



Terminal/Nicol Corridor Streetscape Project

Land Use, Planning and Transportation Context

Presentation to Technical Steering Committee

2015-SEPT-1



Re-imagining Nicol | Terminal



Study Area



Planning & Landuse Context

Current Zoning

Terminal Avenue (DT4)

Purpose: To provide for predominately mixed office and retail area with three to six storey street wall related buildings intended to support the unique role as a gateway into the downtown core

Gateway (DT12)

Purpose: To provide for a mixture of uses and active street frontages which recognize the areas role as an entrance gateway into Nanaimo's downtown core



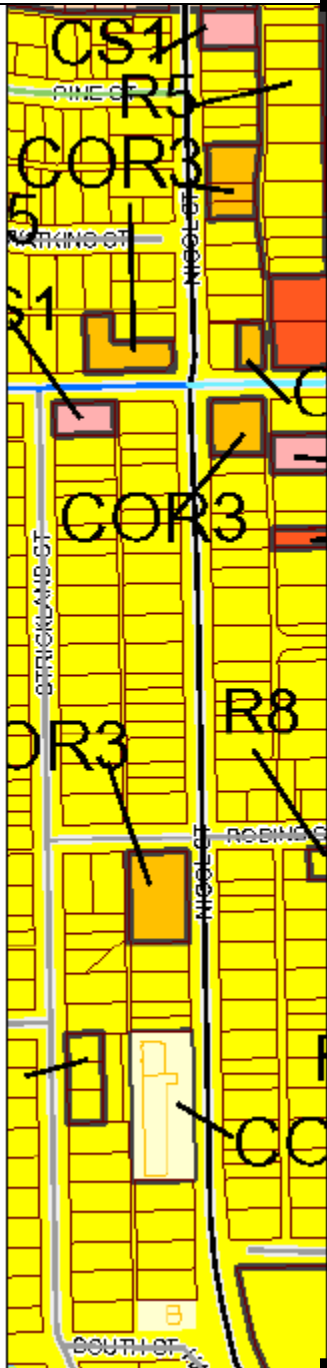
Current Zoning

Single Dwelling Residential (R1)

Purpose: To provide for a low density, single residential dwelling developments and also for two principle dwellings on certain corner lots within the R1 and R1a zones.

Residential Corridor (COR1)

Purpose: To provide for a wide range of uses intended to meet the day to day needs of the surrounding community



Official Community Plan (2008)

Downtown Centre

Urban Node

The Downtown's role in tourism shall be strengthened through cooperation with local businesses and associations and the development of services that support tourism.

The identity of Downtown Nanaimo will continue to develop around a strong "arts and culture" theme that encourages activities that showcase Nanaimo's evolution as a cultural capital. The Nanaimo Cultural Strategy provides further policy for cultural development in the Downtown.

The continued development of unique and interesting commercial and service uses Downtown shall be supported by this Plan.

Public gathering places shall be provided in a diversity of plazas and open spaces, welcoming residents and visitors alike.

Transit, bike routes, and pedestrian friendly routes will be developed to reduce automobile dependency Downtown.



OCP - Corridor Policies

Development in Corridors will be characterized by a mix of residential, commercial, professional, and service uses, with residential developed at medium to high level densities. Residential densities of 50 to 150 units per hectare in two to six storey building forms shall be supported for Corridors.

The importance of Corridors as connectors between Urban Nodes and Neighbourhoods is recognized in this Plan. The development of these connections for the safe movement of pedestrians, cyclists and transit shall be a priority in any new development proposal.

The redevelopment of any Corridors to improve automobile travel shall also consider improvements that add to the human scale of the corridor, increase the proportion of landscaping and green space, and improve safety for non-motorized travelers. Sidewalk and landscaping design will enhance pedestrian and vehicle separation.

Development in the Corridor designation will address the interface between Corridors and Neighbourhoods. Design elements of building siting, height and massing (including stepped back upper floors) will be used to ensure a transition from the Corridor to the adjacent Neighbourhood scale.



Site Constraints

- Archeological – North end of corridor near Pearson Bridge
- Coal Workings – South end of corridor; south of Finlayson.

Heritage Buildings and Structures

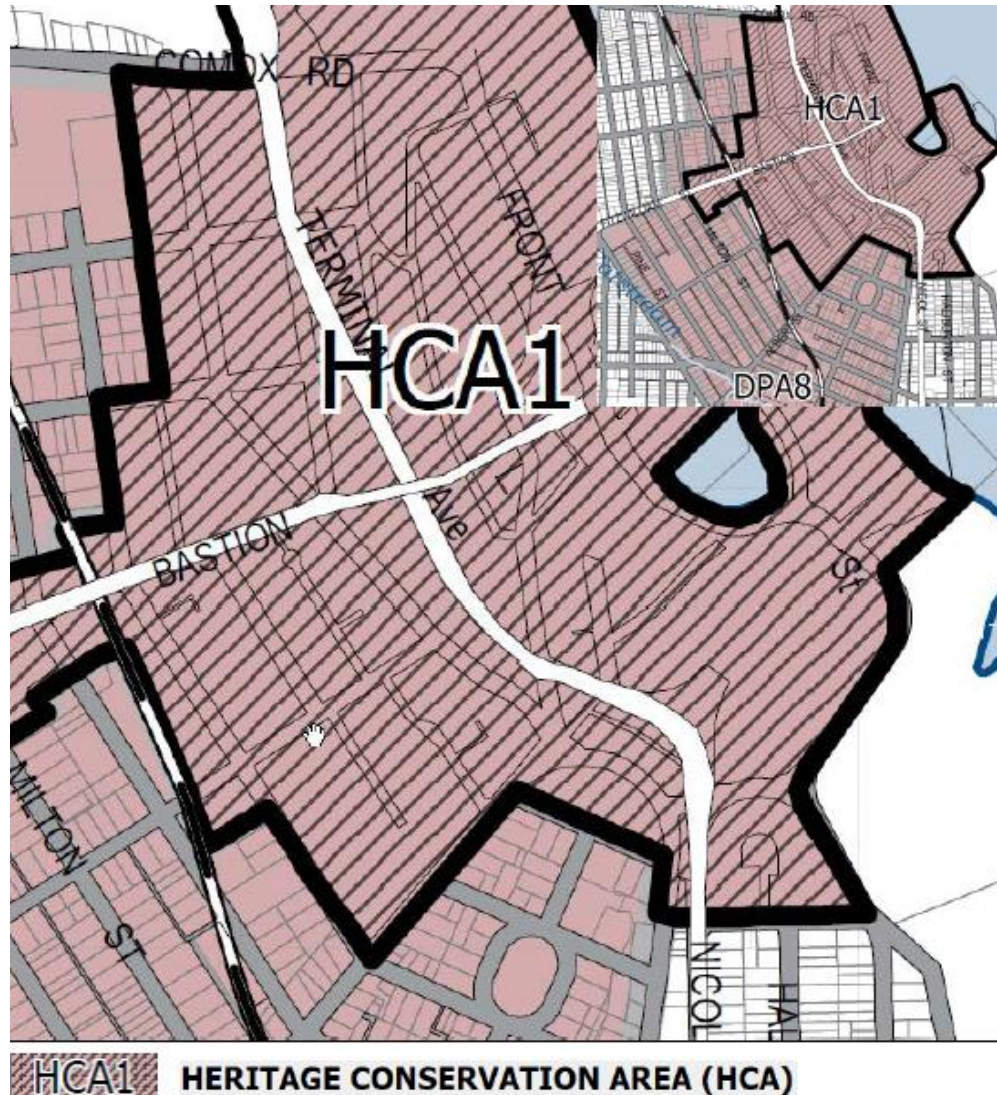


Name: Nanaimo Firehall #2
Location: 34 Nicol Street
Date: 1893



Name: Centennial Fountain (Italian Fountain)
Location: 626 Terminal Avenue North
Date: 1959-1961

Heritage Conservation Area (HCA)



Heritage Conservation Area Guidelines

Objectives

To ensure continuity and preservation of the heritage resources.

To achieve design control of alterations to existing buildings and new infill buildings to conserve heritage value.

To enhance and extend the historic transportation corridor of the Downtown HARP area.

To allow for the development of the Front Street and Fitzwilliam Street corridors as transportation “gateways” to the Downtown core.

Guidelines

Heritage alteration permits issued in HCA1 will follow *Nanaimo Heritage Building Design Guidelines*, 1984 and the *Heritage Gateway Design Guidelines*, 1988. Development Permits issued in this area for buildings not listed in the City’s HCA1 designation, will follow *City of Nanaimo Downtown Urban Design Plan and Guidelines*, 2008, and which form a part of the Plan.

Downtown Plan Reference Document (2002)

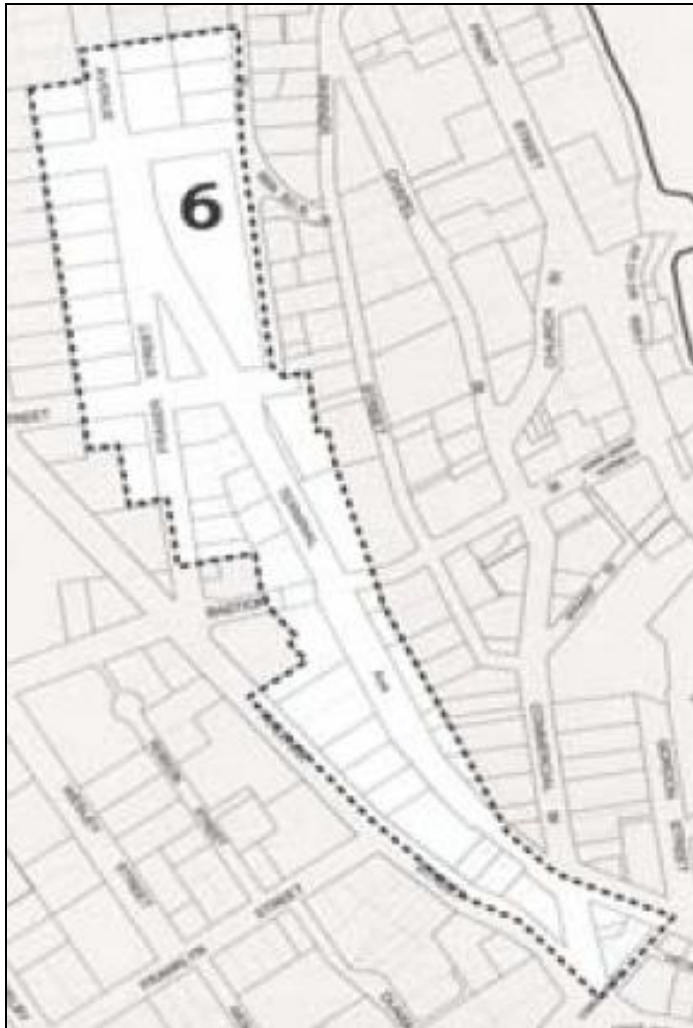
Transportation Systems Pedestrian Emphasis

A Quality Pedestrian Environment Provide a safe, efficient and pleasant environment for pedestrians, cyclists, public transit users and commercial and private vehicle drivers.

