

ATTACHMENT E

Neighbourhood Association Priorities Summary (2021-Feb-24)

Top Priorities for Change in Neighbourhoods

- **Derived from:**
 - **Neighbourhood Association Organizational Capacity Questionnaire Response Summary**
 - **REIMAGINE NANAIMO Stakeholder Discussions**
 - **Community Engagement Task Force Empowering Neighbourhoods session held on 2018-Nov-21**
 - **Neighbourhood Plans (where adopted)**

Bradley Street Neighbourhood Association	<ol style="list-style-type: none"> 1. Traffic Issues. 2. Safety Concerns due to increased crime in the area and poor street lighting. 3. Lack of adequate sidewalks.
Brechin Hill Community Association	<ol style="list-style-type: none"> 1. Reducing crime and creating a safer neighbourhood. 2. Barney Moriez Park improvements – broken and malfunctioning equipment 3. Strengthening active transportation infrastructure, residential density and mixed-use amenities to make the neighbourhood safe, self-sufficient and inviting for all ages. <p><u>Key Priorities Identified Under Neighbourhood Plan (2011):</u></p> <ol style="list-style-type: none"> 1. The neighbourhood is committed to preserving and enhancing its community, ensuring a long term balance between social, economic and environmental factors. 2. A lively and interactive local community is supported by residents of the neighbourhood. This is encouraged through public enjoyment of amenities, local events, and arts and culture. 3. The neighbourhood is committed to preserving the heritage of the area, encouraging opportunities to enhance heritage sites while still allowing for suitable infill. 4. The neighbourhood supports a community that emphasizes a strong sense of place, providing for an attractive, vibrant community through mixed uses, pedestrian enhancements, economic opportunities, and environmental quality.

<p>Brechin Hill Community Association (continued)</p>	<ol style="list-style-type: none"> 5. Through appropriate planning, ensure an extensive system of walkable and bike friendly trails and roads throughout the neighbourhood, connecting residents to each other and to the surrounding community. 6. The neighbourhood strongly supports maintaining the views that make this neighbourhood unique to the City, including views to the waterfront and to Mount Benson. 7. The neighbourhood encourages development that reflects the natural assets and character of the area, ensuring quality of design, provision of amenities and scale of built form. 8. Providing employment opportunities for local residents to live and work in the area in an important aspect of the community. 9. The neighbourhood is committed to proactively addressing environmental factors within the community, encouraging the health and expansion of our natural areas. 10. The neighbourhood supports the development of a mix of housing types to accommodate residents of all ages and incomes. 11. The neighbourhood encourages the efficient use of public transit within the community, balanced with a safe road network, bike routes and pedestrian access. 12. The community is envisioned as a safe and healthy place to live, work and play. Opportunities for active recreation, along with the promotion of healthy eating, local markets, and community gardens, are encouraged.
<p>Chase River Community Association</p>	<ol style="list-style-type: none"> 1. Traffic concerns are the most frequent concern that residents bring up at our community meetings. There needs to be another reliable access out of the Cinnabar Valley area and residents want this access to be built soon. 2. The Sandstone Development if it occurs as planned will bring a significant change to our area. It will bring new opportunities for the area (along with new population). 3. New development in the area needs to be supported by amenities suitable for the demographic (e.g. infrastructure, parks, community space). 4. Transportation and transit routing updates would support better connections and encourage people to rely less on personal vehicles. 5. Traffic/speeding challenges exist and traffic calming will be needed to support viable active transportation. 6. Desire for a new community centre.

Chase River Community Association (continued)

7. Preservation of tributaries of Chase River.

Key Priorities Identified Under Neighbourhood Plan (1999):

