



Capital Culture District | Comprehensive Development

Credits

- Owner** | Reliance Properties Ltd.
- Architect** | D'Ambrosio Architecture + Urbanism
- Landscape Architect** | Hapa Collaborative
in collaboration with MDI Landscape Architects Inc.
- Civil** | Associated Engineering
- Transportation** | WATT Consulting Group
- Heritage** | Community Design Strategies
- Electrical** | e2 Engineering Inc.
- Surveyor** | GeoVerra
- Geotechnical** | Ryzuk Geotechnical
- Environmental** | PGL Environmental
- Archaeology** | Stantec
- Arborist** | D. Clark Arboriculture

Assumptions And Qualifications:

As a development analysis, aspects of this study are informed by assumptions and estimates pending further technical research and confirmation.

The following are assumptions made in the composition of the conceptual planning and development data:

1. The illustrated design and data are based on preliminary programming of use, functional area and height. The buildings and data in the enclosed study are conceptual in nature and do not constitute detailed design for each building. Site architecture and servicing programming, and design parameters must be determined as the basis for a full design process for each building.
2. Rights-of-way, plazas and public pathways are subject to negotiated agreements between the owner and the City of Victoria.
3. Utilities are anticipated to remain underground and are subject to further study and engineering design regarding location, capacity, ownership, statutory rights-of-way and covenants.
4. Photographs of existing places and features have been included in this study to help the reader understand the inspirations and precedents for the plan as envisioned by the design team. They depict the human scale, texture, open space and building composition and amenity that is intended for the urban design of the area.



- Submission history:
1. October 2021, Rezoning Submission
 2. June 2022, Revised Resubmission (r1)
 3. May 2023, Revised Resubmission (r2)

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Capital Culture District Project Summary

Proposed Rezoning (6.7 acres)

Vision

- Subsequent Development Permit Applications for each phase/building
- Catalyst for Victoria 3.0 Arts and Innovation District
 - Balanced Public and Private Mix
 - Robust Infrastructure
 - Urban Reconnection
 - Social Diversity
 - History as Inspiration

OCP amendment

Redistribution of residential land use

FSR 3:1

Density to align with OCP

Building Height

Ranging from 3 - 7 storeys and two at 15 and 20 storeys

Heritage Building Retention

1824 (Valhalla Pure), 1900 (Capital Iron), 1910 Store Street (Hands on Clay Collective)

Mixed Land Uses

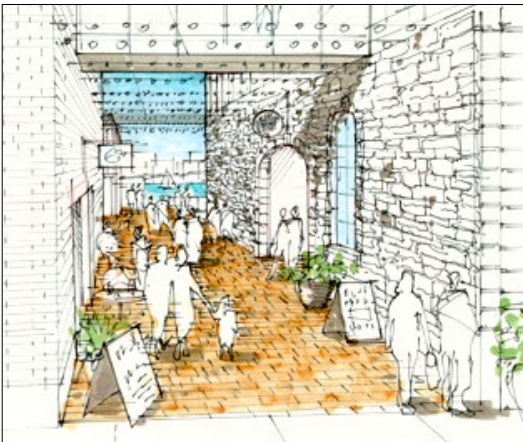
Light industrial, marine-related uses, commercial, residential, live/work, high-tech, arts and cultural uses, etc.

Various Housing Types

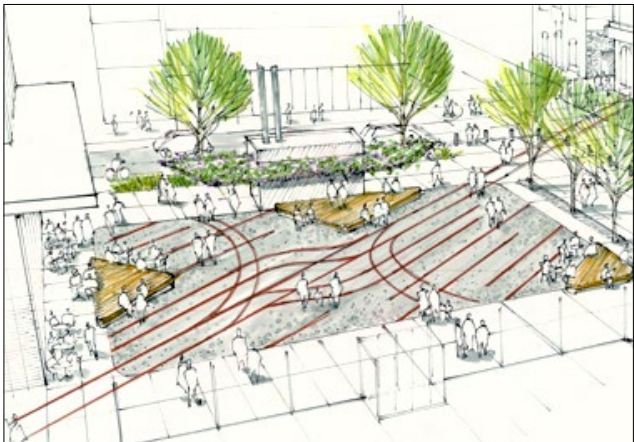
Market Rental; Affordable Rental; Strata; Artist Live/work

Key Community Amenity Contributions

- Site for the new Art Gallery of Greater Victoria
- A network of public spaces including a plaza and extension of the Harbour Pathway
- Heritage building retention and adaptation
- Rental housing (with affordable)
- Streetscape improvements



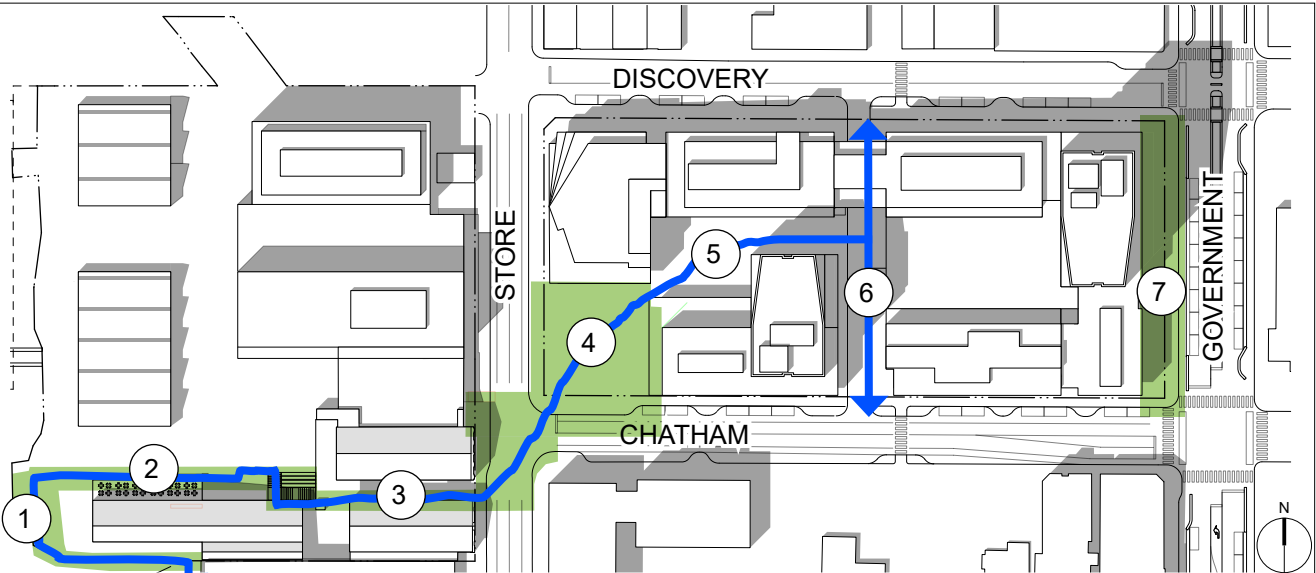
Flour and Rice Alley



Street Meet Square

Open Space Network:

- 1 Harbour Pathway
- 2 Harbour Concourse
- 3 Flour and Rice Alley
- 4 Street Meet Square
- 5 Artisan Alley
- 6 Mid-Block Lane
- 7 Treed Promenade



Executive Summary

This document describes the proposed Comprehensive Urban Design Plan for the area now called the Capital Culture District (formerly known as ‘The Capital Iron Site’ and more recently as ‘LoRo’, Lower Rock Bay). The project is conceived as the first redevelopment in the district intended as the City’s Victoria 3.0 initiative, Recovery Reinvention Resilience 2020-2041, an economic action plan that accompanies the City’s Official Community Plan to 2041. The 6.7 acre site is comprised of privately held properties that border the Burnside and the Downtown Victoria neighbourhoods. Civic addresses of the properties are: 1824, 1900, 1907, 1908, 1924, 2010 Store Street and 530 Chatham Street, now occupied primarily by paved parking and storage lots with commercial buildings. The Comprehensive Urban Design Plan presented here is the subject of a Rezoning Application to create a new Comprehensive Development (CD) zone for the Capital Culture District, with a minor amendment to the Official Community Plan (OCP). The site-specific CD Zone will enable phased building and incremental site development.

Subject to adoption, the CD zone will guide each architectural and site development proposal through subsequent Development Permit and Building Permit Application processes. Confidence is high that the phased development will breathe new life into this significant urban area by improving the interface and connections with the Upper Harbour, Old Town, Chinatown, and the City’s Downtown core.

Urban Resilience

Careful consideration has been given to the objectives of the City as expressed in Victoria 3.0 and to pre-application input from the Downtown Residents and the Burnside Gorge Neighbourhood Association. The plan accommodates employment uses that include light industrial, technology, commercial, marine access, and arts and cultural facilities. Three heritage registered buildings will be preserved and adapted in compliance with Heritage Guidelines. Residential (both rented and owned) as well as purpose-built Artist Live/Work uses are included. The proposed distribution of residential and live/work uses will require a reasoned OCP amendment as part of the Rezoning Application.



Existing Aerial View

Executive Summary (continued)

Building Typology

The Capital Culture District Urban Design Plan proposes a Floor Space Ratio (FSR) of 3.0:1 for the entire site, which complies with current Zoning Bylaws and the OCP. It is important to note that, if calculated on individual sub-project sites, the Floor Space Ratio will appear higher than that anticipated in the Burnside Neighbourhood Plan.

Building heights ranging from 3 to 20 storeys are proposed, exceeding those anticipated by current policy. However, the increase in allowable heights is considered reasonable and rationalized as the means to creating a significant amount of public open space and amenity contributions.

New public open spaces include: Flour and Rice Alley, Harbour Concourse, Harbour Pathway, Street Meet Square / Art Gallery Plaza, Artisan Alley, Mid-block Lane and the Government Street Promenade.

Building Height Rationale

Through detailed study, priority was given to public and semi-public open space networks and connections with street rights-of-way. These spaces constitute an armature of public access and circulation through the entire project site and reflect the City’s Victoria 3.0 intentions. This rare opportunity of land ownership scale allowed design of and interconnection with Old Town, Chinatown, the Harbour and the historic main North-South urban entry arterial to Downtown, that is Government Street.

This network of spaces includes a continuation of the harbour pathway, an intimate alley framed by heritage buildings, a connection to the water through the harbour concourse, a prominent public plaza, an active mid-block lane and a linear park boulevard along the west side of the property’s Government Street boundary.

These positive public gestures are made possible by the reconfiguration of the as-of-right, zoned density allocation of the property without an increase in overall density. This means that the density currently assigned to the properties that comprise the project had to be planned comprehensively in a way that will achieve overall economic viability. The phased development concept that emerged uses taller building forms to accommodate the required amount of buildable floor area, so that an appropriate amount of site space will remain for public open space, pedestrian access, and cultural facilities.

The challenge was to implement an important urban design strategy to make proportions (width of street to height of buildings) of the streets comparable with the pedestrian-scale of the frontages of older parts of older cities, including Victoria’s adjacent Old Town District (typically 5 or 6 storeys, with some up to 7 or 8 storeys). Adaptation of some planning policy and height guidelines are required to enable Victoria 3.0 ideas to be realized. To reconcile these differing priorities, the solution is to design the lower floors of buildings as a base (or podium) for the set-back taller portion, so that the desirable street proportions are achieved. This method



Future Capital Culture District

is employed in locating two towers of 15 and 20 storeys in height, with 5 storey podiums that support the street edges. The position of each tower has been carefully selected to minimize negative impact on pedestrians. As the project site is almost 2 city blocks in size, the taller portions are able to be located with ample space around them, and the urban form shaped to step incrementally from East to West down towards the water. This composition achieves intended street-scaling heights of 3 to 7 storeys to deliver good ground access and daylight to the majority of light-industrial, employment commercial, and other non-residential buildings. The taller residential buildings (rental, artist live-work and condominium apartments) are situated to improve livability by maximizing daylight, views, and privacy.

The exceptional opportunity to comprehensively plan and design such a large (6.7 acres) urban brownfield site was embraced by the Design Team from the outset of the project and shared with City Planning officials and members of Council. The project scale offers significant advantages, notably the creation of a generous amount of well-configured public space and amenities while making significant economic investment in Downtown Victoria. The proposed zoning will enable this investment to achieve viability while being of long-term economic benefit to Victoria.

Finally, and significantly, the proposal includes a commitment to provide the Art Gallery of Greater Victoria with a site and density allocation to construct their new downtown public gallery. Located adjacent to the public plaza at the heart

of the redevelopment, the gallery site is offered as part of the Community Amenity Contribution. Beyond that the gallery, with its programmable public plaza, will be a synergistic catalyst for the City’s Victoria 3.0 vision of innovation, artistic, economic, and ecological balance for a healthy complete community. This first investment to redevelop the district will set the tone of Victoria’s Arts and Innovation District as a combined community and a private development success over time.

The overarching intention of this Application is to put in place a Zoning Bylaw that enables the creation of a final urban design, buildings and infrastructure for a vibrant, resilient, beautiful new part of Downtown Victoria that will be a catalyst for the future of the entire emerging Arts and Innovation District.

1 | Historic Summary

The Site's Early History

For thousands of years before European colonial presence, indigenous people lived and hunted in the area. The Lekwungen-speaking peoples (Esquimalt and Songhees Nations) shared the shores of the inlet and bays. In early colonial times, the area was used as a camp for visiting Tribes while trading with settlers and merchants at Fort Victoria. This ended around 1860 when a smallpox epidemic afflicted many of the visiting aboriginal groups. The Songhees and Esquimalt Nations through the joint Matullia Organization, have re-acquired the nearby former site of the BC Hydro installation to the south of the Rock Bay and have long-term intentions for the lands.

The so-called Capital Iron site, DcRu-116 is a pre-contact archaeological site as described by Grant Keddie, Curator, BC Archaeology. In 1976, an archaeological excavation was undertaken related to construction activity for a new building. 133 artifacts were recovered and it was determined that the site was first occupied in 260 A.D. to 424 A.D.



Historic Map, mid to late 1800's



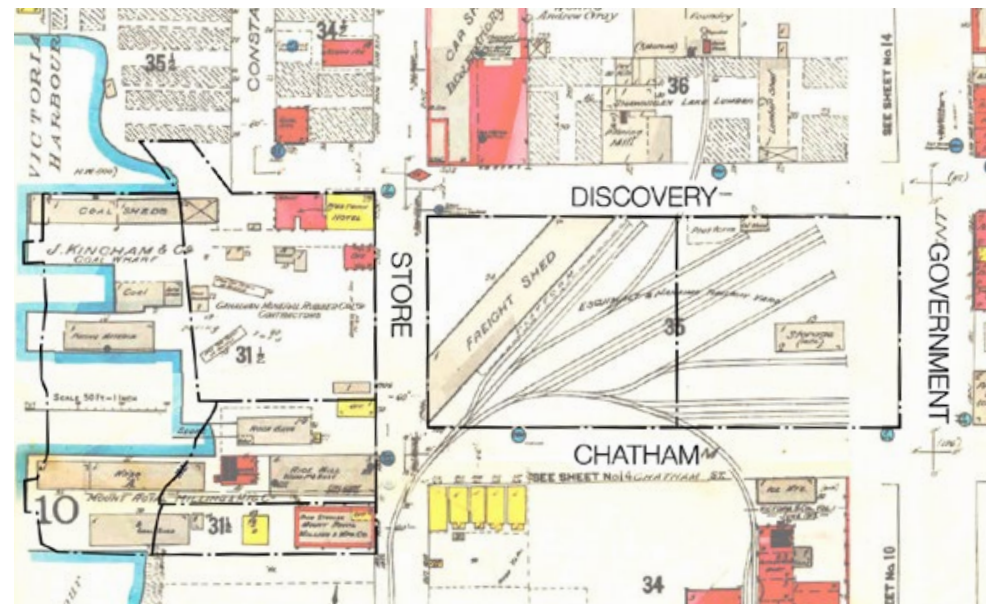
A sampling of recovered artifacts found on the project site in 1976
Clockwise from top: Ground deer phalange artifact; fishing related artifacts; worked stone flakes

Post Colonial/ Modern History

From the early 1800's, industries lined the shore of what is now known as the Upper Harbour and Rock Bay. Historical activities around the area included: tanneries, sawmills, an asphalt plant, a propane tank farm, and a concrete batch plant. A coal gasification plant operated by Victoria Gas and BC Electric (a predecessor to BC Hydro) provided power to the city from 1862-1952 and left extensive contamination behind at the southern edge of the Bay. In the 1930's uses on the subject site included coal sheds, rock bins, offices, a hotel, rice milling, warehousing, freight sheds, ship dismantling, scrap metal salvaging, and a railway yard.

Historic Preservation

The Capital Culture District project intends to respect and commemorate both indigenous and colonial histories of the site. The City of Victoria, mandating Victorian-colonial heritage preservation, has included buildings at 1824, 1900 and 1910 Store Street in the Heritage Registry. Accordingly, they will be preserved for adaptive re-use in general compliance with applicable Heritage Guidelines.



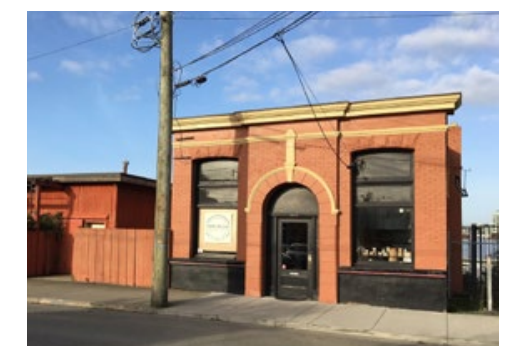
Fire Insurance Map, 1931



Looking east across project site
Photograph circa 1947



from left to right:
1824 Store Street;
1900 Store Street;
1910 Store Street



1.1 | 1824 Store Street

Victoria Rice and Flouring Mills, 1891

Building History

The Victoria Rice and Flouring Mills building was designed by local architect Leonard B. Trimen, in the derived neo-classical idiom typical of colonial architecture of the day. The structure was originally built as a storage warehouse for the Montreal-based Mount Royal Milling and Manufacturing Co. (MRMM), who operated the Victoria Roller Flour and Rice Mills at 1900 Store Street. Typically, as a commercial building, it underwent a series of alterations in the mid-twentieth century, ultimately with the original front façade being reinstated to its original 1891 appearance in 1980.

The building carries suggestions of the Classical Revival style with the inclusion of symmetry, a triangular pediment with dentilled cornices. There are also influences of the Romanesque Revival style referenced with semi-circular arches around the central recessed entry and main floor windows, decorative pilasters, polychrome brick arranged in triangular patterns and stringcourses, and stone lintels and trim.

When the mill ceased operations in 1923, Morris L. Greene rented this building and the adjacent 1900 Store Street building in 1934 before purchasing both from MRMM at the start of WWII. Greene opened his scrap metal salvaging company, Capital Iron & Metals Ltd., where nearly 100 ships were dismantled at the Store Street wharf and salvaged by Capital Iron. In the late 1950s, white stucco was applied to the front façade resulting in the removal or covering of original façade detailing with front street level window and door openings being reduced to simple rectangular fenestrations. The brick façade was later restored to its original 1891 appearance in 1980 by local architect Claude Maurice under the direction of Ronald Greene, then president of Capital Iron and son of Morris Greene. The restoration was recognized with a Hallmark Society Award of Merit in 1981, a Letter of Commendation from the City of Victoria, and a Regional Award of Honour from the Heritage Canada Foundation (National Trust) in 1982. In 1986, a south and west addition designed by Claude Maurice was constructed, as well as two south pedestrian bridges connecting 1824 Store Street with 1900 Store Street. Only the northeast pedestrian bridge intersects with the original building. The northwest bridge connects with the west extension. During this time, several windows and two doors on the north side were removed and the openings filled in with stucco. The west addition required the entire dismantling of the west elevation. Little documentation exists as to the elevation’s original appearance other than a 1947 photograph showing the pattern of second level openings.



Circa 1891, Call No, 36005 B-4318 & CVA Store St. #4



Circa 1960, VCA 98202-19-13155 & M01275



Circa 1961, VCA 99204-05



Circa 2021, Northstar General Contracting

Conservation Approach

The heritage value of the Victoria Rice and Flouring Mills building was determined based on the Victoria Heritage Thematic Framework and lies in its association with the traditional territory of the Songhees and Esquimalt First Nations whose original settlement was situated on the upper eastern shore of the Inner Harbour as a high-positioned defensive site. The building is also associated with the resource-era boom of the 1880s and with commercial enterprises and resource-based industries of the Upper Harbour waterfront during a time when Victoria’s gateway economy and working waterfront operated as a port of entry and transshipment. The building also has value for its expression of cultural exchange through its articulation of a vernacular Victorian stylistic revival. Architect L.B. Trimen was better known for his interpretation of the Gothic Revival style and half-timbered detailing in Victoria. However, this building seems to carry suggestions of the Classical Revival style, sometimes referred to as “Neoclassical,” with references to the Romanesque architectural influences.

The Victoria Rice and Flouring Mills building, currently known as Valhalla Pure, is a heritage-registered building listed on the City of Victoria’s Register of Heritage Properties. It is in the Downtown Neighbourhood and is considered a significant historic place in Victoria. The heritage value and character-defining elements of the building are being taken into consideration in the proposed development and measures will be implemented to protect them. The approach to interventions will be guided by the Standards and Guidelines of the Conservation of Historic Places in Canada and will consist of a combination of preservation, rehabilitation, and restoration, with the primary treatment being preservation.

Overall, the proposed development will retain the remains of the building’s original 1891 form, scale, and massing of its two-storey street view and will benefit from the protection of

its character-defining elements as detailed in the building’s Statement of Significance. The 1986 south and west additions will remain, and intervention will be minimal. The two pedestrian bridges on the north side were constructed in 1986 to connect with the south wall of 1900 Store Street. The bridges are not identified as a character-defining element and, depending on the adaptive reuse, the bridges may be reconstructed in a more differentiated manner yet compatible with the two historic buildings. The central east entry will be restored as it originally appeared and fenestrations on the southeast corner will be reinstated with new windows based on archival documentation and on-site physical evidence. All surviving original windows will be preserved and repaired as necessary using in-kind material. Original openings along the north wall will be reinstated to ensure additional internal light for adaptive reuse purposes of the interior, and the breezeway between 1824 and 1900 Store Streets will be repurposed as Flour and Rice Alley for pedestrian use. Any new openings on the north elevation will respect the building’s heritage value with minimal intervention to the brick wall, and will be physically and visually compatible with, subordinate to and distinguishable from the historic building. The exterior brick front façade will be cleaned, repaired, and repointed where necessary following the recommendations of the Conservation Plan, and all other exterior materials such as wood detailing and the metal clad dentilled cornice will be cleaned, repaired, and repainted where necessary.

The interior of the building also contains character-defining elements, such as the main floor exposed wood posts and beams and metal connector plates and the second-floor post and beam construction with exposed collar ties, all of which contribute to the building’s character and, where possible, will be retained as contributing elements.

1.2 | 1900 Store Street Conservation Summary

Dickson, Campbell & Co. / Victoria Roller Flour and Rice Mills
/ Capital Iron & Metals Ltd., 1862

Building History

The Capital Iron building has undergone a layer of transformations since its initial construction in 1862. The original stone building was designed by local architects Wright & Sanders reflecting the Renaissance Revival style and built as a bonding warehouse and office for London and San Francisco-based commission merchants (i.e., importers) Dickson, Campbell & Co. Initially, it consisted of two levels, with a one-storey street level Salt Spring freestone façade facing Store Street and two freestone storeys facing the harbour. The sloping site conditions expose a rubble stone foundation wall on the south and north sides.

In 1885, the Montreal-based Mount Royal Milling and Manufacturing Co. Limited (MRMM) acquired the building and constructed a two-storey addition on the back harbour-side of the building and a low-slope hip roof over the front portion facing Store Street and operated it as the Victoria Roller Flour and Rice Mills. In 1891, MRMM commissioned local architect Leonard B. Trimen to design the extension of the rear two-storey to Store Street. Trimen’s influence resulted in a blend of Tudor Revival and Neoclassical design that incorporated wood-frame construction with three bays of multi-paned windows, horizontal shiplap siding, half-timbered detailing with overlay scrolls and quatrefoil panels, and Neoclassical motifs that include the imposing triangular pedimented gable and dentilled moulded cornice.

The mill ceased operations in 1923, after which Morris L. Greene rented this building and the adjacent 1824 Store Street building in 1934 before purchasing both from MRMM at the start of WWII. Greene opened his scrap metal salvaging company, Capital Iron & Metals Ltd., where nearly 100 ships were dismantled at the Store Street wharf and salvaged by Capital Iron. In the mid-1940s, Morris Greene removed the half-timbered detailing on the front façade and painted all elevations of the two-storey wood-frame a dark colour. In the late 1950s, white stucco was applied to the front façade with fenestration openings reframed to simple rectangular openings. In 1976, local architect Claude Maurice was commissioned to design an addition to replace a one-storey Quonset on the north side. The addition utilized Cape Horn ballast from a warehouse near the Janion that was being demolished at the same time the addition was being constructed. After Morris Greene’s death, the ship dismantling / scrap metal operations ceased in 1972. Morris Greene’s son, Ronald Greene continued to grow Capital Iron’s hardware line. He also directed Claude Maurice in the restoration of the building to its original 1891 appearance in 1980. The restoration was recognized with a Hallmark Society Award of Merit in 1981, a Letter of



Circa 1887, National Archives of Canada, PA118199



Circa 1950s, CVA 99204-05-3965



Circa 1960, VCA 9802-19-1313



Circa 1990, TrainWeb.org

Commendation from the City of Victoria, and a Regional Award of Honour from the Heritage Canada Foundation (National Trust) in 1982. In 1986, two south pedestrian bridges connecting 1900 Store Street with 1824 Store Street were constructed under the design of Claude Maurice, as was a 1994 restoration/rehabilitation of the lower-level west side fenestration openings. Ronald Greene eventually sold Capital Iron to his son-in-law in 1997. After many years of ownership and management from the Black family, the well-known hardware store Capitol Iron is intended to have a similar use / operation under a different tenure.

Conservation Approach

The heritage value of the Dickson, Campbell & Co. building, was determined based on the Victoria Heritage Thematic Framework and lies in its association with the traditional territory of the Songhees and Esquimalt First Nations whose original settlement was situated on the upper eastern shore of the Inner Harbour as a high-positioned defensive site. The building is also associated with the Fraser River and Cariboo District gold rushes, immigration, and the establishment of new enterprises and resource-based industry that occurred between 1858 and 1870, as well as its industrial association with Victoria’s gateway economy and working waterfront as a port of entry and transshipment. The building also has value for its expression of cultural exchange through its articulation of the Renaissance Revival, Tudor Revival, Neoclassical architectural influences.

The Dickson, Campbell & Co. building, known as Capital Iron, is a heritage-registered building listed on the City of Victoria’s Register of Heritage Properties. It is in the Downtown Neighbourhood and is considered a significant historic place in Victoria. The heritage value and character-defining elements of the building are being taken into consideration in the proposed development and measures will be implemented to protect them. The approach to interventions will be guided by the Standards and Guidelines of

the Conservation of Historic Places in Canada and will consist of a combination of preservation, rehabilitation, and restoration, with the primary treatment being preservation.

Overall, the proposed development will provide an opportunity for the building to celebrate its original 1862 form, scale, and massing of its three-storey street view, including the lower harbour side level, and benefit from the protection of its character-defining elements as detailed in the building’s Statement of Significance. The retention of the 1976 addition is paramount to recognizing the building as a physical record of its time, place and use as it evolved since 1962. Interventions will be minimal. The exterior expression of the 1976 addition will be evaluated at a later stage to ensure the addition remains compatible with, subordinate to, and distinguishable from the historic building. Retention of the 1976 openings in the north rubble stone wall will be determined based on future adaptive reuse, as will the retention and treatment of the south side pedestrian bridges on the south side. All exterior wood cladding will be restored to its original appearance, all existing windows will be retained and repaired based on documented evidence using in-kind materials. The location and size of new openings will respect the building’s heritage value, will minimize intervention of the stone walls, and will be physically and visually compatible with, subordinate to and distinguishable from the historic building. All exterior materials, such as stonework, wood cladding and details, and the metal clad dentilled cornice will be cleaned and repaired where necessary and all non-redundant metal anchors and flag supports will be retained as contributing elements to the building’s history.

The interior of the building also contains character-defining elements that will be preserved and rehabilitated, such as the interior face of the stone rubble wall, the round and rectangular columns, moulded wood plates and brackets, 120-foot-long wood beams, and metal connector plates. Evidence of rectangular chute plates also contribute to the building’s character and, where possible, will be retained as a contributing element.

1.3 | 1910 Store Street Conservation Summary

Spratt Building, 1892

Building History

The Spratt Building was built for Charles Joseph Vancouver Spratt, the son of Joseph Spratt who founded the Albion Iron Works in Victoria. The building is in the Burnside neighbourhood and is one of the earliest commercial buildings constructed north of Johnson Street along the waterfront. The architect and builder are not known; however, the building was constructed in 1892 as a one-storey brick building on the west side of Store Street and changes to a three-storey structure on the wharf side due to the change in the sloping site conditions.

Simple and elegant, the commercial building embodies references to the revival of various styles inspired from around the world that motivated local architects in Victoria at the time. The street-side façade is articulated by a slightly projecting central semi-circular arched entrance bay with a single light shaped transom, voussoirs, a keystone, and cut stone piers with chamfered edges that are parged to imitate cut stone. The entrance is flanked by two elongated fenestration openings with original wood windows and segmented arches of rustic stone. A semi-circular moulded cap above the entry intersects with an elongated keystone that connects with a horizontal moulded band forming part of the roofline entablature with a horizontal projecting cornice. Fenestration openings and original windows exist on the south, north and west elevations.

The building was used as an office by Charles J.V. Spratt, who inherited Albion Iron Works after his father’s death in 1888. Charles Spratt was a native Victorian and a prominent shipbuilder and engineer. He founded Spratt & Gray’s Foundry, which later led to the founding of the Victoria Machinery Depot (VMD) in c.1887-1900. Spratt died on July 9, 1941, at Victoria’s St. Joseph’s Hospital and is buried in the family plot in Ross Bay Cemetery. The building was later used by Canadian Puget Sound Lumber Co., Manning Lumber Mills, Ltd., and then later as an office by Capital Iron from 1978-93 until Store Street Holdings took ownership. The building is currently functioning as a studio for the Hands On Clay Collective on the street level, and a welding shop within the lower ground level low-hip roofed utilitarian addition.



1903 Fire Insurance Map, Library of Congress



2021, Streetfront



2021, North and West Elevation



2021, Lower Level West Elevation

Conservation Approach

The heritage value of the Spratt Building was determined based on the Victoria Heritage Thematic Framework and lies in its association with the traditional territory of the Songhees and Esquimalt First Nations whose original settlement was situated on the upper eastern shore of the Inner Harbour as a high-positioned defensive site. The building is also valued for its representation of Victoria’s resource base of the gateway economy in the early 1900s through its association with Joseph Spratt, who was the founder of Albion Iron Works in Victoria in 1861, and for its association with Victoria’s industrial waterfront and the resource-based industries that functioned within the port of entry. The building is also valued for its expression of cultural exchange through its simple and elegant articulation of a vernacular that speaks to the revival of various styles inspired from around the world and often blended to create a unique language of their own.

The Spratt Building is a heritage-registered building listed on the City of Victoria’s Register of Heritage Properties. It is in the Burnside neighbourhood and is considered a significant historic place in Victoria. The heritage value and character-defining elements of the building are being taken into consideration in the proposed development and measures will be implemented to protect them. The approach to interventions will be guided by the Standards and Guidelines of the Conservation of Historic Places in Canada and will consist of a combination of preservation, rehabilitation, and restoration, with the primary treatment being preservation.

Overall, the proposed development will retain the remains of the building’s original 1892 form, scale, and massing of its one-storey street view and will benefit from the protection of its character-defining elements as detailed in the building’s Statement of Significance. Interventions will involve the construction of an underground parking area adjacent the building to the west, a

low-rise multi-storey structure set back from the property line to maintain exposure of the Spratt Building’s south wall, and a mid-rise multi-storey structure on the west side set back to expose the entirety of the Spratt Building’s form, mass, and scale. Stepping back the development and forming a transparent connection with the building helps to solidify the building’s continued placement in its original location and creates a dialogue between new and old that signals the power of one small yet elegant commercial building, and the protection of its most significant heritage values. All exterior character-defining elements will be preserved. Fenestration openings and original wood windows on the south, north and west elevations will be preserved and repaired as necessary using in-kind material, as will the original wood and glass panelled entrance door and hardware. The lower south wall fenestration openings and original wood windows will also be considered for retention and potentially incorporated as a feature in situ. A window in a narrow fenestration opening on the west wall will be reinstated with a new window that is physically and visually compatible with and distinguishable from the historic building. The exterior brick front façade will be cleaned, repaired, and repointed where necessary, and all other exterior materials such as wood detailing and the metal clad cornice will be cleaned, repaired, and repainted where necessary following the recommendations of the Conservation Plan.

The interior of the building also contains character-defining elements, such as wainscoting, chair rail moulding, wall panelling with an upper frieze, an open rail and swing gate surrounding the stair that leads to the lower level with a similar open stair rail and newel post. The interior also contains original wood doors, a reeded glass partition, and original door hardware. It is understood that these features contribute to the building’s character and, where possible, will be retained as contributing elements.

2 | Policy Context

City of Victoria Official Community Plan

The OCP is a framework of objectives and policies that informs general land-use planning, management and political decisions.

