

**MINUTES**  
GOVERNANCE AND PRIORITIES COMMITTEE MEETING  
SHAW AUDITORIUM, VANCOUVER ISLAND CONFERENCE CENTRE,  
80 COMMERCIAL STREET, NANAIMO, BC  
MONDAY, 2021-NOV-8, AT 1:00 P.M.

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Present: Acting Mayor Councillor E. Hemmens, Chair  
Mayor L. Krog  
Councillor S. D. Armstrong  
Councillor D. Bonner  
Councillor T. Brown  
Councillor B. Geselbracht  
Councillor Z. Maartman  
Councillor I. W. Thorpe (arrived 1:55 p.m.)  
Councillor J. Turley

Staff: J. Rudolph, Chief Administrative Officer  
A. Groot, A/General Manager, Parks, Recreation and Culture  
D. Lindsay, General Manager, Development Services  
B. Sims, General Manager, Engineering and Public Works  
J. Holm, Director, Development Approvals  
P. Rosen, Director, Engineering  
F. Farrokhi, Manager, Communications  
J. Rose, Manager, Transportation  
B. Thomas, Assistant Manager, Transportation  
L. Brinkman, Planner  
S. Gurrie, Director, Legislative Services  
A. Mac Coll, Steno, Legislative Services  
S. Snelgrove, Recording Secretary

1. CALL THE GOVERNANCE AND PRIORITIES COMMITTEE MEETING TO ORDER:

The Governance and Priorities Committee Meeting was called to order at 1:00 p.m.

2. INTRODUCTION OF LATE ITEMS:

- a. Agenda Item 6(c)(1) Community Amenity Contribution Policy – Add delegation Darren Moss.
- b. Agenda Item 6(d)(2) South Nanaimo Mobility – Add delegations:
  - 1. Dale Porter
  - 2. Mike Parker, Chairperson, Chase River Community Association

3. APPROVAL OF THE AGENDA:

It was moved and seconded that the Agenda, as amended, be adopted. The motion carried unanimously.

4. ADOPTION OF THE MINUTES:

It was moved and seconded that the Minutes of the Governance and Priorities Committee Meeting held in the Shaw Auditorium, Vancouver Island Conference Centre, 80 Commercial Street, Nanaimo, BC, on Monday, 2021-OCT-25, at 1:00 p.m. be adopted as circulated. The motion carried unanimously.

5. AGENDA PLANNING:

a. Governance and Priorities Committee Agenda Planning

Sheila Gurrie, Director, Legislative Services, reviewed upcoming Governance and Priorities Committee topics and meetings for the remainder of the year.

6. REPORTS:

a. ECONOMIC HEALTH:

1. Community Amenity Contribution Policy

Introduced by Dale Lindsay, General Manager, Development Services.

Presentation:

1. Lisa Brinkman, Planner, and Gerry Mulholland, Rollo and Associates Limited, provided a presentation. Highlights included:

- Current Community Amenity Contribution (CAC) rates were established in 2010
- A new policy is needed to encourage greater contributions as the City grows
- Review started in early 2020 and the consultant provided an analysis
- Staff are returning with updates after further consultation with the Nanaimo Development Group
- Reviewed proposed rates for 2022-2025 and noted that rates apply at time of rezoning application

Committee discussion took place regarding commercial/industrial rates, the Community Amenity Contribution Policy, a gradual increase in rates and rate stability.

Delegation:

1. Darren Moss spoke regarding consultation with Staff, the consultant and the development community when establishing the rates. He encouraged Council to move forward with option one and noted it was helpful to have all people involved in discussions review options in the same session at the same time.

It was moved and seconded that the Governance and Priorities Committee recommend that Council endorse the Community Amenity Contribution Policy. The motion carried unanimously.

b. COMMUNITY WELLNESS/LIVABILITY:

1. Pedestrian Infrastructure Prioritization Tool

Introduced by Bill Sims, General Manager, Engineering and Public Works.

Presentation:

1. Jamie Rose, Manager, Transportation, and Gavin Davidson, GJD Planning and Design, provided a presentation. Highlights included:

- Reviewed history of the project
- Reviewed Nanaimo's efforts to improve sidewalks and crosswalks to make them safer and more comfortable for pedestrians
- Reviewed pedestrian related collision statistics from 2016 to 2020
- Provided an overview of the process and formula to identify intersections for improvements including factors such as:
  - Walk score, speed score, volume score, safety (collision score), transit score, mobility hub, equity analysis, crossing distance, school proximity and total score range
- Model can be updated to include data where collisions are reported by others such as first responders and not only include ICBC data

Committee discussion took place. Highlights included:

- Equity analysis factor and income as those who are lower income rely on walking more than those with higher income
- Pedestrians at fault in collisions are not identified in this model

The presentation continued:

- Benefits of the model include:
  - Staff can assess whether a crossing location should be prioritized for pedestrian improvements
  - Allows for a more transparent process
  - Model can be updated regularly as new data is available
  - Staff can quickly respond to public inquiries with confidence
- A challenge of the tool is that there are no scores where crosswalk lines do not exist

- Model takes about 5 minutes to run and is an efficient tool for staff to use
- An intersection can have variety of results depending on input

Councillor Thorpe entered the Shaw Auditorium at 1:55 p.m.

