

# Hospital Area Plan









**City of Nanaimo**  
HOSPITAL AREA PLAN

**Consolidated Version**

Adopted 2018-AUG-13

All persons making use of this consolidation are advised that the amendments have been consolidated for convenience only, and that the original bylaws should be consulted for all purposes of interpretation and application of the bylaw.

Includes Amendments:







## Acknowledgements

The City of Nanaimo's Community and Cultural Planning Section produced the Hospital Area Plan with assistance from the following:

### Hospital Area Plan Stakeholders

Groupe Denux  
Healthwell Educators and Consultants  
Hospital Area Neighbourhood Association  
Island Health  
Kiwanis Village Nanaimo  
Nanaimo and District Hospital Foundation  
Nanaimo Ladysmith Public Schools, School District 68  
Nanaimo Regional General Hospital  
R.W. (Bob) Wall  
Regional District of Nanaimo

### Community Planning and Development Committee Consultants

Colliers International Consulting  
Urban Forum Associates  
Urban Systems

### Additional Resources

Nanaimo Archives (historical images and text)







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# 1 Introduction

- 1.1 Policy Context for the Hospital Area Plan
- 1.2 Purpose and Plan Elements
- 1.3 Plan Context
- 1.4 Neighbourhood History
- 1.5 Potential Heritage Properties



### 1.1 Policy Context for the Hospital Area Plan

City Council adopted the Official Community Plan (OCP) in September 2008. The OCP acts as a guide for City Council regarding planning and land use management decisions. Additionally, the OCP provides policy guidance on issues including transportation choices and utility servicing, environmental management, social services, and economic development.

The OCP states that seven broad goals to make Nanaimo a more sustainable community. Goal Seven, *Work towards a Sustainable Nanaimo*, authorizes development of neighbourhood and area plans, the creation of which are critical to achieving the objectives of the OCP. Area plans identify and support the specific needs of urban nodes and surrounding communities in the context of the city-wide OCP.

#### Goals of the Official Community Plan

1. Manage Urban Growth
2. Build a More Sustainable Community
3. Encourage Social Enrichment
4. Promote a Thriving Economy
5. Protect and Enhance Our Environment
6. Improve Mobility Servicing
7. Work Towards a Sustainable Nanaimo

The Hospital Urban Node designation centres on the Nanaimo Regional General Hospital site and incorporates areas to the south and west along the Dufferin Crescent Corridor. The OCP designates lands outside of the Hospital Urban Node as Corridor, Neighbourhood, and Parks and Open Space.

The OCP describes the Hospital Urban Node as the *City-wide Regional Centre for Health Services, Seniors Housing, Professional Offices, and Higher Density Residential*. OCP policies identify the area as the core district for health services in the City, and a major employment centre. Additionally, OCP policy supports medium to high residential densities in the Hospital Urban Node and a mix of social and community services.

## 1.2 Purpose and Plan Elements

The Nanaimo Regional General Hospital is the medical service centre for the City and the region. The Hospital employs over 2000 people, and Island Health is expanding the facility to meet the service demands of the region's growing population. As an employment centre, the Hospital is as important to the health of the local economy, as its services are to the wellness of regional residents.

Additionally, the Hospital Area, including adjacent Neighbourhood and Corridor designations, is experiencing ongoing and significant commercial and residential development. The resultant relationship between the Nanaimo Regional General Hospital and the surrounding community is valuable and unique in the City, and worthy of strengthened connections between area stakeholders, including other institutional partners and community representatives.

### Area Plan

The purpose of the Area Plan: to complement and complete the evolution of the Hospital Urban Node. Elements of the Hospital Area Plan include more detailed land use designations, transportation network enhancements, and an urban design framework. The Area Plan also addresses related issues including parking, development scale, infrastructure servicing, and open space.

#### Area Plan Elements

1. Land Use and Development
2. Transportation and Infrastructure
3. Open Space and Connectivity
4. Parking Management
5. Partnerships and Communication







### Parking Strategy

Coinciding with the development of the Hospital Area Plan, the City has developed a Parking Strategy to manage on-street parking near the Nanaimo Regional General Hospital. The City also acknowledges that the relatively high volume of on-street vehicle parking in the hospital area is a concern for area residents and Nanaimo Regional General Hospital employees.

The Hospital Area Plan and the Parking Strategy are distinct documents with separate objectives and implementation timelines. The Area Plan provides a long-term vision for the growth and development of the local area while the Parking Strategy proposes management practices in the short- and medium-term to increase the availability of on-street parking on hospital area streets. The Area Plan includes policy to help implement the Parking Strategy, and manage parking within the Hospital Area.







### 1.3 Plan Context

#### Plan Area

The Hospital area (Figure 1) is located centrally in Nanaimo: between the Island Highway and the Nanaimo Parkway, and equal distance to the northern and southern City boundaries. Meredith Road and Strathmore Street form the north boundary of the Plan Area, while Townsite Road forms the south. Waddington Road forms the east boundary of the Plan Area, while Bowen Road forms the west. Dufferin Crescent bisects the Plan Area east-west, and Boundary Avenue / Boundary Crescent bisects the Plan Area north-south.

The Plan Area is approximately 124 hectares (ha). The OCP designates 44 ha as Hospital Urban Node anchored by the Nanaimo Regional General Hospital, which is approximately 15 hectares. Existing Neighbourhood-designated lands make up approximately 40 ha of the Plan Area, with the remaining area, approximately 40 ha, designated as Corridor, along Bowen Road, and Parks and Open Space which is distributed throughout the Plan Area.

The highest Hospital buildings, over six storeys, are set back from the streets with one and two storey structures located nearer the public roadways. Three and four storey apartment buildings occur near the Nanaimo Regional General Hospital along principle corridors. Recent developments in the Plan Area include contemporary medium-density residential apartment buildings and ground-oriented townhomes along the western half of Dufferin Crescent. Older two-storey residential buildings, including seniors housing complexes, occur near the Hospital, and a single-storey mall with limited retail services is located at the Core Intersection. Additional single-storey commercial buildings are located on Dufferin Crescent at Bowen Road. Established single-family dwellings are located in the northwest quadrant of the Plan Area, and along the north and east boundaries of the Nanaimo Regional General Hospital. Single-family and duplex residential units are located in the southern portion of the Plan Area.



### Medical, Educational, and Institutional Partners

The Hospital Area is a hub for medical-related services and care facilities. In addition to the Nanaimo Regional General Hospital, the area is home to the Nanaimo Childhood Development Centre, the Nanaimo Public Health Unit, and a seniors' care facility at Dufferin Place. Other related facilities include the Kiwanis Village, Nanaimo Family Life Association, the Nanaimo Community Hospice Society, and the Nanaimo Affordable Housing Society. Additionally, numerous medical and wellness-related offices are located locally.

Nanaimo-Ladysmith Public Schools owns the former Dufferin Elementary School site southeast of the Nanaimo Regional Hospital on Dufferin Crescent.

Population growth and an aging demographic in the city and region will continue to increase the importance of medical-related services in the Hospital Area. Existing partnerships between institutions located in the Hospital Area should be strengthened to meet the growth-related challenges expected over the duration of this Plan.







## 1.4 Neighbourhood History

Until the 1950s, the hospital area was sparsely settled and featured a few scattered farms and residences. Samuel Waddington, for example, operated the Millstone Dairy farm in the area from 1899. Some stores and services were also located on the Bowen and Townsite Road boundaries of the planning area during this early period.

In 1913, Samuel Waddington proposed a significant suburban subdivision (Figure 2) known as “Seafield Heights.” Little of this ambitious concept was built. Eventually, most of the land reverted to public ownership. The City of Nanaimo amalgamated a large portion of the area in 1952 with the new City limit running along Boundary Avenue up to the Island Highway. The eastern portion of the planning area, bounded by Waddington, Townsite, Strathmore

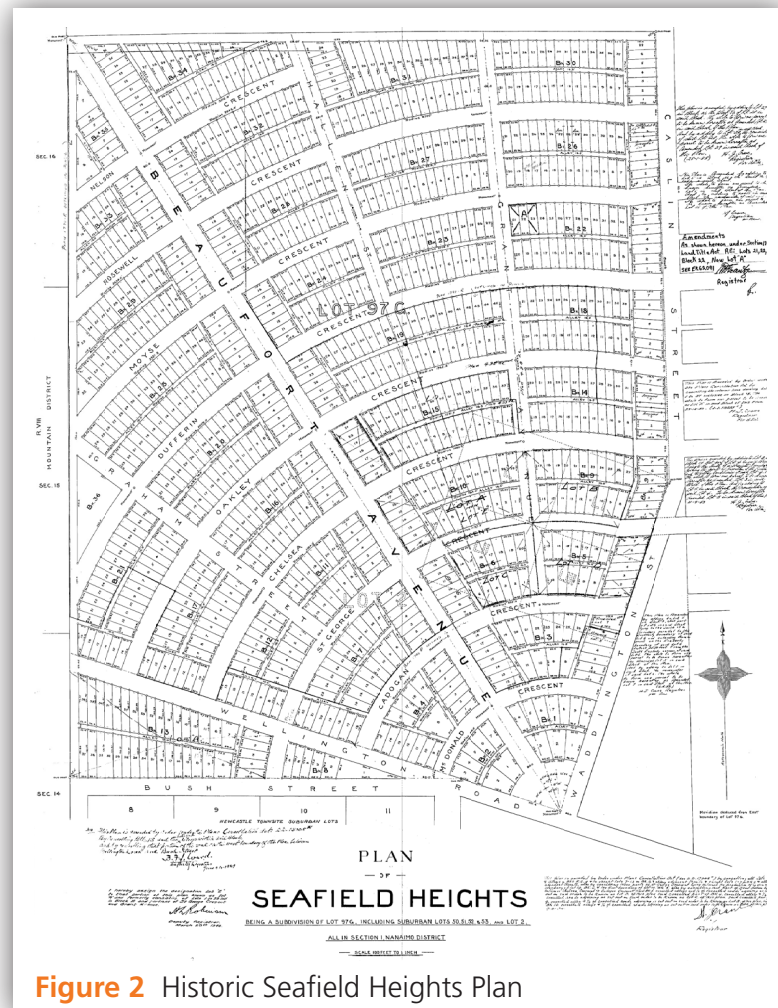


Figure 2 Historic Seafield Heights Plan

and Boundary Roads, benefitted from the post-war housing boom and many of the modest homes built during that era still stand today. The Province constructed Dufferin Crescent Elementary (1958-2008) and Woodlands Secondary (1956-2016) Schools to accommodate the new population.

In 1962 the City of Nanaimo developed an area plan to guide the redevelopment of the lands originally constituting the Seafield Heights subdivision. The new concept moved away from the grid-pattern proposed in the original subdivision for reasons of road safety and cost reduction. The new plan introduced significant areas for higher density residential development and public park use connected by a curvilinear road network. Interestingly, even at this time the problematic nature of the Northfield Road / Island Highway intersection was acknowledged, with an urgent study recommended to be completed by the City and the Province.

The province constructed the first phase of the Nanaimo Regional General Hospital in 1963. Its completion sparked a distinct shift in development. In addition to the large hospital complex, which opened with 188 beds, local developers built apartment blocks nearby to accommodate hospital workers. Construction of other Hospital Area developments soon followed, including a series of single- and multi-family residential projects, and doctors' offices. Key developments included the first doctor's office at 1515 Dufferin Crescent, and the Thunderbird Drive subdivision in 1965. Steady development in the area continued into the 1970s. After the large-scale amalgamation of the City and surrounding lands in 1975, the pace of development in the Hospital Area increased. Local construction projects included a significant number of additional multi-family developments and the area's first pharmacy in 1977 at 1588 Boundary Avenue. Additionally, developers also constructed a number of rest homes, and the Wellington Medical Clinic in 1979. The commercial nature of the area continued to expand throughout the 1980s with the construction of a small shopping mall on Boundary Crescent featuring services, such as the Beaufort Laundry, TD Bank, the G&M Bakery and a butcher. In addition, the Arbutus Medical Centre and Island Labs also located in the area at this time.

The trend of multi-family and commercial development in the Hospital Area continued into the 1990s including the construction of the Westhill commercial development on Bowen Road, followed later by significant residential development in the 2000s.



## 1.5 Potential Heritage Properties



### Residential

- 945 Waddington Road
- 1115 Waddington Road
- 1141 Waddington Road
- 1305 Waddington Road
- 1004 Moyse Crescent
- 1033 Strathmore Street
- 1390 Townsite Road
- 971 Beaufort Road
- 1040 Beaufort Drive
- 1340 Boundary Crescent
- 1415 Boundary Crescent
- 1135 Dufferin Crescent
- 2093 Bluebell Terrace
- 2067 Forest Drive
- 1201 Thunderbird Drive
- 1210 Thunderbird Drive
- 1656 Crescent View Drive

### Institutional

- 1200 Dufferin Crescent  
(Nanaimo Regional General Hospital)
- 1085 Moyse Crescent  
(Church)
- 1070 Townsite Road  
(Office)
- 1580 Grant Avenue  
(Church)
- 1243 Nelson Street  
(Childcare Facility)



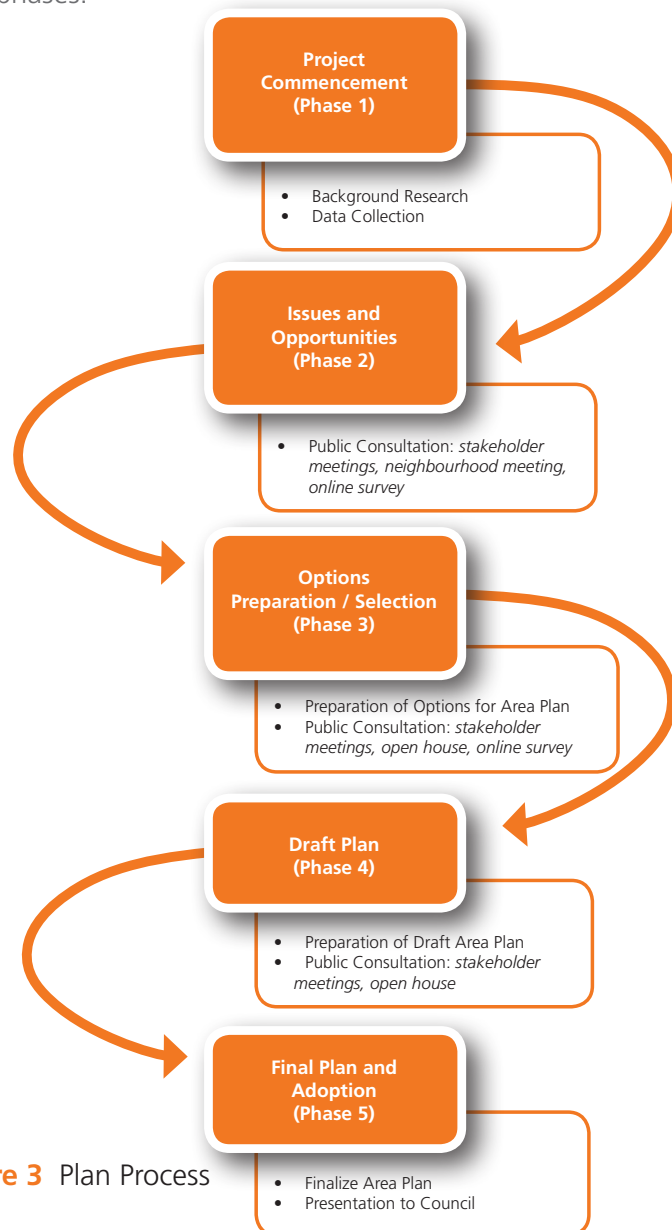


## 2 Plan Process



## Plan Process

Official Community Plan Policy 57 states that: *An Area Plan will be developed for the Hospital Urban Node in consultation with area residents, business owners, and stakeholders.* In response, Council authorized staff to undertake the Hospital Area Plan in December 2016. The City of Nanaimo's Community Planning and Development Committee served as the Steering Committee for the Area Plan. The Area Plan process began in January 2017, and consisted of five phases:



**Figure 3** Plan Process



### Phase 1: Plan initiation

Phase one of the plan included background research and data collection. Assessment of the neighbourhood included a summary of existing land use, a review of servicing infrastructure, and an inventory of recent and proposed development and capital plan projects.

To assist the Area Plan project, the City retained Colliers International Consulting to review the residential, retail, and medical office real estate market within the Plan Area; Urban Forum Associates to develop the urban framework; and Urban Systems to assess the transportation network within the Plan Area.

Staff introduced the Area Plan project to the Community Planning and Development Committee as part of this project phase. Additionally, staff created a project website to communicate details of the Area Plan with the public. The website was maintained and updated throughout the Area Plan process.

### Phase 2: Issues and Opportunities

Phase two of the project focused on collecting public feedback on the perceived issues and potential opportunities in the Plan Area. Staff collected feedback through an online survey, a meeting of the Hospital Area Neighbourhood Association, and stakeholder meetings: one with community representatives, and the other with hospital-related representatives.

Staff presented the Community Planning and Development Committee a process update as part of this project phase.

### Phase 3: Concepts and Options

The Area Plan team, including the transportation and urban design consultants, reviewed the public feedback generated in Phase two of the project to develop concepts and options to guide the future growth and development of the Plan Area.





The public provided feedback to the Area Plan team on the proposed concepts and options through an online survey, open house, and stakeholder meetings: again, one with community representatives, and the other with hospital-related representatives.

Staff presented the Community Planning and Development Committee with a summary of the issues and opportunities phase of the project. Additionally, staff presented the Committee with the proposed open house display material prepared for the concepts and options project phase.

### **Phase 4: Draft Plan**

Based on the feedback from Phase three, the Area Plan team refined the proposed land use options and urban design concepts to develop the draft Hospital Area Plan.

Prior to seeking public feedback on the Draft Plan, Staff presented the material from the Draft Plan to the Community Planning and Development Committee for review.

As with the previous two project phases, staff sought public feedback on the Draft Plan through an open house, and stakeholder meetings with community and hospital representatives.

