

JOHNSON COOK YATES BLOCK

REZONING APPLICATION
REVISED IN RESPONSE TO CITY COMMENTS
DECEMBER 06, 2018



JAWL | residential

HCMA
Architecture
+ Design



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i. INTRODUCTION

PROJECT TEAM

JAWL | residential

DEVELOPMENT MANAGER

Jawl Residential Ltd.
3375 Tennyson Ave.
Victoria, BC V8Z 3P7

Jawl Residential Ltd. is 100% locally owned and operated and has completed multiple residential and mixed-use projects within the Capital Regional District. Spanning multiple generations, Jawl Residential has the capacity and flexibility to scale projects and has worked collaboratively with local contractors, the design community and the City of Victoria on past projects. Through an integrated development approach, we look to engage all stakeholders in order to meet the needs of clients, tenants and the communities through which we develop.



ARCHITECT

HCMA Architecture + Design
569 Johnson St
Victoria, BC V8W 1M2

HCMA Architecture + Design (HCMA) is a full service architectural practice recognized for sustainable, integrated, and innovative architecture. For over 40 years, HCMA and its predecessor firms have established a track record of exceptional projects. We challenge the traditional boundaries of architectural practice by asking one question, how do we achieve the maximum positive impact.

EXISTING SITE AND USES

The existing site borders three major arterial streets on a typical block in the Harris Green residential district. The proposed site fills roughly half the block and is only directly bordered by a single story insurance agency and two multifistory residential buildings 5-6 stories in height. Buildings directly across from the site vary in height from 1 - 17 stories in height.

The current land use on the site is a commercial car dealership and service garage as well as a commercial parking lot.

PARCELS

- PID: 003-190-145, THE WESTERLY (40') OF LOT 961, VICTORIA CITY;
- PID: 003-189-881, THE EASTERLY 40 FEET 9 INCHES OF LOT 960, VICTORIA CITY;
- PID: 003-190-030, THE WESTERLY (19'3") OF LOT 960, VICTORIA CITY; and
- PID: 003-190-099, LOT 961, VICTORIA CITY, EXCEPT THE WESTERLY (40') THEREOF;
- PID: 009-387-684, LOT 958, VICTORIA CITY;
- PID: 005-201-250, LOT 959, VICTORIA CITY;
- PID: 005-201-306, LOT 969, VICTORIA CITY, EXCEPT THAT PART IN PLAN 18802;
- PID: 005-201-276, THE EAST 1/2 OF LOT 970, VICTORIA CITY; and
- PID: 003-786-561, LOT A (DD B68208) OF LOTS 956, 957, 966, 967, 968 AND 969, VICTORIA CITY, PLAN 18802;

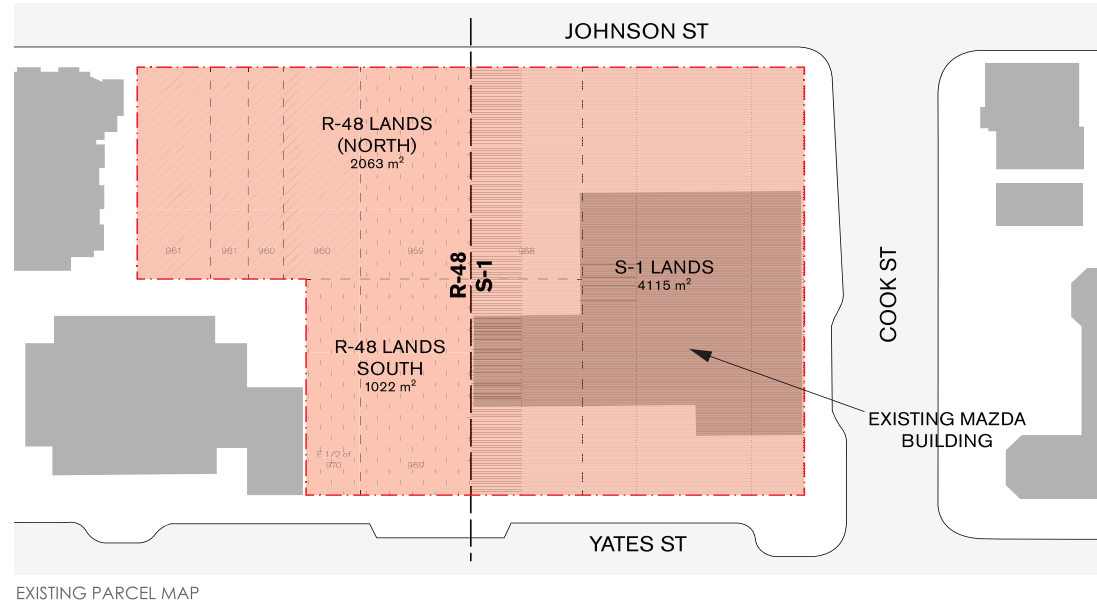
AREA 7200 m2

ZONING R-48 / S-1

EXISTING ALLOWABLE USES

- | | |
|-----|--|
| (a) | automobile, truck, trailer and other chattel rentals; |
| (b) | bakeries; |
| (c) | banks and other financial institutions; |
| (d) | churches and places of worship; |
| (e) | professional services; |
| (f) | carpet cleaning; |
| (g) | clubs; |
| (h) | recreation and entertainment services; |
| (i) | dye works and dry cleaning; |
| (j) | washing of motor vehicles; |
| (k) | garages, excluding impound lots and the storage of damaged vehicles in any yard; |

- | | |
|-----|---|
| (l) | laundries; |
| (m) | milk processing and distribution stations; |
| (n) | printing and publishing establishments; |
| (o) | quick freeze locker plants; |
| (p) | restaurants; |
| (q) | taxi offices; |
| (r) | tire vulcanizing; |
| (s) | wholesale and retail sales; |
| (t) | parking facilities, including buildings and places for the parking of vehicles, but excluding impound lots and the storage of damaged vehicles in any yard; |
| (u) | offices; |
| (v) | servicing and repair of goods; |
| (w) | uses incidental to any of the above uses; |
| (x) | high tech; |
| (y) | call centre. |



AERIAL VIEW - SITE

ii. COMMUNITY ENGAGEMENT

WHAT IS COMMUNITY ENGAGEMENT?

A well-coordinated and effective stakeholder and public consultation is crucial to the success of this project. We are experienced achieving consensus amongst multiple stakeholders with a wide variety of concerns. Critical to our team's success is our ability to distill the diverse, complex and sometimes competing interests of many user groups into a clear, viable and easy-to-understand design solution.

Sharing information, consulting, and collaborating with community members, through outreach and hosting, we promote sustainable decisions by providing participants with the information they need to be involved in a meaningful way.

Specifically to this project, in March of 2018 notices were distributed to surrounding neighbours. Since then, there have been over 25 meetings to engage community members, receive feedback, and share information.

Knocking on doors, meeting community members for coffee, hands on sessions, one-on-one meetings, and public engagement events were all measures taken in this project in order to facilitate a robust and extensive communication system with those impacted.

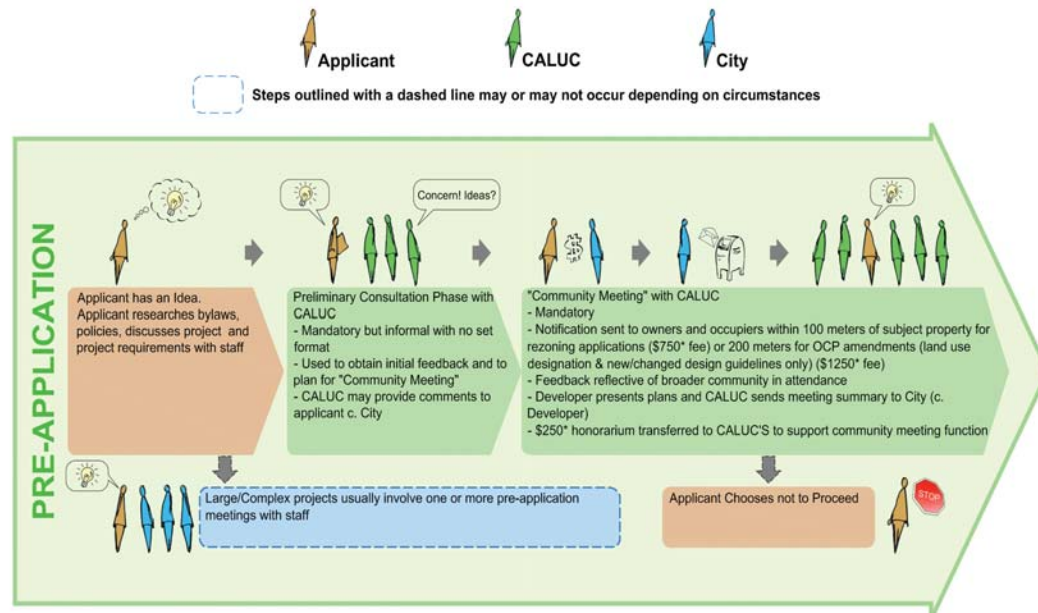


DIAGRAM OF PUBLIC CONSULTATION PROCESS

WHAT IS THE COMMUNITY AND REZONING PROCESS?

The schedule of community consultation meetings and presentations has closely adhered to the process set out by the City of Victoria Planning Department. This is outlined in the Rezoning and Official Community Plan Amendment Process and shows which milestones are key to an effective rezoning and OCP amendment process.



JULY 31ST CALUC PRESENTATION AND MEETING

EXTENSIVE PUBLIC ENGAGEMENT & CONSULTATION

Through a comprehensive series of meetings spanning over six months, our team has developed, shared, presented, refined, and above all - listened to stakeholders and community members. We have listened to individuals, to neighbourhood associations, resident groups, and to the public, facilitating approximately 25 meetings with over 100 people. As the project is large and complex, we have used extensive material to facilitate a participatory process, including models, boards, and reference materials.

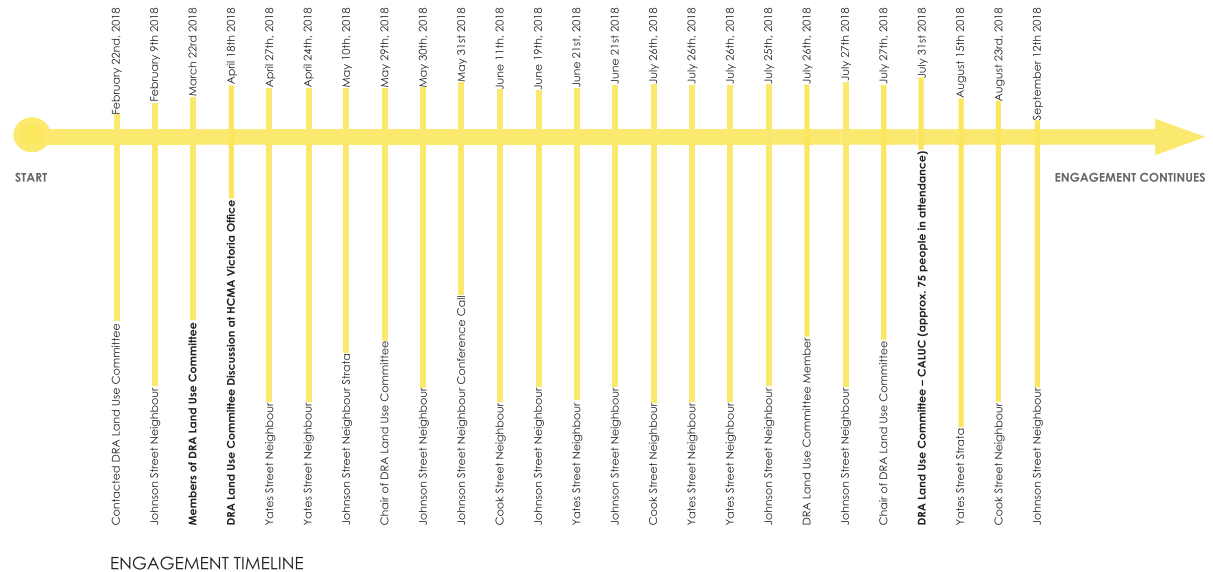
Our feedback from residents has been generally supportive of the development as beneficial to the Harris Green area and the future of a safer and more vibrant Victoria. We have received significant input and feedback from various stakeholders. Common themes we have heard relate to:

- parking
- building heights
- building separation
- public open space

The balance of this application will show how we have heard and responded to these concerns.

COMMUNITY MEETING WITH DOWNTOWN RESIDENTS ASSOCIATION CALUC JULY 31ST

The community meeting was well attended and made the project available to a large group of well-organized residents. Many public features not seen previously in projects of this scale in Harris Green were shown and discussed for their civic importance and need in this location including the firehall, potential for a significant affordable housing component, and green space. Comments from the meeting are currently being prepared by the Downtown Residents Association for inclusion in the rezoning and OCP amendment process. At the time of application, comments and feedback have yet to be received.



JULY 31ST CALUC PRESENTATION AND MEETING

iii. CONTEXT ANALYSIS

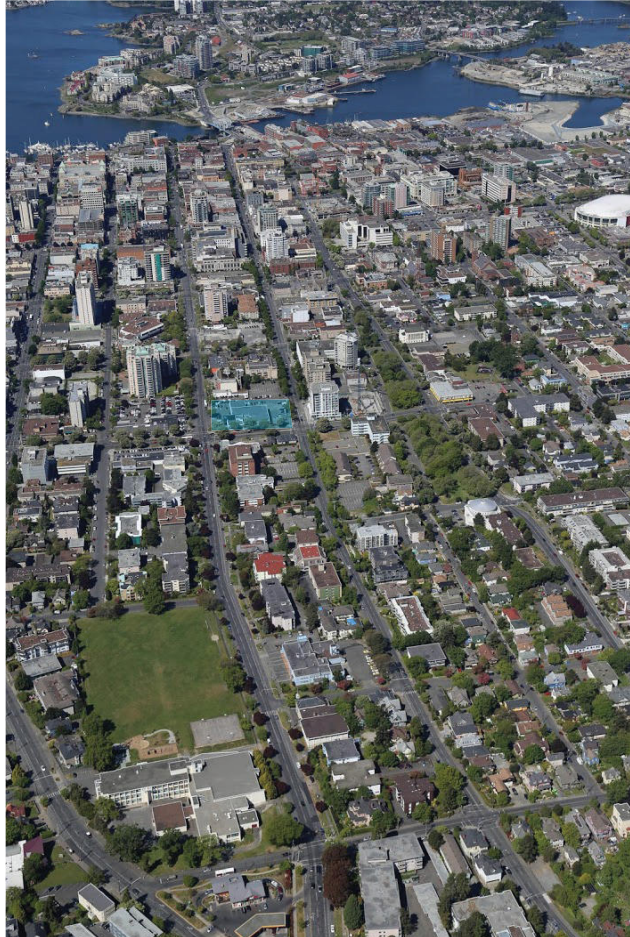
SITE CONTEXT

The Cook Johnson Yates site is a part of the Harris Green district and located at the eastern edge of downtown Victoria. Cook, Johnson and Yates streets are all major arterial roads & thoroughfares, extending to the harbour, ocean front, and to other communities north and east of Victoria. Together, these impressive axes form a vital junction in a rapidly developing area.

