

Comments and Input from Open House held June 27th, 2012 – 7:00 pm – 10:00 pm

1. I would like the access to the waterfront to be easier for residents and visitors. I think that to develop waterfronts as industrial lands is old-fashion. The waterfront should be developed for community use (eg: New Westminster). Lets' do things differently and attract \$\$\$ and visitors because we are unique and a great innovative example for the rest of the world (eg: marathon trails, alternative energy production and use).
2. Good Work.
3. Can the Mt. Hays site be zoned as a Municipal Park for better environmental protection?
4. We need to keep the waterfront accessible to foot traffic!
5. Open up rushbrook trail again, stabilize the cliff for safety. Open public beach – paved sea wall. Walk beyond Butze Rapids to Galloway Rapids.
 - With the expansion of the Port, where will all the containers be stored. What size of rail yard will be needed, where will that go?
 - Pellet plant location – as proposed is very bad. No noise, no dust? Remember “odour free” Ocean Biosource?? Someone is not telling the truth.
 - We have a lot of concerns about lack of public space on the waterfront.
 - Ridley Island has been lost for people wanting to run dogs or have a beach picnic.
 - With the pellet plant, half of the waterfront will be lost.
 - Public space needs to be opened up to make up for the loss or we will all be trapped rats in a cage.
6. The waterfront should be accessible from anywhere in town. People should not have to drive to get to waterfront access. (eg: if South access waterfront is closed following pellet facilities, then people on the West side of town would have to drive to the “whale” to walk on the waterfront instead of being able to walk straight from their house). That makes no sense to me.
7. Have any areas been put aside for future sewer treatment plants.
 - Could maps of expansion be available for public pick up.
 - Have seating available on all walkways for the public.
8. I would like to see:

- Lot more public beach access; some only to pedestrians/bikes, some accessible by car, especially if we have any sandy beaches. Some more rustic, some more touristy.
- More walking trails that are maintained so we can have more trails especially along the water. Repairs to Seal Cove trail (Rushbrook) repairs to trail at the seaplane base, repairs to old BC Hydro trail behind Sloan Avenue.
- Protection of our water – balance industrial use with environmental protection.
- Provide access to McNicholl Creek and Digby Island & Salt Lakes to boats and provide water taxis so general public can go.
- Need to negotiate with CN & Port to keep and improve pedestrian access to our current waterfront.
- Keep green space behind Sloan Avenue. Put bike trail behind Sloan Avenue that connects to downtown.
- Trails that connect so one can walk/bike around Kaien Island with picnic tables etc. along the highway.
- Keep industry to one spot to maintain core areas, especially central to downtown friendlier to people.
- Involve First Nation Communities in planning tourist attractions that protect and teach about local culture.
- Work with Jim Pattison to ensure development on those sites to provide for waterfront trails, much like the Sea Wall in Vancouver so that regardless of buildings, people can access the water.
- Promote business on waterfront that fit the “people friendly” philosophy, eg. Boat rentals, kayak rentals, restaurants.
- Covered area at waterfront, longhouse open style with fire pit.
- Green technology in industrial area. Optimize local labour and resources, us shipping overseas.
- Sustainable economy eg. Use our own logs.

9. Need to show on appropriate roads clearly:

- Power lines to port
- New road to port
- Bridge proposals to airport & islands & highways
- Highlight Butze Rapids trails & proposed extensions
- Trail on west side of highway 16 up Mt. Hays
- Trail through bush from East of Coast guard to old Highway 16 to Butze area.
- Preliminary detailed plans of work for railway track walkway, Rushbrook to Fish Plant.
 - Rock wall – scaling & blasting
 - Cantelever Bridge sections & railings 1 Million
 - General clearance & gravel ½ Million
- Who wants to pay for all of the above?
- Permission to access top of rock wall at all critical cases. For getting crews
- Debris disposal – plans & locations

