



WOODGROVE

— AREA PLAN —

Complete Communities
Assessment – Phase 3
Draft Policies, Actions,
Monitoring Framework &
Design Guidelines Report

JANUARY 2026

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EXECUTIVE SUMMARY

PURPOSE

The *City Plan: Nanaimo Reimagined (City Plan)* identifies six Urban Centres to transform into complete communities, the Woodgrove Secondary Urban Centre being one of them. To help achieve this transformation, *City Plan* calls for the preparation of a Woodgrove Area Plan. The goal of the Area Plan is to provide more detailed land use and policy guidance for future development to remove constraints, coordinate infrastructure, and identify amenity needs.

VISION

The Woodgrove Secondary Urban Centre is envisioned to become a vibrant, mixed-use northern gateway, that serves as both a city-wide and regional function. The centre is to be anchored by public and civic institutions, supported by diverse housing opportunities, and connected through excellent transit, walking, rolling, and cycling networks. Development within the Centre will support a complete, integrated community, characterized by a critical mass of housing, employment, services, and public and private amenities. This mix of uses will create a vibrant, energy-efficient, and sustainable urban environment that supports daily life and enhances social interaction. The area will balance density with livability, incorporating multi-modal transportation options and a network of public spaces, recreation, culture and wellness destinations, and green infrastructure that contribute to a high quality of urban life.

COMPLETE COMMUNITIES

To support identifying the policies and actions needed to transform the Woodgrove Secondary Urban Centre into a complete community, the City of Nanaimo applied to the Provincial Complete Communities Grant Program. The objectives of the program are to help local governments evaluate and advance their community “completeness” through four core lenses—housing, transportation, daily needs, and infrastructure.

Phase 1 of the project focused on establishing an understanding of how “complete” the Woodgrove Urban Centre is as it currently exists. This culminated in the *Phase 1: Baseline Assessment Report*, which examined the level of “completeness” through four critical lenses: housing, access to daily needs, transportation, and infrastructure. Insights on the findings were gathered from the community and summarized in the *Phase 1: Engagement Summary Report*.

Phase 2 explored the implications of residential and commercial growth in the Woodgrove Urban Centre. This phase integrated the *Phase 1: Baseline Assessment Report* data and community feedback to evaluate how differing approaches to land use, mobility, and amenities could shape the future of Woodgrove as a vibrant, mixed-use urban centre. Three growth scenarios were analyzed to test options and identify trade-offs, ensuring that future planning decisions are informed by both evidence and public input. The findings were culminated in the *Phase 2: Growth Scenarios Assessment Report* and the *Phase 2: Engagement Summary Report*.

PHASE 3 – POLICY, ACTION & MONITORING FRAMEWORK

Phase 3 builds on these insights by developing a road map to guide the area’s evolution regardless of which growth scenario unfolds. This phase focused on crafting recommendations for draft policies, identifying strategic actions, and establishing a monitoring framework to inform the final Woodgrove Area Plan. The goal is to ensure the plan is flexible and responsive, and able to adapt to changing conditions while still advancing the vision of a complete community. Whether growth is modest or substantial, the Area Plan will provide the tools and direction needed to manage development in a way that supports livability, resilience, and equity.

DRAFT POLICY RECOMMENDATIONS

Building on the findings of Phases 1 and 2, a set of draft policies have been identified to guide the implementation of the Woodgrove Urban Centre vision and support the creation of a complete community through the four lenses. The following provides an overview of the key policy directions that may inform the Woodgrove Area Plan:

Housing

- ▶ Provide a mix of high and medium density residential developments.
- ▶ Promote a balanced mix of rental and ownership units.
- ▶ Provide a mix of non-market and market residential developments.
- ▶ Provide diverse unit sizes to accommodate varying household needs.

Transportation

- ▶ Shift from auto-centric design to active and public transportation.
- ▶ Achieve a mode split target of 76% auto, 16% active, and 8% transit by 2046.
- ▶ Relocate the transit exchange, and increase transit service and frequency.
- ▶ Expand active transportation infrastructure through new active mobility routes, pedestrian crossings, and pedestrian, rolling and cycling amenities.
- ▶ Establish a complete road network that includes traffic calming measures, and optimization of intersections, including signal upgrades.

Access to Daily Needs

- ▶ Ensure all residents can access daily needs within a 15-minute walk or cycle/rolling..
- ▶ Transition from standalone retail format developments, to mixed-use commercial/office / recreational/institutional with residential above developments.
- ▶ Require a mix of small and large scale retail spaces that are ground-oriented and in a format that supports residents accessing their daily needs within a 15-minute walk or cycle/rolling.
- ▶ Support a diverse mix of employment generating uses such as office, health care, retail, grocery, personal services, education, dining, hotel, child care facilities, etc.
- ▶ Target a commercial and office vacancy rate of 5%, respectively.
- ▶ Achieve 20% of land for parks, plazas, trails, recreation, culture, and wellness facilities and other public spaces.
- ▶ Provide a mix of private and public multi-functional parks and open spaces, (e.g. plazas and green spaces) that residents can access within a 5-minute walk.
- ▶ Secure medium and small scale recreation, culture and wellness facilities and a new elementary school.

Infrastructure

- ▶ Align infrastructure upgrades with development phasing as well as the provision of community amenities including, trails, parks, plazas, and other health and wellness amenities.
- ▶ Address capacity constraints in water and sewer systems.
- ▶ Integrate green infrastructure and climate-resilient design.
- ▶ Trigger service area studies at key development milestones (rezoning, subdivision, , development permit or building permit).

DRAFT IMPLEMENTATION ACTIONS & MONITORING

In addition to policy direction, implementation actions are needed to support the Woodgrove Urban Centre transforming into a complete community. These include identifying funding mechanisms, as well as actions that will need to be taken.

To monitor and assess the progression of the Woodgrove Urban Centre transforming into a complete community, a monitoring framework has been proposed with key indicators.

DRAFT DESIGN GUIDELINES

Draft design guidelines are included to supplement the citywide *Form & Character Design Guidelines*, to ensure the Woodgrove Urban Centre has it's own special character and pulse. The guidelines focus on site design, building design and the street interface.

NEXT STEPS

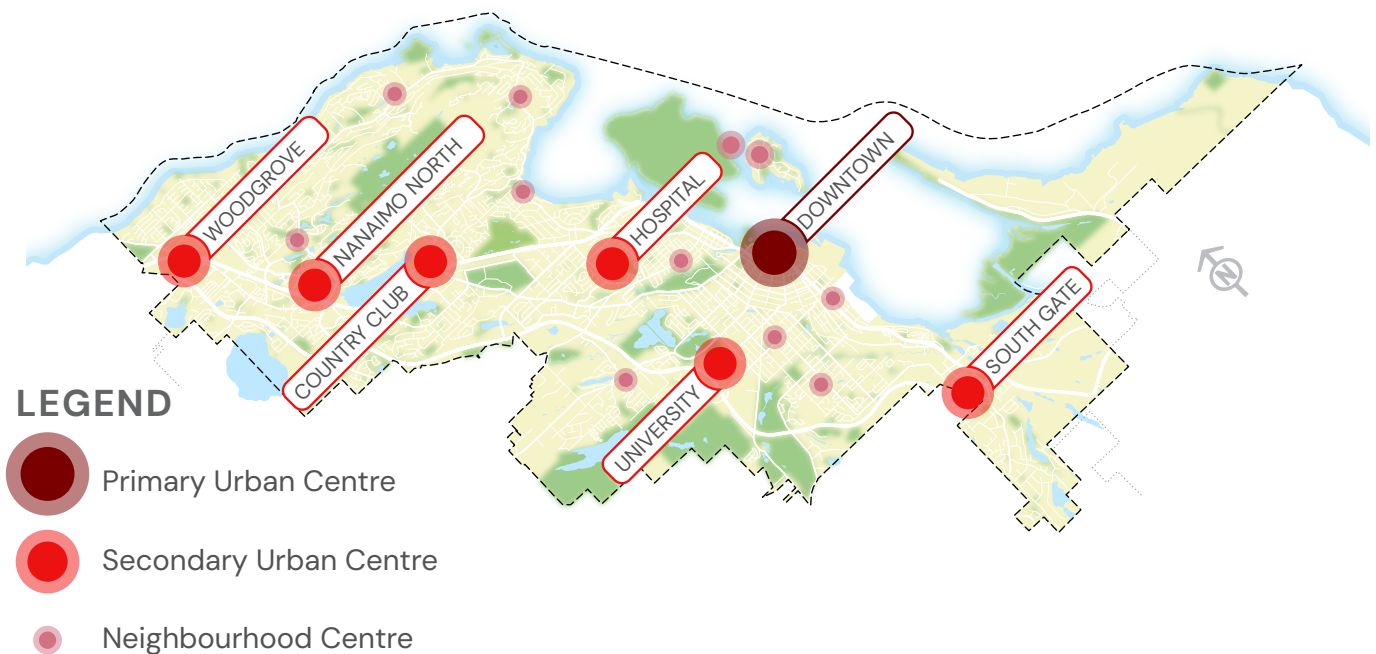
This report concludes the Complete Communities framework by outlining implementation actions to support the transformation of the Woodgrove Urban Centre into a complete community. The proposed policies, actions and monitoring framework may be used to inform the preparation of the Woodgrove Area Plan.

1.0 PROJECT OVERVIEW

1.1 PURPOSE

The Woodgrove Area Plan project is rooted in the *City Plan: Nanaimo Relmaged (City Plan)* which has a broad initiative aimed at creating seven urban centres, one of which includes the Woodgrove Secondary Urban Centre (see Figure 1). Urban Centres are intended to build on existing city destinations and mobility hubs, and are envisioned to become complete communities, where residents can find the housing, employment, services, and amenities they need for daily living all within walking and cycling/rolling distances, without relying on car ownership, while also serving the broader city and region.

Figure 1: Urban Centres



1.2 STUDY AREA CONTEXT

The Woodgrove Secondary Urban Centre is located in the northwest area of the City of Nanaimo and encompasses X hectares of land (see Figure 2). It functions as the City's northern gateway, sharing boundaries with the District of Lantzville. The area prominently includes the Woodgrove Centre mall and its surrounding lands.

Figure 2: Woodgrove Area Plan Study Area



1.3 VISION

The Woodgrove Secondary Urban Centre is envisioned as a vibrant, mixed-use community that serves both as a city-wide and regional destination for commerce, living, and community life. The Urban Centre is intended to evolve into one of Nanaimo's complete communities anchored by public and civic institutions, supported by diverse housing opportunities, and connected through excellent transit, walking, rolling, and cycling networks.

A complete community is defined as a neighborhood or area where residents can access daily needs, such as housing, work, groceries, and recreation, within a short walk or cycling/rolling. This urban planning concept integrates land use and transportation to promote mixed-use development, walkability, and access to diverse housing and amenities for all people, regardless of age, income, ability, or background. To realize this vision, vacant lots will need to become sites for infill; underutilized lands will need to be repurposed for higher and better uses; and missing services will need to be added to improve resident's quality of life. Adding housing, jobs, and services in places where some of these uses already exist is a cost effective way for a city to grow and better use existing infrastructure

KEY CHARACTERISTICS OF A COMPLETE COMMUNITY

- ▶ **Housing Diversity:** A mix of housing options that cater to various life stages, including apartments and townhouses, ensuring inclusivity for all demographics.
- ▶ **Mix of Land Uses:** A combination of residential, commercial, and recreational spaces within the same area, promoting vibrant neighbourhoods and reducing commuting needs.
- ▶ **Employment Opportunities:** Concentrating employment options within the community to minimize commuting, fostering a live-work environment.
- ▶ **Proximity to Daily Needs:** Ensuring essential services and amenities are within a 15 minute walk to reduce car dependency.
- ▶ **Transportation Options:** Providing diverse transportation modes, including walking, rolling, cycling, and public transit, to create an equitable, multi-modal transportation system accessible to all.

without expanding its footprint.

The Woodgrove Secondary Urban Centre is envisioned to transform into a complete community by bringing together a rich mix of housing, employment, and amenities in a highly livable and sustainable urban environment. The Urban Centre will be characterized by vibrant, pedestrian-oriented shopping streets; institutional, commercial, and civic employment anchors; and a central transit hub linking the area to other urban centres and regional destinations. Multi-modal streets will encourage walking, rolling, and cycling, while a connected network of parks, plazas, and public spaces will provide opportunities for recreation, cultural expression, and community gathering. Urban school and wellness facilities will be integrated with residential, commercial and/or green spaces, fostering intergenerational connection and daily activity. Green infrastructure—including stormwater features, green roofs, energy-efficient buildings, and a robust urban tree canopy—will enhance resilience and environmental performance.



Housing Diversity



Employment Opportunities



Mixed Land Use



Transportation Options



Proximity To Daily Needs

1.4 COMPLETE COMMUNITIES ASSESSMENT

The City of Nanaimo, in partnership with the Regional District of Nanaimo (RDN), were awarded a Complete Communities grant from the Provincial Government, to help evaluate the “completeness” of the Woodgrove Secondary Urban Centre through four core lenses:

COMPLETE COMMUNITY ASSESSMENT LENSES



HOUSING



ACCESS TO DAILY NEEDS



TRANSPORTATION



INFRASTRUCTURE

The most effective way to develop more complete communities is by considering these elements in conjunction with one another. Mapping and analyzing these key components and their interrelationships help to develop a roadmap to achieving a complete community.

The Complete Communities Process is structured into three phases: Prepare, Assess, and Act. The *Baseline Assessment Report (Phase 1)* mapped indicators and conducted a spatial analysis to identify Woodgrove’s current level of “completeness” as it relates to the four lenses. The *Growth Scenarios Report (Phase 2)* tested three growth scenarios, low (2,500 new residents), moderate (5,000 new residents) and high (7,500 new residents) and analyzed the impact varying housing, transportation, daily needs and infrastructure policies have on creating a more complete community. This third and final assessment report, outlines the necessary steps resulting from the assessment to help meet the goal of a complete community. This includes identifying new policies, regulatory changes, capital upgrades, and infrastructure investments as well as a monitoring framework. The culmination of this complete communities assessment will inform the final Woodgrove Area Plan.

The Phase 1 and 2 reports fulfill the ‘Assess’ phase, and this Phase 3 report fulfills the ‘Act’ Phase of the Complete Communities Process.

1.5 PROCESS

The Woodgrove Area Plan Assessment is comprised of three phases (see Figure 3). These phases align with the Complete Communities process structure: Prepare (Phase 1), Assess (Phase 2) and Act (Phase 3).

Phase 1 of the project focused on establishing a clear understanding of the current context of the Woodgrove Urban Centre. This culminated in the *Phase 1: Baseline Assessment Report*, which examined existing conditions through four critical lenses: housing, access to daily needs, transportation, and infrastructure. Insights on the findings were gathered from the community and summarized in the *Phase 1: Engagement Summary Report*.

Phase 2 explored the implications of residential and commercial growth in the Woodgrove Urban Centre. This phase integrated baseline data and community feedback to evaluate how differing approaches to land use, mobility, and amenities could shape the future of Woodgrove as a vibrant, mixed-use urban centre. Three growth scenarios were analyzed to test options and identify trade-offs, ensuring that future planning decisions are informed by both evidence and public input. The findings were culminated in the *Phase 2: Growth Scenarios Assessment Report* and the *Phase 2: Engagement Summary Report*.

