



Planning and Land Use Committee Report

For the Meeting of October 16, 2014

To: Planning and Land Use Committee **Date:** October 7, 2014
From: Robert Batallas, Senior Planner, Community Planning Division
Subject: Harbour Vitality Principles

Executive Summary

The purpose of this report is to present Council with a summary of the public feedback received on the draft Harbour Vitality Principles, recommend amendments based on the public feedback and seek Council approval. A total of 31 responses were received from the general public and key stakeholder organizations. They provide general support for the project and Principles and cover a variety of subjects, including the overall process, water and land uses, transportation, building heights and detailed design. In consideration of the comments received, staff have prepared a series of proposed amendments to the text of the draft Harbour Vitality Principles which are included as Attachment 1. The proposed amendments are generally intended to provide improved clarity and to address some of the additional comments that are specific to the Overarching and Site-Specific Guiding Principles.

Following approval, staff will collaborate with key Inner Harbour land owners to prepare the details and content of an Implementation Strategy and report back to Council. The Harbour Vitality Principles will provide a renewed vision and strategic direction that will help to better position the City of Victoria and other Inner Harbour landowners for potential capital funding, grants and development opportunities that may arise.

Recommendation

Staff recommend that Council consider Approving the draft Harbour Vitality Principles including the proposed text amendments in Attachment 1.

Respectfully submitted,

A stylized, handwritten signature in black ink.

Robert Batallas
Senior Planner
Community Planning Division

A handwritten signature in blue ink.

Deb Day, Director
Sustainable Planning and
Community Development Department

Report accepted and recommended by the City Manager:

A handwritten signature in black ink.

Jason Johnson

Date: October 8, 2014

RB:aw

W:\Community Planning Division\Projects\Inner Harbour Revitalization Opportunities (2014)\Council Reports\Final Council Approval (Sept 2014)\(Oct 6 version) PLUC Report October, 2014(Harbour Vitality).doc

1.0 Purpose

The purpose of this report is to present Council with a summary of the public feedback received on the draft Harbour Vitality Principles (Attachments 2 and 3), recommend amendments based on the public feedback (Attachment 1) and seek Council approval.

2.0 Background

The following report was initially brought forward to the Planning and Land Use Committee meeting on October 2, 2014, however, due to additional correspondence that was received from the Songhees Nation and the Victoria Esquimalt Harbour Society after the meeting agenda was published, a motion was passed by the Committee to postpone the report to allow staff additional time to consider and respond to these comments. The following report and the proposed amendments contained in Attachment 1 have been subsequently edited in response to these recent comments.

The draft Harbour Vitality Principles include Site-Specific Guiding Principles for three strategic sites at Belleville Terminal, Ship Point and Lower Wharf Street, as well as Overarching Guiding Principles that apply to these three strategic sites and the lands connecting the three sites. They provide a renewed vision and strategic direction that will help to better position the City of Victoria and other Inner Harbour landowners for potential capital funding, grants and development opportunities that may arise.

On July 24, 2014 Council approved the following motion:

1. Harbour Vitality Principles

It was moved by Councillor Isitt, seconded by Councillor Alto, that Council:

1. *Direct staff to seek public feedback on the draft Harbour Vitality Principles.*
2. *Direct staff to report back to Council with the draft Harbour Vitality Principles and a summary of additional public engagement comments no later than September 2014.*
3. *Following Council's approval of the draft Harbour Vitality Principles, direct staff to collaborate and liaise with key Inner Harbour landowners to prepare an Implementation Strategy and report back to Council.*

Carried Unanimously

Further public engagement to receive comments on the draft Harbour Vitality Principles has been undertaken. Communication and promotion of this opportunity was supported through:

- emails to businesses, organizations, community associations and landowners who were originally invited to participate in the Harbour Dialogue Process
- emails to individuals who participated in or attended the Harbour Dialogue Open House, Ideas Forum and Technical Workshop
- City of Victoria website: www.victoria.ca/harbourdialogue
- City of Victoria Social Media (Facebook and Twitter)
- printed advertisements in the Times Colonist and Victoria News
- media relations
- presentation at the public Board meeting of the Greater Victoria Harbour Authority
- hard copies of the draft Harbour Vitality Principles as well as comment forms and a drop-off box were available on the main floor of City Hall and in the Development Centre (second floor).

As directed by Council on July 24, 2014, staff revised the draft Harbour Vitality Principles to include Principle 4.8. The following text was added to page 11 prior to circulation:

4.8 Celebrate the role of Victoria as the Provincial Capital

Victoria has a strong image largely defined by its role as the Capital of British Columbia and the Provincial Parliament Buildings located on the Inner Harbour. Future planning, design and development on the Inner Harbour should connect the Capital with residents and visitors and reflect and celebrate this unique role.

The following report provides a summary of the public feedback that was received on the draft Harbour Vitality Principles and also includes proposed text amendments, which have been prepared based on consideration of the public feedback.

3.0 Issues and Analysis

3.1 Approval and Implementation of Draft Harbour Vitality Principles as Policy Guidance

If Council approves the draft Harbour Vitality Principles (Attachment 3), including the proposed text amendments (Attachment 1), Council and staff will be able to use the Guiding Principles in conjunction with other related policies and regulations to consider and evaluate future public realm enhancements and potential development proposals for their ability to support the revitalization of the Inner Harbour. Council approval of the draft Harbour Vitality Principles will also provide the basis for staff to collaborate with key Inner Harbour landowners to prepare an Implementation Strategy and report back to Council. This approach was initially confirmed through the Council motion that was approved on July 24, 2014, and is described in the background section of this report.

3.2 Feedback on Draft Harbour Vitality Principles

A summary of the public feedback received on the draft Harbour Vitality Principles is included as Attachment 2. A total of 31 responses were received in digital and hard copy and were generally positive regarding the public consultation process and resulting Principles. Comments varied widely and covered subjects including the overall process, parks and public space, pedestrian and cycling paths, marine uses and transportation, land use, building heights and detailed design considerations.

Many of the comments relate to the conceptual illustrations contained in the draft Harbour Vitality Principles. Since the conceptual illustrations were created by the participants of the Technical Workshop based on public feedback, it is recommended that they not be modified as they represent the culmination of that process. The conceptual illustrations are only intended to provide examples of how the Guiding Principles could be realized on each site and the report clearly indicates that they do not reflect preferred design solutions.

3.3 Proposed Amendments

In consideration of the comments received, staff have prepared a series of proposed amendments to the text of the draft Harbour Vitality Principles which are included as Attachment 1. While the full range of comments received are included in Attachment 2, the proposed amendments do not respond to comments that relate to the conceptual illustrations or to matters that are not within the scope of this project. The proposed amendments are intended to provide improved clarity and to reflect some of the additional comments that are specific to

the Overarching and Site-Specific Guiding Principles. Council also has the opportunity to consider the public comments and direct staff to prepare further amendments to the draft Harbour Vitality Principles.

4.0 Options and Impacts

4.1 Option 1 (Recommended)

Approve the draft Harbour Vitality Principles including the proposed text amendments described in Attachment 1.

Impact

Option 1 is premised on the approval of the draft Harbour Vitality Principles as a City of Victoria policy plan. This Option would also include text amendments to reflect some of the public feedback that was recently received. Following approval of the draft Harbour Vitality Principles, staff will prepare an Implementation Strategy in collaboration with key Inner Harbour land owners and report back to Council. This approach is consistent with the previous Council direction that was approved on July 24, 2014, and is described in this report.

4.2 Option 2

Consider the summary of public feedback received on the draft Harbour Vitality Principles and direct staff to make further amendments to the draft before reporting back to Council for approval.

Impact

Option 2 would require staff to make further revisions to the draft and prepare a subsequent report back to Council in the future. This would delay the preparation of an Implementation Strategy.

5.0 Recommendation

Staff recommend that Council consider approving the draft Harbour Vitality Principles including the proposed text amendments in Attachment 1.

6.0 Attachments

- Attachment 1: Proposed Amendments to Draft Harbour Vitality Principles
- Attachment 2: Public Feedback on Draft Harbour Vitality Principles
- Attachment 3: Draft Harbour Vitality Principles.

Proposed Amendments to Harbour Vitality Principles

Comment Received	Proposed Action	Section	Current Wording	Proposed Wording
An overview before the Introduction, setting out the key strategic/policy driver(s) of the City's role/vision for these particular sites would be useful	None. Addressed in section 2.1 Policy Direction	2.1	See section 2.1	n/a
The overarching principles lack commentary on the "actionability/economic viability" conditions to bring these concepts to reality	This will be addressed in the forthcoming Implementation Strategy	n/a	n/a	n/a
Commitment to meaningful engagement of Esquimalt Nation and Songhees Nation throughout the planning process and material involvement of the Nations in the harbour economy going forward	Revise text as noted	1.	The Inner Harbour today is one of Victoria's key gateways for commerce and tourism. It is steeped in "maritime history" and continues to thrive today in its capacity as a working harbour	The Inner Harbour today is one of Victoria's key gateways for commerce and tourism. It is steeped in " <u>First Nations and</u> maritime history" and continues to thrive today in its capacity as a working harbour
	Revise text as noted	2.1	<ul style="list-style-type: none"> ensure sensitivity to the surrounding historic and waterfront context; 	<ul style="list-style-type: none"> <u>ensure sensitivity to the surrounding waterfront context;</u> <u>respect and acknowledge the local First Nations history and culture;</u>
	Revise text as noted	Pg. 5	On-Site Heritage Buildings <ul style="list-style-type: none"> CPR Steamship Terminal: 396 Belleville Street – 1924 (Heritage-Registered) Stores Building: 254 Belleville St. – (Heritage-Designated) 	Historic Place <ul style="list-style-type: none"> <u>Located within the traditional territory of the Songhees and Esquimalt First Nations.</u> CPR Steamship Terminal: 396 Belleville Street – 1924 (Heritage-Registered) Stores Building: 254 Belleville St. – (Heritage-Designated)
	Revise text as noted	Pg. 7	(Insert above: "Adjacent Uses and Activities")	Historic Place <ul style="list-style-type: none"> <u>Located within the traditional territory of the Songhees and Esquimalt First Nations.</u>

Note: Proposed text amendments are identified in red and are underlined

Comment Received	Proposed Action	Section	Current Wording	Proposed Wording
Commitment to meaningful engagement of Esquimalt Nation and Songhees Nation throughout the planning process and material involvement of the Nations in the harbour economy going forward	Revise text as noted	Pg. 9	Historic Place • Fort Victoria National Historic Site, includes the footprint of Fort Victoria, palisade, bastions, the three nodes formed by the three remaining mooring rings, and the viewscapes from the Fort site and mooring rings to Victoria Harbour	Historic Place • <u>Located within the traditional territory of the Songhees and Esquimalt First Nations.</u> • Fort Victoria National Historic Site includes the footprint of Fort Victoria, palisade, bastions, the three nodes formed by the three remaining mooring rings, and the viewscapes from the Fort site and mooring rings to Victoria Harbour.
	Insert new Overarching Guiding Principle	4.9	• n/a	<u>4.9 Recognize importance of First Nations in Harbour Planning</u> • <u>In any planning vision for Victoria Harbour, special attention has to be paid to the special role of the Songhees and Esquimalt First Nations in the development of any vision for the Harbour. This requires an openness to revisiting this vision in light of evolving First Nations' interests, visions and plans. Further, the City of Victoria acknowledges that the ongoing treaty negotiations may alter the jurisdictional roles and responsibilities of all levels of government and may require the reconsideration of existing plans and visions that were developed before the completion of that process.</u>
Suggest insertion of "and linkage of land and water to facilitate marine-based commerce" at the end of fourth bullet relating to Working Harbour	Revise text to generally acknowledge important relationship between activities on land and water	2.1	• Maintain a working harbour	• <u>Maintain a working harbour and recognize the important relationship between activities on land and water.</u>

Note: Proposed text amendments are identified in red and are underlined

Comment Received	Proposed Action	Section	Current Wording	Proposed Wording
Include the water and seabed portions of harbour-front properties within the planning boundaries.	Revise existing Context maps to include water lots in study areas	Pg. 4-9	n/a	n/a
Introductory line either in this section or the Overarching Guiding Principles section that is a strong reminder of the strategic and critical importance of the connection between land uses and water uses ... mentioned throughout in some of the bullets however it seems lost in the overall messaging	Revise text as noted	3.	<ul style="list-style-type: none"> • Site-Specific Guiding Principles that apply to the Belleville Terminal site, Ship Point site, and Lower Wharf Street site. 	<ul style="list-style-type: none"> • Site-Specific Guiding Principles that apply to the Belleville Terminal site, Ship Point site, and Lower Wharf Street site. <u>including the land and adjacent water areas.</u>
Suggest the last line in the last paragraph be in BOLD and as a separate line	Complete as suggested	3.	The conceptual drawings are intended to illustrate and help envision how the respective Guiding Principles can be incorporated into the potential development and enhancement of each site. These drawings are conceptual only and are not intended to reflect preferred design solutions.	The conceptual drawings are intended to illustrate and help envision how the respective Guiding Principles can be incorporated into the potential development and enhancement of each site. <u>These drawings are conceptual only and are not intended to reflect preferred design solutions.</u>
Articulate a set of principles that more fully include water-side considerations and apply to all parts of the Harbour as a holistic land-water resource system.	None. Addressed in sections 4.1, 4.2, and 4.3.	4.	n/a	n/a

Note: Proposed text amendments are identified in red and are underlined

Comment Received	Proposed Action	Section	Current Wording	Proposed Wording
4. Overarching: The statements are good but should be strengthened. For example, the statement where links 'should be improved by completing... should be strengthened to reflect the input at the forums. Perhaps it could state that the links should integrate where possible with existing up-land streets.	None. Already implied in 4.1 bullet number four	4.1	Physical links between the city and the Inner Harbour should be improved by completing the Harbour Pathway and connecting to existing streets. Pedestrian friendly access that connects the downtown and surrounding neighbourhoods to the waterfront should be a priority.	n/a
4.1 sixth bullet should include "international port of entry for float plane and ferry passengers"	Revise text as noted	4.1	<ul style="list-style-type: none"> The role of Victoria as a gateway to Canada, particularly Vancouver Island, should be recognized and celebrated at key gateway points by promoting high quality urban design achieving a strong sense of entry and welcome. 	<ul style="list-style-type: none"> The role of Victoria as <u>an international gateway for float plane and ferry passengers</u> to Canada, particularly Vancouver Island, should be recognized and celebrated at key gateway points by promoting high quality urban design achieving a strong sense of entry and welcome.
4.2 ecological well-being should be undertaken everywhere, rather than where possible. As an objective, one must allow for positive changes over time. Ecological principles must also include emissions (of all modes of transport).	None. The current wording reflects that it is not always possible but it does not preclude it being completed	4.2	<ul style="list-style-type: none"> On-shore and off-shore waterfront areas and their interfaces should be managed so that environmental restoration is undertaken where possible. 	n/a
4.3 Society's expectations change. Again, the harbour that works includes the citizenry. If the harbour wants people to be part of the vitality, expectations must be let to evolve. To have a principle of supporting EXISTING water-based activity will create a stagnant dated harbour. Harbour use and businesses on the water and foreshore must adapt and be able and encouraged to change.	None. 4.3 Support a Working Harbour anticipates other future uses	4.3	n/a	n/a

Note: Proposed text amendments are identified in red and are underlined

Comment Received	Proposed Action	Section	Current Wording	Proposed Wording
4.4 Enhancing pedestrian safety and comfort through design and landscaping does not reflect the many statements made by those who have spoken about the parking areas. They do not want the area to be used as a parking lot. This section is somewhat internally inconsistent.	None. It is important to support a principle of pedestrian safety and comfort regardless if parking is provided or not.	4.4	n/a	n/a
Fundamental to the planning of the harbour properties is the underpinning of the information base with a thorough characterization of the physical, ecological and social attributes of both the land-side and the water-side of the subject sites.	Create a new principle in section 4.4 Promote complementary land use and high quality urban design	4.4	n/a	<ul style="list-style-type: none"> Land use planning within the Inner Harbour should consider the physical, ecological and social attributes of both the land and water.
4.4 second bullet focuses solely on the Belleville Terminal as a transportation hub ... should also include seaplane terminals (ie: Harbour Air & Hyack)	Revise text as noted	4.4	<ul style="list-style-type: none"> Pedestrians should take precedence over vehicle traffic, except where transportation hubs require special access and parking, such as Belleville Terminal 	<ul style="list-style-type: none"> Pedestrians should take precedence over vehicle traffic, except where transportation hubs require special access and parking, such as for float plane and ferry terminals.
Contributing comment from City staff		4.4	<ul style="list-style-type: none"> Land uses should incorporate a holistic perspective that recognizes the important interface between landside activities and waterside activities. 	<ul style="list-style-type: none"> Land uses, overall planning and development should incorporate a holistic perspective that recognizes the important interface between landside activities and waterside activities, <u>irrespective of ownership.</u>
Contributing comment from City staff		4.5	<ul style="list-style-type: none"> Appropriate development, public realm improvements and programming should be supported to recognize the importance of the waterfront as traditional territories of the Songhees and Esquimalt First Nations 	<ul style="list-style-type: none"> Appropriate development, public realm improvements and programming should be supported to recognize and promote the cultural significance and importance of the waterfront as traditional territories of the Songhees and Esquimalt First Nations

Note: Proposed text amendments are identified in red and are underlined

Comment Received	Proposed Action	Section	Current Wording	Proposed Wording
Bullet #1 of OGP 4.6 should be amended to reflect the need "to promote activities and uses that support enjoyment of the Inner Harbour by the public on land and water "	Revise section 4.6 Promote public activity, use and enjoyment of the Inner Harbour	4.6	<ul style="list-style-type: none"> The remaining undeveloped portions of the Inner Harbour should promote activities and uses that support enjoyment of the Inner Harbour by the public, including services and amenities such as recreation activity support, and strategically placed eating venues. 	<ul style="list-style-type: none"> The remaining undeveloped portions of the Inner Harbour should promote activities and uses that support the passive and active enjoyment of the Inner Harbour by the public on land and water, including services and amenities such as recreation activity support, and strategically placed eating venues.
4.6 In sessions, the need to carve out, or create, passive "linger" use was identified	Revise section 4.6 to include passive and active uses	4.6	<ul style="list-style-type: none"> The remaining undeveloped portions of the Inner Harbour should promote activities and uses that support enjoyment of the Inner Harbour by the public, including services and amenities such as recreation activity support, and strategically placed eating venues. 	<ul style="list-style-type: none"> The remaining undeveloped portions of the Inner Harbour should promote activities and uses that support the passive and active enjoyment of the Inner Harbour by the public, on land and water, including services and amenities such as recreation activity support, and strategically placed eating venues.
Belleville Terminal concepts should be embellished with more economic vitality to include perhaps a hotel above the vehicular waiting area or bus loop, as suggested in one of the conceptual options	Create new principle that supports the economic vitality of the site through a mix of complementary uses	5.	n/a	<p>5.5 Promote economic vitality</p> <ul style="list-style-type: none"> Support economic vitality for the site by encouraging a mix of complementary uses.
The need for the report to clearly separate presentation of the principles from the site concepts; the concept drawings divert attention from the principles with their visual impact even though they are only examples	Insert new section after Key Opportunities	5.	n/a	<p>Conceptual Illustrations</p> <p>The Belleville Terminal site conceptual illustrations on the following pages were developed as part of the Harbour Dialogue Technical Workshop (see Appendix for details) and were used to help formulate the site specific Guiding Principles described below. These conceptual illustrations are included to help envision how the respective Guiding Principles could be achieved through the potential development and</p>

Note: Proposed text amendments are identified in red and are underlined

				<p>enhancement of the site. <u>These conceptual illustrations do not reflect preferred design solutions, however there are a range of key characteristics that are common to these illustrations including:</u></p> <ul style="list-style-type: none"> • <u>New combined Ferry Terminal Building</u> • <u>New or upgraded docks and wharf structures</u> • <u>Enhanced onsite landscaping and amenities throughout site</u> • <u>Improved public access to water</u> • <u>Retention and re-use of CPR Steamship Terminal as a key anchor and landmark</u> • <u>Completion of Harbour Pathway (David Foster Way)</u> • <u>Improved public realm interface along Belleville street with attractive pedestrian oriented streetscaping and landscaping</u>
Add "international" in front of "gateway" on last sentence of "Key Opportunities" section	Revise text as noted	5.	... acknowledging Belleville Terminal as a gateway through improvements to the overall aesthetics and quality of the site and the public realm along Belleville Street.	<p>... acknowledging Belleville Terminal as <u>an international gateway</u> through improvements to the overall aesthetics and quality of the site and the public realm along Belleville Street.</p> <ul style="list-style-type: none"> • <u>Support and maintain the Belleville Terminal's function as a transportation hub and focal point through consideration of the important relationship and connectivity between complementary activities and uses on both the land and adjacent water-based parcels.</u>
Contributing comment from City staff		5.1	(Add as a new bullet)	

Note: Proposed text amendments are identified in red and are underlined

Comment Received	Proposed Action	Section	Current Wording	Proposed Wording
Section 5.1, first bullet, last sentence, after "Future transportation needs" suggest adding words "including potential relocation of downtown bus depot from Belleville/Douglas"	Potential relocation of downtown bus depot is outside the scope of these guiding principles	5.1	n/a	n/a
Section 5.2, third bullet, suggest adding narrative at end of sentence to emphasize need for proper/efficient site planning to avoid unnecessarily sterilizing a long stretch of waterfront to meet international terminal security/customs requirements	None. Addressed in second bullet	5.2	<ul style="list-style-type: none"> As existing facilities need replacement, future buildings should be designed in a way that considers amalgamation of uses, including international border services. Such redevelopment should carefully consider the relationship to adjacent land uses, including view corridors, Belleville Street, waterside views to the site and design elements. 	n/a
Belleville Terminal currently does not allow for interaction between the street and water's edge	None. Addressed in existing 5.3 Provide enhanced public access	5.3	<ul style="list-style-type: none"> Where possible, public access to the waterfront should be encouraged at the edges of the Belleville Terminal outside of the security zone. A continuous pedestrian connection between the Lower Causeway to the east and Centennial Park to west should follow the waterfront and/or Belleville Street, where appropriate, with an emphasis on pedestrian comfort, safety, and wayfinding. 	n/a

Note: Proposed text amendments are identified in red and are underlined

Comment Received	Proposed Action	Section	Current Wording	Proposed Wording
Section 5.4, third bullet, delete "CPR" ... also suggest adding narrative on site planning ensuring, to maximum extent possible, that waterfront is publicly accessible ... specifically, re-location of existing Coho berth further to the west would open up more waterfront for routing of the David Foster Way next to the water's edge (similar to causeway)	None. The CPR Steamship Terminal Building is the correct title for the building. Section 5.2 second bullet addresses the second comment (see above)	5.4	n/a	n/a
The need for the report to clearly separate presentation of the principles from the site concepts; the concept drawings divert attention from the principles with their visual impact even though they are only examples	Insert new section after Key Opportunities	6.	n/a	<p>Conceptual Illustrations</p> <p>The Ship Point site conceptual illustrations on the following pages were developed as part of the Harbour Dialogue Technical Workshop (see Appendix for details) and were used to help formulate the site specific Guiding Principles described below. These conceptual illustrations are included to help envision how the respective Guiding Principles could be achieved through the potential development and enhancement of the site. These conceptual illustrations do not reflect preferred design solutions, however there are a range of key characteristics that are common to these illustrations including:</p> <ul style="list-style-type: none"> Enhanced landscaping and site redesign to express Ship Point as a year-round plaza space Unique design elements such as lighting or water features Improved access from Wharf Street and from the Lower Causeway Completion of Harbour Pathway

Note: Proposed text amendments are identified in red and are underlined

			<ul style="list-style-type: none"> • (David Foster Way) including a Special Places plaza space • Infrastructure to support special events and festivals (e.g. power, lighting, water, storage) • Wharf Street retaining wall as a unique feature through lighting and public art • Widened sidewalk along Wharf Street • Boat moorage
City staff	6.1	<ul style="list-style-type: none"> • Where possible, site parking should be reconfigured to support festival and event activity, including the potential to create a permanent festival site that permits parking during non-event times. Parking areas should be designed and landscaped to be safe, attractive and environmentally responsible. 	<ul style="list-style-type: none"> • Where possible, site parking should be <u>reduced and/or</u> reconfigured to support festival and event activity, including the potential to create a permanent festival site that permits parking during non-event times. • <u>Parking areas should be designed and landscaped to be safe, attractive, environmentally responsible, and to mitigate impacts on pedestrian activity.</u>
The new Terminal should now be confirmed into the Plan	Amend Ship Point Site: Existing Context to identify the location of the new seaplane terminal as per the long-term lease recently approved by City Council (July 30, 2014 media release)	Ship Point Site: Existing Context	n/a
	Insert note to identify Council approval of the long-term lease (July 30, 2014 media release) to section 6. Ship Point Site.	6.	n/a
			<u>Note: City Council has approved a long-term lease for the City-owned water lot area adjacent to Ship Point for a floating sea plane terminal building.</u>

Note: Proposed text amendments are identified in red and are underlined

Comment Received	Proposed Action	Section	Current Wording	Proposed Wording
Combine the property for both parking and public events	None. Addressed in Principle 6.1 Incorporate site design that supports a range of active uses	6.1	<ul style="list-style-type: none"> Where possible, site parking should be reconfigured to support festival and event activity, including the potential to create a permanent festival site that permits parking during non-event times. Parking areas should be designed and landscaped to be safe, attractive and environmentally responsible. 	n/a
Section 6.1, fifth bullet (add), suggest "alternatively, consolidate the two existing seaplane terminals centrally near former customs float, with seaplane passenger parking centralized on the Lower Wharf street site, providing more space/flexibility/capacity for events/festivals on Ship Point site	None. The City does not directly operate/manage properties that it does not own	6.1	n/a	n/a
Section 6.1, sixth bullet (add), suggest declaration of site development limitation due to geotechnical conditions, making any significant structure technically challenging/cost-prohibitive	None. Geotechnical information has informed the process but does not directly affect the guiding principles as suggested	6.1	n/a	n/a
Ship Point site: parking, provided it is not visually obtrusive and ideally contained within a structure away from the water's edge, can be a significant revenue generator and catalyst to assist special events and businesses in the area.	None. Addressed in 6.1 Incorporate site design that supports a range of active uses	6.1	<ul style="list-style-type: none"> Where possible, site parking should be reconfigured to support festival and event activity, including the potential to create a permanent festival site that permits parking during non-event times. Parking areas should be designed and landscaped to be safe, attractive and environmentally responsible. Site parking should be retained to 	n/a

Note: Proposed text amendments are identified in red and are underlined

			accommodate the seaplane terminal needs, including a pick-up/drop-off area, taxi, and bus spaces.	
6.1 This principle goes against most public views. The elimination of parking was strongly identified as a necessary rehabilitation for this site. Rather than create a parking lot that could be used for events, why not create a public space for people to use and that can be used for festivals.	None. The principles seek to balance parking needs and public space needs.	n/a	n/a	n/a
Section 6.3, fifth bullet (add), suggest potential relocation of current night market activities from Ship Point pier to base of wall in current parking lot in front of the 24 arch retaining wall (perhaps a two-storey, 3-season rustic/timber structure??) ... doing so would eliminate timing/space conflicts between night market and event/festival activities and provide more animation and architectural interest in what is now a barren parking lot	None. The City does not directly operate/manage properties that it does not own	6.3	n/a	n/a
6.3 If authentic revitalization is desired then the focus should be on creating public space for use all of the time rather than focus on programmed 'engagement' of Victorians. Rather than design for pedestrian use, design for people use.	If the site is designed for the public it will be comfortable for people.	6.3	<ul style="list-style-type: none"> Site design should include comfortable pedestrian open space, such as a plaza or green space, when no special events are in session. 	<ul style="list-style-type: none"> Site design should include comfortable <u>public</u> open space, such as a plaza or green space, when no special events are in session.

