



NEWCASTLE + BRECHIN NEIGHBOURHOOD PLAN CONCEPTS AND OPTIONS OPEN HOUSE 2010-MAR-09 Summary of Comments Sheets

No. of Comment Sheets Received (including online responses): 120 (94 + 26 online)

DRAFT GUIDING PRINCIPLES

Do you think the guiding principles reflect the character of the Newcastle + Brechin neighbourhood, or are there any additions, changes, or deletions you would suggest?

- Work Toward A Sustainable Neighbourhood Through Preservation and Enhancement of Its Social, Economic, and Environmental Resources
- Provide for a Suitable Scale of Development That Reflects the Neighbourhood Character
- Develop a Strong Sense of Community
- Preserve Heritage Buildings and Historic Sites
- Preserve and Enhance the Natural Environment of this Waterfront Community Through Protection of its Open Space, Natural Areas and Water Features
- Develop Effective Transportation Networks
- Create A Vibrant, Mixed Use Waterfront Neighbourhood That Enhances the Area's Unique Mix of Residential, Commercial, and Water-Oriented Uses
- Ensure Availability of Suitable, Well-Connected Open Spaces
- Provide for a Range of Housing Choices
- Encourage Local Economic Activity
- Encourage an Active and Healthy Lifestyle by Providing Access to Local Opportunities for Outdoor Exercise and Healthy Eating
- Maintain Key Views and Unique Vistas

Overall response to the guiding principles was positive. Specific comments addressed further clarification of 'suitable scale' of development and the 'range' of housing choices. Other comments included emphasizing the importance of the waterfront within the neighbourhood, particularly its 'working' character.

Residents were also asked to rate those guiding principles which were deemed to be their top three principles. Numerous residents indicated they considered all guiding principles to be of equal value. The following is a summary of the responses.

Identified Guiding Principle

- 24 Maintain Key Views and Unique Vistas
- 19 Preserve and Enhance the Natural Environment of this Waterfront Community Through Protection of its Open Space, Natural Areas and Water Features
- 11 Provide for a Suitable Scale of Development That Reflects the Neighbourhood Character
- 9 Preserve Heritage Buildings and Historic Sites
- 6 Work Toward a Sustainable Neighbourhood Through Preservation and Enhancement of Its Social, Economic, and Environmental Resources
- 6 Encourage an Active and Healthy Lifestyle by Providing Access to Local Opportunities for Outdoor Exercise and Healthy Eating
- 5 Develop a Strong Sense of Community
- 4 Encourage Local Economic Activity
- 4 Ensure Availability of Suitable, Well-Connected Open Spaces
- 2 Create a Vibrant, Mixed Use Waterfront Neighbourhood That Enhances the Area's Unique Mix of Residential, Commercial, and Water-Oriented Uses
- 2 Develop Effective Transportation Networks
- 1 Provide for a Range of Housing Choices

Summary Comments

- What does 'suitable scale' mean – continuation of four-storey blocks of development on waterfront will 'match what exists' but will block all views of the water.
- Yes, I think it is well represented.
- The 'range of housing choices' needs to be defined.
- All are important.
- Add....existing issue in neighbourhood, like traffic (cars) and pedestrians; and ferry traffic.
- Maintaining the working waterfront.
- Yes, you are on the right track.
- All 12 guiding principles as noted share equal weight in priority – one of these cannot replace another.
- Traffic not presented.
- Need to reinforce protections to maintain the character of the neighbourhood.
- Providing a range of housing choices – depends on the 'range' and area of the Newcastle and Brechin neighbourhood.
- Improvements suggested: Development of effective transportation networks; creating a vibrant, mixed use enhancing the neighbourhood's unique character; ensuring availability of suitable well designed open space.
- I liked the way everything was presented on board. It was quite clear though that there won't be consensus, which is a shame.
- Yes, I do. I think that this area is quite beautiful, but there is so much work that needs to be done to improve and also to enhance the beauty.