- The property is designated ‘Core Employment’ in the OCP and has a maximum permitted density of 3:1 FSR.
- Land use is described as a mix of predominantly industrial, light industrial, high technology, marine industrial, research and development, commercial, office and complimentary retail
- Oddly, planning policy considers residential use acceptable in buildings where industrial and commercial uses are permitted, but only on floor levels above the ground floor, and then, only on the north side of Chatham St. between Store and Government Streets. This zoning complexity may be a remnant of early prohibitions intended to segregate noxious industrial activities in close proximity to people’s houses.
- Building heights of 5 storeys are preferred.

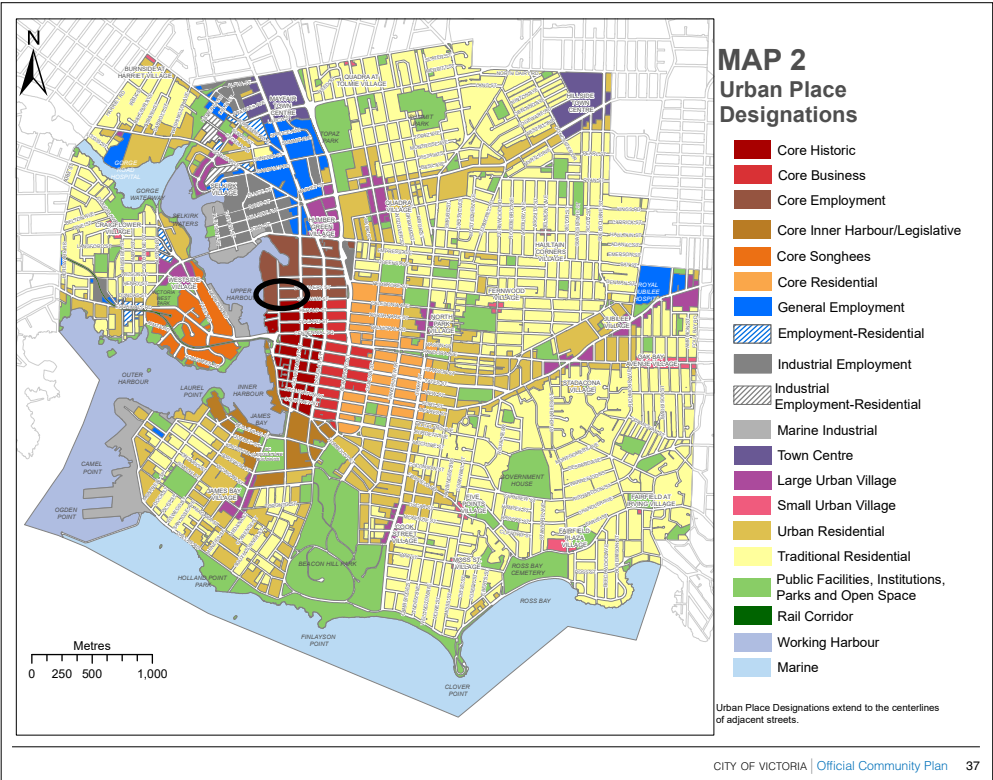
2020 | Victoria 3.0 - Recovery Reinvention Resilience

An economic action plan that accompanies the City’s Official Community Plan to 2041. It is a long-term plan and vision for a sustainable, influential city that will build a strong innovation ecosystem and create a robust and resilient economy now and for the future.

The property is located within the ‘Arts and Innovation District’ identified in the Victoria 3.0 and outlined in blue in the adjacent diagram.

The Arts and Innovation District is proposed for the north end of downtown adjacent to the harbour. It will be a hub of cross-sector collaboration, a place where research and development lead to ideas that are commercialized (turned into products and services), where new high-value, future-oriented jobs are created and where Victoria’s arts and culture sector can continue to flourish. - page 31, Victoria 3.0

https://www.victoria.ca/assets/City~Hall/Mayor~Council/Documents/Victoria%203.0%20EAP_MAY%2023%20DIGITAL.pdf



Extract from the OCP



Extract from Victoria 3.0

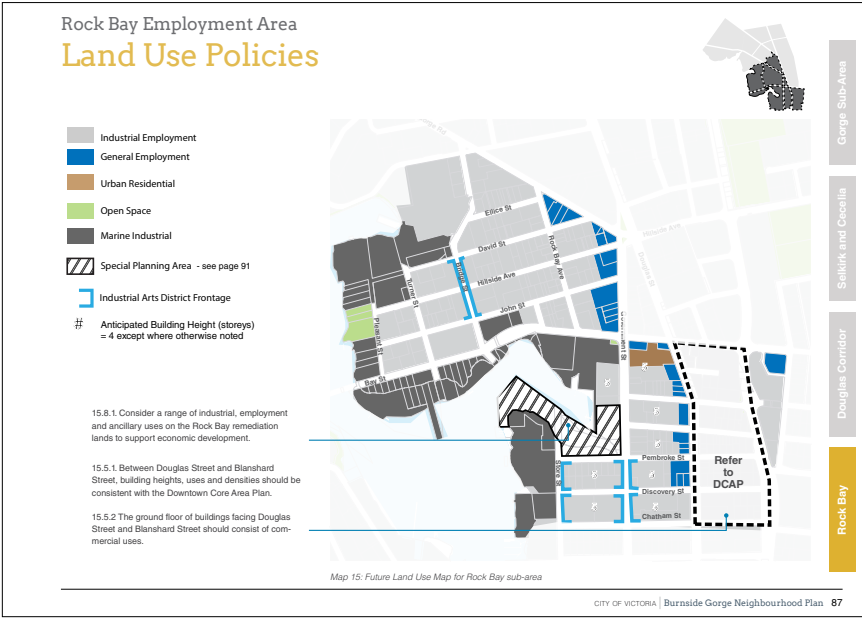
Designation	Built Form	Place Character Features	Uses	Density
Core Employment	<p>West of Douglas Street: Buildings up to approximately five storeys designed to accommodate light industrial uses on the ground floor and commercial or light industrial uses above. Building forms with at-grade spaces accommodating limited retail uses fronting onto Government Street south of Pembroke Street, and onto Store Street.</p> <p>Buildings from eight to approximately 15 storeys in height between Douglas Street and Blanshard Street.</p>	<p>Buildings set close to the street, wide sidewalks, regularly spaced tree planting and active uses at grade where appropriate.</p> <p>Green infrastructure.</p> <p>Large parcels / lots.</p> <p>Institutional and industrial buildings with common courtyard open grounds internal to the site.</p> <p>Landscape screening for serviceand parking areas.</p>	<p>Mix of predominantly industrial, light industrial, high technology, marine industrial, research and development, commercial, office and complimentary retail.</p> <p>Residential uses on upper floors in buildings containing light industrial and commercial uses are supported in the half-block on the north side of Chatham Street between Store Street and Government Street.</p> <p>Residential mixed-use, work/ live, and commercial, including office, hotels and other visitor accommodation, located between Douglas Street and Blanshard Street.</p>	<p>Total floor space ratios up to approximately 3:1.</p> <p>Total floor space ratios ranging from a base of 3:1 to a maximum of 5:1 for the area south of Queens Avenue between Douglas Street and Blanshard Street. (Maximum residential floor space ratio of 3:1)</p>

Existing OCP Urban Place Designation



Neighbourhoods

The subject site is bisected by the City’s geo-political neighbourhood boundaries. The majority of the land lies in the Burnside Gorge Neighbourhood (represented by the Burnside-Gorge Neighbourhood Association BGNA) and the southern portion of the harbourfront block is located in the Downtown Area represented by the Downtown Residents Association (DRA).



Burnside/Gorge Neighbourhood Plan, 2017

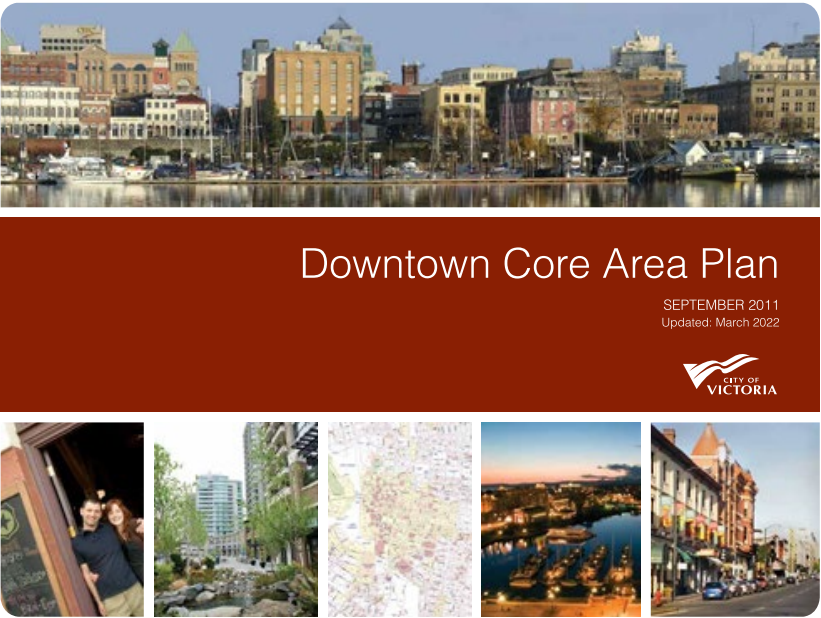
The plan helps guide future development by refining the OCP direction regarding density, form and design of new development and streetscapes. Pertinent guidelines are summarized here:

For the Harbourfront/ West Block:

- Density: FSR 3.0:1 (pg 27)
- Land Use: Marine Industrial
Description: Primary processing, marine industrial, marine transportation, warehousing, shipping, bulk materials handling, and other industrial uses and accessory offices
- Building Height: 1-4 storeys

For the Upland/ East Block:

- Density: FSR: 2.5:1 (pg 86)
- Land Use: Industrial Employment (limited residential use supported along Chatham)/ Industrial Arts
Description: Light industrial and ancillary uses on any floor; Commercial uses limited to upper floors; Art galleries, convenience grocery on ground floor only along the Industrial Arts frontages
- Building Height: up to 5 storeys
- Sub-Area: Rock Bay
- Discovery Street to become a ‘festival’ street



Downtown Core Area Plan (DCAP)

Updated in March 2022, the DCAP is a local area plan for the ‘Downtown’ and includes guidance for a portion of the lower Rock Bay area, including the subject site. Pertinent guidelines are summarized as follows:

- Density: FSR 3:1
- Land Use: Employment Centre
- Building Height (pg 79):
West Block: 15m (4 commercial; 5 residential storeys)
East Block: 30m (8 commercial; 10 residential storeys)
- District: Rock Bay
- Harbour Pathway along site frontage

DCAP Appendix 4 - includes design guidelines relating to:

- Relationship to Street: Achieving a Human Scale
- Outdoor Common Spaces
- Heritage Buildings
- Tall Buildings
- etc.

It is noted that the majority of the site is in an area intended to support light industrial uses and the emerging Arts and Innovation District. To support light industrial uses along with institutional and cultural uses and building forms, greater discretion and a more broad interpretation of the design guidelines is envisioned.

Tree Protection Bylaw (No. 21-035), 2021

The City of Victoria has adopted a new Tree Protection Bylaw, which emphasizes increasing the overall canopy cover within the city.

- All trees protected under the bylaw, including those on neighbouring and municipal property that are potentially impacted are documented.
- Trees removed for development are expected to be replaced at a ratio of at least 1:1
- There is an expectation that lots subject to development are infilled with trees using a formula based on the lot size.
- Deposits are paid to and held by the city during development.
- Where trees cannot be planted on a site, the city accepts cash-in-lieu.
- Existing small trees on a lot can be retained and counted against the expected “tree minimum”.
- Whenever possible, trees will be retained.

GoVictoria, Sustainable Mobility Strategy, 2019

With a vision for clean, seamless mobility for everyone, the strategy identifies the City’s values, policy positions, key initiatives, and strategies for supporting and shaping transportation in Victoria. The strategy sets the stage for improvements to achieve road safety, climate action, equity, and affordability goals by maximizing the use of public rights of way.

Six Key Initiatives to achieve the Go Victoria vision are:

- Achieve Vision Zero
- Transform Public Transit
- Accelerate Active and Accessible Transportation
- Shift to Zero Emissions
- Rethink the Curb
- Harness Data and Technology

Victoria Downtown Public Realm Guidelines, 2019

The Downtown Public Realm Plan represents a design framework for downtown public spaces and a detailed catalogue of furnishing, materials, colours and specifications for Downtown Streetscapes.

Key site guidance:

- Part of the Rock Bay District
- Metal components to be glossy black
- Provide corner ‘bump-outs’
- Regularly spaced street trees (8-10m) in grates
- Lighting: Modern Heritage Style Lantern
- Paving materials: trowel joint concrete; sawcut concrete; basalt pavers
- Benches: Industrial heritage style; Metal modern

Old Town Design Guidelines, 2019

Intended to protect and revitalize historic buildings and streetscapes while accommodating new development that respects and enhances the historic context. These apply to additions to #1824 and #1900 Store Street and buildings between them and the water.

Key guidance:

- Complementary relationship to existing buildings
- Maximum 3 storey difference adjacent to heritage building
- Vertical expression (building massing and windows)
- 4.5m ground floor height to accommodate commercial uses.
- High quality materials
- Residential units to have direct exterior access

Bicycle Master Plan, 1995 and Bicycle Network Map, 2016

At this writing, the 1995 Bicycle Master Plan is the current and approved policy. The Bicycle Network map replaces portions of the 1995 plan.

Key site guidance:

- Short term all age and abilities (AAA) network: Government Street
- Long Term AAA network: Store Street, Chatham Street
- Waterfront path identified in bicycle network

Urban Forest Master Plan, 2013

This plan provides guidance on the management and enhancement of treed environments throughout the city of Victoria. It is a high-level plan that provides a ‘road map’ to help the municipality invest in and maintain its urban forest for the next 20 years and beyond.

Goals include:

1. Develop and maintain strong community-wide support for the urban forest.
2. Protect, enhance and expand Victoria’s urban forest.
3. Design and manage the urban forest to maximize watershed health, biodiversity, and conservation of sensitive ecosystems.
4. Maximize the community benefit from the urban forest in all neighbourhoods.

Pedestrian Master Plan, 2008

The primary aim of the Pedestrian Master Plan is to increase the number of trips made by walking and to make those trips safer.

Key site guidance:

Block faces without sidewalks:

- Store (north of Discovery): highest priority upgrades
- Discovery: high priority upgrades

Victoria Harbour Pathway, 2008

A plan for the implementation of a pathway along the harbour waterfront between Ogden Point and Rock Bay. Key principle is that “the harbour pathway shall follow the shoreline as the ultimate preferred priority, while ensuring that existing working harbour access is not compromised.”

Key site guidance:

- Considered part of the ‘Design District’.
- Pathway is planned to be a boardwalk in front of 1810 Store Street (Value Village); back on land in front of project site and heading inland at Discovery Street.
- Harbour Ferry Landing identified at north end of project site.
- 8m wide r-o-w, including 7m asphalt path

Crime Prevention Through Environmental Design (CPTED) Guidelines, 2004

CPTED refers to a group of strategies intended to reduce the fear of crime and opportunities to commit crimes, such as break and entry, assault and vehicle theft. The City of Victoria has prepared a set of guidelines to consider during the planning and design stage of development.

Key site guidance:

- Provide natural and formal surveillance
- Increase territoriality by extending sense of ownership beyond private property.
- Provide effective lighting to increase sense of security

Greenways Plan, 2003

A policy framework for the development of a Greenways system throughout the City of Victoria. The goals are: to establish a human-powered transportation network; to restore native, aquatic and cultural habitats; to provide opportunities for recreation.

Key site guidance:

- ‘People Only Greenway’ (along waterfront, waterfront connection to Chatham)
- ‘Shared Greenway’ (Government, Chatham, Store, connection from Store to the waterfront)
- General Design Criteria for all Greenways:
 - Sidewalk: 1.5m min
 - Boulevard width: 2-3m for trees and landscaping, unless there is an overriding necessity for street parking.
 - Bike Lane: 1.2-1.8 width on street. 4m on ‘people only greenway’

City Of Victoria Zoning Regulation Bylaw 80-159 (2019)

Victoria’s Zoning Bylaw regulates: land-use; type and size of buildings and structures; minimum lot sizes; landscaping and off-street parking for motor vehicles and bicycles.

The subject site lies outside of the regulation of the Zoning Bylaw 2018 (Downtown).

Current Zoning

M3 | Heavy Industrial District

- Uses: industrial uses not noxious or offensive to the public, accessory retail, schools, etc.
- FSR: 3.0:1
- Height: 15 m
- Setbacks: 0-3 m

M3-G | Government Heavy Industrial District

- Same as M3 plus limited retail permitted.

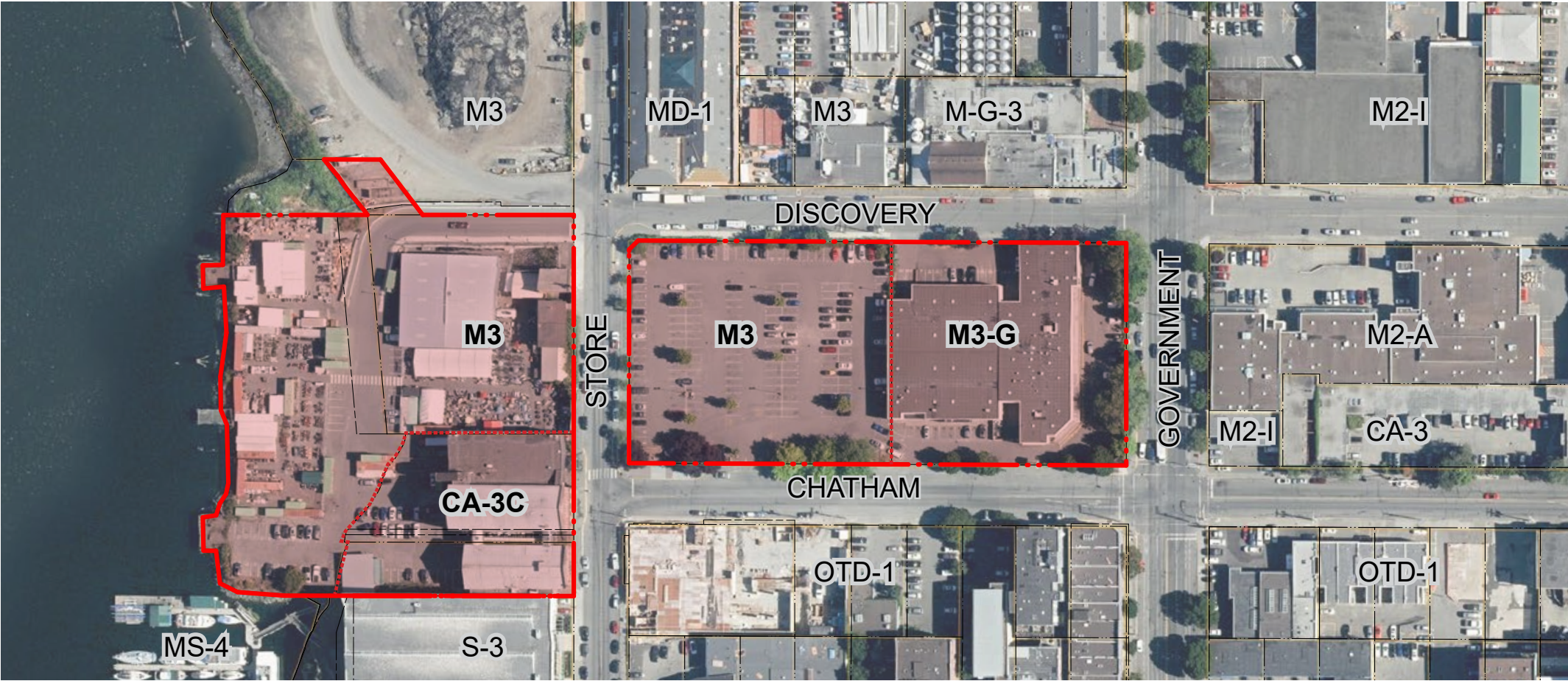
CA-3C | Old Town District

- Uses: residential, retail, office restaurant, etc.
- FSR: 3.0:1
- Height: 15 m
- Setbacks: 0-3 m

In 2007, the City initiated a rezoning as part of the Rock Bay plan to rezone to the M2-I zone. It is understood that this rezoning was not completed. M2-I permits light industrial, high tech, limited retail, and professional services.

Adjacent Zones include:

- MD-1 Discovery Light Industrial District
- M-G-3 Government Light Industrial 3 District
- M2-I Douglas-Blanshard Industrial District
- M2-A Special Light Industrial District
- OTD-1 Old Town District 1
- S-3 Modified Limited Service District
- MS-4 Store Marina District
- CR-5 Commercial Residential Pembroke District



Current Zones

Development Permit Areas

The Development Permit Area (DPA) designation consists of a set of development regulations pertaining to a specific area as specified by the Official Community Plan.

DPA 9 (HC): Inner Harbour

The southern portion of the west block is included in Development Permit and Heritage Conservation Area 9.

The objectives of this designation include:

- (a) To sustain the Working Harbour as defined and described in this plan through the revitalization of key waterfront and adjacent lands, including but not limited to Ship Point and locations along Wharf Street.
- (b) To conserve the heritage value, special character and the significant historic buildings, features and characteristics in the Inner Harbour area.
- (c) To enhance the Inner Harbour through high quality of architecture, landscape and urban design that reflects the area’s

functions as a marine entry, Working Harbour and community amenity in scale, massing and character while responding to its historic context including heritage landmark buildings.

DPA 10B (HC): Rock Bay Heritage

The remainder of the site is included in Development Permit and Heritage Conservation Area 10B, Rock Bay Heritage.

The objectives that justify this designation include:

- (a) To revitalize an area of commercial use through site redevelopment and public realm improvements, in balance with heritage conservation and new infill.
- (b) To enhance the area through high quality of architecture, landscape and urban design that reflects its function as an employment district in scale, massing and character, and that responds to the industrial setting of Rock Bay.
- (c) To conserve the heritage value, special character and the significant historic buildings, features and characteristics of this area.

3 | Site Context

Site Overview

The 6.7 acre project site is located on the edge of the ‘downtown’ neighbourhood. It is a transitional area that bridges small and larger commercial spaces, urban residential, and boutique retail to the south with light and heavy industrial uses to the north. It forms a significant piece of the Arts + Innovation District identified in Victoria 3.0. Being only a 5 minute walk to city hall, it is a natural extension of the downtown.

Pedestrian and Vehicle Circulation

The pedestrian network is limited west of Store Street. A private path open during business hours, leads to the lower level of the west block. Immediately south if the site, at the rear of Value Village is a gated path that leads down to private docks. There is no public access to the waterfront in this area. A private road provides vehicle access to this area.

Sidewalks provide for pedestrian movement around the block east of Store. There are no sidewalks on the north side of Discovery Street. Store, Chatham, Discovery and Government are designated truck routes. The intersection of Chatham and Discovery is signaled.

Bicycle/ Transit Network

There are limited bicycle facilities near the site. Separated bicycle lanes have recently been constructed along Government Street. Chatham Street has partial bicycle lanes along a portion of the site frontage.

The nearest bus stops are located on Douglas Street 250-600m to the east of the site.

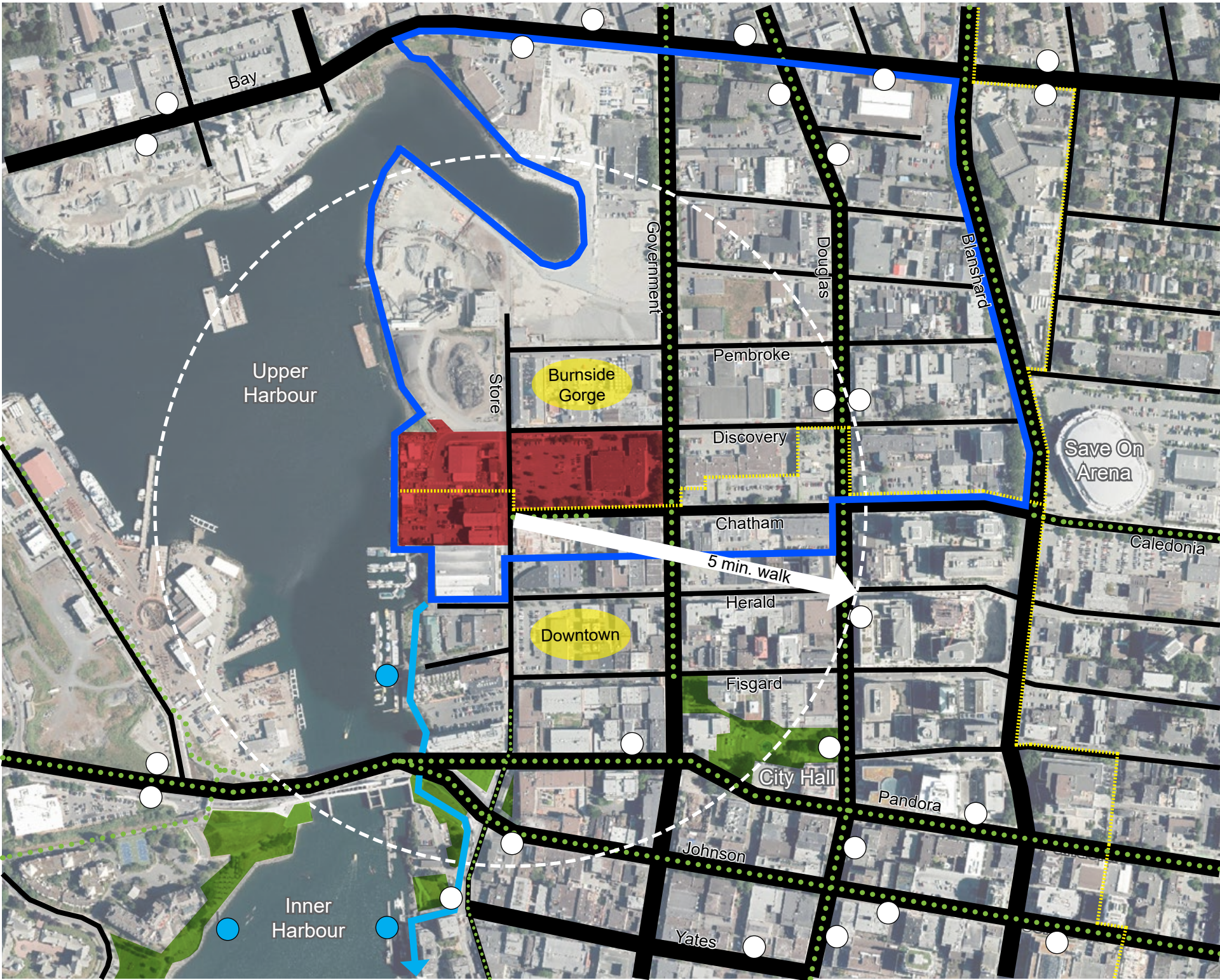
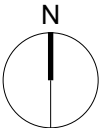
Open Space

The open space network in this area is limited. Centennial Square is located approximately 350-650m to the south east of the site. Triangle Green and Bridgehead Green are located south of Pandora Avenue and Johnson Street respectively with Reeson Park slightly further south.

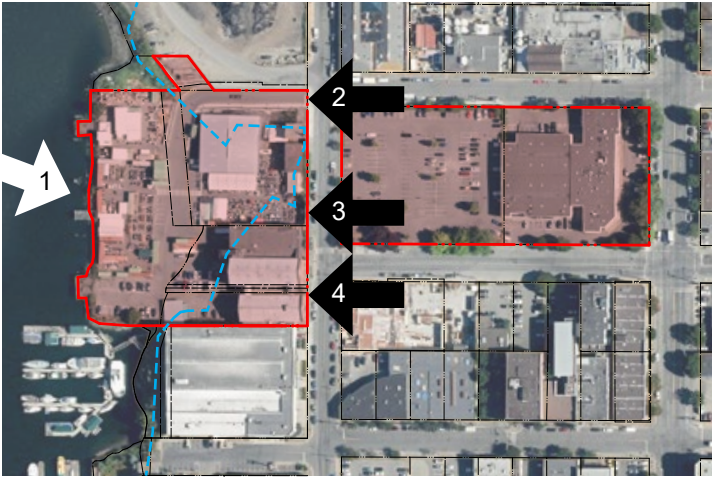
Harbour Pathway

The David Foster Harbour Pathway is gradually being extended north of Pandora Avenue. Construction on a missing piece at 1628 Store Street began in mid 2021. At present, the public cannot continue along the walkway north of Herald Street. An SRW exists between Herald Street and the project site but it remains gated to the public.

- Bus Stops
- Bicycle Facility
- Public Parks
- Neighbourhood Boundary
- Harbourfront Walkway
- Harbour Ferry Stop
- Arts + Innovation District



3 | Site Context (continued)



Views

Views from Store Street to the water are limited by the existing buildings, fencing and some vegetation.

Land Form

The land rises approximately 8m from the water’s edge up to Store Street and from there is relatively flat through the east block, sloping slightly down to the north-eastern corner of the site at Discovery and Chatham Streets.

The tsunami hazard line, provided by the City of Victoria Vic Map, runs through the west block and is indicated by the blue dashed line above.

Environment

Any site excavation and redevelopment to occur as part of this project will require Certificates of Contamination Remediation in compliance with applicable Municipal, Provincial and Federal Statutes.

The certificate is in the process of being updated. It is anticipated that there will be limitations on the extent of below grade construction on the west block.

Trees

There are 14 bylaw protected trees and 24 municipal trees in and around the project site, one of which is located on the west block. Analysis was made and a report prepared by an ISA Certified Arborist and is appended.



1



2

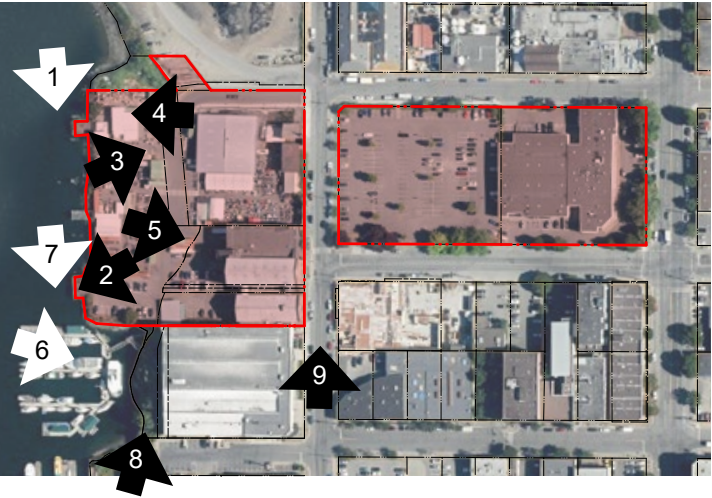


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3 | Site Context (continued)



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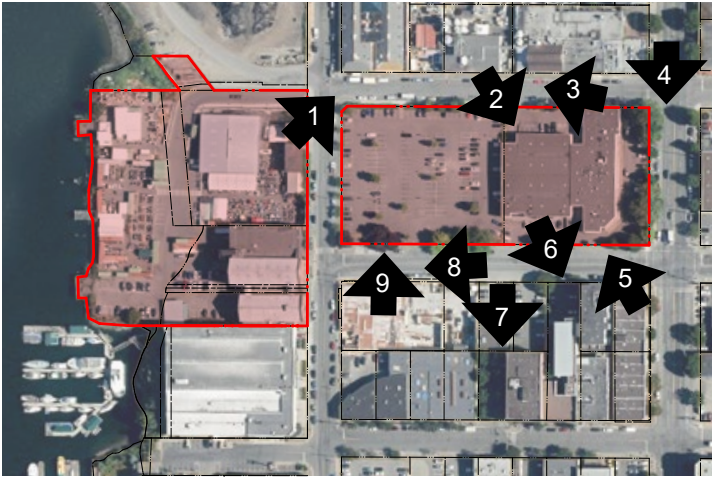


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3 | Site Context (continued)



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3 | Site Context (continued)

Land Use

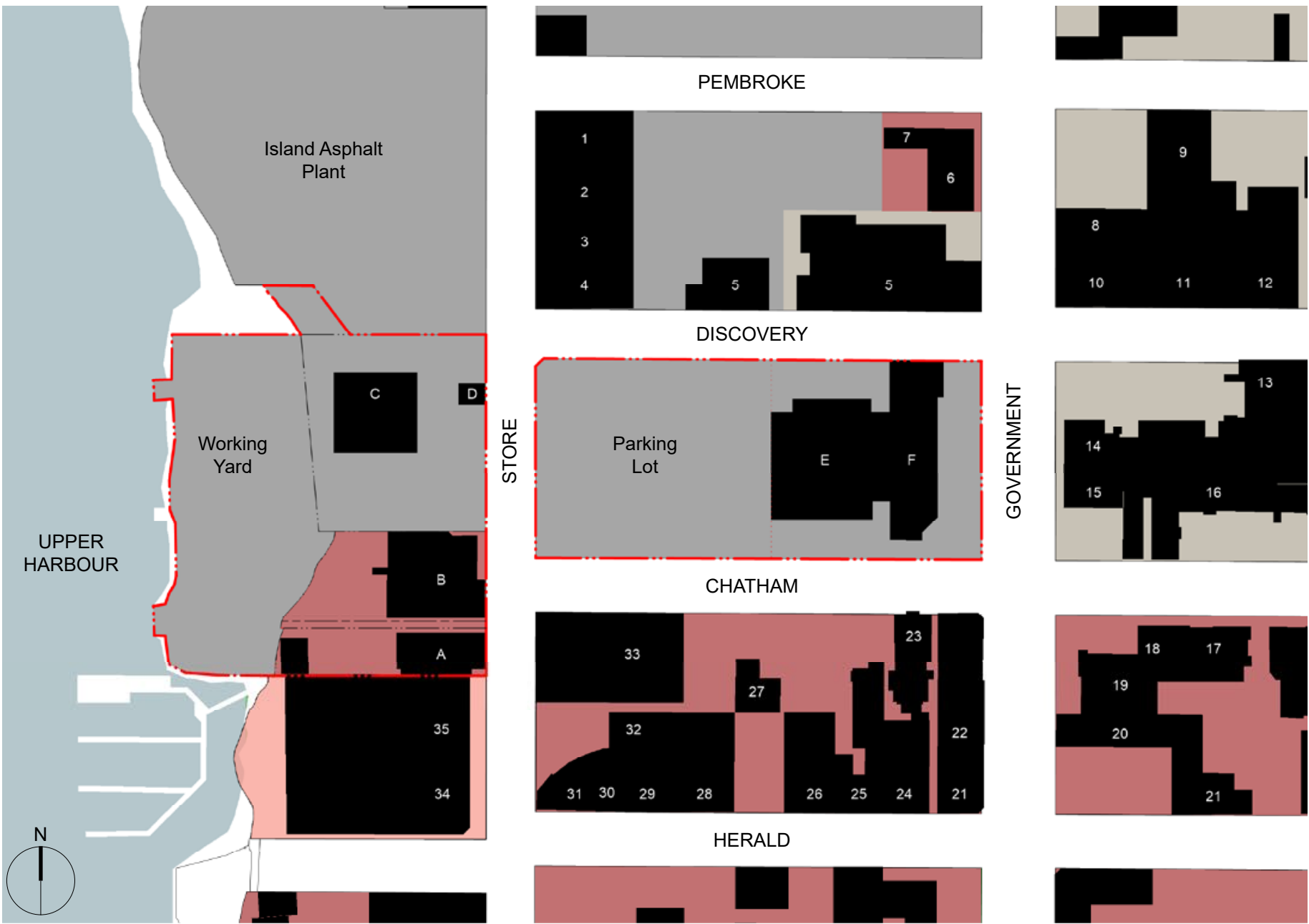
The use of the adjacent properties is varied and in transition.

