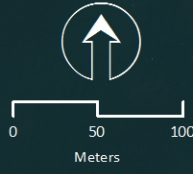




1 Port Drive – Background Information

2018-DEC-17



Wharf St

Front St

Commercial St

Gordon St

Cameron Rd

Terminal Ave

Front St

Esplanade

Albert St

Victoria Cres

Cavan St

Port Dr

Grace St

Robarts St

Victoria Rd

Nicol St

Halliburton St

Irwin St

Esplanade

Selby St

Finlayson St

Prideaux St

77th St

Rationale for Acquisition

- **Stimulate Waterfront Redevelopment** – Opportunity to facilitate redevelopment of this key waterfront site.
- **Access** – No public access to the NPA Assembly Wharf. Only access is via the wooden trestle and a right of way agreement.
- **Transit Exchange** – The RDN identified the area as a preferred location for a transit exchange.
- **Master Plan** – Once the lands were under City ownership, a master planning process could be undertaken to realize the community's long-term vision for the lands.
- **Long-Term Hold** – The site was viewed as a long-term strategic hold, given the major encumbrances.

Encumbrances



Transit Exchange

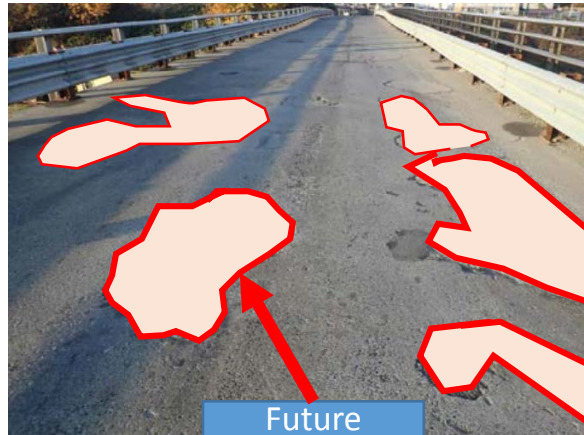
- Joint interest between the City and the RDN
- Future integrated transportation hub



Trestle - Background



Past Repairs



Future Repairs



Single Lane Wooden
Trestle currently the
only access to the Port
Lands

Trestle – Load Restrictions

- Trestle is Load Restricted
- Vehicle Processing Center opening in 2019
- Projected 8 trucks per day once VPC opens



NANAIMO NEWS BULLETIN



Construction on a new foreign vehicle processing centre is underway at the Port of Nanaimo. Photo submitted

Construction proceeding on Nanaimo vehicle processing centre

Facility to be operational by Jan. 1 to prepare European vehicles for Canadian market

Work Completed to Date

- Environmental Studies
- Select Demolition
- Termination of Agreements
- Archaeological Studies
- Seaspan Right of Way Transfer Agreement
- South Downtown Waterfront Initiative
- Port Drive Master Plan
- Primary & Secondary Access + Walkway

Detailed Site Investigation

City of Nanaimo
1 Port Drive AECs

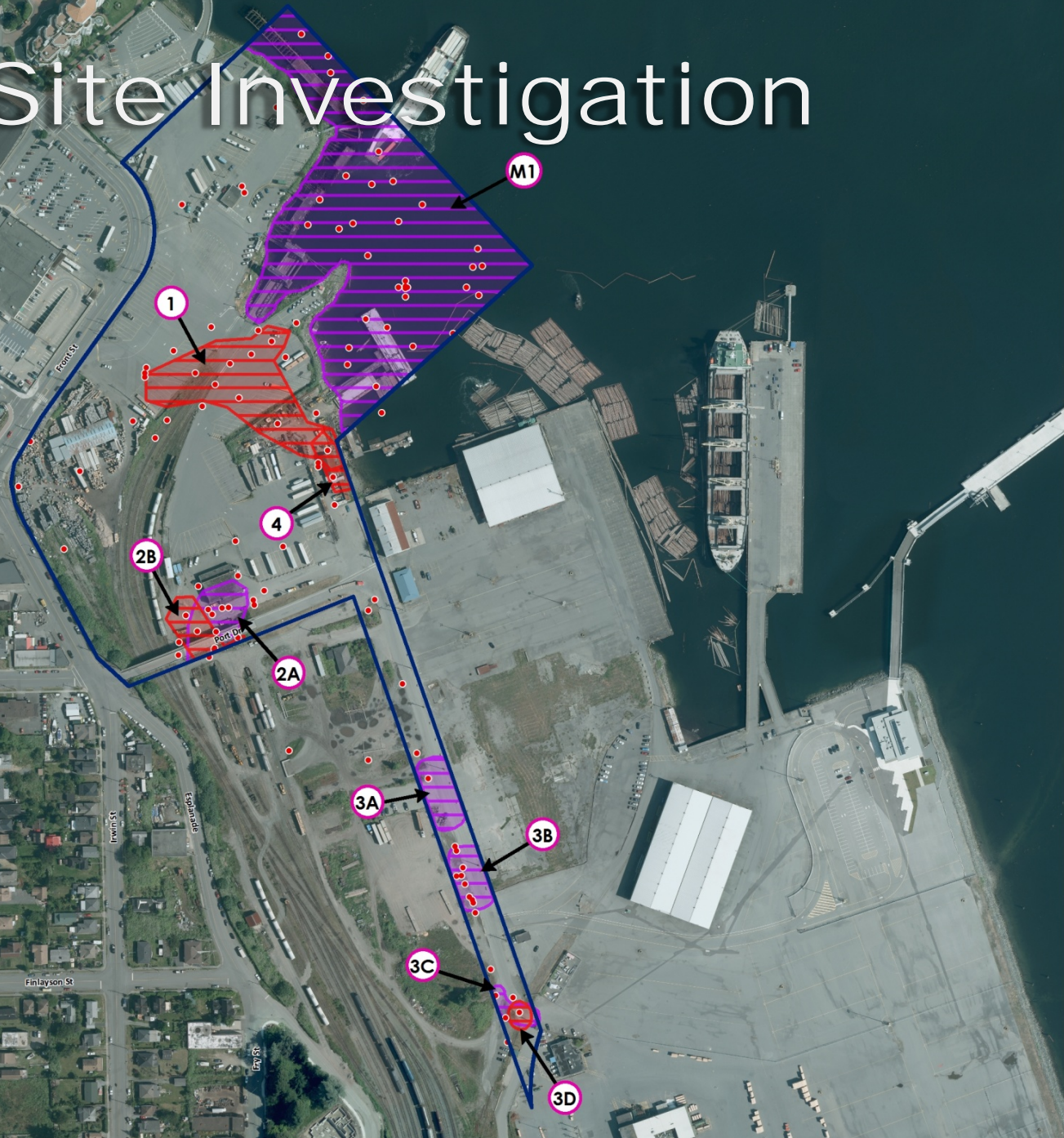
● Sampling Sites
n Areas of Environmental Concern

