INTRODUCTION

The City of Nanaimo is currently undertaking a Master Plan process for 1 Port Drive. **The Port Drive Waterfront Master Plan** will provide a framework to guide land use and development for these City-owned lands on the south downtown waterfront. The Plan will be adopted by Council and form policy within the *Official Community Plan, Plan Nanaimo* (2008).

The overall objective of the Master Plan is to 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.

TODAY we are looking for **YOUR** input on the Master Plan outcomes to date. More specifically we are looking for your input on the **TRANSIT** and **LAND USE OPTIONS**. Feel free to add your comments on any of the boards with sticky notes and/or by filling out the survey (available here or on-line).

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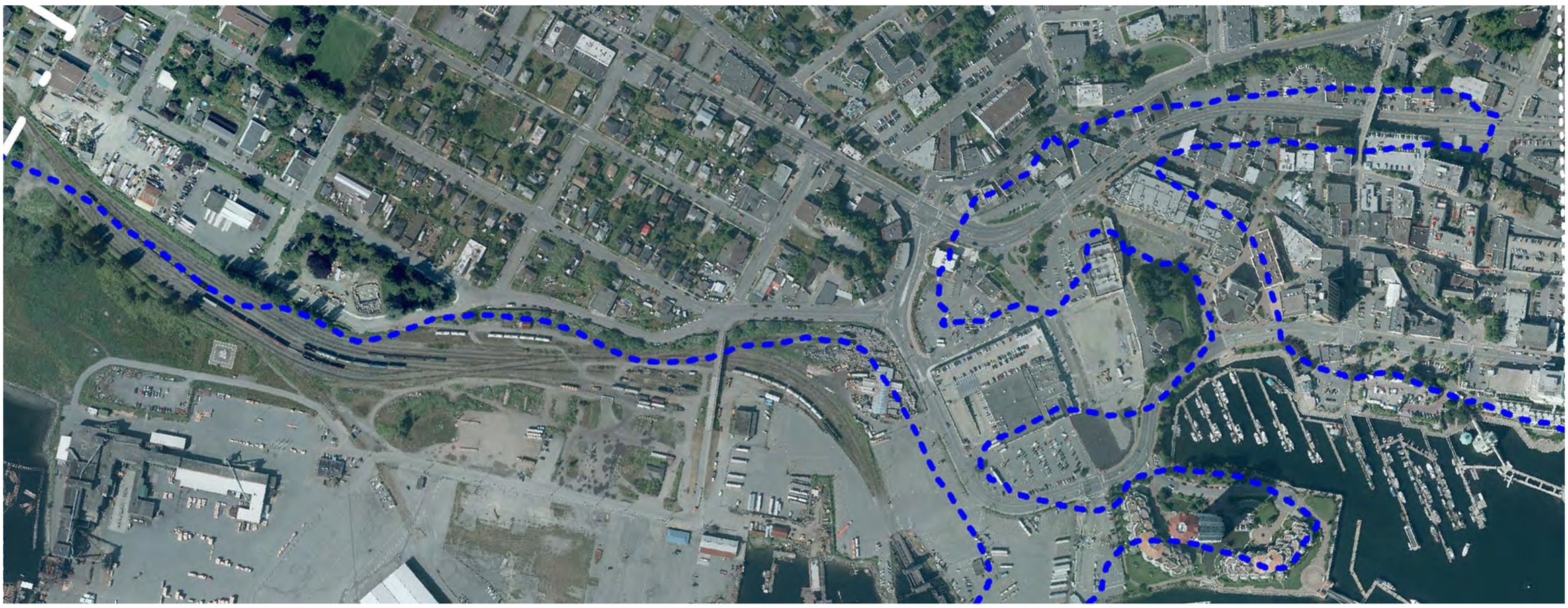
HERITAGE & CULTURAL SIGNFICANCE

The City of Nanaimo and its partners would like to acknowledge that 1 Port Drive is on the unceded traditional territory of the Coast Salish peoples, specifically the Snuneymuxw First Nation.

Since time immemorial, the Snuneymuxw maintained large permanent settlements at Nanaimo Harbour, Departure Bay, and Gabriola Island, moving belongings and house boards between the settlements depending on the seasonal availability of resources. One of the six named Snuneymuxw groups, the Salaxal, occupied the Nanaimo Harbour village on a year-round basis and only moved from this village when the Hudson Bay Company sold the area to the Vancouver Coal and Land Mining Company, who built a coal tramway and wharf on the site in 1862 (Snuneymuxw First Nation web page 2005).

Prior to coal-related development in Nanaimo Harbour, a large portion of the Plan Area was under water. Photos of Commercial Inlet in 1858 show houses, canoes and other structures on the shore (see above photo). Commercial Inlet is now filled in and the original shoreline is shown on the map below.

An Archaeological Site Inventory of the property was conducted after the City acquired the site. A number of historical objects were found and the City undertook the heritage registration of the site to ensure that the archeological values are considered during any future development of the site.



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OBJECTIVES

The objectives of the Master Plan were developed through the *South Downtown Waterfront Initiative*, consideration of relevant policy (*Corporate Strategic Plan*, *planNanaimo*, *South End Neighbourhood Plan*, and *The Nanaimo Downtown Plan*), and meetings with key stakeholders.

The objectives fit under **FOUR KEY THEMES**:

1 ACCESS

- Formalize the road network and address access through the site, including the existing trestle.
- Provide for improved public waterfront access including the extension of pedestrian and cycling networks.
- Consider transit access and the establishment of a transit hub.

2 LAND USE & DENSITY

- Establish a strong public realm and open space system.
- Confirm suitable land uses and their location on the property.
- Establish policy with respect to the built form (height, density, parcel size).