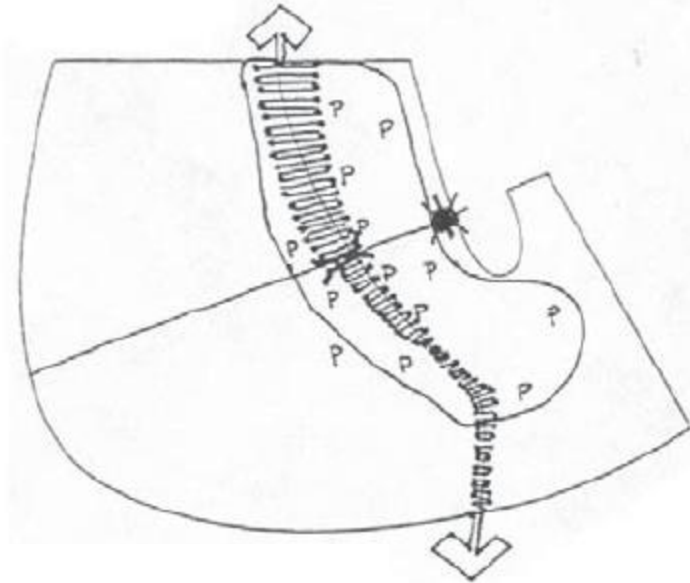
Transportation Management Measures Improve traffic and pedestrian movements in the Downtown by implementing transportation management measures that address the specific needs of each particular neighbourhood, as required.

A Bicycle Friendly Downtown Ensure the bike route system is continuous and well connected to major destination points within the Downtown and adjacent neighbourhoods.

Downtown Plan Reference Document (2002)



Terminal Parkway

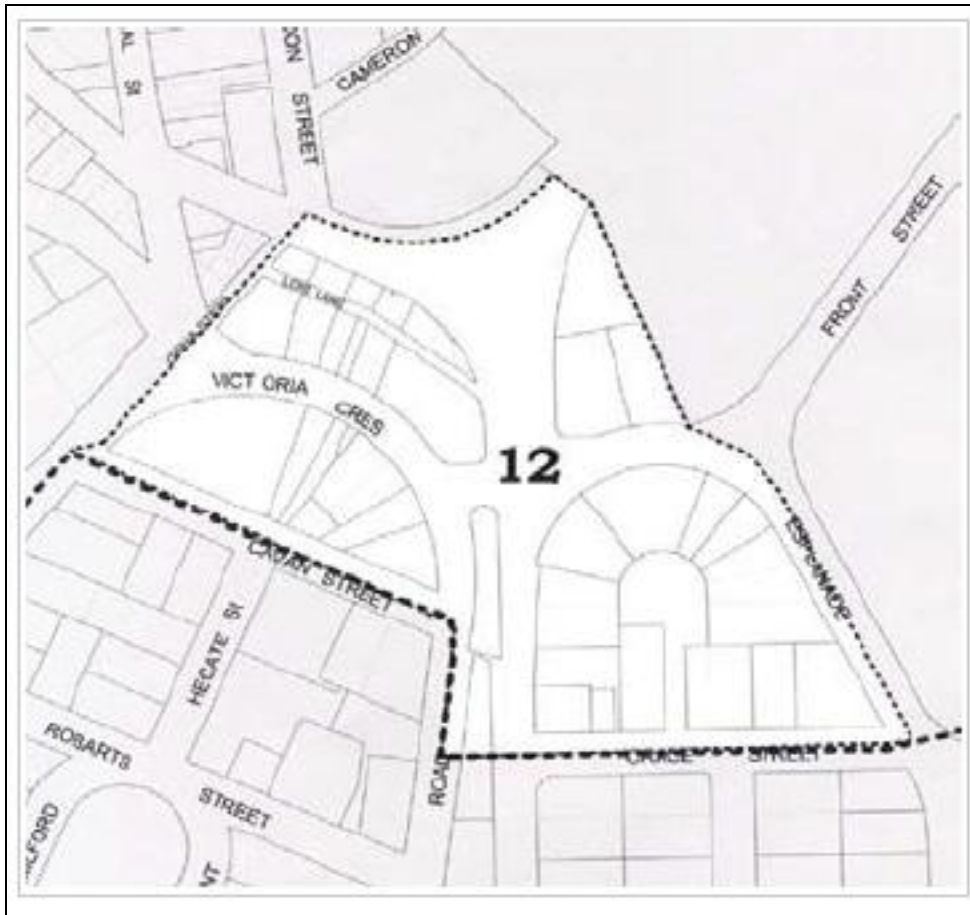


Action

Terminal as Greenway

Action 1 Prepare a design plan and implementation strategy to convert Terminal Avenue into an attractive urban greenway environment and encourage medium rise, terraced and mixed use developments along its edges.

Downtown Plan Reference Document



South Gate

Action


Gateway to Downtown

Action 1 Develop Design Guidelines, zoning and implementation strategies to encourage the creation of a special Gateway experience at this location.

Downtown Urban Design Plan & Guidelines (2008)

SOUTH GATE

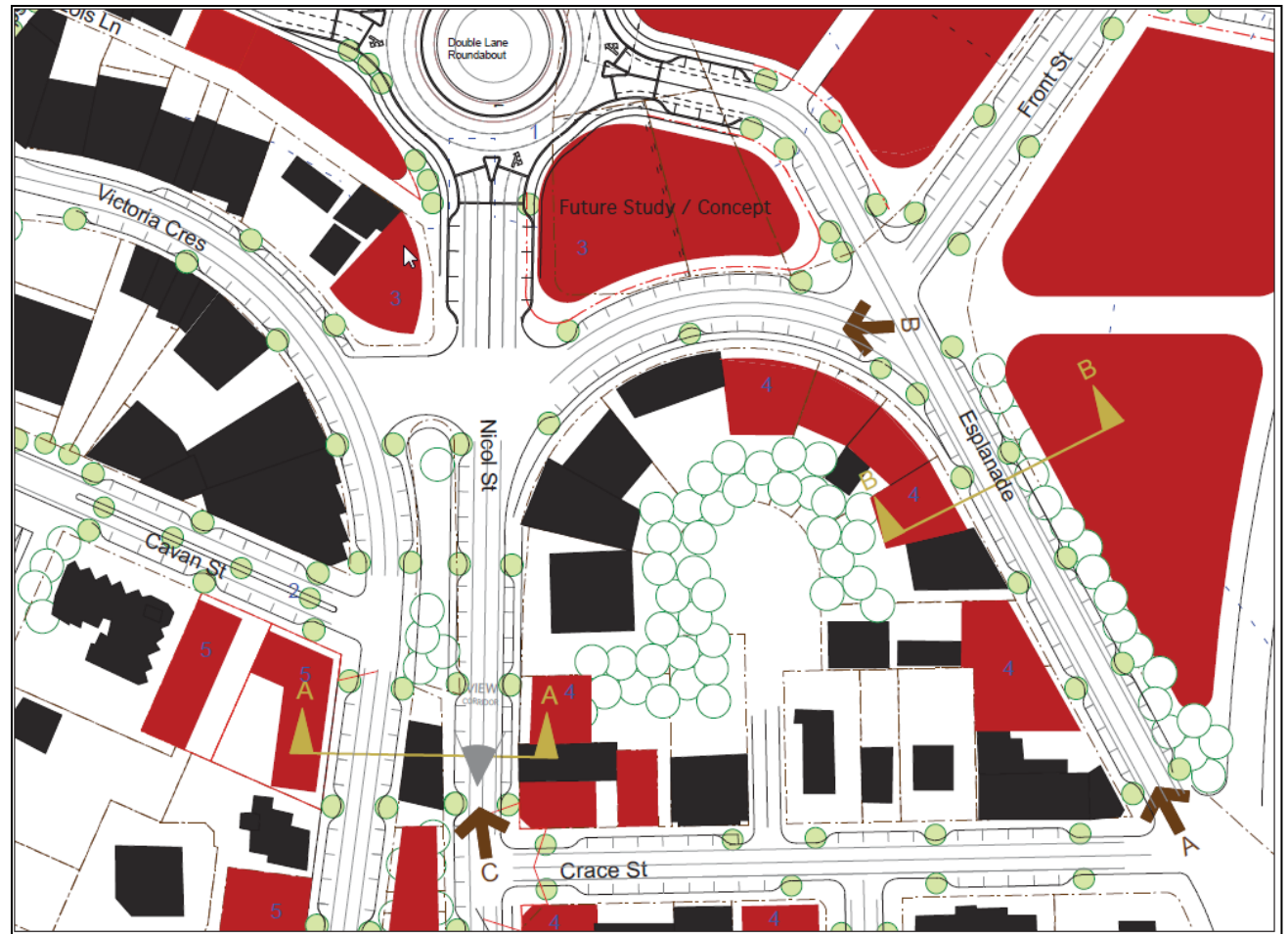
LEGEND

 Parks - City Owned

 Existing Buildings

 Future Buildings

 Street Trees - proposed



Downtown Urban Design Plan & Guidelines

SOUTH GATE



A. ESPLANADE NORTH FROM CRACE



FUTURE



B. ESPLANADE WEST TO NICOL



FUTURE

1. Single lane or double lane (shown) roundabout at Terminal Avenue, Nicol Street and Harbour Park Plaza. (Further study required, including input from Ministry of Transportation.) New connection with Esplanade.

2. New streetscape along Cavan Street with centre landscaped boulevard, parallel parking with pedestrian/tree bulges at corners and mid-block, and single drive lane with bike lane in each direction (see concept plan).

3. Redevelop corners of Victoria Crescent at Nicol Street and Esplanade at Nicol Street with gateway / landmark buildings to form a foreground focal point of South Gate.

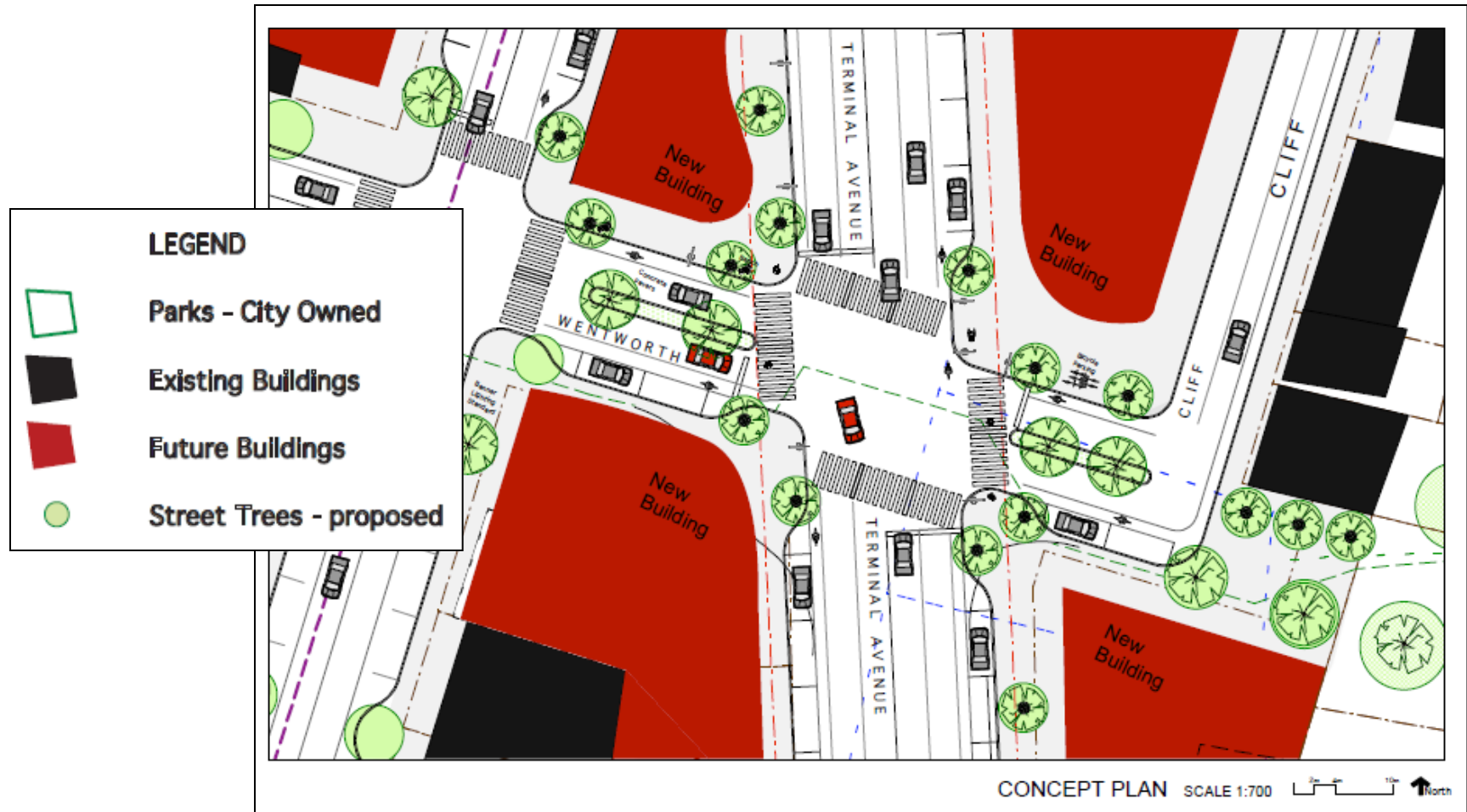
4. Infill along Esplanade, recommend an increase in allowable height to 4 storeys (13.7 m) and a 3 m front setback to prevent on-site parking in front of buildings.

