

Community Dialogue  
Phase 3 Functional and Facilities Plan  
Update

OP

February 18 2015

# First Nations

*Esquimalt Nation*



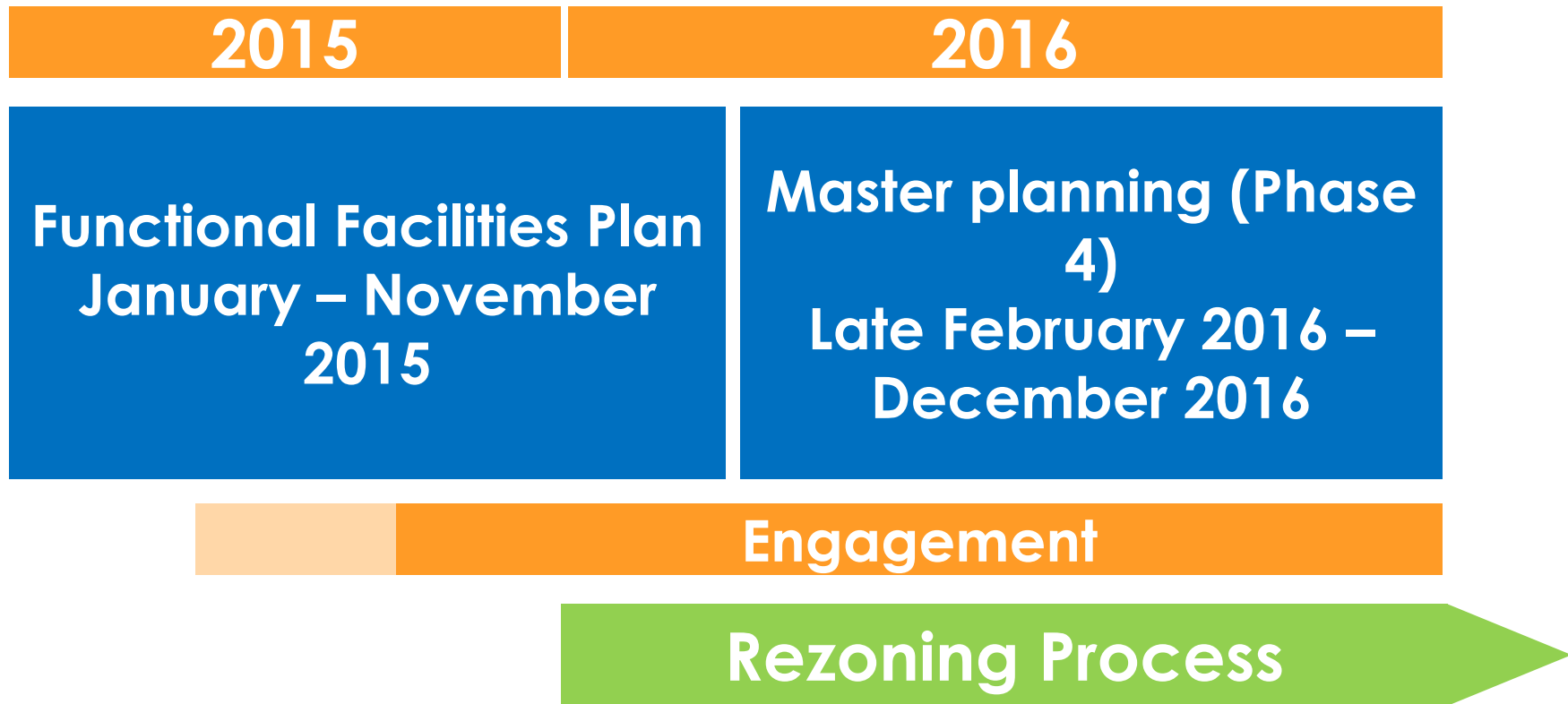
*Songhees Nation*



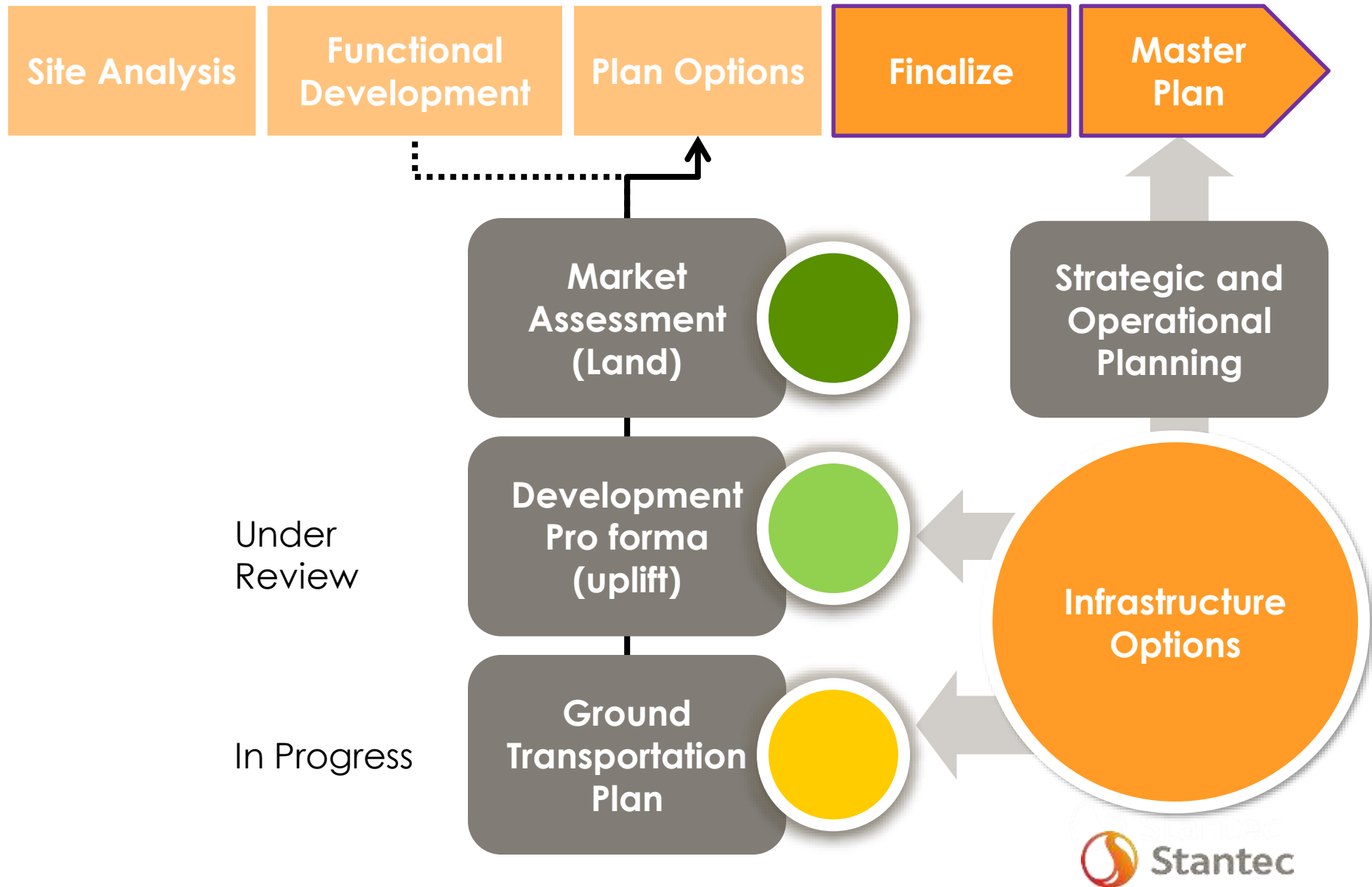
# 1 Objectives of the Masterplan

- Develop and maintain a diverse viable range of uses on the property that reinforces Ogden Point as of a working port facility
- Develop opportunities with Songhees and Esquimalt First Nations, to create business, employment and cultural heritage opportunities on site
- Create a vibrant gateway and destination for local and regional communities, as well visitors to Victoria

# Schedule



# Key Considerations During Planning...





## WORKING VISION

A working vision has been created to guide both the planning team, GVHA, developing the Master Plan. In it, we have tried to capture a range of ideas in workshops, the survey and online.

