

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 3D illustrations that appear in this document are intended to assist in envisioning the urban design, future contextual fit and integration with public infrastructure that would result from compliance with the proposed CD Zoning and related City regulations. The digital modeling and renders depict general building massing and location per the proposed CD Zoning parameters. Architectural detail, materiality, fenestration and colour concepts have been applied to assist in envisioning the completed redevelopment. The final Architectural Design of the individual buildings and their commensurate Landscape Architecture will be developed through a full design process as each phase is developed. Each Phase and Building Design will be the subject of Development Permit Application and the required Municipal review and permitting processes.
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 (Development Tracker Package)
4. June 2023, Revised Resubmission (r2)
5. Nov. 2023, Revised Resubmission (r3) (revision to page 65 only)
6. Nov. 2024, Revised Resubmission (r4)

Table of Contents

Project Summary	4
1. Comprehensive Urban Design Plan	6
1.1 Open Space Network	7
1.2 Trees	9
1.3 Circulation	10
1.4 Setbacks	13
1.5 Building Height	14
1.6 Building Separation	15
1.7 Parking	16
1.8 Land Use	17
1.9 Floor Plans	18
1.10 Phase 1	21
1.11 Perspective Renderings	22
2. Landscape And Open Space	26
2.1 Materials	27
2.2 Streets	29
2.3 Blue Infrastructure	31
2.4 Green Infrastructure	32
2.5 Usable Rooftops	33
2.6 A New Public Plaza	34
2.7 Harbour Concourse; Flour + Rice Alley	36
2.8 Harbour Pathway	38
3. Data	
3.1 Permitted Uses	39
3.2 Land Use Definitions	40
3.3 Density	42
3.4 Setbacks, Height, Building Separation	43
3.5 Statutory Right-of-Ways	44
3.6 Timing of Frontage Improvements and Open Spaces	45

Appendices (under separate cover):

A. Large Scale Drawings

- 0.0 Survey/Existing Site Plan
- A2.1 Site Plan
- A3.1 Site Sections
- L0.01 Tree Survey
- L0.02 Tree Management Plan + Notes
- L0.03 Tree Management Plan
- L0.04 Tree Replacement Plan
- Conceptual Civil Servicing Plan

B. Technical Reports

- 1. Arborist Report
- 2. Archaeological Report
- 3. Civil Site Servicing Memo
- 4. Summary of Community Engagement
- 5. Environmental Memo
- 6. Electrical Memo
- 7. Heritage Conservation Plan
- 8. Rainwater Management
- 9. Transportation Impact Assessment

C. Supplemental Design Reports

[Community Amenity Contribution Summary](#)

[Comparative Analysis of Land Area](#)

[Massing Rationale](#)

Sunlight and Shade Studies

Skyline Analysis

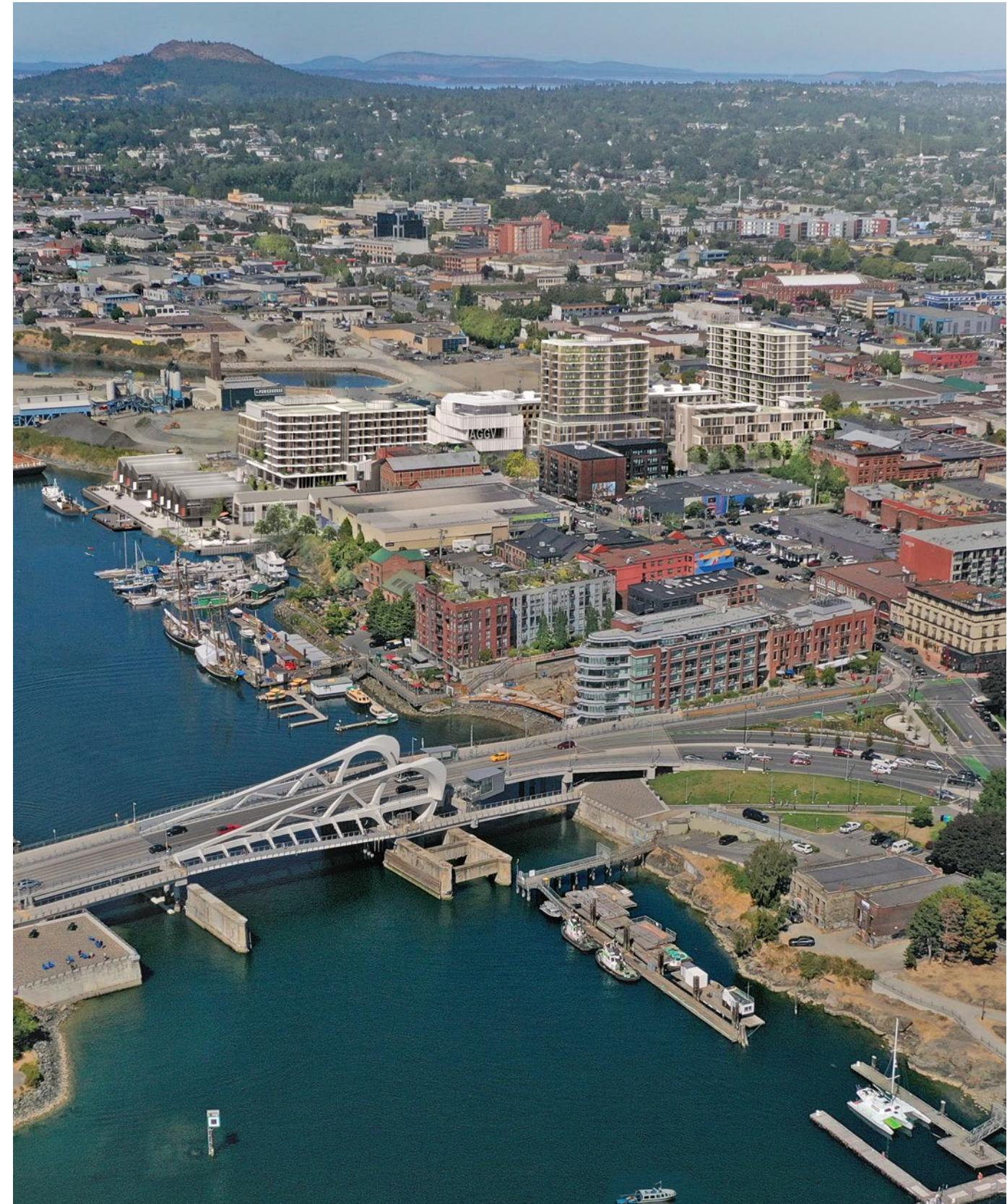
[Expanded Plaza](#)

D. AGGV letter

E. Harbour Pathway

F. Master Development (pending)

G. Phased Development Agreement (pending)



Capital Culture District Project Summary

Proposed Rezoning (6.7 acres)

Subsequent Development Permit Applications for each phase/building

Vision

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
- **Density increase (west of Store)**

FSR 3.14:1

Overall density slightly above the OCP (FSR 3:1)

Building Height

Ranging from 3 - 8 storeys and two buildings at 14 storeys

Heritage Building Retention

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

Mixed Land Uses

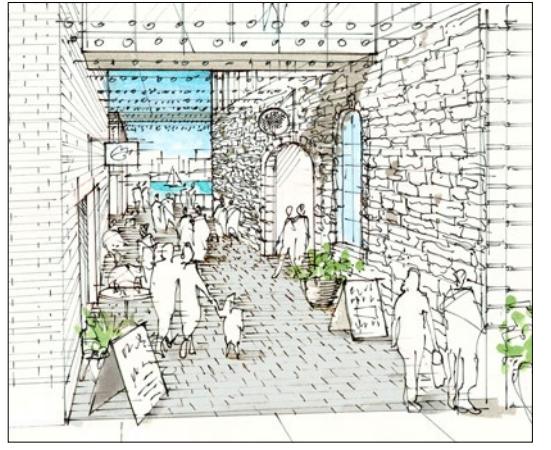
Light industrial, marine-related uses, commercial, residential, live/work, high-tech, arts and cultural uses, etc.

Various Housing Types

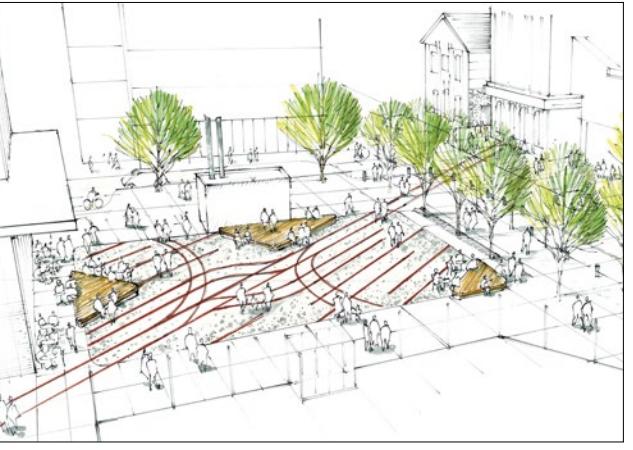
Market Rental; [Affordable Rental](#); Strata; Artist Live/work

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

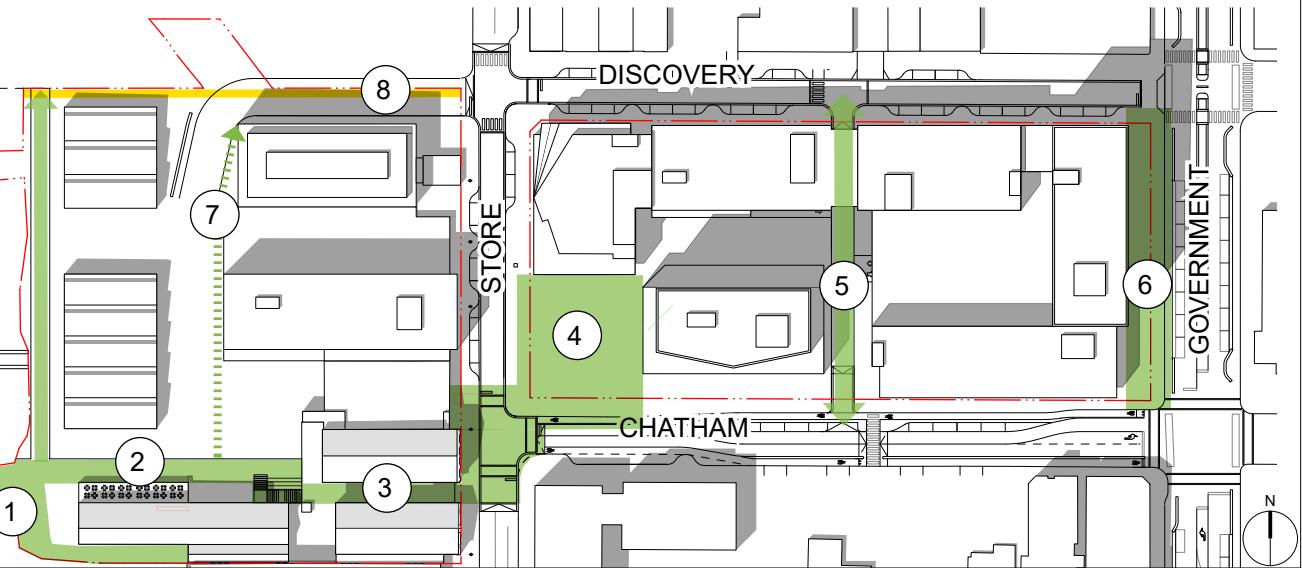


Street Meet Square

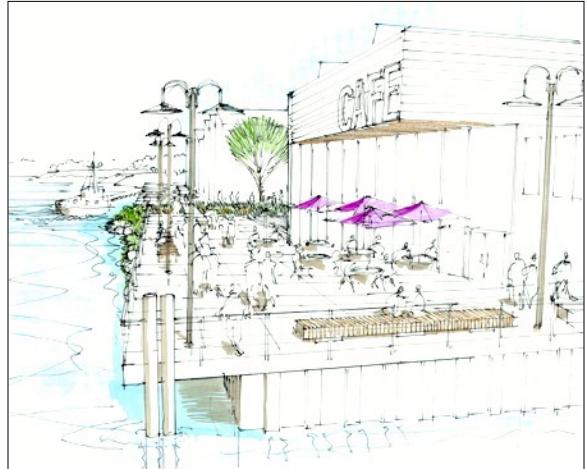


Open Space Network:

- 1 Harbour Pathway
- 2 Harbour Concourse
- 3 Flour and Rice Alley
- 4 Street Meet Square
- 5 Mid-Block Lane
- 6 Treed Promenade
- 7 Interim Pathway
- 8 View Corridor (no access)



Community Amenity Contribution Summary



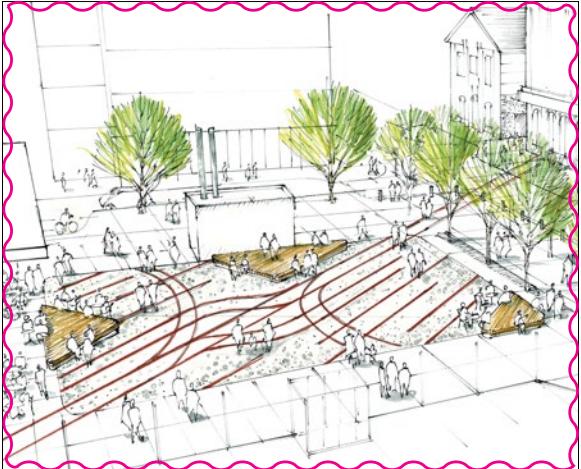
Harbour Pathway (statutory right-of-way)

The new Harbour Pathway connects the existing pathway from the south to the Harbour Concourse **and to the north**.



Harbour Concourse; Flour and Rice Alley (statutory r-o-w)

Harbour Concourse, a new landscaped pedestrian route connects the Harbour Pathway to Flour and Rice Alley. Located between two existing heritage buildings, Flour and Rice Alley connects the concourse to Store Street and will frame the view towards the waterfront. An outdoor elevator will provide an accessible route to the harbour level. Circulation, display areas, and seating for the adjacent buildings will animate the alley and concourse.



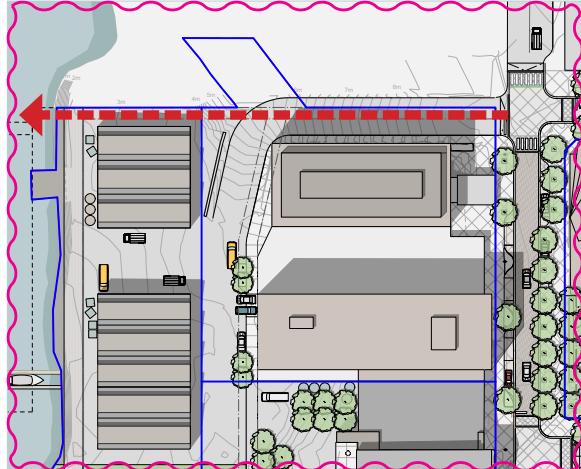
Street Meet Square (statutory right-of-way)

Located at heart of the district (the sunny south-west corner of Chatham and Store Streets), the new plaza will be inspired by the historical rail lines that cut through the site. The plaza will include trees, seating, and special paving treatment. **that will also extend West across Store Street to allow for expanded plaza space for larger festivals and events**. A planned adjacent restaurant and Gallery programming will create plaza vitality.



Treed Promenade (statutory right-of-way)

The proposed buildings will be set back to preserve and enhance the existing beautiful rows of London Plane and other mature trees, in a new linear boulevard **park** visually defined by shop-fronts of the future mixed commercial and residential buildings along the West side of Government Street.



Harbour View (statutory r-o-w)

A visual connection from Store Street to the waterfront along the north edge of the property.



Mid-Block Lane (statutory right-of-way)

The new mid-block lane will provide a connection between Chatham and Discovery streets and be the physical marker between **proposed** Phase One (the current parking lot) and future phases to the east.



Streetscape improvements

The public realm of the adjacent streets will be enhanced with improved sidewalks, new street trees, bicycle lanes and other elements of the street.



Heritage Building Retention

1824, 1900 and 1910 Store Street are included on the City of Victoria Heritage Register. Accordingly, they will be maintained and adaptively reused over time.



Housing

A mix of rental and strata title housing will be included. Artist live/work studios will be supported by on-site communal workshops and making facilities, social spaces as well as material storage and exhibition spaces.

A measure of affordable live/work studios will be provided; the amount will be confirmed pending the results of the land lift analysis.



Art Gallery of Greater Victoria (land amenity contribution)

The proposed public art gallery will front onto the new public plaza, which will serve as the entry forecourt to the gallery. While the terms of an agreement between the Applicant and the AGGV are under negotiation, it is anticipated that consultation will continue with the City, as a separate process regarding allocation of value of the gallery site as a contribution to land lift obligations.

1 | 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.

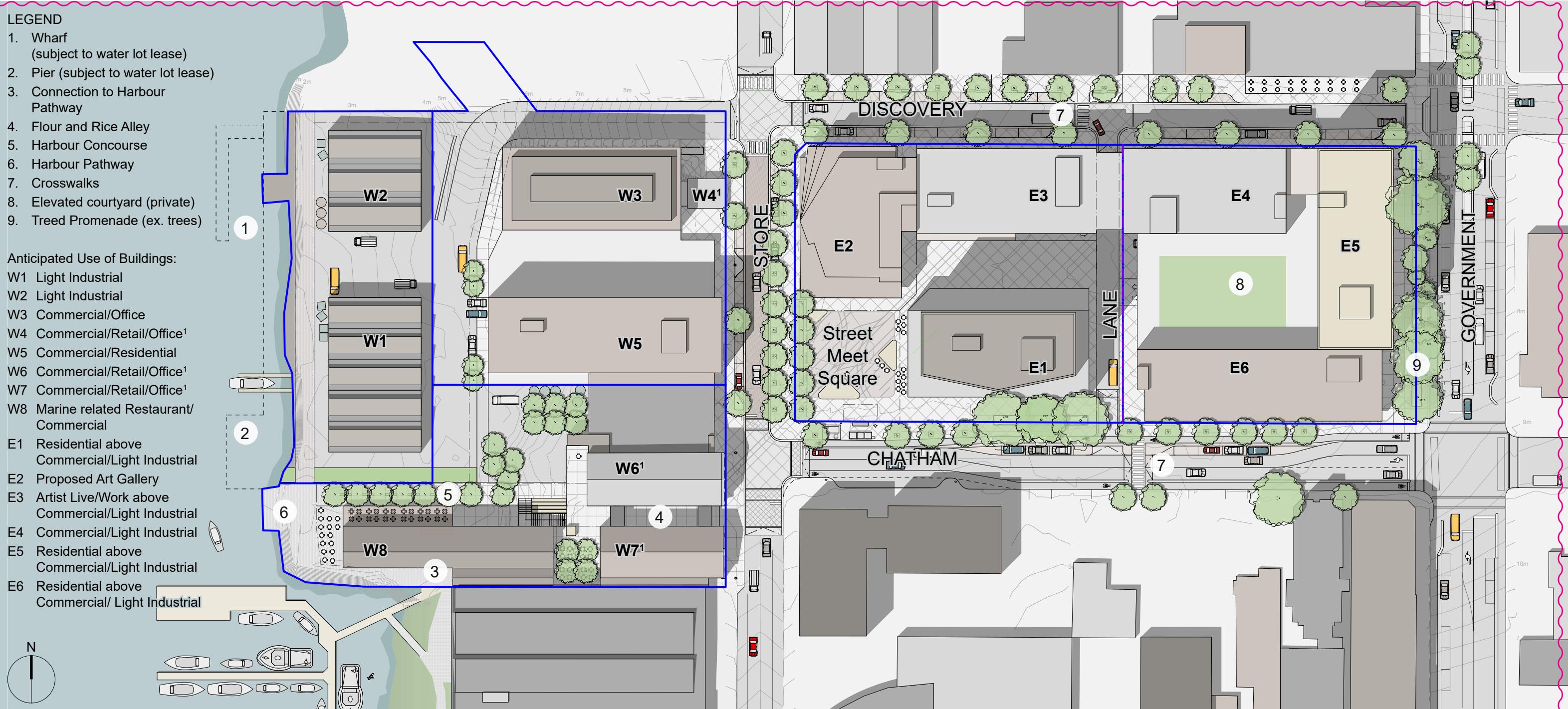
During the area's transitional period, positive urban design impacts are intended with every phase of

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 **and Conservation Plans**.

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 Harbour Pathway, a public plaza, and a new mid-block walkway.**



1.1 | Open Space Network

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.

1b. An alternate interim path to the north will be provided if marine industrial use conflicts with public access north of the Harbour Concourse.

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.

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 ~~proposed~~ Phase One (the current parking lot) and future phases to the east.

