# SOUTH DOWNTOWN WATERFRONT SECONDARY ACCESS STUDY

## WELCOME

IN 2018, THE CITY OF NANAIMO WILL BE CREATING A NEW ACCESS ROAD TO THE SOUTH **DOWNTOWN WATERFRONT (SDW) LANDS FROM FRONT STREET. THIS NEW ACCESS WILL REPLACE** THE CURRENT ACCESS FROM ESPLANADE WHICH USES A WOODEN TRESTLE BRIDGE THAT IS AT THE **END OF ITS LIFECYCLE.** 

SEVERAL STUDIES, INCLUDING THE SOUTH END NEIGHBOURHOOD PLAN AND THE SOUTH DOWNTOWN WATERFRONT INITIATIVE, HAVE IDENTIFIED THE GOAL OF IMPROVED CONNECTIVITY BETWEEN THE SDW LANDS AND THE SURROUNDING COMMUNITY. THE GOAL OF THIS STUDY IS TO **IDENTIFY THE BEST LOCATION FOR A SECONDARY ACCESS POINT THAT WOULD:** 

- STIMULATE REDEVELOPMENT OF THIS AREA OF THE WATERFRONT
- CONNECT THE COMMUNITY WITH THE SOUTH DOWNTOWN WATERFRONT LANDS
- **BENEFIT ALL PARTNERS INCLUDING:** 
  - **SNUNEYMUXW FIRST NATION**
  - **NANAIMO PORT AUTHORITY**
  - SOUTHERN RAIL
  - **ISLAND CORRIDOR FOUNDATION**



## WHY YOU ARE HERE:

WE NEED YOUR INPUT TO HELP US IDENTIFY THE PREFERRED ADDITIONAL ACCESS POINT. ONCE WE RECEIVE YOUR FEEDBACK WE WILL PRESENT A RECOMMENDATION TO COUNCIL FOR THEIR CONSIDERATION.



# INELINE

# 2010

## FALL

2013

South End Neighbourhood Plan adopted by **COUNCIL SUPPORTS** CONNECTIVITY BETWEEN NEIGHBOURHOOD AND WATERFRONT

## **SPRING**

CITY PURCHASES No.1 Port Drive **KNOWING THAT** THE WOODEN TRESTLE NEEDS TO **BE REPLACED AND** ACCESS TO LANDS MUST BE IMPROVED

## SPRING

2014

SOUTH DOWNTOWN WATERFRONT **INITIATIVE IDENTIFIES** A NEED TO IMPROVE **CONNECTIVITY WITH** THE REST OF THE COMMUNITY

2017

## 2015

## 

## SUMMER

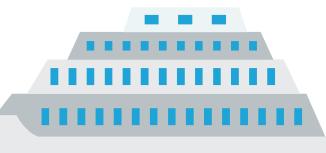
CITY COMMENCES Master Plan FOR 1 PORT DRIVE WITH FRONT ST **EXTENSION AS A KEY COMPONENT OF** PLAN

### MARCH

**CITY COMMENCES DESIGN OF FRONT** STREET EXTENSION AND EXPLORES SECONDARY ACCESS OPTIONS. CONSULTANT TEAM **ENGAGED FOR** PROJECT

