

6

APPENDIX

Relevant Plans

SOUTH END NEIGHBOURHOOD PLAN 2010

This plan forms part of the City's *Official Community Plan (OCP)*, and was completed in September, 2010.

The *South End Neighbourhood Plan* and the proposed Study Area boundaries coincide along Esplanade. Throughout this Neighbourhood Plan, the South Downtown Waterfront area is frequently mentioned, shown in the following summarized points.

- As part of a plan for the Assembly Wharf and CP Lands, the City will initiate discussions with both the Nanaimo Port Authority and the Snuneymuxw First Nation to jointly design a new waterfront park, waterfront walkway, and public boat launch area within the future plan area just north of the Reserve #1 boundary.
- **Policy 14.** The feasibility of extending a waterfront walk along the entire length of the neighbourhood, with particular focus along the existing rail access as a dual-use rail/pedestrian corridor, will be explored with the waterfront stakeholders.
- **6. 1. 1 Pedestrian Connectivity - Key Strategies:** Develop a continuous Waterfront Trail in partnership with waterfront stakeholders.
- **6. 1. 6 Neighbourhood Edges - Key Strategies:** Integrate neighbourhood services and potential waterfront developments with the Snuneymuxw Reserve #1.
- **Esplanade Neighbourhood Edges:** Encourage a mix of natural and industrial materials that complement the industrial context and waterfront location.



NANAIMO DOWNTOWN PLAN REFERENCE DOCUMENT, 2002

The *Nanaimo Downtown Plan* was adopted as part of the City of Nanaimo *Official Community Plan*, and provides substance to long-held City objectives. It includes a series of objectives, principles, policies, concepts, and actions to guide Downtown development and revitalization over the next five to ten years, and beyond.

The *Downtown Plan* identifies the northern portion of the Study Area as “Future Study Area #2”, and states:

- In the longer term, it is likely that the present ferry, port and industrial uses will change over time. Before that occurs, it will be important to have a plan and implementation strategy prepared for the area. The determination of desirable uses and development forms is best left until the area becomes available for redevelopment so that current conditions in the Downtown and the development market can be assessed.
- An action from the plan indicates that a concept plan and implementation strategy for this area will be prepared when it is apparent that it will undergo change.
- The Committee noted that their approach would be one of exploring and determining how the Downtown Plan statements will take shape, recognizing that it could be several years before anything happens on the property.

NANAIMO PORT AUTHORITY LAND USE PLAN, 2008

The *Nanaimo Port Authority (NPA) Land Use Plan* includes the following general policy:

- The use areas of the *Land Use Plan* are similar to the *Future Land Use Plan* and *Mobility Map* of the *Nanaimo Official Community Plan*. The NPA recognizes the need to harmonize these long-range planning documents for the marine and land areas to ensure they are mutually supportive.

The Study Area is within the *Central Harbour* designation, which states the following:

- Permits passenger only ferry terminals ... and actively encourages such proposals.
- Limits waterfront commercial activities to uses where the general public has access.

The *Port Authority Land Use Plan* further acknowledges the difficulties inherent with the relocation of the Gabriola Island vehicle ferry terminal, and the Seaspan truck and rail ferry terminal. While the operators of these facilities choose to remain in their current locations, the NPA will support this by retaining marine access ... As the Downtown redevelops, and other urban activities increase, these vital transportation activities will be under increased pressure to move out of the urban core, and be replaced by less disruptive urban uses. The Port Authority will assist both Seaspan and BC Ferries should they decide to examine, or relocate to, alternative locations in Nanaimo Harbour.

planNANAIMO, OFFICIAL COMMUNITY PLAN 2008

The *Official Community Plan* (OCP) identifies the Study Area as an important feature of the City. The land portion of the Study Area is within the *Downtown Centre Urban Node* designation, with the marine area designated as *Waterfront*:

- **2.1 Urban Nodes.** The *Downtown Centre Urban Node* is the focal point of Nanaimo. The Downtown provides a variety of retail shops, a range of housing opportunities, professional offices and services, and the majority of cultural attractions in the city. Along with a spectacular waterfront walkway and large civic park, the Downtown serves as the community's gathering space for events and festivals. The Downtown is the historical, cultural, professional, and business centre of Nanaimo. This Plan supports the continued development of Downtown Nanaimo as the heart of the city.
- **2.9 Waterfront.** The area from the Departure Bay Ferry Terminal to the Nanaimo River Estuary forms the heart of Nanaimo's "working" waterfront, as well as a major amenity for Downtown and surrounding neighbourhoods. It supports significant marine industries and commercial enterprises, as well as tourism and recreational uses. Retaining the waterfront for marine-oriented uses is important to the economic future of Nanaimo.

The OCP provides context for the *Concept Plan Area* by identifying overall vision, leadership and direction. In addition to planning objectives related to factors such as urban design, waterfront trails, parks, transportation, mobility, commercial, industrial and residential land uses, *planNanaimo* provides direction on process:

- **Objective.** To co-operate with the Nanaimo Port Authority and Snuneymuxw First Nation on waterfront planning. Work with these authorities on harmonizing the *Nanaimo Harbour Master Plan*, and First Nation's plans with the objectives and policies of this Plan.
- **Policy 25.** The City and the Nanaimo Port Authority will work toward harmonizing *planNanaimo* and the *Nanaimo Harbour Master Plan*.
- **Policy 26.** The City and Snuneymuxw First Nation will work toward harmonizing First Nation's development plans with this Plan and other documents supported by the OCP.

DOWNTOWN URBAN DESIGN PLAN AND GUIDELINES

Produced in March 2008, by D'Ambrosio architecture + urbanism and Citizen Plan, in cooperation with the City of Nanaimo, this report provides urban design options and opportunities to assist the City with its future plans.

TRANSPORTATION PLAN FOR THE ASSEMBLY WHARF

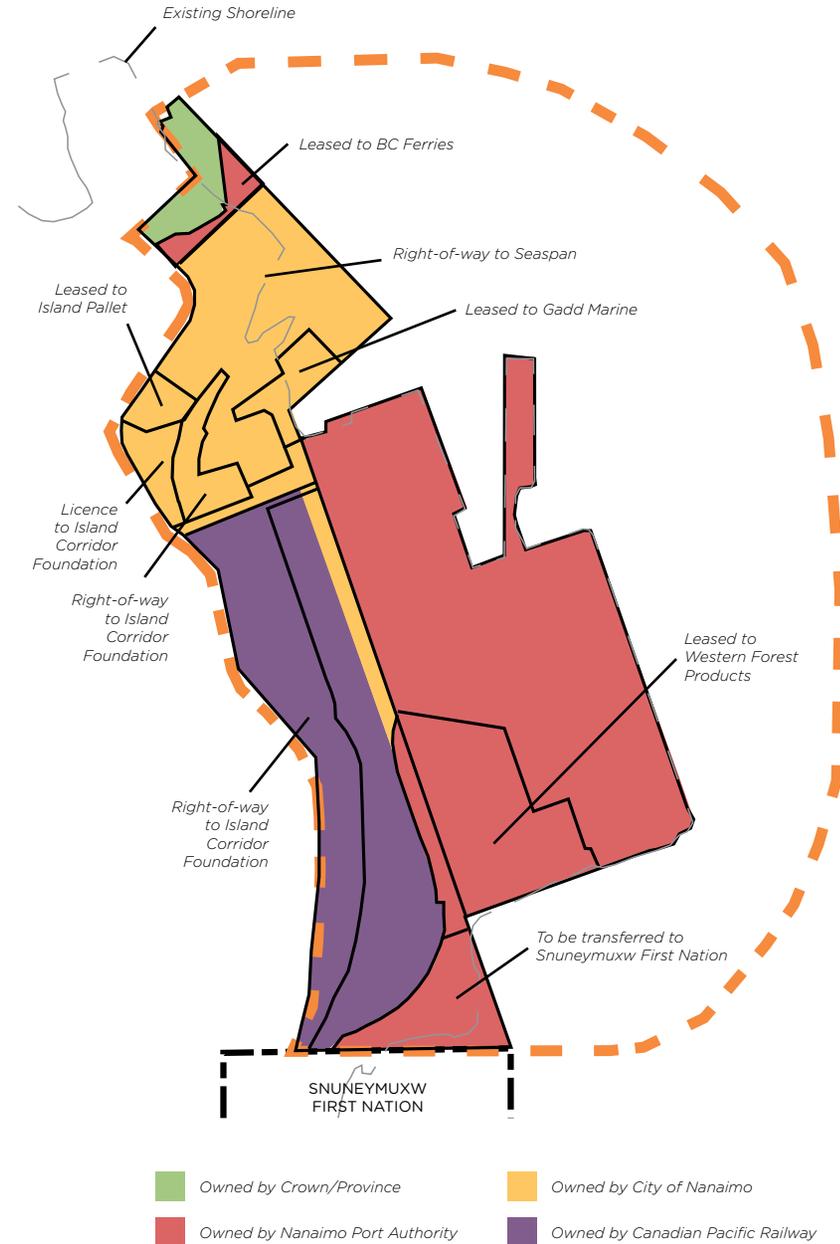
*CP Lands, Part 1 - Interim Cruise Facility Access Plan,
City of Nanaimo/Nanaimo Port Authority, August 2010.*

This report provided a transportation analysis for the NPA prior to the development of its cruise ship facility. The analysis determined and evaluated the transportation options for this development, and identified options for moving cruise ship passengers on and off the site. Many of the recommendations and evaluations within the report are pertinent to the South Downtown Waterfront Initiative.

Land Ownership

There are five land owners, a number of statutory rights-of-way, and existing leases and operations that make the long-term visions and principles for the Study Area particularly challenging (See map at right). This ownership geography emphasizes the importance of this Initiative as a shared future perspective. The landowners include:

- The City of Nanaimo
- Nanaimo Port Authority
- Canadian Pacific Rail
- The Crown/Province (BC Ferries)
- Snuneymuxw First Nation



South Downtown Initiative Study Area Ownership & Leases ▶

CITY OF NANAIMO LANDS

The City of Nanaimo acquired a 10.8 ha (26.7 acres) parcel of land and water in the Study Area in March 2013. The majority of this property is being used by Seaspans (intermodal shipping) and the Island Corridor Foundation (freight and passenger rail), both of which hold land tenure through perpetual rights-of-way. Other tenants on the property include Island Pallet Solutions. Part of the purchase agreement with CP Rail involved requiring the City to commit to creating a Master Plan for the area.

The purchase of this property supports a number of goals outlined in the City's *Strategic Plan*, including:

- Securing land that can facilitate the creation of a future transit node;
- Securing waterfront property to expand the City's walking trail network; and
- Taking responsibility of development in a key area of the City.

There are five registered, and six unregistered agreements associated with the lands acquired by the City. Attachment A illustrates the location of the various areas where rights to the land have been reserved by the agreements. Seaspans Ferries Corporation (Seaspans) occupies 15.48 acres of land and water via a statutory right-of-way. Pursuant to the right-of-way agreement, Seaspans can occupy the property in perpetuity, as long as it continues to use the land for business purposes.

The City's property includes 2.53 acres of land encumbered by a right-of-way, in favour of the Island Corridor Foundation (ICF), which runs in perpetuity. The existing agreement does not permit passenger service, and would have to be amended by the City if ICF wishes to move forward with this initiative.

A license agreement also permits ICF to use an area, known as the Team Tracks (two acres in size), until such time as the owner (i.e. the City) relocates the tracks to the main railyard south of the trestle. A letter has been prepared on behalf of the City and ICF indicating that ICF will allow the City to terminate the license agreement, as long as the City provides a rail stub into the future multi-modal transit hub.

Island Pallet Solutions (IPS) occupies approximately one acre of land facing Esplanade and Front Street. The current lease agreement runs month to month.

The Nanaimo Port Authority (NPA) is permitted to pass over the existing trestle and south on the existing railyard through two statutory rights-of-way.

Transportation Plans

The City of Nanaimo, the Regional District of Nanaimo, and BC Transit all briefed the South Downtown Waterfront Committee on their long and short-term transportation plans. A joint interest between the City and the Regional District of Nanaimo involves reserving a portion of the newly purchased City of Nanaimo land for a future multi-modal transit exchange. However, the Regional District of Nanaimo, along with its own long-range planning and community consultation, was eager to hear the community input received as part of this Initiative to help determine the location of any transit exchange.

Together, the three transportation agencies have long-term planning processes running concurrently with the South Downtown Waterfront Planning Initiative. The City of Nanaimo is actively working on its *Transportation Master Plan* (NTMP), which is being developed in parallel with the *Nanaimo Transit Future Plan*, being prepared by BC Transit in collaboration with the Regional District of Nanaimo.

The *Nanaimo Transportation Master Plan* (NTMP) will guide transportation decision-making in the City over the next 25 years and beyond, and will recommend improvements for all modes of transportation, including walking, cycling, public transit, goods movement, and vehicles. The *Transit Future Plan* is a 25-year plan for the region, and will be designed to uphold local community goals and objectives, such as supporting sustainable growth by linking transportation and land use.

The need for the NTMP was driven by a number of important challenges facing the City moving into the future. These same challenges inform the planning behind this Initiative.

Nanaimo is expected to receive 30,000 new residents by the year 2030. This affects demand on the transportation network, as well as housing, employment, and services. Addressing this increase, the NTMP focuses on creating a network of compact, dense, and mixed use mobility hubs, and coordinating land uses and mobility. The Study Area is within one of these mobility hubs, and offers an opportunity to achieve the goals set out in the *Transportation Master Plan*.

Similar to the rest of BC, a projected aging community also places demands on the transportation network, with changing travel needs and patterns. The goals for dense, compact mobility hubs, and improved transit service, are aimed at serving the aging population through reducing dependence on private vehicle use, and providing more opportunities for amenities within walking distance. Again, the Study Area is critical to this coordinated land use approach. The benefits accrued to an aging population through dense, mixed use, and well-serviced mobility hubs also address the negative effects associated with increasing trends in sedentary lifestyles. Shifting from cars to walking and cycling can improve health outcomes and quality of life, and an improved transit system with coordinated land uses helps to make this shift.

Other synergies between the transportation plans and the Study Area include goals aimed at economic benefits. This relates to the “Gateway” aspect of the Study Area, as well as general efficiency advances with improved transportation networks.

The objectives of the RDN are to provide transportation to key destinations, including a shuttle bus to connect BC Ferry passengers to major spots in the community. Proposed service improvements include doubling the service/ridership, doubling the number of buses to 80, and upgrading the transit exchanges. A transit exchange was previously located near the waterfront (Port Place Mall) before it was temporarily relocated to Prideaux Street, approximately 10 years ago. RDN noted that the Study Area would be the preferred area to relocate a transit exchange because of its central location and potential cost savings.

Socio-Economic Indicators (NEDC Report)

As an active member on the Committee, the Nanaimo Economic Develop Corporation (NEDC) provided a summary of the nine key findings from its recent Economic Indicators Report (September 2013), as they relate to planning for the South Downtown Waterfront Initiative.

1. POPULATION GROWTH

Since 2008, Nanaimo’s population has grown by an average of 1.4% annually, but this trend is projected to slow in Nanaimo and the RDN between 2012 and 2016.

2. MEDIAN AGE

In 2011, the median age in Nanaimo in 2011 was 45.2 years old. By 2021, the population is forecast to be aging at a slower rate than the provincial population as a whole.

3. NUMBER OF HOUSEHOLDS

Between 2006 and 2011, the number of households in Nanaimo grew by 8%, mostly due to an increase in one person households, which account for 44% of the growth. Approximately 3 in 10 households include children.

4. LABOUR

Nanaimo's labour force grew by an average of 0.4% between 2008 and 2012, and the first six months of 2013 saw employment levels continuing to rise. Labour force growth has been strongly influenced by the downturn in the forest sector, and the resulting closures and/or reduced operations of local mills.

5. ENTRIES AND EXITS

Nanaimo has a larger proportion of people approaching retirement than entering the labour market. This gap is projected to grow until 2020, causing shortages of skilled labour, unless migration patterns change or older workers remain in the labour force.

6. MIGRATION/IMMIGRATION

Since 1996, Nanaimo has been one of only four regional districts, outside the Lower Mainland and Fraser Valley, with positive net migration each year. Over the last decade, intra-provincial migration has been the largest source of immigrants to Nanaimo, followed by inter-provincial migration, and international immigration. Since 2008/09, inter-provincial migration has been declining, causing reduced net migration levels.

7. PORT OPERATIONS

The largest on Vancouver Island, the Port of Nanaimo handles about 3 million tonnes of cargo, and 120,000+ passengers through its seaplane terminal each year. Cruise traffic and cargo flows have recovered to pre-2008/09 recession levels, and are projected to increase in 2014 with the recent launch of a short-sea shipping container operation linking directly with the Asia Pacific Gateway.

8. KNOWLEDGE-BASED INDUSTRIES SECTOR

Since 2007, the number of knowledge-based businesses has increased by more than 6%, more than double the BC growth rate, with employment in the sector also increasing significantly in the RDN. In the City of Nanaimo, the number of licenses to knowledge-based business has increased almost 20%.

9. HOUSING PRICES

The average house price in Nanaimo almost doubled between 2003 and 2009. Since then, prices have stabilized, although the provincial average has continued to rise.

Stakeholders

SOUTHERN RAIL, SEASPAN, ISLAND CORRIDOR FOUNDATION

Seaspan indicated that its intention is to continue to operate out of the Downtown Nanaimo location for the foreseeable future. In the process of developing a concept plan and business model for these lands, which may include roll-on, roll-off trailer service, Seaspan has indicated a willingness to work with the City on the Initiative's visioning process. The concept of completing Front Street through its right-of-way was discussed, and Seaspan is open to exploring options, as long as operations are not adversely impacted. Seaspan is also considering the idea of moving its land operations to the Duke Point industrial park.

