



PORT DRIVE WATERFRONT MASTER PLAN

ONLINE SURVEY – CONSOLIDATED COMMENTS

SURVEY PERIOD: JUNE 21 – JULY 12, 2017

TOTAL RESPONSES: 412 ONLINE AND 44 PAPER SURVEYS = 456 TOTAL

(NOTE: Not all respondents answered all questions)

Q 1. The proposed access network for the Port Drive waterfront includes a number of new cycling, pedestrian and vehicle access routes into the site, including a roundabout on Front Street and an extension of the waterfront walkway. Do you have any comments on the proposed access network?

- Bike routes please - I thought I saw one planned for Finlayson at some point? And a crosswalk @ Finlayson across Nicol. Someone is going to get hit running across there. Lots of mobility challenged people cross there.
- I'd have to see the plan to have comments on it, but an extension of the waterfront walkway sounds like a plan I'd be approving of and a roundabout is good. More cycling and pedestrian access is important. Again, to properly comment, however, I'd have to see a mock-up of the proposal.
- Sounds good.
- Great idea!
- I completely oppose a roundabout. It is too "much" for the traffic expected.
- This is an opportunity to provide Protection Island residents with their own docking facility in Nanaimo Harbor – considering there is no road or transit provided to the islanders who pay most likely more property tax than most in Nanaimo.
- This seems good.
- Do not quite get the picture.
- Needed.
- Water access for protection islanders is a high priority.
- The network is the key to success. It is the blood of the place that will give it life as long it keeps flowing.
- Roundabouts could be a problem for pedestrians, bikes, buses.
- As a Protection Island resident, my main concern is that the City maintains a secure option for small boat tie ups for Protection residents. If the City does not include us in their planning, they're leaving it in the hands of developers or other third parties. This is a great opportunity for the City to set aside a portion of its waterfront for access.
- Must have boat access for both residence and visiting boaters. This should include a launch ramp, dinghy tie up and moorage for commuter sized boats (20 ft.).
- I like the focus on increased cycling and pedestrian routes. Keep vehicle access to a minimum.

- Keep the focus on pedestrian and cycling. Consideration should be given to underground parking in order to reduce people to car interaction.
- The roundabout is a really bad idea and takes up too much space and is not pedestrian or cycle friendly. More access towards the Port Place Mall entrance. Create a small intersection with a 4 way stop. Roads and walkways on the site should be shared with pedestrian right of way respected.
- The overall plan certainly has potential at first glance. Please make haste should we only get one chance to get this right. Have some concerns with roundabout on Front St.
- Roundabout is great access plan!
- Good idea!
- Build the waterfront walkway right way, instead of waiting for the site to be developed.
- Any additions to our waterfront is a plus to residents plus tourism.
- This is the perfect place for the Protection Island residents dock. Protection Island is a tax paying port of Nanaimo with no transportation. This is the last piece of property that can provide a dock for residents who work and shop in central town. Also a canoe launch please!
- Encouragement of pedestrian and cycle access important.
- If the concept of residential development is dropped the access network is greatly reduced.
- Protection Island is a neighborhood of Nanaimo and needs City owned water access (i.e. boat tie ups and parking) independent of the NPA. "GADD Property" would make a great access point from the water as City holds water lease. How do Protection Islanders concerns get to be included in the master plan?
- Extend walkway along link to Chase River. New boat ramp facility – Brechin ramp is not enough!
- Agree to walk way for cyclists and pedestrian traffic. No vehicle or bus traffic.
- More pedestrian and cycling routes, less vehicle access.
- Please consider an access dock for Protection Islanders, who are tax paying Nanaimo citizens in great need. Thank you.
- I like what I see so far. I would like to see boat access to the site particularly for Protection Island residents with the possibility of an Ocean Discovery Centre. Visitors who moor at Newcastle could boat over and use the site as well.
- I like all of these inclusions but would like more roundabouts around the city in general.
- Extension of the waterfront walkway is the highest priority. Roundabouts can be dangerous if drivers are uneducated about or do not follow correct usage.
- Yay for more walking and cycling routes!
- Site is not ideal for cars. Make it more pedestrian and cycling oriented. Get people onto transit (proposed option).
- More water front walk way is a great idea.
- I think the increase and access for cycling and pedestrians is a great asset. However, I feel parking for vehicles is still an important component to plan for. Nanaimo is a large city (in land mass and distance) and the current public transport system is not going to get people out of their vehicles. Therefore, people are still going to need to travel to downtown Nanaimo via vehicle, therefore please don't forget to include parking for visitors.
- The more pedestrian access, the better!
- Sounds great!

- Looks great
- Excellent! We should utilize roundabouts as much as we can.
- No, only please get on with it. So much talk and no action.
- Important to have choices to access. Ensure that access is all inclusive e.g. physically challenged
- I support more cycling and pedestrian routes. A roundabout is a good idea
- Not sure how a roundabout would work.
- An extension of the waterfront is a must. More routes would also be great
- I like the cycling and walkway - I don't know that we need more space for cars
- promote business such as prime restaurants
- Sounds great
- Continuation of the walkway and more bike routes would be great!

- Great idea to extend the waterfront walkway
- Making this area accessible to all modes of transportation is important. That is, it must be easy to go from one mode to another without confusion, i.e., pedestrian-ferry-bus or cycling-ferry etc. Make the transitions smooth and safe.
- The more access the better! Lots of cycling room, please.
- Roundabouts are an excellent way of maintaining traffic flow compared to traditional corners with lights
- Finish the departure Bay Area of the walkway.
- I agree with the cycling and pedestrian and limited vehicle traffic
- Do not plan access until total site plans are finished
- Additional cycle routes should be considered, including an access route towards Old City. Finlayson (including reinstatement of the abandoned crosswalk across Nicol) would make an ideal cyclist connector route.
- Make it more accessible for people in wheelchairs. Not even kidding >:(Actually consult people who use them, not what you think wheelchair people need. Same as playgrounds. Stop imposing what WE think kids, wheelchair-bound citizens, seniors, homeless, etc. need. Bloody well ASK them and invite them to participate.
- Good plan
- No public drive zone, access only by electric transit e.g. Tram
- Looks very accessible
- That sounds nice.
- Both excellent ideas
- Great idea
- Limit vehicle access, except room for transit.
- Minimize vehicle access to this area, public transit exempted
- Make all paths wide enough to ensure bikes and pedestrians all have enough space to commute and pass. Trails need to be marked to explain to folks how to use them. Imagery of this will be important.
- I like it

- Parking -- I know it is a word Nanaimo city planners dislike but we are a spread out city and if you want to encourage downtown usage people will need to drive down -- and not everyone has the patience for a one-hour transit bus ride when your car takes like ten minutes
- I like it
- Linking up with the existing walkways is crucial... Speaking from a long term perspective, I'd eventually like to see a walkway from South Nanaimo to at least Departure Bay
- More pedestrian access to the seawall and a roundabout are great ideas
- Cannot comment without any details
- Do not allow cycle and skateboard with pedestrian.
- Good pedestrian & cycling access plan!
- I think it would be good to keep this network as pedestrian and bicycle friendly as possible
- What about something fun that would attract the tourists to stay in Nanaimo instead of always bussing else where we lose the money they spend else where
- I think it's great.
- Only for pedestrians and wheelchair access. no bikes.no busses. tons of food vendors.
- If the site is made green space, as it should be, more vehicle access would be a negative. Pedestrians and bikes yet--vehicles, no.
- Sounds good as long as it bypasses that horrible intersection at Salvation Army which is an eyesore for people walking from Cruise Ship Centre
- Must happen... it will be Nanaimo's #1 destination
- Make it so there can be shops and patio restaurants
- Sounds great
- Love the idea of the extended walkway
- I would like to see along the waterfront sightseeing binocular machines.
- WHERE CAN I GET MORE INFORMATION - NEVER HEARD ABOUT THE PROPOSAL
- Make sure it caters elegance and an upscale 'back to nature' contemplation spots that connect to the cruise ships
- Keep it pedestrian and cyclist friendly. The way of the future...
- Excited
- Like the roundabout idea
- Being in Departure Bay I would love to one day be able to walk the full harbour.
- I think that's great, but more greenery. Not all concrete please. Keep it close to water so we can admire the ocean
- Many more cycling routes are needed.
- No
- looks great
- I agree that this is a good idea. A traffic circle [the real name] is an excellent idea, hopefully it is at the right spot.
- Build a Hockey Arena
- All three are a good idea
- Roundabouts are annoying and confusing for a lot of people, especially older folks.
- It needs to span Gabriola Ferry Terminal. The roundabout is great
- Looks good

- No
- Excellent plan
- Car parking needed
- Sounds like a good idea except for the roundabout. Better to go with lights in an area that will see a fair amount of traffic.
- I don't want to see a bunch of pavement and parking. We need a park like Stevenson. Bike rentals, shops and stores.
- Would be great to have pedestrian and cycling routes as we are promoting cycling in the city. If this could connect cycling routes from North Nanaimo to 1 Port Dr, much like the E&N trail it would be an excellent attraction
- No
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- An extension of the waterfront walkway would be nice, but there are much better places in Nanaimo to put roundabouts.
- Extension of the waterfront walkway is key.
- Yes, keep the bikes, skateboards and rollerblading off the walkway. This is not pedestrian friendly if you don't.
- Mixed use and pedestrian friendly seems essential.
- Both disrupt archaeological site examine more alternatives.
- Sounds great! will there be parking?
- Extend walkway
- No parking meters please... 2 hour free parking minimum!!!
- Access should also enhance access by cruise ship passengers.
- I think that a new round about on front street is a bad idea. People are not sure how to use them well enough to have one on that busy of a street.
- I like this idea
- Extending the walkway is a fabulous idea.
- Will the cycle path be separated from the pedestrian path for safety? Will there be secure covered places to lock bicycles?
- More bike and pedestrian, less auto access.
- Sounds good to me
- I don't think a roundabout is good for that area, especially with tourists and bicycles thrown into the mix. Have a couple of our transportation planning engineers go sit for a few hours at an existing one and then read their observations.
- Access over the road!
- Great
- Access is good.
- Sounds good. Please save as many trees as possible.
- I think it's awesome! Add some brew pubs, cafes, and great restaurants to that site!
- Think it's a fantastic idea!
- I agree with the front street roundabout and the proposed pedestrian & cycle access.
- The roundabout should be a large one.

- Most people don't really know how to use a roundabout correctly, I think the lights that are already in use should just stay there,
- The bus stop at Port should have its own dedicated stop that does not block traffic
- Keep the junkies off it.
- Prioritize pedestrian over vehicles please
- Dangerous, overbuilt, cause congestion, increase noise and unnecessary.
- Please improve transit in south Nanaimo (esp. Cinnabar) so that people can use transit to get there. Our bus service is lousy!
- Roundabout is preferred- and waterfront walkway is key!
- Pedestrian access is important for this area of downtown. While there is nothing wrong with allowing car access make certain the access to the site is not too focused on driving. Make pedestrian access easy and welcoming.
- Too congested
- Looks great.
- Sounds good to me
- More accessible is always better.
- A small commercial allotment for a couple of specialty stores and coffee.
- Would the south end of the cycling trail connect to anything?
- I like the idea of any new pedestrian/cycling access. I do not like the idea of a roundabout - people tend to not understand how they work. It is a shame the northern access can't be combined with the Gabriola ferry access where there are already lights in place.
- Cycling lanes are good as long as they do not affect the number or width of car traffic lanes
- Has any thought been given to the impact of the roundabout on the Gabriola ferry traffic queuing that happens along Front Street?
- Permanent policing or bylaw officer presence. I do not want my kids inhaling other peoples' smoke or pot.
- Leave it alone for now
- It's a good start
- Roundabouts are a great idea
- Access is key but you a moving way too fast.
- Well done!
- More pedestrian and cyclist route permeability through northernmost parcels
- It looks great.
- no. do not rebuilt the wooden trestle
- Sounds great
- The roundabout does not suit me. Takes up too much land and has no apparent utility
- it would be a waste of land to have it turn into a parking lot. We need something to attract people back to the downtown core where they will spend the day/evening.
- Positive affirmation
- The preferred option for vehicle access (Front Street Roundabout) looks to me to be the best of the options suggested. An extension of the waterfront walkway for both pedestrians and cyclists, that also implements section 5 of the Nanaimo Waterfront Walkway should also be a priority.

- Do any of these involve an upgrade to the trestle bridge? These bridges have been restored in other parts of the province, so I wonder if that could have some historical value?
- Integration into neighbouring South end street grids would be great
- Agree in general with recommendations. Should hit up BC Ferries to provide waterfront path past their operations (floating structure below their ramp?)
- walkway extension would be great asset. Concern on cycling because current restrictions on cycling on walkway not enforced. Foresee increased tension between cycle/pedestrian
- A roundabout is good. There should be more of them. Parking is going to be a problem which must be addressed. If you succeed in making this area attractive, people are going to want to drive there. Underground, OK but limited numbers. Either carve more area out of the light industrial zones, or go low multi-storey. Maybe work with Port Place to put multi-storey over their parking lot.
- Lots of cycling and pedestrian space please.
- Walkway extension, cycling and pedestrian use vital
- I think the roundabout would work best.
- A large roundabout is great idea for this area as it's always busy, but will still allow access to all locations off Front St. (no lights please!)
- Sounds good although I found it hard to determine routes from your presentation.
- An extension of the waterfront walkway is paramount
- The idea of a traffic circle is excellent, moves traffic efficiently and can be built so that it's a visual asset rather than the usual 4-way corner with lights. the new development must absolutely emphasize pedestrian and cycle access.
- This is like the cart before the horse
- The network should be as much a green-space as possible; i.e., maximize plants and minimize asphalt
- I support this plan.
- Is there ample parking for vehicles, both short and long term?
- What about boat access? Roundabouts are terrific! Glad that's part of the plan!
- Get it done!
- I love the idea that there will be an emphasis on cycling and pedestrian routes! Let's make downtown more walkable!
- Great idea
- It looks good.
- I love it! I'd really like to see it extend into the rest of the city and perhaps even through Port Place Mall.
- Public transportation hubs would also allow for less congestion and more eco-friendly options.
- Do it properly.
- It would be nice to keep it more directed to foot traffic overall like Maffeo Sutton
- More pedestrian walkways in and around the site, street trees for shade, benches for seniors to rest, soft night lighting, restricted vehicle access
- We have to have an education campaign and very good signage for people to use a traffic circle.
- Commercial and housing on location mixed
- Sounds good and the walkway extension is great news.

- Looks good
- Great Idea
- I would like to see a connection point for the residents of Protection Island. All existing touch points for traveling to the city from the island are owned by private interests or NPA. At any time, islanders can be cut off from access because none of it is City owned. Prot. Isl. needs a docking facility, a boat ramp, and parking on the city side. These are historical wrongs that need fixing as we move into the future.
- Waterfront walkways are vital to attracting more people downtown. Having recently visited Victoria and Sidney, I saw how busy the waterfront walkways were. At the Sidney-Anacortes ferry, accommodation was even made to allow pedestrians to cross the parking/loading area, so there was no detour necessary for waterfront walkway pedestrians. Please make our waterfront walkways beautiful and CONTINUOUS. Thanks.
- Love the walkway. Walk in the area regularly and was a consideration when we move here 5 years ago.
- Extending the walkway is key
- Great idea!
- Please consider moving the Gabriola ferry terminal further south/southeast closer to the ship cruise. This would open up the Harbour, making the inner Harbour safer for small vessels, as well as making the current ferry site available more suitable for public access space. And making traffic less congested.
- Do something that makes sense for the overall plan. No major bus transit station, but reasonable parking, bike and walk paths and a spot where public transit can pick up and drop off does!
- Would it not make sense to provide access from the water? There are a lot of 'transient' boaters in the summer and shoulder months that would take advantage of tying up their dinghy's close to here. Also protection Islanders could also use this kind of short term moorage for daily access to the downtown core.
- good idea
- This is necessary to attract more people
- Having a continuous walkway from Departure Bay Beach to as far south as is possible is key
- If the above comes first in the development, then build around waterfront walkway.
- More emphasis on pedestrians and cycling than vehicles, please.
- I like the idea of a roundabout, as living in the area, I don't want to see line ups at a traffic light
- Great!
- All for extending the water front walkway...particularly down to the estuary.
- Love the idea.
- Sounds great.
- It will work well in good weather. What about the rest of the year?
- Support new access routes and extension of walkway
- Limited if any vehicles - should be all pedestrian
- Access to New Castle Island. Please see: <https://www.youtube.com/watch?v=NoLSupQZzoq>
- Great idea! I hope construction starts immediately rather than taking 10 years... or worse being cancelled

- Sounds good to me
- Sounds great, I would keep the rail link intact for future use.
- It looks very reasonable to me.
- Looks okay. What about water access? PI access, rail and ferry to Vancouver
- I believe this will be a valuable addition to the city's waterfront.
- Make safe, beautiful walkways and people will flock downtown
- No, this is a great idea. The waterfront and the quaint downtown are the jewels of Nanaimo. Underutilized and under accessed.
- It would be nice to have a pathway adjacent to the Gabriola ferry
- The roundabout seems like a good option despite the space it will occupy. Please ensure there is safe pedestrian crossing when the roundabout goes in and that cycle lanes are kept separate from pedestrian pathways.
- I would like the city to include moorage for Nanaimo residents that live in the Protection Island community. There is no public access to Nanaimo from Protection at this time. This is very important to the residents of this part of Nanaimo.
- Good plan
- I don't believe it makes sense to extend the waterfront walkway past (south) of the rail trestle
- Roundabout is a great idea!
- I prefer reduced vehicle access
- The proposed routes for all users and the roundabout will be just what the area needs for transportation
- Excited to see the inclusion of non-vehicle access
- I like the roundabout. We also need a roundabout on Mary Ellen drive before someone is killed in that intersection.
- Please have lots of parking
- The more access the better.
- No I like the roundabout proposal
- There should be an area to lock up bikes so that people who bike downtown know that there will be somewhere safe they can store their bike while they are walking downtown. Roundabouts can be confusing and might pose a danger to cyclists, you should consider separating the bike lane off of the roadway at least at the intersection.
- The access looks fine as long as there is separation between the three modes of transport.
- I really would like an extension of the waterfront walkway. As well, I think the roundabout on Front is the best option.
- No, we like the plan.
- Extending the waterfront walkway right to the Heliport/Cruise ship terminal is a must. Visitors to Nanaimo should be able to walk in beauty from the terminal right to the Seawall and beyond. We are a harbour city after all.
- I think a roundabout is a good solution for traffic flow.

Q 2. Locating a transit exchange on the waterfront is a key consideration of the Master Plan process and two options to achieve this have been presented. Which option, if any, do you prefer as transit exchange location at 1 Port Drive?

Response	# of Responses
Integrated on street	178
Alternative On site	131
Do not support	107

Please explain your choice:

- I think it's safer and disrupts traffic less if the exchange is separated (similar to the exchange up on Prideaux).
 - The land and area are too valuable to share with something that can be located anywhere and requires a huge amount of land
 - An improvement with less disadvantages that Alternate choice.
 - Why would we waste precious waterfront property on an unsightly and noisy eyesore like a transit exchange? Please make this area as beautiful and inviting as possible.
 - Does not facilitate expansion; Uses high value land for land extensive use; Decrease overall pedestrian experience of the area; Affects the developability of adjacent lands; Precludes other uses, including the Ocean Discovery Centre; Overlays known archaeological area"
 - I would rather see the waterfront beautified.
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- I feel that Front street should eventually be developed into hotels, boutiques and should be pedestrian dominated. Buses for sure should have access but perhaps the bays themselves would be best slightly offset from the road.
 - Interrupts with the flow of traffic on front street
 - I don't support a transit hub on front street. Someone else would be better as it may bring transient groups and drugs around the vicinity
 - trying to keep vehicles out of people space - but having them close to there would increase access.
 - Buses are seen as unsightly to tourists. I agree with a bus stop but not a bus exchange or depot site. keep it beautiful. Green space with bike and walking paths and shopping and cafes.
 - Not near the waterfront
 - Streets in Nanaimo's core streets in this area are already confusing, convoluted and congested for residents and especially tourists. This area is a traffic and pedestrian nightmare, so it is important to avoid any further traffic issues, and get the hub off the main street.
 - Of the two options, this one has the most scope for aesthetics, which I think are really, really important for this site.
 - Waste of prime land

- A transit hub is needed in this area: it should be high visibility for safety (e.g. on street, closer to Port Place) and minimize land use near the waterfront, such that it can be used for better purposes.
- It will allow more green space. More usage of the property for other things.
- Closer to the waterfront
- More convenient for transit users. Why couldn't it be down by old CNN
- Keep the exchange where it is and introduce an electric tram system, we need to think farther ahead.
- With more and more people hopefully moving to transit, people will have a place to sit and maybe buy things from kiosks if the Alternative is used. With buses coming by every 30 - 60 minutes mulling around on the street waiting for your bus isn't very appealing.
- What we have is fine. Something for tourists would be of better use.
- This all needs further discussion, but transit is a must
- Brings families especially those with young children right to the waterfront area and then easier access to return home.
- Creating a hub of activity, all needs to be close or linked
- As with the parking we need to make room for all but keep them separated
- This is what used to be in this area.
- I think it would be better to have bus bays just off site for both aesthetic and safety reasons.
- Too much congestion
- We already have some infrastructure in place on Front Street, I would rather have the exchange be a seamless transition than a standalone loop.
- As Nanaimo grows, a new exchange, particularly in the downtown core, is an absolute necessity. Either an on-street or off-street exchange in the location proposed would be suitable (due to the general location and the very limited modifications needed to existing bus routes/service, making for an easier transition for the city, the RDN, and especially those who ride the bus), however I think the on-street is the better option of the two. It would be in a slightly more central location, being that much closer to the downtown core i.e. existing infrastructure and services, providing better ease of use for transit and transit riders. Ideally it would also be able to have a similar layout to that of the Country Club exchange, but hopefully with larger and preferably more uniform bus stops. Regardless, if the bus exchange is relocated from its present location, the intersections of Commercial-Wallace-Albert-Victoria and Victoria-Victoria/Nicol-Front must be updated, assuming they will continue to be used by transit with the same or greater frequency. As it stands now, both intersections are highly dangerous and not at all bus friendly.
- Show me details or I cannot comment
- A transit hub is necessary here, with the proposed development and the existing mall. I compare this to Country Club and other transit hubs I have seen e.g. in Surrey & Coquitlam, and this looks good
- Need more attractions why not a water park or slide or go carts and get rid of that hope center too many druggies and thieves
- This is prime waterfront property. A bus exchange would just detract from the natural beauty of the area.

