

Rezoning Resubmission
June 2015

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INTRODUCTION

1.1 APPLICATION + INTENT



Our Vision:

A well-loved, culturally vital neighbourhood where the mix of people and environment fuels health and a vibrant local economy.

The presentation of the Dockside Green Neighbourhood Plan represents a culmination of a process and the beginning of an exciting future. Articulated within the pages of this book is our vision of how we will build on the vitality and sense of community within the existing Dockside Green neighbourhood, to ultimately create a sustainable neighbourhood, which is well-integrated within the Victoria West community, linked to Downtown Victoria and is a supportive neighbour of the industrial harbour.

As an early adopter of a triple-bottom line approach to sustainable urban development, our project has achieved a lot of notice, winning awards and the title of one of the greenest communities in North America. It is also no secret that we have also experienced challenges – a global recession and as an innovator taking risks, some hard lessons-learned.

With a clear commitment from the project owners – Vancity Savings Credit Union – Dockside Green has developed a Neighbourhood Plan and strategy for the completion of the neighbourhood. This has been a collaborative process. It began with an open, an involved process of community conversation and engagement with Dockside Green residents, businesses, neighbours and others from the Victoria community. What emerged was a clear sense of what works at Dockside Green and what it should be in the future.

A comprehensive process of neighbourhood planning has taken that vision and developed an updated Neighbourhood Plan for Dockside Green. The Neighbourhood Plan builds on the original neighbourhood plan from 2005 and considers the emerging context of Victoria West, Downtown Victoria and the region in 2015. It has capitalized on emerging opportunities to make the Plan more relevant to 2015. Importantly, it also considers Dockside Green Ltd's role as a neighbourhood builder, establishes a plan that is appropriate for the Victoria marketplace and provides adequate flexibility to make necessary course corrections. Building a 15 acre complete, sustainable neighbourhood with 1.4 million square feet of building area on an urban, brownfield site is not a straightforward task.

Our intent with this application book is threefold:

1. Illustrate and describe the Neighbourhood Plan and all its components; articulate how the Plan integrates well with and complements the surrounding community.
2. Establish a set of principles that will guide the development of the public spaces, buildings, infrastructure and amenities at Dockside Green.
3. To outline for the City of Victoria the changes required to make our vision for Dockside Green a reality.

The Dockside Green Neighbourhood Plan considers and incorporates the entirety of the Dockside Green neighbourhood. However, for the purpose of the Rezoning Application to the City of Victoria, we are proposing amendments to the design guidelines and amendments to the MDA for only those portions of the site shown in the adjacent 2015 Rezoning Area. The existing zoning, design guidelines and MDA will continue to apply to the other portions of the site.



Proposed Rezoning Boundary

12 A NEW NEIGHBOURHOOD PLAN

As an early adopter of sustainable development, Dockside Green has been recognized as one of the greenest communities in North America. Innovation means taking risks and learning from being at the leading edge of the “green building movement”. As a result, Dockside Green faced a number of challenges that required us to reconsider aspects of the original 2005 plan. Our strategies for addressing these challenges included:

Dockside Green as a Neighbourhood Builder

To move forward in the new economy, Dockside Green has changed its previous business model to become a neighbourhood builder who will partner with 3rd party developers to develop individual land parcels. While we will not build residential or commercial buildings, we will create and manage a neighbourhood. This includes taking responsibility for the construction of all public amenities such as roads, parks, public space, art, etc.

Buildings Too Large for the Post-2008 Victoria Real Estate Market

To be developable, the Dockside Green Neighbourhood Plan requires updates to redistribute the current density which includes buildings of over 200,000 square feet into land parcels with a development density of between 85,000 and 140,000 square feet. These newly created parcels are marketable and financeable for local builders, allow the project to progress forward in a phased manner, and have a built form that is efficient while allowing the potential for a variety of residential unit types.

Poor Connections to its Edges. The 2005 Dockside Green Neighbourhood Plan was originally developed at a time when this part of Victoria looked much different than it does today. The plan focused around an internal main plaza and responded poorly along its edges to the surrounding community – physically and socially. The surrounding community has changed in the past decade, and with a new bridge under construction, a new park to be built, new businesses arriving and new residents moved in there is a need to revisit the plan to stay relevant.

Timelines for Delivery of Amenities. To date Dockside Green has completed over 75% of all its amenity obligations, including site remediation, construction of a wastewater treatment plan, biomass energy facility, public dock, and various site upgrades, with only 22% of the project completed. This has created a substantial financial burden for the project. The current MDA structure provides an unworkable scenario in which remaining amenities such as public plazas and parks are to be delivered with no connection to the buildings that neighbour it. This notion, along with the relevancy of specific amenities in 2015 required to complete Dockside Green, has resulted in a difficult position from which to move forward.



LEED® In 2005, Dockside Green set a goal of achieving the highest levels of certification under the LEED® New (Building) Construction (NC) program and the LEED® Neighbourhood Development (ND). While the MDA focused solely on LEED® Canada-NC v 1.0 Platinum certification as Dockside Green's standard, Dockside Green achieved Platinum level certification for both LEED® NC and LEED® ND standards. With our role shifting from developer to neighbourhood builder, we have re-affirmed our focus to LEED® ND, which emphasizes sustainability at the neighbourhood level. The MDA permits this modified approach with City of Victoria approval.

The Evolution of Sustainability The concept of sustainability has evolved in the past decade from when Dockside Green was first conceived – the social and economic pillars of sustainability have grown in emphasis. Therefore while Dockside Green has recognized the environmental pillar of the triple bottom line approach, we need to better integrate the other two pillars to truly be sustainable.

Making Use of Vacant Land The extended build-out for a project of the scale of Dockside Green means many years with land sitting idle and unused. There is an opportunity for Dockside Green and the community to animate this space with active uses - bridging Downtown Victoria and Vic West until the final development occurs. Dockside Green is inspired by how other communities have developed pop-up retail, arts and culture, food and urban agriculture, and recreation opportunities on unused vacant urban land.

13 FIRST PRINCIPLES

Before we began our public conversations, the Dockside Green team spent some time thinking about our core values and vision for the neighbourhood. We saw this as a starting point for a conversation. We set out to answer some of the following questions: What do we believe? What makes this project unique? And what are the commitments we will make to our communities?

We came up with a set of draft values: sustainability, inclusivity, a respect for local, creative and cultural vitality. We also came up with a working vision statement: A well-loved, culturally vital neighbourhood where the mix of people and environment fuels health and a vibrant local economy.

We then asked the community to comment, both in person and online, on these values. Did they resonate? Did they match the values of residents and community members? We also used these draft values as a helpful anchor in our planning. Over the months, through conversation and workshops, we have shaped them into a Neighbourhood Charter that will guide our activities and relationships.

Neighbourhood Charter

Based on the community's comments at our first meetings we confirmed a Neighbourhood Charter for Dockside Green which will help guide the future development of the site.

Vision:

A well-loved, culturally vital neighbourhood where the mix of people and environment fuels health and a vibrant local economy.

Our Statement of Values and Commitments:

As we consider the future of the Dockside Green Neighbourhood, we want to be clear about the principles and commitments that will guide our work in community and with our partners, and how we will honour the existing neighbourhoods and help plan for the future.

We will have a continued focus on:

- Connecting community, nature, and design;
- The creation of an energetic neighbourhood that places social wellbeing as one of our highest achievements; and
- Leaving an improved human and environmental legacy for generations to come.

Values:

These values and commitments offer a way for us to shape our decision-making and to measure our progress over the many years, sometimes decades, it takes to develop and build a dense urban neighbourhood. We also see the Neighbourhood Charter as a "living document" — the values remain the same, but we will review our commitments to ensure that we are meeting these core principles.

14 VALUES + COMMITMENTS

1. Sustainability

We are committed to the triple-bottom line of social, environmental and economic health of our project.

Social: We value the ability to provide opportunities for inclusion and connectedness among neighbours.

Environment: We value the ecological health and sustainability of our community.

Economic: We are committed to a plan that is feasible and enduring given existing resources and measuring our success against long-term goals.

2. Respect for Local

We are committed to retaining the industrial and historical character of the Dockside Green site and finding ways to create people-centred spaces.

We value the expertise, passion, knowledge and talent in the larger community and neighbourhoods and are committed to fostering a vibrant local economy that provides opportunities to work, create and learn close to home.

3. Inclusivity

We are a community that welcomes and supports a range of socio-economic backgrounds, ages and cultures through a diversity of housing, activities and amenities.

We value community involvement and input. We are committed to ongoing dialogue in the further development of Dockside Green Neighbourhood.

4. Cultural and Creative Vitality

We value creativity and the power of progressive public, cultural and commercial spaces to effect positive social and environmental change.

We are committed to urban design — public and commercial spaces — that fosters a sense of inclusion and kinship with neighbours; important places to gather, interact, shop, create and share ideas.

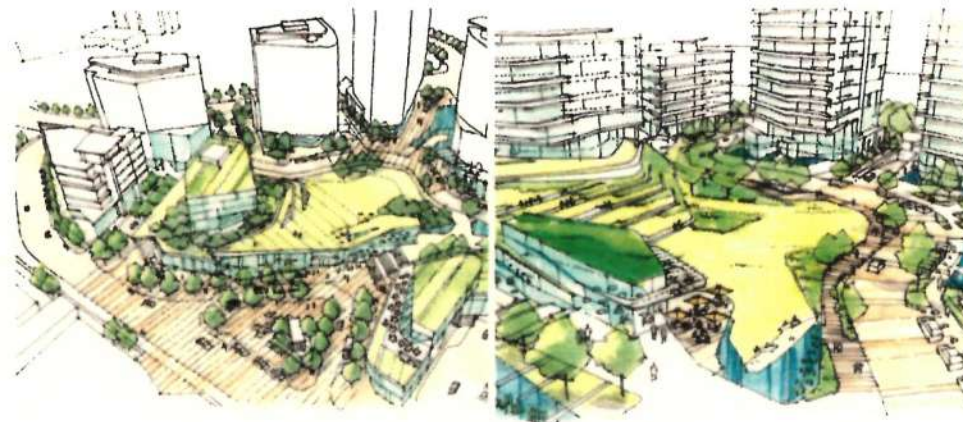
We value a community that promotes arts, culture and education.

15 PUBLIC PROCESS SUMMARY

Our series of public conversations was intended to create an exchange of ideas and information between engaged citizens and the Dockside Green team. Our process was grounded in transparency, was given focus by the emerging project values and was a sincere desire to inform, involve and collaborate with stakeholders.

After every session, we posted a summary of findings online to ensure we were accurately and clearly reflecting back what we heard. We also tried to identify how that feedback was incorporated into the next stage of planning.

The meetings were promoted via mail drop and posters, in the Victoria West Community Association's newsletter, through strata councils at Dockside Green, through our website, via social media and some mainstream media outreach. We attempted to get the word out as broadly and with as much notice as possible.





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21 HISTORY



View of Victoria, Vancouver Island (Day and Son, 1860)



Songhees Village, James Madison Alden (c.1857)
Library and Archives of Canada

FIRST PEOPLES

For thousands of years, the Lekwungen, ancestors of the Esquimalt and Songhees Nations, inhabited the lands surrounding what is now Dockside Green.

Following the arrival of European navigators and the establishment in 1844 of Fort Victoria by the Hudson's Bay Company, Lekwungen families established their village on the west shores of Victoria Harbour, across from the HBC fort. Houses stretched from Songhees Point to Point Hope, just north of where the Johnson Street Bridge is currently located. In 1853, the village was designated as a reserve.

During the 1860s, a smallpox epidemic swept through many First Nations communities in BC, resulting in the depopulation of many villages, including the Songhees reserve. As the reserve was centrally located, the Songhees were under pressure to sell their lands. In 1911, the Songhees agreed to relocate the reserve to Esquimalt, paving the way for industrial development along the Harbour.

Today, the main Songhees community resides at the New Songhees Reserve on the east shore of Esquimalt Harbour. The Songhees First Nation is a self-governing member of the Te'mexw Treaty Association and the Nauf'sa Mawt Tribal Council. A totem pole, 'The Water Keepers' Pole' by master carver Charles Elliot of the Tsartlip Nation, was erected in 2008 in recognition and celebration of the rich First Nations heritage at Dockside Green.

VICTORIA WEST

With the influx of new arrivals to Victoria resulting from the Fraser River Gold Rush, there were additional pressures for farms and development on the Esquimalt Peninsula. Beginning with the purchase of the Simpson farm in 1864, Victoria West attracted a wide range of people to the neighbourhood, including several prominent families of the era - but also many working class families who depended on the industry along the working waterfront for their livelihoods.

The First Point Ellice Bridge was built in 1861, helping to spur growth and development in Victoria West. This was followed in 1922-1924 by the Johnson Street Bridge.



Opening Day of the Johnson St. Bridge (1924)
City of Victoria Archives M00353



Victoria in three parts, from Vic West looking over present-day Docks Lands (filled bay is visible)
Richard Maynard (c. 1877); Courtesy of the Royal BC Museum, BC Archives



Turpel's Yard near Outer Harbour
Courtesy of the Royal BC Museum, BC Archives



Foundation Co. of BC Shipyard (1918)
Courtesy of the Royal BC Museum, BC Archives

SHIPYARDS + INDUSTRY

The first shipyard at Point Hope was built on reserve lands leased from the Federal Government in 1873. This shipyard, Colling and Cook's Ways, was the first shipyard in Victoria and possibly in BC as well. Since that time, several shipyard companies have operated from the site.

The Esquimalt + Nanaimo Railway was constructed in 1886, with a swing bridge crossing Victoria Harbour to Downtown. The Railway, coupled with proximity to the Canadian Pacific Service Yard, helped to provide jobs and spur industrial growth in Victoria West.

Following the relocation of the Songhees Reserve to Esquimalt in 1911, the Docks lands became available for industrial development. Soon, the site housed shipyards, rail line, associated freight storage buildings, iron and metal trading operation, propane operation, asphalt plant and a cedar shingle mill.

Industrial operations and landfilling activities significantly changed the geography of the Docks area during this time. The inlet which separated Point Hope from the upland area was filled in.

BROWNFIELD

By the 1970s, most of the industry on the site had closed down or relocated elsewhere. By the early 2000s, the only remaining structure on the site was Princess Mary's Restaurant, built from the former superstructure of a former Canadian Pacific Railway pocket liner. Part of the Princess Mary building was incorporated into the renovated building for Farmer Construction at 360 Harbour Road.

REVITALIZATION

The 1986 Victoria West Plan helped lay the groundwork for redevelopment and revitalization on the Songhees Peninsula. Construction of the Galloping Goose Trail in 1987 linked the Johnson Street Bridge to Sooke and helped to bring recreational activity to the waterfront.

The City of Victoria acquired the Docks Lands from the Province in 1989, starting a process which would lead to the issuance of the Docks Lands RFP in 2004 and the construction of the first phases of Docks Green.



Princess Mary Restaurant, Unknown Date

22 COMMUNITY CONTEXT

NEIGHBOURHOODS

Located at the western end of both the Johnson Street and Bay Street Bridges opposite Downtown Victoria, Dockside Green is a gateway into the Victoria West neighbourhood and the Esquimalt Peninsula more generally.

The Victoria West neighbourhood is comprised of several established residential communities, as well as newer large-scale developments in proximity to the Dockside Green site. These include developments along the Songhees waterfront, Bayview, the Roundhouse and in the former Railyards north of Bay Street.

Victoria's Official Community Plan designates Dockside Green within the City's Urban Core. With Downtown Victoria less than a 10-minute walk away from Dockside Green, there are a multitude of shopping, working and entertainment destinations within close proximity to the site. A new Johnson Street Bridge is currently under construction and will enhance connectivity between Victoria West and Downtown Victoria.

Across Harbour Road, the Point Hope Shipyard is an important employment node and a part of Victoria's working waterfront.



Craigflower Village, Victoria West

CONNECTIONS

Dockside Green is at the crossroads of several important greenway corridors for cyclists and pedestrians, providing both local and regional connectivity, which all terminate at the western end of the Johnson Street Bridge, directly across from Dockside Green.

The Galloping Goose Regional Trail runs through Dockside Green and connects Downtown Victoria to Burnside, the Western Communities and beyond. The Galloping Goose also links up with the Lochside Regional Trail, which extends to the northern tip of the Saanich Peninsula.

The nearby Westsong Walkway follows the shoreline of the Outer Harbour all the way to Esquimalt. The Capital Regional District is also currently developing a trail corridor adjacent to the Esquimalt and Nanaimo Rail line and aims to connect to the Western Communities of Colwood and Langford, and potentially to other locations up-Island.

The site is also well-served by transit, with several bus routes in proximity to Dockside Green, several of which have been identified as part of a planned frequent transit network.

Street connections for vehicles, cyclists and pedestrians provide key linkages to Downtown and other parts of Victoria West via Esquimalt Road/Johnson Street Bridge, Bay Street, and Tyee Road.



Galloping Goose Trail

PARKS + RECREATION

Several neighbourhood parks are in close proximity to Dockside Green. Point Ellice Park is directly adjacent to Dockside Green and provides opportunities for water access as well as forming part of the Galloping Goose Regional Trail.

Victoria West Park is less than a 5-minute walk from Dockside Green and provides a range of active recreation opportunities. Other parks in the area are typically more passive in nature and include Vista Park in the new Bayview development and the Songhees Waterfront.

The Victoria West Community Centre is located approximately 1 km northwest of Dockside Green in Banfield Park and offers various recreational and social service programs.

SCHOOLS

Dockside Green is currently within the catchment areas of Victoria West Elementary (approx. 1 km away), Rockheights Middle School (approx. 3 km away in Esquimalt) and Esquimalt High School (approx. 2 km away in Esquimalt). École Victor-Brodeur, a public French-language school, is approximately 2 km west of Dockside Green in Esquimalt.



Victoria West Community Centre



Victoria West Community Visions Map

2.3 BACKGROUND POLICIES

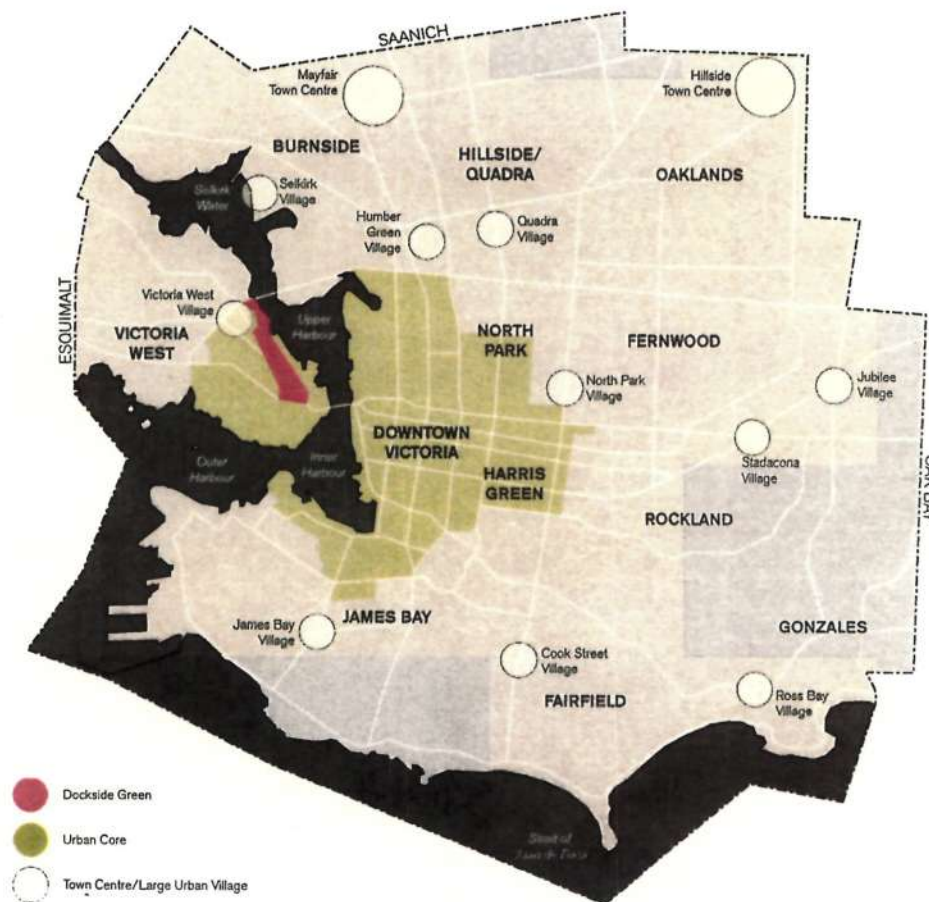
2.3 BACKGROUND POLICIES

A number of City of Victoria Plans and Policies inform and guide the development of Docksider Green. These included

- Official Community Plan (2012)
- Victoria Sustainability Framework (2010)
- Victoria West Plan (1986, Amended 2008);
- Victoria West Transportation Plan (2008)
- Victoria Harbour Plan (2001)
- Policy Plan + Design Guidelines for the Songhees Area of Victoria West (1986, Amended 2008)
- Harbour Road Industrial Waterfront Design Guidelines (2008)
- Docksider Green Design Guidelines (2005)
- Docksider CD-9 Zoning (2005, Amended 2008, 2009)

2.3.1 POLICY IMPLICATIONS

- The policy establishes Docksider Green as a mixed-use, urban neighbourhood, with moderate density and a mix of towers and mid-rise buildings. Docksider Green should be a neighbourhood that supports the residential densification of the Urban Core while providing employment opportunities and neighbourhood shopping, services and food and entertainment.
- Docksider Green should integrate with the cycling and pedestrian transportation networks that link Vic West to Downtown and to the rest of the region. Pedestrians and cyclist are priorities and the new Docksider Green neighbourhood should focus on and enhance those environments with the design of the on-site circulation network and public realm.
- The waterfront lands at Point Hope shipyards will remain industrial, with limited opportunities for public access to the water. As a result Docksider Green needs to acknowledge and be supportive of this important economic activity. The overall structure and design of Docksider Green should locate complementary uses along Harbour Road, while locating the bulk of residential uses along Esquimalt and Tyee Roads.
- This overall structure should also be reflected in architectural expression and public realm design that complement the adjacencies, creates a unique sense of place and an overall cohesiveness throughout, fosters social vibrancy with human scale design, incorporates public art, is beautified and softened with natural features and allows for an animated street life and festivals, celebrations and special events.
- All of this should occur within the context of a focus on and integration of sustainability principles – ecological integrity, livability and social well-being, economic vitality and resiliency.



Official Community Plan: Growth Management Concept

24 COMPLETED AMENITIES + INFRASTRUCTURE

INTRODUCTION

The Dockside Green neighbourhood was designed as a complete, sustainable neighbourhood with significant public amenities and investment in leading edge green infrastructure. Dockside Green committed to delivering these amenities on an aggressive schedule, fronting much of the cost prior to completing development density. To date 75% of the amenities and infrastructure has been completed, while only 22% of the building floor area has been constructed.

The public amenity and infrastructure approach at Dockside Green is considered by some to result in the greenest land development project in North America. To that end, Dockside Green was the first project to receive LEED® Neighbourhood Development (ND) Platinum certification. Dockside Green has completed environmental restoration and remediation, a variety of public realm improvements and major investments in shared infrastructure, several of which are unique to Dockside Green in the region.

WASTEWATER TREATMENT SYSTEM

The original approach to the wastewater collection at Dockside Green was through a private system which would collect and service each individual building within the site and integrate into a centralized private wastewater treatment facility.

The wastewater treatment plant (WWTP) is intended to treat all of the wastewater generated onsite. Site wastewater, either household or commercial, is generated from sink discharges, dishwashers, showers, washing machines, and toilets or similar uses. This wastewater is collected from the individual buildings and conveyed by gravity to the WWTP.

The WWTP is located adjacent to office and residences and has been well integrated within this area. The WWTP is located under the central Greenway and extends several stories below ground level; the WWTP entrance is aesthetically pleasing and is barely noticeable amongst the surrounding vegetation. The level of treatment provided by the WWTP is to the highest degree for water re-use and treatment. This means that it meets or exceeds the reclaimed water Municipal Sewage Regulation (MSR) criteria for reclaimed effluent; and therefore this level of treatment allows for unrestricted public access.

DISTRICT ENERGY PLANT

A District Energy Plant distributes heat to each building within Dockside Green in a closed loop. The loop is contained within the utility corridor and individual buildings connect and draw from the heated pipe and discharge into the return pipe. District Energy is intended to provide a more efficient way of delivering heat and power to buildings at Dockside Green over conventional means.

POINT ELLICE PARK/GALLOPING GOOSE TRAIL

Point Ellice Park is located along the shores of the Upper Harbour between Harbour Road and the Bay Street Bridge. The park includes the Galloping Goose Regional Trail, which runs the length of the park and connects to a regional system of multi-use trails.

As part of the first phases of development at Dockside Green, significant efforts were made to improve the recreational and ecological function at Point Ellice Park, including:

- The Galloping Goose was upgraded to City of Victoria Greenways standards and integrated with traffic calming measures at crossing points along Harbour Road.
- A boat dock was constructed at Point Ellice Park, allowing for the launching of small craft, as well as serving as a stop for the Victoria Harbour Ferry.
- Restoration of the ecological function of the upland and inter-tidal zones of the Point Ellice Park shoreline provided improved habitat values for key animal and plant species.
- A pedestrian connection was constructed just to the south of the Bay Street Bridge, providing access to Point Ellice Park and the Galloping Goose Trail.

GREENWAY

The Greenway is not only an important part of the Dockside open space and public realm, but also functions as an element of the wastewater and stormwater treatment infrastructure.

The Greenway connects with the Galloping Goose trail at Harbour Road, and will be part of a larger system of green spaces that will extend throughout the site, providing open space opportunities and important linkages both internal to Dockside Green and extending outwards to the wider community.

Along the Greenway, historical, First Nations and environmental signage has been located to help users understand the historical and environmental richness of the site.

OTHER EXISTING AMENITIES

In addition to these major amenity investments, Dockside Green also provided a number of other public amenities and infrastructure improvements during the first phases. This included:

Car-share vehicles and memberships: With Dockside Green contributions the Victoria Car Share Co-op purchased two vehicles and located them at Dockside Green. Dockside Green also purchased car share memberships that were made available to all residents living at Dockside Green.

Pathway connections: Pedestrian pathway connections were established from Tyee Road to Harbour Road. One leads from the near the corner of Wilson and Tyee, down to the Greenway and past the bakery and coffee shop to the Harbour Road crosswalk. The second brings pedestrians from Tyee Road down a set of stairs to the south-end of the current Greenway and then down to Harbour Road by the Farmer Construction office building.

Extensive Tree Planting: Tree planting occurred all along the Galloping Goose Trail adjacent to Point Ellice Park, along the Greenway, along Tyee Road, Harbour Road and Esquimalt Road.

Bike Racks: Bike racks were installed at various places throughout the first phases and in Point Ellice Park.

Public Art: A totem pole by Charles Elliot of the Tsartlip First Nation was commissioned and installed adjacent to the intersection of Harbour Road and the Galloping Goose trail. Additionally, 'The Shatters', a glass sculpture was installed in the Synergy plaza.

Signage: Significant educational signage has been placed to explore environmental and First Nations' connections within the project.

Green Technologies: Dockside Green has implemented a number of Green Technologies through out the development. These include solar lighting for the boat launch, solar awnings for CI-1, Big Belly Solar Garbage Compactors, Windmills on CI-1 and Smart Meters in Synergy and Balance.

Harbour Road Improvements: Installation of the traffic calming device located at the pedestrian and cyclist crossing adjacent to 398 Harbour Road.



Infrastructure + Amenities Key Plan



Point Ellice Park/Shoreline Restoration/Public Dock



Point Ellice Park / Public Art / Galloping Goose Trail



Wastewater Treatment Plant



Greenway



District Energy Plant



Car Share

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Aerial view of the Dockside Lands



31 INTRODUCTION



The 2015 Dockside Green Neighbourhood Plan is shaped by a number of important elements. Primarily, the 2015 Plan builds off of and incorporates strategies previously embedded in the 2005 Plan for the neighbourhood. The 2015 Plan is also the result of consideration of the new, emerging context of Vic West and the business needs of Dockside Green Limited. Critically, it was through the extensive public re-engagement process that the community – Dockside Green residents, citizens from the surrounding neighbourhoods and local business owners – played a significant role in re-imagining and shaping the urban design and planning for the 2015 Neighbourhood Plan.

This chapter highlights the key elements of the 2015 Neighbourhood Plan and where appropriate compares its outcomes to those from the 2005 Neighbourhood Plan.



32 2005 DOCKSIDE GREEN NEIGHBOURHOOD PLAN

INTRODUCTION

Dockside Green's original 2005 Plan sought to exemplify a "New Urbanism" type of community development with a diverse mix of uses, people friendly streets and open spaces, and innovative, environmentally conscious design that blends with and complements its unique location overlooking Victoria's historic urban harbour front. The integrated mix of uses, high quality public spaces and design theme helped to define the new urbanism of the community. Residential uses and settings encouraged a diversity of residents and income groups to coexist with workplaces, shopping, restaurants, retail and office services, and landscaped public open space to create a unique mix of neighbourhood experiences and gathering places.

2005 PLAN PRINCIPLES

The 2005 Plan and its design incorporated many of these principles as driving influences:

- A diverse mix of uses, people friendly streets and open spaces, and innovative, environmentally conscious design that blends with and complements its unique location overlooking Victoria's historic urban harbour front.
- The integrated mix of uses, high quality public spaces and design theme help define the new urbanism of the community. Residential uses and settings encouraged a diversity of residents and income groups to coexist with workplaces, shopping, restaurants, retail and office services, and landscaped public open space that creates a unique mix of neighbourhood experiences and gathering places.
- The site's unique placement and topography called for the provision for the preservation of views, particularly harbour views, and, along with enhanced public spaces, links to the existing Galloping Goose cycling and pedestrian path and the introduction of new pathways through the site contributed to connections within the community and to the surrounding neighbourhood.
- Architecture was to consist of a mix of structure heights that provide the area with pedestrian-oriented experience as well as landmark buildings that are complemented by a mix of mid- and high-profile buildings.
- The development was to be more urban than suburban in character and image, with the design vocabulary for both buildings and open spaces being cohesive without being too homogenous or contrived.
- A variety of appropriately natural, indigenous and durable exterior building materials that were compatible with adjacencies and reflect the marine character of the unique place and harbour location.
- Provision of a high-quality public realm and public amenities, one which employed a consistently innovative, creative, design approach for parks and open space to ensure continuity through the site, and which also provided focal points, gathering places, pedestrian-scaled pathways and cycling paths, streetscapes, green spaces, and opportunities for public art.
- An overall commitment to sustainable development practice in the form of LEED design criteria.

2005 PLAN ELEMENTS

The 2005 Plan was embodied in a number of documents, including the Zoning, MDA, and Design Guidelines. Key Features include:

DENSITY

A moderate density of an FSR of 2.084:1.

MASSING + HEIGHT

Generally, allowable heights and massing provisions were influenced by the topography and adjacencies of the site, with higher buildings (up to 20 storeys) allowed at the upper level fronting Tyee and Esquimalt Roads, and lower height buildings assigned to Harbour Road frontages (up to 2-7 storeys). The plan stipulated the preservation of certain strategic views and the provision of pedestrian-scaled buildings as a human scale massing response for storefronts fronting the plaza, public realm adjacencies and buildings fronting streets. Massing also responded to solar access provisions and limiting shadowing of public realm components within the site.

SKYLINE

The varied height and massing of buildings at the upper levels of the site, generally moving from lower at the northern end to higher at the southerly end of the site, helped articulate and provide interest to the development when viewed from afar.

CENTRAL GREENWAY

The Dockside Greenway and water feature ran north/south through the centre of the site allowing private and semi-private landscaped courtyards and visually linked open spaces to be located adjacent and connected to the Greenway.

MAIN PLAZA

The Dockside Village Plaza was located at the southerly portion of the site and acted as the entry plaza to Dockside Green from the south and southern terminus of the greenway. It included a highly visible open space at its centre surrounded by major vehicular roundabout. The plaza was intended to be an amphitheatre stage, water feature and sunning green that encouraged community gatherings.

WATERFRONT RELATIONSHIP

Although Dockside is not directly adjacent the waterfront, the plan sought to articulate ways to enhance its relationship to the harbour, including a second plaza where Harbour Road turns away from the waterfront, the restoration of the Point Ellice Park shorelines, construction of a small boat dock, improvements to the waterfront Galloping Goose trail and reflection of the marine vernacular architecture in building design and materials choice.

DOCKSIDE GREEN PARKING RATIOS / TDM

Given its location, multiple modal options available in the area, investments in pedestrian and cycling infrastructure, and an aggressive Transportation Demand Management (TDM) program, Dockside Green has lower vehicle parking requirements in comparison to some other developments in the City. The Plan called for pedestrian oriented improvements with new sidewalks, paths and connections and improvements to the Galloping Goose trail. The TDM program included investing in car-share vehicles and car-share memberships, bike purchase and transit subsidies to affordable housing tenants, additional secure bike storage for all residents and employees on-site, showers and change rooms for employees that cycle to work, a mini transit system and transportation choice education.



