



EXPRESSION OF INTEREST: MIXED-USE RESIDENTIAL & COMMERCIAL DEVELOPMENT SITE IN DOWNTOWN NANAIMO

6 Commercial Street, Nanaimo, British Columbia

Legal Description: LOT 5 , LOT 5A AND PARCEL A (21321N) OF LOTS 27-29 LOT 27 AND LOT 28 EXCEPT PARCEL A (21321N), BLOCK 13, SECTION 1, NANAIMO DISTRICT, PLAN 584

PIDs: 000-698-067

Lot Size: 0.1012ha (0.25 acres)

Zoning: DT4 (Terminal Avenue)

APPRAISED VALUE: \$1,355,000

For more information on the property and submission process, please contact the Real Estate Section (250-755-4453)

Expressions must be submitted no later than 3:00 pm on September 5, 2023.

LOCATION

The subject property is located at 6 Commercial Street, situated within an area designated by the City Plan as Primary Urban Node. The site is located near the future transit hub and is located in a high profile location facing both Terminal Avenue and Commercial Street.

The City redevelopment of the property will contribute to the further revitalization of downtown and compliment ongoing projects and initiatives.





Expression of Interest

Residential & Commercial Development Site

6 Commercial Street, Nanaimo, British Columbia

SITE DESCRIPTION AND PREPARATION

The subject property is 0.1012ha (0.25 acres) in size. The land is in what is referred to as the “Terminal Trench” in downtown Nanaimo. This area was once an inlet of Nanaimo Harbour and was reclaimed through the deposition of coal waste from nearby mine workings. The land is therefore subject to contamination issues and geotechnical challenges due to the fill material. A Phase 2 Environmental Study for the property was completed in 2020 and identified several ‘hot spots’ that would need to be addressed through redevelopment of the site.

ZONING AND DEVELOPMENT OPTIONS

The property is currently zoned DT4 (Terminal), which will support residential and commercial uses. The Downtown Urban Design Plan and Guidelines identifies the property as an important redevelopment opportunity.

City Plan identifies the property as Primary Urban Node and encourages housing in the downtown core with a mix of low and mid-rise buildings, typically in mixed-use forms with ground-floor commercial and residential/offices above. The Downtown Design Guidelines anticipate that buildings in this part of the City will be five storeys in height. Development options may include market and/or non-market housing, and ground floor commercial units. The City is interested in proposals that include adaptable units and green building technology.

INCENTIVES

The City has a Downtown Revitalization Tax Exemption Program that this property is eligible for, subject to Council approval. The Tax Exemption program provides a ten-year tax exemption on the municipal portion of the property taxes within the revitalization area. The developer must apply for the tax exemption before a building permit is issued. More information on the program can be found at:

<https://www.nanaimo.ca/docs/doing-business/economic-development/drte-brochure.pdf>

TIMELY REDEVELOPMENT

The City wishes to see the property redevelop in a timely manner. The successful respondent will be required to grant the City an Option to Purchase on the property, exercisable by the City should redevelopment of the site or construction not commence within two years of the property transfer date.



Expression of Interest

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EVALUATION CRITERIA

Proposals will be evaluated against the following criteria:

- Purchase price;
- Strength of the proponent and team (firm experience and capacity);
- Financial feasibility (financing arrangements and risk);
- Number of non-market housing units and number of adaptable units;
- Strength of the concept (the design and development fits with the site and surroundings);
- Incorporation of green building principals and technology;
- Proposed conditions (exemptions and requirements of the City); and
- Value-added components (community and economic benefit, ability to catalyze and/or enhance surrounding development).

CONTACT INFORMATION

All inquiries related to this Expression of Interest are to be directed to the City of Nanaimo Real Estate Section.

Inquiries should not be directed to City Council members or the remainder of staff. Information obtained from any other source is not official and should not be relied upon.

For more information, please contact:

City of Nanaimo Real Estate Section
411 Dunsmuir Street,
Nanaimo, BC V9R 0E4

Telephone: 250-755-4453

Email: realestate@nanaimo.ca

Expressions must be submitted no later than 3:00 pm on:

Tuesday, September 5, 2023

Submit completed response forms to:

City of Nanaimo
Attention: Real Estate
411 Dunsmuir Street,
Nanaimo, BC V9R 0E4
Email: realestate@nanaimo.ca



Expression of Interest

INFORMATION TO BE PROVIDED IN SUBMISSION

The attached response form must be completed in full. Expressions will be evaluated based solely upon the information provided in the submission.

PLEASE FIND THE ATTACHED DOCUMENTS

- City of Nanaimo Zoning Bylaw 4500—Part 11—Downtown
- Downtown Design Guidelines and Redevelopment Options
- Review of Historical Site Assessment Reports
- Certificate of Title for 6 Commercial Street

REAL ESTATE COMMISSION

The City will pay a commission of 1.5% (plus applicable GST) on the purchase price to a licensed realtor/agent acting on behalf of a purchaser upon the sale of this property. The terms and conditions of the payment of commission will include:

- Commission is payable only after the sale has closed and title has been transferred.
- In all cases, agents shall submit invoices for commission due to them, before payment by the City.

QUALIFICATIONS REVIEW COMMITTEE

Review of responses will be carried out by a committee formed by the City at its sole discretion.

ACCEPTANCE OF RESPONSES

This Expression of Interest is not an agreement to purchase goods or services. The City is not bound to enter into a contract with any respondent. The City will be under no obligation to receive further information, whether written or oral, from any respondent. The highest offer, or any offer, may not necessarily be accepted. The City of Nanaimo reserves the right to accept or reject any expression submitted. No agreement or contract of any kind shall arise from the submission of an offer to purchase, unless and until that offer is accepted in writing by the City of Nanaimo. **Any purchase and sale agreement will be subject to final approval of City Council.**

MODIFICATION OF TERMS

The City reserves the right to modify the terms of this document at any time in its sole discretion. This includes the right to cancel the Expression of Interest at any time for any reason whatsoever, without entering into a contract.

DEPOSIT

A deposit of \$5,000 will be required upon submission of an offer to purchase paid in certified funds to the City of Nanaimo. The deposit is to be increased to an amount equal to

5% of the purchase price and is to be paid by wire transfer to the City's solicitor, Young Anderson, within 48 hours of acceptance of the offer by the City. Wire transfer details will be provided.

'AS IS, WHERE IS' AGREEMENT

The Expression of Interest is made on an 'as is, where is' basis with no vendor representations or warranties other than as to ownership. Interested parties must satisfy themselves on all matters concerning the property including without limitation: its size, location, encumbrances, and fitness for any particular purpose.

RESPONDENT COSTS

Respondents are solely responsible for their own expenses in preparing a response and for subsequent negotiations with the City.

WRITTEN AGREEMENT

Upon acceptance of an offer, the parties will enter into a written agreement, the form of which will be determined by the City.

STATUTORY NOTICE

The Expression of Interest process is a statutory notice of Disposition pursuant to section 94 and 26 of the Community Charter and is not a tender.

INQUIRIES

All inquiries related to this Expression of Interest must be in writing and must be sent to the City of Nanaimo Real Estate Section. Inquiries must not be directed to City Council members or other members of City staff. Any information obtained from any other source is not official and should not be relied upon.

TIE BREAKER PROCESS / REVIEW PROCESS

In the case of a tie, each of the proponents will be allowed an opportunity to increase the amount of its offer. The City will then determine a ranking of the expression based on the highest net price to the City. If subsequent discussions with the highest proponent as to specific terms/due diligence should cause that proponent to withdraw, the City would then contact the next highest ranked proponent.



Expression of Interest

Residential & Commercial Development Site

6 Commercial Street, Nanaimo, British Columbia

EXPRESSION OF INTEREST RESPONSE FORM

CONTACT INFORMATION

Date _____

Prospective Purchaser _____

Contact Name (if different from Purchaser) _____

Contact Phone Number _____

Contact Email Address _____

Contact Street Address _____

City _____ Province/State _____

Country _____ Postal/Zip Code _____

PURCHASE PRICE

Proposed purchase price (please indicate the value seen in the property based on your development proposal):

FINANCING ARRANGEMENTS AND RISK (if any)

Provide information on the financing details and strengths of your proposal.

PROPONENT AND TEAM INFORMATION

Provide information on the experience and capacity of the team.

NUMBER OF NON-MARKET HOUSING UNITS AND NUMBER OF ADAPTABLE UNITS PROPOSED

CONCEPT

Describe in detail your intended future use of the property, including a proposal of your development concept.



Expression of Interest

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EXPRESSION OF INTEREST RESPONSE FORM

PROPOSED CLOSING DATE

What is your preferred date to complete the purchase? _____

PROPOSED CONDITIONS

Are there any other terms or conditions you would like to add to the pre-sale agreement? For example, do you require a time period for due diligence? Addition of terms are subject to acceptance by the City of Nanaimo. Final terms and conditions will be negotiated between the parties.

No.	Additional Terms and Conditions	Condition Removal Date
1		
2		
3		
4		
5		

VALUE-ADDED COMPONENTS

What community and economic benefits will your project provide?

**EXPRESSIONS MUST BE SUBMITTED NO LATER
THAN 3:00 PM (PST) ON: SEPTEMBER 5, 2023**

Mail:

City of Nanaimo
Attention: Real Estate
411 Dunsmuir Street, Nanaimo, BC V9R 0E4

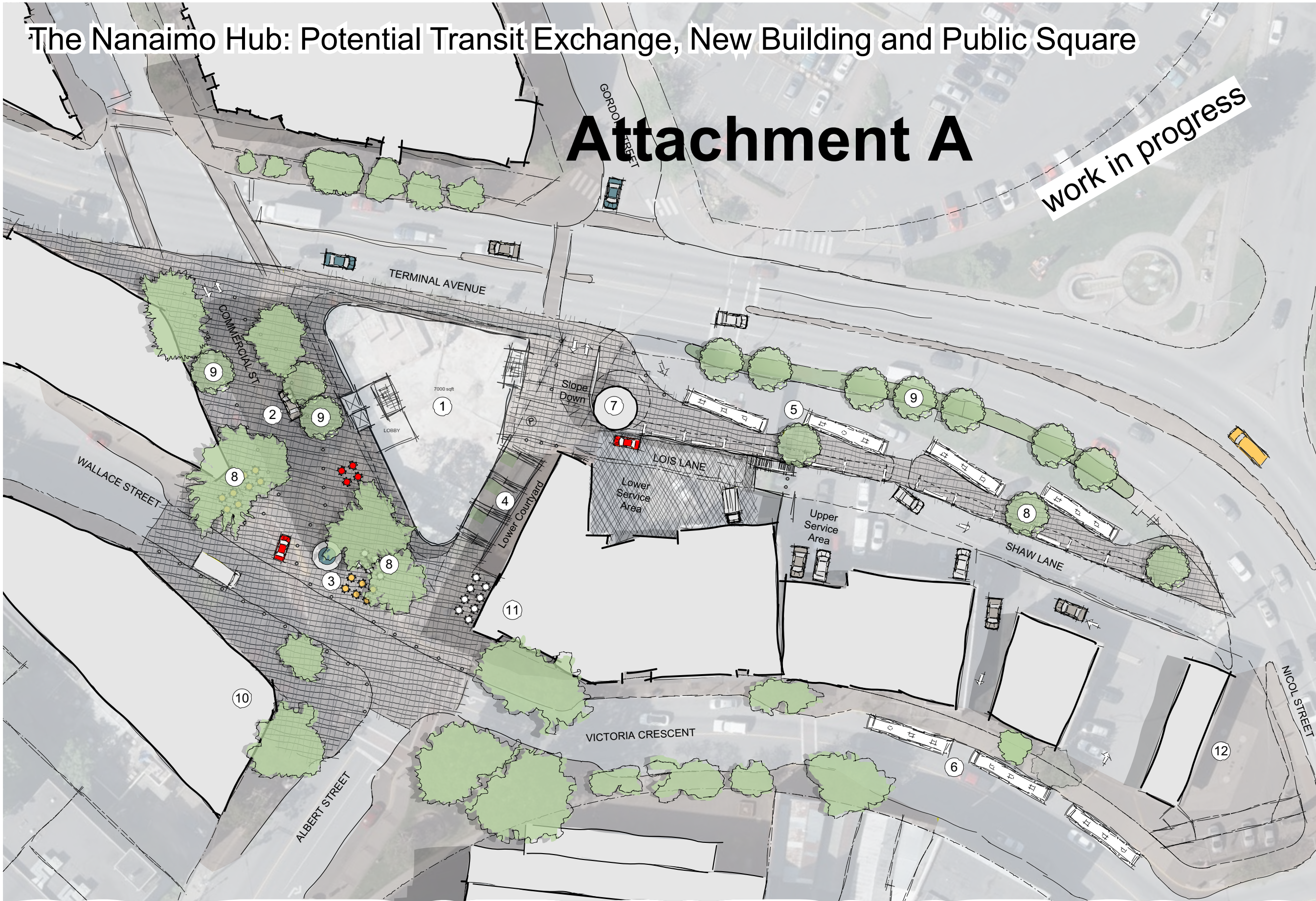
Email: realestate@nanaimo.ca

If you have any questions, please contact the Real Estate Section at: 250 755 4453 / realestate@nanaimo.ca

The Nanaimo Hub: Potential Transit Exchange, New Building and Public Square

Attachment A

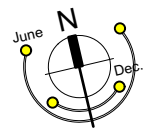
work in progress



LEGEND

- 1 - New mixed use building with main entry off of Commercial, parking off Lois Lane
- 2 - Pedestrian and bicycle first street; two way vehicle movement; raised specialty paving throughout
- 3 - Expanded public space with water feature/bench
- 4 - China Steps with landscape and seating incorporated (note 1)
- 5 - Bus Exchange A
- 6 - Transit Lay-by
- 7 - Public Washrooms and covered seating at bus exchange level; commercial/retail unit at Lois Lane level
- 8 - Existing street trees
- 9 - New street trees
- 10 - Vault Cafe
- 11 - Nana Sushi
- 12 - Gas Station

Note 1: Final finishings, plantings etc. to be done in coordination with the Nanaimo Chinese Cultural Society



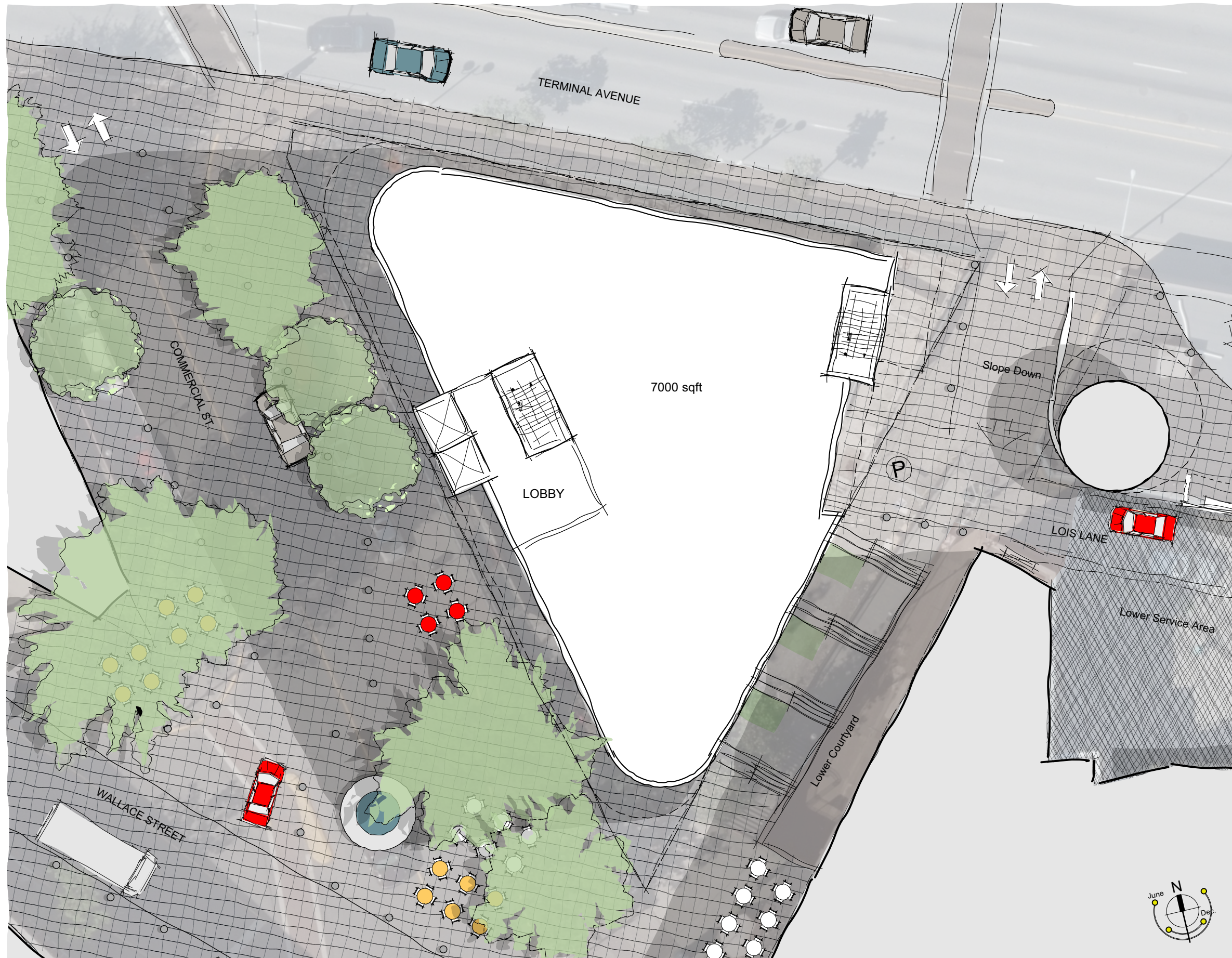






HUB Building Precedents





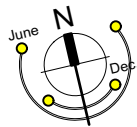
	Gross Floor Area	
	(sqft)	(sq. metres)
Level 1	8,400	780
Level 2	10,000	929
Level 3	10,000	929
Level 4	10,000	929
Level 5	10,000	929
Total	48,400	4497

Work in progress



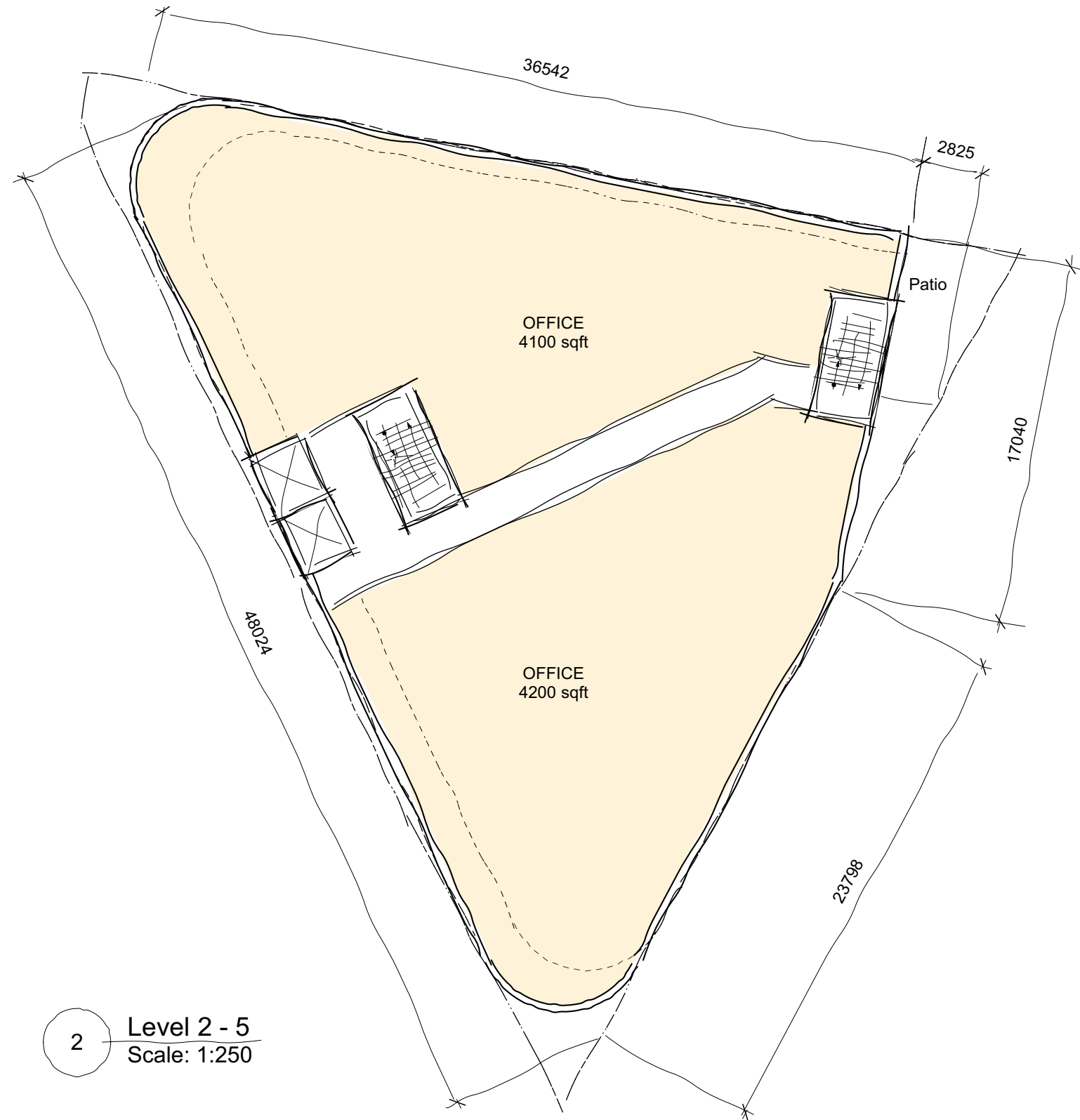
1 Level 1
Scale: 1:250

	Gross Floor Area	
	(sqft)	(sq. metres)
Level 1	8,400	780
Level 2	10,000	929
Level 3	10,000	929
Level 4	10,000	929
Level 5	10,000	929
Total	48,400	4497

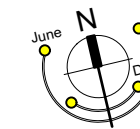


Work in progress

Work in progress

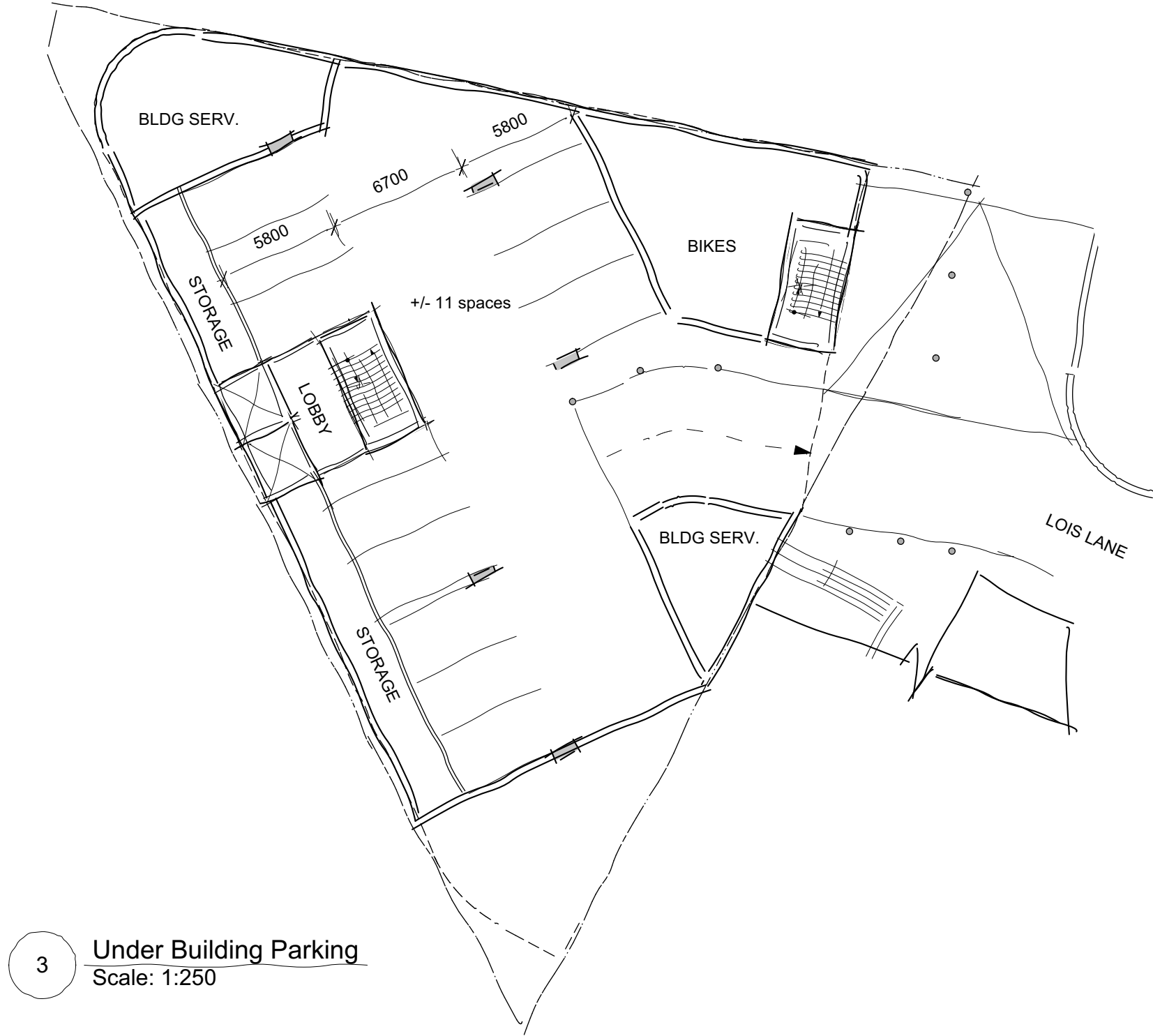


2 Level 2 - 5
Scale: 1:250

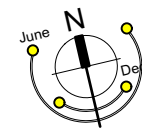


	Gross Floor Area	
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Level 1	8,400	780
Level 2	10,000	929
Level 3	10,000	929
Level 4	10,000	929
Level 5	10,000	929
Total	48,400	4497

Work in progress



3 Under Building Parking
Scale: 1:250





CONFERENCE
CENTRE

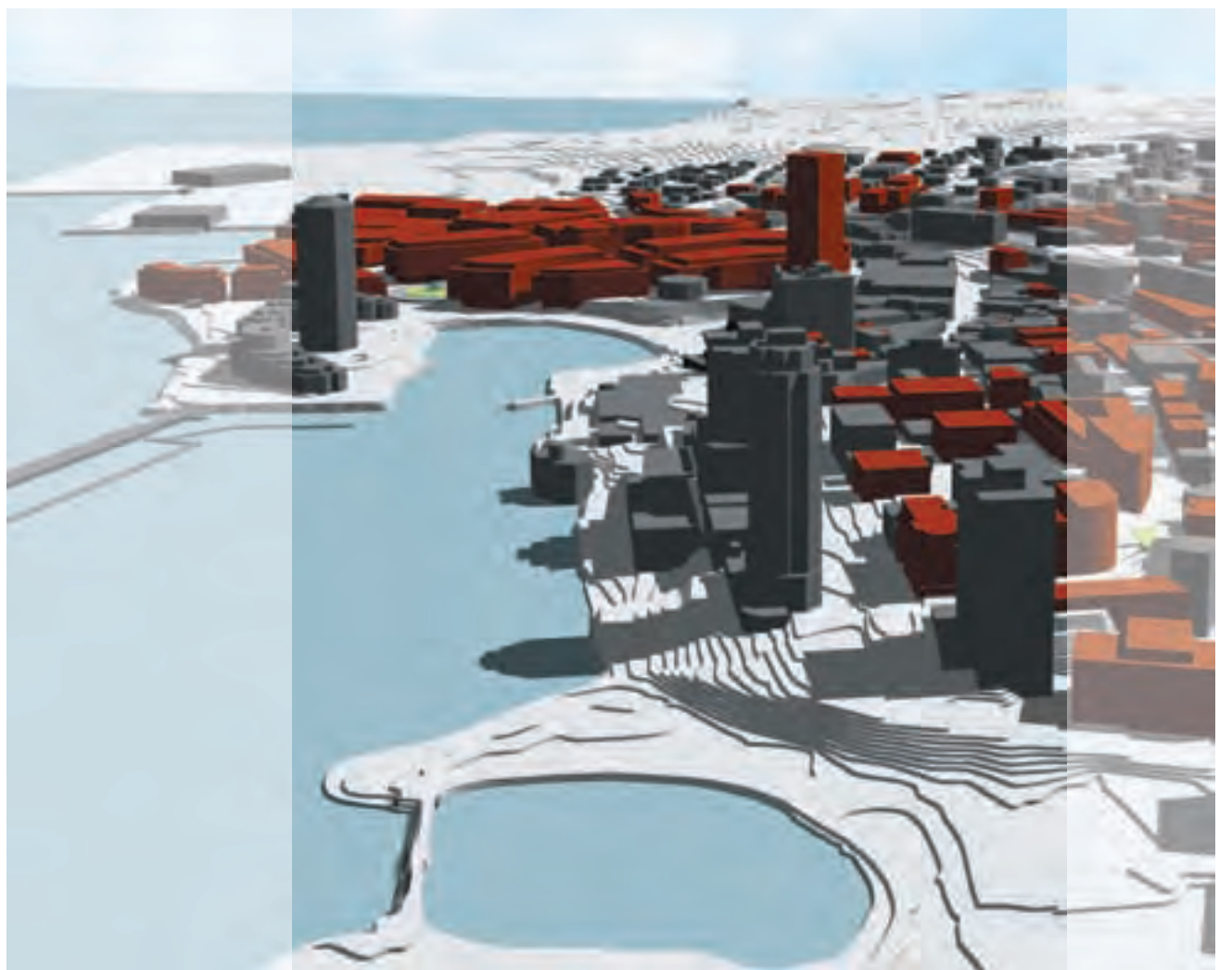
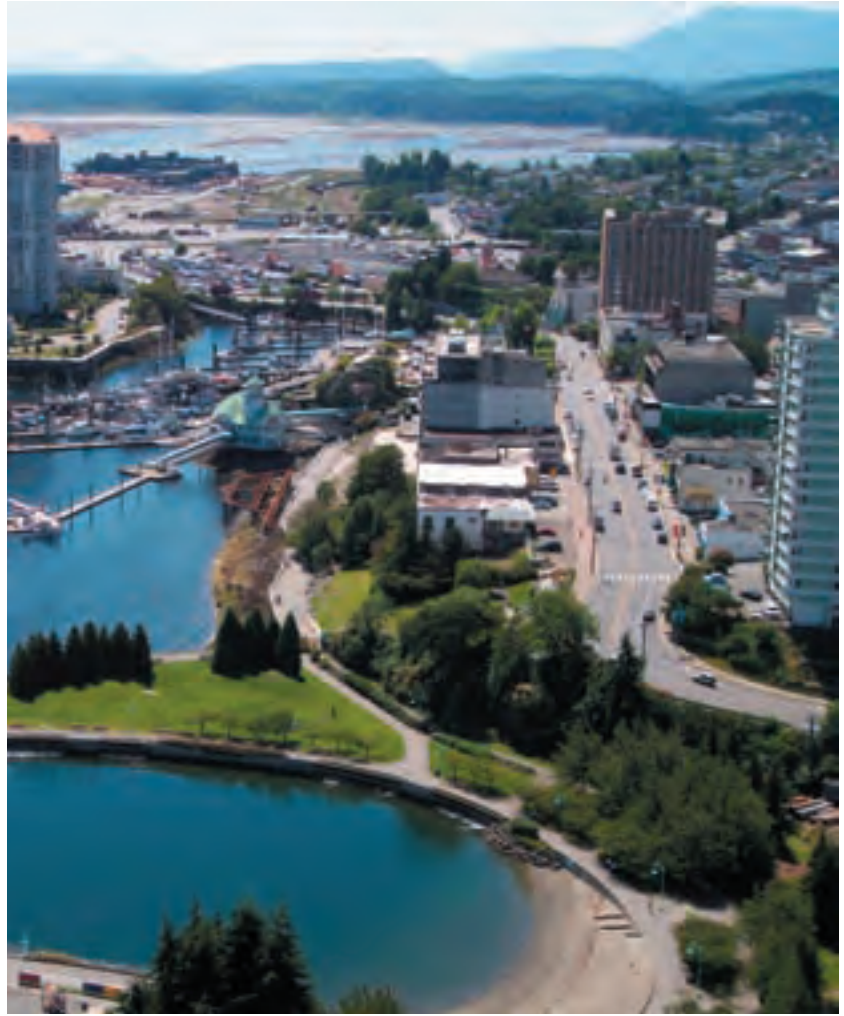


NANAIMO HUB

BUS COFFEE

COMMERCIAL

TERMINAL



C I T Y O F N A N A I M O

DOWNTOWN URBAN DESIGN PLAN AND GUIDELINES

March 10, 2008



produced by D'Ambrosio architecture + urbanism and Citizen Plan in cooperation with the Nanaimo Planning Department

PRECINCTS / URBAN DESIGN PLAN STUDY AREAS



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FORWARD

“The urban renaissance will be stimulated by re-establishing the quality of urban design and architecture as part of our everyday urban culture, by establishing a new vision for urban regeneration founded on the principles of design excellence, social well-being and environmental responsibility within a viable economic legislative framework.”

Towards an Urban Renaissance - Urban Task Force of England & Wales

General

This document is intended to provide overall guidance for the high quality future redevelopment of private sites, public lands and urban infrastructure in downtown Nanaimo. It is not intended to be comprehensive with respect to all technical and design aspects of redevelopment. This plan is intended to provide conceptual continuity with existing guideline documents. Specific elements such as transportation networks and heritage buildings that will contribute to the positive redevelopment of Downtown Nanaimo are covered in other planning documents.

Character and Identity

The Urban Design Plan and Guidelines are predicated on the principle that the qualities and character of Nanaimo’s various precincts cannot be expected to be established solely through urban design. Authentic and enduring precincts tend to emerge from the outward expression and the patterns of use of the residents and users of the streets, spaces and buildings. The character of a place can be nurtured by allowing and supporting community initiatives and activities through civic assistance and support.

The role that urban design plays in establishing character areas lies in good detailed design that improves the setting for community activity. Urban design strategies that support a unique sense of place for the downtown, its neighbourhoods, its streets, or the façades of its buildings include the following:

1. The alignment of building front facades with each other along public rights-of-way and public open space.
2. The composition of building heights with consideration given to shadowing, view, landmarking and the location of one building relative to another.
3. The articulation of the ground or street-level of buildings to allow for access, visibility of internal activity, spilling out of activities, and appropriate pedestrian amenities such as weather protection, lighting and seating.
4. The adaptability of the ground floor to varied uses, over time, that are conducive to passive or active public interaction.
5. The provision and spatial definition of adequate types and sizes of public space with distinguished or unique expressions, including well-designed lighting, seating, landscaping and other amenities. Appropriate locations for these expressions include:
 - street intersections;
 - buildings at corners;
 - entrance locations of mid-block walkways and lanes; and
 - unique locations of particularly high or low topography.

Architectural Heritage

It is important to remember that the design of new buildings and spaces in a context of historic buildings and streets should respect but not necessarily imitate the architecture of previous times. The salient features described above (street alignment, corners, relative height, proportion and other architectural aspects) are discussed in the Urban Design Guidelines section of this document.

These guidelines promote the premise that, while giving careful consideration to legitimate historic architectural and urban design context, an original and contemporary expression is both desirable and necessary. Municipal authorities should encourage and support the development of unique regional cultural expression, giving contemporary city builders the same opportunity that allowed the much cherished historic buildings and neighbourhoods to be designed and built during their respective eras.



URBAN CULTURE

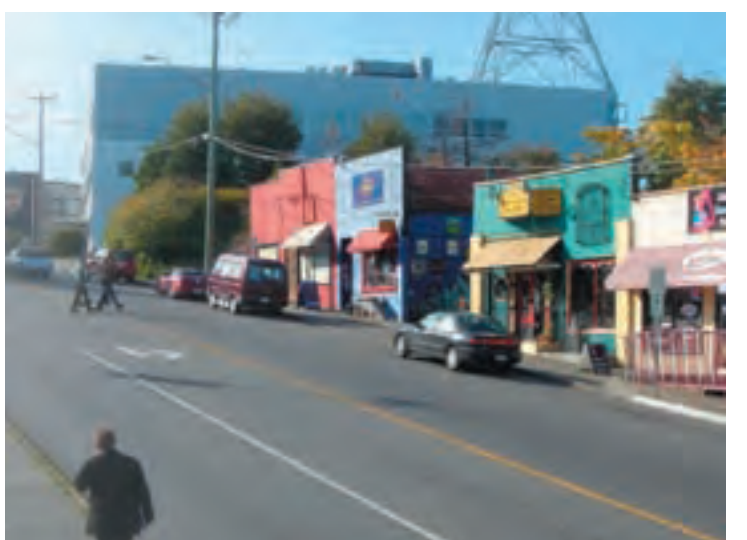
Photo Credit: Gehl/Gemzoe, New City Spaces, p152



CHARACTER AND IDENTITY New Development in a Heritage Context



Nanaimo Waterfront



Fitzwilliam Street - Distinct character areas exist in every city. It is not necessarily appropriate for a particular stylistic theme or historical reference to be artificially applied or expanded. The architecture, while significant, is not the primary element that results in the uniqueness of a place. It is how the users of that place choose to interact with, modify and inhabit that place.

A number of documents have been produced by the City of Nanaimo that provide guidance and direction with respect to the restoration and redevelopment of existing heritage buildings, historic streetscapes, signage and numerous other urban elements of heritage value. Heritage buildings are important to Nanaimo's history and character. The Downtown Urban Design Plan supports the Nanaimo Heritage Building Design Guidelines with respect to refurbishing and redeveloping heritage buildings. That document is available through the City of Nanaimo and can be used in conjunction with this Downtown Urban Design Plan when considering heritage building restoration and redevelopment as well as heritage street redevelopment.

Zoning

Existing City of Nanaimo land use zoning includes some building heights, setbacks and other regulations that are different from those illustrated in the Downtown Urban Design Plan. Therefore, this document contains recommendations for possible variances to aspects of a number of existing zoning designations. In these cases consultation with the City's Planning Department will be required and dependent on demonstrating whether zoning variances result in improved architecture and urban design.

Illustrations

Images of possible future architecture and streetscapes are presented throughout this document. They are illustrative of design precedents, concepts and approaches and are not intended to be taken literally by users of this manual. The images are provided as examples of appropriate contemporary interpretations of the Downtown Urban Design Plan and Guidelines. Street trees illustrated in this document are generic symbols to suggest generally recommended locations within the street ROW and are not intended to denote tree / plant type or exact location.

Photographs, drawings and other graphic material contained in this document vary in age and will become dated over time. The reader is reminded that field confirmation of these may be required prior to planning and design of projects.

Street Network

Transportation network plans and roadway engineering designs that have been adopted by the City of Nanaimo, or have been approved for implementation, may or may not be in agreement with those illustrated in this urban design plan. In areas where there is discrepancy between a roadway design illustrated in this plan and that of other documentation by the City, resolution must be sought from the appropriate department of the City of Nanaimo. Transit networks will have to be designed to adapt to any changes in the street rights-of-way initiated by this plan.

First Edition

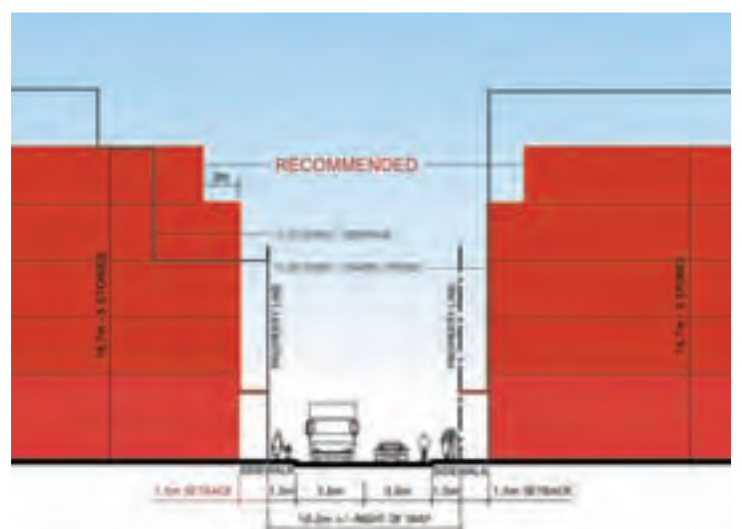
This, the first edition of the Downtown Urban Design Plan, is intended as an adaptable 'living' document. It will be regularly reviewed and updated as downtown Nanaimo evolves and develops and new editions will be released.

Copyright and Credit

No portion of this document or it's contents can be reproduced without permission from the City of Nanaimo or D'Ambrosio architecture + urbanism. Credit to both must appear on all reproduced photos and graphics.



DAKIN BLOCK / COMMERCIAL STREET The pedestrian-oriented scale of this typical downtown building, with small footprint retail uses, sets the precedent for urban design in Nanaimo's downtown.



ILLUSTRATIVE SECTION These drawings show the building profile resulting from existing zoning bylaws (grey line) and that recommended (red) in this Urban Design Plan and Guidelines.



NANAIMO - 1956 The charm of this pioneer town is expressed by the positioning of the buildings right up against the sidewalk. But by the late '50s, the automobile begins to dominate the right-of-way.



NANAIMO - FUTURE Maintaining the street wall of buildings, the right-of-way is reclaimed for an enhanced pedestrian realm and the installation of facilities for all modes of transportation.

REPORT KEY - How to Use this Report

This report consists of an Urban Design Plan and a set of Design Guidelines. The Urban Design Plan builds on the history of Nanaimo's urban form. The urban design principles and objectives in this report are applied to the existing urban fabric (see Aerial Photo) to create the Urban Design Plan. This plan has divided Downtown Nanaimo into eleven study areas, approximating the City's identified precincts that were developed as part of the 2002 Downtown Nanaimo Plan. Two of the precincts have not been included in this plan, as they are identified as 'Future Study Areas'. The urban design for each study area (A through K) is illustrated with a two page spread, a sample of which is shown below with annotations. Terminal Avenue is presented separately as a development concept, due in part to the important role this corridor plays to the overall urban design of the Downtown. This report also includes a number of sub-plans: an Open Space Network; Street Design principles and strategies; and an analysis of downtown's View Corridors. The report concludes with a set of Urban Design Guidelines, Design Guidelines for Tall Buildings, and Examples of Submission Requirements for Development Permit and Rezoning Applications.

Description

Bounding streets of the area, with brief description including dominate characteristics, present state of urban design and current zoning.

Context Plan

A section of downtown, at 1:5000 scale, illustrating study area bounded by the red box. Precinct areas are labeled and in colour.

Urban Design Strategies

Recommended strategies for each area, identified by number on the plan below.

Urban Design Plan

Portion of the comprehensive Urban Design Plan (area of context plan in red box above). Black represents existing buildings, red represents future buildings.

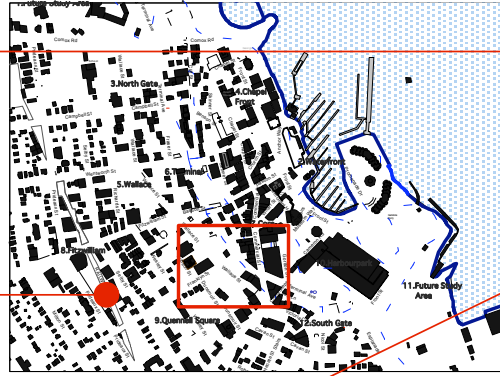
Street Section Location

Photograph Location

Urban Design Strategy

Important View

H. CITY HALL / CORE



CONTEXT PLAN SCALE 1:16000

This study area includes parts of the Quennel Square, Terminal and Core precincts. Surface parking dominates the Quennel Square precinct which includes City Hall. For urban design strategies for Terminal Ave., see development options pages 41 to 44.

URBAN DESIGN STRATEGIES

Allow 6 storeys at the corner of Franklyn St. and Selby St. Along Wesley St. and Dunsuir St., setback 4th floor and reduce front setback to 3m, and side setback to 0 metres on one side.

1. Redevelop existing parking lots at corner of Franklyn at Selby and Franklyn at Dunsuir.
2. Recommend 1.5m front setback for new developments along Robson St. Appropriate development for Robson St. is ground floor residential. (See Urban Design Guidelines pp 47-50).

3. Develop parking lots behind City Hall along Dunsuir St. Front of City Hall to form part of greenway along Wallace St. to Victoria Cres./China Steps and to new Harbourpark plaza and waterfront. New municipal building along Wallace St. (see 3a), sunk into hillside with green roof to maintain view from historic City Hall.

4. Develop properties between Wallace St. and Terminal Ave. Create focal point with building or pedestrian thoroughway at end of Franklyn St. (395 Terminal Ave.). If thoroughway is established provide a link to Commercial St., possibly through Hall Block. (See 4a)

5. Future LRT / street-car route, either linking Terminal Ave. from Harbourpark plaza across Millstone River or Harbourpark plaza up Wallace St., down Fraser St. and along Terminal Ave., crossing Millstone River.