- Busses can be outta site--not pretty and take way too much room. not needed to be on site.
- The transit exchange should be located at the site of a fast ferry terminal. Until that's known, defer the transit exchange.
- It would make sense to have transit hub on front street as long as it could be aesthetically pleasing ...
- Buses will bring people downtown, for events it is helpful so people can leave their cars at home, public transport needs to be smart for people to use it (i.e. bus exchange in a good location centrally located).
- Definitely want the ocean discovery center.
- More sense to keep it in one location
- Integration into the current system should prove more affordable than creating an entirely new depot or drop off location.
- I would think an exchange in a separate area would have less impact on traffic
- Keep it nearby, but not right in the middle of things so it's not an eyesore
- This one is difficult. I like a separate hub, I currently dislike the on-street busses on Prideaux st. because it is not great for other traffic. Part of the problem though is that all busses leave within a minute or two of each other - a traffic jam every half hour
- The closer to transit the better for families and tourists! Also for special events
- Better flow, looks better, takes pressure off front street
- It reminds me of how south Korean transit is set up which is really efficient
- Please don't use this property for transit, integrated along the road is more than enough as it is by the port place mall.
- It is already very congested with traffic there. Would be better to keep it farther from the waterfront, and front street. It's beautiful down there, I would hate to see it lined with buses, and pollution.
- I DO support having a transit exchange at this location, but it needs to consider long-range needs. The SDWI plan showed transit hubs that amalgamated sea planes, rail lines, car rentals, fast ferries, the Protection Island boat, local "pickle boats (like in Victoria and Vancouver). I'd like out planning to take a longer-range view than this immediate piece of land and a bus loop.
- Why use prime beautiful space to have a bus exchange
- Nanaimo should have a true depot/exchange for all transit buses and all Vancouver Island coach lines and other bus services. It should offer parking for cars.
- There's already a south end transit station. I don't know if ridership is down/increased but I don't see a need.
- On site would be better than on the street. I'm thinking of bus exchanges in other cities that I've travelled to and they are usually in a separate site.
- I think this would be key to improving our transportation infrastructure in general (which is totally terribly)
- It needs a definite transit exchange, not at the side of the road. I also like the car park near the front which gives us a chance to walk on those good walkways, as we are not good at walking far
- I like the idea of not having to walk somewhere else to catch the bus
- Must have parking for cars

- Probably better to have all the buses in one area to allow passengers to transfer easily from one bus to another. Perhaps parking should be an option for riders who want to drive part way into town but then take transit the rest of the way.
 - Sigh, so just a big cement ugliness? No.
 - The Bus Hub should be downtown centralized downtown to promote people to come downtown and centralized as they can access seaplane, Gabriola and surrounding islands and other forms of transportation
 - It would clog up traffic flow having buses stopping right on Front Street.
 - Much better uses for prime waterfront real estate. Replacing industrial lands with, in essence, a bus parking lot, would be a tragic misuse of this land and no better than it is today
 - Bus exchanges are ugly...and there are not enough people who ride the bus to warrant this.
 - On street hub does not seem good. Make a spot off the street for the busses. With the changes the streets will be busier.
 - I believe the space should focus on tourism. Tourists will undoubtedly come from Cruise Ships, cars and taxi. If any use our transit, they will be the minority, Transit bays usually have some unruly people, kids hanging around. With the transit located on Prideaux across from the RCMP, keeps these ruffians away.
 - Don't use specialized space such as this to deal with transit. Have it accessible without taking precious waterfront.
 - Is seems an easier ask to expand what already exists
 - More congestion is not needed.
 - Both disrupt archaeological site exam more alternatives.
 - I think a group of buses parked by the side of the road is a more efficient use of space & resources, rather than building a separate site for it. Also, having a hub downtown is important for bus users
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- Prevent congestion from backing onto the Trans Canada
 - It would be good if the bust exchange was not on the bus road. It causes a lot of congestion
 - I like the idea of a separate site. It looks better than having them all lined up on the street.
 - We only have so much waterfront and it should be enhanced by putting walkways, shops, markets, etc. to be used by tourists and locals alike - not as an eyesore industrial bus exchange.
 - Keep it close to the Gabriola ferry for commuters, integrate all transit with BC Ferries schedule esp. Sundays
 - Front street would be too busy
 - Bus stops impeded the flow of traffic on front street/ downtown in general, exploring options to reduce this would benefit both vehicular and pedestrian accessibility.
 - Prioritizing public transit by making it visible and as easily accessible as possible.
 - Front street is narrow and always crowded, street parking is limited. I don't see how this could be a possibility.
 - Preserve the waterfront.
 - I would rather not have Front St cluttered up with busses. Have it slightly off street.

- High value land has better uses. Worst case scenario, the transit exchange can always stay at the Howard Johnson lot.
- It is neater. It looks properly thought-out. It is dedicated.
- Front street is too busy and not enough space to have adequate spacing for bus bays and buses and people, and not having the bays is a very bad idea due to the traffic use of front street, that would be an accident waiting to happen.
- Bus bays should be off of the street.
- With existing buses passing by the government offices and the remaining being used for parking, removing the parking in front of that building and redirecting the currently out of the way exchange along the front of the government offices would put pedestrians in a good place. My problem would be with a new city having to develop around a bloated bus space. If it can be integrated lean for a tight nice walkable new downtown development, spreading it across a square block to keep it from saturating but being efficient is best, however the final plan can best execute this
- Space between buses and destination is better.
- Needs to be a safe access for transit users, both sites will further congest the area and have access concerns for the mall and traffic.
- Please make this sight accessible with transit stops at the waterfront, but if all possible locate the transit exchange elsewhere... like say near the ferry terminal if possible?
- Most practical, no waste of space on site
- Too congested
- Less vehicle traffic (including transit) the better.
- Make it easy
- Downtown traffic flows are already overworked. Adding on street bus bays into that traffic network will only increase congestion along front street, which ironically is the opposite of the intent of public transit...
- The streets in the downtown core are crowded enough. No need to add one more excuse for people NOT to shop downtown.
- A covered pedestrian platform down the middle would work better than a busy street down the middle. The transit exchange in Bellingham, WA works really well. It includes a covered platform surrounded by bus bays, benches on the platform, a large map of the whole system, all of the schedules, and a human being who can answer questions. There is a small building at the end which includes a place to purchase bus passes, washrooms, and an indoor waiting area.
- I would hope the point of having a transit hub is to encourage people to use transit and alternate travel methods more often. Therefore, the option which provides more efficient transit service and user friendliness should be chosen.
- Fits the idea of cruise ship, walk on ferry and possible train access. Would like to see area as a multi-cultural, multi-use area that bring people together for many free activities.
- The transit exchange should be located against the railroad track line so that buildings can be constructed along the Front Street frontage to create at least some semblance of a public realm to offset the harsh parking structure at Port Place mall. It is hardly a sound urban planning principle to dedicate such a significant amount of potential streetscape to buses and vehicle movements/conflicts.

- Unsure of whether integrated on-street transit hub would include the widening of Front St to facilitate traffic flow. If not, an on-site transit hub would promote ease of traffic flow. How many bus routes would be coming through the transit hub? This should be a consideration. Not sure of argument that on-site hub would decrease overall pedestrian experience -- does this not depend in part on design?
- I think there would be problems with passengers crisscrossing Front Street to either get to the mall or the New Nanaimo Waterfront Market, which would slow down traffic flow. Moving the Transit Exchange to Esplanade Street would be better and still be close to the mall and new Market.
- Much easier to have a frequent connecting trolley or shuttle from the current exchange.
- Need more input to make better informed decision
- Make a separate lane for multiple buses
- Maximize waterfront for space for parks and development while keeping transit on front street
- Put the hub on NHA property. Aren't they already discussing that?
- access should be convenient but should not remove much space from other site uses
- Transit exchanges work in high-volume suburban locations with low-intensity land-uses. Such 'saw-tooth' designs should not be a part of any downtown transit exchange. Integrating transit with a fine-grained street network in a way that allows for permeable development and 'soft' urban edges would be the best way to move forward on the waterfront site.
- I'm not sure why having a transit exchange so close to the waterfront is desired. A new transit exchange would be great; however, this location supports higher value uses. If there is to be a transit exchange here it should be an integrated on-street transit hub to minimize land use impacts.
- We think that transport by bus should be as convenient as possible to encourage use.
- Not suitable, and to valuable for a bus exchange
- Having bus / rail / helicopter / gabriola and protection island ferries / cruise ship terminal (and potential foot ferry) - a transit hub in the specific area does make a lot of sense. In that area we should have Bus connections to the entire city, Rail for connections to Victoria, Cowichan, Courtenay, and Port Alberni and maybe some space for car share services as well. Nanaimo needs to become a more accessible city for residents and tourists and become a proper hub of the island. Allowing for multiple forms of transportation in one location right now (Marine/Bus/Rail) will be a decision with long lasting positive influence on the future. We need to stop planning so much around single vehicles. We are lucky to have all of these different modes of transportation already in close proximity. All of them are underused and underappreciated. First and foremost, the city needs to stop its war against the railway. Second, we need to get the foot ferry up and running - it has dragged on far too long.
- This property is of limited size and is too valuable to be used even partially as transit exchange. I am sure that another location nearby that is not part of waterfront property could be located.
- Transit exchanges can easily lead to social problems. They only work when there are eyes on them, and in isolation in this location it is a really bad idea. As part of a comprehensive development it does have a potential place but NOT ALONE.
- To have all buses assembled downtown (not Prideaux) would be wonderful and would definitely bring lots more business to the area instead of going north to Country Club and beyond.

- Vehicular traffic of this magnitude, on site, would lessen the opportunity for re-creative and public use.
- I think it's important that the "downtown" transit hub gets relocated from Prideaux Street to the downtown core, and this would seem to be the right location for that hub. My preference for the integrated site is to allow maximum flexibility around other planning for the location (I'm not sure about the Ocean Discovery Centre option, but would not like to exclude it at this point). Also the open house boards state that suggests that this option "facilitates expansion and connections to taxis and other public transportation options" and I would hope that this includes easier connections to Greyhound and to foot-passenger travel to Vancouver.
- Of all the possible uses, why let bus fumes, noise and congestion spoil a beautiful piece of waterfront property? Industrial use of waterfront lands started when Nanaimo was small and little if any thought was given to such areas beyond its possible business use. Let's get out of the dark ages.
- Using existing road corridors makes sense. There may be ways to improve the on-street option by working with Port Place Mall. Should be link/path to foot ferry site
- Bus loop adjacent to Helijet or across street from that location assuming trestle will be replaced in my opinion would be a less intrusive but equally convenient location
- You cite Granville Island as an example of what we might aspire to on the Port Lands. One thing that works well there is water taxi access (pickle boats), which serves to alleviate the parking problem. We could have a similar service from Maffeo-Sutton via the boat basin to Port Lands. It would be a tourist attraction.
- Please do not use prime waterfront real estate for a transit exchange. Use it for pedestrian and cycling space, cultural spaces, and excellent events and experiences like Granville Island.
- A transit hub should be within walking distance but not right at the site. Don't spoil what could be a peaceful place for families to relax.
- I want to see an integrated transit hub, but I would also like to see the waterfront lands have other uses. This seems the best compromise.
- For the best experience to the water front, keep the noise down. How about an exchange at the Mall and a walk over. I have seen walkways that are quite attractive with whale starfish or other designs incorporated into the structure so as not to be an ongoing maintenance issue.
- Could transit bays and exchange be integrated on what is now Front Street with other traffic diverted to Terminal? Allow access as far as Gabriola Ferry then close it to through traffic; it might be necessary to close the Mall entrance on the London Drugs side if the parking structure becomes used as a throughway.
- Small area - too congested to support bus bays on Front street
- If this property is used for the people of Nanaimo, we can drive there.
- Seems less transit impact on pedestrian and cyclist use of area
- I believe there should be a removal of the ferry terminal to this location.
- I would rather not see a transit hub in this confined area but I also realize it is necessary.
- A scheduled stop for buses. Thus better connecting the south end buses, i.e.: Cinnabar and Cedar.
- Concerned about the safety and efficiency of having bus bays right on Front Street, both safety of pedestrians and of cars/drivers interacting with buses in the bays. Would prefer separated bays.

- Safer & more usable. Great place for a transit hub!
- Less congestion between transit and vehicles, and allows for Ocean center.
- Should be utilized for waterfront residential condo living. Waterfront property should not be used for bus stations
- I think integrating it will encourage use of the transit hub
- Concerns about congestion on Front Street is all
- better pedestrian connectivity, buses will interfere less with other traffic on the road.
- The integrated option is the only one that makes sense. I've seen many transit exchanges around the world and the alternative option is the old-school approach that puts the small objectives of bus and transfer efficiency over an overall pedestrian friendly environment. This typically results in a transit exchange that negatively impacts an area, ultimately leading to a less than ideal exchange. Go with the proposed option PLEASE.
- Having public transportation options is ideal to reduce congestion and parking issues, not to mention reduces emissions.
- Public transportation to the site is important but the bus bays should stay on Front Street and not use up valuable space that could be better put to use as green or park space on the site.
- A visual blight. The area should be well serviced by transit but the exchange would cause too much congestion.
- There needs to be a transit exchange completely off of Front street. This proposal has both options using Front Street. We need to consider all types of mobility issues including physical and visual. There must be another option. I fully support an exchange here and think that it is critical to the development of the site
- Ask bus riders.
- Convenience
- Better use of land
- It is too far removed from pedestrian traffic.
- Please do not put transit on valuable land that the public can enjoy. Also, consider the exhaust and noise pollution of waiting buses in proximity to residents and waterfront pedestrians.
- Convenient access will draw more people to use. However, it can draw unfriendly folk that may deter other from accessing the area. Something to consider.
- Takes too much space does not allow for expansion and is not best use of valuable waterfront area
- Nanaimo should focus on prioritizing and encouraging transit, making it efficient and streamline, so it is a better option than driving, the goal should be to discourage vehicles in the downtown area, less space dedicated to vehicles and more space for walking, shopping and living.
- Likely better, although admit that I have not studied issue extensively.
- Too much traffic that will congest the area, plus it is ugly.
- Why use this extremely valuable area to have buses sitting idling taking away from what could be a beautiful pedestrian friendly living and retailing area.
- A transit exchange would take a significant area. This would be better to locate elsewhere in the downtown rather than take up valuable waterfront property.
- Not the best use of prime land

- What is wrong with the current transit exchange? I don't think the exchange should be on the waterfront. I didn't like either, on front street or beside front street.
- Volume of ridership doesn't warrant one. waste of valuable real estate.
- It's prime, potentially gorgeous waterfront land. Why on earth would you want to use that land for a bus loop? It is the worst idea being floated around. Have a bus stop for people to get off to visit but please, please don't locate a bus loop there. On the other side of the bridge it may be more viable but not on the waterfront!
- If it's for bus "storage", off-site is preferable, as the transit exchange should be for transit while in use, to maximize use of the site for people and not parking, vehicles, or as a storage location.
- Always moving traffic; therefore traffic situation anticipated.
- Easier to find more room on a separate site.
- Do a switch up to where the float planes on landing to this location. That will ease the congestion near Maffeo Sutton Park.
- Need central transit exchange access to waterfront and ferries/planes
- Keep the prime areas for development and not traffic
- Transit hub should be located elsewhere to avoid congestion
- Transit integration with foot ferry and other incoming transport is key.
- Having the buses on the street will cause traffic concerns, while if they are on the property proper guard rails and safe crosswalks can be set up.
- This will bring people to the water front
- It's a unique water front location and does not benefit from lines of idling vehicles cluttering the area, spewing exhaust fumes, congesting traffic, and creating an eye sore by obscuring the view.
- I prefer how the integrated option allows for a more dynamic, mix used area.
- It should link Buses, rail, float planes, Helijet, and passenger ferry in one location. Also sell access to tour operators and groups like Tofino Bus
- I believe that a science/marine centre of some sort would be a perfect fit in the area, so the space would not be available for transit.
- Transportation into city from Ferries, rail, bus (Greyhound, Island Link) should be considered. It would make the city core more vibrant.
- Having the buses on Front Street will allow the waterfront to be pedestrian oriented.
- Site is too valuable for a transit hub, but it should be close by.
- I prefer the on-street transit hub as it keeps the transit area more compact.
- Bus bays on Front Street would make transferring from one bus to another difficult (issues with this at Country Club exchange) and require street widening to minimize traffic problems. Plus, crossing front street would become even more hazardous.
- On-site Transit Exchange illustration appears to take up too much valuable land and buses going in and out of the site, pedestrian access is problematic.
- Does not interfere with other plans
- Keeping it on Front Street doesn't take up any new space on the new property at 1Port Place
- takes up less land for vehicle use
- The alternative site will avoid the number of conflicts with cars that will likely occur with the integrated option
- Having on site Bus Loop makes connecting two non-bus alternatives simpler.

- You already have a downtown bus exchange by the police station
- if Gabriola ferry terminal is close by or moved makes sense to have immediate access to transit
- Prime park and community waterfront, it seems rather ridiculous to have a transit hub there.
- Transit Hub needs to be moved off of Front street into a dedicated transit Exchange. This will help to relieve traffic congestion on Front Street.
- Better for traffic patterns, allows for future growth in demand and might create a calmer environment for the exchange.
- I'm assuming the accessibility for all would be better in this location.
- I think this allows access to the site without wasting precious and beautiful aspects of the beautiful site lands for buses.
- We drive/bike along front street regularly, and feel an on-site transit exchange would be less obstructive.
- I feel that buses going by as they do now is an excellent way to get people downtown. This beautiful spot could be used in so much attractive way than a hub for buses.
- Only if Front Street was considerably widened.
- This area is a central hub.
- Secured parking and moorage docks for Protection Island!
- I would like transit to use the top corner of Esplanade and Front, exactly the type current on Prideaux.
- Better land uses available/transit off Fitzwilliam sufficient.
- Integrated On-Street leaves more space for other uses.
- Ease of access for bus riders and disabled.
- Why waste our valuable waterfront on bus bays, when it can be used in far better ways? Transit Hubs can also be a “hangout” for individuals engaging or antisocial or even criminal behaviors.
- Ruins the beauty setting of the waterfront.
- Alternative On-site Transit Exchange will provide better traffic movement. Would like proper waiting area that would also include washrooms.
- Leave more room for development.
- Alternative On-site Transit exchange will create less congestion.
- Don't like to see any of this property used for buses.
- Traffic plan imperative.
- On site option takes up too much valuable space.
- It allows better options for site development including Ocean Discovery Centre.
- I don't think we should use priceless harbor front property as transportation hub.
- I would like to see the local transit hub moved from Prideaux St. to the Port Drive property along with the Island Coachlines Buses but they would better serve our city being located close to the cruise ship terminal as it would be a better draw for tourists and much better than what is currently happening when a cruise ship arrives.
- The less space this requires the better. Include plans for washrooms, shelters, and amenities.
- This is a compromise solution at best. Need less busses coming downtown and connections by rapid bus system.
- The existing location should stay and very frequent downtown shuttles could serve this area and connect to the site.

- This does not need to be on prime waterfront land! Smaller shuttles could service this area.
- Keep the buses on the street where they will be coming from and going back to.
- Bus stops on Front St. are not a full transportation hub. Need to consider more than just buses.
- Separate local transportation from (bus bays primarily on Front Street).
- At least bordering Front and Esplanade (bus bays on separated site).
- Not best use of the land.
- It is waterfront! Transit can find another location.
- The integrated on-street transit hub is the least expensive option that can be used quickly and the least expensive to replace later.
- Buses are a quick temp fix but later I'd like to see passenger rail added.
- Should be integrated with Gabriola and Protection ferry times and major bus lines.
- Should be less congestion on public road.
- Close to new cruise ship terminal as well as downtown for Old City Center.

Q 3. Do you have any comments on the proposed land uses?

- A place accessible to locals would be great. Green space, water access. Mixed use development. Ocean center okay if animals changed or regularly like in Ukee.
- Only that it's about a 1-billion-fold better idea than a hockey arena. I think the mix of commercial/residential and the Ocean Discovery centre would be a great use of the space. Something like Granville Island in Vancouver would be ideal.
- Love the idea of ocean discovery centre on 1 port drive. Just what this location needs
- The ocean discovery center idea was attempted off of Brechin years ago and was a failure. I don't think Nanaimo needs it or can support it.
- I think it is important to have the Ocean centre included in the plans. Something educational and can bring the community together. The more green space, the better. Be mindful of the types of residential developments. It still needs to remain affordable for people in Nanaimo. This should not become a residential development that is only accessible by wealthy investors. Nanaimo does not need to repeat the issues that is currently occurring in Vancouver (i.e. Olympic village ring bells?)
- This is the only water front land left in Nanaimo. It should be kept for the use of all residents, not developers.
- Imagine being able to commute to Victoria by rail, Vancouver by fast ferry? Condo's would be worth a fortune. Get rid of the sea span rail traffic.
- Parking cars for Protection Island boating residents please.
- Mixed use good. Need a community atmosphere. 10-11 stories too high.
- A mixed use of residential, limited commercial development, finishing or extending walkway and discovery center for tourists, school education.
- Yes, please expedite all resources and paperwork to put the Ocean Discovery site in place.
- Varying heights would be eye appealing.
- Mix of residential and commercial is good but need to develop an overall concept for whole area. (i.e. continue with the south downtown waterfront initiative rather than a separate process).