Rating Principles - Summary Comments

- Sustainability; waterfront access; development that contributes to the value of the community.
- Work to a sustainable neighbourhood; vistas and views; maintain working waterfront; walkways on waterfront.
- If densification occurs, green space should be added around the densified properties.
- Increased density; clear traffic organization; maintain quiet neighbourhood feel.
- Range of housing choices; protection of natural environmental and waterfront access for everyone – open spaces, connectivity; preserve heritage area.
- We must live sustainably, safely, with opportunities for connecting with neighbours. Holistic approach to community is vital.
- The waterfront and history must be respected in all future development. Preserve view streets that lead to the waterfront.
- Keeping the character of Brechin area. Making the waterfront for everyone.
- Modification of Stewart Avenue; changes to accommodate pedestrian traffic; the acknowledgement of the requirement for higher density housing to support a vibrant community.
- More density to sustain a complete community; maintain some heritage homes; better walking 'walks' to connect to shops, recreation areas, etc.
- Keep Nanaimo as a "small city" environment; plant trees and shrubs to improve the appearance of Nanaimo; create parks and playgrounds for people of all ages.
- I really think it's about time that we have a beautiful waterfront that we can showcase, the entire area needs a facelift to rejuvenate the feel in the area. Lastly, there should really be a focus on improving the environment and reducing pollution. This is a place where people want to walk around and breathe in fresh air.
- First and foremost, enhancing the quality and beauty of the waterfront should be done. Next, eliminating the drug dealings that are constantly occurring in this area. Lastly, as always, the environment should be improved.
- Pollution / environment; reinventing the waterfront; density.

NEIGHBOURHOOD LAND USE

Concepts

In general, do you support/not support the land use concepts presented? Please provide any comments you may have.

- | | |
|---|---|
| ➤ Increase density through a mix of housing types, including forms of affordable housing. | ➤ Preserve heritage areas along Vancouver Avenue through compatible infill. |
| ➤ Restrict the development of big box stores and fast food outlets. | ➤ Encourage the development of a local community centre. |
| ➤ Encourage mixed use commercial and residential development along Terminal Avenue, Stewart Avenue, and Estevan Road. | ➤ Encourage high density and mixed use commercial and residential development within the commercial centre. |
| ➤ Promote the development of residential and hotel uses along Zorkin Road / Pimbury Point. | ➤ Promote water related activities / characteristics of the neighbourhood. |

Generally, approximately 24 responses indicate agreement with the land use concepts presented.

The majority of comments did not specifically indicate support/no support for the land use concepts presented; rather, comments were content driven.

Summary Comments

- I feel that the land between Stewart Avenue and the Newcastle Channel should be used for marinas and related interests, not for housing.
- Keep density low to medium; maintain character and views with limitations on heights.
- Keep the area east of Stewart Avenue north of Rosehill mainly for marine and marine industrial. Sheltered harbours should never be used for residential use as they occupy only a minimal part of the BC coast.
- Need mixed housing – not all luxury condos owned by offshore or others who may visit once a year. Terminal Park should have combination retail (ground level) and residential towers.
- Yes – high density development along the highway; multi-purpose development between Estevan and highway.
- I favour highrises at the top of hills but not on the waterfront. But sometimes you have to compromise.
- I only support the land use concepts that are guided by consideration of their environmental and social impacts.
- Yes, stepped residential on east Stewart. Thanks for listening!
- I like the preservation of Vancouver Avenue as a heritage area.
- I support a diverse neighbourhood. High density sections – only where it is replacing industrial/commercial activity. Low density developments only where they are replacing single family dwellings. I would like to see more frequent parks with smaller commercial hubs. Where we have an existing commercial hub, I support higher density options – as long as the higher density does not spill over into the existing lower density neighbourhoods.
- Do not support residential and hotel use along Zorkin Road/Pimbury. It should be a public park.
- I definitely do not support any redevelopment of any more three, four, six or high rise concepts from Pearson's Bridge to the ferries. It is enough already with Moby Dick Hotel and condo and townhouses beside them along with apartment buildings all toward Pearson's Bridge, all obstructing view of Newcastle Channel.
- I do, but more emphasis should be put on an area like the shipyard which does distract from the area. It continues to pollute the water and surrounding properties – including those already cleaned up.
- Yes, I support the land use concepts presented. I think it is time for some positive change in our community. New life needs to be brought in to liven and freshen the area.

Options

In general, do you prefer Land Use Option A, B or C, or none of the above? Why?

Of the option chosen, are there certain aspects of the option that you prefer? Do not like? Why? [If no option chosen, are there comments you would like to make on the characteristics of the land use options?]

