

# Capital Culture District | Appendix E

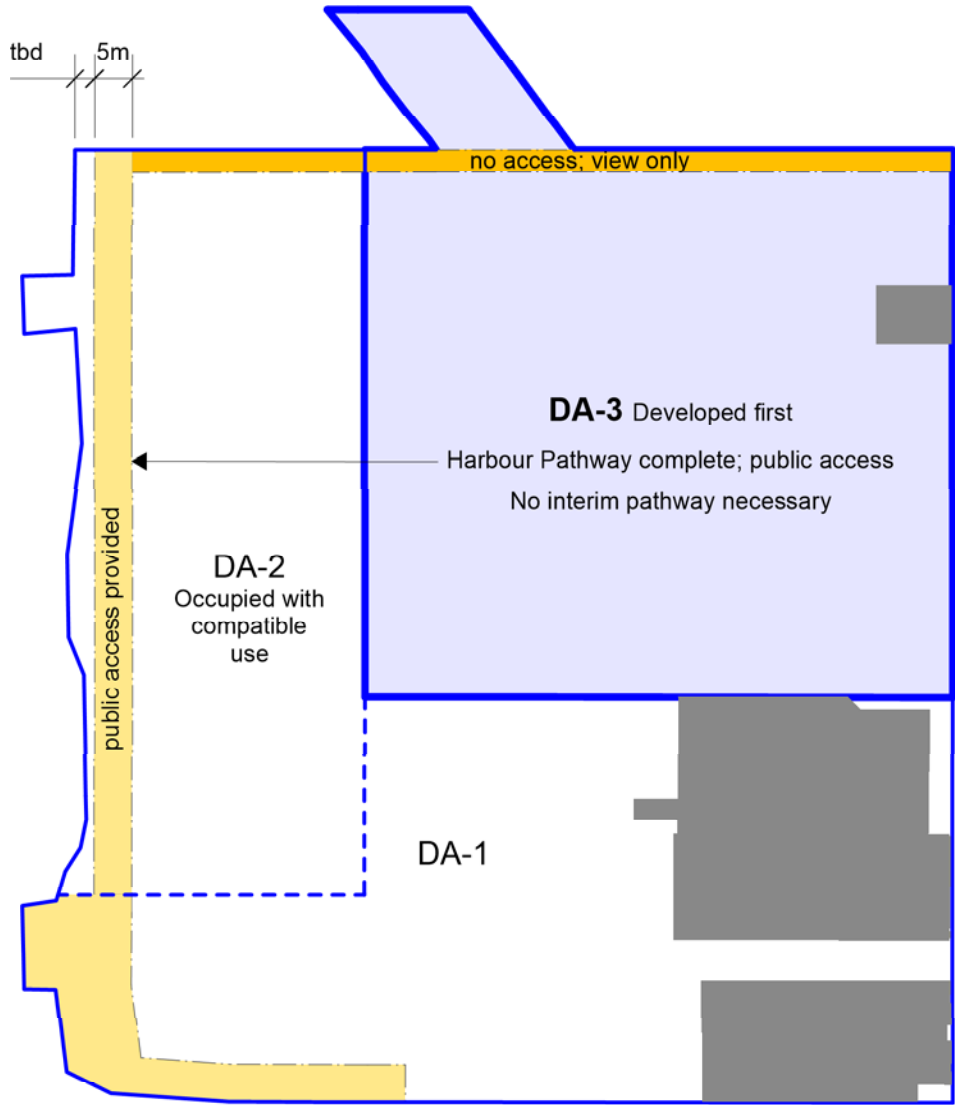


<b>Harbour Pathway</b>	
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Concept Design	7
Lighting Memo	8

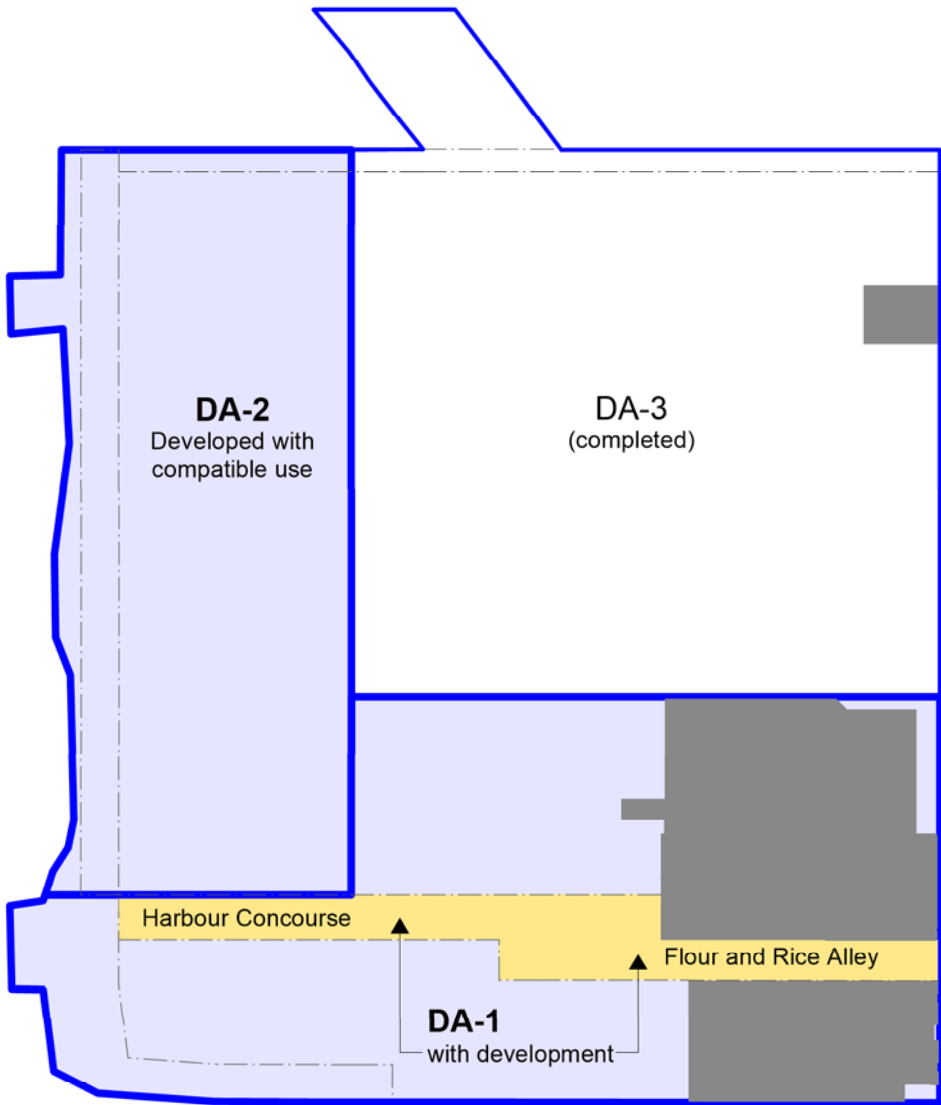
Block A - SRW Phasing

SCENARIO 1 | DA-3 First Phase of Development (DA-2 public access)