- Nothing wrong with some light industry combined with residential. Needs to be marine oriented. The ocean is and access to it, the theme but that needs to be developed.
- I believe the Ocean Discovery Centre is a crucial component for reinvigorating Nanaimo's tourism and will have spillover into downtown revitalization. I am in favour of mixed use residential/commercial buildings that encourage pedestrian activity (retail, restaurants, etc., much like Granville Island) and would like to see green space incorporated as well. Please NO light industrial. This is Nanaimo's chance to improve the downtown and bring more waterfront space to the public.
- I like Alternate 1. Nice to have the Ocean Center and for it to be closer to Ocean and green space will make it even more of an attraction.
- I would like to see more about the ocean discovery centre. I think it may be the start of Nanaimo becoming a tourist draw. I think the mixed use idea is also a wonderful idea.
- I support the Ocean Discovery Centre. I would love to see the other users looking at a Granville Island concept.
- Limit structures to 3 stories in height.
- Sounds good. Move forward. Please don't wait another 10 years. Let's go!!!!
- Support residential but not too high
- 100% agree with the ocean discovery centre. It would be great for all ages both locals and tourists. A great gathering areas as well. I am happy to support a mix of residential / Commercial Properties along port drive. We need to clean the area up and take advantage of our beautiful waterfront.
- I think we need to have more multi use in the waterfront area - mixed commercial/residential. Stores/restaurants on the bottom floors and residential above.
- Need to get usage that promotes all Nanaimoites to walk downtown, not just the few people that will live there.
- Prefer alternative A
- I fully support the Ocean Discovery Centre in this site!
- High rises should not be along the waterfront
- The immediate waterfront should remain accessible to the public, much like the development in Coal Harbour. We need to avoid creating cold, high rise corridors that block the views from other parts of the city. A mix of residential and retail is important, and should have the highest architectural standards and design. The area should offer public gathering spaces, green space, shopping and farmer's markets. Light industrial uses should be phased out over a period of 5 years. There must be a community centre here for residents - Nanaimo is lacking in community centres, and should work to change this.
- More green space and public space
- Not supportive of more than six storeys. I'd like the mixed use to include a market, since this has come up a LOT in consultations and on social media. Retail space on the ground floor of a mixed-use building (with residential above) could be flexible enough to be used as either a market space, or divided into separate storefronts. This could be a requirement for a multi-use building. I'd also like to see more open public space.
- Agree to the new science marine centre.
- Do not want any residential on this property

- Sell inland portion to developer for 300 plus condos, developer to build walkway and access. Property taxes will be beneficial to city and 500 more people living downtown will energize downtown business. All this will add to the tax base at no cost to taxpayers and city can use the money from the sale of the land for beneficial projects.
- The proposed option, perhaps with the Ocean center integrated, appears to be the best use of land in my perspective. Extensive paving of the waterfront area for parking shows lack of vision and should not be accepted. If additional parking is needed, fit it into the lower floors/underground of the various buildings.
- Make a bike depot; places where people can throw in a toonie and lock up their bike. Revenue generator, crime reducer, and encouraging use of bikes. New playground that is actually designed by the kids and parents who will use it. Integrated with green space.
- Love a discovery center
- Need more affordable housing!
- Need this to encourage downtown development
- No. Seattle is a prime example.
- It will be interesting to see what light industrial will be allowed there. Wasn't the idea of a Granville Island like market being constructed kicking around?
- Ocean Discovery gets my vote... some residential, park land for public use in conjunction w walkway... lots of green... perhaps kayak or bike rentals
- Think this is a great idea
- Should be a mix of high density residential, commercial, tourist, parks, extended walkway. No industrial. Some lower income publicly funded multi-family would be good.
- Do it
- I'd prefer no commercial or industrial use of this area and only residential development that is mixed. In other words, no expensive exclusive condo developments
- All of these would be good. The Ocean Discovery centre would be a great asset to Nanaimo.
- I think the Ocean Centre would be a great draw also though some green spaces for just sitting, picnics etc.
- While I like the idea of housing, why not use that area to extend the waterfront with more local business and a full farmer's market on weekends?
- Where is the public parkland, the access to the water?
- I don't see much, if any, consideration to green space.
- We should model an area in the style of Granville Island, ideally in a mixed industrial zone next to the cruise ship terminal. That, along with the ocean discovery centre, and with the consent and support of a Snuneymuxw FN tourism centre, we could really create a new energy and efficiently use this land to revitalize this area.
- I prefer the "Alternative A" land use proposal.
- Not to sound anti-development, but useable public space such as green space and a public walkway, etc. are far more important than any commercial or residential development. Nanaimo's downtown will inevitably grow into surrounding neighbourhoods, but here we have a chance to open up some prime land for public use. That being said, I do support some medium and high density mixed commercial/residential construction (shops below, maybe offices in a

second storey, with condos above). Industrial uses, however, should no longer be present within the city core, particularly on the waterfront.

- Show me details or I cannot comment
- Extending the waterfront walkway. Some park, an outdoor theatre like Maffeo Sutton, kayak launching, cafes, food trucks Discovery sea centre.
- An Ocean Discovery Centre would be a good addition. I prefer the alternative location, back from the main green area.
- More business would be amazing. As well as housing.
- I think the Ocean Discovery Centre is the best option for the property to bring in tourist dollars. This coupled with some commercial properties would do well for the city.
- Green space, not buildings (nor pavers, please!)
- No - I think all would be good and Ocean Discovery Centre would be an asset to the Downtown and a tourist draw
- A big box building like a Centre eating up valuable waterfront space is a very poor use of the Port Drive waterfront. Look at Vancouver's waterfront, its green spaces that attract people not buildings.
- Growing tourism and education is always a good idea for Nanaimo.
- Look to examples of success from other jurisdictions. i.e. Lonsdale and New West Quays, Granville Island
- you better have an anchor tenant. must have a mix of tech business (or the like) and fun inviting shops and attractions. We are becoming a younger demographic. this is our chance to allow modern sustainable business set up shop here.
- Would like to see more retail much like the current walkway has. And more greenspace
- Concentrated residential makes most sense
- I would like to see Nanaimo bus tours, whale watching tours, rent bicycles, baby strollers, and portable wheelchairs. I would like to see a spaghetti factory restaurant overlooking the waterfront. And a Denny's restaurant. Taxi services, Seadoo and kayak rentals. Motels and hotels. Even a Chapters bookstore. All catered to Nanaimo residents and tourists.
- I think it's a great use of the space.
- Nanaimo needs to sell our island lifestyle. People come here for iconic beachfronts, accessible nature, and quiet 'island-life' reflection. Make sure the walkways are stroller and wheelchair friendly.
- There should be some low-cost housing incorporated too.
- I don't like the idea of residential development along the waterfront but if it's going to happen, keep it low rise or you will ruin the waterfront.
- Like the ocean discovery centre but really want to maximize green/park space on the water. If the ocean discovery centre could somehow actually go into the water, then please put it on the water (think undersea gardens in Victoria)
- I support mixed use. A brewpub or destination restaurant would be great. Tourists LOVE waterfront dining and so do locals!!
- I love the idea of an ocean discovery centre
- As much residential as possible with mixed age and income
- Yes, to ocean discovery centre

- How do we go from an entertainment enter to commercial/residential/light industrial? This is the perfect place for the Ocean Discovery Centre! Please remember that this is the last of the great waterfront properties and truthfully Maffeo Sutton does not even compare to the options at Parksville Community Park or Ladysmith. Things like Kayak/canoe rental, man-made beach type area or beach volleyball, food truck courtyard or parking spaces available for food trucks.
- Ocean discovery centre would be amazing. Or even an aquarium type place, like Vancouver's.
- Love the ocean discovery centre idea
- I would like to see a Discovery Centre-marine centre.
- Why do we have to make money on this site? Why is selling/leasing land to developers the default or assumed plan? How about public space as the first item on the shopping list? I'm very pro densifying downtown, and very open to mixed use buildings, and I know we need money to create beautiful public spaces, but I'd like to see the priorities shifted. I don't recall anything from previous consultations that said "the community wants to see us make some money here." We could have mixed use development along the tracks, for example, that includes flexible retail space on the ground floor that could be used as a market. Because a market is something the community did say a lot about. It's the one message that has come up consistently.
- Residential considerations should be prioritized
- Medium high residential waterfront condos would hide the ocean view from the rest of the neighbourhood.
- A new rink for a WHL team would be awesome if the funding can be done privately
- The Ocean Discovery Centre should be there along with an open marketplace [tired of driving to Coombs and Parksville] A residential tower or two would be excellent way to help increase the density of the downtown area. Commercial use but no light industrial here.
- I'd support mid-high end developments, ocean discovery, indoor market.
- I like the idea of an Ocean Discovery Centre downtown, there needs to be more things that attract a variety of ages downtown. As well, having more people live downtown is obvious we have a beautiful waterfront, much desired views so why not?
- Support the ODC. Against any industrial uses. Retail is likely to be problematic. Detached from downtown and not feasible for retail.
- Clean it up and leave it green.
- The Ocean Discovery Centre would be so great!! I think that residential should be away from the water with the ODC closer to it along with maybe a public market, park, gathering area
- The ocean discovery looks good. What about an arts centre?"
- Main concern.... height of buildings. Waterfront should be for all to enjoy, not just those who can afford waterfront living
- Commercial residential is good. Shops and restaurants to extend what is in place on the other side of the waterfront walkway
- The higher density the better. Higher density would allow for better use of city services. An additional parkade would likely be necessary as well with the increase of people.
- Something beautiful that benefits the city in a touristy way
- The ocean discovery centre would be a great year-round attraction as well as a Granville Island like concept for artisans, food trucks, markets to pop up when there is special events or even a night market concept in the summer. When cruise ships come, there would be something to do.

- All of the options above would be nice.
- Industrial should be kept away from the water front as much as possible
- I am in support of the noted developments. Having said that, any development should be built around, and be secondary to, publicly available park space, boardwalk, etc. This is all of Nanaimo's waterfront and should be accessible to all residents, not monopolized by a few property owners who will dictate access and rule by nimby-ism.
- light industrial?? Why???? I have seen light industrial turn into heavy industrial without so much as a nod -- keep industry out.
- Love it
- I think an idea developed around something similar as Granville Island would work so well here. Our little piece of heaven has local vendors/artists/farmers etc...and with the Ocean Discovery Centre, it could be a big draw
- Support the mixed use and the Ocean Discovery Centre
- I like the Ocean discovery centre and would like to see walkways extending from this property no linking with the other oceanfront walkway.
- Yes, take a look at how Stevenson waterfront is user friendly with great places to eat.
- Mixed use is essential for building a functioning community.
- Limit to 3 stories. Residential not required with this land use, stating the city population requirements is a redundant argument. The population growth is young families are you going to be building schools downtown??? This should be an extension of our waterfront park not an another developer's theft of our ocean harbour view. Utilize the area effectively with office and business areas that showcase Nanaimo for all. Farmers markets, Craft beer local, development offices, Chamber of Commerce, restaurants, aboriginal education and development centre, ocean discovery but keep everything low, minimal impact to view. Nanaimo should have a bylaw in place preventing all future developments to less than 3 stories with 4 blocks of waterfront and grandfather in existing structures.
- Sounds great! All of it :)
- Only support ocean discovery centre if no Nanaimo tax \$\$.
- No residences
- Granville-style market, First Nations Interpretive Centre integrated with the Ocean Discovery Centre.
- Ocean Discovery centre is excellent idea for island tourism and a cruise ship attraction. See similar concept in this link, as well as addition of First Nations exhibits:
<https://mauiocenter.com>
- I think a marine center is an amazing idea it gives the opportunity for there to be more activities in the town for families and tourist
- I love the idea of the mixed-use and the Ocean Discovery Centre. I also like the idea of having something similar to what Granville Island is.
- No large event centres
- All of these things are awesome. Restaurants, attractions, living will all enhance the downtown waterfront and possibly bring people to fully enjoy it.
- Sounds good, are there any proposals for low income families? A healthy community is inclusive of all

- No medium-high residential, low-rise residential only, with public park in front of it. All residents must have access to the waterfront.
- I support the Ocean Discovery Centre
- Yes, super ocean discovery
- Mix of green space, shop and low raise building, townhouse
- Increasing density of housing is fundamental, along with increasing usable public space.
- Sounds good.
- I don't see this as a financially viable option. Do we have enough tourist to support this type of thing? As a resident, I am likely to visit once and never go again.
- Sounds fantastic
- This is exactly what is needed in this area. Mixed use residential/commercial for all ages.
- I think it is about time! Nanaimo is growing up and this is perfect use of these lands
- I agree with the proposed option of residential, mixed use, Greenspace and light industrial
- If possible, do not include light industrial. Make this a tourist attraction, not a turn-off.
- We don't need more residential in that area; we need more things to bring people downtown. Places to shop, to learn (like the sea life place) something that's going to bring more people and money downtown. It's going to help in so many areas, as well as help with the safety of everyone downtown.
- Residential should include housing for low income
- I would like to see industrial space minimized as much as possible, and focus on more high end niche industrial spaces for the top scale of industrial development, the rest should stay out of downtown where land is more sparing and we can focus on good transportation to and from
- No residential or commercial uses, please, only public. Make something like Granville Island so that tourists and residents would be attracted by the area.
- Something that will bring business to the VICC which is bleeding 800k a year.
- Prioritize local owned businesses over big box, or corporations. This would be a good space for a "Year Round Farmers Market"
- Ocean Discovery Centre makes most sense in trying to bring the area into a community asset and activity hub.
- The Ocean Discovery Centre sounds great - do they include IMAX in their presentations? I believe that would be a draw. I am not opposed to the residential portion, but would not like to see it take over. This sight would make a great Granville Island style market place. This would aid in supporting local food/wine producers, artisans and other entrepreneurs. Please make it happen!
- Highest density possible zone it for up to 30+ floors
- Do not support the above mentioned uses
- If it is residential, why do you need all the access for cyclists' pedestrians' cars and buses. If commercial and industrial, it is a waste of waterfront
- I don't support the Ocean Discovery Centre.
- Sounds good.
- Voted for ice rink. Would like to see area developed.

- The residential aspect may lead to user group conflicts. When people buy a home they expect a level of separation from the public. This property is being billed as a publically accessible public space.
- New City Hall building with the rest of land as park? Sell the other property as prime land for nice downtown housing with a view.
- I question the wisdom of putting residential buildings on the site because (1) you indicate yourselves that sea level rise will be an issue; (2) the land itself consists of placed fill, which may perform poorly in a major earthquake; and (3) there could be conflicts between the needs of residents and the needs of tourists and locals who would want to use the park area. Cameron Island, though close by, is a bit more private and is perhaps on ground that is a bit more solid.
- Consult
- A mix of uses is wise. No concerns with that.
- Longhouse, small cultural markets where arts and crafts can be displayed along with some food trucks. In the lines of Coomb's market
- Open surface parking must not be considered. Light industrial, despite adjacency with the neighboring NPA lands, should be discouraged unless it is specifically targeted at tech sector opportunities that will bring new employees (and by extension, residents) to the downtown. The Deep Ocean center would be better located in the proposed light industrial land use area to create more opportunity for residential along the waterfront.
- I am in favour of having the Ocean Discovery Centre located at 1 Port Drive. As a homeowner who lives within a few blocks of the site, I would like to be able to access the site for recreation/leisure purposes. Would like more information on what light industrial constitutes -- would this include spaces for makers/small craft businesses? Why is residential situated next to Ocean Discovery Centre? Would it not make more sense to include mixed use / commercial so that visitors to the Centre could easily walk to a coffee shop, bookstore, etc.?
- I think the Ocean Discovery Centre should be closer to the water and built out on a pier, like Seattle Aquarium is on the waterfront.
- Blended residential and office space. Affordable housing on the top, low-lease costed commercial space on the bottom. Encourage small businesses.
- Work with SFN. It would be cool to have a local market area and an area to respect SFN and landmarks / statues of first nations
- Keep maximum height of development to 6 stories as to not block views from throughout the downtown and old city areas
- Yes. Leave it alone until full consultation is done with citizens and SFN.
- Look to the highly successful Granville Island for inspiration
- Walkways + commercial/residential space would really revitalize the downtown area
- Any of the proposed land uses should be well-integrated with the site and the public use of the site. The Pacifica condo development is an example of mediocre integration - it feels very separate from the waterfront walkway. The signs at Cameron Island regarding the grass seem hostile.
- Is there a reason why this area must have commercial use? I'm not opposed to commercial use in the area, however it may prove to be a challenging area for it, may require surface parking, and it may be the case that directing commercial development into existing commercial areas (Nicol street, Old City Quarter, Downtown) will work better for those shopping areas and for this site.

- If people prefer to live close to the water rather than have it used for light-industrial, light-industrial should not be forced on the site. There are many light industrial areas in Nanaimo where this activity could go."
- We especially support the Ocean Discovery Centre. We have visited the Aquaterrium in Brockville Ontario with our grandchildren and we all love it. And it is a great tourist attraction.
- I do not support medium-high residential use, as this would change the landscape dramatically, in particular for residents of Nanaimo's South End. This is a primarily low-middle income area, and the water views should be left as-is.
- No ocean discovery centre, just create waterfront park.
- The Ocean Discover Center would be a wonderful addition to the downtown area - but the transit hub would be more beneficial for that specific piece of property (Unless of course both could be fit?)
- I strongly suggest that the city puts out a RFP, request for proposals to find out what developers would propose for the site. If 2 or 3 are selected, then put it to the citizens and sell the property to the developer to proceed with the plan. This way the city would profit from the sale and further increase the tax base.
- People places are paramount. The Marine Centre is a great potential component as is a walkway. Granville Island on a smaller scale along with residential and services on a small scale make a lot of sense.
- It was to my understanding the only way the ocean discovery centre would move in was if the event center was going in. No event center means the ocean centre is now requesting tax payer's money. How is this any different than the event centre and tax money. The ocean center would attract the kids 12 years and younger with the average age of Nanaimo being 42 years old. How many retired people would go to the Ocean Centre? The city should sell the land and have it developed for high end condos.
- I am not in favour of any industrial use. It will deteriorate over time and cause problems of appearance, pollution, degradation, possible noise and conflict for other much needed access use.
- My gut feeling is that this site should be developed primarily for the benefit of Nanaimo residents. I've nothing against an Ocean Discovery Centre, but if it's going to be a prime tourist attraction, it shouldn't need to be built in the downtown core (the Shaw Centre for the Salish Sea, which would seem to be a good model for what is proposed, is built in Sidney, not downtown Victoria).
- Would love to see a facility such as the ocean discovery centre, also agree with residential density on this site
- Ocean Discovery Centre would be a real asset. The economic impact in terms of additional tourism could be significant. As an additional point of interest to cruise ship companies would better position Nanaimo to meet its objective of increased cruise ship visits. Mixed use residential requires more definition.
- Nanaimo must work to avoid the mistake made in Vancouver, of allowing housing prices to rise to unaffordable levels. This means that a good portion of the public land must be developed for not-for-profit housing by means of a co-op or land trust. At present the proposed plan and both alternatives have housing on the prime close-to-water sites, to the benefit of the developers. This will completely defeat the object of developing an exciting waterfront area like Granville

Island, mentioned as an example in your own plan. The reason Granville Island works so well is because everything is mixed together in a very small area - residential, commercial, retail, industrial, entertainment - all within steps of each other. The proposed Part Lands plan will not achieve that. Alternative A is better, because it puts the Ocean Centre, a visitor attraction close to the front, but that's not enough. You need all kinds of activities right down on the waterfront close to it, such as restaurants, artisans, retail and so on, as on Granville Island. To have the prime space occupied by apartment blocks would kill the whole idea stone dead.

- Please support the Ocean Discovery Centre. Please zone for use like Granville Island in Vancouver.
- The site should be reserved for public use. Look how well the Maffeo Sutton park is used by the community.
- I would really like to see the Ocean Discovery Centre there, but also other mixed uses, such as found on Granville Island.
- Why would you clutter up the waterfront area with industrial development? You have just got a big one out! I can see however vendors and boat rentals. Nanaimo, ""The Harbor CITY !!" where you can't rent a power boat.
- Ocean Discover Center"" will be just that. I can think ways to spend a day and this would be one I would buy a yearly pass too, not unlike the Undersea Gardens in Victoria. We need a continuous pathway all around our water front. The City fathers were smarter than most as they have left a great deal of areas for water access, unlike the mainland where the majority is private land. (And I am grateful). Roche Harbor comes to mind with very limited access except the marina. This is exactly what I don't want to see here.
- Ocean Discovery sounds like a potential white -- if not elephant --- whale. Residential/commercial/light industrial as long as things are visitor friendly -- not wholesales or carpet dealers but shops, cafes, maybe fitness centres, bike shops.
- If you want a busy waterfront, the experience must include waterfront restaurants, with indoor/outdoor seating. The waterfront on tiny Salt Spring Island is jammed with people enjoying a waterfront restaurant - in and out. A couple good waterfront restaurants would be a huge draw for tourists and citizenry alike, and certainly passengers visiting ships. A great place to mingle, relax and people watch. I've never seen a busy port without a few good indoor/outdoor restaurants."
- Not in favour of the Discovery Centre, yes to some residential is ok.
- Ensure that residential use is not neighboring light industrial area.
- If housing is included it must contain affordable rentals, not high-end condo only. I think the idea of an Ocean Discover Centre is excellent - it would be a tourist destination, provide employment and make good use of the waterfront.
- As mentioned previously - I believe that ferry use into Departure Bay is no longer acceptable for a highly residential area like Stewart & Brechin anymore. A new terminal should go in to that open area by the shore instead.
- I don't support an Ocean Discovery Centre; it would be something that is visited infrequently by residents once the newness wears off and then will need to rely on tourists which we have difficulty attracting; I do not believe in statements such as "build it and they will come"
- I support the plan that includes the ocean centre. Great for tourists and locals.

