

INTRODUCTION

The City of Nanaimo is currently completing a Master Plan process for 1 Port Drive. **The Port Drive Waterfront Master Plan** will provide a framework to guide land use and development for these City-owned lands on the south downtown waterfront over the next 25 years. The Plan will be adopted by Council and form policy within the *Official Community Plan, Plan Nanaimo* (2008).

TODAY we are sharing with you the draft master plan to gain final input before the plan is presented to Council for adoption. Feel free to add your comments on any of the boards with sticky notes and/or by filling out a comment form.



OBJECTIVES

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

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

1

ACCESS

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

2

LAND USE & DENSITY

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

3

ENVIRONMENT

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

4

CONTEXT

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

GUIDING PRINCIPLES

Developed through the *South Downtown Waterfront Initiative*, and confirmed through stakeholder and public engagement, the **Guiding Principles*** for the Master Plan are:

- 1 PROMOTE ACCESS & CONNECTIVITY TO LOCAL NEIGHBOURHOODS, THE CITY & THE REGION.**
- 2 SUPPORT AN EVOLVING WORKING HARBOUR.**
- 3 PROMOTE ECOLOGICALLY POSITIVE DEVELOPMENT.**
- 4 PROMOTE BOLD, RESILIENT & VISIONARY LAND USE.**
- 5 EMBED CULTURAL & SOCIAL CONSIDERATION IN FUTURE DECISIONS.**

*The above is a summary of the guiding principles developed through the **South Downtown Waterfront Initiative**. The full guiding principles are included within the **Port Drive Waterfront Master Plan**.

HISTORICAL CONTEXT



Fig. 2 – Historical Shore Photo

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

Since time immemorial, the Snuneymuxw maintained large permanent settlements at Nanaimo Harbour, Departure Bay, and Gabriola Island, moving belongings and house boards between the settlements depending on the seasonal availability of resources.

One of the six named Snuneymuxw groups, the Salaxal, occupied the Nanaimo Harbour village on a year-round basis and only moved from this village when the Hudson Bay Company sold the area to the Vancouver Coal and Land Mining Company, who built a coal tramway and wharf on the site in 1862. Prior to coal-related development in Nanaimo Harbour, a large portion of the Plan Area was under water.