3 ENVIRONMENT

- Promote ecological stewardship and restoration.
- Plan for resiliency for a changing climate.

4 CONTEXT

- Integrate adjacent land uses.
- Support a working harbour capable of evolving.

GUIDING PRINCIPLES

Developed through the *South Downtown Waterfront Initiative*, the **Guiding Principles** for the Master Plan are:

1 **PROMOTE ACCESS & CONNECTIVITY TO LOCAL NEIGHBOURHOODS, THE CITY & THE REGION.**

2 **SUPPORT AN EVOLVING WORKING HARBOUR.**

3 **PROMOTE ECOLOGICALLY POSITIVE DEVELOPMENT.**

4 **PROMOTE BOLD, RESILIENT & VISIONARY LAND USE.**

5 **EMBED CULTURAL & SOCIAL CONSIDERATION IN FUTURE DECISIONS.**

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VEHICLE ACCESS

Vehicle access to the site is a primary consideration for the Plan. A number of options were evaluated against criteria, such as:

- Potential to back-up traffic (Intersection and corridor performance)
- Affect on ferry traffic
- Integration with transit
- Safety
- Accommodation of pedestrians and cyclists
- How the site gets divided up (parcelization)
- Connectivity to adjacent areas
- How the access affects on-going working harbour activities (rail crossings, trucks routes)

1. Esplanade extension (created a steep grade, poor site lines and a traffic confluence)
2. Mid Front (crossed the rail at inopportune rail crossing, poor parcelization, still required access further north
3. 4-Way Front (poor integration with on-site transit, view corridor conflict, missed place-making objectives)

4. Improved rail crossing, celebrated view corridors, improved transit integration, acceptable parcelization

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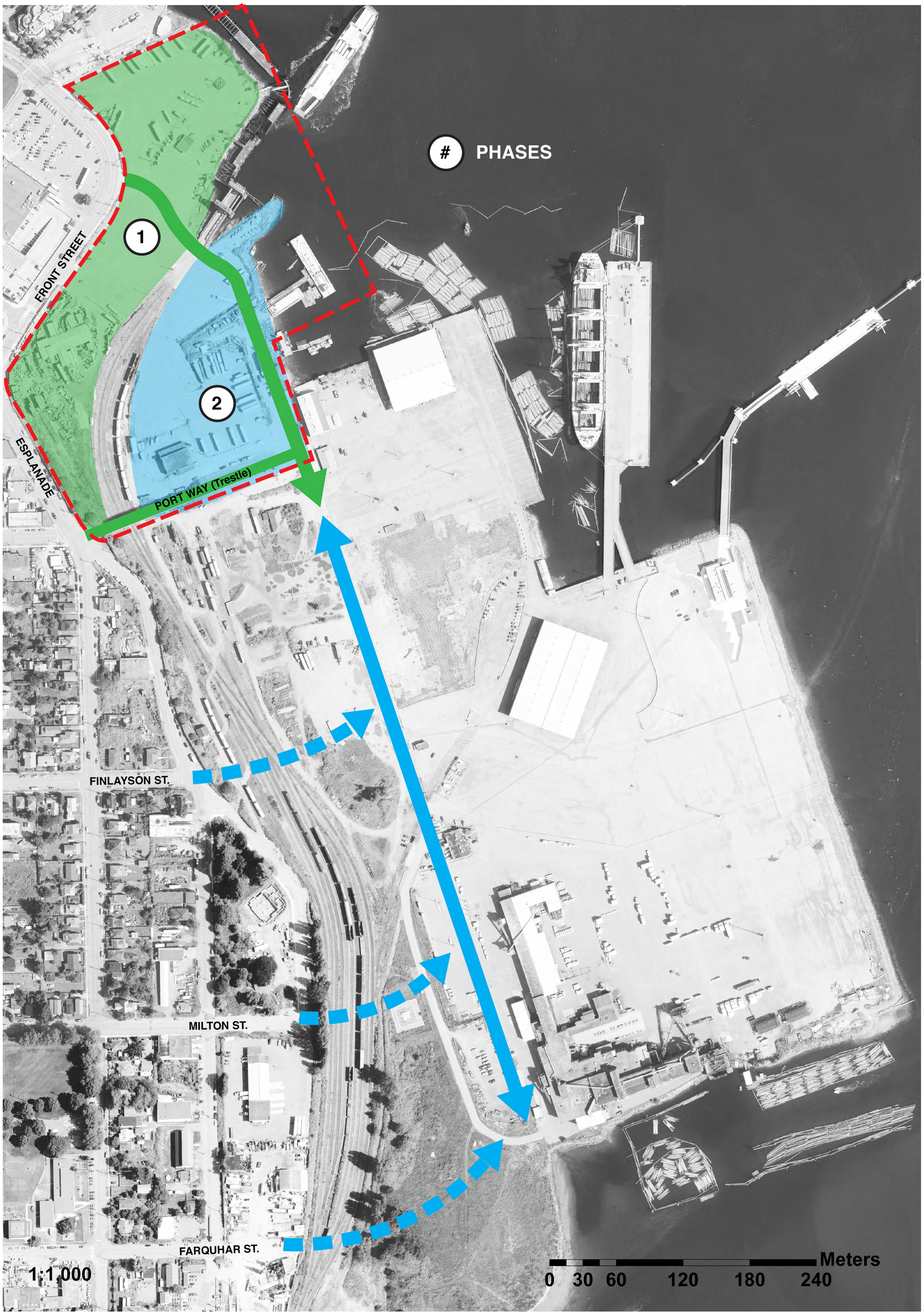
COMMENTS

SECONDARY ACCESS



For the purpose of the Master Plan, the existing trestle provides interim secondary access to the site. However, due to its deteriorating condition, the trestle must either be rebuilt or replaced by an alternative, permanent secondary access in the coming years. An evaluation of permanent secondary access options is currently underway as part of a separate planning process, and remains relevant to the future of 1 Port Drive.

