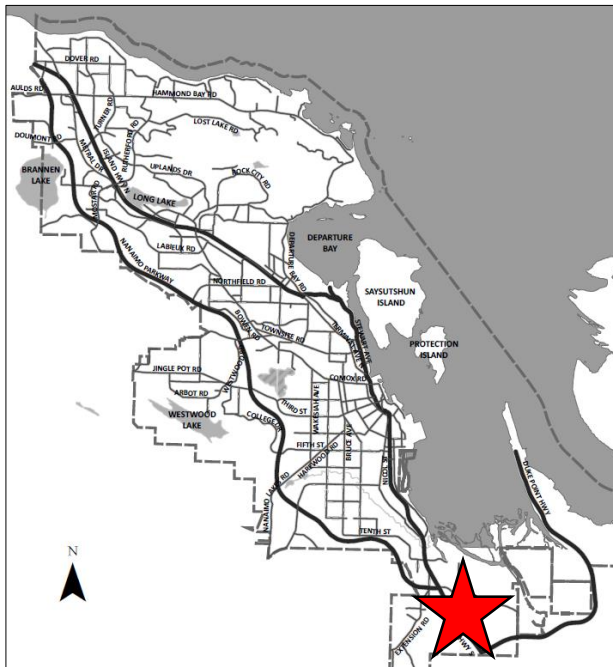


DATE OF MEETING | October 16, 2023

AUTHORED BY | CALEB HORN, PLANNER, CURRENT PLANNING

SUBJECT | **REZONING APPLICATION NO. RA461 – 1100 CEDAR ROAD, 1505 & 1605 FIELDING ROAD, and 1750 RAJEENA WAY (SANDSTONE)**



Proposal:

To facilitate a residential, industrial, and mixed-use development aligned with the Sandstone Master Plan



Current Zoning:

AR1 – Rural Resource
PRC1 – Parks, Recreation & Culture One

Proposed Zoning:

R10 – Steep Slope Residential
I1 – Highway Industrial
I2 – Light Industrial
CD13 – Comprehensive Development District Zone Thirteen

City Plan Land Use Designation:

Suburban Neighbourhood
Light Industrial
Neighbourhood Centre

Lot Area:

60.8ha – 1100 Cedar Road
21.3ha – 1505 Fielding Road
36.3ha – 1605 Fielding Road
73.6ha – 1750 Rajeena Way
192ha – Total

EXECUTIVE SUMMARY

The City has received a comprehensive rezoning application to facilitate the long-term build-out of a residential, industrial, and mixed-use development as envisioned in the Sandstone Master Plan (SMP) in South Nanaimo.

- A significant level of technical analysis has been completed to understand the impacts of the development on existing servicing (utilities), public parks and amenities, transportation network, and adjacent land uses.
- Where technical studies have identified development constraints and impacts, a Master Development Agreement will be secured as a condition of rezoning approval to ensure that the necessary improvements and amenities are provided at the appropriate stage of development.
- Staff are supportive of the rezoning application and the mitigation measures will reinforce City and regional land use objectives (SMP, City Plan, and Regional Growth Strategy), but acknowledge the risk and impact to the level of transportation service.

OVERVIEW

Purpose of Report

To present for Council's consideration an application to rezone 1100 Cedar Road, 1505 & 1605 Fielding Road, and 1750 Rajeena Way from Rural Resource (AR1) and Parks, Recreation, and Culture One (PRC1) to Steep Slope Residential (R10), Highway Industrial (I1), Light Industrial (I2), and Comprehensive Development District Zone Thirteen (CD13), in order to facilitate a residential, industrial, and mixed-use development aligned with the Sandstone Master Plan.

Recommendation

That:

1. "Zoning Amendment Bylaw 2023 No. 4500.215" (to rezone 1100 Cedar Road, 1505 & 1605 Fielding Road, and 1750 Rajeena Way from Rural Resource [AR1] and Parks, Recreation, and Culture One [PRC1] to Steep Slope Residential [R10], Highway Industrial [I1], Light Industrial [I2], and Comprehensive Development District Zone Thirteen [CD13]) pass first reading;
2. "Zoning Amendment Bylaw 2023 No. 4500.215" pass second reading;
3. Council direct Staff to secure the conditions related to "Zoning Amendment Bylaw 2023 No. 4500.215" as outlined in the "Conditions of Rezoning" section of the Staff Report dated 2023-SEP-25 should Council support the bylaw at third reading.

BACKGROUND

A rezoning application, RA461, was received from Keycorp Consulting Ltd., on behalf of Seacliff Properties Ltd., following the adoption in 2022 of the Sandstone Master Plan, to amend the City of Nanaimo "Zoning Bylaw 2011 No. 4500" (the "Zoning Bylaw") and rezone the lands known as "Sandstone" to facilitate a residential, industrial, and mixed-use development.

Subject Properties and Site Context

The subject properties cover a large area in south Nanaimo, adjacent to the Regional District of Nanaimo (RDN). The lands are intersected by the Island Highway and the Duke Point Highway. On the east side of the Island Highway, the properties are adjacent to the Nanaimo Regional Landfill and the Snuneymuxw First Nation No. 2 Reserve. West of the Island Highway, a portion of the site is located at the edge of the established Chase River and Cinnabar Valley neighbourhoods. All of the subject properties are currently undeveloped and there are significant natural features across the site including varied terrain, steep slopes, wetlands, and watercourses.

In addition to the properties subject to the rezoning application, the Sandstone Master Plan includes properties at 1305 Cedar Road and 1750 Fielding Road that are already zoned Industrial (I4). While these properties are not included as part of the rezoning they have been considered as part of the application review in the context of the SMP, and some of the recommended conditions of rezoning pertain to these properties. The total site area including these properties is approximately 245.1ha.

Throughout this report, individual parcels are referred to as “Development Areas” (DA) as described in the table below and shown in Attachment C.

Development Area	Civic Address	City Plan Land Use Designation	Sandstone Master Plan Precinct
DA1	1100 Cedar Road	Suburban Neighbourhood	Cedar Road Neighbourhood Precinct
DA2*	1305 Cedar Road	Industrial	Employment + Business Precinct
DA3*	1750 Fielding Road	Industrial	Employment + Business Precinct
DA4	1605 Fielding Road	Light Industrial	Employment + Business Precinct
DA5	1505 Fielding Road	Neighbourhood Centre	Fielding Precinct
DA6	1750 Rajeena Way	Suburban Neighbourhood	Cinnabar Valley Neighbourhood Precinct

* Not subject to this rezoning application

Previously, the properties at 1200 Frew Road and 1601 Frew Road were part of the Sandstone lands but these were transferred to the Snuneymuxw First Nation earlier in 2023. The property at 1300 Cedar Road is also in the process of being transferred to Snuneymuxw, and no change in zoning is proposed from the Rural Resource (AR1) zone for this property.

The surrounding neighbourhood is varied and includes single residential dwellings in the Chase River and Cinnabar Valley neighbourhoods to the west of DA6; mobile home parks to the north of DA5; large residential and agricultural lots to the west and south of DA1; Agricultural Land Reserve (ALR) lands adjacent to the Nanaimo River to the north of DA1; industrial uses adjacent to the Nanaimo Regional Landfill and to the south in the RDN; and, an undeveloped tract of land in the RDN to the south of DA6.

A number of services and amenities are near to the subject properties, with approximate distances from Sandstone as highlighted below:

- **Schools.** Cedar Community School (in RDN 2km southeast of DA1), Cinnabar Valley Elementary School (500m west of DA6), and Chase River Elementary School (500m north of DA6).
- **Parks.** Trumpeter Park (100m northwest of DA1), Kipp Road Community Park (in RDN immediately south of DA6), Richards Marsh Park (immediately west of DA6), Elaine Hamilton Park (immediately west of DA6), and Roberta Road Park (immediately north of DA6).
- **Commercial Services.** South Gate Urban Centre including the South Parkway Plaza and Southgate Plaza (1km northwest of DA5), and Cedar Main Street Village (in RDN 2km southeast of DA1).
- **Industrial Areas.** Duke Point Industrial Park (3km northeast of DA3), and South Wellington Light Industrial & Commercial Area (in RDN 500m south of DA3).

DISCUSSION

Sandstone Master Plan and Proposed Zoning

The applicant is proposing to rezone DA1, DA4, DA5, and DA6 to align with the Sandstone Master Plan. “Zoning Amendment Bylaw 2023 No. 4500.215” (the “Zoning Amendment Bylaw”) contains the Zoning Bylaw amendments and the proposed zoning is summarized in the below table:

Development Area	SMP Precinct	Existing Zoning	Proposed Zoning
DA1	Cedar Road Neighbourhood Precinct	Rural Resource (AR1)	Steep Slope Residential (R10)
DA2	Employment & Business Precinct	Industrial (I4)*	
DA3	Employment & Business Precinct	Industrial (I4)*	
DA4	Employment & Business Precinct	Rural Resource (AR1)	Highway Industrial (I1) and Light Industrial (I2)
DA5	Fielding Precinct	Rural Resource (AR1) and Parks, Recreation, and Culture One (PRC1)	Comprehensive Development District Zone Thirteen (CD13)
DA6	Cinnabar Valley Neighbourhood Precinct	Rural Resource (AR1)	Steep Slope Residential (R10)

* Not subject to this rezoning application

The Sandstone lands have been subject to comprehensive planning through the SMP and the master plan’s vision is intended to be realized through the proposed zoning. The SMP describes Sandstone as “a gateway for the south side of Nanaimo in which there are significant opportunities for new economic and business growth through the creation of a substantial new industrial and employment node, while also offering additional commercial/retail and residential opportunities”. As part of this vision, the ultimate build-out of Sandstone is anticipated to include the following, subject to subsequent development approvals (e.g. subdivision, development permit):

- 800 single residential dwelling units;
- 500 townhouse dwelling units;
- 900 multi-family residential dwelling units;
- 16,500m² of commercial floor area; and,
- 168,000m² of industrial floor area.

The timing of the ultimate build-out is expected to be phased and long-term (i.e. 20+ years), subject to market conditions. No details on phase ordering have been determined at this time.

The next sections describe each DA in more detail and how the proposed zoning for each DA aligns with the SMP.

Development Area 1 (Cedar Road Neighbourhood Precinct) – 1100 Cedar Road

DA1, to the north of Cedar Road, is a hilly lot within the Steep Slope Development Permit Area. The proposed Steep Slope Residential (R10) zone will allow DA1 to develop as a low density residential neighbourhood with opportunities for both single residential dwelling and ground-oriented multi-family dwellings. The R10 zone permits residential densities of up to 16 units per hectare, and building heights between 7m and 9m. The applicable Steep Slope Development Permit Area Guidelines encourage clustering of residential development in order to preserve natural features and significant ridgelines. Once park dedication has been taken into account, the proposed R10 zoning is expected to allow no more than approximately 600 residential units in DA1.

The proposed zoning aligns with the SMP which estimates up to 600 residential units in a mix of single-family and attached residential building forms in the Cedar Road Neighbourhood Precinct.

Development Areas 2 and 3 (Employment & Business Precinct) – 1305 Cedar Road and 1750 Fielding Road

Both DA2 and DA3 are currently zoned Industrial (I4) which is the same zoning as the nearby Duke Point Industrial Park. No change of zoning is proposed for these two properties. This aligns with the SMP under the Employment & Business Precinct designation.

Development Area 4 (Employment & Business Precinct) – 1605 Fielding Road

DA4 comprises the southern portion of the central Sandstone area, envisioned to be centred along a new collector road informally named the “Sandstone Spine”. Two zones are proposed within DA4, with Highway Industrial (I1) in the northwest and Light Industrial (I2) in the southeast as shown on Attachment C. The proposed zones will provide a transition between the mixed-use DA5 to the northwest and the industrial DA2 and DA3 to the southeast. Limited standalone office is proposed as a site-specific use up to a maximum floor area of 12,077m². Additionally, site-specific height is proposed to allow building heights up to 18m for industrial uses and 22m for office uses. The 18m industrial building height is consistent with the maximum height permitted in the adjacent industrial zone (I4) and the 22m office building height is proposed to account for higher ceiling heights present in typical office buildings.

Office is not permitted as a principal use in the City’s light industrial zones, hence the site-specific use with floor area and height limitations is proposed to achieve the SMP goals. The zoning site-specific office use aligns with the SMP where this part of the Employment & Business Precinct is envisioned as a mix of light industrial and compatible business park uses.

Development Area 5 (Fielding Precinct) – 1505 Fielding Road

DA5 is centrally located in the Sandstone lands, near the intersection of Cedar Road and the Sandstone Spine. The SMP envisions this area as the Fielding Precinct, providing a neighbourhood centre with a mix of commercial, residential, and recreational uses. A Comprehensive Development (CD) zone is proposed to facilitate the development of the Fielding Precinct.

The proposed CD zone is included in the attached Zoning Amendment Bylaw 4500.215 and is summarized in the table below:

Zoning Regulation	Proposed Comprehensive Development District Zone Thirteen (CD13)
<i>Maximum Floor Area Ratio (FAR)</i>	1.75 FAR; or up to 3.30 FAR with additional density bonusing provisions
<i>Maximum Building Height</i>	18m
<i>Maximum Lot Coverage</i>	75%
<i>Minimum Yard Setbacks</i>	Front – 2.0m-4.5m Side – 3.0m Flanking Side – 4.0m Rear – 4.5m

In addition to the above, density in the CD13 zone will be limited to a maximum of 1,000 dwelling units within the zone and a maximum of 16,500m² of Gross Floor Area for non-residential and non-institutional uses. On the east side of the Fielding Road right-of-way, adjacent to Cedar Road and the Nanaimo Regional Landfill, two car-centric uses (fast food restaurant and gas station) are proposed to be permitted in addition to other uses outlined in the CD13 Zone. The applicant is proposing to limit these site-specific uses to this location only and not permit these uses elsewhere within DA5, in order to achieve a more compact mixed-use development form within the remainder of the Fielding Precinct.

The proposed CD13 Zone is intended to achieve a walkable neighbourhood centre with a mix of uses, human-scaled building forms along an active transportation route (Fielding Multi-Use Trail) as per SMP policy, with flexibility to accommodate new developments as market conditions may change over time. To help visualize how development under the proposed CD13 Zone could occur, the applicant has provided conceptual plans for DA5 (see Attachment D).

The proposed CD13 zoning aligns with the SMP and has been specifically created to promote the neighbourhood centre envisioned for this precinct.

Development Area 6 (Cinnabar Valley Neighbourhood Precinct) – 1750 Rajeena Way

DA6 is located on the west side of the Island Highway and is a hilly site with a number of watercourses and wetlands present. Informal trails cross the site connecting with existing trail networks at Elaine Hamilton Park and Richards Marsh Park. Abutting public streets include Healy Road, Rajeena Way, Trofton Road, and Roberta Road South. DA6 is also flanked by the Island Corridor Foundation corridor (formerly E&N Railway) to the east.

Similar to DA1, DA6 is located within the Steep Slope Development Permit Area and the R10 zone is proposed in order to facilitate sensitive residential development. Once park dedication has been taken into account, the proposed R10 zoning is expected to allow up to 600 residential units in DA6. This aligns with the maximum build-out and ground-oriented building form contemplated in the Cinnabar Valley Neighbourhood Precinct of the SMP.

In order to connect DA6 with Extension Road, an Alternative Approval Process will be required in the future to dedicate a portion of Elaine Hamilton Park as road. The new road will connect via the property at 1618 Extension Road.

Master Development Agreement

As a condition of rezoning, a Master Development Agreement (MDA) will be secured and registered on the property titles through a Section 219 covenant. The MDA will outline the works and additional studies that are to be provided by the property owner as the Sandstone lands develop.

Policy Context

Staff are of the opinion that the proposed rezoning is consistent with City Plan, including the specific policy areas highlighted below.

City Plan – Future Land Use

City Plan identifies the subject properties within the below future land use designations:

- Neighbourhood Centre (DA5). Neighbourhood Centres are described in City Plan as local-scale neighbourhood gathering and service destinations with a range of uses including residential, commercial, office, and mixed-use. While typical heights are noted as two to four storeys, City Plan policy D4.3.67 provides for additional height in the Sandstone area. This supports the proposed the CD13 zoning in DA5 where up to six storeys are contemplated.
- Industrial (DA2 & DA3). Industrial lands are intended to accommodate industry that requires larger land areas and that are generally incompatible with an urban environment. The existing I4 zoning in DA2 and DA3 is supported by City Plan as these lands are buffered from other neighbourhoods by the Nanaimo Regional Landfill and the Duke Point Highway.
- Light Industrial (DA4). Light Industrial lands are intended to accommodate less land-intensive industries with more regular day-to-day activity. While typical building heights are up to three storeys, City Plan allows for consideration of greater building heights where appropriate. The proposed site-specific I1 and I2 zoning in DA4 (with office use and increased building heights) is supported by City Plan and provides flexibility in future industrial development planning.
- Suburban Neighbourhood (DA1 & DA6). The Suburban Neighbourhood designation primarily accommodates low-rise residential areas that are further from services and transit hubs. Single family, duplex, and ground-oriented residential uses are supported. Cluster housing is generally encouraged by City Plan (policy D4.5.9) in neighbourhoods where environmentally sensitive features are protected. The proposed R10 zone for DA1 and DA6 includes density-transfer provisions that allow for cluster housing and the protection of steep-slope lands.

City Plan – Mobility Network

The Sandstone lands are located outside of an urban centre as identified in Figure 36 of City Plan. Future secondary active mobility routes are identified along Cedar Road, the Island Corridor Foundation land, and Extension Road. A future transit exchange is identified near the Island Highway and Tenth Street, approximately 1km north of the subject site. Existing BC Transit bus

routes through the area include the #7 route in Cinnabar Valley and the #8 route along Cedar Road. The RDN, responsible for route planning, has indicated that they may review potential bus routing through the Sandstone lands as they develop in the future. Given the existing undeveloped nature of the subject properties, a number of off-site transportation impacts and mitigation measures have been proposed as discussed in the 'Technical Review' section of this report.

City Plan – Green Nanaimo

City Plan supports the development of a sustainable city that is interconnected with its natural environment, fostering resilient and regenerative ecosystems. Being a greenfield site, there is significant potential for retention and enhancement of natural habitats throughout the subject site. As a condition of rezoning, a minimum of 36% of the area of the properties is proposed to be provided as park space. Some significant elements secured through the rezoning include the Fielding Multi-Use Trail and Richards Marsh Park trail system, which align with City Plan policies around public greenways and recreation.

City Plan – Truth & Reconciliation

In addition to the lands that have already been transferred to the Snuneymuxw First Nation (1200 and 1601 Frew Road), the applicant has advised that the owner intends to transfer additional lands at 1300 Cedar Road to Snuneymuxw following rezoning of the Sandstone lands. This private land transfer is supported by the City Plan policies surrounding Truth & Reconciliation (Section C4.1).