6. Treed Promenade

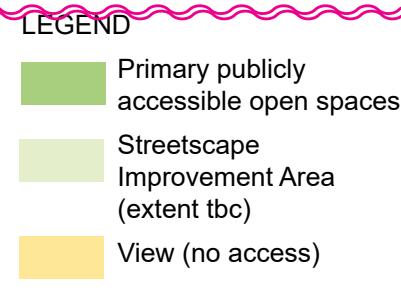
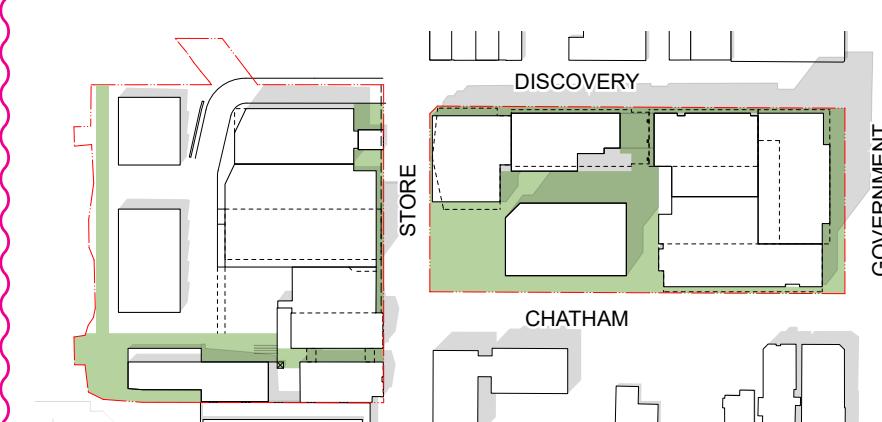
New structures will be set back to preserve and enhance the existing, beautiful row of London Plane and other mature trees. ~~in a new linear park~~ This reconceives Government Street as a classic treed boulevard, defined on the West side with shop-



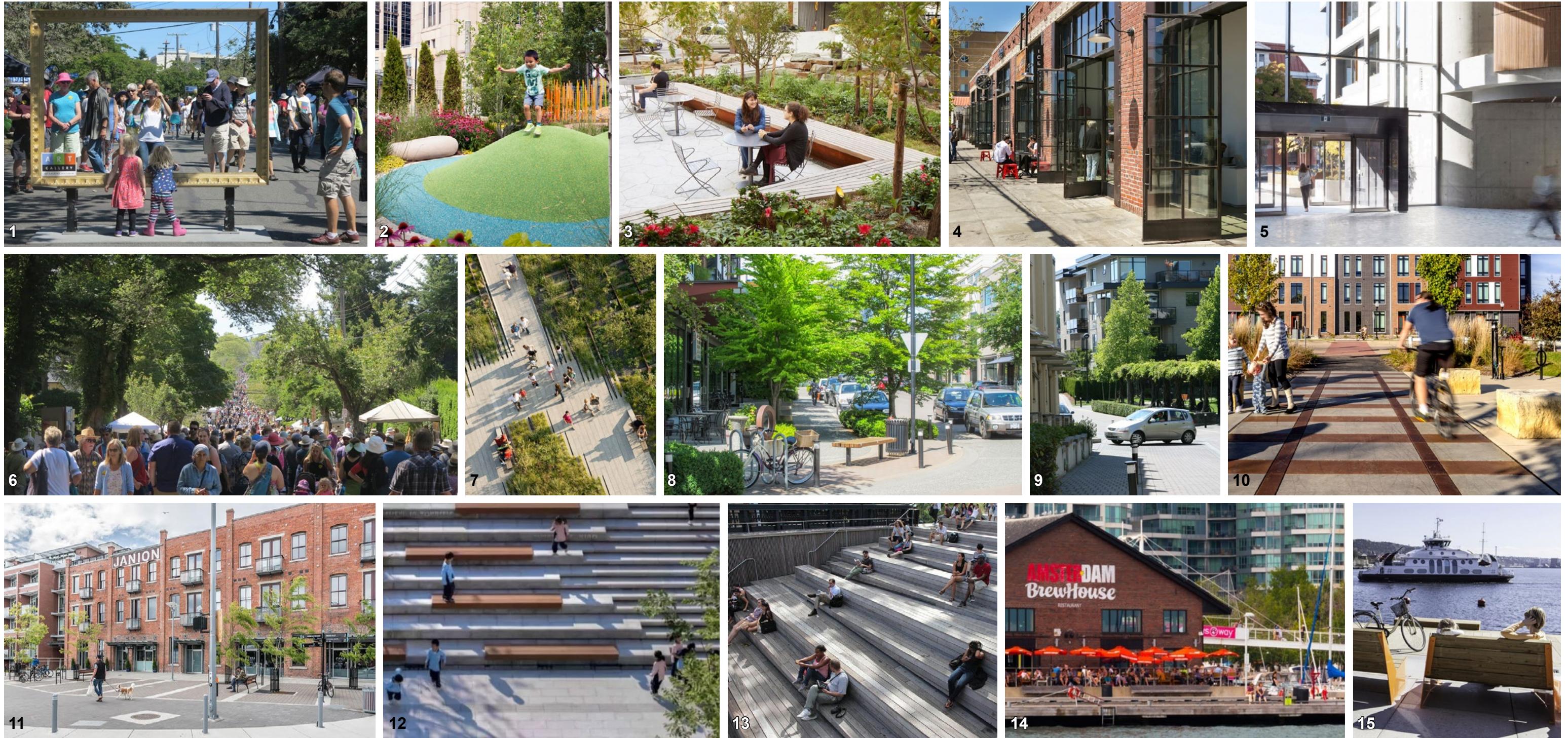
7. Enhanced Streetscapes

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. ~~Improvements to Discovery Street and the crosswalk at Chatham Street will be subject to a cost sharing agreement with the City of Victoria.~~

8. View Corridor will provide vista termination to the harbour from Discovery Street. No access and no improvements provided.



1.1 | 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 Bryge, Oslo, Norway.

1.2 | Trees

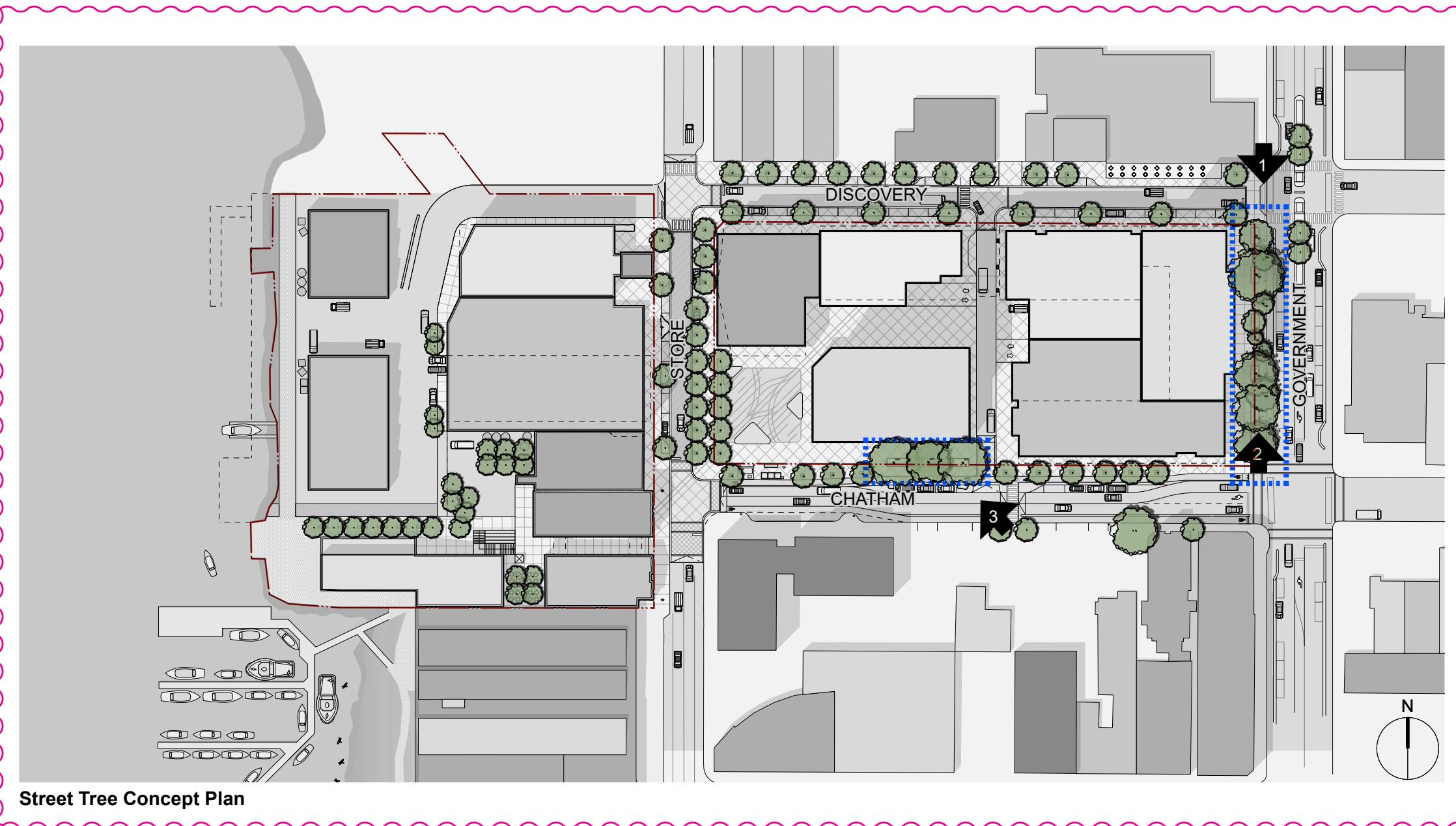
New street trees will be planted along all street frontages and are anticipated to be a feature of the Harbour Concourse and Street Meet Square.

The existing and mature trees along Government Street and three Pin Oak trees along Chatham are intended to be retained. The buildings and underground parking adjacent to these areas will be set back to accommodate the root zones.

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 2.4 Green Infrastructure.

LEGEND
----- Retained trees



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



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



3. Looking north at the three Pin Oaks identified for retention on Chatham Street.

1.3 | Circulation

Pedestrian Movement

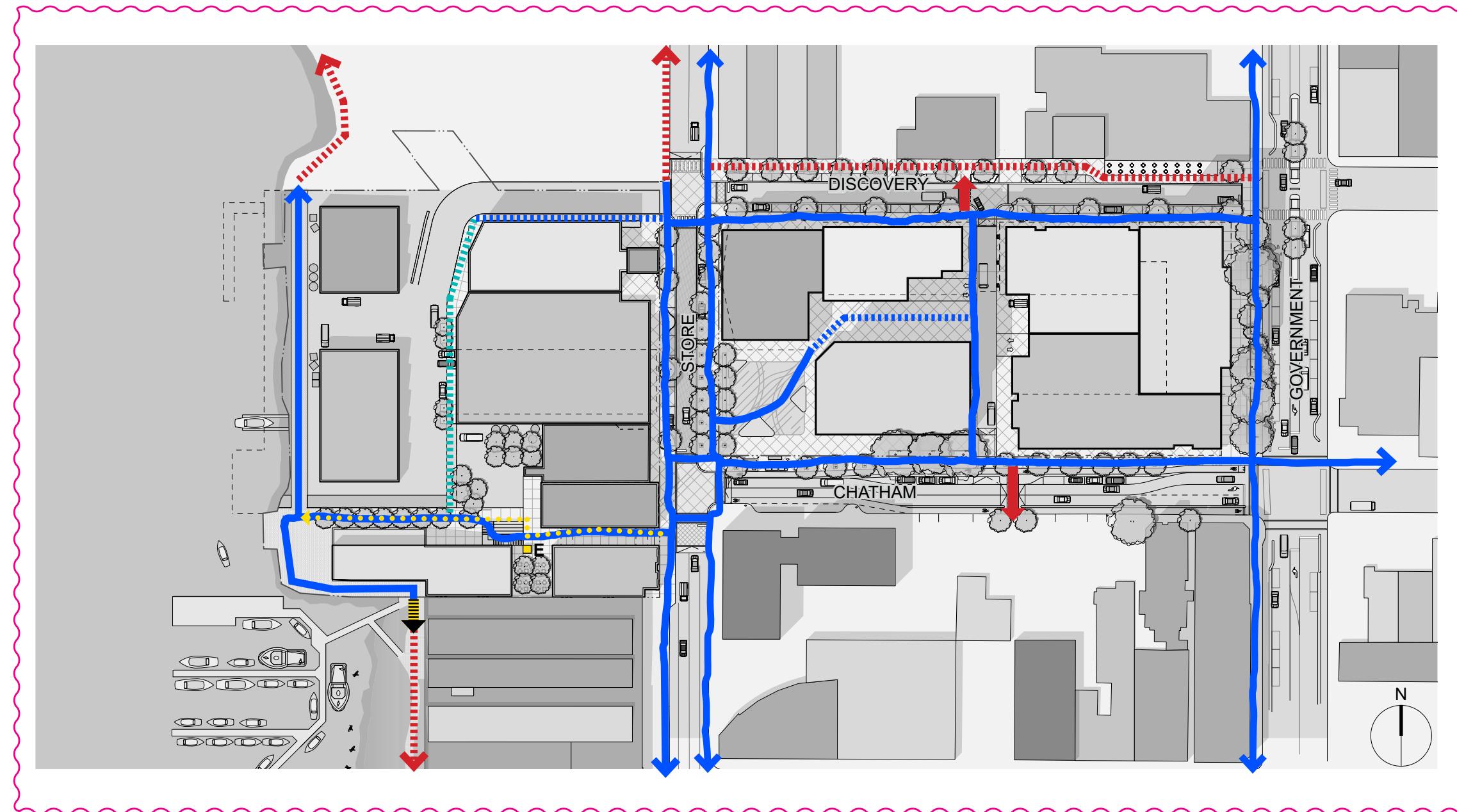
LEGEND

- Pedestrian circulation
- Potential on site semi-public circulation
- Off site / future pedestrian circulation
- Crosswalks¹
- Accessible route to waterfront
- Alternate Interim Harbour Pathway²
- Offsite grade connection³
- E Elevator

¹Subject to a cost sharing agreement with the City of Victoria

²An alternate interim path will be provided if marine industrial use conflicts with public access to the Harbour Pathway.

³It is noted that there is a significant grade difference between the project site and 1810 Store Street. Until recently a ramped connection at the waterfront was provided at 1810 Store Street. It is expected that the grade differential will be managed by the adjacent property.

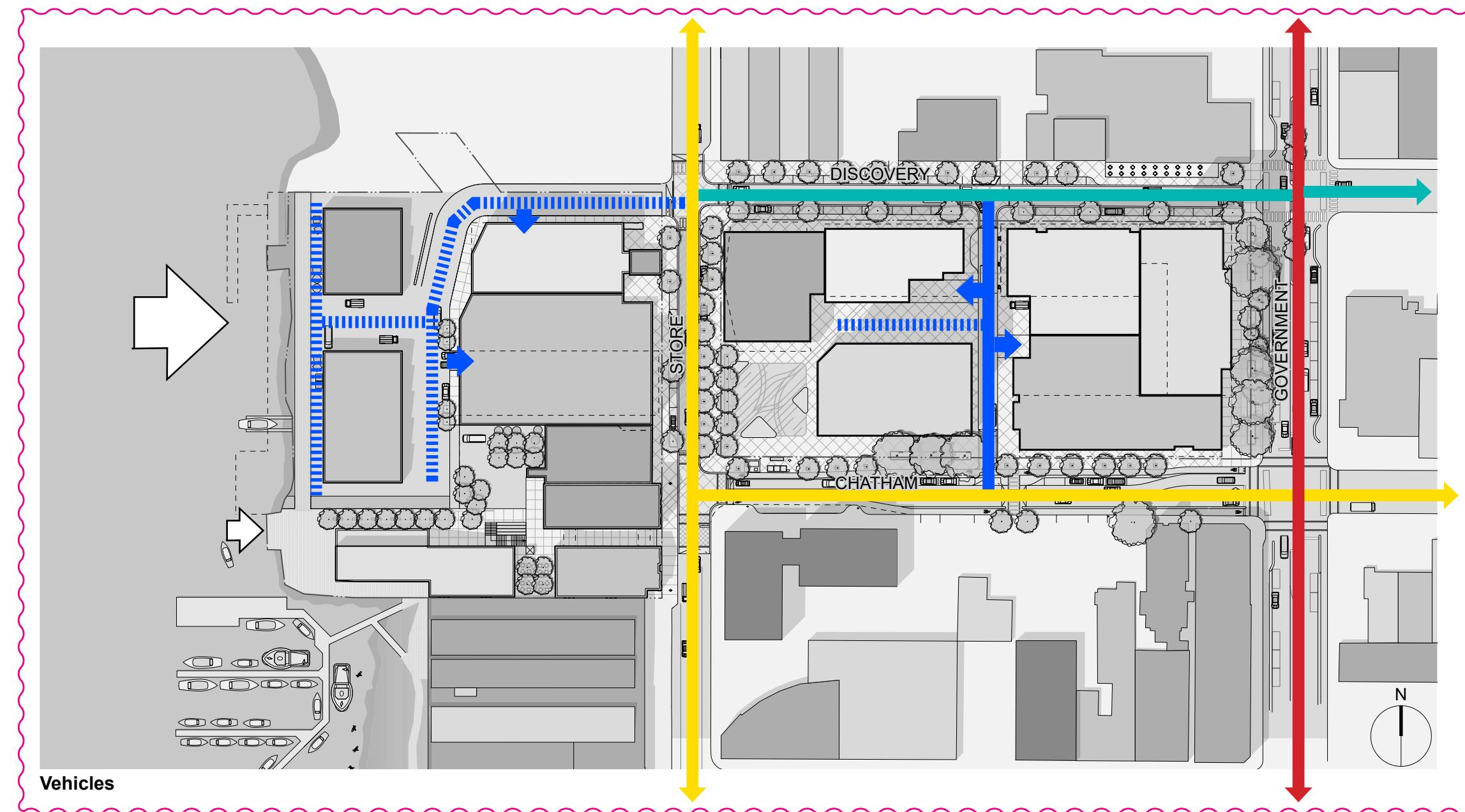


1.3 | Circulation (continued)

Vehicles

LEGEND

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

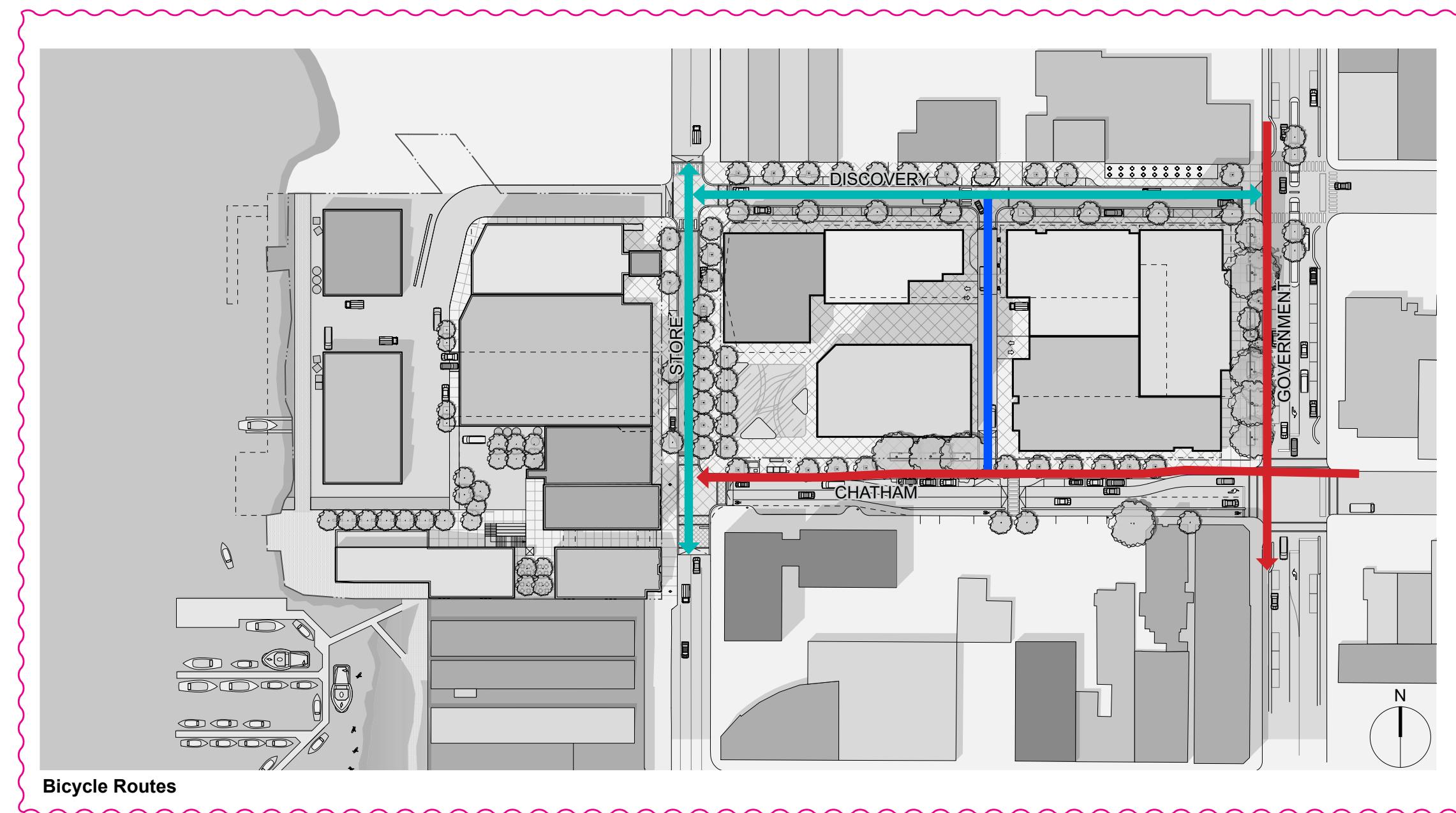


1.3 | Circulation (continued)

Bicycles

LEGEND

- Separated bicycle lanes
- Advisory Bicycle lanes (per City of Victoria direction)
- Shared (bicycles, vehicles, pedestrians)
- E** Elevator



1.4 | Setbacks

Setbacks have been calibrated to each Development Area. Where a 0 m setback is proposed adjacent to sidewalks, it is anticipated that the ground floor will be recessed to provide a comfortable pedestrian environment where necessary.

Limited projections into setbacks are proposed and outlined in [Section 3](#). Existing buildings are excluded from setback requirements.