CITY OF NANAIMO
THE HARBOR OF NANAIMO
GIS SECTION

Published: February 2, 2015

0 50 100
Meters

DISCLAIMER
This map is intended for general information only. The City of Nanaimo makes no representation or warranty regarding the accuracy or completeness of the information presented and assumes no responsibility for any damage, loss or injury resulting from the use of this product.



Detailed Risk Assessment - Waterlot

City of Nanaimo
1 Port Drive Marine AEC 1

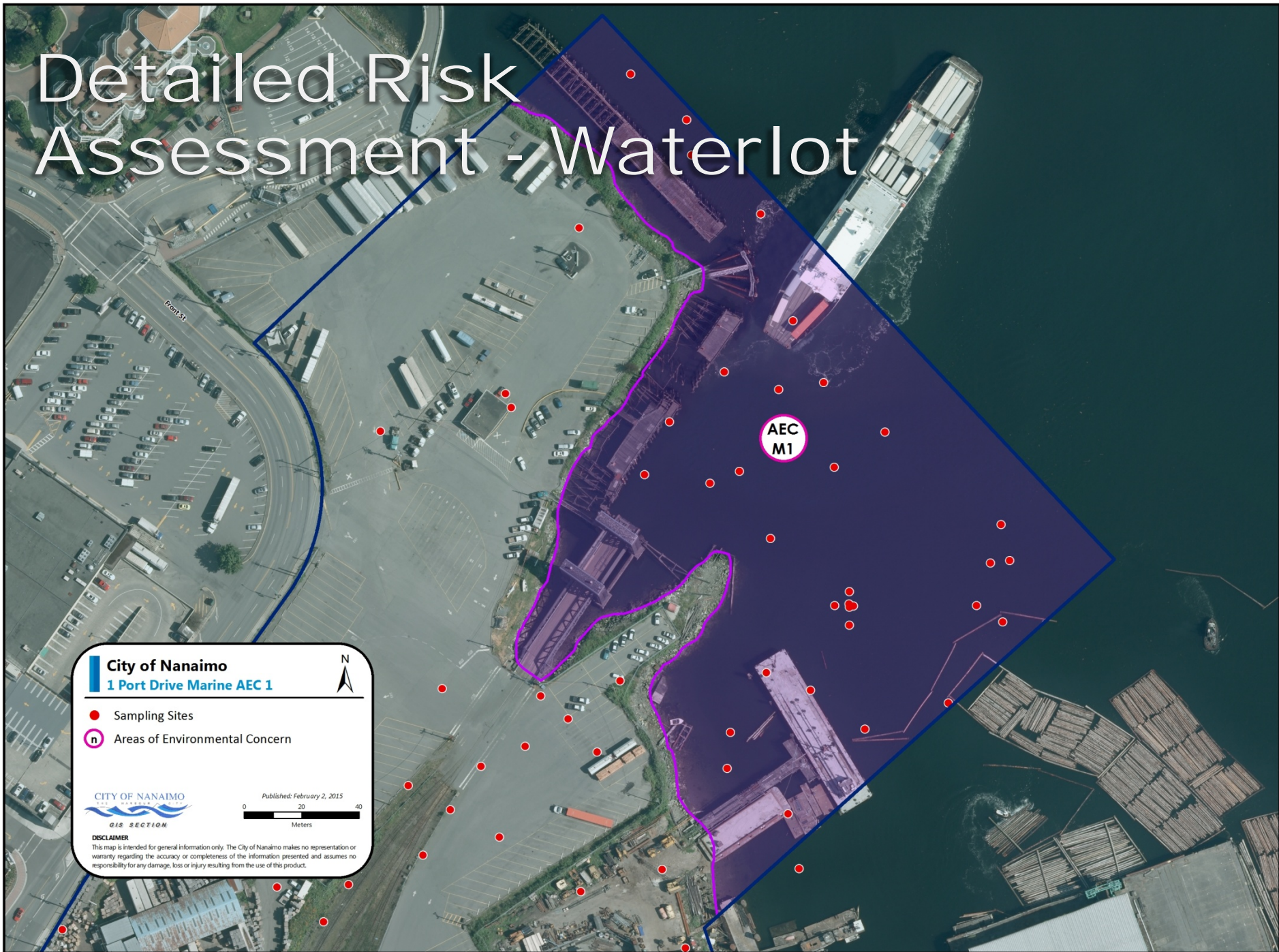
● Sampling Sites
○ Areas of Environmental Concern

CITY OF NANAIMO
THE NANAIMO REGION
GIS SECTION

Published: February 2, 2015

0 20 40
Meters

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Demolition of Derelict Docks