6. Redevelop A&B site to 5 storeys with publicly accessible ground floor retail. (See A)

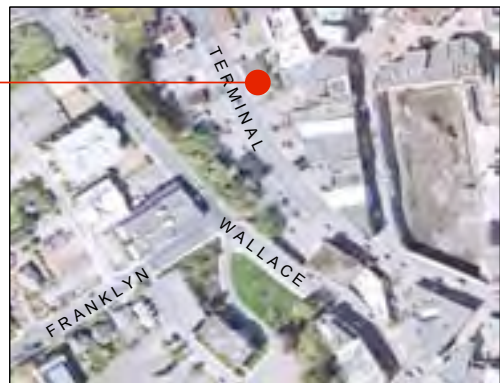


URBAN DESIGN PLAN SCALE 1:1400

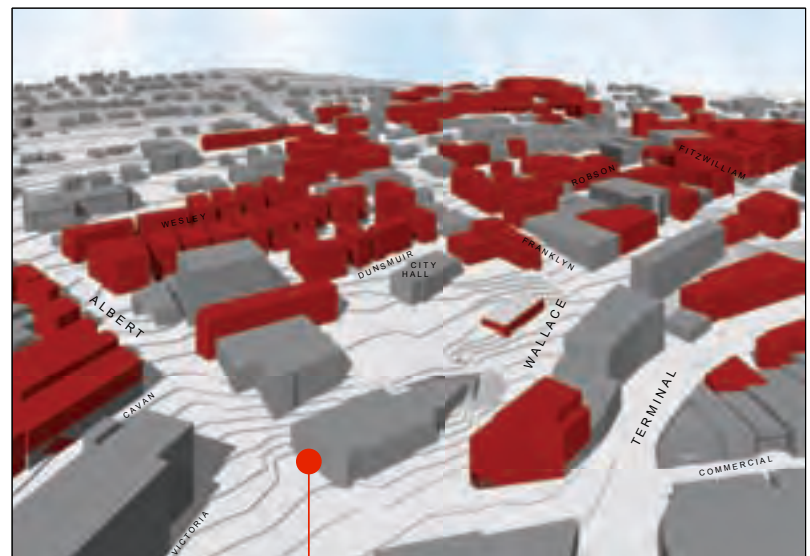
- LEGEND
- Parks - City Owned
 - Existing Buildings
 - Future Buildings
 - Street Trees - proposed
 - Street Section Location
 - Photo/Rendering Location
 - Urban Design Strategy

Aerial Photo

A portion of the overall aerial photo showing the relevant study area.



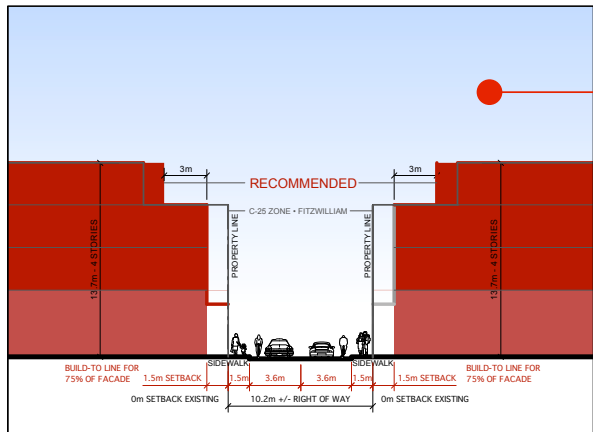
AERIAL PHOTO SCALE 1:3500



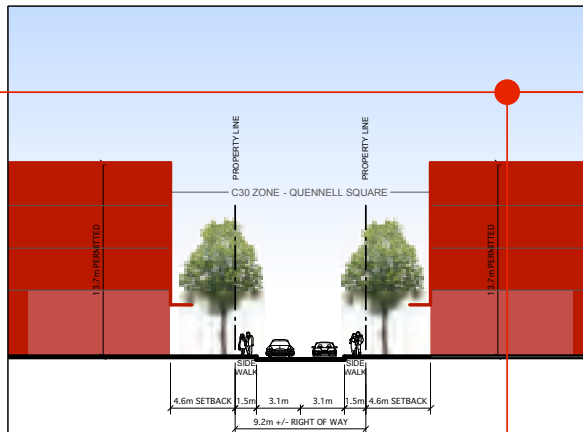
URBAN DESIGN 3D PLAN

3D Model

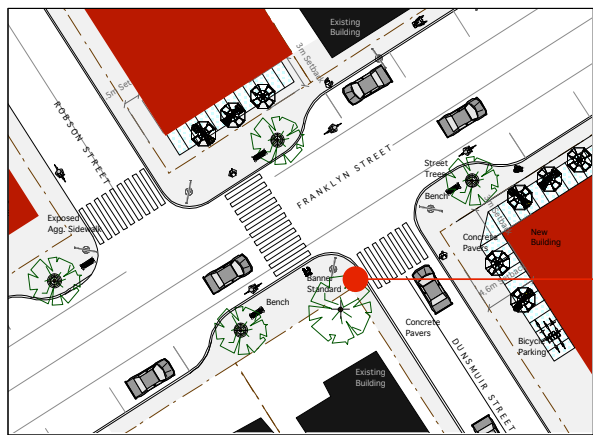
An oblique aerial of the Urban Design Plan in three dimensions showing the proposed building massings, contours and rights-of-way.



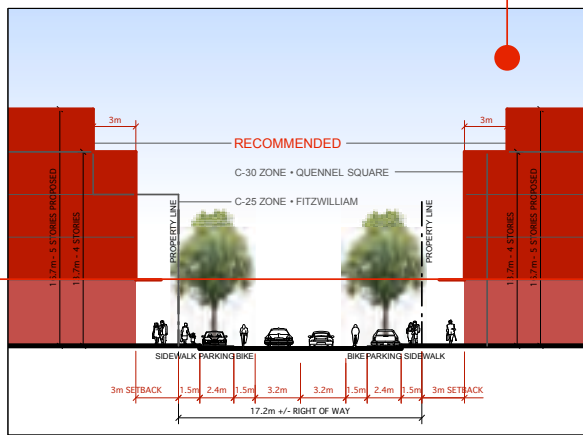
A-A ROBSON STREET SECTION SCALE 1:400



B-B DUNSMUIR STREET SECTION SCALE 1:400



CONCEPT PLAN SCALE 1:500



C-C FRANKLYN STREET SECTION SCALE 1:400

Street Sections

Key locations, as indicated on the Urban Design Plan, show an illustrated street section for the ROW*, with proposed design of sidewalks, on-street parking, bicycle and drive lanes as well as landscaped areas. Recommended massing (red) and existing zoning envelopes (grey outline) are illustrated. Light red colour indicates semi-private spaces (ie. retail).

*ROW = right-of-way - publicly owned land, width from front property line of one lot to front property of the lot directly across the street.

Detail Design Plan

A section of the Urban Design Plan at 1:500 scale illustrating street furniture, lighting, signage, landscaping and circulation for pedestrians, cyclists and drivers.

Context & Design Considerations

Description of the unique aspects of this particular study area and the appropriate design considerations for future development.

Drawings

Streetscape character sketches based on Urban Design Plan, proposed street-sections and detail design plan (if applicable). Each sketch has an adjacent photo of existing conditions (eg: A, B or C).

Drawing / rendering / photomontage of proposed streetscape based on Urban Design Plan, street-section and detail design plan (if applicable) from photo location C.

URBAN DESIGN CONSIDERATIONS FOR THIS STUDY AREA

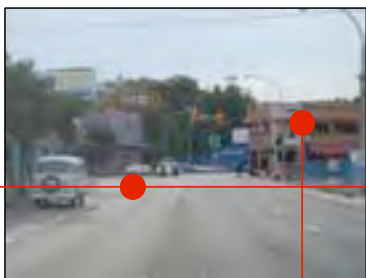
The Core area has a unique meandering street pattern with narrow roads and narrow properties and an impressive stock of historic buildings. These buildings form continuous shop fronts and a human-scale street. New buildings should closely align their frontages to those of the existing buildings and even to the line of former historic buildings now demolished.

A key consideration includes architectural integration of awnings and canopies that extend over the public realm (1.5 metres minimum) to provide covered public sidewalks. Awnings should not be installed as a way to provide large format signage, nor should they be installed so high on the building as to have no practical utility. Other design features that reflect the scale and feel of the downtown precinct include the installation of window and door features at small-shop intervals. Commercial uses requiring a large floor plate on the ground floor will detract from the existing scale and should not be located in the historic core area.

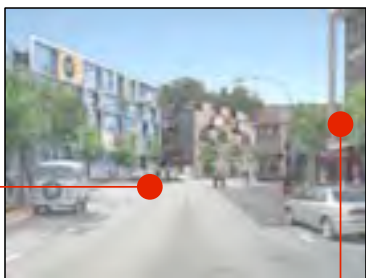
The area surrounding the City Hall has significant areas of undeveloped and publicly owned land with a number of heritage buildings. Where the existing buildings have large setbacks, new buildings can also be set back, provided a strong emphasis on street-side landscape. There is an opportunity to significantly green the area through the planting of trees on both sides of the street and on private land in the setback areas. Development in this area should focus on ground level commercial and professional office uses, with the exception of Robson St, which holds excellent potential for residential development.

Four older houses including one heritage building are located on the south side of Franklyn St. between Dunsmuir St. and Wesley St. While historically significant this remnant of the historic streetscape exists in isolation with the majority of Franklyn St. having been redeveloped at large scales and with varying degrees of attention to the street alignment and other urban design aspects over decades. Therefore, it is not advised that future redevelopment on neighbouring blocks defer to the scale of these houses. However, they represent a unique and distinguished piece of the old city fabric and should be respected. Fortunately they are located on the end of a single block and therefore could be treated as a special anomaly in this precinct and restored and rejuvenated for the future.

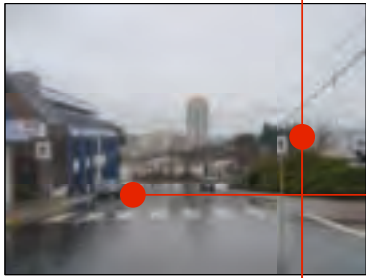
Also see general Urban Design Guidelines p.45-48.



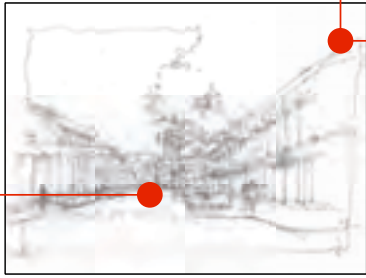
A. TERMINAL WEST TO COMMERCIAL



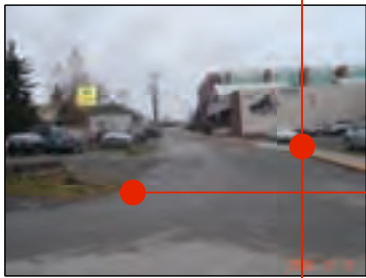
FUTURE



B. FRANKLYN EAST AT DUNSMUIR



FUTURE



C. FRANKLYN N-EAST FROM DUNSMUIR



FUTURE

Context Photos

Existing photographs of key areas in the study area. Photograph location is identified by way of a corresponding letter (A,B,C) in the Urban Design Plan.

HISTORY OF NANAIMO'S URBAN FORM



NANAIMO BASTION 1900's

Photo Credit: Nanaimo Community Archives

Historical Significance of Nanaimo's Downtown Core

Downtown Nanaimo has a distinct character, based on special heritage values. The Downtown Core and the Fitzwilliam Street corridor hold the city's most significant concentration of commercial and historic resources. These areas reflect the historical development patterns of the city's growth and correspond to the earliest settled areas, centred on the harbour and the "Old City Neighbourhood". More over, these areas reflect the prominent role played by the city's early merchant community in the economic, political and social growth of both the City of Nanaimo and the emerging Province of British Columbia. The surviving building stock is a wonderful architectural legacy as well as a tangible link to Nanaimo's early history.



Maps Credit: Nanaimo Community Archives



COMMERCIAL STREET 1940's

Photo Credit: Nanaimo Community Archives

The Downtown Core is historically significant because it contains the remnants of one of British Columbia's earliest town plans. Developed in 1862 by the Vancouver Coal Mining and Land Company, the plan is based on a series of streets that radiate from a focal point in the Nanaimo Harbour and resembles a European city centre, complete with public squares, broad main streets and narrow side streets that result in a variety of block sizes and shapes. Of the eight green spaces shown on the original plan, five still remain. Although later infill projects, especially in areas previously under water, have altered the original plan configuration, it remains substantially intact.

The Downtown Core contains significant historical streetscapes including Commercial Street, Fitzwilliam Street and Victoria Crescent. These streets are notable for their concentrations of substantially intact early commercial buildings, their distinctive small scale and proportion, and their largely unbroken street faces. Despite some later intrusions, Downtown and the Fitzwilliam Street corridor retain their pedestrian scale.

Heritage Values

The Downtown Core speaks to Nanaimo’s historic role as British Columbia’s first modern industrial city. By the early 1850s, coal was being exported. Increasingly sophisticated transportation systems and mining methods were developed over the next decades. Concomitantly, the town’s population grew to meet the employment needs of the mining industry. By the turn of the 20th Century, Nanaimo was one of the province’s largest cities and its economy was still based almost entirely on coal mining. Although played out by the mid-20th century, Nanaimo’s mining industry left a legacy of technological innovation, labour controversy, and a transformed landscape.



DOWNTOWN 1940s

Photo Credit: Nanaimo Community Archives



1891- Original Plan - Terminal is a tidal ravine.



1928 - Harbour infill & development extends



1997 - Lubbock Square eroded after 1960’s.



FRONT STREET 1930s

Photo Credit: Nanaimo Community Archives

HERITAGE REGISTER



REPRESENTATIVE HERITAGE STYLES

Pioneer (pre-1880)

Bastion - 42
Nanaimo's oldest building, built between 1853-1855, is the only known remaining freestanding tower built by the Hudson's Bay Company. It is a unique example of a defence fortification built by a company that played a major role in Canadian history. The Bastion's unusual octagonal shape and high visibility from both land and sea make it Nanaimo's premier landmark.

Nanaimo Pioneer Bakery/Johnson's Hardware - 49
A very rare surviving example of the predominant form of commercial architecture in Nanaimo until the turn of the 20th century. Carpenter or owner built, these wood framed and clad, false-fronted boomtown buildings appear more substantial and provide a convenient area for signage.



Victorian (pre-1900)

Earl Block - 9
The only surviving example of the many Victorian Italianate style buildings that predominated this downtown intersection by the late 19th century. Built in 1888 this highly detailed brick building speaks to the mood of prosperity and possibility prevalent at the time.

Occidental Hotel - 33
A gateway building located at a prominent intersection, the building marks the western entrance to one of Nanaimo's oldest commercial areas. The angled corner entry mirrors the entry of the building directly across the street and creates a visual funnel, reinforcing the impression of entering a new and distinct space.



For redevelopment of heritage buildings please see the Nanaimo Heritage Building Design Guidelines. Additional information regarding heritage building conservation can be found in the "Standards and Guidelines for the Conservation of Historic Places in Canada" by Parks Canada.



SIGNIFICANT DOWNTOWN HERITAGE BUILDINGS

1. B.C. Telephone Exchange (70-76 Bastion Street)
2. Commercial Hotel (121 Bastion Street)
3. Eagle's Hall (133-141 Bastion Street)
4. Rowbottom Residence/Miner's Cottage (100 Cameron Road)
5. Provincial Liquor Store (25 Cavan Street)
6. Christian Science Society Building (20 Chapel Street)
7. Shaw Residence (41 Chapel Street)
8. St. Paul's Anglican Church and Hall (100 Chapel Street)
9. Earl Block/Grassick's (2-4 Church Street)
10. Great National Land Building (5-17 Church Street)
11. Jean Burns Building (6-10 Commercial Street)
12. Nanaimo-Duncan Utilities/B.C. Hydro Building (13 Commercial St)
13. Nash Hardware (19 Commercial Street)
14. Caldwell Block (35 Commercial Street)
15. Hall Block (37-45 Commercial Street)
16. Rogers Block (83-87 Commercial Street)
17. Hirst/Dakin Blockc (93-99 Commercial Street)
18. Ashlar Lodge/Masonic Temple (101 Commercial Street)
19. Gusola Block (120 Commercial Street)
20. Parkin Block (143-155 Commercial Street)
21. A.R. Johnston & Co. Grocers (172-174 Commercial Street)
22. Halse Block (200-206 Commercial Street)
23. Modern Café (221 Commercial Street)
24. Free Press Building (223 Commercial Street)
25. Ranger's Shoes (306-314 Fitzwilliam Street)
26. St. Andrew's United Church (315 Fitzwilliam Street)
27. S&W Apartments (403-409 Fitzwilliam Street)
28. Mitchell's Market (411 Fitzwilliam Street)
29. T&B Apartments (413-417 Fitzwilliam Street)
30. Zorkin Building/Adirim's Junk Store (418 Fitzwilliam Street)
31. Angell's Trading (426 Fitzwilliam Street)
32. Central Dairy (428 Fitzwilliam Street)
33. Occidental Hotel (432 Fitzwilliam Street)
34. Rawlinson & Glaholm Grocers (437 Fitzwilliam Street)
35. Vancouver Island Regional Library (580 Fitzwilliam Street)
36. Harris Residence (375 Franklyn Street)
37. Franklyn Street Gymnasium (421 Franklyn Street)
38. Globe Hotel (25 Front Street)
39. Tom Brown's Auto Body (28 Front Street)
40. Nanaimo Court House (31-35 Front Street)
41. Nanaimo Post Office (54-66 Front Street)
42. Bastion (98 Front Street)
43. Nanaimo Fire Hall #2 (34 Nicol Street)
44. Esquimalt & Nanaimo Railway Station (321 Selby Street)
45. Reid Residence (151 Skinner Street)
46. Palace Hotel (Skinner Street)
47. Commercial Building (33-35 Victoria Crescent)
48. Davidson Block/Queens Hotel (34 Victoria Crescent)
49. Pioneer Bakery/Johnson's Hardware (39-45 Victoria Crescent)
50. Eagle/Terminal Hotel (63 Victoria Crescent)
51. Willard Service Station (291-299 Wallace Street)
52. City Hall (455 Wallace Street)
53. Brumpton Block (481-489 Wallace Street)
54. Merchant's Bank of Canada (499 Wallace Street)

Edwardian (1900s-1920s)

Bank of Commerce/Great National Land Building - 10
 Rehabilitated in 1997, this is Nanaimo's premier example of Classical Period Revival architecture. Built in 1914 during the 1912-1914 coal miners' strike, the building's classical conservatism represented tradition, stability and prosperity during a fractious and volatile period.

Hirst/Dakin Block - 17
 Significant for its connection to the Hirsts, who were part of Nanaimo's early commercial elite and played prominent roles in the City's economic, social and political life. The building is the northern cap of a continuous line of substantially intact buildings located on the west side of Commercial Street.



Modern (1920s-1950s)

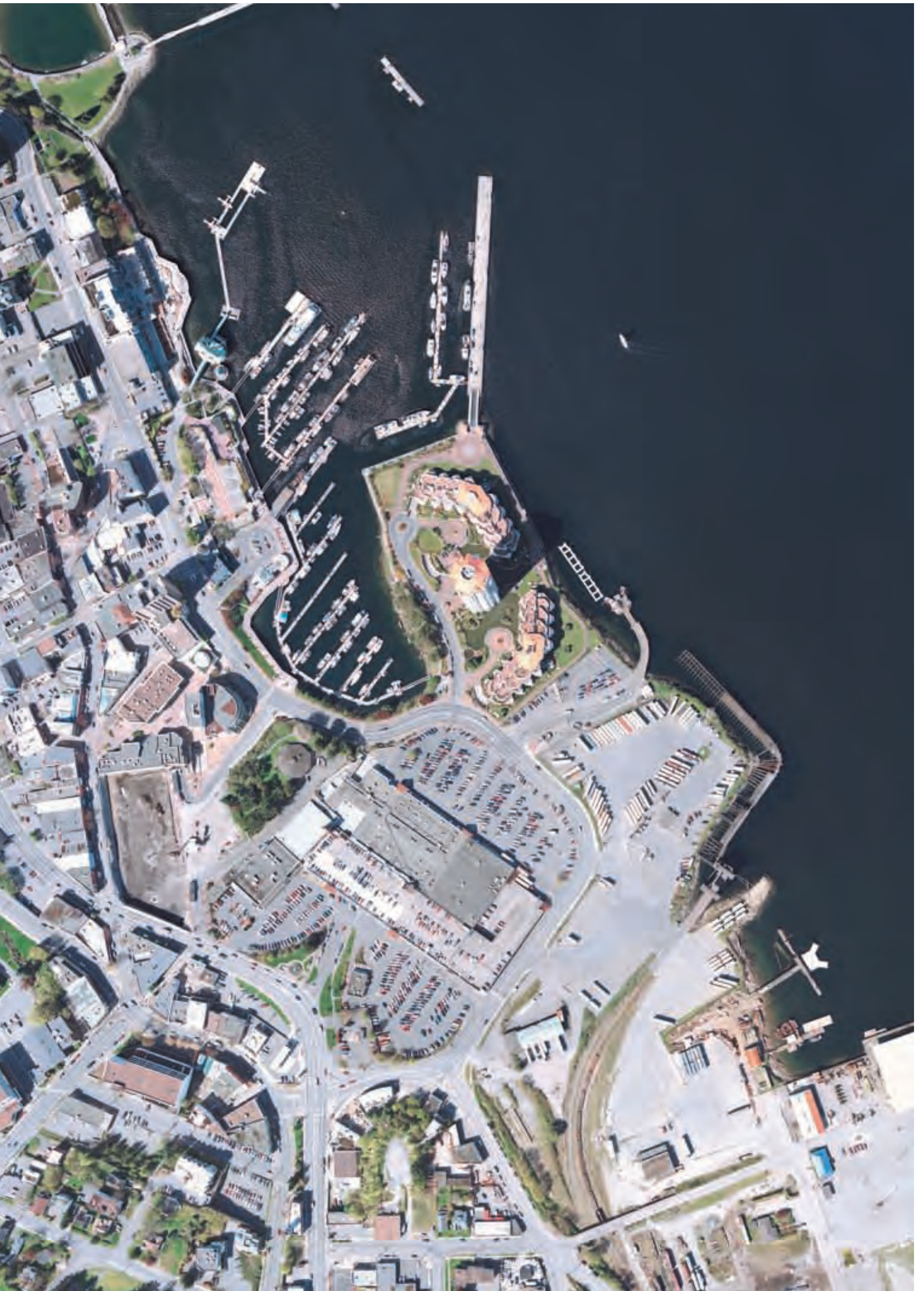
Nanaimo City Hall - 52

The purpose-built City Hall represents the maturation and modernization of the municipal government and, by extension, the City as a whole. Built in 1951, City Hall is an excellent example of Nanaimo's first venture into the International style. The gardens at the side and front of City Hall were designed at the same time as the building and are integral parts of the site's value.

Eagle's Hall - 3
 Built as a lodge and dance hall with rentable commercial space for the Fraternal Order of Eagles in 1934, the Hall is Nanaimo's earliest and one of the most striking examples of Art Deco style architecture.







URBAN DESIGN



PLACE KLEBER, STRASBOURG
Example of a 'shared' right-of-way (Woonerf)

Photo Credit: Gehl/Gemzoe,
New City Spaces, p42

Urban design can be defined as the conscious and intentional composition of the main physical elements that make up a city including buildings, open spaces and circulation spaces. These elements serve the functions of habitation, recreation, industry, commerce and the myriad of activities that occur in human settlement. The quality of urban life is directly affected by urban design. The formal tools of urban design include the manipulation of five essential components: the edge, the pathway, the district, the landmark and the node. All towns and cities in the western world can be described using these components.

District/ Precinct

A district / precinct is an area of a town or city that can be located and defined by its particular traits, location, character or activity. For example, many North American cities have a Chinatown district, a warehouse district and a financial district. The 2002 Downtown Nanaimo Plan identifies 12 precincts (see illustration on the inside front cover). However, the boundaries of a particular district (or precinct) in the context of urban design, should never have an edge in the middle of a street as illustrated in the 2002 plan. Good urban design calls for consistency and complementary form on both sides of a right-of-way. Therefore, for the purposes of this plan, study areas have been created which generally reflect the previously identified precincts but do not adhere to any rigid boundaries. In Nanaimo, the reinforcing of the form and character of unique areas can occur in increments, over time, through private development and through public improvement initiatives.



LYON, FRANCE A compact, mixed-use urban fabric designed around a water's edge and well defined networks of public circulation and open space.

Photo Credit: Gehl/Gemzoe, New City Spaces, pg35



CLOUD GARDENS, TORONTO Example of the creation of a 'node' established through new development.

Photo Credit: Gehl/Gemzoe,
New City Spaces, p221

Edge

An urban edge can be a subtle or an explicit boundary between precincts within a city. As re-development occurs, opportunities will arise to reinforce existing and establish new edges, to define the function and enhance the character of various districts.

Pathway

This includes street rights-of-way, trails, sidewalks, boardwalks and all kinds of circulation networks. It recognizes all transportation modes from automobiles and trains to bicycles and pedestrians. Pathways can be formal, informal or some of both. In downtown Nanaimo, years of planning mainly for vehicle circulation has dominated the urban form. Only a systematic rebalancing of the use of street rights-of-way for all modes of transportation, as well as public places, will repair the damage and encourage a return to downtown by the public.

Node

A node is a place where human activity converges. Most typically, a node is an intersection between two or more pathways. A node is a place where things come together – activities, people, goods and materials, particular geographic features and the numerous combinations possible among these. Downtown Nanaimo streets are laid out as a hub with spokes. The principal node of both activity and form is the central waterfront boat basin. The views of the water and the intersections of the converging streets are the main nodes of downtown. As empty sites are developed, nodes should be established and reinforced.

Landmark

Typically, a landmark is a three-dimensional object, sometimes man-made like a statue, monument or fountain or sometimes natural like a significant tree, a mountain or the mouth of a river or creek. Although often found at a node, a landmark can exist separately. More unusually, a landmark can be a particular view that is seen from a particular place. For example, the glimpse one gets of a distant mountain peak on one's daily commute, can be considered a landmark. It is something that is defined or named and referred to and that will help establish a location relative to the rest of the city. Downtown Nanaimo has a wealth of potential landmarks, including unique street views of the ocean and islands, steeples and high points of land. See View Corridors and Landmarks for a hierarchy of landmarks that give order and interest to downtown.



BUILD-TO LINES A continuous street wall formed by many buildings and entrances. No “missing teeth”.

Image Credit: Allan B. Jacobs, Great Streets, p184.



PIONEER COURTHOUSE SQUARE
The City of Portland, now known for its excellent urban design, has become one of the most livable cities in North America.

Photo Credit: Gehl/Gemzoe, New City Spaces, p235



SANKT HANS TORV, COPENHAGEN
“Outdoor rooms” draw people, encourage use.

Photo Credit: Gehl/Gemzoe, New City Spaces, p21



TRANSIT, CURITIBA, BRAZIL
World innovators in improving transit design and service, affordably.

Photo Credit: Gehl/Gemzoe, New City Spaces, p66

URBAN DESIGN OBJECTIVES FOR DOWNTOWN NANAIMO

1. Connections among and within precincts and urban villages

- Integrated streets and paths make new links with, or complete existing networks, and thereby encourage good transition, continuity and ease of access from existing neighbourhoods to new or refurbished areas.
- A pattern of small blocks formed by interconnected streets, open spaces and public paths increases the number of connections between places, provides choices for pedestrians and encourages walking to shops and other amenities.
- An accessible public open space network that is designed, programmed and integrated with adjacent private open space, benefits the broader community.

2. An appropriate mix of uses and housing types and sizes

- Mixed land use permits a diversity of services and amenities to be located close together and encourage walking and transit use by reducing the need for automobile trips and parking allotment.
- A variety of housing types and sizes can serve a diverse population and facilitate positive social concepts such as “aging in place”.

3. Defined and beautiful public spaces for year-round use by everyone

- Open spaces, including street rights-of-way, that are formed by thoughtful placement of buildings are less like sprawling, cluttered and ugly leftover spaces and more like secure and comfortable outdoor rooms that can encourage use.
- Building and landscape design should mediate between public and private realms to provide residents and users the opportunity to choose levels of privacy and a variety of types and sizes of settings for activities.
- Building heights and widths, if they are well proportioned and composed with surrounding architecture and street widths, can help make positive public space.
- An integrated design of hard and soft landscape, trees and outdoor furniture elements, including building exterior canopies and other aspects at the public interface, will enhance the fit and performance of parks and other public space.

4. Open, interesting and accessible building fronts to the street

- An almost continuous street wall formed by many buildings and entrances and almost no “missing teeth” helps define a street right-of-way. A street wall facilitates visual interest, diversity of activity and contributes to successful commercial business downtown.
- Active uses located in front spaces, with doors and windows close to the sidewalk, make them visually interesting and help connect activities within buildings to the people on the street. This also contributes to public safety concepts such as “eyes on the street”.

5. Convenient, comfortable and safe streetscapes

- Regularly spaced street trees, special pavement treatments, banners and public art all help beautify, shade and define the public realm.
- Street lighting, sidewalk seating, and weather protection at the fronts of buildings create both comfort and safety for pedestrians.
- Distinctive bus shelters or deep canopies at building facades provide comfort and safety for transit riders and encourages activity.
- Integrated use or shared streets (in Holland, known as Woonerf) are effective on smaller commercial and residential streets.
- Wherever possible, access to off-street parking should be shared between properties. Loading should be from behind buildings.

6. Protection and restoration of the urban ecology

- A city that is planned according to principles of sustainability, and whose architecture is designed and redeveloped using progressive green building techniques and standards, will contribute to the quality of life of its residents.
- Building orientation, site planning, massing, scale and materiality are all aspects of architecture that are important to consider in light of their ecological impact and effect on urban design.
- Response to climate change issues, energy efficiency and other green building considerations are critically important to making a better urban environment, and downtown redevelopment should lead in this direction.



FIGURE GROUND - Urban design tool to study built versus unbuilt urban areas.

STREET DESIGN



MATRIX APPROACH - Shared rights-of-way

Shared Streets

As a principle, street design for downtown Nanaimo will accommodate all modes equally. Street design should reinforce the fundamental premise that, as required by law, drivers will be expected to respect the right of cyclists and pedestrians to use the street. Although the vulnerable modes will be segregated from vehicular traffic where appropriate, this critical urban design principle reinforces the use of street right-of-way as a public space for drivers and non-drivers.

Vancouver's Granville Island and Victoria's Selkirk Waterfront environments are good examples of this approach. Appropriate techniques slow driver speed and thereby increase driver awareness and care. The overriding intention is to make the street a safer, less threatening, and more enjoyable place for all who wish to use it, without necessarily reducing traffic capacity.

Sidewalks could be surfaced with exposed aggregate concrete or concrete unit pavers in the same way as the parking / landscape boulevard and curbs could be mountable. Where appropriate this subtle definition will increase driver caution and thereby discourage speeding. Separation of driving or parking lanes from pedestrians can be achieved through the use of bollards and landscaped bulges.



COPENHAGEN, DENMARK Another compact waterfront, mixed-use urban fabric designed around well-defined networks of public circulation and open space.

Photo Credit: Gehl/Gemzoe, New City Spaces, p53



SINGLE LANE TRAFFIC CIRCLE - MOUNTABLE CURB

Traffic Calming

The reduction of traffic speeds in urban areas improves quality of life in the downtown by way of safer, quieter and more usable streets.

The following traffic calming measures contribute to good urban design while encouraging slower driving speeds:

- Traffic islands and landscaped medians;
- Visual signals and messages;
- Raised intersections and speed control signs; and
- Textured pavement to transmit sensory signals to drivers.

Traffic Islands and Landscaped Medians

Circular traffic islands in street intersections, and driving lanes separated by landscaped medians, are key elements in reducing vehicle speed. The circular islands with a mountable curb around the perimeter will allow emergency vehicles to negotiate the intersection at higher speeds. Traffic islands should be engineered to allow all sizes and wheel-bases of vehicles to negotiate all movements, while at the same time compelling them, through vibrations and a visually perceived narrowness, to proceed slowly.



TEXTURED PAVEMENT - VISUAL MESSAGES



EFFECTIVE URBAN STREETScape

Visual Signals and Messages

Effective traffic management requires clear communication with drivers to solicit an accurate response to conditions. Signs alone can not be depended upon to communicate the intended shared-streets concept. Indeed, sign pollution and visual clutter can result in dangerous non-compliance. Other useful methods combine visual and tactile indicators. Raised profile paving physically reminds the driver to slow down. Subtle changes in paving texture cause vibration and sound which alerts drivers to conditions ahead. Colour changes and combinations of paving material can indicate special areas. In addition to adding beauty to the neighbourhood, landscape plantings can limit the perceived scale of the street, mark entrances, or indicate other special features along the right-of-way.

Raised Intersections and Speed Control

This is a technique of raising the vertical elevation of the driving lanes to match that of the adjacent pedestrian sidewalks. By increasing driver awareness as they approach intersections, drivers are alerted to crossing pedestrians, and as a result, the dominance of the automobile is diminished. The design consists of a slightly sloped surface on the approach to the intersection with an elevated flat surface for the entire intersection followed by a sloped surface back down to the regular driving lane.

Textured Pavement

Textured surfaces add interest to an area and serve to send both visual and vibrational cues to the driver. Types of effective surfaces include poured-in-place concrete with various finishes, patterned concrete and sand-set unit pavers in various colours and shapes, and paving using mortared stone with a rugged surface.

Street Rights-of-Way

Street rights-of-way are publicly owned land, the area from the front property lines of lots on one side of the street to the front property lines of the lots on the opposite side of the street. With increasing traffic pressures, demands for more lanes and turning bays will arise. In some cases, the street right-of-way may be expanded; therefore it is imperative, from an urban design perspective, that the quality of the pedestrian domain, and not the convenience of the automobile driver, be the principal form-determinant. In addition to appropriate ROW widths, it is important to maintain realistic dimensions for street travel ways. A typical maximum pavement width should be sufficient for two travel lanes and two on-street parking lanes. Near building entrances and at intersections, where a larger pedestrian area is required, a raised landscaped area (landscape bulge) takes the place of parking. This will reduce perceived street widths and crossing distances.

EXISTING ROW

24.3m +/-	Terminal Avenue
23.3m +/-	Fitzwilliam Street
21.3m +/-	Front Street
20.3m +/-	Albert, Nicol, Cavan, Wallace, Selby, Campbell and Wentworth Streets, Comox Road and Esplanade
18.8m +/-	Fraser and Bastion Streets
17.2m +/-	Franklyn Street
16.4m +/-	Prideaux Street
12.3m +/-	Chapel Street (one way)
10.2m +/-	Cliff, Richards, Robson and Skinner Streets
9.2m +/-	Dunsmuir Street



BOLLARDS



TRAFFIC CALMING



SHARED STREET RIGHT-OF-WAY



SUCCESSFUL SHARED STREET

OPEN SPACE NETWORK

Downtown Nanaimo is defined by its landscape context. The city is backed by Mt. Benson to the west, sloping towards the harbour to the east, with views across the harbour to Coast Mountains and Gulf Islands, the Millstone River to the North, the Cat Stream system just west of town, and the Chase River at the south end. The relationship of these natural edges to the urban design elements, the natural connections between the rivers and the oceanfront harbour, and the restoration of these natural systems, are the overriding guiding principles in planning an open space network.

Parks and Open Space Strategies

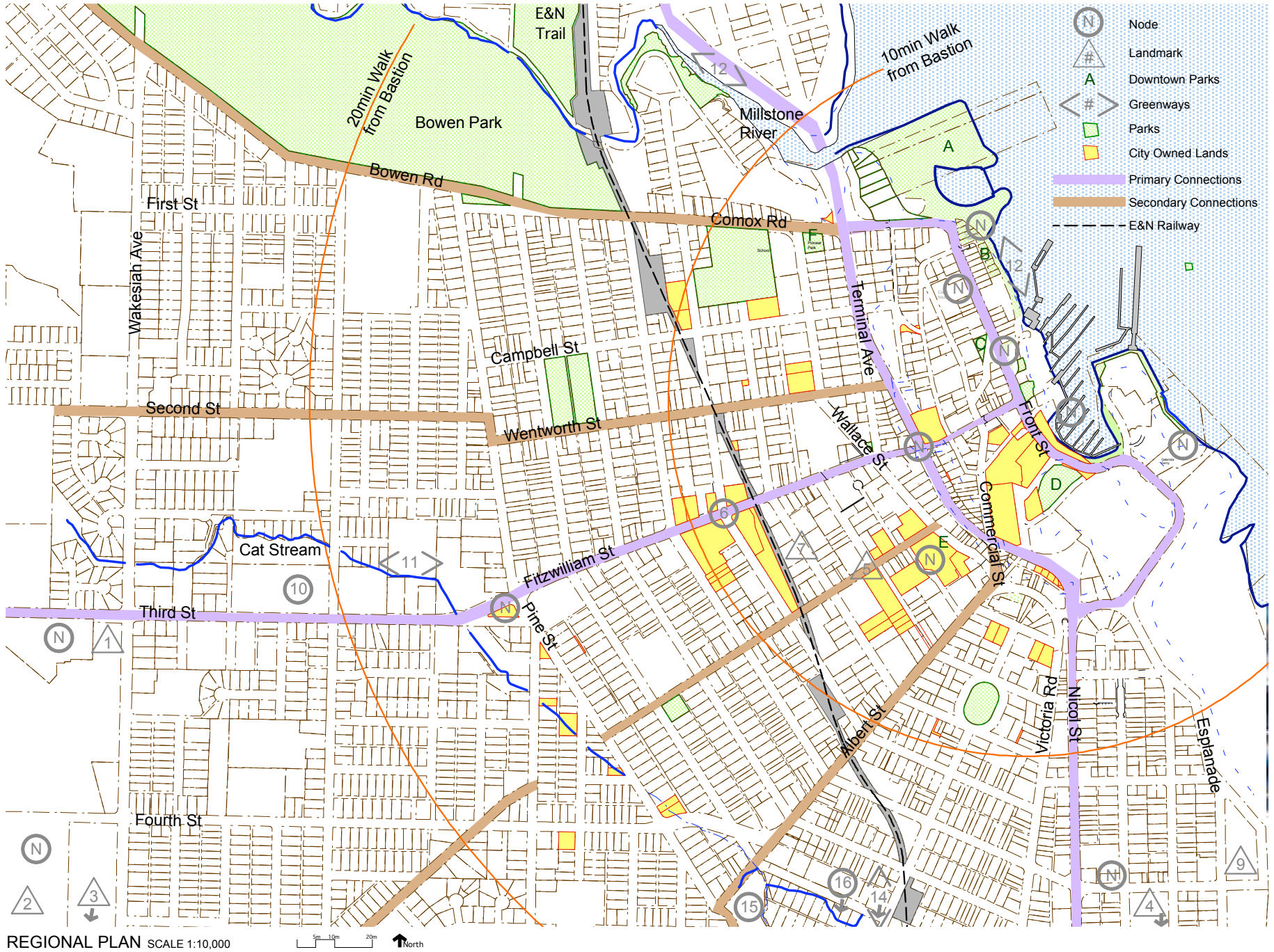
At the regional level, there is significant open space, but access and connections need improvement. The key connections recommended for improvements are the Fitzwilliam / Third Street Corridor, the 'Five Acre' Farm at Third Street and Howard, the completion of the Cat Stream / Chase River Corridor, and improved access to the waterfront. Nanaimo's regional open space system consists of parks, institutional lands, roadway boulevards, the railway corridor, remnant forests, and cultural landscapes. Trails and greenways are the means to complete the connections between these open spaces. They provide alternative transportation routes for people travelling to and from downtown, and form urban ecological corridors to preserve and foster biodiversity.

Connections

Primary routes such as Third Street/Fitzwilliam, Nicol or Victoria Street, Terminal Avenue and Front Street and secondary routes like Bowen/Comox, Second/Wentworth, Harewood/Franklyn and Bruce/Albert, to downtown should be enhanced to support multi-modal (pedestrian, bicycle and transit) activities by the redevelopment of adjacent private sites. Special attention should be paid to the pedestrian domain including sidewalk widths (minimum 2.0 m if possible), pedestrian crossings (including mid-block connections), bike lanes, landscape and/or parking buffers between moving vehicles and sidewalks (including street trees), street furniture and public art.



E & N STATION



REGIONAL PLAN SCALE 1:10,000



FRANKLYN STREET GYM

NODES & LANDMARKS - Institutional and Civic Owned Lands

- 1. Recreation and Education Complex** including Nanaimo District Secondary School, Nanaimo Aquatic Centre and the Nanaimo Ice Centre.
- 2. Malaspina University-College.**
- 3. Department of National Defence (DND)**
- 4. Princess Royal Elementary School** has potential opportunities to support community use and open space initiatives.
- 5. Franklyn Street Gym** is a focal area for recreational and fitness activities. Building on the tradition of the existing Franklyn Street gym, there is potential to include expanded recreation facilities and perhaps associated short-term affordable accommodation, e.g. YMCA/YWCA model.
- 6. Lubbock Square** area spans Fitzwilliam Street, a short block on each side, from the E&N railway to west of Milton Street. Its current use includes RCMP, Fire, Ambulance and Community Services, transit and parking facilities. See Fitzwilliam study area for urban design recommendation for Lubbock Circle, a new landmark civic space and traffic calming roundabout.
- 7. E&N Station** is a prominent heritage building and transportation link. There is opportunity to enhance pedestrian environments, connections, street and railway relationships, and link to the historic location of Lubbock Square.

Strategies

- Complete and improve the Cat Stream trail system, with connections to the Trans-Canada Trail and Buttertubs Marsh. As well, provide links to Malaspina University-College with a focus for pedestrian, bicycle, and transit transportation.
- Link nodes and elements to the Cat Stream, Fitzwilliam/Third Street corridor, and waterfront. Key destinations along the corridor are the Nanaimo Ice Centre, NDSS & Aquatic Centre, Malaspina, Department of National Defence, and Lubbock Square. Provide facilities to support non-vehicular transportation (for example, bike racks, seating, access to showers and change rooms, and inviting transportation shelters with route posting). Use the corridor to demonstrate and support private development.
- Maintain and enhance existing resources to provide a broader range of civic uses. For example, Franklyn Gym and Pipers Park are ideally located to support civic uses.
- Pursue opportunities to support and complete the open space system by developing decommissioned institutional properties (for example schools, DND lands, and Princess Anne School).



TYPICAL TRAIL SECTION



TYPICAL TRAIL SECTION SCALE 1:150

NODES & LANDMARKS - Cultural Lands

- 8. Prominent Heritage Buildings and Landmarks**, denoted by symbol. For greater detail, see Heritage Register, and View Corridor & Landmark analysis.
- 9. Robins' Garden**, located on Fry Street at Milton Street, is a prominent heritage landscape that includes heritage trees planted from seedlings brought to mine manager Sam Robins by ships' captains from around the world. The site is across from Nanaimo No.1. Esplanade Shaft.
- 10. "Five Acre" Farm**, located at Third Street and Howard Avenue. Early mine workers were offered five acre parcels on a rent-to-own basis, providing land to build a home and a means of supplementing income during the frequent mining layoffs. This is the last remaining undeveloped parcel of its kind in the City, located on the major vehicular route into Downtown and abutting the Cat Stream.

Strategies

- Through development, protect and conserve Nanaimo's historical landscapes and industrial heritage.
- Reintroduce a street pattern to give prominence to Lubbock Square. Reinststate the space as a gateway to Nanaimo's Old City Quarter and downtown Nanaimo.
- Through development protect and conserve Robins' Gardens, particularly its significant features.

GREENWAYS

- 11. Cat Stream Greenway**
- 12. Millstone River Greenway**
- 13. Waterfront Greenway**
- 14. Chase River Park and Estuary** is at the confluence of the Cat Stream, the Chase River corridor, and the waterfront. Enhance walkway and bikeway that build on habitat values and views.

Strategies

- Continue to acquire missing connections to restore habitat and preserve water quality. Greenways need to promote and be an integral part of the non-vehicular mobility system.
- Reinforce connections between open space, trails, recreational amenities to connect Cat Stream Corridor, Buttertubs Marsh, Bowen Park and the Millstone.
- 15. Albert Street at Pine Street** is situated on Cat Stream corridor. Explore opportunities to improve this open space with stream enhancement and trail corridor improvements.
- 16. At Park Avenue and E&N Railway** (Duke Street / Sixth Street / Bing Kee Street), make use of undeveloped open space to connect the Cat Stream, Chase River and E&N corridors. Improvements to include pedestrian links between Park Avenue and E&N corridor, and Cat Stream. There is also potential for stream enhancements.

DOWNTOWN PARKS

This downtown plan anticipates further research and design work towards the development of an open space and pathway network throughout the downtown. Existing city owned lands and rights-of-way, combined with private property redevelopment, provide the opportunity for a coordinated park, pathway and open space plan to be incrementally established over time.

With the redevelopment of numerous sites at or adjacent to the downtown waterfront, a number of park sites along the waters' edge walkway and adjacent to Front Street will require redesign. The increased number of residents, as well as a greater number of people attracted to the area in the future, will cause more intensive use and greater demand on walkways and other park amenities. This means that paving, lighting, seating and other features will have to be developed in concert with the building redevelopments neighbouring these parks, paths and public open spaces.

Redesign and redevelopment should be considered for Georgia Park and Dallas Square. Georgia Park requires attention to good public visibility and safe access across Front Street.

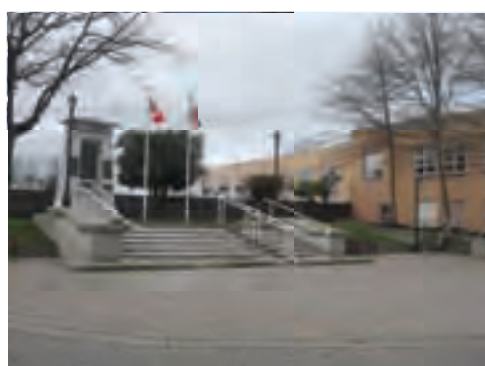
These pages based on information provided by GEMELLA design and ARCHADIA landscape architecture ltd.



