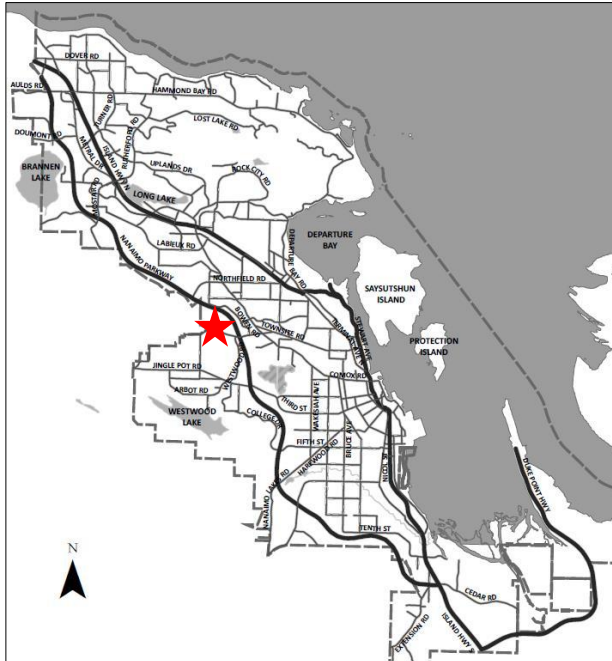


FOR: COUNCIL MEETING

MEETING DATE: July 27, 2026

DEPARTMENT: PLANNING AND DEVELOPMENT

SUBJECT: **REZONING APPLICATION NO. RA509 – 2080 AND 2160 EAST WELLINGTON ROAD**



Proposal:

A light industrial subdivision

Current Zoning:

I2 – Light Industrial; and,
R1 – Single Dwelling Residential

Proposed Zoning:

I2 – Light Industrial with site-specific
accessory office use

City Plan Land Use Designation:

Light Industrial

Lot Areas:

5.88ha – 2080 East Wellington Road
18.75ha – 2160 East Wellington Road
(10.18ha – portion to be rezoned)

RA



OVERVIEW**Purpose of Report**

To present Council with an application to rezone 2080 East Wellington Road and 2160 East Wellington Road from Single Dwelling Residential (R1) and Light Industrial (I2) to Light Industrial (I2) with site-specific accessory industrial office use, to facilitate a light industrial subdivision.

Recommendation

That:

1. “Zoning Amendment Bylaw 2026 No. 4500.258” (to rezone 2080 East Wellington Road and 2160 East Wellington Road from Single Dwelling Residential [R1] and Light Industrial [I2] to Light Industrial [I2] with site-specific accessory industrial office use, to facilitate a light industrial subdivision) pass first reading;
2. “Zoning Amendment Bylaw 2026 No. 4500.258” pass second reading;
3. Council direct Staff to hold a Public Hearing for “Zoning Amendment Bylaw 2026 No. 4500.258”; and,
4. Council direct Staff to secure the conditions related to “Zoning Amendment Bylaw 2026 No. 4500.258” as outlined in Attachment D of the Staff Report titled “Rezoning Application No. RA509 – 2080 and 2160 East Wellington Road”, dated 2026-JUL-27 prior to final adoption.

BACKGROUND

A rezoning application, RA509, was received from Westplan Consulting Group, on behalf of Mennonite Central Committee (MCC) British Columbia, to amend the “City of Nanaimo Zoning Bylaw 2011 No. 4500” (the “Zoning Bylaw”) to rezone 2080 East Wellington Road and 2160 East Wellington Road from Single Dwelling Residential (R1) and Light Industrial (I2) to Light Industrial (I2) with site-specific accessory industrial office use. The previous owner donated the lands to the MCC for endowment through their development arm, Hyland Properties.

Subject Property and Site Context

The subject properties are large undeveloped parcels on the north side of East Wellington Road, southwest of the Nanaimo Parkway. The property at 2080 East Wellington Road is a panhandle lot, and the property at 2160 East Wellington Road is a hooked lot bisected by an unconstructed road right-of-way that will be closed and consolidated with the subject properties. The north part of 2160 East Wellington Road was previously connected to 2058 Boxwood Road, on the opposite side of the Nanaimo Parkway, until a boundary adjustment subdivision was completed in 2022 (SUB01426).

A single residential dwelling was demolished at 2160 East Wellington Road in 2000 and a single residential dwelling at 2080 East Wellington Road was demolished in 2022. The property at 2080 East Wellington Road was historically used for agricultural purposes and tree clearing has previously occurred on both properties. Subsurface coal mining has also occurred although a preliminary geotechnical review found no evidence of surface mine entrances on the subject properties.

A number of small streams cross the site and collect in wetlands that stretch across both properties. Portions of the wetlands were filled and farmed historically, and subsequent beaver dam activity has created open water areas. Treed areas are distributed across the site particularly around the streams and wetlands, and adjacent to the Nanaimo Parkway. More recent surface disturbance is evidenced by informal trespass across the site. Just to the west of the subject site is a cliff that will require a minimum setback from 15m from the top-of-slope.

On the west side of the Nanaimo Parkway, surrounding land uses include large rural residential lots along Maxey Road and outside of City limits in the Regional District of Nanaimo (RDN) to the west, and agricultural residential lots across East Wellington Road to the south. Adjacent to the subject properties are existing industrial lots to the south (1950 and 2090 East Wellington Road and a hooked portion of 1865 Boxwood Road) as well as a recent subdivision for the Cavallotti Lodge property (2060 East Wellington Road). Through the subdivision of 2060 East Wellington Road, a portion of 2080 East Wellington Road's panhandle will be dedicated as a no-exit road. Lands to the north and east, on the opposite side of the Nanaimo Parkway, comprise the Green Rock Industrial Business Park along Boxwood Road.