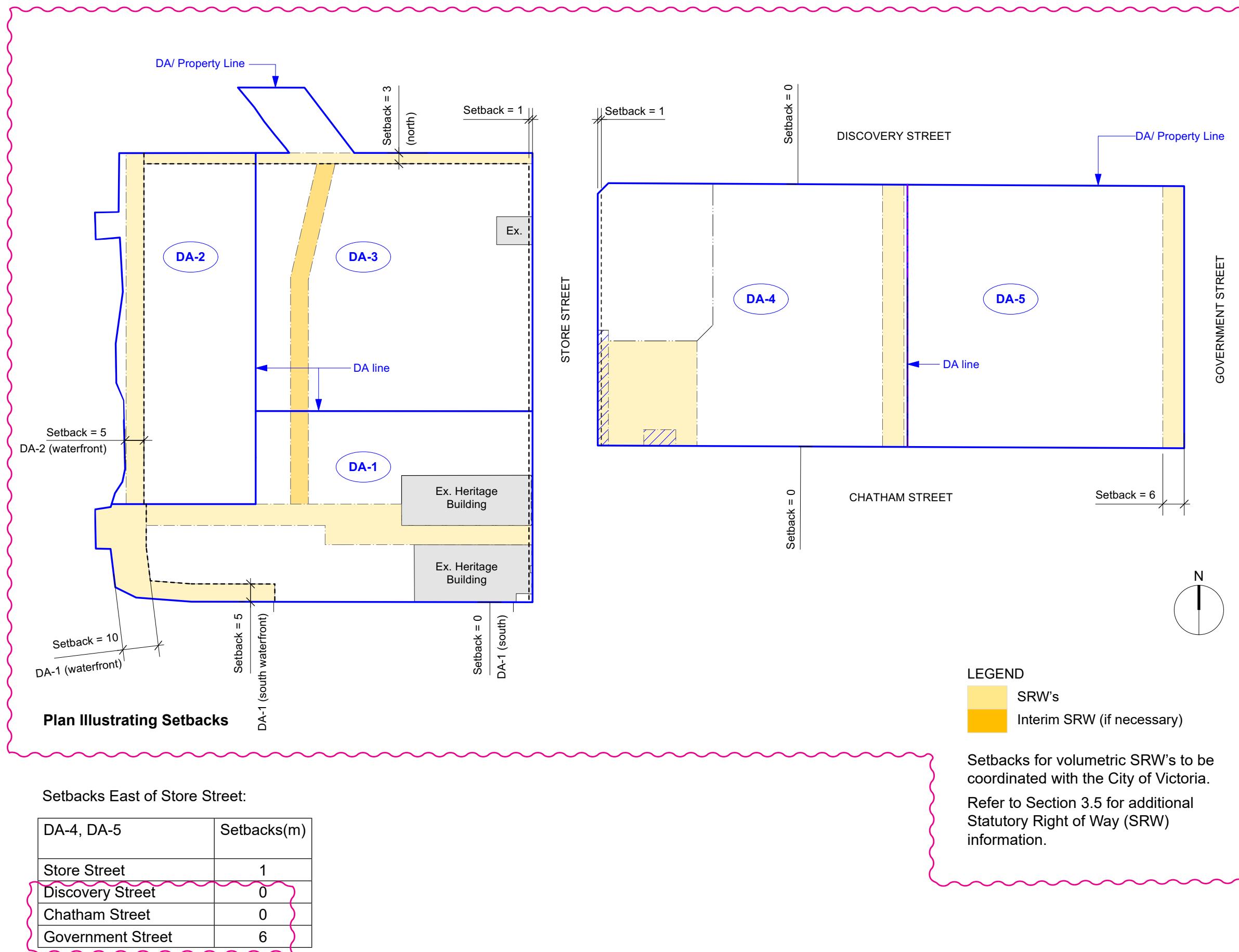
Setbacks between Development Areas are not specified. These will be informed by site servicing and the BC building code.

Setbacks West of Store Street:

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

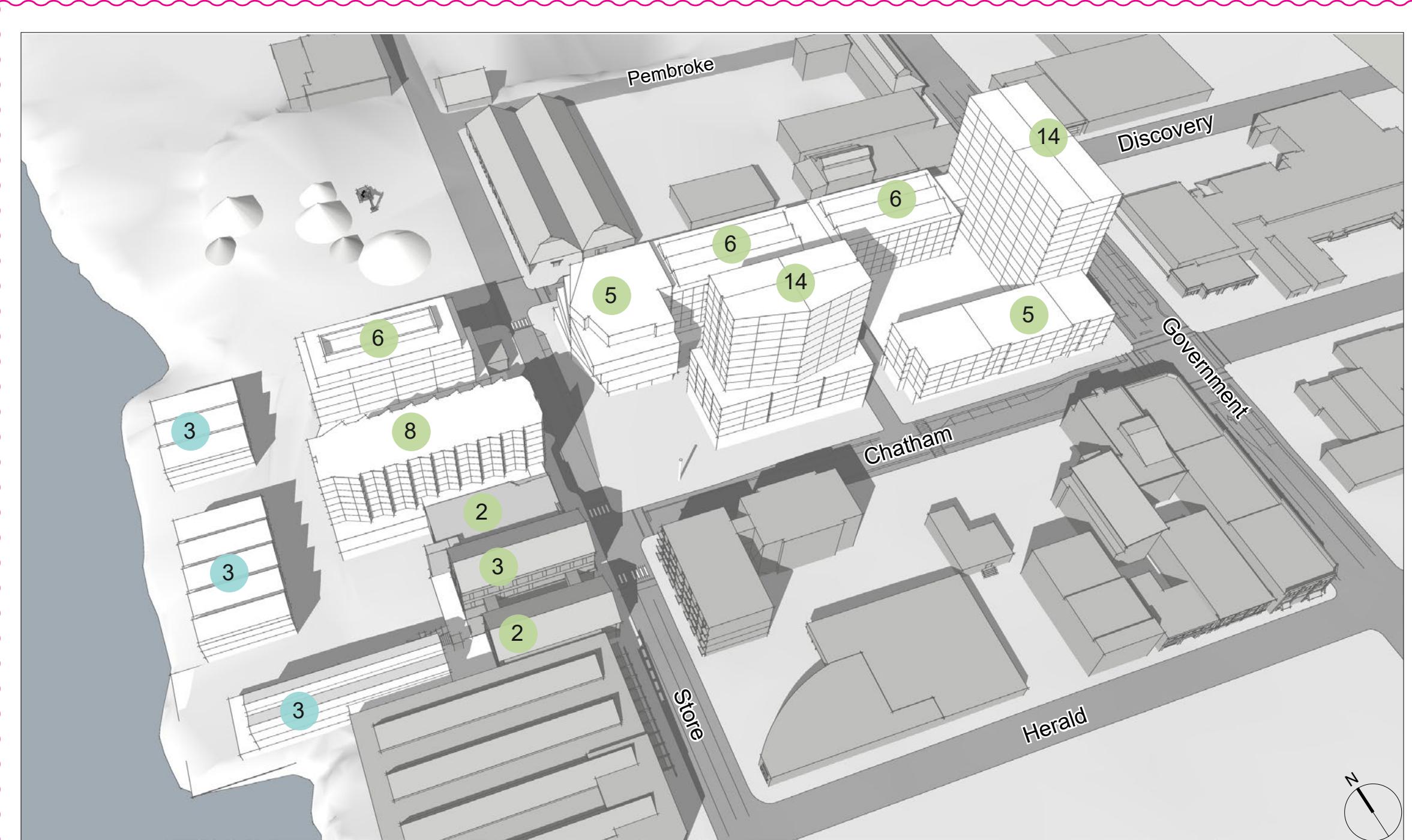


1.5 | Building Height

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 Street. **Unless already set back**, buildings will have recessed ground floors for generous public sidewalks.

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. **Two 14-storey residential buildings are proposed east of Store Street and one 8-storey building is proposed west of Store Street.** These buildings have been carefully integrated into the Plan to mitigate perceived negative impacts of this additional height.

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 sunlight and views.



Building Height in Storeys

LEGEND

Storeys from Store Street

Storeys from Harbour level

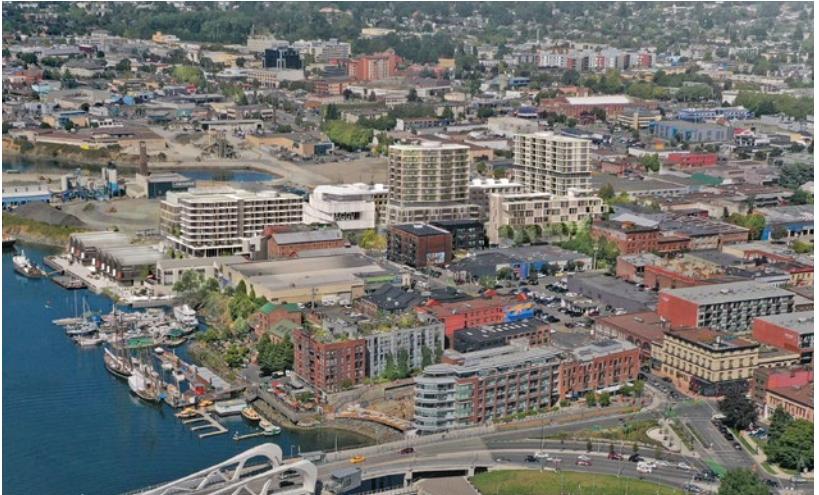
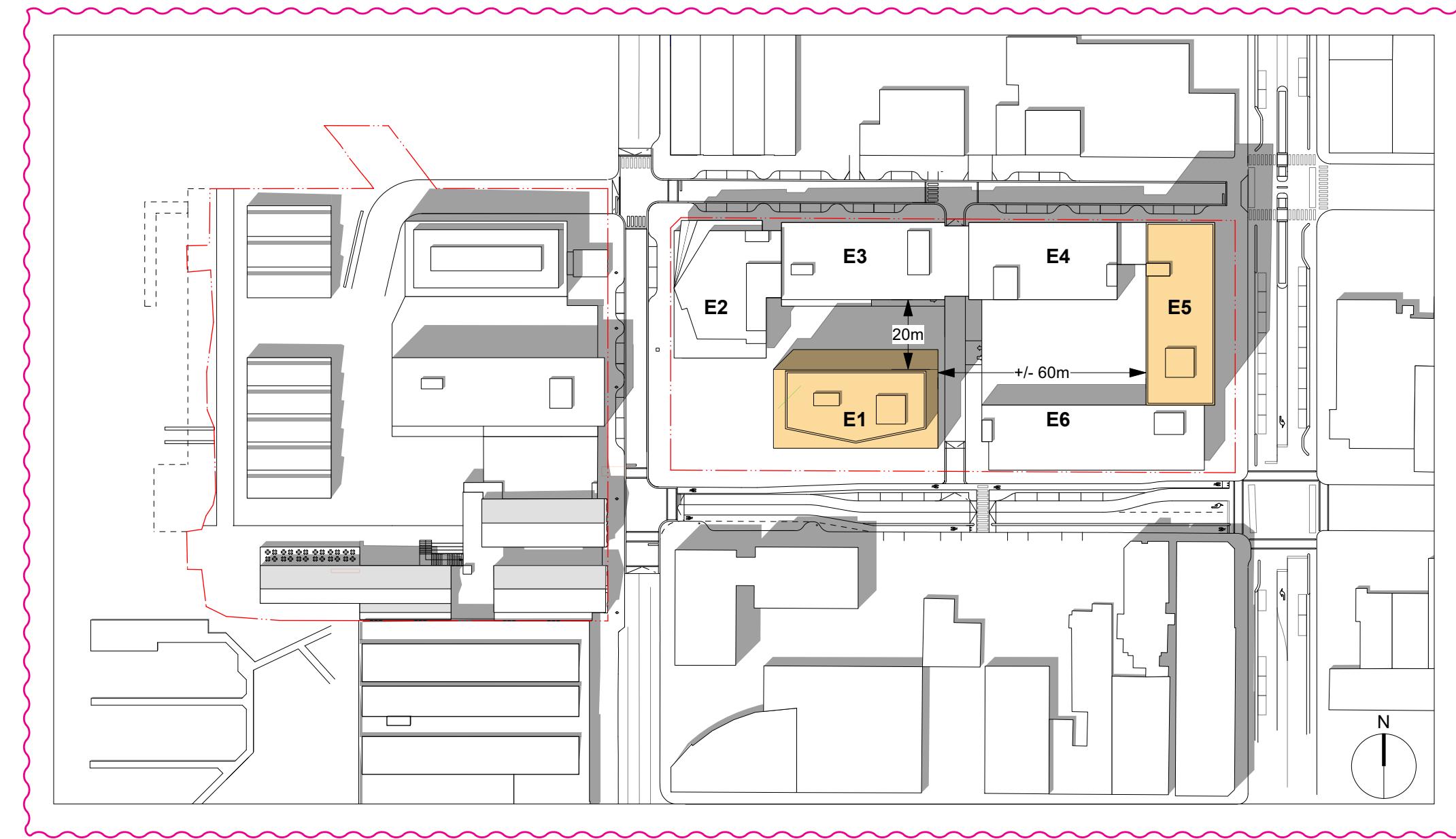
Building heights in metres are provided in [Section 3.4](#) and are based on floor-to-floor heights appropriate to the use.

1.6 | 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.

At 14 storeys, residential buildings E1 and E5 are considered high-rise buildings.

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



1.7 Parking

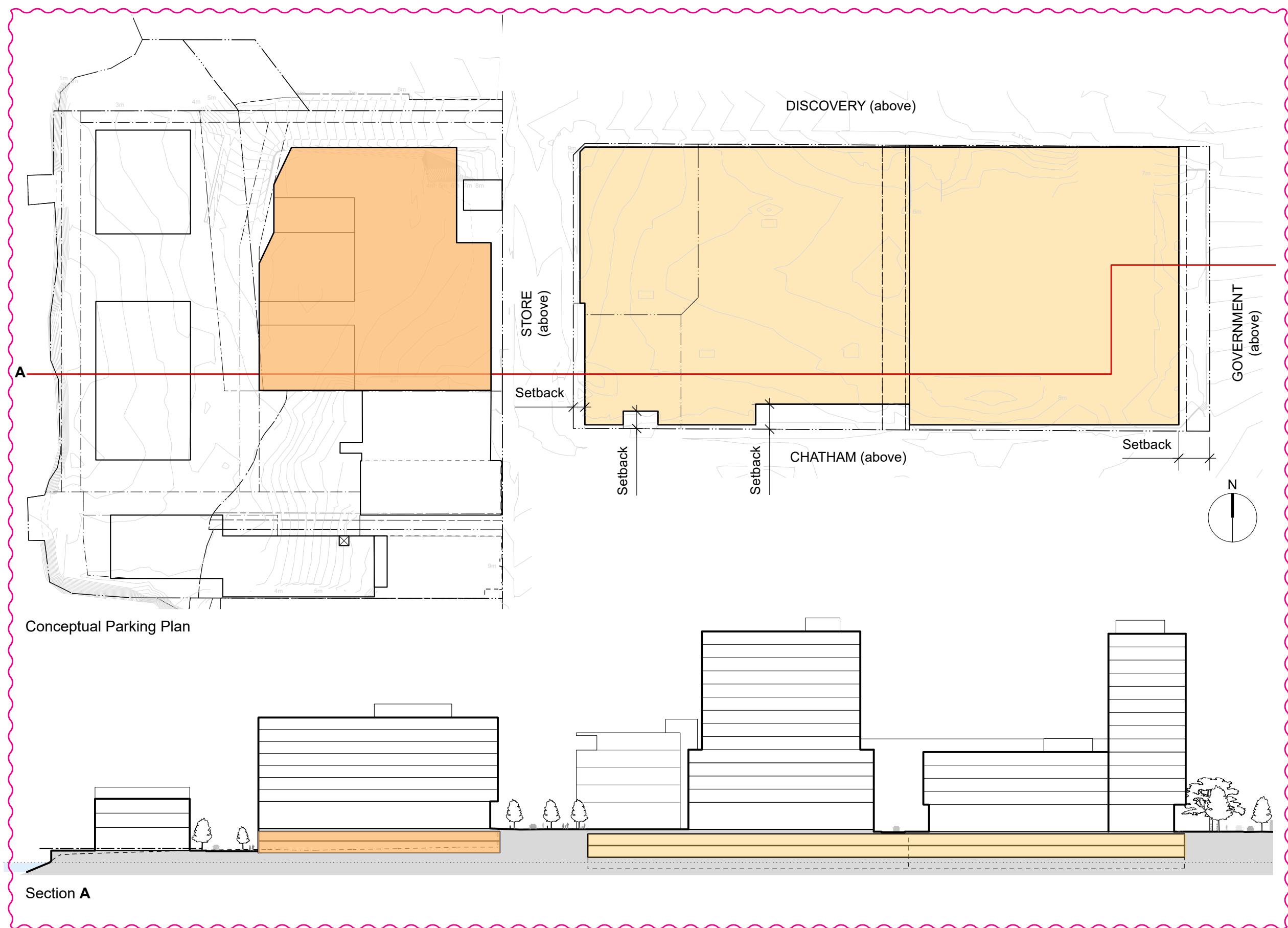
Parking for the project will be located under building or underground, with the exception of short term and service vehicle parking as well as a portion of bicycle parking that could be located at grade.

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.

Along Government Street, the parkade will be set back to accommodate the existing trees within the Treed Promenade. Along Chatham Street, a portion of the parkade is intended to be set back to accommodate the three trees identified for retention. Along the east side of the plaza the parkade is set back to accommodate upgrades to an existing pump station. The parkade is also set back along the west side of the plaza, to accommodate new street trees.

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.

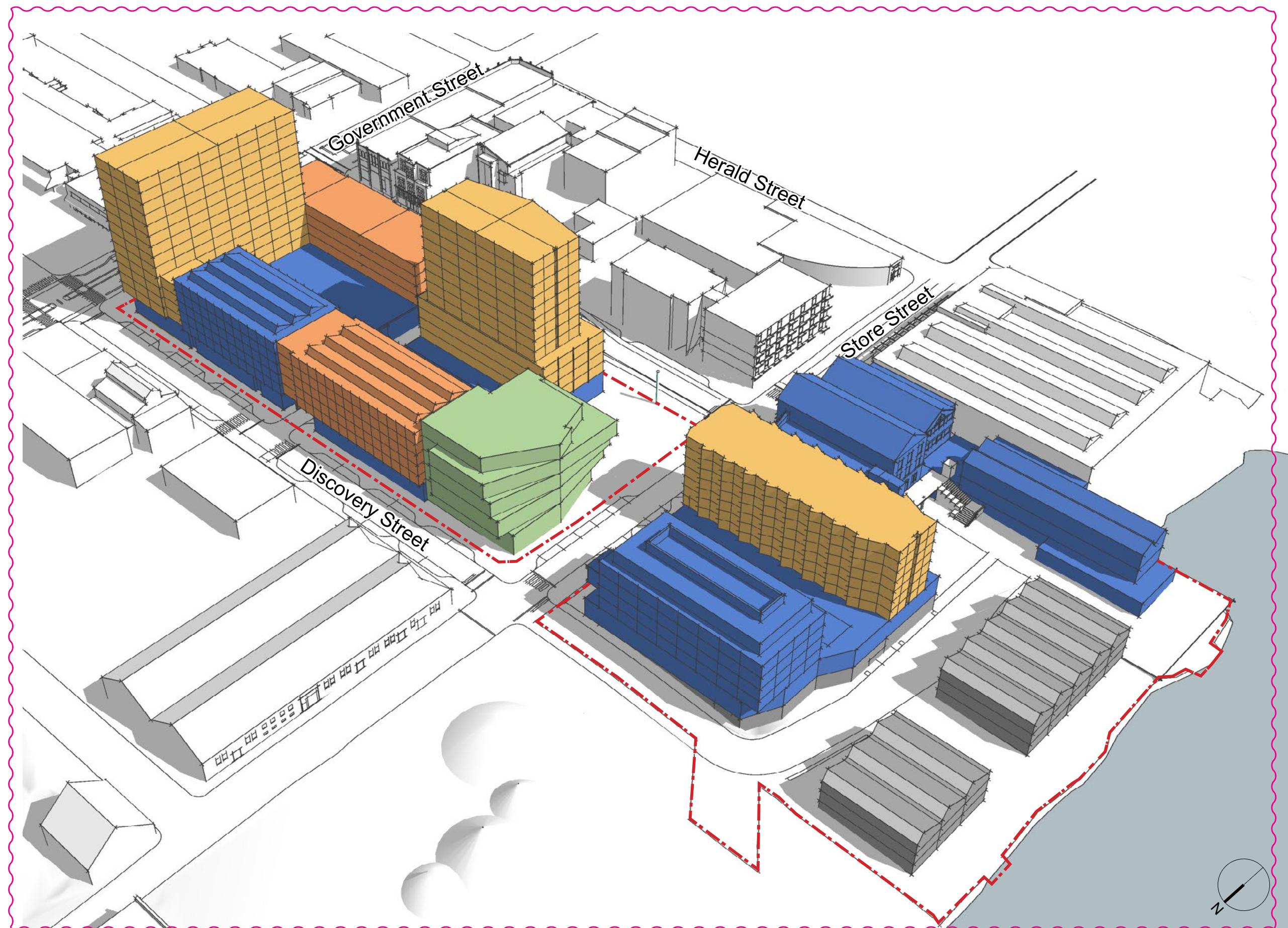


1.8 Land Use

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 included in [Section 3.1](#).

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.