5. Infill along Victoria Crescent with a recommended increase in allowable height to 4 storeys. This will allow better harmonization with the 6 storeys permitted on Cavan Street and the opposite side of Victoria Crescent.



FUTURE

Downtown Urban Design Plan & Guidelines




Downtown Urban Design Plan & Guidelines

A double lane roundabout is designed for the intersection of Terminal Avenue and Nicol Street at the entrance to the proposed Port Place Plaza. Nicol Street would retain two lanes of traffic in each direction.



Terminal Avenue is a major gateway to downtown Nanaimo, both from the north and south approaches. As such, development should provide a positive impression to the travelling public.



Recommend traffic-calming road design for 50 km/hr.

Emphasize on-street parking, which is required to ensure viability of ground-floor commercial.

South End Neighbourhood Plan

Urban Node

(Mixed Use up to 6 Storeys)



- Urban Node
- Corridor - Mixed Use
- Corridor - Residential

Form and Character

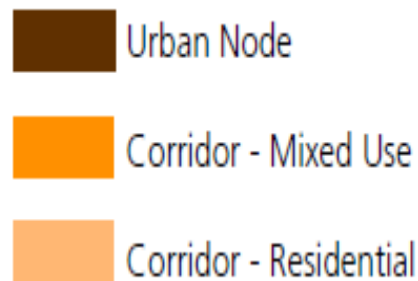
- Simple combinations of materials and architectural forms is recommended.
- Architectural elements and detailing should contribute to and complement the overall building massing.
- Provide visual breaks between shopfronts to create a rhythm and provide differentiation.
- Provide weather protection, landscaping and architectural detail at the street level to maintain a pedestrian scale and interest for taller building forms.
- Consider the use of repeating elements including balconies, awnings, signage and architectural embellishments as opportunities to create texture, rhythm and visual interest on building elevations.

South End Neighbourhood Plan

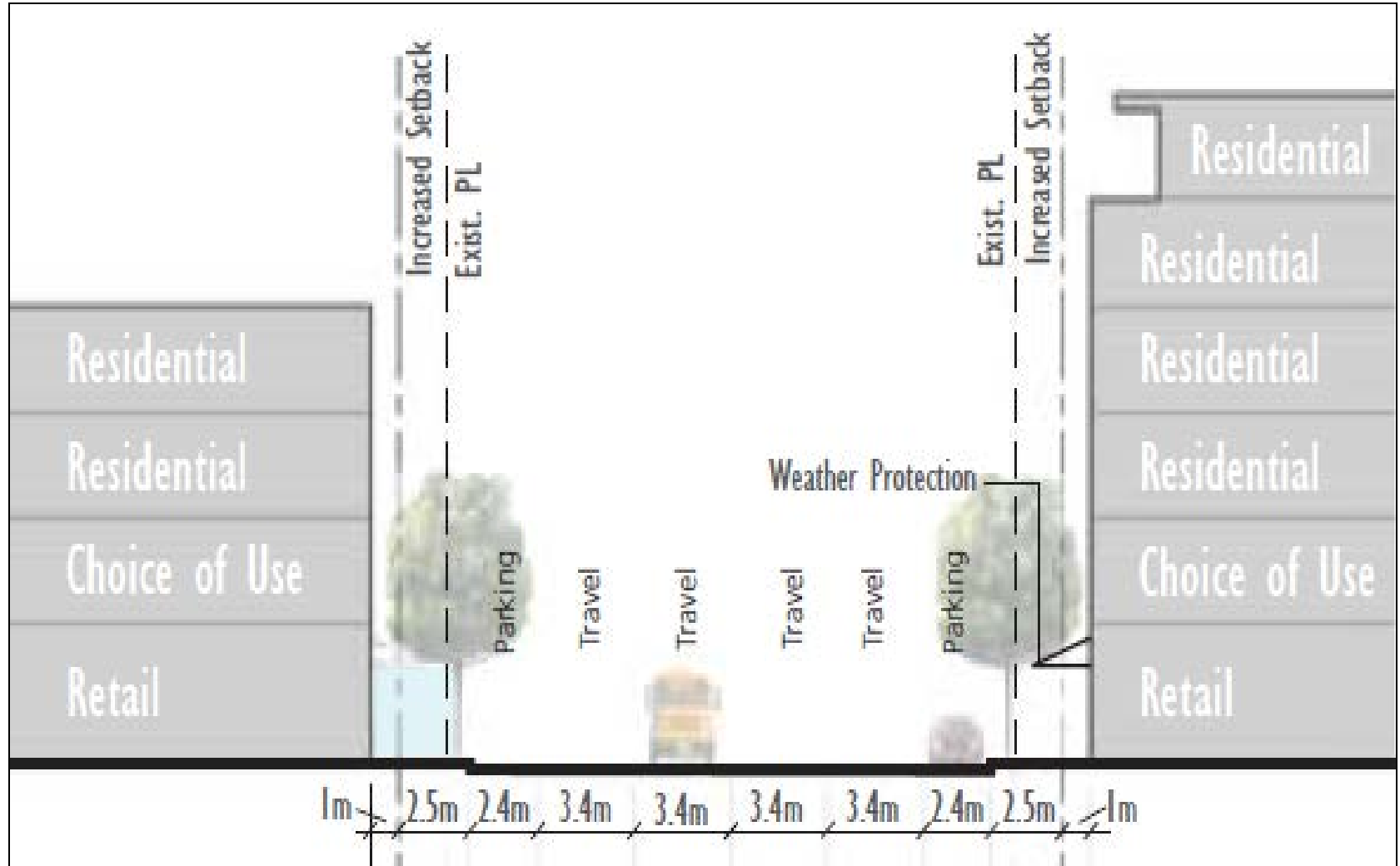
Mixed Use Corridor / Neighbourhood Commercial Centre (Mixed Use up to 4 Storeys)

Form and Character

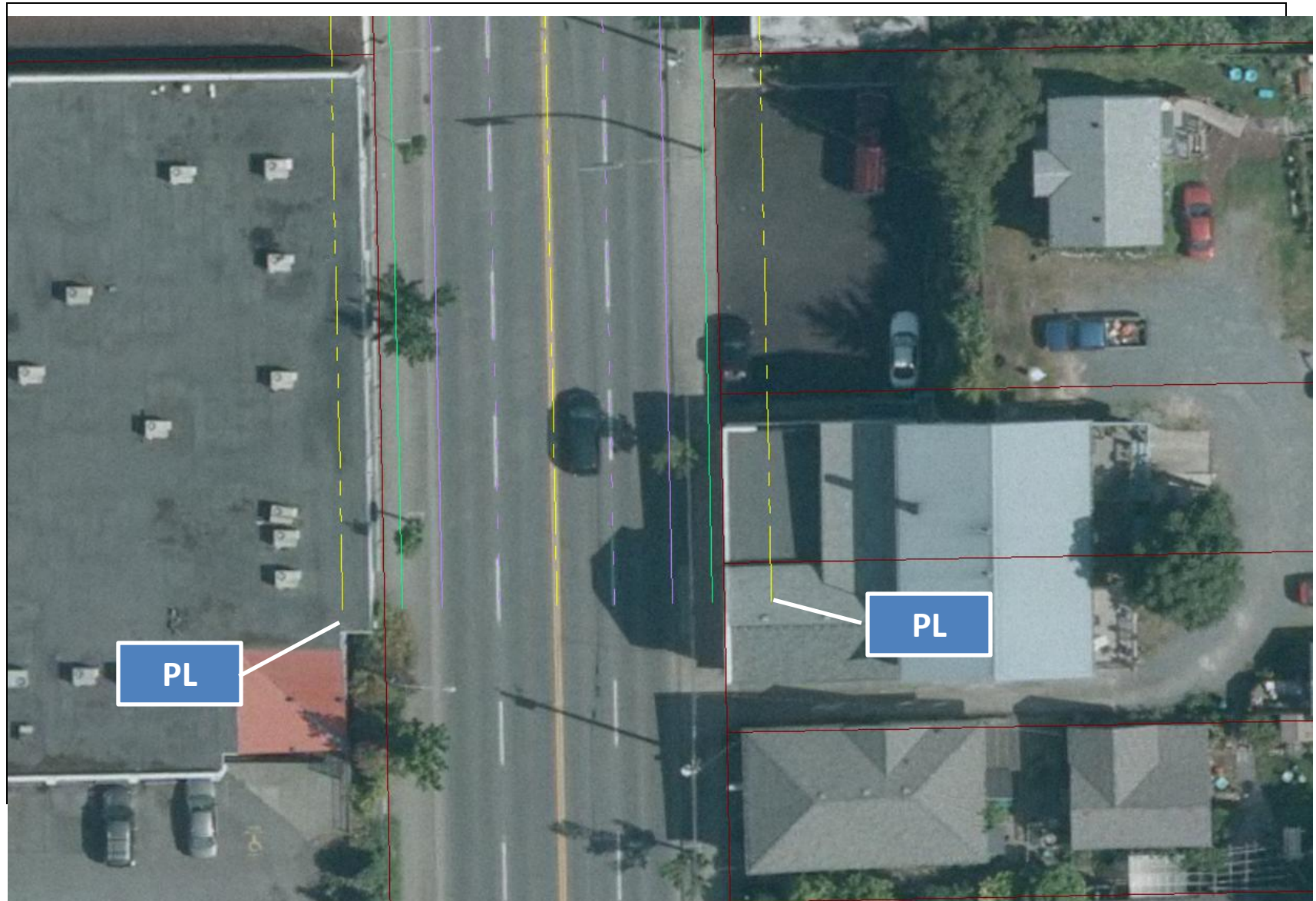
- Commercial office space and live / work uses are appropriate for Mixed Use on the first two storeys.
- Simple combinations of materials and forms are recommended.
- Long lasting, durable building materials are recommended to establish a high quality streetscape for as long as possible.
- A balance between solid and transparent materials is recommended to create visual interest and balance on building elevations.