3.3 UPDATED DOCKSIDE GREEN NEIGHBOURHOOD PLAN

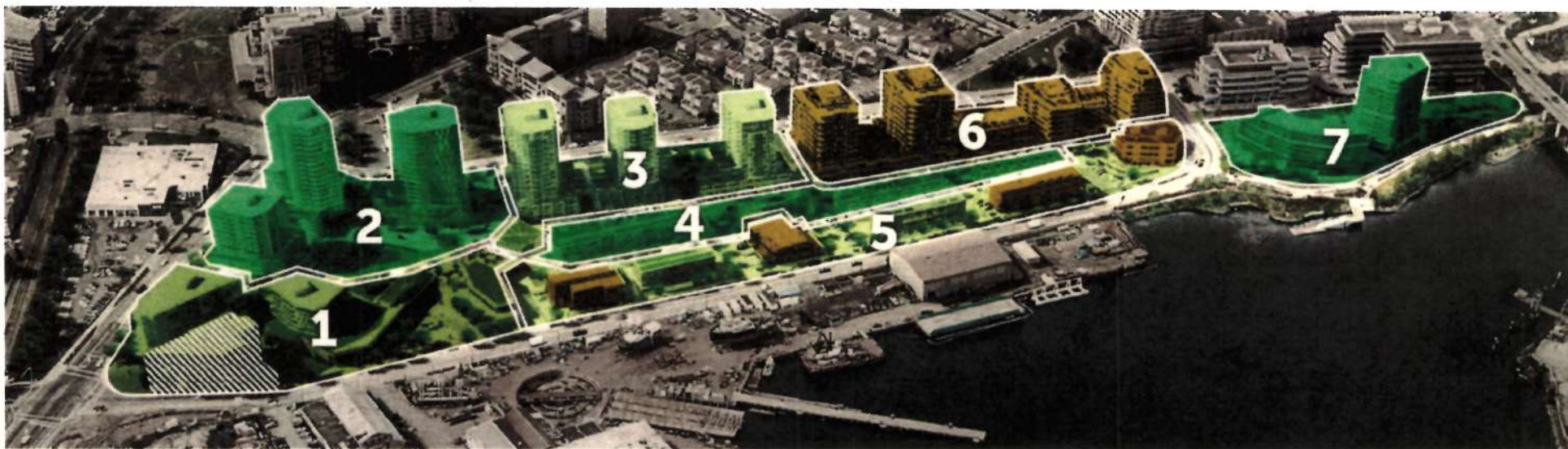
The updated Dockside Green Neighbourhood Plan envisions an ongoing sustainable, complete neighbourhood reflecting and respecting the influences and principles of the original vision and design intent. This new plan appropriately updates the urban design, architecture and landscape design to respond to current conditions.

It will incorporate progressive new urbanism initiatives based around human-scaled Precincts, Places, Permeability and Linkages which contribute to a truly sustainable lifestyle and define it as a unique community destination, where people can live, work, shop and play in one location.

The new Neighbourhood Plan will feature a high quality urban character with an appropriately scaled concentration of retail/commercial experiences paired with a mix of other complementary uses, comprising a range of residential unit types, including affordable housing, commercial, retail, office and service uses.

The diverse mixture of uses will be planned around an exceptional public realm, featuring a continuation and enhancement of the existing Greenway corridor. The new plan offers a variety of interesting open spaces and gathering places culminating at the Neighbourhood Park, "Dockside Commons", and the new urban plaza and commercial-retail heart of the community, "Dockside Landing".

The new Neighbourhood Plan will be a fitting update and refresh of the Dockside Green site, realizing its original vision, and with its completion helping to invigorate this significant area of the local neighbourhood and the City of Victoria as a whole.



34 PRECINCTS

Precincts are the large building blocks which together form Dockside Green. Each precinct has its own specific character, and response to the particular site and land use requirements within each area. Factors such as views, adjacent uses, grade changes, vehicular servicing and proximity to open spaces were considered in developing the specific character of each precinct.

1 DOCKSIDE LANDING PRECINCT

The Dockside Landing Precinct is defined by the main urban plaza for the neighbourhood, which opens onto Harbour Road and the ever-changing backdrop of the working waterfront at the Point Hope Shipyard. The precinct is intended to become the main commercial core of the neighbourhood, with local businesses completing the edges of the plaza. Incorporating comprehensive, mixed-use development, with a highly integrated neighbourhood park, the Vic West Gateway, and the 202 Harbour Road site, this precinct aims to encapsulate the core retail components in a tiered landscape that follows the natural on-site change in grade.

2 DOCKSIDE COMMONS PRECINCT

The Dockside Commons Precinct is comprised of several key open spaces: Dockside Commons, Dockside Crescent, and both the Tyee and Vic West Gateways. Due to its location at the south end of the site, the buildings within this precinct are highly visible. Building heights are will increase as they approach the corner of Tyee and Esquimalt Roads – ultimately providing a backdrop to the Dockside Commons green space, and an iconic contribution to the skyline of Victoria West. The building lobbies are intended to open onto Dockside Commons, allowing residents the opportunity to interact in a relaxed setting.

3 TYEE-GREENWAY PRECINCT

The Tyee-Greenway Precinct is located along Tyee Road, between the existing residential phase, Balance, and the proposed access road, Dockside Crescent, to the south. Given its mid-block location, the Tyee-Greenway precinct's function is to link the elements of the existing Dockside Green neighbourhood with the larger, updated towers – creating harmony in urban design and character. Three residential towers form the basis of the precinct, continuing the character of Tyee Road, and connecting it to the Greenway in orientation and experience. A key aspect of the precinct is Tyee Plaza, which offers a gateway into the Dockside Green Neighbourhood, inviting Victoria West residents and visitors into the project.

4 GREENWAY MEWS PRECINCT

The Greenway-Mews Precinct is located between Dockside Mews and the Greenway. The precinct draws its character from the waterway's natural features, which influence the perceived scale of the buildings within it. With the Greenway serving as a corridor through the site, this precinct also includes low-rise buildings which will function to connect the Greenway to Harbour Road, and provide a vital connection for the transition from non-residential uses on Harbour Road to the residential towers along Tyee Road.

5 HARBOUR ROAD PRECINCT

As the eastern boundary of Dockside Green, the Harbour Road Precinct is comprised of an existing collection of small-scale industrial structures, and proposed commercial buildings that are intended to form a lively and inviting front with building character playing off the industrial history and context of the site. A combination of elegant, robust, well-finished, light-industrial details and materials will define this precinct, while simultaneously providing vehicle access into Dockside Green and bicycle traffic via the Galloping Goose Regional Trail.

6 EXISTING RESIDENTIAL

Comprised of both the Synergy and Balance buildings, the existing residential precinct is home to 266 units at Dockside Green. Oriented to Tyee Road, with commercial uses located at the base of Synergy, the existing residential precinct includes a mix of structure heights that provide the precinct with a pedestrian-oriented experience. The precinct is home to public art and a private driveway, which includes a Car Share Co-op Vehicle. The character of the precinct is urban, and includes a design vocabulary and open space that is cohesive and reflective of the vibrancy of the residents that live and work within the precinct.

7 DOCKSIDE WATERFRONT PRECINCT

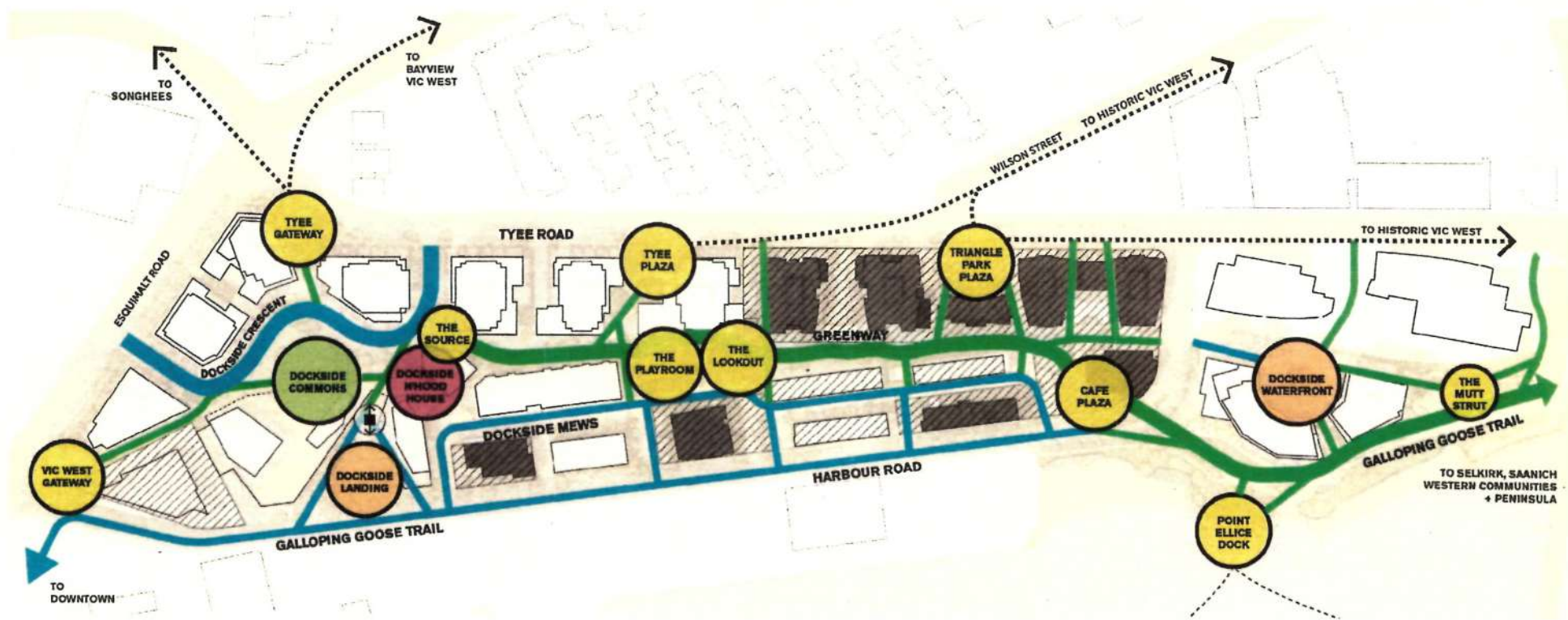
As the sole precinct at Dockside Green with direct access to the harbour, the Dockside Waterfront Precinct is characterized by the native shoreline and the adjacent Upper Harbour. This precinct will include mixed-use development which follows the curve of the Galloping Goose Regional Trail. Due to its location at the northern end of the site, with immediate connectivity to Point Ellice Park and the Galloping Goose Trail, the precinct provides recreational opportunities right at the doorstep for those located at Dockside Waterfront.



35 PLACES

Open spaces form a network of Places that help to define the civic realm within Dockside Green. With a view of fostering a more diverse and vibrant neighbourhood, which is strongly connected to the wider Victoria West community, the Neighbourhood Plan aims to provide a range of types and scales of open spaces, each with a specific character related to its anticipated use.

- 1 VICTORIA WEST GATEWAY**
 The Victoria West Gateway will be the first thing one sees when crossing over the new Johnson Street Bridge from Downtown Victoria. It will serve as a threshold that establishes the visual and physical connection between Dockside Green and Victoria West.
- 2 TYEE GATEWAY**
 Tyee Gateway will be situated on the southwestern corner of Dockside Green, functioning as an entrance into the neighbourhood from surrounding Victoria West via Esquimalt and Tyee Roads, leading to the Dockside Commons green space.
- 3 TYEE PLAZA**
 Tyee Plaza is intended to serve primarily as a welcoming zone where visitors and residents will enter the site from public transit or by foot and quickly orient themselves to the neighbourhood.
- 4 DOCKSIDE LANDING**
 Dockside Landing will serve as the primary urban plaza for the site - the commercial and retail core of Dockside Green. Set against the ever-changing backdrop of Point Hope Maritime, the plaza is intended to connect to the energy of Harbour Road and periodically function as a place of assembly for markets, concerts, and bazaars.
- 5 DOCKSIDE COMMONS**
 This park space, accessible to all, will serve as open space for visitors and residents of Dockside Green. The park is intended to unfold to the green rooftop of Dockside Landing's commercial building. This multipurpose space acts as an amphitheatre for active play or passive enjoyment, and a connecting place for residents of Victoria West and Dockside Green.
- 6 DOCKSIDE NEIGHBOURHOOD HOUSE**
 As an addition in the updated Neighbourhood Plan, the Neighbourhood House creates an indoor gathering space for Dockside Green residents at the heart of the development. The design of the space will be flexible, accommodating a variety of uses including strata meetings, fitness activities, and resident assembly.
- 7 THE SOURCE**
 Situated at one of the most important crossroads of the site, the Source is where the story of water at Dockside Green begins. Designed to emulate natural wetlands, this public space is where stormwater from the site is collected, before being distributed into the water table.
- 8 THE PLAYROOM/LOOKOUT**
 Centrally located along the Greenway, this kids play area with an integrated public sundeck provides opportunities to stop, play, rest or gather, and enjoy the views over the harbour.
- 9 CAFÉ PLAZA**
 The Café Plaza is a favourite stop on the Galloping Goose trail - a meeting point, and the northern commercial hub of Dockside Green. The vibrant local businesses at the Café Plaza attract visitors, and represent the core values of the development.
- 10 DOCKSIDE WATERFRONT**
 Dockside Waterfront is the northern gateway of Dockside Green. Situated alongside the Upper Harbour, Dockside Waterfront is framed by the existing Point Ellice Park and Dock, the Galloping Goose Regional Trail, and is slated to be a part of the regional Green Shores Program.
- 11 THE MUTT STRUT**
 The Mutt Strut will be a cozy dog park nestled into the north end of the Dockside Green site. Adjacent to the Galloping Goose Regional Trail, it will create opportunities for residents and neighbours from the surrounding area to come together and socialize with their loyal companions.
- 12 THE GREENWAY**
 The Greenway is a defining characteristic of the Dockside Green Neighbourhood as a main pedestrian artery, with a pathway located adjacent to a meandering, scenic waterway. It creates character and sense of place for the residents, visitors and wildlife that use it, while simultaneously connecting to the Source, and, most importantly, serves as the final step in Dockside Green's innovative wastewater treatment process, and as a key stormwater collection and filtration system.
- 14 DOCKSIDE CRESCENT**
 Dockside Crescent is designed to be a low-speed, multi-modal street which will connect Esquimalt Road and Tyee Road. Located entirely within the development, this street will provide cycling, pedestrian and vehicle access into the interior of the south end of the site, the residential towers, and Dockside Commons.
- 15 HARBOUR ROAD**
 Running south to north, Harbour Road is the eastern boundary of the Dockside Green Neighbourhood. The street's minimal vehicle traffic, level grade, and generous bike lane makes it ideal for cycling. The experience of walking along Harbour Road is enhanced by the visual interest of the shipbuilding that occurs street side, visible from the proposed Dockside Landing.



3.6 LINKAGES + CONNECTIVITY

Each individual "place" within the Neighbourhood Plan exists within a wider context, both internal to the Docksider Green site and externally, to the larger Victoria West community. With steep slopes and limited opportunities for cross-streets through the site, there exists a design challenge to introduce a system of human-scale connective linkages that weave through the site. Grade changes across the site are accommodated through terraces, steps, and a publicly accessible elevator.

Neighbourhood Connections

On a larger scale, gateways and pathways emphasize connections to the wider community, both in Victoria West, Downtown and across the Capital Region, including the new Johnson Street Bridge, the Esquimalt + Nanaimo Railway Corridor and the Galloping Goose Trail.

North-South Connections

The Greenway, together with Dockside Commons and Dockside Landing, forms the primary pedestrian spine, running north-south through the site and connecting with the Galloping Goose Trail at the north and south ends of Harbour Road. The Galloping Goose Regional Trail runs between the Dockside Waterfront sites and the Harbour shoreline, connecting Docksider Green to a region-wide system of trails and green spaces.

East-West Connections

East-west connections, ranging from smaller secondary paths to the shared pedestrian/vehicle zone of Dockside Commons, provide both physical and visual linkages between the Greenway and the surrounding streets - and towards the wider Victoria West community and Downtown Victoria. These connections connect Tyee Road to the Greenway and Harbour Road beyond. At the northern end of the site, a stair connection is encouraged from Upper Harbour Place to the Galloping Goose Trail.



37 WHAT WILL REMAIN THE SAME FROM 2005

- Same overall density.
- No increase in the height of the tallest building.
- A mixed-use neighbourhood with retail, office, commercial and light-industrial components.
- A central north-south Greenway.
- Residential uses focused along Tyee & Esquimalt with office and commercial focused along Harbour Road.
- The tallest buildings located at the extreme north and south ends of the neighbourhood, with building heights that step down toward the middle and eastern edge of the site.
- Urban design strategy that is reflective of its neighbourhood context and connections and complementary to its industrial, residential, office and retail edges.
- A broad set of public amenities, public spaces, infrastructure and street improvements.
- A transportation system focused on multi-modal options.
- Recognition and integration with the shipbuilding at the Point Hope Shipyards.
- Full remediation of the contaminated lands.
- A commitment to LEED® ND Platinum certification.
- Approximately 3.5-million dollar commitment to affordable housing.
- Noise mitigation building strategies to reduce conflicts with adjacent industrial land uses.
- On-site waste water treatment system, storm water management and grey water re-use.



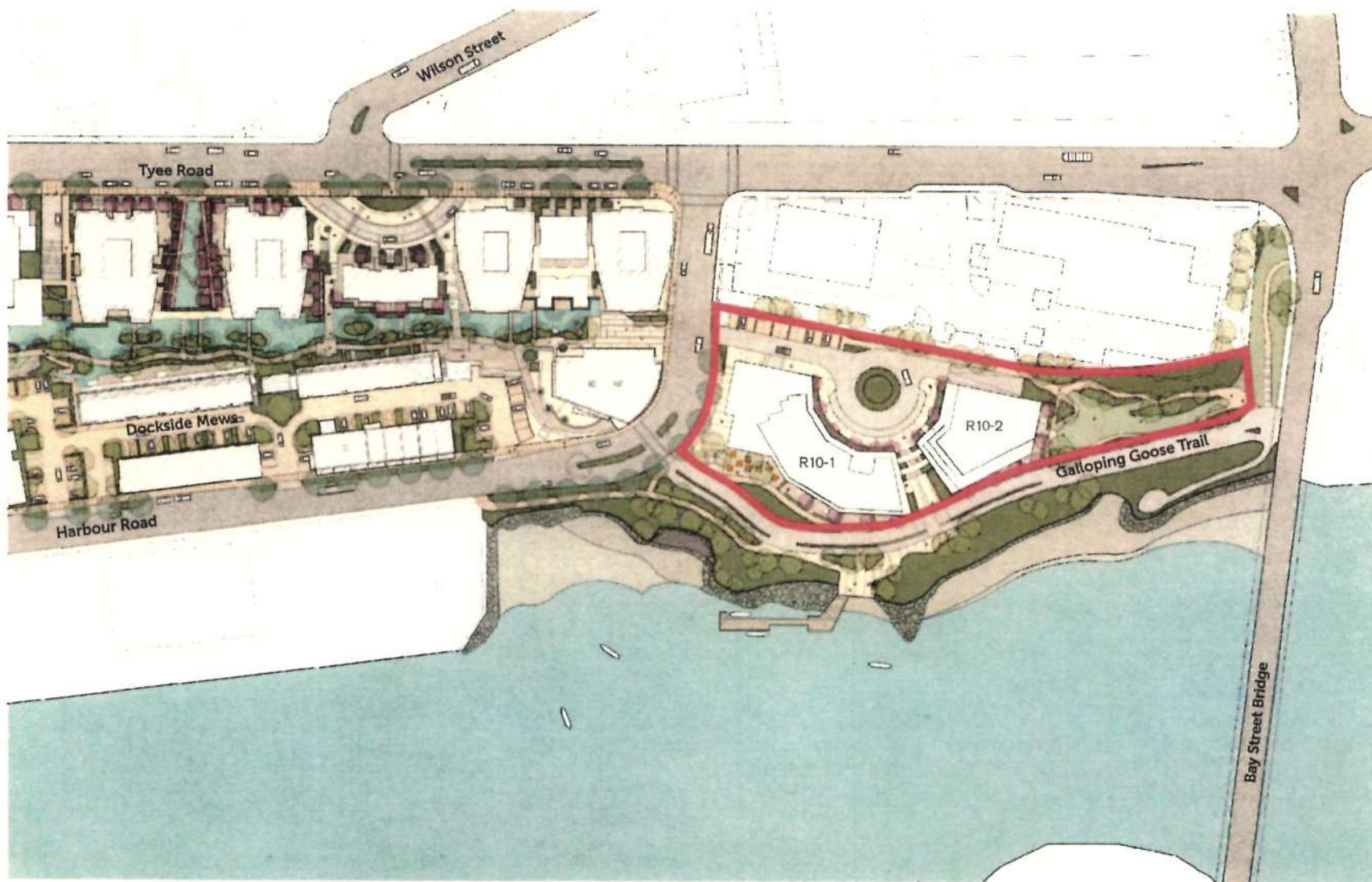
38 WHAT HAS BEEN UPDATED IN 2015

- Redistribution of Buildings – The updated plan includes 12 new buildings, one more than in the prior plan.
- Updated Main Plaza now located along Harbour Road – Dockside Landing will serve as the primary urban plaza for the site, with the intention of connecting better to the energy of Harbour Road and the shipyards.
- A New Central Park – Dockside Commons will serve as the new, multipurpose park space at Dockside Green, providing additional open space for visitors and residents of Dockside Green.
- An Updated Kids Play Area - The Play Room is a kids play area that will be integrated into a central location of the neighbourhood part way along the Greenway.
- A New Dog Park – The Mutt Strut will be located at the north end of the site.
- A New Dockside Green Resident Centre - The Neighbourhood House has been included with the updated plan to create an indoor neighbourhood gathering space for Dockside Green residents.
- New Gateways - Four pedestrian oriented Gateways have been created at the three corners of Dockside Green, and mid-block along Tyee Road to better connect to the surrounding community.
- Updated Vehicle Access – Dockside Crescent is a low-speed, multi-modal street intended to connect Esquimalt Road and Tyee Road. The street provides access into the interior of the south-end of the site, the residential towers and Dockside Commons.
- New Mobility Hubs - A series of 8 designated multi-modal transportation hubs that concentrate travel options within Dockside Green to increase awareness of travel options, strengthen connections between modes to facilitate multi-modal trips, and provide desirable alternatives to single-occupant vehicle travel.
- Use of Vacant Land in the Interim – Given the long term build out of the Dockside Green Neighbourhood we see possibility of new and bold ideas having the opportunity to take shape in the interim at Dockside Green.

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4.1 2015 DOCKSIDE GREEN NEIGHBOURHOOD PLAN





2015 Rezoning Area
1:1200

4.2 LAND USES 2015 vs 2005

Dockside Green envisions a complete community with opportunities for living, working, shopping and playing all within a compact development footprint.

Higher-density residential uses are concentrated along Esquimalt and Tyee Roads, as well as at Dockside Waterfront. Lower-density residential uses are located along the eastern edge of the Greenway.

Harbour Road is envisioned to maintain its primarily industrial and maritime character, with light industrial and commercial uses fronting Harbour Road and providing a buffer between the Point Hope Shipyard and residential uses on the Greenway and along Tyee. Dockside Landing will be mixed-use, primarily commercial/retail in nature but with opportunities for residential uses atop the retail podium.

The lands to the north of Harbour Road in the Dockside Waterfront sites will be primarily residential in nature, although this would not preclude senior's housing or limited retail uses to help animate the interface between the Galloping Goose and Harbour Road.

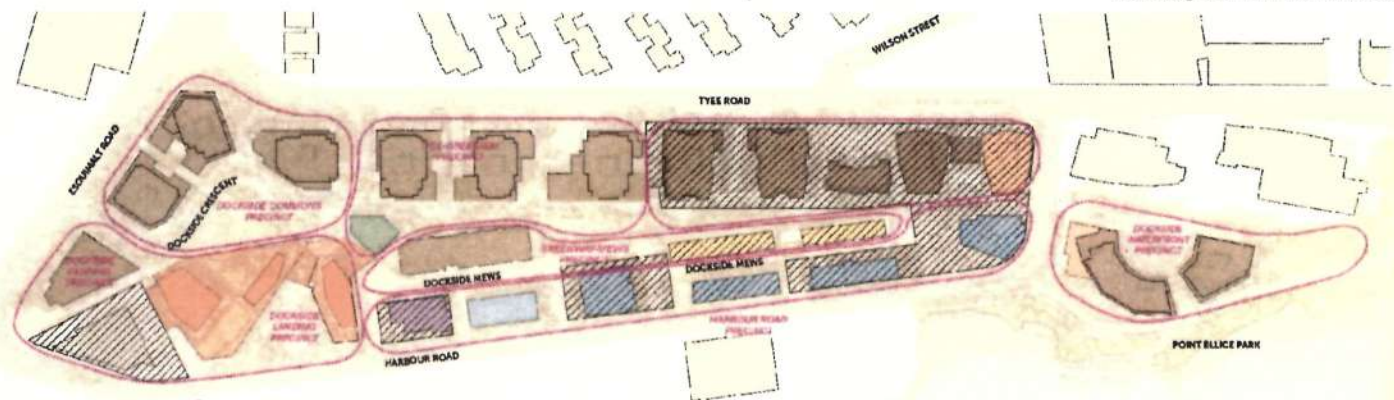
The overall density of the Dockside Green neighbourhood has not changed. The 2015 Neighbourhood Plan remains below the permitted 2.084:1 Floor Space Ratio (FSR). The total planned building floor area has reduced by about 370 m² (4,000 sq ft) to 133,573 m² (1,438 million sq ft).

The location of the building density has moved around the site somewhat, as is allowed under the CD-9 Zone. The density has been reduced in the Dockside Waterfront Precinct and shifted to the other precincts. The amount of planned retail commercial and office floor space has been reduced and there has been an increase in the combined total residential floor space for the Greenway-Mews and Dockside Landing precincts. The latter change requires a zoning amendment (see Section 7).

	2005 Density (m ²)	2015 Density (m ²)
Residential	111,283	116,607
Non-Residential	18,168	12,701
TOTAL	129,451	129,308

	Completed/By Others
	Residential
	Mixed Use
	Commercial/Retail
	Industrial
	Amenity
	Affordable Housing
	Seniors Housing

2015 Neighbourhood Plan: Land Uses

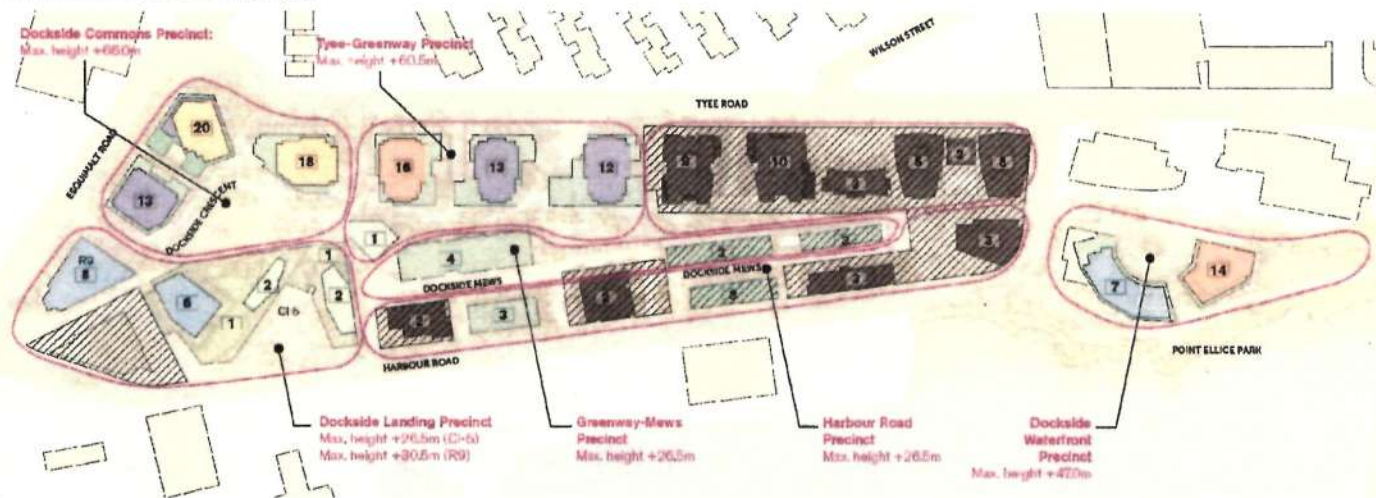


2005 Neighbourhood Plan: Land Uses



4.3 BUILDING HEIGHTS 2015 vs 2008

2015 Neighbourhood Plan: Building Heights



2008 Neighbourhood Plan: Building Heights



Buildings on the east side of the Greenway and along Harbour Road are much smaller in scale to help preserve views from both new residential towers as well as from the Tyee Housing Co-op.

Existing building heights for previous phases of Dockside Green range from 2 to 3 storeys for townhouses and commercial/light industrial buildings to 5 to 10 storeys for the residential towers along Tyee Road.

Building heights gradually increase towards the corner of Tyee and Esquimalt Roads, helping to create a memorable skyline for Victoria West while also emphasizing appropriate stepdowns to neighbouring residential and industrial areas. See also the Skyline section of this document.

Overall, building heights at Dockside Green remain lower than those envisioned in the neighbouring Bayview and Roundhouse developments, helping to ensure views are maintained between and above the proposed buildings.

Maximum building heights have been assigned on a precinct-by-precinct basis, to allow for some variability of building massing and floor-to-floor heights. The proposed height distribution does require amendments to the zoning and design guidelines (see Section 7)

4.4 SKYLINE 2015 vs 2008

The updated residential towers proposed for the Dockside Green neighbourhood provide a tremendous opportunity to create a memorable skyline for Victoria West. Building massing and heights maintain the site-maximum building height from the 2008 zoning amendment but allocate density and heights to emphasize appropriate step-downs in scale to neighbouring residential and industrial areas. Both building height and skyline form maintain the required views per the 2005 Design Guidelines.

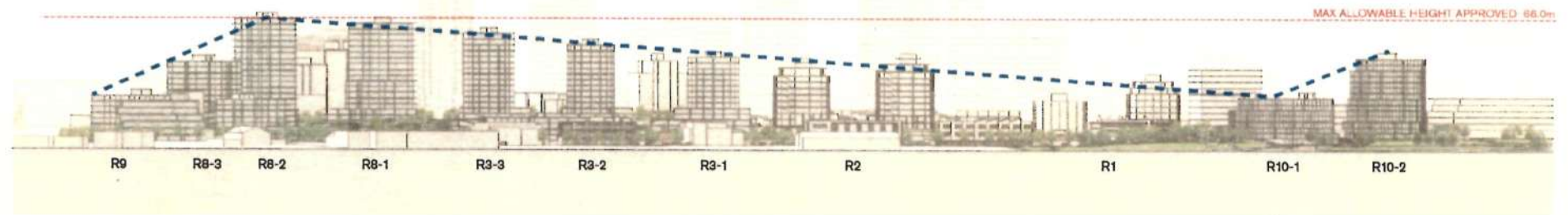
In order to achieve this gradual gradient of building heights, three buildings (R3-2, R3-3 and R8-1) are modulated above the 2008 zoning amendment. This is offset with lower buildings at the corner of Esquimalt Road and Harbour Road (R-9), and at the Dockside Waterfront site R-10.

The arrangement of building massing and heights frame views through the site and reinforce a "bridge to bridge" concept where the Dockside Lands link the Johnson Street Bridge with the Bay Bridge, with taller massing at the corner of Tyee and Esquimalt and at the Dockside Waterfront. These buildings will act as focal points for people coming across the bridges.

The building mass at R9 is lower, providing a more pedestrian-scaled entrance or "gateway precinct" to Victoria West from Downtown and providing a foil to the proposed office building on the former Federal Lands.

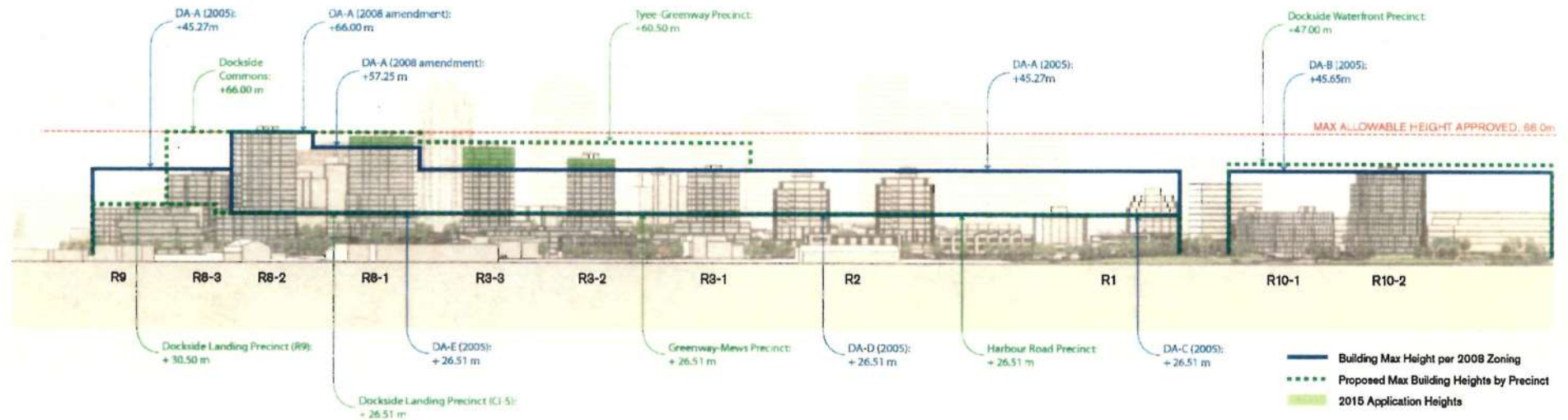


2015 Skyline Concept



--- SKYLINE CONCEPT:
Building heights gradually increase towards the corner of Esplanade + Tyee, with additional height at the north end of the site to reinforce the "bridge-to-bridge" concept

2008 vs. 2015 Skyline Comparison



4.5 COMPOSITE VIEWS

2008 vs 2015

To test the skyline at Dockside Green, four composite views were taken from various points in both Victoria West and Downtown Victoria.

These are located at the following locations:

1. From Fort Street and Wharf Street
2. From the base of Swift Street
3. From the Bayview Development at Esquimalt Road
4. From Pandora Street and Wharf Street



View 1: From Fort and Wharf Streets



View 2: From the Base of Swift Street

* 2008 and 2015 versions are shown for comparison purposes. Note that the 2008 views may not be from the exact same position as the 2015 views.

View 3: From Bayview Development at Esquimalt Road



3 (2008)



3 (2015)

View 4: From Pandora and Wharf Streets



4 (2008)



4 (2015)

* 2008 and 2015 versions are shown for comparison purposes. Note that the 2008 views may not be from the exact same position as the 2015 views.