## NOVEMBER

CITY PRESENTS **SECONDARY ACCESS OPTIONS TO PUBLIC** 



**JANUARY** 

2019

2018

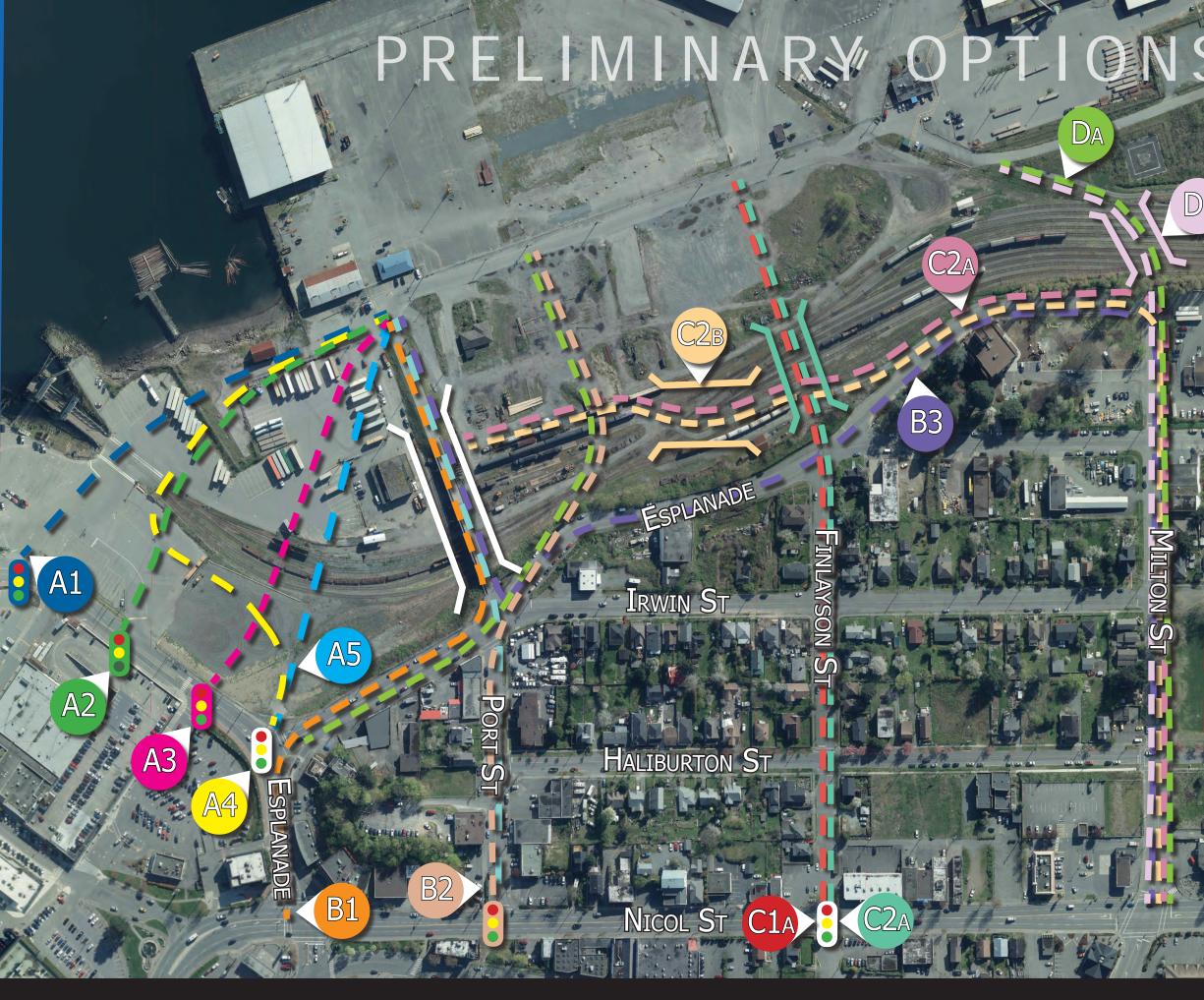
RECOMMENDATION TO COUNCIL WITH **PREFERRED OPTION** 

### FUTURE

CITY TO WORK WITH NPA and SFN on SECURING FUNDING FOR NEW ACCESS

Detailed ENGINEERING DESIGN

CONSTRUCTION



## EVALUATION CRITERIA



- CAPITAL COST
- EASE OF CONSTRUCTION
- GEOTECHNICAL COMPLEXITY
- ROUTE IMPROVES MOVEMENT OF PEOPLE AND GOODS
- SCHEDULE / FUNDING LIMITATIONS



## ENVIRONMENTAL

- SIGNIFICANT ENVIRONMENTAL IMPACTS
- NOISE OR VIBRATION POLLUTION



## SOCIAL

- STAKEHOLDER & COMMUNITY SUPPORT
- NANAIMO PORT AUTHORITY SUPPORT
- **ISLAND CORRIDOR SUPPORT**
- SOUTHERN RAIL SUPPORT
- SNUNEYMUXW SUPPORT
- SIGNIFICANT ARCHAELOGICAL IMPACTS