This vision helps us check to see if we are still on course and provides a focus for the project.

## WORKING GOALS

### WORKING HARBOUR

- Ogden Point is a working harbour and we continue to diversify its marine business to maintain cruise operations. Create options that provide flexibility for existing and future businesses that support the marine industry.

## WORKING GOALS

### Working Goals for the Ogden Point Master Plan

We have created working goals for the project. Some are highlighted below for your information.

#### SONGHEES NATION AND ESQUIMALT NATION

- Demonstrate an integrated and coordinated development approach, addressing transportation, infrastructure, and environment.

# (On display boards around the room)



Photo courtesy of Melvin Shap - Old Victoria BC Facebook page



Photo courtesy of GVHA 2018 (Breath of Life Photography)

Ogden Point will become a focal point for economic partnership with Songhees and Esquimalt Nations.

Ogden Point will become a centre for tourism, and education as well as other development complementary to the community at large.

Ogden Point will be environmentally, socially responsible marine and strong economic to the City of Victoria as a whole.

and above existing cruise activities.

- In coordination with the Ground Transportation Plan, develop an implementable functional plan that addresses traffic movement and management on the property. Work with the City of Victoria to identify future transportation planning objectives for the neighbourhood.
- Develop alternate circulation and pickup options for tour bus, taxi and other visitor transportation modes.
- Improve landscaping and open spaces provide shelter and protection from wind across the site to encourage gathering use throughout the year.
- Integrate the breakwater as an integral part of the overall circulation plan.
- Create flexible use structures where feasible to accommodate a range of activities throughout the year (e.g., pavilions, large indoor spaces etc.).

The Plan should:

- Offer a viable, sustainable, and practical vision for Ogden Point for the next 20 plus years.
- Help GVHA meet its responsibilities to manage its assets, risks and investment.
- Provide a process that engages and involves the community as future projects unfold, by creating an implementation plan that provides clear governance and collaborative processes.
- Reflect environmental stewardship and actions in design and operation.
- Enhance the quality of visitor experience as a gateway to the City, Province and Country.
- Apply environmental, social, and economic criteria while making decisions during the master planning process and future implementation.

- Demonstrate, through future projects, stewardship and commitment to mitigating impacts to the community and environment, while providing a foundation for growth and sustainability for GVHA.
- Provide a new sense of arrival and interest for visitors.
- Provide a gateway for business throughout Victoria.
- Demonstrate economic partnership with First Nations.
- Provide certainty for development, the City of Victoria, and the community at large.
- Attract appropriate investment committed to the implementation of the plan and its projects.
- Be grounded in an evidence-based marine and land development strategy that addresses market realities and the financial responsibilities of GVHA.

## BACKGROUND PROJECT CONTEXT

### Feedback for Stage 1 Functional and Facilities Planning

For Stage 1 of this project we provided survey questions to the community to help us gain insight and ideas as we develop the plans. The following boards represent some of the feedback we received thus far. As we progress in the project we will be able to report back on how that feedback has been integrated into the project or not—and most importantly, why. This is GVHA's commitment to an open and broad consultation process. We have also had an opportunity to meet with some stakeholders as well as the James Bay community. We hope to continue this process as the project evolves. If you want to know more about the engagement process please go online to <http://www.gvha.ca/ogden-point-terminal/ogden-point-master-plan> to read the engagement plan. This plan may be revised over time to accommodate changes in schedule and focus so please check back often to get the latest information as it becomes available.



### A Broad Spectrum of Engagement

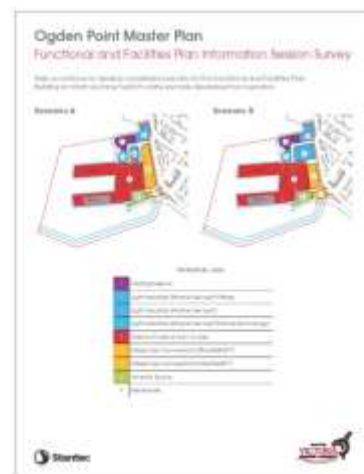


The Ogden Point Master Plan has far reaching impacts and implications for the region as well as James Bay community. As the project progresses we will work to understand the various impacts and benefits of our decisions on GVHA, the James Bay community and the region as a whole.

## WHAT WE HEARD

### Information Session Survey and MindMixer

At the November 19, 2015 information session we had a survey that participants could fill out and an online version was made available on MindMixer until November 30, 2015. We asked participants to share their thoughts on the two proposed scenarios for the Functional and Facilities Plan for the Ogden Point Master Plan. In particular, we asked participants to share their thoughts on the proposed mix of potential uses for each scenario and where they would like to see more or less of each potential use.



### Who We Heard From

#### FUNCTIONAL AND FACILITIES PLAN INFORMATION SESSION SURVEY

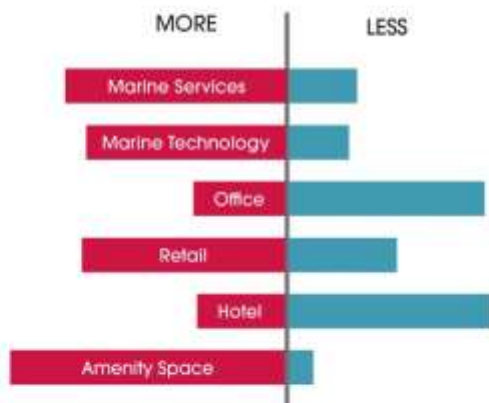
78 surveys completed

23 responses on MindMixer

# WHAT WE HEARD

## Survey Results

Here is a summary of what we heard.



## Additional Thoughts

In an effort to understand whether we had missed anything, we asked participants both at the workshop and on MindMixer, to share their thoughts on what they liked and did not like about the two scenarios. Below is a summary of the common themes we observed.

### MARITIME MUSEUM AS A TOP ATTRACTION

- A number of participants shared their support for re-locating the Maritime Museum of BC to Ogden Point. Some explained how it could be the cultural centerpiece of Ogden Point; others explained how it can be an interactive place where tourists and locals can meet.
- Some explained how the Maritime Museum can be a cultural and educational centre for Ogden Point and would be valuable for tourists and locals alike.

- A Maritime Museum would help to highlight Ogden Point's true purpose serving as a port.

### NO HOTEL

- As demonstrated in the graphic above, there was less support for having hotel(s) at Ogden Point.
- Participants explained that there are already hotels in proximity to Ogden Point and that it would be futile to compete with them.
- Other concerns about adding hotels were that traffic could increase, which could exacerbate the problem.

# WHAT WE HEARD

## Additional Thoughts

### GREEN SPACE IS NEEDED

- There was a large amount of support expressed for increased green space on the site. Some felt that both scenarios do not adequately plan for increased green space.
- Green space could replace the large swaths of land currently dedicated to surface parking lots.
- Green spaces—with grass, trees, flowers and benches—could also serve as play areas for children which are desperately needed on the site.
- Green space can help beautify the site and make it more attractive.

