

**No. of Comment Sheets Received: 54**

**1. Draft Guiding Principles**

- a) Do the draft guiding principles accurately reflect the neighbourhood's needs and desires?

Yes = 40	No = 5
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- b) Are there principles that should be modified, removed or added? If so please elaborate.

- Develop mixed transportation use (network) – not auto centric.
- Encourage local (independent) economic activity. Should include encouragement of food stores and provision of other necessities within walking distance. Agriculture? Local, independent or boutique.
- “Mixed-use” is very ambiguous. It would be interesting if this term could be defined in terms of our neighbourhood.
- Tourism, tourism, tourism - the future of Nanaimo for a sustainable future.
- Show true artwork in a large scale. From the view of the eyes on a cruise ship, create an artistic view of character from the design of buildings; rather than just a landscape of buildings.
- Principle 4, Build Neighbourhood Inteconnectivity . . . – should be pedestrian oriented.
- Concerned about download of social service providers to neighbourhood. De-concentrate social services.
- More emphasis on affordable dwellings.
- Feeling of safety walking / living in the neighbourhood (more crime prevention)

c) In your opinion, what are the three most important principles in order of priority?

Principle	1 <sup>st</sup> Priority	2 <sup>nd</sup> Priority	3 <sup>rd</sup> Priority	Total
1. Work Toward a Vibrant, Sustainable, Mixed Use Neighbourhood	<u>12</u>	1	<u>6</u>	19
2. New development should reflect neighbourhood Character	0	7	2	9
3. Maintain key views and unique vistas	5	2	1	8
4. Build neighbourhood interconnectivity by ensuring availability of well connected open space including waterfront access	4	<u>11</u>	3	18
5. Develop a strong sense of community by promoting neighbourhood beautification, gathering places and neighbourhood interaction	<u>13</u>	7	0	20
6. Provide for a range of housing choices	0	1	4	5
7. Preserve heritage buildings and historic sites	0	2	1	3
8. Encourage local economic activity	1	3	5	9
9. Preserve, enhance and restore the natural environment	6	4	3	13
10. Develop an effective and safe transportation network	1	4	<u>6</u>	11

**Top Priorities:**

1. Develop a strong sense of community by promoting neighbourhood beautification, gathering places and neighbourhood interaction (13), Work Toward a Vibrant, Sustainable, Mixed Use Neighbourhood (12)
2. Building Neighbourhood Interconnectivity by Ensuring Availability of Well Connected Open Space Including Waterfront Access (11)
3. Work Toward a Vibrant, Sustainable, Mixed Use Neighbourhood (6), Develop an Effective and Safe Transportation Network (6)

**2. Neighbourhood Land Use Options A & B**

a) In general, do you prefer Land Use Option A, Land Use Option B, or neither?

Option A	Option B	Neither
30	13	6

b) If neither, please indicate what you would change about either land use option.

**Building Height:**

- If we are looking at sustainable neighbourhoods, how will my walnut trees survive with a potential 6 storey building planted in front of them creating even more shade than the 2 storey building next to them? Since I have a vegan diet, walnuts are my main protein source.
- No high-rises should be built on the waterfront.
- Small scale commercial is good if buildings not more than 2 storeys.
- Did not feel that the high density and medium density building reflect the ideals of neighbourhood. Residential neighbourhoods should have a height limit of 4 storeys.
- Keep waterfront open with tall buildings to the back so people in the neighbourhood already do not lose their view. Keep residential landscape low.
- Nicol corridor-residential between Rainer and Needham down to 2-4 storeys.
- Do not like the waterfront high-rises on either Option A or B.
- Option A, but without the high buildings on the waterfront.
- Your credibility is reduced to nothing with urban node at the bottom of Milton and Farquhar Streets allowing for 6 storey high-rises. What about the view that is being proposed. It's a laugh!! The developers are obviously behind this. Why are you wasting our time?
- Option A, although the corridor area should be medium density (2-4 storeys except for directly along Nicol (the corridor).
- I mostly prefer Option A, but not the Urban Node designation near the Assembly Wharf. Some development there would be fine, but definitely not high-rises. I also think a Corridor designation along Nicol Street would be okay. So I prefer a combination of the two options.