- I would like to see something that compliments the density of Cameron Island. However, with more commercial space and better parking. A continuation of the atmosphere of the Boat Basin.
- The Ocean Discovery Centre is a great idea. Wholly support its addition to the plan.
- Ocean Discovery centre is a great plan. It needs to be kept accessible for many people, and interactive and actually USED. Not another badly designed dead space like the port theatre area. The residential element shouldn't be high rises, but more 3 or 4 level residential with commercial on the first floor. Individual separate housing is also not ideal for this space, unless it's tied into existing neighbourhoods nearby. Not sure why there should be industrial use here?
- vote for Alternative A, the Ocean Center by the water is preferable.
- Support private development proposals
- I LOVE the idea of an Ocean Discovery Centre and the idea of a mix of residential condos mixed with commercial use. We need to encourage more downtown living
- Please make sure we have a terminal for a foot ferry.
- I'd really like to just see the area as a well-planned mixed use area with lots of public access. The Ocean centre is a neat idea- but really it would be at the expense of a cohesive area made for people to live and recreate and shop in the downtown. I think it takes away from the overall vision and sort of introduces another use in an already very diverse land use site.
- My hope is that whatever development is accepted, is that it is environmentally sustainable and has a low carbon footprint and innovative waste management program. It must draw tourists and locals alike and be collaborate with the Snuneymuwx First Nation and other Indigenous groups.
- Green space is the most important and easiest to achieve
- I don't think blocking off large sections for separate land uses is the best use of the land. The site should have green space integrated into the entire site with wide sidewalks, or pedestrian only laneways, street trees, benches, water features and restricted vehicle access. Pedestrians and cyclists should be prioritized. The light industries should not generate noise, dust or odors. Lighting on the walkways/streets should be soft and warm, not harsh LED lighting.
- The industrial area should not have an ""industrial look"" but also have tree lined walkways and attractive building design. Green building design should be required for all new buildings. the building designs and walkways should be interesting and encourage walking. Benches should be available for seniors and outdoor café space would be good.
- A waterfront market would be good.
- The mix is good. I fully support the Ocean Discovery Centre and see it as a bit of a catalyst for further developing a tourism and destination focus.
- No light industrial uses
- No additional comments.
- Not too tall of buildings
- I do not support an Ocean Discovery Centre. I believe that education of our oceans can happen along our shores with interpretive walks
- Any residential units should be well back from the actual waterfront. There is no need to put them so close to the water...they should be located on the street fronts. Consider that there should be no residential units at all and it should all be parkland.

- LOVE the idea of an Ocean Discovery Center. If the exhibits change/cycle, then people will always continue to come down to see the new presentations. It will also attract more cruise ships. Also, the land use option A is best....an Ocean Discovery Center MUST be on the ocean, with an amazing view of the ocean!
- That would be super. Watch that it doesn't catch too much from downtown area shops. They are struggling and people are lazy to walk.
- Yes, no parking it should be across the road at the mall in a tower or underground thus land is too valuable to use for parking and we want to encourage pedestrian traffic not vehicles.
- Foot ferry?
- Sounds good
- Allow Ocean Discovery centre on the site.
- Mixed use commercial and residential. There is no desire for industrial there. Absolutely YES for the Discovery Centre!!
- Not sure how the light industrial use fits in to the whole concept, I would think residential/service/retail ... or perhaps the bus loop would be more livable. The residential component should be kept as low rise as possible. I definitely support the Ocean Discovery Centre.
- Do not support increase in light industry there, support more housing - not necessarily "affordable" type. Nanaimo has enough commercial
- Good opportunity for mixed use area, small commercial space stacked with some affordable and prime waterfront condo units. Use the area to support the surrounding community while enhancing the downtown core. Ocean center is nice for a city like Vancouver but this is Nanaimo, with much smaller population that needs the benefits of other development opportunities that contribute to the wellbeing of the population (i.e. commercial space- health services or daycare options)
- We need another boat launch facility
- No residential, commercial, or industrial use for this land.
- I would love to see the Ocean Discovery Centre go there, with a possible permanent market as well. These are much-needed tourist attractions for the downtown core.
- For downtown to survive and grow, there needs to be an increase on population density. I support the ocean discovery center, but as a resident would probably only visit it once or twice. Not convinced it would be a primary draw to Nanaimo, or convince anyone to stop on their way to Tofino....
- I would like to see Protection Island given an access berth and, ideally, a parking area in this development. Currently Protection Island residents must use privately owned marina berths in order to access the city; having guaranteed access through city-owned lands should be a high priority.
- Like the Ocean Discovery Centre but not the look of the building, all that wood is not inviting and does not represent ocean, maybe blue or green pastels. Mixed usage is great as long as it stays inviting to tourists and locals
- I would really hope that the city is proactive in making sure that residential buildings built are affordable, and mixed in density (bachelors, 1 or 2 bedrooms, etc.)
- referendum necessary on ocean discovery centre as seems special interest motivated. public funds can be used much better.

- No bus loop please. A mix of retail, professional, very low rise residential (so as not to block existing views) and green space for people to enjoy. Maffeo Sutton Park is such a jewel for our harbour city, I would like to see something more like that with businesses as above. The Marine center is also a good idea. Maybe an outdoor theatre space for summer concerts and events included. It needs to be of mixed use for everyone to enjoy
- No residential
- Medium density is preferable to maintain ocean views for existing residential units and mixed-use with commercial on the lower levels and light industry is great. Shipping container buildings can be used as an aesthetic to honour/reflect the industrial use of the area.
- Agree with mix of commercial and residential opportunities. Down town needs more people and more options for people living in the area.
- Light industrial use seems out of place with a "beautified" downtown waterfront.
- I believe there should be more shops\stores\restaurants\entertainment facilities and keep most of the none touristy facilities out at Port Drive. Example - a law firm once it closes for the day attracts zero people that night. This creates a dead zone downtown at night and on weekends, where as a restaurant is attracting people constantly to the Port Drive area who might then visit other shops etc.
- The development should be commercial with residential above the commercial business. Affordable commercial and residential. Do not push the demographic of people who cannot afford market value rentals to other areas of the city. The south end has a lot of residents who don't earn high wages.
- Mixed commercial/residential. No high rises!
- all of the above, and big proponent of a fast ferry to Vancouver and an Ocean Discovery Centre
- Keep the residential out of the mix. Particularly subsidized housing. I can't afford that location for myself and certainly don't want tax dollars subsidizing others
- Need more Residential downtown Nanaimo
- No industrial. Ocean Discovery excellent idea.
- Commercial development, a public market building (instead of Bowen Park), a first nations cultural centre and a Nanaimo museum building, all integrated with the transit hub, cruise ship dock and passenger ferry terminal. No to the Ocean Discovery Centre on that land
- keep the buildings low, and not too close to the shoreline to make sure the view and experience of walking the waterfront is not impeded.
- Get more people living in this area or the downtown will die. High rise is okay.
- Market area, ala Pike Place in Seattle
- I am not opposed to tall residential towers to go with other densities.
- Parks, Foot Passenger Ferry Terminal,
- Ocean discovery sounds great. But there is also a need for more commercial space. There needs to be more shops if we want to keep any tourists at all
- I support the option to have the Ocean Centre nearest to the water.
- Love the Ocean Discovery proposal
- Ocean Discovery Center a great idea. high density residential with small format commercial integrated with Transit hub is great use of site.

- The Ocean Discovery centre is an ideal project for the area. I don't think that light industrial activities belong in the area. Duke Point is the place for them.
- Ocean Discovery Center would be a great addition. Tall towers should be avoided. Higher structures at the back of the property. Some residential at ground level to improve human scale.
- The Ocean Discovery Centre will provide a major attraction to the waterfront.
- Ocean center and park
- Include dock for Protection Island ferry and parking for Protection Island residents.
- Essential to the city neighbourhood of Protection Island is a safe place to park vehicles and moor commuter boats. These homeowners pay full City of Nanaimo taxes and are productive wage-earners who desperately need a safe place to get back and forth from their homes to work.
- I think there should be a public marina, not run by the NPA and that Protection Island residents should be involved in the planning, implementation and management of such. The boat basin is not the best place for daily water commuters.
- It would be nice to have a public dock along the waterfront. More parking spaces, perhaps in the form of a parkade or underground parking.
- I support mixed use with: maximization of park/green space; pedestrian priority on waterfront side where possible; buildings setback from waterfront; continued working harbour (our heritage).
- Because of neighboring parks, shopping, food, and marine facilities, I would like to see child care facilities, parks and recreation facilities and arts facilities in this area
- ODC a good thing as long as it isn't another Sport Centre
- Tourism, parks, cruise ship passengers, public use, not industrial!
- Industrial use must be maintained to support Nanaimo Port business activity
- Ocean Discovery Centre would be fantastic there.
- I support an Ocean Discovery Centre
- Love it!
- That proposal corresponds to what I would prefer to see. Although I'm not very sure what exactly is meant by light Industrial. I'm very very much in favor of the ocean Discovery Center.
- Commercial with residential above and parking below makes most sense.
- This is the first I have heard of an Ocean Discovery Centre, I am not sure how much space this would take up, what it would have to offer.
- I am by far most interested in community park space, this is what will make Nanaimo a more desirable place to live- access to the waterfront and community spaces. Kayak access, seawall, space to gather, space to explore. I am still unsure why light industrial must be part of it.
- I like the Discover Centre in this location, but am concerned with traffic and pedestrian congestion. Proper parking needs to be allowed for that will include future expansion.
- I support the Ocean Discovery Centre in principal but I do have some concerns. I think that the current plans include too much residential. There should be a cap on the number of stories that developers can build to avoid the feeling of being overwhelmed at street level and to protect views of the harbour from other areas of the city. 6 stories max. mixed use with commercial on ground floors and residential or office space above. Should not just be condos. medium sized lots to encourage a diverse range of projects and to avoid monotony of architecture and design.

- I previously submitted my survey, but did not include my choice of Alternative A. I much prefer this plan to either the proposed or Alternative B.
- I am in favour of the Ocean Discovery Centre as long as the city isn't taking out large loans to pay for it. The mixed-use sounds good as long as Residential is tiered up from the water side. I am in favour of maximizing residential in order to density the downtown population. This is desperately needed for the economy and for security of residents.
- I absolutely support the Ocean Discovery Centre on 1 Port Drive and think it is a fabulous opportunity for our city. I also like the mixed-use commercial/residential development plans.
- We like that there is a plan to include high density housing on site.
- Like the idea of mixed commercial/residential development and the Ocean Discovery Centre, but not light industrial.
- That all sounds wonderful.
- I would like to see as much of the land be used as park and public space as is possible. Our waterfront is well used by locals and it is a huge tourist draw.
- Parking, parking, parking
- This is Nanaimo's opportunity to make a local point for this downtown area – Granville Island. Embrace the arts/culture. Make it a place the cruise ship passengers want to visit.
- This is waterfront property and should be used for water related industry and businesses and water access.
- An Ocean Discovery Centre on this site would be fantastic! Alternative a land use option makes most sense to me.
- A mix of uses that contributes to an entrance throughout the day should be the priority. Vacant spaces will leave the location prone to problems. Promote artists and emerging industries. No chain stores – keep it unique!
- Very anti – urban there is no reason to separate residential, commercial from light industrial but also no reason to develop light industrial at all. Port Authority has a lot of land for light industrial development.
- We need another properly designed boat ramp in this harbor city. Brechin boat ramp is poorly designed and totally inadequate truck/trailer parking. We can't get parked in April, let alone the summer and forget even trying with fireworks or a derby! Very very poor!
- Pedestrian/family friendly. Maximum vehicle traffic especially large vehicles, buses etc.
- No, I like the mix.
- We need more residents in the core!
- Include lots of public greenspace and walkways.
- Ocean Discovery Centre here is a fabulous idea. It would bring many visitors and residents downtown! Would only like to see residential no higher than 4-5 stories and moved so they don't block views from up on the hill or Cameron Island.
- I love it and the concept of the Ocean Discovery Centre. That is an awesome opportunity for the community and a draw for tourists. Perfect opportunity to create more awareness and protection of our waters through the Centre.
- Protection Island also need to be considered in this proposal as in immediate need for a city owned dock.

- I fully support and encourage residential as it builds a business base for local business however 1st, 2nd or 3rd floors must be public use space (i.e. coffee/specialty souvenir shops/ cafes/ restaurants!
- Mix of medium – high residential waterfront use I agree with. No to support of Ocean Discovery at this location. Agree to Ocean Discovery at Brechin boat ramp.
- Tourism based more than private residential.
- Ocean Discovery Centre should be privately funded on leased land with possible tax concession.
- Commercial/residential and light industries would/be more acceptable.
- A year round farmer’s market would be an asset for this location. Not as a draw for tourists but a convenience for locals (buyers and sellers). The proposed mix of uses sounds reasonable.
- Love the ideas. They’re all good and thanks for the public consultation before the referendum (joke...)
- I like the idea of the Ocean Centre but not the extra parking. We need to be thinking about the future, with driverless cars, a pedestrian/transit friendly site.
- Ocean frontage needs to be maximized, large light industrial is a poor use of space. Ocean frontage needs well planned mixed use.
- Residential waterfront properties are for the upper middle class affordable level!!!
- All is good as long as Protection Island is considered and included.
- I strongly support Ocean Discovery Centre leasing closest to waterfront. I would like a land swap with the province “BC Ferries” giving a small portion of the N section to keep excess parking OFF Front Street.

Q. 4 All of the concepts presented include some residential opportunities. What type and form of residential development, if any, is appropriate for this area?

- Townhouse/apartment condos would be appropriate, particularly if you are intending on mixed residential/commercial. That way commercial slots can be on the ground floor and the residential above. Another example from Vancouver would be Olympic Village in this case.
- High or medium density over commercial space.
- Medium-high residential.
- Anything that increases density
- High density. Mixed used. Get as many people living down there as possible. This will support new commercial development at the street level and enrich the neighborhood.
- High density, low height.
- Density housing. Townhouses or condos.
- Condo
- Row houses and 6 storey condo
- A mix of low contemporary townhouse like and high rises would seem appropriate. I can't see single family homes doing well there.
- Attractive, designer condos that fit with the west coast style. Not extremely high rise.
- Yes, absolutely, mix of affordable and market rate units and also affordable housing for seniors.
- Family friendly mid-budget development would be amazing to revitalize the downtown core and bring more families.

- A mix of upscale stacked townhomes, low rise apartments (like the Edgewater on Cypress), medium rise (up to 15 storey) apartment buildings. There could be a mix of condos, rentals, co-op housing, and affordable housing. It is important to avoid creating a low income ghetto.
- Low-rise apartments and condos, single family homes, townhouses, duplexes
- Condominiums.
- Mixed-use, with retail, etc. on the ground floor. Keep the streetscape dynamic. Six storeys max.
- I'm not keen on towers close to the water. That's where public space and attractions should be.
- Low rise condo the dwellings would be best suited for this area
- 2-4 towers with subsidized housing for homeless.
- I don't support any housing develop for this area. All are green space is being ripped up for housing, as the Dufferin & Bowen are which is a waste land of apartments and townhouses.
- Condos
- Condos inland and public space along the water
- Lower height (5 floors?), high density residential appears appropriate. It would make sense to have underground parking, commercial on the first floor, and residential above.
- Low-income residential. When I say low, I mean affordable. When I say affordable, I mean "welfare gives \$325 for individuals and \$600ish for families." affordable. Putting \$1,200 townhomes there is ridiculous when a single mom with two kids gets about \$600 on assistance for housing. Get real on this. Would rather borrow money to provide THAT then to provide money for a centre that cannot be used by so many.
- Affordable housing!
- High rise
- Condo townhouse mix
- 4-5 Storey max.
- Views should not be impeded on. My wife and I bought a house on Haliburton Street with retirement in mind and the view is nice. I look forward to a view of the newly built architecture downtown and lights at night as well. I think residential condos should be built of course to allow others the opportunity to live downtown but please restrict height to 3 stories. Or if higher make sure you aren't obstructing views for houses people worked hard for. Thanks!
- Condos
- Similar to Cameron Island but less overpowering the better
- Something that does not go too high to block off the water front.
- Carefully located residential condo towers and hotels, low income family housing. Height is good but should be staggered so that views aren't seriously compromised from elsewhere in town.
- High density, mixed-use (commercial/residential) this will be the wave of the future. Work on densifying lots downtown by subdividing existing lots for single family dwelling. Ensure there are enough 3 and 4 bedroom options too as alternatives to the detached single family dwelling
- Low-rise condominiums and or town homes
- Low rises -- let's not build another high rise Vancouver or townhomes. Yes, it is appropriate -- good to encourage people to live beside the ocean
- Condos or townhouses would be best.
- A range of housing for various income levels, arranged in clusters.
- I don't think any residential developments should be made here

- Eco-housing
- 10 & 11 story buildings. We could use more stunning architecture on our skyline, and as long as the land directly adjacent to the water is kept as a park & trail, I have no issue with affecting views from further inland.
- I feel it's very important to provide a mix of both affordable and market rate housing. This traditional working class area must not become an exclusive enclave of the wealthy. And the proximity to the proposed transit hub would make this an ideal location to develop housing for low income seniors.
- As I said, medium and high density mixed commercial/residential is appropriate.
- Show me details or I cannot comment
- Nothing over 2 levels closest to the water up to maximum of 4 level furthest from the water.
- Apartment buildings. More mixed sizes than in Vancouver's former Expo lands gives a better feel.
- Affordable condos or townhouses would be smart. As it is a lower income area and is closer to Haliburton St. it might positively influence the demographics of that area.
- If residential property is going to be introduced, there should be a high proportion of affordable housing included.
- Would rather have no residential buildings down there. this should be for everyone, low rise commercial only and keep them way back from the water.
- None--green space!
- Condos and single family homes
- west coast architecture ... multi-family or town homes, but not high rises
- European style development is the benchmark, which would see commercial space on the first floor and residential above.
- High density.
- No more than one tower
- Condos--getting people living downtown would be fantastic
- Condos, apartments
- Sticking to the current feel, a Victorian style would be ideal as the hub of Nanaimo. Retail below and apartments above.
- I would like to see town houses, condos and apartments. For residents and vacation rentals with outdoor hot tubes and heated pools. Shopping and family dining.
- Low rise, similar to Cameron Island
- When you look over the LA skyline all you see is a smog of urban sprawl. Do you want that for Nanaimo? If not, you need to use downtown space for community, business, and foot traffic venues. Residential homes might be lucrative, but without investing in community venues or business fronts we will have a city filled with unemployed renters. When it comes to community planning what Nanaimo needs is more substance to our city - not more homes.
- A blend of high-end and low-cost to accommodate all tastes and needs.
- Limited residential. Keep the downtown waterfront for everyone to enjoy. It would be great to see a Granville Island type development go in there!
- Condos, apartments, 4 to 6 storeys

- I adore what they did in Vancouver's Yale Town. Love the mixed height buildings with a real sense of community. I am also passionate about the exterior design being very "west coast"...no white stucco, etc. I love when buildings suit their environment and are as timeless as possible. There is a condo complex on Stuart Ave (near the Sailing club) that does this really well!!
- I believe condos or apartments over commercial makes sense. Affordable housing options
- take some tips from Sweden and the layered residential living...stepped housing so each dwelling has an outdoor area
- Mixed price point, including some rental buildings.
- Retail, restaurants, daycare, offices below with condos above.
- If this is considered for residential then allowing for population density, taller buildings with commercial throughout the entire first floor to encourage small business growth and bring more people downtown. A higher population downtown (through condos) is needed to bring consistent client base for small businesses.
- Condos
- Small condos, medium rise apartment buildings, small bachelors/bungalows.
- Marina. House boats, town homes, apartments.
- We DO need density to make out downtown flourish. But although I know there are developers salivating to get their hands on valuable waterfront, let's learn from the Pacifica and Brechin situations. Pacifica, as beautiful as it is, could be pulling in much more from a tax standpoint than it is. And the tug-of-war in the Brechin Hill neighbourhood plan proves that residents simply don't want high-rises on the water. Yes, they had to do that in places like Vancouver, but we can afford to create density in a more mindful way that can eventually be as profitable for the city, if not more so. However, we will best get there by working long-term. This single piece of land should not be separated from the rest of the waterfront.
- Condos with business on lower level; townhomes AND live aboard vessels or float homes accommodated for.
- Mixed use Low-rise condos or townhouses.
- High density
- High density condominiums
- Definitely tall condo as I don't believe there is a lot of land there that would allow for a spread out type of residential development.
- Condos
- I believe a height restriction should be in place like Stewart Avenue as an example and like False Creek in Vancouver so that people who currently have views do not have them restarted by high-rises.
- Low to Mid to high rise residential development. Townhouses, terraced housing, tower. Pacifica and Cameron Island are good prototypes. Also, ample area for arts and crafts and entertaining.
- None. There are many existing properties nearby, such as the old A&B Sound Building that need to be redeveloped. Leave the waterfront green.
- If back from the water, maybe 6 storeys?
- Apartments with retail shops underneath to bring in the tourists
- Patio style homes, float homes