North of the site are heavy and light industrial uses mixed with commercial spaces. Key businesses include a former transit garage re-purposed as a co-working office and a gymnastics school. Phillips Brewery and Soda Factory occupy most of an adjacent block.

To the east, are light industry and service spaces mixed with commercial uses and supportive housing. Key businesses include auto service shops, construction material and equipment suppliers.

To the south, are primarily commercial uses at grade with commercial or residential uses above. Value Village is a key business. Completed in 2020, a 5-storey, mixed residential and commercial-use building (The Ironworks) is located on the south east corner of Chatham Street.

The waterfront, wharf areas of the site are sporadically-used for parking, industry and commerce. Adjacent and to the south is a private marina.



- LEGEND (zoning)
- Heavy Industry (M3, M3-G)
 - Light Industry (MD-1, M-G-3, M2-I, M2-A)
 - Mixed Commercial/Residential (CA-3C, CR-5, OTD-1)
 - Limited Service (S-3)

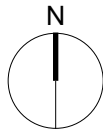
- LEGEND (onsite)
- A. Outdoor Sports Store (Valhalla Pure); Co-working Space
 - B. Vacant (likely future department store)
 - C. Warehouse/storage
 - D. Clay Studio (Hands On Clay Collective)
 - E. Clothing Store (Mark's)
 - F. Pet Services/ Fireplace Store/ Sports Equipment Rental/ Screen Printer/ Print Shop/ Garth Homer Studio Gallery

- LEGEND (offsite)
- Victoria Gymnastics
 - Co-working Space (Kwench)
 - Cafe/Grocery
 - Country music bar (The Duke Saloon)
 - Soda Factory; Brewery; Tasting Room (Phillips)
 - Interior Design Resource Centre
 - Contractor (Knappet Construction)
 - Clothing resale shop (Verve)
 - Auto Parts/ Autobody Supply/ Electronic Store
 - Industrial Equipment Supplier (Western Equipment)
 - Safety Equipment Supplier (Acklands-Grainger Inc.)
 - Set Design Shop (Pacific Opera)
 - Electrical Supply Distributer (Gescan)
 - Health Centre/ Beauty Supply/ Homeless Service/ Engineering Firm
 - Auto Glass Shop (Speedy Glass)
 - Supportive Housing (Soleil)
 - Vacant
 - Auto Parts Store (Island Torque Converters)
 - Transmission Shop (Victoria Transmission)
 - Tire Shop (Goor Year/Fountain Tire)
 - Vacant (?)
 - Office/ Clothing Store/ Cafe/ Bridal/ Contractor*
 - BC Association of Aboriginal Friendship Centres*
 - Office*
 - Restaurant (Jam)*
 - Furniture (Chesterfields)*
 - Office (Le Fevre)
 - Furniture
 - Art Store (Opus)
 - Brewery
 - Cafe
 - Gym (Crossfit Lolo)
 - Butcher/ Plant Shop/ British Shop (Ironworks)*
 - Victoria Arts Council
 - Thrift Store (Value Village)
- *Commercial/ residential above

Adjacent Development:

There are a number of ongoing redevelopment projects proximate to the subject site.

- 1. The Rock Bay lands are undergoing a long term development study as the site completes its transition from a heavily contaminated industrial area to a cleaner mixed use area jointly owned by the Songhees and Esquimalt First Nations.
- 2. 515 Chatham is a 5 storey, 88 unit condominium building that was completed in 2020. Units range in size from 494 - 498 sqft.
- 3. 1628 Store Street is a 6 storey, 133 unit condominium building that extends from Store Street down to the harbour. Construction on the building began in early 2021.
- 4. The Janion is a heritage restoration/addition completed in 2016 that contains 122 micro-lofts.
- 5. A dry dock to service vessels up to 170 meters in length, including ferries and navy frigates is anticipated for the Hope Point shipyard. The dock has received municipal approval.
- 6. Dockside Green, a master-planned, mixed-use development for 2500 residents stalled in 2009. In late 2017, the property was sold. The next phase is anticipated to contain over 360 residential units in towers ranging from 13 to 16 storeys.



3.1 | Site Opportunities

Revitalized District

- Provide a transition from the downtown area (commercial and residential uses) to rock bay (light industrial/ mixed use)
- Enhance the streets for cyclists, pedestrians and transit users
- Extend the 'downtown' to the north

Working Harbour

- Maintain waterfront land for industrial uses
- Provide for deep water berthing

Light Industry/ Mixed Uses

- Anticipate future development to the north, east and south of the site
- Provide a wide variety of uses

Connection to Water

- Provide public access to the waterfront
- Provide views to the harbour between buildings

Open Spaces

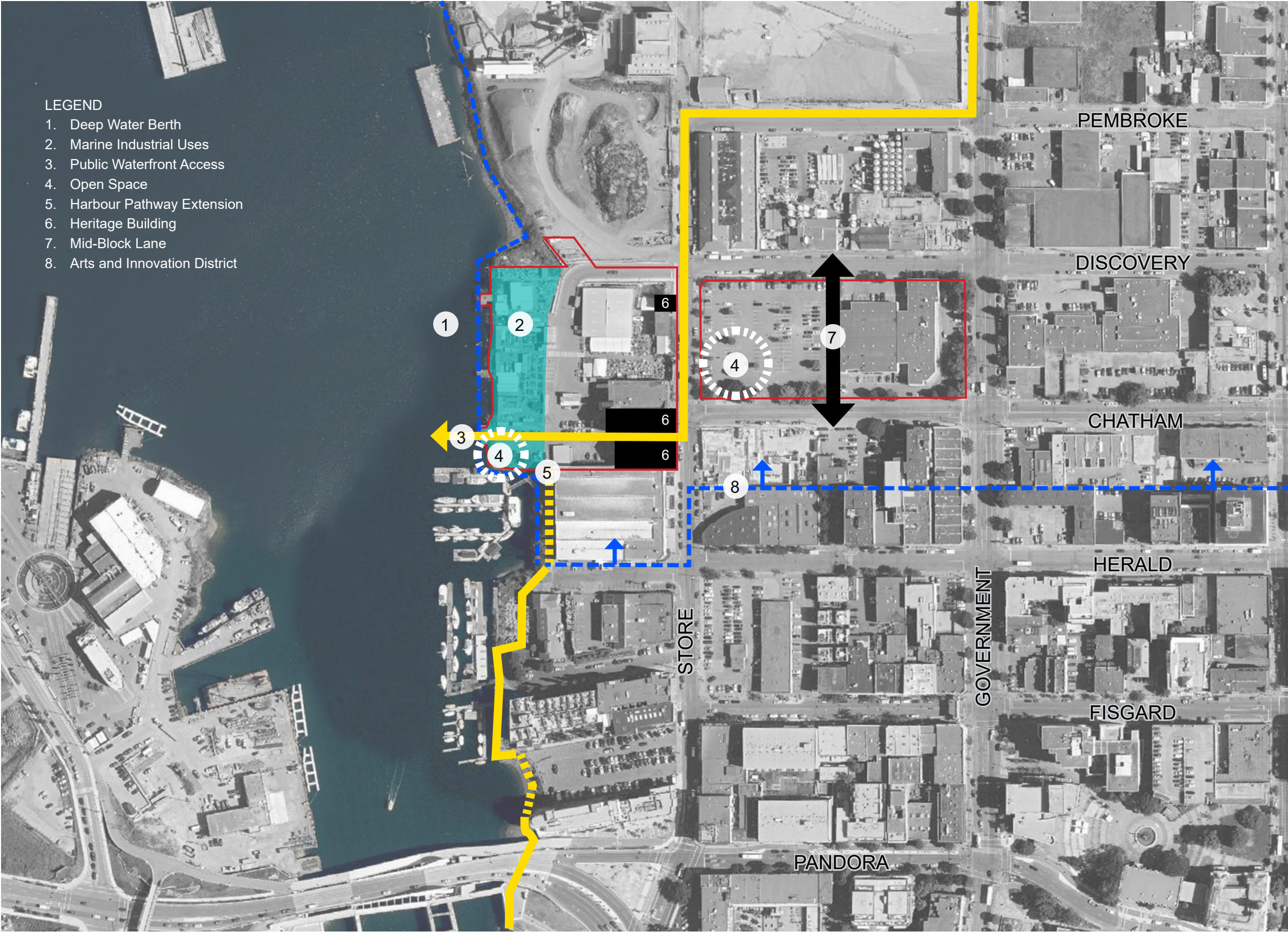
- Provide new public space at the water and on the east block
- Add street trees at every opportunity
- Connect Chatham to Discovery with a mid-block lane
- Expand the pedestrian network west of Store Street; connect to the future harbour pathway

Recognize and Commemorate Pre and Post-colonial Site Histories

- Consider and commemorate the history of the area in the design of the landscape and open space
- Retain the heritage registered buildings

Arts and Innovation District

- Plan for the needs of artists and innovators within zoning permissions and types and sizes of buildings.



4 | Vision

Planning Objectives

The following goals represent the intended results and positive impacts of the Capital Culture District Comprehensive Urban Design Plan, that will be regulated by the proposed CD Zone. The overarching purpose is to create a successful urban development and to help facilitate a diverse, resilient local economy.

Balanced Public and Private Mix:
Augment and facilitate a gradual transition and integration of commercial and industrial activities in balance with a wider variety of uses, including arts and culture, industrial, marine and residential. Organize the mix of uses with a beautiful network of varied public spaces and harbourfront access.

Robust Infrastructure:
Design and construct circulation and servicing networks to facilitate knowledge-based, technological, arts, crafts, commerce and light industry.

Urban Reconnection:
Physically and visually, link on and off-site public circulation networks with Old-Town, Chinatown, Downtown, Rock Bay District, the Upper Harbour.

Social Diversity:
Facilitate and curate amenities to nurture creativity, entrepreneurship and arts and cultural activities; support a wide and changing urban demographic, including family living.

History as Inspiration:
Commemorate and celebrate the area’s First Nations traditional and post-colonial trade, industry and manufacturing histories.



1. Marine Service and Maintenance; 2. Strathcona Village by GBL Architects, Vancouver BC; 3. Belkin Art Gallery, Peter Cardew Architects, Vancouver BC; 4. Unknown Streetscape; 5. Trounce Alley, Victoria BC; 6. Selkirk Waterfront, Victoria BC; 7. Festival Hall by Spreen Architekten, Kressbronn Germany; 8. Artist Studio; 9. Small Engine Repair Shop; 10. Storefront Commercial by Hennebery Eddy Architects, Portland Oregon

5 | Comprehensive Urban Design Plan

This schematic plan illustrates the building footprints, open space and circulation network that would result from the build-out of the properties in compliance with the proposed Capital Culture District Comprehensive Development (CD) Zone.

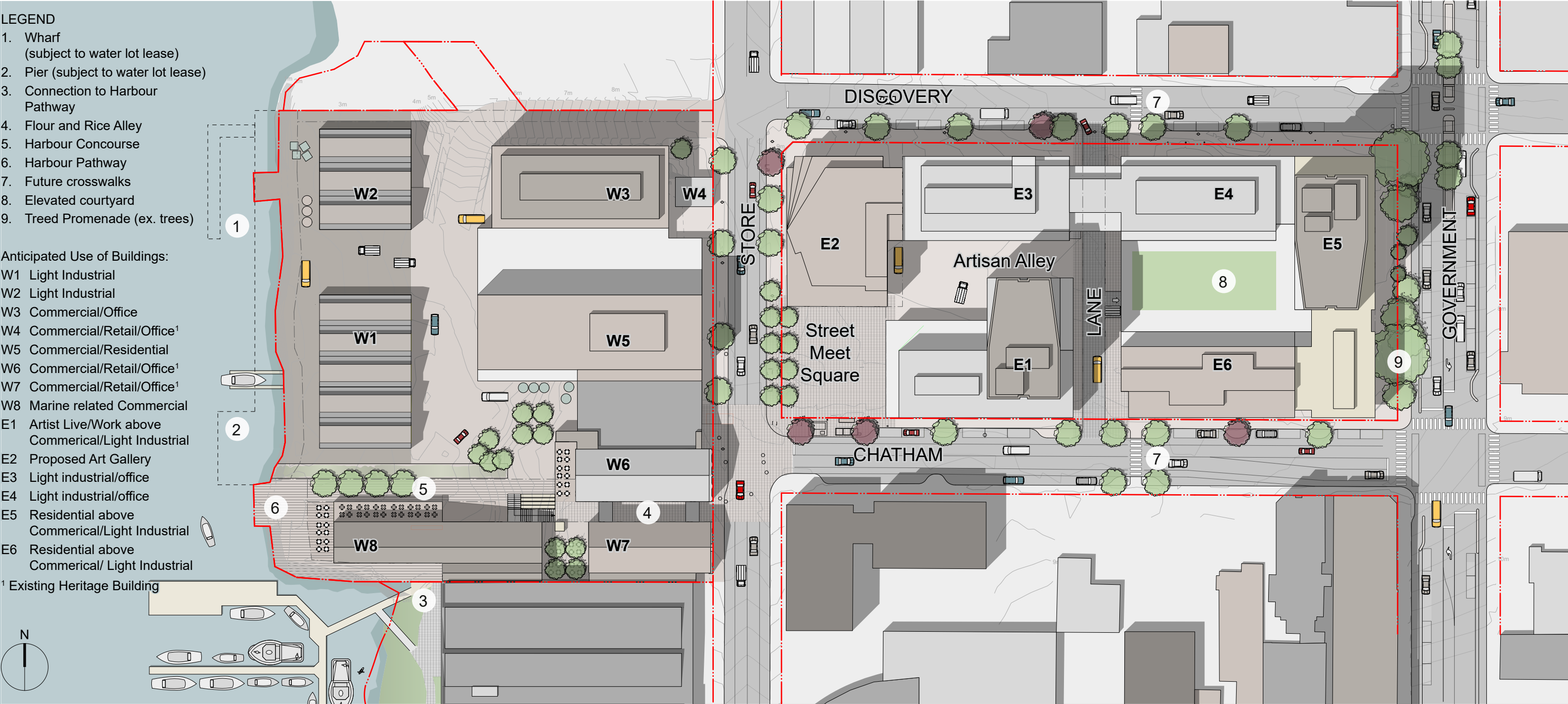
During the area’s transitional period, positive urban design impacts are intended with every phase of

the comprehensive development. These include the repair, reconnection and expansion of a pedestrian-focused network of paths and street rights-of-way. This urban planning initiative will benefit immediate neighbourhoods as well as the City in general. The proposed built form aligns and defines the public right-of-way.

The historic buildings on Store Street are restructured for adaptive re-use in general compliance with applicable Heritage Guidelines.

The buildings are relatively compact and allow for incremental site development. To achieve viable densities and more ground-level space, their form favours height over enlarged footprints.

The Open Spaces created will be an important aspect of the Capital Culture District Plan to be regulated by the proposed Zone. Public open spaces will augment existing routes in the area, including a connection to the future Harbour Pathway, a pedestrian link to the harbourfront, and a new mid-block walkway.



5.1 | Open Space

A network of public open spaces traverse the site.

1. Harbour Pathway

This publicly accessible walkway along the waterfront provides an important connection between the Harbour Pathway to the south and the Harbour Concourse and Flour and Rice Alley to the east.

2. Harbour Concourse

This public landscaped pedestrian route connects the Harbour Pathway to Flour and Rice Alley. Rain gardens are intended just north on the concourse, forming part of the site’s stormwater management strategy.

3. Flour and Rice Alley

Running between two existing heritage buildings, this alley connects the concourse to Store Street and will frame the view towards the waterfront.

4. Street Meet Square

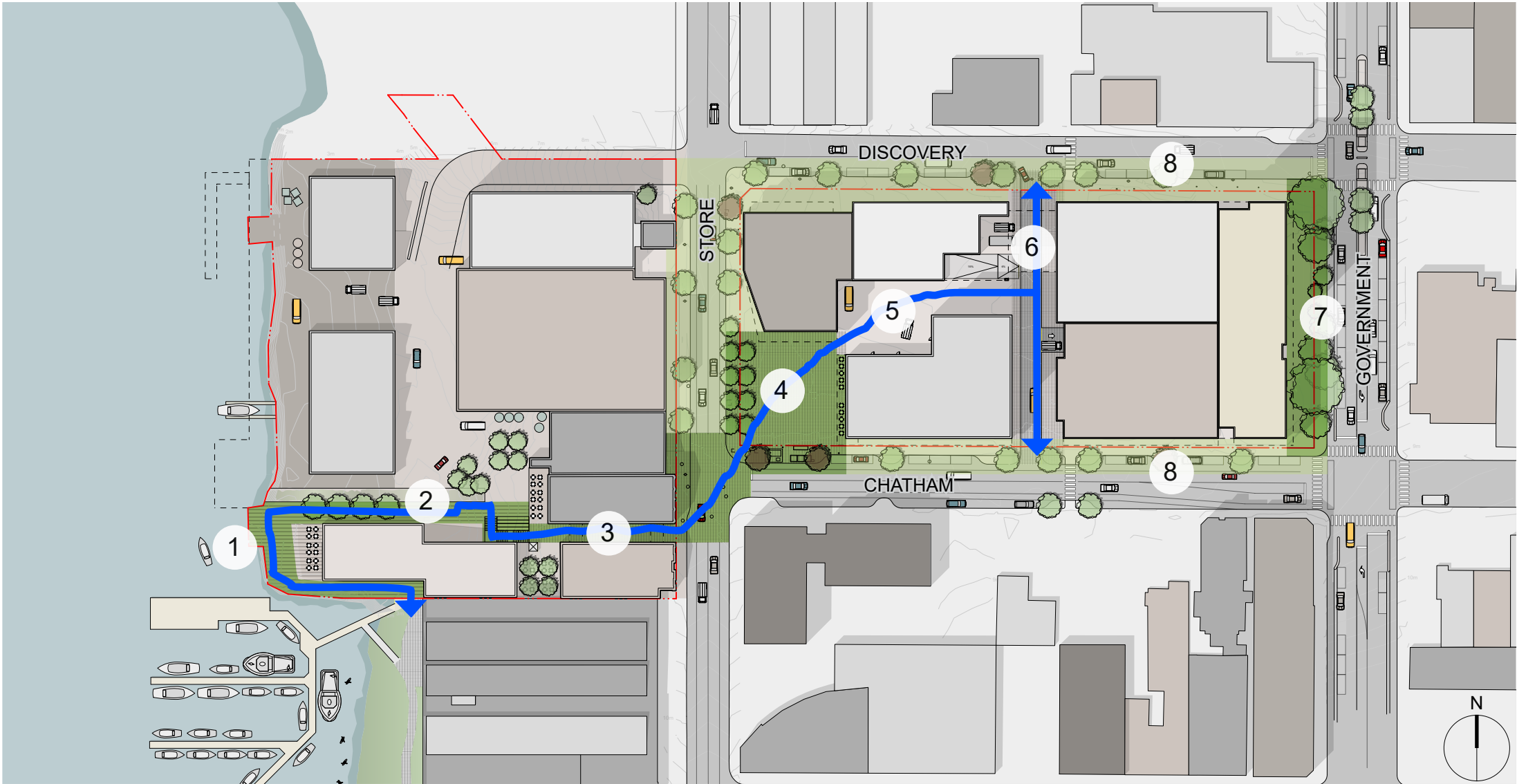
Occupying the sunny south-west corner of Chatham and Store Streets, the new plaza is at the heart of the district. Its design will be inspired by the historical rail lines that cut through the site, and will include trees, seating, and special paving treatment, that extends across Store Street to signal pedestrian preference. This will allow expanded plaza space to accommodate large festivals and events. Significantly, the plaza will be the forecourt of a proposed new public art gallery.

5. Artisan Alley

Inspired by the network of alleyways in historic Old-Town, the alley will provide pedestrian linkages from a new North-South, mid-block lane to the new plaza. It will also facilitate access and loading for the users of the Phase One light-industrial and commercial users of the Applied Industrial Arts Building on Discovery Street.

6. Mid-Block Lane

Aligned with an existing pedestrian route to the south, the new lane will provide a connection between Chatham and Discovery Streets. It is also the physical marker between Phase One (the current parking lot) and future phases to the east.



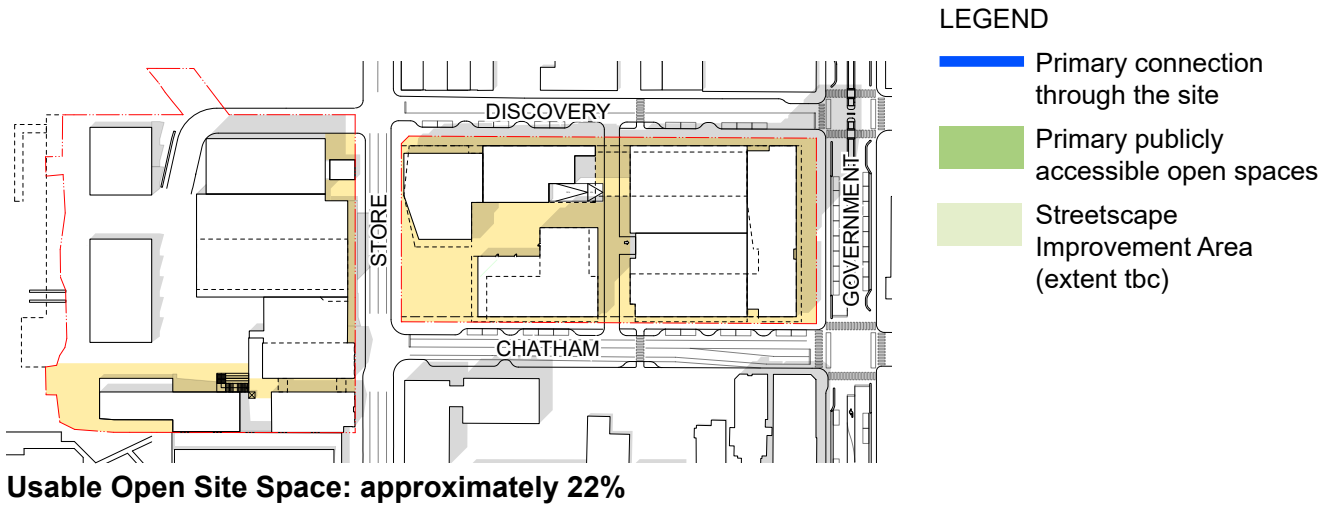
Primary Open Spaces

7. Treed Promenade

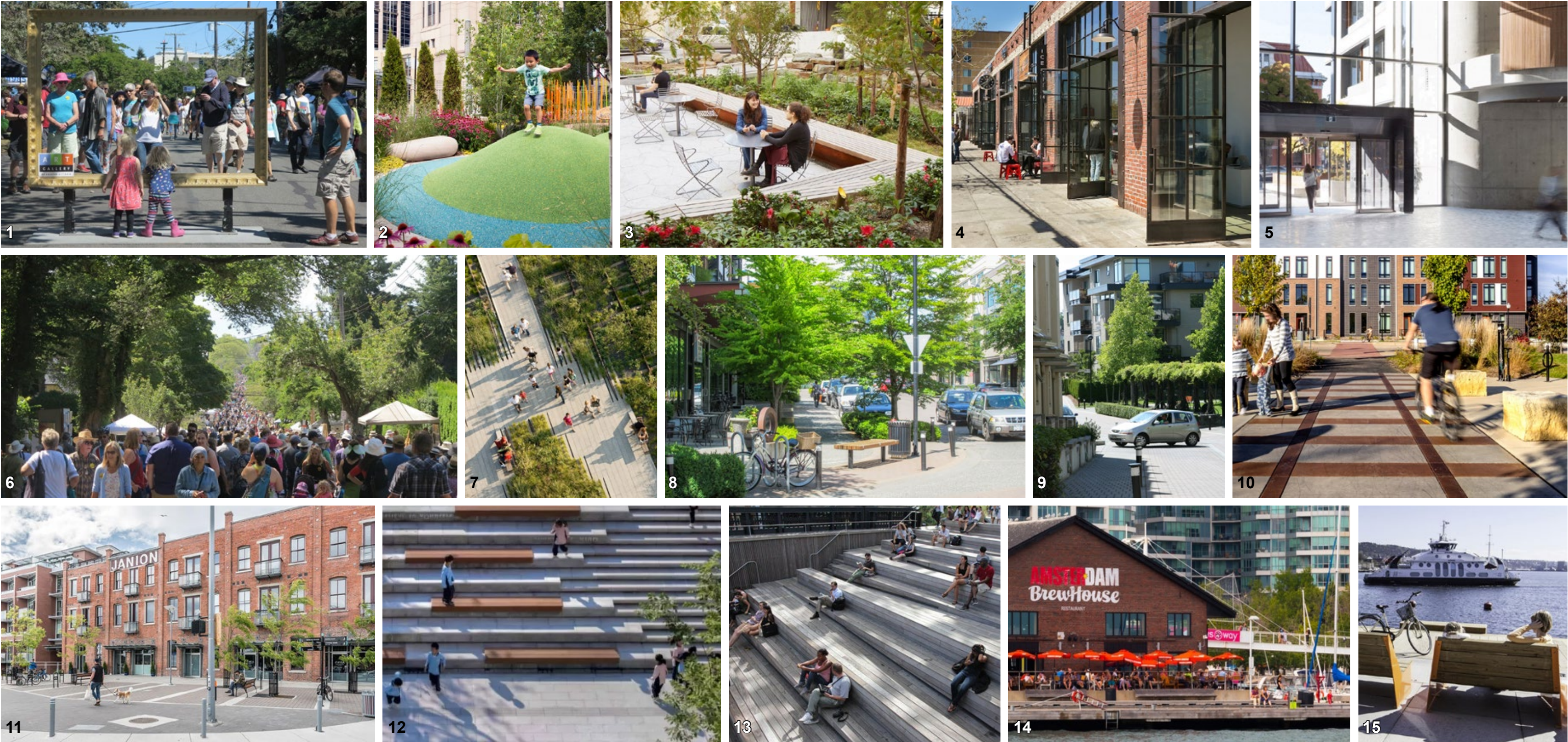
New structures will be set back to preserve and enhance the existing, beautiful row of London Plane and other mature trees in a new linear park. This reconceives Government Street as a classic treed boulevard, defined on the West side with shop-fronts and entrances to the new commercial and residential buildings.

8. Enhanced Streetscapes

All other surrounding streetscapes will be enhanced with additional street trees and rain garden infrastructure, as well as special paving, seating and other pedestrian supporting amenities. These will be coordinated with the City of Victoria.



5.1 | Open Space (Continued)



1, 6. Annual Art Gallery of Greater Victoria Paint In event; 2. Comer Children's Hospital Play Garden, Chicago, IL; 3. First Avenue Water Plaza, New York, NY; 4. Downtown Los Angeles Arts District, CA; 5. 1515 Douglas Street, Victoria, BC; 7, 13. The High Line, New York, NY; 8, 9. Selkirk Waterfront, Victoria, BC; 10. Depot Park, Hastings, MN; 11. Janion Plaza, Victoria, BC; 12. Leaders Primary School, Xi'an, China; 14. Waterfront, Toronto, ON; 15. Aker Brygge, Oslo, Norway.

5.1 | Open Space (Continued)

Trees

New street trees will be planted along all street frontages and are anticipated to be a feature of the Harbour Concourse and Street Meet Square.

The existing and mature trees along Government Street are intended to be retained. The buildings and underground parking along this edge are set back from the easternmost property line.

The design of planting infrastructure and growing medium type and depth will be appropriately specified to respond to soil contaminants where existing.

For additional details on trees, refer to Section 6.2 Green Infrastructure.



Street Tree Concept Plan



1. Looking south along Government from the corner of Discovery Street.



2. Looking north along Government Street between Chatham and Discovery Streets.

LEGEND

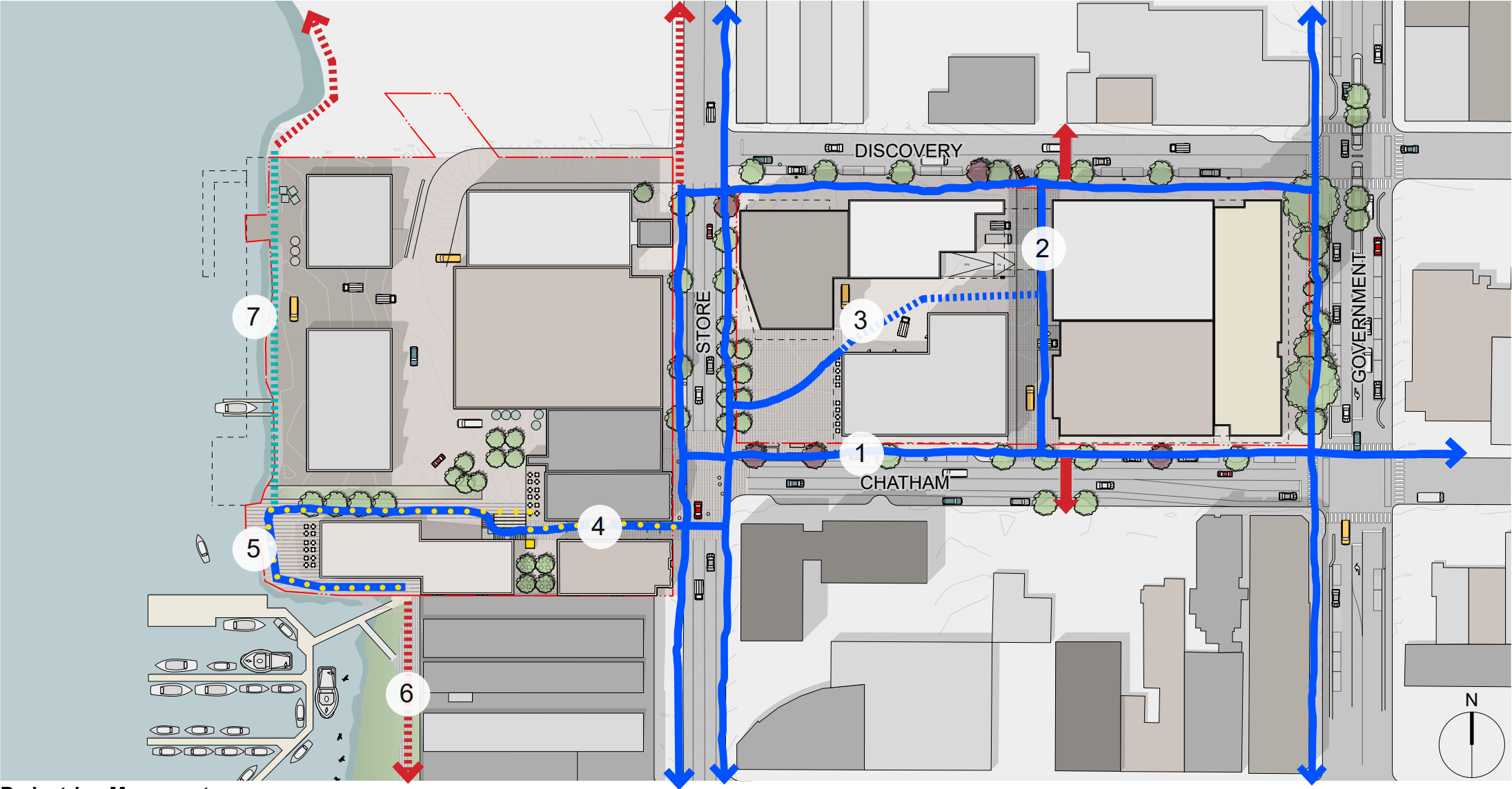
- Tree Retention Area (approximate protected zone during construction)
- New Street Trees

5.2 | Circulation

Walking

The pedestrian network is significantly expanded on both East and West blocks, providing options for moving through the site.

