

REPORTS OF COMMITTEES

2. Committee of the Whole – November 10, 2016

3. Rezoning Application No. 00473 for the Easterly 300 Block of Tyee Road and the Westerly 300 Block of Harbour Road (Undeveloped Lands at Dockside Green) - Victoria West

Motion:

It was moved by Councillor Coleman, seconded by Councillor Alto:

1. That Council give first and second reading and direct staff to set the public hearing for attached Official Community Plan Amendment Bylaw No. 16-085 and Zoning Regulation Bylaw Amendment Bylaw No. 16-086 for the Easterly 300 Block of Tyee Road and the Westerly 300 Block of Harbour Road, subject to:
 - a. the provision of a satisfactory Phasing Plan, identifying which public amenities, on-site services, off-site services, vehicular driveways and access points would be provided with each phase of development all to the satisfaction of the Director of Sustainable Planning and Community Development;
 - c. a copy of the new Dockside Green Master Development Agreement executed by the applicant to the satisfaction of Director of Sustainable Planning and Community Development;
 - d. a legal agreement, in a form satisfactory to the City Solicitor, executed by the applicant that requires Dockside Green Ltd. to be responsible for all site remediation and completion and fulfilment of all conditions outlined in the Certificates of Compliance issued by the Ministry of Environment.
2. That Council require the following prior to the adoption of Official Community Plan Amendment Bylaw No. 16-085 and Zoning Regulation Bylaw Amendment Bylaw No. 16-086 for the Easterly 300 Block of Tyee Road and the Westerly 300 Block of Harbour Road:
 - a. the new Dockside Green Master Development Agreement being registered on title of the lands to the satisfaction of Director of Sustainable Planning and Community Development;
 - b. a legal agreement, in a form satisfactory to the City Solicitor, being registered on title of the lands that requires Dockside Green Ltd. to be responsible for all site remediation and completion and fulfilment of all conditions outlined in the Certificates of Compliance issued by the Ministry of Environment.
3. That concurrent with first and second reading for Official Community Plan Amendment Bylaw No. 16-085 and Zoning Regulation Bylaw Amendment Bylaw No. 16-086 that Council give the necessary readings to Land Use Procedures Bylaw Amendment Bylaw No. 16-087 and that Council consider enacting the Land Use Procedures Bylaw Amendment Bylaw No. 16-087 if Official Community Plan Amendment Bylaw No. 16-085 and Zoning Regulation Bylaw Amendment Bylaw No. 16-086 are approved.
4. Direct staff to discuss the potential for improvements along Harbour Road using the funds earmarked for the Galloping Goose Trail improvements.

For:
Opposed:

Mayor Helps, Councillors Alto, Coleman, Loveday, Lucas, Madoff, and Thornton-Joe
Councillors Isitt and Young

Carried

Motion:

It was moved by Councillor Coleman, seconded by Councillor Alto:

1. That Council give first and second reading and direct staff to set the public hearing for attached Official Community Plan Amendment Bylaw No. 16-085 and Zoning Regulation Bylaw Amendment Bylaw No. 16-086 for the Easterly 300 Block of Tyee Road and the Westerly 300 Block of Harbour Road, subject to:
 - b. receipt of accurate, updated plans that ensure consistency between the proposed Zoning Regulation Bylaw, Master Development Agreement and design guidelines to the satisfaction of Director of Sustainable Planning and Community Development and direct staff to develop policies specific to articulating building heights along Tyee Road.

Carried

For: Mayor Helps, Councillors Alto, Coleman, Loveday, Lucas, and Thornton-Joe
Opposed: Councillors Isitt, Madoff, and Young

Councillor Lucas withdrew from the meeting at 9:36 p.m. due to a potential pecuniary conflict of interest, as she is the general manager of the Hotel Rialto.

Motion:

It was moved by Councillor Loveday, seconded by Councillor Isitt:

5. That staff bring forward that the bylaws to reflect a revised definition of transient accommodation to prevent short term vacation rentals.

Carried Unanimously

Councillor Lucas returned to the meeting at 9:39 p.m.

6. LAND USE MATTERS

6.1 Rezoning Application No. 00473 for the Easterly 300 Block of Tyee Road and the Westerly 300 Block of Harbour Road (Undeveloped Lands at Dockside Green) - Victoria West

Committee received a report dated October 27, 2016 providing information regarding the Zoning Regulation Bylaw, Land Use Procedures Bylaw, Dockside Green Master Development Agreement and proposed OCP amendments.

Committee discussed:

- Noise mitigation measures for the proposed building.
- Possible aromas resonating from a distillery or brewery on the property and the effects on the residents.
- Reasoning for changes in building heights with the proposal.
- Penalties to protect the LEED certification.
- Redistribution of the density on the site with no increase in overall height of the project.

Motion:

It was moved by Councillor Alto, seconded by Councillor Lucas,

1. That Council give first and second reading and direct staff to set the public hearing for attached Official Community Plan Amendment Bylaw No. 16-085 and Zoning Regulation Bylaw Amendment Bylaw No. 16-086 for the Easterly 300 Block of Tyee Road and the Westerly 300 Block of Harbour Road, subject to:
 - a. the provision of a satisfactory Phasing Plan, identifying which public amenities, on-site services, off-site services, vehicular driveways and access points would be provided with each phase of development all to the satisfaction of the Director of Sustainable Planning and Community Development;
 - b. ~~receipt of accurate, updated plans that ensure consistency between the proposed Zoning Regulation Bylaw, Master Development Agreement and design guidelines to the satisfaction of Director of Sustainable Planning and Community Development;~~
 - c. a copy of the new Dockside Green Master Development Agreement executed by the applicant to the satisfaction of Director of Sustainable Planning and Community Development;
 - d. a legal agreement, in a form satisfactory to the City Solicitor, executed by the applicant that requires Dockside Green Ltd. to be responsible for all site remediation and completion and fulfilment of all conditions outlined in the Certificates of Compliance issued by the Ministry of Environment.
2. That Council require the following prior to the adoption of Official Community Plan Amendment Bylaw No. 16-085 and Zoning Regulation

Bylaw Amendment Bylaw No. 16-086 for the Easterly 300 Block of Tyee Road and the Westerly 300 Block of Harbour Road:

- a. the new Dockside Green Master Development Agreement being registered on title of the lands to the satisfaction of Director of Sustainable Planning and Community Development;
 - b. a legal agreement, in a form satisfactory to the City Solicitor, being registered on title of the lands that requires Dockside Green Ltd. to be responsible for all site remediation and completion and fulfilment of all conditions outlined in the Certificates of Compliance issued by the Ministry of Environment.
3. That concurrent with first and second reading for Official Community Plan Amendment Bylaw No. 16-085 and Zoning Regulation Bylaw Amendment Bylaw No. 16-086 that Council give the necessary readings to Land Use Procedures Bylaw Amendment Bylaw No. 16-087 and that Council consider enacting the Land Use Procedures Bylaw Amendment Bylaw No. 16-087 if Official Community Plan Amendment Bylaw No. 16-085 and Zoning Regulation Bylaw Amendment Bylaw No. 16-086 are approved.

Councillor Madoff would like item 1(b) to be considered separately from the motion.

Committee discussed:

- Concerns with the public and neighbourhood being fully engaged in the process
- Public concerns regarding parking and transportation in the area

Amendment: It was moved by Councillor Isitt,

4. that completion of a AAA cycling facility along Harbour Road be considered as part of implementation of the Master Development Agreement.

On the amendment:

Amendment fails due to no seconder

Amendment: It was moved by Councillor Isitt, second by Councillor Alto, that the motion be amended to include:

4. Direct staff to discuss the potential for improvements along Harbour Road using the funds earmarked for the Galloping Goose Trail improvements.

On the amendment:

CARRIED UNANIMOUSLY 16/COTW

Committee discussed:

- reengagement of local partners

Main motion as amended:

1. That Council give first and second reading and direct staff to set the public hearing for attached Official Community Plan Amendment Bylaw No. 16-085 and Zoning Regulation Bylaw Amendment Bylaw No. 16-086 for the Easterly 300 Block of Tyee Road and the Westerly 300 Block of Harbour Road, subject to:
 - a. the provision of a satisfactory Phasing Plan, identifying which public amenities, on-site services, off-site services, vehicular driveways and access points would be provided with each phase of development all to the satisfaction of the Director of Sustainable Planning and Community Development;
 - c. a copy of the new Dockside Green Master Development Agreement executed by the applicant to the satisfaction of Director of Sustainable Planning and Community Development;
 - d. a legal agreement, in a form satisfactory to the City Solicitor, executed by the applicant that requires Dockside Green Ltd. to be responsible for all site remediation and completion and fulfilment of all conditions outlined in the Certificates of Compliance issued by the Ministry of Environment.
2. That Council require the following prior to the adoption of Official Community Plan Amendment Bylaw No. 16-085 and Zoning Regulation Bylaw Amendment Bylaw No. 16-086 for the Easterly 300 Block of Tyee Road and the Westerly 300 Block of Harbour Road:
 - a. the new Dockside Green Master Development Agreement being registered on title of the lands to the satisfaction of Director of Sustainable Planning and Community Development;
 - b. a legal agreement, in a form satisfactory to the City Solicitor, being registered on title of the lands that requires Dockside Green Ltd. to be responsible for all site remediation and completion and fulfilment of all conditions outlined in the Certificates of Compliance issued by the Ministry of Environment.
3. That concurrent with first and second reading for Official Community Plan Amendment Bylaw No. 16-085 and Zoning Regulation Bylaw Amendment Bylaw No. 16-086 that Council give the necessary readings to Land Use Procedures Bylaw Amendment Bylaw No. 16-087 and that Council consider enacting the Land Use Procedures Bylaw Amendment Bylaw No. 16-087 if Official Community Plan Amendment Bylaw No. 16-085 and Zoning Regulation Bylaw Amendment Bylaw No. 16-086 are approved.
4. Direct staff to discuss the potential for improvements along Harbour Road using the funds earmarked for the Galloping Goose Trail improvements.

On the main motion as amended:

CARRIED 16/COTW

For: Mayor Helps, Councillors Alto, Coleman, Isitt, Loveday, Lucas, Madoff, and Thornton-Joe

Against: Councillor Young

Motion: It was moved by Councillor Alto, seconded by Councillor Lucas,
1. b. receipt of accurate, updated plans that ensure consistency between the proposed Zoning Regulation Bylaw, Master Development Agreement and design guidelines to the satisfaction of Director of Sustainable Planning and Community Development;
Committee discussed:

- Height of the buildings and not creating a wall of buildings
- Short term vacation rentals not being allowed
- Adding additional wording to ensure a variation in skyline

Amendment: It was moved by Councillor Madoff, seconded by Councillor Isitt, that the motion be amended to include:
1. b. receipt of accurate, updated plans that ensure consistency between the proposed Zoning Regulation Bylaw, Master Development Agreement and design guidelines to the satisfaction of Director of Sustainable Planning and Community Development **and to direct staff to develop policies specific to articulating building heights along Tyee Road;**

On the amendment:
CARRIED UNANIMOUSLY 16/COTW

Councillor Loveday withdrew from the meeting at 11:01 a.m.

Main motion as amended:
1. b. receipt of accurate, updated plans that ensure consistency between the proposed Zoning Regulation Bylaw, Master Development Agreement and design guidelines to the satisfaction of Director of Sustainable Planning and Community Development and to direct staff to develop policies specific to articulating building heights along Tyee Road;

On the main motion as amended:
CARRED 16/COTW

For: Mayor Helps, Councillors Coleman, Thornton-Joe, Alto, Isitt, and Lucas
Against: Councillor Madoff, and Young

Councillor Loveday returned to the meeting at 11:03 a.m.

Councillor Lucas excused herself from the meeting at 11:03 a.m. as she is a manager at the Hotel Rialto, which creates a pecuniary conflict of interest with the following matter.

Motion:

It was moved by Councillor Isitt seconded by Loveday, that a point five be added to the main motion as follows:

5. That staff bring forward that the bylaws to reflect a revised definition of transient accommodation to prevent short term vacation rentals.

Committee discussed:

- Having zoning for transient accommodation being highlighted in staff reports going forward.

CARRIED UNANIMOUSLY 16/COTW

Main motion as amended:

That Council give first and second reading and direct staff to set the public hearing for attached Official Community Plan Amendment Bylaw No. 16-085 and Zoning Regulation Bylaw Amendment Bylaw No. 16-086 for the Easterly 300 Block of Tyee Road and the Westerly 300 Block of Harbour Road, subject to:

- a. the provision of a satisfactory Phasing Plan, identifying which public amenities, on-site services, off-site services, vehicular driveways and access points would be provided with each phase of development all to the satisfaction of the Director of Sustainable Planning and Community Development;
 - b. receipt of accurate, updated plans that ensure consistency between the proposed Zoning Regulation Bylaw, Master Development Agreement and design guidelines to the satisfaction of Director of Sustainable Planning and Community Development and to direct staff to develop policies specific to articulating building heights along Tyee Road.
 - c. a copy of the new Dockside Green Master Development Agreement executed by the applicant to the satisfaction of Director of Sustainable Planning and Community Development;
 - d. a legal agreement, in a form satisfactory to the City Solicitor, executed by the applicant that requires Dockside Green Ltd. to be responsible for all site remediation and completion and fulfilment of all conditions outlined in the Certificates of Compliance issued by the Ministry of Environment.
2. That Council require the following prior to the adoption of Official Community Plan Amendment Bylaw No. 16-085 and Zoning Regulation Bylaw Amendment Bylaw No. 16-086 for the Easterly 300 Block of Tyee Road and the Westerly 300 Block of Harbour Road:
 - a. the new Dockside Green Master Development Agreement being registered on title of the lands to the satisfaction of Director of Sustainable Planning and Community Development;
 - b. a legal agreement, in a form satisfactory to the City Solicitor, being registered on title of the lands that requires Dockside Green Ltd. to be responsible for all site remediation and completion and fulfilment

of all conditions outlined in the Certificates of Compliance issued by the Ministry of Environment.

3. That concurrent with first and second reading for Official Community Plan Amendment Bylaw No. 16-085 and Zoning Regulation Bylaw Amendment Bylaw No. 16-086 that Council give the necessary readings to Land Use Procedures Bylaw Amendment Bylaw No. 16-087 and that Council consider enacting the Land Use Procedures Bylaw Amendment Bylaw No. 16-087 if Official Community Plan Amendment Bylaw No. 16-085 and Zoning Regulation Bylaw Amendment Bylaw No. 16-086 are approved.
4. Direct staff to discuss the potential for improvements along Harbour Road using the funds earmarked for the Galloping Goose Trail improvements.
5. That staff bring forward that the bylaws to reflect a revised definition of transient accommodation to prevent short term vacation rentals.

On the main motion as amended:
CARRIED UNANIMOUSLY 16/COTW

Committee recessed from 11:06 a.m. and returned at 11:12 a.m.



Committee of the Whole Report

For the Meeting of November 10, 2016

To: Committee of the Whole **Date:** October 27, 2016
From: Jonathan Tinney, Director, Sustainable Planning and Community Development
Subject: **Rezoning Application No. 00473 for the Easterly 300 Block of Tyee Road and the Westerly 300 Block of Harbour Road (Undeveloped Lands at Dockside Green)**

RECOMMENDATION

1. That Council give first and second reading and direct staff to set the public hearing for attached Official Community Plan Amendment Bylaw No. 16-085 and Zoning Regulation Bylaw Amendment Bylaw No. 16-086 for the Easterly 300 Block of Tyee Road and the Westerly 300 Block of Harbour Road, subject to:
 - a. the provision of a satisfactory Phasing Plan, identifying which public amenities, on-site services, off-site services, vehicular driveways and access points would be provided with each phase of development all to the satisfaction of the Director of Sustainable Planning and Community Development;
 - b. receipt of accurate, updated plans that ensure consistency between the proposed Zoning Regulation Bylaw, Master Development Agreement and design guidelines to the satisfaction of Director of Sustainable Planning and Community Development;
 - c. a copy of the new Dockside Green Master Development Agreement executed by the applicant to the satisfaction of Director of Sustainable Planning and Community Development;
 - d. a legal agreement, in a form satisfactory to the City Solicitor, executed by the applicant that requires Dockside Green Ltd. to be responsible for all site remediation and completion and fulfilment of all conditions outlined in the Certificates of Compliance issued by the Ministry of Environment.
2. That Council require the following prior to the adoption of Official Community Plan Amendment Bylaw No. 16-085 and Zoning Regulation Bylaw Amendment Bylaw No. 16-086 for the Easterly 300 Block of Tyee Road and the Westerly 300 Block of Harbour Road:
 - a. the new Dockside Green Master Development Agreement being registered on title of the lands to the satisfaction of Director of Sustainable Planning and Community Development;
 - b. a legal agreement, in a form satisfactory to the City Solicitor, being registered on title of the lands that requires Dockside Green Ltd. to be responsible for all site remediation and completion and fulfilment of all conditions outlined in the Certificates of Compliance issued by the Ministry of Environment.
3. That concurrent with first and second reading for Official Community Plan Amendment Bylaw No. 16-085 and Zoning Regulation Bylaw Amendment Bylaw No. 16-086 that Council give the

necessary readings to Land Use Procedures Bylaw Amendment Bylaw No.16-087 and that Council consider enacting the Land Use Procedures Bylaw Amendment Bylaw No.16-087 if Official Community Plan Amendment Bylaw No. 16-085 and Zoning Regulation Bylaw Amendment Bylaw No.16-086 are approved.

LEGISLATIVE AUTHORITY

In accordance with Section 479(1) of the *Local Government Act*, Council may regulate within a zone the use of land, buildings and other structures, the density of the use of the land, building and other structures, the siting, size and dimensions of buildings and other structures, as well as, the uses that are permitted on the land and the location of uses on the land and within buildings and other structures.

In accordance with Section 472 of the *Local Government Act*, Council may adopt one or more Official Community Plans. Pursuant to Section 137(1)(b) of the *Community Charter*, the power to amend an Official Community Plan Bylaw is subject to the same approval and other requirements as the power to adopt a new Official Community Plan Bylaw.

EXECUTIVE SUMMARY

The purpose of this report is to present Council with updated information, analysis and recommendations for an Official Community Plan Amendment Application and Rezoning Application for the property located at the 300 blocks of Tyee Road and Harbour Road (refer to Rezoning Map for specific areas). There are a number of components to this Application, including proposed amendments to the:

- *Official Community Plan, 2012*
- *Zoning Regulation Bylaw*
- *Land Use Procedures Bylaw*
- *Dockside Green Master Development Agreement.*

Staff have completed the following:

- preparation of a proposed amendment to the *Official Community Plan, 2012* to incorporate new design guidelines for the site and to exempt the requirement for a Development Permit for subdivision if consistent with the Design Guidelines
- completion of public consultation with respect to the proposed amendment to the *Official Community Plan, 2012*
- preparation of a proposed amendment to the CD-9 Zone, Dockside District
- preparation of a proposed amendment to *Land Use Procedures Bylaw*
- preparation of a proposed Master Development Agreement
- review of the proposed dedication of the proposed public park and the resource impacts associated with the proposal

These actions are all in response to Council's direction of October 15, 2015.

BACKGROUND

On October 15, 2015 Council passed the following motion:

"It was moved by Councillor Alto, seconded by Councillor Thornton-Joe, that Council instruct staff to prepare the necessary Official Community Plan Amendment Bylaw in accordance with Section 882 of the Local Government Act, the necessary Zoning

Regulation Bylaw Amendment, the necessary Land Use Procedures Bylaw Amendment and amendment to the Master Development Agreement that would authorize the proposed development outlined in Rezoning Application No. 00473 for the easterly 300 block of Tyee Road and the westerly 300 block of Harbour Road (Dockside Green), that first and second reading of the Zoning Regulation Bylaw Amendment be considered by Council and a Public Hearing date be set once the following conditions are met:

- 1. That Council determine, pursuant to Section 879(1) of the Local Government Act, that the affected persons, organizations and authorities are those property owners and occupiers within a 200m radius of the subject property; determine that the appropriate consultation measures would include a mailed notice of the proposed OCP Amendment to the affected persons; posting of a notice on the City's website inviting affected persons, organizations and authorities to ask questions of staff and provide written or verbal comments to Council for their consideration.*
- 2. That Council determine, pursuant to Section 879(2)(a) of the Local Government Act, that having regard to the previous Community Association Land Use Committee (CALUC) Community Meeting, the consultation proposed at this stage is an adequate opportunity for consultation.*
- 3. That Council consider consultation under Section 879(2)(b) of the Local Government Act and determine that no referrals are necessary with the Capital Regional District Board, Councils of Oak Bay, Esquimalt and Saanich, the Songhees and Esquimalt First Nations, the School District Board, and the provincial and federal governments and their agencies due to the nature of the proposed amendment.*
- 4. That Council give first reading to the Official Community Plan Amendment Bylaw.*
- 5. That Council consider the Official Community Plan Amendment Bylaw in conjunction with the City of Victoria 2012-2016 Financial Plan and the Capital Regional District Liquid Waste Management Plan and Capital Regional District Solid Waste Management Plan pursuant to section 882(3)(a) of the Local Government Act and deem those Plans to be consistent with the proposed Official Community Plan Amendment Bylaw.*
- 6. That Council give second reading to the Official Community Plan Amendment Bylaw.*
- 7. That Council refer the Official Community Plan Amendment Bylaw for consideration at a Public Hearing.*
- 8. That Council give first and second readings to the Land Use Procedures Bylaw Amendment.*
- 9. That Council refer the Land Use Procedures Bylaw Amendment for consideration at a Public Hearing.*
- 10. That the applicant provide the following information to support their proposed amendments to the Master Development Agreement (MDA):*
 - a. LEED ND Platinum performance targets for each phase of development and a reporting out structure to ensure that performance targets are being met potentially including some form of guarantee. The reporting structure must establish key topics and indicators to be discussed and a set timeline for submitting these update reports to Council;*
 - b. An alternative amenity to the Sustainability Centre that demonstrates similar environmental, community and educational value and that if the Developer is unable to find a satisfactory alternate solution, that the applicable cash-in-lieu payment be secured in order to provide other amenities that benefit the Dockside Lands and that are agreeable to Council and the Developer;*
 - c. A satisfactory Phasing Plan, identifying which public amenities, on-site services, off-site services, vehicular driveways and access points would be provided with each phase of development;*

- d. A Subdivision Concept Plan, consistent with a Phasing Plan.
11. That Council direct staff to prepare an amended MDA detailing new requirements for:
 - a. The sale of individual development parcels;
 - b. New LEED ND requirements;
 - c. LEED NC 2009 Gold standards for new commercial buildings;
 - d. Delivering the remaining amenities in conjunction with development phases;
 - e. Providing a revised amenity package;
 - f. An amenity or contribution in lieu of the Sustainability Centre;
 - g. A process for receiving a monetary security to ensure the construction of the public amenities;
 - h. A Transportation Demand Management Strategy;
 - i. Site remediation;
 - j. Other amendments as deemed necessary by City staff.
 12. That staff report back to Planning and Land Use Committee with a draft of the MDA amendments prior to a Public Hearing date being set.
 13. That Council direct staff to review the proposed dedication of the amenity referred to as the "Mutt Strutt" in conjunction with the review of facilities located in Vic West Park and the potential resource impacts associated with the proposal and report back to Council with further information for consideration.
 14. A Statutory Right-of-Way being registered on title, to the satisfaction of staff, to secure each of the following:
 - a. A bus bay on Esquimalt Road;
 - b. A bus bay on Tyee Road;
 - c. Widening Esquimalt Road to improve westbound cycling safety.
 15. Referral of the proposed revisions to the Design Guidelines for the Dockside Area to the Advisory Design Panel for a comprehensive review.
 16. Referral of the proposed Design Guidelines for Dockside Beta to the Advisory Design Panel for a comprehensive review.
 17. That Council authorize staff to proceed with a City-initiated Rezoning Application for all lands located within the CD-9 Zone, Dockside District, that are not subject to Rezoning Application No. 00473 and that the applicant (Dockside Green Ltd.) be responsible for undertaking the necessary consultation with the Community Association Land Use Committee (CALUC) and that staff explore whether an alternate approach allowing the two applications to proceed independently would be viable and if so, that staff be directed to proceed accordingly."

The analysis section will discuss items noted in Council's motion.

ANALYSIS

Zoning Amendment Bylaw

Staff have prepared a *Zoning Regulation Bylaw* amendment for Council's consideration that would authorize the proposed development. It was the applicant's preference to amend the existing zone as opposed to the City initiating a Rezoning process to re-write the zoning regulations. Staff and the applicant have determined that a City-initiated rezoning is not required and that the proposed bylaw can be drafted to accommodate the proposed development without impacting the rights of the existing owners of previously developed areas of the Dockside Lands. There are challenges with this approach as the resulting bylaw is a longer document and more complex; however, staff recommend for Council's consideration that this approach is acceptable.

Key changes to the bylaw are summarized below.

Building Height

The applicant proposes to maintain the height maximum for the tallest building on the property at 66m above geodetic datum (approximately 20 storeys); however, the maximum heights of other buildings on the property are proposed to be increased. In 2015, the applicant proposed a series of building height increases. The proposed height increases were proposed to residential buildings fronting Tyee and Esquimalt Roads. Since that time the applicant has requested additional increases in height beyond that which was shown to Council. The proposed increases range from 0.2m to 6.7m in height above geodetic datum. Staff have summarised the proposed changes in the following table. All heights are expressed as meters above Canadian Geodetic Datum, 1928.

Parcel	Existing Zoned Height	Approximate Number of Storeys	Height on 2015 Drawings	Approximate Number of Storeys	Height as per proposed Zone	Proposed Increase over 2015 Plans
A1-1	45.13m Maximum Except: one building at 66m and one building at 57.25m	Approx. 12 Storeys Except: one building at approx. 20 storeys and one building at approx. 16 storeys	44.5	12	50.5	6
A1-2			50.8	14	57.5	6.7
A1-3			57.1	16	60.5	3.4
A2-1			62.4	18	63.0	0.6
A2-2			65.8	20	66.0	0.2
A2-3			42.7	13	49.0	6.3
A3			27.2	8	33.5	6.3

To mitigate the increase in building heights the design guidelines recommend the provision of building podiums to frame the street and a minimum building separation of 20m. The applicant has provided an updated view analysis to demonstrate the impact of the proposed increased on the Victoria West skyline.

It is important to note that in order to accommodate the applicant's request to amend the existing zone, rather than carry out a City-initiated rezoning, staff had to ensure that the development rights' of other property owners of the previously developed lands were not impacted. As a result, if the existing buildings were to be demolished or destroyed, a single building up to 66m and another building up to 57.5m could be developed in place of the existing buildings. Any other building in this area would be limited to 45.13m in height above datum. Although this is an unlikely outcome, it is important for Council to understand that this provision lives on in the zone that will be retained for the developed portions of the land.

Additional Land Uses

The proposed amendment allows for additional uses within the proposed Sub-Areas including:

- brewery (not more than one facility, maximum manufacturing area is 500m²)
- distillery (not more than one facility, maximum manufacturing area is 500m²)
- liquor retail store, as an accessory use to a distillery or a brewery (not more than two stores that shall not exceed 100m² each in floor area)
- kindergarten (daycare)
- parks
- seniors' housing – assisted living
- seniors' housing – independent living
- cultural facility.

New Parking Regulations

New parking regulations have been provided for the uses listed below. These rates are supported by the applicant's Transportation Study (attached). Staff have reviewed the study and the proposed rates and recommend that Council consider supporting the following.

- | | |
|---|--------------------------------|
| • brewery | 1 space per 90m ² |
| • cultural facility | 1 space per 40m ² |
| • distillery | 1 space per 90m ² |
| • Dockside BETA building | 1 space per 20.9m ² |
| • bakery, dry cleaners, financial institutions, high tech, marine and environmental research and technology, printing and publishing, personal services, retail, Sustainability Centre, and tourist facility. | 1 space per 45m ² |
| • liquor retail store as an accessory to a brewery or distillery | 1 space per 45m ² |
| • seniors' housing – assisted living | 0.25 space per unit |
| • seniors' housing – independent living | 0.25 space per unit |

The draft *Zoning Regulation Bylaw* is attached for Council's consideration.

OCP Amendment

In June of 2016, as per Council's direction, staff completed a public consultation of the proposed amendments to the Official Community Plan, 2012. The proposed amendments included the introduction of new design guidelines including the Dockside Green Urban Design Guidelines and the Dockside Beta Design Guidelines, as well as, the proposal to exempt future subdivision applications from requiring a Development Permit approved by Council. As per the proposed design guidelines, the proposed subdivision lines must be in compliance with the proposed guidelines in order to be exempt from requiring a Development Permit approval from Council. The consultation included written notification to all landowners and tenants within 200m of the subject lands. Feedback from the public on the proposed amendments is attached to this report for information.

In total, the City received 29 responses. Of those respondents, 22 were generally against the proposal, 5 were generally in support of the proposal, and two were generally neutral toward the proposal. Most of those who responded negatively were not in favour of the proposed Development Permit exemption and expressed concerns if the new design guidelines would support increased building heights. Of those who responded in favour, most expressed general support for the project including the Dockside Beta proposal.

Advisory Design Panel Review

On April 27, 2016, the Advisory Design Panel completed its review of the proposed Dockside Green Urban Design Guidelines and the Dockside Beta Design Guidelines. Minutes of the meeting are attached to this report for information. Generally, the Panel was supportive of the proposed guidelines.

Draft Master Development Agreement

In response to the Council motion dated October 15, 2015, a draft amendment to the MDA has been prepared (attached). The following sections of this report summarize the main proposed changes. A summary of all the proposed changes, including a comparison with the content of the existing MDA, is included as Appendix A.

Proposed Public Amenities and On-Site Utilities

A revised public amenity package is proposed and is summarized in the table below which also identifies whether the amenity is either pre-existing (i.e. required under the current MDA), or is a newly proposed public amenity reflecting the proposed revisions to the Dockside Green Masterplan. Most of the pre-existing amenities have been modified to some degree to reflect the design and layout illustrated in the proposed new Master Plan for the development. The table does not include amenities and on-site utilities (i.e. the Wastewater Treatment Facility) that have already been completed. A full list and detailed description of each amenity is outlined in Schedule D "Amenities – List and Descriptions" of the draft MDA.

Amenity	Pre-existing or New Amenity
North – South Greenway (North – South Pedestrian trails and connections, green space, water features and creek)	Pre-existing
Dockside Commons	New (replaces existing plaza area)
Dockside Landing	New (replaces existing plaza area)
Dockside Mews	Pre-existing
Playground	Pre-existing
Dog Park	New
Public Art	Pre-existing
Signage (First Nations, Environmental)	Pre-existing
Sustainability Centre	Pre-existing
Public Washroom	Pre-existing
Improvements to the Galloping Goose	Pre-existing
Dockside Crescent	Pre-existing
Waterfront Mews	New

The original Master Development Agreement (MDA) and Sales Agreement secured a purchase price of \$8,500,000 for the property, plus allocated a \$6,000,000 guarantee towards site remediation and an additional \$9,378,490 (in 2005 dollars) towards the provision of amenities and onsite utilities for a total value of \$23,878,490. The City has received the full purchase price and Certificates of Compliance for site remediation from the Ministry of Environment. Of the \$9,378,490 that was secured in the performance guarantee for amenities, the Wastewater Treatment Facility (WWTF) and the District Energy System (DES), \$5,749,255.90 has been drawn down to reflect the delivery of these items. Under the MDA, Dockside Green is responsible for paying any costs over the guaranteed amounts to deliver the amenities and utilities. Dockside has reported that the actual cost of these amenities and onsite utilities is approximately \$16 million, as the actual costs associated with the WWTF and the DES were significantly higher than the amounts secured through the guarantee.

Dockside Green Ltd. have retained the services of Altus Group Ltd. to estimate the cost of constructing the remaining amenities listed in the existing Dockside MDA based on 2016

construction costs and has compared this to the cost of constructing the proposed revised amenity package. Their report concludes that:

- the cost of constructing the amenities remaining in the existing Dockside MDA based on 2016 construction costs is \$4,719,604.81;
- the cost of constructing the proposed revised amenity package based on 2016 construction costs is \$6,445,740.00;
- in light of the above, the dollar value of the proposed amenity package is identified as being \$1,726,135.19 greater than the value of the existing amenity package.

Therefore, it is anticipated that the total value of the amenities and onsite utilities, once they are all completed, will be at least \$22 million, which is more than \$12 million over the \$9,378,490 secured through the guarantee.

Proposed Transportation Demand Management Measures

A revised package of TDM measures is proposed and is summarized below. A full list and detailed description of each amenity is outlined in Schedule C "Transportation Demand Management (TDM) Measures" of the draft MDA.

The applicant proposes the following TDM measures:

- the purchase of six car share vehicles and the provision of a car share membership to each future Dockside Green residential and commercial unit
- the provision of two bus shelters (on Tyee Road and Esquimalt Road respectively)
- working with BC Transit to address peak hours (7:30am to 8:30am and 4:00pm to 5:00pm, Monday to Friday except holidays)
- the provision of six "mobility hubs" strategically located throughout the site ("mobility hubs" will consist of directional signage comprising of information regarding walking and cycling routes on-site and adjacent to the site, and to nearby travel options such as bus stops, car-share vehicles and the harbour ferry)
- bike racks to the LEED ND or City standard, whichever is greater, end of trip shower facilities and additional bike racks to accommodate no less than 160 bikes above grade throughout the Dockside lands
- a total of six grants (\$3,500 per grant) to help key groups to provide promotional or educational events at the Dockside Lands related to cycling, transit and pedestrian travel.

The Developer has submitted a report by Boulevard Transportation which provides an analysis of the revised TDM strategy and concludes that the new strategy include a reallocation of budget which is intended to meet the effectiveness of the previous TDM program as it produces a more viable and implementable approach to reducing vehicle parking demand on site.

LEED ND Platinum Performance Targets and Reporting

With respect to the applicant's LEED commitments, Council requested the following specific information:

"LEED ND Platinum performance targets for each phase of development and a reporting out structure to ensure that performance targets are being met potentially including some form of guarantee. The reporting structure must establish key topics and indicators to be discussed and a set timeline for submitting these update reports to Council."

Consistent with Council's direction, the draft MDA includes new LEED performance targets, a strategy for monitoring how development is meeting those targets, and a requirement for additional payments to the City in the event that the targets are not achieved. These issues are summarized below:

LEED Performance Targets

The applicant proposes the following LEED performance targets:

- Dockside Green will aim to obtain LEED ND v4 Plan Platinum Certification of the Dockside Green Neighbourhood Plan from the US Green Building Council within 12 months of the adoption of the Zoning Regulation Bylaw amendment
- Dockside Green will develop the lands in accordance with this Dockside Green Neighbourhood Plan, as certified by the US Green Building Council
- within 12 months following final build-out of the Dockside Neighbourhood, Dockside Green will submit proof that the US Green Building Council has certified the construction and development of the Dockside Neighbourhood to the LEED ND v4 Platinum standard
- each commercial building that is constructed on the lands will be designed and constructed so that it achieves certification from the Canada Green Building Council to the LEED BC&C (Gold) standard
- every non-commercial building that is constructed on the lands will include the green building requirements outlined in the table below:

Green Building Component	Requirements
Floodplain Avoidance	All buildings must demonstrate they meet the Floodplain Avoidance ASCE 24 Standards
Building Energy Efficiency	All buildings must demonstrate with an energy model that building energy efficiency will be 12% better than ANSI/ASHRAE/IESNA Standard 90.1 – 2010
Indoor Water Use	All buildings must show 40% improvement over modelled baseline
Outdoor Water Use	All buildings must demonstrate 50% reduction in on-site outdoor water use when compared to the modelled baseline
Wastewater Management	All buildings must connect to on-site sewage treatment system
Light Pollution Reduction	Meet the on-site light pollution requirements as per the LEED ND v.4 requirements
Sound Attenuation	Incorporate sound mitigation and attenuation measures and covenant as per the requirements of the MDA
Bicycle Facilities	Bike parking that meets LEED ND v.4 (the "Bike Parking standards")
Community Outreach	Ongoing engagement with the community, including at pre-application and post-construction stage
Visitability & Universal Design	Construct 20% of the buildings dwelling units to meet the LEED ND v.4 Visitability & Universal Design Standards

LEED Performance Monitoring

To ensure the LEED performance targets are being satisfied the applicant has agreed to the following reporting measures:

- with each application for a Development Permit, Dockside Green will submit a report prepared by a qualified professional confirming that the building's design includes all the required green building requirements or, in the case of a commercial building, that the

building design includes all necessary features necessary for certification to the LEED BD&C (Gold) standard

- with each application for a Building Permit, Dockside Green will submit a report prepared by a qualified professional, certifying that the Building Permit plans, drawings and specifications include all the required green building requirements or, in the case of a commercial building, that the building design includes all necessary features necessary for certification to the LEED BD&C (Gold) standard. With each Building Permit Application, Dockside Green must also submit security in the form of a letter of credit in the amount of the LEED payment (see below) that may be triggered if these requirements are not met
- within 12 months of the issuance of an Occupancy Permit for a non-commercial building Dockside Green must submit a report prepared by a qualified professional certifying that the building, as constructed, includes all of the required green building requirements
- within 12 months of the issuance of an Occupancy Permit for a commercial building, Dockside Green shall obtain certification from the Canada Green Building Council that the building has been constructed to the LEED BD&C (Gold) standard
- every three years Dockside Green will submit a report summarizing all development and construction activities that have taken place on the lands in support of certification of the Dockside Neighbourhood to the Platinum level of LEED ND v4.

LEED Performance Payment

In order to encourage achievement of the LEED Performance Targets, a system requiring additional payments to the City in the event LEED Performance Targets are not met is being proposed. This replaces the penalty that is payable under the current MDA. In the event that Dockside Green does not obtain certification of the Dockside Neighbourhood to the LEED ND v4 Platinum standard, they shall pay to the City an amount equal to one dollar (\$1.00) per square foot of the total floor area of all buildings that may be constructed on the lands. This equates to approximately, 1,000,000 square feet, allowing for an approximate overall payment of \$1,000,000.00 if none of the LEED requirements are fulfilled. This net effect is a similar penalty system under the existing MDA. The following provides a summary of the penalty system and how it is reduced over time:

- if the City receives confirmation that Dockside Green has obtained LEED ND v4 Plan Platinum Certification of the Dockside Green Neighbourhood Plan from the US Green Building Council within 12 months of the adoption of the Zoning Regulation Bylaw amendment, then the total payment required shall be reduced by twenty five cents (\$0.25) per square foot
- upon confirmation that a building has been built with the inclusion of the green building requirements, or in the case of a commercial building, that it has been constructed to the LEED BD&C Gold standard, then the total payment required shall be further reduced by fifty cents (\$0.50) of the floor area of that building
- in the event that a building is not constructed with the inclusion of the green building requirements, or in the case of a commercial building, that it has not been constructed to the LEED BD&C Gold standard, a payment equivalent to fifty cents (\$0.50) of the floor area of that building shall be paid to the City
- with the Development Permit application for the final Development Area to be developed, Dockside Green shall provide the City with security for the balance of the LEED obligation payment (which will be no less than \$50,000.00) and, in the event that within 12 months of the final build-out of the Dockside Neighbourhood, Dockside Green has not achieved the construction and development of the Dockside Neighbourhood to the LEED ND v4 Platinum standard, the security shall be retained by the City as a final performance payment.

In the event that Dockside Green Ltd. incur one or more of the aforementioned penalties, staff will

bring forward a report to Council explaining why the penalty occurred, the dollar amount of the penalty and options for use of the penalty funds received.

Sustainability Centre

As part of their original Application the applicant proposed the omission of the requirement to contribute towards the provision of a Sustainability Centre. However, since this application was presented to the Planning and Land Use Committee, the applicant has decided to commit to providing the Sustainability Centre in Phase E-1 of the development (see diagram below).



Dockside Green's financial commitment to this amenity remains unchanged at \$400,000.00 and the amenity is described in Schedule D "Amenities – Lists and Descriptions" of the attached draft MDA.

It should be noted that a reference to a minimum floor area of 2,000m² is proposed to be deleted from the definition of Sustainability Centre. This amendment has been made at the request of Dockside Green who have indicated that the cost of a centre of this size would be prohibitive, especially to non-profit organizations. They have stated that if the Centre continues to have a minimum size of 2,000m², it is highly unlikely it will ever be built and removal of this requirement would allow the Centre to move ahead at a size that reflects the financial capabilities of the group, or groups, developing and managing the Centre.

Notwithstanding the above, it is proposed that the various elements that will make up the Centre will be determined by a Committee which will be comprised of appointees from Dockside Green, the City and the Victoria West Community. Therefore, the City will still have an input in the final components of the Sustainability Centre.

Phasing Plan (Amenity Delivery Plan)

The applicant has submitted a draft phasing plan identifying which public amenities and TDM measures would be provided with each of these phases. This document is referred to as the "Amenity Delivery Plan" and will ultimately be attached as Schedule B of the draft MDA. This change ensures that specific amenities and servicing features are provided in accordance with a set phase rather than a particular timeframe which is more practical in terms of reducing conflict between established amenities and future construction.

The final Amenity Delivery plan will outline the phases of development, the sequences in which they could occur, and identify when and where the amenities will be delivered. The applicant is still working on the final details of this plan and, in particular, the sequences of development; however, they have provided a summary plan that identifies the phases of development and the amenities that would be delivered with each phase. Staff recommend that Council consider requiring the submission of the final Amenity Delivery Plan, to the satisfaction of staff, prior to setting a Public Hearing date.

Statutory Rights of Way (SRW)

With respect to securing SRW's, the previous Council motion required:

A Statutory Right-of-Way being registered on title, to the satisfaction of staff, to secure each of the following:

- a. a bus bay on Esquimalt Road;*
- b. a bus bay on Tyee Road;*
- c. widening Esquimalt Road to improve westbound cycling safety.*

The applicant has since requested that the requirement to secure the aforementioned SRW's be included in the new MDA. Staff recommend that Council consider accepting this request, as well, wording has been provided in the draft MDA requiring that the SRW's be secured on a phased basis concurrent with the development of the adjacent phase of development rather than at this stage.

Site Remediation

As part of the land sale, Dockside Green Ltd. agreed to undertake all necessary site remediation on the City-owned Dockside lands. The Performance Guarantee provided by VanCity allocated \$6,000,000 specifically for this purpose. Under the Sale Contract, the City was entitled to register a Section 219 Covenant against title to the former City Lands providing that Dockside Green Ltd., as the owner, would be solely responsible for site remediation. Covenants were registered against the City Lands under which Dockside Green Ltd. agreed to be solely responsible for remediation in accordance with the Sale Contract and in accordance with the Approvals in Principle that the City had previously obtained from the Ministry of Environment (MoE).

In 2009, Certificates of Compliance were issued from the MoE that include conditions such as ongoing monitoring requirements and requirements for soil cover and capping. They also include a requirement for registration of a Section 219 Covenant in favour of the Province (Ministry of Environment) to secure specific obligations (for example, soil cover requirements). Once these Certificates were issued, \$5,400,000 was drawn down from the Performance Guarantee with the remaining \$600,000 retained to cover the cost of addressing the conditions of those Certificates.

The Developer remains responsible for completing all necessary site remediation, regardless of any cost overruns. On this basis, Dockside Green Ltd. has asked that the monies remaining in the

Guarantee for site remediation be released. Staff note that the City holds a Section 219 Covenant over the lands sold by the City to Dockside, under which the owner of the lands agrees to be solely responsible for their remediation in accordance with the requirements of the Sale Contract. The release of the Guarantee should be considered in view of the following minor risks:

- a) If Dockside Green, or a purchaser of a development lot, fails to fulfil the conditions of the Certificate of Compliance it could result in cancellation of a Certificate of Compliance. If the Guarantee is released, the City may have a contractual claim against Dockside Green for breach of the remediation requirements under the Sale Contract, but no financial recourse against the Guarantor.
- b) If the City exercised its option to purchase, as the new owner it would be responsible to fulfil the conditions under the Certificate of Compliance.
- c) As a former owner, the City could in theory be held responsible for any additional remediation requirements resulting from a change in legislation.

However, these risks need to be assessed in light of following factors:

- a) Dockside Green has agreed to amend the remediation Covenants that are on title to the former City Lands so as to require fulfilment of the conditions of the Certificate of Compliance, so in the event of a new owner failing to comply with the conditions of a Certificate of Compliance, the City could rely on the indemnification clause in the Covenant.
- b) The assessment of fair market value (FMV) under the Option to Purchase (the purchase price under the option is 90% of FMV) takes into account any costs required to complete remediation of the site.
- c) The risk of changes in remediation standards was transferred to Dockside Green under the Sale Contract. The Guarantee was to be released once all site remediation was completed, and was not intended to protect the City against any and all potential future changes in environmental legislation.

Staff recommend for Council's consideration that the City accept the Developer's request to release the remaining portion of the site remediation Guarantee on the basis that the Section 219 Covenant currently registered on title be amended to specify that Dockside Green Ltd., or any purchaser of the former City lands, remain solely responsible for addressing the outstanding site remediation work outlined in the Certificates of Compliance.

Proposed Dog Park

At its meeting of October 15, 2015 the Planning and Land Use Standing Committee passed the following motion:

"That Council direct staff to review the proposed dedication of the amenity referred to as the "Mutt Strutt" in conjunction with the review of facilities located in Vic West Park and the potential resource impacts associated with the proposal and report back to Council with further information for consideration."

Public Consultation

Between May and July 2014, Dockside Green Ltd. conducted public engagement with the Victoria West community. This included three public workshops, a presentation to the Victoria West Community Association Land Use Committee and a final open house to review the proposed plan. In general, there was support from the community for the proposal, including the provision of the Mutt Strutt.

As part of the City's engagement in the Fall of 2015 for Victoria West Park, at the October 27, 2015 open house, a display board on the proposed Dockside Green off-leash area was included soliciting feedback on the proposed Mutt Strutt. In addition to City Staff, a representative from Dockside Green was in attendance to answer questions and to discuss the proposal.

40 people attended the open house. Informal conversations with attendees indicated general support for the proposed Mutt Strutt. Six post-it note comments were left on the display to respond to the question "Would you be interested in an additional fenced dog area in this location?"

Responses included:

- Yes!!!
- Great idea!
- Yes! Additional space to accommodate more dogs would be great
- Great idea. Would be nice additional space; fit in with the 'décor'
- Make sure chain link fence so small dogs can't get out; have two sided
- Triangle Park and Dockside preferred to Vic West dog park area designated. Yes!

General Park Use

Dog owners and their pets are a large and important user group of park spaces. Pets often provide the impetus for people to visit parks, to exercise and to socialize with others while visiting the park. This in turn improves the health of both the individual pet owners and the community as a whole.

Separated off-leash facilities may help reduce conflicts between neighbourhood residents and other park users, and may help to foster social connections between neighbours and park users. Other benefits to the proposed park space include the addition of park land adjacent to the busy Galloping Goose Regional Trail with views over the harbour.

