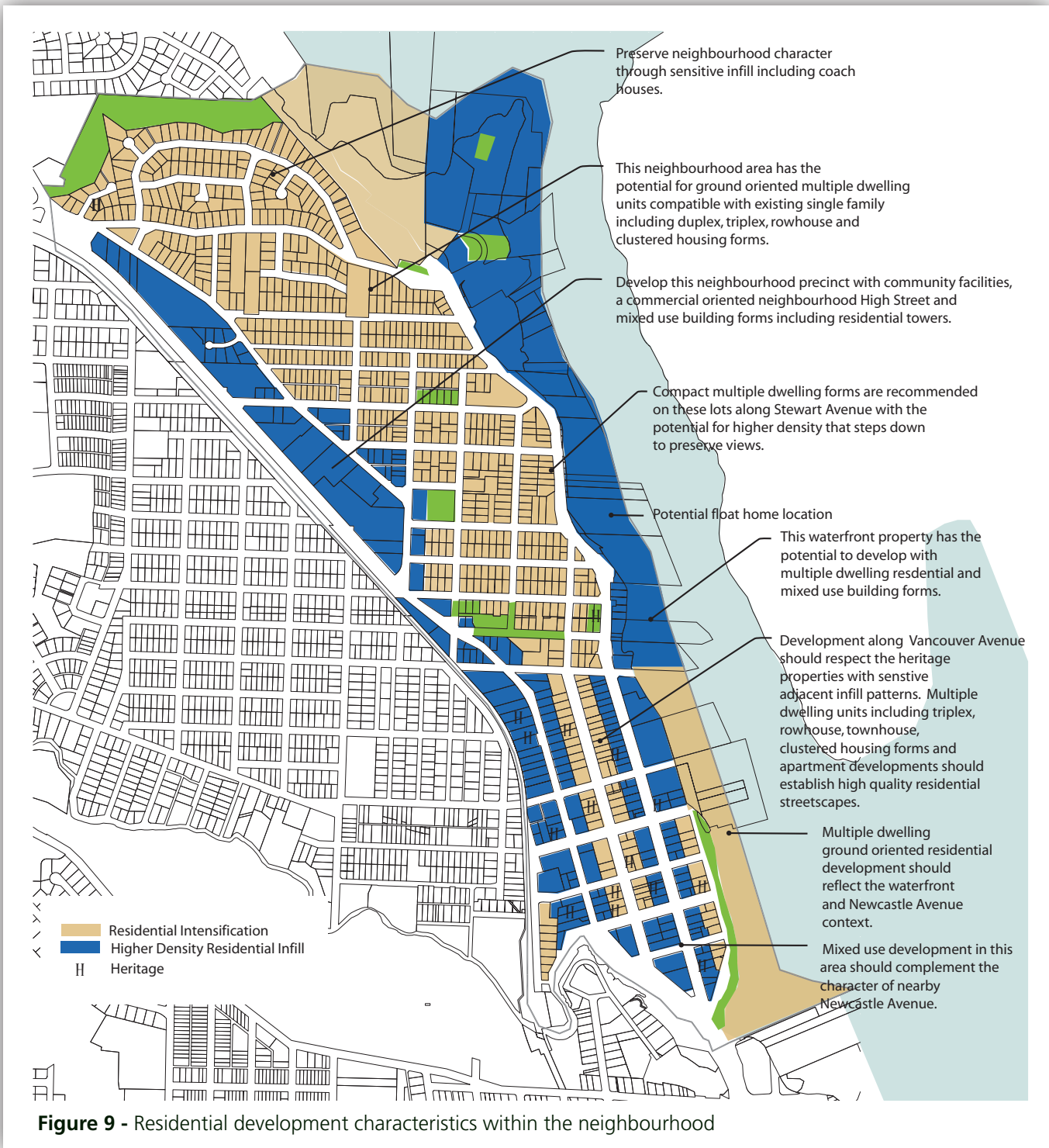


Figure 9 - Residential development characteristics within the neighbourhood

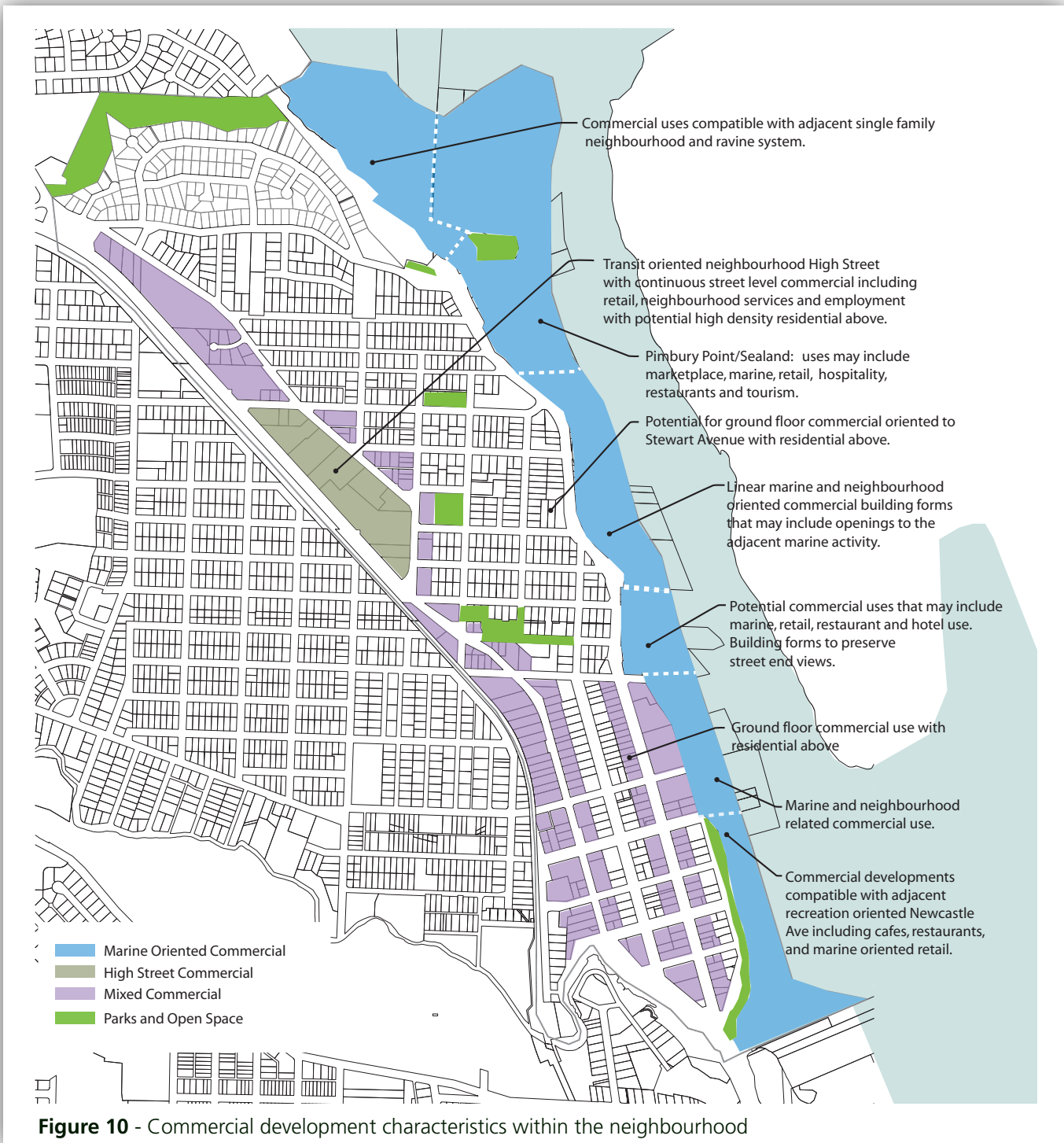
1.7 Commercial Development

Commercial development is encouraged in the Mixed Use Corridor, Waterfront and Commercial Centre designations. Transit oriented mixed use developments are a key ingredient in sustainable neighbourhood design through the concentration of living, working, shopping and service uses along walkable streets with direct access to transit.

Key Strategies

- 1 Provide a high quality pedestrian environment along Corridor streetscapes.
- 2 Encourage a distinct identity for Corridor streets including Stewart Avenue, Terminal Avenue North and Estevan Road / Princess Royal Avenue, that contributes to neighbourhood character and diversity.
- 3 Focus pedestrian friendly commercial development along Estevan Road / Princess Royal Avenue, between Poplar and Hemlock Streets supported by high density residential development.
- 4 Consider small scale commercial developments at intersections within the Neighbourhood designation to provide convenient shopping places for residents to gather, and offer variety along the streetscape.
- 5 Encourage commercial uses along the waterfront to provide public places, activities and access to the waterfront.





2 Urban Design Guidelines

The following Design Guidelines apply to the Newcastle + Brechin Neighbourhood Plan area.

The intent of these Design Guidelines is to foster better design, reduce negative impacts on competing uses, and enhance the neighbourhood's urban form and public realm. The Design Guidelines are also intended to ensure that new development supports the City's move towards more sustainable forms of urban settlement.

These Design Guidelines provide recommendations for Urban Design, Street Design, Parking Design and Building Design, as well as Sustainability and Crime Prevention Through Environmental Design (CPTED) guidelines.

Street Design Guidelines address general street design for the area, as well as covering several of the key streets in the neighbourhood.

- General Street Design Guidelines
- Enhanced Local Streets
- Vancouver Avenue and Greenways
- Brechin Road
- Stewart Avenue
- Estevan Road / Princess Royal Avenue
- Terminal Avenue North
- Newcastle Avenue
- Off Street Parking Guidelines

Building Design Guidelines address both Corridor designated building types and Neighbourhood designated building types. They also address built form transitions between these designated zones.

- Commercial Centre (Mixed Use Buildings 6+ Storeys)
- Mixed Use Corridor (Buildings up to 6 Storeys)
- Residential Corridor / Neighbourhood
- Residential Infill (Small Scale Residential Infill up to 3 Storeys)
- Coach Houses
- Heritage
- Local Service Centre
- Waterfront
- Sustainability
- CPTED



Street Design Guidelines

The intent of the street design guidelines is to improve the streetscape, enhance the public realm, to develop community links, and to create a stronger sense of place by balancing safe and efficient bicycle and pedestrian connections with safe and efficient vehicle use. A successful pedestrian network connects public open spaces, parks, neighbourhood amenities and shopping districts, which reduces dependence on the car. Specific recommendations for selected neighbourhood streets follow the general guidelines.

2.1 General Street Design

Water Management and Permeable Surfaces

Rainwater management strategies that increase water infiltration, minimize direct runoff into city stormwater systems and adjacent waterways are expected, and may include rain gardens, bioswales and rainwater collection systems integrated into street and landscape designs.

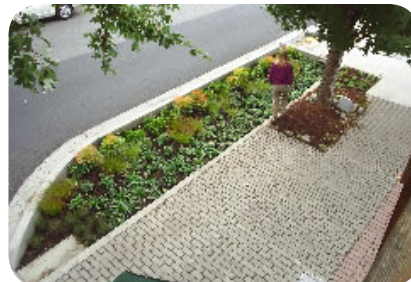
Permeable paving allows rainwater to penetrate the soil, minimizing runoff and diverting pollutants from the city sewer system. It can eliminate the need for plant irrigation.

Guidelines

- 1 Permeable surfaces can include sidewalks, on street parking, driveways, streets and / or specially designated street areas.
- 2 Consider permeable surfaces on select locations such as sidewalks, off street parking, cafe or restaurant patios, driveways, crosswalks, or plazas for special events areas.
- 3 Consider using a 'signature' permeable material throughout the Neighbourhood Plan area to support a neighbourhood identity, to allow for bulk orders, stockpiling of extra material, and ease of maintenance.
- 4 Rainwater and stormwater should be harvested for irrigation and other on site uses.
- 5 Use drought tolerant plants for landscaping (see Street Trees and Landscaping section).
- 6 Include water management strategies and water retention facilities around community garden sites.



Rainwater collection can be combined with public art for unique neighbourhood expression.



Permeable pavers and boulevard planting increase rainwater permeability.



Extensive boulevard planting significantly enhances the appearance of streets.



Sidewalks

Well designed and generous sidewalks enrich the quality of the public realm. These guidelines support upgrading existing discontinuous sidewalks with a well connected, fine grained, pedestrian network.

Guidelines

- 7 Ensure continuous sidewalks throughout the neighbourhood.
- 8 Sidewalks should be paved (for example, concrete, brick) and sloped to drain towards a continuous curb and gutter. Sidewalks should be durable, even surfaced and readily maintained or replaced. All surfaces should be smooth and accessible for disabled users.
- 9 Introduce texture to concrete sidewalks by scoring or sawcutting. Consider introducing stamped decoration such as neighbourhood logos or motifs into the concrete.
- 10 All sidewalks to be minimum 1.8 metres wide, and should be clear of all obstructions.
- 11 Provide permeable surfaces wherever possible.
- 12 Sidewalks should have curb drops at all intersections, crosswalks and driveways.
- 13 Street trees, street furniture, poles and signage should be accommodated in additional sidewalk width beyond the 1.8 metres.



Continuous sidewalks are the foundation of a walkable community.



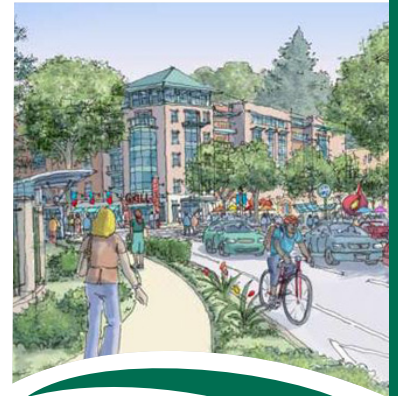
Stamped neighbourhood motifs can be integrated into any new concrete sidewalk surface.

Cycle Paths

Designated cycle lanes ensure safety and allow for smooth flow of cycle traffic.

Guidelines

- 14 Designated cycle lanes to be minimum 1.5 metres wide.
- 15 Clearly define cycle lanes using painted lines and markings, or through the use of contrasting paving material.
- 16 Cycle routes to be identified with signage and street painting. Major intersections to include pedestrian and cyclist activated crossing lights.



On Street Parking

On street parking is incorporated into residential and commercial streets for convenience and to facilitate traffic calming. Parked cars provide a buffer between moving traffic and pedestrians.

Guidelines

- 17 On street parallel parking is proposed on both sides of all streets, except where grading or other site specific variations restrict available road width.
- 18 Design and reduce parallel parking lanes to a minimum of 2.4 metres to maximize sidewalk width and boulevard / landscaping opportunities.
- 19 Provide corner bulges to minimize crossing distances and to facilitate maximum visibility of pedestrians.



Cyclist activated crossing lights at intersections improve the cyclist network.



Crossing median for cyclists.



On street parking calms traffic and supports businesses.



Off Street Parking and Driveways

Off street parking and driveways should contribute to an attractive and functional streetscape.

Guidelines

- 20 See Off Street Parking Guidelines section for detailed off street parking guidelines.
- 21 Limit the width of each driveway to 3.0 metres and pave all driveways in a consistent manner along entire length of each street.
- 22 Upgrade substandard driveways to meet guideline standards.
- 23 Access to off street parking areas from the rear lane is recommended in all future developments. Where lane access is not available, off street parking may be accessed from the street, provided crossing widths and the impact on pedestrian and cycle routes are minimized.

Pedestrian Street Crossings

Clearly identified pedestrian crossings, including pedestrian activated flashing crosswalks (in pavement and / or elevated) are recommended at all major streets and intersections, including curb bulges wherever possible.

Guidelines

- 24 Incorporate white markings, reflective paint, contrasting paving, lighting and signage to increase pedestrian visibility during night and day.
- 25 Introduce curb extensions or curb bulges to shorten crossing distances on wide streets, and to improve pedestrian visibility.
- 26 Introduce landscaping into curb bulges to improve the overall appearance of the street and to provide a buffer between pedestrians and traffic.
- 27 Consider introducing centre medians as refuges for pedestrians on wide streets.



Safe pedestrian crossings include painted lines, signage and planted curb bulges.



Curb drops are recommended at all intersections.

Street Trees and Landscaping

Enhanced landscaping within the public realm adds beauty to the community, increases pedestrian comfort, adds shade and visual relief to paved streets and supports the creation of habitat corridors through the neighbourhood.

Guidelines

28 Street trees provide screening, pedestrian scale and colour to neighbourhoods. A single row of trees is recommended on both sides of all streets. Trees should be regularly spaced (6.0 metre - 8.0 metre spacing is optimum), and should be planted in appropriate growing medium with sufficient space for roots, using root barriers or other technology to prevent root damage to sidewalk paving and tree grates.



Boulevard planting adds human scale to streets.

29 Trees to be set within tree grates on commercial streets. Consider a 'signature' Newcastle + Brechin design for tree grates.

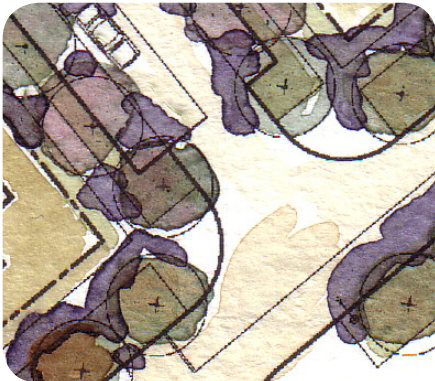
30 Special varieties ('signature') of tree species are recommended as gateway elements or to give local streets their own identity.



Drought tolerant plants can add vibrant colour and smell, and require minimal maintenance.

31 In areas where ocean or mountain views are to be maintained, use street trees with a compatible compact form.

32 Landscaping should be generous and expansive in scale and form, and should focus on native plants and drought resistant species. Reliance on species that require frequent irrigation and maintenance should be avoided. If irrigation is necessary, drip irrigation and other water efficient irrigation systems should be used. Plant diversity, plants that are native to the region and microclimate, and those which naturally grow together and are self sustaining (for example, reseed and spread without much maintenance) are preferred.



Adding a canopy of trees to any street provides scale, colour, shade and visual interest.





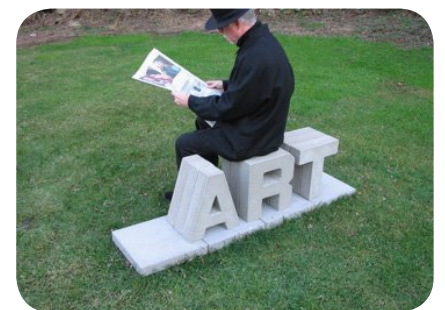
- 33 Provide planting that complements the character of the built environment. Use flowering shrubs and trees, including edible fruit and nut trees, where they can be most appreciated, such as adjacent to walks, recreational areas or as framing devices for building entries, stairs and walks. Provide planting designs that work with pedestrian movement or views.
- 34 Community garden spaces should be incorporated into the public realm wherever possible, including curb bulges and boulevard areas. Areas designated as community gardens should be organized and designed in such a way that they remain aesthetically pleasing during non-growing seasons. Organized community groups could be given responsibility for assigned garden plots and food collection.
- 35 Rainwater retention areas and rainwater collection cisterns are recommended.
- 36 Introduce planted traffic circles within street intersections to provide vistas of lush landscaping and for traffic calming where appropriate.

Street Furnishings

Street furnishings contribute to street character, encouraging neighbourhood street life, and can be used to enhance / develop a neighbourhood theme.

Guidelines

- 37 Street furnishings include benches, bicycle racks, garbage and recycling receptacles, information signs and / or kiosks, banners and lighting fixtures.
- 38 Avoid lighting options that contribute to light pollution. Consider enhancing street character through the integration of decorative or seasonal lighting. Pedestrian level lighting could be incorporated into street furniture, including benches, bus shelters and planters, at a recommended height of 0.75 metres.
- 39 Community gardens should include benches, arbours, decorative fences and garden storage sheds, garbage, recycling and compost receptacles.
- 40 Locate benches to avoid conflict with planted material, pedestrian circulation and adjacent residences.
- 41 The design of street furniture could be developed as a local street art program.
- 42 Bike racks, preferably weather protected, to be located wherever possible throughout the public realm.



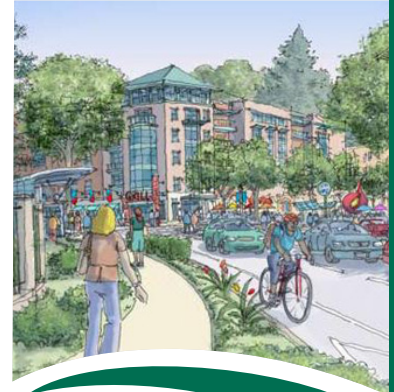
Street furniture creates useable outdoor spaces for all to enjoy.

Public Art

Public art provided by local artists, or neighbourhood inspired art, creates local identity. Public art can include large and impressive gateway elements, or smaller scale pieces that enrich and add interest to the public realm.

Guidelines

- 43 Gateway elements are potentially free standing landmark artworks, located on public plazas, at entrances to public parks and open spaces, or marking the intersections of important streets.
- 44 Promote neighbourhood art installations under the Volunteer in Parks (VIP) program. Public art could be repeated through the neighbourhood to provide a sense of place, including street furnishings, banners and signage, pavement patterns and mosaics, garbage receptacle design, fountains, rainwater storage devices, manhole covers, street signs, benches, retaining walls, surface drainage channels, light standards and bike racks.
- 45 Durable materials are highly encouraged and help to ensure a long life. Moving parts should be located well above reach for public safety and resistance to damage.



Significant sculptural pieces create memorable neighbourhood landmarks and help define city gateways.

Fences and Walls

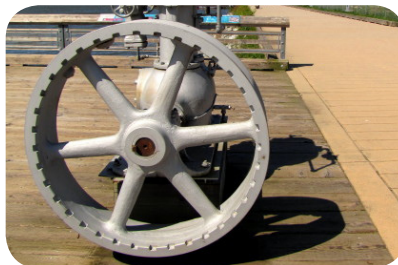
Fences and walls that are part of the urban realm should be carefully considered.

Guidelines

- 46 Incorporate planting into retaining walls adjacent to sidewalks.
- 47 Fences should incorporate materials and colours that contribute to the public realm.



Public art can have a subtle presence in neighbourhoods.



Integration of art in the public domain adds interest and human scale to communities.



Transit Shelters

Transit shelters provide an opportunity for signage and art.

Guidelines

- 48 Transit shelter design should be consistent or compatible with other street furnishings.
- 49 Transit shelters to be located within the curb extension to expand the sidewalk width and to eliminate the need for buses to merge back into traffic.
- 50 Consider a design competition for transit shelter structures. Consider incorporating art, graphics and / or signage into the shelter that identifies the street or neighbourhood in the shelter design.



Transit shelters are opportunities to incorporate art into the public realm.

Weather Protection

Pedestrians need protection from our rainy west coast climate.

Guidelines

- 51 Require continuous weather protection such as canopies, awnings, and overhangs for new development with commercial uses at grade.
- 52 Appropriate forms of weather protection include fabric awnings, glass canopies, and solid overhangs. Arcades are discouraged.
- 53 Awnings, overhangs and canopies along commercial streets improve the public realm by providing human scale, street character and identity to individual buildings and weather protection for pedestrians.



Canopies on buildings shelter pedestrians from rain and sun.