#### Nicol Street:

- Keep area 2 (Nicol Street) in Option B as mixed-use, as it is now. The 'Granville Island' concept for area 5 on Option A is attractive, but does Nanaimo have the economic capacity to fund this much redevelopment to effectively relocate businesses from Nicol Street to Fry Street (and how viable is that for the businesses when the major traffic flow is on Nicol).
- Option A – Change 2A to 2B (i.e. keep Nicol Street corridor mixed use).
- Option A with corridor-mixed-use along Nicol Street. Also with the urban node stopped at Farquhar.
- Commercial area on Nicol Street should begin south of Needham on Option A and delete 5 (mixed use corridor along Esplanade and Fry Streets) from Option A.
- Option A with mixed-use residential extended beyond Needham.
- Option A but would add mixed-use residential past Needham Street.
- Option A, but not feature 3 (extension of Urban Node from Pine Street to Needham Street).
- Keep Nicol Street 4 lane – parking should be provided in front or rear of adjoining properties. Any curbside parking should be put on an easement of the developer's property.
- The highest densification possible west of Nicol Street.

#### Parks and Trails:

- Keep Garden Street as wetlands or park – preservation of natural environment.
- Would like to see a walking / biking trail alongside railway (if at all possible) – leave green space along this corridor.
- Cannot see how / where waterfront access is provided for, particularly at end of Farquhar Street.
- Would like to see more green/park space.
- A slight blending may make the goal softer for some. What I hear is small town NIMBY in an area destined to be like Vancouver's West End, in lieu of no beaches. It sure would be nice to have that beach open to public on the south part of the Assembly Wharf land. Not in our plan anymore now that boundaries have changed.

#### Land Use Misc:

- Mixture of upscale condos and homes as well are needed to give more of an inner-city cosmopolitan feeling to the neighbourhood. Some low cost housing okay.
- More emphasis on residential and less commercial.
- Small scale local business rather than large scale.
- Urban node designation – near / behind Columbia Street and E&N Railway.
- Very old neighbourhood – mostly residential – high density buildings would create conflict within neighbourhood.
- Make public transit convenient. Put a total transportation hub on Esplanade, where the zoning is already in place for transportation.
- Option B, but with more commercial use.
- Option A and B combined.
- Option A, however I think the urban node or mixed-use could extend down Milton and Finlayson. For example, on Finlayson the urban node would connect the

corridor on Esplanade with Nicol Street (urban node). This “connection” could occur purely on the corner properties.

- The more densification and rezoning to same, the better.

**3. Land Use / Built Form – Concepts 1 thru 12**

a) Do the draft guiding principles accurately reflect the neighbourhood’s needs and desires?

Yes = 40	No = 3
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b) If not, please identify the concept(s) you don’t support and why.

- I don’t believe that our ecology (water, etc.) can support any more highrise buildings. It seems that the principle of sustainability has been totally overlooked.
- I do not believe that widening Haliburton will calm traffic. I didn’t see a lot of ideas to increase lighting and character only for densification. Beautification before densification.
- Concept 8 (mixed use building should step down in scale) - keep the buildings low.
- Main concern is how the pathways to the water cross through First Nations land. How will this access work?
- When relocating industrial to south end of Victoria Road, explore measures so as not to increase heavy traffic on Victoria (e.g. direct to south entrance of Island highway).
- Unfortunately the neighbourhood is not safe enough (yet) for off-street walkways in the middle of the blocks.
- Buildings which are high or housing more people should be away from waterfront due to flooding.
- A larger emphasis on productivity within the community wouldn’t hurt.
- No more than 2 storey residential (or other) as it blocks views.

**4. Open Space / Connectivity – Concepts 13 thru 21**

a) Do you support the concepts in general?