Off-leash Neighbourhood Comparison

Using 2014 dog licensing information, staff compared existing off-leash areas by the number of licensed dogs in each neighbourhood. Four neighbourhoods have between 25-70 square meters per dog (James Bay, Hillside Quadra, Fairfield and Gonzales); five neighbourhoods have between 4-10 square meters per dog (Victoria West, Burnside, Fernwood, Oaklands and North/South Jubilee); and, four neighbourhoods have no off-leash areas (Rockland, Downtown, Harris Green and North Park).

Existing dog parks in the Victoria West neighbourhood include Banfield Park, Songhees-Hilltop Park and Victoria West Park, with a total of 0.48 hectares of off-leash space. According to 2014 dog licensing information, there are 693 licensed dogs in the neighbourhood, equaling 6.9 square metres of off-leash area per dog.

According to 2014 dog licensing information, the Victoria West neighbourhood has the highest number of dogs and the highest percentage of households with dogs. Additional multi-family development at Dockside and also at Railyards will add population and as a result, likely more dogs to the neighbourhood which could create pressures on the existing sites.

A new fully fenced dog off-leash area is to be constructed later this year in Victoria West Park. This will be the first fenced dog off-leash area in the City. An additional fenced facility at Dockside Green would be an easily accessible location for residents of both the Railyards and Dockside Green developments and would help to alleviate pressures on existing dog off-leash areas in the neighbourhood.

A conceptual design of the proposed park has been prepared by Dockside Green Ltd. and is attached to this report for information.

Resource Impacts

Dog Park

The estimated annual maintenance costs based on the current concept design is approximately \$20,000. This is broken down in to the following maintenance needs:

- shrubs and horticulture: \$6,000
- tree care: \$2,000
- turf: \$4,000
- irrigation: \$2,000
- granite Screenings for Dog Park and pathway: \$6,000.

As a result of development at both Railyards and Dockside Green, there are two new potential park spaces in the Victoria West neighbourhood. In addition, following completion of the Johnson Street Bridge, there will be additional greenspace to the west of the bridge at the S-Curve lands. The need for additional staff resources would need to be reviewed through annual operating budget planning as these projects are completed and/or brought on-line to the City's maintenance program to ensure capacity to maintain these additional areas.

Off-site works

As per the original MDA for Dockside Green, the remaining items identified as outstanding work to be completed by the City of Victoria upon development of the adjacent properties include:

- paving on Tyee Road located between Wilson Street and Esquimalt Road. Estimated at a value of \$225,000 (estimated in 2016)
- construction of Curb Bulbs on Tyee Road located between Wilson Street and Esquimalt Road. Estimated at a value of \$25,000 (estimated in 2016).

This \$250,000 would be included for Council's consideration in the financial plan for the expected year the development of the adjacent properties is completed. The timing of the development of these properties is currently unknown. This funding would be determined through that year's financial planning process. The above are one-time capital costs and would not require significant additional ongoing maintenance.

Additional cost implications include the two new proposed bus shelters adjacent to the development. The costs to maintain these two new shelters is \$1000 per year.

CONCLUSIONS

In accordance with Council's direction, the Official Community Plan Amendment Bylaw and the Zoning Regulation Bylaw have been prepared for Council's consideration. Staff have also completed the required Official Community Plan amendment consultation and included public correspondence for Council's consideration. The Advisory Design Panel has also completed its review of the proposed design guidelines and have recommended that Council consider supporting the documents as presented.

In response to the Council motion dated October 15, 2015, a draft amendment to the MDA has

been prepared. Key revisions to the MDA include:

- a revised public amenity package with a dollar value that exceeds the value of the existing amenity package
- revised TDM measures that are considered to be as effective as the existing TDM program
- new LEED performance targets, a strategy for monitoring how development is meeting those targets and penalty payments in the event that the targets are not achieved.


In addition, the Section 219 Covenant currently registered on title would be amended to specify that Dockside Green Ltd., or any purchaser of the former City lands, remain solely responsible for addressing the outstanding site remediation work outlined in the Certificates of Compliance.

Staff recommend for Council's consideration that, pending the outstanding items detailed in the staff recommendation, the proposal is ready to proceed to a Public Hearing.

Respectfully submitted,



Mike Wilson, Senior Planner – Urban Design
Development Services

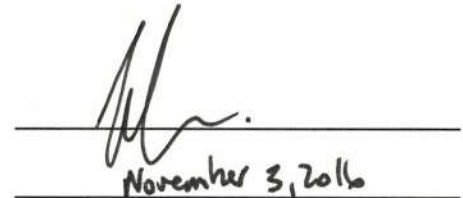


Jonathan Tinney, Director
Sustainable Planning and Community
Development



Jim Handy, Senior Planner – Development Agreements
Development Services

Report accepted and recommended by the City Manager:



Date:

November 3, 2016

List of Attachments:

- Appendix A - Proposed Amendments to the Dockside Green Master Development Agreement
- Appendix B - Draft Dockside Green Master Development Agreement
- Appendix C - ADP minutes dated April 27, 2016
- Appendix D - Letter from Victoria West CALUC date February 17, 2015
- Appendix E - Updated letter to Mayor and Council dated October 5, 2016
- Appendix F - Plans date stamped September 29, 2016
- Appendix G - Proposed Dockside Green Urban Design Guidelines
- Appendix H - Proposed Dockside Beta Design Guidelines
- Appendix I - Previous staff report date October 1, 2015
- Appendix J – Previous Dockside submission to accompany Oct. 1, 2015 Report
- Appendix K - LEED letter dated May 25, 2016
- Appendix L - Parking Study from Watt Consulting Group
- Appendix M - OCP consultation feedback

APPENDIX A – PROPOSED AMENDMENTS TO DOCKSIDE GREEN MDA

Section Number	Topic	Summary of Current Provisions	Proposed Changes to Provisions	Comments
1.0	Definitions	Multiple Definitions	Definitions updated and replaced as necessary to reflect amendments to the MDA. Section renamed “Interpretation.”	
2.0	Purpose and Intent		Section revised and updated to reflect amendments to the MDA Wording revised to acknowledge that Dockside Green intends to transfer its interest in one or more parcels to third party developers	
3.0	Condition Precedent		Replaced with Section entitled “Effective Date” which outlines that the obligations outlined in the MDA come into effect upon Council’s adoption of the proposed Zoning Amendment Bylaw and OCP Amendment Bylaw	
4.0	Development Commitments	Developer agrees to develop the lands in accordance with the Rezoning Bylaw and Design Guidelines Developer is fully responsible to ensure development of the Dockside Lands is in full compliance with all requirements of the bylaws, zoning and building construction and shall pay all applicable permit fees and DCC’s	Revisions to wording Section renamed “Compliance with Bylaws and Regulatory Requirements”	Original intent remains unchanged
5.0	Development Phases, Subdivision and	Developer may subdivide the Dockside lands in accordance with	Dockside Green Ltd. have requested that they be exempt from requiring a Development Permit for Subdivision	Staff recommend that Council consider approving this request. This is addressed through the

APPENDIX A – PROPOSED AMENDMENTS TO DOCKSIDE GREEN MDA

Section Number	Topic	Summary of Current Provisions	Proposed Changes to Provisions	Comments
	Development Permits	<p>the Schedule C site plan but is not bound by this plan.</p> <p>The Developer requires a DP for subdivision and the approval of the Approving Officer for any subdivision</p> <p>Prior to the issuance of any DP for development the Developer must submit an Integrated Pest Management Plan for the Approval of the Director of Parks</p>	<p>Section renamed “Integrated Pest Management Plan.” Dockside Green will continue to develop each Development Area and any Common Areas in accordance with the requirements of the Integrated Pest Management Plan</p>	<p>Amendment to the Official Community Plan and the new Design Guidelines. Reference to subdivision is removed from the MDA</p> <p>Approval of the Approving Officer for any Subdivision will still be required</p>
6.0	Land Use – Noise and Nuisance Mitigation Measures	<p>In order to mitigate the impact of noise and air pollution from adjacent industrial uses the lands shall be developed in compliance with the requirements of Schedule E</p> <p>The Developer must ensure that the Bylaws of any Strata Corporation comply with Section 2 of Schedule E (i.e. noise mitigation measures must not be removed)</p>	<p>Noise mitigation measures to be secured by Covenant</p> <p>Some of the wording in this Section has been moved to Schedule H</p>	<p>This approach ensures that all noise mitigation measures are secured in perpetuity by way of a Covenant registered on title.</p>
7.0	Transportation Demand Management Strategies	<p>Off-street parking requirements reduced due to agreed TDM package (see Schedule F below)</p> <p>The Developer and the City will review the effectiveness of the TDM strategies every second year. The Developer shall be required to provide additional TDM measures and monies if the performance</p>	<p>Applicant proposes revised TDM package (see Schedule F below).</p> <p>This Section has been renumbered “8.0”</p> <p>TDM measures would now be delivered on a phased basis consistent with the Amenity Delivery Plan</p>	<p>See comments in Schedule F below</p>

APPENDIX A – PROPOSED AMENDMENTS TO DOCKSIDE GREEN MDA

Section Number	Topic	Summary of Current Provisions	Proposed Changes to Provisions	Comments
		<p>objectives set out in Schedule J and N are not being met.</p> <p>Outlines when the Developers obligations will be met.</p>	<p>Security for the TDM Measures would be collected with each application for a Building Permit</p>	
8.0	Public Realm Requirements	<p>Confirms that the Developer is responsible for constructing the amenities outlined in Schedule G (see below). The Developer is responsible for any cost overruns in the event that the cost of constructing the amenity exceeds the value identified in Schedule D</p> <p>Sets out terms for confirming completion of amenities</p> <p>Confirms that the amenities must be constructed in accordance with the time frame identified in Schedule D</p> <p>Confirms which amenities are to be constructed on the Dockside Lands</p> <p>Before commencing construction of any of the amenities the Developer must provide the Director of Engineering and the Director of Parks, engineered drawings and construction details to demonstrate that the amenities are in accordance with Schedule G</p>	<p>New package of amenities proposed (see Schedule G below)</p> <p>Amenities would now be delivered on a phased basis consistent with the Amenity Delivery Plan</p> <p>Security for the Amenities would be collected with each application for a Building Permit</p> <p>The proposed Dog Park would be dedicated to the City prior to the issuance of a Building Permit for any building or structure on Development Area B1-2 as illustrated on the Amenity Delivery Plan</p> <p>A Covenant must be registered to secure public access to and use of an amenity and to ensure the ongoing maintenance of the amenity by Dockside Green or subsequent owner.</p>	See comments in Schedule G below

APPENDIX A – PROPOSED AMENDMENTS TO DOCKSIDE GREEN MDA

Section Number	Topic	Summary of Current Provisions	Proposed Changes to Provisions	Comments
		<p>The Developer and the City may agree to extend the time completion for a Public Amenity</p> <p>Temporary access must be provided if pedestrian access along the greenway is obstructed by construction works</p> <p>Sets out conditions to address any circumstance where the Developer is in default of its obligation to provide an amenity</p> <p>Confirms which amenities require an SRW. The SRW must be registered in the Land Title Office before an Occupancy Permit is issued for any building constructed in the relevant development area.</p> <p>The Developer is responsible for the cost of registering all SRWs</p> <p>Sets out conditions relating to the “Harbour Access and Docks” – amenity complete</p> <p>Sets out conditions relating to the Point Ellice Park improvements</p> <p>Sets out conditions relating to the payment of funds to the City in lieu</p>	<p>Section renamed “Amenities” and renumbered as “7.0”</p>	

APPENDIX A – PROPOSED AMENDMENTS TO DOCKSIDE GREEN MDA

Section Number	Topic	Summary of Current Provisions	Proposed Changes to Provisions	Comments
		<p>of or in default of the construction of an amenity</p> <p>Section 8.21 confirms that if the Developer is in default of its obligation to provide any of the TDM measures referred to in the agreement the City may elect that the Developer transfers the costs of those measures to the amenity fund</p>		
9.0	Affordable Housing	<p>Provisions relating to the delivery of Non-Market Rental and Market Affordable Housing</p> <p>Provisions relating to Adaptable Housing</p>	<p>Sections relating specifically to the provision of Non-Market Rental and Market Affordable Housing have been deleted (see comment opposite). Remaining obligations are retained as part of Original MDA that will continue to apply to the lands not included as part of this Rezoning Application</p> <p>Section renamed “Housing” and renumbered as “12.0”</p>	<p>Revisions to Sec. 9 of the Original MDA were addressed in 2015 through the Rezoning Application and Development Permit for the non-market affordable housing project at 370 and 384 Harbour Road</p> <p>Provisions relating to Adaptable Housing remain unchanged</p>
10.0	Developer’s Annual Report and Other Initiatives	<p>The Developer shall provide an Annual Report in compliance with Schedule J</p> <p>All housing constructed shall comply with the Adaptable Housing Guidelines</p> <p>Construction of Fire Hall (time period for the City to give notice of this requirement has expired)</p>	<p>That the Annual Report be submitted on a 3 year basis so that it can provide a meaningful update on progress</p> <p>The content of the Annual Report has been refined</p> <p>Reference to Adaptable Housing moved to new Section 12.0 entitled “Housing”</p>	See comments in Schedule J

APPENDIX A – PROPOSED AMENDMENTS TO DOCKSIDE GREEN MDA

Section Number	Topic	Summary of Current Provisions	Proposed Changes to Provisions	Comments
		The City will carry out an annual audit of the Development in accordance with Schedule N	Reference to audit requirements deleted Section renamed “Developer’s Report and Communication with the Public and Council” and renumbered as “13.0”	
11.0	LEED Commitments	<p>Confirms that the Developer will construct all buildings on the Dockside Lands to LEED Canada-NC Platinum standard</p> <p>On the Princess Mary Lands the standard shall be LEED Canada-NC Silver</p> <p>If the applicable LEED standard is amended or replaced by a LEED standard that is at least equivalent to, or more stringent than the applicable LEED standard then, subject to City approval, the Developer may substitute the standards</p> <p>The above applies if the Developer wishes to substitute the applicable LEED standard with LEEDND.</p> <p>Confirms that the Developer will pay a penalty where they fail to achieve the applicable LEED Standard</p> <p>The LEED obligations transfer to any purchaser or successor in title. This</p>	<p>The Developer wishes to substitute the applicable LEED standard with the LEED NDv4 Platinum standard</p> <p>Commercial buildings would be built and certified to LEED BD&C (Gold) standard</p> <p>Residential buildings would include the specific green building features referenced in new Schedule G</p> <p>The penalty payment structure has been revised but still amounts to approx. \$1,000,000.00. Financial security for certain LEED obligations including incorporation of “Green Building Requirements” is to be provided with Building Permit Applications. The LEED obligation is released in stages as defined milestones are achieved.</p>	<p>To ensure the new LEED performance targets are being satisfied the applicant has agreed to rigorous reporting measures</p> <p>To further encourage achievement of the LEED performance targets a revised monetary penalty system is proposed</p>

APPENDIX A – PROPOSED AMENDMENTS TO DOCKSIDE GREEN MDA

Section Number	Topic	Summary of Current Provisions	Proposed Changes to Provisions	Comments
		<p>should be secured under the provisions of a Restrictive Covenant.</p> <p>Sets out conditions for compliance with LEED requirements (i.e. timeline for providing proof of compliance)</p> <p>LEED requirements do not apply to: A portion of a building containing a bar or restaurant; Townhouses; Buildings existing at the time of the Agreement.</p> <p>The Developer must ensure that all future owners understand, support and maintain all established LEED features and installations. The Developer will provide future owners with relevant information to this affect.</p>		
12.0	On-Site Utilities	<p>Confirms that the Developer will be constructing and providing on-site sewage treatment systems and an on-site waste wood co-generation facility in accordance with Schedule K.</p> <p>This section contains conditions relating to the construction and installation of the aforementioned facilities</p>	<p>Revisions to reflect that this utilities have been completed</p> <p>An exemption clause has been added outlining the [exceptional] circumstances when Dockside Green may apply to the Director of Engineering to connect into to City utilities</p> <p>Section renumbered as “10.0”</p>	The On-Site Utilities have been constructed

APPENDIX A – PROPOSED AMENDMENTS TO DOCKSIDE GREEN MDA

Section Number	Topic	Summary of Current Provisions	Proposed Changes to Provisions	Comments
13.0	Operation and Maintenance of Amenities and Utilities	Prior to the issuance of the first Occupancy Permit, a regime was required for the maintenance and operation of the amenities and utilities on the Dockside Lands	Deleted	<p>Section deleted as matter was dealt with at the time of the first Occupancy Permit was issued for Dockside Green</p> <p>As noted above, Part 7 of the Agreement requires registration of a Statutory Right of Way and Section 219 Covenant securing public access to certain amenities and securing the owner's obligation to maintain those amenities.</p>
14.0	Off-Site Services and Statutory Right of Way (SRW)	<p>Confirms which off-site services the City will construct and maintain. The Developer is responsible for providing any relevant working drawings.</p> <p>The Developer agrees to grant the listed SRW's over the Dockside Lands in a form acceptable to the Director of Engineering and Public Works. The City will grant the Developer certain privileges (i.e. connection to storm water drainage system) for compliance</p> <p>The Developer is responsible for the costs of preparing and registering the SRW and easements listed in this section</p>	<p>Updated to reflect remaining obligations, both for the City and Dockside Green</p> <p>SRW's required for new bus bays on Tyee Road and Esquimalt Road, the widening of Esquimalt Road and for a portion of the Galloping Goose Trail</p> <p>Section renumbered as "11.0"</p>	Updated to reflect the current status of off-site services and to secure new SRW's to support cyclists and transit

APPENDIX A – PROPOSED AMENDMENTS TO DOCKSIDE GREEN MDA

Section Number	Topic	Summary of Current Provisions	Proposed Changes to Provisions	Comments
15.0	Traffic Issues	The City are responsible for installing specific traffic signals and median improvements	Deleted	Section deleted as these matters have been addressed
16.0	Communication with the Public and Council	<p>The Developer will provide signage throughout the site to apprise the public of any development</p> <p>The Developer recognize the City’s contribution to the Sustainability Centre</p> <p>The Developer will work with the community to establish a Community Liaison Group to be based in the Sustainability Centre</p>	These obligations have been moved to the Section named “Developer’s Report and Communication with the Public and Council” and numbered “13.0”	
17.0	Restrictive Covenant	Required a Restrictive Covenant in association with the MDA	Deleted	The new agreement will be registered on title as a Section 219 Covenant.
18.0	Assignment	Confirms that the Developer may not sell or assign its controlling interests in this Agreement without the prior written approval from the City	Deleted.	Dockside Green are seeking a new approach whereby they transfer portions of the land to third party developers. Purchasers are bound to all conditions automatically through registration of the Agreement as a Section 219 Covenant.
19.0	Dispute Resolution	Sets out potential remedies for dispute resolution	Section renumbered as Section”14.0”	
20.0	Force Majeure	Acknowledges circumstances that are out of both parties control	Moved to “General Provisions” Section	
21.0	Release	With the exception of Section 17.2, the agreement will cease to burden or encumber a building once an	Updated and moved to “General Provisions” Section	

APPENDIX A – PROPOSED AMENDMENTS TO DOCKSIDE GREEN MDA

Section Number	Topic	Summary of Current Provisions	Proposed Changes to Provisions	Comments
		<p>Occupancy Permit has been issued and the Developer shall be entitled to sell all or any part of such buildings.</p> <p>The City is responsible for executing and delivering to the Developer a registrable discharge in respect of the above.</p> <p>Prior to the issuance of an Occupancy Permit the Developer shall confirm if it is selling all buildings or strata lots on a bulk basis or not.</p>		
22.0	Termination and Extension	In the event that the Sale Contract is terminated	Deleted. No longer relevant	
23.0	General Provisions	Outlines General Conditions	Section revised and updated to reflect amendments to the MDA	
Schedule A	Rezoning Bylaw	Existing Rezoning Bylaw	Zoning Bylaw Amendment no longer included as a Schedule	Not necessary to attach Zoning Bylaw to the MDA
Schedule B	Design	Existing Design Guidelines	Design Guidelines no longer included as a Schedule	Not necessary to attach Design Guidelines to the MDA, these will be imbedded in the OCP
Schedule C	Site Plan	Conceptual Master Plan	<p>“Development Site Plan” updated to reflect current proposals</p> <p>Now “Schedule A”</p>	Updates to reflect revised site layout
Schedule D	Development /Amenity Schedule	Lists outstanding amenities, schedule for completion of amenities and plan showing location of amenities	<p>Replaced by Amenity Delivery Plan which illustrates which amenities and TDM measures will be allocated to specific phases of development</p> <p>Now “Schedule B”</p>	While the Amenity Delivery Plan concept is supported in principle, further refinements to this document are required before the MDA can be finalized

APPENDIX A – PROPOSED AMENDMENTS TO DOCKSIDE GREEN MDA

Section Number	Topic	Summary of Current Provisions	Proposed Changes to Provisions	Comments
Schedule E	Noise & Nuisance Mitigation Measures	Identifies required noise level standards Identifies potential noise mitigation measures	Some language has been transferred from the body of the report to the Schedule Now “Schedule H”	The intent of this requirement is unchanged
Schedule F	Transportation Demand Management Strategies	Lists TDM strategies (see below)	New TDM package proposed Now Schedule C	This Schedule must be replaced if Council approve the revised TDM package The Developer has submitted a report by Boulevard Transportation which provides an analysis of the revised TDM strategy and concludes that the new strategy produces a more viable and implementable approach to reducing vehicle parking demand on site
F.1	Car-Share Program	The Developer will provide a minimum of 10 car share vehicles, alternatively, the Developer will buy car share co-op memberships to the value of \$240,000 for Dockside Green residents	Now proposing 8 car share vehicles (6 remaining to be provided) Car Share memberships will be provided to every residential and commercial unit constructed on the remaining lands	See comments relating to revised TDM package MODO have confirmed that 8 car share vehicles is sufficient to meet the demand at Dockside Green The monetary value of the car share memberships now offered has the potential to far exceed the \$240,000 currently allocated to this item
F.2	BC Transit	The Developer will work with BC Transit to provide a bus service for	BC Transit have indicated to Dockside Green that #14 route will	This provision can be removed once the #14 re-route and

APPENDIX A – PROPOSED AMENDMENTS TO DOCKSIDE GREEN MDA

Section Number	Topic	Summary of Current Provisions	Proposed Changes to Provisions	Comments
		the development addressing peak hours	include Tyee Road once the Johnson Street Bridge opens	timetable is confirmed and operational
F.3	Mini-Transit	Provide mini-transit for seniors at a value of \$60,000	No longer proposed	<p>A TDM report provided by the applicant states that, instead of the mini-transit service, BC Transit's handyDART service is available for those individuals unable to access conventional public transit, which replicates the door-to-door convenience that the mini-transit service would have provided</p> <p>As outlined in the staff report, the applicant has provided evidence suggesting that the proposed amenity package is already valued at approx. \$1,700,000 greater than the existing package</p>
F.4	Bicycle Traffic and Storage	<p>Bicycle racks to be provided to LEED or City standards, whichever is the greater. Includes end of trip facilities</p> <p>150 additional bike racks provided throughout the site (\$56,240.00 remaining in Performance Guarantee)</p>	<p>Storage for an additional 160 bikes will be provided across the site</p> <p>For clarity, this is in addition to the bike racks provided to the LEED or City Standards</p>	The proposed amendments would result in a greater number of "additional" bike racks across the site
F.5	Education	The Developer will work with interest groups to explore innovative approaches to TDM	Dockside Green will provide a total of 6 grants, each valued at \$3,500, to help support interest groups for the use of promotional or educational events at the Dockside Lands related	This revision adds a more tangible deliverable to the TDM package

APPENDIX A – PROPOSED AMENDMENTS TO DOCKSIDE GREEN MDA

Section Number	Topic	Summary of Current Provisions	Proposed Changes to Provisions	Comments
		The Dockside Green website shall highlight opportunities for sustainable forms of transportation	to cycling, transit and pedestrian travel	
Schedule G	Amenities	Lists proposed amenities (see below)	<p>New amenity package proposed</p> <p>Performance Guarantee is to be released and security will be collected at Building Permit stage, consistent with current practice.</p> <p>Now Schedule D</p>	<p>This Schedule must be replaced if Council approve the revised amenity package.</p> <p>Based on the report by Altus Group Ltd. on behalf of Dockside Green Ltd., the value of the new amenity package is estimated to be approx.\$1,726,135.19 greater than the value of the existing amenity package</p>
G.1	Access across Harbour Road	\$20,720.00 remaining in Guarantee	Complete	Applicant proposes to reinvest remaining monies in revised amenity package
G.2	Staircase on south east end of site from Johnson Street Bridge	<p>0% complete</p> <p>\$33,000.00 remaining in Guarantee</p>	Revised bridge design no longer accommodates this staircase	Applicant proposes to reinvest remaining monies in revised amenity package
G.3	Improvements to Esquimalt Road	Complete		
G.4	North South Greenway	<p>82% complete</p> <p>\$315,194.40 remaining in Guarantee</p>	None	This will be completed incrementally with Development Areas A1-1, A1-2 and A1-3
G.5	Vista Park Pathway and Triangle Park Pathway	<p>Triangle Park pathway complete</p> <p>Vista Park pathway 0% complete</p> <p>\$156,000.00 remaining in Guarantee</p>	Vista Park pathway no longer proposed in new site plan/design	Applicant proposes to reinvest remaining monies in revised amenity package
G.6	Large Plaza/Community	0% complete	Revised Plaza Space	Dockside Commons (green public space) and Dockside

APPENDIX A – PROPOSED AMENDMENTS TO DOCKSIDE GREEN MDA

Section Number	Topic	Summary of Current Provisions	Proposed Changes to Provisions	Comments
	Amphitheatre/ Stage in Lot 1 and Esquimalt/ Tyee/ Harbour Connections	\$1,194,500.00 remaining in Guarantee		Landing (public plaza) are now proposed as an alternative to the original plaza design
G.7	Pedestrian Access on Lot 4	Complete		
G.8	Internal Road/ Pedestrian Areas for Industrial Areas along Harbour Road	33% complete \$899,079.70 remaining in Guarantee	See comments	Now referred to as Dockside Crescent and Dockside Mews and will be delivered incrementally as the project is built out
G.9	Pervious paving/ walkways in Parking Areas	All parking areas will include natural swales and vegetated areas. Installation to align with buildings.	Deleted	This required has been moved to the revised Design Guidelines
G.10	Extensive Tree Planting	Complete		
G.11	Improvements to the Galloping Goose Trail	70% complete \$85,500.00 remaining in Guarantee	Funds will now be directed to the City to be invested in bike infrastructure improvements adjacent to the site	Financial contribution of \$85,500 will be made to the City when Development Area D-1 comes forward. This figure is subject to an uplift based on the CPI
G.12	Waterfront walkway (dock) and small boat launch	Complete		
G.13	Shoreline Enhancement and Restoration	Complete		
G.14	Play Area	0% complete \$25,000.00 remaining in Guarantee	None	Will be delivered with Development Area A1-3
G.15	Public Art	60% complete \$75,000.00 remaining in Guarantee	None	Will be delivered in Development Area A3

APPENDIX A – PROPOSED AMENDMENTS TO DOCKSIDE GREEN MDA

Section Number	Topic	Summary of Current Provisions	Proposed Changes to Provisions	Comments
G.16	Historical, First Nations and Environmental Signage	50% complete \$20,000.00 remaining in Guarantee	None	Historical, First Nations Signage will be delivered in Development Area E-1 Environmental Signage will be located at the southern end of the Greenway and will be delivered with Development Area A2-1
G.17	Highlighting Environmental Technologies	55% complete \$90,000.00 remaining in Guarantee	No longer proposed	Applicant proposes to reinvest remaining monies in revised amenity package
G.18	Sustainability Center	0% complete \$400,000.00 remaining in Guarantee	Minor revisions to wording	Will be delivered in Development Area E-1
G.19	Public Washroom	0% complete \$25,000.00 remaining in Guarantee	None	Will be delivered in Development Area E-1
	Site Remediation	90% complete \$600,000.00 remaining in Guarantee	Deleted	Dockside Green have received Certificates of Compliance from the Ministry of Environment. Those Certificates outline the remaining conditions that must be satisfied with respect to site remediation. An existing Covenant will be amended to specify that Dockside Green Ltd. or any purchaser of the former City lands remain solely responsible for addressing the outstanding site remediation work outlined in the Certificates
Schedule H	Statutory Right of Way	SRW template	Updated SRW template provided Now Schedule P	Updated with current City form of SRW
Schedule I	License Agreement	License Agreement template	Deleted	No longer required as it related solely to Point Ellice Park

APPENDIX A – PROPOSED AMENDMENTS TO DOCKSIDE GREEN MDA

Section Number	Topic	Summary of Current Provisions	Proposed Changes to Provisions	Comments
Schedule J	Developer's Annual Report Content	Sets out the Developer's Annual Reporting requirements	Dockside Green will now report every 3 years Now Schedule F	Obsolete reporting items have been deleted Reporting on issues such as LEED targets and noise mitigation will also occur on an application by application basis
Schedule K	Utilities (Biomass & Waste Water Treatment Plant)	Confirms details of the on-site utilities	Deleted	These utilities have been constructed and are not located on the lands subject to the Rezoning Application.
Schedule L	Restrictive Covenant	Restrictive Covenant template	Deleted	Corresponding Section 17 is deleted
Schedule M	Parameters for Integrated Pest Management Plan	Integrated Pest Management Policy	Deleted	Appropriate language is now provided in Section 5 of the MDA and development at Dockside Green must still comply with the Integrated Pest Management Plan
Schedule N	City Audit Criteria	City Audit Criteria	Deleted	The City will assess Dockside Green's performance through the review of reports that will be submitted on an application by application basis and through the three year report
Schedule O	Adaptable Housing Policy	Adaptable Housing Policy	Now Schedule E	No changes

3.1 353 Tyee Road – Dockside Green Urban Design Guidelines and BETA Dockside Green Urban Design Guidelines

Applicant Meeting attendees: Karen Marler - HCMA ARCHITECTURE & DESIGN
Derek Lee - PWL PARTNERSHIP
Ally Dewji - DOCKSIDE GREEN
Norm Shearing - DOCKSIDE GREEN
Alexa Koncpaki -DOCKSIDE GREEN

Mr. Wilson provided the Panel with a brief introduction of the Application and the areas that Council is seeking advice on, including the following:

- Massing and street fronts
- Building heights
- Views
- Exterior building materials
- Public art
- Landscape Design
- Circulation
- Environmental considerations
- Noise abatement
- CPTED
- Adaptable housing
- Operations and safety
- Phased development

Ms. Karen Marler provided the panel with a detailed presentation of the proposed guidelines.

Panel members discussed:

- The guidelines proposed were well thought out, beautifully presented and the applicants are obviously well versed in understanding what they are doing.
- The rationale behind the inverted skyline
- How the proposal is keeping with the original plan and marries well
- The consistency of the plan for open space
- The changes and how they are indicative of the public inquires
- Their approval of the street sections
- The possibility of the community being in support of, or against, the Dockside BETA proposal in the long term.

Action:

It was moved by Mike Miller, seconded by Cynthia Hildebrand, that the Advisory Design Panel recommend to Council that *Dockside Green Urban Design Guidelines and BETA at Dockside Green Urban Design Guidelines* be approved as presented.

Carried Unanimously

521 Craigflower Rd. Victoria, BC V9A 6Z5

info@victoriawest.ca • www.victoriawest.ca



February 17, 2015

Mayor and Council
City of Victoria Planning and Development Department
1 Centennial Square
Victoria, BC V8W 1P6

Re: Dockside Green Proposed Rezoning and Modification to Development Agreement

The Victoria West Community Association – Land Use Committee hosted a Community Meeting on September 16, 2014 to consider a proposed and significant zoning modification at the Dockside Green development site. The room was filled to capacity. The meeting followed a series of community workshops that were organized by the Dockside Green development team to solicit suggestions on how the existing zoning and development concept may be modified to better support a resurrection of construction activity.

The professional design team made thorough presentation regarding the overall neighbourhood design concept, including a re-orientation of public space, shifting of building density (including an overall reduction in floor plates and increase in the number of buildings), use (both commercial and residential), and view corridors. The community also heard that 75% of committed amenities had been delivered, and that the remaining committed amenities would be delivered during build out, with some additional amenities being added as a result of the recent public consultation workshops (e.g. dog park). However, a discussion about the Sustainability Centre revealed some ambiguity in what can be expected for that community amenity. As well, the developer's commitment to building-level certified LEED NC Platinum was to be abandoned.

Overall, the community responded relatively positively to the re-zoning and development scheme as presented. Appreciation was expressed for the thoughtful engagement process conducted by the developer, and the visionary re-thinking that took place. Of particular interest to the community is the possibility of interim on-site amenities that could render the site at least somewhat functional and at the very least introduce a creative element to an otherwise inaccessible area during the remaining years of construction.

There were **three significant concerns** raised at the meeting, and subsequently reinforced by follow-up comments to the Land Use Committee Chair. They include lack of on-site parking provisions, the short-term view of the Sustainability Centre, and the lack of commitment to building-level LEED NC Platinum certification.

Parking is a major concern in the Victoria West neighbourhood generally. Within the proximity of the Dockside Green development site, parking issues are especially

punctuated because of the closeness to the downtown core, the businesses situated onsite, the popularity of on-site businesses (i.e. Fol Epi and Café Fantastico), and lack of existing or planned parking infrastructure. Lack of parking is already creating vacancy issues for existing commercial space, and is causing serious concern for residents. With the build-out of additional commercial space and public amenities, the current parking issue is expected to be even more significantly exasperated and will need to be addressed.

All parties seem to agree that the Sustainability Centre is intended to provide access to facilities and networking opportunities by individuals or groups when advancing triple bottom-line sustainability interests. The concept itself was incorporated into the Master Development Agreement, and considered to be a reflection of the philosophy for the overall neighbourhood design. The Victoria West Community Association was meant to be a partner in determining the manifestation and occupation of the Sustainability Centre, as well as having access to space. Although innovative, the concept as presented by the developer would provide only a temporary solution, and is not considered adequate or (ironically) sustainable. Permanent infrastructure required to accommodate a go-to "centre" of sustainability business that is inherently woven into the fabric of the new development must still be provided.

Finally, the developer's lack of commitment to LEED NC Platinum certification on a building level is considered a big disappointment to many members of the Community, and should be a concern for the reputation of the City. Among multi-building urban developments, Dockside Green is a notable for one reason – because of the aggressive commitment to triple bottom-line sustainability pitched by the owners when they were one of the proponents bidding on the development agreement; a commitment that was accepted by the City. Without upholding this commitment to building level LEED NC Platinum certification, there is no assurance (in fact it would be unlikely because of lack of accountability) that future onsite development will meet leadership in energy and environmental design standards. Building-level design is what causes the possibility of high performance over time and there is no justifiable reason to relax the commitment to building-level certification. A developer who is apprehensive about the requirement of LEED NC certification will not have the conviction or vision required to continue building this world-class model of environmentally sustainable development, which the community strongly believes should be upheld.

Modifications to the proposal that accommodates ample easily accessible parking for tenants and public patrons, requirement to uphold a commitment to establish a long-term Sustainability Centre, and maintain a commitment to LEED NC would be well-received by the Victoria West community, and should be required before re-zoning approvals are offered.

Sincerely,

Bernie Gaudet
President, Victoria West Community Association

DOCKSIDE GREEN

353 Tyee Road
Victoria, British Columbia
Canada V9A 3S3
www.docksidegreen.com



October 4, 2016

City of Victoria
1 Centennial Square
Victoria, BC
V8W 1P6



Dear Mayor Helps and City of Victoria Council,

RE: Dockside Green Rezoning Application

Dockside Green Limited is pleased to be applying for a combined Rezoning, Official Community Plan (OCP) Amendment and Master Development Agreement (MDA) Amendment application to support the advancement of Dockside Green, an innovative, mixed-used sustainable neighbourhood in the City of Victoria. The changes we are proposing have been shaped and informed by hundreds of citizens – including the more than 300 residents for whom Dockside Green is home. The changes reflect new community-inspired thinking that builds upon the foundational principals of Dockside Green 2005, and captures the enthusiasm, needs and wishes of the evolving local community in 2016.

Council's leadership across the spectrum of community development opportunities and housing challenges has encouraged the development community to search for innovative solutions that promote healthy and inclusive social connection, vibrant local economies, and enduring neighbourhoods. The 2015 neighbourhood plan for Dockside Green builds upon the strengths of the original plan and achieves these mutual goals that are essential to the wellbeing of Dockside Green neighbourhood and the City of Victoria.

In May 2014, Dockside Green began a public engagement process - bringing together a team of architects, planners, and designers with residents, First Nations communities and citizens of Victoria to revisit the plan for the project with the ultimate goal of delivering a more relevant neighbourhood plan.

What Will Stay the Same?

The original values of Dockside Green continue to drive the project. Based on the triple-bottom line approach, our ongoing commitment to sustainability, public amenities and the delivery of housing for a mix of incomes, ages and family make-up continue to underpin the guiding principles of Dockside Green.

While the Dockside Green Neighbourhood Plan requires updates to move forward, it is important to note that many of the core aspects of the original Dockside Green Neighbourhood Plan remain the same in our new plan.

- Same overall density;
- A commitment to LEED Platinum certification;
- Full remediation of the contaminated lands;
- On-site waste water treatment system, storm water management and grey water re-use;
- A central north-south ecological greenway;
- District Energy System;
- A broad set of public amenities, public spaces and infrastructure improvements;
- A commitment to affordable housing;
- A housing mix that satisfies a broad range of ages and stages of life, as well as income brackets offering both rental and ownership options;
- Adaptable housing;
- No increase in the maximum height of the tallest building;
- As in the original plan, the tallest buildings are 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;
- The design and massing maintains and expands public sightlines;
- Residential uses focused along Tyee Road and Esquimalt Road with office and commercial focused along Harbour Road;
- Urban design strategy that is reflective of its neighbourhood context and is better connected to its industrial, residential, office and retail setting;
- A mixed-use neighbourhood with retail, office, commercial and light-industrial components;
- Recognition and integration with the business activities at Point Hope Maritime;
- A transportation demand management strategy focused on multimodal options; and
- Noise mitigation building strategies to reduce conflicts with adjacent industrial land uses.

What is New in the Updated Neighbourhood Plan?

Through our work with community and City Staff the updated Dockside Green Neighbourhood Plan envisions an on-going sustainable and complete neighbourhood. The plan aims to reflect and respect the influences and principles of the original vision while appropriately updating the urban design, architecture and landscape design to respond to current conditions. The following new elements comprise the components of the updated Dockside Green Neighbourhood Plan:

- Redistribution of Buildings.
- Updated Main Plaza now located along Harbour Road.
- A New Central Park.
- An Updated and Enlarged Children Play Area.
- A New Dog Park.
- New Gateways.
- New Mobility Hubs.
- Use of Vacant Land in the Interim - Dockside Beta.

City of Victoria's October 1, 2015 Conditions

In October 2015 the Planning and Land Use Committee (The Committee of the Whole) directed staff to report back to the committee on 17 Staff recommendations that have to be met prior to a Public Hearing Date being set. Since that meeting we have worked with City of Victoria staff through the many interlinked facets of this complex project. Dockside Green is grateful for the level of attention and professionalism that has been afforded by staff, and our project team has worked to clarify,

refine, and improve the new plan for the Dockside Green Neighbourhood. Dockside Green has satisfied all conditions. The highlights of the 17 conditions follow in order as they appear in Planning and Land Use Committee Report dated October 1, 2015.

Conditions:

1 to 9. City of Victoria's regulatory conditions.

10. MDA - Dockside Green's Proposed Amendments.

A amended MDA has been completed, reviewed by City Staff, Dockside Green Limited, and by legal council representing both parties.

a. LEED ND;

Completed

Since the PLUC meeting last October we have worked with staff to clearly document the option in the original MDA to move to a LEED for Neighbourhood Platinum Certification. Thomas Mueller, the President of the Canadian Green Building Council confirmed in a letter dated July 29, 2015 that LEED ND sets "equally demanding performance targets" as LEED for buildings. LEED ND takes a whole neighbourhood approach to measuring sustainability actions and is perfectly suited to neighbourhood projects such as Dockside Green. Our commitment to LEED ND Platinum means Dockside Green will be developed as, and confirmed through the LEED ND Platinum Certification, one of the most sustainable neighbourhoods in the world.

Through the MDA we have established a clear pathway to LEED ND Platinum Certification with financial penalties imposed on Dockside Green and our development partners, if we don't achieve our commitments. There are four components to this:

- i. LEED ND Plan Platinum Certification: The LEED ND Plan certification is for planned but not yet finished neighbourhoods. We anticipate this LEED ND Plan certification for Dockside Green will be complete in 2017.
- ii. Building by Building Reporting: A LEED accredited professional will certify at each stage of the development process compliance with a set of LEED ND based green building standards. In addition commercial building will be certified to the LEED Gold BD&C standard.
- iii. 3 Year Reporting: Every three years Dockside Green will report to Council on our progress towards LEED ND Built Project Platinum Certification. This will include both the green building and site-wide credits.
- iv. LEED ND Platinum Certification: When Dockside Green is complete, an independent LEED accredited professional will certify the completed neighbourhood to the LEED ND Built Project Platinum standard. To be able to achieve Built Project certification we will be implementing a comprehensive performance monitoring and documentation system for the entirety of the development phase.

We have provided in our updated submission documents a detailed explanation of how Dockside Green will achieve Platinum Certification. Our submission also outlines the green building standards for individual buildings.

- b. Sustainability Centre; and Completed

Dockside Green's obligation to contribute \$400,000 towards the establishment of a Sustainability Centre remains in the amended MDA.

- c. Amenity Phasing Plan. Completed

A very detailed amenity phasing plan has been included in the MDA that clearly identifies all the amenities that must be delivered with each development parcel.

11. MDA – Amended Document; Completed

Dockside Green and City staff have resolved the following issue and amended the MDA to reflect the changes necessary to support the new Neighbourhood Plan and to secure our development obligations. Dockside Green agrees to all the changes:

- a. The sale of individual development parcels; Completed

Dockside Green's obligations to deliver amenities, roads and infrastructure as a Neighbourhood Builder have been secured in the amended MDA as has the selling of land parcels to third party builders.

- b. New LEED ND requirements including performance targets, reporting structure, and penalties; Completed

- c. LEED NC 2009 Gold standard for new commercial buildings; Completed

- d. Deliver the remaining amenities/development parcels; Completed

A detailed amenity phasing plan has been included in the amended MDA.

- e. Provide a revised amenity package; Completed

Dockside Green has increased the number of amenities and the over-all dollar value of the amenities by 1.6 million dollars. New amenities including a large central park, a new dog park, an enlarged children's play area, and a reconfigured public plaza.

- f. An amenity or contribution in lieu of the Sustainability Centre; Completed

- g. A process for receiving a monetary security for amenities; Completed

Letters of credit to secure the delivery of amenities will be provided prior to the Issuance of a Building Permit for each development parcel.

- h. Transportation Demand Management Strategy; Completed

- i. Site Remediation; and Completed

- j. Other amenities as deemed necessary by staff. Completed
- 12. City Staff to report back to Council prior to a Public Hearing date being set;
- 13. Dedication of the "Mutt Strut" as a dog park; Completed

Following public consultation City Staff have determined this amenity is supportable and are recommending it be a dedicated City Park.
- 14. A Statutory Right of Way to be registered on title to secure each of the following:
 - a. A bus bay on Esquimalt Road; Agreed
 - b. A bus bay on Tyee Road; and Agreed
 - c. Widening Esquimalt Road to improve west-bound cycling Safety. Agreed
- 15. Design Guidelines for the Dockside Area to the Advisory Design Panel; Completed
- 16. Design Guidelines for Dockside Beta to the Advisory Design Panel; and Completed
- 17. City initiated Rezoning Application. Not Required

Staff have been able to write both the zoning amendment and OCP amendment bylaws such that zoning entitlements and design guidelines for land owned by existing property owners at Dockside Green will not be altered in any way.

Subdivision

Unlike a single standalone development parcel elsewhere in the City, Dockside Green is a comprehensively designed community wherein all development parcels are delineated on a survey plan forming part of the amended OCP. Given the land parcels are clearly defined, staff supported our request for an exemption requiring a Development Permit Application for the subdivision of each development parcel. If during the development of one of the parcels significant changes to the OCP survey plan is required we would be required to apply for a Development Permit. The subdivision exemption is only because our development parcels have been defined, it in no way releases us from having to apply for a Development Permit for every building on the property.

Delivering on Our Commitments

Dockside Green is a unique neighbourhood development in the City of Victoria. Committing to delivering the most sustainable neighbourhood in the City meant significantly more obligations to the community than any other development. This included the multi-million dollar remediation of a historically contaminated site, subsidizing affordable housing, construction of private utilities, waterfront restoration and a suite of public amenities – including improvements to Point Ellice Park, Galloping Goose trail upgrades, new public spaces, an ecological Greenway, street improvements and public art. By the end of 2009, 75% of these obligations had been completed at a cost of approximately \$11 million, not including the price of the land.

Approval of this combined Rezoning, OCP Amendment and MDA Amendment application, with partially reconfigured public amenities, will allow us to complete the development of the neighbourhood and delivery of the remaining public amenities. The value of the remaining amenities is approximately \$6.3 million, a \$1.7 million increase from the public amenities approved in 2005.

In 2014, we not only initiated conversations with the community to reconsider Dockside Green, but we refocused on one of our major commitments: affordable housing. We are pleased that construction is well underway in the delivery of our 49 units of affordable non-market rental housing at Dockside Green. This housing will be suitable to a range of household sizes with a mix of studio, one bedroom, two bedroom and three bedroom units. Dockside Green has contributed \$3.5 million to make this initiative viable.

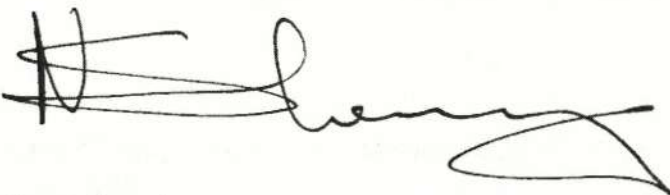
Conclusion

We are thankful to the hundreds of citizens who helped shape the new Neighbourhood Plan for Dockside Green. The public consultation process was a true demonstration of Dockside Green's commitment and connection to the community of people for whom Dockside Green is home, and to the residents of Vic West and the City of Victoria. We are also thankful to the dedication of the City Staff who represented the City's interests with both integrity and creativity.

At completion Dockside Green will contribute approximately \$5 million a year in property taxes to the City of Victoria with businesses providing hundreds of new jobs. The changes identified in our application will enable us to proceed. With 1.0 million square feet of buildable floor area yet to be developed accompanied by an array of public amenities, the application achieves a delicate balance between economic viability and the delivery of an important, sustainable project in Victoria.

