

DATE OF MEETING July 21, 2025

AUTHORED BY LISA BRINKMAN, MANAGER OF COMMUNITY PLANNING

SUBJECT NEIGHBOURHOOD ASSOCIATION PRIORITY REQUESTS 2025

OVERVIEW

Purpose of Report

To present the neighbourhood association priority requests for 2025. |

Recommendation

That Council receive the 2025 neighbourhood association priority requests as outlined in Attachment A of the Staff Report dated 2025-JUL-21, and direct Staff to replace the Appendix of the *Integrated Action Plan* with the updated 2025 requests.

BACKGROUND

The third annual neighbourhood association engagement event was held on 2025-APR-30. The City has 16 recognized neighbourhood associations, and representatives from each association attended the event. *City Plan* policy encourages engagement with neighbourhood associations, and Council hosting an annual engagement opportunity to hear the priorities of neighbourhoods. The City's Neighbourhood Association Supports Policy also states that Council will host an annual engagement opportunity with recognized neighbourhood associations. |

DISCUSSION

At the 2025-APR-30 event, the neighbourhood associations had an opportunity to discuss their requested priorities with Council members and Staff. Staff facilitators recorded the updated 2025 priority requests. After the event, the recorded requests were sent to the neighbourhood associations for verification and refining of the wording. Attachment A contains the finalized neighbourhood association 2025 priority requests for Council consideration.

Note that most of the neighbourhood associations have one or more requests related to traffic calming, traffic safety measures, and/or pedestrian infrastructure improvements. While acknowledging these are the priorities for neighbourhood associations, there are pre-existing project selection programs that are reviewed and allocated by Council annually (see Attachment B – Links to information about the traffic calming and pedestrian prioritization programs).

Similar to previous years, Staff will continue to review the requests identified by the neighbourhood associations for consideration of inclusion into the City's capital plans, budgets, and department workplans. Council can choose to elevate specific neighbourhood association requests into the Integrated Action Plan Priority Action list, and into the City budget. Similar to the past two years, Staff will provide a progress report to neighbourhood associations in March 2026 to advise on the status and progress of each request. |

OPTIONS

1. That Council receive the 2025 neighbourhood association priority requests as outlined in Attachment A of the Staff Report dated 2025-JUL-21, and direct Staff to replace the Appendix of the Integrated Action Plan with the updated 2025 requests.
 - The advantages of this option: Identifying neighbourhood association priorities is one way the City can understand and address their concerns.
 - The disadvantages of this option: The identified priorities will need to be reviewed by Staff, and each request could have budget implications.
 - Financial Implications: Council can choose to elevate specific neighbourhood association requests into the Integrated Action Plan Priority Action list, and into the City budget.
2. That Council provide alternate direction to Staff. |

SUMMARY POINTS

- *City Plan* policy encourages engagement with neighbourhood associations, and Council hosting an annual engagement opportunity to hear the priorities of neighbourhoods.
- The third annual neighbourhood association engagement event was held on 2025-APR-30, and 16 associations were represented at the event.
- It is recommended that Council receive the 2025 neighbourhood association priority requests for consideration of inclusion into the City's capital plans, budgets, and department workplans.

ATTACHMENTS

ATTACHMENT A: 2025 Neighbourhood Association Priority Requests

ATTACHMENT B: Links to information about the traffic calming and pedestrian prioritization programs |

Submitted by:

Lisa Brinkman
Manager, Community Planning |

Concurrence by:

Jeremy Holm
Director, Planning & Development

Darcie Osborne
Director, Parks, Recreation & Culture

Bill Sims
General Manager, Engineering & Public Works

Laura Mercer
General Manager, Corporate Services |

ATTACHMENT A

2025 NEIGHBOURHOOD ASSOCIATION PRIORITY REQUESTS (2025-JUL-21)

The requests in the table below were identified by recognized neighbourhood associations at the 2025-APR-30 engagement event.