### **Phase 5: Final Plan and Adoption**

Based on public feedback and technical expertise generated through the Draft Plan project phase, Staff finalized the Hospital Area Plan. The Community Planning and Development Committee reviewed the Area Plan and recommended its adoption by Council. Subsequently, Council adopted the Area Plan as an amendment to the Official Community Plan.





## 3 Urban Design Framework

- 3.1 Introduction
- 3.2 Urban Design Principles
- 3.3 Urban Design and Street Character
- 3.4 Pedestrian Connections and Open Space
- 3.5 Transportation, Transit and Cycling Networks



### 3.1 Introduction

The Urban Design Framework connects the Hospital Area Plan policies with development regulations and capital project planning. This section guides future development and informs developers, architects, neighbourhood groups, and city staff by highlighting streetscape design and open space priorities in the Plan Area.

The Urban Design Framework provides general direction for development within Urban Node, Corridor, and Neighbourhood designations, and establishes broad urban design strategies in the plan area.

The Framework establishes a more coherent network of streets, and cycle routes; a pedestrian greenway; a higher density Main Street; intensified residential densities; an enhanced public realm; and potential gateway marker locations.

The Hospital Area Plan illustrates the Urban Design Framework through the following:

- 3.2 Urban Design Principles
- 3.3 Urban Design and Street Character
- 3.4 Pedestrian Connections and Opens Space
- 3.5 Transportation, Transit and Cycling Networks

Design Strategies included in the Framework both introduce design concepts into the Plan Area, and supplement the concepts introduced in Policy by providing more detailed design descriptions, including physical elements and visual examples.



## 3.2 Urban Design Principles

The City developed a set of urban design principles as a response to the public feedback received during the Issues and Opportunities project phase. Based on public feedback received during the Concepts and Options project phase, the City refined the urban design principles for the draft Hospital Area Plan. The eleven principles reflect the urban design concepts incorporated into the Hospital Area Plan.

### Principle 1

Focus streetscape and public realm enhancements on the streets adjacent to and near the Nanaimo Regional General Hospital.

### Principle 2

Define a Core District that will be the focus of the most intense urban design and streetscape enhancements.

### Principle 3

Recognize the intersection of Dufferin Crescent and Boundary Avenue / Boundary Crescent as the Hospital Area's Core Intersection and principal transportation node. Develop the Core Intersection with a focus on urban design and streetscape enhancements.

### Principle 4

Recognize Dufferin Crescent and Boundary Avenue / Boundary Crescent as the principal streets in the Hospital Area. The Urban Design Framework should develop around these corridors.

### Principle 5

Establish a Main Street in the Hospital Area over that portion of Dufferin Crescent near and through the Core Intersection. Develop the Main Street with an intensified mix of land uses, and amenities servicing both the Nanaimo Regional General Hospital and the surrounding community.





### Streetscape

The visual character of a street comprised of elements such as structures, street paving, sidewalks, public art, street furniture, landscaping, signage and lighting.

### Principle 6

Identify and celebrate the key Gateways or principle entrances into the Hospital District.

### Principle 7

Celebrate the original Seafield Heights Plan (c 1913) for this area as a key part of the Hospital Area's heritage. Examine opportunities to re-incorporate elements of the Seafield Heights Plan into the area as it redevelops.

### Principle 8

Improve and enhance access to, visibility of, and connectivity between existing public parks. Identify, and extend existing public pedestrian rights-of-way to public parks, including existing unused routes.

### Principle 9

Define a hierarchy of future streetscape treatments:

- 1 Main Street (Dufferin Crescent and Boundary Avenue / Boundary Crescent through the core intersection and along Dufferin Crescent to its (eastern) intersection with Seafield Crescent)
- 2 Collector Street (Dufferin Crescent and Boundary Avenue / Boundary Crescent outside the Main Street)
- 3 Pedestrian Greenway Street (Crescent View Drive)
- 4 Wellness Loop streetscape (the streets surrounding the Nanaimo Regional General Hospital)

### Principle 10

Explore opportunities to introduce a finer-grained network of walkways through the area, supporting a more pedestrian-friendly community. Work with the Nanaimo Regional General Hospital to identify walkways across the Hospital site.



## Principle 11

Optimize universal access throughout the area. Design the public realm for the safe and easy movement of people, including those with disabilities.

### Greenway

A multi-functional trail or strip of roadway that is used by people to recreate and commute. Intended to encourage sustainable development and a healthy lifestyle, greenways link users to the surrounding community and may include trees, gardens and other amenities such as lighting, benches, historical and interpretive signage, and bike racks.



### 3.3 Urban Design and Street Character



Well-designed streets and public spaces are fundamental to a vibrant and complete community. In order for an established neighbourhood to welcome increased density, infill development must contribute positively to high-quality public spaces including active and welcoming public streets, safe and inviting open spaces, and efficient and attractive walking trails, and cycling lanes. Diverse street character and urban services, including transit, are important community elements, especially in the Hospital Area.

The following strategies identify key urban design concepts (Figure 4) that will help to improve and strengthen the character in the Hospital Area.

#### **Public Realm**

Accessible spaces that support public life and social interaction including streets, squares, parks, and other open spaces

#### **Main Street**

A pedestrian-friendly and principal roadway that includes diverse commercial services and active public streetscapes

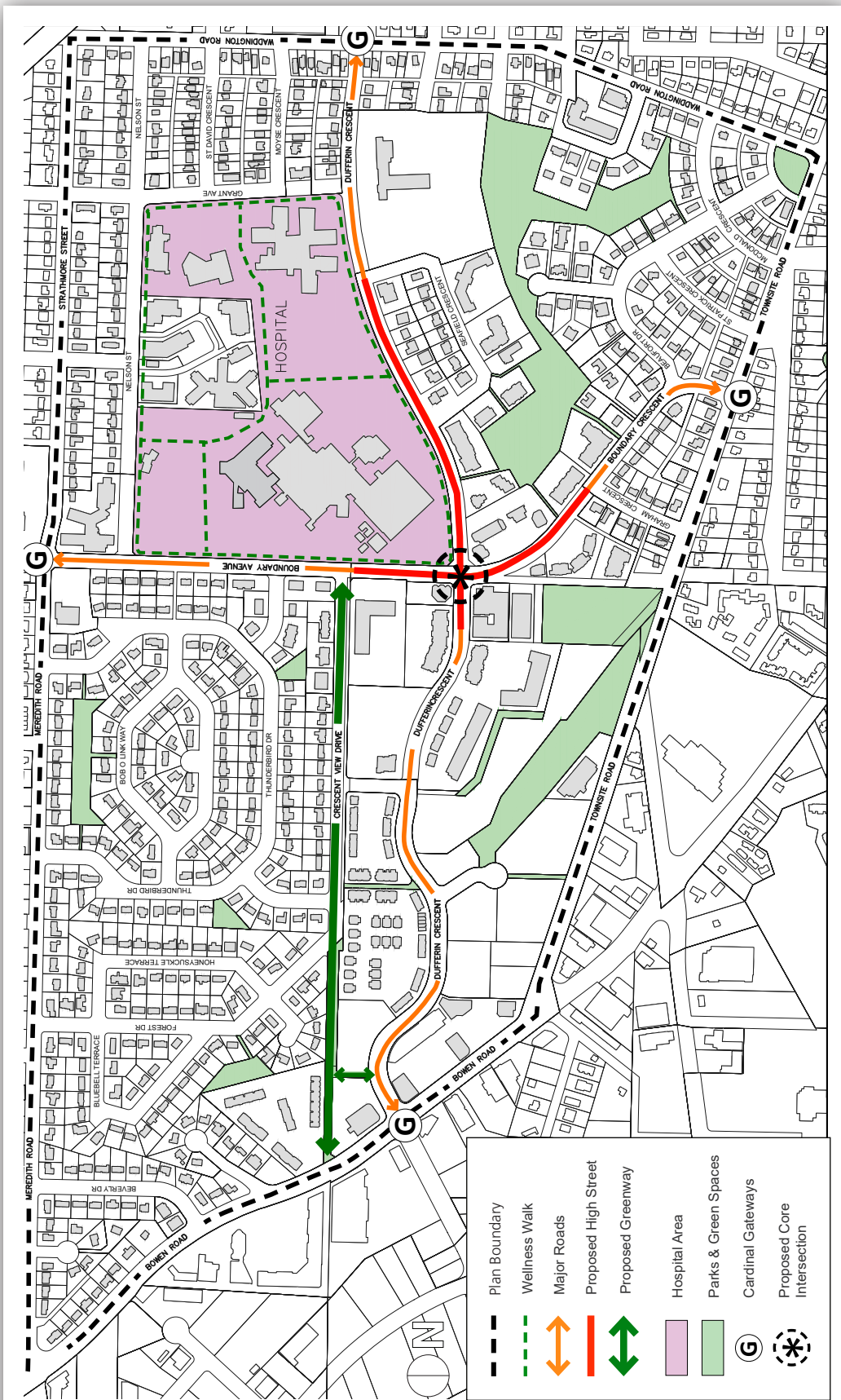
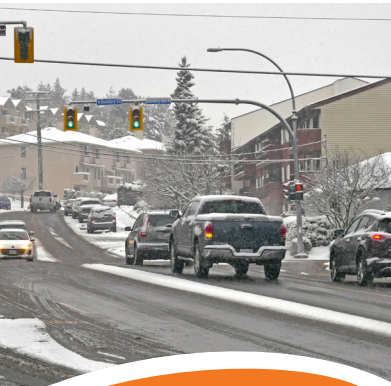


Figure 4 Urban Design and Street Character



## Urban Design Strategies

### Core Intersection

- 1 Recognize the intersection of Dufferin Crescent and Boundary Avenue/ Boundary Crescent as the Core Intersection (Figure 5). Provide urban design and streetscape enhancements to animate the Core Intersection by increasing pedestrian activity and public safety for all modes of transportation. Create vibrant street corners in the public spaces framed by building facades and attractive urban landscaping.
- 2 Improved elements of the public realm may include expanded walkways and sidewalk patios, street furniture, pedestrian-scale and decorative lighting and street banners, public art installations, street trees and landscaping, decorative pavement treatments, crosswalk safety enhancements, and protected cycling spaces.

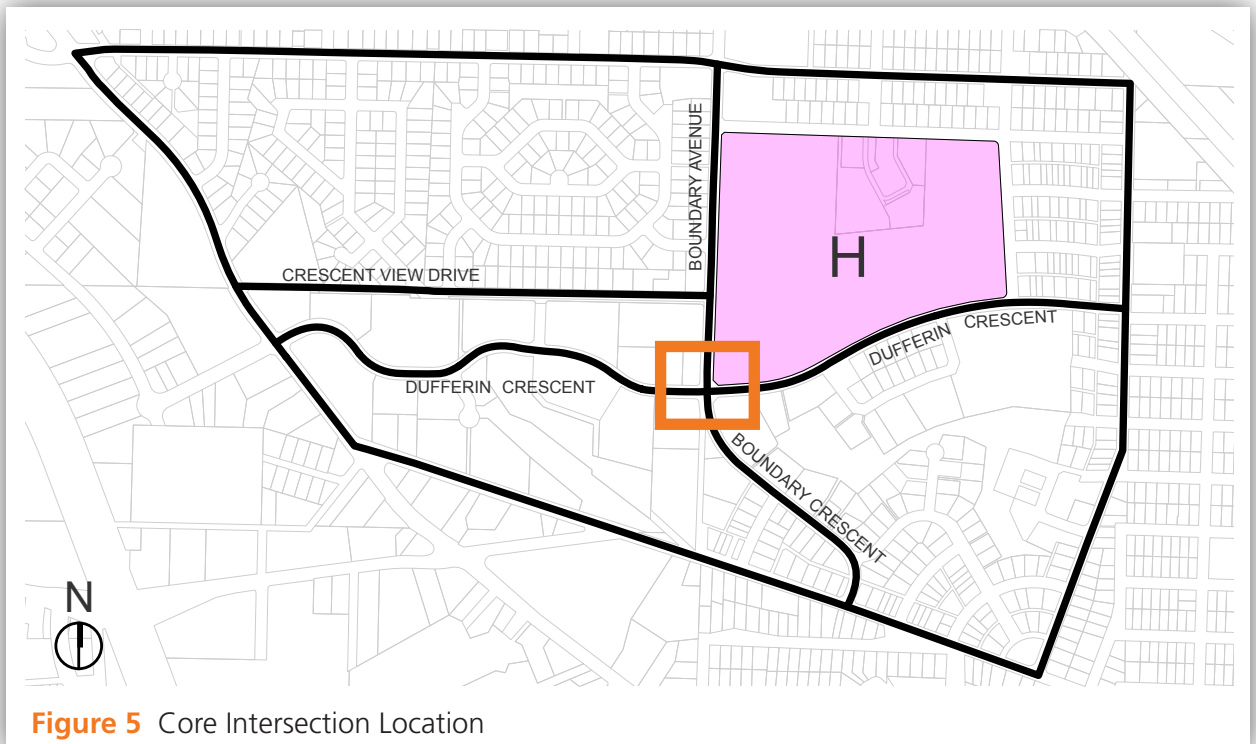


Figure 5 Core Intersection Location

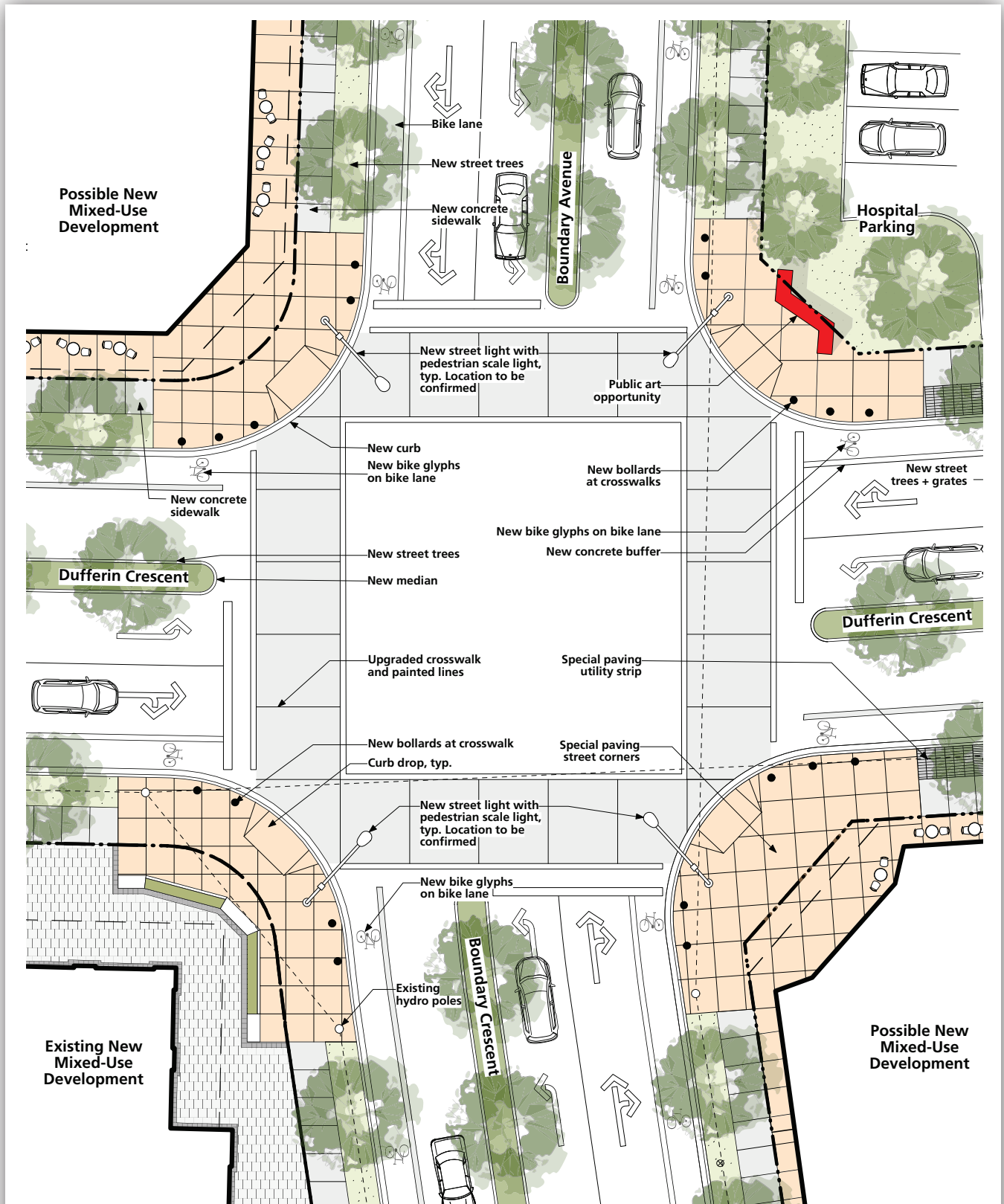
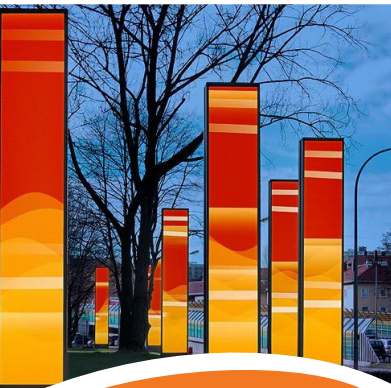


Figure 6 Proposed Core Intersection





### Celebrate Gateways

- 3 Define and celebrate the cardinal hospital-area gateways. Identifying the principal gateways into the Hospital Area defines neighbourhood edges and provides residents, employees, and visitors to the Hospital Area with a sense of place. Gateway elements may include contrasting or textured paving material, ornamental light standards and street banners, prominent landscaping and street trees, health and wellness-themed public art installations, or other urban design treatments.
- 4 Explore opportunities to establish a Hospital Area stakeholder team, including representatives from the Nanaimo Regional General Hospital and the Hospital Area Neighbourhood Association, to develop a concept for the proposed Hospital Area Gateway features.