- 1. Wide sidewalks are provided on all streets, with additional space gained by set back ground floor facades.
- 2. A new mid-block North/South lane connects Chatham to Discovery and links to the planned mid-block route south towards Chinatown.
- 3. Artisan Alley connects the lane to Street Meet Square, leading to Store Street and ultimately the harbour path.
- 4. The new Flour and Rice Alley directs pedestrian access to the harbourfront via the Harbour Concourse. Universal access from Store Street down to the waterfront will be provided via a publicly accessible elevator located along the route.
- 5. The new Harbour Pathway connects the concourse to the existing pathway leading south.
- 6. An existing land dedication at the rear of Value Village anticipates connection to the Harbour Pathway.
- 7. If industry no longer requires direct harbour access and onsite uses are compatible with public access, the Harbour Pathway could continue north along the harbour edge. This statutory right-of-way (SRW) will be opened for public use when this area is no longer being used for industrial purposes. In the meantime, the extension of the Harbour Pathway is routed around the working harbour edge to encourage and facilitate the possible return to the site of marine industrial or commercial industry that has long been absent.



Pedestrian Movement



- LEGEND
- Existing/planned Harbour Pathway¹
 - Planned Harbour Pathway that conflicts with marine industrial use¹ through the site
 - Proposed route of Harbour Pathway through the site
 - Future Harbour Pathway¹

¹ Per Harbour Pathway Master Plan, 2008

- LEGEND
- Pedestrian circulation
 - Potential on site semi-public circulation
 - Off site / future pedestrian circulation
 - Future Crosswalk
 - Accessible route to waterfront
 - Potential future Harbour Pathway

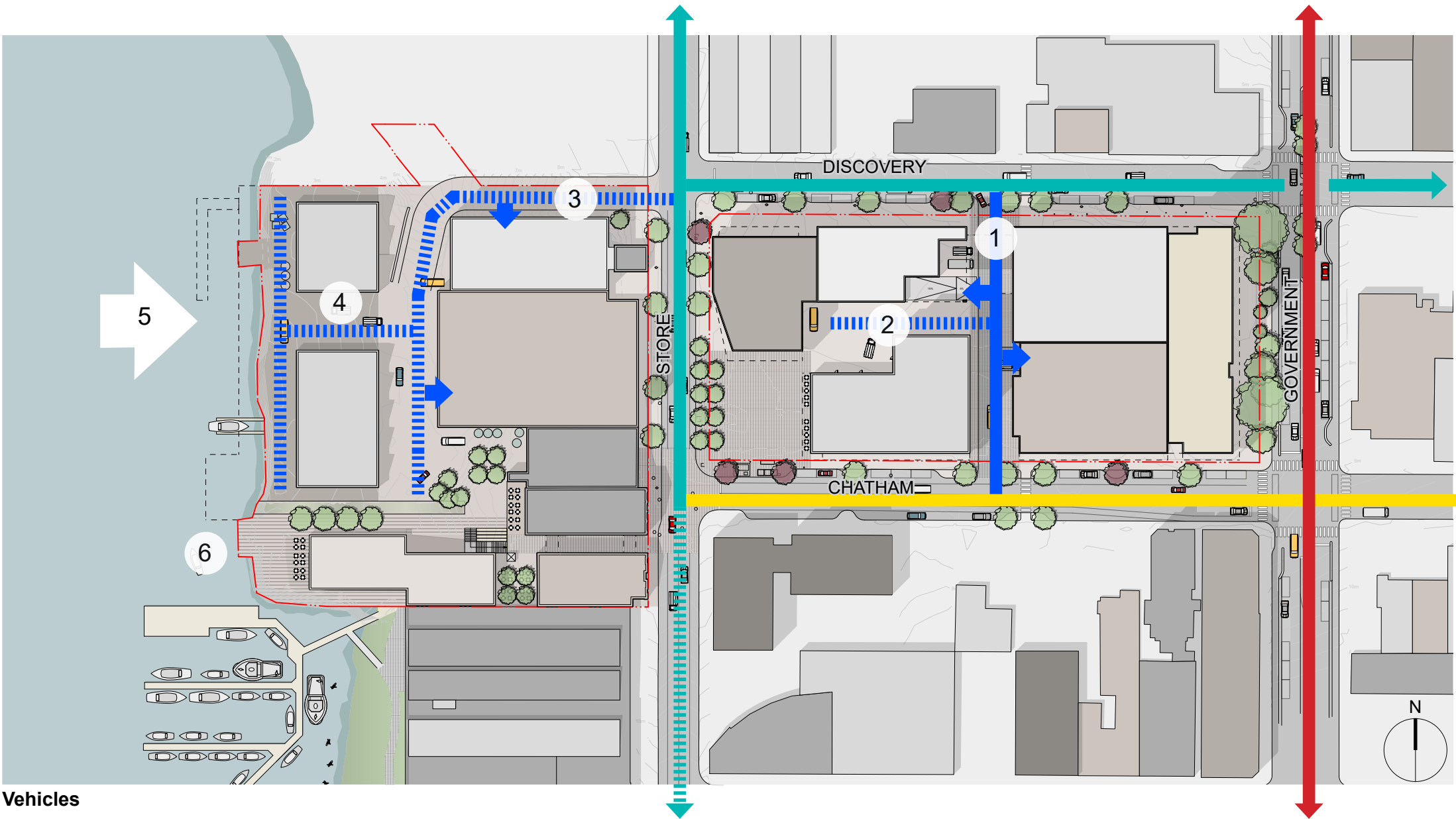
Street Rights-of-way

The streets and lanes are the main armature of a multi-modal access network for drivers, cyclists and pedestrians.

- 1. A new public mid-block lane will connect Discovery and Chatham Streets. The lane will be designed to be comfortable for shared use by pedestrians and drivers. Underground parking and loading is accessed via the lane.
- 2. The new lane will provide access to Artisan Alley for loading access to the adjacent buildings.
- 3. A private driveway provides access to harbour level buildings and sub-level parking West of Store Street.
- 4. Industrial access to the harbourfront will be via a private driveway.

Water Access

- 5. The majority of the harbour's edge is available for industrial wharves. Construction of marine infrastructure is subject to water lot leases.
- 6. The southern portion of the site's harbourfront could accommodate recreational watercraft commercial uses.



LEGEND

- Secondary Arterial
- Collector
- Local
- Downtown Core
- Lanes (public access, privately owned)
- Onsite circulation/loading
- Parking access
- Boat or barge access

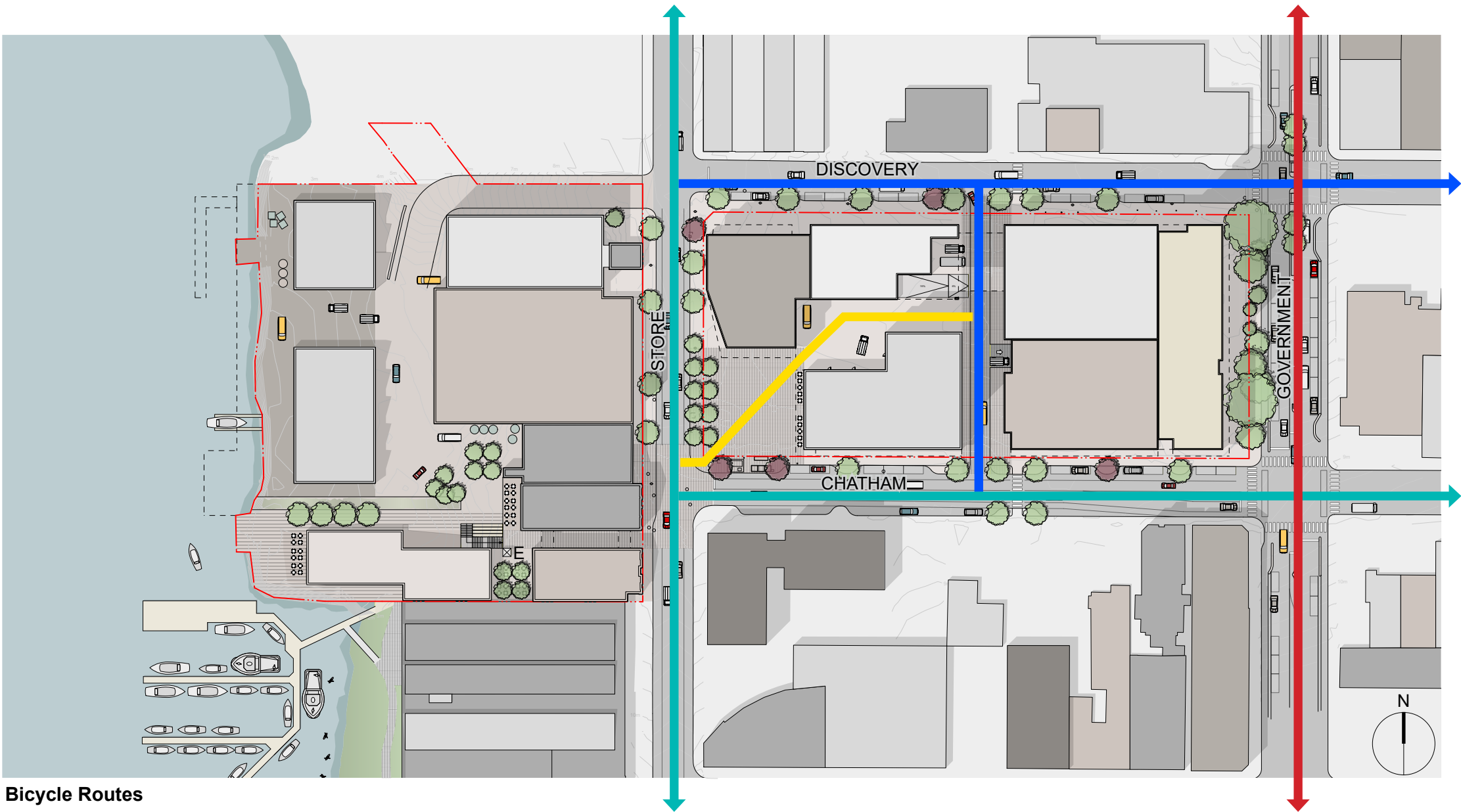
Cycling

The project site and surrounds are the subject of significant short and long term bicycle network planning by the City.

Separated bicycle lanes have recently been constructed on Government Street as part of Victoria’s AAA network. It is anticipated that Store Street will have on-street bicycle lanes in the future and that the recently incorporated on-street lanes along Chatham Street will, in time, extend the full length of the block. Discovery Street is anticipated to remain a shared street.

The new mid-block lane will be shared by riders and pedestrians. Other cycling routes are subject to grading.

The development of these blocks could serve as a catalyst for continued expansion and upgrading of the City’s cycling network.



Bicycle Routes

LEGEND

- Separated bicycle lanes
- Anticipated future on street bicycle lanes
- Shared (bicycles, vehicles, pedestrians)
- Shared (bicycles, pedestrians)
- E Elevator

5.3 | Setbacks

Calibrated setbacks occur at the ground, mid-rise building/podium and tower levels. At the ground level most of the buildings are set back from the street to provide extra sidewalk or usable outdoor space. Towers are setback beyond the podium edge to decrease their presence from the sidewalk. Generous setbacks along Government Street increase pedestrian sidewalk width and preserve existing trees.

Limited projections into setbacks are proposed and outlined in Section 7. Existing buildings are excluded from setback requirements.

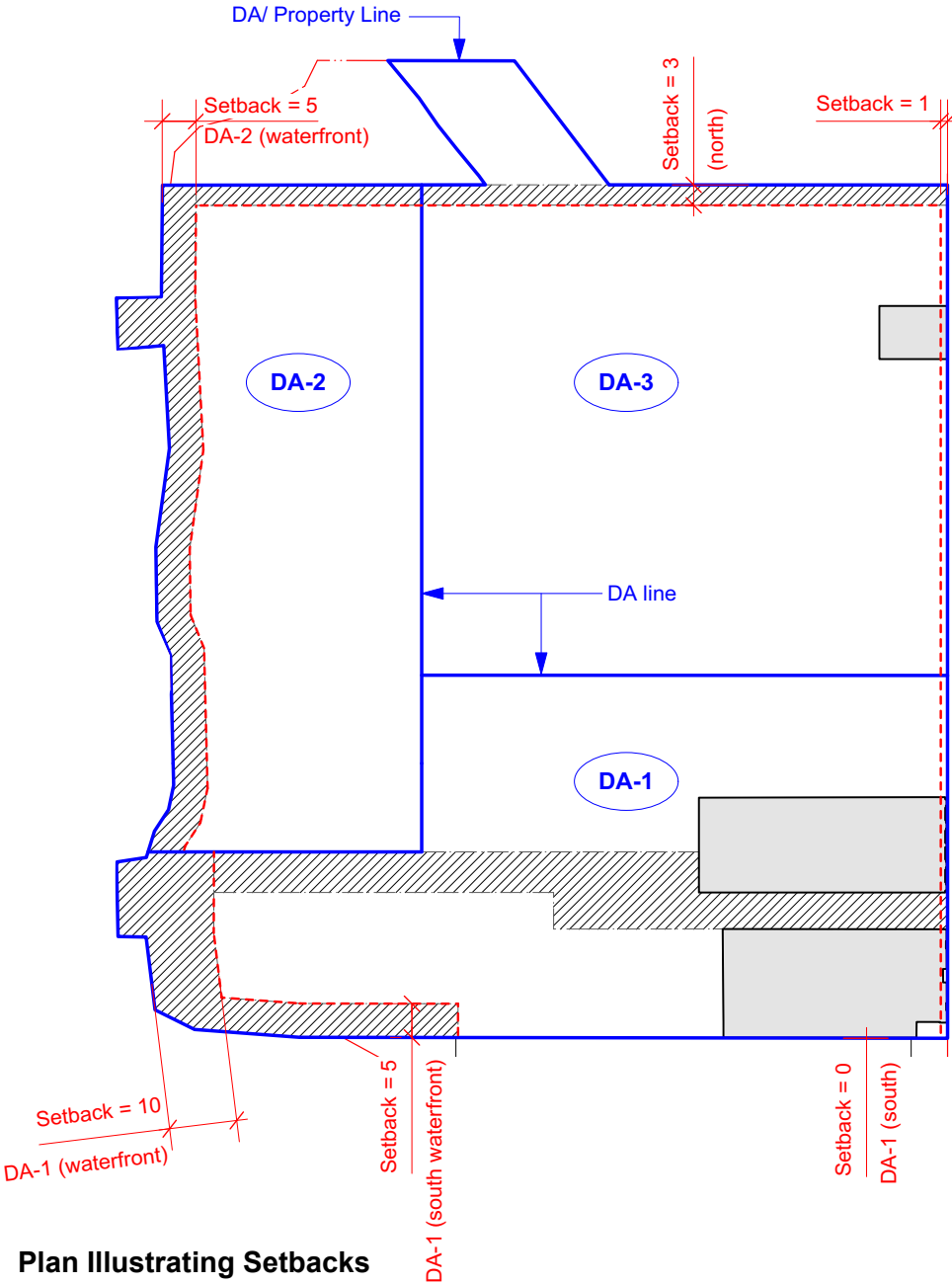
Setbacks between Development Areas are not specified. These will be informed by site servicing and the BC building code.

Setbacks West of Store Street (all levels):

DA-1	Setbacks(m)
Store Street	1
South	0
South (waterfront)	5
Waterfront	10

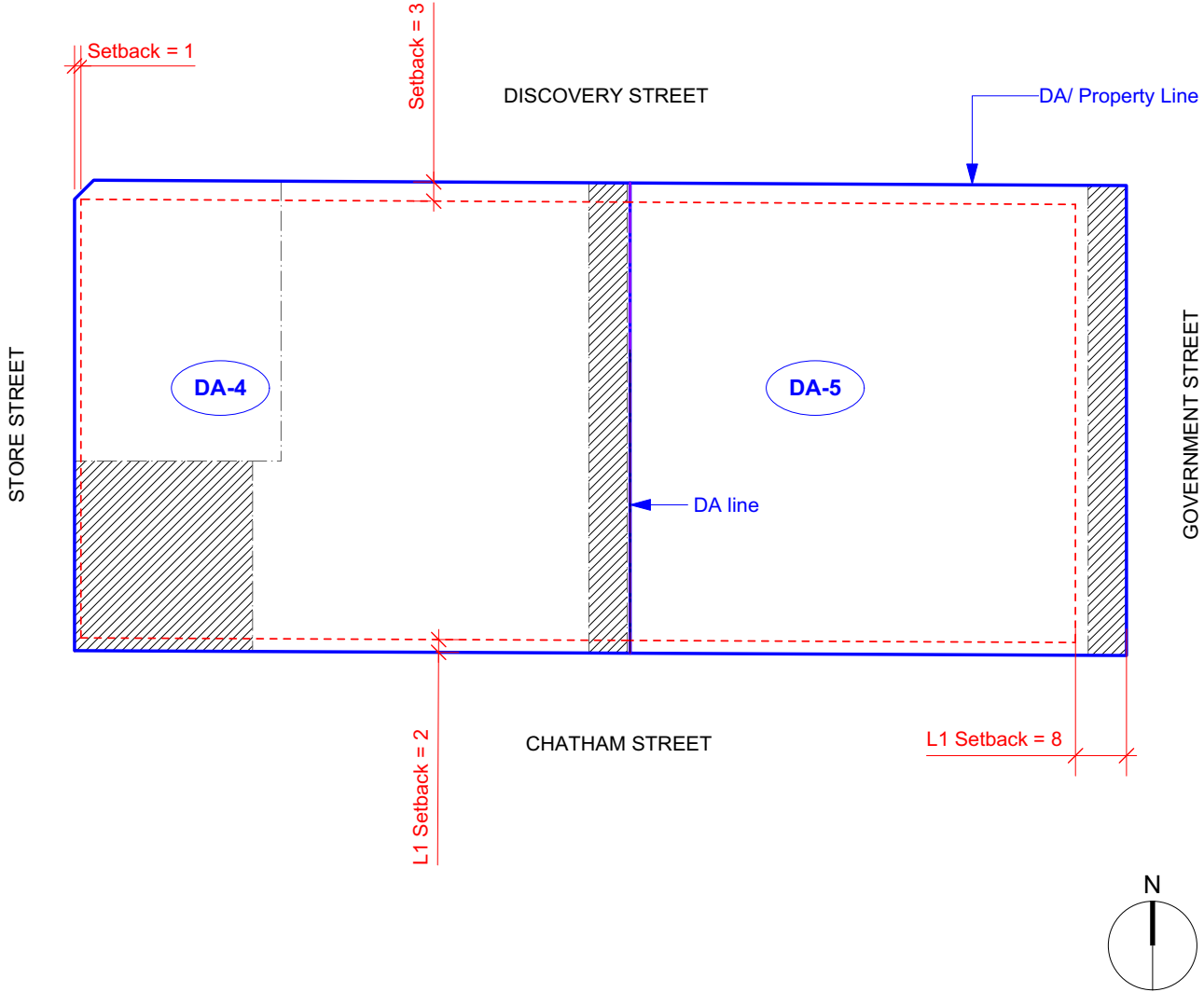
DA-2	Setbacks(m)
Waterfront	5
North	3

DA-3	Setbacks(m)
Store Street	1
North	3



Setbacks East of Store Street (ground level):

DA-4, DA-5 (L1)	Setbacks(m)
Store Street	1
Discovery Street	3
Chatham Street	2
Government Street	8



LEGEND

- Existing heritage buildings
- Proposed SRW's¹

¹ Setbacks for volumetric SRW's to be coordinated with the City of Victoria.

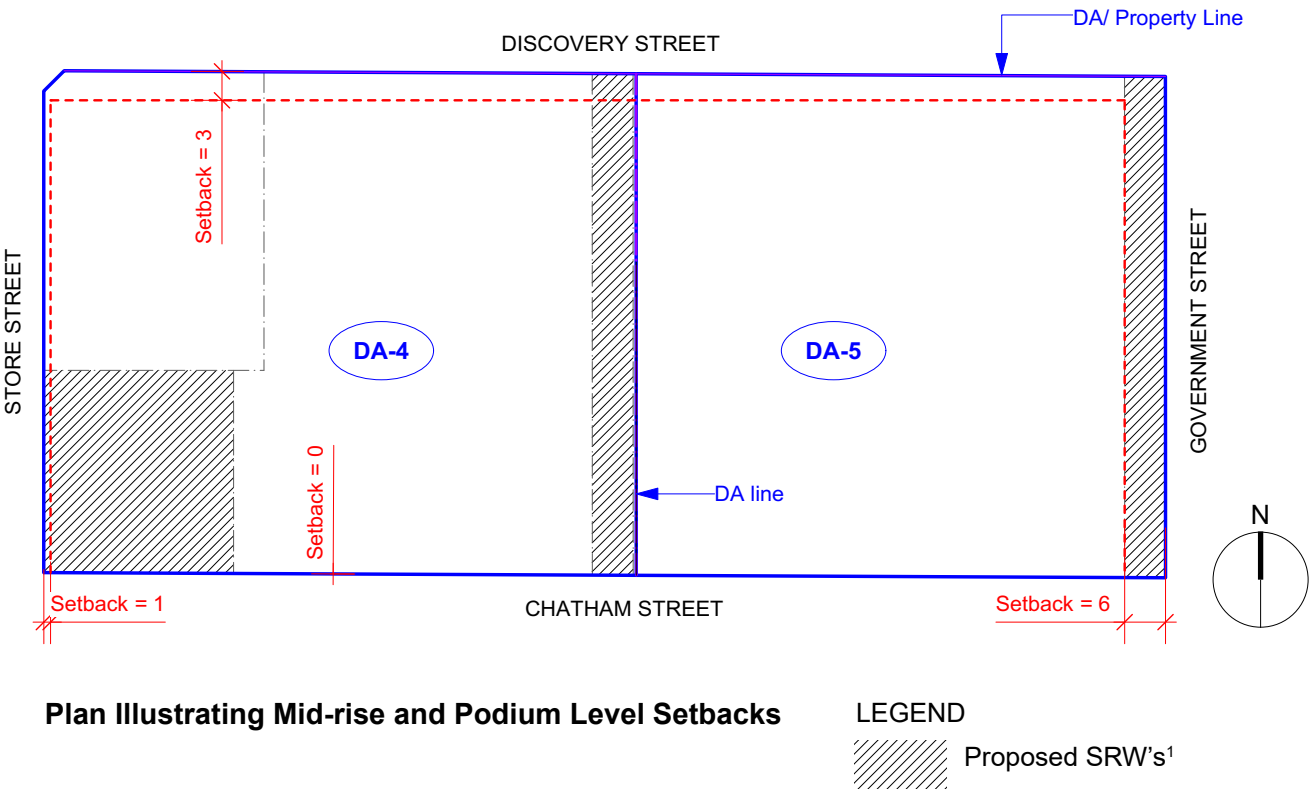
5.3 | Setbacks (continued)

Mid-Rise Building/Podium Setbacks:

The term ‘mid-rise’ building refers to a building that is less than 36 m per the description in DCAP 2022. In this proposal, mid-rise buildings are 7 storeys or less.

Limited projections into setbacks are proposed and outlined in Section 7.

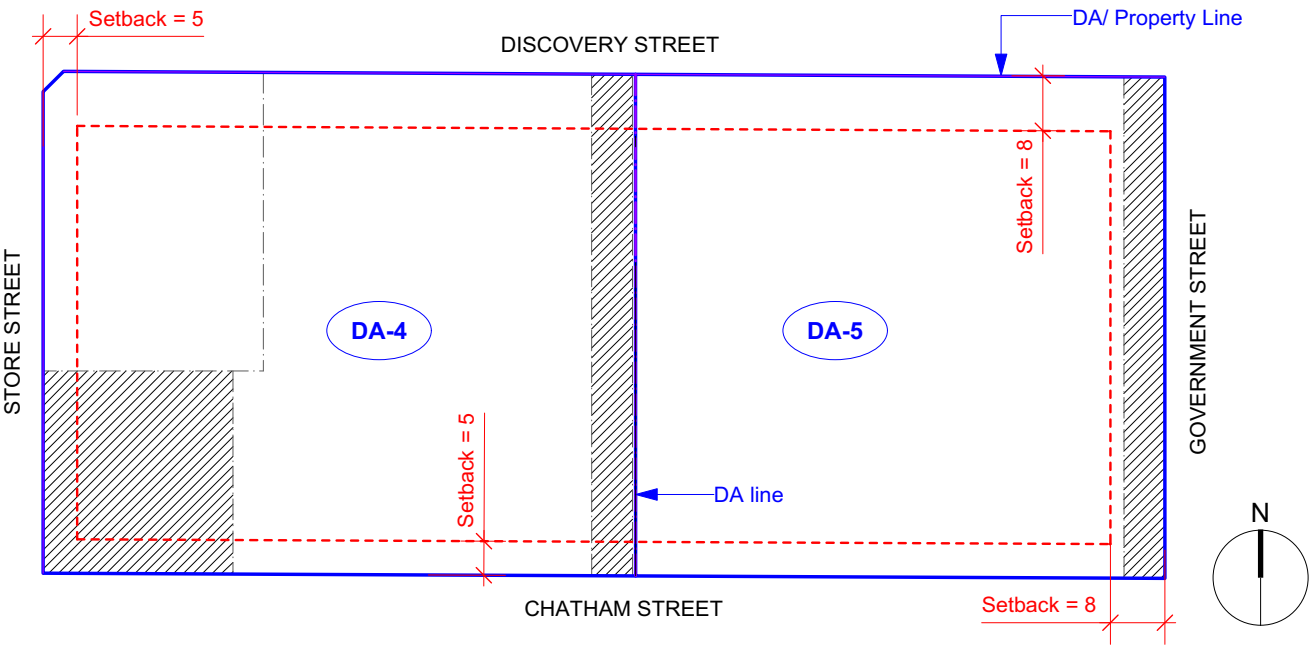
DA-4/ DA-5 (mid-rise)	Setbacks(m)
Store Street	1
Discovery St.	3
Government Street	6
Chatham Street	0



Plan Illustrating Mid-rise and Podium Level Setbacks

LEGEND

Proposed SRW's¹



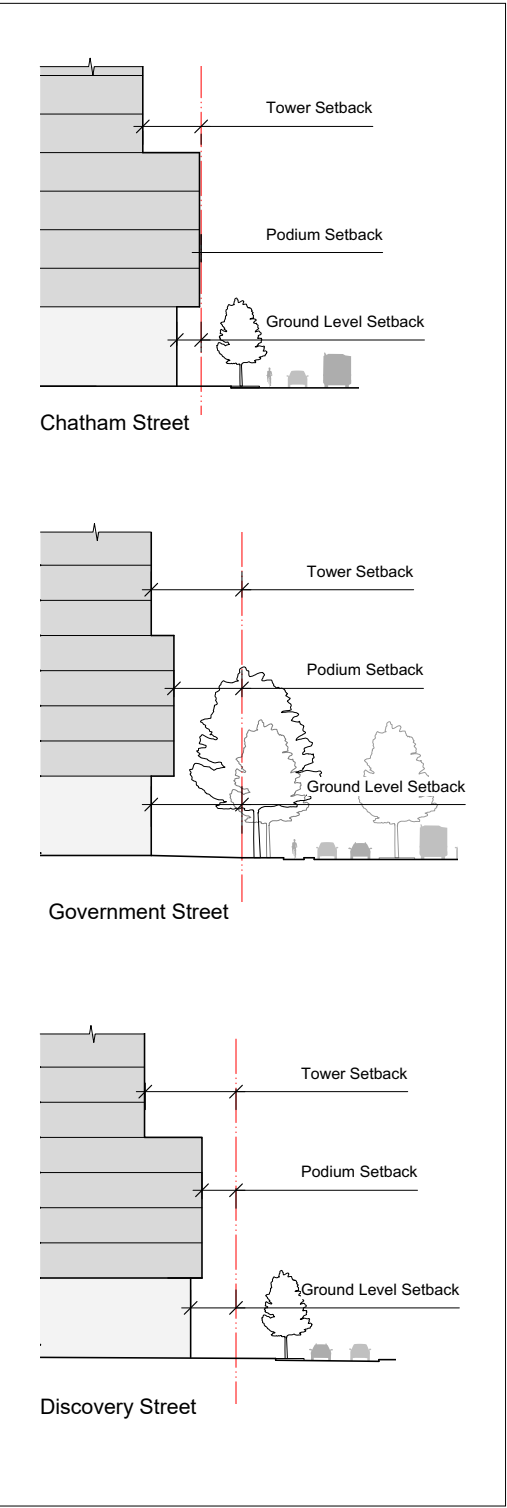
Plan Illustrating Tower Setbacks

Tower Setbacks:

These setbacks are intended to apply to floor levels above 7 storeys.

DA-4/ DA-5 (tower)	Setbacks(m)
Store Street	5
Discovery Street	8
Government Street	8
Chatham Street	5

¹ Setbacks for volumetric SRW's to be coordinated with the City of Victoria.

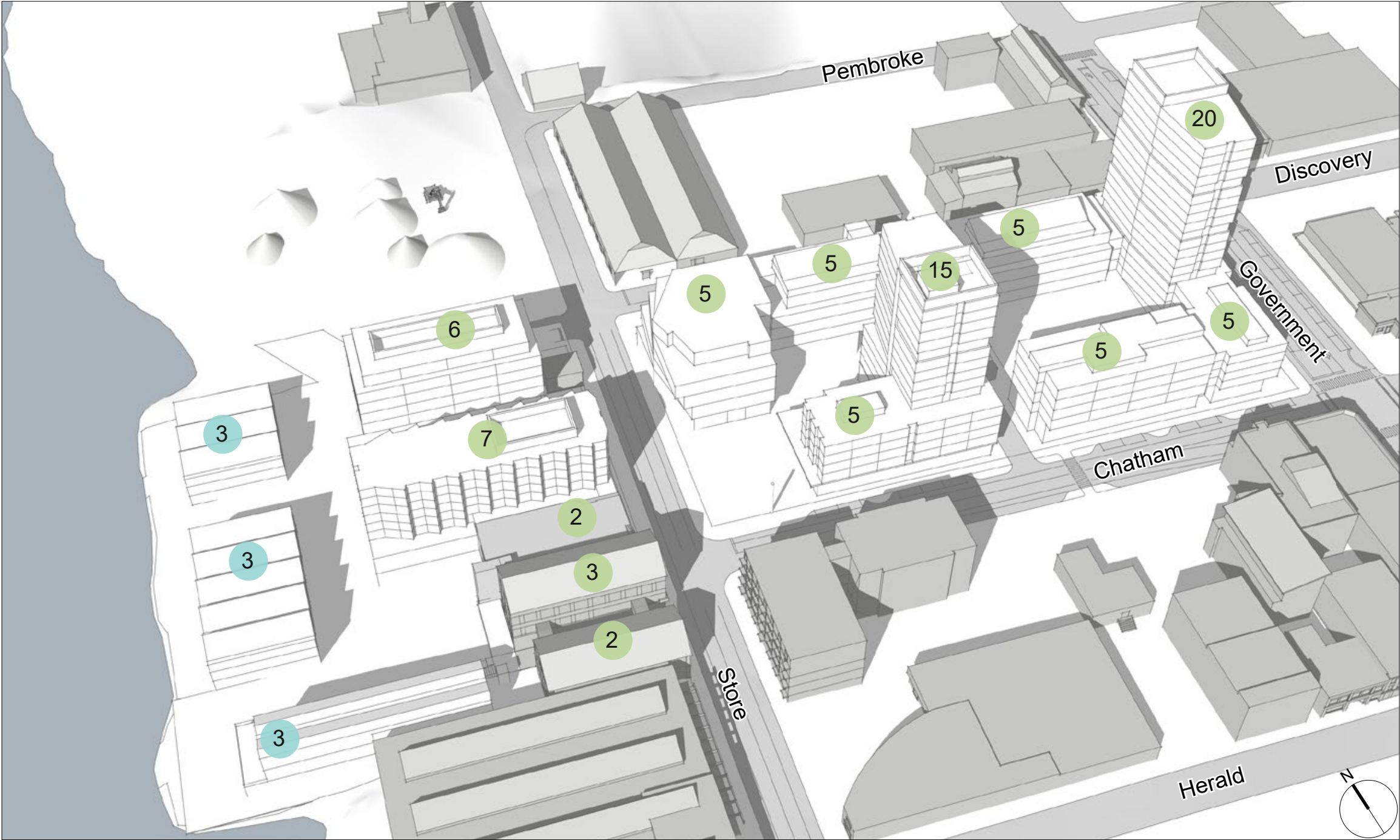


Sections with varied Setbacks

5.4 | Building Height

A range of building forms and heights are envisioned to create fitting proportional relationships to streets and public open spaces. The proposed street edge conditions and scale are established by careful spacing of building massing in relation to heritage buildings, calibrated setbacks, and a 5 storey podium along Chatham and Government streets. Building podiums will have recessed ground floors for generous public sidewalks.

