

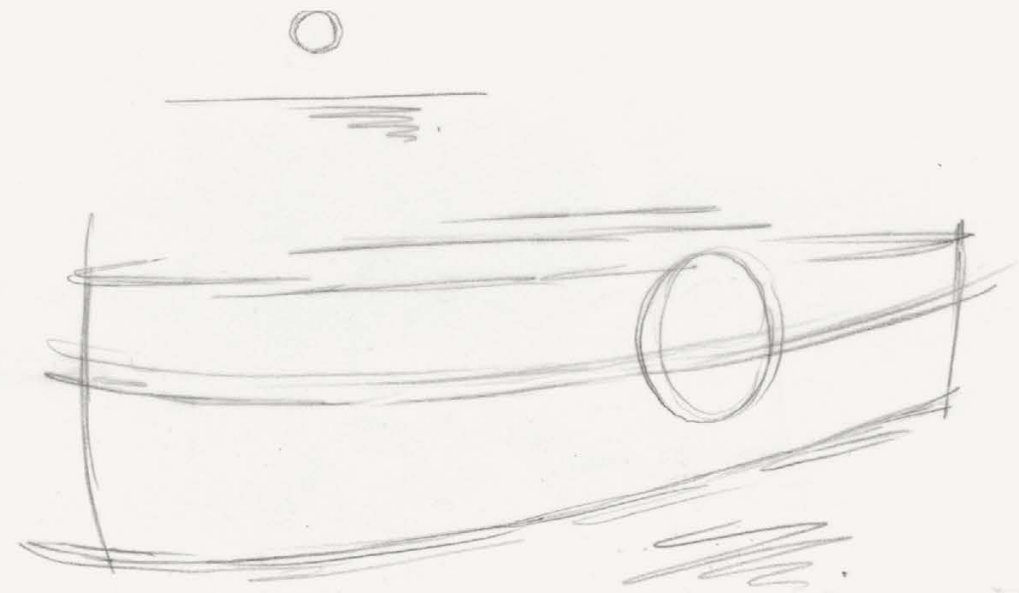
# HAVN

APPLICATION BRIEF

FEBRUARY 2022

“The moment New York  
City provided better  
public space at Times  
Square, it became  
packed with people.”

– JAN GEHL



# About

This document outlines the vision for HAVN, a proposed recreation facility moored alongside Ship Point pier. In the pages that follow you will find an overview of the proposed use, policy context, design rationale and comparable success stories from around the globe. It also includes supporting documents such as a marine navigation safety assessment.

## Land acknowledgment

We acknowledge with respect and gratitude the Lekwungen peoples' traditional territory, where we live and do business, and the Songhees and Xwsepsum (Esquimalt) Nations, whose historical relationships with the land and harbour continue today.

## Application – February 2022

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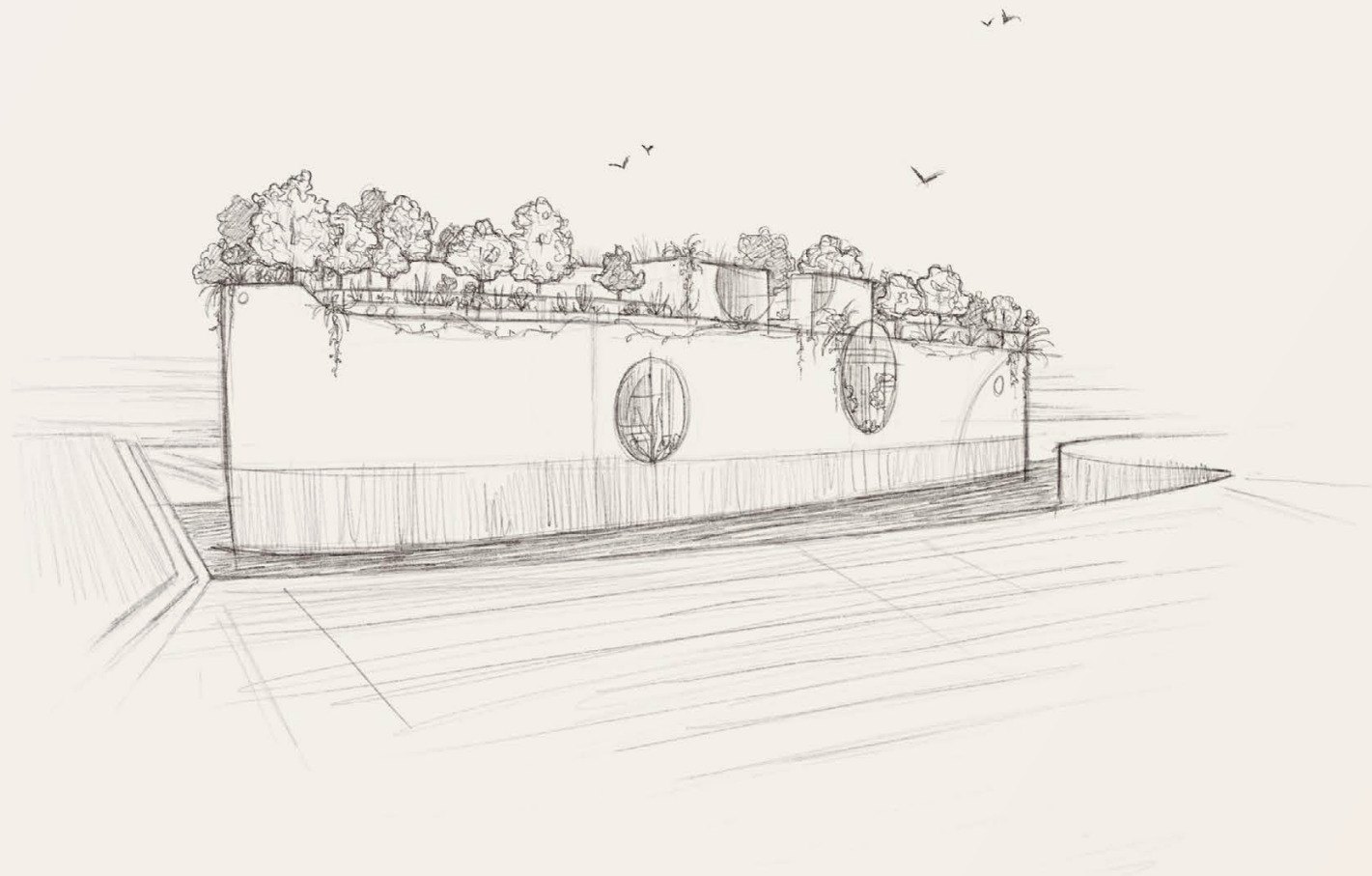
Landscape Plan .....	Attached file
Navigation safety assessment .....	Attached file

# Overview



“When celebrated, the interface between a community and its waterfront provides 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 MASTER PLAN



*Artist concept sketch  
of HAVN at Ship Point*

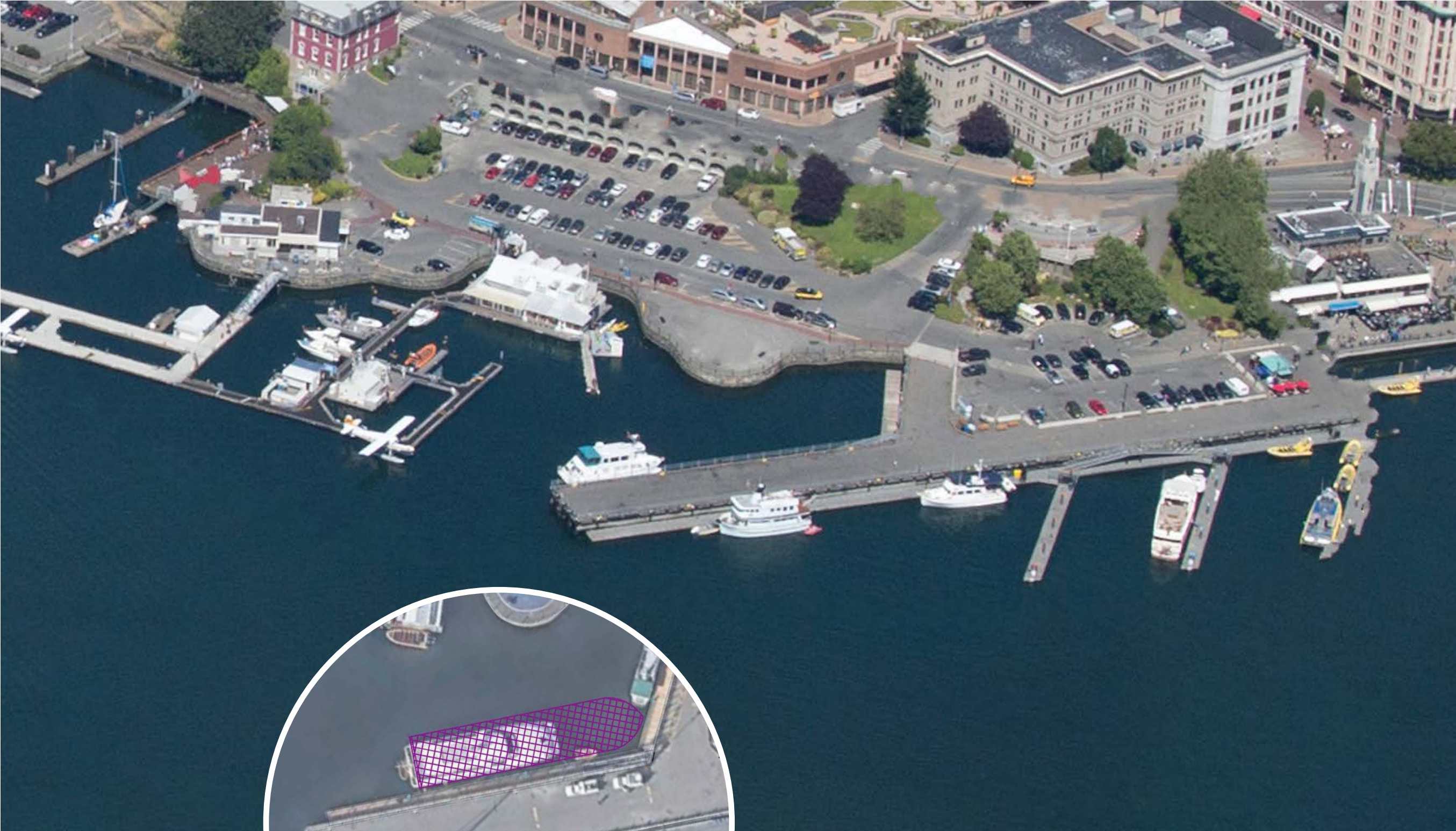
**H**AVN is a community-centred waterfront destination that provides a space for recreation and wellness. This Nordic-style sauna facility is located at Ship Point and celebrates the intersection of Victoria's inner harbour and downtown.

Saunas, coldwater pools and an abundance of green space provide Victorians and visitors with an inspiring environment in which to engage with the harbour.

HAVN is in near-perfect alignment with the city's plans, as outlined in documents such as the Official Community Plan, Downtown Core Area Plan, Ship Point Master Plan, and HVP 2014.

In the wake of COVID-19, HAVN will push back and boost economic prosperity in the inner harbour by attracting new visitors to the area and bringing year-round use and activation to Ship Point.





**H**AVN captures the essence of the Ship Point plans and provides an actionable path forward.

Victoria has long envisioned Ship Point as a vibrant waterfront space with year-round programming. Many city plans have reinforced this over the last 20 years.

*Mooring location,  
north side of Ship Point*



# Public Policy

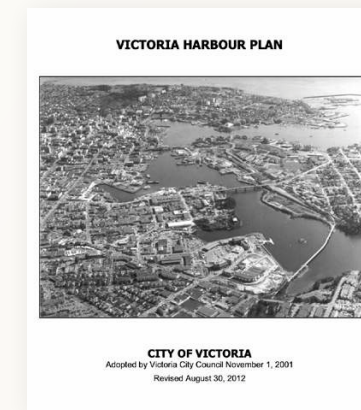
# How HAVN Aligns with Victoria's Public Policy

Over the years, considerable work has been done to encourage the revitalization of Ship Point.

