



## Planning and Land Use Committee Report

For the Meeting of December 10, 2015

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**To:** Planning and Land Use Committee                      **Date:** November 26, 2015

**From:** Jonathan Tinney, Director, Sustainable Planning and Community Development

**Subject:** **Development Permit with Variances Application No. 000440 for 1 Cooperage Place and 2 Paul Kane Place**

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### RECOMMENDATION

Staff recommend that, subject to all pre-conditions being addressed to the satisfaction of staff and that the applicant has secured unconditional approval from City Council to allow the proposed work in the City Park and Right-of-Way, that Committee forward this report to Council and that after giving notice and allowing an opportunity for public comment at a meeting of Council, that Council consider the following motion:

"That Council authorize the issuance of Development Permit Application No. 000440 for 1 Cooperage Place, in accordance with:

1. Plans date stamped November 26, 2015.
2. Development meeting all *Zoning Regulation Bylaw* requirements, except for the following variances:
  - a. Section 10.21.6 - Building setback (easterly lot line) reduced from 6.0m to 0.6m;
  - b. Section 10.21.7 - Building setback (southerly lot line) reduced from 6.0m to 0.87m.
3. Submission of revised plans that:
  - a. demonstrate that the proposed substation will be satisfactorily screened from public view and will not adversely impact the important view corridor along Cooperage Place to the satisfaction of staff;
  - b. provide a design for the proposed seawall and railing design within the City Park to the satisfaction of staff and apply this design along all parts of the affected seawall;
  - c. remove any stone columns, landscaping and boulders associated with the new harbour wall that project above grade in the Paul Kane Place or Cooperage Place view corridors;
  - d. provide detailed elevations of any proposed gates or free-standing security related structures that will be constructed on the docks or associated gangways.
4. Referral to Advisory Design Panel, with a request that the Panel pay particular attention to the following:
  - a. the siting and appearance of the hydro substation and any proposed screening;



- b. the design, colour and finish of the proposed new harbour wall, railings and any associated landscaping.
5. The applicant provide further details of how they will be providing unobstructed access to the required parking stalls located within the adjacent Royal Quays building.
6. The Developer having the necessary unconditional approval from the City to undertake work to the harbour wall in the City Park and to place a hydro substation in the City Right-of-Way.
7. The Development Permit lapsing two years from the date of this resolution.”

## LEGISLATIVE AUTHORITY

In accordance with Section 920(2) of the *Local Government Act*, Council may issue a Development Permit in accordance with the applicable guidelines specified in the *Official Community Plan*. A Development Permit may vary or supplement the *Zoning Regulation Bylaw* but may not vary the use or density of the land from that specified in the Bylaw.

Pursuant to Section 920(8) of the *Local Government Act*, where the purpose of the designation is the revitalization of an area in which a commercial use is permitted, a Development Permit may include requirements respecting the character of the development, including landscaping, siting, form, exterior design and finish of buildings, and other structures.

## EXECUTIVE SUMMARY

The purpose of this report is to present Council with information, analysis and recommendations for a Development Permit with Variances Application for the property located at 1 Cooperage Place. The proposal is to construct a building on a dock in association with a proposed marina development and to remove rip-rap (i.e. boulders that protect the shoreline) along the shoreline and install a new harbour wall to facilitate a paddle route. The Application also proposes the construction of a hydro substation in the City Right-of-Way at the southern end of Cooperage Place. The applicant is seeking setback variances (south and east) to support the location of the proposed marina building.

The following points were considered in assessing this application:

- the proposal is consistent with the *Official Community Plan* which identifies marina and moorage as acceptable uses and place character features within the Working Harbour Urban Place Designation
- the proposed marina building is consistent with the *Victoria Harbour Plan* and the *Policy Plan and Design Guidelines for the Songhees Area of Victoria West* which both contemplate a marina at this location
- details relating to the proposed substation design and harbour wall treatment are not considered to be consistent with the applicable Design Guidelines
- the proposed variances are considered to be acceptable as encroachment of the proposed building into the south and east setbacks would not impact views from the Cooperage Place view corridor or result in a demonstrable impact upon neighbouring properties
- the Application proposes work in a dedicated City Park and in the Right-of-Way and this work requires City Council approval before the Development Permit with Variances Application advances to a meeting of Council.



It is important to note that this Application relates to the construction of the new marina related building, removal of rip-rap, new harbour wall treatment, hydro substation and proposed setback variances only. The docks and slips associated with the proposed marina are permitted under the applicable Zone for the site and do not require a Development Permit Application or any other consent from the City. Furthermore, the City does not have any jurisdiction over the number of vessels that can be moored at the marina, the size of those vessels or the proposed paddle route.

## **BACKGROUND**

### **Description of Proposal**

The proposal is to construct a building on a dock in association with a proposed marina development and to remove rip-rap along the shoreline and install a new harbour wall to facilitate a paddle route. The Application also proposes the construction of a hydro substation in the City Right-of-Way at the southern end of Cooperage Place. Specific details include:

- A single-storey marina building with a floor area of 765m<sup>2</sup> and would comprise of a restaurant, a coffee house, a marine commercial centre and ancillary facilities. Access to the building would be provided from Westsong Way via a gangway.
- 48 parking stalls are available in the adjacent Royal Quays building to serve the proposed development.
- Removal of existing rip-rap along the shoreline to facilitate a proposed paddle route
- A new harbour wall in areas where rip-rap is removed. The vertical treatment of the wall would be comprised of concrete piles with a concrete cap, stone columns and railings.
- A hydro substation with a footprint off approximately 10m<sup>2</sup> is proposed on the City Right-of-Way. The substation would be approximately 2.4m tall and would be partially screened by the proposed landscaping. The exact dimensions and details of this substation are still being determined.

The proposed variances are as follows:

- setback to the easterly lot line is reduced from 6.0m to 0.6m
- setback to the southerly lot line is reduced from 6.0m to 0.87m.

### **Sustainability Features**

As indicated in the applicant's letter dated September 17, 2015, the following sustainability features are associated with this Application:

- mechanical systems will be designed to allow fan-assisted fresh air ventilation for cooling
- the building envelope will be air tight and impermeable to moisture
- the building has been designed and wall insulation will minimize heat loss
- glazing has been designed to take advantage of passive solar heating
- installation of low-flow fixtures to reduce water usage
- installation of a high-reflectance roof to reduce heat island effect
- water-efficient landscaping materials
- building systems (plumbing and HVAC) will be designed to be highly efficient with less than conventional energy and water consumption



- the contractor will implement a construction waste management plan
- the building design will utilize materials with recycled content that are sourced regionally
- low-emission emitting building materials would be used.

### **Active Transportation Impacts**

The Application proposes the following features which support active transportation:

- four-space Class 2 bike racks
- four-space Class 1 bike storage (within adjacent Royal Quays building).

### **Public Realm Improvements**

The Application proposes the following changes to the public realm:

- construction of a new harbour wall in the City Park
- installation of new railings, to the City standard railing design, along the portions of the new harbour wall being constructed in City Park.

### **Existing Site Development and Development Potential**

The site is presently characterized by shoreline and open water. The proposed marina and associated moorage is spread over three distinct Zones, namely:

- the marina building would be located within the SCR-2 Zone, Songhees Commercial District
- docks and moorage would be located in the SCR-1 Zone, Songhees Commercial District
- docks and moorage would also be located in the MS-6 Zone, Lime Bay District.

Under the current Zoning the property could be developed as follows:

#### SCR-1 Zone and SCR-2 Zone

A building is permitted in each of the SCR-1 Zone and SCR-2 Zone with floor area not exceeding 864m<sup>2</sup> and not exceeding 6m or one storey in height measured from an elevation of 3m geodetic. Permitted uses in each Zone include restaurants, public buildings, clubs, docks and accessory uses.

#### MS-6 Zone

A building is permitted with a maximum floor space ratio of 1.5:1 with a maximum height of 6m or one storey. Permitted uses include clubs (limited to those principally engaged in water related activities), docks, wharves, piers, restaurants, ship chandlers, storage, repair and supply of marine equipment, parks and their accessory uses.

### **Data Table**

The proposed marina building would be located within the SCR-2 Zone, Songhees Commercial District. The following data table compares the proposal with the SCR-2 Zone. An asterisk is used to identify where the proposal is less stringent than the existing zone.



Zoning Criteria	Proposal	Zone Standard SCR-2: Songhees Commercial District
Site area (m <sup>2</sup> ) - minimum	1904	1400
Density (Floor Space Ratio) - maximum	0.4	n/a
Total floor area (m <sup>2</sup> ) - maximum	765	864
Height (m) - maximum	6.9m measured from dock	6m measured from 3m geodetic
Storeys - maximum	1	1
Setbacks (m) - minimum North South East West	10.7 0.87* 0.6* 22	2m above 3m geodetic 6m above 3m geodetic 6m above 3m geodetic 22
Parking – minimum	41	41 (Restaurant = 30 stalls Coffee Shop = 9 stalls Office = 2 stalls)
Bicycle parking stalls (minimum)	4 Class 1 stalls 4 Class 2 stalls	3 Class 1 stalls 3 Class 2 stalls

### Relevant History

On September 8, 2011, Council approved a Development Permit Application to allow the construction of two marina buildings on piers at 1 Cooperage Place and 2 Paul Kane Place. The Developer commenced work within the two-year statutory deadline and the Development Permit remains valid and effective.

### Community Consultation

Consistent with the *Community Association Land Use Committee (CALUC) Procedures for Processing Rezoning and Variances Applications*, on October 9, 2015, the Application was referred for a 30-day comment period to the Victoria West CALUC. Additional letters were sent on November 9, 2015, and November 27, 2015, to advise the CALUC that the City had received revised plans. At the time of writing this report, a letter from the CALUC had not been received.

This Application proposes variances, therefore, in accordance with the City's *Land Use Procedures Bylaw*, it requires notice, sign posting and a meeting of Council to consider the variances.



## ANALYSIS

### Development Permit Area and Design Guidelines

The *Official Community Plan* (OCP) identifies this property within Development Permit Area (DPA) 13: Core Songhees. The applicable Design Guidelines for the Songhees and Lime Point sub-area of DPA13 are the *Policy Plan and Design Guidelines for the Songhees Area of Victoria West* and the *Advisory Design Guidelines for Buildings, Signs and Awnings*. The three main components of their proposal and their consistency with the applicable Design Guidelines are discussed in turn below.

#### Proposed Marina Building

The design of the proposed marina building is consistent with the aforementioned guidelines. The building would have a feature roofline and the walls would be predominantly glazed to maximize views across the Outer Harbour.

#### Proposed Substation

The Application proposes the construction of a substation at the southwest end of Cooperage Place. City Policy and Design Guidelines identify Cooperage Place as an important view corridor. Furthermore, the *Policy Plan and Design Guidelines for the Songhees Area of Victoria West* specifically state that hydro kiosks be concealed from public view, especially along streets, paths and the waterfront area.

The proposed substation would be located on a grass area adjacent to the Westsong Way. As currently depicted, the structure would stand approximately 2.4m tall with a footprint of approximately 10m<sup>2</sup>. The structure would be positioned so as not to impede pedestrian movement along the Westsong Way. The applicant has submitted photomontages to demonstrate that the proposed structure would not interrupt views across the Harbour from the Cooperage Place view corridor. The Application proposes extensive planting around the structure which largely screens it from public view. However, the plan drawings of the substation show an exposed transformer building that staff understand, for safety reasons, would need to be situated within a structure or within a fenced compound. As the applicant has not provided adequate detail, staff cannot satisfactorily assess the visual impact of the proposed structure.

It should be noted that staff have requested that the applicant consider placing the substation underground in a vault. The applicant has stated that this is not feasible for the following reasons:

- the unit will be susceptible to water ingress, needing drainage
- draining the underground manhole will require an oily-water separator for which there is no physical space
- pumping will be required, unless the outflow of the oily-water separator can drain into the ocean
- the underground chamber needed to fit the unit sub-station is very large and may not fit on the site
- an underground unit will cost in the \$250,000 range



- maintenance to an underground unit is difficult and requires specialized breathing apparatus as it is a confined space.

### Proposed Harbour Wall Design

The proposed harbour wall is required as a result of the removal of the existing rip-rap and would primarily consist of concrete piles that would secure the shoreline. Part of the new wall would be located on private property at 1 Cooperage Place and 2 Paul Kane Place respectively and part would be located in a City Park located at each end of a semi-circular harbour feature located in front of the Royal Quays residential development. The applicant proposes different wall treatments for the privately-owned portion and for the City-owned portion.

For the privately-owned parcels, a concrete vegetated wall cap is proposed above the concrete piles with railings above and interspersed with stone columns. The columns would project approximately 1m above grade. For the City-owned portion, the Applicant proposes the construction of the City standard railing above the concrete cap. The design treatment on the City-owned land is a response to staff direction to the applicant that they implement a comprehensive design approach for the whole area that conforms with City standards and does not impede views over the water. The applicant wishes to introduce additional features such as the landscaping and stone columns on their property.

This proposed design raises two key concerns, namely the visual impact of having a piecemeal approach to the wall design in a prominent location along the Westsong Walkway and the fact that elements of the wall, such as the proposed stone columns and planting which project above grade, could obscure views of the harbour.

