



LoRo | Lower Rock Bay Comprehensive Development

Executive Summary

LoRo (Lower Rock Bay), formerly known as ‘The Capital Iron Site,’ is a 6.7 acre site that borders both the Burnside Gorge and Downtown neighbourhoods of Victoria BC. The site is comprised of civic addresses as follows: 1824, 1900, 1907, 1908, 1924, 2010 Store Street and 530 Chatham Street.

A Comprehensive Urban Design Plan is proposed for these lands and is the subject of a Rezoning Application to create a new Comprehensive Development (CD) zone for LoRo, as well as a minor amendment to the Official Community Plan (OCP). Subsequent to an adoption of the proposed LoRo zone, each Architectural and Site Design proposal within LoRo will be subject to a Development Permit Application. It is hoped that the phased development will breathe new life into this significant urban area by improving the interface and connections with the surrounding blocks and the Downtown core.

Urban Resilience

In preparing this application, careful consideration has been given to the objectives of the City as expressed in Victoria 3.0 and to thoughts expressed in the pre-application phase by the Downtown Residents Association and Burnside Gorge Neighbourhood Association. The plan accommodates employment uses and includes a mix of light industrial, technology, commercial, marine, and arts and cultural uses. Three heritage registered buildings exist on the site and will be preserved for adaptive re-use in compliance with Heritage Guidelines. Residential (both rented and owned) and Artist Live/Work uses are included. Redistribution of residential and live/work uses, will require an OCP Amendment as part of the Rezoning Application.

Building Typology

The LoRo Plan proposes an overall Floor Space Ratio (FSR) of 3.0:1, as permitted by current Zoning Bylaw and the OCP. For a portion of the property, this is slightly higher than the FSR anticipated in the Burnside Gorge Neighbourhood Plan. Building heights ranging from 2 to 17 storeys are proposed. Three towers of 10, 13 and 17 storeys in height, are proposed atop 3, 4 and 5 storey podiums respectively. Proposed building heights exceed those anticipated by current policy. The increased heights are reasonable and are necessitated in large part by the creation of a significant amount of public open space and amenity contributions. New open spaces include: Discovery Square; Harbour Concourse; Street Meet Square/Proposed Art Gallery Plaza; Artisan Alley; Mid-block lane; and the Government Street Treed Promenade.

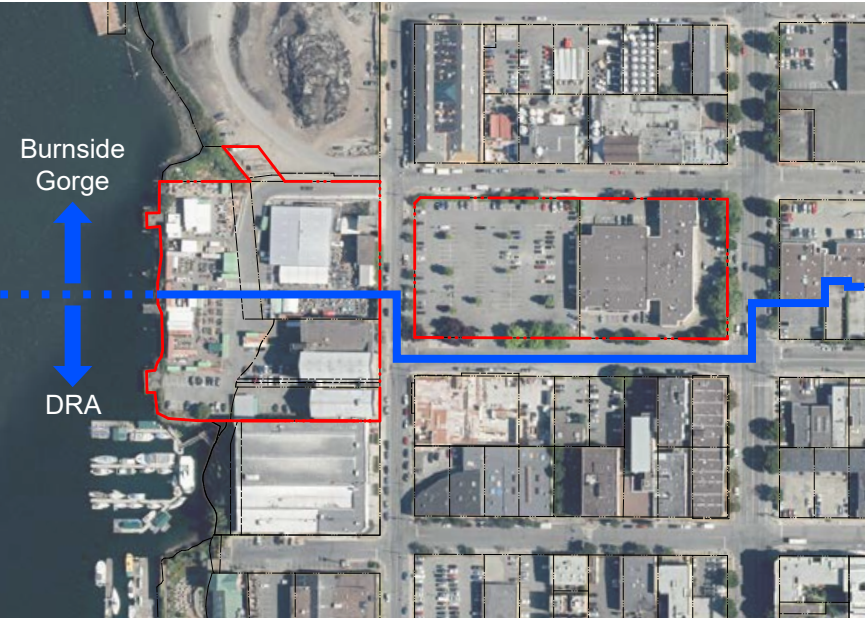
The overarching intention of this Application is to put in place a Zoning Bylaw that will permit the creation of a vibrant, resilient, beautiful new part of Downtown Victoria and will be a catalyst for the future of the entire Victoria 3.0 area.



Existing Aerial View

Table of Contents

p3	Historic Summary	21	Phase 1
4	Policy Context	22	Blue Infrastructure
7	Vision	23	Green Infrastructure
8	Comprehensive Urban Design Plan	24	Materiality
9	Open Space	26	A New Public Plaza
10	Circulation	27	Harbour Concourse
13	Height + Setbacks	28	Discovery Square
14	On the Street	30	Government Street Promenade
19	Land Use	31	Illustration of Future Build Out
20	Arts and Innovation District	33	Data

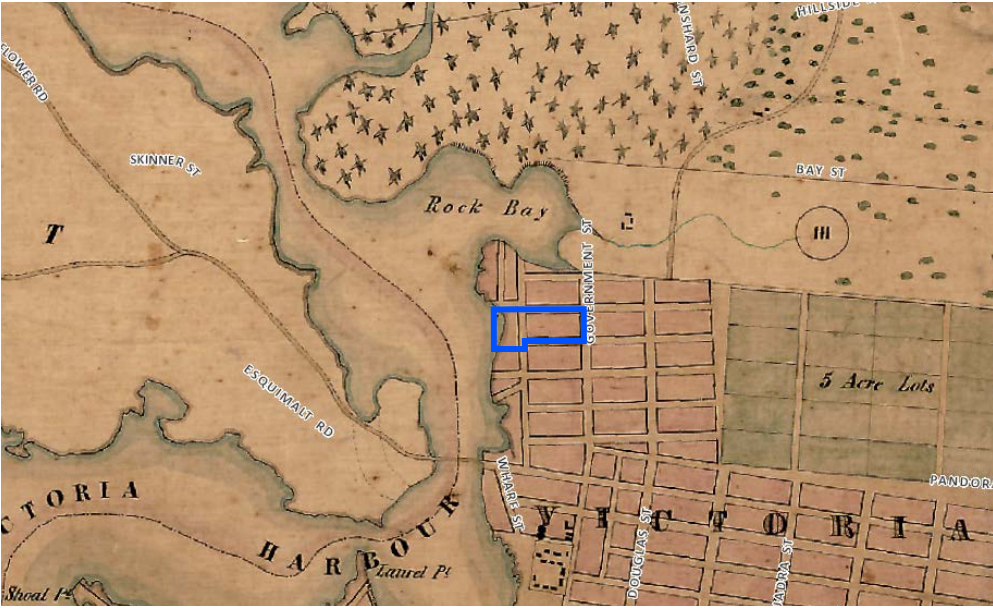


Historic Summary

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



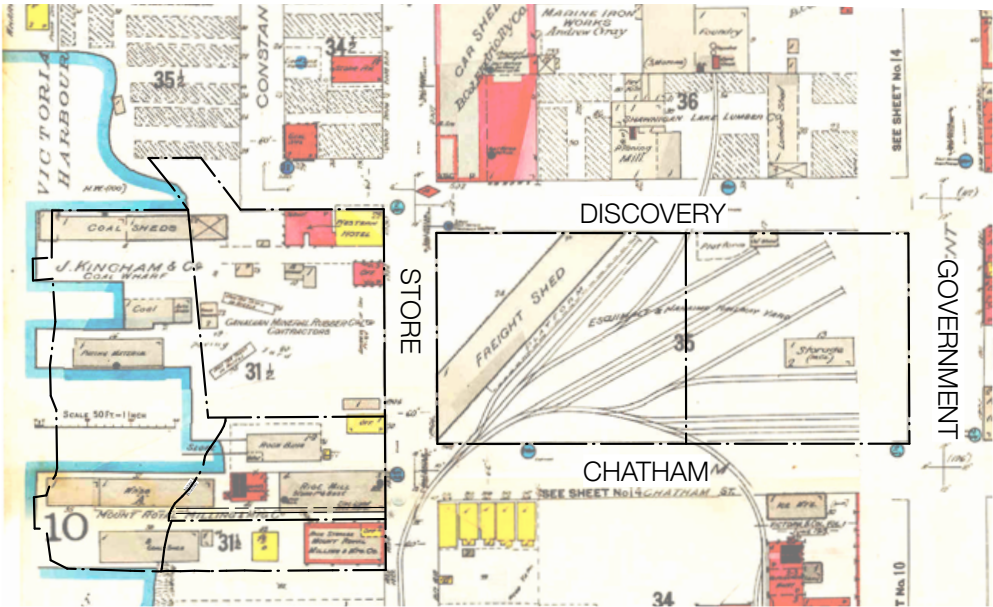
A sampling of recovered artifacts found on the project site in 1976
Clockwise from top: Ground deer phalange artifact; fishing related artifacts; worked stone flakes

Post Colonial/ Modern History

Industries lined the shore of what is now known as the Upper Harbour and Rock Bay. Historical activities around the LoRo 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 LoRo 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. The 1970's extension to 1900 Store Street is proposed to be removed, exposing the stone wall of the historically significant building.



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



Policy Context

City of Victoria Official Community Plan

The OCP is a framework of objectives and policies that informs 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
- 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.
- Building heights of 5 storeys are preferred.

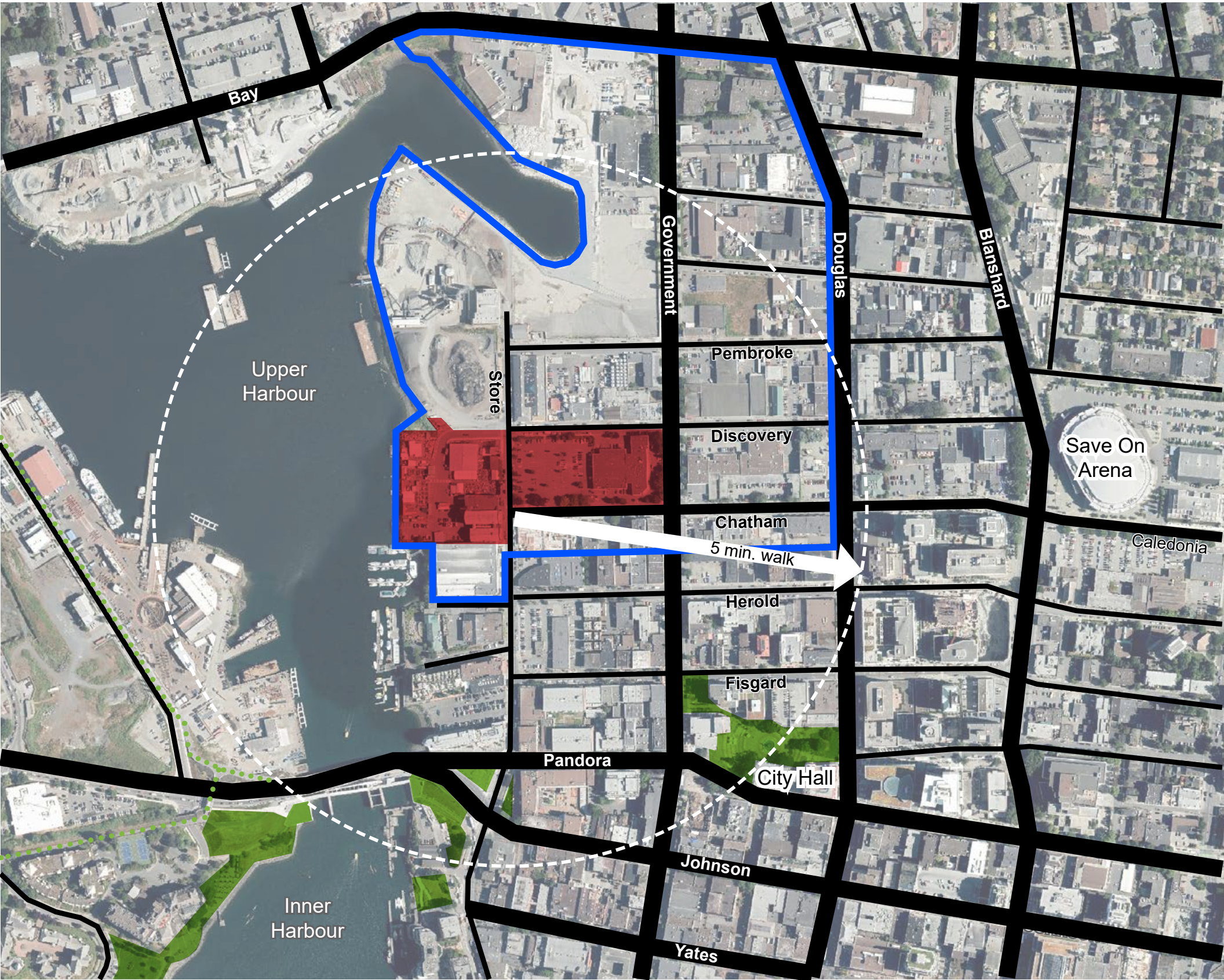
2020 | Victoria 3.0 - Recovery Reinvention Resilience

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

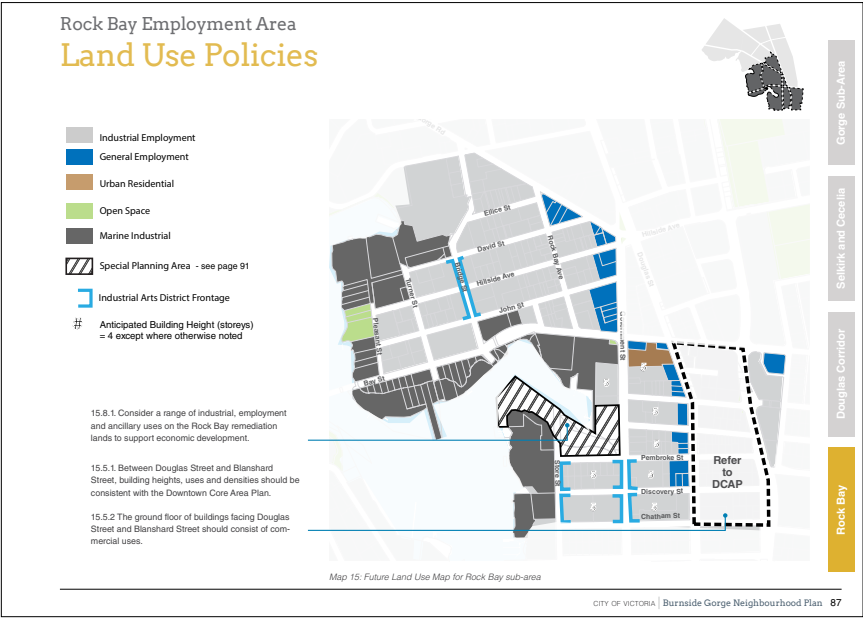


Policy Context (continued)



Neighbourhoods

The subject site is bisected by ‘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

i. Place awnings to try and achieve a minimum vertical clearance of 2.5 m and extend out from the building a minimum of 1.5 m. Canopies should have a minimum 2.8 m vertical clearance and extend a minimum of 2 m.

j. Use lighting to highlight building features and illuminate the public realm while avoiding over illuminating the building, projecting light into the sky, and spillover on adjacent buildings.

k. Utilize low energy lighting options that emit soft light, where appropriate.

l. Consider lighting that is human-scaled (e.g. light standards of appropriate height for pedestrians) for nighttime visibility, comfort and security.

m. Use high quality light fixtures that are durable.