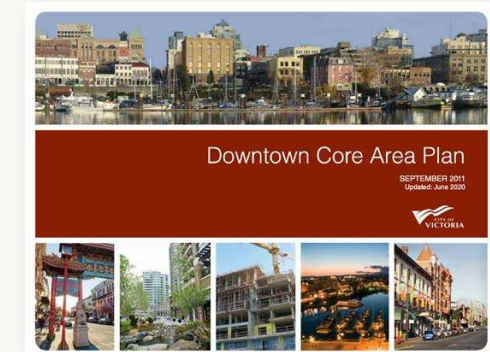
Victoria's vision is clear: make the inner harbour a more inviting, year-round space that fosters vitality and connection between the city and the harbour.

In the following pages, we present the highlights of public documents pertaining to Ship Point and provide an explanation as to how HAVN fulfills the vision that Victoria has for this area.

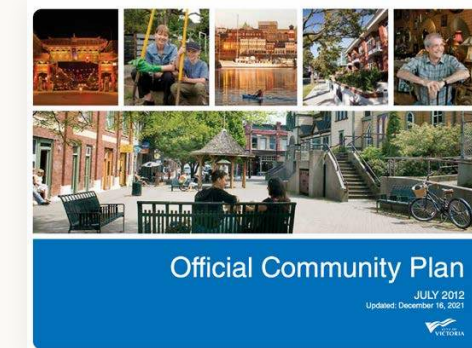
## Important City Planning Milestones



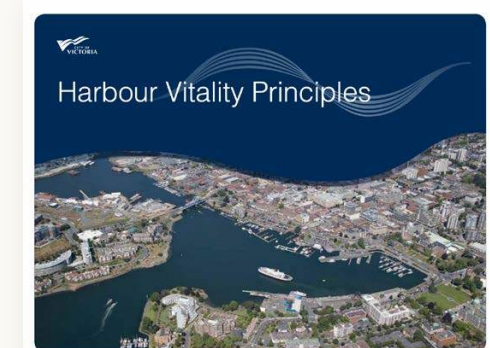
**2001**  
Ship Point's revitalization is envisioned



**2011**  
Long term visions of the downtown region are generated



**2012**  
Victoria's 30-year plan, providing direction for growth and change in our community



**2014**  
Concept plans are made and guiding principles established



**2018**  
Ship Point Master Plan is completed



**2022**  
Council requests that staff present ways to activate Ship Point



# Ship Point Master Plan – “HAVN achieves”

**HAVN achieves many of the goals of the Ship Point Master Plan (SPMP) and is in complete alignment with its overall values and the Ship Point guiding principles:**

The “SPMP” presents the proposed transformation of the Ship Point site to include green space with seating areas, access to the shoreline, stage locations, and new buildings for commerce. All efforts focus on making a human-scaled space for gathering, recreation, and the arts. In 2017, the Times Colonist referred to the plan as “unpaving paradise.”

## Year-round activation and programming

Year-round activation and programming are pillars of the Ship Point planning efforts but also identified as one of its greatest challenges. HAVN overcomes these challenges through programming that is accessible and desirable in all seasons.

Most economic activity in the inner harbour takes place during the summer, significantly underutilizing the economic potential of the waterfront. HAVN reimagines the way in which our working harbour adds value to the city by focusing operations on the “off season.” It is an inspiring environment that enables people to feel more connected to themselves, their community, and the ocean any time of year.

## Strong connectivity and access

There is currently a blunt disconnect between the pavement at Ship Point and the water’s edge. HAVN’s sauna and hydrotherapy programming provide the opportunity for patrons to engage directly with the sea.

Filtered harbour water fills coldwater tubs onboard, allowing people to immerse themselves in ocean water in a safe, clean, and controlled environment. Warm sauna spaces with harbour views keep people coming back and staying connected even through the winter. Time spent at HAVN will also direct people to surrounding businesses.

HAVN therefore encourages a healthy and active blend of shoreline uses for the Inner Harbour, connecting businesses, residents, visitors, and other community members in a way that is currently not offered anywhere else in the city.



## Vitality through high quality design

The programming and unique space at HAVN create a greater sense of place for people, building social vitality. Using a floating platform to develop new business and create new jobs also provides economic vitality. This is achieved by building a beautiful and immersive environment that brings saunas and cold water immersion into an urban forest-like setting. Aesthetically, the focus of the design is on a plant life and urban park-inspired space that balances natural and built forms to create a tranquil and inviting ecosystem.

## Site Design that supports a range of active uses

Diversifying the uses of the inner harbour is identified as a key objective of public policy in both the SPMP and GVHA. HAVN does exactly this, with a design that supports gathering, relaxation, socialization, recreation, collaboration, and general harbour vitality. It also does not limit any other uses, as it floats next to the pier and integrates seamlessly with any future developments, activities, or plans for the Ship Point site.



# Official Community Plan

**HAVN is uniquely positioned to meet the goals outlined in the OCP.**

The OCP points to a vision of the Inner Harbour District as a place of community and economic development, a space that encourages a mix of active shoreline uses and builds strong local communities. It also highlights the need for high-quality design that not only promotes vibrancy and vitality but also social, physical, and mental well-being.

**6.24.2: Encouraging a mix of active shoreline uses** including public recreation, small craft launching and moorage, marine restaurants, pubs and float homes.

HAVN is a public recreation facility. As an alternative to adding more shoreline restaurants and pubs, gathering places like HAVN are essential to diversifying and revitalizing Ship Point and the surrounding inner harbour. Patrons can socialize, relax, enjoy a sauna or cold water dip, and interact with the waterfront in a new way.

**3.8: Strong Local Communities:** Support and enhance the sense of place and community, and the uniqueness of Victoria's neighbourhoods.

HAVN's core mission is to bring people together in an environment that facilitates their well-being and engages them with their community. This improves the physical, mental, and social health of visitors, supports the inner harbour, and strengthens the connections between the waterfront and the downtown core, creating a unique sense of place.



**3.9: Downtown Vibrancy:** Reinforce the regional role of Downtown Victoria as a vibrant, engaging centre for employment, living, arts, culture, entertainment, tourism, and business.

Vibrancy is a major theme of the Official Community Plan. Particularly in the wake of the pandemic, a bustling and vibrant downtown, waterfront, and inner harbour are of critical importance to Victoria.

By offering a multi-use space that is accessible year-round, HAVN injects much-needed life into the Ship Point area, central to the entire downtown core. This revitalization promotes both economic and social vibrancy along the waterfront with a gathering place for relaxation, socialization, and recreation, encouraging direct access to other downtown programming and businesses as well.

**14.9: Community and Economic Development:** Encourage and support businesses and organizations whose purpose is to solve a market failure or to improve social well-being in other ways.

HAVN's value proposition is to empower year-round activity in the harbour by creating a beautiful and immersive environment that improves the physical, mental, and social well-being of Victorians and visitors to the city alike. Recreation and gathering places like HAVN provide significant throughput to surrounding areas, bolstering local businesses alongside us.



# Harbour Vitality Principles

In 2014, the city engaged in planning and community consultation to establish a set of guiding principles for the Ship Point site. The message was clear: “Enhance Ship Point to become an inviting, year-round destination.”

**HAVN makes Ship Point an inviting year round destination.**

Key points of the HVP are highlighted below.

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

HAVN's primary purpose is to promote public recreation, activity, relaxation, and collaboration within the Inner Harbour. Residents, visitors, and tourists alike can come to Ship Point on a daily basis year-round to connect with themselves, each other, and the harbour at HAVN.

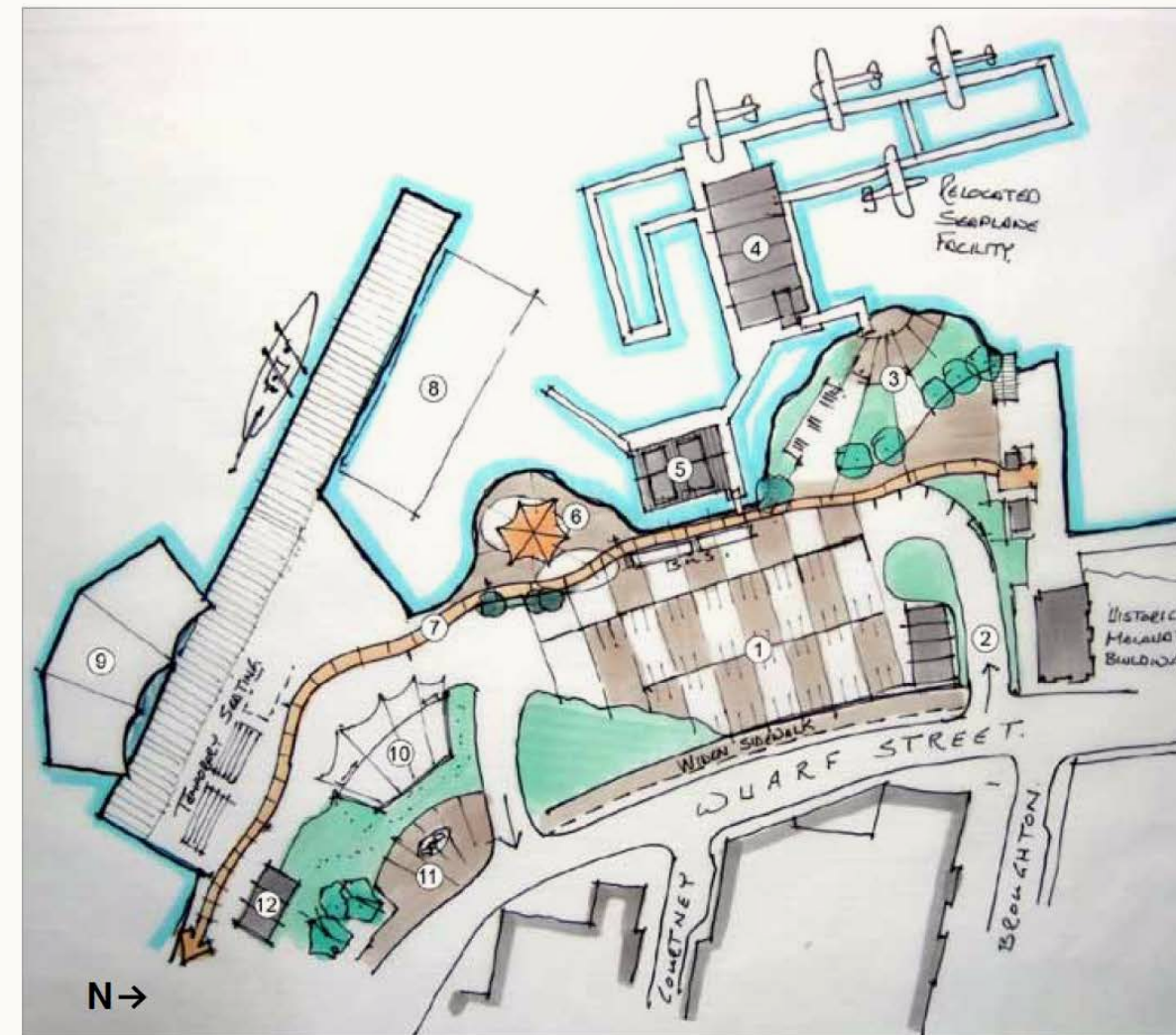
## 6.1 Incorporate site design that supports a range of active uses

HAVN expands the range of active uses for the Ship Point site, diversifying the working harbour and building greater economic resilience into the downtown core.

## 6.3 Enhance Ship Point as an inviting year-round destination.

This is a particularly important aspect of HAVN's benefit to Ship Point, boasting year-round programming and activity in an inviting facility for all seasons. HAVN enhances the site aesthetically with a natural focus and offers more than just summertime food and drink.