2.2 Enhanced Local Streets

Existing Conditions

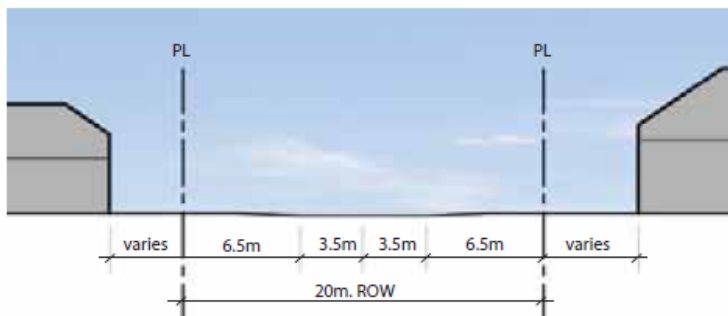
As seen in the Framework document, the pedestrian realm of the Newcastle + Brechin Neighbourhood Plan area is under-developed and needs connection. Most Newcastle + Brechin neighbourhood streets lack conventional pedestrian features such as sidewalks, street trees, curbs and crosswalks. Areas without lanes result in a large number of residential driveways exiting directly onto the street. Residential parking extends from the road onto adjacent properties. In many cases, streets become walkways.

Guidelines

The intent of these design guidelines is to create a network of Enhanced Local Streets to provide pedestrian friendly connections throughout the neighbourhood. The incremental addition of street trees, continuous sidewalks, crosswalks with curb drops, and planted boulevards will create a lush, green, pleasant and walkable environment for residents and visitors.



Photo of typical local street



Section of typical local street (dimensions are approximate and may vary)



In addition to the recommendations set out in the General Street Design Guidelines, the guidelines for Enhanced Local Streets with street rights of way of 20 metres are as follows:

- 1 Improve safety for both pedestrians and cyclists.
- 2 Increase urban green space and improve air quality through the addition of street trees, landscaping and boulevards on all streets.
- 3 Provide opportunities for community landscaping on boulevards, curb bulges, traffic buttons and within extended rights of way. This may be provided through new developments, community participation, or City initiatives.
- 4 Regulate driveways that connect to private properties by implementing requirements for driveway width and materials.
- 5 Queuing streets are recommended for residential streets with lower traffic volumes.
- 6 Two traffic lanes, one for travel and one for on street parking, in each direction are recommended on streets with connections to waterfront or other neighbourhoods with higher traffic volumes.

A **queuing street** reduces the pavement width and travel speeds by providing one travel lane for traffic flowing in both directions. One of two oncoming vehicles must pull into the parking lane to allow the other to pass.

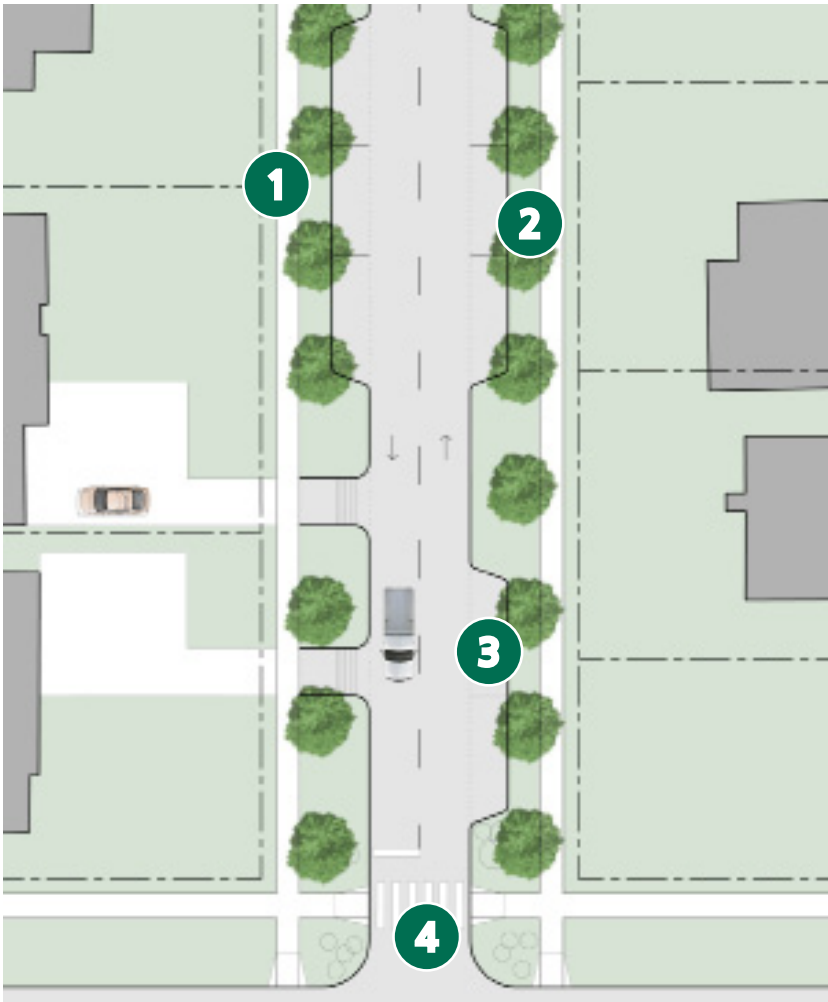
Traffic buttons are small scale neighbourhood roundabouts, that direct travel around a planted central island. This calms traffic and provides landscaping opportunities within the street right of way.



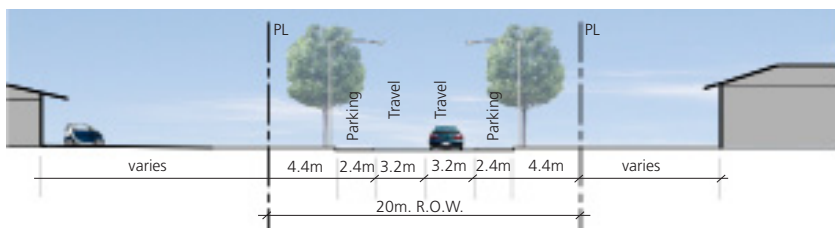
Boulevard planting enhances the public realm.



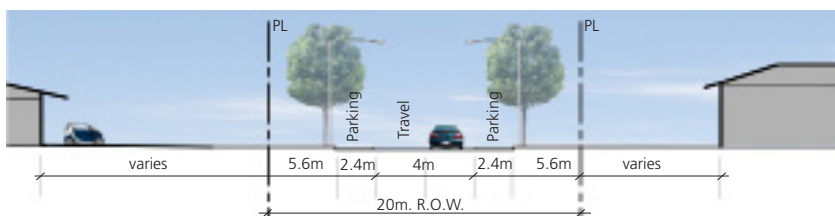
Street trees and sidewalks create a more pleasant environment for pedestrians and cyclists.



Enhanced Local Street Plan



Enhanced Local Street Section - 2 Traffic Lanes



Enhanced Local Street Section - Queuing Street

1



Sidewalks / Boulevard Standards

2



Consider 'signature' trees to identify neighbourhood areas.

3



On street parking

4



Crosswalks

2.3 Vancouver Avenue and Greenways

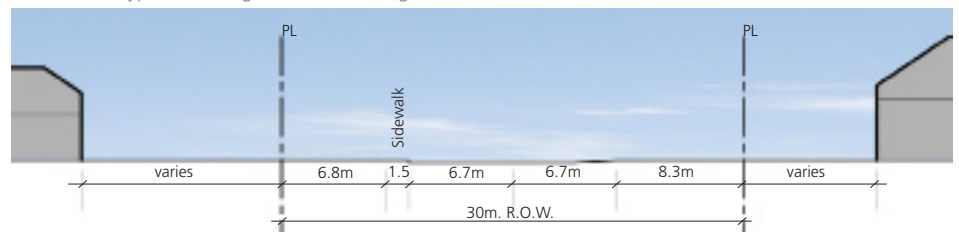
Existing Conditions

Greenways refer to streets in the Newcastle + Brechin Neighbourhood Plan area with 30 metre wide rights of way, including Vancouver Avenue, Rosehill Street and Bryden Street. These streets provide great opportunity for “greening” of the neighbourhood and enhanced pedestrian experience.

Vancouver Avenue is a north-south connector neighbourhood. The street is flanked by residential buildings including single family, designated heritage properties and multiple dwelling units. A number of residential and commercial driveways exit directly onto Vancouver Avenue. The street has one traffic lane in each direction, with intermittent on street parking on gravel shoulders. Sidewalks, curbs and landscaping are minimal.



Section of typical existing conditions along Vancouver Avenue

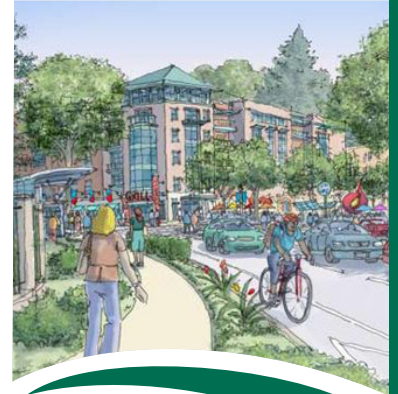


Section of typical existing conditions along Vancouver Avenue

Guidelines

In addition to the recommendations set out in the General Street Design Guidelines, these guidelines recommend that Vancouver Avenue be redeveloped as the primary north-south neighbourhood Greenway, providing connections between neighbourhoods for pedestrians and cyclists. Designated cycle lanes are also proposed for Vancouver Avenue.

The existing 30 metre right of way has the potential for additional “greening” features, including community garden opportunities, linear green spaces, a curving sidewalk (see adjacent illustration), public art and street furniture. These features would provide an identity for this street, provide a walking destination for the surrounding neighbourhood, and offer potential for community building through cooperative gardening initiatives. Greenways provide quality public outdoor space for local residents.



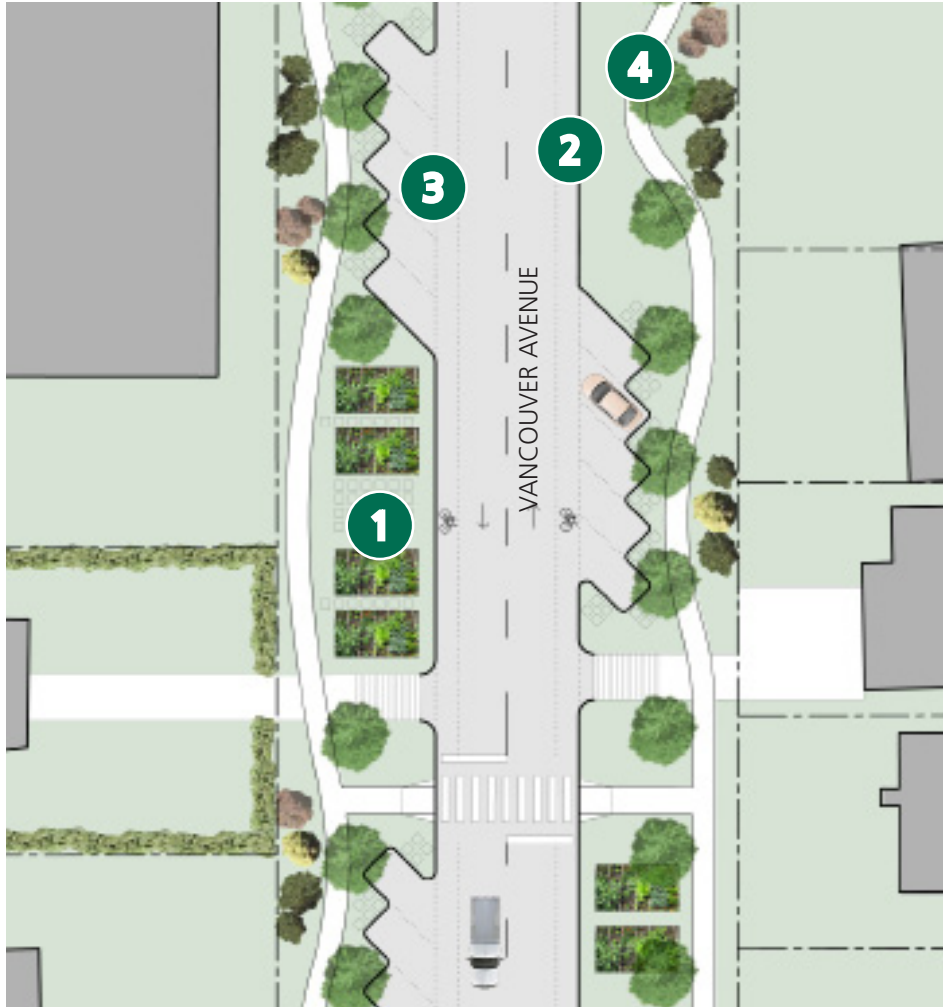
- 1 Linear green space including community gardens offers an opportunity for residents to join together. Boulevard landscaping should utilize low maintenance, drought resistant planting.
- 2 Rainwater collection cisterns should be provided in each community garden area.
- 3 Landscaped traffic buttons are proposed for the 30 metre right of way intersections.
- 4 Public seating areas along sidewalks and paths should be provided to allow people to rest and socialize.
- 5 Gateways, trellises, special lighting and landscaping are encouraged to create sequential experiences along these greenways.
- 6 Alternate between back-in angled parking and landscaping / community garden spaces to create variety along the street.
- 7 Minimize non-permeable surfaces.
- 8 Community spaces are intended for public use only.



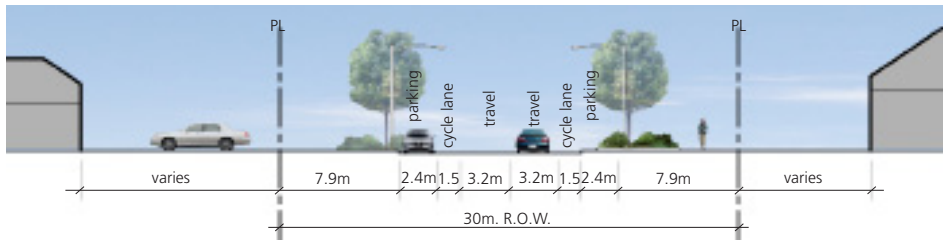
Planted traffic buttons calm traffic and beautify the street



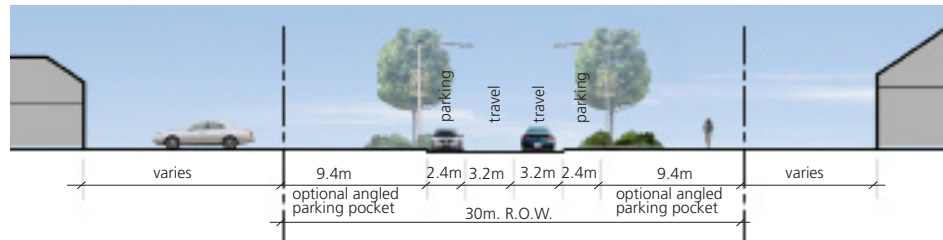
Outdoor community events help build community



Plan of proposed changes to Vancouver Avenue



Section of proposed changes to Vancouver Avenue (with bike lanes)



Section of proposed changes to Rosehill and Bryden Streets (no bike lanes)

1



Community gardens within public right of way

2



Designated cycle lanes transform the street into a destination route for travel between the Newcastle + Brechin Neighbourhood area and Downtown Nanaimo

3



Angled parking is an efficient use of expanded rights of way

4



Winding sidewalks provide visual interest and opportunities for pockets of increased planting and seating

2.4 Brechin Road

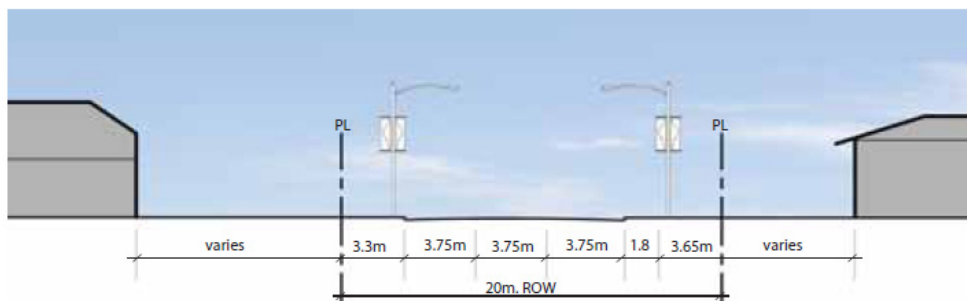
Existing Conditions

Brechin Road consists of a 20 metre right of way with two lanes of westbound traffic and one lane eastbound. Sidewalks are limited to the area west of the northerly Beach Drive, and are continuous along the south side. Private driveways intersect with Brechin Road along its length. There are no street trees or bike lanes. Light standards along the south side include street banners.

Large volumes of westbound traffic exiting the Departure Bay Ferry Terminal dominate Brechin Road. Traffic queuing to enter the ferry terminal may block intersections and driveways during peak travel times. These traffic conditions, combined with minimal pedestrian conditions, are a source of ongoing neighbourhood dissatisfaction.



Aerial photo of Brechin Road



Section of typical existing conditions along Brechin Road



Guidelines

Brechin Road is a gateway to Nanaimo for many ferry travellers, and these guidelines outline steps to beautify the street and improve the pedestrian environment with sidewalks, boulevards and street trees on both sides. The two lanes of westbound traffic and one lane eastbound are retained. Lane widths are revised to 3.5 metres to incorporate bike lanes on both sides of the street.

In addition to the recommendations set out in the General Street Design Guidelines, these guidelines include a recommendation for contrasting paving or painted signs identifying intersections and driveways along the south side of the street as no stopping zones for queuing ferry traffic.

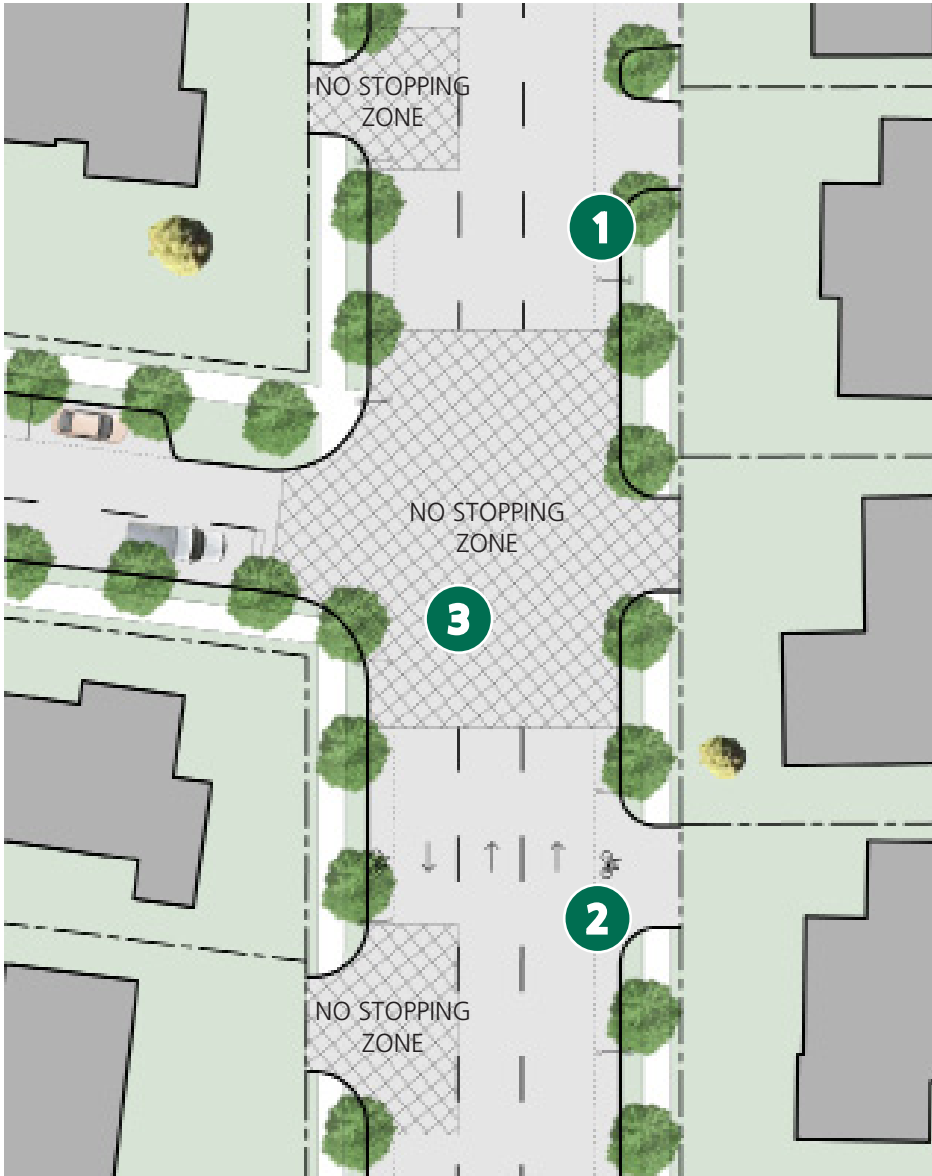
- 1 Due to its proximity to the Departure Bay Ferry Terminal, develop Brechin Road as a gateway to Nanaimo and Vancouver Island. Potential locations for consistent, significant public art pieces are shown on the adjacent aerial photo.
- 2 Consider the integration of a corner store or other amenities near a single bus stop (see Urban Design Framework section).



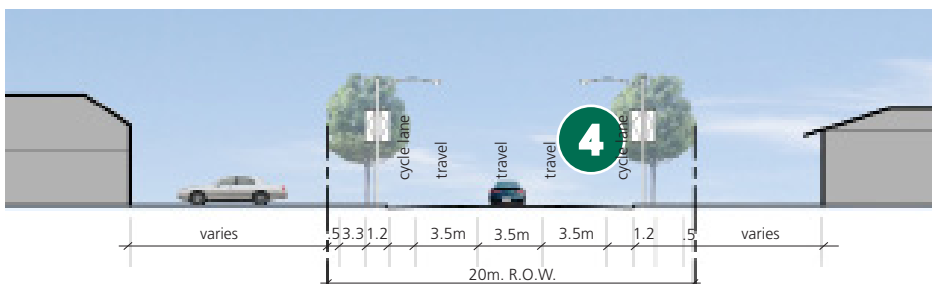
Public art can create gateways along Brechin Road. Since most ferry traffic travels along this route, it is an appropriate place to mark a sense of arrival to Vancouver Island.



