

MASTER PLAN

ASSESSMENT PHASE SUMMARY

MAY 2017

A dark teal map of a coastal area, likely Ship Point, showing various land parcels and water bodies. A small area on the right side of the map is highlighted in light blue. A line connects this highlighted area to a large blue circle containing the text "SHIP POINT".

SHIP POINT



CONTENTS

INTRODUCTION.....5

BACKGROUND FACTS.....6

- POLICIES
- CITY CONTEXT
- HARBOUR CONTEXT
- SITE CONTEXT

DEFINING SHIP POINT..... 18

- OPPORTUNITIES, STRATEGIES, OUTCOMES
- PROGRAMMATIC FRAMEWORK
- EVALUATION CRITERIA
- DESIGN FRAMEWORK AND GUIDELINES

1.0 INTRODUCTION

As an active working harbour that is a key gateway for commerce and tourism, and with its rich First Nations and Maritime history and iconic downtown backdrop, Victoria's Inner Harbour provides a spectacular setting for recreation, leisure, culture, tourism and special events.

Located prominently within the Inner Harbour in the heart of the downtown, providing access to the busy Harbour Air Sea Plane Terminal and the popular proposed David Foster Harbour Pathway, and as the City's signature venue for cultural events and festivals, Ship Point represents an important opportunity for enhancing Inner Harbour vitality and becoming one of the City's preeminent public spaces and destinations. At the same time, the seawall at Ship Point, together with inland pavement areas of the site, are showing signs of distress and require structural remediation and repairs over the short term. Planned public realm improvements including the David Foster Harbour Pathway and associated 'Special Places', and the small plaza to be constructed by Harbour Air on the former location of their temporary terminal building, together with programming for special events and the potential for other uses to help activate the area, will inform the type and phasing of structural upgrades required. In this context, Ship Point represents an extraordinary opportunity to catalyze the revitalization of the Inner Harbour and create a more public and active harbourfront with seamless and attractive connections to important downtown destinations. Together with the Lower Wharf Street and Belleville Terminal areas, and the proposed Harbour Pathway that will connect these key sites from Ogden Point to Rock Bay, Ship Point offers the opportunity to create a signature waterfront destination and a showcase for City arts, culture, identity and celebration in an important and strategic gateway location.



PLANNING FOR SHIP POINT

From March 2017 to January 2018, the City will be working with an integrated consultant team led by a landscape architecture and urban design firm, PWL Partnership, to develop an integrated master plan and implementation strategy for Ship Point.

Building on the vision and objectives for Ship Point established by the Harbour Vitality Principles (2014), and in coordination with other key public places within the Inner Harbour and the Downtown, the master plan and implementation strategy will integrate site design with structural restoration to advance previous studies into a schematic level of design including detailed phasing and Class ‘C’ cost estimates. The consultant team will work closely with stakeholders at key stages of the process with events planned in each phase, including stakeholder workshops and a public open house to receive input and feedback on the draft options and preferred concept.

The project will include close collaboration with a range of stakeholders such as the Greater Victoria Harbour Authority, Harbour Air, Songhees Nation, Esquimalt Nation, Downtown Victoria Business Association, Victoria Downtown Residents Association, Tourism Victoria, the Province of British Columbia, businesses operating on and around Ship Point, marine users and special event and festival organizations.

The process will be carried out in three phases over the following anticipated time line:

- Phase 1: Assessment and Definition (March-April 2017)
- Phase 2: Conceptual Design (May - September 2017)
- Phase 3: Detailed Design and Final Master Plan (September 2017 to January 2018).

THIS DOCUMENT

This document presents an overview of previous planning initiatives and the policy framework relevant to Ship Point, as well as a detailed site and context analysis, to provide the foundation and framework for development of concept options, a preferred concept and the Master Plan document itself in future phases.

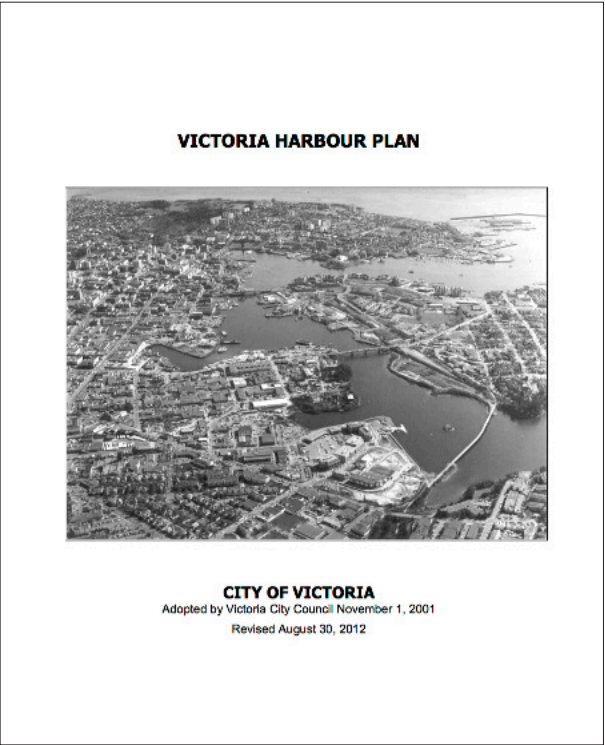
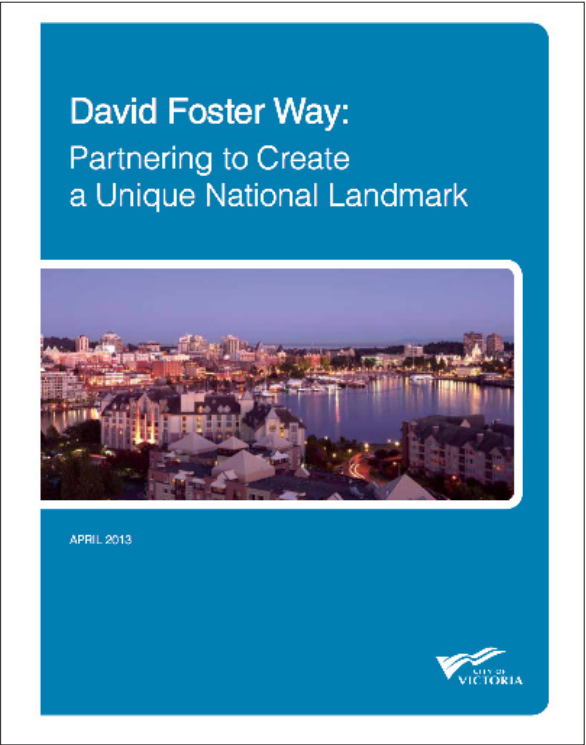
BACKGROUND FACTS | POLICIES

RELEVANT DOCUMENTS AND POLICIES

A number of visioning and planning initiatives related to the Inner Harbour have occurred over the years. These culminated in the Harbour Vitality Principles (<http://www.victoria.ca/EN/main/departments/planning-development/community-planning/harbourdialogue.html>) which were created through a

comprehensive public and stakeholder engagement process and adopted by Council in 2014. The Harbour Vitality Principles provide a high level vision and set of objectives for the three identified strategic sites in the Inner Harbour: Ship Point, Lower Wharf Street and Belleville Terminal.

Inner Harbour Renewal	1970	City of Victoria	Background Information
Victoria Harbour Plan	2001 <i>revised 2012</i>	City of Victoria	Council Endorsed
David Foster Way: Partnering to Create a Unique National Landmark	April 2013	City of Victoria	Background Information
Downtown Core Area Plan	2011	City of Victoria	Council Endorsed
Official Community Plan	2012	City of Victoria	Council Endorsed
Victoria Economic Development Strategy	2011	City of Victoria	Council Endorsed
Victoria Strategic Plan	2013	City of Victoria	Council Endorsed
The Vision for Belleville	2007	City of Victoria	Background Information
Ship Point Pop-Up	2016	City of Victoria	Public Space Initiative
Harbour Vitality Principles	2014	City of Victoria	Council Endorsed
#Biketoria	2016	City of Victoria	Background Information
Johnson Street Bridge Replacement Project	2016	City of Victoria	Background Information
Load Capacity Evaluation of Ship Point Pier	2016	Stantec	Background Information



HISTORY AND HERITAGE

Ship point site is located within the traditional territory of the Songhees and Esquimalt First Nations. Historically Victoria’s harbour was a ‘working harbour’, with heavy industry, fishing fleets, transportation, cargo and other marine dependent industries. This site embodied these uses throughout its history, focusing mainly on the movement and storage of materials and the production and storage of cement, industries that drove the development of the harbour, Victoria and Vancouver Island. The historic Inner Harbour Precinct, including the Ship Point site, embodies the wholesale supply and trade networks which fueled the development and maintenance of the mines, logging camps and salmon canneries which drove the early economy in the province. Ships in the harbour doing business with these mercantile buildings would have been moored with shore ties as evidenced in the iron ring still in place in the shoreline rocks. This section of Wharf St. would also have played host to the thousands of prospectors lined up at Customs House, located at the North end of the site, waiting their chance at heading to the Fraser River and Klondike gold fields in the late 1800’s. The history specific to Ship Point begins in 1874 with the construction of the Dominion Customs House located at the extreme northern end of the site. Designed by Thomas Seaton



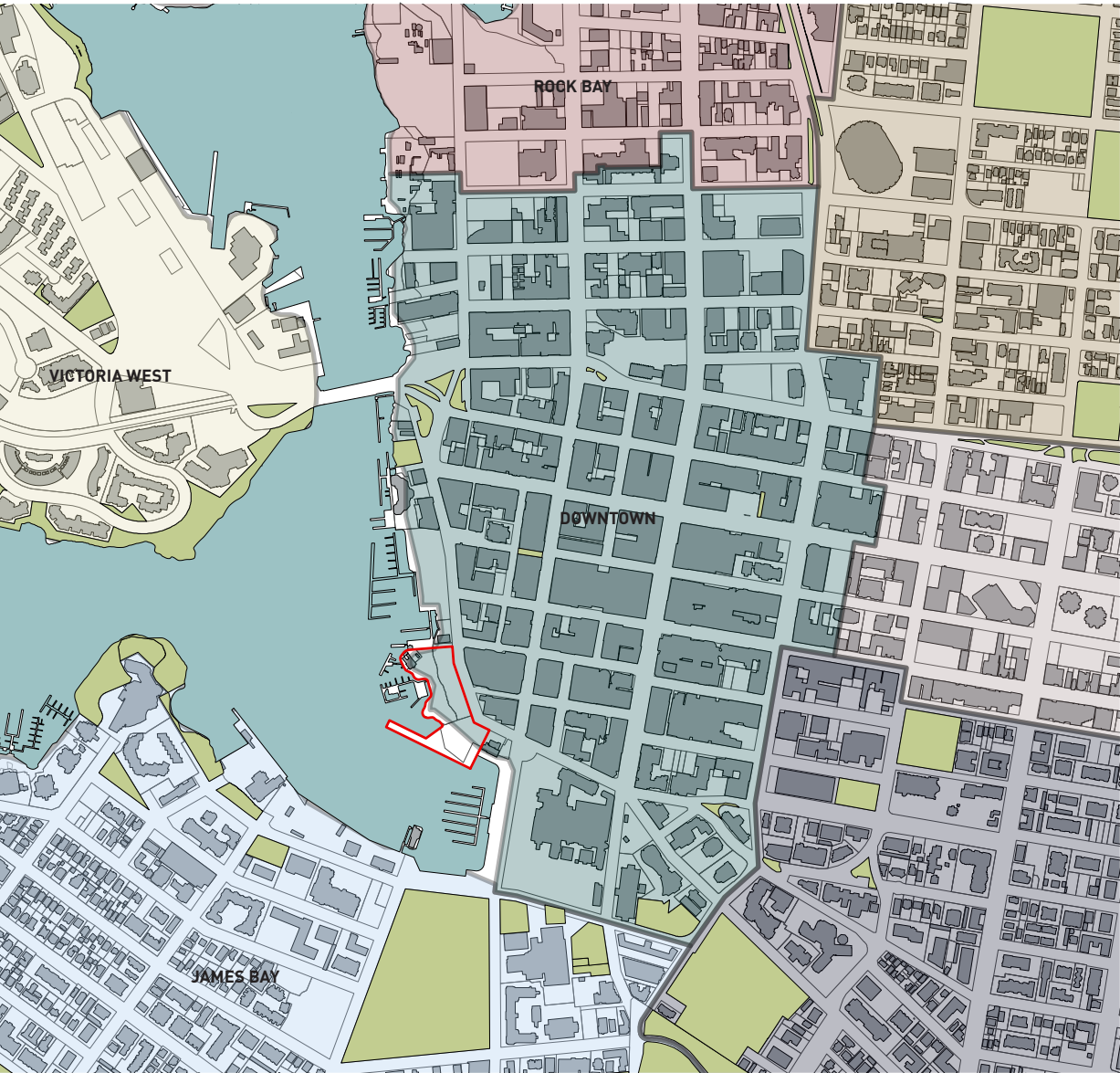
Scott, a Federal Works Department architect, the Customs House was built on a prominent piece of land just south of the spot where the Hudson Bay Company had established Fort Victoria in 1843. The Custom House gained it’s nickname, the Malahat Building, from the HMCS Malahat organization which occupied it from 1954 to 1964. Early photographs and fire insurance maps show that the site was bare to the south of the Customs House, with a few very small buildings along the shoreline ending in the Victoria Dock Co. wharf and warehouse at the southern end. Between 1903 and 1911 this shoreline was developed to include the Evans Coleman and Evans wharves, freight shed and warehouse and the Grand Trunk Pacific Railway freight shed. In 1909 the Grand Trunk Pacific offered freight and steamship service between Prince Rupert, its Pacific terminus, and the southern cities of Vancouver, Victoria and Seattle. The building and wharf on the site would have housed goods transported between these cities and was in operation until at least 1915, when the now bankrupt company was bought out to create the Canadian National Railway. The primary use of the site has been the production and storage of cement beginning with Evans, Coleman and Evans in 1913, after they got out of the freight business. The first cement production in Victoria came in the early 1900’s courtesy of Robert Butchart at Todd Inlet and subsequently in 1912, from the Portland Cement Construction Company of London, managed locally by Mr. H.K.G. Bamber. Both were drawn to Victoria because of the rich deposits of limestone. In the early part of the century, Victoria was the Portland cement supplier for much of the Pacific Northwest. By 1947, the company had changed names to Evans, Coleman and Johnson, and expanded North up the Gorge waterway at the site of the present Lafarge plant site and merging with Ocean Cement sometime after this. Ocean Cement merged with the BC Cement Company in 1957, becoming the largest cement producer in the Pacific Northwest, producing 8 million bags of cement a year. The Ship Point site continued to produce, ship and store cement until 1971, when the demolition of the buildings on the site was approved by Victoria’s city council. The site was fully cleared in 1974 by the Oliver Equipment Service and Supply Co. and several plans were submitted to city council, one of which was by prominent architect Arthur Erickson. The Ship Point site along Wharf Street, in the historic Inner Harbour precinct of Victoria, has been a hub of commerce and industry since the late 1800’s, and its primary use has been the production, shipping and storage of cement until its demolition and clearing in 1974. The photographic record also supports this and several photos seem to show that the debris from the demolition of the cement works could have been used for the fill which sits under the current parking lot on the site.