Yes = 46	No = 1
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b) If not, please identify the concept(s) you don’t support and why?

- Concept 14 (Create community gardens . . . ) – Yes! How about turning Garden Street into community gardens.

- Concept 16 (Preserve and enhance existing parks, . . .) – include Garden Street?
- Concept 18 (Create a linear park system and trail network . . .)– include Garden Street?

**5. Transportation / Services – Concepts 22 thru 27**

**a) Do you support the concepts in general?**

Yes = 39	No = 3
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**b) If not, please identify the concept(s) you don't support and why?**

- I have concerns about Concept 27 where traffic is to be restricted at View and Seventh. If Victoria is to be widened, it is essential for traffic to flow to Victoria; otherwise there won't be the traffic to fill the new capacity.
- Concept 23 – I support Victoria becoming more pedestrian / bike / skate friendly; but why add traffic capacity when Nicol is going to be widened? I think that Nicol as a transportation corridor to downtown is more effective for movement of traffic and separates pedestrians / bikes / skaters from vehicle traffic for safety (they don't mix well).
- Walkability – on and instead of the streets.
- Pedestrian crossings on south Nicol.
- Need some work on public transportation.
- Need more buses in residential areas.
- Address pedestrian promenade at 55 Victoria.
- More consultation with invested groups (e.g. VIU) and major retail centres.
- Need light at intersection of Haliburton and Island Highway, even though outside of plan area.
- It is important to create a very pedestrian friendly Nicol Street corridor. Traffic calming and landscaping will be key.
- More bike paths and pedestrian malls – less cars.
- Modify Concept #27 into two cul-de-sacs with concrete dividers placed at the concrete catch basin located halfway between Rainer and Seventh on View Street. It would be safer for people walking especially school children. Also, reverse the one-way in front of Bayview School and make the angle road one-way (see drawing). It would work fantastic with what is proposed in Concept #27.
- No paving stones because one only has to look downtown because of improper sand prep. as in compaction of sand and rain erosion causing the sinking and the contractor's aren't liable. So the taxpayers are on the hook for repairs. Printed concrete looks every bit as good and more durable.

**6. Urban Design Concepts 1 and 2**

**a) Do you have any comments with respect to the urban design visions shown in the concept drawings?**

- Concept 1: Nice concept and potential link to artistic community/development to continue to flow along Nicol. Accessibility needs to be addressed with ramp access beside stairs.
- Concept 2: Only think this place will be inviting if creativity and artistic community is emphasized in the building infrastructure and landscape.
- I like the concepts and in particular the courtyard concept.
- Like both of them.
- Looks good!
- Create a “wave” of new art from the “waters’ bird’s eye view.
- From the waters, create an artistic vision of waves, sailboat appearance.
- Great to see the bakery!
- Add pedestrian controlled light part way through Nicol at Finlayson.
- Love the idea of open, gathering spaces / courtyards.
- Priority 1 as easiest modification to Nicol, control / slow traffic and encourage cross pedestrian traffic. Maybe another further west on Nicol.
- Concept 2 great!
- Like the idea of existing buildings used when possible.
- Mixed-use buildings – excellent.
- Walking friendly – awesome.
- Lots of trees is wonderful.
- Concept 2 – Courtyards will not be safe at present unless blocks are “gated”.
- There is enough room for both concepts.
- Looks good – really like Concept 2.
- It’s great. Has been needed for a long time.
- Put Finlayson steps on south side and connect up for less hangout and sequestering (related to drug dealing and use).
- Ideally “community corners” could be encouraged rather than the focus primarily geared toward “historical” centredness.
- Extend Concept 2 up to Nicol Street and on both sides of Needham.
- Concept 1 integrates Nob Hill nicely into SECA – great plan.
- Not blocking views – step down format.
- Keep heritage buildings.
- Concept 2. Very nice.
- It is important to allow modern (current) architecture to develop around existing and not force new development to mimic a past era. Massing and form of new buildings can respect adjacent buildings.
- Both are good.
- Looks good.
- Prefer Concept 2 – we need less cars and more walkways and bike paths.
- Well done, but, maybe just a few too many trees, sorry! They are messy, costly to buy and maintain, cause allergies to flair and obstruct views of store signs. Fancy light standards with fake flowers would be colourful.