## **EVALUATING ALL OF THE OPTIONS**



This evaluation resulted in the 4 options presented today

CITY OF NANAIMO

SOUTHERN RAIL ISLAND CORRIDOR

## 15 PRELIMINARY OPTIONS WERE IDENTIFIED AND EVALUATED

## THE EVALUATION CRITERIA USED WAS BASED ON 3 MAIN PRINCIPALS









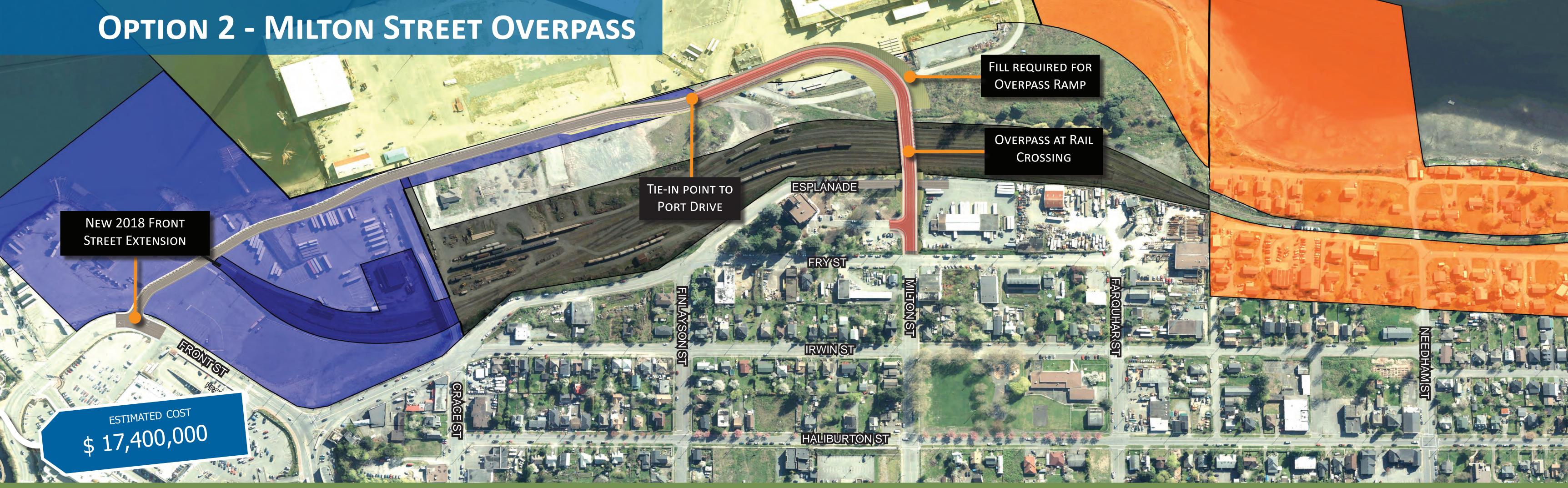
### BENEFITS

- USES THE EXISTING ACCESS ROUTE
- LESS PERCEPTION OF CHANGE IN THE WIDER COMMUNITY
- NO IMPACT ON RAIL OPERATIONS

### CONSIDERATIONS



- REQUIRES A NEW OVERPASS
- EXISTING TRESTLE NEEDS TO BE REMOVED DURING CONSTRUCTION LIMITING ACCESS TO SOUTH DOWNTOWN WATERFRONT
- DOES NOT RESOLVE 'CUL DE SAC' ISSUE WITH THE WIDER SOUTH DOWNTOWN WATERFRONT LANDS **PROXIMATE TO NEW FRONT STREET INTERSECTION**