### RETAIL THAT REFLECTS COMMUNITY/TOURISTS NEEDS

- As shown in the survey results graphic, there was more support for more retail than demand for less. However, some participants do not want typical retail/commercial outlets (e.g., cafés, restaurants) rather something more unique. One participant recommended a "Granville Island" style of market with shopping, specialty foods and an artisan bakery.
- A fish market could also be a popular attraction.

### RE-THINKING PARKING

- There was general consensus that any new parking needs to be underground. The open space on Ogden Point needs to be preserved for green areas, pedestrian space, etc.

### AMENITY SPACES

- There were not any identifiable themes regarding amenities on the site. However, some explained simple amenities are needed on the site including clean public washrooms, playgrounds for children, performance areas, etc.

### OTHER

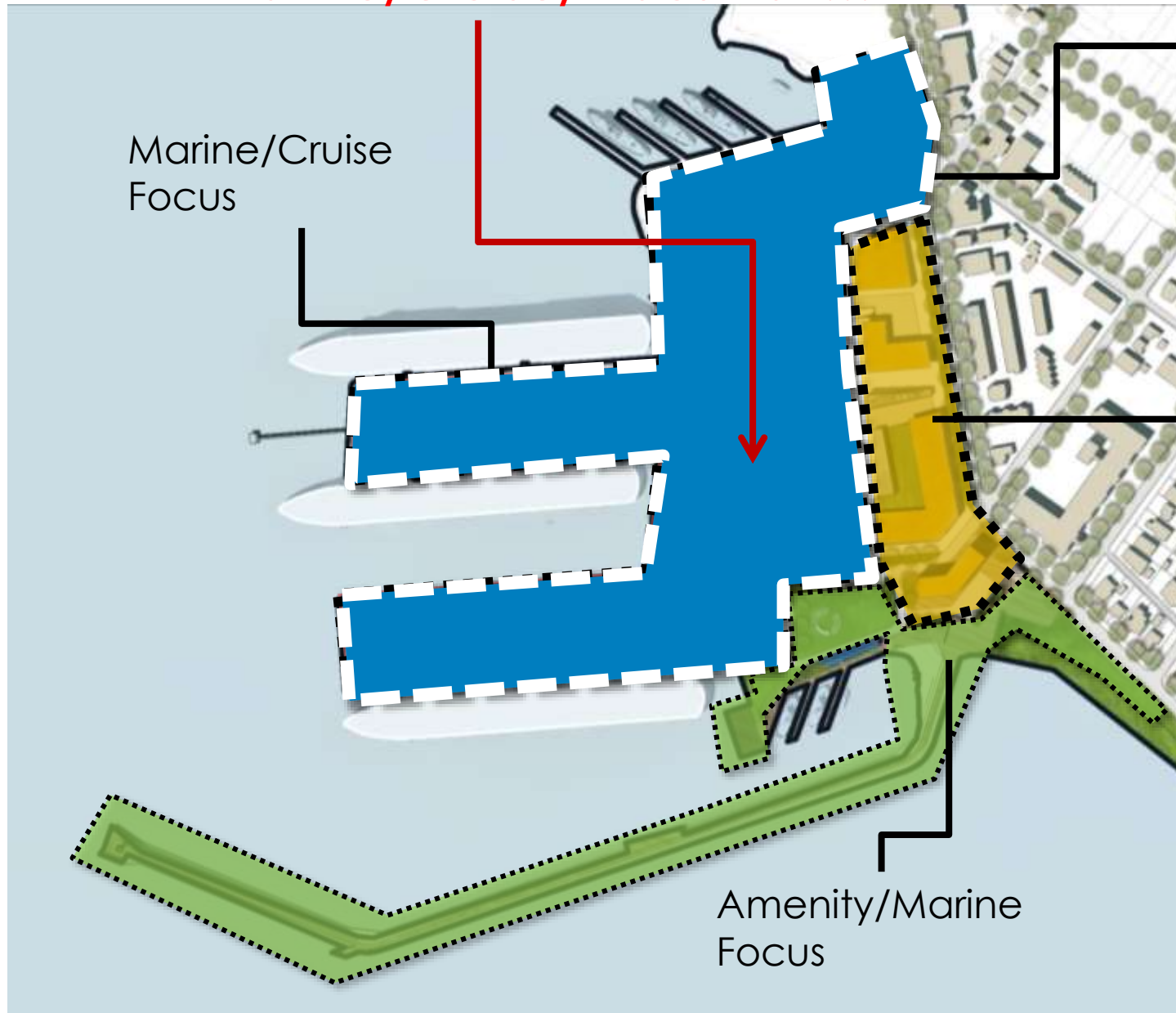
- Some participants felt that the two scenarios are too similar. Greater differentiation is needed.
- Questions were asked about whether the scenarios are considering arts, cultural and educational uses. Some explained how a greater emphasis on First Nations art and culture could be featured, along with the University of Victoria's oceanography program.
- Whatever uses are brought to the site, traffic congestion and noise must be addressed.
- Pedestrian connectivity and overall walkability must be an important consideration in any planning or development proposal on the site.
- While there was less support for office uses on the site, there were not many qualitative responses. Some explained that any office uses should not exceed three stories so as not to compromise the views of residents in James Bay.



# 2 Project Update

# Plan

Over 70% of site dedicated to  
marine/cruise/industrial ...



Marine/Air/  
Industrial  
Focus

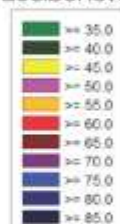
Commercial,  
Retail,  
Institutional  
Focus

Amenity/Marine  
Focus

# Noise Models

Part of the Functional and Facilities Plan process is to explore how existing helicopter noise can be mitigated by buildings and other measures. The following diagrams demonstrate the existing conditions and proposed scenarios. We will continue to investigate mitigation measures as the plan develops.

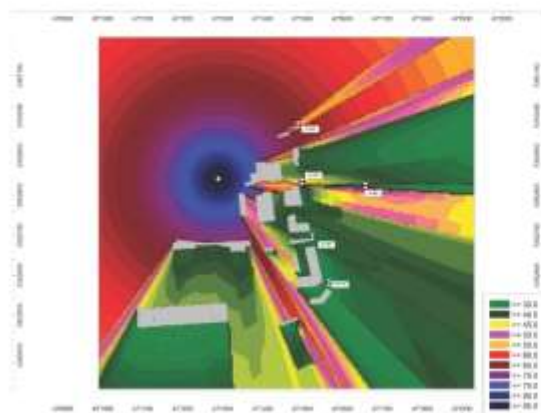
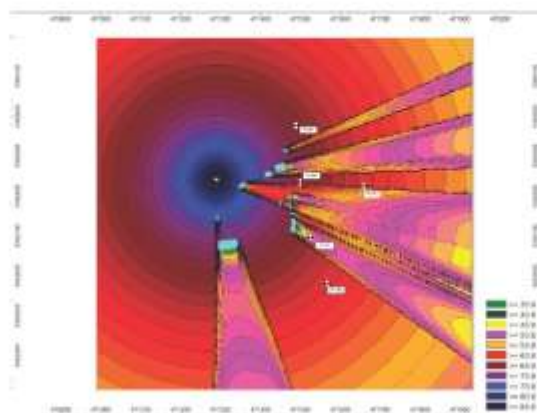
A-weighted  
decibel level