For Block B (DA-4, DA-5) SRW phasing, refer to the Rezoning Application Book Section 3.6



1 Scenario 1 - Phase 1  
Scale: 1:1000

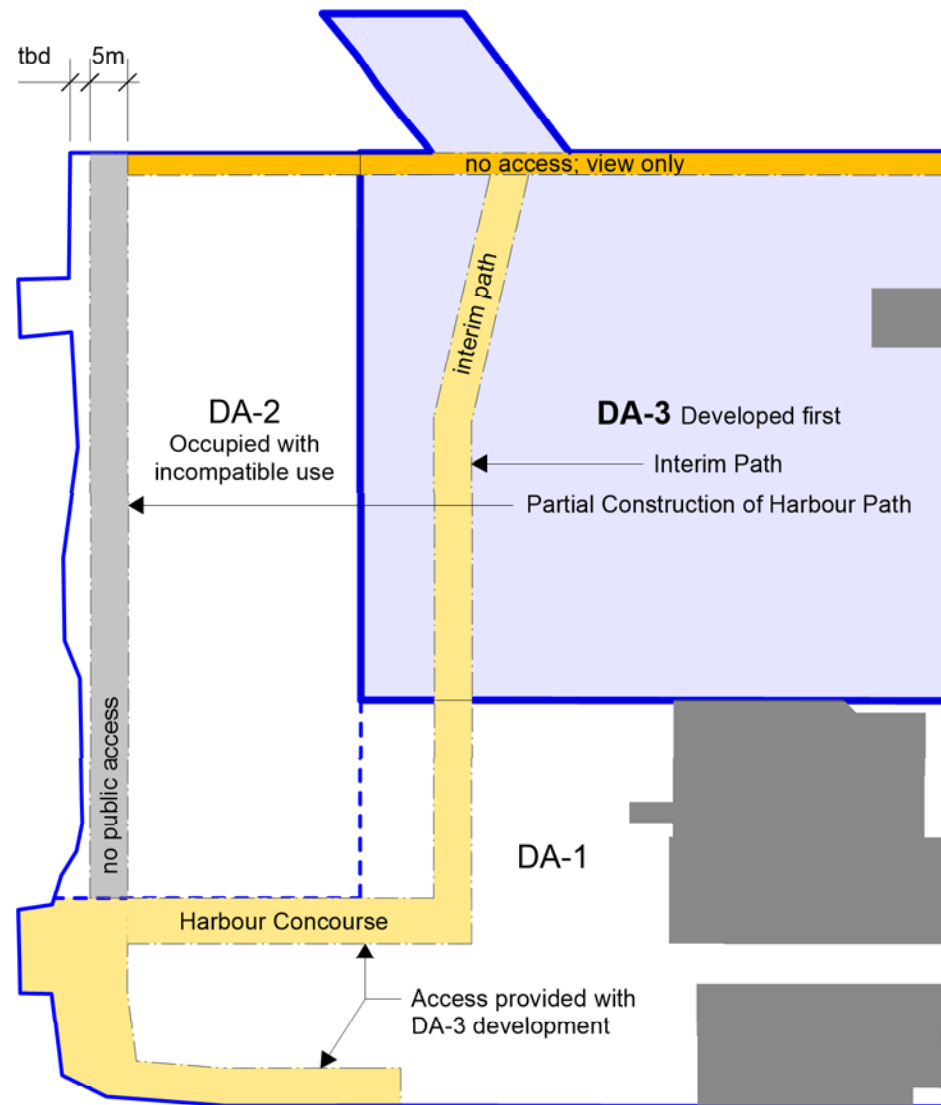


2 Scenario 1 - Phase 2/3  
Scale: 1:1000

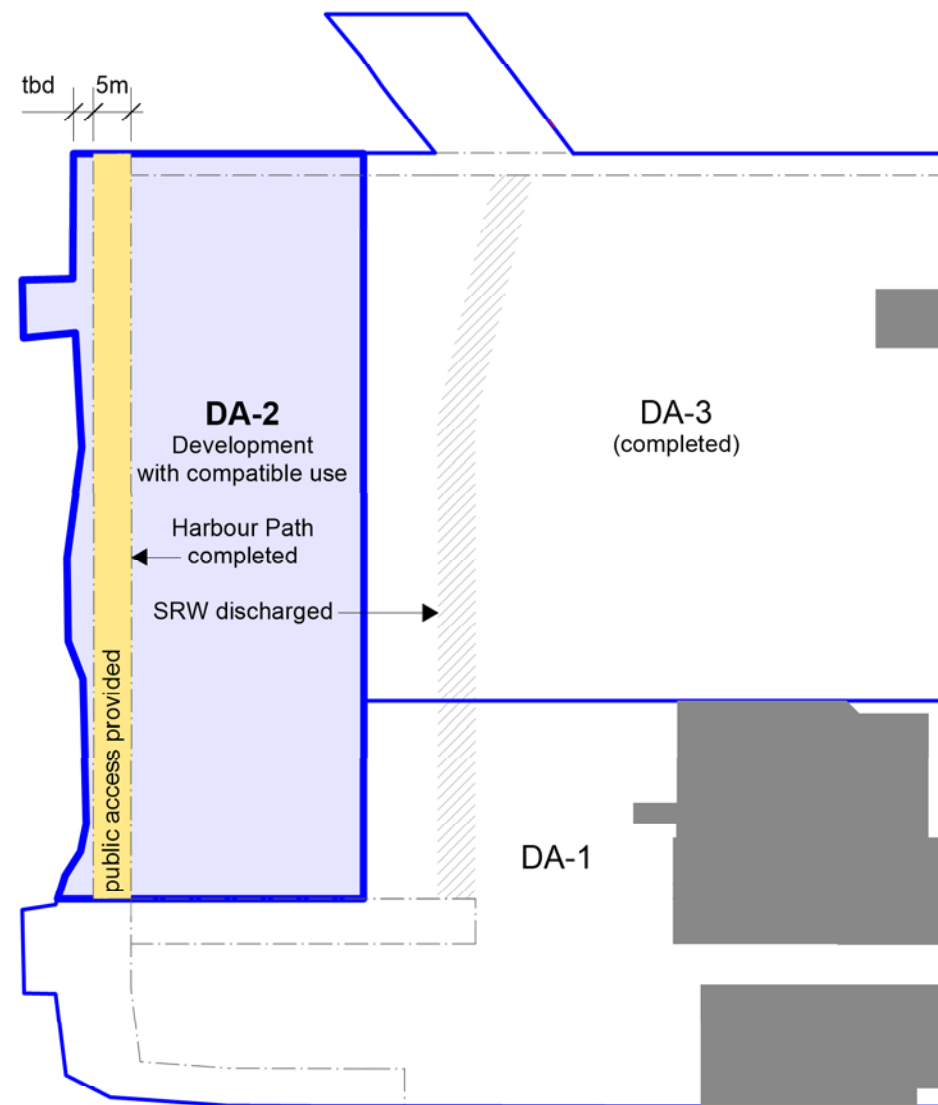
- Active Development Phase
- SRW provided in Active Phase (public access)
- SRW provided in Active Phase (no access; view only)
- SRW provided (no public access)
- SRW in place (previous phase)