RESOURCE: www.thewholestory.ca

NEIGHBOURHOOD CONTEXT

The site is located immediately west of Wharf Street between Broughton Street (north) and Courtney Street (south) in Victoria, BC. The site sits at around 8m below Wharf Street below a large retaining wall and is bounded on the western side by the quay wall. The surface of the site is mostly asphalt paving and is used as a car park. The site also provides access to the Harbour Air Floating Sea Plane Terminal and also the Flying Otter Bar and Grill via a wharf ramp.

Ship Point and the adjacent water lot is owned by the City. The adjacent wharf is owned by the Greater Victoria Harbour Authority. City Council has approved a long-term lease for the City owned water lot area adjacent to Ship Point (950 and 1000 Wharf Street) for the Harbour Air floating sea plane terminal building. The legal lot addresses on the site are recorded on the City Plans as 940, 946 and 1000.



The Ship Point site boundary sits within the City of Victoria’s larger area but visually it belongs to both Downtown and Inner Harbour precincts. As a working harbour with busy daily uses, it is an active urban space that is balanced with some minor areas of passive green space.

BACKGROUND FACTS | CITY CONTEXT
DESTINATIONS

Ship Point is surrounded by number of major tourist city destination sites such as BC Legislature Building, BC Royal Museum and China Town as well as many important local Arts and Culture facilities and civic spaces such as Centennial Square, Bastion Square or City Public Library. It is within walking distance to many destinations.

- LEGEND
- 1

Miniature World

2

Crystal Garden

3

Fairmont Empress Hotel and Conference Centre

4

BC Royal Museum

5

Steamship Building

6

Tourist Information Centre

7

Victoria Bug Museum

8

Victoria Clipper

9

BC Legislature Building

10

Harbour Air Terminal

11

The Bay Centre

12

China Town

13

Bus Station

14

Maritime Museum of BC

15

Trounce Alley
- 16

Victoria Public Library

17

Royal Theatre

18

McPherson Theatre

19

City Hall

20

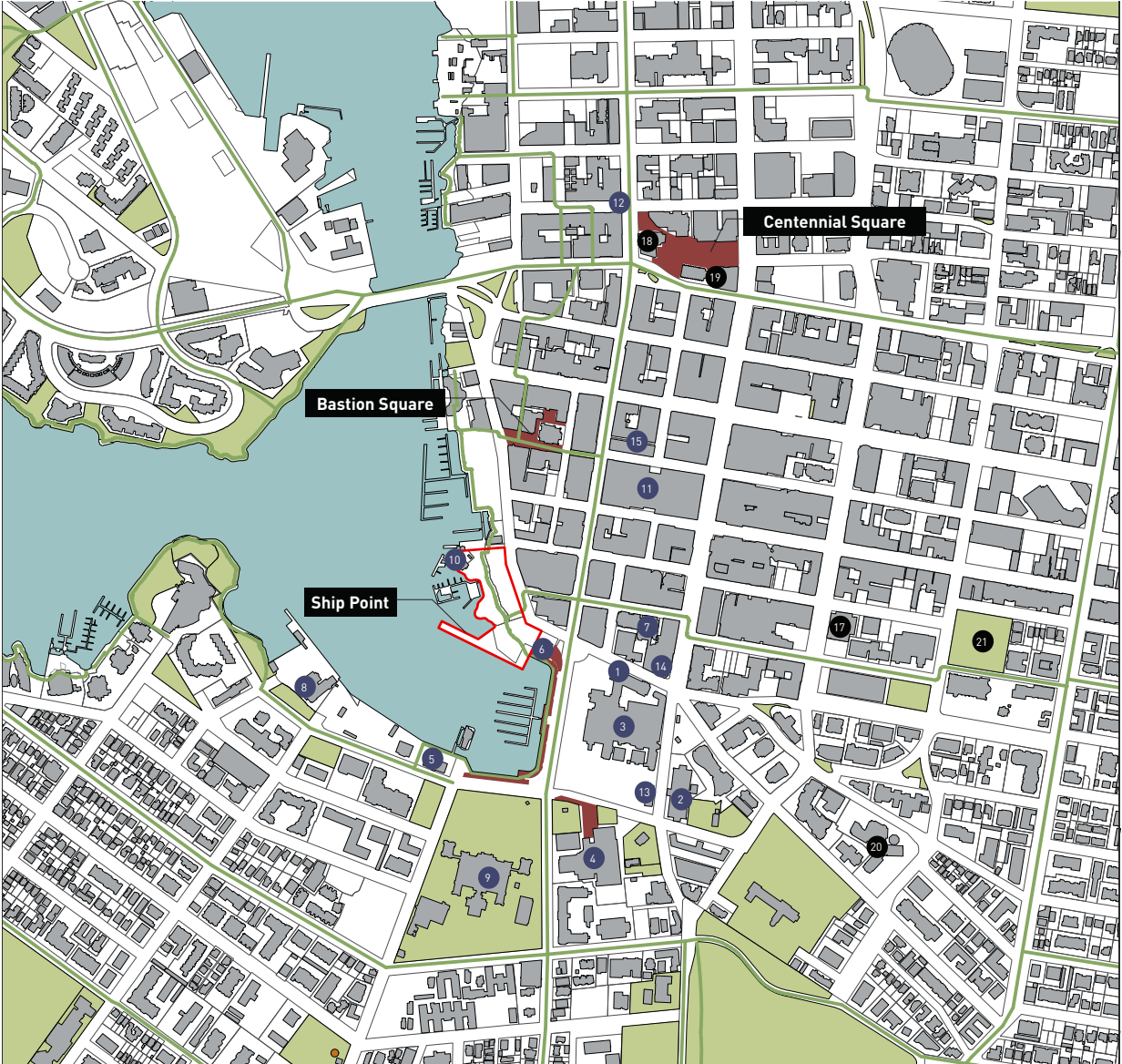
Mt. St. Mary Hospital

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Pioneer Square
- Green Open Space

Urban Open Space

Planned Greenways (OCP)



ARTS + CULTURE

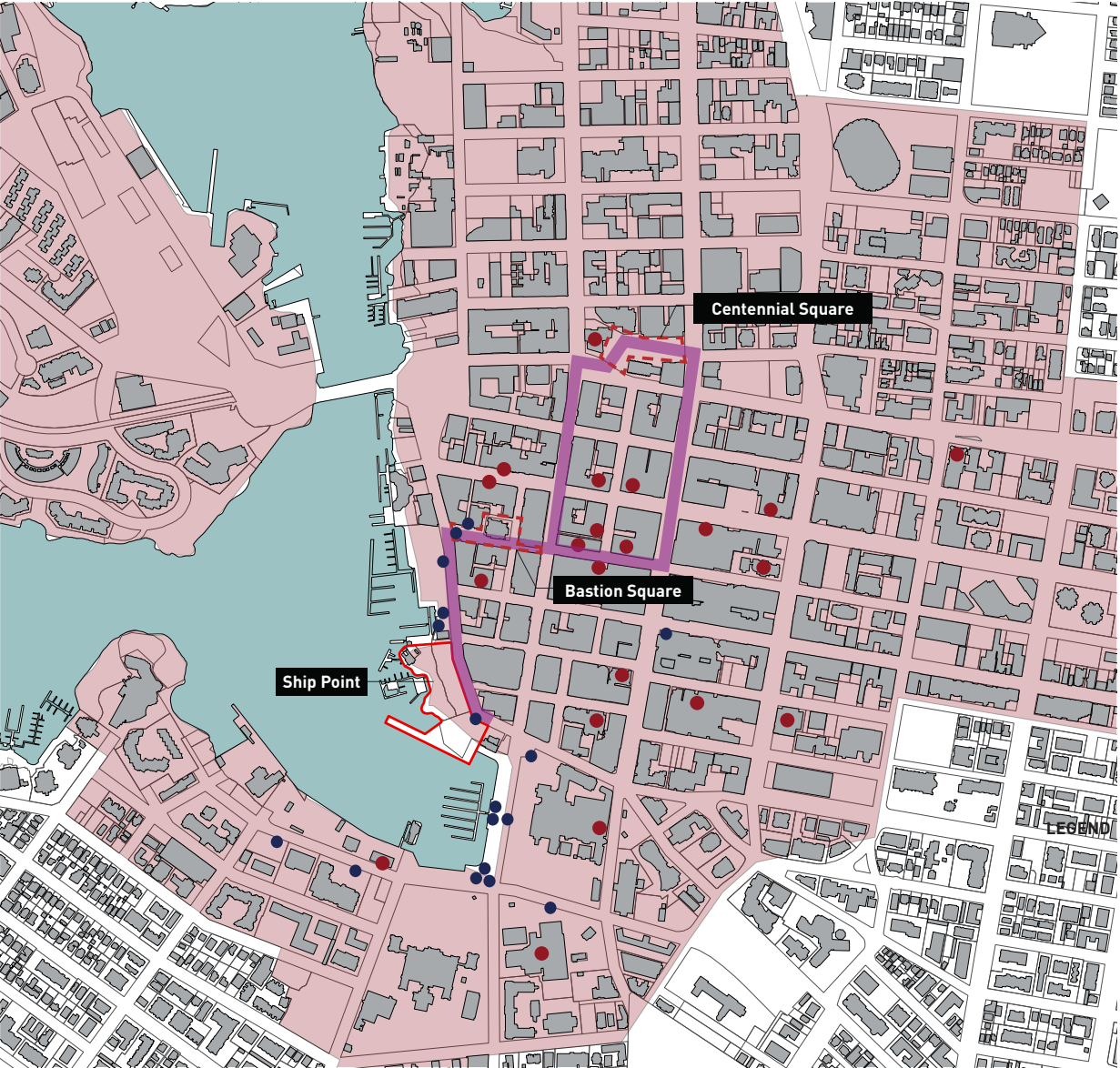
Site is located within a walking distance to major civic facilities within the urban core area including City Public Library, Royal Theatre, City Hall just to name a few. It has potential to be better linked to the urban fabric and become an extension of an existing network of small civic plazas and squares such as Centennial Square in front of the City Hall and Bastion Square at Worth Street. As part of the designated walking loop, it can contribute to the overall improvement of the Downtown urban experience for visitors and locals.