PIPER PARK



PIONEER PARK



DALLAS SQUARE



GEORGIA PARK



GEORGIA PARK / MAFFEO SUTTON PARK

DOWNTOWN PARKS / OPEN SPACE





- A. Maffeo Sutton Park
- B. Georgia Park (requires redevelopment)
- C. Dallas Square (requires redevelopment)
- D. Piper Park
- E. City Hall
- F. Pioneer Park

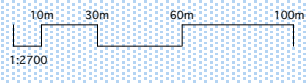
URBAN DESIGN PLAN



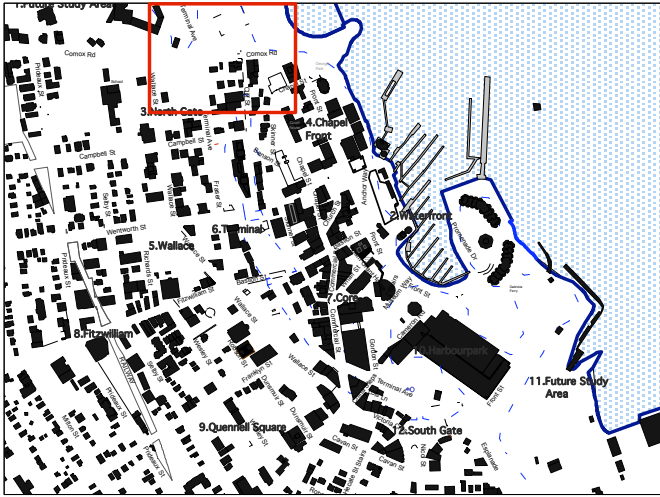
This is the complete illustration of the urban design plan for the downtown. In subsequent pages, the plan is divided into study areas (see inside front cover) and explored in greater depth.

LEGEND

-  Parks - City Owned
-  Existing Buildings
-  Future Buildings
-  Street Trees - proposed



A. WATERFRONT - NORTH



CONTEXT PLAN SCALE 1:16000

This area borders the northern gateway to Downtown and forms the northern part of the Waterfront precinct. It is well developed with public amenities and access to the waterfront. Along Terminal Avenue and Comox Street, the property has been zoned as Comprehensive Development District 4, allowing two residential towers.

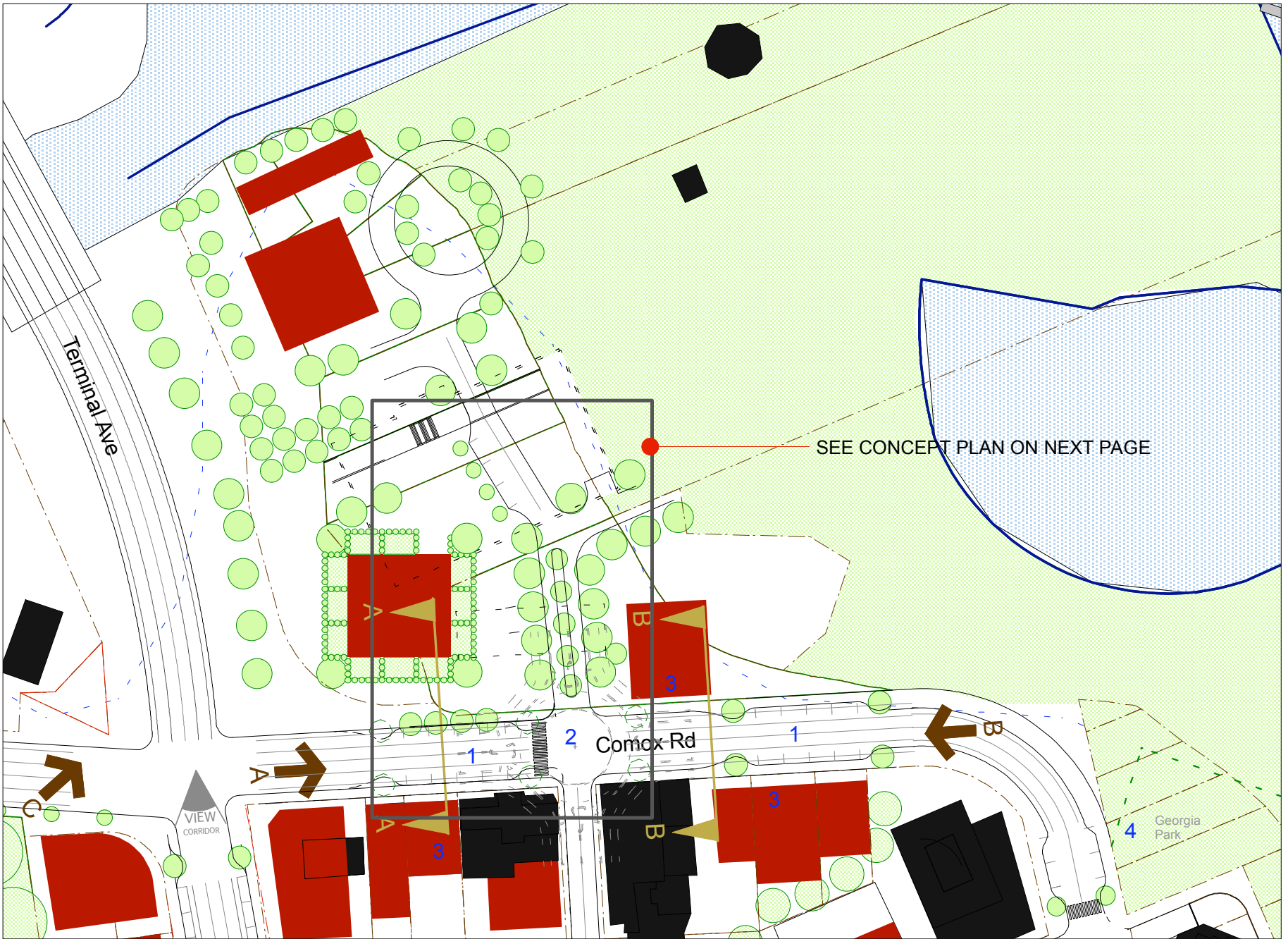
URBAN DESIGN STRATEGIES

1. On-street parking is recommended for Comox Street in order to support ground floor commercial. Right-of-way to include parallel parking lanes with traffic calming tree bulges between every 3 to 4 stalls and at Cliff Street intersection. This option is not currently feasible between Terminal Avenue and east of Cliff Street due to present road improvements. However, this recommendation could be implemented in the future if traffic volumes on Terminal Avenue are reduced (shown with dotted lines).

2. Comox Street and Cliff Street could include a single lane roundabout (shown with dotted lines). Easements on properties at each corner would be required.

3. West of Cliff Street, allow six storeys and zero front setback. East of Cliff Street, allow six storeys with 1.5 m front setback. Cliff Street should have minimum 3 m front setback with 75% of frontage at setback build-to-line, six storeys with possible 2 m top floor setback.

4. Redevelopment of Georgia Park, with a primary focus on improving pedestrian access from Front Street.



URBAN DESIGN PLAN SCALE 1:1400

- Parks - City Owned
- Existing Buildings
- Future Buildings
- Street Trees - proposed
- ▲ Street Section Location
- ▲ Photo/Rendering Location
- 5 Urban Design Strategy



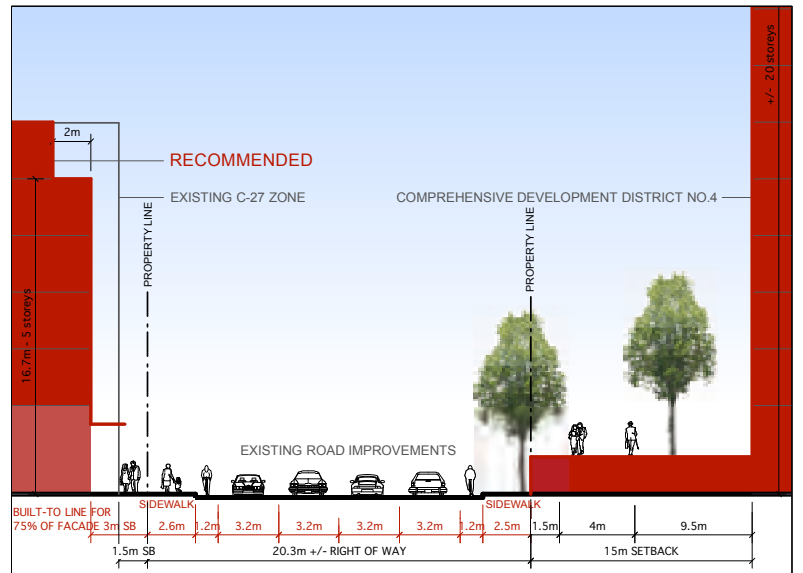
AERIAL PHOTO SCALE 1:3500



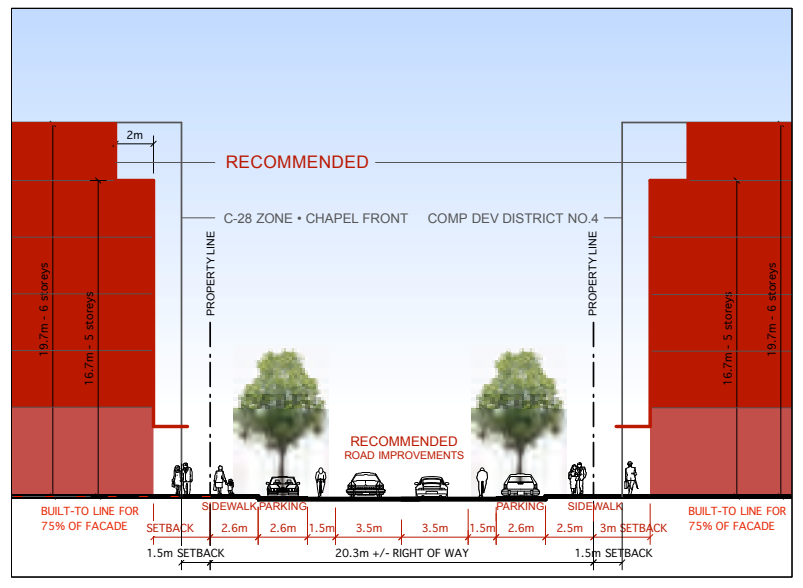
URBAN DESIGN 3D PLAN



CONCEPT PLAN SCALE 1:500



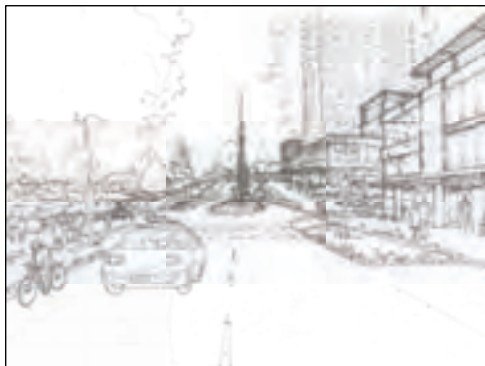
A-A COMOX ROAD SECTION SCALE 1:400



B-B COMOX ROAD SECTION SCALE 1:400



A. EAST UP COMOX FROM TERMINAL



FUTURE



B. WEST DOWN COMOX FROM FRONT



C. N-EAST FROM COMOX AT TERMINAL



FUTURE

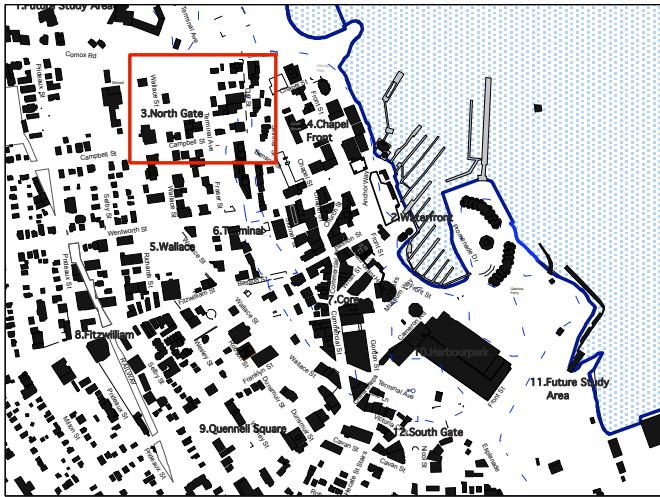
URBAN DESIGN CONSIDERATIONS FOR THIS STUDY AREA

North Waterfront - Maffeo Sutton Park and Georgia Park: As both regional and local amenities, these parks lend a waterfront character to the area including the adjacent waters' edge pathway network. The parks help connect this district to the rest of the harbour waterfront and its upland areas. With the construction of high-density residential buildings, these parks will become more intensely used and will contribute to the urban waterfront character and vibrancy of the precinct.

Development in this area should pay close attention to the waterfront views and how buildings facilitate access to the harbourfront. This district requires ground oriented retail and residential uses as well as a significant infusion of usable landscaped areas so that people can fully enjoy and engage with the waterfront. Site design and building orientation should balance public access and waterfront views from private residences. Better public access to the water will, by extension, benefit the residents of the area.

Also see general Urban Design Guidelines.

B. NORTH GATE



CONTEXT PLAN SCALE 1:16000

* Terminal Avenue

While a 3m front setback along Terminal Avenue is recommended, the 4.5m front setback, as required by zoning, is acceptable provided 1.5m is designated by covenant for public use (i.e. expansion of the sidewalk).

This area forms the northern gateway to Downtown. It is presently dominated by suburban-style developments (parking fronting the street, building at the back). A significant grade change occurs between Terminal Avenue and Wallace Street (see Terminal Avenue study area). The Ministry of Transportation has jurisdiction over Terminal Avenue, and will require consultation regarding any proposed changes to the road design or streetscape.

URBAN DESIGN STRATEGIES

1. Develop infill buildings on existing surface parking lots with parking beneath or behind buildings. Maximum front yard setback 3 m for 75% of building frontage.
2. Along east side of Wallace Street, future buildings should have access from sidewalk level at Wallace Street. Access at lower level (Terminal Avenue) could also be provided.
3. Wallace Street streetscape improvement with tree bulges between every 4 on-street parking stalls. Eliminate free right turn from Comox Road to Wallace Street. Improve pedestrian crossing of Wallace Street to Pioneer Park with traffic bulges, light control and textured paving. Provide mid-block pedestrian crossing at traffic bulge.

4. Buildings at the south-east and southwest corners of Terminal Avenue and Comox Street to architecturally express this location as a gateway to downtown. Heights up to 12 storeys (40 m) tall should be considered.

5. Terminal Avenue recommended with a 3 m^{*} front setback, parallel parking, bicycle lanes and 3 or 4 drive lanes (see street sections). Parking and services behind or beneath new buildings. Six storeys, with top floor setback 2 m.

6. Consider allowing 7 to 8 storeys at the corner of Terminal Avenue and Campbell Street, with 3 m front setback. Setback top two floors 2 m.

7. Along Cliff Street, consider 1.5 m front setback and 5 storey height (addresses narrow right-of-way). Allow shared driveways to encourage parking behind buildings.

8. Due to its scale, Cliff Street is suited to a pedestrian-oriented design with special treatment and design of light standards, paving and other pedestrian amenities.

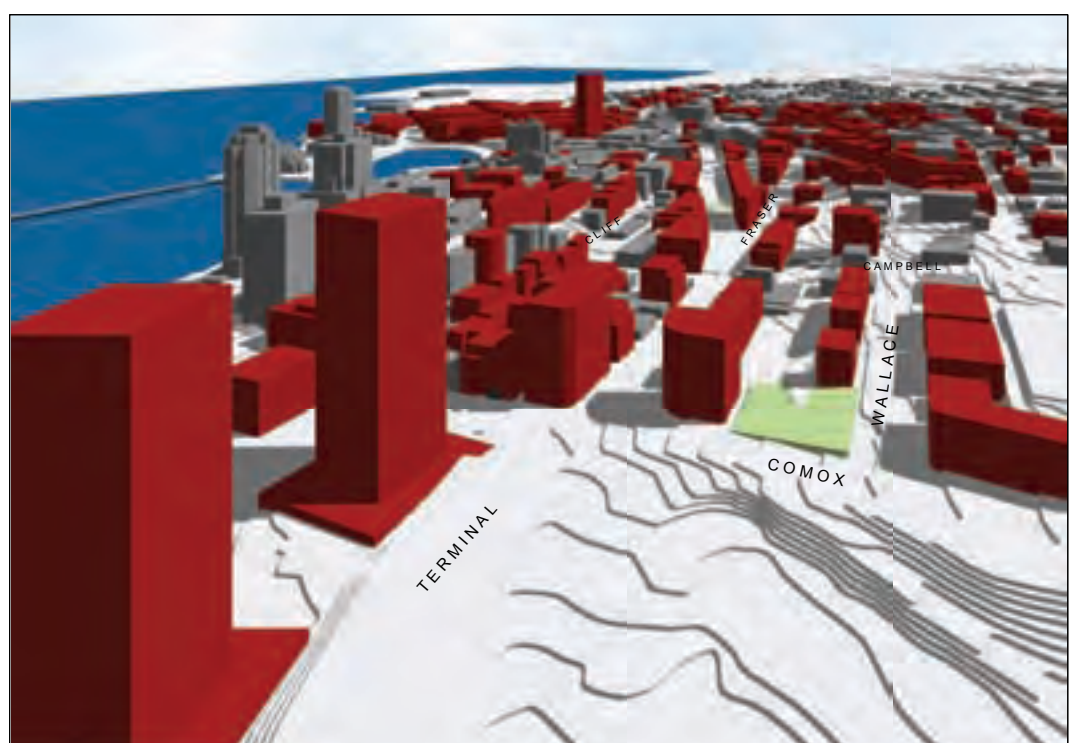


URBAN DESIGN PLAN SCALE 1:1400

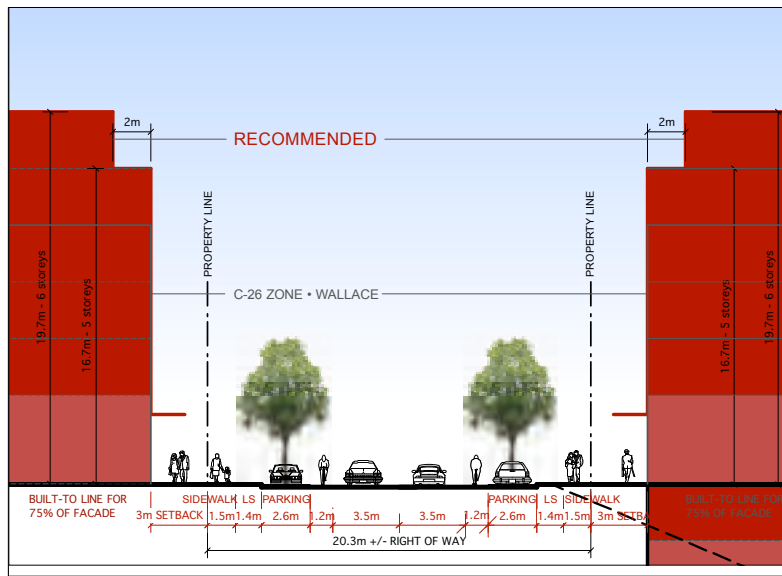
- LEGEND
- Parks - City Owned
 - Existing Buildings
 - Future Buildings
 - Street Trees - proposed
 - Street Section Location
 - Photo/Rendering Location
 - Urban Design Strategy



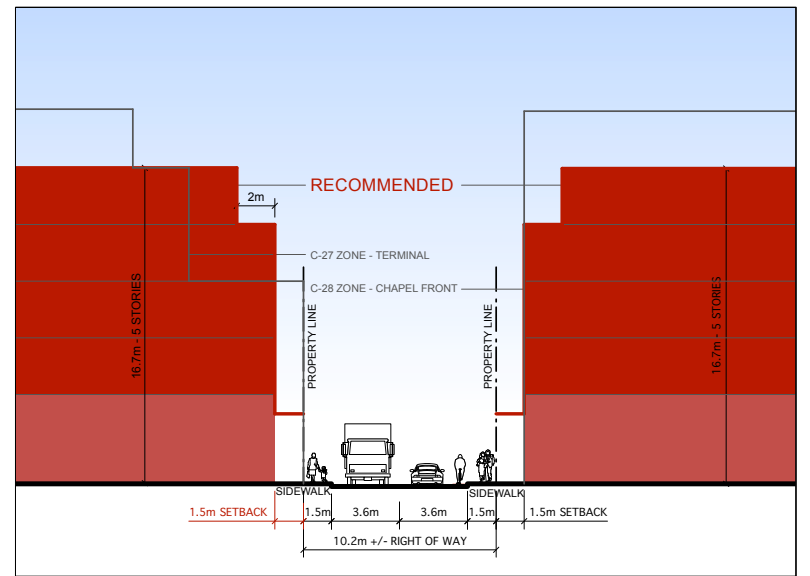
AERIAL PHOTO SCALE 1:3500



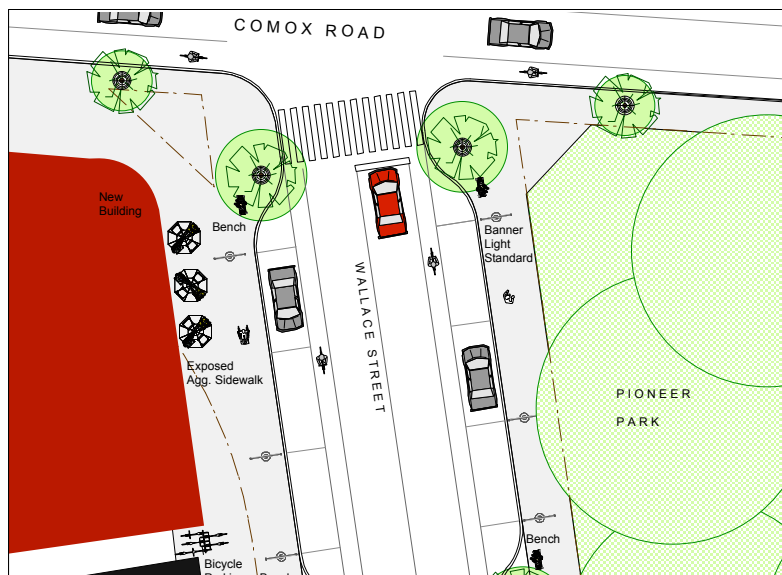
URBAN DESIGN 3D PLAN



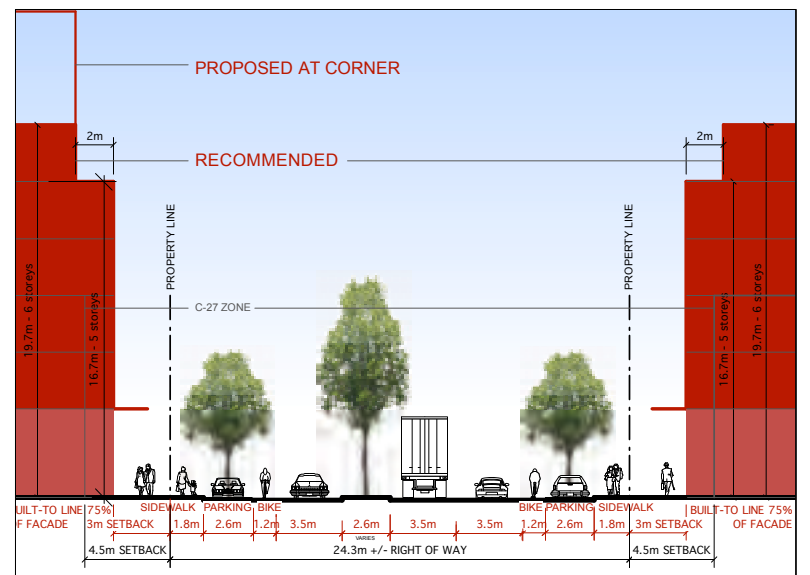
A-A WALLACE STREET SECTION SCALE 1:400



B-B CLIFF STREET SECTION SCALE 1:400



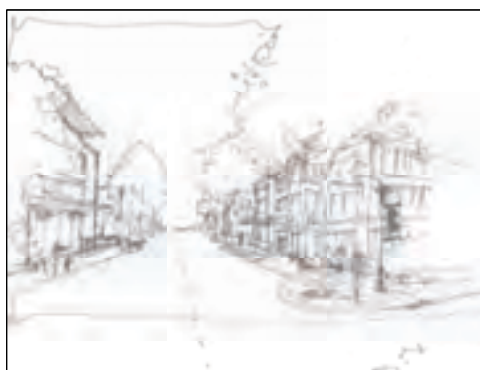
CONCEPT PLAN SCALE 1:500



C-C TERMINAL AVENUE SECTION SCALE 1:400



A. WEST UP CAMPBELL FROM TERMINAL



FUTURE



B. SOUTH DOWN CLIFF FROM COMOX



FUTURE



C. SOUTH DOWN TERMINAL TO COMOX



FUTURE

URBAN DESIGN CONSIDERATIONS FOR THIS STUDY AREA

Although now a mainly auto-oriented entrance to Downtown Nanaimo, the potential exists in this major transportation corridor to create a more universal and significant landmark/gateway from the north. The Pearson bridge and Millstone River that it crosses, are significant features as is the Pioneer Park which functions as public open space. New residential development near Maffeo Sutton Park should include extensive walkways, bike paths and water's edge walkway augmentation and extension to and through the area. Some smaller scale creek-front housing should be included to balance with the taller buildings and to take advantage of the significant land form and elevation changes between Wallace Street and Terminal Avenue rights-of-way.

Also see general Urban Design Guidelines.

TALL BUILDINGS

Higher density in the form of tall buildings may be appropriate in portions of the North Gate area. The following tall building criteria was supported in the 2002 Nanaimo Downtown Plan for this character area.

Minimum Lot Area: 1300 square metres (14,000 square feet)

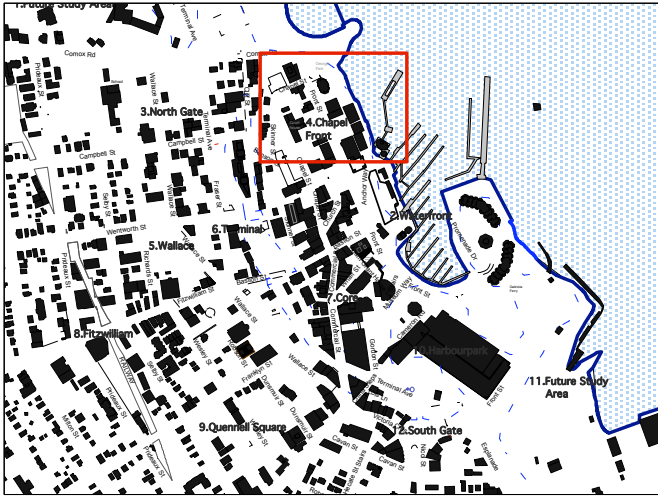
Setbacks: 7.5 metres (24.6 feet) for all yards

Separation Between Towers: 30.5 metres (100 feet)

Maximum Floor Plate: 595 square metres (6400 square feet) for those floors six storeys or above, with a maximum depth and width of 24.4 metres (80 feet).

In addition, please see the Guidelines for Tall Buildings section of this plan.

C. CHAPEL FRONT NORTH



CONTEXT PLAN SCALE 1:16000

This area forms the northern section of the Chapel Front precinct. Distinguishing characteristics include the waterfront along the east edge and the well-treed, abrupt grade change west adjacent to Cliff Street. The dominant form in the area is the 20-plus storey residential tower at the corner of Comox Road and Front Street. The area also has numerous parking lots at grade.

Redevelopment of sites adjacent or proximate to the heritage buildings along Front Street should carefully consider their building position and architectural expression (see the Urban Design Guidelines).

URBAN DESIGN STRATEGIES

Recommend a 3 m front setback and build-to line for 75% of frontage, to allow pedestrian area and street trees. Consider reducing allowable building height along Skinner and Chapel streets to reflect narrow right-of-way, except for landmark buildings (see item 2). Setback main floor and top floor 3 m from build-to line. Underground parking is recommended.

1. Infill parking lots at 10, 65, 77 and 100 Chapel Street, and 1 and 45 Front Street. Consider increased density for buildings with underground parking.
2. Landmark buildings at 10 Chapel Street and 65 Chapel Street should be a minimum 6 storeys.
3. Infill vacant sites at 55 & 65 Comox Road and 45 Skinner Street. See recommended height and setbacks.
4. Properties fronting Georgia Park to be developed to provide public amenity from park side.
5. Respect character of escarpment along ravine edge running between Comox Road and Benson Street. 85 Benson Street could be developed to provide public amenity. Encourage connection from Benson Street through the Law Courts to Georgia Park at the head of Front Street.
6. Redevelop 45 Front Street as the south frame of the Law Courts. Design to allow diagonal view to Law Courts as with existing 25 Front Street.



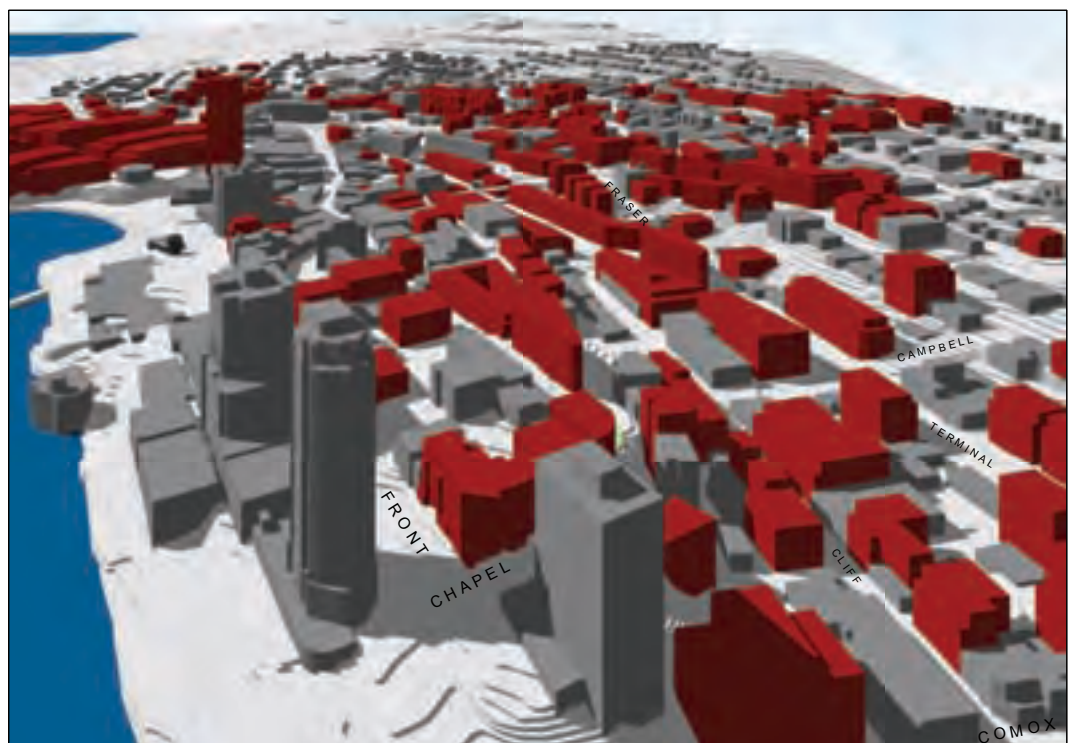
URBAN DESIGN PLAN SCALE 1:1400

see page 26 for Concept Plan

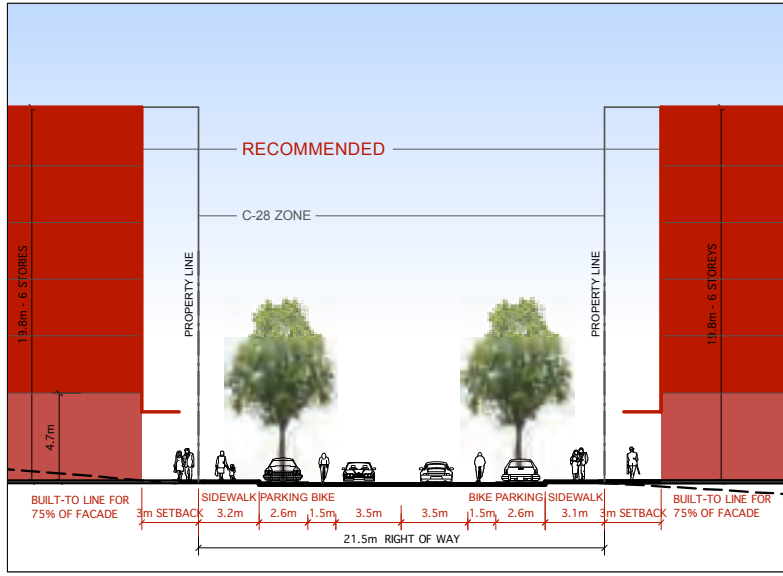
- LEGEND**
- Parks - City Owned
 - Existing Buildings
 - Future Buildings
 - Street Trees - proposed
 - Street Section Location
 - Photo/Rendering Location
 - Urban Design Strategy



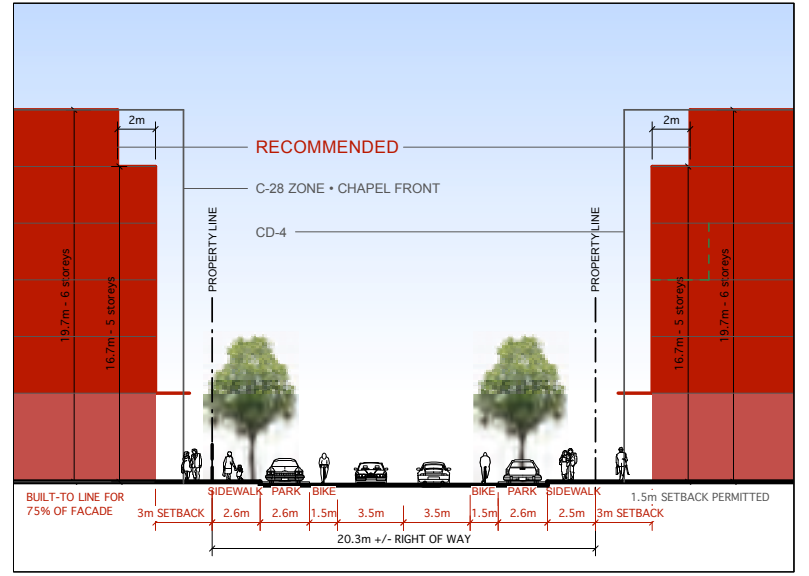
AERIAL PHOTO SCALE 1:3500



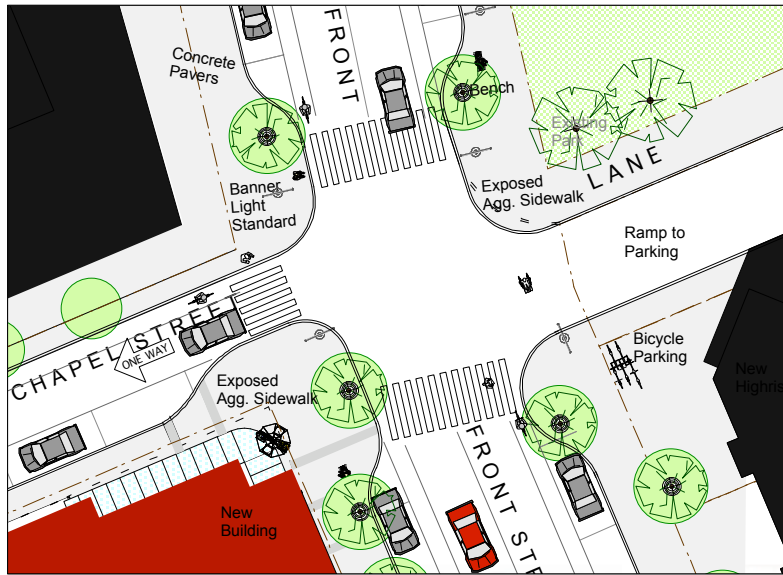
URBAN DESIGN 3D PLAN



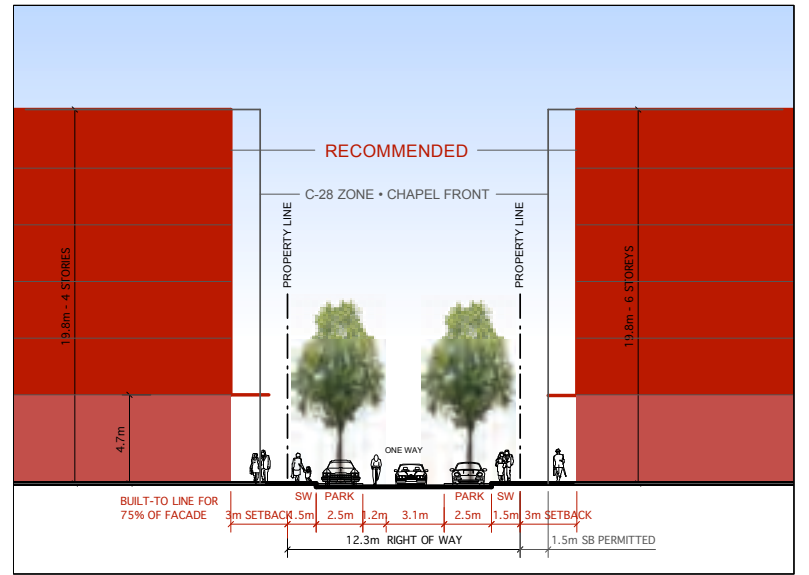
A-A FRONT STREET SECTION SCALE 1:400



B-B COMOX ROAD SECTION SCALE 1:400



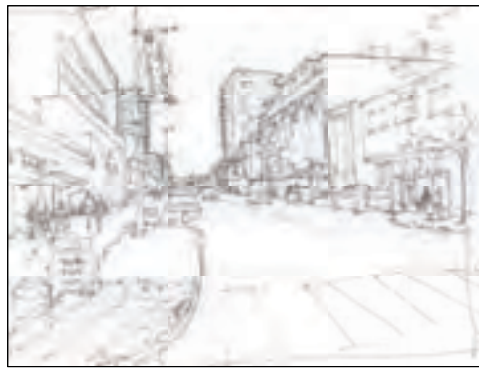
CONCEPT PLAN SCALE 1:500



C-C CHAPEL STREET SECTION SCALE 1:400



A. NORTH UP FRONT



FUTURE



B. SOUTHWEST AT CHAPEL & FRONT



FUTURE



C. SOUTH ALONG CHAPEL TO SKINNER



FUTURE

URBAN DESIGN CONSIDERATIONS FOR THIS STUDY AREA

Chapel Front is an emerging mixed-use neighbourhood with a large number of residences and street-level commercial spaces being built. Significant landmarks include the Globe Hotel and the Courthouse. This plan includes guidelines toward densification in a classic urban sense with significant street trees, widened sidewalks buffered by boulevards, and on-street parking. The public realm should be defined here by continuous building street wall that should be approximately 5 storeys in height. Residential towers can achieve the same continuous street-edge with a base or podium of this height.

Continuous ground-level street frontages with a variety of offices, stores, live/work studios and townhouses characterize this area. Mid-block mews, courtyard and greenways should also be incorporated into new developments. The key natural feature in this area is the escarpment. Designs should take advantage of the dramatic landscape by incorporating the rock wall as a visual feature or orienting courtyards towards the wall, rather than the busy street.

Also see general Urban Design Guidelines.

TALL BUILDINGS

Higher density in the form of tall buildings may be appropriate in portions of the Chapel Front area. The following tall building criteria was supported in the 2002 Nanaimo Downtown Plan for this character area.

Minimum Lot Area: 2787 square metres (30,000 square feet)

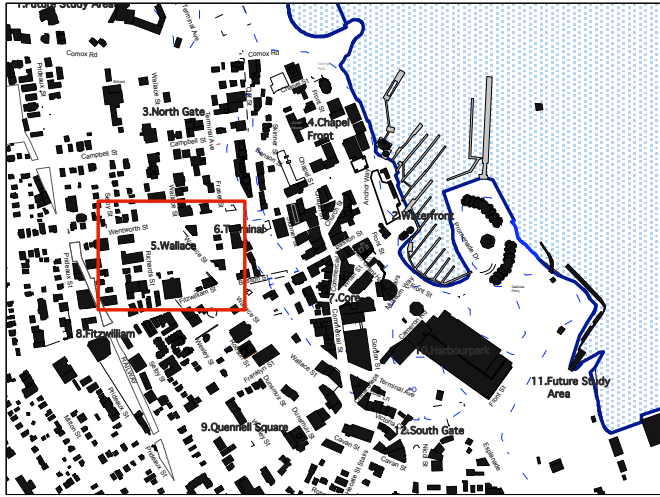
Setbacks: 4.6 metres (15 feet) for all yards

Separation Between Towers: 30.5 metres (100 feet)

Maximum Floor Plate: 595 square metres (6400 square feet) for those floors six storeys or above, with a maximum depth and width of 24.4 metres (80 feet).

In addition, please see the Guidelines for Tall Buildings section of this plan.

D. WALLACE



CONTEXT PLAN SCALE 1:16000

The Wallace precinct is distinguished by a unique urban geometry generated by Fraser Street and the skew of Wallace Street. The grade change between Wallace Street and Terminal Avenue is also noteworthy. The urban fabric is quite undeveloped, with large expanses of surface parking. The intersection of Wallace, Fitzwilliam, Fraser and Bastion Streets, is a major node.

URBAN DESIGN STRATEGIES

Recommended 5 storeys, with underground parking, along Wallace Street and Wentworth Street and 6 storey buildings at the corners of this intersection. Require setback of 4th floor along Richards Street.

1. Re-develop City-owned parking lot at Wentworth Street and Wallace Street. 75% frontage to 3 m build-to line. Could have central courtyard.
2. Re-develop parking area along Wallace Street, between Wentworth Street and Fitzwilliam Street. Maximize frontage at 3 m build-to line. Mid-block pedestrian/cycling pathway with underground parking, or allow surface parking.

3. Develop Wentworth Greenway, linking Terminal Avenue to Wallace Street and Fitzwilliam Street through existing treed areas.

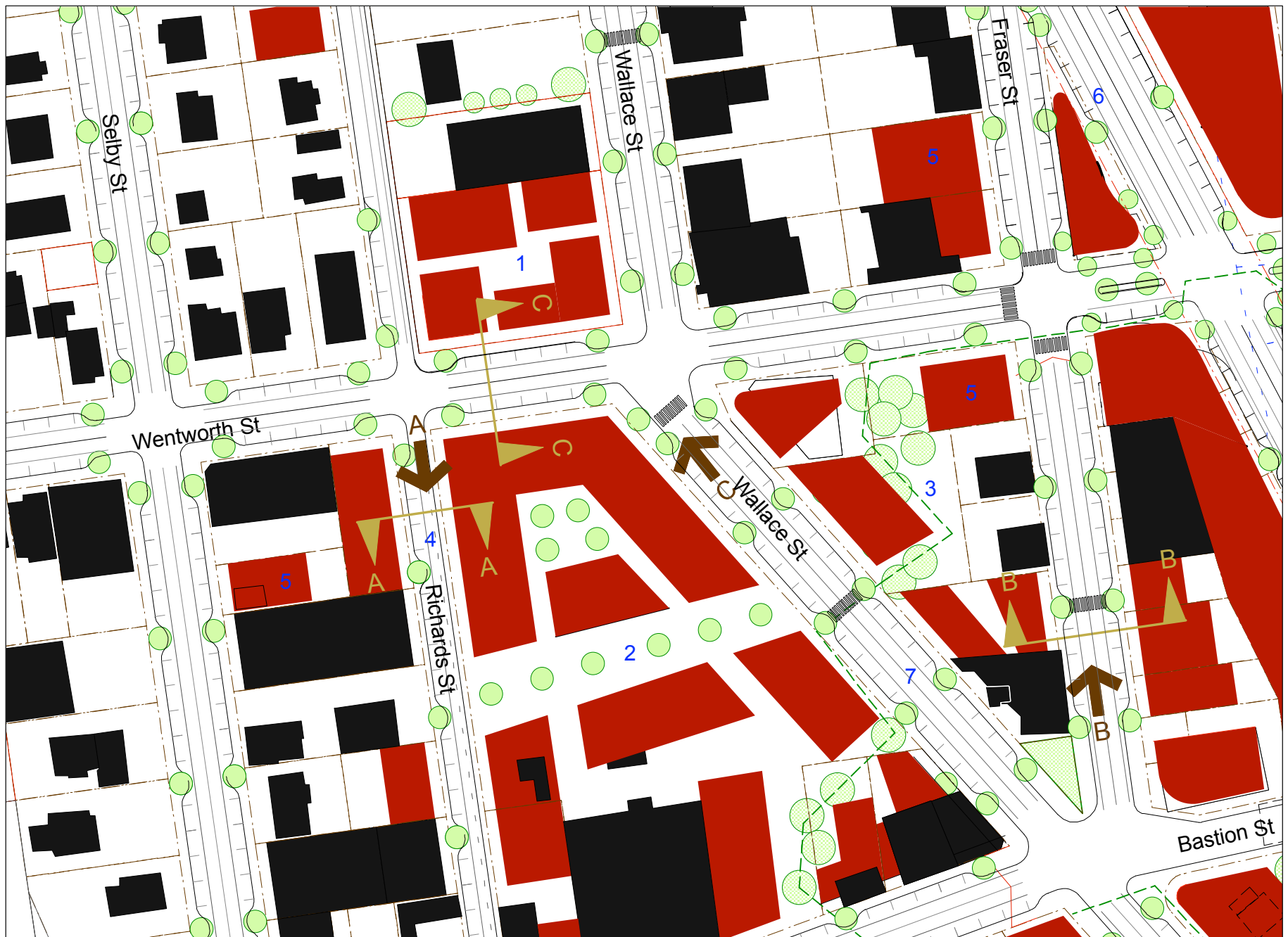
4. Develop Richards Street as a pedestrian/cycling area with one way vehicle traffic and parallel parking, calmed by sharing the bike lanes in two directions. 3 m build-to line, adding street trees and mid-block links through courtyards. Appropriate for ground floor residential. (See Urban Design Guidelines.)