Note: Proposed text amendments are identified in red and are underlined

Comment Received	Proposed Action	Section	Current Wording	Proposed Wording
Commitment to meaningful engagement of Esquimalt First Nation and Songhees Nation throughout the planning process and material involvement of the Nations in the harbour economy going forward	Revise text as noted	7.	The key opportunities for the Lower Wharf Street site that were derived from the public consultation included: 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 as well as greater year-round animation of the site	The key opportunities for the Lower Wharf Street site that were derived from the public consultation included: 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, <u>supporting economic vitality opportunities for First Nations</u> as well as greater year-round animation of the site
		7.6	N/A	<u>7.6 Create opportunities for economic development</u> <ul style="list-style-type: none"> Consider opportunities for the integration of appropriate forms of commercial development that support economic opportunities particularly for First Nations, in a manner consistent with the surrounding environment and that complement the downtown and waterfront context.
The need for the report to clearly separate presentation of the principles from the site concepts; the concept drawings divert attention from the principles with their visual impact even though they are only examples	Insert new section after Key Opportunities	7.	n/a	<u>Conceptual Illustrations</u> The Lower Wharf Street site conceptual illustrations on the following pages were developed as part of the Harbour Dialogue Technical Workshop (see Appendix for details) and were used to help formulate the site specific Guiding Principles described below. These conceptual illustrations are included to help envision how the respective Guiding Principles could be achieved through the potential development and enhancement of the site. These conceptual illustrations do not reflect

Note: Proposed text amendments are identified in red and are underlined

				<p><u>preferred design solutions, however there are a range of key characteristics that are common to these illustrations including:</u></p> <ul style="list-style-type: none"> • <u>Widened stairway from Wharf Street</u> • <u>Strengthened presence and development opportunities for First Nations</u> • <u>Reduced parking with enhanced soft and hard landscaping</u> • <u>Commercial/cultural development as an anchor for the site</u> • <u>Boat moorage</u> • <u>Completion of Harbour Pathway (David Foster Way)</u> • <u>Improved lighting</u> • <u>Widened sidewalk and viewing spaces along Wharf Street</u>
Principle 7.1 Aside from staff (Harbour Pathway Special Places) I have not seen any preference or support of a "beach"	A beach is used as an example and is only one possible way to create a direct link between land and water	7.1	<ul style="list-style-type: none"> • The Lower Wharf Street site should be considered as a key link between the Old Town Area and the waterfront by encouraging a direct link from Bastion Square to the edge of the water. This could include the creation of a "beach" and kayak access/landing. 	n/a
7.4 this site, more than any other, should highlight the presence of, and contributions of, the Hudson Bay to this region	None. The term "cultural heritage" has been used here to cover this and other elements	7.4	<ul style="list-style-type: none"> • Design elements for the site should reference and celebrate local cultural heritage. 	n/a
Lower Wharf Street site: facilitating spaces which offer appeal to locals 365 days a year.	None. Addressed in 7.5 Enhance the site as a landmark location	7.5	<ul style="list-style-type: none"> • Opportunities to enhance the Lower Wharf Street site as a key landmark/destination should be considered through uses that attract people year-round and are complementary to the Inner Harbour. 	n/a

Note: Proposed text amendments are identified in red and are underlined

Attachment 2

From:
To: harbourdialogue@victoria.ca
Subject: when is public hearing?
Date: Friday, Aug 22, 2014 4:06:55 PM

When will there be a public hearing regarding the proposed changes to the Inner Harbour?

The Inner Harbour is beautiful as it is - just keep up the maintenance and repair that has fallen behind. Fix the sidewalks and replace the ugly chain link fence on Belleville St.

I do not want to see a lot of commercial development along the shorelines of the Inner Harbour - keep it for the public's use - more benches, more green grass.

The Coho and the Clipper are fine where they are. No new buildings on shorelines.

From: _____
To: harbourdialogue@victoria.ca
Subject: Tourism
Date: Wednesday, Aug 6, 2014 4:07:55 PM

To whom it may concern;

I would like a large docking facility that would encourage Yacht tourism.

There should be a high end seafood restaurant and other successful tourist venues to attract the boaters.

From that location various modes of transportations like City buses, tour buses, harbor ferries, cycle rentals, horse carriages, and taxis could run.

I believe this could easily generate and income for Victoria and should be bring Tourists all year round.

I would like to see all three of these areas to focus on various venues of entertainment. Buskers, outdoor orchestras, live bands Block party style and tasteful bars or night clubs that could encourage local talent.

Seasonal outdoor markets to provide local produce. Additionally a site where community artist could be encouraged to perform their talents would really enhance the downtown core.

I would also like to see signs giving the history of the area with old pictures of the past displayed throughout the area.


Victoria has so much to offer and these sites would be ideal to encourage tourism.

Sincerely,

[Signature]

From:
To: harbourdialogue@victoria.ca
Subject: Thank YOU!
Date: Thursday, Jul 31, 2014 8:36:29 AM

This is the best news I've heard in a long, long time. And it's long overdue.
Thank you to all those involved to make this happen. Now - let's move onto the Belleville terminal.
Onwards and upwards.
Can't thank you enough.

From: 
To: vicdialogue@victoria.ca
Subject: ship point/wharf street / tourism and johnson+wharf traffic
Date: Friday, Aug 15, 2014 11:26:36 AM

if the existing parking lots at ship point and wharf street are to be removed and not replaced with any underground parking, it would be worth considering using the lower levels replacing those lots as nightclub/small concert spaces (with small retail outlets on the outside facing the waterfront pathways. if club 9one9 could be convinced to relocate, it would centralize more of the nightlife scene around bastion square, remove some of the noise/problem/conflicts between residential neighbors and the club, and allow police to more tightly focus their nightclub/party prevention efforts to a single area (presumably reducing policing costs) - the primary entrance to such a club could be at the top of wharf street, allowing police to maintain a presence to monitor both the club and bastion square at the same time.

having a nightclub/concert hall mostly underground would help keep noise down, and reduce the amount of soundproofing needed during construction.

i admittedly don't frequent these types of establishments very often, but i do see a need to have them in order to support a vibrant youth culture - if this redevelopment could help alleviate some policing issues and residential/club-goer conflict, it seems worth considering.

--

on another front, the eastbound traffic coming across the johnson street bridge and then funnelling out through johnson and fort streets is a negative for tourism - the heavy car traffic makes pedestrian enjoyment of that corner of downtown unpleasant. while that unpleasantness has probably in some way contributed to the retail revitalization of lower johnson (which seems to be one of the most vibrant retail sections downtown now) in the form of lower rents, it still remains an unpleasant place to walk.

the downtown core would be better off if people weren't using it as a throughfare to get from vic west over to fairfield and james bay; if the only traffic present were traffic destined for downtown, volume would be vastly decreased and pedestrian and cyclists would be more comfortable enjoying the natural and historic beauty of the downtown core.

perhaps lower pandora could be converted to a two way street and all eastbound traffic were directed up it? were that to happen, the johnson street bridge would no longer be a useful crossing point for downtown throughfare traffic (bay street would be a better option, and going through an industrial area is clearly more suited for upgrades to handle traffic flow than any part of downtown). part of the tangle of roadways that makes up the confusing wharf/johnson/pandora intersection could be reclaimed and converted into further green or retail space to enhance the tourism appeal of the downtown core.

--

i'm glad to see some action happening on this front - downtown and the waterfront are a valuable public resource, and it's good to see they are finally getting the serious attention they deserve.

From: _____
To: harbourdialogue@victoria.ca
Subject: PROTECT the Inner Harbour!!
Date: Friday, Aug 22, 2014 4:14:15 PM

Please have a Public Hearing!!! The Inner Harbour is a wonderful place for everyone!! Keep it that way.

Do not over commercialize the Inner Harbour!! No Buildings above 2 storeys.

Maintain and repair the rundown sidewalks and pathways and keep the Inner Harbour close to the way it is now!!

Don't "give away" public lands to private businesses.

Get the floatplanes relocated - there are much better options for the floatplanes terminal than where they are now.

From: _____
To: harbourdialogue@victoria.ca
Subject: Long Term Lease and Harbour Lands Revitalization
Date: Thursday, Jul 31, 2014 7:59:25 AM

To City Planners,

Part of the harbour dialogue discussion involved the possible move (as illustrated in some of the Harbour Vitality Principles schematics) of the float-plane terminal to the Wharf Street area and the GVHA waterlot, from the Ship Point area and the City of Victoria waterlot.

Such a move would have freed up public realm space adjacent to Ship Point, and reduced the blight of aircraft fumes which predominate this location. (Planning has also systematically failed to use the fundamental planning tool, namely a noise exposure forecast or NEF, in relationship to the harbour airport, in contravention to common practice at virtually all other airports in Canada.)

Confirming a 20-year lease of the City of Victoria waterlot and associated uplands to Harbour Air before anyone has a chance to comment on the Harbour Vitality Principles and the various schematics that are contained therein is an untimely insult to those who might have wished to comment on the Harbour Vitality Principles.

In the process, a chimera, if not a farce, has been made of public dialogue.

This doubles up on the use of so-called "experts" to draw up some of the schematics, where these teams of "experts" were dominated by those with vested interests, and ignored representation from local residents, some of whom have just as much expertise in land planning as the so-called "experts".

It appears to be an ongoing practice to allow those who do not live in Victoria to dominate what happens in Victoria, and to ignore the voices of the actual people who live here and pay the taxes (which are all too high relative to average household incomes) to keep the City running.

Sincerely,

From:
To: harbourdialogue@victoria.ca
Subject: Is this the next greatest thing?
Date: Friday, Aug 8, 2014 11:16:15 AM

Good morning.....

I am afraid the work related to the harbour is the next 'shiny thing' to come before a Victoria Council.

I recall the Greenways project, touted so many years ago as a neighbourhood builder and community asset. To date, we have seen little, to no investment in this project, leaving one more study to gather dust in the 'book case of good intentions'. So too the David Foster Way (an ill named asset but that's for another day), a series of photo ops and accompanying articles in the paper but to date a project languishing due to lack of necessary capital.

I also recall the long ago Rec Renewal study which took a year of time only to see it go awry with no decisions and certainly no funding. Seems to me a second and possibly a third study was done and with no concrete result.

So now we have a study, another study to accompany the ones done prior on the fate of the Belleville terminal and neighbouring properties, to garner excitement and attention, and perhaps to go on the aforementioned shelf.

Can I suggest that we go back, uncover those previous studies and plans, and invest in one until its completion? There are no shortage of grand plans, but it would be terrific if we actually see one or more come to a conclusion.

I would like a reply and perhaps a recap of the projects I have noted with a summary of the work done to date and anticipated completion dates.

From: _____
To: harbourdialogue@victoria.ca
Subject: Harbour Vitality Principles
Date: Friday, Aug 22, 2014 3:15:57 PM

Hello,
First let me congratulate those responsible for developing such comprehensive, thorough, and aesthetically pleasing options to maintain and enhance the natural beauty of our Victoria Inner Harbour.

My votes for the 3 Specific Sites are as follows:

1. BELLEVILLE TERMINAL:

vote for Team 1 Concept...

2. SHIP POINT

vote for Team 1 Concept...

- I like leaving the float plane Terminal where it is
- I especially like the plaza/parking space with overhead lighting
- hopefully the existing 'niche wall' receives some attention as proposed in Team 3's LED Niche Wall proposal

3. LOWER WHARF STREET

vote for Team 3 Concept...

- I like the grass topped building as an extension of Wharf Street which maintains the vista to the water
- some parking under the building is admiral
- kiosks incorporated into the building

Overall, I have been drawn to concepts that keep the vistas to the waterway as open as possible, i.e. no built up structures along or extending into the waterway such as the new Maritime Museum proposal. I also do not support additional activities, such as sailing schools to be located into this very busy area already.

Thank-you again for the efforts.

From:
To: harbourdialogue@victoria.ca
Subject: Harbour concept feedback
Date: Friday, Aug 22, 2014 3:14:47 PM

The teams all did a great work session presentation of the various options.

My vote for the three areas are as follows:

1. Belleville terminal Team 1 concept is best use. Why not have the Maritime Museum in the CPR building
2. Ship Point Team 1 concept . Any development should highlight the existing alcove wall
3. Lower Wharf Street Team 3 concept wins. The native cultural centre could be incorporated in place of some of the retail spaces. Team 2 Option 1 is almost as good.

In general there should be no additional high buildings placed along the waterfront. Keep the sight lines of the harbour from the street level clear. Also the sailing school at ship point and kayak launching at belleville are complicating use in an already busy harbour. The sailing school would be much better located in the gorge waterway.

Thank you for the interaction on this.

Selkirk waterfront resident.

From:
To: harbourdialogue@victoria.ca
Subject: Fwd: Feedback on the Draft Harbour Vitality Principles
Date: Monday, Aug 11, 2014 8:02:58 PM

Comments

Re: 4.3 Support a Working Harbour

The Inner Harbour is NOT a working harbour. The working harbour is located around the Upper Harbour north of the Johnson Street Bridge. It had mostly disappeared. The use of the term 'working harbour' is confusing. The Inner Harbour is a transportation hub and corridor to the Gorge waterway. The land surrounding the Inner Harbour does not support marine-dependent industries except for the transit of barges and ships. This needs to be clarified.

-
Belleville Terminal

Consider expanded street level bulge out above vehicle holding/staging area, great opportunity for viewing area.

Ship Point

fountains at ship point => consider wind art as opposed to water features, its less maintenance and more interesting, it could be combined with wind generation and light and provide a show piece of clean tech made in Canada.

Lower Wharf Street

First Nations Cultural Centre => Team 1 consider a different design that does not separate the space and block the view from the stairway

my preference is the Team 3 design

From:
To: harbourdialogue@victoria.ca
Subject: FW: Harbour Vitality Principles.
Date: Thursday, Aug 7, 2014 1:31:18 PM

My name is _____ and I am the owner of the Huntingdon Manor.
Your proposed improvements to the Inner Harbour will greatly enhance this beautiful area to visitors and residents alike.

The Huntingdon Manor will likewise be undergoing improvements over the next few years.

We are proud to be a business partner in this beautiful city. We look forward to working closely with everyone involved in transforming the Inner Harbour into a place where people can relax and enjoy the spectacular beauty that surrounds them.

Sincerely,

From: Rob Bateman
To: harbourdialogue@victoria.ca
Subject: FW: Draft Harbour Vitality Principles
Date: Thursday, Jul 31, 2014 12:22:59 PM

From: Robert Batallas
Sent: Thursday, Jul 31, 2014 11:58 AM
To: Rob Bateman
Subject: FW: Draft Harbour Vitality Principles


HVP Comment

From: f
Sent: Thursday, Jul 31, 2014 11:56 AM
To: Robert Batallas
Subject: Re: Draft Harbour Vitality Principles

Hi Robert, thanks for the email + the report. I think you have captured the essence of the Harbour Dialogue initiatives to date very well and I have no further comments at this time. I moved to Victoria in January 1975 so I'm aware of many of the historical efforts to address the potential of the inner harbour development sites, and some of them, i.e. the proposal to erect tower blocks close to the harbour, were just plain silly.

I certainly wish you and your colleagues all the success in the world in pursuing some very 'sustainable' options for the City, and I'm hopeful something can be made to happen in my lifetime.

Sincerely

 Architect AIBC
On 28-Jul-14, at 3:11 PM, Robert Batallas wrote:

From:
To: harbourdialogue@victoria.ca
Subject: Draft harbour vitality principles
Date: Wednesday, Aug 6, 2014 4:47:42 PM

The city has had many presentations in the past concerning the problems that the float planes cause. They continue to pollute the area (and the whole Peninsula) with fumes and noise. The inner harbour is not a safe "runway" for airplanes because it has multiple uses and buildings are too close. Such an "airport" would never get safety approval if it were on land.

Please do not include floatplane docking in the harbour plans - please move them out to Ogden point or some other safer, less intrusive location.

From:
To: harbourvitality@victoria.ca
Subject: Comments RE Draft Harbour Vitality Principles
Date: Saturday, Aug 9, 2014 1:27:07 PM

1. Overall, a thoughtfully document with some good ideas. Maybe the best plans are an 'amalgamation' of the best ideas from the various teams?
2. Integration with Wharf Street/Downtown - For many years now, Wharf Street businesses are hurting badly and don't seem to be keeping tenants or businesses. Is there anything that can be done to bolster business along that street? It's pretty bare there. Also, we like the connection up to Bastion Square.
3. We are opposed to an aboriginal cultural centre, as detailed by Team 1 and 2 in the Lower Street Concept plans. Seems to us, such a facility would undercut the BC Museum and it's very strong emphasis on aboriginals. Secondly, nowhere does that idea service according to the public engagement summation. Quite simply, it is not a public priority. As an alternative a "Whale Cultural Centre" or a "Maritime Museum" or a "Captain Cook/Pirates Museum" would be a better tourist and public draw, and tie into the cultural heritage of the area more broadly.
4. Before there's a bunch of unsightly food trucks strung out along Ships Point on a permanent basis maybe local restaurants should be asked what they think of the idea. Loss of restaurant taxation revenue should also be weighed by the City of Victoria.
5. The continuation of the walkway is a major priority everyone agrees, and it would be nice if the historical lamps were part of it to tie in the area and provide lighting. Please note, the area in front of the Steamship Terminal is a choke point and congested for tourists with suitcases and others. Suggest remove and relocate some signs and bike racks so people can actually walk by!

That's our two cents.

A handwritten signature, possibly reading "S. R.", is written in dark ink. It is positioned above a horizontal line that spans the width of the signature.


From:
To: harbourdialogue@victoria.ca
Subject: Comments
Date: Friday, Aug 22, 2014 3:26:32 PM

Hello,

We took part in the discussions at the Victoria Conference Center and have reviewed the Harbour Vitality Principles document. We have the following comments about the harbour development proposals.

- Most suggested changes looked fine and it was good to see the wider sidewalks, people friendly spaces in park-like green spaces along David Foster Way all along the waterfront.
- Good to see kayak and small craft launching areas, they are important to give everyone kayak access to the beautiful harbour, not just the people who rent kayaks and launch from rental points. Good to have kayak launch areas near public toilets so that folks out for day of kayaking have somewhere to put in for toilet use and to purchase a snack or meal. There should be kayak launch areas at the Lower Wharf Street Site and Belleville Terminal site.
- A low profile combined Clipper/Coho Terminal Building is a great idea with CBSA onsite to deal with both users.
- A hotel is NOT suitable for the Belleville Terminal site. It would increase the height profile and ruin the lovely view from the water of Huntington Manor and the green park across the street. Not to mention the view from David Foster Way looking out to the harbour would be obscured by the edifice of a hotel - simply not appropriate on the waterfront.

Thank you for the opportunity for input.



Subject: FW: Victoria Harbour Dialogue - Principles Document
Attachments: HarbDialTechJune.pdf

From: _____
Date: August 21, 2014 10:58:31 AM PDT
To: harbourdialogue@victoria.ca
Subject: Victoria Harbour Dialogue - Principles Document

Good morning,

Please accept the following as input/response to the Harbour Dialogue Principles document.

Comments regarding attachments to the July 17 G&P Committee Report:

Upon review of pages 299-379 of the July 17 G&P package, there are:

- ~ recommendations regarding next steps and implementation which emphasize business interests over residential. In the inner harbour there are a few - not many between Laurel Point and the Regent - landowners who have not been included in discussions because they are residents. These residents are directly impacted by City decisions on the inner harbour.
- ~ several comments which stand out and could be principles,
- ~ a couple of predominant themes identified in the forums/survey have not received sufficient recognition in the Principles document, and
- ~ many comments that are not appropriate, indicating a low level of knowledge about the harbour.

Stand-out comments -

- *Creating a precinct where Victorians will go - authentically ... ensure it doesn't become another precinct of its own.*
- *How parking is available needs to change. the Harbour is not a place for parking, yet it is being used as such.*
- *should be viable year round for local patronage*
- *Ship Point= celebration; Wharf=entertainment; Belleville=transportation.*
- *float planes prohibit [marine] traffic, could be used for small pleasure craft...*

Predominant themes -

- The first and most strongly stated statements were that the parking should disappear from Ship's Point and Lower Wharf Street. Many of the schematics in the Principles document do NOT respect this over-arching comment. Participants clearly want to parking or no 'visible' parking.
- The second prominent theme would be that Ship's Point and Power Wharf should be the City's *living room*. A place where one could visit and linger.
- The third main theme I heard at the forum I was at was that people wanted European (and to limited extent here and elsewhere) style eateries/cafes where one could linger. This did not mean a row of food-carts.
- The most common and accepted comment on the airport terminal was that it be relocated to the north, the Lower Wharf site. Such a move would relieve the Ship's Point location of fumes/emissions from the aircraft and engine noise. Although it wouldn't eliminate these impacts, it would make the Ship's Point and southern portion of Lower Wharf Street more useable, safer for those who may have compromised respiratory issues and the elderly and young who could be more susceptible to the kerosene-based turbo fuel.

Uninformed comments -

Although forums and surveys invite all and any kind of input, there were several which suggest that the participant had a very low knowledge of the possible. For example, there were several suggestions about bringing the cruise-ships right into the inner harbour so that the passengers would arrive directly downtown. Those providing such comments must not understand the depth of the waters in the inner harbour and the size (15 storey high resorts carrying 4500 passengers and crew). Unfortunately, comments which show a greater understanding of the harbour become diluted with these kinds of comments and the "wish-list" ideas which, by the geo-analysis, would not be possible.

Principles:

See comments below under "Technical" which formed part of an e-mail sent earlier.

The underpinnings of any Principles document should respect and employ safeguards (both national and international). TP1247, has not been respected. Emissions considerations are missing. A comment on page 19 (337) summarizes it as "*Danger, smell and noise from sea planes*".

There is a culture of **willing blindness** on the part of the City to these issues.

Process:

See comments below which also formed part of an e-mail sent earlier to Planning.

Comment on the Schematics:

Although the composite schematic of the Belleville site was worthy to be forwarded, with agreement, to the Province for its consideration and hopefully agreement in principle, the schematics for the other two sites were/are very problematic. The Ship Point and Lower Wharf schematics looked (and for the most part were) created by those with vested financial interests carving out niches for their own businesses.

Concluding comments:

I believe there is too much emphasis on ways of *drawing people to the area* as opposed to reasons for people to want to be in the area and to use the area. The focus should not be on events, but resident and visitor use of the area at any point in time. The comment above on authenticity is spot on.

I am very disappointed that there has been little emphasis on the history of the area. Although first nation history is identified throughout the document, the Hudson Bay Company and its role in the City's foundation has been overlooked. It was mentioned in the session I attended, but does not appear in the notes.

Date:

Begin forwarded message:

PROCESS:

May 10

~ the May 10 date coincided with the Mother's Day weekend. This greatly limited resident participation.

~ although there were maps showing land ownership available at the session, most people could not or did not see them. Y

~ at the May event, many businesses and GVHA/HA affiliated/partners were over-represented

and some were permitted to attend both sessions.

June 5/6

- ~ the technical committee was composed of 37 participants occupying 34 chairs. Of these, 17 were either technical, City staff, or the landowners of the three properties. The remaining 17 were not necessarily technical - most were no more technical than I am.
- ~ residents were excluded from even observing the "technical" session
- ~ there was an over-representation of GVHA. Of the 17 non-architect/government groups, 6 were directly related to GVHA, 2 being staff members, 2 being life members to the Board, and 2 being current consultants.
- ~ resident inner harbour landowners such as the Regent and Laurel Point residences were not represented at the technical session while another landlord was. (Note Laurel Point residences actually own part of the harbour pathway.)
- ~ there was over-representation of those from outside Victoria. Of the 17 who are not architects or representing the property owners (Government of BC, and City), I personally know 10 of them and know that 9 of the 10 do not reside in the City of Victoria.
- ~ no neighbourhood representatives were permitted to participate (the 3 properties are within the land-use areas of the Downtown Residents Association and James Bay Neighbourhood Association).

- ~ the groupings were as much 'business lobby' groups as technical groups. Noticeably absent were community representatives and residents who might have been able to focus discussions on the public interest rather than current business interests.

TECHNICAL:

For a livable city, and for healthy public realm spaces, emissions, noise and safety must all be considered.

Issues relating to all of these with respect to the three subject properties arise. With vigilance, emissions problems with marine vessels (meaning cruise ships) may (or maynot) be resolved within the next two years as the NA ECA comes in and is implemented.

Airport Considerations

as discussed: 2010 QualaTech report

http://www.qualatech.ca/articles/SC_victoria_harbour.pdf

for a lay-man's read: JBNA summary of safety, emissions and noise.

http://www.jbna.org/report_2011_airport_noise_air_quality_safety.pdf

EPA Turbo-prop emissions:

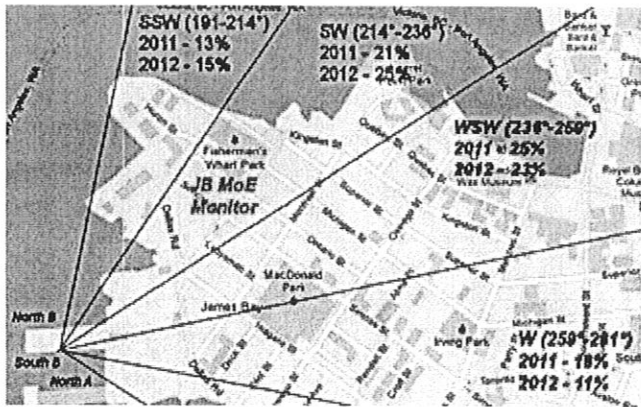
<http://www.epa.gov/nonroad/aviation/420r09901.pdf>

What security and safety needs will need to be met in the future with aircraft fueling occurring only 50 meters from public space? Will the siting of the airport operations at 950/1000 Wharf Street compromise the public realm?

Attached please find a schematic which describes wind direction as recorded at the Ogden Point breakwater during the key 'outdoor' season from May-September. As you will see from the schematic, the winds would take fumes from the inner harbour waters to the foreshore about 60-70% of the time. From the City waterlot itself, the winds would take the float plane emissions to the foreshore about 70-80% of the time.

Victoria Harbour NEVER qualified as a Canada Marine Act Part 1 port. The federal government recognised that it did not have a significant industrial presence. That is why Victoria does not have a port authority. The authority remains with Transport Canada on the water, and the **City as land use (and waterlot) zoning and compatible land use authority**.

Victoria Harbour is a Public Port, a port used by all/any. '*Working harbour*' does not necessarily mean airport - prior to 1975 take-offs/landings were not permitted in the middle/inner harbour due to the industry situated there. In 1975, Laurel Point was built and in the 80s the middle harbour foreshore lands became residential with only one pier at Fisherman's Wharf having any industrial activity. The upper harbour has a significant industrial base. The inner harbour is now transportation, residential and recreational. This was not discussed at the forum but perhaps should have been. It is not recognised in the Harbour Principles document.



Harbour Dialogue June 5/6 Groups

	Group 1 (11 at table)	Group 2 (12 at table)	Group 3 (11 at table, 14 participated)
Architect			
Architect	Rowe	Ubeda	Aalders/Whitfield
Landscape	Hildebrand	Windjack	Gallant
Illustrator	Kitchell	Foyd	Greenway
3 properties			
City etc	Batallas + Sifton	Wilson + Day + Baker	Bateman/Hudson
Province	none	Sykes	Haugen/House
Other prop owner			
GVHA		Graham	Ross
Residential (LP + Regent)	none		
First Nations, Tenants & Lobby orgs	Carter (Chamber) Melane (Blackball) Devereaux/Kelly (DVBA) Shea (VREB) Nurse (TVic) Strongitharm (UDI + GVHA Consult)	Sector (VEHS + GVHA Consult) Reda (Clipper) Chard (UDI) Cossey (Songhees)	Prittie (VEHS + GVHA) Wright (HA + GVHA) Ganong (UDI) Lugossy (VREB) Scott (UDI)

Notes:

GVHA current consultants: Strongitharm and Sector

GVHA Life Long members: Prittie and Wright

City Spaces triple role: UDI, GVHA Consultant, HA Consultant

Other Inner Harbour landowners, namely the residential **not** included: Laurel Point Residences own part of harbour pathway

Personally know 10 of the 17 who are not architects or representing the property owners (Government of BC and City);
9 of these 10 do not live in Victoria.

Harbour Vitality Principles

Share Your Thoughts With Us!

The City of Victoria has developed draft guiding principles to help guide revitalization and to shape future development and enhancements along the Inner Harbour. We are now looking for your feedback on the draft principles.

Please submit your comments to the Customer Service Ambassador on the main floor of City Hall or to the Development Centre located on the second floor. You can also email your comments to harbourdialogue@victoria.ca. For a digital copy of the draft Harbour Vitality Principles visit www.victoria.ca/harbourdialogue.ca

Feedback is being accepted until 4 p.m. on August 22 and will be shared with Council this September.

What do you think about the draft Harbour Vitality Principles?