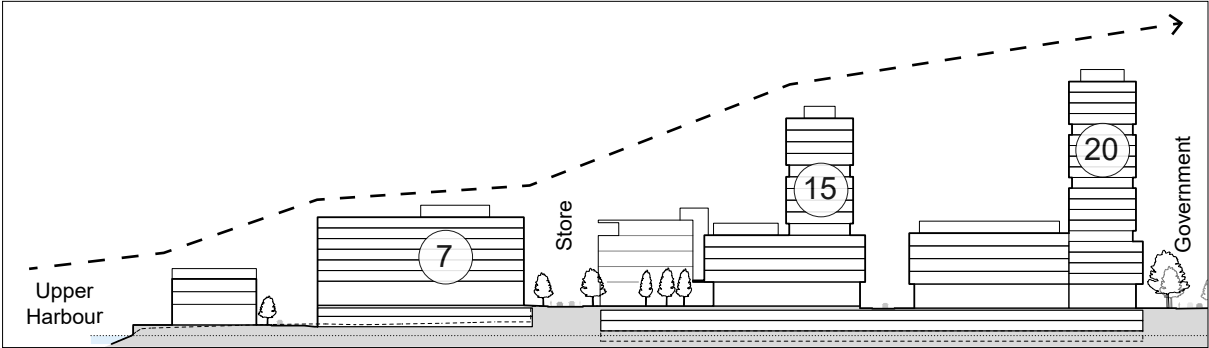
Above the podium portions of the buildings, walls are set further back from the line of the street. Taller buildings are an essential means to balancing the economic viability of the project with the provision of adequate publicly accessible open space. To achieve this balance, select proposed building heights exceed those anticipated by current area-specific Planning policy. To mitigate perceived negative impacts of this additional height, two taller buildings have been carefully integrated into the Plan: one 15-storey artists live/work building, and one 20-storey residential tower. The shape and position of the two taller buildings have been carefully considered to mitigate view and shadow impacts. Overall, the 2 tall buildings are diagonally aligned and descend from Government Street elevation toward the harbour sea-level for drama, sunlight and views.



Building Height in Storeys

- LEGEND
- X Storeys from Store Street
 - X Storeys from Harbour level

Building heights in metres are provided in Section 7 and are based on floor-to-floor heights appropriate to the use.



5.5 | On the Street

Experience On The Street

The streets are lined with buildings that define and consciously shape the visual proportions of the public rights-of-way.

Rain gardens, wide sidewalks, street trees, and street level activity such as restaurants, cafés, shops, residential, commercial and light industrial lobbies will contribute to the vibrancy of the area, enrich the public realm, and provide an interesting environment for pedestrians.

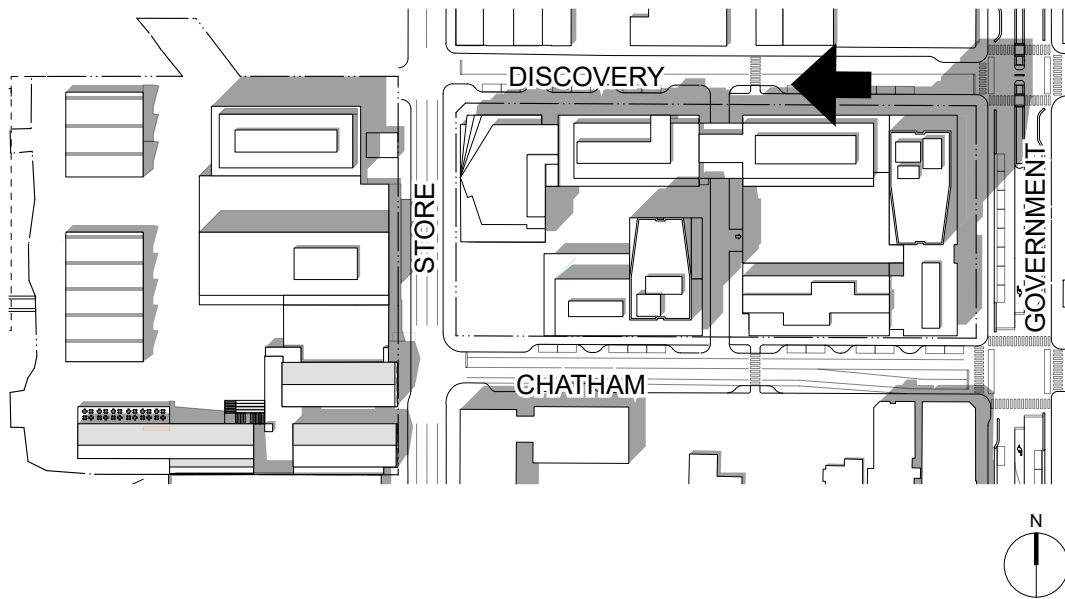
The streetscapes will include furnishings of a uniform language with the Rock Bay District’s aesthetic, as outlined in the Downtown Public Realm Plan, to support a cohesive neighbourhood character and feel.



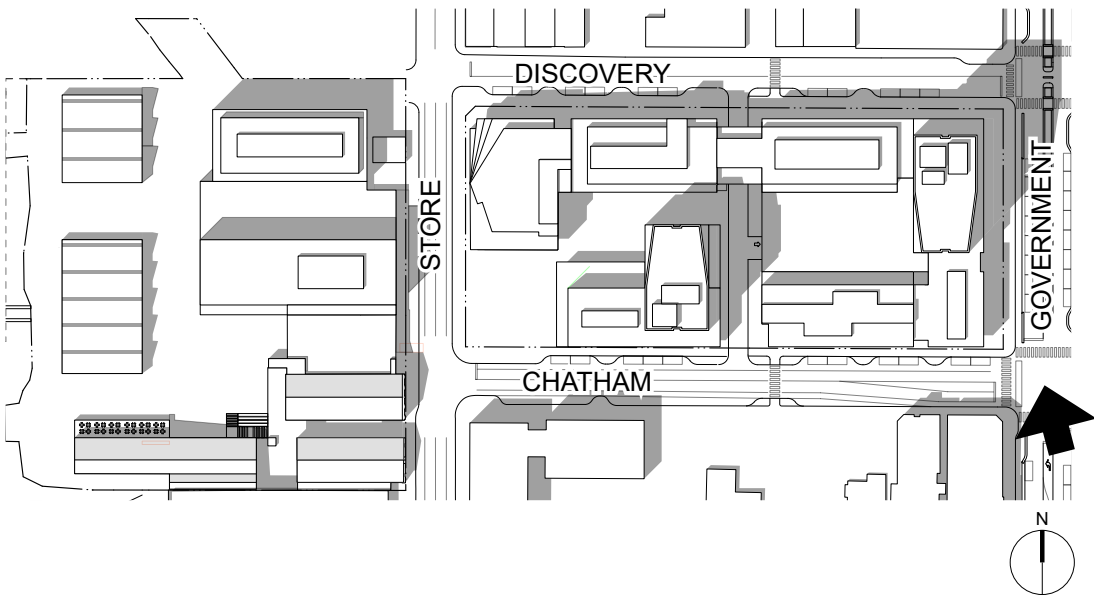
Sketch view looking west along Discovery Street, towards the Harbour.

5.5.1 Discovery Street

Discovery Street provides an important physical and visual connection to the water’s edge and uses green infrastructure of tree canopy and lower plantings to draw the eye towards that view. It is designed as a very green and intimate quieter street, with a narrower roadway that accommodates a shared use condition for cyclists and vehicles. The south side is a more active frontage and assumes a wider public realm width. The tree canopy provides a shady, weather protected environment and seating supports casual moments for pause and socializing.



5.5 | On the Street



5.5.2 Government Street

Government Street will be an active public promenade, accommodating a full range of multi-modal circulation options, including bike lanes, wide sidewalks and weather protected frontage zones at the building edge for seating, dining, and retail displays. The broad frontage zone offers opportunity to accommodate potential ‘Arts and Innovation’ District programming and supports the associated retail. Bollards and lighting will be included to embellish the character of the street and to provide an improved sense of security.

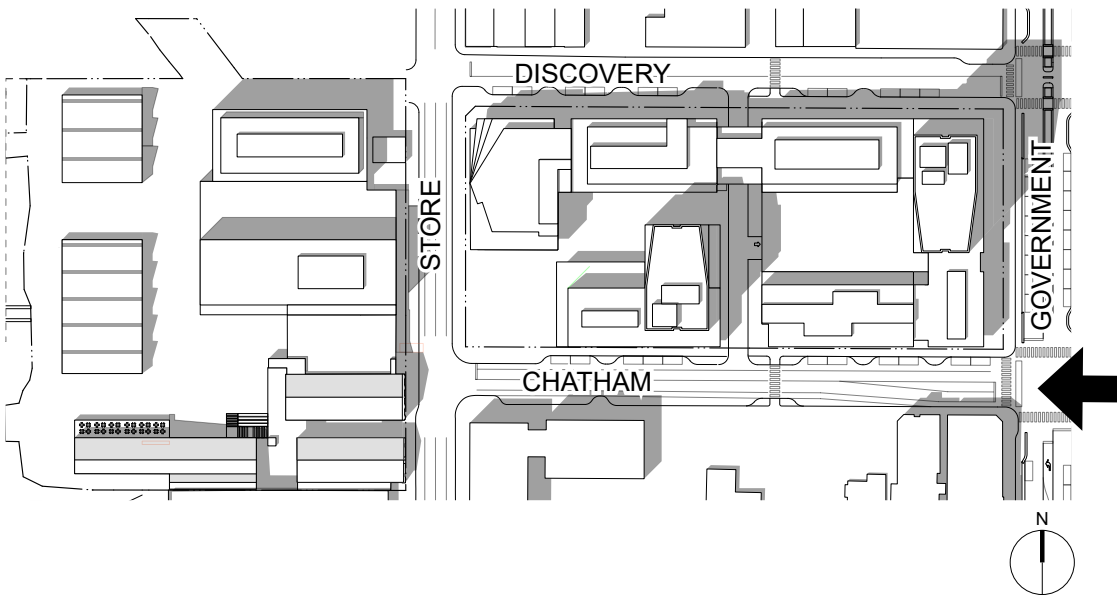
A key priority is the preservation of the existing significant and mature tree canopy including large hornbeam, plane trees and other species. Planting and design will have to consider the existing soil conditions and respond to any contaminants in the soil as to protect the health of the trees. The integration of soft landscape planting will furthermore improve the root conditions of existing trees and assist in the overall stormwater management function.



Top and bottom: Sketch view looking north along Government Street.



5.5 | On the Street



5.5.3 Chatham Street

Chatham Street is envisioned as an animated, safe and fully integrated street with bicycle lanes and on-street parking to support businesses and visitors alike. The street is designed to slow down traffic and emphasis is placed on a generous public realm space for pedestrians to meander along active frontages of mixed-use buildings.

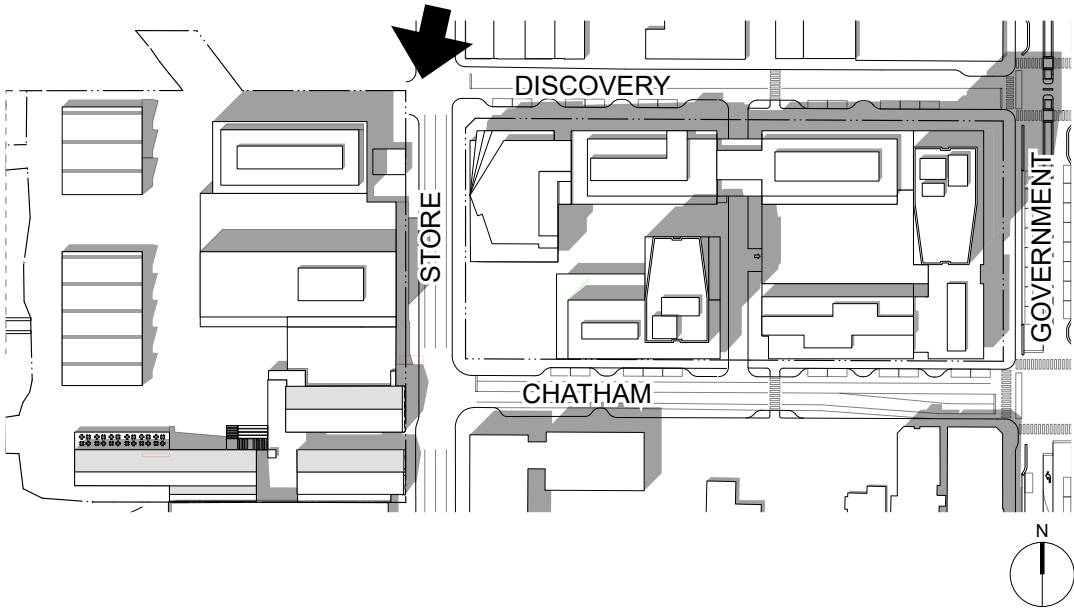
A key focus of the design are rows of new street trees framing the view towards the neighbourhood’s iconic heritage landmark - 1900 Store Street, the ‘Capital Iron’ building - and drawing people further, towards the water’s edge. Rain gardens line the street, contributing to a green aesthetic, alongside their functional role of stormwater capture and filtration.



Top and bottom: Sketch view looking west along Chatham at Government Street



5.5 | On the Street



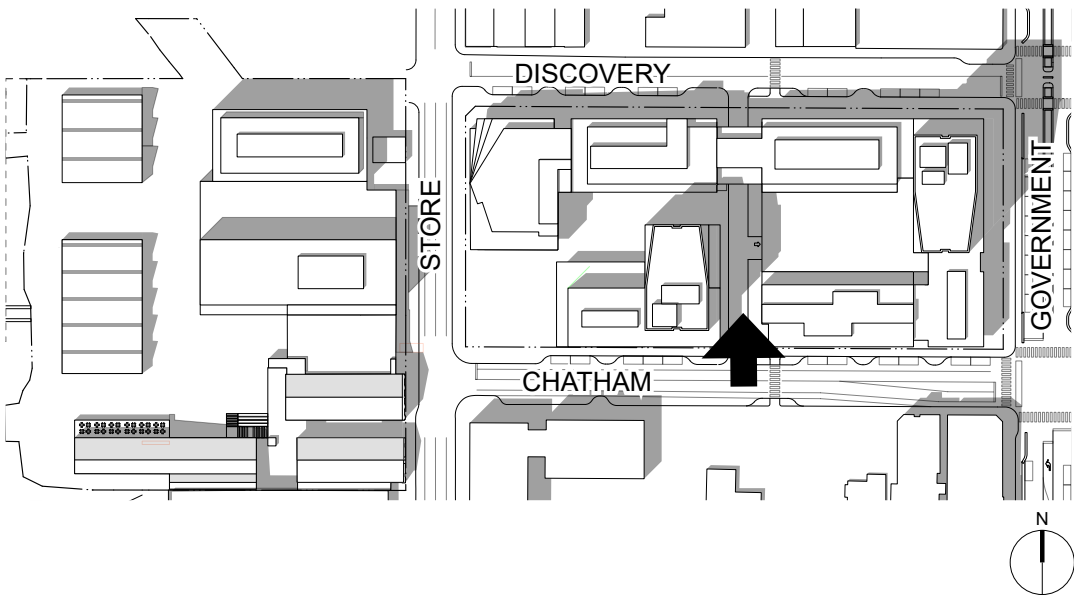
5.5.4 Store Street

Store Street can be characterized as a destination street and extension of the heart of the new development with a strong relationship to the public plaza and its programming. Designed as a curbless street, it accommodates natural spill out of pedestrians and activity during larger community event gatherings and potential street closure. A portion of Store Street is treated with special paving, matching that of the plaza, with rows of new trees on either side, within soil cell structures. Bollards are incorporated for the safety of the pedestrian. Paving variation can be used to signal a transition to a vehicular throughway.



Sketch view looking south along Store Street

5.5 | On the Street



5.5.5 Artisan Alley and Mid-block Lane

Artisan Alley and its associated access lane mid-block along Chatham Street, will have a distinctive eclectic character. New crosswalks at the north and south ends of the lane will draw pedestrians to and through the block. It will be a communal space shared by people and back of house activity, spurring incidental and congruous interaction with the loading and movement of art and other items. Special paving and lighting will be utilized to create safety in a space where the lines are blurred between pedestrians and vehicles. The Alley is anticipated to receive some spill out of activities from the larger Street Meet Square during event days, or serve as a backstage space. It also anticipates spontaneous smaller scale events such as a pop-up art display or a music event. It can be utilized during festivals such as Nuit Blanche or the TD Art Gallery Paint-In event.



Sketch view looking north the mid-block lane

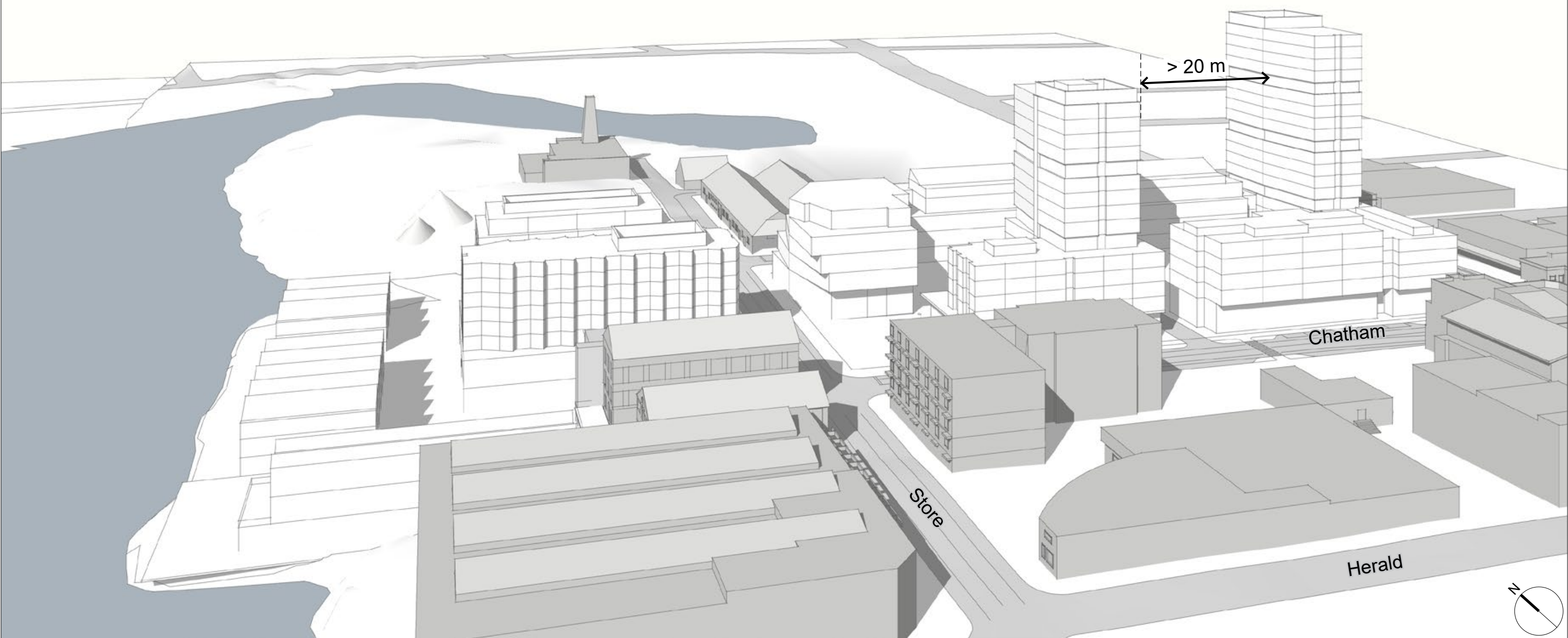


Precedents

5.6 | Building Separation

The mid-rise buildings and the upper and lower portions of the taller buildings have been strategically composed. Solar orientation, views to and from the buildings and the configuration of the city block have been carefully considered in the indicative design and the Zoning criteria. These considerations also included larger ‘city-scape’ aspects such as the idea of building heights descending from upland locations down toward the harbourfront.

The indicative design illustrated also exceeds the minimum 20-metre tall-building separation guidelines (residential) in the 2022 DCAP Guidelines.



Building Separation

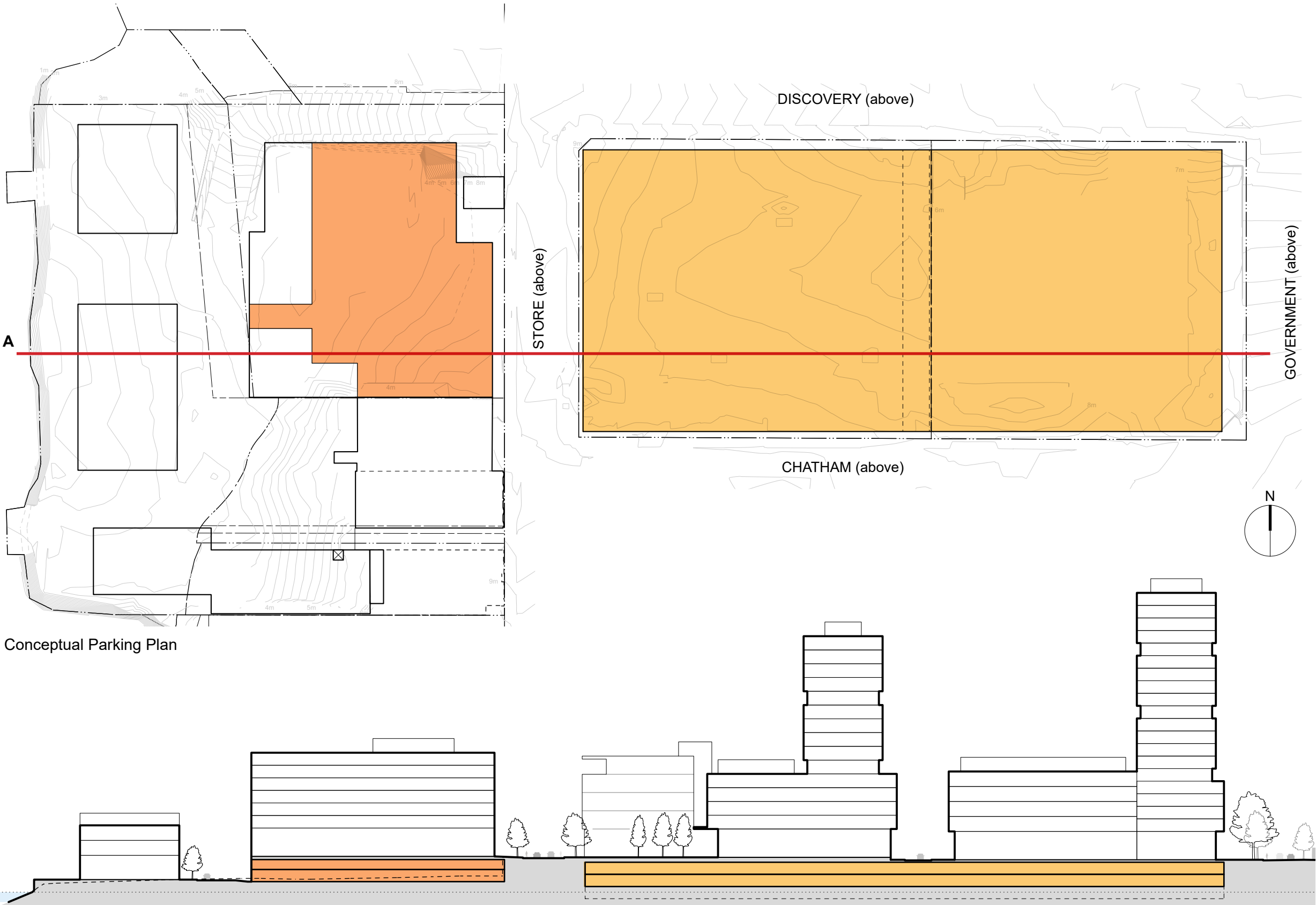
5.7 Parking

Parking for the project will be located under building or underground, with the exception of short term and service vehicle parking as well as a portion of bicycle parking that could be located at grade.

Under-building parking will be provided on the west block and will mitigate the grade differential between Store Street and the private driveway. Light industrial or commercial spaces are intended to wrap the parkade and provide a face at grade level.

Underground parking will be provided on the east block and is anticipated to be 2 or 3 levels. It is anticipated that some of the parking on the east block will be provided to meet the parking demand of the buildings on the west block.

The amount of car and bicycle parking provided will be determined for each phase at the time of Development Permit and will be based on the applicable City of Victoria parking bylaw. It is anticipated that transportation demand management (TDM) measures will be explored. These measures could include: bicycle end-of-trip facilities; long term bike parking for new mobility (e-bike charging, cargo bike parking); carshare; parking management (priced commercial parking); transit pass programs; Carpooling; and other TDM measures.



5.8 Land Use

In keeping with the aspirations of the City as articulated in the Victoria 3.0 Initiative, a wide variety of uses are envisioned in the Capital Culture District Comprehensive Development Plan. Buildings and floor area designated by zoning for various uses, have been calibrated and balanced with the intention of fostering truly mixed and vibrant patterns of human activity.

The diagram shows land uses in those broad categories by building. The 'General Employment' category includes a range of commercial and light industrial uses. The light industrial category is intended to include a limited allowance for non-industrial uses. A detailed list of proposed uses is located at the end of this document.

Zoning to accommodate a broad mix of uses will provide flexibility and adaptability over time. This will contribute to the long-term vibrancy of the neighbourhood, as it will be able to adapt to changing social-cultural, economic and physical conditions. Accordingly, vertical mixing of uses within buildings is also anticipated.

LEGEND

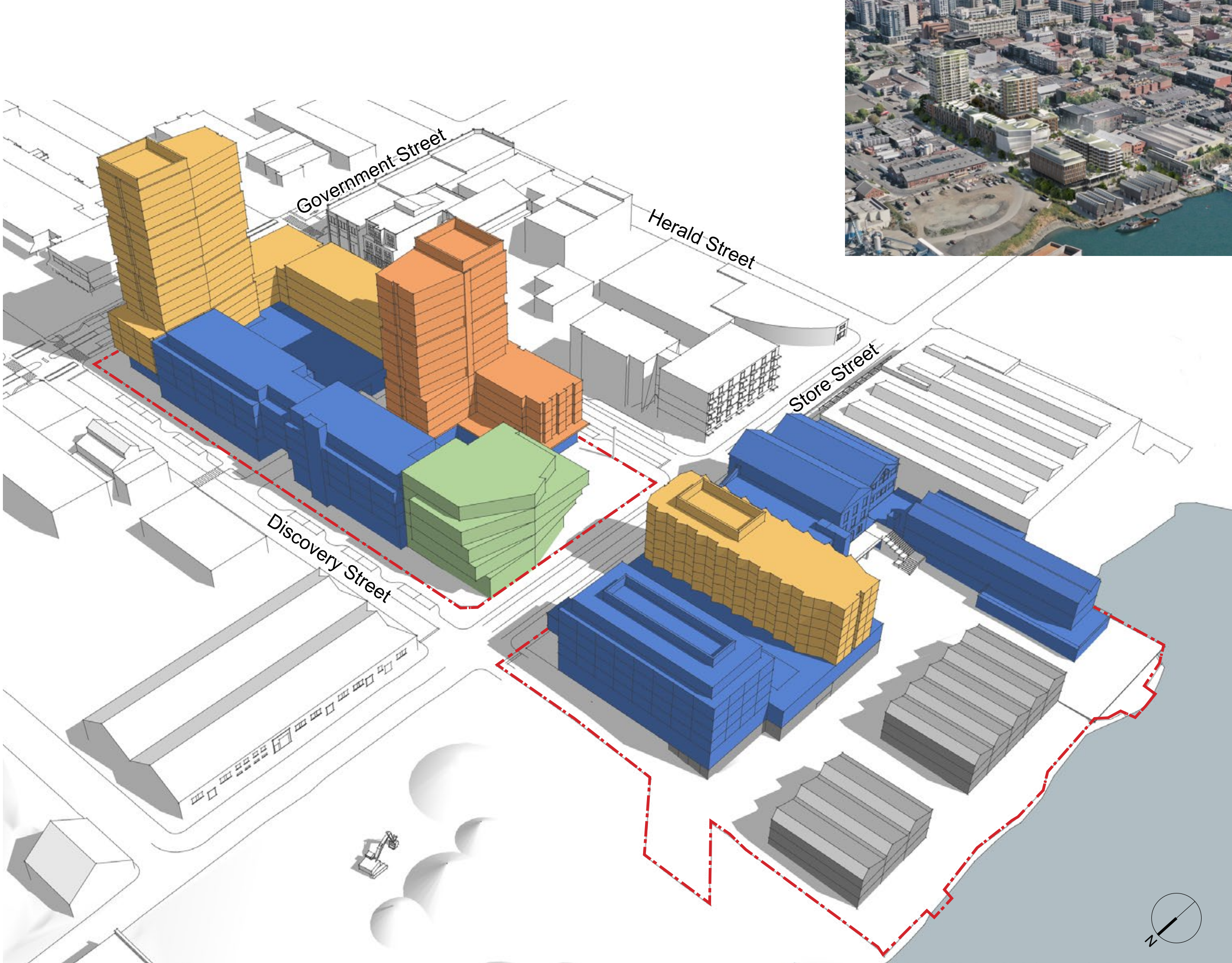
Residential (market rental/strata)

Live/Work (rental)

General Employment

Light Industrial (marine-related)

Arts + Culture



5.9 Floor Plans

The following plan diagrams illustrate potential land uses in broad categories per floor of each building. The intention of these diagrams is to illustrate the mixed nature of each development block as well as the vertical mixing of uses (ie. from L1 to L2).