## Team 3: Ship Point Concept – Plan



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

*HVP 2014 community consultation – Team 3 envisions utilizing the north side of Ship Point to create additional vibrancy for the area.*

## Victoria Harbour plan 2001

### Ship Point Objectives:

1. Create a tourist attraction that complements the harbour
2. Develop the site as a place for performances and/or festivals
3. Improve the harbour path system
4. Retain and enhance the site as a marine tourist facility



*Ship Point/ocean cement site (HVP 2001)*

# Downtown Core Area Plan

As a central aspect of the downtown core, Ship Point and its development should be in agreement with the DCAP. HAVN aligns well with the policies as they are outlined in the plan, particularly with respect to its focus on vitality:

**3.74: Ensure that new development within the IHD accommodates uses that contribute to the vitality and economic health of the area.**

Vitality in an urban setting is usually defined in three ways:

1. Social vitality is a city's ability to make the people who live and work there feel like they belong to or are a part of a community or neighbourhood. This sense of belonging influences many aspects of urban life, including crime rates and community safety.
2. Economic vitality is a city's ability to attract and retain businesses and the jobs they bring with them.
3. Cultural vitality is a city's ability to provide a range of arts and cultural activities that people value and look for opportunities to become involved in, as active participants, viewers or supporters.

HAVN supports and strengthens all three forms of urban vitality for Victoria's inner harbour. By focusing on local residents as much as summer tourism, the facility and its offerings enhance the social vitality of Ship Point and the inner harbour region. HAVN also introduces a new cultural activity to the city, giving patrons a unique space in which to relax, socialize, collaborate, and engage with downtown programming.

In turn, this diversification increases the economic resilience of the inner harbour. Such economic vitality is crucially needed in the downtown core today, still reeling from the impacts of Covid-19 on local industry. HAVN will attract new visitors and locals alike to the area, whose presence will help contribute not only to the success and vibrancy of Ship Point, but also of the surrounding businesses.

## Other important features of the DCAP are also represented by HAVN:

**1.2: Support the location of leisure, education, arts and cultural activities within the Downtown Core Area to both encourage greater local use and increase tourism and investment.**

**3.89: Support the retention of existing and the development of new, tourist and visitor attractions and facilities in order to continue to support and increase the number of tourists and visitors to the IHD and surrounding area.**

HAVN provides a unique, leisurely cultural activity that will generate greater local use while also attracting new tourism to Victoria. The recreational offerings at HAVN, including saunas and cold water immersion among others, are both in-demand and unavailable elsewhere in the city. The facility provides a healthy way to bring people to the inner harbour and keep them there for long enough to engage in the area's other programming, too.

**3.90: Support the development or establishment of new visitor attractions that serve to enhance the prominence of the IHD as a world-class destination.**

The demand for waterside saunas is outpacing the ability of most cities to offer them. HAVN will be recognized as a cutting-edge world-class space with a focus on social, mental, and physical well-being.

**9.45: Work with business, community and agency partners to develop a broader range of attractions in the Downtown Core Area.**

HAVN introduces a new recreational activity to the downtown core, broadening the range of programming and activities available for people in Victoria. Patrons, businesses, and the community at large stand to benefit from such an expansion, and we look forward to this collaboration.



# Economic Recovery

# How HAVN contributes to economic recovery

Local business recovery following the COVID-19 pandemic is at a critical juncture. New investments in both the local business and visitor economy are essential to building back a strong and resilient Victoria.

HAVN contributes to building back in this way through financial investment in our working harbour and by generating new jobs and attracting new visitors.

Destination Greater Victoria and the Victoria 3.0 Economic Action Plan provide guidance for the “rescue and recovery” of the local business/visitor economy. HAVN uses the plans and policies from these organizations to provide an effective and impactful way to push back against the pandemic and recreate a thriving Victoria economy.



## Victoria 3.0 Recovery plan

### 1. SUPPORT SMALL BUSINESSES

During the COVID-19 pandemic, our small business sector has been hit very hard; revenues toppled overnight and there have been significant staff layoffs.

**Action to take 1.1:** Accelerate the development of a vibrant and liveable downtown.



DESTINATION GREATER  
VICTORIA

## DGV 2022 business plan

### Objectives

#### 1. RECOVER FROM COVID-19 QUICKLY AND EFFICIENTLY

Recovering rapidly and efficiently from the impacts of the COVID-19 pandemic will directly benefit Greater Victoria’s local businesses, workers, and communities. The implications of quick, efficient recovery are extensive, including the strategic importance of large and small businesses remaining solvent, retaining local ownership of existing enterprises, returning the visitor economy’s workers to their jobs, and keeping key talent in place for the long-term competitiveness of the sector. It is critical that revenues return as soon as possible.

### Goals

3. Promoting well-managed, bespoke tourism opportunities that address both time-of-day and day-of-week opportunities to improve visitors’ experiences and benefits to our community.

### Destination Greater Victoria – Rescue and recovery task force

“Recovery will be severely undermined and could stall unless tourism businesses receive financial support to meet the added costs from COVID-19. Measures that help with liquidity and cash flow will be most effective, even if financial support reduces over time as recovery gains momentum.”

# Design



# Success Stories

Harbourside saunas have proven to be a successful means of revitalizing waterfronts around the world. They are also often paired to prolific effect with music, art expos, restaurants, cultural activities, and rest and relaxation, providing ample opportunities for patrons to enjoy the harbours and waterfronts on which they are situated.

In Canada, saunas are seeing a surge in popularity as a health and wellness activity for physical, mental, and social well-being. In an age of increasingly digital existence, hydrotherapy is emerging across the country as a healthy way to bring people together in a uniquely non-digital space.

Featured here are three examples where underutilized sites and former industrial areas have been converted into thriving, community-focused hubs. Saunas are a key determinant in creating year-round use and enjoyment, as without them, the sites would only be seasonally activated.



## SALT – Oslo, Norway

Sauna, art, music, and food converge in a harbourside site that has become an essential part of Oslo's waterfront. SALT was a traveling expo that became so popular that the city decided to make it a permanent feature of the harbour. <https://www.salted.no>



## Bota Bota – Montréal, Canada

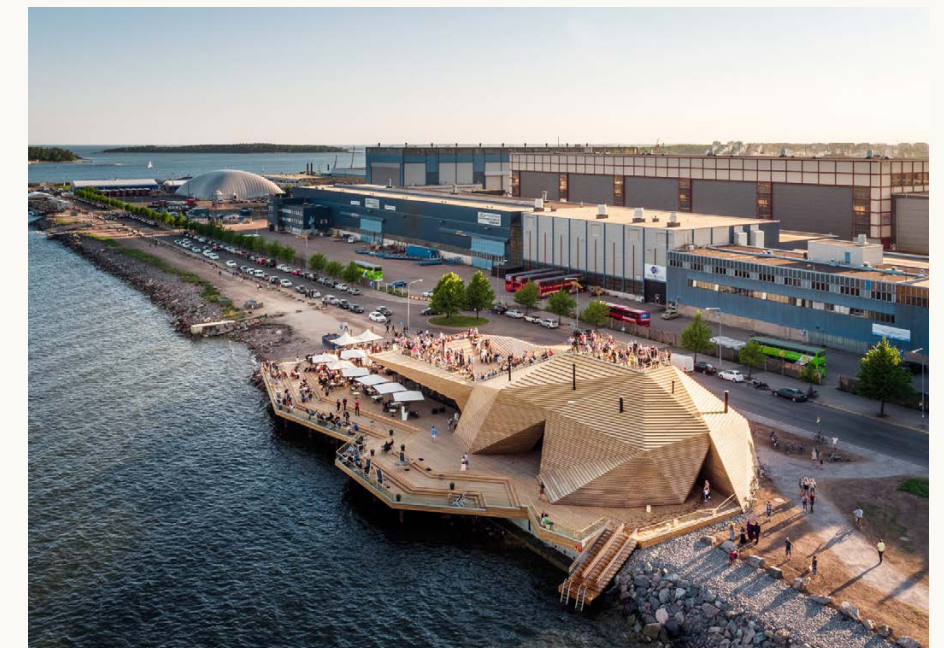
A floating “Nordic spa” brings vibrancy and a new vitality to this former industrial site along the river in Montréal. Elements of past industry set the backdrop of this modern sauna and recreation space.

<https://botabota.ca/en/>

## Löyly – Helsinki, Finland

Hernesaari is a former industrial area on the Helsinki seashore that is being developed into a residential area. There is also a cruise ship harbor in Hernesaari, and the city wanted to activate the surrounding region to serve visitors with new attractions. A sauna, restaurant, and vista became the answer, and the successful Löyly was born.

<https://www.loylyhelsinki.fi/en/>





# Opportunities & Challenges

## Opportunities HAVN provides

1. “To transform this degraded and largely mono-functioning site into a thriving waterfront that supports a range of waterfront uses.” – Ship Point Master Plan
2. To develop waterfront programming that is more desirable in the winter, creating year-round vibrancy and activation of the area.
3. To celebrate the unique character of the harbour, bringing new vitality to the site.
4. To combat the effects of Covid-19 by creating a space that includes outdoor gathering areas and diversifies tourist activity to strengthen the harbour economy.
5. To create a peaceful space that builds connection between the city and the harbour, offering human-scale opportunities to engage with the sea.

## Ship Point Challenges

1. Year-round vibrancy. How do you create a harbour space that people use through the winter? In the winter, the site is typically left vacant, significantly compromising and undermining the strength of our working harbour.
2. At present, the site is largely sterile and uninviting.
3. The tourism economy has been hit hard by Covid-19, compromising investments in the harbour.
4. Taking initiative. The revitalization of Ship Point is a big undertaking that has been envisioned for decades.

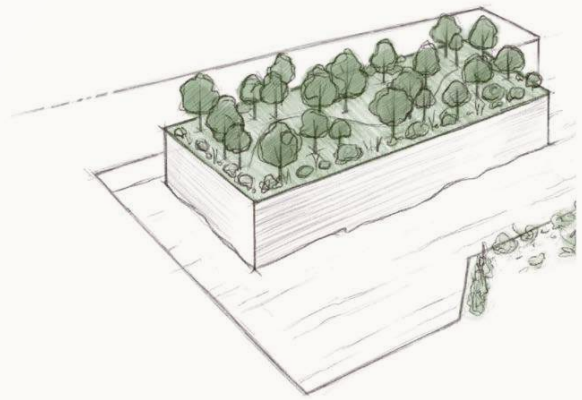


Image source: SSMP

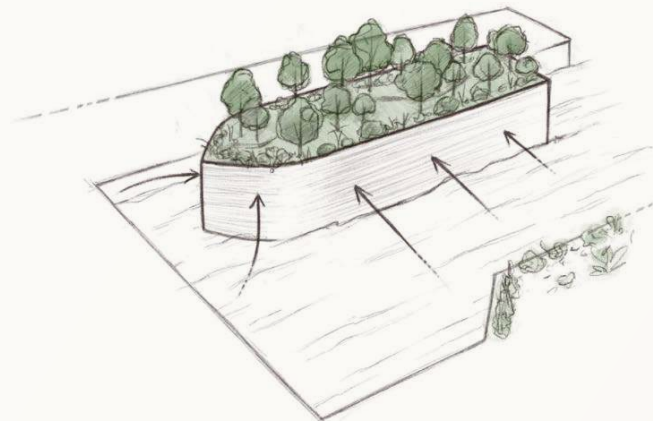
# Design Rationale

## HAVN Macro Design

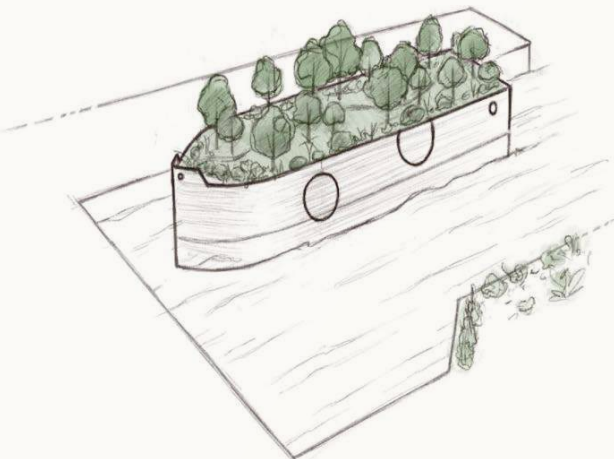
**1.** Greenery and urban park-inspired forms are prioritized to draw people in and create a harbour viewing platform, enhancing the aesthetic of Ship Point and creating an immersive waterfront locale.