THE FOUR PRINCIPLES SHOULD BE RE-ORDERED IN TERMS OF IMPORTANCE AS FOLLOWS:

- ① IMPROVE THE PUBLIC REALM AND PEDESTRIAN EXPERIENCE
- ② DEVELOP A CONTINUOUS WALKWAY ALONG THE HARBOUR THAT WILL ALSO ENSURE PUBLIC ACCESS TO THE WATERFRONT
- ③ DESIGN A HARBOUR THAT WILL ATTRACT LOCALS AND TOURISTS
- ④ MAINTAIN A WORKING HARBOUR WHILE ENSURING IT IS APPEALING FOR VISITORS.

- A. THE BEST PART OF THE HARBOUR VITALITY PRINCIPLES RELATES TO THE RESTORATION OF THE BELLEVILLE COHO/CLIPPER TERMINAL. THIS TRANSPORTATION HUB IS OF VITAL IMPORTANCE TO THE CITY. DO NOT BUILD ANOTHER HOTEL ALONG THIS FRONTAGE, BUT DO WIDEN AND ENHANCE THE HARBOUR PATHWAY ALONG THIS ROUTE BY EITHER CANTILEVERING THE PATHWAY OVER THE COHO PARKING AREA OR BY ELIMINATING PARKING, ESPECIALLY INCLUDING BUS PARKING, ALONG THE NORTH SIDE OF BELLEVILLE ST.
- B. ONE OF THE BEST IDEAS WITH RESPECT TO THE SHIP POINT AND LOWER WHARF STREET SITES WAS TO MOVE THE FLOAT PLANE TERMINAL NORTH ONTO THE GVHA WATERLOT AND ~~ON~~ AWAY FROM THE CITY OF VICTORIA WATER LOT. THIS HAS BEEN PRE-EMPTED BY THE MASSIVELY INAPPROPRIATE ISSUANCE OF A 20-YEAR LEASE TO HARBOUR AIR OF THE CITY OF VICTORIA WATER LOT AND THE RELATED UPLAND AREA. THE TIMING OF THIS LEASE ANNOUNCEMENT HAS MADE A COMPLETE MOCKERY OF THE PUBLIC ENGAGEMENT PROCESS. THE REAL PROBLEM WITH THE HARBOUR IS THAT ITS MARINE WATERWAYS ARE OVERLAID WITH AERODROME RUNWAYS, THAT ACCOMMODATE AN ALIEN SPECIES FROM THE PERSPECTIVE OF AN ACTIVE MARINE WATERWAY, NOT TO MENTION THE EMISSIONS OF VOLATILE ORGANIC COMPOUNDS AND THE DISTURBING NOISE THEY CREATE.
- C. THE SPANISH STEPS IDEA, WHICH WOULD LINK BASTION SQUARE TO THE LOWER WHARF STREET SITE IS GOOD, AS ARE SOME OF THE PUBLIC REALM SUGGESTIONS FOR THE USE OF THIS PROPERTY AND THE ADJACENT SHIP POINT SITE. PARKING IS CLEARLY NOT THE HIGHEST AND BEST USE OF EITHER OF THESE SITES.

Harbour Vitality Principles

Share Your Thoughts With Us!

The City of Victoria has developed draft guiding principles to help guide revitalization and to shape future development and enhancements along the Inner Harbour. We are now looking for your feedback on the draft principles.

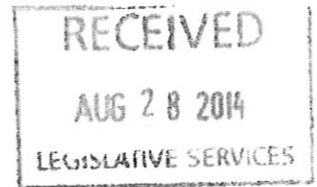
Please submit your comments to the Customer Service Ambassador on the main floor of City Hall or to the Development Centre located on the second floor. You can also email your comments to harbourdialogue@victoria.ca. For a digital copy of the draft Harbour Vitality Principles visit www.victoria.ca/harbourdialogue.ca

Feedback is being accepted until 4 p.m. on August 22 and will be shared with Council this September.

What do you think about the draft Harbour Vitality Principles?

- A. THE BELLEVILLE STREET ENHANCEMENT CONCEPT MAKES SENSE. THE PROVINCIAL GOVERNMENT, PERHAPS WITH ADDITIONAL FINANCIAL SUPPORT FROM THE FEDERAL GOV'T, SHOULD COMPLETELY RESTORE THE COHO DEPARTURE DOCK, WHILE A SHARED COHO-CLIPPER TERMINAL (WITHOUT YET ANOTHER HOTEL, WHICH WOULD BLOCK HARBOUR VIEWS) ALSO MAKES SENSE. PATHWAY WIDENING AND ENHANCEMENT ALONG BELLEVILLE STREET FROM MENZIES TO OSWEGO IS ESSENTIAL.
- B. TEAM TWO'S SHIP POINT CONCEPT HAS NOW BEEN TRASHED BY THE 20 YEAR LEASE FOR THE ONLY MAJOR WATERLOUT OWNED BY THE CITY OF VICTORIA. IN ANY CASE, MOVING THE MARITIME MUSEUM TO THE SHIP POINT WHARF IS NOT SUPPORTABLE BY THE GEOLOGY, AND THIS PART OF SHIP POINT SHOULD CONTINUE TO HOUSE THE TWO BEAUTIFUL SALTS SCHOONERS, PACIFIC SWIFT AND PACIFIC GRACE. TEAMS ONE AND THREE USE THE EUPHASM "MARINE-RELATED BUSINESSES AND RESTAURANTS" FOR "MAINTAIN THE SQUATTER'S RIGHTS FOR THE FLYING OTTER GRILL". NEITHER TEAM ONE NOR TEAM THREE CONTRIBUTE MUCH IN THE WAY OF NEW IDEAS. IT IS NEVERTHELESS IMPORTANT TO ENHANCE THE HARBOUR PATHWAY ALONG THE WATERFRONT, AND TO MAINTAIN VIEWSCAPES FROM WHARF STREET.
- C. ALL THREE TEAMS LIKE THE IDEA OF "SPANISH STEPS" LINKING BASTION SQUARE TO THE WHARF STREET SITE. JUST SOUTH OF THE STEPS, A RELATIVELY LOW BUILDING (CULTURAL CENTRE) WITH A GREEN ROOF ACCESSIBLE FROM WHARF STREET, WOULD MAKE SENSE, AS WOULD SPACE FOR SMALL-SCALE FOOD VENDORS, EVEN CARTS. BETTER MOBILITY FRIENDLY CONNECTION IS REQUIRED BETWEEN THE WHARF STREET SITE AND THE SHIP POINT SITE. GIVEN THAT TEAM TWO'S VISION (WHICH INCLUDES MOVING THE FLOAT PLANE TERMINAL TO THE NORTH) HAS BEEN PRECLUDED, TEAM THREE PROVIDES THE BETTER PLAN. TEAM ONE WANTS A CULTURAL CENTRE THAT IS TOO HIGH, BLOCKING VIEWS AND ACCESS FROM WHARF STREET. PARKING ON BOTH THE SHIP POINT AND WHARF STREET SITES SHOULD BE REDUCED TO THE MINIMUM THAT IS REQUIRED FOR THE SITE. VIEWS OF THE ORIGINAL RETAINING WALL, WITH NICHEs FOR CULTURAL DISPLAYS, SHOULD BE MAINTAINED AT THE SHIP POINT SITE. THE MARITIME MUSEUM WOULD BE A GOOD ALTERNATIVE TO A CULTURAL CENTRE ON THE WHARF STREET SITE.

Subject: "HARBOUR VITALITY PRINCIPLES (attachment 1, draft):
"Share Your Thoughts With Us"
feedback questionnaire requested by the City of Victoria



A former Montreal mayor who was a keynote speaker during the initial opening of the Victoria conference centre advised, "*Keep What Makes Victoria Special*" - good guidance worth heeding.

The Inner Harbour greenbelt lands are special and ought to be maintained and preserved for the public good. Hopefully, the current "Harbour Vitality Principles" questionnaire is not a prelude for determining whether selling is appropriate, no matter the source of management- (federal/provincial/city/harbour authority/private owned ?)

The harbour ought not to be considered Victoria's exclusive oyster, there only to benefit humans. Other species need it - fish migrating to and from the sea for example. The human species must be careful to prevent polluting of any kind. Saanich took steps in that direction by posting warning signs for public information. Another example - moorage facilities are akin to vehicle parking lots (notice the adverse effects of numerous marine vessels moored near the Oak Bay marina; they block sea views, also do nothing to improve aesthetics). Who if anyone checks that holding tanks are emptied properly?

Once blocked, the harbour's scenic appeal is gone virtually for ever, a lost opportunity to create special places for young and old people to enjoy, residents and visitors. Victoria's population continues to grow, but park space per thousand population is insufficient and does not balance the increase. The current goal to attract more people to downtown is resulting in smaller residential units in higher buildings and minimal, if any, setbacks crowding out open spaces. Developers' financial dreams are coming true but at what cost to community living? There is no shortage of commercial activities (eateries, gift shops, etc.) on lands adjacent to the waterfront; they are not special. They do not need to occupy Inner Harbour land.

If not known already, background information could be helpful to determine best usages. Several Inner Harbour properties were purchased with *Greenbelt* funds which specified "*preservation in perpetuity*" as greenbelt. The harbour provides an opportunity for healthy respite, the only one likely in the foreseeable future. Better to provide more leisure open public spaces such as parks, especially waterfront lands. Victoria is short of desirable park space per thousand population, necessary to catch up with the needs of the burgeoning population and compensate for the growing trend that permits minimum if any setbacks to structures - following a pattern leading to more tall hemmed-in areas over time and affect downtown's character including the Inner Harbour.

Set aside the lands adjacent to the waterfront and replace with health-facilitating green spaces along with a JOGGING PATH sufficiently wide to support workers during lunch-time breaks. e.g. the YM/YWCA. The green space waterfront route could extend from Wharf Street to the Gorge waterfront park and on to fish-bearing Colquitz Creek Park eventually. An existing pedestrian walkway includes the western section of Belleville Street, grounds of St. Ann's Academy, Beacon Hill Park, Dallas Road cliffs, Fisherman's Wharf, Laurel Point, returning to Belleville Street and the Parliament

Building adjacent to the Inner Harbour. Amusing and/or attractive works of art could line portions of the route (the idea of lining a waterfront pedestrian route with a variety of art, some not permanent, is already popular at Sidney, *Times Colonist* article).

TRANSPORTATION

Bicycles - Bikes having been classified as vehicles, ought not to mix with pedestrians. Instead, cyclists should be required to dismount and walk in this so-called "Walkabout City".

BELLEVILLE STREET

Terminal

Years ago, when the Coho ferry docked near the junction of Wharf and Government Streets, a consultant recommended solving the traffic congestion problem there by moving all marine transportation to Belleville Street, a suggestion that was partially carried out. Current word is that there are traffic problems on Belleville Street now.

It surely is advisable to move all marine transportation to a single site where costly services (customs facilities, ticket terminals, schedule information, toilets, staff, eateries, taxi spaces, etc.) could be shared, saving money and wasting use of special waterfront land. Now is the time to consider another move, to Ogden Point for example, where all marine transportation could share one large site including the helicopter pad nearby and so provide a likely longer lasting location, and a more efficient and convenient place when passengers transfer.

WHARF STREET

The waterfront parking lot on Wharf Street west of Bastion Square (known as the Reid site) is being developed in an ad hoc way, apparently first come, first served, a shame considering its special potential and the fact that it was purchased with *greenbelt* funds. I suggest that Wharf and Belleville Streets be closed to traffic. Make them parks for pedestrians only. The current goal to attract more people downtown in order to increase business is resulting in more high buildings with few if any setbacks; the effect looks hemmed-in. Park space per thousand population necessary to balance the changes is insufficient and has been overlooked.

Close Wharf Street and the section of Belleville Street between Government and Oswego Streets to traffic. Make them pedestrian friendly for this so-called walkabout city. Bicycles qualify as traffic. Cyclists should be required to dismount and continue on foot.

The arch design of the wall below Wharf Street (on the Reid site) is attractive and pleasing especially when viewed from vessels entering the harbour - a pattern that could establish a tone for the whole area. They might represent a remnant of Victoria as it used to be during early years - the brief gold rush era, the booze, so-called ladies of the night, Justice Matthew Begbie, the Dunsmuir influence, etc.). The site was purchased with *Greenbelt funds* and should be recognized as a bonafide public park. Ad hoc developments there should stop; they do nothing for desirable aesthetics (which might be at odds with business interests and/or priorities).

Build nothing above street level around the harbour in order to retain sea views (including street-end views) that are seen by pedestrians and passengers in vehicles, and vice versa the old warehouses seen from vessels entering the harbour. Establish all waterfront lands around the Inner Harbour as public park to enhance the overall scene and experience.

Keep moorage facilities minimal both from a visual aspect (blocking sea views) and pollution (harmful to health and to other species).

Establish the specific width of the public pathways, also of setbacks. If a decision is made to name a portion of the waterfront path after an individual, market value should be the determinant charge for that form of self-advertising. The offer should be advertised and available to all impartially. (Incidentally, the name Galloping Goose (trail) is catchy; better than David Foster Way in my opinion.)

REESON PARK

It is hoped that waterfront Reeson Park (north of Regent Hotel on Wharf Street and south of Johnson Street Bridge) will remain in place. Conveyed to the city by former mayor Peter Pollen and a colleague, the park is often frequented by young people including travelers who stay at the hostel nearby.

THE LOWER CAUSEWAY AND SHIP POINT

Instead of permitting commercial activities along the entire causeway, limit and confine retailing to a specified area (e.g. at Ship Point).

Make access to the lower causeway from the Visitors' Information Centre (junction Wharf and Government Streets) by physically handicapped people possible and safe (e.g. by reducing the width of the stairs there and covering the removed edges with a gently sloping, firm surface, shoot-type pathway).

Retain the public viewing balcony around the information centre.

SOME BACKGROUND

The 'Reid' site is public open space as a result of public protest that included picketing and was organized by Victoria Waterfront Enhancement Society members when Mr. Sandy Reid of Vancouver proposed building a hotel on his property there. Premier W.A.C. Bennett's administration established a \$25 million fund via the *Greenbelt Protection Fund Act* legislation. The Reid site was purchased with funds made available via the *Greenbelt Protection Fund Act* (1972) and was to be preserved as such, "in perpetuity".

The province sought to replace the *Greenbelt Protection Fund Act* with the *Greenbelt Act* (1977), a move intended to enable disposal of the Reid site which was transferred to the Provincial Capital Commission for \$1 that year. The replacement provided considerably less protection (only property acquired as a gift for greenbelt is safe from disposal by simple cabinet order). In October of that year, the Minister of Recreation (Sam Bawlf who was responsible for the PCC) unveiled the first development plans for the property - a retail food market but it failed to attract any interested private

developers.) Mayor Peter Pollen and Councillor Robin Blencoe supported keeping the Reid property as open green space. (The *Greenbelt Protection Fund Act* includes the words, "in perpetuity". Dictionaries define in perpetuity as meaning "for ever", the likely intention. Might not it be assumed that the subsequent *Greenbelt Act* does not/cannot legally apply to the "Reid" site?)

Bawlf secretly called together a group of downtown businessmen which was known as the Pan Pacific Society and asked them to put a proposal for a convention centre together. (The convention centre is now the City's liability). Also in 1978, a Crown grant removed the so-called CPR property along Belleville Street on the Inner Harbour which was bought in May, 1975 along with the Princess Marguerite for \$1.5 million. As with the Reid property, title was switched to the Capital Commission. During that time, the Province sold the waterfront Rainbow site in Vic West to developers (all without so much as a squeak of protest from Victoria councillors of the day although it had been purchased for park use. 29 days after purchase, the developer gained a profit of \$180,000 - no buy-back clause, no first refusal clause, and no design approval clause.)

Records show that the Reid property lost its greenbelt status in 1978 under an order by then Environment Minister Jim Nielsen approved by his cabinet colleagues. Order-in-council No. 628 dated March 16 1978, and signed by Nielsen and Deputy Premier Grace McCarthy turned the Reid property over to the Provincial Capital Commission, the agency responsible for planning and development of provincial lands in the capital area, in co-operation with local municipalities. In October, then recreation minister Sam Bawlf - who was responsible for the PCC - unveiled the first development plans for the property, a proposed retail food market.

Also, on April 11, 1978, a Crown grant removed from greenbelt protection the so-called CPR property along Belleville Street on the Inner Harbor, which had been bought in May, 1975, along with the Princess Marguerite for \$2.5 million, title of which was switched to the Capital Commission.

At the public hearings for the proposed convention centre on the Reid site, Norm Pearson disclosed that funds made available under the *Green Belt Protection Fund Act* were used to purchase the ferry property on Belleville Street. The City had requested that the cadet property near Mary Street be purchased with greenbelt funds but at the time the government felt it could not extend the purchase to the cadet property in addition to the other.

The point of the controversy is that it was intended to be protected, "in perpetuity" as greenbelt - yet was removed from greenbelt protection in 1978 without so much as a peep of protest from the City. Why not? This priceless asset was being destroyed systematically and with council's consent and connivance. And what about Bawlf's delux condominium on the Inner Harbour? Council approved height concessions in return for some "open space" (which actually wasn't open space but underneath the building). So much for protecting business!!

August 28, 2014

Copy:
Focus Magazine
Times Colonist
Victoria News

Harbour Vitality Principles

Share Your Thoughts With Us!

The City of Victoria has developed draft guiding principles to help guide revitalization and to shape future development and enhancements along the Inner Harbour. We are now looking for your feedback on the draft principles.

Please submit your comments to the Customer Service Ambassador on the main floor of City Hall or to the Development Centre located on the second floor. You can also email your comments to harbourdialogue@victoria.ca. For a digital copy of the *draft Harbour Vitality Principles* visit www.victoria.ca/harbourdialogue.ca

Feedback is being accepted until 4 p.m. on August 22 and will be shared with Council this September.

What do you think about the *draft Harbour Vitality Principles*?

The basic concept of the Harbour Vitality Principles is certainly an improvement over the past years where it seemed after the industrial period that no one was really basically interested. Harbour planning was at an all-time low until it was decided by city council to come up with the policy plan and design guidelines for the Songhees Area of Victoria West. There were those folks that never gave up on the principle of a working harbour of bygone years. That has past and we have an middle harbour lined with condominiums, town houses and hotels, It has become a peoples place to live and work. It has become vibrant place with multiple activities for everyone to enjoy. People and tourist can walk and enjoy the harbour walkways and enjoy green spaces. I often to hear the words spoken in terms of the harbour being a "working harbour" as though that is somehow significant, but I say to you, that all public harbours are working harbours in one form or another. The words "working harbour" are really a misnomer perpetuated by those in high places who would like us to believe that the residential community is somehow not part of the harbour. However, as taxpayers we have an equal say in ALL harbour matters which impact our lives.

[illegible]

Harbour Vitality Principles

Share Your Thoughts With Us!

The City of Victoria has developed draft guiding principles to help guide revitalization and to shape future development and enhancements along the Inner Harbour. We are now looking for your feedback on the draft principles.

Please submit your comments to the Customer Service Ambassador on the main floor of City Hall or to the Development Centre located on the second floor. You can also email your comments to harbourdialogue@victoria.ca. For a digital copy of the *draft Harbour Vitality Principles* visit www.victoria.ca/harbourdialogue.ca

Feedback is being accepted until 4 p.m. on August 22 and will be shared with Council this September.

What do you think about the *draft Harbour Vitality Principles*?

I draft harbour vitality principles is viewed as an excellent way to engage interested parties to become involved in changes to the harbour, particularly those who work, live, play etc here in the harbour. It is noted with interest that the floatplane terminal facility is going to be relocated to a new location in the inner harbour. This area is a high density traffic area and the safety factor involving the "mixed use" of seaplanes and vessels requires an International Safety Organization (ISO) 31000: 2009 Risk Management Principles and Guidelines study in conjunction with its the new ISO/TR31004: 2013 Risk Management – Risk assessment techniques. These two (2) ISO documents are a part of the Transport Canada, Civil Aviation, Safety Management System and are required to be done for the new floating Terminal Building. It makes sense that this important public harbour safety matter be incorporated within the very early planning stages of the new terminal facility. I would recommend that an accredited aviation consultant be hired to conduct the SMS and ISO work.

This image shows a single sheet of white paper with horizontal blue or grey ruling lines. The lines are evenly spaced and run across the width of the page. There are approximately 20 lines visible. The paper appears to be a standard notebook or composition paper.

Harbour Vitality Principles

Share Your Thoughts With Us!

The City of Victoria has developed draft guiding principles to help guide revitalization and to shape future development and enhancements along the Inner Harbour. We are now looking for your feedback on the draft principles.

Please submit your comments to the Customer Service Ambassador on the main floor of City Hall or to the Development Centre located on the second floor. You can also email your comments to harbourdialogue@victoria.ca. For a digital copy of the *draft Harbour Vitality Principles* visit www.victoria.ca/harbourdialogue.ca

Feedback is being accepted until 4 p.m. on August 22 and will be shared with Council this September.

What do you think about the *draft Harbour Vitality Principles*?

Comments regarding: Harbour Vitality Principles DRAFT

Thank you for providing copies of the draft document at the front desk, most convenient.

- 1) Principles are relevant only if they are meant, and respected. The release of the Harbour Air lease on the same day as the principles document taints the process and the document itself. The newspaper coverage added more negativity in that the concept in the paper showed the terminal to be at the Lower Wharf site whereas the lease is for Ship's Point.
- 2) Policy Direction statement: Although generally a good statement, there are two problems within -
 - a. It does not adequately reflect the role of Victorians to bring vitality to the harbour.
 - b. It puts emphasis on a non-entity, a working harbour, whereas "**A harbour that works**" might serve as a more inclusive vision statement.
- 3) Several of the schematics do not reflect an element, which was expressed by participants, namely a vision from the water to the street. By placing buildings, on the water and at water's edge, the principle is denied and the public connect to the water compromised.
- 4) Site Considerations: Generally there is good coverage of considerations. However, the common statement regarding people use is "pedestrian", as though the role of people is to walk through. There needs to be further consideration to the average person's potential 'use' of the land and water spaces. Although 'access' to the seaplane terminal is identified, considerations of the siting of the terminal *vis a vis* the conflicting needs is not included. The demands of an airport for space to ensure safety and compatible land use must be a mandated consideration.
- 5) Guiding Principles:
 - a. 4. Overarching: The statements are good but should be strengthened. For example, the statement wherein links 'should be improved by completing...' should be strengthened to reflect the input at the forums. Perhaps could state that the links should integrate where possible with existing up-land streets.
 - b. 4.2 ecological well-being should be undertaken everywhere, rather than where possible. As an objective, one must allow for positive changes over time. Ecological principles must also include emissions (of all modes of transport).

- c. 4.3 Society expectations change. Again, the harbour that works includes the citizenry. If the harbour wants people to be part of the vitality, expectations must be let, and evolve. To have a principle of supporting EXISTING water-based activity will create a stagnant dated harbour. Harbour use and businesses on the water and foreshore must adapt and be able and encouraged to change.
 - d. 4.4 Enhancing pedestrian safety and comfort through design and landscaping does not reflect the many statements made by those who have spoken about the parking areas. They do not want the area to be used as a parking lot. This section is somewhat internally inconsistent.
 - e. 4.6 In sessions, the need to carve out, or create, passive "linger" use was identified.
- 6) Belleville Terminal site:
- a. 5.4. With regard to rest points, I would want to see innovative seating/rest points which are used in other cities rather than benches.
 - b. The Concepts, including the Enhancement Concept are similar with the exception of the one which incorporates a hotel. A hotel in this spot would be unacceptable.
 - c. With suitable landscaping, the greenway towards the west end could serve as a visual welcome to visitors.
- 7) Ship Point Site:
- a. 6.1 This principle goes against most public views. The elimination of parking was strongly identified as a necessary rehabilitation for this site. Rather than create a parking lot that could be used for events, why not create a public space for people to use and that can be used for festivals.
 - b. Identifying, seaplane parking and other needs as a principle, denies the public process and the most of the concepts which has the seaplane terminal sites further north on the Lower Wharf site.
 - c. Seaplanes are small and hold only a few people. To create bus spaces between the water and public realm puts the pecuniary interests of one company ahead of the public interest.
 - d. 6.3 If vitalization – authentic – is desired then the focus should be on creating public space for use all of the time rather than focus on programmed 'engagement' of Victorians. Rather than design for pedestrian use, design for people use.
 - e. Concept 1 does not respect the need to minimize the impact (smells and noise) from the seaplanes on the public space. There are also too many buildings between the water and the public space.
 - f. Concept 2 respects the input from the forums regarding the seaplane terminal but has too many buildings between the water and public space.
 - g. Concept 3 has a couple of interesting features.
 - i. The moving theater is interesting, but with planes situated at Ship's Point, noise levels for any audience might be too much.
 - ii. The open space with only one building between the water and public space is an improvement over the other 2 concepts
- 8) Lower Wharf Street Site
- a. Principle 7.1 Aside from staff (Harbour Pathway Special Places) I have not seen any preference or support of a "beach".
 - b. 7.4 this site, more than any other, should highlight the presence of, and contributions of, the Hudson Bay to this region.
 - c. All of the plans have interesting elements. A negative to most except team 3 is the insistence of parking right at the water's edge. Team 3's concept with the team 2 siting of the seaplane terminal could be very good – hiding the parking under a green area.

Harbour Vitality Principles

Share Your Thoughts With Us!

The City of Victoria has developed draft guiding principles to help guide revitalization and to shape future development and enhancements along the Inner Harbour. We are now looking for your feedback on the draft principles.

Please submit your comments to the Customer Service Ambassador on the main floor of City Hall or to the Development Centre located on the second floor. You can also email your comments to harbourdialogue@victoria.ca. For a digital copy of the draft Harbour Vitality Principles visit www.victoria.ca/harbourdialogue.ca

Feedback is being accepted until 4 p.m. on August 22 and will be shared with Council this September.

What do you think about the draft Harbour Vitality Principles?

"OUR IMPLEMENTATION STRATEGY" STATES "YOU WILL CONTINUE THE POSITIVE COLLABORATION WITH KEY HARBOUR LANDOWNERS". WE ARE LANDOWNERS RESIDING IN THE THE INNER HARBOUR DISTRICT YET WE HAVE NEVER BEEN INCLUDED IN YOUR LANDOWNERS CONSULTATIONS.

WE OWN AND SHARE PART OF THE HARBOUR PATHWAY AND YET THIS WHOLE DOCUMENT DENIES RESIDENTS AS STAKE HOLDERS/LANDOWNERS.

THIS IS A PUBLIC PORT WHICH INCLUDES RESIDENTS AND MARINE OPERATORS, HOWEVER BUSINESS TENANTS THEIR REPRESENTATIVES AND BUSINESS LOBBY GROUPS ARE GIVEN TOP CONSIDERATION WHILE WE RESIDENTS/ (LANDOWNERS) RECEIVE VERY LITTLE CONSIDERATION.

THERE NEEDS TO BE A PUBLIC HEARING. SO FAR YOUR CONSULTATION PROCESS IS SADLY LACKING (CONDUCTING MEETINGS ON MOTHERS' DAY WEEKEND & DURING SUMMER IS WRONG)

I FEAR IT DOESN'T MATTER WHAT I SAY - YOU WON'T HEAR ME, AND TO NOT BE HEARD OR LISTENED TO IS SO INSULTING AS YOU INVITE PUBLIC OPINION — NOT TRUE IN MY EXPERIENCE

I FEAR YOU ARE GOING TO DESTROY OUR BEAUTIFUL INNER HARBOUR !!

YOU CATER TO TOURIST BUSINESSES & TOURISTS AND AT THE SAME TIME IGNORE THE NEEDS OF YOUR OWN PEOPLE !!

From: [redacted] 4/1/11

Harbour Vitality Principles

Share Your Thoughts With Us!

The City of Victoria has developed draft guiding principles to help guide revitalization and to shape future development and enhancements along the Inner Harbour. We are now looking for your feedback on the draft principles.

Please submit your comments to the Customer Service Ambassador on the main floor of City Hall or to the Development Centre located on the second floor. You can also email your comments to harbourdialogue@victoria.ca. For a digital copy of the draft Harbour Vitality Principles visit www.victoria.ca/harbourdialogue.ca

Feedback is being accepted until 4 p.m. on August 22 and will be shared with Council this September.

What do you think about the draft Harbour Vitality Principles?

Please will you consider transferring the float-plane companies' bases to Esquimalt.

If this is not possible in the short term, will you please institute a ruling preventing take-off of aircraft in the zone adjacent to the Longhairs or Fishermans wharf.

Singh.

Local Bird.