10. Written on map: Take / buy ask Province for this land and turn into park/protected land.
11. Host an annual race in harbour – currently cruise ship dock to end of Atlin Dock (250m) – host minimum of 200 people.
 - Would like to see public use area that is somewhat contained with washroom access that could be booked for events along with docks that could handle dragon boats arriving and leaving.
 - Would love to see a breakwater in place around this area to help with the wake from boats.
12. Lack of waterfront access is a huge problem, made worse by closure of Ridley Island.
 - A trail around the perimeter of Kaien Island would be great
 - We need MUCH MORE marina space
 - The place where people put in kayaks to go over the Butze Rapids should be a park – at the moment, theres a sewer outfall there.
 - Move on industrial park – some of the nicest land in town is in that area.
13. Designate Mount Hays a City Park.
 - Limited motorized vehicles (ie: no motor bikes/quads or snowmobiles etc.) they can go to the mainland forestry roads. Create quiet and community friendly environment. Eventually return gondola and tea house at top.
 - Create a multi-loop hike/bike path including significant water access/views.
 - Longest route to circumnavigate Kaien Island (by-passing Port land by zigging up back side of Mt. Hays – there is a route that would also provide great views!)
 - Longest route to be marathon length – to host Kaien Island marathon.
 - Shorter routes for introducing potential active families (ie: 5km and 10km loops).
 - Move Rod & Gun Club off Kaien Island. Reduce noise and create more family friendly/safer community environment. (writing on map)
14. For as much shoreline as possible, please zone 50 feet from high water line “non-development” so as these lands are developed, there will always be public access to these spaces.
 - In all areas near residential zones, do not zone heavy industrial and please include subjects such as height restrictions, noise restrictions, light pollution/environmentally health risk restrictions.
 - Designate some areas (ie: industrial zones near residential) for light industry that is complimentary to public access (ie: coffee roaster; distillery; furniture manufacturing; potter, etc). this will attract business!!
15. Trail like in Pike Island. Bike & running trails around this island.
 - Open and fix trail at Rushbrook. Meet with Seal Cove & Rushbrook
 - Bike Park
 - Public spaces along waterfront

- Public Market along waterfront
- Open up the West side as well. Similar spot for trails, gardens and public spaces. Industries should go to Industrial Park.
- Want to keep using West side.
- More waterfront access for recreation and tourism.

16. Large Longhouse on waterfront.

- 200' x 200' covered structure with firepit in center
- Large firepit – ceremonial?
- - bbq pit for salmon
- Special Events – committee plans all celebration on waterfront
- It rains in Prince Rupert often
- Canoe gatherings in summer – 2 week festival
- Historical and 10,000 years of traditional gathering area for many first nations; tsimshian, nisgaa, gitskaan, haida, heitsuk, haisla etc.
- Only opened beach front left for use at Kwinitza
- Rediscovery campsite: canoe clubs, place to put up campsite for readment for journeys
- Garden site – traditional foods
- Common need – vegetables/greenhouse

17. Rezoning of certain areas – especially between Rushbrook & Seaplane base.

- Need much less industrial space and more park/protected
- Need to provide access to water to people who live in Prince Rupert
- We are almost a coastal town without access to water
- Creation of trail systems & bike paths – reconnection of Mt. Hays to town with proper trails for non-motorized means would up the liability and the tourism potential of the City.
- Economic development needs to remember the social needs of populations or else you'll be building a dead city.
- Move Rod & Gun Club.
- Notes on map.

18. Would it be possible to have more beach access for smaller boats/kayaks/canoes etc?

- Community composting?
- Viewing platforms on rocks.

19. A waterfront East plan without the West plan doesn't make sense. The issues of economic development, quality of life, recreation and tourism are across the community. This process must also include the other part. The vehicle for this is political not the OCP and as the planning department must ask Council to do their part as well.

- Much of the waterfront East area is North of the mountain and is shaded. While trails are a good idea, must have other Westerly opportunities as the Easter part would not be used as much in winter due to weather, isolation, lack of daylight hours.