- LEGEND
- Urban Core

Arts + Culture Facilities

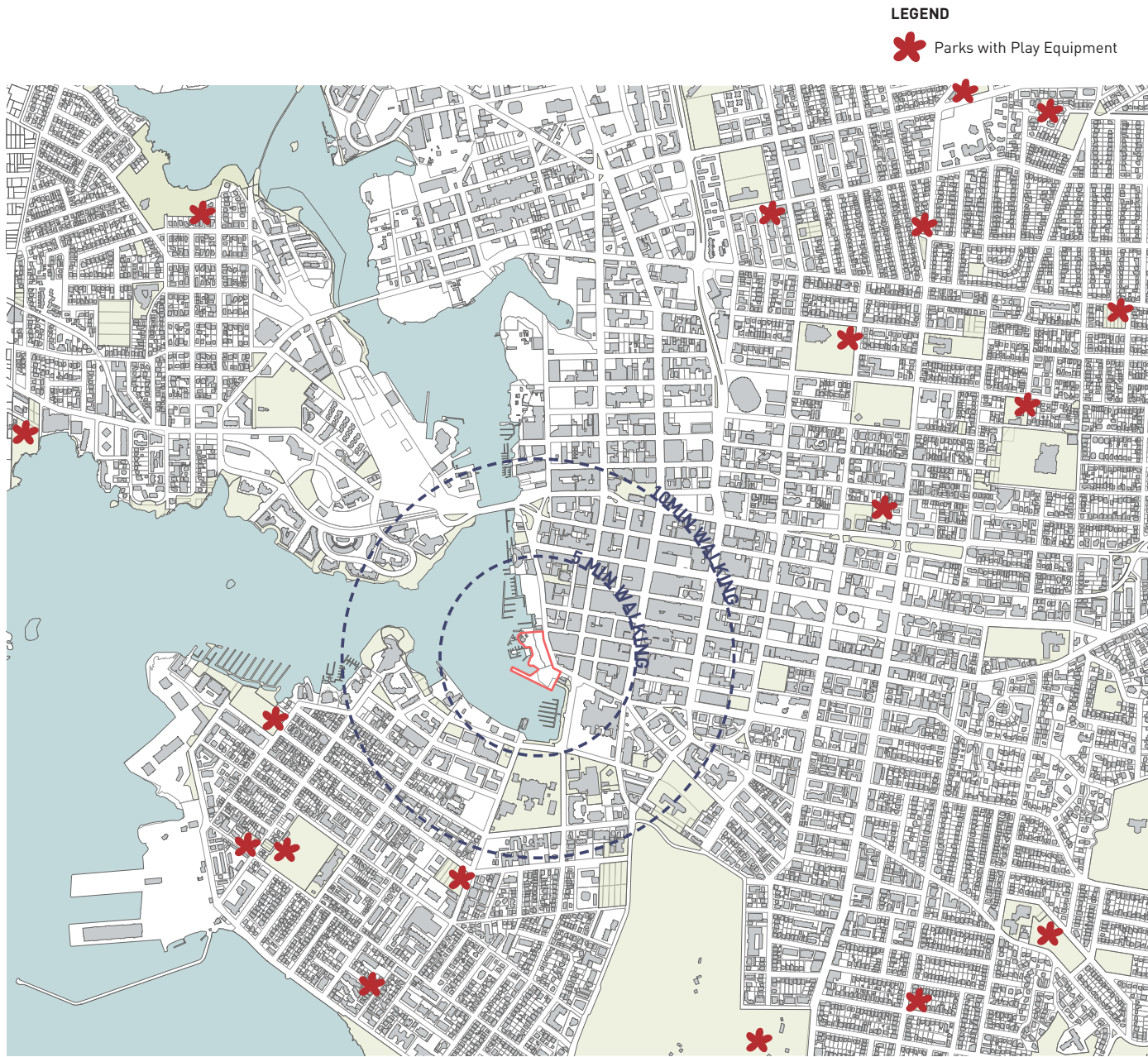
Public Art

Potential Arts + Culture Corridor



PLAY OPPORTUNITIES

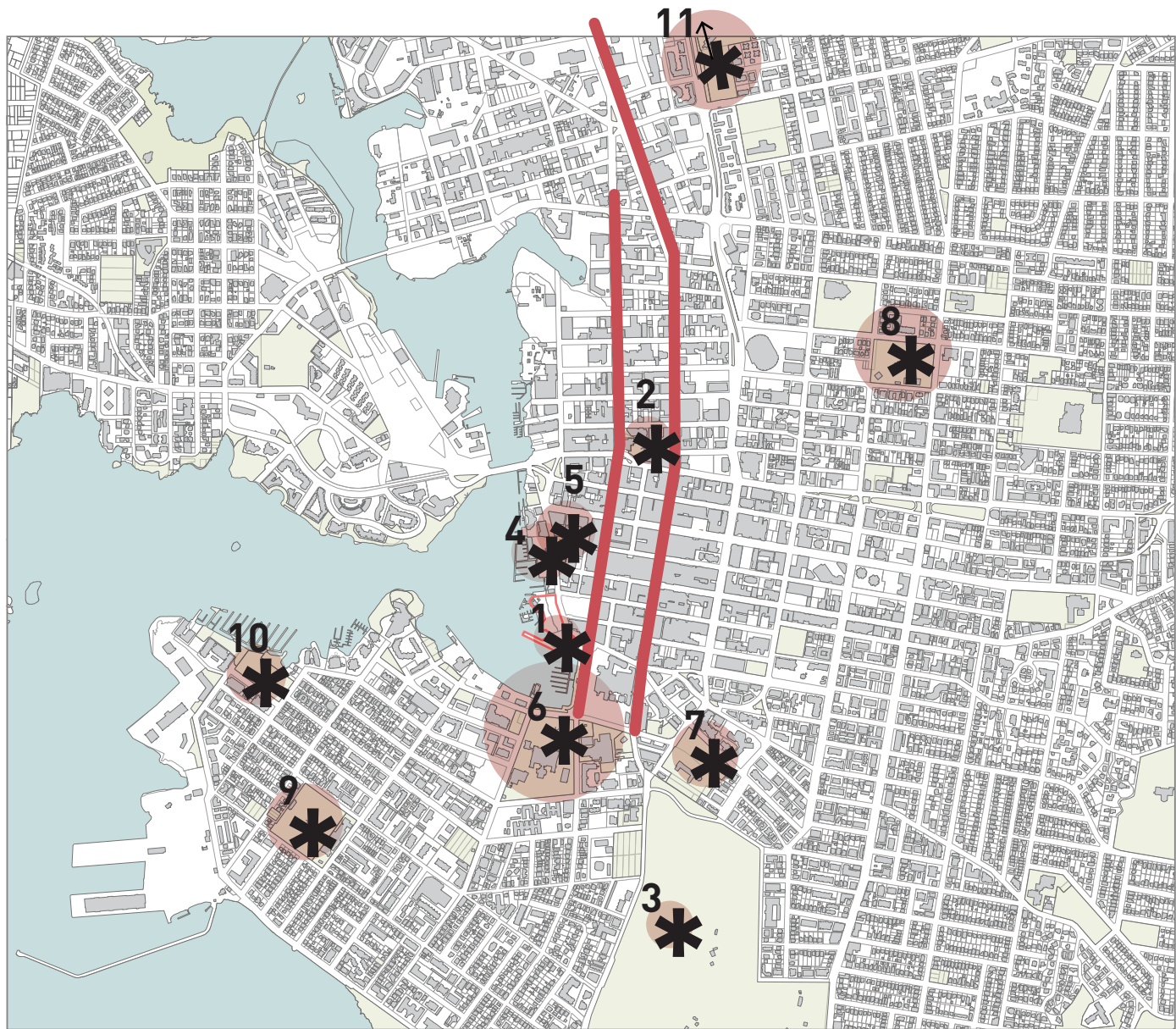
There is clear deficiency of children’s play areas in the urban core in Victoria and the Inner Harbour, which is reflective of the historic deficiency of family oriented housing. With significant increases of infill housing in recent years and increasing young populations choosing to live in the urban core, the demand for play opportunities for all ages will likely increase. There are number of structured play areas with children’s play equipment in North park area and some in Harris Green but none in Downtown Core.



BACKGROUND FACTS | CITY CONTEXT

EVENTS

Urban Core area of the City offers number of different scale event hosting locations and areas. An informal and intimate scale market hosting Bastion Square to a large and dedicated space with Cameron Band shell in Beacon Hill Park. Ship Point is also currently designated key event space for Downtown area as it presents vast capacity and flexibility with it's flat open space that can easily be adapted to hosting various number of events.



LEGEND

Parade Routes

- 1 Ship Point**
 - Large paved surface
 - Seasonal markets, festivals
- 2 Centennial Square**
 - Civil gathering space
 - Summer in the Square Concerts, Jazz fest, etc.
 - Dancing, games, workout classes regularly programmed
 - 1.5-2k capacity
- 3 Cameron Bandshell in Beacon Hill Park**
 - No commercial activity (ticketed events) currently permitted
 - 2k capacity for bandshell
- 4 Lower Wharf Street Site**
 - Large paved surface, potential for festival/event site
 - Adjacent to transient accommodation (noise concern)
- 5 Bastion Square**
 - Seasonal markets
- 6 Legislative Lawns**
 - Large lawn
 - No commerical activities permitted
 - 50k capacity (including Inner Harbour, Gov't St.)
- 7 St. Ann's Academy**
 - Gardens, lawns
 - Festival and concert site
 - Within transient accommodation/multiple dwelling district
 - 3-4k capacity
- 8 Royal Athletic Park**
 - Large field for games, races and festivals (Rifflandia, Beer Fest)
 - 6-7k capacity
- 9 MacDonald Park**
 - Field and green space
 - Festival site
 - Within residential neighbourhood (noise concern)
 - 4-5k capacity
- 10 Fisherman's Wharf**
 - Large lawn area, raingardens
 - Festival site
 - Shakespear in the Park
 - Within residential neighbourhood (noise concern)
- 11 Topaz Park**
 - Large field
 - Festival site for Highlander Games
 - 4-5k capacity

LAND OWNERSHIP

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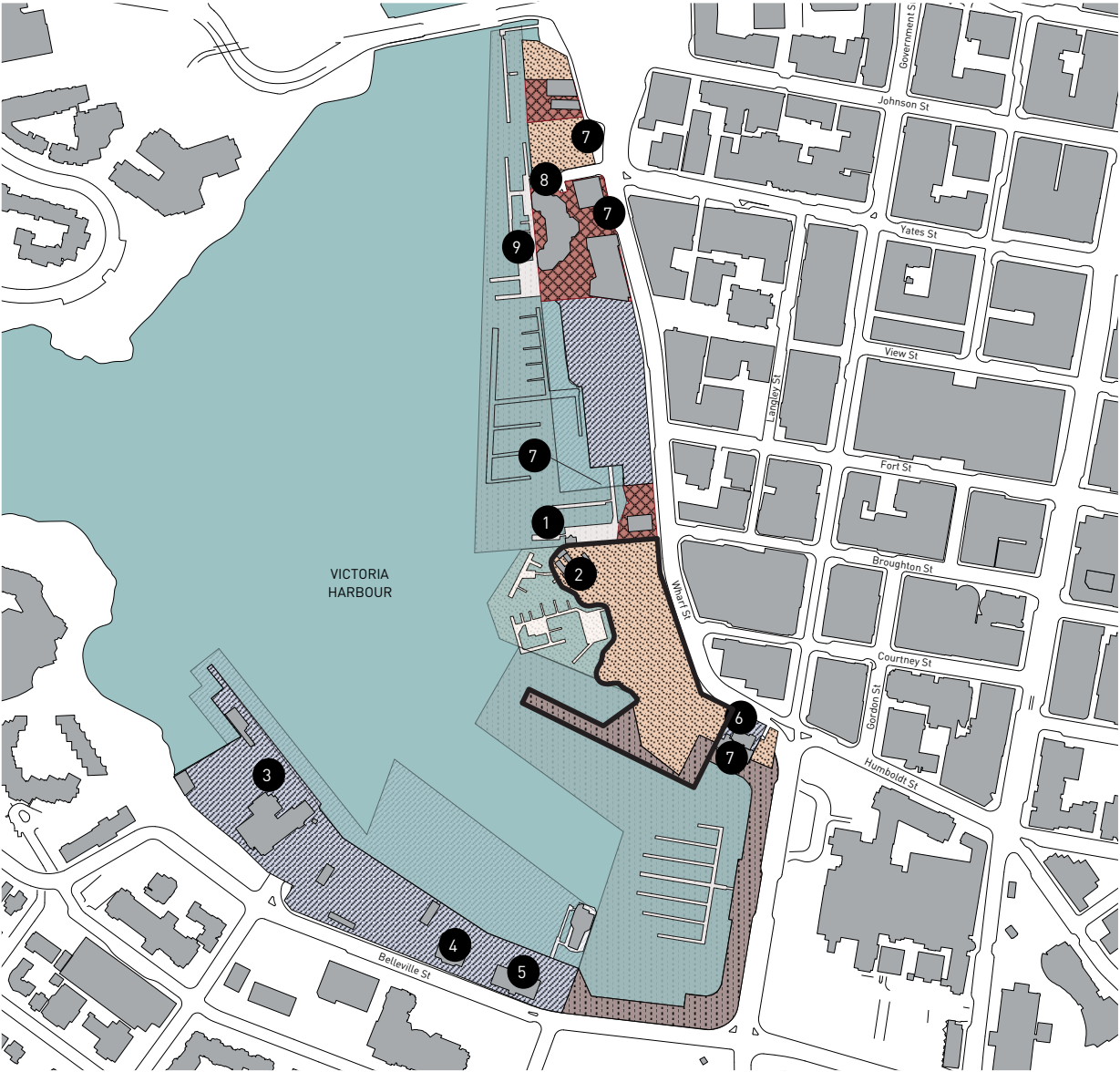
LEGEND

Ownership

Upland	Harbour Floor	
		City of Victoria
		Province of British Columbia
		Greater Victoria Harbour Authority
		Private

Key Properties

1 Harbour Air Terminal	6 Tourism Information Centre
2 Flying Otter Grill, Great Pacific Adventures, Sea Lion Safaris and Victoria Kayak Tours and Rentals	7 Restaurants / Eateries
3 Clipper Vacations	8 Golf Centre
4 Black Ball Ferry Line	9 Hyack Air Terminal
5 CPR Steamship Terminal	



HARBOUR LAND USE

The majority of buildings in close proximity to the site serve commercial/ office uses. There is a number of hotels and transient accommodation in the Legislature area that accommodate a majority of visitors throughout the year. Residential uses are limited to just few high density condominiums in the Douglas Street area. Key uses and activities:

- Multi-residential
- Offices and restaurants
- Heritage buildings in Old Town Area (Registered and Designated)

LEGEND

- Commerical /Office
- Office
- Transient Accommodation
- Includes Residential



BACKGROUND FACTS | HARBOUR CONTEXT

HARBOUR CONNECTIONS

TRANSPORTATION ON LAND

WALKING: Harbour Pathway will be one of the key components connecting through the site improving the overall pedestrian and cycling connectivity of the Inner Harbour.

BIKING: There is a designated bike route planned for Wharf St. connecting North – South along the waterfront that will be a protected bike lane, which will impact setbacks and width of the Wharf Street along the Ship Point section of the road.

TRANSIT: Site is well served by public transit. There are two bus stops in few minutes walk from the site on Fort Street and Government Street.