August 21, 2014

City of Victoria
Community Planning Division
email: harbourdialogue@victoria.ca
Robert Batallas RPP, MCIP - Senior Planner
1 Centennial Square
Victoria BC
V8W 1P6

Dear Robert;

RE: FEEDBACK ON THE DRAFT HARBOUR VITALITY PRINCIPLES

Greater Victoria Harbour Authority thanks you for the opportunity to provide our feedback and comments regarding the Draft Harbour Vitality Principles.

The following 5 pages summarize our input. We look forward to further dialogue and exchange of ideas as the planning process unfolds.

Sincerely,

Curtis Grad
President and CEO

GREATER VICTORIA
HARBOUR AUTHORITY

600 - 1019 Wharf Street
Victoria, BC Canada
V8W 2Y9

Corporate Tel: 250.383.8300

Marina Tel: 250.383.8326

Fax: 250.383.8306

Web: www.gvha.ca

GVHA comments on:

City of Victoria's
Draft Harbour Vitality Principles document
Print date: July 17, 2014

1. Introduction

- An overview before the Introduction, setting out the key strategic/policy driver(s) of the City's role/vision for these particular sites would be useful:
 - It is somewhat defined throughout but not overly clear
 - Some drivers may include
 - Protection and enhancement of public space
 - Defining a common vision for the Harbour
 - Linkage to all harbour fronting sites
 - Consistency of look and feel with all Inner Harbour sites
- GVHA fully supports the three principles presented, particularly #3 as it is imperative that the three key inner harbour property owners (ie: Province of BC, City of Victoria and GVHA) collaborate to make the most effective and coordinated use of their collective waterfront lands / water lots and work together to leverage scarce capital resources and grant funds to maintain/improve critical marine infrastructure and public realm assets.
- In addition to the three guiding principles presented, GVHA suggests the following additions;
 - commitment to meaningful engagement of Esquimalt Nation and Songhees Nation throughout the planning process and material involvement of the nations in the harbour economy going forward,
 - commitment to a competitive "open market" environment in which transportation terminals/facilities are developed on a public, common-use, non-exclusive basis and, more specifically, commercial operators (ie: ferry and float plane companies, whether existing or future new entrants), have fair and equitable access to consolidated terminal facilities/services at comparable rates (ie: Canadian airport authority model), and
 - commitment to promoting operating/business models that ensure sufficient ongoing and long-term harbour infrastructure re-investment on a self-sufficient basis without dependence on operating/market subsidies.
- It may be worth having the Council-approved policies, regulations, zoning bylaws and related technical studies detailed in an Appendix with links (if available) for the reader

2. Background

- **Policy Direction**
Suggest insertion of "and linkage of land and water to facilitate marine-based commerce" at the end of the 4th bullet relating to Working Harbour
- **Strategic Sites**
Detailed comments in sections 5-7 below.

3. Guiding Principles

- Intro line either in this section or the Overarching Guiding Principles section that is a strong reminder the strategic and critical importance of the connection between land uses and water uses ... mentioned throughout in some of the bullets however it seems lost in the overall messaging
- Suggest the last line in the last paragraph be in BOLD and as a separate line

4. Overarching Guiding Principles

- 4.1 third bullet, per comments in section 5 below, the Belleville site should be configured to ensure maximum extent of waterfront is publicly accessible ... specifically, re-location of existing Coho berth further west would open up more waterfront for routing of the David Foster Way next to the water's edge (similar to causeway)
- 4.1 sixth bullet should include "international port of entry for float plane and ferry passengers"

- 4.4 second bullet focuses solely on the Belleville Terminal as a transportation hub ... should also include seaplane terminals (ie: Harbour Air & Hyack)

5. Belleville Terminal

General Comments

- Detailed site planning (current/future) should optimize/economize use of site to fit the International terminal on the most compact/efficient area practicable to free up the remainder of uplands for other complementary uses including potential for operation of future domestic ferry terminal/services; specifically Victoria-Vancouver, as well as other compatible public/commercial uses (see drawing below)
- Further to above, installation of V-shaped fendering to aid in the berthing of the Coho ferry (similar to BC Ferries) would avoid need for 200 ft "run-out" zone in front of the ferry berth
- Re-location of the existing Coho berth further to the west should be given serious study/consideration (vs rebuilding in current location), as this will provide better vehicle/road alignment for ingress/egress with Oswego Street, drastically reduce operational impacts on Coho operations during construction and eliminate access issues of the new design on the existing service corridor / under-pass to the Steamship Terminal
- Further to above, site should be configured to ensure maximum extent of waterfront is publicly accessible ... specifically, re-location of existing Coho berth further to the west would open up more waterfront for routing of the David Foster Way next to the water's edge (similar to causeway) ... the current/proposed site layout unnecessarily sterilizes a long stretch of waterfront to meet International terminal security/customs requirements ... consolidation of the international terminal to the west, and reservation of the existing Coho site for future domestic ferry operations, dramatically reduces this risk/impact
- Per above, plan should advocate that new combined international (and any future domestic) terminal will operate as an "open" public, common-use, non-exclusive facility available for use by existing ferry operators and future new entrants on a fair/equitable basis w/ sufficient land reserved for future domestic ferry service
- Water lots are not specifically addressed in terms of their importance/connection to upland terminal facilities, as well as ancillary/complementary commercial (ie: domestic/local ferry moorage, development, etc.) and public realm (ie: harbour walkway, public restrooms, park space, etc.)
- Onsite uses & activities
 - Should stress the international gateway (including CBSA & USCBP inspection facilities)
- Adjacent Uses & Activities
 - Should separate out landside and waterside adjacent uses & activities
 - Residential should be added as Laurel Point is adjacent
 - Don't think the Parliament Buildings are adjacent
 - From an overall perspective, emphasize that rendering are strictly conceptual
 - Specify max. bldg height, per current zoning (4 stories, if memory serves)
 - Pg 12
 - add "international" in front of "gateway" on last sentence of "Key Opportunities" section
 - Section 5.1, first bullet, last sentence, after "Future transportation needs" suggest adding words "including potential relocation of downtown bus depot from Belleville/Douglas"
 - Section 5.2, third bullet, suggest adding narrative at end of sentence to emphasize need for proper/efficient site planning to avoid unnecessarily sterilizing a long stretch of waterfront to meet International terminal security/customs requirements
 - Section 5.4, third bullet, delete "CPR" ... also suggest adding narrative on site planning ensuring, to maximum extent possible, that waterfront is publicly accessible ... specifically, re-location of existing Coho berth further to the west would open up more waterfront for routing of the David Foster Way next to the water's edge (similar to causeway)
 - Pg 13
 - Point 6 should reference passenger ONLY ferries generally, not specific company
 - Point 8 should reference passenger/vehicle ferries generally, not specific company
 - Point 9 should reference existing building generally, not specific company
 - Point 10 remove CPR, as building is now branded "Steamship Terminal"
 - Pg 15 – as this is concept as stated design should state ferry lounges, not specific companies
 - Pg 16
 - Point 5 should reference passenger ONLY ferries generally, not specific company
 - Point 6 should reference passenger/vehicle ferries generally, not specific company

- Point 8 should reference existing building generally, not specific company
- Point 10 remove CPR (per above)
- Pg 17
 - Point 4 should reference passenger ONLY ferries generally, not specific company
 - Point 5 should reference passenger/vehicle ferries generally, not specific company
 - Point 7 should reference existing building generally, not specific company
 - Point 8 remove CPR (per above)
 - Point 13 (add) re benefit of site vehicle entry/exit w/ Oswego Street
- Pg 18
 - Point 4 should reference passenger ONLY ferries generally, not specific company
 - Point 5 should reference passenger/vehicle ferries generally, not specific company
 - Point 7 should reference existing building generally, not specific company
 - Point 8 remove CPR (per above)
 - Point 10 (add) re benefit of site vehicle entry/exit w/ Oswego Street
- Pg 19
 - Point 7 should reference ferries' passengers generally, not specific company
 - Point 9 remove CPR (per above)
 - Point 12 should reference passenger ONLY ferries generally, not specific company
 - Point 13 should reference passenger/vehicle ferries generally, not specific company
 - Point 14 (add) re benefit of site vehicle entry/exit w/ Oswego Street

6. Ship Point

General Comments

- Onsite uses & activities
 - Should stress the international gateway as Kenmore flies here
 - Ship Point needs a focal point / marquis bldg at end of pier
- Adjacent Uses & Activities – separate into landside and waterside uses
 - Landside Uses
 - To be added
 - Retail
 - Marine Tourism
 - Public Space (Causeway)
 - Hotels
 - Waterside Uses
 - To be added
 - Marinas
 - Marine tourism
 - Consider potential use of Transport Canada remnant steamship Nav Waters between Ship Point and Undersea gardens site, to allow larger vessels to moor
- Ancillary/Support Services
 - More People = more garbage – need to plan for this, i.e. access for vehicles / enclosure areas
 - Ship Point needs to have a fire suppression plan
- Pg 20
 - Section 6.1, fifth bullet (add), suggest “alternatively, consolidate the two existing seaplane terminals centrally near former customs float, with seaplane passenger parking centralized on the Lower Wharf street site, providing more space/flexibility/capacity for events/festivals on Ship Point site
 - Section 6.1, sixth bullet (add), suggest declaration of site development limitation due to geotechnical conditions, making any significant structure technically challenging / cost-prohibitive
 - Section 6.3, fifth bullet (add), suggest potential relocation of current night market activities from Ship Point pier to base of wall in current parking lot in front of the 24 arch retaining wall (perhaps a two-storey, 3-season rustic/timber structure??) ... doing so would eliminate timing/space conflicts between night market and event/festival activities and provide more animation and architectural interest in what is now barren parking lot
- Pg 24 Point 4 'conceptual' moorage reallocation from Wharf Street is not nearly enough in layout design

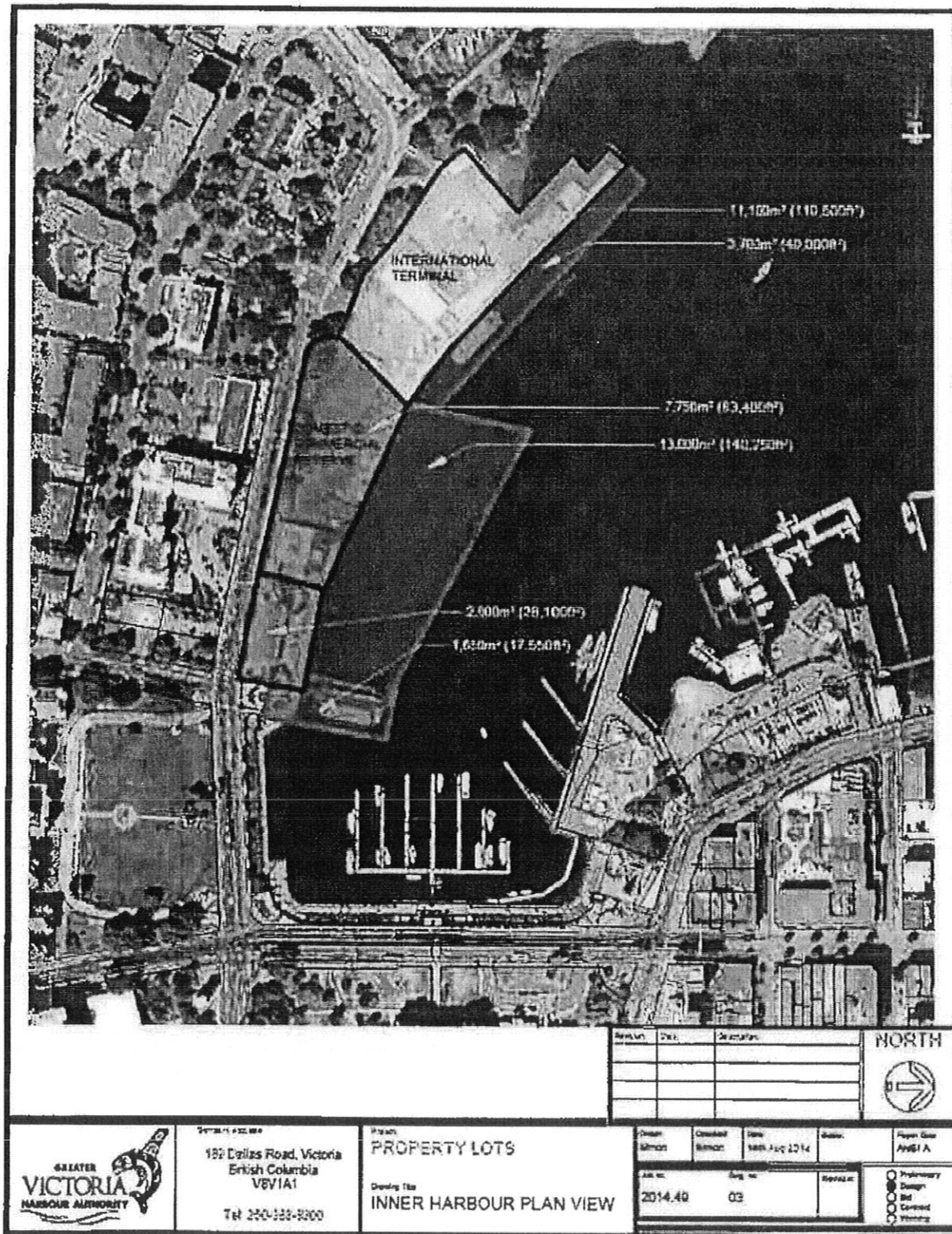
7. Lower Wharf Street

General Comments

- Narrative in this section focuses almost exclusively on public amenity/realm space ... the Ship Point site which, due to geotechnical conditions, location/proximity to the core of the Inner Harbour and value as an event/festival space, is best suited to public amenity/realm use, whereas Lower Wharf Street is more removed from the core, has better geo-tech conditions to accommodate development and, frankly, has a tremendous commercial value/potential which the Province will seek to maximize, so the plan should reflect/anticipate this reality
- Onsite uses & activities
 - Should stress the international gateway as current terminal still has Customs clearance and applicable zoning
 - Plan should state commitment to a competitive “open market” environment for seaplane terminals/facilities, developed on a public, common-use, non-exclusive basis and, more specifically, commercial operators (ie: ferry and float plane companies, whether existing or future new entrants), have fair and equitable access to consolidated terminal facilities/services at comparable rates (ie: Canadian airport authority model) and, further, the plan should express desire for existing sea plane terminals (Harbour Air & Hyack) to be combined/co-located and rationalized to make efficient use of precious water lot properties and upland parking/logistics (taxis, deliveries, etc.)
- Adjacent Uses & Activities – separate into Landside and Waterside uses
 - Landside Uses
 - To be added
 - Residential
 - Hotel
 - Waterside Uses
 - To be added
 - Seaplane terminal
 - Marinas
 - Marine tourism
 - Emphasize connection/integration with extension/development of Harbour Pathway to north, in conjunction with Northern Junk / Janion redevelopments and bridge construction
- Ancillary Services/Support
 - Ensure that there is access to GVHA waterfront for garbage removal and maintenance
 - Need parking spots for a maintenance vehicle and commercial vehicles making deliveries to docks
 - Need to ensure ROW agreement in place across uplands to GVHA waterlot for access, elect & water
 - Team 1 plan shows lost moorage due to beach – huge commercial impact on GVHA

General/Closing Comments

- GVHA remains supportive of a collaborative, consensus-driven approach (including meaningful engagement and involvement of local First Nations) which supports the long-term vision and future development of the harbour and is financially self-sustainable in the long-term
- Consensus will be key in securing federal and provincial funding support for rehabilitation of the existing marine infrastructure, public realm amenities and construction of “open” common use terminals and, equally important, the development plan must ensure future traffic/market/population growth and entry of new operators and/or competitors is accommodated (ie: protect against “de facto” monopolies), and, finally,
- The operating/business models for development of these three key strategic sites must ensure sufficient ongoing infrastructure re-investment and sound/market-based business models to remain viable/vibrant





August 22, 2014

City of Victoria,
#1 Centennial Square,
Victoria BC V8W 3P6

Attention: Robert Batallas, Senior Planner

Dear Sir;

Subject: Comments on the City of Victoria draft Harbour Vitality Principles (July 17 2014)

Please accept these comments from the Victoria Esquimalt Harbour Society (VEHS) on the draft *Harbour Vitality Principles*. Notwithstanding the comments and concerns presented below, VEHS fully supports the initiative of the City of Victoria to revitalize Victoria's Inner Harbour by means of readying the planning for the three subject properties. The focus of our concerns as noted below, is to ensure and be assured that the results of the exercise in hand are logically focused, responsive to advice provided, and readily useable, and that they will meet the expectation of the Victoria City Council and the citizens of Greater Victoria as to proper and effective harbour use as a valued local and regional resource.

Comments & Observations:

We, first and foremost, commend the City on your commitment to a working harbour throughout the subject document. We are particularly pleased with the strength with which this is presented in the Overarching Guiding Principles (OGPs).

- The points in OGP 4.3 Support a Working Harbour reflect the vision and mission of the VEHS and we are pleased to see them articulated here with the associated recognition of the importance of the working harbour to the "character and fabric of the city".
- We also support other OGPs that recognize water-side values, notably OGP 4.5, which states the need to create public spaces that celebrate Victoria's water-based history, and OGP 4.7, which identifies the need to enhance the visual experience from the water. These OGPs reflect the input provided to the City by VEHS at our meeting on this topic and in our input to the design process and it is wonderful to see these considerations included.
- Bullet #1 of OGP 4.6 should be amended to reflect the need "to promote activities and uses that support enjoyment of the Inner Harbour by the public **on land and water**".



We have specific suggestions to improve the document and process, as follows:

Re Guiding Principles

- As noted above, we acknowledge and support the “**Overarching Guiding Principles**” presented as applicable to (almost) anywhere in Victoria Harbour.
- We also support the Site Specific Guiding Principles that refer to the need to integrate planning for land and waterside characteristics. However, we strongly believe that integrative planning for the land-water interface would be strengthened by:
 1. Including the water and seabed portions of harbour-front properties within the planning boundaries. These areas are the very *raison d’être* of the harbour uses of the adjacent upland areas. The inclusion of these areas within in the study area boundaries would create a more specific requirement to consider uses and values (ecological, social, cultural and economic) from the waterside.
 2. Articulating a set of principles that more fully include water-side considerations and apply to all parts of the Harbour as a holistic land-water resource system. With this in mind we put forward the following additions to the set of Harbour Vitality Principles:
 - Victoria Harbour is a social, economic and environmental resource of community and regional significance. Both waterside and landside elements combine to create a vibrant working harbour.
 - The Harbour bed, water column and surface and its land–water interface form an inter-dependent holistic system, which cannot be separated in considerations of harbour planning. As such, the adjacent water lots and associated seabed and water column are integral elements of harbour-front land-based properties, irrespective of ownership.
 - The character and suitability and constraints of the nearshore and benthic environment of harbour-front sites are fundamental determinants of what should and should not take place both there and on and at the adjacent upland harbour front-properties and, therefore, should be included in planning of such properties.
 - The retention of connectivity between land and water and commerce is fundamental to sustaining precious water-based industry in Victoria Harbour and is the best use of these valuable harbour-front lands.
 - Fundamental to the planning of harbour properties is the underpinning of the information base with a thorough characterization of the physical, ecological and social attributes of both the land–side and the water-side of the subject sites.



Re Need for a single integrated concept for each study site

- We are disappointed that this exercise was not taken one step further to synthesize the inputs and design concepts into a single optimized planning concept for each of the 3 investigated sites that a) contains the best ideas and features of the 3 working concepts derived for each site, b) eliminates features that are unacceptable or wholly unrealistic, and c) is augmented by the acumen and experience of the central players. Our preferred outcome is a single "shelf ready project" for each of the 3 sites, as was presented in the Project Charter for the Inner Harbour Revitalization Project , which explicitly intended this exercise to provide "a report to Council which will identify specific opportunities for the revitalization and enhancement of 3 Inner Harbour Strategic Sites " to "help position the City for future funding or other opportunities to realize the enhancement or redevelopment of these strategic sites."
- Without a single integrated concept, each of the example concepts takes on a life of its own and could become the subject of comparative debate. If the City wants to be poised to respond to funding opportunities, a single shelf-ready concept needs to be available.
- A commentary is needed that describes the commonalities in the design features of the respective working concepts, as consistent with the guiding principles, and which identifies features in the concepts that are known to be unacceptable, undesirable or superseded (see examples below).

Re : Unacceptable or superseded features

a. Team 2 concept for Belleville Terminal

Re. combined Terminal Building with new docks and potential hotel on upper floors

- It was made quite clear by several participants at both the Workshop table and in advisory discussions that the inclusion of a "potential" hotel on upper stories" as an option in this concept was in contravention of the long standing tacit principle of "no further hotels or condominium buildings on the harbor side of Belleville Street or Wharf Street or Store Street and in keeping with the *de facto* principle of harbour land uses needing to be waterfront dependent.

b. Team 2 concepts for Ship Point and Lower Wharf Street

Re. float plane terminal relocation from Ship Point to Lower Wharf Street site

- The inclusion of this item as an option at the Lower Wharf Street location portrayed was conditional on its acceptability to Harbour Air.
- At the design charette, the Senior Vice President of Harbour Air, Randy Wright made clear that moving the float plane terminal to Lower Wharf Street was not an option and he requested that the City make this clear in its communications on the Harbour Planning



process. Shortly after the design charette, it was announced that the Victoria Float Plane Terminal Ltd had agreed to a 20 year lease with the City at the Ship Point site.

- It should be made more clear in the document that the design concepts for Ships Point and Lower Wharf Street that suggest relocating the floatplane terminal are not feasible.
- We support the guiding principle to retain parking to accommodate the seaplane terminal at Ships Point.

We look forward to further participation in this process. Thanks to the City of Victoria planners for putting this together.

Yours truly,

A handwritten signature in black ink, appearing to be "Hannah Horn", written over a horizontal line.

Hannah Horn
President, Victoria Esquimalt Harbour Society
hlhorn03@gmail.com

Ccs: Mayor & Council, City of Victoria
Directors, Victoria Esquimalt Harbour Society

Subject:

FW: Followup to VEHS input into draft Harbour Vitality Principles

Subject: Followup to VEHS input into draft Harbour Vitality Principles

Dear Mayor Fortin & Councillors,

On 22 August 2014, we provided comments to your staff on the draft report "Harbour Vitality Principles" dated July 17, 2014 (copy attached). We are pleased to see our input incorporated into several amendments that recognize the importance of water-side values during planning. However, another key concern has not been addressed, and that is that the draft report does not present a single integrated concept for each study site as required by the City's Project Charter for Inner Harbour Revitalization. The Project Charter explicitly intended this exercise to provide *a report to Council which will identify specific opportunities for the revitalization and enhancement of 3 Inner Harbour Strategic Sites to help position the City for future funding or other opportunities to realize the enhancement or redevelopment of these strategic sites.*

It continues to be disappointing that the overall outcomes of this project do not include a synthesis of the inputs and design concepts into a single optimized planning concept for each of the 3 investigated sites that

- a) contains the best ideas and features of the 3 working concepts derived for each site,
 - b) eliminates features that are unacceptable or wholly unrealistic, and
 - c) is augmented by the acumen and experience of the central players,
- all as was expected, based on the approved Project Charter and briefings provided to the participants in this exercise.

We note that without a single integrated concept, each of the example concepts could become the subject of comparative debate, resulting in further costly and time consuming public consultations. VEHS believes that, if the City wants to be poised to readily respond to funding opportunities, a single shelf-ready concept needs to be available for each site examined.

In this regard, we would like to know how, when and why did this fundamental objective of the Project Charter get removed from the requirements of the exercise?

We are strong supporters of the initiative of the City of Victoria to revitalize Victoria's Inner Harbour by means of proactive planning. While we support the amendments to the principles, and encourage Council to adopt these amendments, we also urge you to have your staff and its retained consultant complete the assignment as required, in accordance with the approved Project Charter.

Yours truly,

Hannah Horn

President, Victoria Esquimalt Harbour Society

Phone: 778-433-8157

Cell: 250-888-9602

Robert Batallas

From: Paul Nursey <paul.nursey@tourismvictoria.com>
Sent: Monday, Sep 8, 2014 5:51 PM
To: harbourdialogue@victoria.ca
Subject: Feedback on Inner Harbour Dialogue process

Hello Robert,

"Thank-you for the opportunity to review the draft outputs from the City of Victoria's Inner Harbour dialogue process.

As you know, the Transportation Committee of Tourism Victoria, which is composed of 40 key transportation businesses, released its *Passenger Gateway Strategy* in 2013. The *Passenger Gateway Strategy* identifying an improved and consolidated Belleville Terminal as its number one transportation priority of the tourism industry in Greater Victoria. As a result, Tourism Victoria is supportive of this process from the City of Victoria which lays the groundwork from the City of Victoria's perspective around future development, modernization and consolidation of the Belleville Terminal. Tourism Victoria's other primary interest in ensuring that all parties are aligned behind a set of Guiding Principles which will best support all of our chances of securing resourcing from senior levels of government to execute on plans."

PAUL NURSEY | President & CEO

TOURISM VICTORIA | Marketing our favourite destination

Suite 200 – 737 Yates Street | Victoria, BC | Canada V8W 1L6

d 250-414-6975 | c 250-414-6975 | f 250-361-9733

paul.nursey@tourismvictoria.com | [DMAP Accredited](#)

[Facebook](#) | [Twitter](#) | [Youtube](#) | [Flickr](#) | [Blog](#) | [Sign up for the Membership Matters eNewsletter](#)

From: [Robert Batallas](#)
To: [Rob Bateman](#)
Subject: FW:
Date: Monday, Sep 8, 2014 11:12:58 AM

From: Ryan Burles [mailto:rburles@cohoferry.com]
Sent: Monday, Sep 8, 2014 11:07 AM
To: Robert Batallas
Subject:

Good Morning Robert,

Thank you for the message and I apologize for not responding. BBFL has no concerns with the dialogue. Thank you for involving us in the process and I hope it creates a foundation for moving forward on Belleville.

Regards,

Ryan

From: [Robert Batallas](#)
To: [Rob Bateman](#); [Andrea Hudson](#); [Deborah Day](#)
Subject: FW: Draft Harbour Vitality Principles
Date: Wednesday, Sep 3, 2014 6:33:35 AM

FYI

From: Darrell Bryan [dbryan@victoriaclipper.com]
Sent: September 2, 2014 9:20 PM
To: Robert Batallas
Subject: Draft Harbour Vitality Principles

Robert

First allow me to apologize for my delay in responding .

I believe that you have done a good job in honoring the Guiding Principles. Clipper has no recommendations . We believe that you have a good product. Thank you, Darrell

Sent from my iPhone



September 3, 2014
City of Victoria
#1 Centennial Square
Victoria, BC V8W 1P6

Re: Harbour Vitality Principles Draft Comments

Dear Mayor and Council,

On behalf of the UDI Capital Region's Board of Directors and myself, we would like to thank you for including us in your Harbour Dialogue Technical Workshop. We collectively commend you on your extent of public engagement including not only the Technical Workshop but also your Harbour Dialogue Open House, Ideas Forum and Public Survey. Further, we appreciate the opportunity to offer feedback on the Draft Harbour Vitality Principles.

Below you will find our collected comments based on the particular sites studied at the Technical Workshop.

The Belleville Terminal

The Belleville terminal site will continue to be a very important entry point for marine based transport links. Currently it has suboptimal programming, and does not allow for interaction between the street and water's edge. We believe that some of the concepts from the workshop showed promise however they could be embellished with more economic vitality to include perhaps a hotel above the vehicular waiting area or bus loop, as suggested in one of the conceptual options. Enhancing the revenue generating infrastructure through strategies such as expanded retail or hotel premises, the economic case for redevelopment will become more apparent and the site will be better able to draw locals and visitors to the water's edge, not dissimilar to the activity surrounding Canada Place in Vancouver. Further, we believe the report would benefit from expanding on the catalytic actions needed to facilitate redevelopment work (economic generators, government funding etc) and commenting on the anticipated economic spinoffs that are expected from such a major capital investment.



Ship Point

The Ship Point concepts allow for a large public gathering area with a very interesting harbour focus. We regard this as positive, but feel that certain areas could perhaps be raised to allow for parking or buses below the plaza level if geotechnical and structural parameters permit. Further, continuous pedestrian access and open space is laudable but does not fully address the reality of seaplane access (if it stays in its current location), trucks for servicing the large vessel docks and the tourists and capital regional residents who may frequent events by car. Parking, provided it is not visually obtrusive and ideally contained within structure away from the water's edge, can be a significant revenue generator and catalyst to assist special events and businesses in the area.

