

No. of Comment Sheets Received: 19

Please review the display boards and Draft Plan document, and provide any comments below.

1. With respect to the Plan Policies section (Boards 6-12):

- Schedule and intentions appear positively feasible for sustainability.
- It is good to see a plan happening at all.
- I was surprised to see that Economic Development was last.
- #8 - I would definitely like to see the pedestrian walkway along the E & N Railway. Also sidewalks. Bicycle route is good – how are you going to make it safe – a white line is not much help.
- #17 – Use the space where the gas stations were – YES.
- All these ideas are feasible.
- Would like to see things start soon.
- Thank you for your efforts in getting this happening.
- I think Plan policies and land use are great. I would however like to see more connectivity of Urban Node between Nicol and Fry or Esplanade down Finlayson or Milton.
- Page 32 – If off-street parking numbers are lowered, it means cars will park more on boulevards.
- I think you have put a great deal of time and thought into this.
- I am really really pleased with the Plan documents. Excellent work and thank you for doing this.
- It seems that everything is starting to come together. This group should be commended for such a good job.
- Sounds great.
- It was all very interesting, and I agree with the approach of the community, and the process.
- Looks impressive but missing most important part on how to remove the drug dealing/pimps/prostitution coming into this area (what a sight) – why would people from other areas move here?
- All positive ideas and change for our community.
- Need access to water – consider Port property at end of Farquhar to be developed into marine character park. This will be dependent on development of existing wharf lands but should be considered in any development applications as possible amenity contribution.
- We cannot afford to continue to develop our cities on low density, single family housing. Our cities are going broke.
- The area between the Island Highway along Haliburton and the waterfront south of Woodhouse Road is suitable either for light industry or high density residential. With proposed development at south end, including major commercial, this land needs better use than low density residential.
- Hooray! So many things to cheer about! You've very thoughtfully sorted out all our ideas and issues. An excellent, excellent blueprint for the future!

**2. With respect to the Urban Design Framework and Guidelines section
(Boards 13-16):**

- Architectural Design Concepts are good.
- I like most of this but, the CPTED needs some more thought. I am not sure I would like neighbourhood traffic walking through my common backyard.
- Urban Design looks awesome – who can argue with those pictures?
- I like that certain building materials are discouraged like vinyl siding and neon signs.
- The building design ideas are attractive and sustainable – awesome!
- I like the proposed sections of Nicol Street, Haliburton Street, and Victoria Road, as long as there is room for parking. We are very short of parking areas in these area.
- Love it except I'm a little concerned I might lose most of my view or that I might be the only house surrounded by highrises (as in English Bay).
- Everything that I am seeing I am in support of.
- Great ideas. I am happy to see the City is committed to making positive change especially on the Haliburton Corridor.
- These ideas really feel right for the South End; updated and vital, but entirely in keeping with our past and present character. This future South End looks as artsy and friendly as it already is, just more so. Love the Fry/Esplanade idea, waterfront access ideas, and new life for Nicol! I'm not completely sold on the Needham-Haliburton-etc. mews. Most of it, I like, but could Robb House be saved, and possibly incorporated into the design? Seems counter-plan to show it gone. I really like how different uses and densities/heights have been located - very thoughtful, and I think a very successful plan. We're asking for a lot, but I think we're providing a lot for developers and others to work with. I think these ideas add value to many potential projects.
- As seems to be typical of Nanaimo, there is little consideration for any real heritage preservation or enhancement of existing policies or procedures. All seems envisioned as tear down/rebuild, with only a tiny nod to heritage. The register and actual designation of heritage structures in Nanaimo reflects not heritage but commerce: 90% or more of the structures are commercial properties. There is no voluntary heritage designation of homes in Nanaimo as there is in Victoria, Vancouver and New Westminster. Money surely is not a problem, since the onus is almost all on the owners and not on the City. The South End Plan appears to attempt merely to repeat the look of the North End of the City but slightly upscaled to meet a possible future look which may or may not ever happen. But by then all the heritage of the working class, largely resident in the "cottages" of the South End" and a few scatterings elsewhere, will be gone. Heritage is not just the province of the well-to-do and commercial classes, but also of the working class and blue collar class. The Plan for the South End is essentially a class-biased gentrification program and not much else; the "gentrification process" is happening already as it is, at its own pace, but with enthusiasm and perhaps even some concern for heritage and community.
- Any urban community is defined by its architecture, both commercial and residential. The South End heritage is that of the working class and the community that made the "Old Quarter" even possible, yet it is being "disappeared" rapidly, never to return. New "heritage styles" simply do not encapsulate the real things: they're nods of the developers to an imaginary cleaned-up past, not the real past of blood and sweat and tears and toil. The embodiment of that reality still remains in the South End, just as the slave dwellings have finally remained in the US because public pressure from the Black Community brought it into being. The City should be helping us preserve our heritage by providing a voluntary heritage designation system so that some, at least, of the South End remains an

embodied tribute to the history of the founders of the city of Nanaimo, to the miners and sawyers and mill wrights and fishers who made the City possible. Our home at 124 Fry St. is one of those houses. Our house retains almost all its original details and we are working to preserve and restore those details, but if The City is to have its way, our 11' ceilings, wainscoting, clear-grain fir floors and antique electrical fixtures will disappear into the dust of the future, never to be seen again. No doubt the specimen trees across the street will eventually succumb to the "gentrification" process as well. Bah. Humbug to your pretty plan.