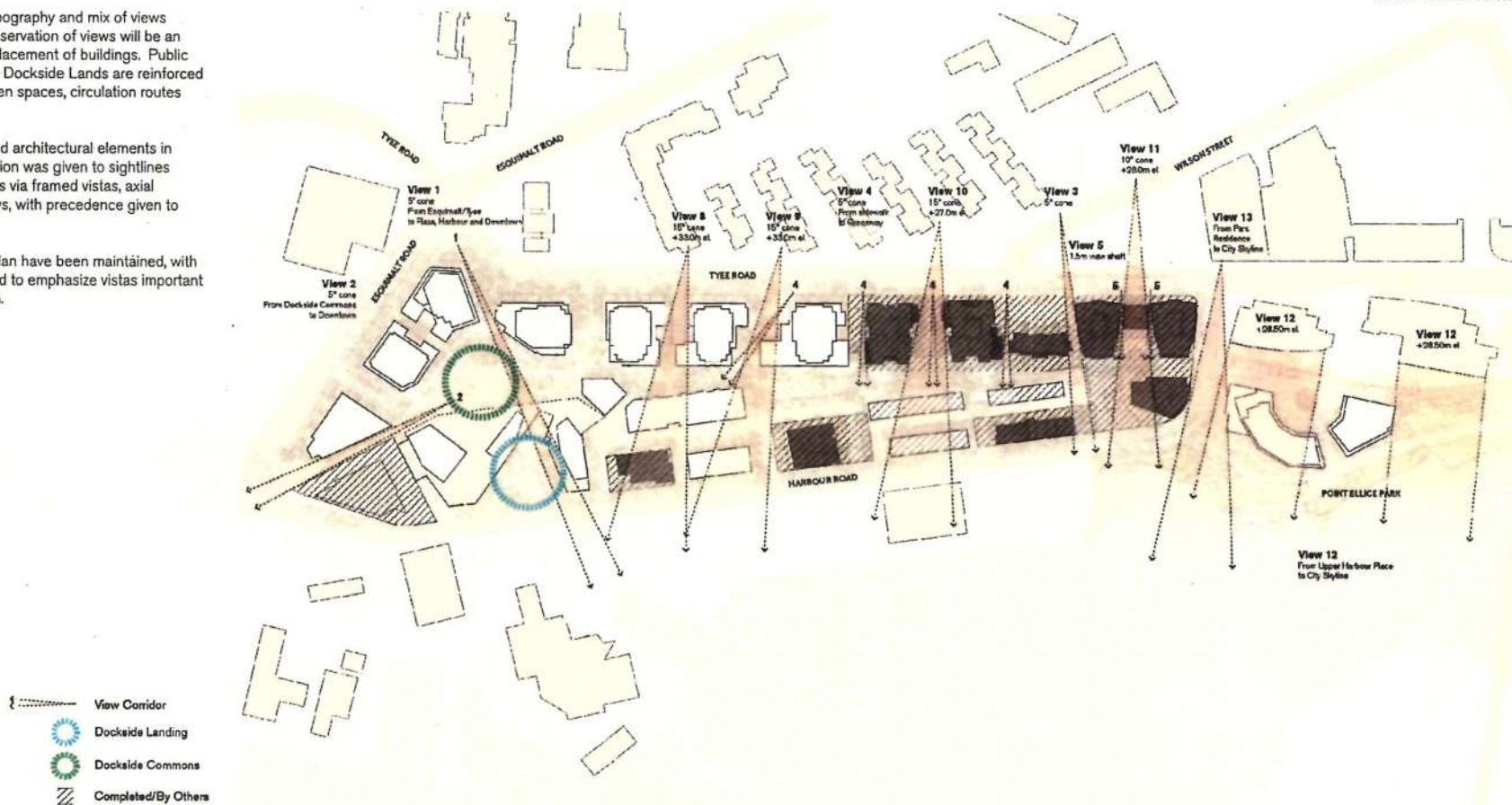
45 VIEWS

Given the unique placement, topography and mix of views around the Dockside Lands, preservation of views will be an important consideration in the placement of buildings. Public viewpoints developed within the Dockside Lands are reinforced by the placement of seating, open spaces, circulation routes and massing of buildings.

In terms of locating buildings and architectural elements in relationship to views, consideration was given to sightlines and the composition of elements via framed vistas, axial relationships and deflected views, with precedence given to deflected views.

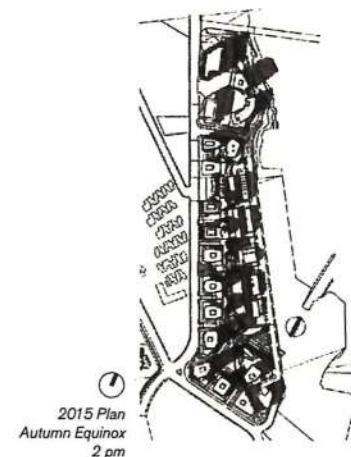
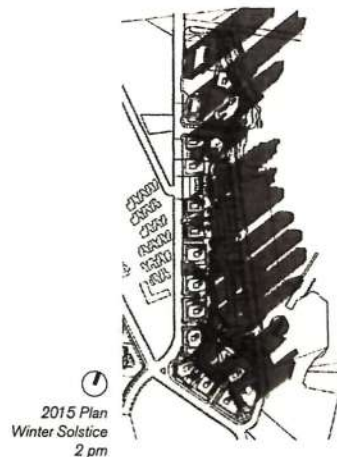
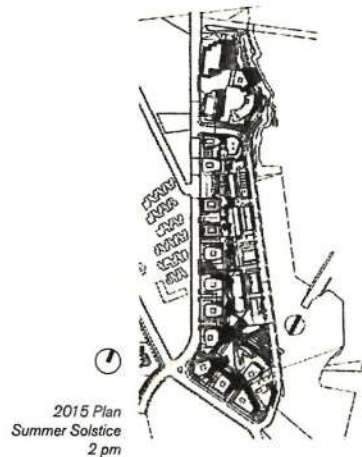
All view cones from the 2005 plan have been maintained, with four additional view cones added to emphasize vistas important to the new Neighbourhood Plan.

Views + View Corridors



47 SOLAR ACCESS 2015 vs 2008

2015 Neighbourhood Plan: Shadow Study



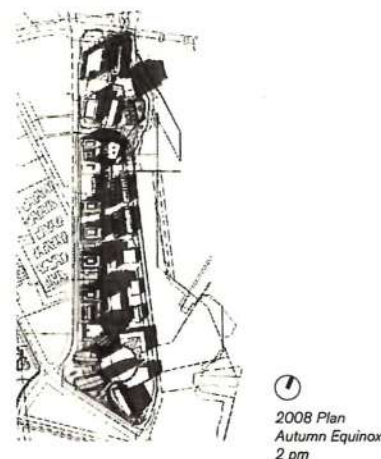
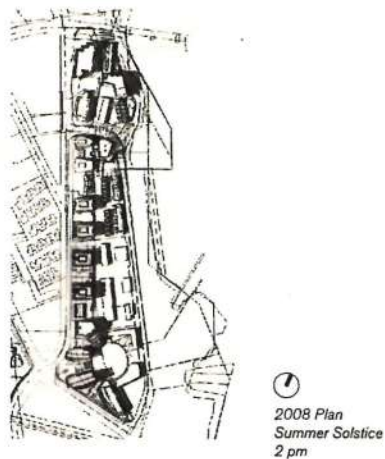
Dockside Green has been configured to accomplish an appropriate density while mitigating shadowing of key public spaces, semi-private open spaces, and residential units.

As demonstrated in the following studies, tower form especially have been carefully located to ensure solar access to parks, squares, and open public spaces for most times of the day in the summer, spring and fall seasons.

The winter studies show more significant shadowing of open spaces due to the very shallow sun angles at this time of the year. Very little shadowing of existing uplands housing is anticipated mid-winter and at early morning due to low sun angles.

Despite having taller buildings in some locations, the current plan does not impose significantly different shadow patterns than in those shown in the previous neighbourhood plan (with 2008 height amendments).

2008 Neighbourhood Plan: Shadow Study (With 2008 Height Amendments)



4.8 OPEN SPACE COMPARISON

2015 vs 2005

A comparison between the 2005 and 2015 neighbourhood plans for Dockside Green illustrates an increase in total publicly accessible open space with the more recent plan. In both plans there is additional, private or semi-private open space, which has not been counted. The total amount of publicly accessible open space has increased by 1,361 m² (0.34 acres) or approximately 7%.

The southern end of the site, separated to the north by Harbour Road, increased by 34 m² with the 2015 plan. The publicly accessible open space in the 2015 plan is concentrated more in Dockside Commons and Dockside Landing, at the southern end of the site.

The northern end of the site increased by 1,327 m² with the 2015 plan. The majority of the increase in space at the northern end of the site can be accounted for by the provision of the dog park known as the Mutt Strut.

Both Dockside Landing and Mutt Strut increase the amount of publicly accessible open space found at the edges of Dockside Green, better connecting the Dockside Green neighbourhood to the surrounding Vic West community, moving away from the strong internal public realm focus of the previous plan.

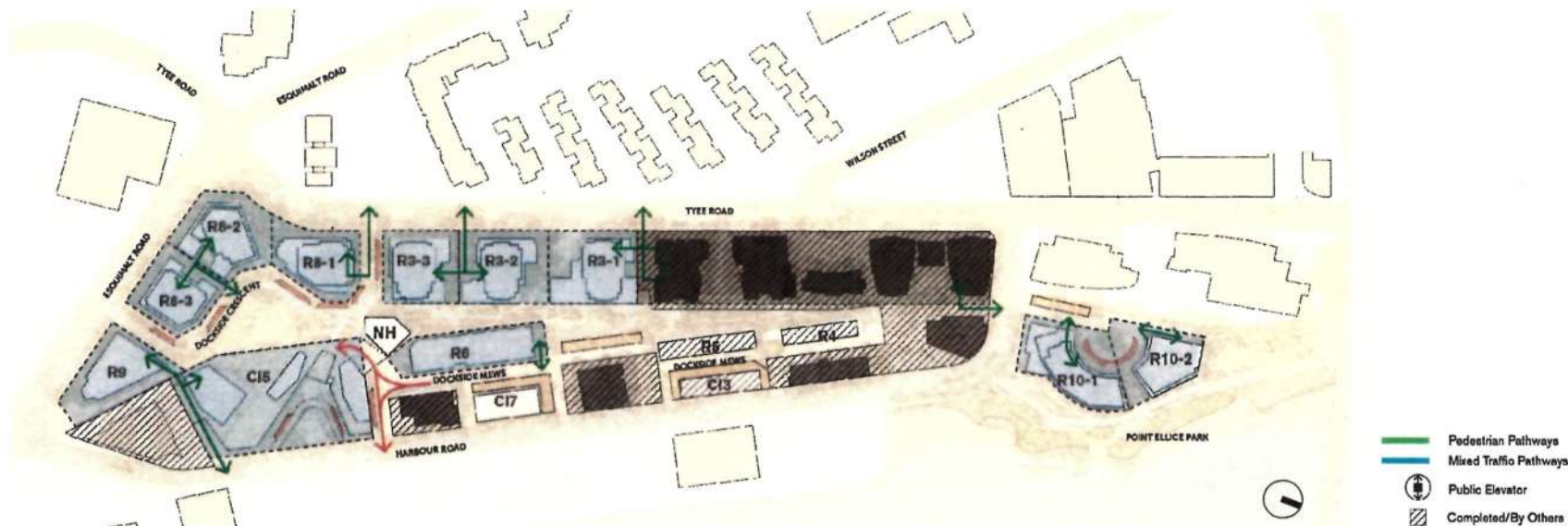
2015 Neighbourhood Plan - Total Publicly Accessible Open Space



2005 Neighbourhood Plan - Total Publicly Accessible Open Space



Parking + Loading



PARKING

The majority of required parking will be located underneath buildings, especially in higher density use areas. In the lower density area along Harbour Road, parking may be provided on the surface; however, to help create a more pedestrian-friendly streetscape, surface parking will be located behind or beside buildings.

Accesses to parking have been consolidated in some locations to minimize potential impacts to traffic flow and the pedestrian environment. Parcels sharing access points will have access easements registered on title.

Surface parking and public driveways are considered pedestrian areas, with the design and detailing of such areas intended to promote a pedestrian-friendly experience. Bollards are the

preferred means of vehicle control, traffic separation and tree protection. Opportunities exist for driving, parking, pedestrian and cyclist areas to be distinguished by changes in colour, pattern and material of the paving.

Some on-street parking may be provided for businesses that require short-term parking. Parking lots are divided into several smaller lots, with extensive tree planting, lighting and screening devices, such as hedges, trellises and walls used to minimize the visual impact of parking and other service areas.

Design and the hard and soft landscaping needs to limit the amount of stormwater run-off entering storm sewers. Consideration is given to permeable pavers and bio-swales where feasible.

LOADING

Loading for residential buildings will be handled in conjunction with parking access for those buildings. Some short-term loading may be provided from lay-bys along Tyee Road and along Dockside Crescent.

Some short-term loading is anticipated within a shared zone of Dockside Landing to provide proximate loading opportunities for the shops facing the town square. Loading for trucks servicing the retail uses which line the town square at Dockside Landing will be accessed from Dockside Mews.

Dockside Landing has been designed to mitigate potential conflicts with pedestrians and surrounding uses, including the impact of activities such as deliveries, materials handling and storage and refuse collection. To provide pedestrian/cyclist

accessibility along Harbour Road, consideration is given to the design and operation of vehicle entries, works yard entrances, loading docks, etc.

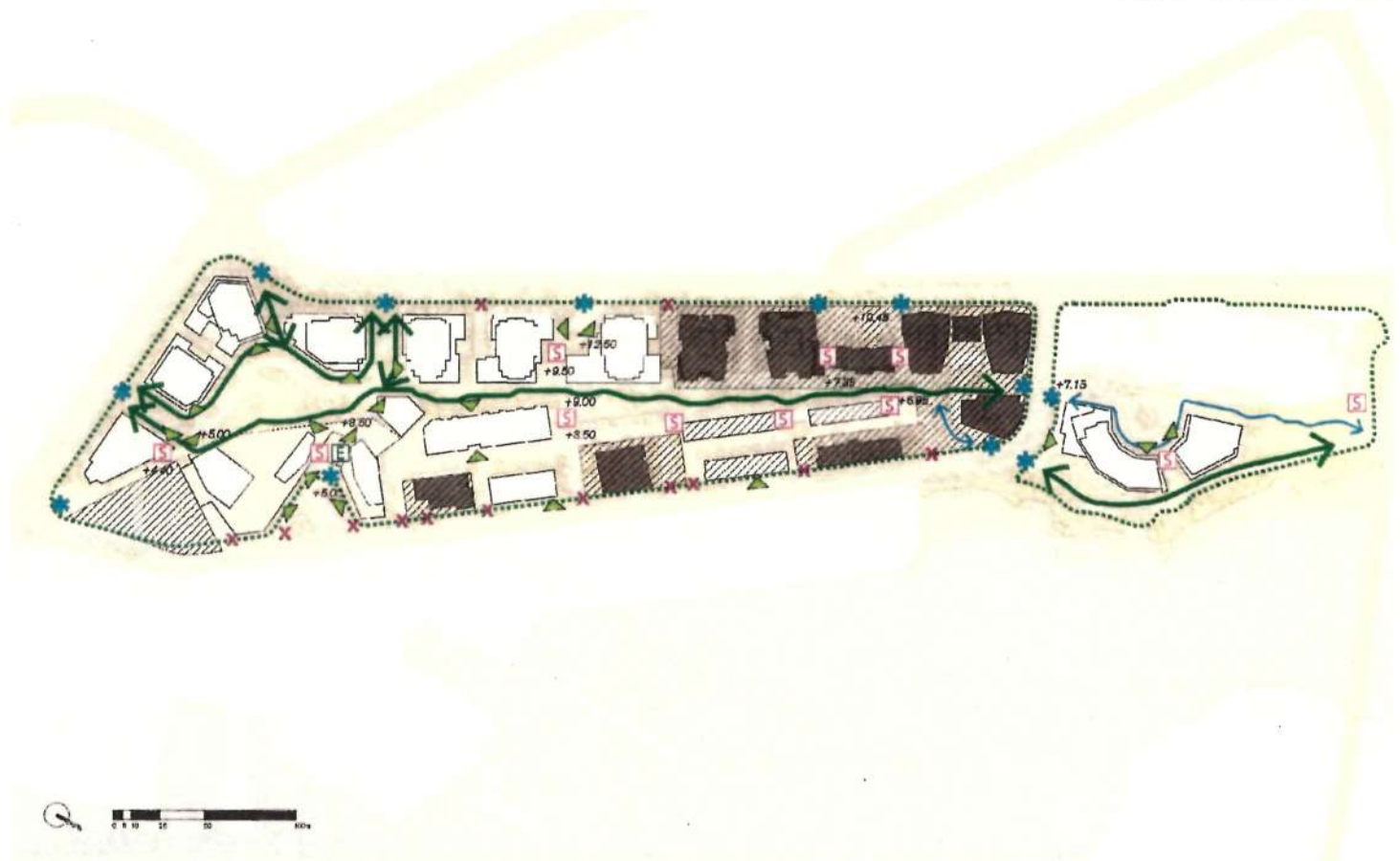
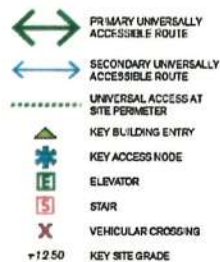
Areas used for storage of materials, waste and recycling are screened from open public spaces and the street by a visual barrier that is at least 75% solid and 1.8 metres tall. Maintaining the cleanliness of these areas is important to avoid offending neighbouring public areas, businesses and residences.

4.10 UNIVERSAL ACCESSIBILITY + CIRCULATION

Dockside Green is universally accessible from its north end to its south end. From the west to the east—from Tyee to Harbour Roads—the narrow site accommodates nearly 10m of grade change, making a lateral accommodation of ramping a prohibitive task. To address this change in grade, all key building entries are situated either along the greenway or off primary plazas. Additionally, a publically accessible elevator has been provided for at Dockside Landing to help physically challenged individuals travel with ease from either side of the heart of the neighbourhood.

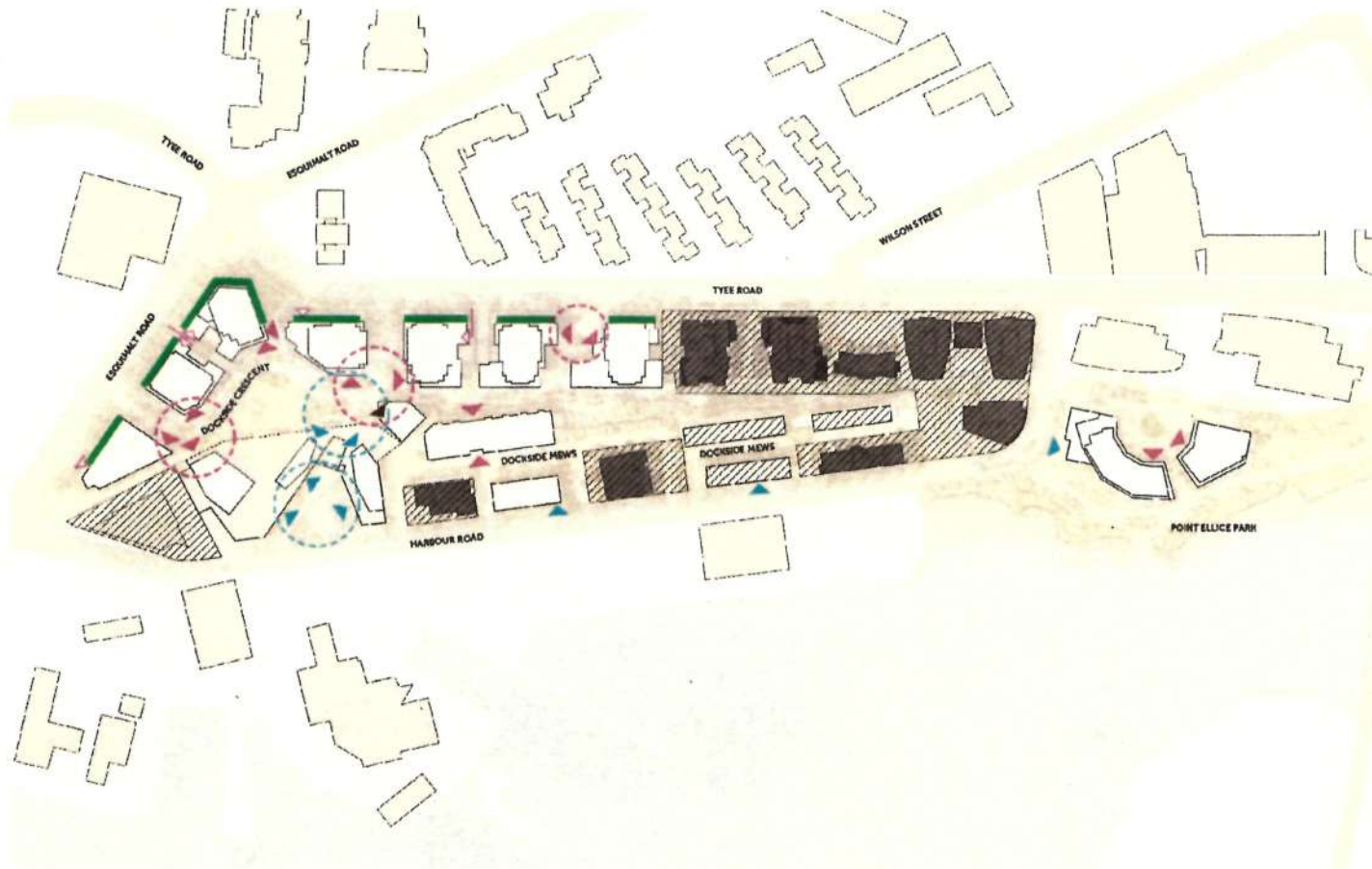
The primary site access has been designed to follow the greenway through the north-south spine of the site and oriented towards key access nodes. Secondary site access has also been provided where ramping and auxiliary pedestrian pathways are possible. Additionally, universal access can be achieved along the entire perimeter of the site and is augmented by the diverse public transit strategy for the neighbourhood.

Universal Accessibility + Circulation



4.11 BUILDING ENTRANCES

Building Entrances



As threshold elements between the public and private realms, building entrances and lobbies help to bring activity, animation and definition to parks, plazas and streetscapes.

Entrances and lobbies could be grouped together to help bring prominence to building common spaces and to focus activity at key nodes. Opportunities also exist to locate lobbies to take advantage of axial relationships and deflected views.

The new Neighbourhood Plan recognizes the importance of creating human-scaled and animated frontages where towers meet street level. Ground-oriented units along Tyee and Esquimalt are intended to provide direct access to units from the street, increasing the sense of vitality at the street front while maintaining a pedestrian-friendly scale.

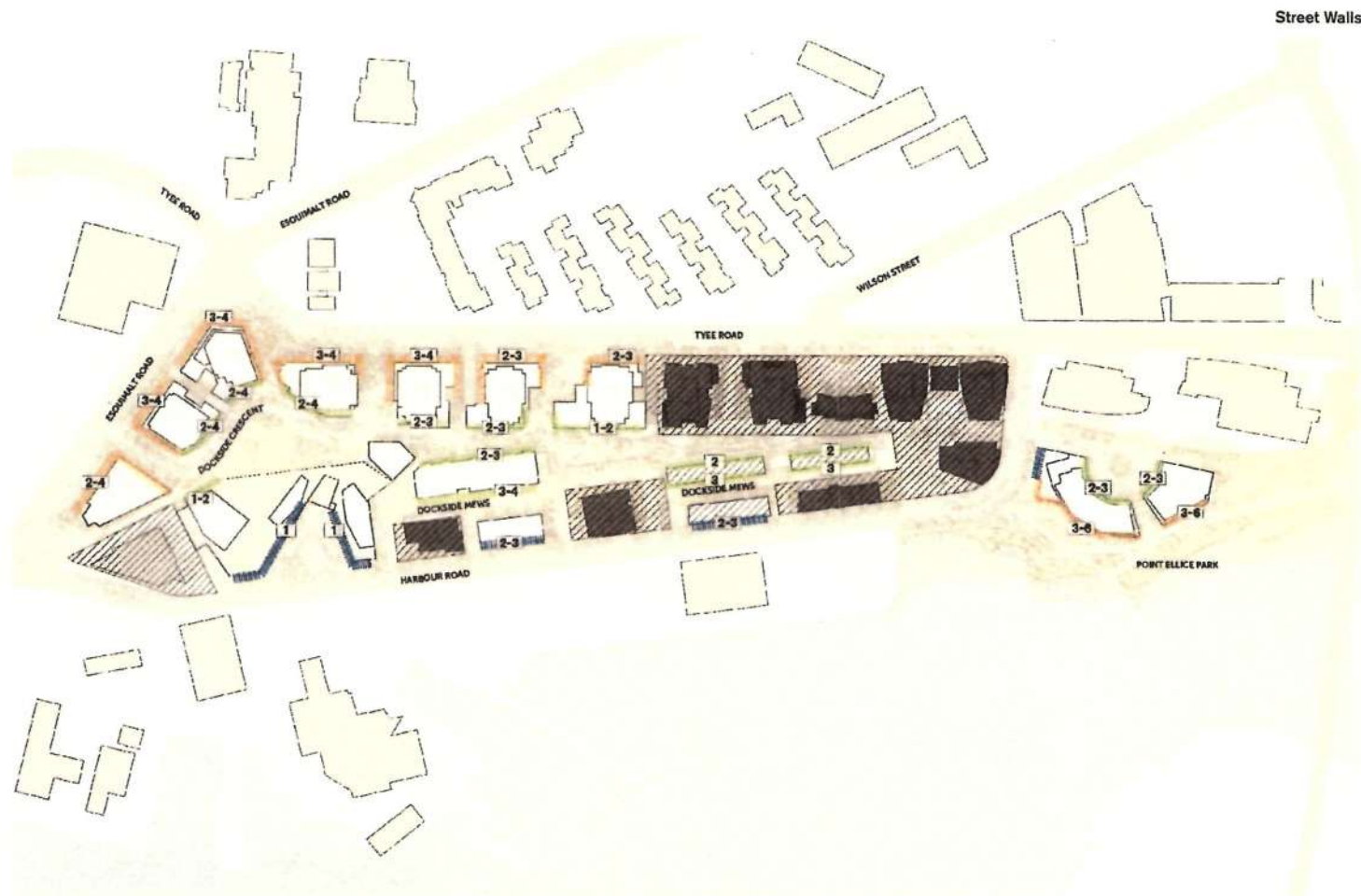
Urban design guidelines will encourage the utilization of egress routes as secondary access points to Tyee and Esquimalt Roads through the use of landscaped pathways, material finishes and external expression to the street.

4.12 STREET WALLS

Open spaces and streetscapes are bounded and given definition by the ways in which the buildings which frame them touch the ground. Street walls help to mediate the transition from the horizontality of landscape to the verticality of architecture, and to provide coherency and consistency across different land parcels and precincts.

While shorter buildings themselves are of a small-enough scale to create a consistent street wall, tower forms utilize massing elements to define the street wall and articulate clearly-expressed building bases.

Street walls can be defined as being externally-oriented (i.e. fronting onto Tyee, Esquimalt, Harbour or Dockside Landing) or internally-oriented (fronting the Greenway, Dockside Crescent or other internal space) in nature.



51 INTRODUCTION

INTRODUCTION

The renewed Neighbourhood Plan for Dockside Green offered an opportunity to reflect upon how the new plan could fulfill the values commitments that emerged out of the public outreach process: sustainability, respect for local character and economies, inclusivity, and creative and cultural vitality.

The ongoing success of Dockside Green to meet this ambitious vision will be built on the basis of sound urban design and public realm principles that seek to achieve a vibrant and memorable places and spaces within a complete and inclusive community.

To more specifically guide future development at Dockside Green, Urban Design Guidelines will be developed based on the principles noted in this document.



5.11 URBAN DESIGN PRINCIPLES

The following are the key urban design principles that have informed the updated Neighbourhood plan:

NEIGHBOURHOOD CONNECTIVITY

The new Neighbourhood Plan fosters and promotes walking, cycling and transit use. Through urban form and public realm components, design efforts have been made to recognize and enhance existing connections to the surrounding Victoria West neighbourhood, such as the Galloping Goose Trail, and to do so by celebrating major gateways to the Dockside Green site. Finer-grained street and pedestrian pathway networks provide permeability of the site - offering many opportunities for pedestrian access to and linkages through the site.

WHERE USES MEET

Dockside Green is planned as a comprehensive community with an integrated mix of residential, including affordable housing, neighbourhood shopping, retail and service uses, together with a community-based Neighbourhood House, public plaza, a park, and other usable green spaces such as a children's play area. All these uses have been located to both integrate with the existing community, establish an appropriate mix of land uses that create a vibrant mixed-use heart in Dockside Green, while continuing to promote the evolution of a complete community.

ECONOMIC VITALITY AND VIABILITY

Dockside Green's new Neighbourhood Plan envisions a new retail "heart" at the centre of the community. Dockside Landing is to include a neighbourhood grocery store, retail shops, restaurants, cafes and other small business opportunities. In keeping with Dockside Green's sustainability initiative the supporting of green business practices is to be encouraged at Dockside Landing. The continuation of the existing network of green infrastructure will increase its economic and environmental performance.

PLACES FOR ALL AGES

As a complete, sustainable community, Dockside Green will provide a wide range of diverse housing opportunities, as well as accessible public realm and open space experiences, including a vibrant children's play area, which will support residents of all ages and abilities and promote "aging in place".

COMMUNITY GATHERING

Communal gathering spaces of various sizes that are suitable for community gathering are fundamental components of the Dockside Green New Neighbourhood plan. Continuing to enhance the pedestrian and village-like character, new usable open space areas are incorporated and integrated with the existing Greenway as it meanders south, culminating in a new

public park, and linking down to the Dockside Landing urban plaza. Dockside Green's Neighbourhood House, located near the heart of the community, at the convergence of the Greenway, Dockside Commons, The Park and Dockside Landing will be an indoor home for social and community gathering, amenities and multi-purpose functions.

COMPLEMENTARY & COHESIVE CHARACTER

The urban design and architectural strategies at Dockside Green are intended to reflect, support and enhance its neighbourhood context and connections, and to be complementary and responsive to its industrial, residential, office and retail land-use adjacencies. Architectural massing and expression will be respectful of the existing as-built development on site, helping to retain a cohesive character and look of the whole, while also providing a refresh to reflect the current times. As such, diverse architectural expressions are to be encouraged that will reflect the site's waterfront proximity, its sustainability strategies and onsite greenway/watercourse nature, and a west coast contemporary approach that enhances the sense of place.

MULTI-MODAL CIRCULATION

The updated neighbourhood plan of Dockside Green continues to encourage multi-modal circulation and transit use to and from the site. Additionally, it encourages opportunities for accessible pedestrian-scale movement throughout the site via walking along its network of interior pathways and via cycling from its nodes and along its edges. Each of these modes increases the health and well being of individuals while lessening carbon footprints and air and water pollution.

The majority of parking for personal vehicles is moved out of site and placed underground, thus increasing the safety within the site and marking a prioritization of space to pedestrians. Where cycling and walking is not an option, BC Transit shelters exist along Esquimalt and Tyee Roads, and where there is a need for occasional driving, designated locations for shared vehicles are intended to also be placed on the site. Each of these methods of transit is linked to the established networks of the greater Capital Regional District to support their use and effectiveness.

UNIVERSAL DESIGN

Universal design refers to the design of products and environments as promoting usability by all people, to the greatest extent possible, without the need for adaptation.

An accessible and inclusive community design is at the heart of the concept of universal design, which seeks to ensure that

products, buildings, and exterior spaces are usable by people of all ages and abilities. With the rapid increase in population of seniors, there is a growing need for universal design. It has demonstrated its multiple benefits including a reduction in stress and health care costs, provision of opportunities for dignified aging in place, and an accommodation for safer environments and diverse lifestyles.

NATURE IN THE CITY

Dockside Green has a focus to integrate the natural environment throughout the development for purposes of creating a restorative setting for people that simultaneously helps to manage stormwater and support biodiversity. The completion of the Greenway and incorporation of new and varied public open spaces and parks provide opportunities for finding respite within nature on site and for extending the character of Victoria as a "garden city."

In particular, Dockside Green's neighbourhood park, known as "Dockside Commons," as well as the Greenway are primary contributors to the outdoor common spaces and public realm. Dockside Commons, including its portion of green roof atop the neighbourhood grocery store, sets the character for landscape elements and forms, such as plazas and urban agriculture assets, for the collection of passive and active open spaces of the site. The Greenway and its connected green infrastructure, beginning with the green roofs above that catch the initial rainfall, is intended to not only manage stormwater, but to provide common outdoor open space for building residents to use for active, passive, restorative, and aesthetic interest. Throughout each example of nature in the city is a planting palette that supports the reestablishment of local ecosystems and a strengthening of biodiversity.

ECOLOGICAL WATER MANAGEMENT

Central to global climate change and central to the regional landscape of and around Dockside Green is the element: water. Stormwater management systems—green roofs, cisterns, constructed wetlands, raingardens, etc.—are primary components to sustainable development. These green infrastructure systems treat water at the surface; they purify it, store it, and recharge it, rather than delivering it in its most polluted state to the Upper Harbour.

While the focus of stormwater management is largely ecological, it has the ability to support restorative and cultural values as well. Celebrating water as resource and making it visible in its various stages within the public realm provides the narrative necessary for supporting conservation and best practices, while offering a mentally restorative setting for humans and habitat assets for our fellow creatures.

521 TYEE-GREENWAY PRECINCT

THE GREENWAY



THE GREENWAY

By definition, greenways are strips of land that are left undeveloped for conservation and enjoyment of visitors and nearby inhabitants. The Greenway of Dockside Green embraces this definition, and as well adds a layer of functionality to the landscape with its incorporation of the constructed wetland component of green infrastructure for the neighbourhood.

Continuing the typology found in first phase of Dockside Green, the Greenway is composed of publicly accessible pathways bounded by native and adaptive planting and the stormwater wetland. The Greenway acts as a pedestrian collector byway with its various egress points to access adjacent plazas and public spaces like Tyee Plaza and The Playroom & Lookout. It begins at the edge of Harbour Road and continues south to The Source, where the stormwater collection begins and the Greenway transitions into Dockside Commons.

The experience of traveling by foot along the Greenway is one of juxtaposition. Naturalized planting edge the pathway that is itself composed by a contemporary paving pattern and collection of seating and lighting elements. It is meant to be a place to stroll and a naturalized setting to enjoy as one travels between residences, gateways, and adjacent public spaces.

