



NANAIMO LADYSMITH PUBLIC SCHOOLS

BUSINESS COMMITTEE PUBLIC MEETING

INFORMATION SHEET

DATE: December 8, 2021
TO: Business Committee
FROM: Mark Walsh, Secretary-Treasurer
SUBJECT: Long Range Facilities Plan Committee Update

Background

The Long Range Facilities Plan Committee (the Committee) has been engaged in discussions on capacity issues, particularly in the north end from Rock City then along the Hammond Bay corridor to McGirr with a current focus on elementary schools. We note that the Ladysmith sub-committee has been begun similar discussion with respect to that area. This Information Sheet is to bring the Board up to date on discussions and seek guidance with respect to the various options the committee is discussing prior to contemplating any specific recommendations for the Board to consider with the public.

It is important to note that all scenarios presented in this Information Sheet are for discussion purposes only and there is no specific recommendation at this time.

Discussion

The Committee has been provided data that outlines a number of scenarios. The purpose of the data is to highlight potential opportunities to address capacity issues in the north end. At this time those options include:

1. Dual tracking Hammond Bay and create a regular program catchment out of the current Departure Bay catchment.

Benefits:

- Address the capacity issues on Departure Bay
- Allows Frank Ney to capture some future growth
- Lessen GHG emissions and traffic issue through parents driving.
- Enhanced walkability
- Limits costs of opening a new school (principal, clerical, custodial etc.)
- Solution can be immediate (empty space in school in September)
- There are also 5 closed portables onsite

Challenges:

- Impact on French Immersion enrollment (e.g. no additional spaces)
- Potential issues associated with dual track schools
- Likely does not completely address north end growth in 10 years
- The impact on Dover Bay's enrollment

2. Open Rutherford and move Frank Ney's boundaries east to "right size" Departure Bay.

Benefits:

- Address the capacity issues on Departure Bay
- Allows Frank Ney to capture some future growth
- Slows growth at Randerson
- Save money by reducing bussing
- Hammond Bay can stay single track and increase French Immersion access
- Much of the re-opening work has been done thru' the PV seismic project

Challenges:

- School is not seismically safe and will likely need to move to another facility at a future point when project approved by the Ministry of Education
- The impact on Dover Bay's enrollment
- Continued traffic, walkability and environmental issues at Hammond Bay single track
- Cost of opening a new school

3. Open a new school in Stephenson Point/Linley Valley/Hammond Bay and shrink Departure Bay's catchment.

Benefits:

- Address the capacity issues at Departure Bay
- Ensure Frank Ney can handle future growth
- Create a more walkable area
- Allow for French Immersion Growth
- May allow a shift in other catchments to assist other growth areas (e.g. Departure Bay to Rock City to Uplands to Randerson)

Challenges:

- Solution is not immediate
- Cost and effort of acquiring land and building a school
- If growth slows, combined with Hammond Bay expansion could shrink Departure Bay below optimum size
- Continued issues associated with Hammond Bay
- Ongoing cost of running a new school

4. Expand Departure Bay

Benefits:

- Addresses the capacity issues at Departure Bay
- Allows for continued French Immersion growth at Hammond Bay

Challenges:

- Not an immediate solution
- Significant traffic issues that will require additional land purchase and/or significant infrastructure upgrades
- Not walkable (catchment runs to Hammond Bay)

In addition, the committee will begin to discuss other immediate capacity issues including NDSS that will touch on academies as well as catchments.