SCENARIO 2 | DA-3 First Phase of Development (DA-2 **no** public access)

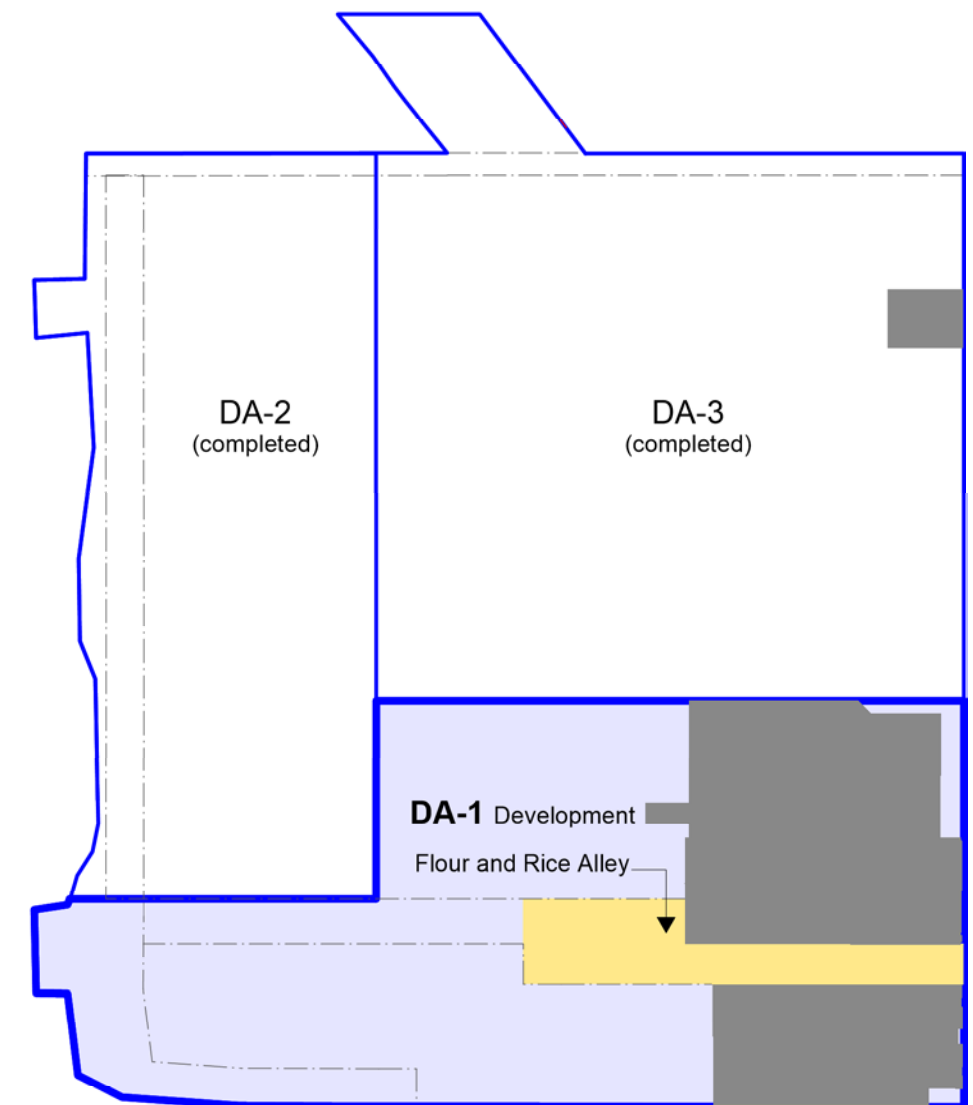
For Block B (DA-4, DA-5) SRW phasing, refer to the Rezoning Application Book Section 3.6








3 Scenario 2 - Phase 1  
Scale: 1:1000



4 Scenario 2 - Phase 2  
Scale: 1:1000



5 Scenario 2 - Phase 3  
Scale: 1:1000

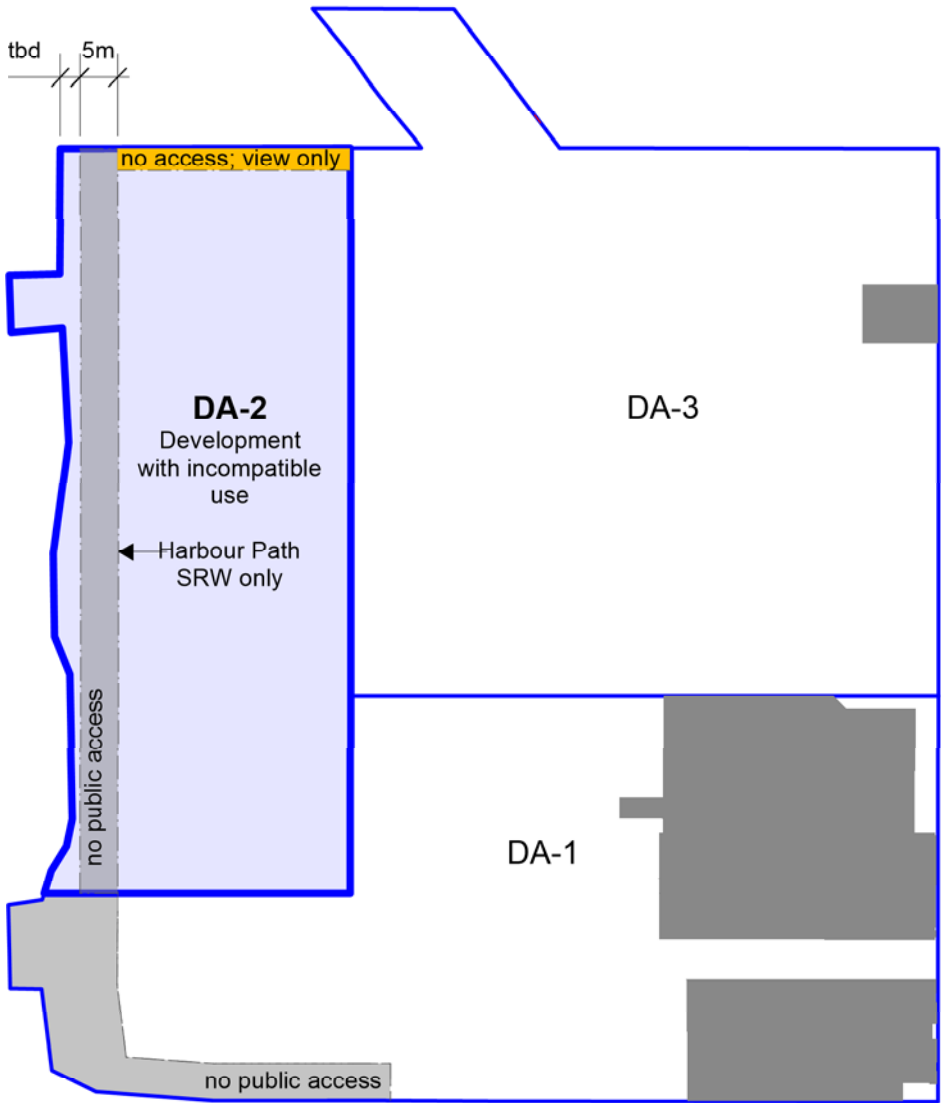
-  Active Development Phase
-  SRW provided in Active Phase (public access)
-  SRW provided in Active Phase (no access; view only)
-  SRW provided (no public access)
-  SRW in place (previous phase)