5. Infill vacant lots. Incorporate underground parking.

6. Develop landmark building at intersection of Fraser Street and Terminal Avenue (see Terminal Avenue study area).

7. Green Wallace Street with street trees, pedestrian amenities and bicycle lanes.

8. Re-develop Wallace Street and Wentworth Street rights-of-way, including parallel parking each side with landscaped traffic bulges, bike lanes and 2.5 m wide sidewalks.



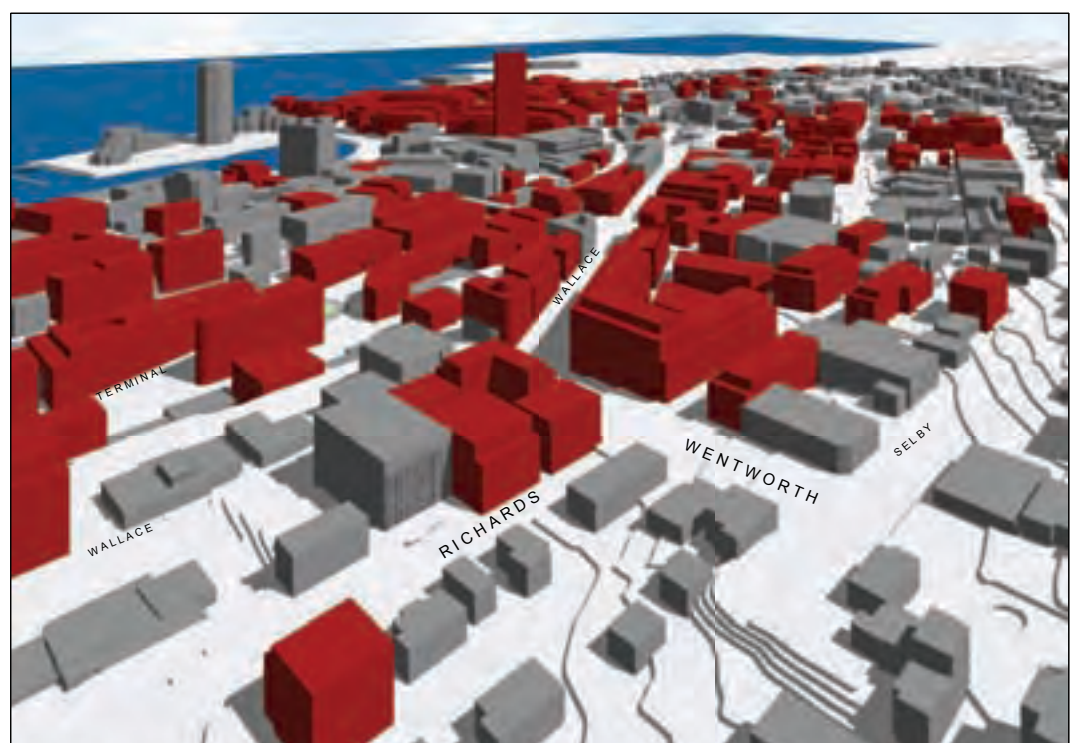
URBAN DESIGN PLAN SCALE 1:1400

LEGEND

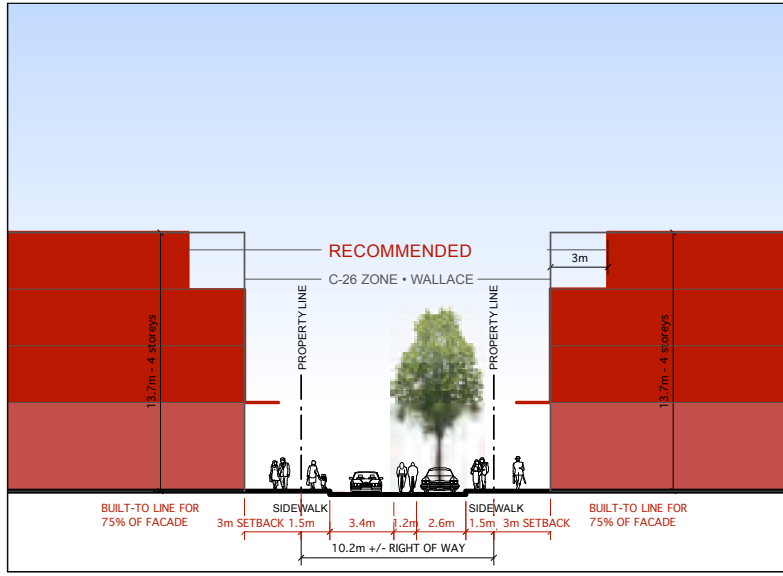
- Parks - City Owned
- Existing Buildings
- Future Buildings
- Street Trees - proposed
- Street Section Location
- Photo/Rendering Location
- Urban Design Strategy



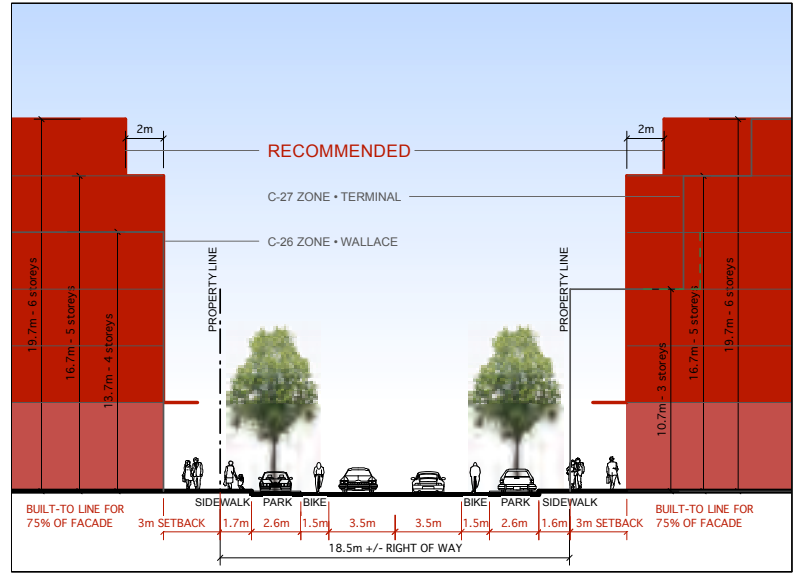
AERIAL PHOTO SCALE 1:3500



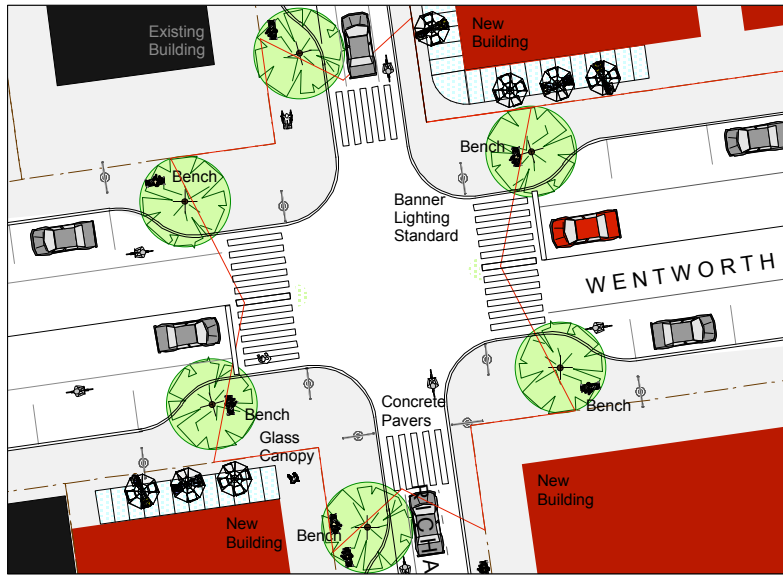
URBAN DESIGN 3D PLAN



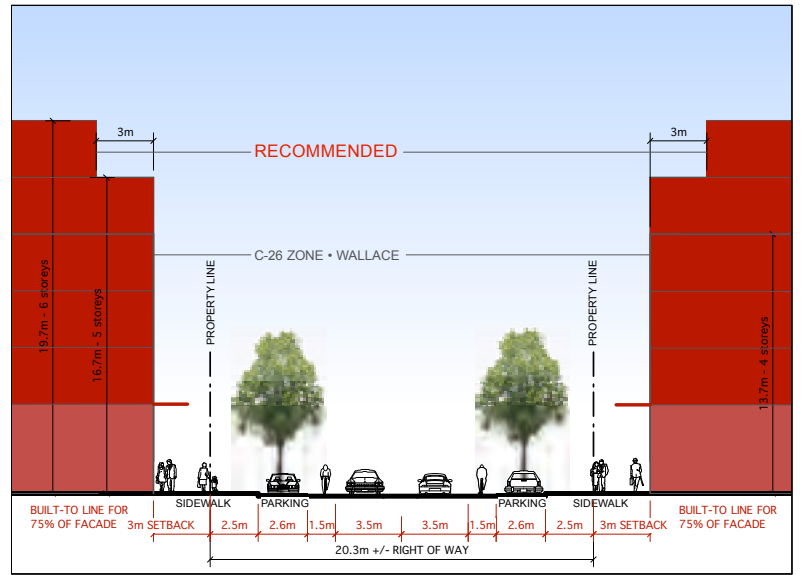
A-A RICHARDS STREET SECTION SCALE 1:400



B-B FRASER STREET SECTION SCALE 1:400



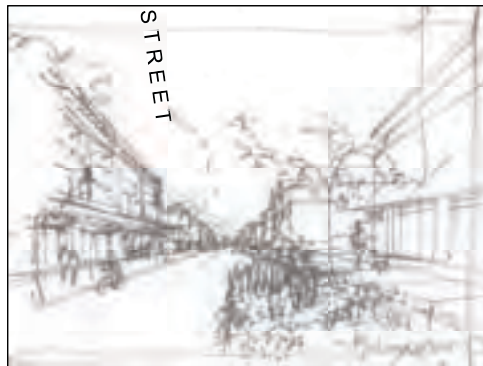
CONCEPT PLAN SCALE 1:500



C-C WENTWORTH STREET SECTION SCALE 1:400



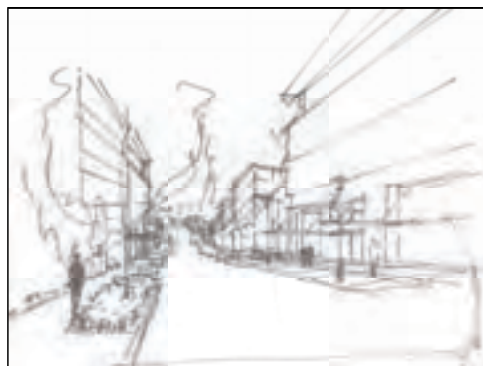
A. RICHARDS SOUTH TO FITZWILLIAM



FUTURE



B. FRASER NORTH TO TERMINAL



FUTURE



C. WALLACE NORTH TO WENTWORTH



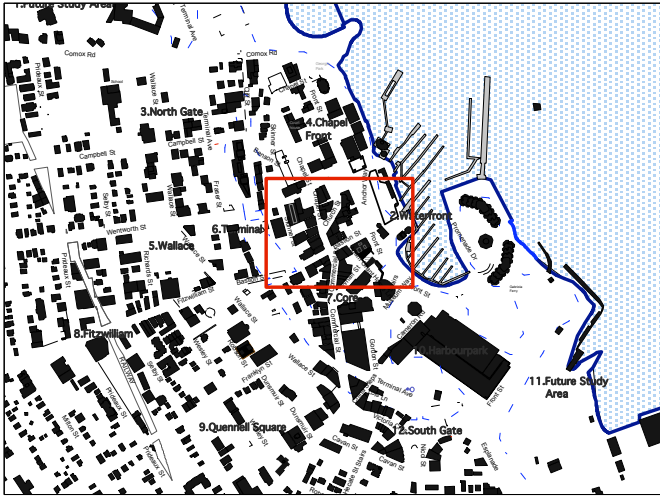
FUTURE

URBAN DESIGN CONSIDERATIONS FOR THIS STUDY AREA

This area borders on the historic downtown neighbourhood. It is distinguished by a significant grade change between Wallace Street and Terminal Avenue and the distinctive geometry of Wallace Street. The 1960's small professional office buildings (for example the Madrone Bldg.) are exemplary for their relationship to the street with the integration of internal courtyards and extensive landscaping. Infill buildings will inevitably be larger but should work to match the street-front scale and feel of these modest buildings, especially by paying attention to landscaping and integration of public and private space with courtyards and gardens. Where possible, new development should preserve the distant water views for the public domain.

Also see general Urban Design Guidelines.

E. CORE / TERMINAL



CONTEXT PLAN SCALE 1:16000

*** Terminal Avenue**

While a 3m front setback along Terminal is recommended, the 4.5m front setback, as required by zoning and Ministry of Transportation, is acceptable provided 1.5m is designated by covenant for public use (ie. expansion of the sidewalk).

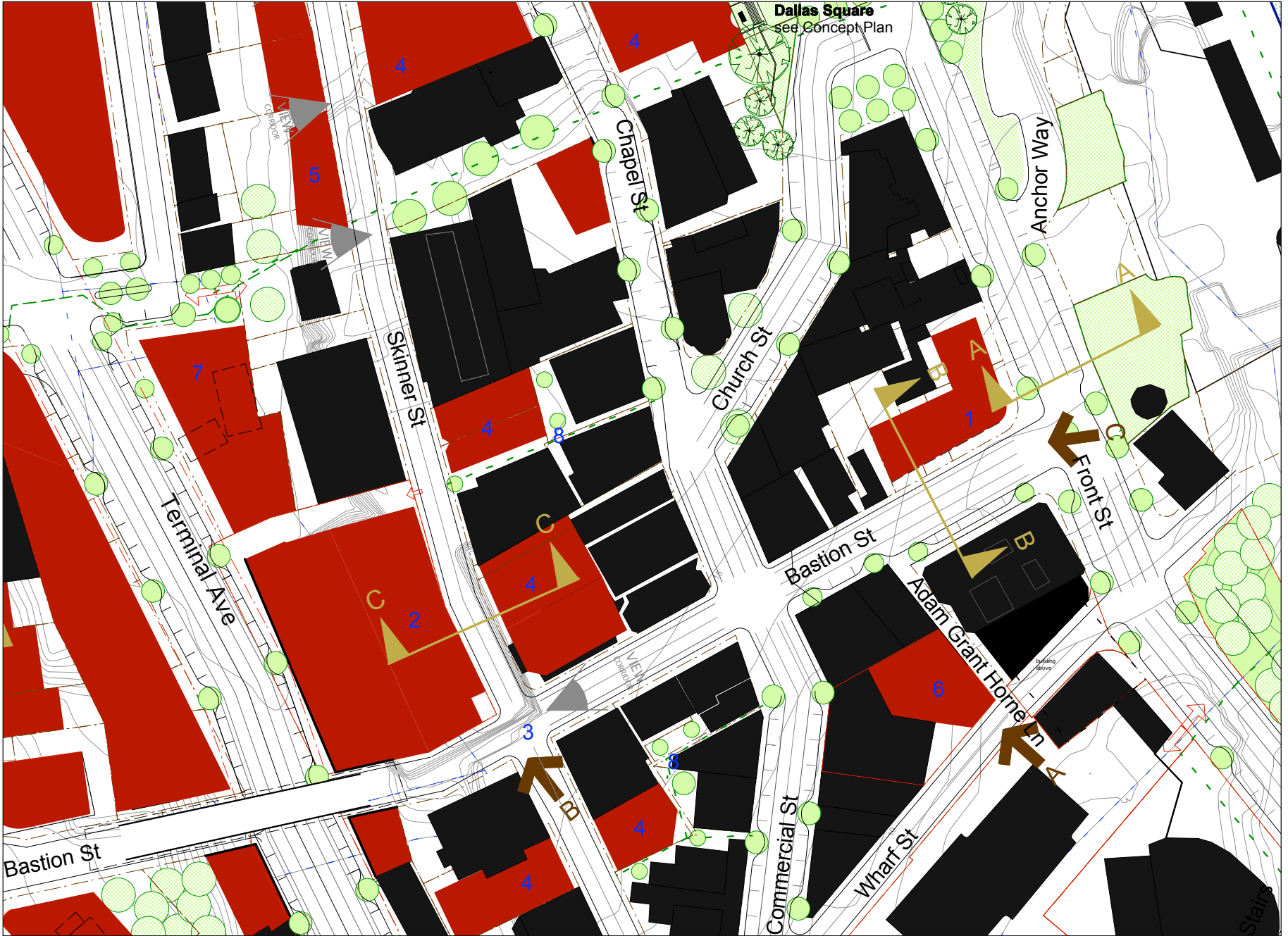
This study area makes up most of the Chapel Front precinct and the northern section of the Core precinct. It is distinguished by an abrupt grade change to the west, adjacent to Cliff Street. The existing urban fabric is well developed. The 20-storey Coast Bastion hotel tower dominates the area.

URBAN DESIGN STRATEGIES

Recommended that front setbacks match adjacent existing buildings and build-to line for 75% of frontage. Building height at the corner of Bastion Street and Front Street could be 6 storeys (see 1). Setback main floor and top floor 3 m from build-to line to allow pedestrian areas and street trees.

1. Landmark building at corner of Bastion Street and Front Street to be six storeys with 3m ground floor setback and 3m top floor setback (see photo C and associated rendering).
2. Redevelop Bastion Street Parkade to provide at-grade commercial space on Skinner Street and Terminal Avenue. Improve pedestrian connection from Terminal Avenue to Bastion Street.

3. Upgrade pedestrian facilities at the corner of Bastion Street and Skinner Street. Create pedestrian space at parkade corner. Redevelop RBC site to minimum 4 storeys with pedestrian space at corner.
4. Infill parking lots at 146, 148, 152, 238 and 239 Skinner Street. Consider increased density for underground parking.
5. Develop buildings along ravine edge with view corridors and pedestrian viewing decks between. Could allow commercial activities on decks.
6. Plaza above 121 Front Street to be connected to Front Street. Infill building on parking lot at Wharf Street and Adam Grant Home Lane (see photo A and associated rendering).
7. New development along Terminal Avenue, 3 m* build-to line, minimum 4 storeys, sidewalk and boulevard trees (See Terminal Avenue study area).
8. Develop walkways/courtyards between Bastion, Commercial and Skinner Streets. Enhance walkway between 150 Skinner Street and 115 Chapel Street.



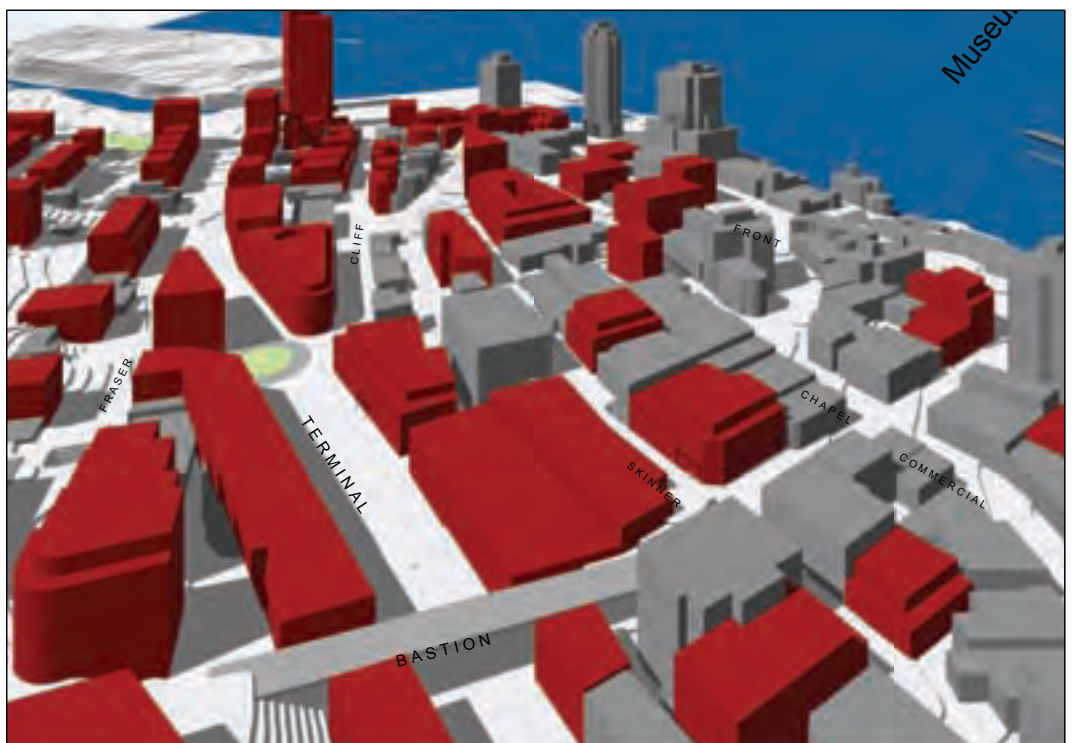
URBAN DESIGN PLAN SCALE 1:1400

LEGEND

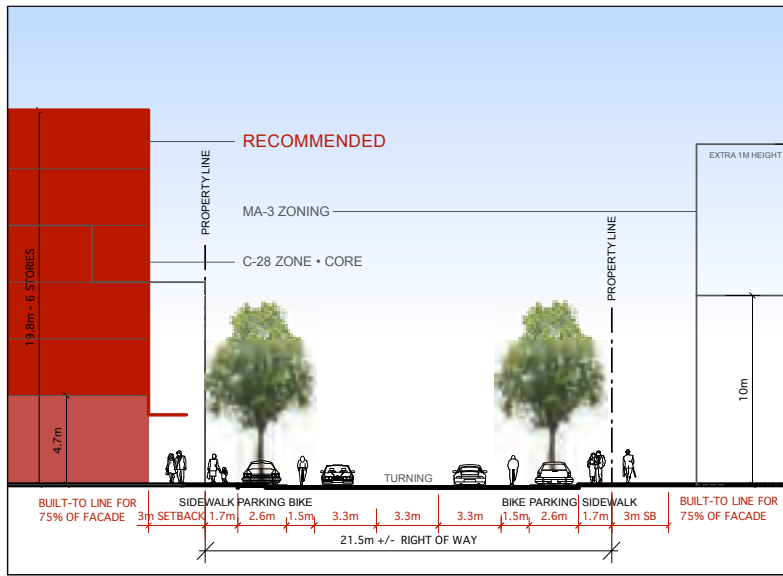
- Parks - City Owned
- Existing Buildings
- Future Buildings
- Street Trees - proposed
- Street Section Location
- Photo/Rendering Location
- Urban Design Strategy



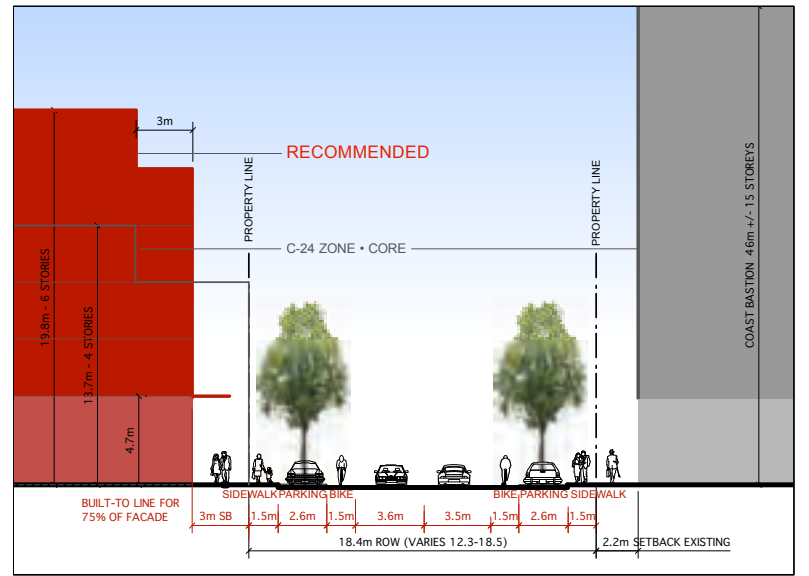
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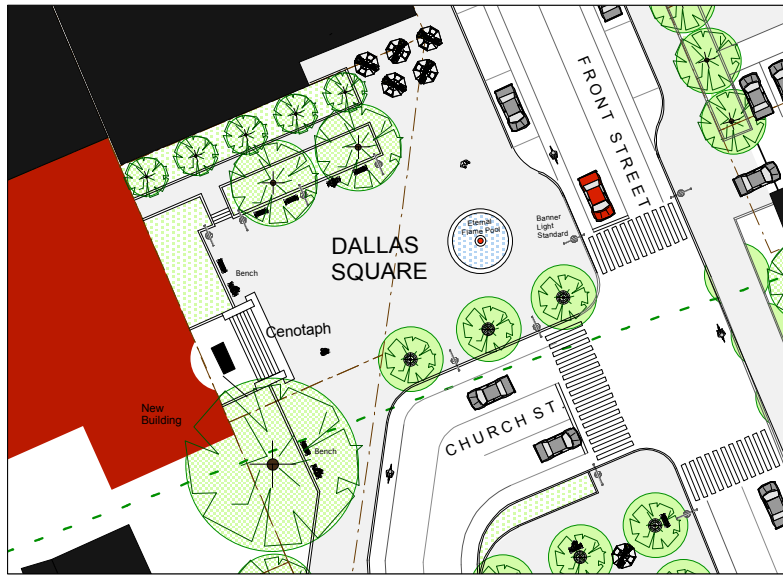
URBAN DESIGN 3D PLAN



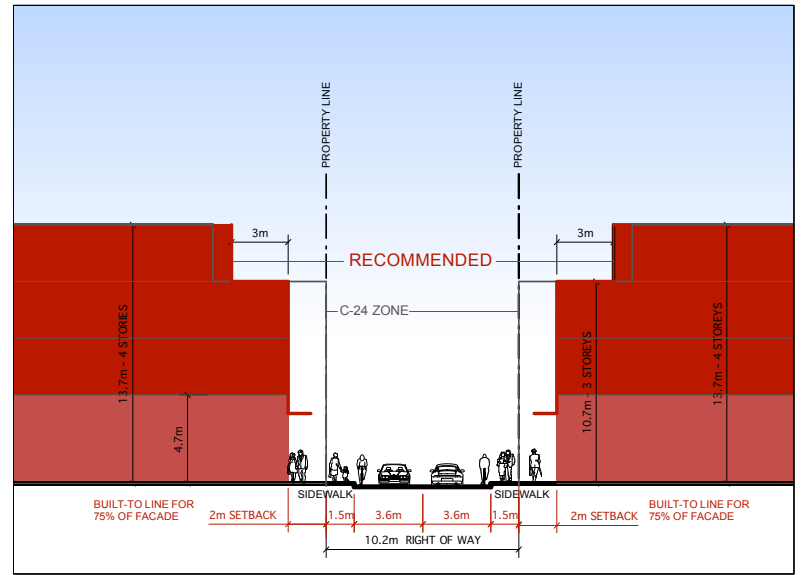
A-A FRONT STREET SECTION SCALE 1:400



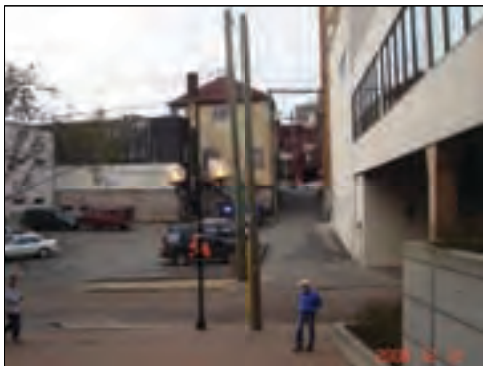
B-B BASTION STREET SECTION SCALE 1:400



CONCEPT PLAN SCALE 1:500



C-C SKINNER STREET SECTION SCALE 1:400



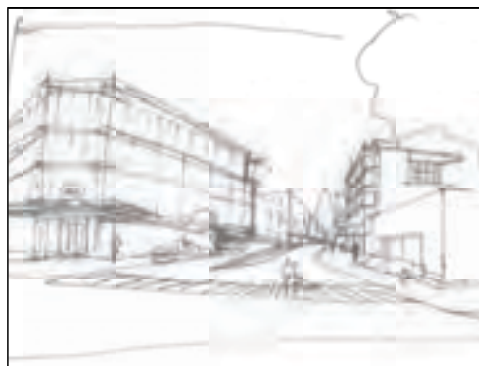
A. NORTH ADAM GRANT HORNE WAY



FUTURE



B. SKINNER NORTH FROM BASTION



FUTURE



C. WEST UP BASTION AT FRONT



FUTURE

URBAN DESIGN CONSIDERATIONS FOR THIS STUDY AREA

The Core area has a unique meandering and narrow street pattern with narrow properties and an impressive stock of historic buildings. There is a strong building rhythm where the buildings form a continuous 2 storey street edge with side by side shop fronts, making it an eminently human-scaled (pedestrian-friendly) street. The escarpment between Skinner Street and Terminal Avenue is also noteworthy. New buildings should closely align their frontages to those of the existing buildings and even to the line of former historic buildings now demolished.

A key consideration includes architectural integration of awnings and canopies that extend over the public realm (1.5 metres minimum) to provide covered public sidewalks. Awnings should not be installed as a way to provide large format signage, nor should they be installed so high on the building as to have no practical utility. Other design features that reflect the scale and feel of the downtown precinct include the installation of window and door features at small-shop intervals. Commercial uses requiring a large floor plate on the ground floor will detract from the existing scale and should not be located in the historic core area.

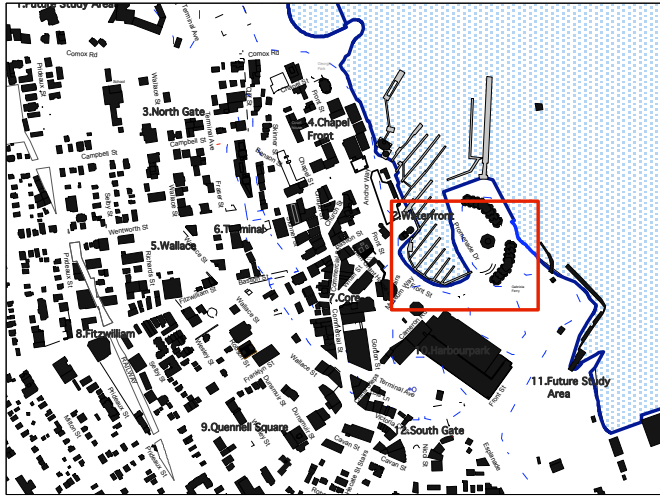
Also see general Urban Design Guidelines.

Church and Commercial Streets

The architectural fabric of both Church Street and Commercial Street is largely intact despite the redevelopment of numerous buildings over time. Key urban design elements such as the definition of the streets, the heights of the buildings and the expressive qualities of storefronts, have all been maintained. It is important that the history, form and character of this street continue to be respected.

This does not necessarily mean that future redevelopment is precluded; rather, if existing buildings are required to be redeveloped, the design should follow the Nanaimo Heritage Building Design Guidelines. For new infill buildings or renovation of non-heritage buildings, follow the Urban Design Guidelines in this document.

F. WATERFRONT SOUTH



CONTEXT PLAN SCALE 1:16000

This area forms the southern section of the Waterfront precinct. The interface with the harbour is its most distinguishing natural characteristic. The urban fabric, pedestrian amenities and landscaping are well developed. The housing complex on Cameron Island (along Promenade Drive) visually dominates the area.

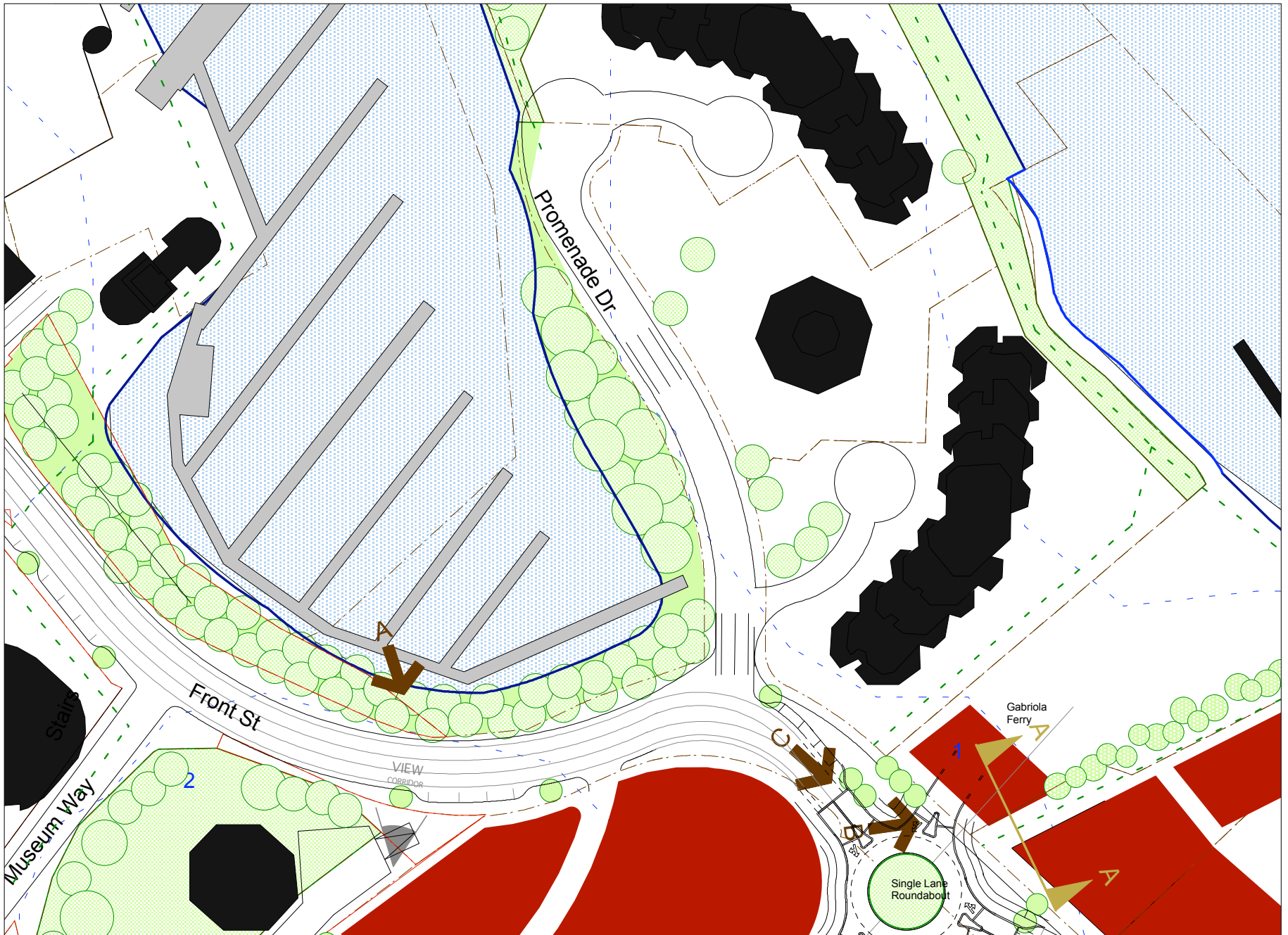
URBAN DESIGN STRATEGIES

In general the Nanaimo Port Authority and the City of Nanaimo have been successful in creating an accessible and well-appointed public water's edge.

Future extension, both north and south from the completed waterfront development, should be coordinated with upland land uses, public rights-of-way and open space networks. Pedestrian linkages and connections to other amenities should be a priority, along with facilitating access to and enjoyment of the water's edge.

1. Redevelopment of the Gabriola Island Ferry Terminal. Along Front Street, develop a facility at the build-to line, with through access to loading vehicles at grade. Along the south-east property line, develop buildings along the pedestrian link to the waterfront walkway.

2. Provide future pedestrian connection down rock face of Piper Park.

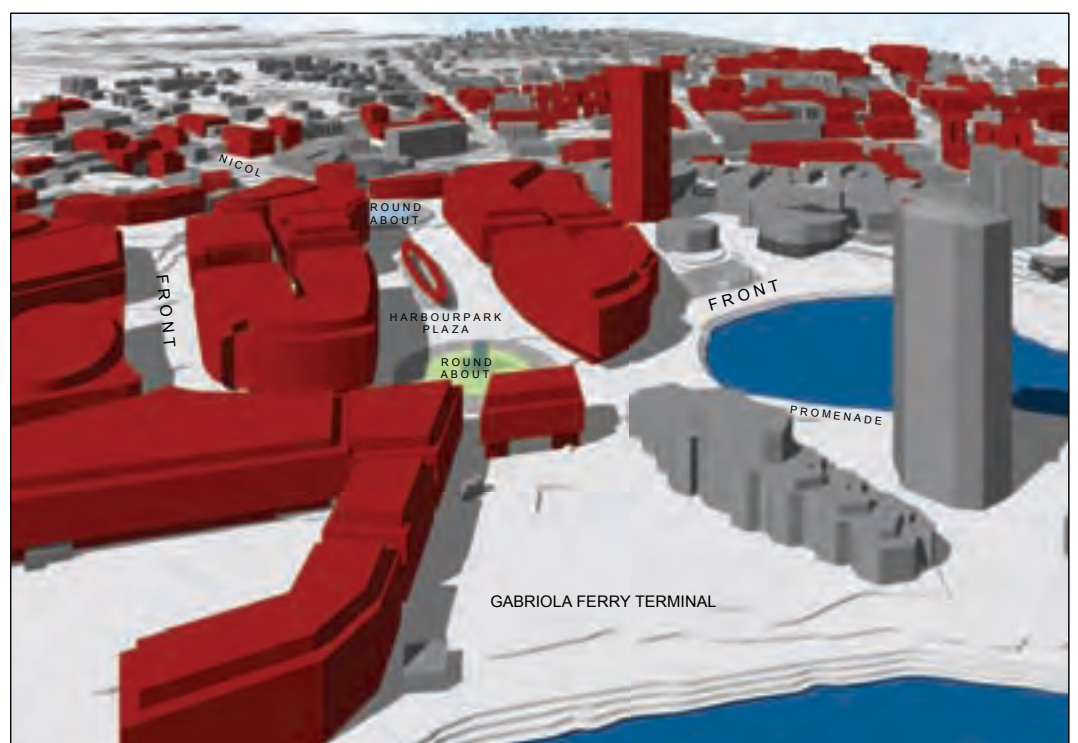


URBAN DESIGN PLAN SCALE 1:1400

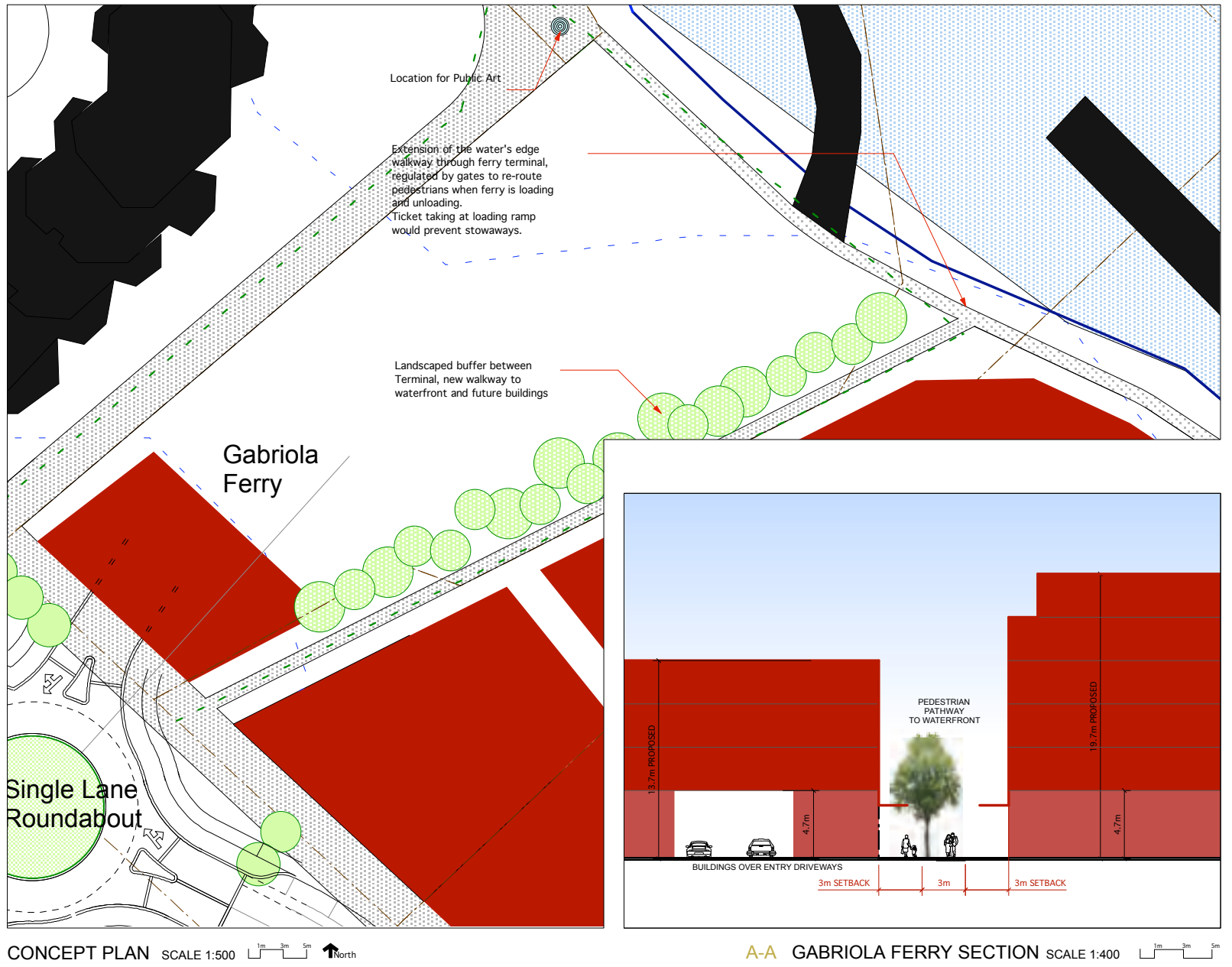
LEGEND	
	Parks - City Owned
	Existing Buildings
	Future Buildings
	Street Trees - proposed
	Street Section Location
	Photo/Rendering Location
	Urban Design Strategy



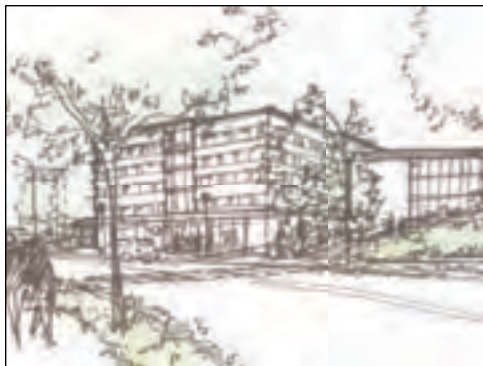
AERIAL PHOTO SCALE 1:3500



URBAN DESIGN 3D PLAN



A. FRONT EAST TO MALL



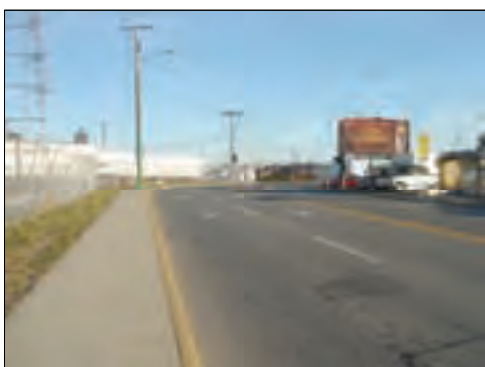
FUTURE



B. FRONT STREET AT GABRIOLA FERRY



FUTURE



C. FRONT SOUTH AT HARBOURPARK



FUTURE

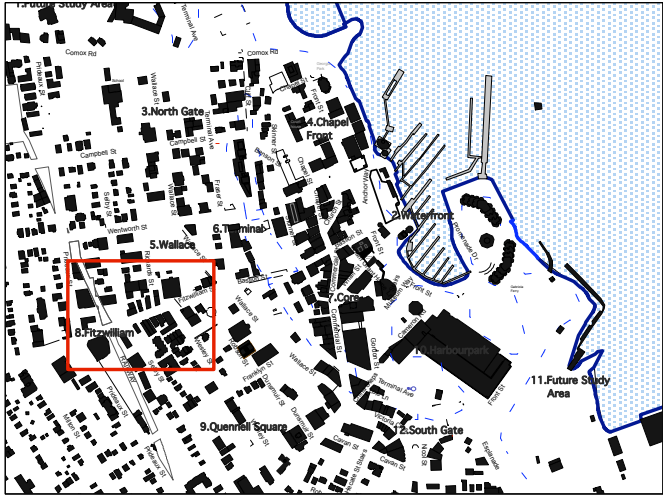
URBAN DESIGN CONSIDERATIONS FOR THIS STUDY AREA

This is the Downtown Waterfront and as such will be the front door to the city from the water. As a regional transportation hub and working commercial harbour, ships, fishing boats, recreational vessels, float planes and various land-based transportation services that serve them (for example: taxis, coachlines and transit) all bring activity and amenity to Downtown. These areas should be carefully considered and developed not only for tourist visitors but also for downtown residents. The waterfront and harbour should be the focus for a mix of cultural and commercial uses and activities. The architecture and site design for this district should reflect this and enhance this potential.

Development in this area should pay close attention to how buildings facilitate access to the harbourfront and its walkway. This precinct requires ground oriented retail and residential uses as well as a significant infusion of usable landscaped areas so that people can fully enjoy and engage with the waterfront. Site design and building orientation should balance public access and waterfront views from private residences. Better public access to the water will, by extension, benefit the residents of the area. New development should also consider how it can offer connections to the city's key cultural amenities such as the performing arts complex, the Conference Centre, and the Legislative Chamber.