DISCUSSION

Proposed Zoning

The applicant is proposing to rezone the subject properties to Light Industrial (I2) with increased floor area allowance for accessory industrial office uses. The portion of 2160 East Wellington Road north of the unconstructed road right-of-way is currently zoned Light Industrial (I2) and is proposed to be included in the site-specific text amendment. The I2 zone allows for less-intensive industrial uses that occur within buildings and do not result in excessive noise, waste, or noxious fumes. Heavy industrial uses, outdoor processing or manufacturing, and similar uses are not permitted in the I2 zone. Details of the proposed I2 zone are summarized in the below table:

<i>Zoning Regulation</i>	<i>Proposed I2 Zone</i>
<i>Permitted Uses</i>	Light Industry (processing of materials indoors); Manufacturing / Contractors' Office; Mini Storage; Service Industry; Warehouse; Wholesale; and other similar uses
<i>Permitted Accessory Uses</i>	Daycare; one Dwelling Unit per lot; Office up to 40% of the gross floor area (site-specific); Restaurant; and Retail up to 25% of the gross floor area
<i>Maximum Density</i>	n/a
<i>Maximum Lot Coverage</i>	40% lot coverage, or up to 55% with amenities provided in accordance with 'Schedule D' of the Zoning Bylaw
<i>Maximum Building Height</i>	12m
<i>Minimum Building Setbacks</i>	4.5m/7.5m front yard; 4.5m flanking and rear yards; 0m/6m side yard; and 7.5m from residential-zoned properties

The site-specific text amendment will allow accessory industrial office use on up to 40% of the gross floor area of each lot, with a maximum of 20% on the first storey. The I2 zone without any site-specific provision would otherwise allow a maximum of 20% accessory office floor area. Accessory uses must be ancillary and subordinate to the principal industrial uses occurring on the properties, and the proposed zoning does not allow office as a principal use with the exception of manufacturing / contractors' offices. The proposed site-specific provision will offer more efficient use of limited industrial lands by incentivizing two- or three-storey buildings (light industrial uses occurring on the ground level and accessory industrial office uses above) without encroaching into the ground floor areas best suited for light industrial use. With the exception of the site-specific provision, the proposed zoning will comply with the I2 zone and no commercial uses are proposed other than what is permitted by the I2 zoning.

The conceptual plans submitted with the rezoning application (Attachments B and C) illustrate how the overall area will be developed with a new public road crossing through the centre of the site, connecting to East Wellington Road. Future subdivision applications will create light industrial development lots on either side of the new road, and building designs will be reviewed through future development permit applications on individual lots. At full build-out, it is expected that the total industrial floor area will be approximately 80,000m².

Technical Review

Technical studies were completed through the rezoning application process including a Traffic Impact Assessment (TIA), Environmental Assessment, and Water System Review. Recommendations from these studies have informed the conditions of rezoning which will be secured through a Master Development Agreement (see Attachment D).

The Water System Review recommended off-site works including a watermain connection across the Nanaimo Parkway and a new Pressure Release Valve station to ensure that adequate flows are available across the subject properties. Sanitary sewer analysis identified no new deficiencies created by the proposed zoning; however, service connections will be reviewed further at the development stage due to known downstream capacity constraints previously reviewed with Council at the Governance and Priorities Committee on 2026-JUN-15. Because the lands are tributary to a fish-bearing watercourse, pre-development hydrological flows are required to be maintained in accordance with Section 7 of the City's *Manual of Engineering Standards and Specifications*. Stormwater management plans will be required at both the subdivision and development stages to ensure that on-site stormwater retention, detention, and treatment occur.

Discussion regarding the TIA and Environmental Assessment can be found later in this report.

Policy Context

City Plan – Future Land Use

City Plan identifies the subject properties within the Light Industrial land use designation which contemplates less-intensive industrial uses occurring indoors with activities suitable adjacent to Neighbourhoods. The proposed zoning will provide increased flexibility by allowing additional accessory industrial office space that is consistent with City Plan light industrial policies to allow ancillary offices and

to “support intensification and efficient use of building space including multi-storey buildings” (policies D4.6.24 and D4.6.27). Light industrial three-storey building forms envisioned by City Plan are consistent with the proposed I2 zoning regulations.

City Plan recognizes the need for additional industrial lands to support a diverse employment base and to strengthen economic development in Nanaimo. The *2020 Land Inventory and Capacity Analysis* completed for City Plan suggested a shortfall of industrial lands within the City, and industrial vacancy rates remain low. The subject properties are well positioned to offer increased industrial land capacity with their proximity to transportation links including the Nanaimo Parkway.

City Plan – Mobility Network

City Plan, Schedule 4 – Road Network, envisions a new road through the site to the Industrial Collector standard, connecting East Wellington Road with the intersection of the Nanaimo Parkway and Northfield Road. As a condition of the previous subdivision (SUB01426), a study was completed by the applicant to determine the most appropriate alignment for the new road. The proposed new road alignment has been designed to balance engineering requirements with environmental considerations and economic viability and is shown in the conceptual site plan (Attachment B). The general alignment has been accepted by Staff and through the development of the subject properties, road dedication and construction will be secured as a condition of rezoning.

Road connection to the Nanaimo Parkway intersection will not be required as a condition of rezoning, and the applicant has submitted a Traffic Impact Assessment (TIA) prepared by a qualified professional to model impacts both with and without the Parkway connection (link in Attachment E). The TIA projects that traffic impacts can be mitigated without the need for completion of the Industrial Collector road to the Nanaimo Parkway where off-site works are undertaken including:

- A new intersection where the new Industrial Collector road and East Wellington Road meet;
- Improvements to the intersection of East Wellington Road and Westwood Road; and
- A new traffic signal at the intersection of East Wellington Road and Madsen Road.

