

CITY OF NANAIMO  
THE HARBOUR CITY

# 1 Port Drive

*Background Information*

2024-FEB-12

1



2

## Port Drive

- Acquired from CP Rail in March 2013
- 10.8ha (26.7 acres) of land and water
- Purchase price \$3,400,000\*
- Property available for redevelopment - 4.04ha (10 acres)
  - 1ha (2.2 acres) parcel on the waterfront, south of the Gabriola Ferry Terminal
  - 1.7ha (4.3 acres) parcel along Front Street and Esplanade
  - 1.4ha (3.5 acres) fee-simple water lot

\*Final purchase price: \$3,472,440.43



3

## South Downtown Waterfront Area

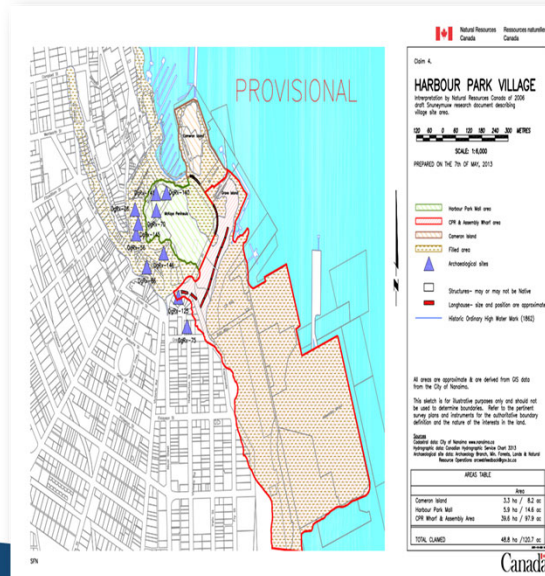
- 59-hectare (146 acres) along Nanaimo's South Downtown waterfront
- Area bound by Snuneymuxw First Nation to the south, the Esplanade and Front Street to the West and Cameron Island to the North, with the eastern boundary extending into Nanaimo Harbour
- Land ownership is mixed, with lands owned by Snuneymuxw, Nanaimo Port Authority, Seaspan, CP Rail and the City of Nanaimo



4

# Snuneymuxw First Nation Village Site

- Since time immemorial, the waterfront was an important area for Snuneymuxw people.
- It was a key site for fishing, harvesting sea food and celebrating cultural activities, as well as meeting place for their people, and a place for cultural renewal.



5

# Nanaimo 1858



6



Photo 1: Photograph showing site area in circa 1880, prior to significant filling (Property located in harbour on left of photo)

7



Photo 2: Photograph showing oblique aerial view of site in circa 1940.

8

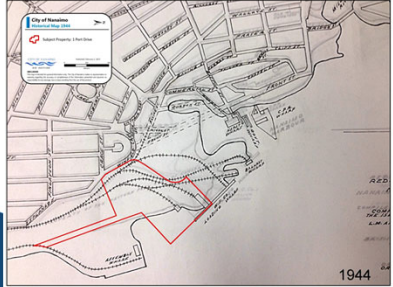


**Photo 3:** Photograph showing view of site in a westward direction in circa 1970.

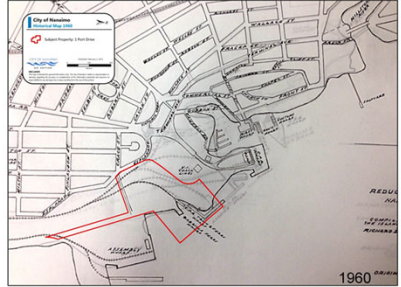
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1891



1944



1960

10

## City Rationale for Acquisition

*March 2013*

- **Opportunity** - CP Rail identified the rail yard as surplus, put the property on the open market to identify a new owner.
- **Stimulate Waterfront Redevelopment** – Opportunity to facilitate redevelopment of this key waterfront site.
- **Access** – There was no public access to the NPA Assembly Wharf. The only access was via the wooden trestle and a right-of-way agreement.
- **Master Plan** – Once the lands were under City ownership, a master planning process was 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.