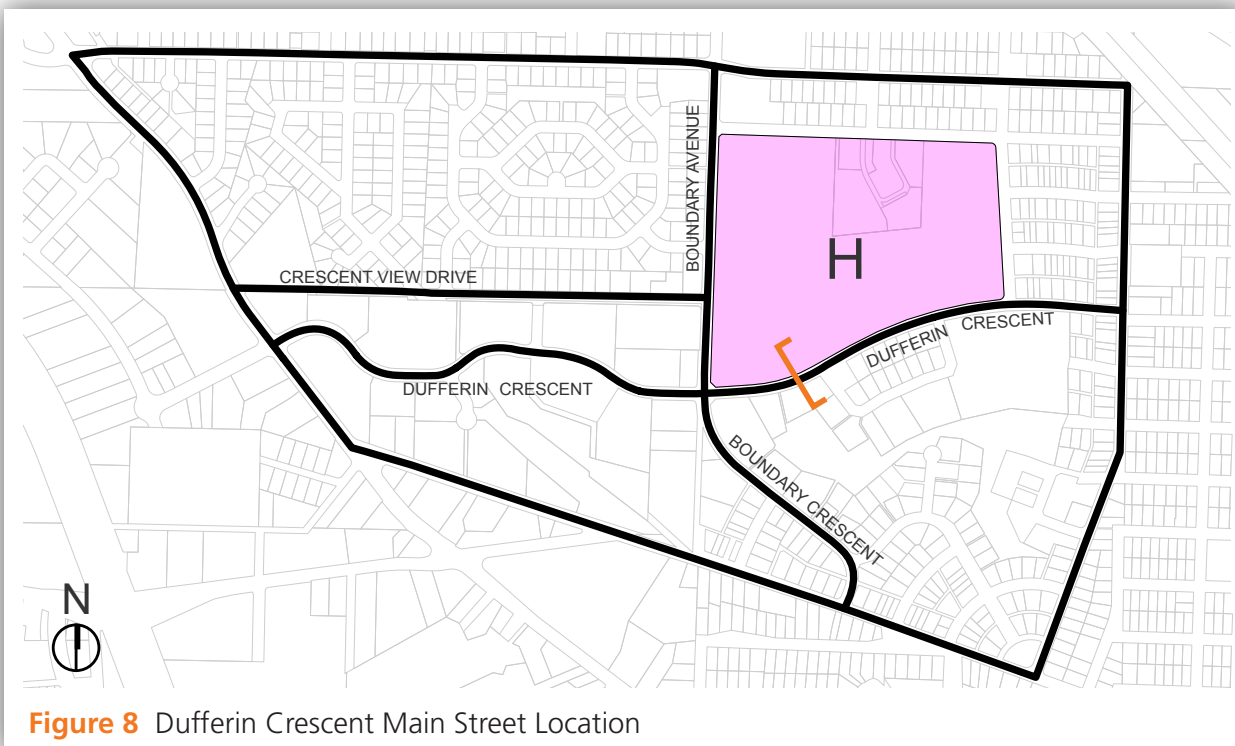


**Figure 7** Neighbourhood Gateway Design Concept

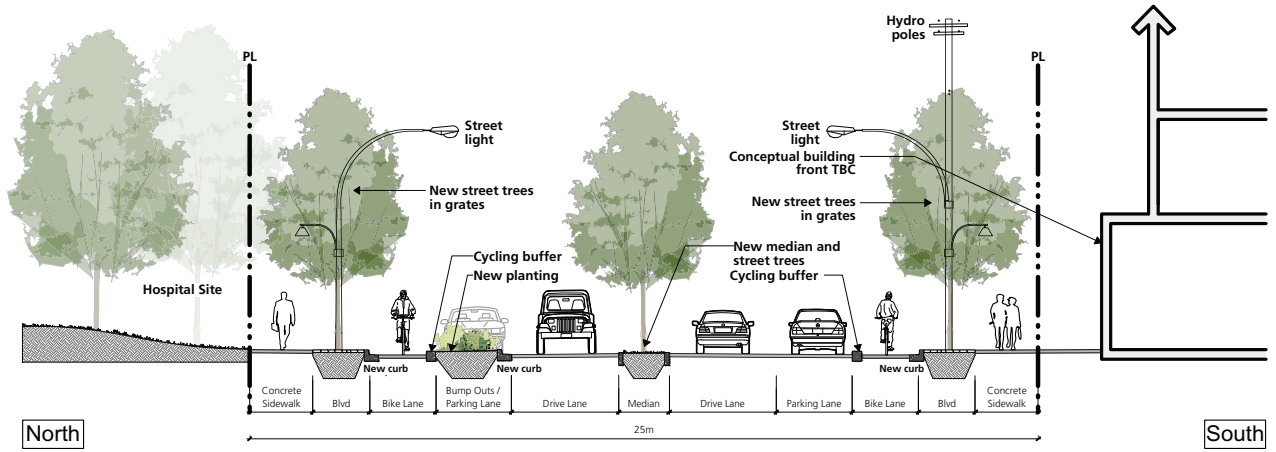
## Street Character Strategies

### Main Street

- 5 Provide the Main Street with highest level of urban design and streetscape enhancements to support and enhance the Mixed Use Health and the Hospital Services land use designations.
- 6 Improved elements of the public realm may include expanded walkways and sidewalk patios, street furniture, pedestrian-scale and decorative lighting, street banners and public art installations, street trees and landscaping, decorative pavement treatments, crosswalk safety enhancements, and protected cycling spaces (Figures 8 & 9).
- 7 Designate and manage one or more food truck locations within the Plan Area to serve Nanaimo Regional General Hospital employees, local residents, and visitors to the hospital area.



**Figure 8** Dufferin Crescent Main Street Location



North

South

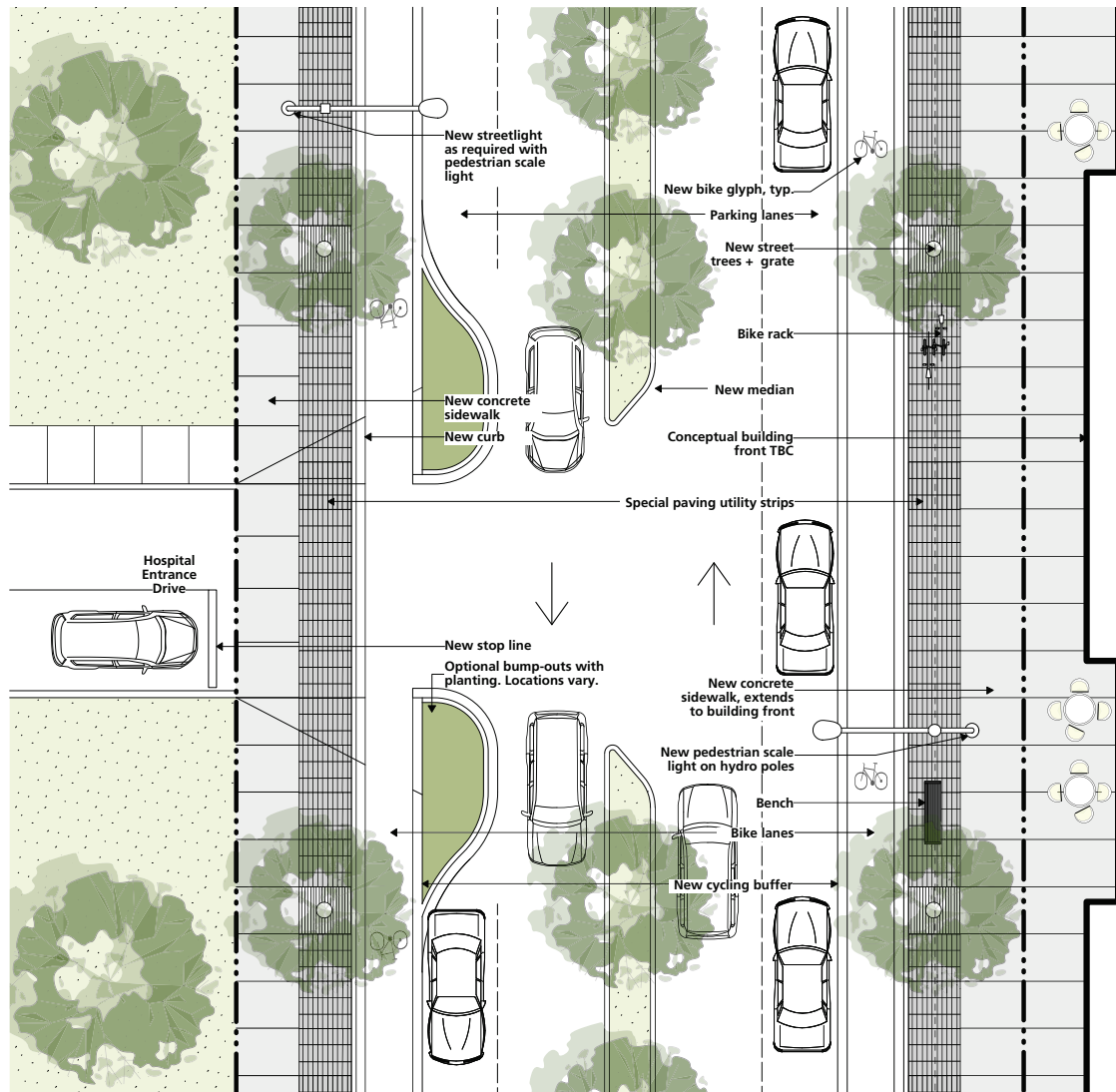
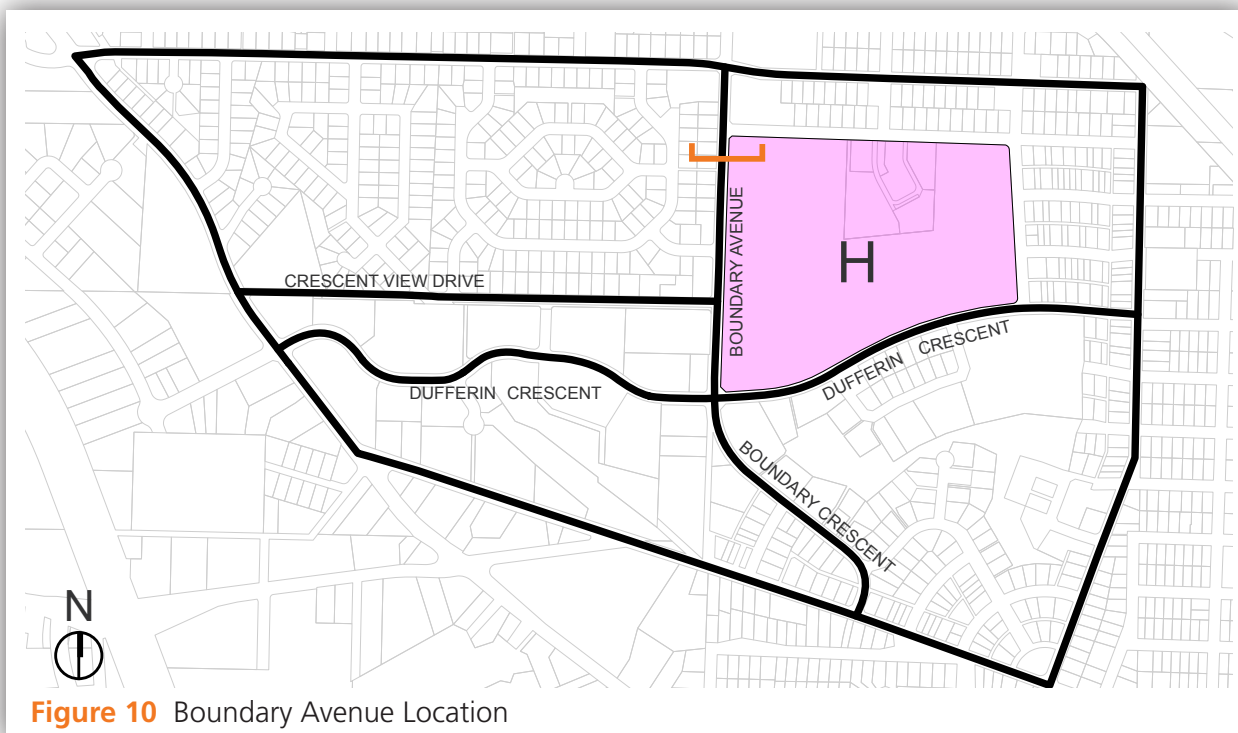


Figure 9 Proposed Dufferin Crescent Main Street



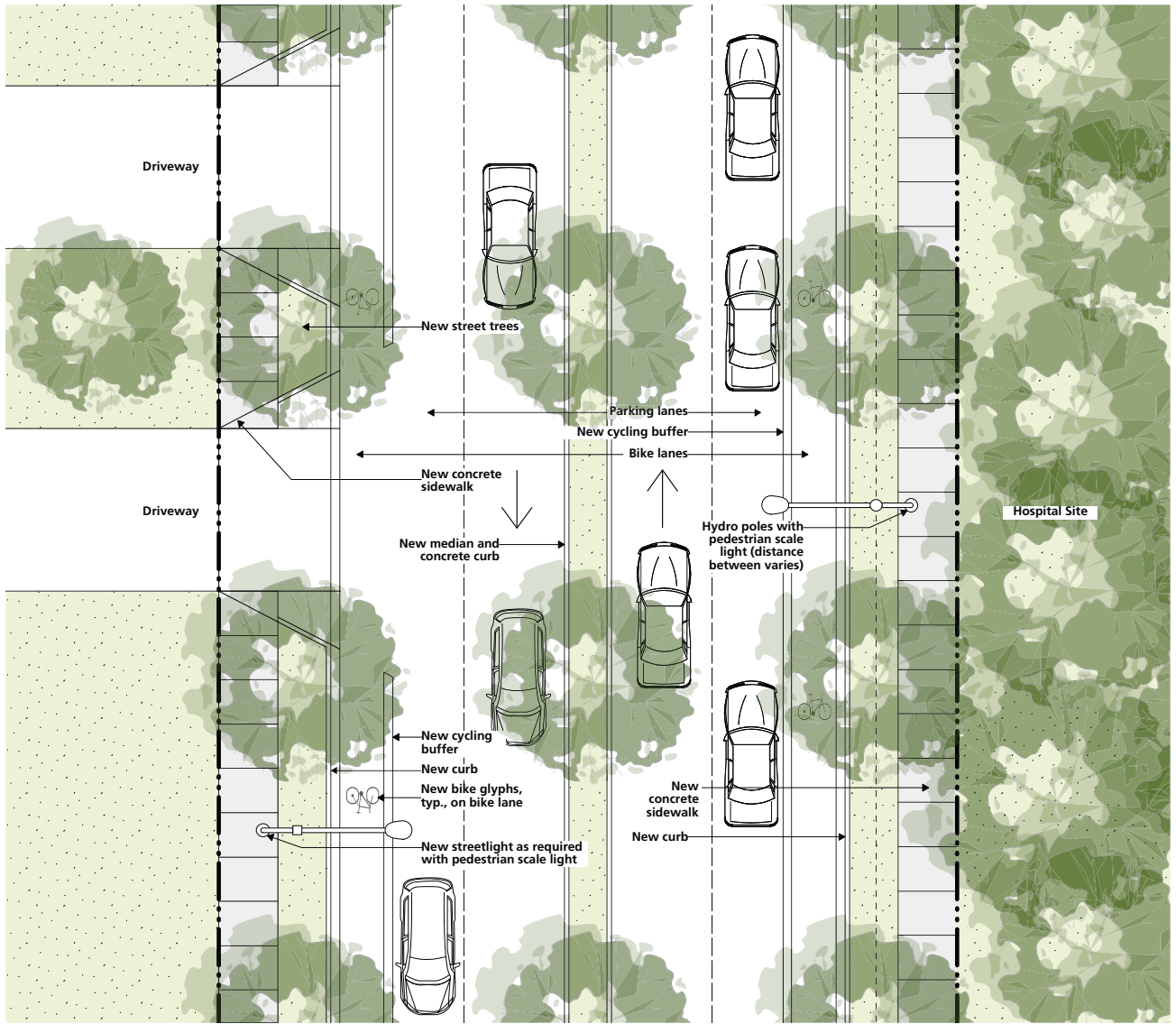
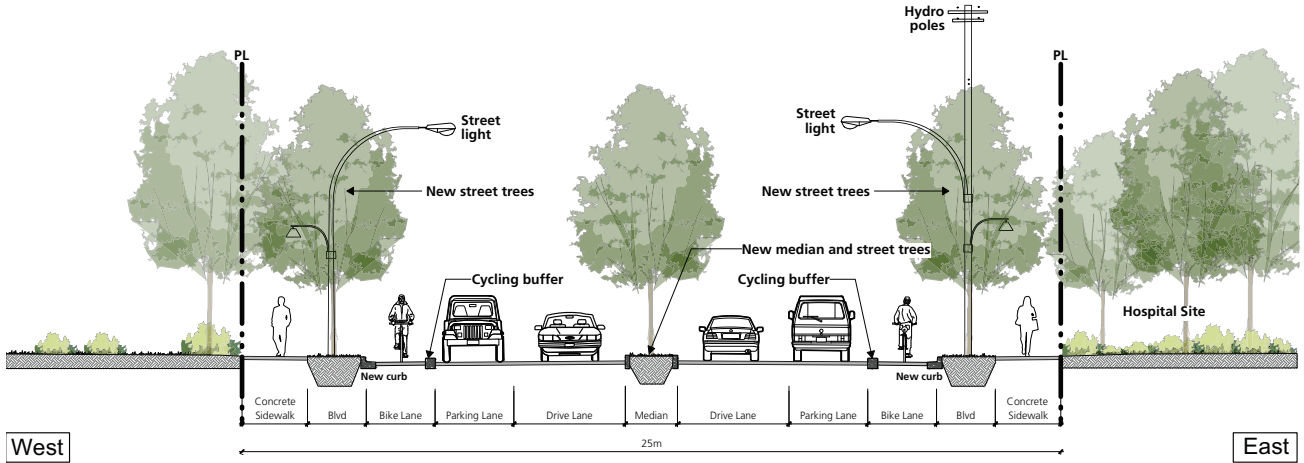
## Dufferin Crescent and Boundary Avenue / Boundary Crescent

- 8 Provide urban design and streetscape enhancements along Boundary Avenue / Boundary Crescent and Dufferin Crescent east of Seafield Crescent and within the Plan Area. Improved elements of the public realm include continuous, widened, and unobstructed sidewalks on both sides of the street; pedestrian-scale lighting, street banners, green boulevards with street trees and plantings to improve groundwater infiltration and storm water management, crosswalk safety enhancements, protected cycling spaces, clearly identified on-street vehicle parking, and a centre median (Figures 10 & 11).