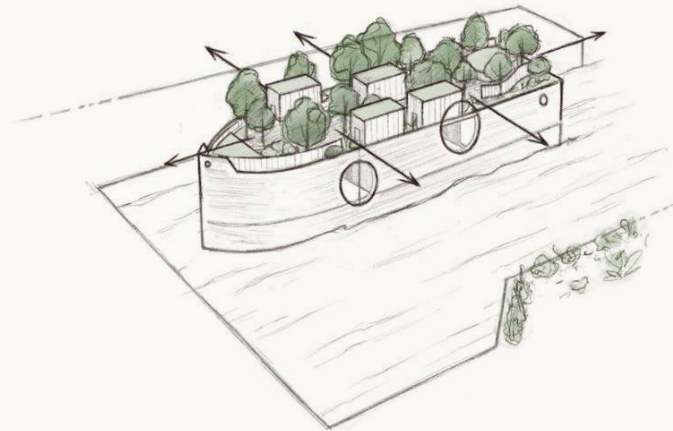
**2.** The flotation facility is long and narrow, with the footprint of a large ship. Does not impede navigation and enhances the working harbour.



**3.** Marine character, nautical aesthetic. Authentic design that is sensitive to and amplifies the unique nature of the inner harbour.

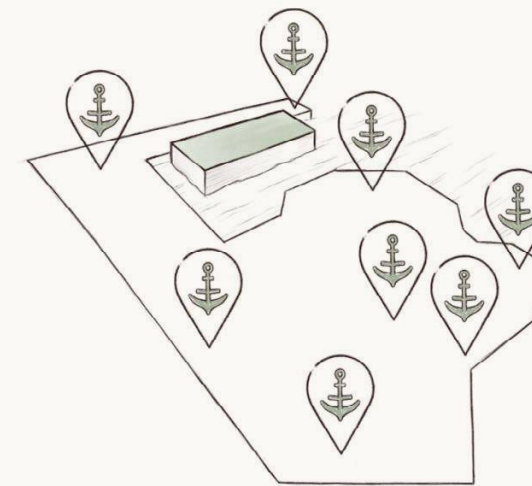


**4.** Deepens sense of place by framing key views of harbour landmarks such as Parliament, the Empress, and the Johnson Street bridge.

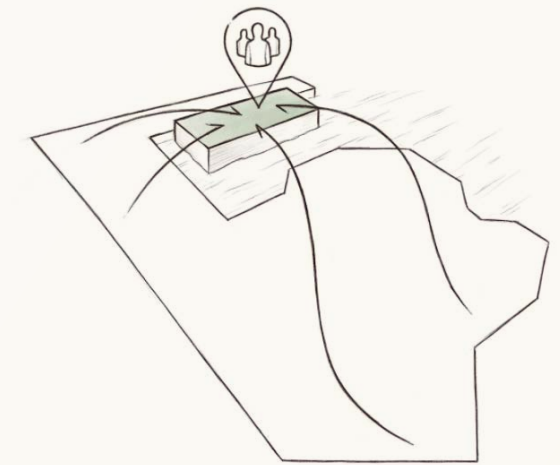


## Activating the Site with Programming

**1.** Strengthen the working harbour economy with a range of active uses that attract locals and tourists to diversify use, interest, and investment in the working harbour.



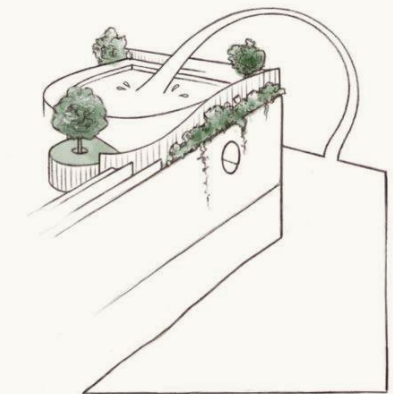
**2.** Create a place of gathering, designed with small social spaces that foster human connection and engagement.



**3.** Provide year-round activation that is attractive and inviting regardless of the season. Saunas set within a harbourside park bring year-round vibrancy and are highly desirable even in the winter.



**4.** Create direct engagement and connectivity between the city and the harbour. Bring filtered harbour water onboard to create a safe and immersive way to experience and connect with our waterfront.





HAVN is an urban oasis, a captivating and immersive park-like environment that captures the spirit of our working harbour through seascape-inspired design. It is a space of peace and relaxation that creates a greater sense of connection between the city and the water's edge.







HAVN provides a feeling of refuge, with seating tucked into comfortably landscaped areas. At the same time, uniquely positioned vistas of the city keep patrons engaged with their urban environment and connected to their working harbour.

*Framed views of Victoria landmarks strengthen the unique character of the harbour and create a deepening sense of place.*

The space offers a calm, relaxed environment in which to socialize, collaborate, or contemplate peacefully. Most indoor spaces such as saunas are silent, with recreation and outdoor spaces offering low-volume gathering areas. Running water will work to tame the sounds of the city and nearby Harbour Air terminal.

*Vista views of the harbour and harbour entrance create an immersive environment that focuses attention on our unique and beautiful waterfront.*





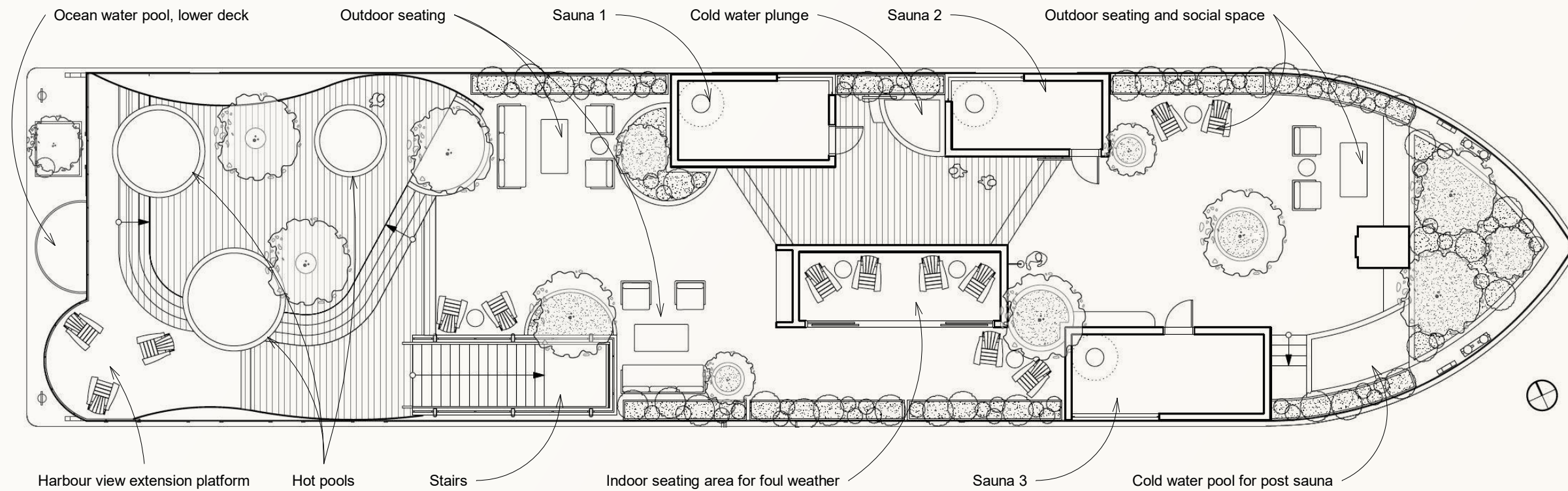
HAVN aims to connect its visitors with the sea, one of Victoria's most precious natural resources. Not only is the space itself designed to encompass sweeping views of the inner harbour's most iconic sites, but filtered and recirculated seawater features on board allow patrons to connect and engage directly with the Pacific Ocean.

*Bringing seawater onboard creates a safe and immersive way to experience and connect with our waterfront.*



**H**AVN focuses on creating immersive experiences that connect users with themselves, each other and their city. The space has been designed to be used year-round with facilities that include;

- 4 saunas
- 3 hot pools
- 2 freshwater cold pools
- 1 ocean water pool
- outdoor and indoor spaces to relax and socialize
- Flex spaces for special event programming such as music and speaker series