The TIA concludes that these measures will mitigate industrial traffic impacts. Completion of these works, or a monetary contribution in-lieu, will be required as a condition of rezoning. Installation of the traffic signal at East Wellington Road and Madsen Road is currently a City project scheduled for later in 2026, and will not be required by the applicant if otherwise completed prior to development.

City Plan, Schedule 3 – Active Mobility & Primary Transit Network, identifies the Parkway Trail on the west side of the Nanaimo Parkway as an Active Mobility Route. As a condition of rezoning, an active transportation multi-use trail connection to the Parkway Trail will be required.

City Plan – Environmentally Sensitive Areas

City Plan encourages the preservation of natural features including riparian areas and environmentally sensitive habitats. In support of the rezoning application, an Environmental Assessment prepared by a Qualified Environmental Professional (QEP) was submitted (link in Attachment E). The high-level assessment identifies wetlands and watercourses not previously identified in Schedule C – Watercourses and Marine Foreshore of the Zoning Bylaw. As recommended by the QEP, all wetlands and watercourses will be protected as a condition of rezoning including the recommended leave strips and other upland

areas recommended for retention due to their high environmental value, as shown in Figure 2 of the Environmental Assessment (labelled “Recommended for Retention”).

The QEP has also recommended additional assessment prior to further development and lot layout planning through subdivision. This further assessment will be required as a condition of rezoning and will provide more detailed analysis of elements including wetland boundaries and rare species as development progresses. Through further detailed assessment, the QEP may recommend other potential areas for retention to reflect changes to Provincial legislation and changes to site conditions that may occur prior to development.

The conceptual site plan anticipates all development outside of the environmentally sensitive areas, except for the road crossing to reach the north portion of the site and a driveway through an isolated pond in the panhandle of 2080 East Wellington Road. The road crossing will require Section 11 approval under the Province’s *Water Sustainability Act* at the time of subdivision, and the driveway access through the isolated pond will utilize an existing human-disturbed area as there is no other viable access to the lot.

Applicable natural environmental Development Permit Areas (DPAs) at the time of subdivision will include DPA1 – Environmentally Sensitive Areas, DPA5 – Wildfire Hazard, and DPA7 – Nanaimo Parkway Design, and any future proposed lot layout will be informed by the applicable DPA guidelines. Between the areas protected under DPA1, the areas secured for retention, and DPA7’s character and tree protection zones, it is estimated that approximately 12.8ha (51%) of the overall site will be protected as natural areas. Portions of these protected areas may be proposed to be dedicated as park in the future, subject to review and acceptance through the subdivision process.

Community Amenity Contribution

To assist with meeting the needs of a growing community, the applicant is encouraged to provide a Community Amenity Contribution (CAC) in accordance with City Plan policies (Section E4.2). The application was received when the *Community Amenity Contribution Policy* was in effect and the applicant has proposed a monetary contribution of \$21.76 per m² of Gross Floor Area, payable at the time of each building permit issuance. A portion of the lands are presently zoned I2 and it is estimated that approximately 64% of buildable floor area will be on lands proposed to be rezoned; therefore, for ease of administration, the proposed contribution is equivalent to 64% of the CAC amount that would have been anticipated under the Policy (\$34 per m²). Of the proposed monetary contribution, 50% will be directed towards parks improvements and 50% will be directed towards active transportation improvements. Staff support the proposed CAC.

Conditions of Rezoning

Conditions of rezoning are outlined in Attachment D and will be secured through a Master Development Agreement registered on title as a *Land Title Act* section 219 covenant.

COMMUNICATION AND COMMUNITY ENGAGEMENT

Community Consultation

A Public Information Meeting (PIM) hosted by the applicant was held on 2025-NOV-25 at the Nanaimo Christian School on Holland Road. Five nearby residents were recorded as attending and providing feedback. Key themes raised were issues related to traffic safety, road access, and potential impacts on environmentally sensitive ecosystems. Technical studies by qualified professionals (links in Attachment E) have confirmed that potential impacts can be mitigated, and these studies have informed the proposed traffic safety, road access, and environmental protection measures that will be secured as conditions of rezoning.

The subject properties are not located within the area of a Neighbourhood Association.

Public Notification

Should Council pass first and second readings of “Zoning Amendment Bylaw 2026 No. 4500.258” and direct the application to Public Hearing, a hearing will be scheduled with an anticipated date in Fall 2026. Notice of Public Hearing will be provided on the City’s website, in the *Nanaimo News Bulletin*, and distributed to all property owners and occupants within 100m of the subject properties.