Option A	Option B	Option C	Undecided	No Response
26	3	69	11 1 - max 2 storeys 2 – A or B 1 – B or C 1 – C second choice 1 – None; start with C 5 – No comment	11

Summary Comments

- East of Stewart Avenue retained mainly for marine and marine industrial.
- Low rise buildings protect views for neighbourhood.
- Density and highrises require careful consideration and public input.
- Option C is a pipe dream that could only happen if government bought the entire waterfront. Options A and B very similar except a bit of height. The issue should be less about height and more about mass. Whether the building is 10 or 18 storeys is less important than the width of its footprint. A fat 6-storey building is much more impactful than a slender 12-storey building. The sections showing relative height are misleading because it doesn't show the 'wall' effect of low rise. It's easy to want 2-3 storeys of the waterfront based on cross-section, but go stand by the projects of the last two decades along Stewart – there's no ocean to be seen!
- We already have enough amenities. All that is missing is the waterfront walkway through to the ferry terminal. I would tolerate some intensive development of shipyard lands to get the harbourfront walkway through there.
- The low density or height on the waterfront view corridors. Highrises on top of hill, Terminal Park Mall. Like height restriction at waterfront, buildings that step down with the topography.
- Density on Vancouver Ave should be reduced to max 75 units/ha, 2 to 4 storeys instead of 3 to 4. Stewart Ave, south of Townsite at 2 to 4 storeys, not six; will create a higher rise wall – disconnects the waterfront from the neighbourhood. Option C is best option, but still creates a disconnect between waterfront and neighbourhood.
- High rises impact both the shore beach land and the water in a negative manner. The weight of high density buildings is prohibitive in the cost of environmental variables needing to be addressed.
- Neighbourhood, lower density. Do not like public washroom areas, especially at night – wrong crowds congregate! Minimum number of public washrooms.
- Preference for 'A' on condition that footprint is small and allows for greenspace in surrounding area. View corridors maintained. Highrises at Terminal should be located at the south end to limit shadowing in the residential area. All options allow for 2-4 storeys in residential area. This is a concern. With development (density) on the waterfront, how would traffic be directed away from the residential streets?
- No buildings on the waterfront greater than three storeys. I dislike the heights of "residential corridor", I would prefer two to three storeys instead. New buildings adjacent to single family homes must "step down" to integrate with existing buildings, ie. Princess Royal and Hemlock, as proposed, could result in buildings "looming" over the neighbouring properties; therefore, sensitive and creative architecture is called for.
- Keep high rise buildings away from waterfront, develop it with no more than four storey buildings; more waterfront walkway and light commercial development; keep low density flavour with non-fast food restaurants, more art and marine environment.
- Allow higher 6+ storeys with gaps to allow for views and greenspace and density along Stewart. Density high to support mixed use, stores, etc, and tax base to pay for green spaces, trails and parks.
- I do not want a wall of 3-4 storey buildings that will block everybody's view of Newcastle Island. High rises up to 10-12 storeys with lots of open 'park' spaces between is preferable.
- I want to see the waterfront improve and I like the way that option A would maximize the waterfront and create new services on the water. And to be honest, I would like to live on the water itself. The problems I have with B are that we already have that look and what was achieved? It short changed the neighbourhood and I can't stand walking along Stewart and seeing these long, stupid fences that go the length of the street. From a logical and environmental perspective, I can't fathom considering C; it should not be an option frankly.
- 'A' provides for more density allowing business to build and clean up the polluted waterfront. Further, if the City of Nanaimo does not allow for more density on contaminated sites like the shipyards, who is going to pay for cleanup? We who live on the waterfront deserve to live in a clean environment.
- I like carriage houses, duplexes, maybe fourplexes, greenspace for community garden. Courtyard apartments.