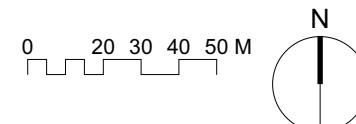
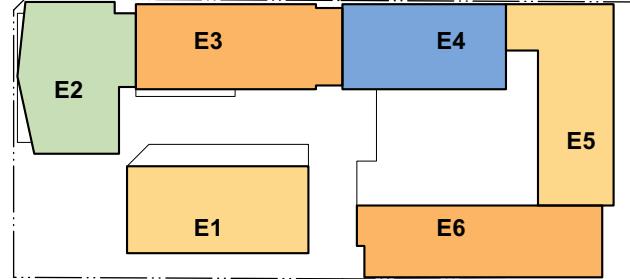
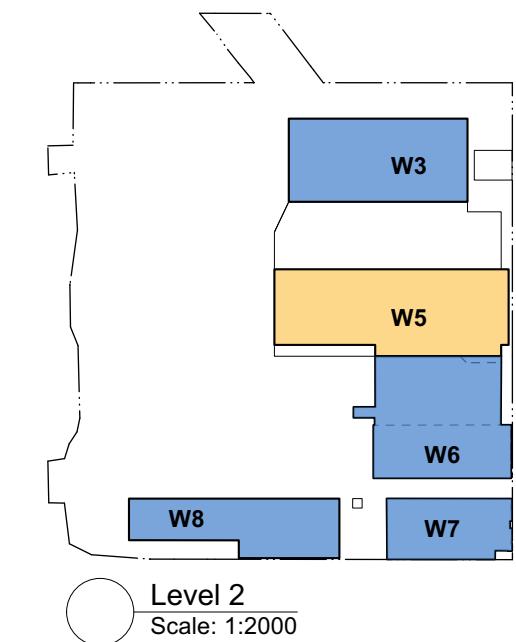
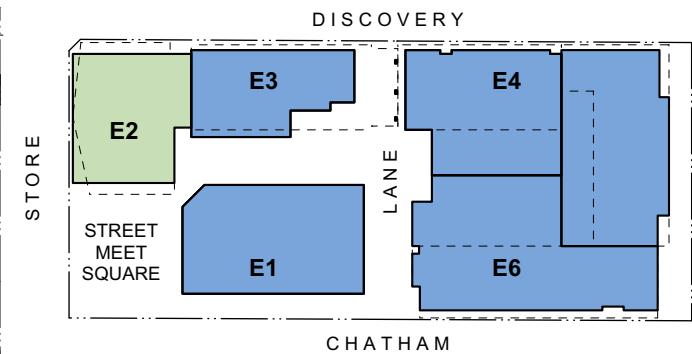
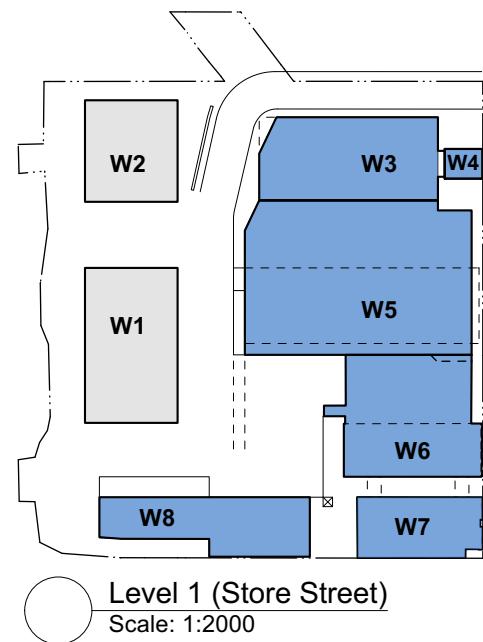
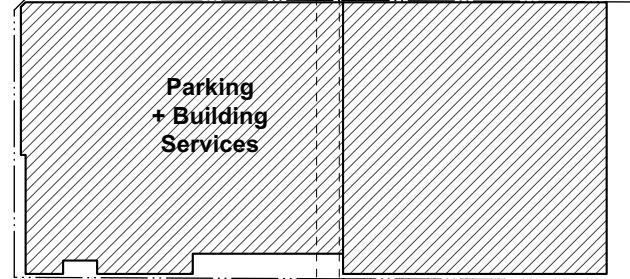
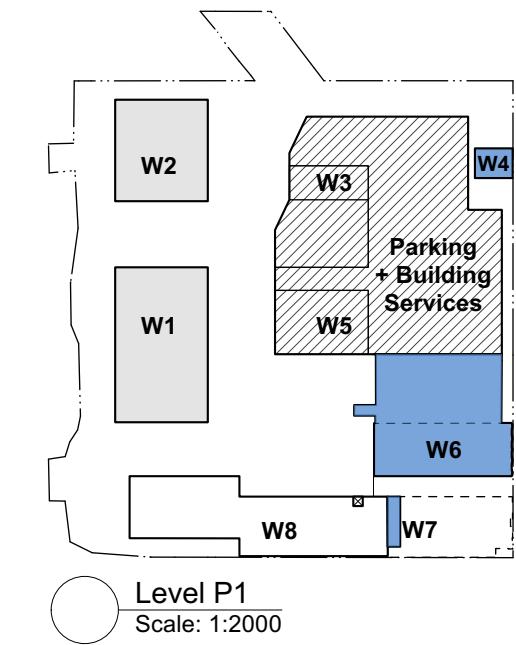
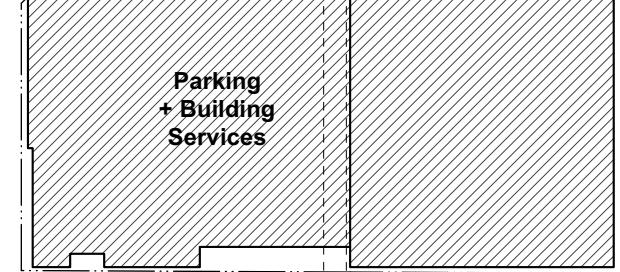
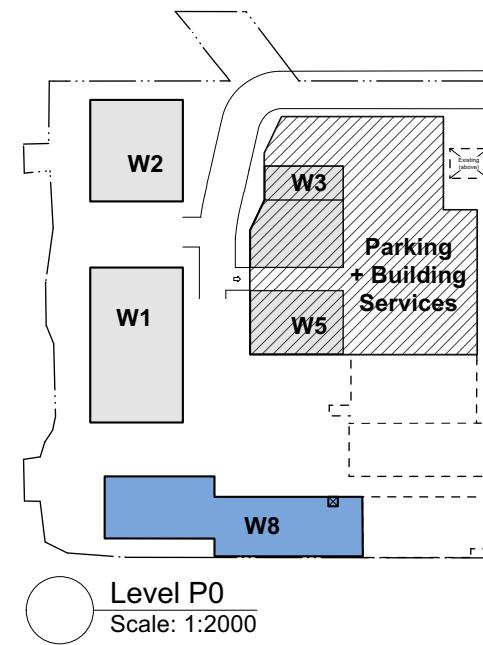


1.9 Floor Plans

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

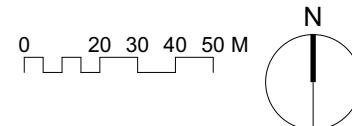
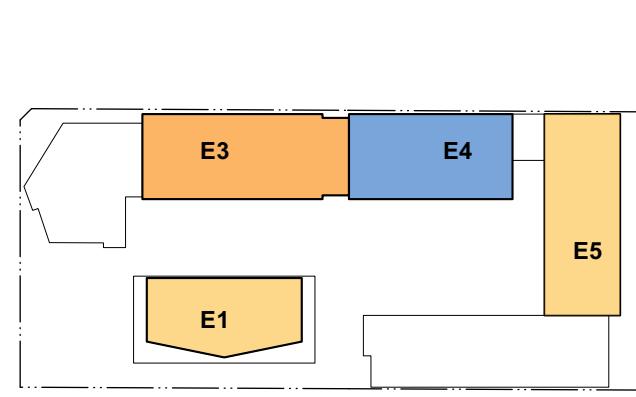
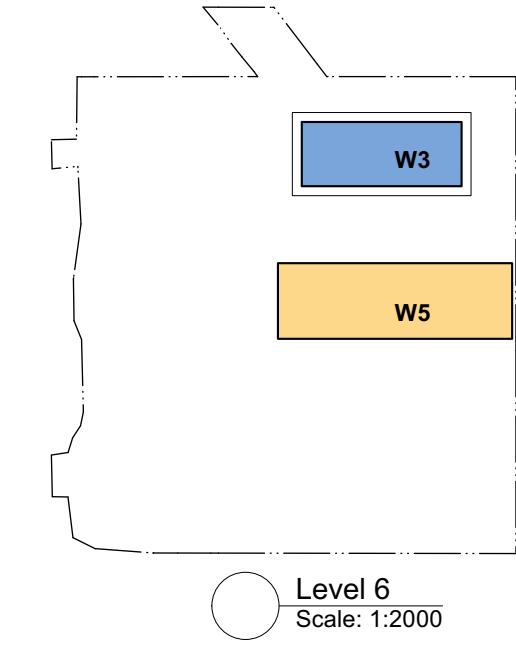
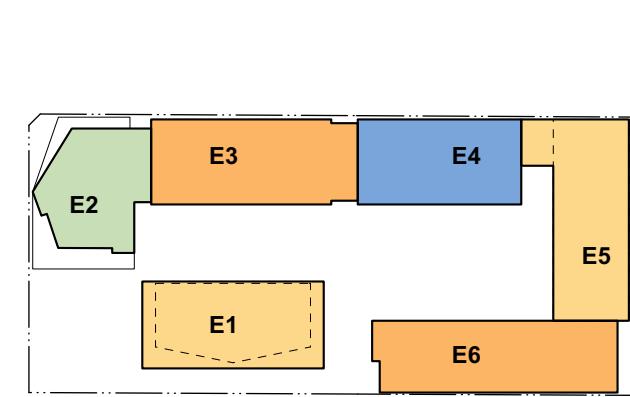
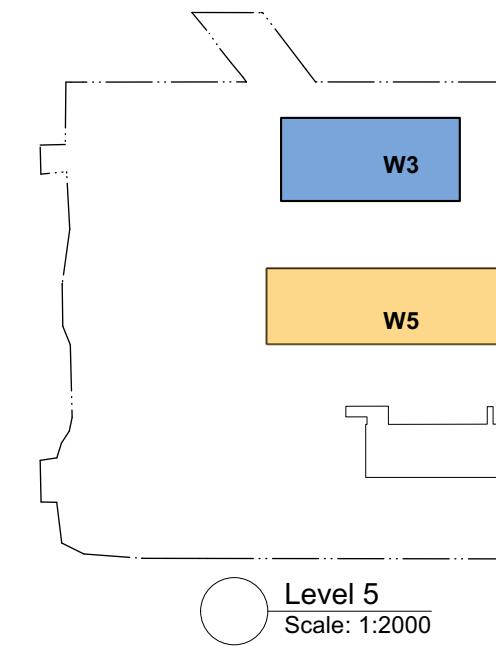
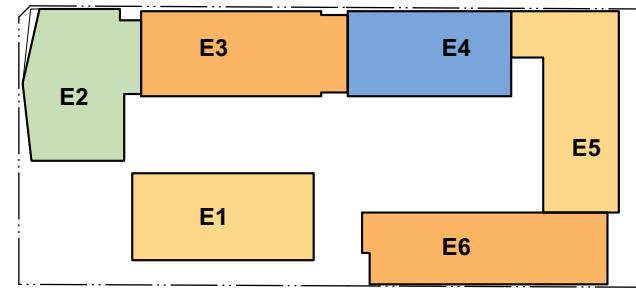
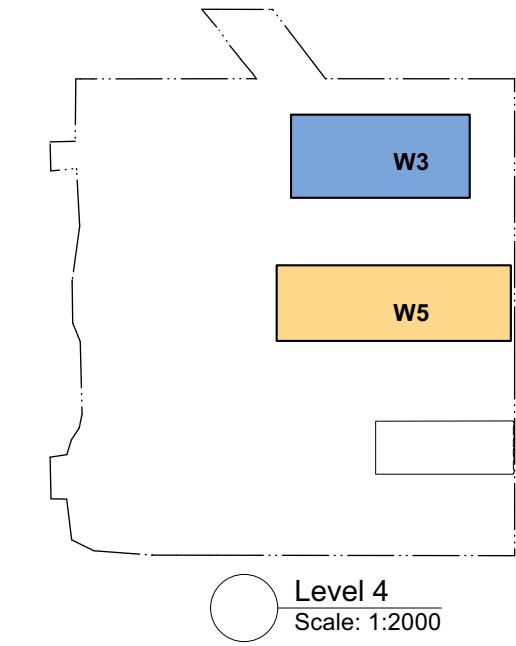
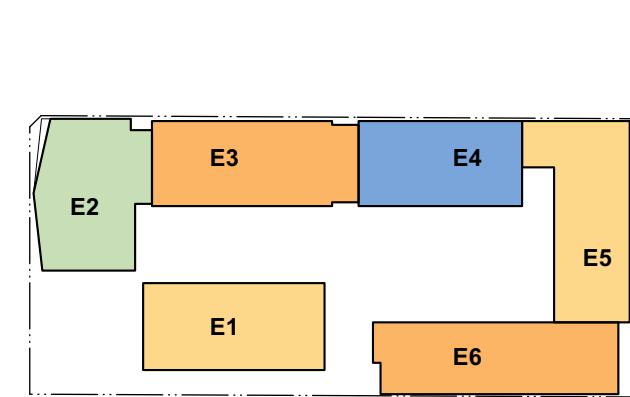
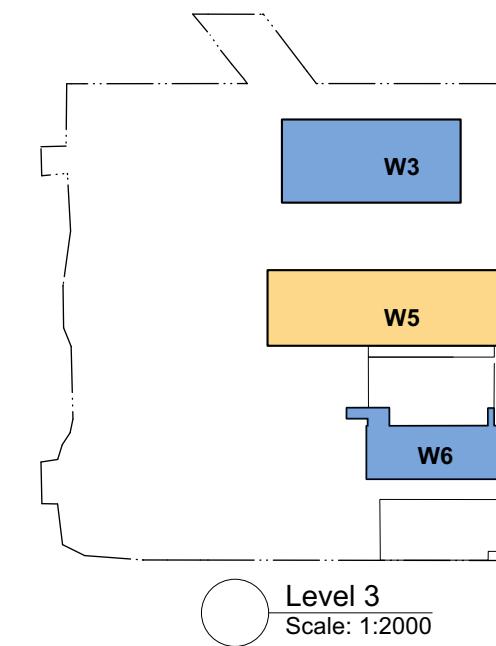
- Residential (strata)
- Live/Work (rental)
- General Employment
- Light Industrial (marine-related)
- Arts + Culture



1.9 Floor Plans (continued)

LEGEND

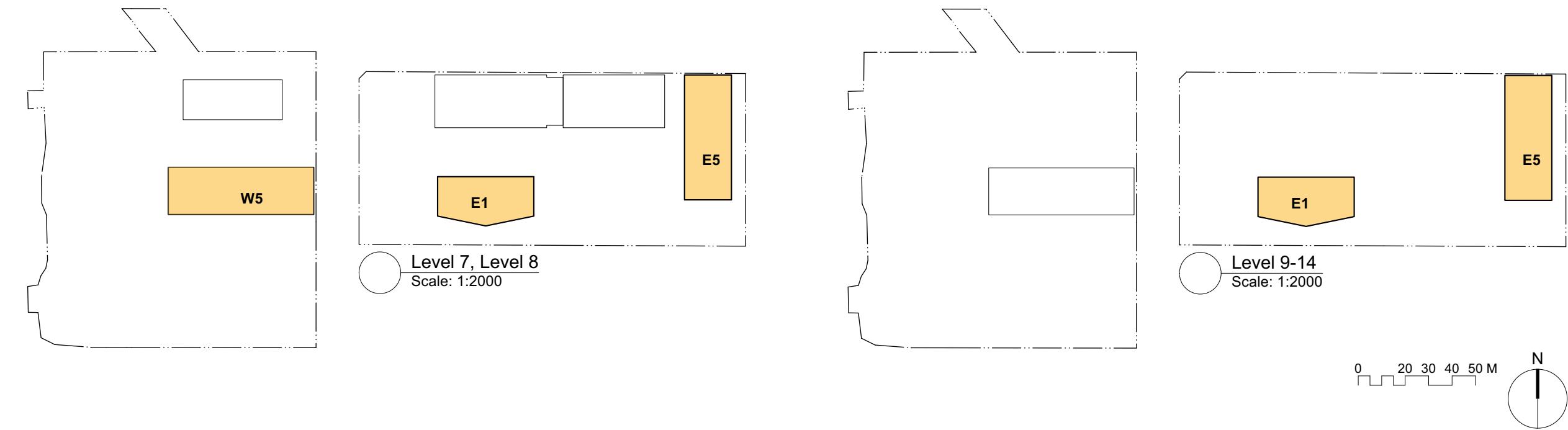
- Residential (strata)
- Live/Work (rental)
- General Employment
- Light Industrial (marine-related)
- Arts + Culture



1.9 Floor Plans (continued)

LEGEND

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



1.10 Phasing

The following buildings and **public spaces** are anticipated to be included in the first phase of development (DA-4) and will set the tone of the Arts and Industrial area.

E1

Overlooking Street Meet Square (SMS) is a 14-storey residential building. To take full advantage of this adjacency, the ground level will have active uses such as a restaurant or cafe oriented to the west. Other ground level uses could include space complementary to E2 and the Art Gallery.

E2 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.

E3

This 6-storey building 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 which may be included within E3 or the adjacent building to the east.

Street Meet Square (SMS)

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

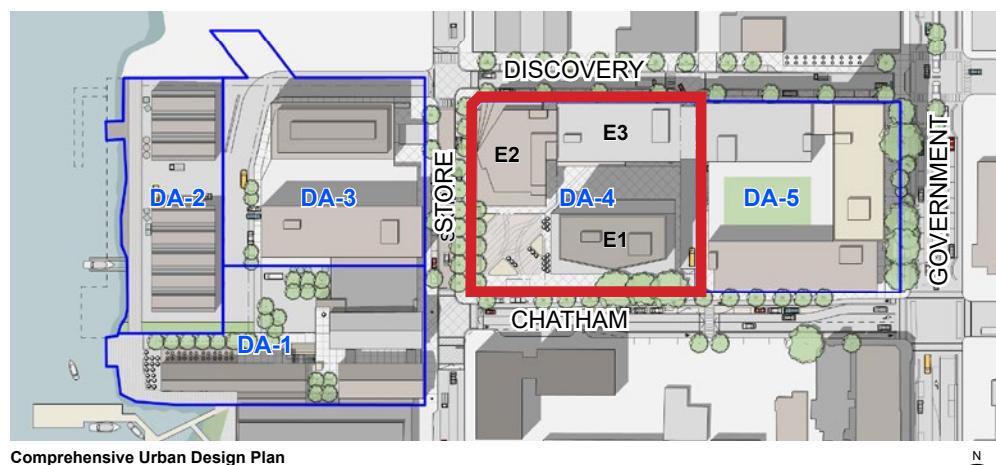
Street Frontage Improvements

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.

Refer to Section 3.6 | Timing of Frontage Improvements and Open Spaces for additional information.



Illustration of future build out of the Capital Culture District



Comprehensive Urban Design Plan

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.







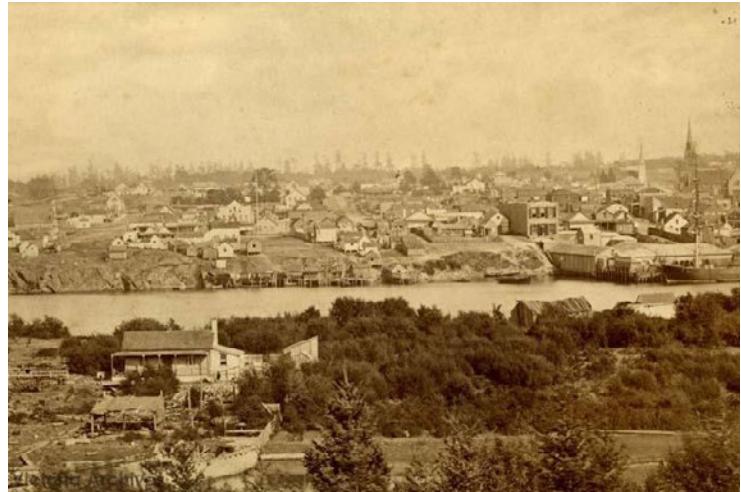
Future Capital Culture District



Future Capital Culture District

2 | 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, **as well as three feature oak trees along Chatham 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. **An SRW at Street Meet Square provides soil volume for successful large tree canopy growth on the west side of the plaza. While at the Harbour Concourse level there is potential to use soil cells to promote a thriving and healthy urban forest canopy.** **Green roof planting and usable rooftops will be considered for all buildings.**

Stormwater Management

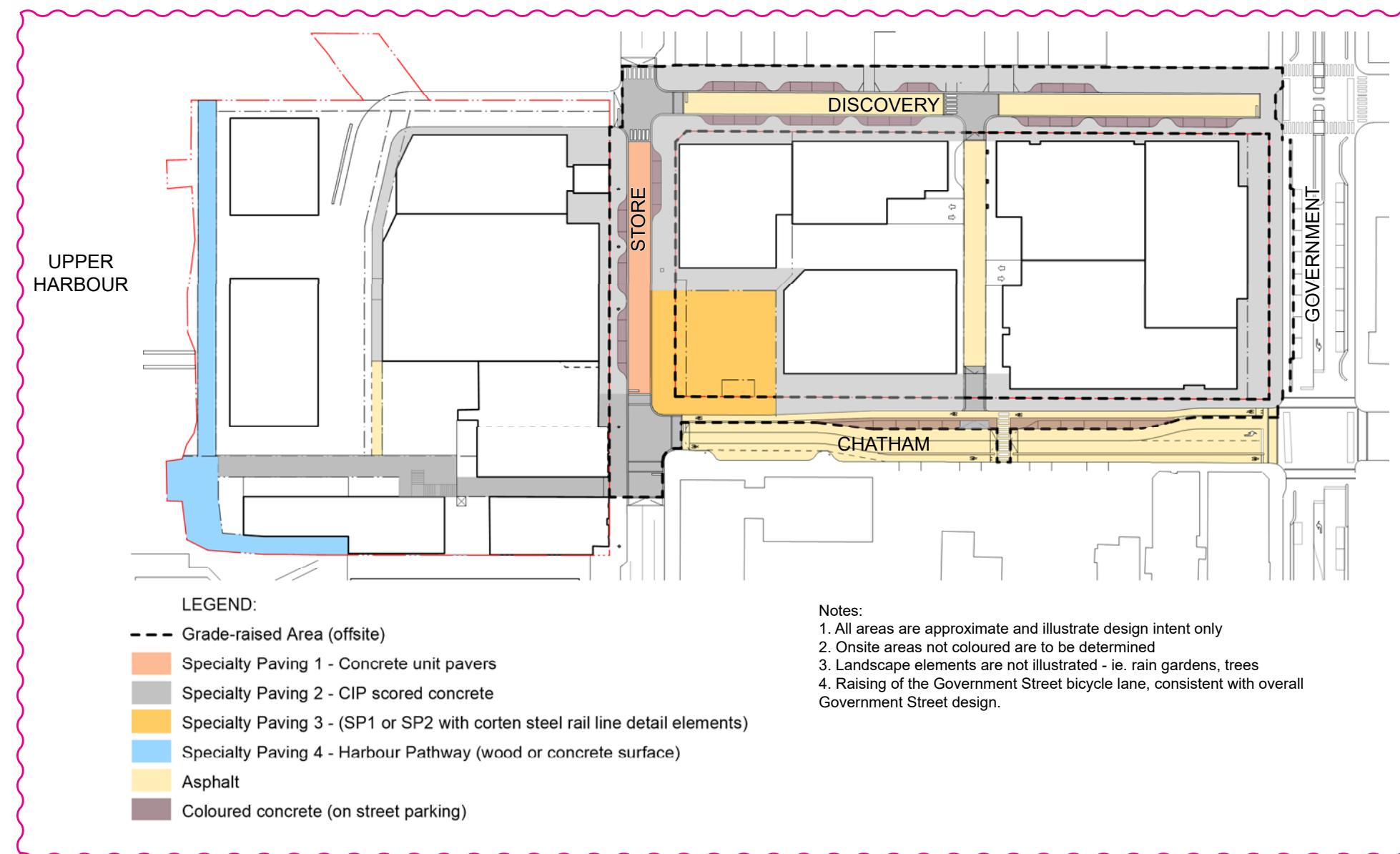
Maintaining and enhancing existing waterfront ecosystems and improving water quality through thoughtful design treatment strategies will serve as an important component of the redevelopment. Finding new and ingenious ways to deal with existing water quality while containing and treating storm water on-site 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.