Perspective View of The Greenway Looking North



KEY FEATURES

1. Pedestrian thoroughfare
2. Edges characterized by constructed wetland
3. Overlap with key public places
4. Connects the site from north to south
5. Provides universal access
6. Naturalized planting to offer verdant setting and buffer between public and private realms
7. Extension of sustainable development site identity

PROGRAMMING OPPORTUNITIES

- » Key pedestrian travel route
- » Passive enjoyment
- » Sustainability icon & education opportunities
- » Private/public interaction
- » Habitat opportunities



Illustrative Landscape Plan of The Greenway

522 TYEE-GREENWAY PRECINCT

TYEE PLAZA



TYEE PLAZA

Tyee Plaza offers mid-block permeability into the site. This break in the architecture is intended to provide space for a key pedestrian drop-off zone, including a lay-by, a bus stop, and shared-car parking.

The character and function of this plaza is defined by its disposition as an intersection of movement, uses, and typologies. It is the intent of the design to define this as a point for establishing site character and for orienteering. Tyee Plaza is spacious and framed by water and plants present in the greenway below; the design welcomes visitors and residents with elements necessary for mental and physical restoration.

The diagonal geometry of the plaza and patterning in its ground plane is borrowed from Wilson Street to the west. This orientation serves as a pattern connection to the larger Victoria West Community and sets the tone for the physical identity of the site. Throughout Docksider Green, there is not one dominant angle. Rather, pathways are designed to respect desire lines and view corridors. The resulting effect provides recognizable character with each corridor, without any two being identical.

Perspective View of Tyee Plaza Looking West

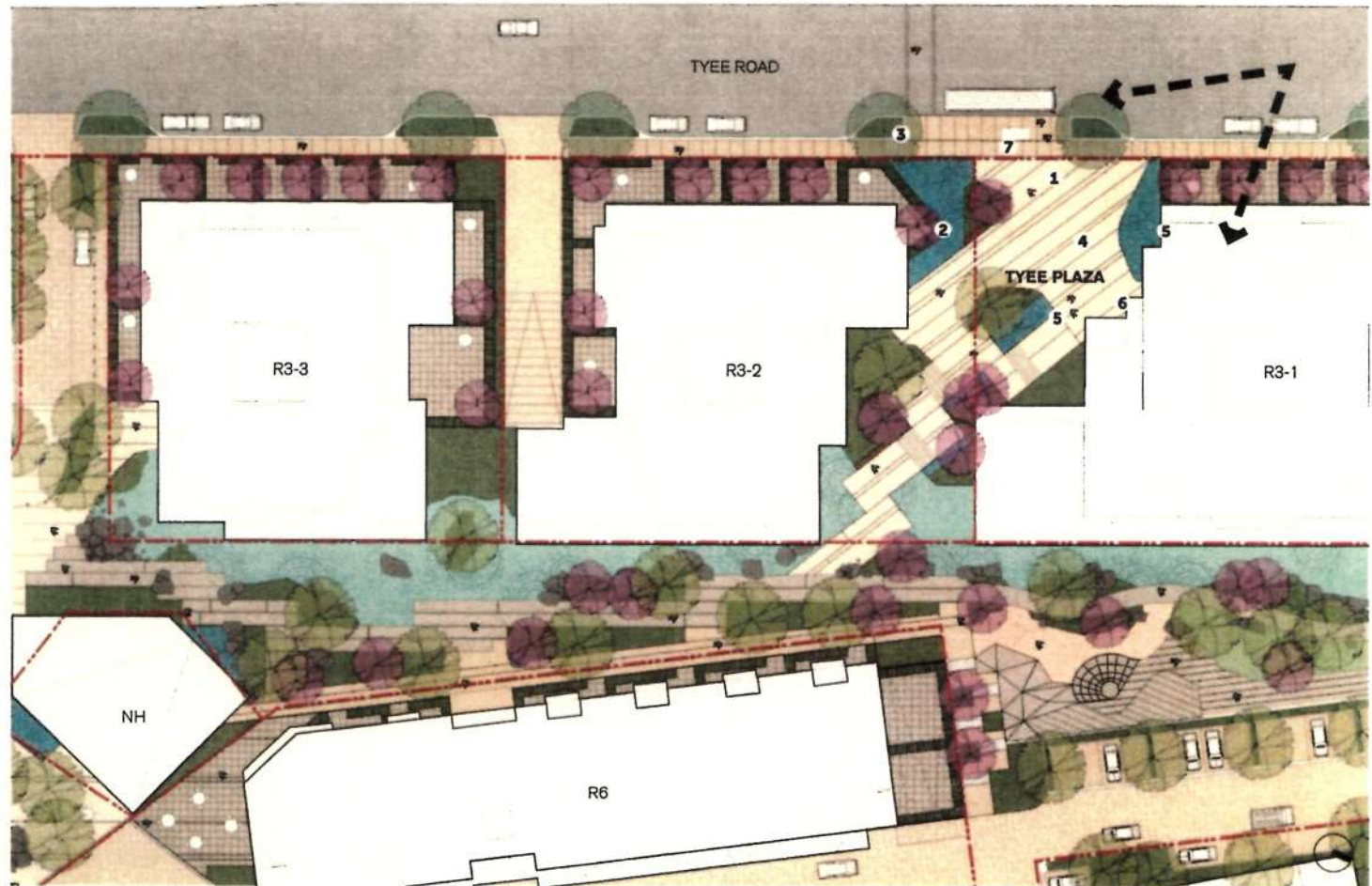


KEY FEATURES

1. Zone along Tyee Road remaining visually open and orient people towards and into the plaza
2. Private patios and entry lobbies flanking & framing the plaza
3. Raingardens providing a functional and restorative landscape
4. Plaza embodying an openness that is welcoming and offers views into the site and beyond
5. Strategically placed water features bringing attention and character to building lobbies and descending stair
6. Building entry lobbies oriented towards each other, unifying the plaza space
7. Nearby incorporation of bus shelter making location an important public transportation node

PROGRAMMING OPPORTUNITIES

- » Interacting residential & public edges
- » Ground-oriented passive enjoyment
- » Provision of elements needed for restoration
- » Key orienteering node
- » Potential multi-modal transportation node
- » Visual branding opportunity for Dockside Green



Illustrative Landscape Plan of Tyee Plaza

5.23 TYEE-GREENWAY PRECINCT

THE SOURCE



THE SOURCE

The Source, where the flows of the neighbourhood's constructed wetland begin, is situated at the most important crossroads of the site. Its form is determined by the pedestrian, vehicular, and habitat uses that overlap here; its character and function are defined by its disposition as a threshold and a node.

Its location is framed by water on three sides to bring energy to this crossroads plaza and to provide atmosphere, site identity, and mental and physical restoration. The adjacent Neighbourhood House site offers an extension of Dockside Commons below by creating an interior commons above for functions of civic gathering and social interaction.

The proposed Neighbourhood House, the café above the grocer, and Dockside Commons complement the greenway as framing elements and contribute to the activation of this node. Its overlap of uses and of adjacent zones provides both prescribed and passive functionality with such things as its moveable seating, café spillout, event assembly, and as a place to sit and take in all the activity.

Perspective View of The Source Looking Northwest



KEY FEATURES

1. Source of the water flows of the greenway's constructed wetland
2. Stairwell leading down to Dockside Landing as well as framing views outward to harbour
3. Strategically placed street trees to provide shading and framing of view corridors
4. Paving pattern to augment and celebrate the confluence of adjacencies, pathways, and uses
5. Transition from Crescent Road delineated only with bollards to ease pedestrian circulation
6. Transition from Dockside Commons offering the allure of a verdant landscape
7. Seating elements and landforms strategically placed to provide additional amenity and character to the site

PROGRAMMING OPPORTUNITIES

- » Primary crossroads and threshold
- » Key orientation node
- » Sustainability education opportunities
- » Storytelling feature
- » Site landmark
- » People watching (see and be seen)
- » Spillover space for various structures/amenities
- » Retail- and civic-activated edges



Illustrative Landscape Plan of The Source

531 DOCKSIDE COMMONS PRECINCT

DOCKSIDE COMMONS



DOCKSIDE COMMONS

Dockside Commons is appropriately named, as its area is both the communal front and backyard "park" of all of Dockside Green. This park is primarily composed of a publicly-accessible lawn that provides several multiuse opportunities. Included is terraced amphitheatre-style seating as well as space and elements to evoke passive functions, active play, and assembly. The intersection of public & private location and use reinforces the 'commons' reference while providing dynamic opportunities for use and interaction. Along its accessible perimeter lies Crescent Road—a mews that achieves the function of a threshold rather than a hardened boundary between Dockside Commons and the buildings that border it.

Dockside Commons offers a verdant restorative setting with primarily softscape and minimal hardscape intervention, while its sloping landform offers a diverse set of experiences. From the lawn below, one can experience the park and its planting above as it slopes upwards; from the deck above, one can look back to the park, down to Dockside Landing, or out to the City beyond.

Perspective View of Dockside Commons Looking South

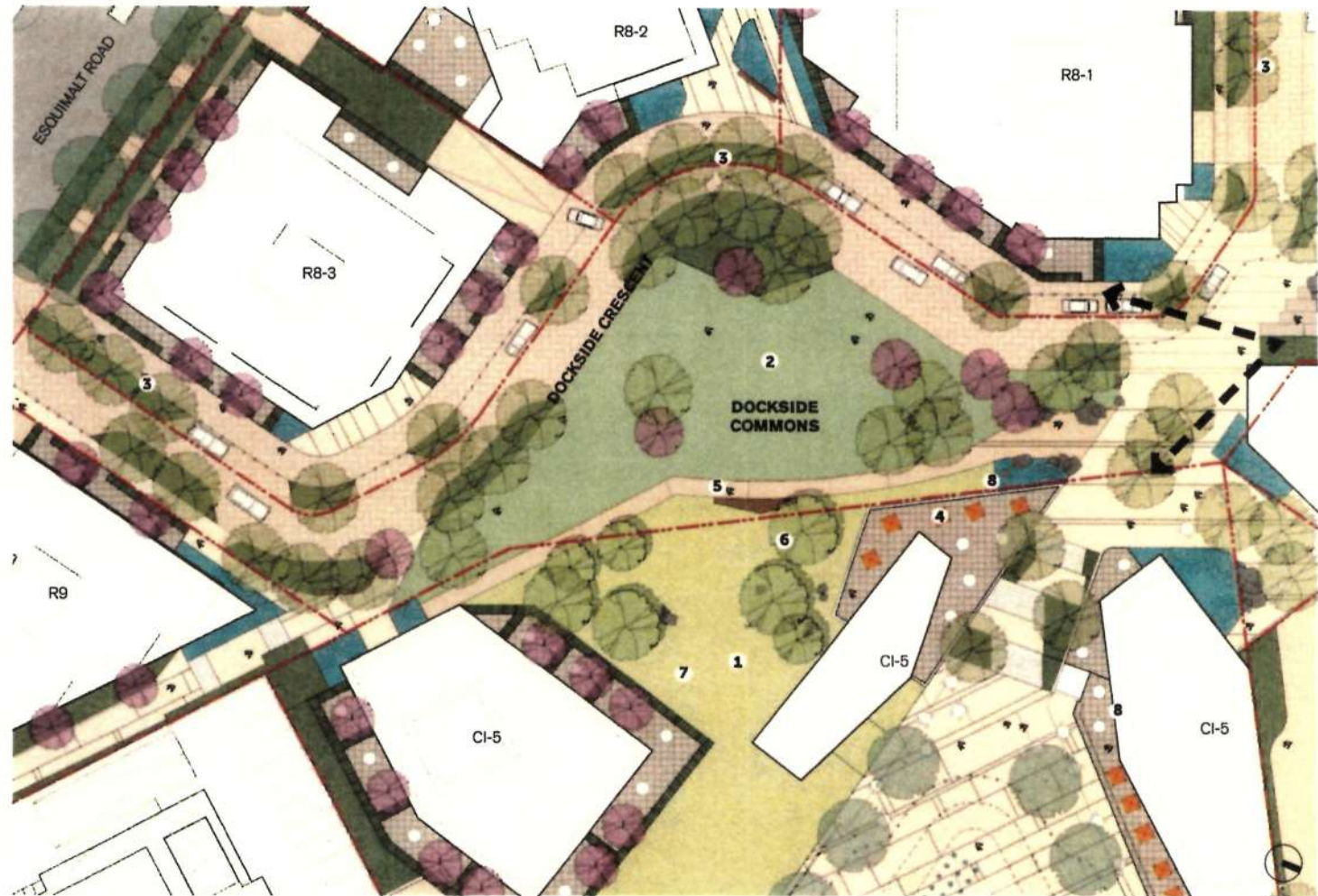


KEY FEATURES

1. Primary park space for Dockside Green
2. Great lawn area for passive assembly and activity
3. Edges of Crescent Road characterized by raingardens and seamless transitions into the great lawn area
4. Adjacent café with patio space incorporated within the park
5. Informal path connects the NW and SE edges of the park along its change in grade
6. Steep slope provides amphitheatre-style seating
7. Buffer planting to offer verdant setting and bridge the public realm of the park and private realm of the adjacent residences
8. Upper deck to provide a publically-accessible amenity and views into Dockside Green and out towards the City
9. Extension of sustainable development site identity

PROGRAMMING OPPORTUNITIES

- » Great lawn space
- » Key pedestrian destination
- » Active and passive functionality
- » District landmark
- » Amphitheatre event programming
- » Private/public/retail interaction
- » Viewing of inner harbour and Downtown Victoria



Illustrative Landscape Plan of Dockside Commons

532 DOCKSIDE COMMONS PRECINCT TYEE GATEWAY



TYEE GATEWAY

Whether heading towards downtown Victoria or towards neighbourhoods to the north, The Tyee gateway balances the character and function of the Victoria West Gateway. Where that plaza offers more of an urban and industrial flare, this plaza transitions Dockside Green from nearby residential typologies.

This gateway plaza is framed by two residential towers and is designed to provide passage from the hardscape of Tyee Road to the softscape of the lushly planted courtyard that offers opportunities of seating and respite. Framing from water, shade trees, and rain garden planting offer microclimate conditions, pedestrian scale, and escape from the vehicular traffic of the adjacent roadway.

As one travels towards Dockside Commons through the Tyee Gateway, views of ground-oriented apartments and building lobbies open up to the great lawn. Upon arrival here, views open up to follow the length of the greenway and height of each residential tower, thus enabling any visitor to quickly orient themselves within the neighbourhood.

Perspective View of Tyee Commons Looking East



KEY FEATURES

1. Private patios and entry lobbies framing the plaza
2. Raingardens providing a functional and restorative landscape
3. Strategic seat walls in close proximity to entrances
4. Strategically placed water features bringing attention and character to building lobbies
5. The corner as a potential location for public art
6. Building entry lobbies oriented towards each other delivering a sense of arrival and unity to the plaza space
7. The edge transitioning smoothly into Dockside Crescent to ease pedestrian egress

PROGRAMMING OPPORTUNITIES

- » Ground-oriented passive enjoyment
- » Provision of planting to provide restoration
- » Key entry plaza
- » Key orienteering node
- » Potential public art or signage location
- » Visual branding opportunity for Dockside Green



Illustrative Landscape Plan of Tyee Plaza

5.41 DOCKSIDE LANDING PRECINCT

DOCKSIDE LANDING



DOCKSIDE LANDING

Dockside Landing is the primary plaza for the site. Its daily function is as a town square for vibrant pedestrian experience as it is framed by a unique mix of retail units.

The plaza is to periodically function as a place for assembly for markets, concerts, bazaars, and other needs with a desire to close the street to vehicular traffic. Daily vehicular circulation is to be one-way and relegated to such purposes for loading, food trucks, and fire access.

Street trees, and character seating are each strategically placed to frame view corridors and support accessible use and circulation.

Perspective View of Dockside Landing Looking West

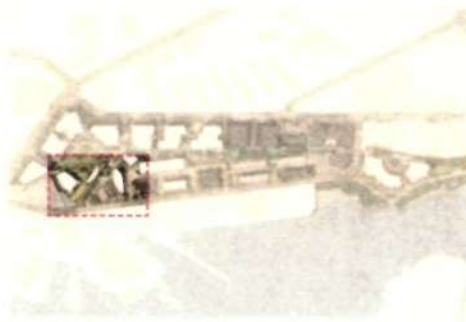


KEY FEATURES

1. Primary entry plaza for Dockside Green
2. Stairwell leading into the heart of the site as well as framing views outward to harbour
3. Shared ground plane to ease pedestrian circulation and provide freedom with programmability
4. Potential site for permanent art or food kiosk
5. Generous public sidewalk contributing to storefront activation
6. Strategically placed street trees to provide shading and framing of view corridors
7. Possible water feature to animate plaza and provide elements of play
8. Textured paving and bollards to provide vehicle access without disrupting pedestrian experience

PROGRAMMING OPPORTUNITIES

- » Entry plaza & gateway
- » Key pedestrian node
- » Food truck parking
- » Site landmark
- » Seasonal event programming
- » Retail-activated edges
- » Interface with industrial character



Illustrative Landscape Plan of Dockside Landing

5.4.2 DOCKSIDE LANDING PRECINCT VICTORIA WEST GATEWAY



VICTORIA WEST GATEWAY

As a prominent gateway into the Dockside Green site, the character and function of Victoria West Gateway is defined by its threshold condition. This corner of the site is the first thing one sees as they cross over the Johnson Street Bridge from Downtown Victoria. The gateway therefore sets the visual tone for both Dockside and Victoria West, juxtaposing its industrial residential typologies.

The form and location of the plaza creates a potential for the location of a public art feature. Vertical elements in the landscape, taking on the form of anything from a lighting installation to a kinetic sculpture, would draw additional attention to this corner.

Just beyond the plaza lies a water feature to buffer the public and private realms. A break in the street tree pattern provides a view corridor of the pedestrian experience beyond and guides visitors up past a water feature and towards Dockside Commons.

Perspective View of Victoria West Gateway Looking Northwest

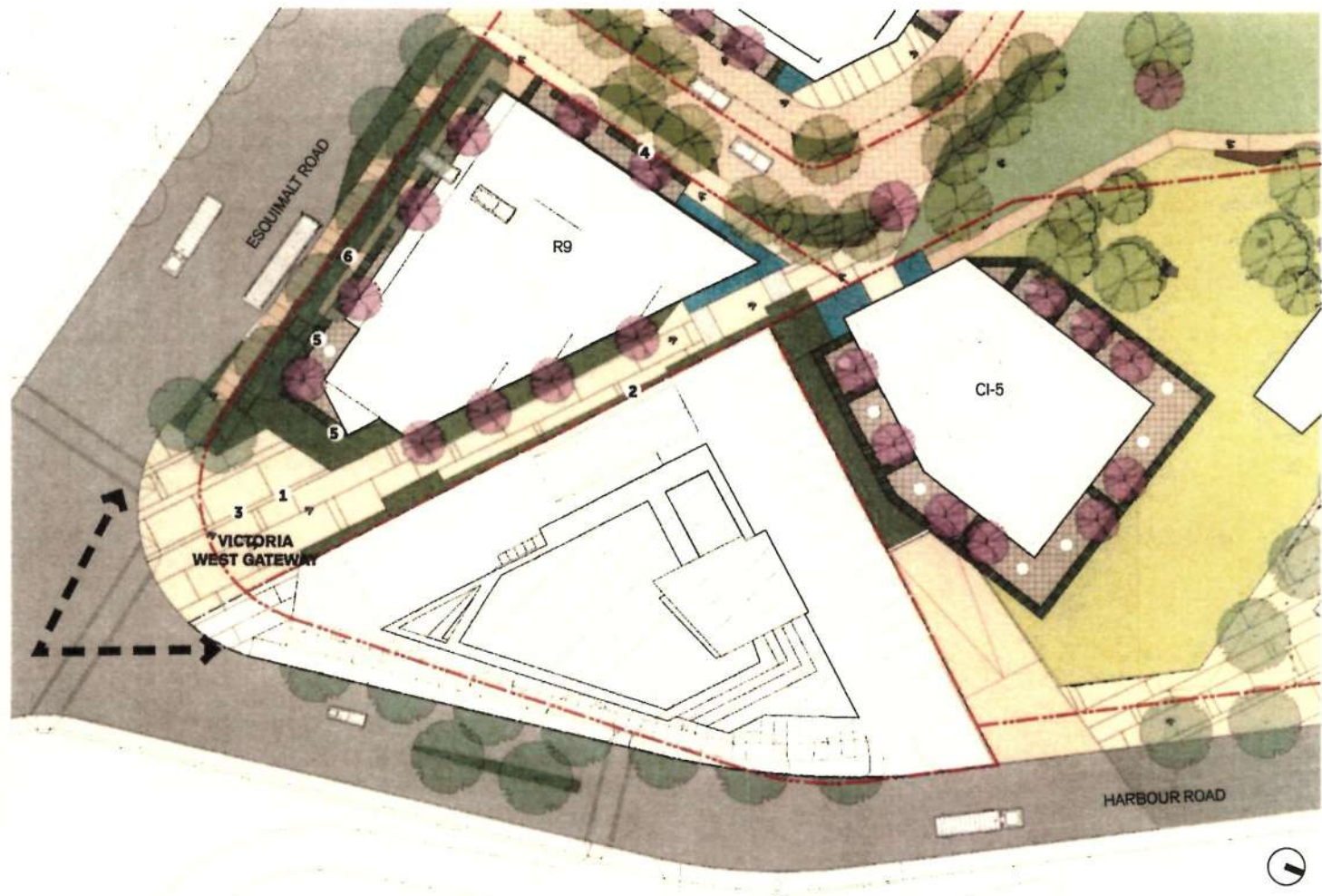


KEY FEATURES

1. Entry plaza a passive pass-through space
2. Corridor leading to Dockside Commons
3. Key opportunity for public art location
4. Private unit patios flanking the pedestrian corridor
5. Strategic green screening of neighbouring parkade entrance
6. Nearby incorporation of bus shelter along Esquimalt Road making the location an important public transportation node

PROGRAMMING OPPORTUNITIES

- » Key entry plaza
- » Key orienteering node
- » Important public transportation node
- » Potential public art location
- » Visual branding opportunity for Victoria West and Dockside Green



Illustrative Landscape Plan of Victoria West Gateway

551 GREENWAY-MEWS PRECINCT

THE PLAYROOM + LOOKOUT



THE PLAYROOM & LOOKOUT

Secondary only to Dockside Commons, this location offers views of the upper harbour and downtown Victoria from within the public realm. Its landform offers strong opportunity for augmented play in the form of slides, climbing slopes, and meandering pathways—each working directly with the grade changes. Additionally, the solar exposure of the location provides an opportunity for inclusion of a public sun deck and a space for guardians to keep an eye on their children at play.

The location of this important amenity is central within Dockside Green, thus providing equal and universal access for residents from either the northern or southern ends of the larger community. Located above parking below along Dockside Mews and in front of the Greenway, the location of The Playroom & Outlook is situated to inspire activation and to be a primary destination for the site.

Perspective View of The Playroom & Outlook Looking Northwest



KEY FEATURES

1. Primary playground space for Dockside Green
2. Opportunities for naturalized play
3. Passive enjoyment—sunning and lounging—for adults
4. Secondary key overlook deck amenity for neighbourhood
5. Integrated opportunities for play with grade changes and natural elements that characterize the site

PROGRAMMING OPPORTUNITIES

- » Place for prescribed and unstructured child play
- » Sun deck amenity
- » Active and passive functionality
- » District landmark
- » Viewing of inner harbour and Downtown Victoria



Illustrative Landscape Plan of The Playroom & Outlook

5.6.1 DOCKSIDE WATERFRONT PRECINCT

DOCKSIDE WATERFRONT



DOCKSIDE WATERFRONT

Situated on the northern end of Dockside Green is the waterfront neighbourhood property. Framed upland by residential and mixed-use developments and along the foreshore by the Point Ellice Dock, this park bookends the neighbourhood and acts as a gateway from and to the neighbourhoods to the north.

The Galloping Goose Trail, the primary cycling route along the water and through Dockside Green, bisects the park. This condition offers continuous pedestrian activation and opportunities to carry through the pedestrian-driven typologies from the parks and open spaces to the south. The dock provides a public boat launch for canoes and kayaks and a regional water taxi stop. To the north lies the Mutt Strut, the primary dog park for Dockside Green.

Where other locations within the neighbourhood evoke urban and industrial flare, this gateway is characterized in part by native shoreline ecologies. The area is slated to be a part of the regional Greenshores program and will be regenerated with native planting.

Perspective View of Dockside Waterfront Looking Northwest



KEY FEATURES

1. Incorporation of Galloping Goose Trail
2. Water & dock access
3. Stairwell connection between inner courtyard and the waterfront
4. Inner courtyard serving as a plaza & roundabout
5. Provision of surface parking
6. Lush native shoreline planting
7. Waterfront retail to attract visitors and activate the edges of the park
8. Grade changes that provide multiple views of inner harbour and Downtown Victoria

PROGRAMMING OPPORTUNITIES

- » Waterfront activity
- » Biking and walking along Galloping Goose Trail
- » Kayak & canoe launch
- » People watching (see and be seen)
- » Viewing of inner harbour and Downtown Victoria
- » Dog park
- » Key orientation node
- » Public Art



Illustrative Landscape Plan of Dockside Waterfront

5.6.2 DOCKSIDE WATERFRONT PRECINCT

THE MUTT STRUT



THE MUTT STRUT

Located at the northern end of Dockside Green is a park designated to the use of dogs, known as the Mutt Strut. Framed to the south by a market housing and to the north by the Bay Street Bridge, this park responds the needs of the Dockside Community and of adjacent neighbourhoods to have a dedicated dog park.

The Mutt Strut utilizes the typology of a passive lawn with strategic placements of deciduous trees to provide shade and visual interest. The lawn is separated into two portions, the upper having a designation for use by small dogs and the lower being set aside for larger dogs. Accommodating the grade change between the two sections is an accessible ramp. Perimeter fencing is to be used to enclose the site, mark its boundaries, and provide safe containment for the canines and their owners. It is the intent to also incorporate elements such as proper regulatory signage, waste bags, and dog-friendly water fountains to encourage proper use of this amenity.

Perspective View of The Mutt Strut Looking Northwest

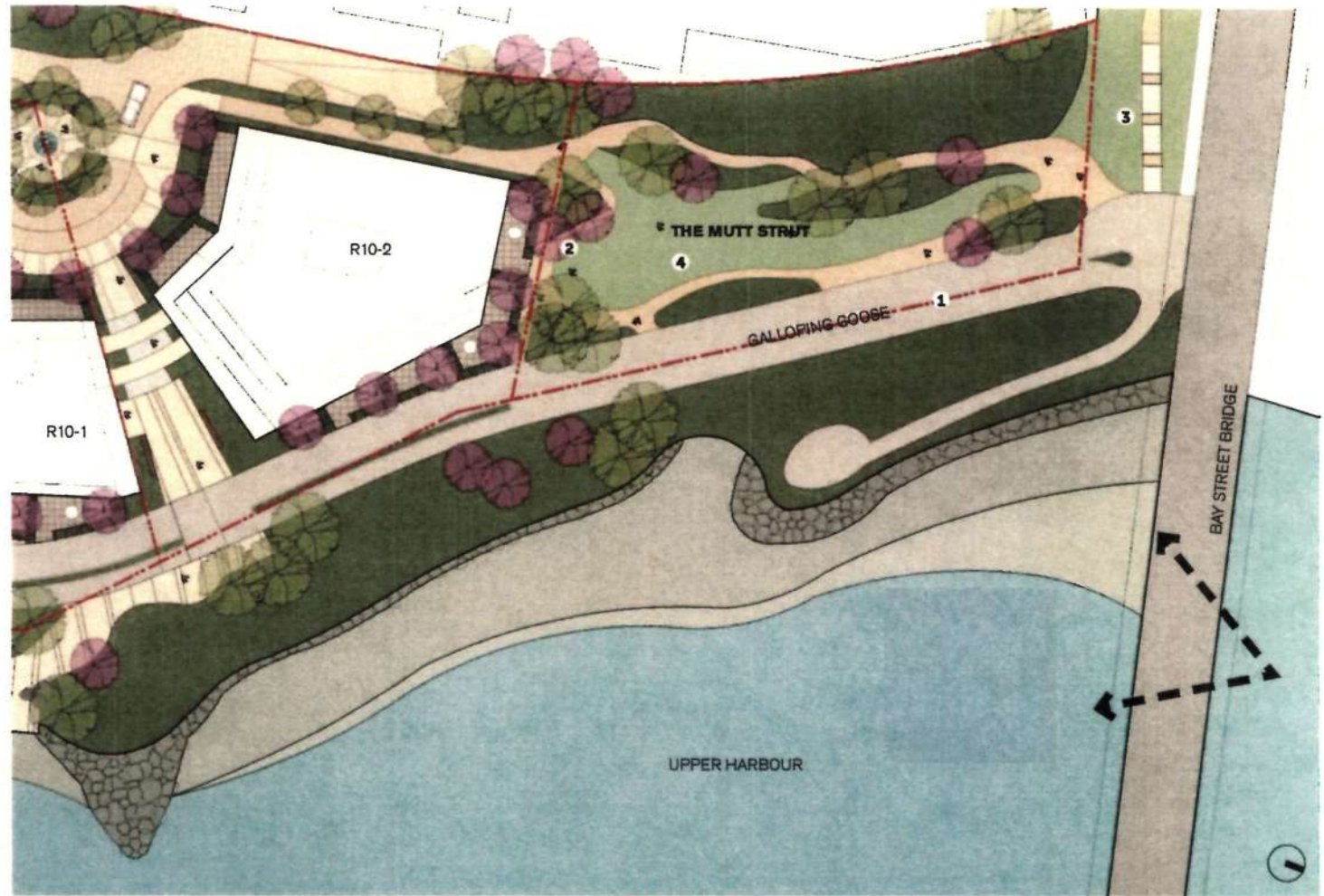


KEY FEATURES

1. Adjacency to the Galloping Goose Trail
2. Pathway connection to adjacent residences
3. Vertical connection to Bay Street Bridge
4. Primary dog park for Dockside Green & adjacent neighbourhoods

PROGRAMMING OPPORTUNITIES

- » Dog socializing
- » Dog training
- » Dog exercise
- » Neighbour socializing
- » Entertainment



Illustrative Landscape Plan of The Mutt Strut

57 THE NEIGHBOURHOOD HOUSE



View of Neighbourhood House from North

NEIGHBOURHOOD HOUSE

A prime public amenity and focal point for community activities, the Neighbourhood House is intended to have a strong presence in the urban fabric and anchor the meeting point of several landscape precincts: the Greenway, the Source, Dockside Commons and Dockside Landing. This location places the Neighbourhood House at the centre of Dockside Green and in a highly prominent location which takes advantage of key views and axial relationships through the site.

The Neighbourhood house is an important building and is designed to reflect its civic stature. The design of the building is intended to reflect the ecological and social priorities of community programming and the dynamic nature of a recreational facility. The design of the centre will be informed through consultation that the needs and aspirations of Dockside Green residents are met in the design of the building.

ARCHITECTURAL CHARACTER

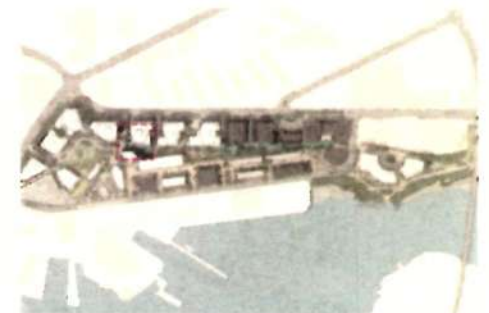
- As a neighbourhood amenity intended to be a key gathering space for the community, the Neighbourhood House is distinct in character from the commercial and residential buildings which surround it.
- The form and architectural character of the building is open and inviting, with generously-glazed façades emphasizing connections to adjacent public realm areas and providing views out toward the Upper Harbour.

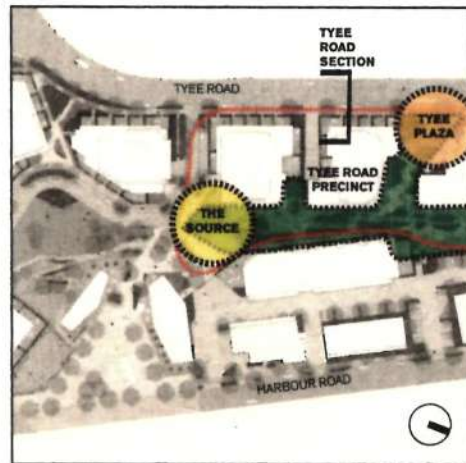
TRANSPARENCY

- The building is intended to be highly transparent to facilitate visibility of inside activity, good light exposure for events, and a high degree of connectivity between interior and exterior spaces.

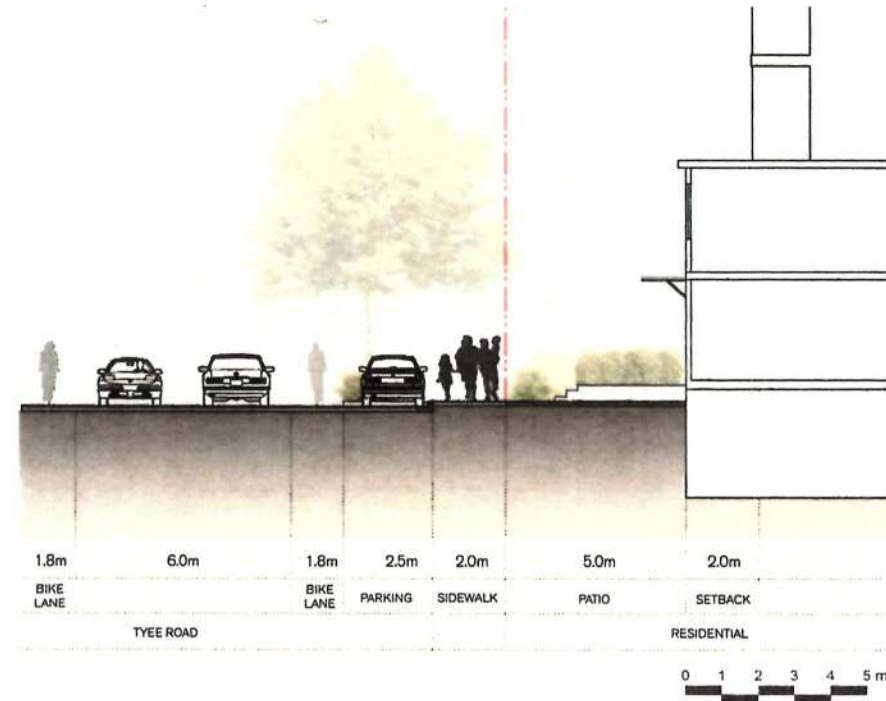
HEIGHT + MASSING

- The building provides a double-height volume to make it a beacon within the urban ensemble. The primary frontage is towards Dockside Crescent, emphasizing the entry into the building and creating a relationship with lobby spaces at Parcels R3-3 and R8-1.
- Maximum building height is 26.5m above geodetic datum.