8. One common vision of area residents is to retain the “rural character” of Chase River, while welcoming new people and businesses to their neighbourhood by focusing higher density development to the “Town Centre”. The large residential lots and farms that exist in the area in part create the “rural character” of Chase River. As well, the three creeks run through Chase River to the estuary, providing habitat for wildlife and enjoyment for residents add significantly to the “rural” atmosphere.
9. Area residents are committed to the idea of focusing growth to a “Town Centre”. The “Town Centre” will build on the established commercial node at the intersection of Tenth Street and Lawlor Road. The Town Centre has been designed to accommodate approximately 2500 new residential units, and 100,000 square feet of new commercial floor space.
10. Chase River has an abundance of environmentally sensitive habitat. The Neighbourhood Plan attempts to balance the demands of growth with the protection of these features. Towards that end the Plan includes policies promoting: cluster development; density bonusing for environmentally sensitive development; the acquisition of such land for Park; and the development of a “greenway” along the area’s most significant waterway.
11. The plan clearly states that alterations to the current Urban Containment Boundary are not supported.
12. The most significant contribution the Neighbourhood Plan makes to improving mobility and servicing efficiency is directing growth to the Neighbourhood’s Town Centre. The Plan further supports this objective by promoting the delivery of basic commercial services within Neighbourhood (see Local Service Centres), and by supporting the development of alternative mobility options through the expansion of the bicycle and pedestrian network.
13. To ensure the ongoing management of the Neighbourhood Plan involves significant input from area residents, policies were adopted requiring residents’ involvement in all amendment applications. In addition, public input is required as part of pre-development discussion as part of proposed rezoning.

Cilaire Community Association	1. Physical clean up.
College Park Neighbourhood Association	1. College Drive throughway and speed issues. 2. Lack of buses in College Heights.
Departure Bay Neighbourhood Association	<ol style="list-style-type: none"> 1. Improvements to pedestrian and cyclist safety (i.e. crosswalks on Departure Bay Road at top of Woodstream Park stairs, speeding slowing measures on both Departure Bay Road and Bay Street. 2. Parking at Departure Bay/traffic congestion. 3. Continued salmon health improvements on Departure Creek. 4. Public transportation does not go into neighbourhoods like Departure Bay, which is also on a hill. <p><u>Key Priorities Identified Under Neighbourhood Plan (2006):</u></p> <ol style="list-style-type: none"> 5. Support a safe and healthy environment for wildlife within the neighbourhood. 6. Maintain and enhance the ecological health of parks and creeks in the neighbourhood, including Wardropper and Woodstream Park. 7. Maintain and enhance the ecology of the Departure Bay waterfront as habitat for local and migrating wildlife, while providing long-term benefits to residents and other beach users. 8. Provide adequate parking for beach users while maintaining and enhancing the quality of open space available for recreation. 9. Maintain and improving existing parking in the area while balancing the parking needs of residents and visitors. 10. Ensure maximum pedestrian accessibility and safety while balancing the need to ensure traffic flow through Departure Bay. 11. Promote and enhance alternative transportation options, including cycling and transit. 12. Preserve and enhance the character of Departure Bay through sustainable development, design guidelines, and view protection. 13. Support a local commercial centre that maintains the neighbourhood character. 14. Manage future residential development in the plan area surrounding the Departure Bay Village Core.

<p>Departure Bay Neighbourhood Association (continued)</p>	<ol style="list-style-type: none"> 15. Maintain, enhance, and improve the Departure Bay beach area for recreational activities. 16. Improve walking opportunities in Departure Bay and ensure safe and pleasant pedestrian use of recreational areas. 17. Enhance Departure Bay’s recreational areas through landscaping and design in order to create a more positive aesthetic experience for users and passers-by. 18. Ensure the Departure Bay beach, parks, and indoor facilities continue to accommodate a variety of recreational activities. 19. Improve and enhance the recreational opportunities for youth in Departure Bay. 20. Provide sufficient amenities and monitoring in park areas to ensure safe and enjoyable use by all.
<p>Harewood Neighbourhood Association</p>	<ol style="list-style-type: none"> 1. Fast growing which affects services, infrastructure, transportation. 2. Concerns for loss of rural character and environmental areas. 3. Increasing numbers of families, therefore more need for playgrounds and potentially schools. 4. Growth has increase traffic, leading to safety concerns and challenging walkability. Ever expanding VIU increases traffic flow/parking issues. 5. Perception that a social divide is increasing and vulnerable populations need more support. 6. Commercial development has been an asset and has helped keep local businesses; however, health services and community recreation facilities remain a gap. 7. Active transportation projects (e.g. Bruce bike lanes) are an asset ad can be built upon. 8. Greens spaces are a positive asset, but need regular upkeep. 9. Preservation of the Cat Stream. 10. Unknown future of Department of National Defense lands. <p><u>Key Priorities Identified Under Neighbourhood Plan (2013):</u></p> <ol style="list-style-type: none"> 1. An older, well established neighbourhood, Harewood residents are committed to building a vibrant community that balances social, economic and environmental factors. Sustainability will be archived through best practices in transportation choices, building

Harewood Neighbourhood Association (continued)

design and energy conservation techniques, densification, green infrastructure and open space.