# Elevations

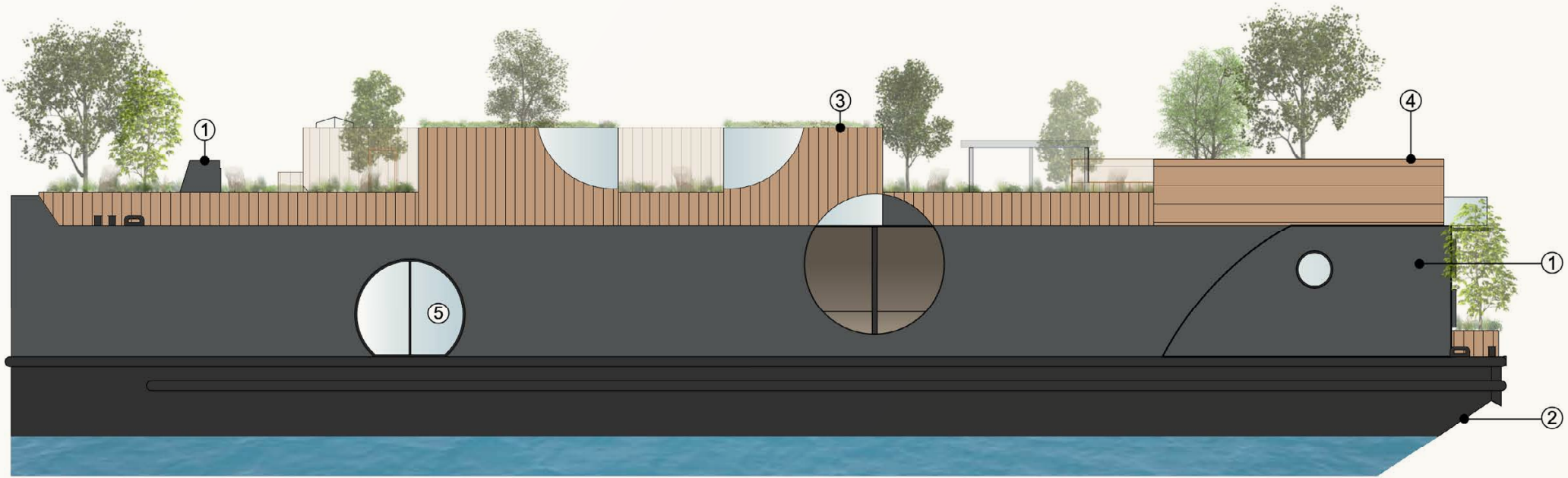
South and North



1 SOUTH ELEVATION  
1:200

**MATERIAL LEGEND / NOTES**

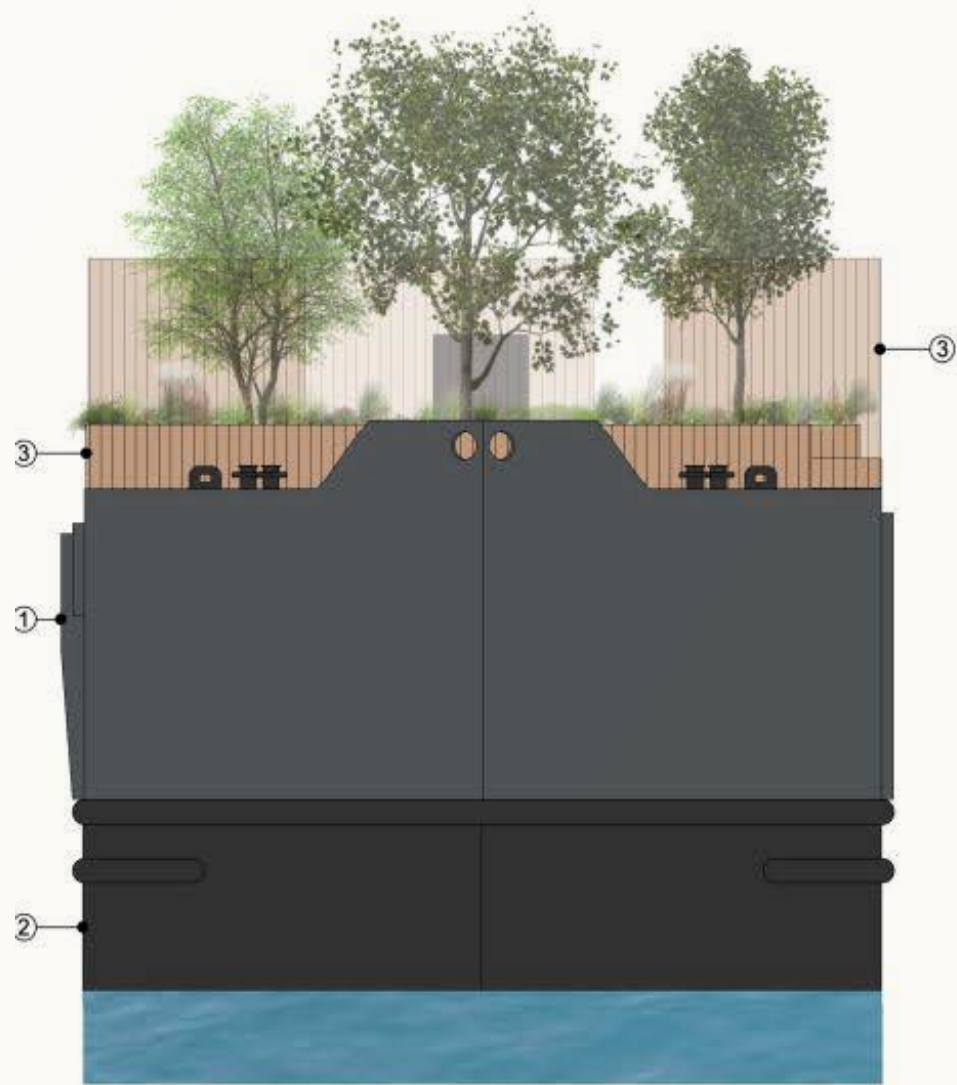
<p>1 Benjamin Moore Charcoal Slate (HC-17B)</p> <p>MARINE-GRADE HULL PAINT</p>	<p>2 Benjamin Moore Onyx (2133-10)</p> <p>MARINE-GRADE HULL PAINT</p>
<p>3</p>  <p>CEDAR BATTEN SIDING</p>	<p>4</p>  <p>BENT WOOD FEATURE FENCING</p>
<p>5</p>  <p>LOW-EMISSION GLAZING</p>	<p>6</p>  <p>DIVERSE PLANTING / FOLIAGE</p>



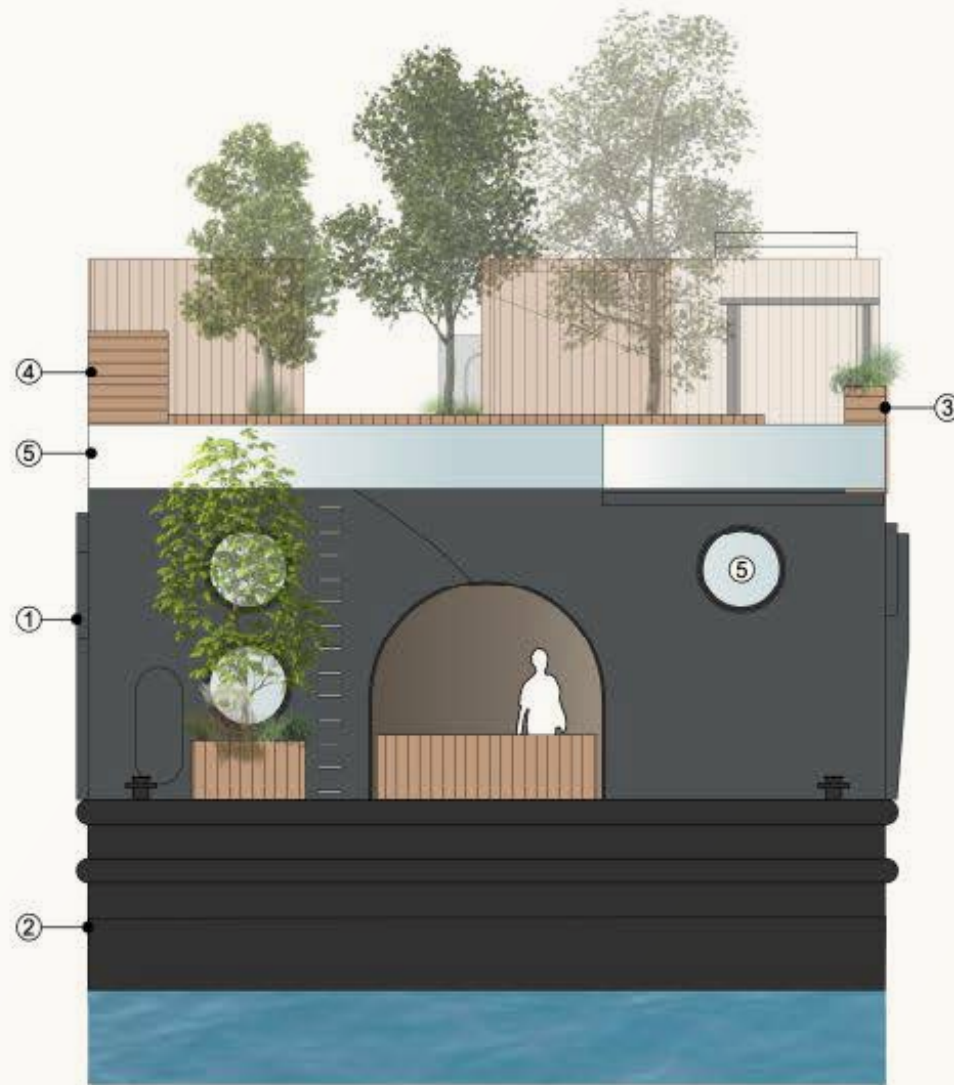
2 NORTH ELEVATION  
1:200

# Elevations

East and West







1 EAST ELEVATION  
1:100



2 WEST ELEVATION  
1:100

## MATERIAL LEGEND / NOTES

<p>1</p> <p>Benjamin Moore Charcoal Slate (MC-178)</p> <p>MARINE-GRADE HULL PAINT</p>	<p>2</p> <p>Benjamin Moore Onyx (2133-10)</p> <p>MARINE-GRADE HULL PAINT</p>
<p>3</p>  <p>CEDAR BATTEN SIDING</p>	<p>4</p>  <p>BENT WOOD FEATURE FENCING</p>
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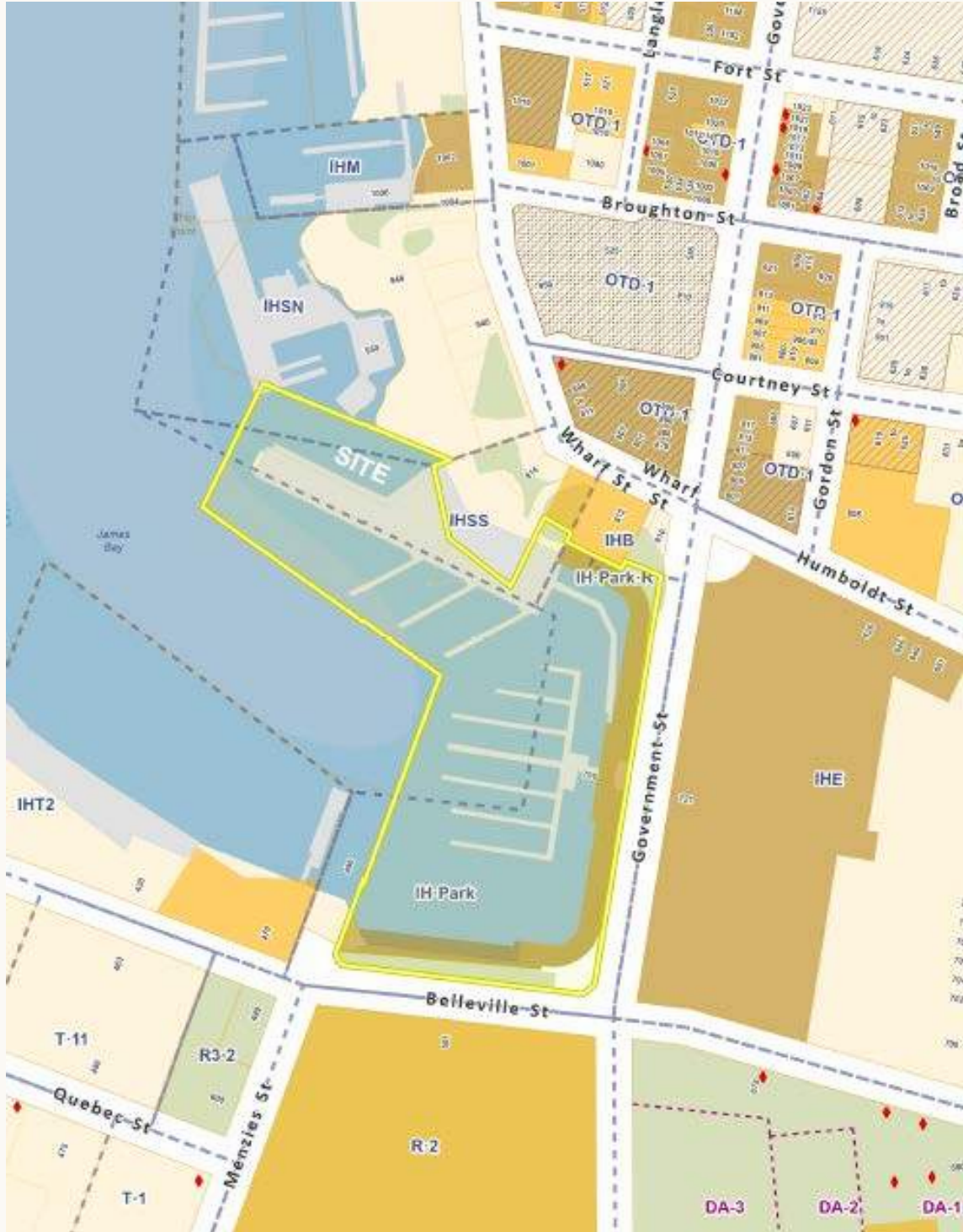
# Site

Located in the north water lot of the Ship Point pier, HAVN integrates seamlessly with the site.