NORTH SLOPE DISTRICT	
Dover Community Association	
1.	The Parks, Recreation, and Culture department to work with the Dover Community Association to identify opportunities for two new parks in the southwest corner of the Dover Planning Area.
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).
3.	The City to set up a neighbourhood association event for planning projects (i.e. Zoning Bylaw review & Woodgrove Area Plan) to discuss concerns regarding development standards (building height, setbacks & infill).
Rocky Point Neighbourhood Association	
1.	Extend the Walley Creek trail to establish a complete continuous corridor along the length of the neighbourhood boundary.
2.	A meeting to discuss with Planning staff options for how mixed-use commercial can be required for mixed use zones. (The intent is to increase commercial retail/service options within the neighbourhood).
3.	Request for raised crosswalks within the vicinity of schools and parks: specifically at Williamson Road and Walley Creek Trail.
Linley Valley-Stephenson Point Neighbourhood Association	
1.	That Staff facilitate a meeting between LV-SPNA executive, an appropriate Transportation/Engineering Staff person, and Council members most engaged to date (e.g. Mayor Krog, and Councillors Armstrong and Perrino) to discuss allocating an appropriate budget to ensure that the barest minimum of pedestrian facilities within LV-SPNA's boundary between Prince John Way and Chinook Road are included as part of the RDN Hammond Bay Road remediation project. It has been identified by Staff (Mar. 20, '25) that while being aware of LV-SPNA/residents' priorities, the present budget of \$1M is "highly unlikely" to result in significant changes. After 3+ years of necessary disruption to the entire length of LV-SPNA's portion of HBRd, this is the opportunity to ensure that priorities identified over 26 years of neighbourhood engagement, and the City's vaunted Council/NA Engagement Process are finally implemented. In tandem with Priority Action 2 (below), this appropriate budget should be identified this summer to inform the contractor engaged through the Integrated Project Delivery (IPD)'s design-build model.
2.	Educate LV-SPNA residents on the details behind the approximately \$100,000 and other costs cited in the 2024-MAY-13 Staff Report-Allocation of Unallocated Pedestrian Funds as it pertains to Hammond Bay Road between Prince John Way and Chinook Road (e.g. items; quantities/lengths; unit costs; location of "cost prohibitive, limited road right-of-way/narrow pinch points", etc.). Staff's initial 'Update' response did not address this request. A follow-up meeting did not allow the NA-Priority-Request-(2024) Update/City Staff Notes to be changed or to fully reflect our request. LV-SPNA requests a written reply on the above items, updated to reflect evolving costs since our initial 2023 Priority request. LV-SPNA will share the reply with residents this summer so as to set realistic expectations before the autumn HBRd Sewer Project public engagement process.

3. For Council to support and advocate for the installation of technology, in or outside LV-SPNA's boundary, that remedies cell service deficiencies in the LV-SPNA area (Hammond Bay Rd corridor, between Prince John Way and Chinook Road.). Telus confirmed to LV-SPNA/Council (Feb '25) that, due to distance and topography, the approval of a cell tower at the RDN site will not result in reception improvements for residents, visitors, and commuters within the LV-SPNA area, and that Telus is actively pursuing other actions, both in and out of the LV-SPNA boundary to make up for the shortfall.

NORTH TOWN DISTRICT

Lost Lake Neighbourhood Association

1. Traffic Calming Completion - Implement and fix previously identified issues: a) Involve the neighbourhood association to increase involvement in the 2025 traffic calming survey; b) Add concrete barriers on the right side of the lane in both directions on Lost Lake Road at Smokey Crescent to prevent motorists from swerving into the areas that pedestrians use; and c) Staff mentioned replacing the current signage asking motorists to share the road with pedestrians and cyclists with one reminding motorists to follow the new safe passing laws.
2. Pedestrian Infrastructure – Build a 1-meter-wide shoulder for safe non-vehicle use: a) At the intersection of Dewar Road where the crosswalk takes you from a paved shoulder into a ditch, narrow the ditch or move it. b) Just east of the first driveway after the crosswalk and up the hill, fill in the ditch that never has water in it. c) Add 'no parking on asphalt' signs to protect pedestrian facilities along the north side of Lost Lake Road between Dewar Road and Malibu Terrace. d) Consistent with the resolution passed at the last AGM, "Put up signage on one side of Lost Lake Road where there is no sidewalk requesting people parking vehicles to keep one meter beside the road free for pedestrians". e) Convert ditch to drain pipe with gravel or crushed limestone (which creates a much better walking surface) on top along portions of Lost Lake Road to provide pedestrian respite. f) As development occurs in the area, fill ditches and create sidewalks along the south side of Lost Lake Road from Dewar Road eastward (without necessarily disturbing the slope of the driveways).

Wellington Community Association/Wellington Action Committee

1. Explore the feasibility and cost of installing a fence around the full boundary of the existing designated off-leash dog park area at Diver Lake Park, to improve the safety of the dogs and other users.
2. Install signage and fencing at Diver Lake Park per the recommendations of the Basking and Nesting Study, to protect the existing nesting sites of the endangered Western Painted Turtles.
3. Work with the Wellington Community Association/ Wellington Action Committee to identify opportunities to improve pedestrian and cycling connections within the Diver Lake Neighbourhood Plan Area, notably between Ardoon Park and Shenton Park, and Diver Lake Park to Long Lake Park.

