

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>

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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 viewsapes 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 viewsapes from the Fort site and mooring rings to Victoria Harbour.
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	<ul style="list-style-type: none"> Maintain a working harbour 	<ul style="list-style-type: none"> Maintain a working harbour <u>and recognize the important relationship between activities on land and water.</u>
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>

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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
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.

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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	• 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
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"> • <u>Land use planning within the Inner Harbour should consider the physical, ecological and social attributes of both the land and water.</u>

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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 <u>float plane and ferry terminals</u>.
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, <u>overall planning and development</u> 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 <u>and promote</u> the <u>cultural significance and</u> importance of the waterfront as traditional territories of the Songhees and Esquimalt First Nations
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 <u>passive and active</u> enjoyment of the Inner Harbour by the public <u>on land and water</u>, including services and amenities such as recreation activity support, and strategically placed eating venues.

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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 <u>passive and active</u> enjoyment of the Inner Harbour by the public <u>on land and water</u>, 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	<u>5.5 Promote economic vitality</u> <u>Support economic vitality for the site by encouraging a mix of complementary uses.</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.	... 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.
Contributing comment from City staff		5.1	(Add as a new bullet)	<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>
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

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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
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

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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	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>
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

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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 accommodate the seaplane terminal needs, including a pick-up/drop-off area, taxi, and bus spaces. 	n/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.	None. The principles seek to balance parking needs and public space needs.	n/a	n/a	n/a

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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.

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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"> • <u>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.</u>
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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	• 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

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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	• 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	• 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

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