In light of the above concerns relating to the proposed harbour wall and substation, staff recommend that Council consider requiring the applicant to provide revised plans that:

- clearly depict the final dimensions of the substation and any related enclosing structures and demonstrate that it will be satisfactorily screened from public view and will not adversely impact the important view corridor along Cooperage Place
- provide one consistent high-quality design for the proposed seawall
- with the exception of railings, remove any other feature associated with the new harbour wall that projects above grade in the Paul Kane Place or Cooperage Place view corridors
- provide detailed elevations of any proposed gates or free-standing security-related structures that will be constructed on the docks or associated gangways.

In addition to the above, staff recommend that Council consider referring the Application to the Advisory Design Panel (ADP). In particular, review by ADP could add valuable input into the issue of the harbour wall and railing design.

### **Victoria Harbour Plan**

The *Victoria Harbour Plan* includes specific policies and strategies for development along the Songhees South Shore. The Plan notes the potential for a marina development in front of the Royal Quays is outlined in the *Policy Plan and Design Guidelines for the Songhees Area of Victoria West*. The Plan goes on to state that the City will continue to permit a water lot development for restaurants, related commercial activities and marina uses and, furthermore, there is support for places of interest and activity for residents and visitors along the waterfront.



The Plan seeks to formalize Easements and Rights-of-Way along Westsong Way and, as a strategy to meet this objective, it states that path Rights-of-Way will be obtained as applications for development are made to the City. The previous Development Permit Application proposed public walkways around the two proposed piers that would have been located at 1 Cooperage Place and 2 Paul Kane Place. Public access to those walkways were secured by Statutory Right-of-Way (SRW). If the current proposal proceeds, there will be no public walkway at 2 Paul Kane Place and, while public access will be available to the marina building and associated coffee shop and restaurant at 1 Cooperage Place, the applicant is not proposing to secure this access by way of an SRW.

The applicant has not formally proposed the discharge of the existing SRW's, presumably because the previous Development Permit, approved in 2011, is still valid.

## **Variances**

In order to accommodate the proposed kayak route along the shoreline the applicant has positioned the proposed marina building in the south-east corner of the property located at 1 Cooperage Place which results in setback variances. The setback from the easterly lot line is reduced from 6.0m to 0.6m and the setback to the southerly lot line is reduced from 6.0m to 0.87m. It should be noted that the setback only applies to roof elements of the building that project above 3m geodetic.

By virtue of moving the building to the southwest corner of the lot, the building is moved further away from the adjacent residential properties located to the north. In addition, the proposed building does not interrupt the Cooperage Place view corridor. Staff recommend that Council consider approving the proposed variances to the *Zoning Regulation Bylaw*.

## **Other Considerations**

### **Parking**

The Application requires unobstructed access to 41 parking stalls to comply with the requirements of Schedule C of the *Zoning Regulation Bylaw*. The applicant has provided evidence demonstrating that they have access to 48 parking stalls within the adjacent Royal Quays building. This is consistent with the current zoning which states that required parking may be located on nearby properties. As part of the previous Development Permit approval, the applicant had indicated that the gate to the Royal Quays parkade would remain open during restaurant business hours (for customer access and use). The gate would be closed after hours and staff would be provided with access security fobs. In discussions with City staff, the applicant has since indicated that access to the parking area would be via a valet service. Staff recommend that Council consider requiring that the applicant provide more details relating to the proposed parking strategy, to determine whether it satisfies the *Zoning Regulation Bylaw* requirement to provide unobstructed access to the parking stalls and to ascertain, if a valet service is being proposed, whether this would require any valet stations and, if so, where these would be located and what would they look like.

## **Resource Impacts**

The applicant has requested that work be undertaken within the City Park to facilitate the proposed kayak route and that a substation be constructed on a City Right-of-Way. This work



would be subject to the property owner agreeing to carry out the work at their expense and maintaining any new structures in perpetuity. Therefore, there are no resource impacts associated with this proposal.

## CONCLUSIONS

The design of the proposed marina building is consistent with applicable City Design Guidelines. Furthermore, the proposed setback variances are also considered acceptable as the proposed building location would have minimal impacts on neighbouring properties or the Cooperage Place view corridor. However, staff recommend that Council consider requesting revised plans to address concerns relating to the proposed substation and new harbour wall treatment. Staff also recommend that Council consider referring the Application to the ADP for review.

In addition to the above, staff recommend that Council consider requiring that the applicant provide more details relating to the proposed parking strategy.

Finally, it is important to note that the Application should not advance to a meeting of Council until the applicant has secured unconditional approval from City Council to allow the proposed work in the City Park and Right-of-Way.

## ALTERNATE MOTION

### Option 1 (no referral to Advisory Design Panel)

Staff recommend that, subject to all pre-conditions being addressed to the satisfaction of staff and that the applicant has secured unconditional approval from City Council to allow the proposed work in the City Park and Right-of-Way, that Committee forward this report to Council and that after giving notice and allowing an opportunity for public comment at a meeting of Council, that Council consider the following motion:

"That Council authorize the issuance of Development Permit with Variances Application No. 000440 for 1 Cooperage Place, in accordance with:

1. Plans date stamped November 26, 2015.
2. Development meeting all *Zoning Regulation Bylaw* requirements, except for the following variances:
  - a. Section 10.21.6 - Building setback (easterly lot line) reduced from 6.0m to 0.6m;
  - b. Section 10.21.7 - Building setback (southerly lot line) reduced from 6.0m to 0.87m
3. Submission of revised plans that:
  - a. demonstrate that the proposed substation will be satisfactorily screened from public view and will not adversely impact the important view corridor along Cooperage Place to the satisfaction of staff;
  - b. provide a design for the proposed seawall and railing design within the City Park to the satisfaction of staff and apply this design along all parts of the affected seawall;
  - c. remove any stone columns, landscaping and boulders associated with the new harbour wall that project above grade in the Paul Kane Place or Cooperage Place view corridors;
  - d. provide detailed elevations of any proposed gates or free-standing security related structures that will be constructed on the docks or associated gangways;



4. The applicant provide further details of how they will be providing unobstructed access to the required parking stalls located within the adjacent Royal Quays building;
5. The Developer having the necessary unconditional approval from the City to undertake work to the harbour wall in the City Park and to place a hydro substation in the City Right-of-Way;
6. The Development Permit lapsing two years from the date of this resolution.

**Option 2 (decline)**

That Council decline Development Permit with Variances Application No. 000440 for the property located at 1 Cooperage Place.

Respectfully submitted,

  
Jim Handy  
Senior Planner – Development Agreements  
Development Services Division

  
Jonathan Tinney, Director  
Sustainable Planning and Community  
Development Department

Report accepted and recommended by the City Manager:



Date: December 2, 2015

**List of Attachments**

- Aerial photo
- Zoning map
- Applicant letter dated September 17, 2015
- Plans dated November 26, 2015
- Correspondence.

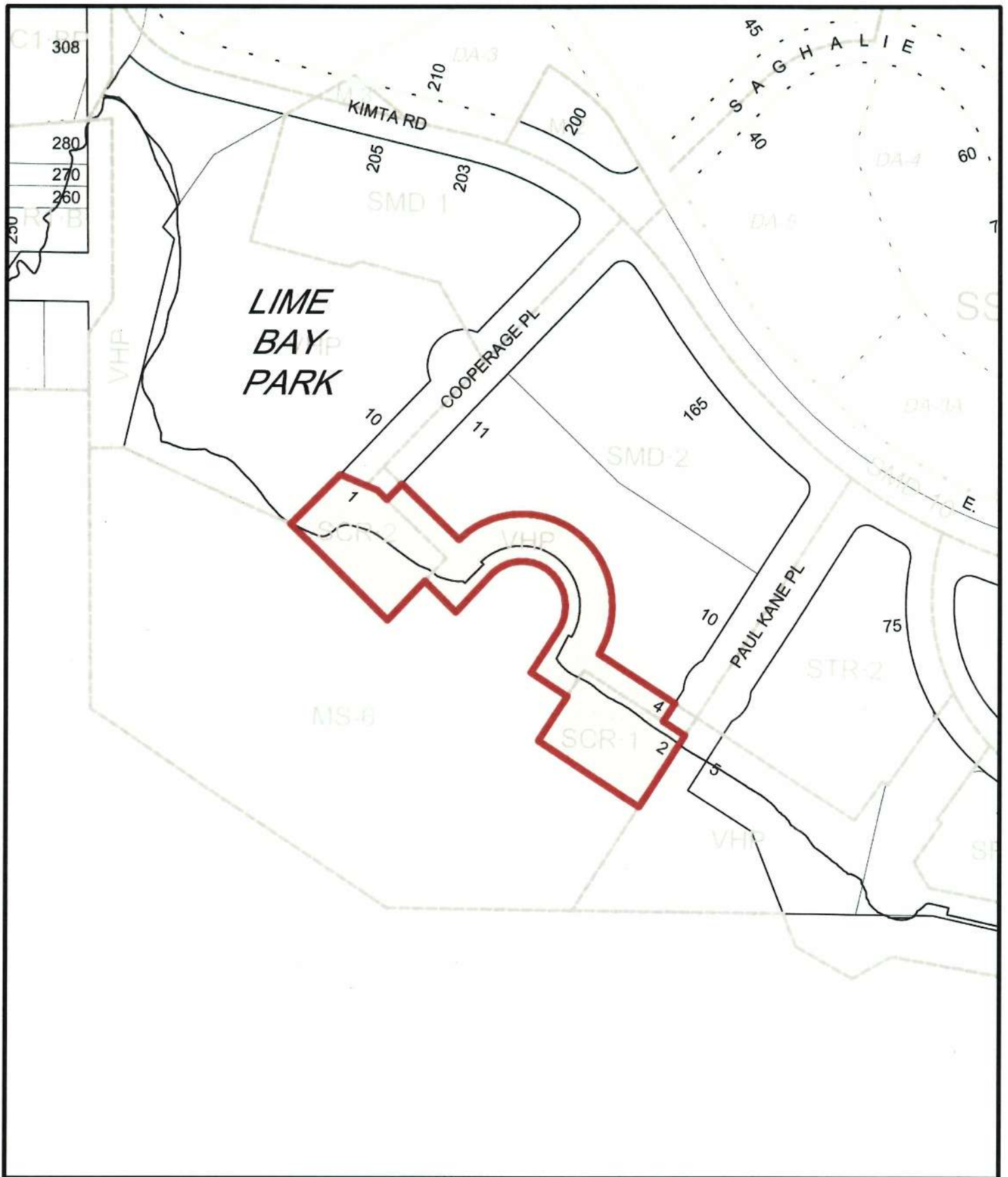




1 Cooperage Place &  
2 and 4 Paul Kane Place  
Development Permit #000440







1 Cooperage Place &  
2 and 4 Paul Kane Place  
Development Permit #000440







September 15, 2015

Mayor and Council  
City of Victoria  
1 Centennial Square, Victoria B.C. V8W 1P6

Dear Mayor and Council;

**Re: Victoria International Marina  
LOT 3 Plan 47008 and those 48 parking spaces leased from strata plan 1889 to Pacific  
National Investments Ltd., otherwise known as 1 Cooperage Place, Victoria B.C.**

Further to our meetings with the City of Victoria, as described below and with the supporting documentation contained within the existing Development Permit on the said lands, Community Marine Concepts Ltd. (CMCL) is pleased to submit the following Application for Development Permit (with Relaxation) to the City of Victoria for approval.

Further to our most recent meeting with the City on September 8, 2015, we are asking the City to consider the significant effort that has already gone in to the planning and regulatory consultation on this project over the past 30 years and respectfully requests that the City move towards this final approval using the quickest means at their disposal. The ability for CMCL to meet its commitment to the Federal Government, the Province and First Nation associations on the entire marina development hinges on a focussed approval with no delays (i.e., <10 weeks). CMCL is available to provide any and all assistance it can in supporting the City in their update and processing of the documents.

### **Description of the Proposal**

The City has already issued a Development Permit on the site (Active Permit DP 000104, copy included as **Appendix I**), which includes a building on piers and at grade on both Lot 3 and Lot 4 of Plan 47008. The two buildings form part of a larger marina development plan, which includes docks and piers located on the adjacent water-lot lease held between the Province and CMCL. The nature of the development and its location on the harbour required that multiple overlapping approvals be sought at all levels of government, including agreements with the local First Nations. In reaching these approvals, extensive project elements, outside of those required by the City, were needed. The element with the most significant impact on the marina plan is the Transport Canada requirement for CMCL to provide a seven-meter wide safety-focused water route for small paddle vessels that cuts through the marina. The aforementioned approved Development Permit has this paddle route running beneath both buildings (see plans associated with the DP approval in **Appendix I**).



CMCL is currently proposing the following key modifications, already approved by senior governments (see attached Approval from Transport Canada in **Appendix H**), to the existing approved development permit proposal:

1. The building on Lot 3 no longer be placed on piers and at grade (i.e., ~3m geodetic). Instead, the building will float on the water, secured on the sides by piles and let to rise and fall with the tide. A low-freeboard dock and wave attenuator would also be added to the west side of the building to accommodate the potential for launching and storing of smaller paddle vessels.
2. The paddle canal no longer travel underneath the site's building(s); rather, the entire marina plan, including the modified building mentioned in #1 above, be pushed-back a minimum of 7m off the north property line to accommodate a 7m-wide water corridor spanning the entire length of the marina. The seawall proposed in the initial existing development permit would need to be slightly extended at both Lots 3 and 4 to properly secure the foreshore to accommodate the paddle canal. A diagram showing the new paddle corridor and seawall is provided in **Appendix L**.
3. The building proposed on Lot 4 is to be removed from the plan. Marina moorage infrastructure (i.e., floats and piles) will replace the building in order to offset the loss of slips resulting from changes #1 and #2. Transport Canada has approved this plan modification thus no further approvals on this item are required.

