

SHIP POINT MASTER PLAN

May 2018



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1.0 INTRODUCTION

When celebrated, the interface between a community and its waterfront provide an exciting prospect for natural and human ecologies to overlap and create the most productive, engaging and vibrant public spaces in the world.

Ship Point represents a significant opportunity for the Inner Harbour, City and Greater Region to create an iconic attraction that fosters civic vitality, ecological resilience and economic development. While celebrating its history and present use as a working waterfront and special event venue, the proposed design recognizes that a well-designed public waterfront provides significant benefits to citizens, tourists and investors, including civic pride, an increase in retail spending and a safe, inclusive place for all.

Victoria retains an excellent reputation as one of the most identifiable downtowns in North America. With over 3 million visitors annually, tourism is a major economic generator for the City. The downtown also benefits from an increasing number of commercial, employment and residential projects which will continue to augment the area’s social and economic vitality. However, the Inner Harbour waterfront is more than a place for commerce and tourism. It is a gateway for the city and its inhabitants. It is a link between people, their natural environment and their history. It is a place for building a healthier and more socially connected city.

The Ship Point Master Plan will implement the vision for the area as a high quality public waterfront destination and signature events and festival site. A great opportunity exists to extend this sense of public activity to the Ship Point site, both from the north and south ends of the site. Permanent and seasonal uses can extend into a vibrant public waterfront and a prominent gateway to Victoria’s downtown. The existing grade change between Wharf Street and the surface parking area presents a unique opportunity to integrate commercial retail activities, and relocate any necessary parking into enclosed structures. Exploring creative ways to integrate built form within the landscape would further exemplify the amphitheatre concept of Victoria’s Inner Harbour, and would create an elegant and accessible grade transition to the water’s edge. The master plan and associated implementation framework include detailed site design, phasing and cost estimates, identifying immediate priorities, as well as long-term actions.

1.1 BACKGROUND AND PURPOSE

This Master Plan document is the cumulation of previous planning initiatives, policy frameworks, detailed site inventory and analysis and a robust public and stakeholder engagement process. It is the embodiment of the established Harbour Vitality Principles that provide a strengthened policy framework to help guide the ongoing revitalization of Victoria’s inner Harbour.

The purpose of the Ship Point Master Plan is to provide an implementable schematic plan to improve public access and vitality of the waterfront through a coordinated set of design measures. It provides an approach to improving existing and potential programming, including water dependent transportation facilities and businesses, seasonal events and festivals, and active and passive public space. The plan also provides a strategy for phasing and associated capital costs. Once the Master Plan is approved by Council, steps will be taken to allocate the necessary capital budget in order to implement the project.



Ship Point Today.



The future of Ship Point.

1.2 SITE INVENTORY AND ANALYSIS SUMMARY

Ship Point and the adjacent water lot is owned by the City. The adjacent wharf is owned by the Greater Victoria Harbour Authority. City Council has approved a long-term lease for the City owned water lot area adjacent to Ship Point (950 and 1000 Wharf Street) for the Harbour Air floating sea plane terminal building. The Ship Point site boundary sits within the City of Victoria’s larger area but visually it belongs to both Downtown and Inner Harbour precincts. As a working harbour with busy daily uses, it is an active urban space that is balanced with some minor areas of passive green space. Opportunities exist to leverage the overlapping program functions of the site and celebrate the place as part of a vital working waterfront.

The site sits at around 8m below Wharf Street below a large retaining wall and is bounded on the western side by the quay wall. The surface of the site is mostly asphalt paving and is used as a car park. The site also provides access to the Harbour Air Floating Sea Plane Terminal and also the Flying Otter Bar and Grill via a wharf ramp. While the site is centrally located between the Downtown and the Inner Harbour, the site currently lacks a legible connection with either; however, an opportunity exists to develop a unique identity for Ship Point that applies design elements from both contexts to create a unique year round public destination.

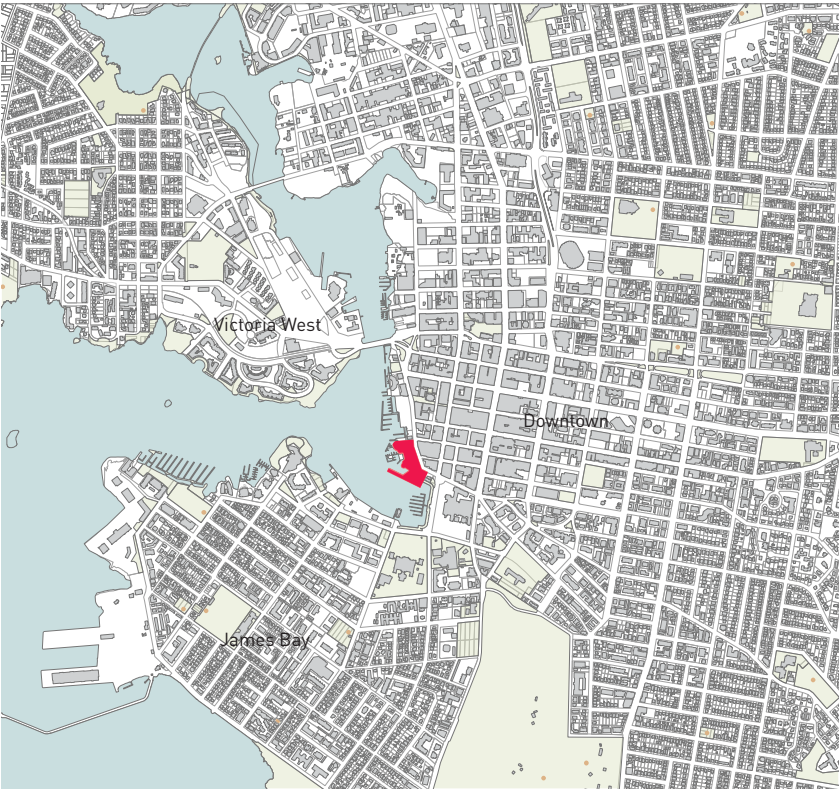
Ship Point is one of several important public open spaces along the waterfront of the Inner Harbour. Some areas such as Laurel Point, or Fisherman’s Wharf Park are informal green spaces, some are part of much more formal urban settings such as open lawn area in front of BC Legislature and Empress Hotel. There is also a few small pocket plazas and green spaces to accommodate passive recreation or small gathering space or rest. Connected by the David Foster Harbour Pathway, these special places become ‘breadcrumbs’ of activities and points along the waterfront. It is important that Ship Point maintains and enhances broader connections around the Inner Harbour while creating gateways and unique connections into and through the site.

Ship Point is a major destination for a variety of seasonal festivals and events. There is a clear pattern of events activities on Ship Point site throughout the year. Most of the organized events take place in summer months, with fewer in spring and fall and very little activity over the winter months. Opportunities exist to provide flexible festival and event space (including sheltered areas) to accommodate a variety of events throughout the year.

There is a clear deficiency of recreation and play areas in the urban core in Victoria and the Inner Harbour, which is reflective of the historic deficiency of family oriented housing. With significant increases of infill housing in recent years and increasing young populations choosing to live in the urban core, the demand for play and recreational opportunities for all ages will likely increase.

The pier at the south end of the site is in various degrees of age and composition. The Old Pier construction in 1949 is coming to the end of its life and requires remediation and/or replacement. A more recent section of the Pier, constructed in 1979 also requires repair and long term replacement. Renovations and replacements to the pier structure can provide opportunities for improved pedestrian access, resilience and functionality.

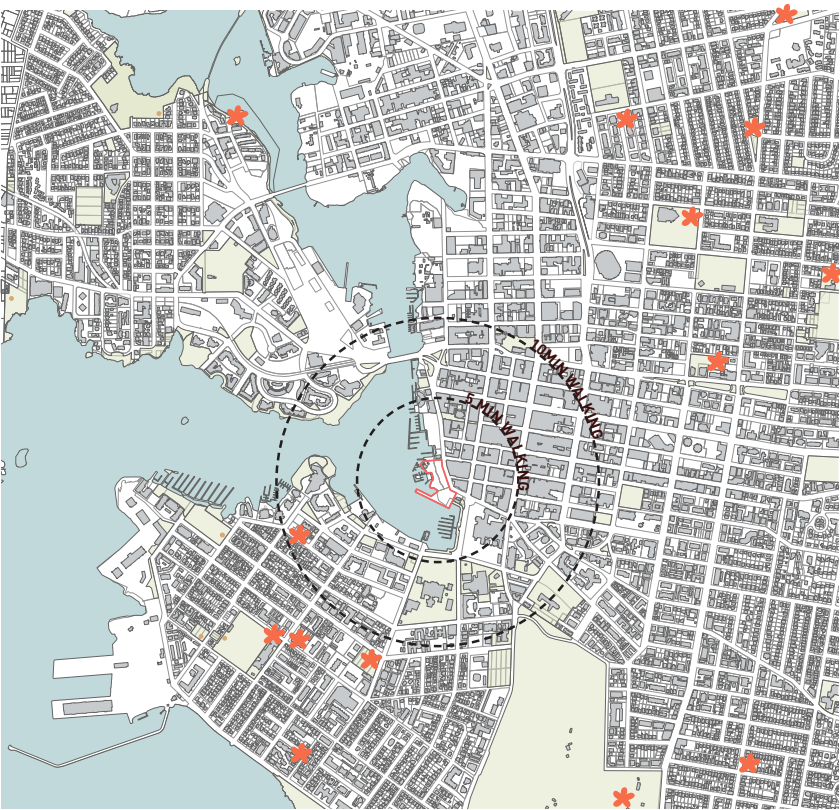
NEIGHBOURHOOD CONTEXT



CHALLENGE
Located at the edge of both Downtown and Inner Harbour precincts but lacks a legible connection with either.

OPPORTUNITY
Develop a unique identity for Ship Point that applies design elements from neighbouring context.

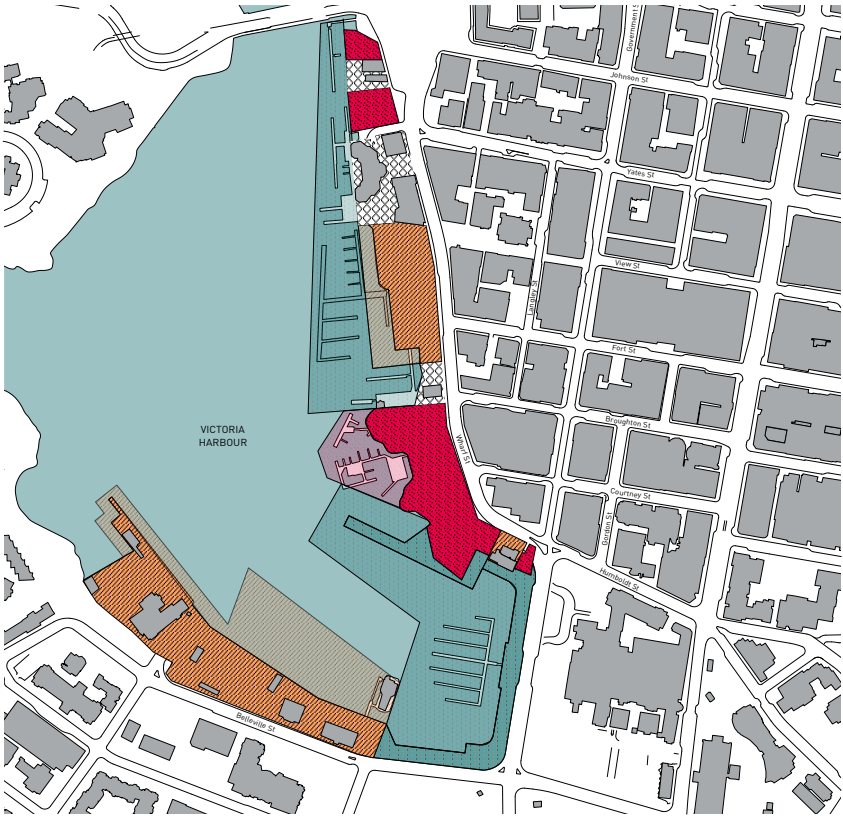
PLAY SPACE



LEGEND
Public Spaces with Play Equipment

CHALLENGE
Inadequate play opportunities for children in the downtown core.

OPPORTUNITY
Integrate informal play elements into the landscape to encourage play and exploration.



LAND OWNERSHIP

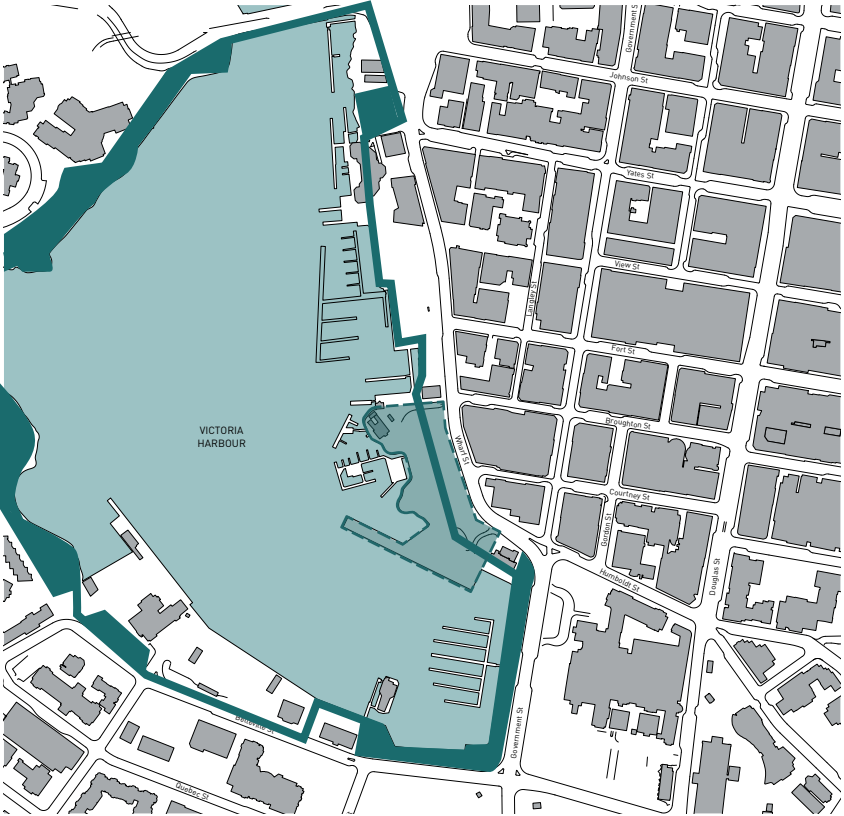


CHALLENGE

Multiple and overlapping programming, access and site requirements.

OPPORTUNITY

Multi-use site that celebrates its function as a working-harbour



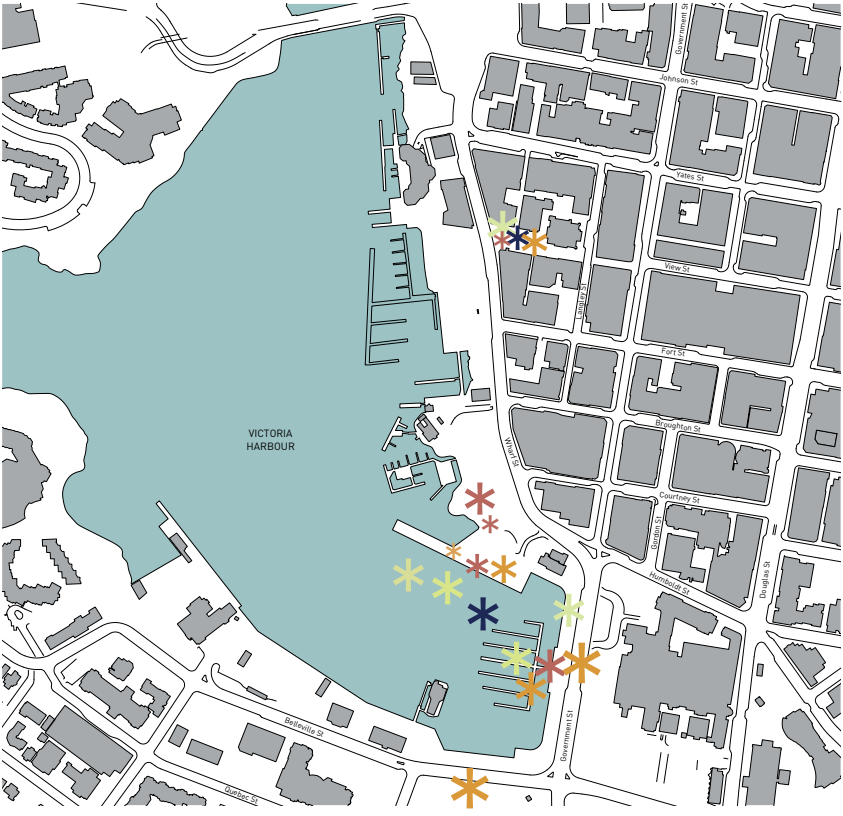
WATERFRONT OPEN SPACE

CHALLENGE

Maintain and enhance connection to broader waterfront open space framework.

OPPORTUNITY

Celebrate gateways and connections into and through the site.



CURRENT EVENT SPACES

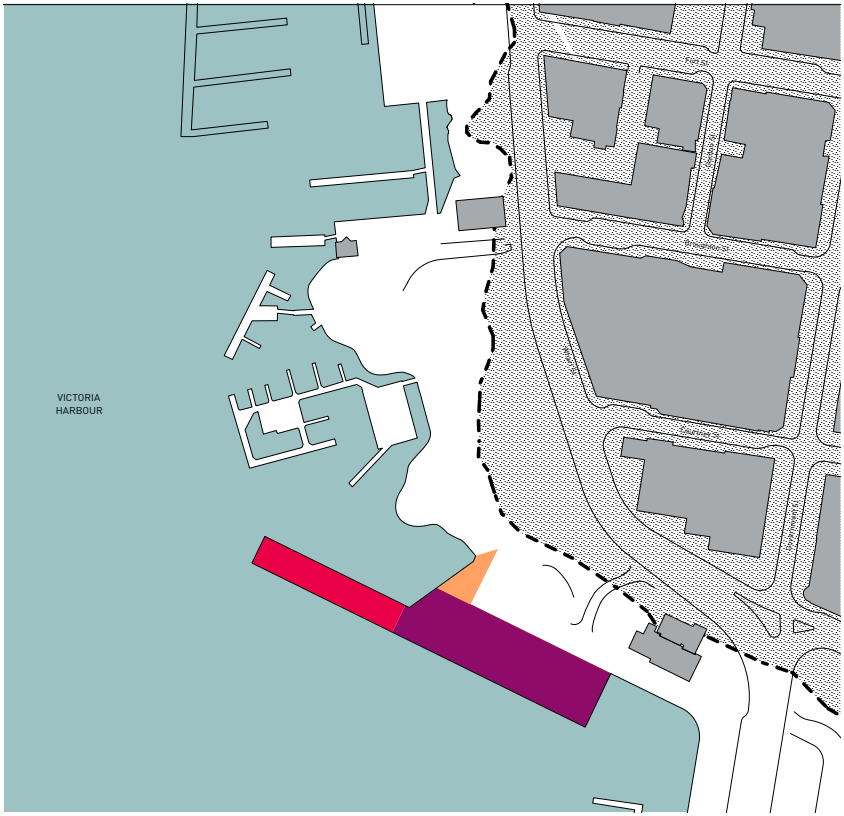


CHALLENGE

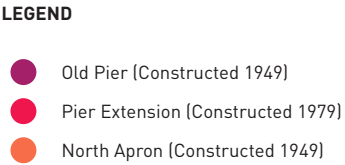
Most organized events take place in summer months, with fewer in spring and fall and very little activity over the winter months.

OPPORTUNITY

Provide flexible festival and event space (including sheltered areas) to accommodate a variety of events throughout the year.



SITE COMPOSITION



CHALLENGE

Pier and seawall infrastructure that requires structural, seismic and geotechnical updating.

OPPORTUNITY

Renovations to the pier structure can also improve public access, resilience and functionality.

1.3 A COLLABORATIVE PROCESS

The development of the Ship Point Master Plan was based on a collaborative process between City staff, stakeholders and a team of consultants. Focused consultation with adjacent landowners, neighbours and user groups through open houses and online surveys provided essential feedback that informed the final Master Plan.

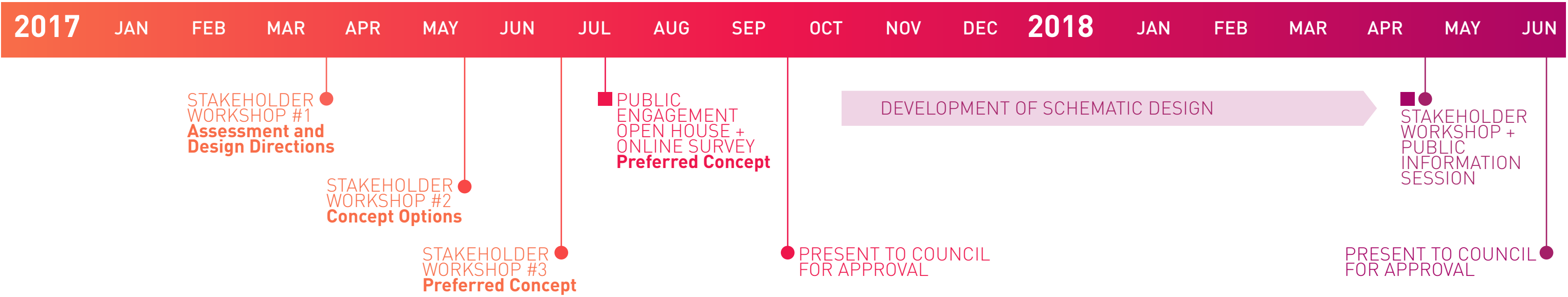
In the summer of 2017, the draft design concept was presented to the public and stakeholders and a summary of their responses can be found on the facing page of this document.

The development of the preferred Ship Point design concept has included ongoing collaboration with key stakeholders through workshops, individual meetings, and site visits to discuss the technical programming and operational site requirements. Key stakeholders include Harbour Air, Greater Victoria Harbour Authority, Songhees Nation, Esquimalt Nation, Urban Development Institute, Downtown Victoria Business Association, Greater Victoria Placemaking Network, Victoria Downtown Residents Association, Victoria Esquimalt Harbour Society, Tourism Victoria, Province of British Columbia, Atomique Productions, representation from various City of Victoria departments as well as other businesses operating on and around Ship Point, marine users and several special event and festival organizations.

In addition to the stakeholder meetings, the City hosted two public open houses at Ship Point on July 22nd and 24th to present the draft design concept and seek public feedback. There were over 300 people that attended the open houses as well as 147 online survey responses that were completed to provide feedback

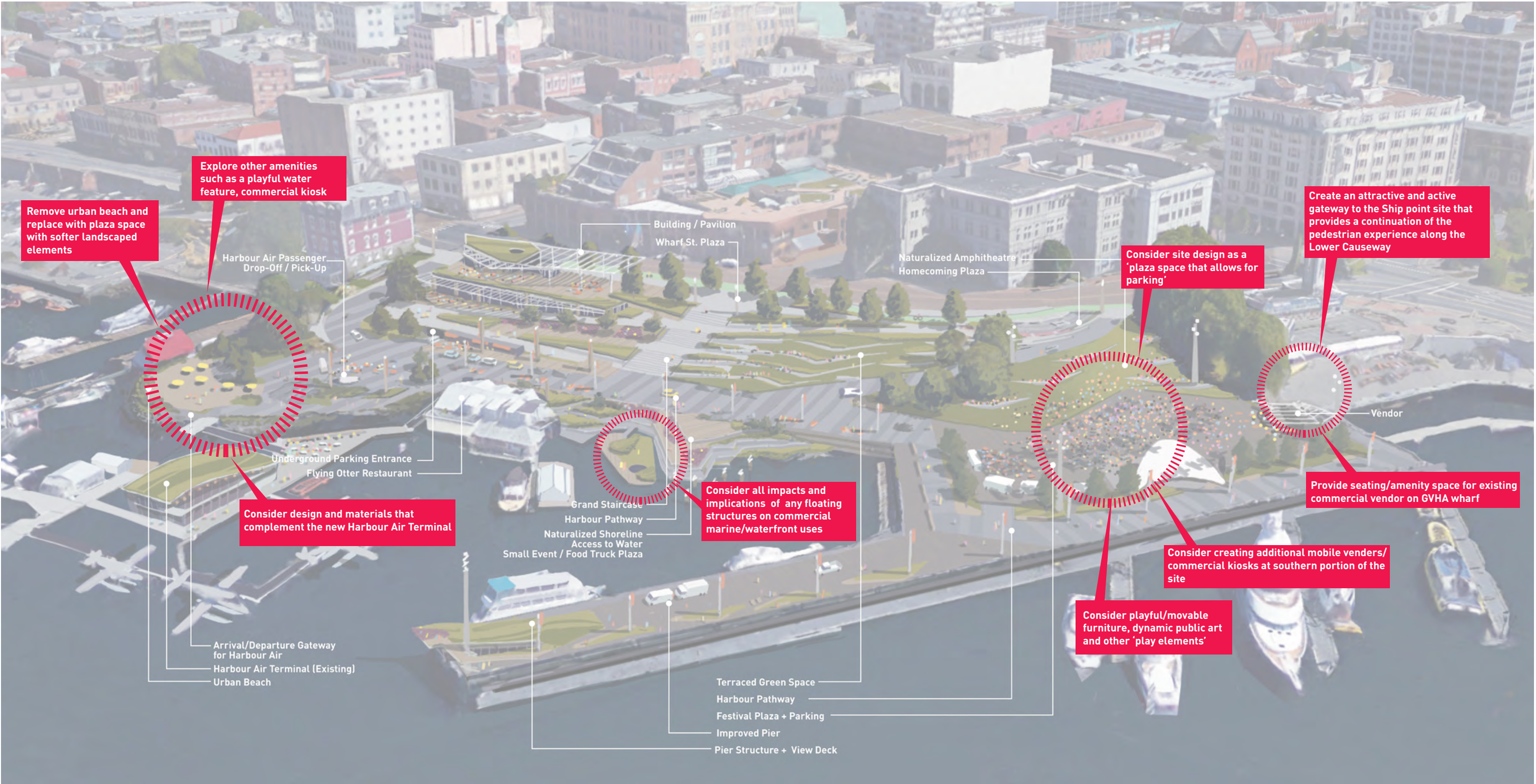


SHIP POINT MASTER PLAN COLLABORATIVE PROCESS



DRAFT DESIGN CONCEPT - JULY 2017
FEEDBACK SUMMARY FROM STAKEHOLDERS + PUBLIC

Public and stakeholder engagement events provided valuable feedback that informed the development of the more detailed schematic design presented in this document.



2.0 DESIGN FRAMEWORK AND RATIONALE

Through consultation with the public and stakeholder groups, and incorporation of the Harbour Vitality Principles, a design framework for Ship Point has been developed that responds to the aspirations to create a vibrant public destination that is sustainable and meets the social, economic, environmental and cultural aspirations of the Inner Harbour.

The proposed design framework seeks to stabilize the existing foreshore embankment which is showing signs of distress and settlement. A combination of engineered reinforcing of the subgrade, combined with an ecological shoreline approach will achieve a more resilient site that is adaptable to sea level rise and storm events while mitigating foreshore subsidence.

The dramatic grade change of the site, characterized by the existing masonry wall between Wharf Street and the existing surface parking seeks a more gradual transition through terraced seating, a grand stair as an extension of Courtney Street, and soft landscaped embankments.

The vertical grade change on the north end of the site will transform into an actively programmed series of terraces in the form of a multi-level building accommodating a restaurant, cafe, civic space along with associated outdoor spillout spaces. Parking will be accommodated at the lower level of the site in the form of a covered parkade concealed under the terraced embankment.

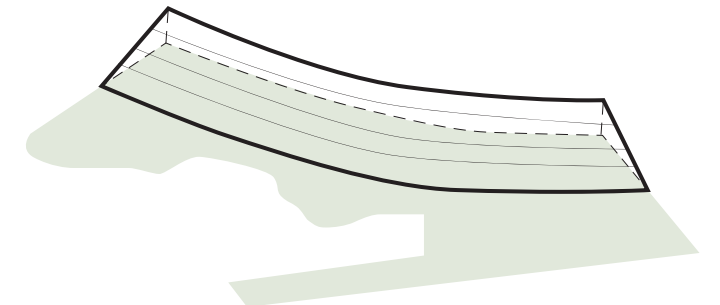
As a major transportation hub and gateway from the water to the City's downtown, a key priority is to create a gradual grade transition from water's edge to Wharf Street and Victoria's Downtown. In addition to the grand stair, a universally accessible pedestrian pathway network not exceeding 5% creates a seamless transition between the lower and upper sections of the site.

As a transportation hub, the site will continue to provide access to vehicles and pedestrians; however, there will be more limited access to private vehicles and a greater emphasis on pedestrian circulation. Areas that permit vehicular access will be shared environments that require slow travelling speeds and prioritizing unimpeded pedestrian movement.