2. The Harewood neighbourhood is one of strong community ties, and is committed to preserving and enhancing its distinct sense of place. Development activities are encouraged that improve neighbourhood vitality, promote a sense of community pride and of feeling at home, embrace multiculturalism, and encourage public enjoyment of local amenities and events.
3. Harewood will strive to build upon its unique sense of place as one of Nanaimo's oldest neighbourhoods, with its distinctive topography, proximity to downtown and nearby public institutions, and its historical rural and agricultural character, and contribution toward the community's coal mining history. Character should be reflected through quality building design, scale of built form, and community improvements.
4. Harewood is a vibrant neighbourhood that encourages a mix of uses for living, working, shopping and playing within the area. It strives for self-reliance while providing support and amenities to its residents, the University, and the greater community. Mixed use developments are particularly encouraged within the Corridor area of the neighbourhood.
5. With a well established road network and high volume of pedestrian and cyclist activity, Harewood will continue to expand its transportation choices through reinforcement and expansion of its grid pattern, sidewalks and laneways, dedicated network of pedestrian and cyclist routes, and increased use of local transit that connects throughout the neighbourhood and other parts of the community.
6. Harewood is home to residents of differing ages, incomes and ethnic backgrounds. A mix of attractive, affordable housing choices must be provided throughout the neighbourhood that meets the needs of all residents, and provides opportunities for students, families, and aging in place.
7. A vibrant economy that supports and enhances the neighbourhood is highly encouraged. Local business and employment opportunities should contribute to produces and services satisfying the needs of the neighbourhood, while encouraging innovation and adaptability. Commercial activity and community services are encouraged to locate within Corridor areas and local service centres to better serve the community.
8. A healthy lifestyle is an integral part of a successful community. The Harewood neighbourhood supports the continued provision of quality parks and recreational

<p>Harewood Neighbourhood Association (continued)</p>	<p>opportunities, and the development of a sustainable food system that promotes food self-sufficiency through education, engagement and land use activities.</p> <ol style="list-style-type: none"> 9. The Harewood neighbourhood strongly supports maintaining key views found within the area, and particularly those views to Mount Benson and the waterfront. 10. Harewood is a unique neighbourhood with watercourses, open spaces, hillsides and valleys. The neighbourhood is committed to improving its open space and environmental quality through expansion and connectivity of its parks and trails network, enhanced biodiversity and ecological improvements, and development of a green street program that enhances the ecological function of the streetscape. 11. The Harewood neighbourhood supports additional meeting places throughout the neighbourhood that encourage community gathering and enrich the lives of local residents and visitors. Meeting places are identified as both outdoor and indoor venues that can be used for community meetings and activities, or as public places found along the streets for informal neighbourhood gatherings. 12. The Harewood neighbourhood places great importance on crime prevention, public safety, and decreasing undesirable activities. Intensified efforts to create a safer community through neighbourhood involvement, crime prevention, maintenance and clean up activities, and enhanced public spaces, are encouraged.
<p>Hospital Area Neighbourhood Association</p>	<ol style="list-style-type: none"> 1. Increased traffic/congestion in Hospital Area. 2. Hospital bus routes not well thought out. <p><u>Key Urban Design Principles Identified Under Area Plan (2018):</u></p> <ol style="list-style-type: none"> 1. Focus streetscape and public realm enhancements on the streets adjacent to and near the Nanaimo Regional General Hospital. 2. Define a Core District that will be the focus of the most intense urban design and streetscape enhancements. 3. Recognize the intersection of Dufferin Crescent and Boundary Avenue/Boundary Crescent as the Hospital Area’s Core Intersection and principal transportation node. Develop the Core Intersection with a focus on urban design and streetscape enhancements.