Street trees and banners



Plan of proposed changes to Brechin Road



Section of proposed changes to Brechin Road

1



Street trees and sidewalks

2



Dedicated cycle lanes with clear edges

3



'No Stopping' zones could include different materials and colours, as well as decorative lighting

4



Street banners

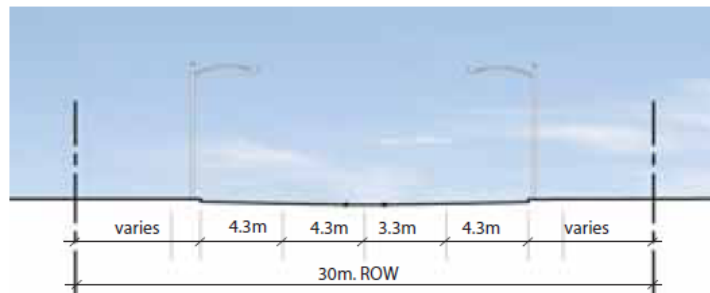
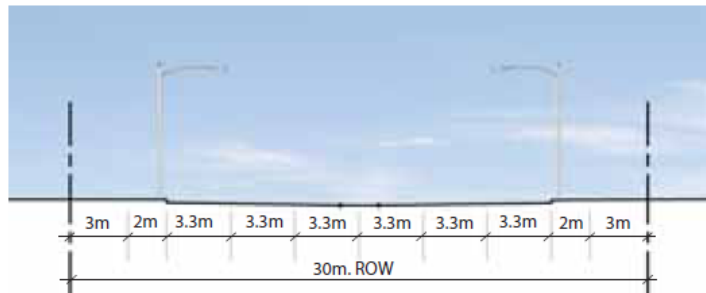
2.5 Stewart Avenue

Existing Conditions

Stewart Avenue is a high volume four lane portion of the Trans Canada Highway which terminates at the BC Ferries Departure Bay Terminal. Traffic lights are located at Stewart Avenue and Terminal Avenue North, as well as at Stewart Avenue and Zorkin Road. Uncontrolled pedestrian crossings along Stewart Avenue are found at Dawes Street, Rosehill Street, Townsite Road and Larch Street. Some on street parking is available. Sidewalks are directly adjacent to traffic along Stewart Avenue and there are no street trees present. Currently limited to moving high volumes of traffic over short periods of time, it does not enhance the pedestrian nature of the neighbourhood or its proximity to the waterfront.



Aerial photo of Stewart Avenue



Sections of typical existing conditions along Stewart Avenue

Guidelines

In addition to the recommendations set out in the General Street Design Guidelines, these guidelines recommend a landscaped median down the centre of Stewart Avenue to identify it as a gateway street, improve pedestrian crossings, vehicular separation and beautification. While heavy traffic will continue to flow through this area, the impact of the car on surrounding properties will be reduced, access to the waterfront will be increased, and a green neighbourhood edge will develop through the introduction of the centre median, street trees, landscaping and on street parking.

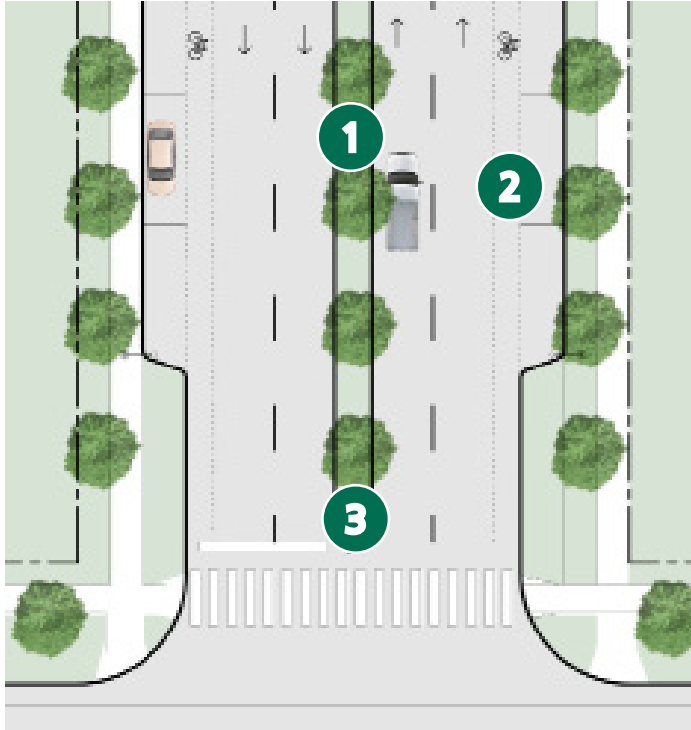
- 1 Incorporate designated cycle lanes on both sides of Stewart Avenue.
- 2 On street parking is proposed for both sides of the street where the total 30 metre road right of way is available. On street parking is not to be included where grading restricts road width.
- 3 Implement pedestrian crossings to support waterfront access for residential areas west of Stewart Avenue.



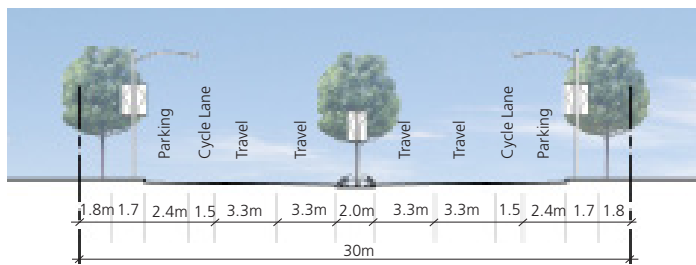
Pedestrian and cycle median crossings maintain traffic flow



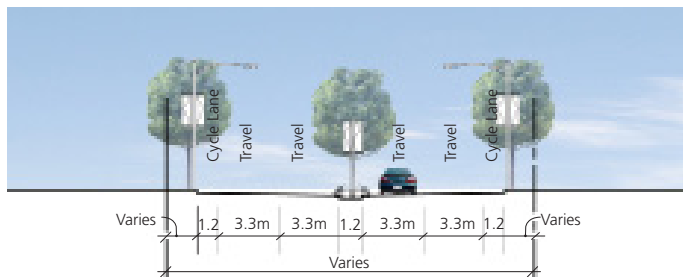
Well marked pedestrian crossings



Plan of proposed Stewart Avenue



Proposed Stewart Avenue Section : maximum available road width



Proposed Stewart Avenue Section : minimum available road width

1



A planted median supports Stewart Avenue as a gateway street.

2



Designated cycle lanes facilitate commuter traffic between the ferry terminal and downtown Nanaimo.

3



Public art integrated into the centre median.

2.6 Estevan Road / Princess Royal Avenue

Existing Conditions

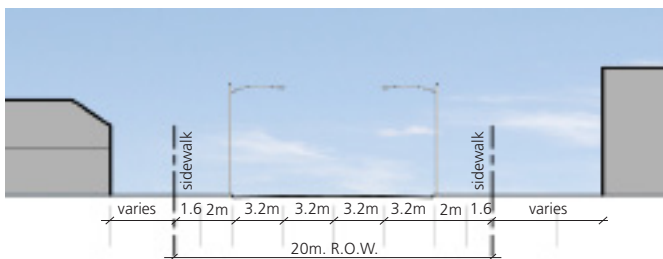
Estevan Road and Princess Royal Avenue is comprised of a high volume four lane street running parallel to Terminal Avenue North. Sidewalks are discontinuous, and there are minimal street trees and on street parking. The pedestrian environment is highly compromised by the surface parking dominating the adjacent Terminal Avenue shopping area. The street is not pedestrian friendly and forms a barrier between the highway oriented Commercial Centre and the adjacent residential developments within the Mixed Use Corridor and Neighbourhood Corridor designations.



Aerial Photo of Estevan Road and Princess Royal Avenue



Existing conditions along Estevan Road



Section of typical existing conditions along Estevan Road, near Princess Royal Avenue



Guidelines

In addition to the recommendations set out in the General Street Design Guidelines, these guidelines recommend the development of Estevan Road and Princess Royal Avenue into a pedestrian oriented neighbourhood High Street, between Poplar Street and Terminal Avenue North, served by adjacent commercial and mixed use developments. One lane of traffic in each direction is proposed, framed by bike lanes, generous sidewalks and street trees. Wide pedestrian crossings and planted curb bulges are intended to reinforce the pedestrian orientation of this street. Desired characteristics of the streetscape should achieve a colourful, intense, finely scaled contemporary environment, animated both by day and into the evening.

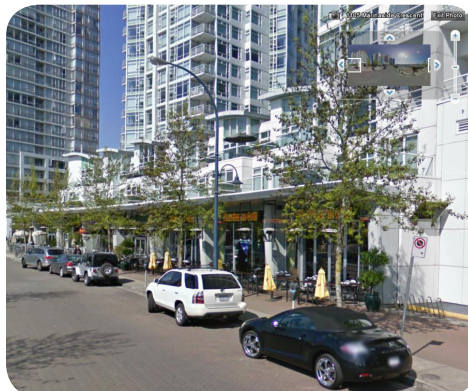
- 1 Incorporate art into the design of bus stops, street lights and hanging baskets to identify this street as a destination.
- 2 Incorporate a range of seating opportunities such as benches, seating walls and outdoor eating areas to encourage people watching and social interaction.
- 3 Encourage sidewalk displays of merchandise by providing setbacks to building frontages near entries to stores.
- 4 Introduce a new street or pedestrian / cyclist connection between Estevan Road and Terminal Avenue.



The public realm is emphasized including safe and frequent opportunities to cross the street, enhanced landscaping and places to sit.



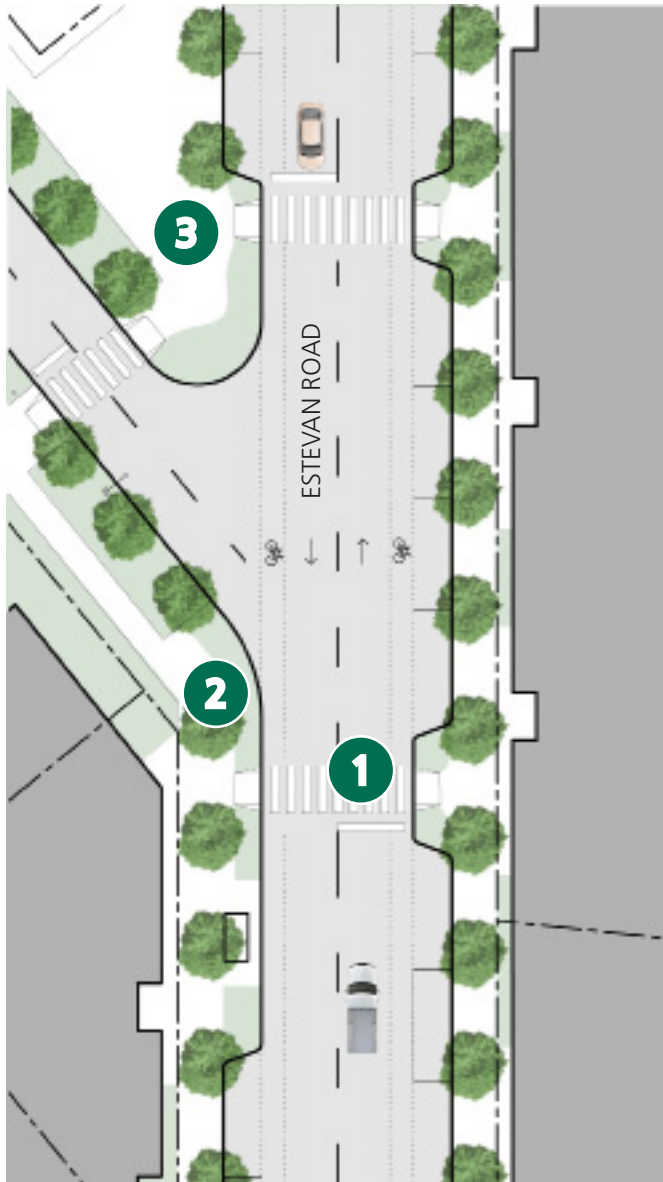
Successful High Streets become neighbourhood gathering places.



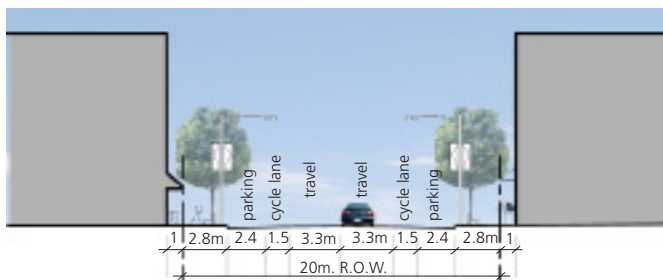
A High Street combines shopping, neighbourhood services and transit.



Hanging baskets, banners and pedestrian lighting add visual interest and define street identity.



Plan of proposed Estevan Road / Princess Royal Avenue



Section of proposed Estevan Road / Princess Royal Avenue



Pedestrian crossings and designated bicycle lanes



Street trees and planted curb extensions

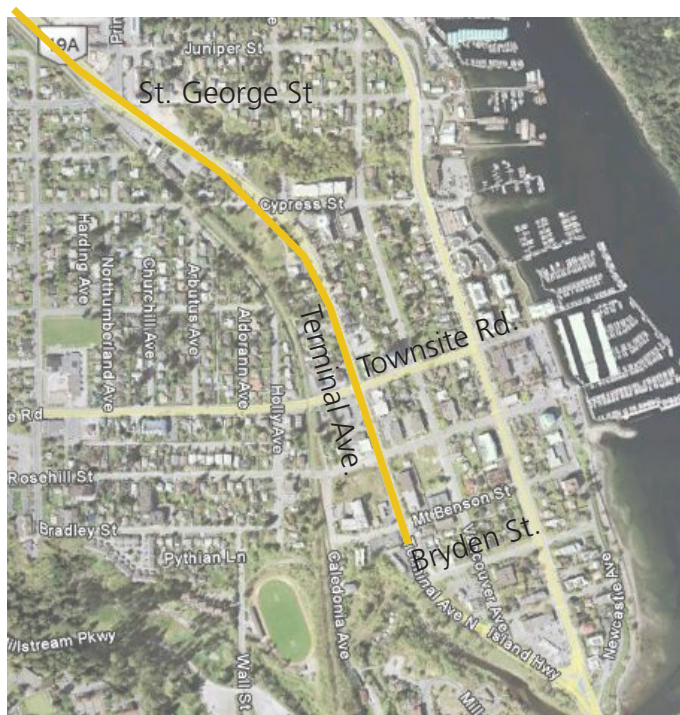


Public art as a neighbourhood landmark

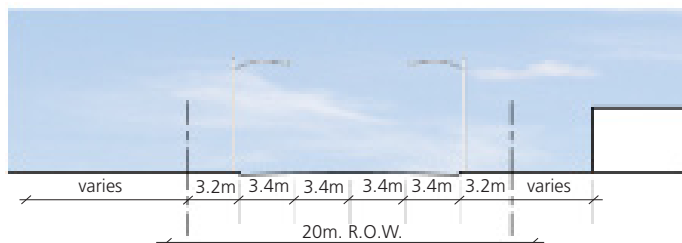
2.7 Terminal Avenue North

Existing Conditions

Terminal Avenue North consists of a 20 metre road right of way with four lanes of highway traffic. It is a major thoroughfare providing regional connections for Vancouver Island. The street currently has no on street parking and a minimally developed pedestrian environment.



Aerial photo of Terminal Avenue North



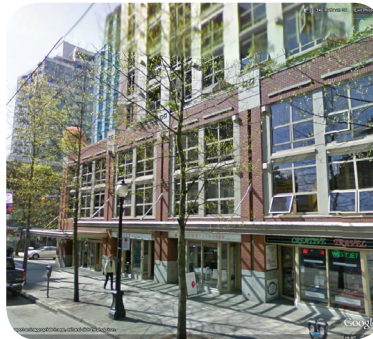
Typical section of existing Terminal Avenue North

Guidelines

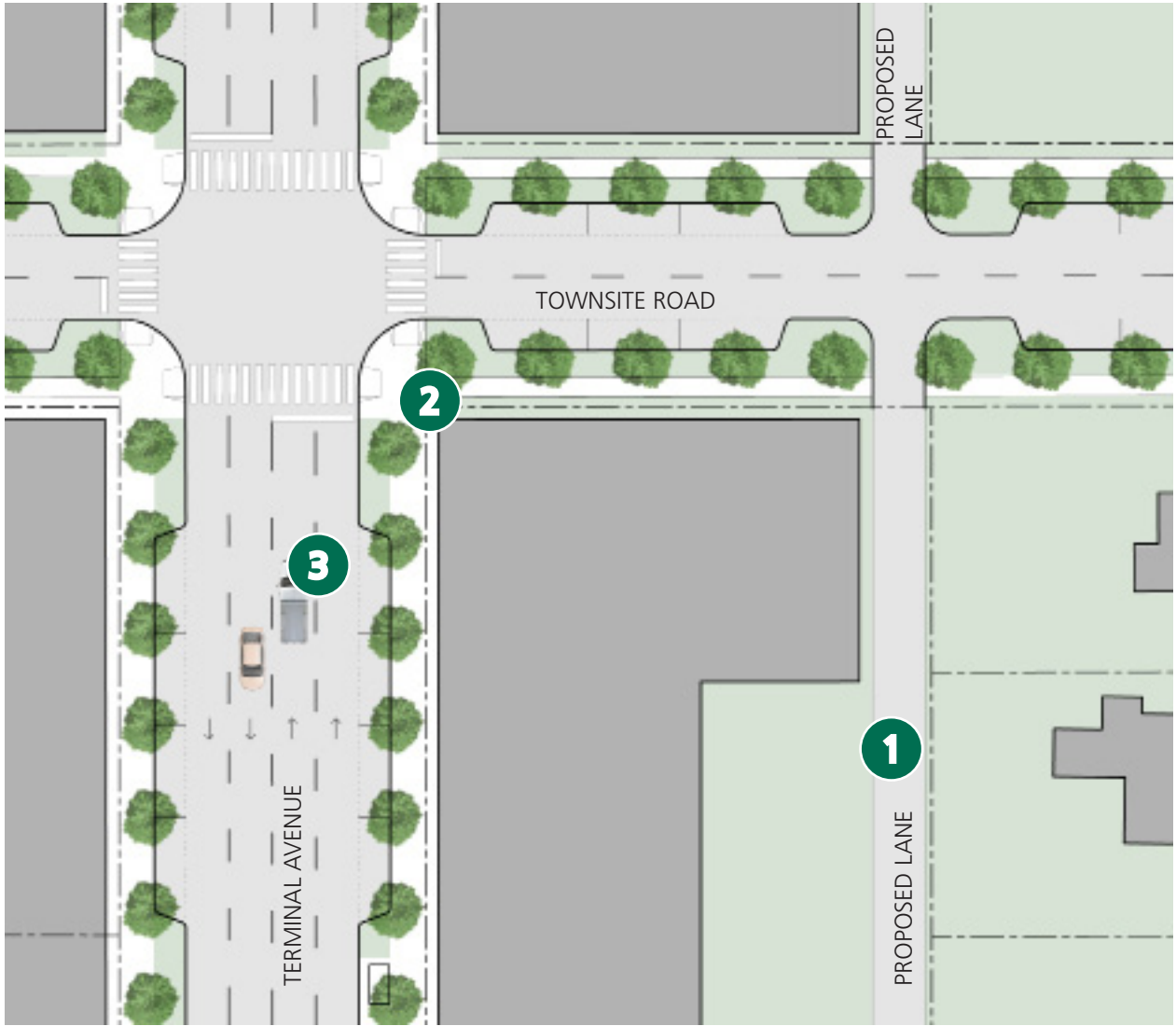
Terminal Avenue North is located within the Mixed Use Corridor designation. It has the potential to become a unique transit oriented district, supported by the higher density population and continuous commercial at grade.

In addition to the recommendations set out in the General Design Guidelines, guidelines for Terminal Avenue North are as follows:

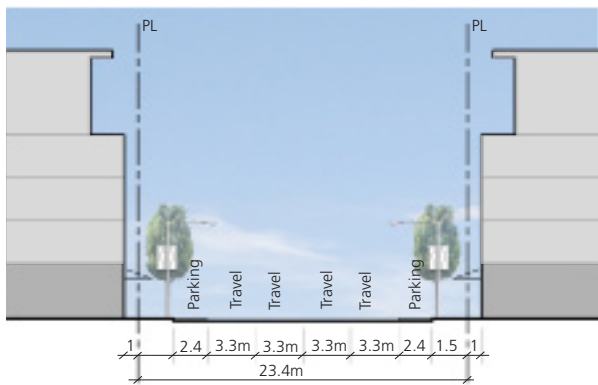
- 1 Provide on street parking for convenient access to commercial uses.
- 2 Integrate sidewalk lighting and strategically located seating to improve the pedestrian experience.
- 3 Use bus stops to integrate public art and interest into the neighbourhood.



Pedestrian scaled lighting provides a comfortable and safe place to walk at night.



Plan of proposed Terminal Avenue N



Section of proposed Terminal Avenue N

1



Develop lanes to provide service access to Mixed Use Corridors and to provide a buffer between commercial and residential uses.

2



Intensify public realm landscaping to lessen the impact of traffic on the pedestrian environment.

3

Encourage on street parking to promote traffic calming.

2.8 Newcastle Avenue

Existing Conditions

Newcastle Avenue has a unique urban condition, with buildings lining the upland (west) side of the street and open views out over Newcastle Channel on the east side of the street. There is a significant drop in elevation from the street level down to the water level, affording panoramic views out over the water, making it challenging to access the waterfront from the street. There is currently limited pedestrian access to the waterfront walkway.

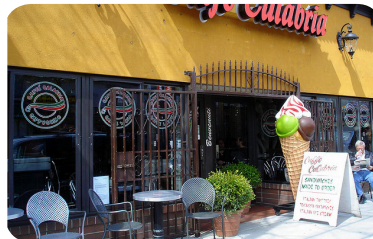
Guidelines

Newcastle Avenue is envisaged as a unique waterfront promenade that encourages pedestrian use, accommodates automobiles and supports limited pedestrian oriented commercial use.

- A waterfront promenade along the east side of Newcastle Avenue is recommended, complementing the lower level waterfront walkway and providing an amenity for the neighbourhood.
- Permit multiple dwelling ground oriented residential.
- Consider the incorporation of small scale, service commercial “corner store” uses along Newcastle Avenue that provide public places, serve pedestrians, support pedestrian activities and enhance access to the waterfront.
- “Corner store” commercial development is particularly encouraged in the adjacent block between Stewart Avenue / Terminal Avenue North and Dawes Street, overlooking the waterfront. Outdoor seating is encouraged. The extra wide street surface area in this block can be used for additional parking and / or a staging area for neighbourhood events.



The redeveloped Newcastle Avenue provides space for neighbourhood activities and events.



Commercial “corner store” developments support activities along Newcastle Avenue.



Guidelines

- 1 Develop a water fronting pedestrian sidewalk up to 4.5 metres in width along the east side of Newcastle Avenue. This may necessitate rebuilding the retaining wall at the street edge and regrading the slope down to the waterfront walkway. Alternatively, the width of the east sidewalk could be widened as much as possible within the existing street right of way (less than 3.5 metres wide).
- 2 Incorporate a variety of places to sit at regular intervals along the street length to take advantage of the water views.
- 3 Provide a continuous sidewalk along the west side of Newcastle Avenue. Refer to Enhanced Local Street design guidelines.
- 4 Develop Newcastle Avenue as an upper level promenade, with one way northbound traffic, and on street parallel parking where feasible along the west side of the street.
- 5 Incorporate corner bulges at intersections, special paving for crosswalks and reduced lane widths to calm and reduce traffic volumes.
- 6 Develop public lookout platforms at the ends of the west-east streets (Rosehill, Mt Benson, Bryden and Dawes Streets) with stairways connecting the sidewalk along Newcastle Avenue down to the waterfront walkway.