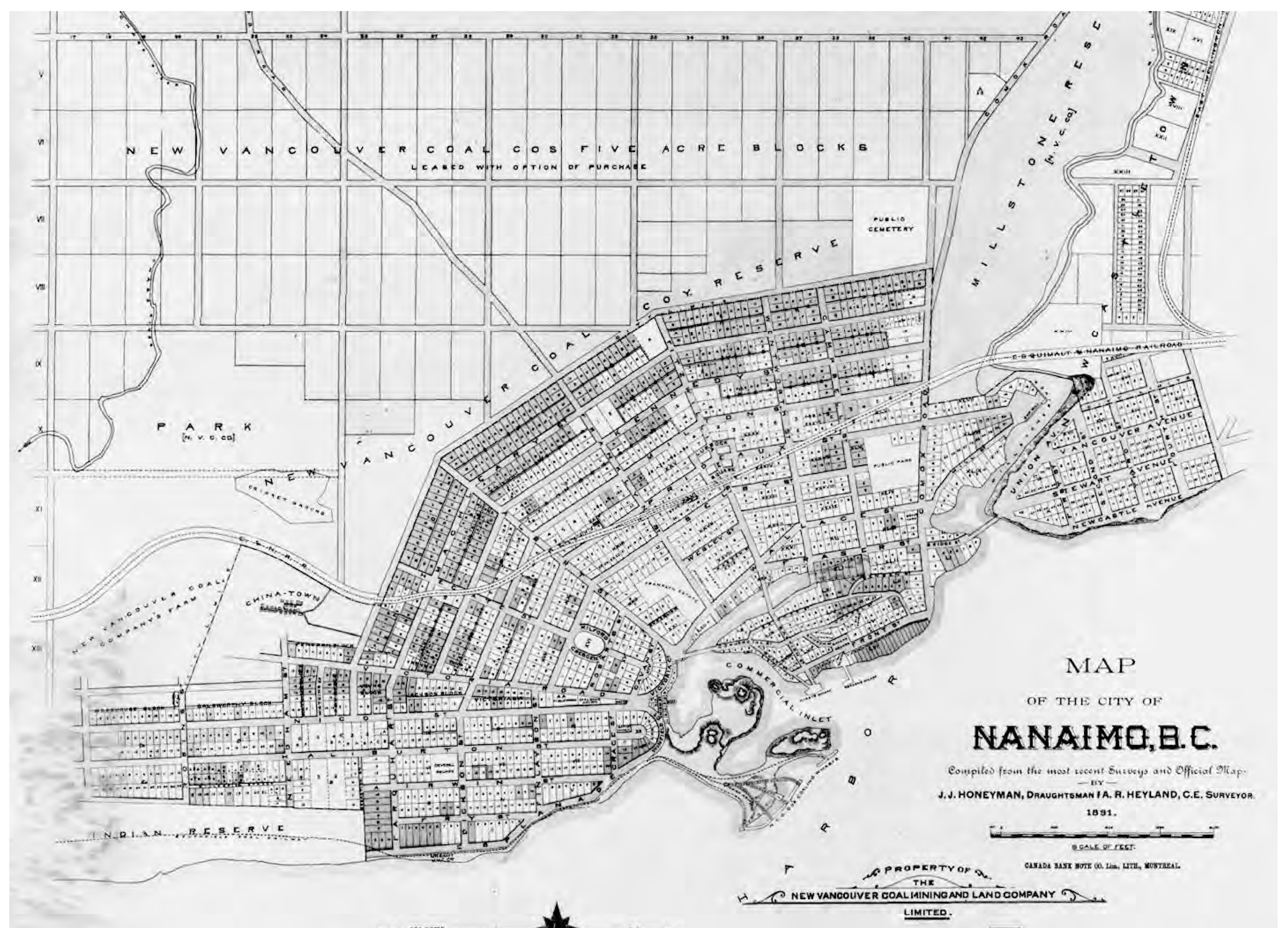


Fig. 5 – Historical Nanaimo Map

LAND USE



Fig. 7 - Precinct Map

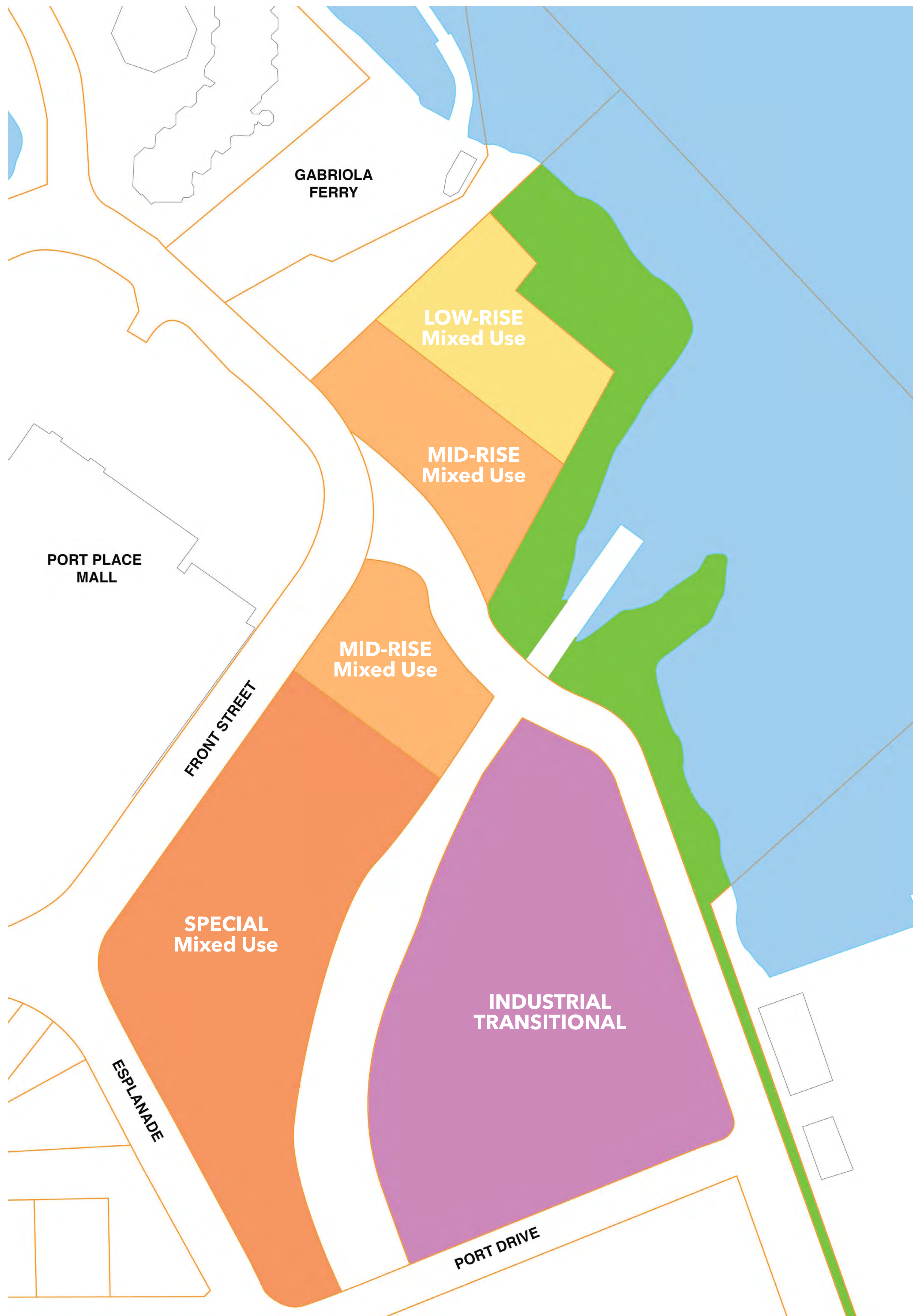
The use of land and the design of new developments are critical components in moving toward the future outlined in the Plan. Three distinct precincts define the area, and provide a transition from the Nanaimo Port Authority Lands and existing uses to a more residential focus adjacent to Cameron Island.

These precincts are:

- Residential Focus
- Mixed Use
- Light Industrial Transition

COMMENTS

LAND USE



Map 1: Land Use Map

Four land use designations define the Land Use Plan.

These designations are:

- Low-Rise Mixed Use
- Mid-Rise Mixed Use
- Special Mixed Use
- Industrial Transitional

While the Low-Rise and Mid-Rise Mixed Use areas generally focus on residential uses, the Special Mixed Use area is geared toward supporting cultural facilities and tourist attractions. Council made a motion to include provisions in the Plan for the Ocean Discovery Centre, which would fit under this land use designation.

The Industrial Transitional designation also allows for this area of the Plan to transition to a Low-Rise Mixed Use area, with buildings up to 4 storeys, provided conditions around legal encumbrances, access, and market demand are met.

COMMENTS

LAND USE POLICIES

Each precinct has a distinct focus, but also shares a similar urban design approach. Every precinct will:

- Support the development of a variety of new housing forms, stepping back away from the waterfront;
- Orient building massing to preserve views; and
- Provide a consistent street wall up to the property line along all street frontages.