<p>Hospital Area Neighbourhood Association (continued)</p>	<ol style="list-style-type: none"> 4. Recognize Dufferin Crescent and Boundary Avenue/Boundary Crescent as the principal streets in the Hospital Area. The Urban Design Framework should develop around these corridors. 5. Establish a Main Street in the Hospital Area over that portion of Dufferin Crescent near and through the Core Intersection. Develop the Main Street with an intensified mix of land uses, and amenities servicing both the Nanaimo Regional General Hospital and the surrounding community. 6. Identify and celebrate the key Gateways or principle entrances into the Hospital District. 7. Celebrate the original Seafield Heights Plan (c. 1913) for this area as a key part of the Hospital Area’s heritage. Examine opportunities to re-incorporate elements of the Seafield Heights Plan into the area as it redevelops. 8. Improve and enhance access to, visibility of, and connectivity between existing public parks. Identify, and extend existing public pedestrian rights-of-way to public parks, including existing unused routes. 9. Define a hierarchy of future streetscape treatments: 1. Main Street (Dufferin Crescent and Boundary Avenue/Boundary Crescent through the core intersection and along Dufferin Crescent to its (eastern) intersection with Seafield Crescent). 2. Collector Street (Dufferin Crescent and Boundary Avenue/Boundary Crescent outside Main Street). 3. Pedestrian Greenway Street (Crescent View Drive). 4. Wellness Loop streetscape (the streets surrounding the Nanaimo Regional General Hospital). 10. Explore opportunities to introduce a finer-grained network of walkways through the area, supporting a more pedestrian-friendly community. Work with the Nanaimo Regional General Hospital to identify walkways across the Hospital site. 11. Optimize universal access throughout the area. Design the public realm for the safe and easy movement of people, including those with disabilities.
<p>Lost Lake Neighbourhood Association</p>	<ol style="list-style-type: none"> 1. Road/pedestrian safety. Traffic increases and limited sidewalks has led to concerns about safety, especially for children and elderly. 2. Development. 3. Property crime/security. 4. Public transit is difficult to access. 5. Need to increase active transportation connections, especially safe routes to school.

Nanaimo Old City Association

1. More affordable housing options.
2. Expansion of a thriving local business community.
3. More active transportation infrastructure (increased numbers of cyclists and pedestrians and decreased numbers of vehicles) with the goal of addressing the climate crisis.
4. Concerns about loss of identity and character of Old City.
5. Concerns about derelict properties.
6. Support for changes that effectively reduce emissions (building code, vehicles).
7. Desire for more green space and agriculture/food security in the Old City.
8. Concerns about increase opioid use and persons experiencing homelessness.
9. There area opportunities for affordable housing, partnerships, retrofits, non-market housing in the area that should be leveraged.

Key Priorities Identified Under Neighbourhood Plan (1992):

10. The importance of providing a full range of housing forms and ensuring that new design is sensitive to the scale and character of the neighbourhood are principles that guide the residential component of the Plan.
11. Established areas of single family residential development are preserved and the plan works to preserve architecturally and/or historically significant older homes by encouraging the legal conversion of older homes to a maximum fourplex. Adaptive re-use of some areas of older homes is also encouraged for small scale business and/or professional offices.
12. Small scale (maximum density: fourplex) multi-family development is proposed in an area of the neighbourhood which already has many suites, a sign the area is under increasing pressure to become a multi-family area.
13. Higher density multi-family uses are provided for in this plan in locations which minimize impacts on view corridors, and are located adjacent to major roads.
14. The mixed multi-family/commercial area in the centre of the neighbourhood provides opportunities for a viable commercial centre to develop within the neighbourhood, with a full range of office, retail and service commercial land use permitted at street level and complemented by second and third storey multiple family development.
15. This plan recognizes the difference between full scale industrial land use and the existing service commercial and warehousing land use which is predominant along the