The Island Corridor Foundation (ICF) is the owner of the right-of-way that includes the Wellcox Railyard. ICF is a non-profit society representing a partnership between First Nations and local governments along the historic E & N corridor. ICF's two primary objectives are to facilitate the construction of trails, and to sustain and improve rail service, including renewing Island passenger rail service that starts and ends in Nanaimo. Passenger service was halted in March 2011 due to poor track conditions, but freight service continues to utilize the tracks through the Study Area. Additionally, ICF is looking to have a trail built adjacent to the corridor within the core urban area of the City of Nanaimo.

ICF has an operating agreement with Southern Railway of BC (Southern), which operates freight services on Vancouver Island. Seaspan Marine, a separate operating company, provides a weekly rail barge/ferry service to deliver/pick-up rail cars to and from Vancouver Island. ICF is open to exploring alternative layouts for the railyard, and has agreed to work with the City through the Initiative's visioning process.

A large part of Southern Rail's current business operations include trans-loading, where rails cars are unloaded onto trucks. Its future plans include continued operation within the ICF statutory right-of-way, and an expansion of the trans-load area.

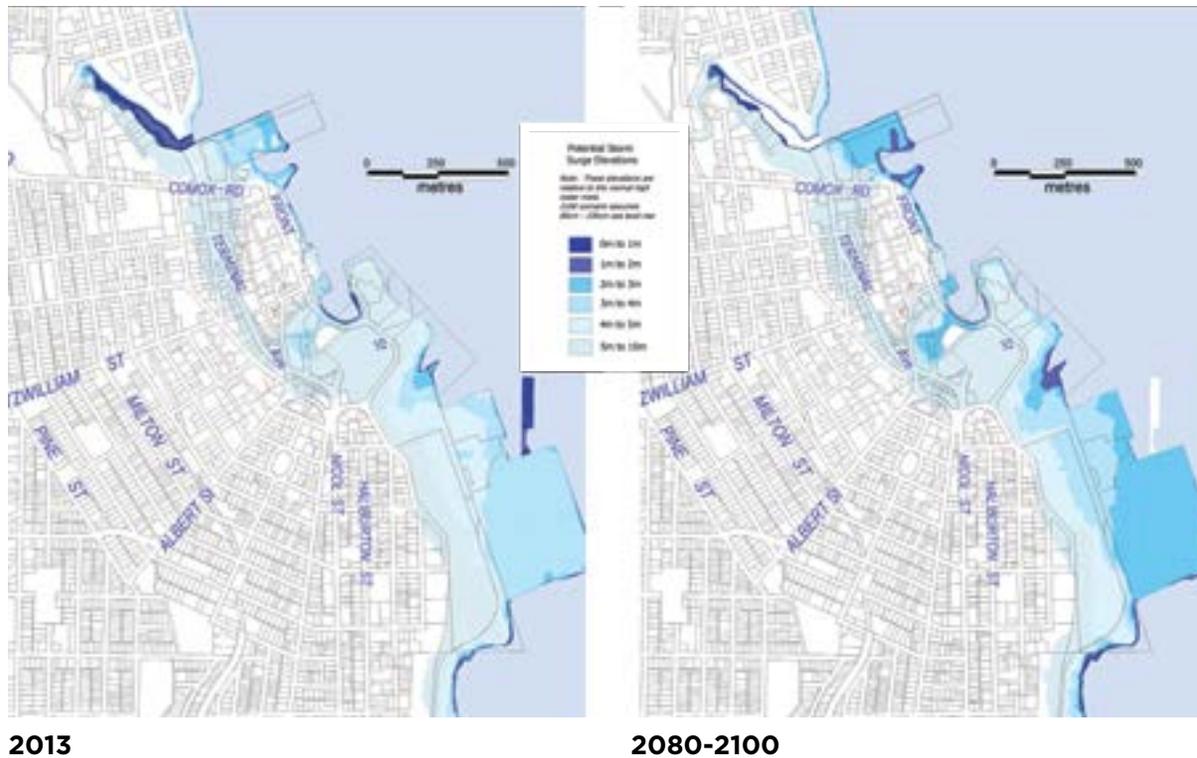
The ICF and its operator, Southern Rail, are committed to working with this Initiative to ensure a vibrant waterfront community.

Climate Change Considerations

A representative from the Ministry of Community, Sport and Cultural Development provided the Committee with a presentation entitled *Preparing for Climate Change: Implementation Guide for Local Governments in British Columbia*. The guide, which accompanies the presentation, was prepared by West Coast Environmental Law, the Province of BC, NRCAN, and the Fraser Basin Council, and developed to assist local governments in

making their communities more resilient to the impacts of climate change. Although the Committee is not a local government, its objectives are similar in planning for long term land use of an area key to the city's future.

Over the coming century, climate change considerations within the Study Area, and surrounding region include:



More intense precipitation during fall and winter, which will:

- Cause increased stress on local ecosystems;
- Raise potential for local flooding; and
- Increase the risk of erosion.

Hotter, drier conditions during summer, which will:

- Lengthen the dry season;
- Increase stress on local fish habitat;
- Decrease snow pack (Nanaimo River watershed);
- Increase storage water demands; and
- Raise the risk of wildfires along the edge of the city.

Sea level rise and storm surge:

- In the Nanaimo Area, an 80 to 100 cm sea level rise can be expected by 2100. When combined with more intense storm activity, an increased risk of storm surges along the coast will be expected. The map of Downtown Nanaimo (at right) shows current elevations from sea level, and expected changes in elevation after a one metre increase by 2100.

There is tremendous potential within the Study Area to model an appropriate response to climate change, and the Committee has been cognizant of both adaptation and mitigation strategies with the development of the vision and principles for the Initiative.

South End Community Association

The *South End Neighbourhood Plan* identified future land uses adjacent to the Study Area as *Urban Nodes*, supporting high density, mixed use, commercial/residential development, and *Corridors* supporting a mix of residential, commercial, professional, and service uses. Key points considered with regard to open space and connectivity, and environmental protection, were how people would access the waterfront, since there is currently no legal access from the neighbourhood. The development of a waterfront park and waterfront walkway, and protection of the views down toward the harbour were important to the South End Neighbourhood community.

The Committee noted that Esplanade is one of the boundaries for the South Downtown Waterfront Initiative area, but that an interface is needed to allow ideas to flow across the boundaries.

Harbour Fair Report

October 5, 2013



1 INTRODUCTION

CitySpaces Consulting, in collaboration with the City of Nanaimo and the South Downtown Waterfront Committee, carried out a public engagement "Harbour Fair" to gather community input toward a vision for the South Downtown Waterfront Initiative. The South Downtown Waterfront Initiative is a long term planning project in Nanaimo, led by the South Downtown Waterfront Committee. This process involves developing visions and opportunities for this complex and challenging property that extend 20 to 30 years into the future. This initiative is a collaboration with partners, stakeholders, and the public.

The South Downtown Waterfront Initiative Study Area is a 59-hectare (146 acre) area comprised of a variety of industrial and commercial uses. The City of Nanaimo acquired an 11-hectare (27-acre) parcel of the study area in March of 2013. A joint interest between the City and the Regional District of Nanaimo involves reserving a portion of the new land for a future multi-modal transit exchange to effectively serve the downtown, nearby islands, and region as a whole. Although the study area is challenging in terms of creating a vision and principles that can coexist with many of the existing functions the areas serves and will likely serve well into the future, being one of Nanaimo's last urban frontiers creates tremendous potential.

Part of the Initiative's public engagement process involved hosting a Harbour Fair to gain initial public input. This report describes the Harbour Fair and summarizes the input received at this event. Further public input opportunities exist though an on-line social media presence, an actively updated web-site, an Ideas Forum, and at a Design Charrette planned for the future. The final South Downtown Initiative Visioning Report report will detail the results from these other forums of public input.



FRAMING PRINCIPLES

To inform future land use planning for this important site, and encourage a **SUSTAINABLE, DYNAMIC, ENGAGING, ADAPTABLE**, and **RELEVANT WATERFRONT** for Nanaimo, the South Downtown Waterfront Initiative has established the following shared principles:



2

South Downtown Waterfront Initiative • HARBOUR FAIR REPORT • October 2013

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HARBOUR FAIR

On October 5th, 2013, just over 300 residents attended the Harbour Fair, hosted on the Seaspans yard, adjacent to the Gabriola Ferry Terminal. The Harbour Fair provided interested members of the public the opportunity to tour the study area, learn about the existing activities from stakeholders, and share their ideas through a number of formats to help craft the visions and principles for the area. This public process component was critical to this initiative, as the Committee acknowledges that the power of the Vision is derived from its public support and involvement. Instead of carrying out an engagement process where the public was invited to comment on a draft vision, the Committee felt early involvement with a set of framing principles would provide the greatest opportunity for effective community input.

GOALS

- **Learn about the Study Area, the Initiative, and the parameters of the site**
- **Experience the Study Area first hand**
- **Generate Ideas, Visions, and Principles**

To learn about the Study area, an objective of the Harbour Fair was to engage people about their potential preconceptions, inform participants on the opportunities and limitations inherent to the study area, and set them free to create and shape their ideas for the future.



3

South Downtown Waterfront Initiative • HARBOUR FAIR REPORT • October 2013

To inform participants about the study area challenges and limitations, and because the property is complex in terms of its mixed ownership and existing uses, the Harbour Fair was organized as a meet and greet between neighbours. To gain meaningful community feedback that was reflective of these complexities, the Fair was structured to provide an educational component through stakeholder information booths. Stakeholders present on the day were:

- City of Nanaimo
- South End Community Association
- Nanaimo Port Authority
- Island Corridor Foundation
- BC Transit
- Regional District of Nanaimo
- Nanaimo Estuary Management Plan Committee

To encourage dialogue between community members and the stakeholders, passports were issued to all attendees and stamps provided at each stakeholder's booth. To enter in the prize draw, attendees required a filled out passport with their names and contact info. This activity provided a means to encourage discussion between Fair attendees and stakeholders.



HARBOUR FAIR SURVEYS

Surveys were available at the Harbour Fair for attendees to fill out. Additionally, surveys were being handed out at the adjacent Port Place Mall. Survey respondents were self-selected through individuals expressing a desire to fill out the survey. Demographic information was not collected. The surveys consisted of three broad questions:

1. **What things are important to you about this property? What needs to stay?**
2. **What do you imagine this place could be in the future (e.g. types of buildings, public spaces, activities)? What else would you like to see on these lands?**
3. **Anything else you would like to share with us?**

The proceeding section summarizes the results of the surveys. The verbatim responses to the surveys were recorded, and are available through the Appendix.

1. What things are important to you about this property? What needs to stay?

A number of themes emerged in this category, and are presented below. The number beside each theme heading corresponds to the number of mentions the particular item received. A total of 78 responses were recorded for this question.

- Increased Public Access (28)
- Walking/Bicycling Paths (25)
- Maintain the Working Harbour (19)
- Parks, Open Spaces and Trees (13)
- Transportation/Transit Hub (13)
- Commercial Activity (shopping, cafes, restaurants, market) (10)
- Connections (9)
- Improved Appearance, Revitalize, Beautification (8)
- Maintain/Improve Views (7)
- Introduce Residential Uses, Condominiums (6)
- Culture, History, Heritage (5)
- Mixed Uses (4)



2. What do you imagine this place could be in the future (e.g. types of buildings, public spaces, activities)? What else would you like to see on these lands?

There were a total of 78 responses to this question. Again, clear themes emerged, many of which are very similar to those found from the first question.

- Green Space, Public Space, Public Access (51)
- Walking and Bicycling Paths (27)
- Commercial Uses (offices, shopping, cafes, coffee roasting, restaurants) (26)
- Transportation/Transit Hub (22)
- Recreational Uses (multiplex, museums, kayaking, science centre, ice rink) (15)
- Heritage, Cultural, and First Nations (14)
- Art, Murals, Sculpture (10)
- Residential (9)
- Working Harbour (5)



3. Anything else you would like to share with us?

Many of the comments for this question related to encouraging more public input, and expressing gratitude for the opportunity to share ideas. Clear themes were less apparent, with most comments related to identifying what respondents did NOT want to see. The following provides a brief summary:

- No Multiplex (10)
- Clean-up the Site, Beautification, Remove Pallet Storage (6)
- Move Seaspan Operations (3)
- No to Transit Hub (3)
- Yes to Transit Hub (3)
- No Towers (3)



HARBOUR FAIR STICKERS

An additional format for engaging community input was through a sticker exercise in which nearly 200 Stickers were filled out by participants. The stickers were placed on a large map of the study area with the hope that trends would develop from both the comments on the stickers, and from the positions in which the stickers were placed. Verbatim responses are available in the Appendix.

Participants received two types of stickers to solicit input. The first was titled "My Working Harbour Includes...". This sticker was meant to garner input that took into consideration the many competing interests, and multitude of existing activities contained in the study area. The previously developed framing principles were explained to community members, and their input was meant to be reflective of these principles. The second sticker was titled "My Waterfront Includes...". This was aimed at soliciting broader and more creative feedback. The Committee wanted to gain community input that was cognizant of the framing principles, but did not want to limit creativity. The two types of stickers were aimed at meeting these goals.

My Working Harbour includes...



TRENDING RESPONSES TO THE FIRST STICKER: "MY WORKING HARBOUR INCLUDES..."

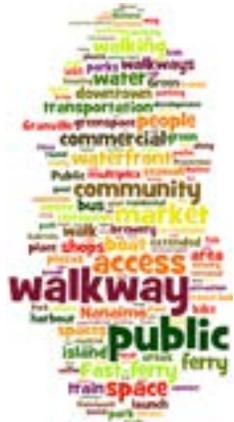
- Public Access, Public Space (14)
- Walking & Cycling Paths, Access (12)
- Fast Ferry (10)
- Green Space, Open Space, Trees (7)
- Transit Hub, Station (7)
- Improved Tourist Experience (7)
- Mixed Commercial Amenities (cafe, brewery, small businesses) (7)
- Public Building (museum, aquarium, marine centre, library, art centre) (6)
- Residential Uses (5)
- Working Harbour (5)
- Multiplex (3)
- No Multiplex (3)

TRENDING RESPONSES TO THE SECOND STICKER: "MY WATERFRONT INCLUDES..."

- Walking & Cycling Paths, Access (25)
- Parks, Open Space (25)
- Mixed Commercial Amenities (cafe, market, brewery, small businesses) (25)
- Arts, Culture, Heritage, First Nations (12)
- Transit Hub (9)
- Residential (8)
- Fast Ferry (8)
- Public Building (museum, aquarium, marine centre, library, art centre) (7)
- Boat Launch, Public Basin (6)
- Multiplex (5)
- No Multiplex (4)
- Parking (2)

Despite the opportunity to have the sticker placements on the site map indicate where certain elements could best be located, this trend did not develop. However, this could have been due to the sheer number of stickers.

My Waterfront includes...



HARBOUR FAIR SITE TOUR

The Nanaimo Port Authority, together with the Regional District of Nanaimo, hosted site tours that explored the extents of the study area that are normally off-limits to the public. This activity at the Harbour Fair was a great success as many residents rarely get a chance to see the overall area. A map of the site tour is provided below.

Bus Tour Map



Representatives of the Nanaimo Port Authority provided commentary on the bus tours as both members of the South Downtown Waterfront Initiative as well as knowledgeable guides, being stakeholders themselves. The Regional District of Nanaimo provided two buses to rotate tours every half hour. The tours stopped at the NPA's cruise ship terminal as well as throughout the tour at identified points of interest. At the points of interest stops historic photos were available to provide a greater background to the visioning exercise.

A total of 116 people went on the bus tour and the feedback from this activity was overwhelmingly positive.

HARBOUR FAIR ACTIVITIES

Other activities at the Harbour Fair included food provided by the 7-10 Club and the South End Community Association. The 7-10 Club raised \$140 through donations, and the South End Community Association provided tea and treats from its Tea Wagon, also by donation.

Additionally, Bobbi Schram provided live music, and the South End Community Association provided two young fiddlers. Participation from children was also encouraged.

Artist Yvonne Vander Kooi of Bird Studio in Nanaimo created a mural for the Fair. Children added drawings on transparent paper that were collaged into the mural during the Fair.



3 SUMMARY

The Harbour Fair was extremely well attended by more than 300 Nanaimo residents from all areas of the City. The event feedback was overwhelmingly positive in terms of the information provided, the multiple avenues to provide feedback, and for many, the opportunity to visit the extents of the Study Area for the first time. A total of 85 surveys were received at the Harbour Fair, and nearly 200 stickers were filled out with comments. Stakeholders were able to communicate their challenges and opportunities and, in turn, community members gained a better understanding of the study area. Based on attendee feedback, the “neighbourhood meet-and-greet” format was well received, and provided the critical understanding of the unique and challenging aspects of the site.

Feedback from the Fair was largely consistent across the different forms of solicitation. The key themes coming from the Fair included:

- **Creating public access to the site via walking paths, bike routes, and public spaces**
- **Providing more commercial amenities (cafes, markets, pubs, restaurants, offices)**
- **Maintaining a working harbour**
- **Improving connections between the waterfront and the city including support for a transit hub**

Further opportunities for community input will come from a planned “Ideas Forum”, as well as the Design Charrette in November 2013. The ongoing web and social media presence also sees active community input, all of which aids in the formation of successful principles and a vision for the South Downtown Waterfront Initiative.



4

APPENDIX

VERBATIM RESPONSES FROM HARBOUR FAIR SURVEYS & STICKER WALLS

SURVEY QUESTION #1:

What things are important to you about this property? What needs to stay?