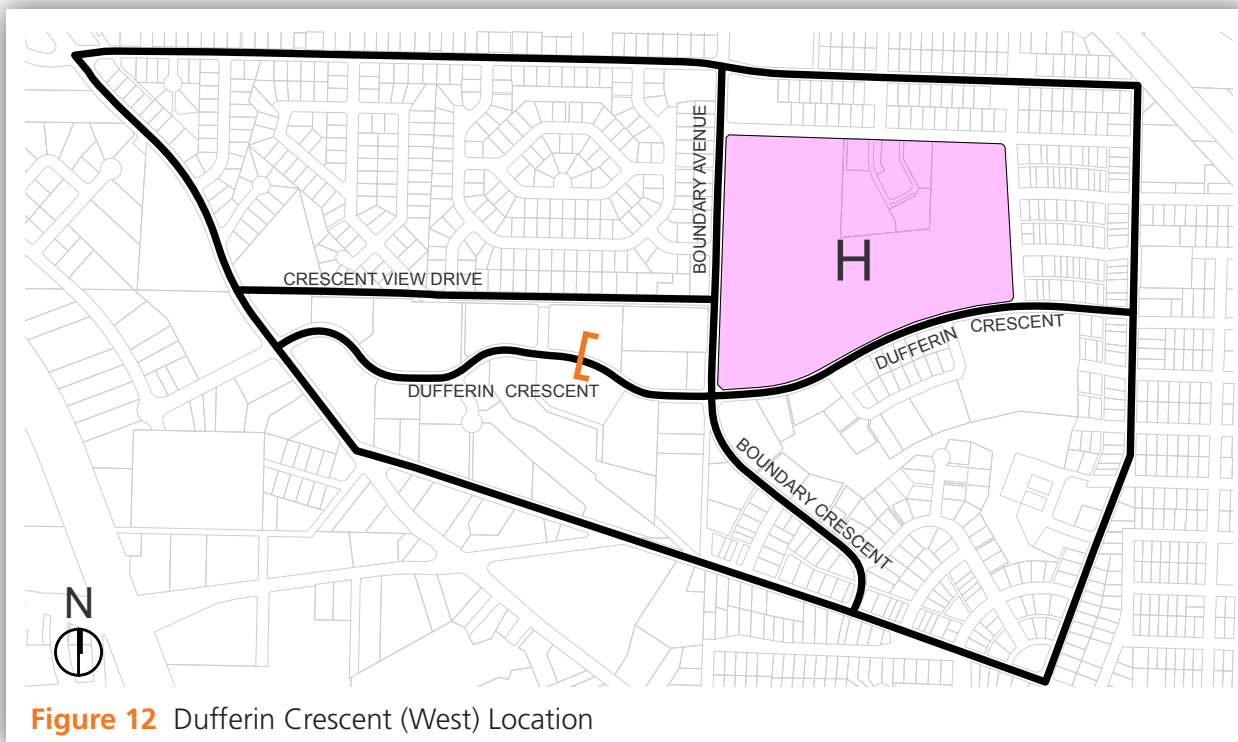
**Figure 10** Boundary Avenue Location





**Figure 11** Proposed Boundary Avenue / Boundary Crescent

- 9 Provide urban design and streetscape enhancements along Dufferin Crescent west of Boundary Avenue / Boundary Crescent and within the Plan Area. Improved elements of the public realm for the western portion of Dufferin Crescent differ from those proposed for the eastern portion of the street due to a reduced road cross-section width. The resulting cross section proposal accommodates all modes of transportation by reducing the proposed width of some cross-section elements and removing the cycling lane buffer (Figures 12 & 13).

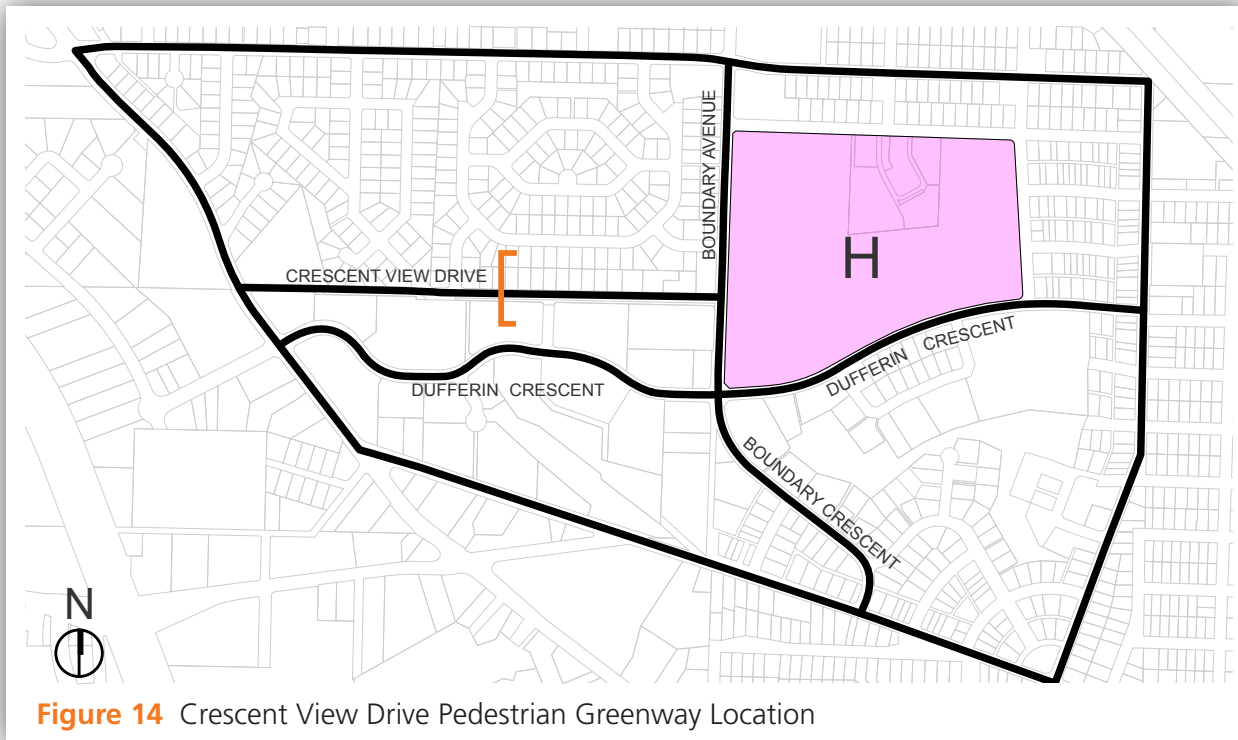




**Figure 13** Proposed Dufferin Crescent (West)

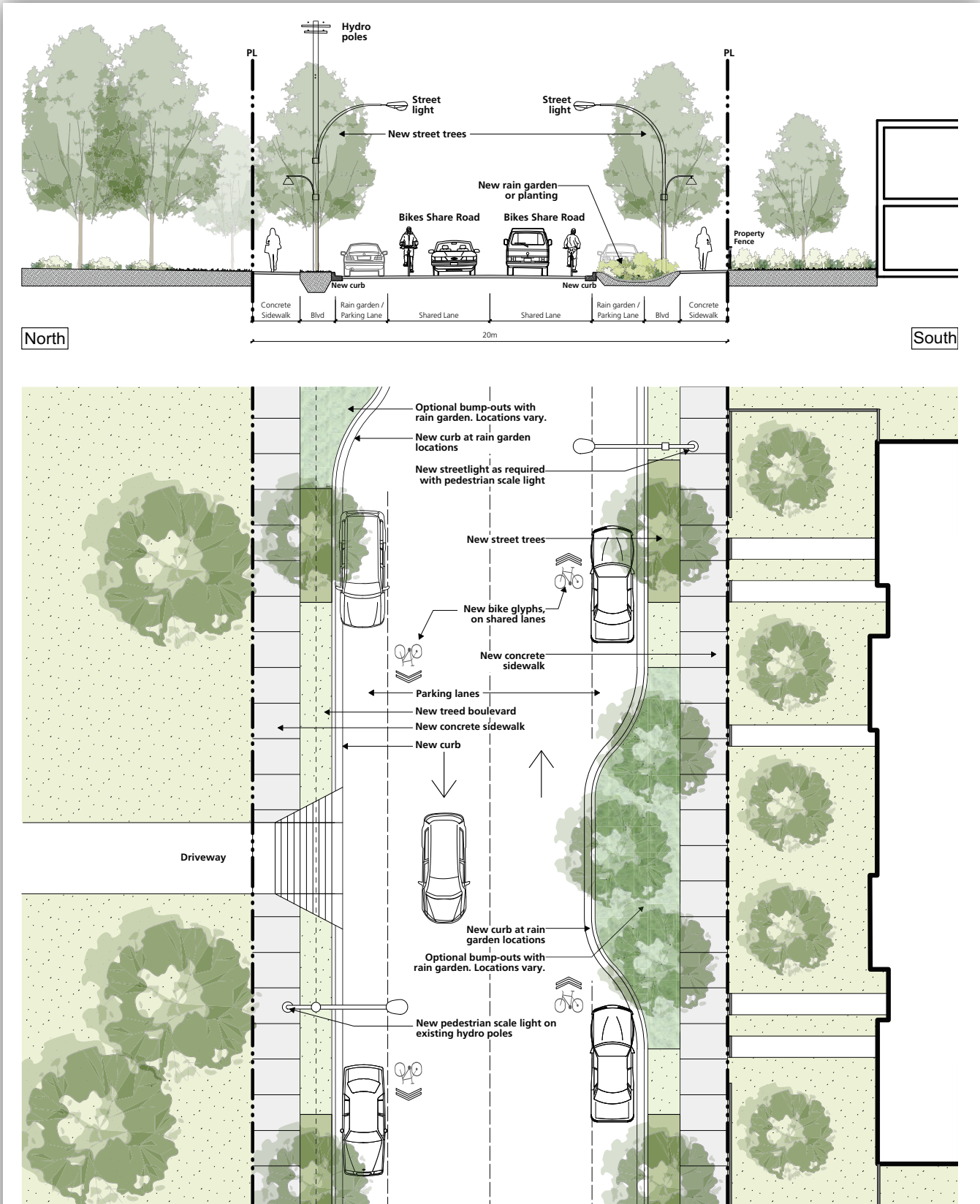
**Pedestrian Greenway**

- 10 Develop Crescent View Drive as a Pedestrian Greenway. Elements of a pedestrian greenway include continuous, widened, and unobstructed sidewalks on each side of the street; pedestrian-scale lighting; green boulevards with street trees and plantings to improve groundwater infiltration and storm water management; clearly identified vehicle parking stalls; and driving lanes to accommodate local vehicle and cycling traffic (Figures 14 & 15).



**Figure 14** Crescent View Drive Pedestrian Greenway Location





**Figure 15** Proposed Crescent View Drive Pedestrian Greenway

### 3.4 Pedestrian Connections and Open Space

Safe and attractive walkways that provide hospital area residents, employees, and visitors with strong pedestrian connections to local services and amenities benefit the community and the region. Improvements to the pedestrian network in conjunction with simple and effective enhancements to the open spaces will result in high quality parkland in the Hospital Area, and an enhanced urban environment.

The following strategies identify key open space enhancement concepts (Figure 16) that will help to improve and strengthen the pedestrian connections within the Hospital Area.



#### **Parks and Open Space**

A land use designation that applies to lands across Nanaimo that are titled as parkland or otherwise serve as parks for recreation. These lands may be in a “natural” state (nature parks, reserves, undevelopable lands such as flood plains and wetlands), or “developed” state (playing fields, boulevards, squares, plazas, cemeteries). They may also be in the public domain (municipal or provincial parks, roads, pedestrian networks, commercial plazas), or in the private domain (golf courses, farms).

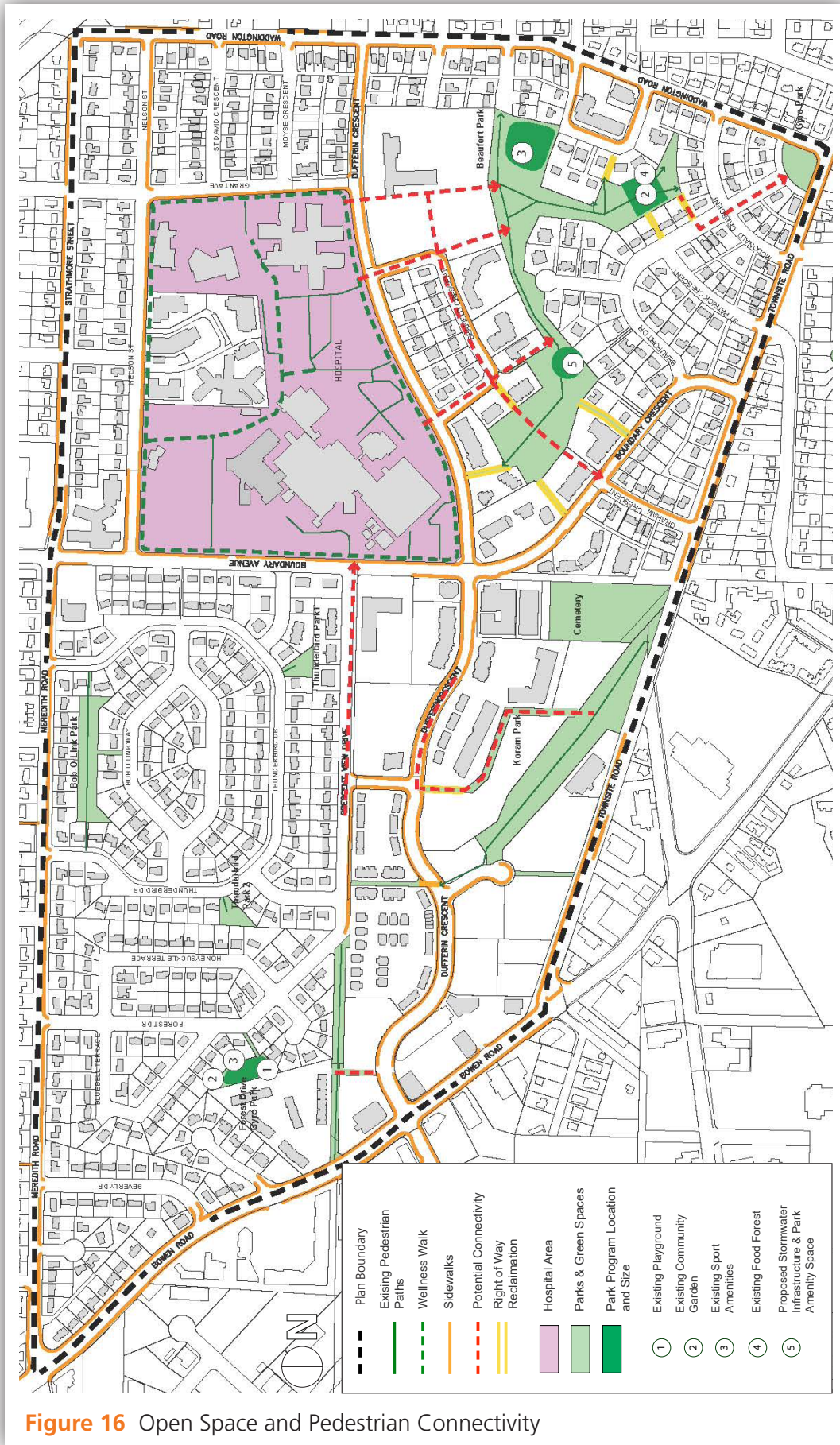


Figure 16 Open Space and Pedestrian Connectivity



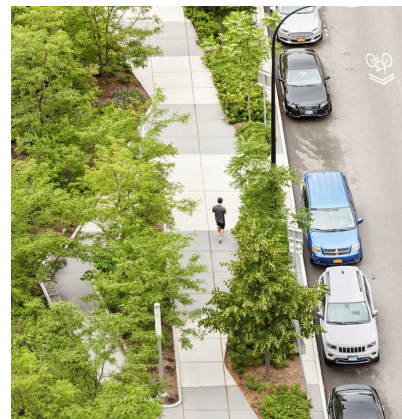
## Pedestrian Connection Strategies

### Wellness Walk

- 1 Develop a Wellness Walk on the streets surrounding and the pathways through the Nanaimo Regional General Hospital with elements including widened sidewalks and gathering places, distance markers, street furniture and seating areas, boulevard street trees and plantings, public art installations, pedestrian-scale lighting, street banners, interpretive signage, wayfinding, and other urban design features spaces to enhance the public realm.

### Pedestrian Network

- 2 Develop a finer-grained network of pedestrian trails and pathways in the Hospital Area based on the historic Seafield Heights Plan and the existing pattern of radial streets in the Hospital Area. Focus new pedestrian connections through the Beaufort Park and the former Dufferin Elementary School site.
- 3 Develop a walkway linking Beaufort Park and Waddington Park.
- 4 Develop a formal pedestrian trail linking Dufferin Crescent and Koram Park via Duggan Road Park.
- 5 Explore opportunities to create a safe and protected pedestrian access from Dufferin Crescent to the Pedestrian Greenway across the development parcel located at 1740 Dufferin Crescent. Propose infrastructure that invites and promotes the safe movement of pedestrians of all abilities through the community and along the Pedestrian Greenway.
- 6 Construct a new pedestrian crosswalk at the intersection of Dufferin Crescent and Summerhill Place.
- 7 Improve the existing pedestrian crossing at the intersection of Nightingale Crescent and Boundary Avenue.







**Crime Prevention Through Environmental Design (CPTED)**

Designing buildings and structures as well as the open spaces surrounding them, to reduce opportunities for crime and increase public safety.