COMMENTS

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PEDESTRIAN & CYCLE ACCESS

New pedestrian and bicycle pathways are included in the proposed new vehicle access point, and a few key plan objectives further informed where additional pedestrian and cycle accesses would be located, including:

- Waterfront Walkway extension
- Land use distribution
- Connections to other modes of travel (Gabriola Ferry, NPA Cruise ship terminal, future rail, neighbourhoods)
- Transit access
- Safety

COMMENTS

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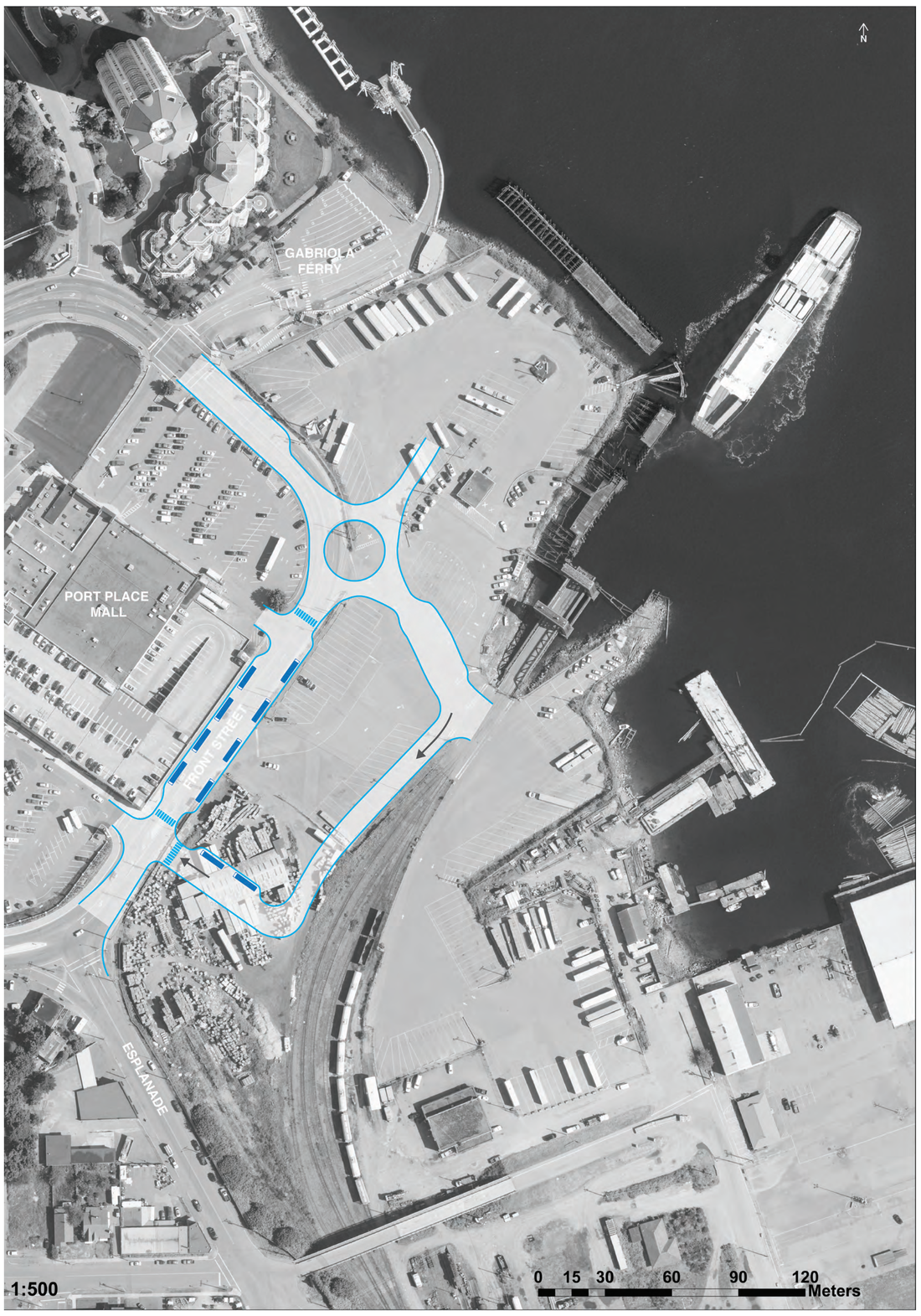
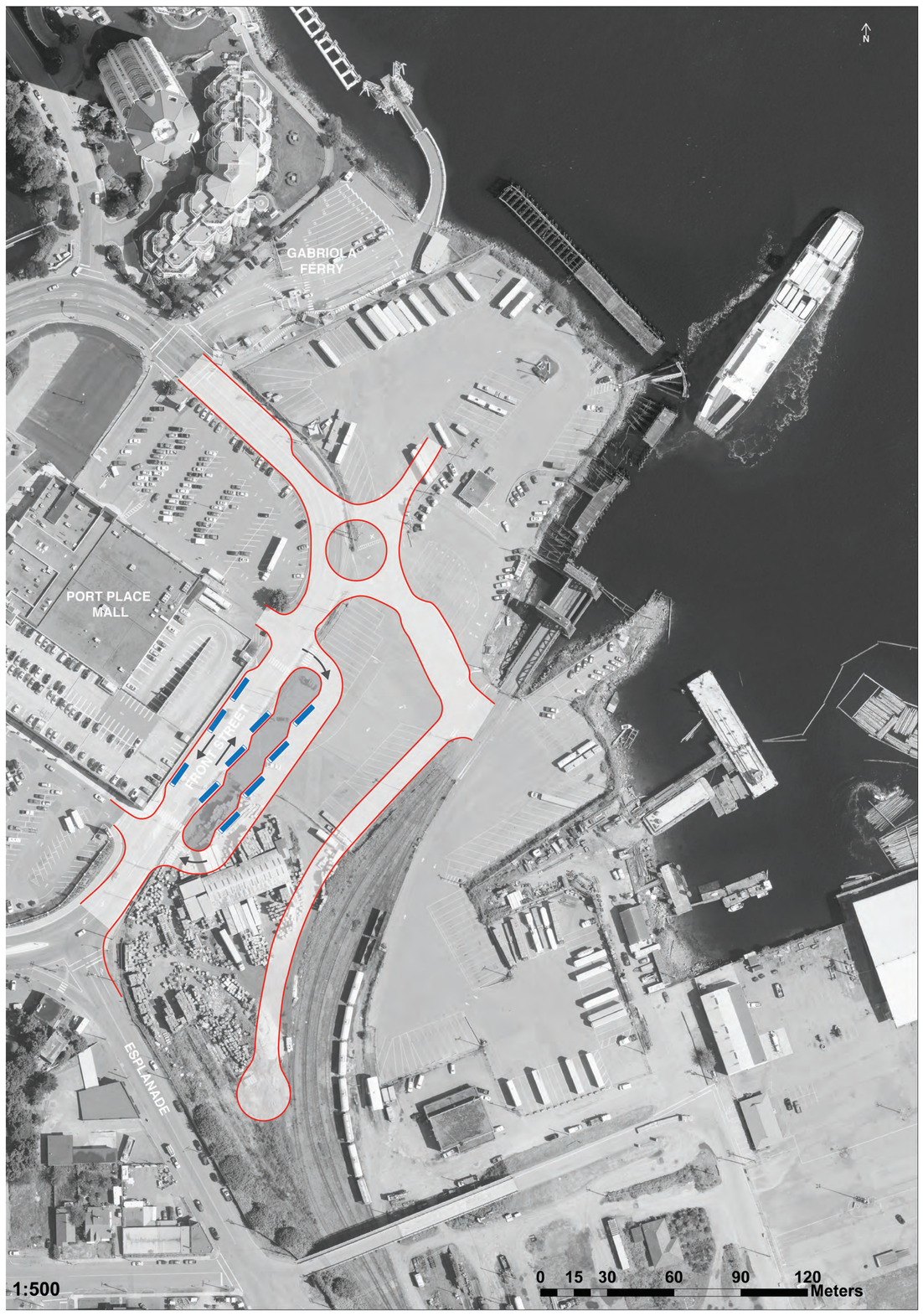
TRANSIT OPTIONS