Phase 3 focuses on overall growth for the Woodgrove Urban Centre and provides policy recommendations to inform the Woodgrove Area Plan. This final phase translates the learnings and recommendations from earlier phases into detailed land use, policy, and infrastructure guidance. Throughout all phases, ongoing public involvement remains a cornerstone of the process, ensuring that the evolving plan continues to reflect the community's vision for a complete community.

Figure 3: Woodgrove Area Plan Process





2.0 DRAFT POLICY RECOMMENDATIONS

The Complete Community lenses (housing, transportation, daily needs, and infrastructure) used in Phases 1 and 2 form the analytical and conceptual foundation for policy, actions and monitoring recommendations. The draft policy recommendations address the gaps and opportunities identified in earlier phases, such as increasing housing diversity, improving multimodal transportation, enhancing access to daily needs, and upgrading infrastructure to support future growth. These policies will guide the transformation of the Woodgrove Urban Centre into a complete community and alignment with the broader goals of *City Plan* and provincial housing legislation.

2.1 DRAFT GENERAL POLICIES

POLICIES

- 2.1.1 The Woodgrove Urban Centre is recognized as the city’s northern gateway, serving a city-wide and regional centre function for commercial activity.
- 2.1.2 The Woodgrove Urban Centre is to become one of the city’s primary hubs of activity with highest intensity of land uses and an increased mix of uses and forms.
- 2.1.3 The Woodgrove Urban Centre is intended to be a complete community that includes housing, employment, and services and allows for daily needs to be met without the requirement for travel outside the Urban Centre.
- 2.1.4 The Woodgrove Urban Centre is to evolve into offering a mix and range of services that support the social, health, recreation, wellness, and open space needs of residents living both in the Woodgrove Urban Centre, the surrounding community and region.

- 2.1.5 Provide continuous ground-oriented, pedestrian focused, retail, commercial or civic/assembly uses on the ground floor of all buildings.
- 2.1.6 Integrate land use and mobility through the creation of a compact, dense, and mixed-use Urban Centre that promotes walking, rolling, cycling, and public transit, and reduce automobile dependency in the Urban Centre.
- 2.1.7 The following typical uses are supported in the Woodgrove Urban Centre: mixed-use, commercial, office, and residential; residential in apartment formats; civic / institutional uses; and, parks, plazas, and open spaces.
- 2.1.8 The following typical building forms are supported in the Woodgrove Urban Centre: mix of low-rise, mid-rise, and high-rise buildings, typically in mixed-use forms with ground-floor commercial and residential / office above, or residential or institutional or live / work forms.
- 2.1.9 Typical building heights in the Woodgrove Urban Centre are two storeys to twelve storeys, except:
- i. Where an Urban Centre designation is adjacent to a Neighbourhood designations, maximum building height will be six storeys.
 - ii. Where an Urban Centre designation is adjacent to a Suburban Neighbourhood designation, maximum building height will be four storeys.
- 2.1.10 To support a transit-oriented, complete community, parking is to be provided under-building or underground.
- 2.1.11 Incorporate gateway features to create a sense of arrival at the following entrance points:
- i. Island Highway N and the northern city boundary;
 - ii. Nanaimo Parkway and Aulds Road;
 - iii. Enterprise Street and the Island Highway.

2.2 MASTER DEVELOPMENT PLAN

To support redevelopment of large properties, the application of a Master Development Plan is proposed to provide a finer level of detail for how a site will be developed. This would include establishing the general locations of land uses and densities, including street, lane and pathway networks, utility servicing, parks and open spaces, amenities, public benefits, and development phasing. A Master Development Plan should also take into account the site's relationships to adjacent lands, in terms of land use compatibility, site access, and transportation network and infrastructure needs, with specific regard for neighbouring remnant parcels, ensuring these sites are able to redevelop under their Land Use Designation.

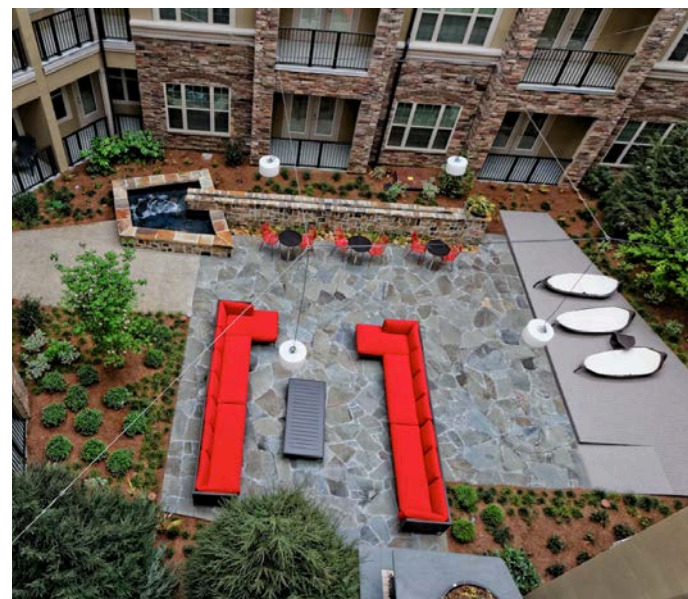
DRAFT POLICIES

- 2.2.1. A Master Development Plan rezoning is required at time of application for all development sites (the entire property or set of properties under application), greater than 2.5 hectares (6.18 acres), and will be secured through a development agreement with the City.
- 2.2.2. A Master Development Plan must include, but not be limited to, the following elements to the satisfaction of the City:
- i. A site plan and context plan showing the general location and uses of all buildings, streets and public spaces, and proposed land use distribution and zones;
 - ii. Conceptual drawings for any adjacent remnant parcels, demonstrating how they can feasibly develop independently;
 - iii. Density and building height ranges for each development parcel taking into consideration factors such as building massing, view line potential, shadow impacts and wind effects, and traffic and pedestrian circulation;
 - iv. Housing affordability initiatives consistent with the *City Plan: Nanaimo Reimagined* and the *City's Housing Needs Report*;
 - v. A public open space and amenities plan that incorporates a series of linked parks, amenities and publicly accessible open spaces. This shall comprise a minimum public parkland dedication of at least 5% of the total site area.
 - vi. Development that achieves the urban design guidelines outlined in the *Woodgrove Area Plan and Form and Character Design Guidelines*, including public realm features and other design elements;
 - vii. Master landscape concept plan (including interim landscaping between phases);
 - viii. Public benefit plan outlining the benefits and social components of the proposed development;
 - ix. Public art plan, identifying the type, location and theme;

- x. Transportation plan for vehicles, cycling, rolling and walking, with an emphasis on Transportation Demand Management (TDM) and supporting a pedestrian-friendly environment;
- xi. Greenways and/or green streets as appropriate;
- xii. Parking, loading and waste collection plan;
- xiii. Utilities servicing concept, including a stormwater management plan and a capacity assessment of the City's existing water, sewer and drainage systems;
- xiv. Sustainability plan, including details on the natural environment (e.g., watercourses), climate action, energy, wastewater, stormwater management, and natural materials;
- xv. Phasing plan with details on infrastructure, transportation, and amenities phasing; and
- xvi. Any additional information as determined by the City to be necessary resulting from site-specific conditions.

2.2.3. The Master Development Plan will be included in a Development Agreement, to be registered on title of the land under a section 219 covenant.

2.2.4. Individual Subdivision and Development Permit applications will proceed by phase as guided by the Master Development Plan and Development Agreement.



2.3 HOUSING

The first key element to achieving a complete community is to provide a variety of housing options. The *Phase 1: Baseline Assessment Report* highlighted the low density of housing, lack of housing within mixed-use developments, as well as the lack of affordable housing options within the Woodgrove Urban Centre. To provide a range of housing options, the Woodgrove Urban Centre will need to shift to a mixed-use development form, with a residential component. The following draft policies are based on what we heard through public engagement, housing policies in the *City Plan: Nanaimo Reimagined*, and the *City's Interim Housing Needs Assessment (2025)*. The policies focus on providing a mix of housing types, tenures, affordability levels and unit mixed.

DRAFT POLICIES

- 2.3.1. Include a mix of high and medium density residential development in the Woodgrove Urban Centre to provide more housing near employment; maximize the use of infrastructure, services, and amenities; meet changing demographics; and support a mix of incomes.
- 2.3.2. Provide a mix of housing tenures (i.e. rental and ownership).
- 2.3.3. Provide non-market housing units, both social and supportive housing to benefit residents of all income groups. These units can be within market developments and mixed-use buildings or as standalone developments.
- 2.3.4. Non-market housing units are to be secured through housing agreements, to ensure long-term affordability.
- 2.3.5. Provide a balanced mix of bedroom types to provide housing for varying household sizes.



TRANSPORTATION



2.4 TRANSPORTATION

The second key element to achieving a complete community is to provide a variety of transportation options. The *Phase 1: Baseline Assessment Report* highlighted significant gaps in pedestrian, cycling and transit networks, as well as limited connectivity to the broader city transit system. To provide a range of transportation options, the Woodgrove Urban Centre will need to shift from an auto-oriented centre to one that prioritizes walking, rolling, cycling, and public transit. The following policies are based on what we heard through public engagement, and the transportation policies in *City Plan: Nanaimo Reimagined*. These policies focus on building an integrated active transportation and transit network across the whole of the Woodgrove Urban Centre.

DRAFT POLICIES

GENERAL

- 2.4.1. Achieve a mode split target of 76% auto, 16% active and 8% by 2046 or 7,500 people within the Woodgrove Urban Centre.
- 2.4.2. Incorporate space and amenities for all modes of transportation, including transit, cycling, and pedestrians, as well as additional space for respite areas, transit shelters, wayfinding, and end-of-trip facilities.
- 2.4.3. Detailed design of the active mobility, road network and intersections will be informed by a Traffic Impact Assessment, that may be required at time of rezoning, subdivision, or development permit application.

ACTIVE MOBILITY

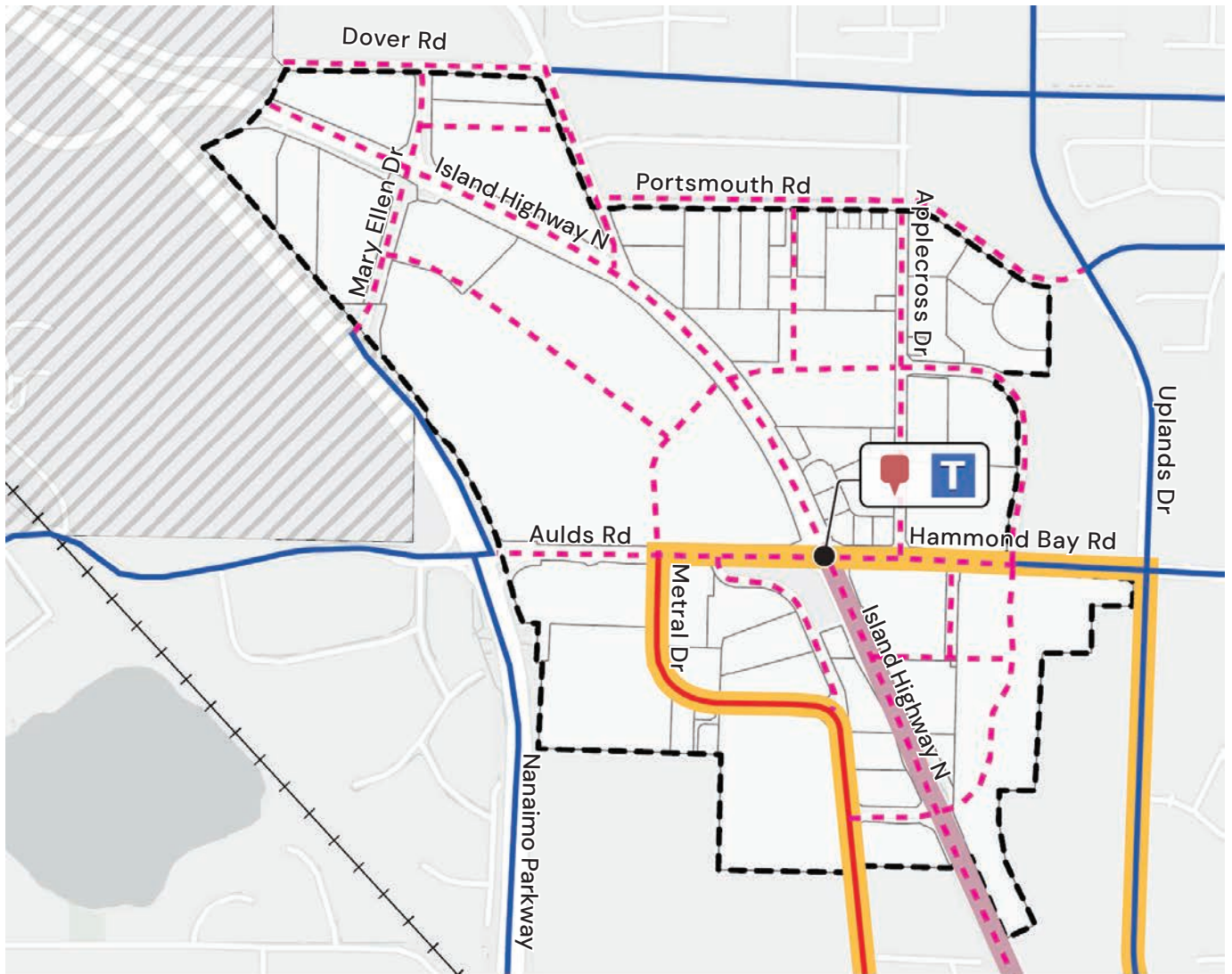
- 2.4.4. Design and construct existing and proposed active mobility routes and crossings to provide complete mobility, as identified in Figure 4 – Active Mobility & Primary Transit Network, and the *Complete Street Design Guide*.

- 2.4.5. Provide additional pedestrian crossings along major roads with particular focus near transit services and at key connections to adjacent areas.

PRIMARY TRANSIT NETWORK

- 2.4.6. Improve accessibility to transit, by providing a complete sidewalk and cycling network within the Woodgrove Urban Centre, coupled with increased transit service and frequency.
- 2.4.7. Secure a new transit exchange that meets the needs of the City of Nanaimo, BC Transit, and the Regional District of Nanaimo, as identified in Figure 4 – Active Mobility & Primary Transit Network, the *Regional District of Nanaimo Transit Redevelopment Strategy* and the *Woodgrove Transit Exchange Site Options Report 2025*.

Figure 4: Active Mobility & Primary Transit Network



[- -] Woodgrove Urban Centre

▭ Parcels

▨ District of Lantzville

+ + E & N Corridor

RDN Primary Transit Routes

▬ Bus Rapid Transit (BRT) Line

▬ Bus Frequent Transit (BFT) Line

Proposed Active Mobility Routes

- - - Proposed Route

Existing Active Mobility Routes

▬ Primary Route

▬ Secondary Route

Proposed Amenities *exact location to be determined

📍 Elementary School*
General location for prioritization of a new elementary school

T Transit Exchange*
General location for the prioritization of a new transit exchange

2.4.8. Where the future transit exchange is secured through private development, ensure the appropriate agreements are in place to preserve the City of Nanaimo, BC Transit, and the Regional District of Nanaimo's entitlements. These may include: a master agreement, parcel transfer, covenants, statutory-right-of-way, operating agreements, lease and/or easements.