- The location. It needs to be used in a far more vibrant way. The train tracks should stay. It works for public transport.
- The cruise ship dock would be great with a foot ferry to Vancouver
- Could re-vitalize downtown
- Centre of interest for cruise ships/tourists
- Extend seawall from cruise ship terminal to Cameron Island
- Public access. Boardwalk from the harbour through the new property, along the waterfront
- Activity. Cruise ship terminal. Transportation for people and business.
- View of water, ships, docks. The "Harbour" city mix use buildings. Social interaction, ocean "market" for community and residents/tourists alike.
- I think Nanaimo would do well to take the Vancouver, False Creek seawall and Granville Island as a model, at least the early versions that tried to keep a mix of industrial activities with recreational, retail and residential. So, keep the fish boats, convert warehouses to artists studios, encourage restaurants, green space and bicycle paths. Allow condos, but keep the waterfront open for public access.
- The access to more seawall and waterfront living
- Waterfront stays connected
- waterfront connected
- The cruise ship passengers should be able to walk along the water or at least have a shorter walk to the Port Place mall.
- Just having some pedestrian friendly, biking friendly use of this beautiful downtown waterfront.
- Condominium - population development, fast ferry, professional sport stadium with open air seating for baseball and soccer. Hockey arena to hold an American hockey League Team (8000 seats)
- Having a transit hub, more bike paths, green spaces
- Waterfront public access
- to create a public waterfront access
- Cruise ship docking
- some green space that is NOT paved
- rail connections (apparently)

- The view
- The working port
- Working port including tourism and shipping
- Working harbour good
- Helipad, cruise ship terminal, deep sea berths, transportation (sea, air, walking, bicycle, rail)
- Community access and use. Reclaiming for the community inclusivity
- Nothing
- Keep some port/harbour activity in the mix (coffee-shops that offer a view of ships unloading)
- Ease of access to water - shopping downtown. could operate as a major hub for the city. Life, bike, kids, retail, markets
- The potential to blend the industrial activity going on with the community - more commercial, accessible. It's important that whatever is built here take advantage of the view and doesn't block it.
- Having lived in both downtown Halifax and Vancouver, port cities are where I feel at home. Keeping the industrial feel (history) of the space is important. Museum space, linking the old mines, with community gardens, walking paths, seawall access, outdoor concert space (amphitheater).
- BC Ferries and cruise ship
- Cruise ship and BC station
- CN rail. Good for business to save on transportation costs for the entire island.
- Its waterfront.
- Needs public access along the length of the waterfront close or along the water itself.
- Keep high buildings back across the road.
- Develop a transportation hub keeping the rail to connect with trains traveling up/down the island.
- Overall plan should re-vitalize downtown and so end
- Tourist facilities conveniently located.
- First Nation Heritage (culture/arts)
- The public interaction with the space (today is a private area, the public do not make use of the space)
- BC Ferries stay
- Cruise ship terminal stay
- Train hub
- Waterfront
- Nanaimo has a paucity of waterfront for the public. This should be the focus of future use
- Pedestrian access
- Increase the productivity of the site.
- Shopping and restaurants
- Appearance/use
- The views, preserving public access to waterfront

- Some industrial use (it would be neat to create harmony between public/private uses. The big ships are cool to see)
- If the trains could include passenger service it would be cool to keep them ... but beautify the site.
- Connection to downtown, mixed use, waterfront development, seawall, walkable
- Clean and green
- Quiet, respect for residents (no scrap metal shipping)
- Working harbour and cruise ship terminal should stay. Also, walkway connection to existing harbour walkway and existing railway
- Focus effort near downtown
- Keep it fun and useful. Only low rise condos/hotels, Get a tourist train going to connect with cruise ships and extend sea walk to the sawmill
- Cleaning up the water/estuary
- To be able to walk around the waterfront
- Access to waterfront - public walkways, park, more residential accommodation
- view of the waterfront
- Not much needs to stay, get rid of the chainlink fence and the pallets
- SD waterfront is a potentially beautiful location that offers opportunities for a park, transport hub and a boating destination. The biggest mistake would be to develop it into condominium or tower blocks.
- Public access, public walkways. A working harbour
- Access through a walkway
- Having grown up in the south end I remember when the assembly wharf was a space open to the public. The chance to see freighters docking and launching and the loading process was fascinating. As was watching and being close to the trains. We have a unique mixture of industry here that would be of interest to tourists and residents. A place to launch boats and kayaks is also needed.
- An old railway (subway) in New York city was converted into a marvelous walking park. This could be done here also, keeps part of the tracks
- The property seems to be at the centre of the "hub" of Nanaimo, and as such, it should better reflect a greater diversity of energy - commercial, yes, but also the non-commercial aspects of Nanaimo harbour life
- Keep as a working harbour but ensure it is clean, safe and designed in such a way to be attractive with the industrial environment - we need to ensure the mess that nests is no longer
- Transportation: integration and expansion of existing services - including marine connections to Islands: Gabriola, Protection, Newcastle and Mudge
- Access to waterfront. Some of industrial structures. Open green space at gardens etc
- I like the working harbour. Seaspan should be out at Duke Point. All the trucks and CPR Truck ferry should be at Duke Point. More gardens, trees and open space
- The coming and going of boats, but not necessarily freight. Public access is very important

- The waterfront/view/access to the water for people. A fabulous opportunity for positive changes for the city. Could we build a beachfront? A place to watch the ships etc.
- Sustainable development that respects all stake holders
- It is about the only place the folks here can pick free apples or walk dogs off leash on oceanfront
- Transportation, connections, seaplane, busses
- As a resident of Protection Island, I am concerned about continued access by water to my city. If I can come ashore all my shipping and business is done in town, by walking or by bus. The bus terminal, plane terminal etc in town is a very good idea.
- As long as commercial fisheries remain viable, keep the fleet active and here. Try to avoid making the harbour a "relic" - keep it working. An aquarium (ie Shaw Centre in Victoria, or Pt. Defiance in WA) pulls people in.
- Very important to extend existing waterway walk - addition of condos to get numbers up in the core
- Transit hub a great idea, but with green space
- Public potential
- Rail line. Public access, transit hub add a Granville Island type market with Farmers market, cheese, fish wines, artisans
- A public walkway along the water. Small park incorporated
- Retain the original character of the site (fishing, boats, freighters, ship building etc. activities maintained) so area isn't completely "gentrified". Retain dry buildings/items of historical significance and upgrade
- Open access to waterfront by walk/bike paths. Cultural aspects re: history of First Nations and Chinese input
- the waterfront - don't decrease tidal access, rather increase the nature.
- Strongly in favour of using the land to bring the centre on Nanaimo back to the harbour
- Trestle bridge is a neat feature
- Everything could be moved if negotiated right. Immediate concern is relocation of pallet company. It is an eyesore and not nice to see as one approaches from cruise ship.
- Park - but extension along waterfront accessible to everyone.

SURVEY QUESTION #2:

What do you imagine this place could be in the future (e.g. the type of buildings, public spaces, activities)? What else would you like to see on these lands?

- Definitely a stadium at the Pallet corner. This would be the greenest solution to relieve unnecessary congestion
- Small shops, amphitheatre for local performers, more waterfront access. A place where we can all come and enjoy together. Farmer's market
- Community centre for non-profit groups. "Tourist shops" for cruise ships/visitors. Transport hub for everyone. Interesting space (science centre etc)
- Public access to the waterfront - uninterrupted kayak launch. Multi-use transit but not on primeland. Working waterfront - fishing fleet, perhaps heavy industry relocated to Duke point
- More density for living downtown, mix use commercial space, markets, restaurants, festivals in all seasons
- I would like to see mixed use residential and commercial activity. Condo's, townhomes, coffee shops, plaza's, kids park, bike paths that connect to the seawall, the seawall expanded, view of our waterfront, density and maybe even floathomes. A fast ferry connecting Vancouver and drawing more people to invest/live in Nanaimo.
- A park with swimming access, art installations etc. think Stanley Park
- Trees. Perhaps something like Granville island but more - think Stanley Park
- Mixed commercial, residential, taller narrow buildings to allow for sight lines with high density and maintaing space for parks (Yale Town).
- Coffee roasting or breweries fit well with the light industry
- Building with interesting Architecture like the cruise ship terminal building
- First Nations art and presence, markets (farmers) music, more public art, accessible for everyone
- Inter medial transportation
- Marian for: houseboats, kayak launching/rentals, seafood related restaurants
- Transportation centre for inter city buses, city bus, and moving tourists from cruise ships. Fast foot passenger ferry
- Parks and public gathering areas near the water. Commercial buildings, parking behind public transportation hub
- Work, play, culture, greenspace
- Walking and bike paths with a continuous connected harbour/waterfront walkway
- Transit hub important. A people friendly area - a combination of the walkways to the North, Green spaces, Easy access, kids area, food trucks
- Public access to waterfront (swim, walk, kayak etc)
- First Nations interpretive center
- Transport
- Access to marine-sourced (geothermal) energy
- Need to get our fishing fleet back after they were pushed out of the boat basin

- Get rid of the pavement. First Nations presence. Honor the environment, SFN and heritage of Nanaimo
- Aquarium, Fish Market, Farmers market
- Downtown should have a recreational boat launch
- Mixed, mixed, mixed
- Lots of public access places - the cruise ship passengers (I have been one) love to go mix with the locals in their real world
- A style that honours Nanaimo's industrial heritage and respects the First Nations community based, walkable, accessible
- Coffee shops. Boutiques and small shops sharing the space with the railway and docks. A passenger ferry would be marvelous. A courtyard/High street set up, green spaces, natural.
- Look at the Holland Park revitalization in Surrey, very inspiring space, in a challenged neighbourhood
- Interaction between local life and tourism
- plan 40% of Green Area
- Welcome Centre
- A beautify down town Train/Bus (for example in a loop up to Parksville)
- Move the sea planes
- Hotels - different levels commercial
- Heritage centre (with guided tours)
- Increase the marina
- Public market, bistros, public services (to tourist exchange)
- Continue the waterfront, condo development, parks, a welcome area (rest commercial)
- Commercial and house uses. Increase the green areas. Remove industrial area. Make the area friendly to public use
- Expansion of transportation accessibility to Gabriola Island, Newcastle Island, and an easier access point for foot passengers to Duke Point via passenger ferry (good for commercial development to the downtown core. Easier accessibility and better for the environment.) include eating facilities at ferry destination
- Green spaces, cycleable, walkable, green tourism, First Nations Centre, Parks highlighting First Nation Heritage, Center of history/memory and shop of arts
- Multiplex or sports arena
- The water front should be increased (the marina).
- No highrises (on waterfront). put them at the back of City, More vital water front, for parks and public area, Revitalize train activities (to tourism purposes)
- Public use (commercial and green areas - parks). A bus stop
- Mixed low rise with extensive park space immediately adjacent to the water. A lot of public use for the enjoyment of everyone. Possibly multiplex or other entertainment complex. Lets bring people downtown
- A transit hub is for public through put, not use. Focus should be on uses that would bring people to visit and enjoy our connection to the water and our marine heritage.

- Residential – mid density. Public walkways – to boarders of industrial and water, comfortable and enjoyable.
- Industrial and light
- Public Buildings – interior space that allow us to enjoy the waterfront
- Parks
- Transportation centres - fast ferry, bus. Continuation of attractive walkway
- City bus terminal, greyhound bus, boat ferry would be most welcome
- A public walkway that extends the whole way
- Some residential, some commercial, some light industrial and maybe a bit of industrial use.
- It is important to me to preserve history somehow – plaques, statues, etc
- Needs to connect well to downtown
- Artisan studios, public gym, railyard revitalization/beautification
- Recreation facilities, shopping, markets, local products, public space (park/paths)
- Lots of public space with sitting, eating and walking. Also important is integrated sustainable transportation which includes rail (passenger and freight), buses, foot and other passenger ferry, car share, corp hub
- Density, dynamic, 24 hour use, continuous waterfront promenade, variety in water edge, small streets, no car living, towers and mid-rise, high quality design, don't skimp on the open space, transit exchange
- Keep/extend sea walk, keep train – could become a train museum located here. E&N has a great/interesting history – would be a good draw for tourists. Train tours originating from here to duncan and coombs
- Sea wall / bike path chase river to downtown
- Put in a couple of high rises like the one on Cameron Island for people who have money and would like to live downtown.
- Residential and park space
- Inter-modal transportation hub - ferry, plane, boat, bus, taxi - with services and amenities to support that, restaurants, shops etc.
- Wonderful site for a community market. Raised boxes for a community garden like in Vancouver. Access to be closer to the waterfront
- Public space and park for all Nanaimo residents and cruise ship visitors and tourists to enjoy.
- A public access to boat and kayaking space
- Bus depot, shops/galleries/residential. A "Fisherman's Wharf" continuation of the public access working atmosphere we value at the Boat Basin.
- Waterfront public meeting space connected to existing waterfront walkway
- Transit terminal. Boat to Vancouver dock. Continue the waterfront walkway. Departure Bay to Nanaimo river
- Greenery! Unobstructed views of the outer islands. Interpretive Centre. Arts and culture
- Lots of public spaces with extended walkways, parks for kids, coffee shops and a sense of belonging to what Nanaimo's history is and will continue to be a prosperous working harbour

- Make it part of the downtown to include public access for all. Maintain pedestrian walkways – everywhere.
- Sea walk and gardens, central fountain surrounded by seating areas. Waterpark. Long house housing native arts and crafts and cultural activities space. Anthropology museum. Natural history museum. Aquarium. Maritime museum. Small independent cinema. Bike and kayak rentals. Local artisan food emporium/BC wine outlet and tasting
- More walking and biking and wheelchair paths. There should be tours of the estuary for tourist and locals and visitors. A wheelchair accessible. more green space and parks
- A good mix of green space, public art, cafes, restaurants, bars, bike paths, picnic tables. Mixed use would be fantastic and a focus on leisure activities. Its's another gateway to the city (cruiseships) that needs to be stunning and welcoming
- Transportation hub. Buses/train/fast access to Vancouver. Lots of housing/people space – park bike/walking trails
- Building should be low rise (no skyscraper/condos) green spaces, with areas to rest and enjoy ocean
- Fruit trees accessible for free. Sections set for kids. Free bathrooms and a tent type camping area
- Open views to the water
- Public space, walkways, etc. Small interesting shops – no highrises
- Development that draws users in daytime e.g. a public market
- Avoid "dead concrete" spaces e.g. the conference centre upper outdoor wasteland
- Victoria Harbour houseboat community shows what a draw that can be
- public market and local artists/food/spa/health providers
- Parks, low rise offices – not suitable for residential in my opinion
- Walkway, bike path, park, bus terminal
- A place to be proud of – like our beautiful seawall. Buildings/businesses that bring people downtown e.g. coffee shops, retail. lots of green space/park land. Activities such a putting green, skate board park etc
- I would like to see an ice rink, a science centre. Things to bring young people downtown
- Extension of Harbour front walking path around this part of the waterfront (as well as out to Departure Bay). Small parks/washrooms facilities, some commercial buildings (stores, cafes)
- Easy access by public transit, foot ferry. Float planes in Harbour are excellent and should stay. "Pickle boats" should also stay
- Mixed use – family places (indoor and outdoor). Walkways and green spaces and playgrounds. Housing (condos?) + mixed commercial
- Public spaces; residential; transit hub for buses; foot ferry to mainland; trains
- Lots of green space. Keep a connection to the ocean thru water features, art (permanent fix). First Nations elements – again through sculpture, storyboard, banners. Any buildings need to tie into existing city landscape whether to celebrating past or contemporary facades i.e. robbins Building of Cameron Island. Good signage
- Transportation and communication centre with visitor services
- A floating restaurant. More walkways and bike paths.

**SURVEY QUESTION #3:
Anything else you would like to share with use?**

- A Granville Island style would be most desirable. I am not a fan of casinos but this could create an opportunity for one with a hotel. A year round water amusement park would be my choice.
- Views are important from the foreshore and to the sea. Take time - don't rush - these decisions are very important as you know
- Please avoid making this a place for vehicles - no large parking - no empty plazas - plan to bring people for a multitude of activities. note a multiplex will leave this space empty with the exception of events.
- I do not think that our precious waterfront should be wasted on a transit station, regardless of how nice you can make it. Our harbourfront city has very little harbourfront to draw people to. This is a chance to make Nanaimo a real harbourfront community
- Less concrete
- Less concrete
- Walkable area that is also industrial and authentic for tourists and locals. Totem poles, art celebrating the aboriginal culture
- Make this a central mortgage and housing redevelopment
- Get rid of the pallet lounge. Eyesore
- Environmental stewardship
- I'd like to understand why a representative of the NPA, Mr. Bernie Dumas, informs us about what the City of Nanaimo is planning for this property
- We moved to Cameron Island 20 years ago and the sales pitch included "real facts" that Seaspan was leaving for Duke point - to be replaced by greenspace. In intervening time we have enjoyed watching the traffic. Will it actually happen this time?
- No multiplex
- I am excited for the possibilities. I hope to see this land developed for the benefit of all of us and our different visions
- The economy of Nanaimo changes over the centuries - coal, wood - it would be wonderful to maintain a sense of our heritage - sawmills etc.
- Important to have all stakeholders involved including aboriginal people
- Don't load steel at 3:00 am. Expand mandate to get civic control of the boat basin. No multiplex
- No more towers please
- Please no multiplex - such a colossal waste of potential. The view would be completely wasted and the area would be a dead zone when there is no event (i.e. most of the time!)
- We need access. South end waterfront can not continue to represent industry only. It must reflect the community the people, the art, the life. Right now it's a wasteland - lets give it some love.
- No multiplex please. In itself a multiplex might be nice to have nearby but to put it here would be such a waste of such a fantastic view. Smaller more interactive places would be better
- Go south end Nanaimo

- Do something as in Fall Creek
- We do not want a ghost downtown, increase areas to public use is essential to make the downtown thrive
- I agree with phasing out industrial near the downtown core and changing it to residential/commercial use. Re-build the downtown core to what it used to be in the '70s and 80s. I am also against expanding gambling operations and in favour of stricter rules and also phasing out gambling casinos
- Keep up the good work councillors and Planning Department
- Against the incinerators of garbage at Duke Point
- Everything should be owned by just the City
- The Port Authority was about to see the area to an american company
- Thank you
- Not a transit hub
- The idea of putting a road through this site sucks. A useless waste of land
- I will be happy when Seaspan moves. They are noisy neighbours to us on Cameron Island
- I think it is imperative to connect cruise ship terminal with downtown. also, I like the idea of making it a transport hub. Ideal to have foot passenger ferry here.
- nope
- We don't need huge parking areas - environmentally that is not good. We don't need high buildings near the waterfront. We don't need an area or large building for entertainment (big concerts). That type of facility can be anywhere and needs lots of parking and not something to use precious waterfront land for. Thanks for encouraging public input. Its hugely important.
- Use locally owned, small business for planning, design and construction. Pop up, prototype uses
- Has a great future. If not overly commercial. Not a good place for multiplex. Waterfront should be for pleasure - like the rest of our sea walk.
- Don't always cater to the poor, they don't add much to the economy
- Don't let the area turn into the equivalent of the Vancouver Downtown East Side. Clean up downtown Nanaimo area so that taxpayers want to visit/live downtown.
- We have to get away from the North American idea of transit hubs - if you have well designed facilities and amenities they can be attractive and a centre for the area.
- I am ok with a well designed transit hub - would really help the people of Gabriola Island no to have to always bring their cars.
- No
- Please remove the pallet eyesore
- It is exciting to see this process unfolding in a way that takes into account public opinion. Thanks and best wishes for the best possible plan for this beautiful, treasure piece of nanaimo waterfront
- Don't need another large building - like a multiplex which would remain vacant for a significant part of the time. We already have enough with a vacant convention centre
- The trucks and pallet look junky. Can we improve the visuals.