Regional Growth Strategy

Due to the scale of the future development and the site's proximity to RDN lands outside of City limits, the rezoning application was referred to the RDN for comment. The RDN administers the Regional Growth Strategy which is a strategic plan that defines a regional vision for sustainable growth. Staff have reviewed the rezoning and confirmed that the proposing rezoning is consistent with the Regional Growth Strategy land use designations, goals, and policies. The proposed land use will support development from a regional growth perspective and address the diversity and supply of some of the region's housing and industrial land demands.

Technical Review

A number of supporting documents and technical studies prepared by qualified registered professionals have been provided by the applicant. These studies inform what is required in order to support the rezoning application as outlined in the following sections. Works or additional studies that are to be required as a condition of rezoning will generally be secured through the Master Development Agreement (MDA).

Environment

In support of the rezoning application, a preliminary Environmental Review, prepared by Environmental Dynamics Inc. and dated April 2022, has been submitted (link in Attachment I). The Environmental Review identifies a number of watercourses and wetlands that are protected under the City of Nanaimo's Development Permit Area DPA1 – Environmentally Sensitive Areas (ESAs) and standard City minimum setback of 15.0m (from top-of-bank above watercourses and

from high water level above wetlands). The exact extent of the required setbacks will be determined at the time of subdivision of each DA when a detailed assessment of each feature will be undertaken. Additional terrestrial herbaceous ESAs may be identified and mapped through subsequent approvals as noted in the Environmental Review. The Environmental Review has informed the Sandstone Parks + Open Space Strategy and general intent of future park dedication.

Utilities

Three technical servicing studies for utilities have been submitted in support of the rezoning application (link in Attachment I) as listed below:

- Sewer Collection System Hydraulic Impact Analysis prepared by GeoAdvice Engineering Inc., dated 2022-APR-22;
- Water Servicing Review prepared by Koers & Associates Engineering Ltd., dated 2022-MAY-04; and,
- Storm Water Analysis prepared by Newcastle Engineering Ltd., dated 2022-MAY-05.

More detailed servicing studies will be required prior to the development of each DA, and specific works will be secured where necessary to support the rezoning. Staff have reviewed and accepted the rezoning servicing studies and recommend securing conditions of rezoning in accordance with the recommendations in these studies. For example, both the construction of an off-site water reservoir and completion of downstream sanitary sewer upgrades are necessary and will be secured in the MDA, as outlined in Attachment E.

Transportation

A significant component of the rezoning process has been dedicated to the review and analysis of potential transportation impacts of the proposed development and recommended measures to address off-site traffic impacts. This review has involved ongoing discussions between City staff, the applicant, and the Ministry of Transportation and Infrastructure (MoTI) since the submission of the Sandstone Master Plan amendment application in 2019, and has resulted in several iterations of traffic studies and mitigation proposals. A Traffic Impact Assessment (TIA), prepared by Watt Consulting Group dated 2023-SEP-05 has been submitted in support of the rezoning application and accepted by Staff (link in Attachment I), with additional staff comments for context provided in Attachment G.

The forecasting of growth-related transportation needs is complex and there are considerable uncertainties that cannot always be accurately projected, for example related to driver behavior or modal shifts. Additionally, all projections assume a complete build-out of Sandstone within the forecasted timeframe and maximum trip generation when in reality the full build-out may take decades and land uses may generate less vehicle trips than modelled.

As Sandstone develops, it is expected to be a significant contributor to the growth in traffic in the area. It is forecast that Sandstone would comprise the majority of the increase in traffic on Extension Road, Cedar Road, and the Island Highway within the study area. In order to understand the long-term impacts on the future road network, the TIA considered both Sandstone's growth (to 2041) and existing background growth in traffic (see Attachment G for Staff analysis)

Typically with new development, transportation levels of service are expected to be maintained at a specified minimum or at least not degraded. In this area of South Nanaimo, however, the road network is significantly constrained with limited redundancy and a concentrated traffic corridor (e.g. the Island Highway). Given these challenges, requiring a typical level of service to be maintained would be extremely costly and would result in substantially more travel lanes on roads and highways. Wider, more throughput highways would negatively impact the urban environment and is not be in keeping with the community's vision for Nanaimo.

If Sandstone were to fully build out over the next 20 years with all mitigation measures in place, significant congestion during rush hour means the queues for the highway signals could extend to the next intersection and delays could be substantial. If the mitigation upgrades are not constructed, the reductions in service will be experienced sooner and will ultimately lead to lower levels of service and more delay.

The transportation network with the entire mitigation measure package (those proposed by Sandstone and additional measures identified by the TIA) is expected to support the overall growth in the area even though there will be a degradation of the level of service, in particular on the Island Highway. Staff are supportive of the rezoning application and the mitigation measures will reinforce City and regional land use objectives (SMP, City Plan, and Regional Growth Strategy), but acknowledge the risk and impact to the level of transportation service.

Ministry of Transportation & Infrastructure

MoTI indicated that they are prepared to approve the Zoning Amendment Bylaw. MoTI has advised that based on the analysis provided by the TIA, the Island Highway corridor between Cedar Road and Tenth Street / Maki Road will be over capacity and will experience significant congestion and delays with the buildout of the Sandstone development and no additional supporting road network connections (e.g. Fielding Road/Maki Road connector or highway intersection improvements). As a result, there will be similar congestion, capacity issues and delay on the surrounding municipal road network.

Community Consultation

While DA1, DA2, and DA3 are not inside the area of any recognized Community Association, DA4, DA5, and DA6 are within the area of the Chase River Community Association (CRCA). Consultation between the applicant and the wider community, including the CRCA, has been ongoing for several years throughout both the OCP amendment and rezoning processes. Engagement events have included the applicant attending CRCA meetings and hosting open houses in the Cinnabar Valley neighbourhood specifically related to DA6.

A Public Information Meeting (PIM) for the rezoning application was held at the Nanaimo Moose Hall on 2023-MAR-15. Approximately 125 residents attended in-person, as well as approximately 35 attendees virtually via Zoom. Representatives of the applicant and property owner were present, in addition to City of Nanaimo staff to answer questions from residents. A number of comments were heard from residents at the PIM with a key theme being traffic management within Cinnabar Valley. Of particular interest to residents was the number of vehicle access points to the community, currently limited to the Island Highway via Cranberry Avenue and Nanaimo Lakes Road via Extension Road. Residents expressed concerns that the development of DA6 would exacerbate already existing issues with traffic along Cranberry Avenue and Extension Road.

Comments heard during the PIM have informed discussions between staff and the applicant in finalizing the transportation mitigation package (Attachment F) as discussed in this report.

The rezoning application was also referred to CRCA for comment, and more recently staff shared the proposed transportation mitigation measures as submitted by the applicant on 2023-SEP-28. No rezoning referral response has been received from the CRCA at the time of writing this report.

Community Amenity Contribution

In exchange for the value conferred on the lands through rezoning, the applicant is encouraged to provide a Community Amenity Contribution (CAC) as per Council's *Community Amenity Contribution Policy*. For the purpose of calculating anticipated CAC value, the applicant has utilized the applicable 2022 rates from the time of application re-submission. Based on these rates, the anticipated CAC value for the entire build-out would be as shown in the table below:

Land Use	CAC Rate	Estimated Amount	Value
Single Residential Dwelling	\$3,000 / unit	800 units	\$2,400,000
Townhouse Residential	\$2,500 / unit	500 units	\$1,250,000
Multi-Family Residential	\$30 / m ²	100,350m ²	\$3,010,500
Commercial and Industrial	\$34 / m ²	184,500 m ²	\$6,273,000
<i>Total</i>			<i>\$12,933,500</i>

The applicant is proposing a number of contributions that together will form the CAC package including:

- a) Park dedication in excess of statutory (5%) park dedication that would otherwise be required through subdivision;
- b) Improvements within park dedication at the time of subdivision;
- c) Land transfer of 1.0ha to the City within DA5;
- d) Land transfer of 2.0ha to Nanaimo-Ladysmith Public Schools (SD68) within DA6;
- e) Land transfer of 51.4ha to the Snuneymuxw First Nation;
- f) Completion of the Fielding Multi-Use Trail;
- g) Regional District of Nanaimo Transit bus stop improvements at the time of frontage works; and,
- h) Funding towards the Cranberry Connector Alignment Study.

The proposed CACs will be secured by the Master Development Agreement to be registered on the property titles, and are described in more detail in the following sections.

Park Dedication

Through subdivision, statutory park dedication of 5% will be required with an estimated area of approximately 12.3ha. The applicant is proposing park dedication with an approximate area of 88.3ha, of which the 76.0ha in excess of statutory park can be considered as an amenity contribution. Of the total park dedication, approximately 82% will be Nature Park, 14% will be Community Park, and 4% will be City Park, as defined in the Zoning Bylaw. The approximate areas of park dedication are shown in the Sandstone Parks & Open Space Master Plan

(Attachment H). An independent appraisal provided by the applicant estimates the value of the lands (in 2023) for park dedication in excess of 5% to be approximately \$3,772,200.

Parks Improvements

In addition to the dedication of parkland, the applicant is proposing to complete improvements within dedicated parks at the time of further subdivision in each DA. The Sandstone Parks + Open Space Strategy (link in Attachment I), prepared by Kinship Design Art Ecology, will inform the future parks improvements based on park type (Nature Park, Community Park, or City Park) with guiding design principles, and will be secured as a condition of rezoning. The applicant has advised that is not practical to provide an estimate at this stage for the monetary value of parks improvements as this will be determined at the detailed design stage; however, the completion of parks improvements is recognized as a substantial CAC.

City Land Transfer

Transfer of land with an approximate area of one hectare will be secured within DA5 for the City. Earlier in the SMP process, it was suggested that this site could be used for a recreation centre and the SMP included language for “consideration for a future community centre” in the Fielding Precinct. Since that time, however, the exploration of options for a South Nanaimo Community Centre has progressed and the preferred location will likely be somewhere in closer proximity to the South Gate Secondary Urban Centre. Staff support the transfer of lands as there may be other appropriate uses for a City-owned parcel in the Fielding Precinct. An independent appraisal provided by the applicant estimates the value of the land (in 2023) to be approximately \$3,812,500.

School District Land Transfer

Transfer of land with an approximate area of two hectares will be secured within DA6 for the School District. SD68 has reviewed and accepted the proposed amenity contribution and may consider the use of the land for a future school site, but is under no obligation to develop the land for a school. An independent appraisal provided by the applicant estimates the value of the land (in 2023) to be approximately \$3,000,000.

Snuneymuxw First Nation Land Transfer

Transfer of lands near the mouth of the Nanaimo River (1200 and 1601 Frew Road) to the Snuneymuxw First Nation (SFN) occurred in May 2023 and additional land (1300 Cedar Road) is expected to be transferred following the rezoning. The provision of land to the SFN is supported as a positive benefit to the greater community and is aligned with City Plan policies as outlined earlier in this report. An independent appraisal provided by the applicant estimates the value of the land (in 2023) to be approximately \$7,750,000 although the significance of the contribution is beyond monetary value.

Fielding Multi-Use Trail

The unconstructed Fielding Road right-of-way separates DA4 and DA5 from the Nanaimo Regional Landfill and is not suitable for development of a collector road. Instead, the Sandstone Spine road is expected to run parallel to the right-of-way, and the right-of-way will be secured for development of an active transportation corridor known as the Fielding Multi-Use Trail (identified

in Attachment H). The estimated value of the Fielding Multi-Use Trail improvements is \$1,178,730.

Transit Improvements

The SMP promotes transit usage throughout Sandstone and contemplates future bus routes being developed in coordination with the Regional District of Nanaimo and BC Transit. In order to support alternative forms of transportation and reduce car dependency, the installation of up to 24 transit stops by the applicant generally along major roads will be secured. Given that the exact transit stop standards and locations are unknown and will be determined at detailed design with future development, no cost estimate has been provided.

Cranberry Connector Study

The final CAC, which has been ongoing since the beginning of the rezoning process, is the contribution towards the Cranberry Connector Alignment Study. This study has informed the proposed transportation mitigation package and continued City work towards the Cranberry Connector design. The approximate value of this contribution is \$175,000.

While the total combined value of the CAC is unknown, Staff support the proposed CAC package as not only meeting but exceeding the anticipated CAC value for a rezoning of this scale, with a diverse range of contributions that will serve the greater Nanaimo community.

BC Energy Step Code Rezoning Policy

As per Council's *BC Energy Step Code Rezoning Policy*, a Section 219 covenant will be registered on the subject property as a condition of rezoning to secure a commitment to either: a) exceed the required BC Energy Step Code by one step; or, b) provide a low-carbon energy system, to be determined at the time of building permit issuance. Council is currently considering adoption of bylaw amendments to support implementation of the BC Energy Step Code and Zero Carbon Step Code. If these amendments are adopted, the condition to register a covenant on the Sandstone lands will not be required.

Conditions of Rezoning

Should Council support the application and pass third reading of "Zoning Amendment Bylaw 2023 No. 4500.215", Staff recommend that the following items be secured prior to final adoption of the bylaw:

1. *Master Development Agreement* – Registration of a Master Development Agreement (MDA) through a Section 219 covenant on the subject properties, to secure the Community Amenity Contribution and various other commitments as summarized in Attachment E.
2. *Fielding-Maki Connector Covenant* – Registration of a Section 219 covenant to limit development DA1, DA4, and DA5 until such time as a connector road between Fielding Road and Maki Road is completed or the City and MoTI are otherwise satisfied, as outlined on page 14 of Attachment F.

3. *BC Energy Step Code Commitment* – Registration of a Section 219 covenant to secure a commitment in accordance with the City’s Energy Step Code Rezoning Policy (if applicable, per the ‘BC Energy Step Code Rezoning Policy’ section above).

SUMMARY POINTS

- The applicant is proposing to rezone 1100 Cedar Road, 1505 & 1605 Fielding Road, and 1750 Rajeena Way from Rural Resource (AR1) and Parks, Recreation, and Culture One (PRC1) to Steep Slope Residential (R10), Highway Industrial (I1), Light Industrial (I2), and Comprehensive Development District Zone Thirteen (CD13).
- The proposed zoning aligns with the Sandstone Master Plan.
- The proposed land use will support development from a regional growth perspective and address the diversity and supply of some of the region’s housing and industrial land demands.
- The applicant is proposing a number of contributions that together will form the Community Amenity Contribution package and will be secured by the Master Development Agreement to be registered on the property titles.
- Staff are supportive of the rezoning application and the mitigation measures will reinforce City and regional land use objectives (SMP, City Plan, and Regional Growth Strategy), but acknowledge the risk and impact to the level of transportation service.

ATTACHMENTS

- ATTACHMENT A: Subject Property Map
 ATTACHMENT B: Aerial Photo
 ATTACHMENT C: Proposed Zoning Map
 ATTACHMENT D: Conceptual Plans for CD13 Zone
 ATTACHMENT E: Summary of Conditions (Master Development Agreement)
 ATTACHMENT F: Transportation Mitigation Measures
 ATTACHMENT G: City Staff Transportation Analysis and Context
 ATTACHMENT H: Sandstone Parks & Open Space Master Plan
 ATTACHMENT I: Links to Technical Studies
 “Zoning Amendment Bylaw 2023 No. 4500.215”

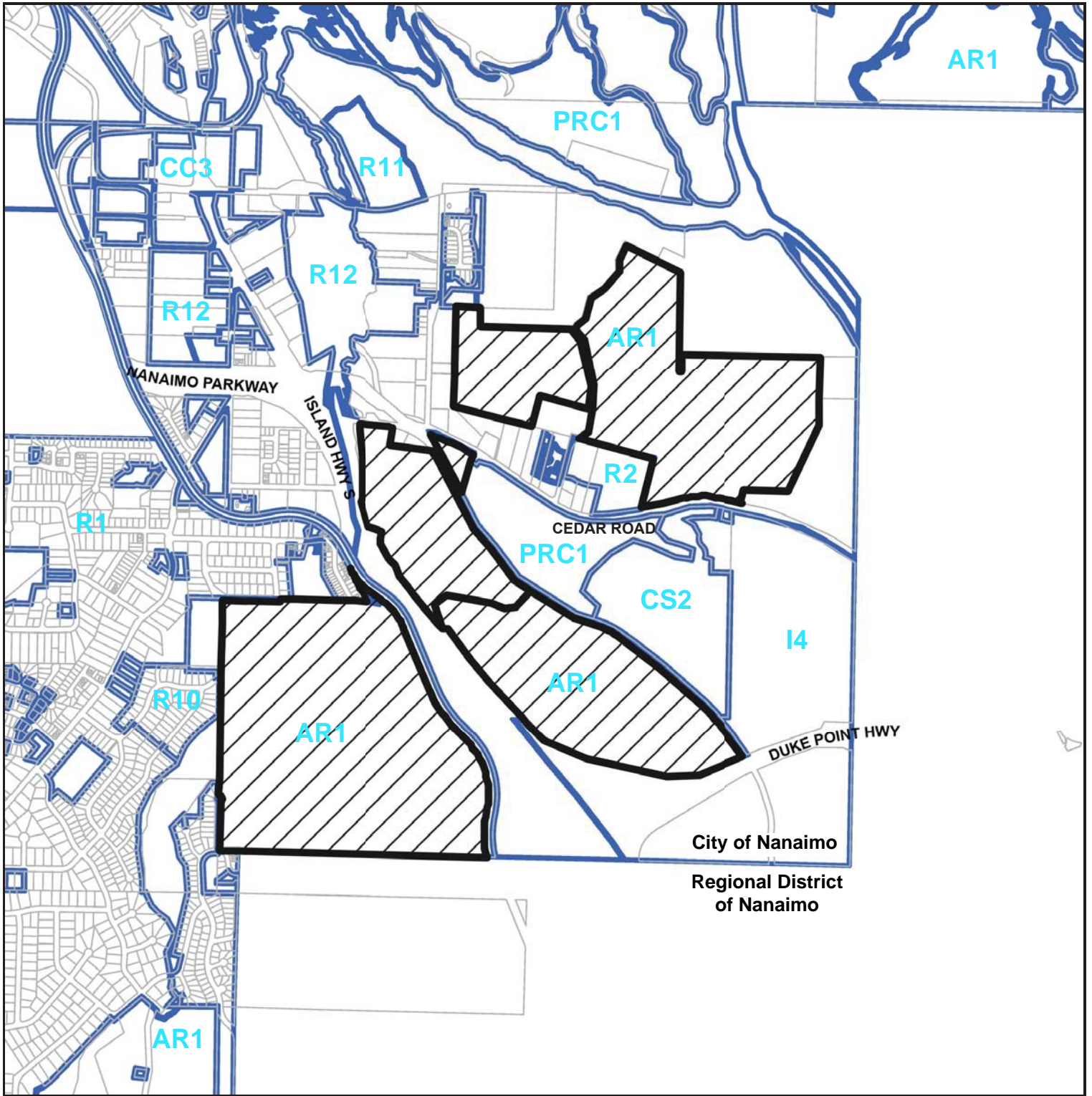
Submitted by:

Lainya Rowett
Manager, Current Planning

Concurrence by:

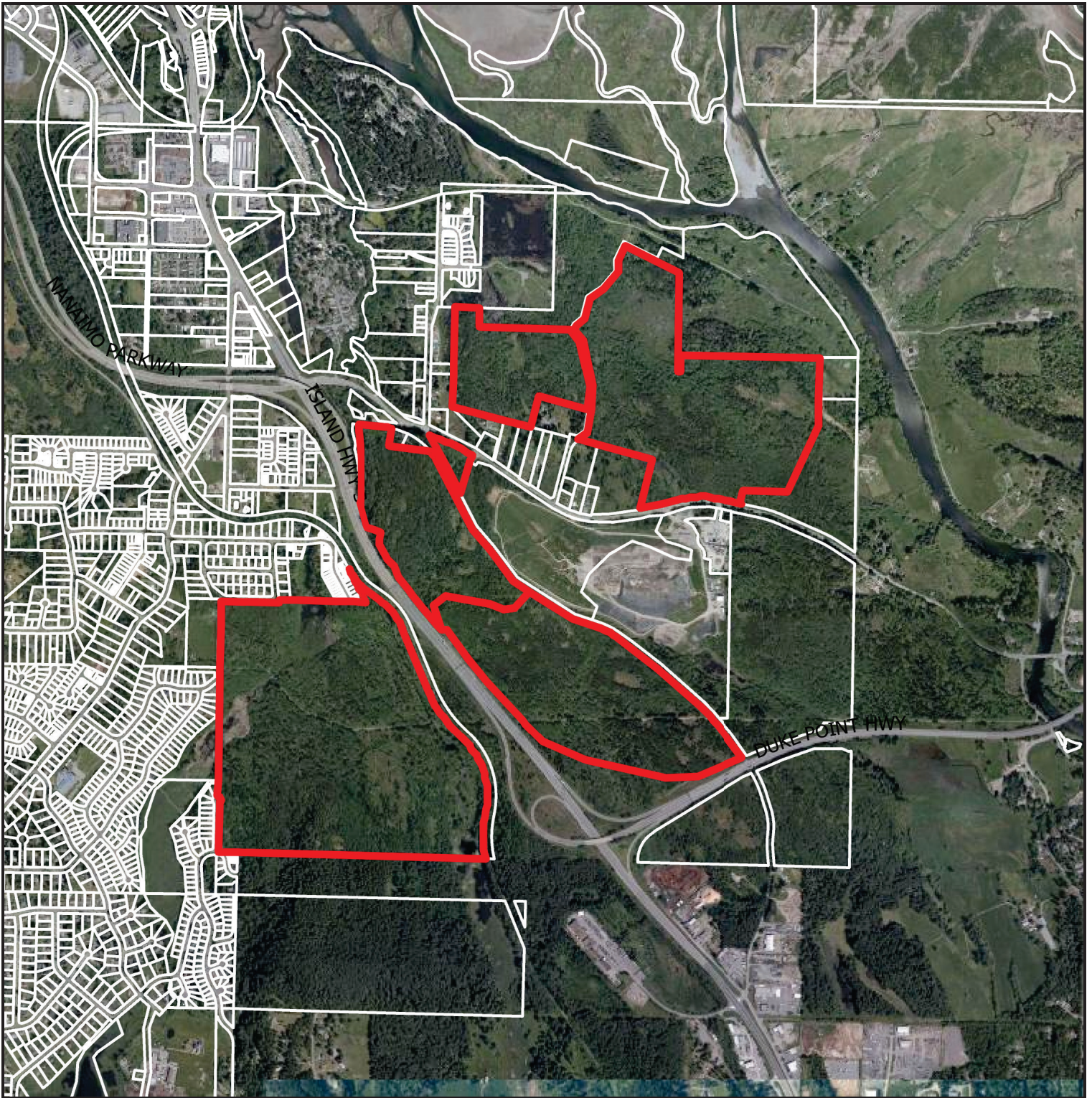
Jeremy Holm
Director, Planning & Development

ATTACHMENT A
SUBJECT PROPERTY MAP



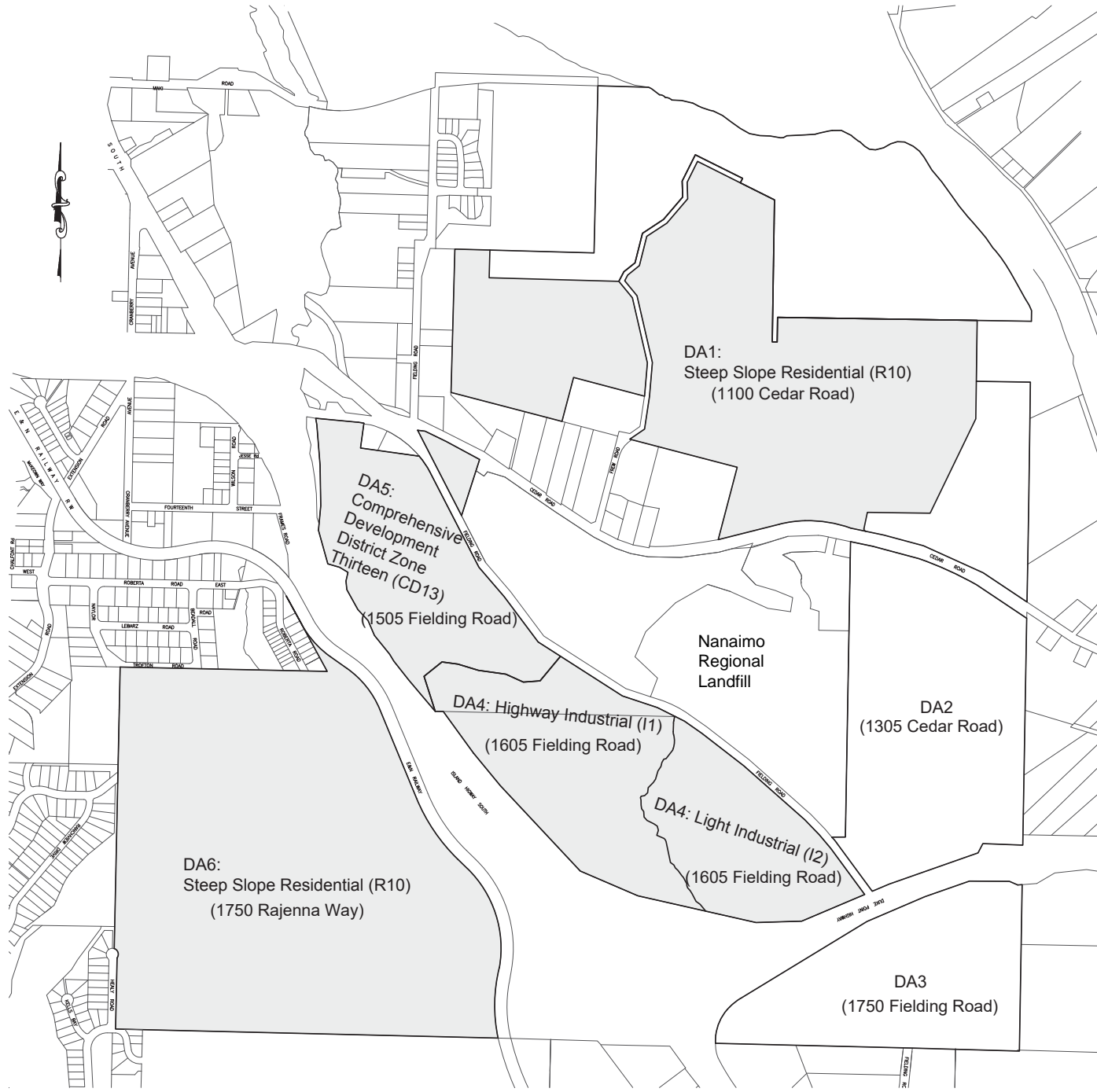
 1100 CEDAR ROAD; 1505 AND 1605 FIELDING ROAD; AND 1750 RAJEENA WAY

**ATTACHMENT B
AERIAL PHOTO**



 **1100 CEDAR ROAD; 1505 AND 1605 FIELDING ROAD; AND 1750 RAJEENA WAY**

ATTACHMENT C PROPOSED ZONING MAP



**ATTACHMENT D
CONCEPTUAL PLAN FOR CD13 ZONE**



ATTACHMENT E SUMMARY OF CONDITIONS (MASTER DEVELOPMENT AGREEMENT)

2023-OCT-04

Definitions

MoESS – The City of Nanaimo’s Manual of Engineering Standards and Specifications, as amended or replaced from time to time.

GM, Parks – The City of Nanaimo’s General Manager of Parks, Recreation, & Culture Division or any position that may be substituted thereof.

SMP – The Sandstone Master Plan, ‘Appendix F’ to the City of Nanaimo “City Plan Bylaw 2022 No. 6600”

1 Servicing – Water

Referencing the Water Servicing Review, prepared by Koers & Associates Engineering Ltd., dated 2022-MAY-04 (the “Water Review”)

#	Parcel	Condition	Timing
1.1a	All	A water servicing study and system modelling at the property owner’s expense to be required. Pipe network design to avoid “dead-ends”.	At the time of application for any subdivision (or building , if no subdiv) for each DA.
1.1b	3	Additional analysis required to support any water servicing study for DA3 under 1.1a to assess implications of an entirely dead-end pipe network, and propose solutions where necessary.	At the time of application for any subdivision (or building , if no subdiv) for DA3.
1.1c	6	Additional analysis required to support any development of lands 70 metres above mean sea level, with detailed pipe network modelling to be reviewed by the City before considering any connections to the 750Ø Duke Point transmission line in DA6.	Prior to any development of lands above the 70m contour in DA6.
1.2	All	Design and construction of “Reservoir 8b” with a minimum capacity of 6,297m ³ and without emergency storage portion (C) as identified in the Water Review. Reservoir to be built on City lands in accordance with the Water Review. <i>NOTE: Sandstone reservoir capacity requirement is 4,495m³. Reservoir capacity to service lands beyond is 6,297m³. City of Nanaimo to fund additional reservoir capacity required to service lands beyond, as determined by a certified cost estimate prepared by the Owner’s engineer and accepted by the City.</i>	Prior to any development in any DA; notwithstanding up to 46 single residential dwellings <i>or</i> 76 multi-family residential dwelling units on DA6 which may be built and occupied without completion of the reservoir.

#	Parcel	Condition	Timing
1.3a	4	If looping network between the 750Ø Duke Point transmission line and the existing City watermain does not yet exist, water quality analysis may be required and maintenance bonding to the satisfaction of the City.	Prior to any development of DA4.
1.3b	5	No development until water looping network connection between 750Ø Duke Point transmission line and the existing City watermain completed, to the satisfaction of the City. <i>NOTE: Map to be included showing minimum looping network between DA4 and DA5.</i>	Prior to any development of DA5.
1.4	2,4,6	No development to disturb an 11m-wide statutory right-of-way registered under number EB42351 and modified by EW164365 across the entire length of the 750Ø Duke Point transmission line, with street crossings to be considered and accepted through subdivision.	At all times.
1.5	1	Upgrade the existing 150Ø watermain in the Frew Road right-of-way between DA1 and Cedar Road to a 200Ø watermain as per Water Review section 7.1.	Prior to any development of DA1.
1.6	6	Merge pressure zones PZ1 and PZ10, and adjust Pressure Reducing Valve station settings where required as outlined in the Water Review.	Prior to any development on DA6.

2 Servicing – Sanitary Sewer

Referencing the Sewer Collection System Hydraulic Impact Analysis of the Sandstone Development, prepared by GeoAdvice Engineering Inc., dated 2022-APR-22 (the “Sewer System Analysis”)

#	Parcel	Condition	Timing
2.1	All	A sanitary servicing study and system design modelling at the property owner’s expense to be required, and ownership of pressure systems to be determined. Analysis to include investigation of proposed development’s impact against expected 2043 flows, and requirements for any addition pump station construction on individual DAs and connections to City gravity mains (via forcemain or otherwise).	At the time of application for any subdivision (or building , if no subdivision) for each DA.

#	Parcel	Condition	Timing
2.2	All	<p>Upgrade sections of the gravity sewer main identified as the Fielding Road Trunk in Figure 2.5 of the Sewer System Analysis, to the Chase River RDN pump station.</p> <p><i>NOTE: Extent of project limits as shown in 'Schedule 1' of this summary table and described below:</i></p> <ul style="list-style-type: none"> • Manhole 6963 to Manhole 6604, • Manhole 6603 to Manhole 6959, and • Manhole 6959 to Manhole 13558. 	<p>Should any proposed development identified under 2.1 meet or exceed 65% of the expected capacity of the Future 2043 Scenario set out in the Sewer System Analysis flows or should downstream pipe size be found to be deficient.</p>
2.3	1-5	<p>Upgrade of the following as outlined in Sewer System Analysis:</p> <ul style="list-style-type: none"> • sections of the gravity sewer main identified as the Cedar Road Trunk; • upgrade of the Cedar Road force main between the Cedar Road pump station and the Fielding Road Trunk; and • Upgrade of the Cedar Road pump station to a firm capacity of 200 L/s. <p><i>NOTE: As per Figure 2.5 of the Sewer System Analysis, Cedar Road Trunk located along Cedar Road from Manhole 12080 to Cedar Road Pump Station and forcemain from Cedar Road Pump Station to Manhole 6963.</i></p>	<p>Prior to any development on DA1 – DA5, unless any DA sewer system is designed and modelled under 2.1 to avoid connection to this section. Including the option of an additional City owned pump station and force main in Cedar Road that bypasses the existing Cedar Road pump station.</p>
2.4	6	<p>Upgrade of the Richard Lake Trunk as identified in the Sewer System Analysis.</p> <p><i>NOTE: As per Figure 2.5 of the Sewer System Analysis, Richard Lake Trunk located in easements from Manhole 9080 to Manhole 6596.</i></p>	<p>Should any proposed development on DA6 identified under 2.1 meet or exceed 65% of the expected capacity of the Future 2043 Scenario set out in the Sewer System Analysis flows or should downstream pipe size be found to be deficient.</p>

3 Servicing – Stormwater

Referencing the Storm Water Analysis, prepared by Newcastle Engineering Ltd., dated 2022-MAY-05 (the “Stormwater Analysis”)

#	Parcel	Condition	Timing
3.1	Any	Detailed stormwater management and runoff analysis to be provided to confirm compliance with stormwater regulations (the City’s Manual of Engineering Standards and Specifications, and the Storm Sewer Regulation and Fee Bylaw 2022, as amended or replaced from time to time) and required off-site improvements. Strategy for each to DA to follow principles including: a) existing major overland flow paths to be identified and protected; b) no stormwater from any DA shall cause drainage issues on downstream DAs or off-site properties; c) storage to be prioritized in City-owned detention ponds except for industrial, commercial, and institutional sites, with maintenance strategy for all detention ponds.	At the time of application for any subdivision (or building , if no subdivision) for each DA.
3.2	Any	Completion of any required off-site improvements identified through 3.1, with phasing to be permitted, in the Director of Engineering’s sole discretion. Where stormwater retention strategies (e.g. wetlands) cross DA boundaries, all associated works to be completed prior to development of any impacted DA.	Prior to any development for each DA.

4 Parks, Recreation, and Culture

Referencing the Sandstone Parks and Open Space Strategy, prepared by Kinship Design Art Ecology, dated 2023-SEP-08 (the "Parks and Open Space Strategy")

#	Parcel	Condition	Timing
4.1	All	<p>Park dedication with a total approximate area of 88.4 hectares. Of the total approximate area of park dedication, approximately 82% will be Nature Parks, 4% will be City Parks and 14% will be Community Parks with approximate areas as outlined in 'Schedule 2' of this summary table.</p> <p>For clarity: the exact area, location, and allocation of park type to be determined at the time of subdivision subject to acceptance from the GM, Parks and the Approving Officer. The allocation and proportion of park types to be generally in line with the park typology proportions listed above.</p> <p><i>NOTE: park dedication includes statutory 5% park dedication. For clarity – statutory park dedication and lands dedicated as CAC in DA1 and DA6 not eligible for density transfer under R10 zoning</i></p>	<p>Park land to be dedicated or otherwise secured at the time of subdivision or phased subdivision thereof, or prior to building permit issuance if no subdivision, as mutually agreed between the parties, acting reasonably.</p>
4.2	All	<p>Within each Development Area, development of a parks plan for an individual park that, dependent on park typology, generally follows the type of features or amenities identified in the Sandstone Parks + Open Space Strategy, subject to acceptance from the GM, Parks. All parks plans to include a two-year maintenance agreement for upkeep of landscaping and parks improvements. Maintenance obligations shall be secured by cash or a letter of credit provided at time of entering into agreement.</p>	<p>At the time of application for any subdivision, or phase of subdivision, including or adjacent to a park dedicated under 4.1.</p>
4.3	All	<p>Completion of parks works for an individual park with a parks plan accepted under 4.2, with the following principles to be considered:</p> <ul style="list-style-type: none"> • utility connections where necessary for City and Community Parks; • invasive species and tree hazard management where appropriate; • environmental protection fencing along Environmentally Sensitive Area boundaries where necessary, to the MoESS standard drawing CS-36; and • trails to be constructed to trail standards as per the City of Nanaimo Trail Implementation Plan (for surface characteristics) and the 	<p>Within two years of registration of subdivision for any applicable park.</p>

#	Parcel	Condition	Timing
		MoESS Section 8 (for subsurface infrastructure).	
4.4	4,5	<p>Completion of the Fielding Multi-Use Trail improvements, located within the existing City of Nanaimo Road right of way, as identified by the Parks and Open Space Strategy to:</p> <p>-an interim standard as contemplated in the Parks and Open Space strategy (the “Interim Standard”), and to be determined through detailed design to the satisfaction of the Municipal Engineer at the time of initial subdivision of either DA4 or DA5.</p> <p>And</p> <p>-the MoESS ‘Urban Hard Surface Trail’ standard, (the “Final Standard”), as may be amended from time to time. Modification to the standard may be considered in consideration of any steeply sloping areas, subject to review through detailed design. However, no departure from the standard shall be permitted without prior approval of the City Engineer. For clarity, the Final Standard will be constructed solely within the existing City of Nanaimo Road right-of-way.</p> <p>Maintenance would be provided for one year for the Interim Standard improvements and one year for each of the Final Standard improvement phases as they are accepted by the City.</p> <p>Maintenance obligations to be secured by cash or a letter of credit provided at time of completion of interim standard and each phase of final standard.</p>	<p>Detailed designs, including a description of the interim trail standard, to be completed before the first subdivision of either DA4 or DA5.</p> <p>To be completed to the Interim Standard prior to occupancy permit of the initial phase of development within either DA4 or DA5.</p> <p>Completion to the Final Standard to be delivered on a phased basis at the earlier of:</p> <ul style="list-style-type: none"> a) concurrently with the subdivision of adjacent lands, or; b) in a maximum of four phases, as the parallel Sandstone Boulevard is constructed.
4.5	6	<p>The existing trail system located within the leave strip of the Richard’s Marsh Trail System, as generally shown in the Parks and Open Space Strategy (the “Existing Richard’s Marsh Trails”) will be dedicated to the City of Nanaimo. Prior to dedication, a surveyed plan detailing the location of the Existing Richard’s Marsh Trails, and a trail condition assessment will be provided, both of which will be subject to review and acceptance of the GM, Parks, acting reasonably. For clarity, the Existing Richard’s Marsh Trails will be dedicated on an as-is basis.</p>	<p>The Existing Richards Marsh Trails will be dedicated to the City of Nanaimo, or otherwise secured as may be required by the City, acting reasonably, concurrently with the initial subdivision of DA6.</p> <p>The balance of the trail improvements will be</p>

#	Parcel	Condition	Timing
		Completion of the balance of the trail improvements, being any new trails within the Richards Marsh trail system as identified by the Parks and Open Space Strategy.	completed on a phased basis, at the earlier of: <ul style="list-style-type: none"> a) concurrently with the subdivision of adjacent lands, or; b) Prior to occupancy of the 401st residential unit on the DA6 lands
4.6	6	Replacement of park amenities or structures (e.g. fieldhouse) within Elaine Hamilton Park that may be impacted by a road connection through the park, subject to final road alignment and amenity replacement review by the GM, Parks. Facilities impacted, if any, would be replaced on a like size and kind basis.	At the time of any subdivision that requires road construction through Elaine Hamilton Park.