- Stores and restaurants on the bottom level and residential above. Like in every other downtown
- Any low cost housing in this area wouldn't be sustainable. Mid-to high income level residential properties would be more appropriate with the proximity to the water.
- Condos makes sense. Not low income housing but rather for middle income to high end.
- It would be ideal to have more expensive homes, with owners/renters be able to afford gardeners, etc., to keep the area looking nice.
- High end condos and taller buildings
- In all honesty, in a perfect world, I would prefer no residential as I would much rather see a focus on this land becoming an area full of experiences to be had, with many different types of attractions such as the discovery centre, waterfront restaurants and cafes with patios, a beautiful and well thought out community park and boardwalk with beautiful gardens that complement the waterfront location, etc. There are endless possibilities. Having said that, I understand the economic benefits of building a self-sustaining village concept and if that is to be part of the approach then the type of housing offered must be in line with an income level that will lend itself to being able to sustain the commercial aspects of the development. My preference would be high density condo over top of commercial which would leave as much of the ground level as possible open for retail development as opposed to townhouse development, which would limit commercial opportunities.
- Mixed range of condominiums, including high end luxury condos.
- Condos
- Build the residential high. Nanaimo has an incredible landscape. Building high will give views to more apartments.
- I'm not sure if we need residential on that property. There are plenty of locations close to the waterfront where residential can be built. Using this location for renting out to artists, studios, welding, carpentry...
- A place of art, food, music and dining could rejuvenate the down town core."
- Don't block the view to any great degree for others away from the waterfront. Therefore, low rise...such as the low towers of Cameron Island...and mixed use...including social and market housing.
- if it's made into some residential living I suggest it be affordable living for young families and seniors not high-cost condos and high cost living
- I don't think it's suitable for residential development.
- Tiny homes.
- Shops below the residences.
- Low rise, townhomes or condominiums.
- None. Possibly Houseboat harbour for interest? Residential not required with this land use, stating the city population requirements is a redundant argument. The population growth is young families are you going to be building schools downtown???. This should be an extension of our waterfront park not an another developers' theft of our ocean harbour view. Utilize the area effectively with office and business areas that showcase Nanaimo for all.
- High density. Not too high standard, though, still affordable would be nice. Not just fancy condos for millionaires. Maybe some rental-only units?
- Smaller scale condos for new home buyers

- 2 story townhouses and very few of them.
- Lower rent spaces
- Low rise mixed residential with full public access to waterfront.
- Lower level condos, similar to Cameroon Island, but not as high.
- Medium to high rise condominiums
- I don't think that residential would be good for that area.
- Not tall buildings.
- Low level town houses.
- max 6 stories along esplanade portion
- Live work spaces as well as condos. That would bring much needed people living in our core.
- A healthy community is inclusive of all
- Low-rise dense residential, i.e. stacked townhouses.
- Some living accommodations
- Condominiums - owner occupied
- Condos
- low cost family housing
- raise building, townhouse
- High density rental and condo.
- A blend of low-cost and medium-cost rental. Consider a cooperative setup in addition to rentals. Already enough owned residences.
- four story high buildings, lower level commercial, upper three levels apartments/condos
- 4-6 story condos. aim for maximum density.
- Low rise condos, townhouses, float homes perhaps? NO high rises though
- 3-4 storey with underground parking.
- High end. It's waterfront real estate.
- None.
- no single family dwelling and housing with low income
- A mix of government assisted living. Rent controlled micro spaces and condos, probably a new hotel wouldn't hurt
- Residential development there is not necessary.
- No residential, please. No housing, please. Only public!!!
- Upper middle class, young professional units.
- This is a good way to make downtown busier: have more people live downtown! I support higher density and affordable.
- not sure
- It might be nice to keep any structures as low-rise. So maybe loft style residences above the Granville Island style market. Maybe open the door to float homes in this area as well?
- high density with mixed use commercial on the ground floor, room for another grocery store
- none
- High density
- Similar to Cameron Island.
- low rise condos
- Condos or nothing

- mixed
- I am hesitant about any type of residential development due to potential user group conflicts, but if it is included it would have to a tower with a proper mixed use design that keeps any residential units off the ground floor.
- Keep the land public!!!
- Social housing
- Shorter buildings closer to the water with taller buildings behind. In have a "working harbour" there must be some consideration of how "high-end" the residential will be. If people are buying very expensive condos, they will soon be pressuring the city to remove any light-industrial that conflicts with their enjoyment.
- Maybe some 4 storey buildings away from the water, at the back with stores on the ground floor and condos above.
- Midrise (6 - 8 storey) medium density condo/market rental over one or two storeys of mercantile/personal service uses.
- Medium density, ownership and rental accommodations. Keep sight lines intact (that is, high rise condos would not be welcome).
- 3 Stories maximum, and underground parking. I think the residential area should be moved to the bottom of the light industrial area and then 11 story high rises would be better there.
- Low cost, barrier free, inclusive, and blended model of expensive, moderate, affordable, and units to help those on income assistance.
- This should be an area to honor SFN
- Mixed use development, government subsidized rent controlled and low income housing integrated into market rate housing
- No comment.
- Residential is vital - should represent the Nanaimo population with a mix of low-rental co-op, disabled, middle and high end units. Consider social amenities such as day-care and common meeting place with kitchen
- Fine-grained residential development. Concentrate on making small land parcels that could encourage smaller developers or individuals to construct a new dwelling. Massive super-block parcels deaden street-life and would not fit Nanaimo's character.
- Allowance for tall condo type structures with bottom floor commercial/retail space
- See above re: integration. Building height alone is not the most important consideration, a bit of height could be just fine with sensitive placement and good site-integration. Residential use seems to be a good fit for the site, and integration with existing neighborhoods is very important.
- Low rise and affordable - how about subsidized as in Vienna.
- Residential development should take the form of low-rise buildings and mixed-income (or co-operative) housing.
- Is the City planning to sell the land?
- None. Leave residential out of this equation. There are no condos on Stanley park.
- Higher density residential is important to improving the downtown core but I think the transit and tourism opportunities are more important for this piece of property

- I favor a mix of a Cameron Island style with a mixed use including a waterfront walkway, fast ferry to Van, and perhaps a marine centre such as the marine discovery centre or a Granville Island commercial type development. Low cost or affordable housing should not be considered on such valuable property.
- Low rise only.
- The city should sell the land and have it developed for high end condos.
- I am not in favour of residential use. Nanaimo has enough residential land in existence, commercial, and industry, but much less accessible waterfront for residents and recreational use.
- If residential development is to take place, it should contain mixed accommodation that will support the residents over the long term.
- High density, multifamily developments
- Low rise up to 3 storey OK at waterfront but avoid creating a wall, which will shade the waterfront path and make it cold. Taller buildings OK if slim and well back from waterfront.
- Low rise condo. Utilizing what could be the most expensive waterfront development for social housing doesn't seem appropriate. The utilization of the same dollar amount in another area would create a greater number of social housing units.
- "1. Some of it must remain in city hands, for development by some form of not-for-profit housing, otherwise the speculative pressure which is already spilling over from Vancouver will simply price ordinary people out of the market. Do not allow Port Land residences to become mere investment vehicles. Homes are for living in. If a fast foot ferry becomes a reality, that pressure will increase.
- 2. No high-rise. There are now 5 high-rises near the water which are beginning to form a wall between the city and the waterfront. Do not let developers pressure you into allowing them to put another brick in that wall.
- Please increase density downtown and allow for new commercial spaces below.
- None. If housing is inevitable, it should not occupy waterfront land as that should be reserved for the general public
- Low-rise rental residential. We have enough condominiums!
- Some will have to be built I am sure, but something stylish, not a box or tube. Also something modern where power consumption in all its forms has a low footprint. We might as well start now and put solar cells up. Of interest, in the United States there was a program that allowed anyone to have 2 solar cells installed and wired to the grid - ""totally free"". It was home owners discretion to purchase + labor, and add as many solar cells they wanted at the time of install. Now there's a bench mark for Nanaimo to achieve.
- I would love to see market, some higher income, and lots of low income/supportive housing but whether Nanaimo is open enough to accept that is a question. Just get people there.
- High density due to limited land space
- Not sure what type if any
- Some commercial/residential could be planned and zoned as work - live space
- See above - it must include affordable rental accommodation.
- Certainly some housing could be incorporated as well

- not sure I support residential development but if there is any it should be low height (less than 5 stories) and blend in with the natural environment
- Please...no more than three stories tall. Must keep views for all citizens already living beside or behind this project.
- Condos seem most appropriate, to make the best use of the space, and to provide the most accommodations at potentially lower prices. Larger townhomes seem like they would be a waste of space, and would be even further out of the price range of most people.
- 6 storeys building, made of concrete.
- High end condo that contribute to our tax base.
- I think residential condos (nothing taller than the tower to the north of the Gabriola ferry terminal) would be excellent but there needs to be storefronts on the ground level. The ground level should be useful to everyone in the community with the condos above making use of the view and location to downtown
- Mixed residential housing with eye to being inclusive rather than just another high end development for out of town people
- Low-rise buildings and townhomes (no more than 4 stories) with green space. No skyscrapers. I envision something similar to the False Creek neighbourhood in Vancouver.
- I'd really like to see buildings in the 4 to 6 storey range like the SDWI said, but I can see how some taller buildings around Cameron Island could soften the impact of the Tower on that property. Overall, I'd like to see a real active street level and street wall with well-designed and aggressively contemporary architecture.
- A tiny house community would be interesting as it allows many homeowners and low carbon footprint. Low to the ground would be ideal in order to preserve the view and allows for public transportation options. Other options could be an eco-village with yurts or other low cost housing.
- Condos. Townhouses. Multifamily and other dense options.
- Residences should not take up prime view areas on the site. A larger green space/park should have the priority area. Residences should have green building design e.g. green roofs, have 2-3 bedrooms for families, some subsidized housing so not only the wealthy can live there. Residences should be lower rise buildings not like Pacifica that blocks the ocean on Front Street.
- Condos and apartments.... mixed with affordable housing available
- All multi family. From mixed use to high density multi floor options.
- Mixed with mandatory low income residences.
- BC and Federal Housing programs should support these units.
- Some affordable family housing
- Affordable
- Condos and apartments
- Definitely need mixed housing of some sort to support the growth of downtown
- Combination of subsidized housing for families, condo style living units and street level boutiques or restaurants.
- No more than five or six stories.

- Residences set back from the shoreline, and only 5-7 stories high, in keeping with the Cameron Island development. Also, owner-occupied rather than rental.....owners have a vested interest and pride in the upkeep of their property.
- High rise up to 20 stories and mid-rise. Like to see artist lofts too. That might help draw some artists and culture there.
- The style and height of Cameron Island so the area appears coherent and to flow together
- 4 story maximum, commercial on ground level 2-3 levels of apartments above
- High density condominiums
- Low profile condos.
- Shops and small business on the bottom, with residential on top. Nothing higher than 3 stories at the waterfront level, the buildings should still be separated enough so that the views and the sun can still get through. No Cement City thank you.
- I think a mix of low rise, town home ('brownstone' type) would be a lot more attractive/livable
- Lower rise, priced at market value
- Some prime waterfront condo units with commercial space at ground level, addition affordable condo units to the back side of property with additional commercial space at ground level with closer access to transit terminal
- Residential should be farther south.
- Any that would fit in with incorporation of the Ocean Discovery Centre in particular.
- Residential development is the best use for the land.
- What is best for the city, economically and supportive of local citizens and appealing for tourists. I would think it should be high end like Cameron Island. Parking is a big consideration.
- Affordable housing; a mix of micro-units for students and multi-bedroom units appropriate for families. Accessible buildings for those who need to be closer to downtown and its resources.
- figure out foot ferry first & see perhaps north Vancouver for modelling a small area of public market & condos (no tall towers)
- Maybe some townhouses/condos, low rise, no more than 2 stories so as not to block existing views
- No residential
- 2-3 story condo developments. similar to what's been developed on the SE site of Esquimalt (along the Gorge) but with commercial on ground floor.
- Something affordable by the average Nanaimo citizen...folks who will live and shop in the area.
- Large condo development. Possibly town home style residences. Med-high density!
- Multi-story, high density living.
- Make sure it is affordable housing for the typical person who lives in Nanaimo. Ordinary people, families, retirees, the disabled and minorities need affordable housing.
- Low rise Condos would be perfect with restaurants and boutiques
- Low rise condominiums for purchase and some rental
- NONE!
- Mixed type residential, higher density the better
- Low rise condos or townhomes
- Condo towers at the back of the property, NOT right on the waterfront.
- High density condos or rental apartments.

- Condos, rentals and affordable housing projects.
- Low rise multi family
- Towers, as in False Creek, Vancouver. Density, density, density.
- Stores on bottom floor, residential units above
- I'm not keen on residential. I look at the Pacifica and see a huge wasted opportunity for commercial to have been put on the ground level (like what was originally proposed prior to it sitting empty for years). The residential tower above is great, but should have been commercial on street level
- No residential structure greater than 6 storeys.
- Low rise apartments/condos
- High rise, at least medium density. Mix of condo and Apartments.
- Smaller projects surrounded by green space would be much preferred over large concrete jungle.
- Staggered with terraces for green opposite ocean side particularly. Nothing over 4 stories. Open site lines to water
- Condominium 4 - 6 stories maximum.
- Artist live work lofts would bring vitality to the area. Also low-rise town houses and condos.
- Townhouses and condos of the quality of Cameron Island will only enhance downtown and bring more business to downtown. Parking is essential.
- Mixed use, high density, low rise with one or two towers. Revisit the plan for the downtown that was proposed before the convention center fiasco. Nothing will work if you don't have people living close by and too many hi rise buildings would not be aesthetically interesting. Make it like a little village with max 4-5 story buildings.
- 3 or 4 stories. Commercial use on the bottom floor.
- No towers or buildings over 6 stories. Please encourage people friendly building footprints/shadows. Stepped stories, interesting materials and colours. Let's be bold. No more flat-sided square boxes. Street level integrated to the overall site with galleries, workshops, cafes encouraging people to move in and around the buildings. Native plantings, seating areas, public garden space to encourage a lively affordable living space for all ages. Co-housing units?
- Condos, multi-story
- High rise above retail, commercial, public
- Minimal and it should keep to the north and away from Nanaimo Port property and the rail yard
- High end condos
- Minimal residential
- The residences should be multifamily condos and apartments at a high density. Although it should be human scale, perhaps four or five storeys, and with important view corridors preserved.
- Residential development is very important I would prefer to see at least some high density and the avoidance of luxury residence
- any residential should be at the back of the property. not on the waterfront.
- Two or three bedroom condos to encourage downtown workers and their families to live downtown. Four storey buildings would be high enough.

- Condos, garden apartments, up to 2 to 3 stories high, no higher. Mixture of subsidized, market rentals and owned.
- Likely condos and row housing that is not built too tall.
- co-ops, rentals, some condos. They should all be pushed to include commercial store fronts on ground floors. Underground parking.
- As I mentioned in #3 densification is vital and I suggest a mix of 3-7 floor building tiered up from the water.
- No higher than stories and especially no higher along the water.
- Apartments/condos/high density housing, making sure there is a mix of affordable housing and luxury units.
- Multi residential low rise buildings over commercial space.
- Whatever is most attractive.
- Minimal residential use, the waterfront should be kept as park and public space.
- If any residential I would love for them to be on the back side Esplanade.
- Condos
- I prefer a park like Stanley Park or Rath Trevor where wild sea life can come and visit.
- Mixed medium to high density. We need population densification in the core to support business and services and create thriving environment.
- Not too high. 5 stores maximum. Needs to be to human scale.
- Medium rise. Nanaimo has very few high rises and we don't need any more on the waterfront, spoiling existing resident's views.
- Medium-high condos/rental apartment buildings. No high rises that would limit the views of the waterfront from other locations. Residential development should be aesthetically pleasing, with well-maintained trees/plantings, etc.
- Condos, a mall with ladies and men's clothing, grocery store, shoe store (men's and ladies).
- Low rise, high density (4 storey) to give people higher up in city good water view.
- Whatever but Discovery Centre must be ocean front with clear views.
- Medium to high residential I agree to.
- Residential must include multi use commercial on bottom 2-3 floors.
- All types – condo, rental, market and below market.
- A dock for residence of Protection Island, who are also citizens of Nanaimo and pay taxes.
- No taller than 6 stories, underground parking, row houses, apartments, no single family here unless it is tiny house concept.
- Low rise – not 10/11 stories – maximum of 8.
- A mix of low and high density.
- Mid and high rise housing.
- I think it's totally appropriate if nothing higher than 6-8 stories is allowed and not right on the water.
- About 2000 residences can make a very good home in this location.
- Seamlessly blending residential into the complex. Do not partition and divide the space.
- High density housing but with taller options farther away from the waterfront.
- Waterfront properties are very expensive so any development should be targeted to the high end, high rent/ lease rate properties.

- A varied type of residential, maintaining views where possible. No high rises unless very narrow/ small footprint.
- Condo/townhouse
- Mix of rent and owned over commercial and service. Need development that attracts and keeps people full time in the area.
- Mixed and a blend of smaller and larger units, bright colors – think of the eye appeal of Newfoundland.
- Dense low rise primarily.
- Limited height – 7 stories.
- Should include mix of low and higher income residential development.
- Condos not rentals.
- Residential and first floor businesses are perfect. The higher the better. Passenger rail!
- Not an appropriate place for residential development. That most of the waterfront is residential or industrial is no excuse for spoiling this.

Q. 5 Do you support locating the Ocean Discovery Centre on the Port Drive waterfront?

Response	# of Responses
Yes	278
At Waterfront	219
At Front Street	59
No	33
Comments provided / Need more information	73

Please explain your choice:

- Not sure, out of time
- I can't answer this properly since the question is confusing - so they plan to be located at 1 Port Drive - what's the difference between option 1 (preferred location - no idea what this is) and option 2 (across from PP Mall?)
- Absolutely - I am thrilled about this project.
- I do not know enough to decide where it should go, but I support it in the area.
- I think a walking distance location would better support the downtown core. It wouldn't be such a destination for locals.
- A centre that will cater to tourists and locals
- I think the Ocean Discovery centre is a fantastic idea and would be fine with either location
- I support the ODC's preferred waterfront location. In return for the land, I'd like their design to include some public amenities, like a sheltered patio space attached to a coffee shop that can be accessed from outside. ODC visitors can visit it, but so could anyone on the waterfront. A sheltered area for enjoying the waterfront in wintertime with a hot drink in hand, would significantly extend the usable season.
- I support it if it is privately funded; the City has shown questionable/in competence when it comes to using taxpayer money ("Event Center"/arena), so I do not support it if publicly funded

- Multi-blended low-lease commercial property and above those units low-income housing. Realistic prices. Allow First Nations to lease for \$1 a year some of the commercial properties and housing. Something like a Carving Station or a shop with all hand-made items.
- I support it being in the area, on the water if they are actually incorporating the ocean water in the structure. Further back if they are using technology to teach.
- Cruise ships will increase with this attraction... it's a no brainer got this location
- Centre is good - where it goes doesn't matter, as long as the design all makes the most sense and we have thought through all of our options.
- Will this be an affordable option for potential visitors? Will it provide access to the waterfront? Will it be based on an environmentally sensitive building plan? Will it require extensive parking and create additional congestion?
- Alternative A on the PDF, which I believe is 1 Port Drive. Allows for a stunning location, without impacting the integrated bus loop.
- I support the Ocean Discovery Centre being located on the waterfront at 1 Port Drive, provided the land is continued to be owned by the public, and the centre does not take away from other public space.
- Show me details or I cannot comment
- Not a free land giveaway. Work out some long term mortgage, maybe the city can donate the interest and tax free.
- Its addition shouldn't impact green space, or bring vehicles close to that green space, and the parking area shouldn't attract non-users of the Centre.
- building this all depends on the cost and that is handled by a different City Council than we have now as they are not trustworthy nor are they able to be professional together.
- I don't even know what this centre is about
- I support locating the ODC anywhere that is accessible by foot traffic from downtown, and accessible by the tourists coming off the cruise ships. I have not been educated as to the different between their preferred and alternative locations, so I cannot speak to which location I prefer. As long as both meet the criteria of being accessible by foot from downtown then I don't have any more of an opinion on the matter.
- Great idea.
- The Ocean Centre in Ucluelet is wonderful. I support keeping it small and highly interactive. I'm divided on location. I love the waterfront location as it makes most sense for an ocean centre. However, a little further back allows more room to stroll and hopefully done!!
- I admire the idea, but I cannot support it without having a better idea of the overall plan. It feels like, in your rush to get something on that land, we are missing out on some key steps. Maybe we're not, but almost everyone I talk to believes that. And perception is reality in the eyes of the voters.
- The Ocean Discovery Centre should have easy access for tourists and citizens alike as there would be more space at Port Drive.
- Please!!!
- Co-locate First Nations Interpretive Centre with the Ocean Discovery Centre
- No public funding for this.
- Yes, but with private funding

- This question will not let you chose an option and make a comment
- I do not know enough details to presume
- Support yes, but must not take away from residential or commercial site density
- I had assumed the ocean discovery centre concept would mean it had to be located ON the waterfront - i.e.; with access to the water. I don't see either of these options doing that, but I do support the idea of a tourist attraction along these lines. If it's not ON the water, I would rather see it on the corner of Front and Esplanade.
- Like to see it on the old ABC property across from the burned out Jean Burns property.
- The Deep Ocean center would be better located in the proposed light industrial land use area to create more opportunity for residential along the waterfront.
- The archeological dig I hear so much about sounds more exciting
- This should not be another events-center, conference center, etc. proposal - There must be a firm commitment by the city to avoid another massively subsidized pet-project designed to "revitalize Nanaimo" or "put Nanaimo on the map". Instead of diverting civic resources into tourist attractions or hare-brained economic development schemes resources should be spent on creating a livable city for the residents of the city.
- The waterfront location is ideal provided the transit hub is not compromised
- I do not have strong feelings for or against building an Ocean Discovery Center at 1 Port Drive. HOWEVER, if it is built there, they MUST pay market value for the land and provide adequate above/below ground parking. Nanaimo people don't want our taxes subsidizing for-profit commercial enterprises.
- I checked the first option, Ocean Centre on the waterfront. Located there, it could become the centre of a critical mass of people-related activities such as retail/artisanal/restaurant/pub/performance space. Here's another idea; since we are working with the Snuneymuwx First Nation, invite them to have an indigenous interpretive centre next to the Ocean Centre, housed in a longhouse. Done well, that would be a world class attraction and a good business venture for them.
- This is a fantastic development. I hope it goes ahead.
- Great location for this centre and very good land use in the heart of the city.
- If we have to have it don't waste waterfront on it
- Put something like it down at Departure Bay
- Definitely waterfront. But there should be an area for boat users too, especially protection islander access, and recreational non-motored small boat use.
- I don't support locating the Discovery Centre at 1 Port Drive, if it means no stand-alone transit exchange. I don't approve of the Ocean Discovery Centre in any event if taxpayer dollars are required to fund it.
- I support the ODC across from the Port Place Mall, making parking more accessible and having a transit hub nearby. I would also include long term planning for a cetacean/sea animal sanctuary/rehab facility and learning centre.
- It isn't clear what their preferred location is from the web site. But it would be a public space and should have water access priority over private residential space.