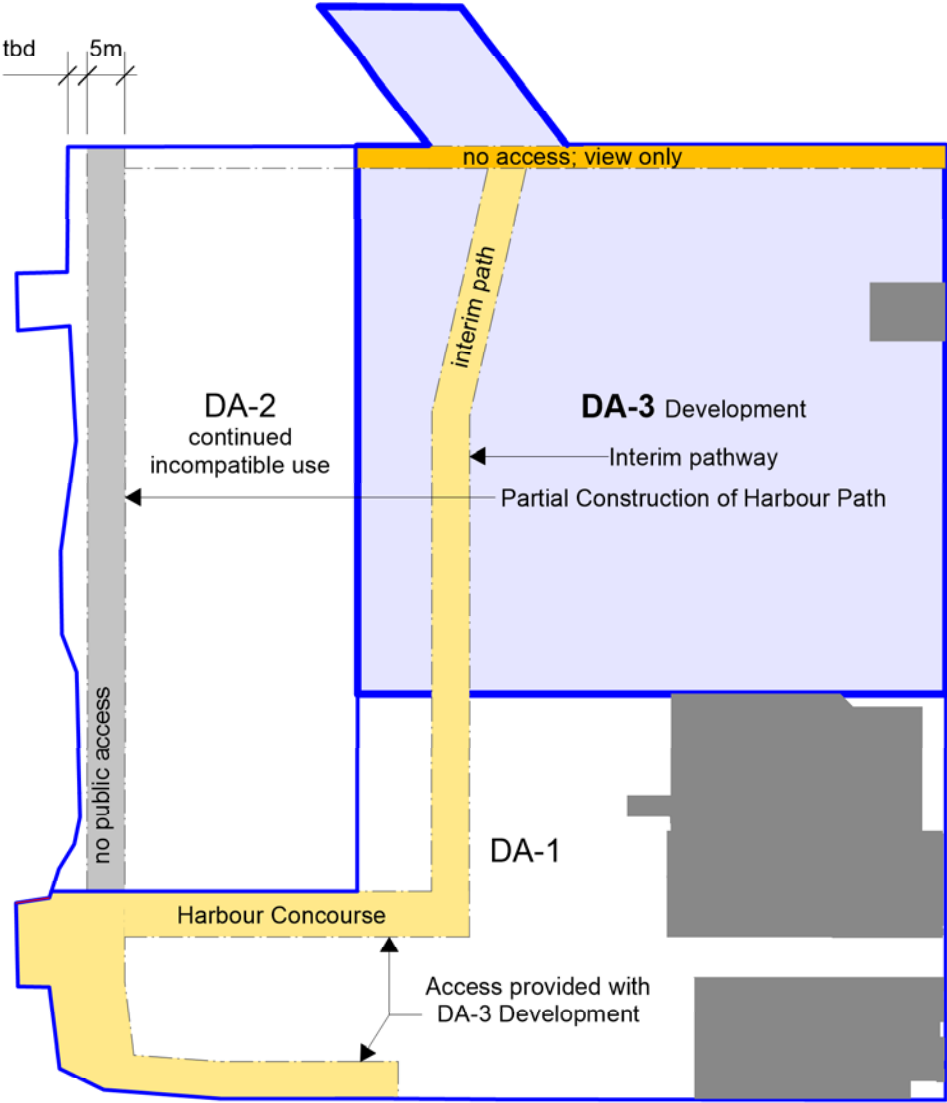
Block A - SRW Phasing

SCENARIO 3 | DA-2 First Phase of Development

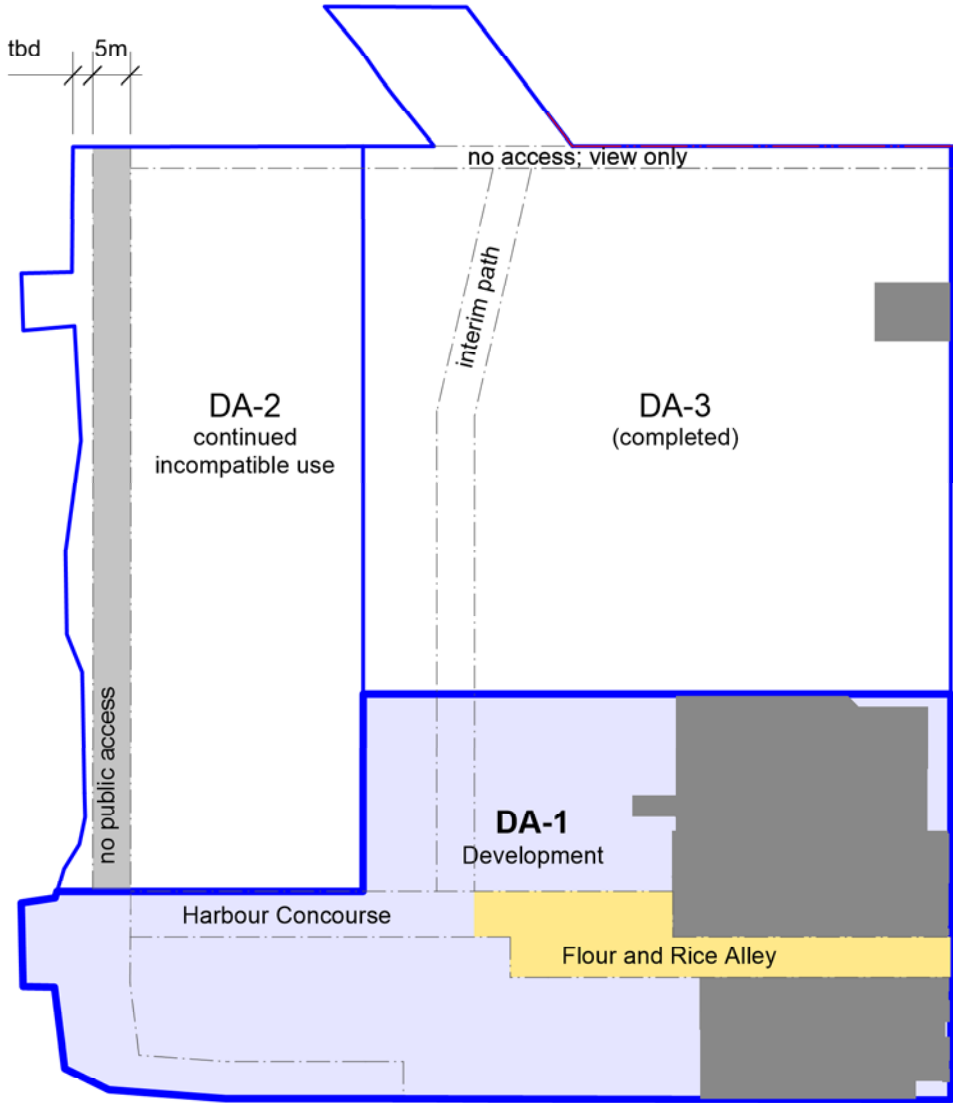
For Block B (DA-4, DA-5) SRW phasing, refer to the Rezoning Application Book Section 3.6