- Consider inclusion of access to and from Protection Island - this would hopefully contact PI's community to the other transportation services and give recognition to PI as a suburban of Nanaimo, which it is.
- A sports complex is a poor idea option for this area
- Green walkway. Connecting waterfront project with the proposed china town, commercial and district and old city quarter.
- It would be a lot better to clean up all the garbage and environmental contamination of the assembly wharf
- It's great to see all the energy here today. i hope that the ideas that are shared are incorporated and I see a lot of incredible potential. Don't be afraid to take a risk and to do something new. A fresh start for Nanaimo is needed. Great work.
- Public market like Granville Island sports - swimming pool/ball park etc. An extension of the Swy-a-Lana Lagoon
- Make it accessible to all residents
- Lets us revert it naturally as possible. No more property tax raise
- Transport for Protection Island
- I hope our City will listen closely to our public options
- Sports facility (arena/concert space) don't enhance a beautiful natural area and requires parking. Locate them preferably not in this beautiful place.
- First heard this idea in 1997 - would like to see action soon.
- No Seaspan trades for Vancouver garbage
- This township should be encouraging young families to come here. Where they can still afford a home. Encourage med and large business to come here and stop giving our tax dollars away
- Bridge or ferry/pickle boat access to Newcastle Island from brechin boat ramp
- Gear this toward young families, not just retirees. After the baby boomers leave if the spaces can't be used for families it won't prosper. Plus attracting young families rises the tax base.
- Would strongly recommend increase in use of rail for passenger transit as in Europe; also reap the benefits of rail tourism as in Alaska, Europe, Port Alberni (McLean Mill)
- Better access from cruise ship terminal to downtown for those on foot. What an eyesore as it is. Lots of planting around entrances
- Free parking especially on Sundays, better transit system.

STICKER #1: "My working harbour includes..."

- Green space
- Train
- Shops, walk
- public consultation Port Authority Transit-hub, fast-ferry, shipyard to fix boats
- Transportation for passengers to Vancouver
- Transit-hub
- Transit-hub (train, bus, ferry, plane) pedestrian friendly
- Public access to waterfront
- Community marina
- Green space and no ugly containers and trucks
- Condo development
- Walking, biking areas
- Scenic and welcoming port of entry for cruise ship
- A gathering place - for community tourist - restaurant/coffee/facility space - no-multiplex please
- Better access to the waterfront; community harbour
- Walking areas; biking
- No busses and smells from them
- Library
- Bring cruise ship passengers downtown by horse-cart or coal train
- Public access to beach (swim, kayak)
- No burning garbage
- Public access
- Transit-hub
- affordable fast-ferry
- Place to live
- No-multiplex
- WHL hockey
- Art gallery
- Float-homes
- Trees
- Transit-hub Inter-modal transportation (bus, ferry, train, seaplane, boats)
- Part of walkway elevated walkway access by elevators, working harbour, tourist attraction
- Markets and micro brewery
- Boat launch
- Fast-ferry to Vancouver, main bus terminal
- Clean up all the construction of the estuary
- Marine science centre
- Aquarium (world class)

- Extension of QE Promenade
- First nations tourism
- Foot-ferry to Vancouver
- Stadium, water theme park year round with surfing and scuba diving, water slides etc
- Recreational boat launch
- Van isle sailing co-op club-house
- A funky industrial building with cafes, a bar, a space for live music and show and some art shops
- A micro-brewery, tourists
- The train - great future for tourist travel and link to cruise-ships
- Multiplex, sports and concerts
- Bring skytrain from Vancouver to connect with corridor train and busses
- Circus
- A view of and access to water
- No heavy industry
- Fast-ferry
- Bike path, walking paths and green space, public water access
- Covered market
- Dog park
- Does not include a transit station or pool or arena
- No garbage from anywhere
- Investment in world class award winning open space design
- Bike path
- Green natural areas, pedestrian friendly views of working area
- Industry in balance with residential neighbours
- Residential. multi use transportation hub city bus, fast-ferry, greyhound
- Improved community representation of NPA board of directors
- Affordable access for sustainable fishing and other small business operators (eco-tourism, adventure, sailing etc)
- Attractive walkway from cruise ship terminal to Park Place, Include green space and amenities
- Foot passenger ferry from Vancouver Fast-ferry
- Shipment of goods from the mainland
- Connections to all transport goods and people
- ferries coming and going
- tugboats, freighters etc
- Consider: improved access (and protection) to Nanaimo estuary - as a unique feature of Nanaimo. Anywhere in Salish sea - the unique feature is the potential for public access
- Recreational - access - trails

STICKER #2: "My waterfront includes..."

- public markets
- kids playing
- public space, walkways
- access to beach at front St/Milton St
- walkways with many access points
- shopping; convenience stores
- public walkways, open spaces, access to connection to existing walkways.
- no arenas, high buildings no-multiplex
- eating and sitting areas – transportation connections
- Transportation for rail service for passengers. Fast-ferry to Vancouver; buses (city and island) and a ferry (as part of bus service) to and from Protection Island
- Public access
- award winning design
- thoughtful development
- culture - but not multiplex
- No Gabriola car ferry only walk on ferry to Duke point Fast-ferry
- First Nations Art
- Cycling Path bikes
- Science Centre
- Micro brewery, more residential housing
- Boat launch
- mixed use commercial/residential
- public access to waterfront
- Arts/music/spoken word pavilion
- Green space, functionality (transport) meeting place
- Pedestrian place
- places to enjoy
- ice rink
- fish ,market
- walk way along all waterfront
- passenger train to Victoria
- bike path, walkway, benches to watch the water, picnic tables good evening lights
- our own Granville island
- housing people spaces
- Balance between work, culture, recreation
- keep the train
- continue the walkway on both sides
- bike/walking trails, sports/swimming pool/coffee shops
- definitely not a no-multiplex

- a working harbour, dreaming big, giving back to the community
- boat basin
- condos, commercial, space, marina
- access to marine-source energy opportunity
- working harbour
- extended seawall walking
- local brewery
- parking needs to be an area for visitors too downtown
- perimeter waterfront walkway (no steps)
- people boats, green space Fast-ferry
- walkable
- 7000 seat coliseum multiplex
- Green space - parks - trails - seawall connection
- think small commercial train cars
- something like dockside green
- a Granville island market
- public access by water and land
- professional baseball and soccer field multiplex
- walkway to be continued
- the harbour front walkway
- walkway, parkway recreation facilities
- no more empty plazas
- greenspace, art, public access to water
- a store to buy underwear, socks and basics
- less commercial traffic
- year round covered public market
- save room for parking
- downtown recreational boat launch
- extended seawall walking walkway
- a combination of transportation and a people hub with a variety for many interests
- finding an artistic/architectural person who can devise a use for all the pallets
- extended public walkway - maybe connect with parkway trail
- aquarium, fish market, farmers market
- fast-ferry, bus terminal, clean up the mess
- gathering place - partner/highlight First Nations Territory a pedestrian friendly with coffee shops, brewery's. Breweries fit in very well with the industrial look
- poetry festivals (DAM Poets)
- Green walking and park areas public
- Access to waterfront from Needham Street

- a covered market for the local artists and farmers to use an area that brings the community together and a good tourist attraction
- residential and commercial parks, bike paths, plazas, fast ferry, shops, restaurant
- summertime music festival (TD Canada Trust Nanaimo Jazz Fest)
- multiple of uses to bring people downtown to enliven the whole area.
- promenade from cruiseship dock to swyard park
- park, greenspace, walk along the water
- water boat transit year round to Gabriola, Protection and Newcastle
- the estuary is a gem of Nanaimo and efforts need to be made to protect it and also to ensure the community learns more about it and its importance to the environment.
- one all encompassing transit stop (ie bus to tofino, greyhound parcel, train, taxi) transit-hub

Ideas Forum Notes

November 13, 2013

THREE IDEAS FOR EACH THEME

Working Harbour

- There are many issue with access to the area:
 - You can't build residential on port land.
 - The cost of rental would be huge due the port having to charge market rates based on appraisal.
- There is a need for rail and this might be moved to Duke point to utilize the current industrial area.
- Expansion of board walk and mixed use combination.

Boundaries and Edges

- Large market- include water use for market (might be a very unique market).
- Walkable (Connections are important).
- Boundaries and Edges should be organic Harbour should spill into town and town into Harbour area.
- No high-rise (vertical boundary).

Residential

- Need boardwalk – mixed use, where people can check out planes, cruises, etc.
- Transportation hub – opportunity to have everything together, including rail line (Vic to Courtenay).
- Important to have residential on site to support other activities.
- Access to water for neighbourhoods, residents, public.
- Embracing the character of Nanaimo – blue class history.

Parks and Open Spaces

- Maintain good access within area – not isolated, not 'new island' but integrate into existing community.
- Boardwalk and connections.
- Bring people to the waterfront – this is critical.

Transportation/Connectivity

- Transportation – easier access to Nanaimo than is now – not just shuttle bus.
- Embracing mining history; creating the duke and duchess engines; restoring and using as mining cars transporting people.
- Creating internal canal – tidal water space; with walkway, transporting people.
- Walkability – extremely important.
- Not just another parking lot.
- Build for pedestrians very important. Transportation hub should be on edge of property, not cars traveling through site.
- Transit hub – creates viability for local businesses, people may choose to live in area.

Economic Activities

- To bring people in, need good cash flow; issues with leases on property (Port).
- Need for rail (shipping). Issue with having enough room, but move to Duke Point (spur?).
- Look into ecotourism – access to estuary.
- Cruise ship terminal – how to build on opportunities – close proximity to terminal instead of busing people long distances (aquariums, stores, museums, etc right there).
- High tech knowledge based industry – already here and growing, would be compatible in this location.

Mix of Uses

- Design guidelines / zoning bylaws should ensure mix of industrial, commercial, industrial.
- Design guidelines should ensure public art on every building.
- SFN – public art to include long house, or whatever else signifies their heritage.
- Phasing – can't just do all at once (eg, ferries and parking spaces); long term vision – it does not have to be a parking lot, but may be needed now.
- Mixed use – make sure is inclusive.
- Build to be family oriented. Age 8 to 80.

Wild Card

- Mixed use – residential, commercial, retail, parks, green spaced.
- Showcasing the new Nanaimo – not just where old people are.
- Grand entrance place.

RECORDED COMMENTS

Residential

- 1 Think about how getting a planner/ developer who has money to invest in something good, and who has a good vision.
- 2 Significant plan-vision of more.
- 3 What are our opportunities on this parcel? Just how big could the plan be?
- 4 Which lands are developable?
- 5 Long term goal for the downtown part of Nanaimo is to have 7,000 residents living there.
- 6 Some of this land therefore should be used for residential developments—but not all of it.
- 7 People place.
- 8 Gardens, natural features: ponds etc.
- 9 Not all residential—mixed use development like new Westminster quay.
- 10 Office Buildings.
- 11 Some economic activity.
- 12 Move the Gabriola ferry.
- 13 Condos at the far land end of the parcel with several stories i.e. 6 or 7 (not high rises) with careful placement so as to minimize view blockage.
- 14 Mixed uses towards the water.
- 15 Careful development of parcel so as to not block the view of homes behind the parcel i.e. Haliburton Street etc.
- 16 Have higher density residential along the back of the parcel (furthest points inland) which allow for view corridors for the houses behind.
- 17 Mix of housing types—have to be what people want in Nanaimo.
- 18 Attention paid to being connected to the existing development—this parcel should not be developed in a way that makes it seem very separate from everything surrounding it, it must be integrated.
- 19 A place that people can come and live, not just come and live.
- 20 Mixed use buildings (integrating commercial with residential uses).
- 21 Earthquake safe.
- 22 It has to be what people want to live in rather than what an urban planner sees as making sense (if mutually exclusive).
- 23 A place where every member of the community can come, rather than just the people who live or work there.
- 24 Attaching the rail lines to those elsewhere in Nanaimo and it can be used as a transportation hub.
- 25 Keep tourists in the area/ offer something to tourists.
- 26 Mimic Granville Island—i.e. maintain some of the working harbour aspects, while integrating other uses.
- 27 During interim period of time before developments happen, put some green spaces there so that people can become familiarized with the parcel.
- 28 Has to be some density created there in order to support other development there.

- 29 Attract people to the area.
- 30 Create a Variety of uses.
- 31 Multifamily.
- 32 Find level of density sufficient to offsetting the costs of developing the site (i.e. soil remediation, infrastructure costs, shoreline improvement, landscaping).
- 33 A density which makes all aforementioned things affordable if not profitable.
- 34 Acceptable to residents of Nanaimo.
- 35 Low- mid-rise development-think dockside green in Victoria.
- 36 Sustainable development project.
- 37 Some 2-3 story Townhouses.
- 38 Create the ambiance that we want down there.
- 39 Build a market there.
- 40 Walkable—decrease car dependency through design.
- 41 Parking lot for downtown Vancouver ferry with buildings on top of it.
- 42 Think very carefully before installing parking infrastructure with the fear that it may dominate the parcel.
- 43 Attract young families as much as possible.
- 44 Mixed demographics- old, young, kids, social housing.
- 45 Who should we target with the development?
- 46 A seniors gathering place.
- 47 Integrated gathering areas.
- 48 Universal design concept-- build for people with disabilities as well as others—buildings that work for everyone (don't compartmentalize).
- 49 Built with a forward thinking design—looking to the future as well as present needs.
- 50 Green Green Green.
- 51 Plant native tree species, and those that are appropriate for the parcel in terms of height and disease resistance.
- 52 Plant fruit trees to some extent to feed people.
- 53 Use green energy—solar, wind etc.
- 54 Developed by Van City.
- 55 Develop our own unique ideals and attractions for Nanaimo.
- 56 View corridors.
- 57 The more people you can fit there the better in terms of residential developments.
- 58 Develop in cohesive chunks that make sense together and complement each other, and that draw investment.
- 59 Have a comprehensive master plan for the development.
- 60 Like Granville Island.
- 61 VIU classes held somewhere on the parcel.
- 62 Maximum of 2 high rises.
- 63 Maximum of 6 stories is desirable.
- 64 Match the zoning to the OCP.
- 65 If you put towers on the waterfront, it makes a barrier for the people who live behind it, so if any high rises are made, put them far back.
- 66 Consideration for scale appropriateness.
- 67 Incorporate family housing.
- 68 From a sightline perspective, it makes sense to build high rises with a podium and a tower, rather than a wide 10 storey type of building.
- 69 Mixed types of housing: apartments, row houses, all of which architecturally make sense together.
- 70 Attract young people.
- 71 Reasonable rental housing for students to live in.
- 72 Family housing.
- 73 Not a bedroom community for Vancouver.
- 74 Different industry—glass blowers, weld shops, artisans of various types.

- 75 Boats and planes along the harbour.
- 76 Transportation hub of various types.
- 77 Establish a guiding principle that informs design theory for development 30 years in the future (keeping realistic timescales in mind, but still creating ideas for future development now).
- 78 This parcel is just a small part of what the whole can be, getting families closer to the waterfront.
- 79 From development perspective: if developers aren't told what to do, they will do what sells, so have a sustainable, diverse/ mixed use plan in place.