**Open Space Enhancement Strategies**

**Food Forest**

- 8 Develop a food forest in Beaufort Park at Beaufort Drive to include fruit and nut trees, berries and other plantings for the quiet use, education, and enjoyment of the park users and the broader community. Include educational signage and resources to facilitate and celebrate urban agriculture in the City of Nanaimo.

**Safety**

- 9 Incorporate safety improvements into hospital-area parkland, especially under-utilized or isolated open space. Safety improvements may include the following Crime Prevention Through Environmental Design (CPTED) enhancements: improving and maintaining sight lines into parks from public spaces and adjacent properties, potential tree removal, maintaining open and clear park accesses, and improving pedestrian trail connections.

**Playgrounds**

- 10 Explore opportunities to partner with Island Health and School District 68 to develop and locate a central playground in the Hospital Area to serve the community, including area residents; visitors to the Nanaimo Regional General Hospital, and the Public Health Unit; and students attending Hospital-Area schools. A safe and centrally located playground could activate existing open space within the plan area, and promote social interaction through the shared use of a well-designed amenity.

### 3.5 Transportation, Transit and Cycling Networks

Well designed transportation routes enhanced by safe and separate spaces for automobiles and bicycles can enhance the daily and routine travel experiences of residents, employees, and daytime visitors to the hospital area. Additionally, transit enhancements that provide safe, reliable, and sustainable transportation alternatives for users, especially hospital employees, contribute positively to daily urban life in the Hospital Area – and in the region beyond (Figure 16).

The following strategies identify key transportation, transit and cycling network enhancement concepts (Figure 17) that will help to improve and strengthen the mobility networks in the Hospital Area.



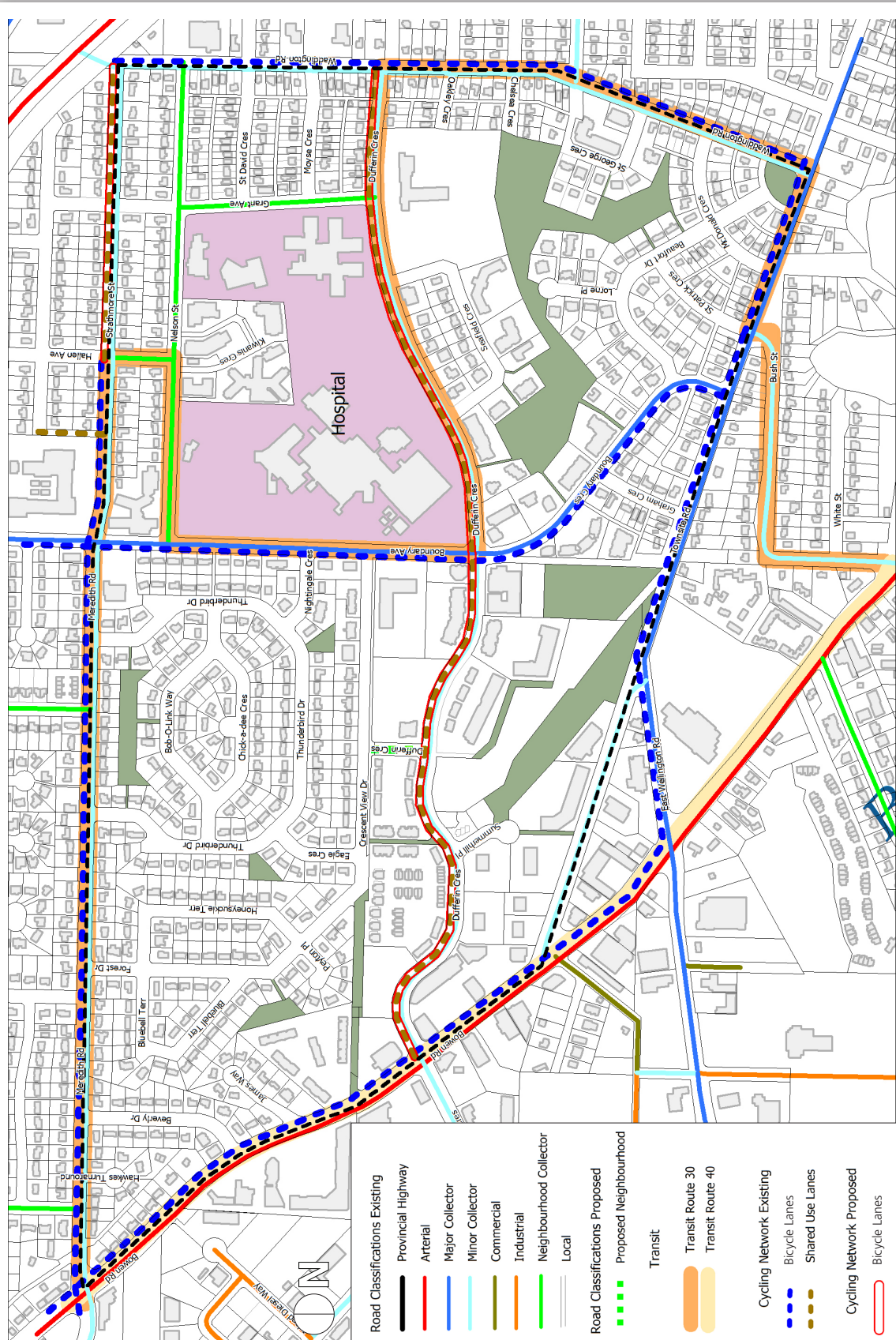


Figure 17 Mobility

## Mobility Strategies

### Transportation Network

- 1 Improve pedestrian safety at controlled intersections within the Plan Area. Specifically, lengthen the pedestrian crossing times at the following light-controlled intersections: Dufferin Crescent and Boundary Avenue / Boundary Crescent, Dufferin Crescent and Bowen Road, and Boundary Avenue and Meredith Road / Strathmore Street.
- 2 Monitor the performance of the intersections of Dufferin Crescent and Waddington Road and Boundary Crescent and Townsite Road. Implement traffic control measures at either intersection including all-way stops, or traffic signals, when required.
- 3 Monitor the performance of the intersection at Dufferin Crescent and Bowen Avenue, especially left-turn queue distances. Extend left turn lanes when existing conditions impact the performance of the intersection, when required.
- 4 Explore opportunities to create a vehicle access from the Westhill Centre on Bowen Road to Dufferin Crescent across the development property located at 1715 Dufferin Crescent.

### Transit Network

- 5 Encourage BC Transit and the Regional District of Nanaimo to improve service to the Hospital Area by exploring options for a new bus stop location on the Island Highway (Route 50: Downtown / Woodgrove), and by evaluating the location of existing bus stops on Dufferin Crescent at Boundary Avenue.
- 6 Explore with the Nanaimo Regional General Hospital, BC Transit, and the Regional District of Nanaimo the possibility of locating a bus stop near the main entrance of the Nanaimo Regional General Hospital.







### **Cycling Network Connections**

- 7 Improve connections between the Hospital Area, including higher density residential areas and the Nanaimo Regional General Hospital, and the broader citywide cycling network.
- 8 Develop signage and wayfinding to identify public amenities and active transportation corridors beyond the plan area including Bowen Park, the E&N Trail, the Parkway Trail and the Waterfront Walkway.



## 4 Plan Policies

- 4.1 Introduction
- 4.2 Land Use Principles
- 4.3 Land Use and Development
- 4.4 Transportation and Infrastructure
- 4.5 Open Space and Connectivity
- 4.6 Parking Management
- 4.7 Partnerships and Communication

## 4.1 Introduction



Area plans implement the general goals and objectives of the Official Community Plan by providing detailed policies specific to a particular part of the City. The Hospital Area Plan's foundation is the policy developed to address the issues and support the opportunities identified in the Hospital Urban Node and portions of the surrounding Neighbourhood, Corridor, and Open Space land use designations.

As the Nanaimo Regional General Hospital continues to expand its services, so too does the surrounding community develop through commercial and residential growth. Through the Area Plan process, community stakeholders identified a need for new medical and commercial services, and residential uses that complete and complement the area around the Nanaimo Regional General Hospital. The policies in this section guide the future hospital-area development, and consider related land use and transportation issues. The policies also address related topics including on-street vehicle parking, services, and open space.

The City of Nanaimo, local agencies and institutions, residents, and property owners must collaborate to realize the policies contained in the Hospital Area Plan. The Implementation Strategy contained in this document is developed to help area stakeholders achieve the policy goals.

Policies are grouped together under the following sections:

- 4.3 Land Use and Development
- 4.4 Transportation and Infrastructure
- 4.5 Open Space and Connectivity
- 4.6 Parking Management
- 4.7 Partnerships and Communication

## 4.2 Land Use Principles

The City developed the Planning Principles based on public input from the Issues and Opportunities and the Concepts and Options project phases. The principles reflect the broad topics of importance identified by local residents, land owners, employees of the Nanaimo Regional General Hospital, visitors to the hospital area, and members of the public.

The Planning Principles are described below.

### Land Use and Development

- 1 Support mixed-use developments in the urban node with ground floor commercial uses and office and residential uses above.
- 2 Encourage new commercial and medical services to complete and complement those offered for residents and employees in, and visitors to the hospital area.
- 3 Promote development with amenities to enhance the character of the hospital area.
- 4 Incorporate health and wellness as an area-wide identity of the hospital area.

### Transportation and Infrastructure

- 5 Improve hospital area transportation and servicing infrastructure.
- 6 Enhance transit service in the hospital area, especially for Nanaimo Regional General Hospital employees.
- 7 Improve local cycling and pedestrian infrastructure and improve connections to the broader active transportation networks.







### Open Space and Connectivity

- 8 Provide connected, interesting, safe, inviting and green open space for residents, employees and users of the hospital area.
- 9 Ensure that the hospital area is a safe community for residents, employees, and visitors at all hours of the day.

### Partnerships and Communication

- 10 Promote communication between the City, stakeholder agencies, and neighbourhood representatives on hospital area development projects and public realm enhancements.

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### 4.3 Land Use and Development

Policies contained within this section address the future land use and built form in the Plan Area. The policies focus growth and development by describing the Hospital Urban Node and the surrounding land use designations in more detail.

Health and Educational Services by function and extent are the foundation of the Hospital Area. Mixed Use Health Services expand out from the core intersection at Dufferin Crescent and Boundary Avenue / Boundary Crescent. The Multi-Family High Density designation supports and links the core of the Plan Area with the Mixed Use and Residential Corridor area along Bowen Road. The Multi-Family Medium designation buffers the most intense uses in the hospital area from existing single-family residential areas. The Plan designates Multi-Family Low Density areas to support ground-oriented multi-family developments. The Neighbourhood designation recognizes the existing single-family neighbourhoods in the Plan Area. Finally, the Parks and Open Space designation protects amenity spaces within the Plan Area.



#### Ground Oriented

Dwelling units accessed from the natural grade of a lot, providing direct access to exterior space.

#### Infill

Development on unused or under utilized land within the existing neighbourhood.

#### Policies

##### Area Land Use

- 1 Map 1: Hospital Area Land Use describes the land use designations within the Plan Area. The designations are consistent with the policies and objectives of the Official Community Plan.
- 2 Review and update existing City of Nanaimo regulations, including the Zoning Bylaw, against the Land Use and Development Policies contained in the Area Plan. Implement regulatory changes to achieve the development permitted in each land use designation, especially the Multi-Family Medium and Multi-Family Low Density designations.
- 3 Review and update existing Design Guidelines for commercial and multi-family residential developments within the Plan Area. Implement guideline changes to address and shepherd infill developments, especially in areas designated Multi-Family Medium Density, Multi-Family Low Density, and Residential Low Density.



- Health Services**  
Services associated with the operation and future growth of the Nanaimo Regional General Hospital
- Educational Services**  
Services associated with operation and future growth of School District 68
- Mixed Use Health**  
Core district of health-related services, commercial, and high density residential land use  
residential density of 50-150+ units/ha  
height up to and including high rise buildings (6+ storeys)
- Multi-Family High Density**  
Multi-unit residential development, public amenities  
residential density of 50-150+ units/ha  
height up to and including high rise buildings (6+ storeys)
- Multi-Family Medium Density**  
Multi-unit residential development, public amenities  
residential density of 50-150 units/ha  
height 2-6 storeys
- Multi-Family Low Density**  
Mix of housing types including single-family homes and ground oriented multiple family homes  
residential density of 30-50 units/ha  
height 2-4 storeys
- Mixed Use Corridor**  
Multi-unit residential development, public amenities and commercial services in mixed use developments  
residential density of 50-150+ units/ha  
height 2-6 storeys
- Residential Corridor**  
Multi-unit residential development, public amenities  
residential density of 50-150+ units/ha  
height 2-6 storeys
- Residential Low Density**  
Mix of housing types including single-family homes and ground-oriented multiple family units  
residential density of 10-50 units/ha  
height 2-4 storeys
- Parks & Open Space**  
A range of uses including lands that serve as parks, plazas, open space and recreational areas

Map 1 Hospital Area Land Use





### Mixed Use

Lands containing more than one activity (for example, a development that incorporates residential and commercial uses).

- 4 Support a mix of housing types for individuals and families of all ages and income levels including single family homes, duplexes, triplexes, townhomes and apartments, as well as carriage houses, live/work studios, and seniors' housing.
- 5 Support community facilities such as churches, community centres, and social service agencies throughout the Plan Area.
- 6 Encourage residential developments within the Hospital Area to include adaptive and accessible units for people with mobility requirements.
- 7 Consider adding potential heritage properties (Page 10) in the Hospital Area to the City of Nanaimo's Community Heritage Register. Encourage developers of potential heritage properties to consider the character of existing structures in any redevelopment proposals.

### Health and Education Services

- 8 Support the operation and growth of the Nanaimo Regional General Hospital at 1200 Dufferin Crescent as the health services centre of the region.
- 9 Support the redevelopment of the former Dufferin Elementary School site at 1111 Dufferin Crescent as an educational centre to serve the future needs of the community.

### Mixed Use Health

- 10 Designate lands in this designation as the core district for health-related services including medical offices and associated medical, commercial, and professional uses that support the function of the Nanaimo General Regional Hospital.
- 11 Permit health-related services in mixed-use developments with commercial units on the ground floor, and residential units above.

- 12 Permit medium (50 to 150 units / ha) to high (greater than 150 units / ha) residential densities in mixed-use developments up to and including buildings six or more storeys.

### **Multi-Family High Density**

- 13 Develop the lands in this designation as the primary area for multi-family developments and public amenities.
- 14 Permit medium (50 to 150 units / ha) to high (greater than 150 units / ha) residential densities in buildings six or more storeys.

### **Multi-Family Medium Density**

- 15 Develop the lands in this designation to support transitional density and public amenities.
- 16 Permit medium (50 to 150 units / ha) residential densities in buildings two to six storeys. Encourage developments that use building siting, height, and massing to transition from the Multi-Family Medium Density designation to Multi-Family Low Density or Residential Low Density designations.

### **Multi-Family Low Density**

- 17 Develop the lands in this designation as an area of ground-oriented multi-family residential development.
- 18 Encourage multi-family low density building forms through specific zoning-based regulations regarding building height, floor-area ratios, lot coverage, building setbacks, and other development characteristics.
- 19 Permit low (30 to 50 units / ha) residential densities in buildings two to four storeys. Support ground oriented multi-family housing forms that complement the scale and character of homes within the Multi-Family Low Density designation and the adjacent Residential Low Density designation.





### **Mixed-Use and Residential Corridors**

- 20 Develop the Mixed-Use Corridor to support commercial, professional, and service uses; multi-family development; and public amenities in mixed use developments.
- 21 Encourage ground floor commercial, office, or community uses in mixed use developments, with residential units above.
- 22 Permit medium (50 to 150 units / ha) residential densities in mixed use developments in two to six storey buildings.
- 23 Develop the Residential Corridor to support multi-family uses and public amenities.
- 24 Permit medium (50 to 150 units / ha) residential densities in two to six storey buildings. Encourage developments that use building siting, height, and massing to transition from the Residential Corridor designation to the Multi-Family Low Density designation.

### **Residential Low Density**

- 25 Maintain the existing neighbourhood designation supporting single-family homes and ground oriented multi-family developments.
- 26 Permit low (10 to 50 units / ha) residential densities in two to four storey buildings. Encourage developments that use building siting, height, and massing to complement the scale and character of homes within the Residential Low Density designation.

### **Parks and Open Space**

- 27 Develop lands in this designation to support parks, recreation amenities, green spaces, and cemeteries within the plan area.
- 28 Enhance urban agriculture in the Plan Area by supporting local community gardens and food security initiatives.

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### Infrastructure

The “hard” services associated with development such as water, storm, and sewer services, utilities, roads and trailways.

## 4.4 Transportation and Infrastructure

The Official Community Plan (OCP) classifies roads throughout the City by traffic volume and function. Within the Plan Area, the OCP classifies Boundary Avenue and Boundary Crescent as Major Collectors; Dufferin Crescent, Meredith Road, Strathmore Street, and Waddington Road as Minor Collectors; Grant Avenue, Nelson Street, and Hallen Avenue (south of Strathmore Street) as Neighbourhood Collectors, and other roads within the Plan Area as Local roads.

Streets throughout the hospital area should be safe, attractive, and functional for people using all modes of transportation: walking, cycling, automobile, and transit. Additionally, the transportation system must support the movement of people with disabilities. The transportation network should support and enhance access to medical services, local employment and commercial centres, schools, high-density and neighbourhood residential areas, and parks and open space.

In general, the Area Plan proposes to re-apportion hospital-area streets by enhancing pedestrian and cycling infrastructure, and providing additional areas for landscaping and street trees in attractive public spaces. In addition to aesthetic qualities, green infrastructure including landscaping, street trees, and raingardens reduce municipal servicing costs. The purpose of Transportation and Infrastructure Policy is to increase pedestrian, cycling, and transit use throughout the Plan Area by creating safe and attractive public spaces.

Policies in this section build on strategies introduced in the Urban Design Framework and support the addition and renewal of infrastructure focused to improve the active transportation networks within the hospital area, and the links to the broader citywide networks.