Locating a transit exchange on the waterfront is a key consideration of the Master Plan process, and a variety of locations and concepts were considered and analyzed. The result is two potential options seen here.

The **Proposed Option** is for a transit hub that integrates with the site and the **Alternative Option** is for a stand-alone transit exchange.



PROPOSED OPTION
Integrated On-Street Transit Hub



ALTERNATIVE OPTION
On-Site Transit Exchange

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TRANSIT OPTIONS

PROPOSED OPTION

Benefits

- Preserves waterfront for highest and best uses
- Integrates with road infrastructure rather than duplicating it
- Creates a more pedestrian-friendly environment (less space dedicated to vehicles)
- Facilitates expansion and connections to taxis and other public transportation options

Disadvantages

- Lowers the efficiency of a bus exchange (increased bus movements)
- Less efficient pedestrian transfer among buses
- Increased interaction between buses and general traffic
- Overlays known archaeological area

ALTERNATIVE OPTION

Benefits

- Additional funding available
- More efficient bus movements/transit exchange
- Best pedestrian connectivity between bus transfers
- Minimizes the interaction between buses and general traffic on adjacent roads

Disadvantages

- 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

COMMENTS

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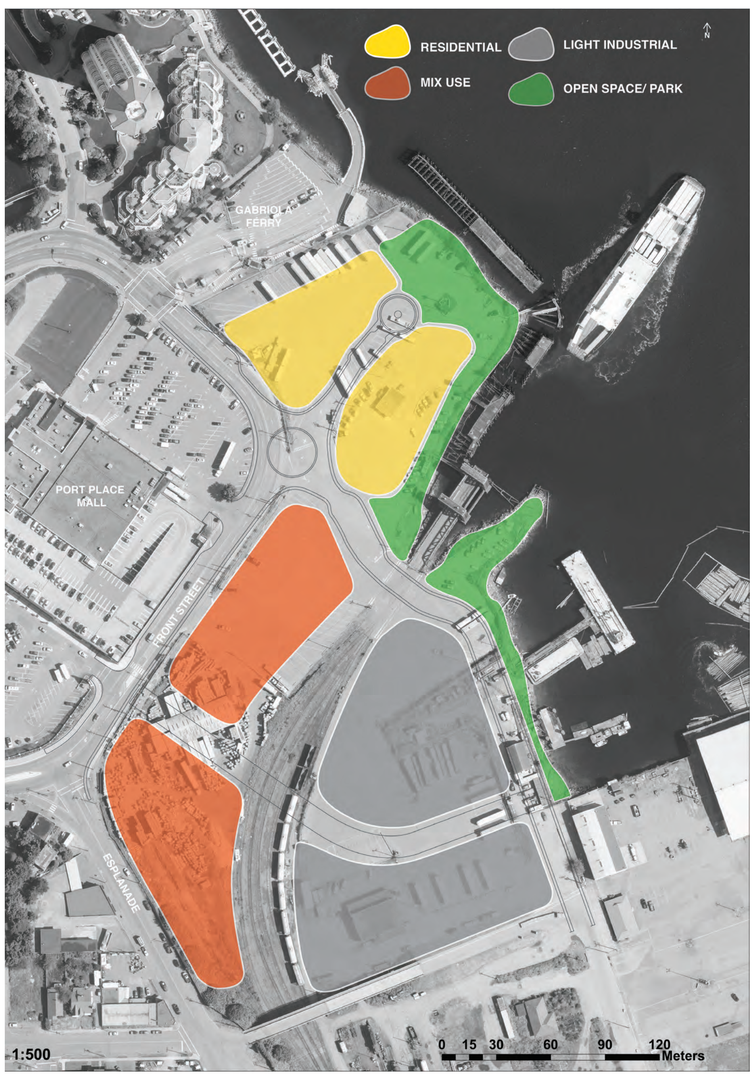
LAND USE OPTIONS