- Build it into the overall Master plan, so it is a part of the community and seen as beautiful when visitors from the ocean come. A Huge Fountain that can be seen everywhere would be incredible support, provided they are able to care for all marine life
- I support the Ocean Discovery Centre on the waterfront but do not like the looks of the building, would like to see other designs. Looks uninviting.
- Residential concerns should come first; therefore the alternative location is preferable imo
- I have no opinion on that matter
- The Ocean Discovery Centre should include a mammal rescue centre. If Vancouver doesn't want the whales, dolphins, seals etc.... we will take them!
- Only support this centre if there is NO public funding
- some information on where their preferred location would be helpful (included in the survey)
- If it as represented, give it a good location. Make it so it has a people place on the south side so that people will feel comfortable and go there. Not like the downtown library and Diana Krall Place.
- Keep the waterfront for local Nanaimoites, not tourists.
- Where is the economic feasibility study that shows this will be self-supporting and not a burden on the taxpayer? How do you know if you build it, will they come?
- I support the ODC preferred location if they have their funding in place and the conceptual design with views and pedestrian access through the building is confirmed. It sounds like a unique attraction for visitors, residents and school groups if their vision is realized.
- No taxes to support it
- do not know enough about it
- not sure about their plans for amusement/education but I like the concept
- I was impressed with the presentation I attended on the Centre.
- An Ocean Discovery Centre should be on the ocean.
- Keep in mind that this property belongs to the people of Nanaimo not city council.
- Start the ball rolling.
- Reps convinced me to keep trying to get funding. I mistakenly assumed taxpayer funding.
- Incredible opportunity for tourism including up and down island visitors, school education and using the waterfront to its full potential.
- It would be a beautiful addition to our downtown and waterfront. The idea is very unique. I really like the design.
- As long as it is self-sustaining financially after capital investments. Would like to see more emphasis on ecology (less technology).
- Just get it done.
- A huge amount of diligence is paramount don't get "sold" too easily.
- Don't have enough information. In particular, the costs seem overly optimistic to think federal government will give \$35 million.
- As a Protection Islander and therefore a resident of this neighborhood, I would like to see some guaranteed access for small boats.
- I don't know enough about this to have an opinion. It is the first I've heard of it.

- A sound concept however the funding must be secured. I'm concerned by the high percentage of the financial budget set aside for paying consultants. Is there a partnership with educational centers not a possibility?
- A Granville Island market idea is nice too!
- I think this a brilliant idea and strongly urge you support it.
- It will be great for residents and tourism!
- This will support the cruise ship business.
- Must be a tourist drive/ no captive aquarium but touch tanks like Deep Bay.
- I agree to Ocean Discovery at Brechin boat ramp area.
- Providing this will not be a burden to tax payers. It should be privately funded and self-sustaining financially.
- Depends on design – waterfront if there are integrated ocean components, otherwise Front St.
- The City has a horrible record on these projects. Get the conference center back in black first. Leave development to people that know how to do it.
- How is this building environmentally friendly?
- Let's do it!

Q. 6 All the proposed land use concepts include public space along with a mix of other types of uses (medium-high density residential, light industrial, mixed-use, etc.). Do you have any input on what you would like to have included in the public realm?

- Not a parking lot! Don't use up waterfront for transit.
- park space, walking & cycling routes, public markets (like a weekly or even permanent farmer's market).
- The water front walkway needs to be the focus.
- Green space, less concrete. Park. Unique businesses-restaurants/bar (with an outdoor beer garden)
- Green spaces - gardens, trees, benches, etc. Nanaimo doesn't appear to have any lush public gardens...let's put one here.
- A park for children like in Parksville.
- Please no more industrial use on the downtown waterfront!
- Place(s) where people could interact. A park, a permanent public market, etc.
- Market
- Lots of green space including community gardens, native plants and artwork by local artists
- More restaurants that are on the water with a patio
- A Granville island market idea would be nice and would draw in both local and tourist businesses. Something that could be enjoyed by all. Perhaps additional playground / picnic area as well
- pubs with patios, restaurants, bike share, woonerf design, no industrial - don't we have enough of those places in Nanaimo?
- No industrial. we need this to be a tourism destination. Leave the industrial to industrial parks such as Green Rock.
- live work studios, like dragon alley in Victoria
- it would be wonderful if the development was visionary i.e..Bjarke Ingels

- http://www.architectmagazine.com/design/exhibits-books-etc/netflix-and-build-abstract-the-art-of-design_o"
- Green spaces and recreational spaces would be appreciated. Parks and playground along the waterfront would be a draw for residents and visitors alike.
- "No industrial on the waterfront.
- No high rises on the waterfront.
- A designated area along the waterfront walkway for food trucks to park, benches to eat, buskers to play.
- Perhaps a covered open area that is multipurpose to rent out for things like farmers' markets, flea markets etc."
- A community centre should be built in this area. Nanaimo has few community centres for citizens to gather - there should be a space with a gym, playground, meeting rooms, etc., as was promised as part of the event centre project, BUT minus the hockey arena.
- Public washrooms, public water fountain, event space, meeting space, outdoor classroom
- No First Nations buildings. Artwork ok - entire building no.
- Public gathering space - an outdoor amphitheater is my top choice.
- Small cafes and coffee shops, sculptures, public sitting areas, walking and cycling paths
- Park space on the water for families and a connecting bike path to departure bay.
- Park area and small shops, tourist information for cruise ship
- Outdoor, free, publicly accessible gathering spaces. Green areas (don't pave everything). Water access for launching small boats (e.g. kayaks; not necessarily a boat launch as that requires significant parking)
- No industrial. This isn't Sim City. Industry doesn't need water space. The only industry I would consider supporting would be a Carving Station or a Hand-Made studio with public viewing areas so tourists or visitors can watch and learn from Snuneymuxw citizens.
- No residential
- Green space, trees. Outdoor pool
- Markets, fine dining, outdoor bowl for music shows and celebrations
- Green space
- Benches, water feature... something kids can run through and enjoy
- We do need some green parks and open space
- Some interesting parks
- Medium density residential use that is affordable to a range of folks, not just exclusive developments.
- STREET CLOSURES. For real. Be a little progressive, Nanaimo. This allows for pedestrian access and enjoyment, and demonstrates you are serious about our car problem on an environmental level. Close them down, get more folks into the streets enjoying the environment.
- event pavilion, playground,
- parking, parking, parking
- Farmers market that operates on weekends would be great.
- Green space, walking paths, beach access, natural environment (not landscaped).
- Do your research. Nanaimo is geographically beautiful, but the planning has been terrible. The downtown is not a traditional central gathering place with major businesses, etc. Look at

waterfront cities with great planning - Victoria, San Francisco, etc. Make it usable and desirable for people to want to go to this area.

- Seriously, Granville Island Style Commons would be lit. Could have like, weekly flea markets, a brewery, all sorts of cool stuff. Emulate what made them successful.
- Commercial spaces for cafes, local shops, green grocer, etc.
- A few sports fields perhaps, tennis and basketball courts and the like, and a large playground. A public green space belt along the waterfront, along with public space inland along the belt as well as amongst the development. Lots of benches along the walkway. No stores, condos, or roads immediately adjacent to the walkway or waterfront. Close enough to be convenient, but far enough away that all of the citizens of Nanaimo can enjoy more than a 14ft wide strip. The entirety of the waterfront at 1 Port Drive should be another park similar to Maffeo Sutton. We desperately need another in the area and I fear this is our only chance and will likely be ignored.
- Show me details or I cannot comment
- Please ensure there are well-spaced public washrooms and sites where food carts can be set up (while keeping vehicles out)
- Extension of the waterfront walkway.
- This will bring on major tourism: A small kids train, Ferris wheel overlooking the waterfront, and carousel. See Saskatoon's Kinsmen Park for a superb idea!!
- I do not want to see any residential 'clique' housing down there at all. I would like it to be similar to Granville Island Market but with tons of food vendor space down there, and places for people to sit and people watch, watch the fireworks etc., picnic, concerts on barges, etc.
- green space, with no pavers!
- No industrial we want tourists
- An attractive waterfront walks from cruise centre to downtown that avoids the industrial area and poorer area of town
- Green space with small gardens where people can come and relax for free next to the sea.
- Walkable community, supporting a down core that is the heart of the city. Please include parking in plan.
- if people are living and working in the area, they will shop and entertain in the area. Nanaimo needs to think like Pittsburgh. We have a great opportunity to define our city going forward.
- No industrial would be preferred. And max three story buildings as to no block the ocean view of so many houses.
- It would be cool to bring a drive in movie theater into downtown Nanaimo or a IMAX theater.
- As a business owner I would prefer to see more upscale business establishments to draw in tourists from Vancouver and around the island, including the cruise ships. It would be nice to have an urban plaza like they have on Granville Island right near the downtown harbour. On several occasions I have heard tourists walking around our waterfront trying to figure out how to get away from all the residential homes to see if there as 'anything else here.' However, having a foot plaza would be compatible with modern high density residential around the same area.
- Family friendly spaces like a covered playground, waterpark, natural space and community gardens
- Granville Island style concept. Locally made and grown products. Ferry taxis to bring tourists from Departure Bay...

- Zip line!
- I'd love to see art. I would appreciate very much restaurant and bar space. A kids wading pool would be spectacular.
- Being close to the water, splash pad for children or play structures, or a garden area, maybe oversized chess or checkers or some kind of interactive area for all ages
- A public market
- Public food market similar to Vancouver's Granville Island or Seattle's Pike place market and allow some food production on site I coffee roasters or micro brewery, Bakery make it a place for the populace first and the tourist will follow...
- Yes, here are some examples: 1. Ferry building San Francisco <https://www.ferrybuildingmarketplace.com>; 2. Torvehallen in Copenhagen: <http://www.visitcopenhagen.com/copenhagen/gastronomy/torvehallerne>
- Answered in previous question. I think Maffeo has enough "blank canvas" aka open grass space. With the ocean centre I think tying in tourist type activities that are great for residents is essential. Water sport rentals, walkways, food truck parking.
- Small commercial shops, stuff for tourism as well. Restaurants, and not so much industrial. More commercial shops and marine exhibits.
- A park, grass, trees. Gardens. Pond. Beach front, sand. Coffee shops, cafes, open market.
- We need separate parkland. Sway-a-Lana can't be a "one size fits all" place. The SDWI charrettes favoured a waterfront amphitheater. On the short terms, you could use some of the land for basketball or tennis courts while we take the time to do long-range planning for the entire site.
- Trees, trees, trees ... and benches to go with them
- Retail, locations for food trucks, a place where a weekend or seasonal market could be set up
- Light Industrial does not belong here unless it was tourist related. Medium-high density residential would be fine.
- I would like it to be more walkable, tourist, park attractions (Granville island, new west quay, Lonsdale quay). Less industrial. Shops, indoor market, etc.
- The entire waterfront should be accessible to the public as that is our most valuable resource and every citizen of the community should be able to enjoy it.
- I would be against ANY industrial uses as incompatible with residential and high value land. That's what we have industrial zones for.
- Skate park, park, stages, public all year round market that the site would actually be designed for (take rain into account)
- Parkland, arts centre/public galleria, retail, restaurant(s), entertainment(bandstand), kids rides.
- Good walking paths, coffee shops, benches
- A tourism booth. For visitors like the one at the end of Northfield but smaller. Possibly only for the summer months
- An extension of the walkway would be ideal. Picnic benches would be nice, but homeless people might sleep on them. Maybe those type of benches that have a bar every foot in the middle.
- No industrial
- Light industrial and Mixed use makes sense and so does medium density residential.
- We should have some electric car charging stations, where they can park for free.

- Walkway
- Parks, boardwalk, cafes and restaurants with patios, a beach and day use area
- No - mixed use is excellent.
- Outdoor shopping and restaurants with sidewalk patios.
- Boutique restaurants, coffee shops, and shopping. Lots of patio for dining.
- Only support light industrial at the far south end.
- Restaurants or new arena
- Places for families to use.
- Park space. Public market. Access to the ocean for swimming/kayaking.
- No industrial. Time to take back the space and get some more cruise ship tourists ACTUALLY wanting to visit and compete with our Downtown.
- Restaurants, craft beer, local artisans working studios i.e. glass blowing, pottery, basket making etc., performing area, outdoor seating to enjoy view, kid friendly area, marine activity launch point i.e. kayak rental, paddle boats, canoeing lesson (first nations incorporated with their canoe carving shed), aboriginal educational and museum, Art galleries inclusive of photography. Make this a place where the tourist and locals will love to be after a walk along our waterfront.
- No. All sounds good
- park.
- Green space. Water park
- Medium high density residential, low rise buildings, public waterfront access, mixed retail & public market.
- Medium density housing with off street parking, coffee shops, restaurants, commercial NOT industrial. Similar to Granville Island. Maybe a coffee roaster.
- No industrial, light rail if service was connected through the island
- Would like some green space too.
- Absolutely no industrial. It should all be used to enhance bringing people to the core. It can be outstanding if done correctly.
- Working art studios, public performance spaces, etc.
- More parkland.
- Oceanfront walking trail and accessible beach.
- Shops restaurant
- mix use, low density and greenspace and marina and floating houses
- An extension of the waterfront path, perhaps a space to house a year round farmers' market.
- As little vehicle traffic as possible. No industrial large vehicles.
- park space, great walk ways
- public art installations, something to see and discover something new each time you go to that area.
- Markets, shops, restaurants
- Not at this time.
- Focus on what tourists would like.
- Green space, and things to bring people downtown
- Good green space with gardens, children playground

- I would like a city that is appealing to walk and encourages me to enjoy it and people's growth. A small drone racing track or square drone stunt course would be inexpensive, progressive (and a seriously lucrative growth industry with low cost of entry) (think initial skateboarding but bigger globally)
- I would like to see it integrated with the Pacific Biological Station and VIU as well. Not all aspects need to be open to the public, but it would benefit the public well, I believe.
- Granville Island kind, parks, tourist shopping, small restaurants, recreation areas, nice beaches, please.
- Trees. No junkies.
- There needs to be covered outdoor spaces to congregate. Think European city centers and market spaces.
- street entertainment spots, active public space.
- Market place space, food trucks, lots of seating areas, public art.
- high density residential, public park/ walkways, underground parking for residents
- park land and some attraction to draw
- Walkway, open space, seating, public gathering spaces, boat launch (kayak), small retail opportunities. pubs and restaurants
- Residential and commercial
- Keep the entire waterfront public with park space separating from residential.
- A tourist info. centre, a Snuneymuxw cultural centre, and a designated place for buskers; otherwise private businesses, including restaurants featuring local food and beverages; also a store such as the former Nanaimo Maps & Charts, carrying BC-published books and greeting cards, as well as maps and navigational charts.
- I would like to see some open, accessible gathering places, parks, etc. Also, because the land has no real green space at present, it would lend itself to more "built" amenities for recreation and leisure. It would be nice to see water access for kayakers, boaters, etc. to launch here.
- Longhouse, market like Coombs, bus exchange and 4 storey stores/ housing
- The public realm is two-fold: formal green space opportunities annotated in green on the land use options, and streetscapes. For the formal green space, the uses should include user programmed space while streetscapes should be held to the highest best practice in terms of building setback, building modelling and massing, and pedestrian spaces complete with appropriately scaled landscaping and the ability to use the sidewalks as extensions of the businesses.
- Maybe not the most constructive input, but, please do not take Maffeo Sutton Park as an example of 'good' park design. Keep it simple design wise. Consider diverse users -- older people, young families, disabled folks, residents of nearby neighbourhoods. I'm fond of space that is simple enough to allow for flexibility of uses (i.e.: open space for picnics, bocci, etc.).
- I would really love to see Nanaimo have a Waterfront Artisan Market, just like Granville Island or other waterfront cities.
- Park space. Decent playground designed BY kids and FOR kids. Don't have adults assume what kids like to play on.
- Medium and high-end residential development will help clean up our downtown core.
- Park honoring SFN. Small market. Expand transit

- Increased park space along waterfront
- A continuation of the concepts used in Maffeo Sutton. Leave it alone and let the public decide.
- Mixed use should include art/cultural such as studios, galleries, amphitheater. Could also include a First Nations cultural centre
- Bike paths and storage facilities. I would like the public realm to focus on pedestrians first, bikes second, transit third, and cars very last.
- Medium-high density residential with commercial/retail space. Minimize industrial.
- Rather than what is included vs excluded as features of the public realm (art, etc.) I believe that it is more important to focus on permeability of the area and the public-realm integration with private development.
- If I was to include something in the public realm it would be a large-scale signature public art piece. Something clearly identifiable, maybe something people can walk-on, up or over. However, it should not be included just to be there - it has to be the right piece. If nothing suitable surfaces just leave the space where it would go as a plaza."
- Lots of trees for shade and attractive seating while making use of the waterfront location.
- Crucially, any land-use should be decided in consensus with the Snuneymuxw First Nation, whose traditional lands these areas occupy.
- Access to waterfront (especially for residents of the South End who have no current access to the water). 100% public space, or majority park/public space with some mixed-use (similar to existing seawall) is preferred. Ideal use would be similar to Crab Park or New Brighton Parks in Vancouver - these are also adjacent to industrial/former industrial sites and in lower-middle income neighbourhoods.
- Ecological considerations also must be at the forefront of any plan. Native flora and natural landscaping/re-creating past landscape.
- Create retail at street level, office space on 2nd level and residential on 3rd and 4th level
- Leave it as full public space
- Perhaps some historical displays or artifacts from the Nanaimo waterfront?
- Walkway and plazas, but they need to be coupled with development that make eyes on the space. Given that the walkway will not continue in either direction for now, CPTED principles are essential
- How can we attract people back to the downtown core? This should be the question being asked if we are not sure what to do then sell the land.
- Development to include height restrictions, and density, and no access restrictions for citizens of Nanaimo through industry, commercialism or housing. A Granville Island type Market excepted.
- A waterfront walkway/cycle way
- A Granville island style market
- A Granville Island type market might make sense for residents and visitors such as those from the cruise ship terminal. Craft brewery/distillery plus artisans e.g. First Nations. A Long House structure for cultural experience would be fitting and honour SFN
- Walkways, open park space, integration of industrial history of area. The area would still be a working commercial port and that should be welcomed.

- The location would be ideal for a foot ferry terminal. The waterfront park is a good idea. Affordable housing, on city-owned land leased to a not-for-profit entity. Do not sell too much city-owned land. It is your most valuable asset, and in very limited supply.
- Zone it for something like Granville Island
- Park for picnicking and informal games, a natural amphitheater for outdoor performances. A waterpark for adults and children
- I would like to see community space - perhaps a community centre for the South End? Also space for cultural activities and organizations, such as artist studios, an art gallery, history displays.
- Large open spaces without too much asphalt. Hidden parking? We as BC ers have an incredible amount of innovation. Vancouver boasts state of the art deep sea vessels, suits, and robotics invented there. This is just one idea, how about a full size display of some of these items. It would be incredible! Space is needed for this alone.
- Things that will attract people -- open grass, garden areas, maybe community gardens, playground, pleasant places to stroll, bike, use roller blades and skateboards, wade-in-the-water areas, food trucks, several washroom blocks (it's a large area)
- A couple great indoor/outdoor restaurants - sorry to be redundant but I think it's a must
- Farmers market, kids play land & vendors' food trucks for the people of Nanaimo not Cruise ship people or businesses down town to earn more money at tax payers expense
- Providing dedicated Passenger Ferry and vehicle parking for Protection Island Residents
- good access to the waterfront, pathways broad enough to accommodate both pedestrians and cyclist comfortably, some park areas
- Give city residents more consideration! Stewart Avenue is getting like a disgraceful racetrack! Getting crazy with inconsiderate drivers in dangerously driven trucks, cars and speeding motorbikes.
- would like to see park space. this is a jewel on the waterfront. Let's not mess it up by blocking access, views. I do not want to see it become all commercial. At least half should be green space, like Swy a Lana park which I believe is becoming too small for a city of Nanaimo's size. Nanaimo citizens love our parks.
- What exactly is light industrial? Service shops, like automotive repair? I'd prefer to see more commercial space at ground level, with hopes of attracting cruise ship passengers. Even a walking only area of commercial space, perhaps covered to facilitate more year round activity.
- Family-friendly space, not necessarily play equipment but a lawn or something similar separated far enough from roadway or parking that children and families can run around. A rain garden, with gravel paths and large stones for climbing?
- A water recreation facility for non-motor small craft (sailing, canoeing, kayaking etc.), in the manner of Jericho in Vancouver, which is wildly successful. Also access and parking for protection island commuters, so that they aren't reliant on the port authority who intends to privatize. Garbage and recycling in this location would be good too, 2 other things we don't have yet pay for in our taxes.
- Farmer's market" style of vendors, local arts and crafts, cafes, fast food stalls, some specialty boutiques, maybe 2 or 3 full restaurants, 2 or 3 pubs. Community meeting rooms, conference center, movie theater.

