

# ATTACHMENT E

## Summary of Proposed Housekeeping Amendments to *City Plan: Nanaimo Reimagined*

CITY PLAN SECTION	EXISTING POLICY/FIGURE	PROPOSED AMENDMENT	AMENDMENT RATIONALE
<b>PART C   POLICIES</b>			
<b>C1.1 Greenhouse Gas Emissions Reduction</b>	<b>Figure 7:</b> Sources of Emissions in Nanaimo <b>Figure 8:</b> 2020 Modelling of Nanaimo GHG Emissions Reduction	Update Figure 7 and 8 with 2025 <i>Community Energy Emissions Inventory (CEEI)</i> data.	The province provides an annual <i>CEEI</i> , and it is proposed to update Figures 7 and 8 with the current <i>CEEI</i> data.
<b>PART D   CITY STRUCTURE</b>			
<b>D3 Blue &amp; Green Network</b>	<b>Figure 18:</b> Blue & Green Network	Update the 'Park & Open Space' layer for the map in Figure 18.	Since City Plan adoption, errors and updates have been identified to the 'Park & Open Space' layer.
<b>D4 Future Land Use Designations</b>	<b>Figure 20:</b> Future Land Use Designations	<ul style="list-style-type: none"> <li>It is proposed to update the Future Land Use Designation for several city owned parks to reflect new acquisitions and errors in boundaries (i.e Oliver Woods).</li> <li>It is proposed to amend the Future Land Use Designation for 2060 Stonecroft Rd to Suburban Neighbourhood, as this parcel is privately owned and is incorrectly designating Park &amp; Open Space.</li> <li>It is proposed to amend the Future Land Use Designation for the southwest portion of 1150 Nanaimo Lakes Road to Resource Management. The proposal includes split designating the southwest portion of the site to Resource Management in alignment with the AR1 zoning boundary. That portion of the site is currently used for Nanaimo Animal Control.</li> <li>It is proposed to amend the Future Land Use Designation for 450 Gardason Way to Suburban Neighbourhood. This property is privately owned as is incorrectly designated Park &amp; Open Space.</li> </ul>	
<b>D4.3 Centres</b>	<b>D4.3.24</b> Use the <i>Nanaimo Downtown Plan</i> and <i>Port Drive Waterfront Master Plan</i> as the Area Plans for the Downtown Urban Centre, providing detailed policy guidance for this area. These documents form part of <i>City Plan</i> . <i>City Plan</i> also supports implementation of the <i>Downtown Urban Design Plan and Guidelines</i> .	<b>D4.3.24</b> Use the <i>Nanaimo Downtown Plan</i> and <i>Port Drive Waterfront Master Plan</i> as the Area Plans for the Downtown Urban Centre, providing detailed policy guidance for this area. These documents form part of <i>City Plan</i> .	It is proposed to remove the last sentence from the policy because the ' <i>Downtown Urban Design Plan and Guidelines</i> ' have been incorporated into the new ' <i>Form and Character Design Guidelines</i> ' (2025). Consolidating the design guideline documents eliminates inconsistencies and streamlines the development review process.

<b>D4.5 Neighbourhoods</b>	<b>D4.5.29</b> Support development and redevelopment of lands with residential infill. Infill design is to take into consideration the surrounding context including architecture, scale, character, densities, and lot and lane configuration. Refer to the <i>Old City Multi-Family Design Guidelines</i> .	D4.5.29 Support development and redevelopment of lands with residential infill. Infill design is to take into consideration the surrounding context including architecture, scale, character, densities, and lot and lane configuration.	It is proposed to remove the last sentence from the policy because the ' <i>Old City Multi-Family Design Guidelines</i> ' have been incorporated into the new ' <i>Form and Character Design Guidelines</i> ' (2025). Consolidating the design guideline documents eliminates inconsistencies and streamlines the development review process.
	<b>D4.5.38</b> The <i>Old City Neighbourhood Concept Plan</i> will serve as a guiding document in the review of development applications.	Delete policy D4.5.38	It is proposed to delete this policy because the Neighbourhood Plans are reference documents and are listed in City Plan Section E1.2 and shown in Figure 44. Also, the design guidelines from this document have been incorporated into new ' <i>Form and Character Design Guidelines</i> ' (2025).
	<b>D4.5.44</b> Do not support rezoning of Semi-Rural Neighbourhoods for higher density residential development. Zoning existing at the time of <i>City Plan's</i> adoption may allow some higher densities.	D4.5.44 Do not support rezoning of Semi-Rural Neighbourhoods for higher density residential development.	It is proposed to delete the sentence " <i>Zoning existing at the time of City Plan's adoption may allow some higher densities</i> " because this is a legal fact that is applicable to all the future land use designations, and is unnecessary and confusing in the Semi-Rural Neighbourhood designation.
	<b>D4.5.46</b> Lands in the King / Calder Hill area are designated a Special Study Area as indicated on <i>Schedule 2: Future Land Use Designations</i> . Prior to rezoning or subdivision of lands in these areas, a comprehensive road networking study is required.	Delete policy D4.5.46	It is proposed to delete this policy because the lands in the King Road and Calder Road area are designated Semi-Rural Neighbourhood, and this land designation does not support a density greater than two units per hectare. Also, the <i>Development Approval Information Bylaw 2022 No. 7346</i> gives the authority to request a road network study as part of a City Plan amendment and/or rezoning application.
<b>D4.6 Industrial</b>	<b>D4.6.25</b> Require a substantial buffer of either natural or human made features or uses that provide adequate transition (e.g., in building form, landscaping, and site lighting) to residential uses between Light Industrial and residential designations.	Amend the policy as follows and move to the general policy section of industrial lands. <b>D4.6.25</b> Require a substantial buffer of either natural or human made features or uses that provide adequate transition (e.g., in building form, landscaping, and site lighting)	It is proposed to amend and move this policy as there are lands designated Industrial (not just Light Industrial) that are adjacent to lands designated for residential use.