Where certain land uses are located relative to adjacent uses can impact the overall success of a master plan. A number of factors informed where and how land uses are distributed on the site:

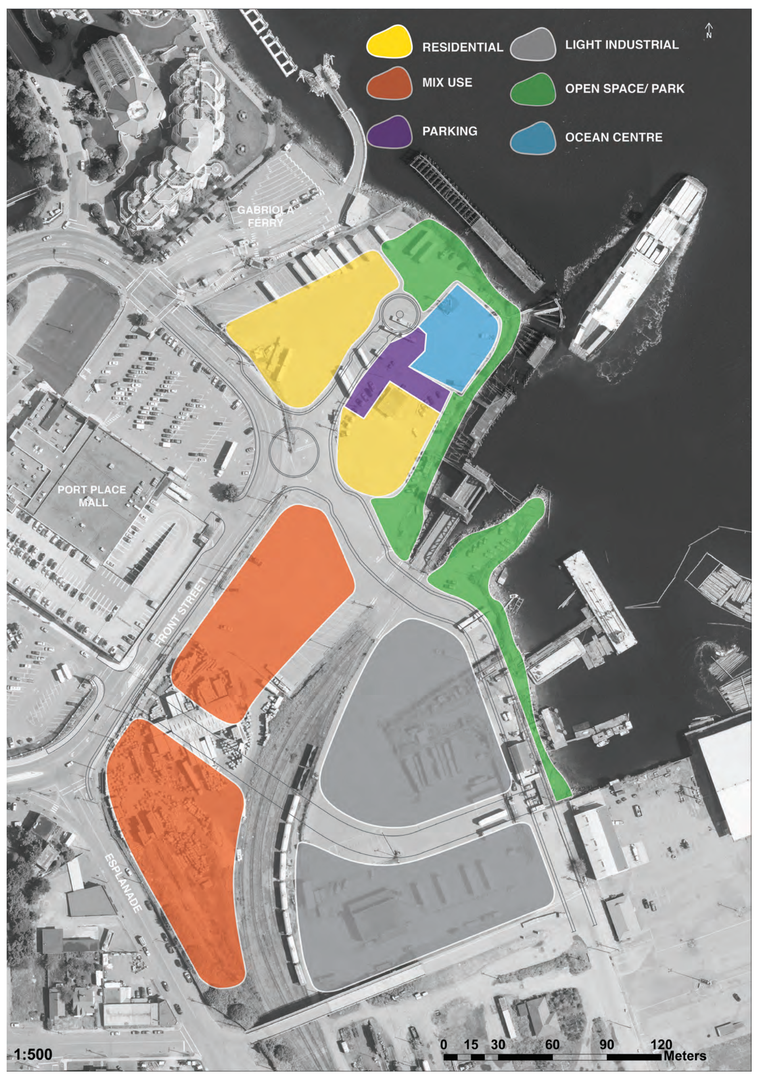
- Adjacencies to similar and/or complementary land uses
- Potential conflicts (noise and nuisances)
- Views
- Traffic generation
- Safeguarding key public spaces
- Site conditions

Three land use concepts have been developed for further consideration, and are presented below. Please add your comments and thoughts.