BUILT FORM AND URBAN DESIGN

**In general, do you support/not support the built form and urban design concepts presented?
Please provide any comments you may have.**

- Retain the heritage character of the area, encouraging compatible infill.
- Develop the double frontage block between Chestnut Street and Maple Street as a unique neighbourhood street.
- Encourage building forms that maximize view potential throughout the neighbourhood.
- Promote the marine character of the waterfront.
- Promote gateway development at the entrances to Stewart Avenue, and at the Island Highway at Estevan Road.
- Preserve views to the waterfront, green spaces and Mount Benson.
- Encourage opportunities for the implementation of CPTED (Crime Prevention Through Environmental Design) principles throughout the neighbourhood to provide for enhanced personal safety.
- Encourage building forms that respect the topography of the area.
- Encourage a mix of residential building forms ranging from condominiums, townhomes and single family dwellings, to secondary suites and coach houses.
- Encourage underground and under building parkings along the waterfront.
- Restrict the maximum size of single family dwellings.
- Encourage the relocation of industrial uses to designated industrial areas located outside the neighbourhood.
- Encourage public art throughout the community.

As with the Land Use concepts, the majority of responses to the Built Form and Urban Design concepts were content driven, rather than indicating whether the concept was supported or not supported.

Summary Comments

- Much more attention should be given to massing and spacing. If it's all about height, you force increased width and less space and fewer views.
- Do not like the restriction of maximum size of a single dwelling.
- I support low buildings near the water and higher buildings behind uphill. Enhance the amphitheatre that much of this area has.
- Yes, towers at Terminal Park Mall and Brooks Landing.
- I do support the concept topics in the green box. I do not support six storey development along Stewart Avenue. Vancouver Avenue from 2-4 storeys.
- Prefer highrise to open up ground plane.
- You are heading in the right direction.
- No, there is no need for medium and medium high density along the waterfront.
- Only the medium low density as it is in the character of the neighbourhood.
- It is extremely important to transition new buildings into the existing ones (ie. stagger heights of buildings down to existing single family scale along Estevan.
- What about some senior's homes being built in our area, as there will be a drastic need for them within the next 10 to 20 years (or even sooner).
- Like taking existing commercial areas and increasing their density.
- I would prefer to see more of a village development at Terminal and along the waterfront.
- Support concepts that are aimed at respecting character, views, etc. With further development, these concepts could work to protect the neighbourhood qualities important to us.
- Tall towers on Newcastle Channel which is very narrow would look ridiculous and be disproportional next to the island. The island would lose its natural quality.
- Buildings to follow topography.



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- Utilize steep slopes to maximize building size while keeping heights low (as per drawings presented).
- Please limit the height of any building. Do not rezone for multiple zoning, like buying property (house) and tearing it down and putting a highrise in its place. No highrises on the waterfront. Trim trees so as views are not spoiled. Limit building no higher than two to four storeys. Make parking in front of owners or occupants only with permission of resident.
- I like the designs of A because it allows for more waterfront living. The higher a building is, the less wide it becomes and means more green spaces at that location.
- I support high density with view corridors.
- By definition, urban design suggests higher density. And if that means highrises, then so be it. I would rather see a highrise or tower rather than Channel View or the building on either side of it.

OPEN SPACE AND CONNECTIVITY

**In general, do you support/not support the open space and connectivity concepts presented?
Please provide any comments you may have.**

- Continue development of the waterfront trail.
- Promote open spaces along the waterfront and at street ends.
- Develop a trail through St George Ravine that connects from the waterfront to the E&N rail line.
- Promote fitness parks, community gardens and local food production.
- Establish formal pedestrian connections throughout the neighbourhood, connecting the upland with the waterfront.
- Extend the public trail along the E&N rail line.
- Enhance Newcastle Avenue as a waterfront street promenade.
- Provide pedestrian connection between the waterfront and Bowen Park, through Mount Benson Street.
- Create a green boulevard along Vancouver Avenue.

Generally, 69 responses indicate agreement with the proposed open space and connectivity concepts.

Generally, one response indicates no agreement with the proposed open space and connectivity concepts, citing not enough information.