- Model looks at posted speed limits not actual speed driven and additional speed data can be added to be more accurate
- Potentials for false positives and importance for Staff to be able to scrutinize results and ascertain why there is a high priority for changes at any location
- Next steps include updating the model, providing documentation methods to Staff and training Staff

A question and answer period with the consultant, Committee and Staff ensued.

2. South Nanaimo Mobility

Bill Sims, General Manager, Engineering and Public Works, advised that information is provided in a factual manner, it is an evolving process informed by potential land use changes and REIMAGEINE Nanaimo processes and will help provide context for Council.

Presentation:

1. Jamie Rose, Manager, Transportation, provided a PowerPoint presentation. Highlights included:
  - Noted the topic was in response to a Council motion and clarified the boundaries of “South Nanaimo” which represent 1300 homes or approximately 3-4% of Nanaimo’s population
  - Neighbourhood transition from greenfield agricultural to single family residential in the 1970s
  - Road network developed in a 70s/80s model and noted there are not a lot of service providers in the community, little employment and little retail which requires people to leave and enter for their daily activities, creating a focal point on the Trans Canada Highway (TCH)
  - Noted previous policy documents and studies
  - Three intersections Staff are collaborating with Ministry of Transportation (MOTI) on are the TCH at Cranberry Avenue, TCH at Maki Road and TCH at Cedar Road
  - In 2019 Staff planned to undertake a connection study in the area, which was put on hold as Staff needed to work though the Sandstone Master Plan application
  - Staff have heard concerns from the community regarding lack of redundancy (entrances and exits into and out of the community)

- Reviewed various challenges with area, demand to and from the community, current vision through the Official Community Plan (OCP) and masterplan
- Discussed various road networks including the Cranberry Connector, Fielding Road connection and McKeown Way
- Traffic on Extension Road is 10,000 to 12,000 vehicles per day and it's likely that future development will have 50-60% more traffic
- In order for corridor to accommodate growth it will require enhancements for increased capacity
- Staff developed short, medium and long term processes to address community concerns
- Consultant is engaged for preliminary traffic calming plans on Extension Road
- Commitment from School District #68 to undertake active school travel plan for both elementary schools

Committee discussion took place:

- Projected growth based on adopted plans
- Staff involved in discussions with Sandstone and Snuneymuxw First Nation
- Residents in area looking for assurance the City is examining the problem related to redundancy
- Redundancy options are expensive
- Area development depends on land use and when land use changes it becomes difficult to plan
- Staff previously postponed plan to understand what land use could look like
- Staff can progress some elements while land use is unknown but if there is potential for land use changes then ability to resource solutions and determining a solution will be challenging

Jamie Rose, Manager, Transportation, continued the presentation:

- Having known land use is preferable
- Timeline for potential work to develop business case, options and phasing plan is expected to take about 3 years

The Governance and Priorities Committee meeting recessed at 3:08 p.m.  
The Governance and Priorities Committee meeting reconvened at 3:18 p.m.

Delegations:

1. Dale Porter advised of increases in traffic congestion, daycare spaces and children in the area, trucking companies based in the area and noted that the TCH near Cranberry Avenue is continually busy. He suggested McKeown Way be used as an off ramp from the Nanaimo Parkway. He noted concerns with emergency response vehicles due to the one entrance into the area and advised of the need for action.

2. Mike Parker, Chairperson, Chase River Community Association, advised concerns regarding the growth of the area relating in traffic issues and noted no financial contributions have been made to resolve existing traffic issues. He spoke regarding the need for a new exit point to travel north or south on the TCH or Parkway Highway and the only entrance and exit into the area. He noted appreciation that the City wants to develop a mobility plan which includes bike lanes and transit but advised more significant challenges regarding access need to be addressed first. The Chase River Community Association supports the Sandstone masterplan and wants Council to accept the plan and proposed traffic improvements that come with it.

Committee and Staff discussion took place. Highlights included:

- Cranberry Connector study completed in 1990/2000 and challenges with alignment along Wexford Creek
- Environmental covenant near McKeown Way
- Availability of traffic count data
- Solutions are substantial and involve structures, lands outside City boundaries or significant earth works
- Staff returning to Council with a preferred option and Council to determine what expense is worth the value it will bring
- Council not able to deny more subdivisions as existing zoning is in place
- Road network created pre-amalgamation and Sandstone development will include around 600 new units
- In order to have private amenities built such as malls, developments like Sandstone are crucial
- City of Nanaimo building public and typically considered private amenities
- Redundancy important for safety and exiting Cinnabar Valley in an emergency
- Precedent for building through environmentally sensitive areas
- City relies on developers to make roadways and in the absence of a developer-made road inside the City, the City can include road building as a capital project while outside the City it would be the responsibility of the Ministry of Highways
- Balancing land use versus how much to invest
- Next steps are to provide further funding sources around how to proceed with a study

7. QUESTION PERIOD:

No one in attendance wished to ask questions.

8. ADJOURNMENT:

It was moved and seconded at 4:19 p.m. that the meeting terminate. The motion carried unanimously.

CERTIFIED CORRECT:

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CHAIR

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CORPORATE OFFICER