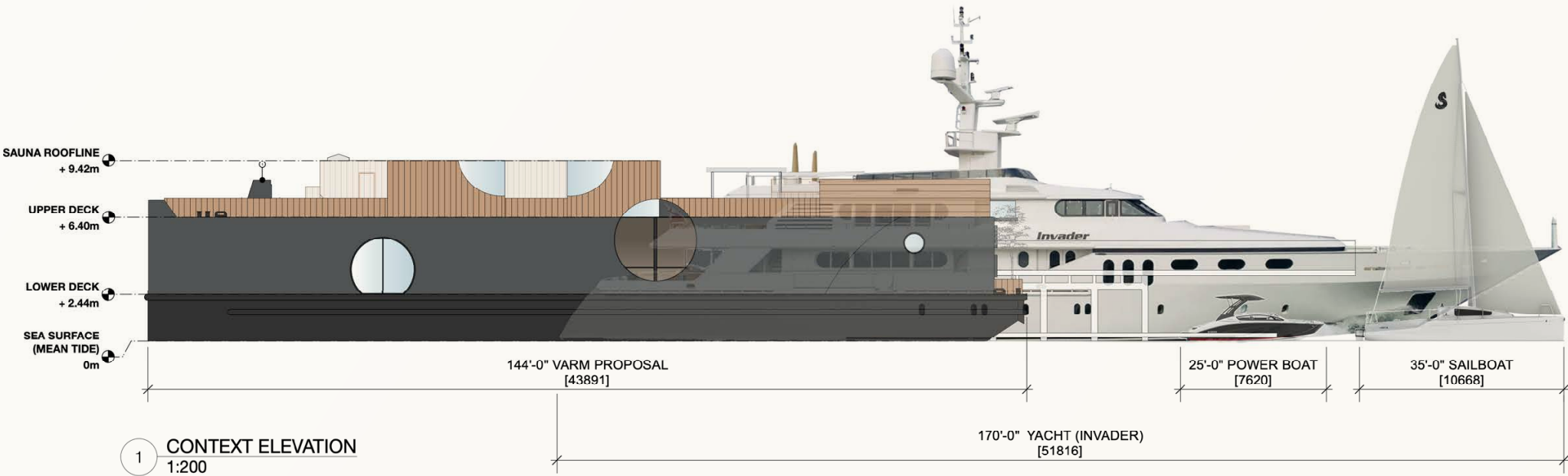
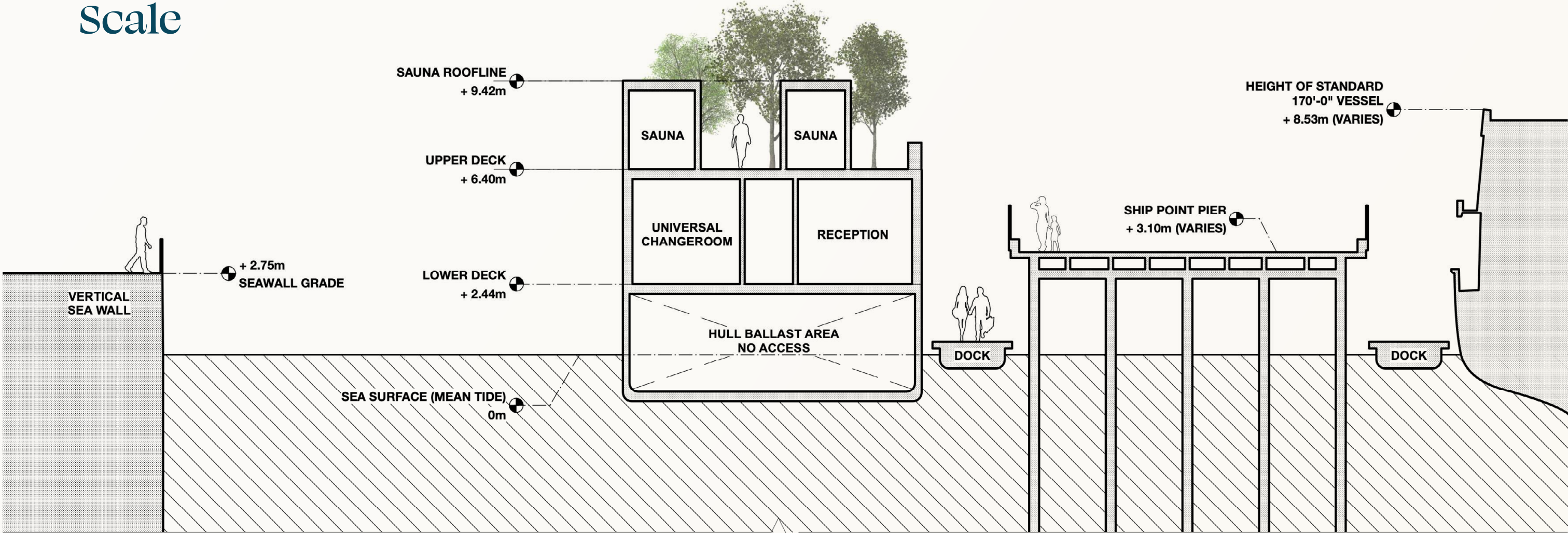
# Zone

Located in zone: Inner Harbour Ships point South – IHSS





# Scale





# Materials

The character and materials of HAVN build upon the Ship Point master plan, recognizing and respecting the nature of the site as a working harbour , connection hub and gather place.

## Timber

Wood carries the history of Ship Point, bringing a warm and natural contrast to the more industrial elements of the site.



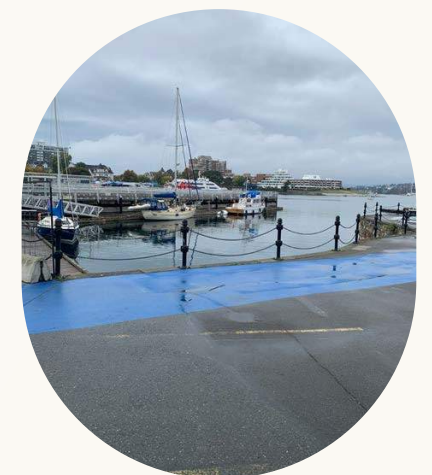
## Nature

Native trees, shrubs, bushes, and grasses all work to build a natural, unique design that that looks to the future visions of Ship Point.



## Metal

HAVN has a steel hull with a nautical aesthetic that calls to mind the ships of the harbour, pairing well with its existing marine environment and materiality.



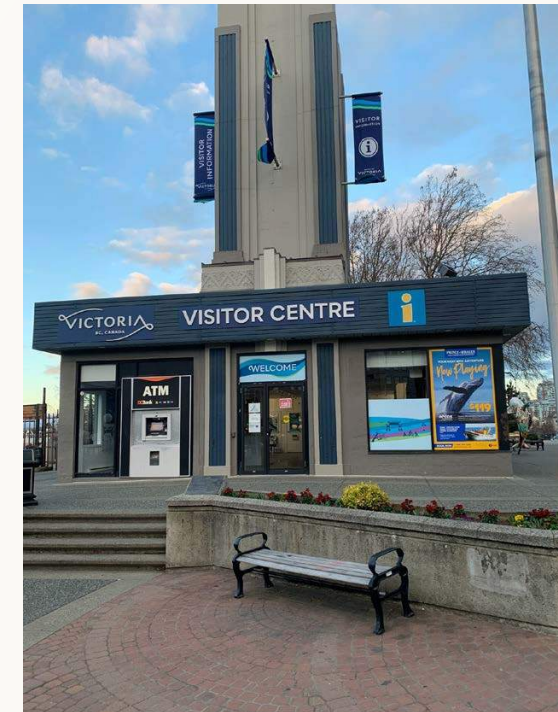


# The Inner Harbour

HAVN's design respects and integrates with the unique character of the inner harbour.



Circles, arches and tones of grey are prolific in the harbour. HAVN's design deepens the unique identity in a modern way.





# A safe and inclusive space

Ensuring that the space is safe and welcoming to all is integral to HAVN. Universal washrooms and changing rooms have been designed following HCMA's design guidelines. The lower deck of the facility will also be accessible to anyone with limited mobility.

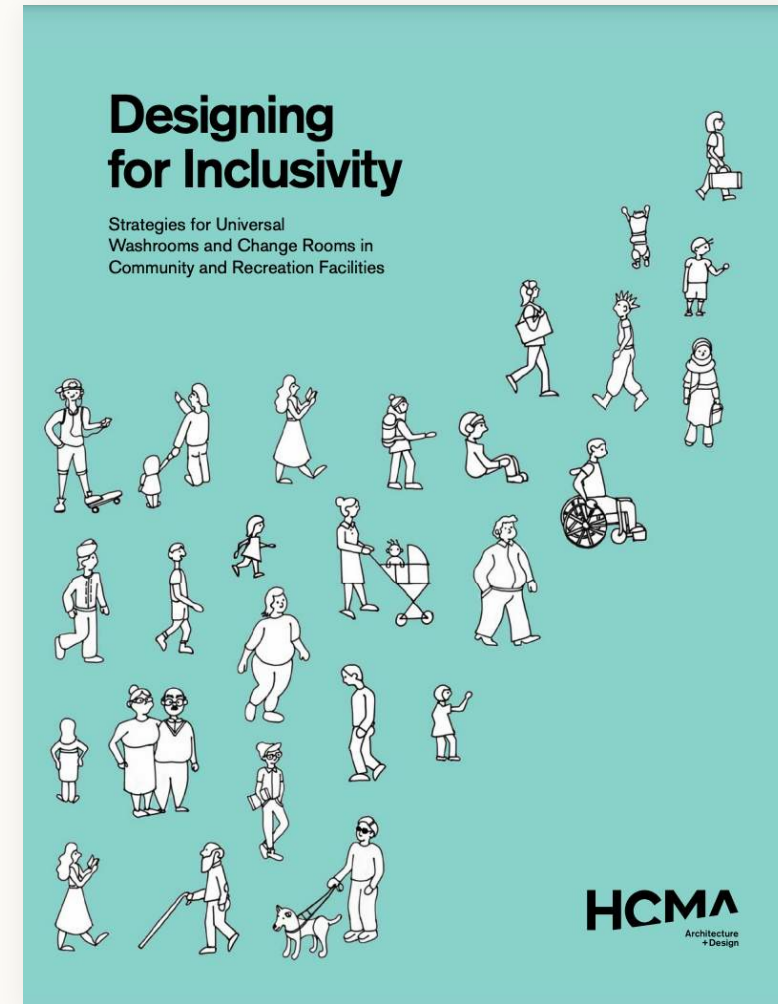
However, getting to the facility can be considered only partially accessible. Key challenges exist with the Ship Point site itself, as it is currently not considered directly accessible due to extremely steep sidewalk access. Other challenges exist accessing the dock via GVHA ramp infrastructure.

We plan to work with both the City of Victoria and the GVHA to create as accessible a facility as possible. In the meantime, we will recommend that anyone with accessibility issues come to HAVN at high tide, when the ramps are at their lowest. A link to tide charts will be posted on our website. The steep sidewalk currently connecting Ship Point to Wharf Street can also be avoided for those with need by accessing the site via car.



**HAVN will offer 50% Discount to City of Victoria "LIFE" program members.**

HAVN will operate in accordance with all Safety Laws. Emergency Plans will be developed in accordance with Emergency Management BC's PreparedBC public guidance, policies, and procedures. All components of the facility will comply with safety regulations set out by regulating bodies including Transport Canada, Environment Canada, DFO, Navigation Protection Program, Vancouver Island Health Authority, City of Victoria Fire Department, City of Victoria Zoning, and GVHA.



## Infrastructure

The Ship Point dock currently has sufficient power and water supply to meet the needs of the HAVN Vessel. A sewer line will be installed to service the facility for daily pump outs. The new line will run from the pier to the existing line that services the Ship Point site.

## CPTED

Ship Point is currently a well-lit site in the city center that adequately meets CPTED guidelines.

Access to the HAVN facility is through a private gate at the edge of the Ship Point pier. During non-operating hours, this gate is locked and well-lit. To access the facility itself, another gate will be locked at the entrance and also well-lit overnight.

# Sustainability

HAVN is serious about meeting the highest sustainability standards available today, setting the bar for future development of the inner harbour. Key features of our planned construction include:

## Energy Efficiency

Professional energy modelling of the saunas will ensure they meet or exceed current step code 3 energy requirements for small buildings. High-efficiency electric heaters will ensure excellent energy efficiency and avoid the production of smoke when compared to typical wood heaters.

## Building Material Reuse

HAVN's most outstanding green building achievement is our aggressive and innovative approach to material sourcing.

HAVN's goal is to use 90% reused and recycled materials for the construction of the facility. For example, over the last six months, HAVN has sourced all the cedar for the saunas from salvaged ocean logs. This ensures no old-growth cedar is cut in the process of constructing the facility, and directly supports the Vancouver Island wood processing economy, keeping dollars and jobs on the island. This source of cedar also reduces energy consumption from lumber shipping.

## Transportation

Short-term and long-term bicycle parking requirements as laid out in schedule C are exceeded. Facility staff will have access to the onsite showers before their shift to encourage biking.