Summary Comments

- Yes – Vancouver Ave (community green street); walkway along waterfront.
- Vancouver Avenue boulevard (pedestrian). Connection from upper area of Vancouver Avenue to access waterfront (overpass).
- I really like the proposed trail through the St George Ravine. This would encourage me to walk to Terminal Park Mall rather than always take the car.
- Support especially promotion of fitness parks, the trails, and Vancouver Avenue as a green boulevard.
- Connectivity is a great idea.
- Need seawall walk/bike trail. Promotes outdoor activity.
- Looks good. Very important to continue on with the waterfront trail.
- I support the open space and connectivity, eg. walk connecting seawall to Bowen Park through Mt Benson, also open the ravine behind St. George for safety and ease of walking from waterfront to Terminal Park.
- More safe areas to walk and ride bikes, with good lighting on the streets and pathways.
- More bicycle trail inclusion; pedestrian and bicycle encouragements via trails and walkways.
- Yes, open space with lots of walking and biking routes (similar to False Creek area of Vancouver).
- I would like to see the seawall developed all the way to the ferry terminal. I would like to see more shops, restaurants, pubs along this pedestrian walkway. I would also like to see more greenspace. Where you would permit a highrise use, the land saved from decreasing the footprint for gardens with some commercial activity.
- Connecting walkways is great. The waterfront walkway could be wider with more surrounding green space.
- Pedestrian and bike access on Stewart needs improving.

TRANSPORTATION AND SERVICES

**In general, do you support/not support the transportation and services concepts presented?
Please provide any comments you may have.**

- Enhance street character and safety, particularly along Stewart Avenue and Terminal Avenue.
- Introduce laneways along Terminal Avenue to provide access and servicing.
- Ensure an extensive system of walkable and bike friendly routes along trails and roads throughout the neighbourhood.
- Improve transit service efficiency and location of routes, and improve siting of bus stops and standards for those stops.
- Provide a connection to Newcastle Island.
- Construct sidewalks throughout the neighbourhood.
- Improve the intersection at Brechin Road, Departure Bay and the Island Highway.
- Utilize stormwater management techniques within road rights of way.
- Provide for increased pedestrian safety along Terminal Avenue and Stewart Avenue through crosswalks, landscaping and other traffic calming measures.
- Improve street lighting levels.

Generally, approximately 55 responses indicate agreement with the proposed transportation and services concepts. Generally, approximately 12 responses were vague in their support regarding the proposed transportation and services concepts.

Summary Comments

- I think Stewart Ave should have two more lanes, this will be needed in the very near future if new development is contemplated. There should be a frontage road, mainly for new driveways to/from new or existing facilities.
- Sounds great, especially the groundwater management.
- Bus systems could be improved or smaller buses more often, especially in well travelled areas.
- I'm not thrilled by the lanes parallel to Terminal Avenue. These might attract anti-social elements. Plus, I can't see how they are necessary.
- Really need more pedestrian crossings along Stewart Avenue. Hope this all happens.
- I think a traffic study should be completed for this area. Services for sure should be upgraded.
- Yes, more bicycle and pedestrian paths and routes; get the bus off Vancouver Avenue and put it on Stewart.
- No lane between Mount Benson and Rosehill. No lane between Bryden St and Mount Benson. This part of Terminal Avenue has easy access because of these east-west roads.
- Yes, I support these with consideration for their environmental and social impact.
- Yes, particularly interested in more access to Newcastle (but not via a bridge – too much boat traffic). More ferry access along Stewart/seawall sounds great.
- Residential towers (6 storeys and above) on Stewart Avenue will have a huge impact on traffic. Existing residential roads will have more volume which will only add to the current "rat racing" issue. Traffic calming is a necessity as is, without the added pressure of Stewart Avenue towers.
- Increase bike trails – safe walking routes, E&N trail use, park areas, community centre site at fuel tanks – perhaps basketball courts.
- I support the concepts. Construct sidewalks through the neighbourhood.
- Yes, relocate pedestrian crossing at Hemlock and St George (very dangerous for children).
- Yes, need more and safer crosswalks crossing Stewart in order to get to the waterfront rec areas, especially when the ferry lets out; it's almost impossible to cross Stewart.
- We must reduce the use of cars by planning better.
- Intersection at Island Highway, Terminal, Estevan and Departure/Brechin a horrible set up. Consider removing the small park and making a roundabout. This works well in England – major motorways, 2 to 3 lanes.