Working Harbour

- 1 The pallet property is overpriced due to the environmental cleanup and work to make it safe.
- 2 Lonsdale key you have ski buses coming in and at the top of the dock is an underground bus terminal.
- 3 The idea of using the "pallet" lot into a parking lot is too expensive. Then rent out the space.
- 4 The city owns 28 acres but within the whole area you have many different owners of the land.
- 5 The property has lots of encumbrances on it. So many players with different allowances.
- 6 Told that the rail would like to expand.
- 7 Port would like to bring in bulk goods to the area with breakdown on the ports property.
- 8 One idea would be to move all the industrial to Duke Point so you have one solid industrial area.
- 9 The rail yard may not be available due to rights of way. (rail and marine).
- 10 The piece the city bought there is only three acres to use. The pallet stop would like to use as a bus exchange.
- 11 New triangle piece of land by the ferry entrance that has a right of way over it and also the water lot off of it.
- 12 Normally the water lots you would have to pay to lease the property but Nanaimo has that fee simple (owns it).
- 13 There is also roadway down the middle N to S they own.
- 14 The first nations would like the green space
- 15 Sea span would potentially like to give up the land to large tire traffic but they would like to move to Duke point but there is no rail.
- 16 Nanaimo ships all stuff that others won't allow. Contaminated soil, propane.
- 17 There is a spur to Duke Point but to the mill and there would be need for another line to service Duke Point.
- 18 The wharf for Sea span was 15Million when they did it 10 years ago.
- 19 One suggestion is that southern rail would like to bring in rail cars and then distribute those cars to north and south. An automobile drop off point. The other option would be diesel and other fuels.
- 20 Why can't we relocate the sea span rail line to outside the current area and put it towards the other side.
- 21 There is historic marine uses that are very important.
- 22 One thing would be to put all the commercial tugs down here.
- 23 That would be too tough as they are set up for bigger ships and stuff taking too long.
- 24 Would not like to see tugs, float planes and ferries moved out of where they are now.
- 25 The sawmill is on port authority property that they lease to western forest products.
- 26 Could we move the heavier industrial stuff if Duke Point is not an option?
- 27 You also have issues with shallow water.
- 28 Do we know how many jobs are currently here? There is importance of keeping industrial jobs around.
- 29 Sea span go back and forth bring in goods and supplies. There are lots of trips going back and fourth.

- 30 Grandville island is a good example of where you have a mix of industrial and other interest groups.
- 31 Much of the land is industrial fill and is very hard ground that can withstand heavy weights.
- 32 The power of crossing the land is a big issue.
- 33 None of the spurs are being used can only one track be used instead of several. ICF would like to have a terminus at the 'pallet' lot.
- 34 The commuter train would leave at 6:30 am to Victoria and then back to Courtenay and then back to Victoria and back to Nanaimo.
- 35 The fast ferry would like to be located in this area.
- 36 There is an idea of moving the seaplane terminal to this location due to crowding in the area.
- 37 The north side is an import and export hub.
- 38 What heavy industry would come in now? Nothing.
- 39 Working looks different than it did. No longer lumber and other but modes of transport the ferries/greyhound/Tofino bus/seaplane/Gabriola ferry/fast ferry all into one.
- 40 Could we squeeze more transportation hub/land use and then more industrial in the south end of it.
- 41 There could also be sport complex down there too.
- 42 You're never going to see a boom in the lumber industry like it was.
- 43 We need to go to the port authority and ask them what are you waiting for? Now all the industrial is done only minor players
- 44 What about micro-industrial in this area?? Bring in welding, get the university to take up some of the space.
- 45 It would be good to know what part of the harbour we could reduce for the industrial that is currently there. With the rail do we pick this up again or should we take it away and move it to Duke Point.
- 46 There was talk of the land being contaminated by coal and other stuff along the rail lines and other areas.
- 47 There could be space for community gardens. But this does work better when people are in high density.
- 48 What about putting in a condo in the area.
- 49 There is a spot by BC place that is setting up a greenhouses where they are servicing the local restaurants.
- 50 The model of community gardens need to be better set up. It is very limited at present.
- 51 Would like to see more live/work/play in the area.
- 52 The problem with downtown you have the chicken and the egg thing. You don't have the condo without the amenities.
- 53 Looking at the surrounding space you have Cameron Island that is successful and also port place is going to be a new area.
- 54 There is going to be crane put into area for short sea shipping.
- 55 The shipping terminal could be moved to the other side of the cruise ship terminal so that you don't see just industrial when you arrive.
- 56 The shallow water is an issue for moving industrial large ships.
- 57 You could use the large white building as a market.
- 58 Could we put family type dwellings in this area?
- 59 Could we put affordable housing in this area or put 20% affordable
- 60 When they did expo development they made a certain percent affordable.
- 61 It needs a really nice green space in the area.
- 62 If this is port land are they going to be operating machinery how you can put a walkway down there?
- 63 It would be nice to have a safe walkway through the area to see the working port it would be good.
- 64 Already you have a large number of people walking back to the cruise ship from town.
- 65 Could have festivals and events in this area.

- 66 The noise level is usually not an issue but there was a complaint when they started to load scrap metal in the middle of the night.
- 67 There is a fuel smell down there due to the float plane fumes.
- 68 Does not seem to be a restriction on when they can do stuff at the port.
- 69 For transportation if they are not using it for passenger then for what.
- 70 One thing to be careful of the Washington group, if we have transshipping across Vancouver island and we get huge volumes do we want it out of here or else where.
- 71 Sea span has said for some time they want to see when Catalyst mill shut down what happens? If you come in with 42 container ships and he has access. He wants containers from Port Alberni then railed across the island and reloaded in Nanaimo then shipped to Vancouver.
- 72 Delays in Vancouver are getting longer and longer.
- 73 If you come in through Port Alberni and such you would have stuff arriving faster into North America. This might be better if you have this out at Duke point.
- 74 Harmac are very afraid if ocean view development appears right next door. There will be problems. How long can they allow that interface to happen.
- 75 The pulp mills is concerned that over the next 3-4 years there will have to spend millions on emission control and such.
- 76 The city won't let that happen??
- 77 But some say they are a sunset industry anyway so they are trying to diversify so they are not just pulp.
- 78 There is a little bit of sawmill work and the dock used to be full of lumber products Perhaps they need to start working out what they are going to be doing but the port authority is not here tonight to provide any input.
- 79 The port authority don't want to sell it and you can't build residential on it. Because you can't build on port land
- 80 Can the port authority lease this land?
- 81 The problem is that anything they lease they have to do it at market rates so it all depends on what the appraiser says. Previously the federal department of public works did the appraisals but they stopped this and the new appraiser gave it a huge jump in appraisal.
- 82 There is no certainty in the cost of leasing so no one wants to invest money in the area when you could jump the lease cost by 80%.
- 83 The city owned areas is where things could be freed up by partnering with companies and giving long lease periods.
- 84 Sea span is willing to move in 2015 and they are thinking of using their property at duke point.
- 85 There is talk of using it as a break point for bulk delivery where you breakdown large loads of road salt or propane or etc. etc.
- 86 All the dangerous cargo comes into the downtown rail line and through this area..
- 87 There is only 25% of Duke point being utilized currently
- 88 I see this like a Grandville island where you have mixed uses. I enjoy watching the industrial aspect of this.
- 89 One thing they could do that would give a high return is medical marijuana.
- 90 You have to be careful as they did scrap metal moving at one point and there was huge friction due to noise.
- 91 An arena would be set up there.
- 92 In Kelowna they put in an arena downtown everyone came and there was a revitalization of the downtown at night.
- 93 But is there a stepping stone between a 5000 seat arena and the current size.
- 94 There has to be a building there. The current sawmill is on a lease for the next few years.
- 95 If you had a concert/arena venue then you have the transport hub bringing people down and there is ample parking.
- 96 The rail yards are not hidden they are open and exposed to the residential.

- 97 You could continue to have what you have with the rail and buildings over the residential as long as you don't have dangerous goods going through.
- 98 There is talk of having this as the terminus.

Working Harbour II

- 1 Continuation of existing harbour outside this boundary.
- 2 Working harbour is now only the transportation of goods.
- 3 Need another yacht club.
- 4 Need a place for tugs and fish boats
- 5 Nice to watch a working harbour -attractive to look at.
- 6 Public viewing of working industries, like San Fran.
- 7 Interactions with the working harbour.
- 8 Enjoyable public space.
- 9 Move heavy industry to Duke Point.
- 10 Nanaimo is no longer a working class town - gentrifying every day
- 11 Students are not well connected to the downtown.
- 12 Port Authority seems like they want to be out of the moorage business for small crafts.
- 13 Move float planes south to the Wilcox area, use float plane area for increased wharf space.
- 14 Extend walkway south.
- 15 Part of the site WILL be used for a transit hub, this has already been agreed.
- 16 No longer needed as a rail yard.
- 17 Shift the rail functions south to free up land at the north end of the parcel.
- 18 Only area on the Vancouver Island that rail cars can move on and off.
- 19 Consider moving Gabriola ferry to another location, perhaps to Duke Point.
- 20 Perhaps tie fast ferry location with Gabriola ferry location.
- 21 A good example of a working harbour is Rotterdam.
- 22 Sometimes harbour uses conflict with residential development
- 23 Human powered water craft should have a home in the harbour
- 24 What should working harbour mean in the Nanaimo context.
- 25 Only area city currently controls is Wilcox Property.
- 26 Transportation centre will be included in first phase
- 27 Working harbour means that when you build residential, the residents understand that planes and boats are part of the neighborhood.
- 28 Includes marine related industrial - boat building, etc
- 29 Residential development in Victoria had usage conflicts between residents and float planes.
- 30 Moving some of the conflicting uses to Duke Point.
- 31 Nanaimo Bylaws don't apply to Port Authority (apparently) and there should be some rules to create standards.
- 32 Boat basin is part of the context for this question.
- 33 Perhaps the development should include a fish boat marina
- 34 Need proper facilities and amenities to support harbour users - ice machines for fishery, etc.
- 35 Perhaps look at lessons from Port Alberni in terms of mixing tourist and industrial uses.
- 36 Working harbour is key in Nanaimo's identity.
- 37 Need to continue to support small craft marinas.
- 38 Nanaimo is "The Harbour City".
- 39 Improved management of the harbour.
- 40 Harbour is more like an independent corporation than a community resource.
- 41 Great support for there being a working harbour with a diversity of uses from tug boats to kayaks, and a working harbour represents Nanaimo's history and identity.
- 42 Needs to be greater work with Port Authority to ensure that the harbour serves as a community resource, with particular reference to supporting affordable access for small crafts and local residents.

- 43 Needs to be plan for the harbour that takes the whole waterfront into account to build connections from Departure Bay through the whole of downtown, that ties in how some of the industrial functions can be moved to Duke Point.

Boundaries and Edges

- 1 Scale:
 - Is it appropriate to have towers?
 - Preference for lower story (4 -6).
 - Room for a larger story in specific areas topography dependent (Mid-West).
 - Views from current structures may be important.
 - Currently hard boundaries (fence and security guard):
 - This was viewed as a negative.
 - Preferred something with more accessibility.
- 2 Connections:
 - Town should spill into Harbour and Harbour into town.
 - Boundary should be organic.
 - Should be walkable.
 - Canal systems (Think Amsterdam).
- 3 Function:
 - Large market with green-space.
 - Consolidate current business/industry on site.
 - Poor first and last impressions coming off cruise ships.
- 4 Scale:
 - No high-rise.
- 5 Connections:
 - Both land and water boundaries.
 - Area should be seamless internally (no internal boundaries) and externally.
 - Should spill into one another.
 - Rail-tracks create a natural boundary (seen as a negative).
 - Remove some of the track.

- 6 Function:
 - Transportation hub.
 - Trains, ferries, walking, parking in a central location.
 - Large Granville-Island style market.
 - Walkable.
- 7 Scale:
 - No high-rise.
 - Midrange perceived as 3 - 8 stories.
- 8 Connections:
 - Pedestrian bridges over railway.
 - Improvement/replacement of current bridges/connection to property.
 - Pedestrian traffic.
 - Ease of transportation transitioning (e.g. bike to ferry).
- 9 Function:
 - Industrial training centre, possibly partnering with VIU.
 - Residential use.
 - Staged improvement.
 - Transportation hub.
 - Rather than move bus depot, improve the transit.
 - Parkland

Parks and Open Spaces

- 1 Walking experience key to function of place.
- 2 Canals throughout property with walkways – like Holland, False Creek... housing could be along corridors leading towards a central pond with intersecting walkways... create sightlines down walkways towards waterfront (view of cruise ships and the islands).

- 3 Could be nodules of purposeful activities at locations along canal that transects property, like art installations, craft shops, bakeries, small shops, central performance area / stage.
- 4 A curved walkway of timbers with small stores and shops – as a boardwalk with landscaping... a soft space as opposed to a hard space (urban, cement, etc.).
- 5 Trees, planters, flowers, grouping areas for people to sit, mingle... a nice place for people to visit and spend time...
- 6 Make it a destination where people will come and stay for a while (and not like Commercial Street where a person walks the extent of it in 5 minutes) – make it a loop instead of an out-and-back.
- 7 Create pockets for people to go and explore; create nooks and crannies for people to discover things.
- 8 Lots of shading trees.
- 9 Create a native vegetation species waterfront park with Gary oaks – reintroduce some of the lost native west coast ecosystems, like Gary oak habitats.
- 10 Connect to existing waterfront pathways.
- 11 Create space / facilities to accommodate cruise ship tourists, with local businesses and shops to serve them as opposed to Starbucks or Tim Horton's.
- 12 Create a branding symbol / trademark for / tower / focal point to represent the area that is collaborative of all local peoples and cultures.
- 13 Make the space contemporary, such as the Olympic Village in Vancouver.
- 14 In the architecture.
- 15 Hard edges along borders can be softened with landscaping and architecture.
- 16 Create contemporary symbolic monuments – concrete, bronze, sculpture with contemporary First Nations designs – dotted along the waterfront at the end of each walkway.
- 17 Include First Nations culture.
- 18 A central fountain as a focal point along the waterfront.
- 19 If you can make the space children-friendly, then everyone else will follow.
- 20 Create an underwater viewing space – for people to view the ocean floor (we are a diving destination with cruise ship tourists – show them under the harbour and our sea life) – this could be at the waterfront where you walk down steps to a below-water viewing area.
- 21 Bring in local businesses (including IT businesses) to bring in more jobs to the area.
- 22 Skate-park.
- 23 NO PARKING LOTS – make roads service roads and access roads, but no regular vehicle traffic... just bring in some parking spots for persons with disabilities, but make everything walk-accessible.
- 24 Need an overpass to connect people from nearby neighbourhoods over the rail tracks.
- 25 Housing to be in a crescent shape.
- 26 Housing is terraced, multilevel, but NOT high-rise.
- 27 A park doesn't have to be large to be effective; it can be a border... or can be private space designed to be like public space – Uptown.
- 28 Whatever is created in the space, park space can be integrated within and around it... can be terraces - For example: if you place a transit hub in the area, surround it with park space and public friendly and multi-purpose.
- 29 It would be nice to wait for your bus in a park space than on a bus bench.
- 30 Waterfront walkway should serve multi-purposes, including cleaning storm water runoff and being park space.
- 31 NO MULTIPLEX!!!! It would be a waste of precious waterfront space.
- 32 Desire to make our waterfront “unique Nanaimo”.
- 33 Nanaimo has blue collar, working harbour history... embrace that... could be interesting.
- 34 Create a small theatre in the space that features local productions about local topics; local festivals.

- 35 Nanaimo people also enjoy looking at the cruise ships, create space for locals to hang out and look at them (coffee shops etc.).
- 36 Enhance and work with what we already have – incorporate local themes: fishing boats, kayaking, fast ferry.
- 37 Granville Island style market.
- 38 Bridge needs repair over railway – re-build it as a green space / Highline New York.
- 39 Despite the constraints of the space, what do we envision?
- 40 Bring people downtown!
- 41 Lots of public art.
- 42 Involve First Nations.
- 43 Beautiful landscaping and water features.
- 44 There is a lack of Parks organization in Nanaimo... need a bigger budget.
- 45 Ex) Vancouver Parks Board is well organized, grows its own trees, manages and cares for all trees in Vancouver.
- 46 Thus allow Nanaimo Parks to act as its own stand-alone organization to advocate for parks and green space.
- 47 The Port did Maffeo Sutton, etc., and did a very good job.
- 48 Create an outdoor amphitheater.
- 49 Should be a tree-density quota.
- 50 Lines of trees on BOTH sides of street.
- 51 Have benches face each other in a friendly way.
- 52 Access required from neighborhoods across rail lines.
- 53 Trolley cars.
- 54 Create a performance space.
- 55 Kayaks, paddle board launch at waterfront (and boat launch?)
- 56 Mining history dedication and art.
- 57 Mining artifact – large wheel near Living Forest Campsite should be brought in as a monument.
- 58 Recreate mining car / engine - “Duchess” steam train engine - along a track that goes back and forth through space.

- 59 What makes our port different and unique? The working harbour history.
- 60 Another crab dock (this is closer to the estuary).
- 61 A coffee shop where you can “see all the action” of the port.
- 62 Residents can tour the cruise ships.
- 63 Boat festivals.
- 64 Build things for the locals and the tourists will like it to!
- 65 Plan and design for us (locals) and people will come and visit and stay.
- 66 Create an everyday market and not just a Friday market.
- 67 Attract Eagles and seals with habitat restoration.

WILD CARD TABLE!

- 1 North Vancouver waterfront development- auto mall & office buildings:
 - Some park space not used.
 - Do we want residential on the waterfront?
- 2 What is the soul of Nanaimo?
 - What do we want to show the rest of the world??
 - How do we see ourselves?
- 3 Keep the harbour public.
 - Public waterfront—have public be able to take part.
 - Residential the best way to bring in people.
- 4 NO transportation hub downtown.
 - Continuation of waterfront now? – Gabriola ferry/sea planes.
 - Piece of empty land.
 - Fast ferry.
- 5 What is the best possible future for the property---not what can we use the land for?
- 6 Mixed use.
 - People in area all times of the day.
 - Residential, business ---with lighting.

