

PURPOSE

In March of 2013, the City acquired a parcel of land and water from Canadian Pacific (CP) Railway along the southern Nanaimo waterfront, adjacent to the Downtown and South End neighbourhoods.

The Plan area is located within the Downtown Urban Node in the Official Community Plan; and is also included in Future Study Area #2 Southern Waterfront of the 2002 Nanaimo Downtown Plan. The South Downtown Waterfront Initiative (SDWI), completed in 2014, produced a document entitled 'Framing the Future' which provides a vision and guiding principles for future development of the South Downtown Waterfront area; the objective of the Master Plan is to provide a level of detail on proposed land use, transportation, servicing, open space, trails and environmental protection, as well as phasing of development. A successful Port Drive Waterfront Master Plan will meet the following key objectives:

- Provide practical and implementable guidance to decision makers when considering investment opportunities, future transportation, infrastructure and servicing requirements, and setting the pattern of future land use and development;
- Promote ecological stewardship and restoration;
- Blend land uses to create a context for future collaboration and land use integration with the Snuneymuxw First Nation (SFN), the Nanaimo Port Authority, CP Railway and other stakeholders;
- Support a working harbour capable of evolving with the future redevelopment of the site;
- Establish a strong public realm and open space system for tourists and residents that is connected with other areas of the city;
- Provide greater long term certainty to the citizens of Nanaimo, the development community, and other partners and stakeholders for this portion of the South Downtown Waterfront area;
- Implement the Vision and Guiding Principles of the SWDI document 'Framing the Future'; and
- Advance the goals of the Corporate Strategic Plan, planNanaimo, South End Neighbourhood Plan, and the Nanaimo Downtown Plan.

PLAN AREA CONTEXT

The defined Plan Area primarily concerns City-owned land but includes a small parcel owned by the Nanaimo Port Authority at the north of the site, for a total area of 10.5 hectares (25.9 acres).

The Plan Area is defined by the following boundaries:

- The northern extent of the area extends up to the existing BC Ferries land and water lots (servicing Gabriola Island).
- The eastern boundary extends 130 feet into Nanaimo Harbour.
- The southern boundary aligns with Port Drive and includes the trestle crossing.
- The western boundary is along Esplanade and Front Streets.



Figure 1: Plan Area

Site Constraints

The Port Drive Waterfront Master Plan will provide a framework to guide positive land use change and development specifically for the City-owned lands, but should consider the neighbouring uses. There are a number of additional site constraints to be considered during the planning process, including:

- Environmental - A Detailed Site Investigation has been completed and has determined that there are coal, chromium and hydrocarbons on the site (though the extent is limited and unlikely to impact the uses). A detailed risk assessment is currently underway and once complete will provide more information on site constraints.
- Archaeological - The Plan Area includes land traditionally used by the SFN. The City and the SFN are currently undertaking an Archeological Impact Assessment that will provide more information on historic uses and possible site constraints.
- Legal Encumbrances - Seaspan Ferries Corporation currently hold a perpetual right-of-way (ROW) over a significant portion of the Plan Area (Figure 2). The City recently entered an agreement with Seaspan to relocate their services in 2017, while establishing a new ROW that will allow continued rail operations by Southern Rail. The Master Plan should recognize this tenure schedule and include options for phasing development accordingly.