An overall conceptual design of the entire marina project showing these changes is provided in **Appendix J** for your information. Letter-sized copies of the current Develop Permit drawings are also included in **Appendix B** for reference.

### **Zoning Variances**

The zoning for Lot 3 and Lot 4 are unique to each lot (i.e., no other properties share their current zoning designation). CMCL requests a variance to the setbacks listed in the SCR-2 Zone, the zone that applies only to Lot 3. No variances are being pursued for Lot 4.

The setbacks listed in the current SCR-2 zoning were developed under the properties original zoning, in 1992/93, which allowed for a three-storey building at grade (~3m Geodetic). The setbacks were in place to decrease the impact on distant views from the upper floors of neighbouring buildings to the north (i.e., the Royal Quays) from a three-storey building on the property. By dropping the building to one floor and moving it to the water seven-meters off the front property line, any impact to these upper views is eliminated and the east and south setbacks no longer serve their original purpose; thus, needlessly restricting the land owner to very limited site coverage (i.e., <28%). We are asking that the City adjust the south and west setbacks from 6m to 0.9m and 0.6m respectively in order to accommodate the proposed (more resident-favoured) lower floating building. A figure depicting the current and proposed setback arrangement is included in **Appendix K**.



## **Project Benefits and Amenities**

The capital cost for constructing the marina property (workers' wages, consultants, architects, development permits and materials) including facilities such as a harbour club, marina concierge, floating restaurant, marine commercial, and coffee house will be approximately \$24 million. The gross economic impact is expected to be approximately \$50 million and to employ about 150 skilled people. These latter estimates have been determined by third party professionals.

The restaurant and coffee house are being planned to service the Victoria community in addition to marina patrons, offering residents and visitors the opportunity to experience world-class water-front dining accompanied by extraordinary views of the Victoria Harbour and the strait of Juan da Fuca. The coffee and tea house will be a welcome addition to growing number of pedestrians using the Songhees walkway and the large number of residents in neighbouring high-density developments.

By moving the building to the water, CMCL was able to include an additional low-freeboard float, able to accommodate paddle boat users by offering a safe and secure launch point, as well as boat storage for paddle clubs (at the time of application there are two paddle clubs that have secured an interest in using the space). We have received a considerable amount of unsolicited support for this concept, which has led to us to also consider providing a valet kayak storage service.

## **Neighbourhood**

The plans for a marina at this location have been part of the overall master plan for the community since the first plans were conceptualization in the early 1980's. Although its scope has been downsized considerably over the years, the owners have put substantial resources in to assessing every potential viable option and believe that the currently proposed design forms the highest and best use for this property. The neighbourhood has already provided considerable input to the marina project through the first Development Permit application, which the City approved. The removal of one building and locating the other on to the water has simply made the project more welcomed by the neighbours, as they will still enjoy the amenities offered by the marina, while also receiving additional set back breathing room between the marina and themselves.

Recent feedback from neighbouring community members has been consistent, they would rather see the floating building on Lot 3 than have two buildings at grade. Feedback from the paddle community has also been consistent in its support of an *open* paddle corridor over one that meanders under the buildings.

We believe this marina building will be a beautiful landmark in our harbour. Together with the marina itself, the project is something that the neighbours and Victoria will be proud of, one that will provide an integrated, interesting and fitting opportunity for the public, local residents, visitors and recreational boat owners to access the water of our harbour.

## **Design and Development Permit Guidelines**

The two properties fall within Development Permit Area 13, Core Songhees within the City of Victoria's Official Community Plan (OCP). In Appendix A, DPA 13 - Core Songhees of the OCP is listed a



number of guidelines to be considered when applying for Development Permit with Area 13. The following were considered and applied with respect to the Marina and this application: (1) Victoria Harbour Plan (2001), and; (2) Policy Plan and Design Guidelines for the Songhees Area of Victoria West (2008).

The project is within a sub-area designated "Marina", as indicated in Figure 1 of the Policy Plan and Design Guidelines for the Songhees Area of Victoria West. With respect to the development's proposed uses, the project responds very well to the Policy Plan's Concept Objectives in a number of ways:

1. The project will provide an activity node along the Westsong waterfront walkway, reinforcing the objective of the Policy that *"the waterfront should not become simply a sterile place which people visit, but should, in compatible fashion, incorporate business, commercial and residential uses which complement public and community needs."* (Page 6). The floating building is proposed to accommodate three primary commercial businesses; (1) a Tea and Coffee House; (2) A Signature Restaurant, and; (3) Marina Business Commercial Centre to house Marina operations.

2. The project will celebrate the integration of land uses as encouraged by the Policy where it stated *"Land uses should not be arbitrarily separated into residential, business or commercial uses, but should be integrated in ways which provide variety and texture to the activities of this development."* (Page 6). The marina will introduce marina-related businesses (e.g., large recreational boat moorage and paddle boating) to the neighbourhood in a format that is fitting to the area's master planning. In addition, the restaurant and coffee house combine the marine experience together with casual and fine dining, to create a truly unique amenity for all to enjoy.

3. The project is incorporated into the adjacent Westsong waterfront walkway, providing publically accessible experiences directly off the walkway including the coffee and tea house, the restaurant, and the paddle dock, as well as the several floating walkways associated with them. Visiting these spaces will bring people down to the water for an experience unique to walking on the shoreline, an activity made particularly difficult at the current time due to heavy rip-rapped shorelines. The Policy stated *"Waterfront development should incorporate continuous linear public space, provide access to the water's edge..."* (Page 6)

4. Marinas, restaurants, bistros etc. are diversities promoted by the Policy Plan (Page 9).

With respect to the design concept, the following are our design responses to some of the applicable design guidelines contained in the Policy plan:

#### 1. Streets and Pedestrian Ways

- While this development does not technically front onto a street, the interface between the proposed buildings and the Westsong Way will be provided with landscaped planters with species that echoes those along the existing Royal Quays Condominium.
- The promenade decks will be finished in stamped concrete paving with a distinctive pattern and colour that is reminiscent of traditional wharves and piers (Page 24, Paving Materials).



- Entrances to the promenade decks will be denoted by glazed entry portals which will help to create “...distinct identity, celebrate its entrance and add that special note through increased awareness and enjoyment.” (Page 24, Gateways).
- The widths of the publicly accessible promenade decks will range between 7.5’ to 16’, widths that will accommodate two couples to walk by each other comfortably (Page 25, Walkways).
- The promenade decks are handicap accessible directly from the Westsong Way (Page 25, Handicap Access).
- This development’s pedestrian connections possess all of the features: different paving materials, walkway widths, activity nodes, and planted areas, as outlined in the Policy Plan (Page 25, Variety).
- Landscape planters have been broken up into sections to allow for clear, direct and welcoming accesses to the building entrances and the promenade decks.
- Landscape trees along this interface will be of a similar species as those planted along the Royal Quays condominiums, creating a pleasant streetscape and a change in experience for pedestrians using the Westsong Way.

## 2. Variety of Built Forms

- While the building’s exterior pays strong homage to their nautical setting, the juxtaposition of free curvilinear forms with the more traditional rectilinear elements will create a design that reflects the interface of water and land and the convergence of marine and residential activities (Page 26).
- We believe the design of the building will not only provide “A visual and architectural harmony ... with all areas of development” (Page 30), but it also will embrace and speak to the dynamicism of the harbour in all its diversity.

## 3. Building facades

- The buildings will be clad largely in glass and aluminum panels, materials that will maintain well and provide longevity in the marine environment.

## 4. Building colours

- Aside from the clear Low-E glazing, the buildings will be predominantly white (curved roofs) and clear aluminum in colour with reddish brown flat roofs and blue aluminum panels to function as accents.
- These colours have been chosen from a palette of local hues: white – Royal Quays and Shutters; blue – the water and skies; red — Royal Quays roofs; clear aluminum – marine riggings; clear glass – changing kaleidoscope of reflected colours.

## 5. Quality of materials

- The architectural building and landscape materials have been selected to denote quality and permanence.



## 6. Rooftop mechanical

- All rooftop equipment and vents will be screened by integral rooftop enclosures.
- The enclosures will be designed to deflect both noise and smell away from land side residences.

## 7. Transportation/ Parking Garages

- Provisions for parking have been allowed for within the Royal Quays' underground parkade through a long term lease agreement (Lease documents and associated Schedules can be found attached to this submission as **Appendix G**. These documents will illustrate the easements in the parkade in favour of the marina proponent.)
- There are a total of 48 parking stalls within the Royal Quays parkade (i.e., stalls represented by lot areas 30-77) available for use by customers and visitors to the development either through a planned valet or self-park with access approval.
- Of note: The Owner, previously acting as Principal of Pacific National Investments (PNI), had negotiated in good faith with the City of Victoria in 1987 and 1988 as part of its subdivision application which resulted in PNI paying for the additional costs of constructing wider road sections to accommodate expanded parking (90 degree stalls) as part of the servicing bonded contract between the City and PNI. These stalls were located on Cooperage Place and Paul Kane Place for the purposes of providing sufficient parking for Lots 3 and 4 over the water and the marina. Layout for these parking stalls are shown on the attached plan in **Appendix G**.
- In addition, the Owner is prepared to meet the City's reasonable costs of line marking these 90 degree parking spaces on Cooperage and Paul Kane Places to facilitate the creation of this additional parking capacity.

## 8. Garbage

- All garbage and recycling will be stored within the buildings.

## 9. Privacy

- The more public oriented activities such as the coffee shop and the restaurant are placed facing the water and away from the existing land based buildings to facilitate privacy for the area's residents.
- As the building will be floating down on the water, floor levels of the one storey high building will well below the lowest habitable floor levels of the existing residential buildings behind (Royal Quays), further increasing the degree of privacy for the residents.

## Green Building Features

**Appendix F** outlines several of the "Green" features of the building proposal.

## Infrastructure

Infrastructure needs for the building and the marina were conceived as part of the original Songhees Development and installed by the Developer at the time. All required service lines terminate and are accessible at the southern end of Cooperage Place. Electrical needs of the marina and commercial



building will require a unit substation. CMCL has commenced discussions with Engineering Department at the City to secure an appropriate location for this. A copy of a preliminary servicing plan is included as **Appendix E**.

## **Discussion of Application Declaration Items**

### **Title and Ownership**

A current **Certificate of Title** is provided in **Appendix C** of this application package.

There is one **Registered Owner** of the property noted on title, that being the applicant, otherwise known as **COMMUNITY MARINE CONCEPTS LTD, INC. NO. BC0736657**.

There is one title restriction on the property in the form of a Statutory Right of Way (SRW PLAN 46683). The SRW Plan document is included as **Appendix D** of this package. From discussion with the City Solicitor and the planning department, we understand that the language within the SRW Plan will eventually need to be revisited to properly reflect the results of the proposed design changes. Most likely at the time that operational and safety programs for the marina are developed.

### **Site Profiles for Contaminated Sites**

Pursuant to the Waste Management Act, the Province of British Columbia requires an applicant to submit a Site Profile Form on properties that are or were used for commercial or industrial purposes as defined within the provincial regulations, i.e., Schedule 2 Activities. As far as the applicant is aware, none of the industrial and commercial activities listed in Schedule 2 – Activities, have occurred or are occurring on this site. A Completed and Signed, Site Profile form is included in **Appendix M**.

It is worth noting that sediment testing was completed on the site as part Environmental Canada permitting of the dredging program. Sediment analytical data from this work universally met the CSR Industrial/Commercial (I/C) generic land use standards, and the data from some samples met the CSR Residential (CSR RL) land use standards. As the majority of the dredging at the site is complete and revealed no significant contamination findings, we do not anticipate any additional reason for concern around site contamination.

### **Archaeological Sites**

CMCL understands that Pursuant to the BC Heritage Conservation Act of the province of British Columbia, they responsible for ensuring compliance with the BC Heritage Conservation Act, including steps to determine whether or not a site is an archaeological site. CMCL also acknowledges that it is against the law to alter an archaeological site without first obtaining a permit to do so from the Province of British Columbia.

A preliminary archaeological assessment of the project area resulted in no evidence of cultural or heritage remains being noted within the proposed work area. However, due to the cultural history of Victoria Harbour there remains some potential for the presence of cultural or historical artefacts to



be buried deep within marine substrates. As such, the Environmental Monitor (EM) assigned to the project, pursuant to the project's Construction Environmental Management Plan (CEMP), will be responsible for reporting any cultural or heritage artefacts that may be uncovered during dredging operations to the contractor and the project manager; and, if artefacts are uncovered during dredging, work will be temporarily suspended and an archaeological consulting firm will be contacted and brought in to take appropriate action.

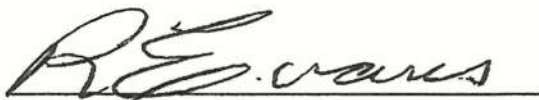
## Plans

Appropriate copies of the following drawings have been submitted in support of the Development Permit Application and copies of included in **Appendix B**:

- **A001 Project Data** (Including, Location Plan, Survey Plan, and Project Information Table)
- **A101 Site Plan**
- **A201 Floor Plan**
- **A301 Building Elevations (East and South)**
- **A302 Building Elevations (West and North)**
- **A401 Schematic Building Sections**
- **Schematic Perspectives/ Views**

We look forward to working with City staff council and the mayor on the moving this project through the municipal develop permit process in due haste. Thank you for your consideration.