2.1 | 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



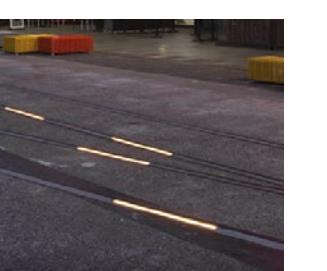
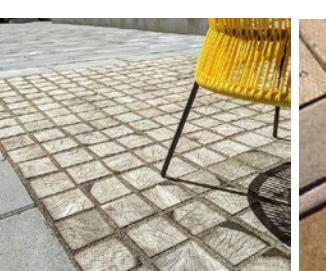
Shell Midden



Timber



Precedents for interpretation of heritage materials



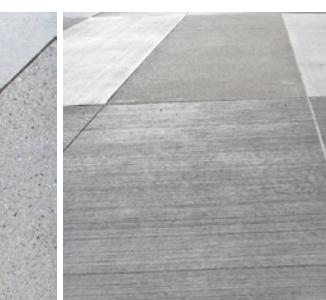
Iron



Precedents of artifact displays



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



Harbour Pathway precedent

2.1 | Materials (continued)

Historical Traces

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

Street Meet Square

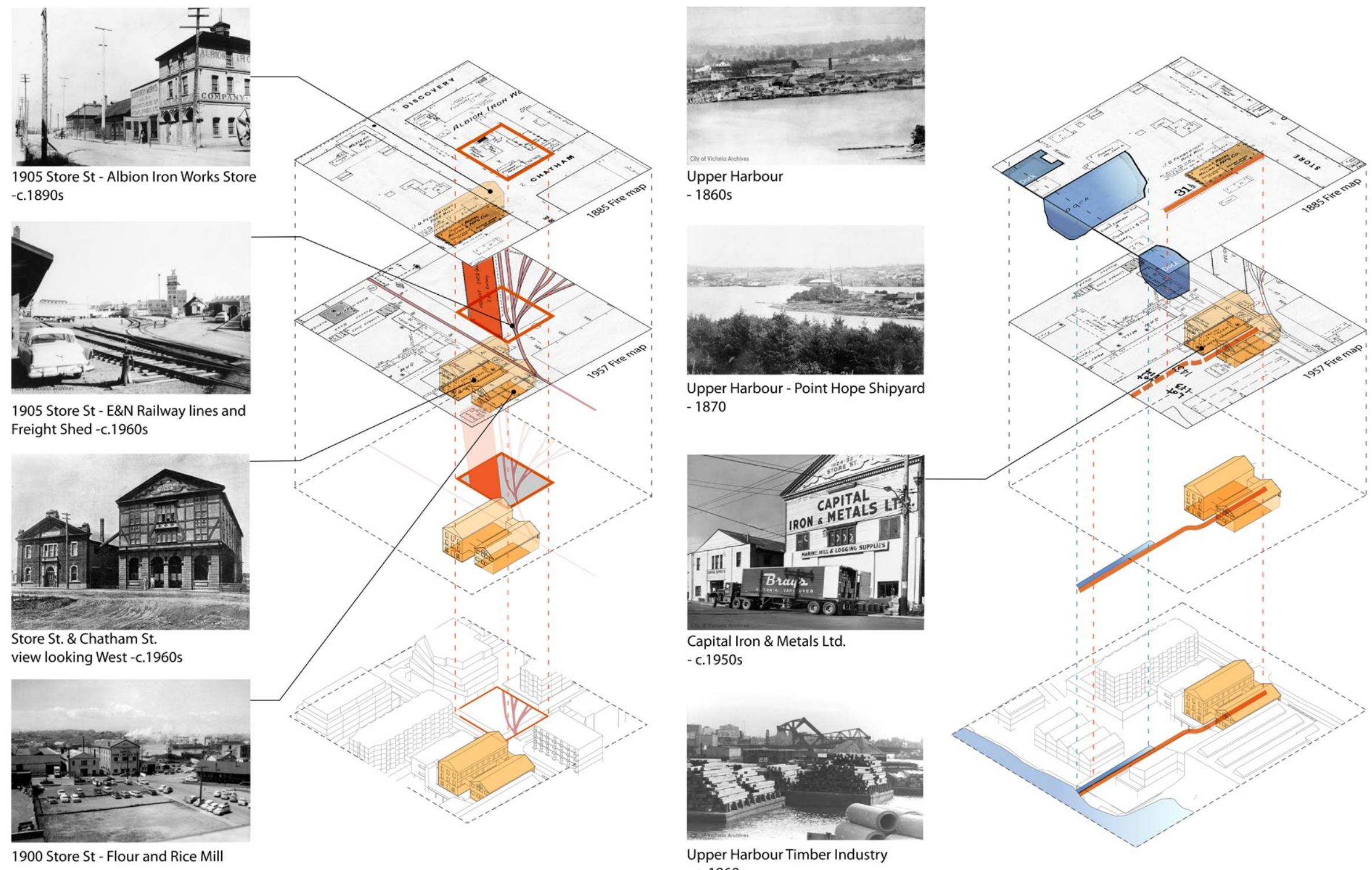
Material inspiration came from the former Albion Iron Works store once located at this plaza site. Paving strategy design and site furnishing was inspired by the former E&N Railway Lines and Freight Shed.

Harbour Concourse

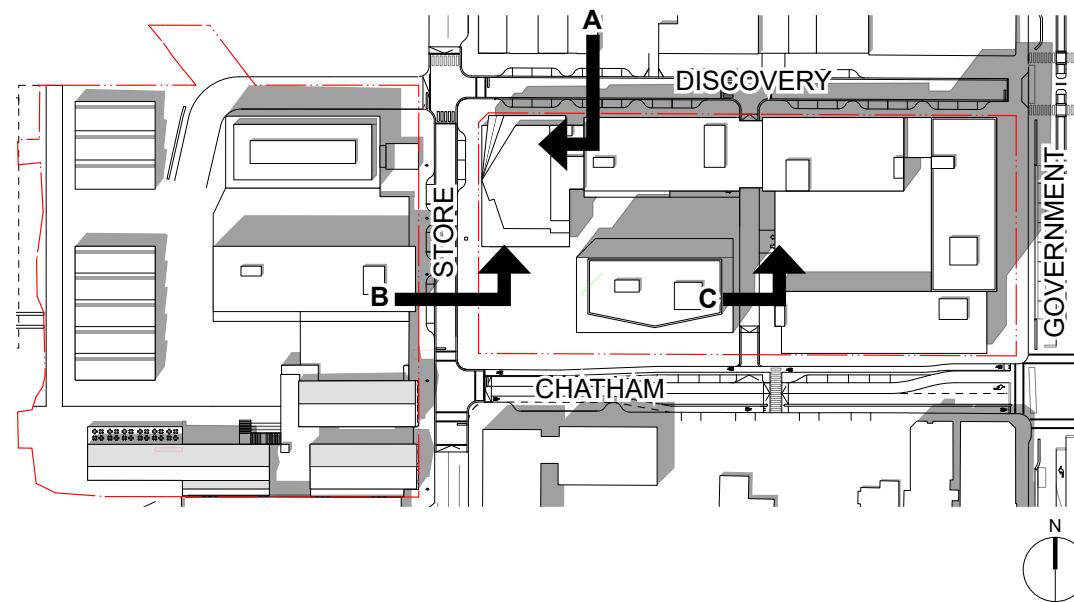
The presence of the original shoreline reaching closer to the back of the Capital Iron building formed a connection to water conceptualized as a wetland feature set in the concourse. The historical photograph of a jack ladder traversing between the two heritage buildings on Store Street inspired the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



2.2 | Streets

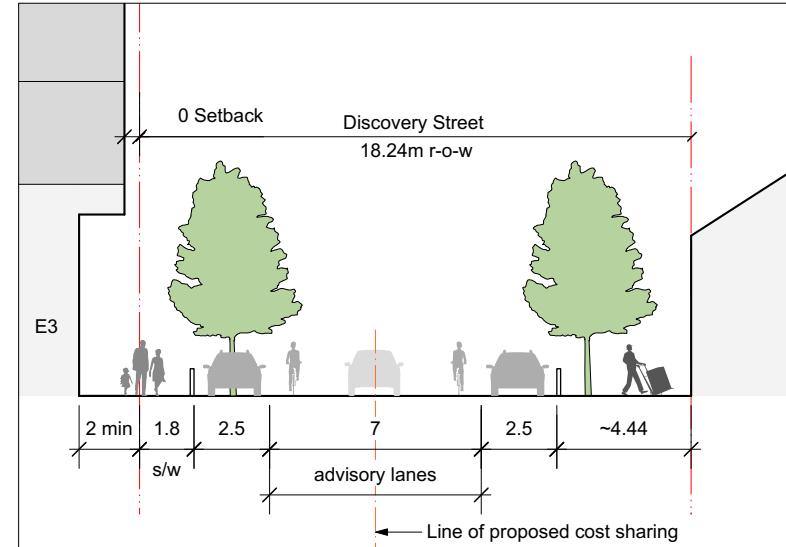


Experience On The Street

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.

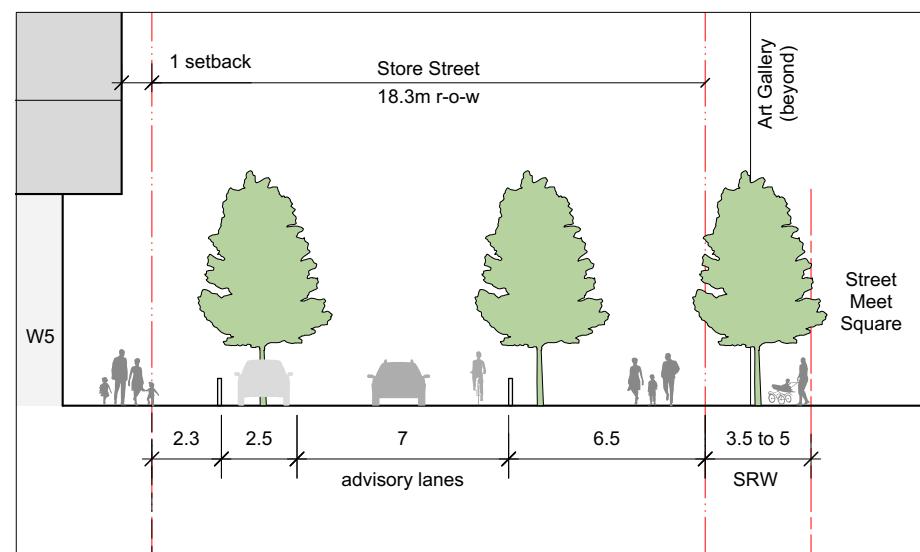
The streetscapes will include furnishings of a uniform language to support a cohesive neighbourhood character and feel.



A | Discovery Street

Discovery Street provides an important visual connection to the water's edge. In keeping with the City's long-standing desire to provide an enhanced pedestrian environment, Discovery Street is designed to be curbless with parking bays at sidewalk elevation, street trees in grates and/or in planted beds, and bollards where necessary to enhance pedestrian safety. The street geometry will accommodate advisory bicycle lanes.

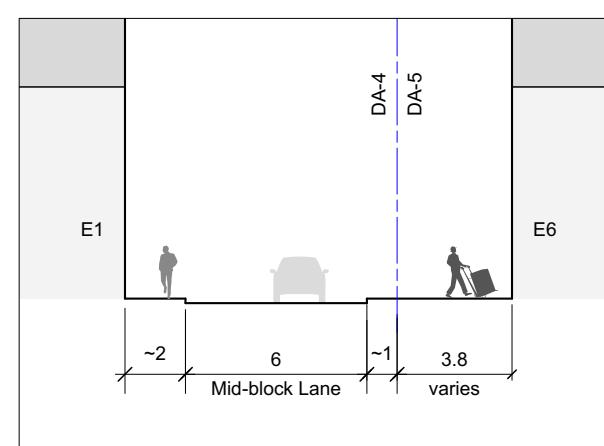
The tree canopy provides a shady, weather protected environment and seating provides comfort for the public.



B | Store Street

Store Street is envisioned as a destination street and an extension of the heart of the new development. It will have a strong relationship to the public plaza and its programming. Designed as a curbless street, it will accommodate natural spill out of pedestrians and activity during special events.

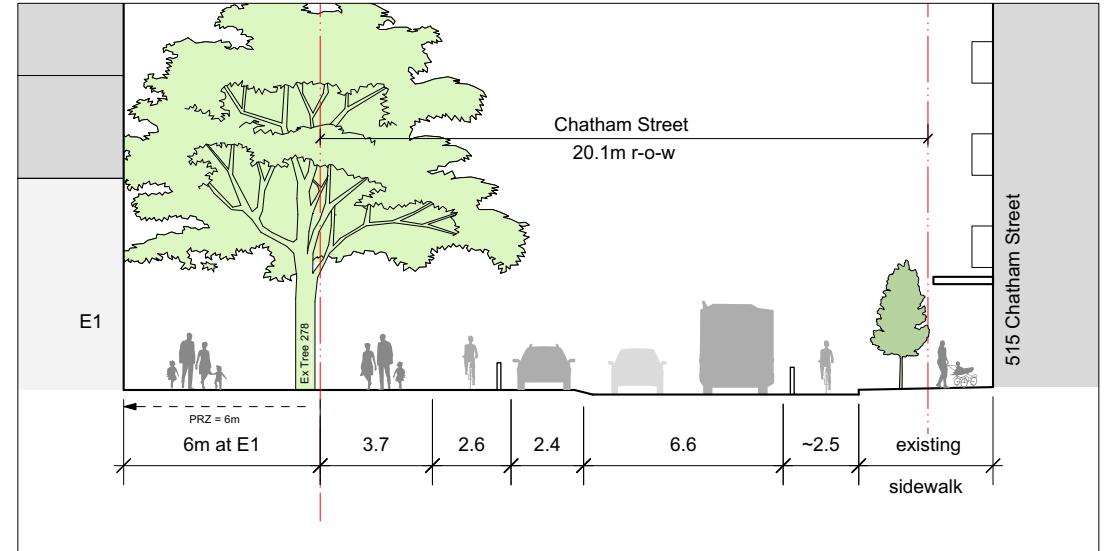
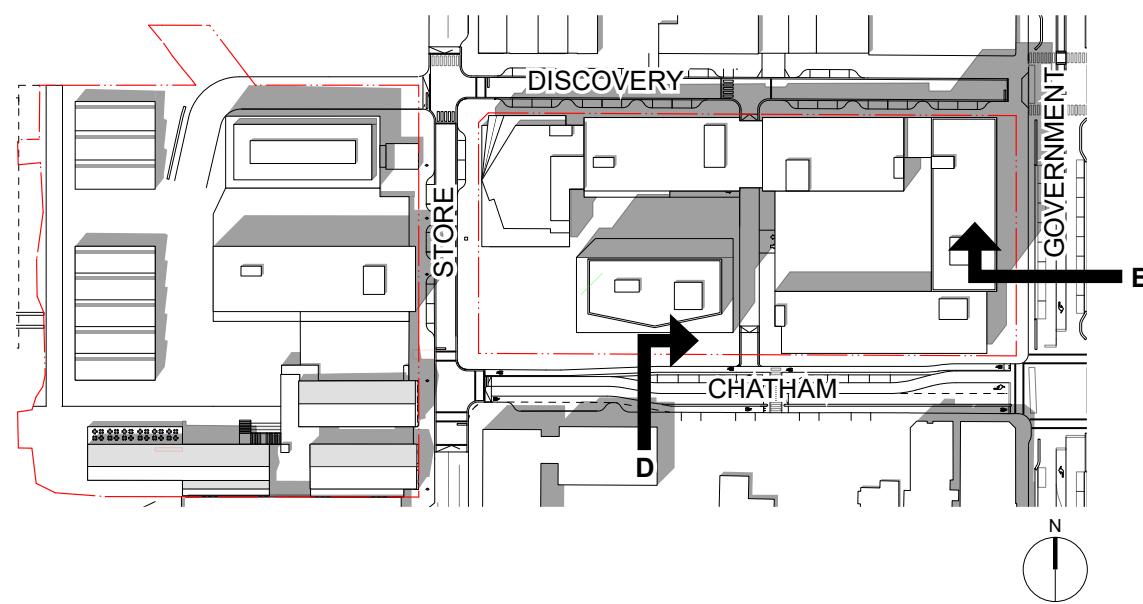
Similar to Discovery, Store Street will have parking bays at sidewalk elevation, street trees in grates and/or in planted beds, and bollards where necessary to enhance safety. The street geometry will accommodate advisory bicycle lanes. The portion adjacent to the plaza will feature an allée of trees and an expanded area for pedestrians.



C | Mid-Block Lane

Primarily functional in nature, the mid-block lane will provide a convenient route to and through the block and provide vehicle access to underground parking. New crosswalks at the north and south ends of the lane will provide safe access for pedestrians.

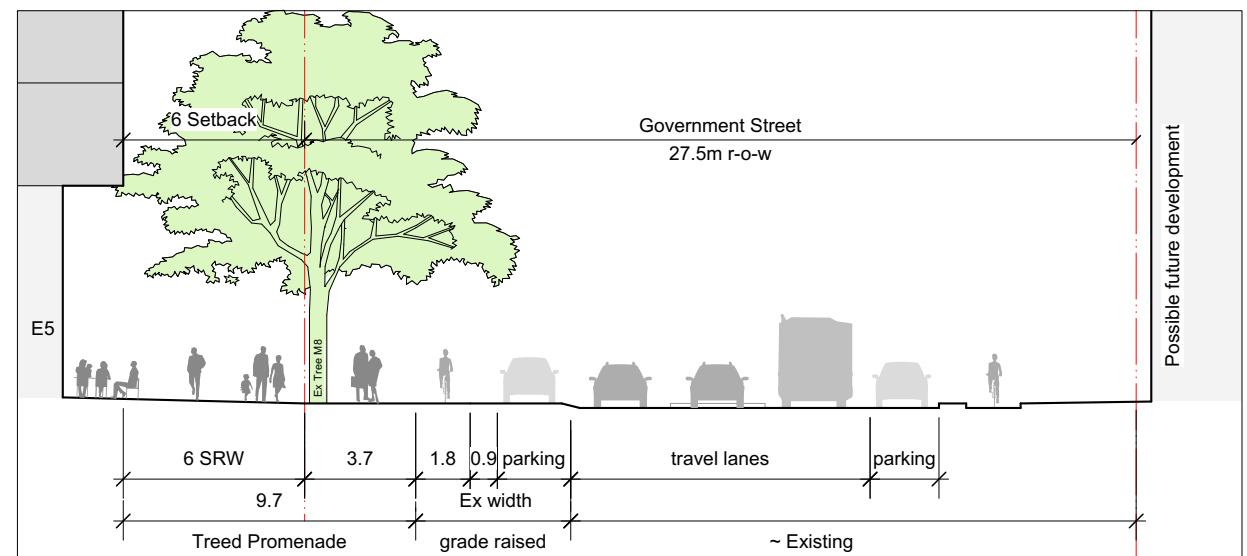
2.2 | Streets (continued)



D | Chatham Street

Chatham Street is envisioned as an animated and fully integrated street with bicycle lanes and on-street parking. The street geometry is designed to slow traffic. Emphasis is placed on a generous public realm space for pedestrians to meander along active frontages of mixed-use buildings.