CONCLUSION

The proposed rezoning aligns with City Plan policies by supporting an industrial subdivision on light industrial designated lands near a key transportation corridor while providing environmental protection and transportation network improvements. The site-specific provision offers flexibility in future building design on the constrained site, and the proposed zoning will foster the development of light industrial lands to strengthen economic development in the City. Staff support the proposed Zoning Amendment Bylaw. |

KEY MESSAGES

- This application is to rezone 2080 East Wellington Road and 2160 East Wellington Road from Single Dwelling Residential (R1) and Light Industrial (I2) to Light Industrial (I2) with site-specific accessory industrial office use.
- Conceptual plans illustrate how the overall area will be developed with a new public road crossing through the centre of the site, and future subdivision applications will create light industrial development lots on either side of the new road.
- A monetary Community Amenity Contribution (CAC) of \$21.76 per m² of floor area is proposed, with 50% directed towards parks improvements and 50% directed towards active transportation improvements.
- The proposed rezoning aligns with City Plan policies by supporting an industrial subdivision on light industrial designated lands near a key transportation corridor while providing environmental protection and transportation network improvements.
- Staff support the proposed Zoning Amendment Bylaw. |

ATTACHMENTS

ATTACHMENT A: Subject Property Map
ATTACHMENT B: Conceptual Site Plan
ATTACHMENT C: Conceptual Rendering
ATTACHMENT D: Conditions of Rezoning
ATTACHMENT E: Links to Technical Studies
“Zoning Amendment Bylaw 2026 No. 4500.258”

Authored by:

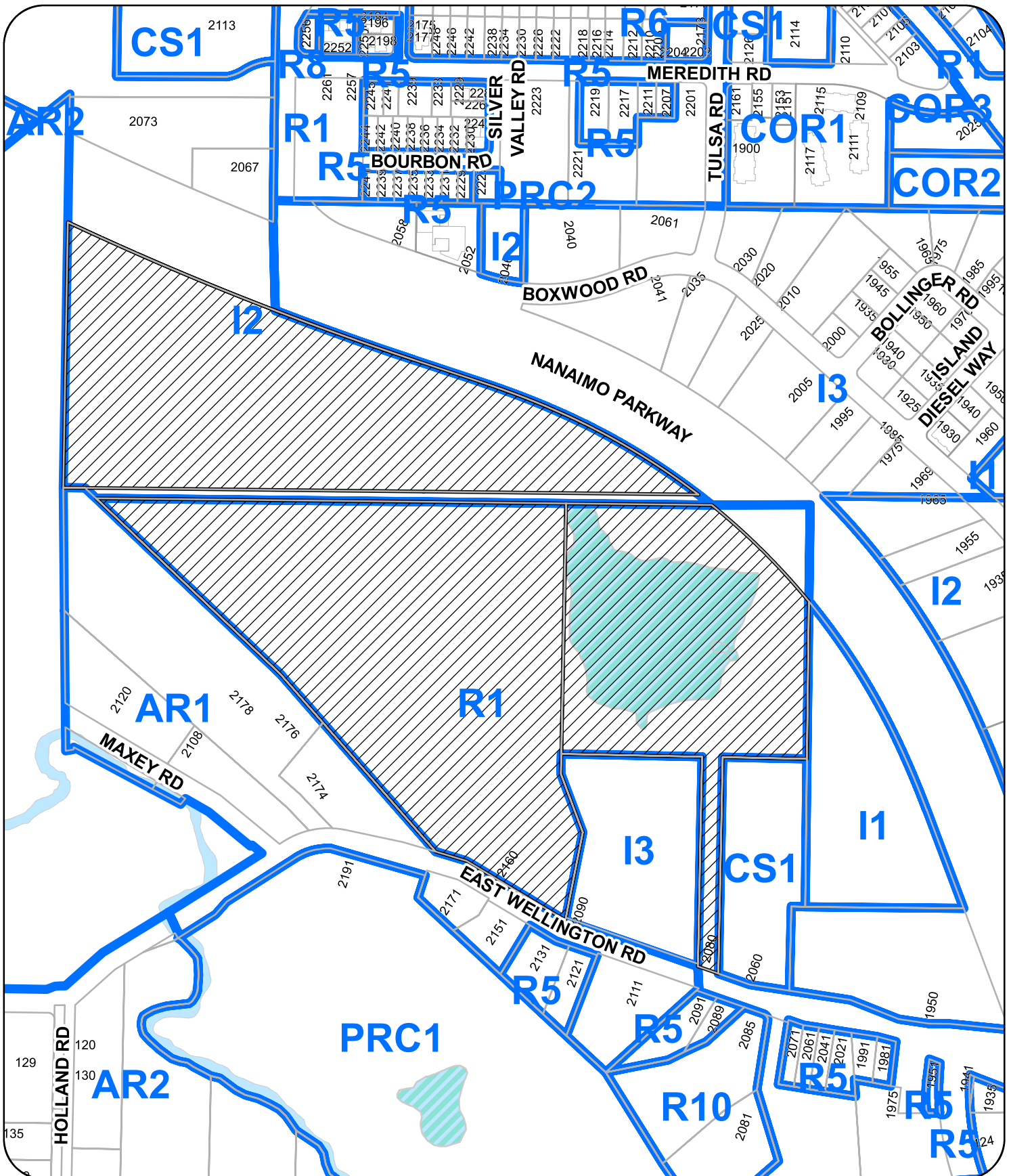
Caleb Horn
Planner II, Current Planning

Concurrence by:

Lainya Rowett
Manager, Current Planning

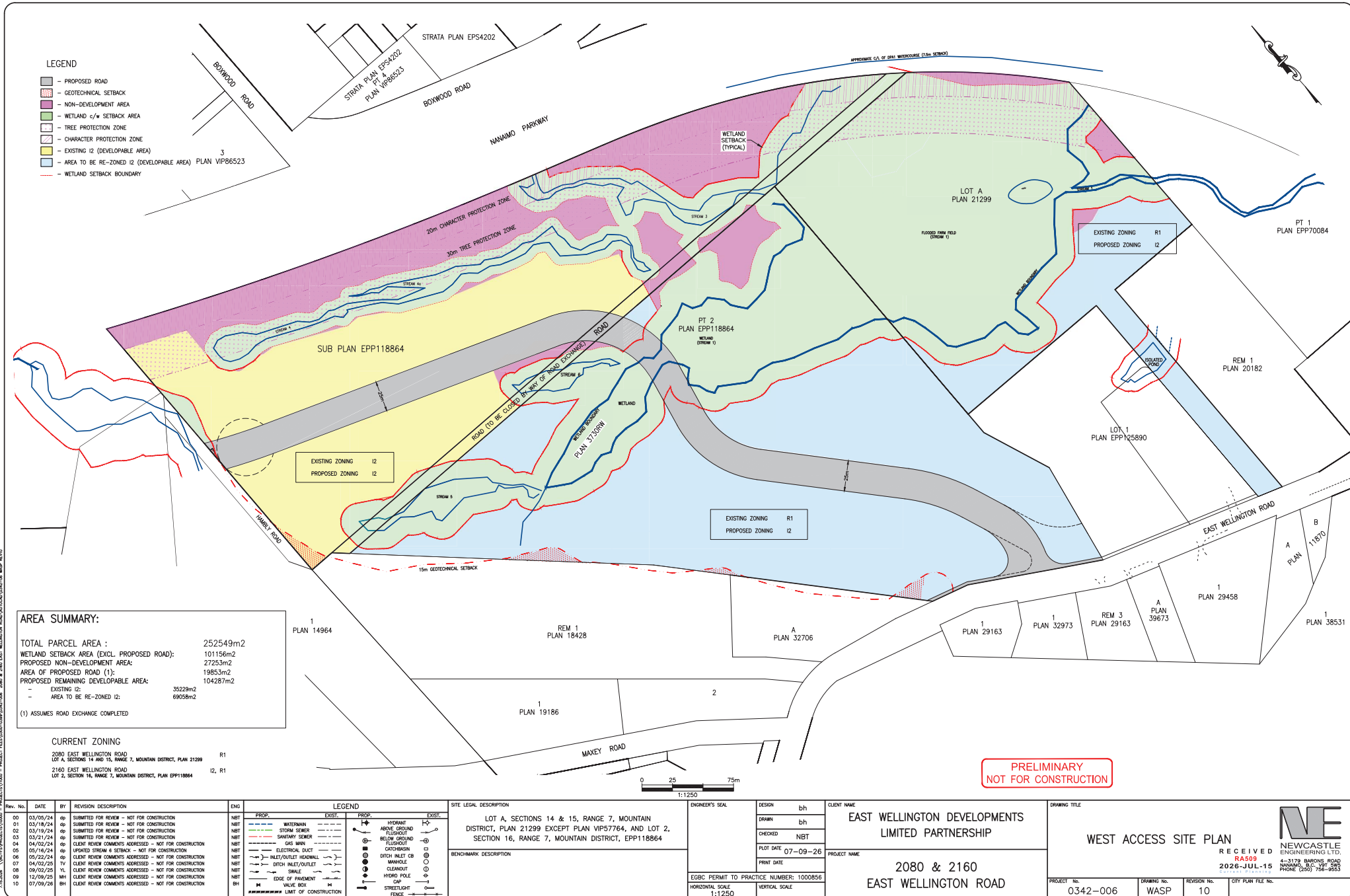
Jeremy Holm
Director, Planning and Development

ATTACHMENT A SUBJECT PROPERTY MAP



2080 & 2160 EAST WELLINGTON ROAD

ATTACHMENT B CONCEPTUAL SITE PLAN



ATTACHMENT C CONCEPTUAL RENDERING



E E E E E E
RA509
2015 SEP 15
Current Planning

ATTACHMENT D

CONDITIONS OF REZONING

RA509 – On-Site and Off-Site Conditions of Rezoning

1 – Water Network

Referencing the Water Model Review Assignment 3242-11 (the “Water Network Plan”) prepared by Koers & Associates Engineering Ltd., dated June 30, 2026. See *Figure 1*.

Condition of Rezoning	Timing
Off-site water network improvements as shown in Figure 1 – Water Network Plan to consist of: A. Upgrade of the existing 250mm ductile iron watermain between 2160 East Wellington Road and 2060 East Wellington Road to a 300mm watermain, unless otherwise completed by others; B. A watermain connection between the northwest corner of the 2160 East Wellington Road and the existing 250mm PVC watermain in Boxwood Road via the 250mm PVC capped sleeve under the Nanaimo Parkway; C. A watermain connection between the northwest corner of 2160 East Wellington Road and the existing 200mm PVC watermain in Northfield Road; and D. A new Pressure Release Valve (PRV) station at the northwest corner of 2160 East Wellington Road to regulate the flow between Pressure Zone 13 and Pressure Zone 15	Prior to any development or subdivision; or in phases if accepted by the City Engineer through subdivision

2 – Environmental

Referencing the “Environmental Assessment” prepared by EDI Environmental Dynamics Inc., dated March 2024, version V4; and the West Access Site Plan (the “Site Plan”) prepared by Newcastle Engineering Ltd., dated 2026-JUL-09. See *Figure 2*.

Condition of Rezoning	Timing
Secure through a no-build and no-disturbance covenant, unless otherwise accepted as park dedication through subdivision, the following natural areas identified in Figure 2 of the Environmental Assessment: • Streams (all watercourses, waterbodies, and wetlands); • Watercourse Leave Strips; • Areas “Recommended for Retention”; • The “Potentially Fish Bearing Wetland” and associated setback; in addition to the areas identified as “non-development area” on the Site Plan.	Prior to any development or subdivision

Condition of Rezoning	Timing
Complete an updated biophysical assessment of the subject properties by a Qualified Environmental Professional in accordance with the Environmental Assessment recommendations to determine whether additional protections are necessary, including but not limited to the following: • Wetland delineation assessments under the applicable guidelines; • New bird nest surveys; • Follow-up rare plant assessments; and • Construction Environmental Management Plans.	Prior to any development or subdivision
No development within 15m from the crest of slope shown on the Site Plan or 5m from the southwest property line, whichever is greater	Prior to any development

3 – Transportation

See Figure 3.