LEGEND

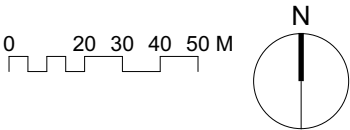
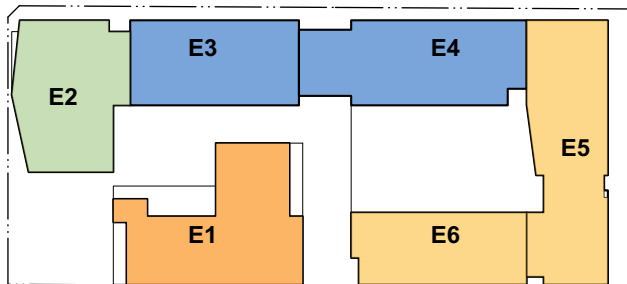
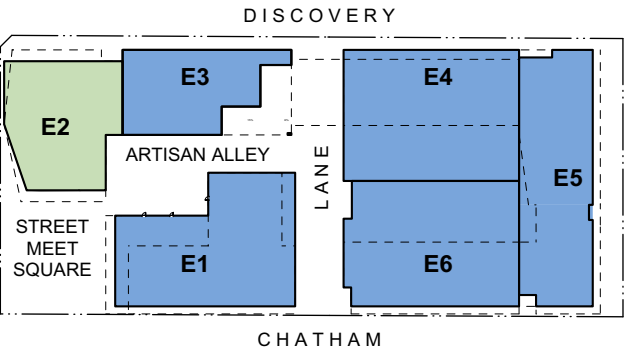
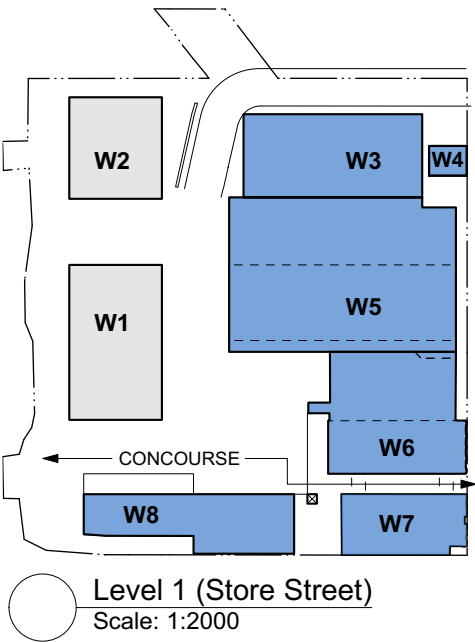
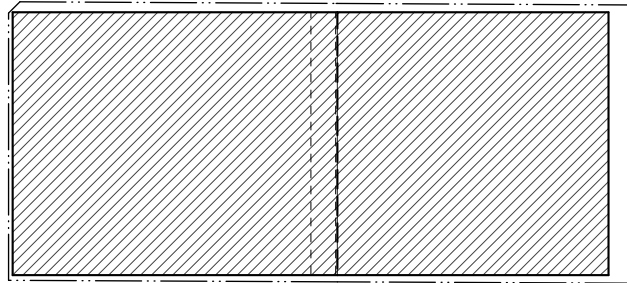
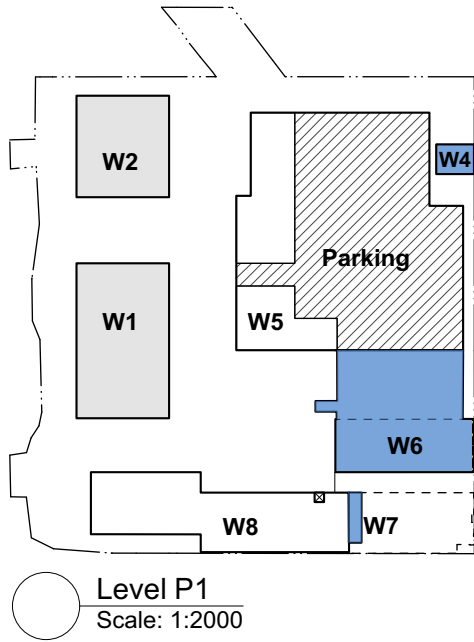
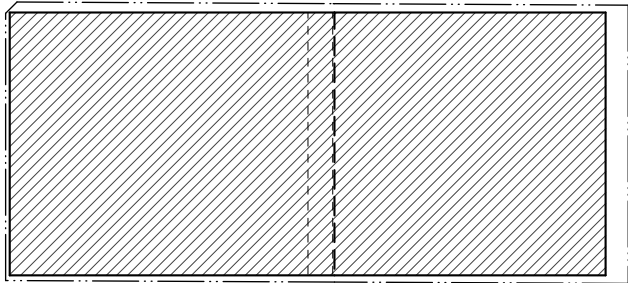
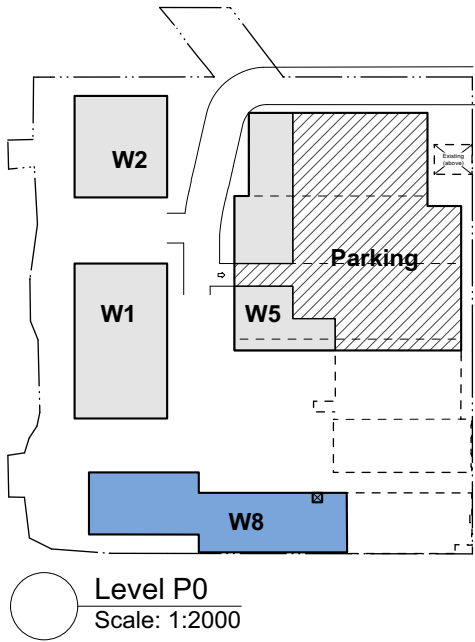
Residential (market rental/strata)

Live/Work

General Employment

Light Industrial (marine-related)

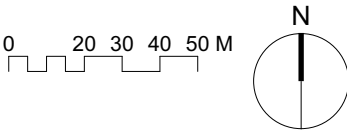
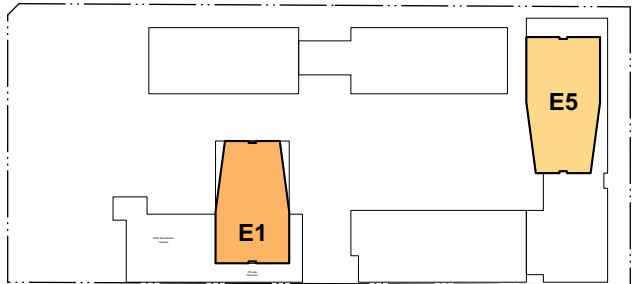
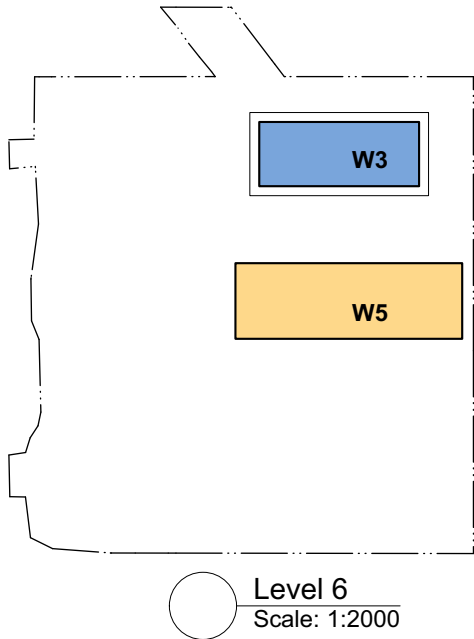
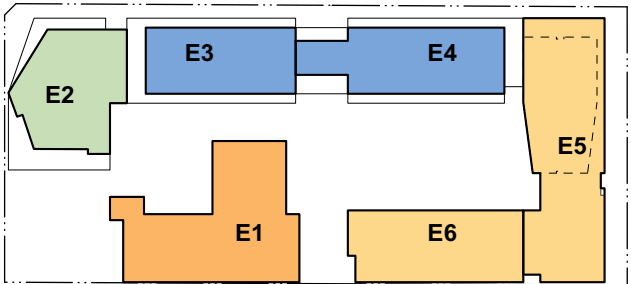
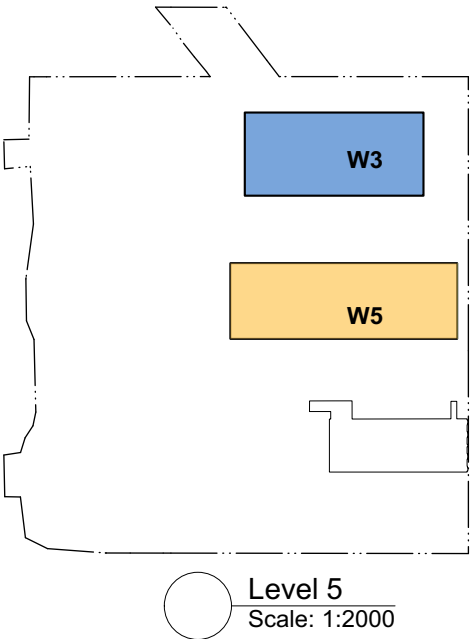
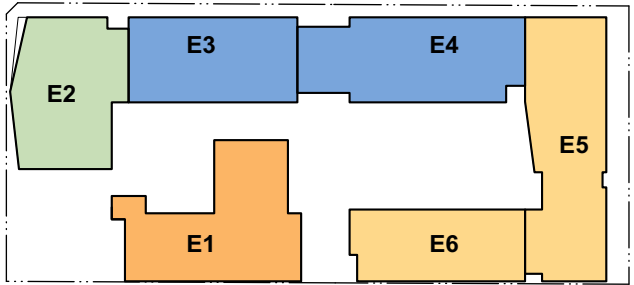
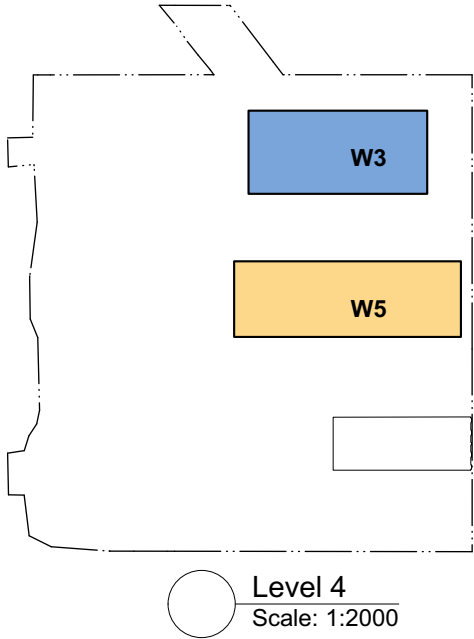
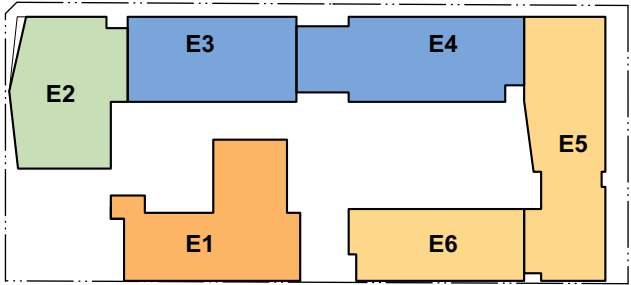
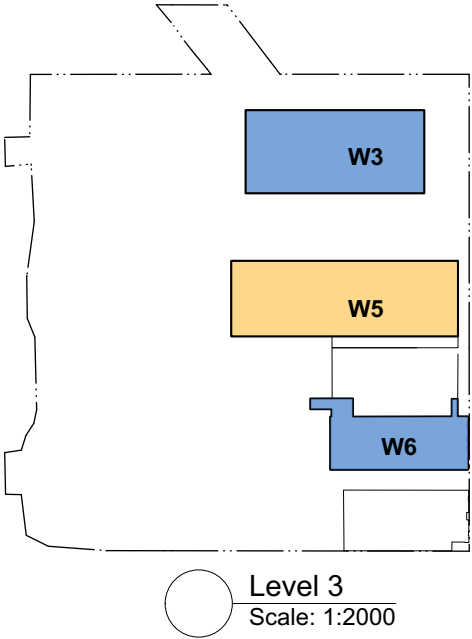
Arts + Culture



5.9 Floor Plans (continued)

LEGEND

- Residential (market rental/strata)
- Live/Work
- General Employment
- Light Industrial (marine-related)
- Arts + Culture



5.9 Floor Plans (continued)

LEGEND

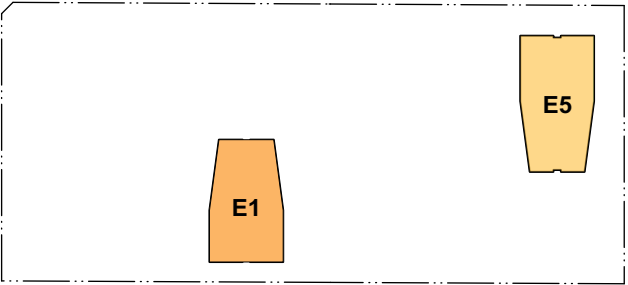
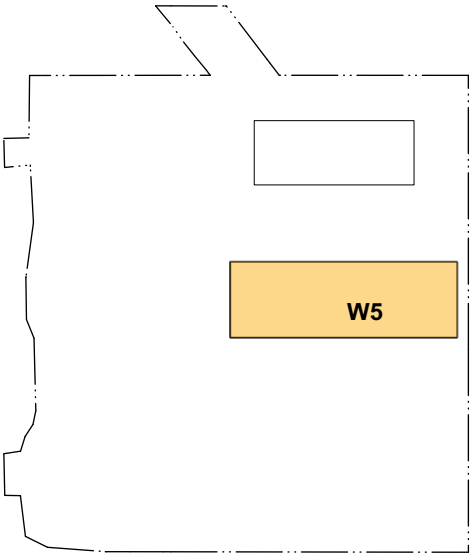
Residential (market rental/strata)

Live/Work

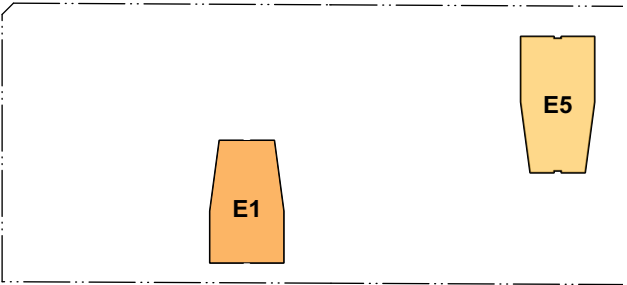
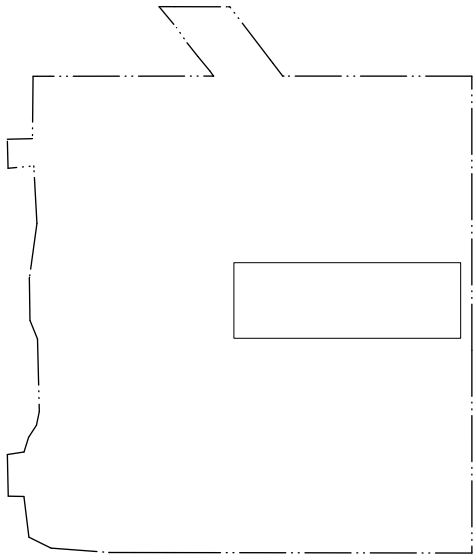
General Employment

Light Industrial (marine-related)

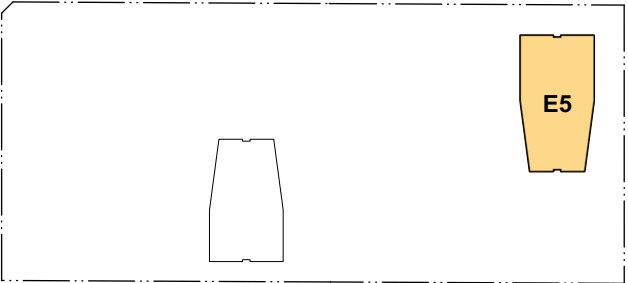
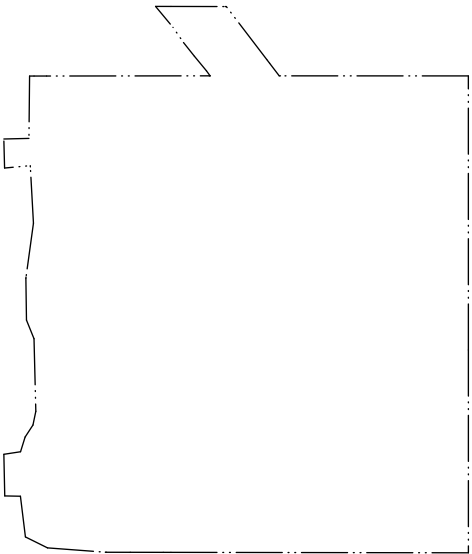
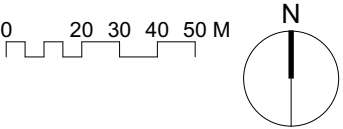
Arts + Culture



Level 7
Scale: 1:2000



Level 8-15
Scale: 1:2000



Level 16-20
Scale: 1:2000

5.10 Integral to the Arts and Innovation District

The following list includes examples of the types of uses and activities that could be accommodated within the proposed Capital Culture District CD zone. These not only comply with resilient city-planning principles, they reflect and support the intentions and aspirations of the Arts and Innovation district envisioned by Victoria 3.0.

1. Housing; Personal Services Offices; Daycare
2. Housing: Retail and Service Businesses at street level
3. Artist Studios; Shared Workshops; Galleries; Local Restaurant fronting the plaza
4. Showrooms; Workshops; Design Studios; Electronics; Furniture; Digital Publishing; Maker spaces; Engineering; Offices
5. Art Exhibition; Educational and Event Spaces; Food and Beverage; Gift Shop
6. Performance and Art Exhibit, Event venue: Street Meet Square
7. Advanced Education; Research and Development; Start-ups; Performing Arts Space; Office; High Tech; Manufacturing; Engineering; Retail; Possible location for the future Centre for Ocean Applied Sustainable Technologies (COAST) <https://southislandprosperity.ca/ocean-hub/>
8. High Tech; Co-working Spaces; Craft Brewery; Food and Beverage; Flour and Rice Alley
9. Watercraft Rental; Boat Repair; Maker-spaces; Commercial Recreation; Marine Industry; Ocean Research; Marina Facilities; Food and Beverage; Harbour Ferry; Artist Studio; Art Gallery
10. Possible Future Water lot Development
11. Harbour Concourse
12. Manufacturing; Storage; Distribution; Food Processing; Possible location for COAST or other marine related light industrial tenancies currently under review



Illustration of future build out of the Capital Culture District



Art Gallery of Greater Victoria's annual Paint-In; Eastside Culture Crawl, Vancouver

5.11 Phasing

The following buildings are anticipated to be included in the first phase of development and will set the tone of the Arts and Industrial area.

Proposed Art Gallery (AG)

A 5 storey downtown art gallery is proposed at the corner of Store and Discovery streets. The activities of the gallery will contribute to the vibrancy and character of the area and help animate the adjacent plaza.

Applied Industrial Arts (AIA)

The AIA is envisioned as a hub of cultural industries such as research and prototyping, industrial and product design, fashion design, digital arts, etc. Creative work, cultural production and light industry will be mixed vertically and co-exist in the two-winged building.

Fine Arts Building (FAB)

The FAB is conceived as an artist-focused rental building. Live/work studios will house creators of art in every medium and idiom. Creating will be supported by on-site communal workshops and making facilities, social spaces as well as material storage and exhibition spaces.

Street Meet Square (SMS)

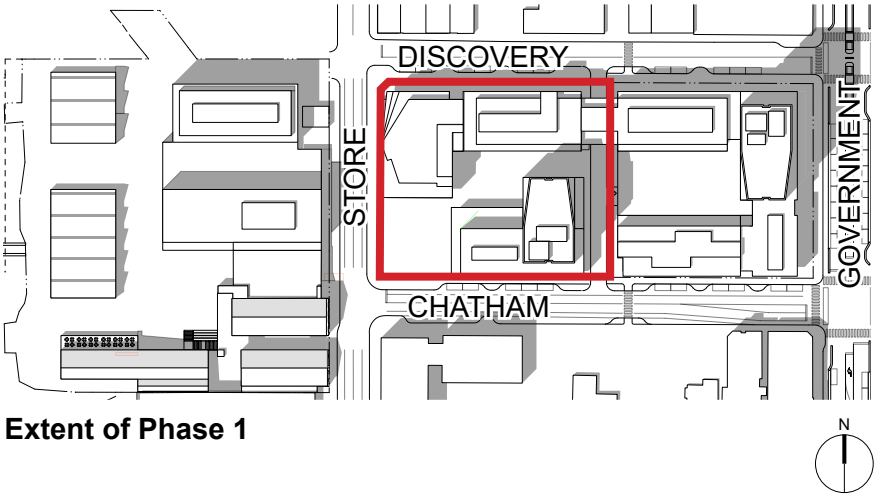
This sunny public plaza will provide a forecourt to the proposed art gallery and adjacent Fine Arts Building.

Street Frontage Improvements

As the first buildings are constructed, the public realm of the adjacent streets will be enhanced with improved sidewalks, new street trees, bicycle lanes and other elements of the street.



Illustration of future build out of the Capital Culture District



Please Note: The following perspective renderings illustrate the complete build-out of the proposed Capital Culture District Project. This will occur over the coming years and may take more than a decade to realize. It is anticipated that redevelopment of many properties proximate to the site will occur over this time frame and will result in a future context that is more built up than shown here.





Future Capital Culture District





Future Capital Culture District

6 | Landscape and Open Space

Landscape Rationale



Celebrate History

The landscape and open space design seeks to celebrate and honour both pre-colonial and settler commerce histories. Historical artifacts designed to be displayed as part of a ‘Cabinet of Curiosities’ near Flour and Rice Alley and along Harbour Concourse, could showcase the transects of past, present and future land uses by various cultures and communities. Materials such as basalt, sandstone, iron, and timber will be used in paving materials, site furnishings and landscape elements to reflect the various histories of place.

Indigenous Reconciliation

A strategy for indigenous commemoration, whether artistic, historical, interpretive, ceremonial, or other, should be determined with indigenous consultation at the Development Permit stage. This could take the form of consultation with First Nations Elders, or the inclusion of a commissioned artist to work with the design team to identify appropriate opportunities within the development.



Streets For People

The urban realm design goals for the Capital Culture District are to promote pedestrian use and experience of the public open spaces. The design will define a primary connection through the site and identify secondary circulation routes. A design language of hierarchy between circulation and connection routes will be developed. Connecting public open spaces throughout the site and treating Store Street as an extension to Street Meet Square is intended, especially for public event uses. Other key design initiatives include: linking site circulation to existing offsite routes and urban hot spots, introducing sidewalk bulges, curb bump outs, narrower travel lanes on Chatham St, and integrating other traffic calming, pedestrian friendly design strategies into the street design. Provision of ample seating, bike parking and trees will encourage pedestrian use and access to the development.



Green Space

Retaining existing large trees along Government Street is a key part of the project’s environmental goals. There is new tree planting proposed at street level in addition to key public open areas such as Street Meet Square and along the Harbour Concourse. At these locations there is potential to use soil cells to promote a thriving and healthy urban forest canopy. Extensive green roof planting is proposed for an array of building rooftops, while intensive planting is proposed at shared and private residential and commercial roof terraces.



Stormwater Management

Maintaining and enhancing existing waterfront ecosystems and improving water quality through thoughtful design treatment strategies will serve as an important component of the redevelopment. Finding new and ingenious ways to deal with existing water quality while containing and treating storm water on-site will be critical. Stormwater management and appropriate planting will provide the Capital Culture District with an opportunity to have an adaptive landscape, suited to the West Coast climate. The site offers several locations to propose water quality improvement through rain gardens and natural filtration and sedimentation methods. These efforts will have the potential to improve water quality before leaving the site.

6.1 | Blue Infrastructure

Blue Infrastructure refers to water elements in the environment such as streams, wetlands, floodplains, watersheds, and water treatment facilities. Blue infrastructure is a strategically planned network of natural and semi-natural areas with other environmental features designed and managed to deliver a wide range of ecosystem services. Examples of blue infrastructure include rainwater harvesting, rain gardens, bioswales, bioretention areas.

Rainwater management principles and appropriate planting will provide the Capital Culture District with an opportunity to have an adaptive landscape, suited to the West Coast climate. The site offers several locations to treat rain and stormwater through rain gardens, natural filtration, and sedimentation methods. These efforts will have the potential to improve water quality before leaving the site.

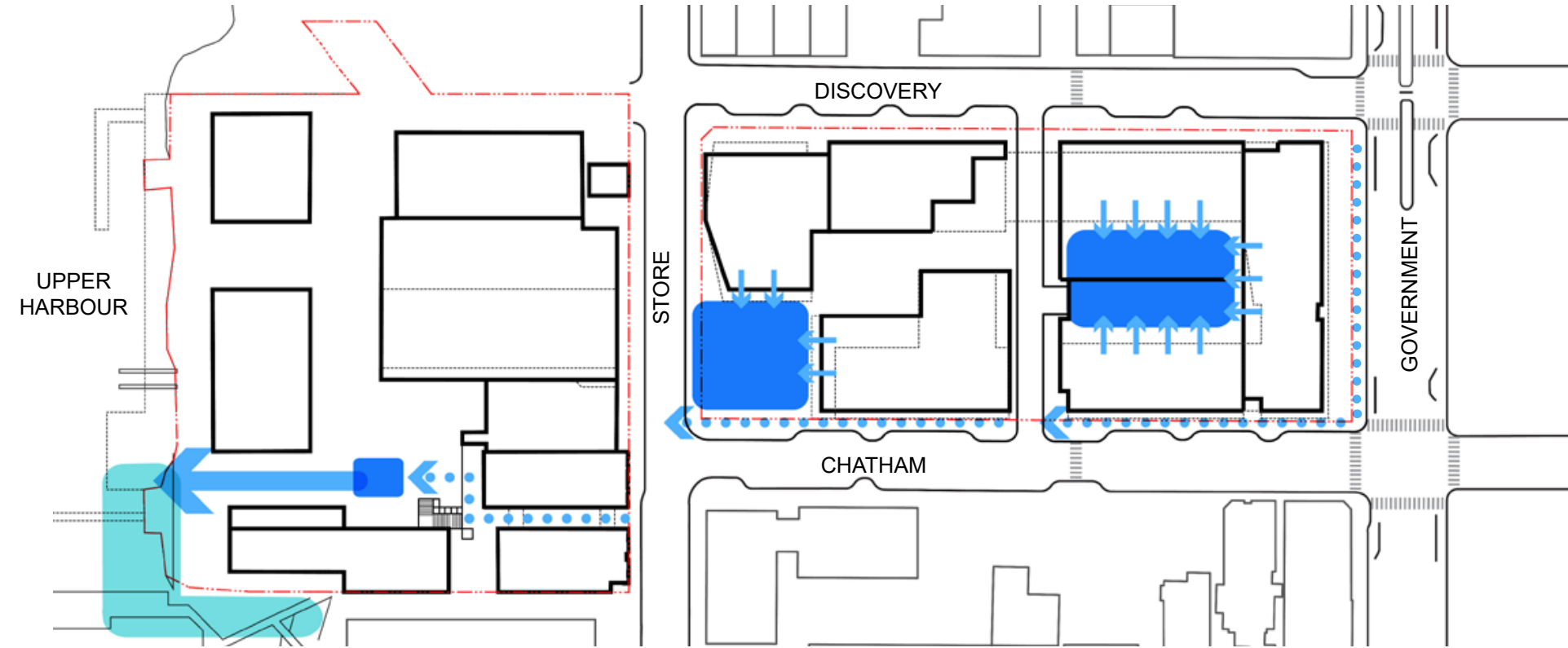
The following principles outline the best practices to manage rain and stormwater that is environmentally responsible, practical, and fiscally prudent.

- 1. Low Impact Development Strategies**
Minimize building and road footprints to reduce stormwater production and retain greenspace.
- 2. Manage and Clean Water On-site**
Capture, slow, and treat stormwater runoff by directing runoff to soil and vegetation-based water treatment areas.
- 3. Integrated and Multifunctional Landscape Features**
Integrate multifunctional stormwater management features into site design to improve both water quality and aesthetics.
- 4. Mimic Natural Hydrological Process**
Design and develop stormwater management plans that mimic natural hydrological flow paths.

As this site is located next to an ocean inlet, consideration for the protection and enhancement of the shoreline is key. Direct shoreline access will be minimized outside of areas designed to access the water (watercraft launching) and marine-industrial, working-harbour infrastructure (vessel docking and wharf facilities). Where overwater structures are incorporated, they should consider salmon habitat needs. e.g. light wells to create dappled light beneath.

Any future design enhancements to the shoreline will consider flood and habitat protection measures. e.g. replanting native riparian vegetation, managing invasive vegetation and introducing large woody material in combination with a variety of granular material. Recognizing that there are contaminated soils along the shoreline, all standards related to retaining or replacing existing geotextiles or appropriate removal of contaminated soils offsite will be followed.

The design will incorporate an integrated rain water management plan that cleans stormwater runoff before discharging to the marine environment, with rain gardens being a key component of that strategy. This will be addressed in the next stages of the project.



LEGEND

- Rain gardens and below grade water connection
- Rain and storm water treatment areas
- Potential shoreline improvement area



Rain planter



Curb cut and bump out bioswale

6.2 | Green Infrastructure

Green Infrastructure refers to trees, lawns, shrubs and planted areas such as meadows, fields, and forests. Green infrastructure utilizes a range of natural and semi-natural environmental features to manage environmental pollutions such as storing carbon, filtering air, and treating stormwater through infiltration processes. Examples of green infrastructure include urban forests and urban tree canopy, green roofs, urban agriculture, biodiverse native planting designs.

Urban forest goals and vision from Victoria’s Urban Forest Master Plan will be reflected in the Capital Culture District’s landscape and green infrastructure design strategy.

Maintaining existing trees along Government Street is a primary goal. Adequate soil volumes using structural soil cells will be provided for new trees to ensure a diverse and resilient urban tree canopy both onsite and offsite throughout public realm spaces. Soil volumes will be confirmed by the project arborist.

The following principles outline the best practices to growth and maintenance of a healthy and resilient urban forest canopy.

- 1. Urban forests are key components of green infrastructure**
The urban forest is a valuable green infrastructure that benefits a city’s management of rain water, provides cool shade, and is essential to urban biodiversity.
- 2. Climate Change Adaptation and Mitigation**
Urban forests play a vital role in climate adaptability and extreme weather mitigation techniques such as providing shade, buffering high winds, and managing erosion.
- 3. Urban Forests Provide Habitat**
Provides essential urban habitat for a large variety of city-living animal, bird, and insect species.
- 4. Balances the Impacts of Urban Development**
Urban forests can help maintain watershed quality and health and contributes to urban biodiversity.

The overall planting strategy for the site will favour indigenous plantings in rain gardens and in streetscape and open space planting beds. Indigenous plantings support a more productive ecological environment, have a low maintenance service level, and are more resilient to the existing site’s climatic influences.



LEGEND

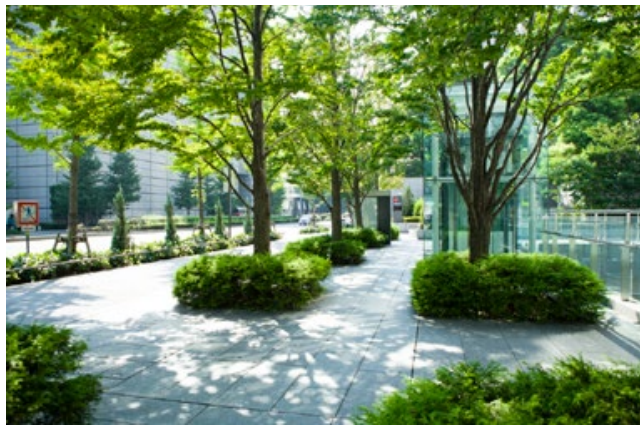
- Retained trees = 10 (estimated)
- Proposed trees
- Elevated greenspace residential amenity



Indigenous planting



Tree planted rain gardens



Tree soil cells

6.3 Capacity and Events

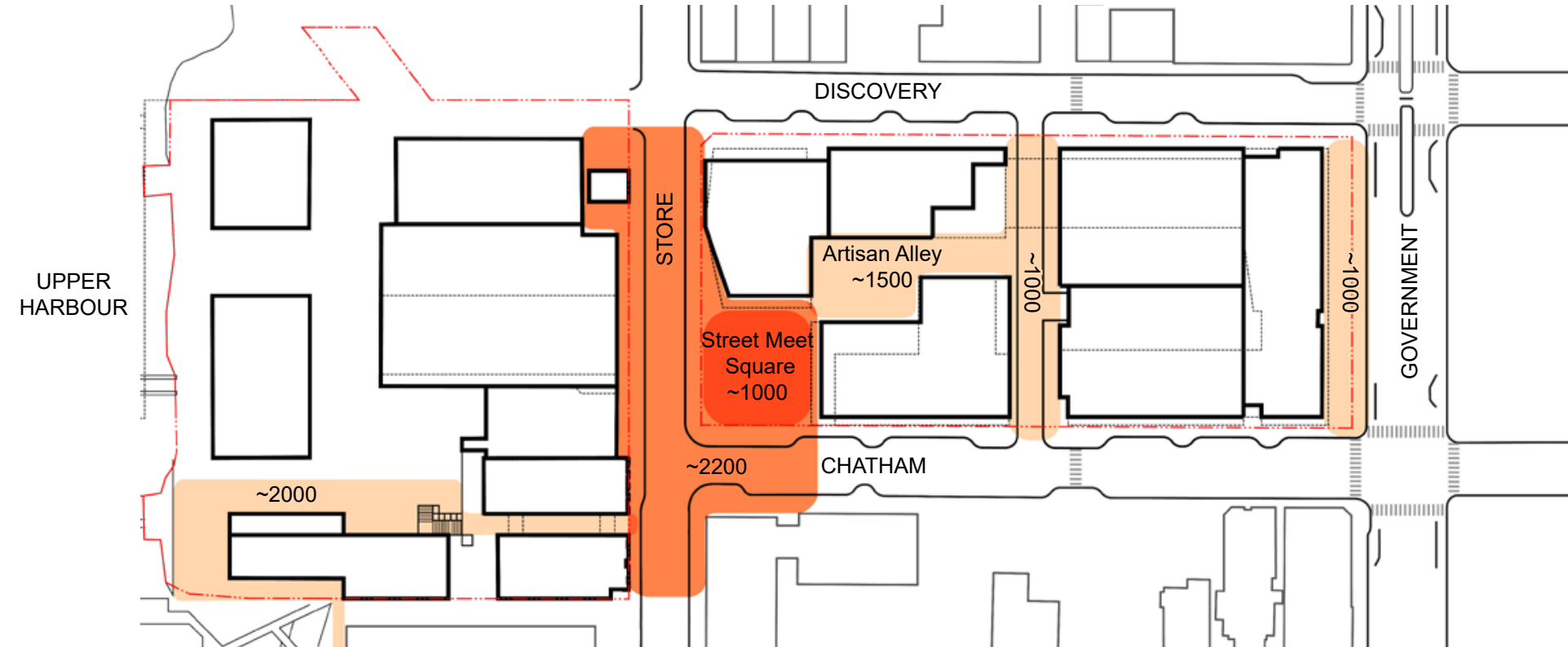
Programming

Providing special event programming for both tourists and locals will animate the public realm and produce quality public spaces. Designing structures and settings that allow for these areas to be enjoyed differently through each season, in different weather conditions and at different times of day will allow it to function on an ongoing basis.

Event Capacities

The site will be part of the future Arts and Innovation District. Events such as local makers and farmers markets could be hosted at either a small scale within Street Meet Square or at a larger scale in the Square and the adjacent street block of Store Street. If temporary closures of Store Street are permitted for special events, the capacity of the event space is significantly increased.

Major events such as the Art gallery of Greater Victoria's TD Art Gallery Paint-In could utilize primary, secondary, and tertiary public spaces to host the main events.



LEGEND

- Primary event/public space (Local small scale markets, Art gallery specific events)
- Secondary event/public space (Art Gallery Paint-In, medium/large scale markets, holiday/special celebrations)
- Tertiary event/public space (alleys, lanes, promenades, public frontage, seating, viewing, exploring)



AGGV Paint-In



Public Market



Street Market



Night Market

6.4 | Landscape Rooftops

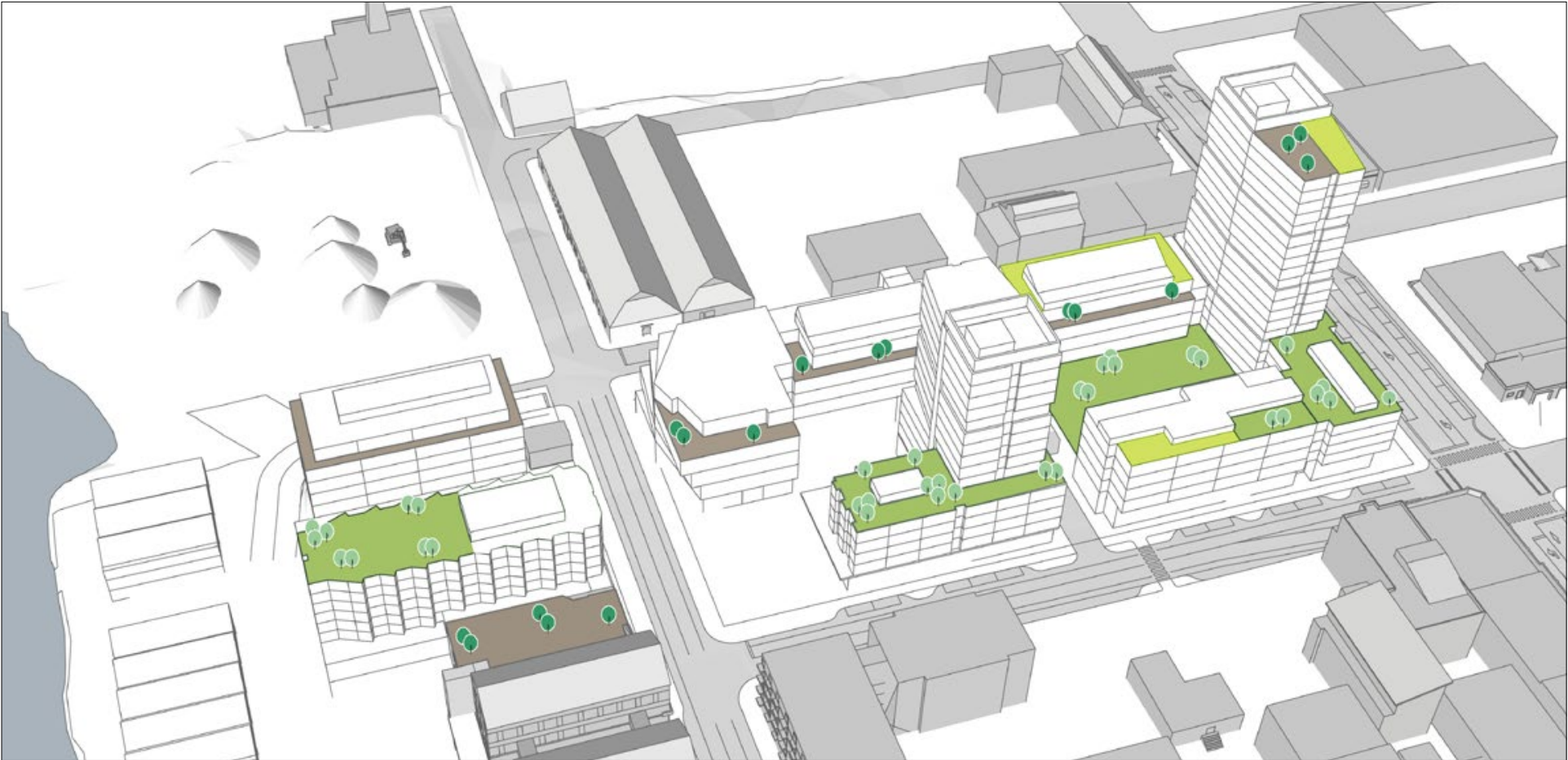
A variety of rooftop landscapes are envisioned for both private and shared residential, commercial, and institutional building roofs and terraces.