## ORIGINAL NOISE CONTOUR



## SCENARIO A NOISE CONTOUR

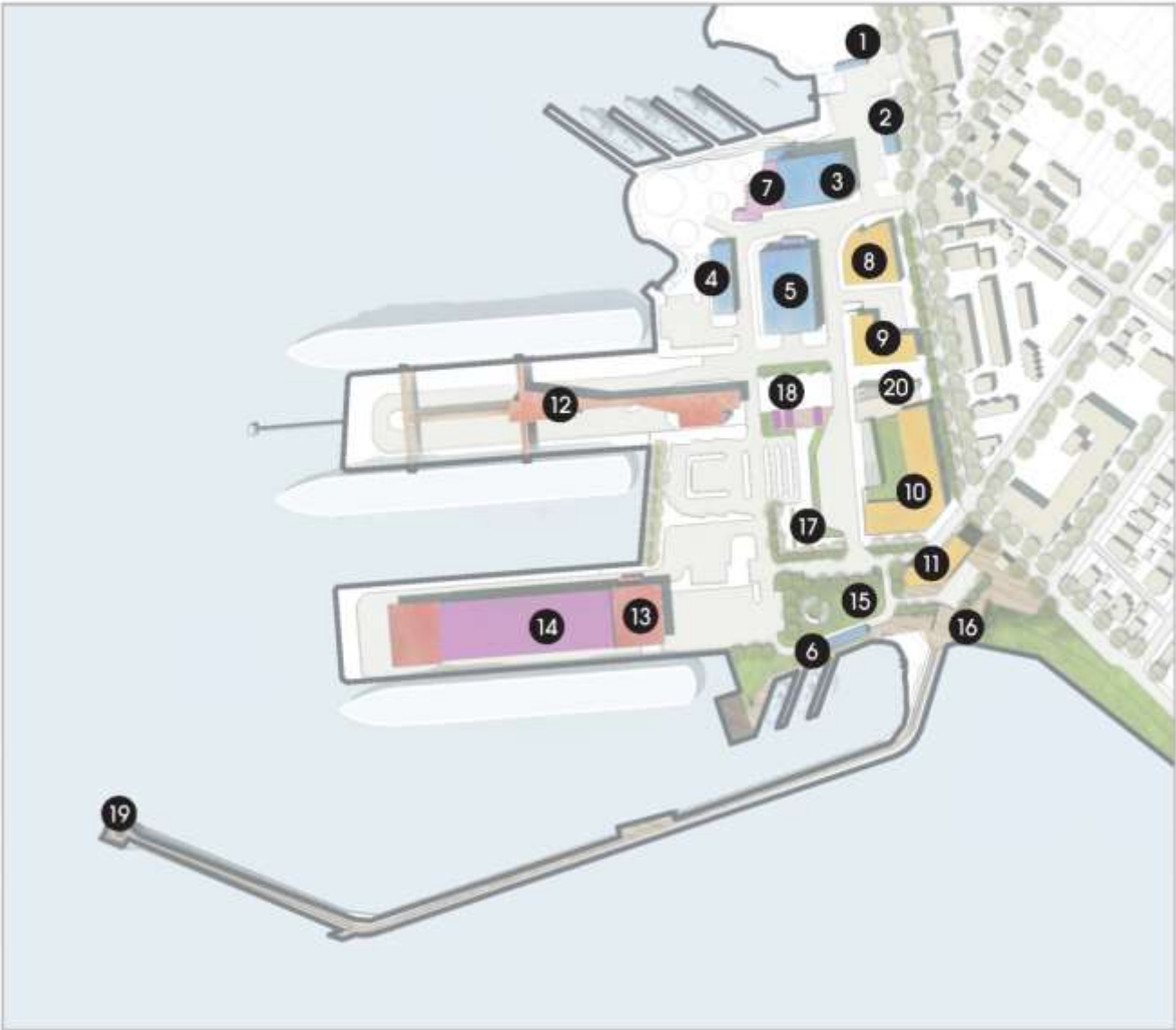


NOISE MITIGATION

# Distribution of Uses

(Subject to future regulatory approvals and development analysis.)

1	Marine
2	Technology Marine/Office
3	Yacht Storage
4	Marine
5	Parkade/Bus Storage
6	Pilot Building/Marine
7	Heliport
8	Retail
9	Retail/Commercial
10	Retail/Commercial/Institutional
11	Retail/Hotel
12	Marine Terminal
13	Marine Terminal
14	Home Port
15-20	Amenity