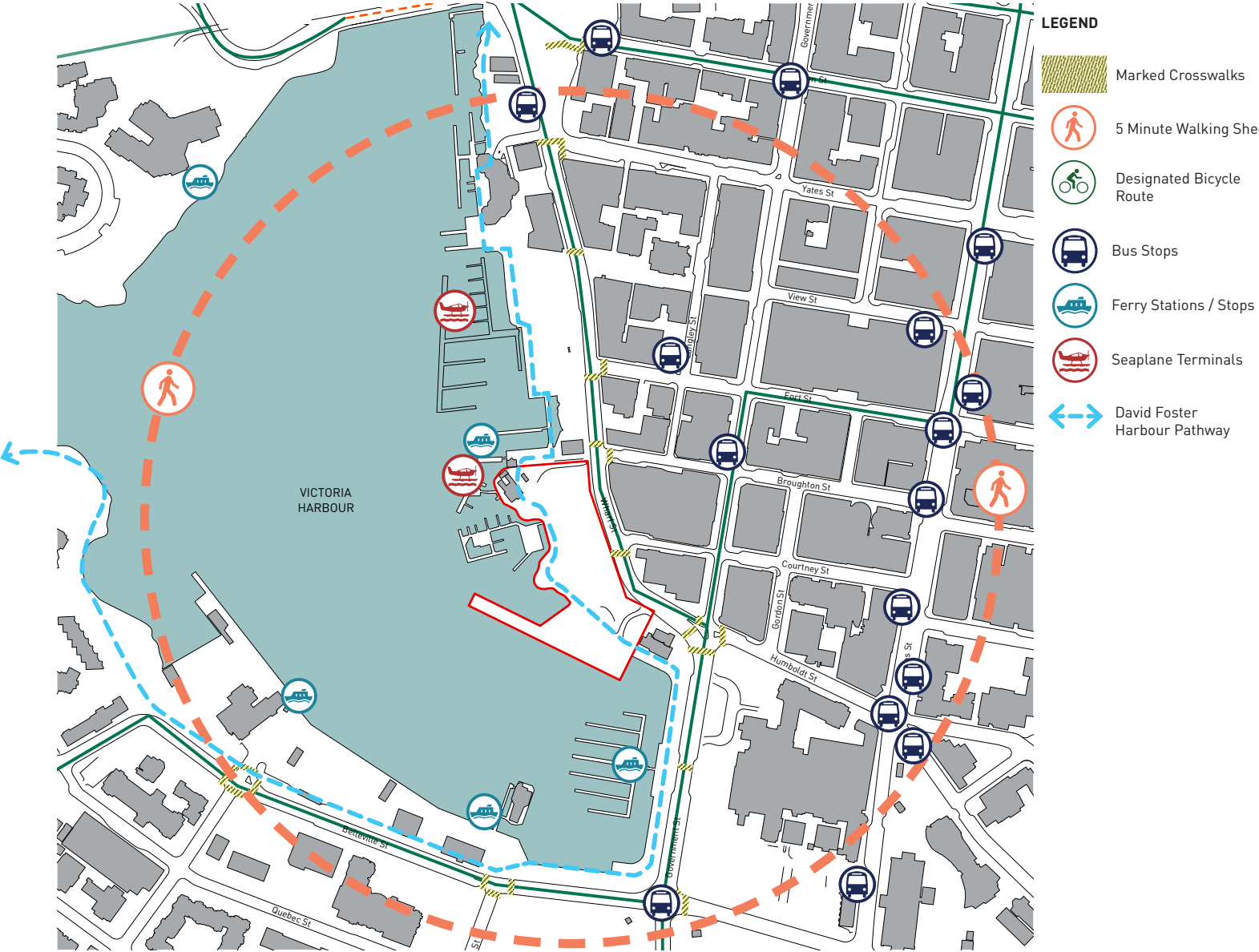
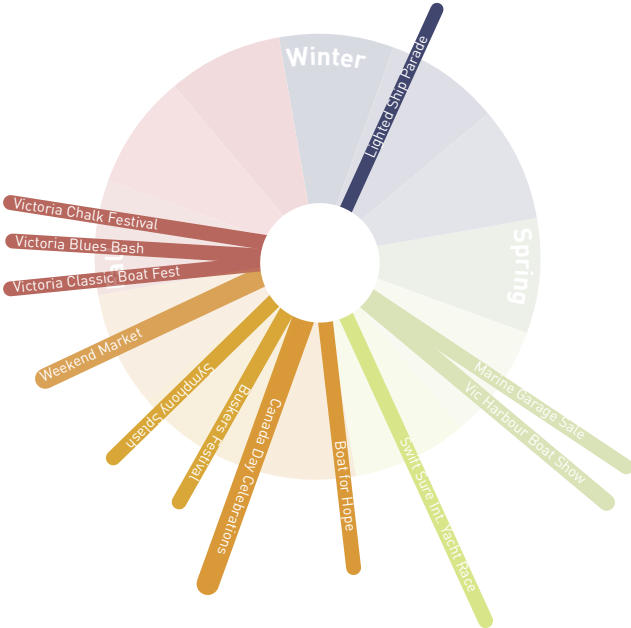
TRANSPORTATION ON WATER

SEA PLANES: There is major Sea Plane Terminal that is operated by Harbour Air. This on water terminal servers many number of flights locally in BC as well as Seattle, WA. The terminal was constructed in 2014. There is another sea plane terminal further to the North at the Lower Wharf site that serves similar routes.

PRIVATE VESSELS: Pier is regularly occupied by several private vessels throughout the year. There is moorage intended for the north and south of the pier for mega yachts. That said, this is also a location for major on-water festivals such as Dragon Boat festival and moorage of temporary feature ships and vessels throughout the year.

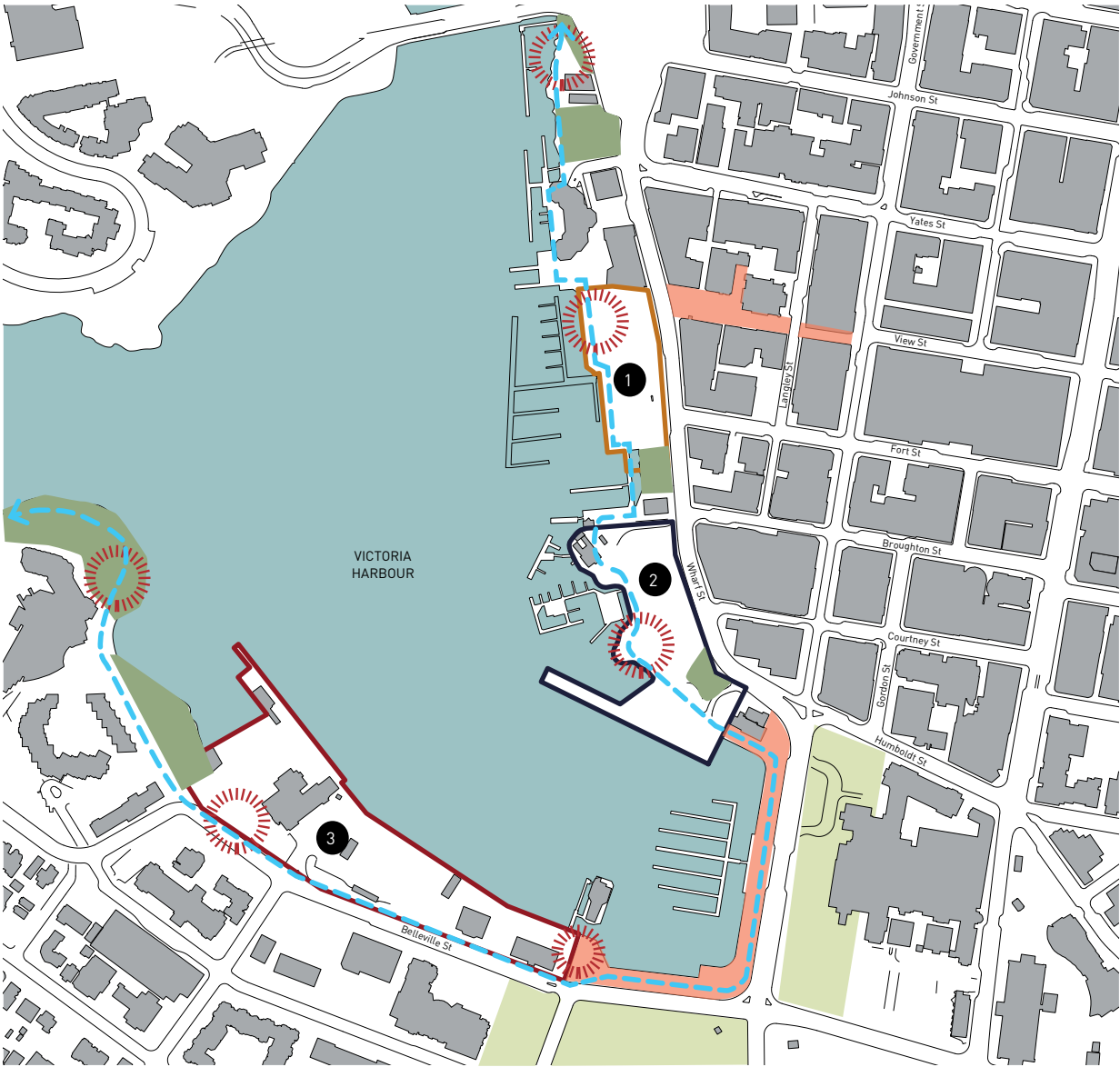
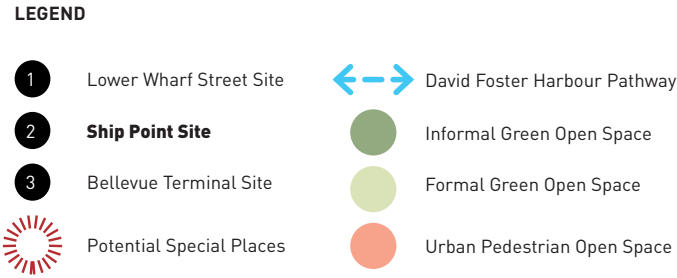
HARBOUR EVENTS

There is a clear pattern of events activities on Ship Point site throughout the year. Most of the organized events take place in summer months, with fewer in spring and fall and very little activity over the winter months.



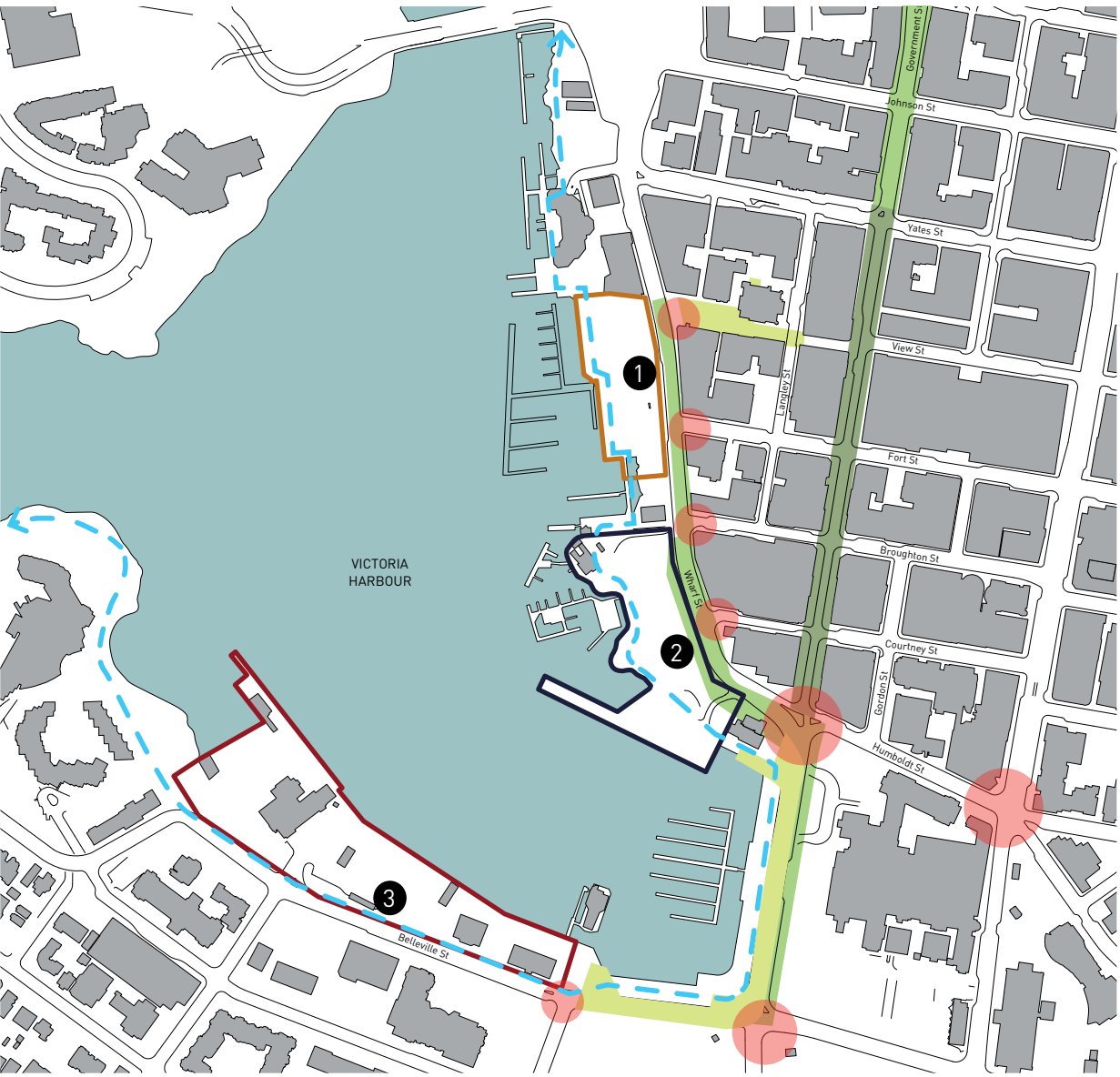
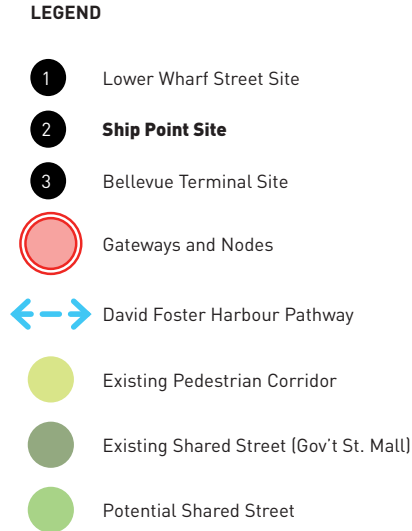
SPECIAL PLACES

There is a variety of types of public open spaces along the waterfront of the Inner Harbour. Some areas such as Laurel Point, or Fisherman’s Wharf Park are informal green spaces, some are part of much more formal urban settings such as open lawn area in front of BC Legislature and Empress Hotel. There is also a few small pocket plazas and green spaces to accommodate passive recreation or small gathering space or rest.



GATEWAYS AND NODES

With its unique waterfront location at the edge of Urban Core, Ship Point offers number of opportunities for enhancing pedestrian experience, not only at the site itself but along a full length of Wharf St. as well as at key pedestrian crossings and connection from Downtown such as Government Street and Wharf Street intersection, Extension of Courtenay Street and extension of Bastion Square across Wharf Street. Wharf Street also has been identified as a potential shared street at those key locations.