2.4.9. Plan for a transit exchange that includes:

- i. A compact site occupying an area of approximately 1.8 hectares;
- ii. A site that is centrally located within the Woodgrove Urban Centre, adjacent to the Rapid Bus Transit corridor, highly accessible and relates to surrounding development with integrated pedestrian access;
- iii. Siting and configuration that makes efficient use of space and future demands, with the option to be incorporated into a mixed-use development; and
- iv. Dedication of space and amenities to support intermodal integration opportunities.

2.4.10. Work with BC Transit and the Regional District of Nanaimo to increase transit service and frequency to, from and within the urban centre, per the *Regional District of Nanaimo Transit Redevelopment Strategy*.

2.4.11. Preserve options for future mobility infrastructure, including transit, in the E&N Railway Corridor, and seek opportunities to provide clear connections from the E&N Railway Corridor to the Woodgrove Urban Centres. See Figure 4 – Active Mobility & Primary Transit Network.

ROAD NETWORK

2.4.12. Plan and design existing and proposed public roads to provide a complete road network, as identified in Figure 5 – Road Network. The road network is to be consistent with the City's *Manual of Engineering Standards and Specifications* (MOESS) and the *Complete Street Guidelines*.

2.4.13. Plan and design existing and proposed public roads with vehicular access to include the following elements:

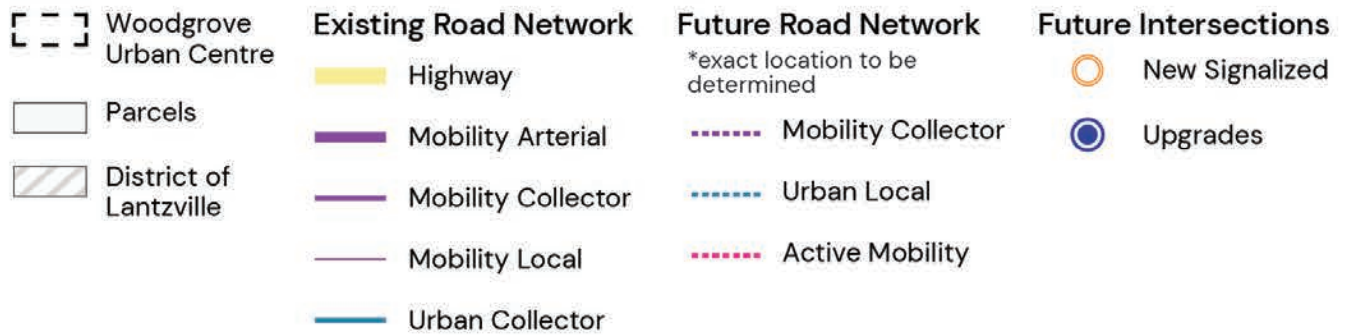
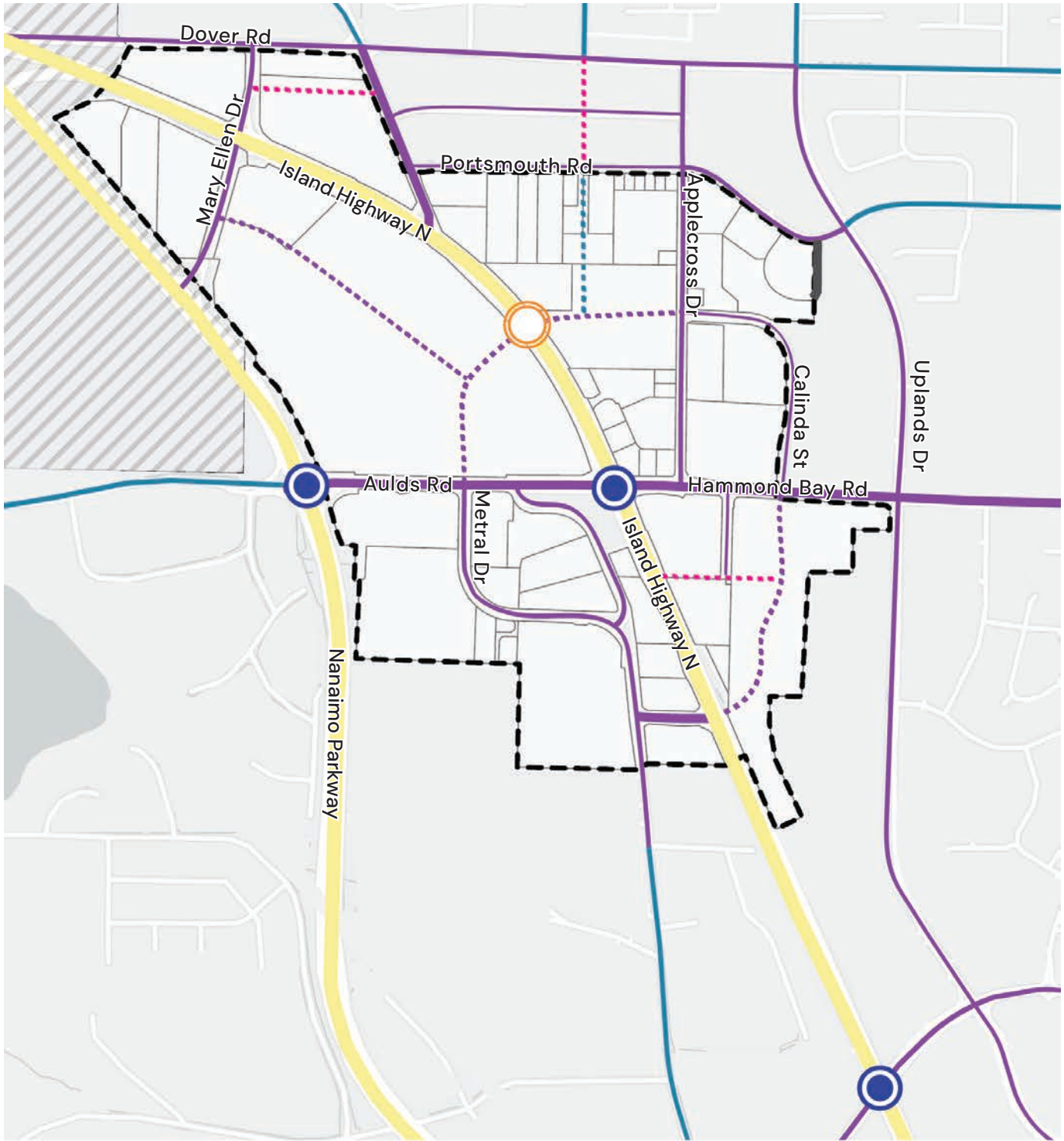
- i. Traffic calming measures throughout the plan area, such as narrow vehicular lanes, on-street parking, curb extensions, chicane raised pedestrian crossings, street trees, and raised crosswalks and intersections; and
- ii. Vehicle access that is prioritized from lower hierarchy streets, including new local connections to arterial networks to improve vehicle flow and access.

2.4.14. Transition Island Highway (19A) through the Woodgrove Urban Centre to become a Mobility Arterial Street, including accommodation for all modes, as well as beautification and an enhanced streetscape character.

2.4.15. Plan and design the active mobility roads to provide key mid-block connections that tie into the primary and secondary active mobility routes, as identified on Figure 5 and per the cross-section specifications identified on Figure 6. Key elements of the active mobility road may include:

- i. A use intended solely for active modes of transportation;

Figure 5: Road Network



- ii. A minimum width of 10m that is to be secured as road dedication or as a right-of-way;
- iii. A 4 m wide asphalt pathway that is either linear, meandering or curved and can accommodate all modes of active transportation;
- iv. A boulevard on both sides of the pathway that is a minimum width of 6 m and includes the following features: street furniture, landscaping and lighting,
- v. A design that maximize safety and comfort in keeping with Crime Prevention Through Environmental Design (CPTED) principles. This includes providing direct access to ground oriented residential and/or commercial units, and where private fencing is proposed to be located adjacent to the active mobility road (optional), that it is permeable, no higher than 0.9 m, located on private property and set back a minimum of 1 m from the property line; and
- vi. The inclusion of gateway features at the entrances to the road.

Figure 6: Active Mobility Road Cross-Section





Active Mobility Road

INTERSECTIONS

2.4.16. Design and construct existing and proposed intersections as identified in Figure 5– Road Network. The intersections are to be consistent with the *Complete Street Design Guidelines*. These include:

- i. A new signalized intersection on Highway 19 (Island Highway);
- ii. Retrofits to the intersections listed in Table 1, where population thresholds within the Woodgrove Urban Centre exceed the overall acceptable performance thresholds.

2.4.17. When upgrading and constructing new intersections, consider the following to improve safety and better balance the needs of all road user:

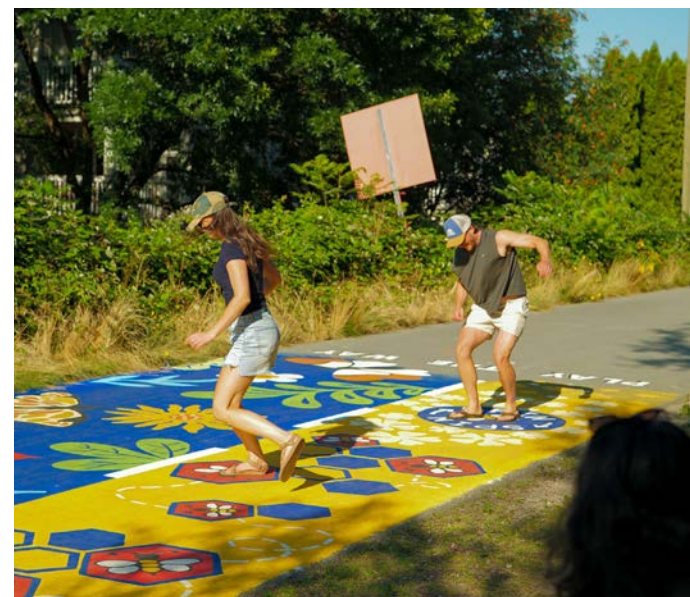
- i. Strategic optimization of intersection laning and signal timing, which could include the reallocation of vehicle lanes, implementation of protected-only turn phases, elimination of split phasing, and reductions in cycle lengths;
- ii. Reduction in corner radii (e.g. with new curb bulges and/or removal of channelized right turns) to reduce vehicle speeds and pedestrian crossing distances; and
- iii. New or enhanced crosswalks with elements such as raised crosswalks, leading pedestrian intervals, and Rectangular Rapid Flashing Beacons.

Table 1: Intersection Population Thresholds

INTERSECTION	ADDITIONAL POPULATION BEFORE PERFORMANCE THRESHOLD IS MET
Aulds Rd & Nanaimo Pkwy	1,600
Aulds Rd/ Hammond Bay Rd & Island Hwy	2,500
Turner Rd & Island Hwy	2,100



ACCESS TO DAILY NEEDS



2.5 ACCESS TO DAILY NEEDS

The third key element to achieving a complete community is being able to access basic daily needs within a short walk or rolling distance. For the purpose of this assessment, basic daily needs includes: daycares, employment opportunities, grocery stores, parks and open spaces, pharmacies, recreation, cultural and wellness facilities and schools. The *Phase 1: Baseline Assessment Report* indicated the Woodgrove Urban Centre is poorly connected by sidewalks and cycling infrastructure, impacting residents' ability to access their daily needs. The findings also identified a lack of parks and open spaces, recreation, culture and wellness facilities, and school within the Woodgrove Urban Centre. The *Baseline Assessment Report* also found that the Woodgrove Urban Centre is characterized primarily by large-format retail and big-box stores.

The following policies build on the transportation and land use policies in *City Plan: Nanaimo Reimagined*, as well as what we heard through public engagement. The policies are focused on ensuring the basic daily needs are readily available across the Woodgrove Urban Centre and are accessible through a complete sidewalk and cycling network.

DRAFT POLICIES

GENERAL

- 2.5.1 Develop the Woodgrove Urban Centre into a complete community, where residents can access their daily needs within a 15-minute / 800-metre walk and 15-minute / 2,700-metre cycle. Daily needs include: daycares, employment opportunities, grocery stores, parks and open spaces, pharmacies, recreation, culture and wellness facilities and schools.
- 2.5.2 To provide resident's access to their daily needs with a 15-minute walk or cycle, incorporate the following elements into the planning and design of developments:
- i. A compact, mixed-use building form, with ground-floor commercial uses and residential and/or office above.
 - ii. Employment-generating commercial uses such as: retail, personal services, dining, and hotels;
 - iii. A mix of commercial floor plate sizes to attract a diverse range of tenants, and to provide diversity and adaptability to future market demands (including small-scale retailers); and
 - iv. Parks, trails, plazas, urban tree canopy, recreation, culture and wellness facilities, market spaces, and other publicly accessible spaces.
- 2.5.3 Large-scale retailers are to be incorporated into mixed-use developments, and are to limit their street frontage to the building's interiors or other storeys, to allow for more commercial uses on the ground-floor and an active street frontage.
- 2.5.4 Target a vacancy rate of 5% for commercial and office space within the Woodgrove Urban Centre.

- 2.5.5 The logical and timely phasing of employment-generating floor space is required. Phasing will be identified through a Master Development Plan process, and consider a number of contextual factors, including but not limited to:
- i. The location of each phase in relation to elements of the Plan which regulate or guide commercial land uses;
 - ii. The phasing of demolishing existing commercial space and the availability of space for existing businesses to relocate; and
 - iii. Fulfilling any outstanding commitments by the applicant to provide employment-generating floor space in the Woodgrove Urban Centre in conjunction with or prior to proceeding with new development applications.
- 2.5.6 Permit office use with efficient floor plates to meet the diverse and evolving needs for business growth and expansion.