5 Transportation

Referencing the Traffic Impact Assessment, prepared by Watt Consulting Group, dated 2023-SEP-05 (the "TIA")

#	Parcel	Condition	Timing
5.1	All	The installation of transit stops to a standard accepted by the City of Nanaimo and the Regional District of Nanaimo, acting reasonably, generally along major roads fronting, or within Sandstone lands, or on roads subject to Sandstone mitigation, subject to BC Transit standards, up to a maximum of 24 transit stops.	At the time of frontage works through any subdivision or building permit.
5.2	2,4,5	Ensure road network connectivity between DA2, DA4, and DA5, is designed and protected, to the satisfaction of the Approving Officer.	At the time of subdivision of DA2, DA4, or DA5.
5.3	6	No build covenant on 1618 Extension Road until such time as DA6 connector road and round-about concept have been designed to the satisfaction of the City and dedication secured.	Before the earlier of the registration of the 50 th lot, or occupancy of the 50 th unit, or at the discretion of the Approving Officer.
5.4	All	Transportation Mitigation Measures as per the summary table (Attachment E of the Staff Report to Council, dated 2023-OCT-16)	Varies

6 Environmental

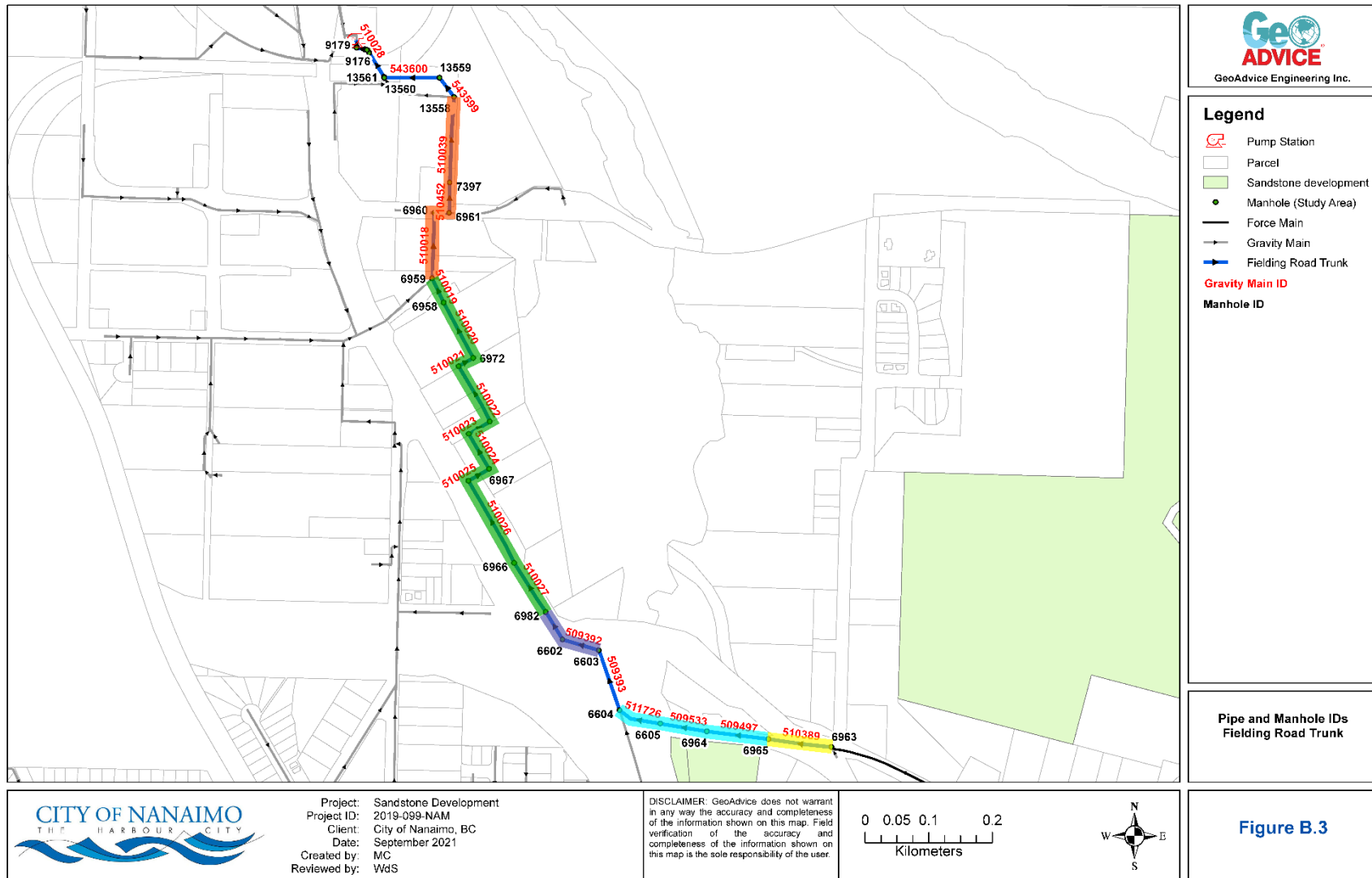
Referencing the Environmental Review of the Sandstone Development, prepared by Environmental Dynamics Inc., dated 2022-APR-25 (the "Environmental Review")

#	Parcel	Condition	Timing
6.1	All	Submittal of a Biophysical Assessment and accompanying reports for any Environmentally Sensitive Area (ESA) identified by Environmental Review following the recommendations as identified in Part 5 of the Environmental Review.	At the time of subdivision of any DA.

7 Additional Amenities

#	Parcel	Condition	Timing
7.1	5	Transfer of lands with an area of approximately 1 hectare to the City of Nanaimo. <i>NOTE: Plan showing approximate location of land dedication within DA5 to be included as part of MDA.</i>	Provided or otherwise secured at the time of subdivision of DA5, as agreed upon by the parties acting reasonably
7.2	6	Transfer of lands with an area of approximately 2 hectares to the Nanaimo – Ladysmith Public Schools (School District No. 68). <i>NOTE: Plan showing approximate location of school site within DA6 to be included as part of MDA.</i>	Provided or otherwise secured at the time of subdivision of DA6, as agreed upon by the parties acting reasonably.

Schedule 1



Schedule 2

Approximate Area of Park Dedication by Development Area

<u>DA</u>	<u>Gross Area (ha)</u>	<u>5% Statutory Park Dedication (ha)</u>	<u>Total Park Dedication (ha)</u>
1	60.8	3.0	22.4
2	32.0	1.6	12.2
3	21.1	1.1	4.5
4	36.3	1.8	6.2
5	21.3	1.1	6.4
6	73.6	3.7	36.7
<i>TOTAL</i>	<i>245.1</i>	<i>12.3</i>	<i>88.3</i>
<i>*Areas are APPROXIMATE only and exclude non-park CAC land dedications</i>			

**ATTACHMENT F
TRANSPORTATION MITIGATION MEASURES**

Sandstone

SEACLIFF
PROPERTIES**MEMORANDUM**

To: City of Nanaimo, attention Jeremy Holm, Director of Development Approvals

Cc: Dale Lindsay, Bill Sims, Poul Rosen

From: Georgia Desjardins, Seacliff Properties Ltd.

Date: September 28, 2023

Re: **Sandstone Traffic Mitigation Package**

This memorandum is meant to be read in conjunction with the Traffic Impact Assessment prepared by Watt Consulting Group for the proposed Sandstone development dated September 5th, 2023 (the “TIA”), along with the corresponding Sandstone Mitigation Package Summary dated September 28th, 2023 (the “Mitigation Package”).

The Sandstone development (“Sandstone”) is a 294-hectare site located in the southernmost boundary of the City of Nanaimo. As detailed within the City of Nanaimo’s Official Community Plan, Sandstone is intended to be a comprehensively planned yet diverse community that offers a wide range of land uses in four precincts. Sandstone has a strong economic and business focus, with a major aspect of the community providing substantial new industrial uses, along with new retail and commercial spaces. Two new residential neighborhoods are also envisioned, providing much needed housing opportunities.

The TIA is the result of over four years of work and analysis, done to examine both the existing and potential long-term vehicle traffic conditions within the study area as both Sandstone and the surrounding areas continue to develop. Given the large scale and long-term nature of Sandstone, along with the variety of factors that will ultimately influence how the project will build out, the time horizon for assessing potential traffic conditions is very long term. While traffic engineers can apply assumptions based on how traffic patterns are today, it is difficult to predict modal shifts, changes in transportation habits, use and patterns over such a long-term horizon. Changes in transportation habits are driven by a number of factors, including changes in surrounding land uses, implementation of active transportation infrastructure, increased transit opportunities in an area, and general changing attitudes to transportation as influenced by matters such as climate change and rising costs.

The TIA identified both existing and potential traffic operational issues and recommended short and longer-term mitigation measures for consideration to help accommodate additional growth while



Sandstone

SEACLIFF
PROPERTIES

strengthening the active transportation in the area. The TIA has been prepared in close consultation with the City of Nanaimo, and shared with the Ministry of Transportation and Infrastructure (“MoTI”), on the understanding that the ongoing planning and implementation of the various mitigation measures suggested will require ongoing coordination and collaboration between the various parties.

The improvements being provided by Sandstone will provide a substantive investment and improvement to the transportation network in Nanaimo and include a variety of both road and intersection upgrades, along with active transportation improvements.

The Mitigation Package has been informed by the TIA and comes following extensive discussions and negotiations with the City of Nanaimo, MoTI input and referral responses, and considerable community engagement. In negotiating the Mitigation Package, a variety of factors were assessed, including but not limited to estimations of approximate proportionate share, constructability considerations, alignment with City policies and goals, community need and timing. For example, in response to community concerns and frustration around the current transportation situation (both vehicular and active transportation) along Extension Road through to the Cranberry Road/Highway 1 intersection, Sandstone has committed to allocating a significant amount of resources toward improvements to this area. Furthermore, Sandstone has committed to provide these improvements in conjunction with initial phase(s) of development occurring in this neighborhood in order to provide further assurance to the existing community around timing of when those improvements would be implemented.

Furthermore, as part of the Mitigation Package, Sandstone funded a Cranberry Connector Alignment Feasibility Study as part of the project’s community contribution and will also be building portions of the current DCC project #75. Sandstone will also continue to contribute its share to future DCC projects as it builds out over the next 20 to 30 years.

In addition to the items outlined in the Mitigation Package, extensive new on-site transit and transportation related improvements will also be constructed, including a new and major north-south connector road between Cedar Road and the Duke Point Highway, referred to in the TIA as the Sandstone Spine Road, and a parallel upgraded multi-use trail.

In total, the Mitigation Package will see Sandstone invest tens of millions of dollars into improving transportation in the south end of Nanaimo, facilitating the growth of Sandstone as well as the greater community.

We look forward to continuing to work closely with the City of Nanaimo, MoTI and the community to help bring this long envisioned and much needed community to life.

Regards,

G. Desjardins

Georgia Desjardins, Seaclyff Properties (Sandstone) Ltd.

SANDSTONE MITIGATION PACKAGE SUMMARY

Table 10 and 11 as presented in the Sandstone Development Traffic Impact Assessment (TIA) dated 2023-SEP-05, with two additional columns, one to reference Schedule A: Mitigation Map Visualization; and, another column to detail the works proposed to be provided by Sandstone. An additional table titled “Summary of Additional Improvements” has also been included to capture transportation items not included in the TIA. Separately, a proposed Section 219 covenant is outlined to limit development on a portion of the Sandstone lands until such time as suitable improvements to the South Nanaimo transportation network, such as the Fielding / Maki Connector (Mitigation Item #19), have been provided for.

Acronyms used in this document:

NB = northbound SB = northbound EB = eastbound WB = westbound

TABLE 10: VEHICLE INTERSECTION MITIGATION SUMMARY

SCHEDULE A REFERENCE	INTERSECTION	RECOMMENDED MITIGATION PER TIA	TRIGGER / TIMING PER TIA	SANDSTONE PROPOSAL / RESPONSIBILITY
1	Highway 1 / Tenth St / Maki Rd	<p>Add dual NB left turn lane and associated receiving lanes.</p> <p>Extend a SB lane from Tenth Street to Cranberry Road and allow the EB right turn to be free-flow.</p> <p>Separate the EB left turn from eastbound through lane and add dual SB left turn and associated receiving lanes.</p>	<p>Current Conditions (short term)</p> <p>Current Conditions (short term)</p> <p>When Maki-Fielding Connection made</p>	<p>Regional responsibility due to existing and future growth. <i>Sandstone contribution toward improvements allocated toward an increased scope at Highway 1/Cranberry Road.</i></p>
2	Highway 1 / Cranberry Road	<p>Dual NBL and EBL in phases as outlined below*</p> <p><i>*All works per DCC project #75 as detailed in Bylaw No. 7252, dated April 2, 2018</i></p>	<p>Add dual EBL when DA6 complete.</p> <p>Add dual NBL within 5 years of DA6 completion.</p>	<p>Sandstone to complete Stage 1 and 2 works. Timing for such works to be before the earlier of registration of the 50th lot or occupancy of the 50th unit of DA6.</p> <p><i>**street trees and bike lanes to be provided as feasible within the current right of way.</i></p>

SANDSTONE MITIGATION PACKAGE SUMMARY
DRAFTED 2023-SEP-28

SCHEDULE A REFERENCE	INTERSECTION	RECOMMENDED MITIGATION PER TIA	TRIGGER / TIMING PER TIA	SANDSTONE PROPOSAL / RESPONSIBILITY
	Highway 1 / Cranberry Road <i>(continued)</i>	Stage 1: Widen Cranberry Ave approaching Hwy 1 to support dual EB left turns. Relocate hydro poles if required and associated signal changes.		Sandstone to complete Stage 1 and 2 works. Timing for such works to be before the earlier of registration of the 50 th lot or occupancy of the 50 th unit of DA6. <i>(as above)</i>
		Stage 2: Develop a 2/3 lane minor collector with left turn lane at gas station/Moose Hall access. Include concrete curb, gutter and sidewalk, bike lanes in both directions, street trees, and street lighting. Works include widening on Cranberry Road for dual receiving lanes (for northbound lefts from Hwy 1).** The outside (extra) lane will be closed until Stage 3.		
		Stage 3: Widening on Highway 1 for dual NB left turns. Re-striping (opening) closed outside lane from Stage 2.		Stage 3 timing/works to be determined/completed by City/MoTI or others
3	Highway 1 / Cedar Road	Signal timing monitoring and adjustments	Every three years	Sandstone not responsible. Under MOTI's jurisdiction.
		Additional network connectivity for South Nanaimo	Long Term Planning	Sandstone not responsible. Under MOTI's jurisdiction.

SANDSTONE MITIGATION PACKAGE SUMMARY
DRAFTED 2023-SEP-28

SCHEDULE A REFERENCE	INTERSECTION	RECOMMENDED MITIGATION PER TIA	TRIGGER / TIMING PER TIA	SANDSTONE PROPOSAL / RESPONSIBILITY
4	Cedar Road / Sandstone Spine	<p>Signalize with left turn lanes on all approaches (protected/permitted on Cedar)</p> <p>Add eastbound right turn lane. Signal hardware / equipment to be placed in ultimate location (for four laning through intersection).</p> <p>Widen Cedar Road to 4 lanes through intersection.</p> <p>Consider separate westbound right turn over shared through/right lane to encourage use of the Fielding-Maki connection</p>	<p>When DA5 Connects to Cedar Road.</p> <p>Widening to 4 through lanes will depend on timing of connection in relationship to other development areas being constructed. If Sandstone Spine connects early with DA5 then four lanes be required when LOS for the intersection drops below LOS D.</p> <p>When Maki-Fielding connection made</p>	<p>Sandstone to signalize with left turn lanes on all approaches. Sandstone to widen Cedar Road to 4 lanes through intersection.</p> <p>Sandstone to complete widening to 4 through lanes concurrently with the construction of signal.</p> <p>Construction of separate westbound right turn to be completed by others when Maki-Fielding connection made.</p>
5	Cedar Road / Frew Road	Add eastbound left turn on Cedar	When DA1 connects to Frew Road	Yes, full scope.
6	Cedar Road / Development Area 1	Add eastbound left turn on Cedar	When DA1 connects directly to Cedar Road	Yes, full scope.

SANDSTONE MITIGATION PACKAGE SUMMARY
DRAFTED 2023-SEP-28

SCHEDULE A REFERENCE	INTERSECTION	RECOMMENDED MITIGATION PER TIA	TRIGGER / TIMING PER TIA	SANDSTONE PROPOSAL / RESPONSIBILITY
7	Cedar Road / Development Area 2	Signalize with left turns on all approaches	When DA2 connects to Cedar Road if no connection to Duke Point Highway for DA2. If DA2 connected to Duke Point Highway timing of signal will depend on amount of development (DA1 and DA2) completed. Prior to connection to Cedar Road for DA2 updated assessment to be undertaken to confirm timing of signalization.	Yes, full scope.
8	Cedar Rd / Harmac Rd	No mitigation required	N/A	N/A
9	Extension Road / Cranberry Road	Roundabout (DCC Project)* <i>*All works eligible for DCC's per DCC project #75 as detailed in Bylaw No. 7252, dated April 2, 2018</i>	Current Conditions	See above, reference 2. Sandstone to complete works before the earlier of registration of the 50 th lot or occupancy of the 50 th unit of DA6.
10	Cranberry Road / Cranberry Connector	Roundabout (DCC Project)	Completed when Cranberry Connector built as part of DCC project.	Sandstone not responsible. Regional improvement, to be constructed as part of the Cranberry Connector project.