2.5. Site Servicing, Parking and Access

Intent: To accommodate servicing, vehicle parking, access and loading while minimizing adverse impacts on the public realm.

a. Locate off-street parking and other ‘back-of-house’ uses (such as loading, garbage collection, utilities, and parking access) away from public view, where possible.

b. Reduce negative impacts on the safety, comfort and quality of the public realm where it is not feasible to integrate ‘back of house’ uses underground or within the building mass. Where appropriate, consider design solutions, high-quality materials, and landscape design to screen these activities from public view.

c. Minimize the extent of site area dedicated to servicing and vehicular access through the use of shared infrastructure and efficient layouts.

d. Locate off-street parking (if provided) underground. If located at ground level, parking should be wrapped by active ground floor uses, and capped with an interior courtyard, roof top garden or private amenity space.

e. Provide clear sight lines at access points to parking, site servicing and utility areas to enable casual surveillance and safety.

f. Consolidate driveway access points where possible to minimize curb cuts and impacts on the pedestrian realm or common open spaces.

Examples of lighting as a key element of design of the effect of building facades.

Locate and screen back-of-house uses to minimize impacts on the public realm.

City of Victoria | Downtown Core Area Plan | APPENDIX 9A

Downtown Core Area Plan (DCAP)

Updated in June 2020, 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. A significant update to the DCAP is underway at the time of writing and is anticipated to include guidelines specific to this site. Current guidelines are summarized as follows:

- Density: FSR 3:1
- Land Use: Employment Centre
- Building Height (pg 89):
 - West Block: 15m (4 commercial; 5 residential storeys)
 - East Block: 30m (8 commercial; 10 residential storeys)
- District: Rock Bay
- Harbour Pathway along site frontage

Policy Context (continued)

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

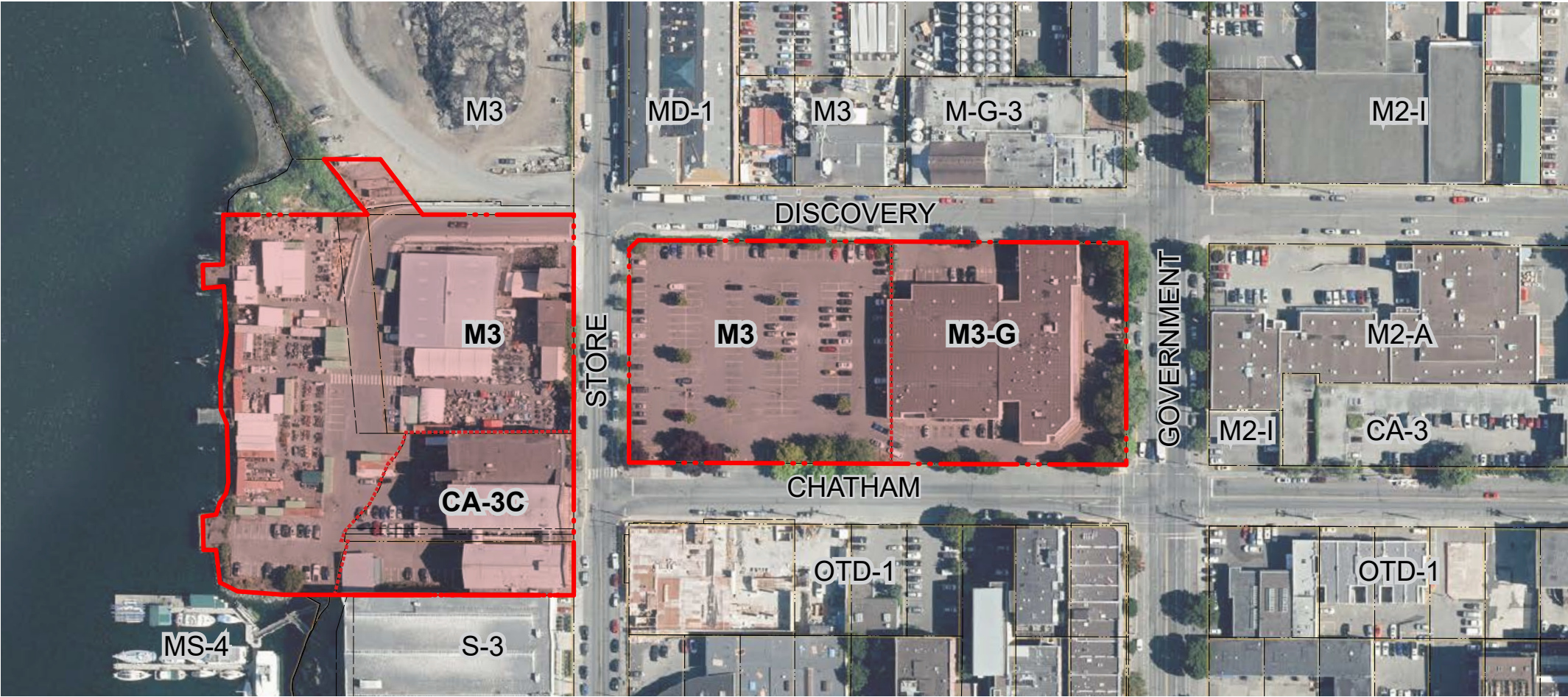
- Uses: industrial uses not noxious or offensive to the public, accessory retail, schools, etc.
- FSR: 3.0:1
- Height: 15 m
- Setbacks: 0-3 m

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



Current Zones

Vision

Planning Objectives

The following goals represent the intended results and positive impacts of the Comprehensive LoRo Urban Design Plan, as 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 an organic 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

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 LoRo 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.

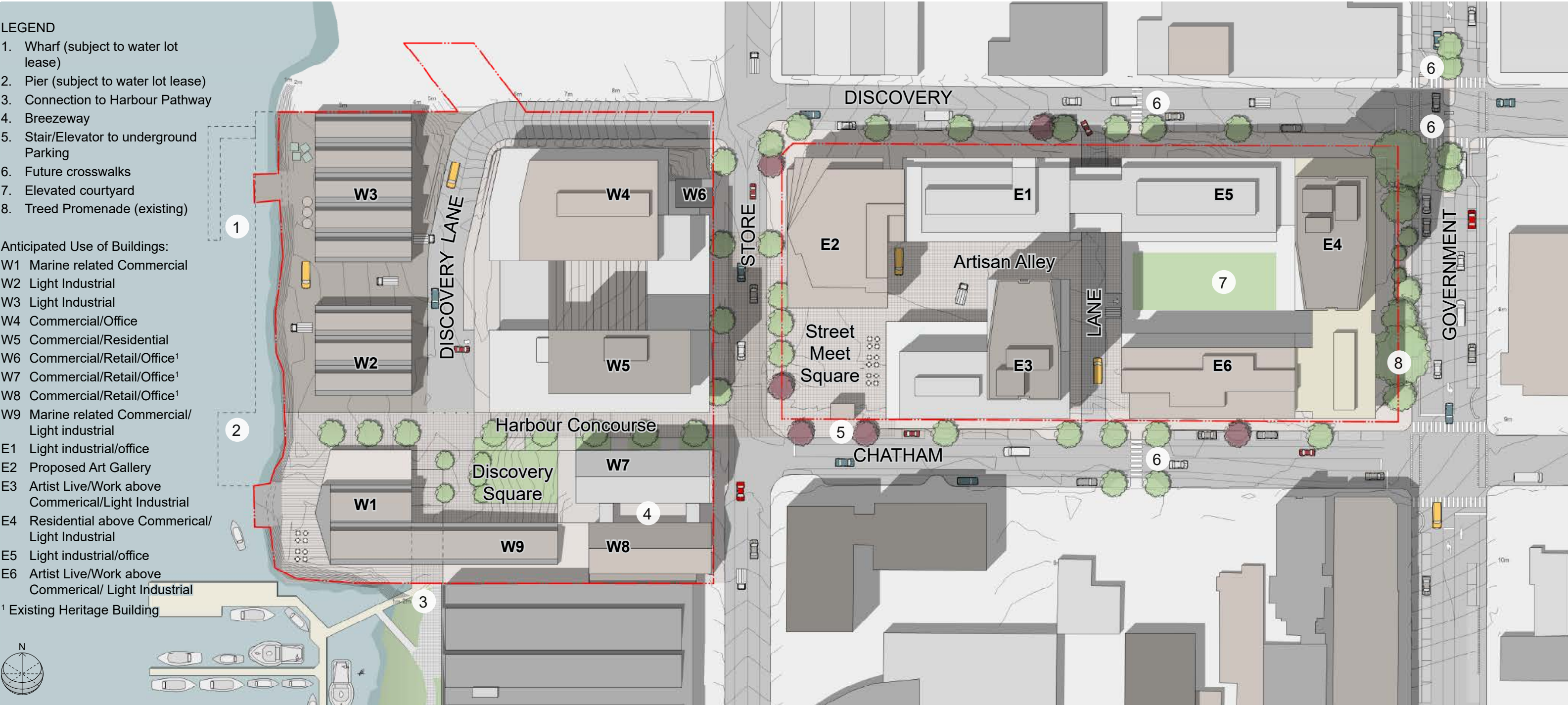
The Open Spaces created will be an important aspect of the LoRo Plan to be regulated by the proposed Zone. Public open spaces will augment existing routes in the area, including a connection to the future Harbour Pathway, a pedestrian link to the harbourfront, and a new mid-block walkway.

- LEGEND
- 1. Wharf (subject to water lot lease)
 - 2. Pier (subject to water lot lease)
 - 3. Connection to Harbour Pathway
 - 4. Breezeway
 - 5. Stair/Elevator to underground Parking
 - 6. Future crosswalks
 - 7. Elevated courtyard
 - 8. Treed Promenade (existing)

Anticipated Use of Buildings:

- W1 Marine related Commercial
- W2 Light Industrial
- W3 Light Industrial
- W4 Commercial/Office
- W5 Commercial/Residential
- W6 Commercial/Retail/Office¹
- W7 Commercial/Retail/Office¹
- W8 Commercial/Retail/Office¹
- W9 Marine related Commercial/ Light industrial
- E1 Light industrial/office
- E2 Proposed Art Gallery
- E3 Artist Live/Work above Commerical/Light Industrial
- E4 Residential above Commerical/ Light Industrial
- E5 Light industrial/office
- E6 Artist Live/Work above Commerical/ Light Industrial

¹ Existing Heritage Building



Open Space

A network of public open spaces traverse the site.

1. Discovery Square

The design of the plaza will be inspired by and commemorate both pre-colonial and industrial history. It will include seating and, potentially, a special water feature.

2. Harbour Concourse

This public landscaped pedestrian street is aligned with the Chatham Street right-of-way, connecting Store Street down to the harbour's edge and the harbour pathway, which will be extended to meet the David Foster Way to the South. The concourse will allow the working harbour functions to continue and also forms part of the stormwater management strategy.

3. 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.

4. Artisan Alley

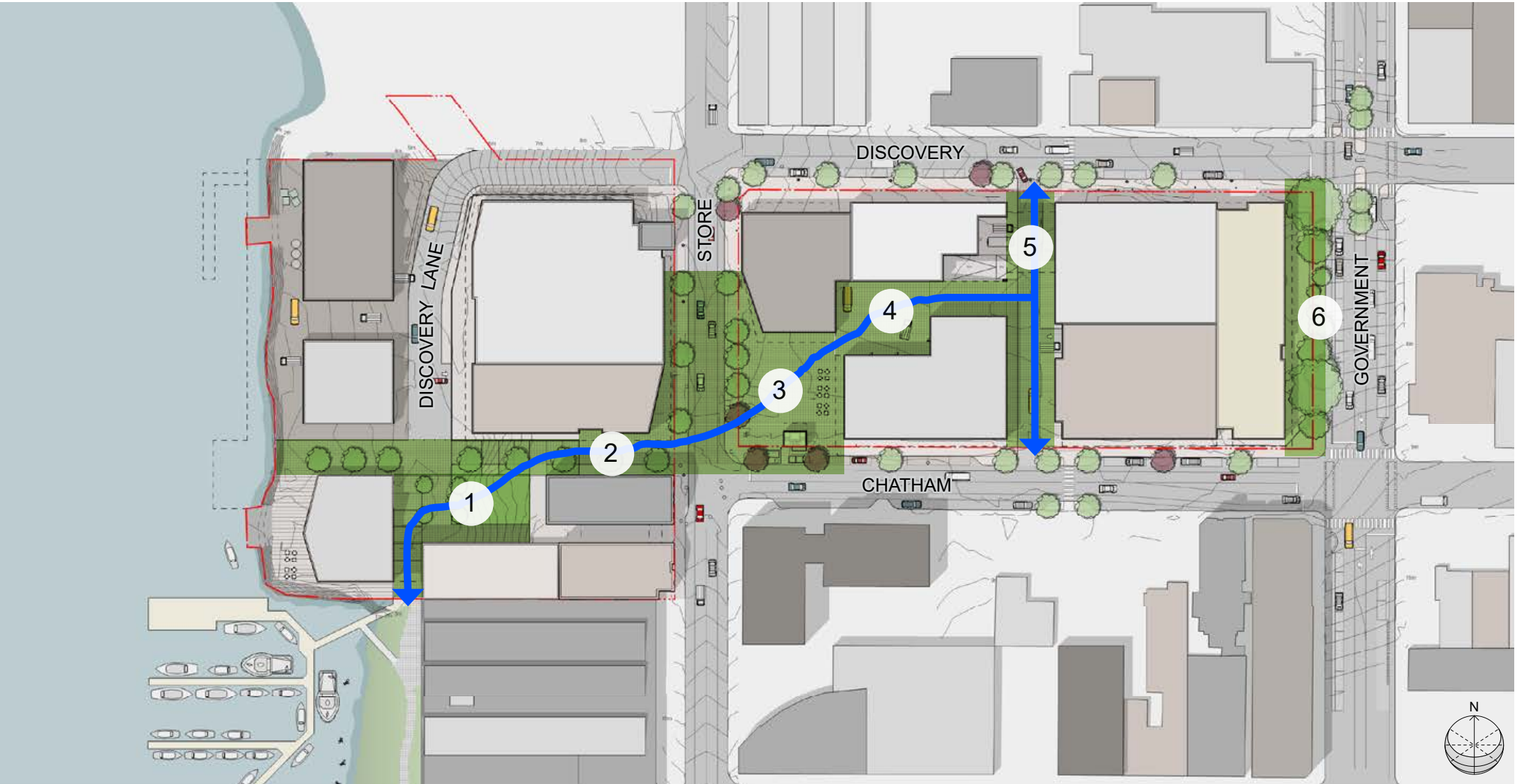
Inspired by the network of alleyways in historic Old-Town, the alley will provide pedestrian linkages from a new North-South, mid-block lane to the new plaza. It will also facilitate access and loading for the users of the Phase One light-industrial and commercial users of the Applied Industrial Arts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