6 Scenario 3 - Phase 1  
Scale: 1:1000



7 Scenario 3 - Phase 2  
Scale: 1:1000



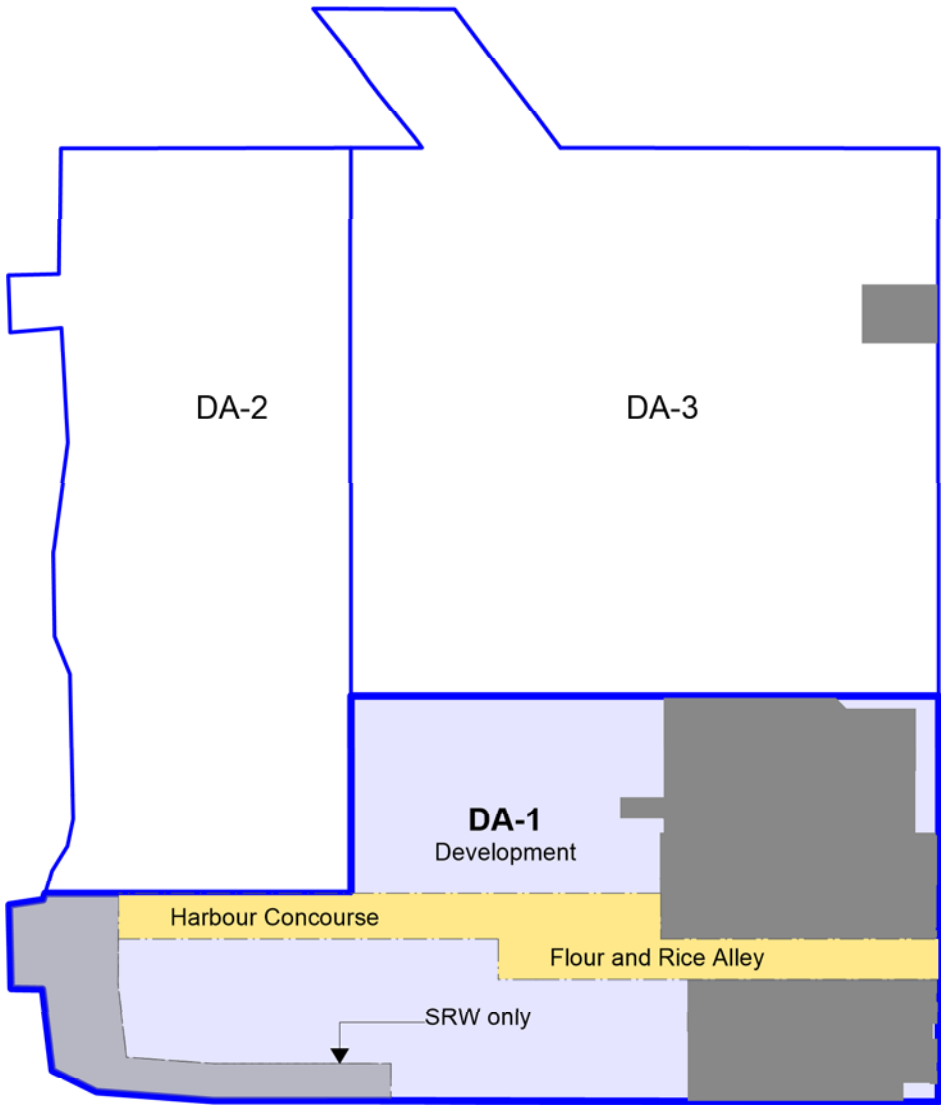
8 Scenario 3 - Phase 3  
Scale: 1:1000

- Active Development Phase
- SRW provided in Active Phase (public access)
- SRW provided in Active Phase (no access; view only)
- SRW provided (no public access)
- SRW in place (previous phase)