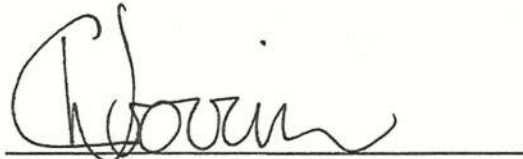
Yours Sincerely,



**Robert G. Evans**

Director

Community Marine Concepts Ltd.



**Craig E. Norris**

Director Strategic Planning

Community Marine Concepts Ltd.

CC:

John Alexander – Cox Taylor Lawyers

Bruce Halsor – Crease Harman LLP

Tom Zworski – City Solicitor

Jonathan Tinney – Director of Sustainable Planning and Community Development

Jim Handy – Senior Planner





## Green Building Features - Victoria International Marina

### Energy Reduction:

Glazing is limited to 40% of exterior surface area; this average is reduced on the north side which is subject to greater heat loss and increased on the south side.

Thermal Bridging - no uninsulated structural elements penetrate the exterior of the building.

Average wall insulation is increased to R22 to reduce heat loss.

The building mass has been kept relatively simple with minimal stepping and exposed wings helping to reduce thermal losses.

The building envelope will be air tight and impermeable to moisture.

### Natural Ventilation:

Mechanical systems will be designed to allow fan assisted fresh air ventilation for cooling. The marine location will allow this system to provide effective free cooling most of the year. This fresh air promotes healthy indoor air quality and reduce the potential for moisture build up and condensation especially in the winter months when windows tend to be kept shut.

### Urban impacts:

The project is near a transit stop.

The project intensifies the use of existing city services.

The project will enhance the economic viability of the inner harbour.

In addition to these design features, and in order to support the City of Victoria's green initiatives, the design team has targeted a number of LEED compliant points for this building, with the possibility of achieving 38 points by incorporating the following aspects:

#### Sustainable Sites – 6 points:

Pre-requisite – Construction activity pollution prevention

Credit 4.2 – Alternative Transportation – bicycle parking and proximity to transit

Credit 4.4 – Alternative Transportation - size parking stall requirements to be less than local zoning requirements.

Credit 6.1 – Storm water design – quantity control (1)

Credit 6.2 – Storm water design – quality control (1)

Credit 7.2 – Heat island effect – roof – 75% high reflectance roof (1)

Credit 8.0 - Light Pollution Reduction - minimize light trespass from building and site (1)

#### Water Efficiency - 4 points :

Pre-requisite – water use reduction – use of low flow fixtures



Victoria  
977 Fort Street V8V 3K3  
T 250-658-3367  
F 250-658-3397  
Nanaimo  
102-5190 Dublin Way V9T 2K8  
T 250-585-5810  
[mail@dihka.ca](mailto:mail@dihka.ca)  
[www.dihka.ca](http://www.dihka.ca)





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977 Fort Street V8V 3K3  
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T 250-585-5810  
[info@dhk.ca](mailto:info@dhk.ca)  
[www.dhk.ca](http://www.dhk.ca)

Credit 1 – water efficient landscaping – native and adaptive species (2)

Credit 3 – water use reduction of 30% (2)

Energy and Atmosphere – 7 points:

Credit 1 – Optimize energy performance – Building systems (plumbing and HVAC) will be designed to be highly efficient, with less than conventional energy and water consumption. This is supported by the Owners because it results in reduced operating costs in the long term. (7)

Materials and Resources - 6 points:

Pre-requisites – There will be provision for storage and collection of recyclables.

Credit 2 – The contractor will implement a construction waste management plan (2)

Credit 4 – The building design will utilize materials with recycled content (2)

Credit 5 - The building design will utilize materials that are sourced regionally (2)

Indoor Environmental Quality -15 points:

Pre-requisites of minimum indoor air quality performance and environmental tobacco smoke control will be addressed.

Credit 1 – there will be monitoring of outdoor air delivery (1)

Credit 2 – the building design will provide increased ventilation (1)

Credit 3 – there will be a construction indoor air quality management plan in place, both during construction and before occupancy (2)

Credit 4 – low emitting materials, specifically adhesives and sealants, paints and coatings, flooring systems, and composite wood and agrifibre products will be specified (4)

Credit 5 – indoor chemical and pollutant source control will be provided (1)

Credit 6 – controllability of lighting and thermal comfort systems will comply with LEED credit requirements (2)

Credit 7 – the design of the thermal comfort systems will comply with the LEED credit requirements (2)

Credit 8 – provision of daylight and views from areas inside the building will comply with credit requirements (2)



Received  
City of Victoria

SEP 17 2015

Planning & Development Department  
Development Services Division

DISCUSSION DOCUMENT



VICTORIA  
MARINA

Community Marine  
Concepts Ltd.

de Hoog and Kierulff  
Architects

PADDLE ROUTE  
ENHANCEMENT

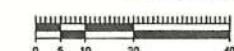
VICTORIA INTERNATIONAL  
MARINA

DATE	DATE	DATE	DATE
2015-09-17	2015-09-17	2015-09-17	2015-09-17
PROJECT NO.	PROJECT NO.	PROJECT NO.	PROJECT NO.



Shore-side Paddle Route

Original,  
Inside (under-bldg.)  
Paddle Route



LOT 1  
PLAN 44757

BC CROWN LICENCE TENURE #114030

Victoria Harbour

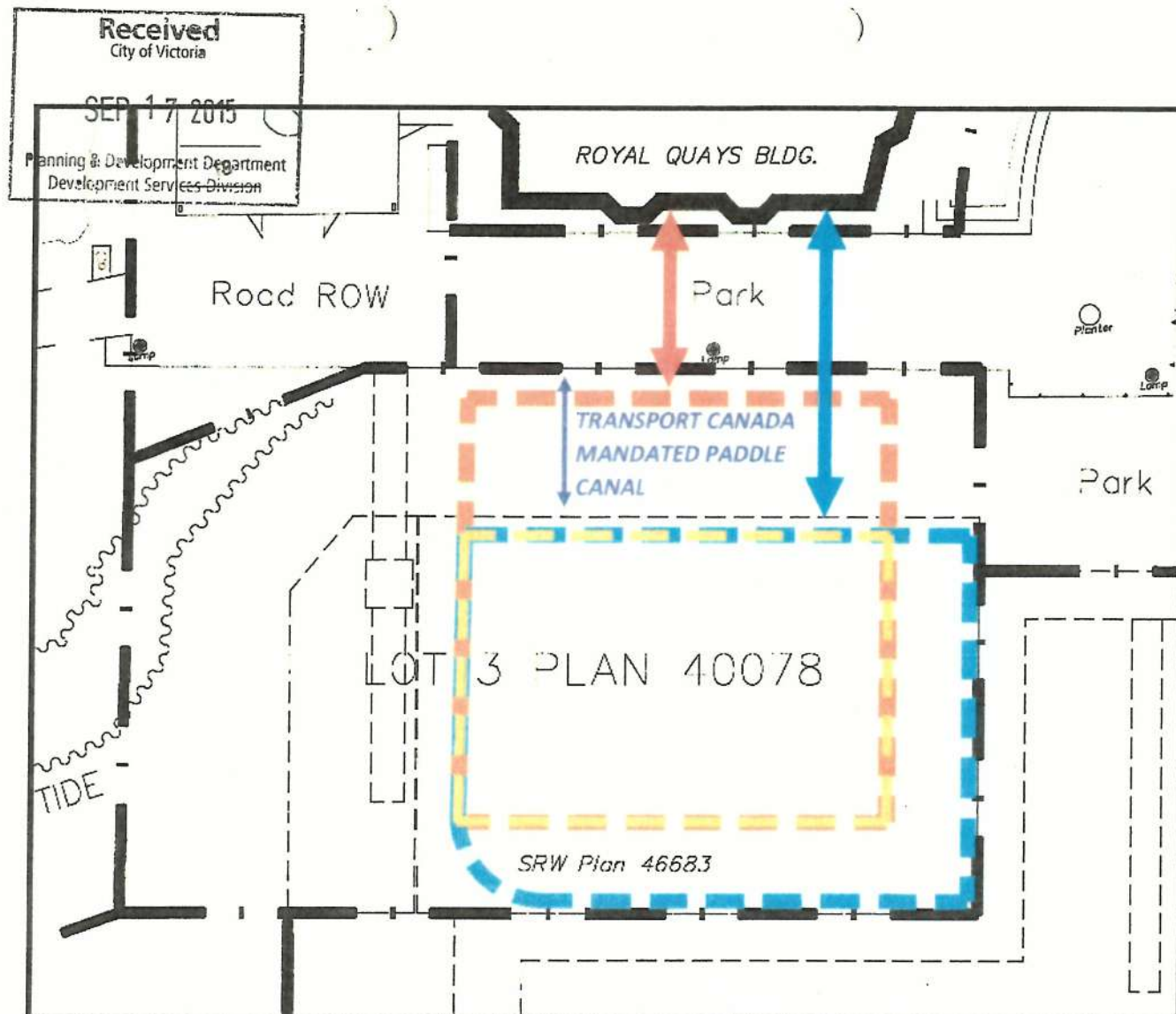
Rally Island Roadplane Taxiway Area  
(Outbound traffic only. Not in use  
when water depth is less than 1.7m or after  
dark or before 7:00am.)

Marina-side Paddling Route



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LOT AREA: 20 495ft <sup>2</sup> /1 904m <sup>2</sup>		Current		Proposed		Option (unbuildable)	
Buildable Area		8030ft <sup>2</sup>	746m <sup>2</sup>	8234ft <sup>2</sup>	767m <sup>2</sup>	5450ft <sup>2</sup>	506m <sup>2</sup>
Coverage		39 %		40 %		27 %	
Setback from Royal Quays		42ft	13m	71ft	22m	71ft	22m
Setback from North Property		6.5ft	2m	35ft	10.7m	35ft	10.7m
Setback from South Property		19.7m	6m	3ft	0.9m	19.7m	6m
Setback from East Property		19.7m	6m	2ft	0.6m	19.7m	6m
Setback from West Property		71ft	22m	71ft	22m	71ft	22m
Floor Elevation		Up at Pathway Grade		Down on the Water		Down on the Water	
Roof Elevation	above Sea-level	30ft	9m	15-26ft	4.5-8m	19-30ft	5.5-9m
	above Grade	20ft	6m	5-16ft	1.5-5m	9-20ft	2.5-6m



# GRAND OPENING JULY 2016



Special  
Paddle Canal

TEA & COFFEE  
HOUSE  
MARINA  
SERVICES  
SIGNATURE  
RESTAURANT

ROYAL QUAYS

ROYAL QUAYS

PAUL KANE PLACE

COOPERAGE PLACE

RECEIVED

SEP 17 2015

WATERLOO DEVELOPMENT GROUP

1000 KENNEDY AVENUE, SUITE 1000

WATERLOO, ONTARIO N2L 2K5

TEL: 519-885-1111

FAX: 519-885-1112

WWW.WATERLOODEVELOPMENT.COM

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Transport Canada Transports Canada

Navigation Protection Program  
Suite 620 – 800 Burrard Street  
Vancouver, BC V6Z 2J8

Our file Notre référence  
2010-500008 (8200-06-8949)

July 8, 2015

Community Marine Concepts Ltd.  
240-730 View Street  
Victoria, BC V8W 1J8



Attention: Huaiyin Zheng

**RE:** Notice to the Minister under the *Navigation Protection Act* for Approval a Marina, located on unsurveyed foreshore or land covered by water being part of the bed of Victoria Harbour, Parcel Identifier: 011-570-253, Lot 3, DL 119, Esquimalt District, Plan 47008; and, Parcel Identifier: 011-570-270, Lot 4, DL 119, Esquimalt District, Plan 47008, in the Province of British Columbia.

Enclosed please find the Approval for the above-noted work issued by the Minister of Transport in accordance with subsection 6(1) Placement, of the *Navigation Protection Act* (NPA).

Pursuant to Sec. 34 of the Navigation Protection Act, the owner shall provide unimpeded access to the Minister or their representatives for inspection purposes.

Pursuant to Sec. 5 of the Navigable Waters Works Regulations, all temporary piles, false works, silt curtains, construction material or debris, etc. are to be completely removed from the waterway.

Please note that the attached document relates only to the effect of your work on navigation under the NPA. It is the owner's responsibility to comply with any other applicable laws and regulations.

Should you have any questions, please do not hesitate to contact our office in Vancouver by phone (604) 775-8867 or e-mail [NPPAC-PPNPAC@tc.gc.ca](mailto:NPPAC-PPNPAC@tc.gc.ca).