SANDSTONE MITIGATION PACKAGE SUMMARY
DRAFTED 2023-SEP-28

SCHEDULE A REFERENCE	INTERSECTION	RECOMMENDED MITIGATION PER TIA	TRIGGER / TIMING PER TIA	SANDSTONE PROPOSAL / RESPONSIBILITY
11	Extension Road / Development Area 6	<p>Stop Control on DA6 leg with SB left turn on Extension Road.</p> <p>Signalize with SB left turn lane on Extension Road. Include appropriate multi-modal crossings.</p>	<p>When DA6 connects to Extension Road.</p> <p>Signalize (or roundabout) when LOS drops below LOS D (estimated at 500 Sandstone doors in DA6).</p>	<p>Sandstone to provide a direct connection to Extension Road (at 1618 Extension Road) before the earlier of the registration of the 50th lot or occupancy of the 50th unit or at the discretion of the Approving Officer.</p> <p>Sandstone to signalize at the earlier of:</p> <ol style="list-style-type: none"> 1) When DA6 connects to Extension Road, or; 2) When the 2 year notice period regarding the roundabout has expired.*** <p>Sandstone to also provide road dedication for a potential future single lane roundabout with a shared multi-use path provided around the circulatory road.</p> <p><i>***City to be provided an opportunity to upgrade the intersection to a roundabout with at least 2 years' notice. Subject to City's decision, timing for installation of signal to be confirmed.</i></p>

SANDSTONE MITIGATION PACKAGE SUMMARY
 DRAFTED 2023-SEP-28

SCHEDULE A REFERENCE	INTERSECTION	RECOMMENDED MITIGATION PER TIA	TRIGGER / TIMING PER TIA	SANDSTONE PROPOSAL / RESPONSIBILITY
12	Duke Point Highway / Sandstone Spine	<p>Signalize with turn lanes on all approaches.</p> <p>Interchange in long term</p>	<p>Signalize when DA2, DA3 or DA4 connects to Duke Point Highway.</p> <p>When the AM EBL reaches 200 vph either connect DA2 road or DA4/DA5 (Sandstone Spine) road to Cedar Road to allow the EBL volumes on Duke Point Highway to reduce / stabilize.</p> <p>After full build out of Sandstone</p>	<p>Sandstone to construct full scope of signalized intersection and dedicate required lands for future interchange subject to the conditions of acceptance as outlined in previous correspondence from the Ministry of Transportation and Infrastructure dated May 2, 2008 and February 6, 2012 being fulfilled.</p> <p>In the interim, in the event</p> <ol style="list-style-type: none"> 1) The density/units on Development Areas 1, 2, 4 and 5 adds in excess of 990 vehicles per hour (PM peak hour) on Cedar Road, or 2) Any movement on Cedar Road at the Sandstone Spine intersection drops below a Level of Service D. <p>Whichever occurs earlier, a connection to Duke Point Highway to be accepted and constructed to the satisfaction of MoTI prior to further density being constructed on DA1, DA2, DA4, and DA5.</p> <p>An updated check of actual trips generated by Sandstone on Cedar Road (by counting turns in/out of Cedar Road/Sandstone Spine, Cedar Road/Frew Road, Cedar Road/DA1, Cedar Road/DA2) by Sandstone should be undertaken with each development</p>

SANDSTONE MITIGATION PACKAGE SUMMARY
DRAFTED 2023-SEP-28

				<p>permit application to assess the level of trip generation.</p> <p><u>And</u></p> <p>When the AM EBL reaches 200 vph either connect DA2 road or DA4/DA5 (Sandstone Spine) road to Cedar Road to allow the EBL volumes on Duke Point Highway to reduce / stabilize.</p>
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TABLE 11: NETWORK CONNECTIONS AND CORRIDOR MITIGATION SUMMARY

SCHEDULE A REFERENCE	LOCATION	RECOMMENDED MITIGATION PER TIA	TRIGGER PER TIA	SANDSTONE PROPOSAL / RESPONSIBILITY
13	Cranberry Connector	Connect Cranberry Connector to Tenth	Timing to determined by City / MoTI as this supports reducing volumes on Highway 1 / Tenth / Maki and these volume are already near capacity.	Sandstone not responsible. Regional improvement as contemplated in DCC Project #71
14	Cranberry Road	Upgrade Cranberry Road to three lane cross section and improved pedestrian and bicycle improvements	Timing to determined by City as this is not on the primary / secondary mobility corridor	See above, reference 2. Sandstone to complete works before the earlier of registration of the 50 th lot or occupancy of the 50 th unit of DA6.* <i>*All works eligible for DCC's per DCC project #75 as detailed in Bylaw No. 7252, dated April 2, 2018.</i>
15	Roberta Road E Connection to DA6	Network connectivity to Roberta Road South and East to be determined during permitting phase to avoid adverse vehicle impacts while providing as much active transportation connectivity as possible.	Reviewed during Subdivision / Development Permit stages of project.	Up to, the lesser of, 20 lots registered or occupancy of 20 units to be allowed to connect to Roberta Road E, or as determined with an updated traffic impact assessment and as acceptable to the Approving Officer.
16	Cedar Road (east of Sandstone Spine intersection)	Upgrade to add pedestrian and bicycle facilities	Sandstone frontages as each DA develops. Timing	Sandstone to complete along frontages of Sandstone lands.

SANDSTONE MITIGATION PACKAGE SUMMARY
DRAFTED 2023-SEP-28

SCHEDULE A REFERENCE	LOCATION	RECOMMENDED MITIGATION PER TIA	TRIGGER PER TIA	SANDSTONE PROPOSAL / RESPONSIBILITY
			for completing gaps based on City priorities.	
17	Cedar Road between TCH and Sandstone Spine	Upgrade to four lane cross section	When four (4) lanes required through Cedar Road / Sandstone Spine intersection.	Sandstone to complete concurrently with the construction of the Cedar Road/Sandstone Spine intersection works. Note that no widening of existing bridge/culvert structure to be done.
18	Frew Road to DA1	Connection from DA1 to Frew Road to be constructed to ultimate road width and design within Sandstone lands; however in the interim, limited to emergency vehicles and active transportation modes until such time as the road is widened and suitable for higher traffic volumes.	Gate or other devices to be installed as soon as DA1 connects to Frew Road.	Sandstone to install approved device to limit access.
19	Fielding Road – Maki Road Connection	Align Sandstone Spine to Fielding Road at Cedar Road and connect Fielding Road to Maki Road	Long term.	Sandstone not responsible. Regional responsibility. Also refer to Fielding-Maki Connector Covenant.
20	South End of Nanaimo	Additional Regional Network Connections to be explored such as connecting Cedar Road more directly to Duke Point Highway	On-going	Sandstone not responsible. Regional review.

SANDSTONE MITIGATION PACKAGE SUMMARY
DRAFTED 2023-SEP-28

SCHEDULE A REFERENCE	LOCATION	RECOMMENDED MITIGATION PER TIA	TRIGGER PER TIA	SANDSTONE PROPOSAL / RESPONSIBILITY
21	Lenwood / Roberta Road W / McKeown Way Neighbourhood (Extension Road)	<p>New connection from Hosanna Way or Lenwood Road to Development Area 6 intersection.</p> <p>Upgrade Extension Road corridor to have three lane cross section (one lane per direction plus middle lane for left turns or medians) with pedestrian and bicycle improvements</p>	<p>Long term if property available</p> <p>Long term as property and funding available</p>	Sandstone not responsible.

SUMMARY OF ADDITIONAL IMPROVEMENTS

	Location	Improvement	Timing / Trigger
22	Extension Road (Cranberry to DA6)	Provide Active Transportation improvements to accommodate bicycle and pedestrian facilities along the east side of the existing Extension Road right of way, ensuring they are in the ultimate location (based on future middle lane and north side active transportation facilities). Other improvements include: curb, street trees and street lighting as feasible within the existing 20m right-of-way. While some rework to the northbound vehicle travel lane is expected, the general intent is to minimize the impact to that lane on Extension Road. Does not include relocation of the existing railway crossing equipment.	To be completed by Sandstone before the registration of the 50 th lot of DA6.
23	Fielding Multi-Use Trail	Provide improvements to the existing paved Fielding Road ROW between Cedar Road and the Duke Point Highway.	Community Amenity Contribution to be provided as per the terms of the MDA.
24	Cranberry Connector Feasibility Study	Feasibility study of two potential alignments for Cranberry Connector between Cranberry Avenue and Tenth Street. Included environmental assessment, desktop level geotechnical assessment, concept plans and profiles, property acquisition and traffic assessment.	Funded and completed (March 2022) by Sandstone.

Fielding/Maki Connector Covenant:

That a suitably worded covenant be registered to Development Areas 1, 4 and 5, allowing up to a maximum of approximately 45% of the total allowable density/units on these parcels to be developed, or a density/units on Development Areas 1, 2, 4 and 5 that adds 990 vph (PM peak hour) on Cedar Road, until such time as:

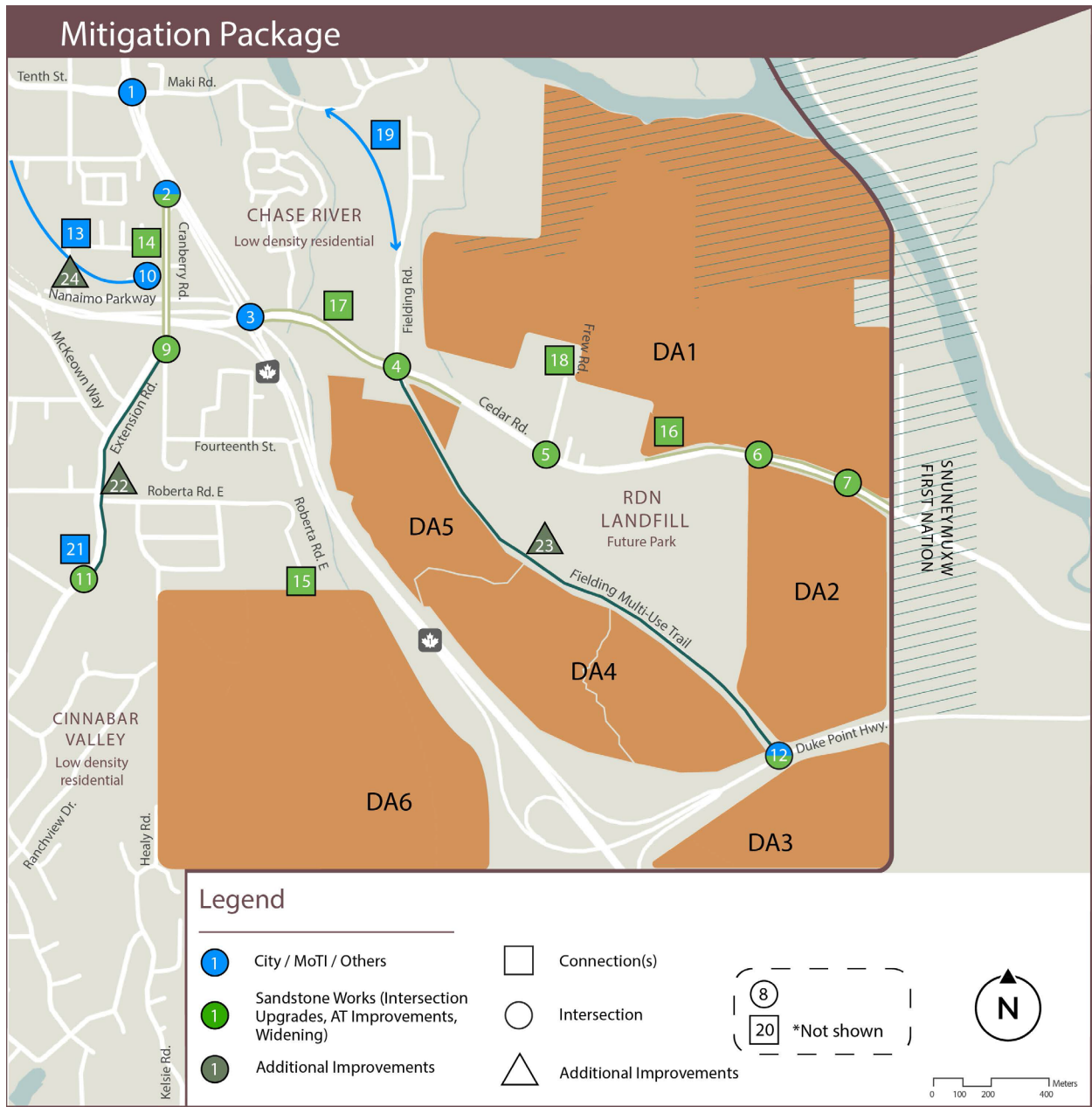
- 1) the Fielding/Maki Connector has been constructed, or otherwise “secured” to the satisfaction of the City and MOTI, or;
- 2) Sandstone has provided MOTI and City of Nanaimo with an updated Traffic Impact Assessment showing additional traffic capacity can be accommodated, or;
- 3) the City has made other such arrangements as it relates to improvements to the transportation network in south Nanaimo, to the satisfaction of MoTI, acting reasonably.

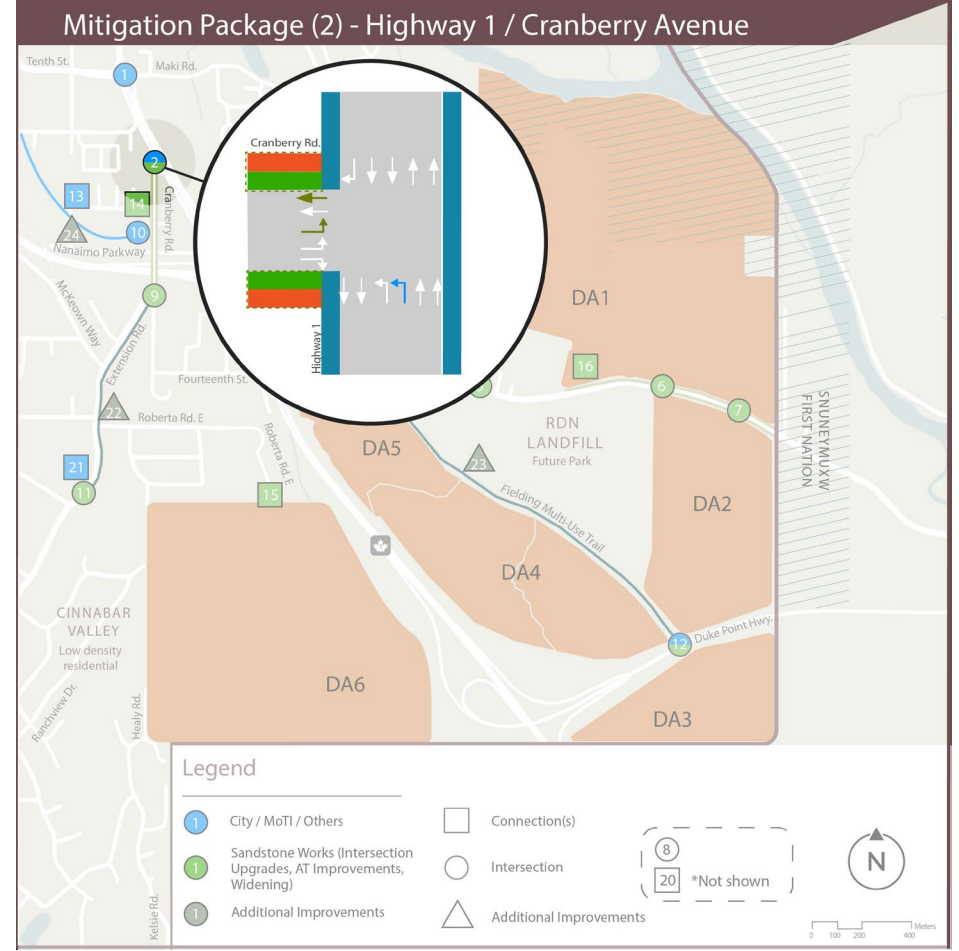
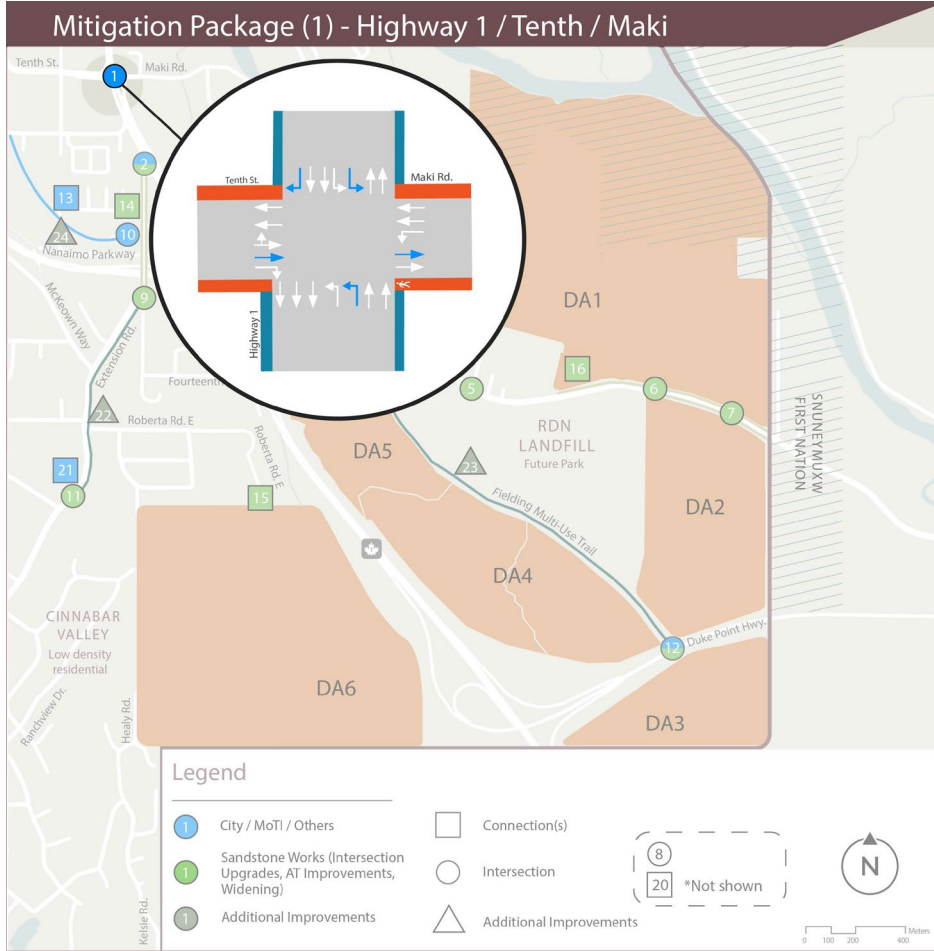
For clarity, this does not commit Sandstone to construct the Fielding/Maki Connector