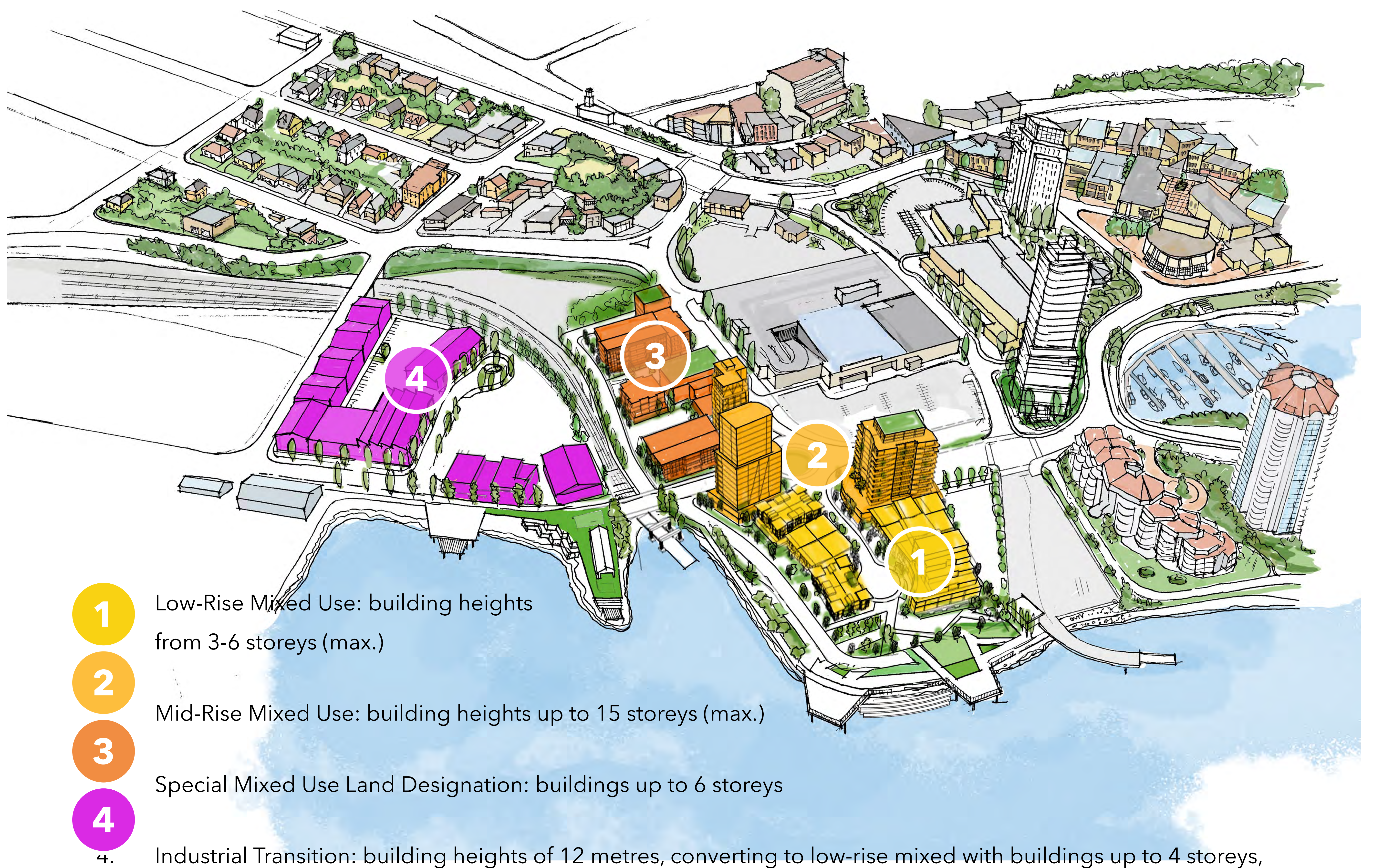


Fig. 11 - Land Use Concept Illustration

COMMENTS

TRANSPORTATION & MOBILITY

The Transportation and Mobility Network for the Port Drive Waterfront Master Plan aims to connect the City to the waterfront, while promoting alternative transportation forms that encourage walking, cycling and transit mobility, and reduce greenhouse gas emissions and energy use.

A number of transportation issues and opportunities informed the Plan process, and were objectives that the PDWMP set out to address. These are:

- Consideration of a primary access to the site to address the existing aging trestle;
- Improved pedestrian connectivity;
- The potential for expanded transit services;
- Addressing and respecting the active rail on site; and
- Provide for a future marine access located in the southeast portion of the Plan Area in the form of a service ramp for commercial/industrial use.