The Lower Wharf Lot

The Lower Wharf street area is significantly lacking in commercial energy in the various concepts presented. One idea would be to raise the contemplated public amenity areas and place parking beneath plazas or buildings (and thus utilize the lower grade of the existing low to visually bury future structured parking. Further, we believe that spaces for additional shops / services towards the water's edge along the waterfront walkway would result in enhanced vitality and draw to the public gathering areas. As evidenced by the success of Red Fish Blue Fish, the waterfront is significantly animated from strategic placement of high quality retail operators.

In the case of the vision for both Ship Point and the Lower Wharf Street Lot, much of the planning ideas focus on the creation of new spaces for events, performances, and public gathering. These are certainly desirable aspects to the plan and would facilitate positive activity on the lands in question. We would caution however, that such spaces require intensive programming efforts to realize their potential and it is critical that these key sites remain appealing and animated outside of the summer months when most of the programmed activity will inevitably occur. This reality underscores our comments above regarding the inclusion of retail / commercial uses in an expanded way on these sites not only for their economic contributions to the redevelopment undertakings but also as a means to ensure that visitation and utilization of the lands is encouraged beyond the dates of special event programming. Put differently, we believe that a guiding theme for these sites in the planning document should include facilitating spaces which offer appeal to locals 365 days a year.



In general, there are many encouraging concepts and ideas for all three parcels, but the overarching principles lack commentary on the "actionability / economic viability" conditions to bring these concepts to reality. These are outstanding waterfront sites that could assist in transforming and strengthening the Victoria harbourfront experience for residents and visitors alike. UDI again applauds the City of Victoria for their hard work engaging the public; many great ideas came out of the process. However, further work is required to facilitate a plan that not only has great public amenity space but also incorporates revenue generating activities.

Thank you again for allowing us to take part in the Technical Workshop and comment on the draft principles. We look forward to future engagement to incorporate the above comments and concepts to ensure economic viability of our waterfront sites.

Sincerely,

UDI Capital Region

A handwritten signature in black ink, appearing to read "Kathy Hogan", written over a horizontal line.

Per: Kathy Hogan, Executive Director

Rob Bateman

To: harbourdialogue@victoria.ca
Subject: FW: Draft Harbour Vitality Principles

From: House, Kevin TRAN:EX [<mailto:Kevin.House@gov.bc.ca>]
Sent: Thursday, Aug 28, 2014 10:57 AM
To: Robert Batallas
Cc: Rob Bateman; 'Ryan Burles'; 'Darrell Bryan'
Subject: RE: Draft Harbour Vitality Principles

Hi Robert,

Thanks for reminding me about this and apologies for the slow reply. I have read through the Belleville section and find it quite consistent with our internal guiding principles. I do not have anything further to add but I have also asked Ryan Burles and Darrell Bryan to provide any comments they may have, at their earliest convenience.

Kevin

Kevin House
Phone: (250)387-2664
E-Mail: Kevin.House@gov.bc.ca

Rob Bateman

To: harbourdialogue@victoria.ca
Subject: FW: Comments on draft Harbour Vitality Principles

From: Randy Wright [<mailto:rwright@harbourair.com>]
Sent: Thursday, Aug 28, 2014 10:20 AM
To: Paul Nursey; Robert Batallas; rburles@cohoferry.com; 'Ryan Malane' (rmalane@cohoferry.com); dbryan@victoriaclipper.com; Breda@victoriaclipper.com
Cc: Rob Bateman
Subject: RE: Comments on draft Harbour Vitality Principles

Robert, I agree with Paul below with regards to the process. I also want to flag the Ships Point Wharf St Property from where the Seaplanes work from. As you are aware the Seaplanes Companies will be building a new Floating Terminal and have received a long term lease from the City. The new Terminal should now be confirmed into the Plan. I also would like to point out that this property is being looked at for a public area for festivals etc. Events taking place on this property are maybe 4 months of the year because of Weather etc and the City has revenue of over \$300,000 from the Parking. I would hope that there is a way to Combine the property for both Parking and Public events. Parking is very important to the Downtown Businesses and the City and should be carefully considered going forward. Parking is already a big problem in downtown Victoria.

Thanks Randy

RANDY WRIGHT
EXECUTIVE VICE PRESIDENT
HARBOUR AIR GROUP
950 Wharf Street, Victoria, BC V8W 1T3
(T) 250.414.4225 (F) 250.361.9954
(E) rwright@harbourair.com (W) www.harbourair.com



DRAFT

Harbour Vitality Principles



Publishing Information

Title: Harbour Vitality Principles

Author: City of Victoria Sustainable Planning and Community Development Department – Community Planning Division

Status: DRAFT

Printing Date: July 17, 2014



Harbour Vitality Principles

1. Introduction	2
2. Background.....	3
3. Guiding Principles.....	10
4. Overarching Guiding Principles	10
5. Belleville Terminal Site.....	12
6. Ship Point Site	20
7. Lower Wharf Street Site.....	28
Appendix: Public Engagement Summary	39

1. Introduction

The Inner Harbour today is one of Victoria's key gateways for commerce and tourism. It is steeped in "maritime history" and continues to thrive today in its capacity as a working harbour. This, in balance with its natural beauty and iconic downtown backdrop, provides a spectacular setting for recreation, leisure, culture, tourism and special events.

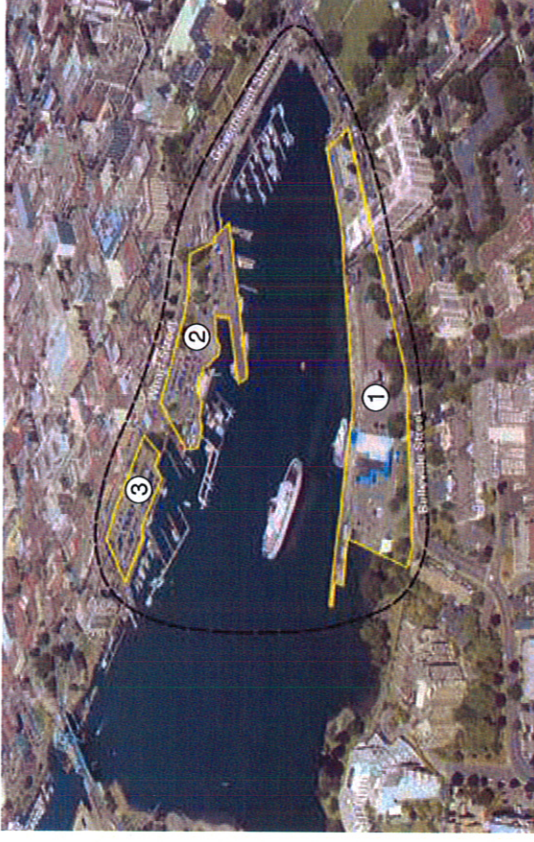
Interest in the Inner Harbour remains strong as evidenced through the recent rehabilitation and re-use of several waterfront heritage buildings, renewed investment in the surrounding infrastructure, public realm enhancements and private investment. The continued revitalization of the Inner Harbour is imperative to strengthening the economic, social and environmental health and resiliency of Victoria as the provincial capital and the primary gateway to the region and the Island.

The *Harbour Vitality Principles* provide a strengthened policy framework to help guide the ongoing revitalization of Victoria's Inner Harbour with a specific focus on opportunities for three strategic sites: the Belleville Terminal site, the Ship Point site and the Lower Wharf Street site. These Principles and supporting conceptual illustrations have been developed to reflect and align with the key themes and directions that were derived through the Harbour Dialogue public engagement process (SEE APPENDIX FOR A SUMMARY OF THE HARBOUR DIALOGUE PROCESS) as well as with existing Council-approved policies, regulations and related technical studies.

These guiding Principles will:

1. advance and support opportunities for the further revitalization of the Inner Harbour with a specific focus on three strategic sites;
2. be used in conjunction with other related policies and regulations to consider and evaluate future development and public realm enhancements within the Inner Harbour; and
3. better position the City of Victoria and other Inner Harbour land owners for potential capital funding, grants and development opportunities that may arise.

Study Area and Strategic Sites



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

----- General Inner Harbour Study Area

2. Background

2.1 Policy Direction

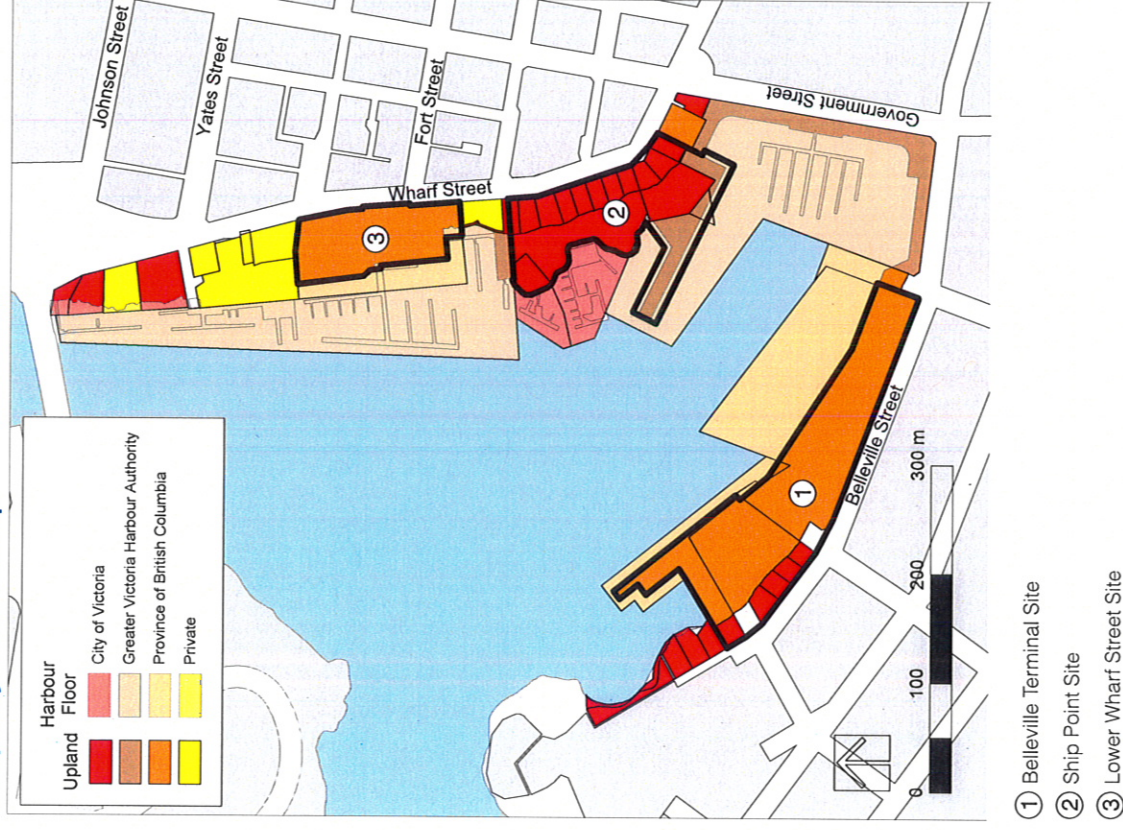
The need to provide more detailed guidance and to identify specific opportunities for advancing further revitalization of the Inner Harbour is a key implementation priority of several Council-approved policy plans including the *Victoria Strategic Plan* (2013), *Official Community Plan* (2012), *Downtown Core Area Plan* (2011), *Victoria Economic Development Strategy* (2011), *Victoria Harbour Pathway Plan* (2008), *Victoria Harbour Plan* (2001) and the *James Bay Neighbourhood Plan* (1993). These policy plans share common objectives for the Inner Harbour which generally aim to:

- support Waterfront and Harbour revitalization;
- enhance tourism;
- ensure sensitivity to the surrounding historic and waterfront context;
- maintain a working harbour;
- complete the Harbour Pathway (David Foster Way);
- maintain and enhance the Harbour's important role for transportation and as a gateway to the city, region and Vancouver Island; and
- provide well-designed and appropriate public realm improvements.

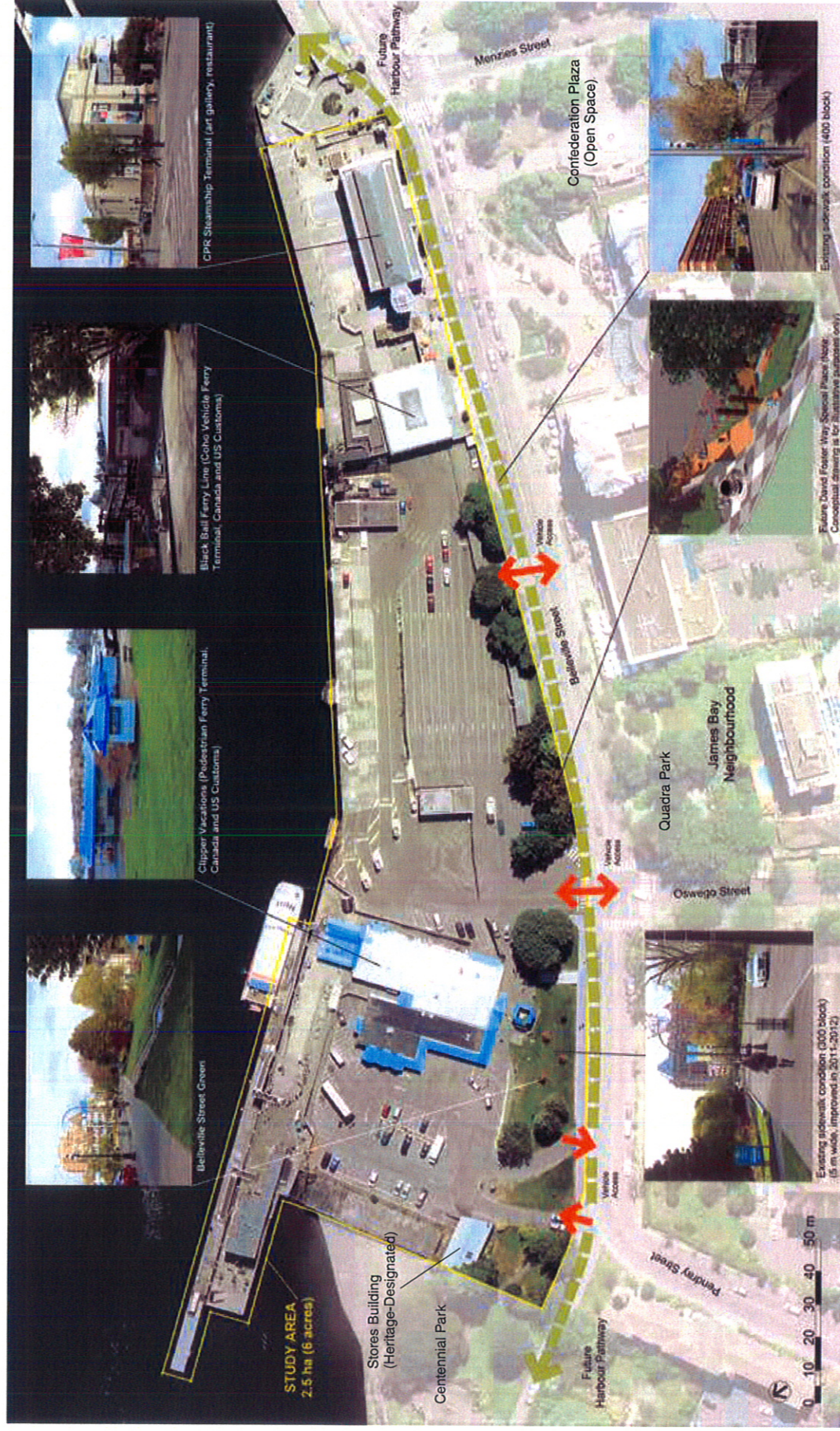
2.2 Strategic Sites

The Belleville Terminal, Ship Point and Lower Wharf Street sites are the primary focus of the *Harbour Vitality Principles* based on their strategic significance in terms of their potential to support and enhance transportation and tourism, foster Downtown vitality and economic development and contribute to Victoria's distinctive image and identity. These sites are also currently underutilized and have potential for expanded use and activity. The following section outlines the existing context and a summary of guiding considerations for each site. This information along with various technical studies (e.g. Geotechnical and Environmental) and other related information provided a foundation for the public and stakeholder consultation, technical workshop and the generation of the guiding Principles.

Property Ownership



Belleville Terminal Site: Existing Context



Belleville Terminal Site: Guiding Considerations

Ownership

- Province of British Columbia
- City of Victoria (Belleville Street Green)

On-Site Uses and Activities

- Clipper Vacations – Passenger ferry to Seattle
- Black Ball Ferry Line – Passenger and vehicle ferry to Port Angeles
- US Customs and Border Protection
- Canada Border Services Agency
- Offices, art gallery, restaurant and coffee shop
- Belleville Street Green open space

On-Site Heritage Buildings

- CPR Steamship Terminal: 396 Belleville Street – 1924 (Heritage-Registered)
- Stores Building: 254 Belleville St. – 1912 (Heritage-Designated)

Adjacent Uses and Activities

- Hotels and restaurants
- Centennial Park, Quadra Park, and Confederation Plaza
- Provincial Parliament Buildings (Heritage-Registered)

Access

- Vehicle access from three separate points on Belleville Street
- Pedestrian paths connect to the site along the water at both ends (including an access ramp adjacent to the CPR Steamship Terminal)

Physical Site Conditions

- Mostly level, rising about 3 m north to south towards Belleville Street
- Underlying bedrock steeply slopes toward water
- Granular fill sits on native marine clay which is on irregular bedrock
- Bedrock depth varies (maximum depth of approximately 14 m)
- Highly variable composition and quality of fill materials has resulted in settlement of the parking areas and distress to the pavement in some areas

Ship Point Site: Existing Context



Harbour Air Terminal and CycleTrek



Seawall



Flying Otter Grill, Great Pacific Adventures, SeaFun Safaris, Victoria Kayak Tours & Rentals



Future David Foster Way Special Place (Note: Conceptual drawing is for illustrative purposes only)



Parking Lot and Retaining Wall



Special Event Site



Parking Lot



Night Market

Ship Point Site: Guiding Considerations

Ownership

- City of Victoria
- Greater Victoria Harbour Authority (wharf)

On-Site Uses and Activities

- Special Events and Festivals
- Parking
- Access to sea plane terminal, boat charters, boat rentals, kayak rentals and a floating restaurant
- Private vessel and commercial vessel moorage

Adjacent Uses and Activities

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

Access

- Vehicle access in two locations at the north and south ends from Wharf Street
- Pedestrian paths connect to the site along the water at both ends

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 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

Lower Wharf Street Site: Existing Context



Existing Pathway Conditions



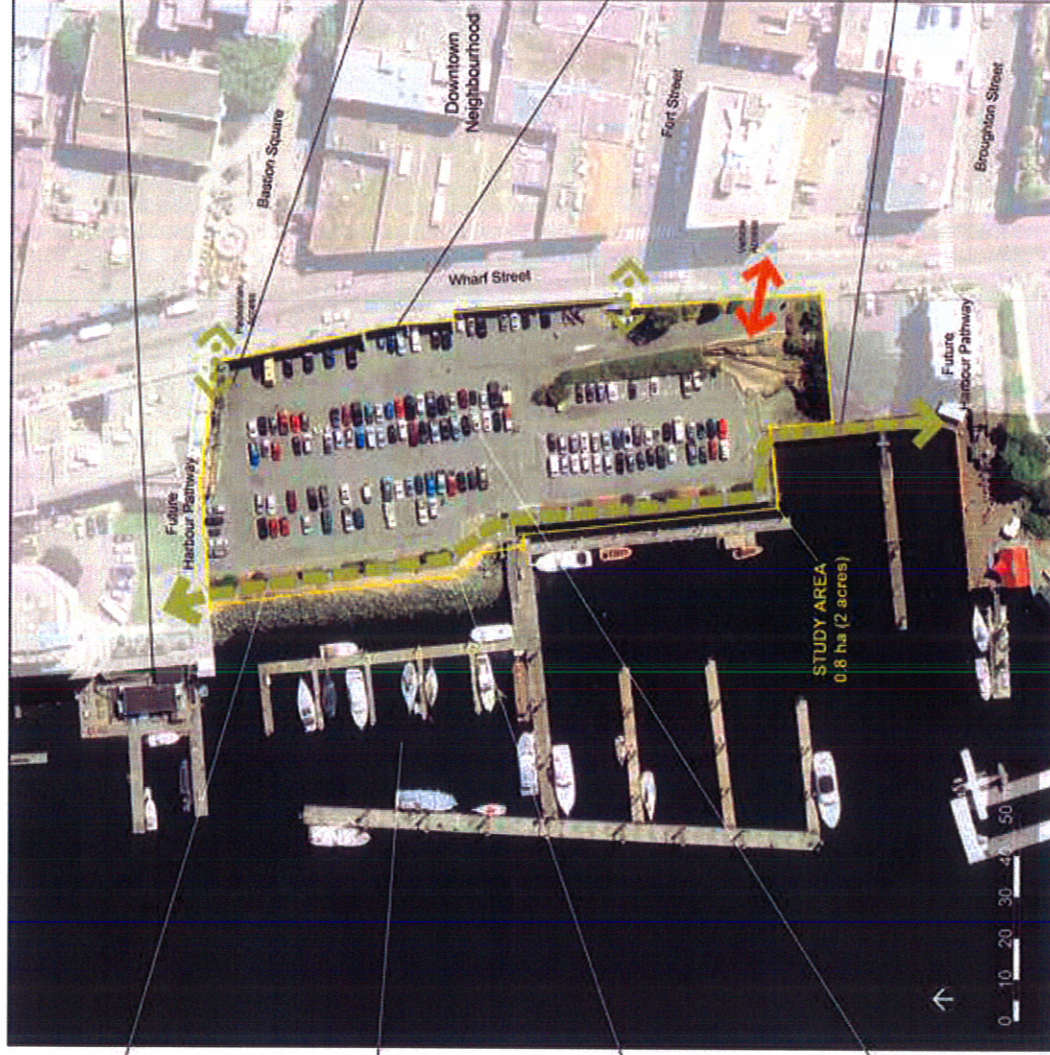
Boat Moorage



Future David Foster Way Special Place (Note: Conceptual drawing is for illustrative purposes only)



Parking Lot and Historic Retaining Wall



Hyack Floatplane Terminal, BC Whale Watching Tours



Pedestrian Access (stairs)



Wharf Street Sidewalk and Parking Lot



Existing Pathway Conditions

Lower Wharf Street Site: Guiding Considerations

Ownership

- Province of British Columbia

On-Site Uses and Activities

- Parking
- Access to boat moorage on the adjacent docks

Historic Place

- Fort Victoria National Historic Site, includes the footprint of Fort Victoria, palisade, bastions, the three nodes formed by the three remaining mooring rings, and the views from the Fort site and mooring rings to Victoria Harbour.

Adjacent Uses and Activities

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

Access

- Vehicle access at the south end from Wharf Street
- Pedestrian access from Wharf Street on two staircases
- Pedestrian paths connect to the site along the water at both ends

Physical Site Conditions

- Mostly level with steep inclines and a 6 m retaining wall below Wharf Street
- Subsurface materials contain variable loose fill over highly irregular bedrock
- Seawall around the southwestern portion of the northern parking lot is cracking and distorting

3. Guiding Principles

The Guiding Principles for Inner Harbour Revitalization are divided into:

- **Overarching Guiding Principles** that apply to the three sites and the areas connecting the three sites within the general Inner Harbour Study Area (p. 2). They provide overarching expectations and a framework that affects the Inner Harbour as a whole.
- **Site-Specific Guiding Principles** that apply to the Belleville Terminal site, Ship Point site, and Lower Wharf Street site.

They integrate a number of ideas, themes and opportunities for revitalizing the Inner Harbour which were derived through the public engagement process and which resonated with people during the consultation discussions.

The Guiding Principles are supplemented with conceptual drawings that were developed by the Harbour Dialogue Technical Workshop for each site. (SEE APPENDIX FOR A SUMMARY OF THIS PROCESS).

The conceptual drawings are intended to illustrate and help envision how the respective Guiding Principles can be incorporated into the potential development and enhancement of each site. These drawings are conceptual only and are not intended to reflect preferred design solutions.

4. Overarching Guiding Principles

4.1 Promote access and connectivity to and along the Inner Harbour

- The provision and enhancement of pedestrian access both to and along the waterfront should be promoted, including the creation of Special Places along the David Foster Way and other nodes, spaces and places that enhance walkability, legibility, views and provide direct engagement with the waterfront where appropriate.
- Wayfinding is important to identify and connect places on and near the Inner Harbour and should be improved with elements such as continuous signage, distinguishing features and pathway surface treatments.

- The Harbour Pathway should be developed as the primary access to and connector along the waterfront, linking the Belleville Terminal site to the Lower Wharf Street site and beyond.
- Physical links between the city and the Inner Harbour should be improved by completing the Harbour Pathway and connecting to existing streets. Pedestrian friendly access that connects the downtown and surrounding neighbourhoods to the waterfront should be a priority.
- The Upper and Lower Causeways form an important pedestrian connection between the Ship Point site and Belleville Terminal site and should be maintained and improved where appropriate.
- The role of Victoria as a gateway to Canada, particularly Vancouver Island, should be recognized and celebrated at key gateway points by promoting high quality urban design achieving a strong sense of entry and welcome.
- Multi-modal forms of connectivity between land and sea as well as the uses they support, should continue to be promoted, so that the character of the Inner Harbour is maintained as a vibrant and active area with multiple points of connection.

4.2 Promote ecological well-being within the Inner Harbour

- On-shore and off-shore waterfront areas and their interfaces should be managed so that environmental restoration is undertaken where possible.
- Future planning, design and development should respond to rising sea levels so that the waterfront becomes an example of advanced adaptation to climate change.
- Sustainable rainwater management practices such as rain gardens, green roofs, and permeable paving should be used, where appropriate, to reduce impacts from stormwater run-off.

4.3 Support a Working Harbour

- The role of the Inner Harbour helps to shape the character and fabric of the city. The concept of a working harbour (e.g. marine-dependent industries and sea transportation such as ferries and seaplanes) should be maintained, where economically, environmentally and socially feasible, by supporting existing uses and anticipating and providing for future complementary uses in City of Victoria bylaws, policies and plans.
- Where possible, activities that support the working harbour should be enhanced to better promote the functionality, overall appearance and economic vitality of the harbour.
- The vibrancy and energy of the working harbour, which is attractive to citizens and visitors who engage with the harbour, should be supported.
- The connectivity between land, water and commerce should continue to promote and support existing water-based activity and the public's engagement with the waterfront.

4.4 Promote complementary land use and high quality urban design

- Complementary land uses and coherent urban design should be encouraged throughout the Inner Harbour to promote a sense of cohesion within and between sites.
- Pedestrians should take precedence over vehicle traffic, except where transportation hubs require special access and parking, such as Belleville Terminal.
- High quality, enduring, carefully articulated, and authentic urban design that celebrates the Inner Harbour, its connections to the city and that respects waterside and landside uses and activities should guide all development decisions.
- Land uses should incorporate a holistic perspective that recognizes the important interface between landside activities and waterside activities.
- Land use and development along the Inner Harbour should be principally framed by a celebration of the Inner Harbour's characteristics, and ability to promote public access, views and engagement with the water.
- Parking areas should be designed and landscaped to enhance pedestrian safety and comfort, increase attractiveness, encourage on-site stormwater management, and promote the use of sustainable materials and technologies.

4.5 Embed cultural and social considerations in future decisions

- Appropriate development, public realm improvements and programming should be supported to recognize the importance of the waterfront as traditional territories of the Songhees and Esquimalt First Nations.
- The cultural and historic significance of the waterfront should be recognized through elements such as public art, place name designations and open space locations.
- The rehabilitation and adaptive re-use of historic places, including heritage buildings, should be encouraged and supported.
- Public waterfront access and engaging public spaces that celebrate Victoria's heritage and water-based history should be integrated into land use planning and development.
- The unique character of the Inner Harbour should be celebrated by continuing to promote a diversity of complementary activities that support festivals and events that draw people to the harbour.

4.6 Promote public activity, use and enjoyment of the Inner Harbour

- The remaining undeveloped portions of the Inner Harbour should promote activities and uses that support enjoyment of the Inner Harbour by the public, including services and amenities such as recreation activity support, and strategically placed eating venues.
- Encourage activities for people of all ages, incomes, abilities, backgrounds and lifestyles.