SENP – Nicol Street Proposed Cross-Section



SENP – Nicol Street Proposed Cross-Section



Guidelines

Parking

- It is recommended that on street parking be considered on both sides of Nicol Street for the portion between the intersection with Farquhar Street and Victoria Crescent/Esplanade.
- Unless future developments have no access to a rear mid-block lane, off-street parking entries should be prohibited.

Cycle Lanes

- Dedicated cycle lanes are not recommended for Nicol Street. Haliburton Street is the closest recommended dedicated cycle route through the South End.

Sidewalks

- Encourage wider sidewalks with redevelopment, through building setbacks, including articulation of building faces and at corners.
- Sidewalks should have a minimum clear width of 2.5 m.

Landscaping

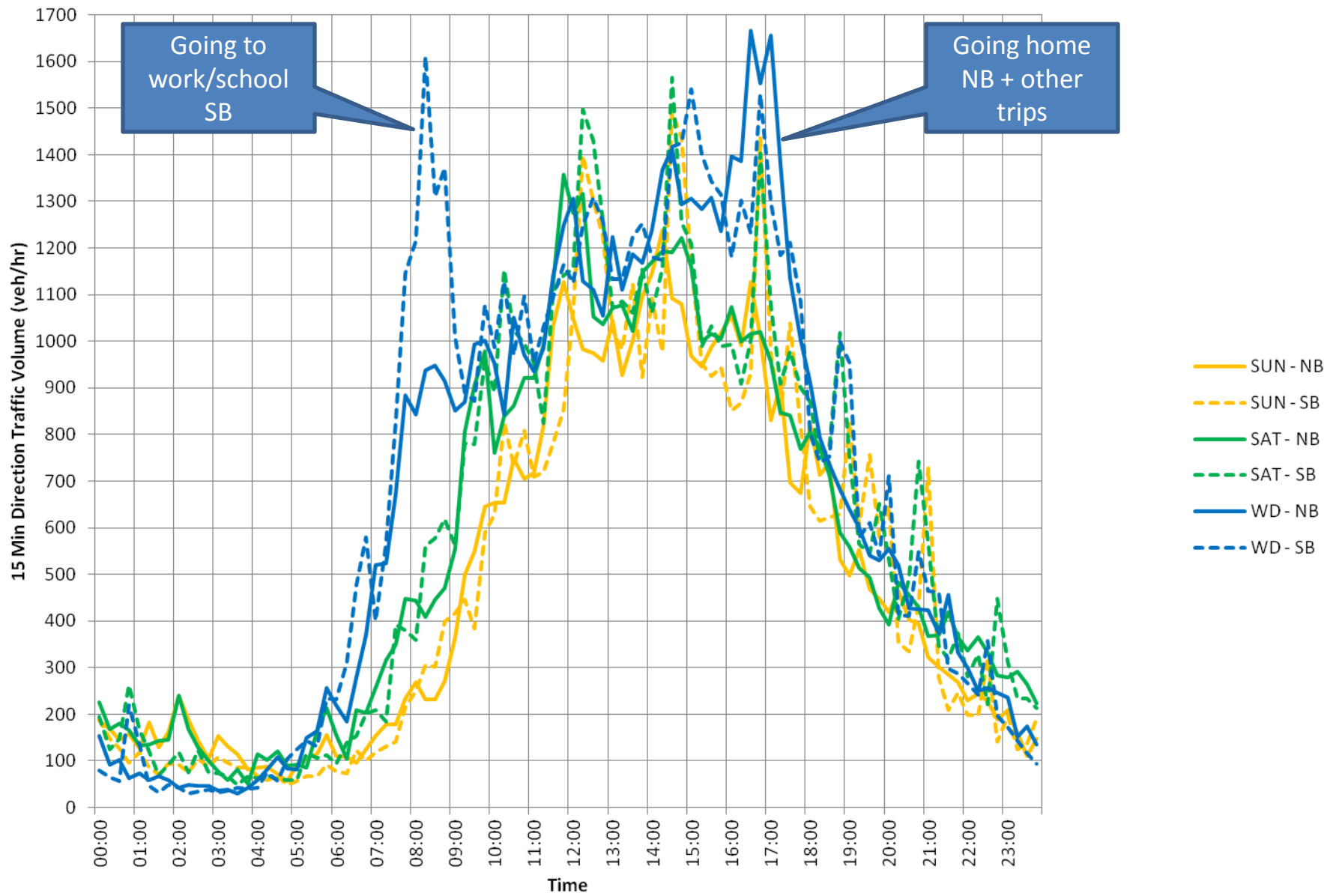
- Landscaping should be urban in scale and form, and focus on street trees and hardscape.
- Pockets of ground cover / landscaping could be introduced at corner bulges and mid-block bulges between parking bays.
- Hardscaping could include patterned paving material, corner bulges, seating structures, etc.



Transportation Context

Current Conditions

Terminal Ave @ George Pearson Bridge (March 2012)



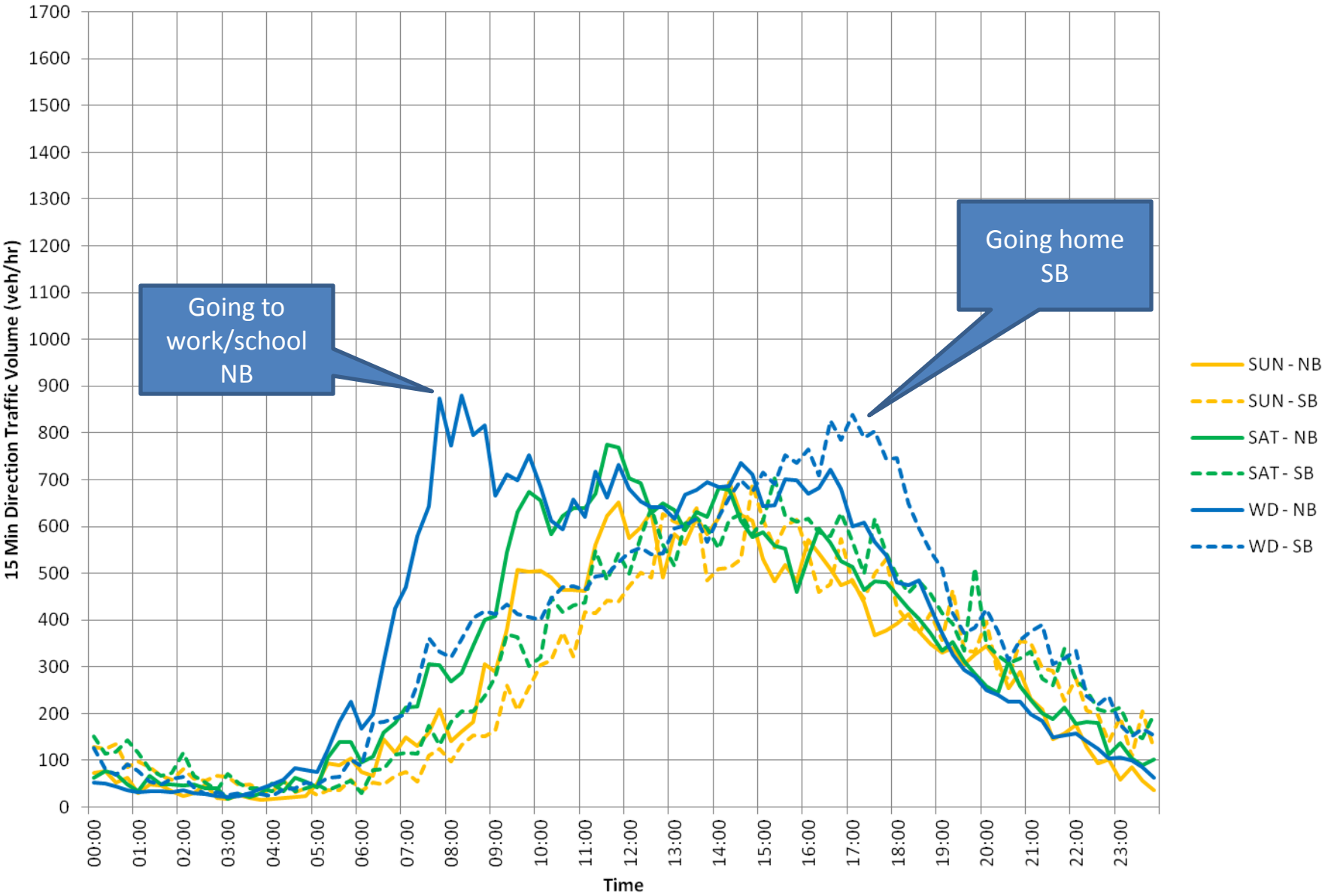
Current Conditions

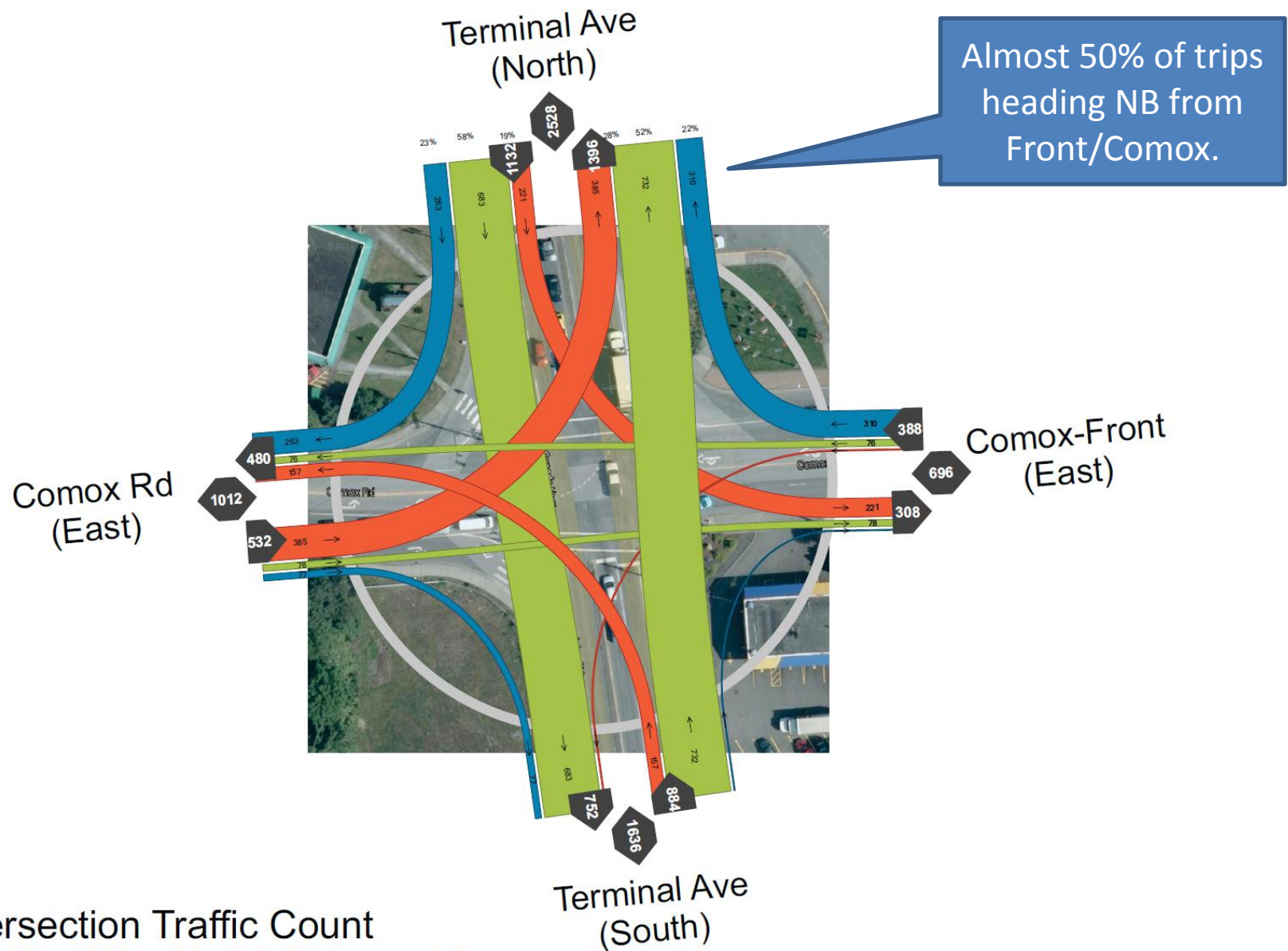
Terminal Ave between Gordon St and Espanade St. Weekday 2012