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- Yes bus route along Departure Bay, Terminal Ave, Estevan and train station at Princess Royal for downtown, or even a street car. Services – urban mall – like Terminal Park and Brooks Landing. These two malls should redesign with residential/commercial, urban and wheelchair accessibility, outdoor cafes and greenery.
- I support because Stewart Avenue is currently a speedway for ferry traffic. Motorists are not properly informed of speed limits and that this area is residential.
- Stewart Avenue needs traffic calming. Access to Newcastle area (from the north) is problematic, forcing residents to cut through Brechin area. Better left turn lanes on Terminal are needed.
- Bus shelters are needed on Stewart Avenue.
- An efficient bus service, handidart, etc must be often subsidized to start, but if it is good enough, cheap enough, often enough and will make connections to wherever we want to go, ridership will grow until it will be used instead of a car. For senior citizens and children, it will be used as an only car.
- Buses should serve Drake, Chestnut, etc. More people would take bus if they did not have to walk so far.
- I support any transportation concept that can help improve our environment, and encourage people to reduce their carbon footprint.
- I think we need crosswalks on Stewart Avenue.
- Pedestrian and bike access on Stewart needs improving.

ADDITIONAL COMMENTS

- Newcastle Island marine park should remain accessible by ferry only. An auxiliary shuttle ferry from Brechin Point to accommodate visitors arriving on BC Ferries would be of value.
- We should not leave the issues of our area to our children, so we should solve these (like traffic, services, waterfront walkway). We should consider the growth of the downtown core, which will move to this area. The City should use DCC money from big developments to buy out small properties on the waterfront and change to park and public areas.
- Would love to see Sealand market revived as a farmer's market. Like the idea of a community centre.
- As in most cities, high density development does not encourage 'neighbourly' attitudes towards other people. Please leave the high density ideas for areas that want them. A slow approach to change (like what is happening) is better for those of us who live, play and work here.
- Current waterfront from Townsite to near the bridge is pathetic. The water is nice, but there is the other side with nothing but crab grass and morning glories and weeds. We need some trees on the inside of the walkway – maybe Japanese cherries at regular intervals. It is hot and barren in the summer with no shade. .
- Overall good planning.
- I would like to see traffic calming measures along Stewart Avenue and safer crosswalks.
- Many people have moved to the neighbourhood and to Nanaimo itself because they like the small town feel of it and to get away from high rise, high density neighbourhoods which bring with them problems of crime, traffic jams, pollution and a faster pace of life. I hope after setting up this open house and seeing how well attended it is that you take the neighbourhood's input into account.
- I understand the necessity to plan for the future but our future living strategies must include more healthy lifestyles – more waking/riding to do errands at the commercial centre (Terminal Park) to schools, to work. We must learn to decrease dependence on cars for our health and carbon emissions. The marine environment we enjoy in Brechin/Newcastle is a positive draw. Maritime theme (not cutesy) but working, pleasure boats side by side, facilities for small boat owners to get into the water close to home with access points for those who have wheels on kayaks and row boats or slips for small (up to 20' long) boats.
- I want to see improved appearance along the entire waterfront.
- I think most of the proposed changes are better than the existing community. It would be nice to see more police and/or security through the day as I feel the crime rate is increasing.
- Nice trails, etc, but BC Ferries putting on and off cars every two hours and potentially every hour in the future not addressed. Northfield Creek (Beach Estates Park) no improvements. The ferry terminal improvements should never have happened. No industry (petroleum, etc) along waterfront. Should all be moved to an appropriate industrial area. Trail should have happened long ago.
- It is vital that the high hazard industrial area disappears. The fuel tanks on Poplar are an accident waiting to happen.
- Views of water while driving or walking, cycling along Stewart Avenue. Density to support shops, services, restaurants, green spaces, walking and cycling corridors.
- The seawall between Millstone River and Rosehill Street is wonderful greenspace. Development of the seawall from Rosehill to the ferry should be a mixture of green space zones with commercial zones. Green space zones around highrises and commercial areas/zones around the lower rise developments. As long as the highrises are limited to 2-3 areas identified. Too many high rises equals lost views and too much traffic.
- As there is need for mid cost housing, Terminal Shopping Centre is an ideal location for numerous high rises, and thereby creating tremendous views as a valuable byproduct. I thank the City for making an effort to discuss the opportunity to improve this beautiful Nanaimo.
- Highrises are a danger to aviation along Stewart Avenue. Four storey buildings can create a village type atmosphere, not necessarily spoil the ambiance, but they can also be built on the west side of Stewart Avenue.
- Community gardens – green space, green environmentally friendly design. Funky artsy community oriented homes; maintain and share ocean views for everyone not just waterfront. Regarding waterfront development, there is limited waterfront to develop and high demand for that space. Development should reflect the needs of the community.