5. Mid-Block Lane

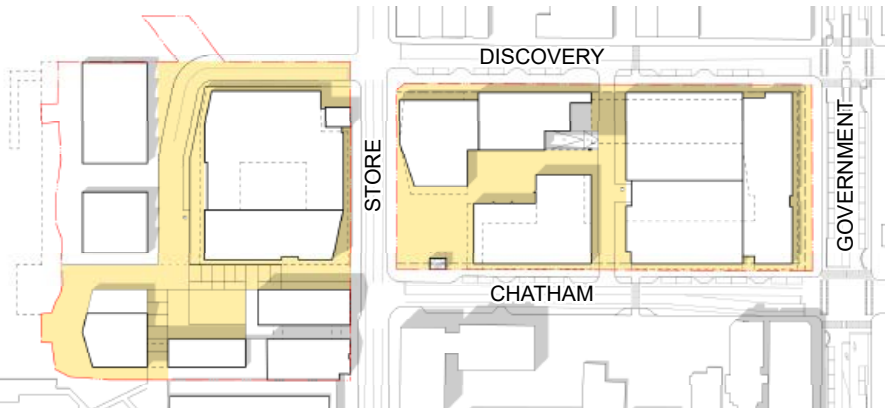
Aligned with an existing pedestrian route to the south, the new lane will provide a connection between Chatham and Discovery Streets. It is also the physical marker between Phase One (the current parking lot) and future phases to the east.

6. 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.





Primary Open Spaces



Usable Open Site Space: 30%

LEGEND

-  Primary connection through the site
-  Primary publicly accessible open spaces

Circulation

Walking

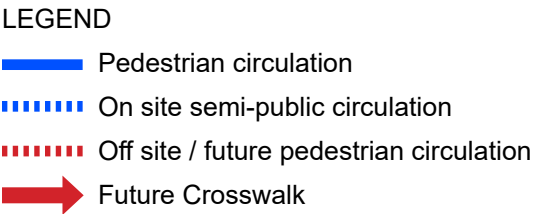
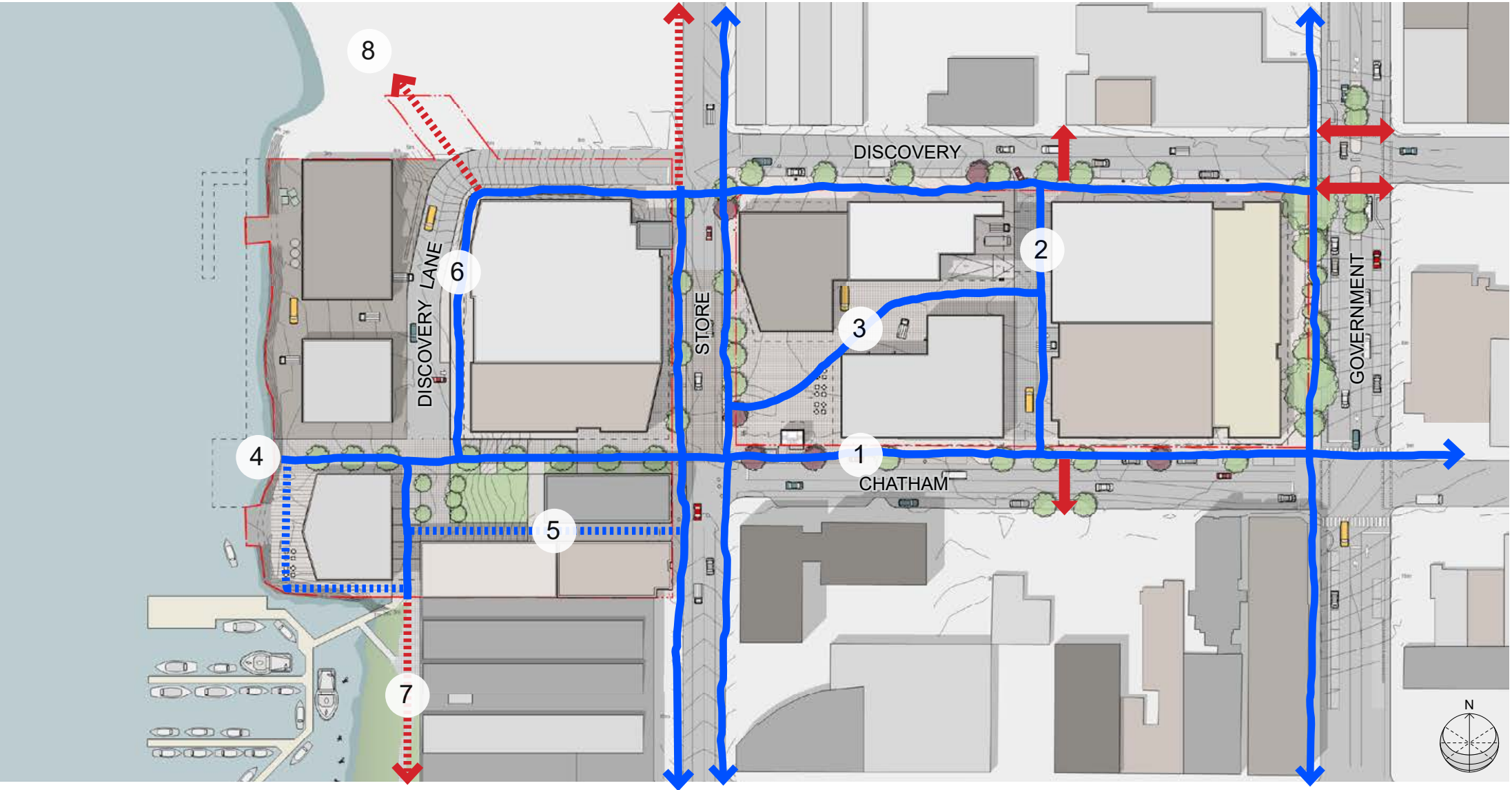
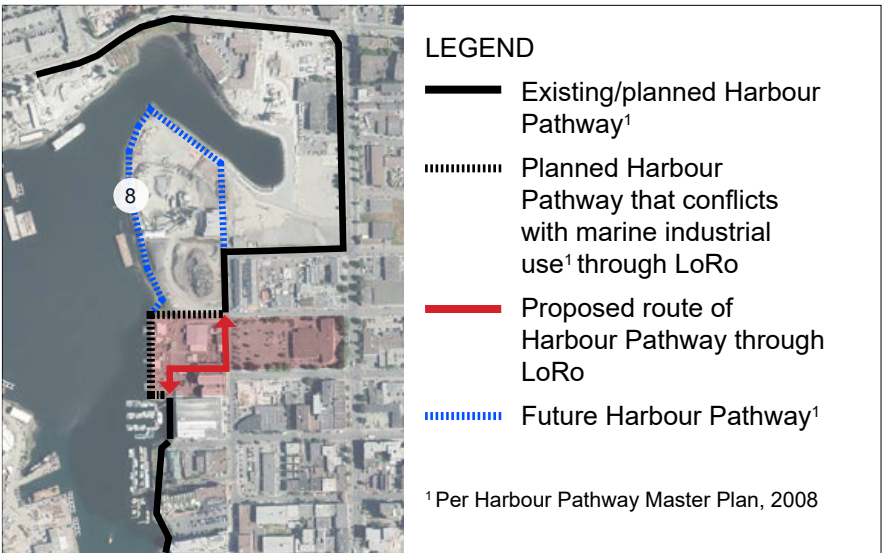
The pedestrian network is significantly expanded on both East and West blocks, providing options for moving through the site.

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, via the new concourse.
4. The new Concourse allows direct pedestrian access to the harbourfront.
5. The breezeway between the heritage buildings will provide semi-public access to Discovery Square.
6. From the new public access routes, people will be able to observe the marine industrial activity on and adjacent to the harbour.

Harbour Pathway

The extension of the Inner Harbour's David Foster Way is routed around the working harbour edge to allow marine industrial activities to continue.

7. An existing land dedication at the rear of Value Village anticipates connection to the Harbour Pathway.
8. In the future, if industry no longer requires direct harbour access the path could relocate to the harbour edge.



Circulation (continued)

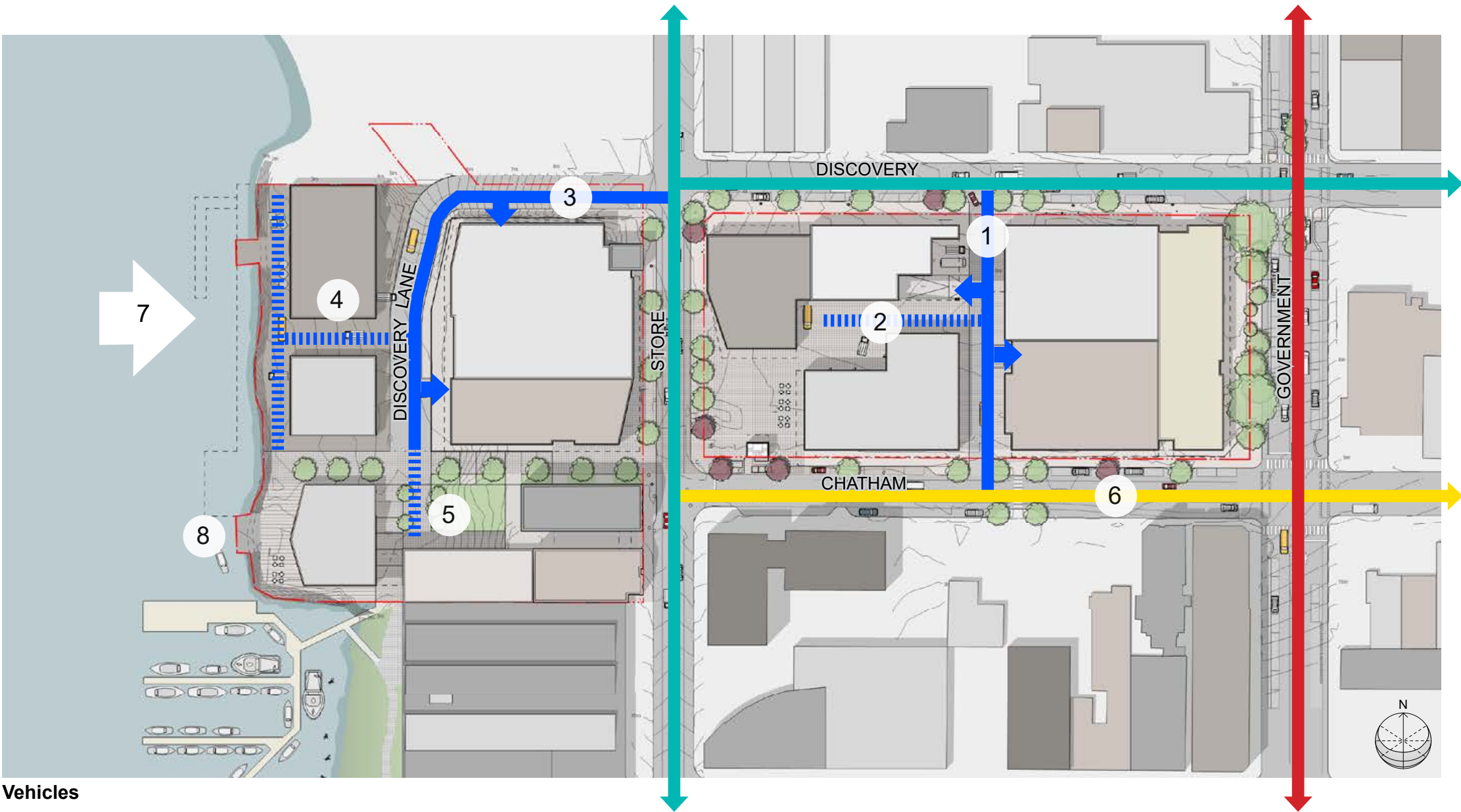
Street Rights-of-way

The streets and lanes are the main armature of a multi-modal network access 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. Discovery Lane provides access to harbour level buildings and sub-level parking West of Store Street.
4. Industrial access to the harbourfront will be from the Discovery Street extension.
5. Vehicle access to Discovery Square will be limited to building servicing and emergency vehicles.
6. North and South-bound truck traffic using Chatham Street will be rerouted to a new signalized intersection at Pembroke. This will improve safety and reduce traffic noise and pollution of the local pedestrian realm.