COMMENTS

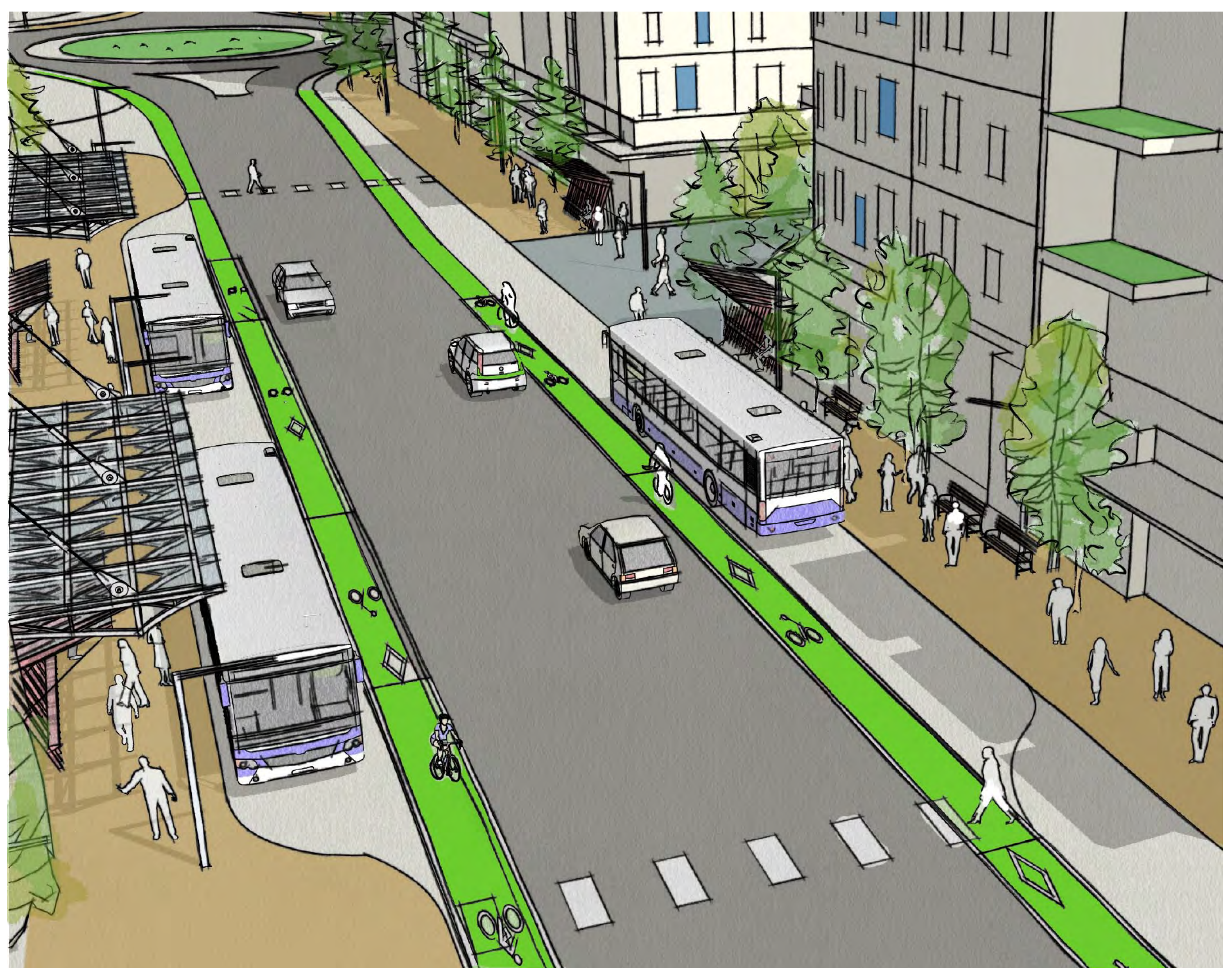


Fig. 14 - Transit Concept

TRANSPORTATION & MOBILITY

- PEDESTRIAN PATH
- BICYCLE PATH
- WATERFRONT PATH
- FUTURE PATH
- ONE-WAY STREET

COMMENTS



Map 2: Transportation & Mobility Map

PARKS, TRAILS & OPEN SPACE

Access to parks and green spaces is important for human health and well being. These spaces also protect the environment, and help to mitigate and adapt to the impacts of climate change. In addition to the pedestrian routes proposed in the Transportation & Mobility section, three key elements form the Parks, Trails, and Open Space Network. These are:

- The Waterfront Walkway;
- The Waterfront Park; and
- Front Street Mid-Block Plaza.

The City of Nanaimo plans to complete a continuous walkway from Departure Bay to the Nanaimo River Estuary within a 10-year time frame. The first phase of the walkway will comprise two new sections from the BC Ferries Departure Bay Ferry Terminal to White Eagle Terrace, and the introduction of the walkway in the South Downtown Waterfront.

Design work is underway for these two sections, and construction will be complete by 2019.

COMMENTS



PARKS, TRAILS & OPEN SPACE

- PEDESTRIAN PATH
- WATERFRONT PATH
- FUTURE WATERFRONT WALKWAY
- WATERFRONT PARK
- FRONT STREET MID-BLOCK PLAZA
- OPEN SPACE NETWORK

COMMENTS



Map 3: Parks, Trails & Open Space Map

PARKS, TRAILS & OPEN SPACE

Waterfront Park

The primary open space for the Port Drive Waterfront Master Plan occurs adjacent to the Gabriola Ferry at the waterfront edge. This is the Waterfront Park. This primary area is reserved as the principal public gathering space with capacity for waterfront events, open air markets, and acts as the main community living room, providing ample outdoor space for residents of the area, and the City as a whole.



Fig. 19 - Waterfront Park Concept Plan & Precedent Images

Front Street Mid-Block Plaza

The Front Street Mid-Block Plaza provides an east/west link that completes the open space network. It further provides for a public area adjacent to transit services to help activate this area, and an amenity to waiting transit users. Proposed across from Port Place Mall, the mid-block plaza anticipates future development on site, and provides a fine grained pedestrian realm suitable to a waterfront site, and this key City building block.



Fig. 20 - Concept Plaza & Example Images

COMMENTS

INFRASTRUCTURE

A vital aspect of any plan is to forecast infrastructure demands, and ensure proposed land use changes can be accommodated in a sustainable manner. The site contains existing sanitary and storm sewers throughout, which will likely require re-routing due to the conflict their alignments have with potential land uses. An evaluation to re-route these services was carried out by the City, and it was determined that new alignments are feasible in conjunction with development of the site.