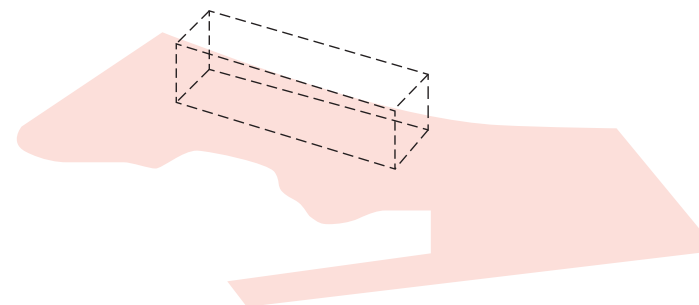
As a major public destination, the site design provides a balance of green spaces for more passive activities, and hard surfaced areas that can accommodate more intensive and ongoing use including daily and seasonal programming.



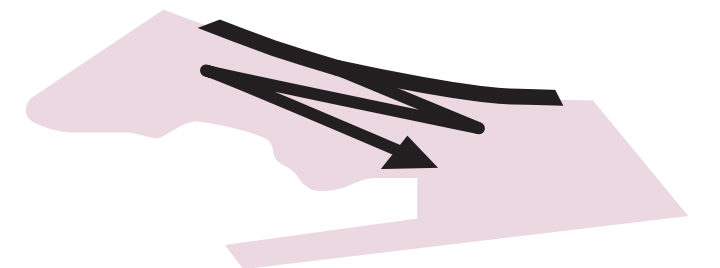
Modify shoreline to accommodate settlement and sea level rise



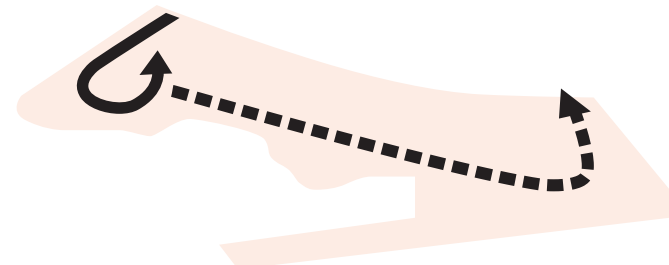
Create a gradual transition between Wharf St and the waterfront



Condense built forms into single building at multiple levels



Provide accessible route from Wharf St. to the waterfront



Prioritize pedestrian circulation



Balance green passive space with hard urban surfacing

Concept Development Components from Phase 2

2.1 VISION AND PRINCIPLES

A number of visioning and planning initiatives related to the Inner Harbour have occurred over the years. These culminated in the Harbour Vitality Principles) which were created through the Harbour Dialogue public engagement process as well as with existing Council- approved policies, regulations and related technical studies.

These principles, together with key directions and objectives from other relevant city initiatives and polices, the historical narrative for the site and context, and specific opportunities and challenges identified through the master plan process, inform the design framework for the Ship Point Master Plan

GUIDING PRINCIPLES *

- Vitality through **high quality design**
- Year-round **activation and programming**
- Strong **connectivity and access**
- Site Design that supports a range of **active uses**

* FROM THE HARBOUR VITALITY PRINCIPLES, 2014

HISTORICAL NARRATIVE



Early 1900's. A soft shoreline, informal gathering and event space.



1975. A ferry terminal to Port Angeles.



1950. Transportation hub and cement factory.

DESIGN FRAMEWORK

GATHERING PLACE
MATOOLIA (LEKWUNGEN)

YEAR-ROUND **VIBRANT** **CELEBRATORY**

ARTS AND CULTURE **GLOBAL / LOCAL**

Ship point is a gathering place.
For the city and for the Inner Harbour, it serves as a year-round festival space to allow for local and global gatherings and events to happen. It is a place with strong connections to the key city civic spaces and as such it showcases arts and culture of the provincial capital. It is located within the traditional territory of the Songhees and Esquimalt First Nations and celebrates it’s ancestor’s past by reestablishing itself as the city’s MATHULIA (Gathering Place).

CONNECTION HUB

GATEWAY **ACCESS** **CIRCULATION**

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

WORKING HARBOUR

PRODUCTIVE **ECONOMIC DRIVER**

‘WATERSIDE’ PERSPECTIVE

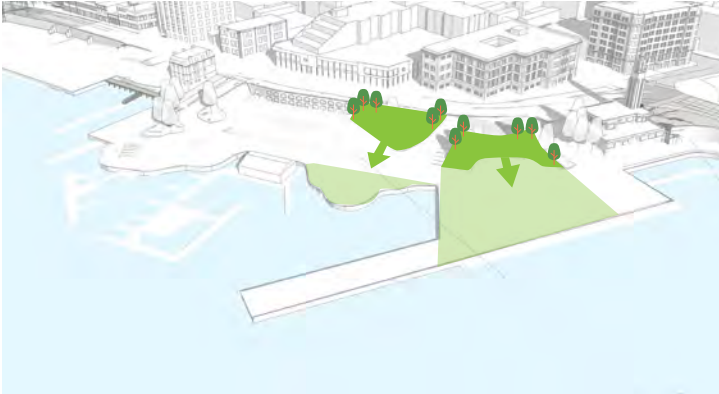
Ship point is a working harbour.
It is a unique and working site with a variety of daily activities and strong economic driver for the waterfront. It supports daily harbour uses on land and water and allows for flexibility to accommodate for growth and change on daily basis and long term.

STRATEGIES

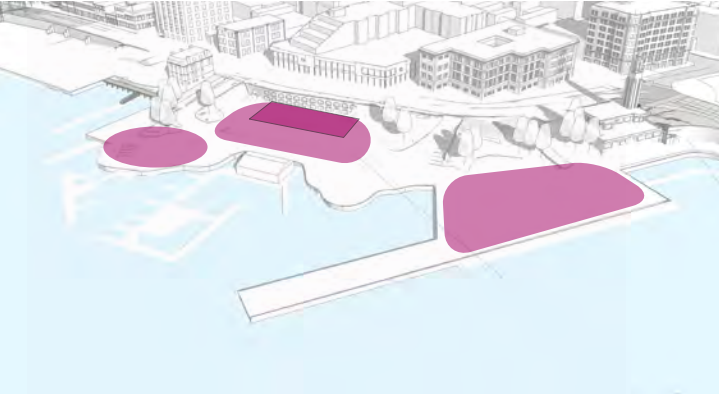
Elaborating on the established design framework of Ship Point as a place of gathering, a connection hub and part of a vital working harbour, a number of key strategies have been developed to inform the organization of design and programming elements on the site.

GATHERING

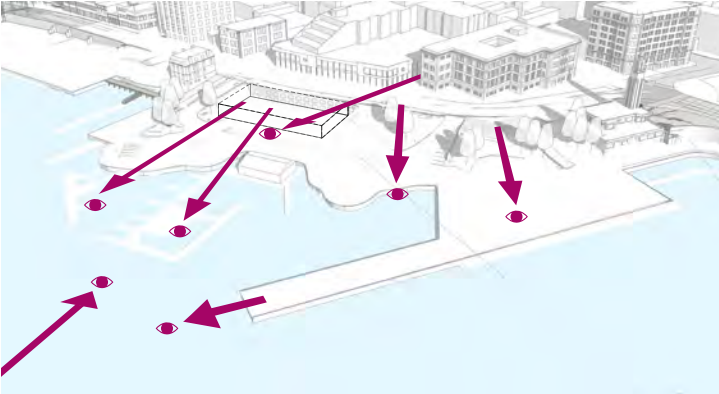
EXTEND AND ENHANCE GREEN SPACE



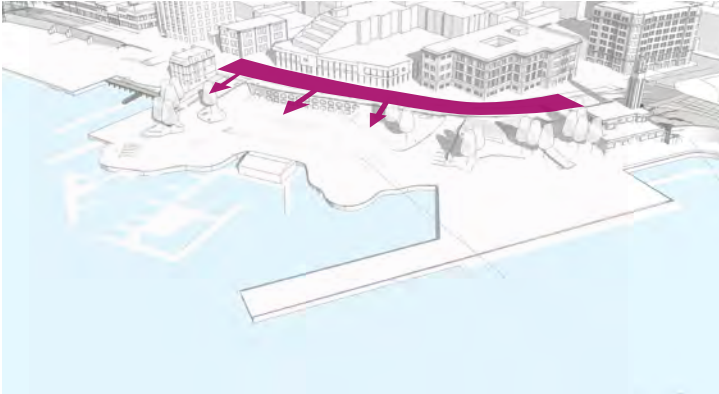
PROVIDE FLEXIBLE OPEN SPACES



ENHANCE VIEWS

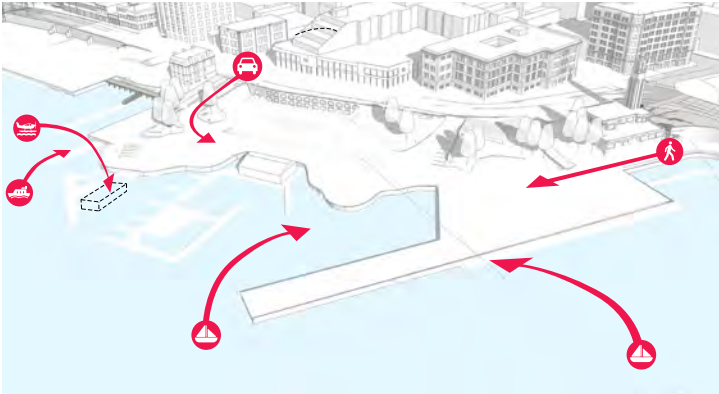


EXTEND WHARF STREET

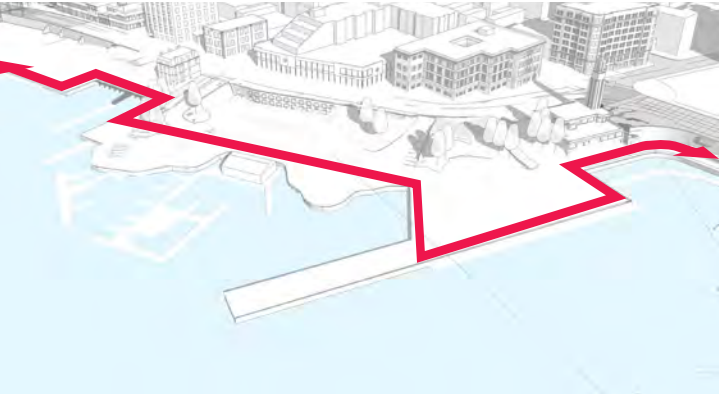


CONNECTION

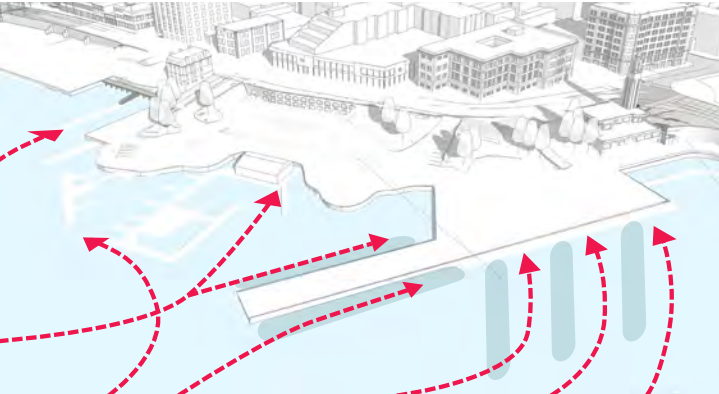
SUPPORT MULTI-MODE TRANSPORTATION



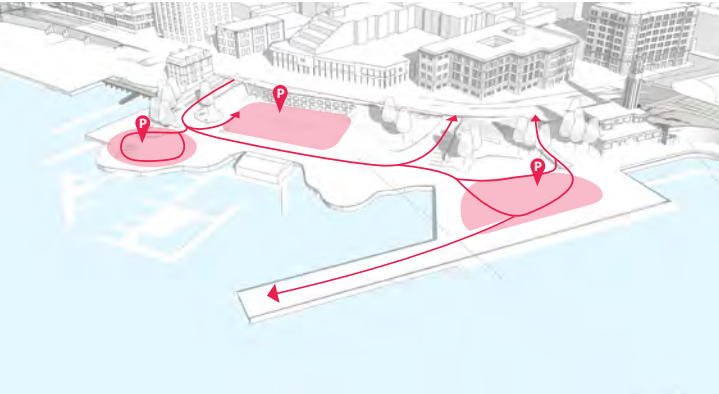
CONTINUE WATERFRONT CONNECTION



CONSIDER ACCESS FROM / ON WATER

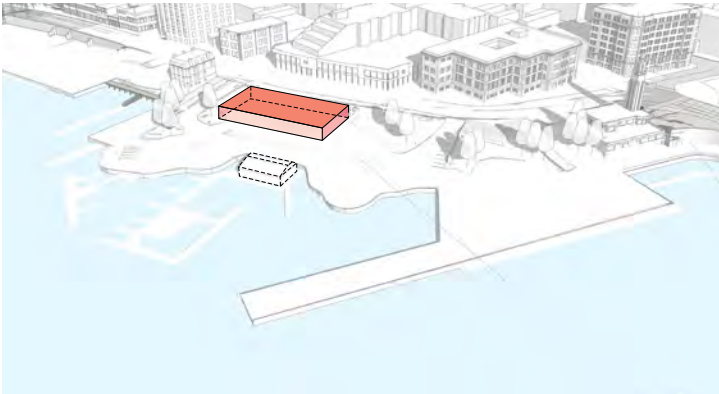


PROVIDE VEHICULAR ACCESS AND PARKING



WORKING

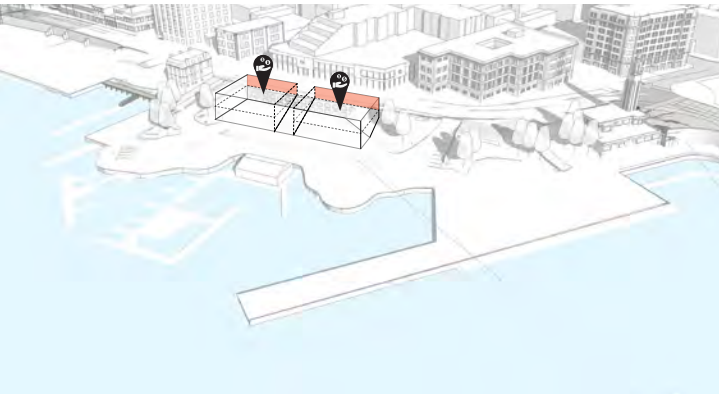
PROVIDE PERMANENT STRUCTURE



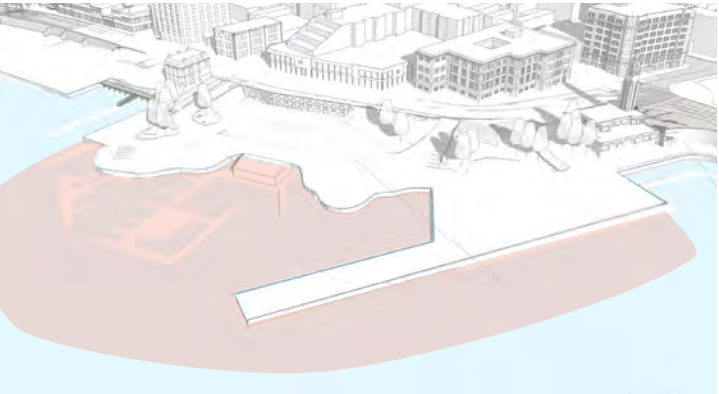
DIVERSIFY SHORELINE



IMPROVE HARBOUR ECONOMY



ENHANCE MARINA



2.2 BUILDING RESILIENCY :
SUSTAINABILITY STRATEGIES

Ship Point has spent much of the last century housing industrial operations. While these past uses have provided the City with a profitable and functional waterfront, they have depleted the rich ecology that typically thrives at the threshold between land and water. Additionally, the hard-edged approach of industrialization has turned this vital node within the City’s core into an impervious and sterile parking lot that is poorly equipped to handle the environmental and economic challenges of the future.

The City has an opportunity to transform this degraded and largely mono-functional site into a thriving waterfront that supports a range of uses, while protecting and enhancing natural systems that, in turn, will provide resilience and value to the Inner Harbour.

Climate impacts in Victoria and particularly, the Inner Harbour, include storm damage, coastal flooding, ecosystem mortality and heat waves. The project strives to achieve resilient design that is responsive to sea level rise that is projected to increase by as much as 1m above existing levels by 2100. The foreshore environment is designed for wave inundation, with salt water tolerant aquatic planting along continuous benches to achieve greater ecological productivity, and a terraced shorewall that helps to dissipate wave energy during storm events.

An integrated rainwater management strategy will serve to mitigate peak flows of runoff during storm events. Upland riparian planting along the top of bank functions as a primary collector of rainwater runoff prior to entering the ocean. These liner areas of planting function to detain runoff and allow for infiltration into the growing medium. Select plant species and microorganisms in growing medium filter pollutants from vehicles to ensure improved water quality of runoff prior to discharge into the Inner Harbour.

The design framework will also allow for the propagation of articial reef ecologies using the existing pile structures beneath the pier, and the vertical shorewall as structural armatures. Opportunities exist to demonstrate that aquatic life can thrive in Victoria’s Inner Harbour, one of the most polluted waterways on B.C.’s coast, and to reveal the role that marine flora and fauna play in filtering and improving water quality.

The design framework also proposes integrated sustainable systems that are highly visible. Solar arrays integrated into the building canopy will be used to power high efficiency LED lighting on-site. Artfully visible opportunities to celebrate dynamic natural processes including wind, tidal fluctuations, rainwater runoff and collection, and marine ecology will be explored though the detailed design process to strengthen awareness and provide educational opportunities about our natural environment.

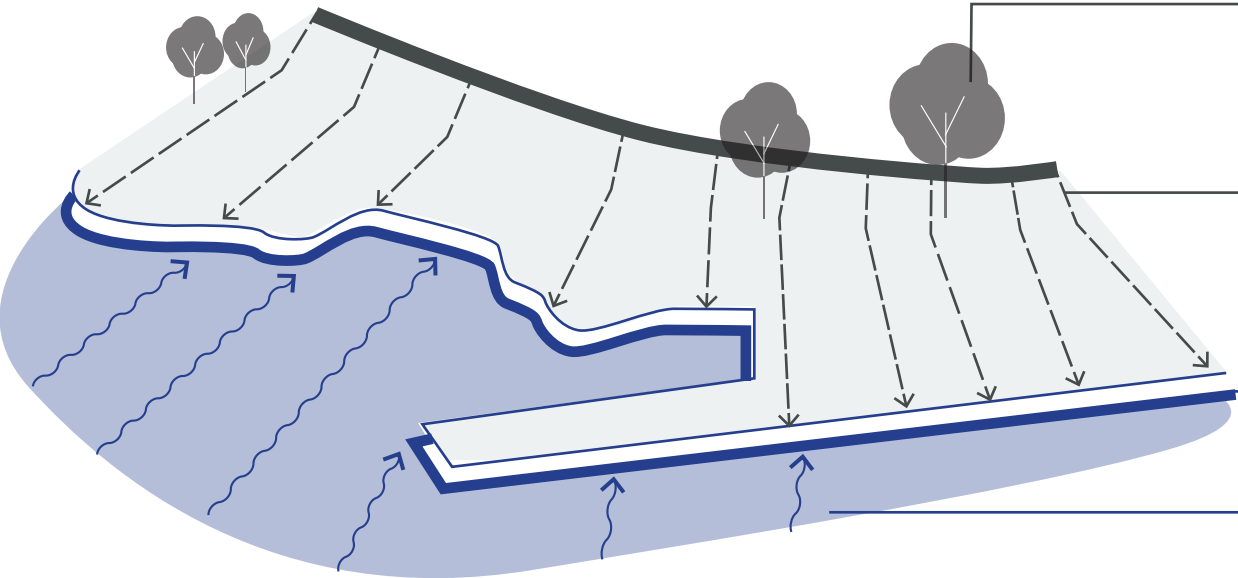
ENERGY

Ship Point presents a number of opportunities for alternative energy harvesting in form of solar, wind and water generated energy. Elongated exposure to sunlight and strong winds allow for capturing and re-purposing the sustainable energy on site. Design elements such as solar panels, small scale wing turbines should be considered as part of the energy ecosystem on site. It is recommended that harvesting is managed in larger areas such as building canopy, paving areas etc. and then distributed accross the site rather than being collected at individual units. The design framework also proposes integrated sustainable systems that are highly visible. Solar arrays integrated into the building canopy will be used to power high efficiency LED lighting on-site. Artfully visible opportunities to celebrate dynamic natural processes including wind, tidal fluctuations, rainwater runoff and collection, and marine ecology will be explored though the detailed design process to strengthen awareness and provide educational opportunities about our natural environment.



CHALLENGES

- Minimal Ecological Value**
 - Majority of site is impervious hardscape
 - Dark asphalt and minimal planting contribute to urban heat island effect
- Pollutants in Surface Runoff and Outflows**
 - Petroleum derivatives
 - Pesticides and fertilizers
- Pollutants found in Inner harbour**
 - Lead, mercury and PCB
 - Hydrocarbons
- Climate Change**
 - sea level rise
 - increased in storm events





OPPORTUNITIES

Adaptive Design

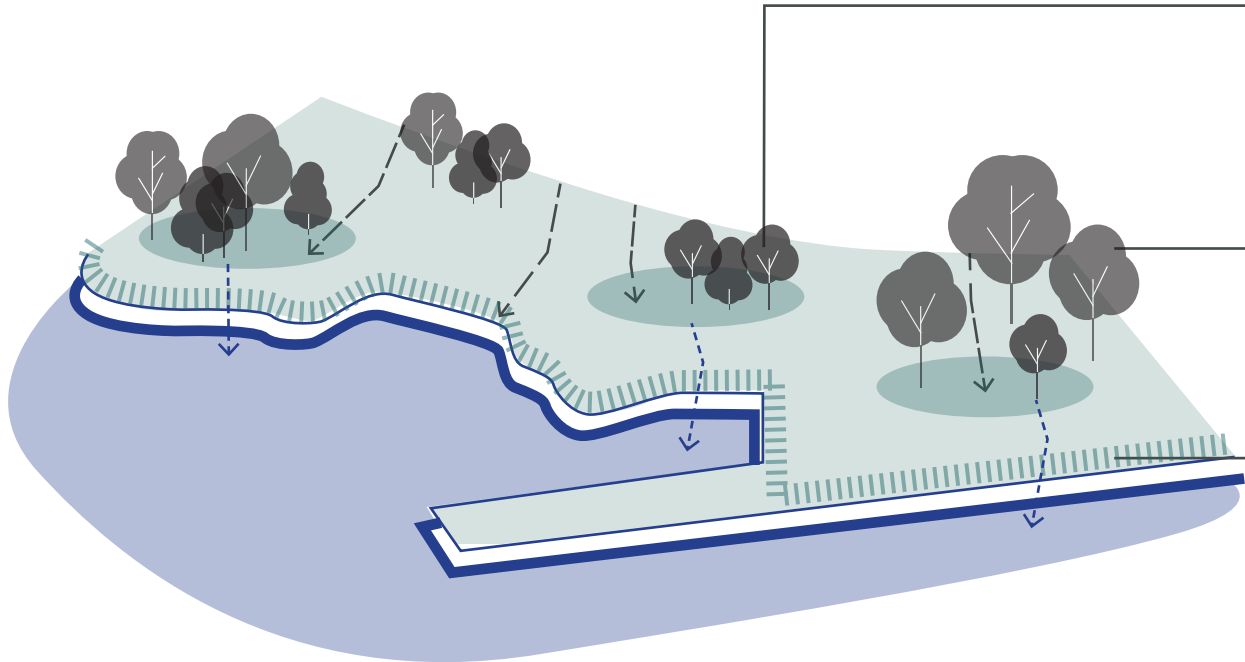
- Select drought-tolerant plants that are resilient to changing temperatures
- Reduce urban heat island effect by providing shade and using material with a high albedo

Integrated Stormwater Management

- Incorporate strategies and technologies that restore or mimic natural systems.
- Select planting and growing medium with capacity to reduce precipitation runoff and pollutant loadings through evapotranspiration and phytoremediation.
- Intercept and direct stormwater to planting areas to slow down

Focused Remediation and Education

- Design spaces with access to water that can accommodate educational pilot projects with a focus on re-mediation.



3.0 SITE DESIGN AND PROGRAM

3.1 DESIGN OVERVIEW

Ship Point hosts a wide array of daily activities and flexible public spaces that enhance the urban experience of a working harbour providing the possibilities of interaction with the water. The project takes into consideration the needs of youth and elders alike to make a positive impact on the city and create a healthier living environment for all residents and visitors. The ecological and resilient design should allow people to enjoy a more comfortable environment all year round where activities and spaces are closely interwoven, providing access to a new urban waterscape, enhancing the city's connection to the water and harbour and bringing infinite possibilities of urban culture, economic development and leisure.

In this vision, the Ship Point plays a key role as the most representative and attractive space for Victoria's Inner Harbour Waterfront, with new built form that creates a place to enjoy a more comfortable environment all year round by supporting civic and commercial uses and full transparency of the life within. This will also help to reconnect residents to the waterfront and make the downtown more active and appealing.

The design approach seeks to create a distinctive people place that is connected to the surrounding context of the Inner Harbour. The program configuration responds to the desire to maintain a mixed modal public space that prioritizes universal pedestrian access, while allowing for cyclists, and continued but more limited access for motor vehicles. The flexibility of this environment is further reinforced with a program of movable and modular elements that reinforce the concept of a working waterfront, capable of accommodating a variety of program configurations.

A critical driver of the site design is the premise that regardless of age or ability, any visitor should be able to easily navigate and enjoy all areas of Ship Point. The plan includes pathways, seating areas and other site features designed to facilitate the movement and comfort of people with a full spectrum of disabilities to ensure the site is as inclusive as possible.

The design also incorporates innovative sustainability measures including an integrated rainwater management strategy that focuses on increased rainwater detention using raingardens and a constructed foreshore and marine habitat zone. Opportunities for on-site energy generation as also considered including a visible and integrated photo-voltaic array system to power lighting and other on-site services.

The site also capitalizes on the dramatic grade change to create a terraced landscape that facilitates people watching, views of the inner harbour and spectator events as part of the broader vision of creating an inner harbour amphitheatre. The design connects the downtown to the water via a grand stair links the lower section of the site to Courtney Street.



SHIP POINT SCHEMATIC DESIGN



PAVILION BUILDING

PATIO LEVEL

HARBOUR AIR PLAZA

TERRACED WALL

WHARF STREET PROMENADE

GRAND STAIRCASE

THE TERRACES

SLOPED LAWN

CONNECTION TO LOWER CAUSEWAY

FESTIVAL PIER

PICNIC SITE

SHIP POINT PROMENADE

Pier

The Terraces

The Ship Point Master Plan celebrates the dramatic grade change that is characteristic of the site. The design approach transform what is currently a significant barrier to accessibility to distinct destination for people watching, passive seating, spectator events while creating a universally accessible condition that seamlessly connects the waterfront with Victoria’s Downtown.

Key Features

- A Grand Stair that serves as an extension of Courtney Street
- A variety of seating and gathering spaces ranging from large open platform decks, to cafe terraces, seating walls and integrated netting/hammocks for playful encounters
- Various opportunities for exercise and ‘active rests’
- Uniform edge conditions and continuously positioned handrails to ensure inclusivity for visitors of all abilities.
- An ecologically focused ‘upland’ planting strategy that serves to detain surface runoff from rainfall events while creating opportunities for urban habitat
- A gently sloping pathway system that creates a seamless transition from the lower level of the site to Wharf Street while providing universal access along the entirety of the slope
- A civic amenity building that is flexible to accommodate a range of indoor and outdoor programmed events that aim to create a more active and vital public realm experience
- The building in and of itself is designed as a series of terraces, with a mid level patio and a lower level to accommodate covered parking and storage for events equipment.



Cafe seating and tables



Sloped lawn and trees provide pleasant places to gather and rest.



Terraced seating provides ample opportunities for watching and relaxing



An accessible route connects Wharf Street to the waterfront

Picnic Site

The Picnic Site becomes an important urban room that connects the Ship Point Promenade to the water’s edge. It serves as a flexible public space that can accommodate smaller performances during events times and a place to hang out during non-event times.

Key Features

- An organically contoured edge that is further reinforced by a terraced ecological shore-wall accommodating foreshore and riparian planting.
- Pedestrian access into the constructed foreshore environment achieved by way of decking extensions between planting and a series of granite terraces that provide access to the water’s edge.
- Permeable decking that allows sheet runoff during rainfall events to permeate into the ground below where it then migrates into the surrounding raingardens, prior to release into the harbour.
- A series of modular cylindrical seating and planters that can shape the space into a series of outdoor rooms. These elements are designed to be relocated as needed using a forklift.
- Modular molded resin seating elements cast in bright colours emphasize the flexibility and playfulness of the space, and are designed to be moved by hand, while large enough to deter removal from the site. They can also be deployed during events times and stored in the underground parking storage area during non-event times.



Temporary interventions activate the site



Temporary art installations



Seating edges provide places for visitors to stop and relax with framed views to the Harbour



Granite blocks at the water’s edge.