11

## Work Completed to Date

- Environmental & Geotechnical Studies Studies
- Select Demolition
- Termination of Agreements
- Archaeological Studies
- Seaspans Right-of-Way Transfer Agreement
- Team Tracks Licence Acquisition
- South Downtown Waterfront Initiative
- Port Drive Waterfront Master Plan
- Interim Bus Terminal
- Front Street Extension
- Interim Waterfront Walkway
- Storm Sewer Realignment

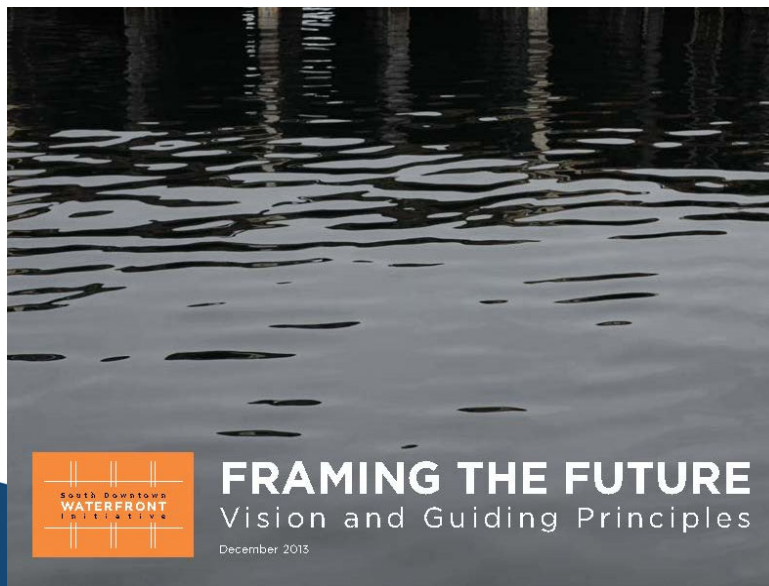
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## Encumbrances March 2013



13

## South Downtown Waterfront Initiative



14

## South Downtown Waterfront Initiative

### *Vision and 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.

15

## 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.



16



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### OPTION 4 - FARQUHAR STREET AT GRADE

**CONCEPT RENDERINGS AND DETAILS**

Light Consideration

Crossing Looking South East

Crossing Looking South West

**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 NICOLA STREET AND FARQUHAR STREET
- FARQUHAR STREET NEEDS TO BE REDESIGNED
- LIMITED IMPACT ON RAIL OPERATIONS

LEARN MORE AT:  
[WWW.NANAIMO.CA/GOTO/SQWACCESS](http://WWW.NANAIMO.CA/GOTO/SQWACCESS)

17

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THE WATERFRONT COLLECTIVE

## SECTION 5 South Downtown Waterfront BC Ferries Terminal to Nanaimo Port Authority

Interim Front Street Extension Concept

7m Wide Interim Waterfront Walkway Concept

**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

Learn more at:  
[www.nanaimo.ca/goto/WaterfrontWalkway](http://www.nanaimo.ca/goto/WaterfrontWalkway)

18

## Demolition of Derelict Docks



19

## Demolition of Former CP Dock



20

## Termination of Leases/Licences



21

## Demolition of Legacy Buildings



22

## Demolition of Legacy Buildings



23

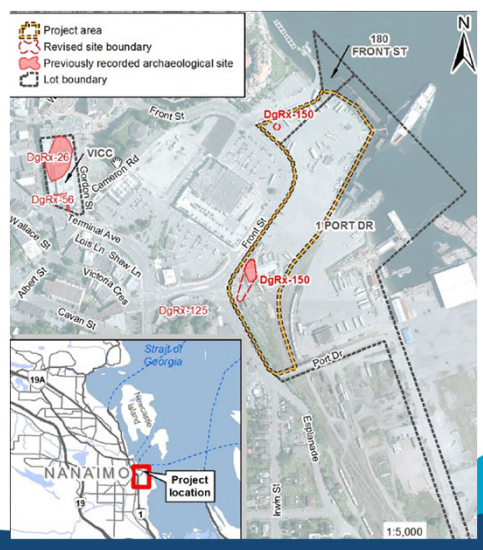
## Demolition of Seaspan Wharf - 2021



24

# Archaeological Impact Assessment

- Archaeological Studies:
- The City undertook an archaeological overview of the property to identify sites of archaeological interest. The study identified one archaeological site on the former Island Pallet site and a potential site to the north on the NPA 'Bowtie' parcel.
- Archaeological Considerations:
- Part of the site now has a Provincially-registered archaeological designation and coincides with what's understood to be an original Snuneymuxw First Nation village site. Future development of this area will need permits and approvals from the Province.