Also see general Urban Design Guidelines.

G. FITZWILLIAM



CONTEXT PLAN SCALE 1:16000

Sloping up from Wallace Street, this study area is well developed between Selby Street and Wesley Street with a tight urban fabric and good pedestrian scale. However, surface parking dominates between Wesley Street and Robson Street. Lubbock Square, a unique feature of the original 1891 plan, has all but been lost. The rail line, between Selby Street and Prideaux Street is a significant urban design feature.

URBAN DESIGN STRATEGIES

For both sides of Prideaux Street, an increase of the front setbacks to 3 m is recommended, including a 75% build-to requirement. Reduce top floor setback to 3 m. Allow 6 storeys at the corner of Prideaux Street and Fitzwilliam Street.

1. Re-instate Lubbock Square as a public space. Redevelop corners at Fitzwilliam Street and Prideaux Street to allow an oversized roundabout with 55m+ centre park and parallel parking along outer edge.
2. Strengthen edges of Fitzwilliam Street and Selby Street with 4 storey developments on vacant corners. Consider no setback on upper floor at the corner.

3. Define train station with adjacent buildings to minimum front setback. Install distinctive paving on Selby Street and provide new landscaping and trees around existing station.

4. Redevelop rights-of-way on Fitzwilliam Street, Prideaux Street and Selby Street with on-street parallel parking, a landscape/tree bulge on each side, and bicycle and drive lane in each direction.

5. Two-way traffic on Robson Street, calmed with bicycle lanes in two directions and new development with 3m build-to line. Robson Street to provide pedestrian / cycling link to Fitzwilliam Street.

6. Generally replace surface parking with new buildings. Increased on-street parking will partially offset loss of parking stalls from surface lots.

7. Create landmark building at Fitzwilliam Street and Wallace Street (see photo B and associated rendering).

8. Ground floor residential is appropriate for Richards Street, between Wentworth Street and Fitzwilliam Street. (see Urban Design Guidelines.)

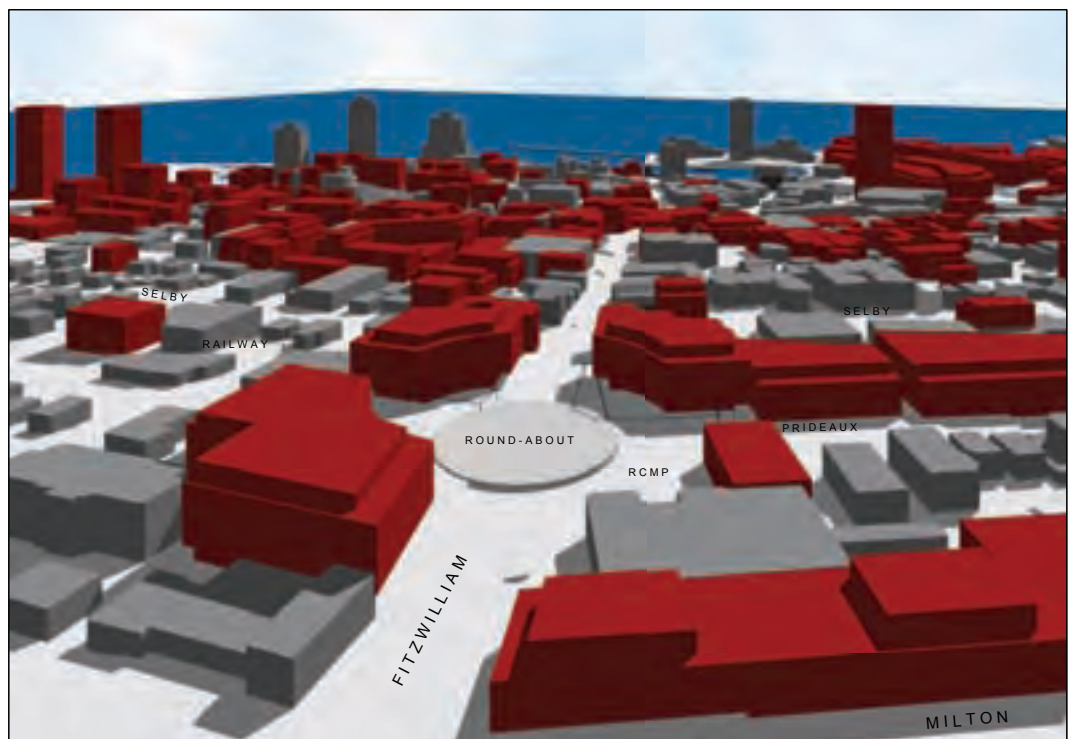


URBAN DESIGN PLAN SCALE 1:1400

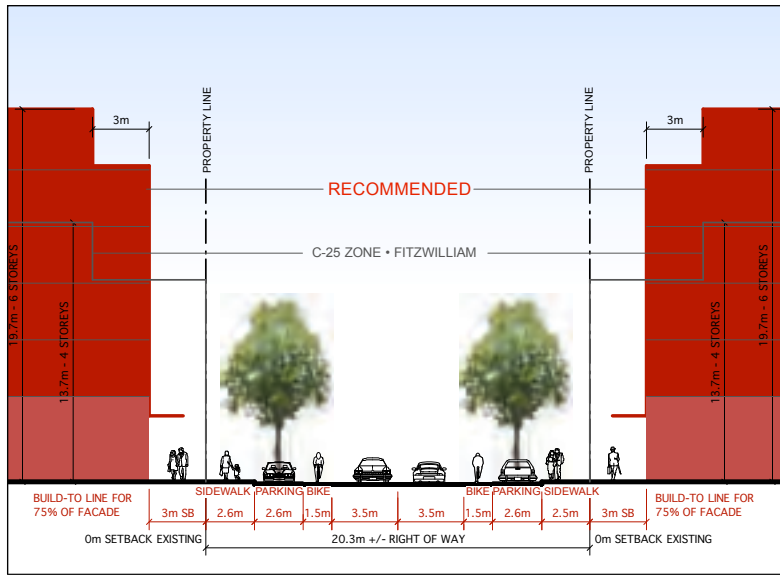
- LEGEND**
- Parks - City Owned
 - Existing Buildings
 - Future Buildings
 - Street Trees - proposed
 - Street Section Location
 - Photo/Rendering Location
 - Urban Design Strategy



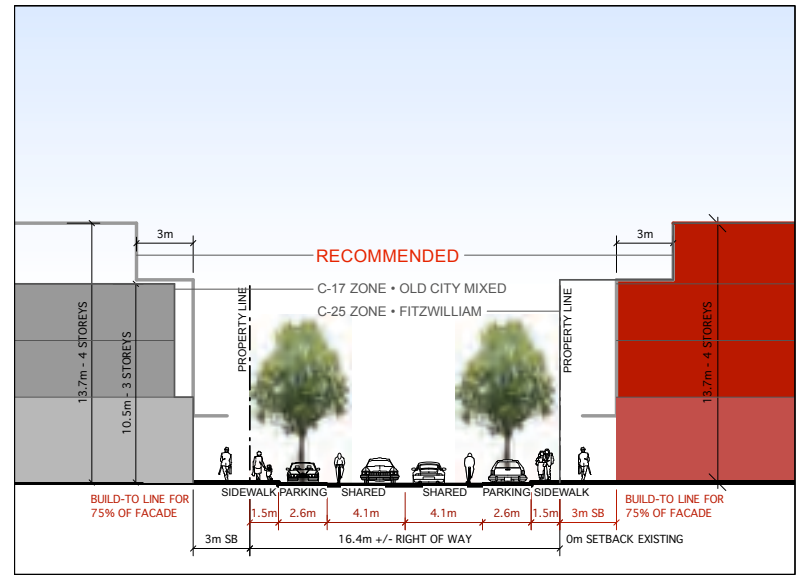
AERIAL PHOTO SCALE 1:3500



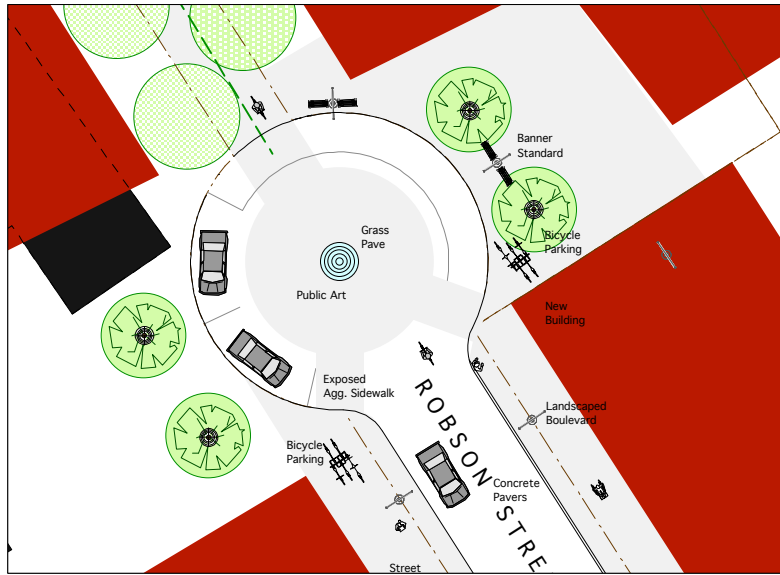
URBAN DESIGN 3D PLAN



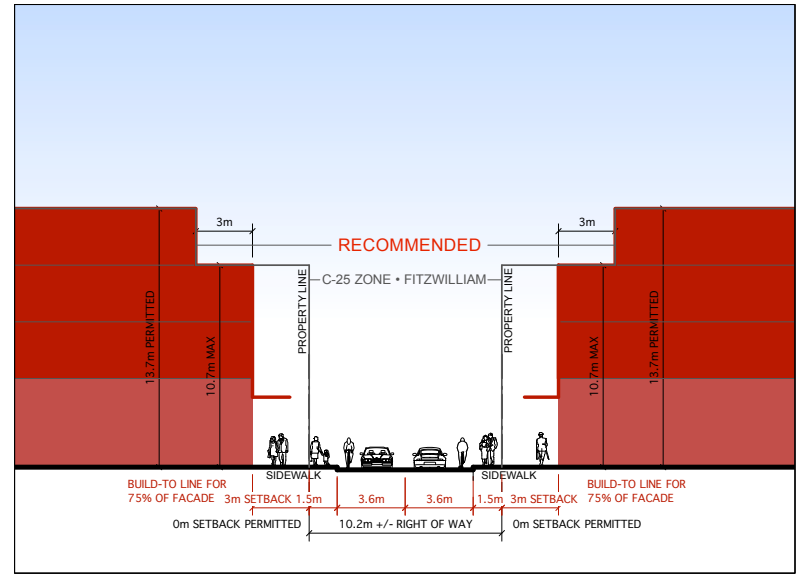
A-A FITZWILLIAM STREET SECTION SCALE 1:400



B-B PRIDEAUX STREET SECTION SCALE 1:400



CONCEPT PLAN SCALE 1:500



C-C ROBSON STREET SECTION SCALE 1:400



A. ROBSON SOUTH AT FITZWILLIAM



FUTURE



B. FITZWILLIAM ACROSS WALLACE



FUTURE



C. FITZWILLIAM EAST AT LUBBOCK CIRCLE



FUTURE

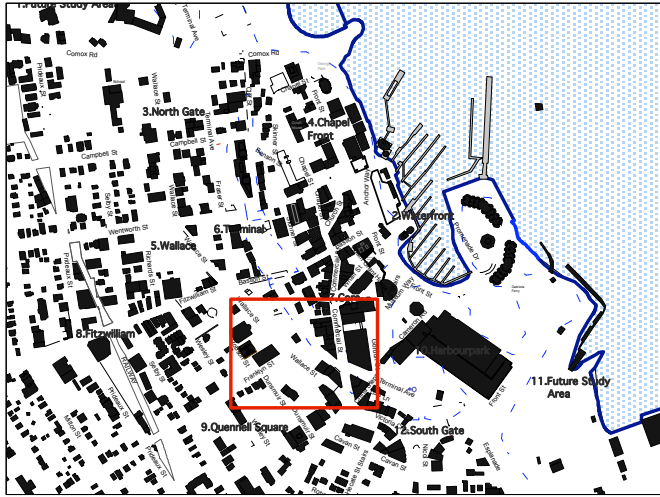
URBAN DESIGN CONSIDERATIONS FOR THIS STUDY AREA

The Old City Quarter of Downtown Nanaimo is an example of historic commercial scale development. It is characterized by its historic building stock including the Occidental Hotel, a number of board & batten early settlement-period storefronts, and the E&N railway station rail right-of-way. It also borders on a historic residential neighbourhood.

Significant grade changes, narrow property fronts, historic Lubbock Square (now a node for municipal government services) and its position as the western approach to downtown, also distinguish this precinct. The slope in this area calls for buildings with small floor plates and narrow shop fronts, allowing for sidewalk level entrances. Complementary development in this area will be ground-floor retail and street-access residential, which will reflect the layout and grid pattern of the road network.

Also see general Urban Design Guidelines.

H. CITY HALL / CORE



CONTEXT PLAN SCALE 1:16000

This study area includes parts of the Quennell Square, Terminal and Core precincts. Surface parking dominates the Quennell Square precinct, which includes City Hall. Also see urban design strategies for Terminal Avenue.

URBAN DESIGN STRATEGIES

Allow 6 storeys at the corner of Franklyn Street and Selby Street. Along Wesley Street and Dunsmuir Street, setback 4th floor and reduce front setback to 3 m, and side setback to 0 metres on one side.

1. Redevelop existing parking lots at corner of Franklyn Street at Selby Street and Franklyn Street at Dunsmuir Street.
2. Recommend 1.5m front setback for new developments along Robson Street. Appropriate development for Robson Street is ground floor residential (see Urban Design Guidelines).

3. Redevelop existing parking lots behind City Hall along Dunsmuir Street. Front of City Hall to form part of greenway along Wallace Street to Victoria Crescent / China Steps and to new Harbour Park and waterfront. New municipal building along Wallace Street (see 3a), to be sunk into hillside, with green roof to maintain view from historic City Hall.

4. Develop properties between Wallace Street and Terminal Avenue. Create focal point with building or pedestrian thoroughway at end of Franklyn Street (395 Terminal Avenue). If a thoroughway is established, provide a link to Commercial Street, possibly through Hall Block (see 4a).

5. Future LRT / street-car route, either linking Terminal Avenue from Harbour Park across Millstone River, or Harbour Park up Wallace Street, down Fraser Street and along Terminal Avenue, crossing Millstone River.

6. Redevelop A&B site to 5 storeys with publicly accessible ground floor retail (see photo A and associated rendering).

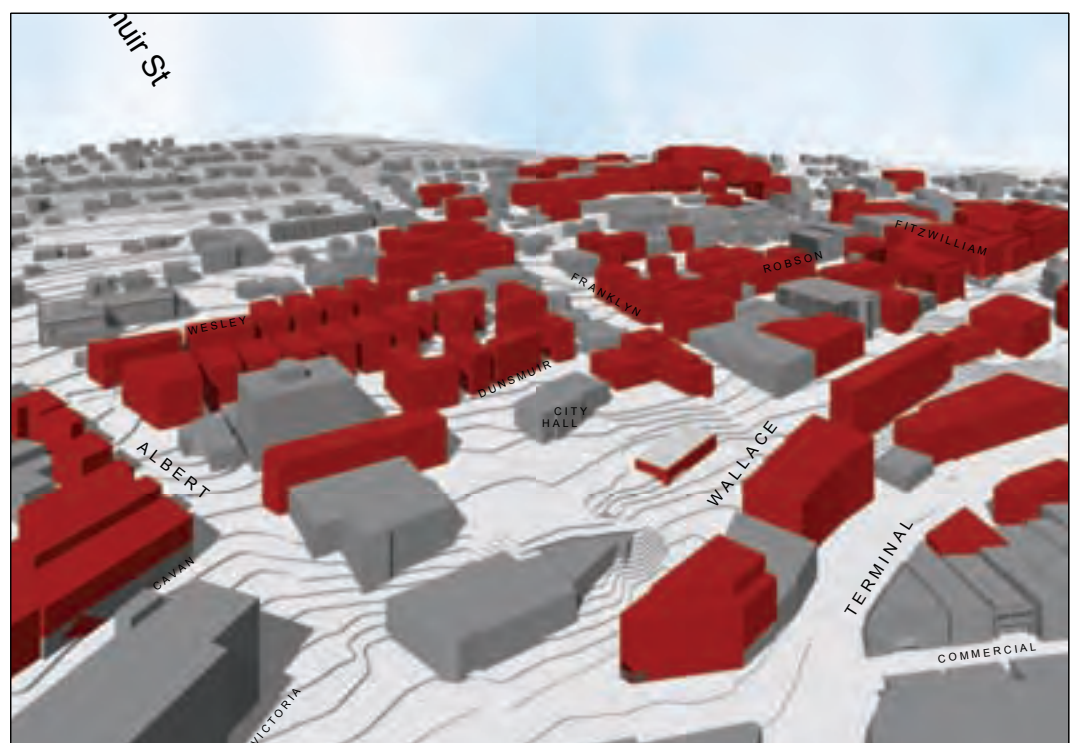


URBAN DESIGN PLAN SCALE 1:1400

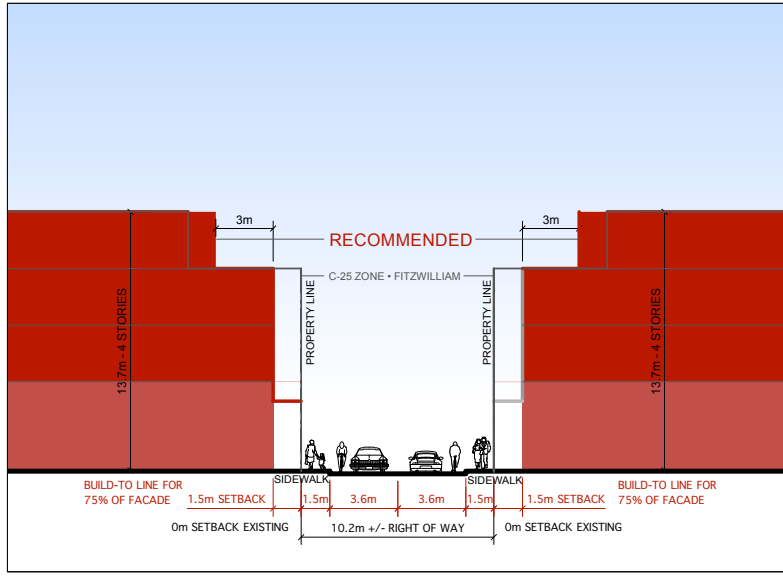
LEGEND			
	Parks - City Owned		Street Section Location
	Existing Buildings		Photo/Rendering Location
	Future Buildings		Urban Design Strategy
	Street Trees - proposed		



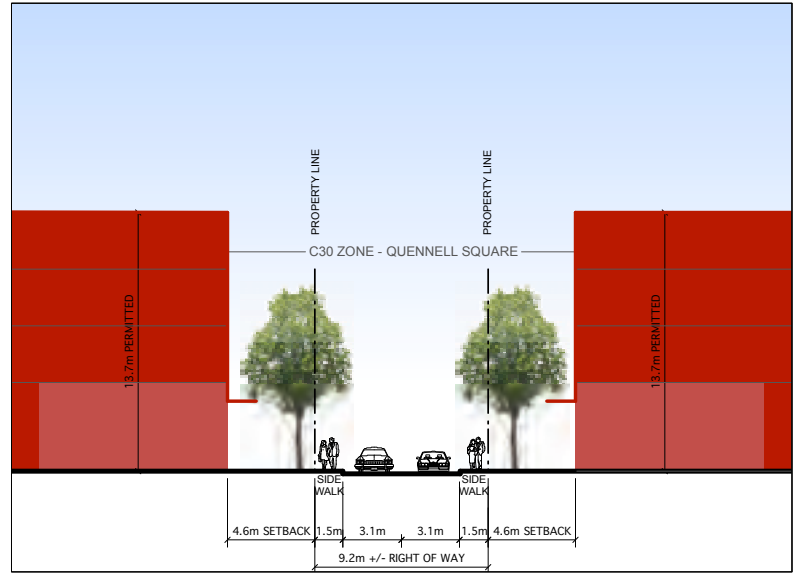
AERIAL PHOTO SCALE 1:3500



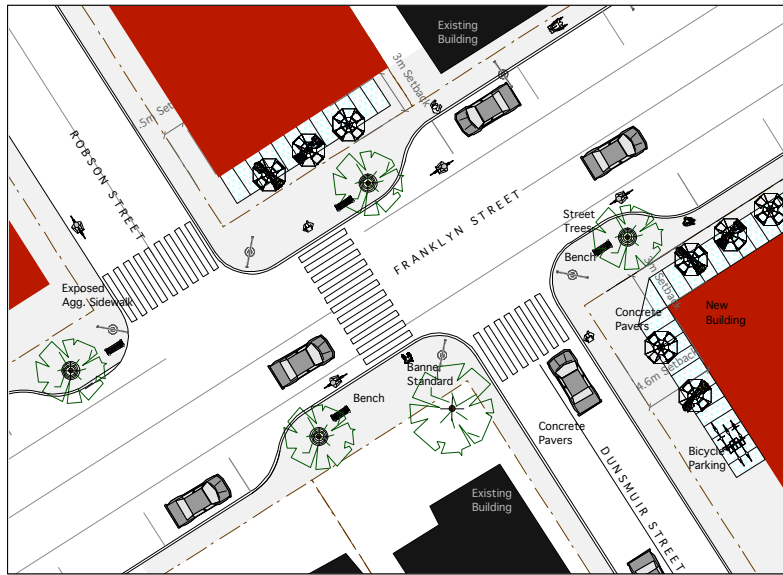
URBAN DESIGN 3D PLAN



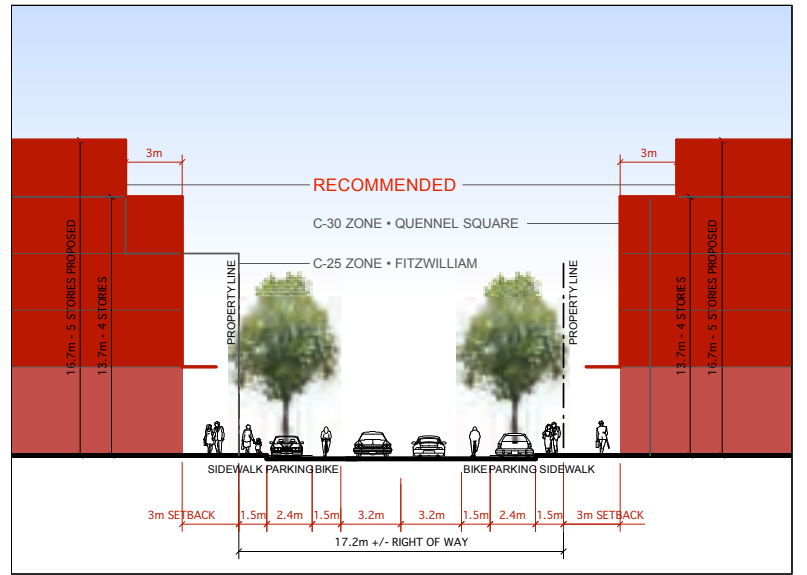
A-A ROBSON STREET SECTION SCALE 1:400



B-B DUNSMUIR STREET SECTION SCALE 1:400



CONCEPT PLAN SCALE 1:500



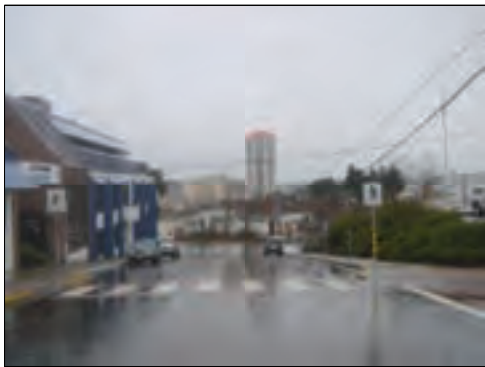
C-C FRANKLYN STREET SECTION SCALE 1:400



A. TERMINAL NORTH TO COMMERCIAL



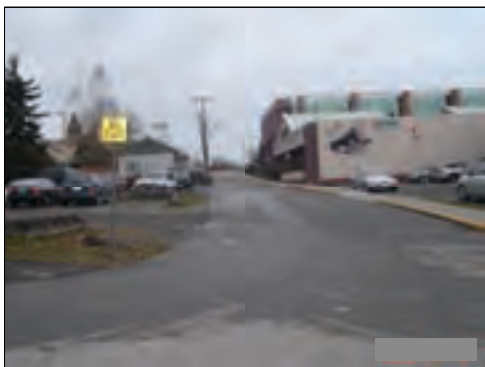
FUTURE



B. FRANKLYN EAST AT DUNSMUIR



FUTURE



C. ROBSON NORTH FROM FRANKLYN



FUTURE

URBAN DESIGN CONSIDERATIONS FOR THIS STUDY AREA

The Core area has a unique meandering street pattern, with narrow roads and narrow properties, and an impressive stock of historic buildings. These buildings form continuous shop fronts and a human-scale street. New buildings should closely align their frontages to those of the existing buildings, and even to the line of former historic buildings now demolished.

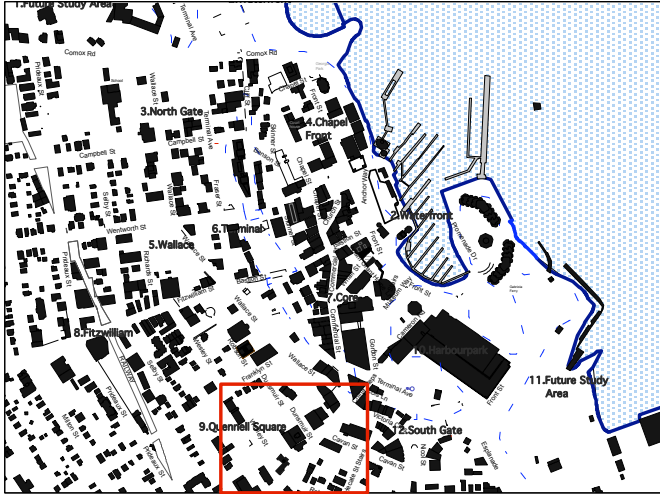
A key consideration includes architectural integration of awnings and canopies that extend over the public realm (1.5 metres minimum) to provide covered public sidewalks. Awnings should not be installed as a way to provide large format signage, nor should they be installed so high on the building as to have no practical utility. Other design features that reflect the scale and feel of the downtown precinct include the installation of window and door features at small-shop intervals. Commercial uses requiring a large floor plate on the ground floor will detract from the existing scale and should not be located in the historic core area.

The area surrounding City Hall and its grounds has significant undeveloped and publicly owned land with a number of heritage buildings. Where the existing buildings have large setbacks, new buildings can also be set back, provided there is a strong emphasis on street-side landscape. There is an opportunity to significantly green the area through the planting of trees on both sides of the street and on private land in the setback areas. Development in this area should focus on ground level commercial and professional office uses, with the exception of Robson Street, which holds excellent potential for residential development. Distant views of the ocean should be maintained for the public to enjoy.

Four older houses, including one heritage building, are located on the south side of Franklyn Street, between Dunsmuir Street and Wesley Street. While historically significant, this remnant of the historic streetscape exists in isolation with the majority of Franklyn Street having been redeveloped at large scales and with varying degrees of attention to the street alignment and other urban design aspects over decades. Therefore, it is not advised that future redevelopment on neighbouring blocks defer to the scale of these houses. However, they do represent a unique and distinguished piece of the old city fabric and should be respected. Fortunately they are located on the end of a single block and therefore could be treated as a special anomaly in this precinct and restored and rejuvenated for the future.

Also see general Urban Design Guidelines.

I. CITY HALL / QUENNEL SQUARE



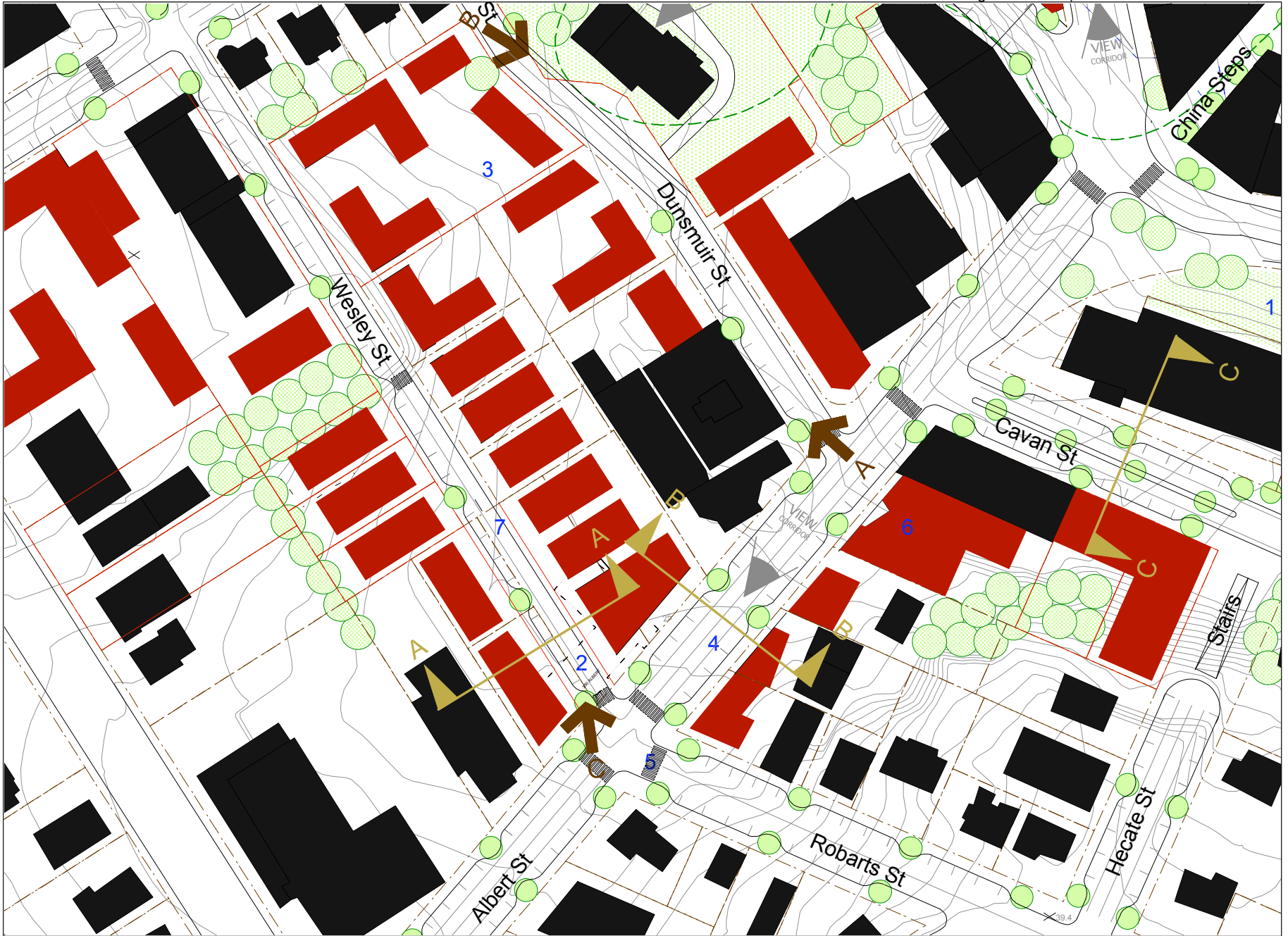
CONTEXT PLAN SCALE 1:16000

This area includes portions of the Quennell Square and the South Gate precincts. Surface parking dominates the Quennell Square precinct which includes City Hall. South Gate precinct is well built up but in poor repair.

URBAN DESIGN STRATEGIES

Recommend 5 to 6 storeys at corners of Albert Street at Dunsmuir Street, and Albert Street at Wesley Street. Along Wesley Street and Dunsmuir Street, require a setback of the 4th floor and consider reducing the front setback to 3 m.

1. Location good potential for urban square, subject to programming and public use study.
2. Encourage development of 350 Albert Street to allow Wesley Street right-of-way to extend to Albert Street, with pedestrian amenities and bicycle lanes.
3. Re-develop property with surface parking lots behind City Hall along Dunsmuir Street. The front of City Hall to form part of greenway along Wallace Street to Victoria Crescent / China Steps, and on to Harbour Park and the waterfront.
4. Develop streetscape along Albert Street, with single vehicle lane and bicycle lane, on-street parking and street trees in each direction (see section BB).
5. Provide parking bulges every 3 to 4 stalls and bike lanes along Roberts Street.
6. New development at 351 Albert Street to terminate axis of Dunsmuir Street.
7. Ground floor residential is appropriate for Wesley Street between Franklyn Street and Albert Street (see Urban Design Guidelines).

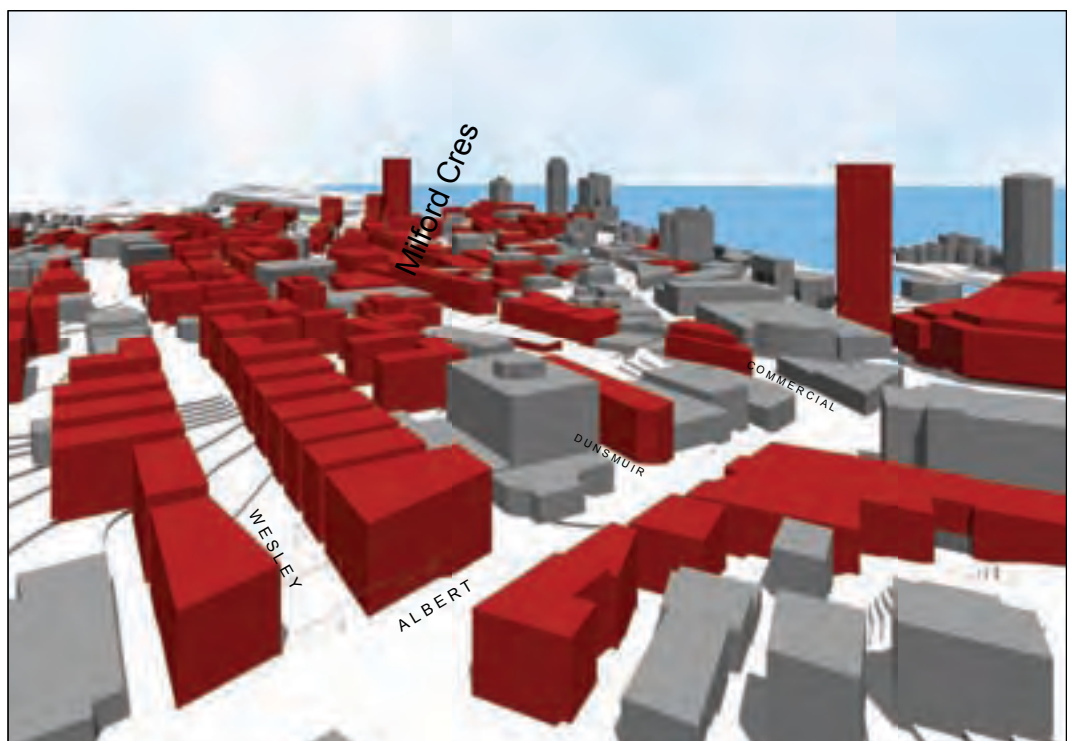


URBAN DESIGN PLAN SCALE 1:1400

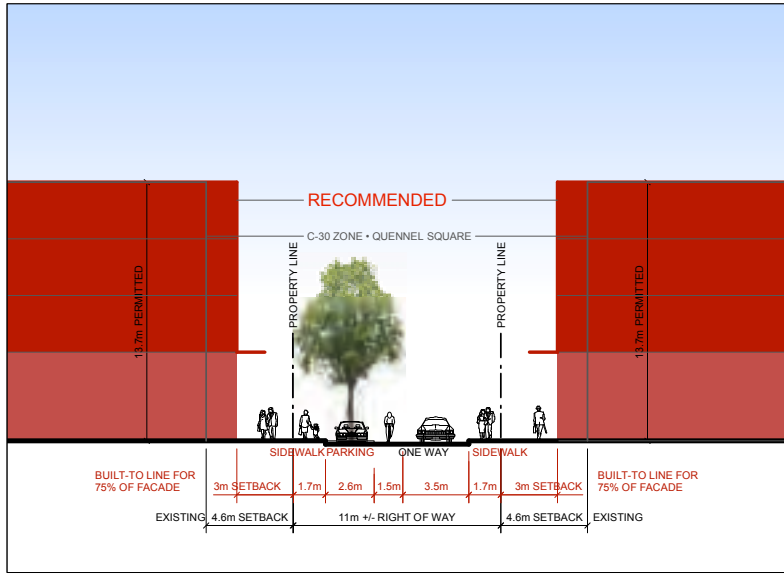
- LEGEND
- Parks - City Owned
 - Existing Buildings
 - Future Buildings
 - Street Trees - proposed
 - Street Section Location
 - Photo/Rendering Location
 - 5 Urban Design Strategy



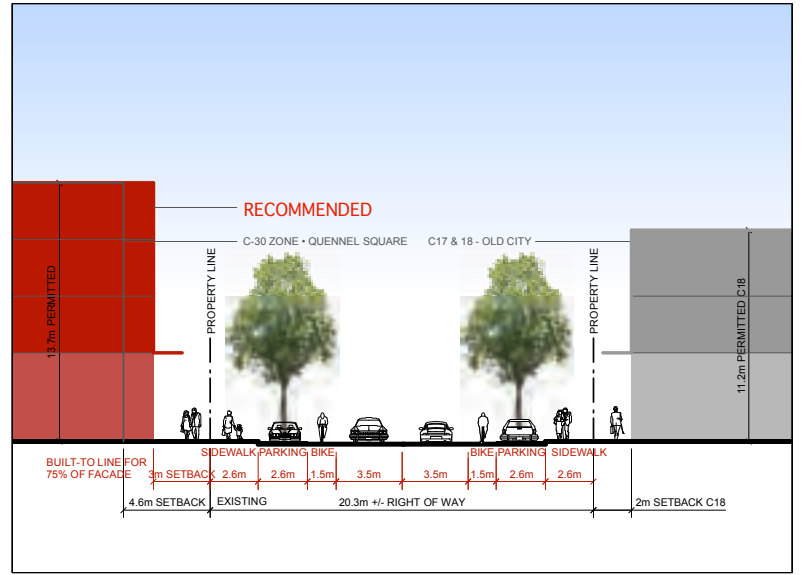
AERIAL PHOTO SCALE 1:3500



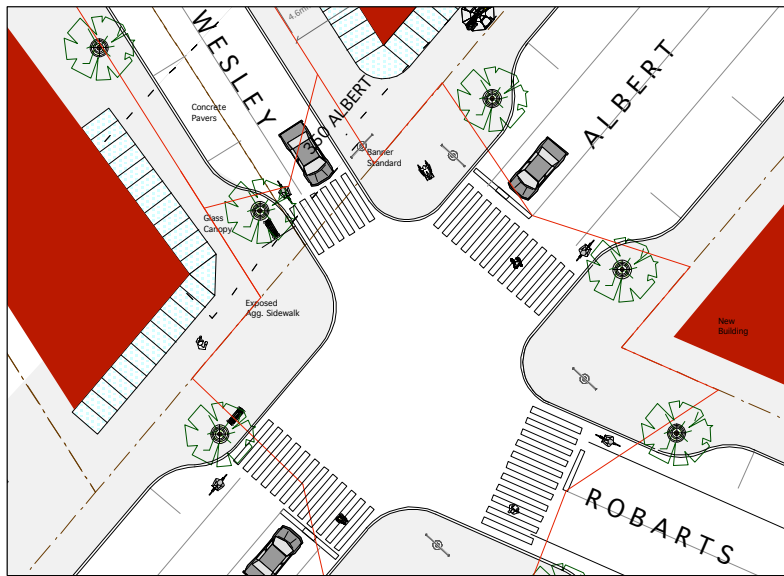
URBAN DESIGN 3D PLAN



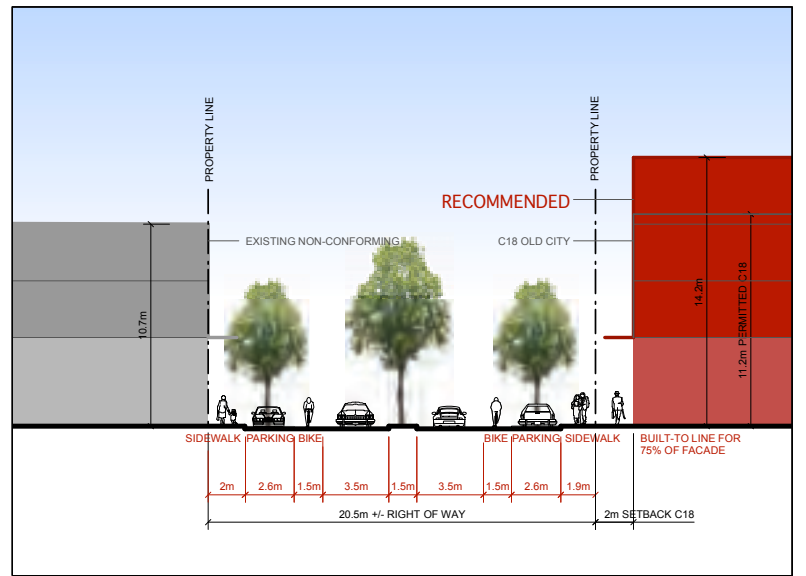
A-A WESLEY STREET SECTION SCALE 1:400



B-B ALBERT STREET SECTION SCALE 1:400



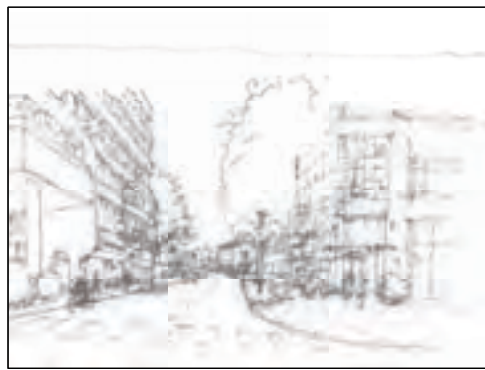
CONCEPT PLAN SCALE 1:500



C-C CAVAN STREET SECTION SCALE 1:400



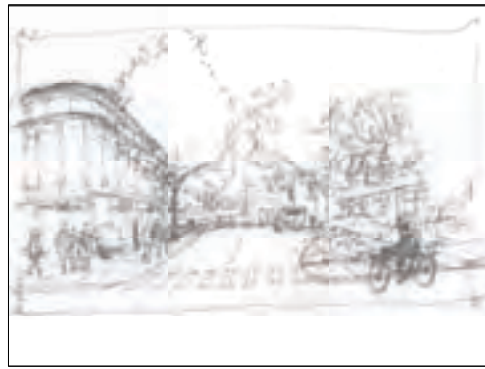
A. DUNSMUIR NORTH FROM ALBERT



FUTURE



B. DUNSMUIR SOUTH FROM FRANKLYN



FUTURE



C. ALBERT NORTHEAST NEAR ROBERTS



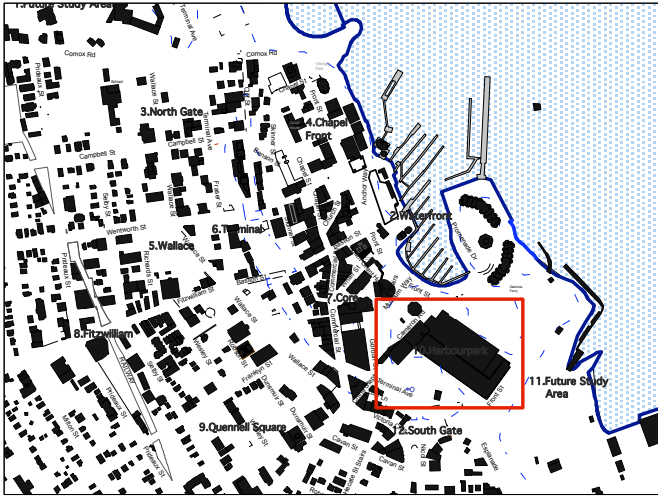
FUTURE (EXTENSION OF WESLEY TO ALBERT)

URBAN DESIGN CONSIDERATIONS FOR THIS STUDY AREA

The precinct surrounding City Hall and its grounds has significant areas of undeveloped and publicly owned land, and a number of heritage buildings. Where the existing buildings have large setbacks, new buildings can also be set back, provided a strong emphasis is given to street-side landscaping. There is an opportunity to significantly green the area through the planting of trees on both sides of the street and on private land in the setback areas. Development in this area should focus on ground level commercial and professional office uses, with the exception of Wesley Street, which holds excellent potential for residential development. Distant views of the ocean should be maintained for all residents and visitors to enjoy.

Also see general Urban Design Guidelines.

J. HARBOUR PARK



CONTEXT PLAN SCALE 1:16000

This study area makes up most of the Harbour Park precinct and forms the south gateway to downtown. It is close to the waterfront and both the Protection and Gabriola Island ferries. Higher density development, including tall buildings, is appropriate in this area.

URBAN DESIGN STRATEGIES

Recommend 3 m front setback / build-to line. Allow 8 storeys for projects (or tall buildings as permitted) with underground parking at key landmark locations (see Design Guidelines for Tall Buildings). Roundabout feasibility and design will require Ministry of Transportation input.

1. Create transit exchange at the centre of the development. This is an opportunity to create an excellent shared roadway (see Urban Design section).
2. Create pedestrian plaza oriented toward waterfront. Improve linkages to waterfront walkway system, ferries, and the Commercial Street area.