Key Plan

**TYEE ROAD**

Running north to south and along the western boundary of Dockside Green is Tyee Road. The road plays the role of connecting the traffic flows from the Bay Street and Esquimalt Street Bridges. Its frontages are exclusively multi-family residential and carry this general character with the new development phases for Dockside Green.

Proposed Street Composition:

Characterized as a collector street, this road accommodates two vehicular traffic lanes, two bicycle lanes, on-street parking, and sidewalks along both edges. The sidewalk adjacent to the development site maintains a 2-metre width with periodic breaks for bump-outs and street tree planting. The breaks are strategically placed for parkade entrances, a mid-block plaza and transit stop, car share parking, and an entrance into Dockside Crescent. For the ground level apartment frontages, a continuous 5-metre setback is maintained from the curb to offer adequate space for a private yard and entry buffer.

The pedestrian experience is one that evokes the sense one is travelling along the edge of a neighbourhood. Tyee Road is lined with residential low-rises topped with towers. The highrise residential buildings create a pattern of breaks that allow entry into Dockside or views of Victoria beyond. Low rise residential maintain heights of two stories until one nears the intersection with Esquimalt Road, where the ground-oriented units rise from three, then to four stories.

The scale of the low-rise residential structures, in combination with their richly planted front yards, has been carefully considered to minimize the experience of adjacent street traffic. At the intersection with Esquimalt Road, the boulevard treatment pulls away from the residences to create the Tyee Gateway plaza characterized by rain gardens, shade trees, and opportunities for seating and rest.



5.8.2 STREETS

ESQUIMALT ROAD

ESQUIMALT ROAD

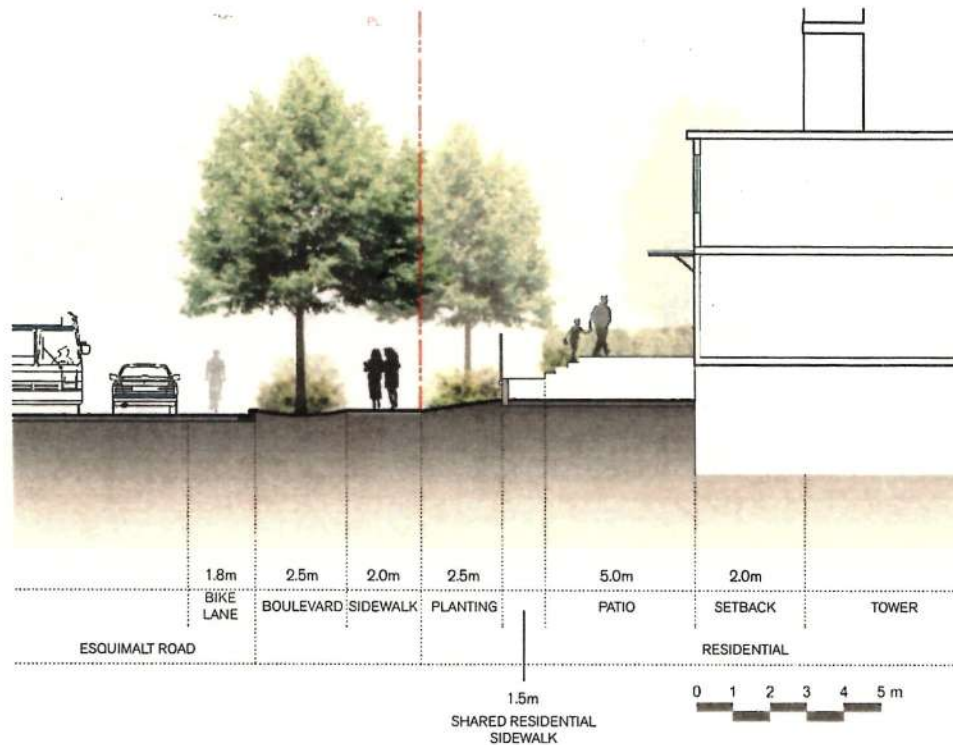
Running east to west, and bounding the Dockside Green along its short southern edge is Esquimalt Road. This road meanders throughout the entire Victoria West neighbourhood from the Johnson Street Bridge and terminating at the Canadian Forces Base in Esquimalt. Its steep grade, broad width, and varying frontages lend character to Dockside Green's two prominent gateway corners.

Proposed Street Composition:

Characterized as an arterial road, this section of Esquimalt Road accommodates three vehicular traffic lanes (and one turning lane), a bicycle lane on its north side, and sidewalks along both edges. The 2-metre wide sidewalk adjacent to the development site will have a boulevard character with flanking rows of street trees. The singular break in street frontage is to accommodate the second entrance into Dockside Crescent.

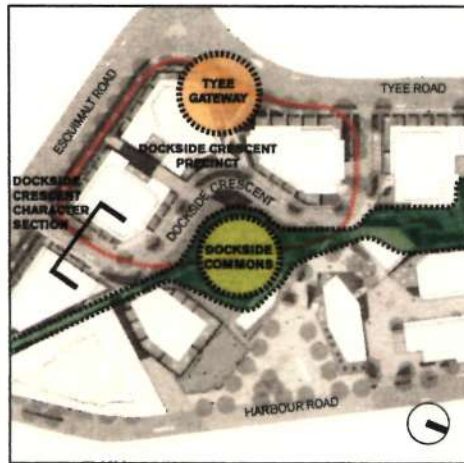
The first glimpse of the neighbourhood is of Victoria West Gateway, visible as one travels westward over the Johnson Street Bridge. After accounting for a BC Transit stop, the street continues along until the far western end of the street that borders the site is reached. Here it wraps the corner and becomes the Tyee Gateway. For the ground level apartment frontages, a continuous 5-metre setback to the sidewalk, with another 6 metres to the curb edge, is maintained from the curb to offer generous space for a private yard and entry buffer.

Esquimalt Road is the busiest street bordering Dockside Green. The pedestrian experience is one that addresses this through an incorporation of a double row of street trees that compose the boulevard. The entrances for the ground-oriented units address the steep grade with an elevated semi-private path runs parallel to the public sidewalk. Generous front yard planting supplements privacy while increasing a restorative experience for passing pedestrians.



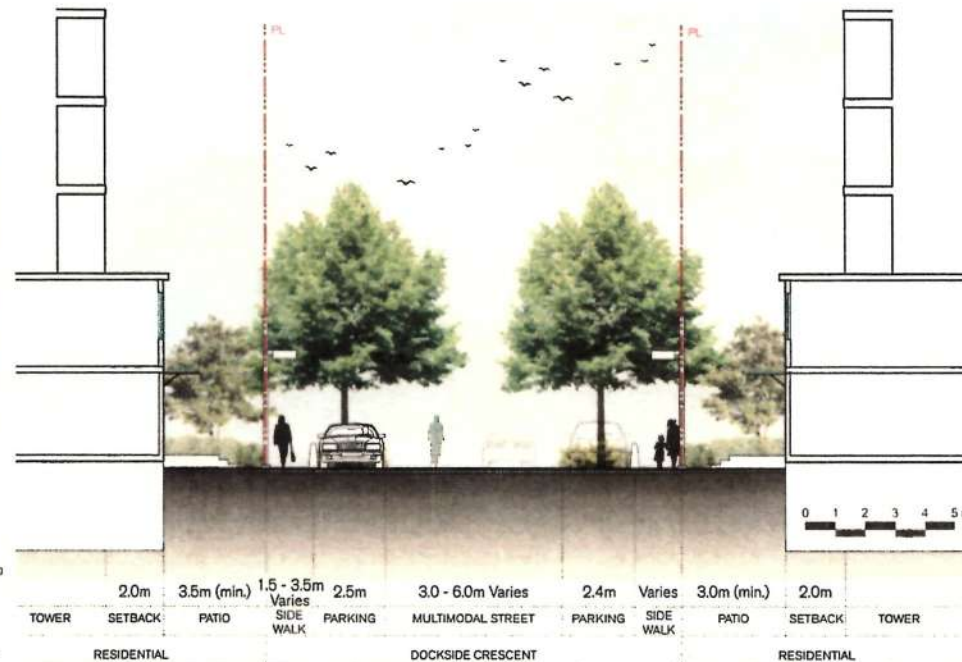
Key Plan





Key Plan

Dockside Crescent Character Section

**DOCKSIDE CRESCENT**

As one of the site's interior roads, Dockside Crescent is designed to accommodate ease of use and egress by pedestrians. This local interior street essentially acts as a woonerf, where an on-grade paving treatment is delineated only through bollards and pattern changes. Woonerfs, like Dockside Crescent, are streets that prioritize the safety and use of pedestrians. This woonerf is particularly designed for vehicles to drive on to enter and exit underground parkades, for bicycles to take a leisurely detour, and for pedestrians to safely cross along desire lines, to and from Dockside Commons.

Proposed Street Composition:

The width of Dockside Crescent varies as the sidewalk increases in width from 1.6m at the entry off Tyee to 3.5m along the interior of the street. This change is to provide for a welcoming pedestrian experience as one enters into the neighbourhood. Parking and cartway widths are maintained throughout to account for segments of space for on-street parking and pockets of rain gardens. These areas of planting incorporate street trees as well to help frame desire lines for perpendicular movement and site lines for exposing important view corridors. Sidewalk flanks one edge of the meandering shared street and Dockside Commons the other, each separated only by bollards and a change in paving pattern.

Two parkade entries, five residential lobbies, and three plazas exist along Dockside Crescent. The creation of this street is, in part, accounted for by the need to reduce the number of parkade entrances needed along the roads of Tyee and Esquimalt. The parkade entrances are tucked away, whereas breaks in the planting and space configuration bring attention to the public and private pedestrian entries. Because of the on-grade paving treatment, the meandering orientation, and the mix of uses, traffic is designed to slow down as it travels along Dockside Crescent.

The experience of this road by residents is as one leaving or returning to their private drive, parkade, and/or yard. Its design, layout, and materiality are meant to complement the collection of public spaces that Dockside Green has to offer. Where streets can act as barriers, Dockside Crescent instead takes on the character of a safe and accessible threshold between plazas and parks.

584 STREETS DOCKSIDE MEWS

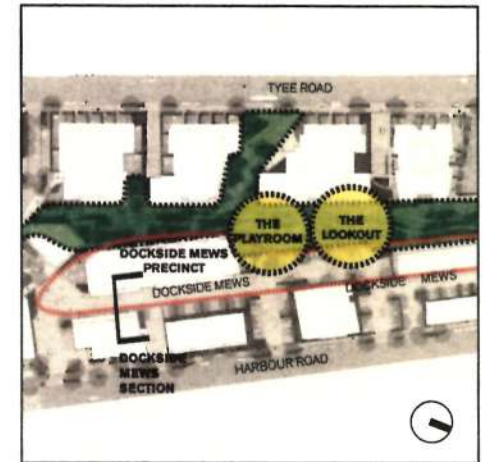
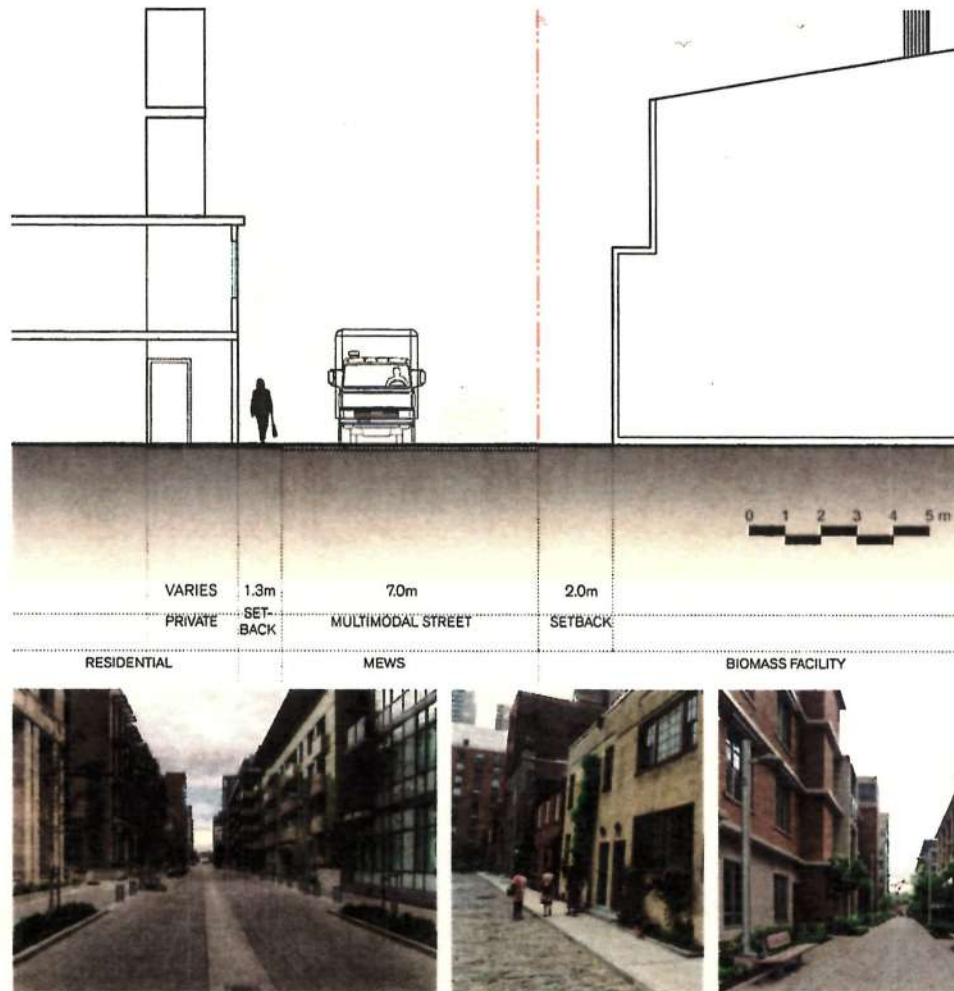
DOCKSIDE MEWS

As the second of the site's interior roads, Dockside Mews is a minor street that gets its uniqueness from its edge conditions. This local interior street is primarily a vehicular street that accommodates parking and loading for a range of vehicle sizes. It passes in front of the low-rise residences within Dockside Green and behind its collection of office and industrial buildings that front Harbour Road. Immediately to its west, abrupt grade changes rise 4 to 5 metres and create stair conditions for pedestrians to move further into the site.

Proposed Street Composition:

Dockside Mews lacks a predominant gateway and has an eclectic mix of frontages. In addition, vehicular parking and back-of-house uses flank much of this street. These conditions provide the character that is complementary to the industrial uses found across Harbour Road. Elements including special unit paving treatments, bollards, and pockets of intensive rain gardens are meant to embellish its character and provide it with the durability and functionality it requires.

The pedestrian experience is one that is punctuated by features that pull visitors and residents up into the site. The Playroom & Lookout sit above the street and provide access points at either end that erode the grade and create access into the site. Further north, a wider stair provides egress into the first phase of the Dockside Green development, while even further, accessibility into the interior of the site is accommodated by a pedestrian pathway. Street trees are placed where there is room within and around parking. However, it is the urban hardscape of this mews that complements its uses and gives it its character.



Key Plan

HARBOUR ROAD

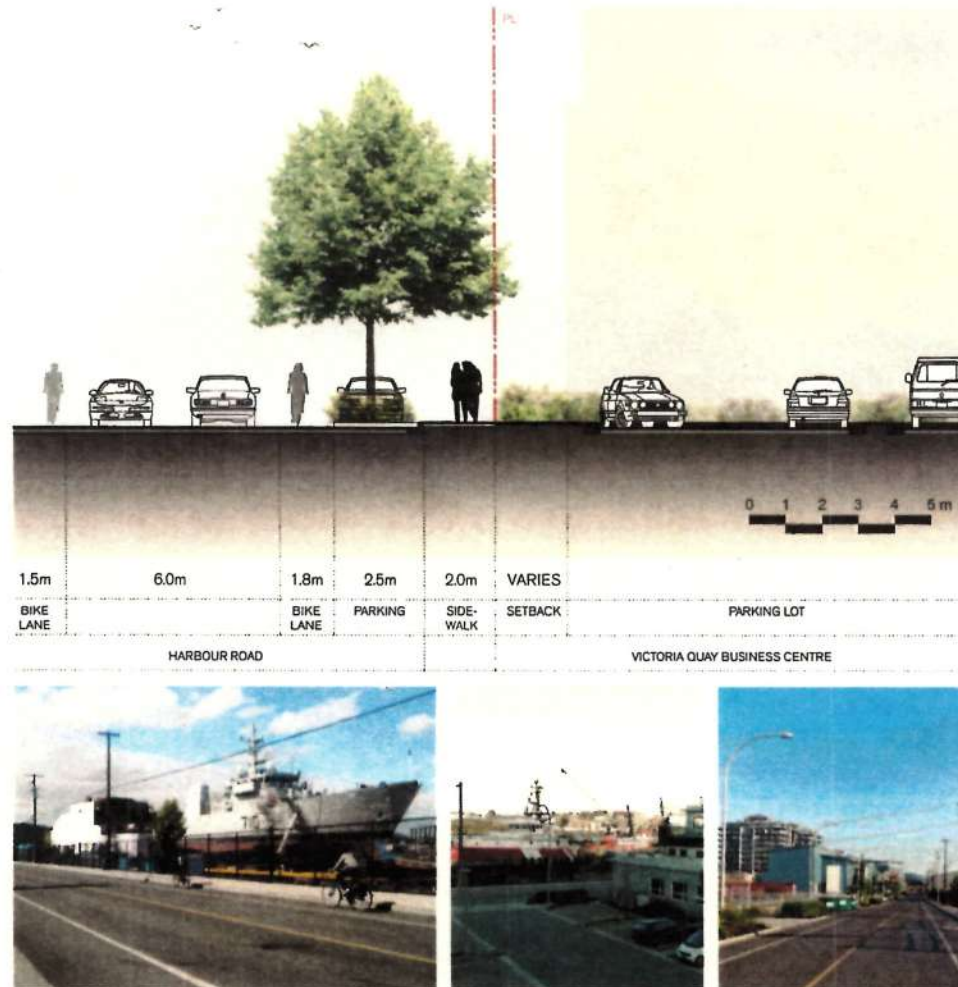
Running south to north, Harbour Road is the eastern boundary of the Dockside Green site. The entire length of this road borders the site and plays the role of incorporating an extension of the Galloping Goose Trail to and from downtown Victoria. The eastern edge frontages are of the Point Hope Maritime and are exclusively industrial. The character of these uses cross the street into Dockside, where buildings such as biomass energy plant are mixed in with commercial, office, and residential frontage to deliver a unique local street experience.

Proposed Street Composition:

Harbour Road accommodates two vehicular traffic lanes, two bicycle lanes, parallel parking on the west side of the street, and sidewalks along both edges. The sidewalk adjacent to the development site maintains a 2-metre width with periodic breaks for bump-outs and street tree planting.

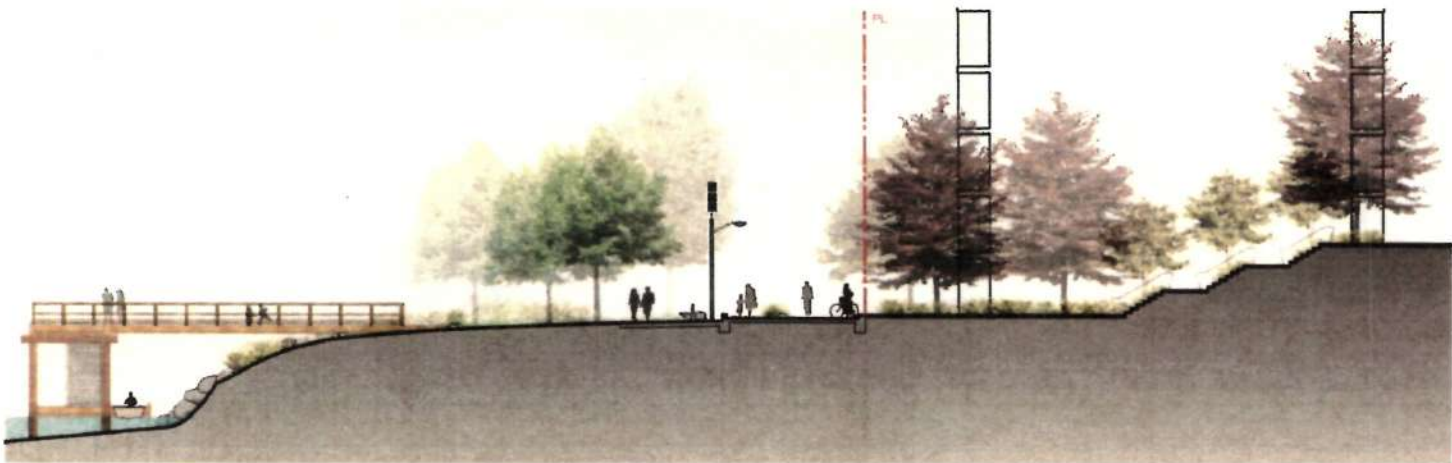
Harbour Road provides the majority of vehicular access—retail, residential, and office traffic—into the site. The breaks along the road are frequent to provide several points of egress into lots and parkades for vehicular parking at Dockside Green.

The pedestrian experience along this road is one designed as a street shared between bicycles and motorized vehicles. Traveling by bicycle can be done with ease: the street's low volumes of vehicular traffic, level grade, and straight orientation make for easy egress to and from the Galloping Goose Trail. The experience of walking along Harbour Road is one supported by the visual interest of the shipbuilding. The primary crossing to view this and the City beyond takes place at Dockside Landing, where character of Dockside Green mixes with the character of its neighbouring districts.



Key Plan

5.86 GALLOPING GOOSE TRAIL

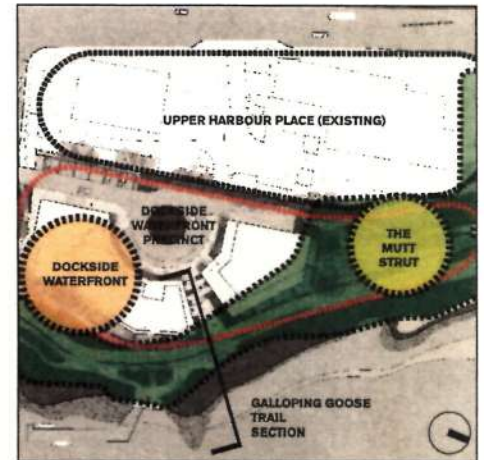


POINT ELLICE DOCK

POINT ELLICE PARK

SHARED PATHWAY
GALLOPING GOOSE
TRAIL

DOCKSIDE WATERFRONT



Key Plan

GALLOPING GOOSE TRAIL

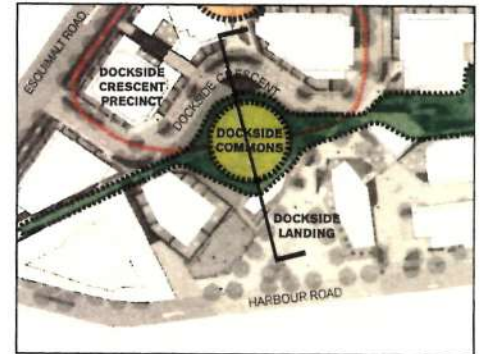
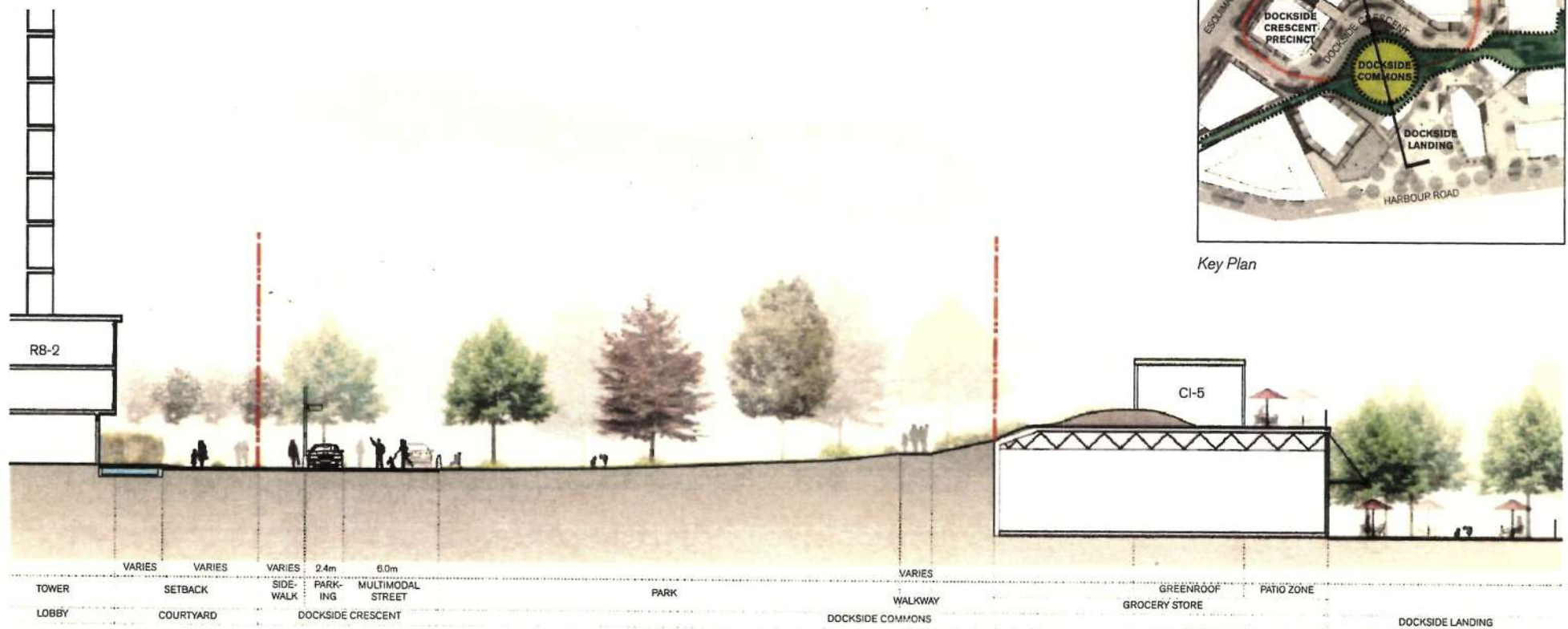
This regional bicycle trail travels 60 kilometers through 7 municipalities and through urban, rural, and semi-wilderness landscapes. Its starting point is at the north end of the Esquimalt Street Bridge in Victoria West and runs along Harbour Road. It is an important bicycle and pedestrian route and contributes to the sustainable transit modalities promoted by the neighbourhood.

Proposed Street Composition:

The Galloping Goose Trail embodies two conditions as it passes through the site. From south to north, its modalities are first separated along Harbour road. Pedestrians follow traditional sidewalks, while cyclists share the road with vehicles along bike lanes. When the trail meets the turn and slope of Harbour Road to the north at Point Ellice Park, it becomes a 4-metre wide accessible shared pathway.

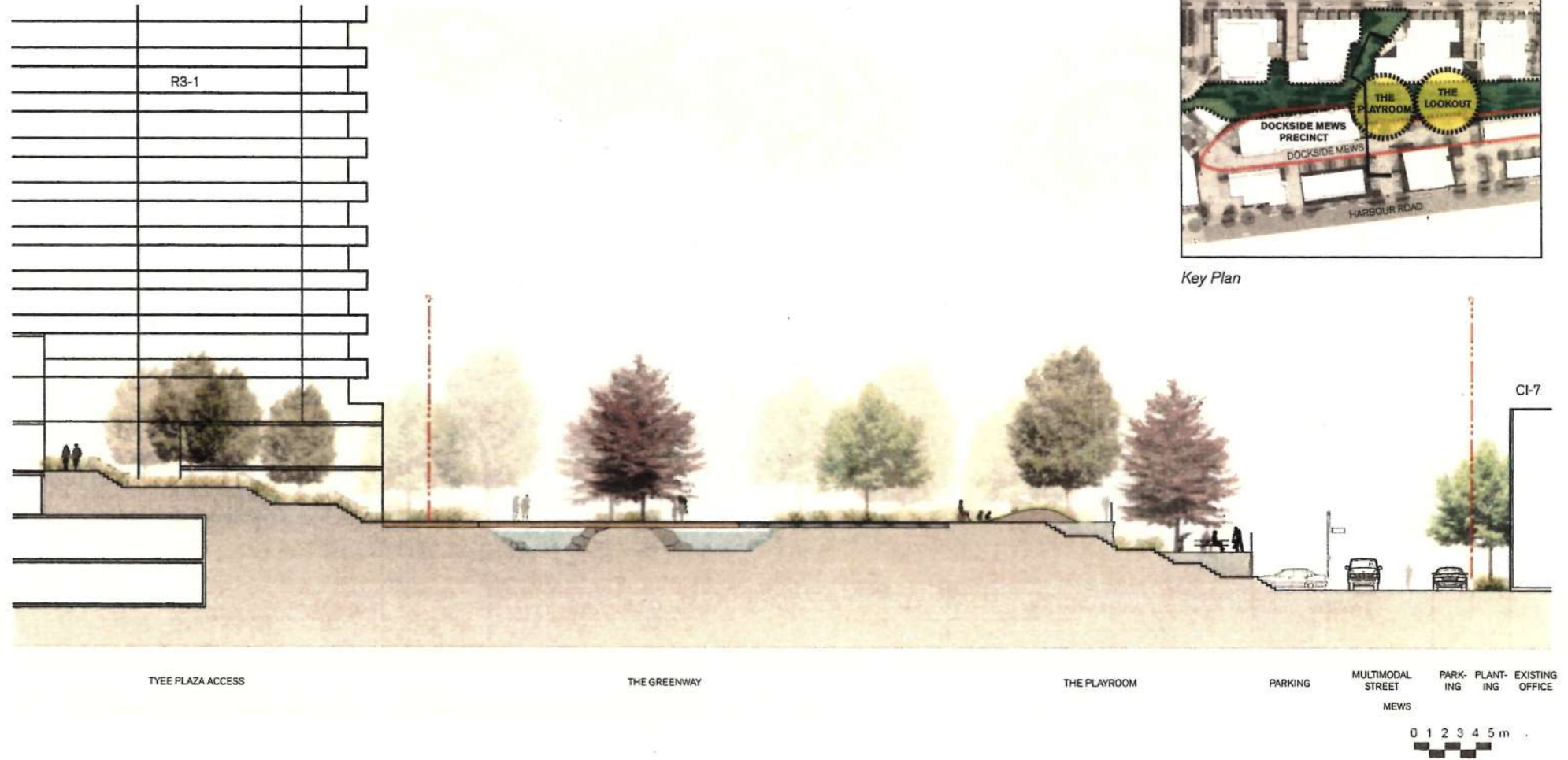


DOCKSIDE CRESCENT TO DOCKSIDE LANDING



Key Plan

TYEE PLAZA ACCESS TO DOCKSIDE MEWS



6.1 BETA AT DOCKSIDE GREEN

Through our conversation with community in 2014, the notion of interim uses at Dockside Green began to be discussed. Building on this energy, the concept of BETA at Dockside Green was developed.

BETA has a vision to become a staging ground for localism, food security, and culture building while embracing the industrial character of the working harbour. BETA will reclaim a portion of the undeveloped land in the Dockside Green neighbourhood, and use shipping containers as building blocks to cultivate a culturally vital environment where Victoria artisans, community leaders, makers, growers and entrepreneurs can collaborate, exchange ideas, and showcase their work.

BETA at Dockside Green will be located on Harbour Road between the Dockside Green Biomass District Energy Plant and the Farmer Construction office building. The location provides the opportunity to build on the human energy of Harbour Road and the adjacent Point Hope Shipyards. The adjacent buildings will help to provide urban edges and foster a sense of enclosure. The other advantage of this location is that much of the Dockside Green project can develop without disturbing BETA, and without BETA interfering with the development of future phases.

BETA at Dockside Green strongly supports the creativity of thinkers and doers in Victoria. It will be a place to build on what is already happening in Victoria, providing a location for some of this creative energy to coalesce and grow. BETA will be a curated tenant mix with food, brewery, boutique retail, office and art/culture components. The focus will be on businesses and organizations that demonstrate and showcase creative, sustainable, local goods and services. We see the mix of tenants as vital to create a community of likeminded values. The office mix may include social enterprises which are both run by and support the work of non-profit organizations. In addition to permanent tenants, there may be opportunities for short period tenancies in rotating kiosks.