	<p>E&N Railway line, and provides for the maintenance of a continued service commercial component in the neighbourhood while phasing out industrial uses.</p> <p>16. Limiting height to a maximum of three storeys for future development in the commercial core of the neighbourhood will preserve public ocean views in the neighbourhood and design guidelines for multiple family and commercial uses in this area will provide more security for land owners regarding adjacent developments and ensure that new uses are compatible with the pedestrian orientation and scale of the neighbourhood.</p>
<p>Neighbours of Nob Hill</p>	<p>1. Top priority is for the City of Nanaimo to utilize existing tools to create a safe and healthy environment for Nob Hill residents through utilization of bylaws and RCMP. This neighbourhood is impacted by a large number of social service providers and the fallout from these services include street-level sex trade traffic, discarded drug/sex trade paraphernalia (condoms, needles, garbage, clothes), open air drug dealing and using, smoking and injecting, and increased vehicle traffic looking for drugs and sex. This decreases residents' feeling of safety and security, as well as lost sense of place and pride in our community.</p>
<p>Newcastle Community Association</p>	<ol style="list-style-type: none"> 1. Community building and neighbourhood involvement to reduce transient and criminal activity. 2. Traffic calming on Stewart Avenue – crosswalks with flashing lights. Also issues with speed on Terminal Avenue and Townsite Road. Implement recommendations in the 2011 Newcastle+Brechin Neighbourhood Plan related to traffic calming Stewart Avenue. 3. B.C. Housing at 250 Terminal Avenue – ATCO trailers removed and a new complex or development built on existing site designed and managed in a way that considers ALL neighbours. 4. Mitigate social issues surrounding 250 Terminal Avenue and adjacent motels being used for short-term housing. 5. Ensure the establishment of a neighbourhood association that is responsive to the community. 6. Keep contacting Provincial and City officials and advocating for our neighbourhood.

Newcastle Community Association (continued)

7. Work at keeping properties attractive and well maintained to show that we care about where we live.
8. Be involved in the activities that will protect and improve the neighbourhood.
9. Restoring a healthy, sustainable balance of residential/commercial life in our seaside community.
10. Desire for more neighbourhood recreation/community space.
11. Views are important and should be key consideration for all future development.
12. Concerns about business closures.
13. Parking for community events at Maffeo-Sutton Park leave no room for residents to park.
14. Newcastle/Brechin Neighbourhood Plan not being implemented.

Key Priorities Identified Under Neighbourhood Plan (2011):

15. The neighbourhood is committed to preserving and enhancing its community, ensuring a long term balance between social, economic and environmental factors.
16. A lively and interactive local community is supported by residents of the neighbourhood. This is encouraged through public enjoyment of amenities, local events, and arts and culture.
17. The neighbourhood is committed to preserving the heritage of the area, encouraging opportunities to enhance heritage sites while still allowing for suitable infill.
18. The neighbourhood supports a community that emphasizes a strong sense of place, providing for an attractive, vibrant community through mixed uses, pedestrian enhancements, economic opportunities, and environmental quality.
19. Through appropriate planning, ensure an extensive system of walkable and bike friendly trails and roads throughout the neighbourhood, connecting residents to each other and to the surrounding community.
20. The neighbourhood strongly supports maintaining the views that make this neighbourhood unique to the City, including views to the waterfront and to Mount Benson.
21. The neighbourhood encourages development that reflects the natural assets and character of the area, ensuring quality of design, provision of amenities and scale of built form.

<p>Newcastle Community Association (continued)</p>	<p>22. Providing employment opportunities for local residents to live and work in the area in an important aspect of the community.</p> <p>23. The neighbourhood is committed to proactively addressing environmental factors within the community, encouraging the health and expansion of our natural areas.</p> <p>24. The neighbourhood supports the development of a mix of housing types to accommodate residents of all ages and incomes.</p> <p>25. The neighbourhood encourages the efficient use of public transit within the community, balanced with a safe road network, bike routes and pedestrian access.</p> <p>26. The community is envisioned as a safe and healthy place to live, work and play. Opportunities for active recreation, along with the promotion of healthy eating, local markets, and community gardens, are encouraged.</p>
<p>Parkwood Neighbourhood Association</p>	<p>1. Traffic through Parkwood neighbourhood to Superstore; speeding and more of it.</p>
<p>Protection Island Neighbourhood Association</p>	<p>1. Management Plan for our island “forests” (parks) and trees.</p> <p>2. Keep working to establish guaranteed public access to and from Protection Island and City of Nanaimo – currently, access is through privately owned ferry or privately controlled marinas. We need the City to assume responsibility for guaranteed rights of access to this unique Nanaimo neighbourhood.</p> <p>3. Improved dust suppression on island roads due to longer dry periods.</p> <p>4. Repair to tennis court surface (B-ball, Pickle Ball, Hockey increased) and possibly add another court for recreational demand.</p> <p>5. Additional community garden space.</p> <p>6. Limitations for protected deep-water moorage.</p> <p>7. Consideration needed for aging in place.</p>
<p>South End Community Association</p>	<p>1. Need to advance changes identified in the Teminal-Nicol Street ReImagined report to address impacts form this busy corridor.</p> <p>2. Community Centre/Neighbourhood House. Need for accessible meeting/gathering space.</p> <p>3. Pedestrian transportation – bus shelters, sidewalks, signs, benches. Minor improvements would be small, yet beneficial.</p>