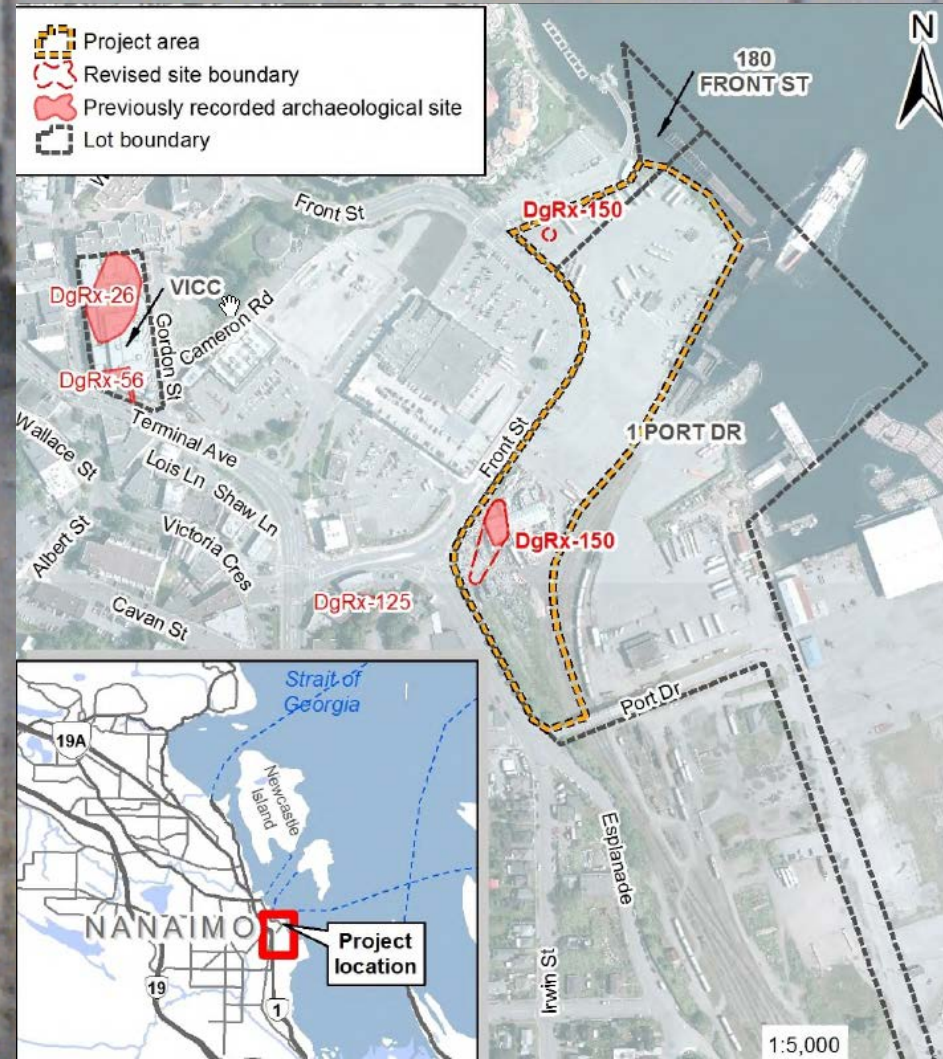


Termination of Leases/Licences

Demolition of Legacy Buildings

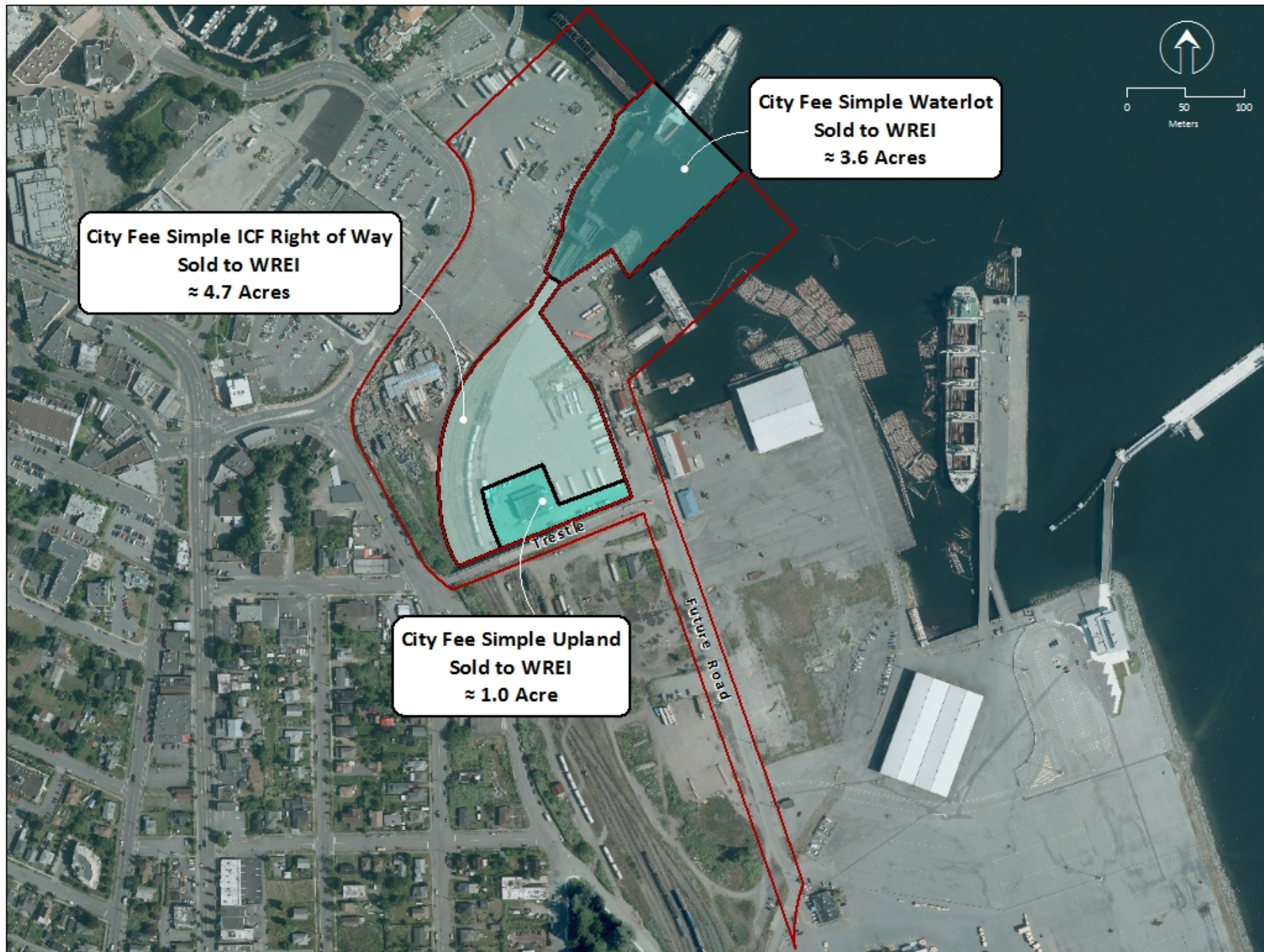


Archaeological Impact Assessment



Seaspan Right-of-Way Transfer Agreement





**City Fee Simple ICF Right of Way
Sold to WREI
≈ 4.7 Acres**

**City Fee Simple Waterlot
Sold to WREI
≈ 3.6 Acres**

**City Fee Simple Upland
Sold to WREI
≈ 1.0 Acre**

Trestle

Future Right of Way

Seaspan Right-of-Way Transfer Agreement

- The City will pay Seaspan \$991,465 to discharge the right-of-way.
- The City will dispose of 3.6 acres of water lot and 5.7 acres of upland to Seaspan (market value of \$3,050,500).
- The City will transfer the lands to Seaspan with a Certificate of Compliance from the BC Ministry of Environment.
- The closing date is anticipated to be 2019-APR-15.

South Downtown Waterfront Initiative (SDWI)



FRAMING THE FUTURE

Vision and Guiding Principles

December 2013

SDWI – Vision + Guiding Principles

1. Promote access & connectivity to local neighbourhoods, the City and Region.
2. Support an evolving working harbour.
3. Promote ecological positive development.
4. Promote bold, resilient & visionary land use.
5. Embed cultural & social considerations in future decisions.

VISION 1

LEGEND

- Working Harbour
- R & D/Clean Industrial
- Knowledge/Institution
- Live/Work