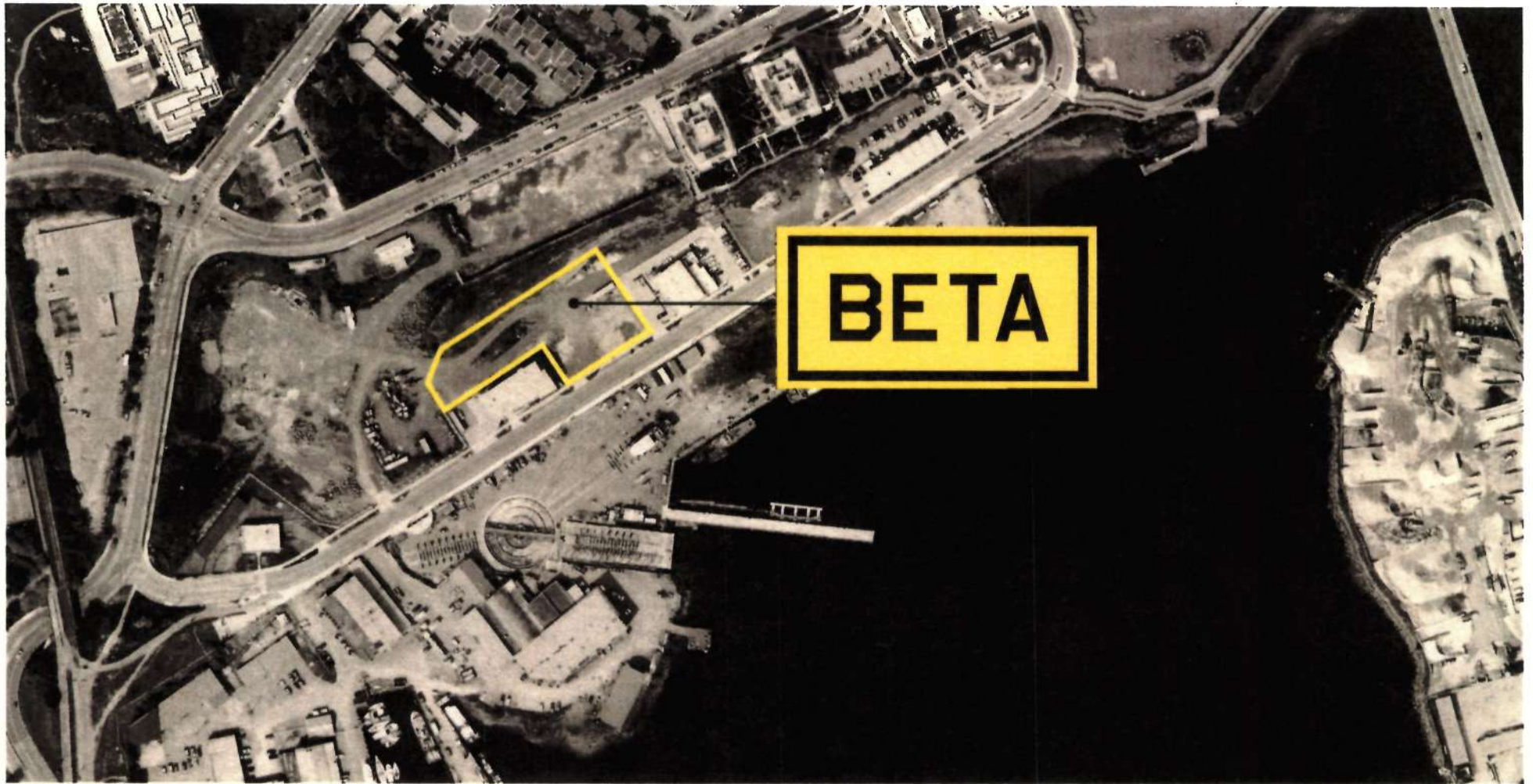
USES

Envisioned uses include: brewery, distillery, cafe or roaster, social impact businesses, urban agriculture, art gallery/studio space, boutique retail, small workshops, food trucks, bike maintenance, and education.

AMENITIES

Amenities are available to the public and to tenants in the form of shared washroom facilities, drinking fountains, garbage, recycling and compost services. In plazas and other common areas, lighting, shading, and seating are provided. Utility connections are available to tenants depending on individual needs, with both waste water and storm water drains tied to the Dockside Green on-site systems.



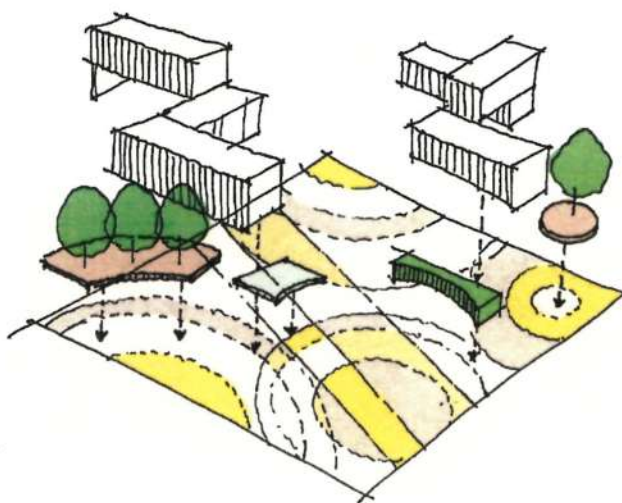


6.2 SITE CONFIGURATION

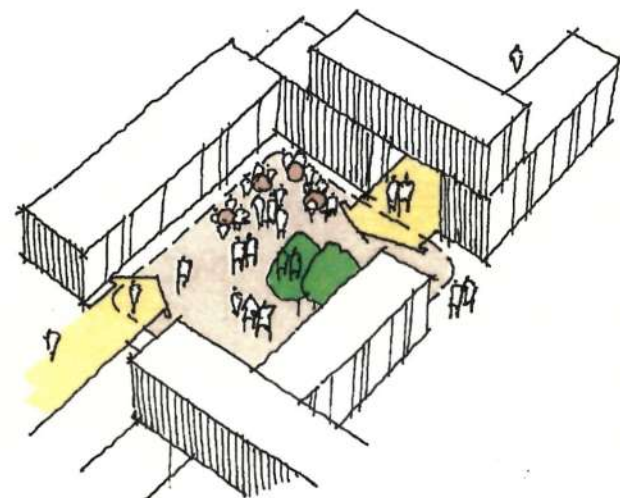
The curated relationships across BETA are informed by the public realm, configuration of individual container units, and how various planned elements address site conditions. Dockside BETA is a place that is intended to mix demographics and ideas to help realize a vibrant, creative, and connected community. The spaces between, atop, and around the re-purposed container structures are essential to encouraging this mixing of people and ideas.

Key considerations include:

- *Interaction and Gathering:* site configurations that create multiple opportunities for plazas and courtyards.
- *Widths between Containers:* will be pedestrian-oriented with widths primarily in range of 3 to 6 metres.
- *Plazas:* their sizing is intended to be proportionate to site uses as well as to the count and frequency of visitors. A central plaza size ranging from 12 to 14 metres in diameter will support a critical mass of people and activity, while maintaining balance with the space required by the containers and remaining uses of the site.
- *Site Entry and Shifts in Ground Plane:* due to required treatment of underlying unstable soil, the BETA site will be raised approximately 1 ft above the Harbour Road street level. There will necessarily be a transition from road and sidewalk to the BETA site level. There are opportunities to use this required transition to define the edges of BETA, for informal seating or to highlight entry into the site.
- *Site-wide Accessibility:* will be designed for comfortable circulation and allow equal access for all visitors.
- *"Street" Edges:* there will be no vehicle circulation at Dockside BETA, but there will still be pedestrian streets. These street edges will primarily be framed by the placement of containers, with a consistent rhythm, but also variations in container design and height.
- *Safety and Security:* container configuration will provide a sense of security via visibility and transparency without a need for enclosure.
- *Service Connections:* will be designed for efficient distribution of services and amenities to tenants and the public, while remaining as unnoticed as possible.

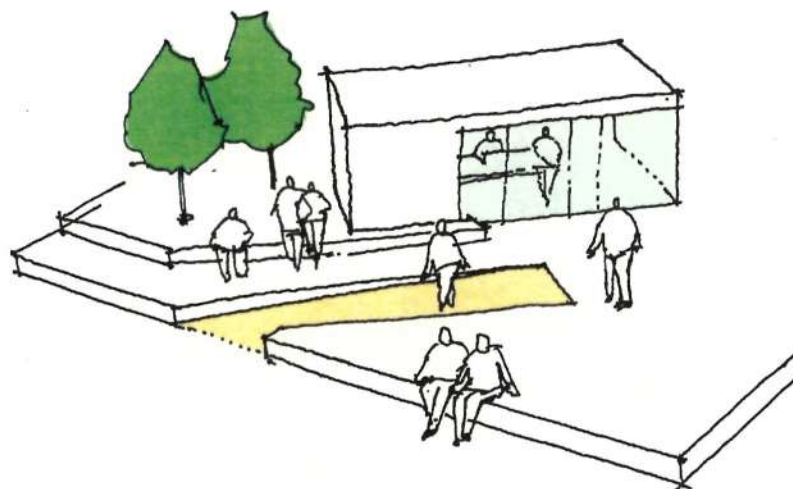


Container placement, surface treatment, planting, and seating come together to define the public spaces of BETA.

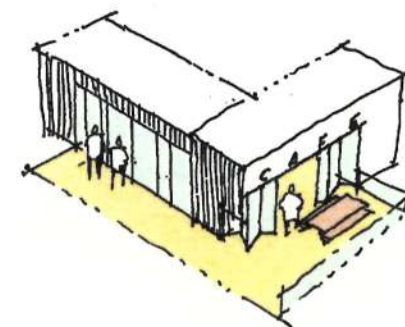
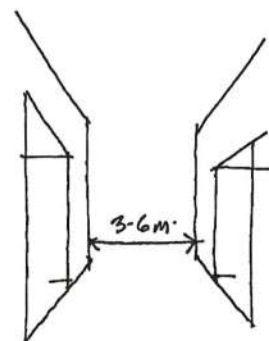


The success of courtyards and plazas is dependent on careful design that addresses scale, visibility, security, and wayfinding.

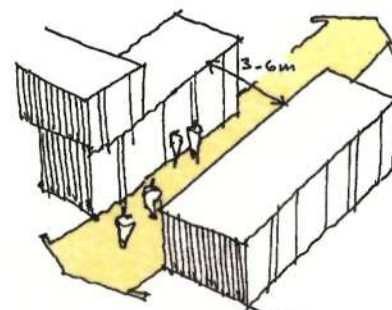




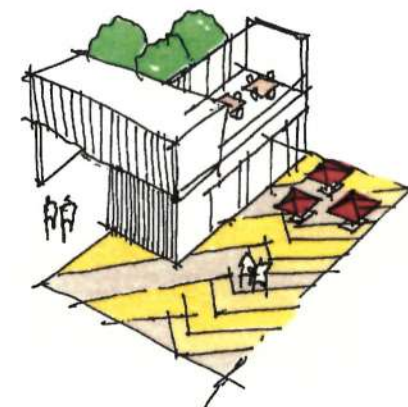
Along Harbour Road and the entry into the site, shifts in the ground plane encourage interesting moments of interaction.



The careful placement of openings and glazing can maximize daylight and views as well as shape the relationships between tenants, visitors, and the larger community.



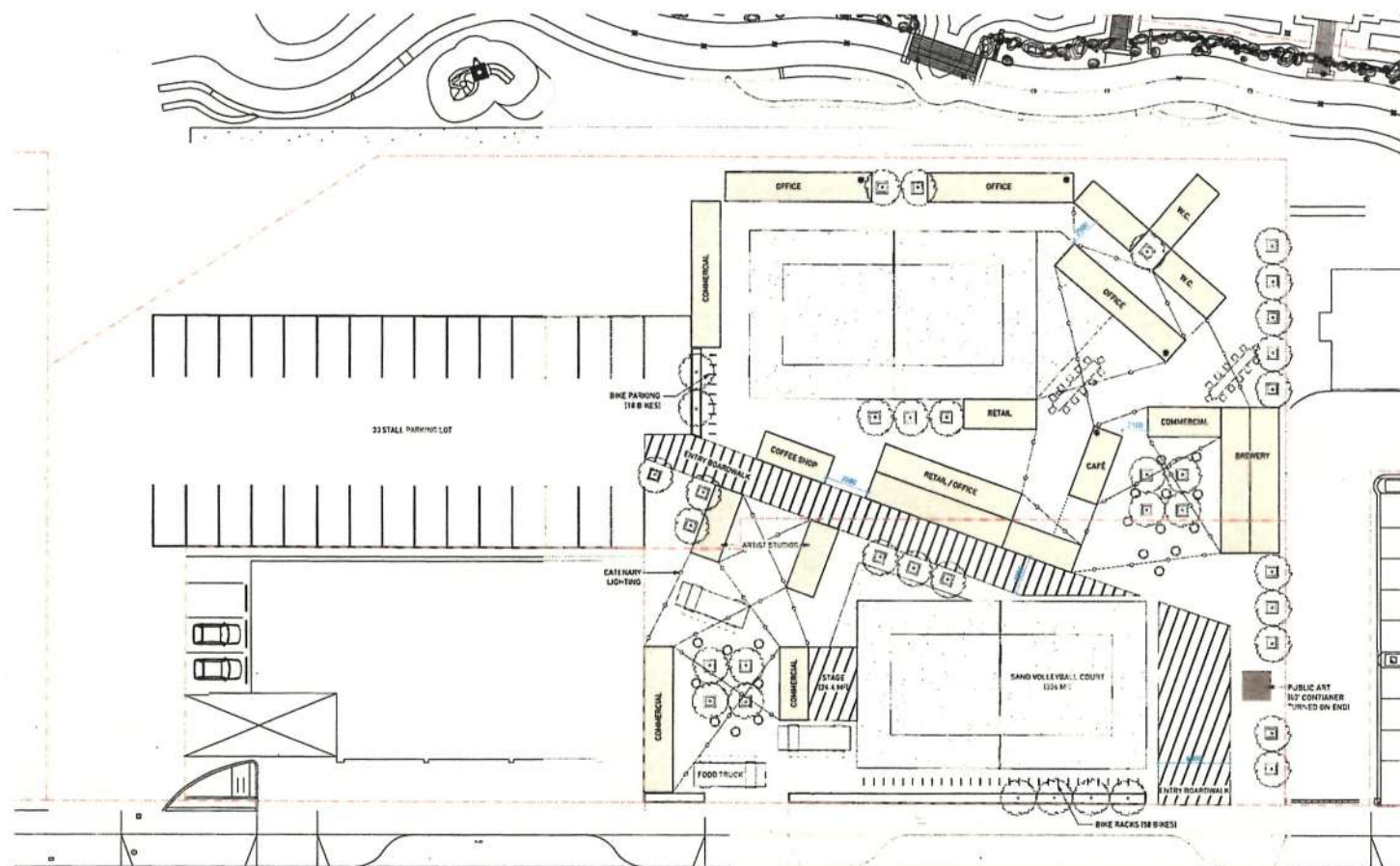
Pathways are proportional to the human scale and to container sizes, offering a sense of comfort to visitors.



Variety in outdoor spaces that include a mix of courtyards, 2nd storey terraces, and overhanging containers add interest and vibrancy to BETA.



63 CONCEPTUAL SITE PLAN

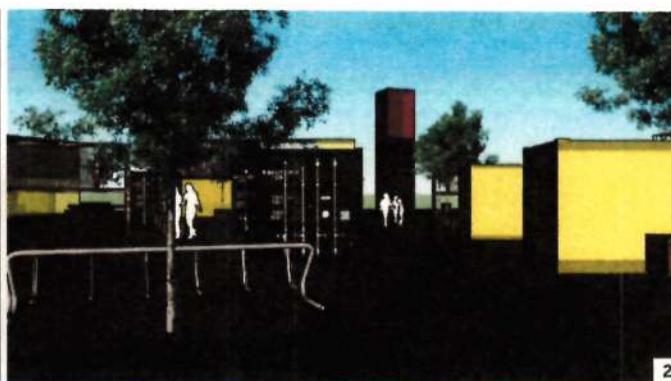


BETA Details	
Conceptual Total Floor Area	5,920 sq ft
Maximum Buildout Height	40 ft
Bike Parking Spot Count	76
Car Parking Count	30
Shipping Container Count	9 - 8'x40' (+4 potential additions)
	11 - 8'x20' (including Washrooms)

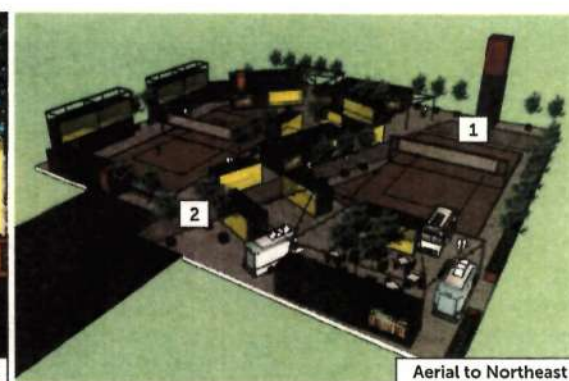
* = STACKED CONTAINERS
2 x HEIGHT



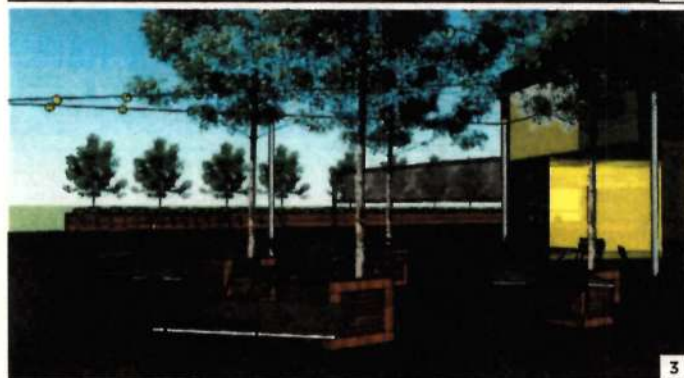
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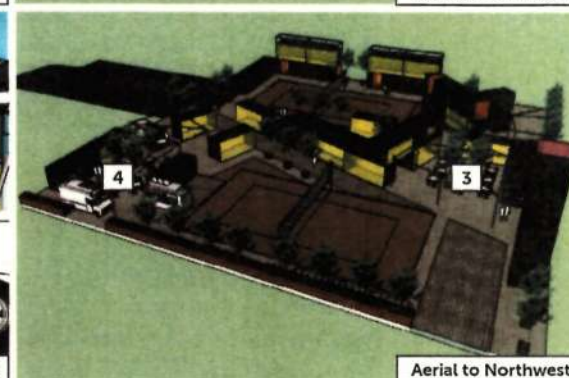
Aerial to Northeast



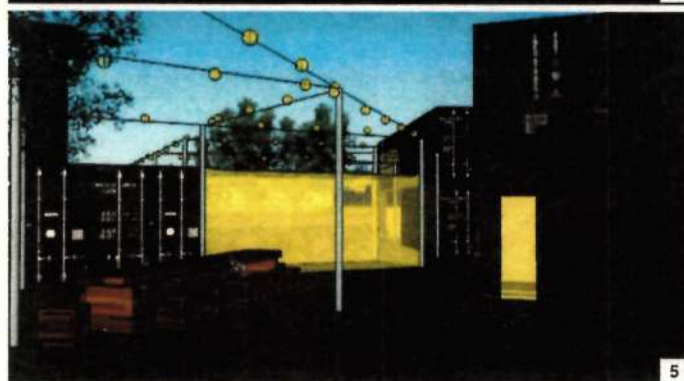
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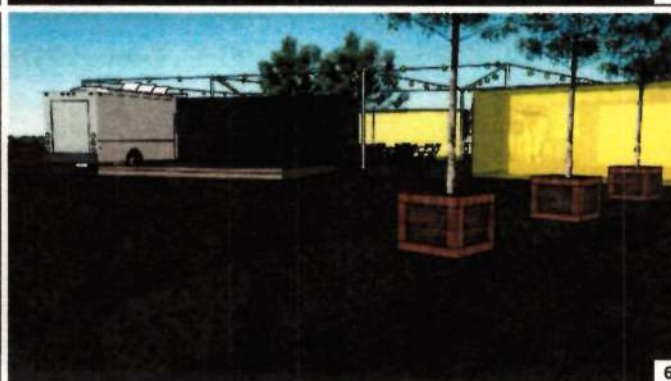
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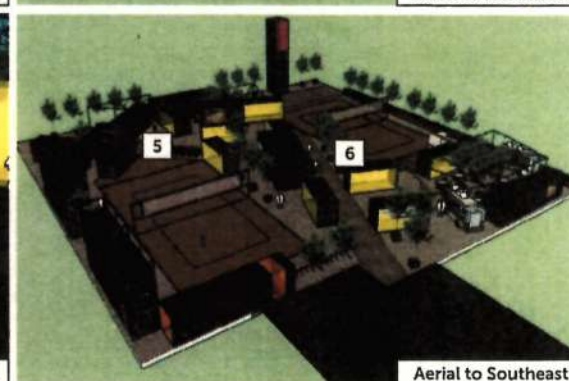
Aerial to Northwest



5



6



Aerial to Southeast

6.4 OPERATION

6.4.1 SUSTAINABILITY

At BETA, sustainability is measured not in metrics but in collective resolve. Beyond meeting energy-performance requirements, BETA will incorporate several best practices for sustainability. For instance, the vendors at BETA will own their own containers, modular, and durable. They will take them away at lease end and reuse or recycle the elements. Each unit will be connected to the Dockside Green onsite infrastructure for both storm water and wastewater. There will also be public displays of sustainability throughout BETA's duration, including a photovoltaic-array demonstration for on-site power generation and green roof top encouraged.

Beyond environmental diligence, BETA will also emphasize the social sustainability and provide a new model for urban development by temporarily transforming underused, but high-value, areas into thriving cultural experiences. BETA will create those social connections and will welcome all ages, genders and cultures to experience, and learn about the process and the people behind each product/service offered at BETA and how each adds to the economic fabric of Victoria.

6.4.2 PHASING AND LIFE SPAN

As a reflection on the evolving nature of neighbourhoods and cities, the BETA project is envisioned to have an organic growth from its first founding phase till its completion. Our approach is to start the BETA project with a few founding users and if successful grow to include more users and tenants. Learning from similar concepts in San Francisco and Brooklyn, each has shown the dynamic nature of the concept and energy that is possible through its growth. While the BETA project will grow over its life span, Dockside Green has committed to providing the site for the project for a minimum of 10 years. Following year ten of the project there may be a possibility of the project continuing however at this time it is difficult to forecast the future success of Dockside BETA or the market demands for the C1-7 and R6 sites on which BETA will reside upon. Our hope is that however long BETA is in existence for that it positively adds to the social, economic and environmental fabric of Victoria.

6.4.3 BETA DESIGN GUIDELINES

It is our proposal that the contents of the 'Design' section form the basis of new Dockside BETA Design Guidelines and be included as a unique sub-set of the proposed new Dockside Green Neighbourhood Design Guidelines. These Design Guidelines will address the character and design of the BETA site layout, landscaping and individual container buildings at Dockside BETA.

6.4.4 DP APPROVAL PROCESS WITH STAFF DELEGATION

Dockside BETA is envisioned as a space that will foster creativity and innovation, allowing new ideas to grow and flourish. In this spirit of innovation, we believe Dockside BETA is an excellent place for the City of Victoria to delegate staff approval of certain Dockside BETA Development Permits. Just as we envision Dockside BETA as a proving ground for businesses and initiatives that will move onto more permanent locations at Dockside Green or other locales throughout the City, we believe Dockside BETA is an ideal opportunity to test aspects of staff delegation of Development Permit approvals.

Our proposal is low risk. Dockside BETA sits across the road from the Point Hope Shipyard, which includes a significant number of shipping containers of different colours, sizes and conditions. Staff approval of Dockside BETA container buildings, which will be guided by the proposed set of Design Guidelines, will involve a significant amount of design review by the project proponents, Dockside Green Ltd., project design team, and City staff. Moreover, Dockside BETA is not a permanent development and the design will not have decades-long repercussions. Staff delegation will create efficiencies in the Dockside BETA tenant installation process, allowing Dockside BETA to more effectively function as incubator space for new entrepreneurs and getting ideas off the ground and part of the social and economic fabric of the City of Victoria.

We propose staff delegation for Development Permits at Dockside BETA for the following:

- Buildings, kiosks and food trucks with a floor area no larger than 90 m² (would allow up to (3) 8' x 40' containers in a building)
- Buildings and kiosks with heights no taller than 7m (would not include any three container stacks or a 40' container on end)
- Site layout, and hard and soft landscaping changes where a site layout Development Permit for Dockside BETA already exists.

6.4.5 PARKING RATIO

BETA at Dockside Green is envisioned to be a cyclist- and pedestrian-primary development. Given its location on the Galloping Goose trail, BETA is envisioned to create a nexus of cycling and focus on incorporating significant bike parking.

Typical ratios for bicycling parking and vehicle parking are based on square feet of development. However, given the unique offering that the BETA project is envisioned to be, we feel that a more appropriate approach is to insure that a core amount of common parking is provided at the BETA project. The Dockside Green BETA Parking Study completed by Boulevard Transportation establishes recommended bicycle parking and vehicle parking numbers based on 625 m² (6,700 sq ft) of floor area.

- A minimum of 25 shared bicycle parking spaces and one bike rack per container
- A parking rate of 1 stall per 20.9 m² of floor area or 30 stalls

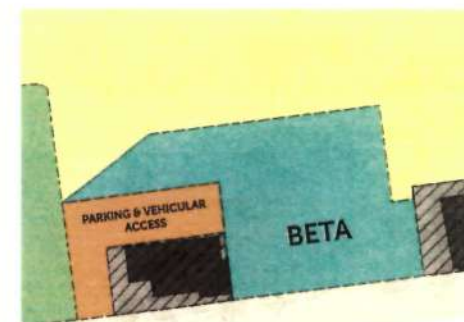
The size of BETA will be limited by amount of vehicle parking. Expansion of Dockside BETA beyond 625 m² (6,700 sq ft) of floor area will be dependent on a review of how well bike, vehicle and other transportation options are working and whether increased provision of any of these is required to justify increased floor area at Dockside BETA.

The approach to transportation management will allow great flexibility in accommodating the transition of uses to occur on site and allow the vibrancy and entrepreneurship within the spaces of the BETA project to evolve. Given the unique characteristics of the BETA project, the review by Boulevard Transportation reaffirms the approach and outlines the opportunity to manage bike and car needs in balance with BETA's ambitions.

6.4.6 CAR-SHARE ON HARBOUR ROAD

Accessibility and visibility are key drivers for success for any car-share program. BETA covers both of these aspects and as such the project will include the introduction of the third Car Share Co-op vehicle at Dockside Green as part of our overall TDM strategy. The introduction of the vehicle in it of itself is not new or ground-breaking, however with this application for BETA we are seeking the establishment of this vehicle to be located on-street at Harbour Road adjacent to BETA.

Building on the test ground nature of the project, Dockside BETA is proposing to locate a Victoria Car Share Co-op vehicle on Harbour Road to complement the multimodal options of users and businesses of the BETA project. The Victoria Car Share Co-op is supportive of the approach and we see the implementation of a vehicle at Dockside BETA as an opportunity to grow the user base of this great organization and concept.



7

PROPOSED AMENDMENTS

71 INTRODUCTION

71 INTRODUCTION

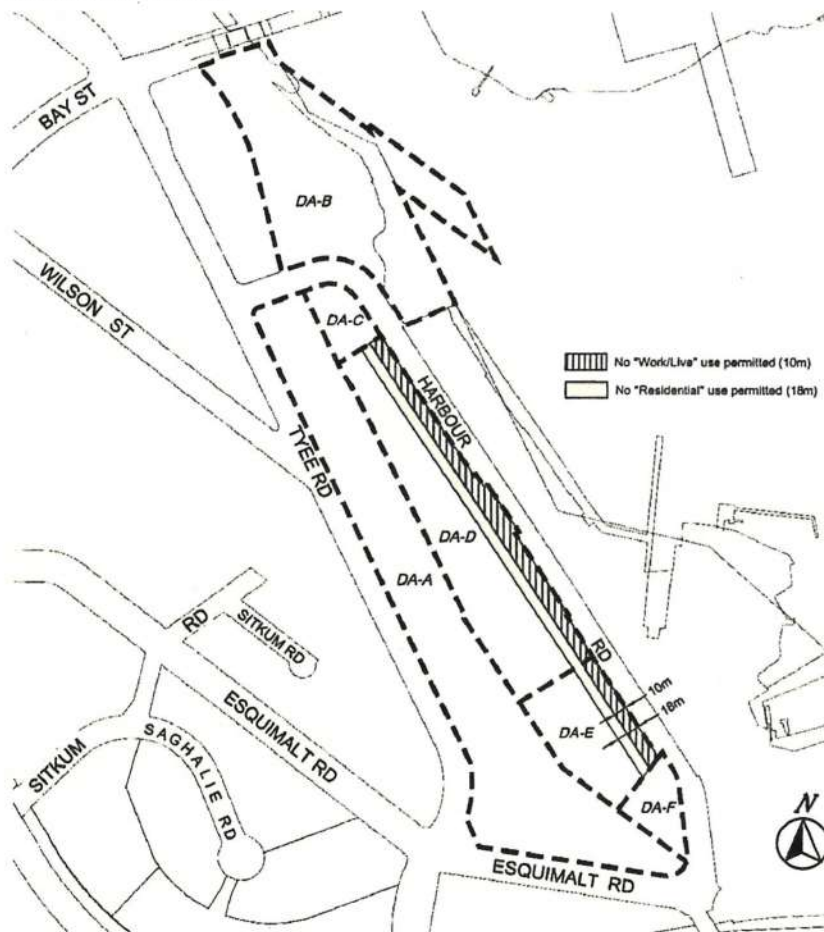
The development of the Dockside Green neighbourhood is regulated by three linked and complementary tools:

- CD-9 Zone, Dockside District
- Design Guidelines for the Dockside Area (Part of the Official Community Plan)
- Master Development Agreement (MDA)

A number of amendments are necessary to accommodate the scale and long term build out of the updated Dockside Green Neighbourhood Plan. For further clarity the amendments being sought are only to apply to the 2015 Rezoning Area identified in Section 1 of this booklet. The remaining portion of the Dockside Green neighbourhood not included within this application will maintain the current entitlements set out under the CD-9 Zone, Design Guidelines and MDA.

As amendments will be required to all three tools for the application lands, the following section will discuss each tool in detail and outline the amendments being sought. The amendments as described build on the work outlined in the preceding sections which involved Dockside Residents, VicWest Community members and other stakeholders over the course of 2014 and 2015.

Development Areas (2005)



Source: CD-9 Dockside District, Appendix A

72 CD-9 ZONE, DOCKSIDE DISTRICT

7.2.1 CURRENT CD-9 ZONE STRUCTURE

Dockside Green is governed by the CD-9 Zone, Dockside District, which was established in 2005 as part of the original approval of the project. The CD-9 Zone as currently structured regulates use, height and density by larger Development Areas (DAs). The Dockside District is comprised of six DAs, which are denoted in the adjacent figure indicating DAs A through F. The basis for the DA structure was such that it created a framework for distribution of land uses and density through the site and would allow both the City and Dockside Green the structure within which to develop a neighbourhood plan.

With respect to density, the CD-9 Zone establishes a total site wide maximum for the Dockside District of 2.084 FSR (translates to 129,975m² of allowable density). This maximum is further distributed through each DA with a maximum floor area indicated for DAs A through F. The zone also includes the ability for a limited amount (up to 10% of a DAs permitted floor area) of density to be transferred from one DA to another DA within three broad classes of uses: office/retail/commercial, residential/live-work, industrial/work-live. This is an important element as it allows the zone to accommodate the complexities of the long term build out and design of a neighbourhood. Lastly the current CD-9 Zone established further special site wide maximums for commercial, retail and DA centric residential components, these aid in establishing a use mix within the overall Dockside District and specific DAs.

7.2.2 MAINTAINING EXISTING DA BOUNDARIES + TRANSFER OF DENSITY ALLOWANCES

The CD-9 Zone demonstrates the components of a zone designed for a large-scale neighbourhood development and how they are different than that of a stand alone, single building. The City of Victoria is not alone in operating and administering zones such as the CD-9 Zone for neighbourhood scale projects. City of Vancouver for example, within the redevelopment areas of the Yaletown and False Creek utilize Comprehensive Development zones which cover multiple development sites, with lot-specific density not fully determined until the issuance of a Development Permit for individual buildings. Examples also exist of zoning with transfer of density provisions very similar to the CD-9 Zone; the Bayshore and East Fraser Lands developments in the City of Vancouver and the very recently approved Harbourside development in the City of North Vancouver illustrate Municipalities recognizing the unique needs of those large scale developments. Dockside Green feels that the current structure of the CD-9 Zone including the transfer of density are critical to the long-term development of the Dockside Green Neighbourhood. As such, Dockside Green is not seeking a change to the large DAs and nor eliminate the transfer of density provisions.

7.3 AMENDMENTS TO CD-9, DOCKSIDE DISTRICT

In general terms we note that the new plan fits well within both density and land use elements of the current zone. The proposed 2015 Dockside Green Neighbourhood Plan utilizes the transfer elements within the zone, but maintains the structure for each specific DA in while keeping to the overall site density and specific site wide commercial and retail maximums as currently established within the zone. As such, Dockside Green is seeking the following amendments to the CD-9 Zone to accommodate our updated neighbourhood plan:

7.3.1 INCREASE IN PERMITTED RESIDENTIAL DENSITY IN DA-D + DA-E

The 2015 Dockside Green Neighbourhood Plan includes updates to both the CI-5 site and R6 site which are both located within DA-D and DA-E respectively. While the updates of these two sites along with the proposed affordable housing development on sites R4 and R5 (not included in this application) do not exceed the overall maximum floor area of either DA-D or DA-E, the overall composition of retail, commercial and residential is proposed to change. The revised composition includes more residential density, with less retail and office density within the combined DA-D and DA-E areas. The proposed change reflects the current weakening office and retail demand in VicWest. Given the present outlook and long-term variations of the market, Dockside Green is seeking to increase the permitted amount of residential development planned for the combined DA-D and DA-E from 6,200 m² to 9,867 m². This update will allow residential development to occur within both DAs as described in the section 3 and 4 of this booklet. Taking the long view, Dockside Green is seeking to maintain the current site wide maximums for both retail and office as currently permitted in the CD-9 Zone in the event that the retail and office market in VicWest does recover over the next number of years.

Dockside Green is not seeking to change the maximum floor areas in either DA-D or DA-E. The increase in residential reflects current market conditions, however, over the long term, office or commercial uses could become more economic viable. If this were the case, office or commercial square footage could be increased to reflect market conditions and residential uses reduced. Under this scenario at no time would the square footage of combined uses be greater than the over-all permitted density of DA-D and DA-E. Further, the increase in residential density being sought in the combined DA-D and DA-E area does not compromise the overall mixed-use development concept of Dockside Green.

7.3.2 MODIFIED BUILDING BUFFERING AND GROUND FLOOR RESIDENTIAL CLAUSES IN DA-D + DA-E

Currently in DA-D and DA-E the permitted use definitions for attached residential, multiple dwellings, live/work and work/live require that these uses to be:

1. Only on the second floor and up
2. Not within 18 m of the Harbour Road, and
3. No part of any unit can face the Harbour Road unless there is a buffer of another building of equal or greater height between it and the easterly property line.