Harbour Air Plaza

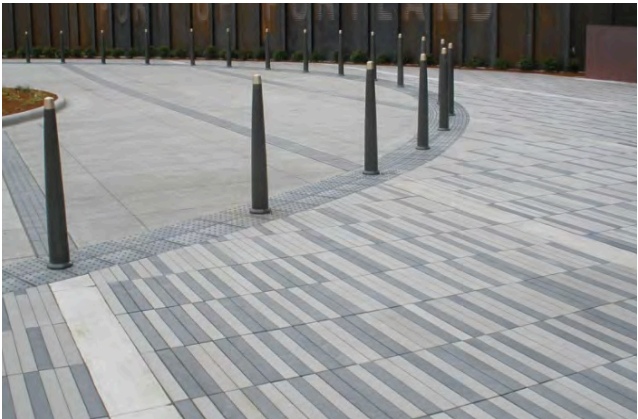
The Harbour Air Plaza serves as a dramatic entry experience for those arriving in Victoria from Harbour Air. The site is inspired by the coastal island landscape featuring an archipelago of large rock outcroppings combined with coastal native planting.

Key Features

- A braided network of pathways with clear sitelines creates a desirable ambulatory space linking the access from the gangway to a shuttle bus drop-off zone.
- An organically shaped character of the space is designed to create a pedestrian prioritized environment whilst accommodating vehicles.
- Continuous feature paving reinforces the pedestrian environment, running continuously across both the pathway and vehicular designated areas. Vehicular bollards provide safe and clear definition between vehicular and pedestrian zonings particularly during peak / high traffic periods.
- The organically contoured foreshore creates a natural edge to the plaza site and provides a welcoming backdrop for visitors arriving from the Harbour Air terminal.
- Large boulders contribute to the character of the site while offering informal opportunities for play and exploration.
- A series of protruding view decks extend through the edge of coastal native planting to allow for framed views through to the terraced foreshore environment.
- The rip-rap foreshore edge on the north end of the site features a series of granite block terraces that allow visitors to touch the water.



Access to the water and views of seaplanes arriving and departing



Custom bollards provide safe and clear boundaries for vehicular traffic



Timber decking and planting 'islands' direct visitors to and from the Harbour Air terminal



Naturalized and native planting contributes to a sense of arrival

Festival Pier

The Festival Pier site serves as one of Victoria’s primary outdoor venues for festivals and celebrations that occur from May through to September. The site is design as a flexible outdoor space that allows for pedestrian circulation and limited vehicular access throughout.

Key Features

- A large expanse of timber decking that creates a sense of warmth to the space 0
- The pier promenade that forms the perimeter of the site features layered seating and planting edges with feature netting / hammocks open to the water below that create playful interactions with the water.
- Programmed events including the Blues Bash, Ska Fest and the Dragon Boat Festival are accommodated for with adjustable event lighting, as well as water and electricity for stage productions and vendors.
- A series of modular cylindrical seating and planters that can shape the space into a series of outdoor rooms. These elements are designed to be relocated as needed using a forklift.
- Modular molded resin seating elements cast in bright colours emphasize the flexibility and playfulness of the space, and are designed to be moved by hand, while large enough to deter removal from the site. They can also be deployed during events times and stored in the underground parking storage area during non-event times.
- To maintain year round activity on the site, a permanent concession is proposed at the south end of the pier providing an active node along the harbour pathway.
- Catenary lighting and a spill-out patio zone that creates an inviting outdoor environment that would support the concession.



Catenary lighting provides atmosphere throughout the year



Integrated furnishing activates the space during non-event times



Maintain visual and physical access to the active waterfront



Provide seating at edges

Wharf Street Promenade

Wharf Street Promenade serves as the primary connection to Ship Point at Wharf Street. This linear promenade runs parallel to Wharf Street and serves to cerate a more active and vibrant street life. The proposed civic building /pavilion will offer flexible public space to accommodate civic events, art installations and other programmed activities.

Key Features

- A small cafe with outdoor spill-out cafe space.
- A variety of permanent and movable cafe seating that serves to create a ‘sticky edge’ along the promenade with the potential to accommodate temporary installations such as outdoor public art, farmers markets and other activities
- Integrated with the existing Homecoming Plaza and offers sweeping views across the Inner Harbour.
- Accommodates the planned Class A Bike Lane proposed along Wharf Street. This will be a primary location for bike parking and servicing.
- Groundplane treatment along the edge of Wharf Street that incorporates the Victoria Public Realm Design Guidelines for boulevard and sidewalk treatments as well as heritage lighting in order to maintain a strong sense of visual continuity within the Historic Downtown precinct.



Integrate bike lane



Maintain views to harbour



Activate Wharf Street



An active street front

Ship Point Promenade

The Ship Point Promenade is the primary north south linkage that connects Ship Point to the Historic Inner Harbour. The Promenade becomes a key component of the David Foster Harbour Pathway, providing access to pedestrians and cyclists, and limited access to motor vehicles at certain times.

Key Features

- The central spine running through the site that connects the Festival Pier, Picnic Site, Pier and Harbour Air Plaza.
- Flanking terraces and seat walls that provide ample opportunities for lingering for people of all ages and abilities.
- Special paving combined with timber decking that creates respective zones for pedestrians and limited vehicle access, while allowing pedestrian priority throughout all zones.
- During major festivals and events, the Ship Point promenade becomes a major pedestrian movement corridor with a generously sized width to accommodate large crowds, food trucks, buskers and temporary retail vendors.
- Linear edge conditions providing intimate connections with the water’s edge.



A lively connection from the Inner Harbour Lower Causeway



Pedestrian-oriented



Ability to accommodate large events



Accessible route from Wharf Street to Waterfront

3.2 DEFINING THE CHARACTER

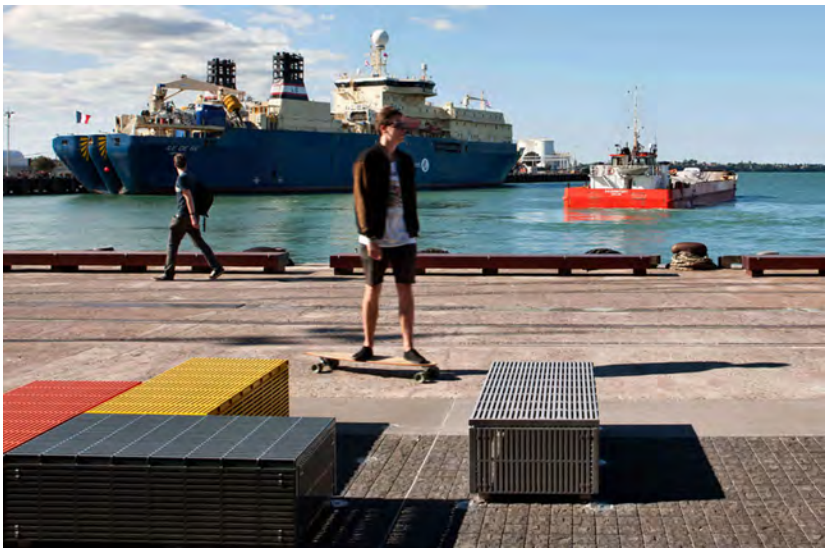
Ship Point’s prominent position and function as a primary gateway requires it to be both distinctive and familiar within the broader harbour and downtown context. Its character, determined by its form, materiality and various elements, should contribute to a common sense of place and reinforce its function as a working waterfront.

WHAT DOES SHIP POINT FEEL LIKE?

VIBRANT + CELEBRATORY



A WORKING WATERFRONT



DISTINCTLY VICTORIA
(SENSE OF ARRIVAL)



MATERIALS

The character of Ship Point is an expression of its function as a working harbour, connection hub, and gathering place. Vital maritime industries activate the water’s edge, maintaining and reinforcing the essence and tradition of the site. The material selection will emphasize this function by focusing on durability and a clear industrial aesthetic. An important consideration for the selection of materials is the issue of settlement on site and universal accessibility for visitors of all ages and abilities.

Concrete Pavers

Resilient, allows for settlement
Pedestrian scale, opportunity to integrate special paving



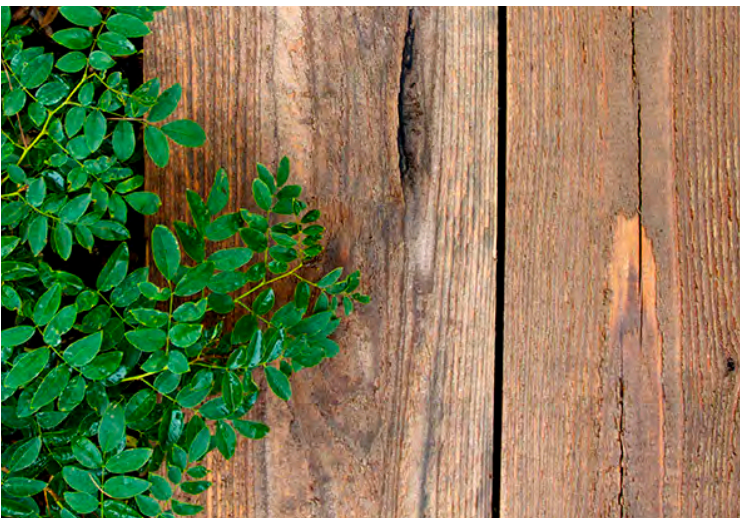
Stone

Regional, references contextual character (Lower Causeway)



Timber

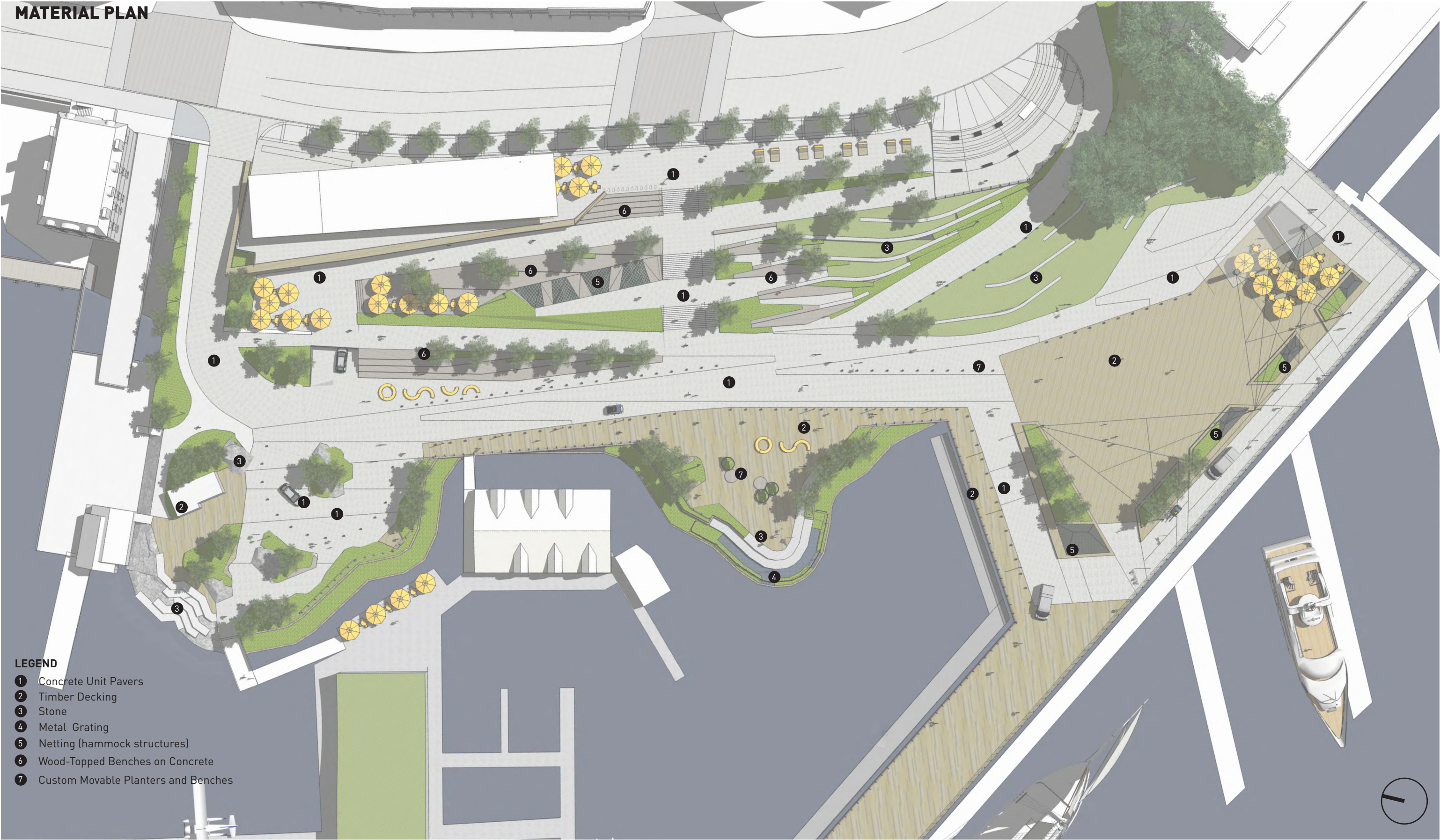
Industrial and historical character
A warm and natural contrast to more industrial elements



Metal

Industrial, durable and historical character





PLANTING STRATEGY

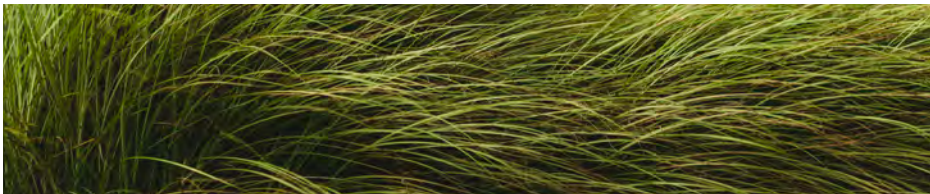
The planting strategy at Ship Point is an opportunity to provide dynamic elements within the site’s industrial framework. Its native palette will contribute to the site’s narrative by creating a distinct sense of arrival for visitors, while enhancing resilience and ecological value.



Upland Planting

- Formal, mass plantings
- Grasses (provides movement on site on windy days)
- Trees with open canopy to allow visual connection to harbour

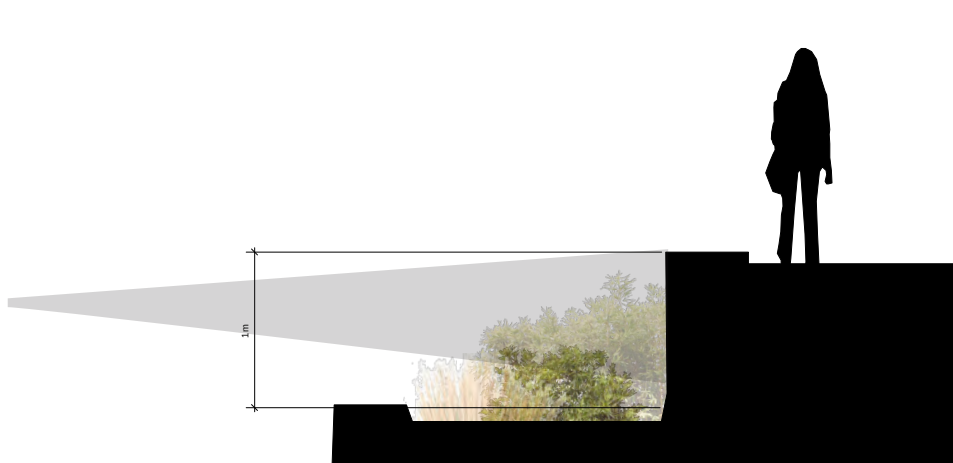
Sample Species
Fraxinus angustifolia ‘Raywood’
Amelanchier canadensis
Ginkgo biloba ‘Autumn Gold’
Liriope muscari ‘Big Blue’



Coastal Planting

- Native, naturalized planting that frame specific views of the harbour
- Include some grasses and perennials
- Avoid shrubs and trees that will create dense thickets that will impede views to the water

Sample Species
Pinus contorta
Arctostaphylos columbiana
Cornus serica
Morella californica

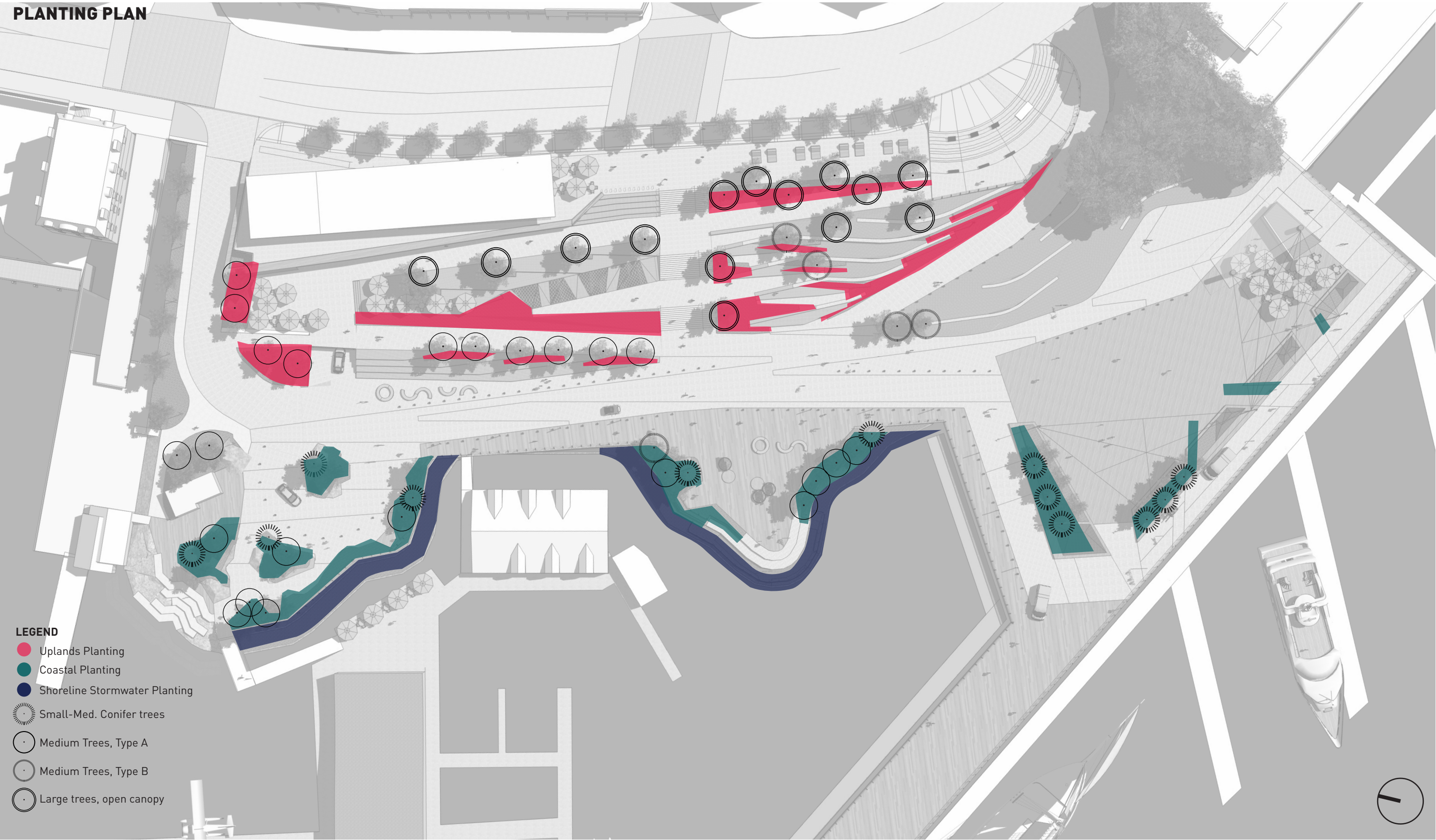


Shoreline Stormwater Planting

- Tolerant of brackish water
- Low maintenance
- Provide phytoremediation
- Important to consider view of planting from the water

Sample Species
Aster subspicatus
Carex obnupta





SITE FURNISHING STRATEGY

The furnishing at Ship Point is an important overlay that will contribute to the character of the site while providing flexibility and function. A mixture of movable and integrated furnishings allow for a variety of uses, depending on whether the site is being used as festival grounds, a place to enjoy lunch or a stopover between Downtown and the Inner Harbour.

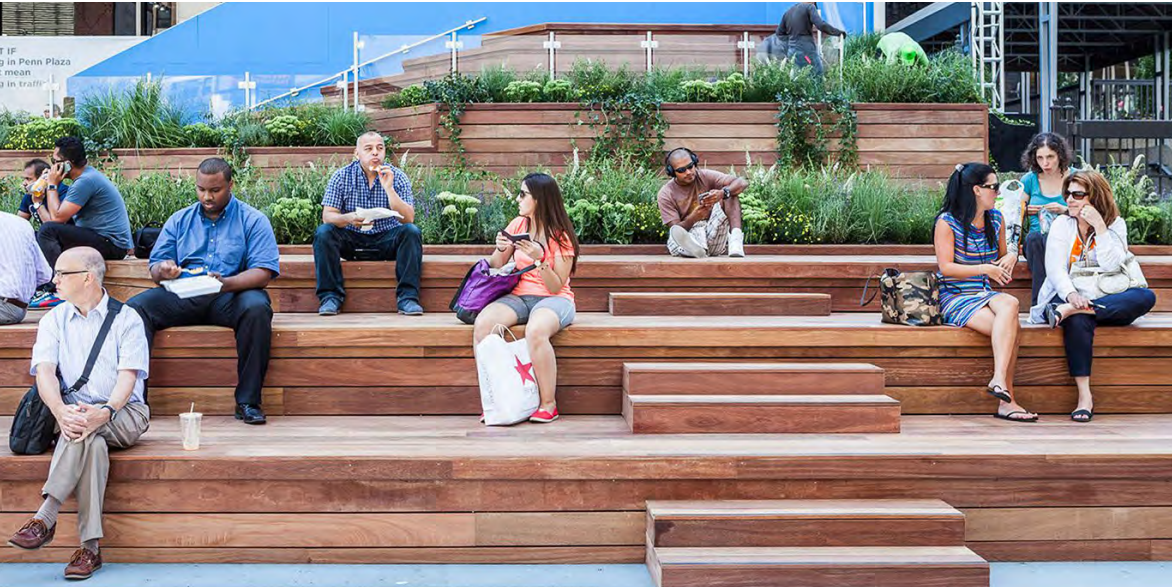
Movable Furnishing

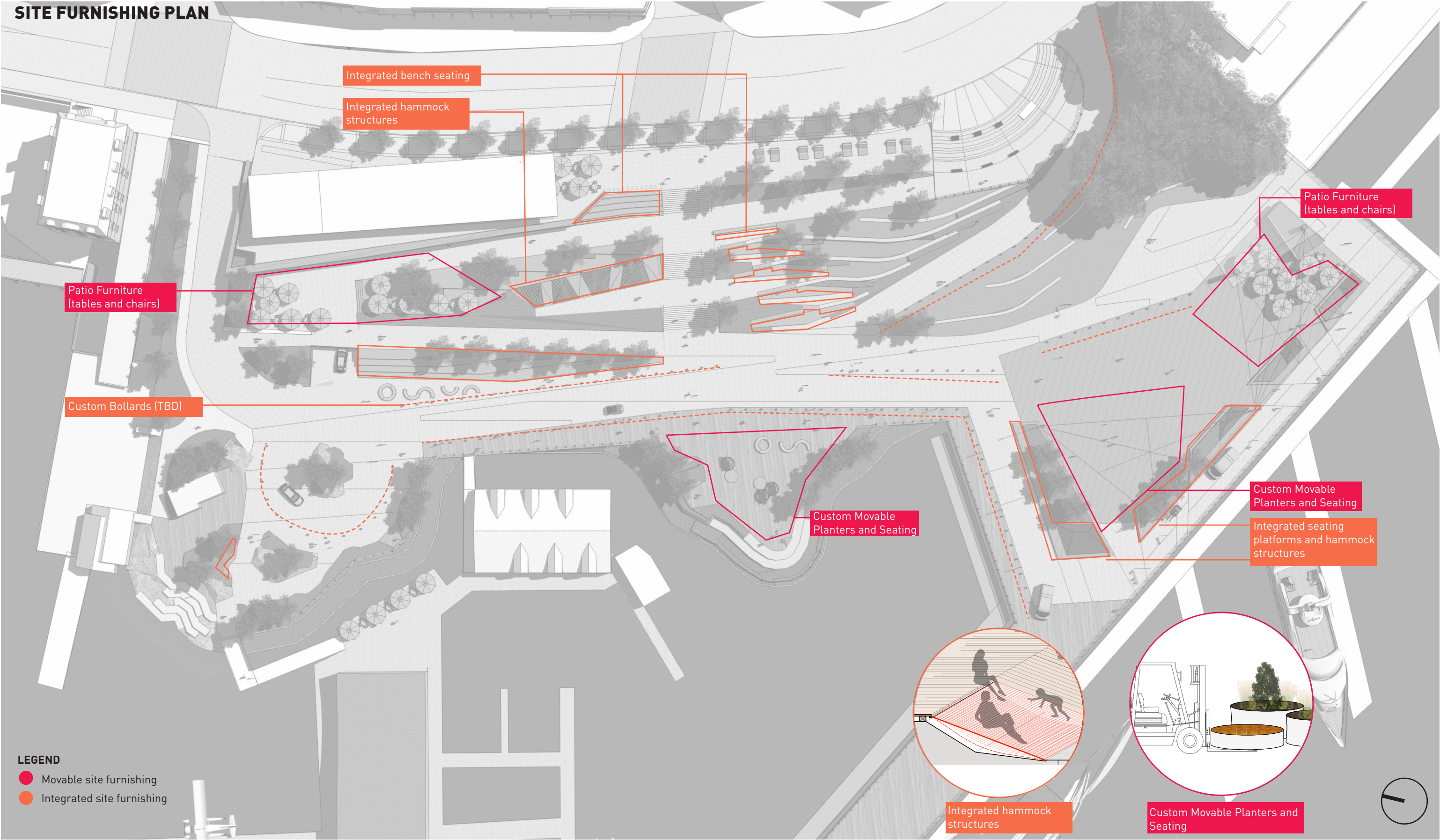
Furnishing that is designed to be moved, rearranged and modified, depending on the anticipated use, will activate the site during non-event times while also providing critical flexibility when Ship Point is transformed into an outdoor festival space. It will be important to have clear designation of maintenance and storage responsibility, technical understanding of the equipment requirements to move large pieces and on-site storage space.



Integrated Furnishing

Integrated furnishing such as custom bollards, seatwalls and built-in play elements ensure the space is welcoming and cohesive throughout the year.





LIGHTING STRATEGY

A successful lighting strategy should provide strategic illumination that celebrates the experience of the public realm at night. The lighting strategy at Ship Point aims to improve the experience, security and performance of the site during non-daylight hours, throughout the year. A suite of lighting elements have been proposed to accommodate a range of programming requirements and contribute to the overall character and legibility of the distinct and continuous spaces.