- Active/Neighbourhood Commercial
- Transportation
- Residential
- Parks & Open Space
- Community Use



LAND USE

- Key marine industrial - "active Harbour"
- Residential - mid-high, 2-6 stories
- Harbour - public marine focus
- Parks & Open Space - multi-purpose
- "Active" commercial - pubs, public restaurants
- Live/Work
- Affordable housing
- Office, tech
- knowledge-based industry
- "Complete" community
- Family services/daycares

WATER USE

- Transportation of people and goods
- Marine industrial - north
- Recreational water use - south
- Ecological restoration - seagrass

MOBILITY PROGRAMME

- Bus transit - local & inter-city
- Fast ferries
- Cycling, pedestrian
- Multi-modal hubs
- Float planes
- Gibraltar ferries
- Car sharing/rental
- Industrial traffic
- Water taxi
- Barge traffic

GREEN INFRASTRUCTURE

- Waterfront walkway/green shores
- Waste waterfront water management
- L&COT development, green roofs/walls
- Community gardens/roof gardens
- Energy - solar/wind
- Shading - urban forestry
- Attaining "green" benchmark of future
- Eco-marine recreation
- "Best of the best"

**SOUTH WHARFEDALE
WATERFRONT
INITIATIVE**

PHASE 3: Up to 40+ years

	Street
	Future/potential street
	Minor street/alley
	Rail line
	Passenger rail line
	Multi-use trail
	Minor trail
	Feature/landmark
	Industrial land use
	Residential land use
	Commercial land use
	Park