In 2002 Dockside Green was an abandoned brownfield property bounded by an industrial site and road. Dockside Green 2015 is home to more than 300 residents and more than a dozen local businesses that are creating livelihoods for their employees and their families. The new Johnson Street Bridge and new transportation connections are shaping and informing a new gateway to Victoria West. Across the city, new conversations on sustainability are reflecting perspectives with increased emphasis on social, cultural and economic sustainability drivers. This is a very exciting and strategic time. The new Neighbourhood Plan for Dockside Green 2015 is an extraordinary project – it is an improved plan – it is, with the requested changes, a financially viable project that will exceed expectations. The window of opportunity for the market is here. Dockside Green needs Council's leadership once again to proceed.

Sincerely,



Norm Shearing, BA, BArch, MAIBC, MRAIC, LEED AP
President, Dockside Green Limited



DOCKSIDE GREEN

APPLICATION FOR REZONING
RESUBMISSION - 29 SEPTEMBER 2016

2015 PLAN SET



CLIENT
DOCKSIDE GREEN LIMITED

ARCHITECTURE/URBAN DESIGN
HCMA ARCHITECTURE+ DESIGN

**LANDSCAPE ARCHITECTURE/
URBAN DESIGN**
PWL PARTNERSHIP LANDSCAPE ARCHITECTS

URBAN PLANNING
IAN SCOTT PLANNING SERVICES

PUBLIC ENGAGEMENT
PUBLIC ASSEMBLY

SUSTAINABILITY
HEALTHY GREEN BUILDING
CONSULTANTS LTD.

CODE CONSULTANT
LMDG BUILDING CODE CONSULTANTS LTD.

TRANSPORTATION PLANNING
BOULEVARD TRANSPORTATION

CIVIL ENGINEERING
KERR WOOD LEIDAL

GEOTECHNICAL ENGINEERING
RYZUK GEOTECHNIC

SURVEYING
WSP ENGINEERING

HCMA Architecture + Design
Suite 400 - 675 West Hastings Street
Vancouver BC V6B 1N2 Canada

T 604.732.6620
W hcma.ca

SHEET LIST

COVER	AZ-0.0
CHANGES SINCE CALUC MEETING	AZ-0.1
REZONING APPLICATION AREA	AZ-1.1
2005 DOCKSIDE GREEN PLAN	AZ-1.2
PROPOSED NEIGHBOURHOOD PLAN	AZ-1.3
DEVELOPMENT AREAS	AZ-1.4
PROJECT DATA: PARCELS AND PRECINCTS	AZ-1.5
PROJECT DATA CHART	AZ-1.6
MASSING: AERIAL VIEW FROM EAST	AZ-1.7
MASSING: AERIAL VIEW FROM SOUTHEAST	AZ-1.8
SITE SECTION	AZ-1.9
SITE SECTION	AZ-1.10
SITE SECTION	AZ-1.11
LAND USES	AZ-1.12
BUILDING HEIGHTS	AZ-1.13
SKYLINE	AZ-1.14
COMPOSITE VIEWS	AZ-1.15
COMPOSITE VIEWS	AZ-1.16
VIEWS + VIEW CORRIDORS	AZ-1.17
SOLAR ACCESS	AZ-1.18
OPEN SPACE COMPARISON	AZ-1.19
PARKING + LOADING/UNIVERSAL ACCESSIBILITY + CIRCULATION	AZ-1.20
BUILDING ENTRANCES/STREET WALLS	AZ-1.21
BETA AT DOCKSIDE GREEN: CONCEPTUAL SITE PLAN	AZ-1.22
MULTI-MODAL + TDM PLAN	AZ-1.23
FOCUS ENGINEERING: PROPOSED SUBDIVISION PLAN	



**DOCKSIDE GREEN
REZONING**

COVER PAGE

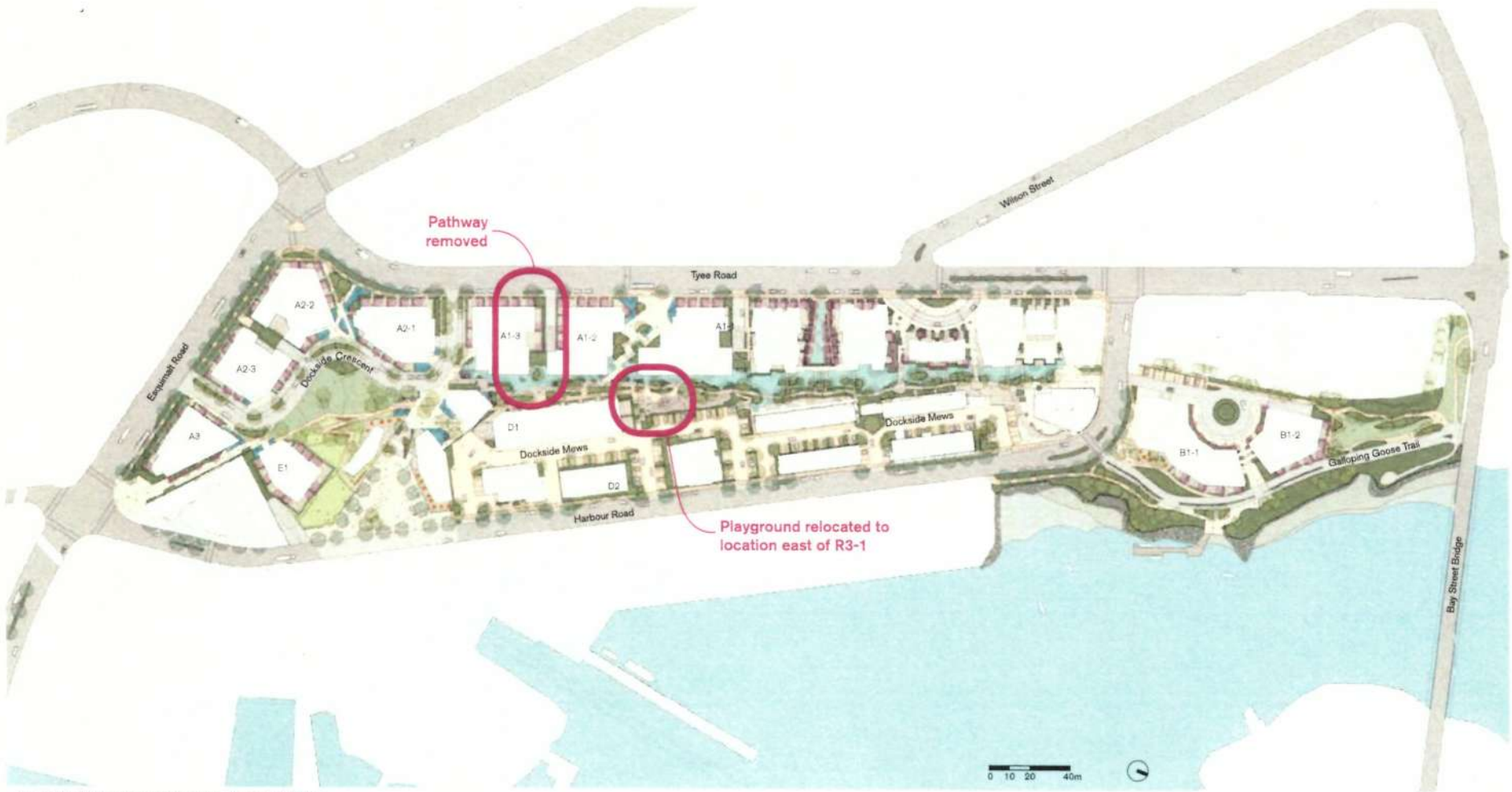
Drawn
Checked
Job No.

Date 19 SEP 2016
Scale N.T.S.
Ref.

AZ-0.0

HCMA Architecture + Design
Suite 400 - 675 West Hastings Street
Vancouver BC V6B 1N2 Canada

T 604.732.6620
W hcma.ca



1 CHANGES SINCE CALUC MEETING

SCALE NTS

JOB TITLE
DOCKSIDE GREEN
REZONING

SHEET TITLE
CHANGES SINCE CALUC MEETING

Drawn
Checked
Job No.

Date 19 SEP 2016
Scale REFER TO DWG
Ref.

AZ-0.1

HCMA Architecture + Design
Suite 400 - 675 West Hastings Street
Vancouver BC V6B 1N2 Canada

T 604.732.6620
W hcma.ca



1 REZONING APPLICATION AREA

SCALE N.T.S.

JOB TITLE
**DOCKSIDE GREEN
REZONING**

SHEET TITLE

2015 REZONING APPLICATION AREA

Drawn
Checked
Job No.

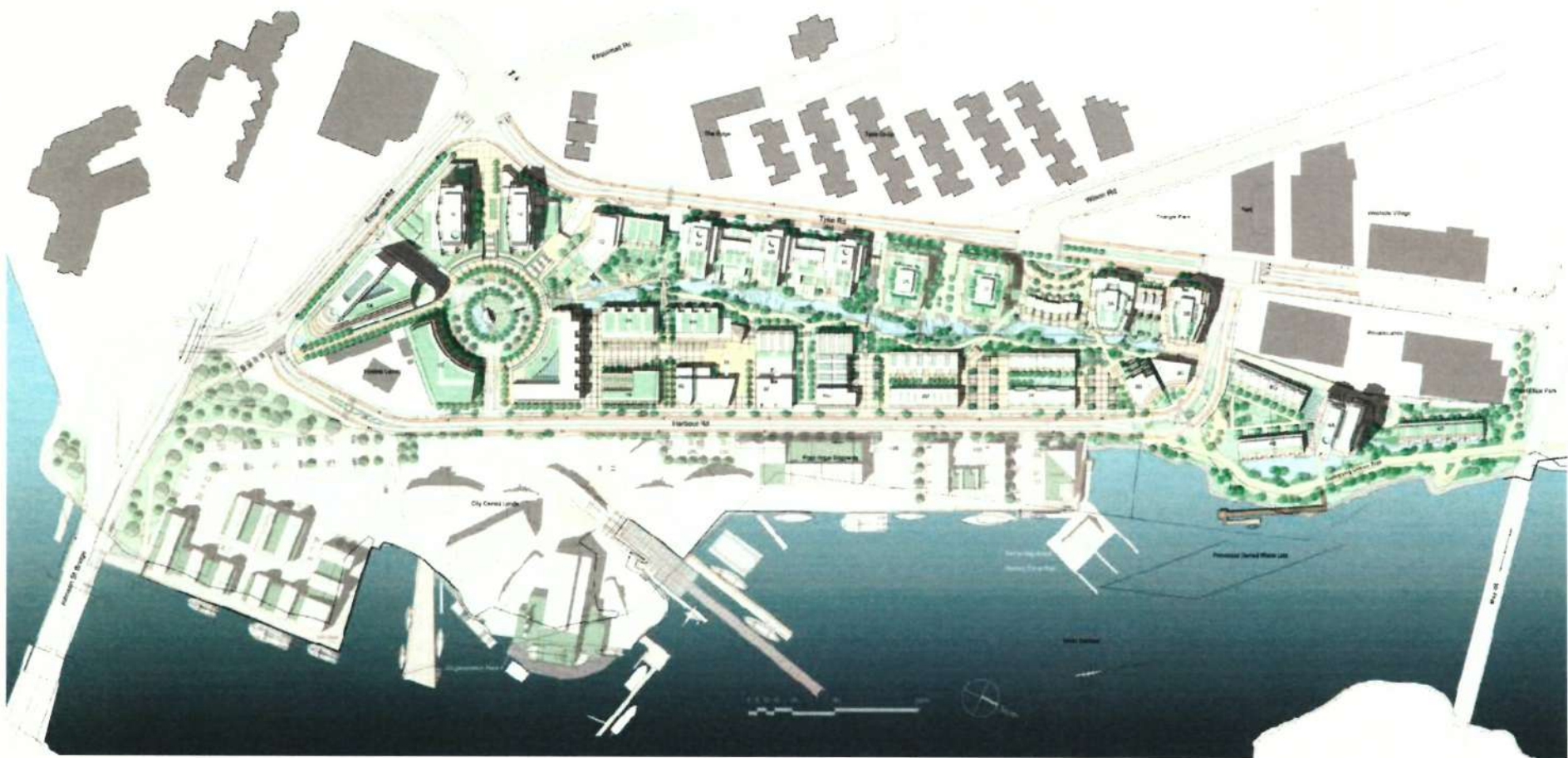
Date 30 JUN 2015
Scale REFER TO DWG
Ref.

AZ-1.1



HCMA Architecture + Design
Suite 400 - 675 West Hastings Street
Vancouver BC V6B 1N2 Canada

T 604.732.6620
W hcma.ca



1 2005 DOCKSIDE GREEN NEIGHBOURHOOD PLAN
SCALE NTS

**DOCKSIDE GREEN
REZONING**

2005 DOCKSIDE GREEN NEIGHBOURHOOD PLAN

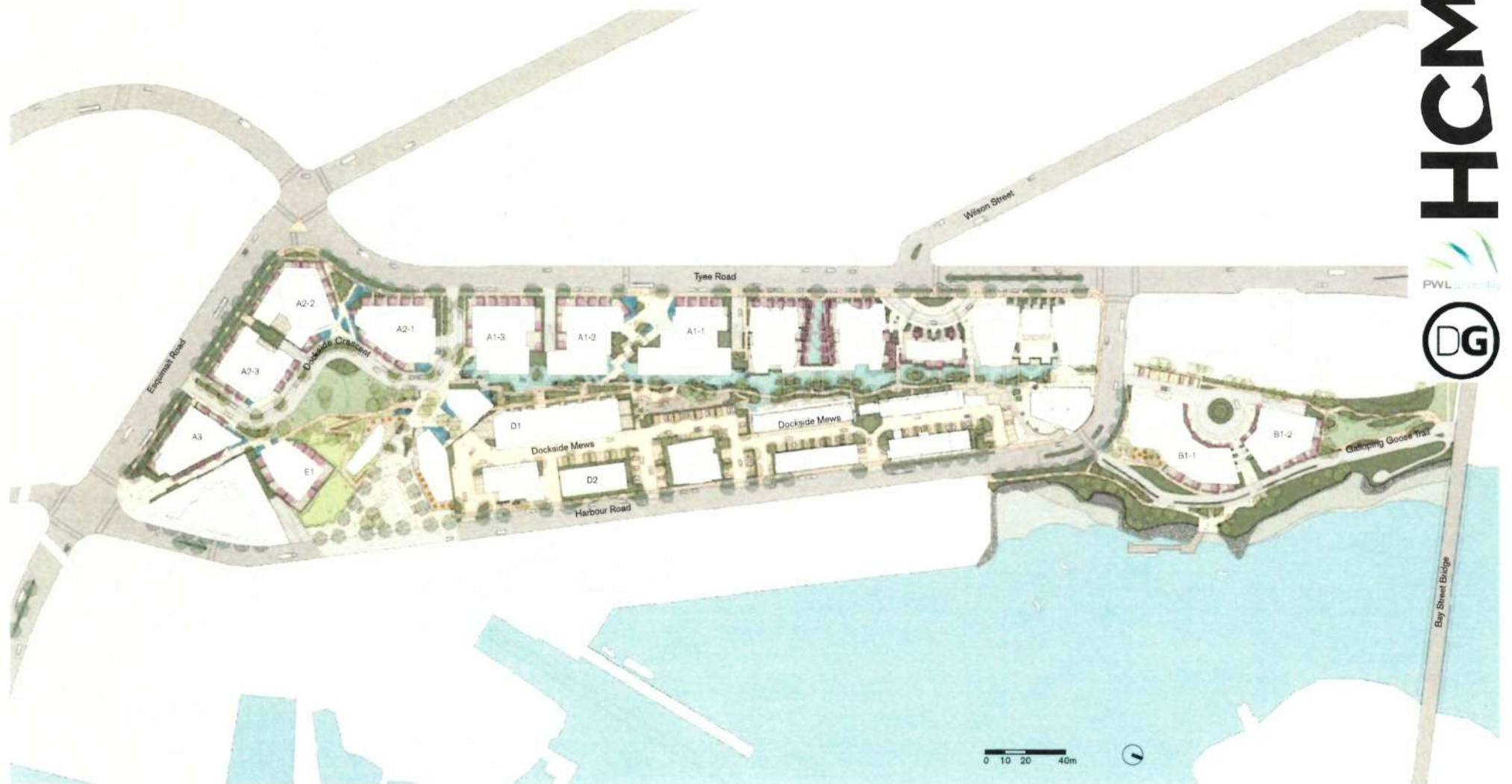
Drawn
Checked
Job No.

Date 30 JUN 2015
Scale REFER TO DWG
Ref.

AZ-1.2

HCMA Architecture + Design
Suite 400 - 675 West Hastings Street
Vancouver BC V6B 1N2 Canada

T 604.732.6620
W hcma.ca



1 PROPOSED NEIGHBOURHOOD PLAN

SCALE 1:2500

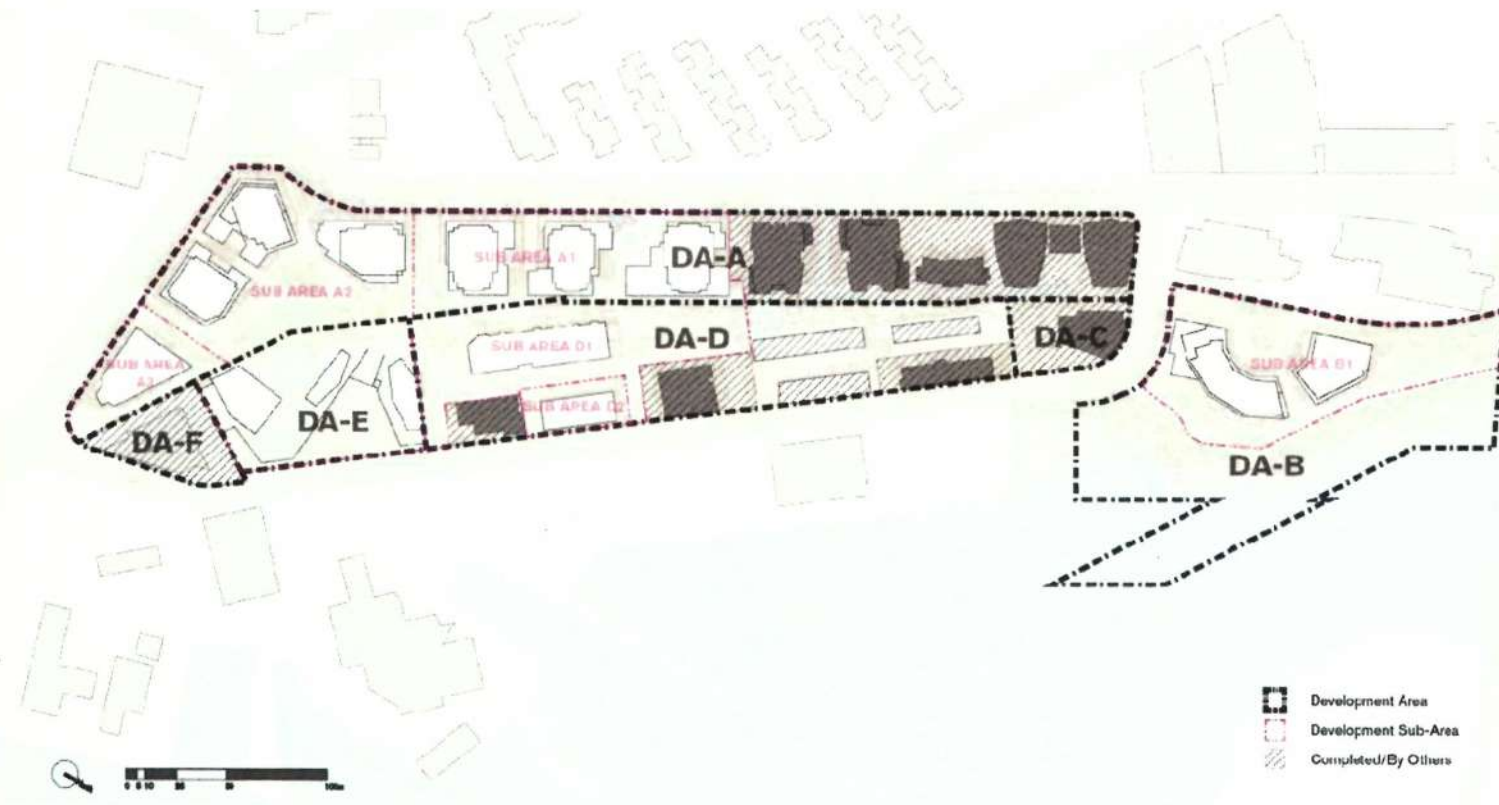
DOCKSIDE GREEN
REZONING

PROPOSED NEIGHBOURHOOD PLAN

Drawn
Checked
Job No.

Date 19 SEP 2016
Scale REFER TO DWG
Ref.

AZ-1.3



1 DEVELOPMENT AREAS

SCALE NTS

A2-1 DOCKSIDE COMMONS PRECINCT

DA-A
18 Storeys (63.0m above datum)
Parcel Size: 0.22 ha.

Residential:	11,685 m ²
Retail:	0 m ²
Office:	0 m ²
Other:	0 m ²
Total Floor Area:	11,685 m²

A1-3 TYEE-GREENWAY PRECINCT

DA-A
16 Storeys (60.5m above datum)
Parcel Size: 0.19 ha.

Residential:	11,145 m ²
Retail:	0 m ²
Office:	0 m ²
Other:	0 m ²
Total Floor Area:	11,145 m²

A1-2 TYEE-GREENWAY PRECINCT

DA-A
14 Storeys (57.5m above datum)
Parcel Size: 0.23 ha.

Residential:	9,385 m ²
Retail:	0 m ²
Office:	0 m ²
Other:	0 m ²
Total Floor Area:	9,385 m²

A1-1 TYEE-GREENWAY PRECINCT

DA-A
12 Storeys (50.5m above datum)
Parcel Size: 0.23 ha.

Residential:	8,660 m ²
Retail:	0 m ²
Office:	0 m ²
Other:	0 m ²
Total Floor Area:	8,660 m²

B1-1 DOCKSIDE WATERFRONT PRECINCT

DA-B
7 Storeys (26.5m above datum)
Parcel Size: 0.34 ha.

Residential:	6,103 m ²
Retail:	610 m ²
Office:	0 m ²
Other:	0 m ²
Total Floor Area:	6,713 m²

B1-2 DOCKSIDE WATERFRONT PRECINCT

DA-B
14 Storeys (44.0m above datum)
Parcel Size: 0.32 ha.

Residential:	8,878 m ²
Retail:	0 m ²
Office:	0 m ²
Other:	0 m ²
Total Floor Area:	8,878 m²

A2-2 DOCKSIDE COMMONS PRECINCT

DA-A
20 Storeys (66.0m above datum)
Parcel Size: 0.22 ha.

Residential:	12,590 m ²
Retail:	0 m ²
Office:	0 m ²
Other:	0 m ²
Total Floor Area:	12,590 m²

A2-3 DOCKSIDE COMMONS PRECINCT

DA-A
13 Storeys (49.0m above datum)
Parcel Size: 0.22 ha.

Residential:	8,305 m ²
Retail:	0 m ²
Office:	0 m ²
Other:	0 m ²
Total Floor Area:	8,305 m²

A3 DOCKSIDE LANDING PRECINCT

DA-A
8 Storeys (33.5m above datum)
Parcel Size: 0.20 ha.

Residential:	6,615 m ²
Retail:	0 m ²
Office:	0 m ²
Other:	0 m ²
Total Floor Area:	6,615 m²

E1 DOCKSIDE LANDING PRECINCT

DA-E
7 Storeys (26.5m above datum)
Parcel Size: 0.58 ha.

Residential:	3,035 m ²
Retail:	4,310 m ²
Office:	0 m ²
Other:	0 m ²
Total Floor Area:	7,345 m²

D1 GREENWAY-MEWS PRECINCT

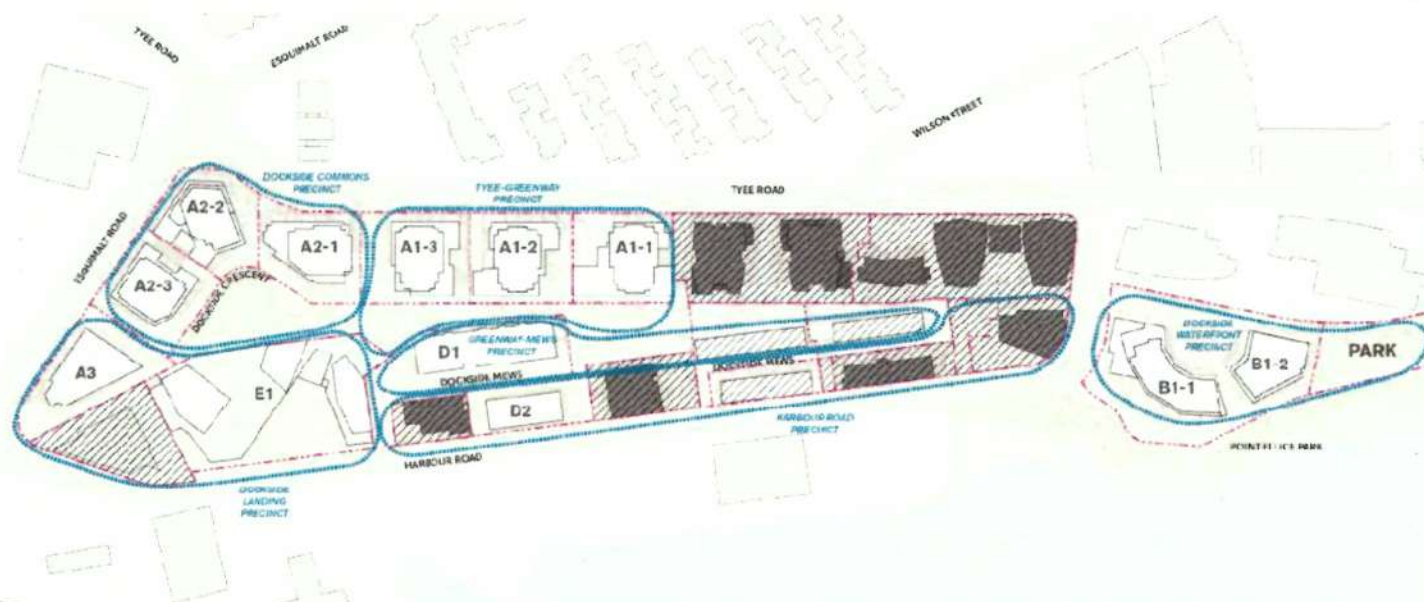
DA-D
4 Storeys (26.5m above datum)
Parcel Size: 0.33 ha.

Residential:	4,136 m ²
Retail:	0 m ²
Office:	0 m ²
Other:	0 m ²
Total Floor Area:	4,136 m²

D2 HARBOUR ROAD PRECINCT

DA-D
3 Storeys (26.5m above datum)
Parcel Size: 0.13 ha.

Residential:	0 m ²
Retail:	0 m ²
Office:	1,280 m ²
Other:	0 m ²
Total Floor Area:	1,280 m²



1 PARCELS + PRECINCTS

SCALE N.T.S.

JOB TITLE DOCKSIDE GREEN
REZONING

SHEET TITLE

PROJECT DATA: PARCELS + PRECINCTS

Drawn
Checked
Job No.

Date 19 SEP 2016
Scale REFER TO DWG
Ref.

AZ-1.5



Parcel	Precinct	Floor Area (m²)		Residential Floor Area (m²)		Retail Floor Area (m²)		Office Floor Area (m²)		Other Floor Area (m²)		Geodetic Height (m)		Minimum Setback from Tyee		Minimum Setback from Esquimalt		Residential Setback from Harbour		Residential Building Buffer		Ground Floor Residential Use	
		Permitted**	Proposed	Permitted	Proposed	Permitted	Proposed	Permitted	Proposed	Permitted	Proposed	Permitted	Proposed***	Permitted	Proposed	Permitted	Proposed	Permitted	Proposed	Permitted	Proposed	Permitted	Proposed
DEVELOPMENT AREA A																							
A1-1	Tyee-Greenway	-	8,660	-	8,660	-	0	-	0	-	0	45.13	50.50*	3m	3m	-	-	-	-	-	-	-	-
A1-2	Tyee-Greenway	-	9,385	-	9,385	-	0	-	0	-	0	45.13	57.50*	3m	3m	-	-	-	-	-	-	-	-
A1-3	Tyee-Greenway	-	11,145	-	11,145	-	0	-	0	-	0	45.13	60.50*	3m	3m	-	-	-	-	-	-	-	-
A2-1	Dockside Commons	-	11,685	-	11,685	-	0	-	0	-	0	57.25	63.00*	3m	3m	-	-	-	-	-	-	-	-
A2-2	Dockside Commons	-	12,590	-	12,590	-	0	-	0	-	0	66.00	66.00	3m	3m	-	-	-	-	-	-	-	-
A2-3	Dockside Commons	-	8,305	-	8,305	-	0	-	0	-	0	45.13	49.00*	-	-	1m	1m	-	-	-	-	-	-
A3	Dockside Landing	-	6,615	-	6,615	-	0	-	0	-	0	45.13	33.50	-	-	1m	1m	-	-	-	-	-	-
Existing			23,704	-	23,377	-	327	-	0	-	0	-	-	-	-	-	-	-	-	-	-	-	-
DA-A Total		94,441	92,089	-	91,762	-	327	-	0	-	0	-	-	-	-	-	-	-	-	-	-	-	-
DEVELOPMENT AREA B																							
B1-1	Dockside Waterfront	-	6,713	-	6,103	-	610	-	0	-	0	45.65	47.00*	-	-	-	-	-	-	-	-	-	-
B1-2	Dockside Waterfront	-	8,878	-	8,878	-	0	-	0	-	0	45.65	47.00*	-	-	-	-	-	-	-	-	-	-
DA-B Total		19,536	15,592	-	14,982	-	610	-	0	-	0	-	-	-	-	-	-	-	-	-	-	-	-
DEVELOPMENT AREA C																							
DA-C Total (Existing)		1,810	1,809	-	0	-	605	-	1,204	-	0	-	-	-	-	-	-	-	-	-	-	-	-
DEVELOPMENT AREA D																							
D1	Greenway-Mews	-	4,136	-	4,136	-	0	-	0	-	0	26.51	26.51	-	-	-	-	18m	18m	Required	Partial*	No	Yes*
D2	Harbour Road	-	1,280	-	0	-	0	-	1,280	-	0	26.51	26.51	-	-	-	-	-	-	-	-	-	-
Existing		-	6,718	-	2,696	-	474	-	3,103	-	445	-	-	-	-	-	-	-	-	-	-	-	-
DA-D Total		18,277	12,134	-	6,832	-	474	-	4,383	-	445	-	-	-	-	-	-	-	-	-	-	-	-
DA-D / DA-E Total		-	-	6,200	9,867*	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
DEVELOPMENT AREA E																							
E1	Dockside Landing	-	7,345	-	3,035	-	4,310	-	0	-	0	26.51	26.51	-	-	-	-	18m	18m	Required	None*	No	No
DA-E TOTAL		8,960	7,345	-	3,035	-	4,310	-	0	-	0	-	-	-	-	-	-	-	-	-	-	-	-
DEVELOPMENT AREA F																							
DA-F Total (By Others)		4,770	4,366	-	0	-	0	-	0	-	4,366	-	-	-	-	-	-	-	-	-	-	-	-
SITE-WIDE TOTAL		134,341	133,335	-	116,611	7,100	6,326	11,800	5,587	11,800	4,811	-	-	-	-	-	-	-	-	-	-	-	-

- * Rezoning Proposed
- ** Total Floor Area by Development Area includes the plus 10% Density Transfer allowed by CD-9 Zone
- *** Proposed Maximum Height on a Precinct Basis

1 PROJECT DATA CHART

SCALE N/A

200 TITLE
DOCKSIDE GREEN
REZONING

SHEET TITLE
PROJECT DATA: PARCELS + PRECINCTS

Drawn
Checked
Job No.

Date 19 SEP 2016
Scale REFER TO DWG
Ref.

AZ-1.6

HCMA Architecture + Design
Suite 400 - 675 West Hastings Street
Vancouver BC V6B 1N2 Canada

T 604.732.6620
W hcma.ca



1 MASSING: AERIAL VIEW FROM EAST
SCALE N.T.S.

JOB TITLE
**DOCKSIDE GREEN
REZONING**

SHEET TITLE
MASSING: AERIAL VIEW FROM EAST

Drawn
Checked
Job No.

Date 30 JUN 2015
Scale REFER TO DWG
Ref.

AZ-1.7



HCMA Architecture + Design
Suite 400 - 675 West Hastings Street
Vancouver BC V6B 1N2 Canada

T 604.732.6620
W hcma.ca



1 MASSING: AERIAL VIEW FROM SOUTHEAST
SCALE NTS

JOB TITLE
**DOCKSIDE GREEN
REZONING**

SHEET TITLE
MASSING: AERIAL VIEW FROM SOUTHEAST

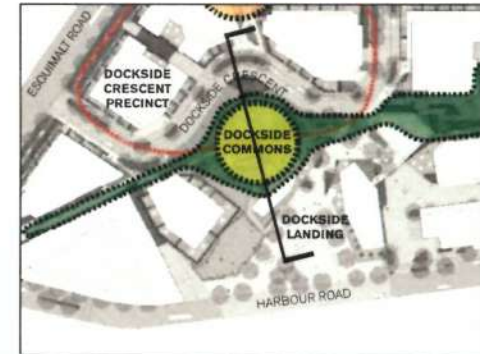
Drawn
Checked
Job No.

Date 30 JUN 2015
Scale REFER TO DWG
Ref.

AZ-1.8

HCMA Architecture + Design
Suite 400 - 675 West Hastings Street
Vancouver BC V6B 1N2 Canada

T 604.732.6620
W hcma.ca



Key Plan



1 SITE SECTION: DOCKSIDE CRESCENT TO DOCKSIDE LANDING

SCALE 1/250



DOCKSIDE GREEN
REZONING

SITE SECTION: DOCKSIDE CRESCENT TO DOCKSIDE LANDING

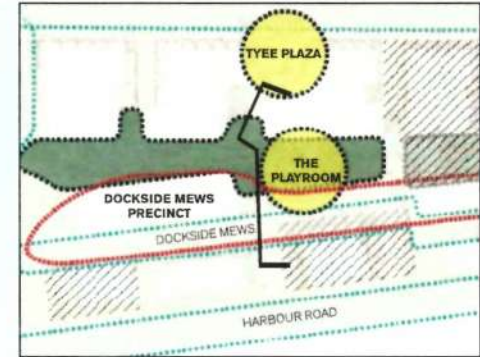
Drawn
Checked
Job No.

Date 30 JUN 2015
Scale REFER TO DWG
Ref.

AZ-1.9

HCMA Architecture + Design
Suite 400 - 675 West Hastings Street
Vancouver BC V6B 1N2 Canada

T 604.732.6620
W hcma.ca



Key Plan



TYEE PLAZA ACCESS

THE GREENWAY

THE PLAYROOM

PARKING

MULTIMODAL STREET

PARKING

PLANTING

EXISTING OFFICE

MEWS



1 SITE SECTION: TYEE PLAZA TO DOCKSIDE MEWS

SCALE 1:250

JOB TITLE
DOCKSIDE GREEN
REZONING

SHEET TITLE

SITE SECTION: TYEE PLAZA TO DOCKSIDE MEWS

Drawn
Checked
Job No.

Date 30 JUN 2015
Scale REFER TO DWG
Ref.

AZ-1.10

HCMA Architecture + Design
Suite 400 - 675 West Hastings Street
Vancouver BC V6B 1N2 Canada

T 604.732.6620
W hcma.ca



POINT ELLICE DOCK

POINT ELLICE PARK

SHARED PATHWAY
GALLOPING GOOSE
TRAIL

DOCKSIDE WATERFRONT

1 SITE SECTION: POINT ELLICE PARK TO DOCKSIDE WATERFRONT

SCALE 1:250

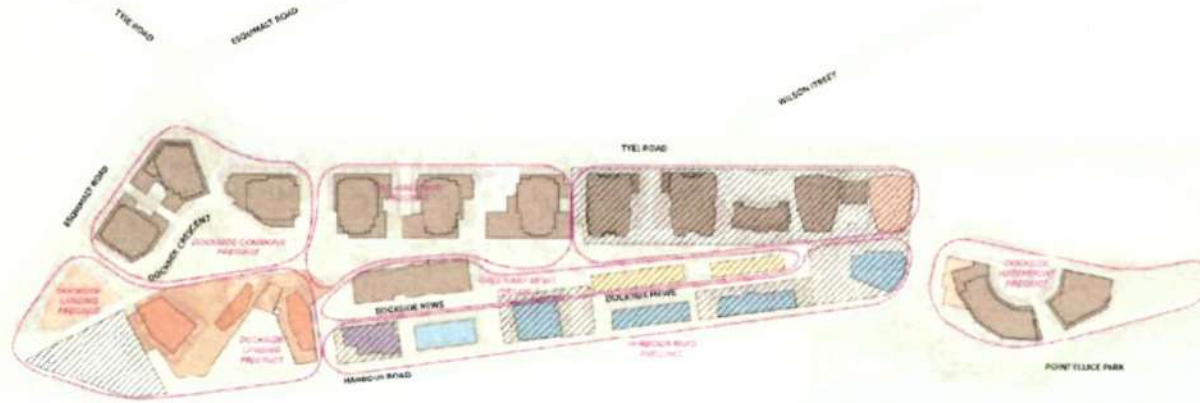
DOCKSIDE GREEN
REZONING

SITE SECTION: POINT ELLICE PARK TO DOCKSIDE WATERFRONT

Drawn
Checked
Job No.

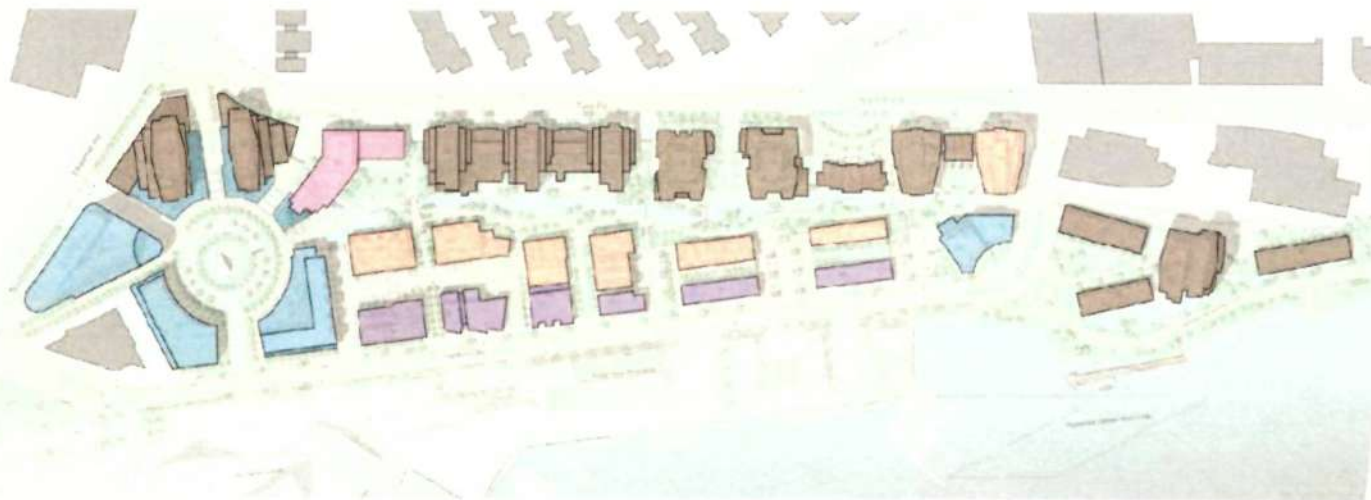
Date 30 JUN 2015
Scale REFER TO DWG
Ref.

AZ-1.11



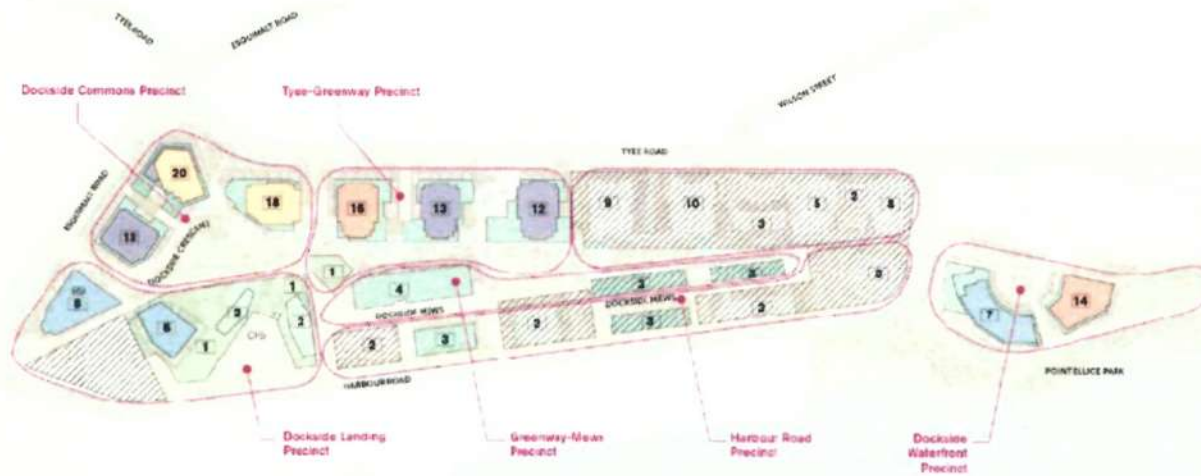
1 2015 NEIGHBOURHOOD PLAN: LAND USES
SCALE: N.T.S.

	2005 Density (m ²)	2015 Density (m ²)
Residential	111,283	116,607
Non-Residential	18,188	12,701
TOTAL	129,471	129,308

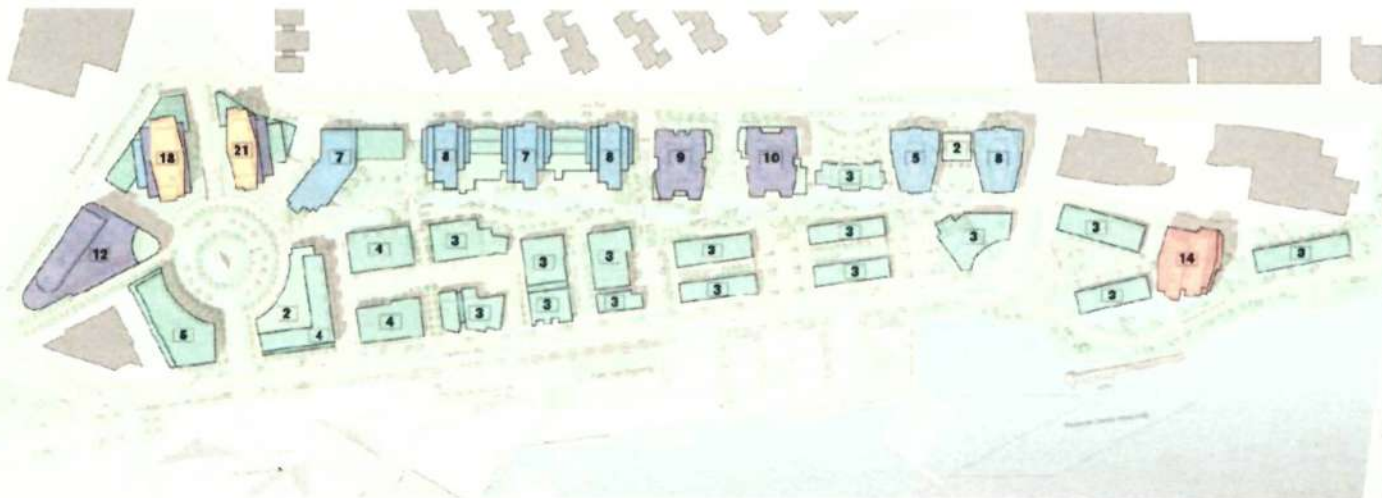


- Completed/By Others
- Residential
- Mixed Use
- Commercial/Retail
- Industrial
- Amenity
- Affordable Housing
- Seniors Housing

2 2005 NEIGHBOURHOOD PLAN: LAND USES
SCALE: N.T.S.



1 2015 NEIGHBOURHOOD PLAN BUILDING HEIGHTS
SCALE: N.T.S.



2 2008 NEIGHBOURHOOD PLAN BUILDING HEIGHTS
SCALE: N.T.S.

- 1-2 Storeys
- 3-5 Storeys
- 6-8 Storeys
- 9-13 Storeys
- 14-17 Storeys
- 18+ Storeys
- Completed/By Others
- * Storeys above average grade
- ** Heights noted above geodetic datum

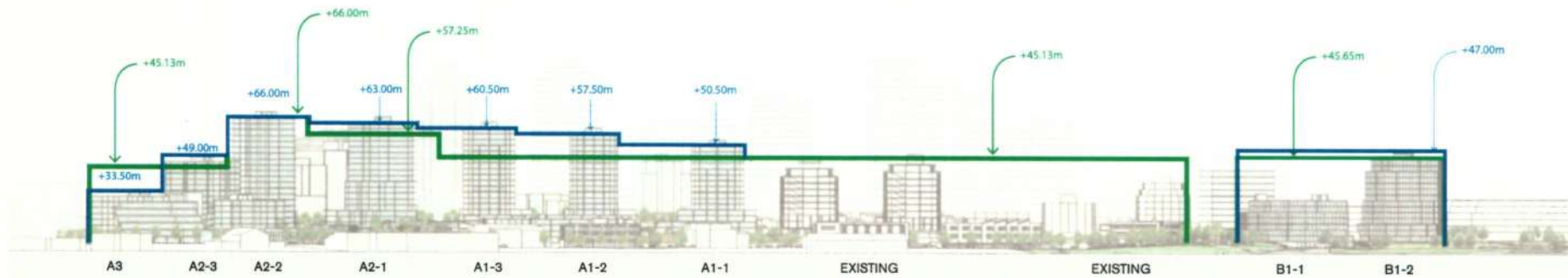
SKYLINE DESIGN CONCEPT (2015)



1 2015 NEIGHBOURHOOD PLAN: SKYLINE CONCEPT

SCALE N.T.S.

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



Building Max Height per Existing Zoning
Building Max Height per Rezoning Application

2 2008 vs. 2015 SKYLINE COMPARISON (INCLUDING HEIGHTS)

SCALE N.T.S.

JOB TITLE DOCKSIDE GREEN REZONING
SHEET TITLE SKYLINE

Drawn
Checked
Job No.

Date 19 SEP 2016
Scale REFER TO DWG
Ref.