### Policies

#### Gateways

- 1 Develop gateway signage and landscaping at the main entrances into the Hospital Area to better define the district and to promote a sense of place. The gateways are described

as the intersections of Boundary Avenue and Meredith Road / Strathmore Street, Boundary Crescent and Townsite Road, Dufferin Crescent and Bowen Road, and Dufferin Crescent and Waddington Road.

### Main Street

- 2 Establish Dufferin Crescent and Boundary Avenue / Boundary Crescent coinciding with the Mixed Use Health land use designation as the Hospital-Area Main Street. Develop the Main Street to promote greater pedestrian and cycling activity, by including cycling lanes, generous sidewalks, street trees, and pedestrian crossings.



### Hospital Area Road Designs and Street Character

- 3 Develop Dufferin Crescent, Boundary Avenue / Boundary Crescent, and Crescent View Drive as per the road cross section concepts provided in the Urban Design Framework that make up part of this Plan.

### Pedestrian Greenway

- 4 Establish Crescent View Drive as a Pedestrian Greenway to promote greater pedestrian activity within the Plan Area by linking the Nanaimo Regional General Hospital with the Bowen Road corridor.
- 5 Connect the Crescent View Greenway to Dufferin Crescent by working with the owner of 1740 Dufferin Crescent to secure public pedestrian access along the western boundary of the lot.

### Transportation Demand Management

- 6 Encourage and support Island Health to develop a Transportation Demand Management Plan for the Nanaimo Regional General Hospital to promote the use of alternatives to private vehicle travel for employees.



### **Pedestrian Network Enhancements**

- 7 Inventory the condition of existing sidewalks within the plan area to identify gaps in the sidewalk network. Based on the inventory, develop a priority-based list of pedestrian infrastructure upgrades, including improved and new sidewalks, crosswalks, trails, and accessibility improvements.
- 8 Evaluate the demand for pedestrian crosswalks at intersections in the Plan Area, especially near the Nanaimo Regional General Hospital and along Dufferin Crescent. Based on the evaluation results, develop a priority-based list of crosswalk upgrades.
- 9 Improve pedestrian safety at controlled intersections throughout the Plan Area. Improvements may include infrastructure upgrades, re-patterning vehicle traffic, or altering the timing and control of vehicle and pedestrian traffic.

### **Transit Enhancements**

- 10 Inventory the condition of existing bus stops and transit shelters within the Plan Area, including assessment against Crime Prevention Through Environmental Design criteria. Based on the inventory, develop a priority-based list of bus stop and shelter improvements, especially adjacent to the Nanaimo Regional General Hospital.
- 11 Support Island Health, BC Transit, and the Regional District of Nanaimo to provide more frequent, convenient, and direct bus service to and from the Nanaimo Regional General Hospital area to better serve the community. Pay particular attention to the service for employees of the Nanaimo Regional General Hospital.

### **Cycling Network Enhancements**

- 12 Update the Bicycle Network detailed in the Transportation Master Plan to include designated bike lanes on Dufferin Crescent and Strathmore Street.
- 13 Encourage institutional, commercial, mixed use, and multi-family residential developments throughout the Plan Area to support

cycling and active transportation through the provision on safe, secure, and convenient bicycle parking and related amenities, including change room and shower facilities.

- 14 Evaluate the design and function of cycling infrastructure in the Plan Area, especially on Boundary Avenue near the Nanaimo Regional General Hospital. Based on the results of the evaluation, prioritize and complete improvements.

### Road Classification

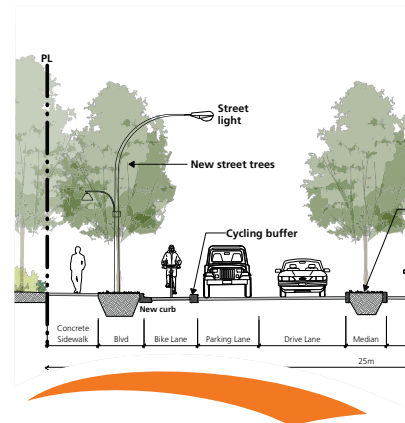
- 15 Update the Road Classification of Dufferin Crescent between Dufferin Crescent and Crescent View Drive from a Local road to a Neighbourhood Collector.

### Utilities

- 16 Upgrade storm water infrastructure in Beaufort Park to improve local drainage, and to provide additional park amenity space following Crime Prevention Through Environmental Design criteria.
- 17 Engage with BC Hydro on its aging power pole replacement program to relocate new hydro within the Plan Area to boulevard spaces outside of pedestrian walkways or amenity spaces.

### Street Lighting

- 18 Evaluate the street lighting levels on streets adjacent to the Nanaimo Regional General Hospital, along Dufferin Crescent, Boundary Avenue / Crescent and other streets with high parking occupancy. Based on the results of the evaluation, develop a priority-based street lighting improvement program for the Hospital Area.







## 4.5 Open Space and Connectivity

The public indicated strong support for open space throughout the plan area that was attractive, safe, green, and inviting. The policies in this section build on strategies introduced in the Urban Design Framework and acknowledge the desire for improvements to the existing parkland and for new pedestrian links between open spaces throughout the hospital area— and to the broader network of the City parks and trails.

Parks and Open Space within the Plan Area is identified on Map 1: Hospital Area Land Use.

### Policies

#### Wellness Walk

- 1 Designate the perimeter of the Nanaimo Regional General Hospital as a Wellness Walk to promote health and encourage exercise for people of all ages and abilities. Strengthen the connection between the Nanaimo Regional General Hospital and the surrounding community by developing the Wellness Walk to serve as a neighbourhood amenity.
- 2 Encourage Island Health to incorporate into the Wellness Walk pedestrian walkways across the Nanaimo Regional General Hospital site to link Strathmore Street with Dufferin Crescent, and Boundary Avenue to Grant Avenue.

#### Pedestrian Trails, Cycling Routes, and Network Connections

- 3 Develop new trails and safe pedestrian connections within the Plan Area to improve and link existing parkland, especially under-utilized or isolated open space.
- 4 Improve connections from designated pedestrian and cycling routes within the Plan Area to the City-wide network of parks, trails, and cycling routes, including Bowen Park, the E&N Trail, Boxwood Road, and Wellington Road.

- 5 Create safe public spaces by designing and maintaining trails and walkways accessible to the public as per Crime Prevention Through Environmental Design (CPTED) principles. Important CPTED elements include creating sight lines along and into open spaces; limiting fence heights adjacent to public spaces and walkways; designing landscapes to support safe spaces; and installing and maintaining appropriate signage, wayfinding, and lighting.

### Signage and Wayfinding

- 6 Develop parks, trail, and cycling route signage to identify existing amenities within the Plan Area.
- 7 Provide wayfinding between parks, trails, and cycling routes both within and adjacent to the Plan Area, including Bowen Park, the E&N Trail, the Parkway Trail, and the Waterfront Walkway.

### Beaufort Park and Hospital-Area Open Space

- 8 Clear and maintain existing pedestrian accesses to Beaufort Park from Dufferin Crescent, Boundary Crescent, Boundary Drive, Seafield Crescent, and St. George Crescent as per Crime Prevention Through Environmental Design principles.
- 9 Develop new amenities to encourage the safe use and enjoyment of Hospital-Area parkland and open space, especially under-utilized or isolated areas.
- 10 Link and coordinate capital projects, including infrastructure upgrades, and Parks and Open Space improvements that enhance the safe use and enjoyment of parkland within the Plan Area, especially Beaufort Park.
- 11 Support the City's Volunteer in Parks Program on beautification projects and community gardening initiatives within the Plan Area.
- 12 Designate the existing City property (Chinese Cemetery) at 1598 Townsite Road as Parks and Open Space.





### Safety and Security

- 13 Improve public safety in parks and open spaces throughout the Plan Area, especially Beaufort Park. Public safety improvements may include Crime Prevention Through Environmental Design (CPTED) analysis of local parks and open spaces, and subsequent CPTED-based improvements including improving sight lines into parks, potential tree removal, clearing access trails, improving pedestrian trail connections, and reducing the height of perimeter fencing on adjacent properties.

## 4.6 Parking Management

The Official Community Plan acknowledges that parking issues exist in the hospital area. To manage hospital-area parking, the City developed a Parking Strategy in 2018. The intent of the Strategy: to balance the short-term parking needs of daytime visitors to the area and the long-term parking needs of residents and hospital-area employees.

The Parking Strategy and Hospital Area Plan shared the same development schedule and process; however, each document has unique goals and independent implementation and monitoring timelines. The Parking Strategy focuses on managing on-street parking in the hospital area in the short and medium term, beginning in 2019.

### Principles

The Parking Strategy Team developed five Principles to guide parking management within the Hospital Area:

- 1 Maximize Benefits For All Users - Increase the availability of on-street parking for all users groups in the Hospital Area through the efficient use of existing excess road space.
- 2 Fairness and Ongoing Customer Service - Make parking more accessible and easier to find by implementing paid parking (as required), improving signage, and providing up-to-date information while ensuring fair parking practices. Update the parking strategy over time, streamline enforcement and balance the parking needs of local institutions, businesses and neighbourhoods.
- 3 Ongoing Partnerships - Ensure the diverse parking and transportation needs of residential, business and institutional users are addressed in an efficient and economical way. Work with the Nanaimo Regional General Hospital to improve parking in the hospital area, and to ensure that future changes to the Hospital campus do not negatively impact other user groups in the area.







- 4 A Balanced Transportation System - Encourage alternative modes of transportation, such as walking, cycling and public transportation. Manage parking supply to meet the overall objectives for the neighbourhood, as well as the goals and objectives of the Nanaimo Transportation Master Plan. Making transit cost competitive to driving by linking parking costs to transit costs is essential.
- 5 A Self-funded Parking System - Direct parking fees from parking to pay for the parking system. Ensure that parking in the Hospital Area of the City is self-funded by including the cost of future upgrades, enforcement, and asset management in the cost of parking. Balance the needs of parking customers with the costs of managing parking.

### Actions

The following broad actions inform the Strategy, and the policies that follow:

- 1 Implement Transportation Demand Management to reduce or redistribute the number of vehicle trips to the hospital area.
- 2 Retain unrestricted on street parking near the Nanaimo Regional General Hospital, especially adjacent to vacant or under utilized institutional lands and not fronting single residential dwellings.
- 3 Implement pay parking and time restricted parking on Dufferin Crescent and Boundary Avenue adjacent to the Nanaimo Regional General Hospital.
- 4 Introduce time-restricted parking in residential areas near the hospital. Exempt residents who live within the restricted area from the parking restrictions.

The policies in this section support the implementation and monitoring of the Hospital Area Parking Strategy.

## Policies

### Parking

- 1 Implement, monitor, and update the Hospital Area Parking Strategy to manage on-street Hospital Area parking.
- 2 Collect and direct revenue generated from parking in the Hospital Area to fund parking management, public realm upgrades, and active transportation in the Hospital Area. Public realm upgrades may include infrastructure, initiatives, and programs that support the safe and efficient movement of non-automobile travel, including pedestrian, cycling and transit network improvements.
- 3 Partner with Island Health and other Hospital Area stakeholders to implement and monitor the City of Nanaimo's Hospital Area Parking Strategy.
- 4 Partner with Island Health and other local stakeholders to implement changes to the City of Nanaimo's Parking Bylaw within the Plan Area.





### 4.7 Partnerships and Communication

The Nanaimo Regional General Hospital, first constructed in 1963, has been a critical institution for the City, and a prominent component of the area. The links between the Nanaimo Regional General Hospital and the community are many, yet through the Area Plan process, stakeholders identified a desire for strengthened connections between the City, the Nanaimo Regional General Hospital, and the community, including neighbourhood residents. Stakeholders identified improved information sharing as a strategy to enhance the continued growth and development in the Hospital Area.

#### Policies

##### Relationships

- 1 Strengthen the partnership between the City of Nanaimo and the Nanaimo Regional General Hospital by collaborating regularly on new and existing institutional projects and services that influence the Hospital Area.
- 2 Promote increased communication between the City of Nanaimo, the Nanaimo Regional General Hospital, School District 68, and the Hospital Area Neighbourhood Association to address issues of mutual interest, and public realm initiatives.
- 3 Explore with School District 68 representatives and other institutional stakeholders the possibility of developing a facility in the Hospital Area to provide shared services and amenities, including a community centre for seniors and area residents.



## 5 Implementation Strategy





### Implementation Strategy

Area Plans implement the Official Community Plan by providing detailed Planning and Land Use Policies to address the issues and support the opportunities identified in the Plan Area. The Urban Design Framework connects the Policies of the Area Plan to the City of Nanaimo's existing guidelines and development regulations.

Neither the City nor an individual Hospital Area resident can unilaterally implement the Land Use Policies or the Urban Design Strategies contained in this Plan. Stakeholders, including the City of Nanaimo, local institutions and agencies, residents, and property owners must collaborate to realize the intent of this Plan.

### Monitoring the Area Plan

Throughout the duration of this Plan, it is important for the City to communicate openly with Hospital Area stakeholders, especially representatives of the Nanaimo Regional General Hospital and community residents. Upon Adoption of the Plan, the City will monitor development in the Hospital Area, and advise area stakeholders to:

- Inventory the Action items implemented
- Discuss and assess the impacts of recent hospital-area developments, including Action items
- Ensure that Action items remain consistent with the aspirations of the Plan and the community, and
- Review the undeveloped Action items for their relevance, and identify new and desirable Action items not previously identified.

### Implementing the Area Plan

The City will implement the Development Policies and Design Strategies through measures ranging from bylaw amendments to direct engagement with area stakeholders. Most Action items may be achieved in a period ranging from short to long; however, some specific Actions may require ongoing measures and no set date of completion.

Proposed changes to the Hospital Area Plan must follow the amendment procedures established in the *Local Government Act*, including public notification. Public notification of amendment proposals, including a public hearing, provides residents with an opportunity to comment on individual applications. Additionally, the Official Community Plan also includes amendment procedures that include consulting with the Community Planning and Development Committee for a recommendation to Council on any amendment proposal.

The Implementation Strategy lists actions and proposes target periods for the completion of each action item:

- Immediate - Initiated within 1 year of adoption of the Area Plan
- Short Term - Completed within 5 years
- Medium Term - Completed within 5 to 10 years
- Long Term - Completed within 10 to 20 years, and
- Ongoing - Initiated in the short term with no planned date of completion



| Implementation Action  | Timing           | Plan Reference   | Completed |
|--|------------------|--|-----------|
| <p><b>Land Use and Development</b></p> <p>Amend Map 1 – Future Land Use of the OCP to be consistent with Map 1: Hospital Area Land Use.</p>  | <p>Immediate</p> | <p>Policy 4.3.1</p>  |           |
| <p>Review and update existing Nanaimo regulations, including the Zoning Bylaw, against the Land Use and Development Policies.</p>  | <p>Short</p>     | <p>Policy 4.3.2</p>  |           |
| <p>Review and update existing Design Guidelines for commercial and multi-family residential developments within the Plan Area.</p>   | <p>Short</p>     | <p>Policy 4.3.3</p>  |           |
| <p>Develop zoning-based regulations to encourage multi-family low density building forms.</p>  | <p>Short</p>     | <p>Policy 4.3.18</p>   |           |
| <p><b>Transportation and Infrastructure</b></p> <p>Develop gateway signage and landscaping at the main entrances into the Hospital Area to better define the district and to promote a sense of place.</p>   | <p>Medium</p>    | <p>Policy 4.4.1<br/>Strategy 3.3.3</p>                                       |           |
| <p>Establish a Hospital Area Main Street along Dufferin Crescent and Boundary Avenue / Boundary Crescent coinciding with the Mixed Use Health land use designation.</p>                                      | <p>Long</p>      | <p>Policy 4.4.2<br/>Strategy 3.3.5</p>                                       |           |
| <p>Develop Dufferin Crescent, Boundary Avenue / Boundary Crescent, and Crescent View Drive as per the road cross section concepts provided in the Urban Design Framework that make up part of this Plan.</p> | <p>Long</p>      | <p>Policy 4.4.3<br/>Strategy 3.3.1<br/>Strategy 3.3.8<br/>Strategy 3.3.9</p> |           |

| Implementation Action   | Timing  | Plan Reference                                   | Completed |
|---|---------|--|-----------|
| Establish Crescent View Drive as a Pedestrian Greenway to promote greater pedestrian activity within the Plan Area by linking the Nanaimo Regional General Hospital with the Bowen Road corridor.   | Long    | Policy 4.4.4<br>Strategy 3.3.10                  |           |
| Connect the Crescent View Greenway to Dufferin Crescent by working with the owner of 1740 Dufferin Crescent to secure public pedestrian access along the western boundary of the lot.   | Short   | Policy 4.4.5<br>Strategy 3.4.5                   |           |
| Encourage and support Island Health to develop a Transportation Demand Management Plan for the Nanaimo Regional General Hospital to promote the use of alternatives to private vehicle travel for employees.  | Ongoing | Policy 4.4.6                                     |           |
| Inventory the condition of existing sidewalks within the plan area to identify gaps in the sidewalk network. Based on the inventory, develop a priority-based list of pedestrian infrastructure upgrades, including improved and new sidewalks, crosswalks, trails, and accessibility improvements. | Short   | Policy 4.4.7                                     |           |
| Evaluate the demand for pedestrian crosswalks at intersections in the Plan Area, especially near the Nanaimo Regional General Hospital and along Dufferin Crescent. Based on the evaluation results, develop a priority-based list of crosswalk upgrades.   | Short   | Policy 4.4.8<br>Strategy 3.4.6<br>Strategy 3.5.1 |           |
| Improve pedestrian safety at controlled intersections throughout the Plan Area including infrastructure upgrades, repatterning vehicle traffic, or altering the timing and control of vehicle and pedestrian traffic.   | Short   | Policy 4.4.9<br>Strategy 3.5.1                   |           |