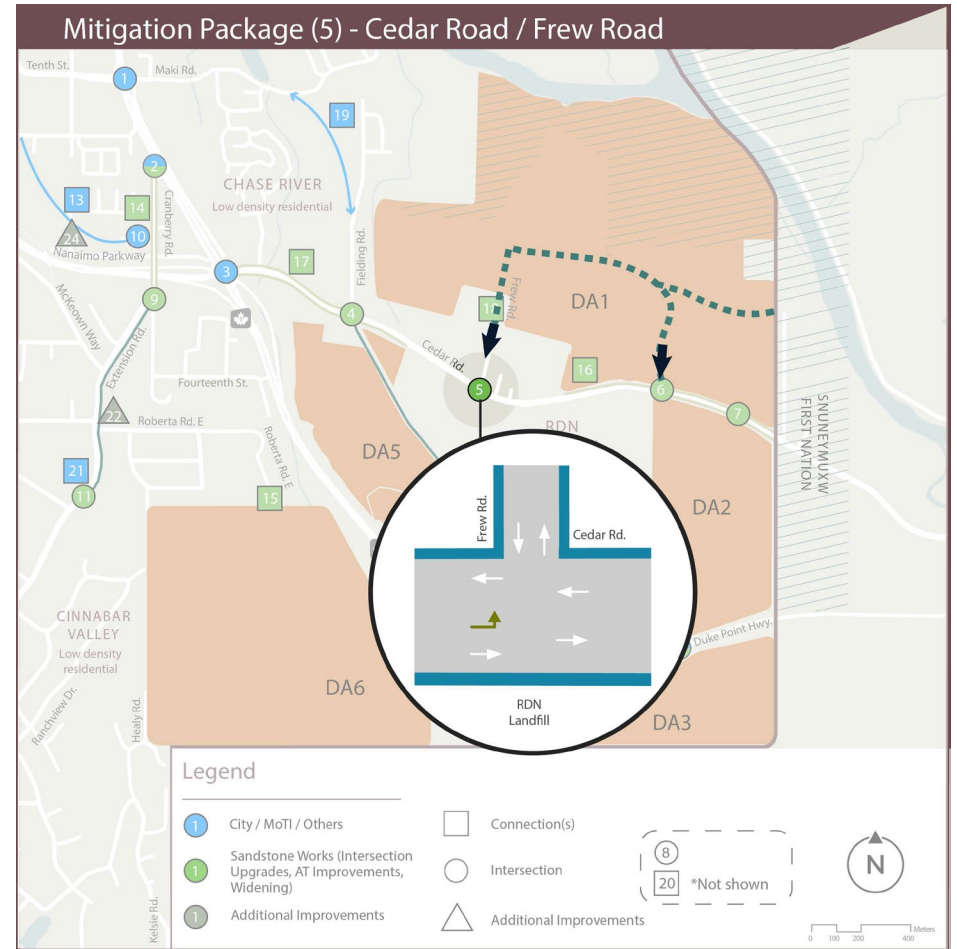
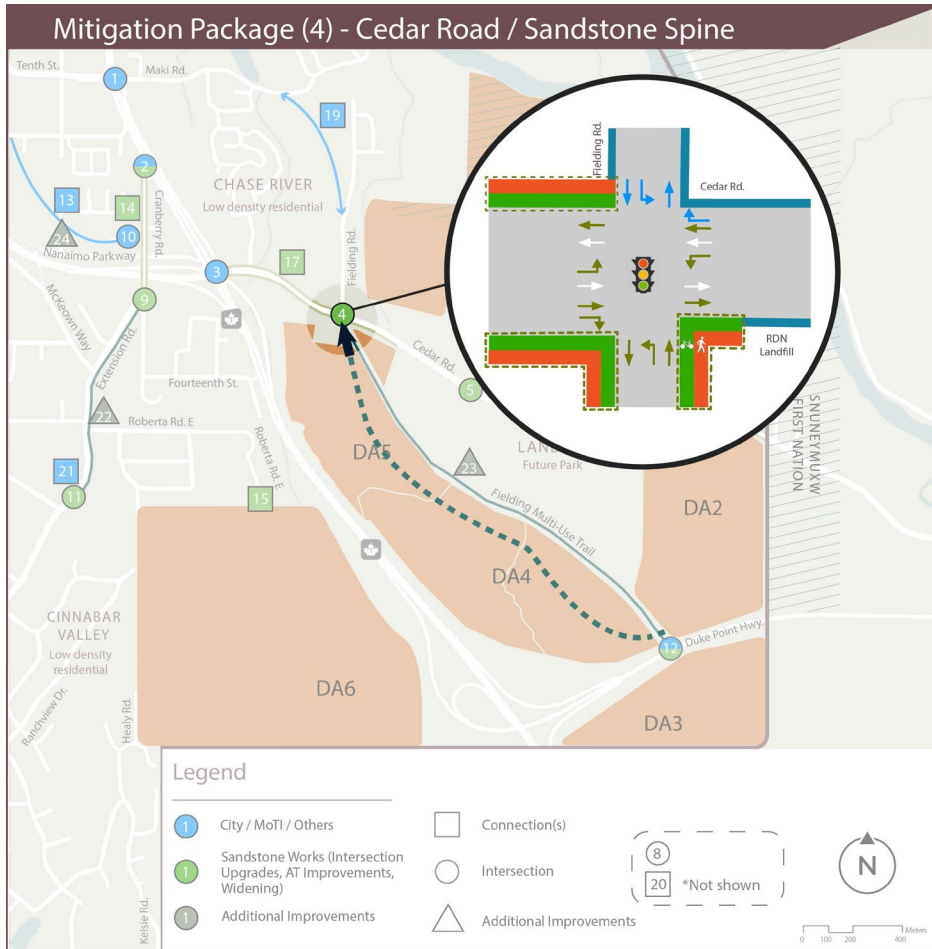
An updated check of actual trips generated by Sandstone on Cedar Road (by counting the turns in/out of Cedar Road/Sandstone Spine, Cedar Road/Frew Road, Cedar Road/DA1 Cedar Road/DA2) by Sandstone should be undertaken with each development permit application to assess the level of trip generation compared to the percentage of the density built (recognizing the City may choose to waive this requirement on individual development permit applications at its sole discretion). By checking the actual trip generation against the projected trip generation, on Cedar Road, it can be determined if more (than the 45%) or less of DA1, DA4, and DA5 could be constructed before triggering the above covenant condition.

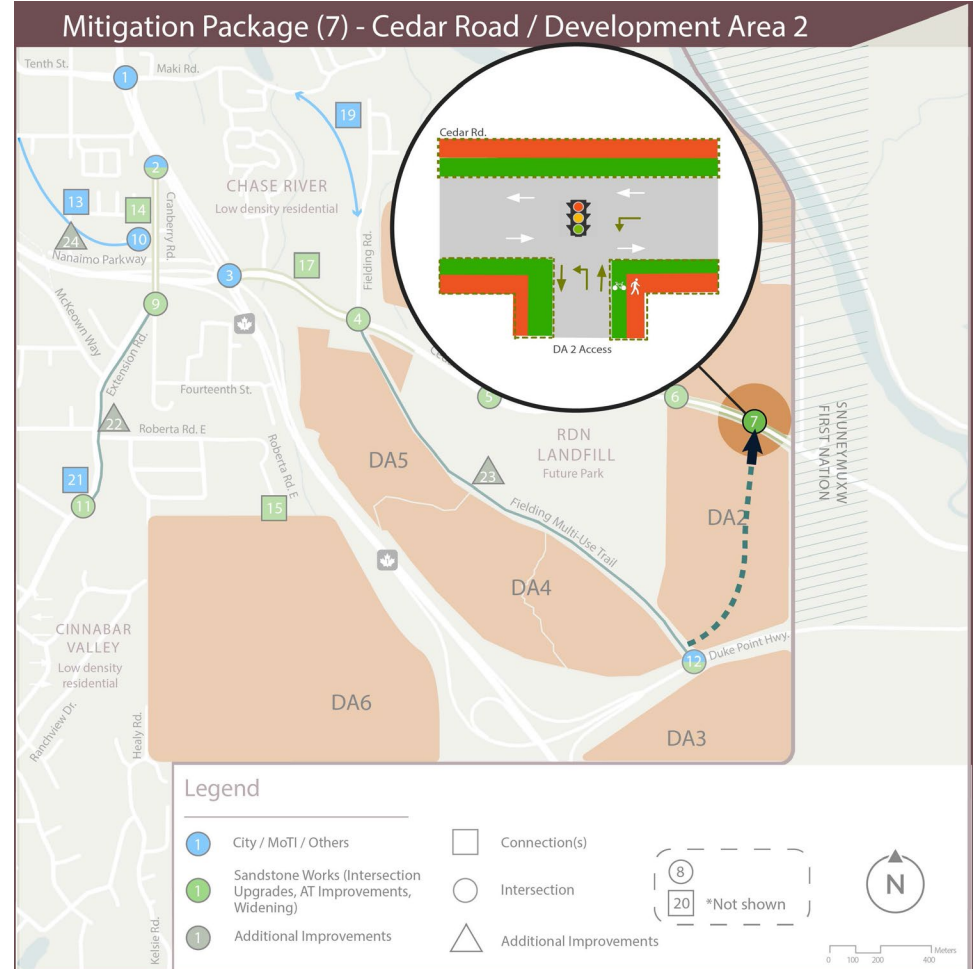
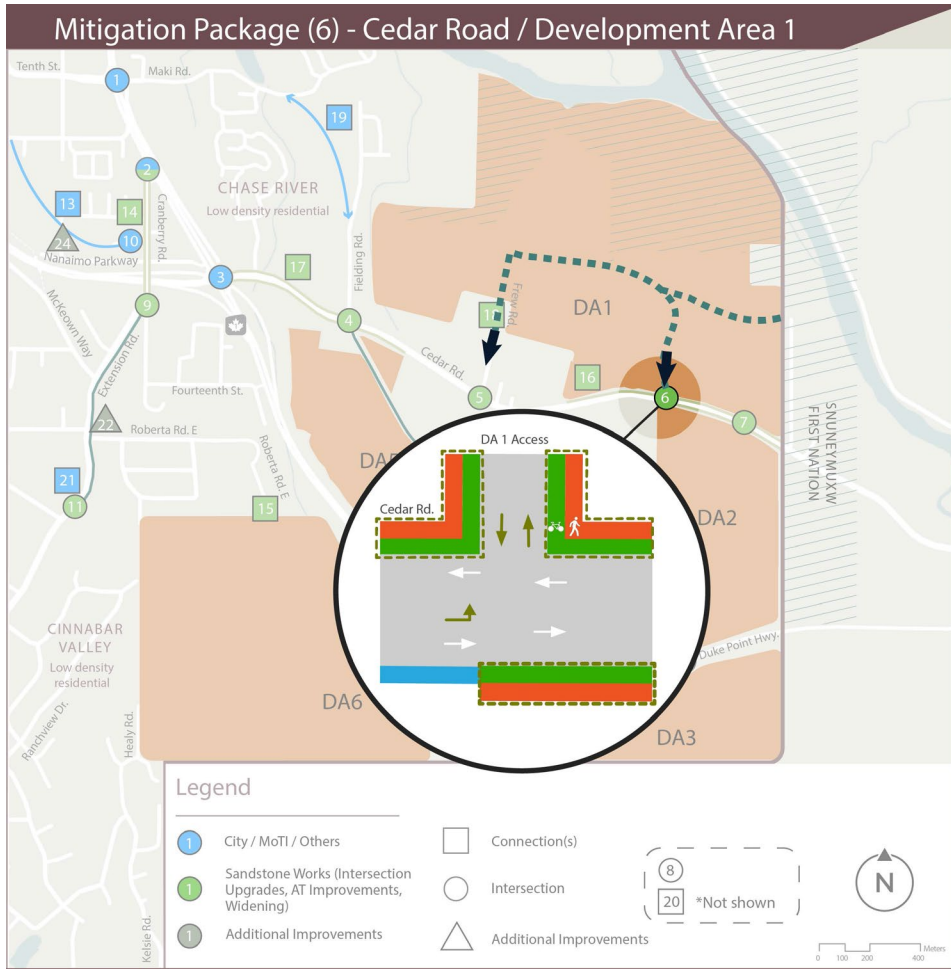
To confirm, the purpose of the covenant is to provide the City with a mechanism to monitor the density of the Sandstone project and determine if a City-led initiative to complete the road network per the 2022 City Plan is warranted, prior to approving Sandstone to go beyond the agreed upon 45%.

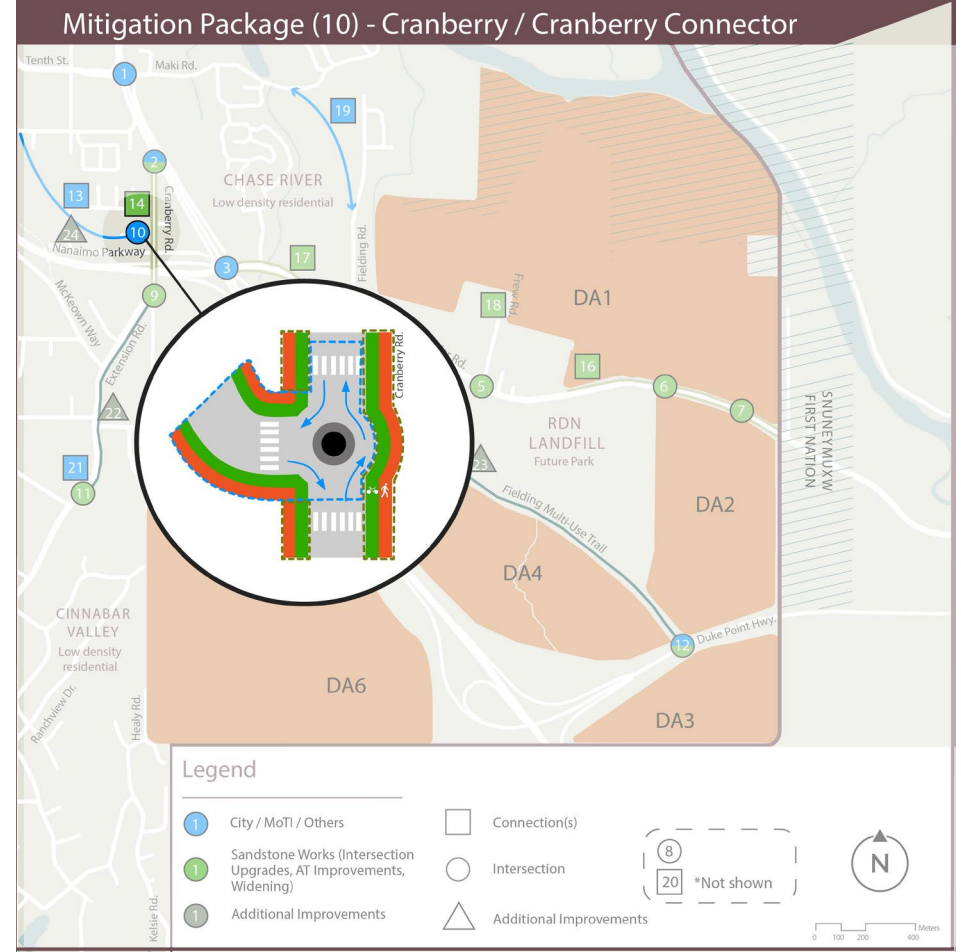
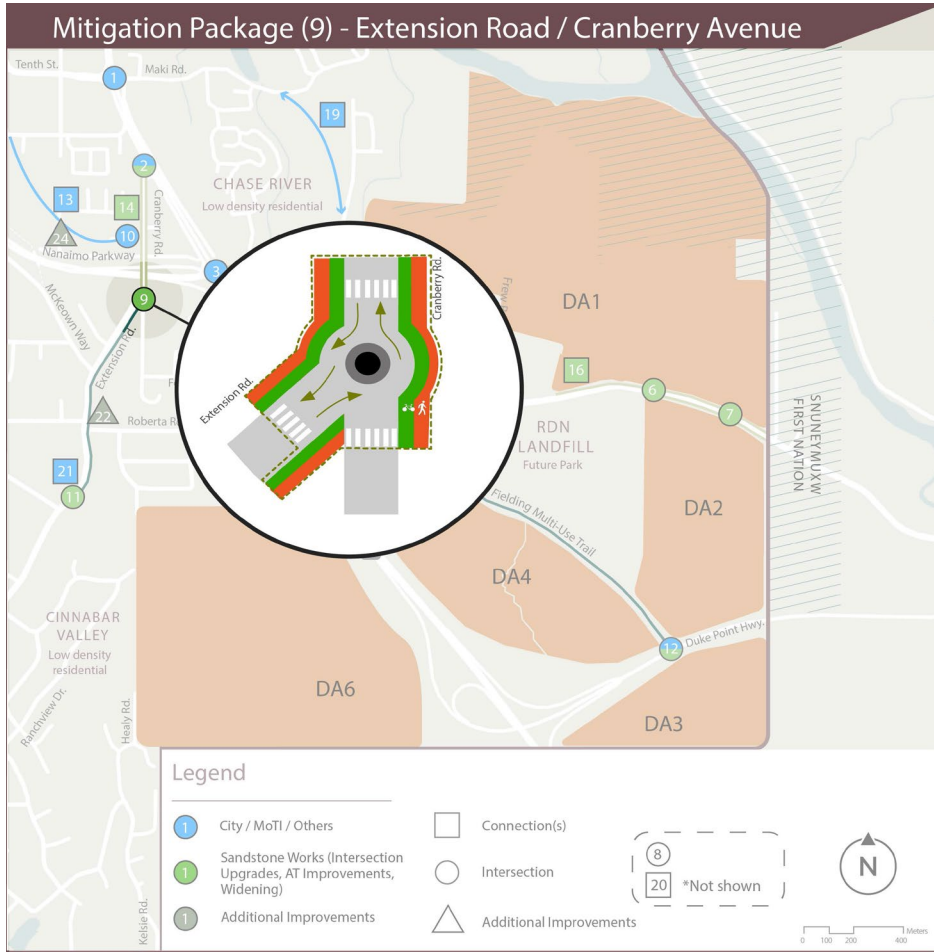
Schedule A
Mitigation Map Visualization