Intensive planting areas feature raised planters and large areas of mounded soil to host tree planting as well as shrubs, grasses and perennials.


Extensive green roof planting features sedum planting, with a mix of native grass and/or native pollinator wildflowers.


Areas where extensive and intensive planting appears less feasible or provides less programmatic function may be designed as paved patios with raised planters hosting trees and planting.

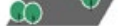
Rooftop design that incorporates extensive plantings, intensive plantings, and paved patios will be fully explored at the Development Permit Stage for each building.



LEGEND

 Intensive landscape terrace

 Extensive green roof

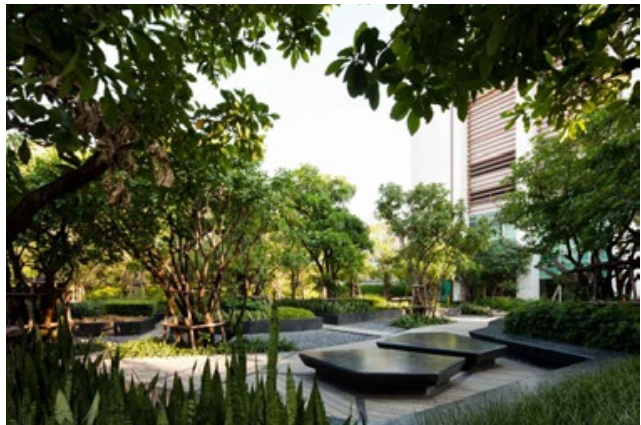
 Paved patio with raised planters and trees



Intensive landscape terrace



Extensive green roof



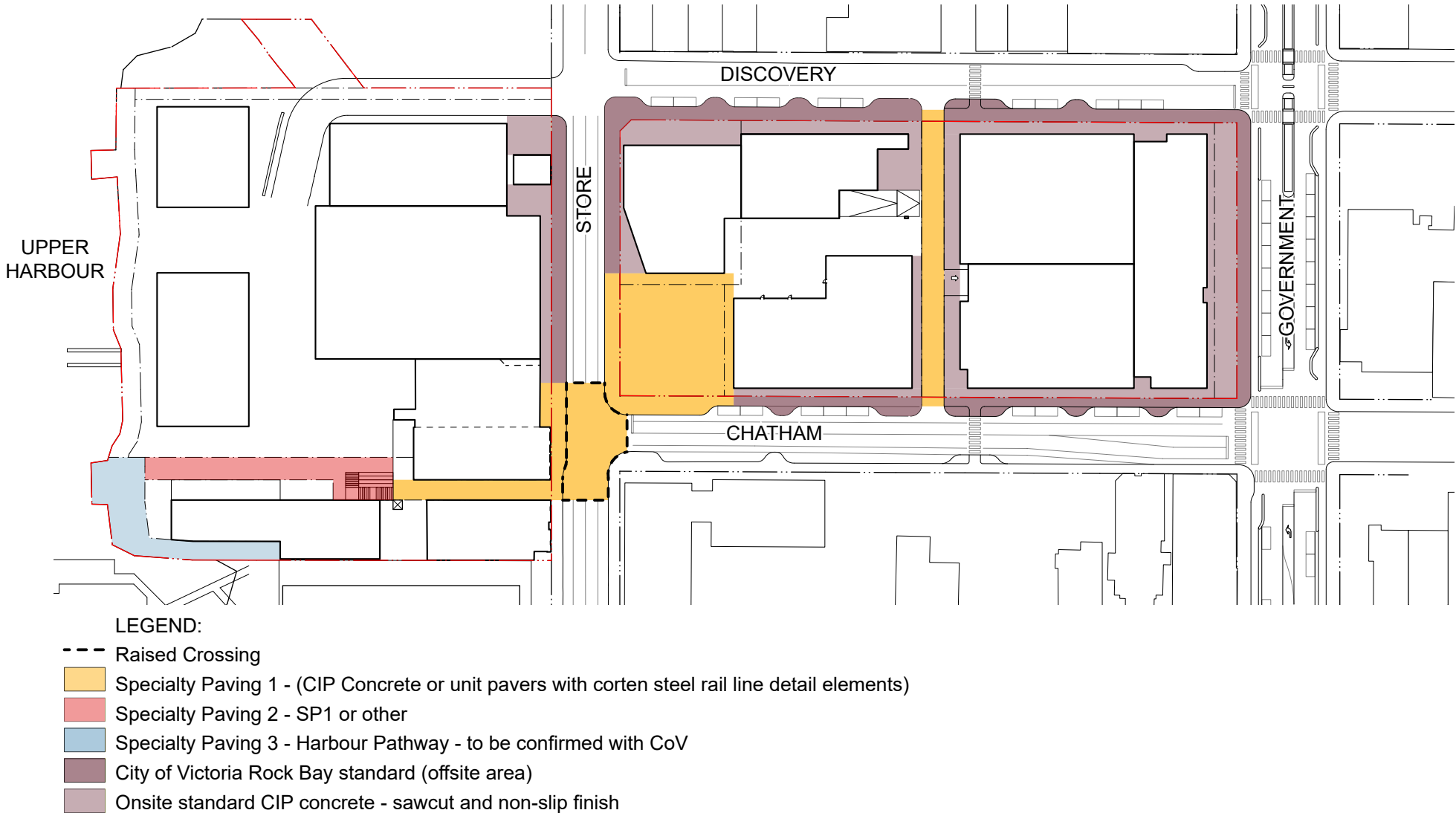
Paved patio with raised planters and trees

6.5 | Materials

Materials that tell a story

One of the project’s goals when selecting and designing paving patterns and furnishings will be to maintain authentic heritage materials of the existing site, while introducing forms and materials that re-ignite the historical context and re-imagine the function of ordinary structures, features and materials.

A feature of Flour and Rice Alley and the Harbour Concourse is to showcase these historical artifacts displayed as part of a ‘Cabinet of Curiosities’. Heritage materials and artifacts illuminating intersections of past, present and future land uses that highlight the local history of various cultures and communities. Materials such as basalt, sandstone, bone, and shell midden historically represent tools and customs of First Nations settlements on the site. Iron, timber, scrap metals, and cobble stones constitutes the history of settler commerce in the post colonial era.



Material Inspiration



Basalt



Antler & Bone



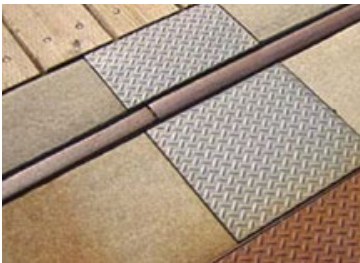
Shell Midden



Timber



Precedents for interpretation of heritage materials



Iron



Precedents of artifact displays



Cast-in-place Concrete (sawcut, non-slip)



Harbour Pathway precedent

Historical Traces

Layering the histories of the site using fire maps informed the conceptual landscape and open space design.

Street Meet Square

Material inspiration came from the former Albion Iron Works store once located at this plaza site. Paving strategy design and site furnishing was inspired by the former E&N Railway Lines and Freight Shed.

Harbour Concourse

The presence of the original shoreline reaching closer to the back of the Capital Iron building formed a connection to water conceptualized as a wetland feature set in the concourse. The historical photograph of a jack ladder traversing between the two heritage buildings on Store Street inspired the circulation and stair connection up to Flour and Rice Alley.

Streetscapes

Conversely, furnishings and paving around the site will respond to the Rock Bay neighbourhood’s look and feel, and will follow the standards in the Downtown Public Realm Plan, or other relevant policy, to support a cohesive and character-defining environment.



1905 Store St - Albion Iron Works Store -c.1890s



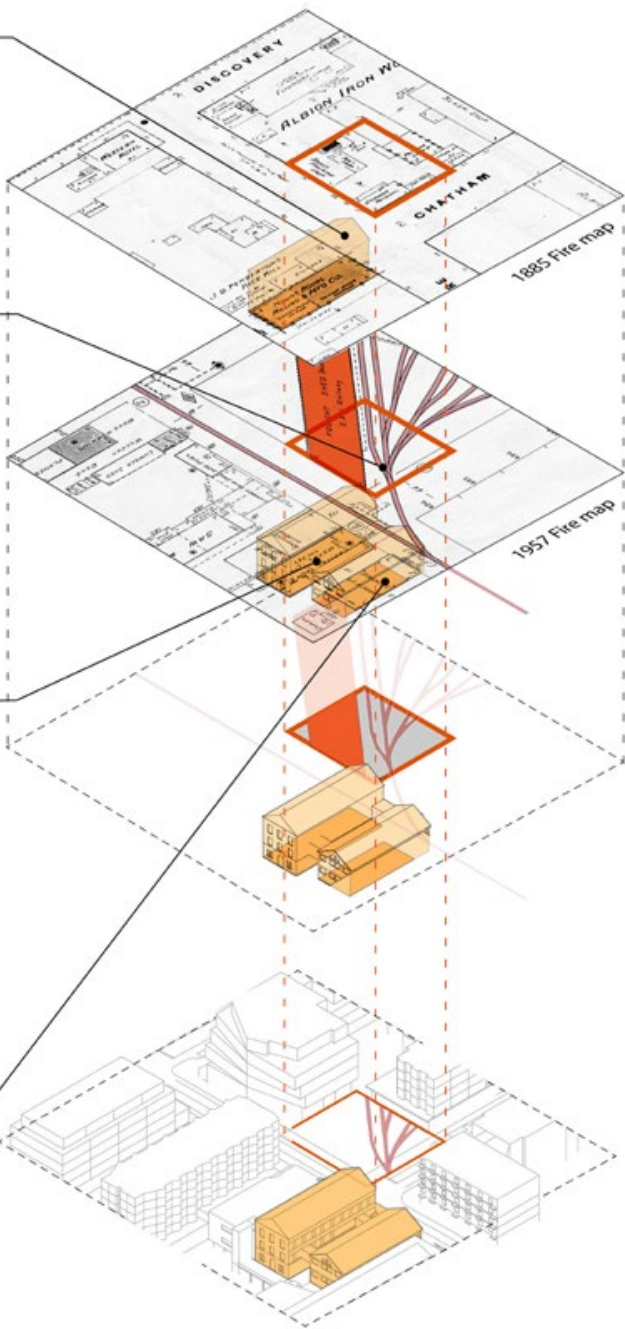
1905 Store St - E&N Railway lines and Freight Shed -c.1960s



Store St. & Chatham St. view looking West -c.1960s



1900 Store St - Flour and Rice Mill



Upper Harbour - 1860s



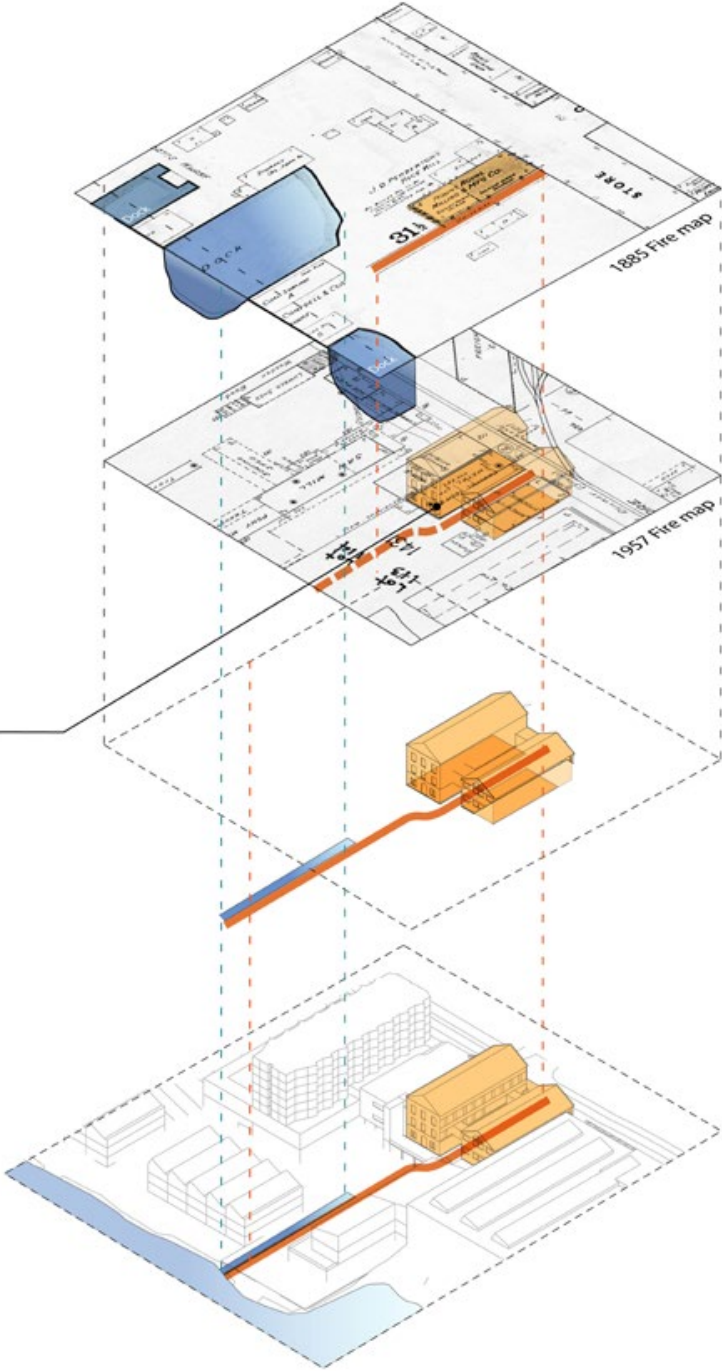
Upper Harbour - Point Hope Shipyard - 1870



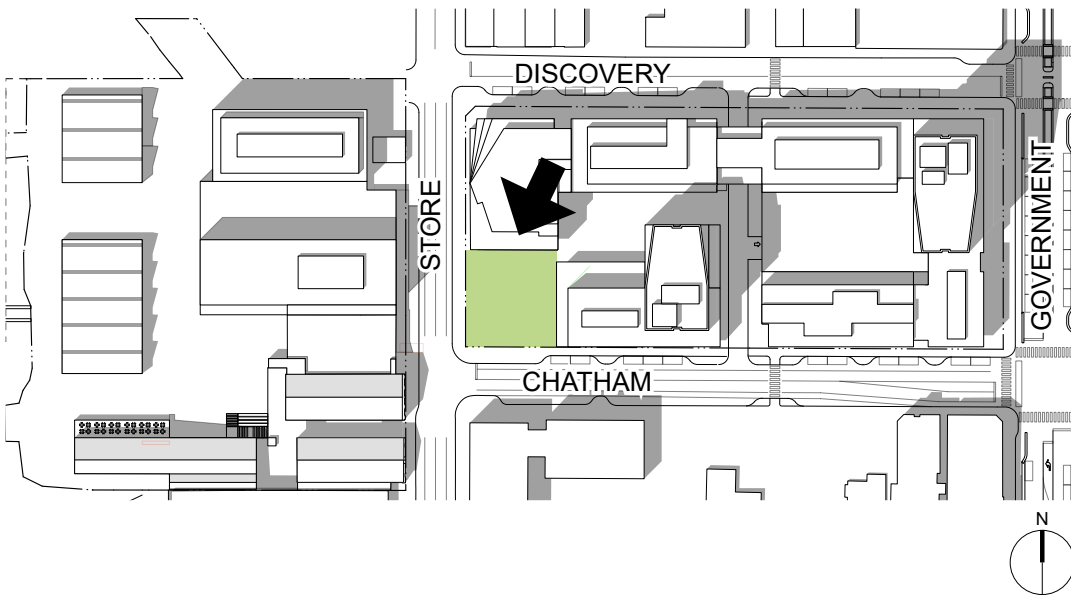
Capital Iron & Metals Ltd. - c.1950s



Upper Harbour Timber Industry - c. 1960s



6.6 | A New Public Plaza



Description

A new plaza, secured by Statutory Right-of-way, located at the corner of Store Street and Chatham Street. This public open space will be approximately 780 m2 (8400 ft2) in size.

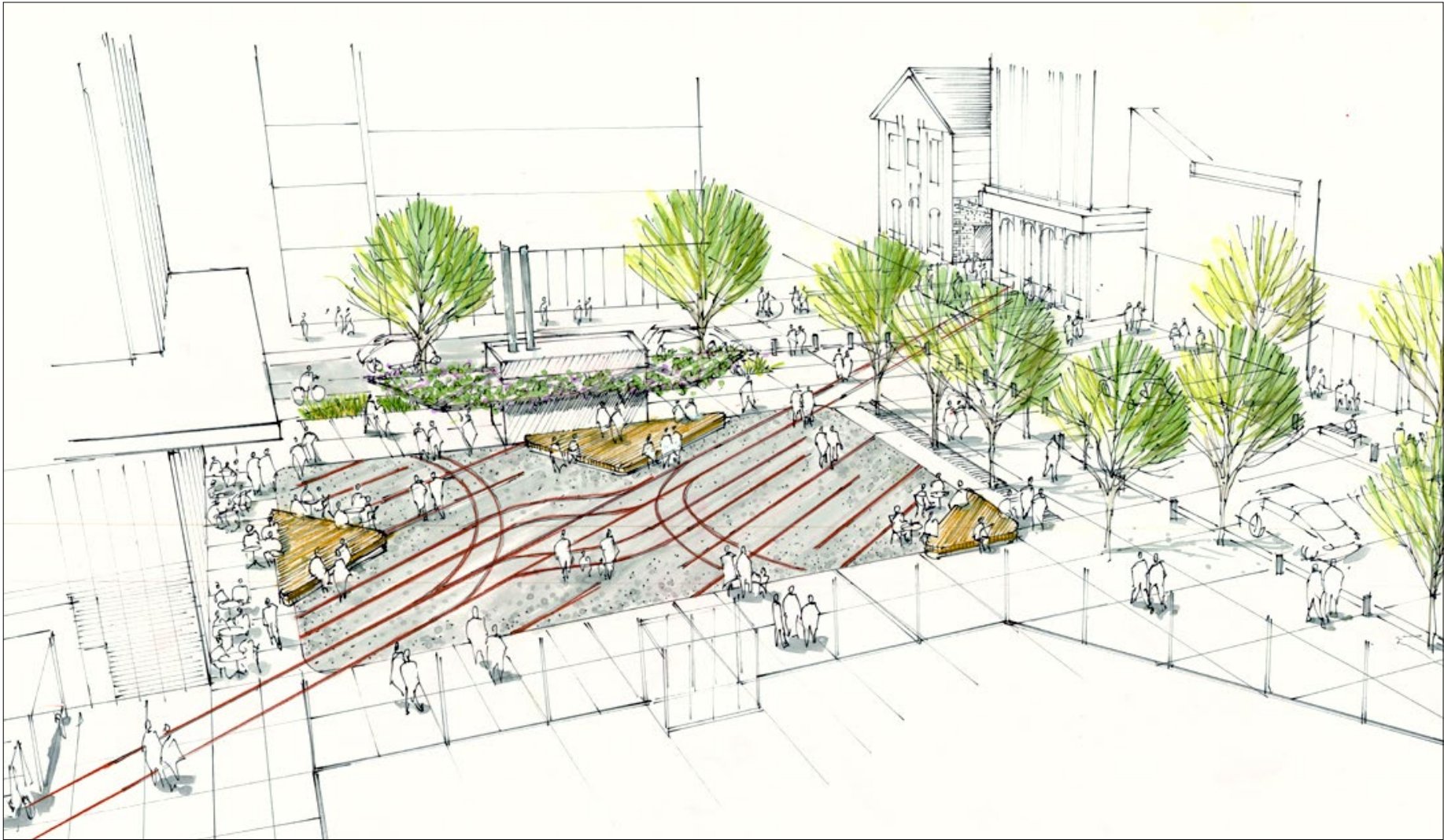
The public plaza is envisioned as a meeting place for the community, accommodating a typical variety of passive uses as well as active programming relating to the adjacent Art Gallery. The new art gallery's main facade will define the south boundary of the plaza. The urban design suggests an extension of physical features, such as distinctive paving, into the public right-of-way so that the entire area appears cohesive. It is expected that for special events the street right-of-way will be closed to traffic as required to accommodate. The design details will be inspired by and commemorate the pre and post-colonial histories of the site as well as include ideas for non-prescribed, exploratory play.

Features

Paving Materials: A fully permeable paving strategy as well as an historically relevant palette of materials (steel rail, aggregate ballast, timber decking, metal grating) will be used in a contemporary manner in the design of the plaza and streetscape. If viable, permeable features could be part of the rain-water management strategy to collect water in the planting media sub-stratum of the plaza.

Site Furnishings: Most site furnishings will have a heavy timber aesthetic that is historically relevant, robust, timeless, and built to last. Decking and seating could reflect the angle of the original rail sidings on the site, including a large seating plinth and stage located on the site of an historic storehouse.

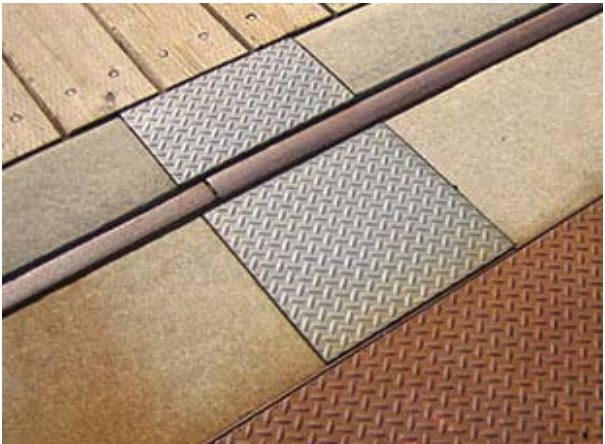
Accessibility: The plaza design will be barrier-free throughout and designed in consideration of all times of day and all seasons.



Aerial View



Material Inspiration



6.6 | A New Public Plaza (continued)

Features (continued)

Sustainability and Stormwater Management: Stormwater collection will be integrated in the paving either through a permeable aggregate paving (crushed gravel, jointed aggregate paving) or a slotted drainage system that, if viable, will collect stormwater and distribute it to the root zone of the trees in the plaza.

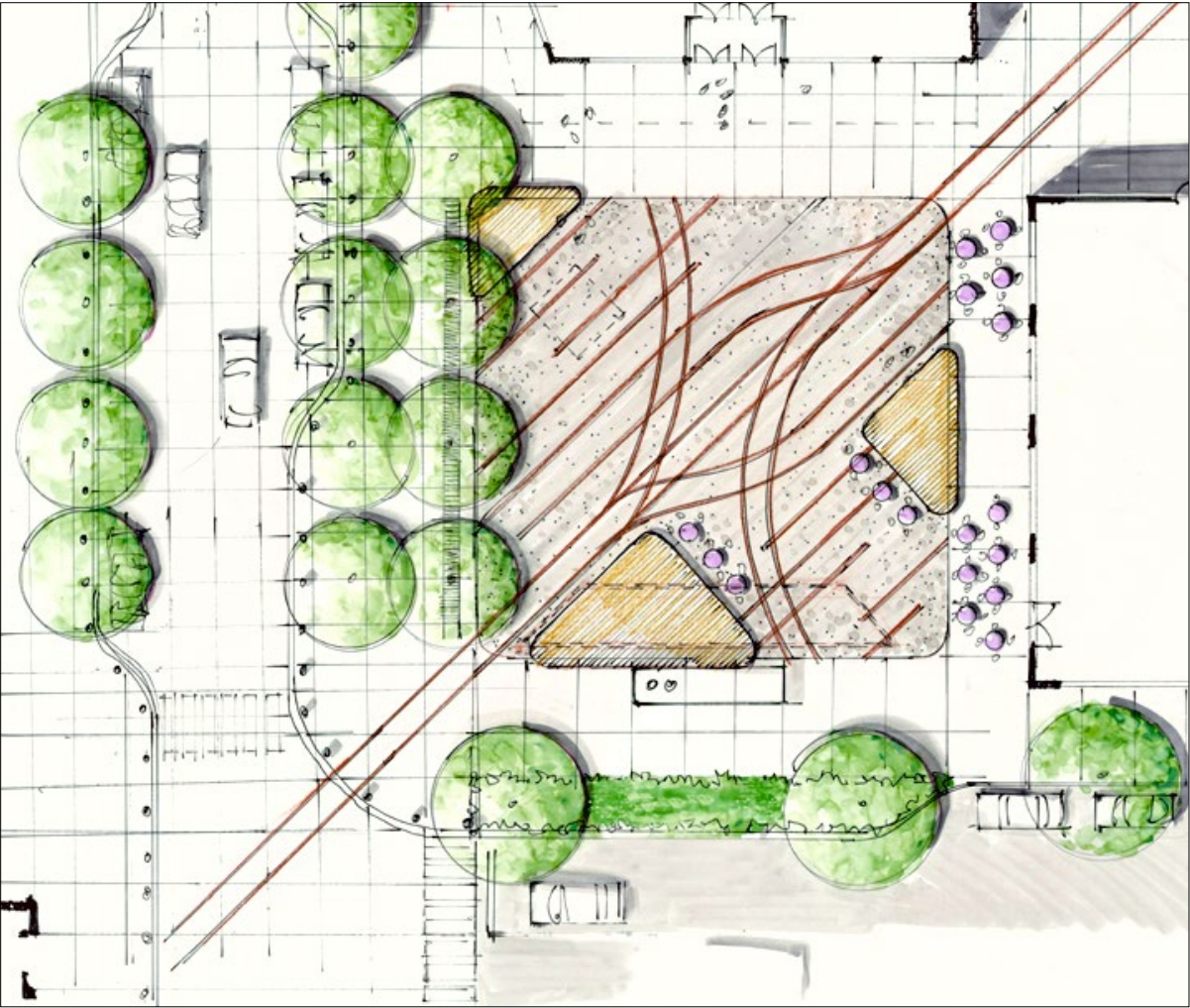
Planting Materials: Considering the year-round use of the plaza, it will include large deciduous shade trees to manage sun and shade. A double row of trees along the west edge of Street Meet Square helps frame the space while providing ample shade and some rain cover for an enjoyable walking route. Soil and tree planting will be located above a new parking structure that, if viable, will accommodate loads, root zones and drainage. Soil cells are intended to support larger and more viable tree planting.

Public Art & Special Features: An existing, almost 5m tall vent pipe on the south side is intended to be screened by or incorporated with a public art feature or large platform bench that would double as a landmark. Other potential public art opportunities include integration with a small pavilion or elevator tower for the underground parkade as part of one of the adjacent buildings, to be further explored at the Development Permit stage. Paving or surface treatments, free-standing art associated with the Gallery program, or rotating semi-permanent installations curated by the Gallery will round-out the public art aspect of the plaza. Public art will be coordinated with the City of Victoria’s Public Art Policy for development sites.



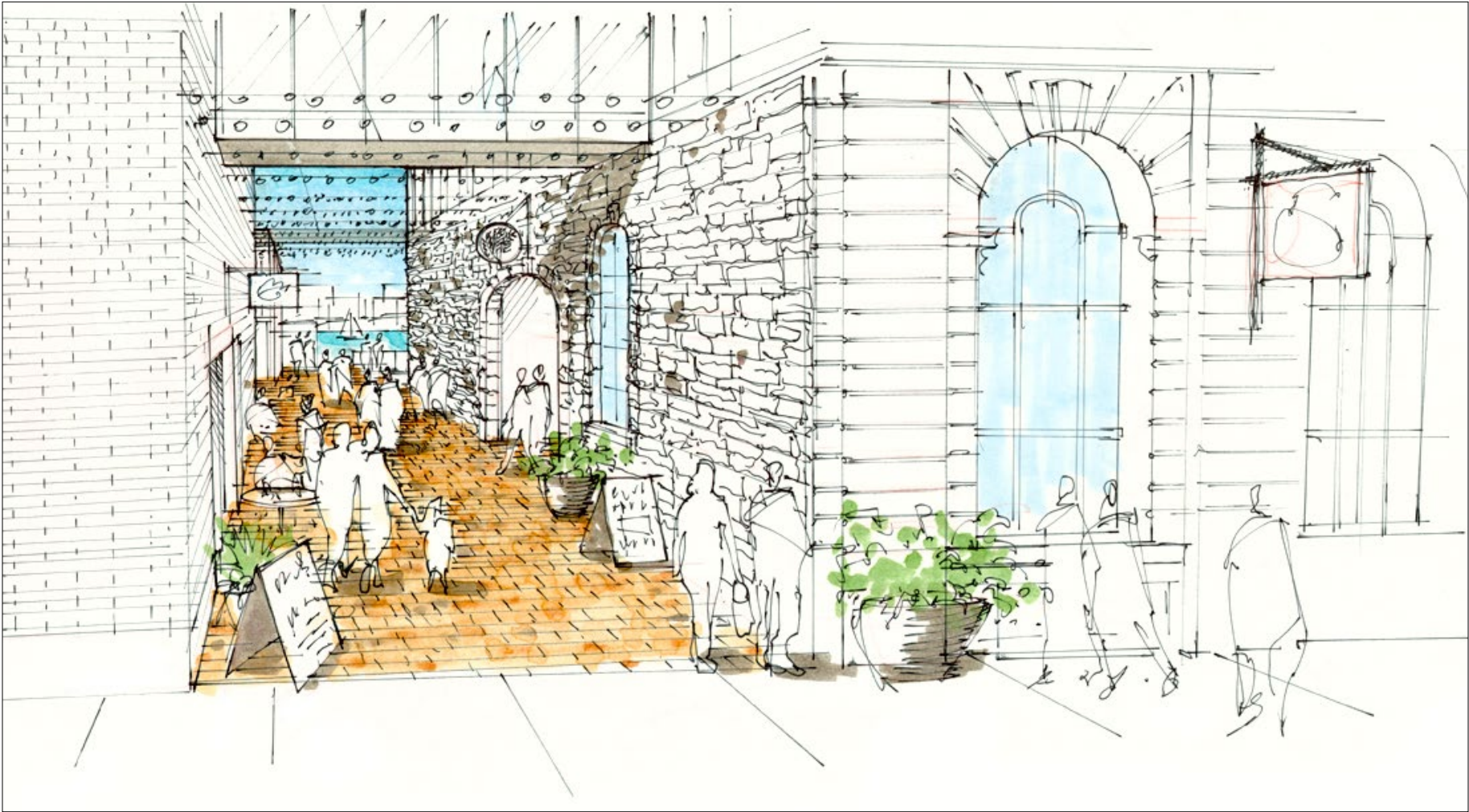
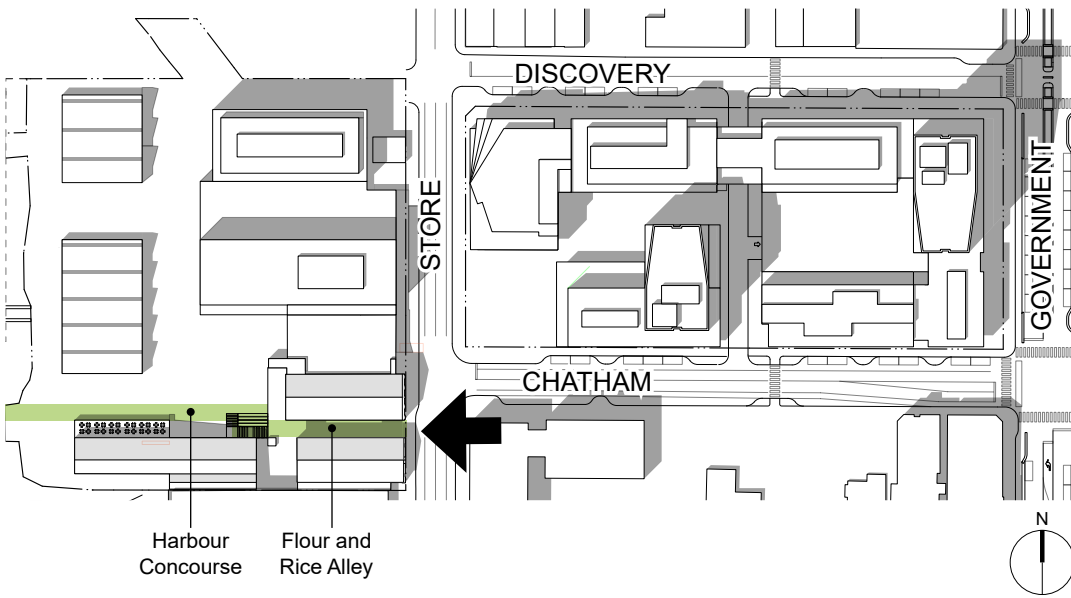
Precedents

Programming And Events
The plaza acts as a forecourt to the Gallery and will encourage related events and activities to spill into the public realm. Larger events such as the Art Gallery ‘Paint-In’ can extend into the street right-of-way, temporarily closed for the occasion by City permit. The plaza can accommodate events of roughly 800-1000 people, while the closure of the adjacent block-long segment of Store Street would be able to host over 2,000 people. Capacity for power and water service for special events will be provided.



