



Use; and Industrial Transitional. Both the Low-Rise and Mid-Rise Mixed-Use areas provide for retail/commercial uses on the ground, with the Low-Rise Mixed Use allowing building heights between 3 and 6 storeys, and the Mid-Rise Mixed Use permitting buildings up to 12 storeys.

While the Low-Rise and Mid-Rise Mixed-Use areas generally focus on residential uses, the Special Mixed-Use area provides for cultural facilities and tourist attractions. Council, at the Regular Committee of the Whole meeting on 2018-JAN-08, provided direction regarding the proposed Ocean Discovery Centre (ODC) by agreeing to allocate in principle, a parcel of property at 1 Port Drive, of up to two acres, for the purpose of locating the proposed Ocean Discovery Centre on conditions of transfer to be negotiated consistent with the principles of the Master Plan. If the ODC proceeds at 1 Port Drive, it can be accommodated within the Special Mixed-Use designated area of the Plan.

The Industrial Transitional designation is intended for the continuation of light industrial uses; however, the Plan makes provision for this area to transition from light industrial to a mixed residential/commercial area, provided conditions around legal encumbrances, access, and market demand are met.

## **Transportation**

The Transportation and Mobility Network for the 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, including establishing a primary access to the site to address the existing aging trestle, improving pedestrian connectivity, the potential for expanding transit services, and addressing and respecting the active rail on site.

A number of related City projects have moved forward during the Plan process, including the design of the waterfront walkway and the secondary access study. The cross-sections proposed in the Plan have been updated to ensure a consistent road design across all City projects.

At the Regular Committee of the Whole meeting of 2018-JAN-08, a presentation was made by the Protection Island Neighbourhood Association (PINA) to request the inclusion of a service ramp in the Plan. Staff subsequently met with PINA to discuss the feasibility of this request, which was a departure from an earlier PINA request for a boat launch and parking area. The Plan now includes provisions 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.

## **Consultation Update**

As part of the process to finalize the Plan, a public Open House was held on 2018-MAR-28 at the Vancouver Island Conference Centre. The invitation to attend was posted in the newspaper and on social media, as well as sent to stakeholders and neighbourhood groups. Approximately 140 people attended to learn about the Plan and provide any final comments on its content.

Overall, the feedback received on the Plan was positive, with a majority of people expressing enthusiasm for the extension of the waterfront walkway and the creation of new public spaces with access to and views of the waterfront. The maximum height permitted in the Mid-Rise

Special Mixed-Use Areas has been reduced to 12 storeys from 15 storeys in response to feedback received at the Open House.

Many also supported retail and commercial uses on the ground floor of the residential buildings to activate the area, which has been provided for in the Land Use policies. Several noted that enhanced transit service from the downtown will facilitate use of the area, particularly as limited public parking will be available.

In the months since Council endorsed the draft Plan, senior management has provided a copy of the draft Plan to Snuneymuxw First Nations leadership and is seeking their input on a number of key waterfront initiatives, including the Port Drive Waterfront Master Plan. At this point, no formal response has been received. Should Council grant first and second readings to “Official Community Plan Amendment Bylaw 2018 No. 6500.037”, a formal referral will be sent to Snuneymuxw First Nation (as well as other relevant organizations), which provides a 30-day period for response.

Should Council choose to provide first and second readings to “Official Community Plan Amendment Bylaw 2018 No. 6500.037”, the next step in the adoption process will be a Public Hearing.

## **OPTIONS**

1. That “Official Community Plan Amendment Bylaw 2018 No. 6500.037” (To amend the Official Community Plan to include the Port Drive Waterfront Master Plan) pass first reading; and,

That “Official Community Plan Amendment Bylaw 2018 No. 6500.037” pass second reading.

- **Policy Implication:** The Port Drive Waterfront Master Plan provides detailed policies that implement the Official Community Plan and the South Downtown Waterfront Initiative.
- **Engagement Implication:** Should Council provide first and second readings of “Official Community Plan Amendment Bylaw 2018 No. 6500.037”, a formal referral will be sent to relevant organizations and the Bylaw will proceed to Public Hearing.
- **Strategic Priorities Implication:** 1 Port Drive/South Downtown Waterfront is one of Council’s five projects under the 2016-2019 Strategic Plan.

2. That Council provide alternative direction to Staff. |

## **SUMMARY POINTS**

- The attached Port Drive Waterfront Master Plan represents the culmination of the five-phase planning process outlined in the Terms of Reference approved by Council.
- The Plan provides policy direction for the future development of the site, including land use and urban design; transportation and mobility; parks, trails and open space; infrastructure and ecological stewardship; and heritage, arts and culture.

- Should Council provide first and second reading of “Official Community Plan Amendment Bylaw 2018 No. 6500.037”, the next step in the approval process is a formal referral to relevant agencies and a Public Hearing.

## **ATTACHMENTS**

ATTACHMENT A: Port Drive Waterfront Master Plan  
“Official Community Plan Amendment Bylaw 2018 No. 6500.037”

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