- 7 Parking downtown.
 - Empty stalls/parkade.
 - Worry about more parking allotment for fast ferry- too much parking? Waste of space?
- 8 Green portion.
 - Park space for west end neighborhood.
 - Not a passive park -activities (skate park).
 - Bring in kids.
- 9 Vibrant living.
 - Real, organic, character living.
 - Granville Island Market/ Fremont Community (Seattle)/ St. John NB.
 - People off cruise ships.
 - People be able to drive in.
 - Transient events.
- 10 Transient events.
- 11 Music Events.
- 12 Movie in the Park Food carts.
- 13 Waterfront restaurant - pubs/cafes.
- 14 Bring young people downtown!
- 15 Satellite campus for VIU.
- 16 What are Port Authorities plans for the future?
 - 20/40/50 year plans?
 - 24 hr. working port?
 - Access to space?
 - Noise level?
- 17 Transportation Hub.
 - Utilize busses.
 - Rent a bike.
 - Taxi.
 - Tuk tuks.
 - Pedestrian use over car.
 - Create pedestrian loop -walkway (walk or bike).
 - For families and seniors.
 - Use of old train tracks for trails (New York Highline).
 - Kiosks/ Artisans along the way.
 - Fast ferry.
 - But how do we provide transport for these people?
- 18 Public space.
 - Art installations.
 - Local and First Nations.
 - What's our brand?
- 19 Access to waterfront.
 - Pedestrian access.
 - Boat launch.
 - Tidal canal.
- 20 Global Warming.
 - Buildings.
 - Sea walls.
- 21 MIXED USE!
 - Have people in the space all the time (residential & business & public space).
 - Hardened social spaces.
 - Performance spaces (Maffeo Sutton).
 - Outdoor theatre space.

- Residential space.
 - 4-7 stories.
- Commercial use.
 - With Port Authority operations.
 - How do we work around these operations?
 - Do we work around these operations or change everything?
 - Show case shipping and industrial uses.
 - Education.
 - Industrial urban planning (leave it for everyone to see).
- Green Space.
 - Beautify the property.
 - Family friendly.
 - Will bring in people/families.
 - Water park.
 - Free Fun!
 - Show case diversity.
 - Need substantial green space.
 - Food security -Urban Agriculture.
 - Nut Trees.
 - Food producing plants.

22 Parking.

- More parking stalls for fast ferry.
- 600 stalls? Too many stalls?
- Build up parkade?
 - On roof tops?

23 Community Centre.

24 Hotels.

- Easy way to bring people in and keep people staying there.
- Conflicts with neighborhood? (Knowing your neighbors).

25 The only way to make the venue successful is to have people living there.

26 Mixed use.

27 Neighborhood focused.

28 Industrial feel - Container homes?

29 Modern Affordability for Nanaimo .

30 Show Case the new Nanaimo.

- Show Case diversity.
- Bring in the young people.

31 If we build it they will come.

32 Epitome of Green.

- Green atmosphere.
- Recycled Rain Water.

33 Port Authority.

- What will be there role?
- How do we work around them?

34 Integrate existing neighborhood into space.

- Residential area.
 - Mixed use (affordable -not just high end).
 - Totally integrated (mixed use).
 - Throughout Property.
- Mini communes (10-15 people).
- Self-sufficient community.

35 Transit Hub.

- Fast Ferry.
 - Parking allotment? Too much? Turn into a big parking lot.
- Pedestrian walkability.
- Small shuttle buses.
- Bike parking only?
- Nonpolluting sources of transportation on a human scale.
 - E.g. - Salt Lake City.
 - Free transport (trails).
 - Low impact.
- 30 years from now?
 - VIU move downtown?
 - Satellite Campus.
 - Arts and Humanities Buildings
 - Allows students to become and interact with community.
 - Integrating Campus with the downtown areas.
 - Creates mixed uses.
- Parkland.
 - Continuation of the sea wall (walkways).
 - Even through industrial area (character).
 - Green Space.
- Mixed Use.
 - Working port?
 - How do we mix residential with industrial?
 - Noise levels?

FLIP CHART NOTES

Boundaries and Edges

- Residents in South End interested in learning about long term plan (transition)
- Permaculture - highest diversity.
- Cohesive vision and how it affects surrounding area.
- Identity - vibrant, creative
- Curiosity and Opportunity
- Unknown
- Conception and Interaction
- Access to Water - for individuals (feet in water, fishing, kayaking, walking...)
- Access to Vancouver
- Access to Protection Island
- Access to City, Communities and VIU
- Potential in Integration (actual industry - working, active)
- Exciting Things Happen on the Edges
- Tourist Info
- Way finding (signage to key areas to check out)
- Don't Design Everything for Tourists
- Green Space and Public Access to Water
- Hard Edges of Assembly Dock (Port Authority) - change to urban green space (this is the first view - it should be aesthetically pleasing, not all concrete)
- Scale - towers / height limitations; respect current views from previous existing structures.
- Boundaries
- Existing hard boundaries viewed as negative.
- Something more accessible is desired.

- Acknowledge most of boundary extends into water.
- Boundary should be organic.
- Multiple points of access.
- Train tracks currently is a (natural) boundary, reduce number of tracks? If they aren't being used? Integrate overpasses to grant safe accessibility to parcel.
- Scale - no high rise.
- No defined boundary - prefers seamless transition and inclusion into downtown.
- Multi-function.
- MUST be walkable.
- No parking lots. BAD!!
- Connections
- Not to be a hard division (hard boundaries), open and accessible for everyone.
- Encourage pedestrian traffic via bridges.
- Offer several access points.
- Include into rest of community, especially VIU.
- Function - Transportation Hub?
- Include water market.
- Industrial training center for VIU.
- Transit - rather than move bus depot, improve transit opportunities.
- Walkability is key.
- Scale - height limitations of 3-4 storeys.

Residential

- Attract a development with money and a dream
- Signage plan and a vision of more opportunities.
- Information of ownership.

- Long Term Goal - downtown - 7000
- Included, but not overpowered
- People scaled, ponds, parks, united development
- Need economic activity to support residential
- Relocate the Ferry
- Concerns over too much vertical development cutting off existing residential west of area
- Mix of Housing - meets the requirements of Nanaimo.
- Work with demand
- Worries over integration
- View Corridors / Transport Corridors - allow access
- Needs to be a place that you can live in
- Achieve densification with amenities
- Water features
- Walkable
- Concerns Over Earthquakes
- Short Term - add more green space
- Railway Transportation Hub Rail - Bus - Ferry
- Contiguous residential development a la Cameron Island in ferry terminal area.
- Some density to support future development - attract more people, park space, transport hub, multi family.
- Find a density level that fits the area - associated costs, infrastructure costs, shoreline improvements, parks - but still fits Nanaimo
- Initially low - mid rise development; then raise density, possibly similar to Victoria redevelopment.
- Ferry area would work well with a 400-500 unit development.
- Proper staging of development - parking lot - build first -then on top of it.

- The focus for Nanaimo – more similar pop. – want to attract young families, a contract; who should we be targeting.
- Mixed housing – desires to live around families, social; accessibility; integrated residential development; need to think of the target market.
- Universal design concept – integration in – design accessible buildings for everyone; build for kids – build for everyone; design for ages 8 to 80 years.
- Families are important – make it beautiful, green, green, green
- Dockside Green an example – gray water usage, green walls/roofs, wind power plants, developed by VanCity,
- Have to be careful to now follow False Creek development; need to develop unique plans.
- Low to medium development may be one or two highrises.
- Do something completely, and well.
- Pre sales / advanced sales.
- Mixed Use
- More natural space.
- A little bit of industrial a la Granville Island.
- Remove xxx shed, fire hazard.
- Limit the amount of large towers.
- Pacifica – a good example.
- Difficulty with the terrain of downtown Nanaimo – don't create a bowl with towers all along the waterfront.
- Scale – supply v demand.
- Small scale projects okay in the near future.
- Maintain sight lines for existing neighbourhoods.
- Family housing.
- More suitable for large towers.
- Will be hard to protect view of existing; build towers with skinny profile.

- Deal with contaminants, unknown, fill from coal mines.
- Mixed development – row housing, townhouses, high rises.
- Attract more young people – students, family housing.
- Transportation hub – fast ferry.
- Ways to work with Port Authority visions.
- Dictating housing type and income types.

Working Harbour

- Industrial Purpose – important rail link
- Shift rail to Duke Point, or move south within study area
- •Historical industrial area, intrusion of residential?
- Shifting Heavier Industry
- How to mix in other uses without displacing industrial – think Granville Island
- Transportation Hub
- What should a working harbour mean for Nanaimo? Focus on Wilcox area.
- However long term plan of 150 acres space.
- Transportation hub included in first phase.
- Resident understanding of industry environment / noise.
- Includes marine related industrial.
- Ex of noise conflict in Nanaimo.
- Ways to be a working harbour and be liveable space – move loud industry to Duke Point (ie. steel loading).
- Bylaws do not apply to Port authority (apparently!)
- Boat basin is part of the context in question.
- Inclusion of a fish boat marina – need for ice and other facilities.
- Look at celebrated tourism in Port Alberni as example of a positive working harbour.

- Harbour as significant part of Nanaimo identity – “Harbour City”
- Continue support of small craft marinas.
- Improve management of the harbour – decline since federal takeover.
- Harbour is more like an independent corporation than a community resource.
- Accountability of the Port Authority is essentially non-existent except to military.
- Movement of Gabriola ferry.
- Build residential to Gabriola ferry area to be adjacent to Cameron Island residents.
- Creation of jobs – draw in youth to Nanaimo.
- Energy opportunities – geo exchange, wind.
- New technologies.
- Use history of coal infill for new development energies.
- Continuation of positive parts of current harbour.
- Second yacht club.
- Tugboats and fishing.
- Nice to work, attractive to look at – enjoyable.
- Public viewing / tourism (ie. San Francisco).
- Move heavy industry to Duke Point.
- Nanaimo is changing from working class – gentrifying daily.
- Students not well connected.
- Port Authority seems like they want out of the moorage business.
- Move float planes south to the Wilcox area – use space for increased wharf space.
- Role of transportation? Space? Term?
- Extend walkway south.

- Plan already in motion for transit hub - \$ already spent.
- No need for rail yard anymore.
- Shift the rail south to free up northern end of the parcel.
- Only area on the island that rail cars can move on/off.
- Move Gabriola ferry? – possibly Duke Point.
- Fast ferry possibly on the Gabb property.
- Loading steel in ships is much louder than told.
- Clean and industrial harbour.
- Different scales of working harbour.
- Human powered water crafts should have a home in the harbour.
- Sometimes harbour uses conflicts with residential.
- Want to see ship building.

Transportation / Connectivity

- Fast Ferry – car share, taxis
- Sea Planes
- Transportation Hub – RDN transit / residents and cruise ship / ferry
- Design Front Street to be pedestrian friendly
- Overflow Parking – Port Place? Minimize
- RDN transit frequency
- Convenient connections between modes of transportation (eg. Fast ferry – bus)
- Use some land as temporary parking (Port Authority, Federal land – uses?)
- Seaspan – unbreakable lease – moving?
- Access – one road in currently.
- Front Street connection
- Hard to cross rail

- Pedestrian overpass, walkway
- Cross streets having access points down
- Connect people and the waterfront
- Salt Lake City example
- FerryRetail
- ParkingRetail
- Supports and enhances the working harbour and the boat basin.
- Wilcox property is what the city is currently looking at, but plan looking at 50 year timeline.
- 27 acre short term goals.
- Boats are an integral part of harbour vision – all plans of development should incorporate this.
- Accessible moorage.
- Active and multi use harbour (tugs, pleasure boats, commercial)
- Public access – walking / cycling trails.
- Working better with the Port Authority.
- Servicing facilities and infrastructure for boats.
- Encourage the movement of industry.
- Location for foot passenger fast ferry.
- Plan to go from Newcastle to the estuary.
- Nanaimo values a working harbour.
- Focus on residential.
- Not used as a parking lot.
- Family focus – a place to raise children.
- Solid plan with incremental steps.
- Transportation hub – small but attractive and useful.
- Connectivity with downtown area.
- Purchased area – opportunity (24 acres), 3.4 million,

- Transit hub – rail connection, RDN transit, float planes, fast ferries.
- Pedestrian access (easy) to ferry terminals; parking – shuttle? Train station.
- Existing walkway and cycle to continue into waterfront.
- Convenient bus stations while minimizing space.
- Parking minimal land area used.
- Use railway instead of trucking (existing).
- Bus station (cafes, retail) – not staying overnight, go back to RDN Hammond Bay.
- Move industrial to south end.
- Work with north end first.
- Try and get all industrial to Duke Point.
- Green bus between Front Street to cruise/ferry.
- Landscape Front Street / Esplanade leading tourists to old city quarter.
- Connection with Island Rail Passenger Rail.
- Downtown residents connect to water and tourists to downtown.
- Connect with our history, estuary and First Nations.
- Lonsdale Quay example.
- Keep marine activity.
- Foot traffic from Islands, ferries, locals.
- Dangerous materials.
- Have buses drop off, but not stop at a terminal (transfer area).

Mix of Uses

- Limit parking – compact! Build for pedestrians.
- Foot ferry in circulation.
- Ferry closer to the city (able to walk to it), or shuttle to existing dock.

- Transit on edge of Port Place.
- Use of existing dock.
- Extension of seawall – entire length – (Departure Bay on....) – circulation.
- Commercial, residential and parks.
- Move industry to Duke Point and stages – Phoenix Way.
- Look for view corridors for first phase.
- Mix of functions – mix retail, industrial, commercial, mix residential.
- Trees – parks.
- Mid rise mixed use buildings – commercial ground floors.
- Bridge rail with built elements.
- First Nations culture celebrated.
- Lead in green infrastructure, not follow. Set examples.
- Set stage for city being an example.
- Access – pedestrian – walkable circulation.
- Mix use, industrial, commercial, residential.
- Residences – lived in.
- Bring interest to young residents.
- Adaptable residential – smaller units.
- Low – mid rise.
- Attract families.
- Children / teens – amenities.
- People watching.
- Mix of industry / livability.
- Art – Granville Island.
- Transform existing.
- Multi use means cultural theme too.
- Transform cruise ship terminal to community use as well – purpose outside of cruise ships.
- Is Nanaimo a hub for the island?
- Working rail.
- Transit.
- Don't build for cars, but accessible for alternate transport. Integrate a shuttle, different ways to travel, connectivity, not concentrated.
- Inviting.
- Green.
- Clean.
- Beautification.
- Mix residential, commercial zoning to allow variety – live, work, play.
- Small technical / school uses.
- Children – day care.
- Build neighbourhoods.
- Family affordability.
- Green space. Park.
- Beautification.
- Park benches, dog friendly.
- Granville Island feel.
- Restaurants – food trucks.
- Night uses? (food trucks). Lively.
- Transport – taxi systems, bike rentals / systems.
- Access to water – kayak / boat launch.
- Nanaimo needs more services downtown (eg. Used to be a Sears downtown).
- Mix residential / commercial.
- Walkability.
- Pedestrian priority.
- Small shops – maybe some larger – without losing charm.

- Unique and different.
- Zone max sizes / design guidelines.
- Commercial below - residential above.
- Low to mid rise.
- Create community through uses - food gardens, markets.
- Attract people.
- Buy fresh fish - markets, boats / commercial tubs - looks like the "Island" docks.
- Kayak / watersport hub.
- Air traffic responsive.
- "Quay" - all season market.
- Space for light industrial.
- Only tracks on Island - stay but smaller - safety.
- Transit on edge - Front Street.
- Transform existing warehouse.
- Public art.
- Outdoor entertainment - summer concerts - skate in winter - "Robson Square".
- Design.
- Children's parks - water / art / sculpture,
- Educational area - tourist info - VIU community,
- Underground transportation hub - built above.
- Limit vehicles.
- Buses on edge only.
- Glass bridge - see marine life - aquarium.
- Fishing / First Nations Longhouse.

Economic

- Transit Hub
- Form will be critical (mixed use); often density and mixed use grow out from transit hubs.

- Concerns over traffic flow.
- Possible tie in to fast ferry - good traffic generator; parking concerns - avoid locking into long term parking commitment (we do not want surface parking long term!!!)
- Industry
- Could be good fit for Port Letters of Patent.
- High Tech Industry.
- Light-Med scale manufacturing.
- Park - ensure park / walking paths / sea wall are thought through at start of process.
- Retail - residential and retail need to come together.
- Reconfigure railway and move ferry terminal.
- Access to water.
- Tech hub / housing for quick access to Vancouver.
- Parkland / green belt.
- Ecotourism
- Boat building / wooden boat craft training site (SFN partnerships).
- Energy (geothermal); construct windmills?
- Industrial green - Ag business.
- Economic Staging
- Not likely to be as quick as Vancouver.
- Need to focus on jobs to support other amenities.
- Existing downtown has lots of absorption left and it will be difficult to sell this land until this fills up.
- Encourage growth in northern portion around hub. BUT plan for long term future growth.
- Incubation space to develop tech industry.
- Economic 'Geography'

- Northern Portion – logical start for residential / mixed use due to existing residential density and proximity to exist downtown; continue sea wall through to port lands.
- •Southern Portion – longer term development or development
- Tech / Light Industry
- Could interact with pedestrian friendly street in northern portion.
- Use more focussed on shipping could be on southern portion.
- Actively search out and target from other areas.
- Connections
- Do not lose any existing connections (trestle) and maximize new connections to allow economic benefits to spill up the hill.
- Port
- Important economic driver for foreseeable future.
- Encourage interactive decisions / discussions with port / city / SFN to support the growth while respecting long term vision.
- Potential future use – ship building / repair.
- Anything but a multiplier.
- Provide education / awareness opportunities on industry in harbour.
- Less emphasis on heavy industry.
- Improve water access, extend walkway,
- Expand access to fishing industry.
- Shops / galleries / open space.
- Aquarium.
- Museum of forest industry?
- Linear green space with boutiques along edge.
- Hub for artisans – small / open air theatre, public market.
- Fundamental to have residents on site to support any economic activity.

- Access to water.
- Art that rebrands the city.
- Residential that supports arts, culture, boutique shops, etc.