AZ-1.14



HCMA Architecture + Design
Suite 400 - 675 West Hastings Street
Vancouver BC V6B 1N2 Canada

T 604.732.6620
W hcma.ca

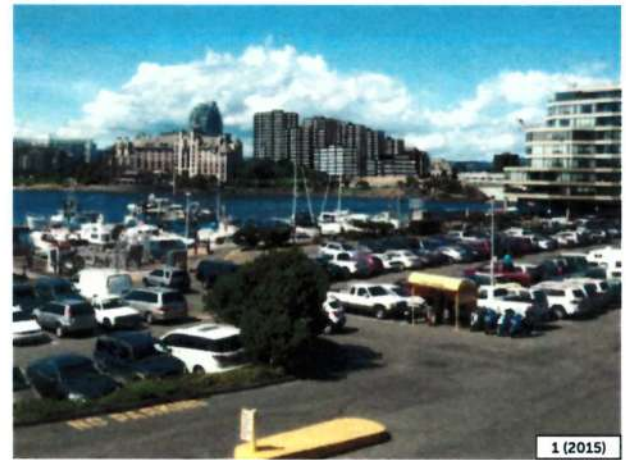


3 COMPOSITE VIEW KEY MAP
SCALE N.T.S.

* 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.



1 VIEW 1: FROM FORT AND WHARF STREETS
SCALE N.T.S.



1 (2015)



2 VIEW 2: FROM THE BASE OF SWIFT STREET
SCALE N.T.S.



2 (2015)

DOCKSIDE GREEN
REZONING

COMPOSITE VIEWS

Drawn
Checked
Job No.

Date 19 SEP 2016
Scale REFER TO DWG
Ref.

AZ-1.15

HCMA Architecture + Design
Suite 400 - 675 West Hastings Street
Vancouver BC V6B 1N2 Canada

T 604.732.6620
W hcma.ca



PWL



3 COMPOSITE VIEW KEY MAP
SCALE N.T.S.



3 (2008)



3 (2015)

1 VIEW 3: FROM BAYVIEW DEVELOPMENT AT ESQUIMALT ROAD
SCALE N.T.S.



4 (2008)



4 (2015)

2 VIEW 4: FROM PANDORA AND WHARF STREETS
SCALE N.T.S.

* 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.

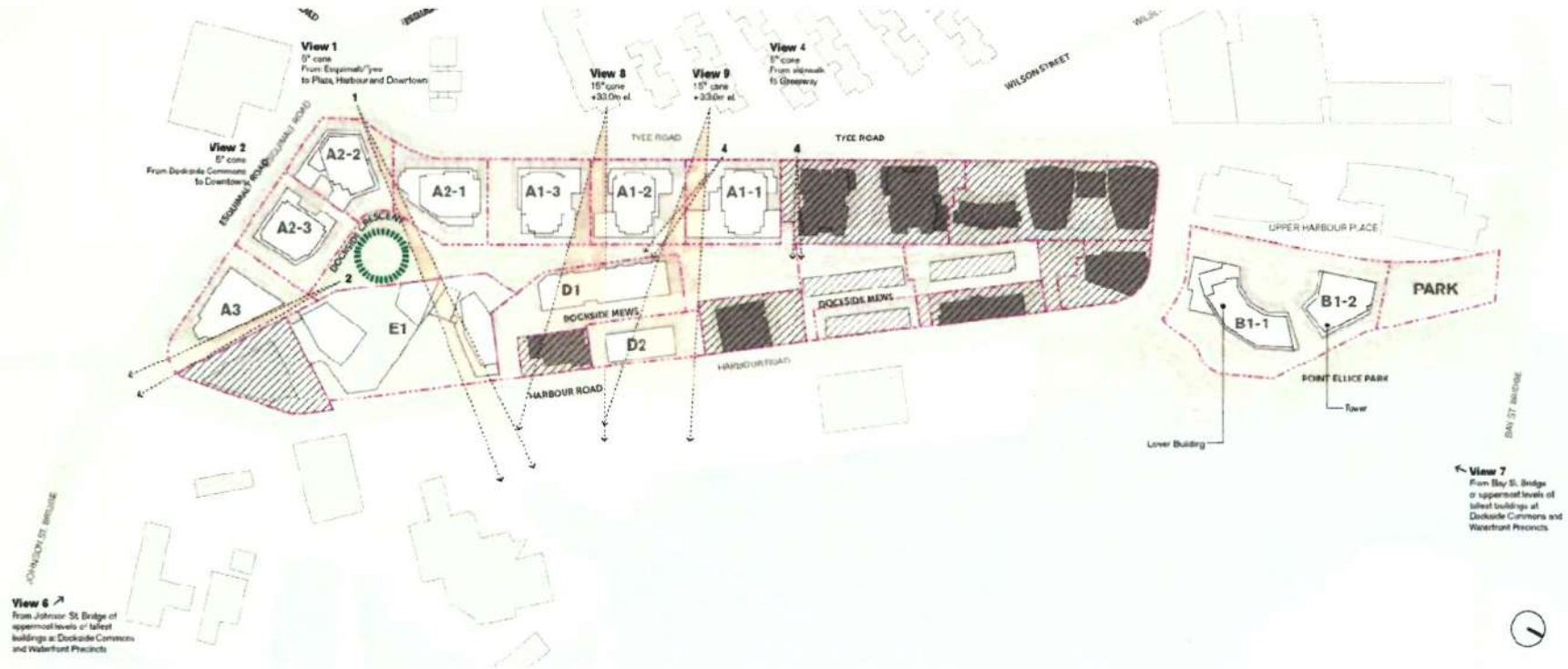
200 TITLE
**DOCKSIDE GREEN
REZONING**

SHEET TITLE
COMPOSITE VIEWS

Drawn
Checked
Job No.

Date 19 SEP 2016
Scale REFER TO DWG
Ref.

AZ-1.16



View 6
From Johnson St Bridge of uppermost levels of tallest buildings at Docks Commons and Waterfront Precincts

View 7
From Bay St. Bridge of uppermost levels of tallest buildings at Docks Commons and Waterfront Precincts

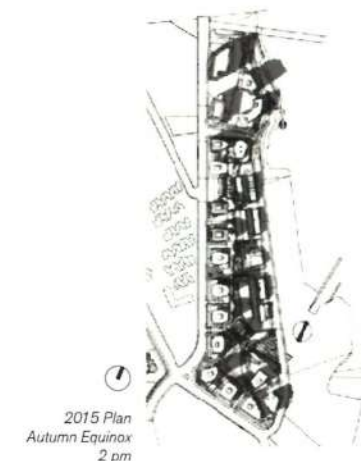
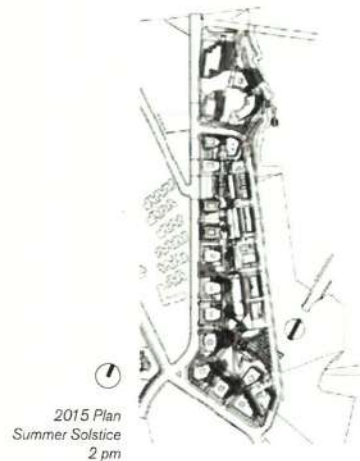
- View Corridor
- Docks Commons
- Completed/By Others

1 VIEWS + VIEW CORRIDORS

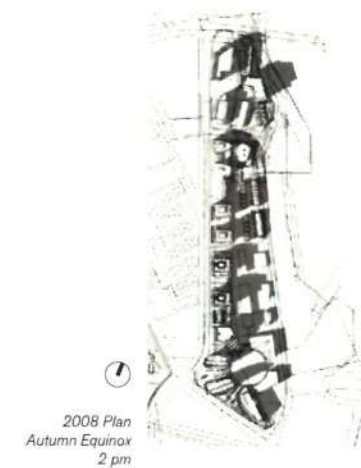
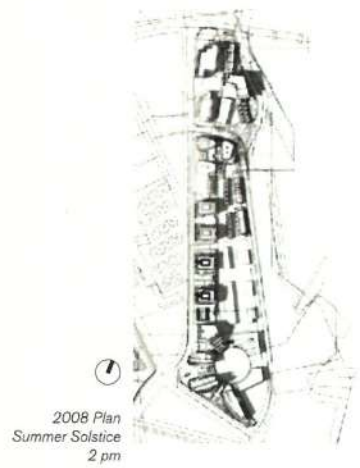
SCALE N.T.S.

HCMA Architecture + Design
Suite 400 - 675 West Hastings Street
Vancouver BC V6B 1N2 Canada

T 604.732.6620
W hcma.ca



1 2015 NEIGHBOURHOOD PLAN: SHADOW STUDY
SCALE N.T.S.



2 2008 NEIGHBOURHOOD PLAN: SHADOW STUDY (WITH 2008 HEIGHT AMENDMENTS)
SCALE N.T.S.

HCMA Architecture + Design
Suite 400 - 675 West Hastings Street
Vancouver BC V6B 1N2 Canada

T 604.732.6620
W hcma.ca



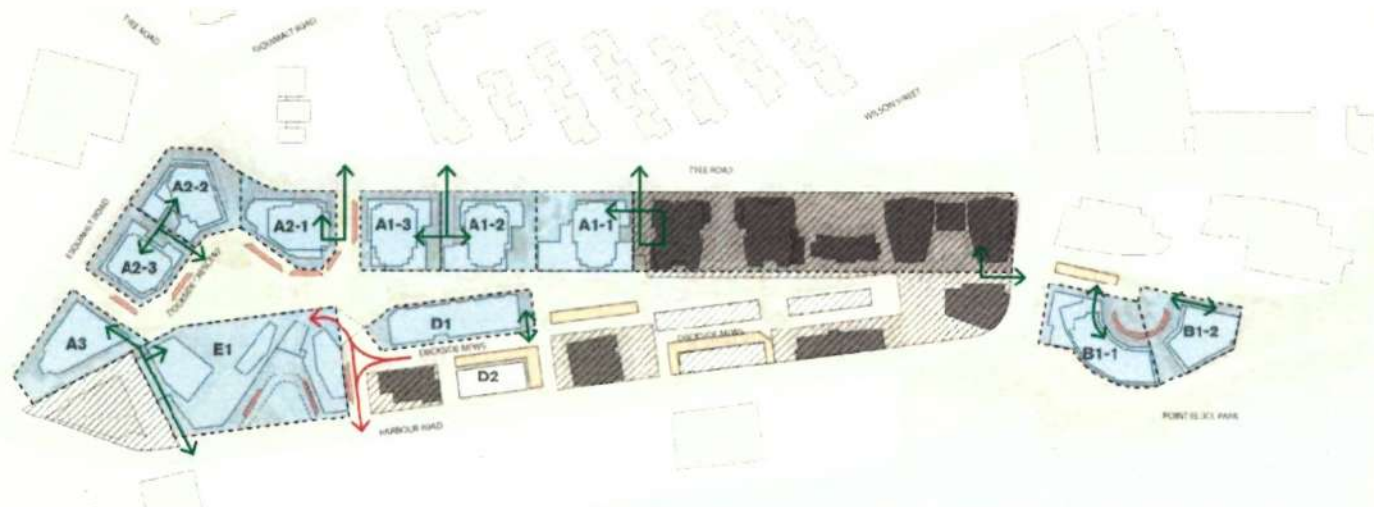
1 2015 NEIGHBOURHOOD PLAN: TOTAL PUBLICLY ACCESSIBLE OPEN SPACE
SCALE: N.T.S.



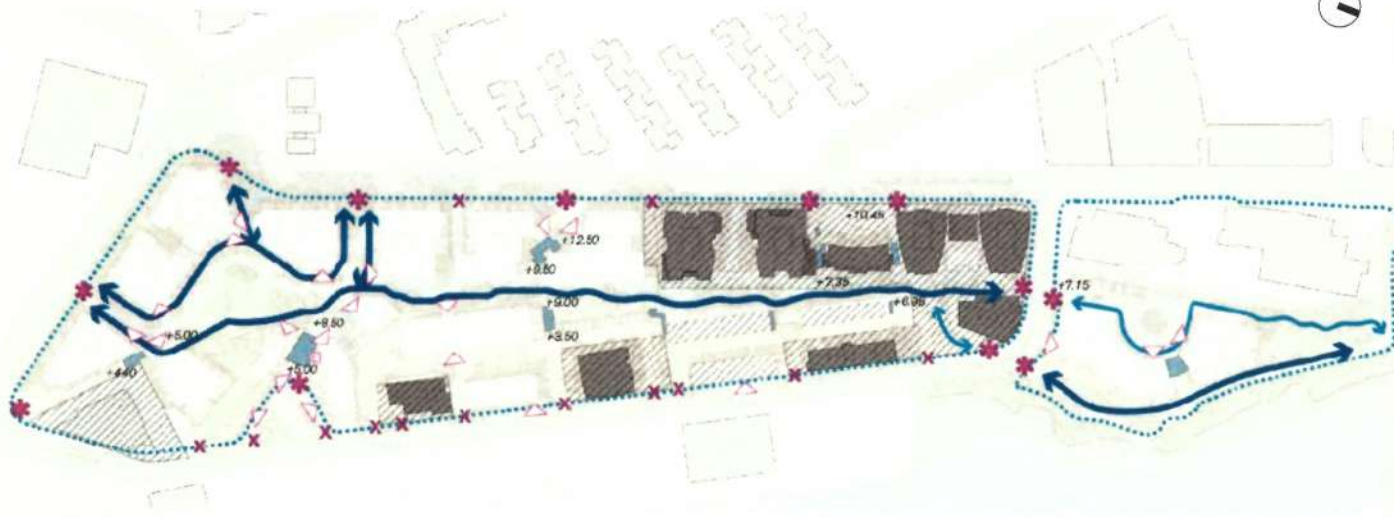
2 2005 NEIGHBOURHOOD PLAN: TOTAL PUBLICLY ACCESSIBLE OPEN SPACE
SCALE: N.T.S.

HCMA Architecture + Design
Suite 400 - 675 West Hastings Street
Vancouver BC V6B 1N2 Canada

T 604.732.6620
W hcma.ca



1 2015 NEIGHBOURHOOD PLAN: PARKING + LOADING
SCALE: N.T.S.



2 2015 NEIGHBOURHOOD PLAN: UNIVERSAL ACCESSIBILITY + CIRCULATION
SCALE: N.T.S.

- Pedestrian Pathways
- Mixed Traffic Pathways
- Public Elevator
- Completed/By Others

- ELEVATOR
- STAIR
- KEY ACCESS NODE
- VEHICULAR CROSSING
- KEY BUILDING ENTRY
- KEY SITE GRADE
- PERIMETER SITE ACCESS
- PRIMARY SITE ACCESS
- SECONDARY SITE ACCESS

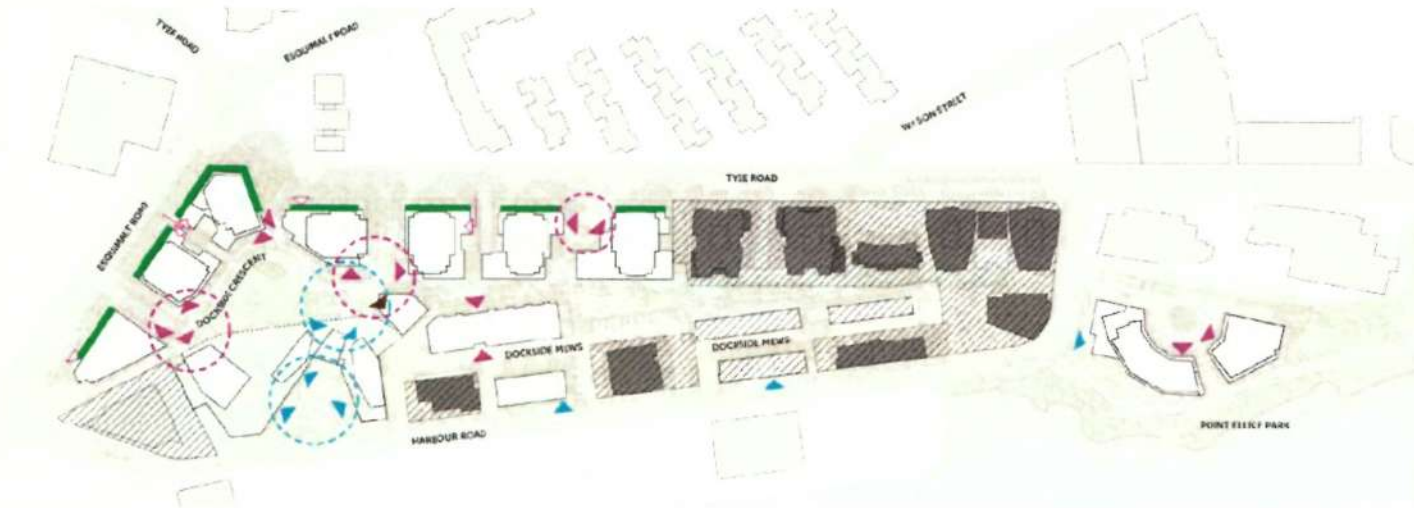
DOCKSIDE GREEN
REZONING

PARKING + LOADING
UNIVERSAL ACCESSIBILITY + CIRCULATION

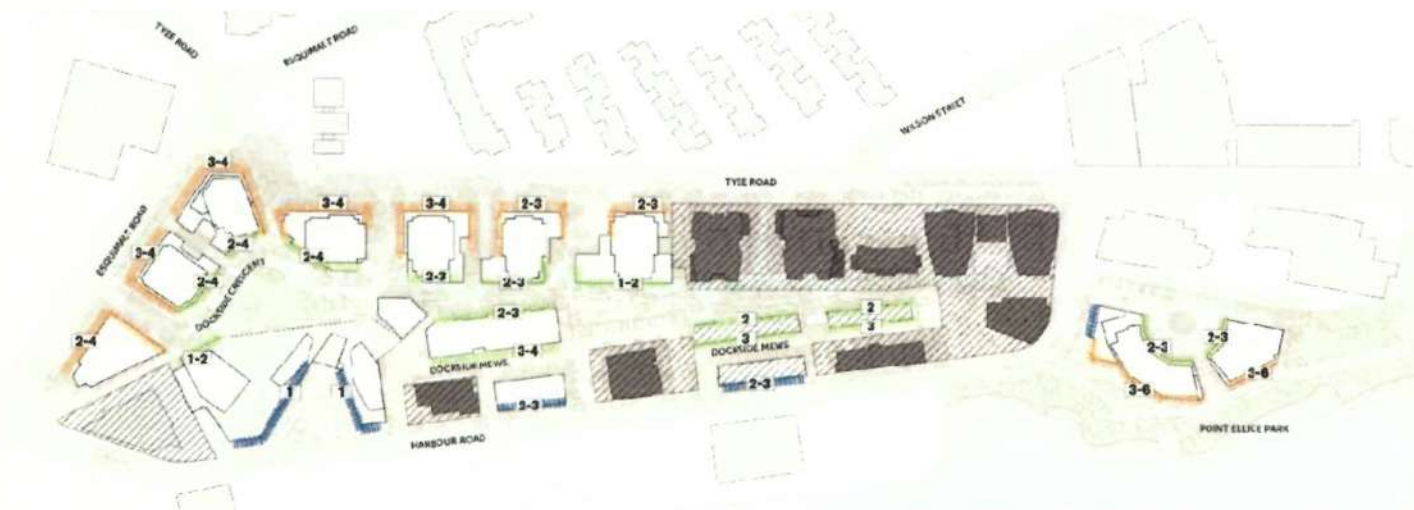
Drawn
Checked
Job No.

Date 19 SEP 2016
Scale REFER TO DWG
Ref.

AZ-1.20



1 2015 NEIGHBOURHOOD PLAN: BUILDING ENTRANCES
SCALE: N.T.S.



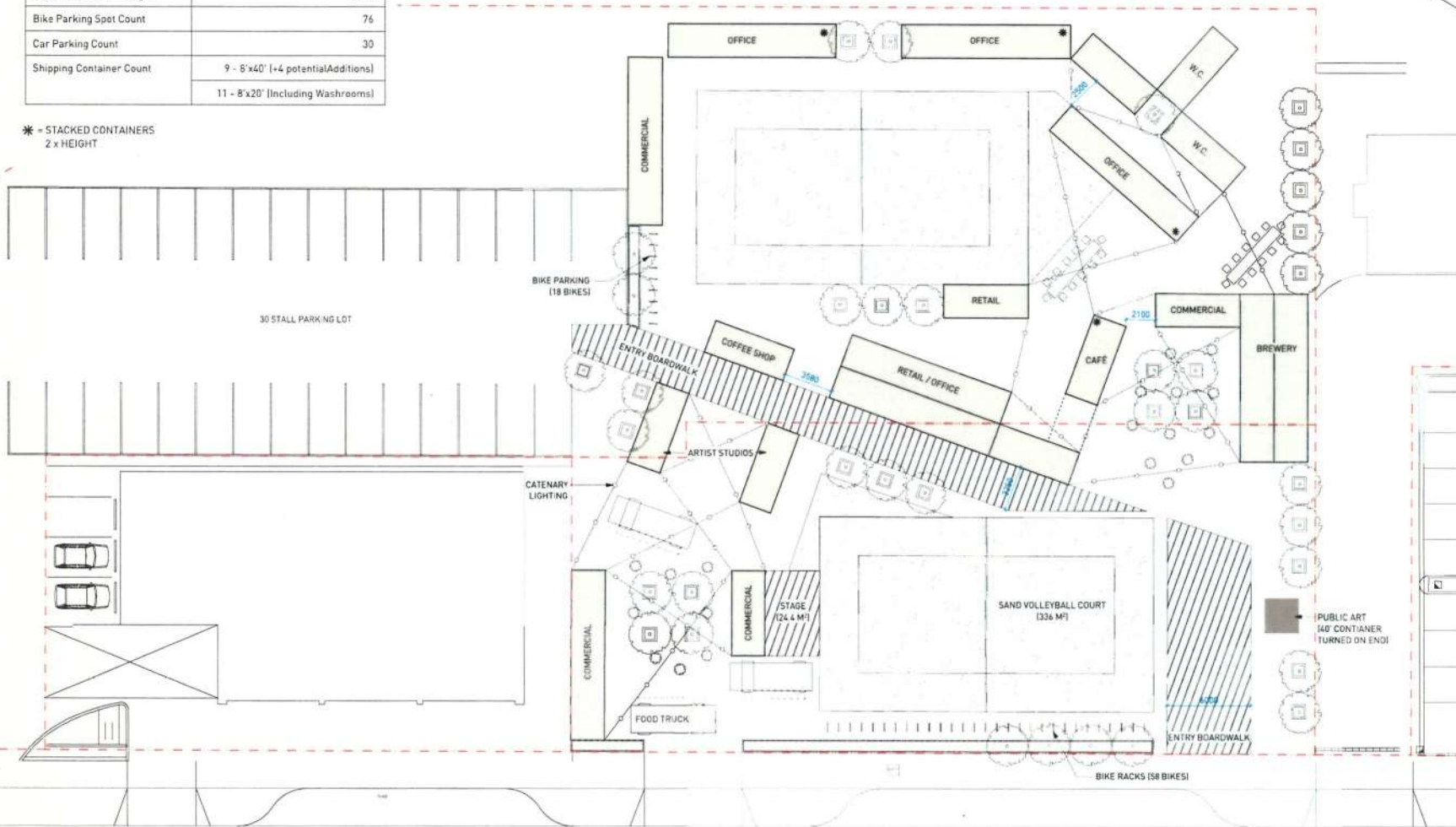
2 2015 NEIGHBOURHOOD PLAN: STREET WALLS
SCALE: N.T.S.

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

HCMA Architecture + Design
Suite 400 - 675 West Hastings Street
Vancouver BC V6B 1N2 Canada

T 604.732.6620
W hcma.ca



1 BETA AT DOCKSIDE GREEN: CONCEPTUAL SITE PLAN
SCALE 1:300

**DOCKSIDE GREEN
REZONING**

BETA AT DOCKSIDE GREEN: CONCEPTUAL SITE PLAN

Drawn
Checked
Job No.

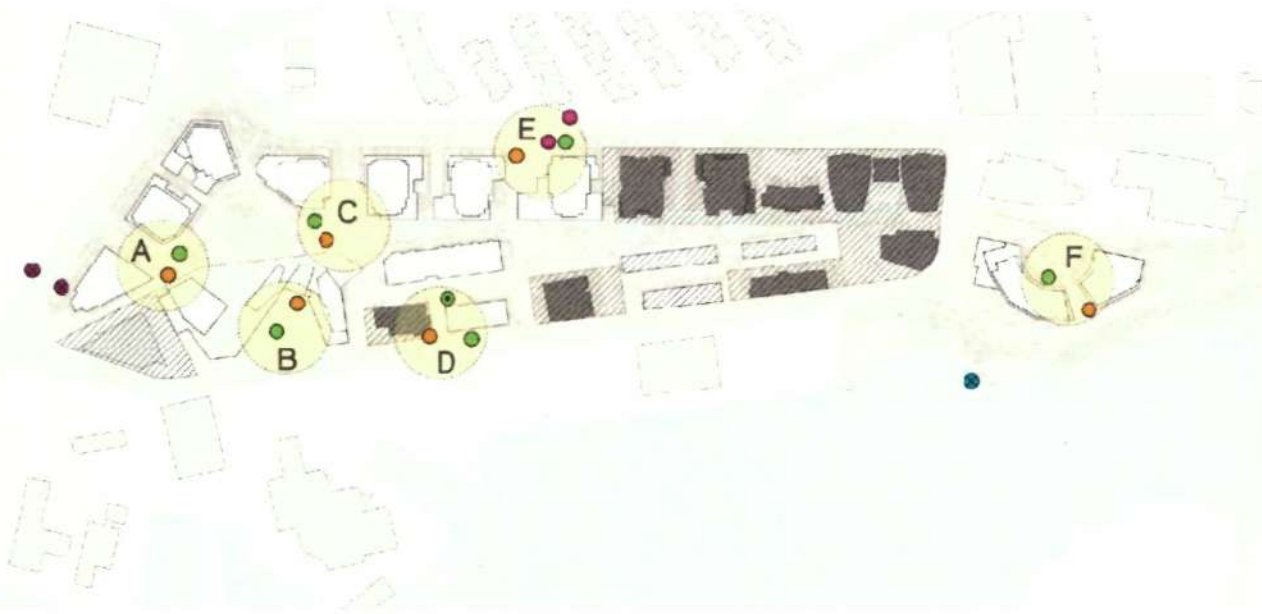
Date 30 JUN 2015
Scale REFER TO DWG
Ref.

AZ-1.22

HCMA Architecture + Design
Suite 400 - 675 West Hastings Street
Vancouver BC V6B 1N2 Canada

T 604.732.6620
W hcma.ca

HCMA



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

**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	X

1 2015 NEIGHBOURHOOD PLAN: TDM MOBILITY HUBS

SCALE: N.T.S.

DOCKSIDE GREEN
REZONING

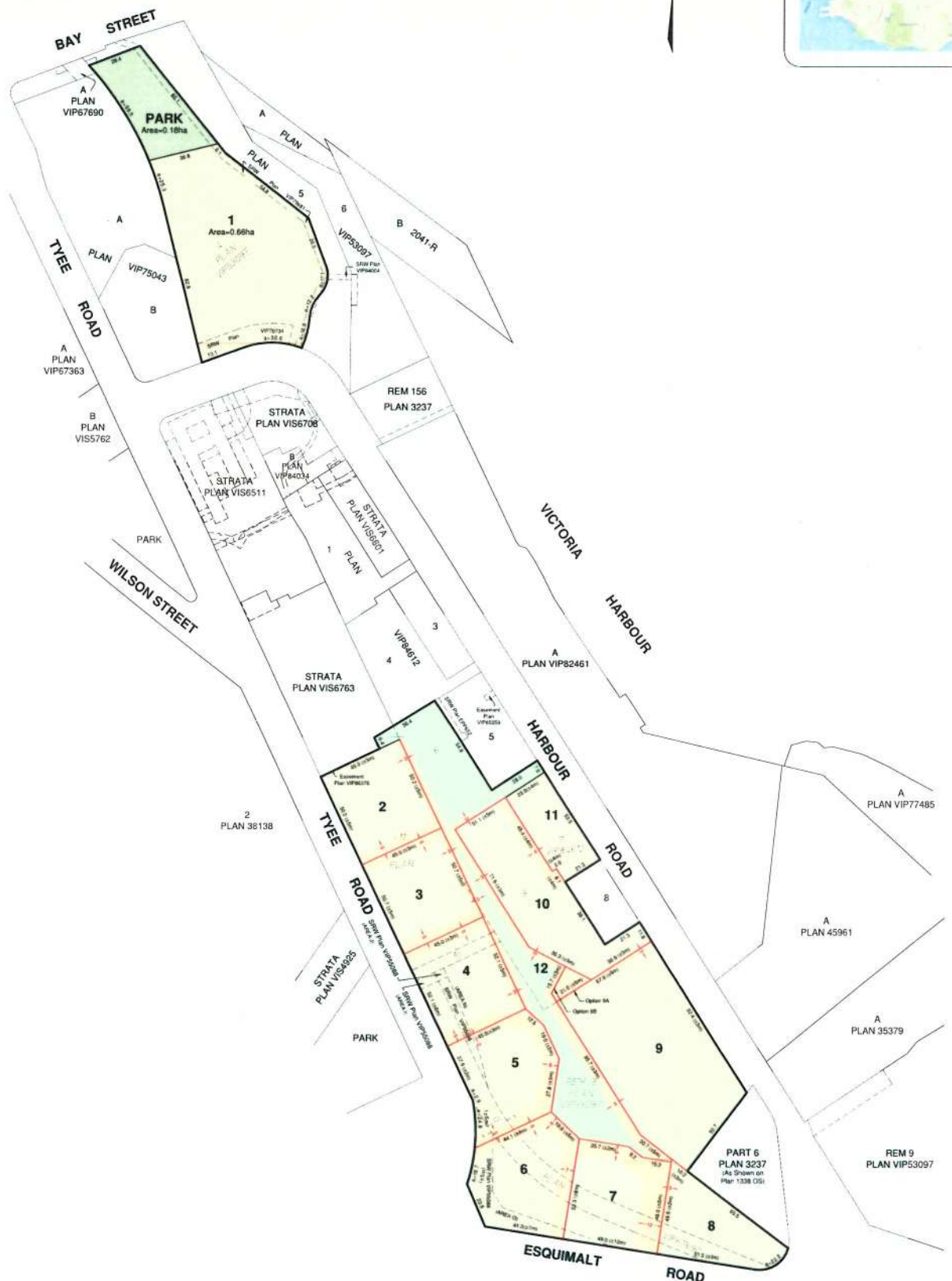
MULTI-MODAL + TDM PLAN

Drawn
Checked
Job No.

Date: 30 JUN 2015
Scale: REFER TO DWG
Ref.

AZ-1.23

PROPOSED LAND USE	
	DEVELOPMENT PARCEL
	DOCKSIDE GREEN VICTORIA SOCIETY
	PARK DEDICATION
	VARIABLE PROPERTY LINE
GROSS SITE AREA 4.09 ha	



DOCKSIDE GREEN

PROPOSED SUBDIVISION OF LOT 4, PLAN VIP3097, LOT 8, PLAN VIP3097, EXCEPT PART IN PLAN VIP84612, LOT G, PLAN VIP67690, AND LOTS 5, 7, 9, 10 AND 11, PLAN VIP84612, ALL WITHIN DISTRICT LOT 119, ESQUIMALT DISTRICT.

Final lot configuration, areas, and dimensions are subject to individual project designs and approvals by owner/developer and the City of Victoria. Final subdivision plans are to conform in generality to this conceptual subdivision plan.



Conceptual Subdivision Plan

April 12, 2016



File: 010047118-SDCD03-R09



Planning and Land Use Committee Report

For the Meeting of October 15, 2015

To: Planning and Land Use Committee **Date:** October 1, 2015

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

Subject: Rezoning Application No. 00473 for the Easterly 300 Block of Tyee Road and the Westerly 300 Block of Harbour Road (Undeveloped Lands at Dockside Green)

RECOMMENDATION

Staff recommend that Committee forward this report to Council and that Council instruct staff to prepare the necessary Official Community Plan Amendment Bylaw in accordance with Section 882 of the *Local Government Act*, the necessary Zoning Regulation Bylaw Amendment, the necessary Land Use Procedures Bylaw Amendment and amendment to the Master Development Agreement that would authorize the proposed development outlined in Rezoning Application No. 00473 for the easterly 300 block of Tyee Road and the westerly 300 block of Harbour Road (Dockside Green), that first and second reading of the Zoning Regulation Bylaw Amendment be considered by Council and a Public Hearing date be set once the following conditions are met:

1. That Council determine, pursuant to Section 879(1) of the *Local Government Act*, that the affected persons, organizations and authorities are those property owners and occupiers within a 200m radius of the subject property; determine that the appropriate consultation measures would include a mailed notice of the proposed OCP Amendment to the affected persons; posting of a notice on the City's website inviting affected persons, organizations and authorities to ask questions of staff and provide written or verbal comments to Council for their consideration.
2. That Council determine, pursuant to Section 879 (2)(a) of the *Local Government Act*, that having regard to the previous Community Association Land Use Committee (CALUC) Community Meeting, the consultation proposed at this stage is an adequate opportunity for consultation.
3. That Council consider consultation under Section 879(2)(b) of the *Local Government Act* and determine that no referrals are necessary with the Capital Regional District Board, Councils of Oak Bay, Esquimalt and Saanich, the Songhees and Esquimalt First Nations, the School District Board, and the provincial and federal governments and their agencies due to the nature of the proposed amendment.
4. That Council give first reading to the Official Community Plan Amendment Bylaw.
5. That Council consider the Official Community Plan Amendment Bylaw in conjunction with the *City of Victoria 2012-2016 Financial Plan* and the *Capital Regional District Liquid Waste Management Plan* and *Capital Regional District Solid Waste Management Plan* pursuant to section 882(3)(a) of the *Local Government Act* and deem those Plans to be consistent with the proposed Official Community Plan Amendment Bylaw.

6. That Council give second reading to the Official Community Plan Amendment Bylaw.
7. That Council refer the Official Community Plan Amendment Bylaw for consideration at a Public Hearing.
8. That Council give first and second readings to the Land Use Procedures Bylaw Amendment.
9. That Council refer the Land Use Procedures Bylaw Amendment for consideration at a Public Hearing.
10. That the applicant provide the following information to support their proposed amendments to the Master Development Agreement (MDA):
 - a. LEED ND Platinum performance targets for each phase of development and a reporting out structure to ensure that performance targets are being met potentially including some form of guarantee. The reporting structure must establish key topics and indicators to be discussed and a set timeline for submitting these update reports to Council;
 - b. an alternative amenity to the Sustainability Centre that demonstrates similar environmental, community and educational value and that if the Developer is unable to find a satisfactory alternate solution, that the applicable cash-in-lieu payment be secured in order to provide other amenities that benefit the Dockside Lands and that are agreeable to Council and the Developer;
 - c. a satisfactory Phasing Plan, identifying which public amenities, on-site services, off-site services, vehicular driveways and access points would be provided with each phase of development;
 - d. a Subdivision Concept Plan, consistent with a Phasing Plan.
11. That Council direct staff to prepare an amended MDA detailing new requirements for:
 - a. the sale of individual development parcels;
 - b. new LEED ND requirements;
 - c. LEED NC 2009 Gold standards for new commercial buildings;
 - d. delivering the remaining amenities in conjunction with development phases;
 - e. providing a revised amenity package;
 - f. an amenity or contribution in lieu of the Sustainability Centre;
 - g. a process for receiving a monetary security to ensure the construction of the public amenities;
 - h. a Transportation Demand Management Strategy;
 - i. site remediation;
 - j. other amendments as deemed necessary by City staff.
12. That staff report back to Planning and Land Use Committee with a draft of the MDA amendments prior to a Public Hearing date being set.
13. That Council direct staff to review the proposed dedication of the amenity referred to as the "Mutt Strutt" in conjunction with the review of facilities located in Vic West Park and the potential resource impacts associated with the proposal and report back to Council with further information for consideration.
14. A Statutory Right of Way being registered on title, to the satisfaction of staff, to secure each of the following:
 - a. a bus bay on Esquimalt Road;
 - b. a bus bay on Tyee Road;
 - c. widening Esquimalt Road to improve westbound cycling safety.
15. Referral of the proposed revisions to the *Design Guidelines for the Dockside Area* to the Advisory Design Panel for a comprehensive review.
16. Referral of the proposed *Design Guidelines for Dockside Beta* to the Advisory Design Panel for a comprehensive review.
17. That Council authorize staff to proceed with a City-initiated Rezoning Application for all lands located within the CD-9 Zone, Dockside District, that are not subject to Rezoning

Application No. 00473 and that the applicant (Dockside Green Ltd.) be responsible for undertaking the necessary consultation with the Community Association Land Use Committee (CALUC).

LEGISLATIVE AUTHORITY

In accordance with Section 903 (c) of the *Local Government Act*, Council may regulate within a zone the use of land, buildings and other structures, the density of the use of the land, building and other structures, the siting, size and dimensions of buildings and other structures, as well as the uses that are permitted on the land and the location of uses on the land and within buildings and other structures.

In accordance with Section 876 of the *Local Government Act*, Council may adopt one or more Official Community Plans. Pursuant to Section 137(1)(b) of the *Community Charter*, the power to amend an Official Community Plan Bylaw is subject to the same approval and other requirements as the power to adopt a new Official Community Plan Bylaw.

EXECUTIVE SUMMARY

The purpose of this report is to present Council with information, analysis and recommendations for a Rezoning Application for the property located at the 300 blocks of Tyee Road and Harbour Road (undeveloped lands at Dockside Green). There are a number of components to this Application, including proposed amendments to:

- the *Zoning Regulation Bylaw*
- the *Official Community Plan* (Design Guidelines for the Dockside Area)
- the *Land Use Procedures Bylaw*
- the *Dockside Green Master Development Agreement*.

The following points were considered in assessing this Application:

- The proposal is generally consistent with the *Official Community Plan* (OCP) which identifies Dockside Green as an area where a mix and range of uses, including high-rise multi-unit residential, commercial and retail, are considered appropriate and where total floor space ratios may be contemplated up to approximately 2.5:1.
- The *Design Guidelines for the Dockside Area* include a number of mandatory design requirements based on a design concept originally established in 2005. The Application proposes a revised design concept for the site which necessitates amendments to the Design Guidelines. An amendment to the OCP is required to amend these Guidelines.
- The Application proposes a concept referred to as "Dockside BETA" which would be an area accommodating temporary buildings and interim uses until a permanent development proceeds. The applicant will be providing specific Design Guidelines for this concept. In addition, the applicant proposes that any future Development Permit Application relating to Dockside BETA be delegated to staff for review and potential approval if consistent with the guidelines. The delegation of such applications would necessitate an amendment to the City's *Land Use Procedures Bylaw*.
- The applicant proposes several revisions to the *Dockside Green Master Development Agreement* (MDA). In order to proceed with the requested amendments to the MDA, staff recommend that Council consider requesting additional information related to the proposed Subdivision Plan and the proposed Phasing of amenities, on-site services and off-site services.

- The Application only relates to the undeveloped portions of the Dockside Lands. However, the proposal affects all of the lands in the CD-9 Zone, Dockside District, and therefore, a City-initiated Rezoning Application is recommended for the already developed portions of the site in order to simplify administration of the regulations over the long term and to lend certainty to current and future residents and business operators.

BACKGROUND

Description of Proposal

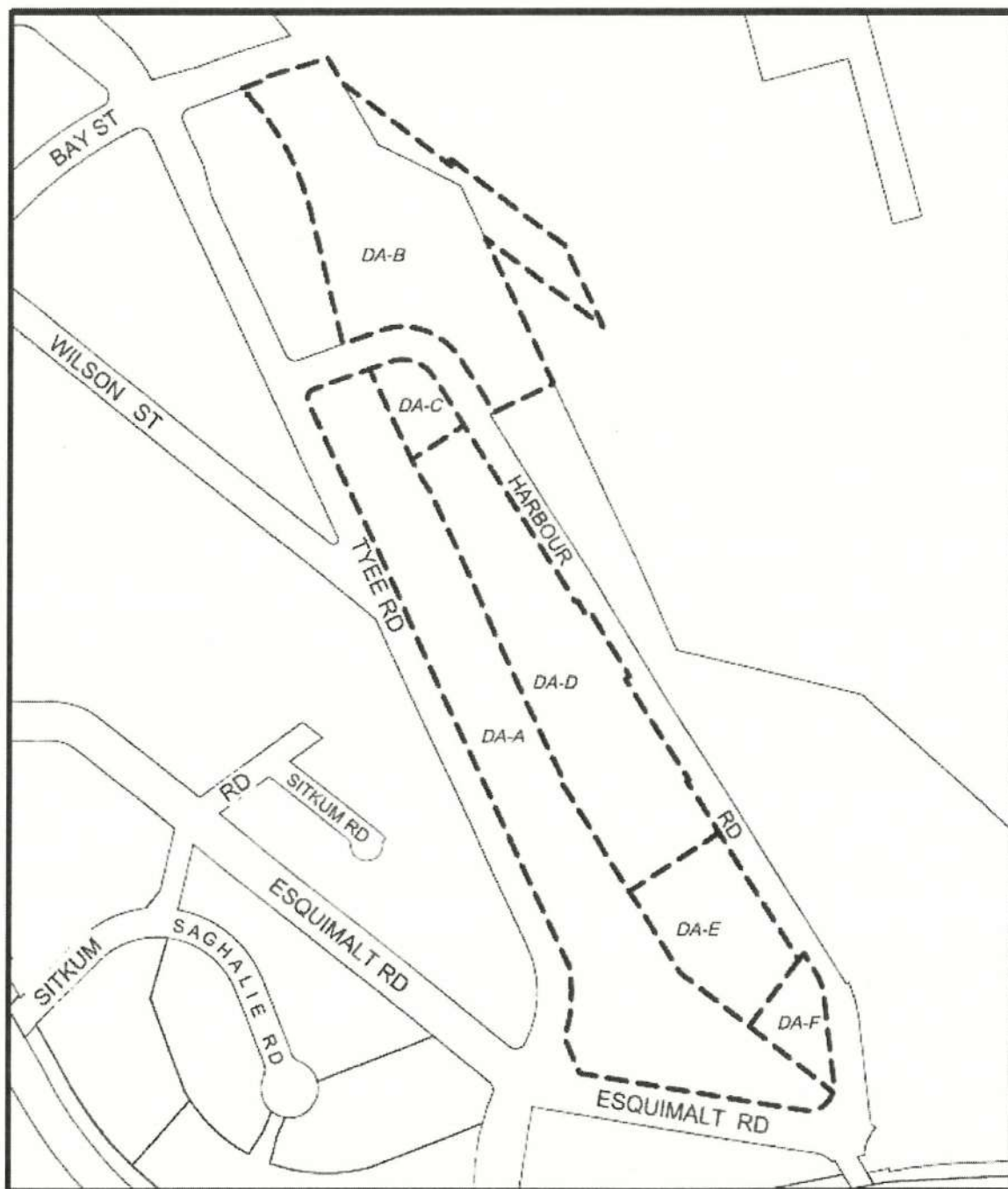
There are several issues being considered as part of the Rezoning Application and these are summarized below.

Proposed Amendments to the Zoning Regulation Bylaw

This Rezoning Application proposes amendments to the CD-9 Zone, Dockside District, which can be summarized as follows:

- additional uses proposed to be included in the zone:
 - child care
 - cultural facility (including museums, theatres and art galleries)
 - distillery, brewery and accessory liquor retail stores
 - seniors housing – assisted living
 - seniors housing – independent living
 - parks
 - public markets
 - festivals and associated structures
 - urban agriculture
- existing uses proposed to be removed from the zone:
 - biodiesel storage and sale
 - carpet cleaning
 - dye works
 - garages
- a technical amendment to the Zone relating to siting requirements for residential uses in Development Areas D and E (DA-D and DA-E)
- an increase in the maximum allowable residential floor area in DA-D and DA-E from 6,200m² to 9,867m² (but no change in the overall maximum floor area is proposed)
- additional building height is proposed in DA-A and DA-B
- parking requirements for proposed new uses and "Dockside BETA".

A map identifying the location of the Development Areas is attached overleaf.



Dockside – Development Areas



Proposed Amendments to the Official Community Plan

The Application proposes the following amendments to the *Official Community Plan*:

- new Design Guidelines for the undeveloped Dockside lands
- new Design Guidelines for the "Dockside BETA" proposal
- exemption from Development Permit Application requirements for subdivision proposals in Development Permit Area 13: Core Songhees that are consistent with the Subdivision Concept Plan
- amendment to the Design Guidelines for the Dockside Area so that they no longer apply to the undeveloped lands, so there are not two sets of guidelines applying to the same properties.

Proposed Amendment to the Land Use Procedures Bylaw

The Application also proposes an amendment to the *Land Use Procedures Bylaw* that would delegate Development Permit approval authority to staff for temporary buildings and landscaping limited to "Dockside BETA" where the proposal is consistent with the new Design Guidelines and the *Zoning Regulation Bylaw*.

Proposed Amendments to the Dockside Green Master Development Agreement

The Application also proposes the following amendments to the Dockside Green MDA:

- eliminating the requirement for Council approval of the sale of individual development parcels
- replacing the requirement to construct all new buildings to LEED Canada-NC version 1.0 Platinum standard with LEED for Neighbourhood Platinum Standard
- eliminating the monetary penalty for not meeting the applicable LEED standard
- constructing all new commercial buildings to meet the LEED Canada NC 2009 – Gold standard (these buildings would not be formally certified).
- delivering the remaining amenities in conjunction with the construction of development phases, rather than a set time-frame
- providing a revised amenity package
- substituting a \$400,000 contribution to the new amenity package instead of building the Sustainability Centre
- replacing the Performance Guarantee with a different form of security such as a letter of credit
- revising the transportation demand management (TDM) strategy.

A table summarizing all of the proposed changes to the MDA is included in Appendix A.

City-Initiated Rezoning Application

The Application is for the undeveloped portions of the Dockside Lands, however, due to the structure of the existing Zoning Bylaw, the proposal affects additional lands that are not owned by the Applicant. A City-initiated Rezoning Application is recommended for the developed portions of the site. The intent of the application will be to confirm the as-built existing floor area

of each of the existing buildings and use entitlements within a revised CD-9 Zone, in order to provide clarity regarding the zoning entitlements associated with the built-out phases and to simplify administration of the Bylaw.

Sustainability Features

The existing MDA requires that the Developer deliver a number of sustainability features across the site, including but not limited to:

- all buildings (with specific exemptions) being built to LEED Canada - NC version 1.0 Platinum standard
- a financial contribution to a Sustainability Centre that models and promotes vibrant, healthy and green communities
- an on-site sewage treatment systems
- an on-site biomass gasification energy system
- various innovative renewable energy technologies and other environmental products being used throughout the site with emphasis on local and BC companies and providing information to bring public attention to their use.

The applicant proposes to substitute the aforementioned LEED standard to LEED Neighbourhood - Platinum. In addition, the applicant proposes to eliminate the obligation to contribute to the development of the Sustainability Centre. An amendment to the MDA would be required to facilitate these changes. Staff have provided further detail and analysis of these proposed amendments later in this report.

The on-site sewage treatment system and biomass gasification energy system have both been constructed and are available to serve future phases of Dockside Green.