1 Event Lighting

- Large, directional lighting
- Able to modify remotely



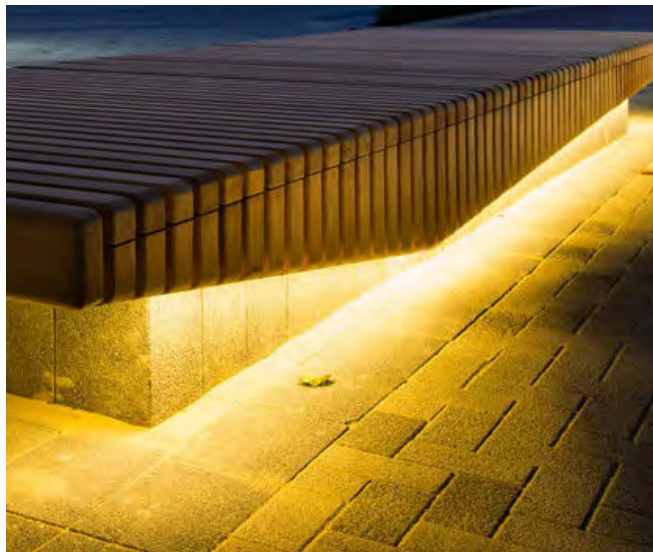
2 Uplights at Specimen Trees

- Accent lighting, focused on specimen trees



3 Strip Lighting

- LED Strip lights
- Accent lighting to emphasis seating at night



4 Pavilion Lighting

- Soffit Lighting
- Highlights architecture



5 Handrail Light

- LED strip integrated into Grand staircase handrails



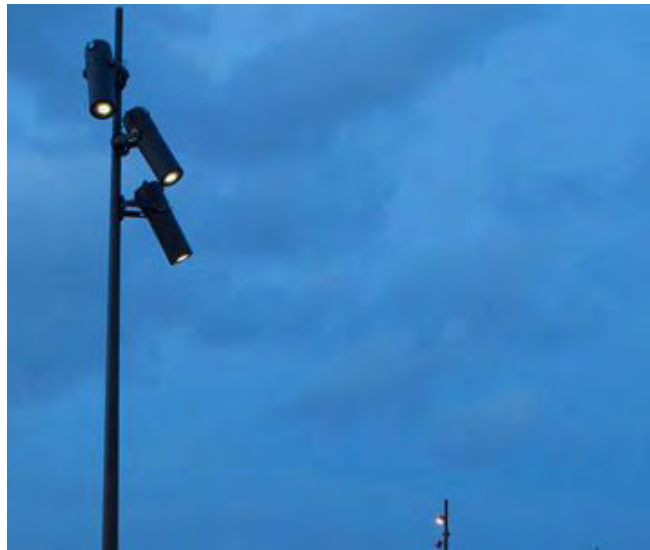
6 Catenary Lights

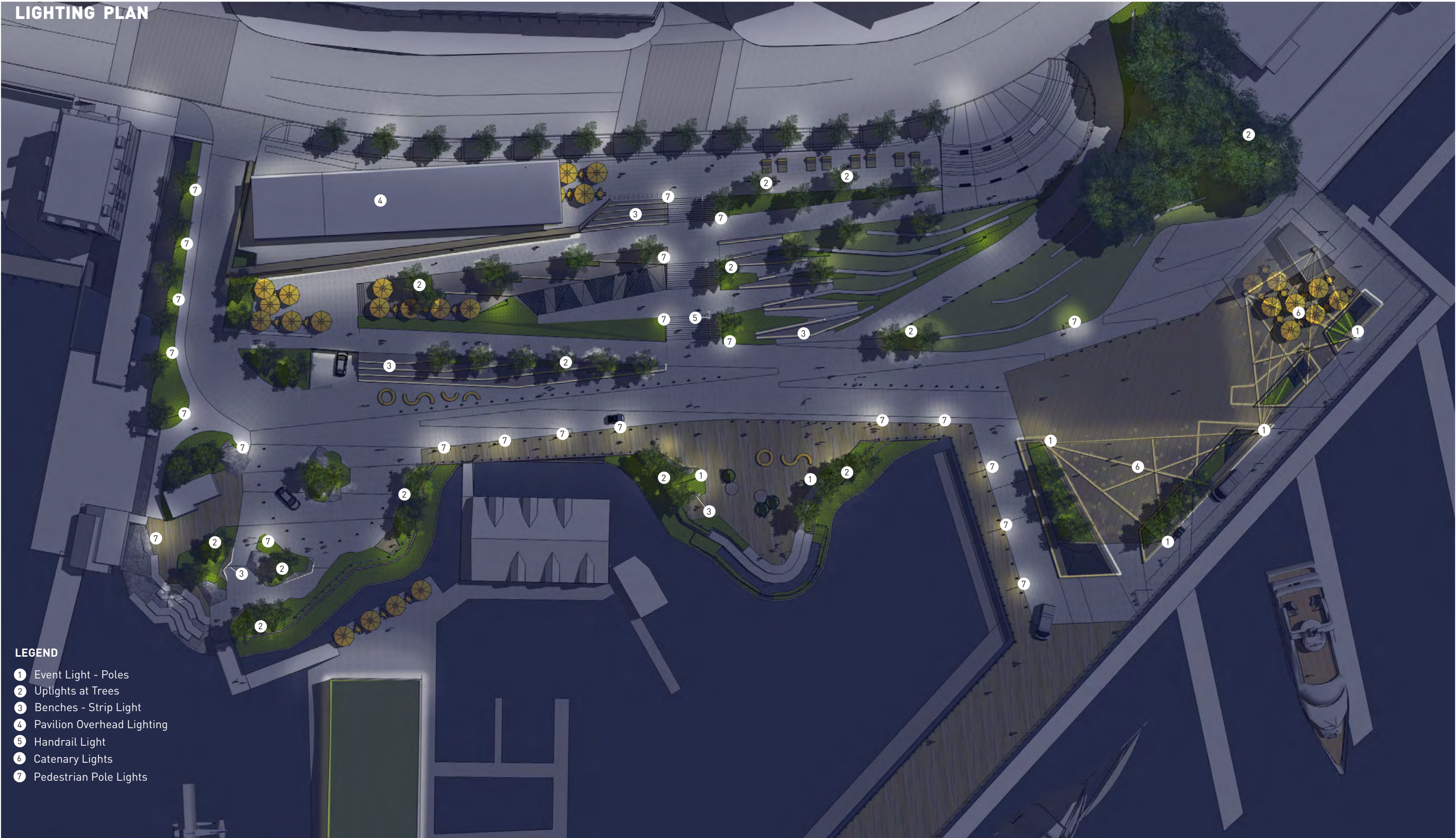
- Accent lighting, focused on specimen trees
- Warmer quality ambient light



7 Pedestrian Pole Lights

- Important vertical elements across site
- Pedestrian scale





3.3 CONCEPTUAL BUILT FORM

A mixed use pavilion building will be located in the northeast portion of the site designed to connect the active street life along Wharf Street to the Ship Point promenade. It is three levels, with its bottom two levels being below the Wharf Street grade and integrated into the landscape. The top level is a pavilion that will provide a flexible programmable space at Wharf street for various civic activities combined with the potential for a small cafe. A mid-level will feature a large indoor space intended for publicly oriented active use (ie. food and beverage, and/or cultural/civic) that provides an active edge with outdoor patio space. A lower level will accommodate 26 visitor parking stalls along with bike parking, and storage space for events and festivals. The building will seamlessly be incorporated into the terraced landscape providing opportunities for seating and a universally accessible pathway linking the Ship Point promenade to Wharf Street.



Bird's eye view from the west of the Wharf Street Pavilion and indoor space below.

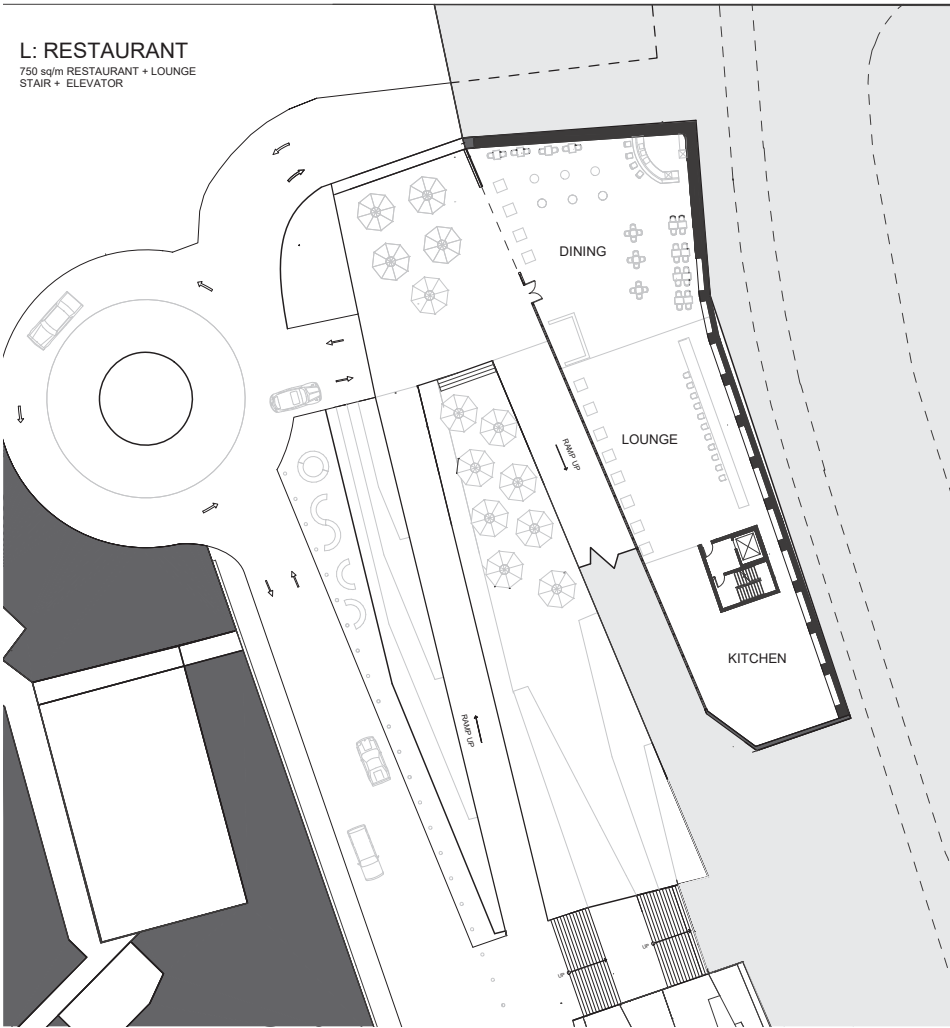
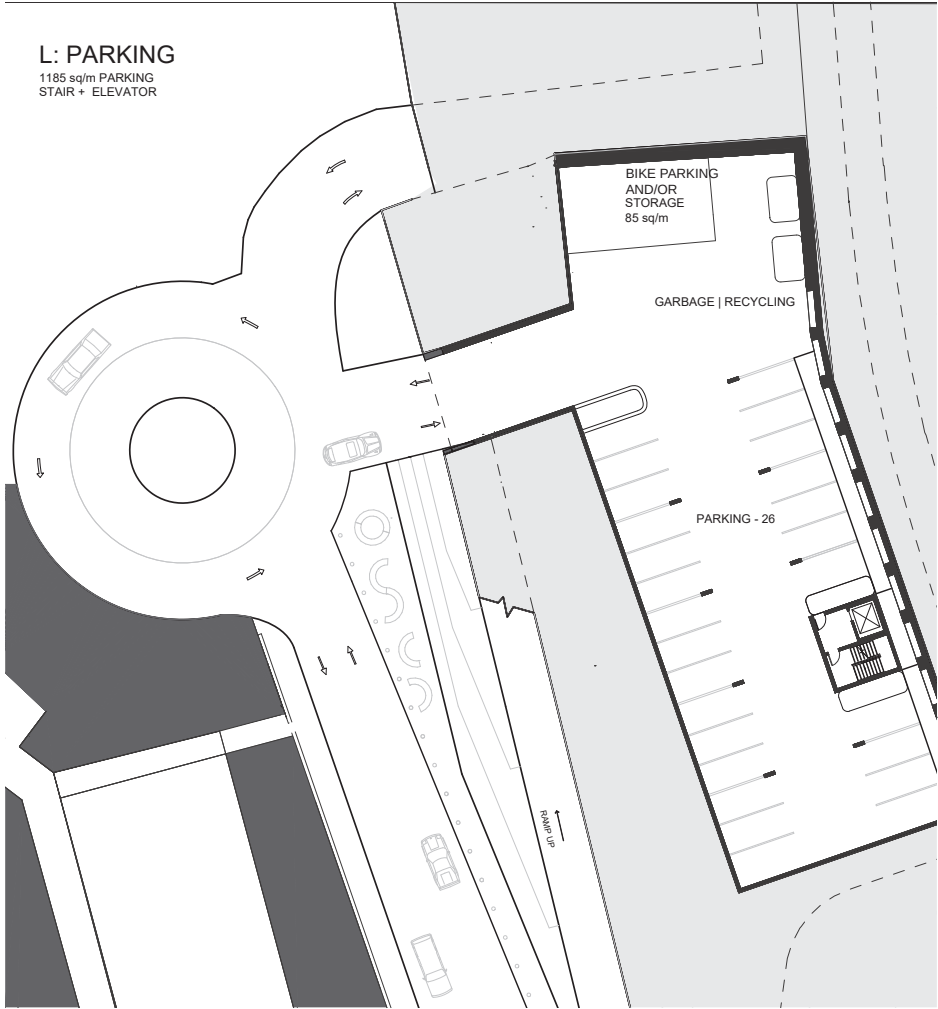


View from Wharf Street of the proposed pavilion and Inner Harbour beyond.



The Pavilion Building on Wharf Street provides flexible covered space and views of the harbour.

PAVILION BUILDING AND PARKADE INTEGRATED WITH LANDSCAPE



Pike Place Market, Seattle

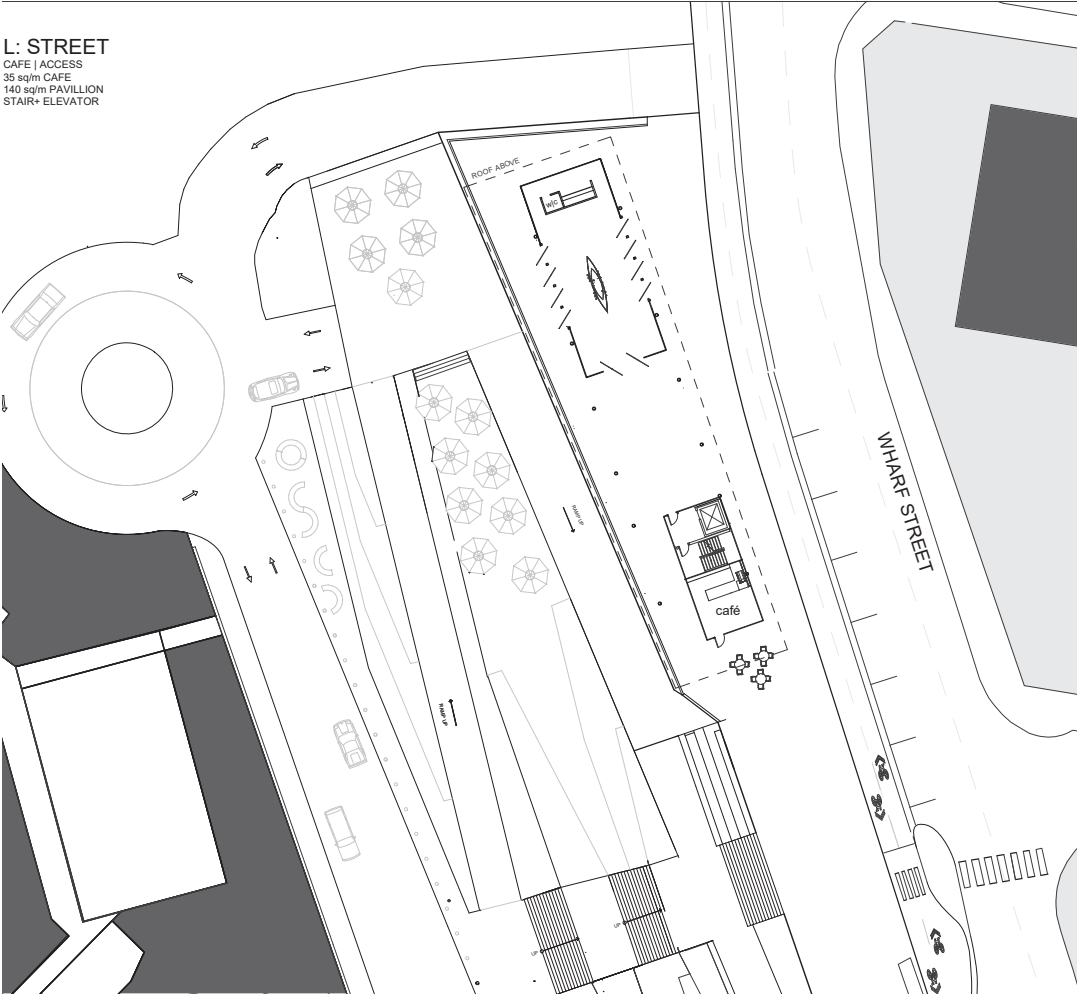


East River Pier 15, NYC

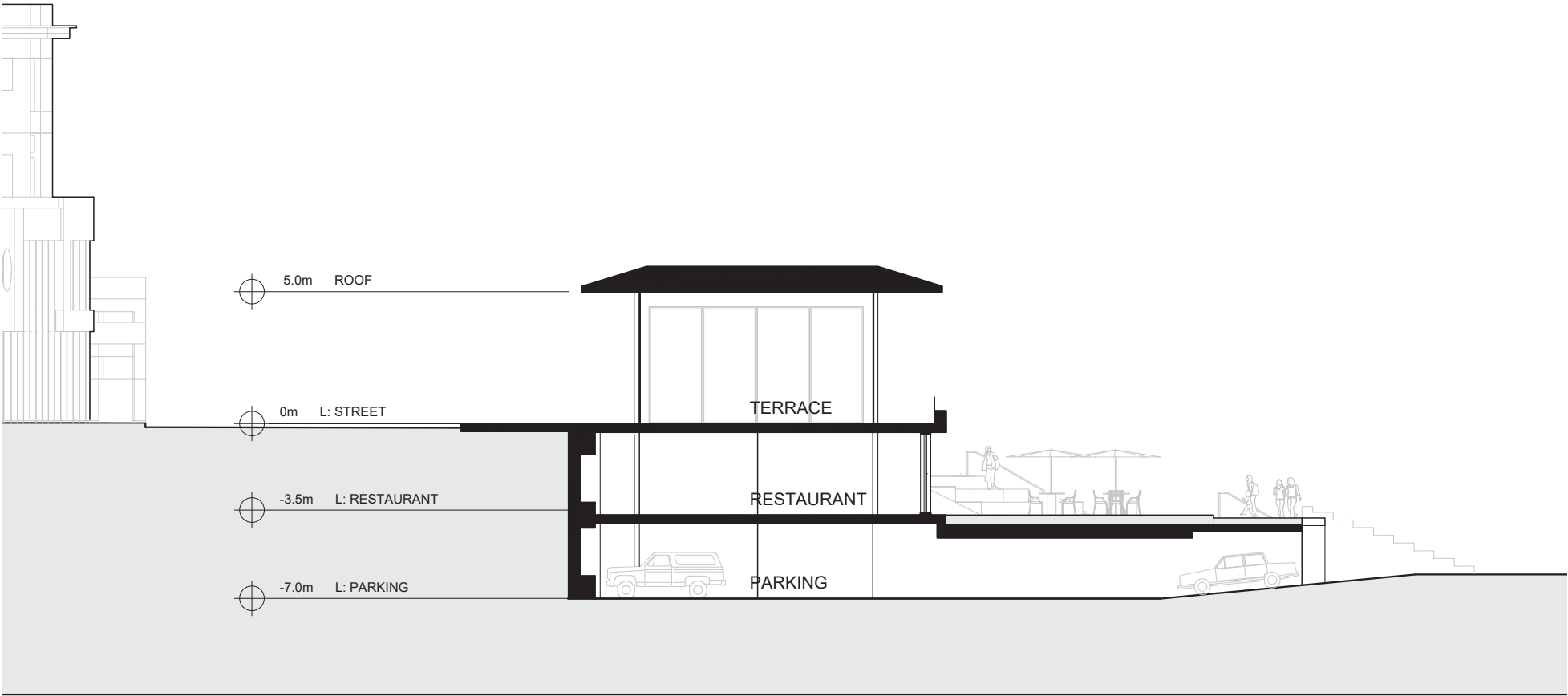


Bushwick Inlet Park, Brooklyn

PAVILION AT WHARF STREET



SECTION FROM WHARF STREET TO SHIP POINT



Director's Park, Portland



Navy Pier, Chicago



Pike Place, Seattle

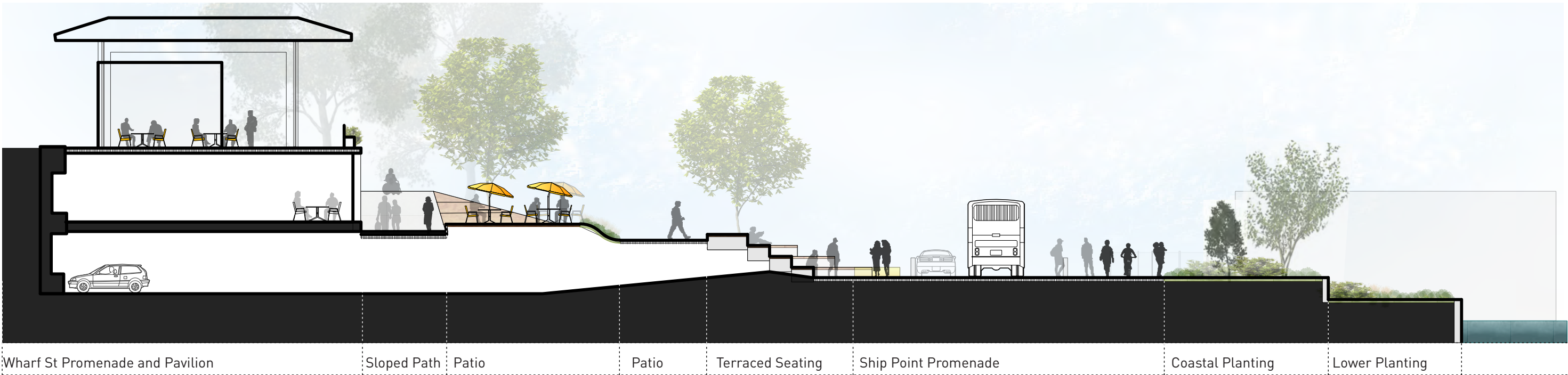
3.4 SCHEMATIC GRADING AND LAYOUT

One of the greatest challenges and opportunities of the Ship Point site is its dramatic change in elevation from Wharf Street to the waterfront. While this condition supports the creation of views and various integrated seating elements, it can be challenging for people with limited mobility. One of the key drivers of the design of Ship Point was its aspiration to provide a universally accessible route from Wharf Street to the Harbour. This sloped walkway never exceeds a 5% incline and provides a pleasant and direct route between the street and the inner harbour.

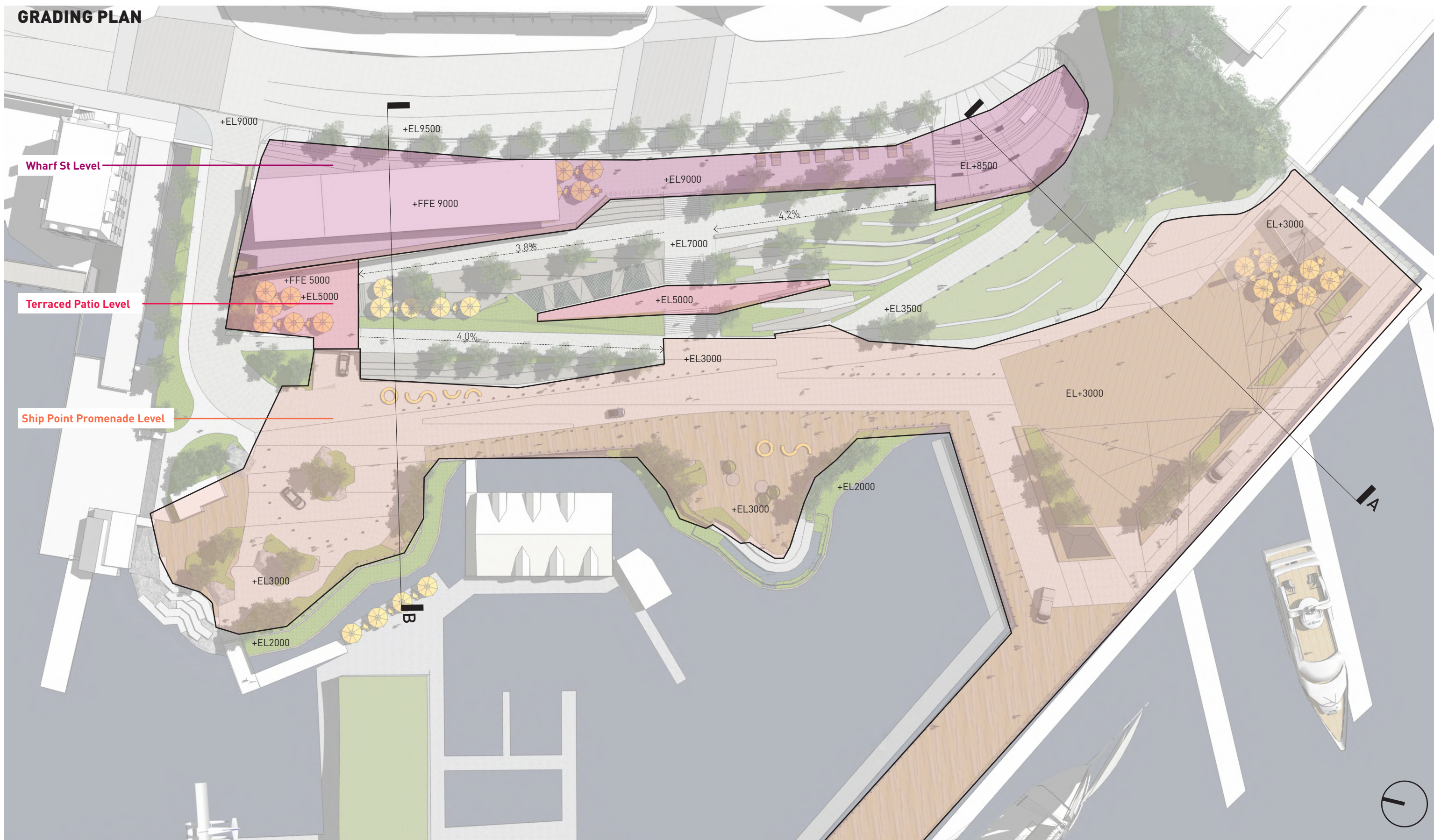
SECTION A



SECTION B



GRADING PLAN



3.5 THE SHORELINE

Ship Point is a dynamic site that has experienced significant transformations over the past century with a shoreline that has been continuously modified for a variety of maritime uses. Its shoreline tells a story of a rich industrial past that supported transportation and manufacturing but also of a more distant time when it provided a gathering place and water access to indigenous communities who relied upon the abundant ecology of its natural shoreline.

The new shoreline proposes an edge that celebrates this diverse history while also supporting a number of technical and sustainability objectives. There are active environmental, marine and geological processes that continue to act on the stability of the retaining wall and that impact the overall durability of the entire site. Ship Point will require a combination of repair, replacement and structural stabilization of the sea wall and portions of the site.

Past geotechnical reports (SNC Lavlin 2014) have examined the site’s vulnerability to seismic action and identified concerns with the condition of the current seawall and subsurface conditions (including voids) across the site. Additional explorations by WSP Engineers have identified that there are active environmental, marine and geological processes that continue to act on the stability of the retaining wall and that impact the overall durability of the entire site.

At the detailed design stage, consideration for additional environmental work including Detailed Site Investigation level of assessment, remediation and risk assessment would needed to be considered. Appropriate environmental investigations would need to be undertaken and reviewed by the BC Ministry of Environment. Depending on the outcome of that investigation, environmental remediation and/or risk assessment may be required.

The following pages illustrate geotechnical-based solutions that reconcile the development ambitions of the site with necessary risk mitigation.



Area of most significant settlement and cracking of sea wall caused with unconsolidated fill and washing of materials from tidal action



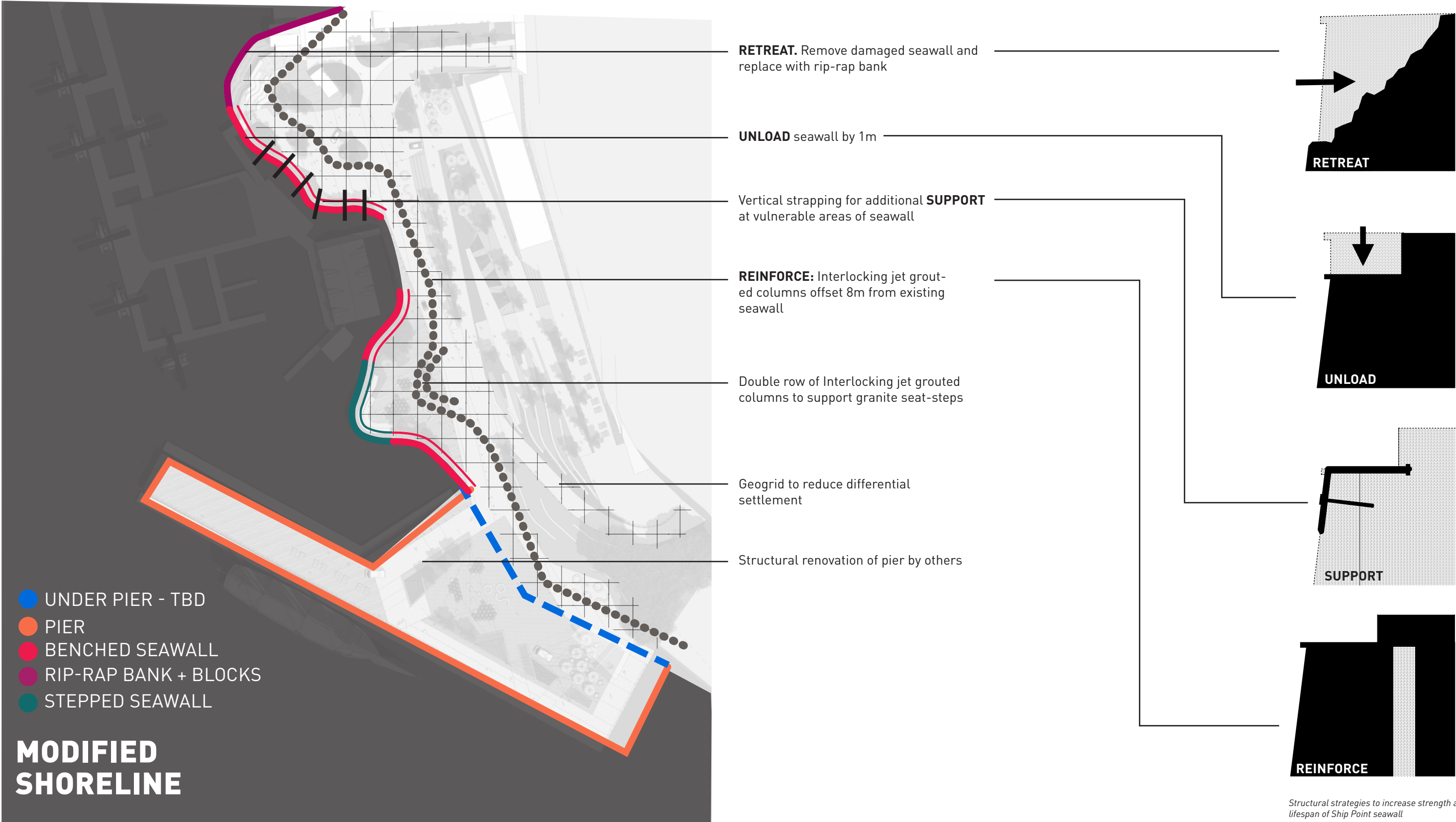
Surface settlement, asphalt cracking

Shallow bedrock, most suitable location for building

Multiple surface cracks from settlement. Picnic site is largely filled with uncompacted sandy gravel with varying amounts of concrete, brick, steel and rotting timber.