Plan

6.7 | Harbour Concourse; Flour and Rice Alley



View from Store Street towards the harbour, along Flour and Rice Alley

Description:

Intended as a main public thoroughfare from the city’s street network to the water’s edge, the Harbour Concourse and Flour and Rice Alley will be a publicly accessible pedestrian promenade, measuring approximately 6m (20ft) wide by 110m (360ft) long, connecting the district to the water. This critical visual and physical connection will be defined at the harbour level with a row of trees as well as seating and other features.

Flour and Rice Alley runs between two heritage buildings which previously contained a flour and rice mill. A stair connection from the upper Flour and Rice

Alley down to the Harbour Concourse will formally address the significant grade change encountered at this junction. An outdoor elevator will service community members with mobility needs.

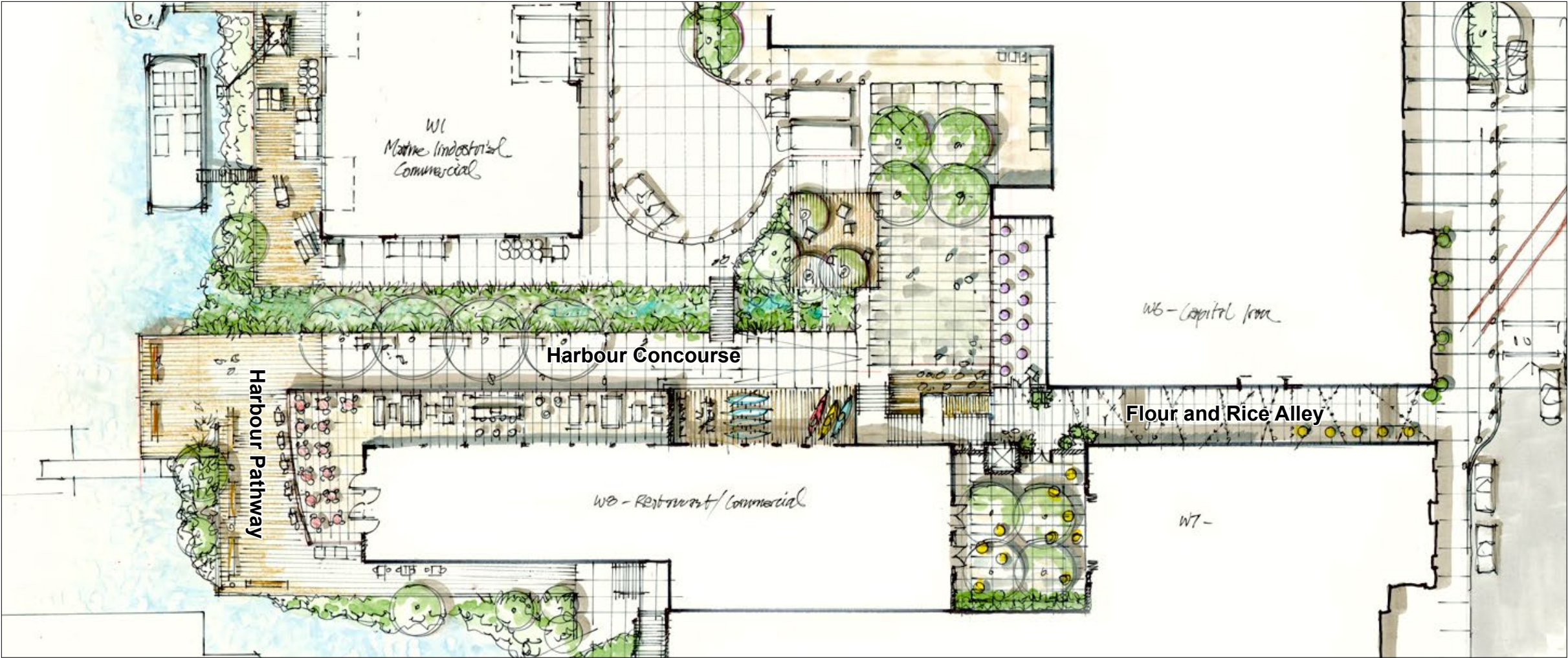
The concourse will provide a clear public route to the harbour edge, and to the extension of the Harbour Pathway from the south. In the long term, it will also provide access to future transportation and recreation opportunities that could be developed on the water-lot properties.

The promenade will highlight the site’s pre and post-colonial histories of the strong

connection and use of the upper harbour. Both man-made and natural history will be sources of inspiration through materiality, special features, and plantings. Flour and Rice Alley will frame the view towards the waterfront and provide a connection to the Harbour Concourse creating a welcoming interface and seamless flow of activity between the two. Activity from the adjacent buildings will spill out into the alley and concourse animating the route.

At the edge of the harbour, the Concourse will not only provide pedestrian access, but also a public vantage point to observe marine and marine-related industrial

activity. If marine industrial activities return to this harbour edge north of the concourse, a working waterfront will lend an authentic character to this area while integrating adjacent public access and amenity. If the adjacent water-lots to the north remain undeveloped and no use emerges that requires marine-access, an esplanade, secured by a public right-of-way, will accommodate extension of the Harbour Pathway to be developed by the City. Future water-lot development to the north and south of the concourse could include docks, watercraft-launching facilities, and a public pier for commercial, recreational or industrial use.



Schematic Plan

Features

Paving Materials:

The pathways and paving will include historically relevant materials, referencing pre-colonial and industrial history. The designs will complement the patterning and materials implemented on Store Street and carry across the length of the concourse. Stair treads will be designed with safety in mind for wet conditions and a volume of traffic.

Site Furnishings:

Site furnishings will feature a heavy timber aesthetic that is historically relevant, robust and timeless in design. The design of site furnishings will be compatible with that of the main plaza.

Accessibility:

Since stairs are required to make the large grade change from Flour and Rice Alley to the Harbour Concourse elevation, long-term universal access will be provided via an elevator that will be included in the development of the concourse adjacent to Flour and Rice Alley or a similarly convenient location. A minimum clear width of 2 m or more will be maintained along the alley and concourse.

Sustainability and Stormwater Management:

Adjacent to the concourse, an intended wetland/rain garden feature will be designed to collect a series of piped and interconnected rain gardens westward

to connect into the Upper Harbour edge. Rain gardens will be designed to control sediment and treat water before entering the ocean. They will carry a good depth of new topsoil and be lined to protect human interaction with any deep soil contaminants.

Planting Materials:

Trees will be included in the concourse, with tree grates to allow rainwater to permeate into the soil whilst maximizing pedestrian walking area and restricting human interaction with the soils themselves. Trees will be planted in a lined soil cell structure below grade with new topsoil above, wherever contamination

is found from past industrial uses. It is recommended that any stormwater gardens be designed within a long concrete trough for optimal functionality as well as safety from possible contaminant leaching.

Trees in the adjacent rain garden will be wet-tolerant and smaller in scale. Shrubs and groundcover in the rain garden will include a mix of native species that are appropriate for mesic or semi-aquatic areas and mimic the appearance of intertidal and riparian waterfront planting.

Public Art & Special Features:

Public art and the exhibition of



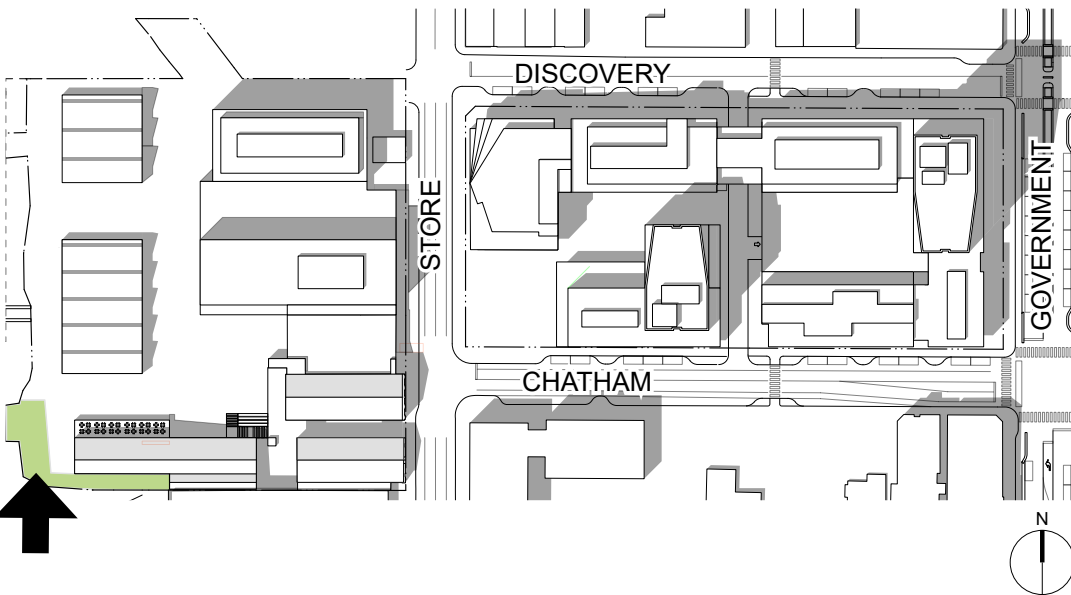
Material Inspiration

historic artifacts will be considered for incorporation into the concourse walkways and adjacent building and landscape walls especially as an opportunity to showcase the site's history. Public art will be coordinated with the City of Victoria's Public Art Policy for development sites.

Programming and Events

Activities and events on the concourse will be programmed to support tertiary events and activities happening at Street Meet Square. It's primary program is to serve as a pedestrian link between Street Meet Square and the waterfront. It will have a 500-800 person capacity.

6.8 | Harbour Pathway



Description

The Harbour Pathway is a 5m - 10m Statutory-right-of-way (SRW) that will provide a connection between the existing Harbour Pathway to the south and the Harbour Concourse and Flour and Rice Alley to the east. It is envisioned as a place to pause and take in the view, and as an extended spill out area for adjacent land uses. The pathway will be a natural extension of the concourse area activity and will blend in design language.

Features

Paving Materials and Furnishings:

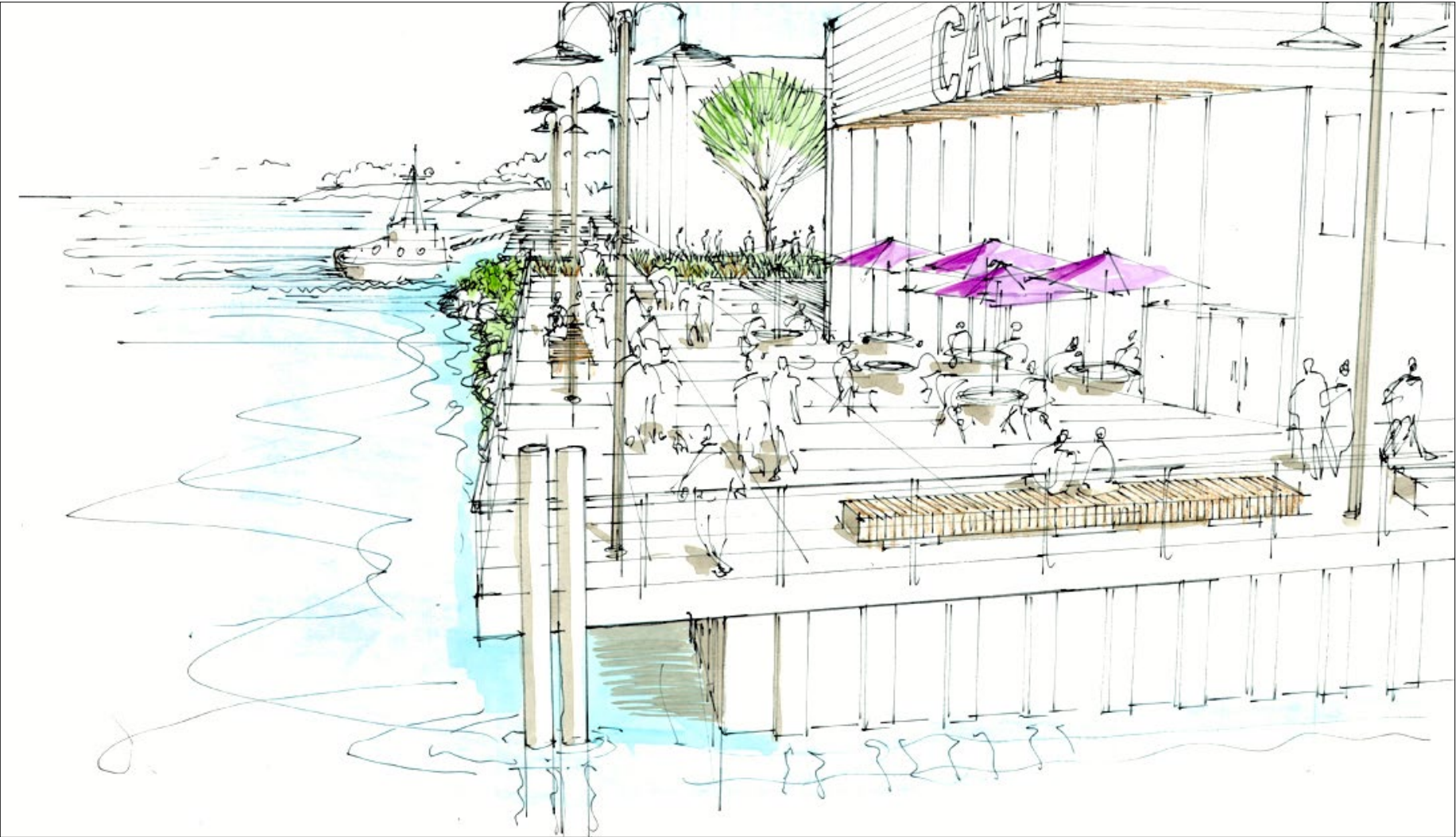
Paving materials and patterning, alongside site furnishings, will mimic those used along the concourse for continuity. Any embellishments will aim to draw from historic references and materials used in other areas of the district.

Accessibility: The pathway will be barrier-free along the property frontage. The existing land form of 1810 Store St. may limit the ability of the City to provide a fully accessible connection until the future redevelopment of that property.

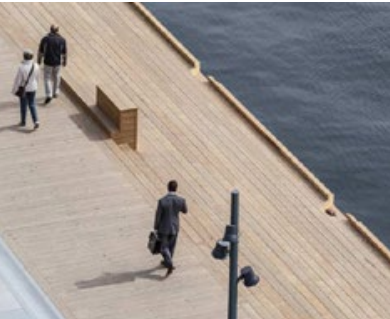
Sustainability and Stormwater Management: The rain gardens that are adjacent to the concourse area will connect to the harbour edge and will serve to treat the water before entering the ocean. The pathway will be graded to direct water towards this integrated system of retention and treatment.

Planting is a challenge to integrate in this area due to underground structures, but seasonal planter boxes could be incorporated to enhance the area.

Public Art
There could be an opportunity to incorporate public art along the pathway to enhance the character and overall sense of place at the water's edge.

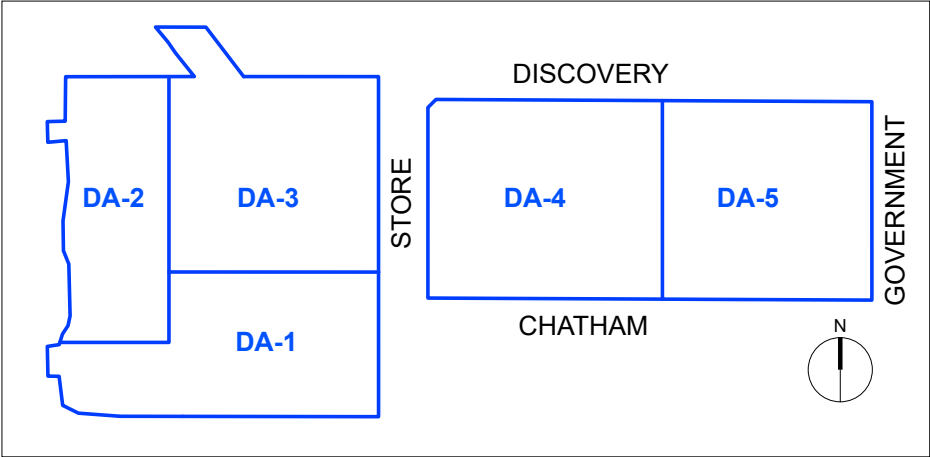


View looking north



7 | Data

Development Areas:



Permitted Uses in all Development Areas:

	DA-1	DA-2	DA-3	DA-4	DA-5
PERMITTED USE					
Accessory Building ¹	Y	Y(a)	Y	Y	Y
Assembly ¹	Y	Y(a)	Y	Y	Y
Automotive Repair ¹	Y	Y(a)	Y	Y	Y
Automotive Sales ⁵	Y	Y(a)	Y	Y	Y
Brew Pub ¹	Y	Y(a)	Y	Y	Y
Club	Y	Y(a)	Y	Y	Y
Construction and Marine Equipment ⁵	Y	Y(a)	Y	Y	Y
Cultural Facility	Y	Y(a)	Y	Y	Y
Cultural Industries ²	Y	Y(a)	Y	Y	Y
Drinking Establishment ¹	Y	Y(a)	Y	Y	Y
Equipment Rental ¹	Y	Y(a)	Y	Y	Y
Financial Service ¹	Y	Y(a)	Y	Y	Y
Food and Beverage Service ¹	Y	Y(a)	Y	Y	Y
Foodstand	Y	Y(a)	Y	Y	Y
Garage	Y	Y(a)	Y	Y	Y
High Tech	Y	Y(a)	Y	Y	Y
Laboratory ⁵	Y	Y(a)	Y	Y	Y
Light Industrial ¹	Y	Y	Y	Y	Y
Liquor Retail Store	Y	Y(a)	Y	Y	Y
Office ¹	Y	Y(a)	Y	Y	Y
Parkade ¹	Y	Y(a)	Y	Y	Y
Personal Service ¹	Y	Y(a)	Y	Y	Y
Preschool	Y	Y(a)	Y	Y	Y
Public Building	Y	Y(a)	Y	Y	Y
Restaurant	Y	Y(a)	Y	Y	Y
Retail Trade ¹	Y	Y(a)	Y	Y	Y
School/University ⁵	Y	Y(a)	Y	Y	Y
Showroom ⁵	Y	Y(a)	Y	Y	Y
Small-scale commercial urban food production	Y	Y(a)	Y	Y	Y
Storefront Cannabis Retailer	Y	Y(a)	Y	Y	Y

Permitted Uses in Select Development Areas:

	DA-1	DA-2	DA-3	DA-4	DA-5
PERMITTED USE					
Heavy Industrial ¹		Y			
Home Occupation ¹		Y(a)	Y	Y	Y
Hotel ¹			Y	Y	Y
Live/work ⁴			Y	Y	Y
Marina ⁵	Y	Y(a)			
Marine Industrial ²	Y	Y	Y		
Multiple Dwelling			Y		Y
Multiple Dwelling Accessory Use			Y		Y
Parking Lot		Y			
Pier	Y	Y			
Residential ¹			Y		Y
Studio ¹			Y	Y	Y
Surface Storage ⁵		Y			
Wharf	Y	Y			
Work/Live ³			Y	Y	Y

- General notes:
- Y(a) These uses are permitted concurrent with a statutory right-of-way along the waterfront of DA-2 for public use.
 - Except for lobbies and circulation Residential and/or Live/Work is only permitted above the ground floor in DA-3, DA-4, DA-5.
 - Unless noted, the land use term is defined in Zoning Bylaw 80-159
- ¹ Zoning Bylaw 2018 (18-072)
² OCP defined term
³ Definition borrowed from CD-9 Dockside
⁴ Definition borrowed from CD-12 Roundhouse
⁵ No existing definitions

7 Data (continued)

Land Use Definitions

Superscript text is used to indicate where the definition has been sourced. If there is no superscript, the definition is per Zoning Bylaw 80-159.

- ¹Per Zoning Bylaw 2018
- ²OCP Definition;
- ³Per other CD-9;
- ⁴Per CD-12;
- ⁵No existing definitions.

Zoning Bylaw 80-159, applies to the area of the City that this project is located in. As such, land use definitions that are included in Bylaw 80-159 are, for the most part, included in the following list.

Zoning Bylaw 2018 regulates the Downtown Core Area, and does not apply to this site. However, there are additional and sometimes more precise definitions included in the Zoning Bylaw 2018 that are not included in Zoning Bylaw 80-159.

In the few cases where neither Zoning Bylaw has an appropriate definition, it is proposed to use a definition borrowed from an existing City of Victoria CD (comprehensive development) zone or the Official Community Plan.

The following definitions are proposed to be adopted into future zoning for The Capital Culture District.

- Accessory Building** means a Building that is subordinate to the principal use on a Lot
- Assembly**¹ means facilities used for a place of worship, convention facilities, cinemas, commercial recreation facilities and education and training facilities and does not include commercial casinos.
- Automotive Repair**¹ means facilities used for mechanical or body repairs or inspections of motor vehicles, but does not include the sale of automotive fuel.
- Automotive Sales**⁵
- Brew Pub**¹ (beer, spirits, wine) means facilities used for the consumption of beer, spirits, wine or other alcoholic beverages which are produced and manufactured on the premises and which may be provided in combination with Food and Beverage Service or Retail Trade.
- Club** means the premises of a social or recreational club.
- Construction and Marine Equipment**⁵
- Cultural Facility** means the use of land, building or portion thereof for an art gallery or museum, or the use of a building or portion thereof for the performing arts or the showing of dramatic, musical or other live performances and includes cinemas.
- Cultural Industries**² Areas of creative work and cultural production, such as: advertising, architecture and interior design, art and antique markets, artisan crafts, fashion design, industrial design, performing arts, print media and publishing, radio and television and visual media.
- Drinking Establishment**¹ means facilities that are licensed through the Liquor Control and Licensing Act for the sale and consumption of liquor within the facilities and where entertainment may be provided in the form of recorded music, live performances or a dance floor including but not limited to nightclubs, bars and pubs.
- Equipment Rental**¹ means facilities used for the rental of home, Office, medical, garden or sports equipment, or motor vehicles.
- Financial Service**¹ means facilities providing financial services including but not limited to chartered banks, credit unions, trust companies, insurance brokers or mortgage brokers.
- Food and Beverage Service**¹ includes the operation of catering establishments, portable food vendors, cafes and restaurants.

- Foodstand** means a container which holds, shelves or otherwise displays products of small-scale commercial urban food production for retail purposes outdoors
- Garage** other than a private garage or car shelter means a building or part thereof which is used or intended to be used for the shelter or storage of, or for mechanical or body repairs, of motor vehicles for gain.
- Heavy Industrial**¹ means fabricating, assembling, processing, cleaning, servicing, testing or storing goods and materials.
- High Tech** means the design, research, manufacture, testing, and servicing of commercial products, including computer software and hardware, in the fields of electronics, telecommunications, engineering, robotics, bio-technology, health care, and related industries.
- Home Occupation**¹ means the use of a Residential Dwelling Unit for the practice of a profession, trade, art or craft, by one or more residents of the premises.
- Hotel**¹ means facilities offering transient lodging accommodation to the general public and may provide accessory uses such as restaurant, meeting rooms and recreational facilities, and includes motels and hostels.
- Liquor Retail Store** means an establishment that engages in the retail sale of wine, beer, or any other liquor, as defined in the Liquor Control and Licensing Act, for consumption elsewhere than in that establishment.
- Live/work**⁴ means not more than two individuals engaged in any of the following uses, where at least one of those two individuals resides in the dwelling unit where the use they engage in is carried on:
 - a) artist studios;
 - b) bakeries;
 - c) high tech;
 - d) limited light industries, including testing, servicing and repair, manufacturing, processing or assembly;
 - e) making, processing and assembly of products on a small scale;
 - f) offices;
 - g) professional services,
 - h) recreational facilities;
 - i) restaurants;
 - j) retail;
 - k) trades requiring artisan skills, but not offensively dirty or noisy in their operation including, without limiting this generality, leatherwork, jewelry, weaving, metal sculpture, seamstress work, tailoring, ceramics, stained and beaded glass work, wood work and all forms of graphic art.

7 Data (continued)

Light Industrial¹ means facilities used for fabricating, assembling, processing, cleaning, servicing, testing or storing goods and materials that does not potentially cause neighbourhood impact beyond the premises through noise, odour, vibration or otherwise.

Marina⁵

Marine Industrial² consists of marine-dependent uses including shipping, manufacturing, processing, transportation, warehousing, accessory office uses, and other marine industrial uses fronting the Working Harbour. (page 35, OCP)

Multiple Dwelling means a building containing three or more self-contained dwelling units.

Multiple Dwelling Accessory Use includes the following uses and any structures which contain these uses on the same lot as the multiple dwelling:

- a) Parking facilities;
- b) Recreational and pleasure uses ancillary to a multiple dwelling undertaken or carried on exclusively by or for the benefit of the persons or the guests of persons living in the multiple dwelling, where no fee, special charge or consideration is paid or demanded for its use and enjoyment over and above the ordinary rental for accommodation in the multiple dwelling;
- c) Accessory garden structures; and
- d) Uses essential to the proper, lawful and efficient use, management and maintenance of multiple dwellings.

Office¹ means facilities used for the provision of administrative, clerical, management, professional or technical services.

Parkade¹ means parking that is regularly available to the general public whether located above or below grade.

Parking Lot means an open area of land other than a street, used for the parking of vehicles but does not include any area where vehicles for sale or repair are kept or stored.

Personal Service¹ means services provided to a person including but not limited to barbering, hairstyling, optometry, spa, medical and dental care, and services provided to the apparel of a customer including laundry and dry cleaning services, tailoring, and shoe, jewellery and watch repair.

Pier means a structure with a level surface that is raised above the surface of the water and is supported by pilings or similar support structures, and that is used for marine or navigational purposes, or as a walkway or viewing platform, but does not include any buildings or structures placed or erected upon it.

Preschool means a licensed community care facility in which any form of educational or social training not provided under the School Act is provided.

Public Building means the non-commercial use of land, building and structures for art or cultural exhibits, cemetery, church, community centre, court of law, fire station, hospital, legislative chambers, library, outdoor recreation use, police station, recreation facility, or school.

Residential¹ means a self-contained Dwelling Unit of any type, including Assisted Living, Residential care facilities, Studio uses containing dwelling uses and a Dwelling Unit associated with an artist’s or artisan’s Studio.

Retail Trade¹ means the retail sale, repair, servicing, or refurbishment of consumer goods other than automobiles or automotive fuels, but does not include Retail Liquor Sale or Storefront Cannabis Retailer.

Restaurant means a place where food and beverages are sold for consumption on the premises, but does not include a free standing food sales outlet.

Small-scale commercial urban food production means:

- (a) cultivating and harvesting plants or fungi;
- (b) beekeeping and harvesting honey;
- (c) keeping poultry to collect eggs; and
- (d) sorting, cleaning and packaging the items noted above for retail purposes, as well as selling and storing harvested products on the premises.

Storefront Cannabis Retailer means premises where cannabis is sold or otherwise provided to a person who attends at the premises.

Studio¹ means a purpose-designed work space for an artist or artisan engaged in an art or craft that is compatible with Residential uses, which may include an associated Dwelling Unit and in which works produced in the Studio may be sold.

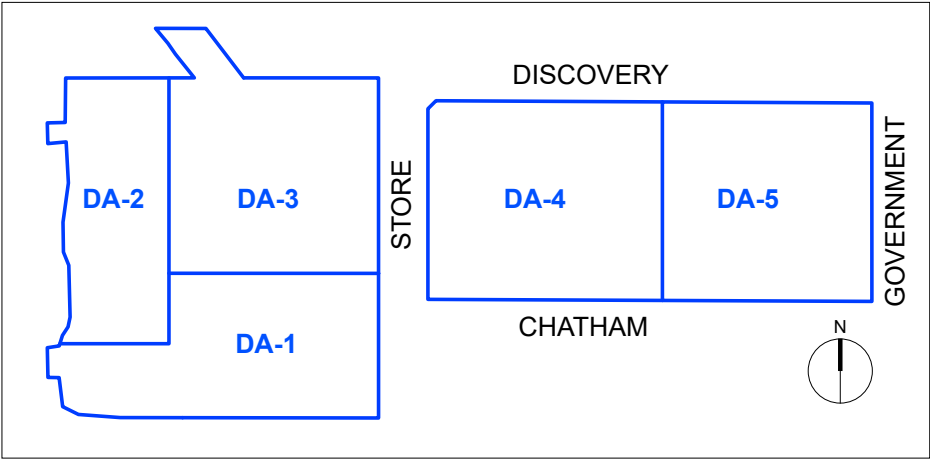
Surface Storage⁵ means the storage of goods or materials in an open area of land.

Wharf means a fixed structure built alongside or projecting into a body of water, to which a boat, ship or other vessel may be moored or tied for the purpose of loading or unloading cargo or passengers, but does not include any buildings or structures placed or erected upon it.

Work/Live³ means combines residential use as an accessory use, with any of the following uses:

- a) bakeries;
 - b) call centre;
 - c) educational facilities;
 - d) garages;
 - e) high tech;
 - f) high tech manufacturing;
 - g) limited light industries, including testing, servicing, repair, manufacturing, processing and assembly;
 - h) mail order businesses;
 - i) marine and environmental research and technology;
 - j) office;
 - k) printing and publishing;
 - l) professional services, including those provided by architects, engineers, and surveyors;
 - m) restaurants;
 - n) retail;
 - o) retail sales and offices as accessory uses that: are incidental to or normally associated with a principal use, permitted under this section, of manufacturing, cleaning, storing, or otherwise handling products, and do not together occupy more floor space than is occupied by the principal use to which they are incidental or normally associated;
 - p) retail sales of home furnishings, home supplies, or sporting goods;
 - q) schools, including trade schools;
 - r) tourist facility;
 - s) transient accommodation;
 - t) veterinary hospitals, provided that all runs are totally enclosed within a building;
 - u) warehouses;
 - v) wholesale;
- and is located in a unit that is a suite of rooms of which not more than 50% of the floor space is used for residential use.

7 Data (continued)



Development Areas (DA)

The development is divided into Development Areas 1 to 5.

Floor Space Ratio (FSR)

Existing (Zones M3, M3-G, CA-3C): 3.0:1

Proposed:

Overall (DA-1, DA-2, DA-3, DA-4, DA-5): 3.0:1

Waterfront Block (DA-1, DA-2, DA-3): 2.0:1

East Block (DA-4, DA-5): 4.27:1

Height (maximum) in metres:

	Mid-rise Building or Podium (m)	# of Storeys	Tower (residential) (m)	Tower (non-res/live/work) (m)	# of Storeys (tower)
DA-1	18	3	n/a	n/a	n/a
DA-2	15	3	n/a	n/a	n/a
DA-3	28 (res); 31 (non-res)	7	n/a	n/a	n/a
DA-4	27	5	57	57	15
DA-5	25	5	68	80	20

Height Notes:

- Height will be measured from:
 - average grade of Store Street for DA-1, DA-3;
 - average grade of the private driveway for DA-2;
 - average grade of the site for DA-4 and DA-5.Refer to A2.1 Site Plan for detailed calculations.
- The height measurement excludes: *any mast, rainwater Cistern, Rooftop Structure, rooftop greenhouse, Stormwater Retention or Water Quality Facilities together with their supporting structures - (Extracted from Zoning Bylaw 2018).*
- Rooftop Structure includes antennas, elevator penthouses, elevator landings, stair access and landings, mechanical equipment, chimneys, ventilation systems, solar heating panels, green roof systems and similar structures that project above a roof, are non-habitable and which may be enclosed or unenclosed - (Extracted from Zoning Bylaw 2018).*
- The term 'mid-rise' building refers to a building that is less than 36 m per the description in the DCAP 2022. In this proposal, mid-rise buildings are 7 storeys or less.
- Maximum heights are based on floor-to-floor heights appropriate to the use. Refer to A3.1 for working assumptions.

Building Separation (minimum) in metres:

Tower separation: 20 m

Setbacks (minimum) in metres:

DA-1	Setbacks(m)
Store Street	1
South	0
South (waterfront)	5
Waterfront	10

DA-2	Setbacks(m)
Waterfront	5
North	3

DA-3	Setbacks(m)
Store Street	1
North	3

DA-4/ DA-5	Ground Level Setbacks(m)	Mid-rise/podium Setbacks(m)	Tower Setbacks(m)
Store Street	1	1	5
Discovery Street	3	3	8
Government Street	8	6	8
Chatham Street	2	0	5

Setback Notes:

- Circulation cores that provide access to underground parking are excluded from the minimum setbacks.
- Ground floor setbacks do not apply to: structural elements required to support the upper building storeys, minor architectural appurtenances, awnings.
- Setbacks do not apply to: existing buildings, balconies, roof projections.
- Setbacks are measured from the property line.
- No setbacks from Development Area boundaries are required.