Location	Condition of Rezoning	Timing
On-site	Dedication and construction of the new public road (“Northfield Connector”) through the site to the Industrial Collector standard in a 25m-wide cross-section	Prior to any development or subdivision; or in phases, if accepted by the City Engineer through subdivision
On-site	Road dedication with a width of up to 2.5m on the East Wellington Road frontage; and frontage works up to centerline of East Wellington Road, unless cash-in-lieu of frontage works accepted by the City Engineer	Prior to any development or subdivision
On-site	Road dedication with an area necessary for a roundabout on East Wellington Road	Prior to any development or subdivision
On-site	Construction of a public trail to the Urban Hard Surface Multi-Use Path standard between the end of the new public road and the existing Parkway Trail	Prior to development or subdivision in any phase north of the existing unconstructed road right-of-way
Unconstructed road right-of-way bisecting 2160 East Wellington	Road closure of the unconstructed right-of-way and consolidation with the subject properties	At the time of subdivision

Location	Condition of Rezoning	Timing
Intersection of East Wellington Road and the new public road ("Northfield Connector")	Completion of a roundabout; or provision of a monetary contribution equal to the value of a traffic signal for a complete intersection, with the estimated value to be determined by a qualified professional and accepted by the City of Engineer	Prior to any development or subdivision
Intersection of East Wellington Road and Westwood Road	Installation of a northbound left turn lane; or provision of a monetary contribution equal to the value of the works, with the estimated value to be determined by a qualified professional and accepted by the City Engineer	Prior to any development or subdivision
Intersection of East Wellington Road and Madsen Road	Installation of a traffic signal or a monetary contribution equal to the value of a traffic signal, unless works are completed by others	Prior to any development or subdivision

4 – Amenity Contribution

Condition of Rezoning	Timing
Monetary contributions equal to \$21.76 per m ² of gross floor area for all buildings, with 50% to be directed to parks improvements and 50% to be directed to active transportation improvements	Prior to issuance of all building permits