For downtown Victoria, this location has great amenities and potential to be a success for residents, employees, and citizens in the area. A well-structured, mixed-use, urban development can also be a significant positive catalyst for the Harris Green district and for the future of city form in Victoria.

The site is in close proximity to major Victoria institutions, making it an excellent location for a comprehensive development serving the downtown and surrounding neighbourhoods.

The demographic of this area is changing fast. Gone are open lots with car dealerships and small service buildings set back from street frontages. Coming are families and people who wish live in a vibrant and very livable downtown with close access to the best Victoria has to offer. This location is one of the best in the downtown district and will form the gateway to downtown from the east, creating a distinctive silhouette on the Victoria skyline.



VIEW OF HARRIS GREEN AND GREATER VICTORIA

SITE HISTORY

1060 YATES

As far back as 1903, fire insurance plans show small, residential structures on the property. These remained in place until the mid-1950's, at which point a larger commercial building to the south and smaller building to the west was constructed for wholesale business and unemployment insurance offices respectively. In addition, it was around this time that the history of automotive service began on the property with the operation of a car wash at the east corner of the property.

From the late 1950's through to present day, automotive dealerships have existed and been the main use on the property. In the mid-1960's after moving to Victoria to be the General Manager for Olson Motors, Peter Pollen Ford purchased 1060 Yates Street and shortly thereafter changed the name to Peter Pollen Ford.

Peter Pollen Ford operated on the lands for 20 years before Peter's retirement and successful City of Victoria Mayoral bid in 1981.

In 1988, Pacific Mazda began operations on the lands and has now operated and served its loyal customer base for over 30 years.

1025-1031 JOHNSON STREET

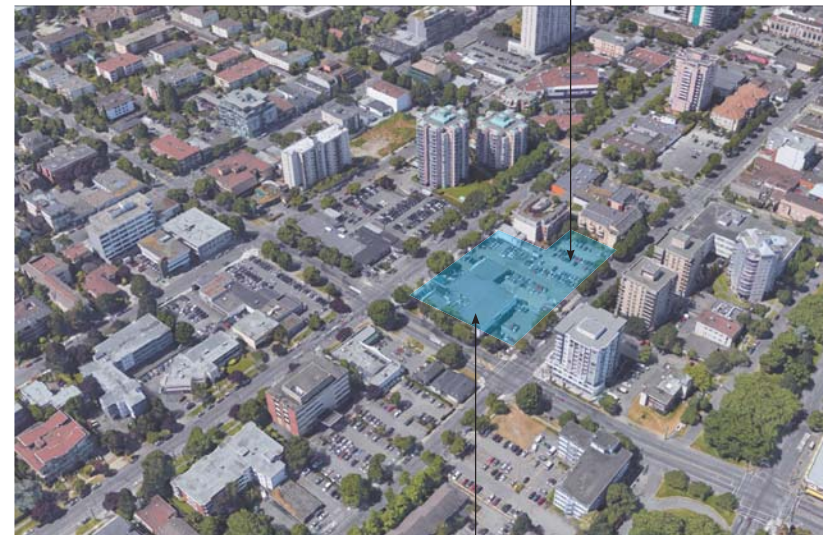
Similarly to 1060 Yates Street, records show 3 small, residential type structures on the property as far back as 1903. These structures remained on site through the mid 1950's until in 1969 when aerial photographs show the transition to a parking lot, which is today's present use.



HARRIS GREEN CA. 1900



OLSON MOTORS - 1060 YATES ST - CA. 1958



AERIAL OVER SITE

1060 YATES

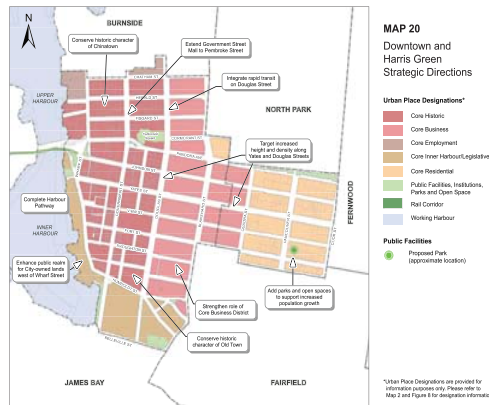
OFFICIAL COMMUNITY PLAN

OVERVIEW

The Official Community Plan describes a citywide policy framework and bylaw to move the city towards a sustainable community through planning and land-use management. The OCP is enacted through masterplans and local area plans, for Downtown and Harris Green specifically regarding this development.

Harris Green is identified as a key high density residential neighbourhood in the Urban Core, with a strategic direction to accommodate a significant share of the 50% forecast new population and housing growth earmarked for the Urban Core over the next 30 years.

The OCP designates the site as Core Residential and within Development Permit Area 3 (HC) - Core Mixed-Use Residential, anticipating multi-residential development along with other land uses, public amenities and services that help to develop complete communities.



SECTION 3 : VISION, VALUES AND GOALS

PLAN VALUES

The provision of housing in the downtown, plus the emergency services program help the City in achieving the following:

- 3.6 *Individual Well-Being: Help ensure that all residents have secure access to basic needs, such as food, housing and services, as well as the skills and abilities required to flourish.*
- 3.7 *Community Capacity Building: Strengthen the natural, human, economic, social and cultural resources of Victoria to build, develop, and shape a resilient community.*

The emergency service functions proposed for the site help the City respond to unpredictable circumstances (emergencies). The second floor of office space in the post-disaster building can accommodate city or other emergency service providers.

- 3.11 *Adaptive and Responsive: Remain flexible and adaptive and ensure that mechanisms are in place to deal with changing, unpredictable circumstances.*

There has been a coordinated, collaborative process in planning for the Phase 1 project including the proponent, multiple departments at the City, BC Ambulance and Pacifica Housing Advisory Association.

- 3.13 *Coordinated Planning: Work collaboratively with other agencies, levels of government and community stakeholders to coordinate plans, initiatives and programs.*

OCP PLAN GOALS

- Victorians move freely and efficiently via a safe, integrated and convenient network of public transit, bike routes, and a supportive, inviting pedestrian realm in preference to driving alone.
- Services, amenities, buildings, facilities, and public space are accessible.
- All residents have access to appropriate, secure, affordable housing.
- A wide range of housing types, tenures and prices gives residents choices.
- Victorians know their neighbours, are connected to communities of interest and have diverse opportunities for social interaction.
- Victorians can support themselves and their neighbours in difficult times.
- Victoria is a safe city, where everyone feels secure in public, in their homes, and workplaces.
- Victoria is prepared to deal with known hazards and emerging threats, to limit the diverse impacts of events and effectively manage emergencies.
- Victoria is able to respond rapidly and effectively to all emergencies, including events with long-term impacts and recovery times.

SECTION 6 : LAND MANAGEMENT AND DEVELOPMENT

GENERAL DEVELOPMENT GUIDANCE

- 6.8 *Encourage the logical assembly of development sites that enable the best realization of permitted development potential for the area.*
- 6.9 *Give consideration to site-specific amendments to this plan that are consistent with the intent of the Urban Place Designations and that further the broad objectives and policies of the plan, as appropriate to the site context.*

URBAN CORE

- 6.10.4 *Accommodating and fostering a greater range of housing options throughout the Downtown Core Area, including non-market housing.*
- 6.10.10 *Improving vitality and livability within the Downtown Core Area through initiative and strategies to create an attractive and functional public realm, well-designed and diverse built forms, a range of amenities to serve the daily needs of residents, businesses and visitors and an improved local economy*
- 6.10.11 *Providing a careful transition of use intensity, development density and building height to adjacent areas.*

SECTION 18 : EMERGENCY MANAGEMENT

SEISMIC HAZARD AREAS

- 18.14 *Continue to strengthen the resiliency of civic buildings, structures, and infrastructure to seismic events through high standards and allocated resources for physical upgrades.*
- 18.15 *Develop and adopt a policy that requires new civic buildings, structures, and infrastructure to achieve post-seismic standards, as appropriate to the function and scale of each facility.*

EMERGENCY SERVICES

- 18.19 *Consider upgrading or replacing Fire Hall No. 1 with a new facility that meets the present and future requirements of the Victoria Fire Department for service delivery.*

OCP STRATEGIC DIRECTIONS

DOWNTOWN CORE AREA PLAN

DCAP OVERVIEW

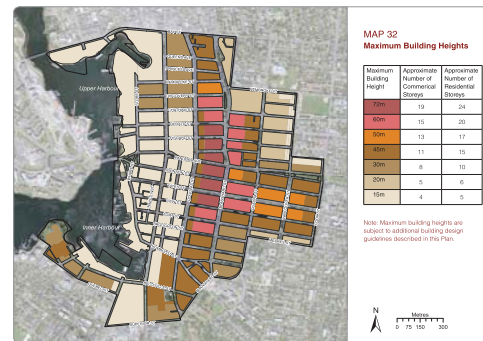
The Downtown Core Area Plan is concerned with locating building density, height, massing, and setbacks to create successful urban development and achieve the density goals for each district.

The DCAP includes Harris Green as the largest district, a Residential Mixed Use District supporting mid and high-rise residential construction. The project site is along the major east west street in the Harris Green District, with numerous high rise residential projects underway in the immediate area.

This proposed development plans to follow and build within the DCAP. All proposed development is to conform to the DCAP and rules concerning density, height, and setbacks, as well as more specific goals of the DCAP.

According to DCAP, this block forms a defining piece of the east end of downtown core, a gateway to downtown Victoria from surrounding areas. The skyline to Victoria is easily seen from the Rockland Water Tower.

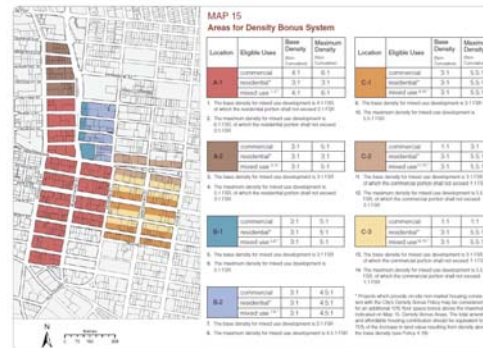
In referencing values identified within DCAP, this project addresses key challenges for the next 30 years.



DCAP MAXIMUM BUILDING HEIGHTS

STRATEGIC GOALS

- 1.1. Ensuring the Downtown Core Area has enough residential and office space available to keep up with short- and long-term growth forecasts and remain the preferred location for Provincial Government offices, services and associated institutional buildings.
- 4.1. Encouraging high quality architecture and diversity in the design of buildings and surrounding public areas.
- 4.3. Supporting context-sensitive developments that complement the existing Downtown Core Area through siting, orientation, massing, height, setbacks, materials and landscaping.
- 5.1. Developing diverse housing types and sizes to attract both individuals and families, including smaller units as well as rowhouses, townhouses and stacked townhouses.
- 5.3. Supporting new residential development that integrates a blend of market and non-market housing.



DCAP AREAS FOR BONUS DENSITY SYSTEM

RESIDENTIAL MIXED-USE DISTRICT – POLICIES AND ACTIONS

MIXED USE

- 3.96. Encourage active commercial and retail uses at street level along Blanshard Street, Yates Street, Fort Street, Quadra Street and Pandora Avenue to encourage increased pedestrian activity and improved vitality.

PUBLIC REALM

- 3.100. Ensure buildings are designed to relate well to public streets and sidewalks.

TRANSITIONS

- 3.102. Ensure that designs for new buildings and improvements to the public realm located along the edges of the RMD consider scale, orientation, setbacks, mass and building height to provide sensitive transitions to surrounding Districts.



DCAP SETBACK PROFILE

AMENITIES & TRANSPORTATION

The proposed site boasts some of the best amenities in Victoria. All of downtown's public, cultural, historical, and service locations are within easy reach by foot or transit. The city's greatest concentration of streetside business and establishments are spread throughout the surrounding blocks. Overall, public infrastructure is superior and the site is well-served.

Bordered by three major arterial roads in and out of downtown, Cook, Johnson and Yates carry substantial traffic and transit capacity. All sides of the site are accessible to passenger and commercial vehicles 24/7 for loading, parking, and curbside delivery. With good access to good roads at a good location, all factors contribute to good site exposure and connectivity.