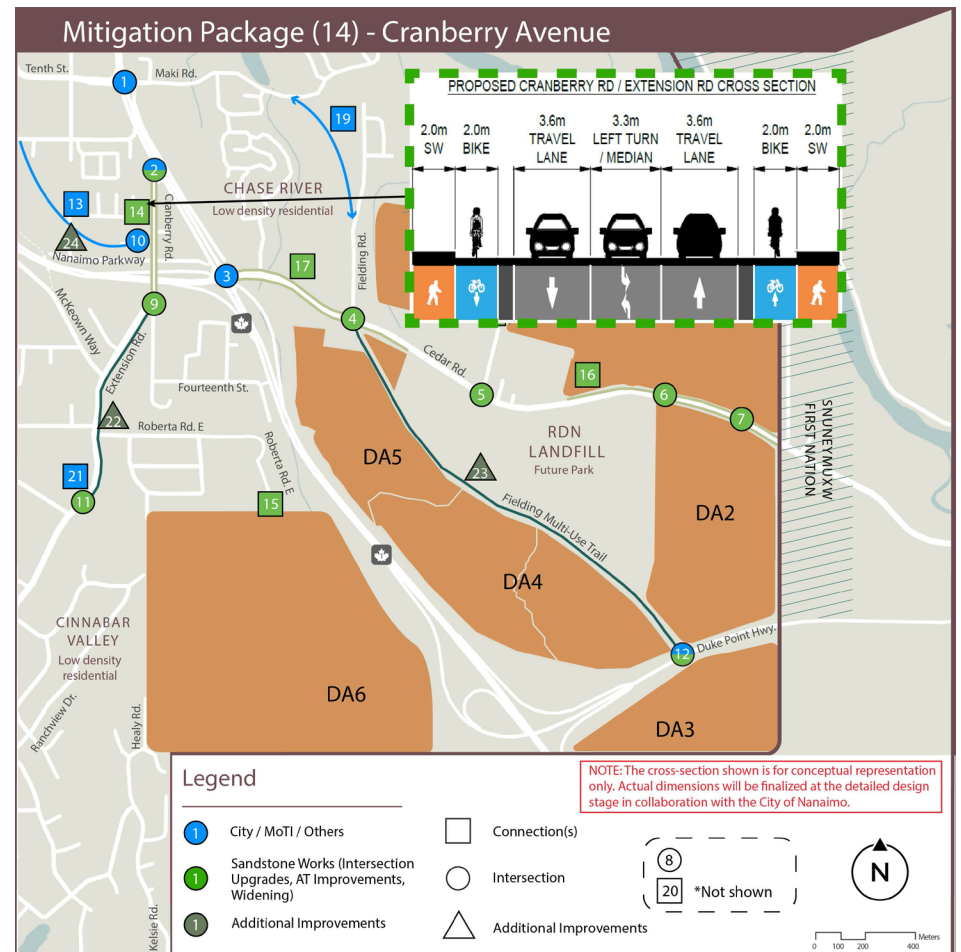
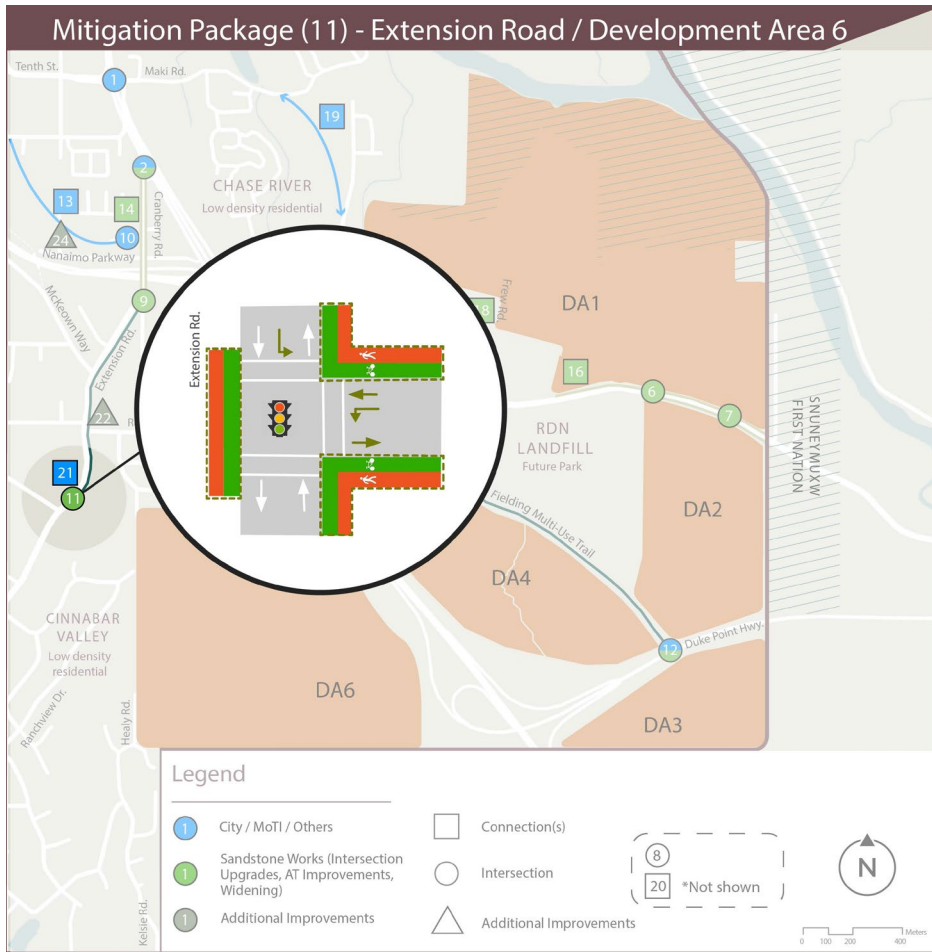


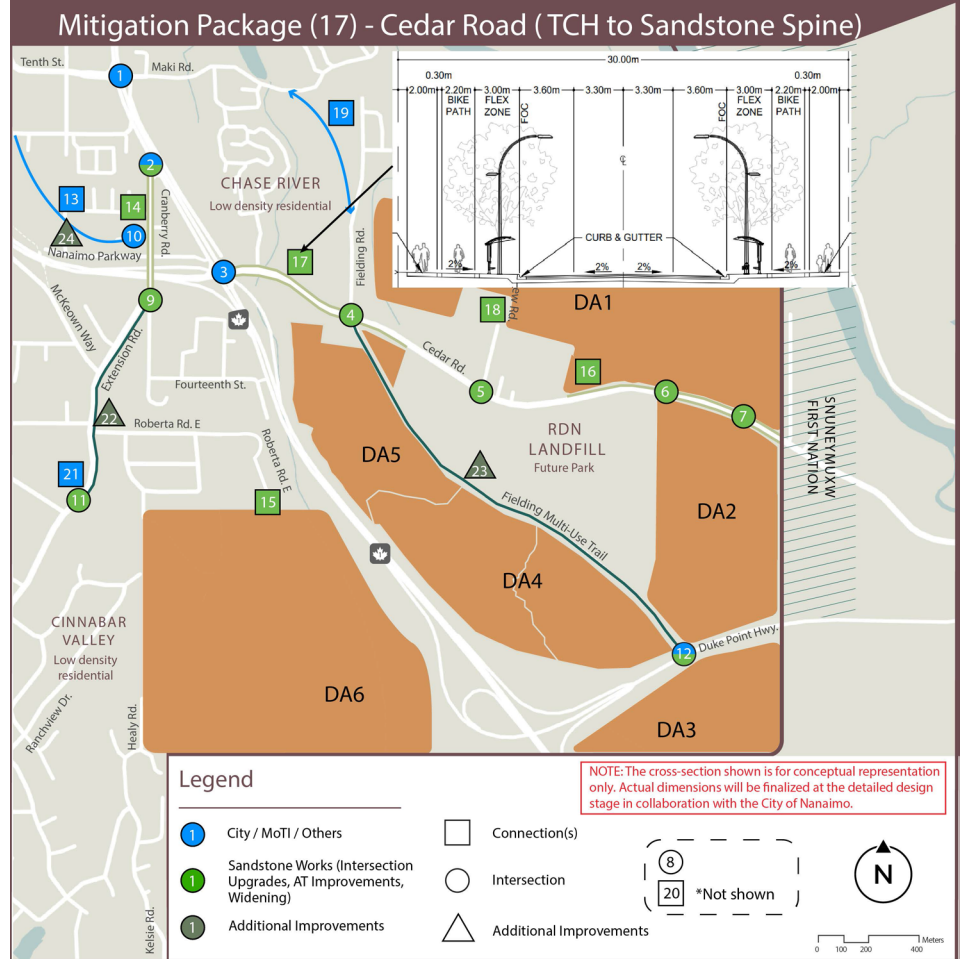
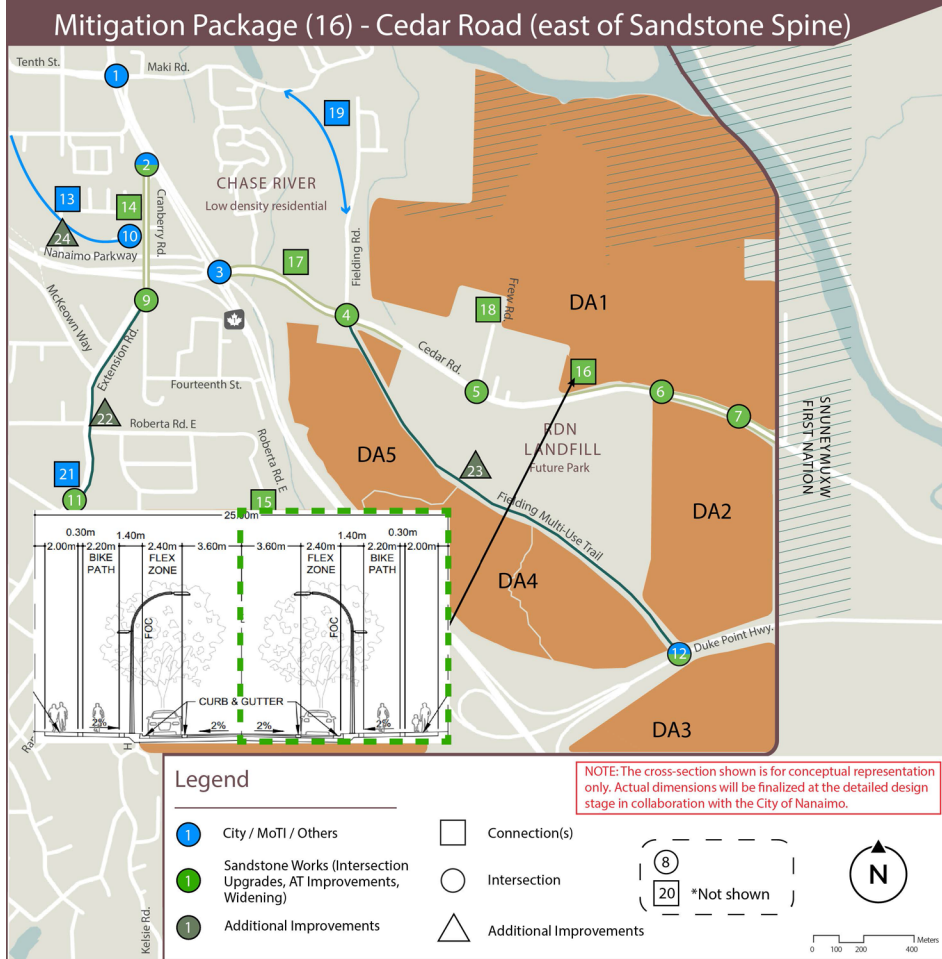


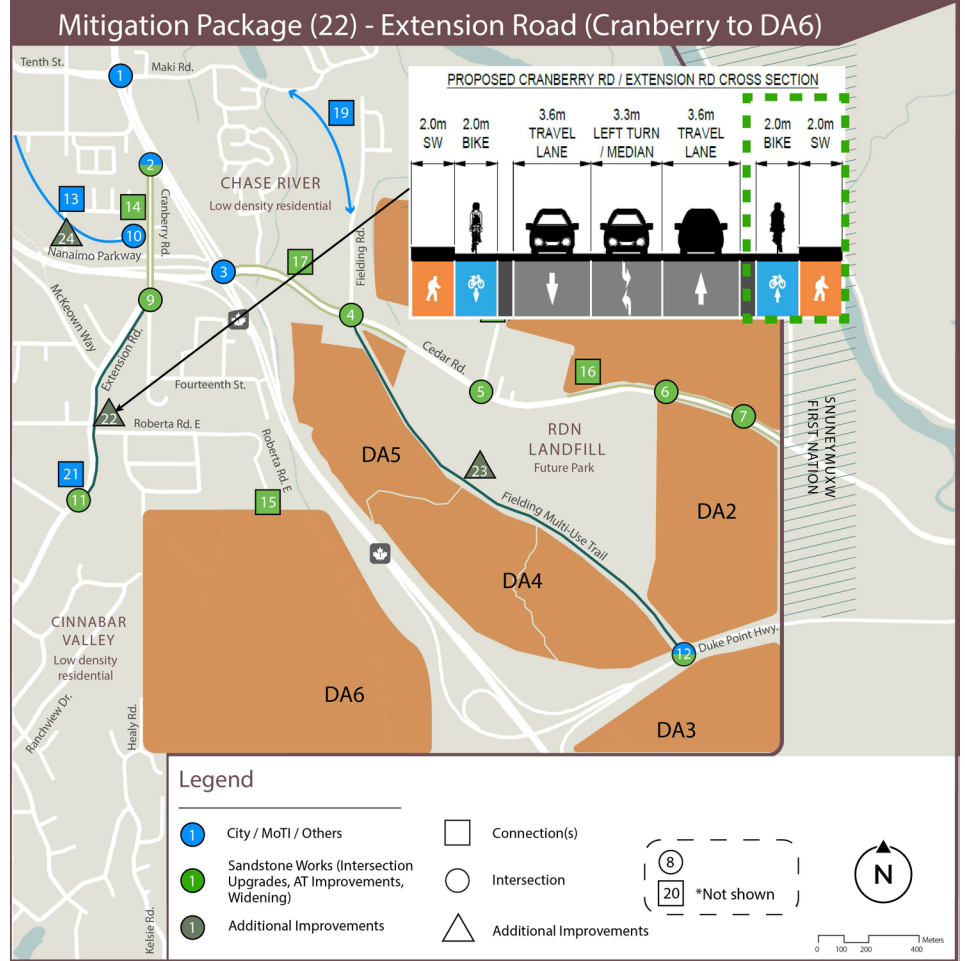












ATTACHMENT G

CITY STAFF TRANSPORTATION ANALYSIS & CONTEXT

Sandstone Transportation Analysis and Context

Traffic Impact Assessment Scope

The Traffic Impact Assessment examined the existing and future traffic conditions of the Sandstone lands and surrounding road network based on the proposed land uses and densities with focused study on the following:

Seven existing roadways:

- Island Highway/Highway 1 (MoTI), north of Cedar Road
- Cedar Road (City)
- Extension Road / Cranberry Road (City)
- McKeown Way (City)
- Tenth Street
- Maki Road

Six existing intersections:

- Extension Road / McKeown Way
- Extension Road / Cranberry Road
- Island Highway / Cedar Road
- Island Highway / Cranberry Road
- Island Highway / Tenth Street/Maki Road
- Cedar Road / Fielding Road
- Cedar Road / Harmac Road

Existing Transportation Network

The transportation network in the subject area comprises several major highways, rail corridor, and City streets. There are a limited number of route options or alternatives and traffic is concentrated on a few corridors. City streets in the area were mostly established when the area was rural prior to amalgamation, and they lack the expected elements of a well-functioning urban street (e.g. sidewalks and active transportation routes). The Nanaimo Parkway was constructed in the 1990's and was designed with limited access intersections to safeguard regional mobility as a priority. The Parkway, Island Highway, and Duke Point Highway all bisect the lands in question and impose a significant barrier to local mobility, as well as limit the ability to modify existing intersections to accommodate more traffic. As a result, in this area of the City it is challenging to find cost-effective solutions to increase the transportation network capacity, or to provide alternative routes.

The TIA submitted in support of the rezoning application identifies potential traffic operational issues and recommends mitigation measures to accommodate the development traffic as well as future transit, pedestrian, and cycling improvements.

Traffic Impacts and Mitigation

With growth (including Sandstone) over the next 20 years, the expected traffic at key locations is as follows:

- Extension Road near Chase River Elementary could grow from 10,000 currently to 15,000 - 20,000 vehicles per day;

- Cedar Road between Hwy 1 and Fielding could grow from 10,000 currently to 25,000 - 30,000 vehicles per day; and
- Highway 1 between Cranberry and 10th/Maki could grow from 21,000 currently to 40,000 - 50,000 vehicles per day.

For comparison with some other high traffic streets in Nanaimo: current daily vehicle trips range from 25,000 on Bowen Rd near Beban Park, 27,000 on Aulds Road near Metral Drive, to 25,000 on Terminal Avenue at Pearson Bridge south of Stewart Avenue.

The TIA presumed a 14% reduction in vehicle trips for the Sandstone generated traffic, which aligns with City Plan's mobility targets to reduce vehicle usage by 14% in the next 20 years by supporting a greater number of trips using active transportation. While it is anticipated that vehicle reliance will continue to be greater in the south Nanaimo area than other areas of the city, the TIA identifies opportunities to reduce the number of existing vehicle trips on highway corridors by providing alternatives for active transportation.

The TIA recommends a number mitigation projects to be completed by the applicant as well as recommended future projects to be explored by the City or MoTI to further support the road network function (see transportation mitigation measures and concept drawings in Attachment F). All of the improvements identified as Sandstone's responsibility in the Mitigation Summary will be secured in the MDA to ensure clarity in the triggers and timing for the mitigation measures to be completed.

In addition to the mitigation measures, there will be caps on development until certain conditions are met. For example, a covenant is proposed to limit development within DA1, DA4, and DA5 until the a connector road between Fielding Road and Maki Road (the "Fielding-Maki Connector") is constructed, an alternative has been provided, or traffic volume projections can be reassessed (as described page 14 of Attachment F). The connector could provide an alternate route to avoid the Island Highway / Cedar Road intersection and reduce congestion through this intersection; however, no commitment to construct this connector has been secured at this time. Another key connection will be required between the Sandstone lands and Duke Point Highway. MoTI has advised that additional design details will be required to determine how the connection with the highway will be made.

Funding Considerations

Although the applicant has proposed a significant amount of transportation upgrades to support their development at their cost, there is a gap between these improvements and what is needed to maintain typical levels of service in the road network as the south Nanaimo area continues to build-out. Additionally, there are several key mitigation measures that do not currently have a funding mechanism to collect sufficient funds from growth. Notably, works on the Provincial highways are excluded by statute from the City's Development Cost Charge (DCC) funding.

There are several ways to fund costly public infrastructure required to support growth, including:

- Developers finance directly;
- Development Cost Charge (DCC) funds; and
- Government (local or provincial) funding.

The proposed mitigation package includes projects that are ideally delivered by each of these funding mechanisms or some combination of them.

The City will need to consider the package of DCC roads projects in South Nanaimo and align those with infrastructure needed to support general growth, including Sandstone. The City's current DCC Bylaw 2017 No. 7252 identifies two projects from the proposed mitigation package which would benefit all growth: DCC 71 - the Cranberry Connector, and, DCC 75 - Cranberry Avenue from Extension Road to the Island Highway. The Cranberry Connector project is expected to provide additional redundancy and minor capacity relief; however, funding and prioritization competes with DCC projects in other areas of the City.

The Maki-Fielding Connector could become a future DCC project through the upcoming DCC Bylaw review, and would provide redundancy and some capacity relief while primarily addressing the impact of growth from Sandstone. Existing roads, such as Extension or Cedar will experience considerable additional traffic loading from Sandstone's development and upgrades are required to ensure they operate successfully. Additional projects beyond the proposed Sandstone mitigation measures may be considered through the DCC Bylaw review.

Detailed cost estimates for potential DCC projects have not been completed; however, planning level estimates suggest the costs could be as follows (in 2022 dollars):












Cranberry Connector	\$20M
Maki-Fielding Connector	\$30M
Extension Road	\$5-15M
Cedar Road	\$15-20M

Beyond the municipal controlled roads, future highway improvements will rely on eventual Ministry funding to upgrade. Given the Province's limited funding and many other priorities, the intent or timeline for MoTI to make upgrades is uncertain.