Figure 1 – Water Network Plan

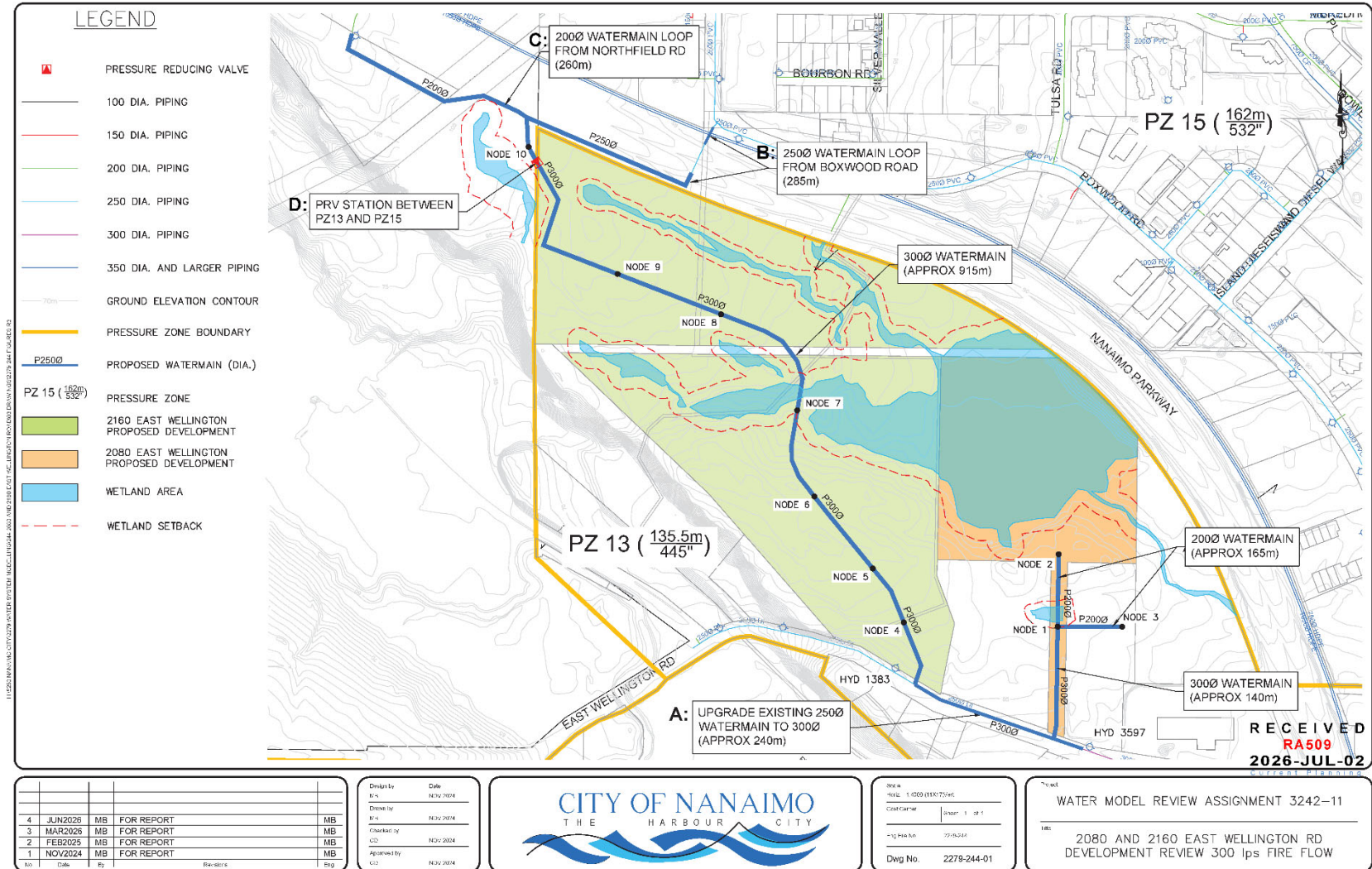


Figure 2 – Environmental Assessment Map

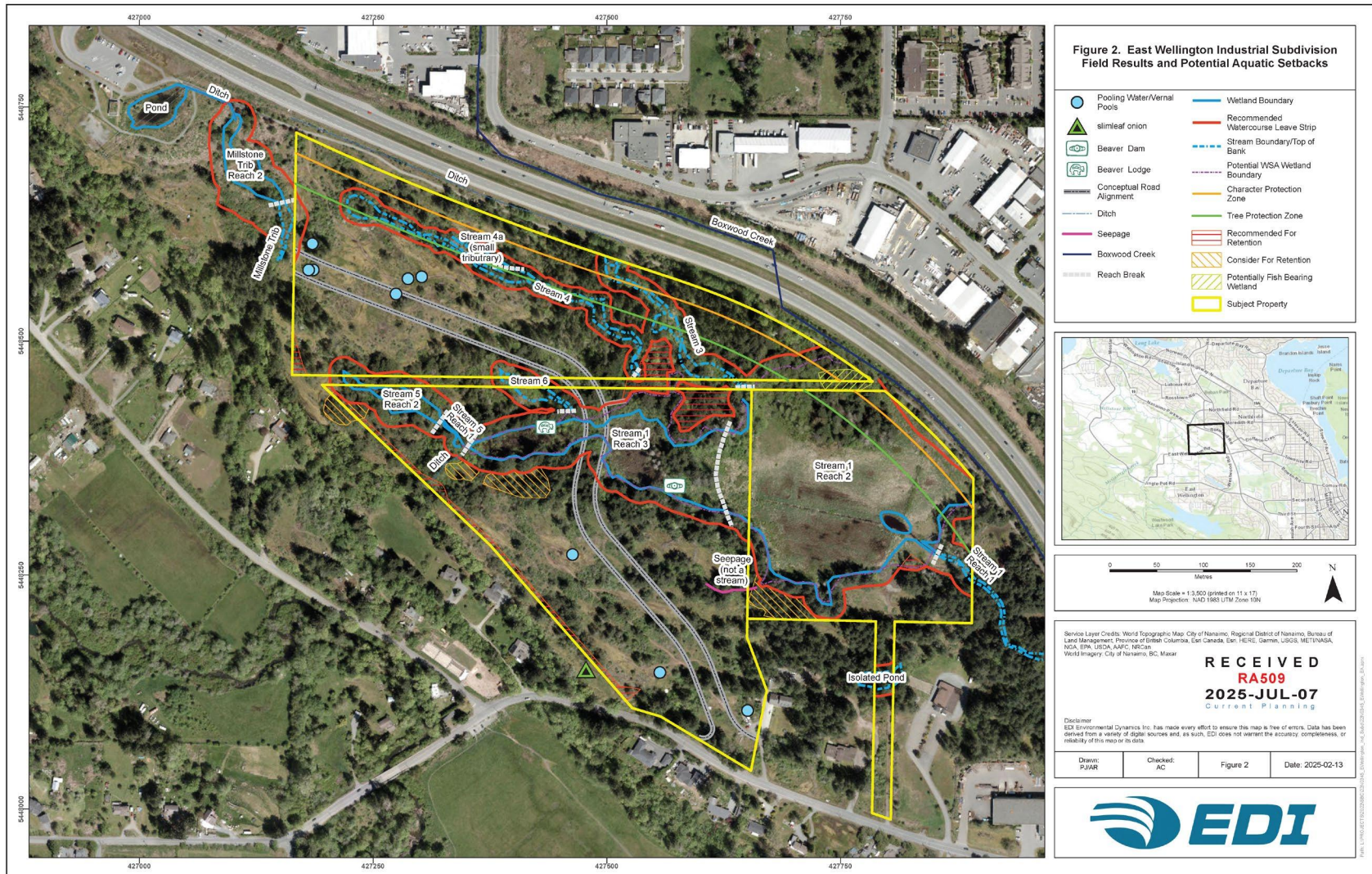


Figure 3 – Location of Transportation Improvements



ATTACHMENT E LINKS TO TECHNICAL STUDIES

- Link to “Traffic Impact Assessment”, prepared by Watt Consulting Group, dated 2026-JUN-16:
https://www.nanaimo.ca/whatsbuilding/files/RA000509/ra509%20Rpt_Traffic%20Impact%20Assessment%20REV%202026JUN18.pdf
- Link to “Environmental Assessment”, prepared by EDI Environmental Dynamics Inc., dated 2025-MAR:
https://www.nanaimo.ca/whatsbuilding/files/RA000509/ra509%20Rpt_Enviro%20Assessment%20REV%2025JUL07.pdf
- Link to “Water System Review”, prepared by Koers & Associates Engineering Ltd., dated 2026-JUN-30:
https://www.nanaimo.ca/whatsbuilding/files/RA000509/ra509%20Rpt_Water%20System%20Review.pdf

CITY OF NANAIMO

BYLAW NO. 4500.258

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, and 480 of the *Local Government Act*;