### BENEFITS

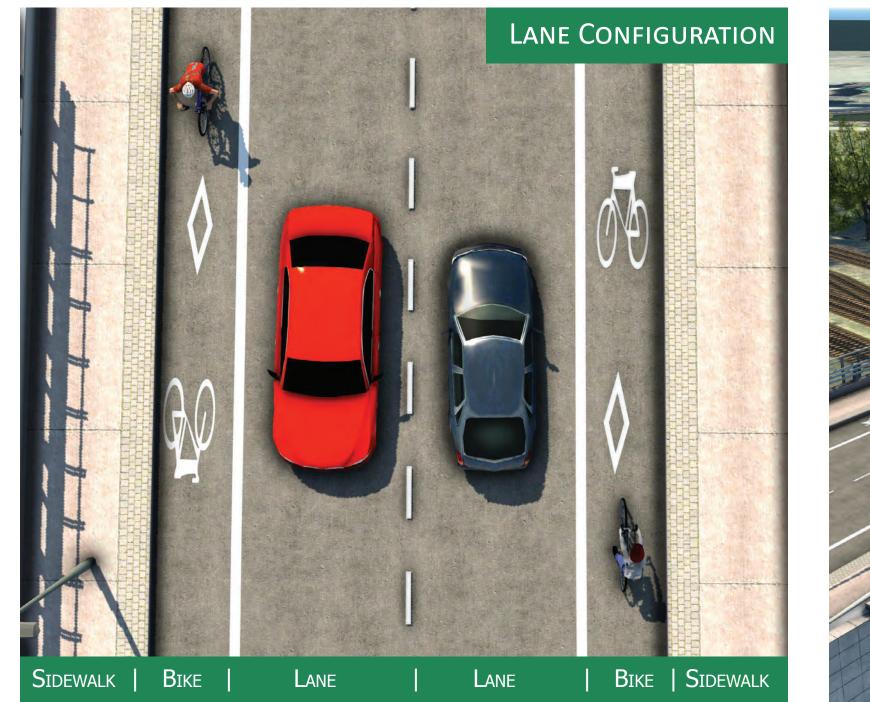
- EXISTING TRAFFIC LIGHTS AT INTERSECTION OF MILTON STREET / NICOL STREET
- MILTON STREET IS AN EXISTING TRUCK ROUTE
- COULD PROVIDE DIRECTION CONNECTION TO NPA ASSEMBLY WHARF
- NO IMPACT ON RAIL OPERATIONS

### CONSIDERATIONS

- REQUIRES A NEW OVERPASS
- OVERPASS NEEDS TO BE LONG TO EXTEND OVER RAILYARD
- EASTERN SIDE OF OVERPASS IS CLOSE TO FORMER **MINE SHAFT**
- NEIGHBOURHOOD WILL BE IMPACTED BY RETAINING WALLS NECESSARY TO SUPPORT OVERPASS











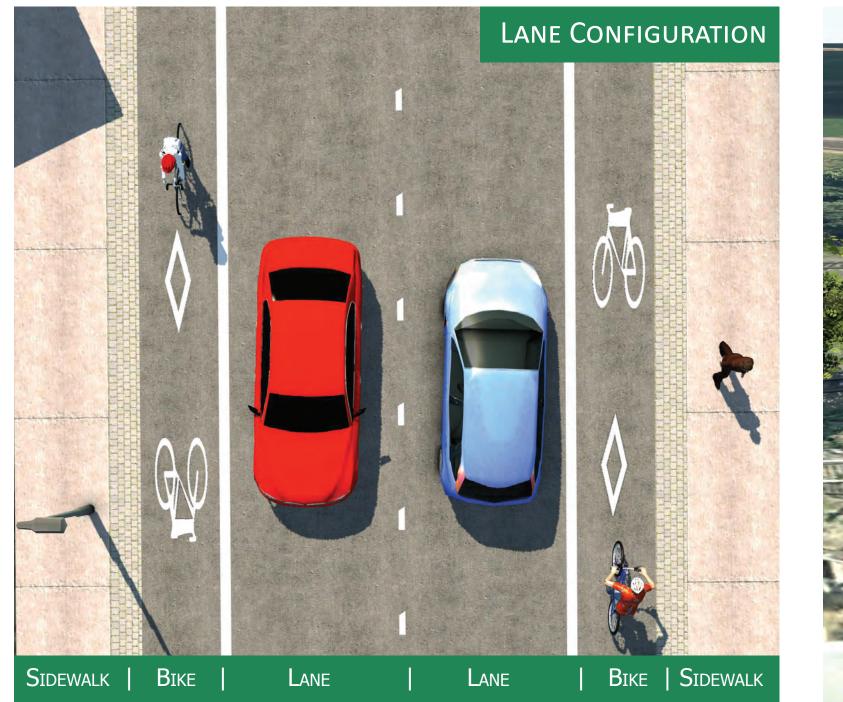
### BENEFITS

- PROVIDES A LOOP TO FRONT STREET WITH MAXIMUM **BENEFIT FOR REDEVELOPMENT OF LANDS OWNED BY** SFN, NPA AND CP RAIL.
- SHORT RAIL CROSSING REDUCES COST OF OVERPASS
- FARQUHAR STREET IS LARGELY INDUSTRIAL LAND BASE AT PRESENT
- NO IMPACT ON RAIL OPERATIONS
- COMPLEMENTS THE WATERFRONT WALKWAY PROJECT