A legend below describes the parking, bus, regional transit and vehicular connections on and off site, as well as other destinations:

LEGEND

- Arterial Street
- - - Secondary Arterial
- Collector Street
-  Bus Stop
-  Bus Route
-  Driving Distance

- SCHOOLS
 - 1. Central Middle School
 - 2. Victoria High School
 - 3. George Jay Elementary
- HEALTH/WellNESS
 - 4. Royal Athletic Park
 - 5. Crystal Pool
 - 6. Memorial Arena
 - 7. YMCA
 - 8. Iyengar Yoga Centre
 - 9. Moksha Yoga
 - 10. Shelbourne Physiotherapy
 - 11. Equilibrium Massage Therapy
- CULTURAL
 - 12. Victoria Conservatory of Music
 - 13. Art Gallery of Greater Victoria
 - 14. Capitol Ballroom

- MARKETS
 - 15. Market on Yates
 - 16. Wellburn's Market
 - 17. Maggie's Market + Groceries
 - 18. London Drugs
 - 19. Rexall
 - 20. Lalicare pharmacy
 - 21. Ageless Living Market
- SERVICES
 - 22. Laundrolounge
 - 23. One Hour Cleaners
 - 24. Gemi Hair
 - 25. Gallery Salon
 - 26. Status Barber Shop
 - 27. Luv Hair Salon
-  HISTORICAL BUILDINGS
 - A. Mount Edwards Court
 - B. 916 Pandora Ave (Shatterbox Coffee)
 - C. 1050-58 Pandora Ave
 - D. 1007 Johnson St
 - E. 1023-25 Fort St
 - F. 1030 Cook Street

- RESTAURANTS
 - 28. Bin 4 Burger Lounge
 - 29. Moxie's Grill and Bar
 - 30. La Tortilla Mexicana
 - 31. Sen Zushi
 - 32. Bubby Rose's Bakery + Café
 - 33. Ithaka Greek
 - 34. Pluto's
 - 35. Subway
 - 36. The Mantra Indian Cuisine
 - 37. J&J Wonton Noodle House
 - 38. Taco Justice Food Truck
 - 39. Standard Pizza
 - 40. McDonald's
 - 41. Shatterbox Coffee
 - 42. Wildfire Bakery
 - 43. Domino's
 - 44. Futaba Japanese
 - 45. Floyd's Diner
 - 46. Sakura Sushi and Grocery
 - 47. COB's Bakery
 - 48. Persian Kabab
 - 49. Capricorn Café
 - 50. Sookjai Thai
 - 51. Saigon Night
 - 52. Café Brio
 - 53. Panago Pizza



WALKABILITY + BIKE ROUTES





Presently, walkability for the area is exceptional with large roads served by typical sidewalks with well grown trees. This contributes to localized access to amenities.

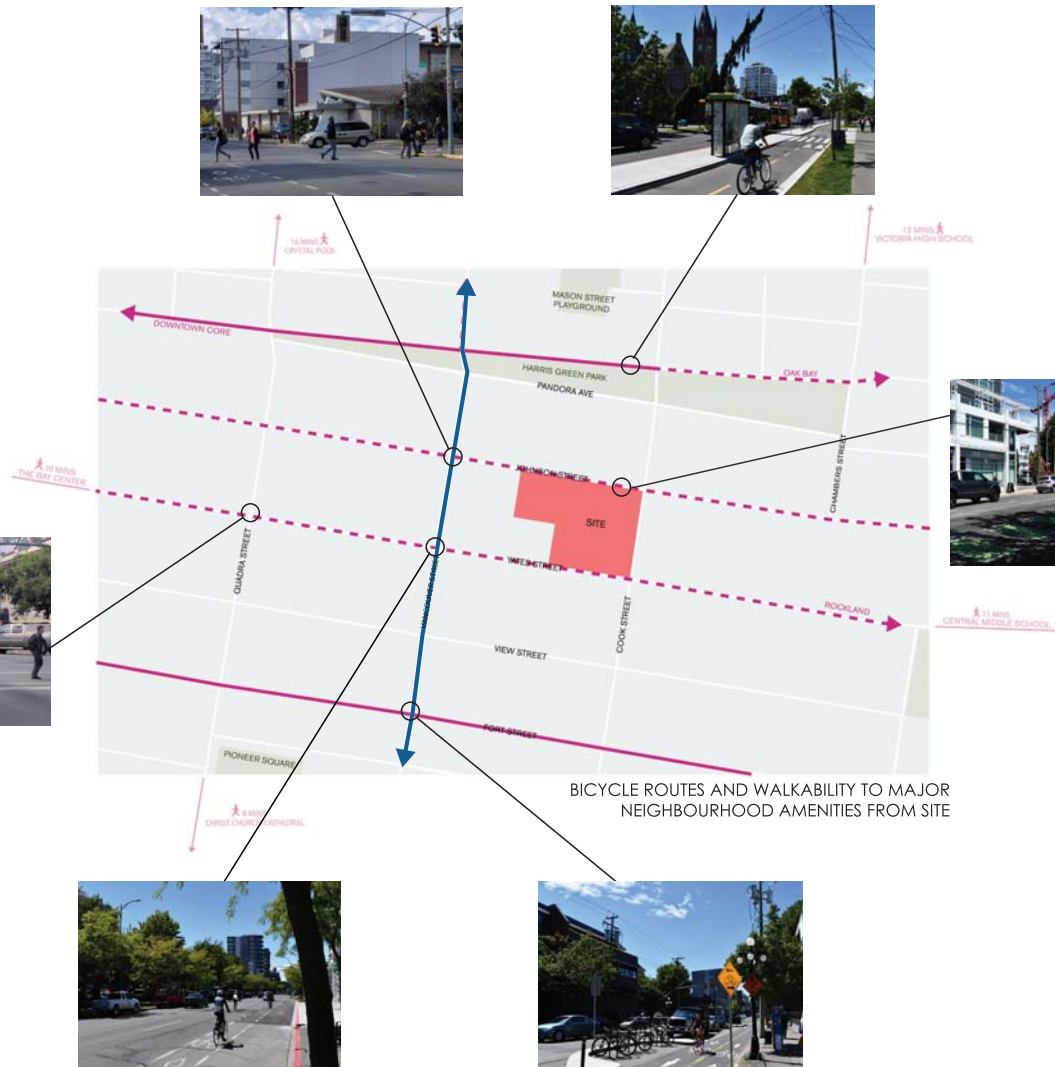
The proposed development will vastly improve walkability on the entire block, adding much needed life and captured public space, to create a lively urban streetscape with connections to downtown. Several new residential development high-rise projects underway on the next block will add continuity to the walking environment.

Bikes fall into this category as well. The area's cycling network is robust with hard and soft bike paths. Cyclists and pedestrians are more in scale with each other, so combined they add life and variety to the streetscape. The streetscape is changing fast in Victoria, especially in this area around downtown, where new bike lanes and landscaped sidewalks in a well-defined downtown core are quickly creating a new, modern, younger identity.

A legend below describes parks, shopping streets, alleys, bike lanes and paths, connectors and public spaces walking, as well as other services and destinations:

LEGEND

-  Protected Bike Path - Proposed
-  Protected Bike Path
-  Conventional Bike Path
-  Estimated Walking Time



iv. DESIGN RATIONALE



ARTISTIC RENDERING OF POSSIBLE BUILDING FORM

EXISTING ZONING AND CITY POLICIES

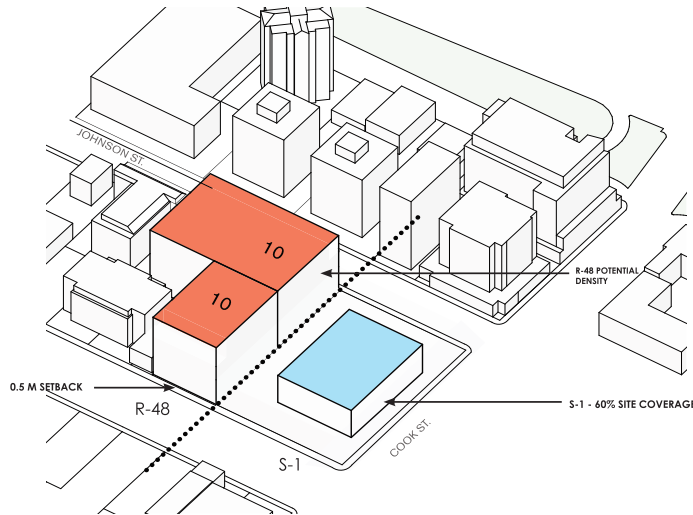
DEVELOPMENT POTENTIAL AND MASSING - EXISTING ZONING

The first step in the planning for the site was to look to the development potential and massing under existing zoning.

The R-48 Zone does not prescribe a maximum density through a floor space ratio (FSR) calculation. Instead, standard practice is to determine the "theoretical" FSR based on the height and setback regulations as they relate to the subject property. The R-48 Zone stipulates a maximum height of 30m (10 storeys) front yard set backs of 0.5m for mixed use buildings, with no requirement for side and rear yard setbacks. An analysis has been completed showing that the theoretical density for those portions of the subject property zoned R-48 to be an FSR of 9.8:1.

The S-1 Zone stipulates a maximum height of 15m (5 storeys) and an FSR of 1.5:1

Gross Floor Area:	33,930 m ²
Overall site FSR:	5.1:1



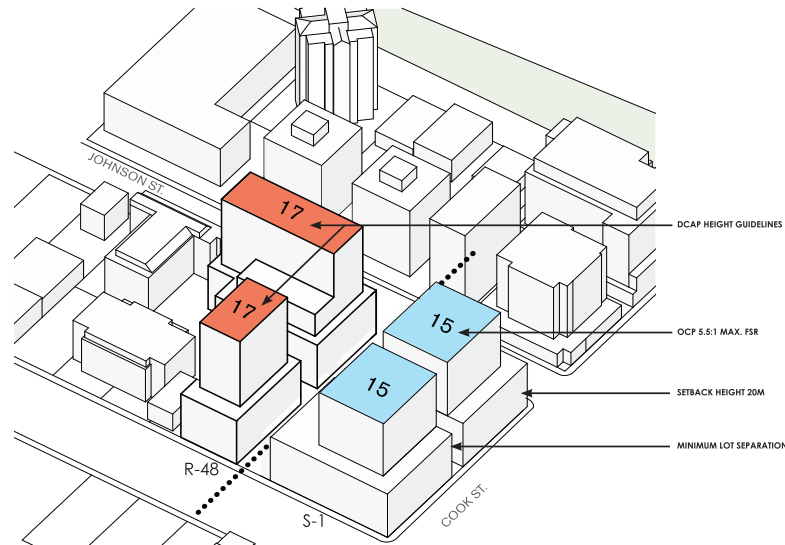
DEVELOPMENT POTENTIAL AND MASSING – EXISTING ZONING AND CURRENT POLICY

We then look to the goals and directions set out in the OCP and DCAP to determine the development potential for the S-1 Lands and to shape the theoretical density on the R-48 Lands according to current policy.

The massing and theoretical density on the R-48 lands are formed according to the DCAP guidelines for height, setbacks and floorplate sizes. This creates two 17-storey residential towers with retail at grade, at a density of 9.0:1 FSR. Setbacks are more generous with retail at grade.

The massing and density of the S-1 lands are formed according to DCAP and OCP guidelines for density, height, setbacks and floorplate sizes. This creates two stepped, 15-storey towers achieving the maximum density of 5.5:1 identified by DCAP.

Overall Development Area:	50,890 m ²
Overall site FSR:	7.1:1



PART 3.67 - R-48 ZONE, HARRIS GREEN DISTRICT

Uses	1	The following uses are the only uses permitted in this zone:
	(a)	residential, including without limitation, <u>multiple dwellings</u> , rest homes, nursing homes, <u>hostels</u> , and care facilities;
	(b)	institutions of a religious, educational, charitable, or philanthropic character;
	(c)	offices, banks, and financial institutions;
	(d)	retail;
	(e)	<u>restaurants</u> ;
	(f)	personal services;
	(g)	theatres, auditoriums, and places of recreation;
	(h)	day care;
	(i)	<u>home occupations</u> ;
	(j)	<u>high tech</u> ;
	(k)	<u>call centre</u> ;
Location of Use Within Building	3	A non-residential use, excluding <u>home occupations</u> , may be located only in a <u>basement</u> or on a first or second <u>storey</u> .
Density	4	(1) The <u>floor area</u> of office use on a <u>lot</u> , excluding <u>home occupations</u> , must not exceed 60% of the <u>area</u> of the <u>lot</u> . (2) The <u>floor area</u> of a non-residential use on a <u>lot</u> , excluding that used for <u>garages</u> and <u>parking spaces</u> and <u>home occupations</u> , must not exceed 50% of the <u>floor area</u> on the <u>lot</u> .
Height	5	(1) Where a <u>building's</u> first <u>storey</u> use along a <u>street</u> is not primarily retail or <u>restaurant</u> , the <u>height</u> of the <u>building</u> must not exceed 27m nor 9 <u>storeys</u> . (2) Where a <u>building's</u> first <u>storey</u> use along a <u>street</u> is primarily retail or <u>restaurant</u> , the <u>height</u> of the <u>building</u> must not exceed 30m nor 10 <u>storeys</u> .
Setback	6	The <u>setback</u> must be at least: (a) 0.5m from a <u>front lot line</u> for a <u>building</u> in which the first <u>storey</u> is not used for residential purposes; (b) 3.5 m from a <u>front lot line</u> for a <u>building</u> in which the first <u>storey</u> is used for residential purposes.
Parking	7	No parking is required on a <u>lot</u> .