# Seaspan Right-of-Way Transfer Agreement

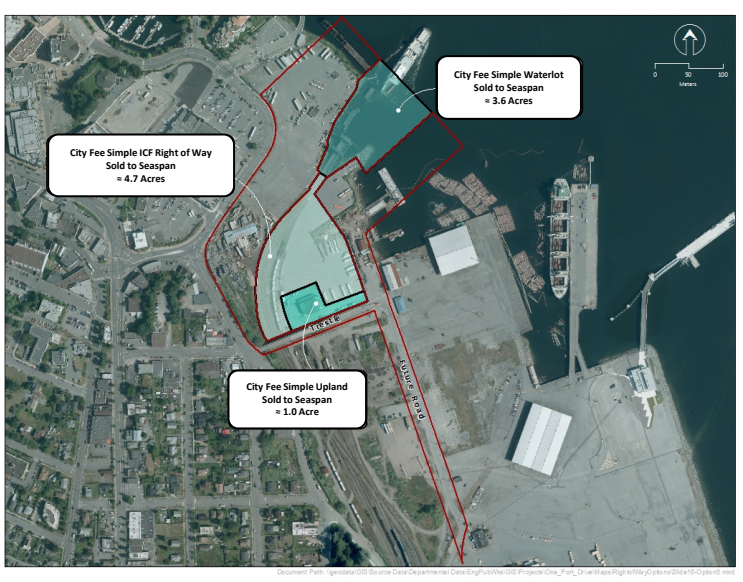
- The City paid Seaspan \$991,465 to discharge the right-of-way.
- The City disposed of 3.6 acres of water lot and 5.7 acres of upland to Seaspan (market value of \$3,050,500).
- The City transferred the lands to Seaspan with the condition to obtain a Certificate of Compliance from the BC Ministry of Environment (obtained September 2021).

# Seaspan Right-of-Way Transfer Agreement



27

# Seaspan Right-of-Way Transfer Agreement



28

## Team Tracks Licence Acquisition

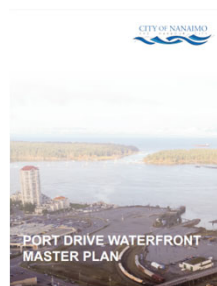
- The City extinguished a licence agreement in favour of Island Corridor Foundation for \$269,000



29

## Guiding Policies and Action Plans

- The **Port Drive Waterfront Master Plan**, adopted in June 2018, provides detailed policy and direction on land use, transportation and infrastructure required to support the community's vision for the future of property.
- Council reconfirmed their endorsement of the Master Plan in February 2020 and the Master Plan then formed part of **City Plan: Nanaimo Reimagined**, adopted in July 2022.
- The 2023-2026 **Strategic Framework** prioritized the planning and development of 1 Port Drive as a key capital project to invigorate the downtown. The June 2023 **Integrated Action Plan** further supports work on the phased development of the property by supporting rezoning, subdivision, and disposition of the property to create a signature waterfront development.



30

# 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

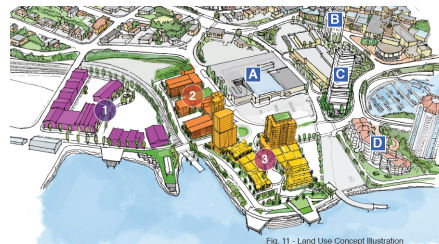


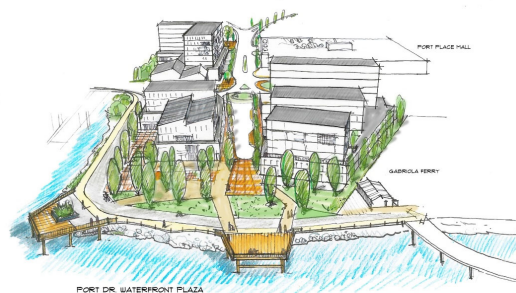
Fig. 11 - Land Use Concept Illustration

- |                        |                             |
|------------------------|-----------------------------|
| 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            |