South End Community Association (continued)

4. Pedestrian infrastructure is not supporting the large number of pedestrians in the area.
5. Concern about proposed supportive housing and number of units – looking for more information and discussion.
6. Desire to maintain character of the neighbourhood.
7. Interest in more waterfront access/park space.
8. Need to update neighbourhood plan and continue to implement actions.

Key Priorities Identified Under Neighbourhood Plan (2010):

1. The South End neighbourhood strongly supports initiatives that improve both the physical and social fabric of the community, and promotes a strong sense of community identity and stability through community interaction and mutual aid.
2. The neighbourhood considers increased residential density and a greater variety of commercial uses located in the neighbourhood to serve its residents a priority. A complete, compact community that achieves the sustainability goals of the City's Official Community Plan is supported.
3. Improved connectivity between existing parks and open spaces is encouraged by the neighbourhood, particularly in a manner that would better connect the eastern and western areas of the neighbourhood that are currently bisected by Nicol Street. Connection to the waterfront is also a key consideration.
4. The neighbourhood supports the efficient use of public transit within the community, balanced with a safe road network, and the creation of greenways that give increased priority to cyclists and pedestrians.
5. The preservation and enhancement of the neighbourhood's remaining natural areas and waterfront is valued, along with the need to "green" existing parks and urban areas, and promote the use of sustainable building technologies and alternative energy sources.
6. Preference was shown for development that integrates well within the neighbourhood's existing built form and that reflects historic design characteristic found in the community.
7. The neighbourhood supported the preservation of the areas built heritage, both for its tangible connection to the area's mining history and also for its cultural tourism value.
8. The neighbourhood exists on a slope which faces toward the Nanaimo Harbour to the east as well as Harewood to the west, and is therefore supportive of the maintenance of

<p>South End Community Association (continued)</p>	<p>these views, particularly at natural view points and along the alignment of the community's road network.</p> <ol style="list-style-type: none"> 9. The creation of housing choice and affordability is supported within the neighbourhood through the creation of residential development that supports a variety of income levels, ages and tenure. 10. The neighbourhood supports a diverse, vibrant local economy that provides increased commercial activity, local job and business opportunities. The neighbourhood also sees investment in local business and development as a key economic driver in the area's revitalization.
<p>Stephenson Point Neighbourhood Association</p>	<ol style="list-style-type: none"> 1. Road safety. 2. Road safety. 3. Road safety. <p>This includes:</p> <ol style="list-style-type: none"> 1. Hammond Bay Road, which everyone shares. 2. Roads around Cottle Creek and McKinnon playgrounds. 3. Aspirations for Stephenson Point Road, first identified in the Rocky Pont, Hammond Bay, Stephenson Point Neighbourhood Plan of 2001. <p><u>Key Priorities Identified Under Neighbourhood Plan (2001):</u></p> <ol style="list-style-type: none"> 4. Amenity negotiations as part of rezoning applications will focus on the acquisition of parkland and open space. 5. After parkland and open space acquisition, amenity negotiations as part of rezoning applications will focus on restoration and the establishment of walking trails and cycle networks appropriate for such lands. 6. The City is encouraged to pursue the extension of a public pedestrian trail between McGuffie Road and Neck Point Park. 7. The continued use and expansion of the Pacific Biological Station is strongly supported. 8. Development of sites identified in Figure 1 – Heritage Map, will not be supported unless the specific social and/or physical aspect is preserved and on-site interpretive signage installed.