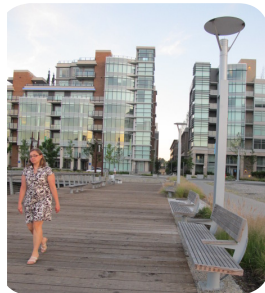
- 7 Develop seating, landscaping, water fountains, garbage and recycling receptacles, and potential public washrooms and kiosks into the access stair locations as activity nodes along the walkway.
- 8 Street trees and landscaping should be included along both sides of Newcastle Avenue to enhance the streetscape but not impact views.
- 9 Re-landscape the slope from the street down to the waterfront walkway as required, to provide seating areas, gathering places and other amenities.
- 10 Landscaping should be designed to take into account CPTED principles, to ensure public safety and encourage the evening use of the walkway.
- 11 Low level pedestrian lighting should be included along the stairways, walkways and seating areas.
- 12 Develop a beach front park at the foot of Mt Benson Street, that may include a kayak / canoe launch facility connecting to the existing pier.
- 13 Locate signage or panels along the walkway and promenade that identify local natural features, history and points of interest.



Developing access stairs as activity nodes with adjacent washroom kiosks, recycling receptacles, drinking fountains and/or coffee and ice cream vendors is recommended.



Include a variety of materials and forms for public seating into the overall walkway design and into the slope between the street and water levels.



Create gateways from the upper promenade to the waterfront walkway.



Incorporate a variety of materials, including permeable surfaces and local materials to create visual interest and break up vistas.



Design guardrails that complement the overall design and allow views through.

2.9 Off Street Parking

General Off Street Parking

- 1 Minimize the footprint of parking areas through measures such as shared parking areas, reduced parking supply requirements near transit routes, and reserved parking spaces for car share programs.
- 2 Encourage multiple developments and mixed use developments to share common parking.
- 3 Provide reserved parking spaces for car share programs.
- 4 Consider reduced parking stall dimensions.
- 5 Provide access via rear mid-block lanes (preferred) and minor streets (when necessary). Minimize access from major thoroughfares to reduce the impact on through traffic movements.
- 6 For all commercial, mixed use and / or multiple family residential developments, underground parking is the preferred method for providing parking areas.

Commercial Parking

- 7 Off street parking for commercial uses should be located toward the rear of the site, and where necessary, should be screened from the fronting street.
- 8 Where on site surface parking is necessary, parking shall be at the rear of the building and accessed from the lane, where there is a lane. If there is no rear lane, the parking shall be accessed by a side driveway from the fronting street.
- 9 For corner lots, parking should be accessed from the flanking street if there is no lane.
- 10 Where parking is located under the rear of the building, the parking area shall be screened from view with plantings, hedges or screens.
- 11 Parking areas that are shared between multiple units and / or provide parking based on complementary parking demands such as commercial day time parking and residential night time parking are highly encouraged.
- 12 The use of raised curbs, landscaped medians and boulevards, and dedicated pedestrian circulation pathways around and through parking lots are encouraged in order to break up the size and visibility of larger parking lots.
- 13 Loading areas shall be at the rear of the building and accessed from the lane, where possible.



Light coloured permeable surfaces, generous landscaping and pedestrian pathways can humanize parking areas

Residential Parking

- 14 In general, off street surface parking or covered parking, including garages, shall be located beneath or at the rear of the building and accessed from the lane, where there is a lane.
- 15 Where no lane exists, driveway access from the street, with flared curb cuts, will be allowed along the side of the building. In such cases, shared driveways between adjacent buildings are highly encouraged.
- 16 Parking areas should not be visible from the principal fronting street.
- 17 Surface parking lots, covered parking, parking courts, garages and underground parking shall be screened from view with plantings, hedges or screens.
- 18 The use of raised curbs, landscaped medians and boulevards, and dedicated pedestrian circulation pathways around and through parking lots are encouraged, in order to break up the size and reduce the visual impacts of larger parking lots.



Shared driveways with permeable surfaces



Off street parking that is well landscaped and incorporates permeable surfaces minimizes the impact of the car in the neighbourhood

Building Design Guidelines

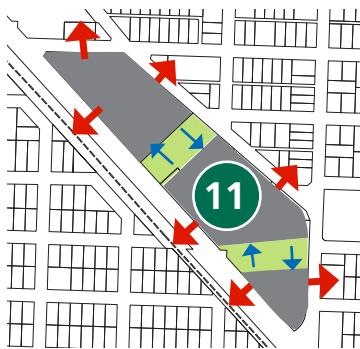
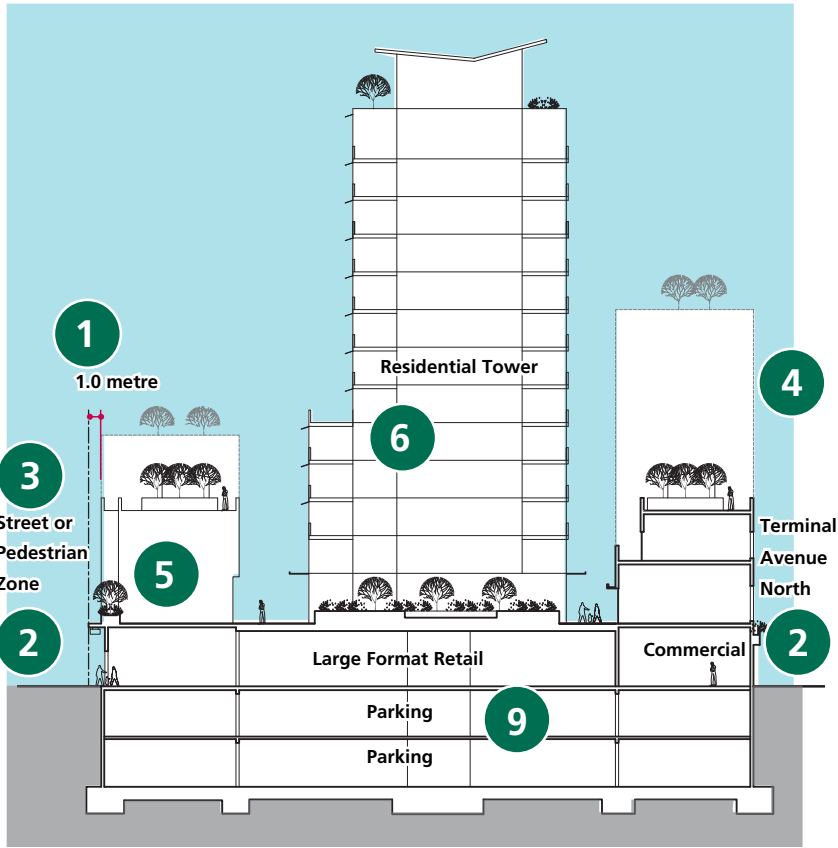
2.10 Commercial Centre Mixed Use Buildings 6+ Storeys

The Commercial Centre between Poplar Street, Princess Royal Avenue, Estevan Road and Terminal Avenue North has the potential to develop high density mixed use buildings, forming an area that incorporates the proposed Estevan High Street. These high density landmark developments have the potential to support Nanaimo's sustainability goals, combining places to live, shop, work, obtain services and access transit.

Building Massing - Mixed Use Buildings 6+ Storeys

- 1 Provide a 1.0 metre setback for commercial shopfronts from street rights of way to provide opportunity for retail displays, sandwich boards, planters, transitions in grade, etc.
- 2 Develop small scale commercial shopfronts around the base of large format retail spaces.
- 3 Develop a 2-4 storey street wall along neighbourhood streets and pedestrian zones.
- 4 Develop a 2-6 storey street wall along Terminal Avenue North.
- 5 Provide breaks between lower building forms to allow visual access to the street from the podium roof and to reduce overall building mass.
- 6 Tower forms above the podium level should terrace or set back above the 4th storey.
- 7 35 metre minimum distance between towers is recommended to reduce shadowing and maximize privacy and views between buildings.
- 8 Shadow studies are required for all development applications to determine the impact of tower locations on private, semi-private and public outdoor spaces.
- 9 Underground parking to be provided.
- 10 All streets to be developed as public places that are safe, attractive and accessible to all users.
- 11 Access to service and loading areas should be from lanes or other secondary routes.





Locating service and loading areas away from active streets enhances the pedestrian environment

- service lane/secondary street
- service access
- active street

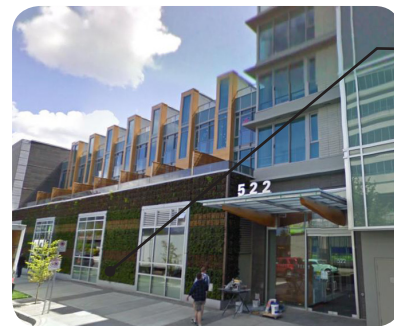


Form and Character

- 12 Refer to section on shopfront and residential entrance guidelines.
- 13 Larger scaled commercial signs oriented to Terminal Avenue North should complement the overall building design.

Low Rise Building Forms (up to 6 Storeys)

- 14 Low rise portions above ground floor commercial spaces should be developed as distinct elements, with specific colours, materials, fenestration and / or details.
- 15 Individual building forms should relate to and complement the overall development, providing variety and visual interest.
- 16 Low rise forms are encouraged to create visual interest and reduce the overall scale by dividing the facade into horizontal layers using contrasting materials, forms and / or upper storey setbacks.



Green walls can reduce the overall temperature of the building, therefore reducing energy consumption, purify rainwater and provide opportunities for community gardens.



Low rise forms with varying roof heights and changes in plane contribute to the streetscape.



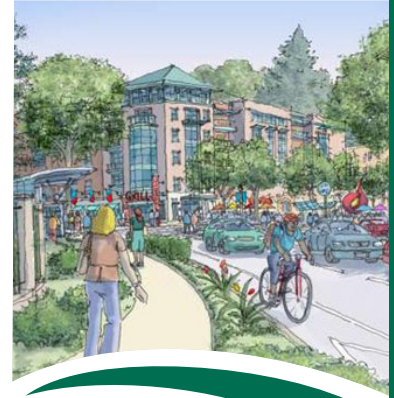
Shopfronts with entrances at the building corners that incorporate seating and display space are highly encouraged to promote the use of corner urban plazas.



Podium roofs with extensive landscaping slows runoff, reduces heat island effect, provides continuous habitat for birds and increases livability by providing private and common outdoor space.

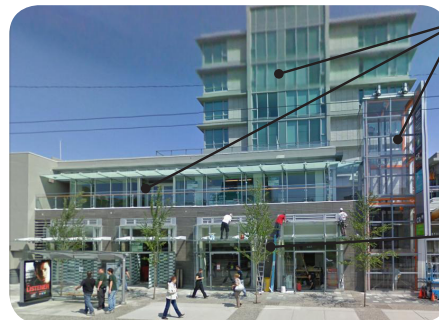
High Rise Building Forms (6+ Storeys)

- 17 Consider the potential to showcase Nanaimo’s commitment to sustainable development with these landmark developments.
- 18 Provide strong, sculptural building forms with an emphasis on high quality materials from sustainable sources.
- 19 The expression of balconies, setbacks, terracing and changes in materials and fenestration (placement of windows and doors) should complement and contribute to the building form massing and scale.
- 20 Maximize opportunities for green walls, roof gardens and balconies.



Subtle changes in glazing patterns distinguish individual building elements within the overall building form.

The brick ground floor anchors the building at the street level.



This largely glazed building facade is divided into separate elements with distinct fenestration (placement of windows and doors) patterns.

The brick base anchors the building at the street level.



The overall building form is composed of distinct building elements.

Limiting the material palette to brick, coloured composite panels and large areas of glazing provides visual continuity.

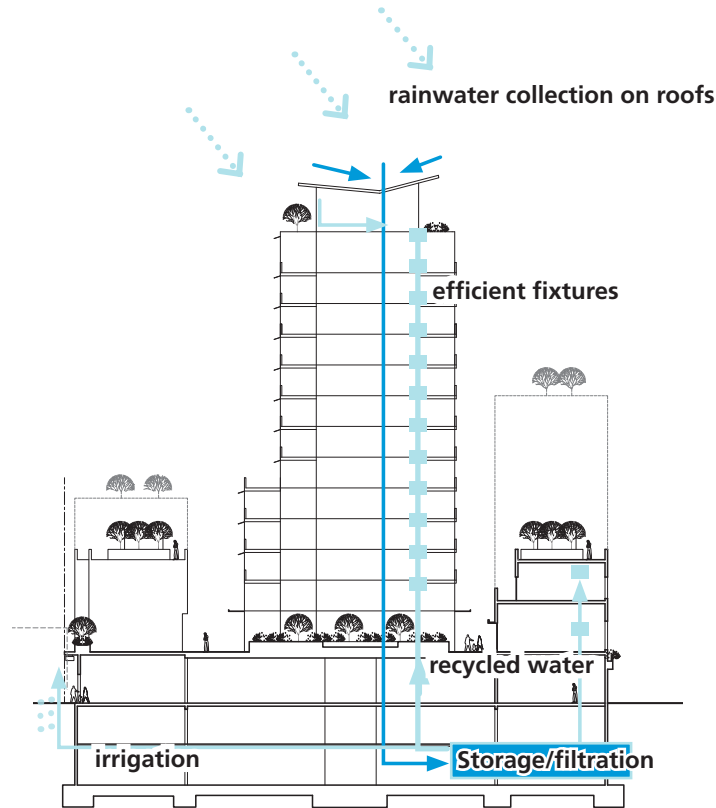


Sustainable Building Design

At a minimum, developments should meet LEED Silver standards. The following sustainable design elements are recommended.

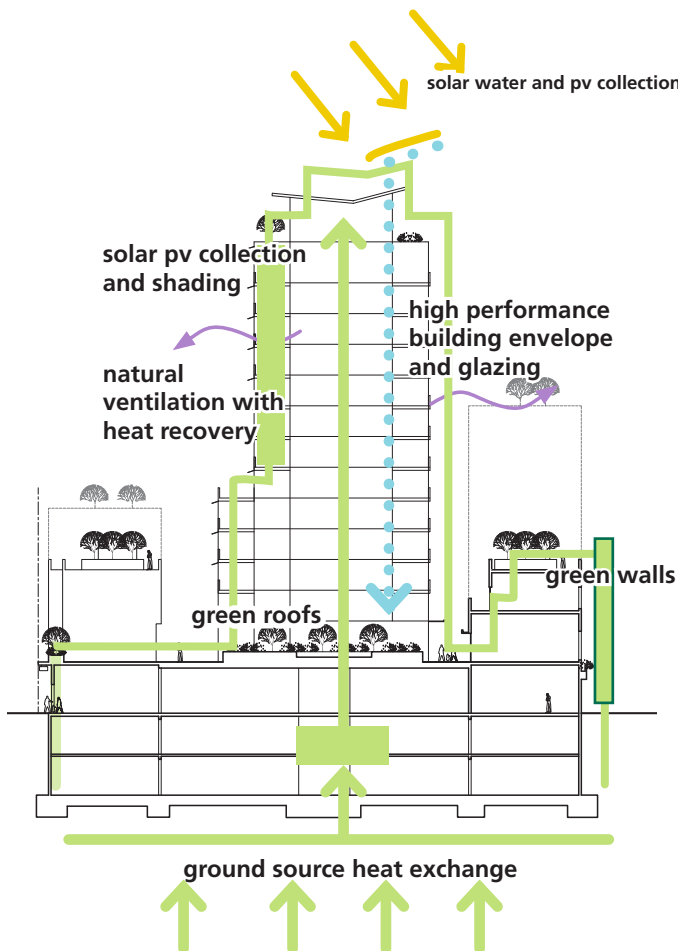
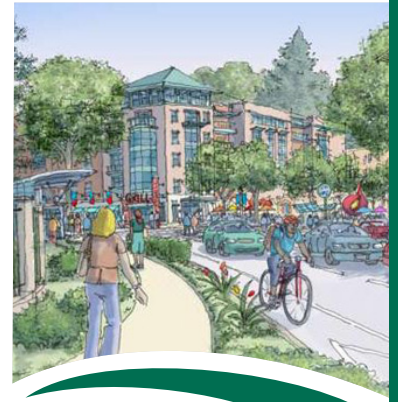
Energy and Rainwater Collection System

- 21 Utilize energy reclaimed from commercial cooling and wastewater for heating.
- 22 Utilize the potential of residential towers to collect solar water, and solar and wind generated electricity.
- 23 Integrate geothermal heating in the building energy system.
- 24 Decrease energy demands through increased wall and roof insulation values and high efficiency glazing.
- 25 Use collected and filtered rainwater for irrigation, toilet flushing and other non critical uses as health code requirements allow.



Passive Designs

- 26 Building design should respond to solar orientation and utilize shading devices, glazing size, balcony placement, and so on to minimize heating and cooling loads and maximize livability.
- 27 Incorporate opportunities for cross ventilation to minimize demands on mechanical ventilation and maximize indoor air quality.
- 28 Daylight stairwells and / or corridors should be provided to decrease electric lighting loads and provide a safe, comfortable space that may increase the use of stairs rather than the elevator.
- 29 Utilize podium roofs to provide shared and common green space, including community gardens and water elements for passive cooling.
- 30 Incorporate green walls along street edges.

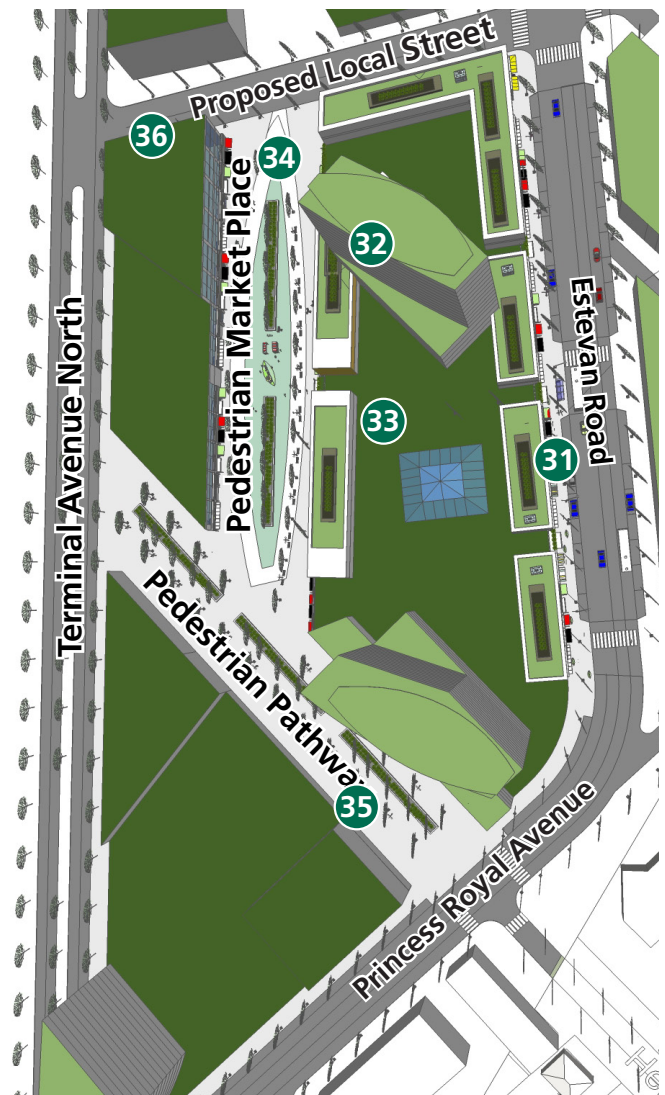




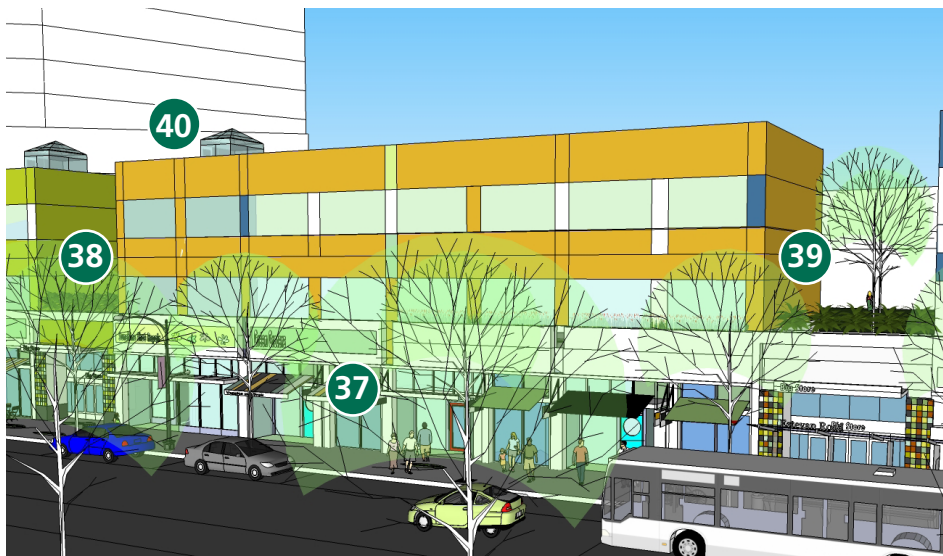
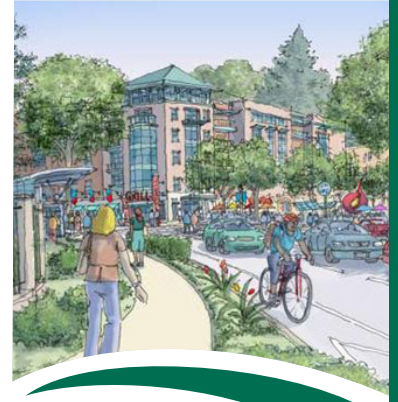
Public Realm Guidelines

The area between Poplar Street, Princess Royal Avenue, Estevan Road, and Terminal Avenue North provides for shops, services, office space and high rise residential development in a podium building form. A new street connecting Terminal Avenue North and Estevan Road, and two pedestrian only paths are proposed to increase connectivity between this High Street area and the surrounding neighbourhoods.

- 31 Develop a pedestrian oriented High Street as a neighbourhood shopping, services and workplace destination.
- 32 Orient residential towers to take advantage of views to Mt. Benson and / or Newcastle Channel.
- 33 Provide usable outdoor spaces including community gardens on podium roofs.
- 34 Provide a pedestrian only commercial zone as a community gathering place and venue for weekend markets and events.
- 35 Connect Princess Royal Avenue to Terminal Avenue North with a pedestrian walkway.
- 36 Establish a new street connecting Estevan Road to Terminal Avenue North to facilitate vehicular movement into and out of the neighbourhood.



- 37 Develop small scale pedestrian oriented commercial shopfronts around the base of large format retail spaces.
- 38 Integrate entrances to large format retail spaces into the streetscape.
- 39 Provide openings between mid rise building forms to create variation along the street and allow views into landscaped podiums.
- 40 Provide usable outdoor space on low building roofs.
- 41 Create a neighbourhood / high street identity using street signs, bus stop graphics, street banners, sidewalk / street graphics, public art and building names.
- 42 Incorporate soft landscaping opportunities into the building facade, street design and podium roof.



Integrate pedestrian oriented shopfronts, large format retail entrances, opportunities for social gathering, and transit connections within a community centered public space.



A car-free market street as a potential venue for community events and activities.



2.11 Mixed Use Corridor Buildings Up To 6 Storeys

Mixed Use Corridor Guidelines

The form and character of mixed use streets contributes to a neighbourhood identity and provides a rich and varied pedestrian environment. These Design Guidelines consider mixed use buildings with commercial, office or residential uses on the ground floor and office or residential use above.