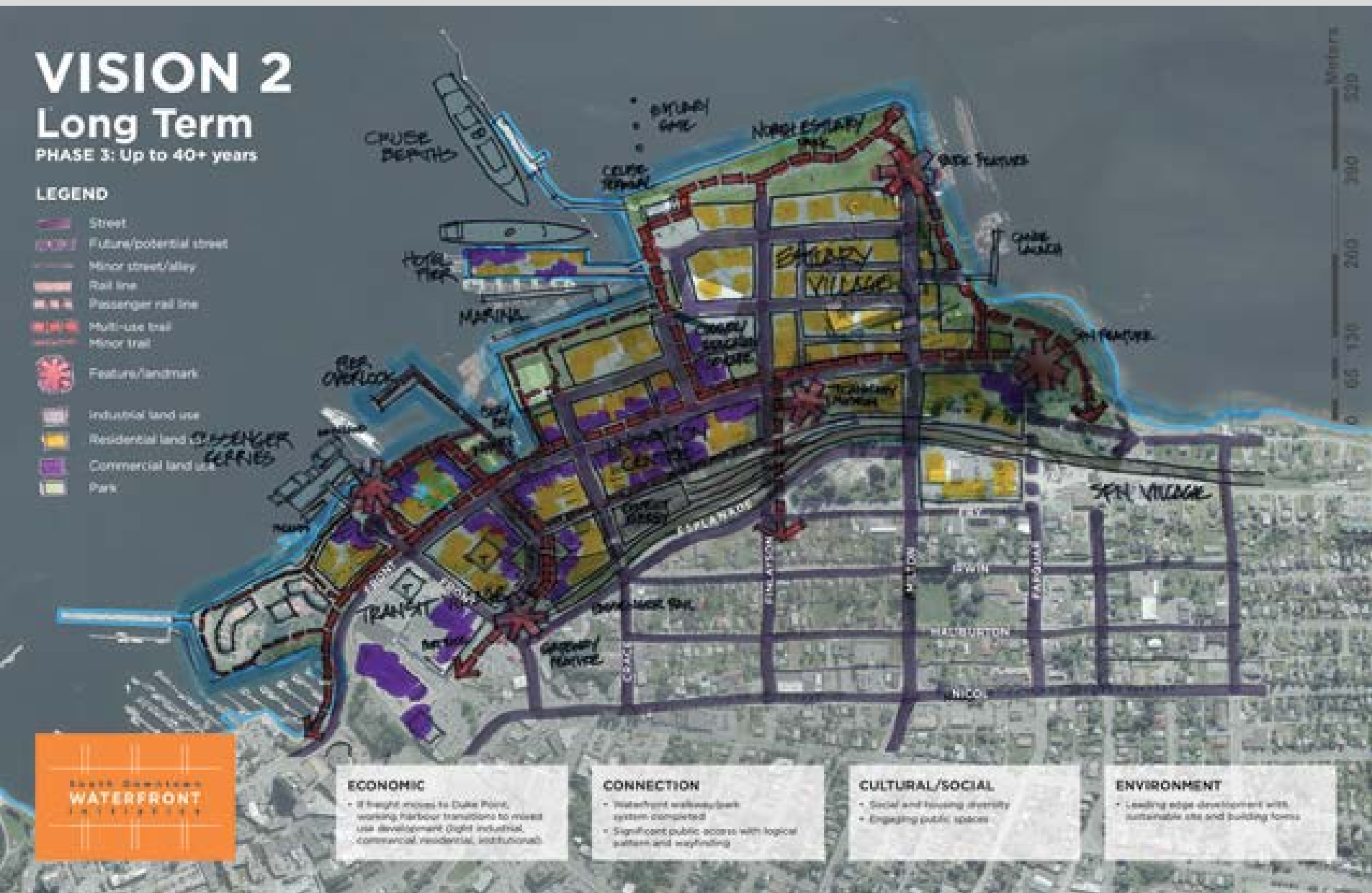


- If freight moves to Delta Point, working harbour transitions to vessel use development (light industrial, commercial, residential, institutional).

- Waterford walkway/bike system completed
- Significant public access with logical pattern and wayfinding


- Social and housing diversity
- Engaging public spaces

- Leading edge development with innovative site and building forms



VISION 3 Long-Term

LEGEND

-  Commercial
-  Mixed Use
-  Residential
-  Tech/light industrial
-  Social/cultural
-  Park/open space
-  Greenway connections
-  Views
-  Lands to be transferred



ASSUMPTIONS

- Passenger rail excursion
- Deep sea/containers to Duke Point, heavy port activities removed
- Western Forest Products relocated
- BC Ferry vehicular traffic to Duke Point, foot traffic remains at Harbour
- Focus harbour on transportation modal hub

ECONOMIC

- Working harbour, high-tech zone, infrastructure

CONNECTION

- Industrial/light industrial/commercial

ENVIRONMENT

- Brownfield - green
- Depends on phasing & development

CULTURAL

- Waterfront access is satisfied
- Multiple social/cultural options

VISION 2
HARBOUR
RE-DESIGNED

Meters
0 50 100 150 200 250 300 350 400 450 500 550

VISION 4

LEGEND

-  Live/work
-  Industrial/commercial
-  High density residential
-  Social/cultural
-  Greenway
-  Retail/commercial
-  Technology centre
-  Community centre
-  Landmark



BIG MOVES

- Improved truck access to the south
- Extended road network and relocated rail access
- Access to cruise ship terminal
- Relocated railway
- Relocated Gabriola ferry terminal

CONNECTIVITY

- Extend the waterfront walkway
- Provide a new waterfront recreational greenbelt
- Complete the road network grid
- Integrate the transit hub with multi-modal transportation options

ENVIRONMENT

- Provide habitat creation/restoration along the southern edge
- Provide a greenway network
- Accommodate advanced storm water management into site features
- Provide enhanced active transportation network

ECONOMIC

- Support existing port functions
- Maximize development potential
- Concentrated uses to increase land value
- Provide complementary adjacent uses

SOCIAL/CULTURAL

- Maintain and celebrate "Blue collar" identity
- Involve SFH to celebrate First Nations culture
- Provide public space, pathways and green space
- Increase public amenities and provide a community centre