### CONSIDERATIONS

- OVERPASS IS STILL COSTLY
- REQUIRES NEW TRAFFIC LIGHT AND TURN LANES AT INTERSECTION OF NICOL STREET AND FARQUHAR STREET
- FARQUHAR STREET NEEDS TO BE REDESIGNED















- LEAST EXPENSIVE OPTION WITH NO OVERPASS REQUIRED
- FARQUHAR STREET IS LARGELY INDUSTRIAL LAND BASE **AT PRESENT**

### CONSIDERATIONS

- REQUIRES NEW SIGNALIZED INTERSECTION AND TURN LANES AT NICOL STREET AND FARQUHAR STREET
- FARQUHAR STREET NEEDS TO BE REDESIGNED
- LIMITED IMPACT ON RAIL OPERATIONS

# NEXT STEPS

STAFF WILL PREPARE CONSULTATION SUMMARY FOLLOWING CLOSURE OF THE SURVEY



4

PLEASE TAKE TIME TO COMPLETE OUR SURVEY. IT CAN **BE COMPLETED ONLINE OR IN HARDCOPY.** 

WWW.NANAIMO.CA/GOTO/SDWACCESS

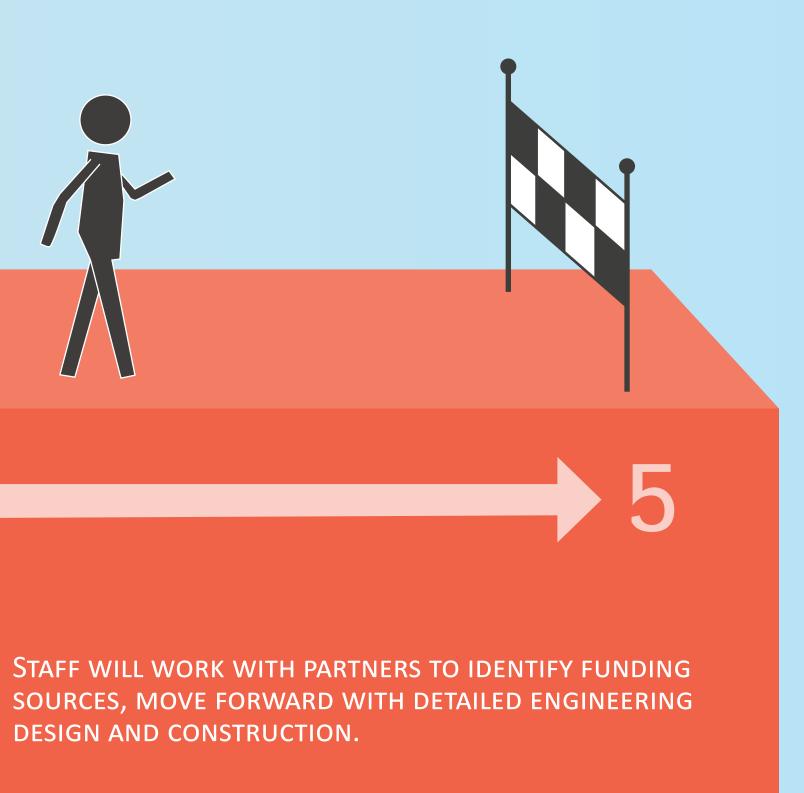
CONSULTATION WITH PROJECT PARTNERS

2

**OPTIONS WILL BE REVISED BASED ON** FEEDBACK

3

STAFF REPORT PRESENTED TO COUNCIL WITH RECOMMENDED OPTION



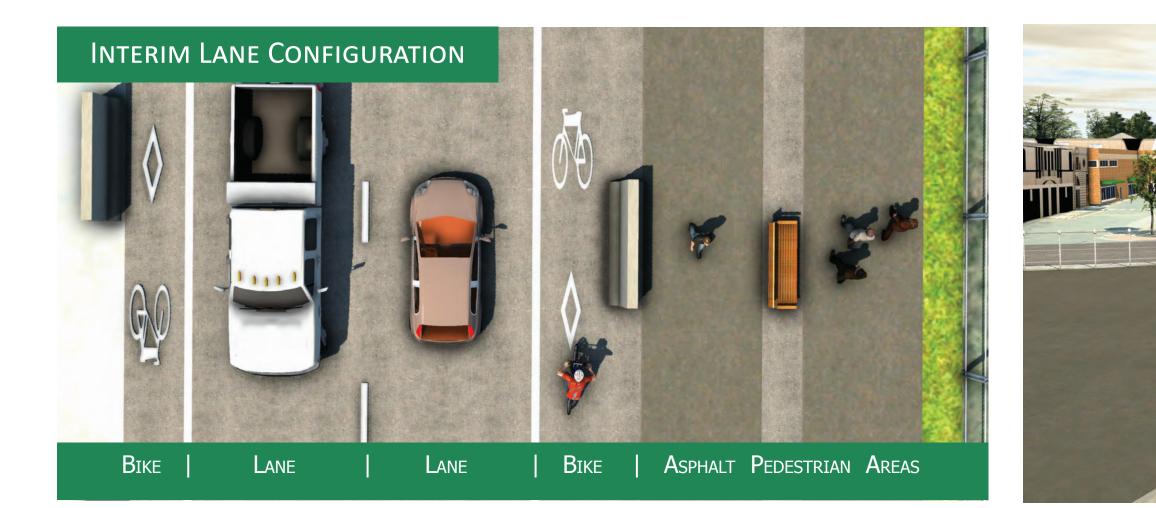
THE SURVEY CLOSES ON NOVEMBER 26<sup>TH</sup>

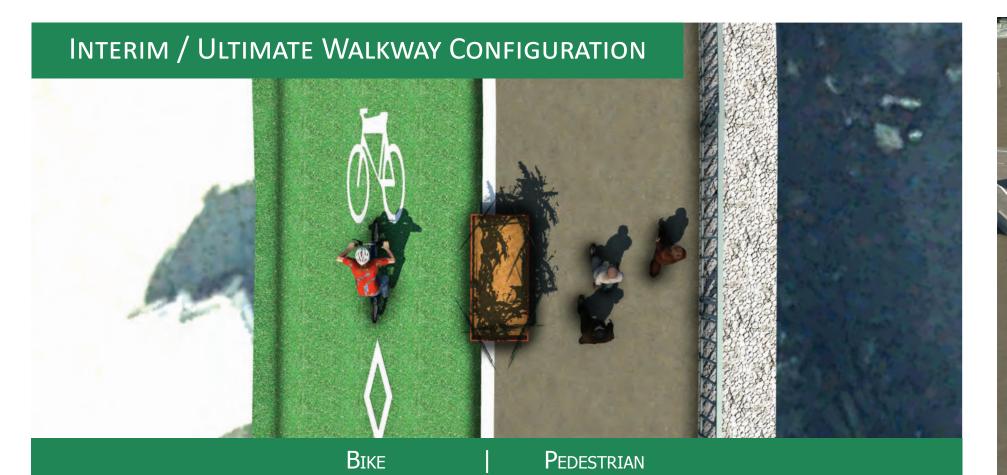
## INTERIM ACCESS AND WATERFRONT WALKWAY

