VILLAGE OF SAYWARD WORKING WATERFRONT PROJECT

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PHASE 1: DETAILED DESIGN







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Note: This document is best viewed in "two-page" mode, as facing pages tend to correspond to each other.

INTRODUCTION, RATIONALE, AND CONTEXT

A1. Project Overview

This report provides detailed concept designs for Phase 1 of the Sayward Working Waterfront Project (WWP). The WWP was a stakeholder-driven concept plan and design directed toward local economic development through the creation of a network of tourism and marine-industrial infrastructure that offers a unique visitor experience, while also serving the local community. The project funding will support the implementation of the first phase of the WWP – the WWP Destination Trail, the WWP Gateway, and one WWP Interpretive Lookout Area ("Boom Boat Lookout"). Together with future phases, these cohesive elements will become integrated in the creation of the community's Working Waterfront vision.



A2. Introduction & Rationale

Fifty years ago, Sayward washome to booming forestry operations and a bustling harbour. Since then, the Village has lost two major economic drivers: Weyerhaeuser bought out MacMillan Bloedel and moved its operations to Menzies Bay; and, with the improvements to Highway 19, BC Ferries moved the ferry terminal to Port Hardy. As a result, Sayward has seen a significant decline in residents, jobs, and overall economic outlook.

As a result the community has significant need for economic revitalization and has undertaken a number of recent initiatives to identify opportunities and plan for economic diversification and growth.

Central to these opportunities is the harbour and waterfront located in Kelsey Bay, as well as the adjacent Salmon River Estuary. Sayward's natural beauty, abundant wildlife, and accessible coastline make it a strong candidate for tourism and outdoor recreation. The WWP seeks to integrate, link, and improve on existing infrastructure and activities to establish an experiential tourism industry rooted in a vital, resilient working waterfront. Experiential tourism is a growing sector, in which visitors seek out authentic interaction with local industry, craftspeople, and artists – as well as related history and culture.

Sayward is well-placed to tap into this market through the development of interconnected tourism, marine-industrial, and social-cultural infrastructure (as detailed in the Working Waterfront Project). This will allow visitors to experience Sayward's modern day context, including commercial fisheries, forestry, and coastal community life, along with [a] thousands of years of indigenous cultural history, [b] strongly-rooted settler's history of forestry and trade, and [c] the extraordinary ecology and breathtaking natural environment that has drawn people to the Sayward Valley and Salmon River Estuary since time immemorial.



A3. WWP Context

The WWP Vision document provides planning and design direction, as well as an implementation strategy for realizing this important local economic development initiative for the community. Primary elements of the plan (above) include [a] a redeveloped community wharf; [b] a visitor's hub with fishing platform and small commercial units (e.g., seasonal food vendors, eco-tourism operators); [c] extensive marina improvements, including recreational moorage, new marina office, and marina services (e.g., laundry, washrooms, ice); [d] complementary private upland development [e] a redeveloped boat launch, and [f] a Destination Trail and network of interpretive areas, including a WWP gateway pavilion with parking, landscaping, interpretive information, shelter, and parking.



A4. Rationale for Phase 1

The Trail, Gateway, and Boom Boat Lookout represent the ideal first phase of the WWP, as future phases depend on and will be catalyzed by their presence. The WWP Trail is the critical project element that both links waterfront features and activities and connects the WWP to the Village's existing trail system. The WWP Gateway, with views of Western Forest Products active log sort, is the entry point for visitors to experience the working elements of Sayward's waterfront. It acts to physically define the working waterfront and provides key interpretive and wayfinding features. Finally, the Boom Boat Lookout is the closest Interpretive Lookout Area to the Gateway and serves as a well-placed rest area for walkers (between the log sort and marina) and engaging viewpoint of Mt. H'Kusam, the Johnstone Strait, and the immediately adjacent 'boom boat ballet'.

Stakeholder Support

The WWP is very much a stakeholder-driven initiative. The planning, design, and implementation strategy was directly informed by a series of in-depth stakeholder consultations, including workshops, surveys, and focus interviews. Moreover, the final document was backed by staff and unanimously supported by Village Council.



