

DATE OF MEETING July 08, 2024

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COMMUNITY PLANNING

SUBJECT **INTEGRATED ACTION PLAN – 2024 NEIGHBOURHOOD
ASSOCIATION PRIORITY REQUESTS**

OVERVIEW

Purpose of Report

To provide a summary of the neighbourhood association priority requests identified at the neighbourhood association engagement event held on 2024-MAY-22 and seek direction to replace the 2023 neighbourhood association priority list in the Integrated Action Plan (IAP) with the updated 2024 priority requests. |

Recommendation

That Council endorse the updated 2024 neighbourhood association priority requests as outlined in Attachment B of the 2024-JUL-08 Staff report, and direct Staff to replace the Appendix of the *Integrated Action Plan* (IAP) with the updated 2024 priority requests.

BACKGROUND

City Plan encourages engagement with neighbourhood associations, and specifically Council hosting an annual engagement opportunity to hear the collective priorities of neighbourhoods. The *Neighbourhood Associations Supports Policy* also notes that Council will host an annual engagement opportunity with recognized neighbourhood associations.

The first annual neighbourhood association engagement event was held in April 2023, and Council endorsed the 2023 neighbourhood association priorities list in June 2023. In March 2024, Staff provided a status update to each recognized neighbourhood association, indicating the progress of the 2023 requested priorities (see link in Attachment A). Based on this information, neighbourhood associations had an opportunity to consider updating their priority requests for 2024.

The second annual neighbourhood association engagement event was held on 2024-MAY-22, from 6:30-8:30 p.m. at the Dodd Narrows Room of the Vancouver Island Conference Centre. The event was coordinated by Staff and all 16 recognized neighbourhood associations sent representatives to attend and provide input on behalf of their respective associations. |

DISCUSSION

At the 2024-MAY-22 event, the neighbourhood associations had an opportunity to discuss their requested priorities with Council members and Staff. Staff facilitators recorded the updated 2024 priority requests. After the engagement event, the recorded priorities were sent to the neighbourhood associations for verification. Attachment B contains the finalized neighbourhood association 2024 priority requests for Council consideration.

If endorsed by Council, Staff will work to review the 2024 requests identified by the neighbourhood associations within four years for consideration of inclusion into the City of Nanaimo’s capital plans, budgets, and departmental workplans. Note that the requests are also reviewed in relation to the City’s policies and priorities (i.e. Crosswalk Improvement Prioritization Tool). Council may also wish to consider elevating specific neighbourhood association requests into the *Integrated Action Plan* Priority Action list.

OPTIONS

1. That Council endorse the updated 2024 neighbourhood association priority requests as outlined in Attachment B of the 2024-JUL-08 Staff report, and direct Staff to replace the Appendix of the Integrated Action Plan (IAP) with the updated 2024 priority requests.
 - The advantages of this option: The 2024 priority requests identified by neighbourhood associations will replace the 2023 priorities list in the Appendix of the *Integrated Action Plan*.
 - The disadvantages of this option: Further Staff review will be required to evaluate and address the requests.
 - Financial Implications: Staff will work to review the actions identified by the neighbourhood associations within four years for consideration of inclusion into the City’s capital plans, budgets, and departmental workplans.
2. That Council provide alternate direction.

SUMMARY POINTS

- *City Plan* encourages engagement with neighbourhood associations, specifically Council hosting an annual engagement opportunity to hear the collective priorities of neighbourhoods.
- The City of Nanaimo’s second annual neighbourhood association engagement event was held on 2024-MAY-22 and 16 recognized neighbourhoods sent representatives to attend.
- Each neighbourhood association has confirmed their updated 2024 priority requests, and it is recommended that Council endorse replacing the existing Appendix of the City’s *Integrated Action Plan* with the updated 2024 requests.

ATTACHMENTS:

ATTACHMENT A: Link to 2023 Neighbourhood Association Priority Action List Tracking Sheet (March 2024)

ATTACHMENT B: 2024 Neighbourhood Association Priority Requests

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ATTACHMENT A

Link to “2023 Neighbourhood Association Priority Action List Tracking Sheet (March, 2024)”: https://www.nanaimo.ca/docs/property-development/community-planning-and-zoning/atta_2023priorityrequests_integratedactionplan-2024neighbourhoodassociationpriorityrequests_rpt_c240708

ATTACHMENT B

2024 NEIGHBOURHOOD ASSOCIATION PRIORITY REQUESTS (2024-JUL-08)

The requests in the tables below were identified by recognized neighbourhood associations at the neighbourhood association engagement event held on 2024-MAY-22. Council will review the requests identified by the neighbourhood associations for future consideration.