Street parking and the protected bicycle lane will be at the level of the sidewalk. A mixture of existing and new street trees will line the frontage.



E | Government Street

A key priority of the Government Street frontage is the preservation of the existing significant and mature tree canopy. To that end, a wide public promenade will run the length of the street accommodating the existing trees as well as seating, dining, and retail display opportunities.

The recently completed upgrades to Government Street are expected to be further enhanced to raise the grade of the bicycle lanes and street parking in coordination with upgrades to the north and south blocks of Government.

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.

2.3 | 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 implement Green stormwater infrastructure (GSI) which include rain gardens, green roofs, bioswales, tree soil cells, permeable pavers, rain barrels or cisterns, and a feature wet swale as part of the shoreline improvement area. 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 green space.

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 Multi functional Landscape Features

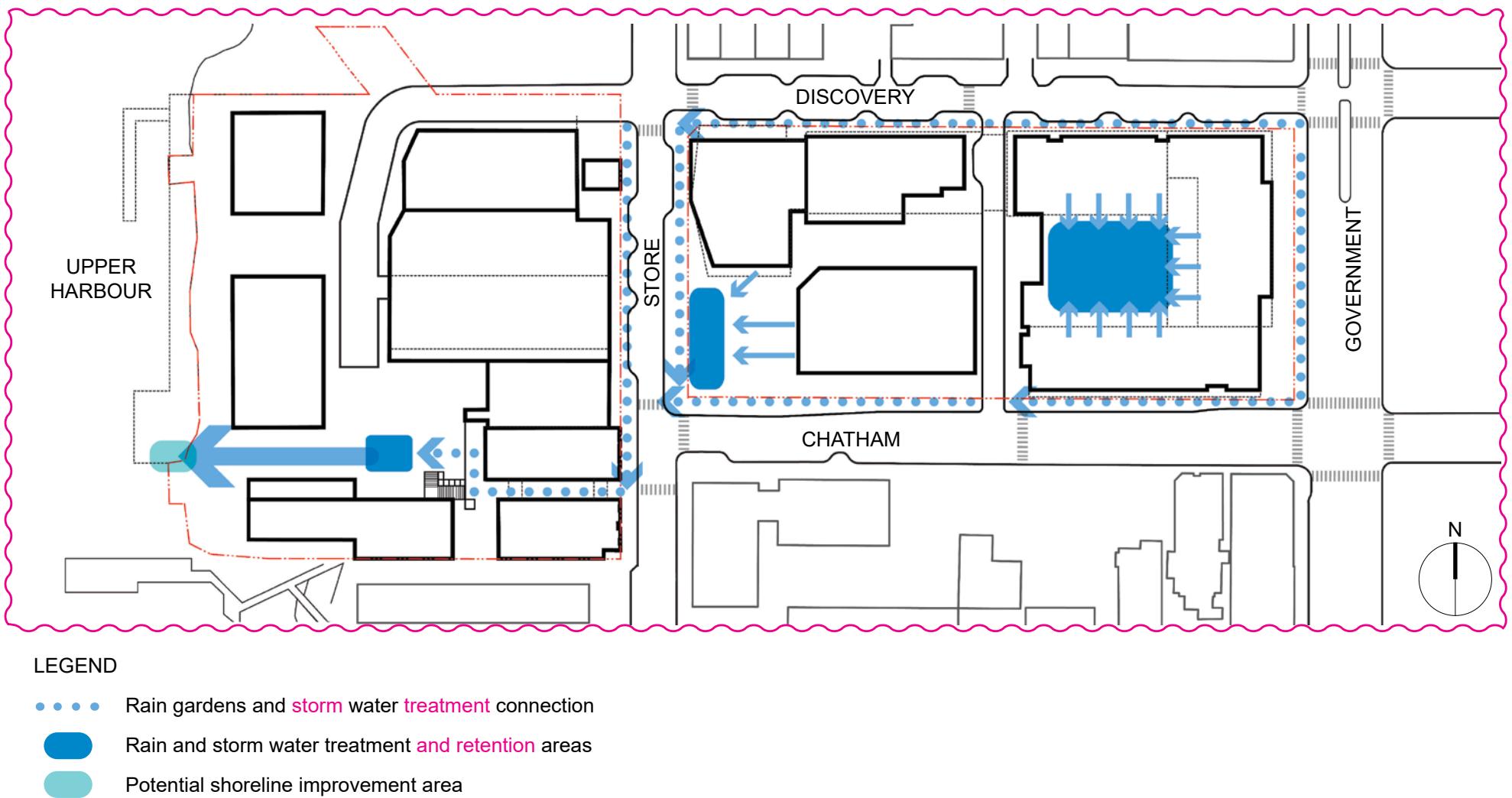
Integrate multi functional stormwater management features into site design to improve both water quality and aesthetics.

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.



Improvements or alterations to the shoreline and adjacent area will be compliant with the Certificate of Contamination. RPE (Reinforced polyethylene) liners that are resistant to punctures are recommended as a geotextile material to provide a barrier between contaminated base soils and new top soil and plant materials.

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.



Rain planter



Curb cut and bump out bioswale

2.4 | 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

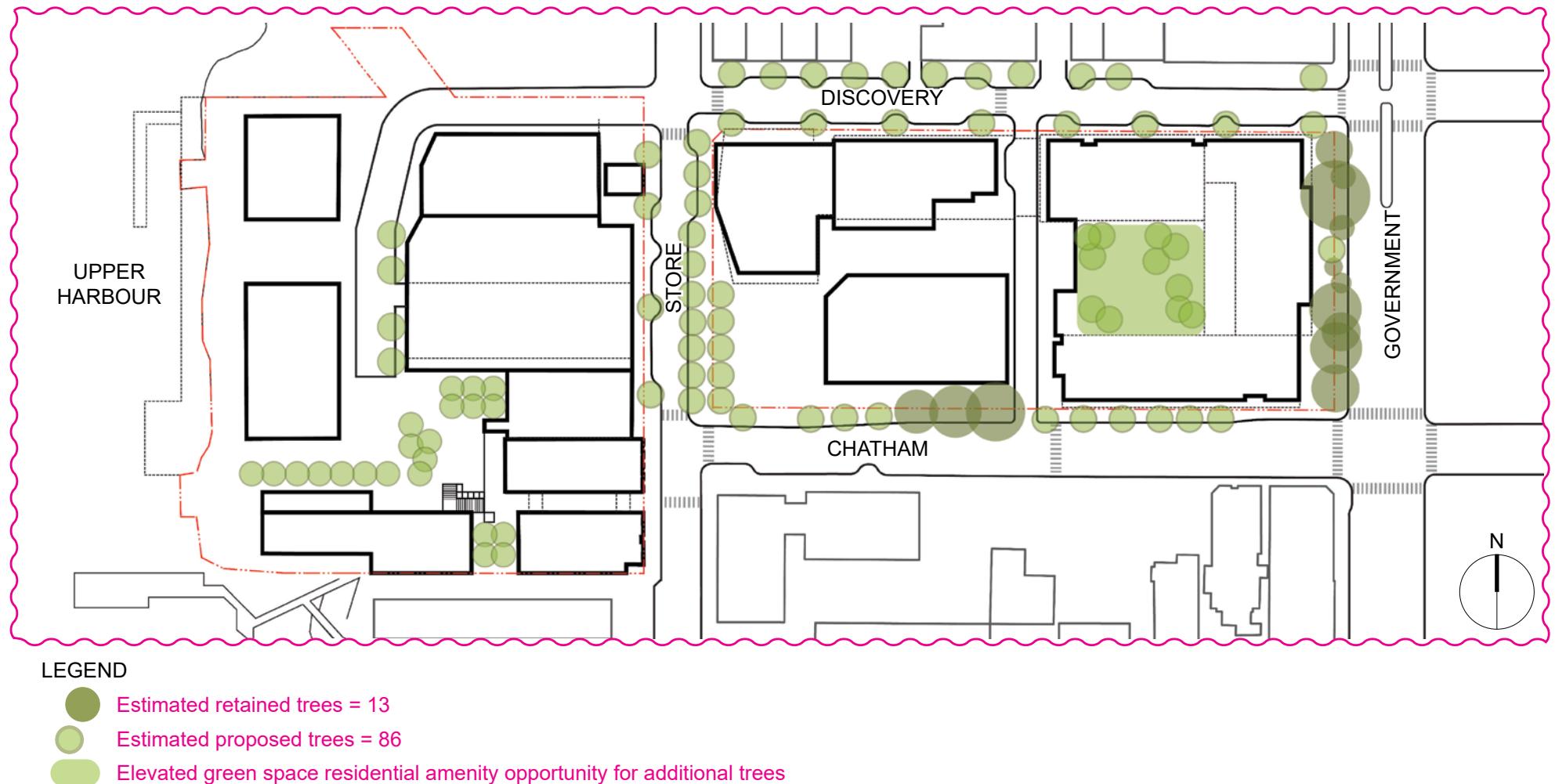
Provides essential urban habitat for a large variety of city-living animal, bird, and insect species.

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.

Tree replacement counts have been met in this proposal. Refer to drawing L0.04 provided under separate cover. However, the tree minimums for the site are not fully realized. 43 offsite trees are proposed along both sides of Store Street and Discovery Street and for one side of Chatham Street. Tree minimum targets will be further developed at the Development Permit stage.



Indigenous planting



Tree planted rain gardens



Tree soil cells

2.5 | Usable Rooftops

In addition to housing building services, rooftops can be used for many purposes such as passive or active recreation, urban agriculture, energy generation, exterior work spaces, etc.

Usable rooftops at the Capital Culture District are envisioned to be provided where livability can be enhanced for residents and building users or sustainability measures incorporated.

At the time of detailed design, each building will undergo an evaluation to inform and determine the best use of the rooftop with the following considerations in mind:

- Size and location of rooftop building services
- Building height
- Orientation/sun exposure
- Building users (residential/commercial/institutional)
- Accessibility
- Overlook conflicts
- Intensive planting opportunities
- Extensive planting opportunities
- Stormwater management
- Paving opportunities
- Pet Areas

For residential and commercial buildings, it is anticipated that a minimum of approximately 20% of the rooftop areas will be usable. This calculation would exclude building services (mechanical, electrical, circulation cores, etc) and may or may not include planted areas.

DA-5 is envisioned to have a central elevated courtyard. This courtyard/rooftop is anticipated to feature planting areas to host trees, shrubs, grasses and perennials as well as paved patios. Planting areas are anticipated to cover a minimum of approximately 20% of the courtyard area, excluding building services and usable rooftop areas.



Rooftop Raised Garden Beds



Rooftop play area



Paved Rooftop Amenity Space



Intensive landscape terrace



Extensive green roof

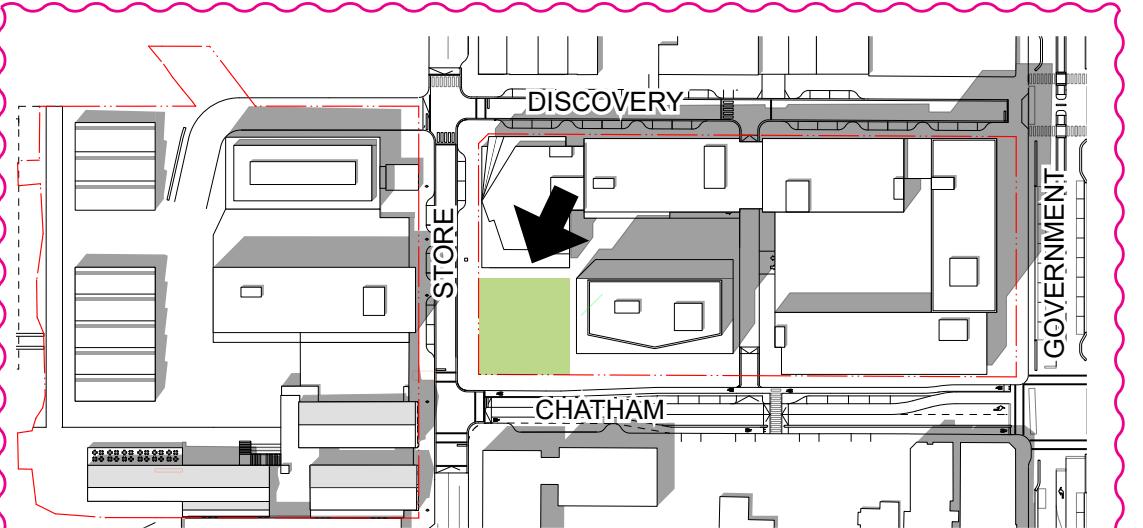


Rooftop Pet Area



Paved patio with raised planters and trees

2.6 | 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 north 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

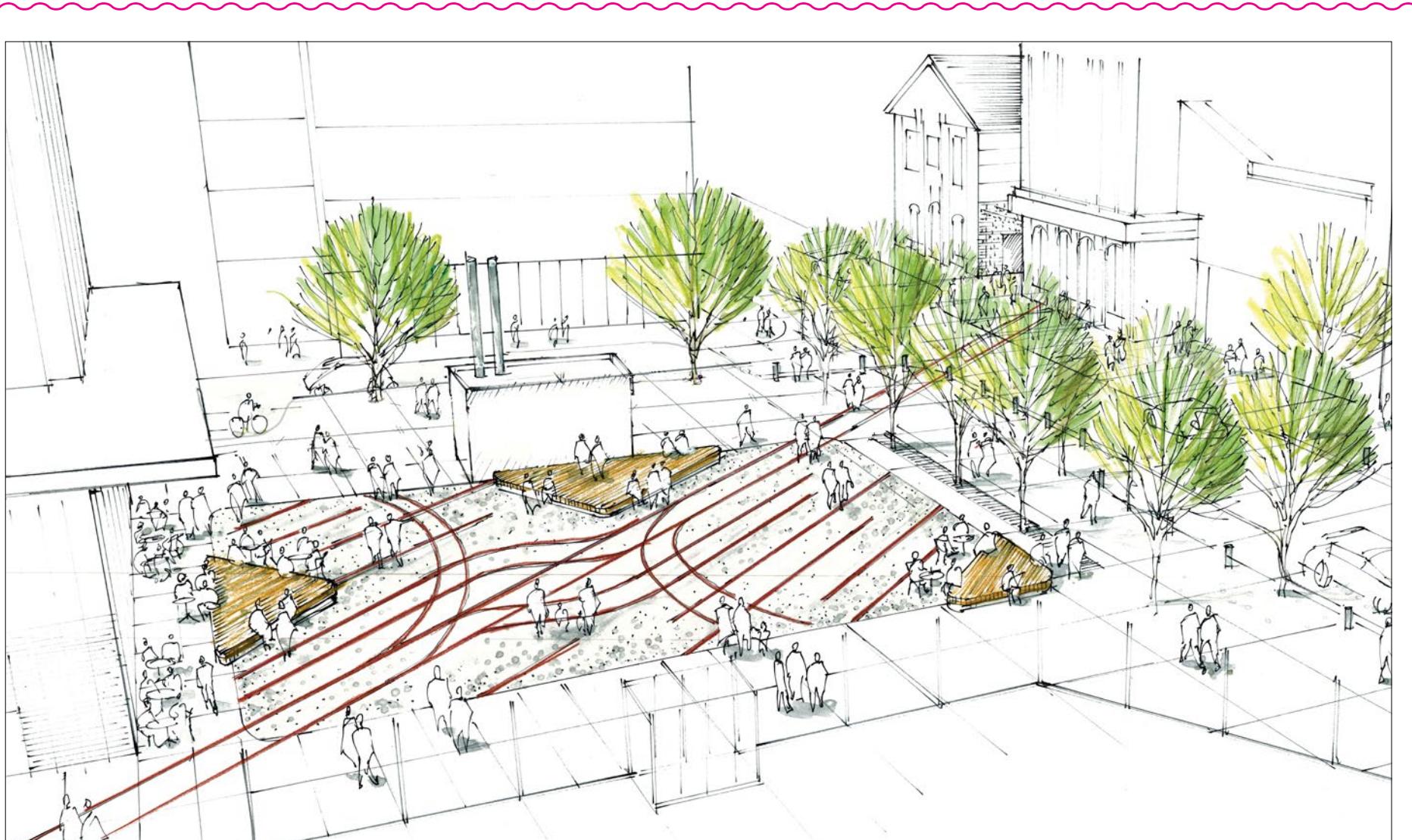
Paving Materials: A historically relevant palette of materials (steel rail, exposed aggregate concrete, timber decking, metal grating) will be used in a contemporary manner in the design of the plaza and streetscape.

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.

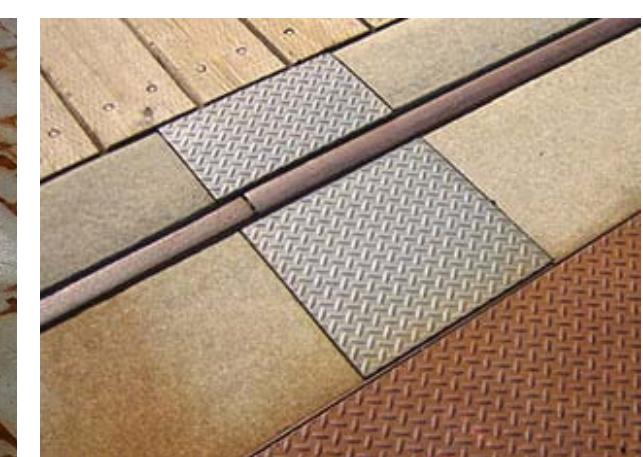
Accessibility: The plaza design will be barrier-free throughout and designed in consideration of all times of day and all seasons.

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 on the west side of the plaza.



Material Inspiration



2.6 | A New Public Plaza (continued)

Features (continued)

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.

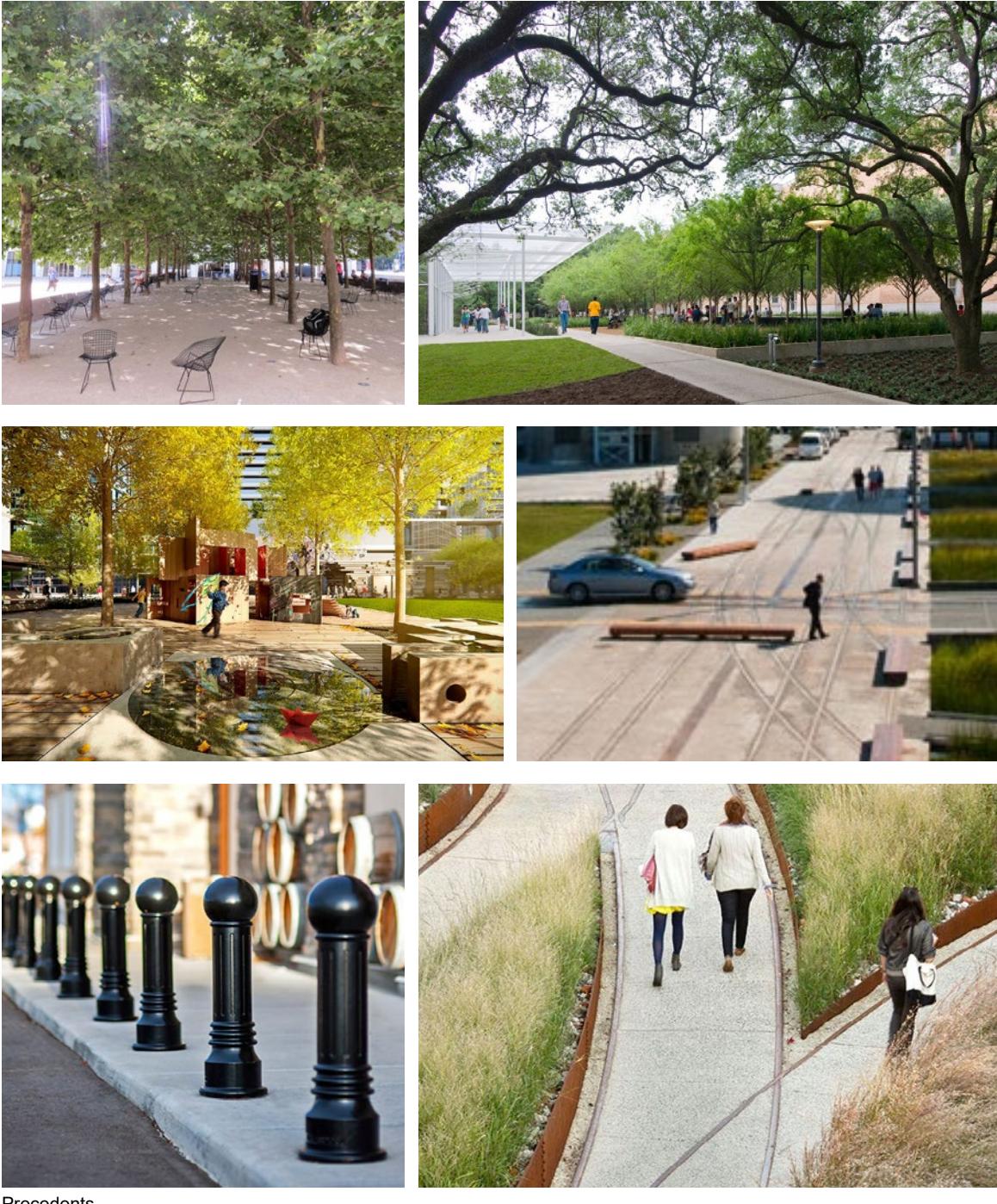
Public Art & Special Features:

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.