A5. Interpretive Themes

The WWP is founded upon both the present day and historical richness of the Sayward waterfront and wider Sayward Valley. The WWP will include engaging and interactive interpretive areas dedicated to the following broad topics: Industry (i.e., forestry and fishing); First Nation history, context, and culture; settler history; and the environment (e.g., flora, fona, aquatic and terrestrial ecosystems). The subsections below offer brief highlights into these topics areas:

INDIGENOUS HISTORY & CULTURE

- » Historically, H'Kusam village sat on the border between the Kwakwaka'wakw and Coast Salish peoples (today, it is a K'omoks First Nation reserve). The village was strategically placed on the south bank of the Salmon River, with access to the richness of the Salmon River, estuary, and Johnstone Strait.
- » The Kwakwaka'wakw referred to Mt. H'Kusam (as it is named, today) as Hiyatsee Saklekum or "where the breath of the sea lions gathers at the blow hole", due to the unique weather phenomenon that often see clouds clinging to the upper mountainside.

INDUSTRY

» Logging started in the Sayward Valley in the late 1800s. Due to logging practices in the area and a unprecedented dry spell, the area suffered a massive forest fire in 1938, burning roughly 35,000 hectares.

- » The result was a more modern approach to reforestation than previously seen in BC – over 700,000 trees were planted in the Sayward Valley in 1939.
- » Over time, Sayward became a popular commercial and sport fishing area, with easy access to the Johnstone Strait and in immediate proximity to the Salmon River Estuary.

SETTLER HISTORY

- In the late 1800s, early traders recognized the rich natural resources in Kelsey Bay and the Sayward Valley. An early settlement was soon established that became a stop on the coastal steamship in the early 1900s.
- » MacMillan Bloedel purchased the adjacent logging "beach camp" and built a townsite for its employees, which evolved into the Village of Sayward as we know it, today.

NATURAL ENVIRONMENT

- » The Sayward Valley, Kelsey Bay, the Salmon River, the Salmon River Estuary, and the Johnstone Strait are all rich with ecological value.
- » Neary, visitors can see black bears, orca, bald eagles, steelhead salmon, and much more.



WORKING WATERFRONT PROJECT DESTINATION TRAIL

B1. Trail Concept

The WWP Destination Trail is the vital backbone of the entire project, linking features, activities, uses, and interpretive areas in the creation of a cohesive user experience.

The WWP Trail is designed to be adaptive and incremental in nature – in its design (e.g., materials) and planning (e.g., route) – to optimally serve the WWP area over time. For example, the path will be constructed from compacted crushed gravel to start; however, over time, areas will be redeveloped in concrete or brick paver to respond to increased use and upland development. And, the initial route will primarily follow Sayward Road, from the edge of town to the wharf; however, over time, the trail can be adjusted to respond to upland and marina improvements to remain at the water's edge.

B2 Key Elements

The key elements of the WWP Trail are the trail surfacing, landscaping, wayfinding signage, and access and safety features, such as physical separation from vehicles. The gallery on the following page provides some precedent images of the 'types of things' envisioned for the trail.



Example of large gateway signage.



Example of trail wayfinding signage.



Example crushed gravel trail construction with natural landscaping.



Example of potential concrete/asphalt trail sections.



Example of illustrated wayfinding marker.



Example of crushed gravel waterfront path.

B3. Precedent Images

The above images represent the 'types of things' to be developed as part of the WWP Trail implementation. Detailed concept designs can be found on the following pages.



B3. Trail Sections

The two trail sections on p. 12-13 are detailed concept designs, indicative of final construction drawings. The design proposes at least two trail typologies to be applied throughout the project area, depending on available shoulder width. This page shows a minimal physical separation from the roadway, enhanced by a physical barrier where feasible. The adjacent section shows a larger, landscaped buffer.





Working Waterfront Project Gateway

C1. Gateway Concept

The WWP Gateway is the entry point to the WWP area, welcoming visitors and providing key interpretive and wayfinding information, as well as interesting social, cultural, and/or historical elements (e.g., art, artifacts).

The Gateway is designed to be visually engaging and evoke curiosity to draw people to the waterfront; provide weather protection and seating to encourage year-round activity, and present important interpretive and wayfinding displays to set the stage for the entire project. Interpretive information would be an introduction to the social, cultural, economic, and environmental context (present and past) of the WWP area, with dedicated displays for forestry, as this also marks a viewpoint to the Western Forest Product's log sort.

C2. Key Elements

The key elements of the WWP Gateway are a gateway structure/building, interpretive and wayfinding signage, vertical or novel elements to attract visitors, parking, seating, landscaping, and a viewing platform.



Example of a gateway pavilion with interprective signage.