COMMENTS

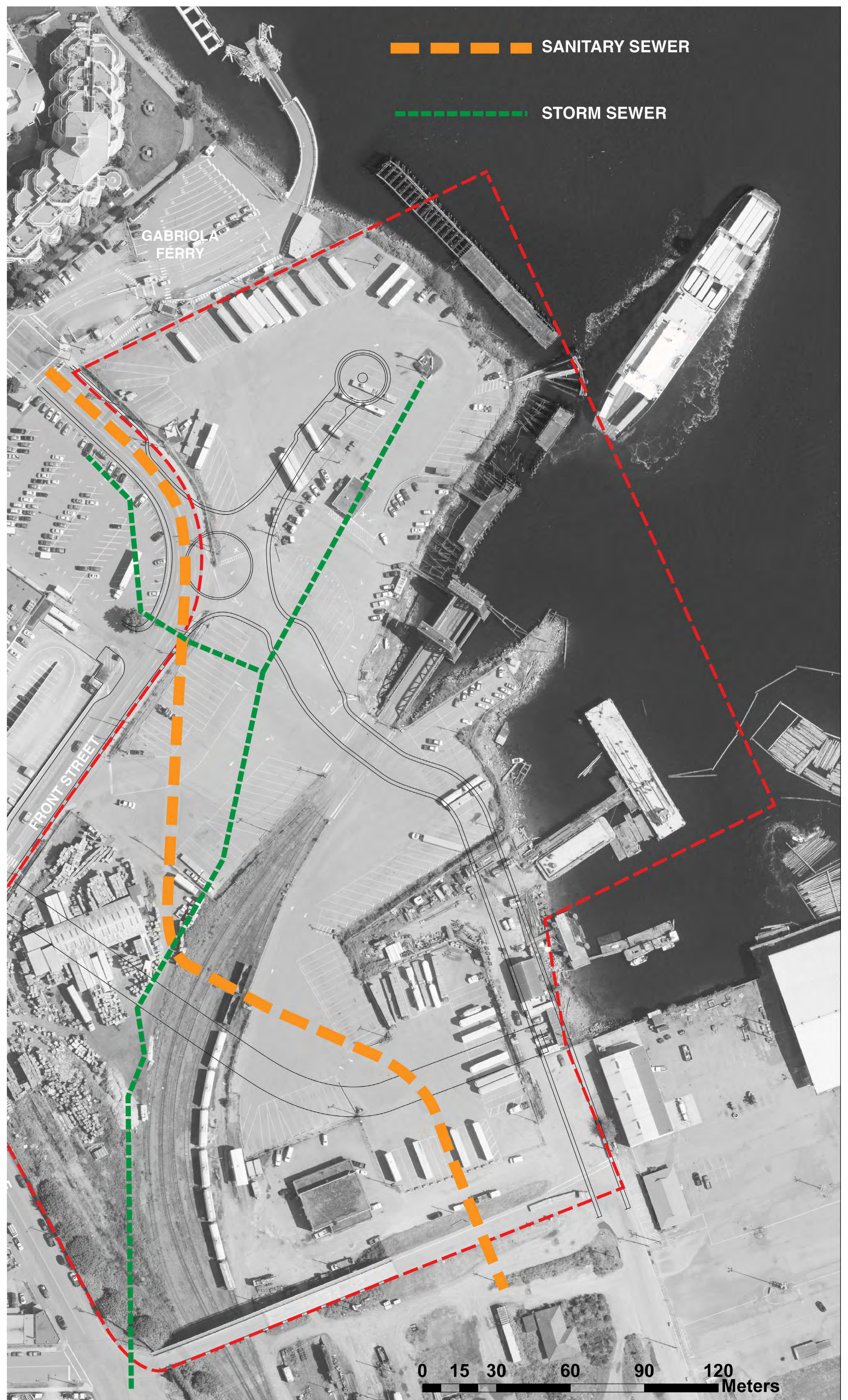


Fig. 21 - Existing Infrastructure Plan

ECOLOGICAL STEWARDSHIP & RESTORATION

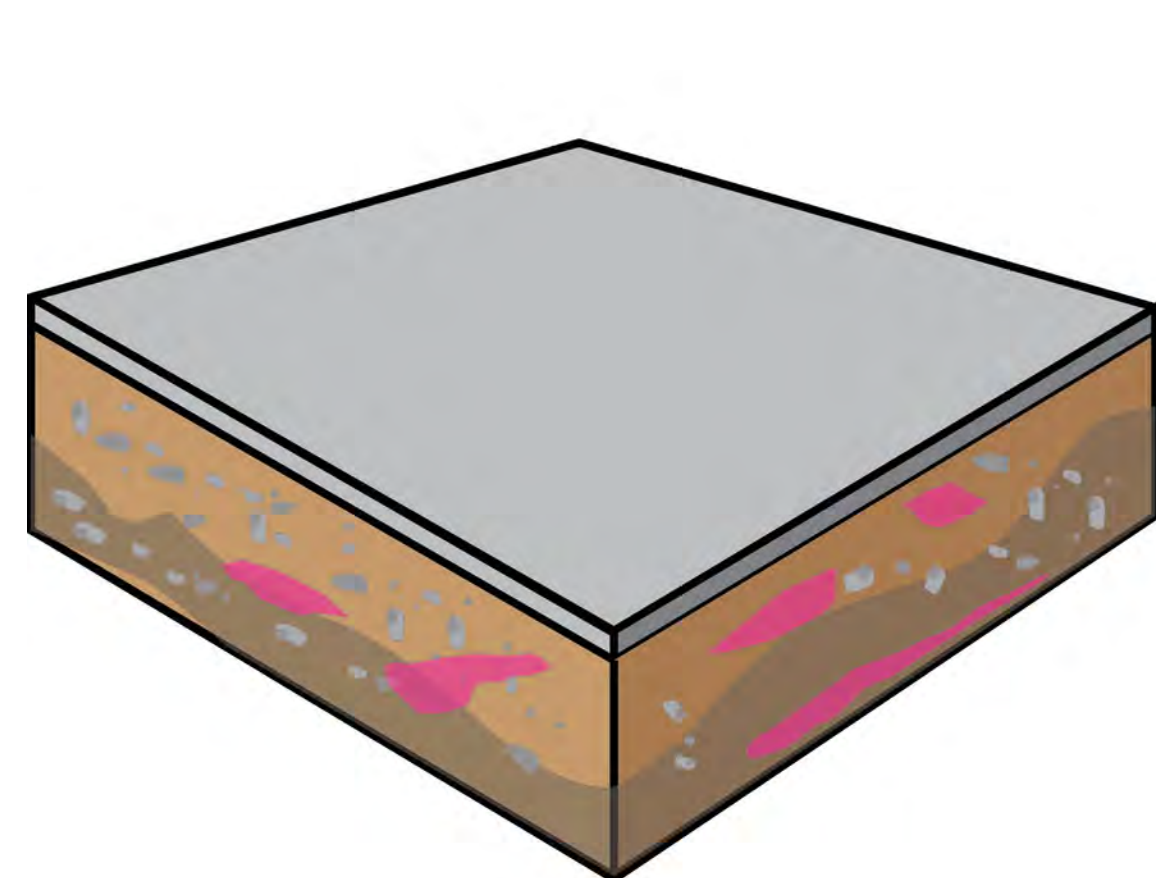


Fig. 24 – Site Contamination Plan

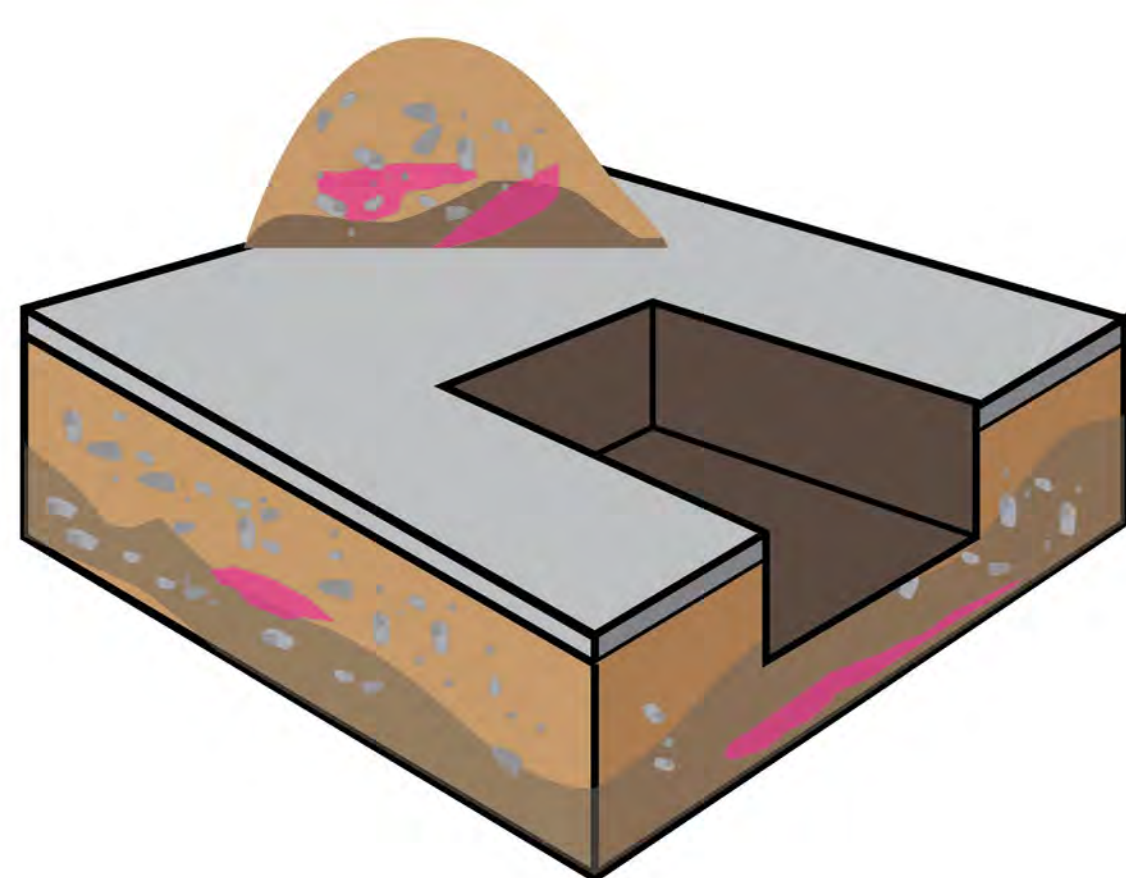
The majority of land considered part of the Master Plan sits on placed fill that dates back to early coal mining activity, and the development of forestry-related industrial infrastructure. An environmental assessment of the site identified a number of affected areas and site conditions that have informed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