SDWI – Road Networking Concepts

Vision 1



Vision 2



SDWI – Road Networking Concepts

Vision 3



Vision 4

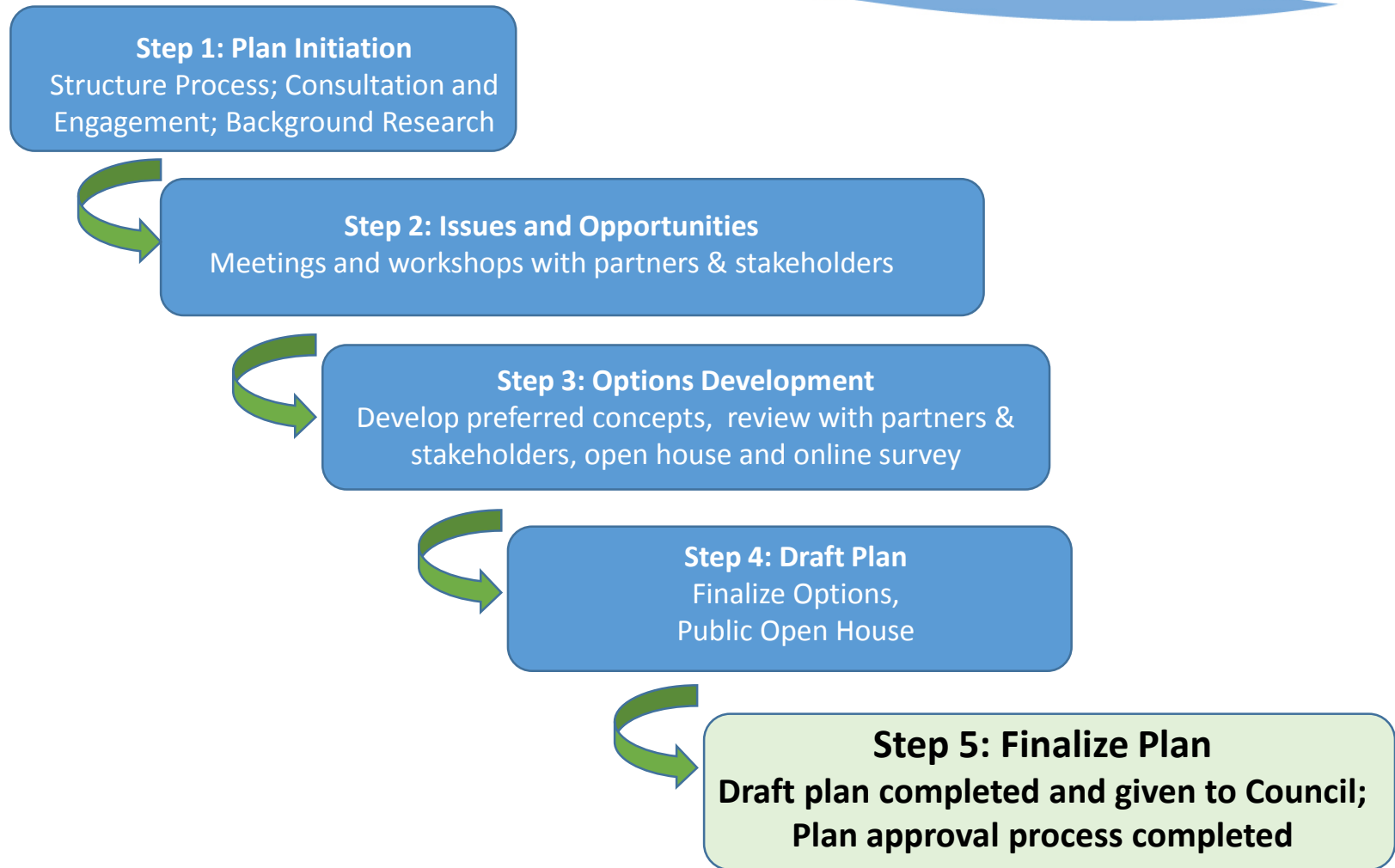


Port Drive Waterfront Master Plan

The Port Drive Waterfront Master Plan provides detailed policies to guide the future development of the Plan area, and forms part of Nanaimo's Official Community Plan.

The Port Drive Waterfront Master Plan identifies land use, transportation and infrastructure that supports the community's vision the future of the City-owned Port Drive waterfront lands.





Port Drive Waterfront Master Plan - Objectives

- **Land Use & Density:** Establish strong public realm and open space; confirm preferred land uses and built form
- **Access:** Formalize road network; provide improved pedestrian and cyclist public access to waterfront; expand transit service
- **Environment:** Promote ecological stewardship and restoration; plan for climate change resiliency
- **Context:** Integrate adjacent land uses; support a working harbour capable of evolving

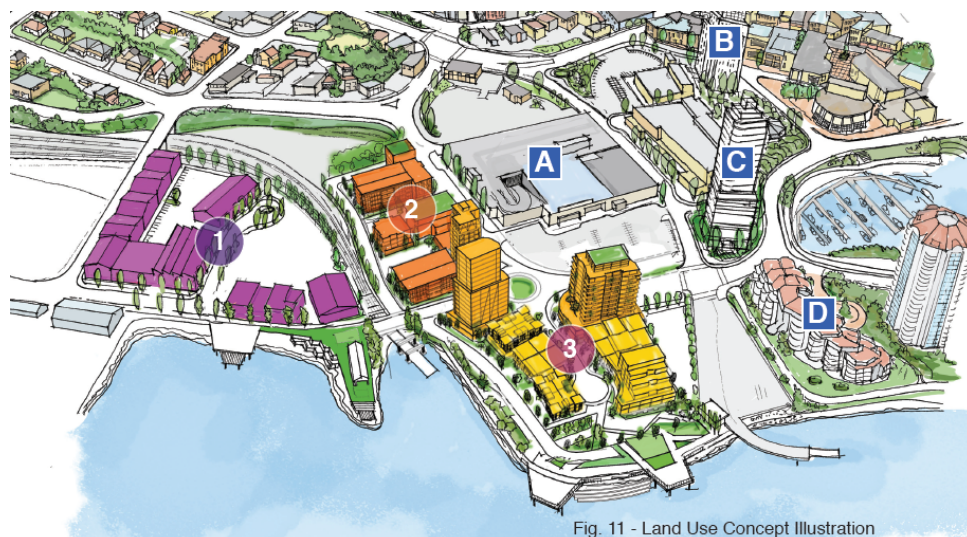


Fig. 11 - Land Use Concept Illustration

- | | |
|------------------------|-----------------------------|
| 1 Industrial Precinct | A Port Place Mall |
| 2 Mixed Use Precinct | B Potential Future Building |
| 3 Residential Precinct | C Potential Future Building |
| | D Cameron Island |

Port Drive Waterfront Master Plan – Community Engagement

- Met with partner and stakeholder groups during ‘Issues and Opportunities’ phase to gather input and feedback
- Public Open House for Options held June 21, 2017 with approximately 140 members of the public in attendance
- Online survey with Plan Options was open for three weeks with 400+ people completing the survey
- Final Open House held in March 2018

Secondary Access Study Overview

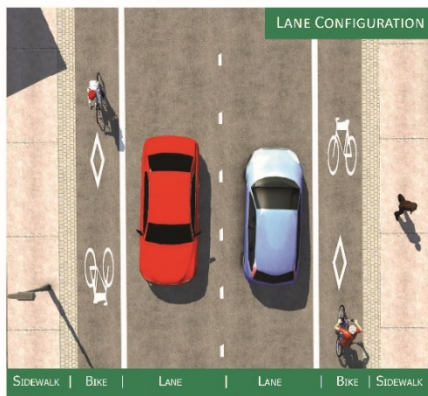
- The Access Study for the South Downtown Waterfront was completed in 2017.
- Recommendation for more than one access as the SDWI road networking concepts suggested.
- An improved road network and servicing will help unlock this area of the City.