Assessment of the old pier (constructed 1949) has revealed a number of old piles with worm damage with structural implications that will require immediate renovations.



RIP-RAP BANK + BLOCKS

The combination of a rip-rap bank and granite blocks will accommodate opportunities for site visitors to physically access the water and to witness the daily rhythms of the changing tides while providing a more stable and resilient shoreline at the site’s most vulnerable northern edge. Constructed with modular elements to support inevitable settling, these terraces will provide areas for informal gathering at various scales, including opportunities to accommodate learning opportunities and remediation pilot projects.



PIER

The Ship Point pier is jointly owned by the Greater Victoria Harbour Authority (GVHA) and the City of Victoria (CoV) and provides a wide range of services to the community. It is understood that the original portion of the pier was constructed around 1949 and the pier extension was completed around 1979. The Ship Point Pier consists of an asphalt surface over timber decking, supported by timber stringers and pile caps on timber piles.

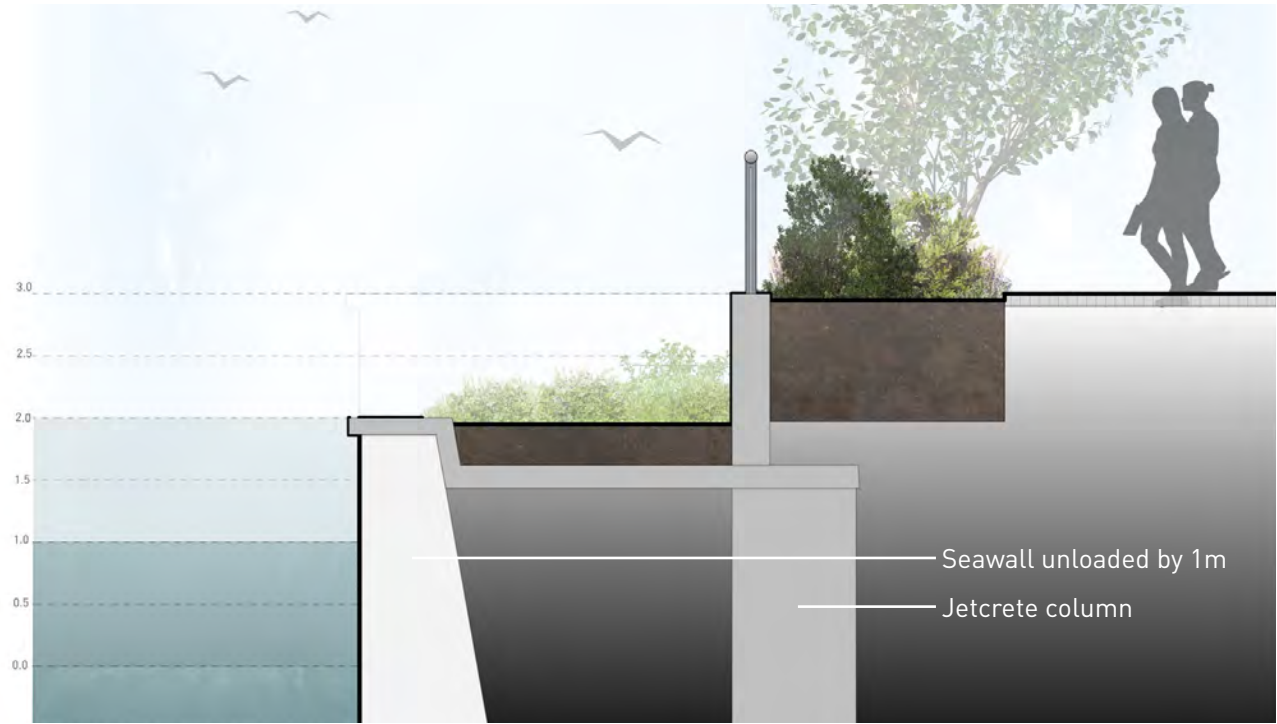
A detailed condition assessment of the existing timber structure, along with a high level life cycle costing for major repair and replacement options, was completed in early 2018. The condition assessment found that the original 1949 pier structure (jointly owned by the GVHA and COV) was in poor condition, while the 1979 pier extension (Owned by the GVHA) was in relatively better shape. The assessment and feasibility study included a number of repair and replacement options, which will be considered as part of Ship Point implementation.



BENCHED SEAWALL

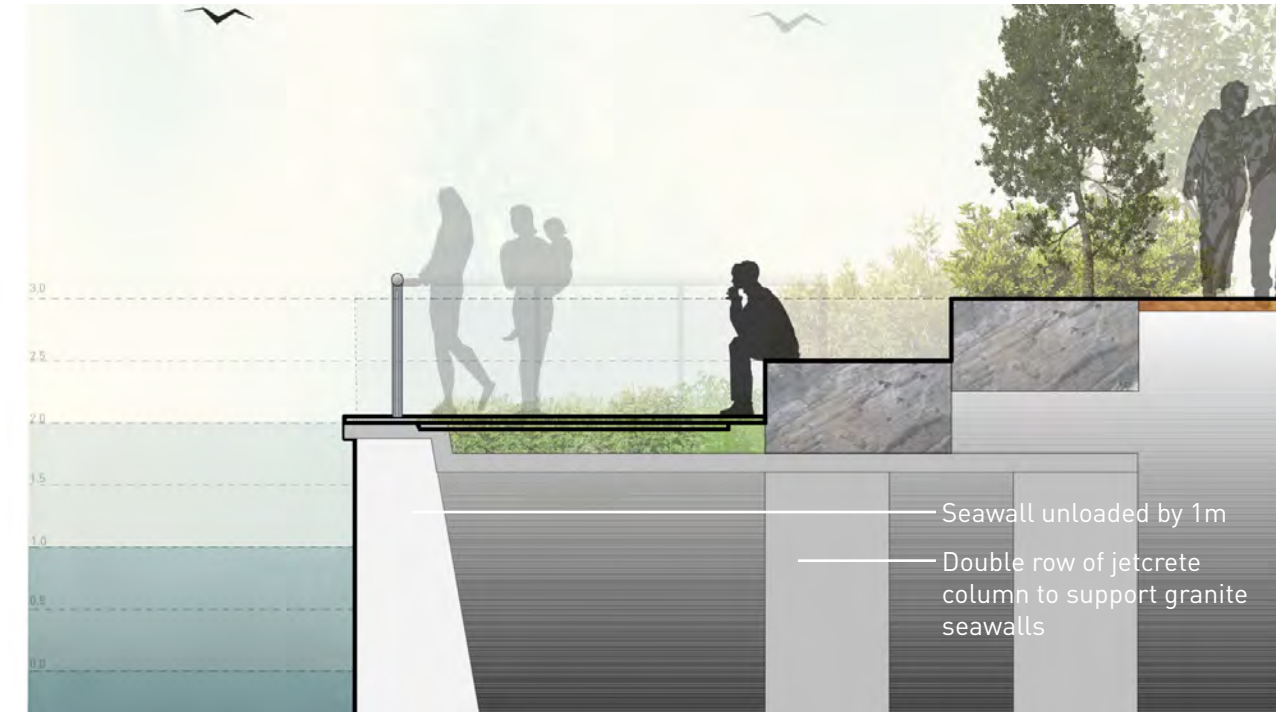
In areas where the seawall has shown vulnerability to washing of material from tidal action and inadequate structural integrity in the event of any seismic action, a geotechnical and landscape-focused approach has been proposed. First, the seawall will step down in order to reduce the structural load on the existing seawall. The lowered bench will act as a supra-littoral zone that softens the edges, provides habitat and filters contaminated surface runoff before discharging it into the harbour. Vertical strapping will provide additional support where the seawall is particularly prone to failure. Secondly, it will be reinforced with jetcrete columns that will be installed approximately 8m behind the existing wall to provide seismic stability and prevent further erosion and washing of the site.

This strategy aims to provide both a functional solution to the technical challenges of the site while also contributing to the character and comfort of the historically hard-edged shoreline.



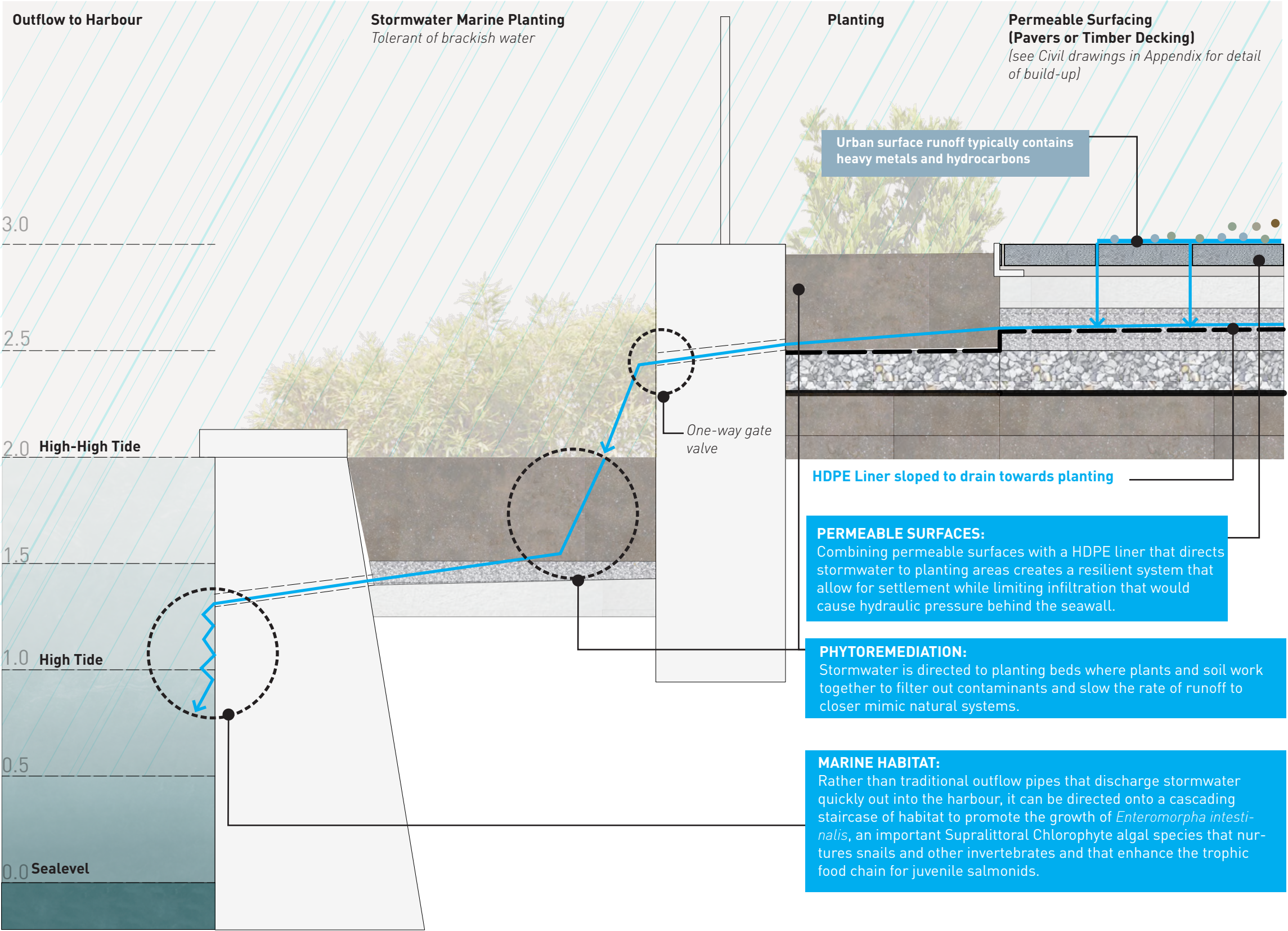
STEPPED SEAWALL

Similar to the Benched Seawall, the Stepped Seawall proposes a collaborative solution between engineering requirements and site programming. At this condition, the seawall is stepped in order to provide access to the water's edge. Large granite blocks will provide seating edges with framed views to the Parliament Buildings and the many marine industries active in the harbour on a daily basis.

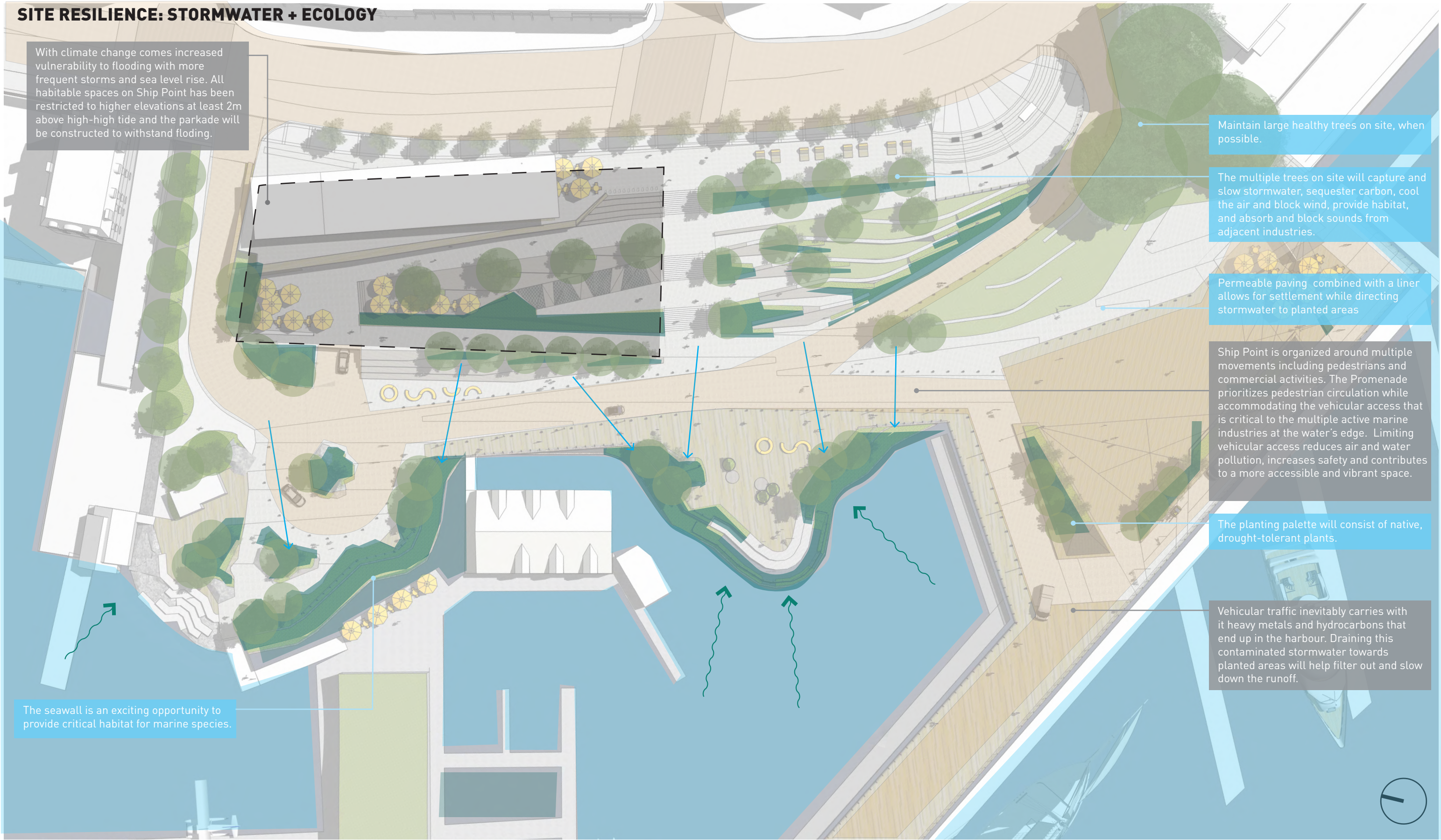


3.6 SITE RESILIENCE: STORMWATER + ECOLOGY

Ship Point is an urban site that supports active marine industries and the vision of this plan strives to celebrate that while demonstrating that it can simultaneously support habit, integrate stormwater management and provide restorative outdoor spaces for the community at large.



SITE RESILIENCE: STORMWATER + ECOLOGY



With climate change comes increased vulnerability to flooding with more frequent storms and sea level rise. All habitable spaces on Ship Point has been restricted to higher elevations at least 2m above high-high tide and the parkade will be constructed to withstand floding.

Maintain large healthy trees on site, when possible.

The multiple trees on site will capture and slow stormwater, sequester carbon, cool the air and block wind, provide habitat, and absorb and block sounds from adjacent industries.

Permeable paving combined with a liner allows for settlement while directing stormwater to planted areas

Ship Point is organized around multiple movements including pedestrians and commercial activities. The Promenade prioritizes pedestrian circulation while accommodating the vehicular access that is critical to the multiple active marine industries at the water's edge. Limiting vehicular access reduces air and water pollution, increases safety and contributes to a more accessible and vibrant space.

The planting palette will consist of native, drought-tolerant plants.

Vehicular traffic inevitably carries with it heavy metals and hydrocarbons that end up in the harbour. Draining this contaminated stormwater towards planted areas will help filter out and slow down the runoff.

The seawall is an exciting opportunity to provide critical habitat for marine species.

3.7 PROGRAMMING AND OPERATIONS

DAILY

The planning and design of Ship Point has carefully considered its function and comfort year-round and provided flexible space at multiple scales in order to accommodate a variety of programming.

EAT + DRINK



INFORMAL PLAY + EXPLORATION



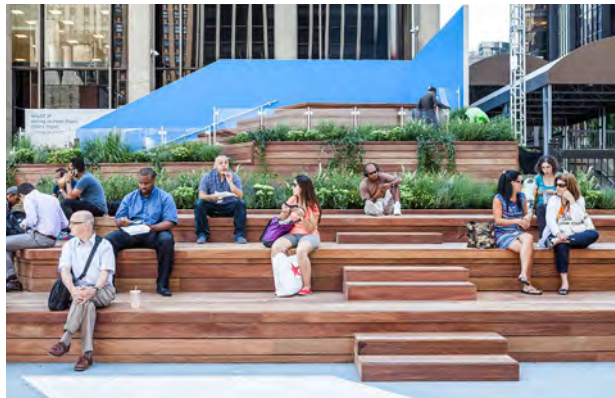
SMALL PERFORMANCES + BUSKING



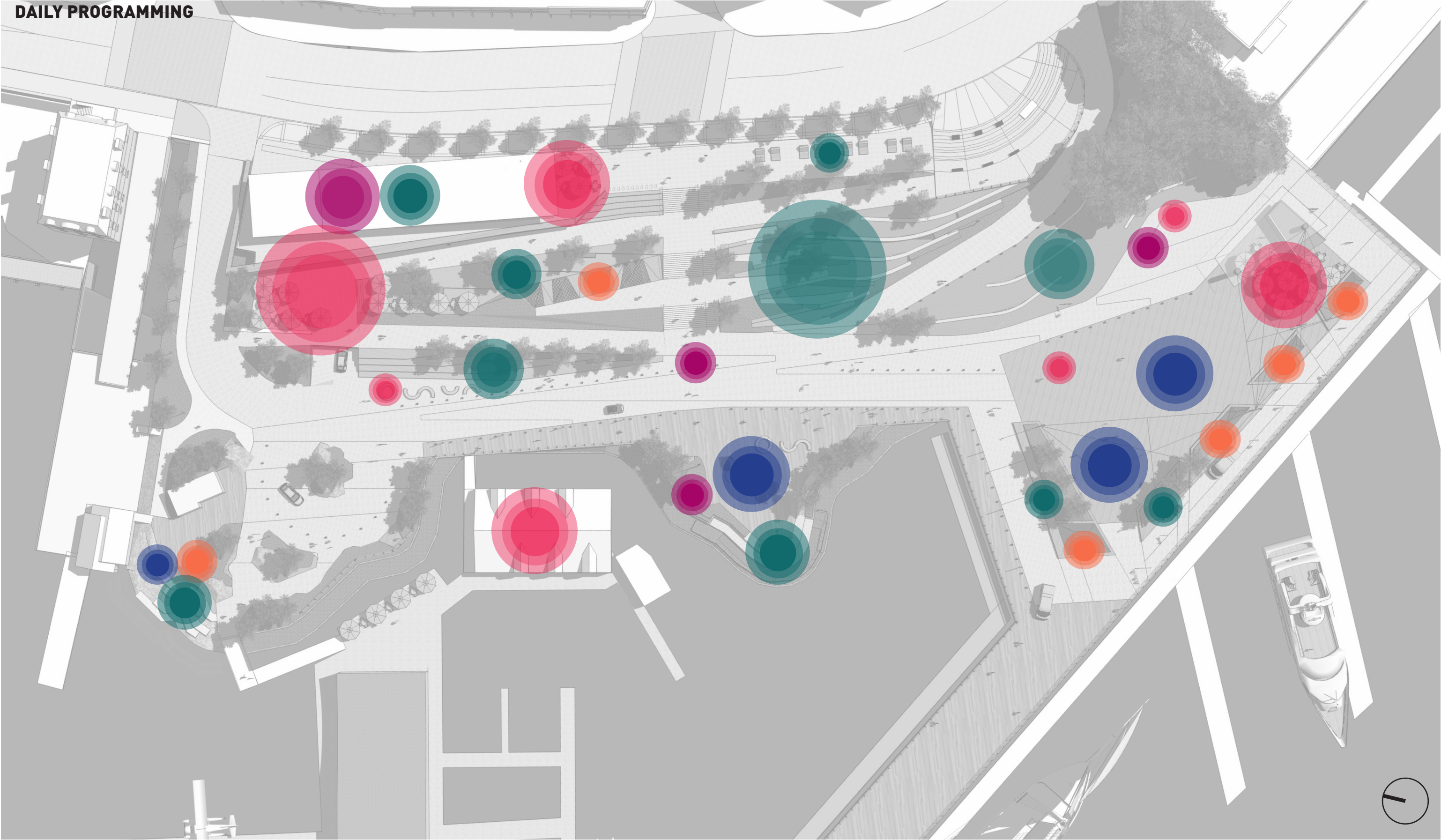
GROUP ACTIVITIES + GATHERING



LOUNGE + WATCH



DAILY PROGRAMMING



EVENT PROGRAMMING

Ship Point is a valued event space in the City centre that currently accommodates multiple large-scale festivals and events throughout the year. This plan strives to enhance the spaces for these events to enrich the cultural vibrancy of the Inner Harbour while maintaining essential access to the working edges of the site.



Flexible open spaces at Ship Point provide opportunities for a variety of events.

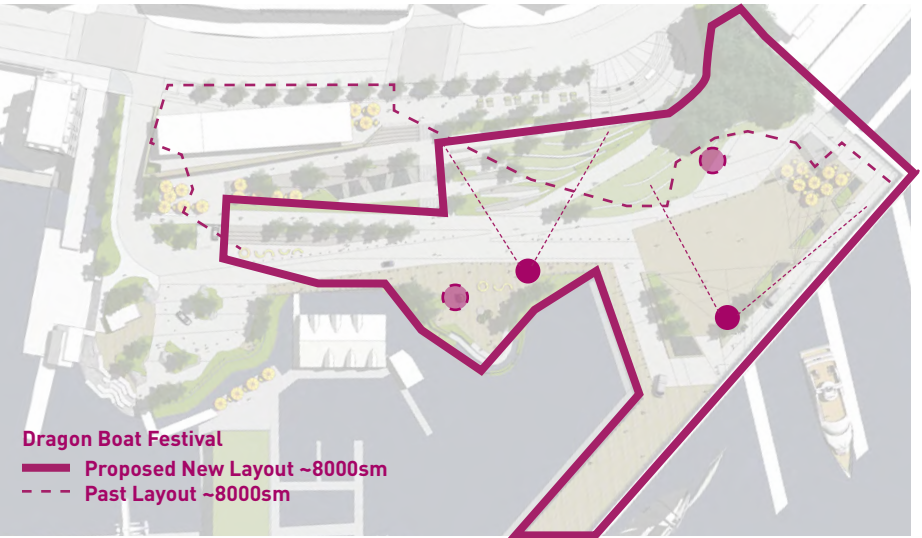


The potential of multiple stage locations accommodate a variety of performances from the intimate to large-scale.

SAMPLE EVENT LAYOUTS

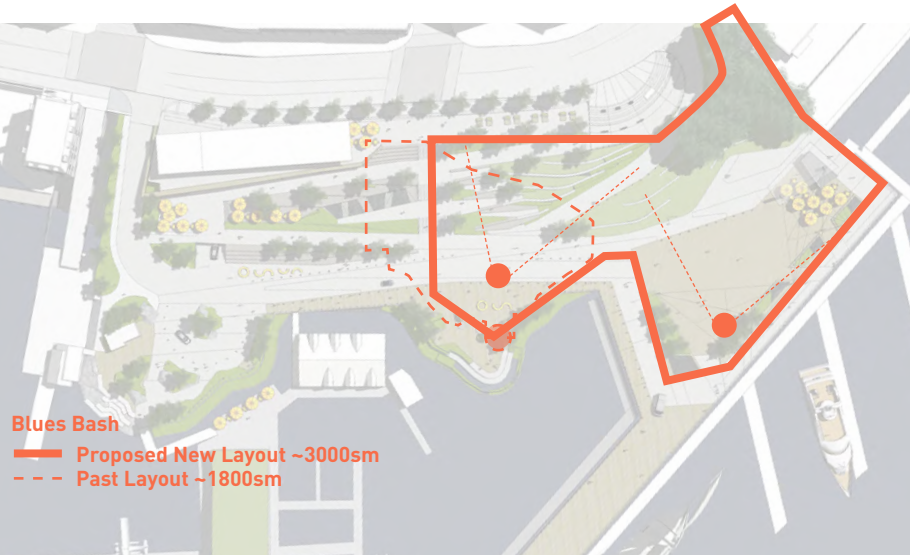
Dragon Boat Festival Requirements:

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



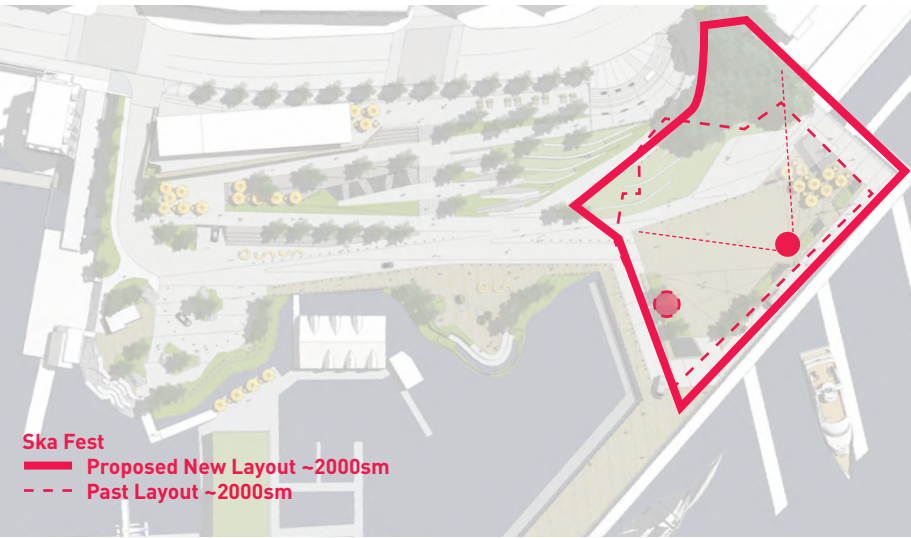
Blues Bash Festival Requirements:

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

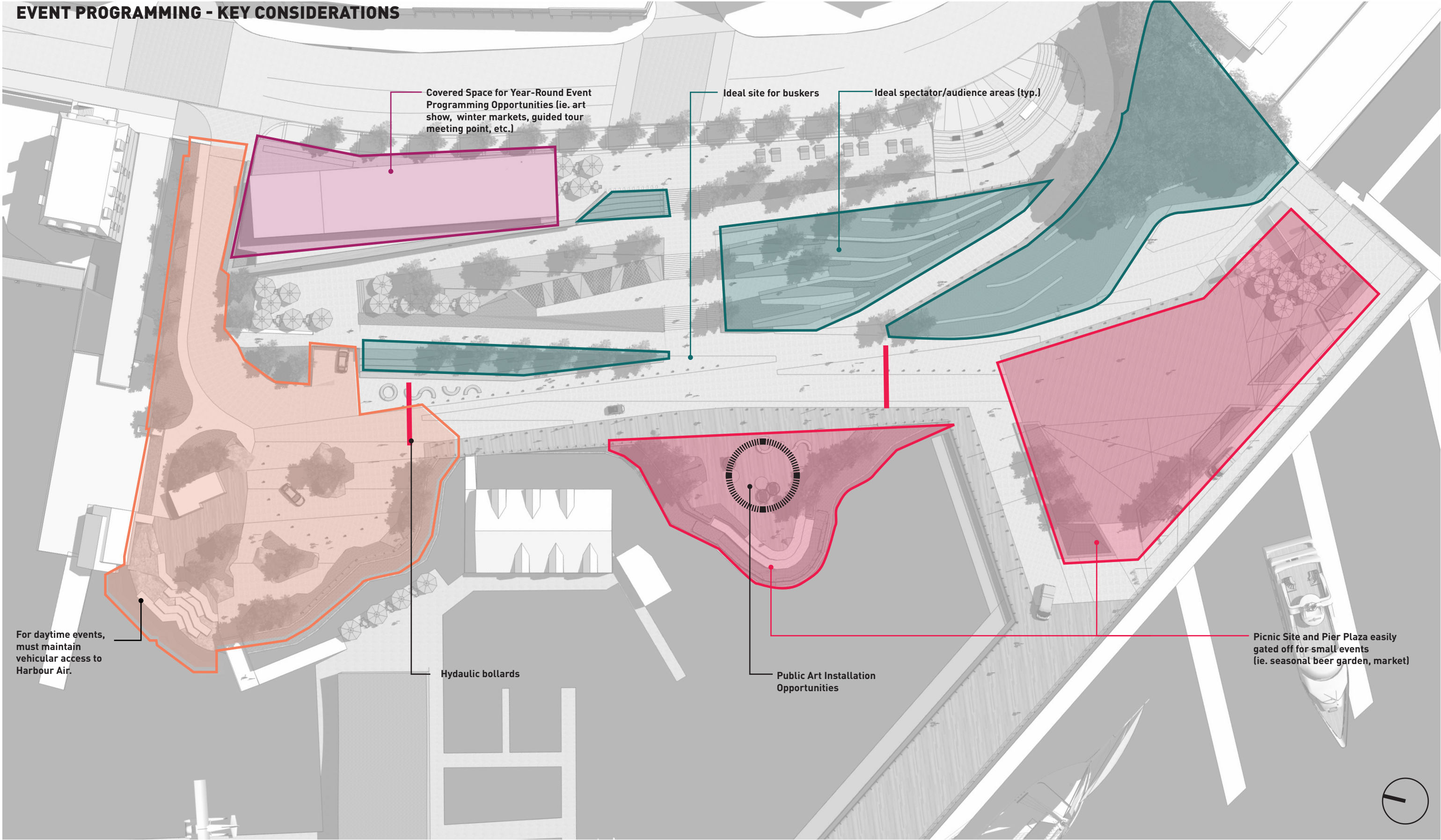


Ska Festival Requirements:

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



EVENT PROGRAMMING - KEY CONSIDERATIONS



SITE CIRCULATION AND PARKING

Ship Point will attempt to strike a balance between offering a pedestrianized, multi-modal, flexible, public space while still accommodating loading vehicle access, allowing the site to remain a working waterfront and special event venue that may require large vehicle access.