Building Massing

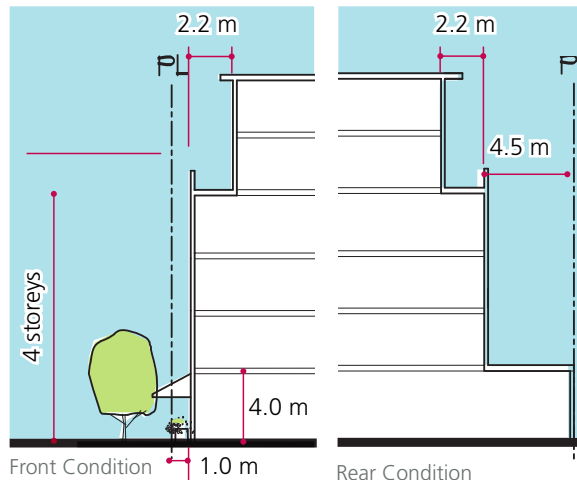
- 1 Maintaining a minimum 1.0 metre front setback provides opportunities for landscaping, awnings, canopies, street furniture, merchandise display and other street side accessories.
- 2 In addition to the minimum setback, an increased setback of 2.2 metres above 4 storeys is preferred to provide variety along the street wall, provide opportunities for outdoor spaces and landscaping, and reduce shadowing of the street. Structural limitations may allow only to the fifth floor to be set back.
- 3 Stepped building forms provide a transition between contrasting building forms and mass, and respect access to light and privacy. A minimum 2.2 metres is recommended for building steps that provide outdoor space.
- 4 A floor to floor height of 4.0 metres is recommended for the ground floor.



Successful mixed use buildings combine individual shopfronts within a strong unifying base



Mixed Use Corridor buildings step down in scale and present a neighbourhood friendly facade to adjacent residential areas

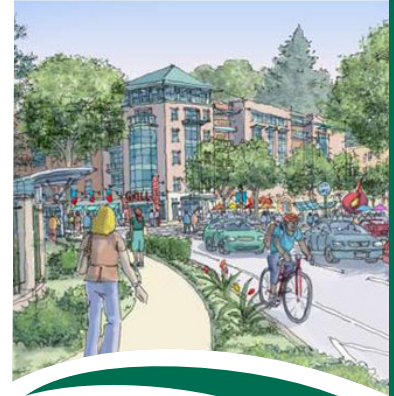


Form and Character

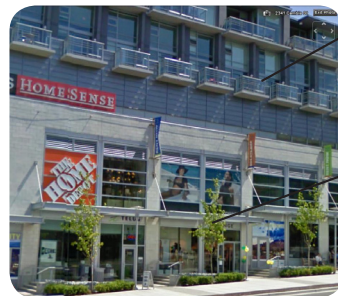
- 5 Support a strong overall building form with a simple material palette emphasizing natural materials.
- 6 Architectural elements and detailing should contribute to and complement the overall building massing.
- 7 Provide visual breaks between shopfronts to create a rhythm and provide differentiation.

- 8 Provide weather protection, landscaping and architectural detail at the street level to maintain a pedestrian scale and interest for taller building forms.

- 9 Create texture, rhythm and visual interest on large scale building facades using balconies, awnings, overhangs, and glazing patterns.



Architectural elements should provide visual interest and complement the overall building design. The curved stair form continues the building's window alignment and external finish while providing visual interest using a contrasting form and height.

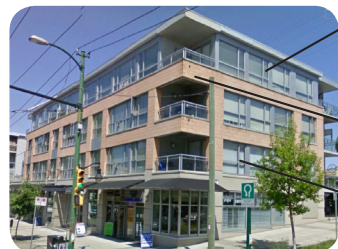


Expressing individual residential balconies creates a texture and rhythm on the facade and a pleasing contrast with the larger commercial proportions below.

Shopfronts are expressed within a two storey proportion which visually reduces the overall building height. Weather protection and landscaping provides a pedestrian scale along the street level.



Changing materials from predominately brick to glazing at the second floor creates a strong horizontal division. Surrounding each shopfront with brick allows each shopfront to be expressed separately within the brick base.



Increased areas of glazing on the top floor reinforces the overall horizontal building proportions.

Corner balconies provide depth and interest to the elevation.

Large areas of glazing complement the brick facade, creating a balance between solid and transparent.



Shopfronts

Materials and Proportions

- 10 Tall, narrow shopfronts recall heritage building proportions and streets characterized by collections of small shopfronts.
- 11 Generous areas of shopfront glazing provide views into and out of shop interiors. Shopfront windows should comprise no less than 75% of the total shopfront area.
- 12 Well defined ground floors that provide an obvious base to the building are recommended to frame glazed shopfronts and provide street continuity.
- 13 A 4.0 metre minimum dimension for ground level floor to floor heights is recommended.
- 14 Ground floor elevations recognizable as building bases should provide continuity along the streetscape and anchor taller building forms.
- 15 Shopfront exteriors should be constructed of high quality materials that are durable, resistant to graffiti, complement the overall appearance of the building and are compatible with adjacent shopfronts.
- 16 The use of vinyl or aluminum siding or other materials made to imitate natural finishes is discouraged.



High quality materials, transparent shopfronts, attractive and individual signage and landscape treatments all support good business and a walkable community.



Tall, narrow shopfronts help to break up larger building forms and create a visually interesting rhythm along the street.

Signage

- 17 Pedestrian oriented signage treatments are preferred and include: overhead hanging signs perpendicular to the shopfront; painted window signs; signage incorporated into awnings or canopies; and other methods of creating individual identities.
- 18 Signs should complement the style, composition, materials, colours and details of the building.
- 19 Overhead signs should not extend above the first storey or conflict with design details, windows or cornices.
- 20 Window signage should be limited to 15% of the available window space.
- 21 Backlit acrylic signs are not recommended.



Entrances

- 22 Shopfront entrances should be clearly marked and provide a visual focus for the commercial exterior.
- 23 Side entrances should be located as close to the front street as possible.
- 24 Buildings that wrap around street corners are encouraged, marking corners as activity nodes and introducing variety along the street.
- 25 Shop entrances set into the building face maximize opportunities for glazing and signage, and reflect local contextual precedents.

Awnings and Canopies

- 26 Awnings and canopies should provide opportunities for signage, colour and weather protection.
- 27 Canvas, fire resistant acrylic, glass, steel, and other high quality materials are preferred awning materials. Vinyl, plastic or fiberglass awnings are discouraged.
- 28 Awnings on a multiple storefront building should be consistent in character, scale and location but need not be identical.
- 29 Canopies or overhangs should emphasize individual shopfronts, thereby helping to break down large building masses and reducing the impact of larger development forms.



The design of awnings and canopies impact the quality and character of the street.



Landscaping and Street Furniture

- 30 Planters, window boxes and / or other streetscaping strategies should be used to soften building forms, create outdoor spaces and mark boundaries, decrease rainwater runoff, beautify buildings and streets, provide a pedestrian scale and support walkability.
- 31 Street furniture can make a street feel more complete and comfortable. It should be integrated into the street to create places for people to socialize and rest, and can be designed to support a street identity.



Street furniture and landscaping complete the street design and make places for people

Exterior Lighting

- 32 Exterior lighting on mixed use streets should illuminate facades, entrances and signage, and provide an adequate level of personal safety.
- 33 Exterior lighting should highlight building elements, signs or other distinctive features.
- 34 Exterior lights should not produce glare onto streets, public ways or adjacent properties.
- 35 Lighting fixtures should complement the building facade design.



Well designed exterior lighting increases safety and improves the streetscape

Residential

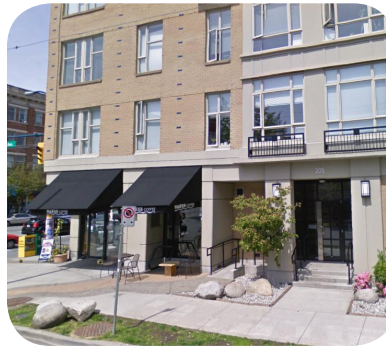
Materials and Proportions

- 36 Residential elements in mixed use buildings should be distinguishable from, and complementary to, adjacent commercial uses.
- 37 High quality materials that complement the overall building design and contribute to the streetscape are expected.
- 38 Setting back residential storeys above the ground floor buffers units from the street, minimizes overlook and shadowing onto adjacent residences, and provides private outdoor spaces.
- 39 Landscaping incorporated into upper floor setbacks screens overlook into adjacent property, softens the building edge and creates visual interest above the street level.



Entrances

- 40 Residential entrances in mixed use buildings should complement adjacent shopfront proportions but be clearly identified as residential.
- 41 Entrances recessed into the building face provide weather protection and privacy.
- 42 Incorporating planting and seating into the building entrance contributes to a residential identity and variety along the street.



Recessing entrances, incorporating landscaping and signage clearly identifies residential uses and provides variety on mixed use streets

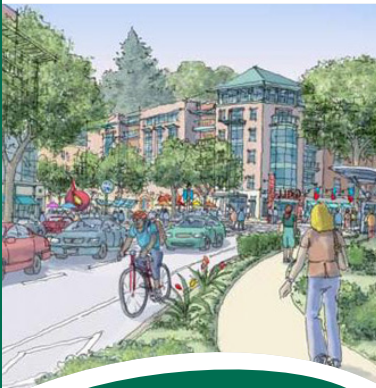
Signage

- 43 Residential signage, including addresses, should be clear and consistent in quality with adjacent shopfronts.



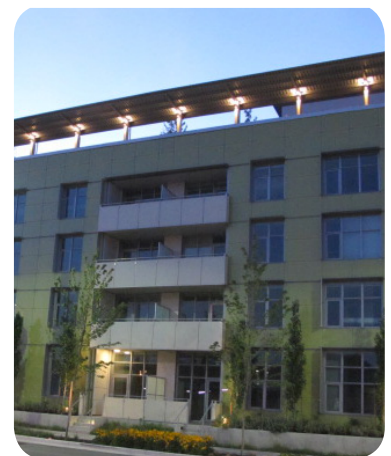
Well designed commercial signs complement the overall building design and contribute to a vibrant streetscape





Exterior Lighting

- 44 Exterior lighting should clearly illuminate residential entrances and addresses, and exterior lobbies.
- 45 Exterior lights should not produce glare onto streets, public ways or adjacent properties.
- 46 Lighting fixtures should complement the building facade and be distinguishable from adjacent commercial light fixtures.
- 47 Exterior lighting should contribute to the overall building design.



Well designed exterior lighting complements the building design, increases neighbourhood safety and can transform the evening streetscape.

2.12 Residential Corridor / Neighbourhood Multiple Dwelling Units and Compatible Infill up to 4 Storeys

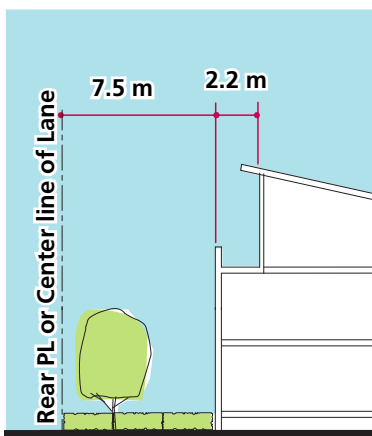
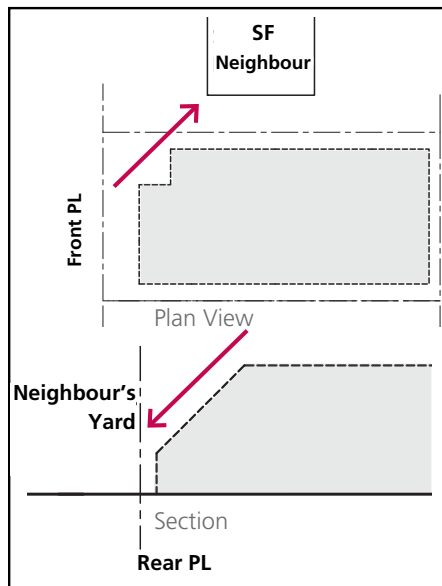
Multiple Dwellings provide a higher density building form that can transition between Mixed Use Corridor and Neighbourhood areas. Lower density multiple dwelling units provide compact, compatible infill within Neighbourhood areas.

Building Massing

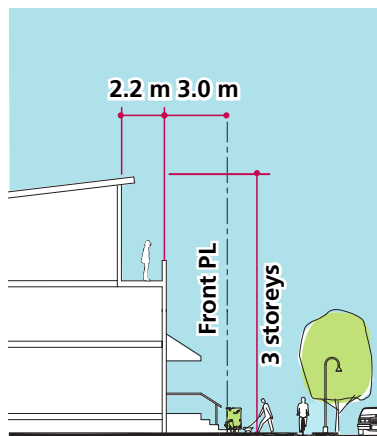
- 1 Infill housing should preserve adjacent buildings' access to light and privacy, and be contextual with adjacent development.
- 2 Incorporate pedestrian walkways through long multiple dwelling developments to improve neighbourhood walkability.
- 3 An additional minimum setback of 2.2 metres above the 3rd storey is recommended to ensure variety along the building facade, reduce the impact of taller buildings on the street, and complement the scale of single family houses.

2-3 Storey Developments

- 4 The form and massing of 2-3 storey multiple dwelling units (for example, townhouses and rowhouses) should accentuate individual units, reflecting the single family neighbourhood context.
- 5 Buildings adjacent to smaller scale developments should step down to provide a transition in scale, reduce shadowing and overlook into adjacent properties.



Rear Condition

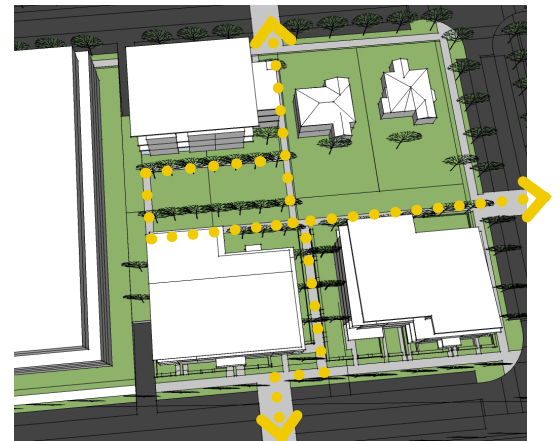


Front Condition



4 Storey Developments

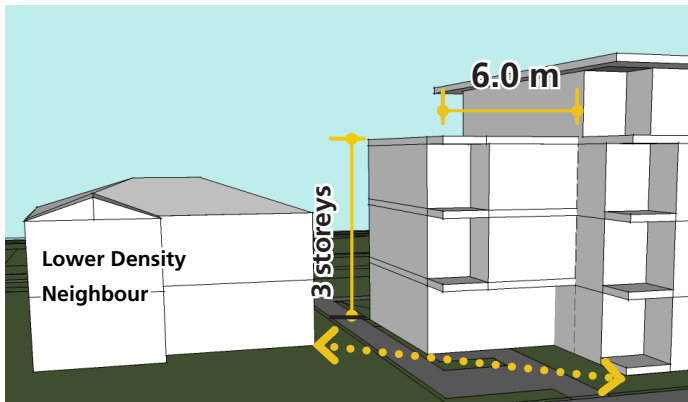
- 6 Residential Corridor developments should consider increasing the front setback for the portion of the building within 6.0 metres of the interior side yard adjacent to low density development, providing a transition to existing front setbacks.
- 7 Reducing the building height to 3 storeys adjacent to lower developments within the 6.0 metre portion of the building is recommended.
- 8 Orienting unit entrances and private outdoor spaces, fences and gates of ground floor units to the street is recommended to maintain existing neighbourhood patterns.
- 9 Residential Corridor developments are encouraged to incorporate walkways between buildings to provide pedestrian connections between the Neighbourhood and Mixed Use Corridors.



Pedestrian paths through multi-family developments increase safety through overlook from adjacent residential units, and provide alternate neighbourhood walking routes.



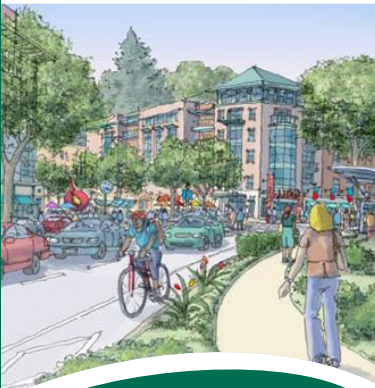
Reducing building heights to 3 storeys adjacent to walkways maintains a high quality pedestrian realm.



Higher density developments are recommended to acknowledge heights and setbacks of lower density neighbours.



Corner developments should orient entrances for ground level units to both streets, ensuring direct access of units to the street.



Form and Character

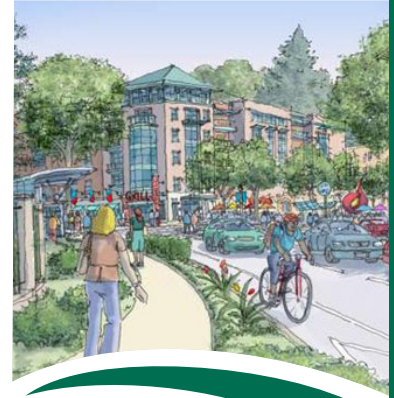
- 10 Attractive landscaping that contributes to a high quality public realm is expected.
- 11 The re-use of heritage elements and forms in new residential construction should be carefully considered. Details that are not consistent in material, proportion, colour and application with authentic heritage architecture could create “imitation heritage” and dilute the impact of the existing heritage stock.
- 12 A modern interpretation of heritage forms, elements and details is an appropriate option, however the success of future residential construction in the Newcastle + Brechin area is not dependent on historical references. Innovative, modern architecture should be an integral part of the Newcastle + Brechin area development, keeping in context with adjacent building forms.
- 13 Residential infill developments should be designed and constructed to a high standard.
- 14 Amenity spaces should be directly oriented to residential units.
- 15 Amenity space landscaping should provide privacy while maintaining visual access, especially where playground space is provided.
- 16 Amenity spaces should include seating, opportunities for shade, and surfaces that are appropriate for year round use.
- 17 Avoid arrangements where the front of one dwelling faces the back of another unless the units in the back row have articulated rear facades, recessed garages and extensive landscaping.
- 18 Neighbourhood patterns of green front yards is paramount, and parking in the front yard is not permitted.
- 19 Entrances, addresses, pathways, parking and landscaped areas should be illuminated at night while avoiding light spilling into residential units.
- 20 Community garden spaces are recommended where possible including in amenity spaces or in “left over” spaces.
- 21 Strategies to maximize rainwater infiltration, including the use of permeable surfaces and minimum building footprints are required.
- 22 Refer to CPTED strategies for multiple dwelling developments.



Raised entries, landscaping, fences and gates provide a transition between the front door and the street, allowing reduced front yard setbacks.

2-3 Storey Developments

- 23 The images below illustrate form and character precedents ranging from modern / contemporary to traditional inspired.
- 24 Rowhouse and townhouse developments, through compatible massing and scale, and with a scale and rhythm based on individual units, mix well in a predominately single family neighbourhood.
- 25 Building elements including porches, raised entries, bay windows, roof extensions, fences, screens and landscaping are recommended to provide a transition from the sidewalk to the front door, allowing reduced front setbacks and a vibrant pedestrian realm.



A simple combination of natural wood with industrial materials is recommended. Individual units are identifiable within the overall street elevation.

Fences, garden gates and landscaping define private outdoor spaces.



Extensive trim and detailing and large window proportions distinguish this new development.

Individual units are expressed within the gabled roof forms.



A lower roof form can reduce the overall building scale.

Traditional elements including gabled roof forms, porches and extensive architectural detailing and trim illustrate a modern interpretation of the arts and crafts style.

Large window sizes support modern building proportions.



Strong, simple roof shapes and generous glazing proportions provide a modern form to this development. Brick and wood siding refer to traditional residential architecture.



4 Storey Developments

- 26 Continuing neighbourhood patterns including green front yards is encouraged.
- 27 Reducing the overall building scale is encouraged through the use of articulated elevations, architectural features and combinations of contrasting materials and colours.
- 28 Building entrances should be highly visible and contribute to the overall streetscape.
- 29 Setting back the 4th storey emphasizes the 3 storey form on the streetscape.
- 30 Elevations that are simply and clearly organized using high quality materials are encouraged.
- 31 Natural building materials including wood, brick, stone and metal are recommended.
- 32 An overall earth toned colour palette is recommended.
- 33 Bright, saturated colours should be limited to entrances and discrete architectural features.



Building entrances should be clearly identified, welcoming, safe, include weather protection and provide architectural interest on the front facade.



The 4th floor is expressed with darker materials, a floor level cornice line and a larger, divided glazing pattern.
Individual gardens continue the pattern of green front setbacks.



Incorporate shading devices into the building design.

A varied roof line provides visual interest.

2 storey bays identify individual units.



Individual front entrances with space for gardens and outdoor furniture increase the quality of life in compact housing.

2.13 Residential Infill

Small Scale Residential Infill up to 3 Storeys

Innovative, small scale ground oriented developments including single family houses and duplexes increase neighbourhood housing choice.

Building Massing

- 1 Massing, footprints and heights should complement existing neighbourhood forms including residential setbacks.
- 2 Where there is a uniform front yard setback, infill buildings should respect this setback and fit into the streetscape.
- 3 Create a transition in building heights if the new development is higher than the neighbours.
- 4 Create a transition in building widths if the new development is significantly larger than adjacent buildings by visually dividing the building width into smaller vertical elements that approximate the width of the neighbours.
- 5 Building forms should articulate topography by sloping or stepping down to provide access to light and privacy onto side yards.



Small lots are opportunities for design innovation.

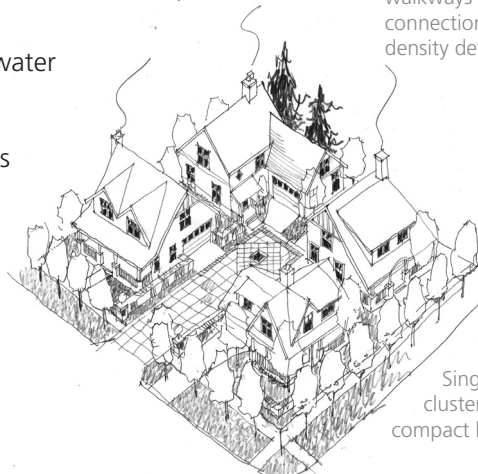


Form and Character

- 6 New developments can introduce new architectural styles to a street while respecting the scale, mass and pattern of the street.
- 7 Where the architectural style and building form is new to the street, good architectural design including high quality materials and detailing increase neighbourhood acceptance.
- 8 Off street parking accessed from the lane is recommended.
- 9 Landscape design and materials should complement the overall building design, contribute to the public realm where they meet the street, and complement the neighbourhood.
- 10 Strategies to maximize rainwater retention, including the use of permeable surfaces and minimum building footprints are encouraged.
- 11 Refer to Multiple Dwelling Units and Compatible Infill Up to 4 Storeys Form and Character guidelines.



Shared driveways and walkways provide connections within higher density developments.



Single family clusters are efficient, compact housing forms.