Active Transportation Impacts

To support the fact that the CD-9 Zone, Dockside District provides for off-street parking requirements that are lower than the standard generally applicable under Schedule C of the City's *Zoning Regulation Bylaw*, the Developer agreed to provide a number of Transportation Demand Management (TDM) measures including:

- a car-share program
- working closely with BC Transit to address peak hour transit demand
- a mini-transit service to provide seniors and other residents with transportation to key drop-off points Downtown.
- bicycle racks to the LEED or City standard, whichever is greater
- working with key interest groups, like bicycle associations, to explore innovative approaches that the Developer can support or test on site.

The list above was secured in the MDA, however, the applicant has proposed revisions to this package. Staff have provided further detail and analysis of this amendment later in this report.

Public Realm Improvements

The existing MDA requires the Developer to provide a number of public realm improvements across the site, including but not limited to:

- a greenway through the site which incorporates pedestrian trails and green open space
- a large main plaza area in the southern portion of the site
- improvements to the Galloping Goose Trail
- a waterfront walkway and small boat launch
- shoreline enhancements
- play area
- public art
- interpretive signage
- public washroom.

The items noted above are either complete or the Developer still proposes to complete them, with the exception of the main plaza area, which the applicant proposes to replace with:

- Dockside Commons – a public green space at the south end of the greenway
- Dockside Landing – an entry plaza located adjacent to Harbour Road.

Land Use Context

The area is characterized by a mix of residential, commercial and industrial land uses.

Existing Site Development and Development Potential

The site is presently in the CD-9 Zone, Dockside District. Under the current CD-9 Zone, the property could be developed with residential, commercial and light industrial uses up to a maximum floor space ratio of 2.084:1. However, any development must also be consistent with the mandatory requirements outlined in the *Design Guidelines for the Dockside Area* and the obligations outlined in the Dockside MDA.

Data Table

The data table is provided in Appendix B and compares the proposal with the CD-9 Zone. An asterisk is used to identify where the proposal is less stringent than the existing Zone.

Relevant History

Sale Contract History

A discussion of the Sale Contract is important in order to understand the project's history and because portions of the Sale Contract are still in effect. Prior to the sale of the property by the City in 2005, a series of principles were established for redevelopment of the land by the Dockside Advisory Committee (made up of staff, community members, business community). The project deliverables were established generally as follows:

- Public Realm Requirements
 - two Focal Point Plazas
 - a minimum amount of Public Pathways
 - two parks/green space
 - planted boulevards
- Green Buildings
 - all buildings to be LEED Silver NC 1.0 Standard
- Building Height
 - a few "landmark" type buildings no higher than 10 storeys.

In September 2004, the City released a Request for Proposals (RFP) for the Dockside Lands. The RFP included various objectives relating to site remediation, land use, urban design, LEED certified buildings and public realm requirements. Dockside Green Ltd. was selected as the successful proponent based on their response to the RFP. The proposal evaluation was founded upon triple bottom line objectives of meeting economic, social and environmental goals.

In September 2005, Council approved the terms of the Dockside Green MDA, the Sale Contract (including Option to Purchase) and the Performance Guarantee. The report to Council provided a table describing the summary of negotiated changes from the RFP response (September, 2004) to the Sale Contract/Master Development Agreement and *Zoning Regulation Bylaw* (September, 2005). The total value of approximately \$23,800,000 associated with the development deal, was divided into three categories as outlined in the table below:

MDA Commitment	
Purchase Price of Land	\$ 8,500,000
Remediation	\$ 6,000,000
Amenities	\$ 9,378,490
Total	\$23,878,490

With regard to the amenities and purchase price, the Developer originally offered the City \$8,000,000 for the purchase of the lands with the construction of public amenities to be provided in step with each phase of the development. However, the City and Developer negotiated an arrangement whereby the Developer would provide the amenities according to a fixed schedule. In order to accommodate the City's request that amenities be provided within a specific timeframe, the Developer requested and the City agreed that payment for the purchase of the land would be made in instalments and the price of the land would be adjusted to \$8,500,000 to provide the same net present value to the City.

By agreeing to these terms, the City secured the provision of about 75% (\$6,993,580) of the public amenities within the first three years of construction (2007-2009). The reasoning for this change was to "provide community assurance that amenities would be provided as per the proposal and Developer [will have] a more marketable property". The balance of the public amenities (\$2,384,910) would have been provided in the following four years with completion in August 2013.

The Sale Contract divided the payment of the property purchase price into a series of instalments. The Developer has paid the City the full \$8,500,000 purchase price. The Sale Contract also provides the City with an "Option to Purchase" which is registered on the title of the property. The Option allows the City to purchase any undeveloped portion of the Optioned Property for fair market value in accordance with the following two provisions:

- a. if market conditions are positive for development; and
- b. if the progress of the development over a consecutive three-year period is less than 25,641m² (approximately 275,000 ft²).

The Guarantee is structured so that if the Developer were to default on its obligations to pay the purchase price, to remediate the site or to provide the amenities, Vancouver City Savings Credit Union (Vancity) would be held responsible for either performing the obligation or paying the City

the value of the obligation to the maximum amount set out in the Guarantee. In the case of the amenities under the current agreement, Vancity would be obliged to either provide the amenity as listed in Schedule D and as described in Schedule G or pay the City the monetary value of the amenity as set out in Schedule D. As mentioned earlier, a key aspect of the Sale Contract, Performance Guarantee and MDA was that the amenities, site remediation and sale price of the land would be delivered within a set period of time.

Master Development Agreement History

In September 2005, as part of the land sale and development proposal, the City entered into a Master Development Agreement ("MDA") with Dockside Green Ltd. (the "Developer"), as well as a Performance Guarantee with Vancouver City Savings Credit Union ("Vancity"), under which Vancity, as Guarantor, irrevocably agreed to guarantee certain obligations of the Developer.

As part of the MDA, the Developer agreed to provide a number of public amenities within specific time limits and to complete the remediation of the site. The amenity obligations are listed in Schedule D of the MDA (attached). Provision of those amenities was one of the obligations guaranteed under the Performance Guarantee. The Performance Guarantee is a legal agreement that acts as a financial backstop to ensure that the amenities are built. Under the terms of the Performance Guarantee, in the event of default by the Developer, the Guarantor could choose to either complete the public amenities or pay to the City a specific amount for each amenity as set out in Schedule D of the MDA.

In December 2009, Vancity assumed 100% ownership of Dockside Green Ltd. No new residential or commercial development has been constructed on the site since the completion of Phase II in April 2009. No new amenities have been constructed since Vancity assumed 100% ownership of Dockside Green Ltd. and the Developer has not completed its obligations to provide the amenities in accordance with the scheduled timeline agreed to in the MDA.

Due to the rising cost of construction since 2005, the amounts guaranteed for each amenity under the Performance Guarantee are significantly lower than the expected cost of actually constructing them. This gap is expected to continue to increase over time.

In October 2010, staff reported to Council on the delay in delivery of amenities and, subsequently, staff proposed a meeting with the Developer to negotiate amendments to Schedule D of the MDA to provide new timelines for construction of the remaining amenities.

As a result of negotiations, Vancity and the Developer agreed to increase the amount secured under the Guarantee to provide an escalation in value for the remaining site remediation, public amenity and sustainability centre obligations that would apply only from the date the obligation was required to be performed under the MDA. This amounts to a 5.5% increase in the value of the security for the remaining public amenities under the agreed to index. The MDA provides no mechanism to revisit these estimates.

Dockside Green now wishes to pursue modifications to both the *Zoning Regulation Bylaw* and the MDA in order to subdivide individual development parcels and offer those parcels for sale in the marketplace. This change in approach necessitates careful consideration of the proposed delivery of the amenities and green building standards because the City could be dealing with multiple development companies as the project is built-out.

Community Consultation

Consistent with the *Community Association Land Use Committee (CALUC) Procedures for Processing Rezoning and Variances Applications*, the applicant has consulted the Victoria West CALUC at a Community Meeting held on September 16, 2014. A letter dated February 17, 2015 is attached to this report.

ANALYSIS

Official Community Plan Consistency

The subject lands are identified in the OCP as being located within the Core Songhees Urban Place Designation. This designation envisions floor space ratios up to 2.5:1 and buildings up to 22 storeys in height in select locations. Land uses consistent with this designation include residential, commercial (office, retail, visitor accommodation), institutional and light industrial.

Official Community Plan Amendment

The Application proposes the following amendments to the *Official Community Plan*:

- new Design Guidelines for the undeveloped Dockside lands
- new Design Guidelines for the "Dockside Beta" proposal
- exemption from Development Permit Application requirements for subdivision proposals.

New Design Guidelines

The Application proposes new Design Guidelines for the undeveloped portions of Dockside Green and for the Dockside BETA proposal. The existing Design Guidelines would remain applicable to the developed portions of Dockside Green. Although it is anticipated that the new Design Guidelines will be a reflection of the new design concept illustrated in the attached plans, the applicant is still in the process of finalizing these documents. Once submitted, reviewed and deemed satisfactory by staff, staff recommend that Council consider referring these documents to the Advisory Design Panel for a comprehensive review.

Exemptions for Development Permit Applications for Subdivision

The applicant is requesting that future subdivisions be exempt from requiring Development Permits. This request has been facilitated with amendments to the OCP related to subdivision which were approved by Council on October 1, 2015. However, a Subdivision Concept Plan consistent with the Phasing Plan is required and must be incorporated into the Design Guidelines and secured as part of the amendments to the MDA. Any future subdivision applications must be consistent with that Plan in order to be exempt from the requirement for a Development Permit Application.

Official Community Plan Amendment Public Consultation

Should Council wish to advance this Application, Section 879(1) of the *Local Government Act* (LGA) requires a Council to provide one or more opportunities it considers appropriate for consultation with persons, organizations and authorities it considers will be affected by an amendment to the OCP. Consistent with Section 879 (2)(a) of the LGA, Council must further consider whether consultation should be early and on-going. This statutory obligation is in addition to the Public Hearing requirements. In this instance, staff recommend for Council's

consideration that notifying owners and occupiers of land within 200m of the subject property, along with posting a notice on the City's website, would provide adequate opportunities for consultation with those affected.

Through the Community Association Land Use Committee (CALUC) Community Meeting process, all owners and occupiers within a 200m radius of the site were notified and invited to participate in a Community Meeting. The consultation proposed at this stage in the process is recommended as adequate and consultation with specific authorities, under Section 879(2)(a) of the LGA, is not recommended as necessary.

Should Council support the OCP Amendment, Council is required to consider consultation with; the Capital Regional District Board; Councils of Oak Bay; Esquimalt and Saanich; the Songhees and Esquimalt First Nations; the School District Board and the provincial government and its agencies. However, further consultation is not recommended as necessary for this amendment to the Design Guidelines. Council is also required to consider the OCP Amendments in relation to the City's *Financial Plan* and the *Capital Regional District Liquid Waste Management Plan* and the *Capital District Solid Waste Management Plan*. This proposed OCP Amendment would have no impact on any of these plans.

Proposed Amendments to Zoning Regulation Bylaw

Additional Permitted Uses

The Application proposes the following additional permitted uses in the CD-9 Zone, Dockside District:

Development Area	Proposed Additional Permitted Uses
A	Child Care Seniors Housing – Assisted Living Seniors Housing – Independent Living Parks Urban Agriculture
B	Child Care Seniors Housing – Assisted Living Seniors Housing – Independent Living
C	No additional uses proposed
D and E	Child Care Cultural Facility Distillery Brewery Accessory Liquor Store Seniors Housing – Assisted Living Seniors Housing – Independent Living Parks Public Markets Festivals Urban Agriculture
F	No additional uses proposed

In addition, the applicant also wishes to rescind the following permitted uses:

- biodiesel storage and sale
- carpet cleaning

- dye works
- garages.

The proposed additional permitted uses are generally consistent with the uses contemplated for the Core Songhees area, as defined in the OCP. Light industrial uses are contemplated in this location and, therefore, regulations would be included in the amended zone to limit the size of any manufacturing component associated with a Distillery or Brewery to ensure that they remain small scale in nature and compatible with the neighbourhood.

Technical Amendment – Siting Requirements for Residential Uses

Attached Dwellings and Multiple Dwellings are identified as a permitted use in DA-D and DA-E and defined as follows:

attached dwellings (only on the second floor and up, not within 18m of the Harbour Road and 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)

multiple dwellings (only on the second floor and up, not within 18m of the Harbour Road and 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)

As siting requirements are included in the description of the use, a Rezoning Application would be required if a future Developer wished to deviate from these requirements. The applicant proposes that the siting requirements instead be written as general regulations applicable to DA-D and DA-E respectively. If a future Developer ever sought to lessen these requirements, they would still be required to apply to the City for a variance from the *Zoning Regulation Bylaw*, but a more lengthy rezoning process would not be required.

Increase in Maximum Allowable Residential Floor Area

The Application proposes an increase in the maximum combined allowable residential floor area in DA-D and DA-E from 6,200m² to 9,867m². However, the overall maximum floor areas of 16,570m² in DA-D and 8,145m² in DA-E would not change. Therefore, this proposed amendment would simply allow greater flexibility in terms of the potential for providing residential floor space in the aforementioned Development Areas.

Additional Building Height

The CD-9 Zone, Dockside District, limits maximum building height as follows:

Development Area	Maximum Height (m) – using Canadian Geodetic Datum
A	45.13 (except that one building may have a maximum height of 66m and one other building may have a maximum height of 57.25m)
B	45.65
C	25.04
D	26.51
E	26.51
F	30.5

The Application seeks to amend the zone to allow each of the three buildings near the corner of Esquimalt Road and Tyee Road to have a maximum height of 66m. Similarly, it is envisaged that three additional buildings would be constructed along Tyee Road, immediately south of the completed residential phases to a maximum height of 60.5m.

The Application also proposed to increase the maximum allowable height in DA-B from 45.65m to 47m.

No changes to the maximum allowable building heights are proposed in DA-C, DA-D, DA-E or DA-F.

The applicant has noted that these increased heights are needed in order redistribute the existing density into economically viable building forms while maintaining the intent of the applicable design guidelines to terrace building heights from south to north. The applicant has provided a "Sun-Shade Study" (attached) to demonstrate the shadow impacts of the proposed 2015 Master Plan versus the existing Master Plan.

Proposed New Parking Rates

The applicant proposes that new parking rates be added to the CD-9 Zone with respect to the proposed new permitted uses and "Dockside BETA". The applicant secured the services of Boulevard Transportation to review anticipated parking demand at Dockside Green and they have submitted two Parking Studies (attached) relating to the proposed new permitted uses and "Dockside BETA" respectively. These studies propose that the following parking rates be included in the CD-9 Zone:

Proposed Use	Proposed Parking Ratio
Day Care	1 per 5 registered children
Cultural Facilities	1 per 40m ²
Public Markets	1 per 45m ²
Distilleries & Breweries	1 per 90m ²
Accessory Liquor Store	1 per 45m ²
Festivals and Associated Structures	1 per 4 person capacity
Urban Agriculture	1 per 20m ² of retail floor space
General Commercial Use	1 per 45m ²
Dockside BETA	1 per 20.9m ²

Staff have reviewed the aforementioned documentation and proposed parking rates and concur with the findings and recommend that Council consider supporting this amendment to the *Zoning Regulation Bylaw*.

Proposed Amendments to Master Development Agreement

The Developer has requested the following changes to the MDA:

- eliminating the requirement for Council approval of the sale of individual development parcels
- replacing the requirement to construct all new buildings to LEED Canada-NC version 1.0 Platinum standard with LEED for Neighbourhood Platinum Standard
- constructing all future commercial buildings to the LEED Canada NC 2009 – Gold standard.
- eliminating the monetary penalty for not meeting the applicable LEED standard

- delivering the remaining amenities in conjunction with the construction of development phases, rather than a set time-frame
- providing a revised amenity package
- substituting a \$400,000 contribution to the new amenity package instead of building the Sustainability Centre
- replacing the Performance Guarantee with a different form of security such as a letter of credit
- revising the transportation demand management (TDM) strategy.

The following sections will discuss each of these points in turn.

Future Sale of Development Parcels

Section 18 of the MDA states that the Developer may not sell or assign its controlling interest in the Agreement without the prior written approval of the City. The applicant's strategy is to subdivide the site and sell individual development parcels. As such, they have requested that the MDA be amended so they do not have to seek the approval of Council every time they wish to sell a parcel of land.

Staff recommend for Council's consideration that this request be accepted subject to the MDA being amended to include provisions to ensure that Dockside Green Ltd:

- is still ultimately responsible for providing public amenities, on-site services and off-site services until those amenities and services are complete and the development associated with that phase is constructed and occupied
- provide a security that covers 120% of the cost of constructing the amenity.

Applicable LEED Standard and Monetary Penalty

Section 11.0 of the MDA outlines the Developer's Leadership in Energy and Environment Design (LEED) commitments. The Developer is required to construct all buildings on the Dockside Lands to the LEED Canada-NC version 1.0 Platinum standard (referred to as the "applicable LEED standard"). This obligation does not apply to any portion of a building containing a restaurant and/or bar, townhouses or buildings for which the LEED certification process does not exist as of the date of the Agreement.

If the Developer fails to deliver a building to the Applicable LEED Standard, a monetary penalty is applicable. The penalty is based on a \$1 per buildable square foot charge for the remaining unrealized density. If the Developer failed to deliver all future buildings, this penalty would equate to approximately \$1,000,000. Furthermore, if the Developer sells a controlling interest in any portion of the development and the successor fails to meet the Applicable LEED Standard, the penalty doubles to \$2 per buildable square foot. The Developer proposes to eliminate this penalty and transition to obtain LEED ND Platinum certification.

Section 11.3 of the MDA states that, if a LEED for Neighbourhood (LEED ND) rating system is released with standards that are at least equivalent to, or more stringent than, the applicable LEED Standard, then with the approval of the City, the Developer may substitute the LEED ND for the current applicable LEED standard. The LEED ND standard has been formalized by the Canadian Green Building Council.

The applicant has requested that the applicable LEED standard be replaced with LEED ND Platinum Certification and has provided a letter (attached) from the President and CEO of the

Canada Green Building Council which states that the LEED NC and LEED ND rating systems "set equally demanding performance targets which become more stringent with the level of certification". The correspondence indicates that Dockside Green still intends to target LEED Gold for all commercial buildings and new residential buildings would still have to meet minimum performance targets with prerequisite requirements in LEED ND.

In light of the aforementioned letter, staff recommend that Council consider approving this request subject to establishing a monitoring process and possibly a guarantee or penalty system if the Developer fails to successfully meet the proposed LEED standard.

Provision of Sustainability Centre

The Developer is bound by the MDA to provide a \$400,000 contribution toward establishing a Sustainability Centre on the site. Consistent with the Performance Guarantee, this figure will be recalculated if the City makes a demand under the Guarantee with respect to the payment of these monies. The recalculation is based on the Consumer Price Index for British Columbia and any uplift will be calculated from a base date of September 30, 2014. The MDA defines the "Sustainability Centre" as a facility of not less than 2000m² and not more than 4645m², that:

- a) *is a centre for learning, innovation, collaboration, action and environmental social non-profit organizations and other enterprises;*
- b) *models and promotes the creative design of vibrant, healthy and green communities;*
- c) *is operated under a cooperative or non-profit structure or organization; and*
- d) *includes a minimum of 30 m² of area that is available for community use without charge.*

The Developer has provided evidence to suggest that the Sustainability Centre as it is currently defined is not achievable (attached letter, dated May 19, 2015). The Developer has not provided any information as to whether or not they have considered the viability of establishing a Sustainability Centre in a scaled-down format, rather, the Developer proposes that the \$400,000 be directed toward a package of revised amenities. Under the terms of the existing MDA, if the Developer is in default of this amenity, the City can request that the \$400,000 be paid out to the City and held in an "Amenity Fund" to be used in the construction of an alternate amenity that benefits the Dockside Lands, as agreed by the City and the Developer.

The 2000m² allotted to the Sustainability Centre was to accommodate office or retail space. There is nothing in the MDA which would require the developer to subsidize lease rates for this space. As a result, the transfer of this space to accommodate general office or retail use would be of no net benefit to the developer.

In discussions with the Developer, staff have suggested that the theme of sustainability and environmental education was an important aspect to the triple bottom line accountability which the project was founded upon. The project's high environmental standards and commitments to educating the public contributed heavily to the project's high profile. To continue to advance this aspect of the project, staff have asked that the Developer to turn their minds to providing amenities or features that will carry forward the theme of sustainability and provide some educational value to the community. The Developer is currently considering this request.

Proposed Amenity Package

Section 8 of the MDA identifies the public amenities that the Developer agreed to provide in conjunction with the development of Dockside Green. The amenity package that is secured under the MDA was a key consideration as part of the land sale to Dockside Green Ltd. and

was originally valued at \$9,378,490. The Developer is now proposing a revised public amenity package and the key changes can be summarized as follows:

Amenities No Longer Proposed:

- Main Plaza (replaced by "Dockside Commons" and "Dockside Landing")
- Mini-Transit
- Pedestrian link from Johnson Street Bridge (the Bridge design no longer accommodates).

New Amenities Proposed:

- "Dockside Commons" (Public Green Space)
- "Dockside Landing" (Entry Plaza)
- "Mutt Strutt" Dog Park.

Section 8.1 of the MDA states that the Developer is responsible for any cost overruns in the event that the Developer's costs of constructing the Public Amenities exceeds \$9,378,490. Dockside Green Ltd. have retained the services of Altus Group Ltd. to estimate the cost of constructing the original amenities based on 2015 construction costs and have compared this to the cost of constructing the proposed revised amenity package. Their report concludes that:

- The cost of constructing the 2005 amenity package based on 2015 construction costs is \$17,415,884.38.
- The cost of constructing the proposed amenity package based on 2015 construction costs is \$19,421,722.57.

In light of the above, the dollar value of the proposed amenity package is \$2,005,838.19 greater than the value of the existing amenity package.

Phasing of Amenities

Under Section 8 of the MDA, the Developer agreed to provide the required public amenities within specific time limits. Those time limits anticipated that the majority of the amenities would be complete by December 2013, however, no public amenities have been delivered since early 2009. The Developer's continued delay in constructing the remaining amenities, as contemplated in Schedule D of the MDA, represents a loss of public enjoyment for the local community.

In 2011, the MDA was amended to increase the liability of the Guarantor, Vancity, should the Developer default on their obligation to construct the amenities. As the delivery of amenities is tied to a fixed schedule, all of the remaining amenities are now subject to an escalation in value tied to the Consumer Price Index (CPI); escalation begins to apply as of the date the amenity was required to be completed. It should be noted that the amendment does not permit the reduction in the Guarantor's liability should there be a reduction in the value of the index.

The Developer is willing to revisit the cost attributable to the amenities and have provided updated estimates for a revised MDA (see attached report from Altus Group Ltd.). The Developer further proposes that the MDA be amended so that the remaining amenities are linked to the phases of development. Each of the amenities would be secured via a cost estimate and security, such as a letter of credit, at 120% of the estimated value.

The applicant has not yet provided a satisfactory Phasing Plan indicating which amenities, on-site services and off-site services will be provided with each future phase of development. Staff recommend for Council's consideration that, subject to receiving a satisfactory Phasing Plan, Council consider accepting in principle the request to amend the MDA to link the delivery of amenities to phases of development.

Site Remediation

As part of the land sale, Dockside Green Ltd. agreed to undertake all necessary site remediation on the Dockside lands. The Guarantee provided by Vancity allocated \$6,000,000 specifically for this purpose. There is currently \$600,000 remaining in the Guarantee for site remediation.

The Developer remains responsible for completing all necessary site remediation, regardless of any cost overruns, subject to the provisions of the Sale Contract. On this basis, Dockside Green Ltd. has asked that the monies remaining in the Guarantee for site remediation be removed. Staff note that the City holds a Section 219 Covenant over the lands sold by the City to Dockside, under which the owner of the lands covenants to be solely responsible for their remediation in accordance with the requirements of the Sale Contract. Staff recommend for Council's consideration that the City accept the Developer's request on the basis that the Sale Contract and registered Section 219 Covenants continue to specify that Dockside Green Ltd. remain responsible for any required site remediation.

Revised Transportation Demand Management Strategy

In order to reduce the demand for parking generated by the development and to ensure the lower parking requirement established in the *Zoning Regulation Bylaw*, the MDA requires that the Developer implement a number of TDM Measures as specified in Schedule F of the MDA. These include:

- Car Share Program – includes the provision of 10 car share vehicles for the Development or, alternatively, car share co-op memberships to the value of \$240,000 for Dockside Green residents.
- BC Transit – the Developer agreed to work closely with BC Transit to address peak hours and encourage BC Transit to provide a smaller shuttle bus service for the development.
- Mini-Transit – the Developer agreed to establish a Dockside mini-transit service to provide seniors and other residents with transportation to key drop-off points Downtown.
- Bicycle Traffic and Storage – the Developer agreed to provide bicycle racks to the LEED or City standard, whichever is the greater.
- Education – a key to the Developer's TDM strategy is working with key interest groups, like bicycle associations, to explore innovative approaches that the Developer can support or test on site.

The Developer has proposed the following revisions to the TDM strategy:

- a mini-transit service is no longer proposed due to issues relating to long-term financial sustainability
- the applicant states that the Victoria Car Share Co-op (VSCS) have advised them that eight car share vehicles is an appropriate number to serve the development, therefore, two fewer car share vehicles are now proposed

- the applicant is looking to establish an annual grant (limited to 10 years) focused on promotional or educational events related to cycling, transit and pedestrian modes of traffic
- the TDM strategy now focuses on concentrating investments around "mobility hubs" within the development. The applicant states that they expect this approach will increase awareness of travel options and provide desirable alternatives to single-occupant vehicle travel.

The Developer has submitted a report by Boulevard Transportation which provides an analysis of the revised TDM strategy and concludes that the new strategy includes a reallocation of budget which is intended to meet the effectiveness of the previous TDM program as it produces a more viable and implementable approach to reducing vehicle parking demand on site.

Having reviewed the documentation submitted by the Developer, staff have made the following observations:

- The report states that, instead of the mini-transit service, BC Transit's handyDART Service is available for those individuals unable to access conventional public transit, which replicates the door-to-door convenience that the mini-transit service would have provided.
- Schedule F of the MDA anticipated that the mini-transit vehicle would be purchased by the Developer at a value of \$60,000. Section 8.21 states that, in the event that the Developer is in default of its obligation to provide any of the TDM strategies outlined in Schedule F, the City may require the Developer to transfer any attributable funds into the overall amenity fund; however, a number of alternative measures and the overall amenity package for the site has been increased in value, by approximately \$2,000,000.
- The Developer has provided evidence that MODO support the proposed reduction in the number of car share vehicles being provided (see attached letter).
- The applicant has agreed to provide bus bays on Esquimalt Road and Tyee Road and to the widening of Esquimalt Road to improve westbound cycling safety.

In light of the above, staff recommend that Council consider accepting the applicants' request to amend the TDM package, subject to Statutory Rights-of-Way being registered on title:

- to provide space for enhanced bus stops that incorporate the placement of bus shelters at both the Tyee Road and Esquimalt Road bus stops and
- on the north side of Esquimalt Road to improve conditions for cycling and walking on the westbound approach to Tyee Road.

Proposed Amendments to *Land Use Procedures Bylaw*

The Application also proposes an amendment to the *Land Use Procedures Bylaw* that would delegate staff Development Permit approval authority for new buildings and landscaping limited to "Dockside Beta" where the proposal is consistent with the new Design Guidelines and the *Zoning Regulation Bylaw*. The amendment should build in a mechanism, through delegation of authority to staff, to require Section 219 Covenants where necessary to ensure temporary buildings are removed from site after a specified period of time.

Given that the proposed development area is relatively small in the context of Dockside Green and that specific Design Guidelines would be established for Dockside BETA, staff recommend that Council consider supporting this amendment.

Resource Impacts

The applicant proposes a new amenity package associated with this application. The majority of the amenities will be managed and maintained by the Dockside Green Society. The only exception being the proposed "Mutt Strut" which the developer proposes to construct and transfer to the City as a City park. Staff recommend that Council consider directing staff to review the potential for a "Mutt Strut" in relation to consultation which will be undertaken in Victoria West regarding the facilities located in existing parks in the neighbourhood and the needs and wishes of the community. Staff further recommend that Council consider directing staff to determine the resource impacts associated with the ultimate proposal and design and report back to Council for further consideration.

CONCLUSIONS

The range of bylaw and regulatory amendments being requested through this application are broad and complex; however, the overall development and general site plan is, in many ways, similar to the current approved plan. The proposal being advanced by the applicant for Council's consideration at this time, does have some significant impacts on the previously negotiated amenity package and offers a different approach to their delivery. On balance, staff recommend for Council's consideration that the proposal has the potential to reinvigorate development of the site and that Council direct staff to undertake further work advancing the application and report back to Planning and Land Use Committee in accordance with the provisions set out in the Recommendation.

ALTERNATE MOTIONS

That Council decline Rezoning Application No. 00473 for the property located at 353 Tyee Road.

Respectfully submitted,



Jim Handy, Senior Planner
– Development Agreements,
Development Services
Division



Mike Wilson, Senior Planner
– Urban Design
Development Services
Division



Jonathan Tinney, Director
Sustainable Planning and
Community Development
Department



Report accepted and recommended by the City Manager:

Date: October 9, 2015

List of Attachments

- Appendix A: Proposed Amendments to Dockside Green MDA
- Appendix B: Zoning Data Table
- Zoning map
- Aerial map
- Applicants letter dated August 4, 2015
- Rezoning Submission July 16, 2015
- Applicants letter re: Sustainability Centre dated May 19, 2015
- Conceptual Plans dated July 16, 2015
- Sun-Shade Study dated July 16, 2015
- Parking Study dated June 18, 2015
- Dockside BETA Parking Study dated May 1, 2015
- TDM Study dated July 31, 2015
- Letter from MODO dated July 23, 2015
- Letter from CALUC dated February 17, 2015
- Letter from Canada Green Council dated August 4, 2015.

APPENDIX A – PROPOSED AMENDMENTS TO DOCKSIDE GREEN MDA

Section Number	Topic	Summary of Current Provisions	Proposed Changes to Provisions	Comments
1.0	Definitions	Multiple Definitions	If the MDA is amended several definitions will have to be updated or deleted	
2.0	Purpose and Intent		None	
3.0	Condition Precedent		None	
4.0	Development Commitments	<p>Developer agrees to develop the lands in accordance with the Rezoning Bylaw and Design Guidelines</p> <p>Developer is fully responsible to ensure development of the Dockside Lands is in full compliance with all requirements of the bylaws, zoning and building construction and shall pay all applicable permit fees and DCC's</p>	None	
5.0	Development Phases, Subdivision and Development Permits	<p>Developer may subdivide the Dockside lands in accordance with the Schedule C site plan but is not bound by this plan.</p> <p>The Developer requires a DP for subdivision and the approval of the Approving Officer for any subdivision</p> <p>Prior to the issuance of any DP for development the Developer must submit an Integrated Pest</p>	Dockside have requested that they be exempt from requiring a Development Permit for Subdivision	Staff recommend that Council consider approving this request subject to the submission of a satisfactory subdivision plan and securing that subdivision plan in an amended MDA

APPENDIX A – PROPOSED AMENDMENTS TO DOCKSIDE GREEN MDA

Section Number	Topic	Summary of Current Provisions	Proposed Changes to Provisions	Comments
		Management Plan for the Approval of the Director of Parks		
6.0	Land Use – Noise and Nuisance Mitigation Measures	<p>In order to mitigate the impact of noise and air pollution from adjacent industrial uses the lands shall be developed in compliance with the requirements of Schedule E</p> <p>The Developer must ensure that the Bylaws of any Strata Corporation comply with Section 2 of Schedule E (i.e. noise mitigation measures must not be removed)</p>	None	
7.0	Transportation Demand Management Strategies	<p>Off-street parking requirements reduced due to agreed TDM package (see Schedule F below)</p> <p>The Developer and the City will review the effectiveness of the TDM strategies every second year. The Developer shall be required to provide additional TDM measures and monies if the performance objectives set out in Schedule J and N are not being met.</p> <p>Outlines when the Developers obligations will be met.</p>	Applicant proposes revised TDM package (see Schedule F below).	Staff recommend that Council consider approving the revised TDM package.
8.0	Public Realm Requirements	Confirms that the Developer is responsible for constructing the amenities outlined in Schedule G (see below). The Developer is responsible for any cost overruns in the event that the cost of constructing	<p>New package of amenities proposed (see Schedule G below)</p> <p>Amenities will now be allocated to phases of development</p>	The cost of constructing the proposed amenity package is approx. \$2million greater than the cost of constructing the existing amenity package (based on 2015 construction costs)

APPENDIX A – PROPOSED AMENDMENTS TO DOCKSIDE GREEN MDA

Section Number	Topic	Summary of Current Provisions	Proposed Changes to Provisions	Comments
		<p>the amenity exceeds the value identified in Schedule D</p> <p>Sets out terms for confirming completion of amenities</p> <p>Confirms that the amenities must be constructed in accordance with the time frame identified in Schedule D</p> <p>Confirms which amenities are to be constructed on the Dockside Lands</p> <p>Before commencing construction of any of the amenities the Developer must provide the Director of Engineering and the Director of Parks, engineered drawings and construction details to demonstrate that the amenities are in accordance with Schedule G</p> <p>The Developer and the City may agree to extend the time completion for a Public Amenity</p> <p>Temporary access must be provided if pedestrian access along the greenway is obstructed by construction works</p> <p>Sets out conditions to address any circumstance where the Developer is in default of its obligation to provide</p>	<p>A cost estimate and 120% security will be provided for each amenity as each Phase is developed</p>	<p>Dockside Green is still ultimately responsible for the delivery of public amenities</p> <p>New SRW's will be required to secure public access over public space and pedestrian linkages</p> <p>Staff recommend that Council consider approving the proposed approach to delivering amenities subject to submission of a satisfactory Phasing Plan</p>

APPENDIX A – PROPOSED AMENDMENTS TO DOCKSIDE GREEN MDA

Section Number	Topic	Summary of Current Provisions	Proposed Changes to Provisions	Comments
		<p>an amenity</p> <p>Confirms which amenities require an SRW. The SRW must be registered in the Land Title Office before an Occupancy Permit is issued for any building constructed in the relevant development area.</p> <p>The Developer is responsible for the cost of registering all SRWs</p> <p>Sets out conditions relating to the “Harbour Access and Docks” – amenity complete</p> <p>Sets out conditions relating to the Point Ellice Park improvements</p> <p>Sets out conditions relating to the payment of funds to the City in lieu of or in default of the construction of an amenity</p> <p>Section 8.21 confirms that if the Developer is in default of its obligation to provide any of the TDM measures referred to in the agreement the City may elect that the Developer transfers the costs of those measures to the amenity fund</p>		
9.0	Affordable Housing	Provisions relating to the delivery of Non-Market Rental and Market Affordable Housing	Revisions to Sec. 9 of the MDA proposed in conjunction with Development Permit No. 478 for 370 and 384 Harbour Road	Not being considered as part of this Rezoning Application

APPENDIX A – PROPOSED AMENDMENTS TO DOCKSIDE GREEN MDA

Section Number	Topic	Summary of Current Provisions	Proposed Changes to Provisions	Comments
10.0	Developer's Annual Report and Other Initiatives	<p>The Developer shall provide an Annual Report in compliance with Schedule J</p> <p>All housing constructed shall comply with the Adaptable Housing Guidelines</p> <p>Construction of Fire Hall (time period for the City to give notice of this requirement has expired) The City will carry out an annual audit of the Development in accordance with Schedule N</p>	That the Annual Report be submitted on a 3 year basis so that it can provide a meaningful update on progress	Staff recommend that Council consider approving this proposed amendment.
11.0	LEED Commitments	<p>Confirms that the Developer will construct all buildings on the Dockside Lands to LEED Canada-NC Platinum standard</p> <p>On the Princess Mary Lands the standard shall be LEED Canada-NC Silver</p> <p>If the applicable LEED standard is amended or replaced by a LEED standard that is at least equivalent to, or more stringent than the applicable LEED standard then, subject to City approval, the Developer may substitute the standards</p> <p>The above applies if the Developer wishes to substitute the applicable LEED standard with LEEDND.</p>	<p>The Developer wishes to substitute the applicable LEED standard with the LEEDND standard</p> <p>The Developer wishes to remove the financial penalty for failing to deliver the applicable LEED Standard</p>	Staff recommend that Council consider approving substituting the applicable LEED standard subject to a financial penalty clause remaining in effect

APPENDIX A – PROPOSED AMENDMENTS TO DOCKSIDE GREEN MDA

Section Number	Topic	Summary of Current Provisions	Proposed Changes to Provisions	Comments
		<p>Confirms that the Developer will pay a penalty where they fail to achieve the applicable LEED Standard</p> <p>The LEED obligations transfer to any purchaser or successor in title. This should be secured under the provisions of a Restrictive Covenant.</p> <p>Sets out conditions for compliance with LEED requirements (i.e. timeline for providing proof of compliance)</p> <p>LEED requirements do not apply to: A portion of a building containing a bar or restaurant; Townhouses; Buildings existing at the time of the Agreement.</p> <p>The Developer must ensure that all future owners understand, support and maintain all established LEED features and installations. The Developer will provide future owners with relevant information to this affect.</p>		
12.0	On-Site Utilities	Confirms that the Developer will be constructing and providing on-site sewage treatment systems and an on-site waste wood co-generation	None	

APPENDIX A – PROPOSED AMENDMENTS TO DOCKSIDE GREEN MDA

Section Number	Topic	Summary of Current Provisions	Proposed Changes to Provisions	Comments
		<p>facility in accordance with Schedule K.</p> <p>This section contains conditions relating to the construction and installation of the aforementioned facilities</p>		
13.0	Operation and Maintenance of Amenities and Utilities	Prior to the issuance of the first Occupancy Permit, a regime was required for the maintenance and operation of the amenities and utilities on the Dockside Lands	None	
14.0	Off-Site Services and Statutory Right of Way	<p>Confirms which off-site services the City will construct and maintain. The Developer is responsible for providing any relevant working drawings.</p> <p>The Developer agrees to grant the listed SRW's over the Dockside Lands in a form acceptable to the Director of Engineering and Public Works. The City will grant the Developer certain privileges (i.e. connection to storm water drainage system) for compliance</p> <p>The Developer is responsible for the costs of preparing and registering the SRW and easements listed in this section</p>	None	Additional SRW's are required for bus bays (Tyee Road and Esquimalt Road) and the widening of Esquimalt Road
15.0	Traffic Issues	The City are responsible for installing specific traffic signals and median improvements	None	

APPENDIX A – PROPOSED AMENDMENTS TO DOCKSIDE GREEN MDA

Section Number	Topic	Summary of Current Provisions	Proposed Changes to Provisions	Comments
16.0	Communication with the Public and Council	<p>The Developer will provide signage throughout the site to apprise the public of any development</p> <p>The Developer recognize the City's contribution to the Sustainability Centre</p> <p>The Developer will work with the community to establish a Community Liaison Group to be based in the Sustainability Centre</p>	The Developer is no longer proposing the Sustainability Centre	Staff recommend that Council consider directing staff to negotiate the provision of an alternative amenity to the Sustainability Centre that demonstrates similar environmental, community and educational value and that if the Developer is unwilling or unable to find an alternate solution, that the applicable cash-in-lieu payment be secured in order to find other amenities of Council's choosing
17.0	Restrictive Covenant	Required a Restrictive Covenant in association with the MDA	None	The Covenant may need to be revised to reflect the terms of any amended agreement.
18.0	Assignment	Confirms that the Developer may not sell or assign its controlling interests in this Agreement without the prior written approval from the City	None	Given the Developers approach to future Development this should be reviewed.
19.0	Dispute Resolution	Sets out potential remedies for dispute resolution	None	
20.0	Force Majeure	Acknowledges circumstances that are out of both parties control	None	
21.0	Release	<p>With the exception of Section 17.2, the agreement will cease to burden or encumber a building once an Occupancy Permit has been issued and the Developer shall be entitled to sell all or any part of such buildings.</p> <p>The City is responsible for executing and delivering to the Developer a</p>	None	Given the Developers approach to future Development this should be reviewed.