3. With respect to the Plan Implementation Strategy section (Board 17):

- Old gas station properties:
 - Waive City fees for development.
 - Encourage ground floor commercial space to attract pedestrian traffic for the medium density living projections.
- I love the fact that some of the implementation is immediate and short term.
- In support.
- Develop road pattern – upgrade services and private money will follow for development.
- The area has huge potential!
- Where's that magic wand? Let's make this thing happen! I'm impressed by how many items are identified as immediate and short-term goals. Ambitious, but why not? Developers are showing interest in the ol' South End, so let's give them something exciting to work with. Could the boulevard planting program (p 91) be called "Ongoing" rather than "Long-Term" since we've already started?
- With respect, it seems plan implementation is not going to proceed while existing privately owned lands are not held accountable with the existing bylaws, and enforcement is non-existent. Many homes along the 200 block on Nicol on the East side of the street are structurally unsound and unsafe. Some are the centre for drug trafficking (and yet the RCMP and the city seem to abdicate responsibility to each other). The 275 Nicol property is a deterrent to any development, as is the adjacent property on Haliburton. And PLEASE no more graffiti in the lanes to direct crack addicts to their source of drugs!

4. With respect to the overall look and format of the document:

- Flow of content is good.
- Visually attractive and maintains interest.
- I strongly support incentives for development whatever that ends up being. We need higher density and we need something besides out of use gas stations and empty lots taken over by weeds and chain link.
- I also support reducing the need for off-street parking requirements.
- I need more time to look over the Draft. I will have to review it online.
- I think it's terrific. Would still like to see a pedestrian-operated light at the Dairy Queen. Would love to see a park at the bottom of Farquhar Street however.
- Looks good.
- Very happy with the ideas to help our neighbourhood.
- Looks like a good overall approach to me. Obviously it will be time-consuming and difficult to implement – but the final result will be worth it if it can be achieved!

SOUTH END NEIGHBOURHOOD PLAN

DRAFT PLAN OPEN HOUSE 2010-JUN-17

Summary of Comments

- Perhaps this is not the place to say it but I want to mention that I feel a cruise ship dock would be a real waste of money for all us taxpayers. Speaking as a successful business owner and entrepreneur – I see no way it can ever produce profit for the community as a whole!
- Thanks for including so many photos - very valuable. I found it difficult to work between this comment sheet and the online document. Lucky for me, I was able to borrow a friend's paper copy to read through before making my comments here; it would have been much harder to plow through on a screen. At least it was fun reading, because of all the great ideas, so well expressed. Thanks to Chris and the team for all your work!
- Would love to think of the plan as a possibility, but am living with surroundings that directly contradict this direction, and yet receive city support. The OCP states that obtaining available lands adjacent to the ocean to provide access is a priority yet seems to have missed the opportunity while WFP sells to the Port Authority. The Balmoral VIHA/Coast project and the rezoning after the fact of the Samaritan House were a hit to the community that was poorly enacted and without jurisprudence. It has led to a perception of impotence of City Hall and a distrust amongst shareholders.
- I particularly want to see more access to the waterfront as the plan states as a possibility along some of the main streets (Farquhar, Needham, and a few others) including a waterfront walkway from the south end to downtown. I'd also like to see the concrete plant at the foot of Farquhar moved and replaced with a waterfront community park and beach/boat launch. The south end is severely lacking in waterfront access and has no beach access at all, yet the ocean is right outside our windows, almost within arm's reach. In all the other waterfront neighborhoods in the city there are beach access signs all over. Hammond Bay, Departure Bay, Brechin - all of them have easily accessible paths to the beach - except us. This would greatly improve the look of and overall quality of life for south enders.

Other Comments

- Thank you for your presentation. The latest draft is an interesting collection of positive ideas. For the most part, I (we) agree, the general scope of visions of the people contributing ideas are very community minded. I believe these draft-plan open houses have been quite successful in building a great bridge from City Hall to the South End and the residents that call it home. Thanks again. I'd like to add my bias opinion. My bias opinion is backed by a few neighbours on View Street. Looking at Haliburton and Nicol Streets that looks quite appropriate for that area. It does look like a long-term goal. We think, as taxpayers, infrastructure before trees should be a priority, public safety as a tie for first. We feel some safety measures could be implemented almost immediately at and by City road crews at little time and fairly low costs: Draft South End, June 17, 2010, page 25, #12 & 13 – our thoughts; #12 – Either configuration would be welcome and we believe it could be done with simple highway-divider type curbs quickly and inexpensively. #13 – View Street has many trees of various sizes, very few houses with no yards to grow a garden. Our group would prefer the alternative of converting this road section into a one way heading northeast, and reversing the direction of the existing one way on View Street in front of Bayview School. Once again, we consider this a quick, inexpensive solution to the safety of the children and parents that daily walk this school area. Consider the fact that just reversing the one-way in front of Bayview School; children would exit the car from the passenger side. This would eliminate uncertain street crossings at a busy and confusing moment for the kids. The northeast one-way would stop excess

SOUTH END NEIGHBOURHOOD PLAN DRAFT PLAN OPEN HOUSE 2010-JUN-17 Summary of Comments

speed and traffic in front of Bayview and the whole neighbourhood. A community garden could go on the old city road allowance adjacent to the west end of Rainer Street. Fifth Street could be a second artery as a “Downtown Connector” now that University Village is clean. The flag stop idea should be tossed around and stops from Ladysmith to Lantzville considered; without changing the present schedule.

- ❑ **Stupid, moronic, pathetic. Aren't you people happy enough with destroying downtown. Leave us alone!**