PART 7.6 – S-1 ZONE – LIMITED SERVICE DISTRICT

Permitted Uses	1	The following uses are permitted:
	(a)	automobile, truck, trailer and other chattel rentals;
	(b)	bakeries;
	(c)	banks and other financial institutions;
	(d)	churches and places of worship;
	(e)	professional services;
	(f)	carpet cleaning;
	(g)	<u>clubs</u> ;
	(h)	recreation and entertainment services;
	(i)	dye works and dry cleaning;
	(j)	washing of motor vehicles;
	(k)	<u>garages</u> , excluding impound <u>lots</u> and the storage of damaged vehicles in any <u>yard</u> ;
	(l)	laundries;
	(m)	milk processing and distribution stations;
	(n)	printing and publishing establishments;
	(o)	quick freeze locker plants;
	(p)	<u>restaurants</u> ;
	(q)	taxi offices;
	(r)	tire vulcanizing;
	(s)	wholesale and retail sales;
	(t)	parking facilities, including <u>buildings</u> and places for the parking of vehicles, but excluding impound <u>lots</u> and the storage of damaged vehicles in any <u>yard</u> ;
	(u)	offices;
	(v)	servicing and repair of goods;
	(w)	uses incidental to any of the above uses;
	(x)	<u>high tech</u> ;
	(y)	<u>call centre</u> ;
Height	2	(1) Subject to the provisions of this section, no <u>building</u> shall exceed 15m in <u>height</u> . (2) Where a <u>lot's</u> <u>internal boundary</u> adjoins the rear <u>lot line</u> of a <u>lot</u> zoned for predominantly residential purposes, the maximum height of any part of a <u>building</u> within 7.6m of the <u>internal boundary</u> shall not exceed 4m.
Site Coverage	(3)	No <u>lot</u> shall have a <u>site coverage</u> greater than 60%.
Floor space ratio	(4)	The <u>floor space ratio</u> of all <u>buildings</u> on a <u>lot</u> shall not exceed 1.5 to 1

SHAPING DENSITY

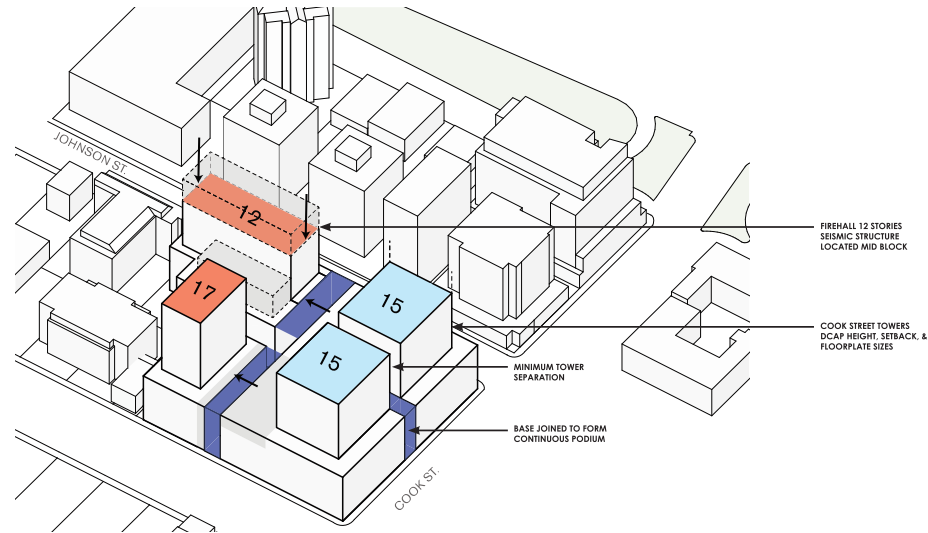
INTRODUCTION OF THE FIRST PHASE (FIREHALL, OFFICE AND RESIDENTIAL)

Next, we introduce the siting and massing requirements for the Firehall, which is to be located on the mid-block of Johnson Street for operational reasons. Due to the structural requirements of constructing this building to post-disaster seismic requirements of the Building Code, the achievable height is limited to 12 stories in an area where the DCAP contemplates maximum heights of 17 storeys. The density that could otherwise be constructed on this area is applied to the balance of the site.

The lower portion of the towers are joined to form a continuous podium. The site now has a continuous perimeter, but tower separation is still at a minimum.

Gross Floor Area: 51,200 m²

Overall site FSR: 7.1:1



TOWER SEPARATION AND MASSING REFINEMENT

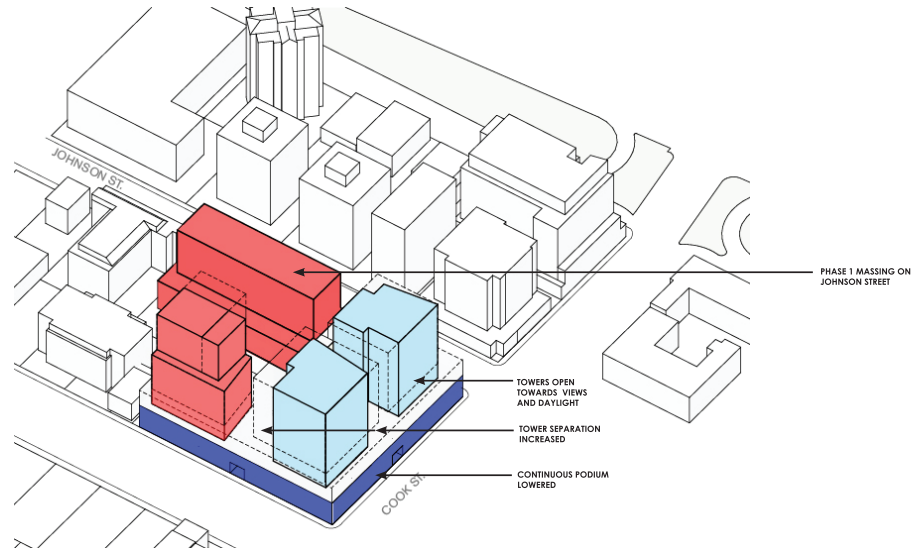
The massing is further refined to reflect the anticipated massing for first phase of development along the mid-block of Johnson. Podium height comes down according to function and adjoining urban fabric, creating a continuous facade and scale in the neighbourhood.

The towers are trimmed towards views. In addition, in our common consultations it was desired to have maximum tower separation, allowing view corridors that provide access to daylight through the site.

The massing shown conforms to DCAP guidelines for height, setbacks and floorplate sizes, except the Phase 1 building, which exceeds the floorplate size above the podium levels.

Overall Area: 49,630 m²

Overall site FSR: 6.9:1



RESPONSIVE DENSITY

Finally, the massing is further refined to accommodate the proposed first phase of development and to demonstrate the development potential for the balance of the site which conforms or improves upon DCAP heights, set backs and tower separation.

The low continuous podium and slender towers with good separation are an efficient form for density at this scale. Building heights and form can be layered into vertical neighbourhoods, responsive to surrounding buildings and context. Overall site density can be used to create consistent urban form with an active and vibrant city street front using a continuous overhang and setback at street level.

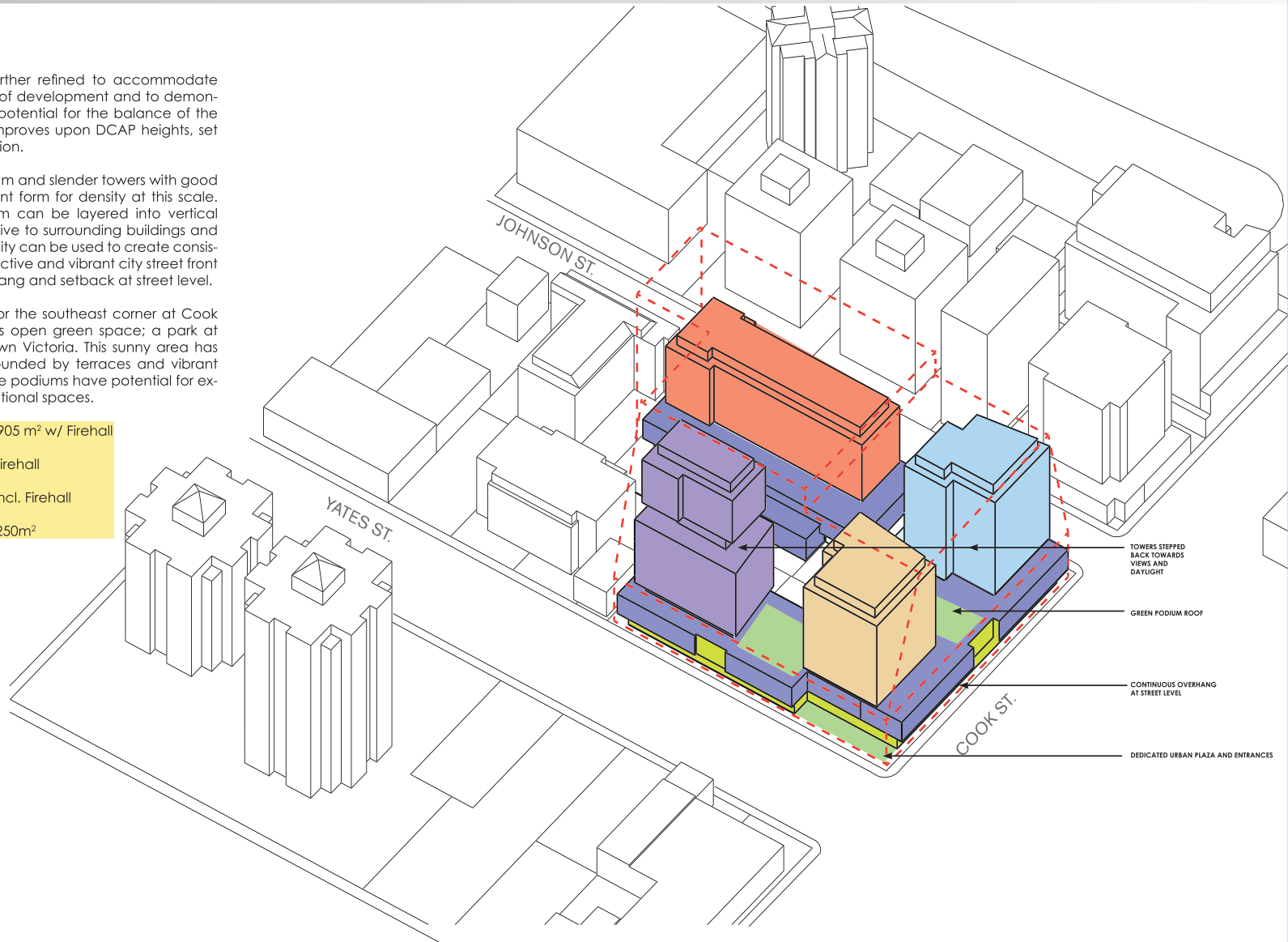
There is an opportunity for the southeast corner at Cook and Yates to be used as open green space; a park at the gateway to downtown Victoria. This sunny area has the potential to be surrounded by terraces and vibrant street-level businesses. The podiums have potential for extensive green and recreational spaces.

Overall Building area: 48,905 m² w/ Firehall

Overall site FSR: 6.8:1 w/ Firehall

Overall site FSR: 6.26 not incl. Firehall

Dedicated Urban Plaza: 250m²



RESPONSIVE DENSITY - ALTERNATE 1

This illustration shows an alternate potential massing that could be possible within the proposed zoning.

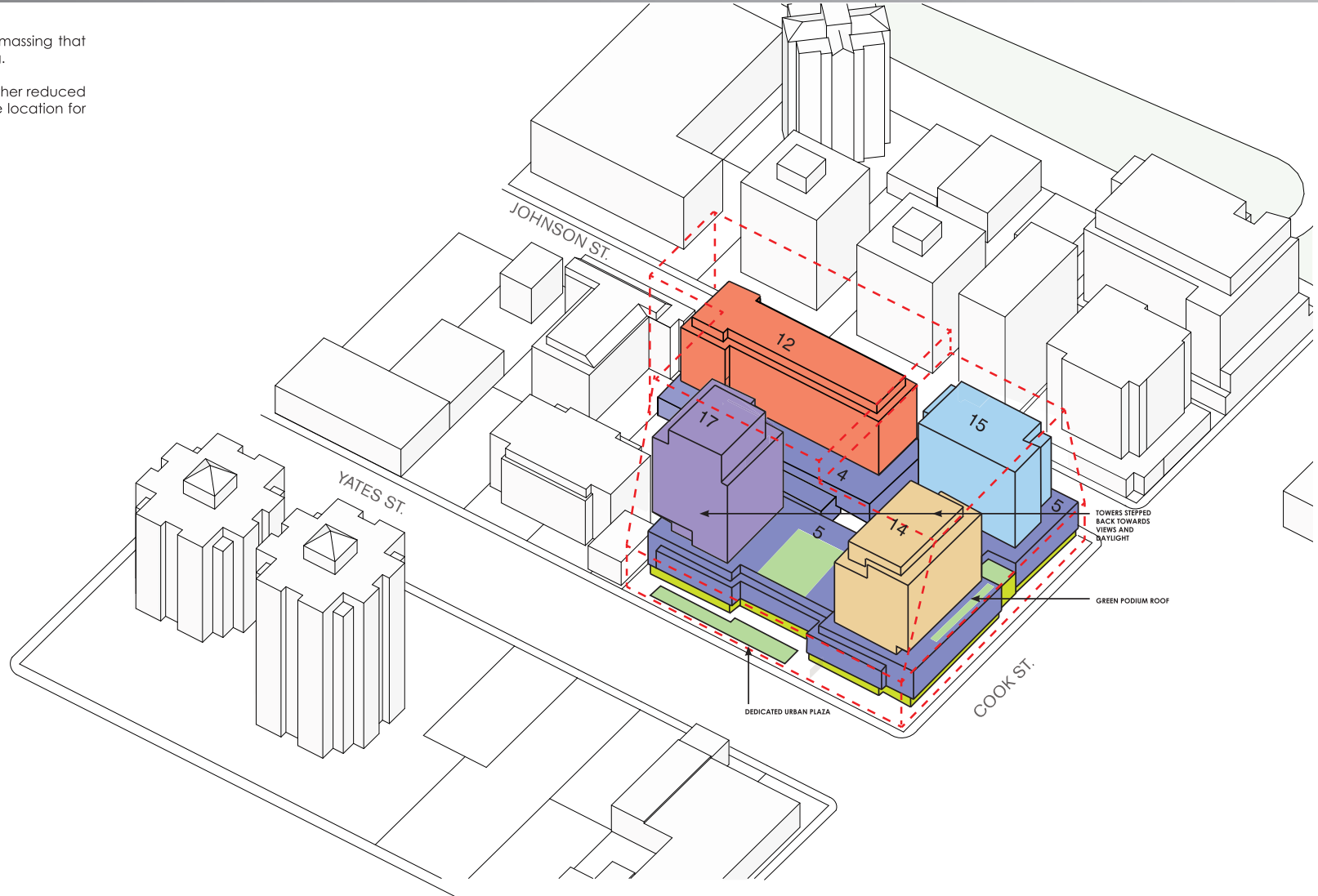
Variations include a 5 storey podium and further reduced massing of towers. Also shown is an alternate location for the open green space.

Overall Building area: 48,905 m² w/ Firehall

Overall site FSR: 6.8:1 w/ Firehall

Overall site FSR: 6.26 not incl. Firehall

Dedicated Urban Plaza: 250m²



RESPONSIVE DENSITY - ALTERNATE 2

This illustration shows an alternate potential massing that could be possible within the proposed zoning.