## Urban Forest

HAVN is a floating urban forest. Landscaping is a key focus of the overall design, not only for patrons, but also for the Ship Point site.

The saunas will have green roofs for consistency with the landscaping, creating an inviting green environment.

## Water

10,000 litres of rainwater will be captured and stored onboard for watering landscaping through the dry months.

Drain water from three onboard showers will be captured and stored to be used for watering the landscaping when rainwater cannot be used.

All water fixtures will follow BC hydro and CRD guidelines. For example, showerheads will have a flow rate of 1.75 gallons per minute or less, and toilets will have a flush volume of 4.8 litres per flush or less.



*Log salvage boom*

## Hard Waste

All waste will be recycled or disposed of in accordance with the Environmental Resource Management division of the CRD.

To mitigate the creation of waste by staff, we will work with organizations that supply reusable containers to help eliminate single-use cleaning supplies.

Any disposable items that are generated, such as food scraps, compost, plastic, metal, and soft plastic, will be sorted into categories and disposed of as laid out by the CRD ETC.

Categorized disposal bins will be made available on the vessel. Using the Recycle BC guidelines.

Waste and recycling will be stored onboard. Waste and recycling will be offloaded and taken off-site during the night or early-morning hours.



# Zoning

# Proposed Addition to Zone IHSS

## Zoning Petition

Existing and Proposed

Part 8.15 of the IHSS Zone – Inner Harbour Ship Point South District states that the permitted uses of the area are as follows:

- a. Festivals and associated temporary structures.
- b. Open markets.
- c. Docks for pleasure boats.
- d. Docks for fishing boats.
- e. Exhibits of a temporary nature.
- f. Ancillary surface parking.
- g. Parks.
- h. Sale of fish from fishing boats.
- i. Docks for commercial tour boats.

Our application is petitioning the City of Victoria to consider expanding the permitted usage to include.

j. **Docks for floating saunas and ancillary personal services.**

Based on the description of HAVN BC's business model, we are confident that our petition for an addition to zoning that will permit our floating vessel for health and wellness is in line with the Official Community Plan, the DCAP, the HVP 2014, and the Ship Point master plan.

# HAVN

## Application – February 2022

Prepared by: HAVN Experiences Ltd.

Project contact: Nicholas Van Buren

[Nicholasjoelvanburen@gmail.com](mailto:Nicholasjoelvanburen@gmail.com)

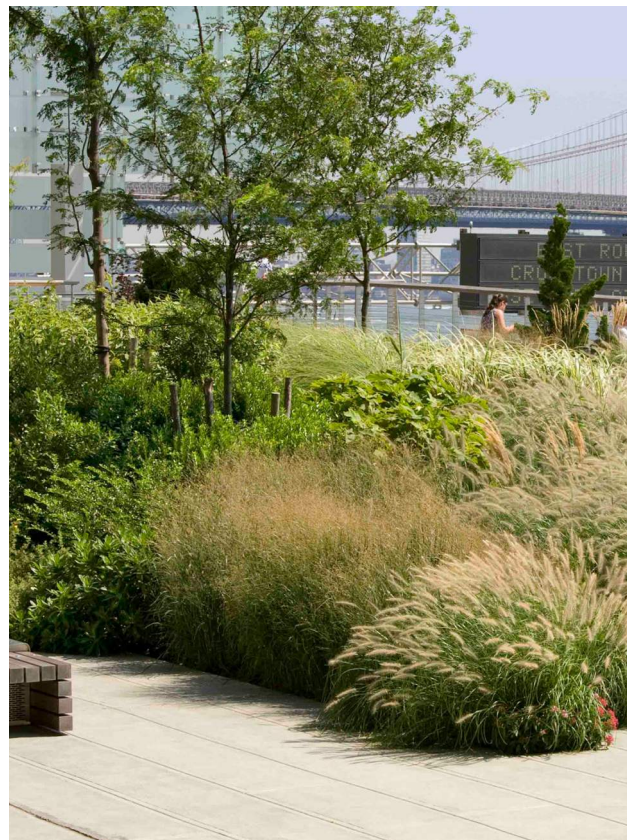
(250) 818-1566



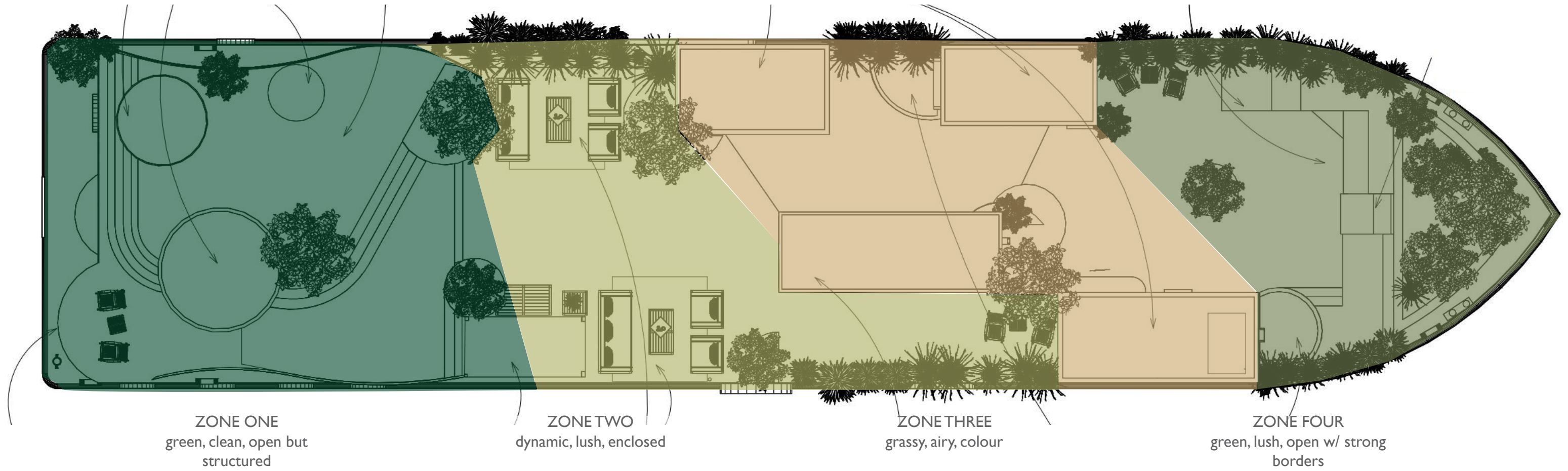
# Planting Concept Package

HAVN  
Victoria, BC

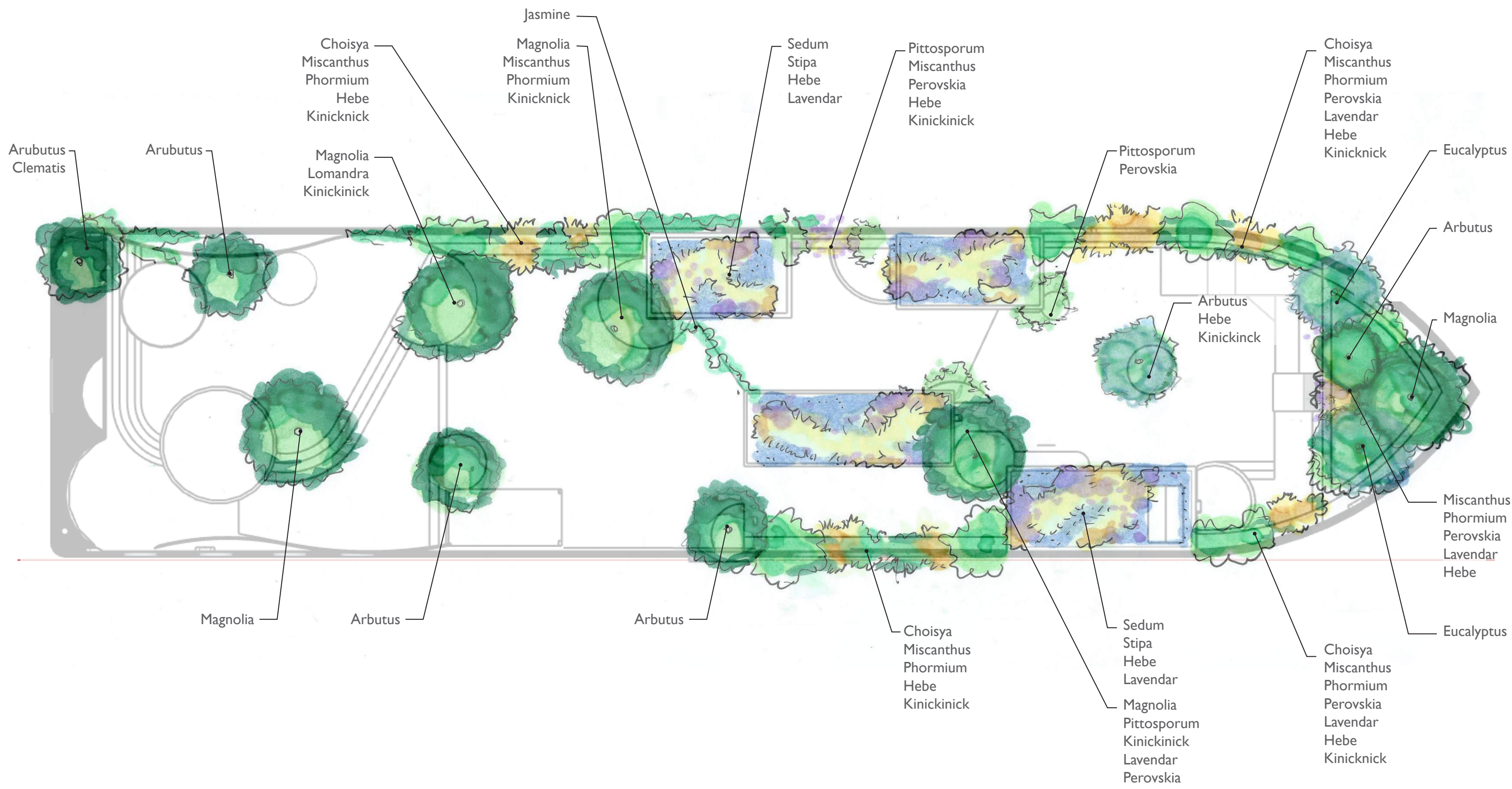












Arbutus  
Clematis

Arbutus

Choisyia  
Miscanthus  
Phormium  
Hebe  
Kinickinick

Magnolia  
Lomandra  
Kinickinick

Jasmine  
Magnolia  
Miscanthus  
Phormium  
Kinickinick

Sedum  
Stipa  
Hebe  
Lavendar

Pittosporum  
Miscanthus  
Perovskia  
Hebe  
Kinickinick

Pittosporum  
Perovskia

Choisyia  
Miscanthus  
Phormium  
Perovskia  
Lavendar  
Hebe  
Kinickinick

Eucalyptus

Arbutus

Magnolia

Arbutus  
Hebe  
Kinickinick

Miscanthus  
Phormium  
Perovskia  
Lavendar  
Hebe

Eucalyptus

Magnolia

Arbutus

Arbutus

Choisyia  
Miscanthus  
Phormium  
Hebe  
Kinickinick

Sedum  
Stipa  
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Magnolia  
Pittosporum  
Kinickinick  
Lavendar  
Perovskia