Respectfully,

Brent Magee  
Officer  
Navigation Protection Program  
Transport Canada  
Pacific Region

BM/co

Enclosures Approval Document and reviewed plans

cc: Craig Norris, Community Marine Concepts Ltd, [cnorris@vimarina.ca](mailto:cnorris@vimarina.ca)  
Crease Harmon LLP, Bruce Hallsor, [Hallsor@crease.com](mailto:Hallsor@crease.com)  
Jim Chan, Manager Operations and Technical Services, [jim.chan@tc.gc.ca](mailto:jim.chan@tc.gc.ca)  
Rod Nelson, RD TC Communications, [rod.nelson@tc.gc.ca](mailto:rod.nelson@tc.gc.ca)  
Carol Unwin, Victoria Harbour Master, [carol.unwin@tc.gc.ca](mailto:carol.unwin@tc.gc.ca)  
Bonita Wallace, Land Technical Officer, [Bonita.Wallace@gov.bc.ca](mailto:Bonita.Wallace@gov.bc.ca)  
Kevin Carrigan, Superintendent of MNS, [kevin.carrigan@dfo-mpo.gc.ca](mailto:kevin.carrigan@dfo-mpo.gc.ca)  
Michelle Bigg, Fisheries Protection Biologist [Michelle.Bigg@dfo-mpo.gc.ca](mailto:Michelle.Bigg@dfo-mpo.gc.ca)  
CHS-DFO, [chsdatacentre@dfo-mpo.gc.ca](mailto:chsdatacentre@dfo-mpo.gc.ca)

Canada



**NAVIGATION PROTECTION ACT**  
Section 6 (1)

2010-500008 (8200-06-8949)

## Approval

**APPLICANT:** Community Marine Concepts Ltd.  
240-730 View Street  
Victoria, BC V8W 1J8

**WORK:** Marina

**SITE LOCATION:** Located at Approximately 48° 25' 38.00" N x 123° 22' 56.00" W, Victoria Harbour, located on unsurveyed foreshore or land covered by water being part of the bed of Victoria Harbour, Parcel Identifier: 011-570-253, Lot 3, DL 119, Esquimalt District, Plan 47008; and, Parcel Identifier: 011-570-270, Lot 4, DL 119, Esquimalt District, Plan 47008, in the Province of British Columbia.

Regarding the application (detailed above) to the Minister of Transport, submitted pursuant to the *Navigation Protection Act*, for an approval of the work per the attached plan (1), the Minister hereby approves the work pursuant to subsection s.6(1) Construction in accordance with the following terms and conditions:

1. Construction must start within 2 years and be completed within 4 years of the issuance of the approval.
2. A yellow flashing light must be placed on the southwest and southeast corners of the facility at a height of no less than 2 metres above the water level as identified on the approved plan. The light will display a 0.5 second flash every 4 seconds (FL 4s), with a minimum range of 2.0 nautical miles.
3. A white strobe light must be placed at the marina entrance to indicate arriving and departing vessels, it shall be at a height of no less than 2 metres above the water level.
4. Signs clearly identifying entrance to the Inside Paddling Route must be installed at locations identified on the approved plan. Final wording and size of signs must be approved by Transport Canada prior to operation of the marina.
5. Signs detailing the inbound and outbound procedures for vessels must be installed at the locations identified on the approved plan. Final wording and size of signs must be approved by Transport Canada prior to operation of the marina.
6. Public access to the Inside Paddling Route must be provided at all times.
7. The Inside Paddling Route must be kept clear of debris that may restrict or pose a hazard to navigation.
8. No part of any vessels moored in slips 1 to 7 as identified on the approved plan may be higher than 41.24 metres above the water level.
9. A Marina Operational Plan outlining inbound and outbound call in procedures and an education plan for users and staff must be submitted and approved by Transport Canada prior to operation. This plan must be provided to all vessels that will operate in the marina.
10. No vessels are to be moored to the outside of the wave attenuator at any time.
11. Safety stations must be installed on the floats along the Inside and Outside Paddling Routes. Stations must have a safety ladder, life ring and heaving line. The locations of the safety stations are identified on the approved plan.
12. Safety ladders must be installed on the floats along the Inside and Outside Paddling Routes. The locations of the ladders are identified on the approved plan.
13. Any temporary or test piles must be completely extracted to remove the entire length of the pile from the bed of the waterway. Where physical conditions result in the breakage of piles best efforts shall be made to remove entire pile stubs with the least amount of disturbance to the bed of the waterway.



14. Notice to Shipping action must be taken by contacting the agency below at least 10 days in advance of your intended date of commencement. The proponent must ensure that the active Notice accurately reflects the construction activities.

Victoria Marine Communications & Traffic Services  
P.O. Box 60009860 West Saanich Road  
Sidney, BC, Canada, V8L 4B2  
[mctsvictoria@dfo-mpo.gc.ca](mailto:mctsvictoria@dfo-mpo.gc.ca) Phone 250-363-6333

15. In the event that the operation of the above work is terminated, it will be the proponent's responsibility to remove the work and associated equipment in its entirety.
16. The silt current shall be marked with yellow cautionary buoys at a distance of no greater than 50m. The buoys shall be no less than 40cm in diameter and have horizontal bands of yellow reflective tape not less than 10 cm in width and 15 cm in length so as to be visible from all directions.
17. Equipment used during construction must remain within the lease area when not in use.

SIGNED in two copies on July 8, 2015 in, Vancouver BC



Brent Magee  
Officer  
Navigation Protection Program  
Programs Group  
Transport Canada  
Pacific Region  
for the Minister of Transport





**NAVIGATION PROTECTION ACT**  
**Section 6 (1)**

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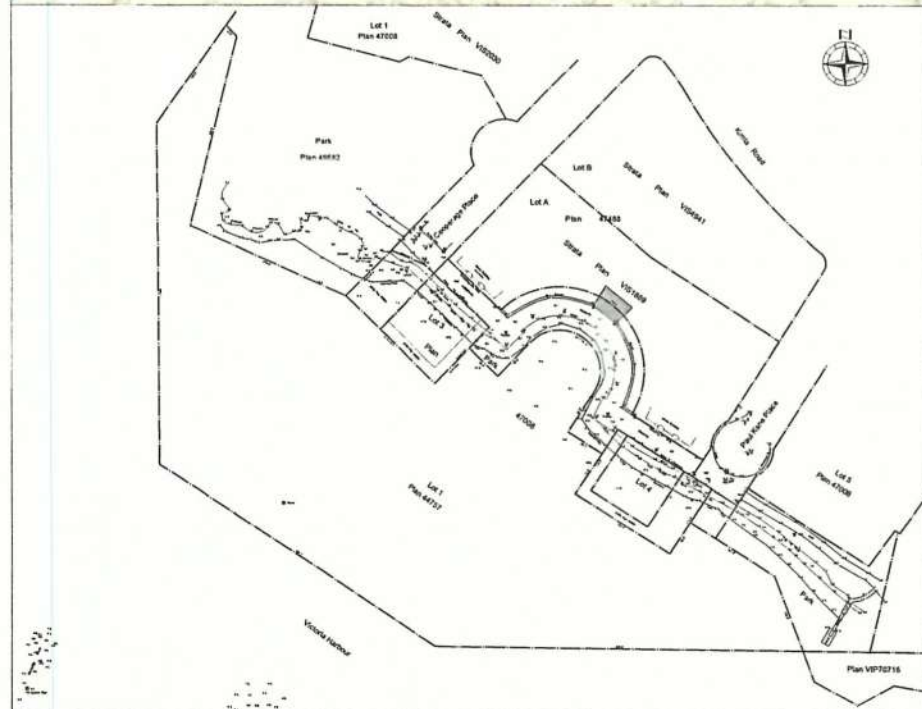
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[mctsvictoria@dfo-mpo.gc.ca](mailto:mctsvictoria@dfo-mpo.gc.ca) Phone 250-363-6333

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16. The silt current shall be marked with yellow cautionary buoys at a distance of no greater than 50m. The buoys shall be no less than 40cm in diameter and have horizontal bands of yellow reflective tape not less than 10 cm in width and 15 cm in length so as to be visible from all directions.
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SIGNED in two copies on July 8, 2016 in, Vancouver BC

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Officer  
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Transport Canada  
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Planning & Development Department  
Development Services Division

**C.DP01** Conceptual Site Servicing

/ R

[illegible]

<p>de Haag &amp; Kerul architects</p> <p>1000-10000 1000-10000 1000-10000</p>		<p>1000-10000 1000-10000 1000-10000</p>	
<p>Victoria International Marina 1000-10000 1000-10000</p>			
<p>Project Data</p>			
<p>1000-10000 1000-10000 1000-10000</p>		<p>A001</p>	





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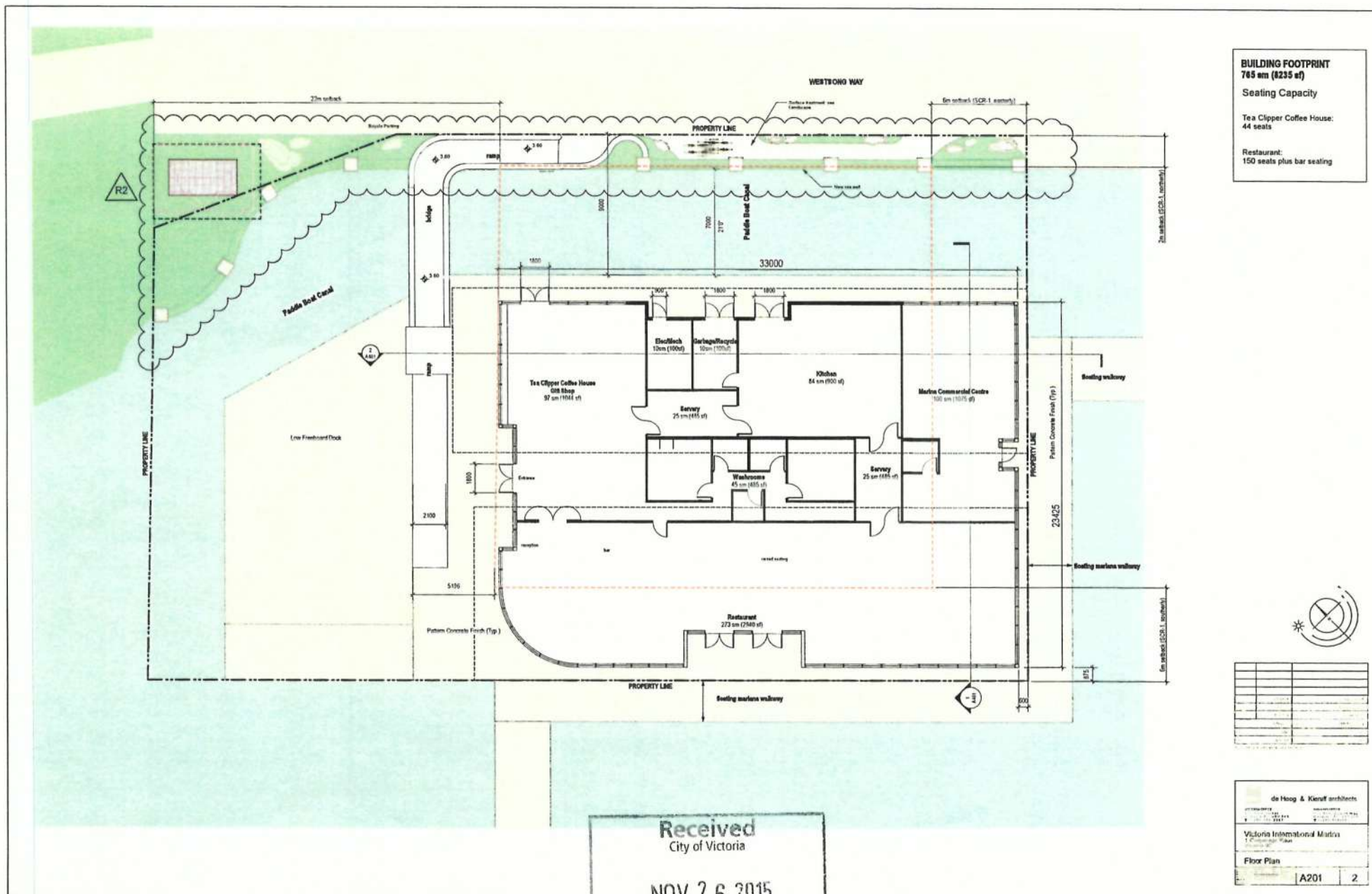
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de laing & Kienitz architects	
Victoria International Motors	
Site Plan	
A101	2