- Butze Rapids – people come from Smithers for weekends to paddle – could clean up the launching area in the industrial park.

20. All public trails should be paved wide enough for two lanes. One for bicycles etc. and one for pedestrians.

- No motor vehicles. Lockable posts of some type to prevent motor vehicles from entering.
- Trail should be wide enough to accommodate an ambulance in case of a medical emergency. A key would be available in each ambulance. This would open necessary access security installations.
- If the first & second “forts” will be accessible as well as the concrete block building at Barret Point, then perhaps a rest area c/w benches would be installed with vandal proof signs telling the “WW II” story would be nice.
- These extended paved areas should be large enough to turn an ambulance around.

21. I want an ocean front park but I don't see room for it. I think there should be a larger updated dock for pleasure and commercial craft. I think you should have had a few suggestions of what and where things could be placed.

- The maps were too difficult to understand – who owned what and where does the City really have any possibility for development. Sorry Zeno.

22. Rod & Gun Club

- Move to mainland working with Port Edward
- Perhaps funding/partnership w/ RCMP
- If done, opens area for park/recreation to the water
- Weigh Scale
- There is no weigh scale West of Terrace
- Revenue for roads (raw logs) containers/rock that is going Alaska
- Use the rock and build a bridge to the mainland, then to Digby (opens other side of the harbour and airport). This would cut the high wages and subsidy of the ferry. Plus, affordable maintenance for water supply.
- Possible development for senior housing
- Independent living with secure area & affordable
- Miller Bay – senior housing/boat access water way
- Similar as above
- Transportation available to/from (Miller Bay)
- Centre area (social events/dances/activities, etc.)
- Terrace has many different senior housing; see if a developer would even come. Communication between City & developer to get better. Perhaps public relations if serious about being open for development.
- Port wharf design – suggestion; if Port receives head tax/passenger \$5.00/per person, can City request \$2/person & \$\$ amount and that revenue goes to community service/boat groups/grants?
- Recycle – encourage sell it/privatize it then goes on City Tax roll. Company would want to make profit and move recycle goods out more quickly than an eyesore.

23. Prince Rupert needs to attract young families.

- Easy beach access – imperative to preserve the beach near Kwinitisa. Create a Sea Wall.
- Community Garden – (past the seaplane base there is a huge unused sunny lot) might have belonged to Coast Guard?
- Indoor sports centre (tennis courts!)
- The Rushbrook Trail is an integral piece of the trail puzzle because it creates a continuous loop from Cow Bay-> Seaplane Base->Butze Rapids trail and beyond.
- Mountain Bike trails do not exist anywhere in town and could be created on McCymont trail which is in serious disrepair.
- Access to waterfront, picnic area down near the curling rink (old abandoned lot with shoreline access).
- A new marina
- New trails, the industry (industrial zone) is so depressing!!!
- First Nations Heritage Centre.
- Would like to know who owns the land along George Hills Way, would be a great place for stylish condo developments or heritage centre.
- Would be nice to see less industrial and more public access to the waterfront. The people that live here and pay the City's taxes are losing the right to access the water around us defeating the purpose of living on an island/ocean.
- More trails for both locals and tourists, promote healthy lifestyles and attract visitors. Butze is very well used but many people are frustrated that it is the only maintained trail around.
- Public dock downtown for kayakers, tourists, etc. Often I hear tourists and new people in town complain that there is no where to view water or launch a kayak, go kiting etc.
- Place where we can have access to ocean that isn't developed, walking distance from downtown. Somewhere you can take children to look for baby crabs etc.
- First Nations Cultural Centre/long houses. Something to be proud of and showcase our rich history that is quickly being lost. We have so many First Nations archaeological sites that could be showcased. Have re-discovery programs for youth, canoe trips, traditional fishing etc.