71

31

# Draft Concept Plans

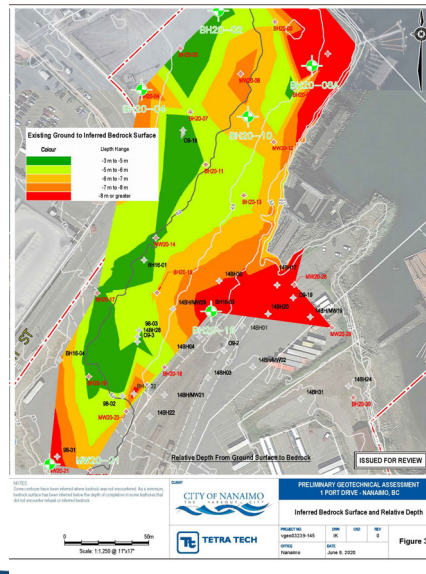


32



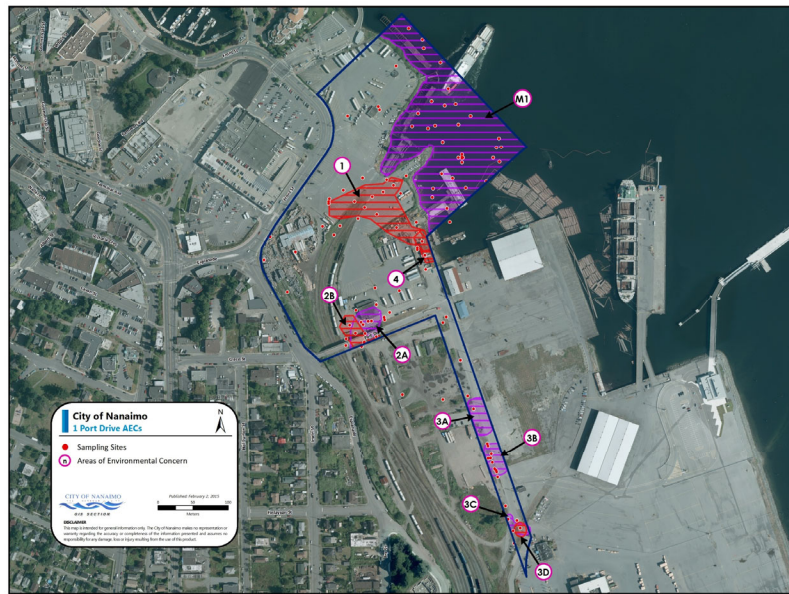
# Geotechnical Study

- Tetra Tech Canada Inc. was engaged to undertake a detailed geotechnical study
- The study found the majority of the property is filled foreshore with coal waste and new structures will require piling or excavation to bedrock
- A secant pile wall or subsurface beam should be constructed between the property and the ocean
- Underground parking is viable following appropriate ground improvement



33

# Detailed Site Investigation



34



# City Land Use Policy

- The current zoning includes both CS3 and W2 zoning designation.
- The intention is to rezone the lands into an updated comprehensive development zone that is supported by the Port Drive Waterfront Master Plan (the 'Master Plan'), the South Downtown Waterfront Vision and Guiding Principles and City Plan. The Master Plan provides a flexible framework for the vision in the Master Plan to be realized. The goals include:
  - Manage urban growth
  - Build a more sustainable community
  - Encourage social enrichment
  - Promote a thriving economy
  - Protect and enhance our environment
  - Improve mobility and servicing
  - Work towards a sustainable Nanaimo

37

# Draft Rezoning Concept Plan

*without Sewer SRW Relocation  
and with dedicated SFN Square  
at corner of Front Street  
and Esplanade*



38

## Interim Bus Terminal



39

## Interim Waterfront Walkway, Front Street Extension and Sanitary Storm Sewer



40

## Next Steps

City Staff to:

- Prepare Rezoning Application
- Continue discussions with Snuneymuxw First Nation
- Return with Report on Options and Next Steps