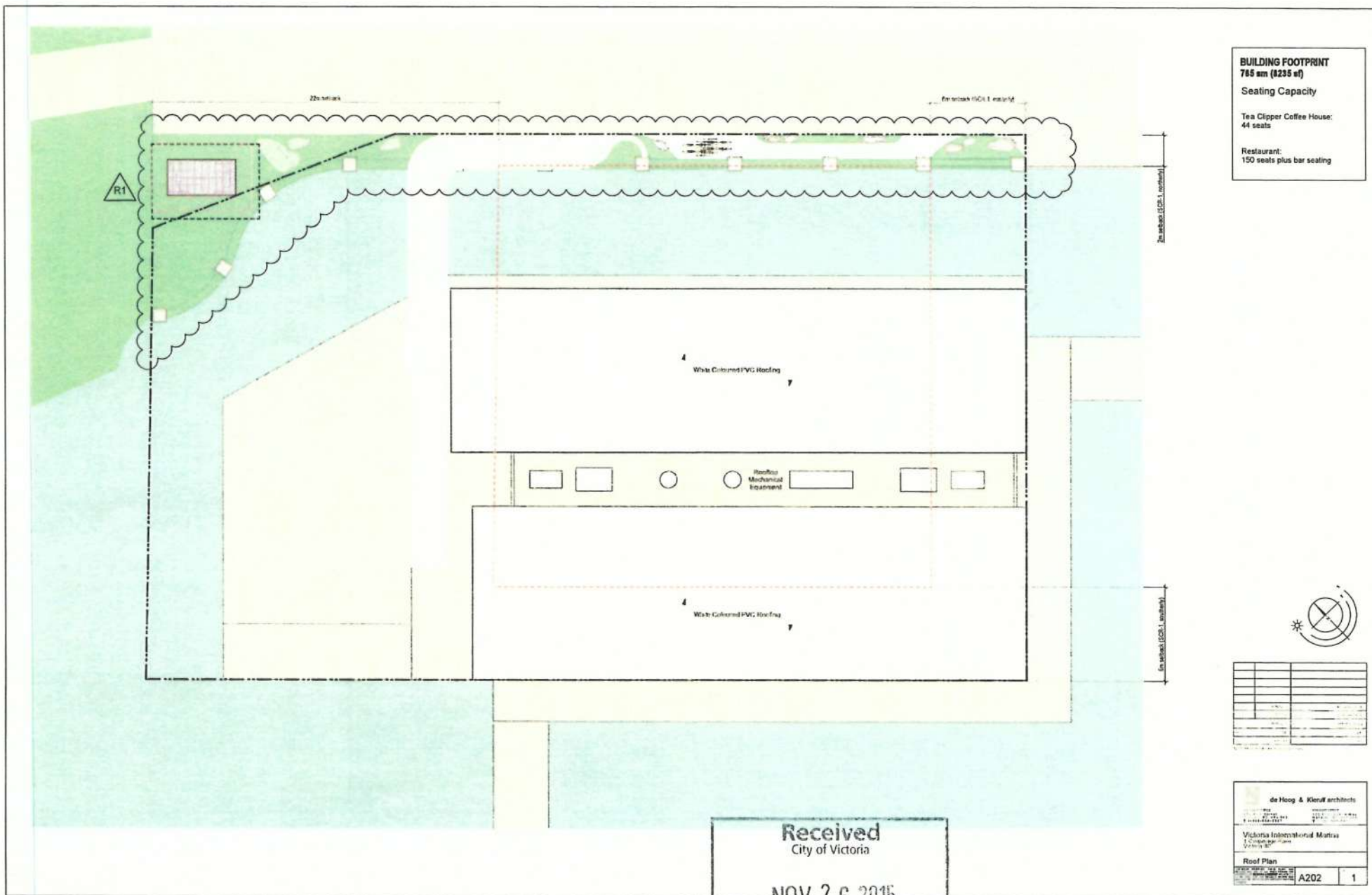












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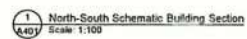








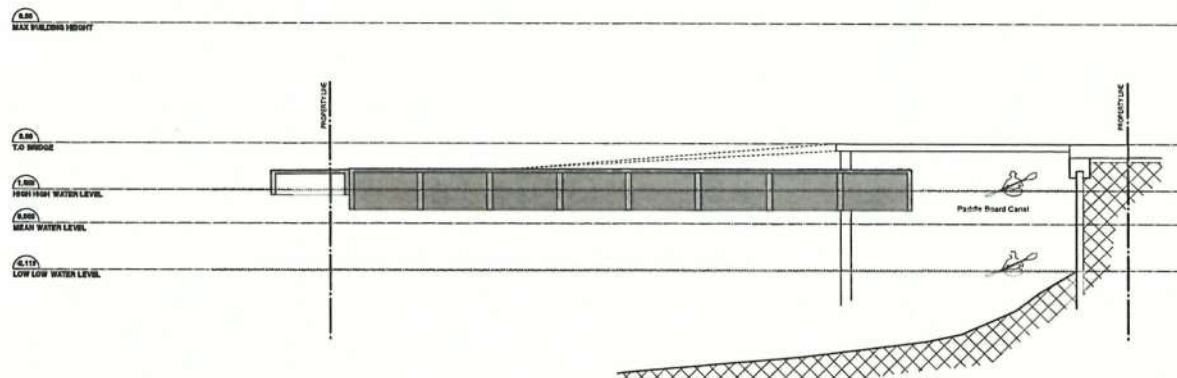




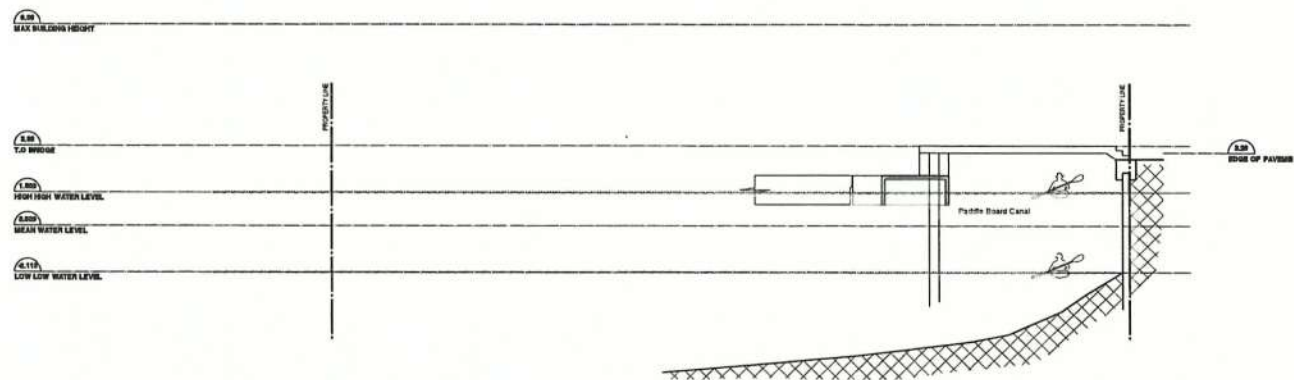

da Inog & Kera architects  
 Victoria International Marina  
 3 Caspian Road  
 Victoria 91  
 Schematic Building Sections  
 A401 1

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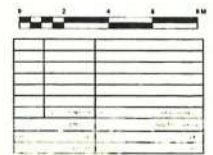




1 Lot 3 Schematic Bridge Section  
Scale: 1:100



2 Lot 4 Schematic Bridge Section  
Scale: 1:100



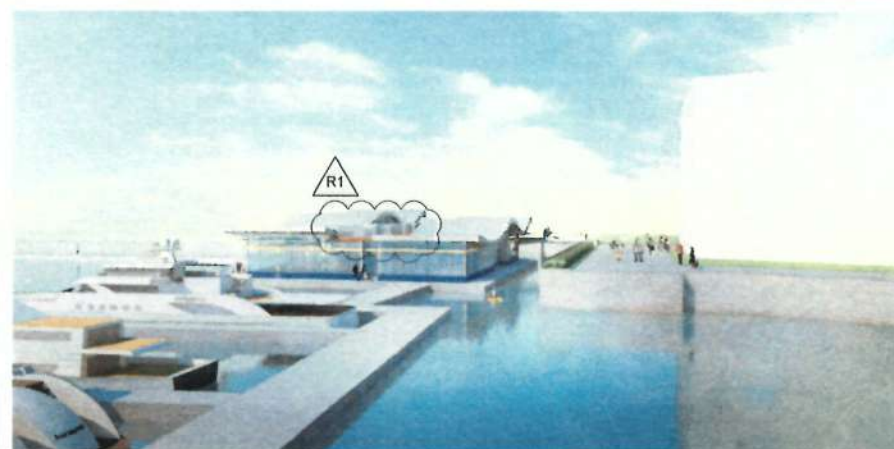
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de Hoog & Kierulff architects	
VICTORIA INTERNATIONAL MARINA	
1. Schematic Bridge Sections	
A402	0






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**de Hoog & Kienfl architects**  
 10700 Wilshire Blvd., Suite 200  
 Los Angeles, CA 90024  
 Tel: 310.206.1111  
 Fax: 310.206.1112  
 E-mail: info@dehoog.com  
 Website: www.dehoog.com

**Vixiona International Marina**  
 1000 Wilshire Blvd., Suite 200  
 Los Angeles, CA 90024

**Building Renderings**

**A501**





1 Original View: top of Cooperage Place  
A503 NTS



2 Original View: halfway Cooperage Place  
A503 NTS



3 Original View: bottom of Cooperage Place  
A503 NTS



4 Original View: Songhees Walkway  
A503 NTS

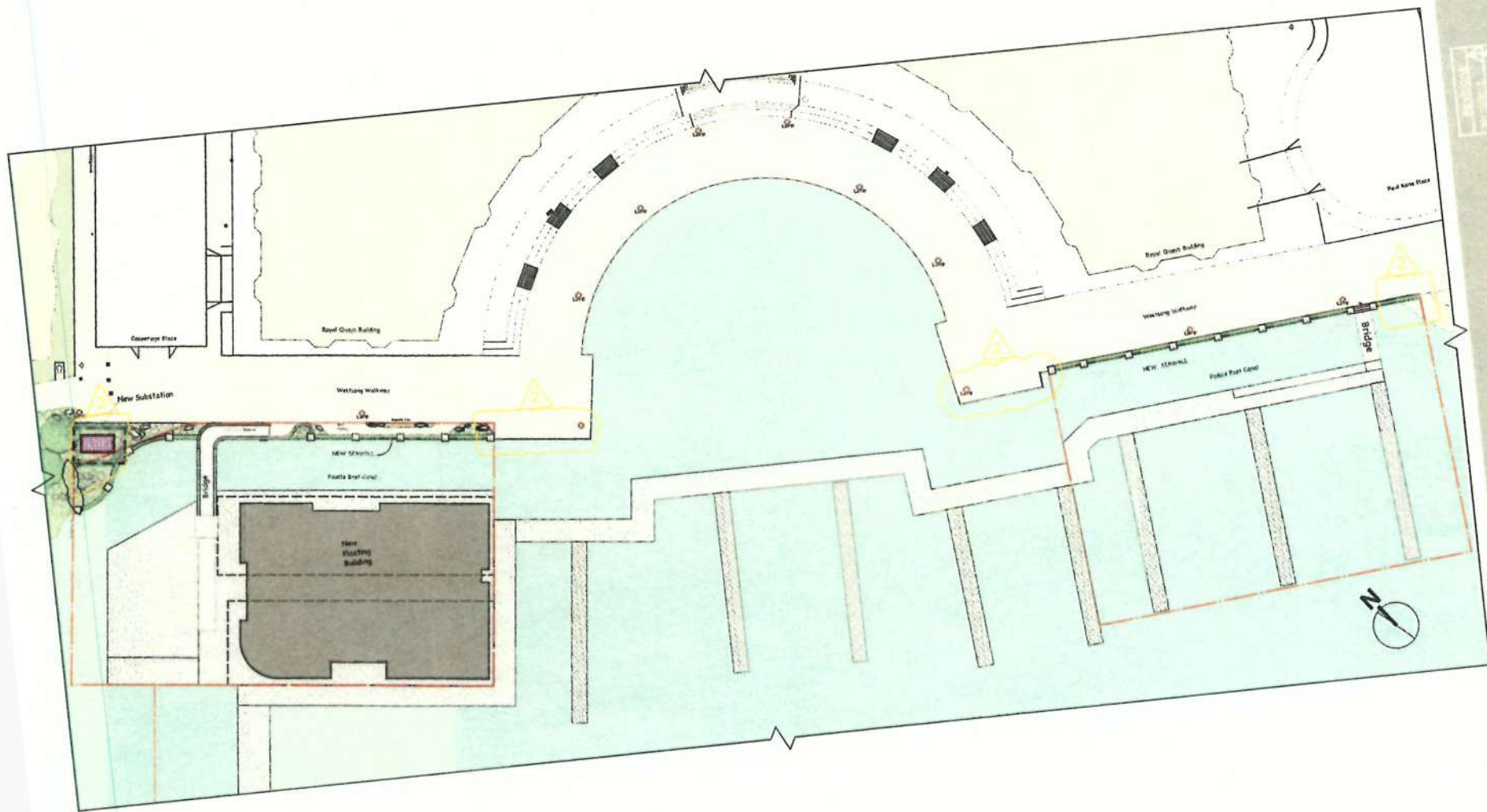

de Hoog & Kienf architects	
Victoria International Marina	
Original Views	
A503	1

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1 Proposed Seawall Plan  
Scale: 1:500