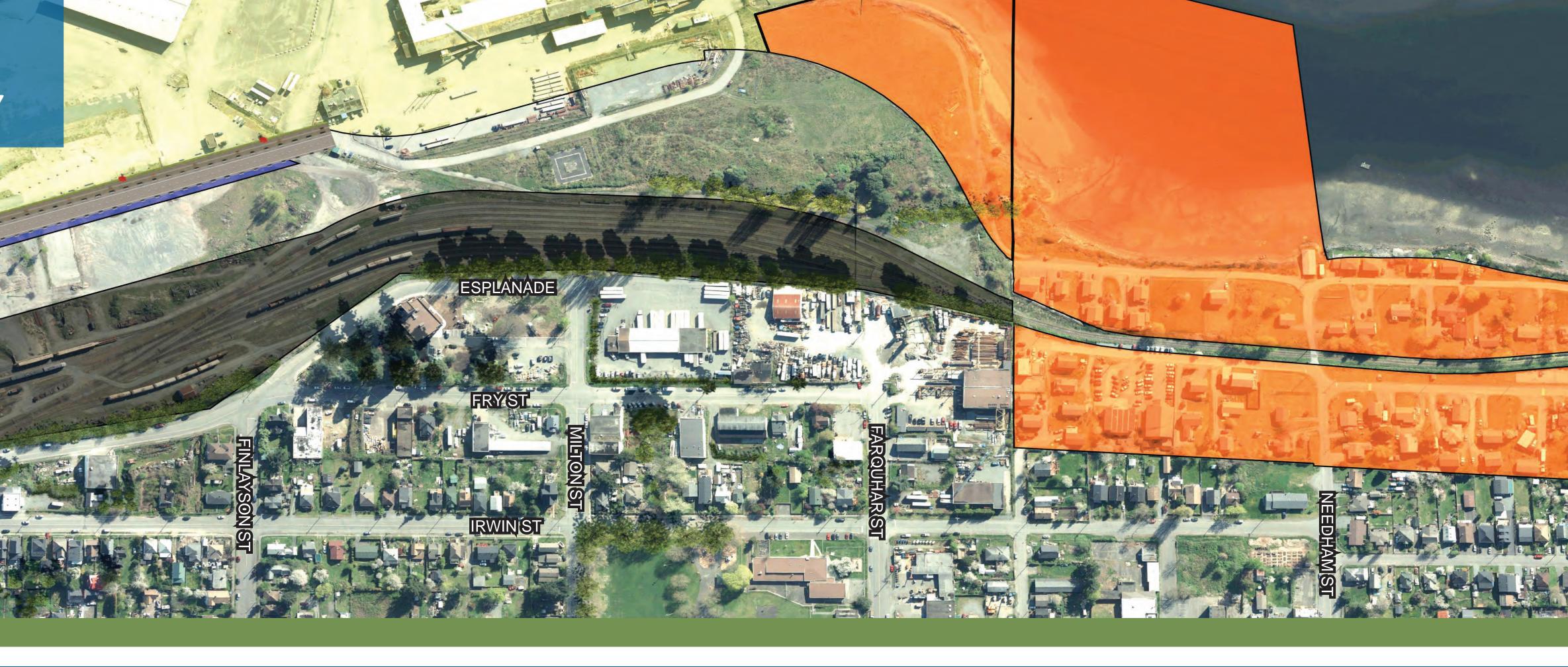
FOOT PATH / BIKE ROUTE CONNECTION TO WATERFRONT WALKWAY

> NEW 2018 FRONT STREET EXTENSION

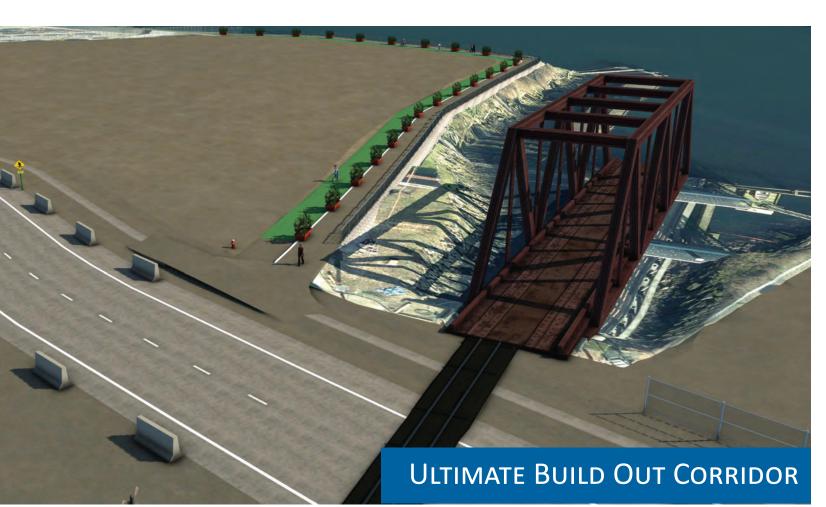
### **CONCEPT RENDERINGS AND DETAILS**













## UTLIMATE BUILD OUT AND PORT DRIVE MASTER PLAN

Foot Ратн / Віке ROUTE CONNECTION TO WATERFRONT WALKWAY

NEW ROUNDABOUT

Bus Exchange

## **CONCEPT RENDERS AND DETAILS**





