

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,



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: naruvuu@dialogue@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.

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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.

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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: harbourdialogue@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 in dark ink, appearing to be 'I. R.', is written over a horizontal line.


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.



Rob Bateman

From: harbourdialogue@victoria.ca
To: harbourdialogue@victoria.ca
Subject: FW: Victoria Harbour Dialogue - Principles Document

From:
Sent: Thursday, Aug 21, 2014 10:59 AM
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.

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 ~~AWAY~~ 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!

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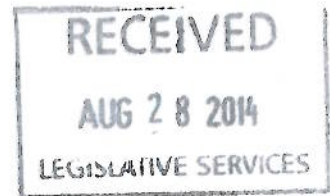
Please submit your comments to the Customer Service Ambassador on the main floor of City Hall or to the Development Centre located on the second floor. You can also email your comments to harbourdialogue@victoria.ca. For a digital copy of the draft Harbour Vitality Principles visit www.victoria.ca/harbourdialogue.ca

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 COMO DEPARTURE DOCK, WHILE A SHARED COMO-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 WATERLOT 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. TEAM'S ONE AND THREE USE THE EUPHANISM "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 VIEW-SCAPES 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/privately 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.

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 is no handwriting or other markings on the paper.

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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 is no handwriting or other markings on the paper.

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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).

COMMENTS CONTINUE ON BACK ➔

- 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

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What do you think about the draft Harbour Vitality Principles?

YOUR '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] 4/15/11

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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.

Longhairs.

Long Point.



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

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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
 - Ships 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
 - Ships 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

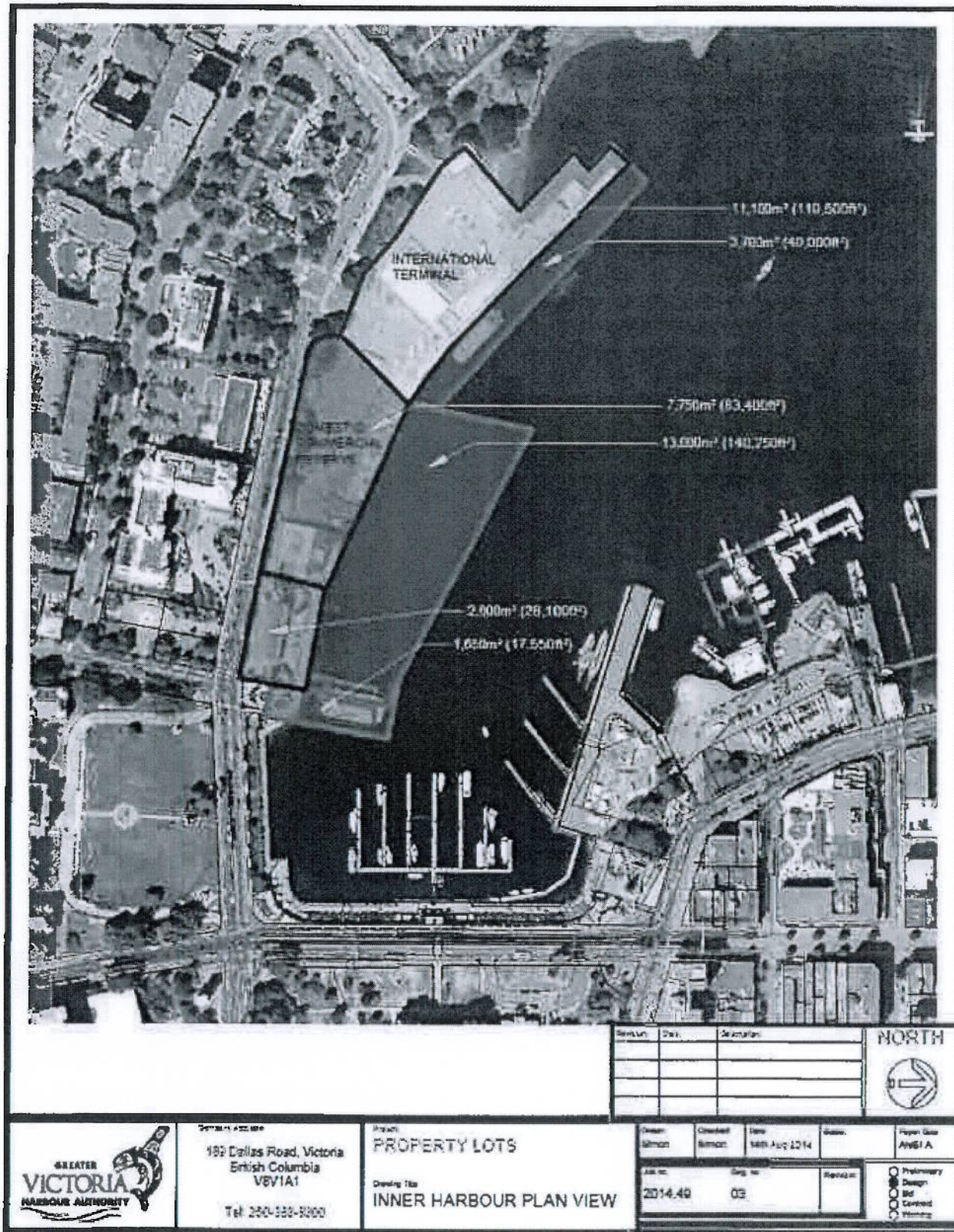
General Comments

- 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

Drawing re: Site Layout Option – Ferry Terminal Site Consolidation/Optimization





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

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

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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 Nurse; 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
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