- A bike path and walkway connecting to other bike paths in the area, public art, space for restaurants and businesses
- Some sort of public market, and public square for entertainment and concerts? I love Granville Island and how that market is integrated with other uses, such as light industry (cement plant), art school, hotel, theatres, small businesses, restaurants, artisans. Perhaps there could also be some sort of property for the Snuneymuxw people to use on the site.
- Just high quality. I like design elements that act as seats, play structures and shelter all at the same time. I also heard the idea of a public pavilion which I think would be great for year round use. Also- the city should build a marina and capitalize on that.
- We need to include visitor attractions for the cruise ships, tourism, and some residential space.
- Beach. Green space. Public water access
- Public space should be mostly green space with trees for shade, pedestrian walkways, benches, soft night lighting, water features and be integrated into all parts of the site - residential, commercial and industrial.
- A public art gallery and an artist's coop housing project with shared studio space.
- A public square or common area that would enhance the private development of the site. Green space, public market area
- See Granville Island
- Affordable housing
- All listed are needed
- Like Granville island
- Guaranteed publically owned and city controlled access to and from Protection Island forever into the future. They are a Nanaimo neighbourhood with no city connection point.
- An amphitheater for shows. Access (steps) to the water. Marina?
- I would like cultured art stores and not crappy tourist trap shops. These are not a draw for permanent residence and only get high tourist season traffic. Who wants a crappy mug and fridge magnet?
- As much green space and walkways as possible
- green space, ocean access with swimmable beach
- I would like to ensure some development of moorage for Protection Island residents (kayaks and small boats)
- Allow marina space for Protection Island commuters."
- Trees!
- The Discovery Centre
- A park, an actual board walk
- A place for a small outdoor amphitheater on the waterfront!
- Again, why is there any light industrial proposed for this project. I may be missing something, but to me all of this project s/b geared to residential/mixed use ... and maybe a bus loop. A mix of commercial
- A park, a fishing pier, the Ocean Centre, a public dock.
- Walkway access would be nice.
- Small parks that could be used as stops on the walkway

- What is light industrial? Yes, lots of green space and shops. End the walkway at the cruise ship terminal.
- Green space. Benches, tables; art. Accessible paths to the water.
- Less vehicles not more; promote social interaction not horn play.
- I think we have enough industrial land on either side of the area, down Stewart and further down on Haliburton. I don't think it's a good use now of this land. It should become a draw for visitors, especially cruise ships. The Port property will likely be utilized for light industrial so save this for all residents to enjoy. I envision a Granville Island type of space where there's something for everyone. The residential should be very low rise, I can't emphasize this enough and lots of public green space
- Shops and market like Granville Island
- Park/band shell. multi-use trail (running, cycling, walking). Perennial food forest /garden that could tie into native plants as used by the Snuneymuxw. Nancy Turner (foremost authority on native plant use) lives locally.
- Fun shopping to browse in... similar to Sidney BC.
- Park space.
- A space big enough to attract musical events\festivals.
- People like green space which will beautify the area. A central, focal, green space would be nice.
- If it was like Granville Market, it would really be the place to be!
- all of the above, and if any room left, a Granville island style market
- Big tourist attractions. Small public dock, walking or shuttle access for cruise ship passengers, permanent structures for touristy types of trade...(souvenirs, clothes, food etc.) and seasonal pop up tents for market stalls - produce, crafts etc.
- Public walkway
- Something similar to Granville Island with shops, restaurants, park areas
- transit/transportation, some condo residential and some commercial. Extension of the seawall and parkland should be included.
- No residential, industrial areas, let the industrial people go to industrial parks. Of the two residential would be tolerable.
- include public access to parking and the waterfront trail.
- Definitely need to extend the seawall through the whole area, with separate bike and walkways.
- Protection Islands residents need a dedicated dock and parking lot for direct access to the downtown core.
- Restaurants, gastro or brew type pub. Perhaps a market as in Granville Island, Vancouver.
- Small outdoor amphitheater (for summer concerts)
- A pub/restaurant with a patio with an ocean view.
- Playgrounds and picnic areas
- I would like to see either a permanent market similar to Granville Island or Pike Place Market in Seattle, or a space with restaurants/pubs similar to the new waterfront in Vancouver's Coal Harbour, where the Olympic Cauldron is located. That space has two restaurants and has ample area to accommodate a farmers/winter market.

- Dock for Protection Island residents to access Nanaimo should the current docking become privatized.
- Very wide trails. Access to bikes and pedestrians. Covered outdoor areas makes the most sense for year round use. Can make eating areas under them for patios for coffee shops and restaurants.
- A public use harbour which includes areas for sitting to relax and possibly enjoy a beverage and conversation. The use of curves in the construction rather than all straight lines would make the area more appealing.
- People places on sunny sides. Kids and old people friendly, Human scale. No large blank walls, like the conference center
- Public linear park adjacent to the walkway.
- A park so tourists can enjoy Nanaimo's harbour
- A year round market.
- Industrial lands can be outside of the City Centre. If downtown becomes mixed residential and funky shops a good farmers' market it will revitalize downtown, which badly needs it.
- Public community operated docks for daily water commuters.
- Public dock. Public access to the water.
- Resting areas/benches; viewpoints; public art; signage referencing Snuneymuxw and early "settler" history, ecology of the area; native planting; drinking fountains.
- Palm tree plantings. Let's celebrate our climate like Spain and the south coast of the UK.
- Public marketplace, performances
- Rail transportation for commuter service, tourist excursion trains and freight
- Interactive and fun elements to draw people and keep them there. For example, a "harmony park" with various xylophones for kids (or anyone) to play (see Sedona, Arizona), a giant chessboard, swings for adults, a Rhoads Ball Machine, and something akin to the wonderful frame in Maffeo Sutton, etc.
- Walks, children's play areas, increased Greenery plants trees and naturalization
- Park space for children to play as well as garden walkways for residents to enjoy.
- Have a nice waterfront pub and or cafe. Show off our beautiful waterfront. Shops, cafes, etc. For locals and for visitors, specifically cruise ship guests.
- green space, places to sit and relax, coffee shops with outdoor seating areas, small restaurant type places, NO fast food places.
- The park land- public space should be larger.
- boat access to and from protection and gabriola could be important. Having some kind of public dock could be an important public good.
- The public space should have picnic tables, appropriate waterfront seating and trees, bushes, gardens. I don't think anything noisy or playing fields are appropriate.
- Greenery and floral gardens, plaza with sitting areas, perhaps an area for food trucks and eating.
- A year-round indoor market similar to Granville Island, Lonsdale Quay, etc. Information about the historic First Nations use of the site.
- Small green spaces (mini parks) with shade. Public fishing dock or marina for group activity boats (dinner cruise etc.)

- Should be lots of coffee shops, parks, walking areas, benches to look at the ocean. Should chance what is already the most beautiful city in Canada.
- Some kind of museum or public works that inform the public about the local first nations and their history, it would be a great addition to our community and a draw for tourists.
- Granville Island type workshops, galleries on ground level with live in units above.
- Mixed use
- Protection Island must be considered for parking and moorage!
- I prefer all park land as it keeps our citizens healthy to walk and cycle.
- Get rid of light industrial! We need density on ocean frontage.
- A market area, perhaps openable to an outdoor seasonal market area.
- Mix low income housing with the rest.
- Year round farmer's market, grocery stores, cafes, restaurants, public washrooms. Green spaces with trees/benches (parks) as a vital part of the waterfront walkway extension.
- Add farmer market year round.
- Medium-high density residential with lower level stores or other suitable businesses. Height should not obstruct water views. Promenade along the water 10 meters wide with trees and flowers. Also some seating.
- A dock for Protection Island residence is greatly needed, and has been overlooked.
- Picnic tables, children play park.
- No light industrial, medium density residential. Possibly retail mixed in lower floors.
- Places to sit, heritage signs, bathrooms.
- Small band shell like Matteo Sutton Park. Pond or additional water features.
- Ocean Discovery Centre – unique shops and restaurants, picnic outdoor eating areas.
- Community centre
- There must be open park, park like spaces for people to congregate and enjoy the location. More than just walking paths.
- Interesting shops and cafes and food market, etc. Range of upscale and basic services. No chains and lots of park/deck spaces for people to congregate.
- Launch ramp, water access, small water craft storage.
- Adequate lighting and policing.
- Green areas, walk ways, outdoor performance facilities, picnic sights.
- Ocean front walkway, park land.
- Binoculars
- Minimize industrial use.
- Condos tourist attractions (deep sea discovery), more walkways, eateries and shops.
- Passenger rail – fast ferry.
- More residential and more parks.

- **Q. 7 The changing climate will be a key consideration for any waterfront planning process. The Master Plan process has identified some strategies to deal with the anticipated rise in Nanaimo's sea level. Do you have any additional comments on the proposed strategies?**
- Incorporate floats or dock space
- No
- Main effect of changing climate is increasing variability. Plan for it.
- Mind the southeast winter winds, lots of spray.
- With rising water levels will the proposed underground parking work?
- Take it seriously.
- The rising of the sea level is maybe under estimated. Plan for worse!
- Good thing to keep in mind.
- Leveling the site should raise the shoreline enough.
- It looks reasonable to my "great unworked public" eyes.
- Seems fine.
- The ocean will rise, build for that.
- Yes, most reports say with the imminent collapse of the Iceland/Antarctic ice shelves, it will most likely be 5/6 m.
- Parking needs to be above rising sea level height.
- I like what is proposed.
- Please consider the changing climate needs of Protection Islanders who will be needing a port in Nanaimo.
- Make provision for a seawall to prevent waves sailing over promenade.
- Great strategy
- Focus on green renewable energy as much as possible to inspire Nanaimo people to use renewable energies.
- Proposal as stated seems fine.
- Please ensure you seek the advice of a variety of reputable environmental specialists when planning.
- No, I leave this to the experts.
- Increase municipal proposals to fight climate change
- Anticipate at least the next 50 years of sea level rise
- a good strategy would be slow climate change by replacing internal combustion vehicles with Electric wherever possible. buses and all city operated vehicles.
- Dealing with environmental impact is important...but sustainable building and innovative technology would be amazing!
- Ensure that environmental, landscape and architectural design best practices are followed in the design of the area. Ensure that all contracts for design and construction etc. are publicly and competitively tendered, and transparently communicated.
- Glad we're addressing this!
- Plan for the sea ride in completing the walkway
- As this site is already damaged by industrial usage, there would be limited harm in filling and armouring the waterfront to ensure the grading is above future anticipated sea levels for the 50

or 100 year horizon. Consider efforts to bring awareness to climate change, such as interpretive markers showing sea-levels over time?

- Bike lock-ups. Drop a twoonie in. Encourage bike usage. Also cheaper wracks for people with bring your own locks. Bus hub on Front Street. Higher walkways with tidal energy components. When tide is out, the sides of the wall are solar. When coming in, generate power. When draining out, generate power. non-intrusive wind turbines along walkway facing the sea. All decorated and coloured by community.
- I like that this is a key consideration, shows you are forward thinking.
- Drought resistant veg to minimize irrigation and leaching contaminants.
- None right now but very important to consider
- We need to make sure all research on this is done before building.
- Natural seawall structures including native grasses and planting. Let the seawall be as native and natural as possible. Nature will adapt to rising levels if we minimize our involvement.
- Make sure you drive your piles deep enough - look at international examples of technology being used. Some piles allow buildings to rise with water levels
- don't know enough about this. Are you thinking that the ocean is going to swamp Cameron Is???
- Limit construction and development on the waterfront.
- Any developments should use materials that are energy efficient or carbon neutral - solar panels should be integrated, etc. Plan for the worst case, but don't stop trying to emit less CO2.
- It appears the developers of the master plan have done their homework with regards to the potential effects of climate change in the coming years, showing they are looking more than just 10 years in the future, which is very relieving seeing as how the development of this land will affect the citizens of Nanaimo for generations to come. With regards to that, I am more concerned about the development of the site in general, whether it will be done properly i.e. in such a manner that it will positively affect the entirety of our community in the coming years, and not just a few special interest groups, as has happened time and time again in this city.
- Show me details or I cannot comment
- Please consider future waterfront parkland, to be identified & preserved for after the anticipated sea level rise.
- have it built by professionals who have demonstrated abilities around the world. Keep special interest groups out of this completely and keep City Council nepotism far far away!
- Glad that it has been considered
- Build a pier extending out from the shore where people can fish and view the sea, like Campbell River, it is one of their major tourist attractions.
- not informed enough
- Looks good.
- Climate has been changing for thousands of years, get on with it.
- I think we are a tropical island and need to fix up downtown Nanaimo in the state that it's in to bring in more tourists and cruise ships. It has all four seasons and they are mild winters, that's exactly what traveler's want to hear.
- I don't have any suggestions on that.
- Nice to see that this is being considered.
- I'll trust the experts here....

- Look to engineers.
- Critical to include AND hopefully mitigates and insurance issues for residential units
- No, I am sure the designers will keep this in consideration.
- I'm glad to see that the powers that be agree with climate change science.
- Not my area of expertise by any means
- I think it is a good idea
- Shouldn't the strategies be mentioned here? So long as safety is considered when building anything that will be on the water, then that should be fine.
- Green, lots of green. And I'm not talking about paint
- Ensure there is safety protocols in place in event of natural disaster.
- Wear high heels
- Make higher water walls
- Not worried about it.
- no idea but would like to say to have good parking and reiterate to not have a bus loop there. Just buses dropping and pickup.
- Hard to say for now
- No underground parking if existing Parking areas in Nanaimo were properly posted they would be more effectively utilized.
- Make sure this happens!
- I have no knowledge in this area so cannot comment.
- Take the worst case scenario and assume it will be twice as bad.
- canal and floating house
- This must be addressed and plan for both rising sea levels and consideration of vertical evacuation should a tsunami occur.
- consider the worst possible prediction, then triple it. Build to that specification.
- I trust experts on city planning and green engineers were consulted for the best answers
- This makes sense, why ask this question?
- When Venice drowns, we will look into the sea level rise.
- Beautiful sea walls like they have in Wales or other coastal UK towns.
- Thank you for considering Climate change adaptation strategies. Wind / solar demonstration site? Green buildings?
- Not able to comment...but this issue certainly should be taken into account for any future development.
- support them, good design
- Ensure the foundation is at least 1m higher than the highest recorded tide.
- Do green initiatives and go above sea level
- I like the idea of the elevated walkway - as long as there are still access points down to the water.
- No. This is an engineering discussion and not a forum for public commentary.
- High-yield vegetation that produce oxygen. Tidal energy generators. Higher board walk and drainage for sea level rise. Possibly planked walkways that can be raised when required.
- Climate change is junk Science, why are we wasting time energy and resources on these wild allegations and claims of impending doom. Chicken Little Behavior

- Consider strategies to allow for future modifications to raise the height of the seawall/berm if necessary. Encourage street-trees and gardens to reduce urban heat-island effects. Orient buildings in a way that allows for passive heating and cooling and makes full use of natural light.
- no. well done taking this into consideration.
- They looked practical.
- It is a pleasant surprise to see we, as a city, are taking this very real threat seriously! Thank you!
- Not particularly relevant to me.
- I would image we would deal with it exactly the same way Cameron Island and the surrounding area is going to deal with it.
- Adequate seawall protection, walkway, vegetation, and open areas to be included.
- No, the engineers know what may play out, and they can design for it
- Prudent to be cognizant of rising sea levels. Of equal concern should be addressing the contaminated soil under the site.
- The raised walkway acting as a seawall is a good idea, as long as it is high enough. Look at long term projections of ocean levels and plan accordingly.
- You may have been too conservative about the levels of sea rise. Most predictions on climate change have underestimated the effects.
- this is best planed with engineers.
- looks well thought out -- I suppose that below grade parking will be well drained in case soil becomes saturated, water table rises
- none other than the reality of climate change must be taken into account when planning
- That will always need consideration - whatever is built there!
- They look good to me
- They both seem reasonable.
- Storm surge and sea level is a definite concern.
- As someone who did their Master's in climate change adaptation I sincerely hope the city is not considering hard infrastructure solutions. The planning needs to consider using natural porous materials creating a buffer with the land, not a hard seawall which will just erode away over time and end up costing taxpayers more.
- I heard someone say that the entire site could be underground parking with building above. I like this idea.
- Climate change will bring more hot days. To reduce the heat island effect, buildings should have green roofs, large areas of asphalt should not be created (light coloured areas reflect light and heat rather than retain it), all walkways and streets should be planted with shade trees that are drought resistant (provision should be made to ensure the trees receive adequate watering)
- No basement or first floor residential
- Do not build close to the water. Simple.
- Use caution. Water management on long term is very costly. Build solid and with good redundancy systems to manage flows in passive ways.
- Good that sea-level rise is being considered
- Leave this to the professionals
- What are these strategies??? What are the changes anticipated??? More info needed!
- strong seawall

- Don't know anything about the Master Plan.
- really? key consideration? more like a minor one, our current tides changes are greater than any ocean changes foreseen due to climate change...
- I didn't know seal level was going to rise, why?
- Is it sustainable? (see Richmond BC huge density now instead of intended farmland - lots of funds going into dyke upgrades)
- Venice is an interesting city to study in terms of rising water. They get flooded several times a year and have a system of drains and grates in the squares to take the water away via pipe I believe.
- Trees/plants to increase carbon/CO2 uptake and create winter windbreaks. Breakwater to break up winter storm waves. fill to heighten land.
- I would leave that up to the experts.
- Move to the interior.
- The walkway portion should be closest to the waterfront with amenities set back
- Not a concern
- don't put the housing or other buildings close to the shoreline.
- Shade. Lots of shade.
- install sump pumps
- Glad the city is thinking long term.
- Definitely should be considered in the plan.
- Well done.
- No. It looks like that's pretty well covered.
- Access to the water isn't discussed.
- Place structures on pilings with capability to withstand 2 - 3 metre sea level rise or storm surge.
- All committees must include input from the Protection Island Neighbourhood Association, PINA.
- Underground parking is a great idea if carefully designed. Permeable surfaces on pathways; swales to help drainage; potential to raise walkway a bit higher above expected flood level?
- 3 metres seems too little.
- Well done!
- I'm glad to hear this is included in the development considerations
- Plant many trees to combat climate change. Have more city sponsored tree give always where the city does not run out of trees. Residents should be encouraged to plant trees.
- Earthquake safety should also be taken into considering that much of the site is fill.
- Raised walkway seemed appropriate.

Q. 8 The Port Drive Master Plan Process is guided by five principles that resulted from the South Downtown Waterfront Initiative. Based on the site information and concepts presented, do you have any feedback on how the proposed options do or do not reflect the Guiding Principles?

- Feels rushed
- Glad to hear that a plan is in place it's a wasted space right now
- Have sea taxis and tours leaving from the site
- don't exclude the working class of this neighbourhood
- We must work alongside the Snuneymuw FN in the development of the plan. Council must be more transparent about these discussions and negotiations.
- These ideas fit the SDWI principles far better than an arena does! I wish we were including our visions for land beyond 1 Port Drive, as even though it's not available now, what happens there will affect this site, and vice versa. Secondly, but more importantly, one strong message out of the SDWI was that the SFN need to be engaged in any plan, but we aren't getting any information about where things stand with the SFN.
- Finish the seawall
- There is nothing "BOLD, RESILIENT & VISIONARY" about the parking areas proposed in the Land Use Alternative A or B. Further consideration should be given to cycling infrastructure and services.
- Yes, but I have said enough. Just do what you said you would do in 2014.
- They fit them well
- WTF are the guiding principles here - this is a terrible question when you don't provide the background for this.
- ?? again what are these Guiding Principles??
- hey, it's not an events centre so I think you did good
- The plan in its current state seems to more or less reflect the principles set forth. Hopefully said principles are applied in the actual development of the property and remain conducive to the positive, public-friendly growth of our downtown.
- Show me details or I cannot comment
- Follow SDWI framework
- So far, so good.
- This City Council cannot be trusted to handle this project period! It must be replaced by adults with morals and ethics and manners.
- Not sure what the guiding principles? I hope they put people before big business and respect the environment
- just get going already--We are the laughing stock of all cities. We have an amazing opportunity. Enough with the surveys and consulting for decades. Enough with the infighting, get that damn ferry going and beautify our core. Amazing things will flourish
- As long as the public has access to use it to there should not be a problem.
- I do not. I wish this survey had a hovering pop up, or other attachment options where you could provide some further information about the Guiding Principles and The Port Drive Master Plan Process. As a citizen I do not have this information memorized and am not sure where to go to find it on the fly

- I think the principles are strong. Bring more people to the water is my hope!! Nanaimo is "the harbour city" let's actually make that sing!!!!
- I think you're going to translate them to suit your own purposes. My biggest concern is why you are moving ahead without SFN input. And why you are stepping over the first step that the SDWI indicated that all successful reclamation projects have implemented: the formation of an arm's length organization to shepherd this process through.
- So far, seem to reflect Guiding Principles.
- I agree heartily with four of the five points but not this one: Recognizing existing light industrial uses.
- I think they do reflect the principles but it needs to be stepped up a little. Don't break the walking path and don't be shy injecting some life into this city. Nanaimo is so far behind the times. We need something brave and sustainable
- A survey requiring reading elsewhere is a poor design. Bureaucrats...
- Admittedly, I don't recall the guiding principles as it's been some time since I read it, but I would like to take this opportunity to voice my strong opposition to having any light industrial on this site. This is prime waterfront land that has so much potential and having any light industrial operations on this land would be squandering that potential. There are so many other places that could, and should, be relocated to. Just my two cents.
- I'm sorry, I don't have enough knowledge to answer this intelligently
- Not sure
- don't know what they are & am not going to google it. I trust you're following the guidelines
- Wow, the city actually listening to the sdwi! what a thought!
- Pedestrian, cycle, public transportation friendly, public waterfront access and 2 hour free parking!!!
- Should list the 5 principles. Not aware of them, cannot comment.
- 5 principals: 1. Public place 2. Tourism-friendly 3. No affordable housing, low-barrier or wet houses nearby. 4. No injection sites within 2 kilometers. 5. Beauty and rest for everyone.
- Try to meet people's basic needs within walking distance.
- seems to cover #1 at the expense of all others.
- It would be nice if you remind respondents of those five principles within this survey so that they might provide a considered response to this question. I don't have those principles top of mind, so am unable to comment.
- Meets the guiding principles.
- I'm not sure how the plan would interact with further archeological work, and I'm not clear on what an evolving, working harbour would look like in the context of the plan.
- I don't see that there is a lot of direct connection. These principles seem to be very far down the road and it is difficult to "connect the dots" from the info boards to whatever grand vision they presumably support.
- How is the existing archaeological site being respected? This would seem to be a cultural and social consideration, and I didn't see any mention of this in the plans other than as it relates to the location of the transit hub.
- We are on the right path just make sure to honor the people of SFN

- The large parcels worry me a bit - there should be great permeability to allow for the 1st guiding principle to best be put in action.
- It's been a while since we visited the site so I cannot comment.
- The principles are respected, no confidence in the current City Council to respect them, give their ill-fated and expensive support of a hockey barn
- If beautification/recreation/educational is paramount - No.
- I'd like to see more evidence of SFN involvement in conception of development plans for 1 Port Drive
- Access. None of the proposals do enough. A bus loop is only as good as the service behind it. Unfortunately, parking is the key to access. 2 Working harbour; the proposed light industrial zone may contribute to this. Also a foot ferry terminal. 3. Ecologically positive. The proposals don't address that. 4. Bold land use. The proposals all fail in this regard We need a much more vibrant mix of uses on the site to make it bold and resilient. 5.Cultural and social considerations in future; not really addressed.
- I think they follow them fairly closely.
- Let's take the high road and make something proud for Nanaimo.
- I'm unclear on why and how light industry is being included
- I hope you do it for the people of Nanaimo
- How the city folk are affected by their local changes always needs primary thought?
- I think a lot of time and money has been spent, lots get moving on this.
- Pretty good. Much improved over previous versions.
- Very happy to see involvement with Snuneymuwx as part of the guiding principles for developing this area
- To have more inclusivity I would like see something for affordable housing and something more inclusive with SFN.
- These options are not reflective of the growing diversity in Nanaimo and more community input is required.
- #3: how will the City ensure green technology is incorporated into the site if all the land is sold off to developers? Perhaps the City should retain ownership and control of development and lease the land. If large lots are sold for development, the City needs to be able to ensure green design is used. If smaller lots are sold, then perhaps more local businesses could develop them rather than large foreign companies. Much more green space needs to be integrated into the site plan.
- Where is the passenger ferry to Vancouver?
- "South Downtown" doesn't seem to include Protection Island...From this point forward, it should be called the "South Downtown/Protection Island Waterfront Initiative." Would you do that for them?
- Does your guiding principles deal with the increased levels of homeless people coming to the area? If not, you NEED to include something there. It is only going to get worse if you don't do something to correct this major issue.
- waterfront enhancement where practical
- Our waterfront is for all residents of Nanaimo. The south downtown waterfront initiative is just a plan that was conceived by special interest groups. Particularly those advocating for "affordable

housing" on some of the most prime land in Nanaimo, that has the ability to attract the kind of demographic that could invest in businesses in the area, and enjoy a nice "downtown" lifestyle, rather than was the area on people who are going to be a burden on taxpayers.