ATTACHMENT H SANDSTONE PARKS & OPEN SPACE MASTER PLAN



LEGEND

-  RIPARIAN CORRIDORS
-  PARKS & OPEN SPACE
-  SINGLE-FAMILY RESIDENTIAL
-  MULTI-FAMILY RESIDENTIAL
-  URBAN & COMMERCIAL WITH PLAZA NETWORK
-  INDUSTRIAL & LIGHT INDUSTRIAL
-  INSTITUTIONAL
-  TRANSFER TO SNUNEYMUXW FIRST NATION
-  AGRICULTURAL LAND RESERVE
-  DEVELOPMENT AREA BOUNDARIES
-  FIELDING MULTI-USE TRAIL

DEVELOPMENT AREA	NATURE PARK	COMMUNITY PARK	CITY PARK
1	81%*	19%	0%
2	78%	22%	0%
3	93%	7%	0%
4	89%	5%	5%
5	53%	30%	17%
6	88%	6%	6%
ALL	82%	14%	4%

SANDSTONE PARKS & OPEN SPACE MASTER PLAN

* Percentage of Park & Open Space Type by Development Area
Percentages show proportion of Nature Park, Community and City Park within each Development Area, and for all areas together. All percentages are approximate. Percentages may not equal 100% due to rounding. Actual park type, improvements and size will be determined at time of subdivision.

ATTACHMENT I LINKS TO TECHNICAL STUDIES

- Link to “Water Servicing Review”, prepared by Koers & Associates Engineering Ltd., dated 2022-MAY-04:
https://www.nanaimo.ca/docs/your-government/corporate-report/ra461rpt_techmemo_waterservicingreview_koers2022may05.pdf?Status=Master/ra461Rpt_TechMemo_WaterServicingReview_Koers2022MAY05.pdf
- Link to “Sewer Collection System Hydraulic Impact Analysis of the Sandstone Development”, dated 2022-APR-22:
https://www.nanaimo.ca/docs/your-government/corporate-report/ra461rpt_techmemo_sewersystemhydraulicimpactanalysis_geoadvice2022may05.pdf?Status=Master/ra461Rpt_TechMemo_SewerSystemHydraulicImpactAnalysis_GeoAdvice2022MAY05.pdf
- Link to “Storm Water Analysis, prepared by Newcastle Engineering Ltd.”, dated 2022-MAY-05:
https://www.nanaimo.ca/docs/your-government/corporate-report/ra461rpt_techmemo_stormwateranalysis_newcastle2022may05.pdf?Status=Master/ra461Rpt_TechMemo_StormWaterAnalysis_Newcastle2022MAY05.pdf
- Link to “Sandstone Parks and Open Space Strategy, prepared by Kinship Design Art Ecology”, dated 2023-SEP-08:
https://www.nanaimo.ca/docs/your-government/corporate-report/ra461rpt_parksandopenspacestrategyrev2023sep08.pdf?Status=Master/RA461Rpt_ParksandOpenSpaceStrategyREV2023SEP08.pdf
- Link to “Traffic Impact Assessment, prepared by Watt Consulting Group”, dated 2023-SEP-05:
https://www.nanaimo.ca/docs/your-government/corporate-report/ra461-rpt_traffic-impact-assessment-rev-2023sep05.pdf?Status=Master/RA461-Rpt_Traffic-Impact-Assessment-REV-2023SEP05.pdf
- Link to “Environmental Review of the Sandstone Development”, prepared by Environmental Dynamics Inc., dated 2022-APR-25:
https://www.nanaimo.ca/docs/your-government/corporate-report/ra461-rpt_environmental_edi-2022apr25.pdf?Status=Master/ra461-Rpt_Environmental_EDI-2022APR25.pdf

CITY OF NANAIMO

BYLAW NO. 4500.215

A BYLAW TO AMEND THE “CITY OF NANAIMO ZONING BYLAW 2011 NO. 4500”

WHEREAS the Council may zone land, by bylaw, pursuant to Sections 464, 465, 469, 479, 480, 481, 482, and 548 of the *Local Government Act*;

THEREFORE BE IT RESOLVED the Municipal Council of the City of Nanaimo, in open meeting assembled, ENACTS AS FOLLOWS:

1. This Bylaw may be cited as the “Zoning Amendment Bylaw 2023 No. 4500.215”.
2. The “City of Nanaimo Zoning Bylaw 2011 No. 4500” is hereby amended as follows:
 - 1) By amending the table in Subsection 6.10.2 to delete the text “Commercial Centre Zones” in the first column of the sixth row, and replace it with “Commercial Centre Zones and CD13”.
 - 2) By amending the table in Subsection 6.16.2 to delete the text “CD11” in the first column of the last row, and replace it with “CD13”.
 - 3) By amending the table in Subsection 13.2.1 to permit ‘Office’ as a site-specific use in the I1 and I2 zones as shown below:

Use	Zones				Conditions of Use
	I1	I2	I3	I4	
Office	SS	SS	SS	--	

- 4) By amending the table in Subsection 13.2.3 to permit ‘Office’ as a site-specific use by adding a row below “2100 and 2080 Labieux Road” as shown below:

Use	Permitted Location Address	Legal Description of Permitted Location
Office	1605 Fielding Road* *Subject to 13.2.3.1	LOT 3, SECTION 2 AND 3, NANAIMO DISTRICT, PLAN EPP19870

- 5) By adding the following as Subsection 13.2.3.1 immediately following 13.2.3:
 - 13.2.3.1 As a condition of use on the lands legally described as LOT 3, SECTION 2 AND 3, NANAIMO DISTRICT, PLAN EPP19870 (1605 Fielding Road), the maximum total Gross Floor Area of office as a principal use on the lands shall not exceed 12,077m².

- 6) By adding the following as Subsection 13.6.2 immediately following the table in Subsection 13.6.1:
- 13.6.2 Notwithstanding Subsection 13.6.1, on the lands legally described as LOT 3, SECTION 2 AND 3, NANAIMO DISTRICT, PLAN EPP19870 (1605 Fielding Road), the maximum permitted building height shall be 18m, except where the principal use is office the maximum permitted building height shall be 22m.
- 7) By adding '16.13 Comprehensive Development District Zone Thirteen (CD13)' after section 16.11, as shown in Schedule A of this Bylaw.
- 8) By amending the table in Section 17.11 – Minimum Landscape Treatment Levels to add the text “CD13” after “CC1, CC2, CC3, CC4, CC5, CC6,” in the first column of the eighth row.
- 9) By rezoning the following as shown on Schedule B of this Bylaw:
- a) the lands legally described as LOT 5, SECTION 2, NANAIMO DISTRICT, PLAN EPP19870 (1100 Cedar Road) and LOT 1, SECTION 2 AND 3, NANAIMO DISTRICT, PLAN EPP19870 (1750 Rajeena Way) from Rural Resource (AR1) to Steep Slope Residential (R10);
 - b) the lands legally described as LOT 7, SECTION 2, NANAIMO DISTRICT, PLAN EPP19870 (1505 Fielding Road) from Rural Resource (AR1) and Parks, Recreation, and Culture One (PRC1) to Comprehensive Development District Zone Thirteen (CD13); and
 - c) the lands legally described as LOT 3, SECTION 2 AND 3, NANAIMO DISTRICT, PLAN EPP19870 (1605 Fielding Road) from Rural Resource (AR1) to Highway Industrial (I1) and Light Industrial (I2).

PASSED FIRST READING: _____
PASSED SECOND READING: _____
PUBLIC HEARING HELD: _____
PASSED THIRD READING: _____
MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE: _____
ADOPTED: _____

MAYOR

CORPORATE OFFICER

SCHEDULE A

16.13 COMPREHENSIVE DEVELOPMENT DISTRICT ZONE THIRTEEN (CD13)

The intent of this zone is to facilitate the development of a mixed-use neighbourhood centre with residential and commercial services within the Fielding Precinct of the Sandstone Master Plan.

16.13.1 PERMITTED USES

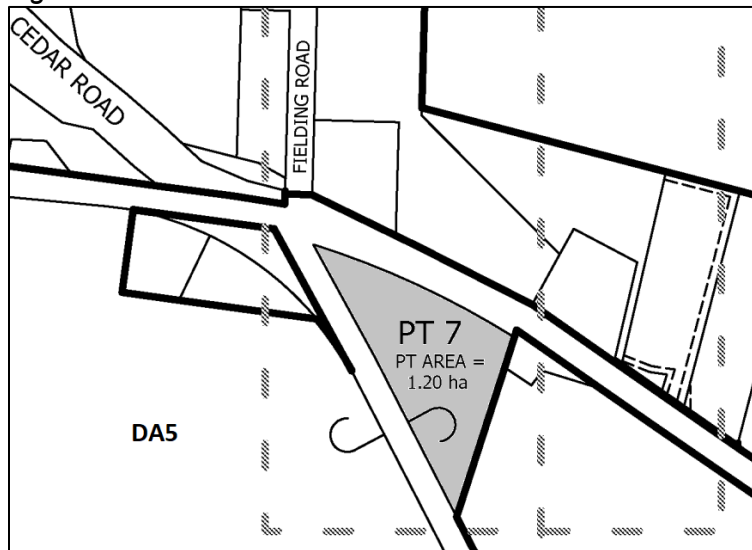
16.12.1.1 The uses listed in the following table shall be permitted subject to any conditions of use specified:

Principal Use	Conditions of Use
Artist Studio	
Assembly Hall	
Bingo Hall	
Club or Lodge	
Commercial School	
Cultural Facilities	
Daycare	
Electrical Vehicle Charging Station	
Fast Food Restaurant	Fast Food Restaurant use shall only be permitted on that portion of the lands between Fielding Road and Cedar Road highlighted in grey in Figure 16.13-A below
Financial Institution	The Gross Floor Area of a Financial Institution use on a lot shall not exceed 1,000m ² .
Funeral Parlour	
Furniture & Appliance Sales	The Gross Floor Area of a Furniture & Appliance Sales use on a lot shall not exceed 1,500m ² .
Garden Centre	The Gross Floor Area of a Garden Centre use on a lot shall not exceed 500m ² .
Gas Station	Gas Station use shall only be permitted on that portion of the lands between Fielding Road and Cedar Road highlighted in grey in Figure 16.13-A below
Home Centre	The Gross Floor Area of a Home Centre use on a lot shall not exceed 1,500m ² .
Hotel	
Internet Centre	
Laundromat	
Library	
Live/Work	
Lounge	

SCHEDULE A

Principal Use	Conditions of Use
Medical / Dental Office	
Micro Brewery	The Gross Floor Area of a Micro Brewery use on a lot shall not exceed 557m ² .
Multiple Family Dwelling	
Museum	
Neighbourhood Pub	
Office	
Personal Care Facility	
Pet Day Care	
Pharmacy	
Public Market	Permitted as a seasonal use, no outside storage shall be permitted after market hours.
Recreational Facility	The Gross Floor Area of a Recreational Facility use on a lot shall not exceed 1,500m ² .
Religious Institution	
Restaurant	
Retail	The Gross Floor Area of an individual Retail use shall not exceed 1,000m ² unless that use is a grocery store, in which case the Gross Floor Area shall not exceed 3,000m ² .
Rooming House	
Seniors Congregate Housing	
Shopping Centre	
Social Services Resource Centre	
Theatre	
University, College, Technical School	
Veterinary Clinic	

Figure 16.13-A



SCHEDULE A

16.13.1.2 The uses listed in the following table shall be permitted as an accessory use subject to any conditions of use specified:

Accessory Use	Conditions of Use
Accessory Dwelling Unit	
Arcade	
Boarding and Lodging	Shall not exceed two sleeping units and shall not accommodate more than two persons.
Daycare	Subject to Part 6.
Home Based Business	Subject to Part 6.
Laboratory	Permitted as an accessory use where a medical office exists on the same lot.
Short-Term Rental	Subject to Part 6.

16.13.2 DENSITY

16.13.2.1 The following table specifies the maximum allowable base density, expressed as a Floor Area Ratio, per lot and the maximum allowable additional density as specified:

Floor Area Ratio (FAR)	Condition of Density
1.75	Maximum base density
+0.80	Where a minimum of 15% of the Gross Floor Area is dedicated to a non-residential use.
+0.25 multiplied by the percentage of the total parking spaces provided underground	Where parking spaces are provided beneath a principal building (where the roof of the underground parking is not more than 0.8m above the finished grade)
+0.25	Where Tier 1 requirements are met as specified in "Schedule D – Amenity Requirements for Additional Density" of this bylaw
+0.25	Where Tier 2 requirements are met as specified in "Schedule D – Amenity Requirements for Additional Density" of this bylaw

16.13.2.2 Notwithstanding Subsection 16.13.2.1, the combined total number of dwelling units permitted within the CD13 zone shall not exceed 1,000.

16.13.2.3 Notwithstanding Subsection 16.13.2.1, the combined total Gross Floor Area of all areas dedicated to non-residential and non-institutional uses within the CD13 zone shall not exceed 16,500m².

SCHEDULE A

16.13.3 LOT SIZE AND DIMENSIONS

- 16.13.3.1 The minimum required lot size shall be 1,000m².
- 16.13.3.2 The minimum required lot frontage shall be 15m.
- 16.13.3.3 The minimum required lot depth shall be 30m.

16.13.4 SITING OF BUILDINGS AND PARKING

16.13.4.1 The following table specifies the minimum required and maximum permitted setbacks for a principal building:

Minimum Front Yard Setback	Maximum Front Yard Setback	Minimum Side Yard Setback	Minimum Flanking Side Yard Setback	Minimum Rear Yard Setback
2.0m for the first four storeys	6.0m	3.0m	4.0m	4.5m
4.5m above the fourth storey				

- 16.13.4.2 Notwithstanding 16.13.4.1, general provisions in Part 6 for the siting of buildings near watercourses shall apply.
- 16.13.4.3 Notwithstanding 16.13.4.1, an additional 2.5m setback shall be required where a property line abuts a major road and the required right-of-way width has not been granted to facilitate the widening of the major road.
- 16.13.4.4 Notwithstanding Subsection 16.13.4.1, where only one principal building exists on the lot no more than 50% of the front face of a building façade shall be setback further than the maximum permitted front yard setback.
- 16.13.4.5 Notwithstanding Subsection 16.13.4.1, where more than one principal building exists on the lot at least 50% of the property frontage must include a building front face within the maximum front yard setback area.
- 16.13.4.2 No parking shall be permitted between the front property line and the front face of a building.

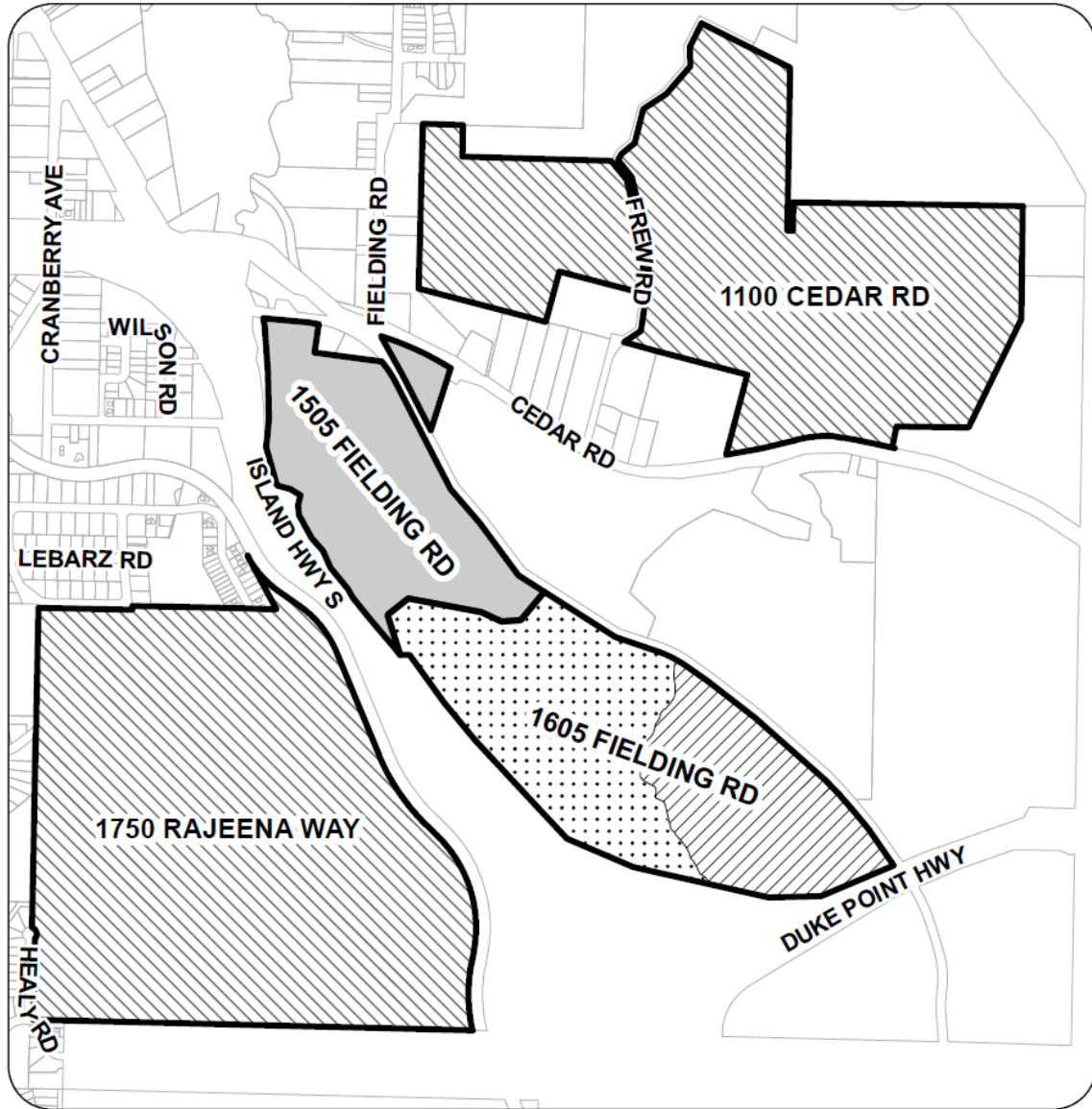
SCHEDULE A

16.13.5 SIZE OF BUILDINGS

16.13.5.1 The following table specifies the maximum permitted lot coverage and building height, as well as the minimum required height of a principal building:

Maximum Lot Coverage	Maximum Building Height	Minimum Building Height
75%	18m	2 storeys






SCHEDULE B



REZONING APPLICATION NO. RA000461

Civic: 1100 CEDAR ROAD, 1750 RAJEENA WAY, 1505 & 1605 FIELDING ROAD
Legal: LOT 1, 3, 5, 7 SECTIONS 2 & 3, NANAIMO DISTRICT, PLAN EPP19870



-  SUBJECT PROPERTIES
-  PORTION TO BE REZONED I2
-  PORTION TO BE REZONED I1
-  PORTION TO BE REZONED R10
-  PORTION TO BE REZONED CD13

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