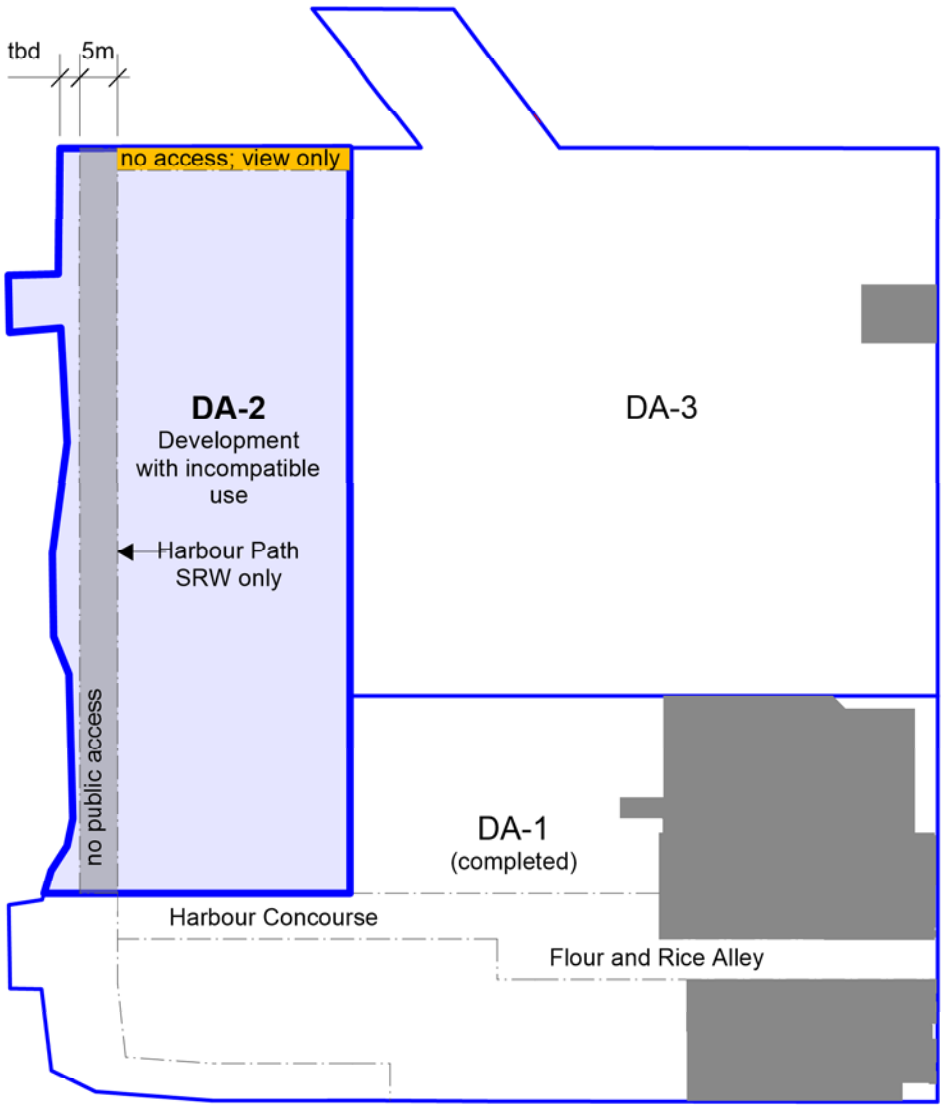
Block A - SRW Phasing

SCENARIO 4 | DA-1 First Phase of Development

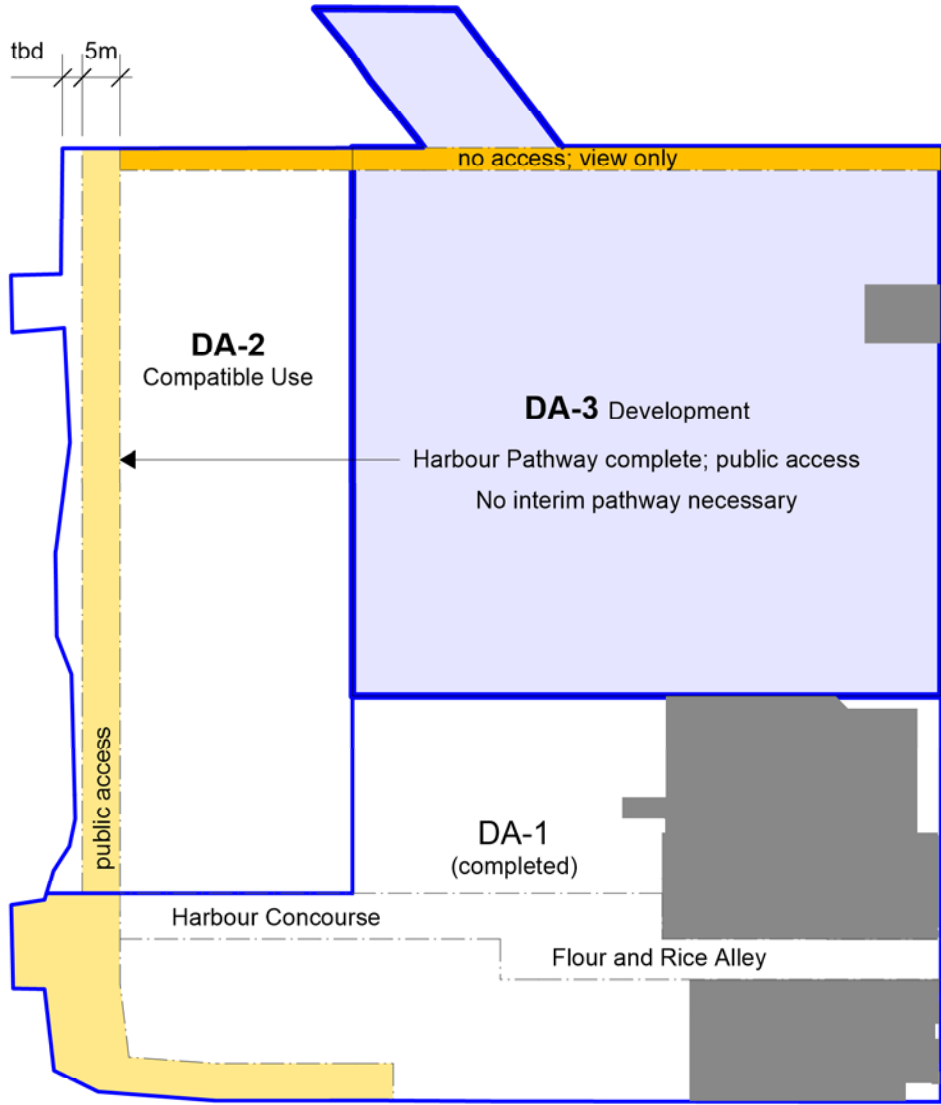
For Block B (DA-4, DA-5) SRW phasing, refer to the Rezoning Application Book Section 3.6