4.7 Enhance the visual experience from the water

- The visual experience from the water and the opposite shores should be considered and enhanced where possible through careful design, material selection, building siting, and programming.

4.8 Celebrate the role of Victoria as the provincial capital

- Victoria has a strong image largely defined by its role as the Capital of British Columbia and the Provincial Parliament Buildings located on the Inner Harbour. Future planning, design and development on the Inner Harbour should connect the Capital with residents and visitors and reflect and celebrate this unique role.

5. Belleville Terminal Site

Key Opportunities

The key opportunities for the Belleville Terminal Site that were derived from the public consultation included: 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 a gateway through improvements to the overall aesthetics and quality of the site and the public realm along Belleville Street.

Guiding Principles

5.1 Strengthen key role as a transportation hub

- The primary activity of Belleville Terminal as a transportation hub should be maintained and its functional and aesthetic aspects should be improved where possible. Future transportation needs should also be considered and anticipated where possible.
- As a key gateway to the country, Vancouver Island, and the city, Belleville Terminal should display high quality gateway features, including the appropriate landside and waterside characteristics of an international transportation facility.

5.2 Integrate high quality design with form and function

- Potential redevelopment of the site should include considerations for user comfort, thematic considerations for design elements, public art and spaces, viewpoints and well-defined gateways.
- As existing facilities need replacement, future buildings should be designed in a way that considers amalgamation of uses, including international border services. Such redevelopment should carefully consider the relationship to adjacent land uses, including view corridors, Belleville Street, waterside views to the site and design elements.
- While the Belleville Terminal requires a secure setting, such security should be designed to be as visually attractive as possible.

5.3 Provide enhanced public access

- Where possible, public access to the waterfront should be encouraged at the edges of the Belleville Terminal outside of the security zone.
- A continuous pedestrian connection between the Lower Causeway to the east and Centennial Park to west should follow the waterfront and/or Belleville Street, where appropriate, with an emphasis on pedestrian comfort, safety, and wayfinding.

5.4 Create a welcoming gateway environment

- Belleville Street should be recognized as a principal gateway into the downtown with gateway features located at entry points into and out of the Belleville Terminal. A widened, pedestrian-oriented sidewalk should be provided with hard and soft landscaping, viewpoints and rest points along the way.
- Belleville Street should be "street-calmed" through the use of materials and landscaping that slows traffic and enhances pedestrian movement. Intersections at Pendray St., Oswego St. and Menzies St. should be considered for enhanced pedestrian environments.
- The CPR Steamship Terminal Building should be supported as a key landmark feature and wayfinding element for the Belleville Terminal site.

[illegible]

1. Combined terminal building with rooftop park/plaza
2. Attractive plaza space connecting to Belleville Street
3. Redesignated parking and passenger pick up/drop off
4. Rehabilitated heritage building (Stores Building) for new active commercial use
5. Weather protection for foot passengers
6. Victoria Clipper Escorial
7. Improved landscaping and amenities in vehicle holding/staging area (e.g. Outdoor seating, dog run, play area)
8. Black Ball (MV Coho) Ferry Line
9. Redevelop/re-use Black Ball Ferry Line office for active commercial use and improved pedestrian connections to Harbour Pathway
10. CPR Steamship Terminal
11. High quality public plaza as key node for Harbour Pathway (David Foster Way Special Place)
12. Enhanced streetscape with widened sidewalks, plazas and public outlooks with views to harbour

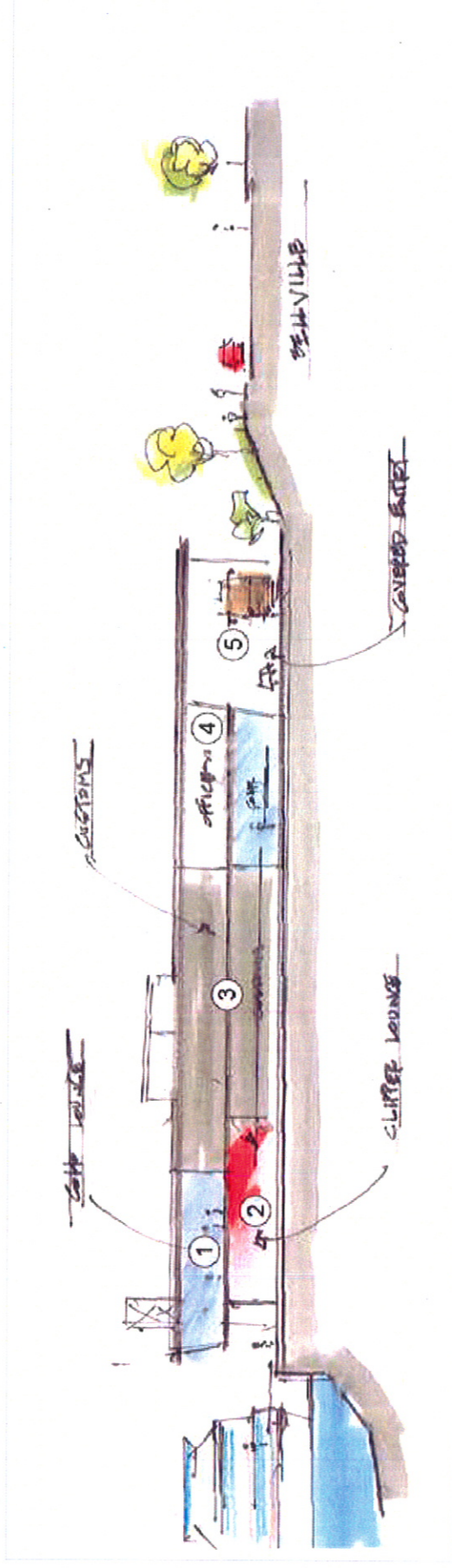
Team 1: Belleville Terminal Concept – Perspective View (looking east along Belleville St.)



Note: Illustrations are conceptual only and not intended to reflect preferred design solutions.

- 1. Combined Terminal Building
- 2. Rooftop park/plaza
- 3. Parking and pick up/drop off
- 4. Enhanced pedestrian experience on Belleville St.

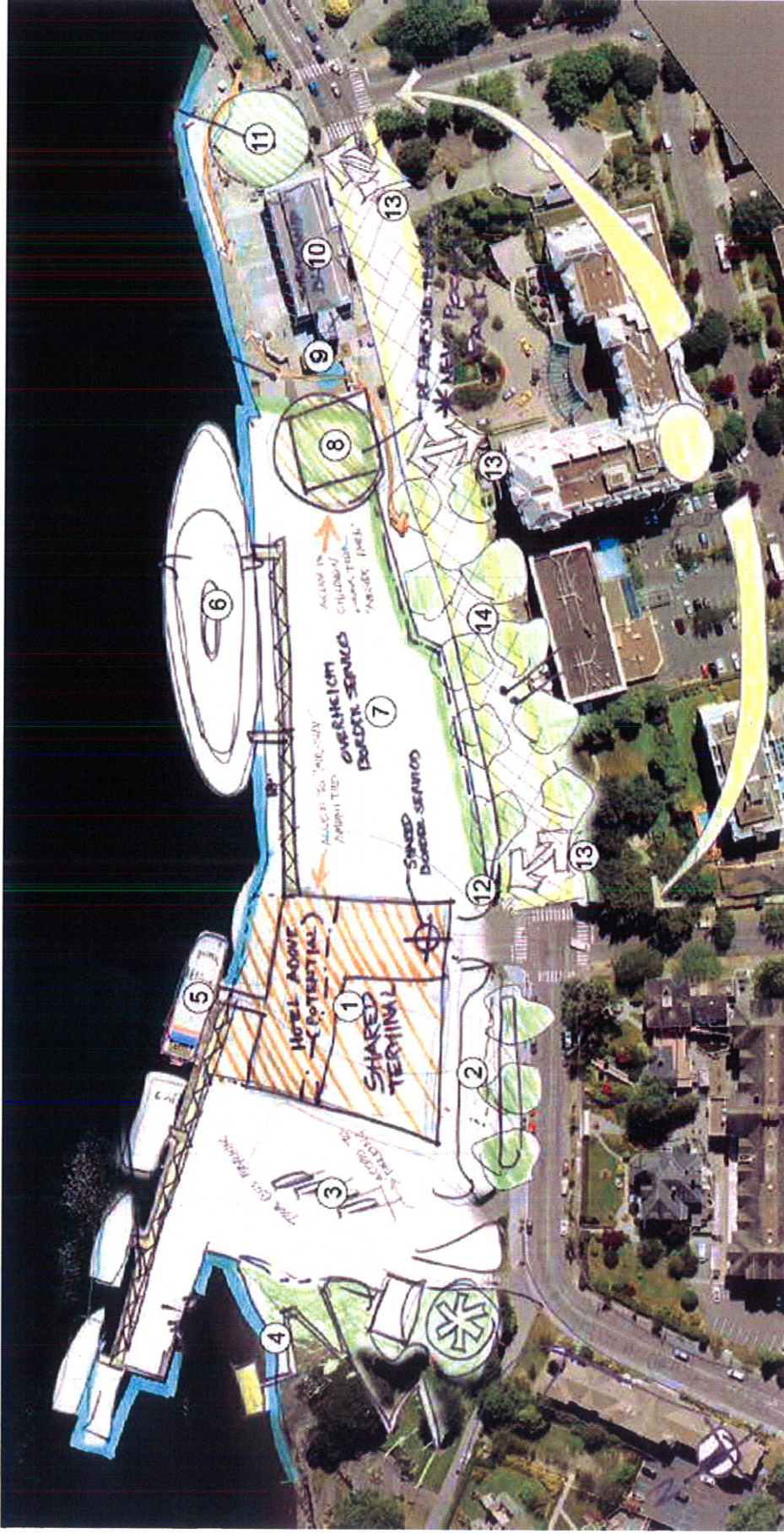
Team 1: Belleville Terminal Concept – Perspective View (looking east along Belleville St.)



Note: Illustrations are conceptual only and not intended to reflect preferred design solutions.

- | | | | | |
|---|-----------------------------------|------------|------------|------------------|
| 1. Black Ball (MV Coho) Ferry Line Lounge | 2. Clipper Vacations Ferry Lounge | 3. Customs | 4. Offices | 5. Covered entry |
|---|-----------------------------------|------------|------------|------------------|

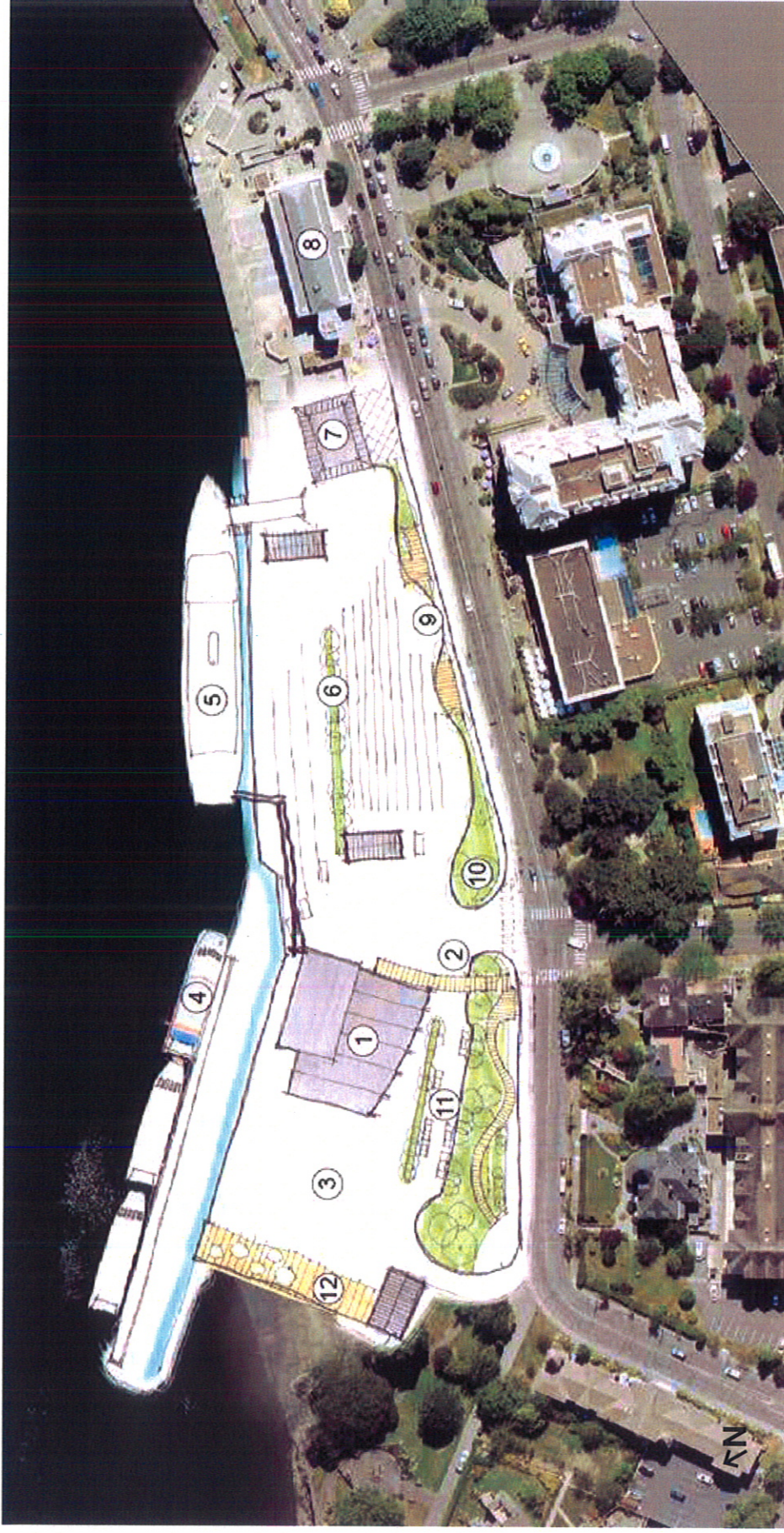
Team 2: Belleville Terminal Concept – Plan



Note: Illustrations are conceptual only and not intended to reflect preferred design solutions.

- | | | |
|--|--|---|
| 1. Combined Terminal Building with new docks and potential hotel on upper floors | 6. Black Ball (MV Coho) Ferry Line | 11. Enhanced plaza space as a visual landmark at terminus of Menzies Street |
| 2. Passenger drop off/pick up lane | 7. Vehicle holding/staging area | 12. David Foster Way Special Place |
| 3. Tour bus and public parking | 8. Redevelop Blackball Ferries building into a children's pocket park | 13. Improved pedestrian crossings at strategic locations |
| 4. Public park on west end of site with kayak/small watercraft launch | 9. Enhanced pedestrian connections to Harbour Pathway (David Foster Way) | 14. Attractive paving materials with enhanced landscaping along Belleville Street |
| 5. Victoria Clipper Ferry Line | 10. CPR Steamship Terminal | |

Team 3: Belleville Terminal Concept – Plan



Note: Illustrations are conceptual only and not intended to reflect preferred design solutions.

- | | | |
|--|--|--|
| 1. Combined Terminal Building with new floating docks | 5. Black Ball (MV Coho) Ferry Line | 9. Enhanced landscaping along Belleville Street with widened sidewalk, public viewpoints/outlooks and marine-themed public art |
| 2. Landscaped area with footbridge connecting Belleville Street and Terminal | 6. Landscaped vehicle holding/staging area with additional amenities | 10. David Foster Way special place |
| 3. Landscaped parking area/passenger drop off/pick up | 7. Re-use Black Ball Ferry Line building for active commercial use | 11. Passenger drop off/pick up lane |
| 4. Victoria Clipper Ferries | 8. CPR Steamship Terminal | 12. Public boardwalk |

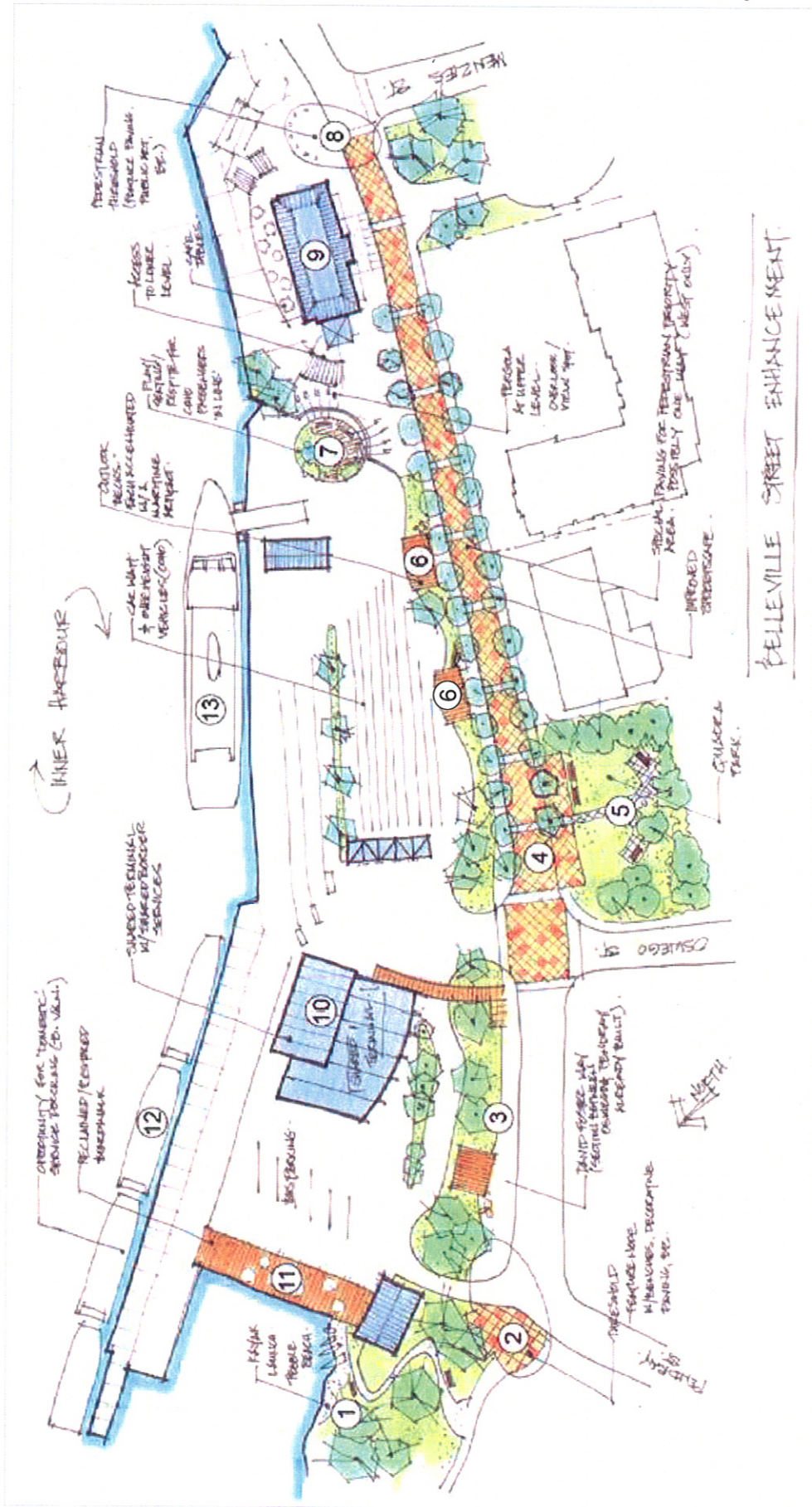
Team 3: Belleville Terminal Concept – Aerial View



Note: Illustrations are conceptual only and not intended to reflect preferred design solutions.

1. Combined Terminal Building with new floating docks
2. Landscaped area with footbridge connecting Belleville Street and Terminal
3. Landscaped parking area/passenger drop off/pick up
4. Victoria Clipper Ferries
5. Black Ball (MV Coho) Ferry Line
6. Landscaped vehicle holding/staging area with additional amenities
7. Re-use Black Ball Ferry Line building for active commercial use
8. CPR Steamship Terminal
9. Enhanced landscaping along Belleville Street with widened sidewalk, public view points/outlooks and marine-themed public art (see inset for conceptual rendering)

Special Breakout Group: Belleville Street Enhancement Concept – Plan



1. Kayak/small watercraft launch and beach
2. Threshold: feature node with benches, decorative paving, etc.
3. David Foster Way (section between Oswego St. and Penderay St. already built)
4. Improved streetscape for pedestrian priority area including special paving
5. Connection to existing Quadra Park
6. Outlook decks: each accented with a maritime artifact
7. Play/seating/respice for Black Ball (MV Coho) Ferry Line passengers
8. Pedestrian threshold (feature paving, public art, etc.)
9. CPR Steamship Terminal
10. Combined Terminal Building
11. Reclaimed/restored boardwalk
12. Victoria Clipper Ferries
13. Black Ball (MV Coho) Ferry Line

6. Ship Point Site

Key Opportunities

The key opportunities for the Ship Point site that were derived from the public consultation included: 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.

Guiding Principles

6.1 Incorporate site design that supports a range of active uses

- Ship Point should continue to be a primary destination for festivals and events of various sizes and activities, including the provision of small "intimate" spaces and larger venues for large crowds.
- Where possible, site parking should be reconfigured to support festival and event activity, including the potential to create a permanent festival site that permits parking during non-event times. Parking areas should be designed and landscaped to be safe, attractive and environmentally responsible.
- Site flexibility should be a key design consideration, so that future uses can be accommodated with minimal site disruption.
- Site parking should be retained to accommodate the seaplane terminal needs, including a pick-up/drop-off area, taxi, and bus spaces.

6.2 Integrate strong connectivity and access

- A seamless transition of the Harbour Pathway between Lower Wharf Street and Ship Point should be a design and development priority.
- The Harbour Pathway should be a key design consideration in site development, acting as a primary connector between Ship Point and the adjacent sites as well as direct connections to Wharf Street.
- The Harbour Pathway, as a key connection, should be identified through the use of high quality hard and soft landscaping.

- Wharf Street should be considered an important linear corridor for views out onto the Inner Harbour and down onto the festival site and animated areas. Viewpoints and sitting areas should be incorporated into site design accordingly.
- Strong entry points off Wharf Street should be created to strengthen the sense of place.

6.3 Enhance Ship Point as an inviting year-round destination

- Where possible, the Ship Point waterfront should be open to public access and views.
- The site should be designed to support animation and programming, particularly in the evening and night to provide a venue for visitor and citizen engagement, such as light shows, fountains, plaza space and music.
- A broad range of infrastructure for special events and vendors is encouraged including electrical, water, washrooms, lighting, and equipment storage.
- Site design should include comfortable pedestrian open space, such as a plaza or green space, when no special events are in session.

6.4 Encourage vitality through high quality design

- The Ship Point site should be designed as a public destination where visitors and citizens of all ages come to view and celebrate the waterfront and the "ballet of activity" that enlivens the Inner Harbour.
- Encourage high quality and architecturally distinct forms of development and site design that are appropriate for the site's prominent waterfront location.
- Passive and active spaces and places should be incorporated into the design of the site with a mix of uses that support a diversity of activities that are promoted and celebrated.

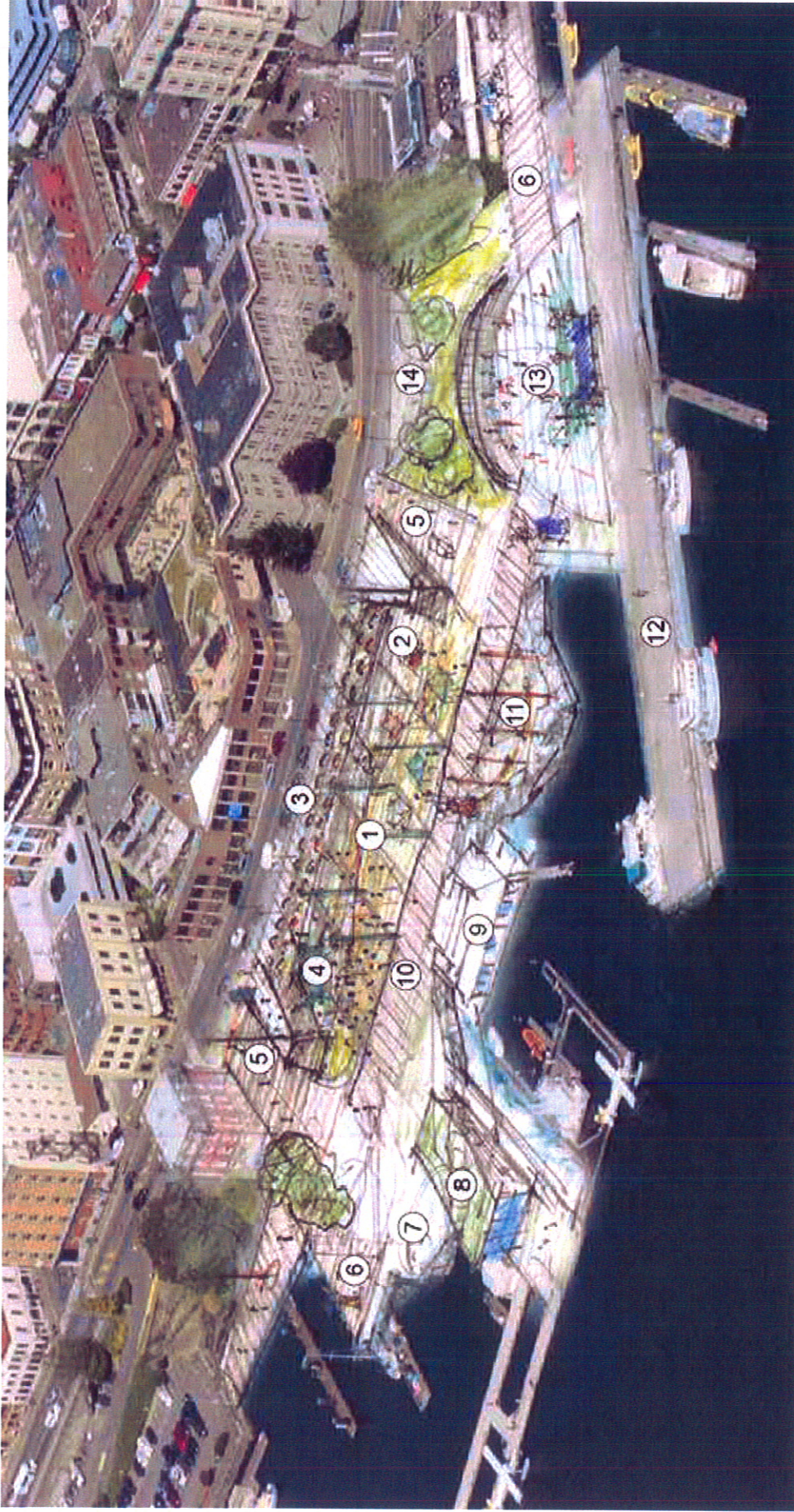
[illegible]

1. Room of Light: Special event space with canopy of lights suspended above enhanced paving treatment
2. Concessions and public toilets
3. Cantilevered sidewalk with viewpoints
4. Stage area with storage and servicing behind
5. Identify entry points at access ramps

6. Identify entry points along Harbour Pathway
7. Seaplane plaza
8. Future floating seaplane terminal building
9. Marine-related businesses and restaurants
10. Parking, drop-off, taxi, coach

- City of Victoria | Harbour Vitality Principles 2014 21

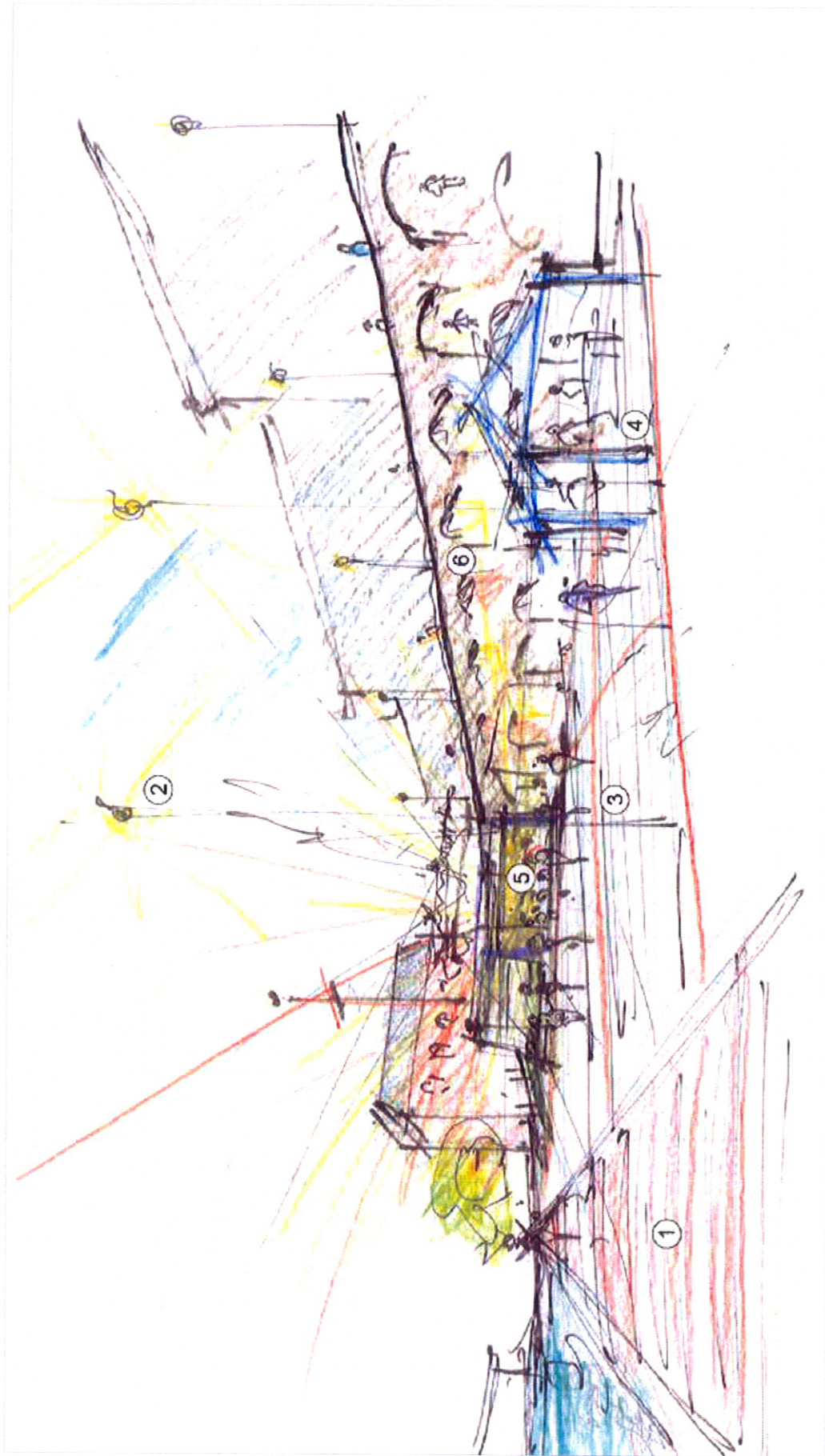
Team 1: Ship Point Concept – Aerial View



Note: Illustrations are conceptual only and not intended to reflect preferred design solutions.