A detailed analysis of access and circulation (refer to appendix) included strategies to reduce vehicle speeds while still design for appropriate vehicles (WB-15 or WB-17). This included a narrow lane for vehicle traffic (3.3m) and reduced and strategicly located parking spaces.

Some additional considerations include:

- Harbour Air and Orca Adventure shuttle buses (7m length) can continue to utilize the east side of the David Foster Pathway for staging and loading activities.
- It is recommended that two spaces along the pick-up/ drop-off loop adjacent to Harbour Air be reserved for taxi use and the remaining loop area be marked as maximum 10 minute short term pick-up/ drop-off spaces.
- Parking spaces will be used primarily to support on-site businesses.
- The Wharf Street pedestrian crossings will require further study.
- Courtney Street should be considered for coach tour bus loading rather than Wharf Street due to truck turn requirements on Wharf Street, relative traffic volumes as well as future plans to have a cycling route along Wharf Street's west edge.

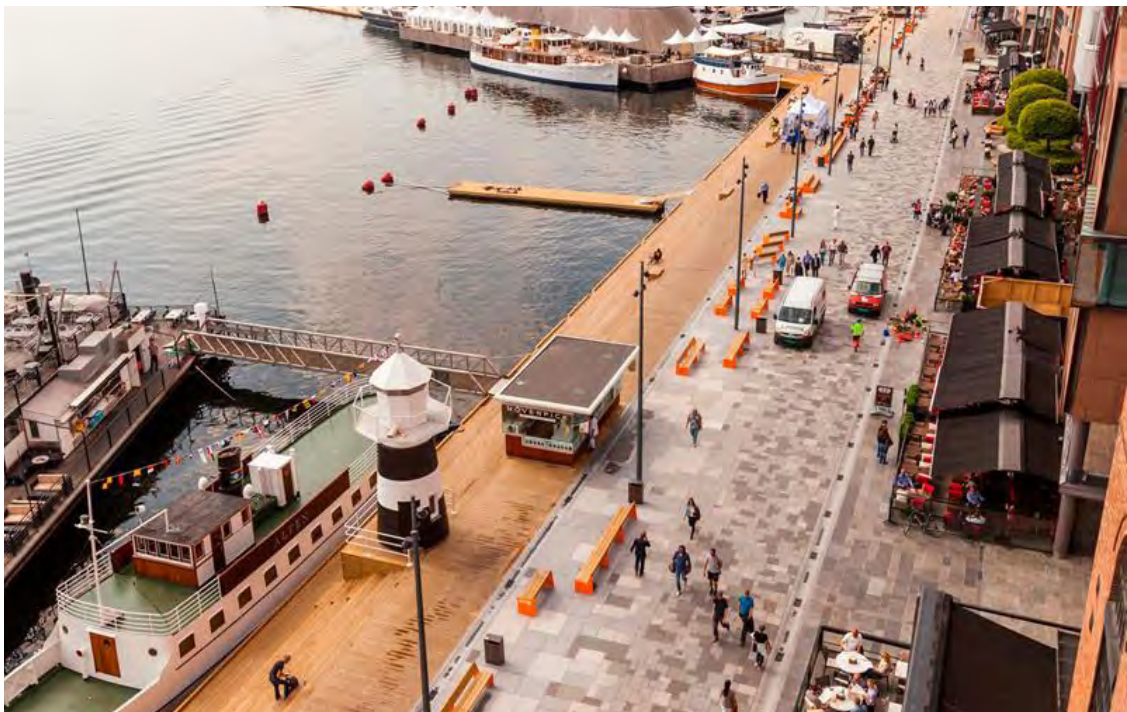
For a detailed analysis of access and circulation, refer to the appendix.



North Wharf in Auckland, New Zealand is a shared and active waterfront environment that prioritizes people over cars while still maintaining the necessary access and character of a working waterfront.



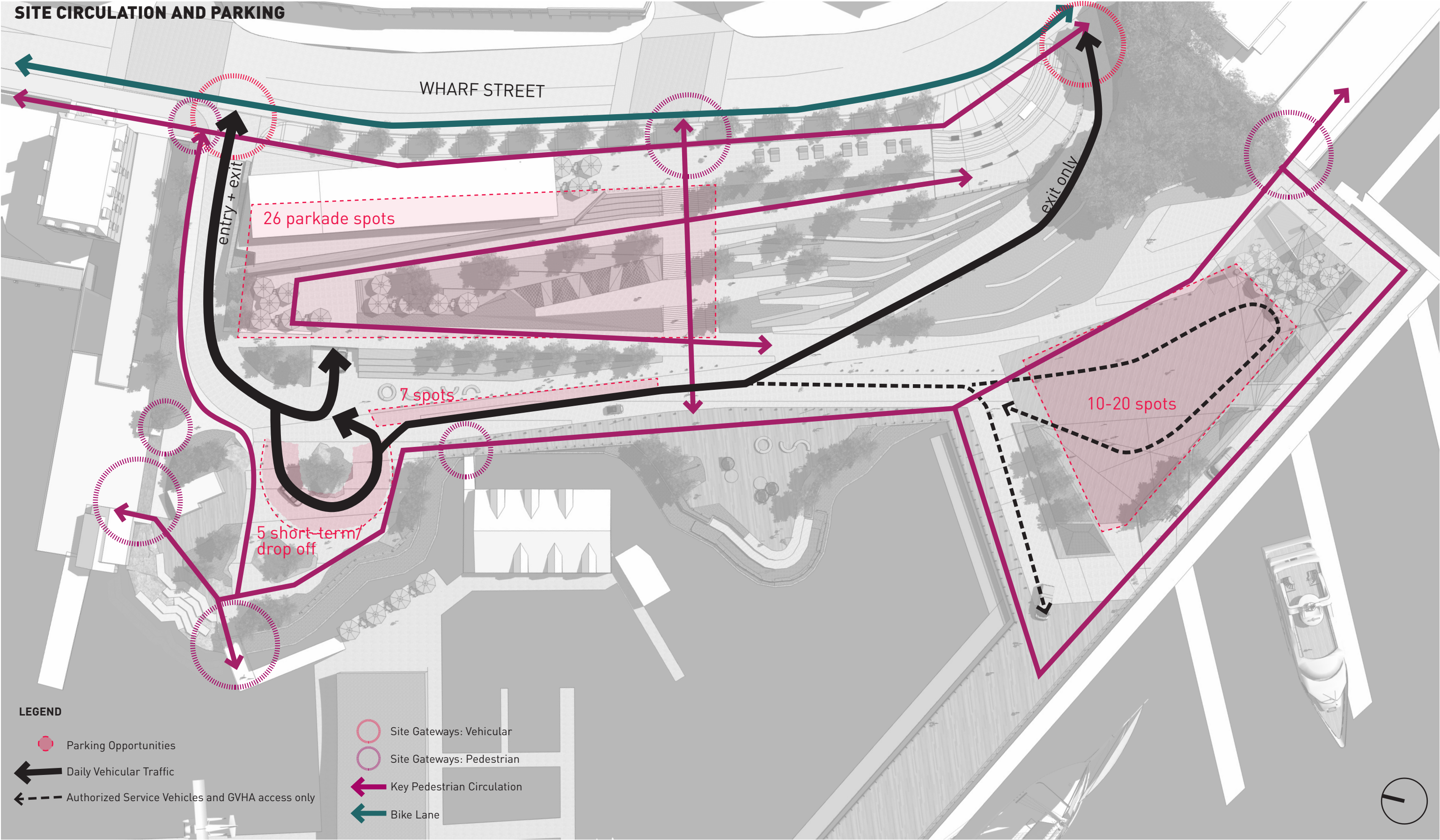
North Wharf in Auckland, New Zealand.



Aker Brygge in Oslo, Norway used various scales of pavers to create legible yet seamless integration of the various pedestrian, vehicular and shared traffic zones.



A key driver of the design of Ship Point was its aspiration to provide a universally accessible route from Wharf Street to the Harbour.



3.8 ACCESSIBILITY STRATEGY

Fundamental to the site design is the premise that regardless of age or ability, any visitor should be able to easily navigate and enjoy all areas of Ship Point. The plan addresses universal accessibility and barrier free design through incorporation and use of pathways, seating areas and other site features designed to facilitate the movement and comfort of people with a full spectrum of disabilities to ensure the site is as inclusive as possible.

Equitable Use

It is important that equal opportunity is provided for users of all ages and abilities to access and experience the site. The primary pathway alongside the restaurant and cafe is designed to link Ship Point Promenade to Wharf Street at a grade of less than 5% eliminating the requirement for ramps. Projecting view decks at grade allow all users close visual access to the water’s edge. Terraces designed as spectator seating will include universally accessible platforms that can be accessed from the pathway system. The pedestrian groundplane treatment will apply best practices in universal barrier free design including ADA compliant paving, decking, and railing systems; adequate pedestrian lighting along paths of travel; and internationally recognized tactile wayfinding systems for the visually impaired. The proposed pavilion building provides the opportunity to incorporate a public, universally accessible washroom.

Flexibility in Use

The design of Ship Point accommodates a wide range of individual preferences and abilities. A variety of seating including benches, open platforms for wheelchair users, seat terraces and netting cater to a variety of ages, interests and abilities. A range of vertical circulation offers a access opportunities between the waterfront to Wharf Street. The primary pathway at a grade of less than 5% from the Ship Point Promenade to Wharf Street provides access for all user groups, the Grand Staircase provides a direct connection to Wharf Street and the downtown pedestrian network beyond, and the universally accessible Harbour Pathway follows the perimeter foreshore of site for pedestrians. In addition to the dedicated pedestrian areas, designated mixed-modal zones accommodate slow moving vehicles while maintaining pedestrian priority. These mixed-modal zones can be closed to vehicles during event times with the use of retractable bollards.

Simple and Intuitive Use

A simple and consistent material palette for Ship Point allows for intuitive wayfinding and use. A consistent unit paving system and ADA compliant decking is applied to both pedestrian and mixed modal zones to create a simple and flexible ground plane that can accommodate a variety of different program activities while creating a pedestrian priority environment. A consistent system of wayfinding elements including stainless steel paving studs, bollards and pedestrian lighting create a user friendly pedestrian circulation network that is safe to access during the day and night.



Stainless steel tactile paving studs installed on concrete unit pavers function as warning strips



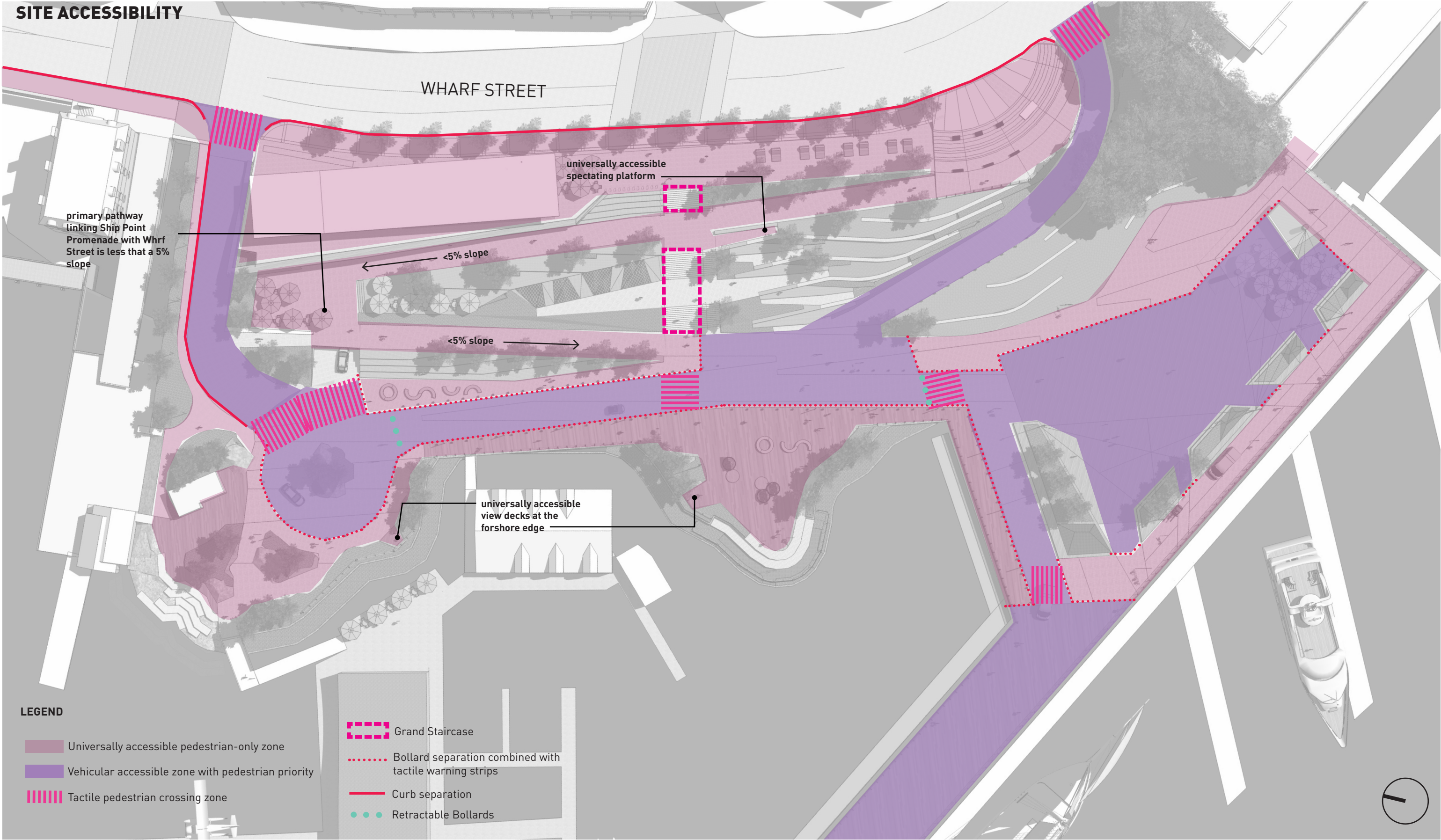
Director Park in Portland Oregon uses a combination of bollards and tactile warning strips.



Ensure all universally accessible pathways are a minimum of 1.6 metres in width, free of obstructions, and have continuous, non-protruding edges to ensure safe passage for the visually and mobility impaired



Tactile warning strips combined with perimeter crossing markings provide dedicated crossing zones for the visually impaired.



4.0 IMPLEMENTATION FRAMEWORK

Purpose: The implementation framework supplements the Ship Point Master Plan to provide greater detail on costing, allow inclusion of timing of phased implementation based on Council Direction upon adoption of the master plan, and enable on going monitoring and updates through the detailed design and phased construction process.

Implementation of the Ship Point Master Plan will occur through phased redevelopment integrating structural restoration and surface/landscape improvements at each phase. Detailed design, funding allocation and procurement to support phased construction will be integrated into a more detailed project plan to be prepared upon adoption of the master plan.

Certain aspects of the plan, specifically the proposed pavilion building, will be subject to future programming and feasibility analysis to guide future design and implementation.

As a signature component of the David Foster Harbour Pathway, improvements to Ship Point will support the Harbour Pathway Plan which is being updated in 2018/2019.

Implementation will require close coordination with key partners including the Greater Victoria Harbour Authority, the Harbour Air Sea Plane Terminal, and events and festival organizers who use Ship Point. Close coordination with the GVHA will also occur relating to necessary phased repair and replacement of the pier structure.



4.1 PARTNERSHIPS, PROGRAMS AND FUNDING STRATEGIES

The funding strategy for Ship Point will include identifying grant opportunities and funding partnerships with senior levels of government and other partners. The following pages highlight implementation precedents for projects similar to Ship Point.



HUDSON RIVER PARK, NY
A COMMUNITY ASSET AND ECONOMIC GENERATOR

Year Completed: 2010
Size: 36,500 sqm (9 acres)

The Hudson River Park offers a variety of activities, range of landscape types, and reinvents a new engineered river's edge.



WATERFRONT TORONTO, ON
RECONNECTING PEOPLE TO THE WATER

Year Completed: Ongoing
Size: 1,977 acres

Waterfront Toronto is a corporation funded by three levels of government in order to transform the brownfield lands on Toronto's waterfront into beautiful, accessible, sustainable mixed-use communities and dynamic public spaces.



PIKE PLACE MARKET EXPANSION, SEATTLE
A PUBLIC MARKET VISION

Year Completed: 2017
Size: 3,000 sqm (0.69AC)

A site built for Market producers in the early 20th century, the expansion reclaims the site for farmers and producers, and provides a dynamic public plaza with views of Puget Sound and Olympic Mountains.



PIER PARK, NEW WESTMINSTER BC
A REVITALIZED WATERFRONT

Year Completed: 2012
Size: 32,500 sqm (8 acres)

The New Westminister Pier Park presents an opportunity for the community to reclaim its downtown waterfront as park and public spaces.



SOUTHEAST FALSE CREEK, BC
A HERITAGE-RICH WATERFRONT

Year Completed: 2009
Size: 32,500 sq m (8 acres)

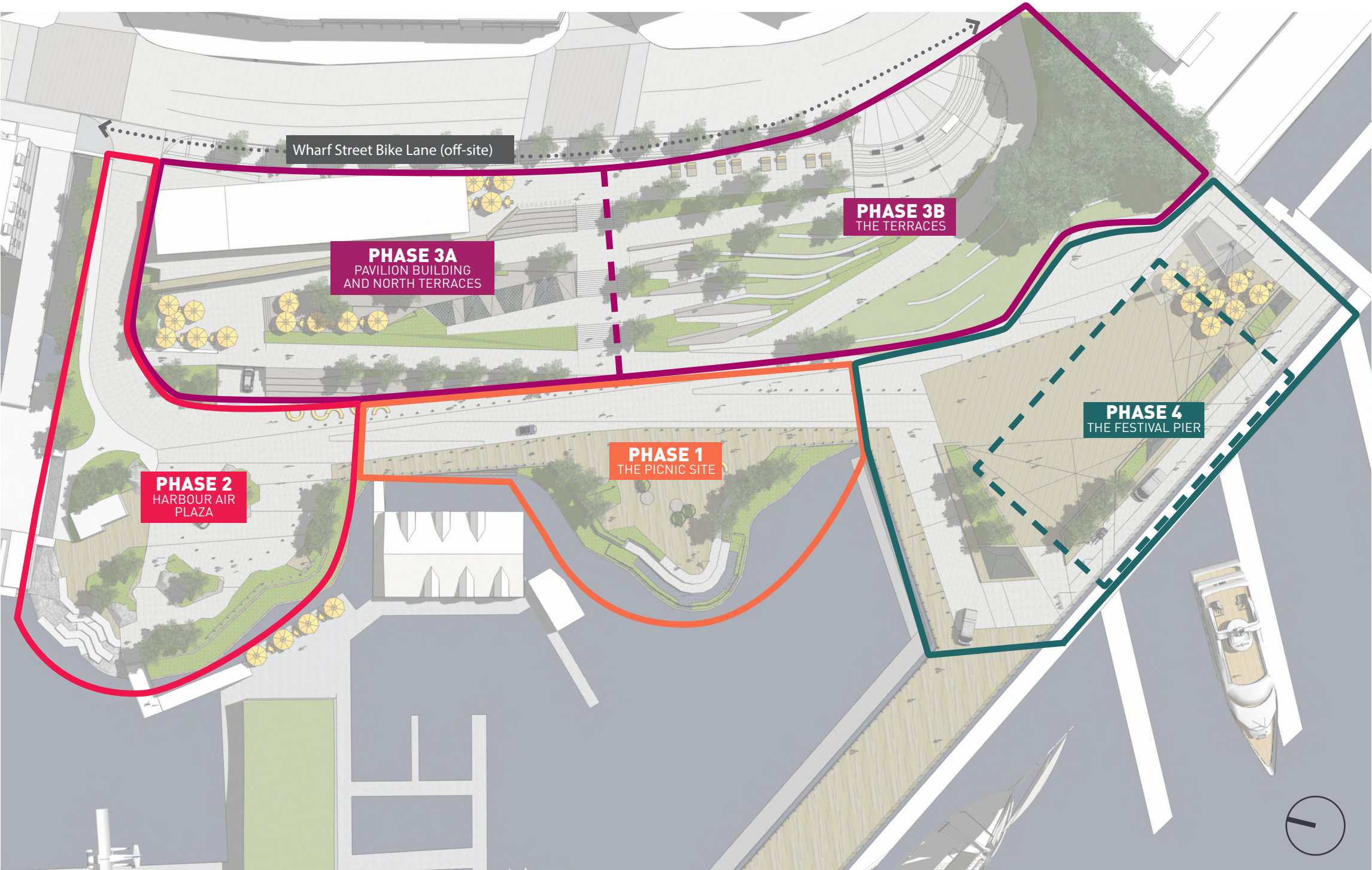
Waterfront Park represents the first phase of SEFC's primary park and open space system and a 650 meter extension of Vancouver's iconic seawall.

4.2 CONCEPTUAL PHASING

A conceptual phasing strategy was prepared as part of the master plan based on a number of considerations including:

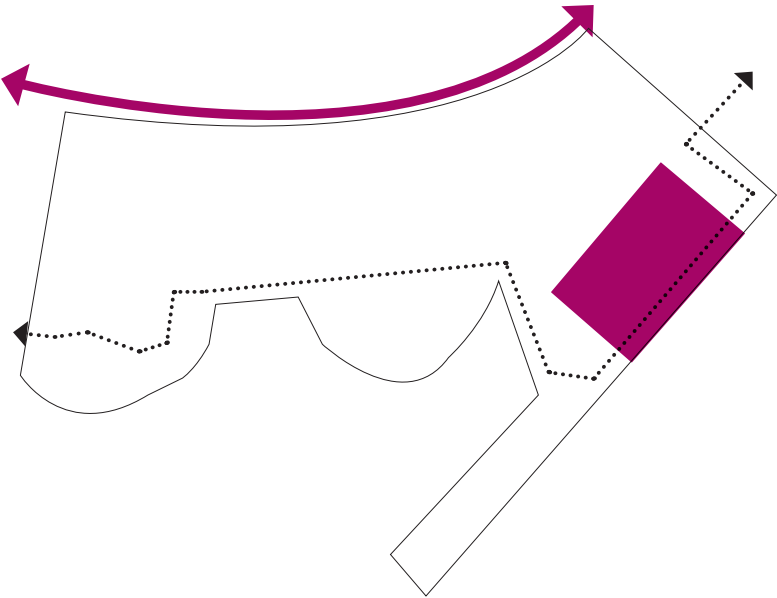
- The timing and sequencing of required structural restoration to the shoreline, upland portions of the site and the pier structure;
- Maintaining operations of and access to current site uses and functions;
- Achievement of priority public realm improvements on the site (David Foster Harbour Pathway).

The phasing strategy includes structural restoration of the sea wall, adjacent upland areas, and associated surface improvements encompassing the western portion of the site in phases 1 and 2. Construction of the pavilion building and associated public spaces (Phase 3a), and the sloped and terraced lawn areas (Phase 3b) on the eastern portion of the site, are envisioned to occur in subsequent phases. Construction of the festival pier and associated plaza area is envisioned to occur as the last phase of site redevelopment (Phase 4) to coincide with the timing of replacement of the old pier in 2023/2024 as recommended in the Ship Point Pier Condition Assessment and Feasibility Study (Stantec 2018).