3. Create dramatic gateway view from Nicol Street with single lane or double lane roundabout at Terminal Avenue with water feature or other sculpture incorporated into the design.

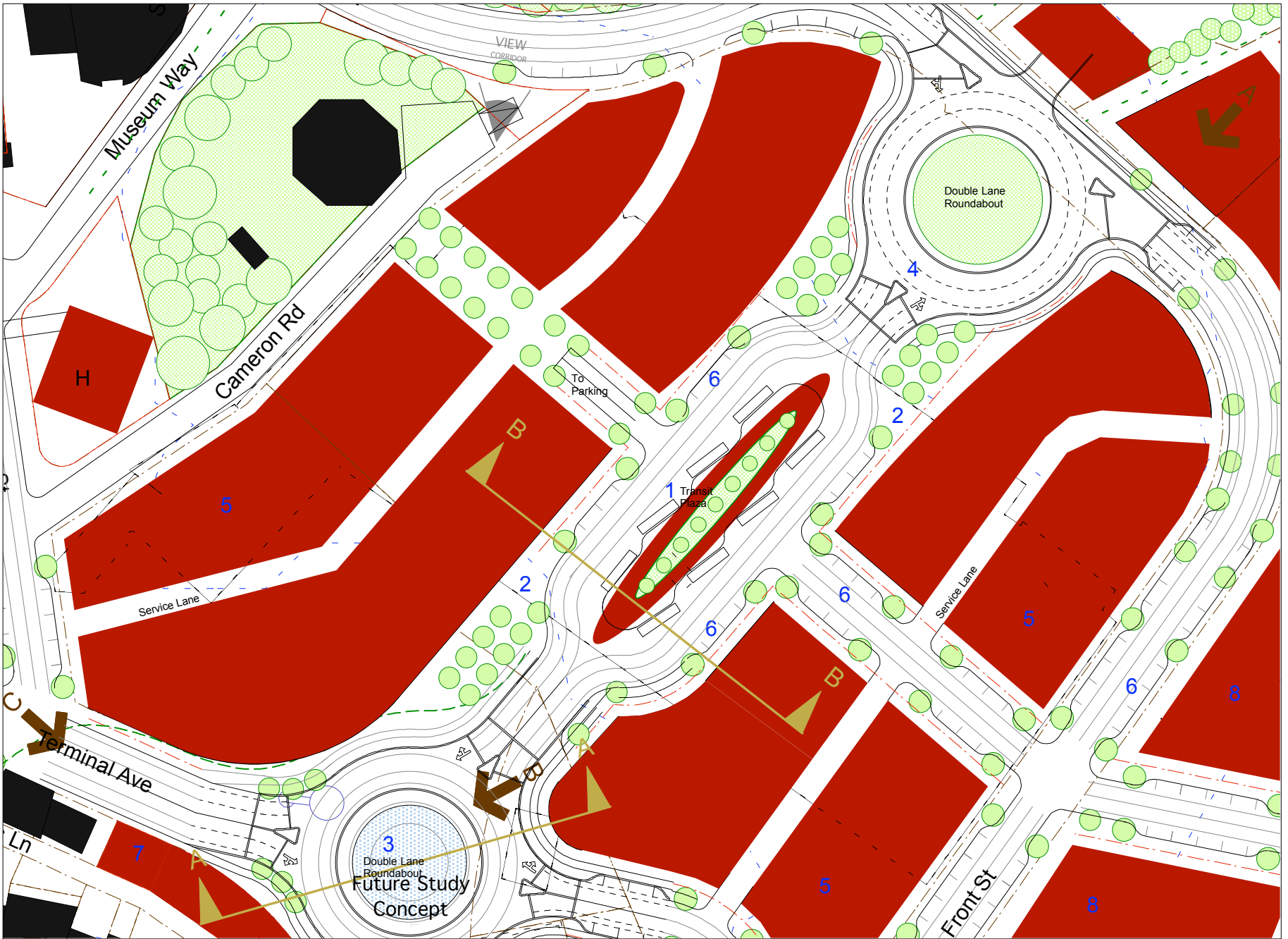
4. Create single lane or double lane roundabout at Front Street as landmark northeast of the development.

5. Mixed-use development with ground floor retail and residential or offices above. Six to eight storeys with service lanes between buildings. Buildings define street edge and create landmark for South Gate down Nicol Street.

6. On-site surface parking eliminated. Off-site parallel parking incorporated into streetscape. Potential underground parking, access mid-block towards Cameron Road.

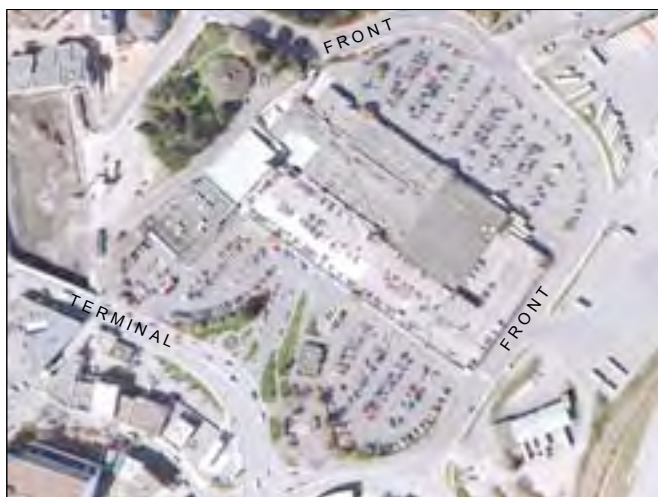
7. New development along Lois Lane and Terminal Avenue to complete street edge definition and frame South Gate.

8. Port Way comprehensive development. Ground floor commercial with residential above. Define edge of Front Street and create axis into the new central plaza.

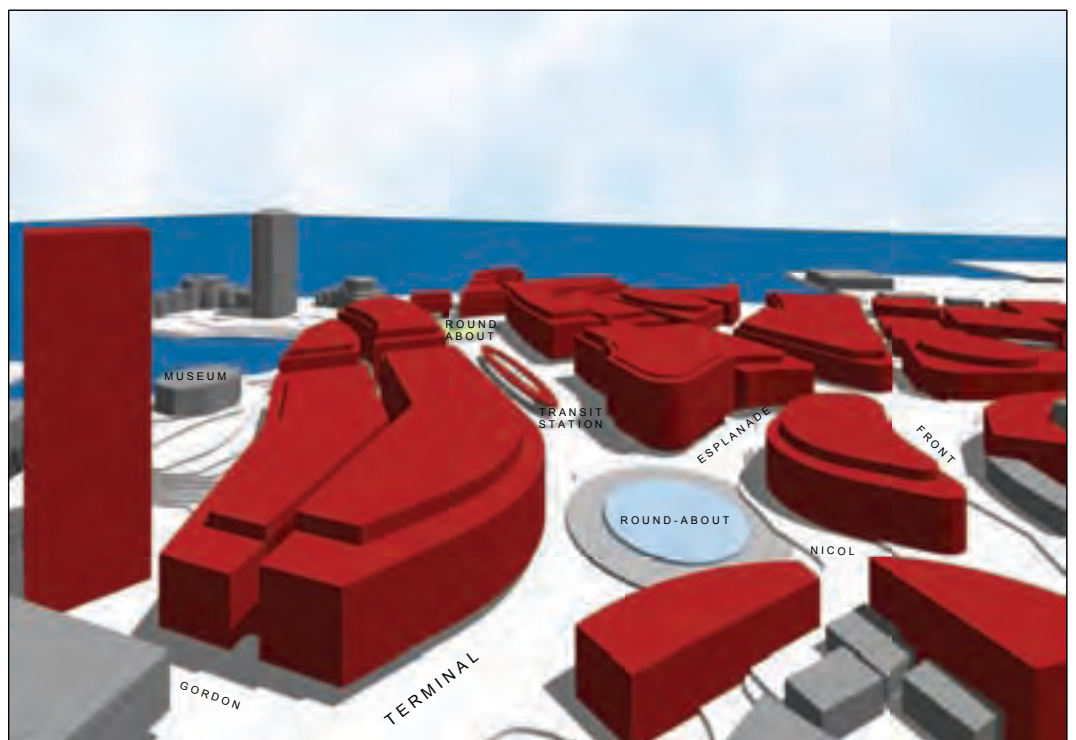


URBAN DESIGN PLAN SCALE 1:1400

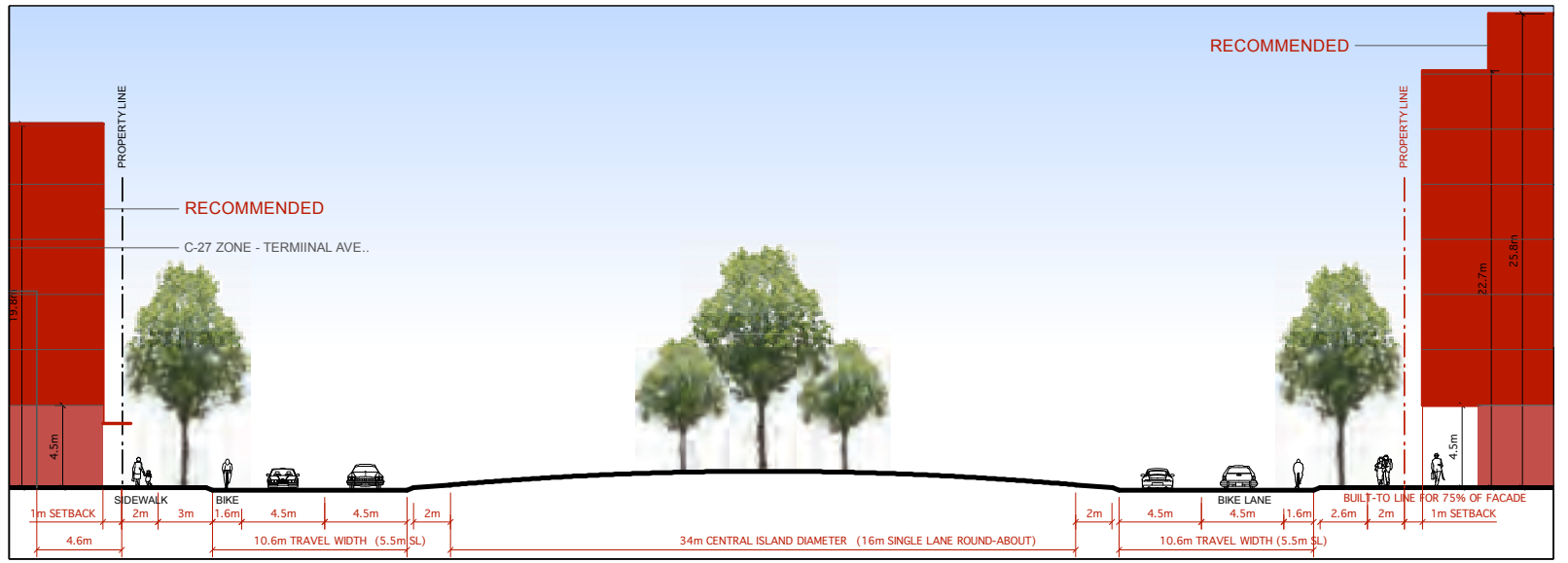
- LEGEND
- Parks - City Owned
 - Existing Buildings
 - Future Buildings
 - Street Trees - proposed
 - Street Section Location
 - Photo/Rendering Location
 - Urban Design Strategy



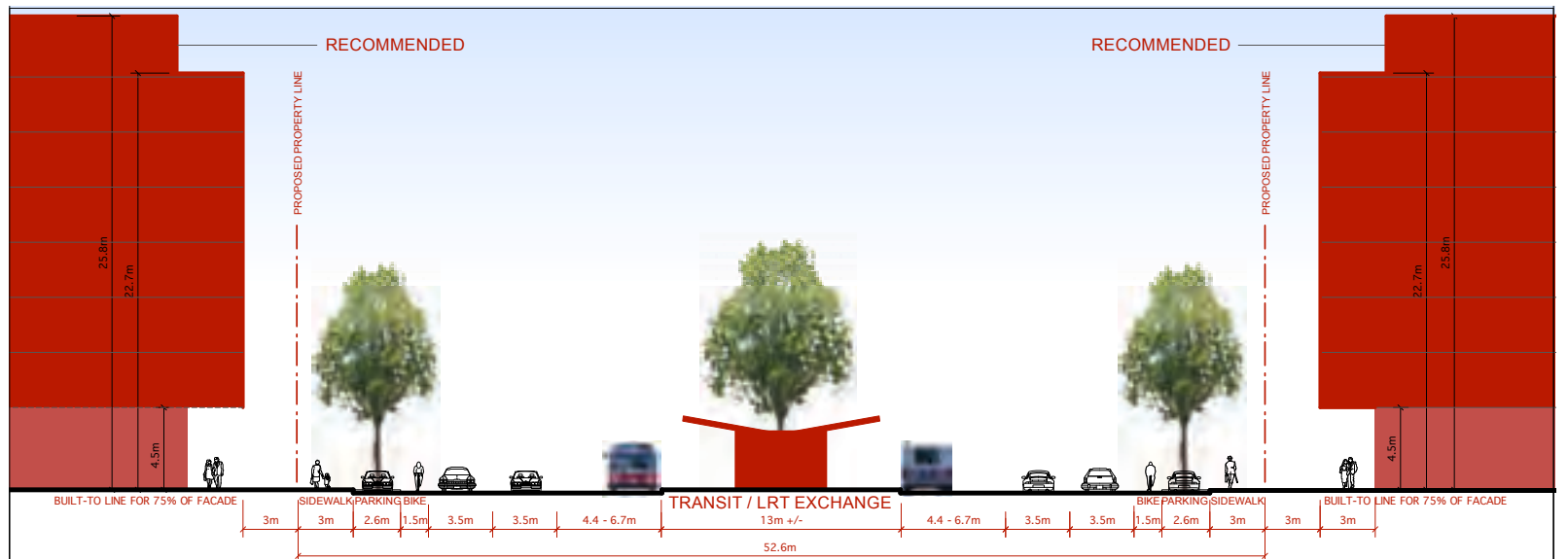
AERIAL PHOTO SCALE 1:3500



URBAN DESIGN 3D PLAN



A-A TERMINAL AVENUE DOUBLE LANE ROUNDABOUT SECTION SCALE 1:400



B-B TRANSIT / LRT EXCHANGE SECTION SCALE 1:400



A. GABRIOLA FERRY TERMINAL



FUTURE



B. SOUTH GATE ROUNDABOUT



FUTURE



C. TERMINAL SOUTHEAST TO MALL



FUTURE

URBAN DESIGN CONSIDERATIONS FOR THIS STUDY AREA

The redevelopment in this important area presents opportunities to repair and recapture the hub plan of Nanaimo. The distinctive knoll of Piper Park could again become a landmark. New buildings and redirection of adjacent streets and paths could reintegrate the Park with downtown. The reconfiguration of the shopping mall property could be the anchor development of a restructuring of this entire area as a major transportation and commercial hub. With the street network, ferry terminal, inter-city bus and local transit coming together here, this could be a significant link between the historic Commercial Street, the downtown waterfront and a major gateway village.

Also see general Urban Design Guidelines.

TALL BUILDINGS

Higher density in the form of tall buildings may be appropriate in portions of the Harbour Park area. The following tall building criteria was supported in 2002 Nanaimo Downtown Plan for this character area.

Minimum Lot Area: 4180 square metres (45,000 square feet)

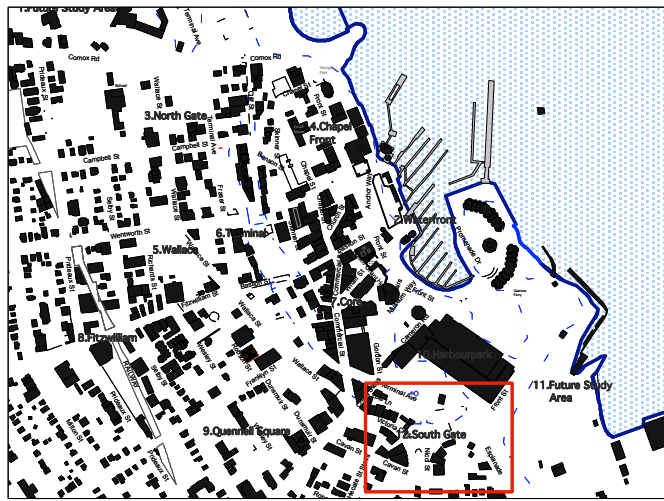
Setbacks: 23 metres (75 feet) for all yards

Separation Between Towers: 45.7 metres (150 feet)

Maximum Floor Plate: 595 square metres (6400 square feet) for those floors six storeys or above, with a maximum depth and width of 24.4 metres (80 feet).

In addition, please see the Guidelines for Tall Buildings section of this plan.

K. SOUTH GATE



CONTEXT PLAN SCALE 1:16000

This study area makes up the east portion of the South Gate precinct. The intersection of Nicol Street, Victoria Crescent, Esplanade and Terminal Avenue, is poorly defined. Cavan Street is dominated by surface parking.

URBAN DESIGN STRATEGIES

Allow 3 m front setback along Nicol Street, Esplanade and Crace Street with a height of 4 storeys. Parking to be underground.

1. Single lane or double lane (shown) roundabout at Terminal Avenue, Nicol Street and Harbour Park Plaza. (Further study required, including input from Ministry of Transportation.) New connection with Esplanade.
2. New streetscape along Cavan Street with centre landscaped boulevard, parallel parking with pedestrian/tree bulges at corners and mid-block, and single drive lane with bike lane in each direction (see concept plan).
3. Redevelop corners of Victoria Crescent at Nicol Street and Esplanade at Nicol Street with gateway / landmark buildings to form a foreground focal point of South Gate.
4. Infill along Esplanade, recommend an increase in allowable height to 4 storeys (13.7 m) and a 3 m front setback to prevent on-site parking in front of buildings.
5. Infill along Victoria Crescent with a recommended increase in allowable height to 4 storeys. This will allow better harmonization with the 6 storeys permitted on Cavan Street and the opposite side of Victoria Crescent.

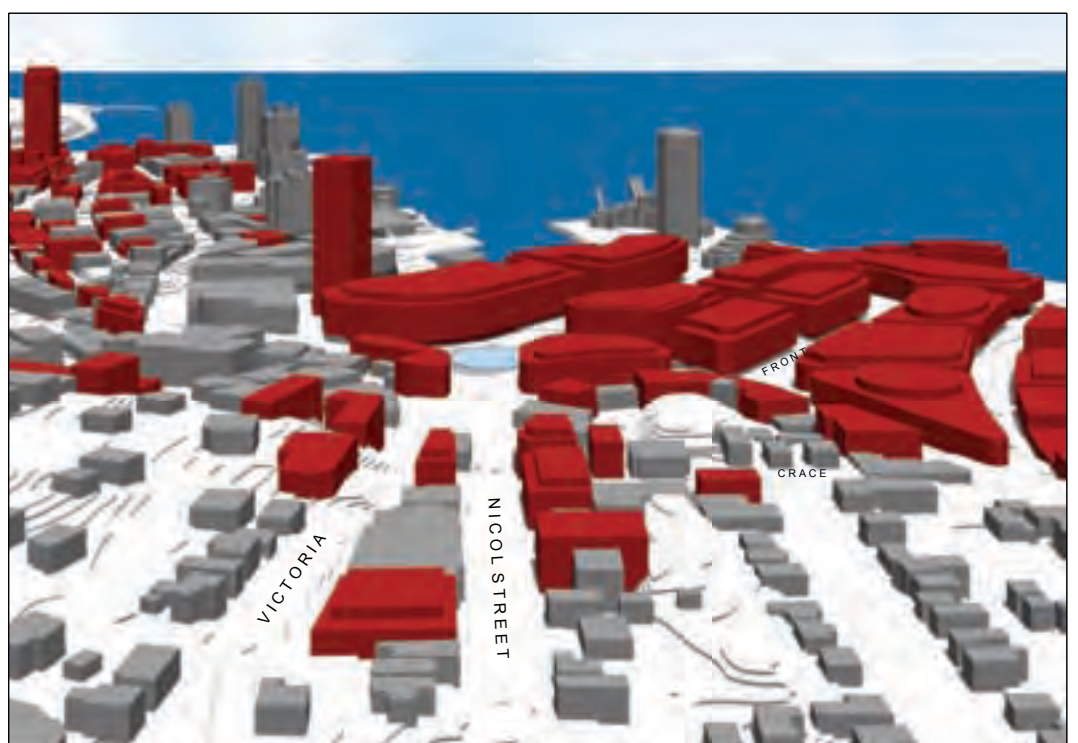


URBAN DESIGN PLAN SCALE 1:1400

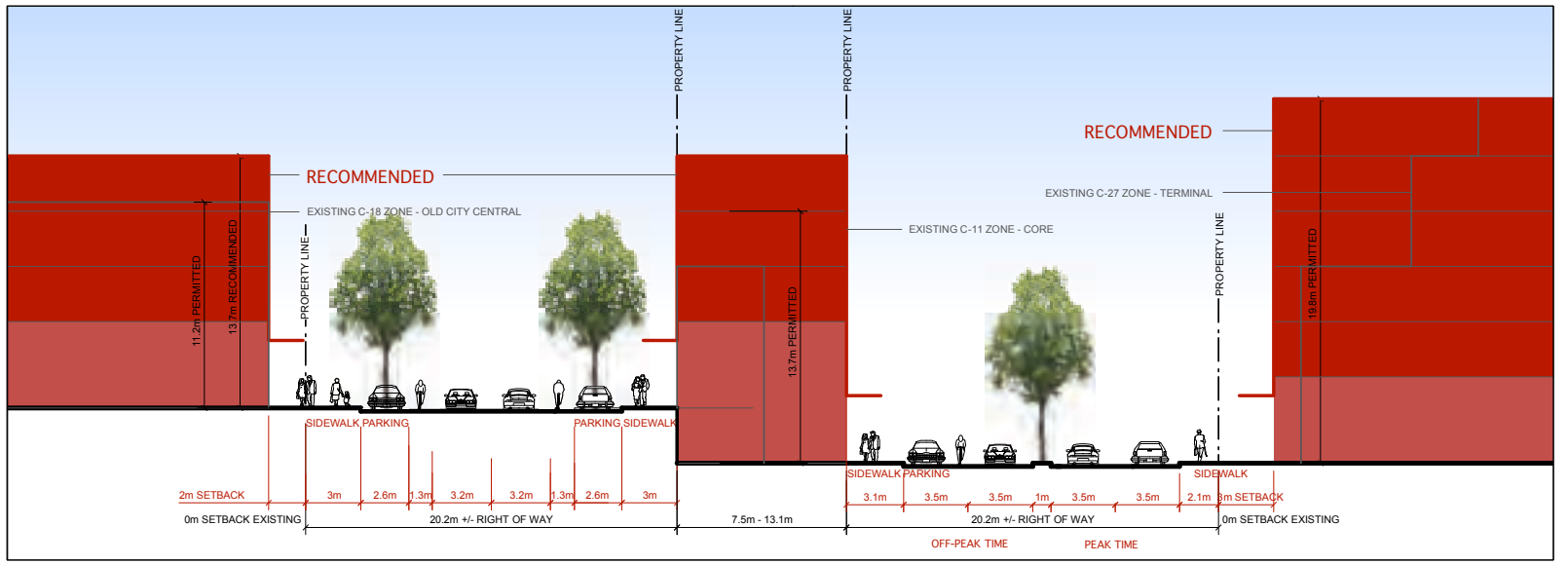
- LEGEND**
- Parks - City Owned
 - Existing Buildings
 - Future Buildings
 - Street Trees - proposed
 - Street Section Location
 - Photo/Rendering Location
 - Urban Design Strategy



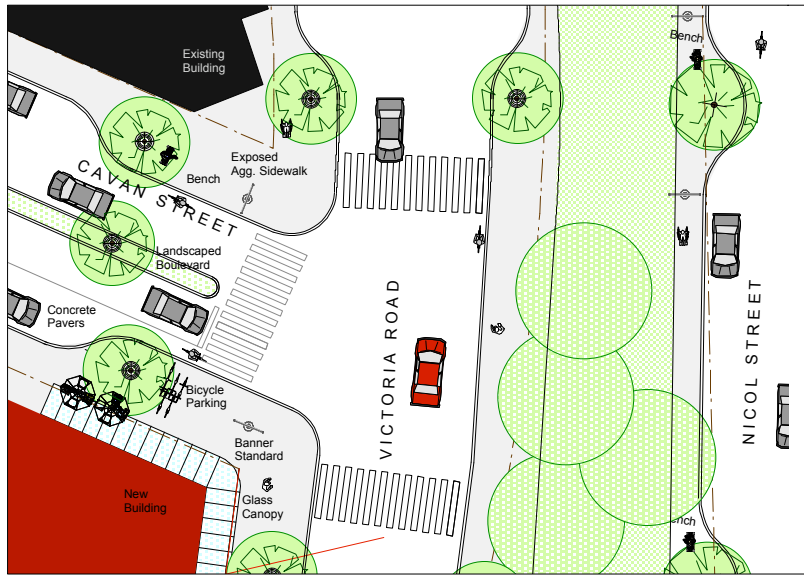
AERIAL PHOTO SCALE 1:3500



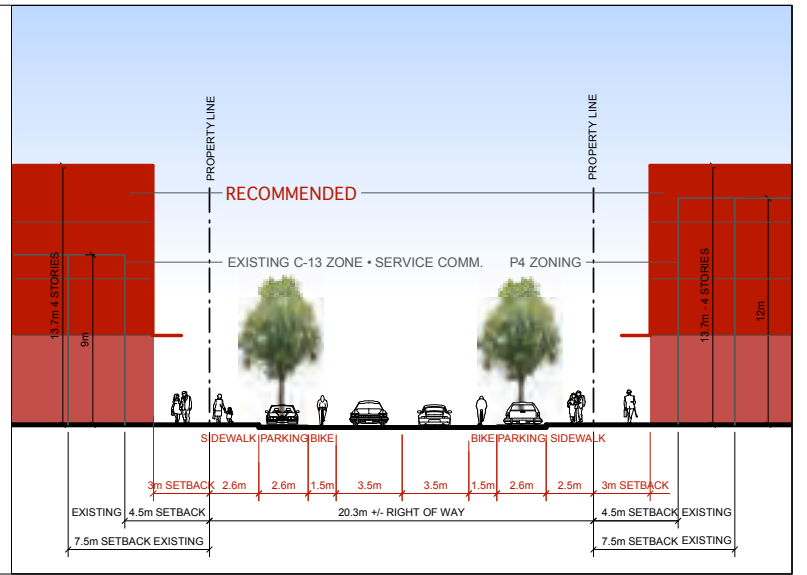
URBAN DESIGN 3D PLAN



A-A VICTORIA & NICOL STREET SECTION SCALE 1:400



CONCEPT PLAN SCALE 1:500



B-B ESPLANADE STREET SECTION SCALE 1:400



A. ESPLANADE NORTH FROM CRACE



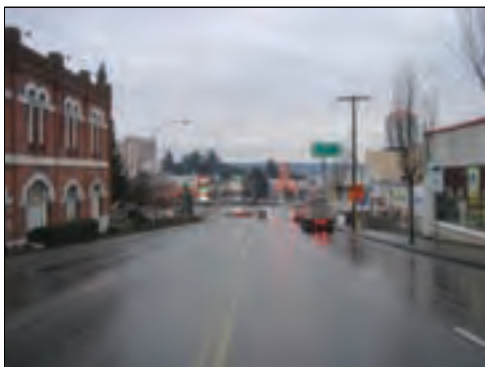
FUTURE



B. ESPLANADE WEST TO NICOL



FUTURE



C. NICOL NORTH TO TERMINAL



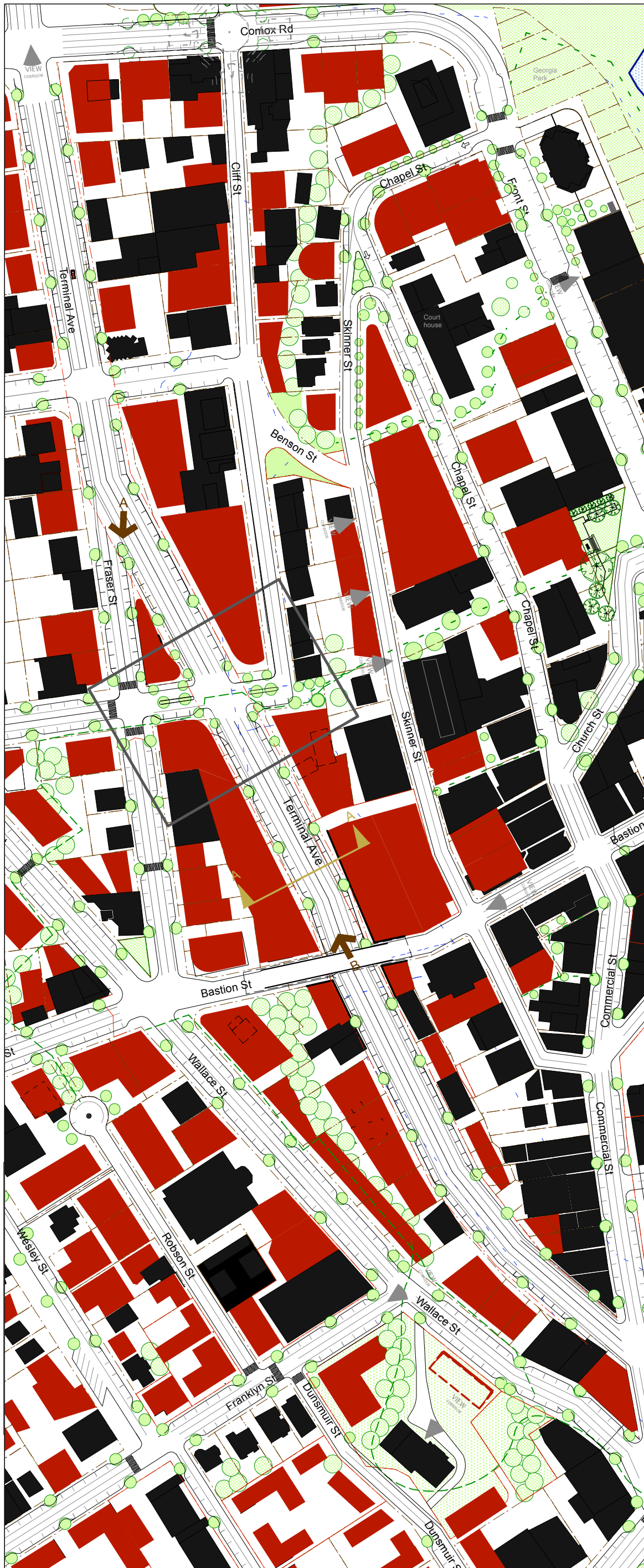
FUTURE

URBAN DESIGN CONSIDERATIONS FOR THIS STUDY AREA

The Old Island Highway meets the downtown curvilinear street-grid here. The semi-circular shaped blocks, with their narrow lanes and scattering of small heritage buildings, creates a human-scaled fabric. It is important that future infill development be designed to maintain the street-defining building alignment. This will repair the 'missing teeth' along the streets and contribute to the restoration of the 19th century-scaled formal character of this southern approach to Downtown. There are significant rock bluffs east of Nicol Street that represent a visible connection to Nanaimo's mining history. Densification with a variety of unit types is encouraged, as well as making strong links between the future re-development of the south waterfront and downtown.

Also see general Urban Design Guidelines.

TERMINAL AVENUE - GREEN STREET



Originally a tidal ravine along its southern extent, Terminal Avenue became the main route through downtown Nanaimo and part of the Trans Canada Highway in the 1960s. With the construction of the Nanaimo Parkway, the role of Terminal Avenue is changing.

The design of Terminal Avenue with its unique curving geometry, continues to act as a barrier that disconnects the Old City from the downtown core and the waterfront. However, any proposed design changes to the streetscape will require extensive consultation with the road's current authority, the Ministry of Transportation.

CONTEXT AND DESIGN CONSIDERATIONS

Future land use in this district will most likely be commercial on the ground level and at the corners, and residential uses in mid-block locations. As a result, the most important design consideration for this area is at the base of the buildings where considerable effort is required to de-emphasize the isolating impact of traffic by expanding and improving the pedestrian realm.

Mechanisms such as landscaped buffers, short cuts and pathways through properties to connect streets and buildings, as well as street-level activity such as outdoor café spaces and covered retail displays, will draw people, animate the street and revitalize the precinct. If the transportation network is remediated and traffic is calmed, this area could emerge as a new and vibrant part of downtown Nanaimo.

Also see general Urban Design Guidelines.

URBAN DESIGN STRATEGIES

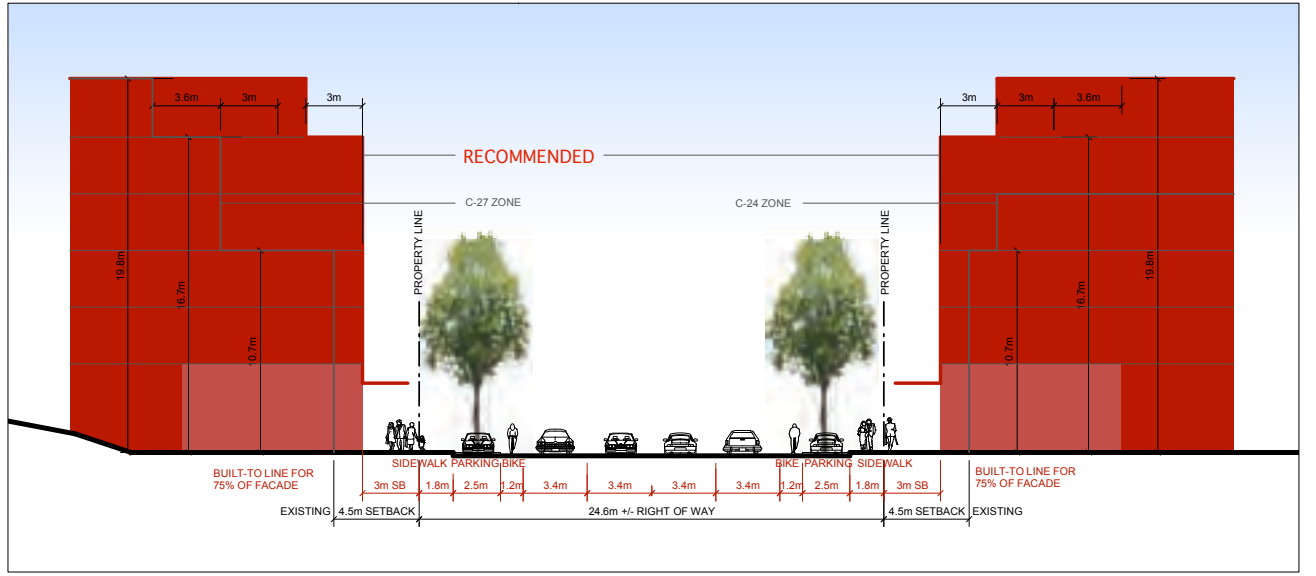
Terminal Avenue is a major gateway to downtown Nanaimo, both from the north and south approaches. As such, development should provide a positive impression to the travelling public.

Emphasize on-street parking, which is required to ensure viability of ground-floor commercial.

Recommend traffic-calming road design for 50 km/hr.

This recommendation to revitalize Terminal Avenue entails a street section that includes parallel parking and cycling lanes in each direction while maintaining two lanes of vehicle traffic in each direction. Street trees are to be located between every 4 on-street parking stalls. Sidewalks should be increased to 1.8 m width. Traffic patterns would be maintained but calmed by the proximity of trees and buildings at the setback/build-to line. Traffic bulges at intersections would be employed to reduce crossing length and further calm traffic. (A treed boulevard in the centre of the right-of-way would preclude on-street parking.)

A double lane roundabout is designed for the intersection of Terminal Avenue and Nicol Street at the entrance to the proposed Port Place Plaza. Nicol Street would retain two lanes of traffic in each direction. In principle, this concept appears to support current traffic volumes but confirmation by a transportation study and consultation with the Ministry of Transportation is required. A roundabout at the Wentworth Street, Cliff Street and Terminal Avenue intersection may be a viable future option.



A-A TERMINAL AVENUE STREET SECTION SCALE 1:400



TRAFFIC CALMING TECHNIQUES



MODERN ROUND ABOUT



CONCEPT PLAN SCALE 1:700



A. TERMINAL SOUTH AT FRASER



B. TERMINAL NORTH AT BASTION



FUTURE

- LEGEND**
- Parks - City Owned
 - Existing Buildings
 - Future Buildings
 - Street Trees - proposed
 - Street Section Location
 - Photo/Rendering Location
 - Urban Design Strategy

VIEW CORRIDORS & LANDMARKS



A. FITZWILLIAM - note tall buildings



B. CAMPBELL view across Terminal to Mt. Benson



C. TERMINAL SOUTH from BASTION BRIDGE



D. TERMINAL NORTH - possible concept



As more of Nanaimo's downtown waterfront is developed, there will be an increasing desire to maintain visual contact with it. Orientation is also important to the comfort and pleasure of living, working, or visiting in the city. Views of both natural and man-made landmarks help us find our way around. When they become familiar to us, we know where we are and we can easily direct others. The views to and from the Nanaimo downtown are many and varied, and are a significant part of the character of the place.



K. FRANKLYN
There are unique perspectives of downtown Nanaimo when looking toward the waterfront from the upper edge of 'the bowl', from Comox, Campbell, Wentworth, Fitzwilliam, Franklyn, Albert and Nicol Streets.



J. ESCARPMENT above TERMINAL
Also interesting are the views from the escarpment above Terminal Avenue ravine looking back up the bowl towards the mountains.



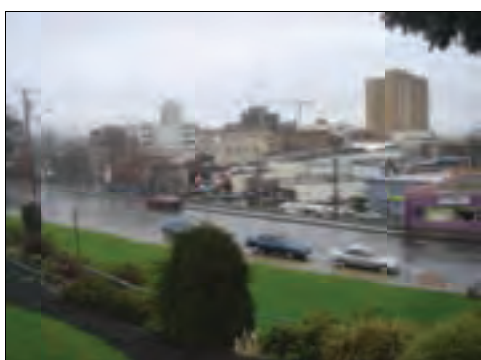
I. COURTHOUSE across FRONT
Close, as well as distant, views are important in the design of individual buildings and landscape elements. Views can be composed along streets, intersections and through public open spaces.



H. ALBERT
Tall buildings can impact the public view corridor. Some of the existing tall buildings downtown have not made a positive contribution to the viewscape.



E. NICOL - note tall buildings



F. CITY HALL across WALLACE



G. FRASER AT TERMINAL - landmark site



G. FRASER AT TERMINAL - possible concept

URBAN DESIGN GUIDELINES

HERITAGE BUILDINGS

For restoring or redeveloping heritage buildings, please refer to the Nanaimo Heritage Building Design Guidelines available through the City of Nanaimo. Additional information regarding heritage building conservation can be found in the Parks Canada “Standards and Guidelines for the Conservation of Historic Places in Canada”.

NEW BUILDINGS and NON-HERITAGE DEVELOPMENT

The following guidelines apply to new construction and non-heritage re-development.

The inherent challenge in establishing a set of design guidelines is that it is difficult to prescribe good design. Both the prescription of some elements and the prohibition of other ones present problems in terms of encouraging creative architectural concepts and appropriate responses to site planning issues.

These guidelines are supplemented by a broader municipal design evaluation, where all development proposals will undergo a rigorous review by the Design Advisory Panel and / or a peer review by a qualified professional architect, as approved by the City.

Building Alignment and Street Front ‘Build-to’ Lines

Horizontal alignment of building facades along the setback from the public street right-of-way or build-to line, is the most important device for the definition of positive public space. It is recommended that 75% of building facades be placed at the minimum setback line. Only where a wider sidewalk space is considered and intended should this rule be varied. Streetfront elevations that do not maintain the continuity of the space because they are overly closed or setback in plan, are discouraged. It is important however, that each project be considered in its context and that the form of each street be carefully studied to determine an appropriate response.

Building Height

Building height is dictated by the zoning bylaw; however, in appropriate locations as illustrated in this plan and subject to urban design considerations, additional height may be negotiated in favour of contribution and improvement of public space or other amenity.

Consider the proportional relationship between street width and building height so that the height of a building is not excessive relative to the width of the street it faces. While an ideal proportion is a somewhat subjective notion, generally a height to width (right-of-way plus front setbacks) ratio of 0.75:1 for the main mass of the building, exclusive of upper floor setbacks, is appropriate for Nanaimo.

Shading and Views

Consider the effect of building height and mass on views to natural features and existing landmark buildings, as well as shading effects on public and private open space at different times during the day and throughout the year.

Windows

To contribute to a pedestrian-friendly streetscape, generous use of windows is recommended at ground level. This “transparency” of the building makes the streetscape more visually interesting, allowing merchandising and reducing the need for signage. Windows are to be transparent (i.e. no mirrored or opaque glazing). A minimum of 75% of ground floor frontage on each street frontage should be windows and / or entry ways.

Windows should be placed to allow overlook of streets, lanes, sidewalks, pedestrian passages, children’s play areas, public open spaces, parking areas and the water’s edge, and to increase personal security through ‘eyes on the street’ as well as contribute visual activity from within the buildings to the street.

Entrances

Entrances should be clearly visible from the principal frontage street. If this is not possible, an architectural element such as a gateway may be used to indicate the entrance location.

- Maintain a storefront and entry on the ground level, regardless of the type of business (eg. office or hotel use).
- Provide separate and distinct entrances for residential uses from that of ground floor retail.
- Incorporate CPTED* principles in the design of entrances and exits.
- In mixed use buildings, residential access should be sited away from the corner and generally located towards mid-block.

* Crime Prevention Through Environmental Design - see www.designcentreforcpted.org

Exits

Exits from emergency stairs and parking garages require careful consideration from a personal and traffic safety perspective.

- Attention to sightlines, lighting and maintenance issues should be integrated into the design.
- Avoid the creation of dark recesses; consider design for both day and night.
- Parking garage entries should be composed with the architecture and be considered as gateways.
 - Finishes should return into these openings.



The horizontal alignment of building facades is the most important device for the definition of positive public space.



Build-to lines provide street definition, especially important in Nanaimo’s context, to emphasize the unique curvilinear street network.



Ideal building height to width ratio is 0.75:1.



Transparency at ground floor adds vitality to the street.

Canopies

Canopies, awnings and overhangs are encouraged to provide shade and weather protection, usable outdoor areas, and to reduce glare and reflections on storefront glass.

- Design of canopies and awnings must be an integral part of the architecture and should highlight the building entrance.
- Canopies should extend over the public realm (minimum 1.5 metres) to sufficiently provide covered walkways.
- Backlit canopies are not recommended, nor are canopies providing large format signage.

Residential

Ground floor units should have direct front door access. Porches should be raised one metre above the street level to provide separation from the street and a transition from the public street to the private interior. With designated build-to limits, and set 4 m from property line, facades will define a human-scaled street. The space between the property line and the build-to line will permit a small display garden.

Roofs

Wherever possible, roofs should be considered as usable outdoor space and be accessible.

- Choice of roof materials should consider overlook from adjacent buildings.
- Roof forms should be appropriate for the height of the building. Flat roofs are most appropriate for buildings over 3 storeys. Mansards can be used on buildings between 4 and 6 storeys if the space behind is habitable. Residential roof forms such as gables, hips and dormers are not appropriate for buildings over 3 storeys.
- 'Green' roofs are strongly encouraged. If green roofs are not used, light coloured roofs are required in order to reduce unwanted solar heat gain and the urban heat-sink effect.

Exterior Wall Cladding

- Consider the visibility of all building facades, not just the 'front'.
- High quality, authentic materials that weather gracefully are preferred over imitations.
- Brick, concrete, stone, cement stucco, fibre cement board, glass and metal are all recommended cladding options.
- Wood siding can also be used but should be detailed to avoid a heavily textured or rustic appearance.
- Artificial materials (those that are made to appear as something they are not) are not permitted (i.e. fibre cement board with a wood grain texture).

Colour

Colours should harmonize and coordinate, and reflect the quality of light in our regional climate (i.e. colours developed for an intensely sunny low latitude climate are not appropriate). Natural and locally inspired tones are preferred for building walls, and pavement and should come from integrally coloured materials such as concrete, metal, ceramic, stone and brick.

Detailing

Visual beauty that is the result of a well composed arrangement of shapes, forms and materials integral to the architectural elements, are preferred over added artificial decoration and imitation details.

- The construction of purely ornamental structures (columns, arches, pediments, cornices, brackets and dentils) is discouraged.
- Detailing should reflect the way the building is assembled, highlighting its essential elements.

Lighting

- Over-lighting can create a harsh or washed out environment and should be avoided by installing:
 - low (3-4 metres) pole-mounted, pedestrian-oriented fixtures, spaced closely together;
 - shielded sources which direct the light downwards to avoid light pollution.
- Fixtures should be kept in scale with the adjacent buildings
 - maximum height should be 5 metres (16 feet).
- Fixtures should compliment the design (i.e. no wall packs).
- All light sources should be high-efficiency and low power consumption fixtures.

Open Space / Amenities

Create comfortable, safe, accessible and appropriately located open spaces to draw pedestrian interest and provide comfort and convenience. Connect open spaces to other activity areas where people gather to sit, eat, or watch other people. Develop clearly demarcated areas for public seating versus outdoor dining associated with a restaurant.



Canopies must be part of the architecture, not an afterthought. They should provide weather protection and not be used as an opportunity for large format signage.



Elements of urban design for ground floor residential units include direct access, raised from street, display garden and a human-scaled street.



Cladding options include brick, glass, metal, stone and concrete.



This open space amenity offers public seating areas while clearly demarcating the outdoor dining area associated with the cafe.