- I think Nicol Street is crucial to the revitalization of our neighbourhood, and I love this approach.

#### **7. Do you have any other comments you would like to add?**

- Since I take public transit, I would like to have transit users involved in the decision making regarding transit.
- Please keep in mind that we need to really work towards reducing our carbon footprint.
- Nicol has to be “calmed” down like West 4<sup>th</sup> of West Broadway in Vancouver to attract pedestrian traffic.
- It would help to develop the neighbourhood if / when the exemption of the DCC would be extended further into the South End of Nanaimo to encourage development.
- I believe that bylaws need to be black and white. Owners of crack houses need to be held accountable. Communities need to have a standard before densification begins or the consequences will be more drug houses, more garbage and more messy yards. As well as people living in campers, when this happens we will not be vulnerable to welfare type housing.
- Restrict heavy truck traffic along Nicol Street.
- Green space and waterfront use are definitely of utmost importance to me personally.
- Like the connected spaces ideas. Really need sidewalks down Seventh and View where children are walking to school.
- Make our neighbourhoods more pedestrian friendly.
- Access to waterfront would be great.
- On Nicol think the use should be mixed-use, not just residential.
- Underground electrical services.
- Very glad to see innovative changes that will promote a sense of neighbourhood where people stop and get to know one another and not just use the South End roads as means to drive through as quickly as possible.
- Let’s think about aquaculture on some of that empty industrial land.
- We can probably create a food coop – raise shrimp, fish, pigs and chickens.
- Like the idea of increasing housing options – would like to see affordable housing options with low-medium density.
- Would not like to see extreme highrises like in downtown.
- Like the urban connections.
- Keep in mind employment options – support diverse community oriented businesses.
- Community gardens, edible landscaping.
- Remember spaces for children.
- Decentralize social services.
- I like the part about “short blocks”; multiple pathways for pedestrians.
- Goods and services close to homes.
- Convenient transit.
- Including waterfront access.
- Make E&N Railway more accessible.
- Develop view point of Crace Street and View Street.
- More parking.

- Interim buildup: decommissioned gas stations; vacant lots; how do we get some real business thriving.**
- I would hope that all these rules don't scare any industry. Would hate that the truck fix facility on Fry Street is drubbed out and nothing fills in to replace it. Sure that it could be prettied up with a curb, a bush or two, a nice roofline, and encouraged to stay. Whereas you guys can't even quell barking dogs or one way lane.**
- The speed of traffic could be reduced on Nicol Street south.**
- Especially like community garden concepts.**
- Transit: within South End area and downtown area and university – would like to see mini bus transit – only within this area – not to include North End (to eliminate time factor to get around locally).**
- Would also like to see incentives from City for residential / commercial development that upgrades to conform to the Neighbourhood Plan.**
- Would like to see off the grid utility incentives.**
- Automatically rezone the South End to the future land use profile. Developers would see this as a green light that Nanaimo is truly ready to density this area.**
- Minimize trees on streets and use evergreens of semi-dwarf variety to avoid leaf mess.**
- Promote development on Nicol Street.**
- View Street neighbours agree that all the speeders that ignore the school zone and speed up and down View are from this area. For the safety of kids alone please give us this traffic deterrent of Concept #1 or #2, if not #27 at least.**
- The team did a really great job of presenting all the ideas we came up with at the workshop! I'm very happy to see that the themes that I hear coming up the most are presented several times – including redeveloping Nicol Street, enhancing pedestrian routes, and waterfront, waterfront, waterfront. I'd like more mention of the value of places to connect – plazas, parks, coffee shops, etc. Another theme I hear a lot is our heritage, and I'm happy to see it mentioned, but I hope the draft will provide some very firm detail on how new developments will fit in, and how we can preserve what we have.**