Example of a lookout platform overhanging a natural area.



Example of a lookout platform with shelter.



Example of gateway and wayfinding signage.



Example of project branding and signage.



Example of rest area and gateway signage.

C3. Precedent Images

The above images represent the 'types of things' to be developed as part of the WWP Gateway implementation. Detailed concept designs can be found on the following pages.



C4. Conceptual Site Plan

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C5. Conceptual Design Illustrations



WWP Gateway: Conceptual design illustration, looking north.



WWP Gateway: Conceptual design illustration, looking northwest.



WWP Gateway: Conceptual design illustration, looking southeast.

C6. Conceptual Elevations

The Gateway Structure includes a raised cedar timber frame construction, an observation deck, interpretive and wayfinding signage, seating, and novel/ vertical elements to draw the eye and create a cohesive identity throughout the WWP area.



Gateway building: Conceptual Front Elevation



Gateway building: Conceptual Rear Elevation



Gateway building: Conceptual Side Elevation



Gateway building: Conceptual Side Elevation

Working Waterfront Project Interpretive Lookout #1

D1. Lookout Concept

The WWP Interpretive Lookouts represent a variety of "rest" areas along the Destination Trail. These lookouts are key interpretive areas, guiding visitors through an authentic experience of the past and present of Sayward's working waterfront. They are also places to sit, stay, and enjoy the area. The first lookout (#1) is positioned overlooking the Western Forest Products booming grounds. Visitors will be invited to read about the history of forestry in the Sayward Valley and the current operations in front of them – including the intricate dance of the boom boats or the "Boom Boat Ballet".

D2. Key Elements

The Boom Boat Ballet Lookout is the first rest area along the trail, north of the gateway. The lookout is designed to provide visitors with an excellent, front row view of the bustling booming ground operations, while gaining understanding of the present and historical context for the activity. The lookout functions in similar ways to the Gateway, at a smaller scale, evoking curiosity and encouraging year-round activity. The key elements of the lookout are seating, weather protection, interpretive information on forestry, and a viewing platform with an optimal vantage point.



Example of a rest area with shelter and interpretive signage.



Example of a lookout platform with interpretive signage.



Example of a raw timber bench.



Example of a lookout with interpretive signage.



Example of a rest stop with signage and seating.



Example of lookout platform.

D3. Precedent Images

The above precedent images represent the 'types of things' to be developed as part of the WWP Interpretive Lookout implementation. Detailed concept designs can be found on the following pages.

2. CONTRACTOR TO VERIFY ALL DIMENSIONS AND REPORT ANY DISCREPANCIES TO LANDSCAPE ARCHITECT. PROPERTY LINES TO BE VERIFIED PRIOR TO CONSTRUCTION. PROPOSED GATEWAY STRUCTURE - REFER TO MODEI PROPOSED SEED MIX TO RECLAIM DISTURBED AREAS QTY: 105 SQ.M (1,130 SQ.FT) PROPOSED GRAVEL SURFACE REFER TO ELEVATION DETAIL SUPPLY 75mm OF NATURAL COLOUR CEDAR OR COURSE FIR BARK MULCH TO ALI PROPOSED TREE AND SHRUB BEDS. 6. TREES AND SHRUBS TO BE GUARANTEED FOR 2 GROWING SEASONS BY CONTRACTOF ALL REPLACEMENTS TO BE AT CONTRACTOR'S EXPENSE. PROPOSED LOCAL FEATURE STONE BOULDER 3. ASSUMES IRRIGATION IS NOT REQUIRED PLANTS MAY REQUIRE REGULAR WATERIN FOR 2 YEAR ESTABLISHMENT PERIOD. CONTRACTOR TO CONFIRM ELEVATION. COATION, AND GRADIENT OF SURROUND GRADES AND PROVIDE A SMOOTH TRANSITION. 1. PLANT SCHEDULE TO BE DETERMINED DETAILED DESIGN PHASE. 3' HIGH TIMBER GUARDRAIL 5. INSTALL 150mm MIN. DEPTH TOPSOIL I AREAS TO BE SOD OR SEED. 2. PROTECT ALL EXISTING TREES AND SHRUBS DURING CONSTRUCTION. 3. PLANT MATERIAL SHALL MEET ALL REQUIREMENTS OF THE LATEST EDITIO THE CANADIAN UNSERY TRADES ASSOCIATION GUIDE SPECIFICATIONS F NURSERY STOCK UNLESS OTHERWISE SPECIFIED. 7. ANY PLANT SUBSTITUTIONS TO BE APPROVED BY LANDSCAPE ARCHITECT PROPOSED VEGETATION 1. DESIGN IS SCHEMATIC AND NOT FOR CONSTRUCTION. DETAILED DESIGN IS REQUIRED PRIOR TO CONSTRUCTION. 4. ANY CHANGES OR ALTERATIONS TO DRAWINGS SHALL BE APPROVED BY LANDSCAPE ARCHITECT. 0 1.25 3.75 6.25m PLANTING NOTES: GENERAL NOTES: • LEGEND - NORTH - 2.0m WIDTH (+/-) GRAVEL MULTI-USE TRAIL WITH CONCRETE DIVIDER FROM SAYWARD ROAD FOR PROTECTION - PROPOSED VERTICAL GATEWAY FEATURES AND LANDSCAPING PROPOSED CANTELIVERED DECK PROPOSED INTERPRETIVE LOOKOUT WITH ROOF STRUCTURE AND SIGNAGE PROPOSED BENCH TYP. GAOA GAAWNAR