Signage

Storefront signs can contribute to the character, appearance and success of the street. Appropriate size and relative scale are very important aspects. Large signs can be so out of scale that people literally do not see them and they ultimately fail to serve their intended purpose. The following guidelines are offered in addition to the mandatory regulations found in the City of Nanaimo Sign Bylaw.

- Maximum dimensions of signs and letters must be specified and their locations must be illustrated on architectural design drawings for review as part of the Development Permit application.
- To avoid visual clutter, each ground floor retail business is limited to one of each type of sign, up to a maximum of three signs:
 - Canopy / Awning
 - Window Sign
 - Fascia
 - Projected Sign (under the canopy)
- In multi-tenant buildings, only the building name and address should be clearly displayed for the benefit of pedestrians and drivers. Each tenant should be identified on one lobby sign, not on the outside of the building.
 - Buildings at street corners are particularly important as they can be landmarks.
- Boxed (canned) back lit signs are prohibited, as are back lit awnings.
- Billboard-type signs (larger than 3 m wide by 1 m tall) are discouraged.
- Neon and LED signs are encouraged in commercial areas.

Siteworks

Driveways and Pavement

- Detailing of driveways and lanes should be complementary to the neighbouring public streets.

Fences and Walls

- The design and materials of fences and walls should be complementary to the building's architecture and landscape.
 - Off-the-shelf wood lattice fencing located adjacent to public space (for example) is discouraged.
 - Hedges and other landscaping elements are acceptable devices for visual screening and physical separation.
 - Careful consideration must be given to any impacts of fences and walls on personal safety. Apply CPTED principles.

Landscaping

Every development is encouraged to plant and maintain substantial areas of small and large shrubbery and trees.

- Plant species should be indigenous or compatible with local climate and soil conditions.
 - Plantings should require minimal seasonal watering or be drought resistant.
- A certified landscape architect is required on every project to encourage appropriate, interesting and sustainable landscaping that complements the architecture, especially in the public realm or challenging areas.
- Apply CPTED principles to determine heights, placement and branching of trees and shrubbery.
- Where possible, consider installing an edible landscape, such as publicly accessible fruit trees and bushes, in support of the community's long-term food provisioning objectives (see City of Nanaimo Official Community Plan).

Street Furniture

- Seating areas should be created in public places, wherever appropriate.
 - Ideal locations are near a building's front doors, next to the street, in sunny locations, and facing interior courtyards and parks.
- Seating should be coupled with amenities (street furniture) such as trash receptacles, public art, water fountains, information kiosks and public phones.
 - Street furniture should be professionally designed for beauty, comfort, interest and durability.

Utilities, Building Services and Service Areas

- Utilities such as wiring and electrical transformers should be underground or hidden from view to help reduce visual clutter in the downtown viewscape.
- Loading, trash, and recycling areas to be located at the rear of property. Services should be screened from view from rear entrances, alleyways and adjacent residential areas.
- Pipes and conduits should not be visible. Consider shared service facilities. Mechanical equipment should be located inside buildings; rooftop equipment should not be visible.
- Ground level equipment should be screened from view with earthen berms, plant material, or opaque screening. Use similar materials applied to the building.
- Blank walls should be treated architecturally or with vegetation, including 'living walls'.

Undeveloped Sites

- Owners of vacant or underutilised downtown sites are encouraged to maintain street-edge definition and visual continuity, and to establish an attractive façade along the street until development can occur.
- Construction boarding and fencing along public boundaries shall be designed for safety and beauty, and allow an area for public viewing of the construction activity behind.



Active public street where autos, bikes and pedestrians share the right-of-way. Appropriate and successful signage will cater to the pedestrian scale.



Integrated Siteworks



Trees and landscaping in an urban landscape consider personal safety (by ensuring open sightlines) and sustainability (with drought resistant species).



Exemplary urban design of the public realm, which offers many opportunities to provide 'eyes on the street' with outdoor cafe seating, ample bike parking and apartment balconies overlooking the street.

Movement and Circulation

Streets and Lanes

Downtown's roadways should be treated as 'living streets', which allow for the potential of pedestrians and cyclists to share the same pavement area equally with drivers. The intention is to make the street a safer, less threatening and more enjoyable place for all uses, without necessarily reducing traffic capacity. There are a number of ways developments can support this concept:

- textured pavement to transmit sensory signals to drivers
- landscaped medians, bulges and pedestrian refuge areas
- widened sidewalks
- subtle and seamless separation of traffic from vulnerable modes with the use of bollards, sculpture, street furniture, hard and soft landscaping
- the use of removable bollards to create flexible space (conversion of a parking lot to a commons or marketplace).

For greater detail, refer to the Street Design section.

Walkways and Pathways

Pedestrian circulation is an important consideration throughout the Downtown. The provision for public pathways should be made wherever possible, especially at nodes and landmarks (see Open Space Network and View Corridors / Landmarks).

- Development in the vicinity of these key areas should link and integrate.
- Pathways may be hard surfaced or paved with crushed stone, according to their location and intended use.

Transit

Future growth and densification will put pressures on the circulation patterns caused by the narrow and winding downtown road network. The curvilinear pattern could remain viable and attractive with an integrated transit system:

- Where possible, large developments should include on-site transit facilities
- Where there is an on-street bus stop within one block of the development, improvements to the pedestrian corridor leading to the stop should be made. This includes:
 - ensuring a continuous, barrier-free pathway
 - installation of curb-cuts and ramps
 - adequate lighting
 - seating in a sheltered waiting area
 - incorporating CPTED principles.

Bicycling

All developments should provide both short-term bike parking (for customers and clients) and long-term (commuter) parking.

- All bike parking should be protected from the elements and located in a highly visible area.

Vehicle Parking

Underground parking is preferred. Surface parking, if necessary, should be located at the back of the site. On-site parking in front of a building, is not permitted.

- Shared driveways are encouraged to minimize interruption to the pedestrian realm.
- Parking lots should be visually screened from bike pathways and sidewalks by way of walls, fences or landscaping.
- Surface parking areas should be divided into sections with landscaped dividers between every 4 to 6 spaces. In addition to providing shade, a canopy of trees through the lot will help break down the scale of large surface parking areas and screen them from high level views.
- Above grade parking structures should provide habitable space along the perimeter.
- Locate parking accesses away from pedestrian entries and intersections.

Personal Safety

Consider the impact the design of the building has on the experience of the most vulnerable community members.

- Avoid building recesses, dark alcoves and the creation of hiding spots.
- Do not create isolated areas.
 - Install windows for 'eyes on the street'.
 - Integrate activity areas, pathways and other facilities that draw people.
 - Ensure all areas of the property are well-maintained to present a cared-for atmosphere.
- Avoid passageways that are 'movement predictors' (pathways with no route options or forks).
- Avoid creating walls and sightline obstructions with large shrubbery.
 - Keep shrubbery low and tree branches pruned up to eye level.
- Lighting should be ambient rather than stark and institutional.
 - Lighting can be used strategically to remove shadows and to light up dark areas.
- For more detailed information, refer to the SAFER Downtown Nanaimo Report and CPTED principles.

Accessibility

Design for accessibility and adaptability, in both private and public spaces, to ensure universal access and the development of an 'age-friendly' city.



Textured pavement contributes to a more 'livable street'.



Good urban design integrates transit infrastructure, to allow buses to mix successfully with people, commerce and public spaces.

Photo Credit: Gehl/Gemzoe, New City Spaces, p42



The negative effects of surface parking lots can be mitigated through the installation of a continuous tree canopy (providing urban habitat, shade and visual screening).



Textured pavement engages a driver's sensory experience, keeping them alert and mindful.

GUIDELINES FOR TALL BUILDINGS

The National Building Code defines tall buildings as “anything from 10 storeys to 100.” Regionally, the accepted nomenclature is:

- low-rise up to 6 storeys;
- mid-rise up to 10 or 14 storeys; and
- high-rise, 15 storeys and above.

In practice, a tall building is any building which is substantially taller than its neighbours and/or which significantly changes the skyline.

The 2002 Nanaimo Downtown Plan identified general locations and criteria for tall buildings in downtown Nanaimo (see map inset). The purpose of these guidelines is to provide more detailed urban design and architectural coherence to ensure that the tall buildings proposed in these areas respond to the existing built form of downtown, contribute to the beauty and vitality of the city and perform well in their immediate context.

New tall building sites in the downtown will require rezoning. As such, there will be an opportunity for a level of consultation which is more extensive in detail than that of lower and smaller projects. The potential for negative impact and the significant presence of tall buildings makes them worthy of careful and rigorous attention to programming, design, construction and operational performance.

The criteria below are not listed in order of importance. Prioritizing the criteria for each project will depend on the development program and the circumstances of the site. In the case of exceptionally tall buildings, some of the criteria will apply over a wide geographical area, and it will be necessary for the applicant’s own urban design study to address the relevant issues. Applicants seeking permission to establish a tall building must consider the following criteria:

General Principles

Context

Proposals must consider the relationship to their location including local natural topography, scale, height, urban form, streetscape and the implications on the skyline.

Impact

New tall buildings must consider all impacts on the existing environment. Developments must illustrate that the proposal will enhance and not detract from:

- heritage buildings and their settings, including the foregrounds and backdrops to landmark buildings;
- historic parks, gardens, landscapes and their adjacencies;
- public open spaces, their settings and views;
- significant public view corridors (see View Corridor section); and
- the streetscape, especially the pedestrian realm.

The effect of the development on the local environment, including micro climate, over-shadowing, night-time appearance, light pollution issues, vehicle movements, and the security and amenity of people in the vicinity of the building, must be considered.

Infrastructure

Transportation infrastructure, including links to existing public transport and required improvements, must be considered when proposing tall buildings. Transport is important in relation to buildings with a large floor area due to intensity of use by their population density.

Quality

The architecture and quality of the building, including its scale, form, massing, proportion, silhouette, materials and relationship to other structures, must be carefully and creatively considered. Along with the ground level and facades, the design of the top of a tall building will be of importance when considering the effect on the skyline and the potential for distinction.

Contribution

Proposals must contribute to public spaces and facilities in the area including, where appropriate, the provision of a mix of uses on the ground floor which can be included as part of the public realm. The development should interact with, and contribute positively to its surroundings at street level to foster diversity, vitality, social engagement and, a “sense of place”.

Sustainability

All proposals must be sustainable in the broadest sense, taking into account the physical, social, economic and environmental impacts based on whole-life costs and benefits (see Sustainable Design / Green Building Principles). Tall buildings should be inspired directly by the climate in which they are located, responding to the opportunities offered by the elements (sun, wind, rain). In addition to climate, tall buildings should address sustainability in their construction and operation. Approaches include a consideration of adaptive re-use in the building design and material selection.

Urban Form

Within the downtown context, there are more and less desirable forms for tall buildings. With the precedent set in Vancouver, the two or three storey podium with setback point tower has enjoyed some popularity. At the time of this writing however, this building type has come under careful scrutiny and significant criticism. While providing an efficient and dramatic form for increasing the residential population of the urban centre, these buildings have not been successful in creating residential places or neighbourhoods. The low-density (and consequently very expensive) townhouse podium does not foster street-oriented population or uses.

The traditional urban village, with eyes-on-the-street and vital public realm envisioned, has not yet materialized as imagined and intended. The lesson learned here is that when developing in the downtown context, it is important to have as many street-oriented residential units and commercial uses as possible (i.e. residential apartments with a reasonably close view of the public realm (street or open space)). As such, tall point towers should have at the base, a number of residential floors that are arranged along the public realm to create a reasonable density with as many entries at street level as possible.



2002 NANAIMO DOWNTOWN PLAN - Areas identified for tall buildings



NANAIMO 2005. Towers are isolated, not part of an urban design strategy, and are blocking key view corridors.



112 LEADENHALL, LONDON. Tall building development sensitive to its specific urban fabric. (Architectural Review, April 2007)

Specific Guidelines

Floor Plates

In general, these guidelines recommend the use of point towers on a three to five storey podium or building base.

- As outlined in this document and based on the 2002 Nanaimo Downtown Plan, the guidelines for maximum floor plate area, for those floors six storeys and above is generally 595 m² (6,400 ft²) and the maximum depth and width is 24.4 m (80 feet). Some variation to the maximum dimension may be considered in order to achieve a 1:1.618 depth to width ratio.

Base Design

The base design (lower levels) of a tall building is governed by the general guidelines contained in this document.

- All parking must be below grade, or separated from the building perimeter by habitable space such as retail or residential.

Tower Design

The design should create visual interest in a scale appropriate for the size of the project.

- Identical floor plates, and other uninterrupted repetition which may produce a monotonous building, should be avoided.

Roof Design

The top of all tall buildings attracts the eye. The design should be carefully considered, especially from numerous vantage points around the City.

- The roof forms common to low level residential projects such as gables, hips and dormers are not appropriate.
- All roof-top equipment must be integrated into the design and generally screened from view.
- While each building should be aware of its context, unique and distinctive building tops are preferred.
- Habitable penthouse levels should be incorporated into the roof of the tower.

Tower Separation

As outlined in this document and as established in the 2002 Nanaimo Downtown Plan, tower separation varies within each of the identified tall building areas.

- In general, minimum tower separation should be equal to the average height of the subject towers.

Setbacks

As outlined in this document and as established in the 2002 Nanaimo Downtown Plan, setback of the tower portion of tall structures varies for each of the proposed tall building locations.

- While additional setbacks may be appropriate for the tower, it is important that the base element conforms to the general guidelines and provides for a continuation of the street wall.

Finish

Given the visual prominence of tall buildings, exterior cladding must be of quality materials that age well and are assembled with a high level of attention to detail.

- The use of mirrored or excessive amounts of opaque glazing is strongly discouraged. Glass should have a maximum reflectivity of 8%.
- The use of materials that cause glare at street level or on adjacent sites is discouraged.

SUSTAINABLE DESIGN / GREEN BUILDING PRINCIPLES

All proposals must be sustainable in the broadest sense, taking into account the physical, social, economic and environmental impacts based on whole-life costs and benefits. Green building practices will be expected in all phases of the development, from planning and design to deconstruction and construction, and ultimately to the operation of the building.

Where possible, adaptive re-use of buildings is encouraged. Alternative development standards that support lower-impact development, such as on-site rainwater management and stormwater retention, will be supported and encouraged.

More details regarding sustainable design are referenced throughout this document. Please also refer to the Canadian Green Building Council LEED program (www.cagbc.com).

PUBLIC ART - Art in Public Places

Public art is a vital part of shared community spaces. Through public art commissions, artists inform and inspire a community's present day desire for expression through art, as well as reflect the history and qualities of the place.

In a public art process, artists are guided by dialogue with community members and are challenged to inspire, celebrate and engage their collective imaginations, spirit and sense of place. Well conceived and implemented public art projects have the ability to help generate and reinforce a sense of place. Art can define and celebrate what it means to dwell in a particular city, town or neighbourhood. While sometimes intangible, public art can also provide opportunities for adding economic, environmental and social value.

Art in public places can inform and enrich the experience of place, as we live, work and play in our community. For centuries, art in the public realm has helped create community spirit as it inspires dialogue and reflection. Public art can provide a chance to pause, to simply enjoy and delight in an artist's creation.

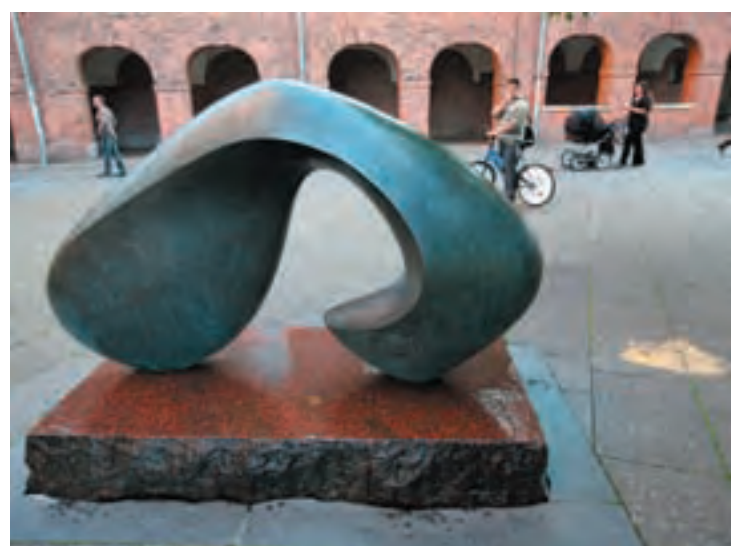
By Bill Porteous, artist



Example of elegant roof expression and interrupted repetition.



This proposed green office building in Victoria (LEED Silver) which incorporates good urban design principles.



COPENHAGEN, DENMARK. Public art is a vital part of shared community spaces; inspires dialogue and reflection.

DEVELOPMENT PERMIT OR REZONING APPLICATION - EXAMPLES OF SUBMISSION REQUIREMENTS

In addition to the application forms required for Rezoning, Development Permit and Development Variance Permit, the following analytical and illustrative graphics should also be submitted by all applicants prior to public and municipal review. These two pages illustrate examples of drawing types, and are intended to guide the applicant and their architects.

DEVELOPMENT DATA

- Include site area, site coverage, number of units, number of storeys, gross and net floor areas, floor area ratio, building height, parking requirements and amenity area requirements. Also include a list of any variances, plus a description and rationale for each.

CONTEXT PLAN

- Minimum scale 1:500
- Show all adjacent right-of-way structures and buildings across rights-of-way in all directions. Aerial photographs are very useful in studying the impact of the proposed project on its context.

CONTEXT SECTIONS

- Minimum scale 1:500
- Illustrate the cross sections through the building and its adjacent streets, lanes or other spaces to help reviewers consider the relationship between the activities of the building with those of the local context.



CONTEXT ELEVATIONS

- Illustrate the street elevations of the buildings neighbouring the proposed project to help reviewers study the scale and position of the context and assess the fit of the new architecture.
- Minimum scale 1:500.

3D MODEL

- Develop massing models (physical or computer generated) to illustrate how the new building's volume (height and footprint) will affect a site, the surrounding buildings and spaces, and its future context.



LANDSCAPE PLAN

- Provide a full rendering, including all streetscape improvements, on-site and off-site landscaping, trees, materials, fencing, site furniture, lighting, parking, site grading and drainage.
- Include planting schedule with species, size and quantity.
- Minimum scale 1:100.





FLOOR PLANS (MAIN / STREET LEVEL WITH SITE PLAN)

- Show the ground-level site plan with the fully rendered landscape design to clearly illustrate the anticipated fit and performance of the development in its context.
- Show main floor plan (accessible from grade) including all streetscape improvements, on-site and off-site landscaping, trees, materials, fencing, site furniture, lighting and parking.
- Minimum scale 1:100.

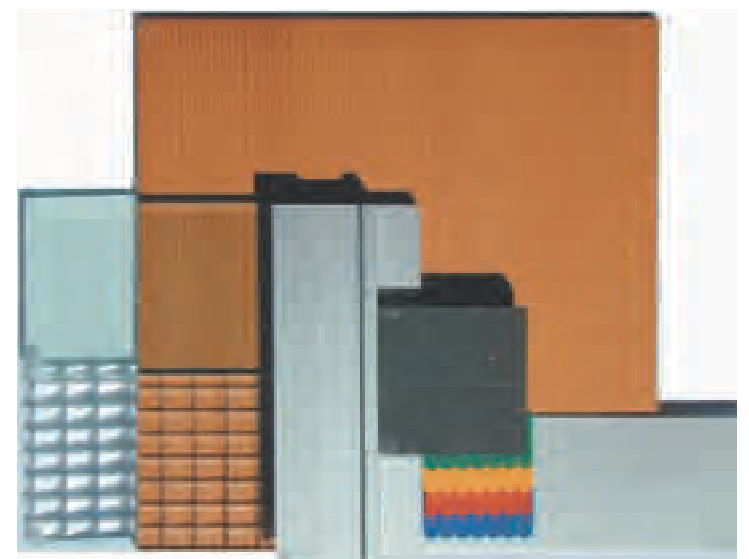


DETAIL SECTIONS

- Include all streetscape improvements on-site and off-site, landscaping, trees, materials, fencing, site furniture, lighting, parking and special architectural features.
- Minimum scale 1:100.

EXTERIOR MATERIALS BOARD

- Include physical samples of all materials to be used.
- Minimum size 24" x 36".



COLOURED 3D RENDERINGS / PHOTOMONTAGE

- Include views from street level and illustrate all streetscape improvements on-site and off-site, landscaping, trees, materials, fencing, site furniture, lighting, parking and adjacent buildings.
- Minimum size 11"x17".



APPENDIX - DOWNTOWN NANAIMO URBAN DESIGN CHARRETTE



GROUP C - DOWNTOWN CENTRE

Origins of the Study

In 1999, the City of Nanaimo began a revitalization initiative for the downtown area. Numerous initiatives have been completed to date, including plan documents and new zoning designations. To further enhance and improve the quality of site and building design in the downtown core, the City commissioned the creation of this comprehensive Downtown Urban Design Plan and Guidelines. The purpose of this plan is to address the unique challenges posed by downtown site development, ensuring that future development integrates successfully with the existing urban fabric and is thoughtfully considered within the context of the area's architectural style and character.

The Plan Process

The City commissioned D'Ambrosio urbanism + architecture to undertake the study. The City's Design Advisory Panel (DAP) was assigned the task of providing guidance to the consulting team.

A Design Charrette was held in November 2006 that included a cross-section of skilled and knowledgeable citizens, such as members of Nanaimo's design community and stakeholders who hold positions on City advisory committees and neighbourhood associations. The purpose of the intensive workshop was to establish a vision for the project and to receive direction in key areas such as open space and pedestrian networks, view corridors, gateways and other site specific issues that required local insight and expertise.

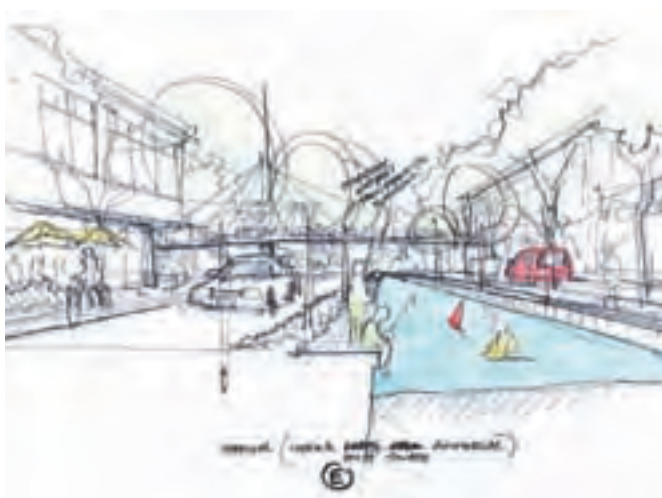
Many exceptional ideas and concepts were brought to, and born out of, the day's workshop. Examples are illustrated below, many of which have inspired and influenced this plan.



GROUP F - NETWORKS



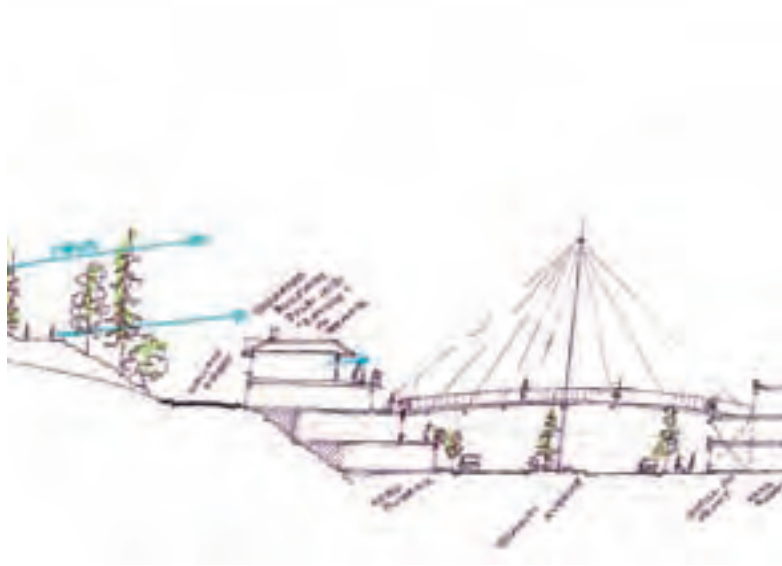
GROUP F



GROUP B - TERMINAL



GROUP A - DOWNTOWN NORTH



GROUP D - DOWNTOWN SOUTH



GROUP E - SOUTHGATE



CHARRETTE



A special thank-you to the Charrette Participants:

Design Advisory Panel

D B McGuffie
 Ian Niamath
 Jolyon Brown
 Kevin Krastel
 Jessica Gemella
 John Hofman

Design Professionals of Nanaimo

Jerry Ellins
 David Poiron
 James Taylor
 Brenda Grice
 Alfred Korpershoek
 Robert Boyle

Rezoning Advisory Committee

Ralph Meyerhoff

Nanaimo Old City Association

Rob Humpherville

Southend Community Association

Gordon Fuller

Downtown Nanaimo Partnership

George Hanson
 Roger Kemble
 Art Crape

Consulting Team Members

Urban Design: D'Ambrosio architecture + urbanism
 Franc D'Ambrosio
 Terry Kopeck
 Chris Foyd
 Consultation: CitizenPlan
 Sue Hallatt
 Transportation: Boulevard Group
 Mike Skene
 Mitchell Jacobson
 Dan Casey

Landscape Architecture: Gemella Design; Archadia



GROUP C - DOWNTOWN CENTRE

PART 11- DOWNTOWN

11.1 DESCRIPTION OF ZONES

Zone	Abbreviation	Intent of Zone
Core	DT1	This zone provides for a mix of uses where residents expect to live in an area where shopping, clubs, cultural and entertainment uses exist compatibly.
Fitzwilliam	DT2	This zone provides for commercial and residential uses primarily through in-fill development that is compatible with areas with existing heritage character.
Wallace	DT3	This zone provides for residential and commercial uses with retail at the street level.
Terminal Avenue	DT4	This zone provides for predominately mixed office and retail area with three to six storey street wall related buildings intended to support the unique role as a gateway into the downtown core.
Chapel Front	DT5	This zone provides for higher density residential developments and some compatible office, retail, cultural, recreational, service and institutional uses. Emphasis is placed on achieving development that is compatible with neighboring development with respect to streetscape character, open spaces, view retention, sunlight access and privacy. As outlined in the Downtown Reference Plan, Council may consider rezoning in order to achieve higher density, including highrises, within the area covered by this zone.
Port Place	DT6	This zone provides for an integrated residential and commercial community that anchors the downtown in a manner that supports the nearby waterfront walkway and Commercial Street shopping area. As outlined in the Downtown Reference Plan, Council may consider rezoning in order to achieve higher density, including highrises, within the area covered by this zone.
Quennell Square	DT7	This zone provides for residential development and some compatible office, retail, cultural, recreational, institutional and service uses that are compatible with neighboring development with respect to streetscape character, open spaces, view retention, sunlight access and privacy.
Old City Mixed Use	DT8	This zone provides for mixed commercial / residential buildings. Commercial uses are permitted at street level and multiple family residential uses on the second and third storeys. It is intended to provide for the adaptive reuse of character buildings.
Old City Central	DT9	This zone provides for the wide range of businesses and services generally located in a downtown area and which serve the needs of the community at large. It is intended to provide for the adaptive reuse of character buildings.
Old City Infill Business Commercial	DT10	This zone provides for business and professional offices and is intended to preserve service commercial uses. It is also intended to provide for the adaptive reuse of character buildings.
Old City Infill Service Commercial	DT11	This zone provides for day-to-day shopping needs of persons residing in the immediate vicinity. It is also intended to provide business and professional offices and is intended to preserve service commercial uses while providing for the adaptive reuse of character buildings.
Gateway	DT12	This zone provides for a mixture of uses and active street frontages which recognize the areas role as an entrance gateway into Nanaimo's downtown core.

11.2 PERMITTED USES

11.2.1 The uses listed in the following table shall be permitted where indicated with a 'P' within the corresponding zone as per the conditions of use specified:

Use	Zones												Conditions of Use
	DT1	DT2	DT3	DT4	DT5	DT6	DT7	DT8	DT9	DT10	DT11	DT12	
Arcade	--	--	--	--	--	P	--	--	P	--	--	P	Permitted within a shopping centre only.
Artist Studio	P	P	P	P	P	P	P	--	--	--	P	P	
Assembly Hall	P	P	P	P	P	P	P	P	P	--	--	P	
Auto Part Sales	--	--	--	P	--	P	--	--	--	--	--	--	
Auto Repair	--	--	--	P	--	--	--	--	--	--	--	P	No auto repair use shall be permitted where the property directly abuts Nicol Street.
Auto Sales and Rental	--	--	P	P	--	P	P	--	--	--	--	P	The surface display / storage of vehicles for sale or rental shall not exceed 4 per lot.
Boat and Equipment Sales	--	SS	--	--	--	--	--	--	--	--	--	--	
Bingo Hall	--	P	P	P	--	P	--	--	P	--	--	--	
Cannabis Retail Store	SS	--	--	SS	SS	--	--	--	--	--	--	SS	
Casino	--	--	--	--	--	P	--	--	--	--	--	--	
Club or Lodge	P	P	P	P	P	P	P	--	--	--	--	P	
Commercial School	P	P	P	P	P	P	P	P	P	--	--	P	
Convention Centre	P	P	P	P	P	P	P	--	--	--	--	P	
Court of Law	P	P	P	P	P	P	P	--	P	--	--	P	
Cultural Facility	P	P	P	P	P	P	P	--	P	--	--	P	
Custom Workshop	--	--	--	SS	--	--	--	--	P	--	--	P	
Daycare	P	P	P	P	P	P	P	P	P	P	P	P	
Electric Vehicle Charge Station	P	P	P	P	P	P	P	P	P	P	P	P	
Emergency Shelter	--	--	--	P	--	--	--	--	--	--	--	--	
Entertainment Use	P	--	--	P	P	P	--	--	--	--	--	--	
Fast Food Restaurant	--	--	SS	SS	--	SS	--	--	--	--	--	SS	
Financial Institution	P	P	P	P	P	P	P	P	P	P	P	P	
Funeral Parlour	P	P	P	P	P	P	P	--	P	--	--	P	
Gas Station	--	--	--	SS	--	--	--	--	--	--	--	--	
Hotel	P	P	P	P	P	P	P	--	P	--	--	P	
Internet Centre	P	P	P	P	P	P	P	P	P	P	P	P	

Use	Zones												Conditions of Use
	DT1	DT2	DT3	DT4	DT5	DT6	DT7	DT8	DT9	DT10	DT11	DT12	
Laboratory	P	--	P	P	--	P	--	--	--	--	--	--	
Laundromat	P	P	P	P	P	P	--	P	P	--	P	P	
Library	P	P	P	P	P	P	P	--	--	--	--	P	
Liquor Store	--	--	SS	--	--	SS	--	--	--	--	--	SS	
Live / Work	P	P	P	P	P	P	P	P	P	--	P	P	
Lounge	P	P	P	P	P	P	P	--	--	--	--	--	
Micro Brewery	P	P	--	P	P	P	--	--	--	--	--	P	The Gross Floor Area of a micro brewery shall not exceed 557m ² .
Multiple Family Dwelling	P	P	P	P	P	P	P	P	P	--	P	P	Within the DT9 and DT12 Zones, residential uses are not permitted on the first storey.
Museum	P	P	--	P	P	P	--	--	--	--	--	--	
Neighbourhood Pub	P	P	P	P	P	P	P	P	P	--	-	P	
Office	P	P	P	P	P	P	P	P	P	P	P	P	
Parking Lot / Parkade	P	P	P	P	P	P	P	P	P	P	P	P	Within the DT8 Zone, parking lots and parkades shall not be permitted on lots with an area greater than 1,800m ² .
Pawn Shop	P	P	P	P	P	P	P	P	P	--	P	P	No pawn shop shall be located within a 300m radius of another pawn shop.
Personal Care Facility	P	P	P	P	P	P	P	P	P	--	--	P	
Personal Service Use	P	P	P	P	P	P	P	P	P	P	P	P	
Pharmacy	P	P	P	P	P	P	P	P	P	--	P	P	
Printing and Publishing Facility	P	P	P	P	P	P	P	P	P	--	--	P	
Production Studio	P	--	P	P	P	P	--	--	--	--	--	P	
Public Market	P	P	P	P	P	P	P	--	--	--	--	P	Permitted as a seasonal use. No outside storage shall be permitted after market hours.
Recreation Facility	P	P	P	P	P	P	P	P	P	--	--	P	
Refund Container Recycling Depot	--	--	--	P	--	P	--	--	--	--	--	P	Gross Floor Area not to exceed 140m ² . Use shall be wholly enclosed within a building.
Repair Shop	--	P	--	P	--	P	--	--	P	--	--	P	
Religious Institution	P	P	P	P	P	P	P	P	P	--	--	P	

Use	Zones												Conditions of Use
	DT1	DT2	DT3	DT4	DT5	DT6	DT7	DT8	DT9	DT10	DT11	DT12	
Restaurant	P	P	P	P	P	P	P	P	P	P	P	P	
Retail	P	P	P	P	P	P	P	P	P	--	P	P	
Rooming House	--	P	P	P	P	P	P	P	P	P	P	P	
Shopping Centre	--	--	--	--	--	P	--	--	P	--	--	P	
Single Residential Dwelling	--	P	P	--	P	--	P	P	P	P	P	P	
Sign Shop	--	--	--	P	--	--	--	--	--	--	--	--	
Social Service Resource Centre	P	P	P	P	P	P	P	P	--	--	--	P	
Teletheatre Outlet	P	P	--	--	--	P	--	--	--	--	--	--	Must be contained within a Lounge, Casino or Neighbourhood Pub.
Theatre	P	P	--	P	P	P	--	P	P	--	--	P	
Transportation Terminal	P	P	--	P	--	P	--	--	--	--	--	P	
University, College, Technical School	P	P	P	P	P	P	P	--	--	--	--	--	
Veterinary Clinic	P	P	P	P	P	P	P	P	P	--	--	P	
Wholesale	--	--	P	P	--	P	--	--	--	--	--	P	Use shall be wholly enclosed within a building.

(4500.041; 2013-AUG-12) (4500.073; 2015-MAR-16) (4500.152; 2019-SEP-09) (4500.144; 2019-SEP-16)
(4500.132; 2019-OCT-21) (4500.158; 2019-DEC-02) (4500.161; 2019-DEC-02) (4500.141; 2020-AUG-31)

- P** = Permitted Use
- SS** = Permitted as a Site Specific Use
- = Use Not Permitted Within Specified Zone

11.2.2 Notwithstanding Subsection 11.2.1, commercial uses are only permitted within the first storey of a building within the DT8 Zone.

11.2.3 The uses listed in the following table shall be permitted as an accessory use where indicated with an 'A' within the corresponding zone as per the conditions of use specified:

Use	Zones												Conditions of Use
	DT1	DT2	DT3	DT4	DT5	DT6	DT7	DT8	DT9	DT10	DT11	DT12	
Accessory Dwelling	A	A	A	A	A	A	A	A	A	A	A	A	Only permitted above street level within the DT2 Zone.
Boarding and Lodging	--	A	A	--	--	A	A	A	A	A	A	A	Shall not exceed two sleeping units and shall not accommodate more than two persons.
Home Based Business	A	A	A	A	A	A	A	A	A	A	A	A	
Secondary Suites	--	A	A	--	--	A	A	A	A	A	A	A	Permitted as an accessory use where a single residential dwelling is the only use on the lot. Subject to Part 6 of this Bylaw.
Short-Term Rental	A	A	A	A	A	A	A	A	A	A	A	A	Subject to Part 6

(4500.073; 2015-MAR-16) (4500.186; 2022-FEB-07)

A = Permitted as an Accessory Use

11.2.4 Notwithstanding Subsection 11.2.1 the following uses shall be permitted on site specific basis:

Use	Permitted Location Address	Legal Description of Permitted Located
Boat and Equipment Sales	690 Comox Road	LOT 1, SECTION 1, NANAIMO DISTRICT, PLAN 42067, EXCEPT THAT PART IN PLAN 48000
Cannabis Retail Store	350 Terminal Avenue	LOT 9, 10, 11, 12, BLOCK 63, SECTION 1, NANAIMO DISTRICT, AND OF THE BED OF NANAIMO HARBOUR, PLAN 584
	52 Victoria Crescent	LOT 3, SITUATE IN COMMERCIAL INLET IN THE BED OF THE PUBLIC HARBOUR OF NANAIMO AND OF SECTION 1, NANAIMO DISTRICT, PLAN 9893
	111 Nicol Street	LOT 9 & 10, BLOCK 10, SECTION 1, NANAIMO DISTRICT, PLAN 584
	120 Commercial Street	LOT 5, BLOCK 58, SECTION 1, NANAIMO DISTRICT, PLAN 584, EXCEPT THAT PART THEREOF OUTLINED IN RED ON PLAN 182 BL
	25 Front Street	LOT 1, SECTION 1, NANAIMO DISTRICT, PLAN 15369
	111 Terminal Avenue	LOT B, SECTION 1, NANAIMO DISTRICT, PLAN, VIP75182
	115 Chapel Street	LOT 13, BLOCK 54, SECTION 1, NANAIMO DISTRICT, PLAN 584
	140 Terminal Avenue	LOT 1, SECTION 1, NANAIMO DISTRICT, PLAN VIP62978
Emergency Shelter	19 Nicol Street	LOT B (DD EM34637), BLOCK 12, SECTION 1, NANAIMO DISTRICT, PLAN 584
Fast Food Restaurant	15 Wallace Street	LOT A, SECTION 1, NANAIMO DISTRICT, PLAN VIP73095
	650 Terminal Avenue	LOT 1, SECTION 1, NANAIMO DISTRICT, AND PART OF THE BED OF THE PUBLIC HARBOUR OF NANAIMO, PLAN EPP10474
	60 Victoria Street	LOT B, SECTION 1, NANAIMO DISTRICT, PLAN 44401 EXCEPT THAT PART IN PLAN VIP52897
	280 Nicol Street	LOT 1 & 2 & 3, BLOCK JACKSON, SECTION 1, NANAIMO DISTRICT, PLAN 584
Gas Station	60 Victoria Crescent	LOT A OF SECTION 1 AND THE BED OF THE PUBLIC HARBOUR OF NANAIMO, NANAIMO DISTRICT, PLAN VIP52912
	353 Terminal Avenue	LOT 4 & 5, SECTION 1, NANAIMO DISTRICT, AND OF THE BED OF THE PUBLIC HARBOUR OF NANAIMO, PLAN 9079
	222 Terminal Avenue	LOT A, SECTION 1, NANAIMO DISTRICT, PLAN 10981

Use	Permitted Location Address	Legal Description of Permitted Located
	199 Nicol Street	LOT A, SECTION 1, NANAIMO DISTRICT, PLAN 44401 EXCEPT PART IN PLAN VIP63763
	330 Nicol Street	LOT 1 AND 2, BLOCK YOUNG, SECTION 1, NANAIMO DISTRICT, PLAN 584, EXCEPT THE SOUTHERLY 43 FEET
Liquor Store	278 Selby Street	LOT 4, BLOCK 33, SECTION 1, NANAIMO DISTRICT, PLAN 584
	650 Terminal Avenue	LOT 1, SECTION 1, NANAIMO DISTRICT AND PART OF THE BED OF THE PUBLIC HARBOUR OF NANAIMO, PLANEPP10474
	1 Terminal Avenue	LOT 1, SECTION 1, DISTRICT LOT 234, NANAIMO DISTRICT, PLAN 15318 EXCEPT THAT PART IN PLAN 48701 LOT 330, NANAIMO DISTRICT, EXCEPT THAT PART THEREOF INCLUDED IN PLAN 2100 RW LOTS A & B, SEC 1, PLAN 3360
	125 Comox Street	LOT 1, SECTION 1, NANAIMO DISTRICT, PLAN VIP58812

(4500.002; 2011-OCT-03) (4500.152; 2019-SEP-09) (4500.144; 2019-SEP-16) (4500.132; 2019-OCT-21) (4500.161; 2019-DEC-02) (4500.141; 2020-AUG-31) (4500.146; 2021-JUL-26) (4500.160; 2021-NOV-15) (4500.145; 2022-JUL-04)

11.3 DENSITY

11.3.1 The following table specifies the maximum allowable base density, expressed as a Floor Area Ratio, per lot for each zone listed. The additional density columns permit additional density where the following specified location and amenity criteria have been provided. Within mixed use development additional density may be awarded where the lot includes both commercial and residential uses. Tier 1 awards additional density where a development meets or exceeds the Tier 1 requirements as specified within Schedule D of this Bylaw; Tier 2 awards additional density to a development which meets or exceeds the Tier 2 requirements within Schedule D. Where a development achieves additional density, the additional floor area may be added to the base density within the zone. A development may achieve all of the additional density available within the zone:

Zone	Maximum Allowable Density (Floor Area Ratio)	Additional Density		
		Mixed Use	Tier 1	Tier 2
DT1	2.8	N/A	+0.2	+0.25
DT2	2.3	N/A	+0.2	+0.25
DT3	2.55	N/A	+0.2	+0.25
DT4	2.3	N/A	+0.2	+0.25
DT5	2.3	N/A	+0.2	+0.25
DT6	2.3	N/A	+0.2	+0.25
DT7	2.3	N/A	+0.2	+0.25
DT8	0.85	+0.15	N/A	N/A
DT9	0.85	+0.15	N/A	N/A
DT10	1 Dwelling Unit	N/A	N/A	N/A
DT11	0.85	N/A	+0.2	+0.25
DT12	1.00	+0.25	+0.25	+0.25

(4500.041; 2013-AUG-12)

11.3.2 Notwithstanding Subsection 11.3.1, the maximum allowable density for the following specific properties shall be as expressed as a Floor Area Ratio:

Civic Address	Legal Description	Maximum Allowable Floor Area Ratio
11 Bastion Street	LOT 1, SECTION 1, NANAIMO DISTRICT, PLAN 40829	A maximum Floor Area Ratio shall not apply.
1 Chapel Street	LOT 1, SECTION 1, NANAIMO DISTRICT, PLAN 17321	5.0
77 Chapel Street	LOT A, SECTION 1, NANAIMO DISTRICT, PLAN 86703	4.25
10 and 28 Front Street	LOT A, SECTION 1, NANAIMO DISTRICT, PLAN VIP84012; AND LOTS 9 AND 10, SECTION 1, NANAIMO DISTRICT, PLAN 4462	12.0
38 Front Street	LOT A, SECTION 1, NANAIMO DISTRICT, PLAN VIP63943	6.3
15 and 21 Front Street	LOTS 12 AND 13, BLOCK 55, SECTION 1, NANAIMO DISTRICT, PLAN 584	3.3
100 Gordon Street	LOT A, SECTION 1, NANAIMO DISTRICT AND OF THE BED OF THE PUBLIC HARBOUR, PLAN EPP30518	A maximum Floor Area Ratio shall not apply.

(4500.069; 2014-OCT-27) (4500.126; 2018-NOV-19) (4500.158; 2019-DEC-02)

11.3.3 Notwithstanding Subsection 11.3.1., where parking spaces are provided beneath a principal building (where the roof of the underground parking is not more than 0.8m above the finished grade), an amount may be added to the Floor Area Ratio equal to 0.25 multiplied by the percentage of the total parking spaces provided underground.

11.4 LOT SIZE AND DIMENSIONS

11.4.1 The following table specifies the minimum lot size, minimum lot frontage and minimum lot depth of all serviced downtown lots within the corresponding zones:

Zone	Minimum Lot Size	Minimum Lot Frontage	Minimum Lot Depth
DT1	370m ²	12m	25m
DT2	370m ²	12m	25m
DT3	370m ²	12m	25m
DT4	370m ²	12m	30m
DT5	370m ²	12m	30m
DT6	743m ²	30m	30m
DT7	370m ²	12m	30m
DT8	800m ²	15m	30m
DT9	375m ²	12m	30m
DT10	375m ²	12m	30m
DT11	375m ²	12m	30m
DT12	750m ²	15m	30m

11.4.2 Notwithstanding Subsection 11.4.1, where a lot contains or abuts a watercourse identified in Schedule C, the required leave strip shall not be included in the calculation of minimum lot area.

11.5 SITING OF BUILDINGS

11.5.1 The following table identifies the distance a principal building must be set back from the lot line within each respective zone:

Zone	Minimum Front Yard Setback	Maximum Front Yard Setback	Side Yard	Flanking Side Yard	Rear Yard	Notes
DT1	0m	4m	0m	0m	0m	A front yard setback of 4.5m is required for properties fronting on Terminal Avenue.
DT2	0m	4m	0m	0m	0m	
DT3	3m	N/A	0m	3m	10m	
DT4	4.5m	N/A	0m	0m	0m	
DT5	1.5m	4m	0m	1.5m	0m	Where a property fronts on Front Street, no front yard setback is required.
DT6	0m	N/A	0m	0m	0m	A front yard setback of 4.5m is required for properties fronting on Terminal Avenue.
DT7	4.6m	N/A	1.8m	4.6m	7.5m	
DT8	3m - First Storey 4m – Second and Third Storeys	6m	3m	3m	3m	Where a lot abuts a residential zone, the side yard setback shall be 4.5m
DT9	2m	4m	0m	2m	0m	Where commercial uses are combined with residential uses, the residential use portion of the building shall have a front yard and flanking side yard setback of 4m.
DT10	3m	N/A	1.5m	3m	3m	Where a lot abuts a residential zone, the side yard setback shall be 4.5m.
DT11	3m	N/A	1.5m	3m	3m	Where a lot abuts a residential zone, the side yard setback shall be 4.5m.
DT12	3.5m	10m	0m	3.5m	0m	

11.5.2 Notwithstanding Subsection 11.5.1, where only one principal building exists on the lot no more than 50% of the front face of a building façade shall be setback further than the maximum permitted front yard setback. **(4500.158; 2019-DEC-02)**

11.5.3 Notwithstanding Subsection 11.5.1, general provisions in Part 6 of this Bylaw for the siting of buildings near watercourses will also apply.