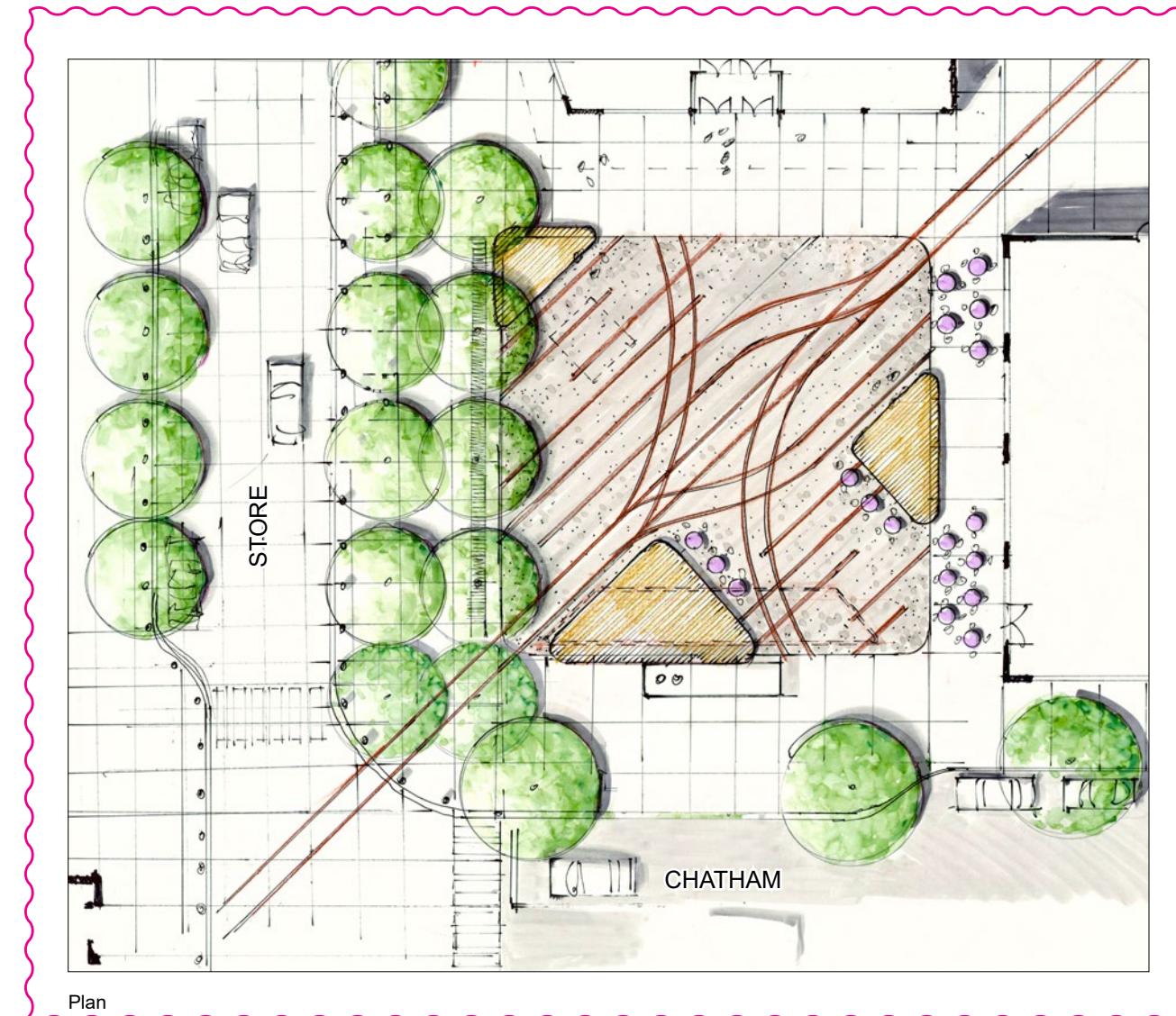
Programming And Events

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.

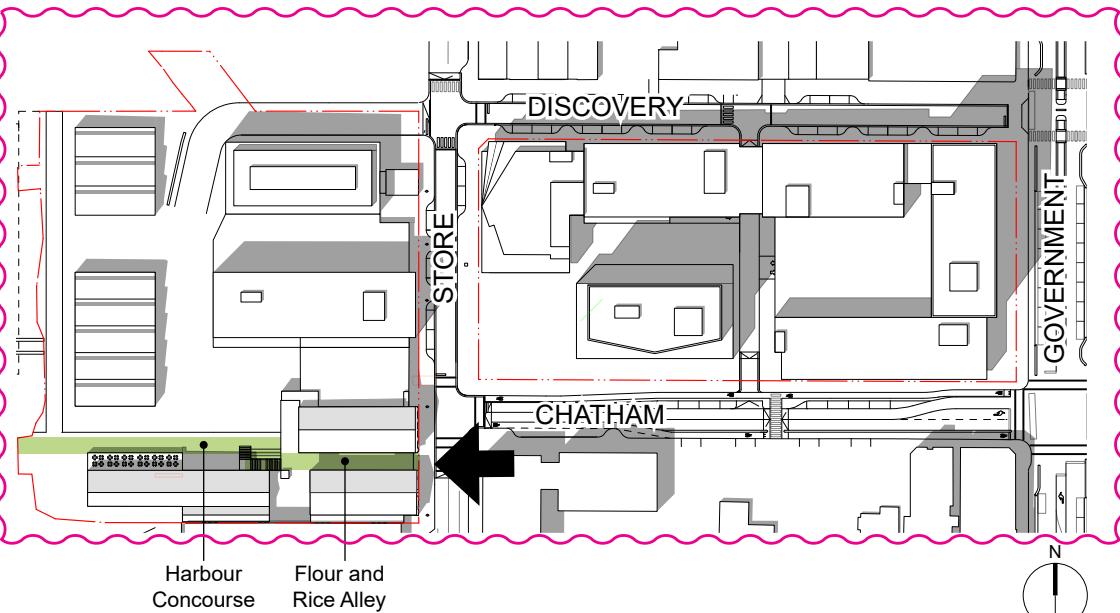
The plaza can accommodate events of roughly 800-1000 people, while the closure of the adjacent block-long segment of Store Street would be able to host over 2,000 people. Capacity for power and water service for special events will be provided.



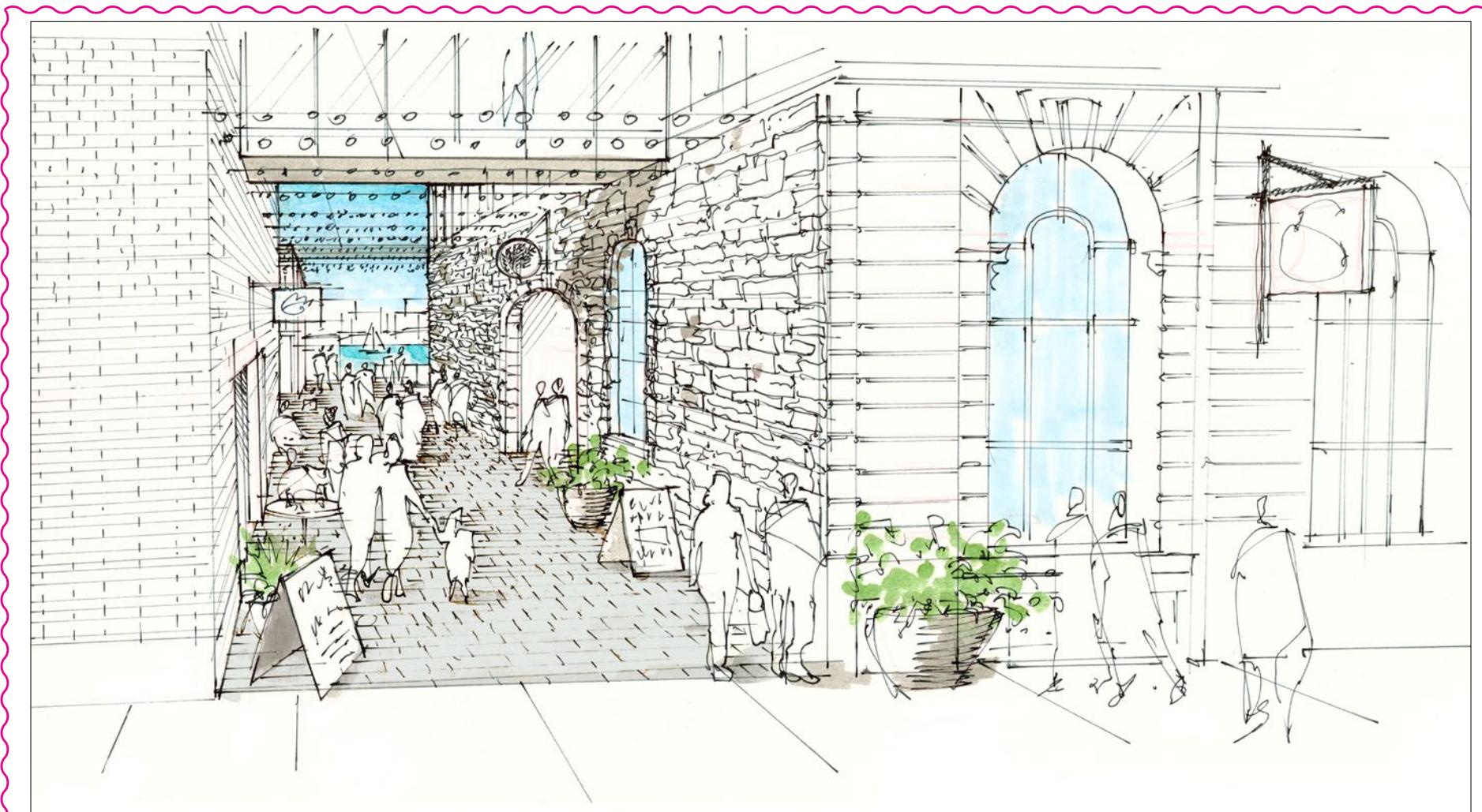
Precedents



2.7 | Harbour Concourse; Flour and Rice Alley



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.



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



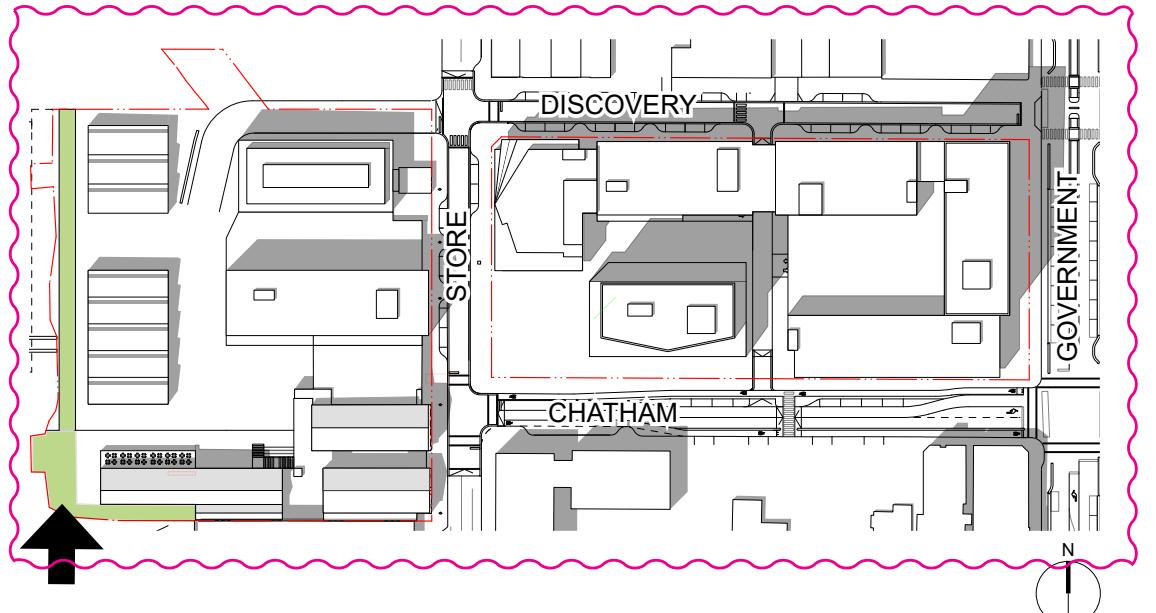
Material Inspiration

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. Its primary program is to serve as a pedestrian link between Street Meet Square and the waterfront. It will have a 500-800 person capacity.

2.8 | Harbour Pathway



Description

The Harbour Pathway is a 5m - 10m Statutory-right-of-way (SRW) that will connect and extend the existing Harbour Pathway from the south and link to 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. **The pathway will be surfaced with either timber or concrete pavers.**

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.

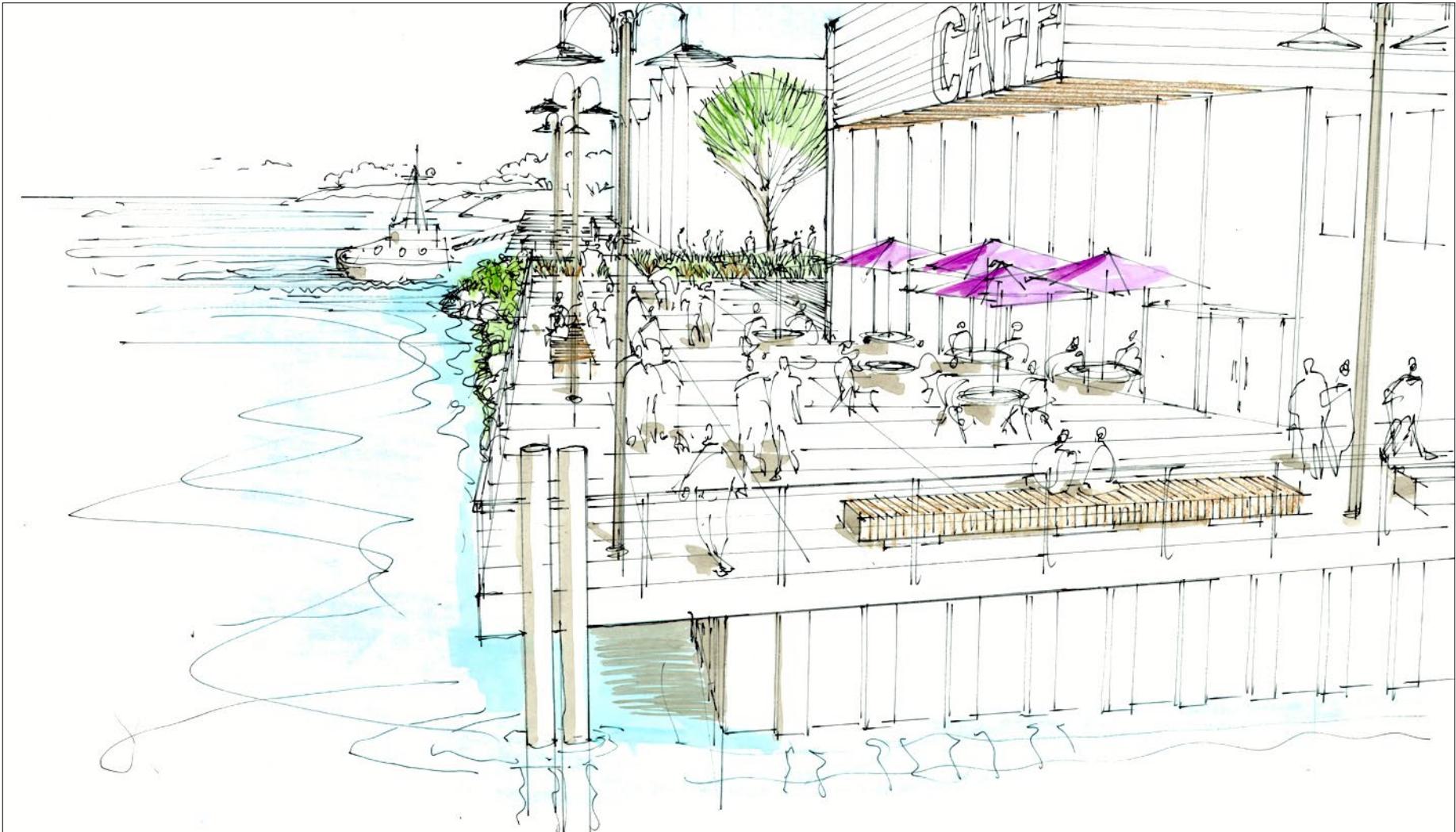
Sustainability and Stormwater Management

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 at DA-1

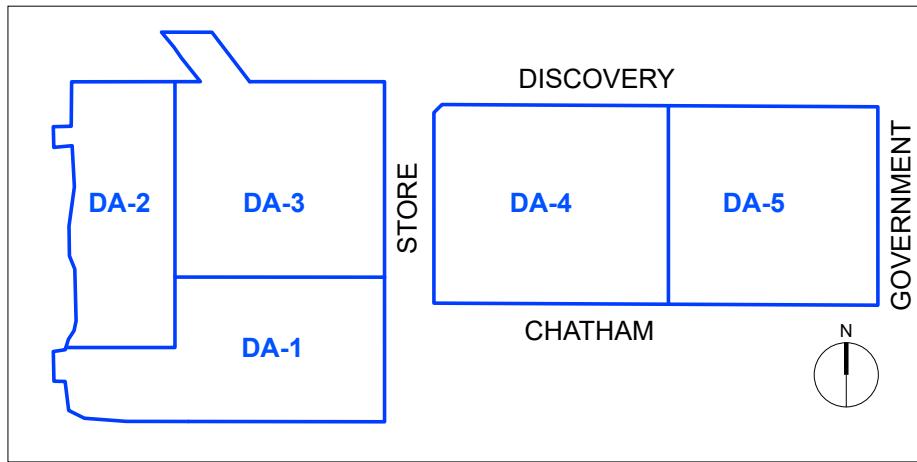
The above is an illustration of the Harbour Pathway constructed at the water's edge in place of the existing rip rap. An alternative alignment is to set the Pathway back from the existing rip rap. The final construction method will be evaluated at the Development Permit phase and may vary between DA-1 and DA-2. Alterations will be in agreement with the Certificate of Compliance.



3 | Data

Development Areas (DA)

The development is divided into Development Areas 1 to 5.



3.1 | Permitted Uses

Permitted Uses in all Development Areas:

PERMITTED USE	DA-1	DA-2	DA-3	DA-4	DA-5
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:

PERMITTED USE	DA-1	DA-2	DA-3	DA-4	DA-5
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
Strata Hotel ¹			Y	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 considered compatible with the provision of public access to the Harbour Pathway.
- 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
- Per the Local Government Act - Division 14: If, at the time the land use regulation bylaw is adopted, land, or a building or other structure, to which that bylaw applies is lawfully used, and the use does not conform to the bylaw, the use may be continued as a non-conforming use.

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

3.2 | 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

Assembly¹ 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 Repair¹ means facilities used for mechanical or body repairs or inspections of motor vehicles, but does not include the sale of automotive fuel.

Automotive Sales (interior)⁵ means the sale and storage of automobiles within an indoor space and excludes surface storage of automobiles.

Brew Pub¹ (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 Equipment⁵

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 Industries² 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 Establishment¹ 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 Rental¹ means facilities used for the rental of home, Office, medical, garden or sports equipment, or motor vehicles.

Financial Service¹ means facilities providing financial services including but not limited to chartered banks, credit unions, trust companies, insurance brokers or mortgage brokers.

Food and Beverage Service¹ 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 means a building or part thereof which is used for mechanical or body repairs of motor vehicles, recreational vehicles, or trailers.

Heavy Industrial¹ 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 Occupation¹ 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 means a commercial use that provides transient lodging to the general public accessed by a contiguous common space, all, including the contiguous common space, under single ownership, which includes:

- a) an entrance lobby that is open to the public,
- b) a service desk or office with a guest register,
- c) an attendant on duty at all times, and
- d) daily housekeeping services,

and may provide accessory amenities such as restaurant, meeting rooms and recreational facilities, and includes motels and hostels but does not include strata hotels;

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/work⁴ 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;

3.2 | Land Use Definitions (continued)

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.

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.

Parkade⁴ 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 bartering, 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.

Strata Hotel¹ is a commercial use that provides transient lodging to the general public on premises in respect of which

- a) a strata plan is filed under the Strata Property Act, and
- b) different owners own different strata lots.

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.