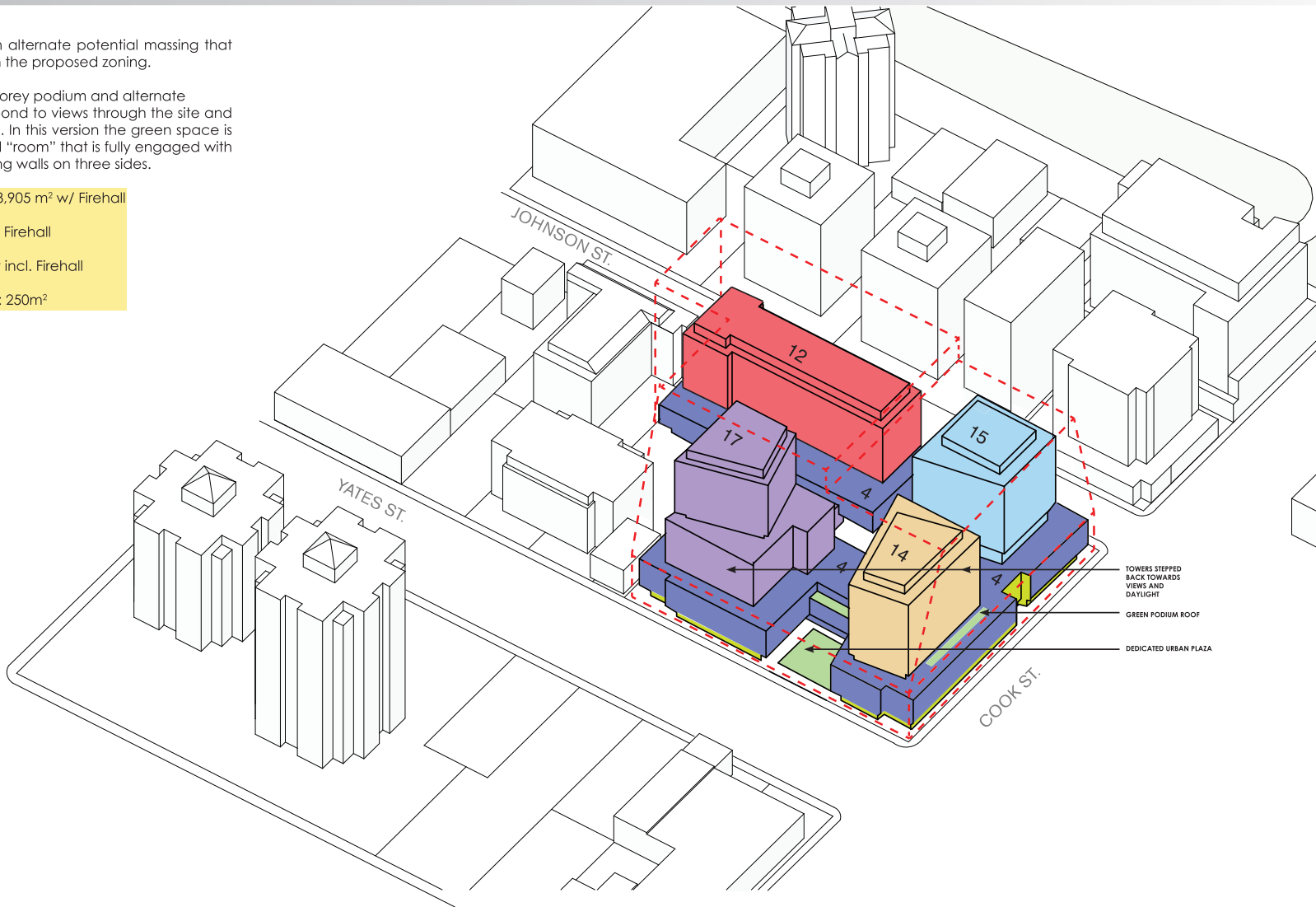
Variations include a 4 storey podium and alternate tower massing that respond to views through the site and architectural expression. In this version the green space is shown as a well defined "room" that is fully engaged with the development, having walls on three sides.

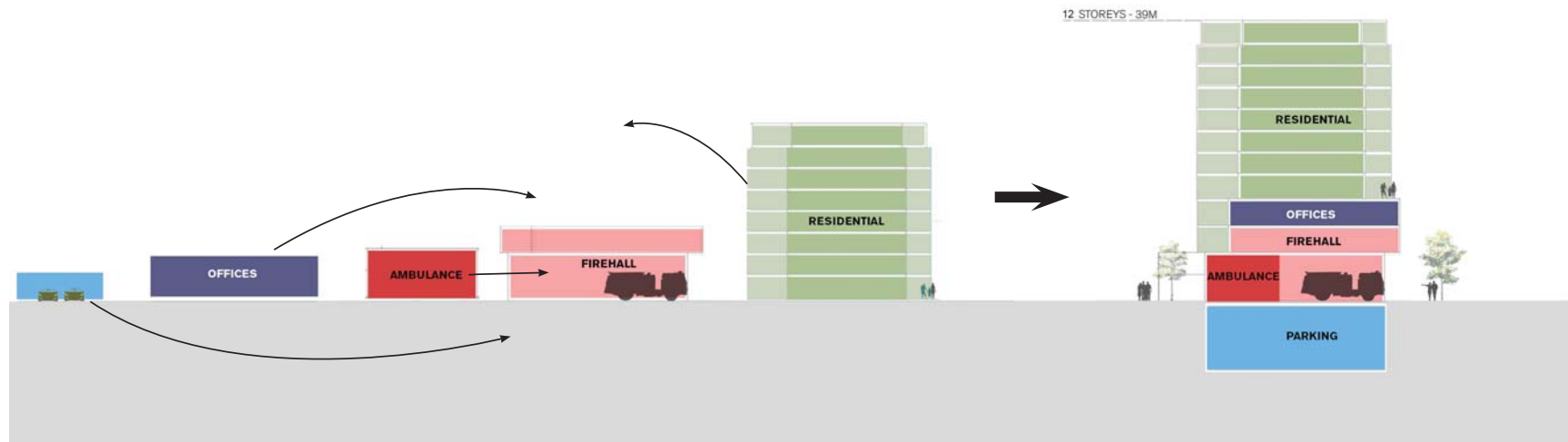
Overall Building area: 48,905 m² w/ Firehall

Overall site FSR: 6.8:1 w/ Firehall

Overall site FSR: 6.26 not incl. Firehall

Dedicated Urban Plaza: 250m²





VERTICAL COMMUNITIES - STACKING



ILLUSTRATION OF POSSIBLE DEVELOPMENT

PLACES OF INSPIRATION



WARM, BRIGHT SPACES WITH TRUE MATERIALS
CAFE MELBA AT GOODMAN ARTS CENTRE
DESIGNPHASE DBA
SINGAPORE



PATTERNS OF SCREENS IN NATURAL MATERIALS
MILANOFIORI RESIDENTIAL COMPLEX
OPEN BUILDING RESEARCH
MILAN, ITALY



FLOATING OVERHANG AT STREET LEVEL
CENTRALCON SHANGSHA PROJECT 1
AEDAS
SHENZHEN, CHINA



LANDSCAPING BUFFERS WITH STREET TREES



URBAN FIREHALL
WEST END 50
TEN ARQUITECTOS
WASHINGTON, DC



VERTICAL COMMUNITIES
 RYERSON UNIVERSITY
 PERKINS + WILL
 TORONTO, ON



ROOFTOP OASIS



POROSCAPE
 YOUNGHANCHUNG ARCHITECTS
 SEOUL, SOUTH KOREA



THE HIGH LINE - ELEVATED GREEN SPACE
 JAMES CORNER FIELD OPERATIONS / DILLER SCOFIDIO + RENFRO
 NEW YORK, NY

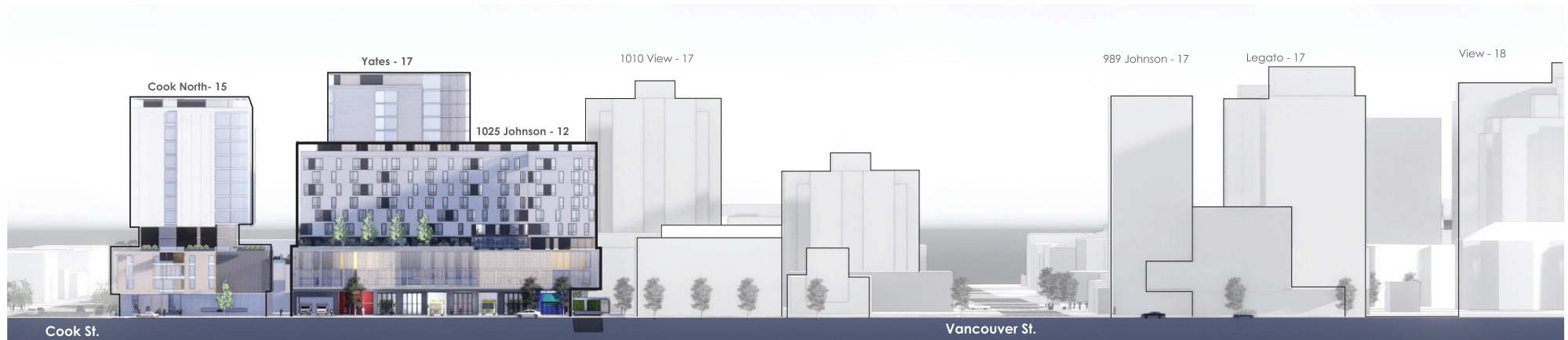


URBAN PLAZA
 FIRST CONGREGATIONAL UNITED CHURCH
 CUNNINGHAM / QUILL ARCHITECTS
 WASHINGTON, DC

BUILDING HEIGHTS - SKYLINE ANALYSIS

RESPOND TO NEIGHBOURING BUILDING HEIGHTS

The 4 towers on top of a continuous podium are all within DCAP heights, floorplate sizes, and the allowable number of stories. Building heights along Johnson and Yates respond to neighbouring building heights while allowing more daylight and views, descending to the north. All heights shown in elevations are for illustrative purposes



POSSIBLE ELEVATION ALONG JOHNSON STREET WITH NEIGHBOURING BUILDING HEIGHTS

Building heights along Cook St follow the edge and rhythm of the downtown core from Pandora St. south, following new development in this area. All heights shown are approximate, based on city digital model.



POSSIBLE ELEVATION ALONG COOK STREET WITH NEIGHBOURING BUILDING HEIGHTS

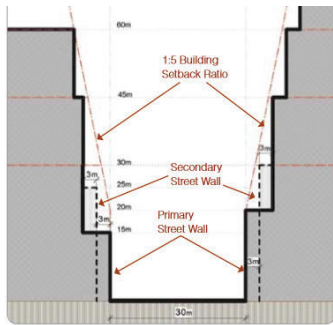
SETBACKS AND TOWER SEPARATION

USE SETBACKS FOR OPEN SPACES

The site follows primary and secondary setbacks for the Yates, Johnson and Cook Street corridors.

Each setback is also expressed as open space, where decks and terraces allow more open access to the exterior. In addition, a continuous setback / overhang at street level gives cover and room for outdoor terraces.

Site sections and street setback profiles are shown in the drawing set.

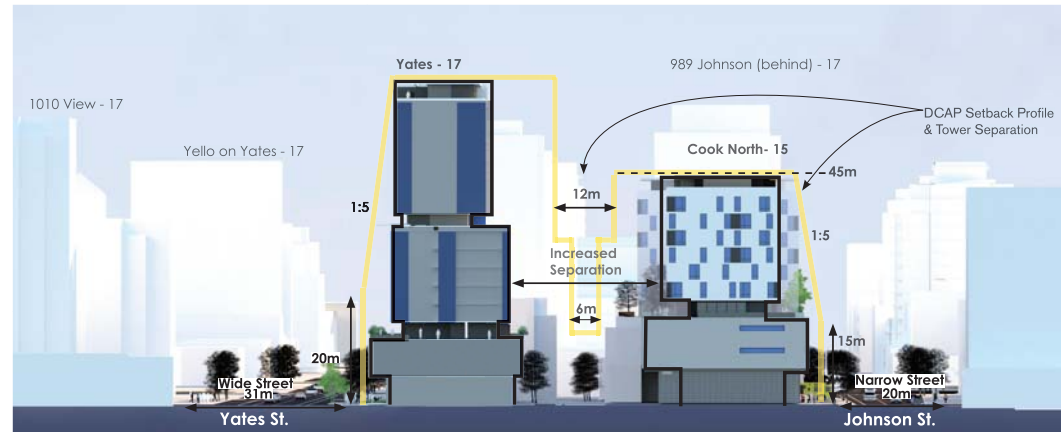


DCAP SETBACK PROFILE - WIDE STREET

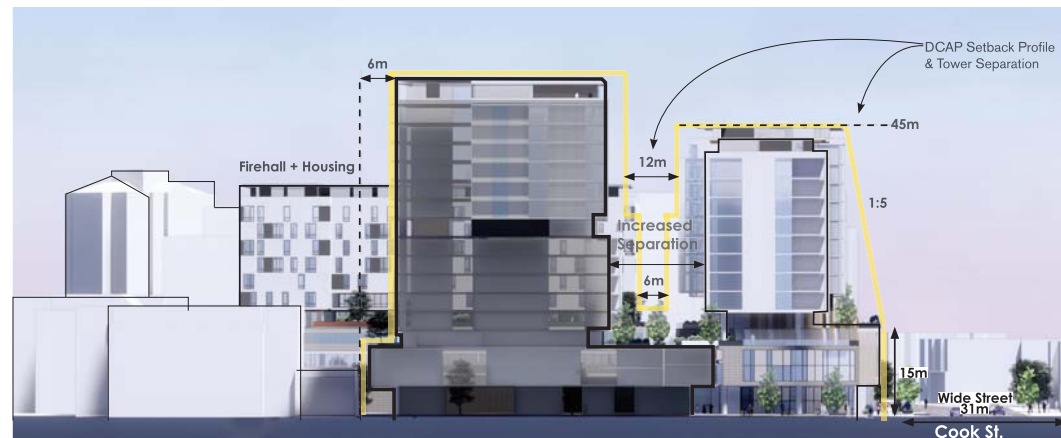
GENEROUS TOWER SEPARATION

A continuous podium allows for better tower separation above. Distances between towers are shown for illustrative purposes.