- To tell you the truth, it was hard to visualize the overall concept when I attended the open house. Drawing people downtown is a priority. Monday night council meeting was not encouraging.
- resident access and boat ramps and kayak storage would be excellent.
- Don't leave out Nicol Street...often the entrance to Nanaimo
- Agree with principles from South Downtown Waterfront Initiative.
- More information in the survey about the Guiding Principles. I am concerned about leaving this page to view them elsewhere and losing what I have written so far.
- Let's put something in there that makes sense. That people that live in Nanaimo can and will use. Do not focus exclusively on tourism
- There is no real talk about the waterfront and how it relates to the rest of the harbour, particularly the boat basin and how it relates to the rest of the downtown or to the neighbourhood of Protection Island isn't even mentioned. Access and Parking for PI.
- I'm looking for more/any? consideration of cultural and social needs as this plan develops.
- Be careful when dealing with native concerns. They can delay a project like this indefinitely if the wrong approach is used.
- I haven't yet heard how our local Aboriginal groups are responding. Are they included in this process?
- I Believe the south downtown initiative has great ideas.
- How will those principles be carried forward once the parcels are sold off?
- Excellent land use to serve our entire community and visitors
- So far I believe the concepts do reflect the GP. I only hope that changes are not carried out as we proceed.
- I feel they truly underestimated the number of people that will move to Nanaimo in the next ten years. I believe our city will grow much more quickly now that we are getting overflow from both Vancouver and Victoria.
- The proposed options seem to reflect the guiding principles.
- Support an evolving working harbor. Nothing I have seen deals with the harbor. It all deals with the waterfront.
- Residential does not support a working harbour. Don't see any water access for principle #1.
- These have been reduced considerably. The urbanism of the initiative has been lost.
- Nothing specific comes to mind.
- They're fine.
- Thank you.
- Currently the plan fails to promote access to residents of Protection Island via our primary road – the ocean. Docks for Protection Island could serve visitors, as will designated parking.
- You have seemingly, completely, disregarded the need of your citizens on Protection Island in all of the proposals.
- Focus on planning. Hire top tier planners to fix the split city that poor planning has crated.
- No.

Q 9. Thanks again for filling out our survey! Do you have any final comments?

- Just remember when creating this plan who you are doing it for: the citizens of this city. NOT corporate interests or the interests of those who have ties to corporate interests or have the potential of future profit from what happens here. (unlike the fiasco that happened this year where we wasted \$1M in taxes on a referendum about a hockey arena that was in the interest of a select few people, some of whom didn't even live here). Spend our tax dollars wisely. Create space for everyone to enjoy safely and freely (meaning free of charge!) and that would make our waterfront appealing for those who live here to frequent it as well as those who visit. (again refer to places like Granville Island for perfect examples of this kind of endeavor). Thank you.
- Passenger rail – fast ferry
- Put zoning in place and leave development to people that have a successful track record. This council is unable to undertake something of this scale properly. Hire a world class planner!
- Please change to facilitate Protection island!
- Please, please, please let's do this right.
- I would love to see this matter addressed with positive consideration.
- Make sure that whatever you develop you keep the tourist attraction value that our town so badly needs. Fun things to do on the waterfront. I would like to see a public market place somewhere in the plans. Farmers market/specialty books.
- Last chance to develop prime location. Must get rid of existing industrial and make area public friendly to all.
- GADD water lot to be used as Protection Island docks. Limited parking exclusive for Protection Island folks. This is the only city owned water lot and should be used for “permanent” connection to the island.
- The waterfront is Nanaimo's most valuable asset. Please ensure that it is developed as a beautiful and enjoyable place to live or visit for generations to come.
- This site needs to connect to other transportation modalities- train, ferry, sea plane, buses (regional and inter-city).
- The sooner it all gets started the better.
- Put boundaries of property on maps please. Involve First Nations in all planning. Would like to see them have cultural centre of some kind on this property.
- A very poor start. Should I say restart to the planning process?
- Get the R & N to do day trips to Port Alberni and Chemainus. Terrific tourist draw.
- Don't forget that Protection Island is part of the city, pay taxes, lack parking and moorage and have to look at what is built.
- After the arena miss – I fear our council will create obstacles suggesting there are no funds when only months ago there was \$80 million available and no anticipated tax increase. Wish all could feel our decision makers are able to approach this with a long term view for what benefits all citizens.
- I would like to see the SDWI committee reestablished to carry this process forward.
- Makes a place that welcomes everyone.
- Protection Island is a neighbourhood. Don't forget.
- Protection Island is a part of Nanaimo but has no city owned access points to the city. At any time, we can be cut off from mooring our boats or even the privately owned ferry. If Brecon Point launch ramp closed the city could no longer service its facilities and we could not pump our septic tanks. We also need secure parking in the city. In seven years I have had two cars vandalized so badly in the Skinner Street parkade that ICBC wrote them off.

- Maps need better boundaries for first Nations land and Port Authority territory.
- There is an opportunity to connect this proposal with the provision of dock space for those Nanaimo residents who commute by boat (mostly from Protection Island). Please consider providing access to small commute boats!
- Let us connect Protection Island to mainland Nanaimo with a boat dock.
- Not on point, however main thing is to have a sea wall from Dep. Bay to downtown.
- Exciting project with tremendous benefits to the community. I hope project will be completed as soon as possible.
- Looking forward to change
- I sincerely hope that we can take advantage of our beautiful water from in the near future. We are growing and need to add character and charm to our city so that people are inclined to stay and enjoy the lifestyle that we have at our finger tips.
- Pay the money for big city planners. This city will be one of the biggest in the Province one day and should be a destination and not a bypass city
- do something really original
- We look forward to the continued growth and development of our beloved hometown...including this long awaited revitalization of this proposed site!
- This is an opportunity for Nanaimo to create a world class community, with the potential to attract citizens and tourists alike. I would like the planning process to continue, but I do not want any decisions taken until after the next municipal election, as I have no faith in this council to make the best decisions for our city.
- Thanks to staff for all their hard work. To the decision-makers: please do not rush this; it's too important.
- Finish the seawall. Starting with departure bay.
- It appears the City is on a better track than they were a few months ago. Keep up the good work and keep to the plan!
- Yes. Don't throw engaged and experienced people off of committees who re-worked their schedules to get involved. Slap in the face to people who went out of their way to contribute.
- Do it right!
- Extend the seawall soon, please clean up the Haliburton area...
- please - no light industrial in this area.
- Get this done - get a fast ferry in - get the hub done - quit wasting time - glad you came to your senses about the Event Centre - this all makes a lot more sense (as per all of the community consultation that had been done under last council). Can't wait for next year's election for a new council!
- not enough info given sorry
- Don't let developers price out the people of Nanaimo from enjoying our shared land for the sake of cash
- Show me details or I cannot comment
- Thank you for this opportunity! And now when I stand at the bus stops outside Port Place, I can envision a green future for that awful waterfront wasteland.
- how much is this going to cost individual taxpayers and for how many years?
- This PROJECT will change the face of Nanaimo forever for the better, long-term thinking is key, what will this site look like in 20 -30 years and will we still be proud of the decisions we made. Don't get hung-up on building a Centre on the waterfront... it should be for people not just large buildings like a Centre. The Centre should be set back from the sea and not eat up a prime property on the sea.

- hurry up!
- Thanks for asking!
- Will the old mall get a redoing too, it's looking pretty bad sitting by the new addition. The new addition makes it feel as if you aren't even downtown.
- Thank you to the City of Nanaimo for reaching out to their community on this matter.
- I hope the developers will explore a variety of neighbourhoods around Canada (and abroad) that really really "work" (YaleTown-Vancouver, Garrison Woods-Calgary, Manhattan Beach-LA, etc)
- Make it a foody destination, don't let the comox valley and the cowichan valley and Torino leave us behind. We have access to the most amazing ingredients, food unites, brings cultures and all social groups together.
- Before the open house, my fear was that city staff were being rushed into this project by council. After the open house, I have the feeling that city staff are longing to get their hands on something, too. I fear for the long-term future of this gem. And I dream of what it can be, if we have the courage to slow down and do it well.
- Keep up the good work - AND try to speed up the development process
- This is an excellent chance for Nanaimo to offer and have some marine tourist sites and a way to improve the downtown with more residents.
- Let s work collaboratively with community input and create something that the entire community can be proud of and the envy of other cities
- Make it happen.....listen to your citizens if you want this pass and succeed
- Well done
- Can't wait to see and use final result
- Don't build a rec center or another park with the space.
- We need to beautify this area and revitalize economic growth to downtown. If we can attract a few tech companies to set up shop here and make it attractive for small business to start and sustain, this will be a win for Nanaimo. The Ocean Discovery Centre is the next best alternative since Nanaimo can't understand what an event centre could have done for the city.
- Whatever we do, do it right, make it the crown jewel of Nanaimo, something that will be a memorable experience for tourists that will keep them coming back and something that will make locals say with pride, "That's in my town!". The opportunity we have to create something amazing on this land will only come once, let's do it justice.
- Just make it classy!
- Don't build an event centre.
- It is an exciting prospect - our little waterfront expanding as a social space to bring locals and tourists alike.
- The city is going in the right direction with open surveys.
- EXTEND the survey time frame it is ridiculous that it was posted after the closing date Residential not required with this land use, stating the city population requirements is a redundant argument. The population growth is young families are you going to be building schools downtown???. This should be an extension of our waterfront park not an another developers theft of our ocean harbour view. Utilize the area effectively with office and business areas that showcase Nanaimo for all.
- get 'er done! :)
- I like the ocean discovery centre but ONLY WITH PRIVATE \$\$
- Thank you!
- refer to the seca document
- It is an exciting thought that this could be developed for full tourist and local use!

- Retain the Gabriola ferry, and provide adequate capacity and access to other public transportation.
- thank you for the opportunity!
- use private funding instead of public and tax payer money
- Thank you for providing us with the opportunity to provide our input.
- Whatever is put in place, it needs to include adequate parking.
- It would be nice to see the details of the proposal in this survey. I had to hunt it down to see what the questions were all about.
- No, just please get it moving!
- If/when this development goes through, the rest of the South waterfront (Haliburton & Nicol street areas) need to be cleaned up. Too many drug addicts, prostitutes, etc. in the area.
- Make it vibrant!
- Spend money wisely. Listen to tax payers. Do not be in a hurry to hire 'paid experts', think it over yourselves.
- Nanaimo's waterfront should be a bustling place for all citizens. People in the north end should want to go there. It should be the jewel of our city.
- Farmers market please, European style.
- Let's make the development of this sight an inclusive legacy for all the people of Nanaimo, and not just an opportunity for developers to make money. Thank you.
- strongly support high density with commercial space
- ensure the people of Nanaimo agree with approach.
- Just get it done and let's stop spinning our wheels.
- Would like to see development sooner rather than later.
- Downtown needs an excuse for people to spend their time and money there, and the litany of homeless do not help.
- Thank you for this opportunity to provide feedback.
- Good work
- I was disappointed when realizing that the rail splits the property and so much of the planning seems to be driven by this. I suppose I was overly idealistic in thinking there was a "clean slate" to work with. It's also a shame that the Gabriola ferry cannot be better incorporated into a new layout with a true travel hub (rather than just a transit hub). I am however very excited that a vision is being created for the area.
- This should cost no more than 15% of the money the city spends on intersection and road safety! Why do we hear that new street light and speed bumps are too expensive when it comes to safety but property purchases and there is no problem finding funds for multimillion dollar projects?
- Get on with it.
- Thank you for asking the citizens
- Slow down. It is too valuable a piece of property to be making rush decisions.
- Thank you for all your work! Let's make this right and give Nanaimo a world-class waterfront.
- no
- Thanks for including us in the process.
- How come you are doing this survey now, after you would have built a hockey rink there
- Sell the property
- Thank you.
- Consultation is appreciated on this development

- A healthy downtown requires more people there more of the time. That means there needs to be a focus on residential - but not just premium suites which will be owned by people who may only inhabit them part of the year. We need mixed housing, including affordable options, which will result in more people on the ground, living, buying groceries and supplies and creating a vibrant and safe environment for all
- What seems to be missing in the macro sense is what the overall vision is for Nanaimo. Individual site master plans should be subsets of an overall municipal/regional vision. I haven't seen that yet defined.
- It is vital that you reconsider the siting of the residential blocks in such a prime position. As proposed, it would kill any prospect of an exciting people place to which people want to come. Cameron Island could have been such a place, but instead was devoted to private residential, and now nothing interesting happens there. Don't make the same mistake again.
- Public access to, and interaction with, the ocean
- I feel this process is being rushed. I would've liked to have more than one Open House!
- For a change, let's build a project for ALL to enjoy locally, out of town and vacationers alike. If cruise ships come.... foot passenger ferry...
- I think the waterfront can be Nanaimo's jewel if properly utilized.
- We don't need another Conference Centre disaster!!!!
- green space is important
- Do nothing rashly! Thought was not given to Nanaimo residents when the ferry terminal was built.
- No more input...there has been plenty of opportunities for residents. Why spend any more money on planning.
- This process is much clearer than previous processes. Good work! Don't forget to design public spaces with real reasons for people to interact with the space and with each other.
- That area, 1 Port Drive, is an eye sore and needs to be addressed.
- This survey was great but it would have been better if you had integrated links or the information you were asking us to reflect on into the survey itself instead of telling us to just go to the webpage to look at it.
- It would be nice if the entire development was somehow tied into a solar grid to be as self-sufficient as possible. The time is right for this
- Yes - FAST FOOT FERRY to downtown Vancouver
- Just let the designers do their thing.
- I support a vision for Nanaimo that includes environmentally sustainable projects, tourist attractions, and economic development. An events centre or similar is unnecessary (and has been ruled out), so we need to develop a long term, sustainable plan with true inclusion of Snuneymuwx First Nation on whose traditional territory Nanaimo rests.
- The City has a unique chance to create a new development that is not only environmentally positive but to be a beautiful, green, vibrant community of attractive green buildings and extensive shaded pedestrian walkways.
- The City needs to work on the broad land use but leave the actual development to private investment
- Mixed high rise, affordable housing and business use along with both types of walkways!
- Let's get started
- Think of this property like a bookend to Maffeo-Sutton Park and do not sell out to the highest bidder. Maybe there should not be any residential units at all. There are many other places to build high-rises.

- I am very concerned about the railroad that travels along the property. What is in those rail cars coming off the barge? If there is any hazardous material, why is it still allowed to move through the downtown core? Look at the railcar explosions that happened in Quebec at Lac Mégantic.
- Nanaimo rocks. Love it here and thank the people of Nanaimo for crashing that ice rink idea.
- Make this Happen!!
- I think a lot more of this kind of presentation with a whole lot of disclosure will go a long way to coming to a consensus of what would be the best use of this WONDERFUL OPPORTUNITY!
- Lovely part of Nanaimo and needs this to be emphasized
- Let's do this right for a change people!
- We need better understanding of the Master Plan and the Guiding Principles. A handbook mailing to the Nanaimo public outlining all of this would be very helpful.
- Finish the walkway to the cruise ship dock. Proceed with Ocean Discovery and I hope with a more suitable building
- Please develop a deliberate strategy for this land - and a separate and mixed board to deal with it and its issues. This is something that will effect generations and lifetimes.
- Would like a big market like Granville or Lonsdale quay
- Private money over public where possible
- Waterfront walkway, Ocean Discovery Centre and shops and markets, green park space, this would all be nice for residents, tourists and cruise ship passengers
- The sooner the better! Excited for the developments to continue and appreciate the public outreach.
- Glad you are requesting public input.
- If a light rail transit is considered. I think that an electrical bus system like downtown Vancouver should be considered. These are very quiet and efficient buses. LRT is very noise and involves redoing the entire roads to accommodate the tracks.
- Whatever is constructed on this site should be kept low profile and not too dense will buildings. The waterfront of this city is an asset for all people of Nanaimo. Tourists visit Nanaimo during better weather, and any construction at this site should keep Nanaimoites in mind.
- Such potential in this space. Can make or break it. Think "Granville Island" or similar for this space.
- Make the final recommendations subject to the public's approval
- It will be a huge asset to Nanaimo and make the Cruise ship terminal an asset to the community FINALLY!
- No industrial space should be supplied. Prime water front should not be used for warehouses and storage lots.
- keep the space public (i.e. transit, walkway, parking) and make it a solid anchor point for the downtown!
- Get it done!
- Protection Islands residents need a dedicated dock and parking lot for direct access to the downtown core.
- Get 'er done!
- Looking forward to seeing what is developed. This space is a wonderful opportunity to unite the city's downtown and the south land areas, and it is an integral project to begin the beautification and rejuvenation of downtown.
- I appreciate all the thought that has been put into this plan already and feel that this process will result in a great asset for Nanaimo.

- As we have seen, big mega projects don't work, think cruise ship terminal, conference center. The harbour of Nanaimo is unique. This should be the time to discuss the whole waterfront, especially including the Boat Basin and its future. I realize it is federal, but the city controls the access and has never actively engaged with the NPA. The time is now, put them on notice that the needs of the residents of Nanaimo come first, be inclusive. Look at Granville Island and the marinas there. Commercial, pleasure all together and it works. There are examples out there that work. Please look at them. We don't want parking spots for big white boats, it creates dead zones. Keep the lease rates affordable so that interesting businesses can start and succeed. Thanks .
- Build with input from our native band
- Please consider access for Protection Islanders in this development. We are 400+ engaged citizens in a suburb of downtown.
- Please, I beg you to consider Protection Island residents - do what the City has neglected to do for decades - provide safe passage for residents of Douglas Island
- Looking forward to seeing an extended walkway to enhance our waterfront for residents and visitors; space for affordable boldly designed housing for people to enjoy working and living downtown interacting with an ecologically friendly working harbour.
- Don't spent \$\$\$\$ on consultants!
- This is so much better than forcing an arena on us!
- Well done. I look forward to the future for Port Drive.
- The sooner Nanaimo cleans up the downtown and waterfront area, the sooner this gem of a city will grow into its potential.
- I have been on the city website and done some searching for more info but it is hard to find and what is available is not very straight forward. Information needs to be more transparent.
- More public park space- this is what people want! Access to the water! Access to waterfront patios, access to a put in for kayaks or canoes, access to the shore. To make this into a more desirable community we need to create these public spaces to be enjoyed by all.
- This will be a way better use of the land than building a skating rink.
- The foot passenger ferry and the railroad were not mentioned and in my opinion, both must be in the plan.
- Please can't we get a foot ferry included in this area to get us to Vancouver and back. Please let us have a survey so that people can pressure the port authority to "get it done".
- It would be so wonderful if Nanaimo could actually beautify this area. It seems that the city asks for feedback and then nothing happens. We have such a beautiful city...surely we can work to create something truly spectacular in this area. Let's get working on it. Don't make this another search for community input that goes nowhere...please.
- I would like more information available to the public about the "Light Industrial Use" that is proposed for the waterfront. What will that entail and how much noise will it create? Also Is the Gabriola Ferry dock going to remain at its currently location?