9 Scenario 4 - Phase 1  
Scale: 1:1000



10 Scenario 4 - Phase 2  
Scale: 1:1000



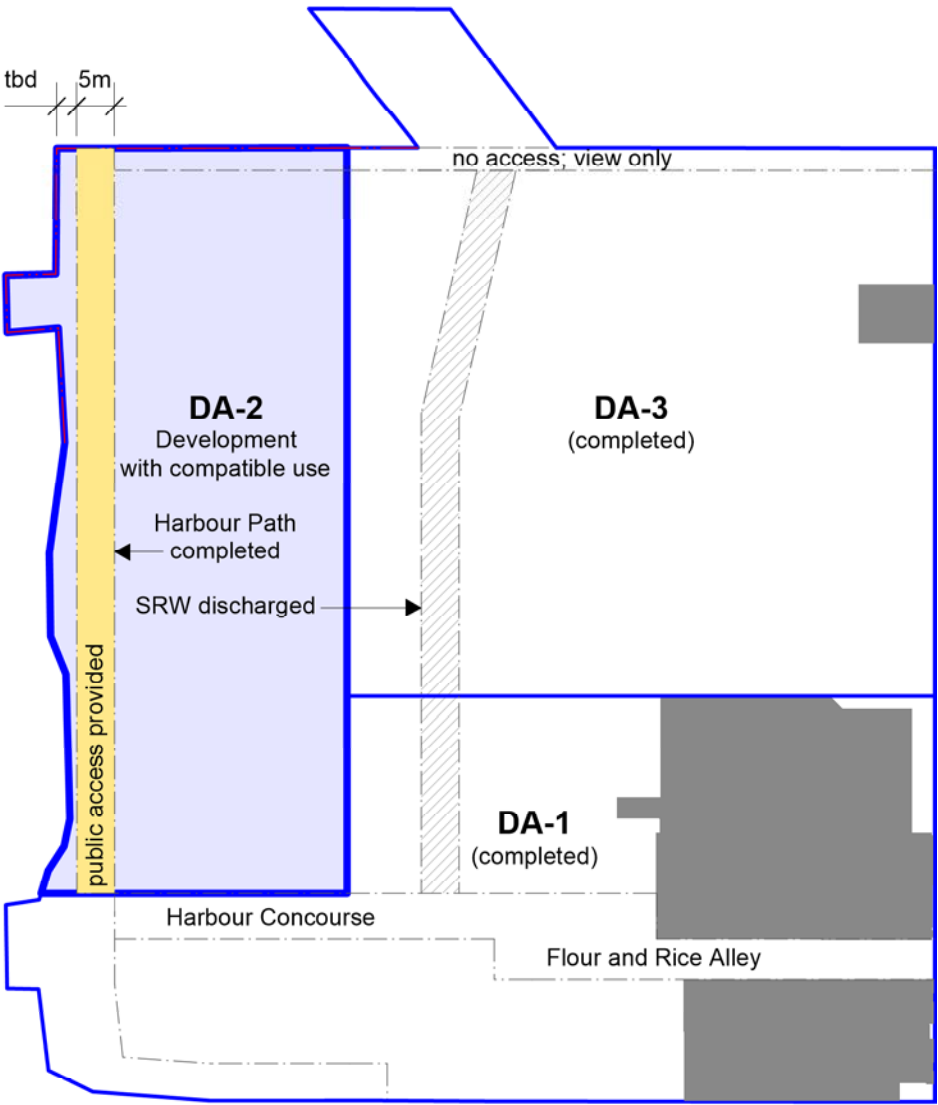
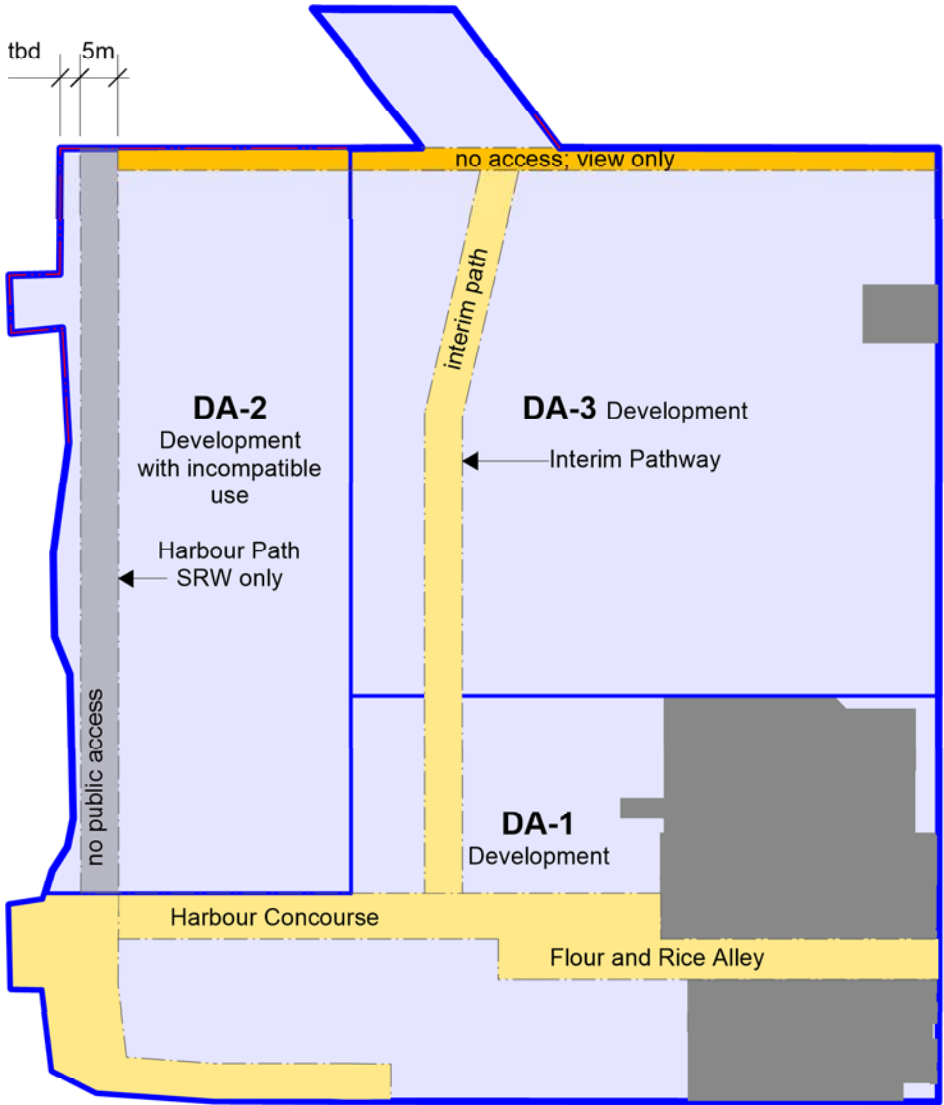
11 Scenario 4 - Phase 3  
Scale: 1:1000

- Active Development Phase
- SRW provided in Active Phase (public access)
- SRW provided in Active Phase (no access; view only)
- SRW provided (no public access)
- SRW in place (previous phase)