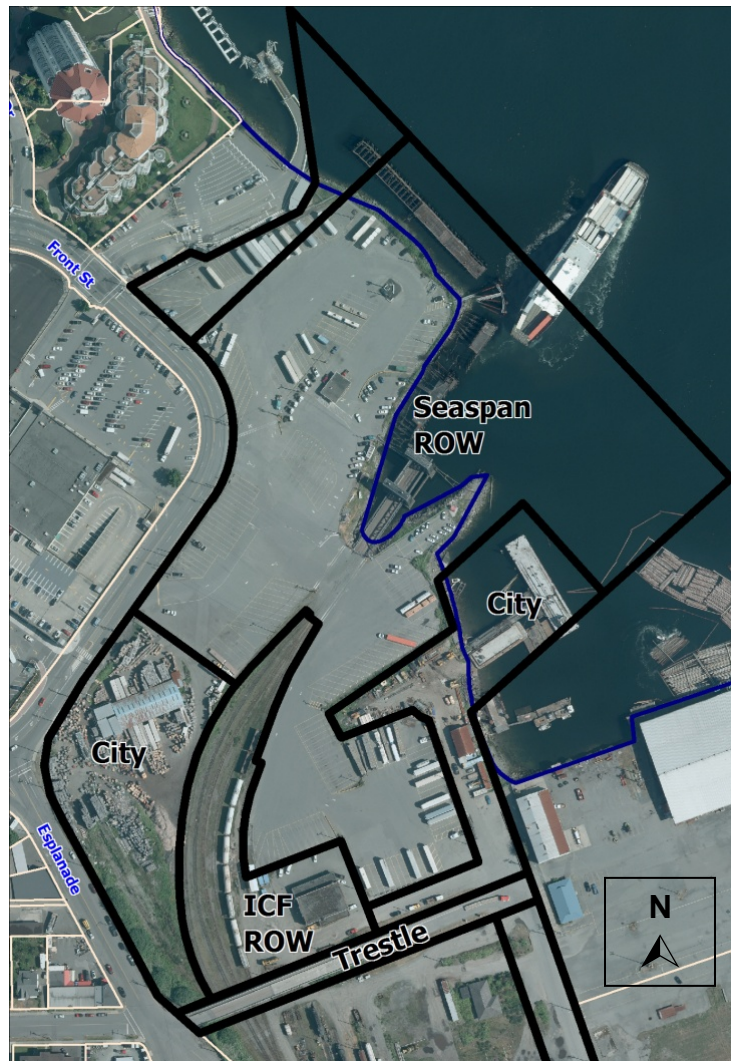


Figure 2: Legal Encumbrances (Rights-of-Way)

Additional Considerations

- Regional Transit Station - The City of Nanaimo and the Regional District of Nanaimo (RDN) have a Memorandum of Understanding for the City to transfer up to 3 acres of the site to the RDN for a new multi-modal transportation hub. A location of the transportation hub and its integration with neighbouring uses is a key consideration for a successful Master Plan.
- Passenger Ferry - The City has been approached by private interests to consider locating a passenger ferry terminal (service to Downtown Vancouver) within the Plan Area; the Master Plan should consider and allow for this potential use.
- Rail Services - Southern Rail (Island Corridor Foundation) has expressed interest in continuing their existing uses on the site and possible expanding to include passenger service.
- Trestle Replacement - The trestle located at the southern boundary of the site is suitable for vehicle traffic until 2018, after which it will be usable for pedestrian and bicycle traffic only. The Master Plan should provide options for the future use or discontinuation of use of the trestle and include cost of demolition, replacement or upgrading as a consideration.

PROJECT PRINCIPLES AND GOALS

The Plan’s Guiding Principles were developed by the South Downtown Waterfront Initiative Committee, a multi-stakeholder committee that worked together to create a vision for the future development of the larger South Downtown Waterfront Area. The resulting document, ‘Framing the Future: Vision and Guiding Principles,’ identified the five guiding principles below.

<p>1. Promote Access and Connectivity to Local Neighbourhoods, the City and the Region</p> <p><i>Create of an integrated transportation hub with private, public and multi-modal options; Connect the area to surrounding neighbourhoods with cycling and pedestrian-friendly routes.</i></p>
<p>2. Support an Evolving Working Harbour</p> <p><i>Maintain a productive working harbour and provide for its future needs; Consider new, diverse economic activities that complement existing uses.</i></p>
<p>3. Promote Ecological Positive Development</p> <p><i>Development design that is ecologically restorative, socially diverse and economically regenerative using leading best practices.</i></p>
<p>4. Promote Bold, Resilient and Visionary Land Use</p> <p><i>Integrate complementary land uses with high quality urban design that promotes flexible spaces at an appropriate scale.</i></p>
<p>5. Embed Cultural and Social Considerations into Future Decisions</p> <p><i>Public space and art that emphasizes a sense of place and celebrates Nanaimo’s heritage, particularly historic uses by the SFN.</i></p>