# Plan – Circulation



Major Pedestrian Network/Nodes

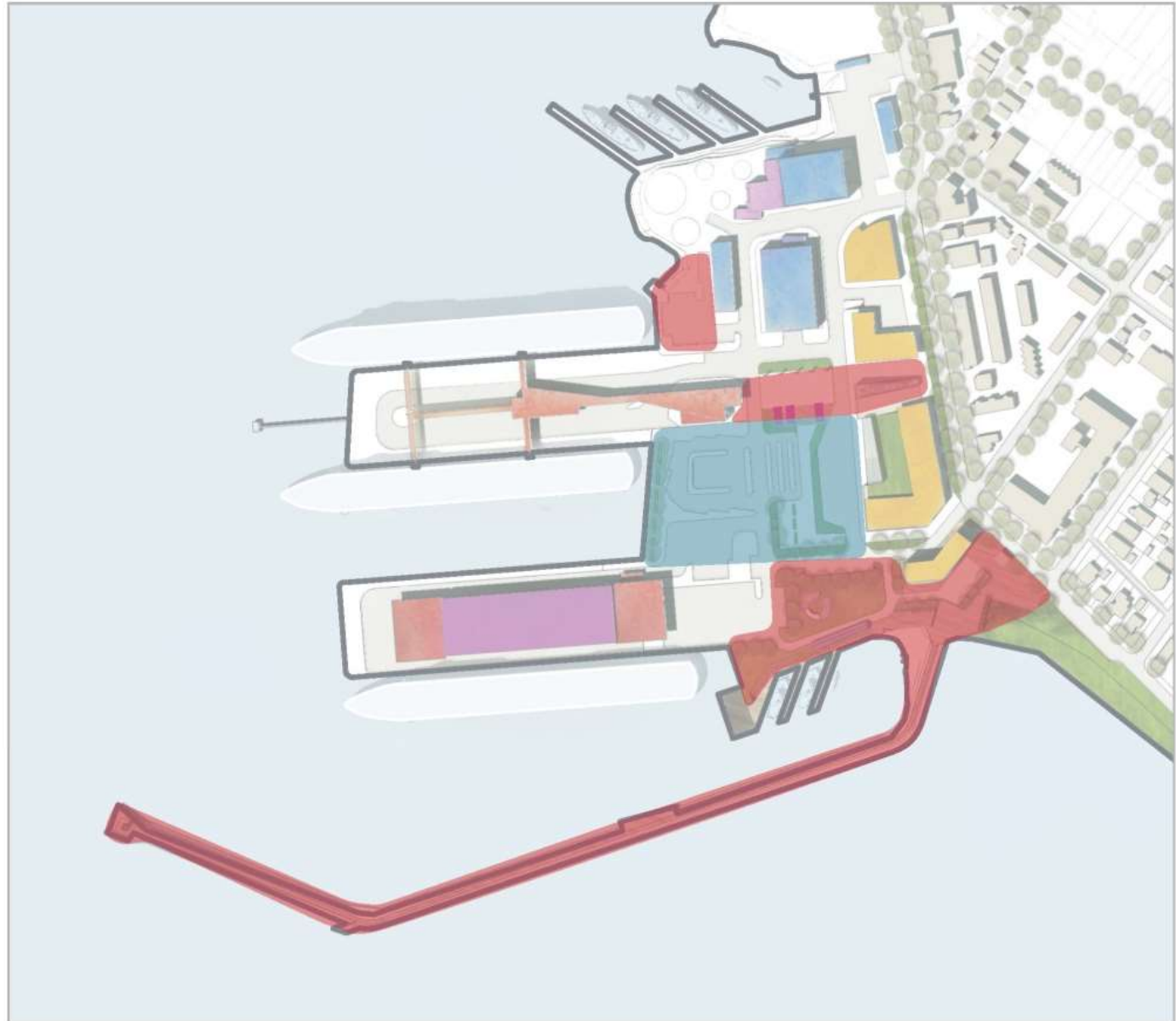
Future Civic Pathway



All Vehicular Circulation

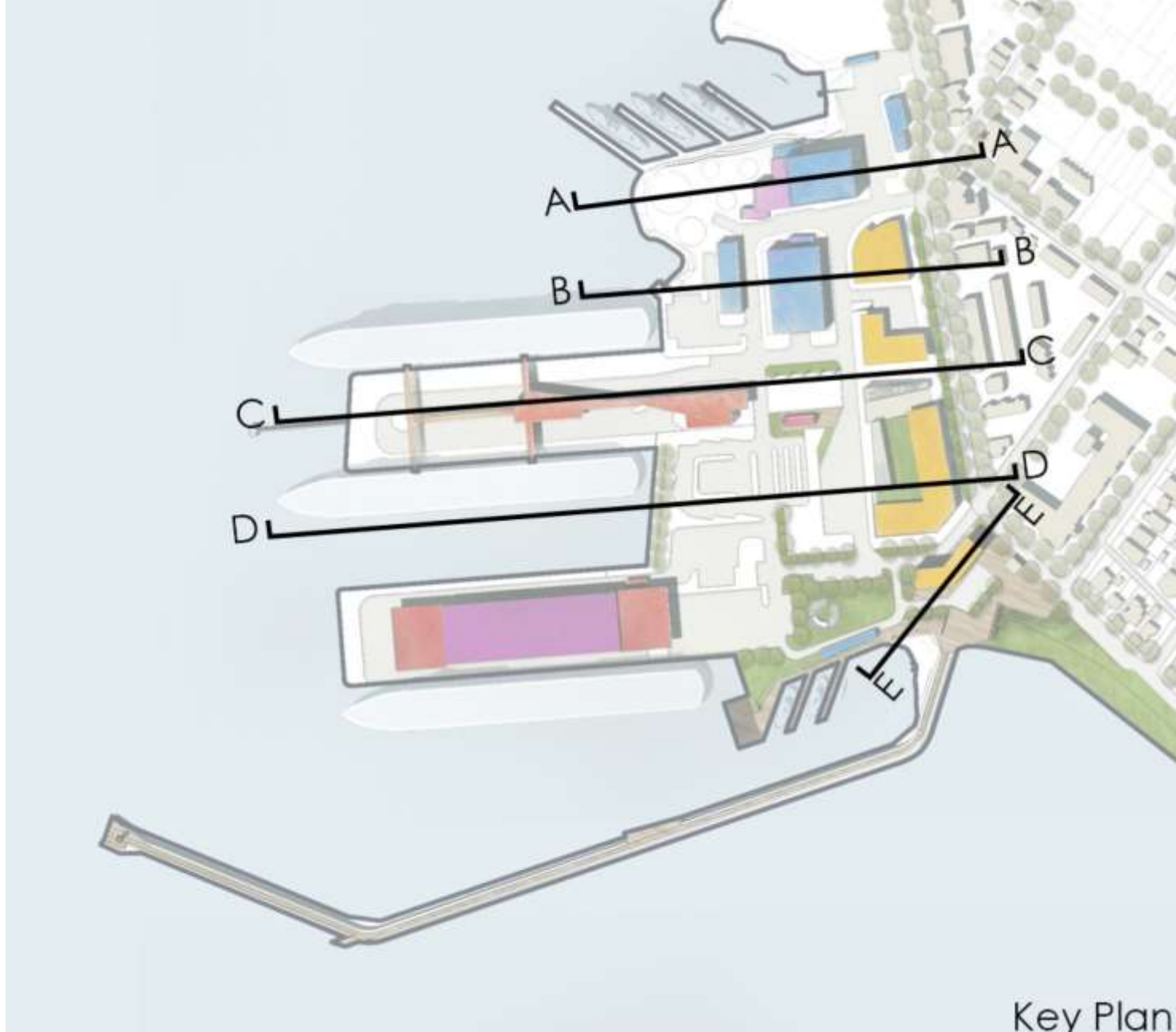
Visitor Pickup/Drop Off Zones

# Plan – Amenity Activity Zones



# Working Sections

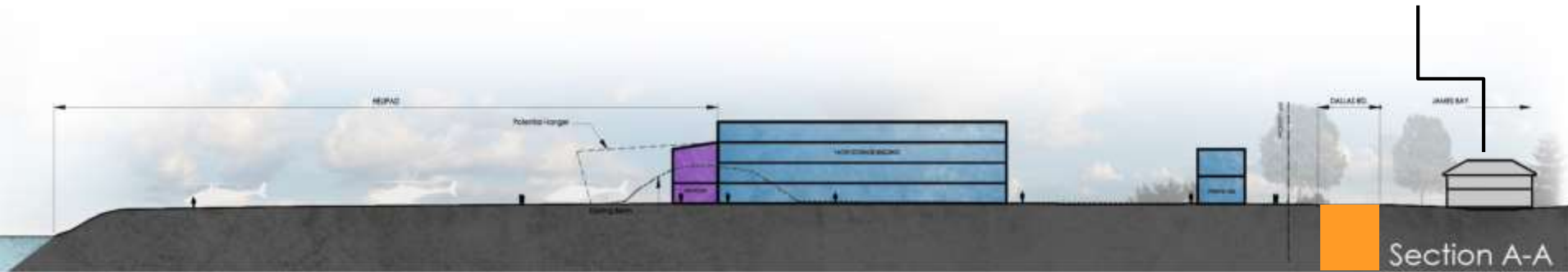




Key Plan

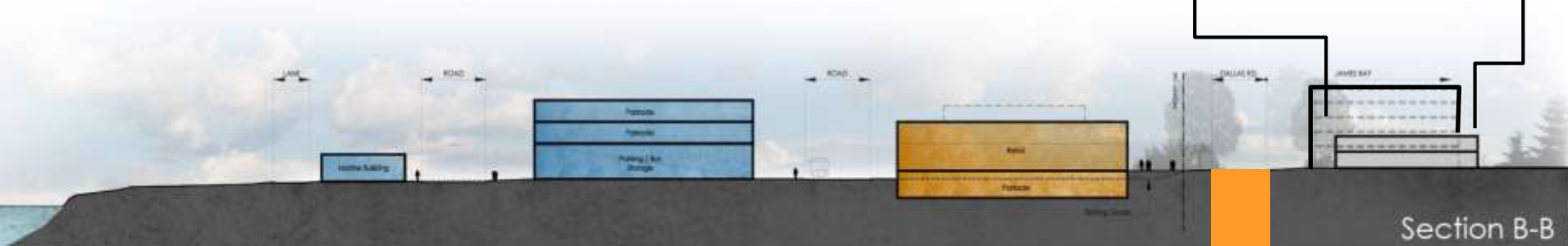


79-90 Dallas Road



The Dolphins

116 Dallas Road



# Community Gateway

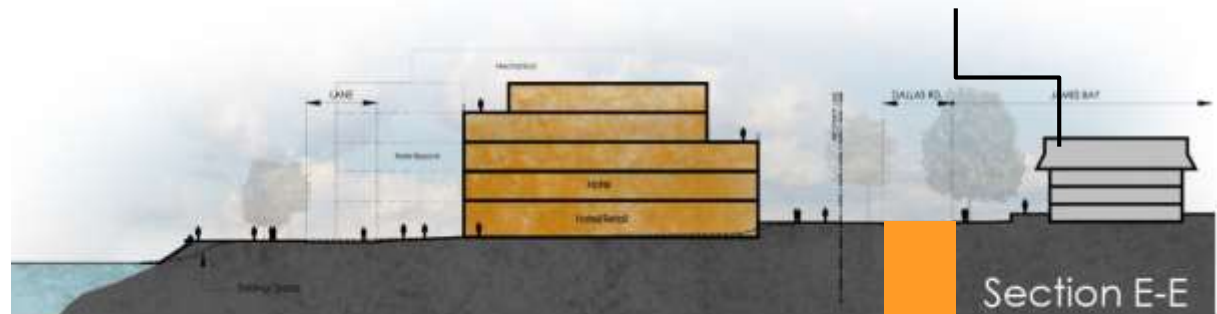
130 Dallas Road



48 Montreal Street



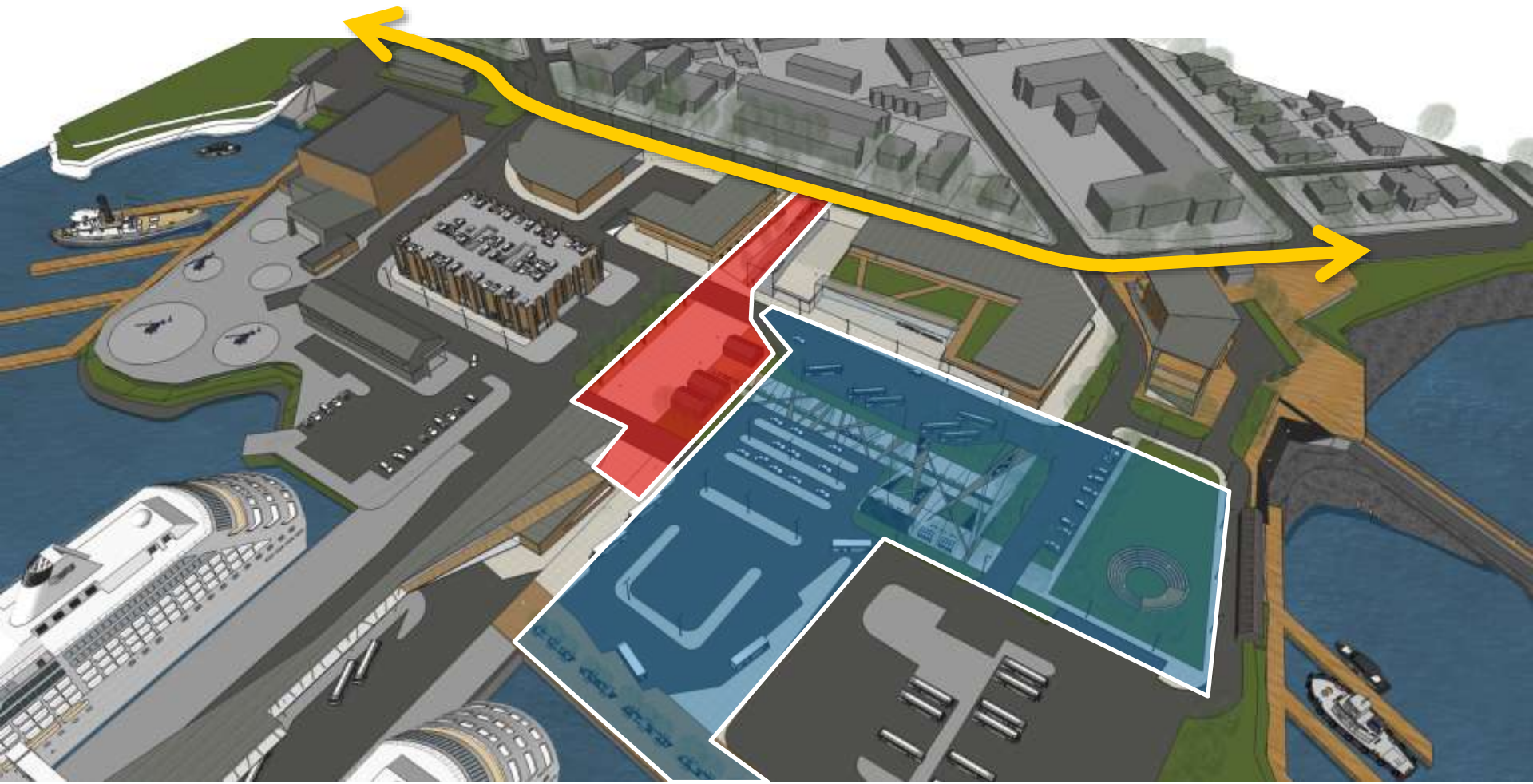
90 Dock Street





Snapshots Only