DEPARTURE BAY MID-TOWN DISTRICT
Departure Bay Neighbourhood Association
1. Have City Staff continue to explore and consult with DBNA regarding the redesign and long-term future of the Kin Hut at Kinsmen Park.
2. Work with DBNA to review the use and design of the multi-use court area within Departure Bay Centennial Park. Review the feasibility of a list of improvements within the park.
3. Consider interventions to improve pedestrian safety at the Loat Street and Departure Bay crosswalk, such as an illuminated speed sign and/or illuminated crosswalk.
Rock City Neighbourhood Association
1. Explore the feasibility of installing a signalized pedestrian and cycling connection between Rock City Road and Labieux Road.
2. As part of the Zoning Bylaw update, allow for higher fence heights in the front yard setback for food production to address conflicts with deer.
3. Consult with the RCNA regarding ambitious updates to the Zoning Bylaw that advance City Plan: Nanaimo Reimagined. These may include potentially downzoning parcels to align with Future Land Use Designations, restricting impermeable surface coverage, and considering the addition of city-owned multipurpose community spaces to large residential developments.
Brechin Hill Community Association
1. Barney Moriez playground, we were all enthused to see the funding come through and the proposed changes look wonderful, we would also like to work with the city to create a park space in the lower section of Barney Moriez Park by planting some trees and shrubs to create a nice community park. Perhaps a Rhodo garden.
2. With regard to the crosswalk at Estevan Road and Larch Street, we were not looking to have a signaled crosswalk installed but rather a raised crosswalk speedbump like the one further down Estevan at the United Church Building
3. Have Staff work with the Newcastle Community Association and the Brechin Hill Community Association to develop a problem statement to identify specific priority concerns regarding Stewart Avenue and Brechin Road to the Ministry of Transportation and Transit by December 2025.
Newcastle Community Association
1. City Staff and the Newcastle & Brechin Hill Community Associations work to develop a problem statement to identify specific priority concerns regarding Stewart Avenue to the Ministry of Transportation & Transit by December 2025.
2. That by the fall of 2025, the covered bus shelters and benches be removed from the following two bus stops to deter them from being used as shelters: the bus stops on Terminal Avenue North in front of Adams Tools (424 Terminal) and in front of Ramada Inn (315 Rosehill). In the interim, the Association would like a list of all the bus stops in the Newcastle area and whether they are managed by the City of Nanaimo or by the RDN.
3. That by the summer of 2025, Staff come up with recommendations for a dog run in the Newcastle Neighbourhood, either as a pilot program or permanent feature.
Bradley Street Neighbourhood Association
1. That the City continue to engage on and implement the Bradley Street traffic calming project, with further input from the Bradley Street Neighbourhood Association on the preferred option.
2. Explore opportunities to implement pedestrian facilities along the west side of Wall Street north of Bowen Park (e.g. protected shoulder with barrier or flexible bollards, and/or a crosswalk to reach the sidewalk on the east side).

DOWNTOWN UNIVERSITY DISTRICT	
Protection Island Neighbourhood Association	
1.	Work to improve Protection Island's road surface in the following ways: a) improved dust suppression (type and quantity of the suppressant used, frequency of application, interim water applications, alternative surface materials); b) improved pothole repair (increase the frequency of repairs to twice annually, experiment with different materials in pothole prone areas); and c) increase the budget to support decision making with respect to "a" and "b".
2.	Support the requirements to secure the acquisition of a donated portion of 26 ½ Pirates Lane for the benefit of the Protection Island community as described in PINA's "Letter of Intent" with the property owners, including, but not limited to, the following: a) pay for subdivision costs of the parcel; b) support the appropriate rezoning, if necessary, to achieve the agreed upon goals; and c) to cover the legal costs of establishing a lease to PINA, if necessary, to achieve the goals; and d) to share in the costs of establishing a dock head that meets accessibility responsibilities for people with accessibility challenges.
3.	To make changes to transportation and parking policies that support better connectivity between the Protection Island neighbourhood and the downtown area (closest connection to the rest of Nanaimo) in the following areas: a) guaranteed parking availability for Protection Island residents; b) connectivity to the public transportation system; c) secure bicycle storage; and d) help to negotiate affordable moorage/subsidized moorage for Protection Island residents given the lack of public transit (no publicly run ferry) to the island and the lack of alternatives available to this city neighbourhood's residents.
Nanaimo Old City Association	
1.	Promote safety by using passive safety measures for the Old City that can be introduced at the following "hot spots" to lessen fear and crime in the neighbourhood: Pawson Park and St. Peter's Church Overnight Shelter.
2.	Promoting Community Safety and Wellbeing by focusing on the neighbourhood as a model for Active Transportation and Complete Streets, and address traffic and parking problems in the Old City. The Intersection of Machleary and Campbell Streets is the Hot Spot that our priorities are focusing on for 2025.
3.	Promoting Community Wellbeing through work on sustainable improvements to the quality of life in our neighbourhood by increasing biodiversity through tree canopy coverage up to 33% of the land area and landscaping on boulevards and parkettes (like Franklyn and Milton Streets) with landscaping similar to the Old Firehall and the Italian Fountain. Increase the number of trees to a minimum of 50 in areas identified as prime locations for climate change mitigation such as streets, boulevards and parks.
Neighbours of Nob Hill Society	
1.	Improvements and Maintenance of Nob Hill Park - To ensure cleanliness and encourage the use of Nob Hill Park, improve the programming opportunities including increase City recreation opportunities and events at this location, as well seniors programming on-site, dedicated off-leash dog area, and improved site lighting and landscaping.
2.	Cleanliness of Victoria Road and Proactive CSO Presence - Improve pedestrian and user safety of Victoria Road through a dedicated Community Safety Officer presence that circulates the area proactively and works closely with the Clean Team to ensure the cleanliness of the street and limit loitering.