<p>Stephenson Point Neighbourhood Association (continued)</p>	<ol style="list-style-type: none"> 9. The City is strongly encouraged to provide a community centre preferably in conjunction with, or in the vicinity of, Hammond Bay Elementary School, and/or Frank Ney Elementary School. 10. Additional leave strip areas will be sought along Walley Creek and Cottle Creek as opportunities arise as part of future development projects or as part of Council's parkland acquisition program. 11. The City will pursue the acquisition of the remaining portion of Crown Land DL 56 that lies inside the Urban Containment Boundary. 12. City work and/or land acquisition within the Neighbourhood Planning Area will focus on completing the sidewalks and trail networks outlined in OCP Map 2 Mobility. 13. Where the developer agrees and Staff believe pedestrian and vehicular safety will not be compromised, narrower sidewalks, lower cost surfacing of sidewalks and/or sidewalks on one side of the street only, will be supported. 14. Priority should be given to the development of left hand turning lanes and bus pullouts, as opposed to four-laning the road, to alleviate future vehicle congestion along Hammond Bay Road. 15. The existing ambience of Laguna Way, McGuffie Road, Morningside Drive, Sundown Drive, Place Road, Lagoon Road, Polaris Drive, Linley Road, Stephenson Point Road and Nottingham Drive should be maintained. The upgrading of these streets beyond their existing condition will not be done without consulting local residents AND that future development accessing such streets would not be supported if it resulted in excessive vehicular traffic being added to the street.
<p>Wellington Community Association/Wellington Action Committee</p>	<ol style="list-style-type: none"> 1. Loudon Park – over utilization by private interest groups; poor vehicle circulation and lack of parking; safety concerns including access to lakeside trail, poor lighting and security. 2. Island Highway/Norwell Drive/Jingle Pot intersection – evaluate safety and design of intersection, possible advance green and/or left hand turning lane, possible addition of sidewalks and bike lane. 3. Concerns about loss of green space in neighbourhood/limited park dedication. 4. Increased use and security concerns at Loudon Park. 5. Diver Lake Trail conditions area often an issue. 6. Need more sidewalks in the neighbourhood. 7. Potential for beautification, tree planting, street aesthetic enhancements.

Wellington Community Association/Wellington Action Committee (continued)	<ol style="list-style-type: none"> 8. Desire to preserve and increase public access to the water at Long Lake and Diver Lake parks. 9. Motor vehicle/traffic on Long Lake/nuisance activities in and around lake. 10. Not enough commercial zoning and too much industrial zoning around Diver and Long Lakes.
Westwood Lake Neighbourhood Association	<ol style="list-style-type: none"> 1. Natural area is vital and park planning should be undertaken for the area. 2. Neighbourhood is changing – some impacts like loss of dark skies, traffic, development impacts on park/natural areas, and parking. 3. Area lacks access to services like shopping or medical care. 4. Desire to enlarge and protect Westwood Lake Park. Concerns about growing use and user conflicts.
General Inputs	<ol style="list-style-type: none"> 1. Consider re-establishment of Plan Nanaimo Advisory Committee (or similar) that supported neighbourhood representation during OCP amendments. 2. Interest in understanding how neighbourhood plans will fit within the updated OCP and be implemented. 3. Desire for neighbourhood design character to be respected in the development approvals process. 4. Homelessness, theft, vandalism, garbage in alleys, littering, needles, over saturation of social services. 5. Lack of residential density, diversity of residential land use, lack of affordable housing and low-income housing. 6. Lack of community public spaces, benches, sidewalks, pedestrian crossings, better walkability and road safety for pedestrians/bicyclists. Lack of continuous bike paths. 7. Need more services like local grocery stores and dry cleaners. 8. Improve busing – insufficient buses at peak times to VIU and schools, does not go into the neighbourhoods. 9. Threatened wildlife corridors, deer on Hammond Bay Road, cleaning up after pets. 10. Revitalization of downtown. 11. No year-round farmer’s markets. 12. Service quality is not matching City’s growth (i.e. policing and bylaw enforcement). 13. More consultation (more frequently) from City Council with residents needed.

General Inputs (continued)	<p>14. Need to respect local First Nation cultures.</p> <p>15. Consider creating City funding program to support neighbourhood associations, and establish closer connection between City (Council and staff) and associations.</p> <p>16. Where neighbourhood plans completed, need to meet periodically with neighbourhood association to evaluate progress of the plan.</p>
OCP Neighbourhood Plan Policy Implementation Actions Still Pending	<p>1. Develop Neighbourhood and Area Plans for:</p> <ul style="list-style-type: none"> • Jingle Pot area; • Linley Valley area.