PARTNER AND CIVIC ENGAGEMENT AND PARTICIPATION

Partner organizations will be consulted and provided opportunity for input throughout the process. Key stakeholders include the following agencies:

Government	Regional District of Nanaimo Snuneymuxw First Nation
Adjacent Landowners	Nanaimo Port Authority Canadian Pacific Railway Port Place Mall (First Capital) Cameron Island Strata British Columbia Transportation Financing Authority
Area Tenants	BC Ferries Southern Rail Seaspan Ferries Corporation Island Corridor Foundation Island Ferry Services Limited
Community Groups	South Downtown Waterfront Committee South End Community Association Downtown Nanaimo Business Improvement Association Nanaimo Estuary Management Plan Committee Nanaimo Economic Development Corporation Protection Island Ratepayers Association

Outreach to the broader community will also occur as the process moves forward and extends up to the public hearing. Stakeholders will provide assistance in the early stages of the process with determining the methods of engagement and later on by assisting in promoting participation in public meetings and workshops.

RESOURCES

Staffing

The Planning & Design Section will be responsible for this project, with consultants engaged for key plan components including land economics, stakeholder engagement, land use and transportation planning. The necessary Request for Proposals will be prepared for issuance in July 2015.

Budget

On May 5, 2015, Council approved the 2015 – 2019 Financial Plan which identified the South Downtown Waterfront Master Plan as a priority item and provided a total budget of \$100,000 for the plan.

Relevant Plans

The following additional documents are associated with the Port Drive Waterfront Master Plan and will provide additional policy context and guidance:

- South Downtown Waterfront Initiative ‘Framing the Future’
- Nanaimo Downtown Plan, 2002
- Nanaimo Port Authority Land Use Plan, 2008
- South End Neighbourhood Plan, 2008
- Official Community Plan Bylaw 2008 No. 6500 (planNanaimo)
- City of Nanaimo Corporate Strategic Plan, 2012-2015

PROJECT SCHEDULE

The Request for Proposal for consulting services will be issued within the next 2-4 weeks, and the Master Planning process is expected to take 6 - 8 months to complete. Adherence to the schedule will be influenced by the timing and availability of technical reports, agreement at working group discussions, and level of partner and community participation.

Phase	Process & Activities	Time Period (2015-2016)
1	<i>Plan Initiation</i>	
	<ul style="list-style-type: none"> • Issue Request for Proposal for consulting services (land economics, stakeholder engagement, land use and transportation planning) 	July - August 2015
	<ul style="list-style-type: none"> • Structure Process: Scope, budget and schedule established. 	August 2015
	<ul style="list-style-type: none"> • Consultation and Engagement Initiated: partner introductions and interviews; communication, engagement and participation opportunities identified. 	September 2015
	<ul style="list-style-type: none"> • Background Research and Gap Analysis: Compilation of technical information developed to date; identification of any further areas required for study. 	September 2015
2	<i>Issues and Opportunities</i>	
	<ul style="list-style-type: none"> • Meetings and workshops focusing on issues and opportunities for the area; includes partners, stakeholders and the community groups. 	October 2015
3	<i>Options Development</i>	
	<ul style="list-style-type: none"> • Design charette for concept development. 	November 2015
4	<i>Draft Plan</i>	
	<ul style="list-style-type: none"> • Concepts and options presentation and selection. 	December 2015
5	<i>Final Plan</i>	
	<ul style="list-style-type: none"> • Draft Plan completed and submitted to Council. 	January 2016
	<ul style="list-style-type: none"> • Plan Approval Process: legal process moving the Plan through referrals, public hearing, and bylaw readings. 	February – March 2016

Map 1 - Port Drive Waterfront Master Plan Area