Parks and Open Space

- Canal
- Walkways to water – create sight lines.
- Walkable loop.
- Connect to existing walkway.
- Public art, small shops.
- Focal point / center / symbol (Nanaimo Bar!) – special, unique, contemporary.
- First Nations Art
- Concrete, bronze
- Trees – Gary oak, native vegetation.
- Facilities for cruise ship tourists.
- Round out boundaries and edges.
- Central node with paths leading out – monuments at end of sight lines.
- Central fountain.
- Children's water park.
- Make space work for children.
- Underwater viewing platform.
- Identify diving opportunities.
- Wheelchair accessibility.
- Get away from “retirement community” image.
- Spaces to keep students in town.
- Attract businesses, places for people to work.
- Commercial shops surrounding open space.
- Skateboard park – welcoming.

- No parking lots.
- Layered parking, but keep it pedestrian oriented.
- Pedestrian overpasses.
- Multi function and use of space.
- Vary height of buildings.
- Parks don't have to be large or dedicated – common spaces and private spaces; little retreats.
- Everything should be well designed and incorporated.
- All uses appealing.
- Multi use areas with green space, amenities.
- Walkway and green space and stormwater cleaning.
- More public gathering space.
- What is identity of Nanaimo?
- Not a multiplex – too much focus on inside.
- Focus on authenticity and spirit of community – uniquely Nanaimo, sense of place.
- Blue collar roots, working harbour history.
- Small theatre – feature local productions, focus on history.
- Area for festivals
- Cruise ships – viewing areas for locals, destinations for tourists.
- Enhance what we already have (eg. Fishing boats, kayaking, fast ferry).
- Transport hub parking – develop later
- Granville Island like marketplace – mix uses.
- Redo bridge with shops and houses.
- Or become park (like high line NY).
- Public art – get tourists' attention; draw in people from North Nanaimo.
- Make the area beautiful – landscaping.

- Parks budget?
- Separate organization and support to advocate for parks and green space.
- Developers cost share – encourage provision of amenities.
- Amphitheatre (outdoor) – area for concerts.
- Tree planting themes and density quota.
- Two lines of trees on walkway street, benches facing each other, more amenities like basketball court.
- Encourage interaction.
- Access to neighbourhoods over rail lines.
- Use cruise ship building for other uses throughout the year,
- Boat launch.
- Mining exhibit – wheel at Living Forest.
- Trolley cars.
- No multiplex.
- Miners cabin from museum.
- Steam train – tourist attraction (mining theme); find engine “Duchess” (buried somewhere).
- Working history – what makes Nanaimo different,
- Second crab dock.
- Fishing spot / netted area (guaranteed catch).
- Offer more tours of buildings (terminals, visiting cruise ships).
- Events and festival space.
- Build for locals and tourists will like it too!
- Authenticity – real Nanaimo life and culture.
- Open air everyday market. – low rate for space, local producers.
- Eagle perching post – try to attract wildlife (seals, herons, etc); viewing areas.

Wild Card

- Auto mall – North Vancouver.
- What is the soul of Nanaimo?
- Mixed use – with some kind of anchor – still open to the public.
- There is already so much parking downtown – use the space for something else.
- Have some part be a waterpark.
- VIBRANT LIVING – like Granville Island Market
- Transient market
- Food carts
- St Johns / Fredericton Waterfront market
- Fremont community in Seattle
- Public performance stage.
- Movies in the park.
- What can attract younger people?
- Pubs / cafes / restaurants
- Monorail from downtown
- The Waterfront restaurant
- Satellite campus
- What is the Port Authority's plans?
- Transportation
- Buses
- Pedestrians
- Rent a bike
- A trail that loops to the waterfront to downtown.
- If there is a fast ferry, how do you get people to/from the ferry without cars?
- Public Space
- Have a space with art that symbolizes Nanaimo right outside the terminal.
- Boat launch site.
- Global warming
- How high is the water going to rise?
- Mixed Use
- Performance / theatre space.
- Residential towers (3-7) – with retail / commercial below.
- Make it beautiful for a nice port for people to come in to.
- How do you keep commercial use with Port authority?
- Beautify and showcase industrial to make it a tourist attraction?
- Green space – there really isn't any right now, make some green space!
- Parking
- Where will it be?
- Foot passenger ferry needs 600 spots.
- Parking with a green roof.
- Parking on the roof.
- Family fun areas
- Attract families
- Water features as a gathering place
- Showcase diversity
- Hotels?
- Could be undesirable to the nearby residents.
- Could be a draw for foot passenger ferries.
- Residential
- With a loft / industrial feel.
- Container homes.
- Modern affordability.
- New York Highline
- Use of old train tracks into walking trails & native plant life & art.

- Kiosks and artisans.
- Showcase New Nanaimo
- All ages not just older population.
- Epitome of green – green atmosphere, recycled rainwater, communes (8-10 people) that are self sufficient – own water and power.
- Extend existing residential streets over the train tracks.
- Put in foot passenger ferry beside cruise ship terminal with shuttle buses to downtown.,
- How can you make it more walkable?
- Non polluting sources of transportation – Salt Lake City.
- Vancouver Island University Campus Extension
- Arts and humanities students to interact downtown,
- Integrating VIU with downtown.
- Continuing the seawall.
- Walkways through the working harbour.
- Foot passenger overpasses above train tracks.

TOP THINGS HEARD THIS EVENING

- Mixed use – residential, commercial, retail, parks, green spaced.
- Showcasing the new Nanaimo – not just where old people are.
- Grand entrance place.
- Transportation – easier access to Nanaimo than is now – not just shuttle bus.
- Embracing the character of Nanaimo – blue class history.
- Embracing mining history; creating the duke and duchess engines; restoring and using as mining cars transporting people.
- Creating internal canal – tidal water space; with walkway, transporting people.

- Walkability – extremely important.
- Not just another parking lot.
- Boundaries and edges should be organic, no great wall, should be integrated, flow with existing.
- Overcome the obstacle of the train tracks – creates barrier.
- Need several access points to get to parcel.
- No high rise / series of high rises. Follow the trend of Nanaimo’s topography.
- Issues with access.
- To bring people in, need good cash flow; issues with leases on property (Port).
- Need for rail (shipping). Issue with having enough room, but move to Duke Point (spur?)
- Need boardwalk – mixed use, where people can check out planes, cruises, etc.
- Transportation hub – opportunity to have everything together, including rail line (Vic to Courtenay).
- Important to have residential on site to support other activities.
- Access to water for neighbourhoods, residents, public.
- Look into ecotourism – access to estuary.
- Cruise ship terminal – how to build on opportunities – close proximity to terminal instead of busing people long distances (aquariums, stores, museums, etc right there).
- Design guidelines / zoning bylaws should ensure mix of industrial, commercial, industrial.
- Design guidelines should ensure public art on every building.
- Build for pedestrians very important. Transportation hub should be on edge of property, not cars traveling through site.
- SFN – public art to include long house, or whatever else signifies their heritage.

- Working harbour – support for working harbour with diversity of uses (tugboats to kayaks); harbour should reflect our history and identity. Harbour should serve as a community resource – affordable for boats.
- Must look at harbour holistically – from Departure Bay through to SFN – must be cohesive; how does Duke Point fit in?
- Transit hub – creates viability for local businesses, people may choose to live in area.
- High tech knowledge based industry – already here and growing, would be compatible in this location.
- Phasing – can't just do all at once (eg, ferries and parking spaces); long term vision – it does not have to be a parking lot, but may be needed now.
- Mixed use – make sure is inclusive.
- Build to be family oriented. Age 8 to 80.
- Maintain good access within area – not isolated, not 'new island' but integrate into existing community.

Design Charrette Participants & Facilitators

COMMITTEE MEMBERS

Dave Witty, Committee Chair (VIU)
Doug Kalcsics, Vice Chair (Community Representative)

Sasha Angus (Nanaimo Economic Development Corporation)
Mike Davidson (Nanaimo Port Authority)
Douglas Hardie (South End Community Association)
Ann Kjerulf (Community Representative)
Darren Moss (Downtown Nanaimo BIA)
Fred Pattje (Nanaimo Advisory Planning Committee)
Daniel Pierce (Regional District of Nanaimo)

STAKEHOLDERS

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Verbatim Survey Responses

SURVEY QUESTION #1:

**What things are important to you about this property?
What needs to stay?**

- The location. It needs to be used in a far more vibrant way. The train tracks should stay. It works for public transport.
- The cruise ship dock would be great with a foot ferry to Vancouver.
- Could re-vitalize downtown.
- Centre of interest for cruise ships/tourists.
- Extend seawall from cruise ship terminal to Cameron Island.
- Public access. Boardwalk from the harbour through the new property, along the waterfront.
- Activity. Cruise ship terminal. Transportation for people and business.
- View of water, ships, docks. The “Harbour” city nix use buildings. Social interaction, ocean “market” for community and residents/tourists alike.
- I think Nanaimo would do well to take the Vancouver, False Creek seawall and Granville Island as a model, at least the early versions that tried to keep a mix of industrial activities with recreational, retail and residential. So, keep the fish boats, convert warehouses to artists studios, encourage restaurants, green space and bicycle paths. Allow condos, but keep the waterfront open for public access.
- The access to more seawall and waterfront living.
- Waterfront stays connected.
- Waterfront connected.

- The cruise ship passengers should be able to walk along the water or at least have a shorter walk to the Port Place mall.
- Just having some pedestrian friendly, biking friendly use of this beautiful downtown waterfront.
- Condominium - population development, fast ferry, professional sport stadium with open air seating for baseball and soccer. Hockey arena to hold an American hockey League Team (8000 seats).
- Having a transit hub, more bike paths, green spaces.
- Waterfront public access.
- To create a public waterfront access.
- Cruise ship docking.
- Some green space that is NOT paved.
- Rail connections (apparently).
- The view.
- The working port.
- Working port including tourism and shipping.
- Working harbour good.
- Helipad, cruise ship terminal, deep sea berths, transportation (sea, air, walking, bicycle, rail).
- Community access and use. Reclaiming for the community inclusivity.
- Nothing.
- Keep some port/harbour activity in the mix (coffee-shops that offer a view of ships unloading).
- Ease of access to water - shopping downtown. could operate as a major hub for the city. Life, bike, kids, retail, markets.
- The potential to blend the industrial activity going on with the community - more commercial, accessible. It's important that whatever is built here take advantage of the view and doesn't block it.
- Having lived in both downtown Halifax and Vancouver, port cities are where I feel at home. Keeping the industrial feel (history) of the space is important. Museum space, linking the old mines, with community gardens, walking paths, seawall access, outdoor concert space (amphitheater).
- BC Ferries and cruise ship.
- Cruise ship and BC station.
- CN rail. Good for business to save on transportation costs for the entire island.
- Its waterfront.
- Needs public access along the length of the waterfront close or along the water itself.
- Keep high buildings back across the road.
- Develop a transportation hub keeping the rail to connect with trains traveling up/down the island.
- Overall plan should re-vitalize downtown and south end.
- Tourist facilities conveniently located.
- First Nation Heritage (culture/arts).
- The public interaction with the space (today is a private area, the public do not make use of the space).
- BC Ferries stay.
- Cruise ship terminal stay.
- Train hub.
- Waterfront.

- Nanaimo has a paucity of waterfront for the public. This should be the focus of future use.
- Pedestrian access.
- Increase the productivity of the site.
- Shopping and restaurants.
- Appearance/use.
- The views, preserving public access to waterfront.
- Some industrial use (it would be neat to create harmony between public/private uses. The big ships are cool to see.
- If the trains could include passenger service it would be cool to keep them ... but beautify the site.
- Connection to downtown, mixed use, waterfront development, seawall, walkable.
- Clean and green.
- Quiet, respect for residents (no scrap metal shipping).
- Working harbour and cruise ship terminal should stay. Also, walkway connection to existing harbour walkway and existing railway.
- Focus effort near downtown.
- Keep it fun and useful. Only low rise condos/hotels, Get a tourist train going to connect with cruise ships and extend sea walk to the sawmill.
- Cleaning up the water/estuary.
- To be able to walk around the waterfront.
- Access to waterfront – public walkways, park, more residential accommodation.
- View of the waterfront.
- Not much needs to stay, get rid of the chainlink fence and the pallets.
- SD waterfront is a potentially beautiful location that offers opportunities for a park, transport hub and a boating destination. The biggest mistake would be to develop it into condominium or tower blocks.
- Public access, public walkways. A working harbour.
- Access through a walkway.
- Having grown up in the south end I remember when the assembly wharf was a space open to the public. The chance to see freighters docking and launching and the loading process was fascinating. As was watching and being close to the trains. We have a unique mixture of industry here that would be of interest to tourists and residents. A place to launch boats and kayaks is also needed.
- An old railway (subway) in New York city was converted into a marvelous walking park. This could be done here also, keeps part of the tracks.
- The property seems to be at the centre of the “hub” of Nanaimo, and as such, it should better reflect a greater diversity of energy - commercial, yes, but also the non-commercial aspects of Nanaimo harbour life.
- Keep as a working harbour but ensure it is clean, safe and designed in such a way to be attractive with the industrial environment – we need to ensure the mess that nests is no longer.
- Transportation: integration and expansion of existing services – including marine connections to Islands: Gabriola, Protection, Newcastle and Mudge.
- Access to waterfront. Some of industrial structures. Open green space at gardens etc.
- I like the working harbour. Seaspan should be out at Duke Point. All the trucks and CPR Truck ferry should be at Duke Point. More gardens, trees and open space.

- The coming and going of boats, but not necessarily freight. Public access is very important.
- The waterfront/view/access to the water for people. A fabulous opportunity for positive changes for the city. Could we build a beachfront? A place to watch the ships etc.
- Sustainable development that respects all stake holders.
- It is about the only place the folks here can pick free apples or walk dogs off leash on oceanfront.
- Transportation, connections, seaplane, busses.
- As a resident of Protection Island, I am concerned about continued access by water to my city. If I can come ashore all my shipping and business is done in town, by walking or by bus. The bus terminal, plane terminal etc in town is a very good idea.
- As long as commercial fisheries remain viable, keep the fleet active and here. Try to avoid making the harbour a “relic” - keep it working. An aquarium (ie Shaw Centre in Victoria, or Pt. Defiance in WA) pulls people in.
- Very important to extend existing waterway walk - addition of condos to get numbers up in the core.
- Transit hub a great idea, but with green space.
- Public potential.
- Rail line. Public access, transit hub add a Granville Island type market with Farmers market, cheese, fish wines, artisans.
- A public walkway along the water. Small park incorporated.
- Retain the original character of the site (fishing, boats, freighters, ship building etc. activities maintained) so area isn't completely “gentrified”. Retain dry buildings/items of historical significance and upgrade.
- Open access to waterfront by walk/bike paths. Cultural aspects re: history of First Nations and Chinese input.

- The waterfront - don't decrease tidal access, rather increase the nature.
- Strongly in favour of using the land to bring the centre on Nanaimo back to the harbour.
- Trestle bridge is a neat feature.
- Everything could be moved if negotiated right. Immediate concern is relocation of pallet company. It is an eyesore and not nice to see as one approaches from cruise ship.
- Park - but extension along waterfront accessible to everyone.

SURVEY QUESTION #2:

What do you imagine this place could be in the future (e.g. the type of buildings, public spaces, activities)? What else would you like to see on these lands?

- Definitely a stadium at the Pallet corner. This would be the greenest solution to relieve unnecessary congestion.
- Small shops, amphitheatre for local performers, more waterfront access. A place where we can all come and enjoy together. Farmer's market.
- Community centre for non-profit groups. “Tourist shops” for cruise ships/visitors. Transport hub for everyone. Interesting space (science centre etc).
- Public access to the waterfront - uninterrupted kayak launch. Multi-use transit but not on primeland. Working waterfront - fishing fleet, perhaps heavy industry relocated to Duke point.
- More density for living downtown, mix use commercial space, markets, restaurants, festivals in all seasons.
- I would like to see mixed use residential and commercial activity. Condo's, townhomes, coffee shops, plaza's, kids park, bike paths that connect to the seawall, the seawall expanded, view of our waterfront, density and maybe even floathomes. A fast ferry connecting Vancouver and drawing more people to invest/live in Nanaimo.

- A park with swimming access, art installations etc. think Stanley Park.
- Trees. Perhaps something like Granville island but more - think Stanley Park.
- Mixed commercial, residential, taller narrow buildings to allow for sight lines with high density and maintaining space for parks (Yale Town).
- Coffee roasting or breweries fit well with the light industry.
- Building with interesting Architecture like the cruise ship terminal building.
- First Nations art and presence, markets (farmers) music, more public art, accessible for everyone.
- Inter medial transportation.
- Marian for: houseboats, kayak launching/rentals, seafood related restaurants.
- Transportation centre for inter city buses, city bus, and moving tourists from cruise ships. Fast foot passenger ferry.
- Parks and public gathering areas near the water. Commercial buildings, parking behind public transportation hub.
- Work, play, culture, greenspace.
- Walking and bike paths with a continuous connected harbour/ waterfront walkway.
- Transit hub important. A people friendly area - a combination of the walkways to the North, Green spaces, Easy access, kids area, food trucks.
- Public access to waterfront (swim, walk, kayak etc).
- First Nations interpretive center.
- Transport.
- Access to marine-sourced (geothermal) energy.
- Need to get our fishing fleet back after they were pushed out of the boat basin.
- Get rid of the pavement. First Nations presence. Honor the environment, SFN and heritage of Nanaimo.
- Aquarium, Fish Market, Farmers market.
- Downtown should have a recreational boat launch.
- Mixed, mixed, mixed.
- Lots of public access places - the cruise ship passengers (I have been one) love to go mix with the locals in their real world.
- A style that honours Nanaimo's industrial heritage and respects the First Nations community based, walkable, accessible.
- Coffee shops. Boutiques and small shops sharing the space with the railway and docks. A passenger ferry would be marvelous. A courtyard/High street set up, green spaces, natural.
- Look at the Holland Park revitalization in Surrey, very inspiring space, in a challenged neighbourhood.
- Interaction between local life and tourism.
- Plan 40% of Green Area.
- Welcome Centre.
- A beautify down town Train/Bus (for example in a loop up to Parksville).
- Move the sea planes.
- Hotels - different levels commercial.
- Heritage centre (with guided tours).