APPENDIX A – PROPOSED AMENDMENTS TO DOCKSIDE GREEN MDA

Section Number	Topic	Summary of Current Provisions	Proposed Changes to Provisions	Comments
		registrable discharge in respect of the above. Prior to the issuance of an Occupancy Permit the Developer shall confirm if it is selling all buildings or strata lots on a bulk basis or not.		
22.0	Termination and Extension	In the event that the Sale Contract is terminated		
23.0	General Provisions	Outlines General Conditions		
Schedule A	Rezoning Bylaw	Existing Rezoning Bylaw	Zoning Bylaw Amendment	Schedule must be amended to reflect any approved Zoning Bylaw Amendment
Schedule B	Design	Existing Design Guidelines	Amendment to Design Guidelines	Schedule must be amended to reflect any revised Design Guidelines
Schedule C	Site Plan	Conceptual Master Plan	New Master Plan	Schedule must be amended to reflect any revisions to the current Master Plan
Schedule D	Development /Amenity Schedule	Lists outstanding amenities, schedule for completion of amenities and plan showing location of amenities	Revised list of amenities Delivery of amenities linked to phasing New site plan	This Schedule must be replaced if Council approve the revised amenity package
Schedule E	Noise & Nuisance Mitigation Measures	Identifies required noise level standards Identifies potential noise mitigation measures	None	
Schedule F	Transportation Demand	Lists TDM strategies (see below)	New TDM package proposed	This Schedule must be replaced if Council approve the revised

APPENDIX A – PROPOSED AMENDMENTS TO DOCKSIDE GREEN MDA

Section Number	Topic	Summary of Current Provisions	Proposed Changes to Provisions	Comments
	Management Strategies			TDM package
F.1	Car-Share Program	The Developer will provide a minimum of 10 car share vehicles, alternatively, the Developer will buy car share co-op memberships to the value of \$240,000 for Dockside Green residents	Now proposing 8 car share vehicles	See comments relating to revised TDM package MODO have confirmed that 8 car share vehicles is sufficient to meet the demand at Dockside Green
F.2	BC Transit	The Developer will work with BC Transit to provide a bus service for the development addressing peak hours	BC Transit have indicated that #14 route will include Tyee Road from 2016 onward stopping every 3 minutes in peak time.	This provision can be removed once the #14 re-route and timetable is confirmed and operational
F.3	Mini-Transit	Provide mini-transit for seniors at a value of \$60,000	No longer proposed	A TDM report provided by the applicant states that, instead of the mini-transit service, BC Transit's handyDART service is available for those individuals unable to access conventional public transit, which replicates the door-to-door convenience that the mini-transit service would have provided Section 8.21 states that, in the event that the Developer is in default of its obligation to provide any of the TDM strategies, the City may require the Developer to transfer any attributable funds into the overall amenity fund. As outlined in the staff report, the applicant has provided evidence suggesting that

APPENDIX A – PROPOSED AMENDMENTS TO DOCKSIDE GREEN MDA

Section Number	Topic	Summary of Current Provisions	Proposed Changes to Provisions	Comments
				the proposed amenity package is already valued at approx. \$2,000,000 greater than the existing package
F.4	Bicycle Traffic and Storage	Bicycle racks to be provided to LEED or City standards, whichever is the greater. Includes end of trip facilities	None	
F.5	Education	The Developer will work with interest groups to explore innovative approaches to TDM The Dockside Green website shall highlight opportunities for sustainable forms of transportation	The Dockside submission identifies additional strategies such as an annual grant for sustainable modes of transportation.	This would be added to the proposed revised TDM package if approved by Council
Schedule G	Amenities			
G.1	Access across Harbour Road	\$20,720.00 remaining in Guarantee	Deemed Complete	Applicant proposes to reinvest in revised amenity package
G.2	Staircase on south east end of site from Johnson Street Bridge	0% complete \$33,000.00 remaining in Guarantee	Revised bridge design no longer accommodates this staircase	Applicant proposes to reinvest in revised amenity package
G.3	Improvements to Esquimalt Road	Complete	None	
G.4	North South Greenway	82% complete \$315,194.40 remaining in Guarantee	None	
G.5	Vista Park Pathway and Triangle Park Pathway	Triangle Park pathway complete Vista Park pathway 0% complete \$156,000.00 remaining in Guarantee	None	
G.6	Large Plaza/	0% complete	Revised Plaza Space	Dockside Commons (green

APPENDIX A – PROPOSED AMENDMENTS TO DOCKSIDE GREEN MDA

Section Number	Topic	Summary of Current Provisions	Proposed Changes to Provisions	Comments
	Community Amphitheatre/ Stage in Lot 1 and Esquimalt/ Tyee/ Harbour Connections	\$1,194,500.00 remaining in Guarantee		public space) and Dockside Landing (public plaza) are now proposed as an alternative to the original plaza design
G.7	Pedestrian Access on Lot 4	Complete		
G.8	Internal Road/ Pedestrian Areas for Industrial Areas along Harbour Road	33% complete \$899,079.70 remaining in Guarantee	None	
G.9	Pervious paving/ walkways in Parking Areas	All parking areas will include natural swales and vegetated areas. Installation to align with buildings.	None	
G.10	Extensive Tree Planting	Complete		
G.11	Improvement to the Galloping Goose Trail	70% complete \$85,500.00 remaining in Guarantee	None	
G.12	Waterfront walkway (dock) and small boat launch	Complete		
G.13	Shoreline Enhancement and Restoration	Complete		
G.14	Play Area	0% complete \$25,000.00 remaining in Guarantee	None	
G.15	Public Art	60% complete \$75,000.00 remaining in Guarantee	None	
G.16	Historical, First Nations and	50% complete \$20,000.00 remaining in Guarantee	None	

APPENDIX A – PROPOSED AMENDMENTS TO DOCKSIDE GREEN MDA

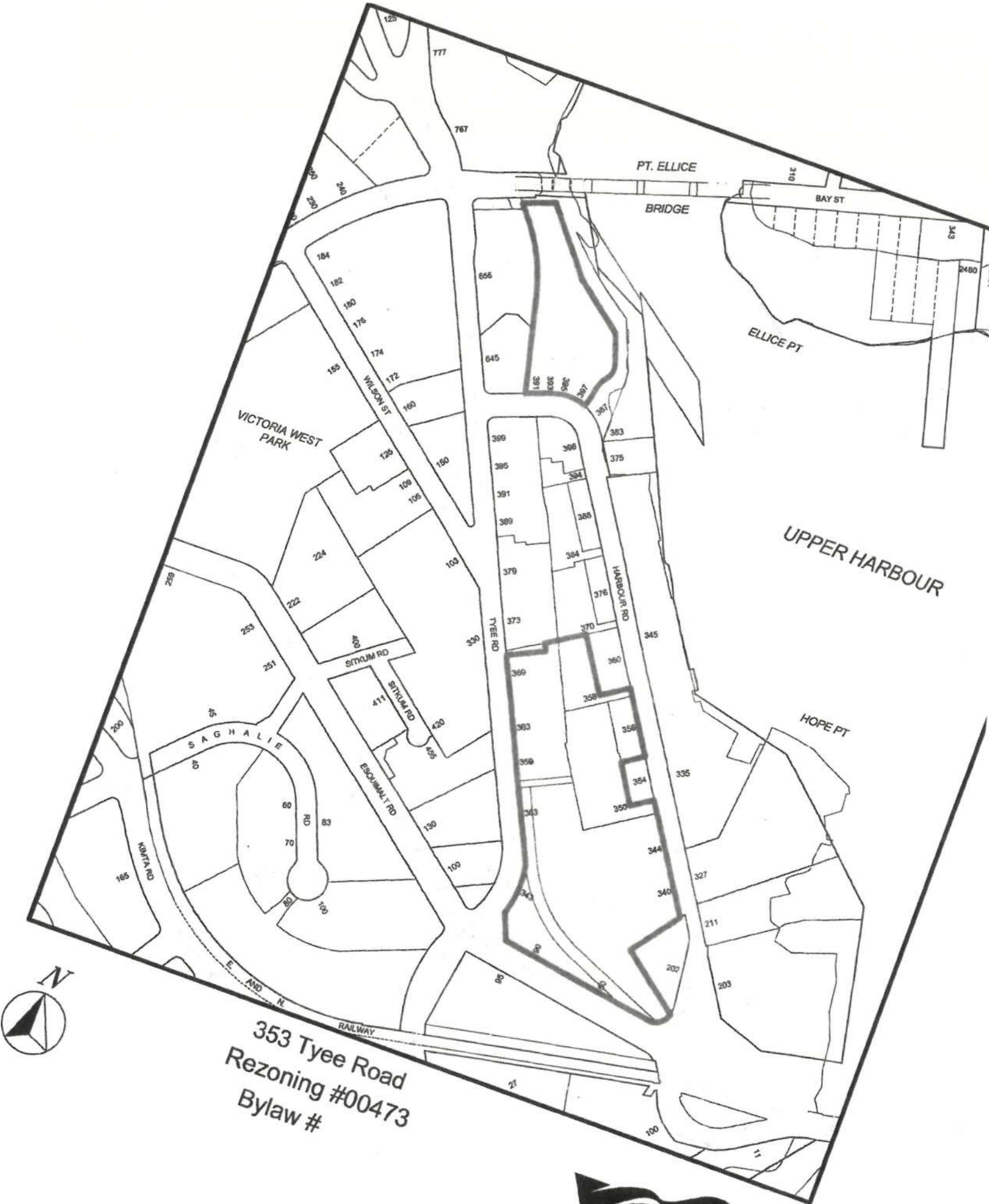
Section Number	Topic	Summary of Current Provisions	Proposed Changes to Provisions	Comments
	Environmental Signage			
G.17	Highlighting Environmental Technologies	55% complete \$90,000.00 remaining in Guarantee	No longer proposed	Applicant proposes to reinvest in revised amenity package
G.18	Sustainability Center	0% complete \$400,000.00 remaining in Guarantee	No longer proposed	See Sec. 16 above
G.19	Public Washroom	0% complete \$25,000.00 remaining in Guarantee	None	
	Site Remediation	90% complete \$600,000.00 remaining in Guarantee	Remove reference the \$600,000 for Site Remediation	Staff recommend that Council accept the Developer's request on the basis that the Sale Contract and registered Section 219 Covenants continue to specify that Dockside Green Ltd. remain responsible for any required site remediation
Schedule H	Statutory Right of Way	SRW template	None	
Schedule I	License Agreement	License Agreement template	None	
Schedule J	Developer's Annual Report Content	Sets out the Developer's Annual Reporting requirements	None	The applicable LEED checklist may need to be revised if Council approve a change to the applicable LEED standard
Schedule K	Utilities (Biomass & Waste Water Treatment Plant)	Confirms details of the on-site utilities	None	
Schedule L	Restrictive Covenant	Restrictive Covenant template	None	
Schedule M	Parameters for Integrated Pest Management	Integrated Pest Management Policy	None	

APPENDIX A – PROPOSED AMENDMENTS TO DOCKSIDE GREEN MDA

Section Number	Topic	Summary of Current Provisions	Proposed Changes to Provisions	Comments
	Plan			
Schedule N	City Audit Criteria	City Audit Criteria	None	
Schedule O	Adaptable Housing Policy	Adaptable Housing Policy	None	

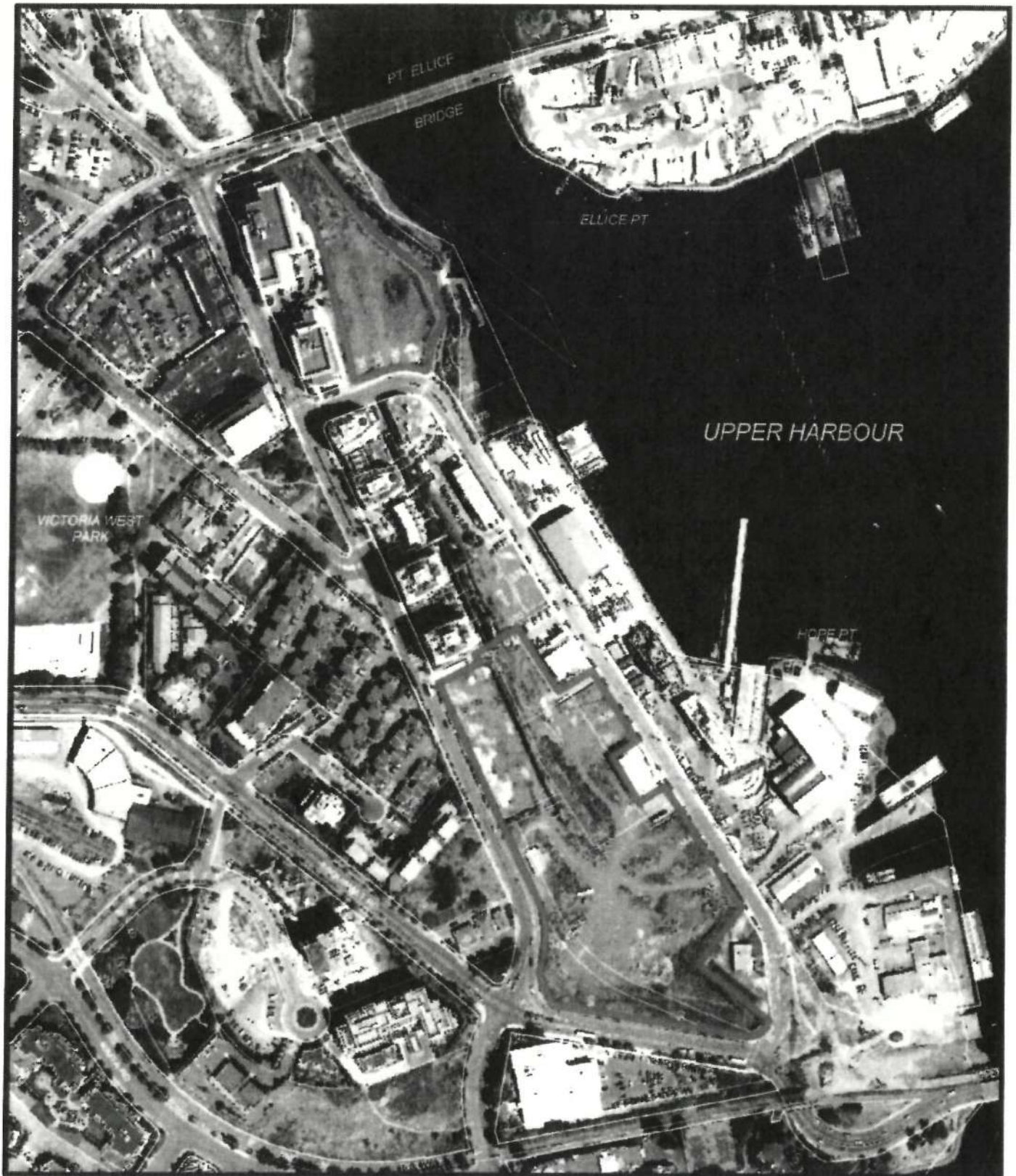
ZONING PLAN CHECK (Summary)

Project									
Address 353 Tyee (Dockside Green)							Application number RE200473	Plan checker Duane Blewett (250) 361-0359	
Legal description Refer to supplied titles within the application							Plans dated January 16, 2015		
Current use Vacant			Zoning CD-9			DP Area / Heritage DPA13		* Difference between proposal and compared zone	
Proposed use Mixed use: Multiple dwelling, Office, Retail			Proposed zone Site Specific			Proposed scope of work Rezoning Application to permit additional uses in all Development Areas and to increase permitted floor area in Development Area D and Development Area E.			
Zoning Criteria	Proposal	Proposal (DA-A)	Proposal (DA-B)	Proposal (DA-C)	Proposal (DA-D)	Proposal (DA-E)	Proposal (DA-F)	Zone Comparison (CD-9)	Comment
Proposed site area (m ²) (min.)	41506.00							n/a	
Total site area (m ²) (min.)	60756.00							n/a	
Park/greenspace (m ²)	>10100.00							1037.65 (2.5% of the site area)	
Number of Buildings/towers (towers with a shared lower floor or parking floor have not been calculated as one)	30 (2015 proposal) 29 (2005 proposal)							n/a	
Floor space ratio (ratio) (max.)	3.22:1							n/a	
Existing floor area (m ²) (max.)	36598.00								
Proposed floor area (m ²) (max.)	133678.00	92089.00	15592.00	1809.00	12477.00	7345.00	4336.00	DA-A: 85956.00 DA-C: 1645.00	
Residential	116611.00	91762.00	14982.00	nil	6832.00	3056.00	nil	6200.00 (DA-D and E)	9867.00 (DA-D and E)
Retail	6326.00	327.00	610.00	605.00	474.00	4310.00	nil	7100.00	
Office	5587.00	nil	nil	1204.00	4383.00	nil	nil	11800.00	
Other	5154.00	nil	nil	nil	788.00	nil	4366.00		
Highest building height (ground-to-roof) (max.)	66.00 (RS-2 & RS-3 Dockside Commons)	66.00	47.00	exist.	26.51	26.51	30.05 (not built, DP approval)	One building within DA-A at 66.00	
Number of storeys (max.)		20	14		4	7		n/a	
Setback from Tyee Road (m)		5.00	n/a	n/a	n/a	n/a	n/a	3.00	
Setback from Esquimalt Road (m)		5.00	n/a	n/a	n/a	n/a	n/a	1.00	
Setback from Harbour Road (m)		n/a	n/a	n/a	18.00	18.00	n/a	18.00	
Residential buffer		n/a	n/a	n/a	Partial	Nil	n/a	Required	
Ground floor residential use		n/a	n/a	n/a	Yes	Yes		Not permitted	



353 Tye Road
Rezoning #00473
Bylaw #





353 Tye Road
Rezoning #00473
Bylaw #





July 30, 2015

Jim Handy
City of Victoria
1 Centennial
Square Victoria, BC
V8W 1P6



Re: Dockside Green LEED ND Supplemental Information

Dear Jim,

I am pleased to provide you with a copy of a letter we received from Thomas Mueller, President and CEO, of the Canadian Green Building Council (CAGBC). Mr. Mueller's letter addresses staff's central question and confirms that LEED ND and LEED BD&C (which has replaced LEED NC) have equally demanding performance targets.

I thought it would be useful to also provide additional information so as to more fully answer some of the questions about LEED ND that have been posed by staff. I trust this will be useful to you as you write your staff report. We have consolidated here the information provided in our Rezoning Submission Book and the additional information provided by way of letter to Mike Wilson on June 17, 2015. We are also including information on Dockside Green's LEED ND v.4 scorecard so that staff can see how we intend to achieve LEED ND Platinum Certification.

Covered in this letter are the following topics.

- Dockside Green LEED ND Background
- LEED ND Background
- Dockside Green LEED ND Strategy
- Proposed Modified LEED Penalty Clause

DOCKSIDE GREEN LEED ND COMMITMENT BACKGROUND

When the MDA was signed by the City and Dockside Green Limited in 2005 LEED was only just emerging as a green building certification system. Nevertheless, the concept of LEED Neighbourhood Development (ND), which focuses on the type of actions required to develop truly sustainable communities and neighbourhoods, was only just emerging. The MDA provides the option for Dockside Green to change from the LEED NC standard to the LEED ND standard provided LEED ND has performance standards that are equally rigorous to LEED NC (see section 11.3 below).

11.3 In the event that the United States Green Building Council or the Canada Green Building Council releases a LEED for Neighbourhood ("LEEDND") rating system with performance standards that are at least equivalent to, or more stringent than, the Applicable LEED Standard, then with the approval of the City, the Developer may substitute the LEEDND for the Applicable LEED Standard, and from the date of the City's approval the LEEDND shall for all purposes be substituted as the Applicable LEED Standard.

In 2008, Dockside Green Limited indicated that it was pursuing LEED ND certification under the new LEED ND Pilot program and upon certification would be applying to change the applicable standard from LEED NC to LEED ND. This was confirmed in an MDA amendment approved by Council and Dockside Green in 2008. Dockside Green applied for and received in November 2009 *Stage 2 LEED ND Platinum Certification* under the LEED ND Pilot program with a score of 82 points (80 is required for Platinum).

Our request with this Rezoning Application logically follows from that history. Dockside Green was always conceived of as a sustainable neighbourhood development and it follows that it would be certified under the world's leading neighbourhood sustainability certification system – LEED ND. This approach also aligns with Dockside Green's current focus as the master neighbourhood developer rather than a developer of individual building sites. It is also consistent with the reality that builders will not purchase land, or will look for deep discounts, where there is a LEED Platinum Certification requirement. The continued enforcement of LEED BD&C Certification for residential buildings is not possible if this project is to proceed.

As Mr. Mueller has confirmed, certifying the project to LEED ND will require Dockside Green to meet a set of equally rigorous standards as with LEED BD&C. LEED ND Platinum certification will confirm Dockside Green as one of the most sustainable neighbourhood developments in the world.

LEED ND BACKGROUND

LEED ND is fully integrated into the LEED system which now encompasses 5 urban development spheres – Building Design and Construction, Interior Design and Construction, Building Operations and Maintenance, Neighbourhood Development and Homes. Each of the 21 LEED systems in these five urban development spheres has been customized with prerequisites and credit points based on the following 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

Each LEED system is 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 scales of urban development.

LEED ND takes the green certification concept beyond individual buildings and applies it to the neighbourhood context. LEED ND contains a set of measurable standards that collectively identify whether a development can be deemed environmentally superior considering its location and access, its internal pattern and design, and its use of green technology and building techniques. When used for

certification, LEED ND is rigorous and complex. Integrating principles of smart growth, urbanism, and green building into neighborhood design the rating system includes prerequisites and credits in the following category areas:

1. Smart Location and Linkage
2. Neighborhood Pattern and Design
3. Green Infrastructure and Buildings
4. Innovation and Exemplary Performance
5. Regional Priority

LEED ND v.4 is divided into two systems – LEED ND Plan and LEED ND Built Project. LEED ND Plan allows for certification of an approved neighbourhood plan or a partially built project. LEED ND Built Project allows for certification of completed neighbourhood developments.

DOCKSIDE GREEN LEED ND STRATEGY

Dockside Green is committing to achieving LEED ND v.4 Built Project Platinum Certification. To do so, we have developed a strategy for achieving 83 points under LEED ND v.4 (see the attached scorecard). We also intend to pursue LEED ND v.4 Plan Platinum Certification, which will allow Dockside Green to be recognized for its ongoing commitment to sustainable neighbourhood development and will establish the parameters for our Built Project Platinum Certification at the end of the project.

You will see in examining the LEED ND v.4 scorecard that Dockside Green is targeting points throughout the LEED ND system and includes actions and commitments at the neighbourhood, site, infrastructure and building levels. It is a balanced approach that requires significant commitments from both Dockside Green, and our partner builders. Builders will be required to develop buildings and sites with significant green building commitments to support our LEED ND certification. This is a process that we will facilitate and support and in some cases will push our partner builders to actions they might not have contemplated otherwise. We have identified in the attached LEED ND scorecard the LEED ND credits that we propose form the basis for our Sustainability Report, which will be provided to the City every three years. The report would be prepared by a LEED Accredited Professional.

Currently there are 5 buildings at Dockside Green that have achieved LEED Platinum Certification under the LEED NC or LEED C&S. As part of achieving LEED ND Built Project Platinum Certification we will be requiring all future commercial and office buildings to be LEED BD&C Gold Certified. Where LEED ND only requires 1 building to be LEED Certified, by the end of project, 8 buildings at Dockside Green will be LEED Platinum and Gold Certified.

MODIFIED LEED PENALTY CLAUSE

We have discussed with staff, but not settled on an approach to modify the existing penalty clause to align with our commitment to LEED ND. Given the structure of LEED ND it is not possible to confirm LEED ND Platinum compliance on a building by building approach. Many of the credits are site-wide and rely on additive actions across the whole site or compliance for a certain percentage of buildings. Instead, we propose that the possible penalty be linked to both LEED ND v.4 Plan and Built Project Platinum Certification and the required 80 point threshold.

The possible penalty to Dockside Green would remain at \$1 a square foot of building area. On achieving a LEED ND v.4 Plan Platinum Certification the penalty would be reduced to \$0.50 per square foot of building area. At the end of the project achieving Built Project Platinum Certification (a minimum of 80 points) would result in no penalty. If Dockside Green were to fall short of the 80 point threshold for Platinum Certification, but still achieve LEED ND v.4 Built Project Certification, then the penalty would be reduced by the percentage of points achieved. For each point below the 80 point threshold the \$0.50 penalty would be \$0.00625 (1.25%). This penalty structure would recognize Dockside Green for making every effort to achieve Platinum Certification.

While our three year Sustainability Report is designed to rigorously check our compliance as we move through the development there is some risk, as there is with all the LEED rating systems, that the LEED certifiers will interpret the rules differently and not reward Dockside Green with certain points we were expecting. The proposed structure of the penalty clause will hold Dockside Green accountable to those decisions, but without establishing an all or nothing scenario that does not recognize all that we have accomplished.

Conclusion

LEED ND Platinum Certification of Dockside Green will be an achievement that the City of Victoria, Dockside Green and the Vic West Community will celebrate. It will recognize the triple-bottom line approach that has informed the development of the Dockside Lands from the beginning. The MDA is clear that the City of Victoria and Dockside Green recognized the financial challenges of the LEED certification and provided a number of exemptions. The agreement also recognized that LEED ND can replace LEED NC, provided both rating systems are equally rigorous. I believe Dockside Green has provided the information necessary for staff to support Dockside Green's request to formally switch the applicable standard in the MDA to LEED ND v.4. As indicated by Mr. Mueller from CAGBC, the LEED ND v.4 rating system has performance standards that are equally rigorous to LEED BD&C (which has replaced LEED NC).

If you require anything further regarding any of the items provided in this letter please feel free to let me know.

Kind Regards,



Norm Shearing
Dockside Green Ltd.

Encl.

1. July 29, 2015 Letter from Thomas Mueller to Jack Meredith
2. Dockside Green LEED ND V.4 Compliance Strategy – July 20, 2015.
3. LEED v4 for Neighborhood Development Built Project Dockside Green Project Checklist – July 20, 2015.

July 29, 2015



Jack Meredith
Healthy Green Buildings Consultants Ltd.
1003 McCaskill Street
Victoria, BC V9A 4C1

Re: Dockside Green LEED Certification

Dear Jack:

Thank you for letter dated June 28, 2015 about Dockside Green's green building and LEED strategy. We appreciate your efforts to share the direction and sustainability targets of the next phase of the Dockside Green development. The Canada Green Building Council certified the buildings of the original project and, at the time promoted Dockside Green as a leading example of sustainable community development.

The Canada Green Building Council's mandate is to support the industry in increasing environmental performance of buildings and entire developments, and to review and certify projects consistent with the requirements of the LEED rating system. Setting environmental performance targets for buildings and community developments is at the sole discretion of the developer/owner based on project objectives and desired outcomes. As the only national organization advocating for green building in Canada, we encourage developers/owners to target the highest level of environmental performance for a given project. Third party verification and certification under a credible green building rating system is recommended as the best way to validate follow through on proposed sustainability strategies.

With regard to the question about the stringency and rigour of different LEED systems, the following provides clarification. LEED is now recognized as the most credible and widely used rating system in Canada and the world with projects in over 150 countries. This wide spread use is due to many factors including its focus on providing market based, economically viable solutions and flexibility to project developers/owners. LEED provides a stringent approach to improving environmental performance in buildings and considerable rigour in the certification process.

There are currently over 25 LEED building rating systems in the marketplace covering different types of construction (e.g. new construction, retrofit & operation, tenant improvements, community developments) and specific building classes/types such as retail, schools, data centres.

LEED BD&C (Building Design & Construction) focuses on improving the performance of new construction buildings. LEED ND (Neighbourhood Development) focuses on improving the performance of community development practices beyond individual buildings.

Both rating systems set equally demanding performance targets which become more stringent with the level of certification i.e. a LEED Platinum certified project has higher performance targets than a LEED Silver project. All LEED projects undergo a rigorous third-party certification process where specific documentation required for each credit is reviewed by green building experts before certification is awarded. The rigour of certification reviews is consistent regardless of the level of certification while stringency can vary depending on the level of achievement targeted.

One of the key differences between LEED BD&C and LEED ND is that building performance credits in the latter are largely optional since only one building in the development would need to be LEED certified. The next phase of Dockside Green could meet this requirement as it intends to target LEED Gold for all commercial buildings. New residential buildings would still have to meet minimum performance targets consistent with prerequisite requirements in LEED ND. We appreciate that you have developed sustainability targets for the residential portion. We have not assessed the proposed Dockside Green Standards with regard to their stringency as these have neither been developed nor will they be verified by CaGBC.

I hope this letter is helpful in setting and implementing sustainability targets of the next phase of Dockside Green.

Best regards.

A handwritten signature in black ink, appearing to read 'T. Mueller', with a long horizontal flourish extending to the right.

Thomas Mueller
President & CEO

Dockside Green LEED ND V.4 Compliance Strategy – July 20, 2015.

Strategy is targeting 83 points for Platinum Certification. Table also includes proposed 3 year reporting criteria.

Pre-requisite or Credit	Category	Target Points	Specific Building Site Action / Percent Requirement	Description/Comments	3 Year Report Criteria
Smart Location & Linkage					
PR	Smart Location			Achieves as urban, infill site.	
PR	Imperiled Species and Ecological Communities			There are no imperiled species or ecological communities identified on site.	
PR	Wetland and Water Body Conservation			There were no on-site that had to be considered. The project completed shoreline restoration in Point Ellice Park.	
PR	Agricultural Land Conservation			This is an infill site with no agricultural land.	
PR	Floodplain Avoidance			As a coastal site and with consideration of sea level rise due to climate change, a minimum building elevation based on the 100 year flood event has been established and buildings (e.g. foundations) in this zone designed to withstand flood events.	Summary of measures taken for any buildings constructed in flood hazard zone during 3 year reporting period.
CR	Preferred Locations	10		Achieves these points a redevelopment infill site, with a high level of connectivity in the circulation network both on-site and within 800 metres of the Dockside Green lands. Also achieves points based on the Dockside Green lands being a high priority brownfield redevelopment site.	Summary of circulation network improvements completed during 3 year reporting period.
CR	Brownfield Remediation	2		Achieves these points as a brownfield remediation project and Dockside Green lands being a High Priority Location brownfield redevelopment site.	Summary of remediation activities during 3 year reporting period.
CR	Access to Quality Transit	7		Achieves these points based on frequency of transit service to Dockside Green lands.	
CR	Bicycle Facilities	2		Achieves these points based on number of interior and exterior bicycle parking spots and change room / shower facilities in commercial buildings.	Summary of number of bicycle parking spots and interior storage, change room and shower facilities constructed during 3 year reporting period.
CR	Housing and Jobs Proximity	3		Achieves these points based on project with an affordable housing component and based on number of jobs both at Dockside Green and within 800 metres walking distance equalling number of dwelling units on-site.	Summary of number of jobs based on Dockside Green lands.
CR	Site Design for Habitat or Wetland and Water Body Conservation	1		Achieves this point based on lack of existing habitat, wetlands or water bodies requiring conservation	



Pre-requisite or Credit	Category	Target Points	Specific Building Site Action / Percent Requirement	Description/Comments	3 Year Report Criteria
Neighborhood Pattern & Usage					
PR	Walkable Streets			Achieves as project is meeting 1) requirement that 90% of buildings have functional entries on circulation network or other public space, 2) 15% of block length has building-height-to-street-centreline ratio of 1:1.5, 3) continuous sidewalks or equivalent all-weather walking route for 90% of circulation network, and 3) no more than 20% of the block length is faced directly by garage or service bays.	
PR	Compact Development			Requirement is for at least 30 DUs per hectare and 0.80 FAR for land within transit walking distances. And 17.5 DUs per hectare and 0.50 FAR for sites outside of walking distance.	Summary of Dockside Green dwelling units per acre and FAR at the date of the 3 year report.
PR	Connected and Open Community			Requirement that internal connectivity is at least 54 intersections per square kilometre.	Summary of internal intersections per square kilometer at the date of the 3 year report.
CR	Walkable Streets	8		Achieves these points based on 1) 80% of building facade length facing circulation network is no more than 7.5 meters from property line 2) 50% of building facade length facing circulation network is no more than 5.5 meters from property line 3) 50% mixed-use and non-residential building facade length facing circulation network is within 1 foot of a sidewalk or equivalent 4) Functional entries for mixed-use / non-residential buildings occur on average every 23 meters 5) All ground level retail / commercial facing a public space have clear glass on at least 60% of their facades between 3 and 8 feet 6) Any facade only a sidewalk, not more than 40% or 50 feet, is blank 7) Any ground-level retail / commercial must be kept visible at night (stipulated in covenants) 8) Continuous sidewalks or equivalents on both sides of entire circulation network 9) 50% of ground floor dwelling units elevated at least 60 centimetres above the sidewalk grade 10) 50% or more the total # of office buildings has ground-floor retail along 60% of street facade. and 100% of mixed-use buildings include retail, live-work or ground-floor dwelling units along 60% of street facade 11) 40% of block length has building-height-to-street-centreline ratio of 1:1.5 12) 75% of residential-only motorized circulation network is designed for 30 km/h or less 13) 70% of mixed-use/non-residential motorized circulation network is designed for 40 km/h or less 14) At-grade driveway crossings no more than 10% of project sidewalk length.	
CR	Compact Development	5		Achieves these points based on density – dwelling units per hectare & FAR - at 5 years into project.	Summary of Dockside Green dwelling units per acre and FAR at the date of the 3 year report.
CR	Mixed-Use Neighborhoods	3		Achieves these points based on number of distinct uses within 400-meter walk distance once project is 50% of floor area is constructed.	Summary of number of distinct uses within walking distance of project once project is 50% complete.

Pre-requisite or Credit	Category	Target Points	Specific Building Site Action / Percent Requirement	Description/Comments	3 Year Report Criteria
CR	Housing Types and Affordability	6		Achieves these points based on housing diversity (measured by Simpson Diversity Index) and % of affordable rental dwelling units priced up to 60% or 80% of annual median income.	Simpson Diversity Score
CR	Connected and Open Community	2		Achieves these points based on internal connectivity exceeding 154 intersections per square kilometre.	Summary of internal intersections per square kilometre at the date of the 3 year report.
CR	Transit Facilities	1		Achieves these points based on required transit stops / facilities (two-years post completion) being completed within the Dockside Green project.	Summary of transit stops and / or facilities constructed during 3 year report period.
CR	Access to Civic and Public Spaces	1		Achieves this point as 90% of dwelling units and nonresidential entrances within 400 meters of least one civic space or passive use space at least 0.067 hectares. Median size of qualifying spaces must be 0.4 hectares.	
CR	Access to Recreation Facilities	1		Achieves this point as 90% of dwelling units and nonresidential entrances within 800 meters of least one outdoor recreation facility of at least 1 acre.	
CR	Visitability and Universal Design	1		Achieves this points as 20% of the new DUs will have select universal design features throughout the home or select universal design kitchen features or select universal design bedroom and bathroom features.	Summary of number of dwelling units that meet this requirement in 3 year report period.
CR	Community Outreach and Involvement	2		Achieves this based on DG neighbourhood predesign, preliminary design and ongoing community outreach and communication, as well as holding of neighbourhood design charrette.	Summary of outreach and communication activities during 3 year report period.
CR	Tree-Lined and Shaded Streetscapes	2		Achieves this as trees are provided at interval of no more 50 feet along at least 60% of the total existing and planned block length.	Summary of any tree planting and tree planting interval for completed portion of project as the date of the report.
Green Infrastructure & Buildings					
PR	Certified Green Building			Achieves pre-requisite as at least one building is LEED certified	Summary of number of buildings constructed during 3 year reporting period that achieved LEED or other eligible green building certification.
PR	Minimum Building Energy Efficiency			Achieves as 90% of all nonresidential buildings, mixed-use buildings and multi-unit buildings four stories or more will demonstrate 5% improvement for new buildings, 3% for major building renovations and 2% for core and shell buildings over ASHRAE 90.1-2010 and 90% of multi-unit building three stories or fewer must meet LEED for Home v4 EA Prerequisite Minimum Energy Performance.	Summary of building energy efficiency (e.g. % better than ASHRAE) for buildings built during 3 year report period.



Pre-requisite or Credit	Category	Target Points	Specific Building Site Action / Percent Requirement	Description/Comments	3 Year Report Criteria
PR	Indoor Water Use Reduction			Achieves as nonresidential buildings, mixed-use buildings and residential four stories or more will reduce total indoor water usage by 20% from a baseline. and 90% of residential building 3 stories or fewer must earn at least 2 points under LEED for Homes v4 WE Credit Indoor Water Use Reduction.	For buildings build during 3 year reporting period summary of indoor water calculation against baseline for that building or achievement under LEED for Homes criteria.
PR	Construction Activity Pollution Prevention			Achieves as all building sites will have and implement an erosion and sedimentation control plan.	
CR	Certified Green Buildings	3		Achieves as plan is to have at more than 3% of total building area green building certified (under LEED or other qualifying system)	Summary of number and of buildings constructed during 3 year reporting period that achieved LEED or other eligible green building certification and percentage constructed to report date.
CR	Building Energy Efficiency	2		Achieves as 90% of all nonresidential buildings, mixed-use buildings and multi-unit buildings four stories or more will demonstrate 20% improvement for new buildings, 18% for major building renovations and 15% for core and shell buildings over ASHRAE 90.1-2010 and 90% of multi-unit building three stories or fewer must reduce the LEED energy budget by 20%.	Summary of building energy efficiency (e.g. % better than ASHRAE) for buildings built during 3 year report period
CR	Indoor Water Use Reduction	1		Achieves as nonresidential buildings, mixed-use buildings and residential four stories or more will reduce indoor water usage by 40% from a baseline and 90% of buildings 3 stories or less must earn at least 4 points under LEED For Homes v4 WE Credit Indoor Water Use Reduction.	For buildings build during 3 year reporting period summary of indoor water calculation against baseline for that building or achievement under LEED for Homes criteria.
CR	Outdoor Water Use Reduction	2		Achieves as project will achieve 30% reduction from baseline using plant selection and irrigation system efficiency only and at least 50% reduction from the baseline when grey water re-use from the wastewater treatment plant is considered.	Summary of outdoor water use reduction from the baseline for project sites constructed during 3 year reporting period.
CR	Minimized Site Disturbance in Design and Construction	1		Achieves as development footprint is on previously developed land.	
CR	Rainwater Management	4		Cannot meet requirements, but can meet credit intent - reduce runoff volume and improve water quality by replicating the natural hydrology and water balance of the site, based on historical conditions and undeveloped ecosystems in the region. DG will apply for Credit Interpretation Ruling for these points. A positive result was previously achieved under LEED ND Pilot application.	



Pre-requisite or Credit	Category	Target Points	Specific Building Site Action / Percent Requirement	Description/Comments	3 Year Report Criteria
CR	Heat Island Reduction	1		Achieves point based on a combination of at weighted average based on target of 75% of roof area being vegetated or using high reflectance materials and 50% of non-roof paved areas achieving high reflectance or minimal absorption (e.g. because covered with planters or shade structures).	Summary of heat island reduction measures included in project sites built within 3 year reporting period and weighted average % achievement to date.
CR	On-Site Renewable Energy Sources	3		Achieves these points 20% of annual electrical demand and thermal energy cost will be offset by biomass District Energy System.	
CR	Infrastructure Energy Efficiency	1		Will achieve 15% annual energy reduction below an estimated baseline energy use for any new energy-using equipment outside the buildings such as street light, traffic lights, water and wastewater pumps, utility systems, bus stop lighting, and signage lighting. Excludes District Energy System (except the pumps for distribution of hot water) and exterior lighting within the property lines of building sites.	
CR	Wastewater Management	2		Achieves this credited by re-using at least 50% of this treated wastewater on site through on-site irrigation and flushing toilets.	Summary of any features installed as part of project phases completed during 3 year reporting period that will contribute to achieving this credit.
CR	Solid Waste Management Infrastructure	1		Achieves this credit based on 1) recycling in each building, 2) hazardous waste drop-off facilities, 3) food and yard waste composting available to each building and 4) recycling containers located at least every mixed-use or residential block.	Summary of any features installed as part of project phases completed during 3 year reporting period that will contribute to achieving this credit
CR	Light Pollution Reduction	1		Achieves this credit by meeting the light pollution reduction requirements for exterior lighting in residential areas, exterior lighting for the circulation network, uplight and light trespass requirements and establish covenants, conditions and restrictions that require continued adherence to the above requirements.	Confirmation that phases constructed during the reporting period have met the credit requirements.
Innovation & Design Process					
CR	Innovation and Exemplary Performance: 1	3		Dockside Strategy for these points dependent on future analysis, but likely to include some of the following: 1 point – Innovation - Sound attenuation as per terms of the MDA. 1 point – Innovation - BETA and urban agriculture - use of vacant development land Exemplary performance (2 of these) 1 point - Exemplary performance for transit frequency 1 point - for 55% reduction in non-residential building indoor water use	



Pre-requisite or Credit	Category	Target Points	Specific Building Site Action / Percent Requirement	Description/Comments	3 Year Report Criteria
				1 point - for 75% reduction in outdoor water use 1 point - 30% reduction in infrastructure energy efficiency	
CR	LEED Accredited Professional	1		Achieves as at least one LEED NEED AP will be part of DG project team	
Regional Priority Credit					
CR	Regional Priority Credit	0		These are still being developed for Canada, DG may or may not be able to meet any of these (4 points possible).	



LEED v4 for Neighborhood Development Built Project Project Checklist

Project Name: Dockside Green

Date: July 20, 2015

No

3	Smart Location & Linkage	28
Prereq	Smart Location	Required
Prereq	Imperiled Species and Ecological Communities	Required
Prereq	Wetlands and Water Body Conservation	Required
Prereq	Agricultural Land Conservation	Required
Prereq	Floodplain Avoidance	Required
	Credit Preferred Locations	10
	Credit Brownfield Remediation	2
	Credit Access to Quality Transit	7
	Credit Bicycle Facilities	2
	Credit Housing and Jobs Proximity	3
1	Credit Steep Slope Protection	1
	Credit Site Design for Habitat or Wetland and Water Body Conservation	1
1	Credit Restoration of Habitat or Wetlands and Water Bodies	1
1	Credit Long-Term Conservation Management of Habitat or Wetlands and Water Bodies	1

8	Neighborhood Pattern & Design	41
Prereq	Walkable Streets	Required
Prereq	Compact Development	Required
Prereq	Connected and Open Community	Required
1	Credit Walkable Streets	9
1	Credit Compact Development	6
	Credit Mixed-Use Neighborhoods	4
1	Credit Housing Types and Affordability	7
1	Credit Reduced Parking Footprint	1
	Credit Connected and Open Community	2
	Credit Transit Facilities	1
2	Credit Transportation Demand Management	2
	Credit Access to Civic & Public Space	1
	Credit Access to Recreation Facilities	1
	Credit Visitability and Universal Design	1
	Credit Community Outreach and Involvement	2
1	Credit Local Food Production	1
	Credit Tree-Lined and Shaded Streetscapes	2
1	Credit Neighborhood Schools	1

22	2	7	Green Infrastructure & Buildings	31
Y			Prereq Certified Green Building	Required
Y			Prereq Minimum Building Energy Performance	Required
Y			Prereq Indoor Water Use Reduction	Required
Y			Prereq Construction Activity Pollution Prevention	Required
3	2		Credit Certified Green Buildings	5
2			Credit Optimize Building Energy Performance	2
1			Credit Indoor Water Use Reduction	1
2			Credit Outdoor Water Use Reduction	2
		1	Credit Building Reuse	1
		2	Credit Historic Resource Preservation and Adaptive Reuse	2
1			Credit Minimized Site Disturbance	1
4			Credit Rainwater Management	4
1			Credit Heat Island Reduction	1
		1	Credit Solar Orientation	1
3			Credit Renewable Energy Production	3
		2	Credit District Heating and Cooling	2
1			Credit Infrastructure Energy Efficiency	1
2			Credit Wastewater Management	2
		1	Credit Recycled and Reused Infrastructure	1
1			Credit Solid Waste Management	1
1			Credit Light Pollution Reduction	1

4	2	0	Innovation & Design Process	6
3	2		Credit Innovation	5
1			Credit LEED® Accredited Professional	1

0	4	0	Regional Priority Credits	4
	1		Credit Regional Priority Credit: Region Defined	1
	1		Credit Regional Priority Credit: Region Defined	1
	1		Credit Regional Priority Credit: Region Defined	1
	1		Credit Regional Priority Credit: Region Defined	1

83	9	18	Project Totals (Certification estimates)	110
----	---	----	--	-----

Certified: 40-49 points, Silver: 50-59 points, Gold: 60-79 points, Platinum: 80+ points

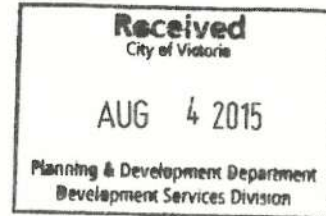
DOCKSIDE GREEN

1000 Burrard Street
Victoria, British Columbia
V8W 2P6
info@docksidegreen.com



July 31st, 2015

City of Victoria
1 Centennial Square
Victoria, BC
V8W 1P6



Dear Mayor Helps and City of Victoria Council,

RE: Dockside Green 2015 Rezoning Application

Dockside Green Limited is pleased to be applying for a combined Rezoning, Official Community Plan (OCP) Amendment and Master Development Agreement (MDA) Amendment application to support the advancement of Dockside Green, an innovative, mixed-used sustainable neighbourhood in the City of Victoria. The changes we are proposing have been shaped and informed by hundreds of citizens – including the more than 300 residents for whom Dockside Green is home. The changes reflect new community-inspired thinking that builds upon the foundational principals of Dockside Green 2005, and captures the enthusiasm, needs and wishes of the evolving local community in 2015.

The letter is divided into eight main headings;

- 1.0 Introduction
- 2.0 Why a New Application
- 3.0 What Will Stay the Same
- 4.0 Key Components of the Updated Neighbourhood Plan
- 5.0 Proposed Amendments to Support the Advancement of Dockside Green
- 6.0 Community Support for the New Neighbourhood Plan
- 7.0 Delivering on Our Commitments
- 8.0 Conclusion.

1.0 Introduction

Council's leadership across the spectrum of community development opportunities and housing challenges has encouraged the development community to search for innovative solutions that promote healthy and inclusive social connection, vibrant local economies, and enduring neighbourhoods. The 2015 neighbourhood plan for Dockside Green builds upon the strengths of the original plan and achieves these mutual goals that are essential to the wellbeing of Dockside Green neighbourhood and the City of Victoria.

In May 2014, Dockside Green began a public engagement process - bringing together a team of architects, planners, and designers with residents, First Nations communities and citizens of Victoria to revisit the plan for the project with the ultimate goal of delivering a more relevant neighbourhood plan.

Through a series of presentations, workshops, and discussions, a refined community vision for the project began to emerge. While the project's physical structures began to reconfigure, Dockside Green remained committed to *building a well-loved, culturally-vital neighbourhood where the mix of people and environment fuels health and a vibrant local economy*. Community voices helped identify



four guiding values to drive the project: Sustainability, Respect for Local, Inclusivity, and Cultural and Creative Vitality.

A five-month comprehensive public engagement process informed an updated Neighbourhood Plan which included components for both short and long term community goals. This work was presented to the Vic West Community Land-Use Committee in September 2014. Our presentation was met with applause from the audience and positive and supportive feedback was offered to Dockside Green's design team. Following the meeting the Neighbourhood Plan details were completed and a comprehensive application package submitted to City of Victoria staff in January 2015.

Since January we have worked diligently with City of Victoria staff through the many interlinked facets of this complex project. Dockside Green is grateful for the level of attention and professionalism that has been afforded by staff, and our project team has worked to clarify, refine and improve our 2015 Neighbourhood Plan. We have also held follow-up meetings with Dockside Green residents and the Vic West Community Association. The Submission Booklet has been updated to reflect our understanding of the most appropriate approach to advance the Dockside Green 2015 Neighbourhood Plan.

2.0 Why a New Application

As an early adopter of sustainable development, Dockside Green has been recognized as one of the greenest communities in North America. We have, however, also experienced many challenges. Innovation means taking risks and learning from being at the leading edge of the "green building movement". Much has changed in the ten years since the project was first launched in 2005 and we needed to revisit some of the early thinking to test whether what was originally envisioned is still relevant today and reflects the needs and aspirations of the evolving local community in 2015 and beyond.

2.1 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 the development of the neighbourhood. This includes taking responsibility for the construction of all public amenities such as roads, parks, public space, art, etc. There are benefits in this model for the City of Victoria and the Capital Region should the first affordable housing project move ahead as it would return approximately \$1.0 million that had been dedicated by the City of Victoria and the CRD to support the delivery of affordable housing at Dockside Green. Opportunities for innovation can be leveraged through partnerships that share common values and goals.

2.2 Buildings Too Large for the post 2008 Victoria Real Estate Market – To proceed with development, the Dockside Green Neighbourhood Plan has to be reconfigured to reduce the size of buildings presently permitted under the 2005 approved plan. Buildings of over 200,000 square feet will be replaced with land parcels with a development density of between 85,000 and 140,000 square feet. These newly created parcels are sized to respond to the local market, which makes them financeable for local developers. This allows the project to progress in a phased manner and have a built form that is efficient while allowing the potential for a variety of residential unit types. This approach was strongly supported during the public engagement exercises.

2.3 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. In the past 10 years the surrounding community has evolved with new businesses established and new residents both at Dockside Green and Vic West moved in. With a new bridge nearing completion and a new park to be built, and Point Hope Maritime planning for expansion, we needed to consider how to better integrate Dockside Green into the surrounding community to remain relevant in 2015 and beyond. Our new design reflects an improved and collaborative relationship with our industrial neighbour and mitigates zoning conflicts that have challenged Dockside Green, Point Hope Maritime and the City of Victoria in the past.

2.4 Timelines for Delivery of Amenities – To date, Dockside Green has completed over 75% of all its amenity obligations with only 22% of the project completed. The remaining amenities such as public plazas and parks under the existing MDA are to be delivered by certain dates with no recognition to the timing of buildings that neighbour them. This delivery method, along with the cost and relevancy of specific amenities in 2015 needed to be reviewed and updated. It is unworkable and creates an unnecessary risk to the advancement of the project.

2.5 LEED – In 2005, Dockside Green set a goal of achieving the highest level of certification under the newly introduced LEED NC New (building) Construction program and LEED ND (Neighbourhood Development). While the MDA focused on LEED NC Platinum certification as Dockside Green's standard, Dockside Green also sought to achieve LEED ND Platinum certification. The MDA permits the shift in rating systems from LEED NC to LEED ND and as a Neighbourhood Builder we have re-affirmed our focus to LEED ND Platinum, which emphasizes sustainability at the neighbourhood level. It is critical to the financial viability of Dockside Green to shift from LEED NC to LEED ND.

2.6 The Evolution of Sustainability – The concept of sustainability has evolved in the past decade from when Dockside Green was first conceived. The two other legs of the stool, social and economic, have evolved to become as equally important. While Dockside Green has recognized the environmental leg of the triple bottom line approach we needed to better integrate the social and economic legs to truly be sustainable.

3.0 What Will Stay the Same

The values of Dockside Green reflected in our original response to the City's RFP continue to drive the project. Based on the triple-bottom line approach, our ongoing commitment to sustainability and delivery of housing for a mix of incomes, ages and family make-up continue to underpin the guiding principles of Dockside Green.

While the Dockside Green Neighbourhood Plan requires updates to move forward, it is important to note that many of the core aspects of the original 2005 Dockside Green Neighbourhood Plan remain the same in our new plan.

- Same overall density.
- The design and massing responds to light and shadows while maintaining and expanding on public sightlines.
- No increase in the maximum height of the tallest building.
- As in the original plan, the tallest buildings are 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.
- A mixed-use neighbourhood with retail, office, commercial and light-industrial components.



- A central north-south ecological greenway.
- Residential uses focused along Tye Road and Esquimalt Road with office and commercial focused along Harbour Road.
- A housing mix that satisfies a broad range of ages and stages of life, as well as income brackets offering both rental and ownership options.
- Urban design strategy that is reflective of its neighbourhood context and is better connected to its industrial, residential, office and retail setting.
- Recognition and integration with the business activities at Point Hope Maritime.
- A broad set of public amenities, public spaces and infrastructure improvements.
- A transportation demand management strategy focused on multimodal options.
- Full remediation of the contaminated lands.
- A commitment to LEED Platinum certification.
- A commitment to affordable housing.
- Noise mitigation building strategies to reduce conflicts with adjacent industrial land uses.
- Adaptable housing.
- On-site waste water treatment system, storm water management and grey water re-use.
- District Energy System.

4.0 Key Components of the Updated Neighbourhood Plan

Through our work with community, the updated Dockside Green Neighbourhood Plan envisions an on-going sustainable and complete neighbourhood. The plan aims to reflect and respect the influences and principles of the original vision while appropriately updating the urban design, architecture and landscape design to respond to current conditions. The following new elements comprise the components of the updated Dockside Green Neighbourhood Plan.

4.1 Redistribution of Buildings – The updated plan includes 12 buildings that form part of this application. The buildings establish the distribution of the remaining density of the site and work together in different precincts to continue the character and vibrancy of the neighbourhood.

4.2 Updated Main Plaza now located along Harbour Road – Now referred to as “Dockside Landing”, this public space will serve as the primary urban plaza for the site and is situated adjacent to Harbour Road welcoming residents and visitors to the commercial and retail core of Dockside Green. Utilizing the ever-changing back drop of Point Hope Maritime, the plaza is intended to better connect to the energy of Harbour Road and provide an opportunity as a place for assembly for markets, concert and bazaars.