3. Decentralization of Social Services & Associated Housing - Use the ongoing Social Services Management Mapping Tool to inform a Strategic Plan or relevant Bylaw that seeks to effectively distribute social services and social housing throughout the City and investigate opportunities to acquire properties in all areas of the City to support these uses.

Harewood Neighbourhood Association (HNA)

1. Gateway and Welcome to Harewood: Given that Harewood neighbourhood has no “gateway” or “identified markers” HNA proposes to continue to work with City Staff to create a Gateway to Harewood by enhancing the triangle block bound by Harewood Road, Fourth Street, and Bruce Avenue. Harewood Road street improvement considerations to include sidewalks, bike lanes, boulevards, street trees, and lighting. A sign/public art piece is a priority to mark the Gateway and welcome all to the Harewood neighbourhood.
2. Pedestrian, Cyclist, and Motorist Safety: In a recent community survey, pedestrian, cyclist, and motorist safety was identified as a significant concern. A number of intersections and street locations are perceived to be unsafe due to the lack of safety infrastructure (sidewalks, bike lanes, traffic calming measures, etc). HNA would like to work with the City to identify solutions for these unsafe conditions.
3. Te’tuxwtun Development: Community has raised concerns about the proposed Te’tuxwtun development, feeling uninformed and “in the dark” about the effects of the development on traffic and parking in particular. Other concerns centre around density, services and the built form of the development. HNA would like to work with the City to hold a neighbourhood public information session on the Te’tuxwtun development project in order to answer community’s questions and concerns.

SOUTH NANAIMO DISTRICT

South End Community Association

1. Improved and Maintained Amenities (Waterfront Access, Greenspace & Programming): Improve and maintain neighbourhood access to amenities, including waterfront access and greenspace, complete with programming opportunities. This includes converting the existing park space adjacent to Wellcox Park area into a secure dog park that includes landscaping, grass, and seating for dog owners. This also includes reinstating the decommissioned waterfront access from Haliburton Street, or similar.
2. Decentralization of Social Services & Associated Housing - Use the ongoing Social Services Management Mapping Tool to inform a Strategic Plan or relevant Bylaw that seeks to effectively distribute social services and social housing throughout the City and investigate opportunities to acquire properties and utilize existing city-owned properties in all areas of the City to support these uses.
3. Pedestrian Safety Through Improved and Dedicated Clean Team Efforts - Improve pedestrian and user safety of neighbourhood spaces by establishing a dedicated Clean Team for the South End area (and surrounding neighbourhoods) to address ongoing concerns of consistent litter and waste on a proactive basis and to alleviate pressures on residents to maintain these community spaces. This includes additional support for sidewalks and boulevards adjacent to current and future community social services buildings including, but not limited to, the northern two blocks of Victoria Road, 702 Nicol, 355 Nicol, 545 Haliburton, Esplanade by the Salvation Army, and the 100 block of Haliburton by the Balmoral. This also includes Knowles Park, Deverill Square Park and Nob Hill Park.

Chase River Community Association

1. Complete the South End Community Centre.

- | |
|--|
| 2. Complete the Cranberry Connector in the next few years. This will give us another access out of the Cinnabar Valley area. |
| 3. Increase road safety on all existing roads out of the Sandstone development as the various development areas add housing. In addition, safety measures along Old Victoria Road and Roberta Road and connections to downtown and Southgate through traffic calming, installation of sidewalks, and adequate lighting, in light of the Sandstone development. |

ATTACHMENT B

Link to Traffic Calming Program: <https://www.nanaimo.ca/transportation-mobility/traffic-calming/traffic-calming-process>

Link to Pedestrian Prioritization Program: <https://www.nanaimo.ca/transportation-mobility/walking>