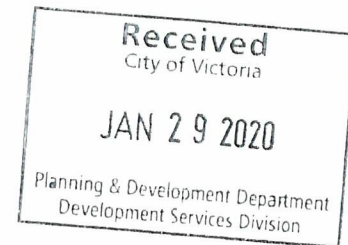


January 28, 2020  
City of Victoria  
1 Centennial Square  
Victoria, B.C., V8W 1P6



Attention: The Mayor and Council

Re: Development Permit Application  
Dockside Green sites A1-1, A1-2, A1-3

We are pleased to submit this Development Permit Application on behalf of Bosa Development (Dockside) Ltd. The application is the result of approximately 22 months of planning and design by the development team including consultants, together with the City of Victoria Planning staff, and is consistent with the well-documented Design Guidelines for the neighbourhood contained in the "Dockside Green Master Development Agreement (MDA)" and the "Dockside Urban Design Guidelines" and specifically those established for the "Tyee-Greenway Precinct".

The initial Preliminary DP Review submission was made in May 2018, with staff review comments received in June 2018. A process of extensive redesign took place in response to those comments and the DP Application was submitted in March, 2019. The Application Review Summary was received in May 2019 with general support by staff, subject to revisions for consistency with the design guidelines. The design was revised and the DP response submission was made at the end of August 2019. ADP presentation was held September 25, 2019 with resulting motion to decline based on key areas that required revision. After two more months of redesign an ADP response submission was made November 22, 2019. This submission represents the culmination of redesign by the development and design team to address comments from the September 25<sup>th</sup> ADP presentation.

The following is a summary of the proposal:

Project benefits and amenities – this development will provide a total of 364 dwelling units, of which 145 units will be market rental; the project will complete the abandoned excavation on the east side of the Tyee Road site adjacent to the existing "Balance" and "Synergy" developments; the project completes the public "Greenway" extending from "Café Plaza" to the north to the future "Dockside Commons" area to the south; public landscaped features include "The Playroom" – a children's play area with climbing and seating areas, "Tyee Plaza" providing an east/west vertical link between the Greenway and Tyee Road, and the Dockside Green Pedestrian Connection to the south with views to the Inner and Upper Harbour. The entire Greenway, Playroom and Dockside Green Pedestrian Connection are universally accessible; Tyee Road will be enhanced with landscape bulbs, a bus stop and shelter, with a single driveway crossing providing vehicle access to the underground parkade between Tower 2 and 3.

Neighbourhood – the development reflects a West Coast contemporary aesthetic with elements of industrial character in response to surrounding context through design, selection of materials and enhancement of existing sustainable green principles.

Design and development permit guidelines – the development meets the Guidelines of the Tyee Greenway Precinct with respect to building heights of 13, 14 and 16 storeys (increasing to the south), Wilson Street pedestrian desire line, residential lobby locations, streetscape and Greenway unit entrances; landscape design conforms to the Public Realm and Landscape Guidelines with regard to public and private open spaces including the Greenway; buildings are generally designed as tower forms above a strong pedestrian-oriented street wall base with a contemporary style utilizing industrial and marine character elements; as noted above, the design you have before you has been reviewed by staff on four occasions, with significant revisions and improvements with each iteration: improvements to building character and materiality, streetscape, amenities, tower sculpting, massing, landscape, and urban response have all been refined.

Transportation – the project meets the vehicle parking standards of Schedule C – Off Street Parking and the regulations in Section 7 of the CD-9 Zone, Docksider District. In addition, the project meets bicycle parking standards of Schedule C and the LEED ND v.4 standard. Furthermore, the project has been designed along a Greenway at its eastern edge and provides uninterrupted universal access which connects Harbour Road and to the future Docksider Crescent (refer to Landscape Drawings). A new bus stop with bus shelter and bicycle parking are being provided as part of a “Mobility Hub” on Tyee Road.

Heritage – there are no heritage buildings on the property.

Green Building Features – the Development meets the sustainability requirements contained in the Docksider Green Master Development Agreement and Docksider Green LEED for Neighbourhood Development (ND) compliance scheme (see letter from PGL Environmental Consultants Ltd.)