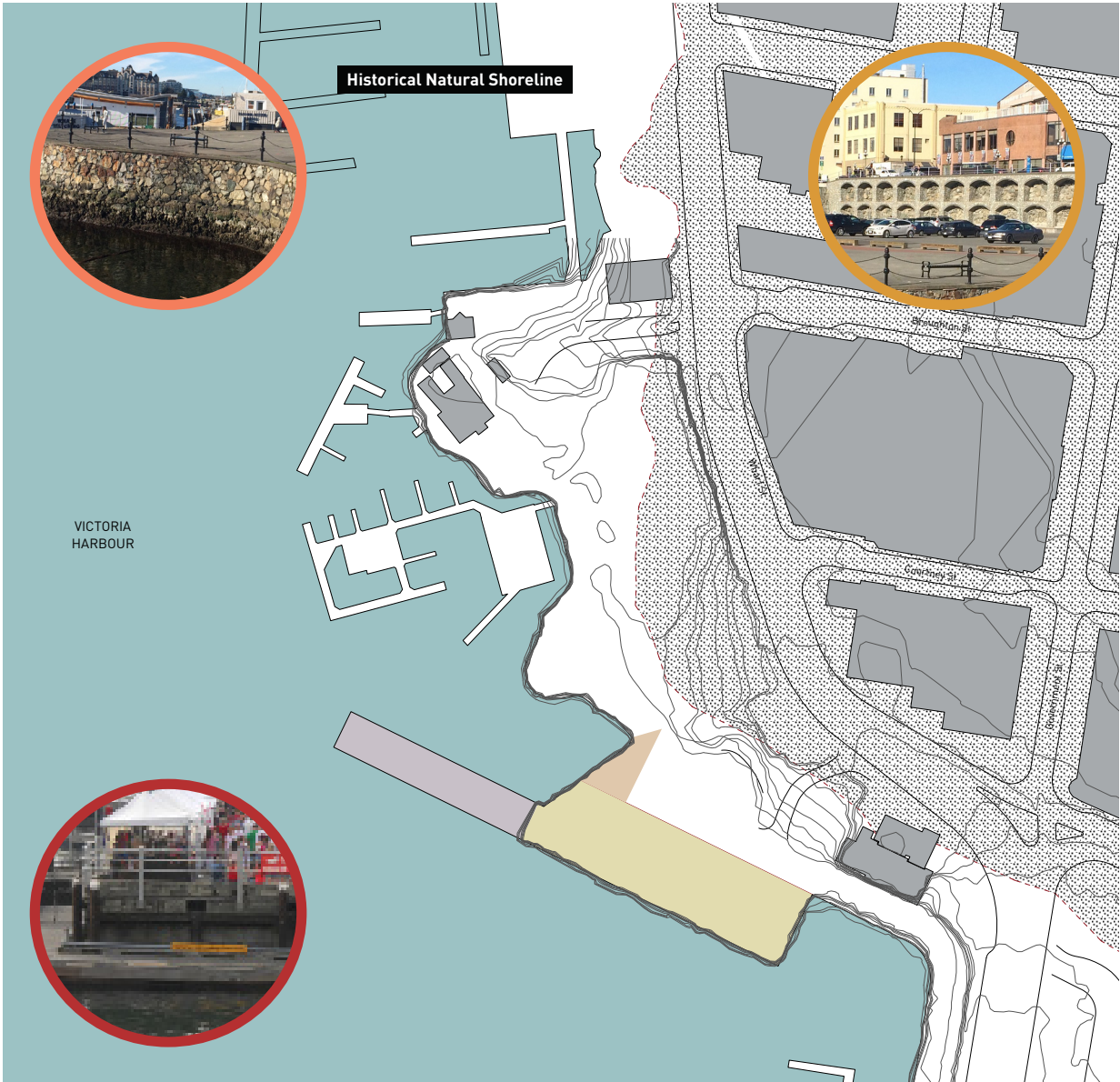
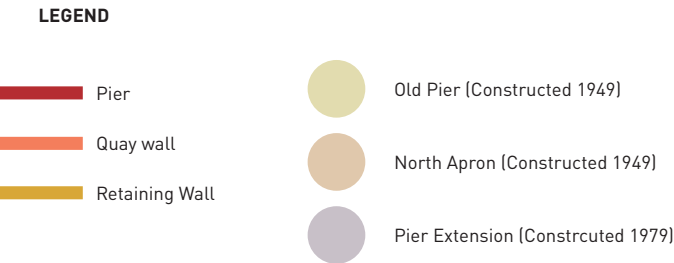
BACKGROUND FACTS | SITE CONTEXT

SITE COMPOSITION

PHYSICAL SITE CONDITIONS:

- Mostly level with some steep inclines and a 6 m retaining wall below
- Wharf Street on a portion of the site
- Subsurface materials contain loose fill which varies from approximately 1 m thickness on the eastern portion of

- the site to over 8 m thickness on the western portion
- Soil in the southwest portion of the site contains forms of oil and oil-based contamination commonly found in many sites within the Inner Harbour. The distribution of contamination, however, is not extensive and where Wharf Street Ship Point Site parcel boundaries it does exist, it is generally deeply buried at approximately 6 m below the surface
- Seawall around the southwestern portion of the northern parking lot is cracking and distorting
- Environmental and geotechnical analysis determined that the eastern portion of the site is generally better suited for redevelopment than the western portion of the site



SUITABILITY OF SHIP POINT FOR REDEVELOPMENT

Below is a summary of a Geotechnical report that was undertaken exclusively for the City of Victoria for application of feasibility and preliminary cost planning for the Ship Point project.

OPTION 1:
IMPLEMENT EROSION CONTROL MEASURES/REPAIR WALL

This approach would likely involve the installation of a rip-rap and geotextile erosion control embankment at the toe of the existing wall with the aim of preventing soil loss from beneath the wall. It would require regulatory approvals to place material in front of the wall and would involve working within the marine environment. The wall repair would be limited to re-pointing and localized rebuild where significant displacement has occurred.

Pros – cost effective, standard construction practice – easily undertaken by local contractors, maintain existing sea wall
Cons – no seismic resilience, erosion control measure typically involve rip-rap extending out from base of wall – can this be implemented without encroachment – if not then loss of surface area, New rip rap (rock) could induce further settlements (could be allowed for)

OPTION 2:
REMOVE QUAY WALL & REPLACE WITH RIP-RAP BANK

For this approach the existing wall would be removed altogether and replaced with a rip-rap embankment. It would involve the removal/disposal of all the wall materials and importing large volumes of rock.

Pros – can be designed to mitigate against the tidal ‘washing’ that may be driving some of the settlement issues by incorporating erosion control measures, well established marine frontage solution, less financial outlay than other options, durable and long lasting with a good accommodation of possible future settlements.
Cons – could induce further settlement of underlying marine clays (unlikely), potential loss of several metres (~6-8m) of the harbour front as slope would be ~1.5/2 (V):1(H), no seismic resilience as underlying fills still at risk

OPTION 3:
SEISMIC DIKE WITH EROSION CONTROL MEASURES/
REPAIR EXISTING WALL

This approach would involve the installation of a seismic dike by constructing a zone of densified soil, created through a ground improvement technique such as vibro-replacement stone columns. This zone of densified soil would be resistant to seismic liquefaction and mitigate against lateral spread of the susceptible soils at the site. The technique has been used on Vancouver Island. The erosion control measures would be as described above.

Pros – increased seismic resilience – safeguard for future, maintain existing quay wall, mitigation against future tidal washing from below quay wall

Cons – specialist contractor required (unlikely local), increased costs, only mitigates against widespread lateral spread during significant seismic event – does not remove potential for seismic liquefaction in zone between dike (west) and the shallow bedrock area of the site to the east. Difficulty in protecting the quay from liquefaction unless ground improvement could be undertaken below/in front (marine side) of wall

OPTION 4 :
GROUND IMPROVEMENT ACROSS ENTIRE SITE /NEW
PILED QUAY WALL

*(except areas of shallow bedrock where standard foundations could be placed on rock/shallow engineered fill)
This approach builds on option D with extended ground improvement area and the construction of a completely new quay wall that would likely be piled down to the till soil at depth. This would provide a new wall that would have an extended design life compared with the existing wall and could incorporate an increase in ground level to mitigate against rising sea level.

Pros – increased seismic resilience – safeguard for future, protects site from liquefaction and may allow for future development(s), maintain existing quay wall (no removal required), mitigation against future tidal washing from below quay wall, less maintenance as new wall.
Cons – specialist contractor required (unlikely local), increased costs, significant disruption to site and users.

OPTION 5:
COMBINED GROUTING (BELOW WALL) AND JET GROUTING
(SEISMIC DIKE)

This approach would allow for installation of grout columns below the existing quay wall to improve foundation bearing conditions and also mitigate against tidal washing below the wall. The jet grouting could be used in a similar manner to the stone columns described above to create a zone of densified ground that would be resistant to widespread seismic liquefaction.
Pros – increased seismic resilience – safeguard for future, protects site from liquefaction and may allow for future development(s), maintain existing quay wall, mitigation against future tidal washing from below quay wall. May be less intrusive and disruptive than vibroreplacement.
Cons – specialist contractor required (unlikely local), increased costs, disruption to site and users.

The recommended geotechnical and structural approach for Ship Point will likely represent a hybrid of the above 5 options based on the final surface design and specific uses and activities articulated by the final master plan

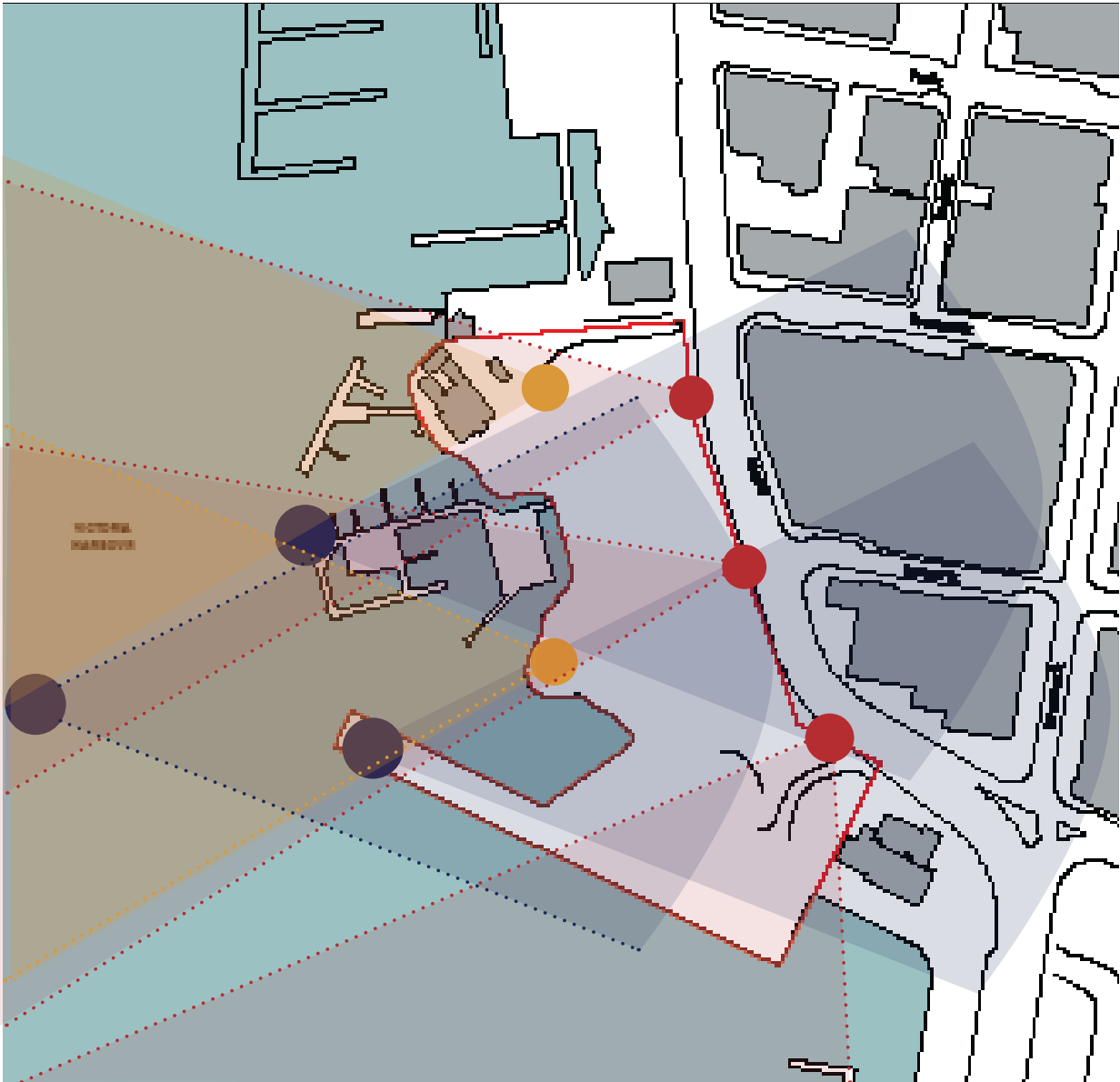
VIEWS

Ship Point offers many unique views, including water, city and harbour views. Some of these are enabled by the elevation difference of the Wharf Street to the lower portion of the cite. Wharf Street edge provides multiple vantage points to experience panoramic views to the Inner Harbour and Esquimalt area across the harbor. Downtown skyline, Inner Harbour lower Causeway and Legislature Building is very well visible from the Pier area. Working Harbour and water activities are visible from any point of

the site giving an excellent preview into the everyday operations of busy harbor. The views from the site also provide an important understanding of the evolving urban landscape, historical context of Inner Harbour Precinct and Working Harbour. These views can be powerful navigation markers and contribute to our sense of place. It should be encouraged to maximize vistas to the water from the city and to the city skyline from the water, particularly from key pedestrian spaces such as Wharf Street or Seaplane Terminal and the Pier.