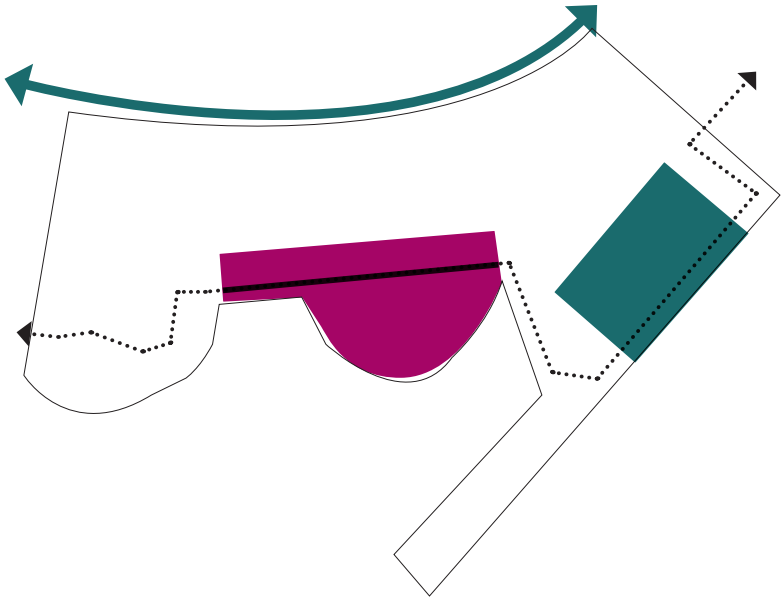
Wharf Street and Pier Repairs

- Bike Lane
- Pier Repair



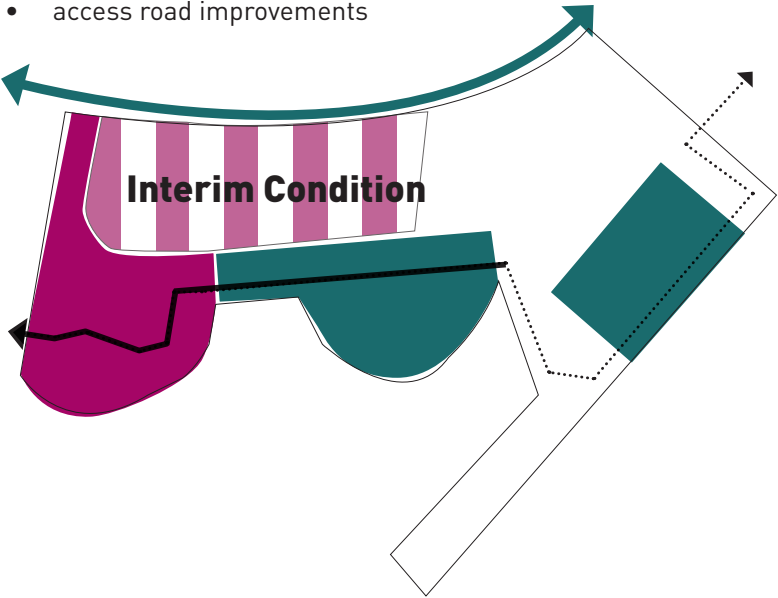
PHASE 1: The Picnic Site

- structural wall
- civil improvements
- jet grouted columns
- hardscape and landscape
- Harbour pathway



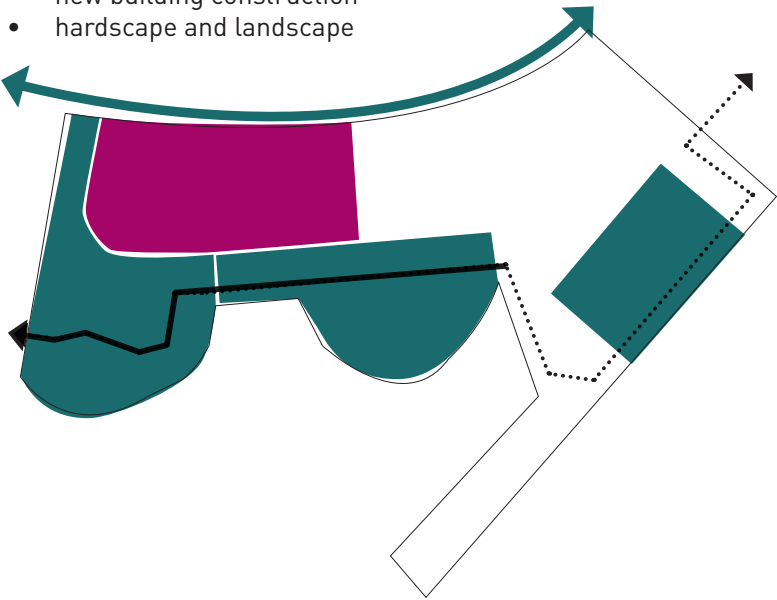
PHASE 2: Harbour Air Plaza

- rip rap wall
- structural wall
- soft shoreline
- harbour pathway
- hardscape and landscape
- access road improvements



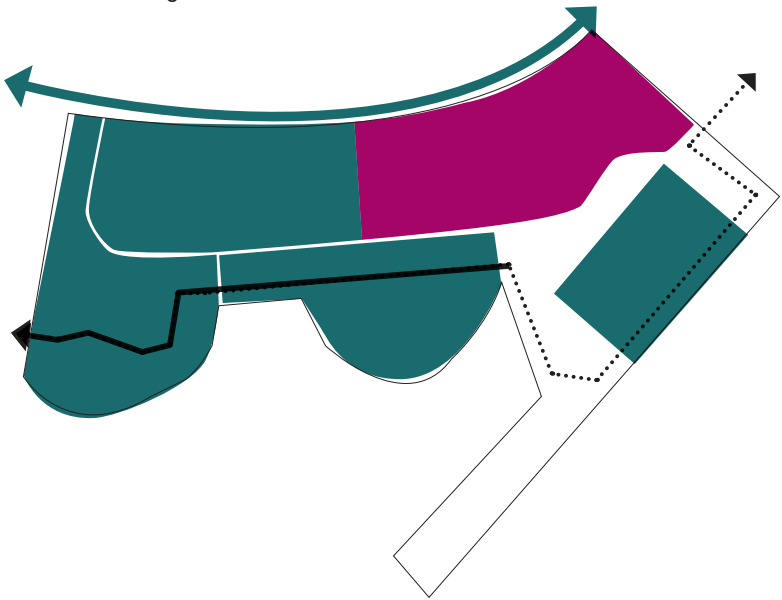
PHASE 3A: The Pavilion Building and North Terraces

- new building construction
- hardscape and landscape



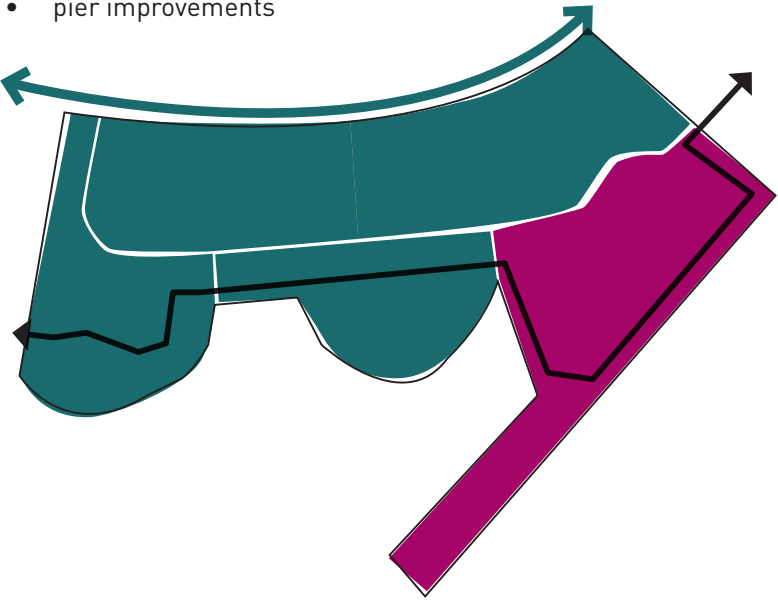
PHASE 3B: The Terraces

- hardscape and landscape
- road reconfiguration



PHASE 4: The Festival Pier

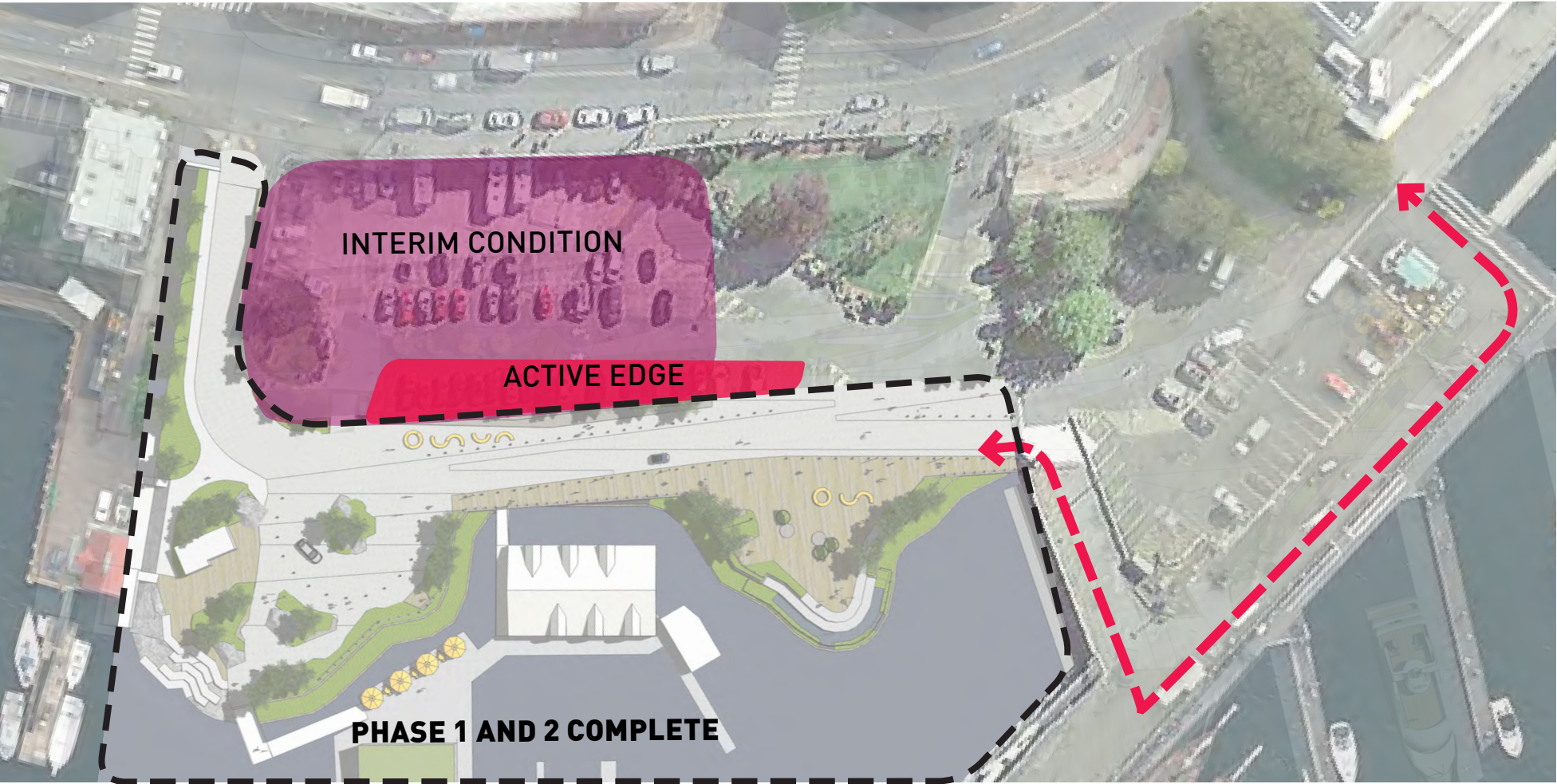
- new pier construction for old portion (City + GVHA)
- hardscape and landscape
- pier improvements



4.3 INTERIM CONDITIONS

Phased redevelopment of the site will benefit from identification and implementation of interim conditions for future development phases. Strategic temporary interventions in key locations will enable interim activation of the site, incubation of potential future commercial and cultural uses, potential revenue generation, and screening of surface parking until such time as they are redeveloped. Temporary interventions can include use of shipping containers, food trucks, temporary canopy structures and other movable installations to bring a variety of food, art, micro retail and other active uses to the site.

For example, including some temporary commercial kiosks along the western edge of phase 3-a as part of implementation of phases 1 and 2 could work to activate the lower promenade, attract people down into the site, screen the surface parking in behind, and become an economic opportunity while awaiting build out of the full vision over time.



Common Ground Container Park in Seoul.

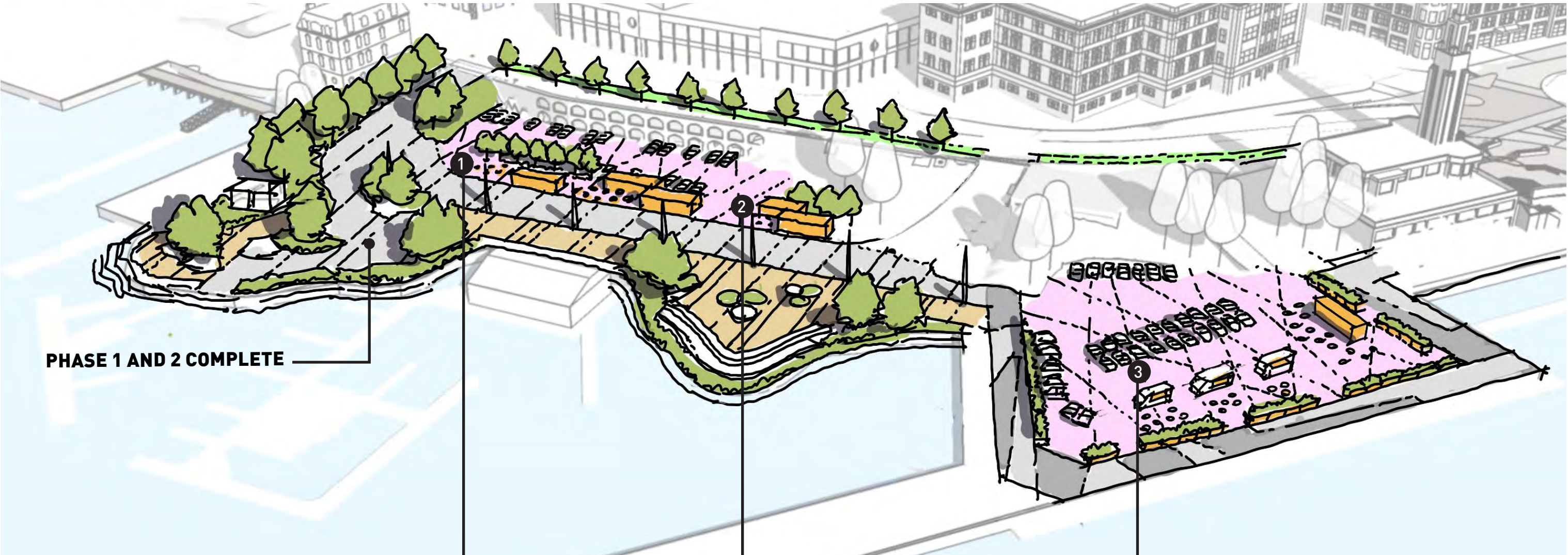


The Creamery Pop-Up Park in Philadelphia. Includes an open air beer garden, private event space, children's play and lawn games area and a rotating display of art from local artists.



SOMA Street Food in San Francisco.





PHASE 1 AND 2 COMPLETE

1 OPEN SPACE

- Parking
- Pop-up event space for markets, beer gardens, etc.

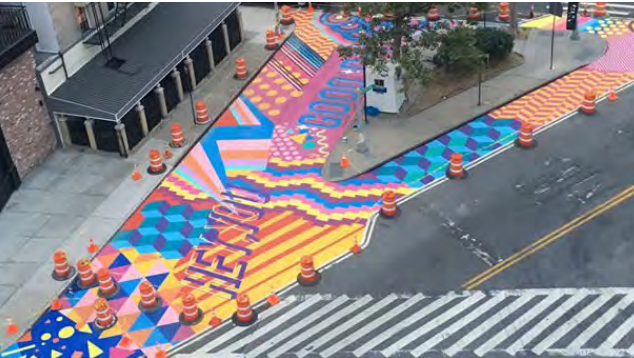
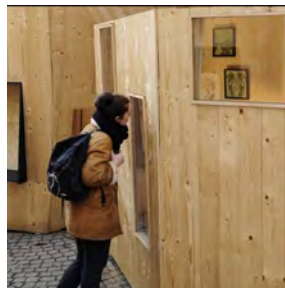
3 OPEN SPACE

- Surface treatment to define Harbour pathway during interim condition.
- Parking
- Pop-up event space for markets, beer gardens, etc.

2 ACTIVE EDGE BETWEEN BUILT AND FUTURE PHASES

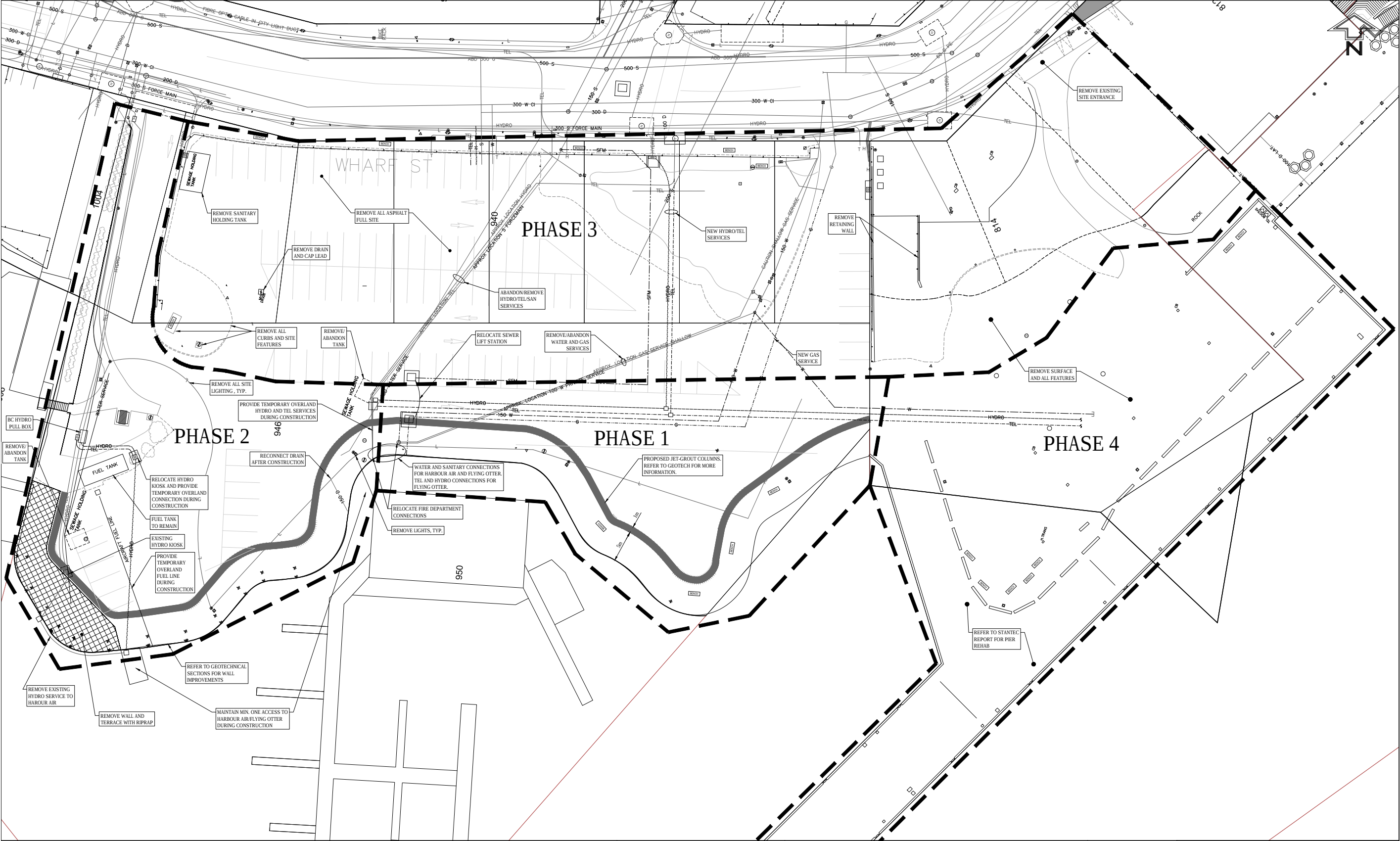
- Shipping containers and other temporary elements create an active edge
- Movable planters
 - Beer garden
 - Community garden
 - Outdoor art gallery or exhibit
 - Pavilion
 - Tactical urbanism
 - Food truck fairs
 - Farmer's markets

TEMPORARY ELEMENTS



5.0 APPENDICES

- 1. CIVIL: DEMOLITION AND TEMPORARY SERVICING
- 2. CIVIL: PROPOSED SITE UTILITIES
- 3. JETCRETE COLUMNS AND TECHNICAL SHORELINE SECTIONS
- 4. BUNT TRANSPORTATION REVIEW



LEGEND

SURFACE DETAIL

- STORM DRAIN MANHOLE
- STORM DRAIN VENT
- CATCH BASIN
- DRAIN CLEANOUT
- DRAIN LATERAL
- SANITARY SEWER MANHOLE
- SANITARY SEWER VENT
- SEWER CLEANOUT

- HYDRO MANHOLE
- HYDRO POLE
- HYDRO POLE WITH DIP
- JOINT POLE
- HYDRO POLE WITH LIGHT
- REDUCER
- HYDRO SERVICE BOXES
- HYDRO VAULT

- SEWER LATERAL
- WATER VALVE ON MAIN
- WATER SERVICE VALVE
- WATER METER
- BOULEVARD SERVICE
- FIRE HYDRANT
- REDUCER
- LIGHT MANHOLE
- LIGHT PULL BOX - SIDEWALK

- TEL MANHOLE
- TEL POLE
- TEL POLE WITH DIP
- TEL POLE WITH LIGHT
- TEL SERVICE BOXES
- TEL VAULT
- POLE ANCHOR
- HYDRO/TEL POLE TO BE RELOCATED

- SIGNAL PULL BOX - SIDEWALK
- LIGHT/SIGNAL PULL BOX - STREET
- SIGNAL POLE (STEEL)
- LIGHT/SIGNAL POLE (STEEL)
- CLUSTER LAMP - TYPE A
- CLUSTER LAMP - TYPE B
- STREET SIGN
- PARKING METER

- HYDRO/TEL POLE TO BE REMOVED
- GAS METER
- GAS VALVE
- GAS SHUTTER
- TEST HOLE
- FENCE LINE
- RETAINING WALL
- TREE
- ROCK OUTCROP

ENGINEERING AND PUBLIC WORKS

NO.	REVISION DESCRIPTION	DATE
1	CONCEPTUAL DESIGN	2018.03.29

GENERAL NOTES

1 -

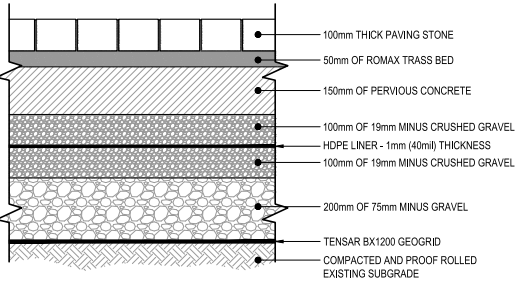
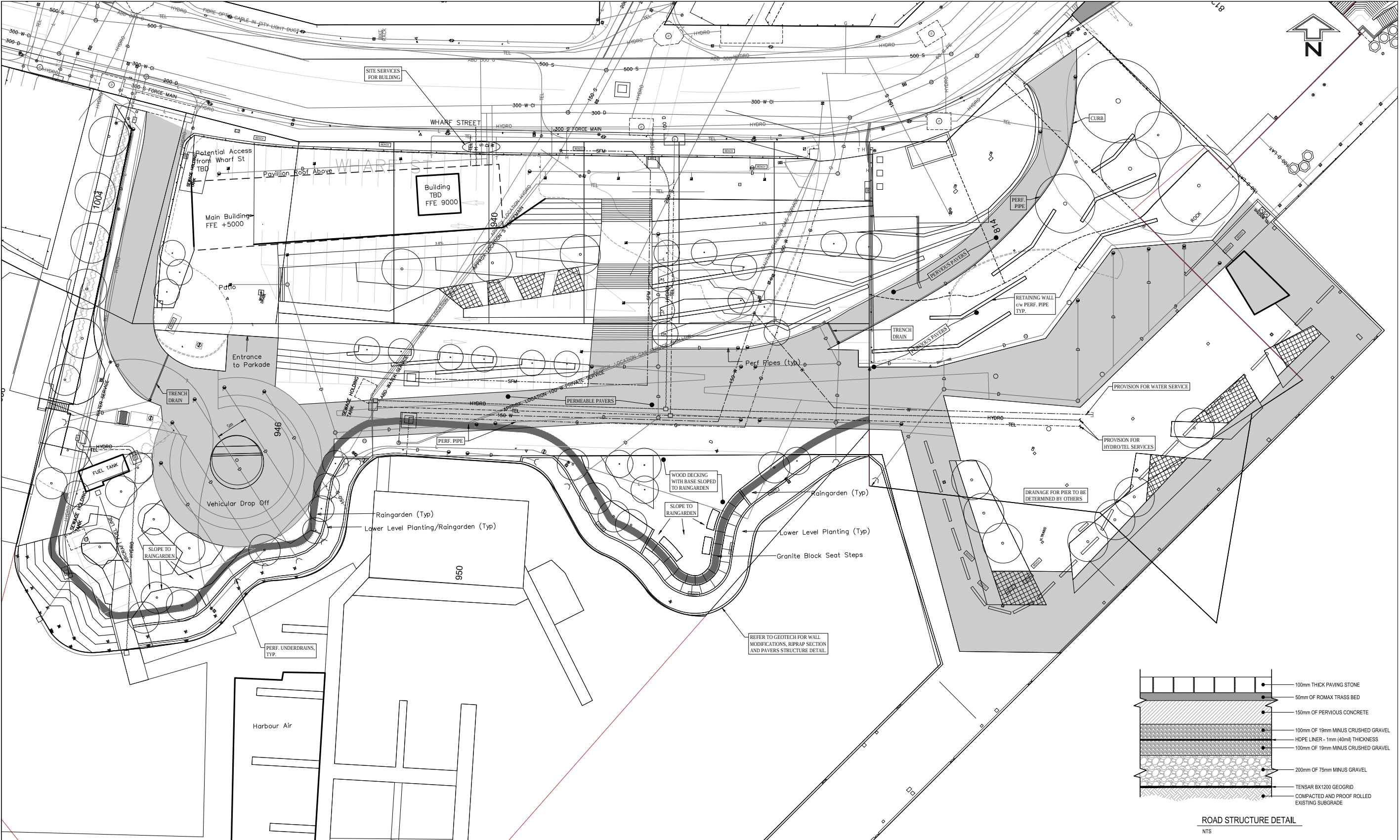
PROFESSIONAL SEAL

PROJECT			
SHIP POINT STAIRS & QUAY WALL DEMOLITION AND TEMPORARY SERVICING			
CHECKED BY	CITY ENGINEER	APPROVED BY:	SCALE
J. SOMERVILLE			1:250
DRAWN BY	DESIGN BY	SHT. No.	DATE
S. GAGNON		1 OF 2	2018.03.29

CITY OF VICTORIA

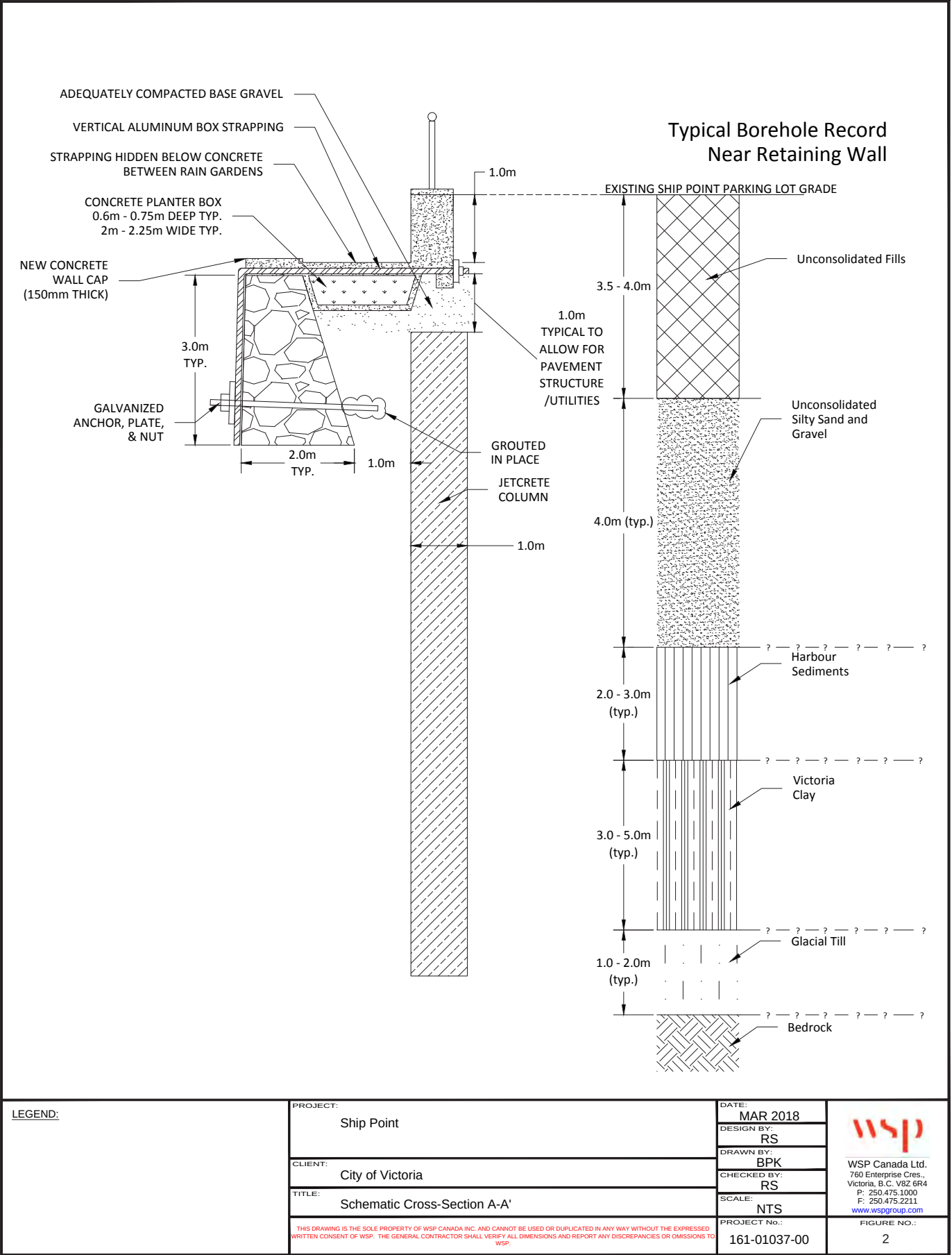
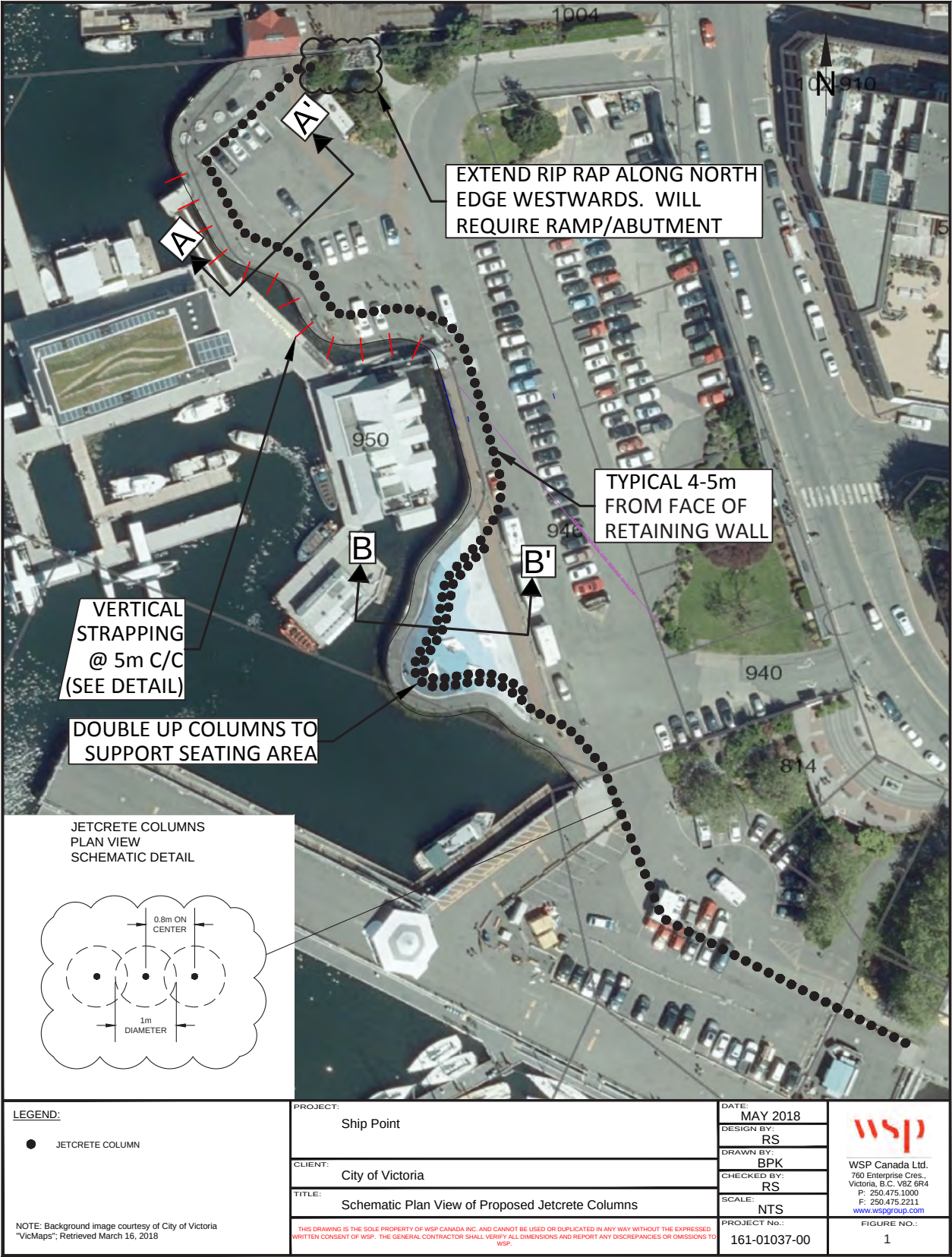
C-01