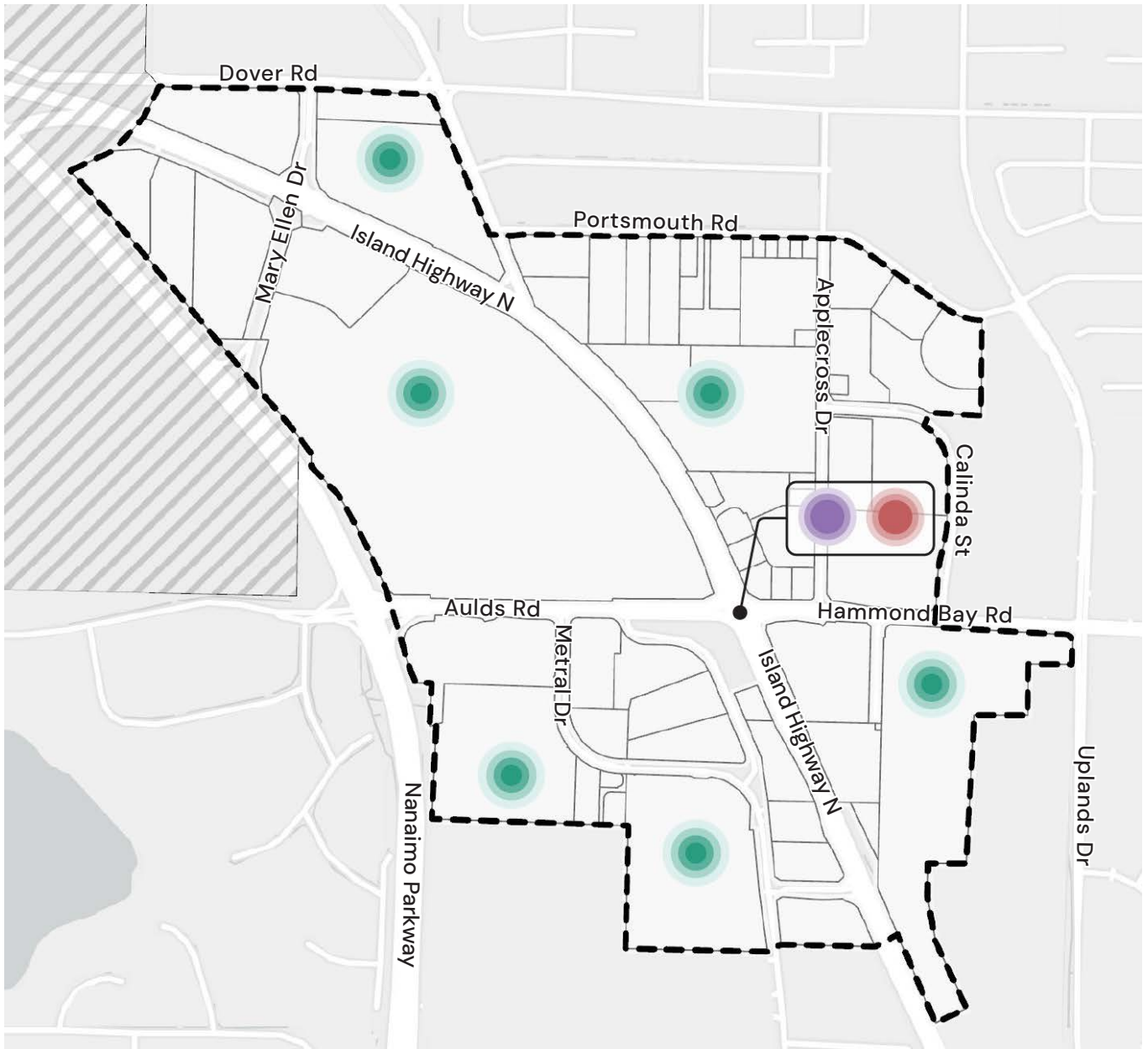
PARKS, RECREATION, CULTURE & SCHOOLS

- 2.5.7 Fulfill the direction in the *City Plan: Nanaimo Reimagined* to achieve 20% of the land in the Woodgrove Urban Centre for parks, trails, plazas, urban tree canopy, recreation, culture and wellness facilities, market spaces, and other publicly accessible space. The land is to be acquired or legally secured in accordance with the policies of this Area Plan and as identified in Figure 6 – Parks, Recreation, Culture & Wellness. Public use of these lands may be secured using the following tools:

a master agreement, parcel transfer, covenants, statutory-right-of-way, operating agreements, lease and/or easements.




- 2.5.8 Consider the following when planning and designing for parks, recreation, cultural, wellness, school facilities and amenities:
- i. Shared use of recreation, culture and wellness facilities, recreational amenities such as sports fields, and playgrounds;
 - ii. Pedestrian-oriented access and safe site circulation including the inclusion of trails;
 - iii. Multi-storey buildings and the use of building roofs for play spaces and community activation;
 - iv. Integration of compatible uses such as multi-unit housing, commercial, and other institutional or civic uses where appropriate;
 - v. Integration of public amenities with public infrastructure projects such as utility upgrades;
 - vi. Opportunities for shared parking facilities; and
 - vii. The integration of public art.
- 2.5.9 Collocate major public parks, recreation, culture and wellness amenities and facilities centrally within the Woodgrove Urban Centre, and near the new transit exchange, to support connectivity, access and a vibrant core.

Figure 7: Parks, Recreation, Culture & School Facilities



-  Woodgrove Urban Centre
-  Parcels
-  District of Lantzville

Proposed Amenities *exact location to be determined

-  Elementary School *
-  Urban Park, Recreation, Culture, & Wellness Destination*
Urban Centre location where future development will prioritize inclusion of new parks, recreation, culture, and wellness spaces
-  Park or Amenity Space*
General location for prioritization of a new park and/or trail

2.5.10 Ensure that the timing and location for securing park, recreation, culture and wellness facilities optimizes and provides certainty for the use of public resources, considers projected needs and appropriately balances benefit for public good.

2.5.11 Support public and private partnerships and other mechanisms that contribute to the expansion and provision of additional parks, recreation culture and wellness amenities, services and facilities that are identified as a community benefit.

PARKS & OPEN SPACES

2.5.12 Provide a mix of park and open spaces throughout the Woodgrove Urban Centre, as identified in Figure 6 – Parks, Recreation, Culture & Wellness. The parks and open spaces are to meet community needs and projected population growth, and provide both active and passive recreational and social opportunities to residents and visitors of all ages.

2.5.13 Parks and open spaces typologies are outlined in Table 3. Unless identified in Figure 6 – Parks, Recreation, Culture & Wellness, typologies will be determined at time of development.

2.5.14 The planning, design, implementation and construction of parks and open spaces will be facilitated by the developer with guidance and input provided by the Parks, Recreation, and Culture Department. Final approval of any parks and/or open spaces shall be contingent on the satisfaction of the General Manager of Community Services.

2.5.15 The park and open space network may include both publicly owned and Privately Owned Public Open Spaces (POPOS). POPOS are publicly accessible open spaces that are privately owned, maintained, and regulated. Secure the public use of POPOS through project agreements such as operating agreements, easements, covenants, leases and/or statutory-right-of-way.

2.5.16 Consider the following objectives when siting parks and open spaces:

- i. A distribution that provides access to all residents within a five-minute walking distance.
- ii. Form part of a network of public and privately owned public parks, open spaces and trails that are seamless and connect to surrounding neighbourhoods, recreation and cultural public amenities.
- iii. Maximize solar access, for example the north side of public streets to maximize access to mid-day sunlight and minimize shadow impacts from adjacent buildings;
- iv. A contiguous and unencumbered areas with ideal configurations and topography; and
- v. Access for road and maintenance.

2.5.17 Parks and open spaces are to incorporate the following design elements. Where appropriate, design elements will be added to the City's Asset Management Plan.

- i. Walking, rolling and cycling trails that connect to adjacent active mobility routes identified in Figure 4: Active Mobility & Primary Transit Network;



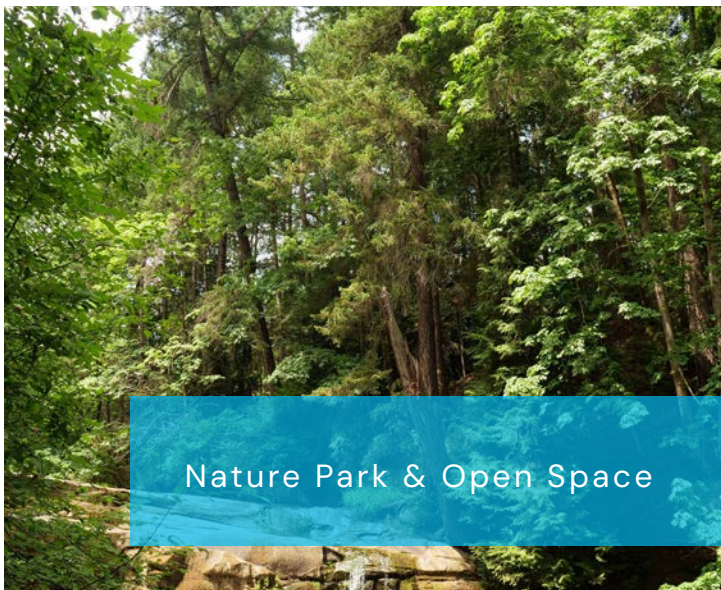
Destination Park & Open Space



Community Park & Open Space



Neighbourhood Park & Open Space



Nature Park & Open Space



Plazas

Table 2: Park & Open Space Typologies

TYPOLOGY	KEY CHARACTERISTICS
Destination Park & Open Space (PRC 1, 2 & 3)	Destination Parks & Open Spaces serve residents citywide and offer a range of recreational, cultural and wellness facilities and amenities. Facilities are typically larger in scale due to their need to serve a citywide function. Facilities may include community centres, arenas, pools, gymnasiums, libraries, performing art spaces, galleries and museums. Amenities can be active and/or passive and may include playgrounds, sports fields, dog areas, community gardens, public art, site furnishings, purpose courts, bike and skate parks. City Parks may also include a Nature Park component.
Community Park & Open Space (PRC 1 & 2)	Community Parks serve several neighbourhood residents and offer a range of recreational, cultural and wellness facilities and amenities. Facilities and amenities may be active and/or passive and may include public art, site furnishings, playgrounds, sports fields, dog areas, community gardens, multi-purpose courts, bike and skate parks. Community Parks may also include a Nature Park component.
Neighbourhood Park & Open Space (PRC 1 or 2)	Neighbourhood Parks & Open Spaces serve neighbourhood residents and offer a range of amenities. Amenities can be active and/or passive and may include public art, playgrounds, sports fields, dog areas, community gardens, multi-purpose courts. Community Parks may also include a Nature Park component.
Nature Park & Open Space (PRC 1)	Nature Parks may serve citywide and/or neighbourhood residents and offer conservation and recreational opportunities. Nature parks may include natural features such as sensitive areas, water bodies, coastal bluffs, terrestrial herbaceous areas, forests, woodlands, and vegetated areas. They may also include amenities such as boardwalks, trails, public art, site furnishings and washroom facilities.
Plazas	Public plazas may serve a citywide and/or neighbourhood residents and are intended to provide a gathering place that contribute to the livability of the public realm by encouraging social interaction and activity. To maximize use and visibility, plazas are intended to be located in areas of high pedestrian activity and at corners of important streets and trails to take advantage of sunlight and views. They are also intended to serve both passive and active uses. Amenities may include site furnishing, shading, public art, water features, landscaping, lighting, and flexible spaces to host various planned and spontaneous events.

- ii. Seating and gathering spaces, including shaded areas;
- iii. Amenities to support activities appealing to users ranging from children to seniors, as well as accessible spaces; (all ages and abilities);
- iv. Landscaped areas that define the beauty of the space, and serve ecological functions, such as habitat creation and/or stormwater management;
- v. Edges that are welcoming and highly visible from the roads and other public access points, with well-defined entrances and consideration for public safety;
- vi. Tree canopy; and
- vii. Public art.

RECREATION, CULTURE & WELLNESS FACILITIES

- 2.5.18 Secure a new recreation, culture and wellness facility that is centrally located within the Woodgrove Urban Centre, as identified in Figure 6 – Parks, Recreation, Culture & Wellness. Where the site for the recreational, culture and wellness facility is secured through redevelopment, ensure the site is secured in an early stage of development and that the parcel is transferred to the City of Nanaimo in an agreed-upon timeframe.
- 2.5.19 Plan and design the new recreation, culture and wellness facility to be compact, and integrated into a mixed-use urban form with residential, commercial, and/or office spaces to create a walkable and vibrant

Woodgrove Urban Centre. Elements of the new recreation, culture and wellness facility should include:

- i. A building that serves both the neighbourhood and regional scale needs and service levels, and a growing population. This includes amenities for children, youth, seniors and families, that could include the following:
 - i. Space for recreation, culture and wellness amenities
 - ii. Gymnasium and fitness centre
 - iii. Performing arts spaces
 - iv. Multi-purpose rooms
- i. A location adjacent to or in proximity to a public park and the new elementary school site, to allow for optimal joint use of the recreation, culture and wellness facility and other community facilities;
- ii. A building design and orientation to make efficient use of space, with multiple floors, and structured parking; and
- iii. Streetscape design to accommodate vehicular pick-up/drop-off space within the right-of-way, while also prioritizing safe and comfortable pedestrian and micromobility access.

- 2.5.20 Secure additional recreation, culture and wellness facilities of varying sizes and functions, to help support population growth and recreational, cultural and wellness opportunities for residents, employees and visitors. These can include facilities that are publicly owned, privately owned, as well as public/private partnership owned facilities.
- 2.5.21 Secure community access to recreational, cultural and wellness facilities where appropriate, via the appropriate agreements. These may include: a master agreement, parcel transfer, covenants, statutory-right-of-way, operating agreements, lease and/or easements.

CULTURAL AMENITIES

- 2.5.22 Woodgrove may include an Entertainment District near the new transit exchange, with restaurants, cafés, pubs, theaters, and other venues for socializing and events.
- 2.5.23 Secure cultural amenities of varying sizes and functions, to help support population growth and cultural opportunities for residents, employees and visitors. These can include cultural amenities such as art, theatre, rehearsal and performance spaces, multi-purpose meeting rooms and creative-making spaces. Design the cultural amenities as shared spaces that can accommodate multiple uses.
- 2.5.24 For publicly owned cultural amenities, secure the appropriate agreements to preserve the City's entitlements. These may include: a master agreement, parcel transfer, covenants, statutory-right-of-way, operating agreements lease, and/or easements.

SCHOOL

- 2.5.25 Secure a site for a new elementary school, as identified in Figure 6 – Parks, Recreation, Culture & Wellness, that meets the needs of School District 68's (SD68) *Long Range Facilities Plan*. Where the site for the school is secured through redevelopment, ensure it is secured in the early phase of development and that the parcel is transferred to SD68 in an agreed-upon timeframe.
- 2.5.26 The new elementary school should be of a compact urban form, to reduce land costs and ensure compatibility with the transit-oriented nature of the Woodgrove Urban Centre (see Figure 7). Elements of an urban school site include:
- i. A compact site occupying a minimum area of approximately 2.5 hectares;
 - ii. A location adjacent to an existing or proposed public park, to allow for optimal joint use of school and community facilities (e.g. recreation, culture and wellness facility);
 - iii. Building size, design and orientation to make efficient use of space, with multiple floors, structured parking and thoughtfully located and secure outdoor play areas with open sight lines; and
 - iv. Streetscape design to accommodate vehicular pick-up/drop-off space within the right-of-way, while also prioritizing safe and comfortable pedestrian and micromobility access.