24. Yes, lets keep what is green, green (area past Butze). Park area, walkway/move gun range. Residential with views (if Rupert grows) would support widening the highway for biking the shoulder. It is too expensive building a new bike route in the bog, away from highway.

- Don't develop railyard (huge concern) w/ mercury/asbestos?? (toxic) that would have to be cleaned. Huge expense (millions)
- Lets develop walkway between Rushbrook and Seal Cove, so people can walk to Seal Cove to Kwinitisa. Could a walkway path go parallel to Dry Dock Road – closer to the ocean?
- Could a developed walkway go along ocean front between railway & ocean.

25. How is this proposal going to affect Frederick Street?

- How is this project going to affect our property taxes?

- How is this project going to affect the cost of living for Prince Rupert within the next 5-10 years.
26. In addition to my note from Thursday evening (June 27th, 2012), I feel that **NOW** is the time to apply pressure to the PRPA as well as CNR and Federal Government to ensure that sufficient land is relegated to the City of public path (trail) between Kwinitza Station and Ridley Island. This would allow Kaien Island to be circumnavigated with a public trail.
- There are not many cities that can brag about having something like this.
 - I feel that the reason Port Authorities insist on putting the pellet facilities at Westview is due to the fact that they will not have to complete environmental studies for the foreshore as they are just replacing what was destroyed in the great CN Deep Sea dock fire.
 - The new facility could legally be “grandfathered”.
27. Offshore walkway to beach along old CNR Right of Way (written on map)
- Consider using 3 or 4 beaches, put flora and fauna online with pictures – waterfront/or port website
 - Especially red areas in as WWF Canada – 2010 Survey
28. Create an area for everyone to enjoy outdoor recreation ie: paintball, wading or hiding trail, bike, dirt bike interactive play or picnic area – all in one area
- Current spot being used is great but we could do more and it would promote active healthy community.
29. I heard on the local news that Council is looking for input on harbour improvement. To tell you the truth, this harbour is an embarrassment. The City is losing business every day during sporty and yachting season. In my eyes, Prince Rupert will never be considered a World Class Port until PR controls and develops the waterfront. Too many boats pass by because they’ve heard about the lack of moorage and temporary facilities. Time for Council to wake up. Where are the cruise ships? No pellet port in harbour. Anybody that considers heavy industry in the harbour is out of touch with reality. Ridley Island is the place they should be located.
30. Email from Brian Denton.

July 5, 2012

Mr. Zeno Krekic
Development Services Department
City of Prince Rupert
City Hall
424-3rd Avenue West. V8J 1L7

Forwarded via e-mail

Dear Mr. Krekic
Re: Waterfront East Land Use Plan

I wish to submit my following comments regarding the proposed revision to the existing land use plan for the above noted area.

It would be an error to proceed with any revisions to the existing land use plan without recognizing what has happened with recent and proposed port development. I raise the following considerations.

1. Recent Port Development
a. Noise from rail traffic.

Before the PRPA and CNR received approval to proceed with the conversion of Fairview Terminal into a container terminal, they were required to submit a joint Environmental Screening Document (ESD) to the regulatory agencies. In this 300 plus page document it was repeatedly stated that rail traffic associated with the container terminal would not proceed north of the southern entrance to the terminal. Environmental approvals, primarily those related to noise, were based upon this statement. However, from the first day of container terminal operations, virtually 100% of the rail traffic associated with this terminal has been taken to and from CN's inner city rail yard, situated NORTH of the terminal.

The noise resulting from rail movements north of the terminal has been a severe problem to many residents living in several residential areas throughout the community. However, in spite of Health Canada specifically stating in the ESD that they did not wish noise from terminal operations to be a problem, noise has been a huge problem. However, the problem has been allowed to continue for the past 5 years and only now is it being dealt with. Where were Health Canada and Environment Canada hiding during this 5 year period?