- Floodplain Avoidance – please refer to letter from the Geotechnical engineer (Ryzuk Geotechnical attached)
- Building Energy Efficiency – the buildings will meet the requirements (letter from Reinbold Engineering attached)
- Indoor Water Use – the buildings will meet the requirements (letter from Reinbold Engineering attached)
- Outdoor Water Use – a letter of assurance will be provided prior to construction
- Wastewater Management – a letter of assurance will be provided prior to construction
- Light Pollution Reduction – the buildings will meet the requirements (letter from Nemetz (S/A) & Associates Ltd. attached)
- Sound Attenuation – the buildings will meet the requirements (letter from RWDI attached)
- Bicycle Facilities – as noted, above, the buildings will meet the requirements and a letter of assurance will be provided prior to construction



- Community Outreach – the Developer has conducted two meetings with neighbours and has conducted a public information meeting; a summary and letter of confirmation will be provided
- Visitability and Universal Design – a letter of assurance will be provided prior to construction

Sustainability – This project meets all Green Building Requirements within the Master Development Agreement as well as LEED ND v4 PLATINUM standard.

Throughout the application process design adjustments were made to increase the energy efficiency of the buildings. Larger balconies were reduced to more modest sizes to decrease thermal bridging at uninsulated floor slabs. Also, the window to wall ratio was reduced by introducing more insulated wall area. Higher window sill heights (24") with insulated wall system below are used typically on all four sides of the towers. These are expressed architecturally as insulated spandrel glass bi-passes or concrete upstands at massing frames. Additional insulated wall locations have been added for thermal performance and architectural expression. Through the process of design development, the window to wall ratio was reduced from 66.7% at Pre DP review to 59.8% at DP application and finally to our current value of 47.2%. The result are buildings that achieve 2018 B.C. Building Code STEP 4 in Total Energy Use Intensity (overall energy consumption) and STEP 3 in Thermal Energy Demand Intensity (heating energy demand). The current 2020 City of Victoria minimum requirement for Part 3 Buildings is STEP 2 in both categories. Overall, with a much better performing exterior envelope in conjunction with hydronic baseboards, no cooling and connection to the District Energy System, results in very low energy consumption for the proposed buildings.

The reduction in window area, as stated above, in conjunction with Low E coating on window glass will be used to help minimize solar heat gain in lieu of fixed exterior sun shades or mechanical blinds. These types of shading attachments add financial burden on home owners by requiring on-going maintenance and will have impact on other maintenance operations such as window cleaning or annual building envelope review. Use of durable finish materials like metal and cementitious panel in rain screen system as well as cast in place concrete will add to the longevity of the buildings and will enhance the sustainable quality of the project.

The Greenway water feature defines the eastern edge of the development and is a functional waterway to slow storm water discharge rates, reduce sediment runoff and provide a greenway habitat before being discharged into the harbour. This is a unique functional storm water treatment system that adds habitat and aesthetic waterway features which benefit residents and community. Storm water from Tyee Plaza will be diverted to a rock filled collection gutter at the outer edge of the promontory and leadered down rain chains to the lower Greenway water feature below. This visual connection helps reinforces the narrative of storm water collection, treatment and reuse. The circular water feature in Tyee Plaza will highlight reuse as it will be filled with treated water from the on-site waste water treatment facility. Green roofs have been integrated on all 3 towers to help control storm water run-off and reduce the heat island effect. As well, the tower roof tops incorporate outdoor amenity area where residents can meet and establish social connections. Finish materials for the amenity area will have high albedo to mitigate the aforementioned heat island effect.

Level 2 EV charge stations will be provided in the visitor parking area and Level 2 EV outlets will be provided at every fourth underground parking stall. Furthermore, an additional 40 public bike parking spaces have been added beyond City requirements.

Infrastructure – there is adequate infrastructure as part of the overall Dockside Green Urban Design Guidelines.

In conclusion, this project has been navigated through Design Guidelines, Master Development Agreement, Urban Design Guidelines, and challenged by Staff and the Advisory Design Panel. The Design Team has proven to meet or exceed all criteria put before it. The result is a LEED ND v4 PLATINUM community and buildings which will enhance & enrich the lifestyle experience of the Dockside Green neighbourhood. The development team looks forward to working with Victoria Council and City Hall staff in order to advance this exciting project towards reality.

Yours truly,  
BUTTJES ARCHITECTURE, INC



Dirk R. Buttjes, Architect AIBC, AAA, RAIC

Cc: Mr. Dan Diebolt - Bosa Development  
Ms. Samantha James - Bosa Development  
Ms. Nicci Theroux - ETA Landscape Architecture