LEGEND

- View from Harbour of Ship Point
- Views from Wharf St
- View from Ship Point

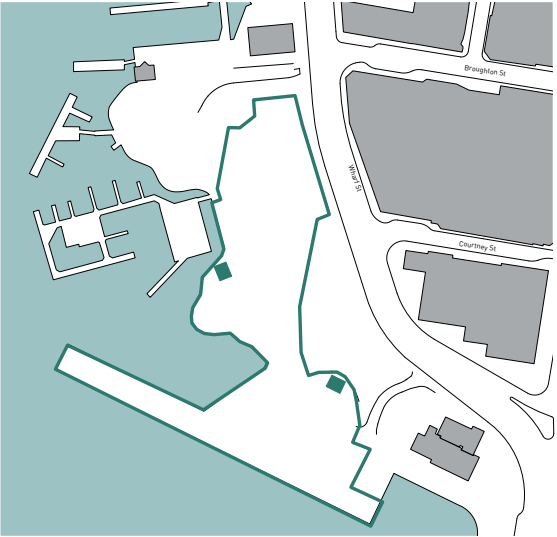
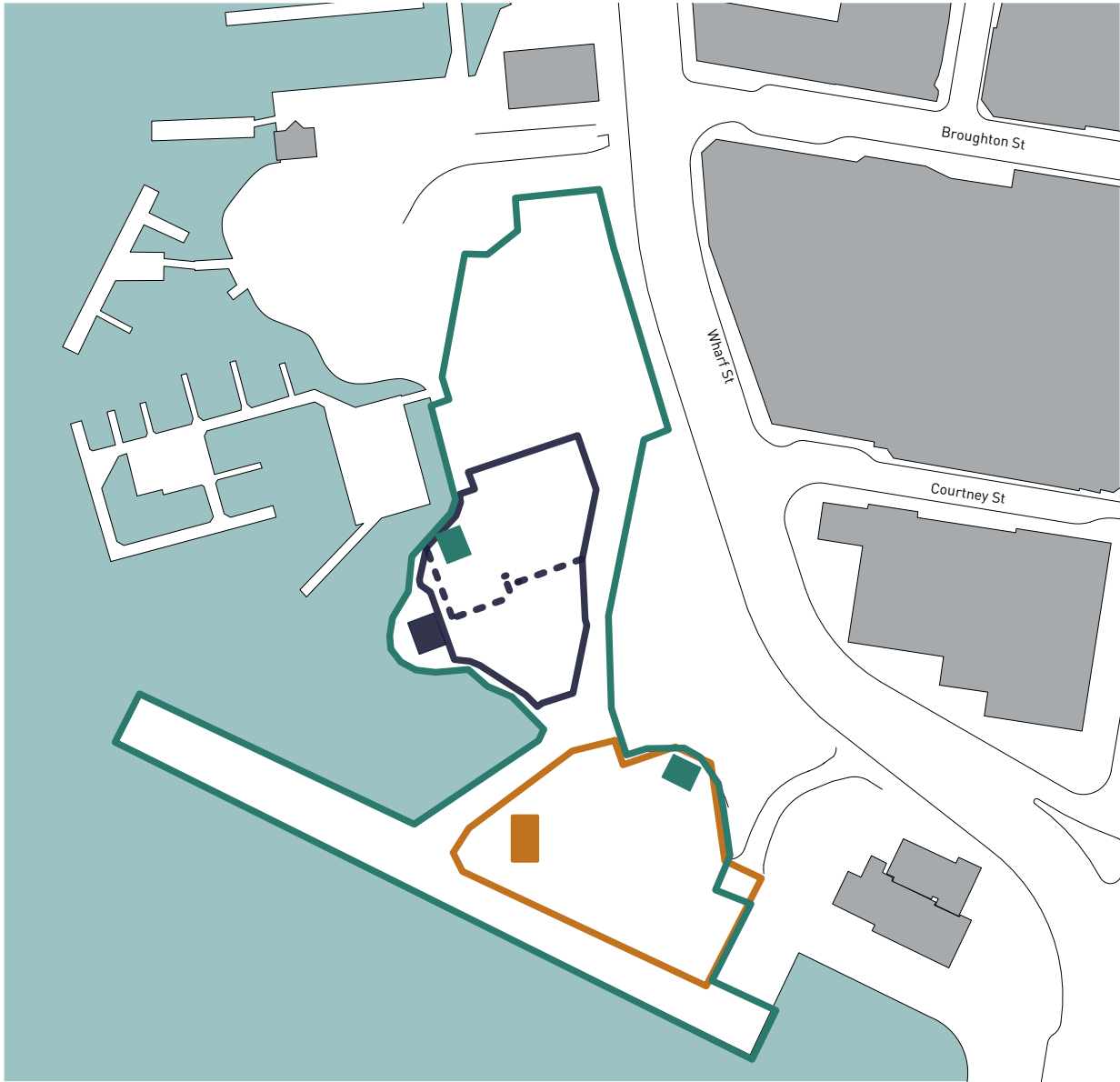


BACKGROUND FACTS | SITE CONTEXT

EVENT SPATIAL REQUIREMENTS

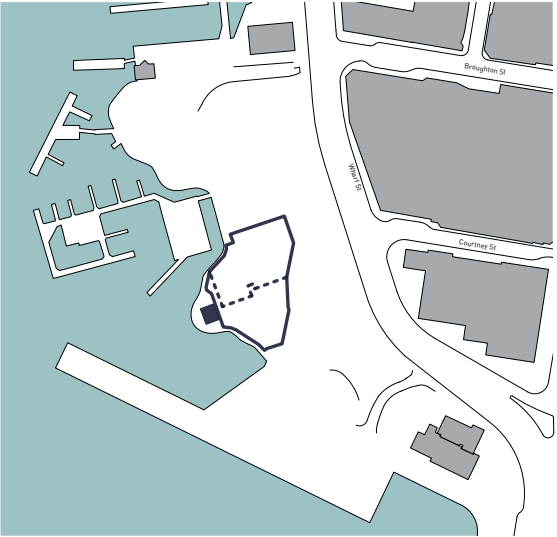
Ship Point is a primary civic event space for the City of Victoria. It hosts a number of events throughout the year, large and small. The map below illustrates three key large scale events footprints and the area they take over the existing site.

- Dragon Boat Festival area footprint
- Blues Bash Festival area footprint
- Ska Fest footprint area footprint



Dragon boat festival
APPROXIMATE AREA: 8000 SQ M

- Festival area includes:
- 2 stages (see diagram for locations)
 - beer garden
 - BC Cancer foundation tent
 - food court
 - kid tent
 - sponsor appreciation tent
 - results and festival info tent
 - volunteer and site tent
 - hot dogs
 - festival merchandise tent
 - artisans tent
 - paddlers village



Blues Bash festival
APPROXIMATE AREA: 1500 SQ M

- Festival area includes:
- 1 stage (see diagram for location)
 - beer trailer
 - beer garden (fenced)
 - artist hospitality tent
 - food trucks
 - storage tent
 - portable toilets
 - cash tent
 - tent for serving area
 - bleachers



Ska Fest festival
APPROXIMATE AREA: 2000 SQ M

- Festival area includes:
- 1 stage (see diagram for location)
 - beer garden
 - food vendors
 - portable toilets
 - cash tent
 - tent for serving area
 - bleachers
 - Reefer trailer
 - Distro Panel
 - VIP tents

SITE RESILIENCY

Resilient design and sea level rise has to be addressed throughout the process at conceptual level as well as detailed level. Below are a number of design solutions that summarize initial thoughts on these issues.

CLIMATE IMPACTS IN VICTORIA

- Storm damage
- Coastal flooding
- Ecosystem mortality
- Heat waves
- + Site sustainability



NATURAL LANDSCAPING



INTEGRATED RESPONSES



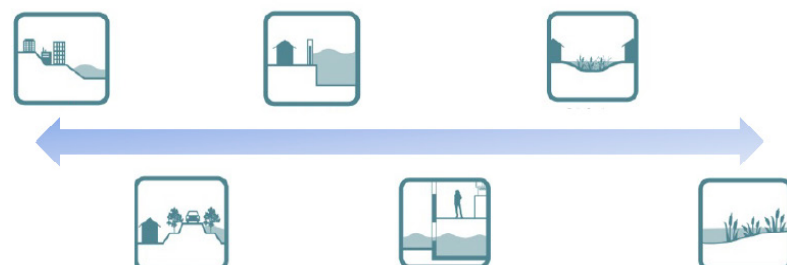
DESIGNING WITH WATER



REHABILITATING HABITAT

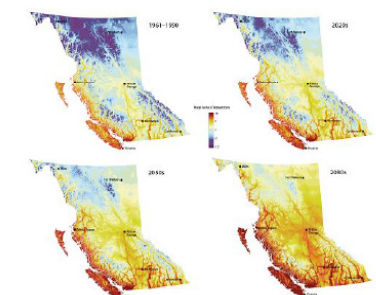


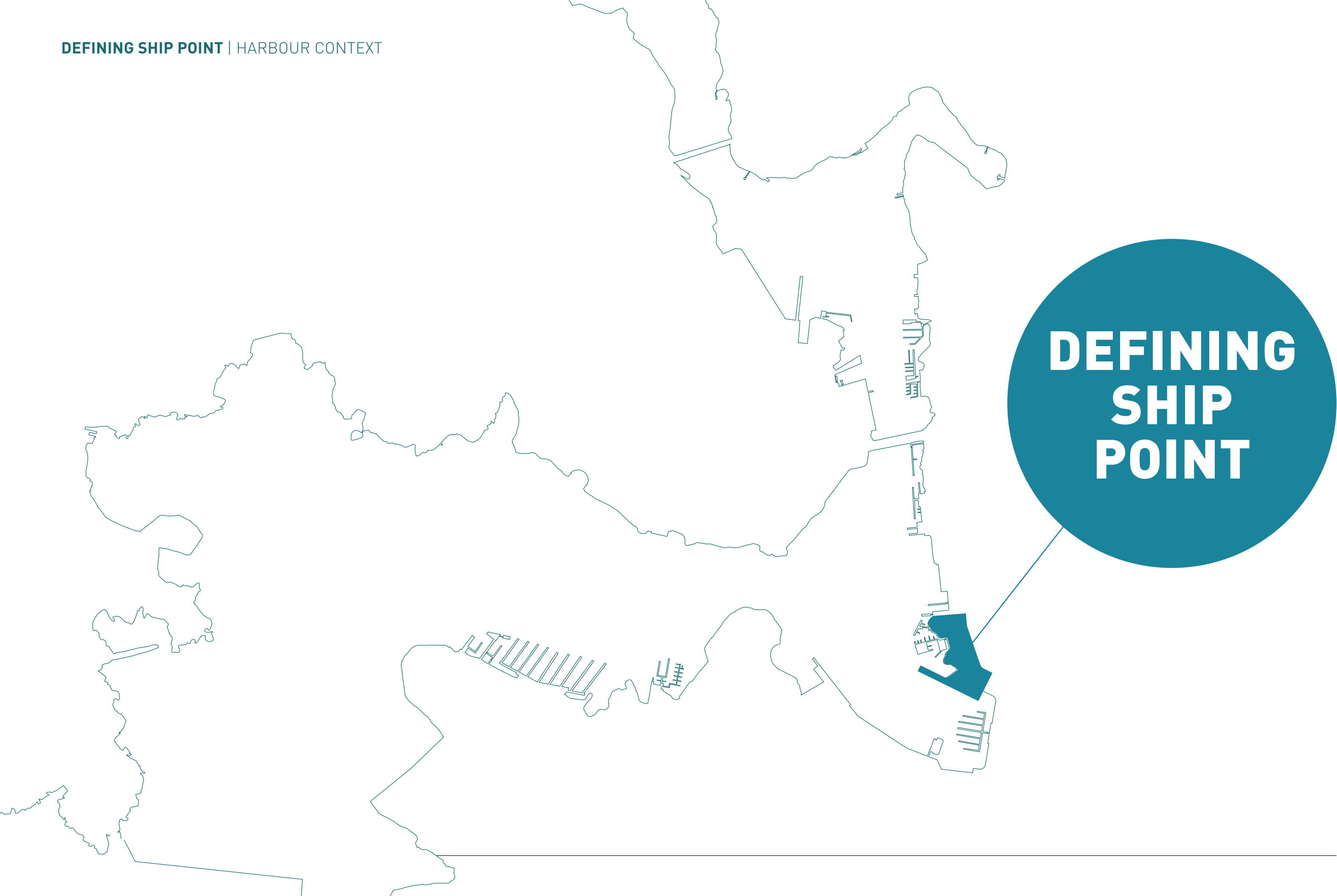
FLOOD PROTECTION MEASURES



PROJECTED CHANGES IN CLIMATE

- Increasing temperatures
- Increase in # hot days
- 14% increase winter precipitation
- 32% decrease summer precipitation
- Increase in storm events
- Sea level rise (0.9m BY 2100)





OPPORTUNITIES

→

STRATEGIES

→

OUTCOMES



DEFINING SHIP POINT | PROGRAMMATIC FRAMEWORK

PROGRAMMING FRAMEWORK FOR THE
BROADER WATERFRONT

The Belleville Terminal, Ship Point and Lower Wharf Street sites are the primary focus of the *Harbour Vitality Principles* (City of Victoria, 2014) based on their strategic significance and potential for expanded use and activity. These guiding principles for both the Inner Harbour and, specifically, Ship Point, directed the programmatic framework for this Master Plan.

LEGEND

- 1 Lower Wharf Street Site
- 2 Ship Point Site
- 3 Bellevue Terminal Site



DOWNTOWN CONNECTION

ACTIVE COMMERCIAL

WATERFRONT

The key opportunities for the Lower Wharf St. Site

- » strengthening the pedestrian connectivity with Bastion Square and to Ship Point, improving opportunities for inviting public access to the water, potential uses to anchor the site as an Inner Harbour destination, supporting economic vitality opportunities for First Nations as well as greater year-round animation of the site.



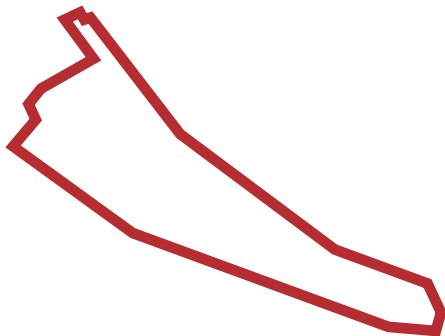
EVENTS & FESTIVALS

WORKING HARBOUR

CONNECTIVITY

The key opportunities for the Ship Point Site

- » providing a site design and infrastructure to support the location of year-round special events and festivals,
- » strengthening pedestrian connectivity within the site and to adjacent sites,
- » providing limited parking and improving the overall aesthetics and quality of the site to provide a more inviting public space.