NORTH SLOPE DISTRICT	
Dover Community Association	
Identified Priorities	Related City Plan Policy
1. The Parks, Recreation, and Culture Division to work with the Dover Community Association to identify opportunities for two new parks in the southwest corner of the Dover Planning Area.	C4.9.2.
2. As part of the Woodgrove Area Assessment, work with the Dover Community Association to examine and address traffic issues (volume, control, noise, calming at the following intersections: Hammond Bay/Applecross Road, Hammond Bay/Aulds Road/Island Highway, Aulds Road/Nanaimo Parkway, and Island Highway/Enterprise Way.	C2.1.1., C2.2.1.
3. The City to set up a Planning and Development 101 session for all neighbourhood associations. The purpose of the session is to learn about the planning process, and opportunities for input on development, taking into account concerns regarding existing development standards (building height, setbacks and infill).	E1.2.7.
Rocky Point Neighbourhood Association	
1. Incentivize development of a multi-story amenities/services and small local business hubs on undeveloped land adjacent to Piper's Pub (4670 Hammond Bay Road) and on the south side of Hammond Bay Road across from the Nanaimo Wastewater Treatment Plant (4455 Hammond Bay Road) by zoning portion of land for this form of mixed residential/commercial development.	D4.5.4., D4.5.20.
2. Rehabilitate the crumbling median infrastructure at the entrance to Vista View Crescent off of Hammond Bay Road with updated planting, in consultation with the association to ensure safety and visual continuity, mitigate hazards and improve overall streetscape aesthetics. In addition, in collaboration with association and residents, plant trees along fenced marshy area near intersection of Logan's Run and Vista View Crescent.	C1.3.2.
3. Encourage Council to continue to support and advocate for the installation of a cellphone tower that remedies service deficiencies in the Stephenson Point/Hammond Bay/Lost Lake area.	N/A
Linley Valley-Stephenson Point Neighbourhood Association	
1. Educate LV-SPNA residents on the details behind the ~\$100,000 and other costs cited in the 2024-MAY-13 Staff Report – <i>Allocation of Unallocated Pedestrian Funds</i> as it pertains to Hammond Bay Road between Prince John Way and Chinook Road (ex: items; quantity/length; unit costs; location of “cost prohibitive, limited road right-of-way/narrow pinch points”, etc.)	C2.2.1., C2.4.3.
2. Provide, or improve, a temporary (or permanent) pedestrian lane for 200 metre stretch along southbound lane of Hammond Bay Road, between Cottle Creek crossing and end of sidewalk at 3315 Hammond Bay Road.	C2.2.1., C2.4.3.
3. Continue white line marking installed in 2023 for another 325 metres along eastbound lane of Stephenson Point Road, between Wavecrest Drive and end of sidewalk at 3340 Stephenson Point Road, and thereby expand the pedestrian link to several beach accesses/viewpoints.	C2.2.1.

NORTH TOWN DISTRICT	
Lost Lake Neighbourhood Association	
Identified Priorities	Related City Plan Policy
1. Complete the next phase of traffic calming along Lost Lake Road.	C2.4.3.
2. Reallocate space along Lost Lake Road to support active mobility (e.g. pedestrians, mobility device users, and cyclists).	C2.2.1.
3. Setup a meeting with the City's Transportation and Engineering Dept. to complete a walking tour of Lost Lake Road to discuss further traffic calming, a multi-purpose shoulder, and a review of the mail-out survey and Council's response.	C2.2.1.
Wellington Community Association/Wellington Action Committee	
1. Work with the City to identify opportunities to connect existing greenspaces in the Diver Lake Planning Area, particularly Ardoon Park to Shenton Park and a future bike commuter friendly underpass tunnel from Diver Lake to Long Lake.	C2.3.3, C4.9.3.
2. Take action to protect, conserve, and enhance the two key water bodies in the neighbourhood: Diver Lake and Long Lake.	C4.9.8., C4.10.12, C4.10.13
3. Implement traffic calming at the Jingle Pot Road/Shenton Road/Norwell Drive/Wellington Road intersection and along Victoria Avenue, and include the Norwell Drive/Jingle Pot Road/Shenton Road/Wellington Road intersection in the current Norwell Drive Transportation Study in order to determine the best form of traffic calming to implement for that intersection.	C2.4.3.
DEPARTURE BAY MID-TOWN DISTRICT	
Departure Bay Neighbourhood Association	
Identified Priorities	Related City Plan Policy
1. Increase the Neighbourhood Association Grant Program individual grant totals beyond \$1,000.00 per association, and explore opportunities to extend City insurance to neighbourhood associations and their events to reduce those costs to grant expenditures.	E1.2.7.
2. Complete a study exploring the feasibility of either remodelling the Kin Hut or constructing a new indoor community gathering space.	C3.6.23.
3. Explore opportunities to replace the Departure Bay Activity Centre (that burnt down), such as a temporary structure on the gravel (i.e. tent) or amphitheatre space for youth (i.e. skate park).	C3.6.19.