Water Access

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



Vehicles

LEGEND

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

Circulation (continued)

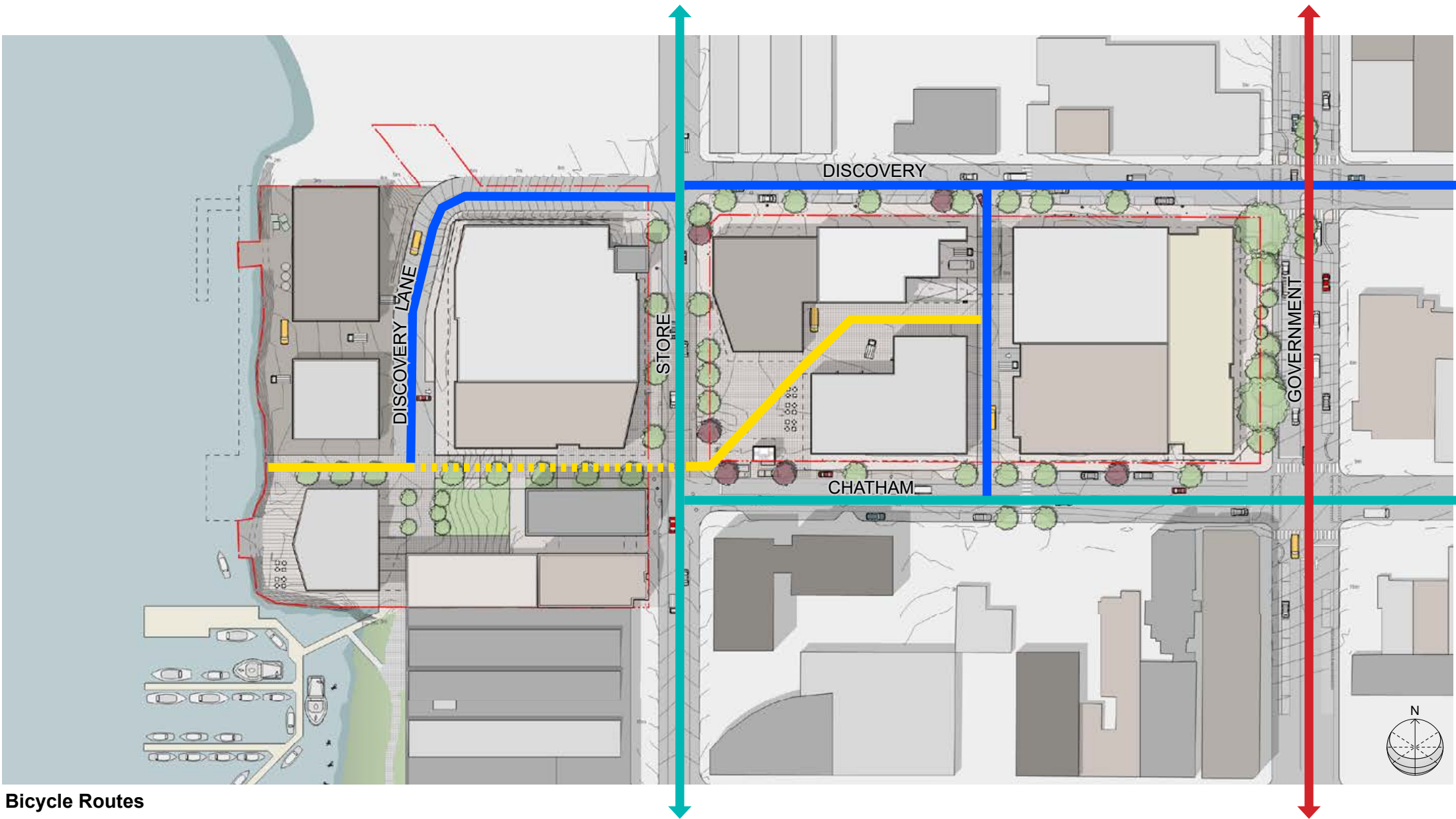
Cycling

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

Separated bicycle lanes are under construction 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 and Discovery 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)
 - Shared (subject to topography)

Height + Setbacks

Labelled building heights are in storeys.

Building heights distributed around the site will range from 2 to 17 storeys. On the East block the buildings have 4 and 5 storey podiums. The ground floor spaces have tall ceiling heights required by a variety of industrial and semi-industrial uses. A 13-storey artists live/work building and one 17 storey commercial-residential tower are proposed.

On the west block a podium of 3 storeys will relate in scale to the heritage buildings on Store Street. One 10 storey building is proposed on the west block.

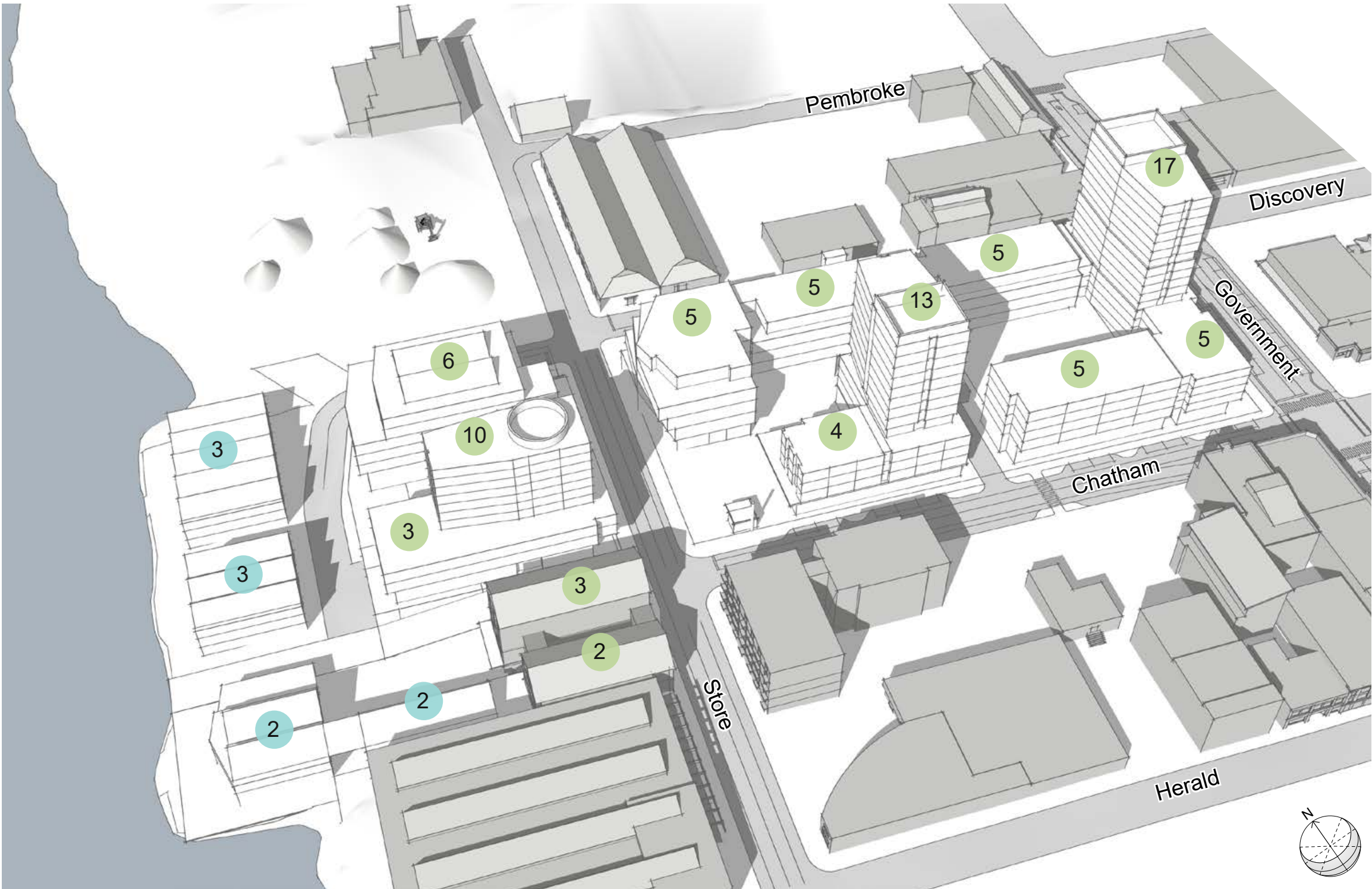
Overall, the 3 tall buildings are diagonally aligned and descend from Government Street elevation toward the harbour sea-level for drama, sunlight and views.

Setbacks

Calibrated setbacks occur at the ground, podium and tower levels. At the ground level most of the buildings are set back from the street to make 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 preserve existing trees.

The following setbacks are in metres:

	Ground Level	Podium	Tower
Harbourfront	8	8	n/a
Store Street (west)	2	1	5
Store Street (east)	1	1	n/a
Discovery Street	3	3	8
Government Street	8	6	8
Chatham Street	2	0	5
Side Yard	0	0	0

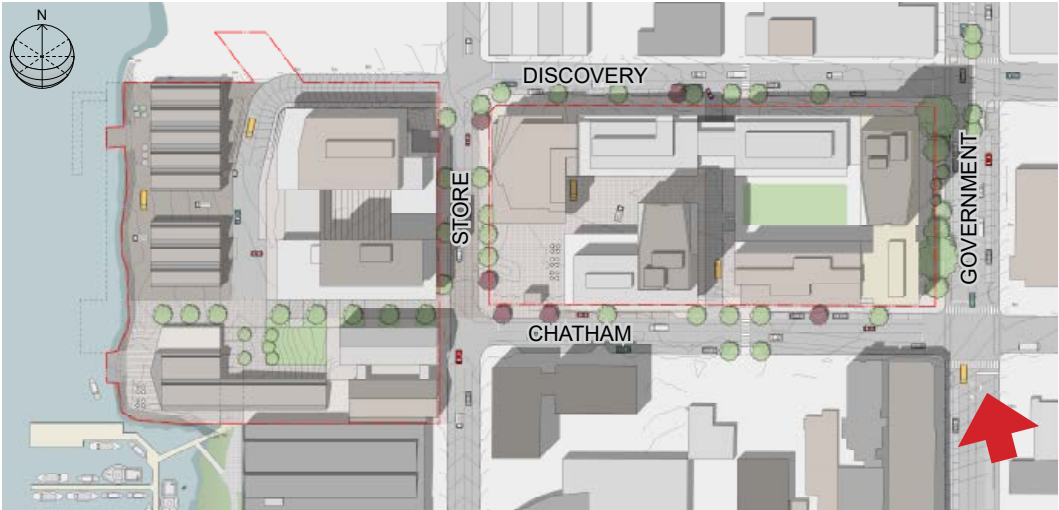


Building Height in Storeys

LEGEND

- X Storeys from Store Street
- X Storeys from Discovery Lane

On the Street

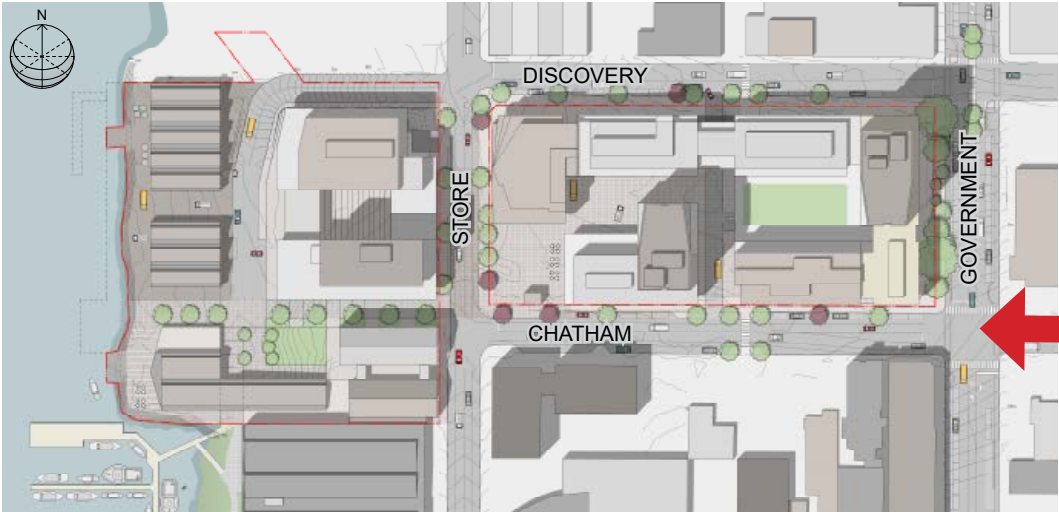


Key Plan



Sketch view looking north along Government Street.

On the Street

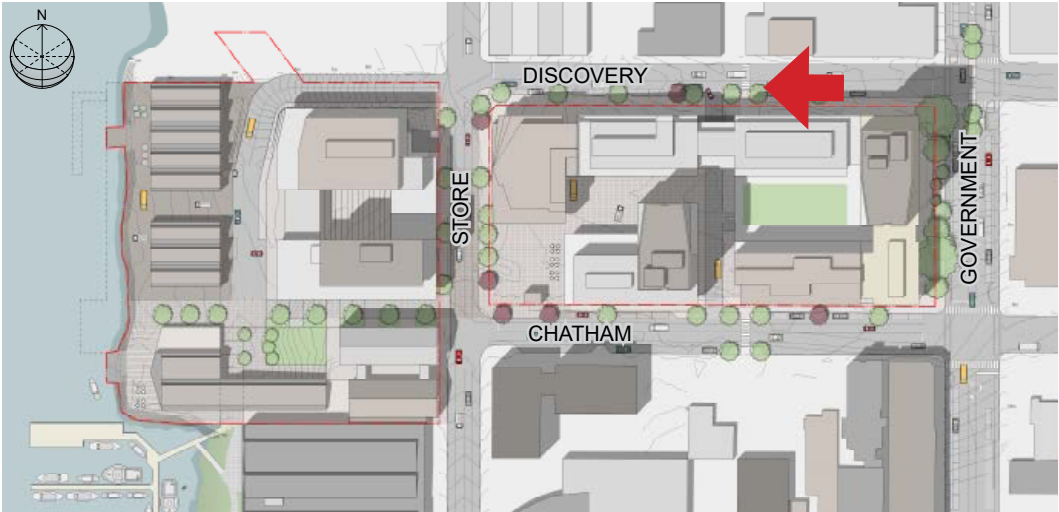


Key Plan



Sketch view looking west along Chatham Street.

On the Street

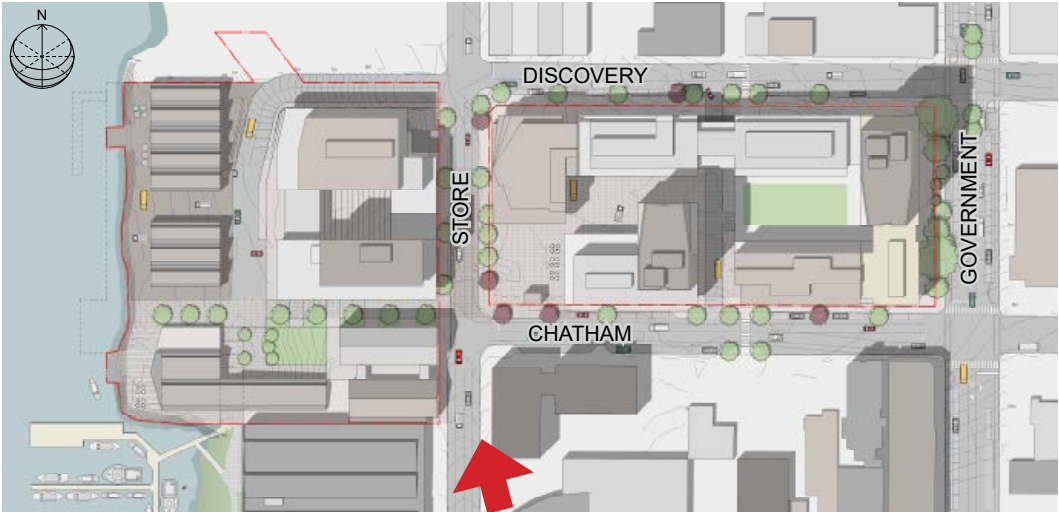


Key Plan



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

On the Street

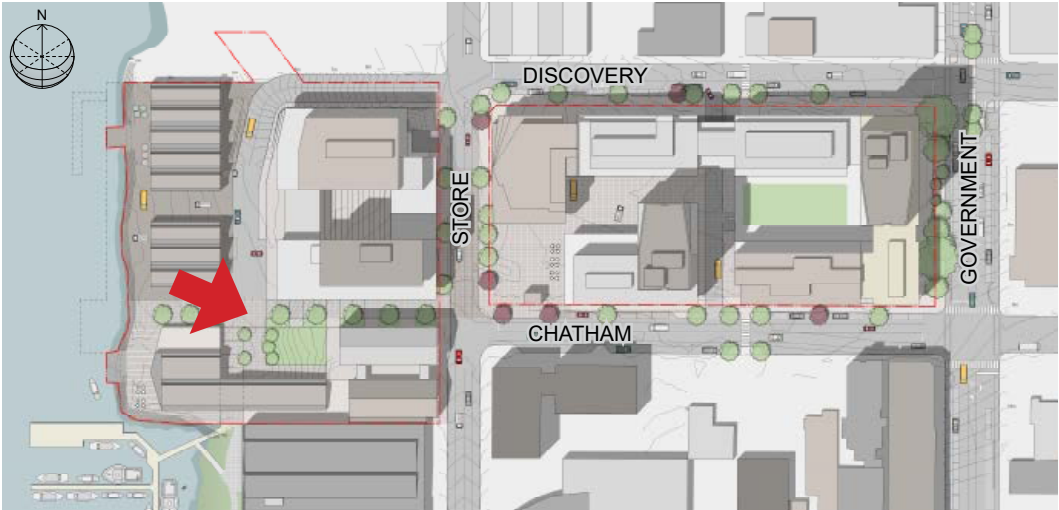


Key Plan



Sketch view looking north along Store Street.