2.14 Coach Houses

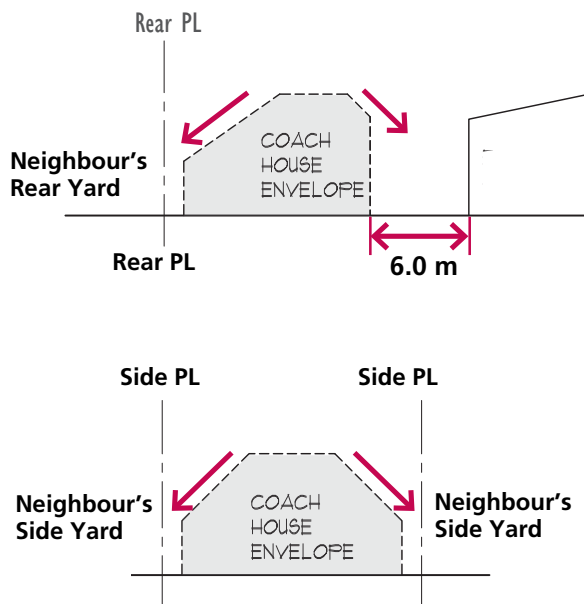
Coach Houses are appropriate infill prototypes on lots with existing single family houses. They can provide additional space for families, extended families, home office use or provide rental income. Respecting adjacent residents' access to light and privacy determines their success within the neighbourhood.

Building Massing

- 1 Massing, footprints and heights should complement existing neighbourhood patterns and forms.
- 2 Coach House height should not exceed 2 storeys.
- 3 The principal house should generally be higher than the coach house.
- 4 Coach house massing should slope down to preserve access to light and privacy for neighbours and the principal dwelling.
- 5 6:12 is typically recommended for sloped portions of the building mass.
- 6 8:12 degrees is recommended for portions of the coach house adjacent to the rear property line with no lane.
- 7 6.0 metres is the recommended minimum separation between the principal house and the Coach House.

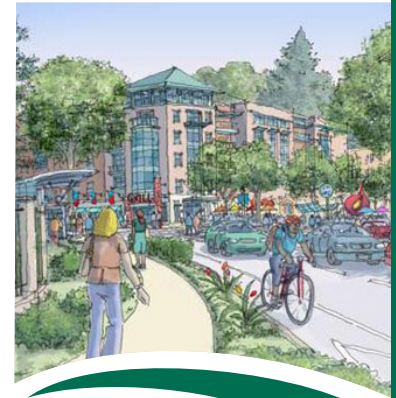


Coach houses can provide valuable living space with minimum impact on neighbour's privacy and private outdoor space.



Form and Character

- 8 Infill housing prototypes should increase housing choice while preserving neighbourhood patterns.
- 9 Coach Houses should enhance the character of the lot through high quality design, materials and detailing.
- 10 Design innovation is encouraged. The architectural style of the Coach House is not limited to the style of the principal dwelling but should respect valued neighbourhood characteristics.
- 11 Well proportioned facades, openings and architectural elements that are appropriately scaled to the overall building form are encouraged.
- 12 Driveways should be shared wherever possible to maximize on street parking opportunities and sidewalk continuity, and to minimize the amount of paved surfaces.
- 13 Access and entrances to Coach Houses should be clearly defined and may include front gates and illuminated house address.
- 14 Strategies to maximize rainwater infiltration, including the use of permeable surfaces and minimum building footprints are encouraged.
- 15 The design of exterior lighting should carefully consider privacy between the Coach House and principal house. Pathways and driveways should be illuminated at night without light spilling into adjacent properties.
- 16 A minimum private outdoor space of 15 m², directly accessible from private indoor space is recommended for Coach Houses.
- 17 Ground level private outdoor spaces are preferred to balconies and roof top decks to maximize access to privacy and light for adjacent properties.



Selected heritage elements including bay windows, simple, steeply pitched roof forms and painted wood cladding are appropriate for heritage style Coach House designs.



Well designed, contemporary forms including strong, simple roof shapes, large areas of glazing, deck and patio spaces that extend interiors, and simple building forms can be appropriate options for Coach Houses.



Gabled roofs, wood cladding, generous trim proportions, simple building forms and careful landscaping allow coach houses to fit into existing neighbourhoods and complement traditional and heritage style properties. Photo Credit: smallworks.ca.



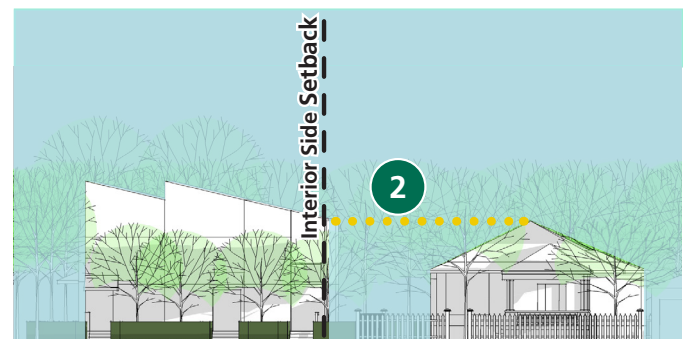
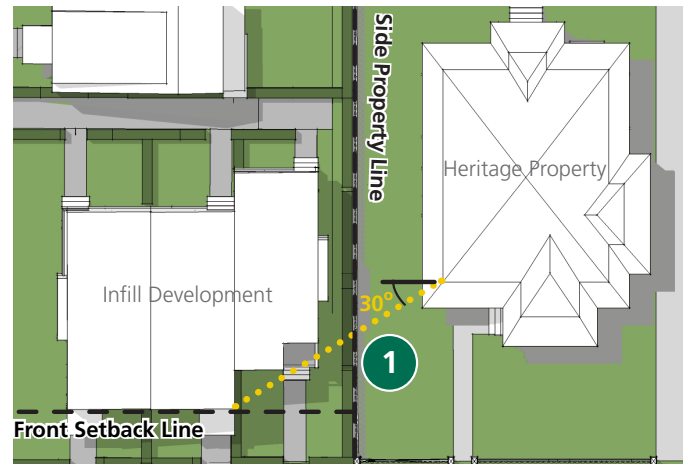
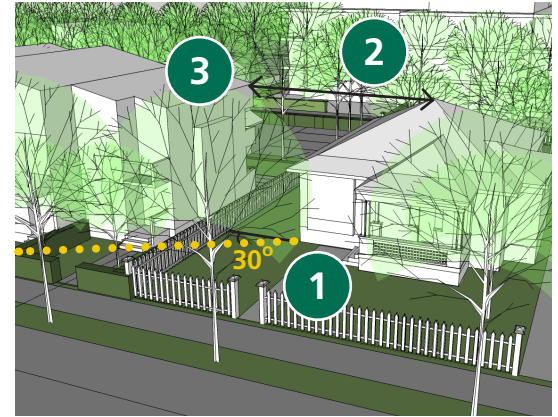
Provide the Coach House with a presence on the front sidewalk to include it in the neighbourhood and allow clear identification.



2.15 Heritage Areas Developments Adjacent to Residential Heritage Properties

Registered heritage properties are important determinants of neighbourhood character and value, to be protected and maintained as the Newcastle + Brechin area develops. These guidelines are intended to minimize the impact of adjacent developments on these landmark properties. New developments are not expected to reflect or complement the architectural style of the heritage developments. They are, however, encouraged to consider the scale and form of their heritage neighbour, providing some “breathing space” for these local assets and continuity along the streetscape.

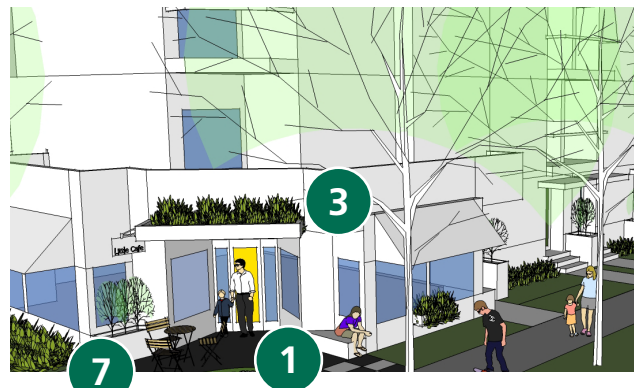
- 1 Increase the front setback of the portion of the building, determined by a line extending from the nearest corner of the heritage building at 30° to the front elevation towards the new development. Porches, steps and overhangs are allowed to project into this setback.
- 2 The building height at the interior side setback line should not exceed the highest point of the heritage building’s main roof form.
- 3 Building facades, especially elevations facing heritage properties, are encouraged to be layered and articulated. Blank or flat facades that are in direct contrast to detailed heritage architecture are discouraged.



2.16 Local Service Centre

Introducing small scale commercial developments into residential neighbourhoods supports walkability and social connections. Corner stores and coffee shops, for example, can reinforce a neighbourhood identity and provide a convenient place to shop and gather.

- 1 Incorporate a recommended minimum 6.0 m² public space at the commercial entrance to allow space for seating, planters and gathering.
- 2 Consider providing a distinct paving material at the entrance to contrast with the adjacent sidewalk.
- 3 Incorporate hard and soft landscaping into the commercial facade and entrance to blend this commercial use into the neighbourhood context and allow it to be a good neighbour.
- 4 Set back the commercial facade 1.0 metre from the front property line to clearly define the corner location and differentiate commercial and residential use on the streetscape.
- 5 Orient shopfront windows away from adjacent residential use to maintain privacy.
- 6 Incorporate the street name or other neighbourhood identity into signage and / or hard landscaping.
- 7 Integrate outdoor furniture including recycling, garbage, seating and planters into the commercial shopfront design.



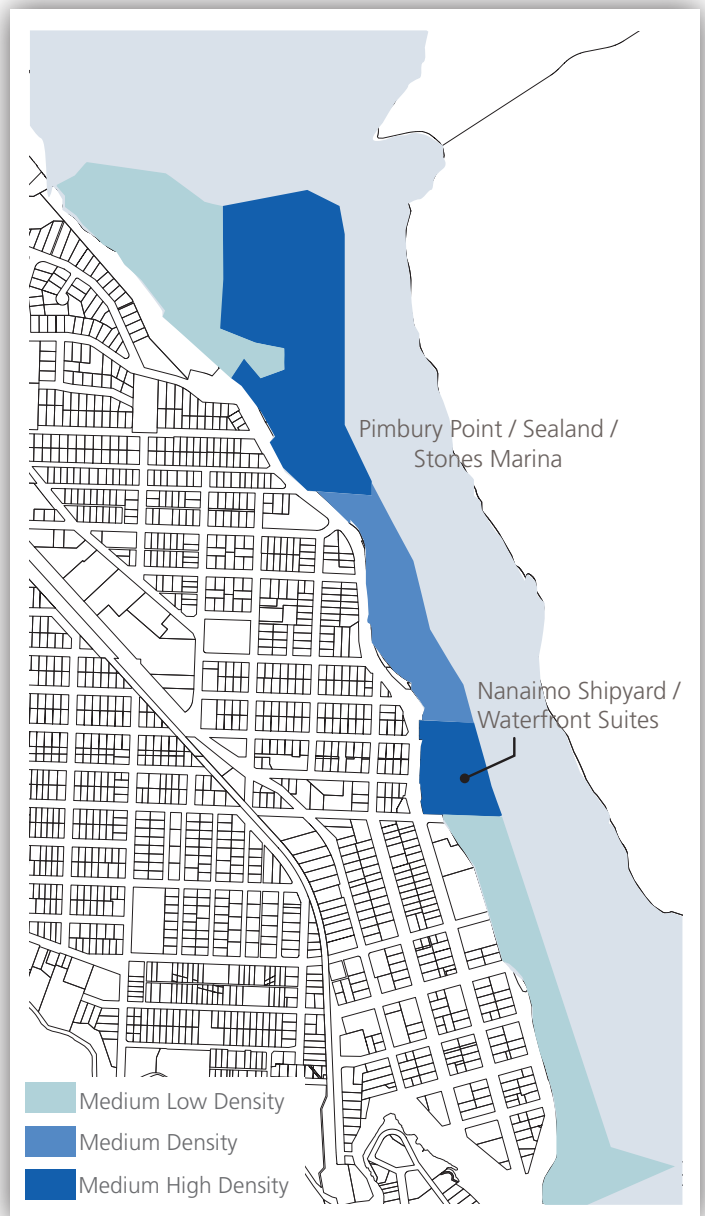
2.17 Waterfront



The Waterfront has a number of sites that may be candidates for redevelopment. These include the following:

- Nanaimo Shipyard / Waterfront Suites area (between approximately St. George and Cypress Streets).
- Pimbury Point / Sealand / Stones Marina area (between approximately Maple Street extending east of the BC Ferries terminal).

While these sites are subject to the Medium High Density Waterfront designation, specific height and density limits would be confirmed at the rezoning and development approvals stage. However, the following general site planning and design guidelines shall apply.



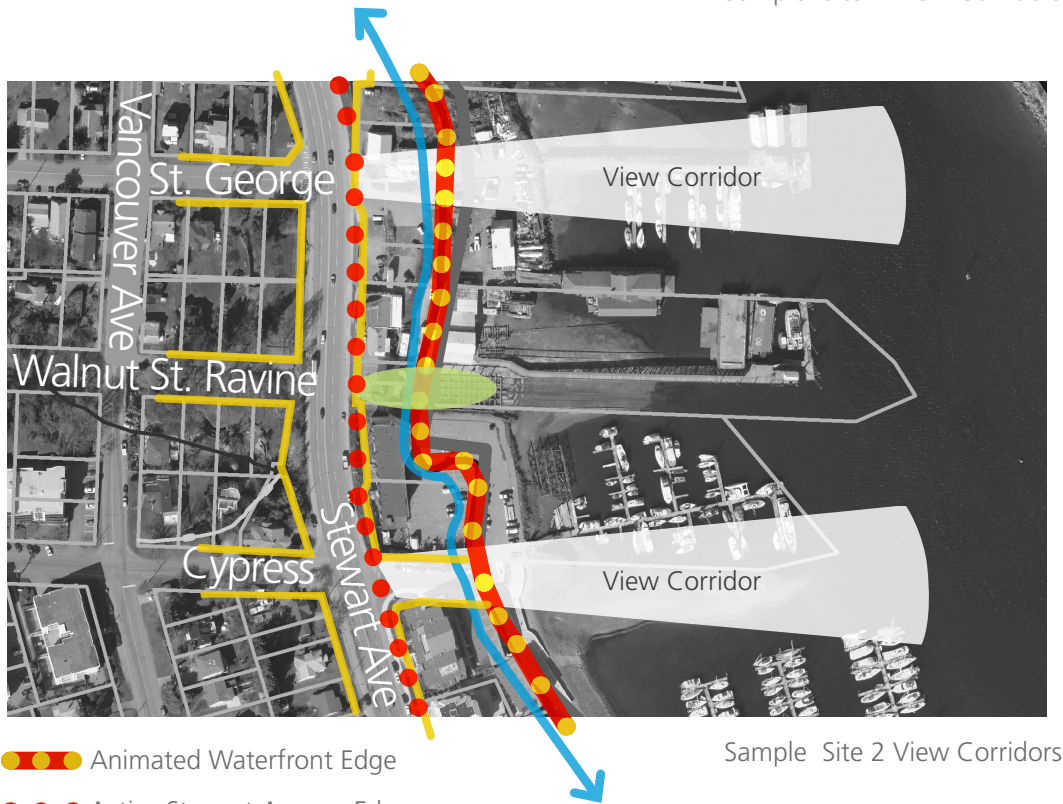
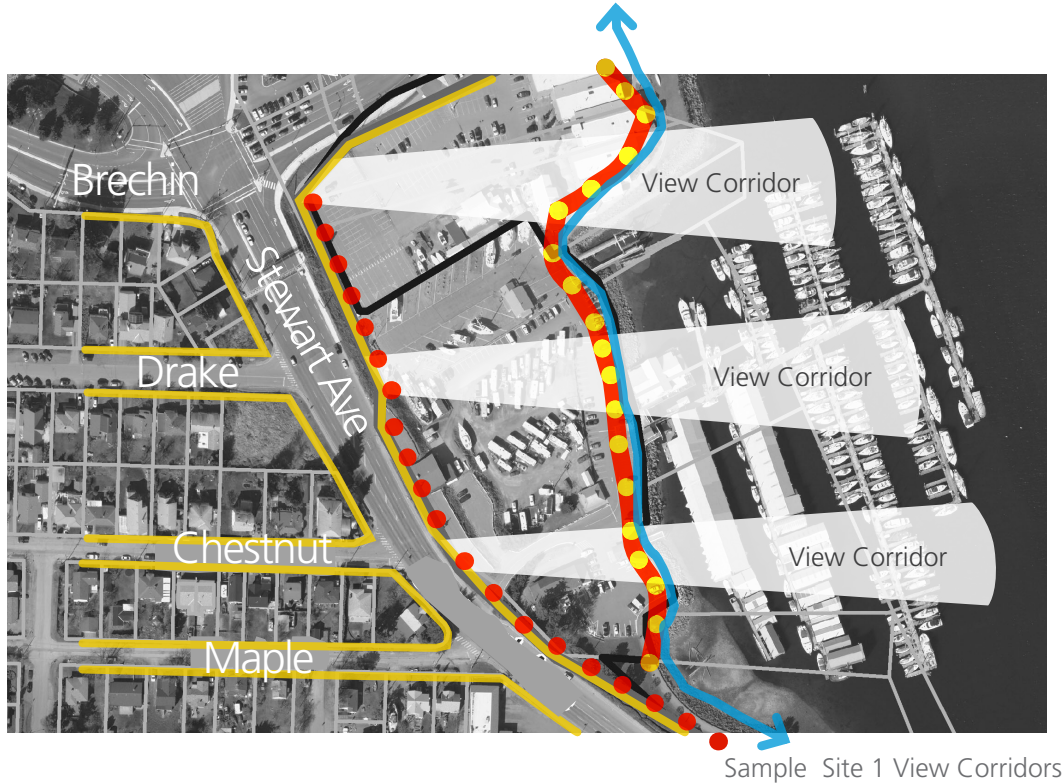
View Corridors

- 1 Public street end view corridors should be maintained through the subject sites.
- 2 Public street end view corridors are defined as a view corridor that is measured from the eastern terminus of the street, with a minimum 5° angle extension on both sides of the street right of way property line.
- 3 New development should not block such street end view corridors, and any new building development within such corridors should be kept below the Stewart Avenue horizontal datum.
- 4 View impact analysis for specific development sites shall be undertaken at the development approvals stage, to establish appropriate building locations and heights. Development applicants will be required to undertake analysis of view impacts from specific upland sites to be selected in consultation with City Staff.



sample street
 eastern terminus of sample street
 view corridor

View corridor geometry

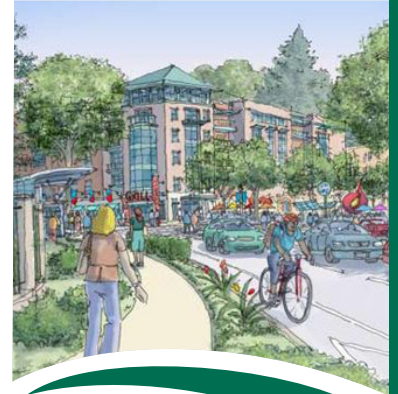


- Animated Waterfront Edge
- Active Stewart Avenue Edge
- Property Line
- Waterfront Walkway
- Potential Open Space

Pedestrian Access and Public Space

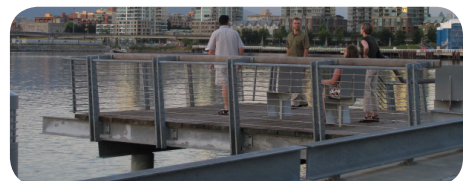
Waterfront Walkway / Bikeway

- 5 All waterfront development shall provide for a continuous, uninterrupted public waterfront walkway / bikeway route adjacent to the water, across the entire length of the subject site with links to existing waterfront walkways beyond the subject site.
- 6 The waterfront route is recommended to have a minimum cross section width of 7.0 metres (23 feet), and preferably have separate parallel pathways for pedestrians and for cyclists.
- 7 The design of the walkway / bikeway should consider the natural shoreline and may include areas that extend over the water to take advantage of sight lines, topography, or to maintain the minimum recommended width. Where feasible, additional walkway may also extend up on to portions of Stewart Avenue.
- 8 A variety of materials incorporated into the walkway design are recommended, including a range of permeable paving materials, plant material, walkway furniture and sections of boardwalk that are above the water.
- 9 The pedestrian pathway shall be closest to the waterfront, with the cycling pathway located on the upland side of the pedestrian pathway.



Sections of the walkway that extend over the water add to the waterfront experience.

Well designed signage and lighting, and careful attention to landscaping materials can successfully combine pedestrians and non-pedestrians on the waterfront walkway.



Extending sections of the walkway over the water provides variety and additional viewing opportunities.



Pedestrian Access to the Waterfront

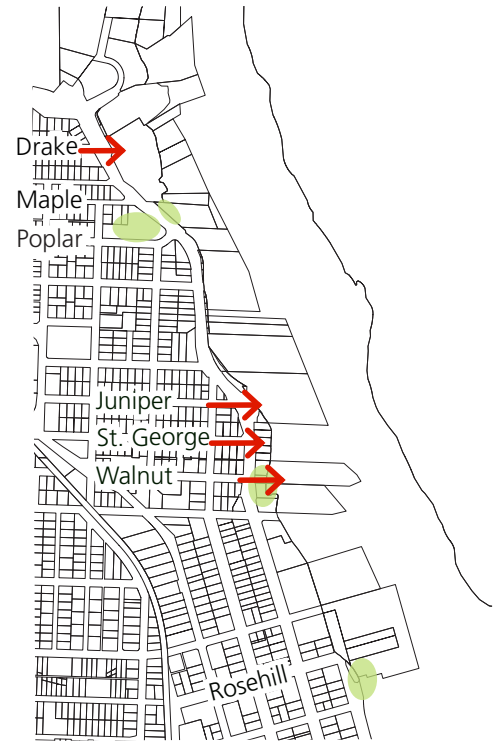
- 10 Provide new public access routes for pedestrians to connect from Stewart Avenue down to the waterfront opposite key east-west streets including Juniper, Walnut, St. George and Drake Streets. See adjacent illustration.
- 11 Provide for universal access to the waterfront walkway / bikeway.

Green Space

- 12 Develop a new green public space opposite the foot of Walnut Street right of way, as an extension of the existing creek.
- 13 Develop a new green public space between the foot of Poplar and Maple Streets that connects these streets to the waterfront walkway / bikeway.
- 14 Develop a new green space in the Pimbury Point area.

Public Realm Design

- 15 The waterfront public realm shall be designed as a positive public space with facilities and furniture that supports its public use. Such facilities may include:
 - benches
 - bicycle racks
 - garbage / recycling containers
 - wayfinding signage
 - pedestrian lighting
 - public art
 - public washrooms
- 16 Public washrooms shall be provided at intervals along the length of the waterfront, at specific locations to be determined in further discussions with City staff.



Comfortable, high quality furniture, well designed lighting and careful attention to soft and hard landscaping increases the usefulness and value of the waterfront walkway.



Direct access to the water's edge combined with seating and landscaping is recommended.

Land Use

- 17 A mix of land uses is encouraged for all waterfront developments.
- 18 Suggested uses include residential, commercial, retail, hotel, marine related uses, and service uses such as restaurants, pubs, coffee shops, convenience stores and tourist services.
- 19 Marine related uses may include marinas, boat repair, other port facilities, docks, wharfs, piers, kayak and canoe launching facilities and ferry docks.
- 20 Active commercial (retail and / or service) uses are encouraged along the Stewart Avenue frontage of all waterfront development sites, in order to animate this street and provide services and attractions for visiting tourists and local residents.