Yet further, in the ESD the Prince Rupert Port Authority had the specific obligation and stated commitment to undertaken a monitoring program for noise during operations, which they refused to do once operations commenced. Still further, the PRPA had a similar obligation and commitment to establish a telephone complaint line for residents to be able to submit any complaints they had with noise and they equally refused to do this, meaning there could be no collective, consolidated record of the source or level of complaints regarding rail traffic.

There are many lessons to be learned from this recent development within our community, particularly that industry and the regulatory agencies cannot be trusted. In fact, it makes a farce of our regulatory process.

b. Interference with existing terminals and operations

There are further negative implications with the recent development of the container terminal that were poorly considered, if at all, during the regulatory approval for the development of the container terminal. This also has to do with the rail traffic from the container proceeding north of the terminal.

The rail traffic movements associated with the container terminal are blocking off access to the many other users of the waterfront situated north of Fairview Terminal. This includes those who use the extensive boat moorage floats (fishermen, residents from Dodge Cove, Pacific Pilotage Authority, Coast Guard Rescue, etc.), the Airport Ferry service, BC Ferries, Alaska Ferries and Via Rail. Only now are the interruptions being experienced by these other users of our waterfront becoming public knowledge. There are also lessons to be learned from this: primarily, developers have their own interests only at heart and complaints from others will be held in secrecy until there is a public outcry, then and only then bringing the extent of the problems to light.

c. Inner City Rail Yard and water frontage in that area

In 1972 a fire destroyed most of the inner city wharf structure fronting the area occupied by CN's rail yard. Today, 40 years later, the waterfront in that area remains fenced off or officially closed to the public. A relatively small section of this waterfront area, situated immediately 'west' (south) from the Kwinitza Station, has what could reasonably be called a gravel 'beach'. It is the only gravel beach area on the famed inner harbour within Prince Rupert that remains accessible to the public. However, access to this beach from the Kwinitza side, requires walking over pieces of reinforcing steel bars which extend into the air by upwards to 2 feet from chunks of concrete remaining from the 1972 fire. In addition, the 'path' consists of jagged rip rap rock making walking treacherous. The 'beach' area itself consists of the remains of rows of creosote piling protruding about a foot above the gravel surface with pieces of pipe and metal also extending above the gravel surface. The gravel itself is said to be contaminated with the products handled over the years when the wharf was used for shipment purposes.

The gravel roadway fronting this 'beach' area, apparently owned by the CN, is usually heavily potholed and in dry weather is filthy dusty. All of this being situated on the waterfront in the very center of Prince Rupert and it has been in this condition for 40 years. In spite of the condition of this area, it is used by the community for numerous events, such as Sea Fest, the recent Aboriginal Days, July 1st fireworks, Christmas 'sail past', bon-fire activity and so forth.

It is nothing less than a disgrace that this area has been allowed to remain in this state for the past 40 years. Are our children also to grow old and have this area remain in this disgusting state of disrepair throughout their lives?

The WATERFRONT EAST LAND USE PLAN, now under review, should be extended to include this prime waterfront area. It should no longer be tolerated by this community that CN be allowed to continue to leave this site in this condition. CN should be forced to remove the contaminated gravel with user friendly material and to then turn the area over to the

residents of Prince Rupert. We could call it the **CN Waterfront Park** in recognition of the corporate goodwill shown by this organization over the years.

2. Proposed Waterfront Industrial Development

a. Phase 11 Container Terminal Expansion

Expansion plans for the container terminal are now underway with the environmental review process having gone through various stages of public review. The expansion plans show there will be upwards to a 5 fold increase in rail traffic from existing levels. In spite of the present problems with noise and interference with other waterfront users, none of the implications of this are at all addressed in the expansion plans for the container terminal. The proposed rail spur development south of Fairview Terminal is to be undertaken only on an 'as required' basis.