D4. Conceptual Site Plan

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D5. Conceptual Design Illustrations



WWP Gateway: Conceptual design illustration, looking north.



WWP Gateway: Conceptual design illustration, looking east.



WWP Gateway: Conceptual design illustration, looking southeast.

D6. Conceptual Elevations

The proposed Lookout Structure includes cedar timber frame construction, a cantilevered lookout platform, interpretive signage, seating, and novel/vertical elements to draw the eye and create continuity throughout the WWP area.



Gateway building: Conceptual Front Elevation



Gateway building: Conceptual Rear Elevation



Gateway building: Conceptual Side Elevation



Gateway building: Conceptual Side Elevation

WORKING WATERFRONT PROJECT PHASE 1 COSTING ESTIMATE

E1. Costing Overview

The table on the following page provides high-level costing estimates for the construction of Phase 1 of the Working Waterfront Project, including the WWP Trail, Gateway, and Lookout #1.

Costing estimates are preliminary estimates of probable costs, not guaranteed cost figures nor for construction purposes. All estimates include supply and installation, except where noted. Estimates do not include haulage, maintenance, unforeseen site conditions, and other costs associated with construction phasing and staging.

E2. WWP PHASE 1 CONSTRUCTION ESTIMATE			
DESCRIPTION	\$/unit	UNITS	TOTAL
WWP TRAIL		, ,	
Trail Construction 150mm depth crushed gravel trail – Avg. 2.0m width, 1,600 linear metres = 3,200 sqm – Includes preparation, compaction, finished grading	\$35/sqm	3,200	\$112,000
Trail Landscaping Topsoil, seeding, and planting on disturbed areas, including replacement of removed trees	\$20,000	1	\$24,500
Guardrail Safety guardrail where side slope exceeds 2:1 within 1.0m of trail edge – per relevant standard and ideally a combination of metal and timber	\$90/m	215	\$19,350
WWP GATEWAY			
Gateway Structure Cedar timber frame structure with limited glazing, lookout deck with guardrail and binoculars, seating, green roof, electrical, and interpretive signage	\$200/sf	250	\$50,000
Gateway Landscaping Deciduous trees (7), coniferous trees (3), shrubs, ornamental grass planting, bark mulch, feature boulders, and seed mix for disturbed areas	varies	varies	\$24,000
Gateway Site Furniture Bench (3), interpretive sign (1), and trash and recycling receptacle (1)	varies	varies	\$12,200
Gateway Parking Gravel paving for parking lot, timber guardrail in place of curb stops, and locally fabricated bike rack	varies	varies	\$15,000
WWP LOOKOUT			
Lookout Structure Rest area shelter, cantilevered lookout platform, guardrail, signage, seating, and binoculars.	\$200/m	150	\$30,000
Lookout Landscaping & Site Furniture Bench (1), shrubs, ornamental grass planting, bark mulch, boulders, and seed mix for disturbed areas	varies	varies	\$10,000
ARCHITECTURAL AND LANDSCAPE DESIGN	FIXED		\$40,000
CONTINGENCY	FIXED		\$30,450
		TOTAL	\$367,500

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VILLAGE OF SAYWARD WORKING WATERFRONT PROJECT PHASE 1: DETAILED DESIGN