- | | | |
|---|--|--|
| 1. Room of Light: Special event space with canopy of lights suspended above enhanced paving treatment | 6. Identify entry points along Harbour Pathway | 11. David Foster Way special place: stage area for small casual performers |
| 2. Concessions and public toilet | 7. Seaplane plaza | 12. Large vessel dock |
| 3. Cantilevered sidewalk with viewpoints | 8. Future floating seaplane terminal building | 13. Amphitheatre for temporary special events |
| 4. Stage area with storage and servicing behind | 9. Marine-related businesses and restaurants | 14. Homecoming Plaza |
| 5. Identify entry points at access ramps | 10. Parking, drop-off, taxi, coach | |

Team 1: Ship Point Concept – Perspective View

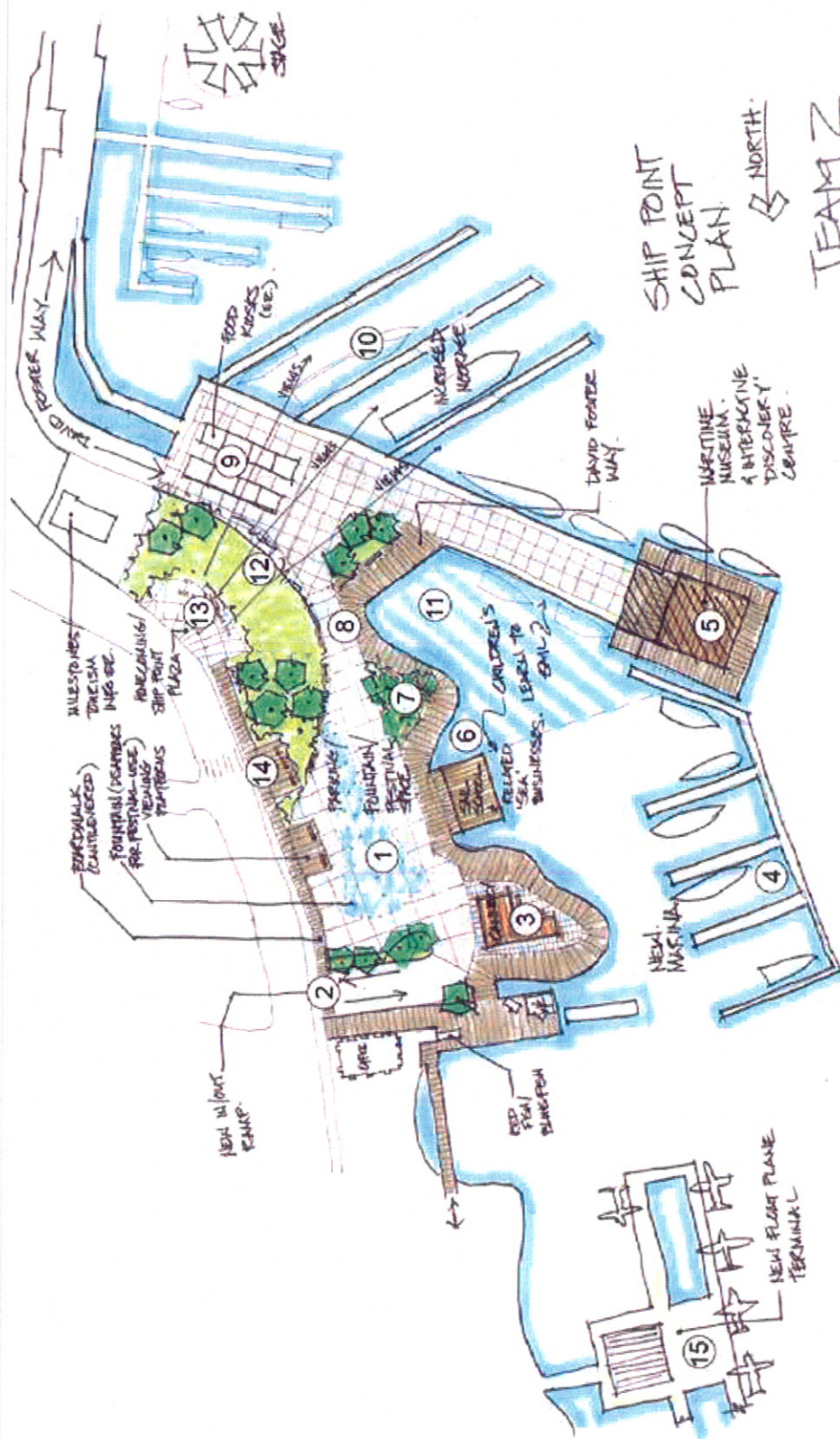


Note: Illustrations are conceptual only and not intended to reflect preferred design solutions.

- 1. David Foster Way along water
- 2. Poles with suspended lights and electrical access for vendors
- 3. Plaza space enhanced with pavers
- 4. Temporary kiosks/market
- 5. Performance stage
- 6. Illuminated wall

Team 2: Ship Point Concept – Plan

Note: Illustrations are conceptual only and not intended to reflect preferred design solutions.



1. Flexible special event space and parking (with integrated fountain)
2. Widened ramp for two-way traffic
3. The Cannery (marine-related cultural space)
4. Boat moorage relocated from Lower Wharf Street site
5. Maritime Museum, interactive discovery centre and historic boat display docks
6. Sailing school and marine-related businesses
7. David Foster Way Special Place: plaza/greenspace for people to gather
8. Continuous Harbour Pathway (David Foster Way) along water
9. Vendor plaza (food, kiosks, etc.)
10. Increased moorage space
11. Kids' harbour: safe place for children to learn how to sail
12. Sloped grass for performance seating
13. Homecoming Plaza
14. Cantilevered boardwalk and viewing platforms
15. Seaplane terminal relocated to Lower Wharf site

Team 2: Ship Point Concept – Aerial View



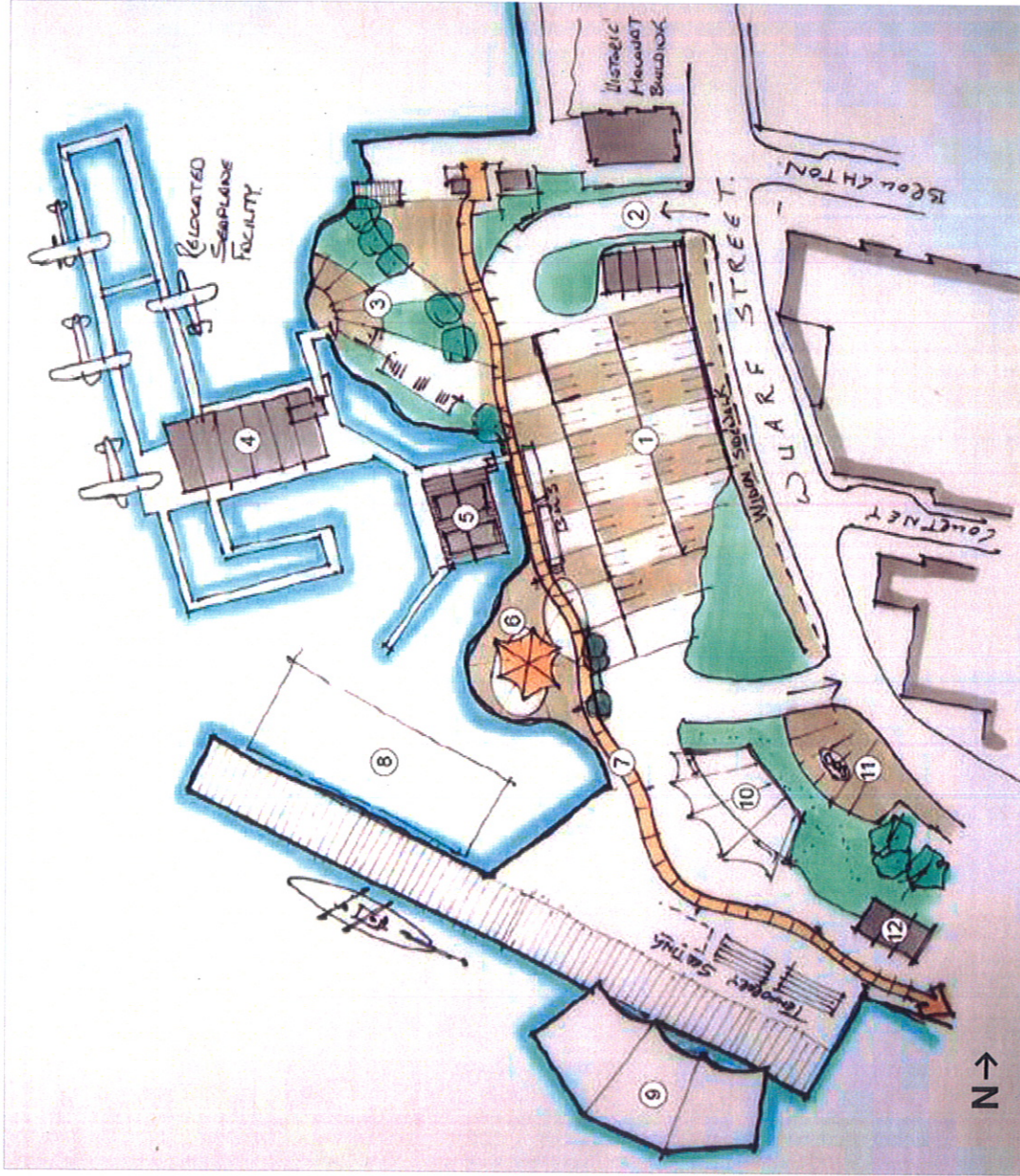
Note: Illustrations are conceptual only and not intended to reflect preferred design solutions.

1. Flexible special event space and parking (with integrated fountain)
2. Widened ramp for two-way traffic
3. The Cannery (marine-related cultural space)
4. Boat moorage relocated from Lower Wharf Street site
5. Maritime Museum, interactive discovery centre and historic boat display docks

6. Sailing school and marine-related businesses
7. David Foster Way Special Place: plaza/greenspace for people to gather
8. Continuous Harbour Pathway (David Foster Way) along water
9. Vendor plaza (food, kiosks, etc.)
10. Increased moorage space

11. Kids' harbour: safe place for children to learn how to sail
12. Sloped grass for performance seating
13. Homecoming Plaza
14. Cantilevered boardwalk and viewing platforms
15. Seaplane terminal relocated to Lower Wharf site

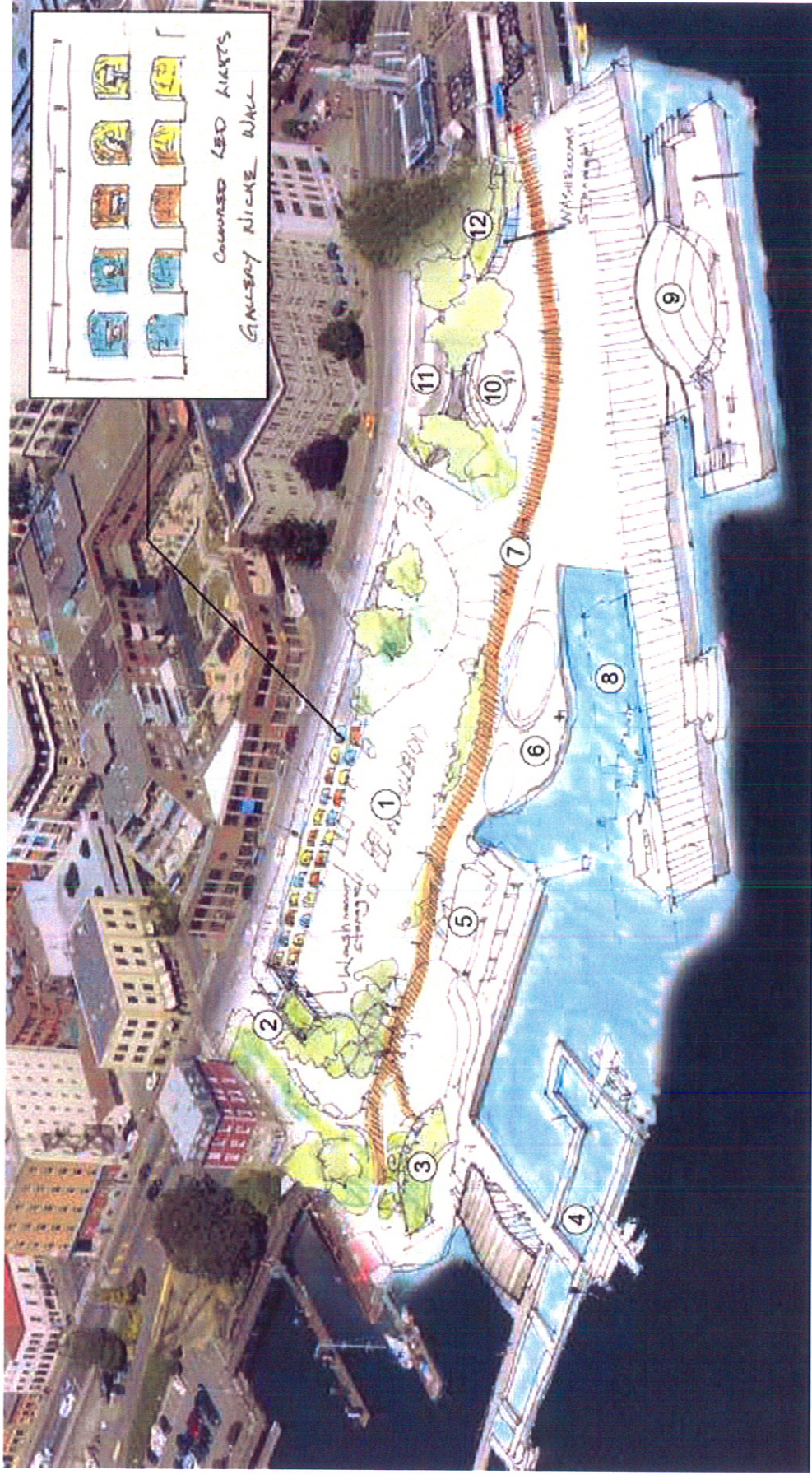
Team 3: Ship Point Concept – Plan



Note: Illustrations are conceptual only and not intended to reflect preferred design solutions.

1. Flexible special event space (with sculpture and lighting in recessed arches in adjacent wall) and parking with enhanced paving
2. Viewpoint at top of access ramp with washrooms and special event storage below
3. Seaplane terminal plaza
4. Future floating seaplane terminal building
5. Marine-related businesses and restaurants
6. David Foster Way Special Place: plaza/green space for people to gather
7. Continuous Harbour Pathway (David Foster Way) along water
8. Alternate floating stage location
9. Movable floating stage for special events
10. Amphitheatre for temporary special events
11. Homecoming Plaza
12. Washrooms and special event storage

Team 3: Ship Point Concept – Aerial View



Note: Illustrations are conceptual only and not intended to reflect preferred design solutions.

1. Flexible special event space (with sculpture and lighting in recessed arches in adjacent wall) and parking with enhanced paving
2. Viewpoint at top of access ramp with washrooms and special event storage below
3. Seaplane terminal plaza
4. Future floating seaplane terminal building
5. Marine-related businesses and restaurants
6. David Foster Way Special Place: plaza/greenspace for people to gather
7. Continuous Harbour Pathway (David Foster Way) along water
8. Alternate floating stage location
9. Movable floating stage for special events
10. Amphitheatre for temporary special events
11. Homecoming Plaza
12. Washrooms and special event storage

7. Lower Wharf Street Site

Key Opportunities

The key opportunities for the Lower Wharf Street site that were derived from the public consultation included: 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 as well as greater year-round animation of the site.

Guiding Principles

7.1 Integrate strong connectivity and access

- The Lower Wharf Street site should be considered as a key link between the Old Town Area and the waterfront by encouraging a direct link from Bastion Square to the edge of the water. This could include the creation of a "beach" and kayak access/landing.
- Access from Wharf Street should be a stepped, mixed use transition from street to waterfront, including capacity and capability to provide access for everyone including people with mobility needs.
- The Wharf Street pedestrian crossing at Bastion Square should incorporate features to improve pedestrian comfort and safety.
- Consideration should be given to the potential to increase the vibrancy and ambience of the waterfront activities, including direct access to the water's edge.
- The Harbour Pathway should be given precedence as a key site development determinant that provides a central link to other waterfront areas.
- Views of the water should be preserved from Bastion Square and Fort Street.

7.2 Create a pedestrian-friendly environment

- Pedestrian activity along Wharf Street should be enhanced to promote views, sitting areas and opportunity to provide for increased numbers of pedestrians using the sidewalk in a safe manner.
- Vehicle access, principally to support site activities, and site parking should be limited and, where they occur, secondary to pedestrian activity.
- Parking areas, where provided, should be designed and landscaped to be safe, attractive, environmentally responsible, and flexible to allow for other activities such as special events.

7.3 Encourage vitality through high quality design

- The Lower Wharf Street site should be designed as a public destination where visitors and citizens of all ages come to view and celebrate the waterfront and the "ballet of activity" that enlivens the Inner Harbour.
- Encourage high-quality and architecturally distinct forms of development and site design that is appropriate for the site's prominent waterfront location.
- Passive and active spaces and places should be incorporated into the design of the site with a mix of uses that support a diversity of activities that are promoted and celebrated.
- Where possible, the design of the Lower Wharf Street site should complement existing uses, such as restaurants and boat moorage, so that the site has a seamless and integrated transition from existing to new.

7.4 Reflect the area's cultural and historic significance

- Design elements for the site should reference and celebrate local cultural heritage.
- Opportunities to enhance and highlight the presence of First Nations people should be considered through appropriate forms of culture-based development, programming, and design.

7.5 Enhance the site as a landmark location

- Opportunities to enhance the Lower Wharf Street site as a key landmark/destination should be considered through uses that attract people year-round and are complementary to the Inner Harbour.

Team 1: Lower Wharf Street Concept – Plan



Note: Illustrations are conceptual only and not intended to reflect preferred design solutions.

1. Plaza/parking area with paving stones
2. First Nations Cultural Centre as key attraction with offices and commercial space
3. Widened stairway (e.g. Spanish Steps) connecting Bastion Square to waterfront. Includes landings with access to upper floors of adjacent buildings

4. Naturalized beach area with native plants, kayak launch and connections to Harbour Pathway
5. Completion of Harbour Pathway (David Foster Way)
6. Pedestrian-scaled lighting and streetscape improvements along Wharf Street
7. Widened pedestrian bridge with no abrupt grade change and decorative mast as iconic landmark

8. Restored/preserved natural area
9. Kayak launch/ramp
10. Vehicle access ramp with historic retaining wall in background
11. Boat moorage

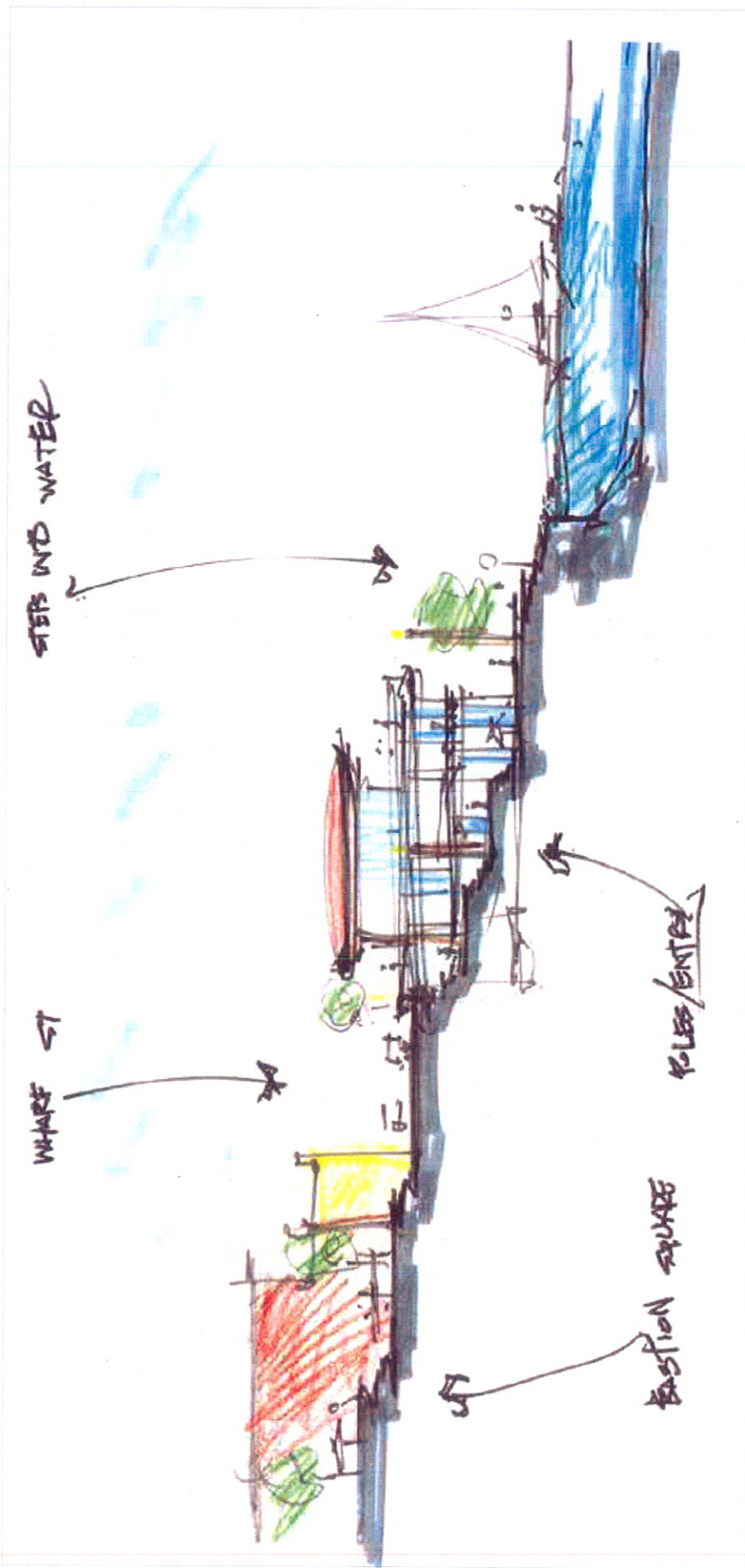
Team 1: Lower Wharf Street Concept – Aerial View



Note: Illustrations are conceptual only and not intended to reflect preferred design solutions.

- | | | |
|---|---|--|
| 1. Plaza/parking area with paving stones | 4. Naturalized beach area with native plants, kayak launch and connections to Harbour Pathway | 8. Restored/preserved natural area |
| 2. First Nations Cultural Centre as key attraction with offices and commercial space | 5. Completion of Harbour Pathway (David Foster Way) | 9. Kayak launch/ramp |
| 3. Widened stairway (e.g. Spanish Steps) connecting Bastion Square to Waterfront. Includes landings with access to upper floors of adjacent buildings | 6. Pedestrian-scaled lighting and streetscape improvements along Wharf Street | 10. Vehicle access ramp with historic retaining wall in background |
| | 7. Widened pedestrian bridge with no abrupt grade change and decorative mast as iconic landmark | 11. Boat moorage (including for small boats) |

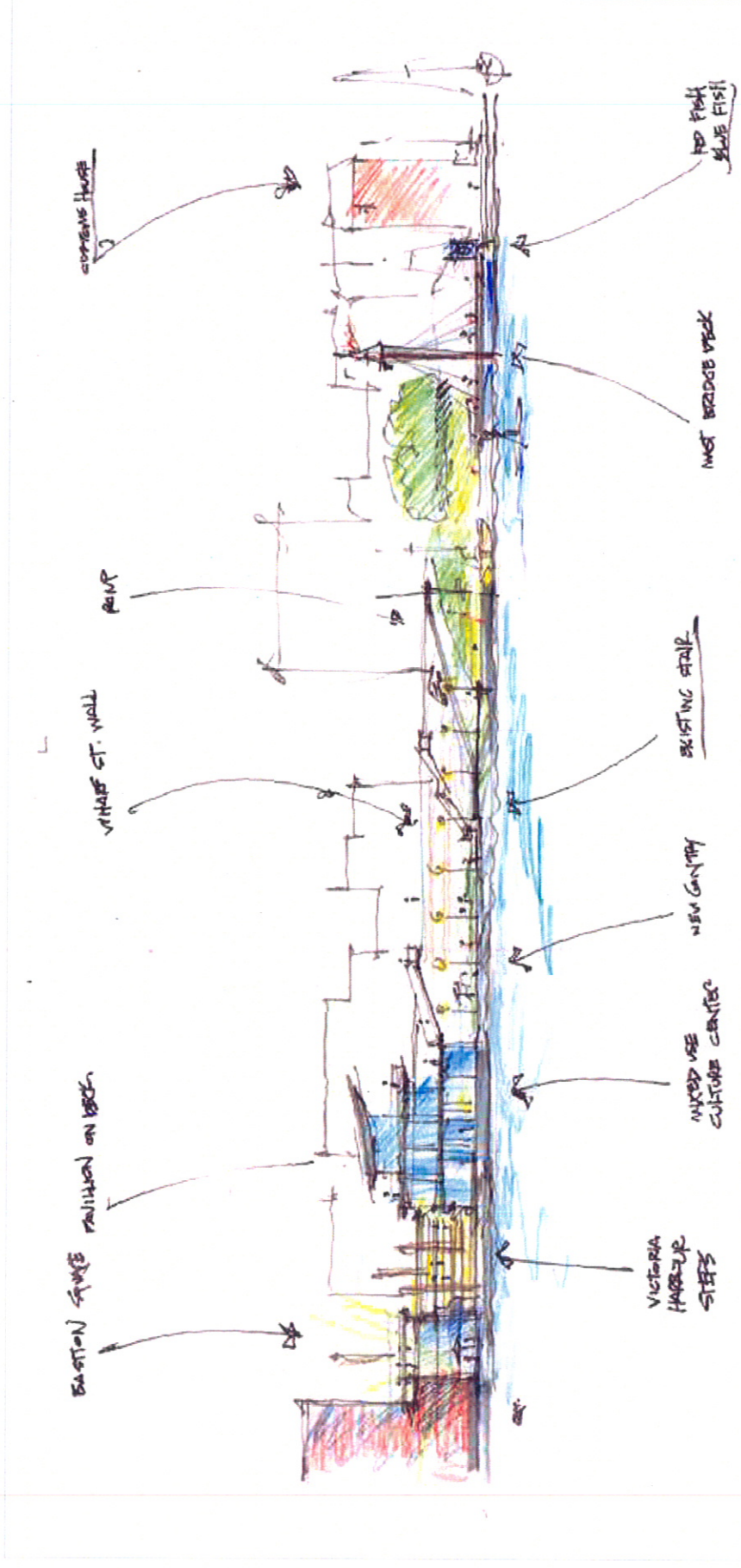
Team 1: Lower Wharf Street Concept – Section



Note: Illustrations are conceptual only and not intended to reflect preferred design solutions.