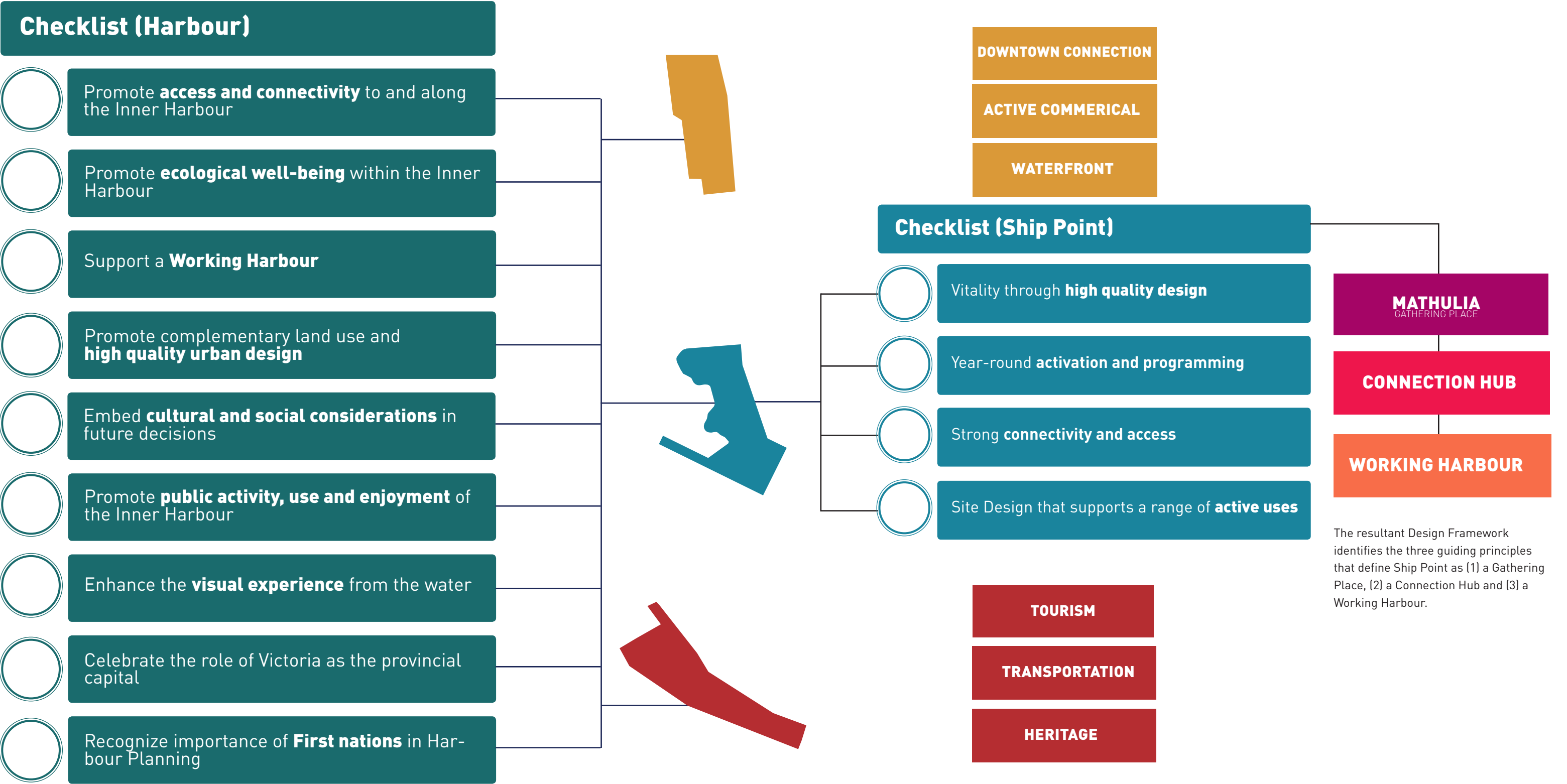
TOURISM

TRANSPORTATION

HERITAGE

The key opportunities for the Belleville Terminal Site

- » supporting functional efficiency through site design,
- » providing enhanced infrastructure to support the ferry operations, strengthening the pedestrian connectivity within the site as well as to adjacent sites, and
- » acknowledging Belleville Terminal as an international gateway through improvements to the overall aesthetics and quality of the site and the public realm along Belleville Street.



MATOOLIA
GATHERING PLACE

YEAR-ROUND

VIBRANT

CELEBRATORY

ARTS AND CULTURE

GLOBAL / LOCAL

Ship point is a gathering place.
For the city and for the Inner Harbour, it serves as a year-round festival space to allow for local and global gatherings and events to happen. It is a place with strong connections to the key city civic spaces and as such it showcases arts and culture of the Royal City. It is located within the traditional territory of the Songhees and Esquimalt First Nations and celebrates it's ancestor's past by becoming city's MATOOLIA.

CONNECTION HUB

GATEWAY

ACCESS

CIRCULATION

Ship point is a connection hub.
It serves as a key arrival point to the Royal City. It allows for access to and from water and is a major connector for Downtown and Inner Harbour.

WORKING HARBOUR

PRODUCTIVE

ECONOMIC DRIVER

FROM THE WATER IN

Ship point is a working harbour.
It is a unique and working site with a variety of daily activities and strong economic driver for the waterfront. It supports daily harbour uses on land and water and allows for flexibility to accommodate for growth and change on daily basis and long term.



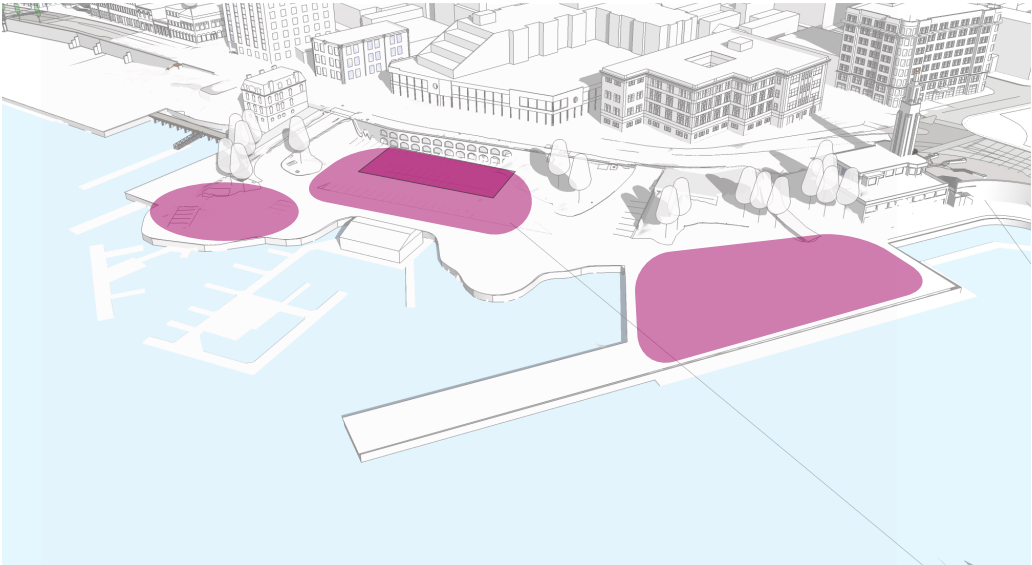


GREEN SPACE EXPANSION



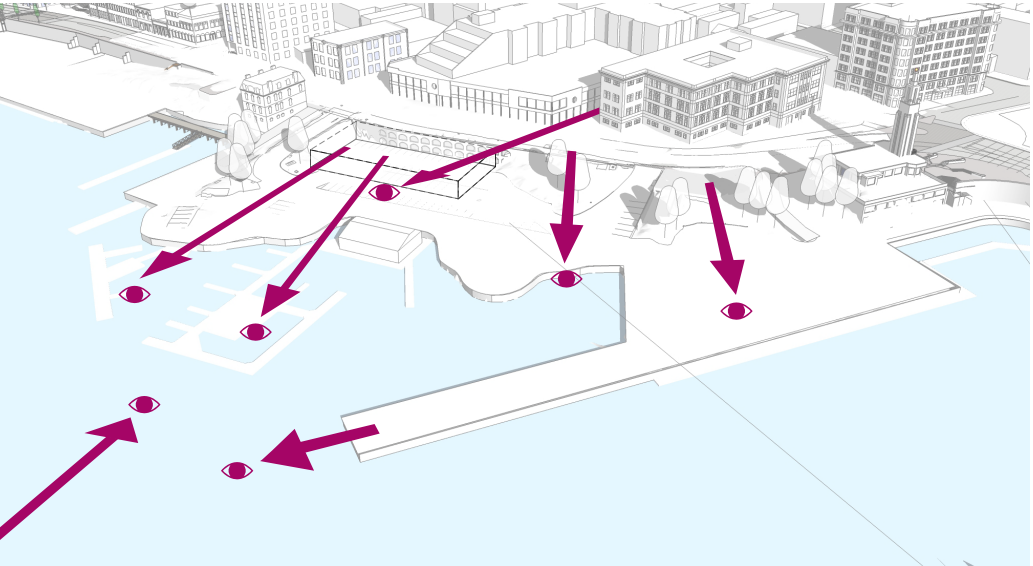
- » Provide as much of a flexible open green space area as possible
- » Utilize existing sloped green areas for seating and passive use
- » Explore naturalized shoreline option.

FLEXIBLE OPEN SPACES



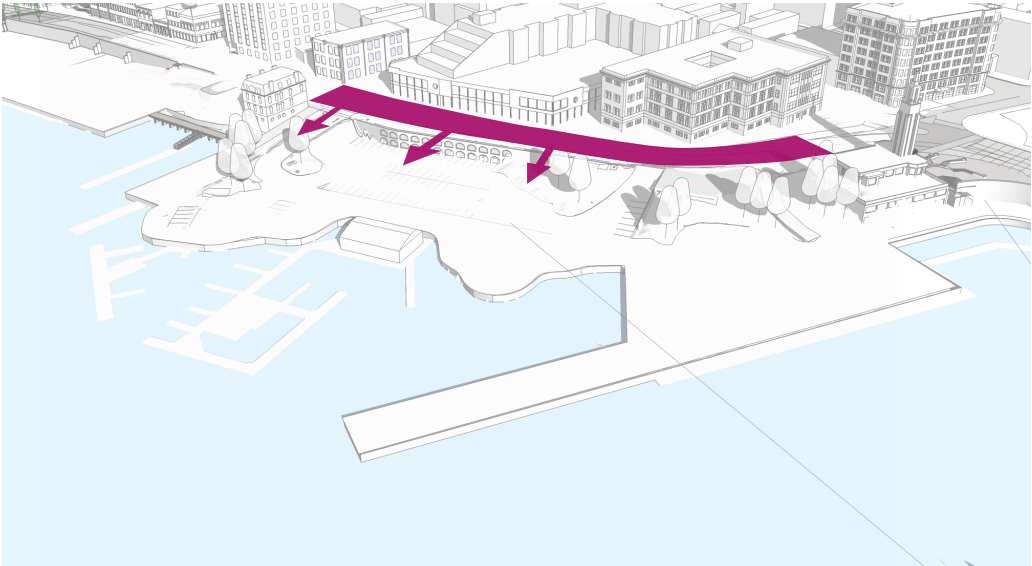
- » Provide minimum two large, flexible areas for the existing and future events on site
- » Preserve existing open area at the south end of the pier as key event/ gathering area
- » Explore possibilities of flexible building structure that could contract and expend allowing for adapting to diverse size events
- » Explore western section of the site at the water edge

VIEWS

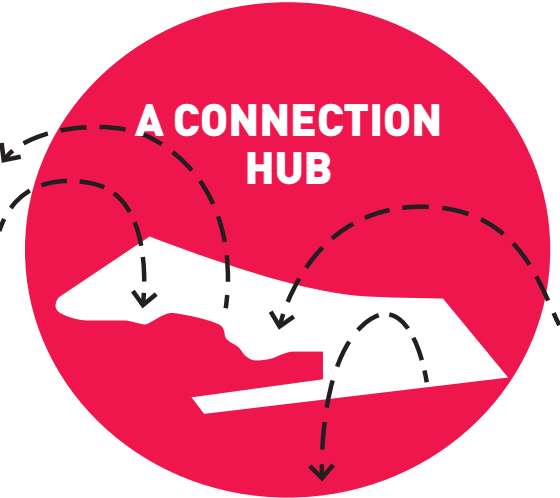


- » Preserve open views to the harbour from Wharf Street
- » Utilize elevation difference of Wharf Street to maximize views from the street
- » Explore adding street frontage (build form) along Wharf St. to frame views
- » Explore end of the pier as a potential for vertical structure with improved views into the harbour

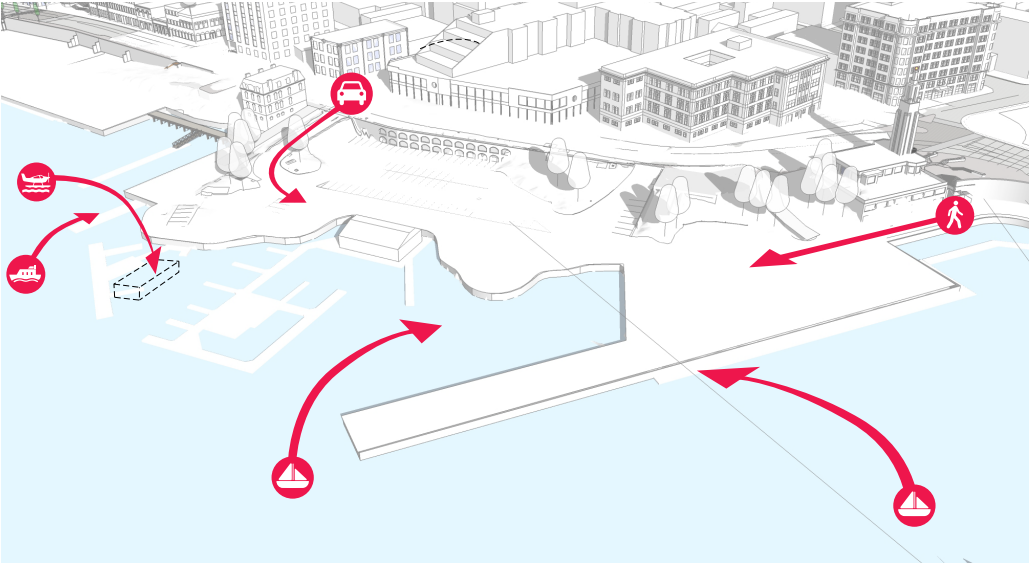
WHARF STREET EXTENSION



- » Explore the idea of Wharf Street as shared multi-modal street
- » Embrace Courtney Street geometry and extension to and over Wharf street to better connect to Downtown urban fabric
- » Provide extended pedestrian and promenade along the east side of the site at street level
- » Provide separated two-way bike lane at Wharf Street