- Increase the marina.
- Public market, bistros, public services (to tourist exchange).
- Continue the waterfront, condo development, parks, a welcome area (rest commercial).
- Commercial and house uses. Increase the green areas. Remove industrial area. Make the area friendly to public use.
- Expansion of transportation accessibility to Gabriola Island, Newcastle Island, and an easier access point for foot passengers to Duke Point via passenger ferry (good for commercial development to the downtown core. Easier accessibility and better for the environment.) include eating facilities at ferry destination.
- Green spaces, cycleable, walkable, green tourism, First Nations Centre, Parks highlighting First Nation Heritage, Center of history/memory and shop of arts.
- Multiplex or sports arena.
- The water front should be increased (the marina).
- No highrises (on waterfront). put them at the back of City, More vital water front, for parks and public area, Revitalize train activities (to tourism purposes).
- Public use (commercial and green areas - parks). A bus stop.
- Mixed low rise with extensive park space immediately adjacent to the water. A lot of public use for the enjoyment of everyone. Possibly multiplex or other entertainment complex. Lets bring people downtown.
- A transit hub is for public through put, not use. Focus should be on uses that would bring people to visit and enjoy our connection to the water and our marine heritage.
- Residential - mid density. Public walkways - to boarders of industrial and water, comfortable and enjoyable.
- Industrial and light.
- Public Buildings - interior space that allow us to enjoy the waterfront.
- Parks.
- Transportation centres - fast ferry, bus. Continuation of attractive walkway.
- City bus terminal, greyhound bus, boat ferry would be most welcome.
- A public walkway that extends the whole way
- Some residential, some commercial, some light industrial and maybe a bit of industrial use.
- It is important to me to preserve history somehow - plaques, statutes, etc
- Needs to connect well to downtown.
- Artisan studios, public gym, railyard revitalization/beautification.
- Recreation facilities, shopping, markets, local products, public space (park/paths).
- Lots of public space with sitting, eating and walking. Also important is integrated sustainable transportation which includes rail (passenger and freight), buses, foot and other passenger ferry, car share, corp hub.
- Density, dynamic, 24 hour use, continuous waterfront promenade, variety in water edge, small streets, no car living, towers and mid-rise, high quality design, don't skimp on the open space, transit exchange.
- Keep/extend sea walk, keep train - could become a train museum located here. E&N has a great/interesting history - would be a good draw for tourists. Train tours originating from here to Duncan and Coombs.
- Sea wall / bike path chase river to downtown.

- Put in a couple of high rises like the one on Cameron Island for people who have money and would like to live downtown.
- Residential and park space.
- Inter-modal transportation hub - ferry, plane, boat, bus, taxi - with services and amenities to support that, restaurants, shops etc.
- Wonderful site for a community market. Raised boxes for a community garden like in Vancouver. Access to be closer to the waterfront.
- Public space and park for all Nanaimo residents and cruise ship visitors and tourists to enjoy.
- A public access to boat and kayaking space.
- Bus depot, shops/galleries/residential. A “Fisherman’s Wharf” continuation of the public access working atmosphere we value at the Boat Basin.
- Waterfront public meeting space connected to existing waterfront walkway.
- Transit terminal. Boat to Vancouver dock. Continue the waterfront walkway. Departure Bay to Nanaimo River.
- Greenery! Unobstructed views of the outer islands. Interpretive Centre. Arts and culture.
- Lots of public spaces with extended walkways, parks for kids, coffee shops and a sense of belonging to what Nanaimo’s history is and will continue to be a prosperous working harbour.
- Make it part of the downtown to include public access for all. Maintain pedestrian walkways - everywhere.
- Sea walk and gardens, central fountain surrounded by seating areas. Waterpark. Long house housing native arts and crafts and cultural activities space. Anthropology museum. Natural history museum. Aquarium. Maritime museum. Small independent cinema. Bike and kayak rentals. Local artisan food emporium/BC wine outlet and tasting.
- More walking and biking and wheelchair paths. There should be tours of the estuary for tourist and locals and visitors. A wheelchair accessible. more green space and parks.
- A good mix of green space, public art, cafes, restaurants, bars, bike paths, picnic tables. Mixed use would be fantastic and a focus on leisure activities. It’s another gateway to the city (cruiseships) that needs to be stunning and welcoming.
- Transportation hub. Buses/train/fast access to Vancouver. Lots of housing/people space - park bike/walking trails.
- Building should be low rise (no skyscraper/condos) green spaces, with areas to rest and enjoy ocean.
- Fruit trees accessible for free. Sections set for kids. Free bathrooms and a tent type camping area.
- Open views to the water.
- Public space, walkways, etc. Small interesting shops - no highrises.
- Development that draws users in daytime e.g. a public market.
- Avoid “dead concrete” spaces e.g. the conference centre upper outdoor wasteland.
- Victoria Harbour houseboat community shows what a draw that can be.
- Public market and local artists/food/spa/health providers.
- Parks, low rise offices - not suitable for residential in my opinion.
- Walkway, bike path, park, bus terminal.
- A place to be proud of - like our beautiful seawall. Buildings/businesses that bring people downtown e.g. coffee shops, retail. lots of green space/park land. Activities such a putting green, skate board park etc.

- I would like to see an ice rink, a science centre. Things to bring young people downtown.
- Extension of Harbour front walking path around this part of the waterfront (as well as out to Departure Bay). Small parks/washrooms facilities, some commercial buildings (stores, cafes).
- Easy access by public transit, foot ferry. Float planes in Harbour are excellent and should stay. "Pickle boats" should also stay.
- Mixed use – family places (indoor and outdoor). Walkways and green spaces and playgrounds. Housing (condos?) + mixed commercial.
- Public spaces; residential; transit hub for buses; foot ferry to mainland; trains.
- Lots of green space. Keep a connection to the ocean thru water features, art (permanent fix). First Nations elements – again through sculpture, storyboard, banners. Any buildings need to tie into existing city landscape whether to celebrating past or contemporary facades i.e. Robbins Building of Cameron Island. Good signage.
- Transportation and communication centre with visitor services.
- A floating restaurant. More walkways and bike paths.

SURVEY QUESTION #3:

Anything else you would like to share with us?

- A Granville Island style would be most desirable. I am not a fan of casinos but this could create an opportunity for one with a hotel. A year round water amusement park would be my choice.
- Views are important from the foreshore and to the sea. Take time – don't rush – these decisions are very important as you know.
- Please avoid making this a place for vehicles – no large parking – no empty plazas – plan to bring people for a multitude of activities. Note a multiplex will leave this space empty with the exception of events.
- I do not think that our precious waterfront should be wasted on a transit station, regardless of how nice you can make it. Our harbourfront city has very little harbourfront to draw people to. This is a chance to make Nanaimo a real harbourfront community.
- Less concrete.
- Less concrete.
- Walkable area that is also industrial and authentic for tourists and locals. Totem poles, art celebrating the aboriginal culture.
- Make this a central mortgage and housing redevelopment.
- Get rid of the pallet lounge. Eyesore.
- Environmental stewardship.
- I'd like to understand why a representative of the NPA, Mr. Bernie Dumas, informs us about what the City of Nanaimo is planning for this property.
- We moved to Cameron Island 20 years ago and the sales pitch included "real facts" that Seaspans was leaving for Duke point – to be replaced by greenspace. In intervening time we have enjoyed watching the traffic. Will it actually happen this time?

- No multiplex.
- I am excited for the possibilities. I hope to see this land developed for the benefit of all of us and our different visions.
- The economy of Nanaimo changes over the centuries – coal, wood – it would be wonderful to maintain a sense of our heritage – sawmills etc.
- Important to have all stakeholders involved including aboriginal people.
- Don't load steel at 3:00 am. Expand mandate to get civic control of the boat basin. No multiplex.
- No more towers please.
- Please no multiplex – such a colossal waste of potential. The view would be completely wasted and the area would be a dead zone when there is no event (i.e. most of the time!).
- We need access. South end waterfront can not continue to represent industry only. It must reflect the community the people, the art, the life. Right now it's a wasteland – lets give it some love.
- No multiplex please. In itself a multiplex might be nice to have nearby but to put it here would be such a waste of such a fantastic view. Smaller more interactive places would be better.
- Go south end Nanaimo.
- Do something as in Fall Creek.
- We do not want a ghost downtown, increase areas to public use is essential to make the downtown thrive.
- I agree with phasing out industrial near the downtown core and changing it to residential/commercial use. Re-build the downtown core to what it used to be in the '70s and 80s. I am also against expanding gambling operations and in favour of stricter rules and also phasing out gambling casinos.
- Keep up the good work councillors and Planning Department.
- Against the incinerators of garbage at Duke Point.
- Everything should be owned by just the City.
- The Port Authority was about to see the area to an American company.
- Thank you.
- Not a transit hub.
- The idea of putting a road through this site sucks. A useless waste of land.
- I will be happy when Seaspan moves. They are noisy neighbours to us on Cameron Island.
- I think it is imperative to connect cruise ship terminal with downtown. Also, I like the idea of making it a transport hub. Ideal to have foot passenger ferry here.
- Nope.
- We don't need huge parking areas - environmentally that is not good. We don't need high buildings near the waterfront. We don't need an area or large building for entertainment (big concerts). That type of facility can be anywhere and needs lots of parking and not something to use precious waterfront land for. Thanks for encouraging public input. Its hugely important.
- Use locally owned, small business for planning, design and construction. Pop up, prototype uses.
- Has a great future. If not overly commercial. Not a good place for multiplex. Waterfront should be for pleasure – like the rest of our sea walk.
- Don't always cater to the poor, they don't add much to the economy.
- Don't let the area turn into the equivalent of the Vancouver Downtown East Side. Clean up downtown Nanaimo area so that taxpayers want to visit/live downtown.

- We have to get away from the North American idea of transit hubs – if you have well designed facilities and amenities they can be attractive and a centre for the area.
- I am ok with a well designed transit hub – would really help the people of Gabriola Island not to have to always bring their cars.
- No.
- Please remove the pallet eyesore.
- It is exciting to see this process unfolding in a way that takes into account public opinion. Thanks and best wishes for the best possible plan for this beautiful, treasure piece of Nanaimo waterfront.
- Don't need another large building – like a multiplex which would remain vacant for a significant part of the time. We already have enough with a vacant convention centre.
- The trucks and pallet look junky. Can we improve the visuals.
- Consider inclusion of access to and from Protection Island – this would hopefully contact PI's community to the other transportation services and give recognition to PI as a suburban of Nanaimo, which it is.
- A sports complex is a poor idea option for this area.
- Green walkway. Connecting waterfront project with the proposed china town, commercial and district and old city quarter.
- It would be a lot better to clean up all the garbage and environmental contamination of the assembly wharf.
- It's great to see all the energy here today. I hope that the ideas that are shared are incorporated and I see a lot of incredible potential. Don't be afraid to take a risk and to do something new. A fresh start for Nanaimo is needed. Great work.
- Public market like Granville Island sports – swimming pool/ball park etc. An extension of the Swy-a-Lana Lagoon.
- Make it accessible to all residents.
- Lets us revert it naturally as possible. No more property tax raise.
- Transport for Protection Island.
- I hope our City will listen closely to our public options
- Sports facility (arena/concert space) don't enhance a beautiful natural area and requires parking. Locate them preferably not in this beautiful place.
- First heard this idea in 1997 – would like to see action soon.
- No Seaspan trades for Vancouver garbage.
- This township should be encouraging young families to come here. Where they can still afford a home. Encourage med and large business to come here and stop giving our tax dollars away.
- Bridge or ferry/pickle boat access to Newcastle Island from brechin boat ramp.
- Gear this toward young families, not just retirees. After the baby boomers leave if the spaces can't be used for families it won't prosper. Plus attracting young families rises the tax base.
- Would strongly recommend increase in use of rail for passenger transit as in Europe; also reap the benefits of rail tourism as in Alaska, Europe, Port Alberni (McLean Mill).
- Better access from cruise ship terminal to downtown for those on foot. What an eyesore as it is. Lots of planting around entrances.
- Free parking especially on Sundays, better transit system.

Committee Terms of Reference

MANDATE

The Advisory Committee serves as a collective of partners and stakeholders providing guidance and leadership over the South Downtown Waterfront Concept Planning process.

BACKGROUND

The South Downtown Waterfront Concept Plan is the first of a multi-phased planning project for the area illustrated in Attachment 1 [see *Land Ownership map on page 52 of this document*] and described as:

- The southern boundary aligns with the Snuneymuxw First Nation.
- The western boundary is along Esplanade and Front Street.
- The northern boundary includes the existing BC Ferries land and water lots (servicing Gabriola Island).
- The eastern boundary extends into Nanaimo Harbour, within the Nanaimo Port Authority jurisdiction.

The Concept Plan will not be a regulatory document or provide a level of detail for infrastructure and service planning. The Concept Plan is intended to serve as a resource for guiding other planning processes, regardless of jurisdiction and ownership.

The Concept Planning process will focus on developing Guiding Principles, contextual relationships and a long term vision for the area. The concepts coming out of this first phase will frame specific land use planning, policy making, servicing and development discussions in subsequent phases.

The South Downtown Waterfront Concept Plan Advisory Committee is a core element of this planning phase. City of Nanaimo will support Advisory Committee efforts by providing funding and staff resources.

OBJECTIVES

By December of 2013, the Advisory Committee should aspire to complete:

- Shared Guiding Principles and a context for future collaboration and joint decision making between jurisdictions; and
- An integrated, high level land use Concept Plan for endorsement by the:
 - City of Nanaimo;
 - Snuneymuxw First Nation;
 - Nanaimo Port Authority; and
 - Regional District of Nanaimo.

Advisory Committee members will represent their associations at meetings and actively share in the planning process by:

- Developing a Request for Proposal to retain a consultant to assist with public, partner and stakeholder engagement, prepare and conduct the design charrette, and develop concept plan options and guiding principles;
- Liaising with land owners, tenants, business, neighbourhoods associations, public, community and government representatives;
- Identifying issues and opportunities, constraints and strategies;
- Reviewing and considering conceptual land use plans; and
- Deliberating and establishing a set of Guiding Principles that enable implementation of the agreed Concept Plan.

TIMELINE MILESTONES

The following is intended to assist with developing a process timeline. The Advisory Committee should establish milestones and agree upon an overall process.

- City of Nanaimo initiates South Downtown Waterfront Concept Planning process (March 25)
- City of Nanaimo considers Advisory Committee Mandate and Objectives (April 8)
- Advisory Committee formation (April-May)

Advisory Committee Meetings, first meeting should include:

- Introductions;
- Electing Chair from membership; and

- Developing a Request for Proposal (RFP) to retain a consultant to assist with public and stakeholder engagement, prepare and conduct the design charrette, and develop Concept Plan options and Guiding Principles. (Ongoing)
- City of Nanaimo conducts RFP process (June-July)
- Advisory Committee meeting with Consultant (July)
- Partner and Stakeholder Engagement and Participation, as determined by Advisory Committee, may include: online survey, open houses, public meetings (May-September)
- Community Charrette (September)
- Draft Concept Plan Prepared (September)
- Advisory Committee Review of Draft Concept Plans and Guiding Principles (October)
- Referrals to Advisory Committee Member Associations, the Public and other identified partners and stakeholders (October-November)
- Advisory Committee Recommends Final Concept Plan (December)

MEETINGS

A schedule of meetings will be established by the Committee, with additional meetings held at the call of the Chair.

MEMBERSHIP

Council will appoint two at-large members, and ratify eight appointments of members recommended by their specific associations, as follows:

- Snuneymuxw First Nation
- Nanaimo Port Authority
- Regional District of Nanaimo
- Nanaimo Advisory Planning Committee (Chair)
- Downtown Business Improvement Association
- Nanaimo Economic Development Corporation
- South End Community Association
- Vancouver Island University

APPOINTMENT AND TERM

Committee members will serve for the duration of the Concept Planning process, or up to May 13, 2014, whichever comes first.

Members of the Committee will serve without remuneration.

CHAIR

The Committee will elect a Chair at the first meeting from amongst its members.

MEETING PROCEDURES

All points of procedure not specifically provided for in these Terms of Reference shall be decided and determined in accordance with the current Council Procedure Bylaw and the Community Charter.

All Committee meetings shall be open to the public. Where the Committee wishes to close a meeting to the public, it may do so by adopting a resolution in accordance with the Community Charter.

The order of business is to be as set out in an agenda package to be provided to Committee members in advance of the meeting date. All decisions of the Committee will be reached by consensus or a majority vote of the members present. All those abstaining or opposed to a motion will be noted for the record.

Minutes of the meeting will be adopted by the Committee at a subsequent meeting. Originals of the minutes will be signed by the Chair of the Committee and forwarded to the City of Nanaimo Legislative Services Department for safe keeping.

STAFF SUPPORT

Staff support will be provided by the Community Planning Section as determined by the City Manager or his/her designate. Typical support functions include the following:

- Organizing and preparing agendas, in conjunction with the Committee Chair;
- Distributing agenda packages to Committee members;

- Taking and preparing meeting minutes;
- Managing the files of the Committee;
- Maintaining a list of outstanding issues for Committee action;
- Provide professional advice on issues discussed by the Committee; and
- Other duties as authorized by the City Manager or his/her designate.

For discussion purposes, the initial Concept Plan includes the Study Area described as:

- The southern boundary aligns with the Snuneymuxw First Nation.
- The western boundary is along Esplanade and Front Street.
- The northern boundary includes the existing BC Ferries land and water lots (servicing Gabriola Island).
- The eastern boundary is undefined but extends into Nanaimo Harbour within the Nanaimo Port Authority jurisdiction.





FRAMING THE FUTURE

Nanaimo South Downtown Waterfront Technical Report

December 2013

www.southdowntownwaterfront.ca