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

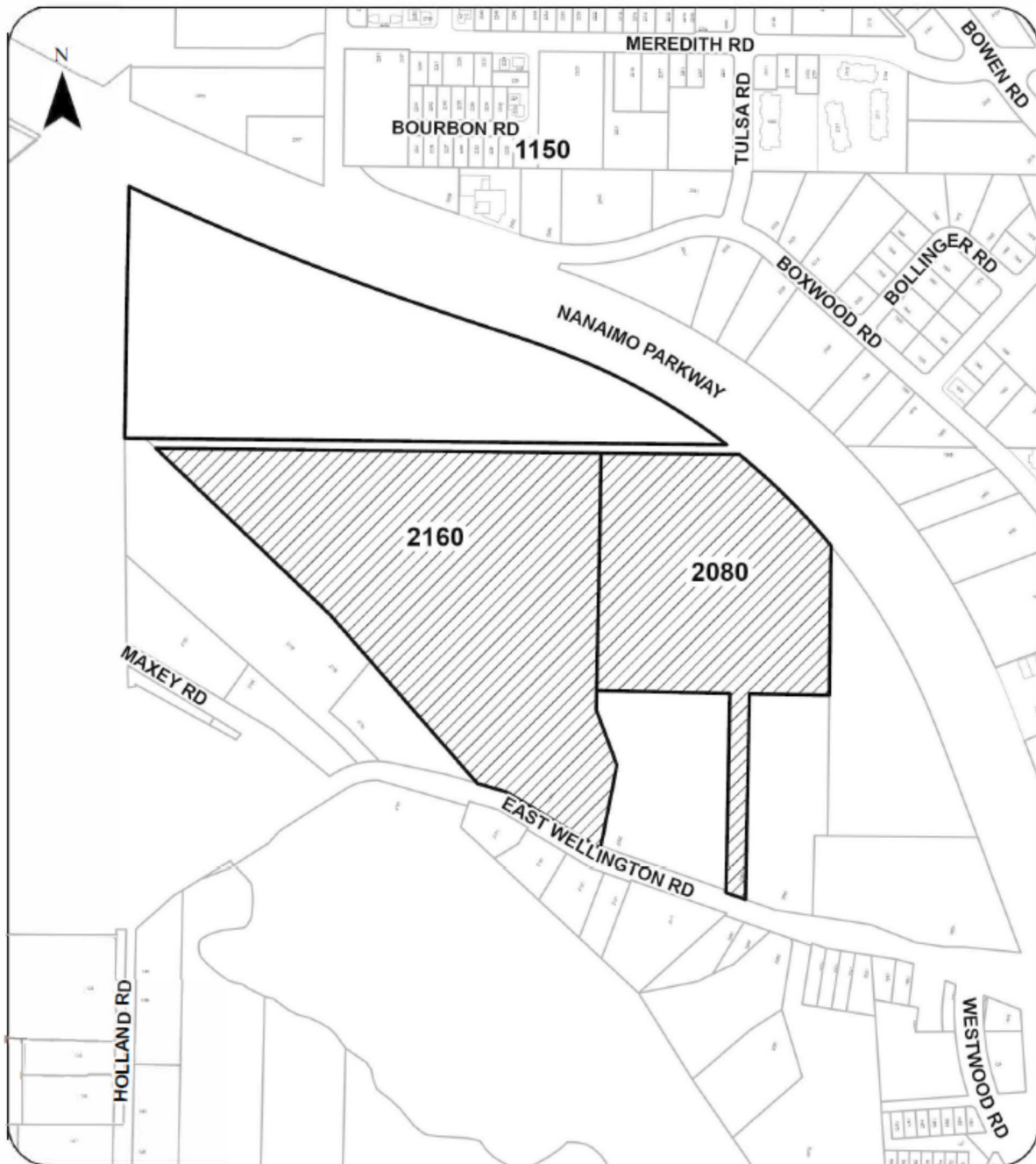
1. This Bylaw may be cited as "Zoning Amendment Bylaw 2026 No. 4500.258".
2. The "City of Nanaimo Zoning Bylaw 2011 No. 4500" is hereby amended as follows:
 - (1) By adding the following Subsection after Subsection 13.2.2:
 - 13.2.2.1 Notwithstanding Subsection 13.2.2, as a condition of use on the lands legally described as LOT A, SECTIONS 14 AND 15, RANGE 7, MOUNTAIN DISTRICT, PLAN 21299, EXCEPT PART IN PLAN VIP57764 (2080 East Wellington Road), and LOT 2, SECTION 16, RANGE 7, MOUNTAIN DISTRICT, PLAN EPP118864 (2160 East Wellington Road), and that portion of highway immediately bisecting LOT 2:
 - a) the maximum Gross Floor Area of accessory office use shall not exceed 40% of the Gross Floor Area on a lot; and
 - b) no more than 20% of accessory office use Gross Floor Area shall be located on the first storey of any building on the lot.
 - (2) By rezoning the lands legally described as LOT A, SECTIONS 14 AND 15, RANGE 7, MOUNTAIN DISTRICT, PLAN 21299, EXCEPT PART IN PLAN VIP57764 (2080 East Wellington Road), and a portion of lands legally described as LOT 2, SECTION 16, RANGE 7, MOUNTAIN DISTRICT, PLAN EPP118864 (2160 East Wellington Road) from Single Dwelling Residential (R1) to Light Industrial (I2), as shown in Schedule A.

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

MAYOR

CORPORATE OFFICER

SCHEDULE A



LOCATION PLAN

-  SUBJECT PROPERTIES
-  PORTION OF PROPERTIES TO BE REZONED FROM R1 TO I2

CIVIC: 2160 & 2080 EAST WELLINGTON ROAD