Choisyia  
Miscanthus  
Phormium  
Perovskia  
Lavendar  
Hebe  
Kinickinick





Southern Magnolia  
*Magnolia grandiflora*



Gum Tree  
*Eucalyptus*



Confederate Jasmine  
*Trachylopernum jasminoides*



Kinickinick (N)  
*Arctostaphylos uva-ursi*



Broadleaf Stonecrop (N)  
*Sedum spathulifolium*



Strawberry Tree  
*Arbutus unedo*



Maiden Grass  
*Miscanthus gracilimus*



James Sterling Hebe  
*Hebe ochracea 'James Stirling'*



New Zealand Flax  
*Phormium tenax*



Russian Sage  
*Perovskia atriplicifolia*



Silver Sheen Pittosporum  
*Pittosporum tenuifolium 'Silver Sheen'*



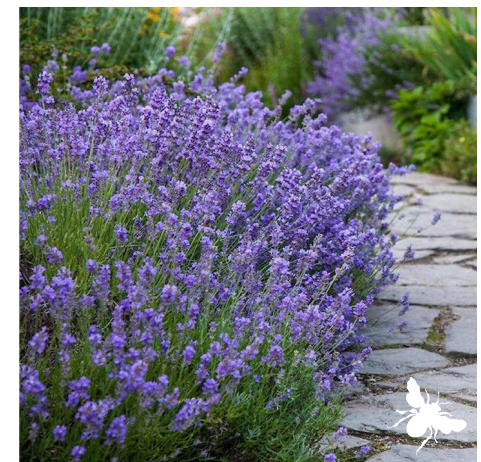
Mexican Mock Orange  
*Choisya ternata*



Mexican Feather Grass  
*Stipa tenuissima*



Basket Grass  
*Lomandra longifolia 'tanika'*



Munstead Lavender  
*Lavandula angustifolia 'Munstead'*

KEY

food bearing 

pollinator friendly 

native 





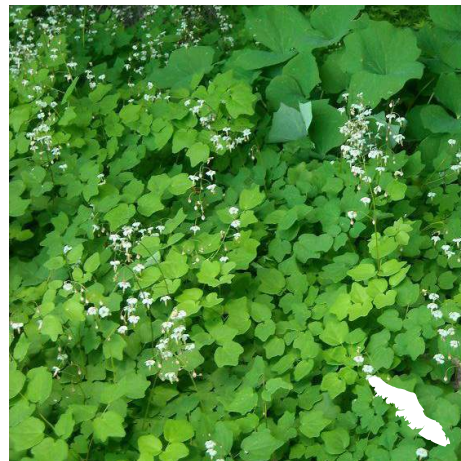
Kew Green Skimmia  
*Skimmia x confusa 'Kew Green'*



Japanese Aralia  
*Fatsia Japonica*



Armand Clematis  
*Clematis armandii*



Inside-out flower (N)  
*Vancouveria hexandra*



Crevice Alumroot (N)  
*Heuchera micrantha*



Northern Maiden Fern (N)  
*Adiantum pedatum*



Tassel Fern  
*Polystichum polyblepharum*

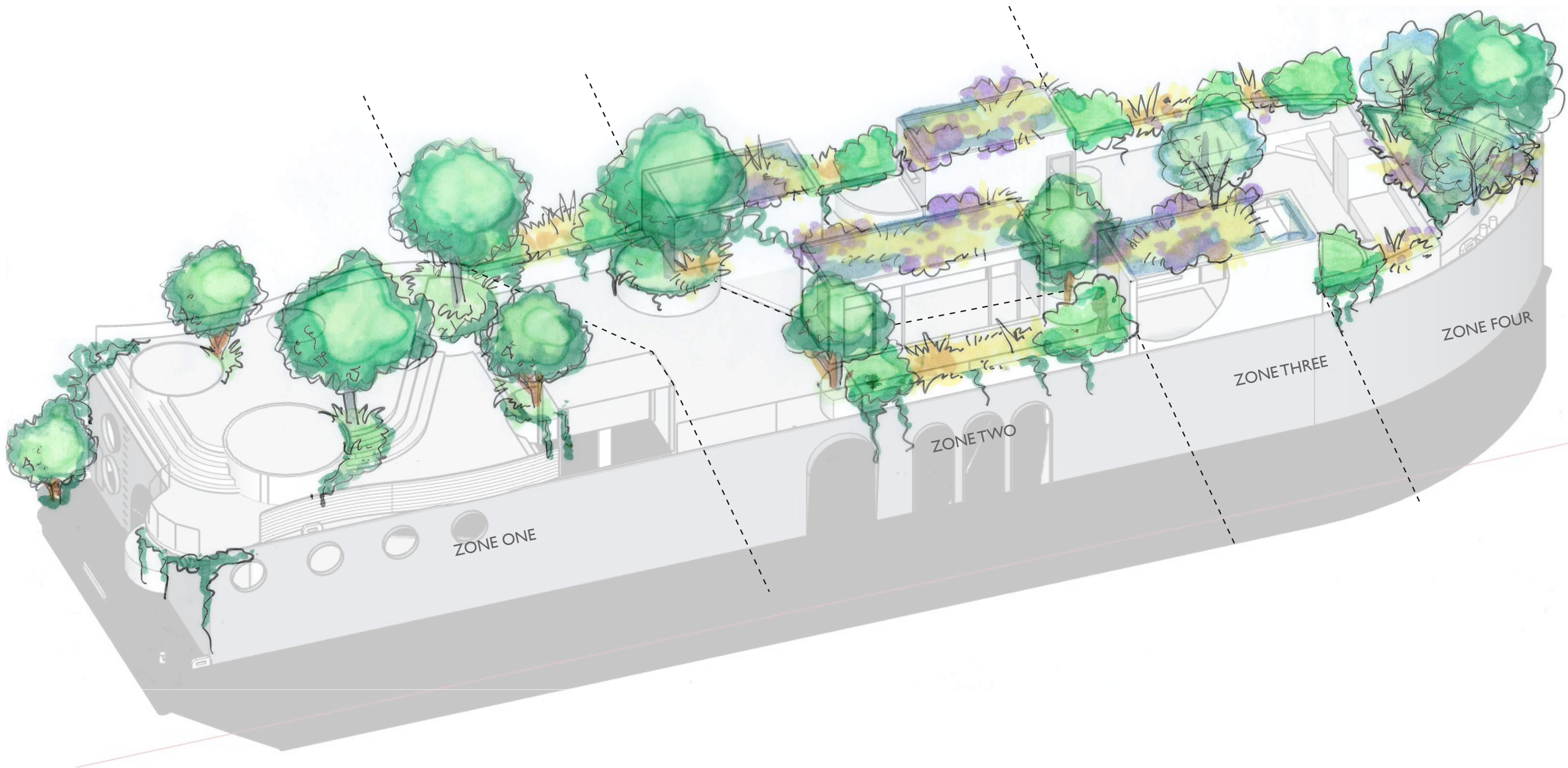


Deer Fern (N)  
*Blechnum spicant*



Sword Fern (N)  
*Polystichum munitum*







**VICTORIA HARBOUR**

**NAVIGATION AND AVIATION REVIEW OF PROPOSED VESSEL PLACEMENT**

**VARM EXPERIENCES LTD.**

**TECHNICAL MEMORANDUM**

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<b>To:</b>	Varm Experiences Ltd.	<b>From:</b>	Russ Tyson
<b>cc:</b>		<b>Date:</b>	November 30 <sup>th</sup> , 2021
<b>Subject:</b>	Victoria Harbour Barge Placement at Ship Point Pier	<b>Project No:</b>	2020-10

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**Executive Summary**

Varm Experiences Ltd. (VARM) retained TyPlan Planning and Management (TyPlan) to undertake an aviation and navigation safety review of the placement of a vessel with dimensions of 144 feet by 34 feet (the “Proposed Vessel”), proposed to be moored at Ship Point Pier in Victoria Harbour. The findings of this review confirm that the safety of navigation or aviation in and around this area will not be negatively impacted by such moorage of the Proposed Vessel.

**Background**

VARM propose the placement of a vessel in the Inner Harbour of Victoria to support a tourism oriented venture. The proposed site is currently utilized for transient moorage as identified by the Greater Victoria Harbor Authority (GVHA).

VARM requested TyPlan Consulting and Management (TyPlan) to address potential safety impacts specific to the placement of the Proposed Vessel at Ship Point Pier.

**Current Use and Activities**

The existing uses surrounding the site under consideration are presented on Exhibit 1 below and consist of transient moorage, water oriented tourism activities and seaplane operations. Noted on the orthophoto is a large vessel that was moored at the site at the time of the photo, with the Proposed Vessel superimposed.



The Proposed Vessel, when compared to the vessel moored at the site in Exhibit 1, appears to be similar in beam (width). As the beam of the vessel represents the critical distance related to seaplane maneuverability, this suggests that Vessel would not impact seaplane operations.

The current use, as transient moorage, requires more frequent transits to and from the moorage slip, resulting in a greater potential to disrupt local navigation and aeronautical operations. For the purpose of illustration, the Proposed Vessel is shown in relation to a Twin Otter Seaplane, that is moored at the south dock of seaplane operations (Harbour Air). We note distances between the seaplane and the Proposed Vessel as shown on Exhibit 1, as:

1. 23.4m (83.3 ft): distance between Ship Point Pier and Harbour Air dock
2. 30.7m (100.7 ft): distance between the beam point of the Proposed Vessel and the Harbour Air dock
3. 18.2 m (59.7 ft): distance between the Twin Otter wing tip and the Proposed Vessel position

**Exhibit 1: Site Location**





**Assessment of Harbour Air Seaplane Operations**

Seaplanes are moved parallel to the south facing access dock to access the main channel for take-off and landing. Exhibit 2 below illustrates the procedure, as well as the distances between the docks and the seaplanes. Referenced is the Twin Otter, the largest seaplane in Harbour Air’s fleet.<sup>1</sup>

**Exhibit 2: Sea Plane Movements**



<sup>1</sup> The procedure for moving seaplanes along the docks have been noted by seaplane Pilots who also indicated that Twin Otters are not moored at this site although we have referenced the largest seaplane in the Harbour Air fleet



## Regulation of Marine Airports in Canada

The existing regulatory framework in Canada provides no operational requirements specific to marine airports.<sup>2</sup> The current regulations for the certification of aerodromes as airports (CARs Part III, Subpart 2) and the associated standards (Aerodrome Standards and Recommended Practices - TP 312) are intended for the certification of land aerodromes as land airports. On July 8, 2019, Transport Canada released a Notice of Proposed Amendment to amend the *Canadian Aviation Regulations* (“CAR”) to establish regulatory requirements for the operation and certification of water airports in Canada. The amendment would establish the requirements for the certification and operation of water airports in Canada and allow a standardized application of safety requirements by Transport Canada.

## US Department of Transportation Federal Aviation Administration (AC 150/5395 1B 8/31/2018)

This advisory circular (AC) from the Federal Aeronautical Association (FAA) provides guidance to assist operators in planning, designing, and constructing seaplane bases and associated facilities.

The advisory circular notes the following definitions and explanations regarding requirements for Sea Plane Bases.

**Docking Area.** *A defined area on a seaplane base either fixed or floating, intending to accommodate seaplanes for the purposes of loading or unloading passengers or cargo, or refueling, parking, or maintenance. (Reference: AC 150/5300-18.)*

**Obstruction.** *Any object, including a parked aircraft, which may hinder aircraft operations, or which may have an adverse effect upon the operation of an air navigation facility.*

**Turning Basin.** *A water area used for the water taxi maneuvering of seaplanes along shoreline facilities and at the ends of a narrow sea lane.*

**Operating Space Between Shoreline Facilities.** *The desired clearances between the various docking and pier units, barges, and ramps has a decided influence on their arrangement and location. Each of these units should be so located such that a seaplane may approach and tie up in anyone of the available berths when adjacent units are occupied.*

***When seaplanes are operated between such units under their own power, the recommended minimum separation between the designated edge of the turning basin (8/31/2018 AC 150/5395-1B 4-18) and the near faces of adjacent units (fixed docks, piers, floats, ramps, or barges) is 50 feet because a water-borne aircraft can normally be taxied safely past obstructions as close as about one half of its wingspan.***

***Where seaplanes are moved by hand between adjacent units, the separation between the designated edge of the turning basin and these adjacent units may be less than 50 feet to facilitate the handling process.***

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<sup>2</sup> Canadian Aviation Regulation Advisory Council, Notice of Proposed Amendment, July 8, 2019.



**Observations and Findings**

1. As illustrated on Exhibit 2 of this technical memorandum the Proposed Vessel placement does not appear to affect the safety of navigation or aviation in the area.