

ATTACHMENT A

Summary of Proposed Amendments in City Plan Amending Bylaw No. 6600.002

6600.002 Ref. #	CITY PLAN SECTION	EXISTING POLICY/FIGURE	PROPOSED AMENDMENTS (Bylaw No. 6600.002)	AMENDMENT RATIONALE
2.1	C1.1 Greenhouse Gas Emissions Reduction	Figure 7: Sources of Emissions in Nanaimo	Update Figure 7 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 with the current CEEI data.
2.2	C2.2 Integrated Walk, Roll, Cycle, & Transit Network	C2.2.25 “Preserve options for future mobility infrastructure in the E&N Railway Corridor.”	C2.2.25 Preserve options for future mobility infrastructure in the E&N Railway Corridor, and seek opportunities to provide clear connections from Urban Centres to the E&N Railway Corridor.	At the 2025-OCT-06 meeting, Council passed a motion: “as part of City Plan Review, direct Staff to seek opportunities and create policies that support and advance planning of Transit Oriented Development (TOD) centres, including Country Club and Woodgrove, in a way that provides clear connection to the Island Corridor, which may be used for corridor-related transit in the future.”
2.3	C3.2 Affordable Housing	n/a	Add the following policy: C3.2.31 “The City encourages supportive housing to be evenly distributed throughout the City.”	At the 2025-MAY-05 meeting, Council passed a motion “direct Staff to include draft policy as part of the upcoming City Plan review to encourage the distribution of new supportive housing projects through the community.”
2.4	D3 Blue & Green Network	Figure 18: 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 & environmentally sensitive areas mapping.
2.5	D4 Future Land Use Designations	Figure 20: Future Land Use Designations	See 6600.002 Ref. #(25) below.	
2.6	D4.3 Centres	n/a	Add the following policy: “For lands designated as Transit-Oriented Areas by the Province, the allowable density (floor area	Adding this policy to the applicable City Plan land use designations provides clarity regarding the residential density and height that is supported for those parcels that are

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			ratio) and height (storeys) are as prescribed in the Local Government Act (and associated regulations). This is notwithstanding site servicing and other City Plan policies must be addressed.”	subject to the “Transit-Oriented Areas Designation Bylaw 2024 No. 7382” but are not within the Urban Centre land use designation. City Plan policies not related to height and density continue to apply to land use designations. This approach respects the intentional planning work that established the City Plan future land use designations, while also acknowledging the required Provincial approach to allow specific TOA densities and heights within a 200 metre and 400 metre radius circles around bus exchanges.
2.7		D4.3.24 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> .	D4.3.24 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> .	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.
2.8	D4.4 Corridors	n/a	Add the following policy: “For lands designated as Transit-Oriented Areas by the Province, the allowable density (floor area	Adding this policy to the applicable City Plan land use designations provides clarity regarding the residential density and height that is supported for those parcels that are

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			ratio) and height (storeys) are as prescribed in the Local Government Act (and associated regulations). This is notwithstanding site servicing and other City Plan policies must be addressed.”	subject to the “Transit-Oriented Areas Designation Bylaw 2024 No. 7382” but are not within the Corridor and Neighbourhoods land use designation. City Plan policies not related to height and density continue to apply to land use designations. This approach respects the intentional planning work that established the City Plan future land use designations, while also acknowledging the required Provincial approach to allow specific TOA densities and heights within a 200 metre and 400 metre radius circles around bus exchanges.
2.9	D4.5 Neighbourhoods	n/a	Add the following policy: “For lands designated as Transit-Oriented Areas by the Province, the allowable density (floor area ratio) and height (storeys) are as prescribed in the Local Government Act (and associated regulations). This is notwithstanding site servicing and other City Plan policies must be addressed.”	
2.10		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. 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.	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.

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2.11		D4.5.38 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	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).
2.12		D4.5.44 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.	Remove 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.
2.13		D4.5.46 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	Remove 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.
2.14 2.15	D4.6 Industrial	D4.6.25 Require a substantial buffer of either natural or human made features or uses that provide adequate	Amend the policy as follows and move to the general policy section of industrial lands. D4.6.8 Require a substantial buffer of either natural or human	Amend and move this policy to another section as there are lands designated Industrial (not just Light Industrial) that are adjacent to lands designated for residential use.

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		transition (e.g., in building form, landscaping, and site lighting) to residential uses between Light Industrial and residential designations.	made features or uses that provide adequate transition (e.g., in building form, landscaping, and site lighting) to residential uses between Industrial and residential designations.	
2.16	D5.5 Active Mobility & Primary Transit Network	Figure 36: Active Mobility & Primary Transit Network	Update the route information on the map in Figure 36.	See 6600.002 Ref. #(26) below
2.17	D5.5 Active Mobility & Primary Transit Network	Table 2: Overview of Active Mobility Routes	Update the “Recreational Trails” column in Table 2.	Remove “(not shown on map)” from the ‘Recreational Trails column as Figure 36 has been amended to include the recreational trails from Schedule 5.
2.18	D5.6 Road Network	Figure 37 – Road Network	Update the road classifications assigned to some roads on the map in Figure 37.	See 6600.002 Ref. #(27) below
2.19	D6 Parks, Recreation, Culture & Wellness	Figure 40 – Existing Recreation Facilities & Culture Facilities	Update the title of Figure 40 to be: “2022 Recreation Facilities & Culture Facilities”	This title change more accurately reflects the point in time for the facilities shown on the map. An updated map for recreation and culture facilities can be included in the 2030 City Plan update.
2.20		Figure 42 – Parks, Recreation, Culture & Wellness	Update the trails identified on the map in Figure 42.	See 6600.002 Ref. #(28) below
2.21	E1 Area & Neighbourhood Planning	Table 4 – 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.