OPTION 4 - FARQUHAR STREET AT GRADE



CONCEPT RENDERINGS AND DETAILS



BENEFITS

- PROVIDES MAXIMUM BENEFIT FOR REDEVELOPMENT OF LANDS OWNED BY SFN, NPA AND CP RAIL
- LEAST EXPENSIVE OPTION WITH NO OVERPASS REQUIRED
- FARQUHAR STREET IS LARGELY INDUSTRIAL LAND BASE AT PRESENT

CONSIDERATIONS

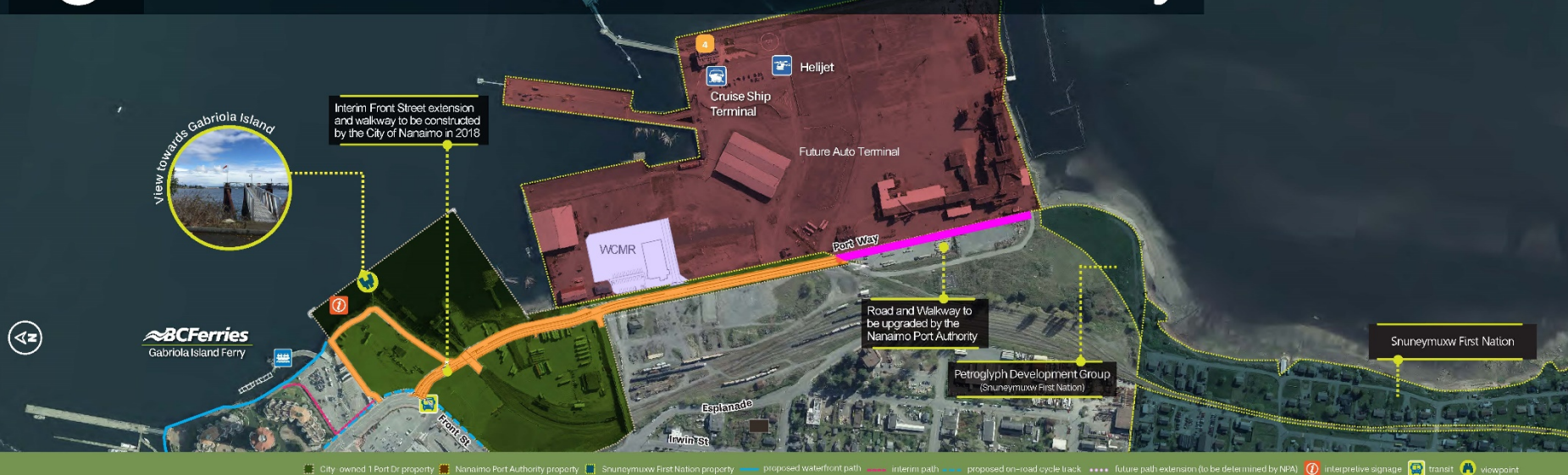
- REQUIRES NEW SIGNALIZED INTERSECTION AND TURN LANES AT NICOL STREET AND FARQUHAR STREET
- FARQUHAR STREET NEEDS TO BE REDESIGNED
- LIMITED IMPACT ON RAIL OPERATIONS



LEARN MORE AT:
WWW.NANAIMO.CA/GOTO/SDWACCESS

SECTION 5

South Downtown Waterfront BC Ferries Terminal to Nanaimo Port Authority



Issues

Nanaimo Port Authority to connect walkway to NPA land and cruise ship terminal / Helijet

Coordinate walkway with Front Street extension

Coordinate with BC Ferries to develop safe walkway crossing through Gabriola Ferry Terminal as part of future terminal upgrades

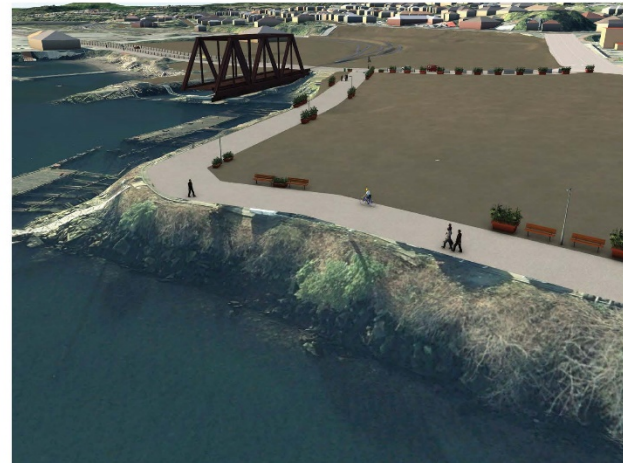
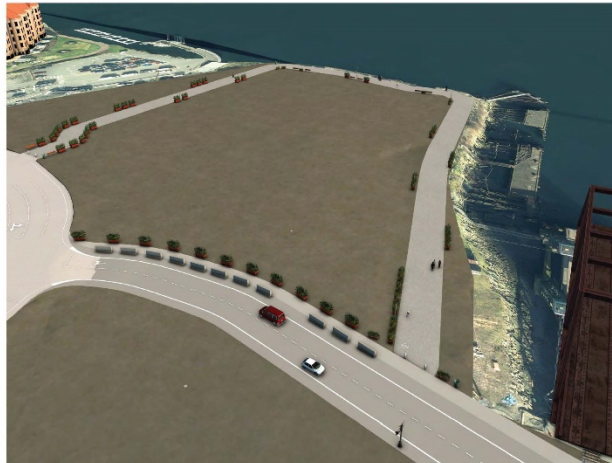
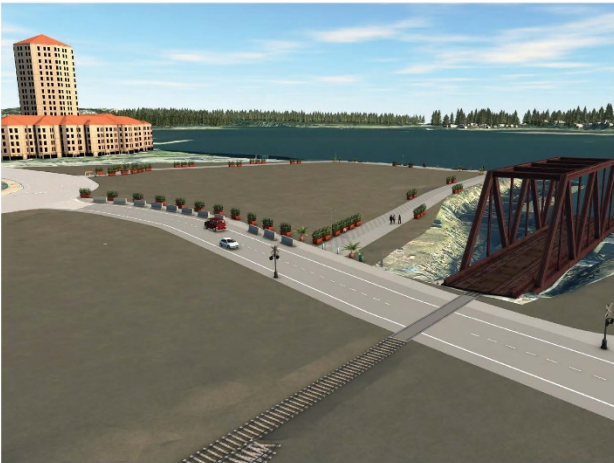
Design of a safe walkway across tracks at rail loading ramp required and to be coordinated with Front Street extension and Rail Authority