Recreation, Culture & Wellness Facilities



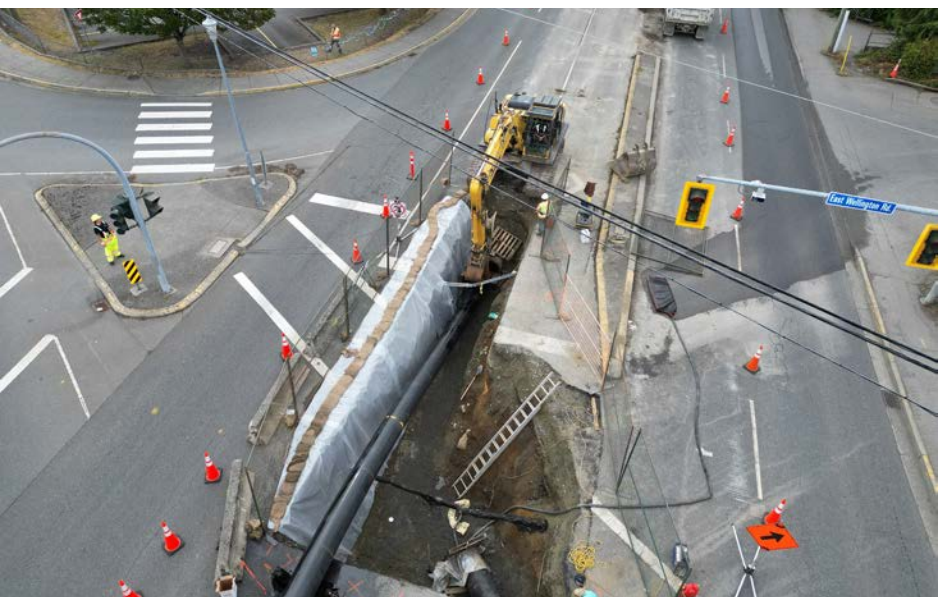
Cultural Amenities



Elementary School



INFRASTRUCTURE



2.6 INFRASTRUCTURE

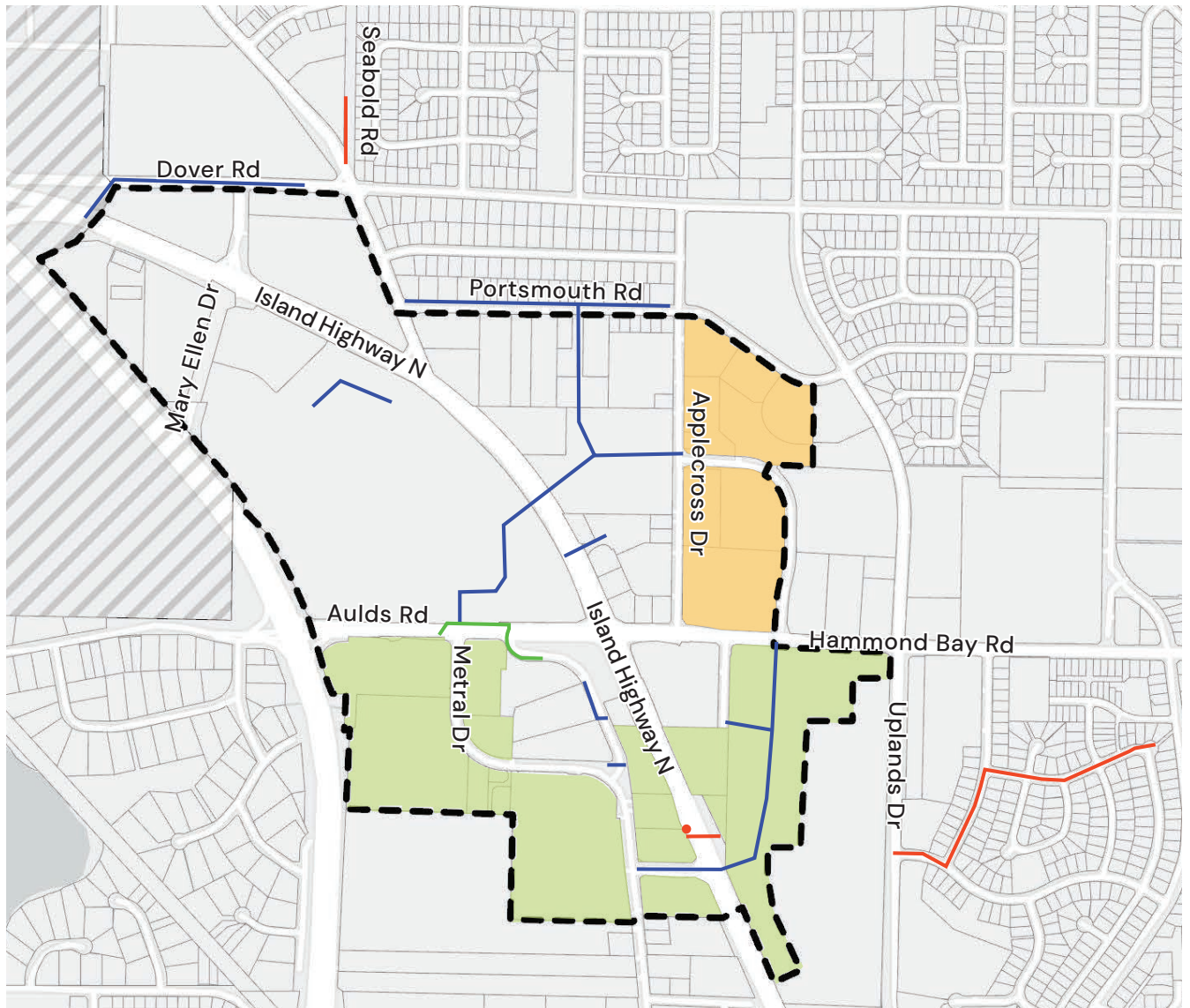
The fourth element to achieving a complete community is an efficient utility infrastructure system. The *Phase 1: Baseline Assessment Report* determined the existing sanitary sewer and water systems in the Woodgrove Urban Centre can handle existing and projected *City Plan* population projections with the currently scheduled upgrades, but some sections are nearing or at capacity. Additional population beyond what is projected for *City Plan* will require significant upgrades to the water and sewer systems. It was also identified that upwards of 90% of the Woodgrove Urban Centre is impervious surface.









The following draft policies build on the infrastructure policies in *City Plan: Nanaimo Reimagined*, as well as what we heard through public engagement. The policies are focused on ensuring that future growth is supported in a cost-effective manner while contributing to broader City objectives for sustainability, climate action, and resource efficiency.

DRAFT POLICIES

- 3.6.1. Plan and design developments in accordance with the proposed sanitary, water and storm improvements identified on Figure 8 – Infrastructure Improvements & Service Area Studies and as the *Woodgrove Urban Centre Infrastructure Servicing Strategy and Costing Assessment (2025)*.
- 3.6.2. Additional studies may be required at time of development to update the servicing strategy, where there have been changes in land use, population growth and/or infrastructure performance tested in the *Woodgrove Urban Centre Infrastructure Servicing Strategy and Costing Assessment (2025)*.
- 3.6.3. A servicing report(s) will be required at time of development, for lands identified for additional storm drainage and/or sanitary review on Figure 8, to determine whether infrastructure deficiencies exist in these locations.
- 3.6.4. Additional studies may be required to confirm off-site infrastructure capacity for water, sewer and storm, as servicing requirements may change due to shifts in population or development locations.
- 3.6.5. The estimated timing of capital projects over the short term will be identified in the City's Five Year Financial Plan. The exact timing of projects will be based on Council's capital project priorities (i.e., capital projects in the Woodgrove Urban Centre relative to other projects in the City), DCC revenue collection, market cycles, the actual pace of development, and the utilization of developer-funding revenue tools.

Figure 8: Infrastructure Improvements & Service Area Studies



- | | | | |
|---|------------------------|--|--|
|  | Woodgrove Urban Centre | Proposed Improvements | |
|  | Parcels |  | Water |
|  | District of Lantzville |  | Sanitary |
| | |  | Storm |
| | |  | Area for Additional Storm Drainage Review |
| | |  | Area for Additional Sanitary and Storm Drainage Review |



3.0 FUNDING MECHANISMS

This section outlines the proposed funding sources for servicing requirements that are needed to support the implementation of the Woodgrove Area Plan. These servicing requirements are based on a range of growth scenarios outlined in Table 3, that may occur in the Woodgrove Urban Centre over the next 30 years. For more information on the assumptions used for each growth scenario, refer to the *Phase 2 – Growth Scenarios Assessment (2025)* report.

The proposed funding sources are based on detailed technical assessments completed as part of the Complete Communities Woodgrove Area Assessment.

Table 3: Growth Scenarios Parameters

CATEGORY	PARAMETER	SCENARIO 1	SCENARIO 2	SCENARIO 3
POPULATION, HOUSING & RETAIL	New Population	2,500 people	5,000 people	7,500 people
	New Housing Units	1,274 units	2,548 units	3,823 units
	New Retail Space	40,000 ft ²	80,000 ft ²	120,000 ft ²

The transportation, park and open space, recreation, culture, and utility improvements identified in this report will be implemented through a combination of fundings sources. These include private sector development, the City's capital and DCC reserves, capital borrowing, general revenues, utility fees, community amenity contributions, density bonus, and contributions from other levels of government.

TRANSPORTATION

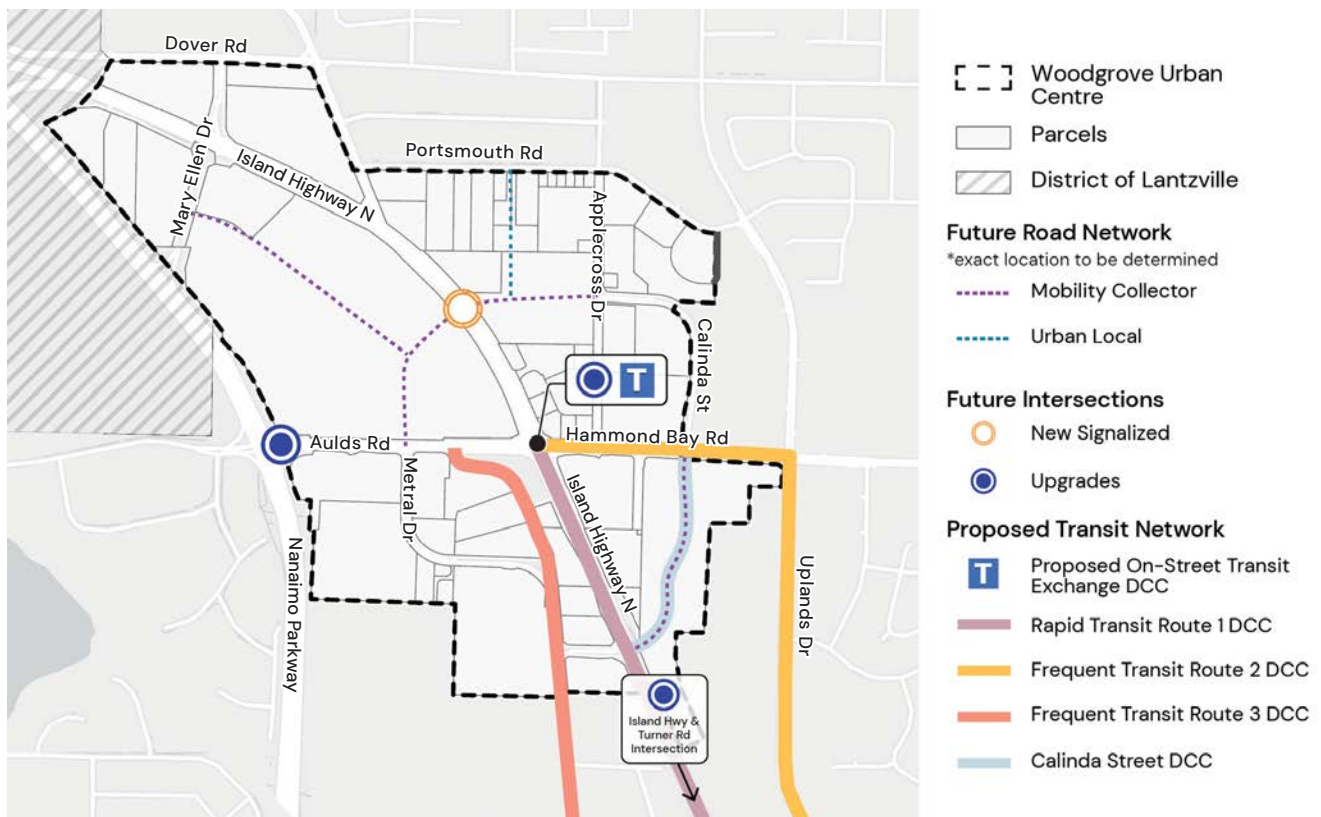
Planned growth in the Woodgrove Urban Centre will require upgrades to the transportation network. Funding for transportation improvements will come from a variety of sources including:

- Frontage improvements constructed as part of the site servicing requirements for individual developments as required by the *Subdivision Control Bylaw*;
- DCC funded capital works to support growth, as identified on Figure 9; and
- The City's transportation capital replacement of infrastructure.

The following may be considered for a future DCC program within the Woodgrove Urban Centre:

1. Upgrades to Calinda Street from Hammond Bay Road to the Island Highway.
2. Sidewalk infill - Parcels fronting existing roads within the Woodgrove Urban Centre may be DCC eligibility, excluding new proposed roads.
3. On Street Transit Exchange.
4. Rapid Transit Route 1, per the *Regional District of Nanaimo Transit Redevelopment Strategy*.
5. Frequent Transit Route 2, per the *Regional District of Nanaimo Transit Redevelopment Strategy*.
6. Frequent Transit Route 3, per the *Regional District of Nanaimo Transit Redevelopment Strategy*.

Figure 9: Transportation Projects

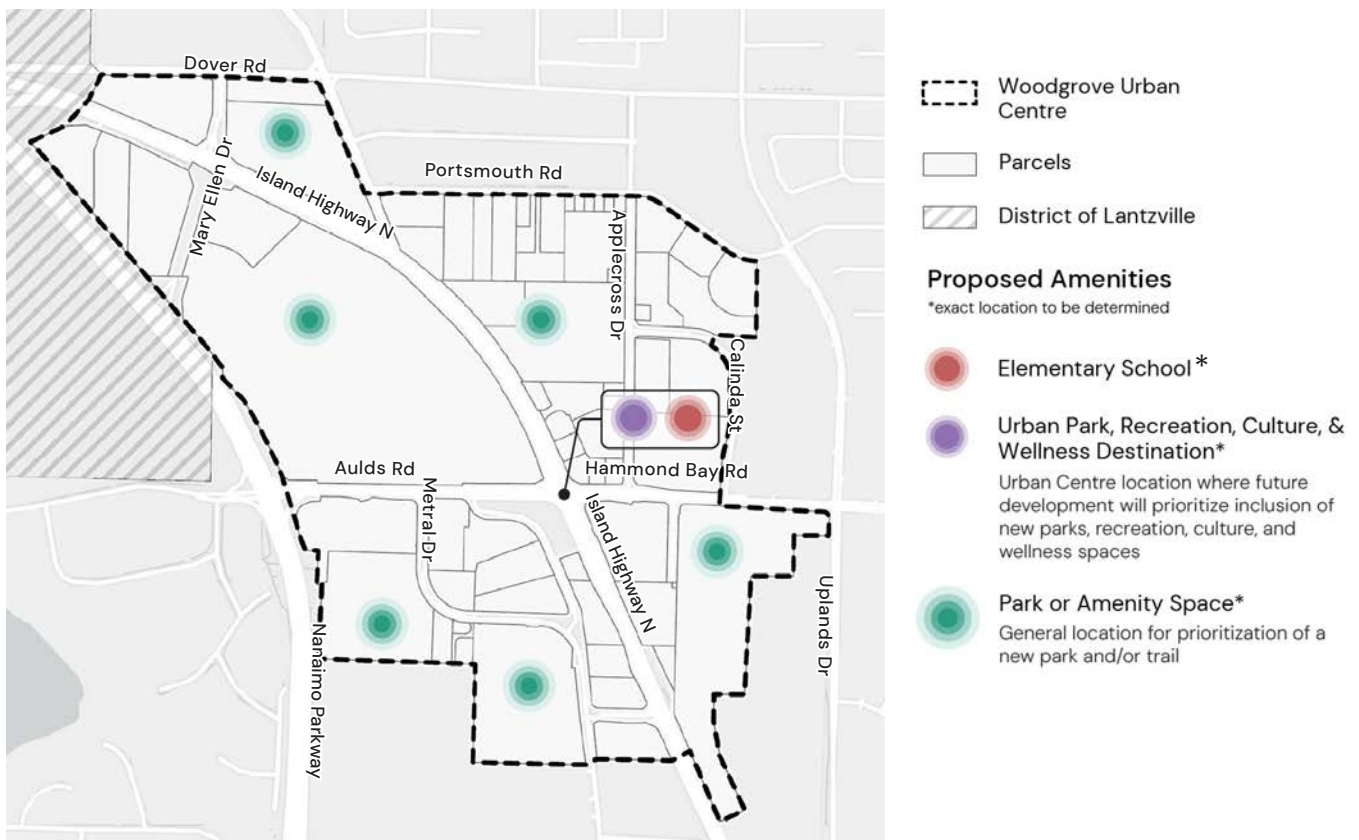


PARKS, RECREATION, CULTURE & SCHOOLS

Planned growth in the Woodgrove Urban Centre will require new parks, recreation, culture and school facilities as shown as general locations on Figure 10. Funding for these amenities and their long-term maintenance and operation may come from a variety of sources including:

- Private sector development contributions via community amenity contributions and/or density bonusing;
- Amenity Cost Contributions (ACCs);
- Parkland Acquisition;
- City capital reserves;
- Capital borrowing;
- General revenues;
- Public-private partnerships; and
- Grants from other levels of government.