Current Conditions

Nicol Street - South of Milton St (March 2012)

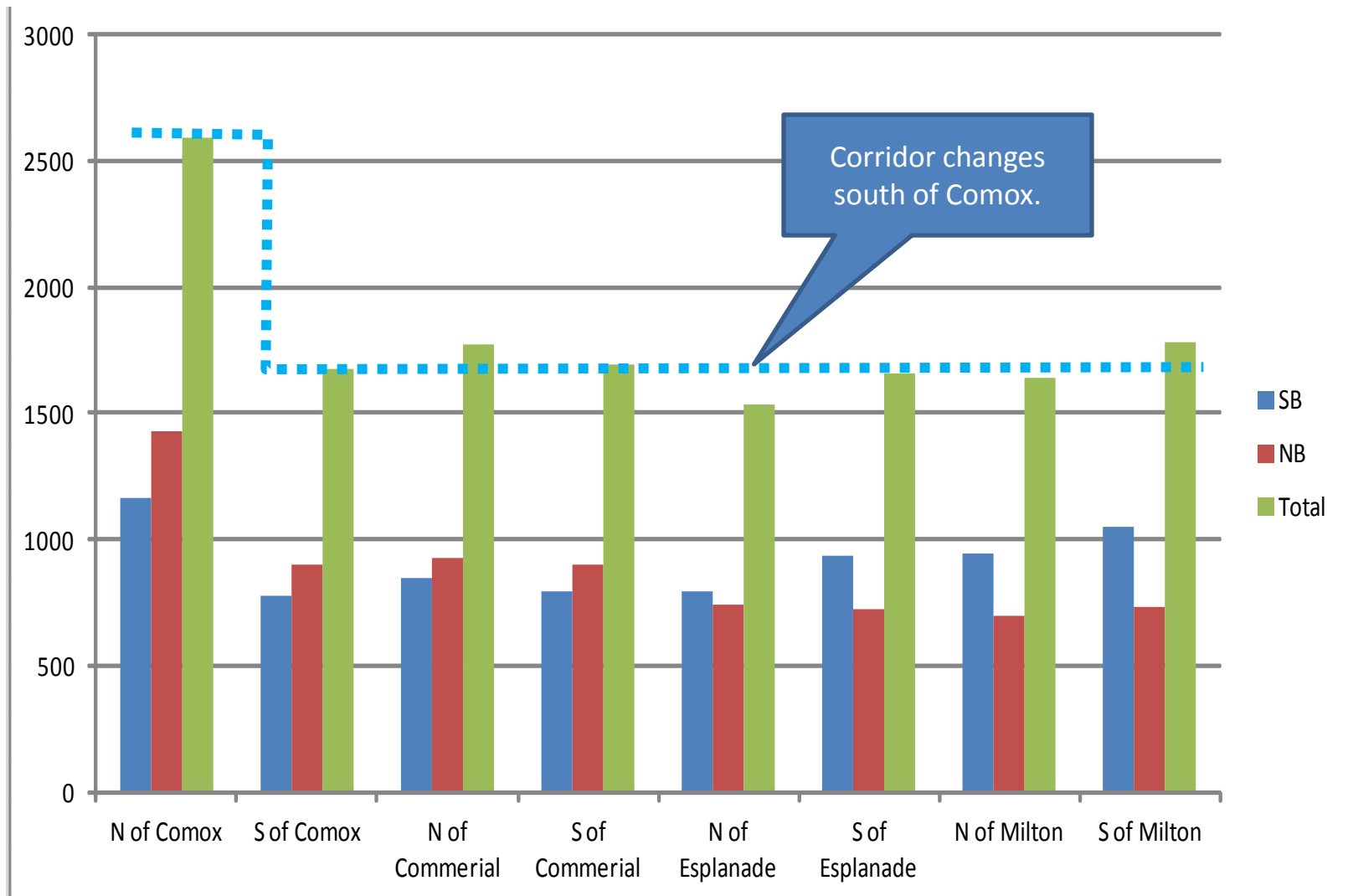




Intersection Traffic Count
Terminal Avenue at Comox Rd
PM Peak Hour Volumes
4-Terminal@Comox-Jan 30,2014.xlsx

Terminal-Nicol Corridor

PM Peak Hour Traffic Volumes



Current Conditions

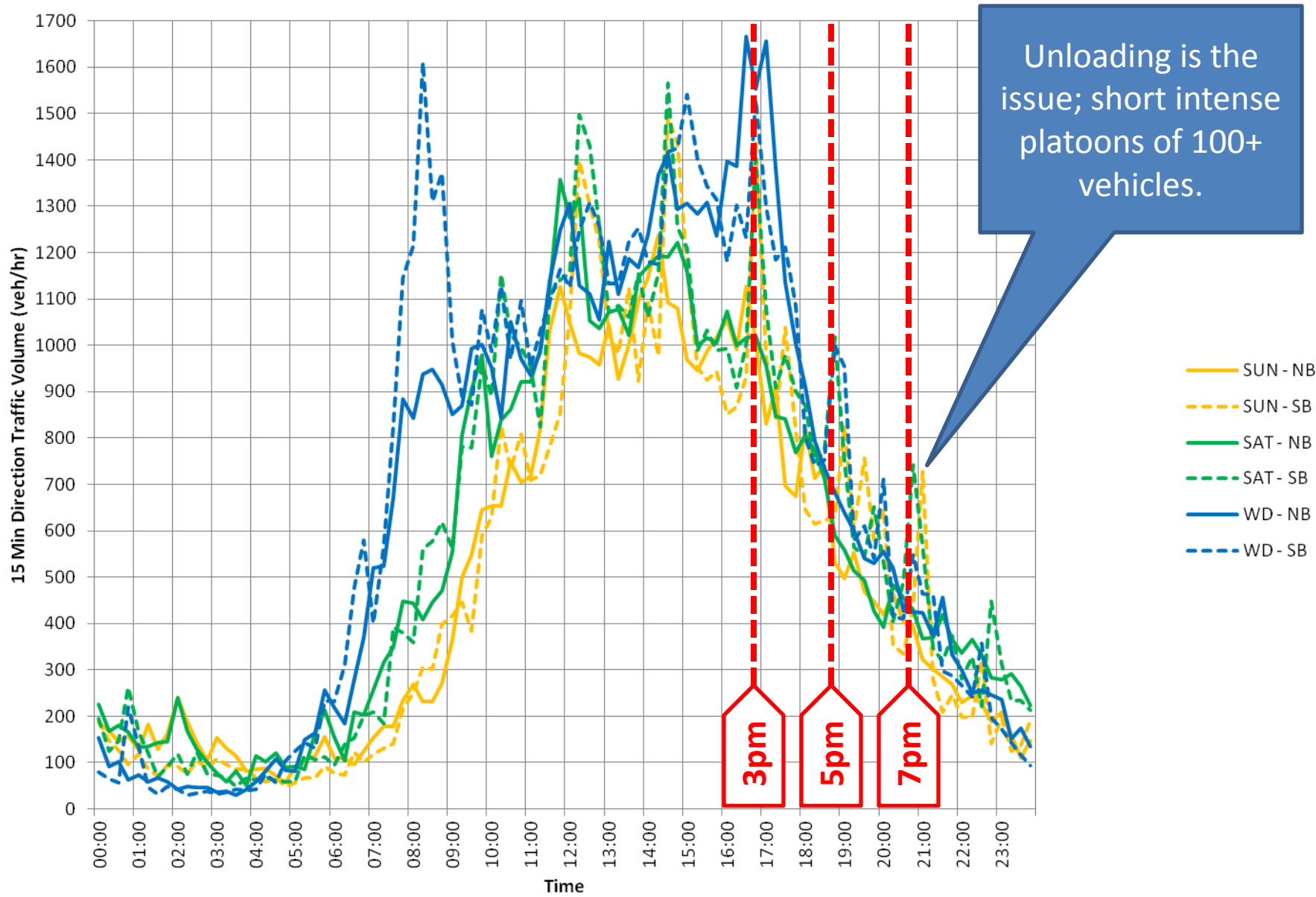
What about ferry loading/unloading?

The Coastal Class Ferries can hold 370 veh. Its estimated that at about 2/3 of Departure Bay ferry traffic travels to/from the north (ie travels up Brechin Rd).