Block A - SRW Phasing

SCENARIO 5 | Concurrent Development of DA-1/2/3

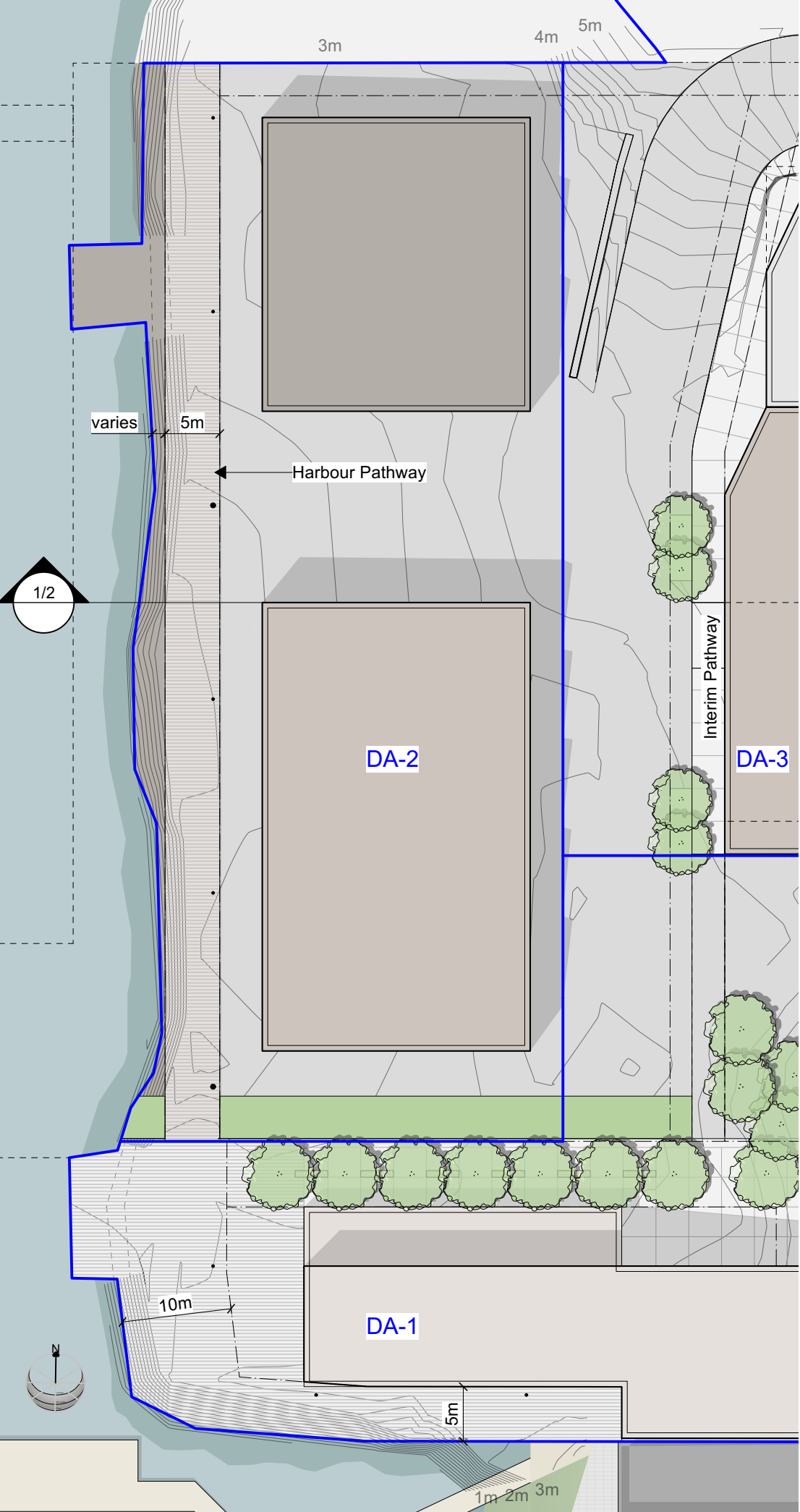
For Block B (DA-4, DA-5) SRW phasing, refer to the Rezoning Application Book Section 3.6



12 Scenario 5 - Phase 1  
Scale: 1:1000

13 Scenario 5 - Phase 2  
Scale: 1:1000

- Active Development Phase
- SRW provided in Active Phase (public access)
- SRW provided in Active Phase (no access; view only)
- SRW provided (no public access)
- SRW in place (previous phase)



1

Waterfront Section

Scale: 1:150

Option A: Pathway away from Rip Rap

Final Construction to be evaluated at Design Development Phase with DP and BP to follow

0

Waterfront Section

Scale: 1:150

Option B: Constructed Edge

Final Construction to be evaluated at Design Development Phase with DP and BP to follow

- Notes:**
1. Lighting levels along the pathway will be minimum 0.5 foot candles with 8:1 uniformity ratio, and will consist of a combination of Ashbery Poles and Ashbery Bollards or similar.
  2. Phased Construction:  
If the provision of the Harbour Pathway in DA-2 is phased due to the continuation of industrial use, the following items would be provided when public access<sup>1</sup> is permitted:
    - Lighting Fixtures
    - Benches
    - Guardrail (if modification is necessary)
    - Timber or concrete paving (repair or replacement if necessary)
- <sup>1</sup> See Rezoning Application Book Section 3 | Data for a list of compatible uses (access provided).

November 1<sup>st</sup> 2024



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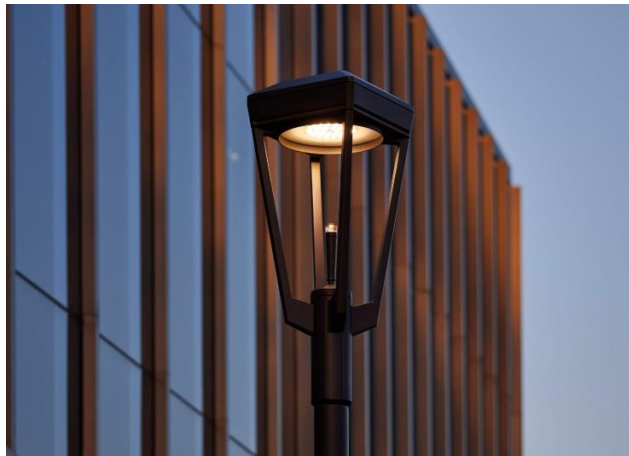
**City of Victoria**

1 Centennial Square  
Victoria, BC V8W 1P6

**Attention: To whom it may concern:**

**Reference: 530 Chatham Street and 1824, 1900, 1907, 1908, 1924 and 2010 Store Street: Rezoning Application No. 00796 and associated Official Community Plan Amendment (Downtown)**

Reliance Properties has reviewed a solution for the Harbour Pathway that aligns with the City of Victoria's lighting standards, enhances public safety and minimizes light pollution. We have selected a combination of Ashbery Poles and Ashbery Bollards to provide consistent illumination while maintaining a visually pleasing aesthetic.



*Figure 1 Ashbery Post-top Luminaire*

The pathway lighting design adheres to the Illuminating Engineering Society (IES) standards for pedestrian pathways and commits to the following specifications

1. Lighting Level - minimum of 0.5 foot candles, providing sufficient visibility and enhancing pathway safety.
2. Uniformity Ratio - 8:1, achieving balanced light distribution across the pathway while managing areas of brightness and minimizing light spill.

The City of Victoria's restriction to Type 3 and Type 5 lighting distributions limits luminaire options. Given this, Ashbery fixtures were selected as they deliver adequate coverage for this type of pathway. Although these post-top luminaires are typically used for broader areas, the combination with bollards



will support even illumination along the path while addressing limitations related to uniformity in narrow walkways.

This focus on lighting levels and uniformity, rather than luminaire quantity, allows for adaptability if lighting technologies evolve, ensuring long-term alignment with the City's standards. The images attached depict the look of the proposed luminaires and they are also identified in the *Sketch ASK-Harbour Pathway* provided by DAU Studio.



*Figure 2 Ashbery Bollard*

Regards,

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