Figure 10: Parks, Recreation, Culture & School Projects



UTILITIES

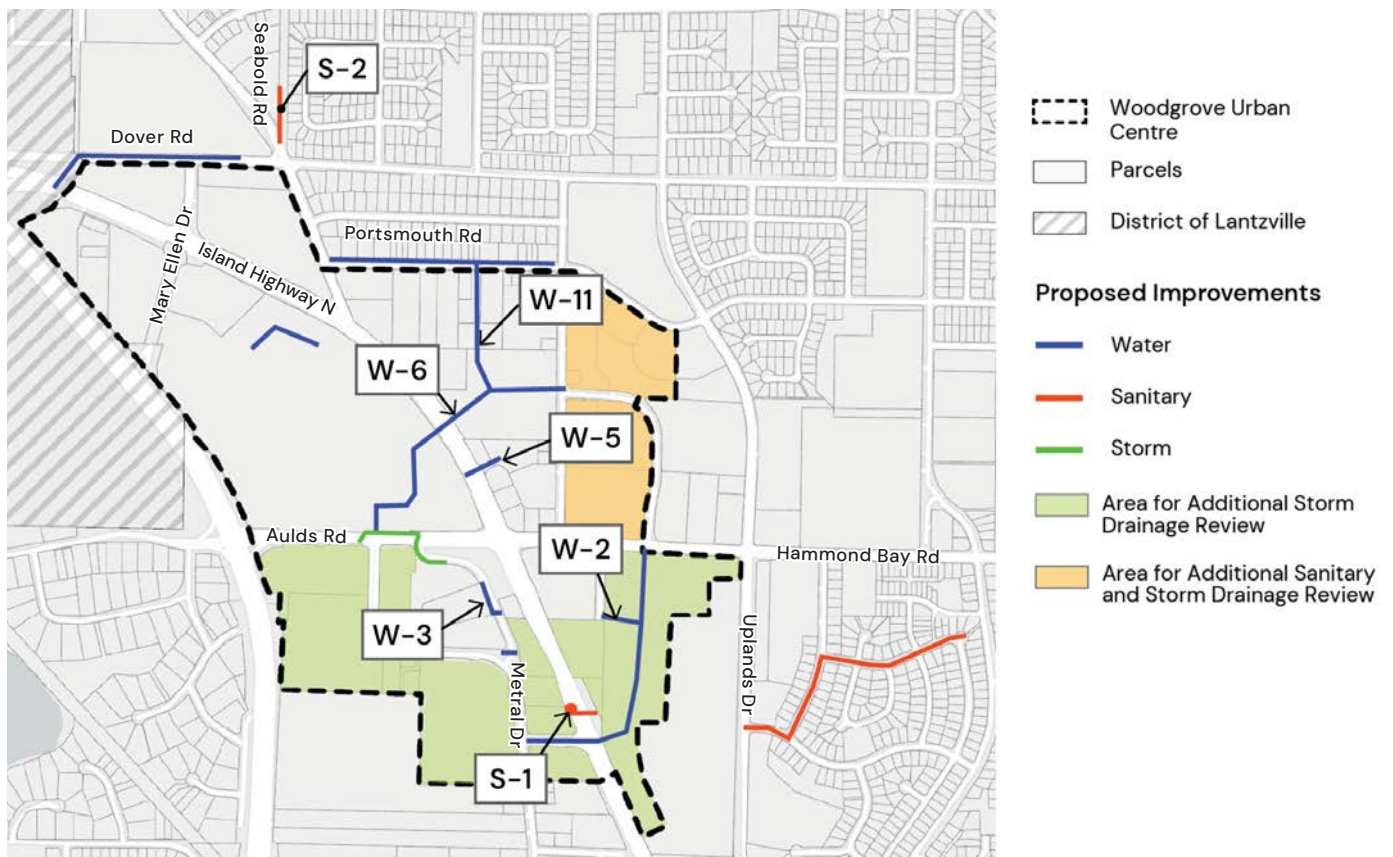
Planned growth in the Woodgrove Urban Centre will require upgrades to the sewer, water and storm drainage utilities. Funding for utility improvements will come from a variety of sources including:

- Works and services constructed as part of the site servicing requirements for individual developments as required by the *Subdivision Control Bylaw*;
- DCC funded capital works to support growth, as identified on Figure 11; and
- The City's sewer and water utilities for capital replacement of infrastructure.
- The City's general reserve for capital replacement of drainage infrastructure.

The following may be considered for a future DCC program within the Woodgrove Urban Centre:

- S-1 | Parkwood Drive Area Sanitary Upgrades
- W-2 | Watermain Loop to Marlin Way
- W-3 | Watermain Upgrade at 6469 Metral Drive
- W-5 | Watermain Loop at 6580 Island Highway
- W-6 | Watermain Loop to Calinda Street
- S-2 | Seabold Road Upgrades
- W-11 | Watermain Loop to Portsmouth Road

Figure 11: Infrastructure Projects



4.0 ACTIONS

This section outlines the draft actions to support the goal of the Woodgrove Urban Centre transformation into a complete community. These actions are designed to inform updates to existing policies and regulations as well as new initiatives. Several of these actions are already included in the *Integrated Action Plan*; however, they are listed in this document to reinforce their importance towards achieving a complete community.

DRAFT ACTIONS

GENERAL

- 4.1 Update the zoning of lands within the Woodgrove Urban Centre, to align with the policy direction in *City Plan: Nanaimo Reimagined* and the Woodgrove Area Complete Community Assessment findings. The zoning is to include the following elements:
- i. The highest intensity and mix of permitted uses: mixed-use, commercial, office, and residential; residential in apartment formats; civic / institutional uses; and, parks, plazas, and open spaces.
 - ii. Discourage auto-oriented uses, such as drive-thrus, except where they are designed to be pedestrian friendly and accessible;
 - iii. A mix of permitted building forms: mix of low-rise, mid-rise, and high-rise buildings, typically in mixed-use forms with ground-floor commercial and residential / office above, or residential or live / work forms.
 - iv. Density that achieves an overall target of 200 units per hectare for the overall land use. This includes the use of density bonusing where appropriate.
 - v. Lot size and dimensions that support the land uses, building forms, densities, amenities, transportation and infrastructure networks needed to achieve a complete community. To avoid fragmentation, and remnant parcels, explore larger minimum lot sizes, to ensure developments takes into account the site's relationships to adjacent lands, in terms of land use compatibility, site access, and transportation network and infrastructure needs.
 - vi. The siting of buildings that promotes walking, rolling, cycling, and public transit, and reduce automobile dependency; and
 - vii. The size of buildings that:

- i. Support lot coverage that enables space for natural features, habitats, urban tree canopy and open space and amenity areas; and
- ii. Support a minimum building height of two storeys and maximum building height of 12 storeys, except:
 - » Where an Urban Centre designation is adjacent to a Neighbourhood designations, maximum building height will be six storeys.
 - » Where an Urban Centre designation is adjacent to a Suburban Neighbourhood designation, maximum building height will be four storeys.
- i. The location of parking areas that:
 - iii. Prohibit large areas of surface parking;
 - iv. Prohibits parking between the front face of the building and the street; and
 - v. Require the majority of parking be provided under-building or underground.

4.2 Complete the followings actions to enact the Master Development Plan tool:

- i. Amend *City Plan: Nanaimo Reimagined*, to incorporate policy on the use and applicability of the Master Development Plan tool.
- ii. Prepare a Master Development Plan Rezoning Policy and Procedure, as outlined in Section 2.2 of this document. The policy is to speak to the following content: process

and procedure, public engagement expectations, and Master Development Plan form and content.

HOUSING

- 4.3 Review and update the Housing Needs Report every 5 years as required by the *Local Government Act* to ensure housing needs reflect current conditions. Update the Housing Diversity Indicator in the Monitoring Framework accordingly (IAP Action #C3.2.1).
- 4.4 Explore regulatory tools such as Residential Rental Tenure Zoning (RRTZ) to ensure a long-term balanced approach to housing tenure mix.
- 4.5 Explore regulatory tools such as inclusionary zoning and density bonusing to secure non-market housing within market developments. Utilize housing agreements to secure non-market housing for the long-term (IAP Action C3.2.7, C3.2.20, C3.2.22).
- 4.6 Develop family-friendly housing regulations to ensure medium to high-density development include units that support the needs of households raising children. This includes regulations on the location, form and design, bedroom mix, size and amenities (IAP Action C3.2.13).
- 4.7 Complete research into good practices in legislation or other policies that support pets in rental housing, and consult with the Province regarding possible revisions to the Residential Tenancy Act to support more pets being allowed in rental housing (IAP Action #C3.2.27).

- 4.8 Create a tenant relocation policy to support tenants impacted by redevelopment and displacement (IAP Action #C3.2.19).

TRANSPORTATION

- 4.9 Amend the *City Plan: Nanaimo Reimagined* Active Mobility & Transit Network Figure 36 & Schedule 3, and the Road Network Figure 37 & Schedule 4 to reflect the proposed changes to the transportation network.
- 4.10 Seek endorsement of the *Complete Street Design Guidelines* to ensure the active mobility and road network meet the goals of the Woodgrove Urban Centre transforming into a complete community.
- 4.11 Work with the Ministry of Transportation and Transit to explore the future of the Nanaimo Parkway and improve access to/from the Woodgrove Urban Centre.
- 4.12 Work with the Ministry of Transportation and Transit to develop an urbanized corridor plan to transition the Island Highway (19A) through or adjacent to Urban Centres (including the Woodgrove Urban Centre) to become Mobility Arterial Street (IAP Action #C2.5.1).
- 4.13 Amend the Manual of Engineering Standards and Specifications (MOESS) to include the new active mobility road engineering standard and specification.
- 4.14 Update the City's Parking Bylaw to remove minimum parking requirements and develop Transportation Demand Management (TDM) measures for new developments in Urban Centres (including the Woodgrove Urban Centre) to support the City's mobility objectives.
- 4.15 Conduct a parking supply and demand assessment study for non-market and rental housing projects located near frequent transit, to support changes to parking requirements and/or support parking variances based on the findings (IAP Action #C3.2.25).

ACCESS TO DAILY NEEDS

- 4.16 Update the zoning regulations applicable to lands within the Woodgrove Urban Centre, to ensure the planning and design of developments improve resident's ability to access their daily needs within 800-metres or a 15-minute walk or cycle. This includes consideration of the following:
- i. Requiring compact, mixed-use building forms, with ground floor commercial and residential and/or office above to reduce walking distances to daily needs;
 - ii. Requiring the majority of parking either underground and/or under-building. Large areas of surface parking are not permitted;
 - iii. Permit uses that support access to basic daily needs such as: daycares, grocery stores, pharmacies, recreational, culture and wellness facilities and other employment generating uses including but not limited to retail, personal services, dining, and hotel.
 - iv. Requiring a mix of commercial unit sizes to attract a diverse range of tenants, and the ability to adapt to future market demands;
 - v. Requiring large scale retailers to incorporate into mixed-use buildings, and limiting their street frontage to the building's interiors or other

storeys, to allow for more commercial uses on the ground-floor and street activation.

- vi. Permit office use with efficient floor plates, to meet the diverse and evolving needs for business growth and expansion.

4.17 Update the Zoning Bylaw to include the following related to childcare (IAP Action #C3.3.6):

- i. Review Schedule D and consider allocating a higher point value for including childcare in developments;
- ii. Amend terminology related to “day care” to clarify that daycare includes child care and/or provide definition for adult care and childcare; and
- iii. Ensure the proposed new Woodgrove Urban Centre zone includes childcare facilities as a permitted use.

4.18 Review regulations relating to hours of operation, conditions of use and patio requirements, to ensure businesses in the Woodgrove Urban Centre are not unduly restricted and can contribute to making the Urban Centre a vibrant destination.

4.19 Explore opportunities to establish the Woodgrove Urban Centre as a major regional transit-oriented employment node by:

- i. Developing an *Office Market Development Strategy* focusing on business attraction, retention and expansion; and
- ii. Creating incentives to attract office space development.

PARKS, RECREATION, CULTURE & SCHOOLS

4.20 Align parks and open space zoning with the park and open space typologies outlined in Table 3, to ensure alignment with future expected uses of the parks and open spaces and maintenance expectations (IAP Action #C4.9.19).

4.21 Review whether any parks and open spaces, recreation, culture and wellness needs identified in Schedule 7 are to be incorporated into the City’s Land Acquisition Strategy (IAP Action #C4.9.1).

4.22 Update/establish a parkland acquisition and funding strategy to secure land or financial contributions from future development for new parks and open spaces in the Woodgrove Urban Centre.

4.23 Work with School District 68 to secure a new elementary school for the Woodgrove Urban Centre.

4.24 Work with School District 68 to support and prioritize the integration of a childcare space into the new elementary school site proposed for the Woodgrove Urban Centre (IAP Action C3.3.3).

INFRASTRUCTURE

4.25 Target \$28.2 million (20 year average) for annual infrastructure system renewal citywide.

4.26 Identify and communicate infrastructure capacity deficiencies impacting existing and future growth. This includes construction of additional priority sewer monitoring station to monitor flows within the sanitary sewer system.