On the Street



Key Plan



Sketch view looking east towards Discovery Square and the west face of the heritage building at 1900 Store Street.

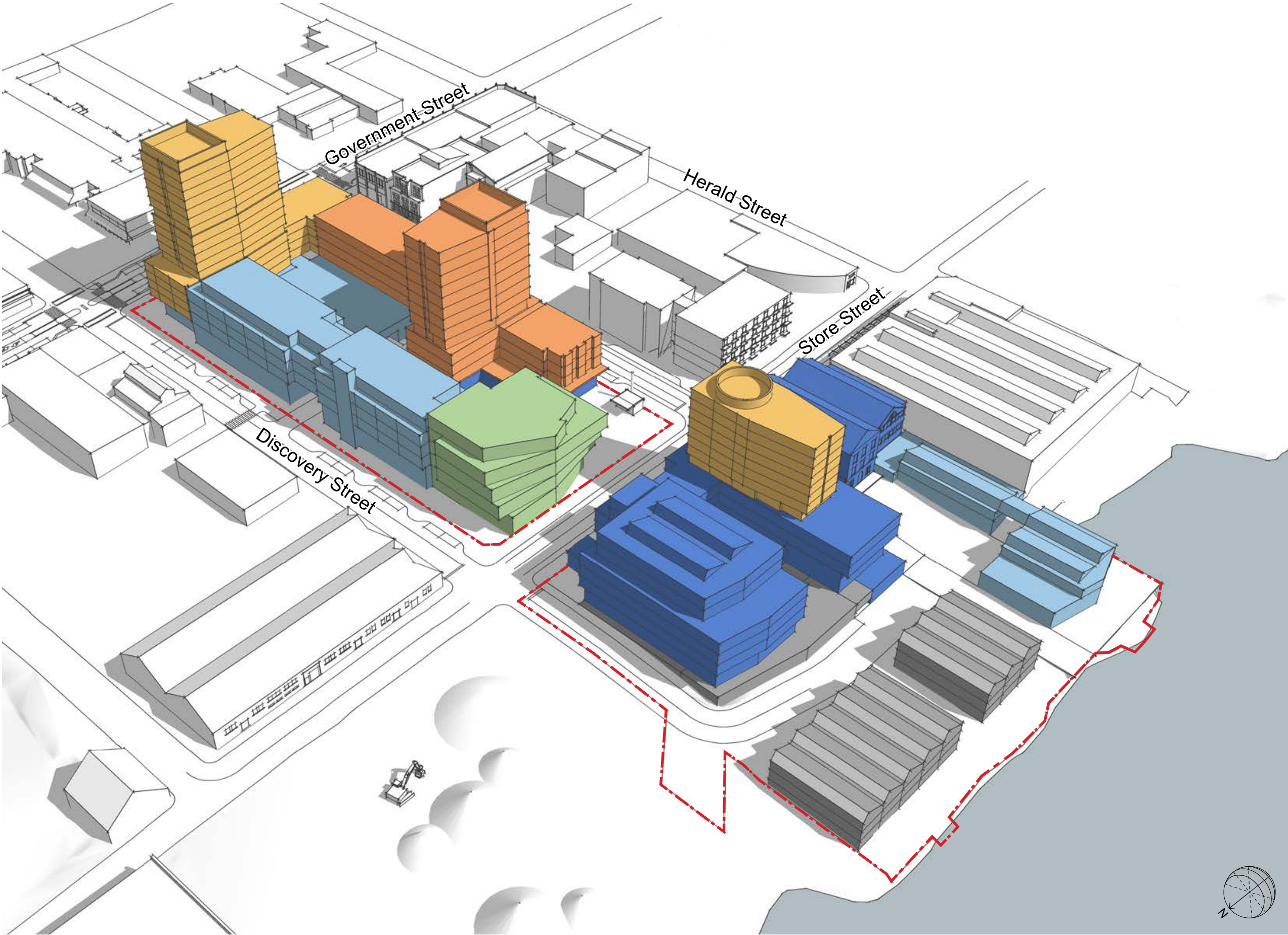
Land Use

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 LoRo 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
- General Employment
- General Employment (including intended minimum light Industrial)
- Light Industrial (marine-related)
- Arts + Culture



LoRo | 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 LoRo 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. Retail and Service Businesses at street level; Live/ Work Studios
3. Artist Studios; Shared Workshops; Galleries; Local Restaurant fronting the square
4. Showrooms; Workshops; Design Studios; Electronics; Furniture; Digital Publishing; Maker spaces; Engineering
5. Art Exhibition; Educational and Event Spaces; Food and Beverage; Gift Shop
6. Street Meet Square; Performance and Art Exhibit, Event venue; Access to Public Underground Parking
7. Advanced Education; Research and Development; Start-ups; Performing Arts Space; Office; High Tech; Manufacturing; Engineering; 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
9. Watercraft Rental; Boat Repair; Maker-spaces; Commercial Recreation
10. Marine Industry; Ocean Research; Marina Facilities; Food and Beverage; Harbour Ferry
11. Possible Future Water lot Development
12. Harbour Concourse
13. Manufacturing; Storage; Distribution; Food Processing; Marine-related Businesses
14. Special, Purpose-built Marine Uses; Possible location for COAST



Illustration of future build out of Lower Rock Bay

LoRo | Phase 1

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 square.

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.



Illustration of future build out of Lower Rock Bay

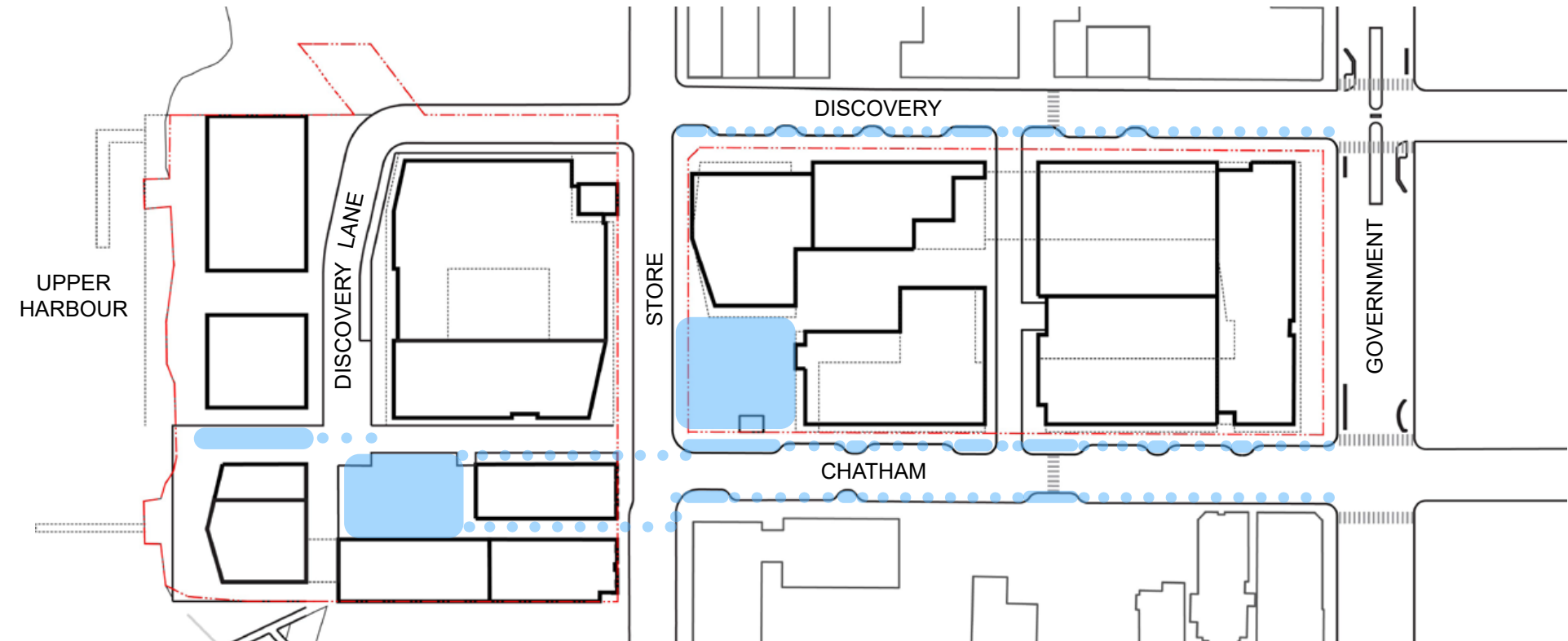
Blue Infrastructure

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 ponds.

Rainwater management principles and appropriate planting will provide Lower Rock Bay 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.



LEGEND
● ● Rain gardens and storm water treatment connections



Green Infrastructure

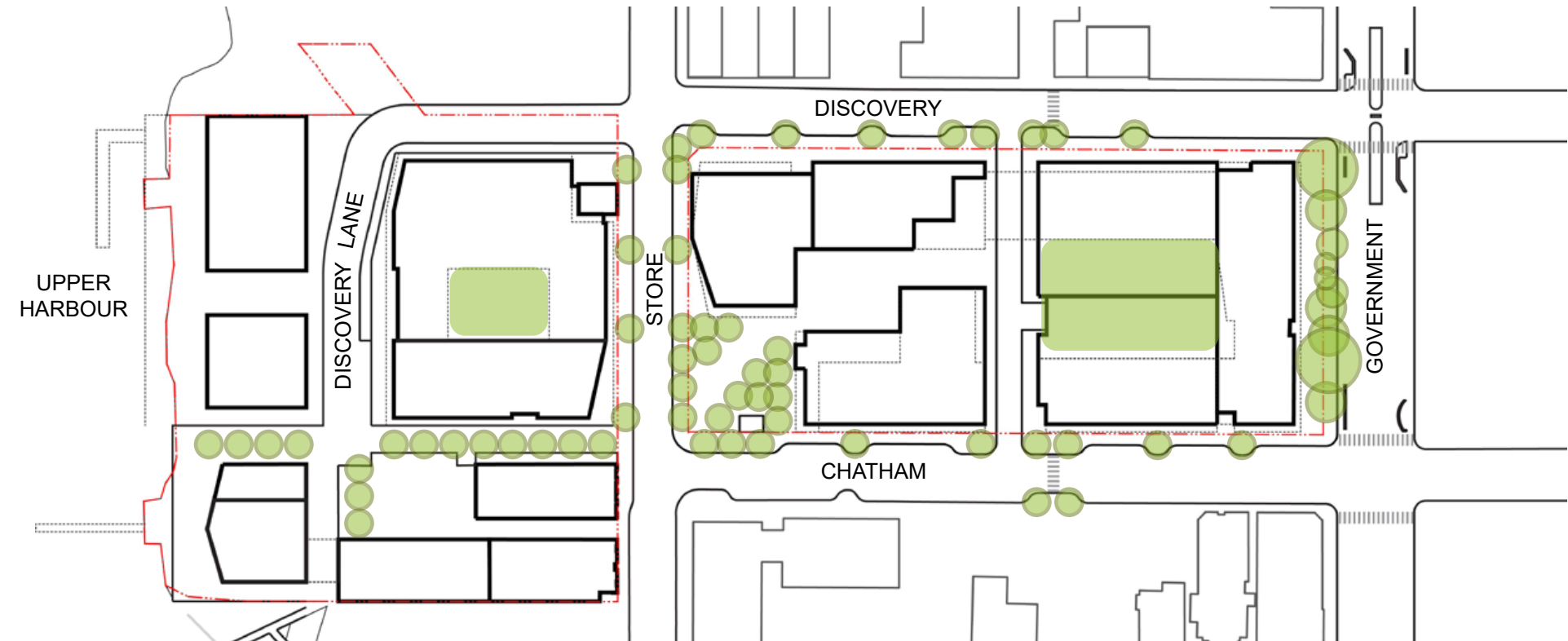
Green Infrastructure refers to trees, lawns, shrubs and planted areas such as meadows, fields and forests. Green infrastructure utilizes a range of natural and semi-natural environmental features to manage environmental pollutions such as storing carbon, filtering air, and treating stormwater through 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 LoRo’s landscape and green infrastructure design strategy.

Maintaining existing trees along Government Street is a primary goal. In addition, providing adequate soil volumes through the use of structural soil cells to ensure a diverse and resilient urban tree canopy both onsite and offsite throughout public realm spaces.

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.