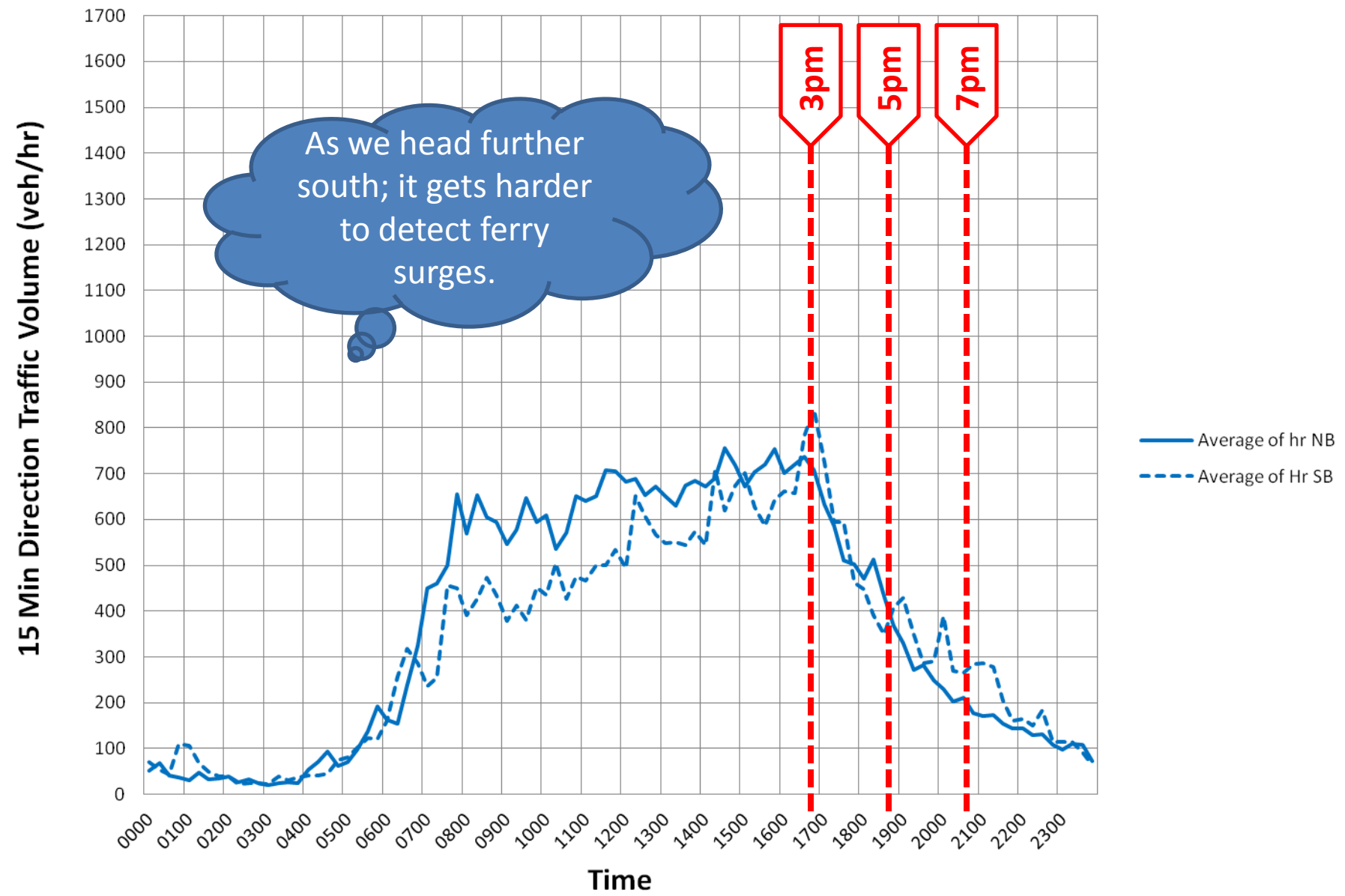
Current Conditions

Terminal Ave @ George Pearson Bridge (March 2012)



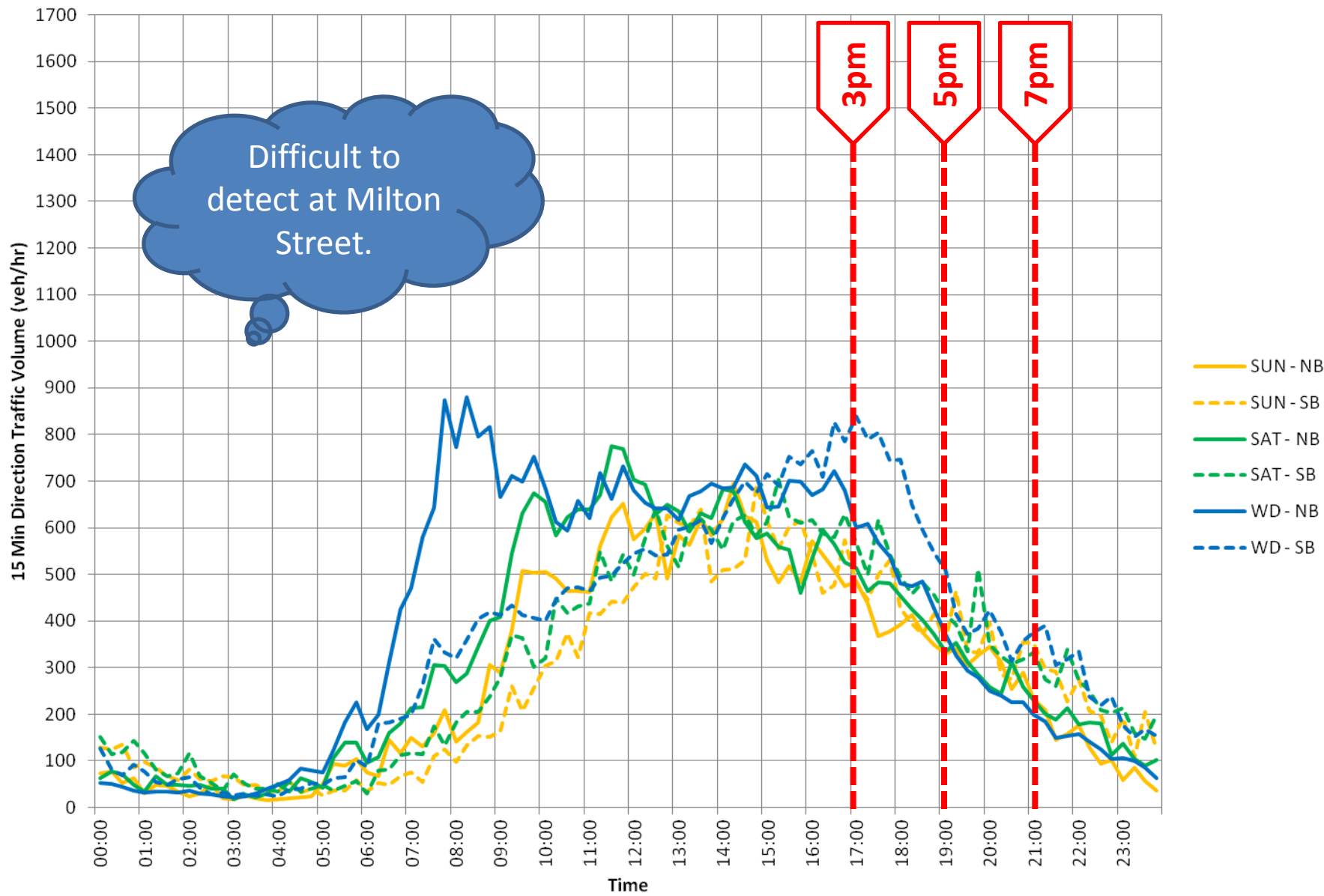
Current Conditions

Terminal Ave between Gordon St and Espanade St. Weekday 2012



Current Conditions

Nicol Street - South of Milton St (March 2012)

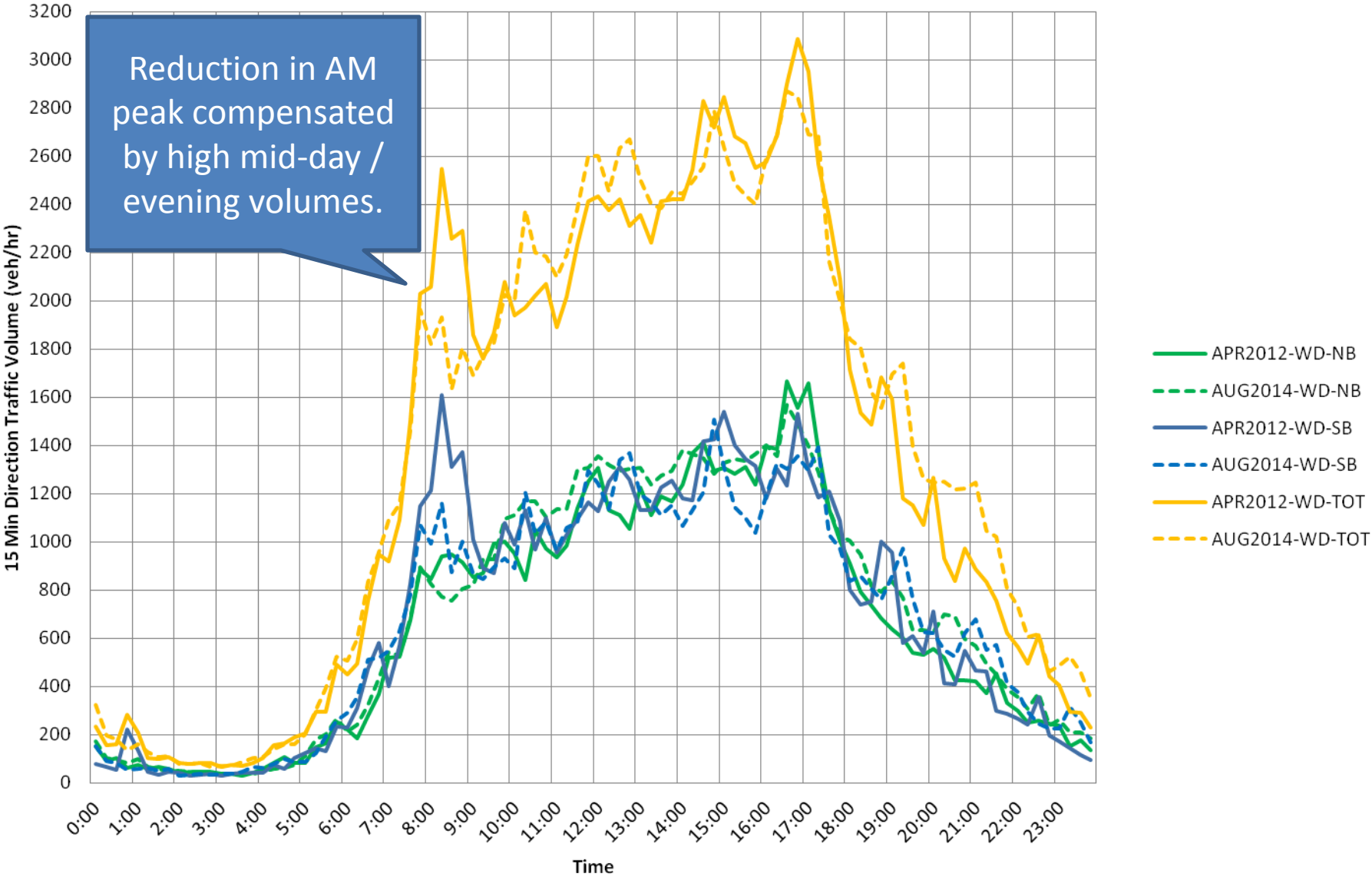


Current Conditions

What about summer conditions?
Seasonality?