4.27 Construct a new water reservoir at 5775 Vanderneuk Road, to support future growth and resilience.

5.0 MONITORING

This section outlines the draft monitoring framework necessary to ensure we are achieving the goal of the Woodgrove Urban Centre transformation into a complete community. The framework identifies indicators for each complete community lens, which are intended to provide a clear way to measure how the Woodgrove Urban Centre is advancing toward its goals of increasing housing diversity, improving multimodal transportation, enhancing access to daily needs, and upgrading infrastructure to support future growth. The results are anticipated to help inform if additional actions are required to achieve each indicator goal and Area Plan policy. This proposed monitoring approach will be considered for the Woodgrove Area Plan and integration with the City’s overall Monitoring Strategy.

DRAFT HOUSING INDICATORS

INDICATOR #1 HOUSING TENURE
GOAL
Housing Tenure Mix: 55% purpose built rental units and 45% owned units by 2034.
METRIC
$\frac{\text{Total number of all rental units in the Woodgrove Urban Centre}}{\text{Total number of all residential units in the Woodgrove Urban Centre}}$
HOW THE SCORE IS CALCULATED
The total number of purpose built rental housing units delivered in the Woodgrove Urban Centre divided by the total number of residential units (rental & ownership) in the Woodgrove Urban Centre.
WHY WE MEASURE THIS
Housing diversity supports efforts to provide inclusive and affordable living options that meet the needs of different household types and income levels. This goal comes from the Provincial Housing Target Order for the City of Nanaimo.
HOW WE MEASURE IT
The City collects rental and ownership housing unit data annually through building permits.



INDICATOR #2 | HOUSING AFFORDABILITY

GOAL

Affordable Housing: 43% of non-market units (94% social housing and 6% supportive) and 57% market units.

METRIC

$$\frac{\text{Total number of all non-market housing units in the Woodgrove Urban Centre}}{\text{Total number of all non-market and market housing units in the Woodgrove Urban Centre}}$$

HOW THE SCORE IS CALCULATED

Total number of non-market housing units available in the Woodgrove Urban Centre, which includes social housing and supportive housing units divided by the total number of all non-market and market housing units available in the Woodgrove Urban Centre. Non-Market Housing is defined as a range of housing options, where the cost of housing is lower than the average cost of market housing due to some level of subsidization. For the purpose of this calculation, non-market housing includes social and supportive housing but excludes shelter beds, community care facilities providing licensed care services, warming centres and rooming houses.

WHY WE MEASURE THIS

Housing diversity supports efforts to provide inclusive and affordable living options that meet the needs of different household types and income levels. This goal comes from the Provincial Housing Target Order for the City of Nanaimo.

HOW WE MEASURE IT

The City collects affordable housing data annually through building permits and housing agreements.



INDICATOR #3 | HOUSING BEDROOM MIX

GOAL

Bedroom Mix: 61% one-bedroom, 22% of two-bedroom, and 11% of three bedroom units by 2034.

METRIC

$$\frac{\text{Total number of bedroom unit type in the Woodgrove Urban Centre}}{\text{Total number of all bedroom unit types in the Woodgrove Urban Centre}}$$

HOW THE SCORE IS CALCULATED

The total number of bedroom unit type (i.e. Studio/1-bedroom; 2-bedroom; 3+ bedroom) provided in the Woodgrove Urban Centre divided by the total number of all bedroom unit types (i.e. studio/1-bedroom + 2-bedroom + 3+ bedroom) in the Woodgrove Urban Centre.

WHY WE MEASURE THIS

Housing diversity supports efforts to provide inclusive and affordable living options that meet the needs of different household types and income levels. This goal comes from the Provincial Housing Target Order for the City of Nanaimo.

HOW WE MEASURE IT

The City and BC Assessment collects bedroom mix data annually.

TRANSPORTATION INDICATORS



INDICATOR #4 | MODE SPLIT

GOAL

Mode split target for the Woodgrove Urban Centre of 76% auto, 16% active and 8% transit by 2046 or 7,500 people.

HOW THE SCORE IS CALCULATED

Using Census Data and a household travel survey.

WHY WE MEASURE THIS

Monitoring this indicator will allow the City to monitor progress towards achieving the target mode split and support future decisions to reduce vehicle dependency and greenhouse gas emissions to meet sustainability goals.

HOW WE MEASURE IT

Using census data which is reported every five years and supplemented with City-led household survey data.



INDICATOR #5 | IMPROVED TRANSPORTATION NETWORK

GOAL

Maintain a transportation Level of Service of C for all intersections in the Woodgrove Urban Centre as population increases.

HOW THE SCORE IS CALCULATED

Using industrial software calculator and traffic count data.

WHY MEASURE

Transportation Intersection Level of Service (LOS) is a grading system (A-F) measuring traffic flow quality, from free-flowing (A) to congested (F), based on factors like delay, speed, density, and driver comfort. This system helps the City assess road performance and impacts of new developments. LOS C (Acceptable) is defined as a moderate level of congestion, some driver restriction, significant stops, and delays between 20 - 30 seconds. By monitoring the LOS, the City can make timely transportation infrastructure decisions to keep pace with population growth, and try and prevent future congestion and maintain safe, efficient movement of all vehicles.

HOW WE MEASURE IT

Using traffic count data.

ACCESS TO DAILY NEEDS INDICATORS



INDICATOR #6 | ACCESS TO DAILY NEEDS BY WALKING & CYCLING

GOAL

All residential units (100%) within the Woodgrove Urban Centre can access each daily need within a 15-minute / 800-metre walk and 15-minute / 2,700-metre cycle. These basic daily need destinations include: daycare, employment options, grocery store, parks and open spaces, pharmacy and recreation, cultural and wellness facilities and school.

METRIC

$$\frac{\text{Total number of residential property within a 5-minute / 800-metre walk and 15-minute / 2,700-metre cycle of basic daily need destination within the Woodgrove Urban Centre}}{\text{Total number of all residential properties within the Woodgrove Urban Centre}}$$

HOW THE SCORE IS CALCULATED

Calculate the walking and cycling distance from each residential unit within the Woodgrove Urban Centre to each of the basic daily need destination divide by the total umber of all residential properties within the Woodgrove Urban Centre x 100 = X%.. Assume a walking speed of 0.8 metres per second and a cycling speed of 3 metres per second. Identify the total number of residential units that can access the basic daily need destination withing a 15-minute / 800-metre walk and 15-minute / 2,700-metre cycle using existing sidewalk and cycling infrastructure.

WHY WE MEASURE THIS

Measuring access to daily needs assesses the completeness and livability of the community, supports health and wellbeing, and reduces car dependency by ensuring essential services are located close to where people live.

HOW WE MEASURE IT

Through a sophisticated network analysis supported by GIS technology.



INDICATOR #7 | RETAILER VACANCY RATE

GOAL

Maintain a retail vacancy rate of 5% in the Woodgrove Urban Centre.

METRIC

$$\frac{\text{Total amount of vacant retail gross-floor area in the Woodgrove Urban Centre}}{\text{Total retail gross floor area in the Woodgrove Urban Centre}}$$

HOW THE SCORE IS CALCULATED

The total share of vacant retail gross floor area within the Woodgrove Urban Centre divided by the total retail gross floor area available within the Woodgrove Urban Centre x 100 = X%. Retail is defined as per the Zoning Bylaw No.4500.

WHY WE MEASURE THIS

Monitoring retail vacancy provides insight into the overall economic health and vitality of the Urban Centre. It helps identify emerging trends in retail demand, ensures a balanced supply of commercial space, and informs strategies to support a vibrant, resilient retail environment.

HOW WE MEASURE IT

Though a third party assessment.



INDICATOR #8 | LOCAL VS. LARGE SCALE RETAILERS

GOAL

Provide a balanced amount of gross-floor area for small-scale retailers (50%) to large scale retailers (50%) within the Woodgrove Urban Centre.

METRIC

$$\frac{\text{Total amount of gross-floor area allocated to large-scale retailers in the Woodgrove Urban Centre}}{\text{Total retail gross floor area in the Woodgrove Urban Centre}}$$

HOW THE SCORE IS CALCULATED

The total share of retail gross floor area allocated to large-scale retailers divided by the total retail gross floor area available within the Woodgrove Urban Centre x 100 = X%. A large-scale retailer is defined as a building in which the use is contained exceeds a gross-floor area of 6,644m².

WHY WE MEASURE THIS

Tracking a balanced retail mix helps ensure the commercial environment supports both local and regional economic activity. A balanced mix of small and large retailers enhances diversity, resilience, and adaptability within the retail sector, while improving local character and consumer choice.

HOW WE MEASURE IT

Using the City's building permit and business license data which is gathered annually.



INDICATOR #9 OFFICE VACANCY RATE
GOAL
Maintain an office vacancy rate of 5% in the Woodgrove Urban Centre.
METRIC
$\frac{\text{Total amount of vacant office gross-floor area in the Woodgrove Urban Centre}}{\text{Total office gross floor area in the Woodgrove Urban Centre}}$
HOW THE SCORE IS CALCULATED
The total share of vacant office gross floor area within the Woodgrove Urban Centre divided by the total office gross floor area available within the Woodgrove Urban Centre x 100 = X%. Office is defined as per the Zoning Bylaw No.4500.
WHY WE MEASURE THIS
Monitoring office vacancy rate provides insight into employment space demand and market health. It helps the City anticipate shifts in the local economy, support job growth, and maintain a balanced supply of office space that meets future business and employment needs.
HOW WE MEASURE IT
Through a third party assessment.



INDICATOR #10 | PUBLIC REALM

GOAL

20% of the land base in the Woodgrove Urban Centre is dedicated to the public realm which includes publicly accessible parks and open spaces, plazas, recreation, culture, wellness and school facilities and other publicly accessible space.

METRIC

$$\frac{\text{Total amount of land dedicated to the public realm in the Woodgrove Urban Centre}}{\text{Total land in the Woodgrove Urban Centre}}$$

HOW THE SCORE IS CALCULATED

The total hectares of the land dedicated the public realm (i.e. parks and open space, plazas, recreation, culture, wellness and school facilities and other publicly accessible space) within the Woodgrove Urban Centre divided by the total hectares of land within the Woodgrove Urban Centre x 100 = X%. This measure excludes public roads.

WHY WE MEASURE THIS

Tracking the quantity and type of public realm helps ensure that urban growth is supported by adequate, high-quality public spaces that foster community interaction and environmental resilience.

HOW WE MEASURE IT

The City collects this information annually through building permits and through its GIS records.



INDICATOR #11 5-MIN WALK TO PARKS AND OPEN SPACES
GOAL
All residential units (100%) within the Woodgrove Urban Centre can access a park or open space within a 5-minute walk.
METRIC
$\frac{\text{Total number of residential property within a 5-minute walk of park or open space within the Woodgrove Urban Centre}}{\text{Total number of all residential properties within the Woodgrove Urban Centre}}$
HOW THE SCORE IS CALCULATED
Calculate the walking distance from each residential unit within the Woodgrove Urban Centre to the closest park or open space divide by the total number of all residential properties within the Woodgrove Urban Centre x 100 = X%. Assume a walking speed of 0.8 metres per second. Identify the total number of residential units that can access the park withing a 5-minute walk and using existing sidewalk infrastructure.
WHY WE MEASURE THIS
Proximity to parks and open space promotes physical and mental health, social interaction, and environmental quality. Monitoring this ensures equitable access to green space across all areas of the Woodgrove Urban Centre.
HOW WE MEASURE IT
Through a sophisticated network analysis supported by GIS technology.



6.0 DESIGN GUIDELINES

This final section of the report outlines the form and character design guidelines to support the Woodgrove Urban Centre transforming into a compact and diverse urban centre, with its own special character and pulse. The design guidelines are intended to supplement the citywide Form & Character Design Guidelines, by providing more detailed guidance on the policy objectives of site, building and street interface design. These design guidelines will be considered for the Woodgrove Area Plan.

Note: All development within the Woodgrove Secondary Urban Centre must align with the City of Nanaimo's *Form and Character Development Permit Guidelines*, specifically Section 3.1 – *Primary and Secondary Urban Centres*. This section outlines expectations for building massing, active frontages, pedestrian-oriented design, and transitions between densities. These guidelines are intended to complement and reinforce the City's regulatory framework, ensuring consistency in urban design quality, sustainability, and community integration.



SITE DESIGN



Phased Developments



Connectivity & Mobility



Access, Parking & Loading



Open Space & Amenity Areas

6.1 SITE DESIGN

Rationale: These guidelines provide general direction, at the concept or schematic design stage, for site design – the general siting and configuration of buildings, civic spaces and public amenity areas, as well as access, circulation, parking, and other functional concerns, on a site.

6.1.1 General

- 6.1.1.1 Encourage fine-grain development with varied lot sizes and building forms to avoid monolithic blocks and foster a diverse, adaptable urban fabric.
- 6.1.1.2 Where appropriate, incorporate larger setbacks to:
 - i. Accommodate large canopy shade trees, particularly where no boulevard exists.
 - ii. Minimize shadow and microclimate impacts (e.g. downdrafts) on adjacent streets and civic spaces.
 - iii. Create an appropriate built form transition, particularly when higher density zones abut lower density residential zones.
 - iv. Accommodate both public and private outdoor amenity spaces.
 - v. Reduce the mass, and in turn the visual impact, of the building
 - vi. Accommodate site access, loading and servicing, and/or building entrances.
- 6.1.1.3 For side yards, particular attention should be paid to maximizing suitable access (i.e. to the rear of the site) for those walking, rolling and cycling, while accommodating mechanical units, landscaping (including shrubs and trees for screening and shading).
- 6.1.1.4 On corner sites and other prominent locations (e.g. terminus of a street) modify the built form through architectural features and setbacks (with corresponding public realm enhancements) to create a focal point.
- 6.1.1.5 To signal the arrival into a distinct and vibrant Woodgrove Urban Centre, utilize gateway features such as landmark buildings, artistic elements, and landscape makers at key entry points including the north and south entrance of the Island Hwy and Aulds Road. Gateway features can include:
 - i. Unique forms or silhouettes that are scaled to the surrounding context.
 - ii. Art.
 - iii. The combination of built elements with native plantings, berms, or water features to create a cohesive gateway experience.

6.1.2 Phased Developments

Rationale: These guidelines are intended to provide guidance on the site design of phased developments.

- 6.1.2.1 When designing phased developments, consider the following:
- i. The build out of a proportionate amount of open space and/or public amenity space during each phase of the project;
 - ii. A street and active mobility network that takes into account full build out of the site; and
 - iii. Prioritizing the build out the street interface in early phases of project development.

6.1.3 Connectivity & Mobility

Rationale: These guidelines are intended provide guidance on the site design of the transportation network.