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2.22		Figure 43 – Nanaimo Area Plans	Update the boundaries for Sandstone Master Plan and the Nanaimo Downtown Plan.	Update the boundaries for two area plan boundaries to address mapping errors.
2.23		Figure 44 – 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.
2.24	E4.1 Development Cost Charges	n/a	Add the following policy: “E4.1.6 Consider the use of Amenity Cost Charges (ACCs) to help the City recover the costs of amenities that provide social, cultural, heritage, recreational, or environmental benefits to the community. The amenities to be funded with ACCs must benefit current and future users and be driven by growth.”	Add a 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.
2.25	Schedule 1: City Boundary & Urban Containment Boundary		Fix an error to the line work in the base map. There were no changes to the city boundary or urban containment boundary. To compare the current City Plan Schedule 1 map with the proposed Schedule 1 map go to this website link: https://www.nanaimo.ca/your-government/projects/city-plan-review-2025	
2.26	Schedule 2: Future Land Use Designations		<ul style="list-style-type: none"> 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. Update the Future Land Use Designation for several city owned parks to reflect new acquisitions and fix boundary errors. Amend the Future Land Use Designation for 2060 Stonecrop Road, 474 Hewgate Street, and 450 Gardasan Way to Suburban Neighbourhood, as 	

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			<p>these parcels are privately owned and incorrectly designated Parks & Open Space.</p> <ul style="list-style-type: none"> 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. <p>To compare the current City Plan Schedule 2 map with the proposed Schedule 2 map go to this website link: https://www.nanaimo.ca/your-government/projects/city-plan-review-2025</p>	
2.27	Schedule 3: Active Mobility & Primary Transit Network		Update and correct several of the Active Mobility and Primary Transit routes on the map to better align with actual or potentially achievable routes. To compare the current City Plan Schedule 3 map with the proposed Schedule 3 map go to this website link: https://www.nanaimo.ca/your-government/projects/city-plan-review-2025	
2.28	Schedule 4: Road Network		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. To compare the current City Plan Schedule 4 map with the proposed Schedule 4 map go to this website link: https://www.nanaimo.ca/your-government/projects/city-plan-review-2025	
2.29	Schedule 5: Parks, Recreation, Culture & Wellness		Update the trails layer to eliminate redundancies that are already included in Schedule 3 – Active Mobility & Primary Transit Network map. To compare the current City Plan Schedule 5 map with the proposed Schedule 5 map go to this website link: https://www.nanaimo.ca/your-government/projects/city-plan-review-2025	
2.30	Schedule 6: 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. To compare the existing City Plan Schedule 6 map with the proposed Schedule 6 map go to this website link: https://www.nanaimo.ca/your-government/projects/city-plan-review-2025	
2.31	Schedule 7: DPA 2: Hazardous Slopes		Fix an error to the line work in the base map. There were no changes to the Hazardous Slopes development permit areas. To compare the current City Plan	

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				Schedule 7 map with the proposed Schedule 7 map go to this website link: https://www.nanaimo.ca/your-government/projects/city-plan-review-2025
2.32		Schedule 8: DPA 3: Sea Level Rise		Remove the Sea Level Rise Development Permit Area on Snuneymuxw First Nation lands as these lands are outside of City of Nanaimo's jurisdiction. To compare the current City Plan Schedule 8 map with the proposed Schedule 8 map go to this website link: https://www.nanaimo.ca/your-government/projects/city-plan-review-2025
2.33		Schedule 9: DPA 4: Abandoned Mine Working Hazards		Remove the Abandoned Mine Working Hazards development permit area on Snuneymuxw First Nation lands and beyond the City's boundary, as these areas are outside of City of Nanaimo's jurisdiction. To compare the current City Plan Schedule 9 map with the proposed Schedule 9 map go to this website link: https://www.nanaimo.ca/your-government/projects/city-plan-review-2025
2.34		Schedule 10: DPA 5: Wildfire Hazard		Fix an error to the line work in the base map. There were no changes to the Wildfire Hazard development permit area. To compare the current City Plan Schedule 10 map with the proposed Schedule 10 map go to this website link: https://www.nanaimo.ca/your-government/projects/city-plan-review-2025
2.35		Schedule 11: DPA 6: Steep Slope Development		Fix an error to the line work in the base map. There were no changes to the Steep Slope development permit area. To compare the current City Plan Schedule 11 map with the proposed Schedule 11 map go to this website link: https://www.nanaimo.ca/your-government/projects/city-plan-review-2025
2.36		Schedule 12: DPA 7: Nanaimo Parkway Design		Fix an error to the line work in the base map. There were no changes to the Nanaimo Parkway Design development permit area. To compare the current City Plan Schedule 12 map with the proposed Schedule 12 map go to this website link: https://www.nanaimo.ca/your-government/projects/city-plan-review-2025
2.37		Schedule 13: 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. To compare the current City Plan Schedule 13 map with the proposed Schedule 13 map go to this website link: https://www.nanaimo.ca/your-government/projects/city-plan-review-2025

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2.38	Appendix A: Regional Context Statement		Update the City Plan 'Appendix A: Regional Context Statement' such that the headings of the Goals are updated to match the updated RDN Regional Growth Strategy, Bylaw 1874, 2023.	