3.3 | Density

Floor Space Ratio (FSR)

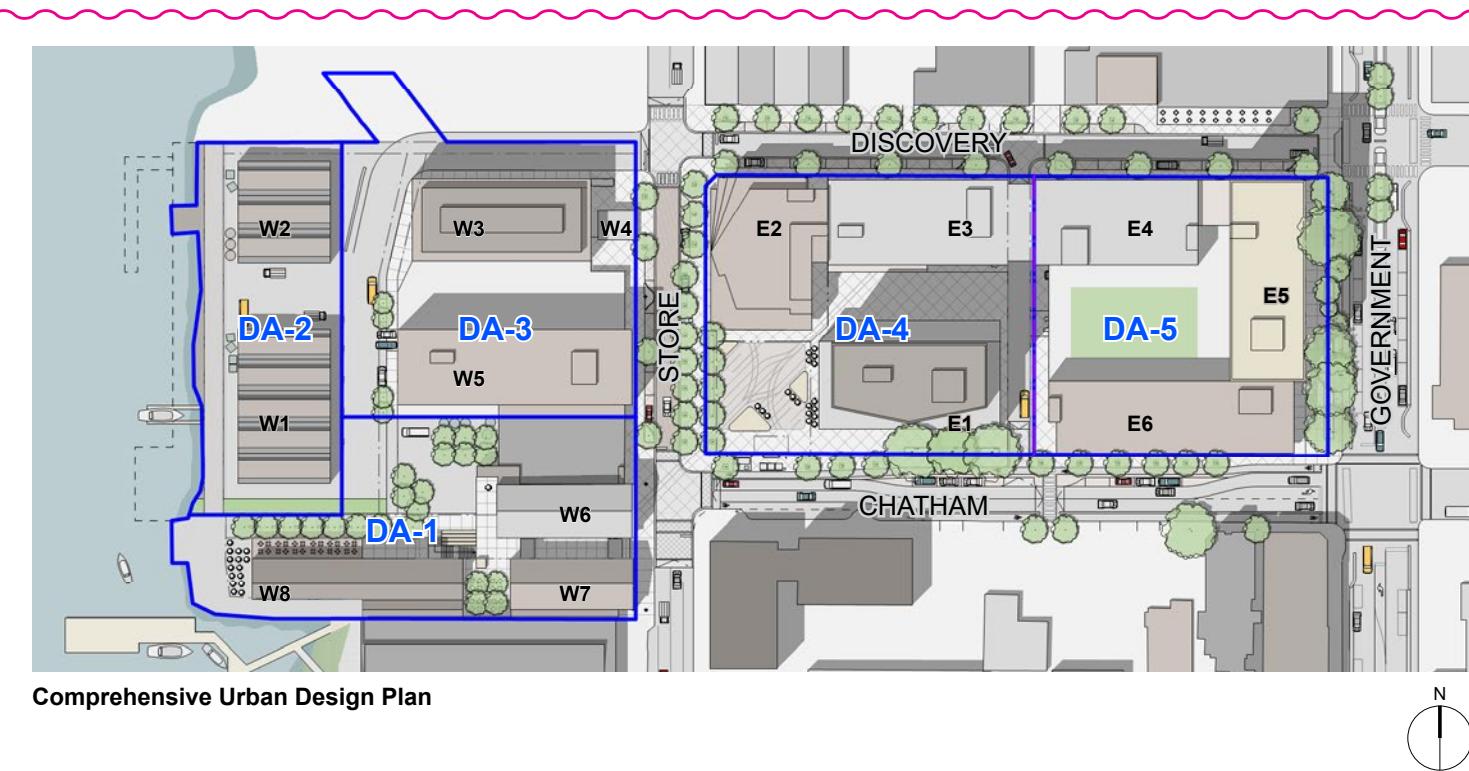
Existing (Zones M3, M3-G, CA-3C): 3.0:1

Proposed:

Overall (DA-1, DA-2, DA-3, DA-4, DA-5): 3.0:1 3.14:1

Waterfront Block (DA-1, DA-2, DA-3): 4.98:1 2.05:1

East Block (DA-4, DA-5): 4.27:1 4.50:1

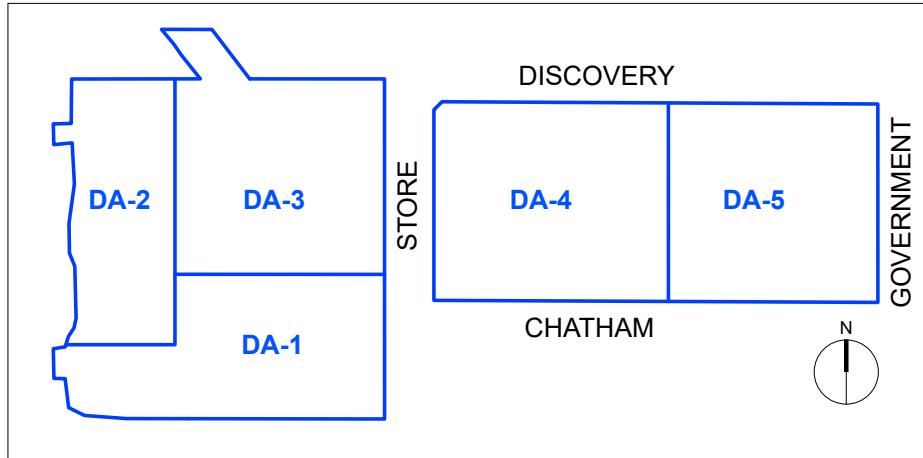


Development Area (DA)	Site Area (sqft)	Total Floor Area	FSR	Residential Gross Floor Area (sqft)	Rental Gross Floor Area (sqft)	Approx. # Rental Units (750 sf unit)	Residential Tenure
DA-1	57,031	83,711	1.47 :1	0	0	0	n/a
DA-2	40,956	52,800	1.29 :1	0	0	0	n/a
DA-3	64,344	196,266	3.05 :1	87,060	0	0	W5 = strata
DA-4	68,957	270,740	3.93 :1	188,005	65,425	87	E1 = strata E3 = market rental; live/work
DA-5	61,606	316,794	5.14 :1	205,450	52,400	70	E5 = strata E6 = market rental; live/work
Total	292,894	920,311	3.14 :1	480,515	117,825	157	

West Block DA-1, DA-2, DA-3	162,331	332,777	2.05 :1
East Block DA-4, DA-5	130,563	587,534	4.50 :1

Note: The illustrated design and data are based on preliminary programming of use, functional area and height. The buildings and data 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.

3.4 | Height, Building Separation, Setbacks



Height (maximum) in metres:

	Mid-rise Building or Podium (m)	# of Storeys	Tower (m)	# of Storeys (tower)
DA-1	18	3	n/a	n/a
DA-2	15	3	n/a	n/a
DA-3	34	8	n/a	n/a
DA-4	27	6	54	14
DA-5	27	6	54.65	14

Height Notes:

1. 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.
2. 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).
3. *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).
4. 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 8 storeys or less.
5. 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:

	Setbacks(m)
DA-1	
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	Setbacks(m)
Store Street	1
Discovery Street	0
Chatham Street	0
Government Street	6

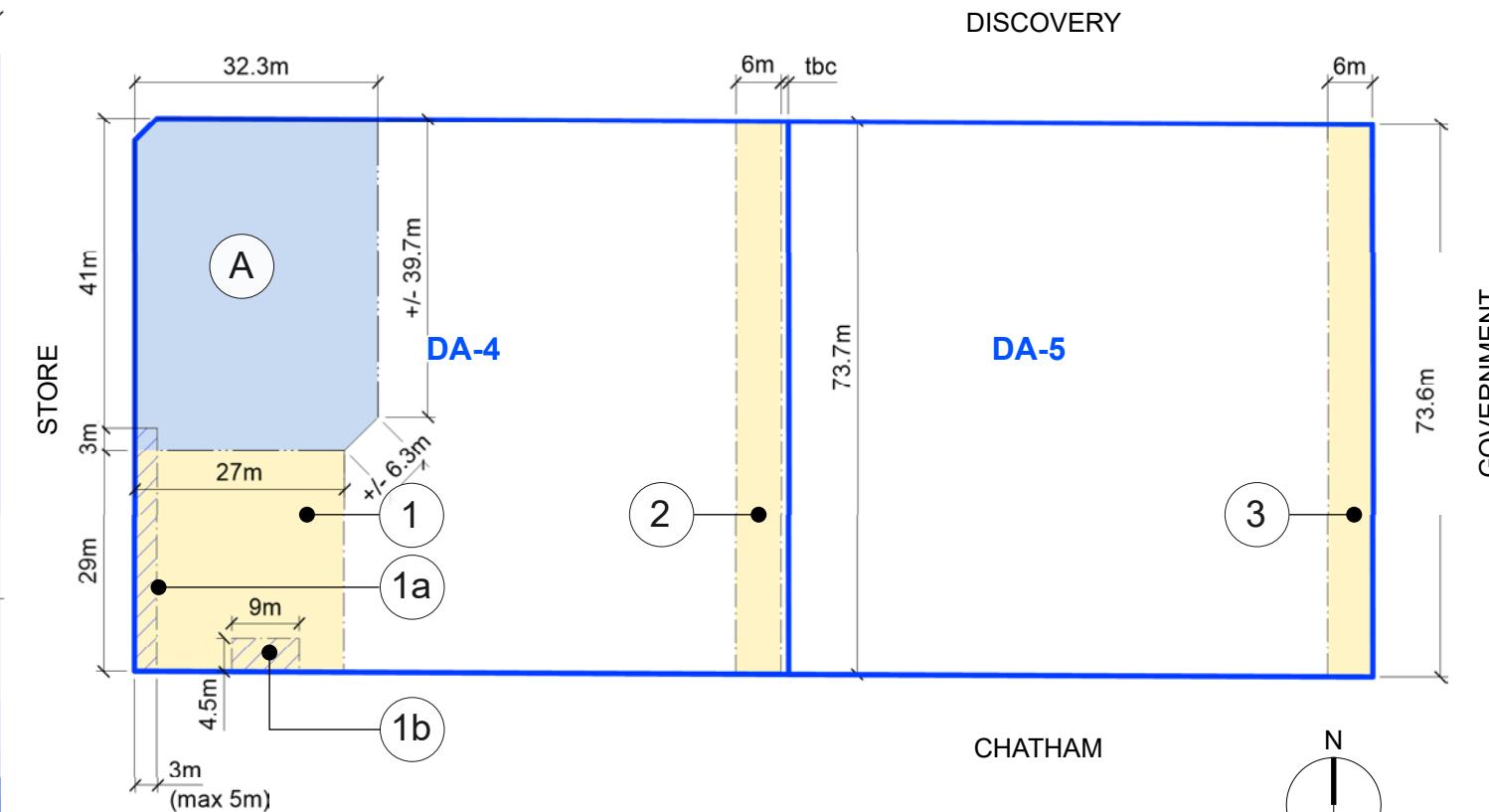
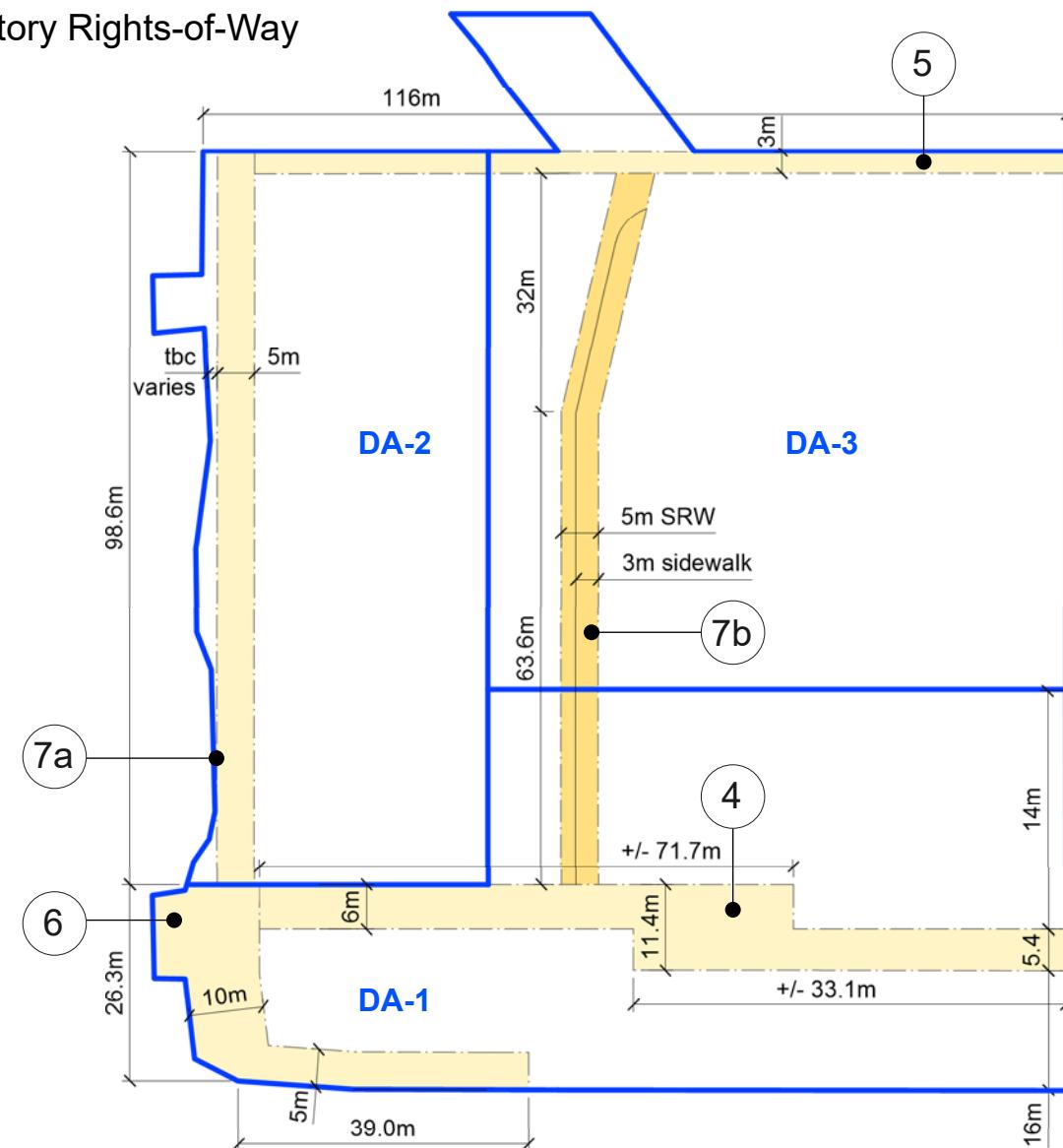
Setback Notes:

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

3.5 | Public Interface and Statutory Rights-of-Way

The adjacent diagram shows proposed publicly accessible open spaces to be secured through statutory rights-of-way. All dimensions and areas are approximate and subject to change and legal survey.

Please note: Approximate areas of the Square, Harbour Concourse, Flour and Rice Alley and the Treed Promenade include spill-out activity space from the new buildings, to allow displays and restaurant patios, etc. A minimum 3m wide sidewalk will be maintained.



¹ See Section 3 | Data for a list of compatible uses (access provided)

	1	1a	1b	2	3	4	5	6	7a	7b	A
	Street Meet Square (SRW)	Tree Setback (SRW)	Pump Station (SRW)	Mid-Block Lane (SRW)	Treed Promenade (SRW)	Harbour Concourse; Flour and Rice Alley	Harbour View Corridor (SRW)	DA-1 Harbour Pathway (SRW)	DA-2 Harbour Pathway (SRW)	Interim Harbour Pathway (SRW)	Art Gallery of Greater Victoria (Land Volume Amenity Contribution)
Approximate Area/ Size	780 m ²	Width: 3m up to a maximum of 5m.	4.5m x 9m	440 m ² Width: 6m	442 m ² Width: 6m	745 m ²	330 m ² Width: 3m	478 m ² Width: 5m to 10m	550 m ² Width: 5 m	3m sidewalk within 5m SRW.	1416 m ²
Description/ Notes	Included in this area may be circulation that serves the underground parking beneath the plaza. Volumetric SRW to accommodate underground parkade.	Underground parkade setback to provide adequate soil volume for trees.	Underground parkade setback to allow for a below-grade sanitary pump station expansion.	Volumetric SRW to accommodate building overhead. Exact location in relation to DA-4 to be determined at Development Permit.	Underground parkade setback to protect root zone for trees being retained. Further evaluation in consultation with the project arborist to be undertaken at the DP stage.	Volumetric SRW to accommodate circulation above and below alley. Seating and circulation for the adjacent buildings is included.	Located within an existing driveway. No improvements will be made to this area at any time. No pedestrian access provided.	Seating and circulation spaces for adjacent buildings is included. A minimum width of 5m will be provided for pedestrians.	Access is conditional to use ¹ Alignment and relationship to property line will be confirmed at the time of detailed design.	To provide a temporary public access route while 7a (Harbour Pathway) is closed for marine industrial or other incompatible uses ¹ . Trees to be provided in an above grade planter.	Proposed air parcel for construction of a new gallery building.

3.6 | Timing of Frontage Improvements and Open Spaces

replaces 'Conceptual Phasing' previously located in Appendix C

The provision of open spaces and frontage improvements for each Development Area is indicated in the adjacent diagram and described below.

Development east of Store (DA-4, DA-5) is anticipated to proceed ahead of development west of Store (DA-1, DA-2, DA-3).

The phasing order of DA-1, DA-2, DA-3 is unknown as is whether or not the use of DA-2 will be compatible with public access to the Harbour Pathway. In all phasing scenarios, a publicly accessible Harbour Pathway will be provided along the waterfront or via the alternate route with the development of DA-3⁰.

⁰ Refer to Appendix E for phasing scenarios related to the delivery of the Harbour Pathway.

¹ It is noted that there is a significant grade difference between the project site and 1810 Store Street. Until recently a ramped connection at the waterfront was provided at 1810 Store Street. It is expected that the grade differential will be managed by the adjacent property.

² The timing of improvements to Store Street is to be evaluated at the Development Permit stage. Phased delivery is contemplated.

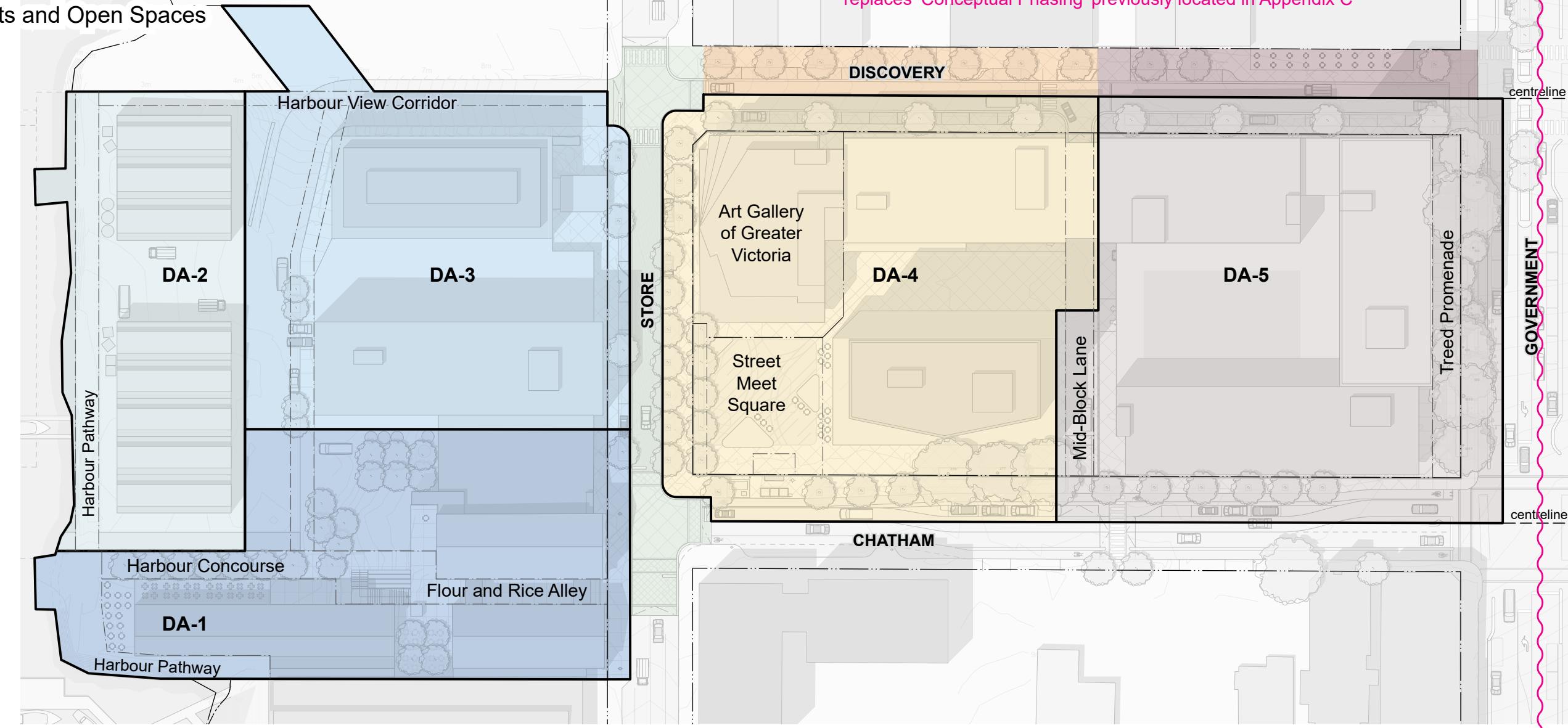
³ Discovery Street improvements are to be built in conjunction with the development and subject to a cost sharing agreement with the City of Victoria. Final frontage improvements to be delivered with development of each DA. Some interim or temporary provisions (ie. temporary asphalt) will be provided if the DA is not developed yet.

⁴ Undergrounding of hydro on Discovery Street may be advanced concurrent with the development of either DA-4 or DA-5.

⁵ Chatham improvements are contemplated to the centreline of the road.

⁶ Government Street improvements in coordination with similar upgrades to the north and south of the site.

⁷ Pedestrian Crossings along Chatham and Discovery proposed as a North/South continuation of the mid-block connection are visualized as standard crossings (without flashers); improvements are contemplated up to centreline of the road. Should City of Victoria decide to provide an enhanced mid-block crossing with flashers, the project could entertain a cost share agreement similar to Discovery Street improvements to the North.



	DA-1	DA-2	DA-3	DA-4 (Anticipated Phase 1)	DA-5 (Alternate Phase 1)
Amenities and Frontage Improvements	<ul style="list-style-type: none"> • Harbour Pathway and/or the Alternate Interim Harbour Pathway (tbd)⁰ 	<ul style="list-style-type: none"> • Harbour Concourse • Flour and Rice Alley • Designation and adaptive reuse of the Heritage Buildings • Streetscape improvements along Store Street² 	<ul style="list-style-type: none"> • Harbour View Corridor 	<ul style="list-style-type: none"> • Designation and adaptive reuse of the Heritage Building • Streetscape improvements along Store Street² • Harbour View Corridor 	<ul style="list-style-type: none"> • Street Meet Square • Mid-Block Lane (partial) • Art Gallery of Greater Victoria (air space parcel) • Streetscape improvements along Store², Discovery³, Chatham⁵ • Undergrounding of hydro on Discovery⁴ • Treed Promenade • Crosswalk⁷

Improvements related to:

- DA-1
- DA-2
- DA-3
- DA-4
- DA-4 (cost share)
- DA-5
- DA-5 (cost share)
- DA-1; DA-3; DA-4 (Phased delivery)²