As the towers sit on a podium, the apparent separation is even greater, as the space between towers is also shorter. This allows a more humane proportion to the space between, and for towers to be oriented towards view corridors and shaped by surroundings.



N-S BUILDING SECTION - POSSIBLE SETBACKS AND BUILDING HEIGHTS



E-W BUILDING SECTION - POSSIBLE SETBACKS AND BUILDING HEIGHTS

SUSTAINABLE BUILDING FEATURES

WHAT IS SUSTAINABILITY NOW?

The idea of sustainability has changed in recent years. From sustainability being primarily environmental and focused on energy issues several years ago, sustainability has evolved to include social dimensions and life cycle. These new sustainable parameters include both the life and function of buildings and their larger role in the built environment.

SOCIAL & CIVIC SUSTAINABILITY

This large, comprehensive development houses several important civic and semi-public functions, including the firehall and housing. These make up over 20 percent of the entire development, forming a significant portion of the overall area, and thereby playing an integral part in the local city fabric.

MIX & LONGEVITY OF BUILDING

The mix of diverse & socially sustainable functions in a large urban project help ensure the project will be relevant for years to come. Recent projects in Harris Green have contained residential uses only and there is now single purpose "fatigue" which can often plague high density residential areas. The inclusion of large public and civic functions in the podium level will diversify the streetscape and give life to the project through all hours of the day.

The Phase I Post-Disaster seismic building offers both a public safety and longevity function which both play a vital role in maintaining the integrity of the Downtown Core Area over the long-term.



ARTISTIC RENDER OF PHASE 1 - VICTORIA FIREHALL NO. 1

PODIUM LANDSCAPING & GREEN STREETSCAPES

The increased setback at street level creates the opportunity for high quality, well defined hard and soft landscaping areas creating places for people who live and work in the development as well as all residents and visitors of Victoria to gather and enjoy outdoor life in the city.

Rainwater captured from rooftops and ground surfaces will be integrated into the design of the public realm using raingardens. Water can be reintroduced to the underground water hydrology, resulting in a healthier system than what currently exists of the predominantly paved site.

The top of the podium level will provide semi-private landscaped areas. Carefully planned common areas will be designed to encourage interaction between residents and workers in the development. Rainwater can be used for irrigation. Plants will be selected to minimize water demand, provide visually pleasing spaces for residents, views from below, and habitat for pollinators and other critters that are essential for a healthy urban ecosystem.

PROPOSED PARKING

The development is designed in accordance with the new Schedule-C for off-street parking in Victoria. Despite no requirement for parking for R-48 zones, the development will adhere to the parking numbers prescribed in schedule C in effect for 2018. The development will be able to include 2 stories of underground parking under the majority of the site. Each phase will be planned with the potential for connection to adjacent phases which will reduce the number of driveway access points at grade.

Parking for Phase 1 on Johnson Street for the Firehall and housing is proposed to include 116 spaces on 2 levels of underground parking.

BICYCLE AND SCOOTER PARKING

Ample bicycle and scooter parking will be available around the entire site. The bicycle parking will include both class 1 & 2 as defined by the Schedule-C bylaw and will be well spread out and accessible.

Phase 1 bicycle parking will be located at street level and in the upper of the underground parking.



ARTISTIC RENDER OF POSSIBLE GREEN SPACE AT STREET LEVEL AND AT TOP OF RAISED PODIUM



PHASE 1 - UNDERGROUND PARKING AND BICYCLE STORAGE

PUBLIC AMENITIES

URBAN FIREHALL

The new Firehall provides an important civic presence on the street 24/7. In a building designed to seismic structure capacity, the firehall building is a solid and reliable beacon in the neighbourhood.

The firehall will have on-street presence and transparency, showing off the technology and equipment in modern, compact layouts. The space is clean and bright, making the neighbourhood more safe and secure.

In a mixed use building with offices and housing, the firehall will be a good neighbour. An agreement will be implemented to ensure negative impacts due to activity and noise are mitigated.



CONTEMPORARY FIREHALL
STEVESTON FIREHALL 2
HCMA ARCHITECTURE AND DESIGN
RICHMOND, BC



URBAN FIREHALL
WEST END 50
TEN ARQUITECTOS
WASHINGTON, DC



CONTEMPORARY FIREHALL
VIEW ROYAL PUBLIC SAFETY BUILDING
HCMA ARCHITECTURE AND DESIGN
VIEW ROYAL, BC

HOUSING

The housing proposed for Phase 1 provides much needed living space for individuals and families in the downtown core. This housing targets a key sector of the Harris Green residential vision and provides life and diversity in the neighbourhood.

Presently the applicant is working in conjunction with a local not for profit housing provider to deliver some or all of the 130 residential homes as affordable housing. The provision of this affordable housing is contingent upon approvals from upper levels of government.



MIDRISE SUSTAINABLE PUBLIC HOUSING
GREENSQUARE DWELLINGS
FLINT ARCHITECTS
MONTPELLIER, FRANCE



MIDRISE DEVELOPMENT
60 RICHMOND HOUSING COOPERATIVE
TEEPLE ARCHITECTS
TORONTO, ON

DEDICATED RECREATION SPACE - PLAYAREA & DOG RUN

Atop the podium of the Phase 1 building is an indoor common area flanked on either side by landscaped outdoor recreation areas for use by the residents of the tower above. To the north is substantial dog run and to the south is a landscaped terrace and children's play area. Both areas are heavily landscaped to give the sense of an a street level experience. Firehall operations require that there be a 6m set back at street level for the apron, where some of the cleaning, daily check overs and maneuvering of apparatus takes place. This limits opportunities for landscaping and community space at grade.



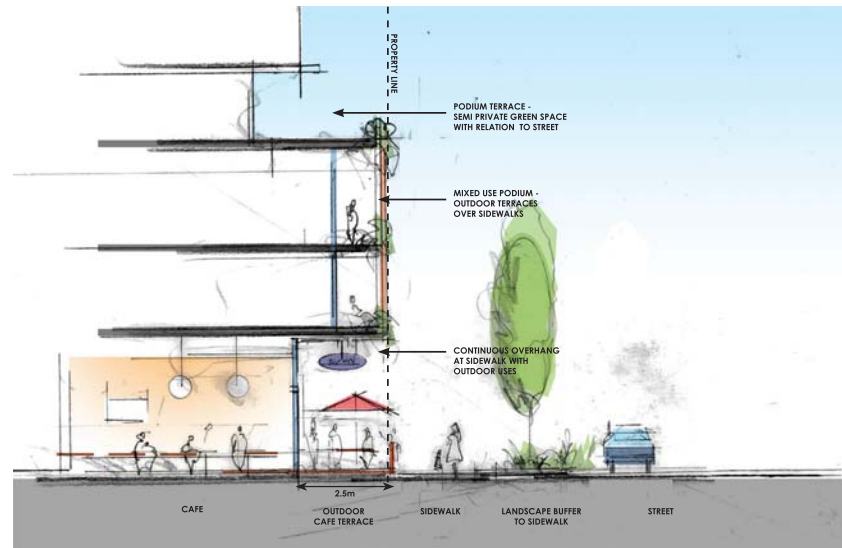
URBAN DOG RUN - PLACES FOR DOGS AND PEOPLE TO MEET

OFF-STREET PARKING

The existing R48 zone has no parking requirement. The applicant is proposing that the new site specific zone require parking for the entire development site to be provided in accordance with Schedule C – Off Street Parking. Within the first Phase of the proposed development, the applicant is proposing parking for both residents and occupants off the building as well as the general public.

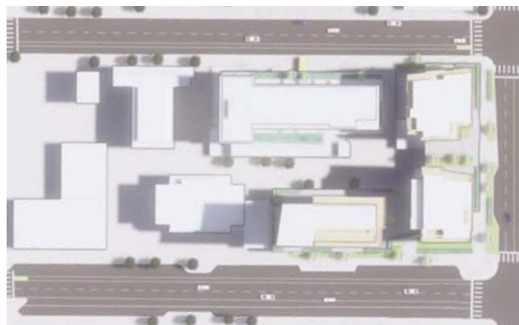
CAPTURED PUBLIC SPACE - CONTINUOUS STREET LEVEL SETBACK

Looking at the site as a cohesive development, a unifying raised podium with zero side-yard setbacks at lower levels can be achieved to ensure captured public space through all phases of the proposed development. Taking direction from DCAP and the OCP, this application proposes a consistent 2.5m minimum front yard setback at grade. This raised podium approach with greater street level setbacks creates wider street level spaces with semi covered outdoor terraces, contributing to an improved pedestrian experience.



SKETCH SECTION - STREET SECTION - PLACES FOR URBAN LIFE

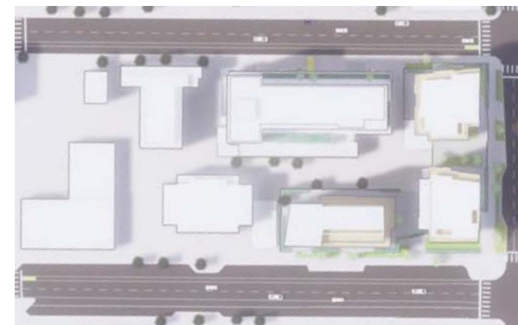
SHADOW ANALYSIS



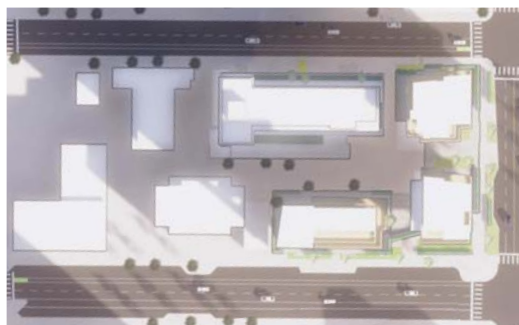
SUMMER SOLSTICE - 9 AM



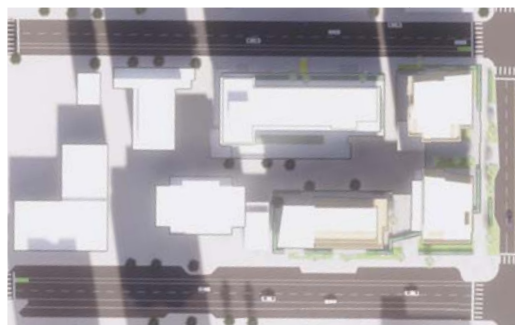
SUMMER SOLSTICE - 12 PM



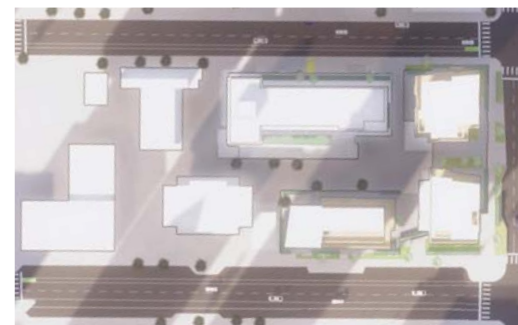
SUMMER SOLSTICE - 3 PM



WINTER EQUINOX - 9 AM



WINTER EQUINOX - 12 PM



WINTER EQUINOX - 3 PM

iv. SITE MASTERPLAN

PROGRAMMING

1: The master plan for the site proposes a variety of designated uses, located around three major arterial boulevards at the edge of downtown Victoria. These will include residential dwellings of several types across the site, commercial & professional offices, public buildings, retail spaces including food & beverage establishments, potential for indoor recreational spaces, public walkways and last but not least, a firehall.

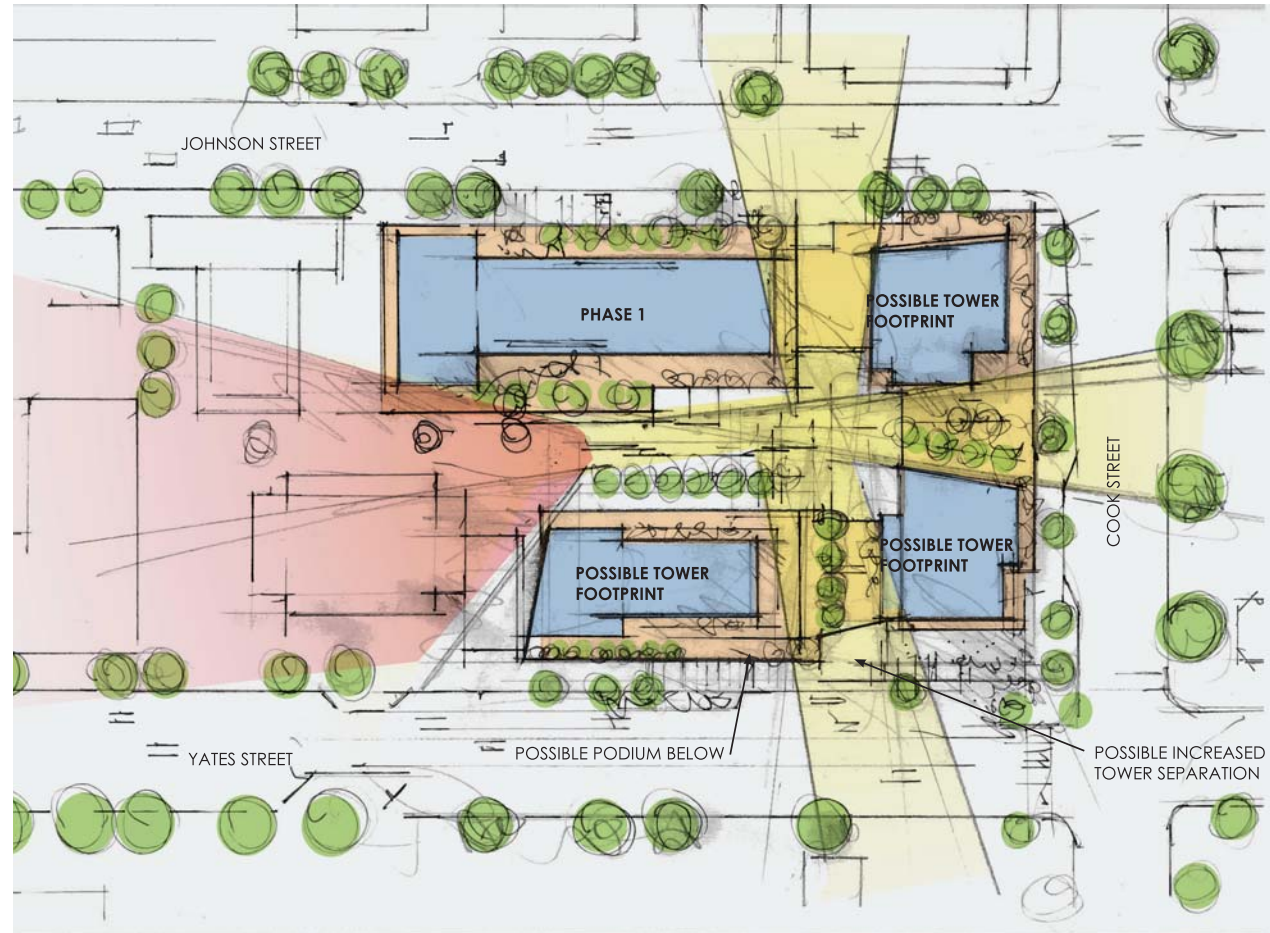
2: Retail, commercial, and institutional uses, with residential mid-high rise above, are all located in close proximity on a half block site at a major juncture in downtown Victoria's east end. This site has the potential to become an eastern anchor for Harris Green, bolstering activity and inhabitants to bring street life to this gap in the downtown fabric. Combined for a variety of potential uses, outdoor activity spaces, podium gardens, and covered streetfront patios, the Johnson Cook Yates Block will offer life and energy to the neighbourhood.