PROPOSED

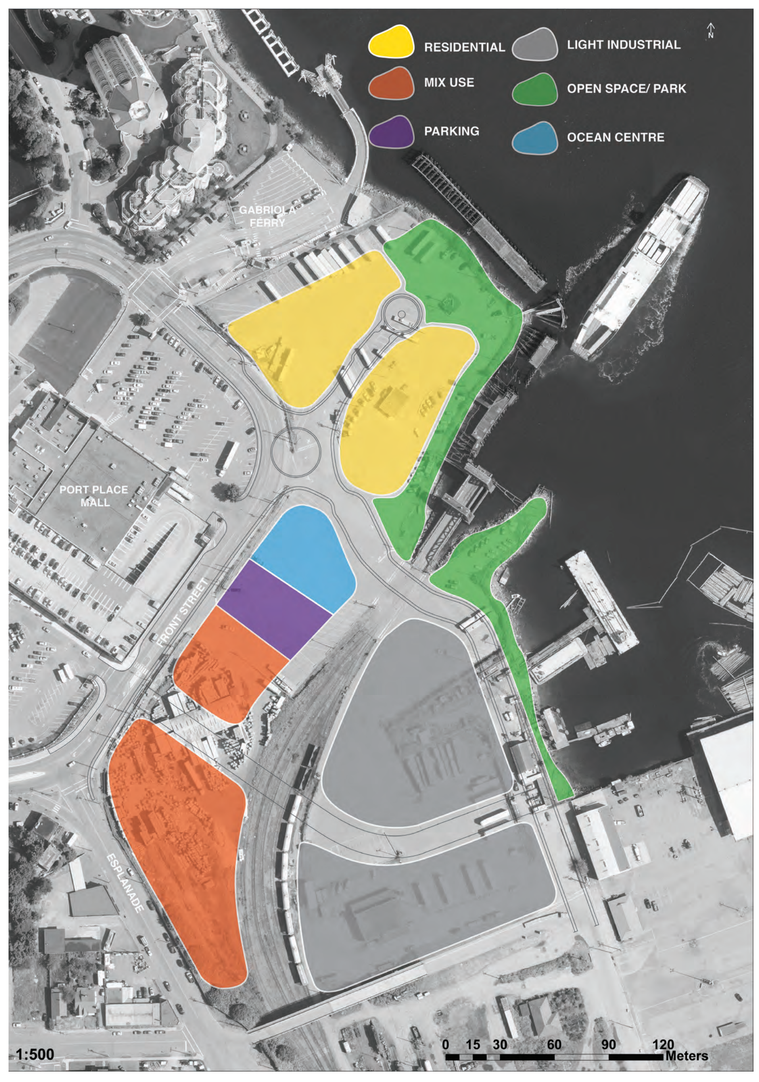


ALTERNATIVE A



ALTERNATIVE B

On-site transit exchange not viable with this option.



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LAND USE: MARKET ANALYSIS

To confirm the land use demands identified from input received during the *South Downtown Waterfront Initiative*, a market analysis was carried out.

The analysis found that, over the next 10 years, Nanaimo can expect an additional 12,000 people, at a steady growth rate of 1% a year. This rate projects the following land use demand:

Residential
A total demand for apartments and row-houses of 2200 units by 2025 and 3000 units by 2035 for the City of Nanaimo. It is anticipated that 25% will be captured on-site.

Retail/ Commercial
A total demand for 200,000 to 300,000 SF of retail by 2025 and 2035 respectively. The Port Dr. Waterfront site could absorb 45,500 SF by 2025- and in 2035 the waterfront could accommodate and additional 54,200 by 2035.

Office
Office growth is currently stagnant with increasing vacancy and aging buildings. The market analysis recommended that traditional office space not be included in the short term plans for the site, but rather in later phases.

Light Industrial
In the next 10 years demand for an additional 64.5 acres of light industrial is anticipated Capturing some of this growth could be a strategy for the waterfront site.

COMMENTS

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HEIGHT/DENSITY/PARCEL SIZE

The height and density of development are informed by:

- Community input
- Land use efficiency
- Economic feasibility
- Views
- Site constraints and conditions

Taking these factors into account, a variety of height and density options were evaluated.

Ultimately, a mix of building forms are considered to best meet the objectives of the Plan. The preferred building sizes and massing then informed the parcel sizes.

3 STOREYS

4 STOREYS

6 STOREYS

10 STOREYS

11 STOREYS

4 STOREYS

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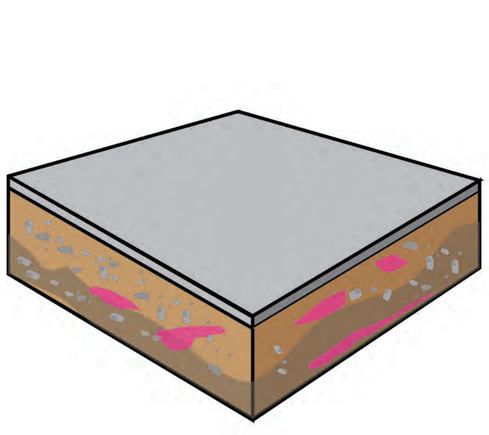
COMMENTS

ECOLOGICAL STEWARDSHIP & RESTORATION

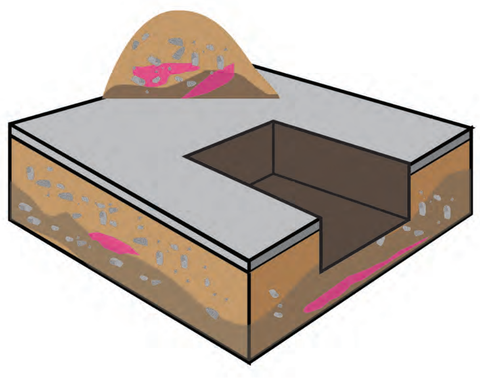
The majority of land considered part of the Master Plan sits on placed fill that dates back to early coal mining activity, and the development of forestry-related industrial infrastructure. An environmental assessment of the site identified a number of affected areas and site conditions that have informed the Plan.

Where full site remediation is not possible, this constraint provides an opportunity to achieve two objectives:

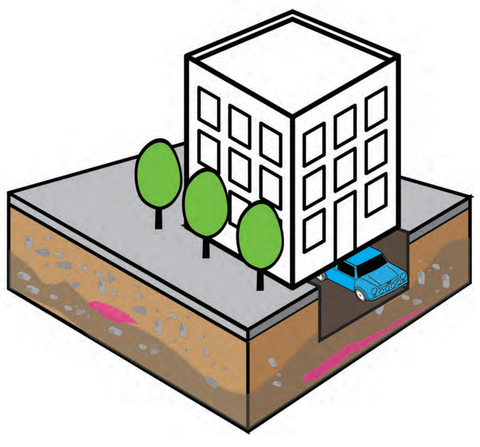
1. Cap contaminated fill areas and provide underground parking. Because residential land uses cannot be at ground level on a contaminated portion of the site, providing underground parking effectively caps affected areas and tucks parking beneath buildings.
2. To promote the efficient use of these prime development lands, avoiding surface parking is a goal within the Master Plan.