It is becoming more apparent that the rail traffic from container terminal operations should indeed never have been allowed to proceed north of the terminal. Container terminal operations are too large to have this amount of rail traffic to be taken into and out of city center for a community of this size. In spite of this obvious conclusion, the PRPA and CNR are planning this massive container terminal expansion without fully or properly addressing such a fundamental issue as the movement of rail traffic.

There are lessons to also be learned from this: primarily, that industry and regulatory agencies show very poor insight and have very little accountability in the planning and development of projects. Those negatively affected from industrial development are left virtually helpless in their complaints of legitimate problems.

b. Proposed Pellet Facility

The environmental review process for this project is being conducted on the basis that a waterfront planning process was properly undertaken last year and as a result the area proposed for the pellet facility development is legitimate. At a recent public meeting, not one of the many who spoke during the Q&A period was in favour of the project proceeding at the proposed location. This demonstrates the inappropriate nature of land use management plans. Until specific projects are identified, it is impossible for common citizens to have the foresight to envision the types and implications of development which could fall under the acceptable level of development, according to land use management plans.

There are other problems with the proposed pellet facility. The PRPA is acting as the liaison between the public and the regulatory agencies. As a result the responsible regulatory agencies are not available to the public for direct consultation. In this regards, the PRPA is in a terrible conflict of interest as they are promoting with prejudice projects for which they are also conferring directly with the regulatory agencies on behalf of the public.

Still further, the environmental review process for projects under review typically includes consideration of the 'cumulative effects' of all developments either existing or under review. In this case, there is new rail traffic that would result from the proposed new pellet facility. In spite of the requirement to do so, the PRPA's environmental review of the proposed pellet facility does not take into consideration either existing rail traffic or the proposed rail traffic to result from Phase 11 container terminal traffic. In essence, the environmental

review of this project being conducted by the PRPA ignores the fundamental requirement to consider in depth the cumulative effects of rail traffic within our community resulting from existing and proposed rail traffic. As such this environmental review is deceptive, dishonest and avoids the fundamentally accepted practice of considering 'cumulative effects'.

Again, there are many lessons to be learned from the proposed development of the pellet facility.

The above noted problems with existing and proposed industrial development in Prince Rupert should serve as warnings to any land use management plans under review. In regards to the WATERFRONT EAST LAND USE PLAN, I recommend the following:

- The land use plan should be extended to include the road and beach area immediately to the west (south) of Kwintsa Station, including the necessary acquisition of the area from the CN and the requirement that the CN rectifies the problems with the contaminated material remaining in the area. CN should be required to deal with this on an urgent basis, in good faith of the residents of this area who have been forced to endure the present situation for the 40 years since the fire of 1972.
- The status of the existing land use plan should not be adopted on the basis that it has served its purpose adequately for the past many years. The plan should be updated to include provisions and protective measures for residents based upon the experiences we have learned as a community from recent and proposed industrial development, as per the examples identified above.
- The land use plan, Kwintsa East, should not allow for **any** industrial development to proceed unless the specific proposed development has received appropriate public review. The development allowed for in the existing land use plan is far too broad of nature to allow residents with limited vision to properly understand the types of development that could actually proceed now let alone in the future.
- It should be recognized in the Waterfront East Land Use Plan that Prince Rupert is in fact a very small community on a relatively small island. As such, any industrial development has potentially huge implications to residents.
- It should also be recognized in this land use plan that in essence industry and residential areas do not mix; they have incompatible and opposing requirements. Residential areas operate under the basis that occupants are entitled to 'peace and tranquility' 24 hours be day. There are restrictions within residential areas as to the hours of house or similar construction and even to the hours that lawn mowers or similar may be used. Industry has no such bounds with no restrictions on noise or hours of operation.

This concludes my comments regarding the Waterfront East Land Use Plan. I trust that my comments will be given due consideration and that my letter will be kept on file as part of the input received from the public in this review process.

Thank you kindly for your attention to this letter and to the important concerns and suggestions I have raised.

Yours very truly,

Brian Denton

2134 Graham Avenue, Prince Rupert