LEGEND

- Proposed and existing tree locations
- Native drought-tolerant planting palette



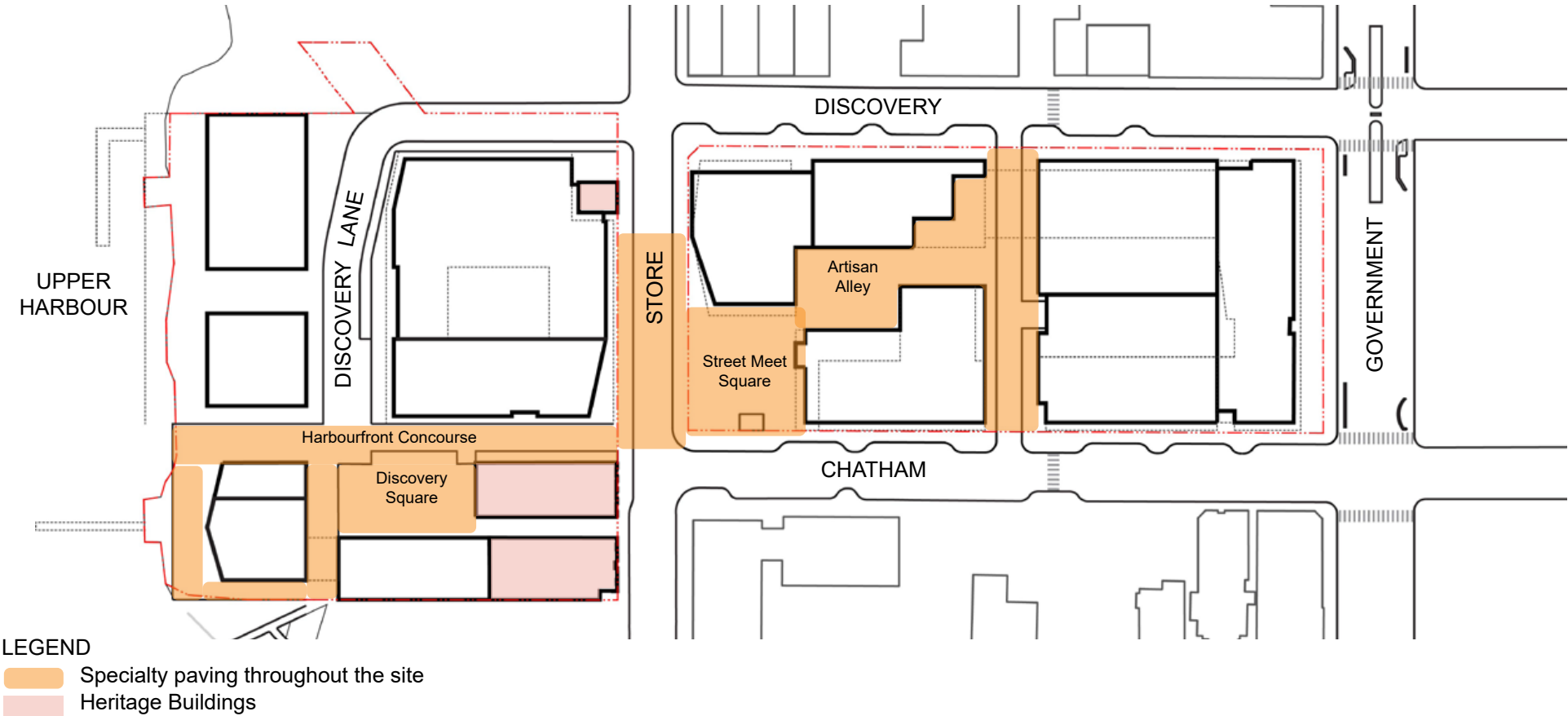
Materiality

Materials

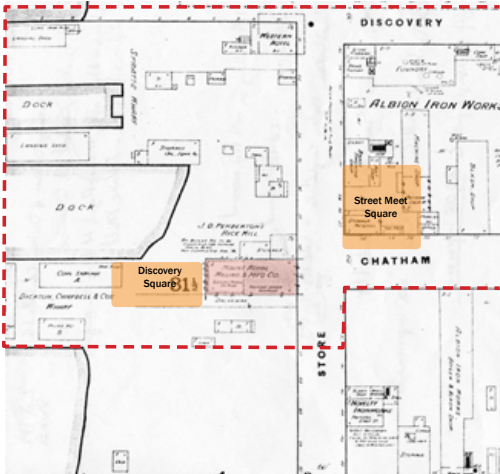
A project goal will be to maintain the authentic heritage materials of the existing site, while introducing forms and materials that re-ignite the historical context and re-imagine the function of ordinary structures, features and materials.

Program

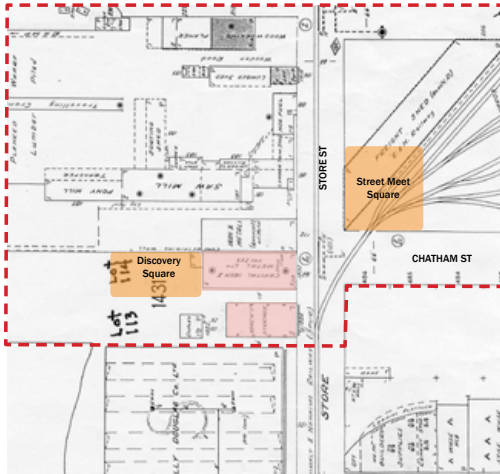
Providing daily programming for both tourists and locals will animate the public realm and produce quality public spaces. Designing structures and settings that allow for these areas to be enjoyed differently through each seasons, in different weather conditions and at different times of day will allow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



Materials that tell a Story



Fire Map 1885



Fire Map 1957

Basalt



~260AD

Antler & Bone



Shell Midden



Rice & Flour Mill



1880s

Timber



Iron



1900s

Scrap Metals



1930s

Building & Dismantling

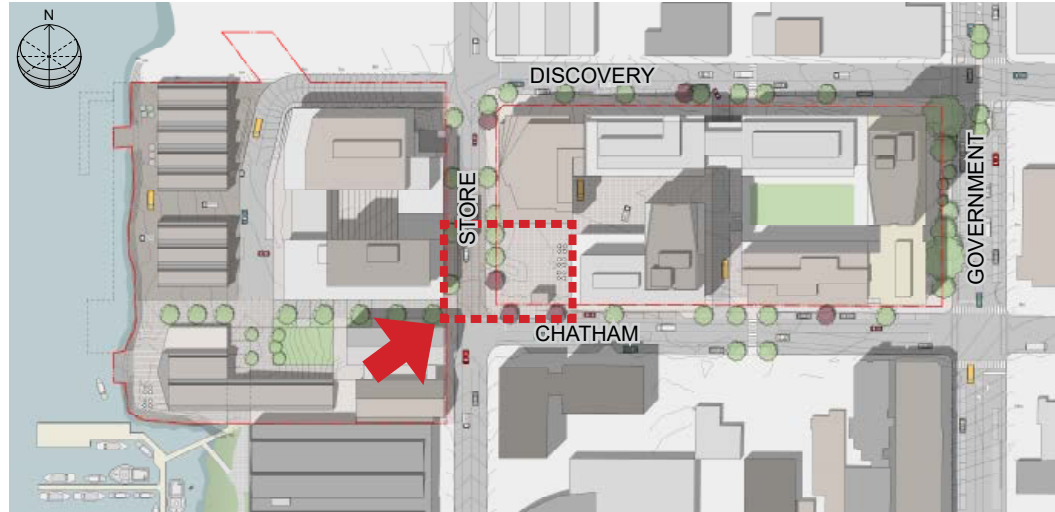


E&N Railyards



1960s

A New Public Plaza



Key Plan

Description:

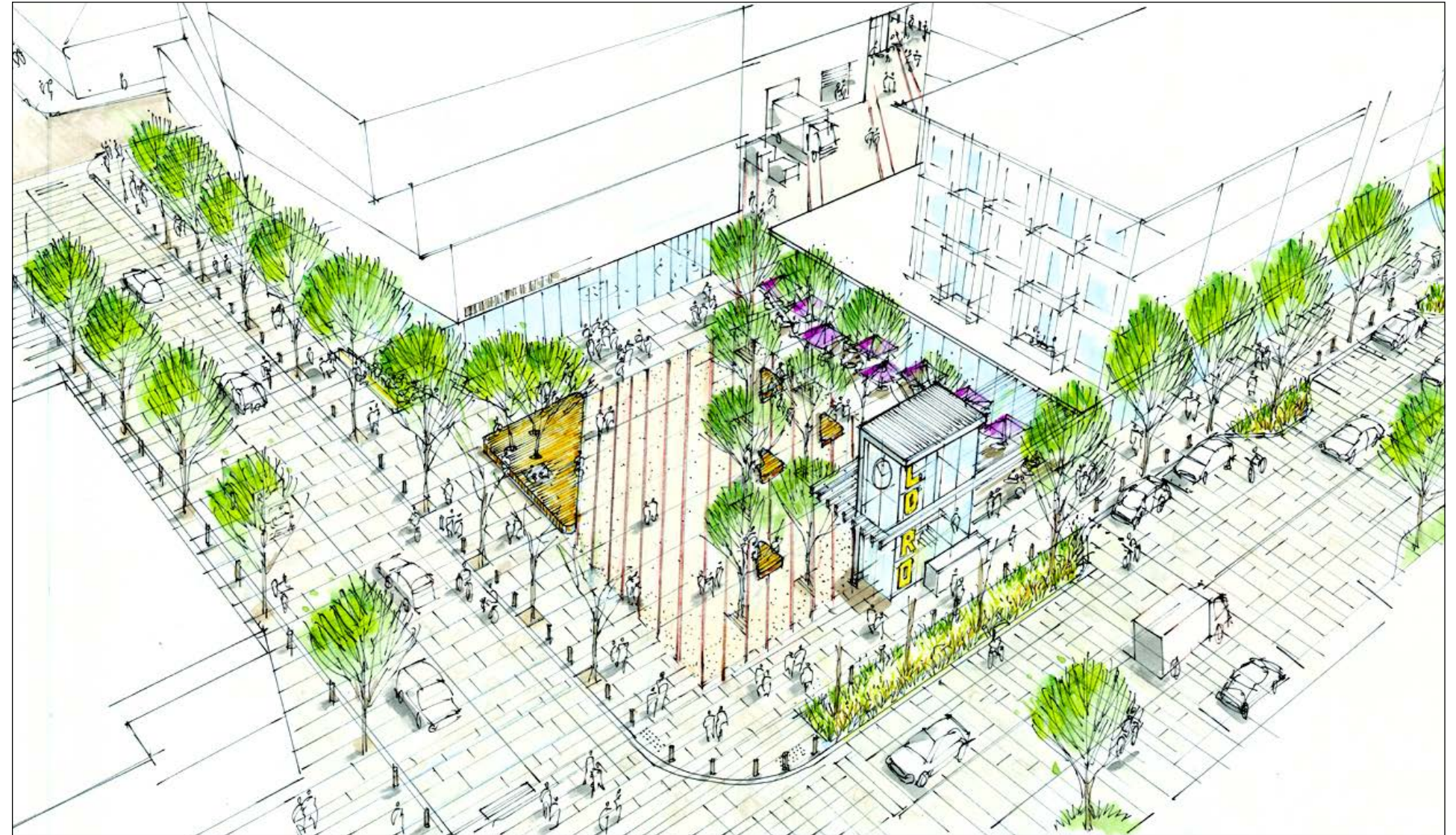
A public square located on the corner of Store Street and Chatham Street. The onsite portion is approximately 800 sqm (8600 sqft) in size.

Features:

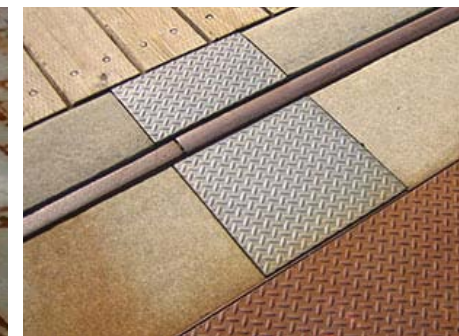
- **Materials:** a fully permeable paving strategy that employs historically relevant materials (steel rail, aggregate ballast, timber decking, metal grating) in a contemporary manner.
- **Site Furnishings:** all site furnishings use a heavy timber aesthetic that is historically relevant, robust and timeless, and built to last. Decking and seating respond to the 45-degree angle, including a large seating plinth and stage located on the site of the original storehouse.
- **Sustainability and stormwater management:** integrate stormwater collection in the paving pattern either through a permeable aggregate paving (crushed gravel, jointed aggregate paving) or a slotted drainage system that collects stormwater and distributes to the root zone of the trees in the plaza.

Programming and Events:

- Plaza acts as a forecourt to a civic facility that allows related events and activities to spill into the public realm. This activity can extend into the streetscape for major events and activities with road closures.
- Plaza can accommodate events of roughly 1000 people, while the closure of Store Street would allow events for roughly 2,000-2,500 people.

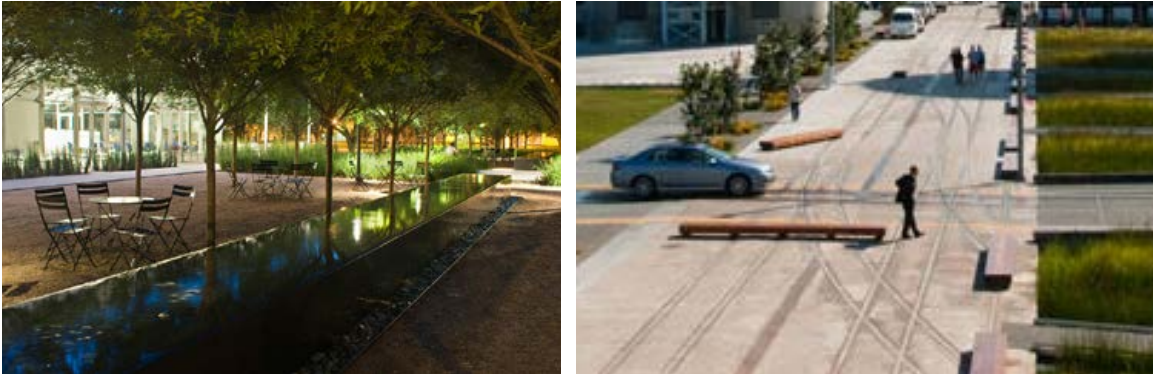


Aerial View



Material Inspiration

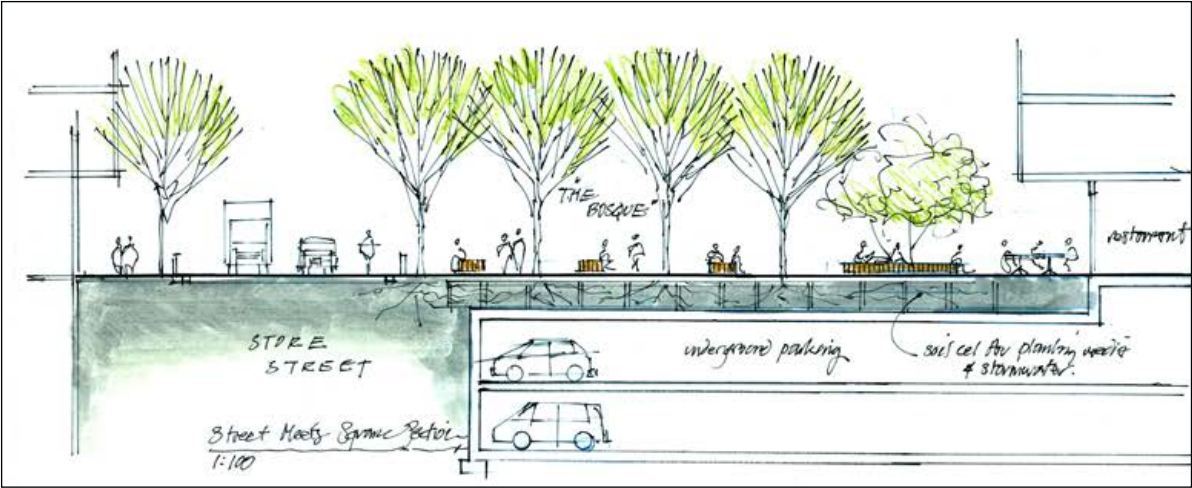
A New Public Plaza (continued)