3: Along the streets at ground level, a tall podium with generous overhang will animate the sidewalks and allow for landscaping, creating a sustainable public realm where all ages are welcome. A regular rhythm of retail units and food establishments will be created with wide, accessible sidewalks and outdoor patios. Streetfront townhomes with front doors and yards are connected to paths and walkways throughout the site are possible.

4: Considering the direction of the OCP and DCAP, feedback from the community and City Staff and integrating the requirements of a post disaster public safety building in phase 1, the application has been developed and refined to conceptualize a site-wide master plan that proposes the following:

- Unique site with 3 street frontages and orientations
- Phase 1 Firehall and housing responding to neighbouring building heights on Johnson Street
- Cook Street sets up for two towers responding to rhythm and form of new development on Cook Street
- Tower on Yates Street responding to existing development from 1991 across the street
- A unifying podium creating continuity between the various elements and providing a continuous street frontage

5: In consultation with the City of Victoria and the Victoria Fire Service, it was determined that the most appropriate location for the new fire hall was the mid block of Johnson Street. This sets up an overall master site plan that is responsive to each of the three site orientations and tied together by a common base and continuous street edge.



CONCEPTUAL SKETCH OF INDICATIVE MASTERPLAN



RENDERED SKETCH OF DEVELOPMENT PHASES

EXISTING STREETSCAPES



JOHNSON STREET - LOOKING SOUTH



COOK STREET - LOOKING EAST



YATES STREET - LOOKING NORTH

vi. PROPOSED ZONING



AERIAL VIEW OF POSSIBLE DEVELOPMENT

PROJECT INFORMATION TABLE

Zone Existing	R-48 / S-1			
Proposed Zone	New Zone	Phase 1 - Johnson	Phase 2 - Cook	Phase 3 - Yates
Site Area	7200 m ²			
Total Floor Area	48905 m ²			
Commercial Floor Area	1340 m ²			
FSR Without Firehall	6.26 : 1			
FSR With Firehall	6.8 : 1			
Open Site Space %	1%			
Number Of Storeys	17	11+ mezz	14 South / 15 North	17
Parking Stalls	Schedule C by Phase			
Bicycle Parking	Schedule C by Phase			

BUILDING SETBACKS (M)

Front Yard	2.5 m min. street level / per DCAP above
Rear Yard	0 m min. street level / per DCAP above
Side Yard	0 m min. street level / per DCAP above
Interior Side Yard	0 m min. street level / per DCAP above

RESIDENTIAL USE DETAILS

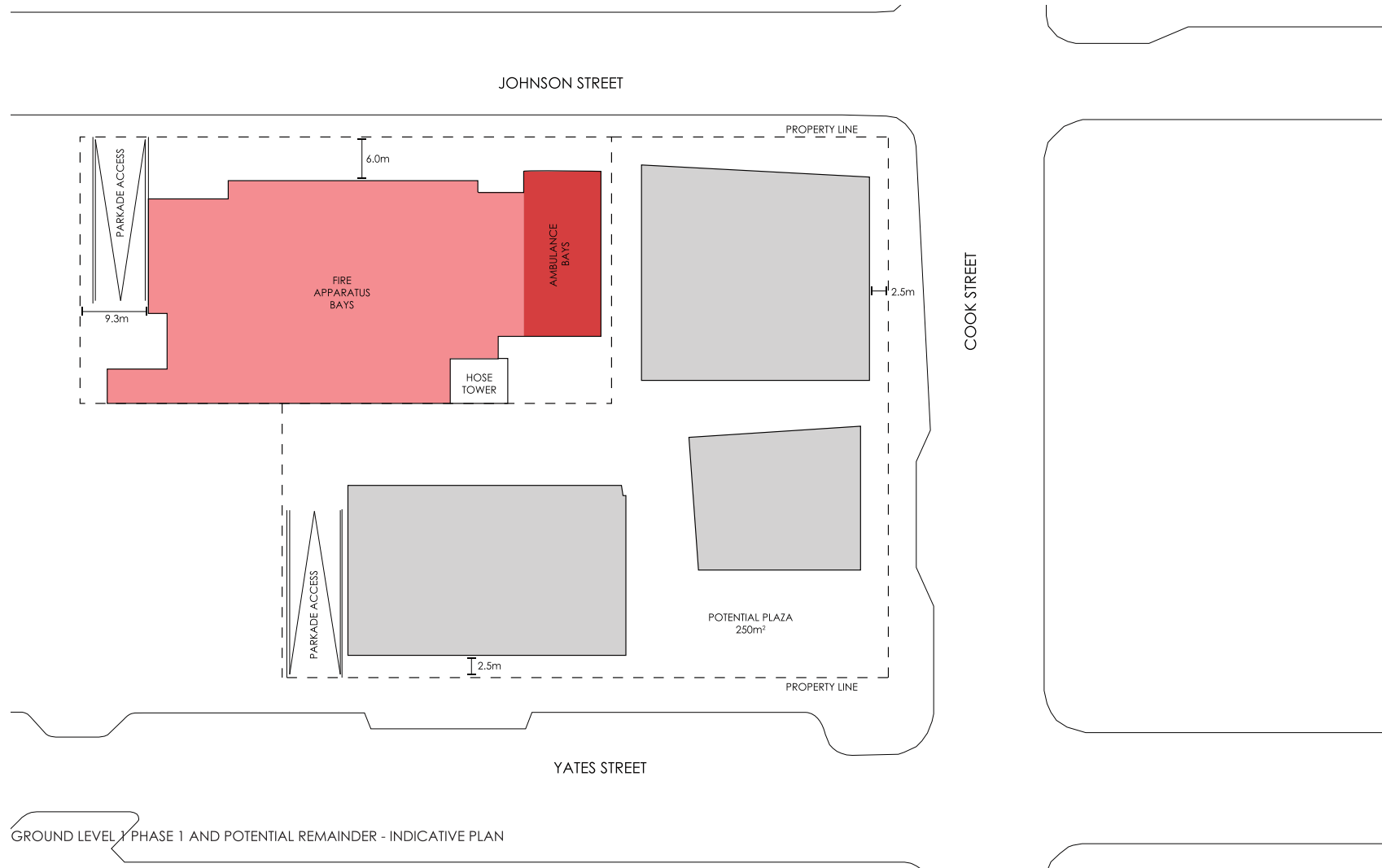
Unit Types	Studios, 1/2/3 Bedroom Apts.
Ground-Oriented Units	2 Storey
Minimum Unit Size	33 m ²
Residential Floor Area	TBD

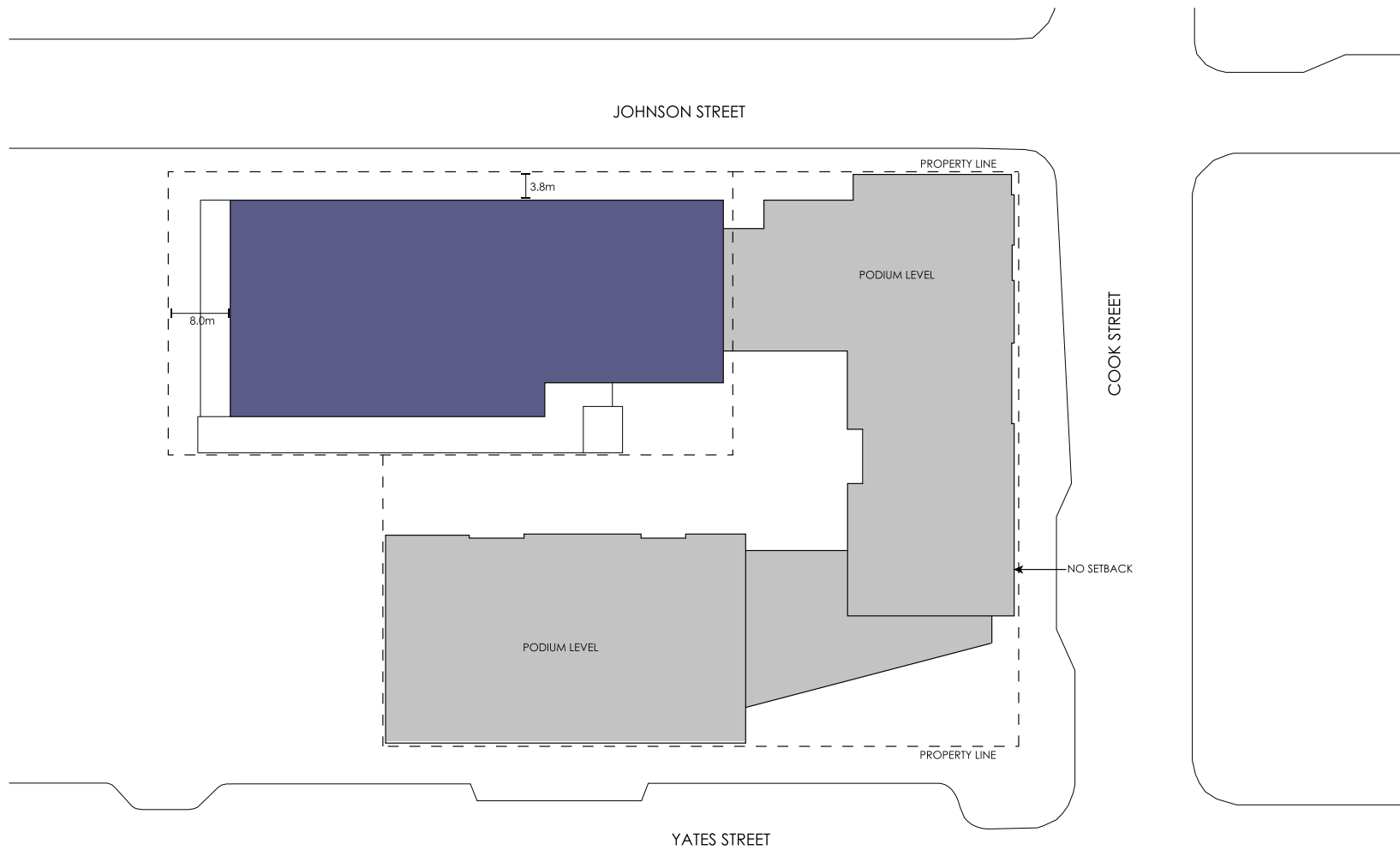
TOWER SEPARATION

Minimum Tower Separation	per DCAP
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MAX FLOORPLATE SIZE	Per DCAP
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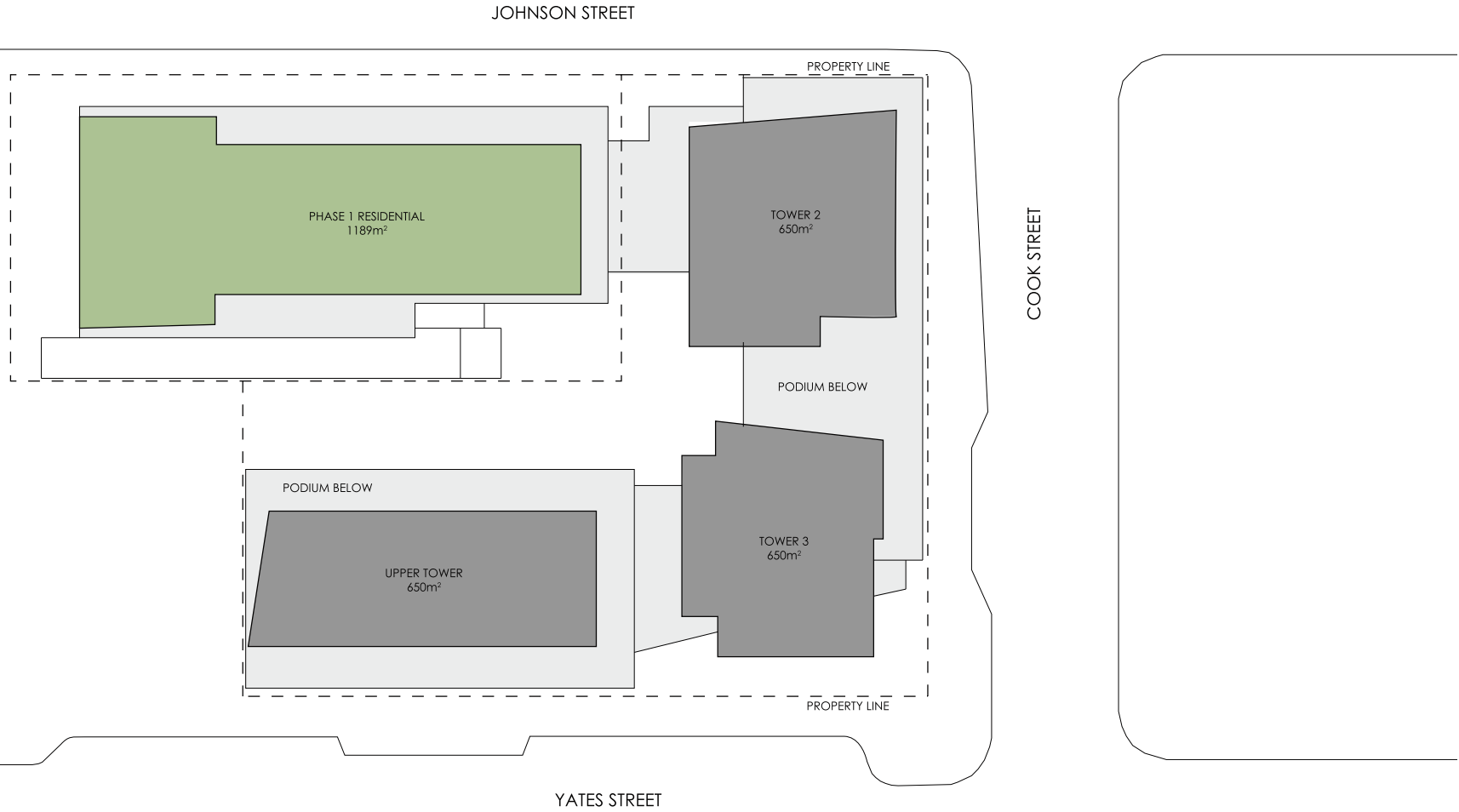
vii. DRAWING SETS