| Implementation Action   | Timing  | Plan Reference                                    | Completed |
|---|---------|---|-----------|
| Inventory the condition of existing bus stops and transit shelters within the Plan Area, including assessment against Crime Prevention Through Environmental Design criteria. Based on the inventory, develop a priority-based list of bus stop and shelter improvements, especially adjacent to the Nanaimo Regional General Hospital. | Short   | Policy 4.4.10                                     |           |
| Support Island Health, BC Transit, and the Regional District of Nanaimo to provide more frequent, convenient, and direct bus service to and from the Nanaimo Regional General Hospital area to better serve the community.  | Ongoing | Policy 4.4.11<br>Strategy 3.5.5<br>Strategy 3.5.6 |           |
| Update the Bicycle Network detailed in the Transportation Master Plan to include designated bike lanes on Dufferin Crescent and Strathmore Street.  | Short   | Policy 4.4.12                                     |           |
| Encourage institutional, commercial, mixed use, and multi-family residential developments throughout the Plan Area to support cycling and active transportation through the provision on safe, secure, and convenient bicycle parking and related amenities, including change and shower facilities.                                    | Ongoing | Policy 4.4.13                                     |           |
| Evaluate the design and function of cycling infrastructure in the Plan Area, especially on Boundary Avenue near the Nanaimo Regional General Hospital. Based on the results of the evaluation, prioritize and complete improvements.  | Short   | Policy 4.4.14                                     |           |
| Update the Road Classification of Dufferin Crescent between Dufferin Crescent and Crescent View Drive from a Local road to a Neighbourhood Collector.   | Short   | Policy 4.4.15                                     |           |

| Implementation Action  | Timing  | Plan Reference                 | Completed |
|--|---------|--------------------------------|-----------|
| Upgrade storm water infrastructure in Beaufort Park to improve local drainage, and to provide additional park amenity space following Crime Prevention Through Environmental Design criteria.  | Short   | Policy 4.4.16                  |           |
| Engage with BC Hydro on its aging power pole replacement program to relocate new hydro within the Plan Area to boulevard spaces outside of pedestrian walkways or amenity spaces.  | Ongoing | Policy 4.4.17                  |           |
| Evaluate the street lighting levels on streets adjacent to the Nanaimo Regional General Hospital, along Dufferin Crescent, Boundary Avenue / Crescent and other streets with high parking occupancy. Based on the results of the evaluation, develop a priority-based street lighting improvement program for the Hospital Area. | Short   | Policy 4.4.18                  |           |
| Consider allocating funding from the capital works budget and other City of Nanaimo and non-City sources of funding to complete the prioritized transportation-related infrastructure upgrades in the Hospital Area.   | Ongoing | Policy 4.4                     |           |
| <p><b>Open Space and Pedestrian Connectivity</b></p> <p>Designate the perimeter of the Nanaimo Regional General Hospital as a Wellness Walk to promote health and encourage exercise for people of all ages and abilities.</p>   | Medium  | Policy 4.5.1<br>Strategy 3.4.1 |           |

| Implementation Action   | Timing  | Plan Reference   | Completed |
|---|---------|--|-----------|
| Encourage Island Health to incorporate into the Wellness Walk pedestrian walkways across the Nanaimo Regional General Hospital site to link Strathmore Street with Dufferin Crescent, and Boundary Avenue to Grant Avenue.              | Ongoing | Policy 4.5.2   |           |
| Develop new trails and safe pedestrian connections within the Plan Area to improve and link existing parkland, especially under-utilized or isolated open space.  | Ongoing | Policy 4.5.3<br>Strategy 3.4.2<br>Strategy 3.4.3<br>Strategy 3.4.4 |           |
| Improve connections from designated pedestrian and cycling routes within the Plan Area to the City-wide network of parks, trails, and cycling routes, including Bowen Park, the E&N Trail, Boxwood Road, and Wellington Road.           | Medium  | Policy 4.5.4   |           |
| Create safe public spaces by designing and maintaining trails and walkways accessible to the public as per Crime Prevention Through Environmental Design (CPTED) principles.  | Ongoing | Policy 4.5.5   |           |
| Develop parks, trail, and cycling route signage to identify existing amenities within the Plan Area.  | Medium  | Policy 4.5.6   |           |
| Provide wayfinding between parks, trails, and cycling routes both within and adjacent to the Plan Area, including Bowen Park, the E&N Trail, the Parkway Trail, and the Waterfront Walkway.   | Medium  | Policy 4.5.7   |           |
| Clear and maintain existing pedestrian accesses to Beaufort Park from Dufferin Crescent, Boundary Crescent, Boundary Drive, Seafield Crescent, and St. George Crescent as per Crime Prevention Through Environmental Design principles. | Short   | Policy 4.5.8   |           |

| Implementation Action  | Timing    | Plan Reference                                    | Completed |
|--|-----------|---|-----------|
| Develop new amenities to encourage the safe use and enjoyment of Hospital Area parkland and open space, especially under-utilized or isolated areas.   | Ongoing   | Policy 4.5.9<br>Strategy 3.4.8<br>Strategy 3.4.10 |           |
| Link and coordinate capital projects, including infrastructure upgrades, and Parks and Open Space improvements that enhance the safe use and enjoyment of parkland within the Plan Area, especially Beaufort Park. | Ongoing   | Policy 4.5.10                                     |           |
| Designate the existing City property (Chinese Cemetery) at 1598 Townsite Road as Parks and Open Space.   | Immediate | Policy 4.5.11                                     |           |
| Improve public safety in parks and open spaces throughout the Plan Area, especially Beaufort Park.   | Ongoing   | Policy 4.5.12<br>Strategy 3.4.9                   |           |
| <b>Parking</b>   |           |   |           |
| Implement, monitor, and update the Hospital Area Parking Strategy to manage on-street Hospital Area parking.   | Short     | Policy 4.6.1                                      |           |
| Collect and direct revenue generated from parking in the Hospital Area to fund parking management, public realm upgrades, and active transportation in the Hospital Area.  | Ongoing   | Policy 4.6.2                                      |           |
| Partner with Island Health and other local stakeholders to implement and monitor the City of Nanaimo's Parking Strategy for the Plan Area.   | Short     | Policy 4.6.3                                      |           |
| Partner with Island Health and other local stakeholders to implement changes to the City of Nanaimo's Parking Bylaw within the Plan Area.  | Short     | Policy 4.6.4                                      |           |



| Implementation Action   | Timing  | Plan Reference                 | Completed |
|---|---------|--------------------------------|-----------|
| <p>Designate and manage one or more food truck locations within the Plan Area to serve Nanaimo Regional General Hospital employees, local residents, and visitors to the hospital area.</p>   | Short   | Strategy 3.3.6                 |           |
| <p><b>Partnerships and Communication</b></p> <p>Strengthen the partnership between the City of Nanaimo and the Nanaimo Regional General Hospital by collaborating regularly on new and existing institutional projects and services that influence the Hospital Area.</p> | Ongoing | Policy 4.7.1                   |           |
| <p>Facilitate a partnership between the City of Nanaimo, the Nanaimo Regional General Hospital, School District 68, and the Hospital Area Neighbourhood Association to address issues of mutual interest, and public realm initiatives.</p>                               | Short   | Policy 4.7.2<br>Strategy 3.3.4 |           |
| <p>Explore with School District 68 representatives and other institutional stakeholders the possibility of developing a facility in the Hospital Area to provide shared services and amenities, including a community centre for seniors and area residents.</p>          | Ongoing | Policy 4.4.3                   |           |



## 6 Glossary

## Glossary

### **Boulevard**

A strip of land usually treed or vegetated, located between a sidewalk and a road or between opposing lanes of traffic in a road.

### **Community Centre**

Means a public meeting space used by members of a community for social, cultural, recreational, administrative or other purposes. This space may occupy a portion of a larger building, or exist as a stand alone multi-purpose community building. Community Centres may or may not be publicly owned.

### **Corridors**

The linear focal areas for higher levels of residential densities, services and amenities in the city lands adjacent to urban arterials and major collector roads as designated in planNanaimo. Corridors are intended to be the focus of medium density residential and mixed use development, particularly with commercial or public space at ground level with residential in the storeys above.

### **Crime Prevention Through Environmental Design (CPTED)**

Designing buildings and structures as well as the open spaces surrounding them, to reduce opportunities for crime and increase public safety.

### **Density (gross)**

The number of dwelling units on a hectare of land, including land use for roads, parks, open space and all other uses. Expressed as 'units per hectare'.

### **Design Guidelines**

Guidelines developed during the Hospital Area Plan process that serve as recommendations for the construction and design of residential and commercial development, along with recommendations for street design character.

### **Greenway**

A multi-functional trail or strip of roadway that is used by people to recreate and commute. Intended to encourage sustainable development and a healthy lifestyle, greenways link users to the surrounding community and may include trees, gardens and other amenities such as lighting, benches, historical and interpretive signage, and bike racks.

### **Ground Oriented**

Dwelling units accessed from the natural grade of a lot, providing direct access to exterior space.

### **Heritage**

Nanaimo's resources of historically and architecturally significant buildings, structures, trees, natural landscapes and archaeological features.

### **High Rise**

High rise building forms are a residential or commercial structure made of non-combustible (concrete) materials and greater than six storeys.

### **Infill**

Development on unused or under utilized land within the existing neighbourhood.

### **Infrastructure**

The "hard" services associated with development such as water, storm, and sewer services, utilities, roads and railways.

### **Land Use**

Category of activity present on a property.

**Main Street**

A pedestrian-friendly and principal roadway that includes diverse commercial services and active public streetscapes.

**Mixed Use**

Lands containing more than one activity (for example, a development that incorporates residential and commercial uses).

**Neighbourhood**

A land use designation including, but not limited to, single-family dwellings and ground oriented townhouses along major roads or in appropriate locations. A neighbourhood is a place of residence, local commercial services, and community facilities, typically defined by a unique character derived from the history, housing style, physical setting and people in that location.

**Official Community Plan (OCP)**

A statement of goals, objectives and policies to guide decisions on planning and land use management. Adopted by City bylaw, the OCP sets out the form and character of existing and proposed land use and servicing requirements. The OCP provides a vision statement for how the community will grow and must

be consistent with an adopted Regional Growth Strategy. Nanaimo is the OCP for the City of Nanaimo.

**Parks and Open Space**

A land use designation that applies to lands across Nanaimo that are titled as parkland or otherwise serve as parks for recreation. These lands may be in a “natural” state (nature parks, reserves, undevelopable lands such as flood plains and wetlands), or “developed” state (playing fields, boulevards, squares, plazas, cemeteries). They may also be in the public domain (municipal or provincial parks, roads, pedestrian networks, commercial plazas), or in the private domain (golf courses, farms).

**Policies**

Establish how objectives and goals are achieved; statement of intent or philosophy. Statements are intended to guide future actions and decisions in accomplishing the Guiding Principles of the Area Plan.

**Public Realm**

Accessible spaces that support public life and social interaction including streets, squares, parks and other open spaces.

**Streetscape**

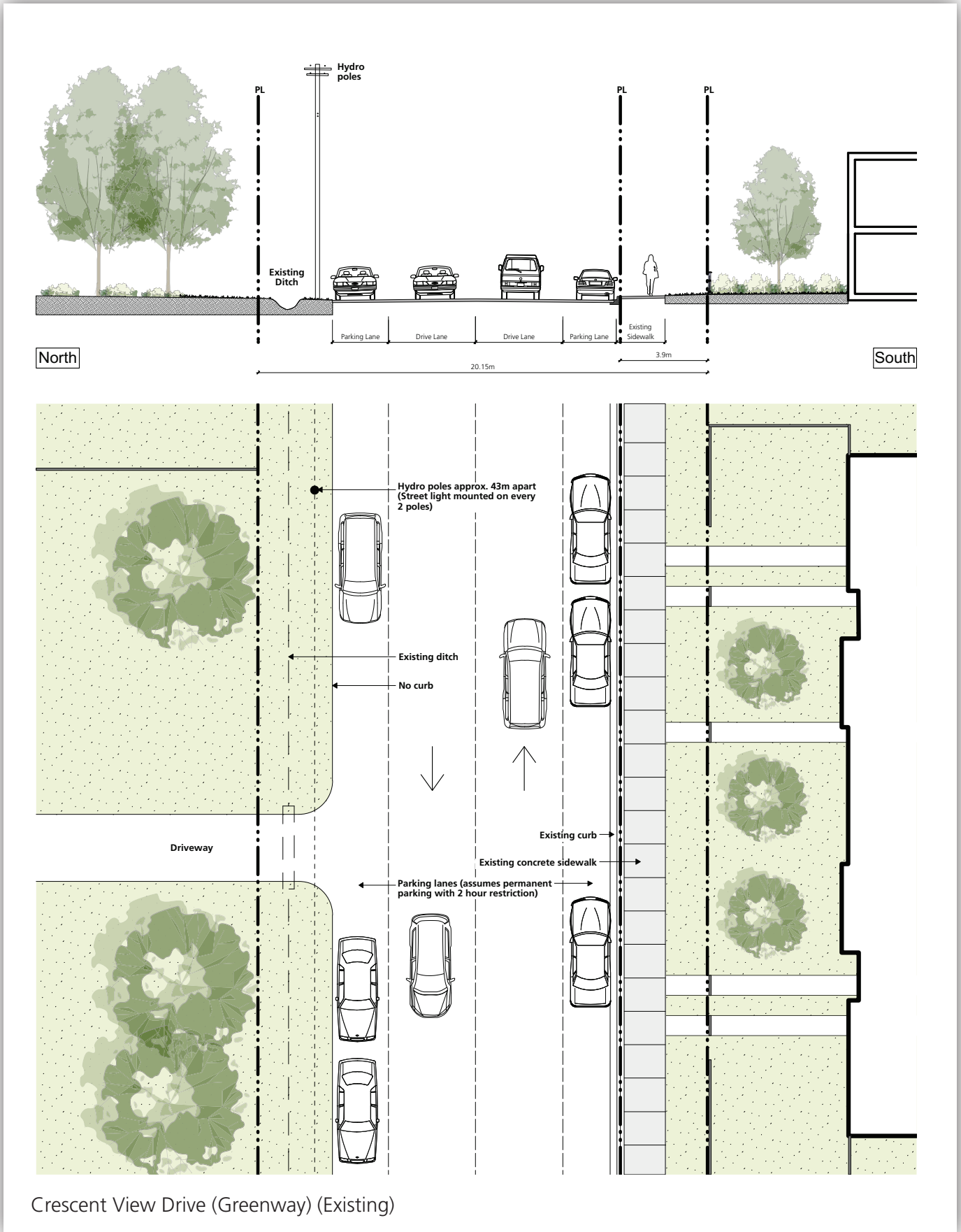
The visual character of a street comprised of elements such as structures, street paving, sidewalks, public art, street furniture, landscaping, signage and lighting.

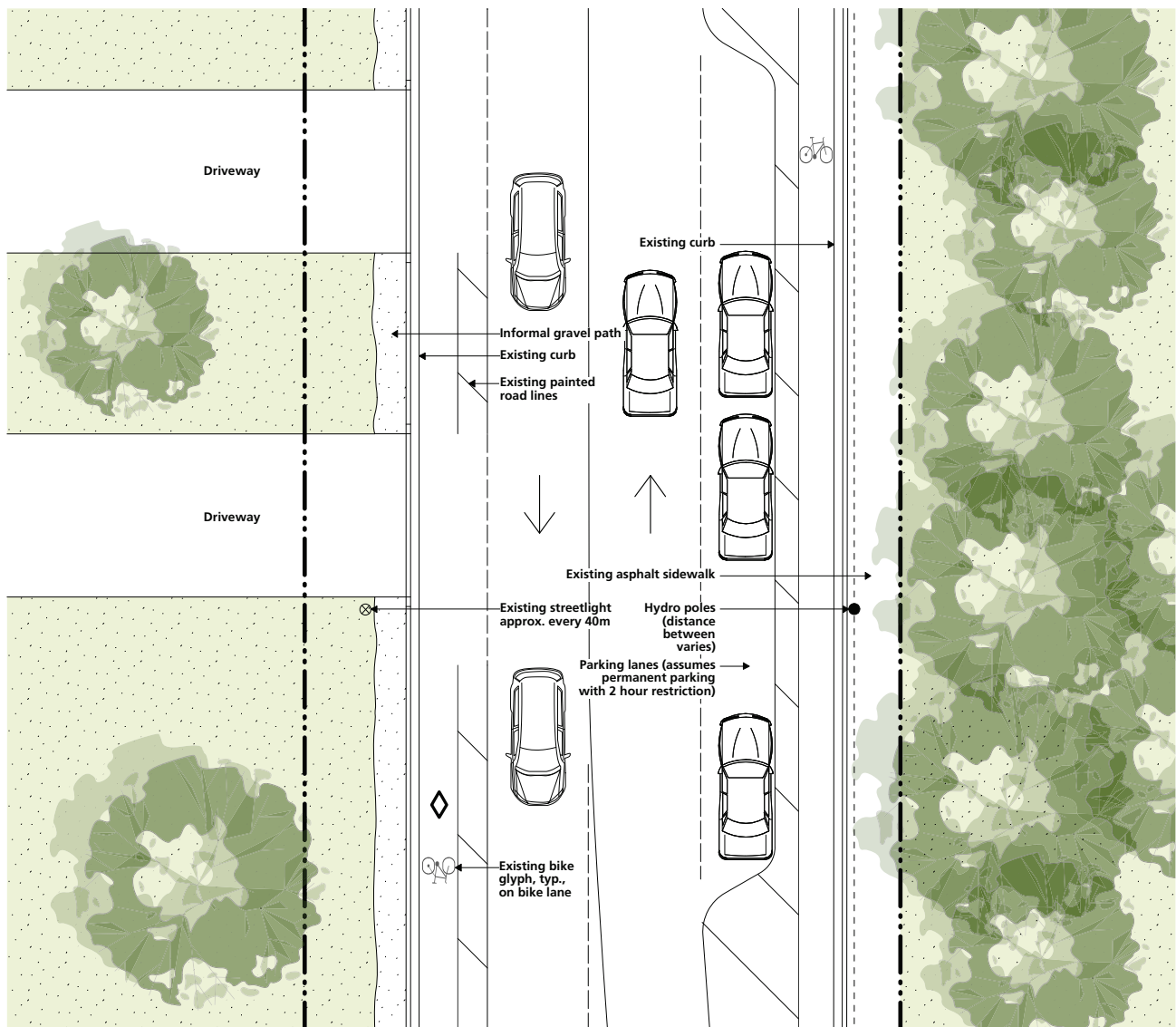
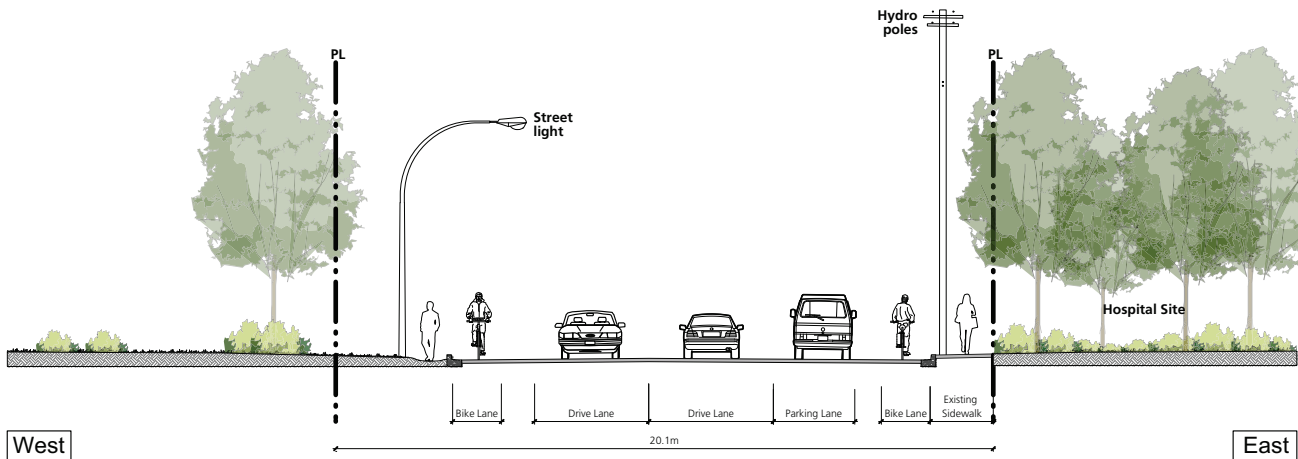