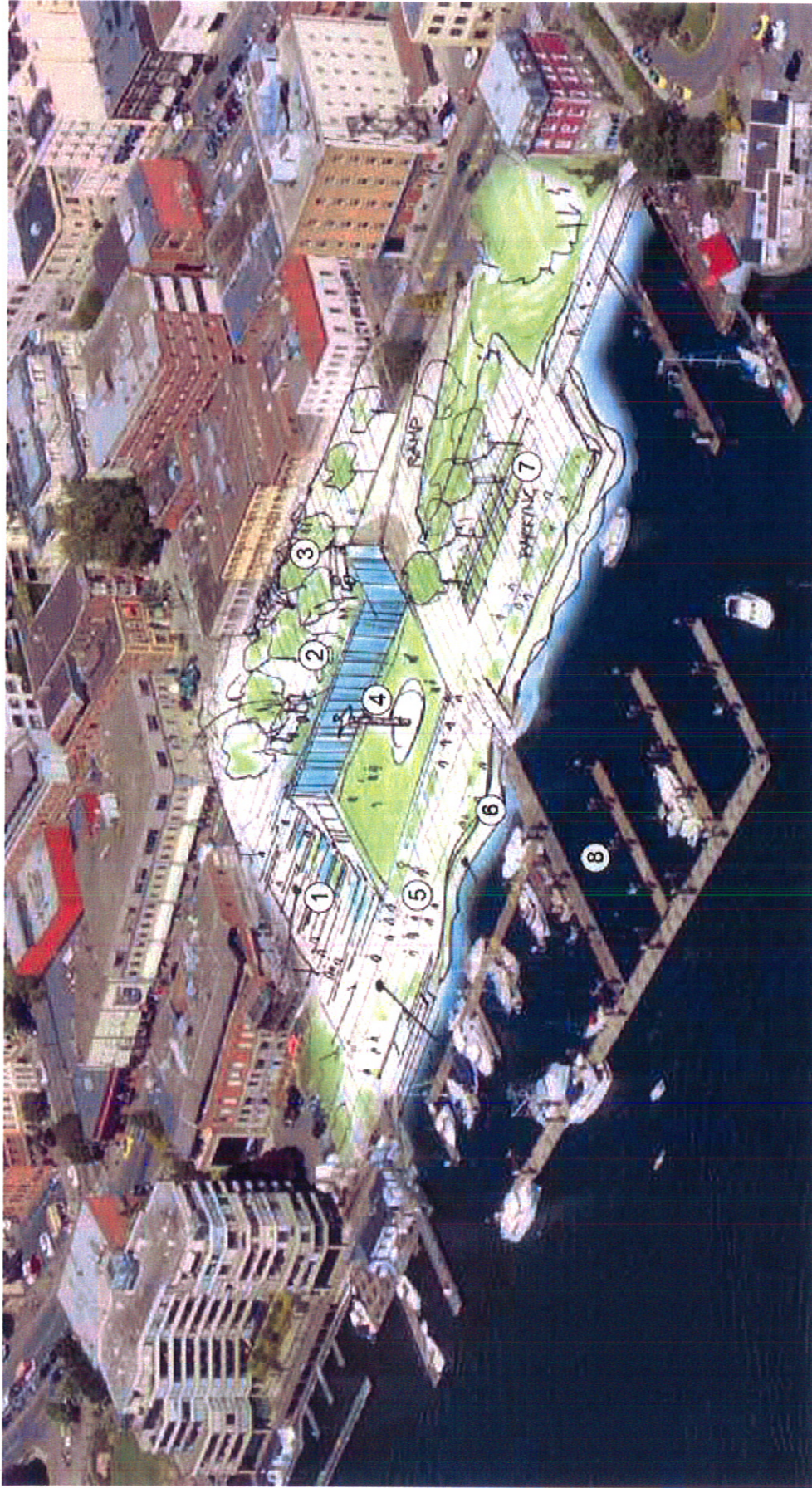
Building is scaled and sited to provide view corridors from Bastion Square and along Wharf Street.

Team 1: Lower Wharf Street Concept – Perspective from Water



Note: Illustrations are conceptual only and not intended to reflect preferred design solutions.

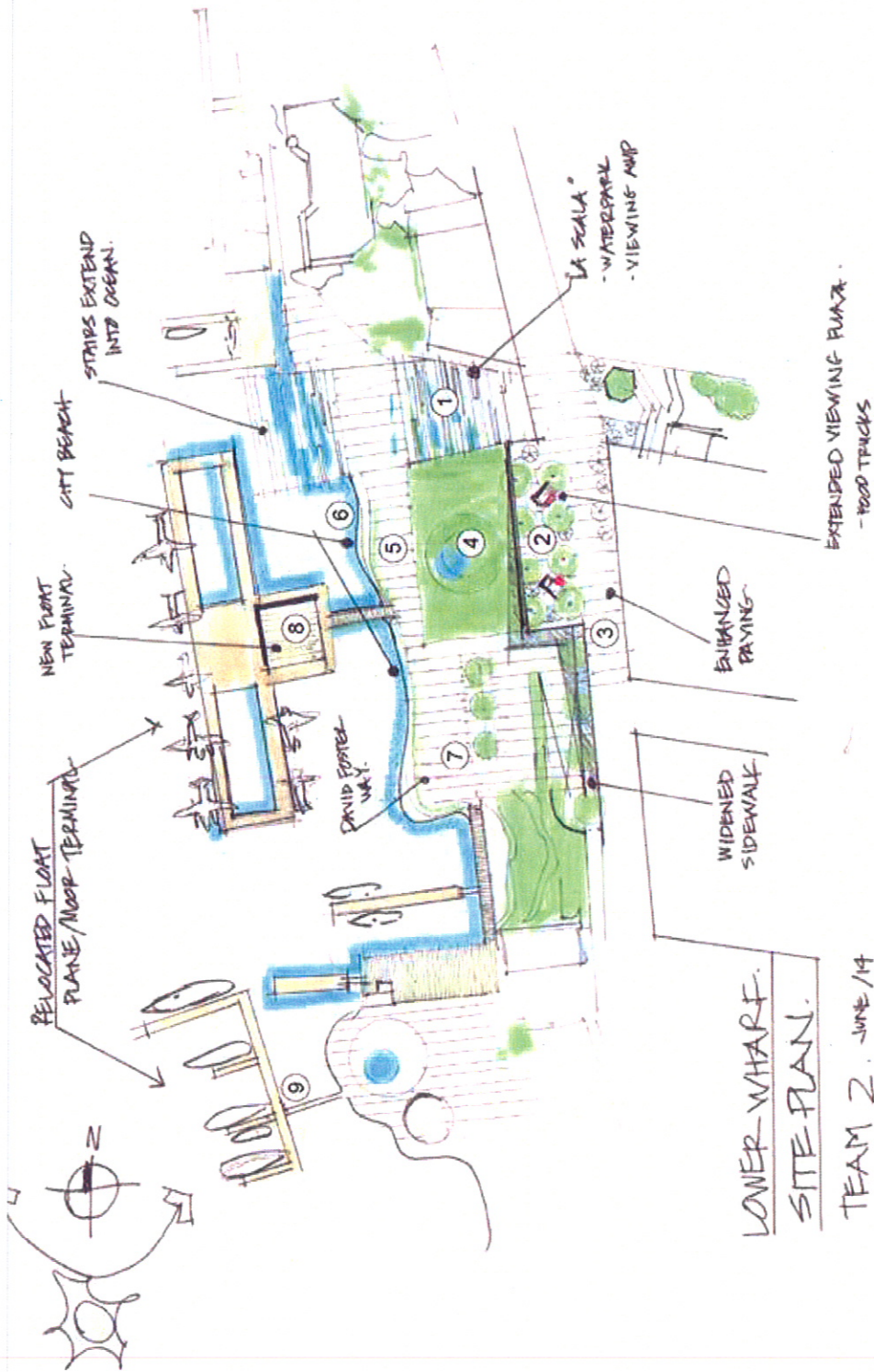
Team 2: Lower Wharf Street Concept – Aerial View (Option 1)



Note: Illustrations are conceptual only and not intended to reflect preferred design solutions.

1. Widened stairway (e.g. La Scala) connecting Bastion Square to waterfront. Includes improved pedestrian street crossing and wide landings for gathering, food kiosks, buskers, etc.
2. First Nations cultural centre with rooftop public plaza/ green space extending from Wharf Street
3. Remove on-street parking and resurface roadway with attractive paving materials that extend to rooftop plaza space
4. Park/green space with First Nations themed public art
5. Open plaza/event space includes connection to David Foster Way
6. Pebble beach
7. Reduced parking area with high quality landscaping throughout area
8. Boat moorage (including for small boats)

Team 2: Lower Wharf Street Concept – Plan (Option 2)



1. Widened stairway (e.g. La Scala) connecting Bastion Square to waterfront. Includes improved pedestrian street crossing and wide landings for gathering, food kiosks, buskers, etc.
2. First Nations cultural centre with rooftop public plaza/ green space extending from Wharf Street
3. Enhanced paving surface on Wharf Street extending to rooftop plaza space
4. Sloped park/green space
5. Open plaza/event space includes connection to David Foster Way
6. Pebble beach
7. Limited number of parking stalls for float plane operation with high quality landscaping throughout area
8. Float plane terminal relocated from Ship Point to Lower Wharf Street site
9. Boat moorage connecting to plaza space

Team 2: Lower Wharf Street Concept – Aerial View (Option 2)

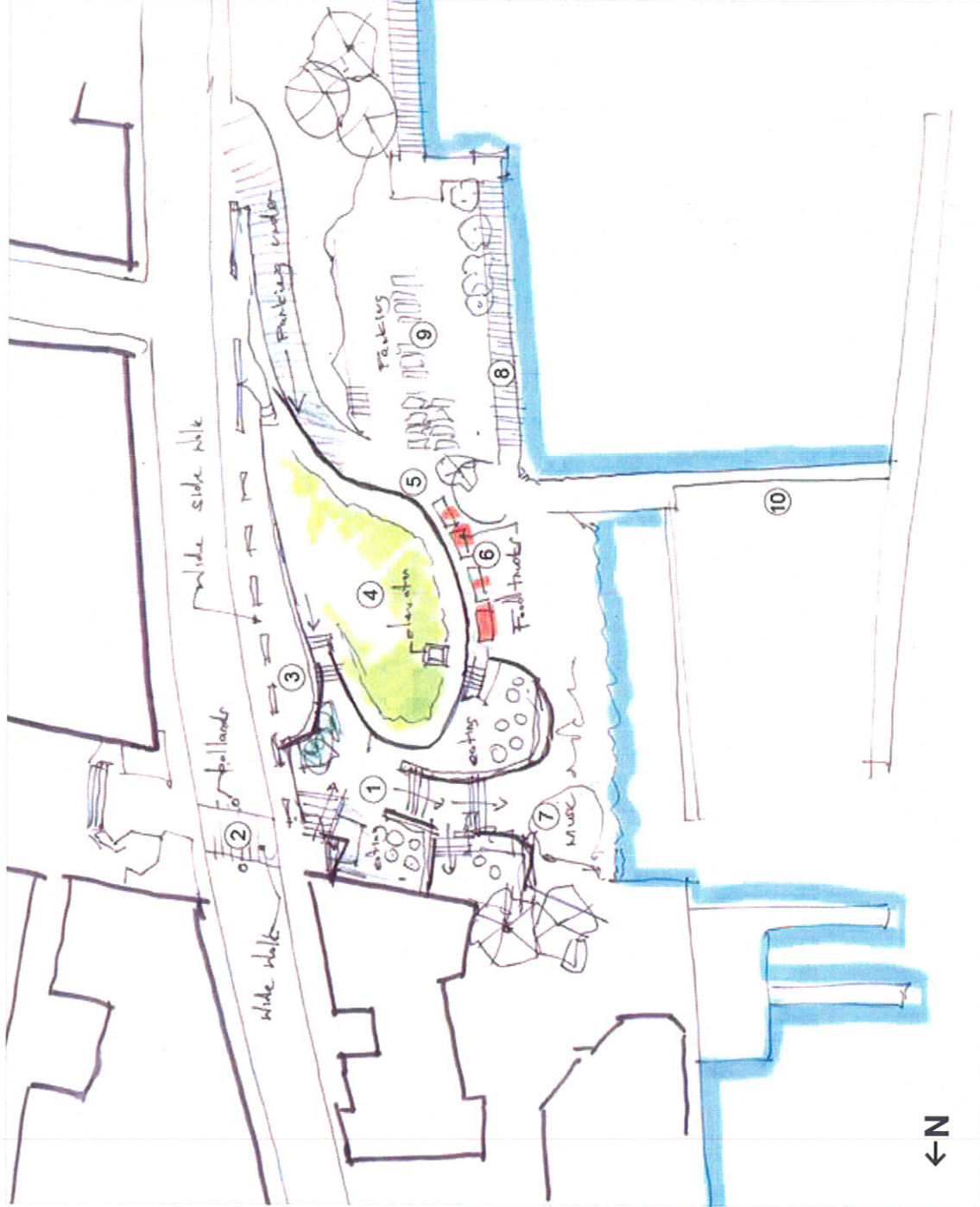


Note: Illustrations are conceptual only and not intended to reflect preferred design solutions.

1. Widened stairway (e.g. La Scala) connecting Bastion Square to waterfront. Includes improved pedestrian street crossing and wide landings for gathering, food kiosks, buskers, etc.
2. First Nations cultural centre with rooftop public plaza/ green space extending from Wharf Street
3. Enhanced paving surface on Wharf Street extending to rooftop plaza space
4. Sloped park/green space
5. Open plaza/event space includes connection to David Foster Way
6. Pebble beach
7. Limited number of parking stalls for float plane operation with high quality landscaping throughout area
8. Float plane terminal relocated from Ship Point to Lower Wharf Street site
9. Boat moorage connecting to plaza space

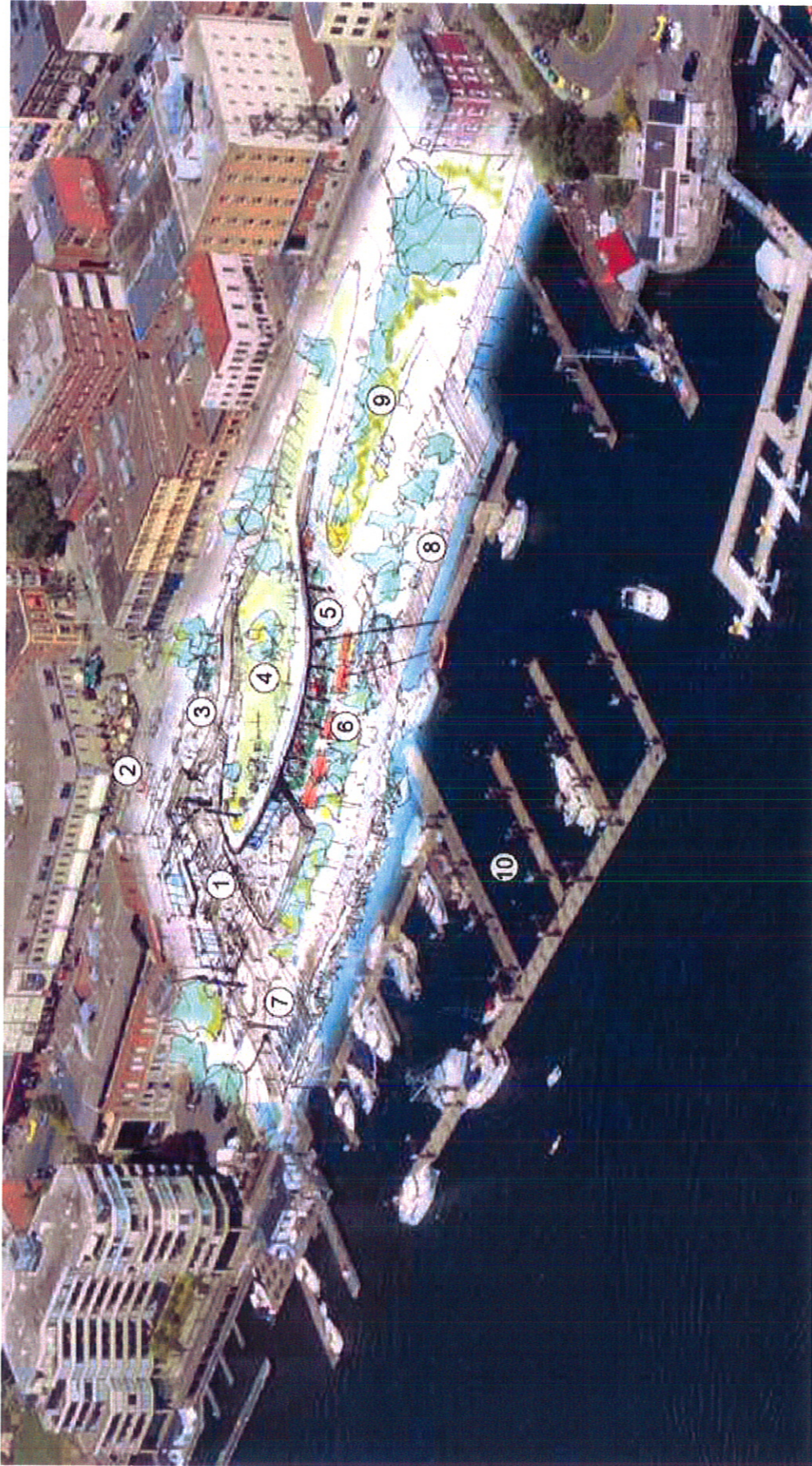
Team 3: Lower Wharf Street Concept – Plan

1. Widened stairway (e.g. Spanish Steps) connecting Wharf Street to waterfront including public art to enhance viewscape from Bastion Square
2. Improved pedestrian street crossing with distinctive paving materials and bollards
3. Lookout area along Wharf Street sidewalk
4. Building structure on eastern portion of site with rooftop green space (accessible to public) sloped down from Wharf Street
5. Limited public parking stalls located inside new building – not visible from outside
6. Building edge animated with small commercial space for retail/food kiosks or food trucks
7. Public event/performance space to provide animation along Harbour Pathway
8. Completed Harbour Pathway (David Foster Way)
9. Limited number of surface parking stalls with high quality landscaping throughout area
10. Boat moorage (including for small personal boats)



Note: Illustrations are conceptual only and not intended to reflect preferred design solutions.

Team 3: Lower Wharf Street Concept – Aerial View



Note: Illustrations are conceptual only and not intended to reflect preferred design solutions.

Appendix



Harbour Vitality Principles

Public Engagement Summary

1A. Introduction

During May and June 2014, the City of Victoria engaged with the community as part of the Harbour Dialogue process to solicit ideas and feedback on revitalization opportunities for three strategic sites along the Inner Harbour: Belleville Terminal site, Ship Point site and the Lower Wharf Street site. This report provides an overview of the public outreach and summarizes feedback collected through all engagement channels.

2A. Engagement Objectives

The goal of the engagement process was to:

- Seek input from the public and key stakeholders on opportunities for Inner Harbour revitalization
- Foster shared ownership of revitalization opportunities
- Provide accessible and clear project information
- Facilitate a meaningful engagement process
- Increase awareness of existing policies and plans relating to the Inner Harbour



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

3A. How We Engaged the Community

Throughout the month of May two separate events (Open House and Ideas Forum) were held to inform and solicit feedback from the public and key stakeholders. A public survey was also made available during the month of May. In June, the feedback received through the public engagement process including key themes from the public survey were advanced by local experts through a Technical Workshop. Additional engagement details include:

- Project and event details provided on project website: www.victoria.ca/harbourdialogue
- Advertisements for Open House and Ideas Forum placed multiple times in Times Colonist and Vic News
- Electronic invite sent to key land owners, open house participants, Inner Harbour businesses, community associations, development industry, federal agencies, First Nations, CRD, Province of British Columbia, special event and festival groups, Inner Harbour recreational user groups and local MLAs and MPs
- Newsletter articles submitted to greater Victoria Harbour Authority, Urban Development Institute, Downtown Victoria Business Association, Greater Victoria Cycling Coalition and Tourism Victoria for inclusion in their digital and print newsletters
- Direct mail out sent to over 800 property owners, residents and tenants located within a 100m radius of the Inner Harbour
- Several posts made on City of Victoria social media including Facebook and Twitter
- Project and events received media coverage through Times Colonist, Vic News and Vibrant Victoria
- Presentations made to James Bay Neighbourhood Association and Victoria Esquimalt Harbour Society to explain the project, promote the public events and the survey and to communicate the various outcomes of each event.



Open House



Open House: May 9, 2014

Over 400 people representing residents, businesses, tourism, the development industry, marine recreational groups and government attended the Open House held at the Ship Point site. This event included City of Victoria staff as well as representatives from the Greater Victoria Harbour Authority, Royal BC Museum, Downtown Victoria Business Association and Tourism Victoria. Attendees were invited to view display boards, speak with staff and provide feedback through a "vision board" and survey.



Ideas Forum



Technical Workshop



Ideas Forum: May 10, 2014

Over 100 people attended the Ideas Forum at the Victoria Conference Centre. The Ideas Forum sessions allowed participants to move from table to table every 15 minutes and discuss various topics related to the Inner Harbour including Transportation and Connectivity, Public Realm, Working Harbour and Tourism.

Public Surveys: May 8 to May 26, 2014

Throughout the engagement process, the public was invited to provide their ideas and feedback through a hard copy survey that was made available at the Open House and Ideas Forum or through the electronic version that was available on the project website. 166 surveys (94 online and 72 hard copy) were completed.

Technical Workshop: June 5 – 6, 2014

36 local experts from various organizations and businesses participated in a two-day intensive Charrette-style process. Participants were organized into three teams for the purpose of actively discussing, analyzing and illustrating potential development concepts/opportunities for improving the Inner Harbour with a specific focus on the Belleville Terminal site, Ship Point site and Lower Wharf Street site. The Technical Workshop was informed by the participants' technical knowledge and expertise while also building on the key findings from the Harbour Dialogue public engagement process, existing Council-approved policy plans and supporting background and technical studies.

Participants at the Technical Workshop included representatives from the following organizations/businesses:

- Architectural Institute of British Columbia
- Black Ball Ferry Line
- British Columbia Society of Landscape Architects
- City of Victoria – Parks, Recreation and Culture
- City of Victoria – Sustainable Planning and Community Development
- Clipper Vacations
- Downtown Victoria Business Association
- Greater Victoria Harbour Authority
- Greater Victoria Chamber of Commerce
- Harbour Air Seaplanes
- Province of British Columbia – Ministry of Transportation
- Province of British Columbia – Shared Services
- Songhees First Nations
- Urban Development Institute – Capital Region
- Victoria Esquimalt Harbour Society
- Victoria Real Estate Board

The Technical Workshop participants provided expertise and working knowledge related to:

- architecture
- coastal planning
- commercial development
- economic development
- First Nations
- land management
- landscape architecture/site design
- marine operations
- natural resource ecology
- parks and open space planning
- special events and festivals
- tourism
- transportation (marine/air)
- urban design
- urban planning

The Technical Workshop began with a morning walking tour/visit to each site where participants received a site briefing including information related to land ownership, existing uses and activities, infrastructure, operations as well as geotechnical and environmental site conditions. The balance of the two-day process was structured with each team undertaking a contextual analysis of the entire Harbour and the three sites as the basis for identifying character-defining elements, existing conditions, areas for improvement, potential opportunities and related barriers/issues. Each team also had the opportunity to report out to the group using their illustrations to explain their approach, rationale and desired outcomes for revitalization opportunities.

Technical Workshop Open House (June 6, 2014)

Following the completion of the Technical Workshop, the public was invited to an open house at the Victoria Conference Centre where they could view the development concepts created by the local experts, provide general comments and speak to City of Victoria staff.



Technical Workshop

4A. Summary of Public Engagement Comments

Outlined below is a summary of the key ideas and themes that the public identified for each site through the Harbour Dialogue Open House, Ideas Forum and public surveys.

Belleville Terminal Site

Belleville Terminal is valued as a key transportation hub and the connectivity it provides to the United States. Its proximity to the downtown core for both incoming tourists and locals using the ferry terminal is seen as a valued convenience. The terminal's role in supporting the local economy by bringing tourists to the Inner Harbour, the surrounding views and the CPR Steamship Terminal were also valued.

The need for an aesthetic upgrade was the most common improvement mentioned. The completion of a waterfront pathway connecting the terminal to the rest of the Inner Harbour, more green space, the consolidation of the Black Ball (MV Coho) Ferry Line and Clipper Vacations terminals, improving the functionality with more services to attract both tourist and locals such as restaurants and cafés, widening and revitalizing the sidewalk were the most commonly referred to improvements the public would like to see made to the site.

Ship Point Site

Its use as a special event site, the views and the site's location in the heart of downtown and along the Inner Harbour are what people value the most about Ship Point. The most common improvement the public would like to see made is the reduction of space currently allocated to parking. Consistent suggestions on how best to use the space include introducing a permanent, weather-protected event site for small to large scale events (public market, festivals, concerts, etc.), more green space and seating areas, an amphitheatre and a covered parking lot offering space for mixed use above.

Lower Wharf Street Site

Public access to the harbour, its downtown location and marine-related activities are highly valued attributes of this site. Parking on the site was mainly unsupported. Most frequent suggestions received were to remove parking completely; reduce the amount of current spaces or to cover the parking lot to allow for secondary uses on the upper level. An improved walkway and more services such as cafés, food kiosks and restaurants were also strongly supported. Several Ideas Forum participants suggested a "Spanish Steps" structure to connect Bastion Square to the water and create a space for informal gatherings.

Overall

The most common factors the public mentioned that should be considered in planning for the Inner Harbour are:

- Design a harbour that will attract locals and tourists
- Maintain a working harbour while ensuring it is appealing for visitors
- Develop a continuous walkway along the harbour that will also ensure public access to the waterfront
- Improve the public realm and pedestrian experience

When asked what waterfronts could serve as an inspiration for planning the Inner Harbour, Vancouver's continuous walkway for pedestrians and cyclists (Seawall), Sydney, Australia and Seattle's market and commercial space (Pike Place Market) were most referenced.

5A. Conclusion

The Inner Harbour is a highly valued public amenity validated by the participation and enthusiasm experienced throughout the engagement process. The opportunity to provide valuable input that will be used to shape the future of the three sites was far-reaching as residents, businesses and organizations from the Inner Harbour, Victoria, and beyond shared their views on what factors contribute to the vitality of a harbour. The beauty of the harbour, its role as a key transportation hub, and the economic and cultural activity it provides were consistently stated as what people value. A multitude of suggestions were provided on how to enhance the three sites; however, the most dominant themes to realize the Inner Harbour's full potential were the need to create opportunities to attract both tourists and locals while maintaining a working harbour.

The public feedback collected throughout May and the conceptual illustrations generated at the Technical Workshop were used by staff and the project consultant to create overarching guiding principles for the Inner Harbour and for each strategic site. The resulting *Harbour Vitality Principles* will help to better position the City of Victoria and other Inner Harbour land owners for potential capital funding, grants and development opportunities.



1 Centennial Square
Victoria, British Columbia
V8W 1P6
www.victoria.ca