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November 26, 2015

L-1

REVISIONS

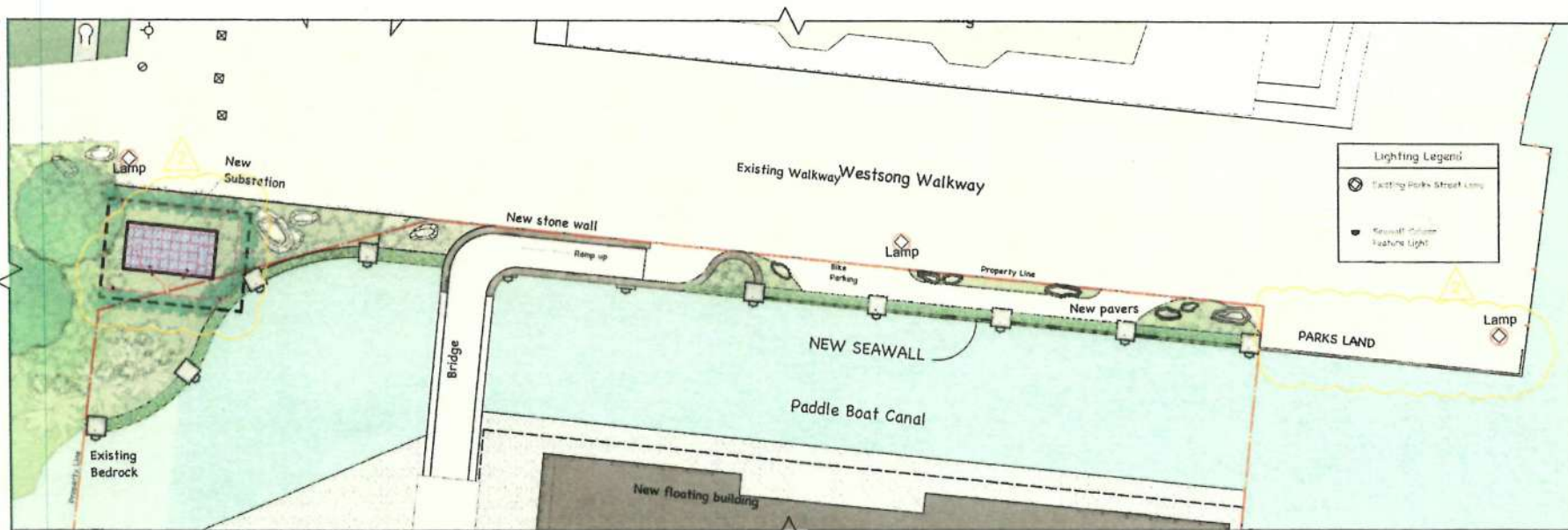
NO.	DATE	DESCRIPTION
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LANDSTORY VICTORIA INTERNATIONAL MARINA

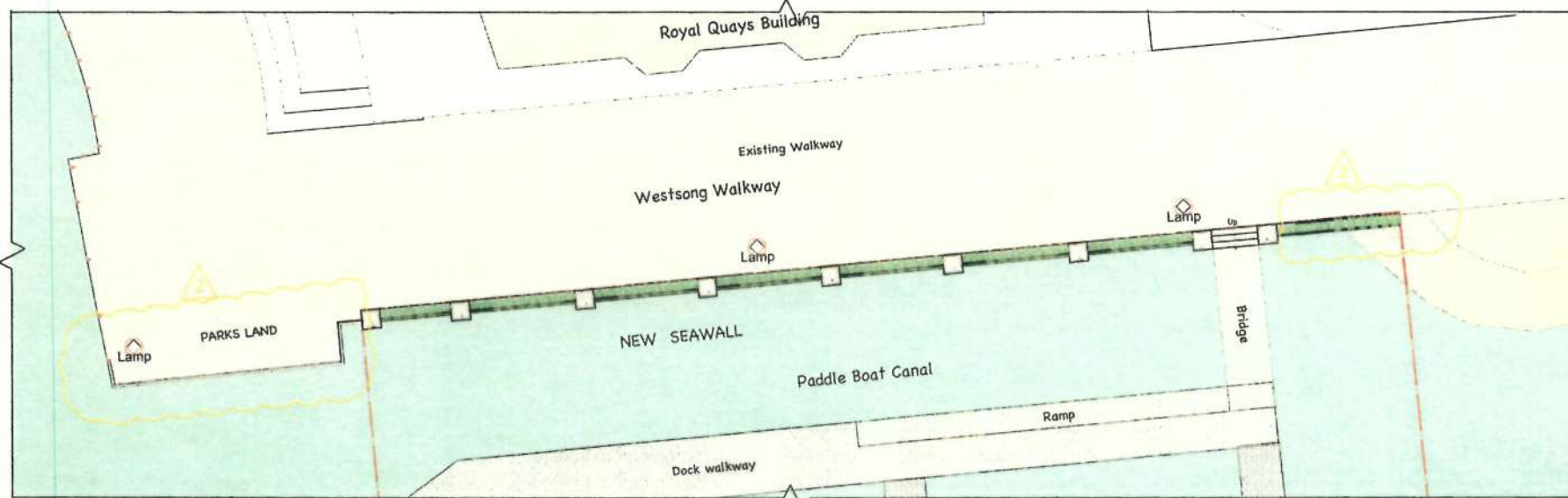
240 730 View Street  
Victoria BC V8W 3J7

LANDSTORY  
Design Associates  
1000 Douglas Street  
Victoria BC V8W 1T7  
250.686.7133 - info@landstory.ca





1 Proposed Seawall Plan (west side)  
Scale: 1:200



2 Proposed Seawall Plan (east side)  
Scale: 1:200

L-2

November 24, 2015

Revised	
Revised	
Revised	
Revised	
Revised	
Revised	
Revised	
Revised	
Revised	
Revised	

VICTORIA INTERNATIONAL MARINA

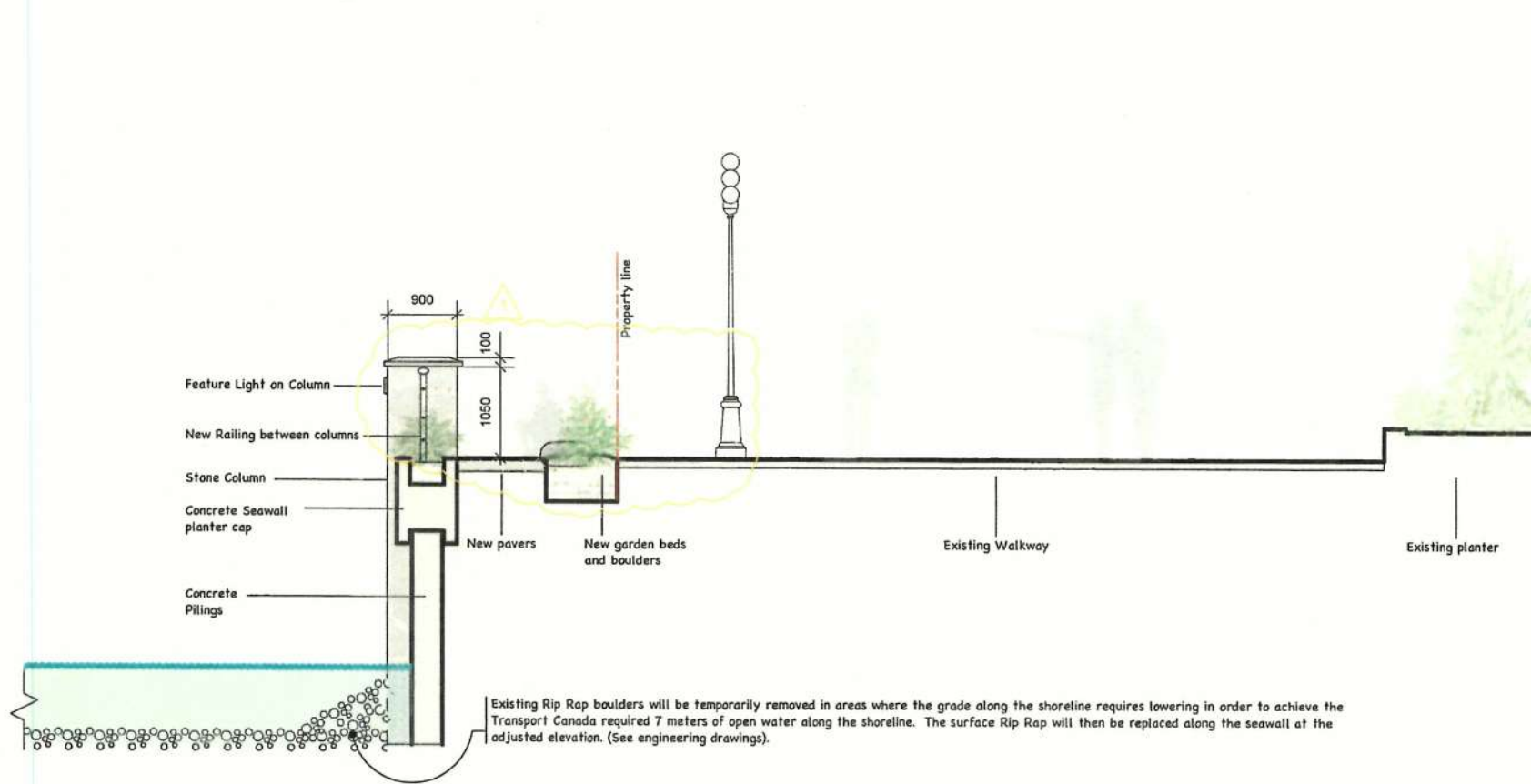
240 - 730 View Street  
Victoria, BC V8W 3Y7

LANDSTORY

Design Associates

1000 West 10th Avenue  
Victoria, BC V8M 1Y6  
250.625.1111 • www.landstory.ca

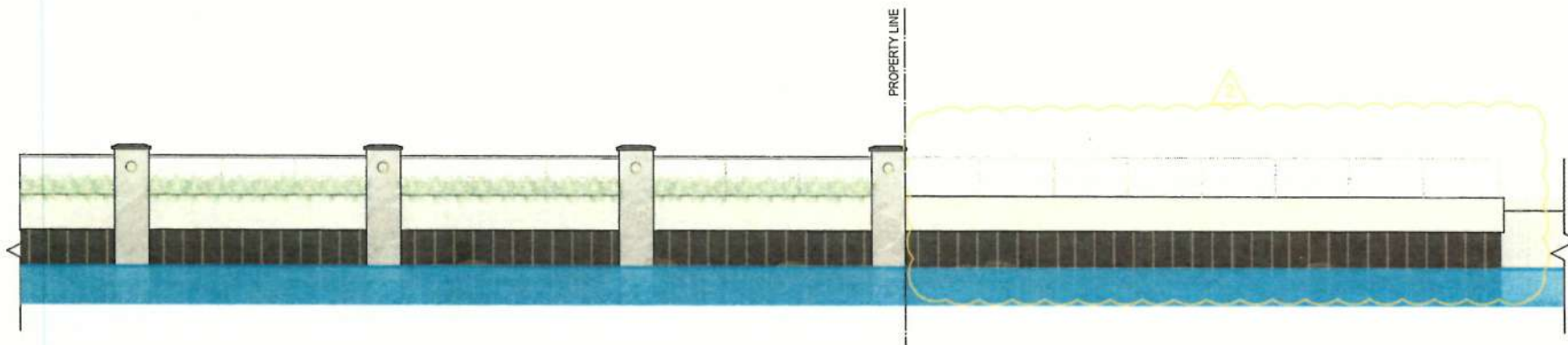




1 Proposed Seawall Section  
Scale: 1:50







1 Proposed Seawall Elevation with concrete pilings, concrete vegetated wall cap and stone columns  
Scale: 1:100



2 Proposed Seawall Elevation viewed from the water  
Scale: 1:500





1: The stone for the columns to be native and similar the stone walls on the Songhees walkway.



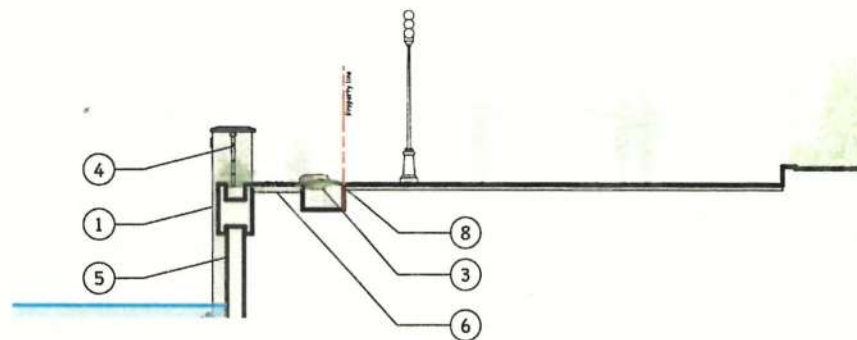
2: Soft ornamental vegetation example for the landscaped areas near the seawall.



3: Boulders for sitting in the landscaped areas.



4: Low profile, clean railing design example for between the stone columns.



7: Hedge vegetation example for screening the substation.

5: Concrete Pilings painted black to be used for the Seawall



6: Bluestone pavers to be used on landscaped path, bike parking and ramp entry.



8: Vegetation example for the landscaped areas near the seawall.