Current Conditions

Terminal Ave @ George Pearson Bridge - Weekday Volumes
(Aug 2014 vs March 2012)



Current Conditions

What trips
use the
corridor?
Select Link
Analysis
2012
Northbound



Travel Time Survey

Ware-Morden Rd
(24km)

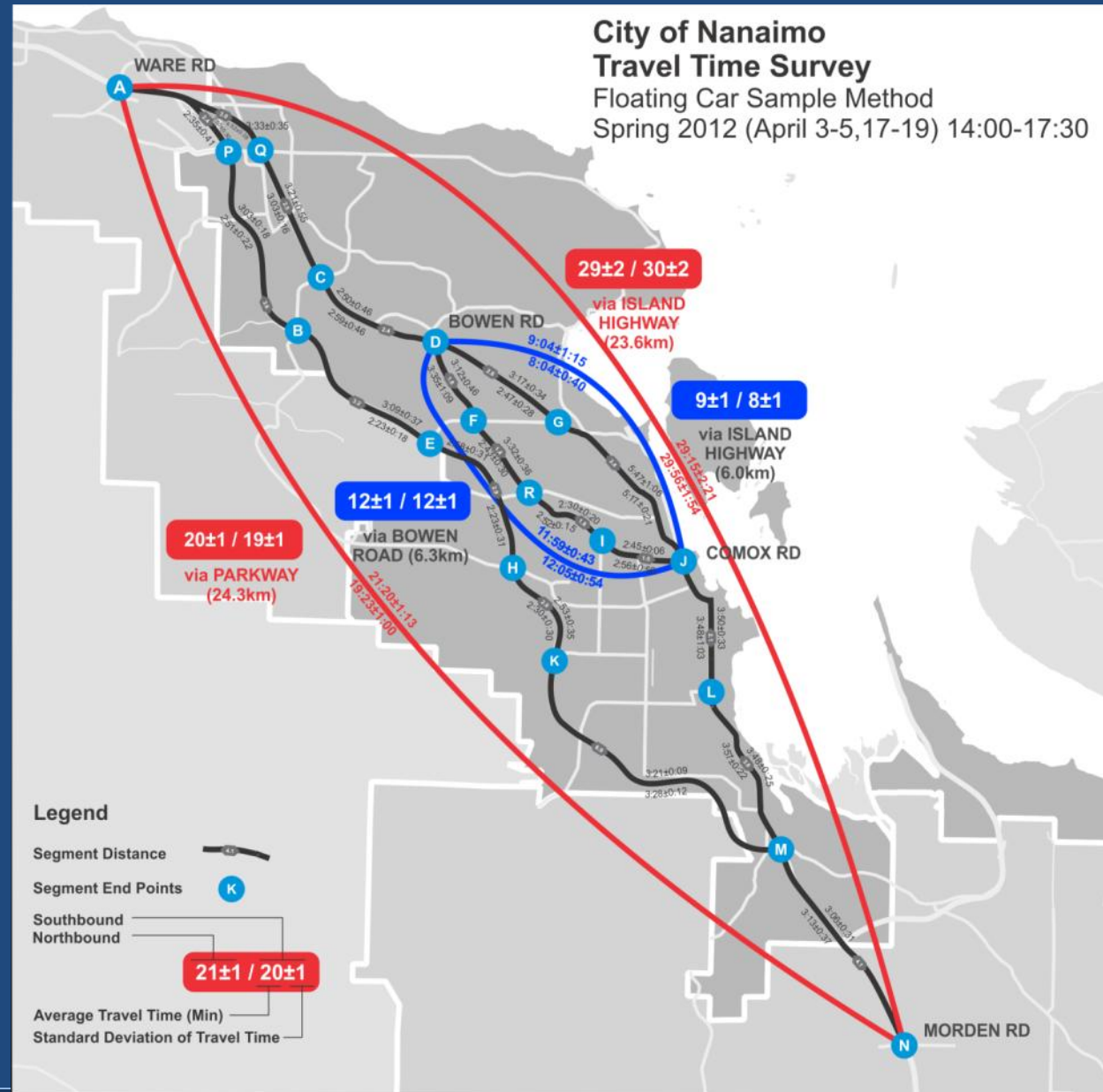
~20±1 min via
Parkway

~30±2 min via Island
Hwy

Norwell-Comox Rd
(6km)

~ 9±1 min via Island
Hwy

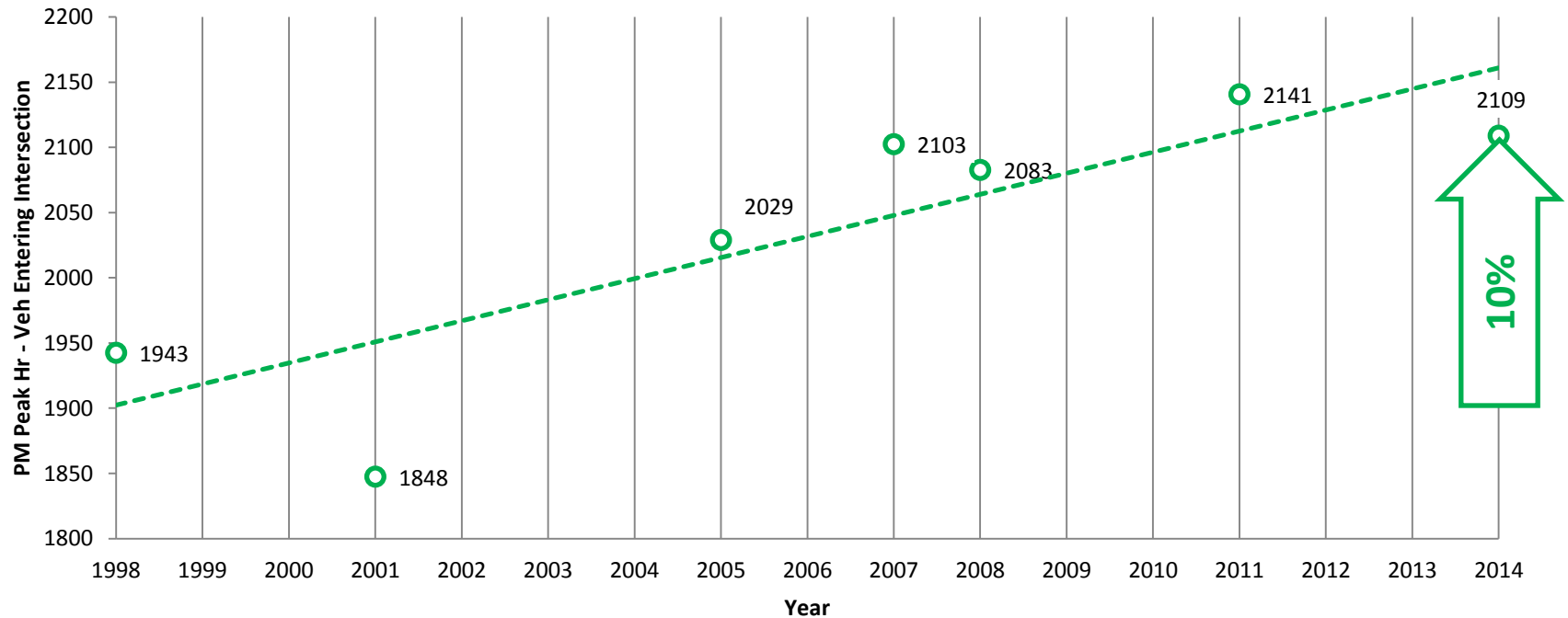
~12±1 min via
Bowen Rd



Current Conditions

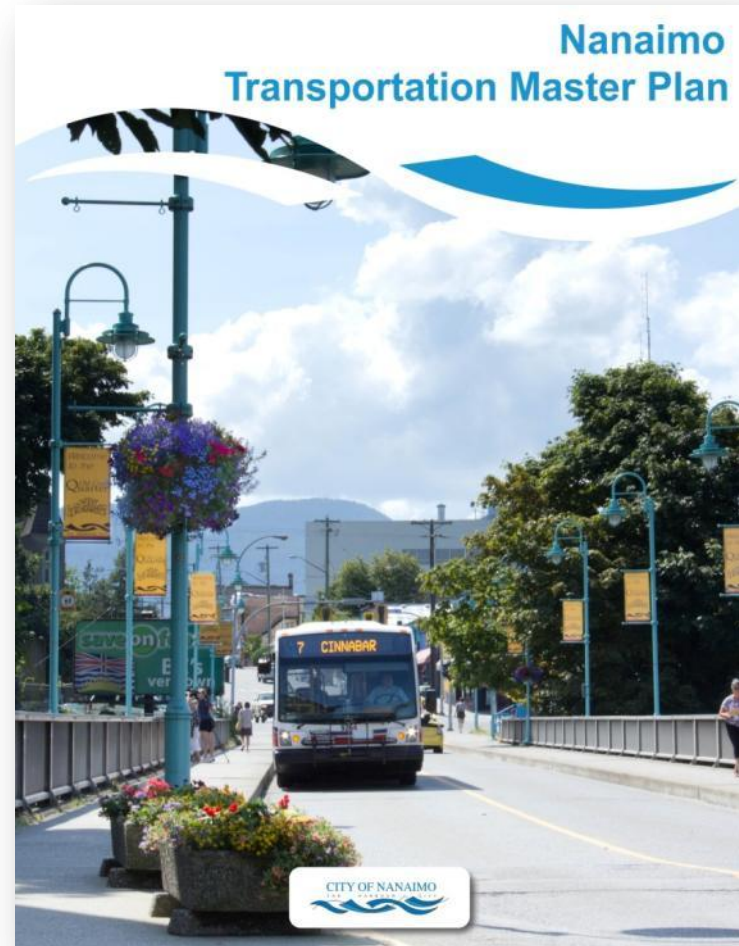
Historic Traffic Growth

Nicol Street @ Milton
Total Entering Vehicles - PM Peak Hour - 1998-2012



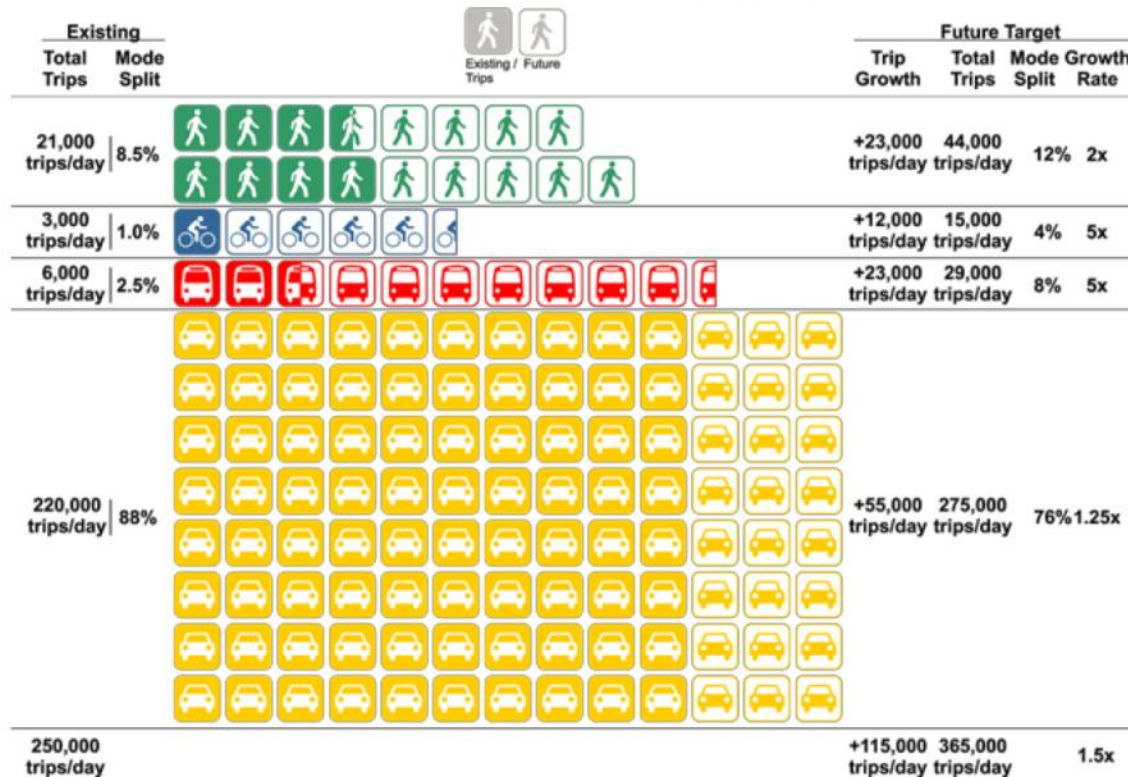
Transportation Policy and Context

Nanaimo Transportation Master Plan

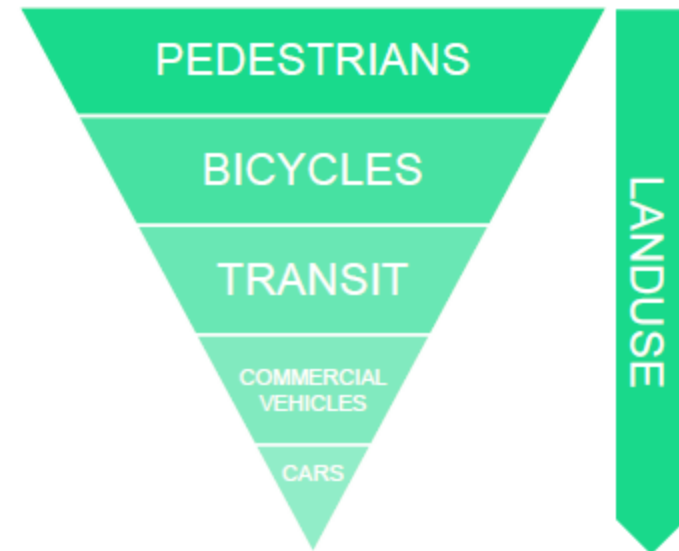


Transportation Policy and Context

Target Transportation Modal Split (2041)



Double sustainable transportation mode split.