		to residential uses between Industrial and residential designations.	
<b>D5.5 Active Mobility &amp; Primary Transit Network</b>	<b>Figure 36:</b> Active Mobility & Primary Transit Network	Update the route information on the map in Figure 36.	It is proposed to update and correct several of the Active Mobility and Primary Transit routes to better align with actual or potentially achievable routes.
<b>D5.6 Road Network</b>	<b>Figure 37</b> – Road Network	Update the road classifications assigned to some roads on the map in Figure 37.	It is proposed to update the road classifications assigned to some roads on the map in Figure 37 in response to new information, to correct errors, and to better reflect future land use.
<b>D6 Parks, Recreation, Culture &amp; Wellness</b>	<b>Figure 40</b> – Existing Recreation Facilities & Culture Facilities	Update the ‘Park & Open Space’ parcels identified on the map in Figure 40.	Since City Plan adoption, errors and updates have been identified to the ‘Park & Open Space’ parcels identified on the map.
	<b>Figure 42</b> – Parks, Recreation, Culture & Wellness	Update the trails identified on the map in Figure 42.	It is proposed to update the trails identified to eliminate redundancies that are already included in Schedule 3 – Active Mobility & Primary Transit Network map.
<b>PART E – TAKING ACTION</b>			
<b>E1 Area &amp; Neighbourhood Planning</b>	<b>Table 4</b> – Overview of Plan Types	Update the references to the “Special Studies” plan type in Table 4.	Change the term “Special Studies” to “Special Servicing Area” to correlate to the map in Schedule 2, and update the text in Table 4 accordingly.
	<b>Figure 43</b> – Nanaimo Area Plans	Update the boundaries for Sandstone Master Plan and the Nanaimo Downtown Plan.	It is proposed to update the boundaries for two area plan boundaries to address mapping errors.
	<b>Figure 44</b> – Planning / Census Tract Areas and Existing Neighbourhoods Plan Areas	Update the map in Figure 44 to fix errors.	Fix errors to the boundaries of the Chase River Neighbourhood Plan area, and eliminate an old Oceanview plan area line.
<b>E4.1 Development Cost Charges</b>	n/a	It is proposed to add policy regarding Amenity Cost Charges to reflect the recent changes to the Local Government Act introducing this new financial tool that allows municipalities to recover the costs of amenities that provide social, cultural, heritage, recreational, or environmental benefits to a community.	

## Summary of Proposed Amendments to the Map Schedules in *City Plan: Nanaimo Reimagined*

MAP SCHEDULE	PROPOSED AMENDMENTS*
<b>Schedule 2:</b> Future Land Use Designations	<ul style="list-style-type: none"> <li>• It is proposed to remove the special study area designation for the King Road and Calder Road area, as these lands are designated Semi-Rural Neighbourhood, and are not intended to support more than two units per hectare. Also, the <i>Development Approval Information Bylaw 2022 No. 7346</i> gives the authority to request a road network study as part of a City Plan amendment and/or rezoning application.</li> <li>• It is proposed to update the Future Land Use Designation for several city owned parks to reflect new acquisitions and errors in boundaries.</li> <li>• It is proposed to amend the Future Land Use Designation for 2060 Stonecroft Rd to Suburban Neighbourhood, as this parcel is privately owned and is incorrectly designating Park &amp; Open Space.</li> <li>• It is proposed to amend the Future Land Use Designation for the southwest portion of 1150 Nanaimo Lakes Road to Resource Management. The proposal includes split designating the southwest portion of the site to Resource Management in alignment with the AR1 zoning boundary. That portion of the site is currently used for Nanaimo Animal Control.</li> <li>• It is proposed to amend the Future Land Use Designation for 450 Gardason Way to Suburban Neighbourhood. This property is privately owned as is incorrectly designated Park &amp; Open Space.</li> </ul>
<b>Schedule 3:</b> Active Mobility & Primary Transit Network	It is proposed to update and correct several of the Active Mobility and Primary Transit routes on the map to better align with actual or potentially achievable routes.
<b>Schedule 4:</b> Road Network	It is proposed to update the road classifications assigned to some roads on the map in response to new information, to correct errors, and to ensure that standards applied through development better reflect future land uses.
<b>Schedule 5:</b> Parks, Recreation, Culture & Wellness	It is proposed to update the trails layer to eliminate redundancies that are already included in Schedule 3 – Active Mobility & Primary Transit Network map.
<b>Schedule 6:</b> DPA 1: Environmentally Sensitive Areas	Update the classification of several environmentally sensitive areas, and add new environmentally sensitive areas based on information received since 2022.
<b>Schedule 8:</b> DPA 3: Sea Level Rise	Remove the Sea Level Rise information on Snuneymuxw First Nation lands as these lands are outside of City of Nanaimo's jurisdiction.
<b>Schedule 9:</b> DPA 4: Abandoned Mine Working Hazards	Remove the Abandoned Mine Working Hazards information on Snuneymuxw First Nation lands and beyond the City's boundary, as these areas are outside of City of Nanaimo's jurisdiction.
<b>Schedule 13:</b> DPA 8: Form & Character & HCA1 Heritage Conversation Area	Update the map to provide more clarity about the lands that are subject to Development Permit Area 8: Form and Character.

*\*If Council gives direction to proceed, the updated map schedules will be introduced with the City Plan amending bylaw.*