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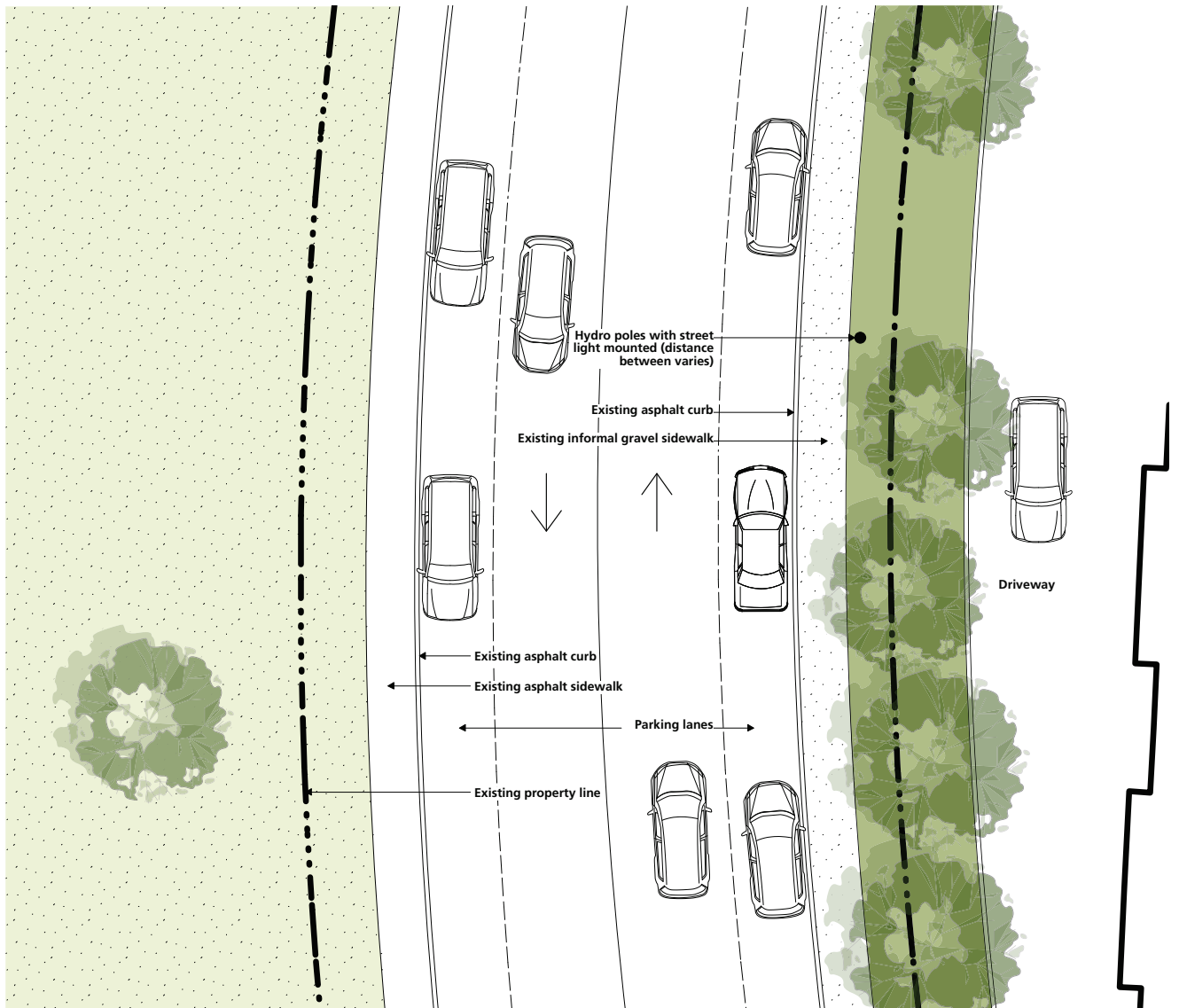
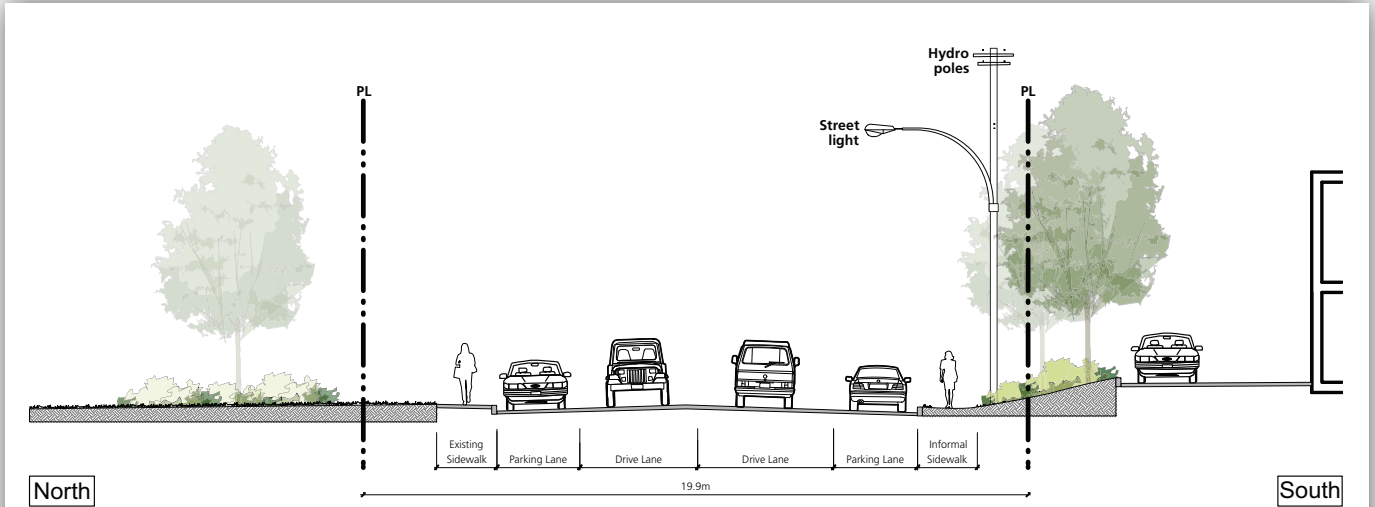
## 7 Appendix: Road Cross Sections (Existing)



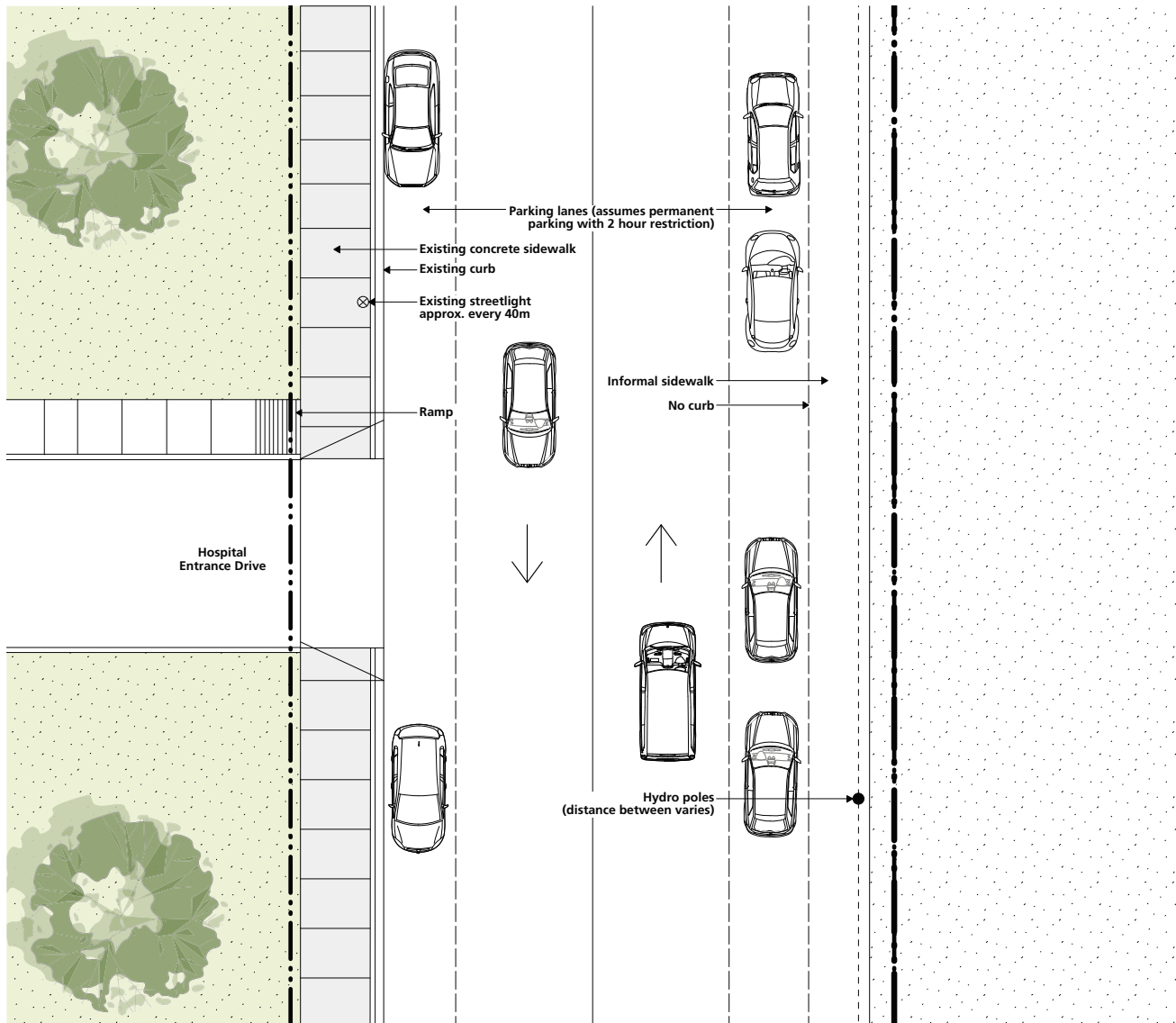
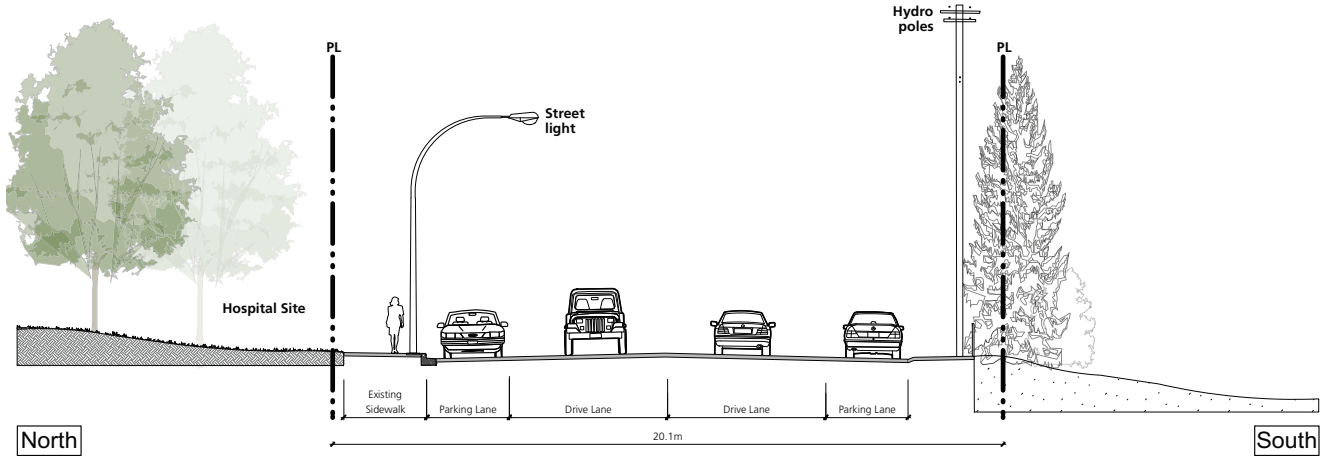


Boundary Avenue / Crescent (Existing)

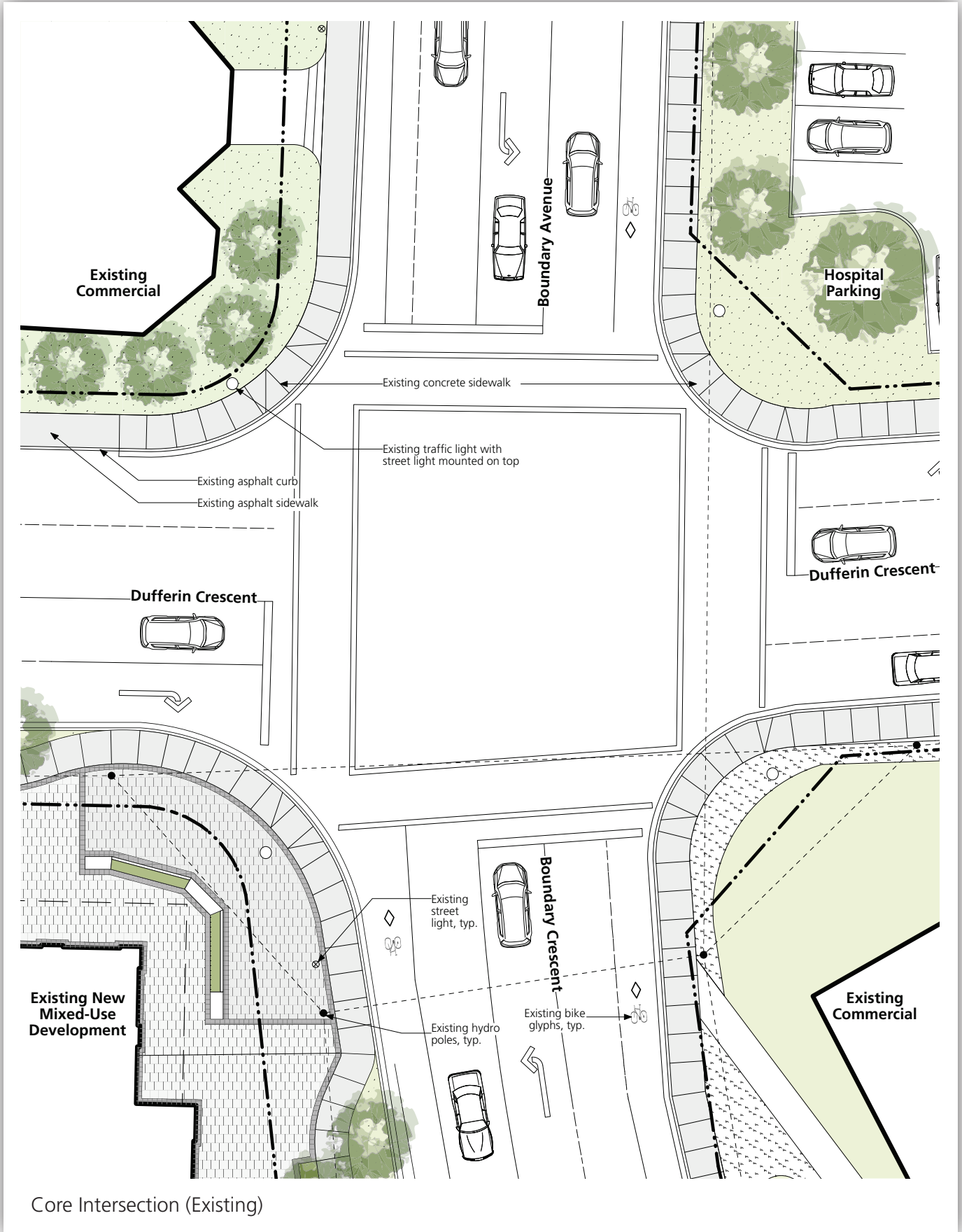




Dufferin Crescent (West) (Existing)



Dufferin Crescent (East) (Existing)



Core Intersection (Existing)