Built Form

- 21 Built form shall respond to the site conditions and surrounding context, in order to minimize negative impacts on adjacent properties. Wherever possible, breaks in the street wall are encouraged to maintain views to the water.
- 22 Where a taller building is proposed, a smaller building footprint is encouraged to protect views. Built form should also minimize shadowing or overlook of adjacent buildings, through the use of side yard setbacks, stepped massing and angled roof forms where appropriate.
- 23 On larger sites such as the Pimbury Point / Sealand area, new development should be massed into a number of smaller buildings to minimize view blockage of the water and to reduce the scale of the built form. Gaps should be created between buildings, to enhance visual and / or pedestrian permeability across the site and to the waterfront.
- 24 Building heights should step down towards the waterfront, with taller buildings along the upper part of the site and lower buildings closer to the water's edge. Stepped building forms are encouraged to minimize impacts.



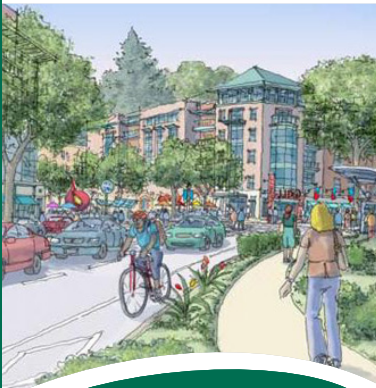
Transparency on the ground floor increases visual access to the waterfront.



Gaps between buildings allow a variety of views and pedestrian routes to the waterfront.



Shorter building dimensions oriented to the water maximizes view opportunities.



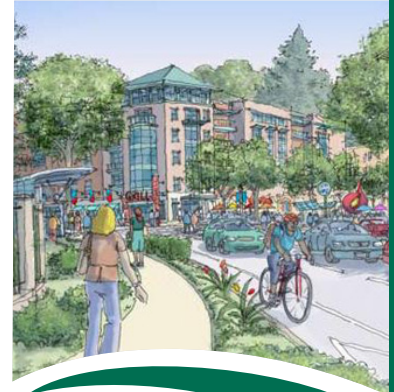
- 25 Buildings that incorporate transparency within the ground or higher floors are recommended to allow views through the building to the water.
- 26 Special attention should be given to the design of roof forms, considering their potential to be included in high level views. Sustainable and visually appealing roof forms and finishes are encouraged. Simple, strong roof forms are preferred. Green roofs providing sustainable and visual benefits are recommended for highly visible developments. Careful consideration to the integration of solar panels into roof forms and finishes is also recommended.
- 27 Buildings that front onto Stewart Avenue should be located close to the property line to help define the streetscape and public realm along Stewart Avenue, and have active public uses facing onto the street. All retail and service uses should have weather protection for pedestrians along the street frontage, in the form of awnings, canopies and overhangs. Arcades are not encouraged.
- 28 All developments that front onto Stewart Avenue shall be required to contribute towards a consistent, high quality pedestrian streetscape / sidewalk treatment, the design details of which will be developed in consultation with the City of Nanaimo.



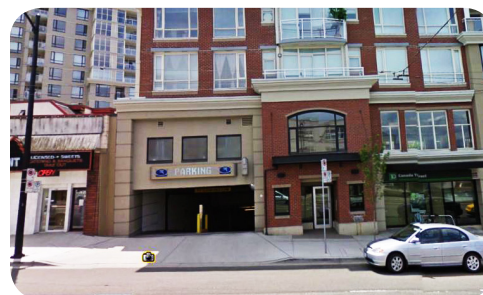
Green roofs are recommended on waterfront developments.

Parking

- 29 All on site parking shall be underground and screened from the waterfront walkway. Underground is defined as being located below a horizontal datum line established across the subject site by the existing elevation of Stewart Avenue adjacent to the subject site. Due to the substantial elevation change between Stewart Avenue and the waterfront, it may be possible to incorporate one or more levels of such parking below Stewart Avenue but above the waterfront elevation, providing such parking is screened from the waterfront walkway / bikeway. Exceptions to underground parking may occur where required for activities such as boat storage.
- 30 Exposed parking shall be screened with active waterfront uses facing the waterfront walkway / bikeway, including retail, service and tourist uses.
- 31 At grade surface parking should not be permitted, other than short-term loading / unloading, valet station and drop-off turnarounds, etc. Covered Porte Coucheres are encouraged at residential and hotel entrances.



Short term surface parking should be well landscaped and integrated into the overall street or building design.



Parkade or underground parking entrances should be integrated into active streetscapes or building facades.



2.18 Sustainability

Rainwater Management

- 1 Minimize impermeable surfaces by reducing amount of paving, and by using permeable paving materials.
- 2 Residential projects to have maximum 50% impermeable surfaces.
- 3 Mixed use and commercial projects are recommended to provide 50% effective site permeability, that is, infiltrate 50% rainwater on site.
- 4 Use of green roofs is encouraged.
- 5 Increased offsite surface drainage is not supported.
- 6 Draining or filling of existing wetlands is not supported.

Landscape Design

- 7 Protect natural areas on and off site, including soil stabilization where necessary.
- 8 Retain and protect significant trees and plants where possible.
- 9 Enhance the natural environment for native wildlife, particularly for desirable birds.
- 10 Use of native landscaping, edible landscaping, and drought tolerant plants is encouraged.
- 11 Consider optimal use of trees for shading and wind protection.
- 12 Provision of gardens, including on decks and roofs, is encouraged.



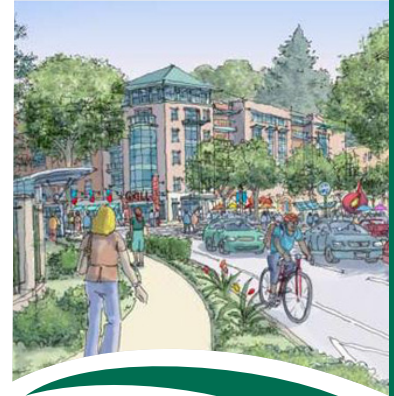
Water saving strategies that contribute to the public realm celebrate community sustainability goals.

Water Savings

- 13 New and remodeled buildings are recommended to use at least 35% less water than the code standard.
- 14 Buildings are recommended to include rough-in for water metering.
- 15 Avoid use of potable water for irrigation and other uses not requiring potable water. Collection of rainwater, including use of rain barrels, is encouraged.
- 16 Use irrigation controls in gardens and landscaped areas.
- 17 Adhere to best practices standards, or a Green Building Performance Standard, for low flow plumbing fixtures.
- 18 Grey water systems approved by a professional engineer are encouraged.

Green Building Standards

- 19 All new multi family projects are recommended to be designed and built to standards outlined in the City’s Sustainable Design Guidelines.
- 20 All multi family projects and contractors are recommended to be registered in the Built Green BC program.
- 21 All residential renovation projects are strongly encouraged to comply with Built Green BC Silver Standard.
- 22 Mixed use and commercial projects are recommended to conform to the City’s Sustainable Design Guidelines.
- 23 Use of green building products is encouraged.
- 24 Use best practices during construction to avoid runoff, dust, noise, and pollution affecting neighbours.
- 25 Use best practices to recycle waste during construction.



Building Design

- 26 Consider solar and prevailing wind orientation, and incorporate passive solar and natural ventilation strategies in design of buildings.
- 27 Use optimal shading strategies for passive solar design.
- 28 Minimize shadowing of neighbouring properties.
- 29 Incorporate best practices for energy efficient and durable building envelopes, including optimizing insulation values to reduce heating and cooling demands.
- 30 Use durable materials and details that require minimum upkeep.
- 31 Overhangs to protect exterior wood frame walls are encouraged.
- 32 Design residential projects for accessibility.
- 33 Design of residential projects for aging in place is encouraged.
- 34 Design projects using CPTED principles.



Passive solar strategies are integrated into the building design.



Sustainable Energy Use

- 35 New and remodeled buildings recommended to use at least 35% less energy than the code standard.
- 36 Major developments are encouraged to provide an engineering study to determine the feasibility of generating and providing on site energy and / or contributing toward a district energy system.
- 37 Consider renewable energy systems and advanced technologies either attached to or integrated into building exteriors.
- 38 New buildings and major renovations recommended to have roof space allocated and services roughed in for solar equipment.

Transportation

- 39 Provide outlets for electric cars in parking area.
- 40 Provide weather protected bike racks and bike storage facilities in multiple family, mixed use, and commercial buildings (requirements should be in zoning bylaw). Commercial uses are encouraged to provide lockers and change rooms for cycle commuters.



Sustainable Local Economy

- 41 Providing spaces usable for home employment in residential buildings is encouraged.
- 42 Providing spaces which are robust and adaptable for different uses over time is encouraged.



Public support of alternative fuel vehicles increases awareness.

2.19 Crime Prevention Through Environmental Design

Successful neighbourhood and building design reinforces the creation of safe, livable communities by providing a built environment that discourages criminal behaviour. The following strategies for providing “defensible space” in the Newcastle + Brechin area focus on commercial shopfronts, multiple dwellings and neighbourhood design based on three CPTED strategies: Natural Access Control, Natural Surveillance, and Territorial Reinforcement. (Maintenance and Management CPTED strategies are not included in these design guidelines).

Neighbourhoods

Highly visible public spaces and traffic calming strategies increase neighbourhood safety. Neighbourhoods that are well maintained, that attract pedestrian use, and that have many “eyes on the street” deter criminal activity.



Natural Access Control

- 1 Use design elements that clearly indicate public spaces, including special paving treatment, landscaping and gateway elements, to guide visitors away from private spaces.

Natural Surveillance

- 2 Avoid landscaping that creates blind spots or hiding places.
- 3 Locate open green spaces and recreational areas so they are visible from nearby homes and streets.
- 4 Design building entrances and locate windows and balconies to provide “eyes on the street.”
- 5 Design laneway developments to provide “eyes on the lane.”
- 6 Use pedestrian scale lighting in high pedestrian traffic areas to help people recognize potential threats at night.
- 7 Ensure bus stops and the routes to them are well illuminated at night and visible from adjacent properties.
- 8 Provide well designed public open spaces to attract users throughout the day and with surveillance from adjacent properties at night.
- 9 Night time lighting is essential in public open spaces.
- 10 Avoid covered outdoor areas in public spaces that may be opportunities for loitering.



Green spaces should be visible from nearby residences.



Territorial Reinforcement

- 11 Design lots, streets and houses to encourage interaction between neighbours.
- 12 Clearly identify homes with street address numbers that are visible at night.
- 13 Define property lines with gates, low fences and shrubs.

Commercial Shopfronts

In order for businesses to succeed, commercial streets need to be and feel safe for customers and neighbourhood residents.

Natural Access Control

- 14 Clearly indicate public versus private space to discourage non employees from entering private space.
- 15 Prevent access to the roof.
- 16 Provide entrances into the shop from rear parking lots.
- 17 Clearly indicate parking areas and entrances.

Natural Surveillance

- 18 Install windows for surveillance onto adjacent parking lots.
- 19 Illuminate shop exteriors and parking lots at night.
- 20 Avoid hiding areas around loading bays.
- 21 Maintain visibility between passing vehicles, parking areas, sidewalks and shop interiors.
- 22 All entrances should be visually accessible.



Parking lots are safer when there is visual access from an adjacent building.

Territorial Reinforcement

- 23 Mark property boundaries wherever possible with low fences, gates or low hedges.
- 24 Clearly distinguish private from public property.
- 25 Include shop signs onto rear parking lots.
- 26 Include awnings above windows and doors, shop signage, landscaping and a tidy appearance at the rear of the shop.

Multiple Dwellings

Multiple Dwellings can capitalize on “safety in numbers.” Well connected communities are often the safest ones by providing pedestrian activity.

Natural Access Control

- 27 Clearly define site entrances, including parking areas.
- 28 Provide good illumination in public spaces, especially hallways.
- 29 Eliminate dead end and visually inaccessible interior and exterior areas.
- 30 Design visual access to elevator lobbies and stairwells.
- 31 Limit the number of building access points to 2.
- 32 Common building entrances should automatically lock upon closing.

Natural Surveillance

- 33 Design exterior doors that are visible to the street and neighbours.
- 34 Install windows on all building sides.
- 35 Discourage unauthorized parking by assigning specific parking stalls to residents near their units.
- 36 Designate visitor parking.
- 37 Illuminate parking areas and pedestrian walkways.
- 38 Locate recreation areas so they are visible from residential units.
- 39 Elevators and stairwells should be clearly visible.
- 40 Restrict landscaping height to 1.0 metre in vulnerable areas.
- 41 Site buildings to allow visibility between units without direct overlook.
- 42 Playgrounds should be visible from units but not be located adjacent to parking lots or streets.

Territorial Reinforcement

- 43 Define property lines with landscaping or fencing.
- 44 Maintain visibility between units and the street by restricting the height of landscaping, screens and fences.
- 45 Accentuate building entrances with architectural elements, lighting and / or landscaping.
- 46 Individual mailboxes at unit entrances are more secure than group mailboxes.



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Part G Implementation Strategy

- 1 Development Amenities
- 2 Monitoring the Neighbourhood Plan
- 3 Implementing the Neighbourhood Plan
- 4 Implementation Strategy

1 Development Amenities



The Neighbourhood Plan identifies a range of items to be considered in the review of development applications in the Newcastle + Brechin Neighbourhood Plan area. These items are typically considered as amenities that may be provided as part of rezoning and comprehensive development approval. Identification of these amenities is particularly useful in establishing the priorities for the neighbourhood in conjunction with proposed developments.

Policies

In recognition of the need for new development within the Newcastle + Brechin Neighbourhood Plan area to contribute to the amenities and services from which they also benefit, development proposals that involve rezoning will be requested to include some public amenity items as part of the completed project. The following amenities are provided for consideration, in order of priority, as development occurs.

- View protection
- Traffic calming measures, which could include pedestrian crosswalks, pedestrian overpasses, roundabouts
- Bike paths and / or lanes, trail installations and improvements, and additional pedestrian connections
- Street furniture, light standards, landscaping, public washrooms
- Green boulevard features, which could include street trees, stormwater management systems
- Public art
- Community gardens
- Public meeting space, which could include public plazas, meeting rooms, stand alone community centres
- Parkland and beach areas
- On site heritage building conservation
- Environmental enhancement and sustainability
- Design incorporating a marine character
- Underground parking
- Affordable housing
- Commercial storefronts
- Green design strategies, which could include green roofs, on site renewable energy

Site specific conditions will also determine what amenities are indicated for consideration in a project. Criteria for consideration of possible amenities may include:

- site characteristics: natural features that are environmentally, historically or archaeologically sensitive and needing protection; viewscales; outdoor recreational opportunities
- other features identified in the Neighbourhood Plan (e.g. trails, public plazas)
- Needs of the immediate neighbourhood
- Size of proposed development
- Nature of proposed development
- Projected population in site



2 Monitoring the Neighbourhood Plan

Throughout the implementation process, it is important that the City maintains open communication with neighbourhood residents on the progress of the Neighbourhood Plan. Upon adoption, the Neighbourhood Plan will be monitored by the City, with the progress of the Neighbourhood Plan reviewed annually with the neighbourhood associations. The main purpose of monitoring the Neighbourhood Plan is to:

- Ensure that action items are moving forward as anticipated;
- Assess the impacts of current projects;
- Ensure that action items are still consistent with community aspirations; and
- Ensure the Neighbourhood Plan remains valid by carrying out an annual review to identify accomplishments and actions still needed or not previously identified.

3 Implementing the Neighbourhood Plan



The Newcastle + Brechin Neighbourhood Plan will be implemented through a range of measures, from bylaw amendments to direct involvement and communication with the City, residents, landowners and other stakeholders. Certain actions will be achievable in the short term while others may require a longer time period. Other specific action items are ongoing, with no set completion date.

All proposed changes to this Neighbourhood Plan must follow the amendment procedures laid out in the *Local Government Act* and the Official Community Plan. In addition, any proposed changes to the Neighbourhood Plan will be referred to the planNanaimo Advisory Committee and advertised as required by the *Local Government Act* to provide residents with the opportunity to comment on issues.

The Implementation Strategy for this Neighbourhood Plan is presented in the following pages. The Strategy identifies actions, timing and responsibilities of the City, other government agencies, organizations and community groups. Neighbourhood Plan implementation is the responsibility of both the City of Nanaimo and its partners, recognizing that certain issues require the involvement of residents, business interests, and / or other stakeholders.

The Strategy, as outlined in Subsection 4 (Implementation Strategy), sets a series of five time frames for the action items as follows:

- **Immediate** to be initiated within one year of adoption of the Neighbourhood Plan;
- **Short Term** to be completed within 5 years;
- **Medium Term** to be completed within 5 to 10 years;
- **Long Term** to be completed over 10 to 20 years; and
- **Ongoing** to be initiated in the short term with no planned date of completion.

4 Implementation Strategy

Implementation Action	Timing	Plan Reference	Completed
<p>Land Use and Development</p> <p><i>Amend Map 1 – Future Land Use of the OCP to be consistent with Map 1 – Neighbourhood Land Use of the Newcastle + Brechin Neighbourhood Plan</i></p>	<i>Immediate</i>	<i>Section E 2.1</i>	
<p><i>Amend the Development Permit Area 6 and Development Permit Area 9 guidelines contained in Section 7.4 of the OCP to reference the Newcastle + Brechin Urban Design Guidelines</i></p>	<i>Immediate</i>	<i>Section 2</i>	
<p><i>Initiate discussions with local businesses deemed incompatible with nearby residential uses to encourage and review options for relocation outside the neighbourhood.</i></p>	<i>Short Term</i>	<i>Section E 4.2</i>	
<p>Social Enrichment and Culture</p> <p><i>Explore creation of a Heritage Conservation Area for the Newcastle area, to provide added protection for heritage buildings and sites. Alternatively, consider implementation of an Intensive Residential Development Permit Area for the same area.</i></p>	<i>Short Term</i>	<i>Section E 3.4</i>	
<p><i>Evaluate and add neighbourhood buildings and sites, as listed in Figure 3, to the City's Official Heritage Register, subject to owner support.</i></p>	<i>Short Term</i>	<i>Section E 3.5</i>	
<p><i>Work with the neighbourhood associations and local businesses to identify select locations for siting of small community centres.</i></p>	<i>Medium Term</i>	<i>Section E 3.1</i>	
<p><i>Work with neighbourhood associations to identify recreational opportunities in the neighbourhood for all age ranges, ensuring accessibility and undertaking trail and roadway improvements.</i></p>	<i>Ongoing</i>	<i>Section E 3.17</i>	
<p><i>Review the Nanaimo Cultural Strategy and the Art in Public Places Guidelines and Procedures to address public art and culture specific to the Neighbourhood Plan area.</i></p>	<i>Medium Term</i>	<i>Section E 3.2</i>	
<p><i>Work with neighbourhood associations to design and implement a street signage program unique to the Newcastle + Brechin Neighbourhood Plan area.</i></p>	<i>Medium Term</i>	<i>Section E 3.3</i>	

Implementation Action	Timing	Plan Reference	Completed
<i>Set up a formal liaison between the neighbourhood associations, the City and RCMP for the purposes of communication and partnership on providing neighbourhood stability and continued security.</i>	<i>Ongoing</i>	<i>Section E 3.15</i>	
<i>Continue working with the neighbourhood associations to review development proposals, and support and promote upcoming local events.</i>	<i>Ongoing</i>	<i>Section E 3.22</i>	
<i>Meet periodically with neighbourhood associations to evaluate progress of the Neighbourhood Plan.</i>	<i>Ongoing</i>	<i>Section E 3.21</i>	
<p>Economic Development</p> <p><i>Review the feasibility of establishing a Development Incentive Program that encourages mixed use commercial / residential development on lands designated Commercial Centre or Mixed Use Corridor within the Neighbourhood Plan. The program may include the following incentives:</i></p> <ul style="list-style-type: none"> <i>Residential density bonusing</i> <i>Prezoning of select lands</i> 	<i>Short Term</i>	<i>Section E 4.1</i>	
<i>Work with the neighbourhood associations and local businesses, food producers and community garden groups to encourage the establishment of public markets within the neighbourhood.</i>	<i>Medium Term</i>	<i>Section E 4.4</i>	
<i>The City will continue to pursue the operation of a foot passenger ferry between Nanaimo and Vancouver.</i>	<i>Medium Term</i>	<i>Section E 4.7</i>	
<p>Environmental Protection and Enhancement</p> <p><i>Hold periodic lectures and educational sessions promoting environmental and climate change awareness, and practical actions that can be taken to improve the 'green' profile of the neighbourhood.</i></p>	<i>Ongoing</i>	<i>Section E 5</i>	
<i>Partner with community groups to undertake environmental activities such as invasive species removal and revegetation, community gardens and street tree planting.</i>	<i>Ongoing</i>	<i>Section E 5.5</i>	

Implementation Action	Timing	Plan Reference	Completed
<i>Implement water quality testing for Newcastle Channel, Northfield Creek and St George Ravine; followed by programs to restore aquatic health as necessary.</i>	<i>Short Term</i>	<i>Section E 5.1</i>	
<i>Coordinate with the Nanaimo Port Authority and the Province to initiate a review of environmental factors along Newcastle Channel.</i>	<i>Medium Term</i>	<i>Section E 5.13</i>	
<i>Expand the "Green Box" Kitchen Waste Recycling Program to the Newcastle + Brechin neighbourhood.</i>	<i>Immediate</i>	<i>Section E 5.7</i>	
<i>Work with local utility companies to complete an energy audit of the neighbourhood.</i>	<i>Medium Term</i>	<i>Section E 5.11</i>	
<i>Work with BC Hydro through its "PowerSmart Sustainable Communities" program to explore the feasibility of introducing a district energy system in the neighbourhood.</i>	<i>Medium Term</i>	<i>Section E 5.11</i>	
Open Space and Connectivity			
<i>Consider adding parks and open space identified on Map 1 – Neighbourhood Land Use as acquisition priorities in the Parks Master Plan.</i>	<i>Short Term</i>	<i>Section E 6.3</i>	
<i>Initiate planning sessions with the neighbourhood associations to design a pedestrian and bicycle network through St George Ravine.</i>	<i>Medium Term</i>	<i>Section E 6.6</i>	
<i>Work with local neighbourhood groups to perform a clean up and remove invasive species within the neighbourhood parks, and particularly along the waterfront and St George Ravine.</i>	<i>Ongoing</i>	<i>Section E 6.5</i>	
<i>Work with the Brechin Hill Neighbourhood Association to monitor activity in Barney Moriez Park and complete upgrades, where appropriate.</i>	<i>Medium Term</i>	<i>Section E 6.7</i>	
<i>Continue discussions with School District 93 to utilize Ecole Oceane as a multi purpose site accessible to the community.</i>	<i>Medium Term</i>	<i>Section E 6.9</i>	
<i>Construct view points and pedestrian connections to Stewart Avenue at the ends of Juniper Street, Hemlock Street and Vancouver Avenue.</i>	<i>Medium Term</i>	<i>Section E 6.10</i>	