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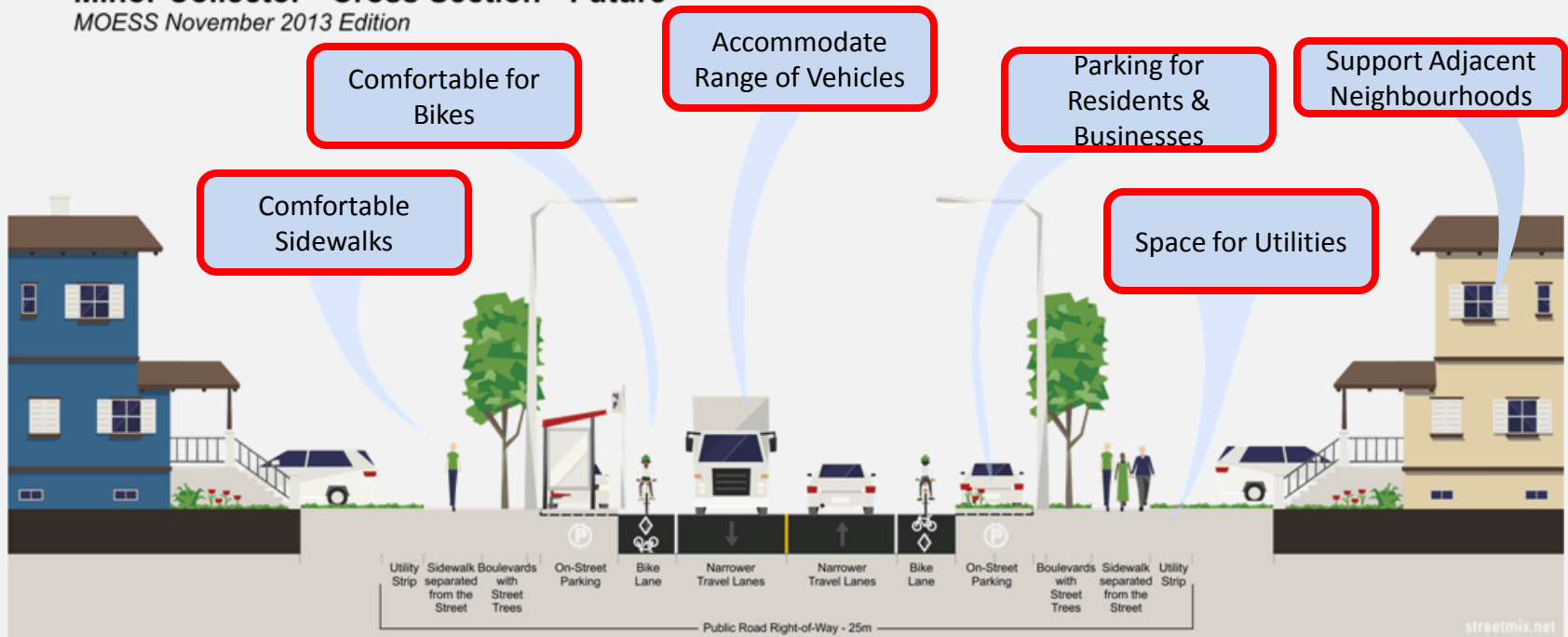
Consider all modes and land use context when developing transportation projects.

Complete Streets

Future streets need to be **safe** and **comfortable** places for all road users.



Minor Collector - Cross Section - Future
MOESS November 2013 Edition



Principles of Complete Street Projects



Transportation and Land Use Integration

The transportation system, land use and urban design complement each other. The streetscape should encourage land use best practices and sustainable transportation choices.



Access and Mobility

An integrated transportation system allows people and goods to move efficiently throughout the City via different transportation modes and across a range of demographic, geographic, socio-economic, mobility spectrums.



Transportation Mode Shift

The streetscape will help public and active transportation become the preferred choice of travel for more people, making it possible for the transportation system to move more people more efficiently in fewer vehicles.



Sustainability

Decisions reflect an integrated approach to environmental, financial, and social impacts thereby creating a sustainable, livable Downtown that minimizes the need for new infrastructure and increases quality of life.



Health and Safety

The streetscape supports healthy, active lifestyles, and addresses user safety and security; including access for emergency services.



Well-maintained Infrastructure

The streetscape is planned and developed so that the City is able to keep it in a good state of repair and future growth is accommodated in a fiscally responsible and sustainable manner.

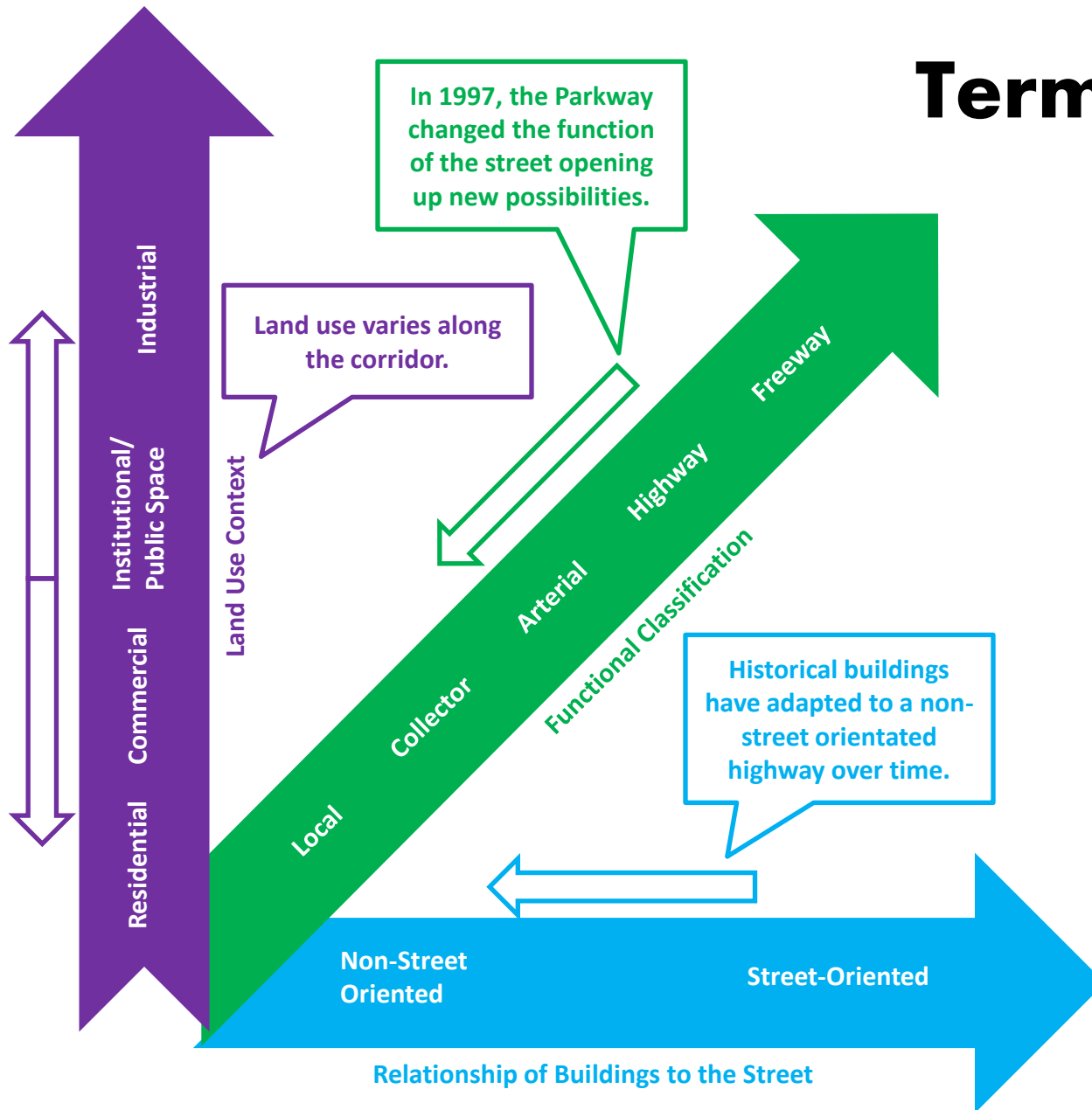


Economic Vitality

The efficient movement of goods, workers, visitors and workers to support a vibrant city centre are features of the transportation system that will enhance Downtown's economic vibrancy.

Terminal | Nicol

What type of Street?





Street Oriented - Commercial - Collector



Non-Street Oriented – Commercial/Industrial – Arterial/Highway

NTMP

Policies and Direction

Downtown is the City's centre, with arts and culture, commercial, entertainment and government services located within its historic central business district and waterfront. It contains some of the City's highest population and employment densities, including office and apartment buildings. Downtown already has the highest proportion of sustainable transportation trips in the City.

The combination of a grid-like network and interesting streetscapes make walking comfortable and enjoyable. From a transportation perspective, opportunities exist for increased residential and commercial densities to support a wider range of businesses and services and improvements to the transportation network, including a new Downtown Transit Exchange, cycling facilities, and streetscape improvements along Terminal Ave and Front St will help make Downtown a more successful mobility hub.

Terminal Ave Corridor Improvements. **Terminal Ave is one of the** City's most important streets but has a number of safety, operational and development issues along its length. A joint study of the corridor with the Ministry of Transportation, DNBIA and the City is proposed to better define improvements to support both vehicle mobility and safety, but also adjacent businesses and neighbourhoods. Portions of Terminal Ave are a provincial highway and improvements would require support from the Ministry of Transportation and Infrastructure.

NTMP

Policies and Direction

Encourage developments within mobility hubs to provide shared and preferential parking resources. This can include providing parking spaces that are shared by more than one user and where preferential parking areas are designated for ridesharing participants, carsharing programs, or electric vehicles.

Consider expanding on-street parking supply within mobility hubs

and Downtown through reallocation of existing excess road space. Manage on-street parking supplies with pricing or time restrictions, where necessary, to meet occupancy targets.

Establish a Bicycle Friendly Business District in conjunction with the Downtown Nanaimo Business Improvement Association and local businesses to integrate cycling into the district's operations, events, and promotions, and to ensure bicycle facilities are provided within the BIA area in Downtown Nanaimo.

Within mobility hubs develop new or rehabilitated streets with a strong focus on making them enjoyable places to walk and ride.

Questions?