Considerations

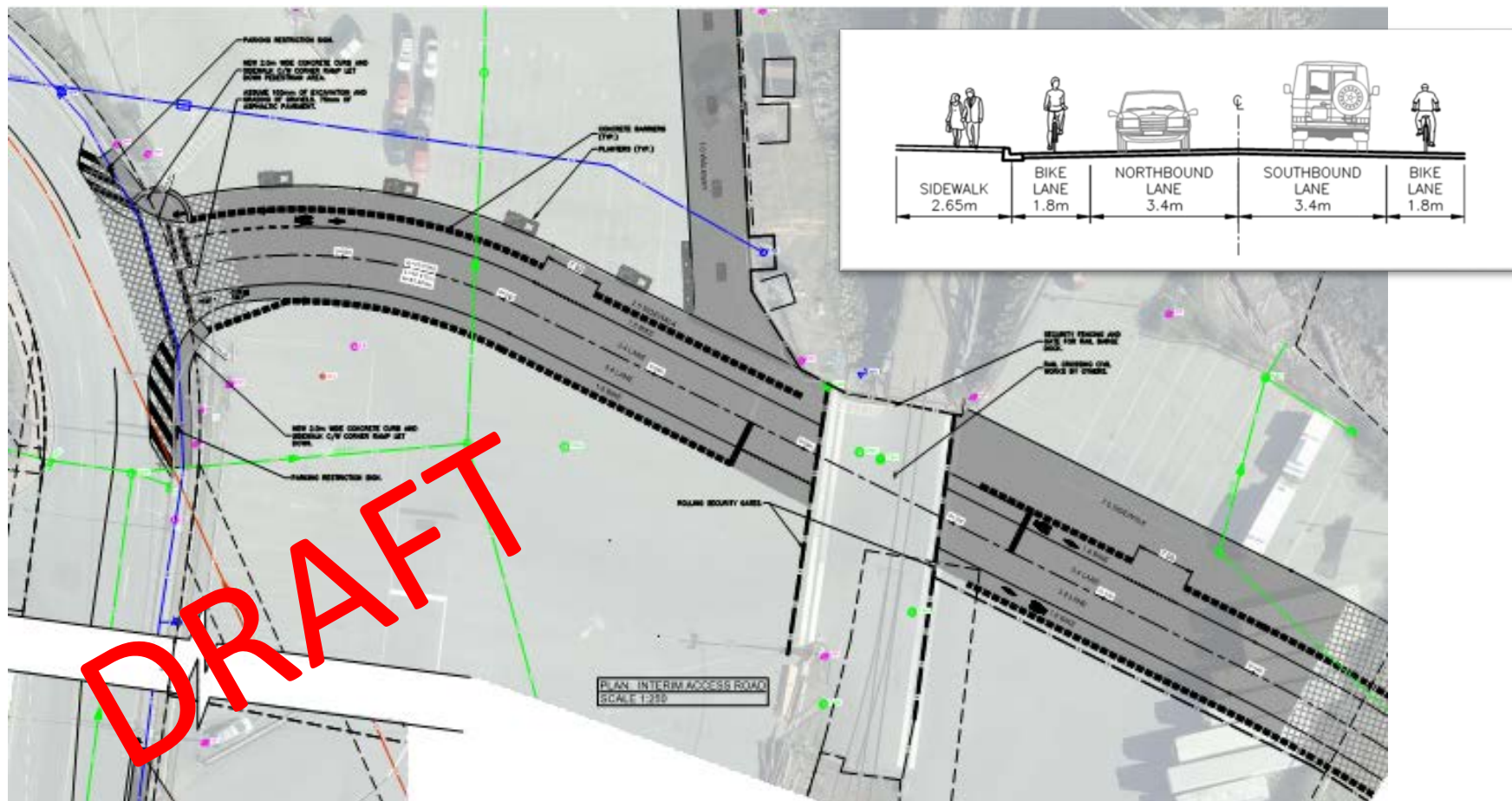
Nanaimo Waterfront Walkway alignment to be coordinated with Secondary Access Study and Front Street Extension

Preliminary Design Renderings

South Downtown Waterfront



Interim Access – Front Street Connection





Looking Forward

- Commence Front Street Road + Waterfront Walkway Construction (2019).
- Seaspan Right-of-Way Transfer (April 2019).
- Options Report to Council on future of property.
- Report to Council on Secondary Access at Farquhar.