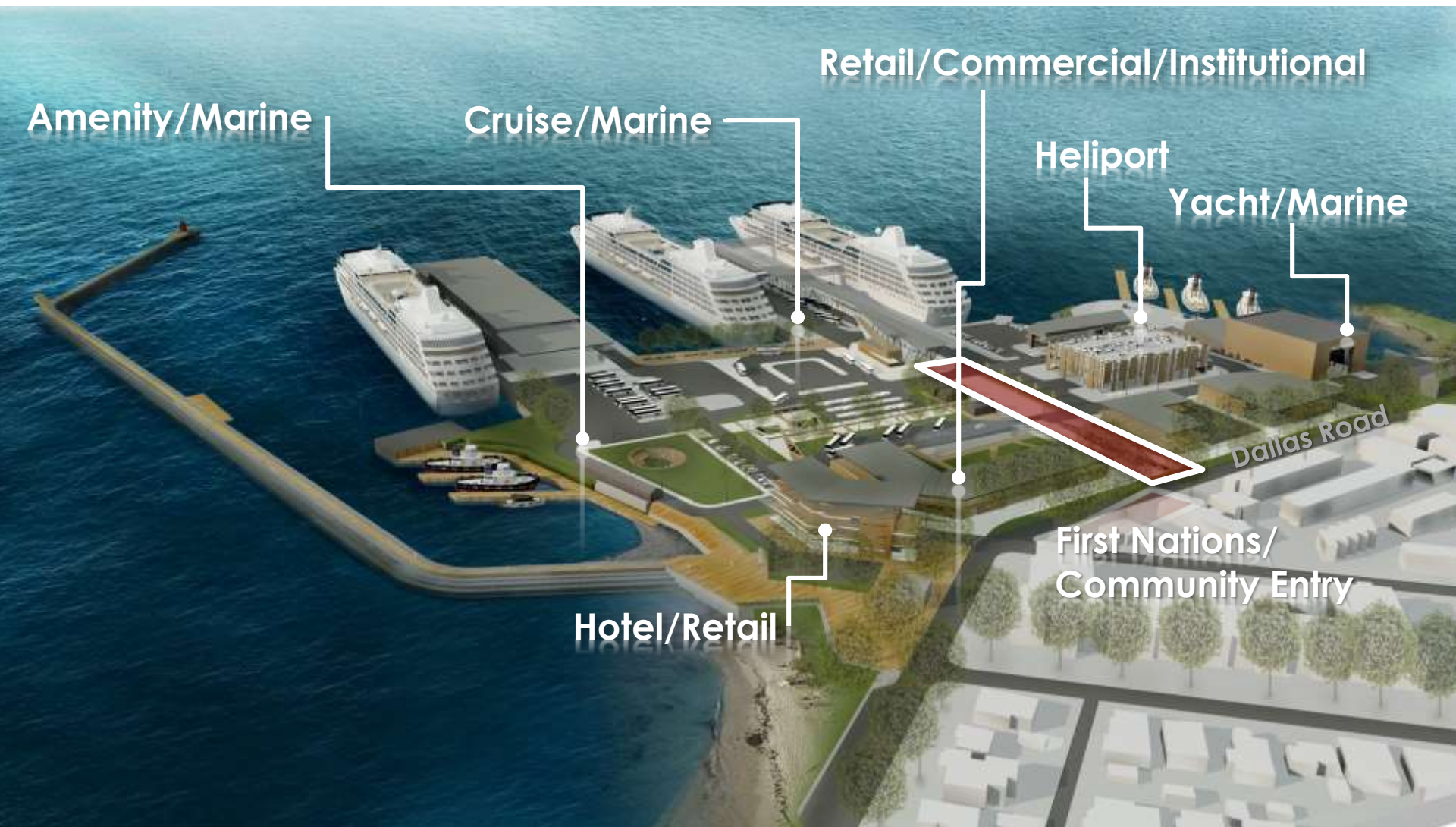
Snapshots Only





Snapshots Only

# Preliminary Sketches



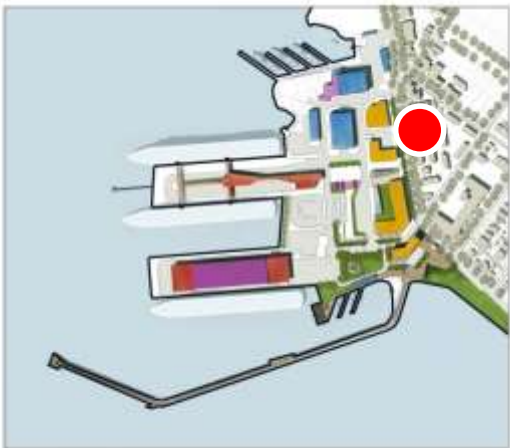


# Preliminary Sketches

**Pier B – Terminal**



# Preliminary Sketches





# Preliminary Sketches

Hotel /Cafe/Retail

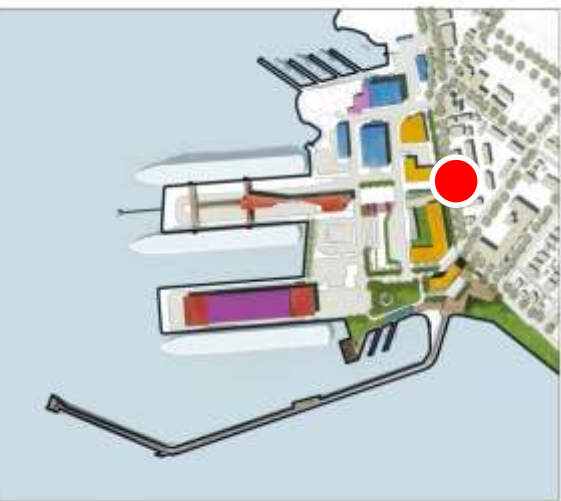


Office/Retail/Institutional



# Preliminary Sketches

## Pier B – Terminal



# Next Steps

- **Late February/March Report for FFP**
- **March – Masterplan and Rezoning startup**

# Thank You



# Decision Making – Major Influences

Regulatory Context ( all governments)

Songhees and Esquimalt First Nation