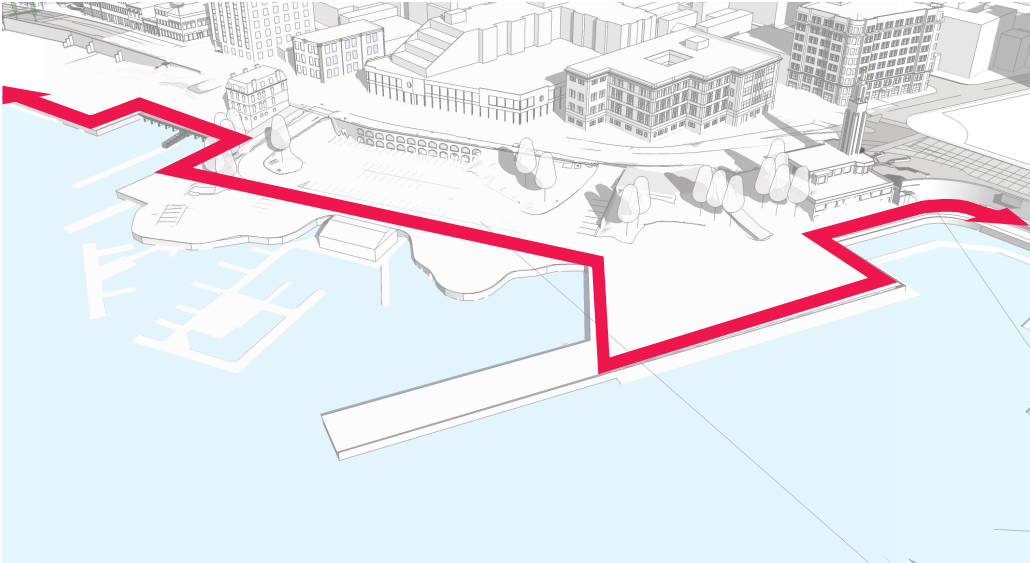


MULTI-MODE TRANSPORTATION



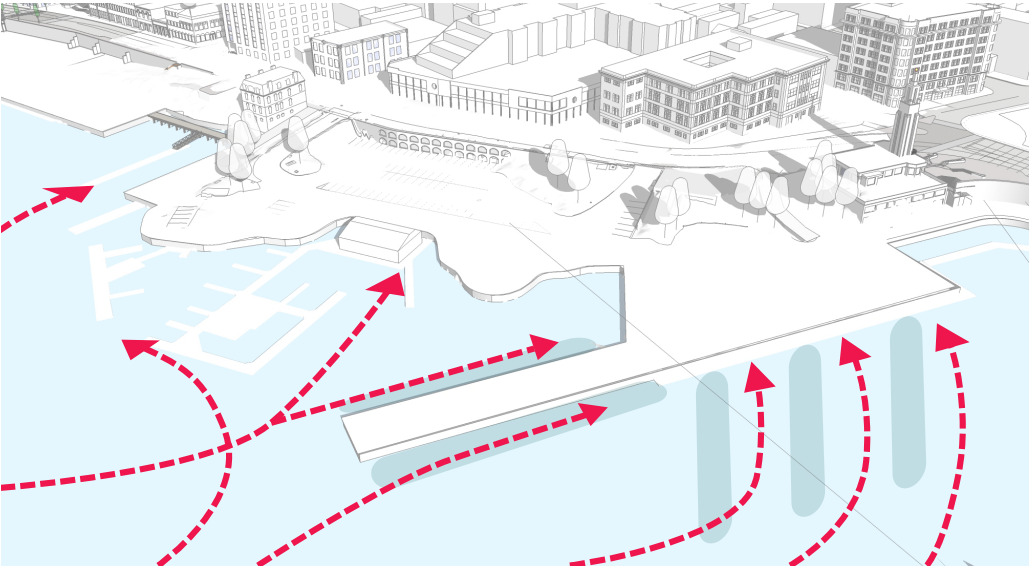
- » Keep access through, to and from the site by different modes of transport
- » Explore opportunities of multi-modal mixed environment at Wharf St. as well as lower level areas to increase flexibility of use by different modes of transport

CONTINUOUS WATERFRONT CONNECTION



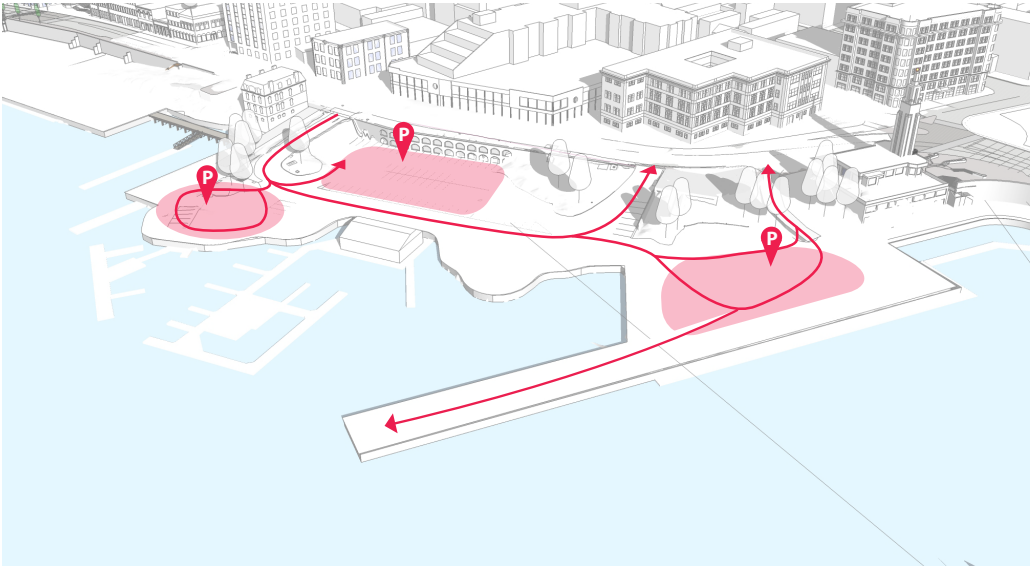
- » Provided uninterrupted pedestrian access – David Foster Harbour Pathway along the water's edge
- » Explore opportunities of shared vehicular and pedestrian access

ACCESS FROM / ON WATER



- » Keep and improve moorage options
- » Keep moorage area for private and commercial vessels along pier
- » Allow for diversity of uses of moorage area and long term adaptability from large private vessels to temporary canoe racing moorage
- » Explore small non-motorized boats access and moorage points at the water

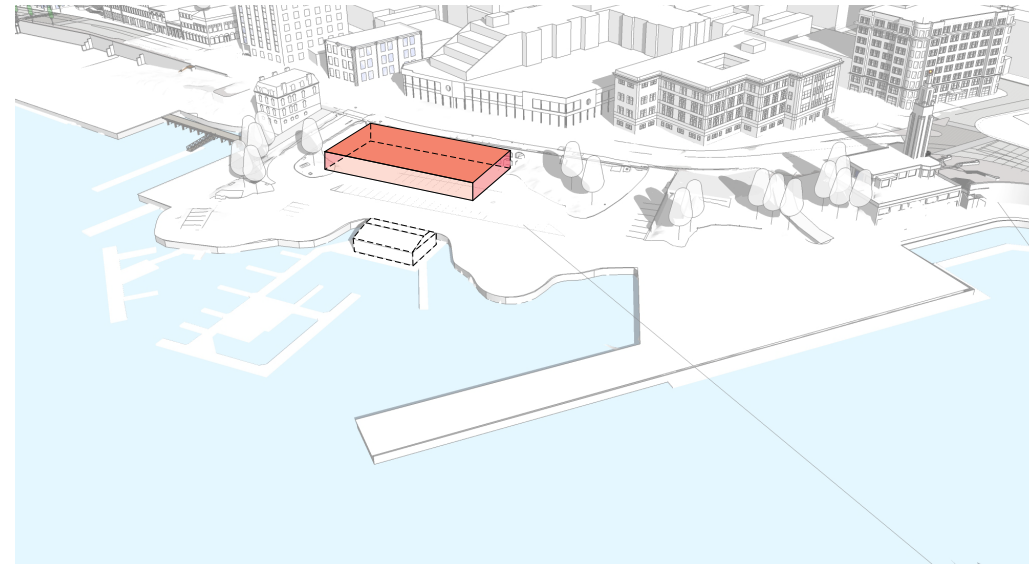
VEHICULAR AND PARKING



- » Provide daily vehicular access to the Ship Point terminal
- » Provide commercial/ servicing vehicle access to all areas of the site including end of the pier and commercial building to the south
- » Provide special routes for staging for different size events on site
- » Provide surface parking for Sea Plane operations at north end
- » Provide temporary surface parking at the south end
- » Provide and possibly maximize underground parking under the building

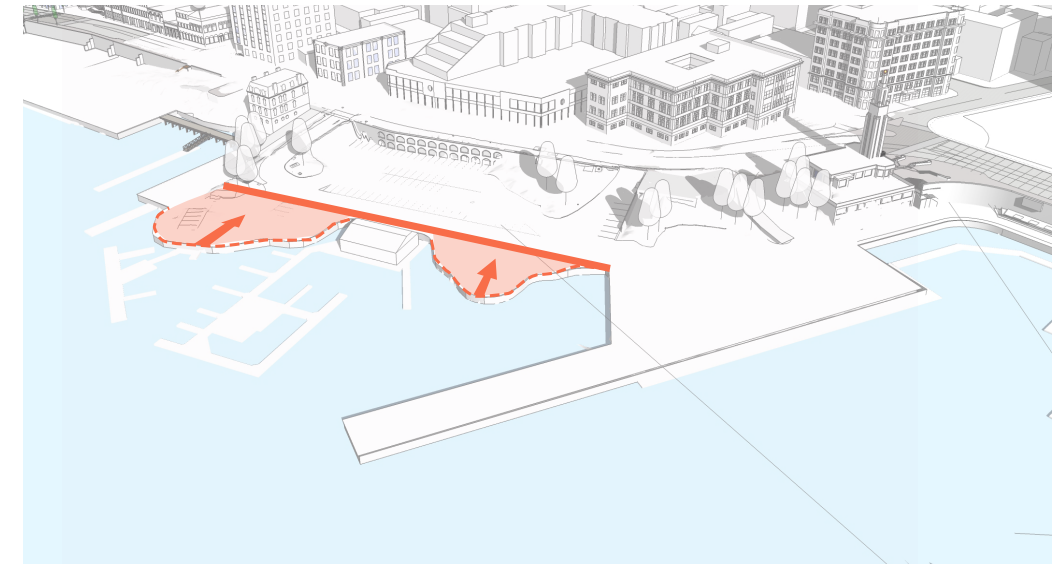


PROVIDE PERMANENT STRUCTURE



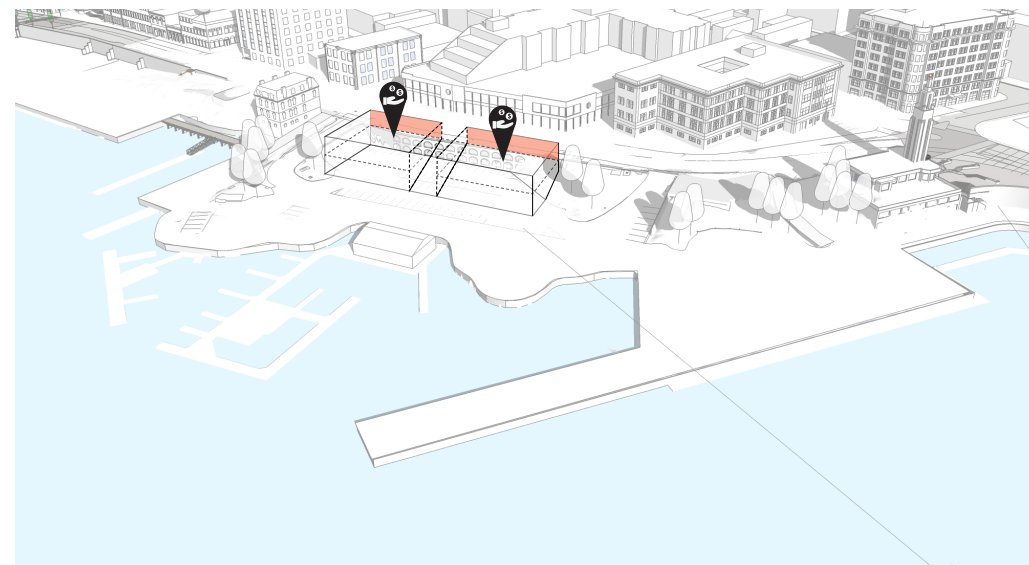
- » Explore possibilities of providing permanent build structure on site to provide commercial and retail to structure to generate revenue and providing community and/ or civic space for all year-round activities
- » Consider relocation on-water restaurant to the new building location

DIVERSIFY SHORELINE



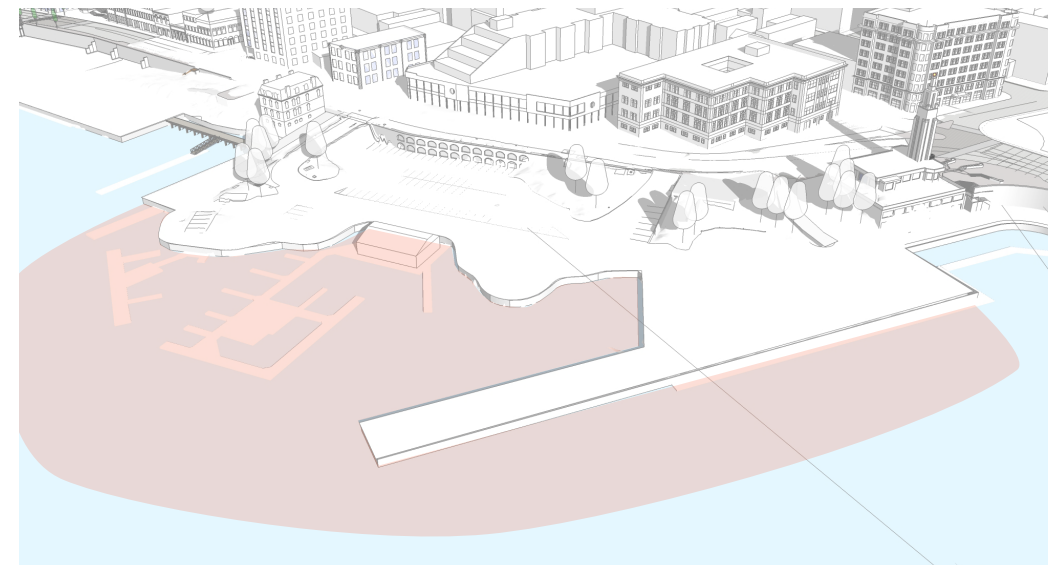
- » Explore different approaches to shore line including but not limited to: soft approach in form of rip rap and naturalized shoreline, hard quay wall and mixed approach
- » Explore potential of reducing an extension of the shore line
- » Explore opportunities of floating on water structures

IMPROVE HARBOUR ECONOMY



- » Provide more commercial/ retail space to generate revenue
- » Provide better parking opportunities to sustain existing revenue

ENHANCE MARINA



- » Retain and enhance existing marina operations
- » Provide improved access for marina transportation
- » Provide improved opportunities for marina tourism