

**Minutes of Community Information Forum (CIF) Meeting  
Prestige Prince Rupert Hotel  
Wednesday, May 25, 2016  
5:00 p.m. – 6:30 p.m.**

**Members present**

Luanne Roth  
Peter Freeman  
Mike Slubowski  
Ken Shaw  
Michal Sluka  
Ken Lippett  
Sebastien Paquet  
Dan Harris  
Sheila Gordon-Payne  
Harry Young  
Richard Mellis

**PRPA staff Present**

Ken Veldman  
Maynard Angus  
Charlene Hamilton

**Regrets**

Henry Clifton  
Bob Payette  
Don Scott  
Brian Musgrave  
Bill Mounce

**1. Call to Order**

Ken Veldman called the meeting to order at 5:00 PM.

## **2. Last Meeting**

- **Minutes**

The April 20, 2016 minutes were circulated and accepted as presented.

- **Business arising from the minutes**

- PNW LNG/Lelu Island: Veldman noted the final CEAA report has not yet been delivered as the agency continues to engage with the proponent to finalize submission of information.
- Ridley Island Sediment Retention Pond: PRPA has not yet engaged a consultant to conduct water testing, but is considering conducting testing using in house resources.
- Road Dust from Kwinitza/Westview Access Road: Pinnacle is enacting a full water suppression program on its waterfront access program, but is investigating other alternatives as well. Dust issues have been minimal so far this summer.
- New Members: PRPA continue to recruit for new CIF members, and have received several applications for consideration. It is expected four new members will have been named before next meeting.

## **3. Waterfront Access:**

- Veldman provided a brief background regarding the Port's involvement to date with recreational waterfront access. PRPA does not have significant ownership of waterfront lands on the inner harbour, especially east of Westview.
  - It was noted that previous CIF recommendations to pursue public recreation potential of CN-owned lands around Kwinitza have been unsuccessful with CN, and that the area is currently being investigated by the City of Prince Rupert for a potential airport ferry terminal.
  - PRPA is close to finalizing a purchase (from the City of Prince Rupert) of large parcels in Cow Bay with proximity to Atlin Terminal, and has completed a 'Master Plan' that used extensive community consultation to guide potential future development.
  - The Cow Bay Master Plan was developed through a community engagement process that informed the result. The master plan is working within the envelope of the Cow Bay Design Guidelines and general character. A review

of the plan included the guiding land use principles; site review and potential phasing; and building, street and area design character. Commercial conditions will influence timing and phasing of much of the development going forward.

- The initial priority of PRPA will be the development of a partially covered public plaza that would have the flexibility to support both major community events, general resident pedestrian access, and seasonal tourism traffic.
- PRPA, through its Community Investment Fund, has also committed investment funds to potential development of the “Rushbrook Trail” (Rotary Club) and “Kaieen Island Trail Plan” (Prince Rupert Back Country Society). Both projects are still in planning phases, in particular with respect to ongoing liability insurance and maintenance requirements.
- **Questions**
  - Q: Would buildings in the Master Plan be used for commercial activities?
  - A: Yes, it would be considered as part of the usage mix, including retail and office.
  
  - Q: Will the public be able to have additional input to the plan as it moves to a more detailed design phase—especially considering it has been four years since the original consultation?
  - A: The Port would consider incorporating additional feedback for public areas if there was interest in providing more.
  
  - Q: Is there a need for a large public plaza space that is designed to host large public events?
  - A: The approach for the public plaza space is to maximize utility for general pedestrian traffic, but if the design can also accommodate large events or compliment cruise/tourism traffic, the design would try to accommodate that too.
  
  - Q: Are there plans to incorporate local First Nations cultural programming into the space?
  - A: The public plaza isn't dedicated as a cultural centre, but the plan is to include elements of First Nations culture into the plaza design.
  
  - Comment: Vancouver's “Olympic Village” area should be used as an example of how to design and ‘activate’ public spaces to create an energy around

them.

- Comment: The covered area adds a really unique dimension to operational predictability. This opens up the possibility for regularly scheduled small business “market” activity that isn’t currently possible in Prince Rupert.
- Comment: While new commercial space would create competition for ‘downtown’ property owners, the further development of Cow Bay creates a calling card for Prince Rupert that ultimately benefits all business areas.
- The location would help to draw people to a central area, but it would likely need an agency to be responsible for the ongoing management and activation of a space to create energy.
- Comment: The incorporation of residential use into the master plan would build in a level of ownership, traffic and commercial viability that would likely have a positive impact on the project. In addition, pressure on the housing market is growing right now, and its inclusion may address that issue as well.
- Comment: Parking concerns would need to be considered carefully, and how different uses would impact the availability of parking for existing (and future) businesses.
- Q: What does timing for the project look like?  
A: The Master plan was completed in 2012. As the real estate has come closer to completion, the Port is now moving on more detailed design, engineering and costing for the public plaza phase. Cost (and potential for additional public funding sources) will impact how quickly the Port can move forward with a first phase.
- Comment: Transit consideration in Cow Bay should also be considered
- Q: Are there any “public use” covenants on any of the properties  
A: None that the Port is aware of

- Q: If senior government funding contributes to the development of a public space, does it take away from other infrastructure funding priorities that the community may have?
- A: Government funding programs tend to have specific criteria that they are looking to meet, so funding from one program does not preclude funding from another. However, it is a consideration that may have an informal influence on total senior government funding to a community.
- Q: Can existing infrastructure support expanded development in Cow Bay?  
A: The developer is traditionally required to upgrade infrastructure where necessary as part of its development costs.
- Q: The ability for this project to tie into linear space along the waterfront is one of its best attributes. Is there a plan to tie into linear space going east to Rushbrook?
- A: The majority of property east of Cow Bay is privately owned, and makes public planning in that area difficult without public control.
- Comment: While the public plaza has value, and the linear connection has value, this project does not address the 'natural waterfront element' that most people would consider the value that has been lost to port development. If there is a choice that need to be made of where millions of dollars are going to be spent on waterfront access, dock space may not be the best alternative.
- Comment: Waterfront trails, especially Rushbrook Trail, has traditionally been subject to significant and ongoing maintenance challenges. The potential is great, but the maintenance should not be underestimated.
- Comment: The interest in natural trail projects like Rushbrook is evident from 'unauthorized' use of trails that technically aren't open for public use. Development would not only be popular, but would address an existing safety issue that arises from that ongoing use.

#### **4. Roundtable:**

- AltaGas completed its initial public comment period as part of its Environment Assessment of its propane export terminal, including two local open houses. It was

also noted that AltaGas recently announced an agreement with a Japanese utility buyer to purchase 50% of the volume that would flow through the Prince Rupert

- A question was asked about reports of a camp being established off Wantage Road. The Port Authority is not involved in any camp contract activity and could not offer any additional information.
- A question was asked about updates on the Aurora LNG project on Digby Island. The project continues to advance through its EA process and PRPA is engaged as a regulatory agency within the process.
- A question was asked about US relations and the impact of a potential US election. PRPA has been monitoring some of the anti-free trade sentiment that has emerged within that nature, as well as potential shifts in control of the House and the Senate. Background was also discussed regarding competition between Seattle-Tacoma and Canadian ports.

## 5. Next Meeting

- a) **Next meeting date** – Tuesday, June 28, 2016 at North Coast Convention Centre
- b) **The meeting will not have a primary agenda topic, and will instead be dedicated to Roundtable business.**

Meeting adjourned at 6:30 pm.