Rock City Neighbourhood Association	
1. Make Rock City Road safer and more welcoming to pedestrians by implementing low cost, reversible solutions such as reducing maximum speed to 40 km per hour; re-lining the road to create reduced lane width; removing the centre yellow line; adding a pedestrian shoulder where needed so there is pedestrian space on both sides of the road; allowing on-street vehicle parking (and disallowing parking in the pedestrian shoulders); and, initiating a boulevard tree planting project in collaboration with the association.	C2.2.1., C2.4.3. C1.3.2.
2. Invest in infrastructure at the intersection of Rock City Road and Departure Bay Road to reduce the number of collisions and make them less dangerous. For example, consider installation of a removable, low-cost mini roundabout at the Rock City and Departure Bay Road intersection based on the Vortex modular roundabout design system; consider installation of a traffic circle or 4-way stop at the Rock City and Departure Bay Road intersection; improve visibility at the intersection so vehicles (and pedestrians) northbound on Rock City Road can see (and be seen by) on-coming traffic heading eastbound on Departure Bay Road; implement changes to Departure Bay Road that will reduce vehicle speed as they approach the intersection eastbound (i.e. travelling downhill).	C2.4.3., C2.5.1.
3. Add a shared electric vehicle in the neighbourhood through proactive collaboration with Modo Car Co-op, and other stakeholders as needed. The City will consult with the association about the EV location and any other obstacles encountered.	C2.1.6.
Brechin Hill Community Association	
1. Replace the broken equipment at Barney Moriez Park.	C4.3.11.
2. Add lights to the existing crosswalks at the intersections of Larch Street/Stewart Avenue and Ocean Terrace/Brechin Road.	C2.2.1.
3. Work with the Brechin Hill Community Association to identify priority locations for pedestrian road safety improvements within the neighbourhood, with specific focus on completing the sidewalk between the new development at 550 Brechin Road and the Brechin Road/Stewart Avenue intersection, and improving pedestrian crossings, lights and visibility along Brechin Road.	C2.2.1.
Newcastle Community Association	
1. Hold an informal meeting with the City's Transportation Section to review draft upgrade concepts developed to date for Stewart Avenue, to allow the NCA to be prepared to provide input for a formal community engagement session in the Fall of 2024.	C2.2.1., C2.4.3.
2. To improve neighbourhood safety and security, that Council propose a motion at a future Union of B.C. Municipalities (UBCM) meeting to adjust the <i>Community Charter</i> to make it legal for municipalities to establish a Vacant Property Bylaw, and consider removal of the benches and glass from the bus stops located on Terminal Avenue N in front of Midland Tools and the Ramada Inn to deter them from being used as shelters.	N/A
3. Explore the concept of an off-leash Dog Park in neighbourhood (possibly at Husky site) with the City's Parks, Recreation and Culture Division.	C4.9.3.