11.5.4 Notwithstanding Subsection 11.5.1, where a property line abuts a major road, an additional 2.5m setback is required when the dedication to achieve the required right-of-way width has not occurred to facilitate the widening of the major road. (4500.073; 2015-MAR-16) (4500.182; 2021-DEC-06)

11.6 LOCATION OF PARKING AREA

11.6.1 Within all downtown zones, except the DT8 Zone, no parking shall be permitted between the front property line and the front face of the building.

11.6.2 Overnight storage of commercial vehicles which have a gross vehicle weight greater than 8,600kg shall not be permitted within parking lots or parkades within downtown zones.

11.7 SIZE OF BUILDINGS

11.7.1 The maximum lot coverage and height, as well as the minimum required height of a principal building, shall be as specified as follows within the applicable zone:

Zone	Lot Coverage	Maximum Allowable Height	Minimum Required Height
DT1	100%	14m	2 Storeys
DT2	100%	12m	N/A
DT3	100%	14m	N/A
DT4	100%	19.8m	2 Storeys
DT5	100%	19.8m	2 Storeys
DT6	100%	19.8m	N/A
DT6H	100%	87m	N/A
DT7	100%	14m	N/A
DT8	50%	10.5m	N/A
DT9	70%	11.2m	2 Storeys
DT10	50%	7.75m	N/A
DT11	50%	10.5m	N/A
DT12	100%	19.8m	2 Storeys

(4500.041; 2013-AUG-12) (4500.126; 2018-NOV-19)

11.7.2 Notwithstanding Subsection 11.7.1, the maximum allowable height for the following specific properties shall be as follows:

Civic Address	Legal Description	Maximum Allowable Height
11 Bastion Street	LOT 1, SECTION 1, NANAIMO DISTRICT, PLAN 40829	50m
1 Chapel Street	LOT 1, SECTION 1, NANAIMO DISTRICT, PLAN 17321	50m
77 Chapel Street	LOT A, SECTION 1, NANAIMO DISTRICT, PLAN 86703	78.5m
10 and 28 Front Street	LOT A, SECTION 1, NANAIMO DISTRICT, PLAN VIP84012; AND LOTS 9 AND 10, SECTION 1, NANAIMO DISTRICT, PLAN 4462	114.3m
38 Front Street	LOT A, SECTION 1, NANAIMO DISTRICT, PLAN VIP63943	63.5m
100 Gordon Street	LOT A, SECTION 1, NANAIMO DISTRICT AND OF THE BED OF THE PUBLIC HARBOUR, PLAN EPP30518	87m

(4500.069; 2014-OCT-27) (4500.126; 2018-NOV-19) (4500.158; 2019-DEC-02)

11.7.3 Notwithstanding Subsection 11.7.1, within the DT8, DT9, DT10, and DT11 zones height shall be measured vertically from the average natural grade level recorded at the outermost corners of the building or at the curb level, whichever is greater, as determined by survey to the highest part of the roof surface for a flat roof, the deck line of a mansard roof, and the mean height level between the eaves and ridge of a gable, hip, or gambrel of a sloped roof.



Desktop Review of the Site Assessment Reports

6 Commercial Street, Nanaimo, BC

City of Nanaimo

411 Dunsmuir Street,
Nanaimo, BC, V9R 5J6

Prepared by:

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201 – 20 Townsite Road, Nanaimo, BC V9S 5T7

SLR Project No.: 202.089007.00001

May 9, 2023

Revision: 00

Revision Record

Revision	Date	Prepared By	Checked By	Authorized By
00	May 9, 2023	TMc	DM	TmC



Statement of Limitations

This report has been prepared and the work referred to in this report has been undertaken by SLR Consulting (Canada) Ltd. (SLR) for City of Nanaimo, hereafter referred to as the “Client”. It is intended for the sole and exclusive use of (Client). The report has been prepared in accordance with the Scope of Work and agreement between SLR and the Client. Other than by the Client and as set out herein, copying or distribution of this report or use of or reliance on the information contained herein, in whole or in part, is not permitted unless payment for the work has been made in full and express written permission has been obtained from SLR.

This report has been prepared in a manner generally accepted by professional consulting principles and practices for the same locality and under similar conditions. No other representations or warranties, expressed or implied, are made.

Opinions and recommendations contained in this report are based on conditions that existed at the time the services were performed and are intended only for the client, purposes, locations, time frames and project parameters as outlined in the Scope of Work and agreement between SLR and the Client. The data reported, findings, observations and conclusions expressed are limited by the Scope of Work. SLR is not responsible for the impacts of any changes in environmental standards, practices, or regulations subsequent to performance of services. SLR does not warranty the accuracy of information provided by third party sources.



Executive Summary

SLR Consulting (Canada) Ltd was retained by the City of Nanaimo (the City) to provide a professional recommendation regarding the environmental conditions of the property located at 6 Commercial Street, Nanaimo (the site). The purpose of this report is to assess the historical data available for the site and advise on any required future work prior to development.

The review of historical data indicated that the site lies adjacent to the Terminal Avenue corridor (terminal trench) known for concentrations of coal waste contaminated fill material. A disposition was granted by the Ministry of Environment and Climate Change Strategy (ENV) allowing for a greater background concentration for some of the coal waste constituents, due to historical activities. Historical reports for the subject site and surrounding area were provided to SLR for review, indicating the presence of contamination consistent with the historical infill activities within the terminal trench area. Contamination has been identified within the soil, groundwater, and soil vapour onsite, exceeding the applicable standards, along with some identified exceedances beyond the terminal trench disposition. At this time, adequate characterization and delineation of impacts have not been obtained.

To obtain a ministry certification, SLR has determined that additional work is required including:

- Submission to ENV for a pre-approval to limit delineation activities to the site boundaries due to the proximity to the terminal trench area
- Completion of a detailed site Investigation (DSI), with the update of historical reports to satisfy Stage I preliminary site investigation (PSI) criteria.
- Assessment of DSI results and the application of applicable risk assessment approach to satisfy requirements for ministry certification.



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1.0 Introduction

SLR Consulting (Canada) Ltd was retained by the City of Nanaimo (the City) to provide a professional recommendation regarding the environmental conditions of the property located at 6 Commercial Street, Nanaimo (the site).

2.0 Scope of Work

In conducting the site review and generating professional recommendations regarding the environmental conditions of the site, the following tasks were undertaken:

- A review of available historical environmental reports pertaining to the site and neighboring properties.
- Assessment of available analytical data pertaining to the site.
- Identification of potential data gaps requiring additional investigation.
- Development of recommendations to see the site through development.

Environmental sampling and/or analytical testing were not conducted as part of this assessment.

3.0 Regulatory Framework

The Contaminated Sites Regulation (CSR) and the **Environmental Management Act** (EMA) contain the principal regulatory requirements for contaminated sites management in British Columbia (BC). The CSR came into effect on April 1, 1997, and was amended most recently on March 1, 2023.

3.1 Environmental Standards

Under Section 63.1 of EMA and protocols under Section 64, the director's interim standards are legally binding. The EMA and CSR have provisions for incorporating numerical and risk-based standards approaches to managing site contamination. The legislation outlines site assessment procedures, remediation requirements, and application processes for environmental closure for a property. Numerical standards define whether a site is contaminated or has been satisfactorily remediated when using the numerical standards approach. Risk-based standards and risk-based remediation are recognized also by the legislation. The Hazardous Waste Regulation (HWR) addresses the proper handling and disposal of hazardous wastes under the EMA.

3.2 Environmental Liability

In BC, there is a relatively broad net of environmental liability cast by the EMA and the CSR when designating those considered responsible for contamination, such as current or former owners of a contaminated site or a site from which contamination migrated, and producers or transporters of substances.

When determining local government liability, the EMA recognizes that there are some exemptions and other limitations on liability, such as when property is acquired through tax default, contaminated by tenants or lessees, or contaminated by activities at an adjacent site.

The timing for remediation of a contaminated site depends on the severity of the actual or potential impacts to neighbouring properties, or to receptors such as sensitive habitats or drinking water sources. Development pressure or redevelopment activities on neighbouring properties may also shorten the



timing for remediation if off-site contaminant migration or co-contamination issues are present. Remediation of some contaminated sites may not be required for years, if ever.

3.3 Applicable Standards

The following factors were considered relevant to the selection of applicable standards for the site:

- The site is currently zoned DT4¹ (Downtown 4 – Terminal Avenue) under the City of Nanaimo zoning bylaw.
- The site was previously used for commercial activities prior to decommissioning and demolition. Currently, redevelopment plans are undefined. Current zoning allows a range of activities within the permitted use including the capability for high-density dwellings and various commercial activities.
- Surrounding land uses consist of primarily commercial land use.
- The nearest aquatic feature to the site is the marine waters of the Nanaimo Harbour, located to the southeast and east of the site, with the closest arm extending 0.2km to the southeast near Nanaimo Port Authority.
- Based on the previous reports for the site and surrounding area, it was anticipated that groundwater flow would flow towards the Nanaimo Harbour and overall southeast.
- There are four water wells² located within 500 m of the site, in an up-gradient position to the north and northeast.
- The subject site, and surrounding area lies within the historical marine foreshore infill area.

The following subsections outline the soil, groundwater, and vapour regulatory standards for the site.

3.3.1 Soil

The site is zoned "DT4" with permitted uses including various high-density residential and commercial uses; however, the site is currently undeveloped. Future redevelopment plans are currently undetermined. Based on the current and reasonable potential future land use as outlined in Section 12 of the CSR, High Density Residential (RL_{HD}) or Commercial (CL) soil standards are considered applicable.

3.3.2 Groundwater

Due to the presence of Nanaimo Harbour, groundwater analytical results have been compared to the CSR aquatic life (marine) (AWM). As the site lies within the historical marine foreshore infill area, drinking water standards can be reasonably excluded.

3.3.3 Vapour

The site is currently zoned with variable permitted uses, including high-density residential and commercial purposes. As the site is currently undeveloped, with future land-use currently undetermined. It is our understanding that future development might include underground parkade structure. Therefore, it is our recommendation that the site be compared to Parkade Use Generic Numerical Vapour Standards (Schedule 3.3).

¹ City of Nanaimo Zoning Bylaw 4500

² BC Water Resources Atlas <https://maps.gov.bc.ca/ess/hm/wrbc/>



4.0 Site Summary

4.1 Site Description

The site is a decommissioned commercial property within the downtown corridor of the City of Nanaimo. The site consists of seven legal lots located to the northwest, west and southwest of the Nanaimo Harbour. Additional site details are described below:

Table 1: Site Identification Information

Parcel Identifier	Legal Description	Owner	Size	Zoning
000-698-105	Lot 5A, Block 13, Section 1, And of the Bed of Commercial Inlet, Nanaimo Harbour, Nanaimo District, Plan 584	City of Nanaimo	1020.78 m ²	DT4 – Downtown 4 – Terminal Avenue
000-698-393	Parcel A (DD 21321N) of Lots 27, 28, and 29, Block 13, Section 1, And of the Bed of Commercial Inlet, Nanaimo Harbour, Nanaimo District, Plan 584			
000-698-067	Lot 5, Block 13, Section 1, And of the Bed of Commercial Inlet, Nanaimo Harbour, Nanaimo District, Plan 584			
000-698-148	The Northerly 22.8ft of Lot 29, Block 13, Nanaimo District, Plan 584, Within Commercial Inlet Bed of the Public Harbour of Nanaimo			
000-698-318	Lot 28, Block 13, Commercial Inlet in the bed of the Public Harbour of Nanaimo, Plan 584 Except Parcel A (DD 21321N) Thereof			
000-698-202	Lot 30, Block 13, Nanaimo District, Plan 584, Within Commercial Inlet in the Bed of the Public Harbour of Nanaimo			
000-698-261	Lot 27, Block 13, Commercial Inlet in the Bed of the Public Harbour of Nanaimo, Plan 584, Except Parcel A (DD21321N) Thereof			

The surrounding area is located within the downtown commercial area, with land uses consisting of various commercial retail, leisure, office space and food venues.

Historical knowledge indicates the site and surrounding area is part of the Terminal Avenue trench, with the site known to have been marine foreshore in the late 1860's. The site and surrounding area are understood to have been infilled with waste coal and blasted rock from nearby mining operations throughout the late 1800's and early 1900's. Known concentrations above the applicable BC CSR commercial (CL) standards of arsenic, barium, chromium (total), copper, zinc, benzene, and toluene have been identified in boreholes across the Terminal Avenue trench area. A disposition pertaining to the historical area-wide coal waste contaminated fill – downtown Nanaimo corridor, Nanaimo, BC was granted by the Ministry of Environment and Climate Change Strategy (ENV) granting higher background concentrations for the identified contaminants within this area, above the BC CSR standards. Sites adjacent to this area, with similar impacts are eligible to apply for a separate decision from the ENV to relieve them from the need to delineate the full extent of contamination offsite.



4.2 Inferred Groundwater Flow Direction

The likelihood of dissolved contaminants being transported to the site is assessed by considering the distance from the site and the inferred groundwater gradient and flow direction. The groundwater gradient and regional flow direction are inferred based on general surface slopes, topography and nearby aquatic features and receiving environments.

A contour map for the surrounding area from the Nanaimo BC online GIS³ was reviewed. Topography at the site shows a gradual slope to a low spot of approximately 5 metres above sea level (ASL) along the “China Steps” boundary (to the south). The general slope of the surrounding area is towards the Nanaimo Harbour to the southeast and east.

Surrounding lands to the north and northeast of Commercial Street and Terminal Avenue sit atop a ridge, with topography indicating a surface slope towards the southeast and east, flowing towards the Nanaimo Harbour. Based on this, groundwater flow is inferred to be southeast, towards the Nanaimo Harbour. Based on that, properties to the southwest, west and north would be considered upgradient to the site. Properties to the east and southeast would be considered down-gradient.

4.3 Historical Report Reviews

Multiple environmental assessment reports have been prepared for the subject site and adjacent properties, four of which were provided to SLR for review.

4.3.1 Detailed Site Investigation, Risk Assessment and Confirmation of Remediation: Nanaimo Conference Centre – 2007

In 2007, a detailed site assessment (DSI), risk assessment and confirmation of remediation⁴ (COR) was completed for 101 Gordon Street located to the northwest, across Terminal Avenue, from the subject site. Based on this report, multiple metal and hydrocarbon exceedances were identified within the variable fill material identified onsite. It is assumed that this fill material included coal waste, which is known to have been historically placed within the Terminal Avenue Trench area and falls within the ENV Terminal Avenue Coal Waste Disposition Area, allowing for greater constituent concentrations. A numerical and risk-based approach was utilized in the assessment of this site. Site investigation and reporting was completed in tandem with the redevelopment activities onsite.

Soils removed from site were assessed and characterized for disposal, while remaining soils onsite were assessed with a risk-based remedial approach applied to remaining contaminate concentrations onsite. Based on the site activities and proposed development at the time of reporting, the identified PCOCs remaining on site had been determined to not pose a significant risk to the identified receptors. This report concluded that work onsite met the requirements for a risk based CoC application with the ENV. Based on site registry records, a risk based CoC was issued for this site in 2008.

³ City of Nanaimo GIS Map Database <https://nanmap.nanaimo.ca/Html5Viewer/index.html?viewer=NanaimoMap>

⁴ Golder Associates Ltd. (2007) Detailed Site Investigation, Risk Assessment and Confirmation of Remediation: Nanaimo Conference Centre – 101 Gordon Street, Nanaimo, British Columbia. File No. 05-1412-190. Prepared for City of Nanaimo.



4.3.2 Phase I Environmental Site Assessment: 6, 10 & 14 Commercial Street - 2019

In 2019 a Phase I Environmental Site Assessment⁵ (ESA) was conducted for the site. The site was developed as a commercial property from the early 1900's up until a structural fire demolished much of the site in 2016. The surrounding area was identified as the commercial downtown corridor, with various commercial activities on adjacent properties. The surrounding area has been identified as having known coal waste contaminated fill placement to infill the historical foreshore area prior to development. Desktop research and physical observations identified four areas of potential environmental concern (APECs) including:

- 1 Potential of historical coal fill deposited across the site.
- 2 Former service station and boiler room located on the northwestern portion of the site.
- 3 Abandoned UST located in the southwestern portion of the site.
- 4 Former transformer pad located on the southeastern portion of the site.

This report indicated that a historical service station was present onsite between 1910 and 1950, an industrial activity listed under Schedule 2 of the CSR, triggering the need for further investigation and submission to the ENV.

4.3.3 Phase II Environmental Site Assessment – 2020

In 2020, a Phase II ESA⁶ was conducted to assess the APECs identified by the 2019 Phase I ESA. Additionally, this report indicates that the excavation and disposal of a UST from the northeastern portion of the site was completed in 2019, however a copy of this report was not provided for review at the time of this report. As the site sits adjacent to the Terminal Avenue area wide determination, it was concluded that the western portion of the site's boundaries (along Terminal Avenue) are included within this determination; therefore, if exceedances meeting the allowable requirements are identified at those site boundaries, further delineation offsite will not be required. However, the remaining two site boundaries do not appear to lie within the determination area; therefore, additional approval from ENV will need to be obtained to limit the delineation area to the site boundaries.

Five boreholes were advanced to depths ranging from 2.9 m to 6.1 m below ground surface (bgs), within proximity to the identified APECs onsite. All five boreholes completed with soil vapour monitoring wells with screen intervals ranging from 1.1m to 1.4 m bgs. Four of the advanced boreholes were completed as groundwater monitoring wells, with screen depths of 1.5 m, ranging from 1.9 m bgs to 4.6 m bgs. Groundwater was identified between 2.72 m and 3.18 m across the site. Soil, groundwater, and soil vapour were assessed for the identified potential contaminants of concern (PCOCs) including various metals, hydrocarbons, and polychlorinated biphenyls parameters.

Analytical data indicated arsenic, chromium (total), cobalt, lead, manganese, nickel, tin, and zinc concentrations in soil did not meet the applicable BC CSR standards. In comparison to the terminal trench disposition criteria, the concentrations of arsenic, barium and zinc were within the 95th percentile, while chromium concentrations exceeded the disposition criteria. Cobalt, cadmium, copper, lead, manganese, nickel, and tin were not included in the terminal trench disposition criteria. At this time, no additional characterization was completed for the contaminants, such as speciation of the chromium (total).

⁵ PGL Environmental Consultants (2019). Phase I Environmental Site Assessment: 6, 10, & 14 Commercial Street, Nanaimo, BC. File: 5886-01.01. Prepared for Crankshaw Holdings Ltd.

⁶ PGL Environmental Consultants (2020). Phase 2 Environmental Site Assessment: 6-14 Commercial Street, Nanaimo, BC. File: 5886-01.03. Prepared for Crankshaw Holdings Ltd.



Groundwater data identified a single zinc exceedance within BH04M; however, this exceedance was not present in the wells located in a downgradient position. This exceedance was attributed to the presence of poor-quality fill onsite and requires further assessment to characterize and delineate.

Soil vapour data indicated that there were unattenuated exceedances of benzene and trimethylbenzene, which may impact future development onsite.

Recommendations regarding future work prior to development were provided, including further delineation of the identified soil, soil vapour and groundwater exceedances, completion of additional groundwater monitoring, remedial activities within the vicinity of the historical UST, post-remedial monitoring, screening level risk assessment of residual contamination associated with the coal waste fill and the completion of a certificate of compliance (CoC) application with ENV.

4.3.4 Terminal Avenue Phase I Upgrades – 2021

This 2021 report was completed to provide guidance regarding the Terminal Avenue utility and transit exchange upgrades⁷. This report indicated that a portion of the assessed area was located within the Terminal Avenue area-wide disposition, allowing for the application of background levels higher than BC CSR standards.

Eight boreholes were advanced along the proposed phase I upgrade corridor, with four of those boreholes advanced within the vicinity of the subject site. These boreholes were advanced adjacent to the western and southeastern boundaries of the site. Soils and groundwater were assessed for metal and hydrocarbon parameters and the results compared to the BC CSR industrial land use standards, as well as the applied determination standards. Contamination consistent with coal waste material was identified within the investigated areas, including nickel, cobalt, arsenic, antimony, lead, and xylenes (total). Concentrations of arsenic, barium and zinc were found to meet the 95th percentile values outlined in the terminal trench determination, while chromium was found to be in exceedance of this criteria. Nickel, cobalt, antimony, lead and xylenes are not included within the determination. This indicates that coal waste fill material is present on the roadways adjacent to subject site.

4.3.5 Document Review Conclusions

The historical documents reviewed indicate the presence of historical coal waste being utilized as fill material both on the subject site and within the adjacent area. This site appears to be located adjacent to a portion of the historical area wide coal waste contaminated fill – downtown Nanaimo corridor disposition area, meaning that contamination consistent with coal fill material found at the site boundaries. Adjacent areas may not require offsite delineation, if concentrations meet the values identified within the disposition letter. The reviewed documents indicate that the coal waste fill material may extend beyond the disposition area surrounding the site, requiring additional approvals from the ministry to stop delineation at the site boundaries. Coal waste contaminants identified within the disposition include arsenic, barium, chromium (total), copper, zinc, benzene, and toluene.

The analytical data provided from the previous reports indicated that residual metal and hydrocarbon contamination was present in soil, groundwater, and soil vapour both on and offsite, which may impact future development. Additional investigation to further characterize and delineate the identified contamination onsite is required. As soil vapour data is representative of a 30 m radius, SLR recommends additional soil vapour investigation within the southwest portion of the site to ensure adequate assessment of offsite vapour receptors.

⁷ Tetra Tech Canada Inc. (2021) Terminal Avenue Phase I Upgrades: Pre-Project Geotechnical and Environmental Assessment. File 704-ENG.VGE04018-01. Prepared for ISL Engineering and Land Services Ltd. On behalf of the City of Nanaimo



4.4 Surrounding Receptors and Remediation Triggers

Based on the information presented in Sections 4.1 and 4.2, the following potential remediation triggers were considered:

- Nanaimo Harbour– Nanaimo Harbour is located downgradient of the site, there could be a moderate potential for contamination to migrate from site towards this receptor.
- Terminal Avenue Trench – The subject site is identified as former marine foreshore, having been historically infilled with the surrounding area creating a preferential pathway throughout the infilled area.
- Surrounding Properties – Based on the topography of the surrounding area, properties located to the east and southeast of the site are considered down-gradient and could be affected by the impacted soils at the site.
- Future Development – As of this report, the redevelopment of the site has not yet been determined, as such standards pertaining to the most restrictive permitted use should be applied to ensure adequate parameters have been applied to the site.

4.5 Comparison to Remedial Standards

Based on the reports provided, impacts from the historical use fill materials including coal waste was identified on the subject site and immediately adjacent sites. Limited data pertaining to the characterization and delineation of identified contaminants of concern (COCs) were available. Onsite soil COCs included arsenic, chromium (total), cobalt, lead, manganese, nickel, tin, and zinc. Groundwater identified a COCs of zinc, while soil vapour COCs were unattenuated benzene and trimethylbenzene. Offsite COCs included xylene (total), nickel, cobalt, arsenic, antimony, and lead.

4.6 Required Assessment to Obtain Ministry Certification Document

Based on the information provided within the historical documents, SLR has determined the following work is required prior to or in tandem with future development:

4.6.1 Update Existing Reports

As historical Schedule 2 activities have been identified on the subject site, application to the ENV will be required to obtain any determinations or certificates. As such, the existing Phase I ESA will need to be updated to meet the Stage 1 Preliminary Site Investigation (PSI) standards, to meet the requirements for a future certification document (formerly referred to as a regulatory instrument).

4.6.2 Ministry Preapproval Approval

Engage with ENV and seek a preapproval to not require the delineation or remediation of coal waste contaminants associated with the area-wide disposition beyond the site boundaries.

4.6.3 Detailed Site Investigation

Based on the information provided, SLR has determined that additional site assessment is required. The data pertaining to the site is limited and does not provide adequate characterization, along with adequate vertical or horizontal delineation. Based on the information provided we recommend the following scope of work:

- Conduct a detailed site investigation (DSI) that captures the following information:



- o Additional assessment of soil and groundwater assessment to gain vertical and lateral delineation of known COCs onsite.
- o Assessment of soil vapour in a manner that adequately addresses proposed development strategy requirements.
- o Additional testing to characterize and speciate identified COCs, specifically the speciation of the identified chromium exceedances.
- o Additional assessment of identified offsite receptors pertaining to soil vapour, within the southwest corner of the site.
- o A minimum of two rounds of soil vapour and groundwater sampling ensuring the capture of seasonal variances.
- Remediation of identified COCs to applicable standards, if required. This may include excavation and disposal of contaminated media identified.
- Post-remediation monitoring of site conditions, including a minimum of two seasonal soil vapour and groundwater monitoring events.

The DSI should provide a clear picture of the site conditions and whether future exposure control in the form of buildings, pavement, or vapour mitigation would be required to obtain a certification document for the site. Certification documents include: a Certificate of Compliance (CoC), Determination or Approval in Principle (AiP).

4.6.4 Certification Application

Due to the on-site contamination not being delineated it is unclear whether a numerical or risk-based CoC certification document will be required. Depending on what the DSI determines about the site conditions and the future developmental plans for the site, multiple options may be available to obtain a CoC.

When a CoC relies on future exposure controls, those controls have to be in-place when the CoC application package is submitted. An example would be requiring that a building be present, or pavement cover be in place and maintained to address contaminants in soil. In situations where a development permit requires a certification document, an Approval in Principle (AiP) can first be obtained. The AiP would likely include the need to obtain a CoC towards the end of the building construction process, once the exposure controls are in place, which reflect the applied assumptions in the CoC application package. In these situations, a CoC may be required to obtain an occupancy permit.

Currently the site is not classified as a high-risk site, as defined by the BC ENV; therefore, the CoC application likely can be reviewed and recommended by a contaminated sites approved professional under the Protocol 6 process.

4.6.4.1 Numerical Based Approach

This approach assumes that remediation of all contamination identified onsite will occur to applicable standards. This approach requires the complete removal of contaminated media to clean excavation boundaries, with disposal at an appropriate waste disposal facility based on contaminant concentrations. Applying this approach will have the least restrictions to future development on the site. However, it is not always the most practical approach as a large volume of material may need to be removed from this site to meet numerical standards in soils, groundwater, and soil vapours.

It is SLRs understanding that a portion of material may require removal from the site to accommodate future development. Please note that the disposal facilities will need to review the contaminants and their concentrations and accept the materials prior to the materials being removed from site.



Additionally, the removal of materials from the site may have implications on future ministry certification documents for the site.

As a parkade is anticipated onsite, volatile contaminants will need to be addressed and appropriate vapour attenuation factors that reflect future site conditions need to be applied. An example of this would be applying a parkade versus a slab on grade attenuation factor and ensuring that depth dependent vapour attenuation factors that rely on impacted soils remaining a certain distance from building or parkade foundations.

4.6.4.2 Risk Based Approach

Based on the information provided to SLR, future site development may include an underground parkade structure. Current analytical data on the site indicates that there are exceedances in soil, groundwater, and soil vapour which may need to remain below a certain depth and could impact the development strategy and applied mitigation approach. Based on our understanding of the site, the following risk assessment tools may be applied once additional investigation has occurred onsite.

Screening Level Site Assessment (SLRA)

Protocol 13 of the BC CSR (2021a) presents the framework for applying SLRA at a site in support of a CoC application. If impacts have been fully characterized, residual contaminants are limited to only soil, and no precluding factors exist at the site as described under Section 3.2 (2021a), then an SLRA can be completed.

Detailed Risk Assessment

Protocol 1 of the BC CSR (2021b) presents the framework for applying detailed risk assessment at a site in support of a CoC application. A detailed risk assessment would be required to address any contaminants not meeting numeric standards in soil, groundwater, and soil vapour. It is more comprehensive compared to an SLRA and can present the use of exposure controls to demonstrate that risk-based standards are met that reflect the future site conditions.

4.7 Responsibility and Expectations

Under the EMA and the CSR, the owner of the site is responsible for the environmental liability associated with the property. However, it is not expected that the owner will proceed with investigation or remediation of the property, nor are immediate triggers anticipated.

5.0 Closure

We trust this meets the current project requirements. Please let us know if we can be further assistance.

Sincerely,

SLR Consulting (Canada) Ltd.



Tabitha McColl, BSc., P.Ag
Environmental Scientist



Deryck Masterman, BSc. P.Ag
Senior Environmental Scientist

Distribution: 1 electronic copy – City of Nanaimo
1 electronic copy – SLR Consulting (Canada) Ltd.



6.0 References

BC Water Resources Atlas <https://maps.gov.bc.ca/ess/hm/wrbc/>

BC ENV. (2021a) Protocol 13 – Screening Level Risk Assessment, Version 6.0, February 1, 2023.

BC ENV. (2021b) Protocol 1 – Detailed Risk Assessment, Version 4.0, March 20, 2023.

<https://www2.gov.bc.ca/gov/content/environment/air-land-water/site-remediation/legislation-and-protocols>

City of Nanaimo Zoning Bylaw 4500

City of Nanaimo GIS Map Database <https://nanmap.nanaimo.ca/Html5Viewer/index.html?viewer=NanaimoMap>

Golder Associates Ltd. (2007) Detailed Site Investigation, Risk Assessment and Confirmation of Remediation: Nanaimo Conference Centre – 101 Gordon Street, Nanaimo, British Columbia. File No. 05-1412-190. Prepared for City of Nanaimo.

PGL Environmental Consultants (2019). Phase I Environmental Site Assessment: 6, 10, & 14 Commercial Street, Nanaimo, BC. File: 5886-01.01. Prepared for Crankshaw Holdings Ltd.

PGL Environmental Consultants (2020). Phase 2 Environmental Site Assessment: 6-14 Commercial Street, Nanaimo, BC. File: 5886-01.03. Prepared for Crankshaw Holdings Ltd.

Tetra Tech Canada Inc. (2021) Terminal Avenue Phase I Upgrades: Pre-Project Geotechnical and Environmental Assessment. File 704-ENG.VGE04018-01. Prepared for ISL Engineering and Land Services Ltd. On behalf of the City of Nanaimo





Making Sustainability Happen

TITLE SEARCH PRINT

2023-06-13, 11:47:15

File Reference:

Requestor: Jacqueline Snidal

Declared Value \$1100000

****CURRENT INFORMATION ONLY - NO CANCELLED INFORMATION SHOWN****

Land Title District

VICTORIA

Land Title Office

VICTORIA

Title Number

CA9269709

From Title Number

EP50510

Application Received

2021-08-12

Application Entered

2021-08-25

Registered Owner in Fee Simple

Registered Owner/Mailing Address:

CITY OF NANAIMO
455 WALLACE STREET
NANAIMO, BC
V9R 5J6

Taxation Authority

Nanaimo, City of

Description of Land

Parcel Identifier:

000-698-067

Legal Description:

LOT 5 BLOCK 13 SECTION 1 AND OF THE BED OF COMMERCIAL INLET NANAIMO
HARBOUR NANAIMO DISTRICT PLAN 584

Legal Notations

THIS TITLE MAY BE AFFECTED BY A PERMIT UNDER PART 14 OF THE LOCAL
GOVERNMENT ACT, SEE CA5828823

EXPROPRIATION ACT NOTICE, SEE CA9044434, 2021-05-28 DEALINGS
RESTRICTED

ABANDONED 2021/08/11 SEE CA9267179 EXPROPRIATION ACT, SEC. 19

NOTICE OF INTEREST, BUILDERS LIEN ACT (S.3(2)), SEE CA9314281
FILED 2021-08-27

"THIS TITLE MAY BE AFFECTED BY A PERMIT UNDER
PART 29 OF THE MUNICIPAL ACT (SEE DF EE29108)"

NOTICE OF INTEREST, BUILDERS LIEN ACT (S.3(2)), SEE EM123969
FILED 1998-12-30

TITLE SEARCH PRINT

2023-06-13, 11:47:15

File Reference:

Requestor: Jacqueline Snidal

Declared Value \$1100000

HERITAGE STATUS NOTICE, LOCAL GOVERNMENT ACT, SEE ET47096

Charges, Liens and Interests

Nature:	UNDERSURFACE RIGHTS
Registration Number:	M76301
Registered Owner:	HER MAJESTY THE QUEEN IN RIGHT OF THE PROVINCE OF BRITISH COLUMBIA
Remarks:	INTER ALIA AFB 38.101,D32037, SECTION 172(3)

Nature:	COVENANT
Registration Number:	EG110016
Registration Date and Time:	1993-08-24 11:08
Registered Owner:	CITY OF NANAIMO
Remarks:	INCLUDES INDEMNITY, SECTION 215 L.T.A.

Duplicate Indefeasible Title NONE OUTSTANDING

Transfers NONE

Pending Applications NONE

TITLE SEARCH PRINT

2023-06-13, 11:48:16

File Reference:

Requestor: Jacqueline Snidal

****CURRENT INFORMATION ONLY - NO CANCELLED INFORMATION SHOWN****

Land Title District

Land Title Office

VICTORIA

VICTORIA

Title Number

From Title Number

CA9269710

EP50506

Application Received

2021-08-12

Application Entered

2021-08-25

Registered Owner in Fee Simple

Registered Owner/Mailing Address:

CITY OF NANAIMO
455 WALLACE STREET
NANAIMO, BC
V9R 5J6

Taxation Authority

Nanaimo, City of

Description of Land

Parcel Identifier:

000-698-105

Legal Description:

LOT 5A BLOCK 13 SECTION 1 AND OF THE BED OF COMMERCIAL INLET NANAIMO
HARBOUR NANAIMO DISTRICT PLAN 584

Legal Notations

THIS TITLE MAY BE AFFECTED BY A PERMIT UNDER PART 14 OF THE LOCAL
GOVERNMENT ACT, SEE CA5828823

EXPROPRIATION ACT NOTICE, SEE CA9044435, 2021-05-28 DEALINGS
RESTRICTED
ABANDONED 2021/08/11 SEE CA9267180 EXPROPRIATION ACT, SEC. 19

NOTICE OF INTEREST, BUILDERS LIEN ACT (S.3(2)), SEE CA9314281
FILED 2021-08-27

"THIS TITLE MAY BE AFFECTED BY A PERMIT UNDER
PART 29 OF THE MUNICIPAL ACT (SEE DF EE29108)"

NOTICE OF INTEREST, BUILDERS LIEN ACT (S.3(2)), SEE EM123969
FILED 1998-12-30

TITLE SEARCH PRINT

2023-06-13, 11:48:16

File Reference:

Requestor: Jacqueline Snidal

HERITAGE STATUS NOTICE, LOCAL GOVERNMENT ACT, SEE ET47096

Charges, Liens and Interests

Nature:	UNDERSURFACE RIGHTS
Registration Number:	M76301
Registered Owner:	HER MAJESTY THE QUEEN IN RIGHT OF THE PROVINCE OF BRITISH COLUMBIA
Remarks:	INTER ALIA AFB 38.101,D32037, SECTION 172(3)

Duplicate Indefeasible Title NONE OUTSTANDING

Transfers NONE

Pending Applications NONE

TITLE SEARCH PRINT

2023-06-13, 11:49:22

File Reference:

Requestor: Jacqueline Snidal

****CURRENT INFORMATION ONLY - NO CANCELLED INFORMATION SHOWN****

Land Title District

Land Title Office

VICTORIA

VICTORIA

Title Number

From Title Number

CA9269714

EP50505

Application Received

2021-08-12

Application Entered

2021-08-25

Registered Owner in Fee Simple

Registered Owner/Mailing Address:

CITY OF NANAIMO
455 WALLACE STREET
NANAIMO, BC
V9R 5J6

Taxation Authority

Nanaimo, City of

Description of Land

Parcel Identifier:

000-698-148

Legal Description:

THE NORTHERLY 22.8 FEET OF LOT 29 BLOCK 13 NANAIMO DISTRICT PLAN 584,
WITHIN COMMERCIAL INLET IN THE BED OF THE PUBLIC HARBOUR OF NANAIMO

Legal Notations

EXPROPRIATION ACT NOTICE, SEE CA9044439, 2021-05-28 DEALINGS
RESTRICTED
ABANDONED 2021/08/11 SEE CA9267184 EXPROPRIATION ACT, SEC. 19

NOTICE OF INTEREST, BUILDERS LIEN ACT (S.3(2)), SEE CA9314281
FILED 2021-08-27

"THIS TITLE MAY BE AFFECTED BY A PERMIT UNDER
PART 20 OF THE MUNICIPAL ACT (SEE DF EE29108)"

TITLE SEARCH PRINT

2023-06-13, 11:49:22

File Reference:

Requestor: Jacqueline Snidal

Charges, Liens and Interests

Nature:	UNDERSURFACE RIGHTS
Registration Number:	M76301
Registered Owner:	HER MAJESTY THE QUEEN IN RIGHT OF THE PROVINCE OF BRITISH COLUMBIA
Remarks:	INTER ALIA AFB 38.101,D32037, SECTION 172(3)

Duplicate Indefeasible Title NONE OUTSTANDING

Transfers NONE

Pending Applications NONE

TITLE SEARCH PRINT

2023-06-13, 11:50:07

File Reference:

Requestor: Jacqueline Snidal

****CURRENT INFORMATION ONLY - NO CANCELLED INFORMATION SHOWN****

Land Title District

Land Title Office

VICTORIA

VICTORIA

Title Number

From Title Number

CA9269715

EP50504

Application Received

2021-08-12

Application Entered

2021-08-25

Registered Owner in Fee Simple

Registered Owner/Mailing Address:

CITY OF NANAIMO
455 WALLACE STREET
NANAIMO, BC
V9R 5J6

Taxation Authority

Nanaimo, City of

Description of Land

Parcel Identifier:

000-698-202

Legal Description:

LOT 30 BLOCK 13 NANAIMO DISTRICT PLAN 584 WITHIN COMMERCIAL INLET IN THE
BED OF THE PUBLIC HARBOUR OF NANAIMO

Legal Notations

EXPROPRIATION ACT NOTICE, SEE CA9044440, 2021-05-28 DEALINGS
RESTRICTED
ABANDONED 2021/08/11 SEE CA9267185 EXPROPRIATION ACT, SEC. 19

NOTICE OF INTEREST, BUILDERS LIEN ACT (S.3(2)), SEE CA9314281
FILED 2021-08-27

"THIS TITLE MAY BE AFFECTED BY A PERMIT UNDER
PART 29 OF THE MUNICIPAL ACT (SEE DF EE29108)"

TITLE SEARCH PRINT

2023-06-13, 11:50:07

File Reference:

Requestor: Jacqueline Snidal

Charges, Liens and Interests

Nature:	UNDERSURFACE RIGHTS
Registration Number:	M76301
Registered Owner:	HER MAJESTY THE QUEEN IN RIGHT OF THE PROVINCE OF BRITISH COLUMBIA
Remarks:	INTER ALIA AFB 38.101,D32037, SECTION 172(3)

Duplicate Indefeasible Title NONE OUTSTANDING

Transfers NONE

Pending Applications NONE

TITLE SEARCH PRINT

2023-06-13, 12:01:56

File Reference:

Requestor: Jacqueline Snidal

****CURRENT INFORMATION ONLY - NO CANCELLED INFORMATION SHOWN****

Land Title District

Land Title Office

VICTORIA

VICTORIA

Title Number

From Title Number

CA9269711

EP50507

Application Received

2021-08-12

Application Entered

2021-08-25

Registered Owner in Fee Simple

Registered Owner/Mailing Address:

CITY OF NANAIMO
455 WALLACE STREET
NANAIMO, BC
V9R 5J6

Taxation Authority

Nanaimo, City of

Description of Land

Parcel Identifier:

000-698-261

Legal Description:

LOT 27 BLOCK 13 COMMERCIAL INLET IN THE BED OF THE PUBLIC HARBOUR OF NANAIMO PLAN 584 EXCEPT PARCEL A (DD21321N) THEREOF

Legal Notations

THIS TITLE MAY BE AFFECTED BY A PERMIT UNDER PART 14 OF THE LOCAL GOVERNMENT ACT, SEE CA5828823

EXPROPRIATION ACT NOTICE, SEE CA9044436, 2021-05-28 DEALINGS RESTRICTED ABANDONED 2021/08/11 SEE CA9267181 EXPROPRIATION ACT, SEC. 19

NOTICE OF INTEREST, BUILDERS LIEN ACT (S.3(2)), SEE CA9314281 FILED 2021-08-27

"THIS TITLE MAY BE AFFECTED BY A PERMIT UNDER PART 29 OF THE MUNICIPAL ACT (SEE DF EE29108)"

NOTICE OF INTEREST, BUILDERS LIEN ACT (S.3(2)), SEE EM123969 FILED 1998-12-30

TITLE SEARCH PRINT

2023-06-13, 12:01:56

File Reference:

Requestor: Jacqueline Snidal

Charges, Liens and Interests

Nature:	UNDERSURFACE RIGHTS
Registration Number:	M76301
Registered Owner:	HER MAJESTY THE QUEEN IN RIGHT OF THE PROVINCE OF BRITISH COLUMBIA
Remarks:	INTER ALIA AFB 38.101,D32037, SECTION 172(3)

Duplicate Indefeasible Title NONE OUTSTANDING

Transfers NONE

Pending Applications NONE

TITLE SEARCH PRINT

2023-06-13, 12:03:53

File Reference:

Requestor: Jacqueline Snidal

****CURRENT INFORMATION ONLY - NO CANCELLED INFORMATION SHOWN****

Land Title District

Land Title Office

VICTORIA

VICTORIA

Title Number

From Title Number

CA9269712

EP50508

Application Received

2021-08-12

Application Entered

2021-08-25

Registered Owner in Fee Simple

Registered Owner/Mailing Address:

CITY OF NANAIMO
455 WALLACE STREET
NANAIMO, BC
V9R 5J6

Taxation Authority

Nanaimo, City of

Description of Land

Parcel Identifier:

000-698-318

Legal Description:

LOT 28 BLOCK 13 COMMERCIAL INLET IN THE BED OF THE PUBLIC HARBOUR OF
NANAIMO PLAN 584 EXCEPT PARCEL A (DD 21321N) THEREOF

Legal Notations

THIS TITLE MAY BE AFFECTED BY A PERMIT UNDER PART 14 OF THE LOCAL
GOVERNMENT ACT, SEE CA5828823

EXPROPRIATION ACT NOTICE, SEE CA9044437, 2021-05-28 DEALINGS
RESTRICTED
ABANDONED 2021/08/11 SEE CA9267182 EXPROPRIATION ACT, SEC. 19

NOTICE OF INTEREST, BUILDERS LIEN ACT (S.3(2)), SEE CA9314281
FILED 2021-08-27

"THIS TITLE MAY BE AFFECTED BY A PERMIT UNDER
PART 29 OF THE MUNICIPAL ACT (SEE DF EE29108)"

NOTICE OF INTEREST, BUILDERS LIEN ACT (S.3(2)), SEE EM123969
FILED 1998-12-30

TITLE SEARCH PRINT

2023-06-13, 12:03:53

File Reference:

Requestor: Jacqueline Snidal

Charges, Liens and Interests

Nature:	UNDERSURFACE RIGHTS
Registration Number:	M76301
Registered Owner:	HER MAJESTY THE QUEEN IN RIGHT OF THE PROVINCE OF BRITISH COLUMBIA
Remarks:	INTER ALIA AFB 38.101,D32037, SECTION 172(3)

Duplicate Indefeasible Title NONE OUTSTANDING

Transfers NONE

Pending Applications NONE

TITLE SEARCH PRINT

2023-06-13, 12:04:36

File Reference:

Requestor: Jacqueline Snidal

****CURRENT INFORMATION ONLY - NO CANCELLED INFORMATION SHOWN****

Land Title District

Land Title Office

VICTORIA

VICTORIA

Title Number

From Title Number

CA9269713

EP50509

Application Received

2021-08-12

Application Entered

2021-08-25

Registered Owner in Fee Simple

Registered Owner/Mailing Address:

CITY OF NANAIMO
455 WALLACE STREET
NANAIMO, BC
V9R 5J6

Taxation Authority

Nanaimo, City of

Description of Land

Parcel Identifier:

000-698-393

Legal Description:

PARCEL A (DD 21321N) OF LOTS 27 28 AND 29 BLOCK 13 SECTION 1 AND OF THE
BED OF COMMERCIAL INLET NANAIMO HARBOUR NANAIMO DISTRICT PLAN 584

Legal Notations

THIS TITLE MAY BE AFFECTED BY A PERMIT UNDER PART 14 OF THE LOCAL
GOVERNMENT ACT, SEE CA5828823

EXPROPRIATION ACT NOTICE, SEE CA9044438, 2021-05-28 DEALINGS
RESTRICTED
ABANDONED 2021/08/11 SEE CA9267183 EXPROPRIATION ACT, SEC. 19

NOTICE OF INTEREST, BUILDERS LIEN ACT (S.3(2)), SEE CA9314281
FILED 2021-08-27

"THIS TITLE MAY BE AFFECTED BY A PERMIT UNDER
PART 29 OF THE MUNICIPAL ACT (SEE DF EE29108)"

NOTICE OF INTEREST, BUILDERS LIEN ACT (S.3(2)), SEE EM123969
FILED 1998-12-30

TITLE SEARCH PRINT

2023-06-13, 12:04:36

File Reference:

Requestor: Jacqueline Snidal

HERITAGE STATUS NOTICE, LOCAL GOVERNMENT ACT, SEE ET47096

Charges, Liens and Interests

Nature:	UNDERSURFACE RIGHTS
Registration Number:	M76301
Registered Owner:	HER MAJESTY THE QUEEN IN RIGHT OF THE PROVINCE OF BRITISH COLUMBIA
Remarks:	INTER ALIA AFB 38.101,D32037, SECTION 172(3)

Duplicate Indefeasible Title NONE OUTSTANDING

Transfers NONE

Pending Applications NONE