4.3 A New Central Park – Dockside Commons is a new park space providing an additional amount of open space for visitors and resident of Dockside Green. The large multipurpose park provides the opportunity for amphitheatre like seating, active play or passive enjoyment and adds to the urban fabric of both Dockside Green and Victoria West as a place for connection amongst neighbours.

4.4 An Updated Children Play Area – The Play Room is a children’s play area integrated into a central location of the neighbourhood part way along the Greenway to provide enhanced opportunities to play, rest or gather, and enjoy the Greenway and views over the harbour.



4.5 A new Dog Park – The “Mutt Strut” is a new dog park located at the north end of the site, and creates the opportunities for Dockside Residents and individuals from the neighbouring Rail Yards development and greater Victoria West community to come together and connect.

4.6 A New Dockside Green Resident Centre – Now referred to as the Neighbourhood House, this 3,100sqft building has been included with the updated plan to create an indoor neighbourhood gathering space for Dockside Green residents. The space will be flexible in design and is intended to be utilized for strata meetings, fitness needs and a common gathering place for the residents.

4.7 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.

4.8 Updated Vehicle Access – Dockside Crescent is a low-speed, multi-modal street connecting Esquimalt Road and Tyee Road. The street provides access to residential towers and Dockside Commons at the south-end of the site.

4.9 New Mobility Hubs – A series of designated multi-modal transportation hubs that concentrate travel options around 8 hubs 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.

4.10 Use of Vacant Land in the Interim – As Dockside Green will take over a decade to be completed, we see an opportunity to emphasize social sustainability and provide a new model for urban development by temporarily transforming underused, but high-value, areas into thriving cultural experiences – we have begun to refer to this general concept as Dockside BETA. The BETA project will be a living workshop that will reclaim a portion of the undeveloped land in the Dockside Green neighborhood, 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. We see the mix of tenants as vital to create a community of like-minded values. The BETA project 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.

5.0 Proposed Amendments to Support the Advancement of Dockside Green

Dockside Green is applying for amendments to the CD-9 Zone – Dockside District, Official Community Plan and MDA to facilitate the updated 2015 Neighbourhood Plan and associated neighbourhood development strategies. These are outlined in some detail in the Submission Booklet for the application. The table below summarizes the principal elements.

CD-9 Zone Amendments

- Increase in total permitted residential density in DA-D / DA-E from 6,200 m² to 9,867 m²
- 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.
- Adding additional permitted use categories to DA-A, DA-B, DA-D and DA-E based on the updated



vision for Dockside Green, including uses proposed for Dockside BETA.

- Vehicle parking ratios for the proposed new uses and combined Dockside BETA vehicle parking ratio.
- Modified permitted heights to allow additional tall towers in DA-A (but no increase in height of the tallest tower) and slight increase in height of tower in DA-B to account for challenging site conditions.

Master Development Agreement Amendments

- Revised public amenity schedule with estimated value *increasing* by \$2 million, including:
 - New / revised amenities: Dockside Commons, Dockside Landing, The Mutt Strut, The Playroom, revised internal roads and pathways, Transportation Demand Management (TDM) program
 - Retained amenities: Greenway, Public Washroom, Galloping Goose Trail Improvements, Public Art, Historic First Nations / Environmental signage
 - Deleted amenities: Johnson Street Bridge stairs, remaining Environmental Technologies, remaining Esquimalt Road/Harbour Road crossings, Sustainability Centre,
- Plan for phasing delivery of amenities that is linked to the construction of specific lots.
- Amenity performance guarantee provided when particular phase developed.
- Change to LEED ND from LEED NC to align with the Dockside Green new role as a neighbourhood developer.
- Modified Transportation Demand Management (TDM) program.
- Adaptable housing required for 20% of units instead of 100%.
- Permitting subdivisions consistent with 2015 Neighbourhood Plan without need for Council approval.

Core Songhees Development Permit Area and associated Design Guidelines Amendments (Part of the Official Community Plan)

- New *Dockside Green Urban Design Guidelines* for the 2015 Rezoning Area. Substantial changes to the *Design Guidelines* include:
 - Precinct-based design guidelines
 - Revised skyline that keeps "bridge to bridge" concept with tallest towers at either end of site, additional taller towers along Tyee Road with a landmark tower at corner of Tyee Road and Esquimalt Road
 - Inclusion of minimum separation distances between residential towers
 - Revised public realm elements and guidelines to reflect updated public amenity plan
- Permitting subdivisions consistent with 2015 Neighbourhood Plan without need for Council approval
- Delegated authority for staff to approve certain Development Permits for Dockside BETA.

6.0 Community Support for the New Neighbourhood Plan

The lens of community support is an important consideration and context once again is key. Some extremely generous and dedicated residents in Victoria West were passionately involved in the 2005 Neighbourhood Plan for Dockside Green. In this context, historical facts and positioning plays a unique role when changes are suggested. A few people still believe that Dockside Green purchased the land for \$1.00 and that the remediation obligations were all complete prior to purchase. While this belief is false, when this is the public perception and starting point for public discussions that have financial implications and involve change – even if the changes are well supported by the broad



community - these discussions are challenging. The issue of the intent, form and function of the Sustainability Centre is a case in point and remains a sensitive issue for some in the Vic West Community Association as does our request to update the plan to reflect our current thinking regarding LEED. These concerns, however, are not shared by the larger community.

From our earliest meetings and throughout our extensive community consultations with the public, we explained the challenges of meeting LEED NC Platinum Certification for residential buildings and of our intention to move to LEED ND Platinum for new developments. In the five months of presentations, charrettes, and meetings we did not receive any opposition to this change nor did we hear any at the September Vic West Community Association Land Use Committee (CALUC) meeting. The way in which the February CALUC letter is worded, however, would suggest otherwise. Given that our consultation period concluded in the fall and was received with such enthusiasm, it was a grave disappointment that a letter was sent so late, and reflected views that were disconnected from our experience. While we respect the contents of this letter, the change from LEED NC to LEED ND was not an issue for the majority of the public that participated in our consultation process nor those attending the September CALUC meeting. Further, the MDA signed by the City and Dockside Green Limited in 2005 provided the option for Dockside Green to change from LEED NC to LEED ND. In 2008 Dockside Green Limited indicated that it was pursuing LEED ND certification and an amendment to the MDA to reflect this was approved by Council.

At our September CALUC presentation we addressed the Sustainability Centre and the economic challenges for non-profit organizations to raise money through capital fund raising campaigns (approximately \$5 – \$7-million would be needed) to buy the land and build. During our five month public engagement process, and at the CALUC meeting, there were only a few people wishing to keep the idea of the Sustainability Centre alive. Beyond these few, we received no negative feedback on spending our \$400,000 dollar obligation towards the Sustainability Centre on other public amenities at Dockside Green.

7.0 Delivering on Our Commitments

Dockside Green is a unique neighbourhood development in the City of Victoria. Committing to delivering the most sustainable neighbourhood in the City meant significantly more obligations to the community than any other development. This included remediation of a historically contaminated site, subsidizing affordable housing, construction of private utilities, waterfront restoration and a suite of public amenities – including improvements to Point Ellice Park, Galloping Goose trail upgrades, new public spaces and Greenway, street improvements and public art. By the end of 2009 75% of these obligations had been completed at a cost of approximately \$11 million, not including the price of the land.

In 2014, not only did we initiate conversations with the community to reconsider Dockside Green, but we refocused on one of our major commitments: affordable housing. Dockside Green is envisioned as an inclusive community with a mix of housing suitable for a wide range of people, households and families, including those who cannot afford market housing. We are pleased that we are nearing completion of the process that will see our partner Catalyst Community Developments Society build 49 units of affordable non-market rental housing at Dockside Green, with construction anticipated to begin in early 2016. This housing will be suitable to a range of household sizes with a mix of studio, one bedroom, two bedroom and three bedroom units. We anticipate the tenants to largely from the service industry workforce, from Downtown and other nearby neighbourhoods. Dockside Green will be contributing \$3.4 million to make this initiative viable.



Approval of this combined Rezoning, OCP Amendment and MDA Amendment application, with partially reconfigured public amenities, will allow us to complete the development of the neighbourhood and delivery of the remaining public amenities. The value of the remaining amenities is approximately \$6.7 million, a \$2 million increase on the previously approved public amenities approved in 2005.

8.0 Conclusion

We are thankful to the hundreds of citizens who helped shape the new Neighbourhood Plan for Dockside Green. The public consultation process was a true demonstration of Dockside Green's commitment and connection to the community of people for whom Dockside Green is home, and to the residents of Vic West and the City of Victoria.

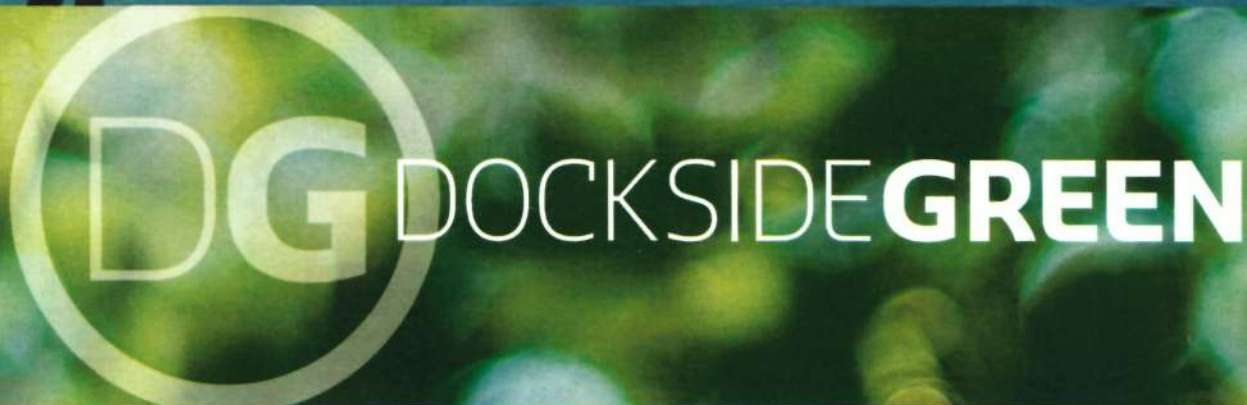
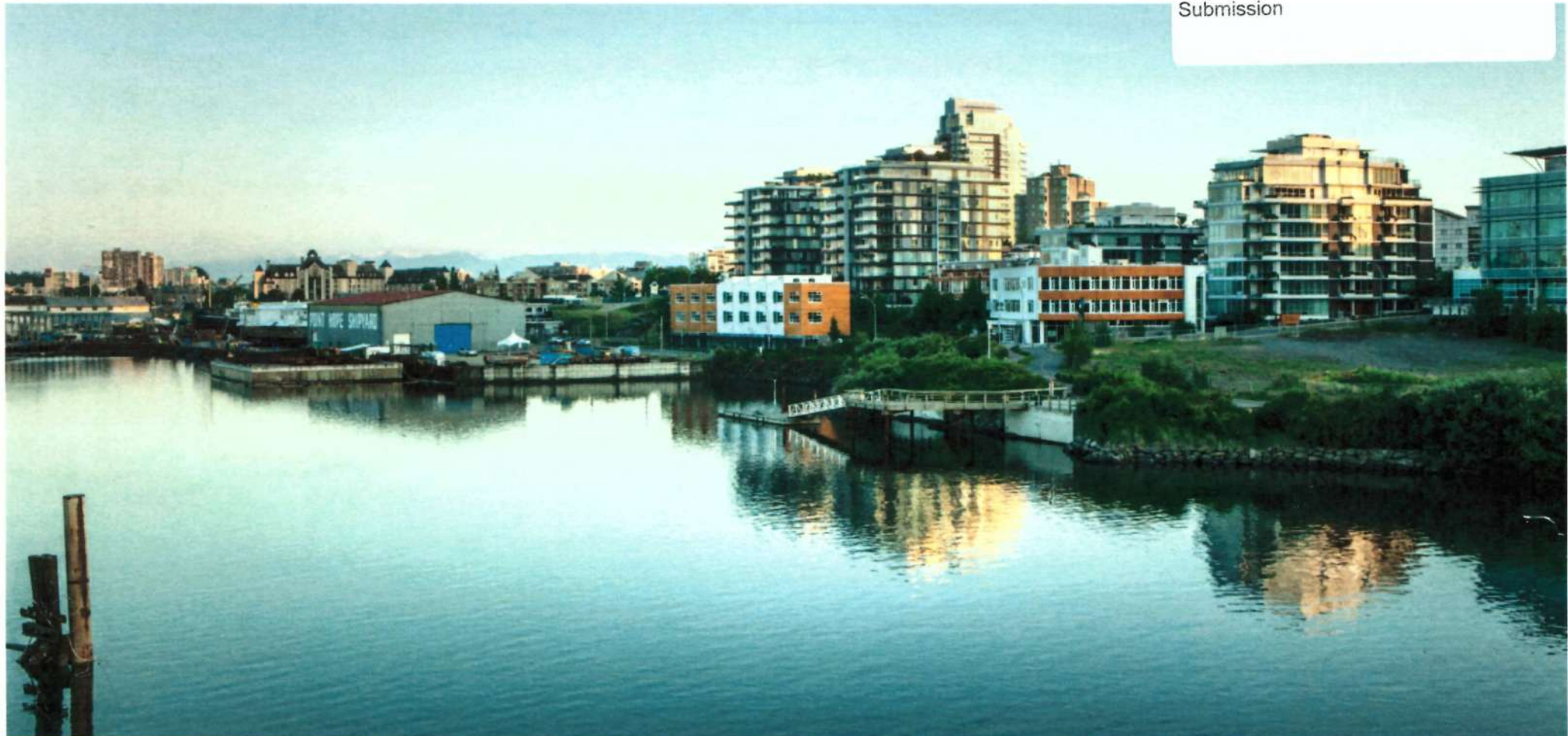
At completion Dockside Green will contribute approximately \$5 million a year in property taxes to the City of Victoria with businesses providing hundreds of new jobs. The changes identified in our application will enable us to proceed. With 1.0 million square feet of buildable floor area yet to be developed accompanied by an array of public amenities, the enclosed application achieves a delicate balance between economic viability and the delivery of an important, sustainable project in Victoria.

In 2002 Dockside Green was an abandoned brownfield property bounded by an industrial site and road. Dockside Green 2015 is home to more than 300 residents and more than a dozen local businesses that are creating livelihoods for their families and their employees. The new Johnson Street Bridge and new transportation connections are shaping and informing a new gateway to Victoria West. Across the city, new conversations on sustainability are reflecting perspectives with increased emphasis on social, cultural and economic sustainability drivers. This is a very exciting and strategic time. The City of Victoria in its wisdom called for an extraordinary project in 2002. The new Neighbourhood Plan for Dockside Green 2015 is an extraordinary project – it is an improved plan – it is, with the requested changes, a financially viable project that will exceed expectations. The window of opportunity for the market is here. Dockside Green needs Council's leadership once again to proceed.

Sincerely,

A handwritten signature in black ink, appearing to read 'Norm Shearing', with a stylized flourish at the end.

Norm Shearing, BA, BArch, MAIBC, MRAIC, LEED AP
President, Dockside Green Limited



THIS PAGE LEFT INTENTIONALLY BLANK

TABLE OF CONTENTS

1 INTRODUCTION

- 1.1 Application + Intent
- 1.2 A New Neighbourhood Plan
- 1.3 First Principles
- 1.4 Values + Commitments
- 1.5 Public Process Summary

2 CONTEXT

- 2.1 History
- 2.2 Community Context
- 2.3 Background Policies
- 2.4 Completed Amenities + Infrastructure

3 NEIGHBOURHOOD PLAN 2005/2015

- 3.1 Introduction
- 3.2 2005 Dockside Green Neighbourhood Plan
- 3.3 Updated Dockside Green Neighbourhood Plan
- 3.4 Precincts
- 3.5 Places
- 3.6 Linkages + Connectivity
- 3.7 What Will Remain the Same from 2005
- 3.8 What Has Been Updated in 2015

4 NEIGHBOURHOOD PLAN ELEMENTS

- 4.1 2015 Dockside Green Neighbourhood Plan
- 4.2 Land Uses
- 4.3 Building Heights
- 4.4 Skyline
- 4.5 Composite Views
- 4.6 Views
- 4.7 Solar Access
- 4.8 Open Space Comparison
- 4.9 Parking + Loading
- 4.10 Universal Accessibility + Circulation
- 4.11 Building Entrances
- 4.12 Street Walls

5 NEIGHBOURHOOD DESIGN DETAILS

- 5.1 Introduction
- 5.2 Tyee-Greenway Precinct
- 5.3 Dockside Commons Precinct
- 5.4 Dockside Landing Precinct
- 5.5 Greenway-Mews Precinct
- 5.6 Dockside Waterfront Precinct
- 5.7 The Neighbourhood House
- 5.8 Streets
- 5.9 Site Sections

6 BETA at DOCKSIDE GREEN

- 6.1 BETA at Dockside Green
- 6.2 Site Configuration
- 6.3 Conceptual Site Plan
- 6.4 Operation

7 PROPOSED AMENDMENTS

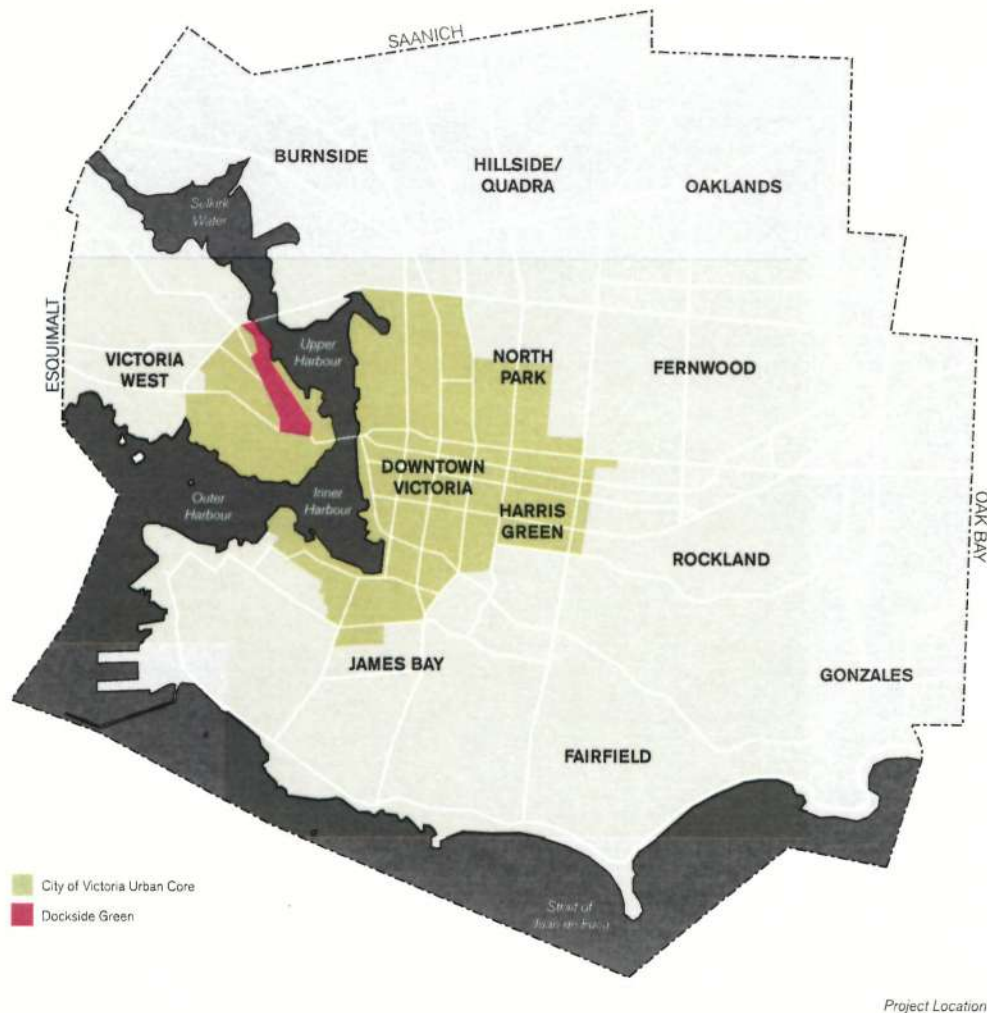
- 7.1 Introduction
- 7.2 CD-9 Zone, Dockside District
- 7.3 Amendments to CD-9, Dockside District
- 7.4 New Design Guidelines
- 7.5 Master Development Agreement Amendments

SUPPLEMENTAL MATERIALS

ACKNOWLEDGMENTS

THIS PAGE LEFT INTENTIONALLY BLANK

11 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

1.2 A NEW NEIGHBOURHOOD PLAN

As an early adopter of sustainable development, Docksider 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, Docksider Green faced a number of challenges that required us to reconsider aspects of the original 2005 plan. Our strategies for addressing these challenges included:

Docksider Green as a Neighbourhood Builder:

To move forward in the new economy, Docksider 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 Docksider 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 Docksider 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 Docksider 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 Docksider Green, has resulted in a difficult position from which to move forward.



LEED®. In 2005, Docksider 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 Docksider Green's standard, Docksider 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 Docksider Green was first conceived – the social and economic pillars of sustainability have grown in emphasis. Therefore while Docksider 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 Docksider Green means many years with land sitting idle and unused. There is an opportunity for Docksider Green and the community to animate this space with active uses – bridging Downtown Victoria and Vic West until the final development occurs. Docksider 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.



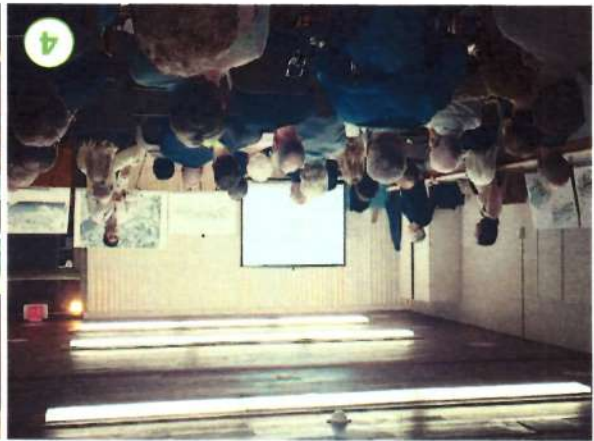
5



5



4



3



2



2



THIS PAGE LEFT INTENTIONALLY BLANK

21 HISTORY



View of Victoria, Vancouver Island (Day and Son, 1862)



Songhees Village, James Madison Allen (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 Naut'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.

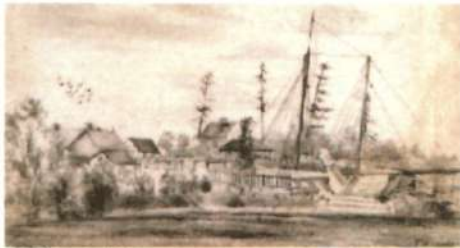
The First Point Ellice Bridge was built in 1861, helping to spur growth and development in Victoria West. This was followed in 1922-1924 by the Johnson Street Bridge.



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



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



Turpin'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 Docksider 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 Docksider 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 Docksider Lands from the Province in 1989, starting a process which would lead to the issuance of the Docksider Lands RFP in 2004 and the construction of the first phases of Docksider Green.



Princess Mary Restaurant, Unknown Date

2.2 COMMUNITY CONTEXT

NEIGHBOURHOODS

Located at the western end of both the Johnson Street and Bay Street Bridges opposite Downtown Victoria, Docksider 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 Docksider 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 Docksider Green within the City's Urban Core. With Downtown Victoria less than a 10-minute walk away from Docksider 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.

CONNECTIONS

Docksider 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 Docksider Green.

The Galloping Goose Regional Trail runs through Docksider 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 Docksider 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 Tye Road.

PARKS + RECREATION

Several neighbourhood parks are in close proximity to Docksider Green. Point Ellice Park is directly adjacent to Docksider 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 Docksider 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 Docksider Green in Banfield Park and offers various recreational and social service programs.

SCHOOLS

Docksider 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). Ecole Victor-Brodeur, a public French-language school, is approximately 2 km west of Docksider Green in Esquimalt.



Victoria West Community Visions Map



Craigflower Village, Victoria West



Galloping Goose Trail



Victoria West Community Centre

2.3 BACKGROUND POLICIES

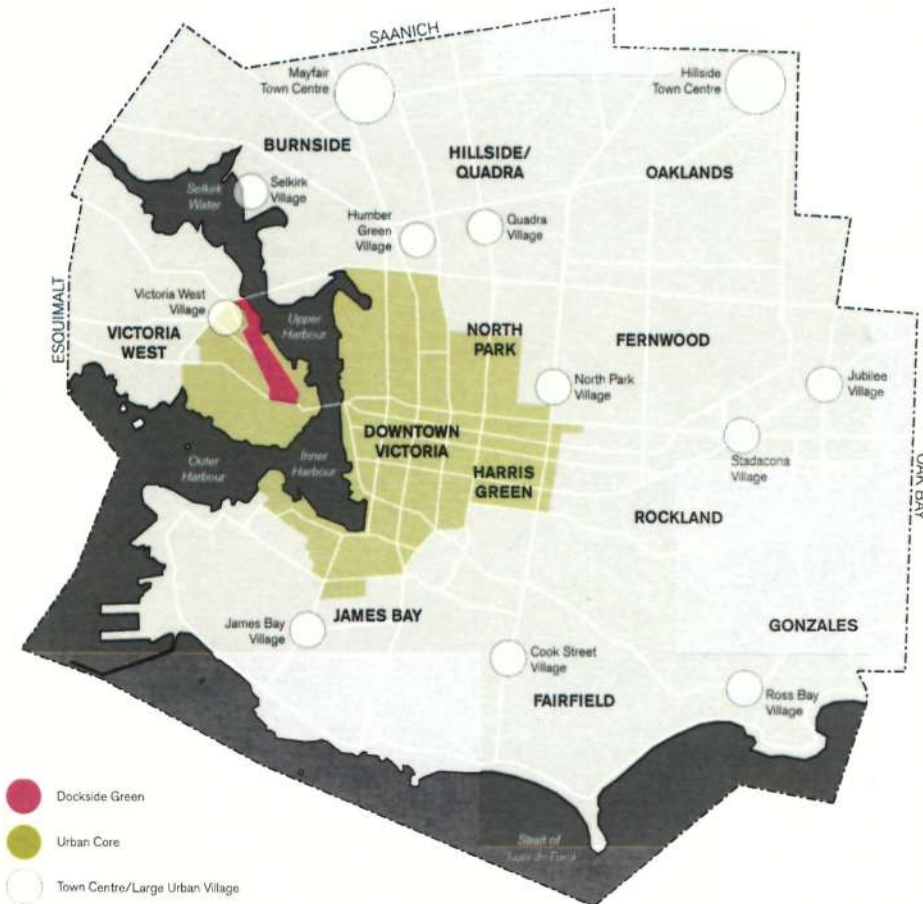
2.3 BACKGROUND POLICIES

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

2.4 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

THIS PAGE LEFT INTENTIONALLY BLANK

Aerial view of the Dockside Lands



3.1 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.

The site plan illustrates a proposed development on a waterfront plot. The plan is bounded by Harbour Rd to the north, Tyne Rd to the east, and Wilson Rd to the south. The development includes a central circular area with a fountain, a large parking lot, and a waterfront area with a pier and boats. The plan is labeled with various areas and roads, including Harbour Rd, Tyne Rd, and Wilson Rd. A scale bar and a north arrow are also present.

3.2 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

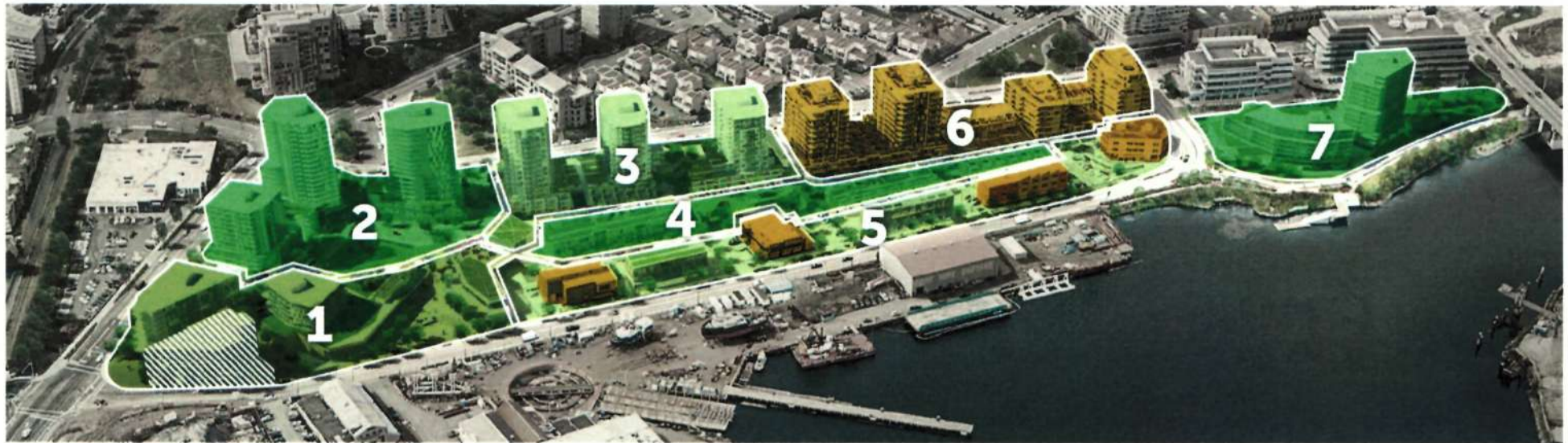
The updated Dockside Green Neighbourhood Plan envisions an ongoing sustainable, complete neighbourhood reflecting and respecting the influences and principles of the original vision and design intent. This new plan appropriately updates the urban design, architecture and landscape design to respond to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



3.4 PRECINCTS

Precincts are the large building blocks which together form Docksider 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 Docksider 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.



3.5 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.

10 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.

11 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.

12 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.

13 THE GREENWAY

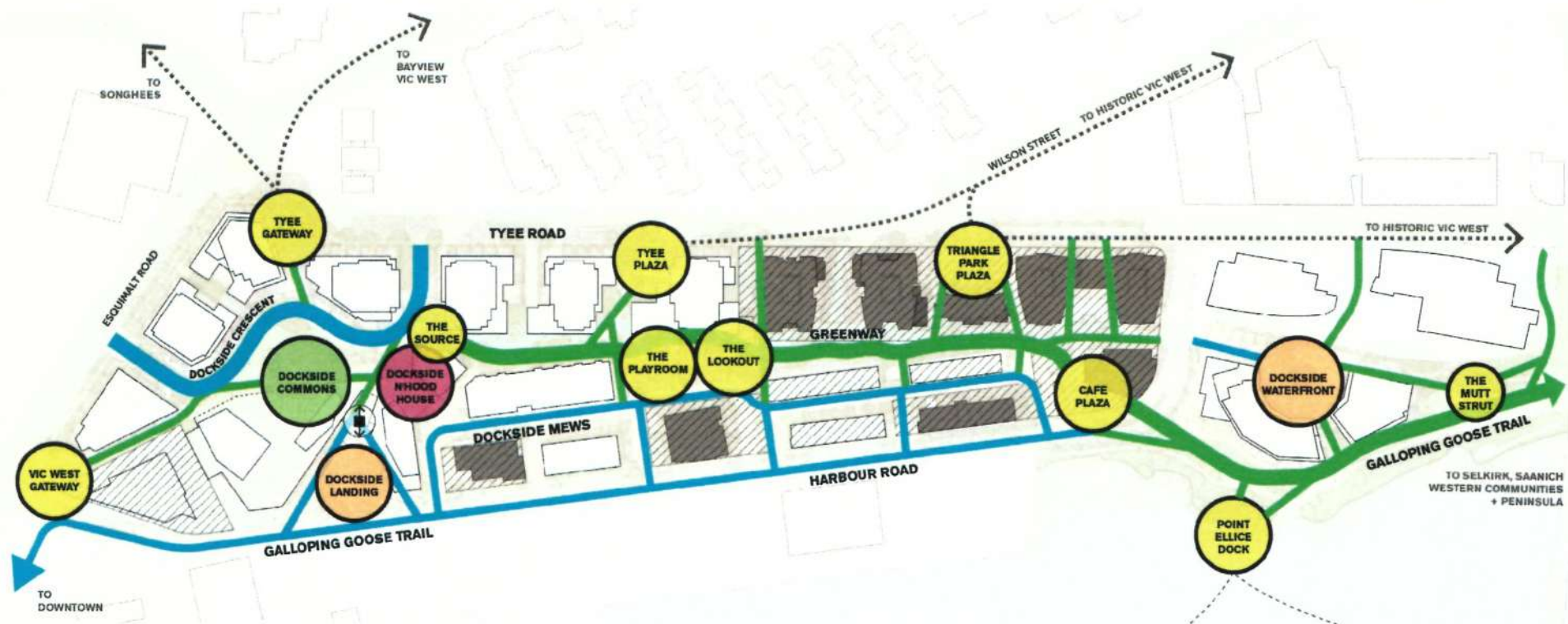
The Greenway is a defining characteristic of the Dockside Green Neighbourhood as a main pedestrian artery, with a pathway located adjacent to a meandering, scenic waterway. It creates character and sense of place for the residents, visitors and wildlife that use it, while simultaneously connecting to 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.



3.7 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.

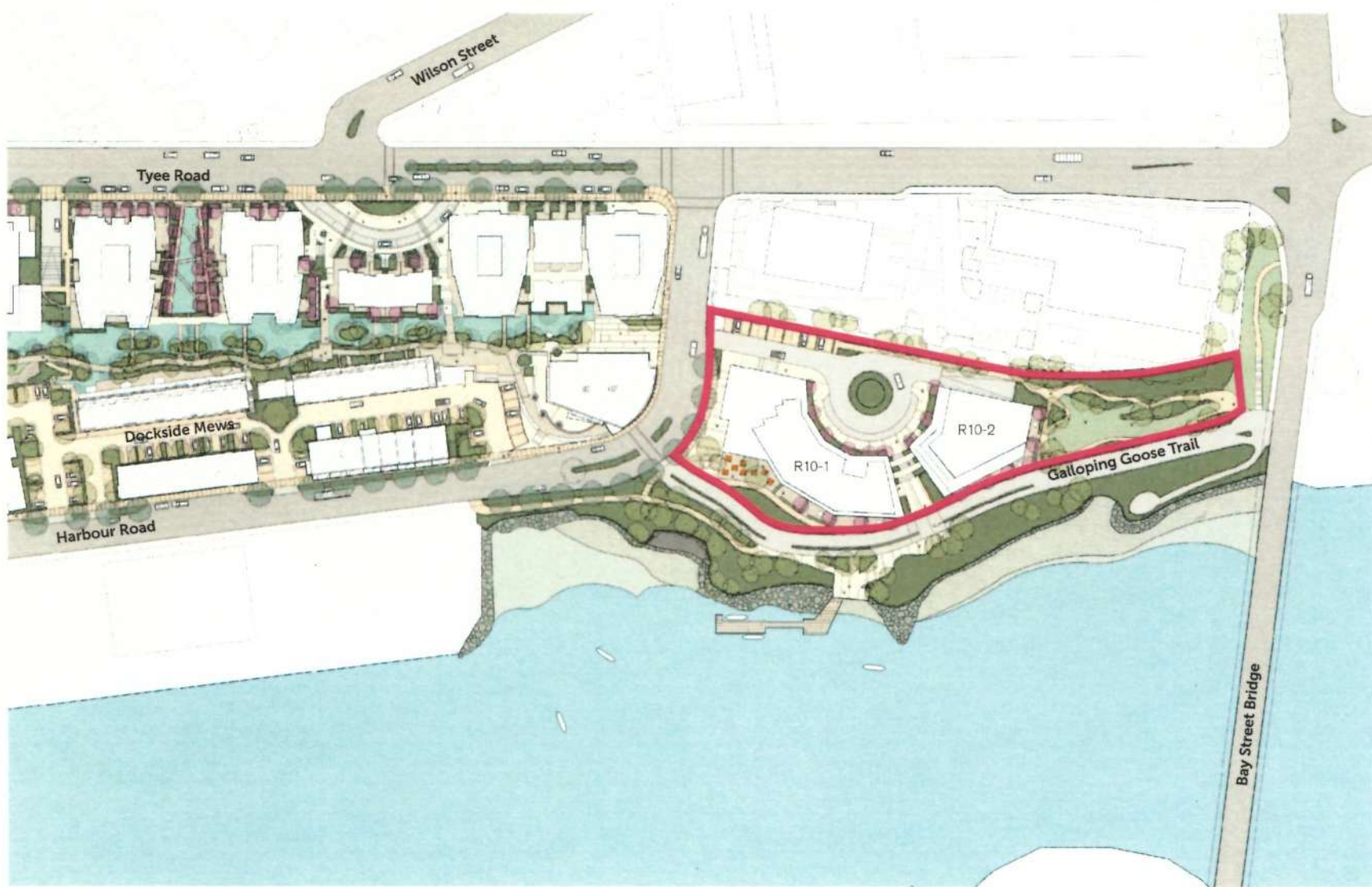
3.8 WHAT HAS BEEN UPDATED IN 2015

- 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.

THIS PAGE LEFT INTENTIONALLY BLANK

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.

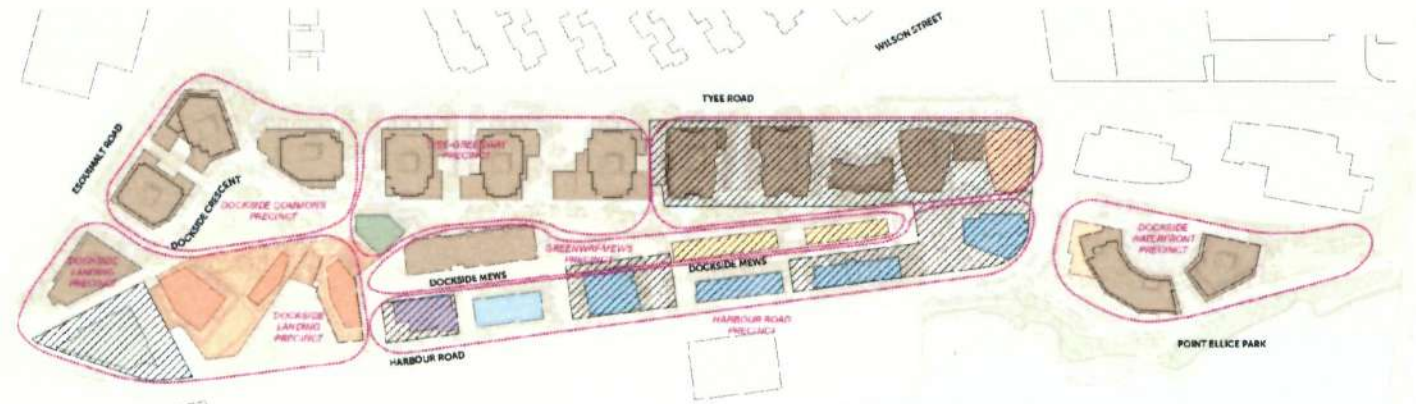
The overall density of the Dockside Green neighbourhood has not changed. The 2015 Neighbourhood Plan remains below the permitted 2.084:1 Floor Space Ratio (FSR). The total planned building floor area has reduced by about 370 m² (4,000 sq ft) to 133,573 m² (1.438 million sq ft).

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	18,188	12,701
TOTAL	129,471	129,308

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

2015 Neighbourhood Plan: Land Uses

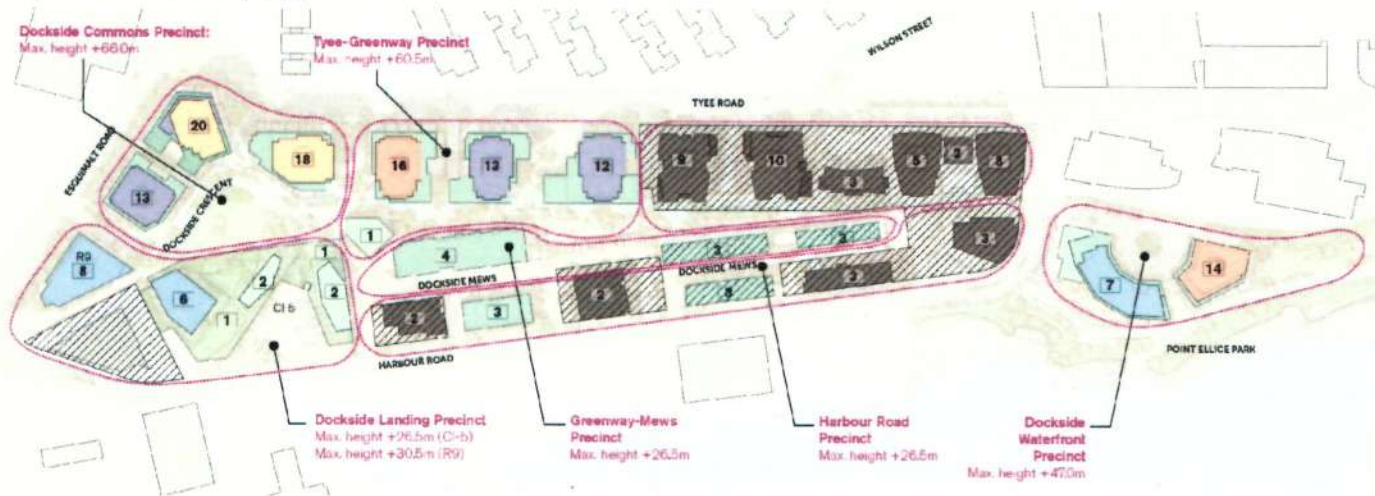


2005 Neighbourhood Plan: Land Uses

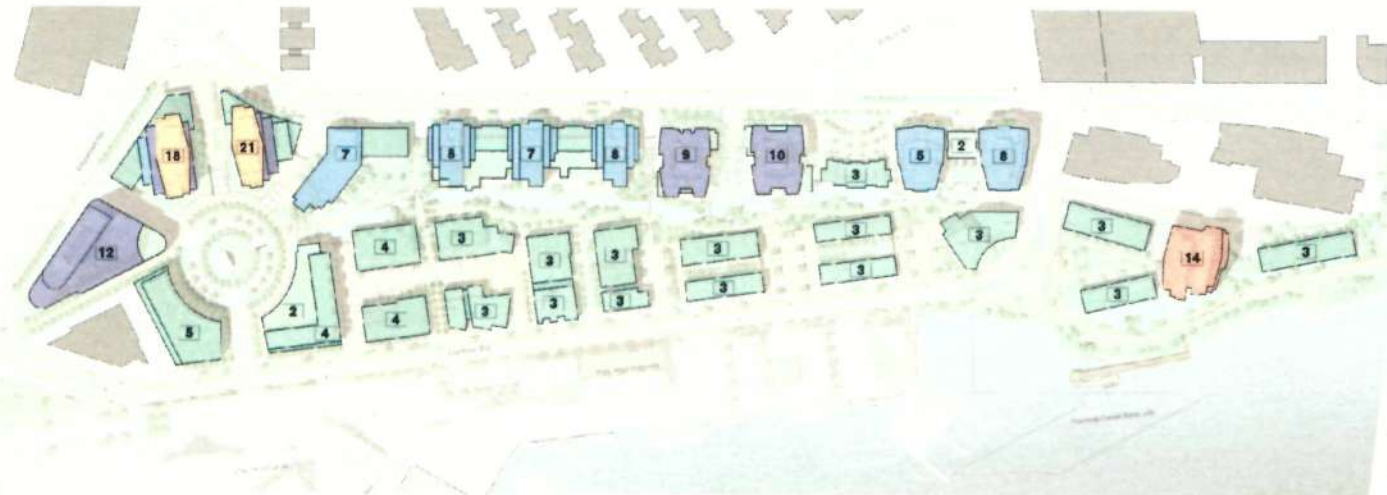


4.3 BUILDING HEIGHTS 2015 vs 2008

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.

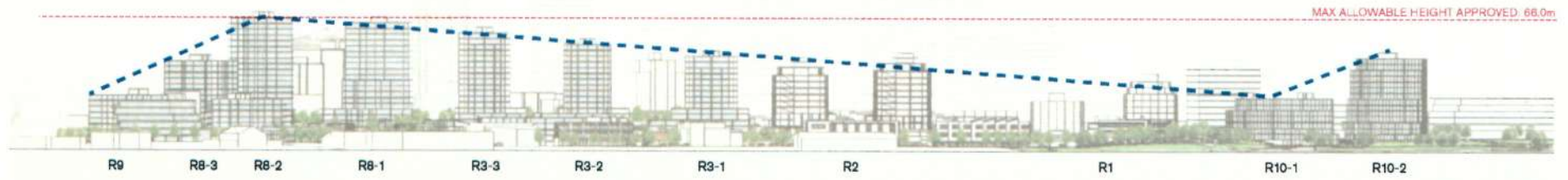
In order to achieve this gradual gradient of building heights, three buildings (R3-2, R3-3 and R8-1) are modulated above the 2008 zoning amendment. This is offset with lower buildings at the corner of Esquimalt Road and Harbour Road (R-9), and at the Dockside Waterfront site R-10.

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.

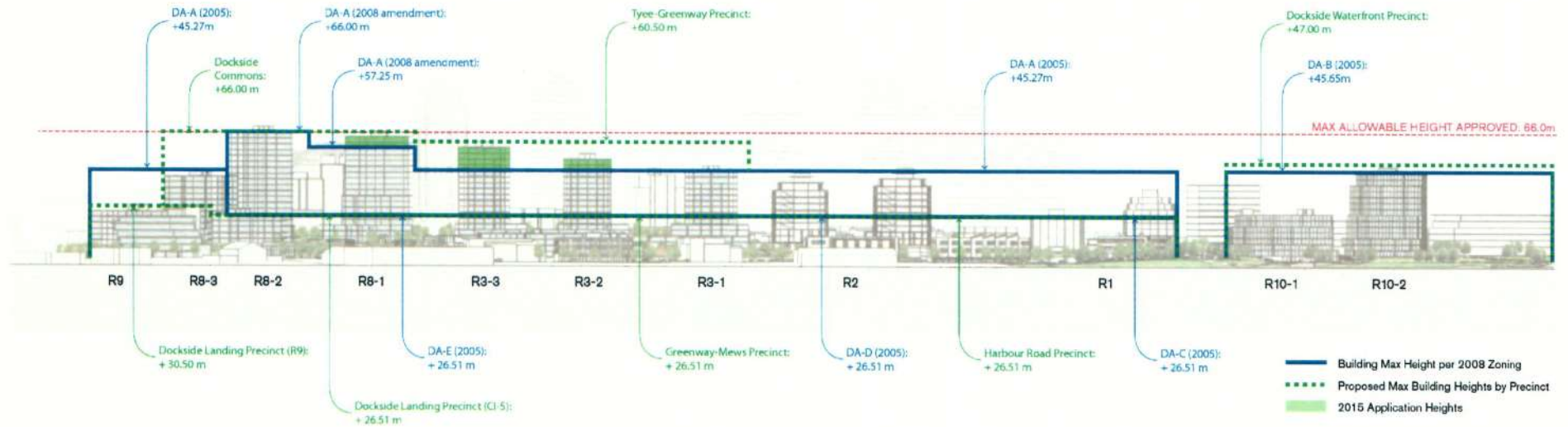


2015 Skyline Concept



--- SKYLINE CONCEPT:
Building heights gradually increase towards the corner of Esquimalt + 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



View 4: From Pandora and Wharf Streets



* 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.