- 6.1.3.1 Design the site's connectivity and mobility to take into account the existing circulation patterns of streets, and active mobility connections located adjacent to the proposed development, notably for larger sites, to ensure a well connected public realm.
- 6.1.3.2 Design the site's connectivity and mobility in line with the proposed active mobility, transit and road networks. This includes taking into consideration the proposed transit exchange, the bus frequent transit and bus rapid transit lines, and transit stops.
- 6.1.3.3 Employ mid-block connections and active mobility roads:
- i. As extensions of adjacent streets, open space and amenity areas;
 - ii. To preserve views and create sightlines to nearby destinations including recreation facility, transit exchange, school, open space, and amenity areas;
 - iii. To break up large blocks and building sites to help reduce building massing and improve connectivity for a range of travel modes.
- 6.1.3.4 Design mid-block connections primarily for active modes of transportation. In instances where limited vehicle access is necessary for factors such as emergency vehicles, loading, deliveries, design the mid-block connection as a shared space.
- 6.1.3.5 Animate mid-block connections through the following design considerations:
- i. Establishing a minimum width of 10m or wider to accommodate the desired functionality, integration with adjacent land uses, environmental comfort, and an appropriate human scale;
 - ii. Turning building frontages around corners (with corresponding open space or amenity area) to create gateways and inviting entrances, where a mid-block connection meets a street or open space;

- iii. Fostering pedestrian-oriented uses such as informal seating, play areas and community gardens, complemented by landscaping, signage, furnishings, and public art;
- iv. Providing appropriate lighting and ensuring good sightlines for safety;
- v. Prioritizing active transport modes for people of all ages and abilities;
- vi. Creating at-grade connection with adjacent uses, whether commercial, residential or mixed use;
- vii. Creating an open-air environment, with special consideration for minimizing microclimate effects such as shadows, rain and wind;
- viii. Locating utilities, waste collection, and building equipment away from pedestrian walkways, to reduce visual clutter and negative impacts for pedestrians and cyclists using the connections.

6.1.3.6 Where access to long-term bicycle storage is provided adjacent to vehicles drive lanes, use separate entrances and/or ramps that are physically separated from vehicles.

6.1.3.7 Where access for short and long-term bicycle parking is not directly visible from the street, use wayfinding signage to direct users.

6.1.3.8 Design the proposed transit exchange to include the following design elements:

- i. Siting that is centrally located within the Woodgrove Urban Centre, adjacent to the Rapid Bus Transit corridor, highly accessible and relates to surrounding development with integrated pedestrian access;
- ii. Siting and configuration that makes efficient use of space and future demands, with the option to be incorporated into a mixed-use development;
- iii. Includes a dedication of space and amenities to support intermodal integration; and
- iv. A civic space that includes a range of uses including places to sit and relax as well as places to play and interact with others.

6.1.4 Access, Parking & Loading Areas

Rationale: These guidelines are intended to address the integration of parking structures into built form and the public realm interface. These guideline addresses both above- and below-grade parking structures, either as standalone parking facilities or accessory uses.

ABOVE-GRADE PARKING STRUCTURES

6.1.4.1 Above-grade parking structures should be concealed by commercial and other uses that activate the streetscape. This includes using the necessary depth of commercial or other uses, that creates

a usable floor plate suitable for its intended use.

6.1.4.2 Where a commercial and other uses are not possible, utilize other strategies such as a combination of architectural design patterns, cladding, screening,

landscaping and/or public art, to create visual interest..

- 6.1.4.3 For large above-grade parking structures, reduce building massing by breaking up long facades and incorporating recesses and projections into the facade plane.
- 6.1.4.4 For stairwells, incorporate ample glazing and lighting to increase animation and natural surveillance.
- 6.1.4.5 Special consideration should be given to a design strategy that facilitates future conversion to other uses. Convertible parking structures are characterized by level floors, removable ramps, and high floor-to-floor heights (minimum 4.5m main floor height).

BELOW-GRADE PARKING STRUCTURES

- 6.1.4.6 Below-grade parking structures should be set back from property lines in order to accommodate tree planting and landscaping within the site generally and the public realm interface in particular.
- 6.1.4.7 Alternatively, a below-grade parking structure can be designed and configured in a manner which accommodates sufficient soil depth (1.2m minimum) for tree planting and landscaping.

6.1.5 Public Spaces & Amenity Areas

Rationale: The Woodgrove Area Plan will deliver a mix of public spaces and private amenity areas, to make the area a vibrant place to live, work and play. As these spaces may be located adjacent to roads and private spaces, it is important that development adjacent to these spaces positively contribute to the design and function of these spaces, by complying with the following guidelines.

GENERAL GUIDELINES

- 6.1.5.1 To support livability and social connectedness for residents and the general public, provide a mix of both public and private amenity areas within a development. This includes amenities such as courtyards, plazas, patios, terraces, rooftops, and balconies.
- 6.1.5.2 Detailed concept design of a proposed outdoor amenity space and design rationale may be required, to explain how the space is intended to be programmed, and how it accommodates the unit count, anticipated resident mix and universal design principles.

PUBLIC SPACE INTERFACE

- 6.1.5.3 Developments adjacent to, or across the street from the public realm (i.e. parks and open spaces and public pathways) should apply CPTED design principles such as unit orientation, clear sight lines, active rooms and windows facing public spaces. Adjacent commercial or retail developments should provide active frontage and avoid loading or other 'back of house' functions adjacent to the public realm.
- 6.1.5.4 Multi-family development adjacent to the public realm should orientate the front of units and incorporate main entry doors facing onto the public realm. The private development should have a walkway on

its property line to provide access to the public realm fronting units. Shrubbery to delineate private property is preferred over fencing. Fencing is discouraged, but if required, will be no more than 0.9 m high, visibly open and setback at least 1.0 m from the property line with landscaping in front of the fencing.

6.1.5.5 Development should meet the existing natural grade of the public realm. If retaining walls are required adjacent to the public realm, they must be entirely on private property including any underpinning with all necessary setbacks required for maintenance of private property, such as machinery access.

6.1.5.6 If rights of way for servicing or any other access (temporary or permanent) are required through existing or future public real spaces, compensation for the access and cash in lieu for the restoration re-planting are required, to the City's standard.

PUBLIC PLAZAS

Public plazas are intended to be places for people to gather, rest, socialize, and celebrate. They can range from civic places ideal for hosting large events to neighbourhood plazas for more local interaction with friends and family. Public plazas will be delivered through development, and either be dedicated to the city or be a privately owned accessible space.

6.1.5.7 Plazas should be a minimum of 100 m².

6.1.5.8 Site and design plazas to complement and extend public streets, pathways and parks, optimize view corridors, while also achieving maximum solar access. Avoid parking area interfacing with the plaza.

6.1.5.9 Plazas should serve multiple uses by including a variety of amenities to encourage public usage and to create a sense of liveliness and excitement. The

uses can include passive enjoyment and/or event programming to attract users. To facilitate these uses, provide amenities such as seating, public art, play and water features as well as infrastructure such as electrical outlets, water supply and lighting.

6.1.5.10 Consider the following when designing seating for public plazas:

- i. Opportunities for sitting walls, steps, planters, and feature edges;
- ii. Seating oriented to views, amenities or attractions;
- iii. Variety of seating types with opportunities for universal accessibility;
- iv. Comfortable seating with character elements (e.g. wood) seat backs and armrests; and,
- v. Opportunities for weather protection, specifically sun and rain.

6.1.5.11 Provide clear street visibility to indicate the space is public, and to encourage street activity and public safety. Avoid screening or blocking off the plaza from the street.

6.1.5.12 Grade plazas to meet sidewalk grades and avoid retaining walls, stairs, and ramps to provide universal accessibility and clear site lines.

6.1.5.13 Plazas should be linked to surrounding open spaces, as well as interior spaces such as lobbies and adjacent retail, to create a more useful, dynamic, and coherent urban environment.

6.1.5.14 Integrate landscaping with stormwater management features to soften the hardscaping.

6.1.5.15 Use subtle, pedestrian lighting in character with the overall design, while also providing nighttime generalized lighting to enhance safety and nighttime use.

PRIVATE AMENITY AREAS

There are a number of private amenity area typologies of varying scales and functions. The following outlines design considerations for each type of private amenity area.

COURTYARDS

Courtyards are outdoor amenity areas that serve residents of the development. Courtyards are typically integrated with, and partially or fully enclosed by, built form.

6.1.5.16 Design courtyards to be accessible and flexible in their respond to the functional needs of the residents.

6.1.5.17 The dimensional size of courtyards are to reflect the surrounding built form as well as the intended programming.

6.1.5.18 Consider furnishings, circulation, lighting, landscaping, views and micro-climate aspects such as sunlight when siting and designing a courtyard.

6.1.5.19 Maximize active edges through the incorporation of ground-floor units with patios, and/or a common indoor amenity area. Give special consideration to the transition between the semi-private and private nature of the space.

6.1.5.20 Where courtyards are located over parking structures, the design should accommodate appropriate plants and materials that support a thriving landscape.

6.1.5.21 Where courtyard are directly accessible from the street, integrate design cues which invite the public use while communicating the semi-public nature of the space.

PATIOS & TERRACES

Patios are mainly associated with multi-unit residential interfaces that directly address streets, civic spaces or courtyards. Terraces are commonly provided on the rooftop of podiums where building stepbacks allow.

6.1.5.22 Design patios and terraces with adequate usable space that can accommodate amenities such as seating, dining, circulation and weather protection. The typologies should also contributes to public realm activation while providing natural surveillance.

6.1.5.23 For patios located adjacent to the street, open space or amenity area, consider strategies that balance privacy and visual connection.

6.1.5.24 For terraces located above grade, include design features that provide weather protection, sharing and privacy.

INDOOR AMENITY AREA

6.1.5.25 Locate and orient indoor common amenity areas to take advantage of views and daylight, and integration with outdoor common amenity areas wherever possible. Below-grade indoor amenity areas are not supported.

6.1.5.26 Program indoor common amenity areas to reflect the unit count and anticipated resident mix, which accommodate a range of group size, activities, as well as opportunities for adjacent outdoor use.

ROOFTOP AMENITY AREAS

- 6.1.5.27 Locate rooftop amenity areas with associated indoor common amenity space to provide for multi-seasonal use.
- 6.1.5.28 Program rooftop common amenity areas to reflect the unit count and anticipated resident mix through elements such as a range of spaces, amenities, furnishings which can accommodate a range of group size, activities, and season constraints/opportunities.
- 6.1.5.29 Design rooftop common amenity areas to include:
- i. Green roofs, community gardens, plantings etc.;
 - ii. Weather protection for rain, wind, solar exposure, slight spillover;
 - iii. Appropriate setbacks from the rood edge to enable privacy, limited overlook to adjacent sites, and use safety;
 - iv. Universal design for all residents and users.

BALCONIES

- 6.1.5.30 Design balconies to be extensions of indoor living space. This includes providing adequate usable space that can accommodate amenities such as seating, dining, circulation, and weather protection.
- 6.1.5.31 Design balconies to limit direct views from adjacent residences, and provide views of the streets, lanes and other public spaces where possible.

OTHER AMENITY AREA TYPOLOGIES

- 6.1.5.32 Where amenities such as a club house or recreation facility with amenities such as swimming pools, courts, indoor fitness rooms etc. are provided, site and design these amenity areas to be:
- i. Centrally located with direct and safe pedestrian access for all residents/users;
 - ii. Protected from rain, sun and other climatic concerns;
 - iii. Integrated with adjacent buildings, parking and circulation areas, streetscapes etc.; and
 - iv. Integrated with indoor and outdoor amenity areas wherever possible.
- 6.1.5.33 To accommodate family-friendly units, provide adequately sized, and universally designed play areas for children that is sited .
- 6.1.5.34 Design public and privately accessible public spaces for flexible use including markets, performances, play, and quiet reflection to support diverse community needs and year-round activation.
- 6.1.5.35 In buildings with ground floor residential fronting onto open space or amenity area, use the same design principles as those used when fronting onto a street.
- 6.1.5.36 Incorporate features such as trees, shrubs, stormwater detention features to open spaces and amenity areas, to reduce the urban heat island effect and support watershed health.

BUILDING DESIGN



Building Height Transition



Building Setbacks



Varying Tower Designs



Varying Roof Forms

6.2 BUILDING DESIGN

Rationale: These guidelines provide supplemental direction, at the concept or schematic design stage, for building design – including building height transitions, tower setbacks, varying tower designs and varying roof forms.

6.2.1 General

6.2.1.1 Provide an appropriate transitions in building heights and forms between taller buildings and adjacent land uses. Adjacent land uses include properties adjacent to the Woodgrove Urban Centre designation that share a property line or is directly across the road from a Woodgrove Secondary Urban Centre designated property. The transition heights include:

- i. Where the Woodgrove Urban Centre designation is adjacent to a Neighbourhood designation, the maximum building height will be six storeys.
- ii. Where the Woodgrove Urban Centre designation is adjacent to a Suburban Neighbourhood designation, the maximum building height will be four storeys.

6.2.1.2 For buildings that are taller than five storeys, stepback are to be provided on all sides of the building above the 5th storey, to create a comfortable pedestrian experience, and provide a balance of enclosure without excessive shadowing. The building mass above the 5th storey should also be setback a minimum of 1.5m.

6.2.1.3 Where towers are proposed, provide a minimum of 12.5m setback from the side yard property lines and/or the centreline of adjacent streets and lanes, to allow for separation of towers on adjacent sites.

6.2.1.4 Where multiple towers are proposed on a site, design the towers to have varying heights to add visual interest to the Woodgrove Urban Centre’s skyline.

6.2.1.5 Peaked or sloped roof forms are encouraged for low-rise buildings. Where flat roofs are proposed, horizontal overhangs should be provided in varying depths to add visual interest and express individual units.



STREET INTERFACE



Siting of Buildings



Frontage Amenities



Small-Scale Retail Spaces



Public to Private Realm
Transitions

5.3 STREET INTERFACE

Rationale: Intent: These guidelines provide supplemental direction, at the concept or schematic design stage, for the street interface to ensure vibrant, inclusive, and pedestrian-focused corridors that support social interaction, active transportation, and economic vitality through thoughtful building orientation, accessible public realm design, and diverse ground floor uses.

5.3.1 General

6.2.1.1 Site buildings to define and enclose streets, alleys, civic spaces and public amenity areas with human scaled streetwalls – whether on public or private land (i.e. within the interior of a development site).

6.2.1.2 Allocate space adjacent to streets to incorporate space for amenities such as respite areas, transit shelters, wayfinding, and end-of-trip amenities.

6.2.1.3 Where a development frontage exceeds 90 metres, provision for plazas or courtyards preferably in a central location.

6.2.1.4 Where are building frontage exceeds 45 metres in length, provision for a significant break in the street façade to diminish the visual impact of excessive length.

6.2.1.5 Where a building interfaces with a street, use hard surfaced that integrate with the adjacent sidewalk through cohesive pavement materials and patterns to limit visual distinction between public and private spaces.

MIXED-USE BUILDINGS

6.2.1.6 Provide a 4.5m ground floor height to accommodate varied uses and to increase activation and visibility along the street, promoting natural surveillance.

6.2.1.7 Limit the street and building frontage of large format retail to the building interiors or on second floors, to allow for more uses on the ground floor.

6.2.1.8 On corner sites, commercial storefront entries should “turn the corner” to address the adjacent street in a pedestrian-friendly way. Both frontages should be designed as building “fronts” and the buildings should address the corner with strong massing.

STAND-ALONE RESIDENTIAL BUILDINGS

6.2.1.9 Provide a transition from the sidewalk to dwelling unit and building entrances using design elements such as porches, raised entries, bay windows, roof extensions, patios, low decorative fences, gates, and landscaping.

CITY OF NANAIMO
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