Bradley Street Neighbourhood Association	
1. Complete a traffic calming study for Townsite Road.	C2.4.4.
2. With City's assistance, facilitate improved communication between association and construction manager for project at 591 Bradley Street with respect to road improvements.	N/A
3. Consider expanding Community Safety Officer programs into neighbourhood and increasing homelessness response efforts.	C3.1.5.
DOWNTOWN UNIVERSITY DISTRICT	
Protection Island Neighbourhood Association	
Identified Priorities	Related City Plan Policy
1. Carry out road dust suppression, pothole repair and general maintenance schedule as needed rather than once per year, and determine a more permanent solution to this issue with the City. Follow through on road dust testing as agreed with City and address the recommendations of the resulting report.	C2.2.13
2. Plan for guaranteed access to and from Protection Island for Nanaimo residents (and a future ferry and dock) that is under City of Nanaimo/Regional District of Nanaimo control and not dependent on the use of privately held lands. Include Protection Island in public transportation plans and take into account the unique needs of Protection Island residents, and the challenges for non-island residents/tourists to access this part of the City. Assign a City staff liaison with the Nanaimo Port Authority and the Regional District of Nanaimo regarding ferry transportation, and provide financial support for a new dock space.	C2.2.26.
3. Work with City and Nanaimo Port Authority to establish secure bicycle storage facilities (suitable for safe and secure overnight storage) in the downtown and boat basin vicinity.	C2.2.12. C2.2.14.
Nanaimo Old City Association	
1. Promote safety by creating a clear and actionable set of passive safety measures for the Old City that can be introduced at "hot spots" to lessen fear and crime in the neighbourhood. Using passive safety measures requires a clear understanding of the steps that can be taken, the cooperation of the City and the neighbours, patrol of the area, and evaluation of success. The parkette at Franklyn and Milton Streets is an example of a hot spot that can be addressed by Crime Prevention Through Environmental Design (CPTED) principles as long as the necessary steps are understood and taken.	C2.2.6., C3.1.5. C4.9.8.
2. Maintain Design Advisory Panel review of all development permit applications in the Old City. Support heritage connectiveness in the neighbourhood through the continued action of the Design Advisory Panel in applying the City's Old City and heritage design guidelines.	C4.6.5.
3. Work on sustainable improvements to the quality of life of our neighbourhood, such as increasing tree canopy coverage to 33% of land area, focusing on the neighbourhood as a model for Active Transportation and Complete Streets, developing a program to enforce a No-Idle Zone in the neighbourhood as a model for the rest of the City, and actively engaging with residents of the neighbourhood in emergency preparedness plans for extreme weather events.	C1.3.1., C2.1.1., C3.5.17.

Neighbours of Nob Hill Society	
1. Ensure the Nob Hill Community is actively involved and engaged in future decisions regarding the placement of new social service providers, or the granting of additional funding to existing social services, in the neighbourhood, and consider providing increased Community Safety Officer (CSO) patrols, enhanced overdose response outreach, and expanded clean team efforts, particularly along Victoria Road.	C4.2.2., C3.1.5.
2. Conduct a community safety audit of the neighbourhood in collaboration with the society to pinpoint areas of concern, and then implement the audit's recommendations, including Crime Prevention Through Environmental Design (CPTED) assessment's focusing on Victoria Road and Nob Hill Park as needed.	C3.1.5.
3. Consider establishment of an enclosed off-leash dog park in the grassy area at the base of Nob Hill Park.	C4.9.3.
Harewood Neighbourhood Association	
1. Create a gateway to Harewood by enhancing the triangle block bound by Harewood Road, Fourth Street, and Bruce Avenue, with improvements including sidewalks, boulevards, street trees, and a gateway sign "Welcome to Harewood" on Bruce Avenue.	C5.5.8., C2.5.1.
2. Continue to implement community safety audit recommendations with specific attention to identifying "hotspots" in Harewood in collaboration with the Harewood Neighbourhood Association.	C3.1.5.
3. Work with the Harewood Neighbourhood Association to identify and install street trees annually at priority locations.	C1.3.2.
SOUTH NANAIMO DISTRICT	
South End Community Association	
Identified Priorities	Related City Plan Policy
1. Improve pedestrian safety, accessibility and overall experience of three high-priority intersections in the South End: Nicol-Needham, Victoria-Needham, and Esplanade-Crace-Irwing-Trestle, including community-based initiatives (e.g. painted intersection mandalas, streetscape décor, driver education), with a focus on developing and implementing achievable pedestrian safety improvements to the Nicol-Needham intersection, in collaboration with the South End Community Association and the MoTI / City of Nanaimo transportation working group.	C2.2.1., C2.5.1.
2. Improve pedestrian experiences along Victoria Road and Old Victoria Road by implementing streetscape improvements, community-based initiatives and creative traffic-calming solutions, with focus on working with the South End Community Association to establish key interests and timelines for implementation of achievable community-oriented pedestrian experience improvements along these roads.	C2.2.1., C2.2.2., C2.4.3
3. Address the South End's dearth of public space and vacant lots by adding temporary or permanent pocket parks, dog parks, waterfront access and/or cultural/gathering spaces with focus on establishing a pocket park/forest at 26/38/48 View Street (View Street Park) and a dog park at 830 Milton Street or equivalent location.	C4.9.3.
Chase River Community Association	
1. Increase road safety, through traffic calming, installation of sidewalks, and adequate lighting, especially along Maki Road to the east of the Island Highway.	C2.4.2.
2. Continue moving forward with South End Community Centre by finalizing funding.	E1.2.5., C3.6.25.
3. Increase community fire safety by staffing both fire trucks at Fire Station #4.	C3.1.1.