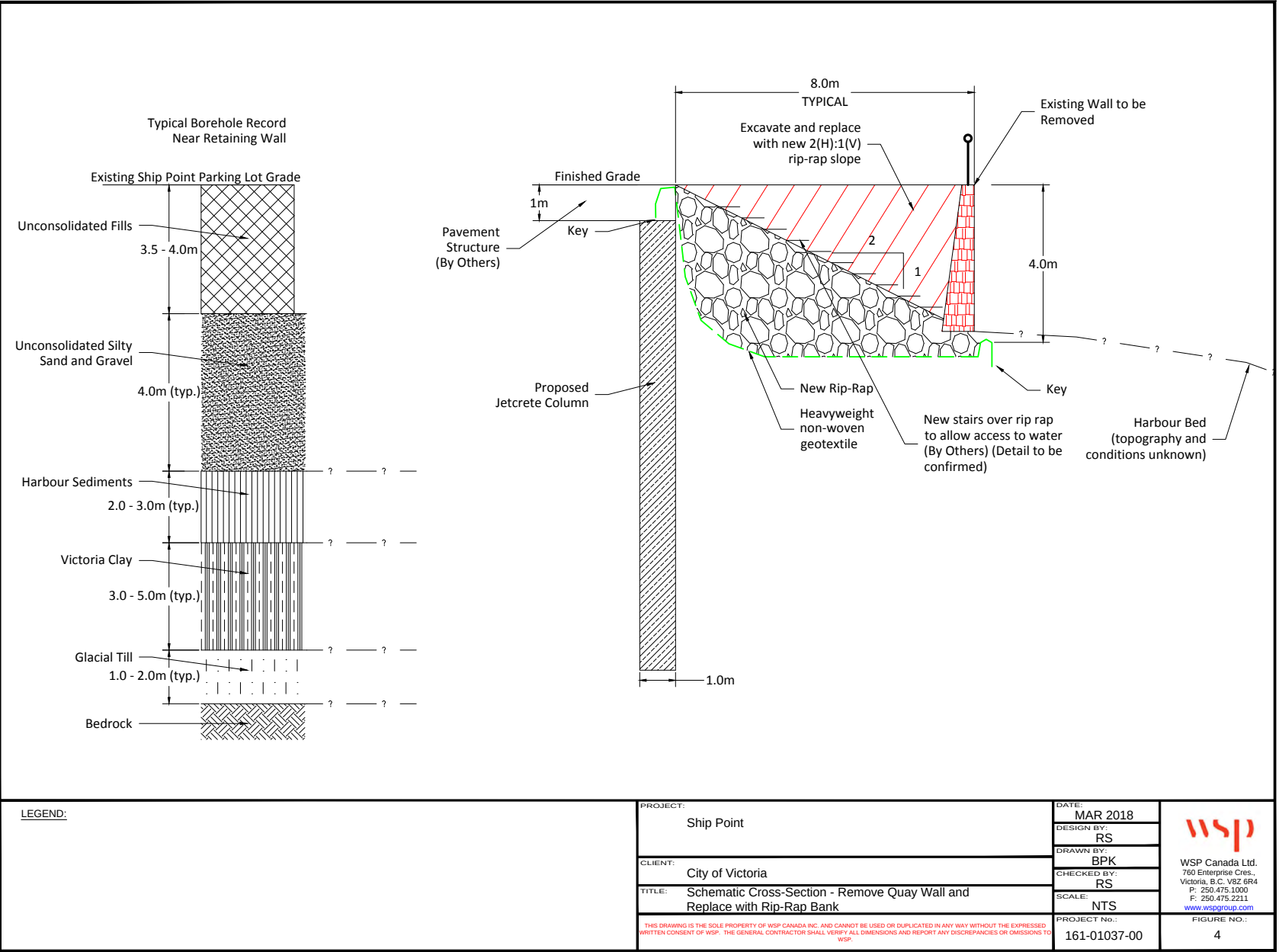
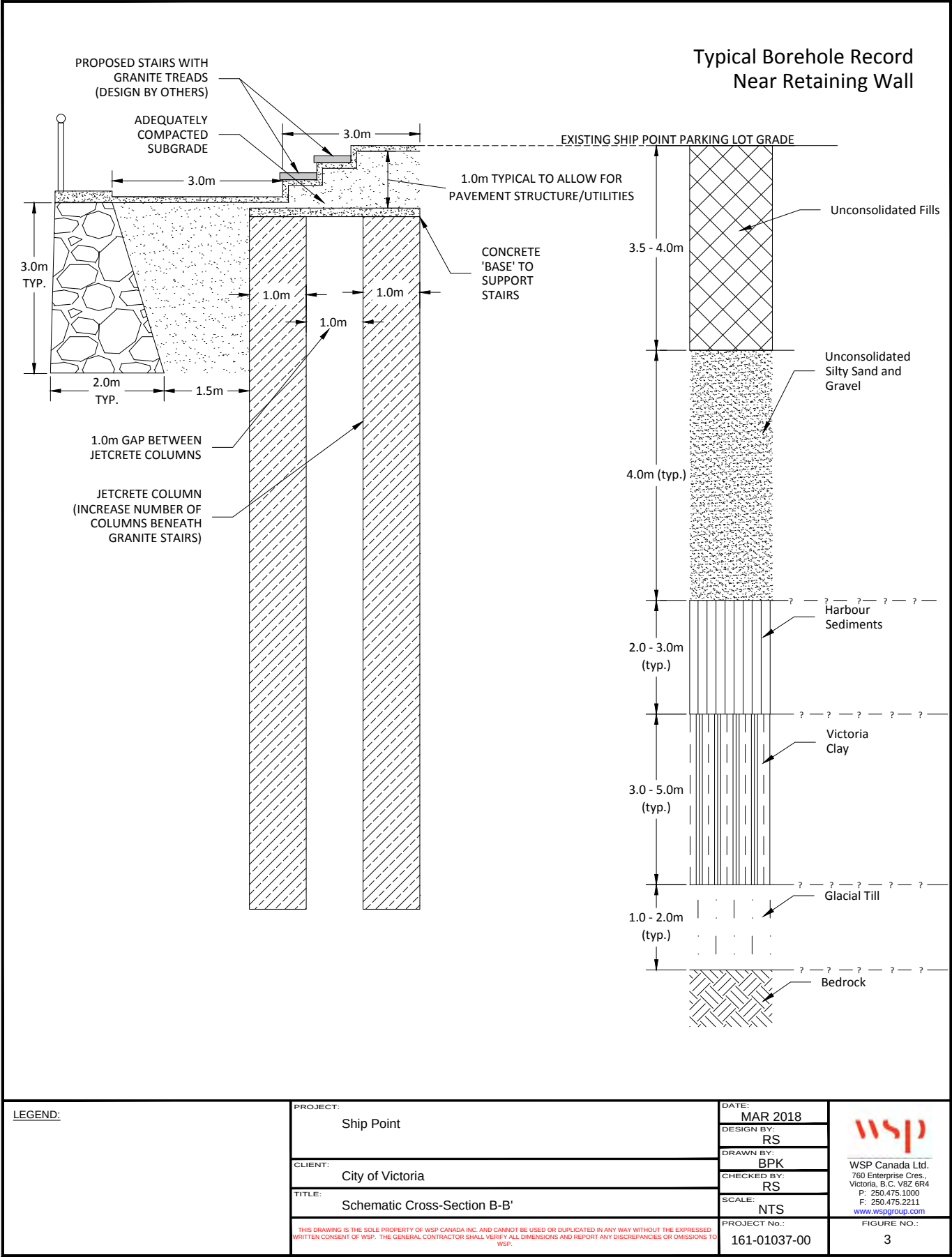
DRAWING NUMBER



ROAD STRUCTURE DETAIL
NTS

LEGEND										ENGINEERING AND PUBLIC WORKS			GENERAL NOTES			PROFESSIONAL SEAL		
SURFACE DETAIL													1 -			PROJECT SHIP POINT STAIRS & QUAY WALL PROPOSED UTILITY SITE PLAN		
⊙ STORM DRAIN MANHOLE	⊙ HYDRO MANHOLE	⊙ SEWER LATERAL	⊙ TEL MANHOLE	⊙ SIGNAL PULL BOX - SIDEWALK	✖ HYDRO/TEL POLE TO BE REMOVED	1 -			1 CONCEPTUAL DESIGN 2018.03.29			 C-02						
● STORM DRAIN VENT	● HYDRO POLE	⊙ WATER VALVE ON MAIN	● TEL POLE	⊙ LIGHT/SIGNAL PULL BOX - STREET	⊙ GAS METER													
○ CATCH BASIN	● HYDRO POLE WITH DIP	⊙ WATER SERVICE VALVE	● TEL POLE WITH DIP	⊙ SIGNAL POLE (STEEL)	⊙ GAS VALVE													
○ DRAIN CLEANOUT	● JOINT POLE	⊙ WATER METER	● TEL POLE WITH LIGHT	⊙ LIGHT/SIGNAL POLE (STEEL)	⊙ GAS SHIFTER													
△ DRAIN LATERAL	● HYDRO POLE WITH LIGHT	⊙ FIRE HYDRANT	○ TEL SERVICE BOXES	⊙ TEST HOLE	⊙ TREE													
○ SANITARY SEWER MANHOLE	● REDUCER	○ LIGHT MANHOLE	⊙ TEL VAULT	⊙ CLUSTER LAMP - TYPE A	⊙ FENCE LINE	NO. REVISION DESCRIPTION DATE			2 OF 2 2018.03.29			DRAWING NUMBER						
○ SANITARY SEWER VENT	○ HYDRO SERVICE BOXES	○ LIGHT MANHOLE	→ POLE ANCHOR	⊙ CLUSTER LAMP - TYPE B	⊙ RETAINING WALL													
○ SEWER CLEANOUT	⊙ HYDRO VAULT	○ LIGHT PULL BOX - SIDEWALK	→ HYDRO/TEL POLE TO BE RELOCATED	● STREET SIGN	⊙ ROCK OUTCROP													





TRANSPORTATION PLANNERS AND ENGINEERS



September 13, 2017
4497.04

Derek Lee , Principal
PWL Partnership Landscape Architects Inc.
1201 W. Pender St. #5
Victoria BC
V6E 2V2

VIA EMAIL: dlee@pwlpartnership.com

Dear Mr. Lee:

Re: **Ship Point Concept Drawing
Transportation Review V02**

Bunt & Associates were retained to conduct a transportation review of a proposed development concept for Ship Point in Victoria's inner harbour. The following letter report reviews a conceptual sketch dated June 2, 2017 (shown in **Exhibit 1.1**).

This letter provides a high level transportation review of the existing (2017) site and the provided conceptual plan. Specifically reviewed are:

- Vehicle access and on-site circulation;
- Pedestrian and cyclist access and circulation;
- Vehicle parking, and;
- Traffic Impacts.

1. VEHICLE ACCESS AND CIRCULATION

1.1 Current circulation

The existing site vehicle circulation is shown in **Exhibit 1.2**. The site is typically configured for one-way vehicle circulation with the entry at the site's north access point and exit at the southern access. Occasionally during events vehicles are permitted to exit at the northern access which can accommodate two-way travel with its approximate 6.3m width.

Bunt & Associates Engineering (BC) Ltd.
Suite 1550 – 1050 West Pender Street, Vancouver, BC V6E 3S7 Tel 604 685 6427 Fax 604 685 6579
Vancouver Victoria Calgary Edmonton www.bunteng.com



Ship Point Concept Sketch
June 2 2017
1:250

Exhibit 1.1
Proposed Development Sketch

4497.04

Ship Point
August 2017



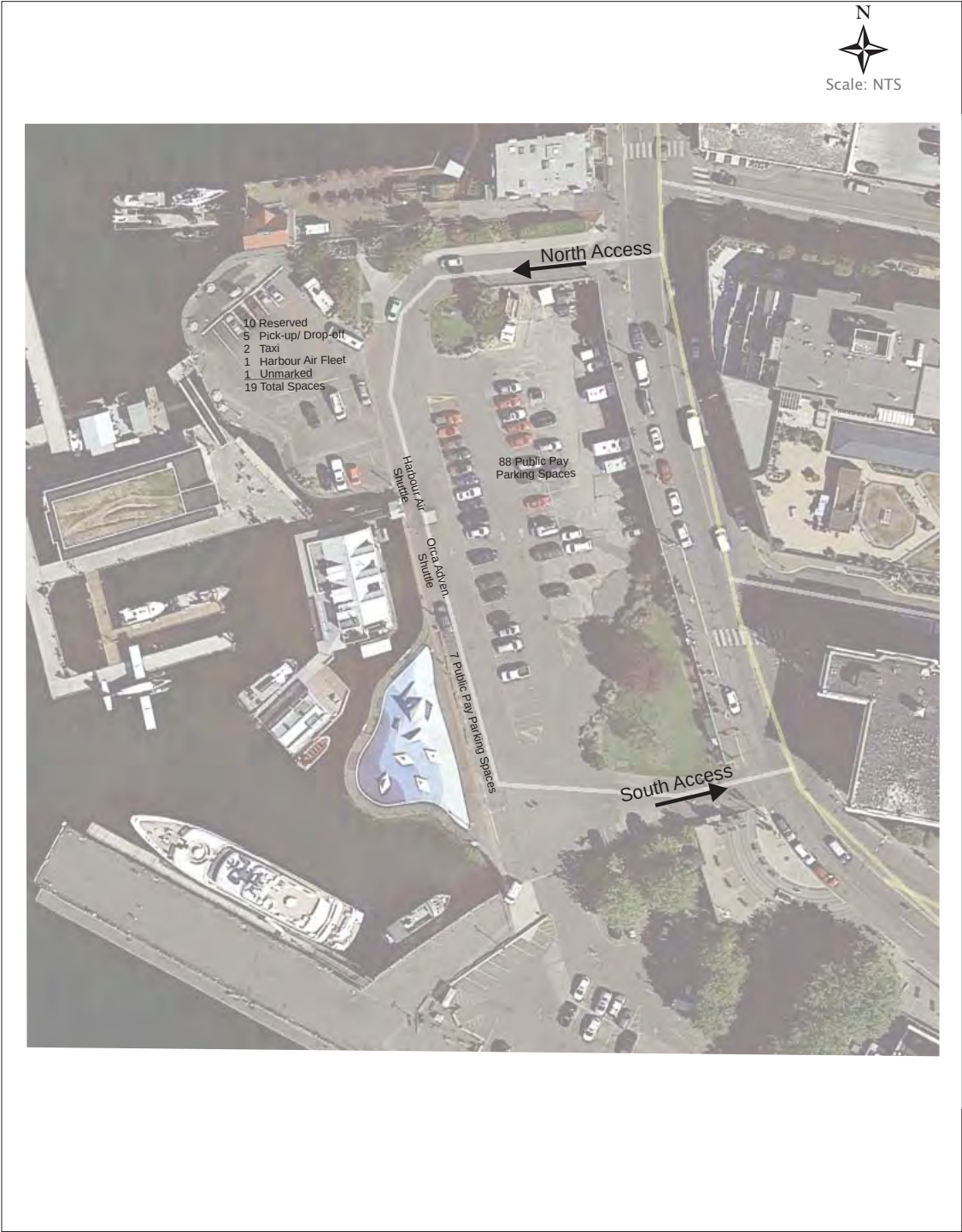


Exhibit 1.2
Existing (2017) Site

4497.04

Ship Point
August 2017

bunt & associates

TRANSPORTATION PLANNERS AND ENGINEERS

bunt & associates

1.2 Proposed Concept Vehicle Circulation

The site will attempt to strike a balance between offering a pedestrianized, multi-modal flexible public use space while still allowing loading vehicle access, allowing the site to remain a working waterfront and accommodate special events that may require large vehicle access.

Bunt recommends the main on-site north/ south drive aisle have a minimum width of 6.3m which will allow for two-way travel or a vehicle to pass another vehicle that has stopped along the internal drive aisle.

1.2.1 WB-20 Semi-Truck

AutoTURN vehicle turn paths for a WB-20 truck are provided in Exhibit 1.3 Conflict areas are circled in red. WB-20 sized semi-trailer trucks are not anticipated to regularly access the site, however during events or special circumstances they are shown to be able to enter and exit the site using multiple point turns (other than described conflict points). Loading operations of a WB-20 would likely need to be supported by a spotter as the vehicle path shown requires two-point turns and traverses into pedestrianized areas.

Slight modifications recommended at the site's north access are also illustrated in Exhibit 1.4 which illustrates areas to the site's southern area (conflict areas circled in red).

1.2.2 SU-9 Delivery Truck

More frequently anticipated SU9 loading vehicles (single unit 9m) are shown to access the site adequately in Exhibit 1.5. The SU9 vehicle's total length is approximately 9m. For comparison the Harbour Air Shuttle and the Orca Adventure Shuttle are approximately 7m in length.

1.2.3 Coach Tour Bus - 56 Passenger

Passenger coaches (14m length) are shown in Exhibit 1.6 to navigate on the proposed concept site with minor conflict at the exit location identified in Exhibit 1.3.

The site plan illustrates coach tour bus loading on Wharf Street adjacent to the Home Coming Plaza. It has been identified that this location does not lend itself to coach loading due to truck turn requirements on Wharf Street as well as future plans to have a cycling route along Wharf Street's west edge. Alternatively Courtney Street with its approximate 6.5m width and one-way eastbound configuration does lend itself as an alternative to the Wharf Street location. Coach loading along Courtney Street is consistent with its current design and function and provides an effective egress circulation route to Douglas and Blanshard Streets.

2. PEDESTRIAN AND CYCLIST ACCESS AND CIRCULATION

The site plan works to further separate the David Foster Pathway from vehicle traffic routes. Having less vehicles park near Harbour Air, west of the Pathway will result in fewer Pathway and vehicle interactions.

Minimizing the site's overall vehicle parking supply will furthermore reduce overall vehicle movements on the site which can lead to a more comfortable pedestrian and cycling environment.



Exhibit 1.3
WB-20 Loading Truck Turn Paths

4497.04
Ship Point
August 2017



Exhibit 1.4
WB-20 Loading Truck Alternative Turn Paths

4497.04
Ship Point
August 2017





Exhibit 1.5
SU-9 Loading Vehicle Turn Paths

4497.04
Ship Point
August 2017

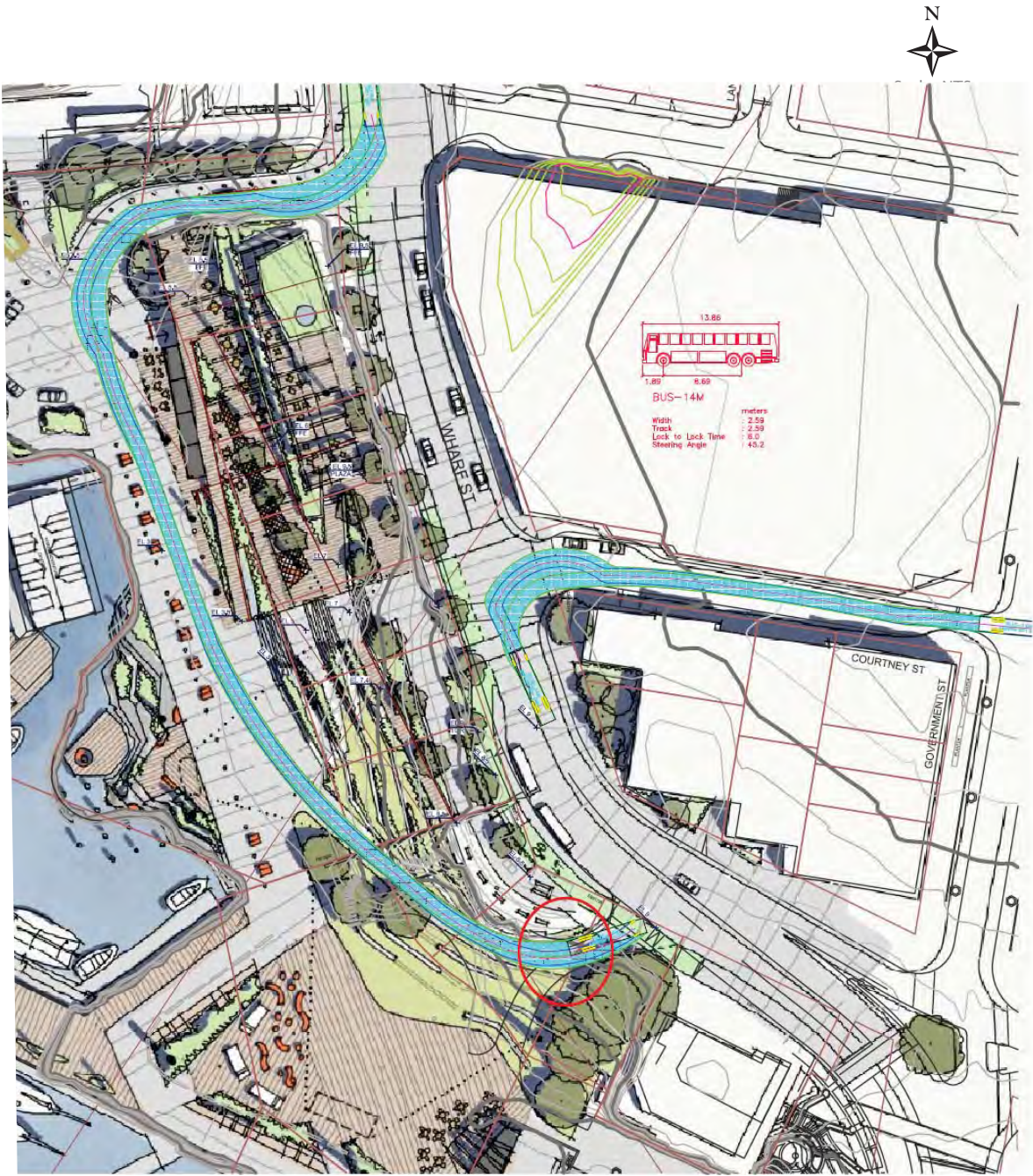


Exhibit 1.6
56 Passenger Coach Turn Paths

4497.04
Ship Point
September 2017



Bollards will be used to delineate pedestrian areas from vehicle areas. Alternative surface treatments for the David Foster Pathway are encouraged to further highlight the Pathway.

2.1 Wharf Crossing

The site plan shows new crosswalks that cross Wharf Street at the south leg of the Broughton Street intersection and also at the north leg of the Courtney Street intersection.

The Wharf crossing alignment at Broughton Street should align south of the site’s north Access (as it is shown) as opposed to between the two adjacent drive aisles as there is likely not enough storage space for pedestrians to stage prior to crossing. A pedestrian crosswalk south of the North Access would however result in a large Wharf Street and Broughton Street intersection. More sidewalk space may be obtained if the crossing is moved further south to a mid-block location between Broughton Street and Countney Street. This may also remove the need for a crossing at the Courtney Street intersection’s north leg.

It is recommended that Wharf Street pedestrian crossings adjacent to the site be studied further.

3. VEHICLE PARKING

3.1 Existing Vehicle Parking

Currently the site has approximately 114 total parking spaces. The location and regulation of these spaces are shown in Exhibit 1.2.

95 of these 114 spaces are publically pay parking spaces, including spaces parallel to the site’s main north/ south drive aisle and along the exit ramp.

The remaining 19 spaces are near Harbour Air where 10 are reserved (one reserved spaces encroaches on David Foster Pathway), five are marked for pick-up/ drop-off activity, two are reserved for taxi’s, one is for a Harbour Air’s fleet vehicle and one space is unmarked.

Taxi’s have in the past often staged themselves along the North Access roadway, however there are now “No Stopping” signs installed along the entry roadway.

3.2 Shuttles

Harbour Air uses an approximate 7m length shuttle vehicle which is shown below. Orca adventure also has a shuttle bus that is approximately 7m in length. The two shuttles typically use the curb side along the David Foster Pathway for their staging and loading activity.



3.3 Proposed Parking Supply

The proposed plan accommodates approximately 25 parking spaces located under the proposed building. These spaces are anticipated to be used by Ship Point employees and patrons. Therefore Harbour Air would likely be allotted approximately 10 spaces for employees, while the remaining 15 spaces would be occupied by the other commercial entities. The pick-up and drop-off spaces and the taxi spaces would be provided along the adjacent pick-up/ drop-off loop at the site’s northwest corner. The site plan shown curb side space for approximately six pick-up/ drop-off vehicles or taxi’s. It is recommended that two spaces along the pick-up/ drop-off loop adjacent to Harbour Air be reserved for taxi use and the remaining loop area be marked as maximum 10 minute short term pick-up/ drop-off spaces.

The Harbour area has demonstrated the ability to operate with reduced parking supplies as often large areas of the existing public parking area is converted into event space during peak summer periods.

4. TRAFFIC IMPACT

Vehicle delays and queues for vehicles entering or exiting the site at Wharf Street are generally anticipated to decrease due to the decrease of public vehicle parking and related vehicle activity on the site.

5. SUMMARY

- Bunt recommends the main on-site north/ south roadway have a minimum width of 6.3m.
- Alternative surface treatments for the David Foster Pathway are encouraged to further highlight the Pathway.
- Remove public parking signage, use parking spaces to support on-site businesses.
- It is recommended that the Wharf Street pedestrian crossings be studied further.
- It is recommended that two spaces along the pick-up/ drop-off loop adjacent to Harbour Air be reserved for taxi use and the remaining loop area be marked as maximum 10 minute short term pick-up/ drop-off spaces.
- It is recommended to use Courtney Street for coach tour bus loading rather than Wharf Street due to truck turn requirements on Wharf Street, relative traffic volumes as well as future plans to have a cycling route along Wharf Street's west edge.

Comments and recommendations are presented in **Exhibit 5.1**.

We trust these comments will assist with the continuing progression of the Ship Point planning.

Best regards,
Bunt & Associates



Jason Potter, M.Sc., PTP
Senior Transportation Planner



Exhibit 5.1
Summary of Recommendations