What is the most positive change you have seen over the last ten years in your neighbourhood?

Bradley Street Neighbourhood Association	More community involvement.
Brechin Hill Community Association	The development of the Newcastle-Brechin Neighbourhood Plan (2011) which halted potential construction of 28 storey towers along Newcastle Channel, which would have changed the character of the community, and blocked public access to the channel.
Chase River Community Association	More people are becoming involved in their City. My goal has been to enlighten and engage residents to ensure they know what is happening in their area, community and City. To ensure that they are aware they have a voice during Council, public hearing, development meetings and many more opportunities. Allowing residents to voice their opinion or concerns about developments or projects within the City. Also trying to get residents to understand and become engaged in the OCP review for this year. We have also brought in guest speakers regarding crime, forest fires, conservation officers and other topic areas brought forward by residents. This again enlightens residents by giving them more information for their area.
Cilaire Community Association	The replacement of the dilapidated planter on Montrose Avenue.

Departure Bay Neighbourhood Association	More neighbourhood enhancing commercial businesses (Drip, Kebaps, Heavy D's Barber Shop).
Hospital Area Neighbourhood Association	No response.
Lost Lake Neighbourhood Association	We haven't been here 10 years, but since moving in and starting the association, we've noticed more people know each other, people take part in community activities.
Nanaimo Old City Association	Pride in ownership. The Old City is seen as a very desirable area in which to live.
Neighbours of Nob Hill	40% decrease in problematic boarding houses. Increased interest in the Nob Hill area. Proposed traffic calming measures, new streetscapes and 7-11 closing.
Newcastle Community Association	<p>Several answers from various executive members:</p> <ol style="list-style-type: none"> 1. Forming an active Community Association and Block Watch. 2. Getting to know neighbours. 3. Working towards developing a strong sense of community belonging and pride. 4. Interests from residents and developers to relocate to, renovate, invest or build in the area. 5. This is an old and established neighbourhood. It is probably the most dense neighbourhood in the City in terms of units per hectare and infill development that fits with the intent of the neighbourhood plan and the character of the neighbourhood is certainly welcoming. The lack of significant change (other than the introduction of 250 Terminal) is probably its most redeeming positive feature. 6. Ironically, the most positive change has actually been in response to negative government action. When the Province decided to buy property without consultation at 250 Terminal to erect Newcastle Place, the community came alive and organized to protect and defend itself. A healthy segment of the community now feels empowered and able to promote the best interests of the community at a time when Newcastle is on the verge of being overrun.

Protection Island Neighbourhood Association	<ol style="list-style-type: none"> 1. Prevented privatization of Downtown Marina (Boat Basin). 2. Improved relationship with Port of Nanaimo, and City of Nanaimo. 3. Road work and dust suppression (annual). 4. New stairs for Pirates Park. 5. New playground equipment at Pirates Park. 6. New Fire Engine at Station #7. 7. Recent approval for Gallows Point dock and ramp repairs.
South End Community Association	<ol style="list-style-type: none"> 1. Deverill Square Park improvements. 2. Haliburton Street Food Forest. 3. Community meeting space at new Coastland Mill office.
Stephenson Point Neighbourhood Association	<p>The most positive change seen in the last ten years is a growing sense of connection between sub-areas of the neighbourhood. SPNA's experience is that residents' sense of connectivity grows organically out of urgent share issues confronting Stephenson Point, rather than from an executive driven initiative.</p>
Wellington Community Association	<ol style="list-style-type: none"> 1. Improvements to Highway 19A between Bowen Road and Mostar Road that include better drainage, bus stops and a wider path between the highway and Long Lake so that pedestrians and bicyclists can walk safely along the lakeside between Norwell Drive and Wills Road. 2. Improvements to the path down to Long Lake adjacent to the Memory Care buildings to make it wheel chair accessible and connected to Lakeview Park. 3. Improvements to parts of Lakeview Park between Wills Road and the Long Lake Heights subdivision. 4. Installation of a table and two chairs near the entrance to Loudon Park, funded by the City Builders Committee's Community Vitality Grant.