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

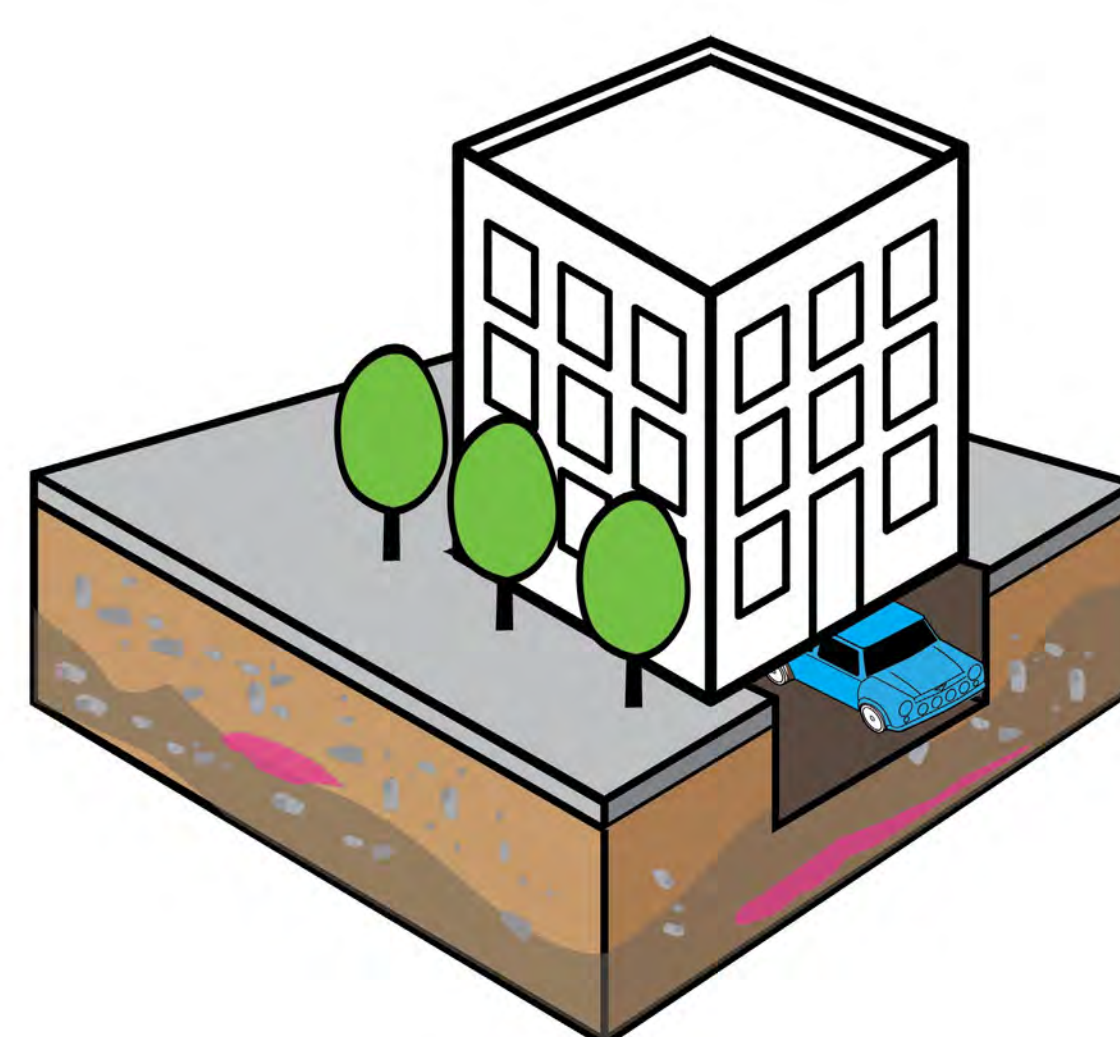
1. Cap contaminated fill areas and provide underground parking. Because residential land uses cannot be at ground level on a contaminated portion of the site, providing underground parking effectively caps affected areas and tucks parking beneath buildings.
2. To promote the efficient use of these prime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