Existing Site



During excavation for new buildings, contaminated soils will be removed from the site and disposed of at an appropriate facility.



When underground parking is built, it effectively “caps” the contaminants, isolating them, and preventing their spread.

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COMMENTS

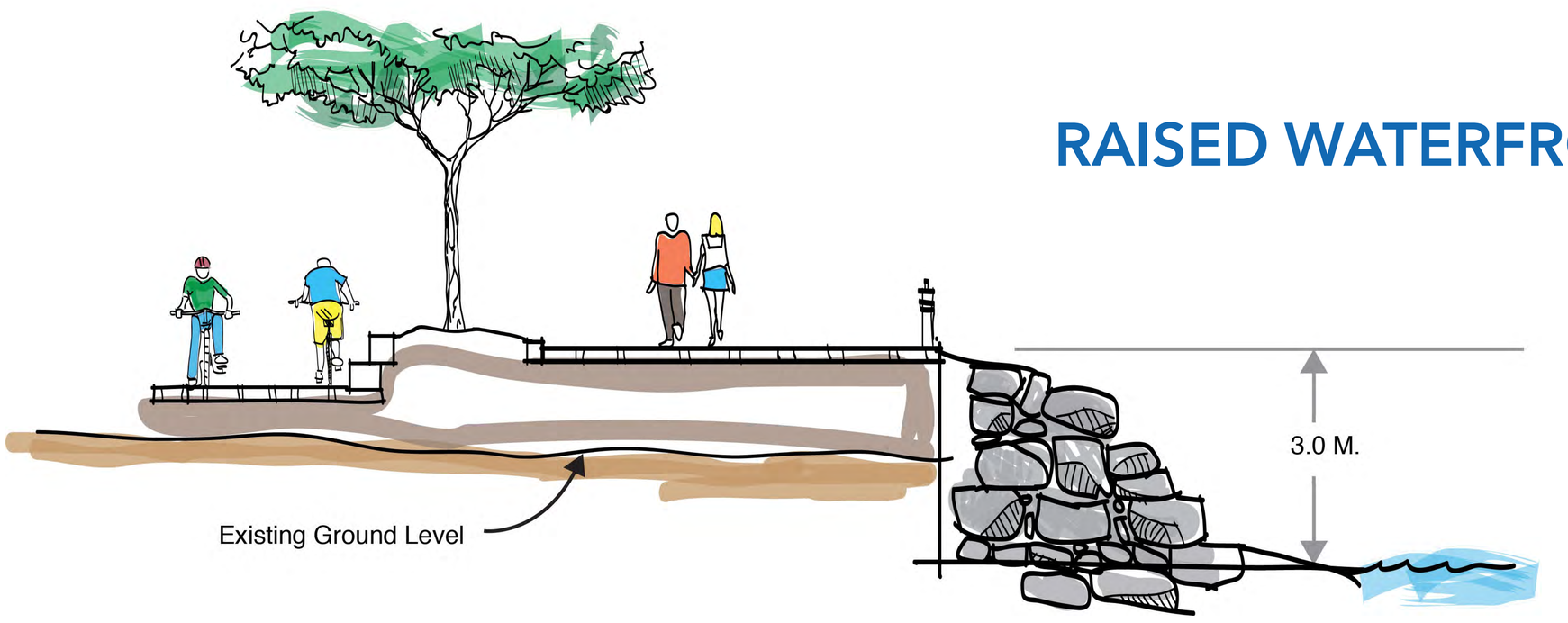
CLIMATE RESILIENCY

Climate change means planning for the future must address changing environmental and weather conditions. Any plans for waterfront development must ensure that sea level rise and rising storm surges are considered.

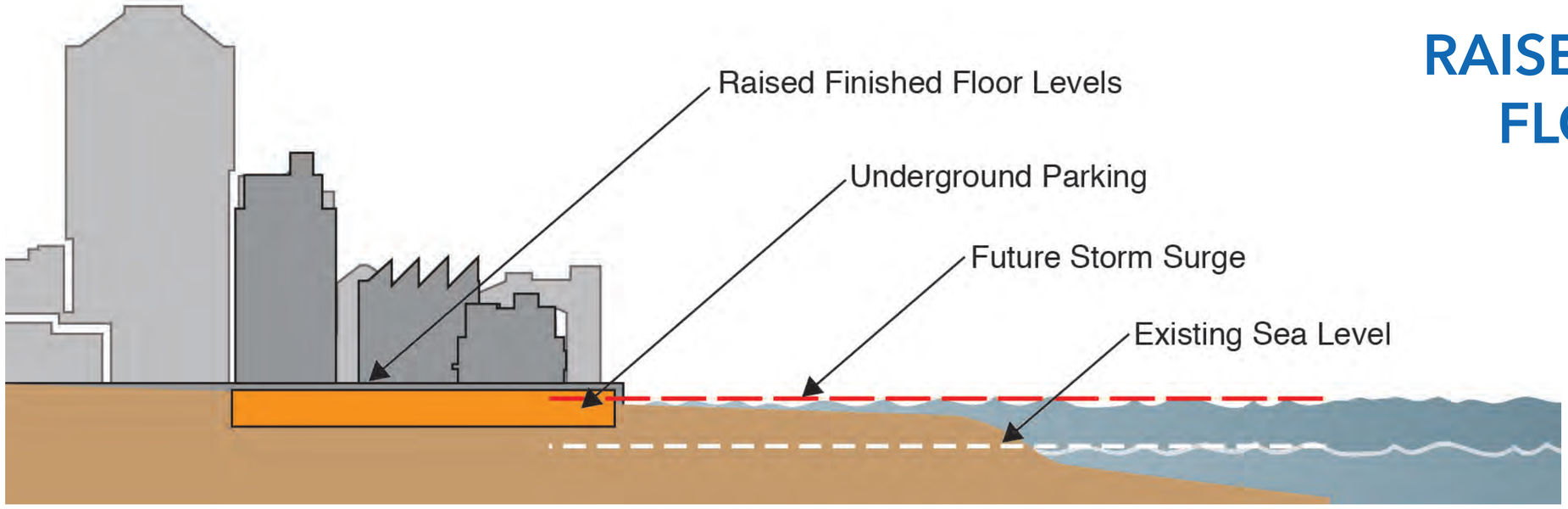
Sea level rise around Nanaimo's waterfront is anticipated to be about a metre by 2100. Taking this into account, coupled with anticipated storm surges, has helped to define minimum building elevations, and the heights of any protective barriers.