The elements noted above relate to the acoustic mitigation strategies with respect to possible conflicts between the industrial uses at the Point Hope Shipyard and residential uses at Dockside Green. Protecting and encourage a vibrant local economy is an important value of Dockside Green and our updated Neighbourhood plan drew much of its influence from celebrating and connecting to the working upper harbour and interface between Point Hope Shipyard and our Harbour Road edge. Our updated Neighbourhood plan does propose two buildings (R6 and CI-5) that maintain an 18m residential buffer; however, these buildings do not meet one of the two other requirements.

The first building instance of proposed amended is our CI-5 building which envisioned to be the core mix-used development of the updated Dockside Green neighbourhood and hosts the Dockside Landing public plaza. The site is planned to include residential units above the ground floor commercial space. These residential units will be set back greater than 18m from Harbour Road but however given the building design will not have any buffer building located in front of it.

The second building instance of the proposed amendment is the R6 site. The site is located in the Greenway Mews Precinct and is envisioned to include ground floor residential units to add to the vibrancy and viability of the site.

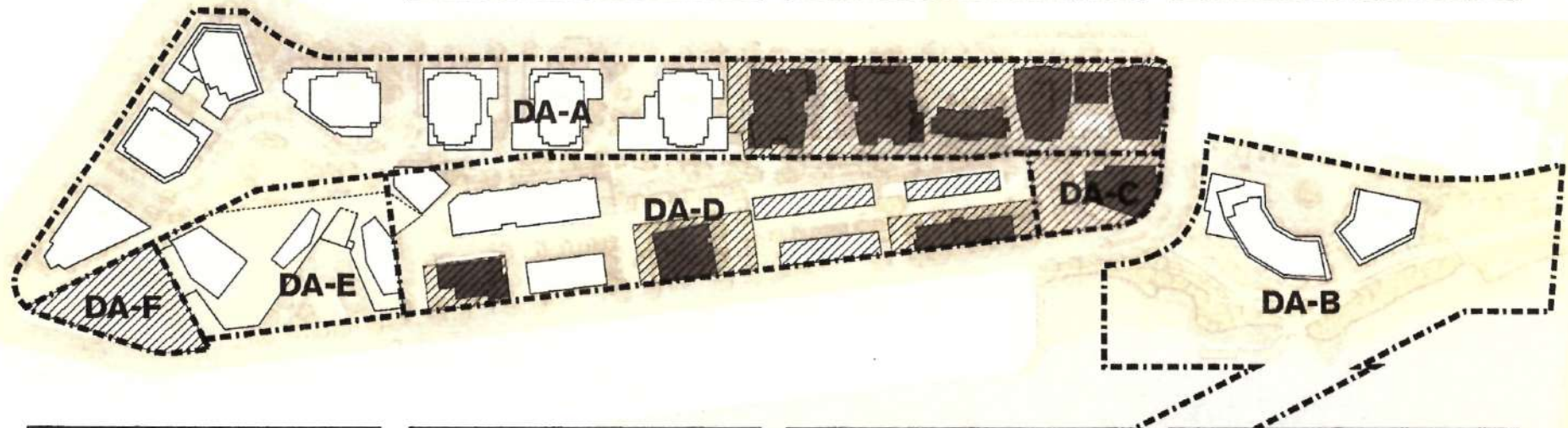
City staff have advised that it would be most appropriate to not delete these regulations entirely from the CD-9 zone, but move them to a new siting section. Through more detailed design and demonstration of internal noise performance levels (as per the terms of the MDA), we believe our partner developer will be able to provide sufficient assurances that the proposed variances meet the intention of the conflict mitigation elements.

2015 DENSITY SUMMARY

DA-A			
	PERMITTED*	2005 PLAN	PROPOSED
RESIDENTIAL	-	83,843	91,762
COMMERCIAL	-	2,851	327
OFFICE	-	0	0
OTHER	-	0	0
TOTAL	94,441	86,494	92,089

DA-C			
	PERMITTED*	2005 PLAN	PROPOSED
RESIDENTIAL	-	0	0
COMMERCIAL	-	605	605
OFFICE	-	1,204	1,204
OTHER	-	0	0
TOTAL	1,810	1,809	1,809

DA-B			
	PERMITTED*	2005 PLAN	PROPOSED
RESIDENTIAL	-	21,606	14,982
COMMERCIAL	-	800	610
OFFICE	-	0	0
OTHER	-	0	0
TOTAL	19,536	22,406	15,592



DA-F			
	PERMITTED*	2005 PLAN	PROPOSED
RESIDENTIAL	-	0	0
COMMERCIAL	-	0	0
OFFICE	-	0	0
OTHER	-	4,366	4,366
TOTAL	4,770	4,366	4,366

DA-E			
	PERMITTED*	2005 PLAN	PROPOSED
RESIDENTIAL	-	0	3,036
COMMERCIAL	-	2,346	4,310
OFFICE	-	5,800	0
OTHER	-	0	0
TOTAL	8,560	8,146	7,346

DA-D			
	PERMITTED*	2005 PLAN	PROPOSED
RESIDENTIAL	-	6,836	6,832
COMMERCIAL	-	0	474
OFFICE	-	3,499	4,363
OTHER	-	1,284	788
TOTAL	18,227	10,518	12,477

ALL DEVELOPMENT AREAS			
	PERMITTED*	2005 PLAN	PROPOSED
DA-D/DA-E RESIDENTIAL	6,200	5,836	9,867**
OTHER RESIDENTIAL	-	105,448	100,744
COMMERCIAL	7,100	8,401	6,326
OFFICE	11,800	10,503	5,587
OTHER	-	5,650	5,124
TOTAL	134,341	133,837	133,648

* Permitted Development Area totals include the plus 10% density transfer amount
 ** Rezoning Required

Development Area
 Completed/By Others

* All figures in m²

7.3.3 ADDITIONAL PERMITTED USES

As part of the 2014 Dockside Green Neighbourhood Plan review we have analyzed the CD-9 Zone for consistency with our vision for the neighbourhood and uniformity with uses permitted in similar zones in other neighbourhoods of the City. As the CD-9 Zone was established in 2005 the City has since created a number of new land use definitions that we feel are important to include. In addition, given the proposed BETA project, we envision a number of new uses within that space that needed to fully realize the vibrant public place BETA is meant to be. Dockside Green is seeking to add to the CD-9 Zone, the following new land uses with the corresponding parking ratios per the adjacent table.

Additional Permitted Uses

PERMITTED USE	DEVELOPMENT AREAS	PARKING RATIO	RATIONALE
child care	A,B,D,E	1 space per 5 registered children	A use that is appropriate for areas that already permit commercial and retail. Day cares are important in higher density mixed-use neighbourhoods as a way to attract families and foster transportation choices other than personal vehicles. Design guidelines will address appropriate siting of outdoor play areas.
cultural facility, including museums, theatres, and art galleries	D,E	1 space per 40 m ²	Similar to existing permitted uses of public buildings, tourist facilities, recreational facilities, and educational institutions. This use category adds clarity that cultural facilities are part of the Dockside Green sustainability vision.
distillery	D,E	1 space per 45m ²	Similar to existing permitted use of limited light industry, warehouses or wholesale. Allows for possible citing of craft distillery. Include in a siting section, only 1 permitted in CD-9 Zone and manufacturing component of distillery to not exceed 400 m ² .
brewery	D,E	1 space per 90 m ²	Similar to existing permitted use of limited light industry, warehouses or wholesale. Allows for possible citing of small brewery, particularly at BETA. Include in a siting section, only 1 permitted in CD-9 Zone and manufacturing component of distillery to not exceed 400 m ² .
liquor retail store as an accessory to a brewery or distillery	D,E	1 space per 45 m ²	A use that complements local craft beer or distilling operation.
seniors' housing - assisted living	A,B,D,E	0.3 space per unit	Similar to existing permitted multiple dwelling use, but explicitly allows for the supporting servicing associated with assisted living.
seniors' housing – independent living.	A,B,D,E	0.5 space per unit	Similar to existing permitted multiple dwelling use, but explicitly allows for the supporting servicing associated with independent living.
parks and their accessory uses	A,D,E	n/a	Being added for consistency with zoning in DA-B and to accommodate the Green Ribbon and Dockside Landing.
public markets	D,E	n/a	An appropriate use for BETA or Dockside Landing.
festivals and associated structures	D,E	n/a	An appropriate use for the public space at Dockside BETA and Dockside Landing. Noise bylaw and associated permitting process for noise exemptions and special event permits (liquor licensing) would still apply when applicable.
urban agriculture	A,D,E	1 space per 20 m ² for retail floor space only	Similar to existing permitted use of limited light industry, manufacturing, but would occur in raised beds or greenhouses. Would allow for the growing and sale of agricultural products as a temporary use of unused Dockside Green lands. Unless a roof-based green roof installation, will not be competitive with other permanent uses at Dockside Green.

Not all the proposed uses include definitions within Schedule A – Definitions of the Zoning Bylaw. As requested by staff the following definitions are proposed for these uses:

"Child care" means supervision of and care for children in a licensed facility.

"Distillery" means the manufacturing, storage and distribution of distilled alcohols in a licensed facility.

"Brewery" means the manufacturing, storage and distribution of beer in a licensed facility.

"Seniors' housing – assisted living" means a facility where regular care or supervision is given by a health care professional as well as assistance with the performance of the personal functions and activities necessary for daily living for persons such as the aged or chronically ill who are unable to perform them efficiently for themselves;

"Seniors' housing – independent living" means a residential building containing in any combination, two or more dwelling units, housekeeping units, or sleeping units for the accommodation of elderly persons, including the ancillary common areas and accessory personal service and convenience uses, for the exclusive use of residents

"Public Market" means the temporary retail sale of food, agricultural products, crafts or other manufactured products.

"Festivals and Associated Structures" means the temporary use of the land for special event gatherings related to food, beverages, music, arts, theatre, education or other community purposes and includes the use of temporary structures for shelter, display or performance.

"Urban agriculture" means the practice of cultivating, processing, and distributing food and can include retail sale of agriculture products, but does not include the production of livestock, poultry, dairy or eggs.

Maximum Building Heights

PRECINCT	DEVELOPMENT AREA	PROPOSED MAXIMUM HEIGHT (GEODETIC)	EXISTING MAXIMUM HEIGHT (GEODETIC)
Dockside Commons	DA-A	66.0 m	66.0 m
Tyee-Greenway	DA-A	60.5 m	45.13 m
Dockside Landing	DA-A	30.5 m	45.13 m
Dockside Landing	DA-E	26.51 m	26.51 m
Greenway Mews	DA-D	26.51 m	26.51 m
Harbour Road	DA-D	26.51 m	26.51 m
Dockside Waterfront	DA-B	47.00 m	45.65 m

7.3.4 MODIFIED MAXIMUM BUILDING HEIGHTS

A key objective of the 2015 Dockside Green Neighbourhood Plan was to reallocate residential building density such that any one building does not include too many units. The 2015 Neighbourhood Plan achieves that while also not increasing the height of the tallest building originally planned for the site.

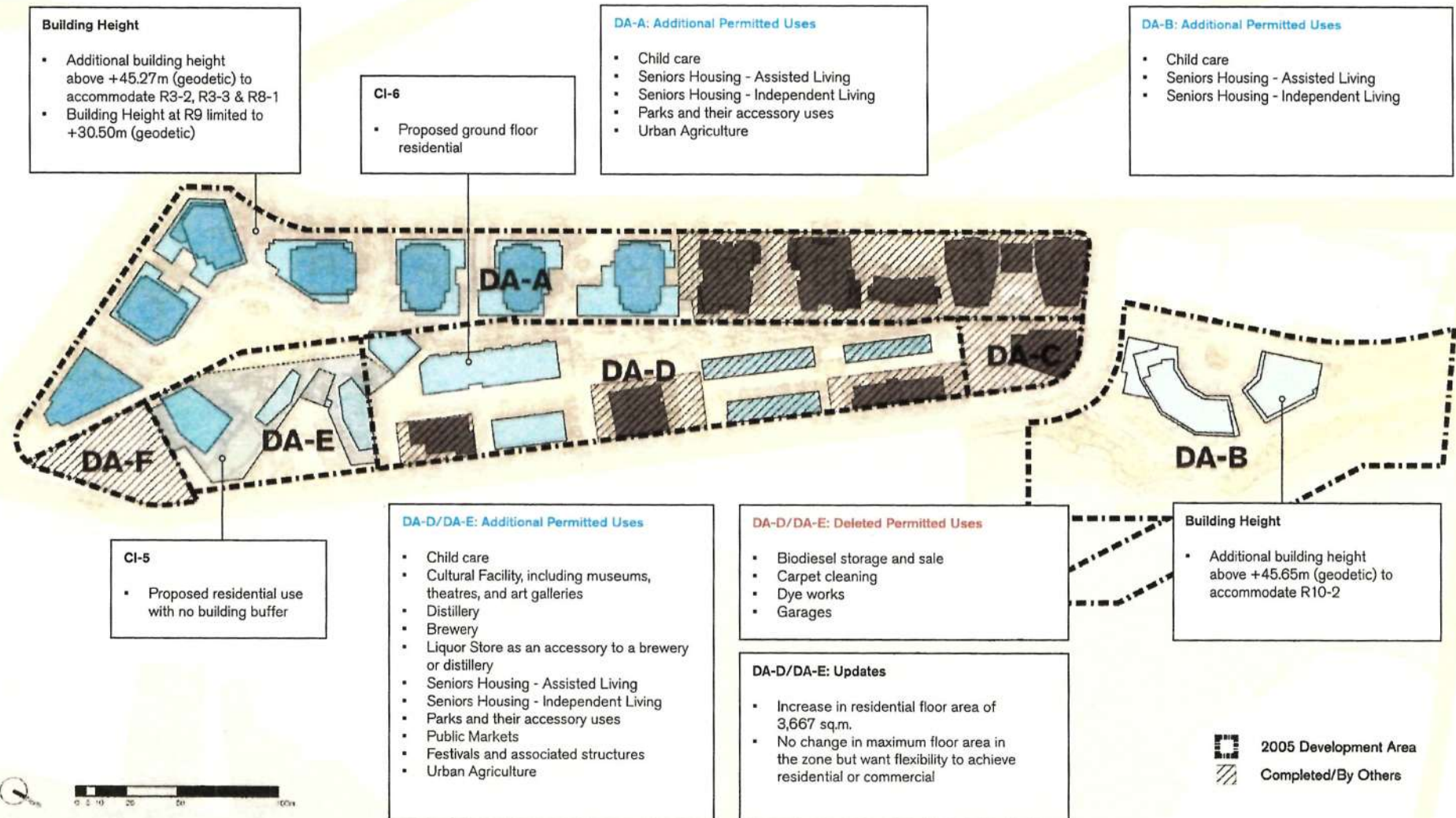
The 2015 Neighbourhood Plan has been created around the principals of precincts which reflect the specific character, and response to the particular site and land use requirements within each area of the neighbourhood. Factors such as adjacent uses, grade changes, vehicular access, skyline, views, shadows and relationship to the public realm in development are all important drivers for each precinct. As such, Dockside Green is proposing updates to the proposed maximum heights established under the zone to be amended to reflect this approach (see section 4.3 and 4.4 for more details). Development Area Sub Areas would be mapped in the CD-9 Zone as per the adjacent table. The tallest building at Dockside Green would still be located at the corner of Esquimalt and Tyee and would be 66m geodetic. The new Dockside Green Urban Design Guidelines would articulate the appropriate skyline profile as articulated in section 4.4. The skyline has its highest point at the corner of Tyee and Esquimalt and steps down towards the corner of Esquimalt and Harbour Road, and steps down travelling from south to north along Tyee Road. It then steps back up again north of Harbour Road where this a tower adjacent to the Bay Street Bridge.

A small, 1.35m, height increase is proposed for DA-B, the Dockside Waterfront Precinct. The planned tower remains the same number of storeys as previously proposed, but more detailed investigations on soil conditions have revealed the underground parking will need to be at a higher grade than previously expected. The modified building height is required to accommodate the underground parking structure and number of storeys above.

7.3.5 SUMMARY OF AMENDMENTS TO CD-9 ZONE, DOCKSIDE DISTRICT

1. Increase in total permitted residential density in DA-D / DA-E from 6,200 m² to 9,867 m²
2. For DA-D and DA-E, deleting from the residential uses definitions the restriction on ground floor residential and the requirement for building buffer along Harbour Road and including these requirements in a new residential use siting section.
3. Adding additional permitted use categories to DA-A, DA-B, DA-D and DA-E based on updated vision for Dockside Green, including uses proposed for BETA.
4. Vehicle parking ratios for proposed new uses and combined BETA vehicle parking ratio.
5. Modified permitted heights to follow the Neighbourhood Precinct approach outlined in the plan (but no increase in height of the tallest tower)

CD-9 ZONING AMENDMENTS



74 OFFICIAL COMMUNITY PLAN AMENDMENTS

7.3.5 NEW DOCKSIDE GREEN URBAN DESIGN GUIDELINES

Development Permit Area (DPA) 13: Core Songhees includes the Design Guidelines for the Dockside Area (DGDA), which is the principle set of guidelines for Dockside Green based on the original 2005 Neighbourhood Plan. By way of our application, Dockside Green is seeking to update the Dockside Green Urban Design Guidelines (DGUDG) to reflect our updated Neighbourhood plan.

The DGUDG will carry forward many of the guidelines established in the original DGDA, but will be modified to reflect the 2015 Neighbourhood Plan and updated public realm and form of development design criteria as established in the previous sections of this booklet.

The table below highlights the key changes that are proposed between the existing DGDA and the DGUDG.

EXISTING GUIDELINES	UPDATED DGUDG STRATEGY
Building Height: Individual building footprints can be different shapes but must stay within the areas indicated.	Will be modified to focus on skyline criteria and "bridge to bridge" concept without specifying specific building heights.
Ambient air quality standards with respect to noise in industrial, commercial and residential areas shall be in accordance with City Noise Bylaw.	Will be removed as it is covered by existing bylaws
DA-A: Will allow for higher density mixed use, predominantly attached market and seniors residential, live/work, boutique hotel, offices, commercial, retail and fitness. (not a guideline)	Will be removed as this is not a design guideline.
DA-A: The residential uses, exclusively attached dwelling on this site, will vary in scale, size and cost to provide some market affordable housing.	Will be removed as this are not a design guideline
DA-A: Twin, "landmark" buildings will be located at the Esquimalt and Tyee Road Intersection with a pedestrian plaza located between them.	Will be amended to reflect new neighbourhood plan. Concept of the "twin" towers has been revised as per neighbourhood plan, with architectural expression encouraged to be within a related architectural language of precincts.
DA-B: Will also be allowance for restaurants, clubs, pubs recreational and tourist facilities (not a guideline)	Will be removed as is not a guideline.
DA-D: Residential uses will be oriented toward the internal greenway, and non-living uses acting as a buffer along Harbour Road.	Will be maintained, but "will" will be changed to "should generally" to allow for possible variance of zoning.
DA-B, DA-D and DA-E Any purchasers of units in these buildings must be made aware of what is expected and what may have to be tolerated (with regard to industrial activities on adjacent properties)	Will be removed as is not a guideline and is covered by MDA.
DA-B, DA-D and DA-E: Buildings must be design to address noise issues	Will be removed as is addressed by the MDA.

Further to the changes noted above to the exiting guidelines, additional elements will be added to the DGUDG to capture the variety of elements that comprise the updated Dockside Green Neighbourhood Plan. The elements are as follows:

Dockside Green Urban Design Guidelines:

- Will provide direction as to the expected finishing materials, plantings, furniture, and size of all public realm spaces.
- Will be organized to clarify precinct-by-precinct requirements and to include guidelines to develop cohesiveness of designs at the precinct level.
- Will include recommended minimum 22m separation between tower faces and 20m between balconies to address both massing and privacy issues.
- Will establish massing and design of tower podiums, with a goal of establishing more substantial tower podiums that foster a pedestrian scale at the street level.
- Will include guidelines specifying how secondary entrances are to be treated when facing public streets so that buildings oriented internally (e.g. towards Dockside Crescent) do not turn their back and include secondary entrances with a positive street relationship.
- Will establish pedestrian orientation of Dockside Landing, even if some vehicle circulation or parking is included
- Will establish terminating vista guidelines for buildings on R8-2 and R10-2 sites.
- Will include a separate set of guidelines to address design of Dockside BETA.
- Will include guidelines to address siting and buffering of child care outdoor play areas.

7.4.2 DEVELOPMENT PERMIT EXEMPTION FOR 2015 SUBDIVISION PARCELS

As articulated in section 7.5.1, Dockside Green is seeking MDA amendments that would allow subdivision approval for lots consistent with the proposed 2015 Subdivision Plan. Concurrent OCP amendments are required to facilitate that proposed change and the rationale for the proposal is found in section 7.5.1.

7.4.3 DOCKSIDE BETA STAFF DELEGATED DEVELOPMENT PERMIT APPROVAL AUTHORITY

As articulated in section 6.4.4, Dockside Green is proposing that staff receive authority to approve certain development permits for BETA (our interim use proposal). This amendment to the Land Use Procedures Bylaw and/or OCP will create efficiency for the City, Dockside Green and proponents. The amendment will further support the goal of allowing BETA to be a place where ideas are able to be realized adding to the social and economic fabric of the City of Victoria.



75 MASTER DEVELOPMENT AGREEMENT AMENDMENTS

Originally signed in 2005 between the Developer and the City of Victoria, the Master Development Agreement (MDA) outlined a number of the components related to the Development of the 2005 Dockside Green Neighbourhood Plan. Through our application Dockside Green is seeking to create a new MDA that will replace the current MDA in place on those lands that are identified within our application. Key Updates within the new MDA will include following elements:

1. Subdivision
2. Transportation
3. LEED® Commitments
4. Sustainability Centre
5. Amenity Composition and Timing

75.1 SUBDIVISION OF LOTS CONSISTENT WITH UPDATED NEIGHBOURHOOD PLAN

In its current version, the existing MDA requires a Development Permit prior to any subdivision within the Dockside Green neighbourhood. With the development of our updated Neighbourhood Plan, Dockside Green is seeking an amendment to the MDA that would allow for subdivision of sites that are consistent with those development parcels without the need for a further Development Permit for subdivision.

The building plans for each of the development parcels that form part of this application (see 2015 Development Parcel Summary) demonstrate that the proposed lots can be adequately accessed, serviced, and have other built form elements, such as setbacks and building heights, that correctly accommodate the proposed building density. Requiring a Development Permit for subdivision will provide no more information than has already been submitted with this application. Further, the MDA will specify what amenities are required to be completed concurrently with each lot. Subdivision of these lots will still require Approving Officer approval, where detailed site servicing plans can be reviewed and approved and security obtained for the installation of required services. Exempting subdivisions consistent with the Neighbourhood Plan does in no way affect the requirement for Development Permits prior to the development of buildings on individual building lots.

This proposed MDA amendment will allow Dockside Green, as a neighbourhood builder, to move forward with partner developers based on the plans included within this application. The partner developers will then develop more detailed building and landscaping plans and submit for Development Permit approval. Requiring a separate Development Permit for subdivision adds an unnecessary administrative step in advance of additional building design details being available.

Presented below is the proposed subdivision plan based on the 2014 Dockside Green Neighbourhood Plan. The proposed subdivision plan as provided illustrates how legal parcels will be created for each individual building sites. Further, the proposed subdivision plan illustrates Dockside Green's approach in creating legal titles that establishes a clear separation between individual building sites and central public amenity components shared amongst all development sites within Dockside Green. This approach has been utilized for our Waste Water Treatment Plant, and is an example of how common components within Dockside Green can work in concert with various buildings within the neighbourhood.

7.5.2 TRANSPORTATION DEMAND MANAGEMENT

7.5.2.1 INTRODUCTION

As indicated in item 7 of the current MDA, Dockside Green entered into a commitment to provide a number of components as part of our Transportation Demand Management (TDM) Strategy, in accordance with the guidelines and requirements stated in Schedule F of the Agreement. The requirements included a mini-transit program, car share co-op, facilitates for bicycle storage, education and collaborative efforts with BC Transit. To date, Dockside Green has already invested in a number of components in our TDM strategy - the progress on the 2005 TDM commitments is summarized in Table below:

PROGRAM	STATUS
Mini-Transit	A mini-transit/shuttle has not been established and is not being pursued
Carshare	<ol style="list-style-type: none"> Two vehicles were purchased for carsharing (SmartCar, Honda Insight), one of which has been moved to a different location 270 Victoria Carshare memberships were purchased for residents (\$100 each) Two parking spaces have been allocated to carshare vehicles (off Tyee Road)
Bicycle Storage	<ol style="list-style-type: none"> Customized bike racks created and installed at Synergy, Balance and commercial buildings Bicycle lockers are provided at underground parking for resident bicycles Shower/change areas available for retail employees in Synergy building

Status of TDM Programs

7.5.2.2 TDM AMENDMENTS

With regards to the TDM, Dockside Green continues to view this as a key element of our overall Neighbourhood Design Strategy. To date a number of components have been implemented, however with only 266 units developed to date, Dockside Green has faced challenges in the establishing the long term viability and relevancy of many of the original TDM 2005 components.

Looking forward to 2015, our goal is to reconsider the TDM commitments from the 2005 MDA to maximize its effectiveness for the remaining elements to be implemented. The underlying approach of our revised 2015 TDM strategy is to concentrate travel options and TDM investments into "mobility hubs," located adjacent to high density land uses or at key access points to the site, recognizing the surrounding neighbourhood context and existing transportation infrastructure. Concentrating travel options around hubs is expected to increase awareness of travel options, strengthen connections between modes to facilitate multi-modal trips, and provide desirable alternatives to single-occupant vehicle travel. Each hub will be different, however they may include bike parking, bicycle repair stations car share vehicles, bus stops, harbour ferry access, and signage/information.

The following section will discuss each of the current elements of the 2005 TDM program and will outline the updates being proposed to move the TDM strategy forward in 2015.

7.5.2.3 CAR-SHARE

As noted in the previous section, to date Dockside Green has provided a number of components related to the implementation of car-share at Dockside Green. The MDA currently sets out a requirement for 10 cars to be provided by Dockside Green. To date two car-share vehicles have been purchased and contributed to the Victoria Car Share Cooperative (VCSC), two dedicated car-share parking spaces have been provided, along with the purchase of 278 VCSC memberships available to any resident or business owner at Dockside Green. Over the course of the last few years one of the Dockside Green supplied vehicles has been periodically relocated elsewhere by VCSC, but remains part of the VCSC fleet.

Of the 278 VCSC memberships available to Dockside Green residents or business owners, 15% are currently activated (41 memberships). Given the usage data gathered to date, VCSC has confirmed, by their estimation, a total of eight vehicles is an appropriate allocation at full build-out for Dockside Green. Dockside Green is committed to working with VCSC to purchase an additional six vehicles for the site with the remaining funds available within our TDM strategy. Additionally Dockside Green has further incorporated the location of both the new and existing car-share vehicles at Dockside Green within the mobility hub framework in our updated Neighbourhood Plan. The location of these vehicles, including both on-street and off street locations, creates the opportunity for higher visibility and easier access to car-share vehicles. It also further integrates these vehicles with other modal options both in and around Dockside Green, adding to the viability and overall success of the Mobility Hub strategy.

7.5.2.4 MINI TRANSIT/BC TRANSIT

As indicated in Schedule F, Section 3 of the MDA, Dockside Green was committed to establishing a mini-shuttle service between the site and downtown Victoria. The intent of the mini-transit system was such that an alternative transportation option would be available to residents of Dockside Green for trips to and from Downtown Victoria. To date the mini-transit system has not been implemented due to its long-term financial sustainability, and redundancy with the current BC Transit service in the area.

In 2015, Dockside Green undertook discussions with BC Transit to find solutions to improve the access of transit service at Dockside Green. Based on these discussions, and along with works being completed by BC Transit as part of the updated Johnson Street Bridge project, BC Transit has indicated that the no.14 is expected to be re-routed along Tyee Road in 2017. Service frequency of this route will be approximately one bus every three minutes (each direction) during peak periods. Once implemented, Route 14 will provide service between Dockside Green and Downtown Victoria, replicating the original objective of the mini-transit system.

Given the updated routing of no.14 bus, Dockside Green has refined our commitment to Transit within our 2015 TDM package to provide further funds toward the creation of a bus shelter as part of our Mobility Hub at Tyee Plaza (mid-block on Tyee Road) to encourage the use of BC Transit by all demographics and allow for better integration of bus, bike and carshare in one hub to promote and encourage alternative transportation options within the Neighbourhood.

7.5.2.5 BICYCLE TRAFFIC + STORAGE

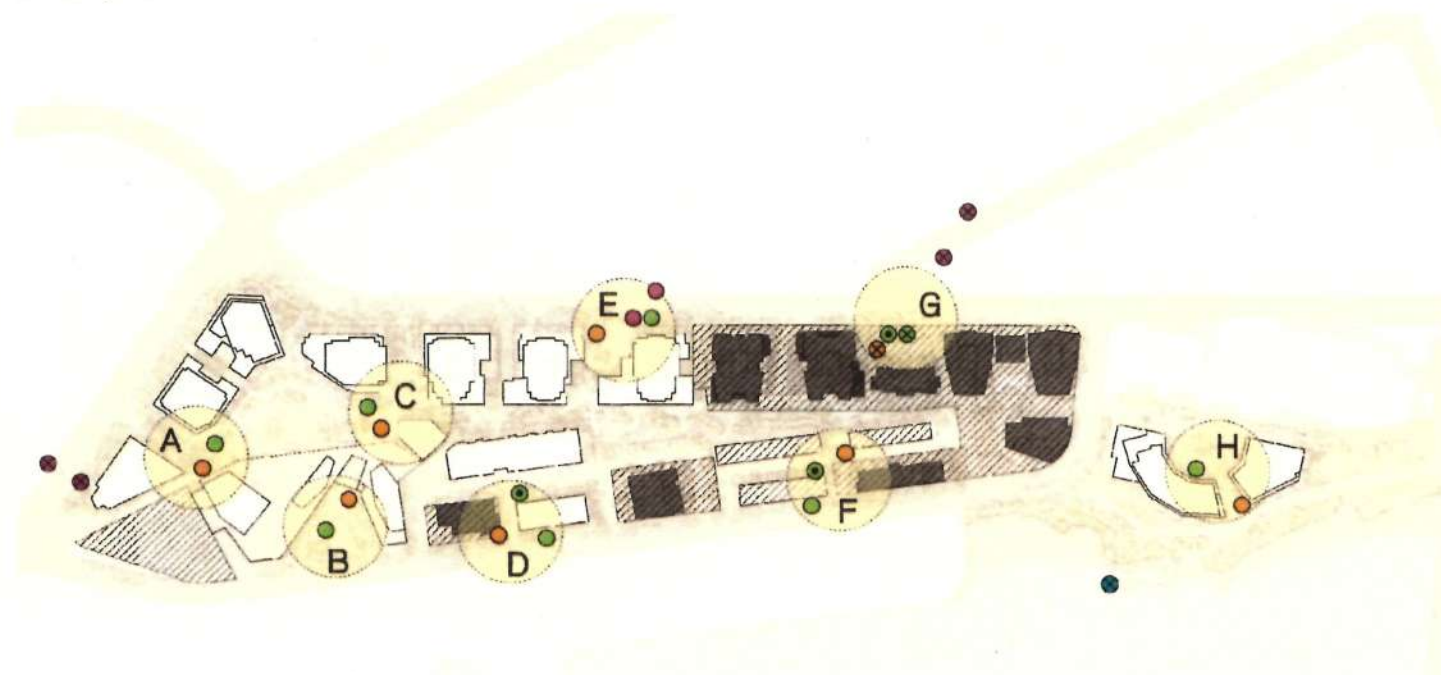
Over the course of development, Dockside Green has implemented improvements to the Galloping Goose Regional Trail and Harbour Road to enhance this important regional multi-use corridor. Given the focus on bicycle traffic in the project, the 2005 MDA includes a commitment of an additional 150 surface bike racks to be phased in accordance with Schedule D of the MDA.

In consideration of the updated Neighbourhood Plan, Dockside Green remains committed to providing class leading bike infrastructure within the project. We are committed to continue to provide bike racks at all residential and commercial building entrances, as well as the provision of additional racks as indicated within our mobility hub strategy.

7.5.2.6 EDUCATION

As set out in the current version of the MDA, an important component of the overall TDM strategy for Dockside Green is working with interest groups such as bicycle associations, BC transit, etc., to explore innovative approaches that Dockside Green can support, or test on-site in regards to TDM in Victoria. Moving forward, we see an opportunity via BETA to provide an ideal physical platform to test and showcase new concepts, and provide a central point of learning and understanding of the systems that make up Dockside Green's TDM strategy. As noted in Section 9 of this document a number of new approaches to TDM are proposed for BETA as we see the project as a testing ground of new ideas and approaches. Further to this end, Dockside Green looks to establish an annual grant (which would run for 10 years) focused on promotional or education events related to cycling, transit and pedestrian modes of traffic. The intent would be that by providing this grant, new ideas, discussion and concepts will evolve to support continued growth of travel modes in the City of Victoria.

TDM Mobility Hub Plan



SUMMARY OF TDM PROVISIONS, BY MOBILITY HUB

	Car Share	Bus Stops	Bike Parking	Ferry Dock	Signs, Info
A	x	x	x		x
B	x		x		x
C	x		x		x
D	x		x		x
E	x	x	x		x
F	x		x		x
G	x		x		x
H	x		x	x	x

- Mobility Hub
- ⊗ Completed
- Proposed
- Car Share Vehicle
- Secondary Car Share Space
- Bike Racks
- Bus Stop
- Harbour Ferry Stop
- ▨ Phase Completed/By Others

2015 TDM Summary

PROGRAM	DESCRIPTION	BUDGET
Car Share	Purchase six additional Car Share vehicles (approx. \$25,000 each)	\$148,000
Bike Racks	Bike racks to be installed on-site in excess of Zoning-required bicycle parking	\$56,000
Bus Stops	Contribute \$41,240 to provide bus shelters and related amenities for new bus stops on Tyee Road, which is the approximate cost of two "Class 3" bus shelters	\$41,240
Education	\$2,000 annual grant related to TDM education, with a commitment over ten years	\$20,000
Signage	\$25,000 budget assigned to provide signage at eight kiosks and planning/design of kiosk content	\$25,000
Total		\$290,240

7.5.3 LEED® COMMITMENTS

7.5.3.1 INTRODUCTION

In 2005, Dockside Green set a goal of achieving the highest levels of certification under the LEED® New (Building) Construction (NC) program and the LEED® Neighbourhood Development (ND). While the Master Development Agreement (MDA) focused solely on LEED® Canada-NC v 1.0 Platinum certification as Dockside Green's standard, Dockside Green sought to achieve Platinum level certification for both LEED® NC and LEED® ND standards. To date seven buildings built on site have achieved Platinum certification under the NC standard. Additionally Dockside Green has achieved LEED® ND Platinum for the entire Dockside Green neighbourhood. The Dockside Green neighbourhood carries the legacy of being the first LEED® ND Platinum Project in North America.