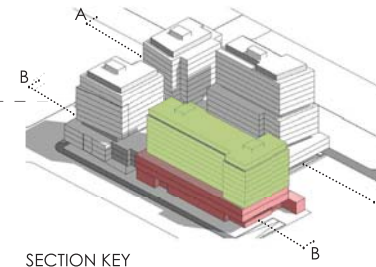
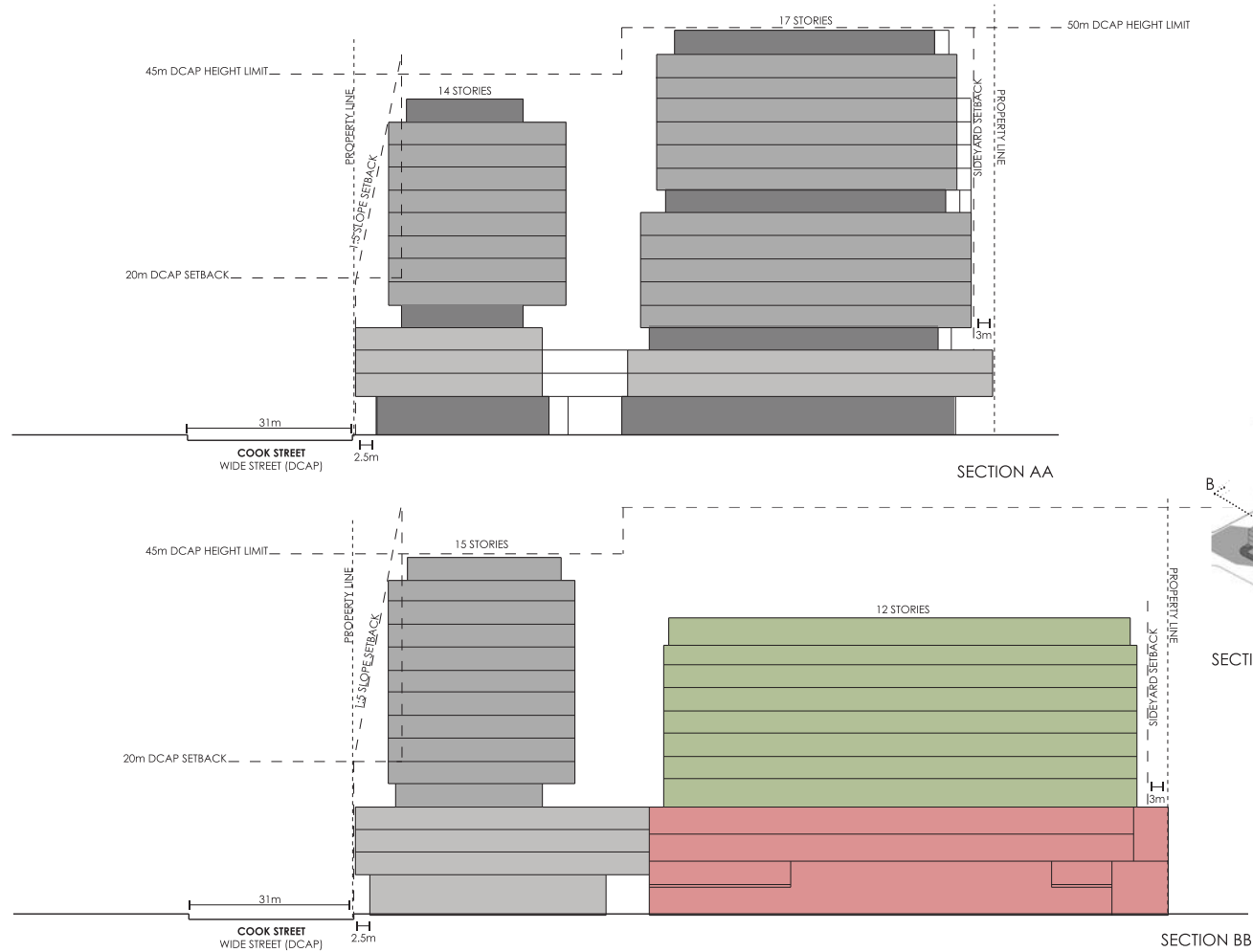
TYPICAL POTENTIAL PODIUM LEVELS 2-4 - INDICATIVE PLAN

SITE - BUILDING PLANS



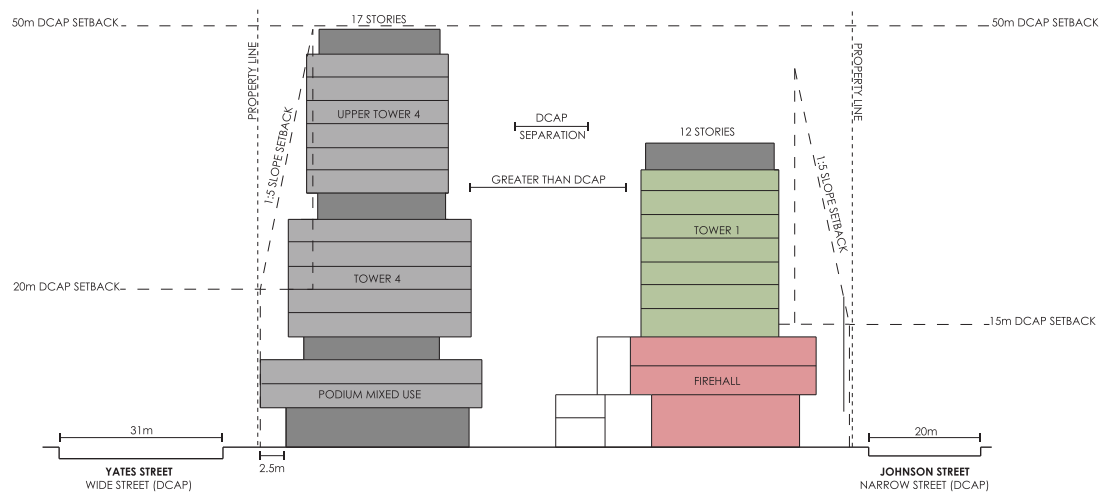
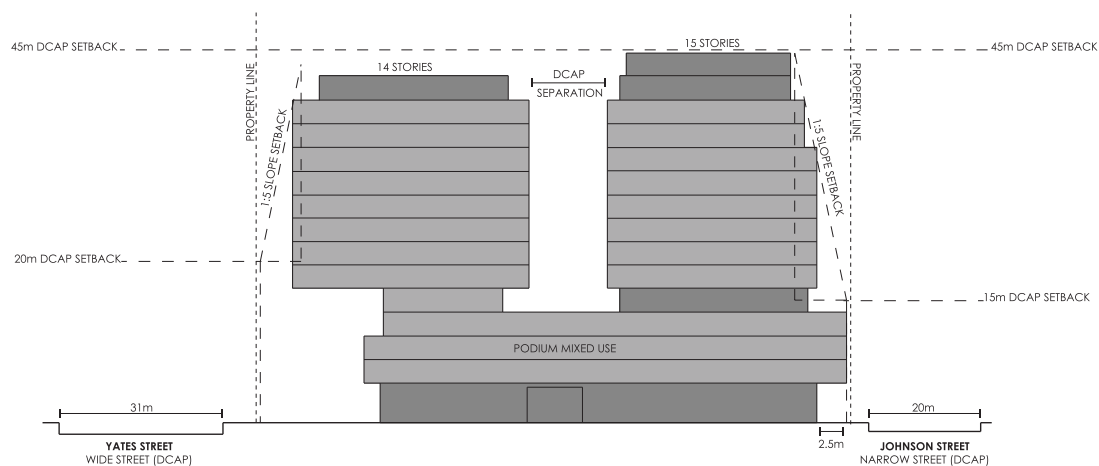
TYPICAL TOWER LEVELS 5-17 - INDICATIVE PLAN

SITE - BUILDING SECTIONS

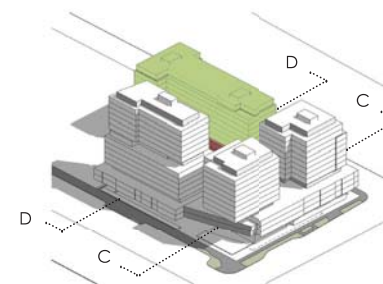


TYPICAL TOWER LEVELS 5-17 - INDICATIVE PLAN

SITE - BUILDING SECTIONS



SECTION DD



SECTION KEY

INDICATIVE SITE ELEVATIONS



POSSIBLE ELEVATION ALONG COOK STREET



POSSIBLE ELEVATION ALONG YATES STREET

INDICATIVE SITE ELEVATIONS



ELEVATION OF PROPOSED PHASE 1



AERIAL VIEW OF POSSIBLE DEVELOPMENT

SITE MASSING - DCAP SETBACK ENVELOPE DIAGRAMS / CITY MODEL



AERIAL PERSPECTIVE OF SETBACK ENVELOPE AROUND PROPOSED PROJECT



AERIAL PERSPECTIVE OF SETBACK ENVELOPE AROUND PROPOSED PROJECT

INDICATIVE RENDERINGS



ELEVATED PERSPECTIVE OF POSSIBLE DEVELOPMENT - PODIUM SEEN FROM COOK STREET



STREET LEVEL PERSPECTIVE OF POSSIBLE DEVELOPMENT FROM COOK AND YATES STREETS



COOK STREET TOWERS -
STEPPED HEIGHTS RESPONDING TO
VIEWS AND CONTEXT

HOUSING ABOVE FIREHALL

URBAN FIREHALL ON JOHNSON STREET

MIXED USE PODIUM WITH CONTINUOUS
STREET LEVEL OVERHANG

GENEROUS LANDSCAPING
AT STREET LEVEL

ELEVATED PERSPECTIVE OF POSSIBLE DEVELOPMENT
AS SEEN FROM JOHNSON AND COOK STREETS



- GENEROUS TOWER SEPARATION -
DAYLIGHTING BETWEEN TOWERS
- MIXED USE PODIUM - POTENTIAL
LARGE INSTITUTIONAL USES
- CONTINUOUS STREET LEVEL SETBACKS
- SMALL URBAN PLAZA

RENDERED CONCEPT SKETCH OF POSSIBLE DEVELOPMENT

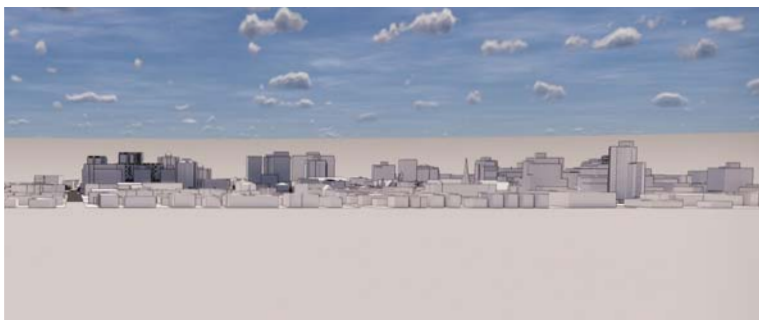


POSSIBLE DEDICATED URBAN PLAZA AS SHOWN IN ALTERNATE 2

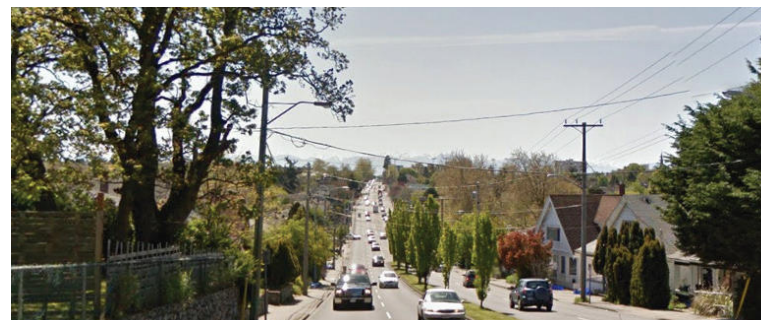


PROPOSED PHASE 1 FIREHALL AND HOUSING

DISTANT VIEW ANALYSIS



DISTANT VIEW OF COOK AND HILLSIDE



DISTANT VIEW OF COOK AND MASON





DISTANT VIEW OF JOHNSON AND CHAMBERS



DISTANT VIEW OF COOK AND VIEW