Existing Site



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



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

COMMENTS

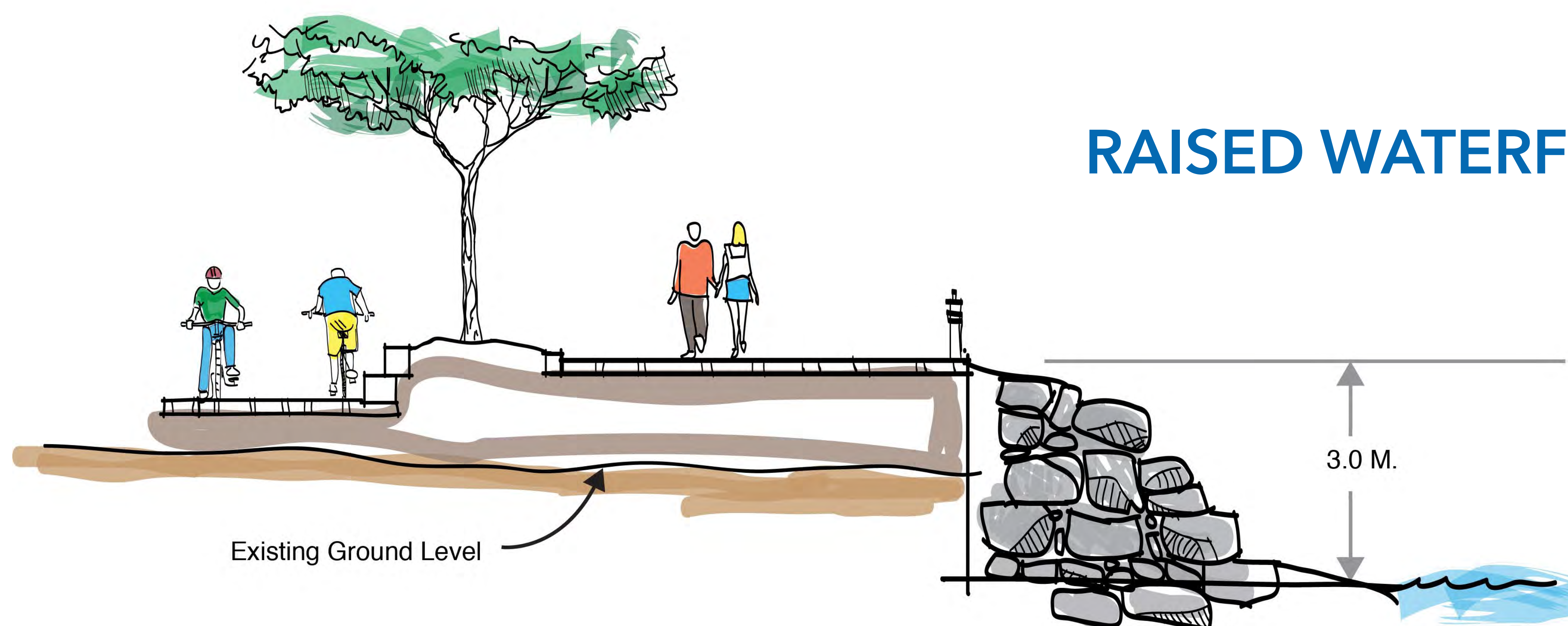
CLIMATE RESILIENCY

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

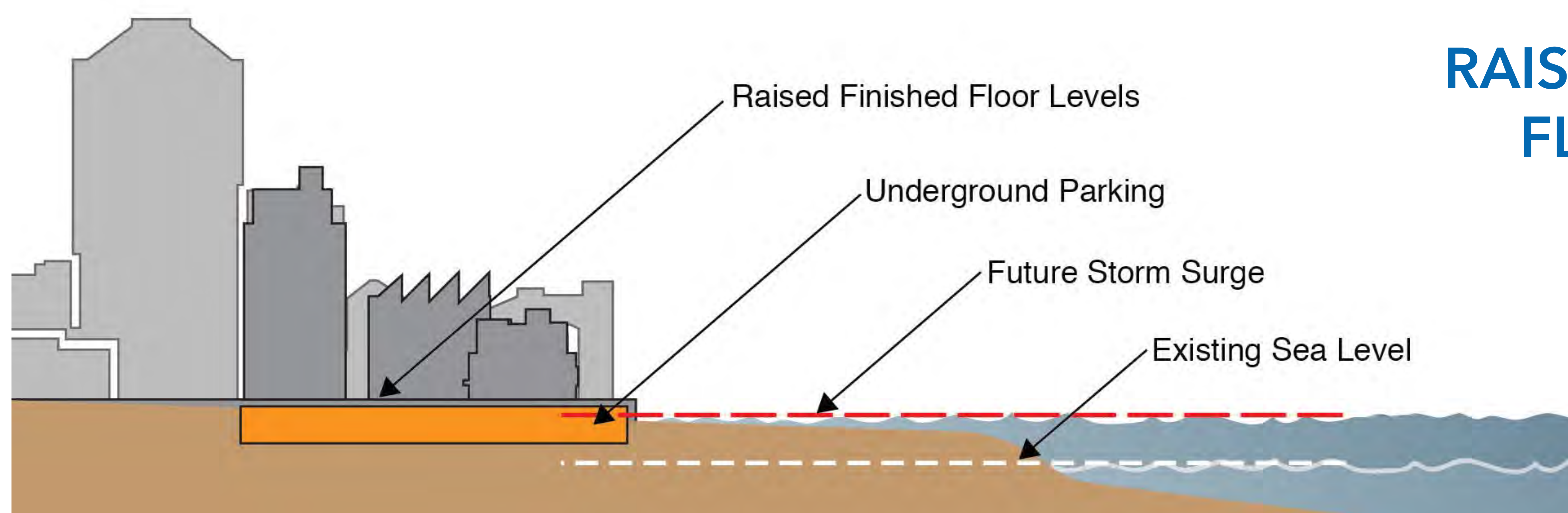
Sea level rise around Nanaimo's waterfront is anticipated to be about a metre by 2100. Taking this into account, coupled with anticipated storm surges, has helped to define minimum building elevations, and the heights of any protective barriers.

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

RAISED WATERFRONT WALKWAY



RAISED FINISHED FLOOR LEVELS



COMMENTS

IMPLEMENTATION

The Port Drive Waterfront Master Plan will be implemented through a variety of measures, ranging from the development of new bylaws, the direct involvement of citizens, landowners and stakeholders and in collaboration with developers. Certain measures are to be implemented immediately; others may commence with interim measures and most will require months or years to complete.

The following table outlines key short-term (to be completed within 5 years) implementation actions. The Plan also includes medium term (to be completed within 5 to 10 years); and long term (to be completed over 10 to 25 years) actions.

Implementation Action	Description	Comment
Rezoning	The rezoning of the Port Drive Waterfront area will follow the adoption of this Plan.	
Interim Front Street Extension	The interim Front Street extension provides access to the site and the NPA lands beyond. It also involves implementing the rail control gates and infrastructure to protect the rail operations and public safety.	Anticipate the final build out of the full Front Street extension and provide suitable services and infrastructure.
Interim Waterfront Walkway Extension	The interim Walkway provides access to the waterfront via a public path. While it will not include the full design of the envisioned Walkway, it enables the public immediate waterfront access.	Anticipate future walkway design details and seek out opportunities to prepare for the full build out of the Walkway.
Secondary Access Study	Determining the secondary access, south of the Plan area, is key to unlocking the full development potential of the waterfront area. This involves community consultation and continued coordination among adjacent land owners and property users.	Not only will a secondary access open up the site, but it is also a necessary provision for any development as a fundamental planning principle.
Industrial Land Use	The City has an existing Memorandum of Understanding with Southern Rail and Seaspan for the continued operation of rail, trans-loading and barge activities on the light industrial designated lands.	The road layout and distribution of buildings should follow and urban form as described in the Plan. This will ensure that the area remains flexible for future land uses.
Subdivision	Subdivision involves the parcelization of land into smaller blocks to permit development. This includes providing services and utilities to each parcel and meeting environmental requirements for each parcel's development.	Working with development partners, the City can tailor the subdivision of land and partner on parcel preparation.
Transit Service Detail Design	The detail design of Transit services provides information for the alignment and widening of Front St. and will inform the subdivision of adjacent parcels.	Concept designs have been provided for transit services to ensure workability, however, the detail design includes the realignment of Front street which informs the developable edge of the Plan area.
Service Ramp	Facilitate the development of a service ramp in the southeast portion of the property for commercial/ industrial use.	Support a process with potential partners (Nanaimo Port Authority, Protection Island Residents Association, City of Nanaimo) to identify options for location, design and financing of the proposed service ramp.