7.5.3.2 AMENDMENTS

Both LEED® NC and LEED® ND have evolved from 2005, and the most recent version of both standards is currently version 4 (v.4) which was released in late 2014. While both standards (NC and ND) were utilized by the project, the original Dockside Green MDA tied the development to LEED® NC v.1. The MDA did however contemplate that with issuance of a LEED® ND standard, the required LEED® commitment could be transitioned with City approval to LEED® ND (MDA section 11.3). A subsequent 2009 amendment to the Dockside Green MDA solidified this option. As such, based on the current standing of the MDA, Dockside Green is seeking City of Victoria approval to update the LEED® standard applicable within the MDA for Dockside Green from LEED® NC Platinum V1 to LEED® ND Platinum version V4 (the most recent version).

7.5.3.3 LEED® ND

LEED® ND is a system established to aid in the creation of comprehensive, sustainable neighbourhoods. Both LEED® ND and LEED® NC, are systems that are measured against a 110 point scale that seek to achieve the same LEED® goals:

- To reverse contribution to global climate change
- To enhance individual human health and well-being
- To protect and restore water resources
- To protect, enhance, and restore biodiversity and ecosystem services
- To promote sustainable and regenerative material resources cycles
- To build a greener economy
- To enhance social equity, environmental justice, community health, and quality of life

These goals are the basis for LEED®'s prerequisites and credits in LEED® ND and LEED® NC and are developed through a collaborative process involving green building, and sustainable development experts who identify appropriate credit categories and performance standards. Each credit in the rating system is allocated points based on the relative importance of its contribution to the LEED® goals. Platinum Certification under LEED® ND and LEED® NC means similar progress towards achieving the LEED® goals, though operating at different scale of urban development.

The LEED® ND system, however, considers components of both neighbourhood and building components in determining the sustainability of the entire project. Categories covered by LEED® ND include:

- **Smart Location and Linkage:** encourages communities to consider location, transportation alternatives, and preservation of sensitive lands while also discouraging sprawl.
- **Neighborhood Pattern and Design:** emphasizes vibrant, equitable communities that are healthy, walkable and mixed-use.
- **Green Infrastructure and Buildings:** promotes the design and construction of buildings and infrastructure that reduce energy and water use, while promoting more sustainable use of materials, reuse of existing and historic structures, and other sustainable best practices.
- **Innovation and Design Process:** recognizes exemplary and innovative performance reaching beyond the existing credits in the rating system, as well as the value of including an accredited professional on the design team.
- **Regional Priority:** encourages projects to focus on earning credits of significance to the project's local environment

As a neighbourhood builder, Dockside Green is focused on the development of a complete sustainable neighbourhood within the Victoria West community. As a globally recognized neighbourhood scale rating system, the LEED® ND system is a comprehensive system that insures multi-year, multi-phased neighbourhood scale projects such as Dockside Green are measured against universal standards of sustainability. Where LEED® NC only concentrates on stand alone building levels, the LEED® ND system is the only system that truly insures the sustainability elements for both new buildings and new neighbourhoods are measured and assessed as a single project.

75.4.1 INTRODUCTION

As indicated within Section G, item 18 of the current MDA, the Sustainability Centre is a noted amenity as part of the Dockside Green project. The MDA requires that Dockside Green provide a \$400,000 dollar contribution to partially fund a 21,500 sq.ft Sustainability Centre. With a projected development cost of between 5 and 8 million dollars, the Sustainability Centre was generally defined as "a cooperative or non-profit that promotes a model of creative design that promotes vibrant and healthy green communities."

The challenge, however, is that even with Dockside Green's contribution been available for the last nine years, the Sustainability Centre still requires a non-profit or cooperative capable of taking on a multimillion dollar initiative and to develop and manage ongoing operations. To be successful and allow for affordable lease rates, a sizeable amount of equity would need to be fundraised. Early on in the project there was a group of non-profit organizations working together with an interest in this initiative. However even when a significant amount of funds (approximately \$100,000) and management time provided by Dockside Green, the group never developed into an organization capable of fundraising and overcoming the organizational challenges for the centre.

There are a number of factors that suggest achieving a Sustainability Centre at Dockside Green (as defined in the MDA) may be unachievable:

- The long term nature of the development causes significant timing issues to bring on a centre with an organization ready to do so.
- No non-profit organization with the required equity or mandate exists in Victoria.
- Successful centres in North America usually have larger population centres, start small and grow incrementally over a number of years.
- Most other similar centres buy and renovate existing building finding it more cost effective than constructing a new building built to the highest sustainable building standards.
- Similar initiatives may establish in other locations in Victoria or the region

To date, Dockside Green has invested over \$100,000 facilitating development of the centre with no result. The experience underlines the structural issues with the concept of this amenity, and as described showcases the issue as dependent almost entirely on factors largely beyond Dockside Green's control.

While not directly connected to the goals and aspirations of the Sustainability Centre it is important to note that through the development of our Dockside BETA concept, as established in Section 9 of this document, we see an opportunity to achieve many of the same objectives of the original Centre concept. We are hopeful through the successful creation of Dockside BETA that the energy and creativity once linked to the idea of the Sustainability Centre be will be realized within the project. While Dockside BETA is not a public amenity in which we are seeking to reallocate funds toward, the project may in the end fulfill some of the ambitions of the Sustainability Centre with a "made in Victoria" approach.

75.4.2 SHOWCASING SUSTAINABILITY AT DOCKSIDE GREEN

Sustainability is engrained in the DNA of Dockside Green. The Neighbourhood Plan will include a number of opportunities to promote the creative design of vibrant, healthy green communities. Dockside Green will further emphasize its efforts to promote sustainable communities through a number of elements through the site, which will include the following:

- On-site educational, historical signage (such as exists at the District Energy Plant and Wastewater Treatment System) and TDM multi-modal node signage,
- Incorporating sustainability elements / features into the wayfinding signage program including LEED ND components,
- Incorporating sustainability themes into the Public Art program,
- Signage associated with public recycling and garbage cans and bicycle parking, and
- Dockside Green communication materials, including the website.

75.4.3 PROPOSED AMENDMENTS TO MDA TERMS

Given the history of efforts on the Sustainability Centre amenity and structural issues to the concept, Dockside Green is seeking City of Victoria approval to re-allocate the funds associated with the Sustainability Centre into new public amenities within the updated Dockside Green Neighbourhood Plan. As the current MDA provides an option to the City to receive a cash in-lieu payment for the Sustainability Centre amenity, Dockside Green sees this option as a path forward; allocating the funds for use of construction of amenities, as agreed to by the City and Dockside Green, which would benefit the Dockside Lands, Victoria West, and the City of Victoria.

7.5.5 AMENITY DELIVERY + PHASING

7.5.5.1 INTRODUCTION

Schedule D of the current Master Development Agreement (MDA), outlines the value and Amenity Schedule that Dockside Green was to deliver through the development of the 2005 Neighbourhood Plan. Dockside Green provided financial securities to the City to cover 100% of these values to insure their delivery as per the Amenity Schedule. The amenities and their values and delivery dates were based on an outlook of continual development of the Dockside Green project with completion of the entire project set for September 2015.

Based on the Amenity Schedule, Dockside Green to date has completed over 75% of all its amenity obligations, with only 22% of the project completed. This has created a substantial financial burden for the project. The current MDA structure provides an unworkable scenario whereby remaining amenities such as public plazas and parks are to be delivered with no connection to the buildings that neighbour it. This notion, along with the extended build-out required to complete Dockside Green, has resulted in a difficult position from which to move forward.

7.5.5.2 PROPOSED AMENDMENTS TO MDA TERMS

Dockside Green remains committed to the delivery of amenities, however a revised approach is needed to address both the current date based delivery framework and the relevancy of specific items. Dockside Green is seeking to amend the MDA to phase the public amenities in a conventional way - by linking amenities to a particular development parcel based on physical proximity, and development phasing constraints. Furthermore, we are looking at updating the public amenities to reflect our focus on public spaces within the updated Neighbourhood Plan which provides the context of the needs of the project and surrounding areas in 2015. Our intent in this amendment is to maintain our public amenity commitments, while establishing a clear framework as to when and what amenities will be delivered through the long-term build out of the neighbourhood project.

7.5.5.3 2005/2015 PUBLIC AMENITIES REVIEW

The 2005 public amenity package for Dockside Green is valued at \$17,415,844.38 (in 2015 dollars). Of that amount what remains is \$4,719,901.81 (in 2015 dollars) of amenities that have yet to be developed at Dockside Green. Our 2015 Dockside Green Neighbourhood plan will provide an restructured public amenity package which incorporates a

number of updates to revised amenities as part of the overall Neighbourhood Plan. \$6,725,740 of public amenities will be provided as part of the 2015 Dockside Green Neighbourhood resulting in an overall increase in public amenity contribution to the City of Victoria by Dockside Green of \$2,005,838.19.

The table below and additional plans provided provides further information related to its status the current amenity package and additional details related to the updated 2015 Amenity Package.

Public Amenity Schedule

2005 AMENITY	% COMPLETE	COMMENT	PROPOSED UPDATE
Subsidization to Biomass	100%	Complete	n/a
Sewage Treatment	100%	Complete	n/a
Improvements to Esquimalt Rd	100%	Complete	n/a
Pedestrian Access over Lot 4	100%	Complete	n/a
Triangle Park Pathway	100%	Complete	n/a
Extensive Tree Planting	100%	Complete	n/a
Foreshore restoration + linear park	100%	Complete	n/a
Waterfront Dock + Small Boat Launch	100%	Complete	n/a
Greenway	82%	The remaining portion of the Greenway yet to be completed relates to the undeveloped portions of the site and has been included in the updated Neighbourhood plan.	Remaining funds to be utilized for completion of the Greenway as part of future phases
Galloping Goose Trail (between Johnson and Bay St Bridge)	70%	Galloping Goose Trail has been completed though painting of bike lanes remains.	Remaining funds to be utilized for completion of the bike lane painting as originally planned.
Access at Esquimalt + Harbour Rd	63%	Was part of the original 2005 Dockside Green plan and its link to the Johnson Street Bridge. It is no longer needed with new bridge design and revised roadway alignment.	Remaining funds to be allocated to parks and plaza amenities within the updated plan.
Public Art	60%	Dockside Green has completed two public art installations as part of the project. The remaining funds relate to a third public art installation to be completed in the undeveloped lands.	Remaining funds to be utilized for public art in the remaining portions of the site.
Historical First Nations / Environmental Signage	50%	Dockside Green has completed a number of signage installations and incorporated First Nations elements into our infrastructure components. The remaining funds relate to items yet to be completed as part of the undeveloped lands.	Remaining funds to be utilized for Historical First Nations/Environmental Signage in the remaining portions of the site.
Green Technologies	55%	The existing phases of Dockside Green have implemented a number of environmental products. Remaining portion of this amenity relates to further integration into unbuilt portions of the project.	Given the building centric nature of this amenity and lack of public benefit, Dockside Green is seeking remaining funds to be allocated to parks and plaza amenities within the updated plan.
Internal Road / Pedestrian Access	33%	This amenity related to the roadways and pedestrian access via harbour road through the 2005 Neighbourhood plan. To date those elements have been completed within the developed portions of the project with the remaining funds to be utilized on future phases	Remaining funds to be utilized for Internal Road/Pedestrian Access in the remaining portions of the site.
Bike racks (on grade)	26%	This item formed part of the original TDM strategy and has been implemented in within the first two phases of Dockside Green. Remaining funds relate to the implementation of further bicycle racks within the undeveloped portion of the site.	Remaining funds to be utilized for bike racks on grade in the remaining portions of the site. It continues to be a component of our 2015 TDM strategy within the updated Dockside Green Neighbourhood Plan.

Public Amenity Schedule, Continued

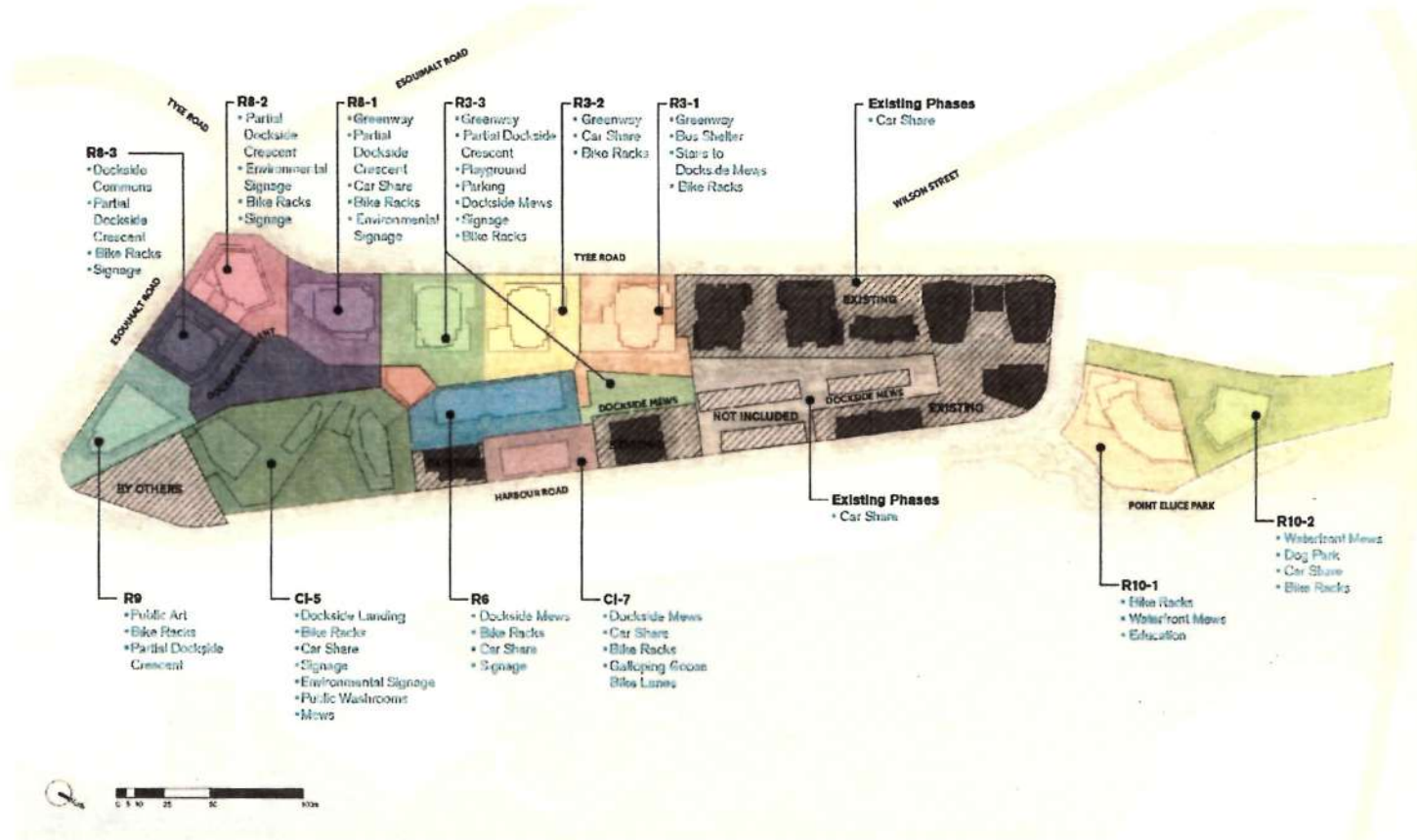
2005 AMENITY	% COMPLETE	COMMENT	PROPOSED AMENDMENT
Car-share / mini-transit	22%	This item formed part of the original TDM strategy and has been implemented in within the first two phases of Dockside Green. Remaining funds relate to the implementation of further 8 car share vehicles and contribution toward a mini-transit service within the undeveloped portion of the site.	Remaining funds to be utilized for Dockside Greens 2015 TDM strategy within the updated Dockside Green Neighbourhood Plan.
Vista Park Pathway	0%	Was part of the original 2005 Dockside Green plan which introduced a pathway from the middle of Dockside Green to Vista Park on Tyee Road. This pathway is located in the undeveloped portion of the Dockside Green Neighbourhood.	As this pathway has been updated via the new Neighbourhood plan we are seeking that funds related to this item be allocated to parks and plaza amenities within the updated plan.
Main Plaza Area	0%	Was part of the original 2005 Dockside Green plan which introduced a central plaza within the centre of Dockside Green. This plaza is located in the undeveloped portion of the Dockside Green Neighbourhood.	As the main plaza has been updated via the new Neighbourhood plan to now connect better with the overall community, we are seeking that funds related to this item remain dedicated to the creation of the updated Main Plaza area at Dockside Landing.
Play Area	0%	Was part of the original 2005 Dockside Green plan which introduced a kid's play area at Dockside Green. This play area is located in the undeveloped portion of the Dockside Green Neighbourhood.	As the play area has been updated via the new Neighbourhood plan to now connect better with residents and visitors to Dockside Green, we are seeking that funds related to this item remain dedicated to the creation of the updated Play Area.
Public Washrooms	0%	Was part of the original 2005 Dockside Green plan which introduced a public washroom at Dockside Green. The public washroom is located in the main plaza which is located in the undeveloped portion of the Dockside Green Neighbourhood.	Given the updates to the Main Plaza Area, Dockside Green is seeking funds related to this item remain dedicated to the creation of a public washroom at Dockside Landing.
Sustainability Centre	0%	Was part of the original 2005 Dockside Green plan and is described in detail in Section 10.4	Remaining funds to be allocated to parks and plaza amenities within the updated plan.
Concrete Stair from Johnson Bridge	0%	Was part of the original 2005 Dockside Green plan and its link to the Johnson Street Bridge. It is no longer needed with new bridge design and revised roadway alignment.	Remaining funds to be allocated to parks and plaza amenities within the updated plan.

NEW AMENITIES	% COMPLETE	COMMENT	PROPOSED AMENDMENT
Mutt Strut (Dog Park)	n/a	A new public amenity as part of the 2015 Dockside Green Neighbourhood Plan. The dog park established adjacent to the R10.2 site allows for better social connections between Dockside Green and Railyards and adds a much need amenity to VicWest and City of Victoria	The Mutt Strutt is to be provided by Dockside Green as a new amenity and will be transferred over to the City of Victoria Parks Department once complete.
Dockside Commons	n/a	A new public amenity as part of the 2015 Dockside Green Neighbourhood Plan. Dockside Commons is the main park space within the update plan that adds a unique and central green space amenity to both VicWest and City of Victoria	Dockside Commons will be a new public amenity provided by Dockside Green.

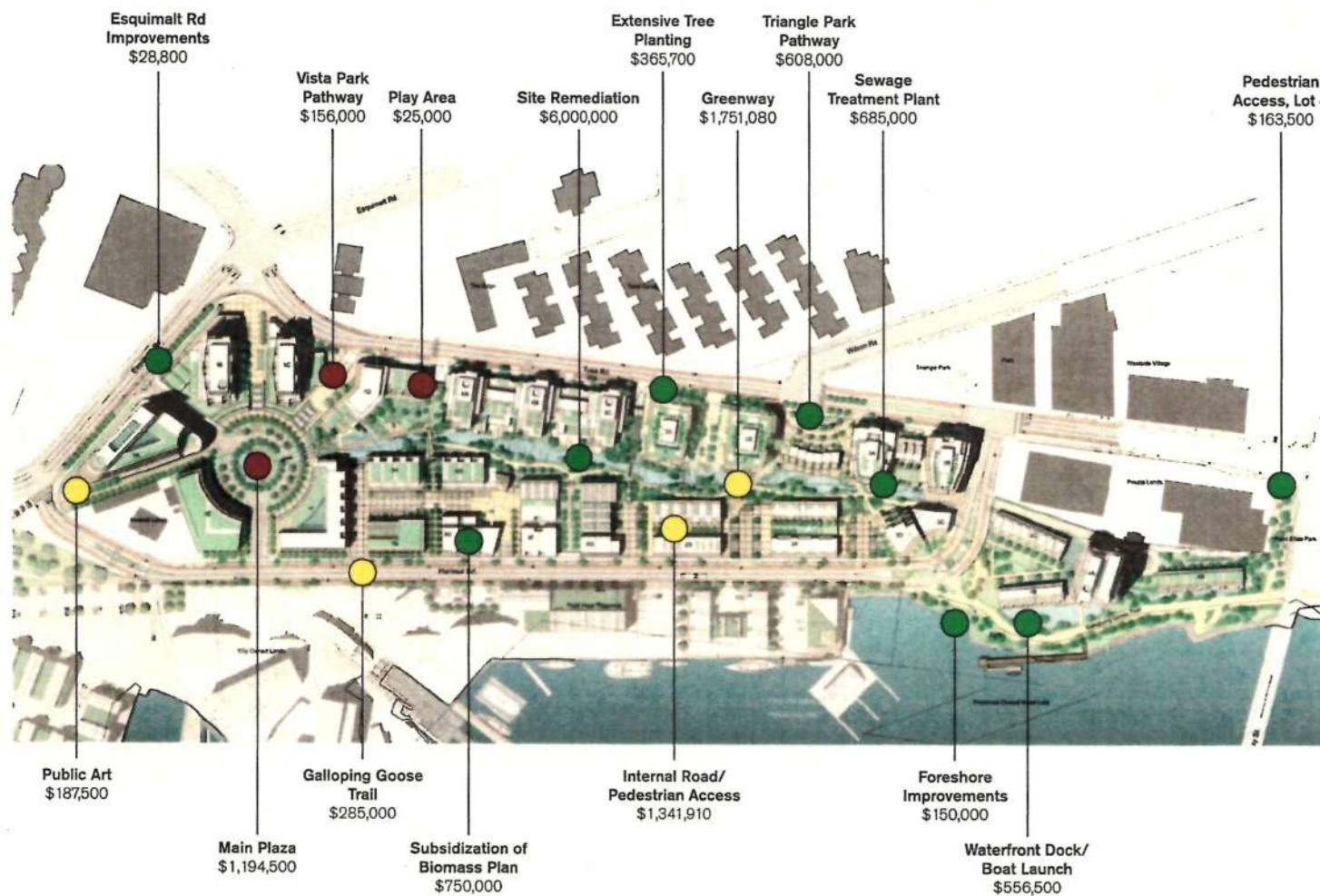
7.5.5.4 AMENITY DELIVERY PLAN

The graphic below, illustrates the proposed linkages between parcel development and the remaining updated public amenities. As indicated in the graphic, for each parcel to be developed at Docksider Green, corresponding amenities will be delivered. Docksider Green is seeking an amenity delivery framework where by amenities are secured via a performance guarantee which will be provided at the time of development for each individual development. This approach will allow for a greater accuracy in design and cost of each amenity. While phasing of the project will involve one or more parcels being developed at any one time, the noted amenities will be delivered as indicated below.

Phasing of the Docksider Green project will be a function of both market and constructability considerations. A core quality of the updated plan is its consideration of the long term build out prospect of the neighbourhood given its scale. Conversely, the updated plan does include a number of sites which are able to be developed at any time, conversely there are other portions of the plan that do depend on a neighbouring site to be developed first before being able to be developed. Docksider Green has noted that sites CI-5, CI-7, R6, R3-1, R10-1 and R10-2 are able to be developed at any time without a proceeding site needing to be developed. However, R3-2, R3-3, R8-1, R8-2, R8-3 and R9 all currently require a proceeding site to be developed in order for that site to be developable. As the neighbourhood builder, Docksider Green will oversee the long term development of the neighbourhood and will work with each development partner to ensure successful delivery of both buildings and public amenities for the project in a manner that reflects and respects any related dependencies that will arise in the development of individual sites.



7.5.5.5 AMENITY VALUES - 2005 PLAN
(IN 2006 DOLLARS)



OTHER AMENITIES

Access over Esquimalt Rd	\$56,000
Johnson St. Bridge Stairs	\$33,000
Bike Racks	\$76,000
Car Share	\$300,000
Historic/First Nations/Environmental Signage	\$40,000
Green Technologies	\$200,000
Sustainability Centre	\$400,000
Public Washrooms	\$25,000

TOTAL 2005 AMENITIES **\$15,378,490**
(Excluding land purchase)

- Not Complete
- Partially Complete
- Complete

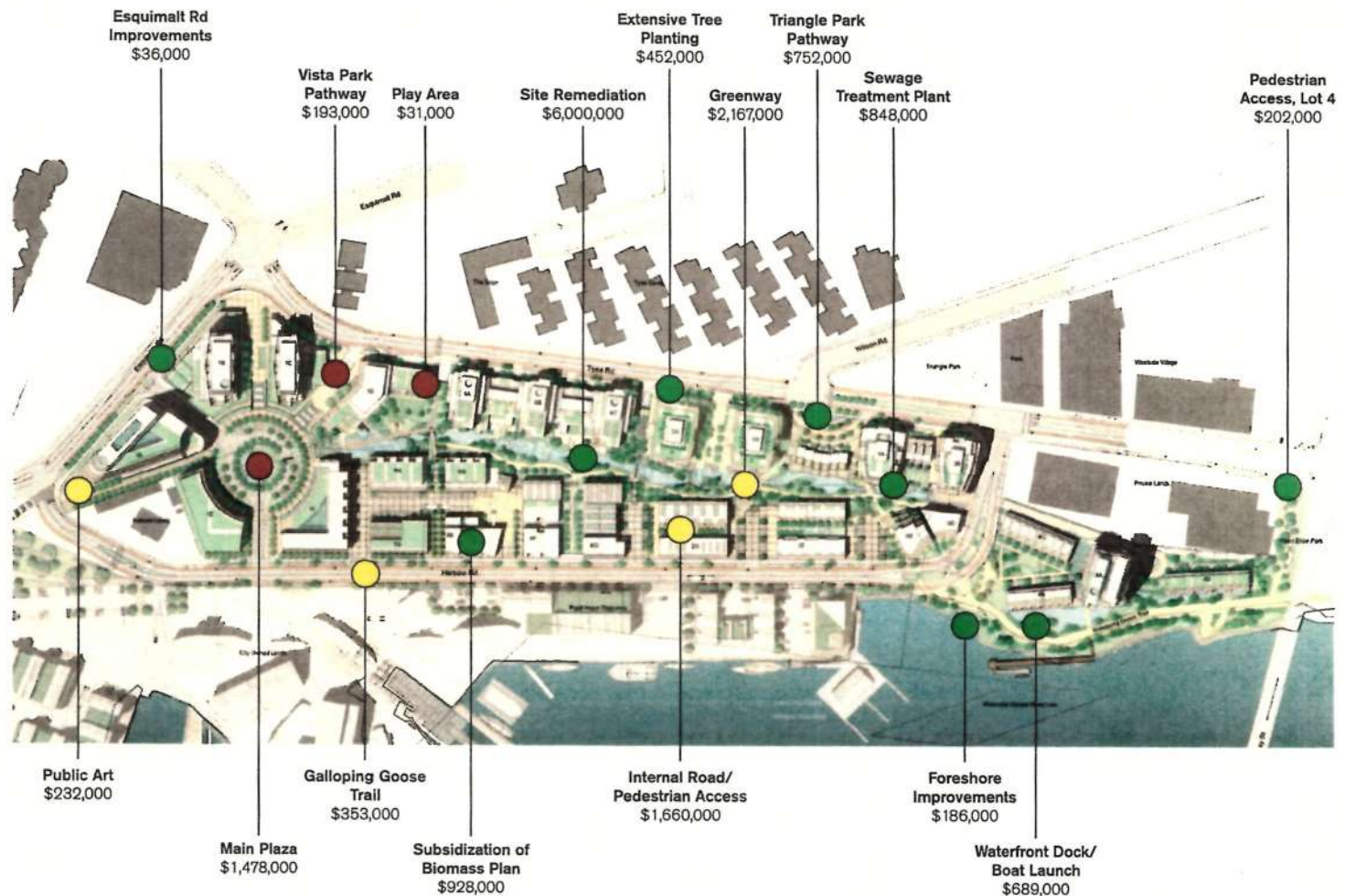
7.5.5.6 AMENITY VALUES -
2005 PLAN IN 2015 DOLLARS
(ROUNDED TO NEAREST THOUSANDS)

OTHER AMENITIES

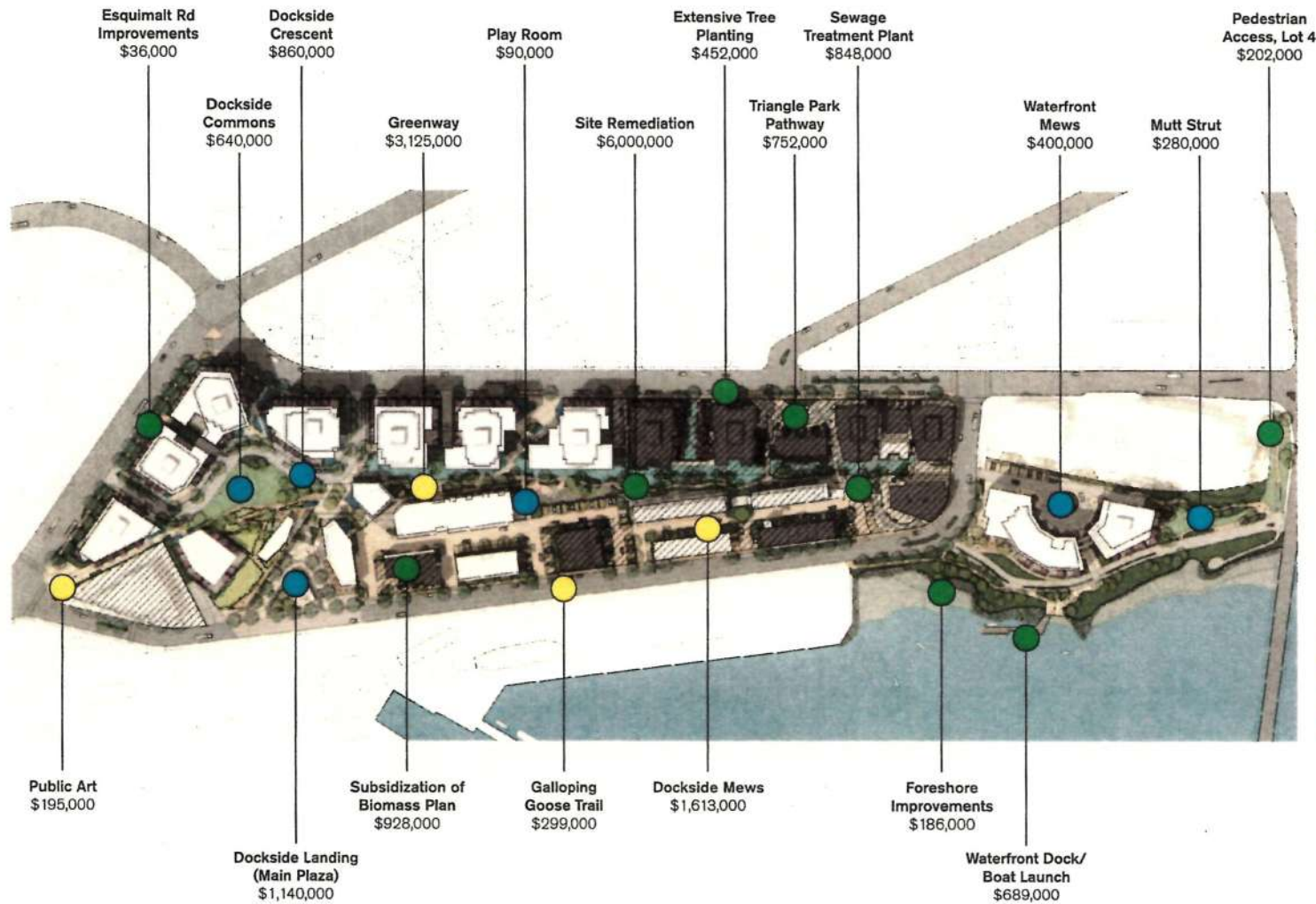
Access over Esquimalt Rd	\$69,000
Johnson St. Bridge Stairs	\$37,000
Bike Racks	\$76,000
Car Share	\$300,000
Historic/First Nations/Environmental Signage	\$49,000
Green Technologies	\$247,000
Sustainability Centre	\$400,000
Public Washrooms	\$31,000

TOTAL 2005 AMENITIES
(Excluding land purchase) \$17,416,000

Not Complete ●
Partially Complete ●
Complete ●



7.5.5.7 AMENITY VALUES –
2015 PLAN IN 2015 DOLLARS
(ROUNDED TO NEAREST THOUSAND)



OTHER AMENITIES

TDM (Car Share/Bike Racks)	\$376,000
Historical/First Nations/Environmental Signage	\$41,000
Public Washrooms	\$25,000
Access over Esquimalt Rd	\$38,000
Green Technologies	\$118,000

TOTAL 2015 AMENITIES (Excluding Land Purchase) **\$19,423,000**

- Not Complete
- Partially Complete
- Complete
- New

756 KEY MASTER DEVELOPMENT AGREEMENT UPDATE SUMMARY

Key Master Development Agreement Amendments

1. Revised public amenity schedule with estimated value increasing by \$2 million, including:
2. New / revised amenities: Dockside Commons, Dockside Landing, The Mutt Strut, The Playroom, revised internal roads and pathways, Transportation Demand Management (TDM) program
 - a. Retained amenities: Greenway, Public Washroom, Galloping Goose Trail Improvements, Public Art, Historic First Nations / Environmental signage
 - b. Deleted amenities: Johnson Street Bridge stairs, remaining Environmental Technologies, remaining Esquimalt Road / Harbour Road crossings, Sustainability Centre,
 - c. Plan for phasing delivery of amenities that is linked to construction of specific lots.
3. Amenity performance guarantee provided when particular phase developed.
4. Updated Sustainability Standard from LEED NC v.1 to LEED ND v.4
5. Modified Transportation Demand Management (TDM) program.
6. Permitting subdivisions consistent with 2015 Neighbourhood Plan without need for Council approval,