Implementation Action	Timing	Plan Reference	Completed
<i>Create and implement a comprehensive Pedestrian Connectivity Plan for the neighbourhood.</i>	<i>Medium Term</i>	<i>Section E 6.11</i>	
<i>Initiate discussion with waterfront stakeholders to explore the feasibility of continuing the waterfront promenade along the entire length of the neighbourhood.</i>	<i>Short Term</i>	<i>Section E 6.12</i>	
<i>Work with the Island Corridor Foundation and design and construct an extension of the E&N Trail through the south portion of the neighbourhood.</i>	<i>Long Term</i>	<i>Section E 6.13</i>	
<i>Work with neighbourhood residents to design a greenway program for redevelopment of Vancouver Avenue as a greenway.</i>	<i>Short Term</i>	<i>Section E 7.9</i>	
<i>Develop a promotional program that publicly recognizes home gardens, community gardens and food self sufficiency activities in the neighbourhood.</i>	<i>Short Term</i>	<i>Section E 6.17</i>	
Transportation and Infrastructure			
<i>Update the City's Manual of Engineering Standards and Specifications for street construction in the neighbourhood to reflect street design concepts contained within this Neighbourhood Plan.</i>	<i>Short Term</i>	<i>Section E 7</i>	
<i>Undertake a comprehensive street plan for Terminal Avenue North, Estevan Road, and Stewart Avenue.</i>	<i>Short Term</i>	<i>Section E 7.2</i>	
<i>Use mobile Speed Reader Board on Stewart Avenue and Terminal Avenue to slow traffic speeds.</i>	<i>Immediate</i>	<i>Section E 7.16</i>	
<i>Work with the Ministry of Transportation to upgrade the intersection at Brechin Road, Departure Bay Road and the Island Highway.</i>	<i>Medium Term</i>	<i>Section E 7.5</i>	
<i>Work with the Ministry of Transportation and BC Ferries to evaluate possible road design techniques and upgrades along Brechin Road and Stewart Avenue to facilitate enhanced quality green streets providing efficient traffic calming and pedestrian safety.</i>	<i>Short Term</i>	<i>Section E 7.5</i>	
<i>Work with the Nanaimo Port Authority and Snuneymuxw First Nation to explore the feasibility of constructing a pedestrian connection from the Stewart Avenue waterfront to Newcastle Island.</i>	<i>Medium Term</i>	<i>Section E 7.6</i>	

Implementation Action	Timing	Plan Reference	Completed
Evaluate and prioritize the construction of sidewalks and curb upgrades for the Neighbourhood Plan area through the City's sidewalk construction program and the Five Year Capital Plan, and as noted on Map 2.	Short Term	Section E 7.12 Section E 7.18	
Pursue the installation of crosswalks at key intersections, including the following locations: <ul style="list-style-type: none"> Stewart Avenue at Drake Street Stewart Avenue at Hemlock Street Stewart Avenue at Larch Street Stewart Avenue at Poplar Street Stewart Avenue at St George Street Terminal Avenue North at Mt Benson Street Terminal Avenue North at Rosehill Street Terminal Avenue North at Cypress Street 	Ongoing	Section E 7.18	
Develop alternate streetscape design standards that encourage use of non-standard surfacing materials, pervious pavements and stormwater retention strategies.	Medium Term	Section E 7.26	
Work with the Regional District of Nanaimo Transit Department and neighbourhood residents to improve transit efficiency through establishing routes along Terminal Avenue and Stewart Avenue.	Medium Term	Section E 7.19	
Work with the Regional District of Nanaimo Transit Department and neighbourhood residents to establish design standards and locate bus stops in appropriate locations that are safe and accessible to area residents.	Long Term	Section E 7.21	
Work with neighbourhood residents to establish a neighbourhood design for street furnishings such as benches, waste receptacles and sidewalk treatment.	Medium Term	Section E 7.13 Section E 7.21	
Evaluate and install left turn lanes along Terminal Avenue, at key intersections, to provide access into the neighbourhood.	Long Term	Section E 7.17	
Consider amending the City's Development Parking Regulations Bylaw by lowering the multiple family residential on site parking requirements for properties identified as Commercial Centre, Mixed Use Corridor, Residential Corridor, and all Waterfront designations as identified on Map 1 – Neighbourhood Land Use.	Short Term	Section E 7.28	

Implementation Action	Timing	Plan Reference	Completed
<i>Work with BC Hydro to determine the feasibility of power line burial through its power line burial program.</i>	<i>Medium Term</i>	<i>Section E 7.25</i>	
<i>Evaluate street lighting levels and upgrade where necessary.</i>	<i>Medium Term</i>	<i>Section E 7.23</i>	



Glossary

Glossary

Affordable Housing

Means housing that does not cost more than 30% of a household's gross income. This housing may take the form of rental accommodation, home ownership, and / or other forms with support services that extend beyond financial subsidy (for example, special needs housing, assisted living facilities, transitional housing).

Base Height

Means the number of storeys allowed on a given parcel of land in exchange for the provision of an amenity that is beneficial to the surrounding neighbourhood or community at large. Additional storeys above the base height may be considered where developers provide additional amenities such as the provision of additional park land, community facilities, affordable housing or similar benefits.

Boulevard

A strip of land usually treed or vegetated, located between a sidewalk and a road or between opposing lanes of traffic in a road.

Community Centre

Means a public meeting space used by members of a community for social, cultural, recreational, administrative or other purposes. This space may take the form of community space within a larger building, or as a stand alone multi purpose community building. Community Centres may or may not be publicly owned.

Corridors

The linear focal areas for higher levels of residential densities, services, and amenities in the city on lands adjacent to urban arterials and major collector roads as designated in plan Nanaimo. Corridors are intended to be the focus of medium density residential and mixed use development, particularly with commercial or public space at ground level with residential in the storeys above. The Newcastle + Brechin Neighbourhood Plan includes two distinct Corridor Designations, the Mixed Use Corridor and the Residential Corridor.

Crime Prevention Through Environmental Design (CPTED)

Designing buildings and structures, as well as the open spaces surrounding them, to reduce opportunities for crime and to increase public safety.

Density (gross)

The number of dwelling units on a hectare of land, including land used for roads, parks, open space and all other uses. Expressed as 'units per hectare'.

Design Guidelines

Guidelines developed during the Newcastle + Brechin Neighbourhood Plan process that serve as recommendations for the construction and design of residential and commercial development, along with recommendations for street design character.

Density Bonusing

An increase in the number of dwelling units allowed on a given parcel of land in exchange for the provision of an amenity that is beneficial to the surrounding neighbourhood or community at large. Density bonusing is used as an incentive for developers to provide additional park land, major community facilities, affordable housing or similar benefits. Density bonusing is typically subject to a ceiling; for example a 5% or 10% increase in the density allowed under the given zoning.

Environmentally Sensitive Area (ESA)

Lands designated as having specific and identified environmental values requiring a higher level of protection. An ESA is an area that provides productive fish or wildlife habitat; contains sensitive, rare or depleted ecosystems and landforms; and / or represents sites of Nanaimo's natural diversity that are in danger of disappearing. ESAs provide habitat for endangered species native, rare vegetation or wildlife, and provide wildlife corridors and secondary habitat within the city. An ESA includes lands initially defined by Environment Canada and the British Columbia Ministry of Environment, as sensitive ecosystems. ESAs are identified in the *Inventory of Environmentally Sensitive Areas Within the City of Nanaimo*.

Float Home

Means a stationary floating structure designed and built as a residential dwelling, and which is connected to on-shore utilities and sewer services. Float homes are not intended for, or usable in, navigation and does not include a watercraft designed or intended for navigation.

Greenhouse Gases

Gases that trap the heat of the sun in the earth's atmosphere, producing a greenhouse effect and impacting climate change.

Ground Oriented

Dwelling units accessed from the natural grade of a lot, providing direct access to exterior space.

Heritage

Nanaimo's resources of historically and architecturally significant buildings, structures, trees, natural landscapes and archaeological features.

Heritage Conservation Area (HCA)

A distinctive area with special heritage character and value which is worth long-term heritage protection. An HCA is identified in the OCP as an area to be managed for heritage conservation.

Heritage Register

A list of properties that has been recognized by Council as having heritage value.

High Rise

High rise building forms are a residential or commercial structure made of non-combustible (concrete) materials and greater than six storeys.

Infill

Development on unused or underutilized land within the existing neighbourhood.

Infrastructure

The "hard" services associated with development such as water, storm, and sewer services, utilities, roads and trailways.

Land Use

Category of activity present on a property.

Livable Neighbourhood

A community with a range of characteristics, all of which are necessary to form a complete community including:

- social, recreational and cultural opportunities that are widely available and equitably distributed throughout the city;
- opportunities for a mix of lifestyles and socio-economic levels throughout the community;
- a variety of opportunities for informal public assembly;
- family, child, youth and elderly-friendly urban environment;
- vibrant street life;
- affordable, accessible public transportation;
- affordable housing; and
- food security.

Local Service Centre

Small scale commercial and community centres providing services for the day to day needs of residents within neighbourhoods.

Mixed Use

Lands containing more than one activity (for example, a development that incorporates residential and commercial uses).

Neighbourhood

A land use designation including, but not limited to, single family dwellings and ground oriented townhouses along major roads or in appropriate locations. A neighbourhood is a place of residence, local commercial services, and community facilities, typically defined by a unique character derived from the history, housing style, physical setting and people in that location.

Glossary cont'd

Neighbourhood Plan

A plan which encompasses the needs and desires of neighbourhoods within the city, in the context of the city-wide OCP. Neighbourhood plans are intended to incorporate land use strategies that respond to the broader issues of the city in a way that contributes to creating more livable neighbourhoods.

Official Community Plan (OCP)

A statement of goals, objectives and policies to guide decisions on planning and land use management. Adopted by City bylaw, the OCP sets out the form and character of existing and proposed land use and servicing requirements. The OCP provides a vision statement for how the community will grow and must be consistent with an adopted Regional Growth Strategy. planNanaimo is the OCP for the City of Nanaimo.

Parks and Open Space

A land use designation that applies to lands across Nanaimo that are titled as parkland or otherwise serve as parks for recreation. These lands may be in a "natural" state (nature parks, reserves, undevelopable lands such as flood plains and wetlands) or "developed" state (playing fields, boulevards, squares, plazas, cemeteries). They may also be in the public domain (municipal or provincial parks, roads, pedestrian networks, commercial plazas), or in the private domain (golf courses, farms).

Policies

Establish how objectives and goals are achieved; statement of intent or philosophy. Statements intended to guide future actions and decisions in accomplishing the Guiding Principles of the Neighbourhood Plan.

Public Market

A market at which farmers and other vendors sell products directly to consumers.

Streetscape

The visual character of a street comprised of elements such as structures, street paving, sidewalks, public art, street furniture, landscaping, signage and lighting.

Traffic Calming

Means of achieving a safe balance between vehicle traffic and pedestrian and cycle traffic; a process of reducing the physical and social impact of traffic, principally through mainly physical measures that reduce the negative effects of motor vehicle use, alter driver behaviour and improve conditions for motorized and non-motorized street users. Traffic calming measures may include reduced speed limits, traffic control structures, roundabouts, regulation of delivery hours, design requirements such as delivery lands, reduced parking requirements, or increased long term parking rates.

Urban Agriculture

The activity of growing, processing and distributing food and food related items within the city environment. Activities generally associated with urban agriculture include community gardens, backyard gardens, rooftop gardens, green streets, farmers markets and educational programs.

View Corridor

Means an area that is essential to maintaining a scenic or other visually significant public view, and that is contained within two projected lines, from their point of intersection. View corridors are typically identified as public views where view protection applies to views from specific streets or open areas.



Historic Street Names and Points of Interest

Historic Street Names and Points of Interest

Excerpted from *A Place in Time: Nanaimo Chronicles* by Jan Peterson, Nanaimo Museum, 2008.

Barney Moriez Park

The park was named for volunteer fireman Barney Moriez, who died in the line of duty attending the huge waterfront Shell Oil Plant fire on September 7, 1977.

Another man, Michael Tychonick, died in Vancouver General Hospital of burns from the same fire on October 20. At the coroner's inquest, the jury found that it was Tychonick who was responsible for the fire.

The jury commended the work of Moriez and the Nanaimo Fire Department in fighting the extremely dangerous fire and their professional conduct in face of a difficult fire.

Beach Estates Park

Vancouver Island's first wildflower sanctuary is situated behind Brooks Landing on Highway 19, access to the park is located at St. James Anglican Church. Northfield Creek flows through it.

In 1984, the Nanaimo Horticultural Society first proposed the idea of a wildflower sanctuary to Nanaimo Parks and Recreation regional manager Harry Whipper. The society also wanted to improve the view of the thirty-foot waterfall within the park. Dr. Seiriol Williams spearheaded the project.

Over the next two years, volunteers from the Nanaimo Field Naturalists Club and Nanaimo Horticultural Society worked with parks employees and workers from the Nanaimo Correctional Institute to remove garbage from the creek and formalize pathways and stairs. The official opening of Beach Estates Park Wildflower Sanctuary was held on May 17, 1986.

Within the park there are a number of earthen and plank walkways, stairs and bridges that crisscross the deep, narrow ravine which forms one of the city's most unusual parks. The creek flows along the bottom of the ravine and widens to a tidal estuary at Departure Bay.

Brechin Road

Once the area of the old Brechin Mine, also known as the No. 4 Northfield mine. It was named for the town of Brechin, in Angus, Scotland. "Brychan" is a character from Celtic legend. Some also believe it was named after the bracken that grew in the vicinity.

Bryden Street

Formerly known as Second Street; the name was changed in 1949

Named for John Bryden, a miner from Ayrshire, Scotland, who was hired by the HBC to work in its mine at Fort Rupert. He came to Canada with the Gilmour, Dunsmuir and Dick families. He returned home to Scotland after his indentured service was completed, then returned to Nanaimo around 1863 as underground manager for the Vancouver Coal Company.

Bryden was a knowledgeable young man, and involved in the community life. Within a few years he was assistant manager of the Vancouver Coal Company mines. In 1867 he married Elizabeth, the eldest daughter of Robert and Joan Dunsmuir. He eventually worked for the Dunsmuirs and became Joan Dunsmuir's advisor after her husband's death. Bryden served one year (1875) in the provincial legislature.

Chinese Memorial Gardens

The Vancouver Coal Company donated this site in 1890 for a Chinese burial ground. Bodies were interred here, but it was always intended that the bones of the deceased would be returned to China. The cemetery was used until 1924, when the new burial ground on Townsite Road was established.

In 1976, the Chinese community presented the city with the site as a Garden Memorial to Chinese Pioneers. The standing stone on the altar was found on the site. It is inscribed "All Past Friends Grave." This was the first garden in Canada to commemorate the contribution made by the Chinese and their Canadian children to this country.

Millstone River

The river flows out of Brannen Lake then travels southeast into Nanaimo Harbour. Benjamin William Pearse, an assistant to Joseph D. Pemberton, named it in 1859. A small Snuneymuxw village was located on the south side of the river mouth, in the vicinity of Maffeo-Sutton Park. The original name for the river was Tlelsletsa. The river flows through beautiful Bowen Park before emerging at the estuary, which has a long history of industrial activity, dating from the 1850s to the 1950s. Carpenters began building the E&N Railway trestle over the river in 1898.

For a time Nanaimo was known for its shipbuilding industry. The shipyard was located at the mouth of the Millstone River, where the first vessel, the *Alpha*, a fifty-eight-ton schooner, was built in 1859. Over time, other manufacturing industries located here because of the easy access to the water.

Originally the river mouth was wide and shallow. However, with the development of roads and construction of the Pearson Bridge, the mouth was channelled and confined by rock reinforcement to reduce bank erosion.

Newcastle Avenue

Named for the coal producing area of Newcastle-upon-Tyne, in England.

Newcastle Island

Outside of Neighbourhood Plan area

The Snuneymuxw first occupied this island located in Nanaimo Harbour. Archaeological evidence reveals two Native villages, shell middens, burial sites and culturally modified trees. The island was considered a sacred place, as it was traditionally used for spiritual training. Young athletes were brought to the island to train for foot racing and canoe pulling.

Joseph D. Pemberton, surveyer general of the British Colony of Vancouver Island, surveyed the island in 1853. The 750-acre island was named by the HBC for Newcastle-upon-Tyne, in England. A wharf was built and some coal mining activity followed. However, it was not coal that led to the success of the island mining, it was the amazing sandstone. Between 1869 and 1955 Newcastle Island sandstone was used to construct buildings such as the United States Mint in San Francisco, the British Columbia Penitentiary at New Westminster, and Christ Church Cathedral in Victoria. The *Wellington Enterprise* reported that the steam scot *Spratt's Ark* was at the stone quarry for material for the new post office in Victoria. The sandstone was also used locally on the Hirst building, the old Dominion Post Office and the Courthouse.

Nanaimo was once the centre of the herring fishing industry on the coast; it was dubbed "herring town." In 1909 there were 43 companies working in the industry, employing 1500. The Nanaimo Harbour was alive with

fishing vessels preparing for another season. A substantial Japanese fishing industry was established at Saltery Beach on the Departure Bay side of the island. One such enterprise was the Nanaimo Shipyards Limited, another was the herring saltery, the second in BC, the first being at Steveston on the Fraser River. The company also ventured into building and repairing ships.

Newcastle Townsite

This prime real estate lay north of the Old Town, across the Millstone River. Newcastle Townsite existed before the City of Nanaimo was incorporated. The Native Nukataw band originally occupied the townsite. In October 1860, forty-seven lots in the area were sold at auction in Victoria. The area remained a suburb within the 1875 municipal limits, but it was sparsely populated with a number of homes scattered throughout the townsite, some on the waterfront, others on Millstone River. John Shaw and Walter Hunter, both high-school principals, were among the earliest residents. In 1890, council began naming the streets only to discover that the E&N Railway Company had previously registered them when it controlled the area.

Some beautiful homes were built in the townsite. One was by local merchant William Sloan, MP and MLA. After a brief sojourn in the Klondike, Sloan returned to Nanaimo and purchased eight lots, then constructed a mansion he named Eldo Villa, on Stewart Avenue just north of Mount Benson Street. Another Newcastle Townsite occupant was Thomas Kitchen who envisioned his home as a castle. The 4000 square foot home had adjoining servants quarters. In 1970 it was barged to Parksville, where it continued to be used as a residence.

During the First World War an Interment Camp was opened in the Newcastle Townsite jail on Stewart Avenue. The camp opened September 20, 1914, and closed in September 1915 when the prisoners were transferred to the interior.

Historic Street Names and Points of Interest cont'd

Pearson Park

Terminal Avenue (ROW)

The small garden oasis, complete with windmill palm trees courtesy of Mayor Frank Ney, sits on the north end of Pearson Bridge overlooking Millstone River on busy Terminal Avenue. It was named in honour of the former MLA George S. Pearson who represented Nanaimo from 1928 to 1952. The Honourable Phil A. Gaglardi, Minister of Public Works in the W.A.C. Bennett government, opened the Pearson Bridge on August 11, 1954.

Rosehill Street

Previously known as Fourth Street in Newcastle Townsite. Name was changed in 1949.

Stewart Avenue

Named for Chief Constable William Stewart, who for a time was the only provincial policeman in town. Stewart arrived in Nanaimo in 1874 and began a long career in the police force as a warden, constable, then chief constable. As warden he was responsible for the Nanaimo jail. In 1893 he was made chief jailer at a salary of \$100 per month plus the use of the new eight-room house built within the new jail yard. His marriage to Harriet Ann produced four sons. He was appointed chief constable in 1899.

Townsite Road

Formerly known as Fifth Street in Newcastle Townsite

Name was changed in 1949.

Vancouver Avenue

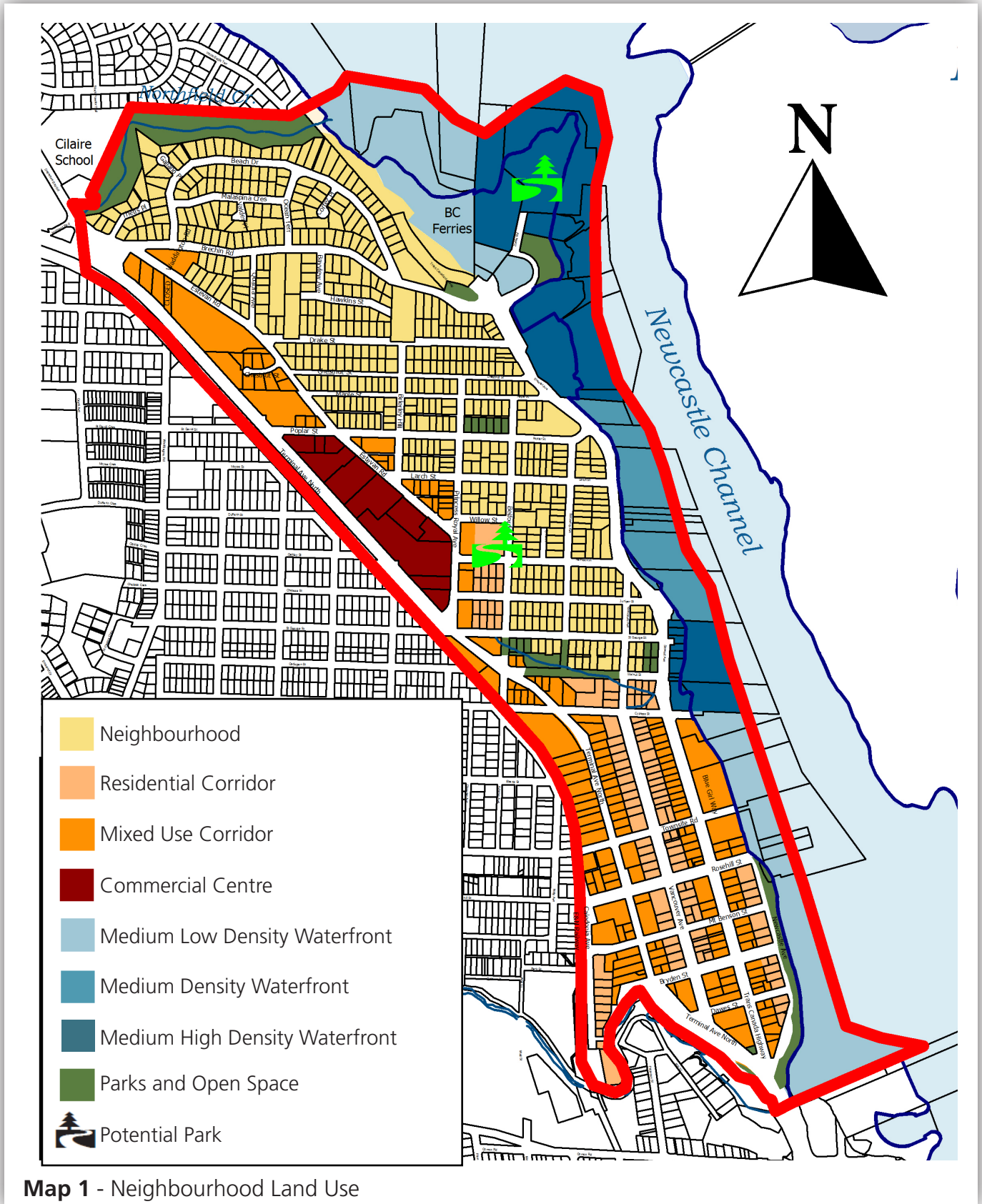
Named for Captain George Vancouver, who in 1792 named the body of water between Vancouver Island and the mainland the "Gulf of Georgia" in the mistaken belief that it was an enclosed inland sea. He chose the name to honour King George III. The name was changed to the Strait of Georgia in 1865 when Captain George Henry Richards, the first hydrographer of the area, applied the proper term.



Mapping

Map 1 Neighbourhood Land Use

Map 2 Pedestrian Connectivity and Street Character





Map 2 - Pedestrian Connectivity and Street Character