The Official Community Plan

James Bay Neighbourhood Plan

Engagement  
Process  
reaching as  
broad an  
audience as  
possible

Balanced  
Decision Tool  
Evaluating  
options

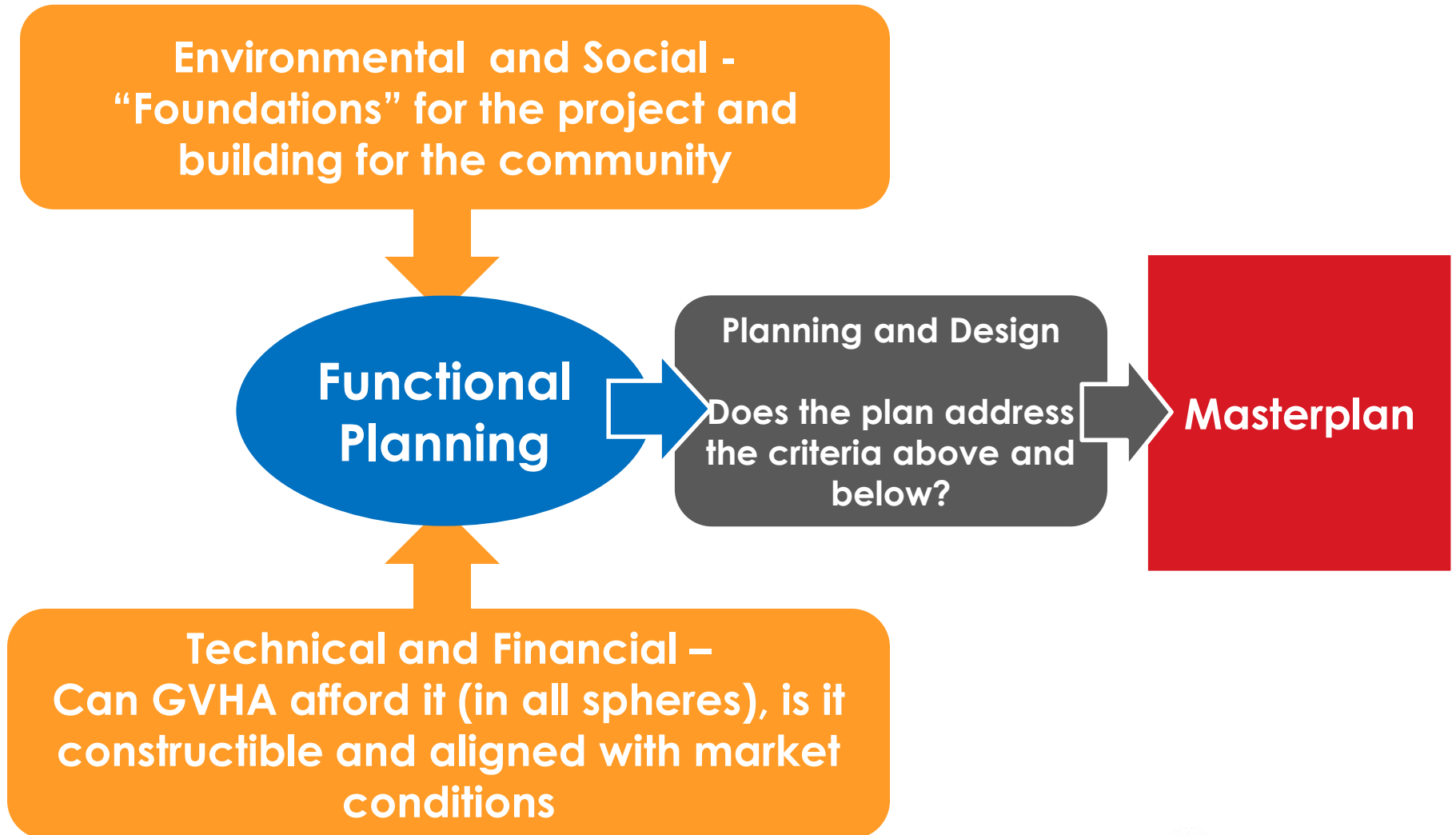
Modeling

Market  
Reality  
Check/  
Operational  
Improvement

Zoning and Performance Standards

A process to follow through, implement , monitor and report

# Decision Making Foundations



# Environmental and Social Dimension

- **First Nation opportunities**  
(cultural/business/employment)
- **Community Quality of Life**  
Cultural/Amenity/Retail  
opportunities  
Noise
- **Impact/Benefit on Environment**