Precedents

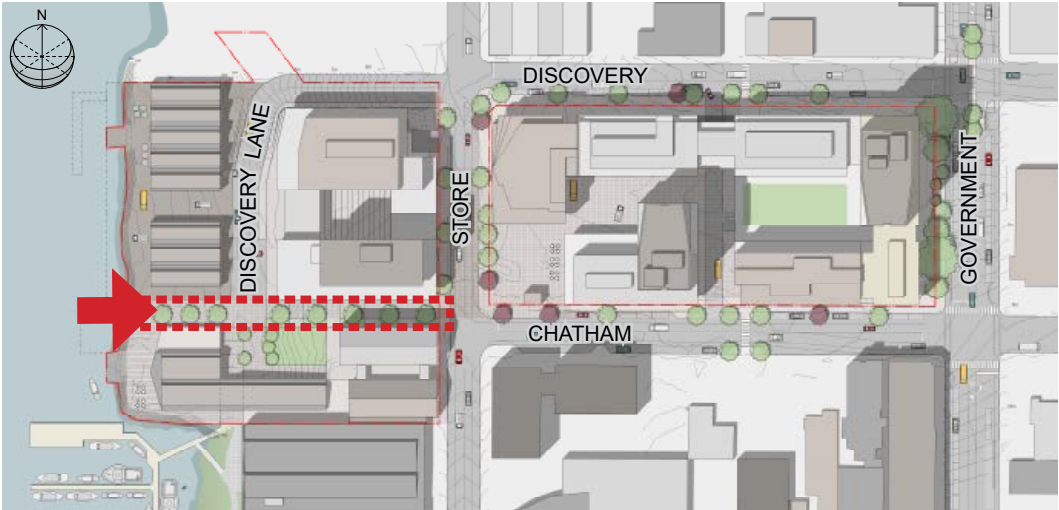


Plan



Section

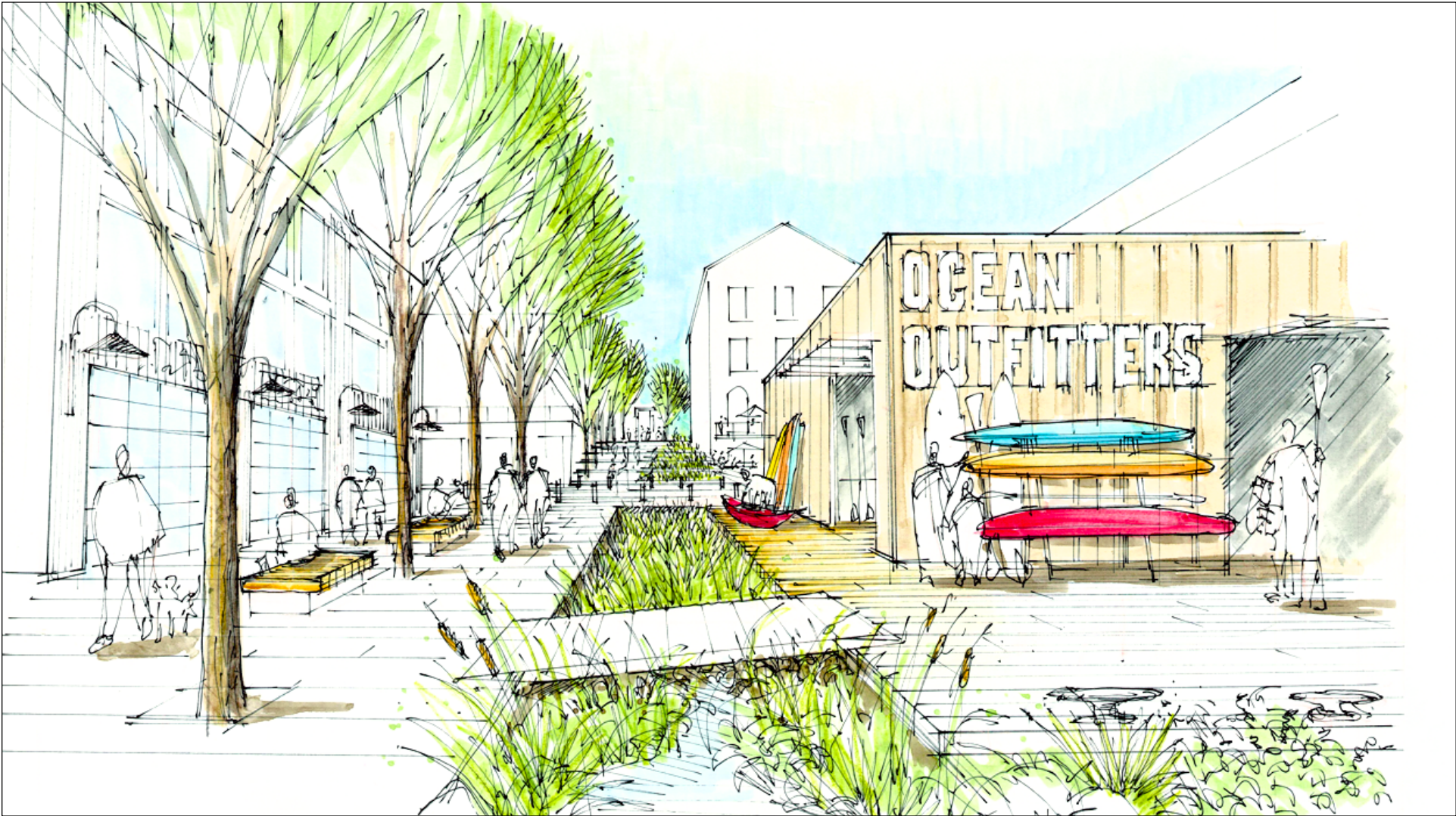
Harbour Concourse



Key Plan

Description:
A publicly accessible linear path approximately 10m (33ft) wide by 110m (360ft) long connecting Store Street to the water.

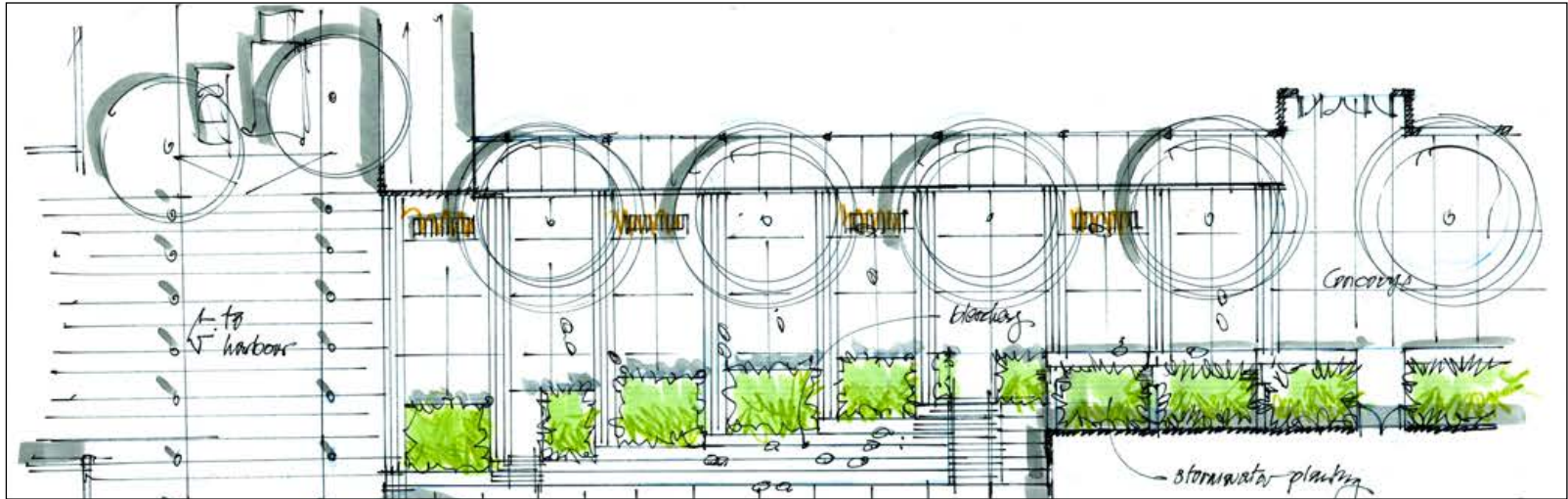
- Design Inspiration:**
- Terraced landscape/stormwater route
 - Connection to Upper Harbour waterway
 - Connection to aquatic activities and recreation
 - Incorporation of remnant industrial items
 - Incorporation of pre-colonial and or industrial history



View looking east towards Store Street

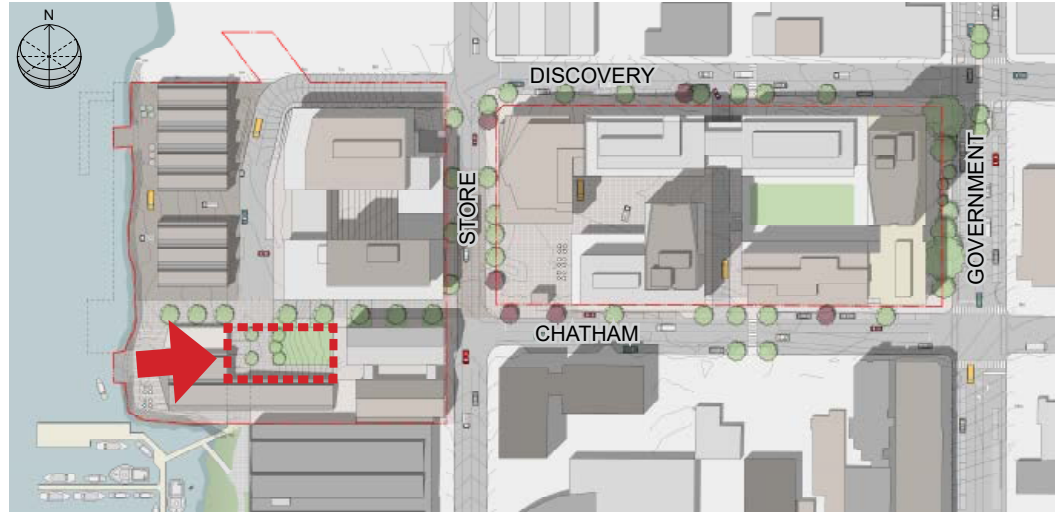


Material Inspiration



Plan (east of Discovery Lane)

Discovery Square



Key Plan

Description:

An approximately 750 square metre (8100 sqft) public square located off of the Harbour Concourse and at the end of Discovery Lane.

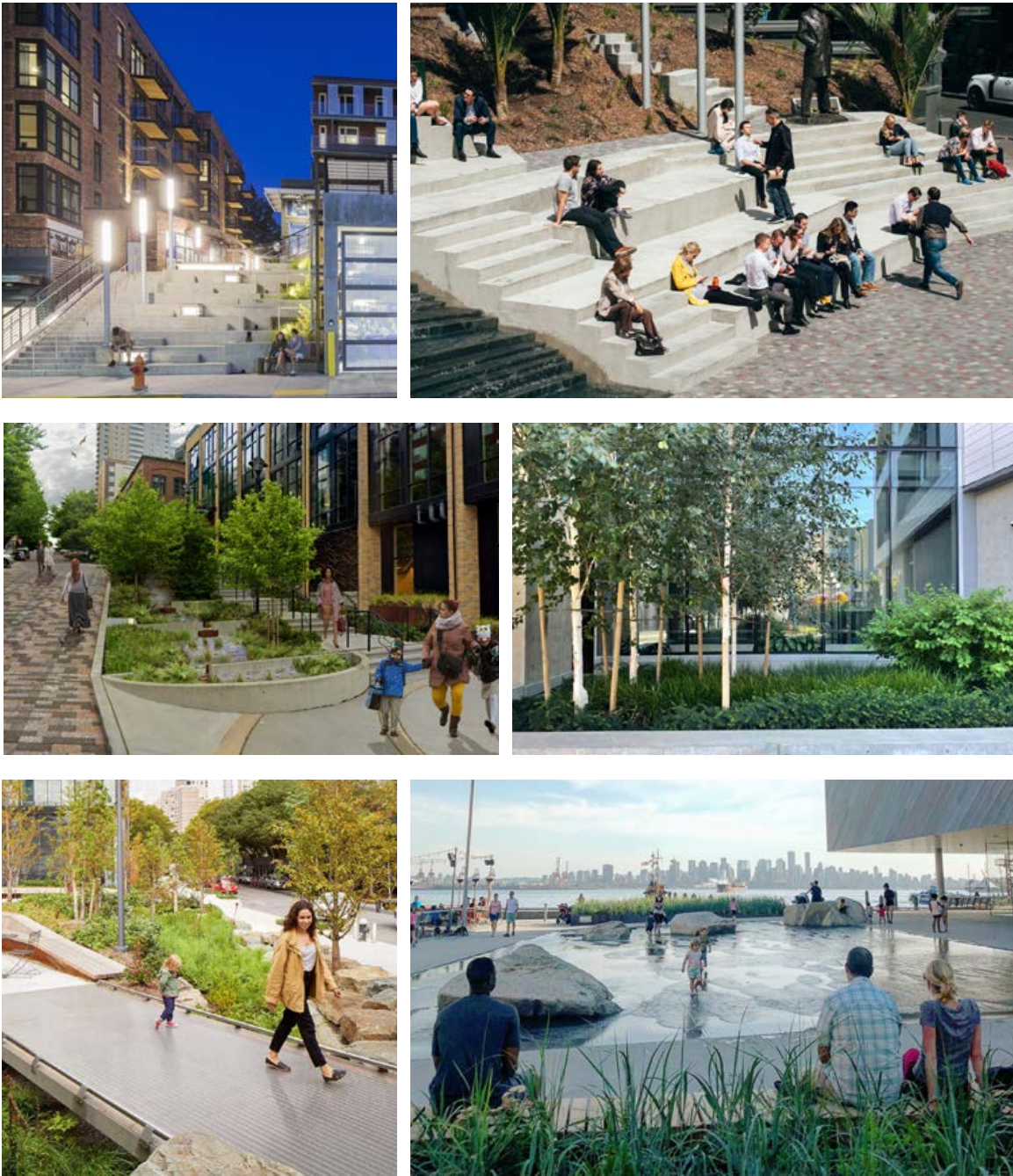
Design Inspiration:

- Terraced seating incorporating stormwater gardens along the sloping concourse to address significant grade changes
- A 'cabinet of curiosities' showcasing historical artifacts and interactive public art pieces.
- A water feature plaza space highlighting a connection to the waterfront and historical docks and water's edge

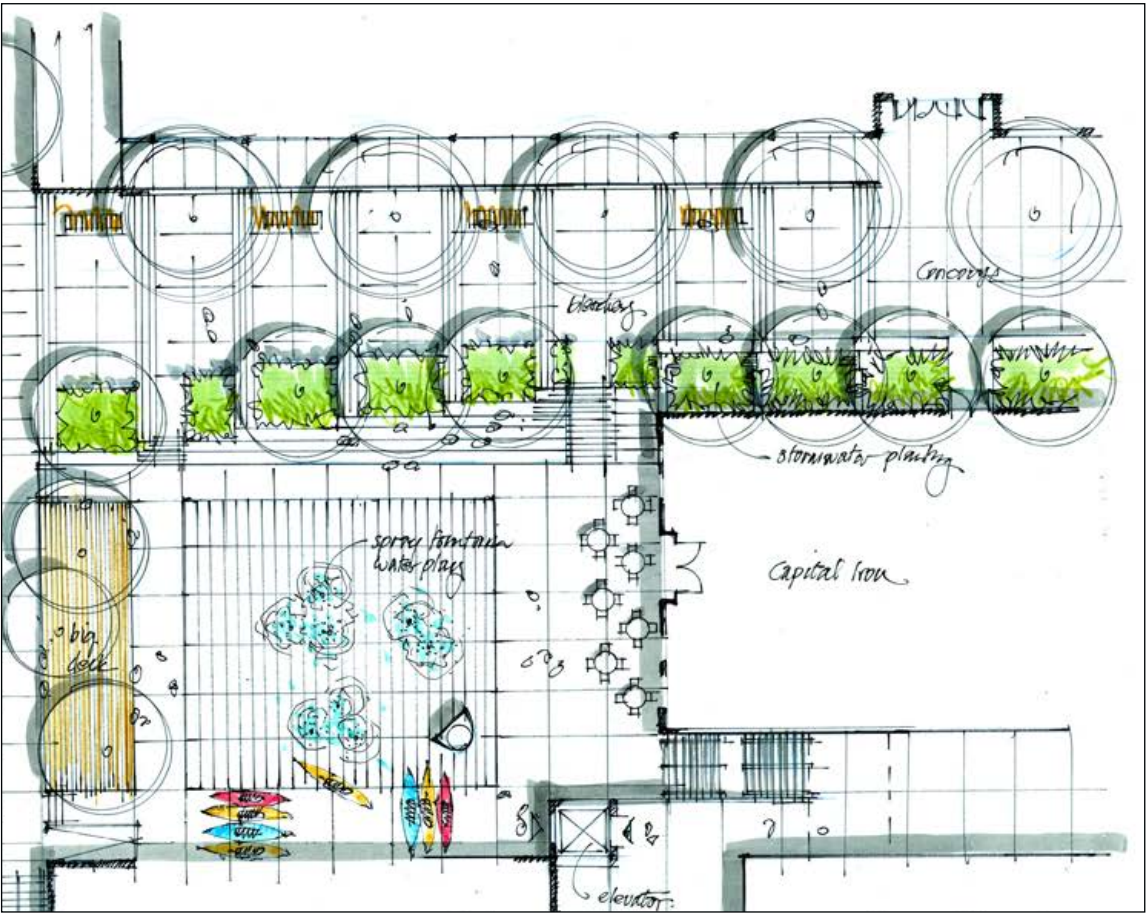


Aerial View

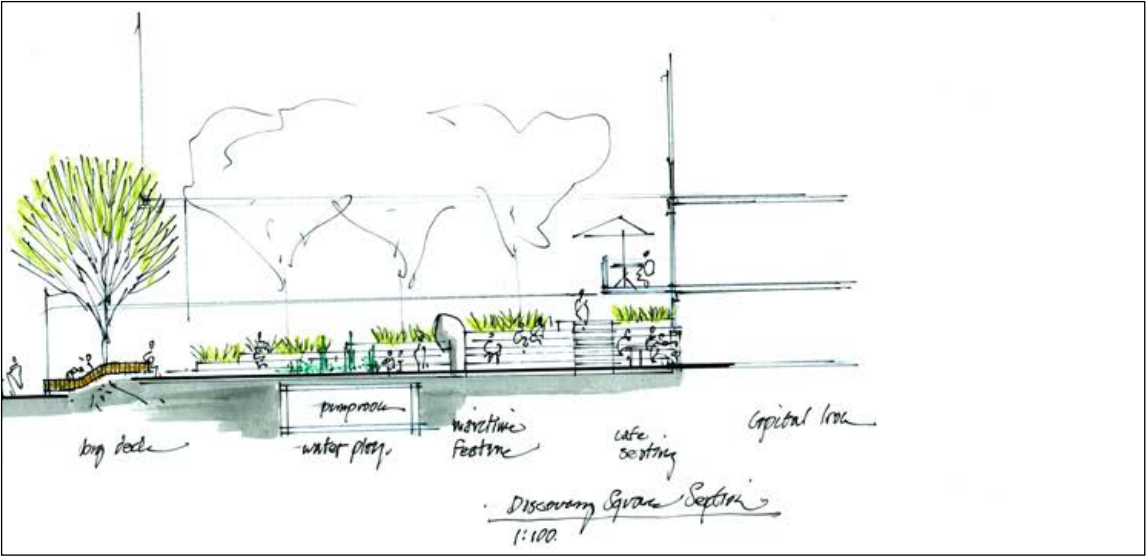
Discovery Square (continued)



Precedents

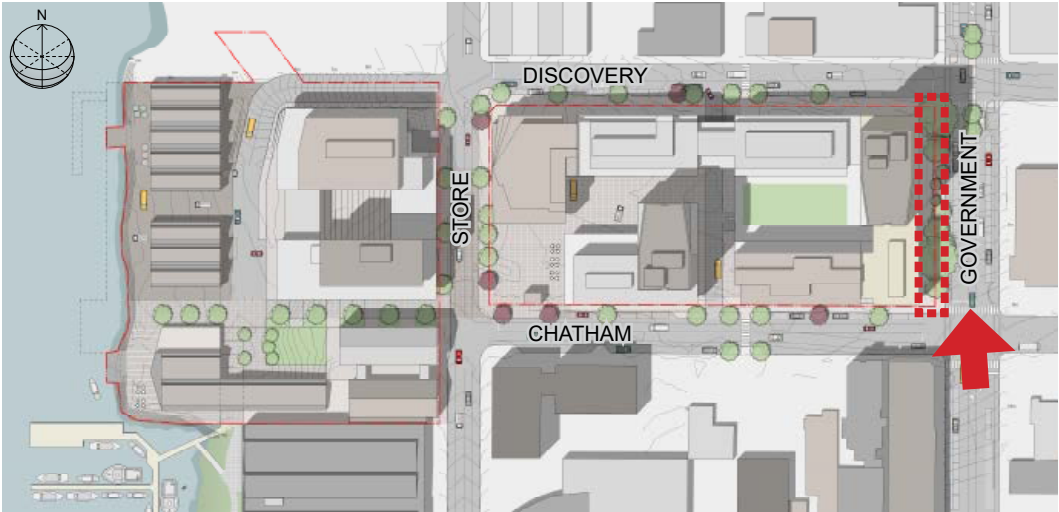


Plan



Section

Government Street Promenade



Key Plan

Description:

Enhanced public promenade on Government Street accommodating a full range of multi-modal circulation options, including bike lanes, broad sidewalks and weather protected frontage zones at the building edge for seating, dining and retail displays.

Design Inspiration:

- Preservation of significant and mature tree canopy along Government Street including large hornbeam, plane trees and other species, enhanced with new trees in a protected vegetated area on the street.
- Broad frontage zone to accommodate potential 'Arts and Innovation' District program, and associated retail.
- Integration of soft landscape planting that significantly improves the root conditions of existing trees, while providing a shady, weather protected pedestrian environment for casual seating, small events, and other street life activities.



View looking north along Government Street



Material Inspiration



Future of Lower Rock Bay

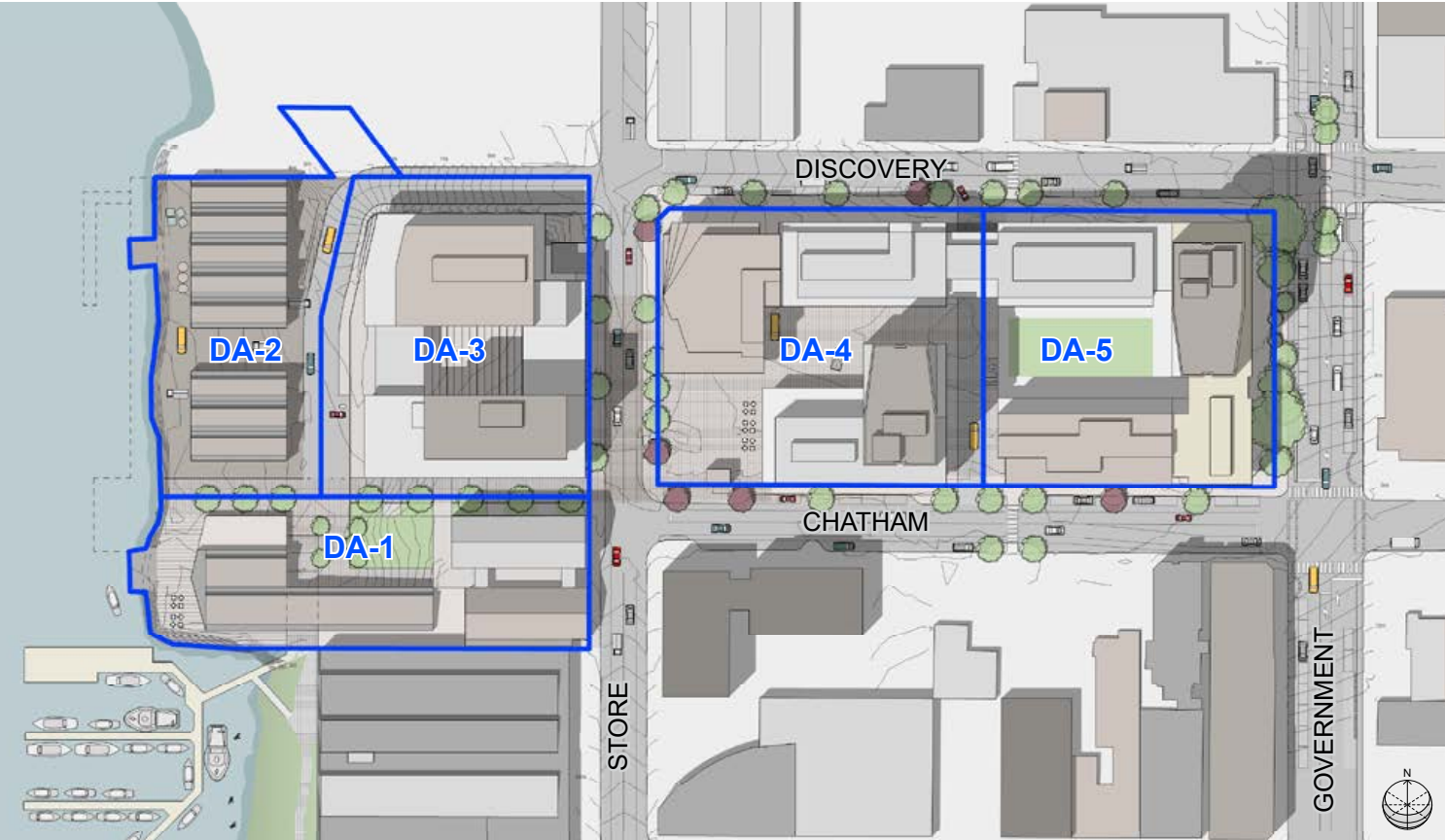


Future of Lower Rock Bay

Data

Density:
Existing (M3, M3-G, CA-3C): 3.0:1 Floor Space Ratio
Proposed: 3.0:1 Floor Space Ratio

Development Areas:
The development is divided into Development Areas 1 to 5 as illustrated in the following diagram.



Development Areas

Permitted Uses in all Development Areas:

Accessory Building
Assembly ¹
Automotive Repair ¹
Automotive Sales ⁵
Brew Pub ¹
Construction and Marine Equipment ⁵
Cultural Industries ²
Drinking Establishment ¹
Equipment Rental ¹
Food and Beverage Service ¹
Foodstand
Garage
High Tech
Laboratory ⁵
Light Industrial ¹
Office ¹
Parkade ¹
Personal Service ¹
Public Building
Restaurant
Retail Trade ¹
School/University ⁵
Showroom ⁵
Small-scale commercial urban food production
Storefront Cannabis Retailer

Permitted Uses in Specific Development Areas:

	DA-1	DA-2	DA-3	DA-4	DA-5
Club	Y		Y	Y	Y
Cultural Facility	Y		Y	Y	Y
Financial Service ¹	Y		Y	Y	Y
Heavy Industrial ¹		Y			
Home Occupation ¹			Y	Y	Y
Hotel ¹			Y	Y	Y
Live/work ⁴			Y	Y	Y
Liquor Retail Store	Y		Y	Y	Y
Marina ⁵	Y	Y			
Marine Industrial ²	Y	Y	Y		
Multiple Dwelling			Y		Y
Multiple Dwelling Accessory Use			Y		Y
Pier	Y	Y			
Preschool	Y		Y	Y	Y
Public Building	Y	Y	Y	Y	Y
Residential ¹			Y		Y
Studio ¹			Y	Y	Y
Wharf	Y	Y			
Work/Live ³			Y	Y	Y

Unless noted, the land use term is defined in Zoning Bylaw 80-159.

¹Zoning Bylaw 2018 (18-072)

²OCP Defined term

³Definition borrowed from CD-9 Docksider

⁴Definition borrowed from CD-12 Roundhouse

⁵No existing definitions