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- Development and improvement of Terminal Park area; if anywhere in the area needs improving, it's here. Increasing accessible walkways in the area and improving Stewart Avenue.
- I see that a small ferry service from the Sealand Market area to Newcastle Island has been suggested. Why not look into opening up, and fixing up, the existing Brechin Mine tunnel to the island instead, that people can walk or bike to the island (no motor traffic). And also getting rid of the Ocean Cement plant, it is a dirty, noisy operation. And the cement bricks spew out a lot of dirty exhaust going up Brechin hill countless times a day. And keep in mind, Nanaimo is aiming to become a cruise ship destination. Do not screw up the opportunity for all those tourists to spend a few pleasant hours strolling along the waterfront and Stewart Avenue. So Nanaimo is "Granville Island" market. They did not come here to see cement boxes in a row.
- Nanaimo needs proper housing numbers signs, it should be regulated at least 6" in height for numbers, in case of emergency. In case of emergency, ambulances sometimes cannot read the house numbers. Street signs too small to be seen at night. It should be upgraded with reflective material. Sometimes tree can obstruct the street sign. Use of roundabout to slow down on residential neighbourhood and some streets. Advance notice to our community from City Hall, about Newcastle + Brechin Neighbourhood Plan. If we want tourist dollars, why not open up the Brechin mines tunnel, access by foot or cyclists, or raise a bridge at the foot of Newcastle St (Channel). Sealand market property should be a public market, local vegetables and fish, local arts, waterfront activities, canoes, kayak, fishing charters. Please ban personal watercraft (power) along the basin and Newcastle Channel.
- If high density is required, keep this kind of development to above Terminal Ave where everyone can benefit.
- The plan is good because it will solve: the cleanup of polluted sites; much needed higher density; traffic concerns; the need for a vibrant community.
- The east-west pedestrian greenways, and north to south using Poplar, Drake and Townsite Rd respectively, is good. Transforming Stewart Avenue to a two-way north and one-way south is also good (currently Stewart Ave is a freeway – too much speed as the City/Province/Feds do not have this part of the Trans Canada Hwy marked properly). Most drivers are not local – how are they to know this is a residential area – it should be boldly marked and speed limits boldly marked. Public input session/opportunities are appreciated.
- Create/encourage an upscale neighbourhood by rejecting fast food and money mart type businesses. Keep neighbourhood green. Respect current residents by safeguarding against tall developments bordering property lines.
- 1. Try to avoid constructing high rise buildings, so we don't become "another Vancouver." However, with the growth of Nanaimo, perhaps this will be impossible. Buildings should be maximum of five storeys. 2. Seawall pathway should be extended further north, perhaps as far as the Departure Bay Terminal or beyond. 3. Create more pathways and stairs to get to Stewart Avenue from Estevan Road. Put in handrails. 4. Install platforms at convenient spots on the pathways, so people can stop and rest when necessary. Perhaps these areas could be viewpoints, overlooking the harbor or Mt Benson. This would help the physically handicapped or senior people. 5. Do not extend pathway that currently lies between the highway and railway north, as people using this would be breathing in fumes from the highway traffic and the trains travelling back and forth. 6. I agree with development of Vancouver Avenue as the primary north-south greenway. This might reduce the traffic flow on the current highway somewhat. 7. Develop waterfront parks with small tourist store including farmers markets. 8. Create better access to the ferry terminal. 9. Keep as much view of waterfront and Mt Benson. 10. Create roads to accommodate traffic going to and from the ferry terminal. 11. Docks should be built for loading and unloading tourists from cruise ships during their stay in Nanaimo. A great deal of time and energy went into putting all the data together. I wish you and your committee every success with the future plans.
- Make a bridge to Newcastle Island. Make overhead walkways on Stewart. Make underground walkways on Stewart. Plant more trees and create more parks in Brechin. Demolish old, grubby houses in Brechin. Put speed humps on Vancouver Avenue. Create bike lanes everywhere.
- Please make the waterfront better. The shipyard has to go. It is an eyesore and dirty business. I would like to be able to walk from the ferry terminal to downtown. The Petro-Canada depot should go as well.