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VICTORIA INTERNATIONAL MARINA

240 - 730 View Street  
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LANDSTORY

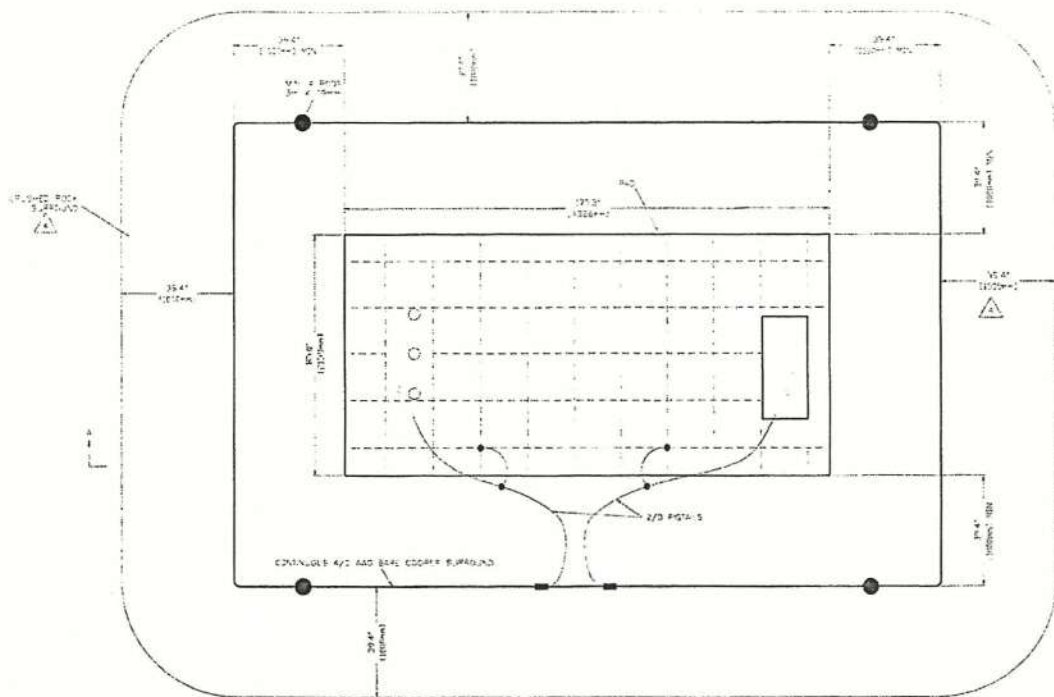
Design Associates

1000 Douglas Street  
Victoria, BC V8W 2Y1  
250.682.4333 landstory.ca

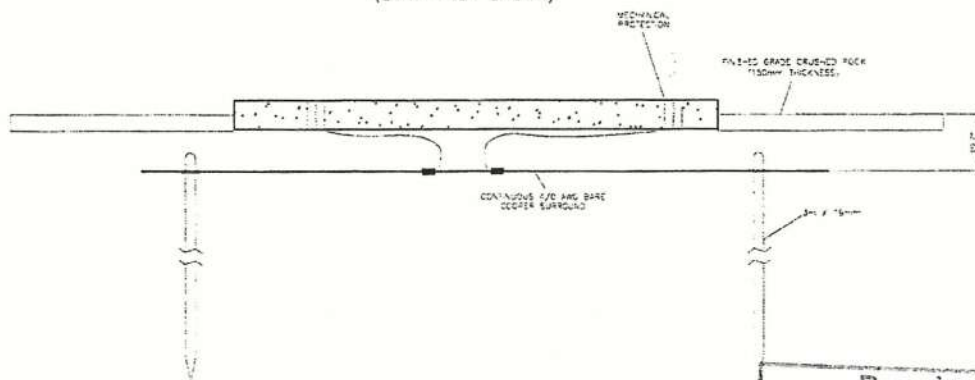








PAD GROUNDING PLAN VIEW  
(EARTH NOT SHOWN)



SECTION A-A  
GROUNDING DETAILS

# NOTES

- GROUND RODS TO BE SPACED TO 10' MAX. THE ROD LENGTH SHALL BE 6' MIN.
- REBAR SHALL BE BENT TO FORM CONNECTION AT 90° TO THE SPACING. THE REBAR SHALL BE ELECTRICALLY CONTINUOUS. A COPPER JUMPER SHALL BE INSTALLED.
- ENSURE BOTH BENT REBAR GROUND RODS AND TRANSFORMER GROUND RODS ARE BONDED TO GROUND BY 2/0 COPPER IN LOCATION SHOWN.
- CRUSHED ROCK SHALL EXTEND 1' MIN. 4/0 COPPER SURROUNDING SUBSTATION, WHERE PRACTICABLE. IF NOT PRACTICABLE, CRUSHED ROCK MUST EXTEND TO 4/0 COPPER SURROUNDING SUBSTATION.
- PAD REBAR & STRUCTURAL DESIGN IS THE RESPONSIBILITY OF THE CIVIL ENGINEER OR CIVIL CONTRACTOR.
- FENCE OR PROTECTION BALLARDS, IF REQUIRED, SHALL BE BONDED TO THE GROUND GRID BY THE METHODS SHOWN ON DRAWING SC-80. IF FENCE OR BALLARDS ARE INSTALLED, AN ADDITIONAL GROUND LOOP OF 4/0 COPPER SHALL BE INSTALLED 1' MIN. OUTSIDE THE FENCE OR BALLARD PERIMETER, AND BONDED TO THE 4/0 COPPER LOOP SURROUNDING THE CONCRETE PAD.
- ADDITIONAL GROUNDING DETAILS AVAILABLE ON DRAWING SC-80.
- IF INSTALLED, FENCE SHALL BE BONDED TO GRID AT CORNERS AND AT INTERVALS NOT EXCEEDING 12' MIN. SEE FENCE GROUNDING DETAIL FOR TYPICAL FENCE CONNECTIONS (DRAWING SC-80).
- GROUND CONDUCTOR TO BE BURIED 600mm MIN. BELOW FINISHED GRADE.
- ENTIRE GROUNDING INSTALLATION TO BE IN ACCORDANCE WITH CANADIAN ELECTRICAL CODE LATEST EDITION.
- ALL CONNECTIONS TO BE PRE-FILLED WITH GROUT IMMEDIATELY PRIOR TO COMPLETION.
- ENTIRE SUBSTATION TO BE COVERED WITH 100mm (4") SUBSTATION GRADE CRUSHED ROCK.

## GROUNDING LEGEND:

- COPPER 2/0 AWG POTENTIAL
- COPPER 4/0 AWG
- GROUND ROD 3/4" x 6" MIN. - COPPER PLATED STEEL
- COPPER GROUND JUMPER
- MECHANICAL 'E' TYPE COMPRESSION CONNECTOR
- PAD REBAR

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SEE STAMP

THIS DRAWING MUST BE STAMPED  
AND SIGNED AND DATED TO BE  
APPROVED FOR CONSTRUCTION. SEE  
A-1. CHANGE RECORD IN ORDER  
DATE OF REVISION NUMBER

PROJECT NAME  
1500 JULIANO  
DATE  
2015-07-10  
DESIGNER  
2015-07-10  
CHECKED BY  
2015-07-10

PROJECT NAME  
1500 JULIANO  
DATE  
2015-07-10  
DESIGNER  
2015-07-10  
CHECKED BY  
2015-07-10

prime  
engineering  
ENGINEER PATRICK M. MATHIAS



## SPACE-GEAR:

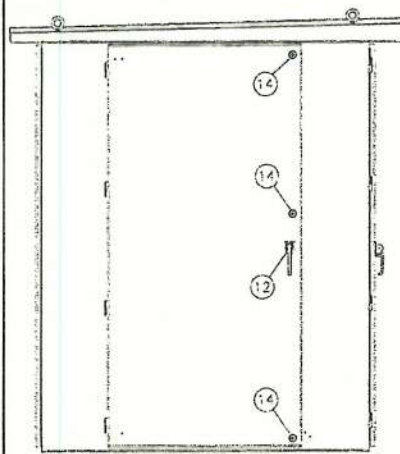
APPROXIMATE:	610A
STANDARD:	CSA C22.2 NO. 31
WIRING:	3
VOLTAGE:	3
BL:	25KV
FREQUENCY:	60-HZ
SHORT-TIME WITHSTAND:	25KA @ 25KV
ENCLOSURE:	OUTDOOR NEVA 39
FINISH:	ELECTROSTATIC POWDER COAT, ANS: #5
EQUIPMENT WEIGHT:	20000 lbs. TOTAL (EXCLUDING TRANSFORMER)

## SWITCH-GEAR 20V:

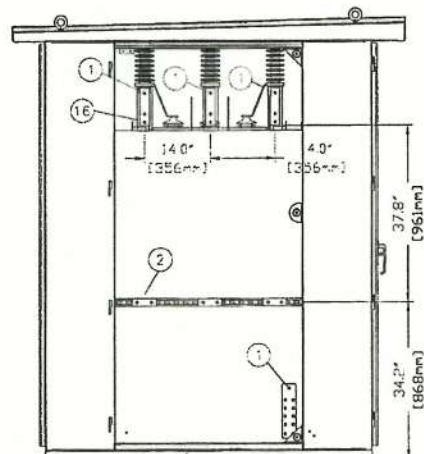
\* X MG SFC SWITCH 24KV, 125MV BL, 630A  
6 X CUTLER-HAMMER DBJ-27 EXPULSION FUSE PER COORDINATION STUDY (3 SPARE)  
3 X CMT FOR LINE LINE INDICATORS, C/W WIRING HARNESS & LIVE LINE INDICATORS  
MISC BUS BARS, INSULATORS, GROUNDING STUDS, HARDWARE

NOTES:

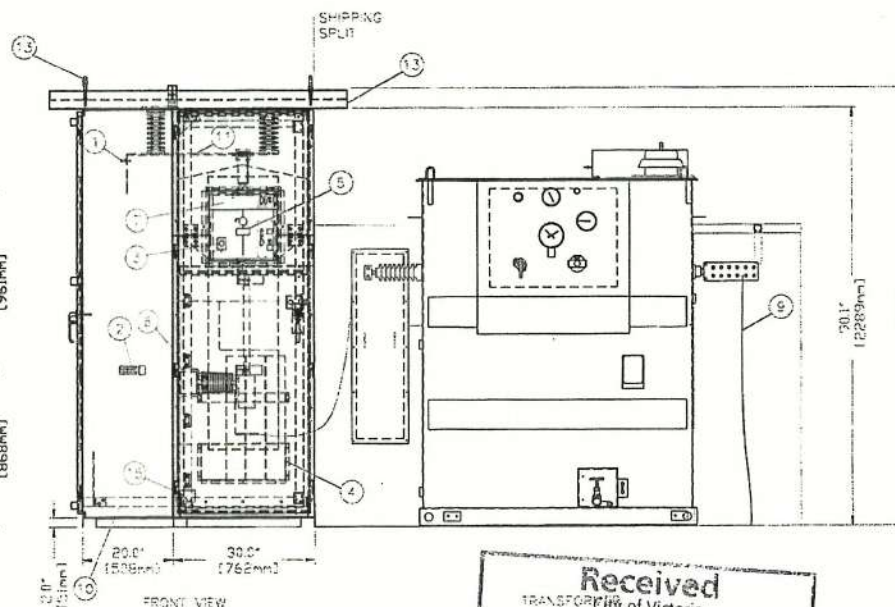
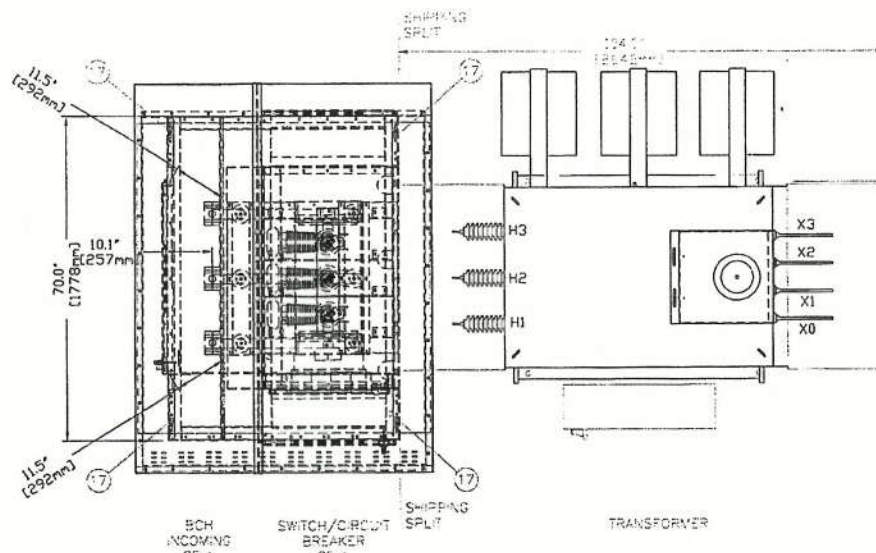
1. GROUNDING STUDS
2. WOOD CABLE SUPPORT
3. CONTACT STATUS VIEWING WINDOW
4. SPARE FUSE COMPARTMENT
5. LIVE LINE INDICATORS
6. ANTI-CONDENSATION INSULATION OF UNDERSIDE OF ROOF (FIRE RETARDANT)
7. SFG LOAD BREAK SWITCH
8. CAPACITIVE VOLTAGE TRANSFORMER FOR LIVE-LINE INDICATORS
9. SECONDARY CABLES (LUGS NOT SUPPLIED)
10. 2"X1/4" GROUND BUS T/N PLATED COPPER
11. 2"X1/4" R-PHASE BUS ALUMINUM C/W 36KV POLYMER INSULATION
12. PADLOCKABLE LATCH
13. LIFTING EYES
14. PENTA-BOLT (3) (PENTA SOCKET NOT SUPPLIED)
15. -
16. CABLE TERMINATION INSULATION BOOT
17. HOLES FOR SEISMIC RESTRAINT
18. SPRING TYPE DOOR RESTRAINTS



ENC VERN



END VIEW WITHOUT DOOR  
30 HYDRO INCOMING SECTION



FRONT VIEW

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P. ENG STAGE

THIS DRAWING MUST BE STAMPED  
SIGNED AND DATED TO BE  
APPROVED FOR CONSTRUCTION. YOU  
ALL DRAWINGS BEARING AN EARLY  
DATE OR REVISION NUMBER

[illegible]

PROJECT NAME

\_\_\_\_\_

6.  $C_2H_5CO^+CH_3$  (A)  $CH_3CH_2CO^+CH_3$  (B)  $CH_3CH_2COCH_3$  (C)  $CH_3CH_2COCH_2CH_3$  (D)  $CH_3CH_2COCH_2CH_2CH_3$

102 1/2

7	745 13	42.01
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MC 117-

2017	2016
2017	2016



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