Two key approaches are utilized in the Master Plan to address sea level rise:

RAISED WATERFRONT WALKWAY



RAISED FINISHED FLOOR LEVELS



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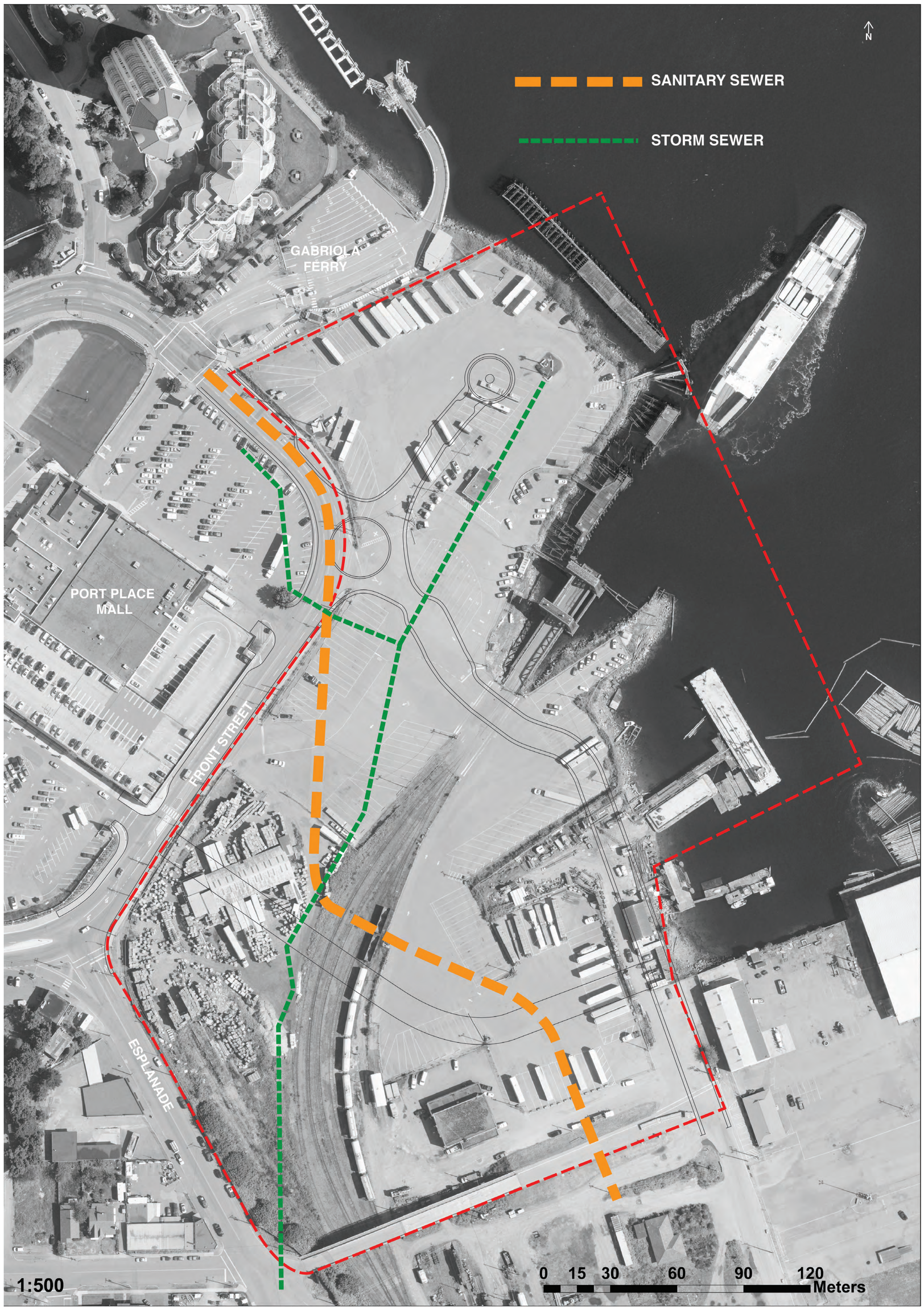
COMMENTS

INFRASTRUCTURE



The site has existing infrastructure, both sanitary and storm sewers, that serves the surrounding Nanaimo area. These services need to be taken into account in the master planning process. The City undertook an evaluation to reroute these services, and determined that new alignments would be feasible in conjunction with development of the site.

COMMENTS

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