**Still more work to do!**

# Technical and Financial Dimension

- **Affordability**
- **Buildability**
- **Marketability**

Operability

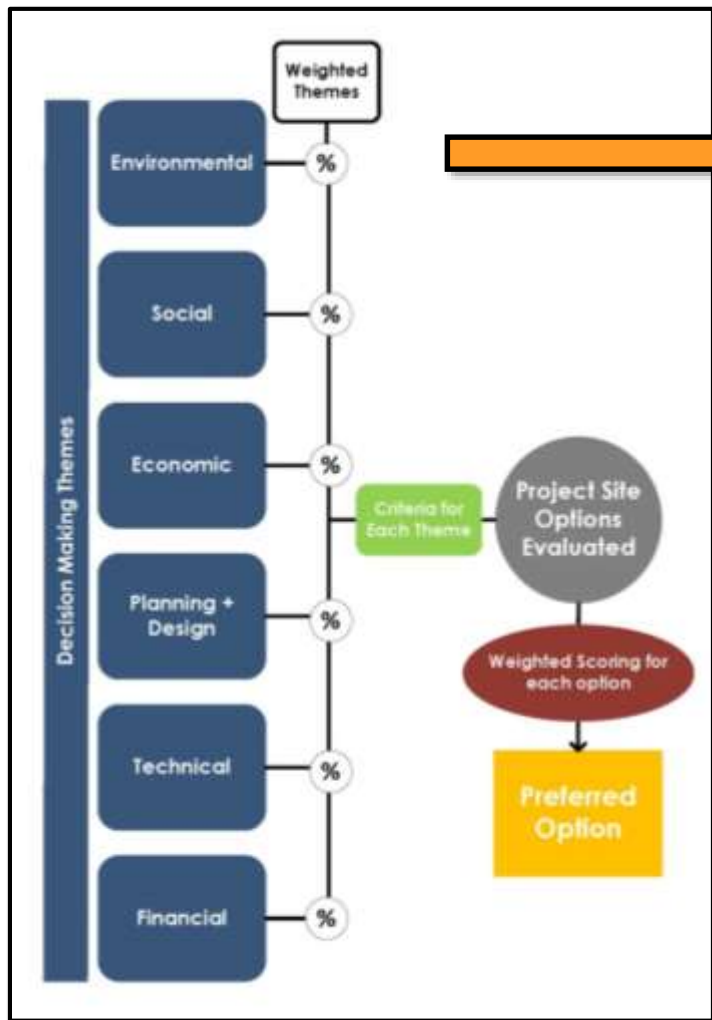
Certainty

Implementation

**Still more work to do!**



# Decision Making Tool



Environmental	Criteria	Intent	Objectives	Indicators	Metric	Baseline	Spatial Boundary	Action	Masterplan	Operations
	Reduce greenhouse gas emissions from building, power, transport, and other sources within the site boundary.	Reduce greenhouse gas emissions from building, power, transport, and other sources within the site boundary.	Reduce greenhouse gas emissions from building, power, transport, and other sources within the site boundary.	Reduce greenhouse gas emissions from building, power, transport, and other sources within the site boundary.	Reduce greenhouse gas emissions from building, power, transport, and other sources within the site boundary.	Reduce greenhouse gas emissions from building, power, transport, and other sources within the site boundary.	Reduce greenhouse gas emissions from building, power, transport, and other sources within the site boundary.	Reduce greenhouse gas emissions from building, power, transport, and other sources within the site boundary.	Reduce greenhouse gas emissions from building, power, transport, and other sources within the site boundary.	Reduce greenhouse gas emissions from building, power, transport, and other sources within the site boundary.
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Economic	Market Viability	Create the right balance of land uses on property to attract investment and housing.	Market Viability	Market Viability	Market Viability	Market Viability	Market Viability	Market Viability	Market Viability	Market Viability
	Partnerships	Create opportunities to partner with private sector to secure investment.	Partnerships	Partnerships	Partnerships	Partnerships	Partnerships	Partnerships	Partnerships	Partnerships
	Business Development	Create conditions that bring in industries (e.g., retail, restaurants, office space etc.) to improve the business environment of the site.	Business Development	Business Development	Business Development	Business Development	Business Development	Business Development	Business Development	Business Development
	Tourism	Complete the City of Victoria's OCP goal of being a premier tourism destination and a gateway to Vancouver Island.	Tourism	Tourism	Tourism	Tourism	Tourism	Tourism	Tourism	Tourism
Social	Local	Improve the site's overall appeal to residents and visitors.	Local	Local	Local	Local	Local	Local	Local	Local
	First Nations Culture	Recognise and respect the First Nations culture and values within the site boundary.	First Nations Culture	First Nations Culture	First Nations Culture	First Nations Culture	First Nations Culture	First Nations Culture	First Nations Culture	First Nations Culture
	Public Safety	Improve the safety of the site and surrounding areas.	Public Safety	Public Safety	Public Safety	Public Safety	Public Safety	Public Safety	Public Safety	Public Safety

Theme	Criteria	Intent	Objectives	Indicators	Metric	Baseline	Spatial Boundary	Action	Masterplan ?	Operations ?
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Criteria Theme	Criteria	Existing Facility Score (hypothetical)	Option A - Score (hypothetical)	Option B - Score (hypothetical)	Option C - Score (hypothetical)
Environmental	Air Quality	3	2	0	0
	Greenhouse Gas Emissions (GHG)	5	0	0	7
	Energy Consumption	3	7	7	0
	Noise	3	5	0	7
	Light Pollution	5	7	7	5
	Marine and Wildlife	5	7	0	5
	Motorway	5	7	3	5
	Solid Waste	5	0	0	5
	<b>Environmental Criteria Score</b>	<b>34</b>	<b>40</b>	<b>17</b>	<b>34</b>
	<b>Community Quality of Life</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>
Social	Social Equity	5	0	5	3
	Cultural and Historical Resources	3	5	5	5
	Youth	3	0	7	7
	First Nations Culture	3	5	0	5
	Public Safety	7	0	0	5
	<b>Social Criteria Score</b>	<b>24</b>	<b>10</b>	<b>17</b>	<b>23</b>
Economic	Local and Regional Businesses	3	5	7	0
	Market Viability	5	5	0	0
	Partnerships	5	5	3	7
	Business Development	5	5	7	3
	Equity	5	7	0	0
	<b>Economic Criteria Score</b>	<b>23</b>	<b>27</b>	<b>17</b>	<b>10</b>
Planning & Design	Stakeholder Involvement	3	7	0	5
	Mobility and Access	3	0	3	3
	Public Space	5	7	5	7
	Connectivity	7	7	3	3
	Passive Views and Local Character	5	0	7	3
	Resilience	3	7	0	3
	<b>Planning &amp; Design Criteria Score</b>	<b>24</b>	<b>24</b>	<b>16</b>	<b>24</b>
Technical	Constructability	5	0	0	7
	Performance of System	3	0	3	3
	Geotechnical	7	7	0	7
	<b>Technical Criteria Score</b>	<b>15</b>	<b>7</b>	<b>3</b>	<b>17</b>
Financial	Capital Expenditures	3	0	7	7
	Operational Expenditures	3	0	7	5
	Return on Investment	0	7	3	7
	<b>Financial Criteria Score</b>	<b>6</b>	<b>7</b>	<b>17</b>	<b>19</b>
<b>Total</b>		<b>130</b>	<b>119</b>	<b>69</b>	<b>129</b>
<b>Total with Weighting</b>		<b>24.45</b>	<b>21.25</b>	<b>15.7</b>	<b>23.5</b>

Provides support to the engagement process.

Weighting	
Environmental	25%
Social	30%
Economic	15%
Planning & Design	10%
Technical	10%
Financial	10%
<b>Total</b>	<b>100%</b>

Score Criteria  
 0 Not Applicable  
 3 Does not meet Criteria  
 5 Meets Criteria  
 7 Exceeds Criteria



Preferred Plan