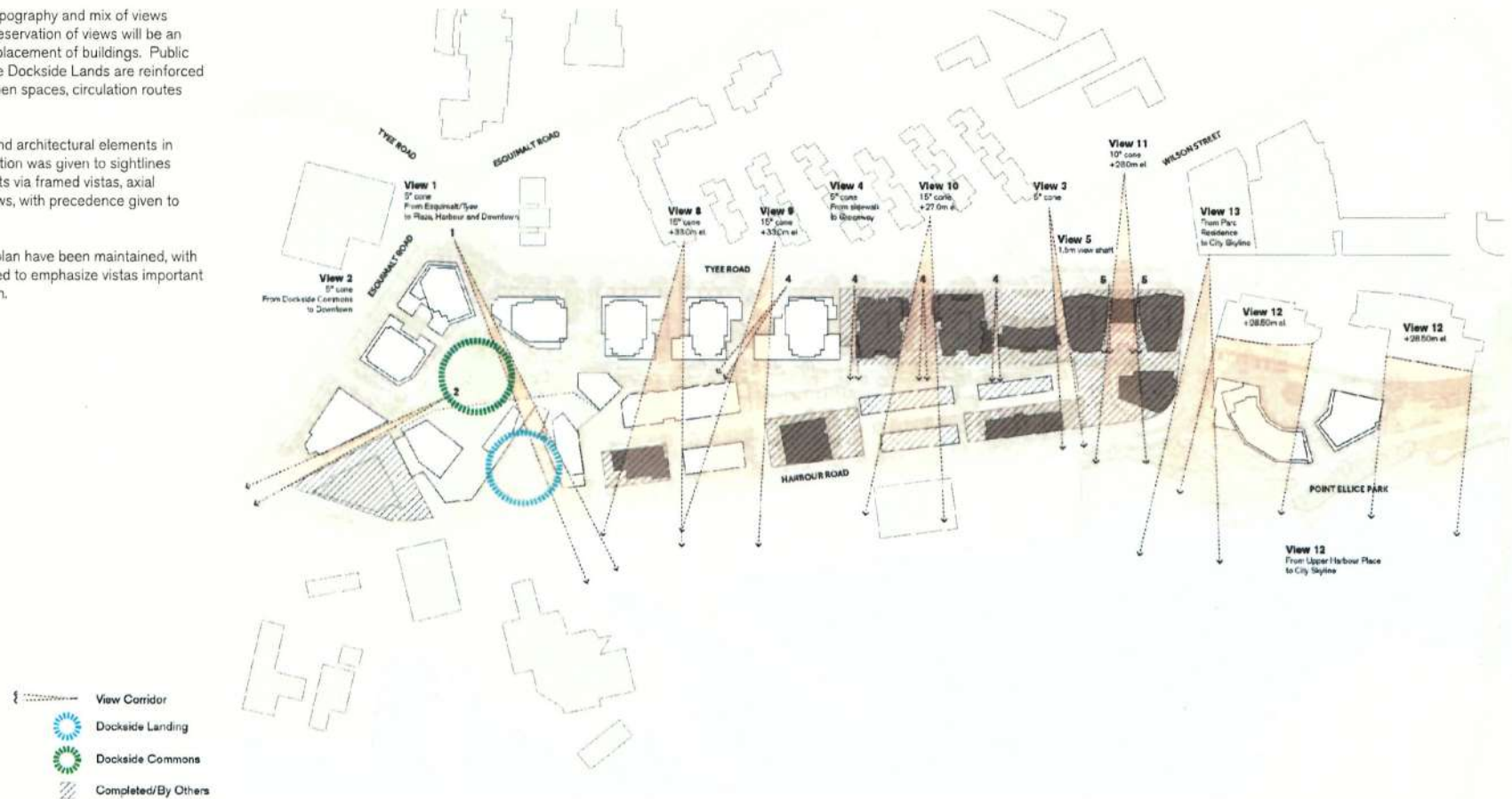
4.6 VIEWS

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.

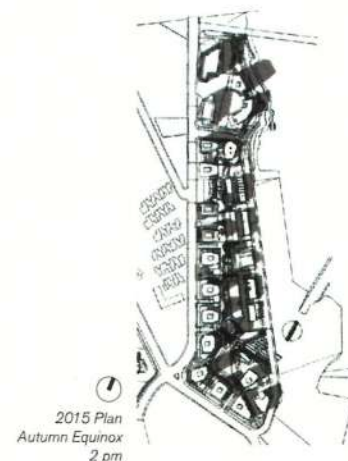
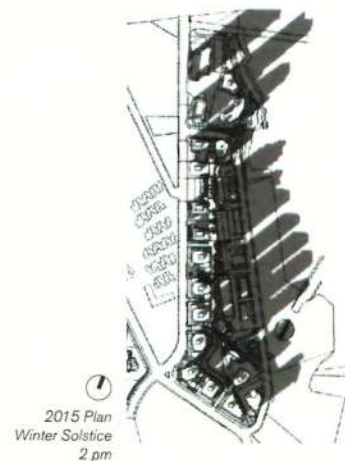
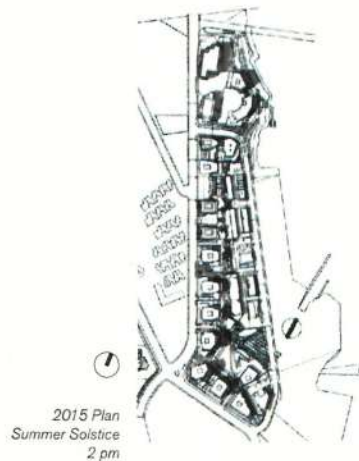
Views + View Corridors



4.7 SOLAR ACCESS

2015 vs 2008

2015 Neighbourhood Plan: Shadow Study



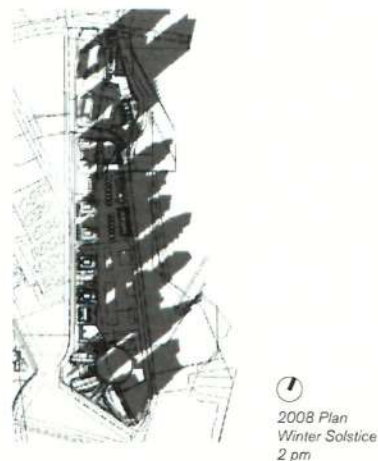
Dockside Green has been configured to accomplish an appropriate density while mitigating shadowing of key public spaces, semi-private open spaces, and residential units.

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.

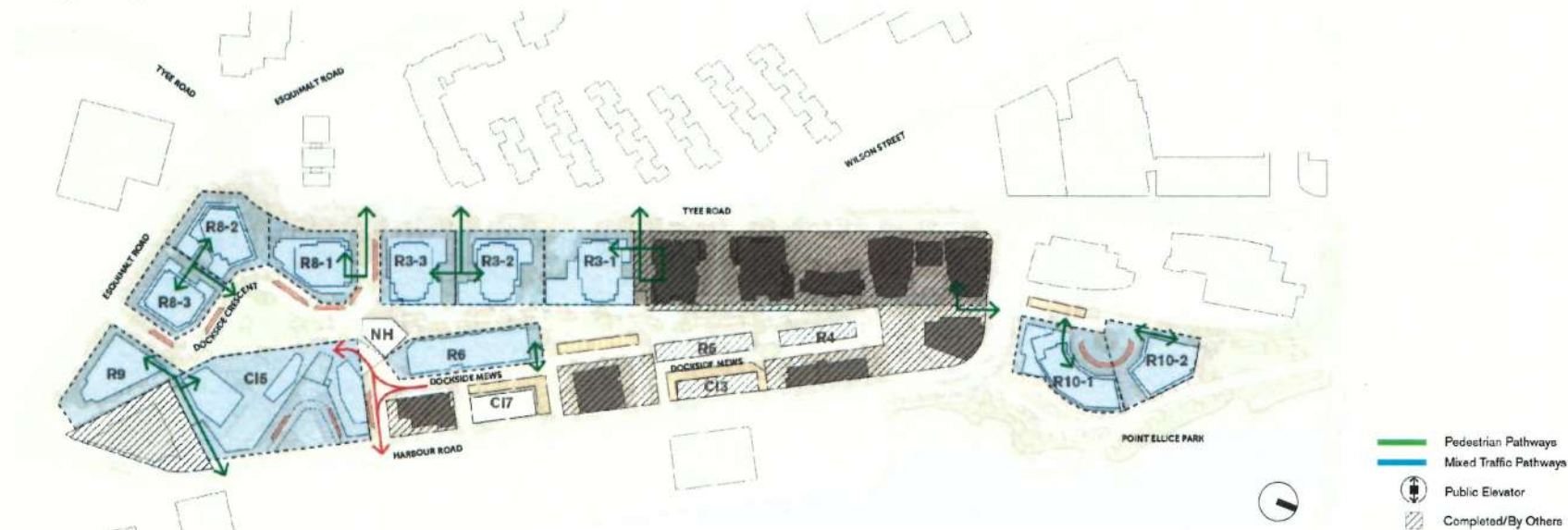
2015 Neighbourhood Plan - Total Publicly Accessible Open Space



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.

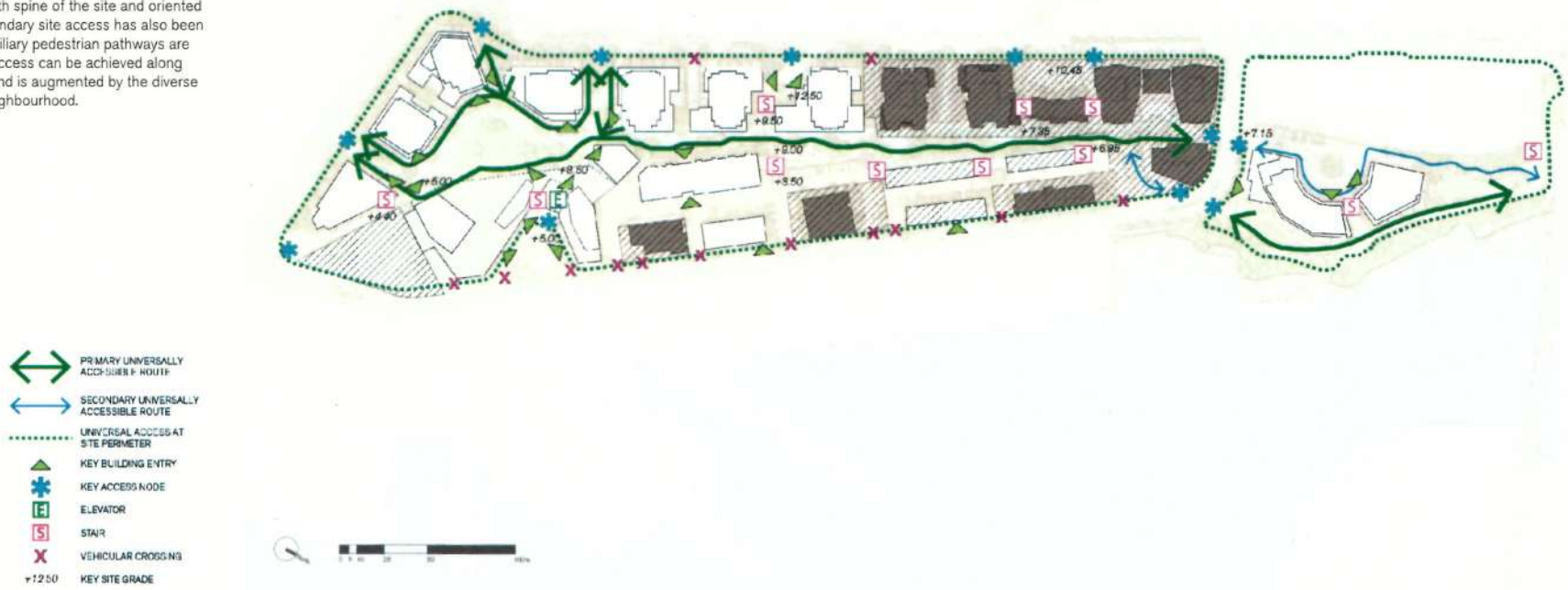
Areas used for storage of materials, waste and recycling are screened from open public spaces and the street by a visual barrier that is at least 75% solid and 1.8 metres tall. Maintaining the cleanliness of these areas is important to avoid offending neighbouring public areas, businesses and residences.

4.10 UNIVERSAL ACCESSIBILITY + CIRCULATION

Universal Accessibility + Circulation

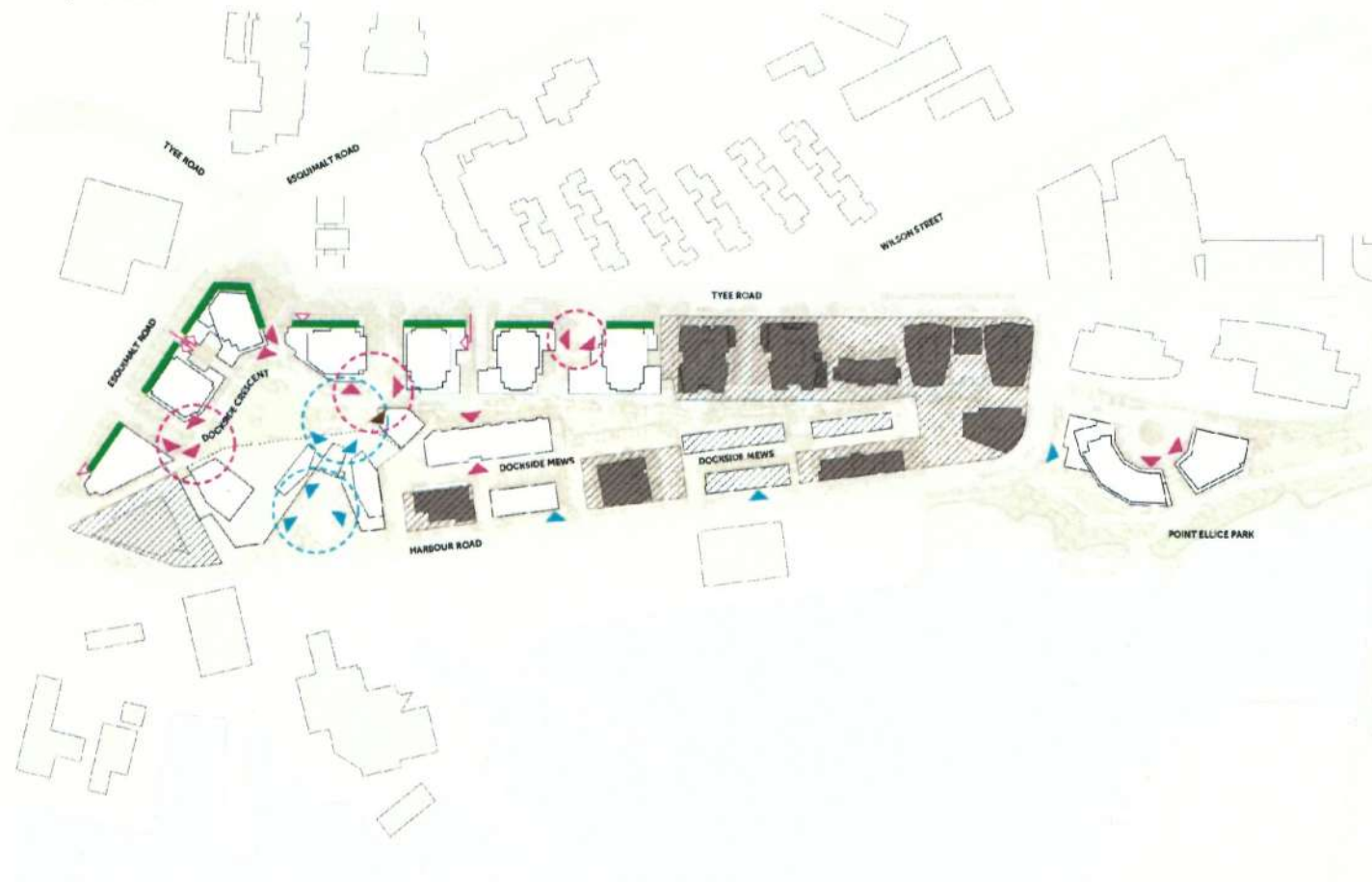
Dockside Green is universally accessible from its north end to its south end. From the west to the east—from Tyee to Harbour Roads—the narrow site accommodates nearly 10m of grade change, making a lateral accommodation of ramping a prohibitive task. To address this change in grade, all key building entries 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.



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.

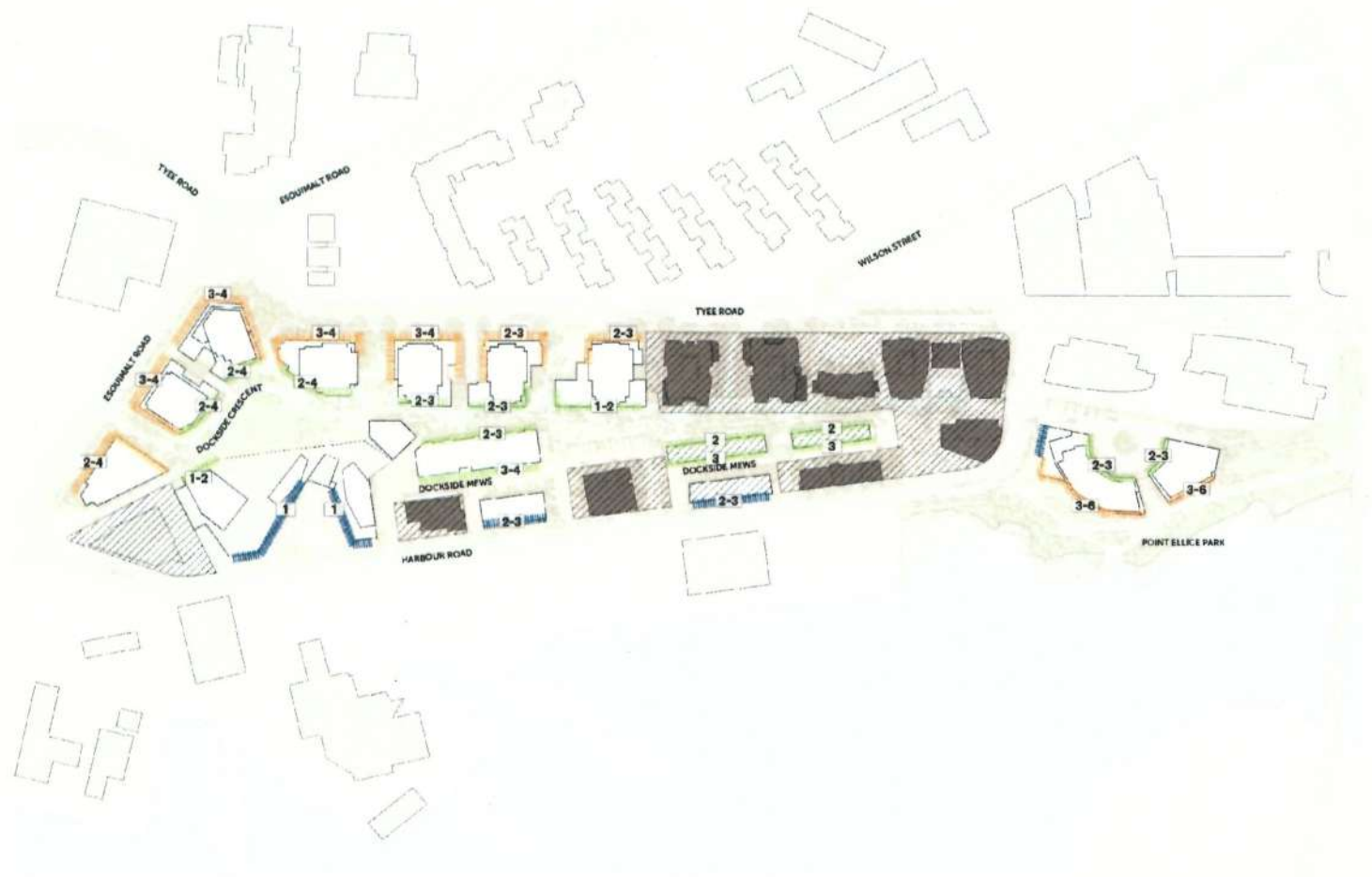
- Ground-Oriented Units facing Tyee + Esquimalt Roads
- ▲ Residential Lobby
- ▲ Office/Retail Entrance
- ▲ Amenity Lobby
- ▲ Parkade Entrance
- ▲ Potential Secondary Entrance
- Grouped Lobbies/Entrances
- ▨ Completed/By Others

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.



5.1 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 Docksides 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

Docksides 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 Docksides Green, while continuing to promote the evolution of a complete community.

ECONOMIC VITALITY AND VIABILITY

Docksides Green's new Neighbourhood Plan envisions a new retail "heart" at the centre of the community. Docksides Landing is to include a neighbourhood grocery store, retail shops, restaurants, cafes and other small business opportunities. In keeping with Docksides Green's sustainability initiative the supporting of green business practices is to be encouraged at Docksides 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, Docksides 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 Docksides 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 Docksides Landing urban plaza. Docksides Green's Neighbourhood House, located near the heart of the community, at the convergence of the Greenway, Docksides Commons, The Park and Docksides 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 Docksides 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 Docksides 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

Docksides 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, Docksides Green's neighbourhood park, known as "Docksides Commons," as well as the Greenway are primary contributors to the outdoor common spaces and public realm. Docksides 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 Docksides 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.

5.2.1 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 publically 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

5.2.2 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 Dockside 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

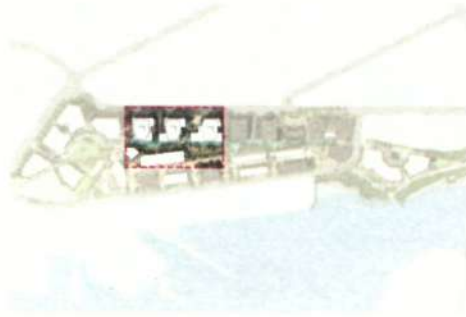


KEY FEATURES

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

5.2.3 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

5.3.1 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 publically-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

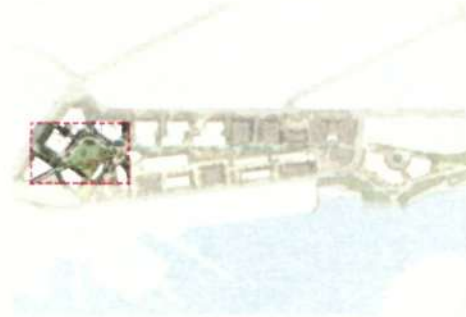


KEY FEATURES

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

5.3.2 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

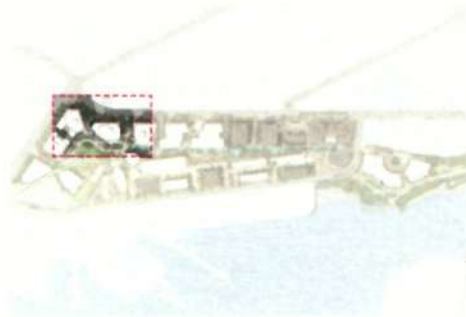


KEY FEATURES

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

541 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

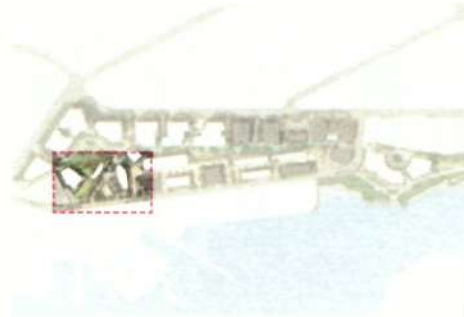


KEY FEATURES

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

5.5.1 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 & Lookout 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.

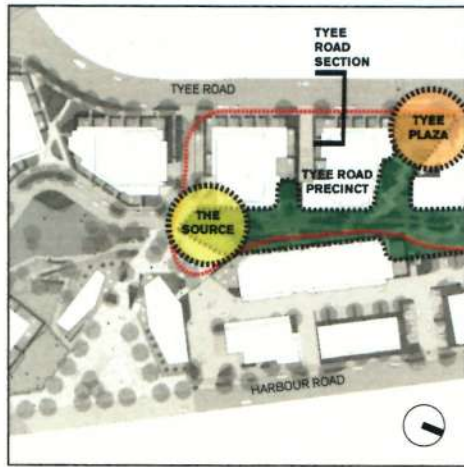
TRANSPARENCY

- 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.

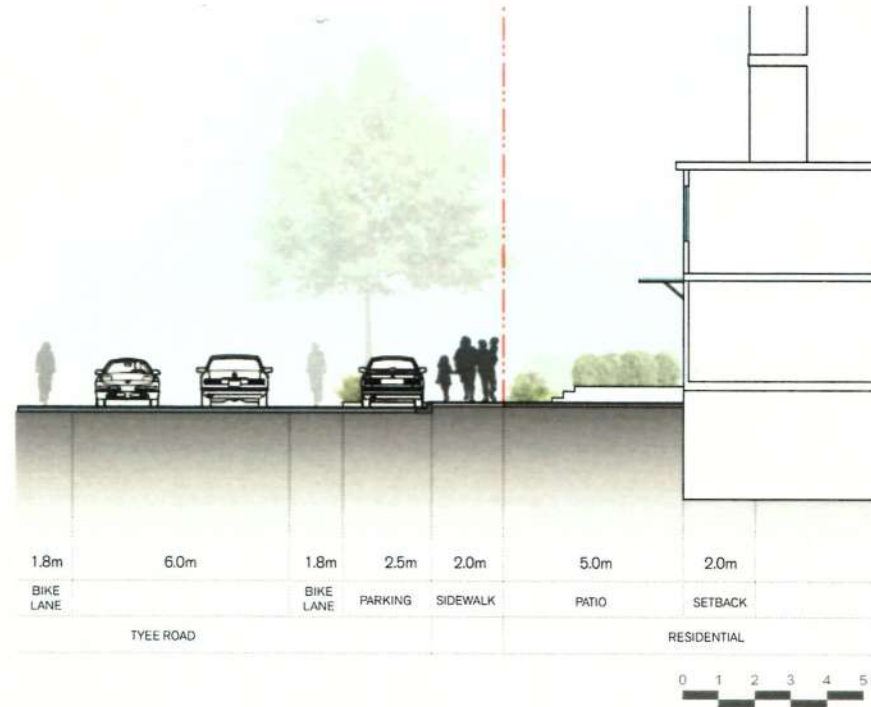
HEIGHT + MASSING

- 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



5.8.1

STREETS TYEE ROAD

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

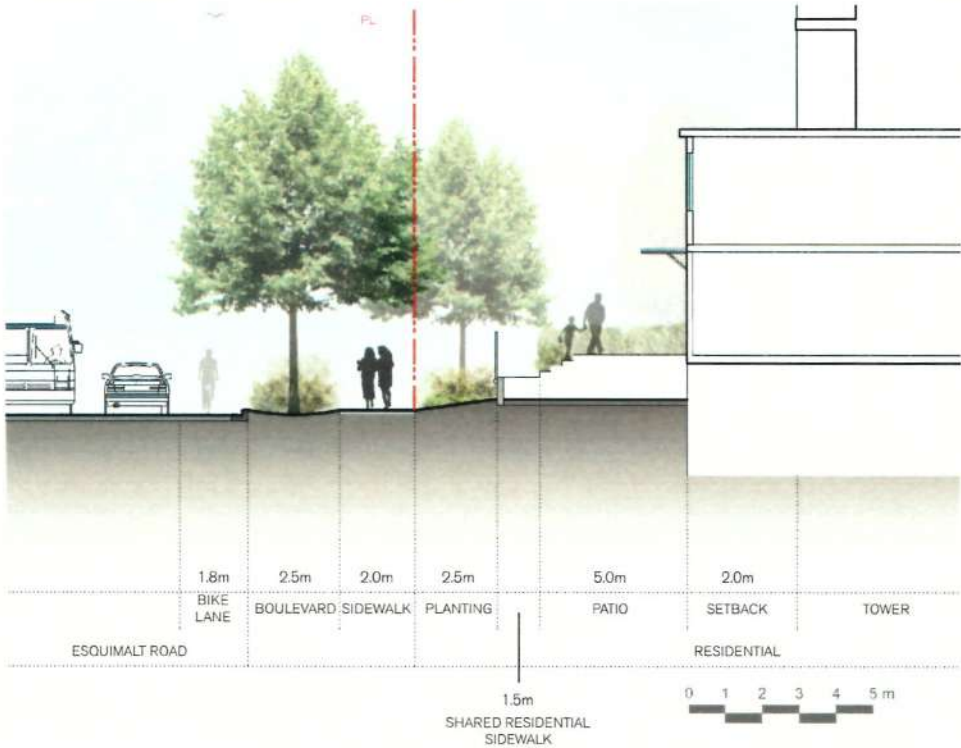
Running east to west, and bounding the Dockside Green along its short southern edge is Esquimalt Road. This road meanders throughout the entire Victoria West neighbourhood from the Johnson Street Bridge and terminating at the Canadian Forces Base in Esquimalt. Its steep grade, broad width, and varying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

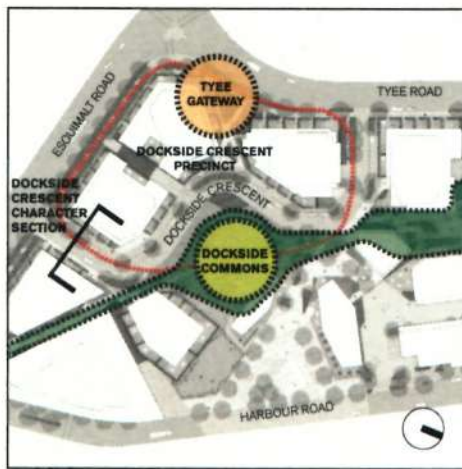
The first glimpse of the neighbourhood is of Victoria West Gateway, visible as one travels westward over the Johnson Street Bridge. After accounting for a BC Transit stop, the street continues along until the far western end of the street that borders the site is reached. Here it wraps the corner and 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.



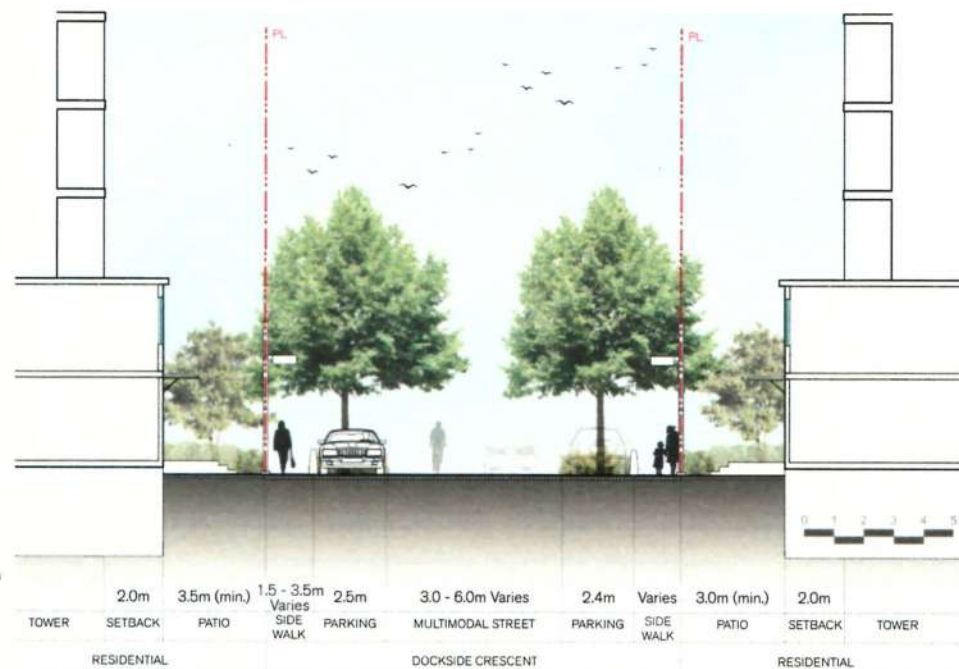
Key Plan





Key Plan

Docksider Crescent Character Section

**DOCKSIDE CRESCENT**

As one of the site's interior roads, Docksider 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 Docksider 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 Docksider Commons.

Proposed Street Composition:

The width of Docksider 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 Docksider 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 Docksider 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 Docksider 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 Docksider Green has to offer. Where streets can act as barriers, Docksider Crescent instead takes on the character of a safe and accessible threshold between plazas and parks.

5.84 STREETS
DOCKSIDE MEWS

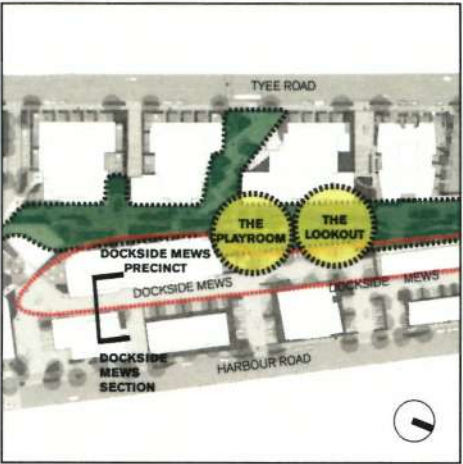
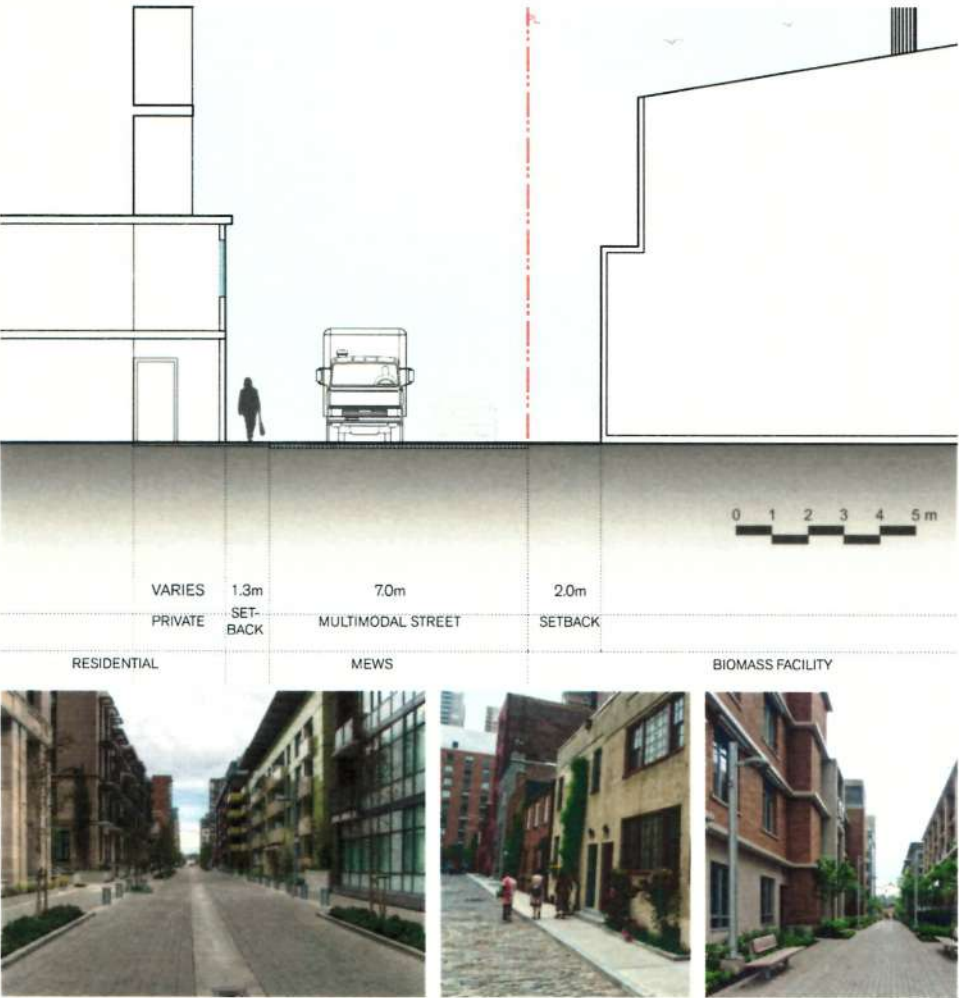
DOCKSIDE MEWS

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

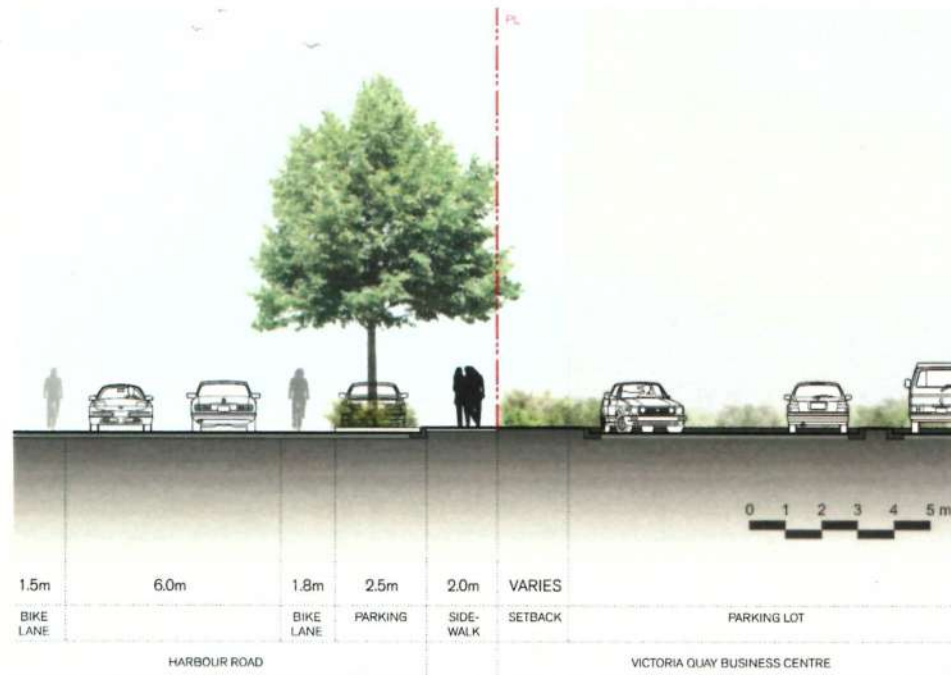
Running south to north, Harbour Road is the eastern boundary of the Dockside Green site. The entire length of this road borders the site and plays the role of incorporating an extension of the Galloping Goose Trail to and from downtown Victoria. The eastern edge frontages are of the Point Hope Maritime 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

5.8.6 GALLOPING GOOSE TRAIL



POINT ELLICE DOCK

POINT ELLICE PARK

SHARED PATHWAY
GALLOPING GOOSE
TRAIL

DOCKSIDE WATERFRONT



Key Plan

GALLOPING GOOSE TRAIL

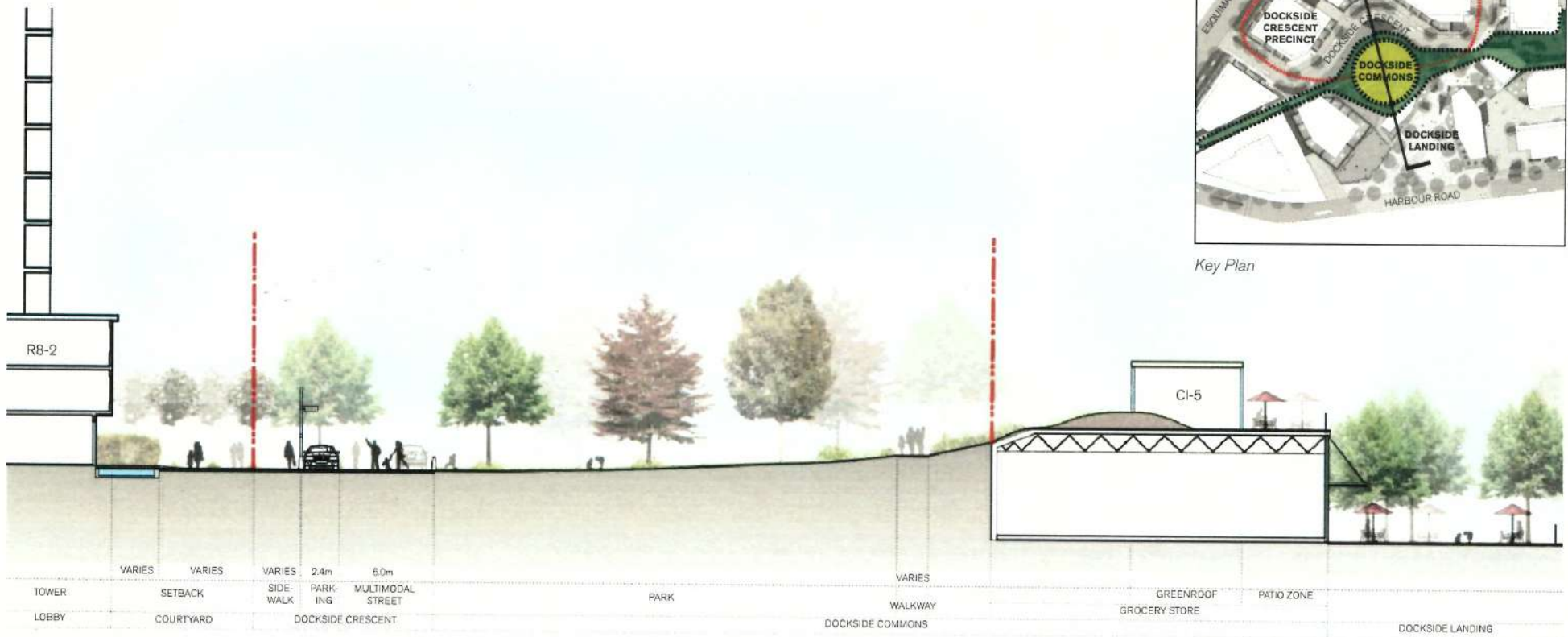
This regional bicycle trail travels 60 kilometers through 7 municipalities and through urban, rural, and semi-wilderness landscapes. Its starting point is at the north end of the Esquimalt Street Bridge in Victoria West and runs along Harbour Road. It is an important bicycle and pedestrian route and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

Proposed Street Composition:

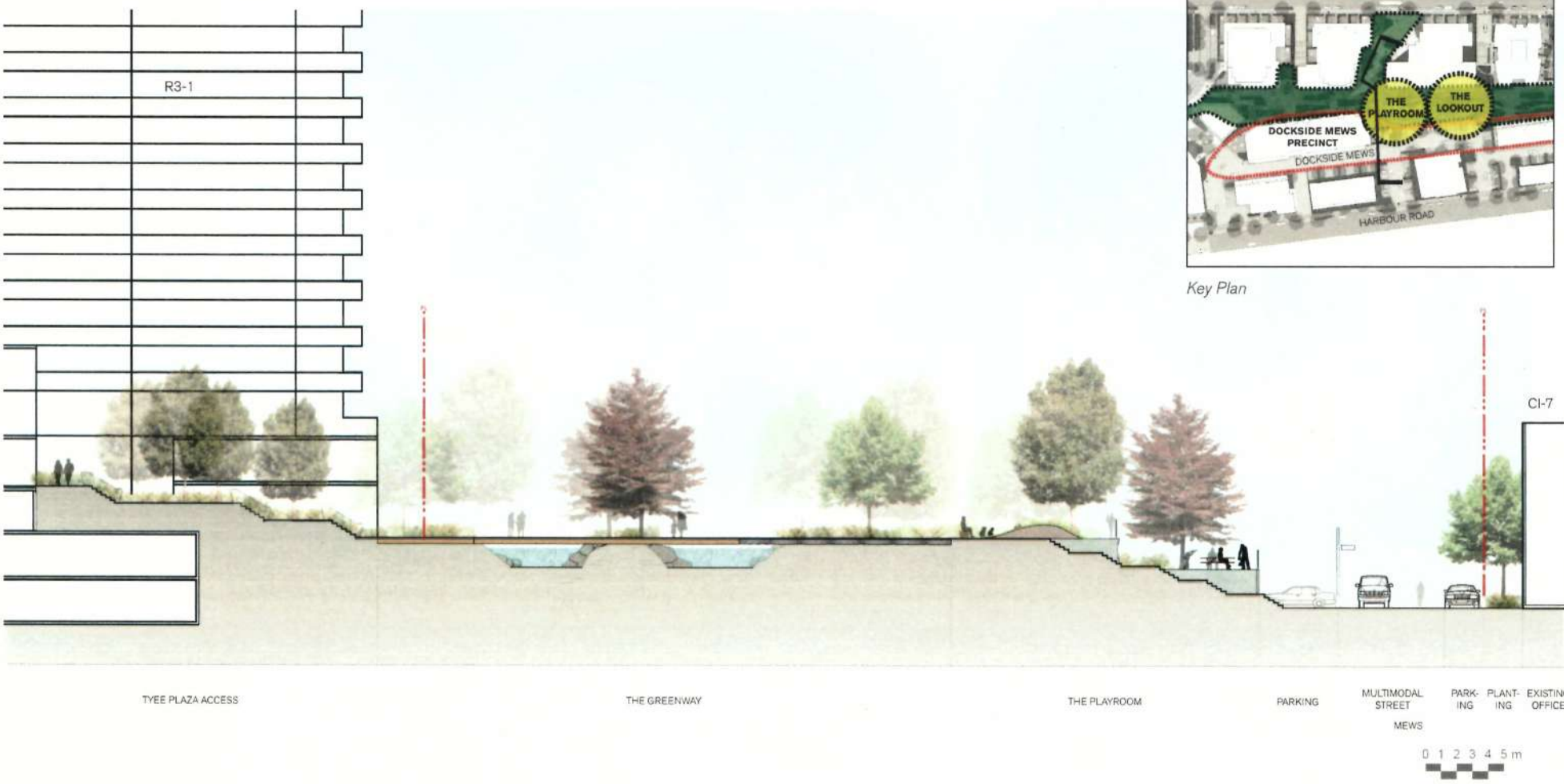
The Galloping Goose Trail embodies two conditions as it passes through the site. From south to north, its modalities are first separated along Harbour road. Pedestrians follow traditional sidewalks, while cyclists share the road with vehicles along bike lanes. When the trail meets the turn and slope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



DOCKSIDE CRESCENT TO DOCKSIDE LANDING



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.

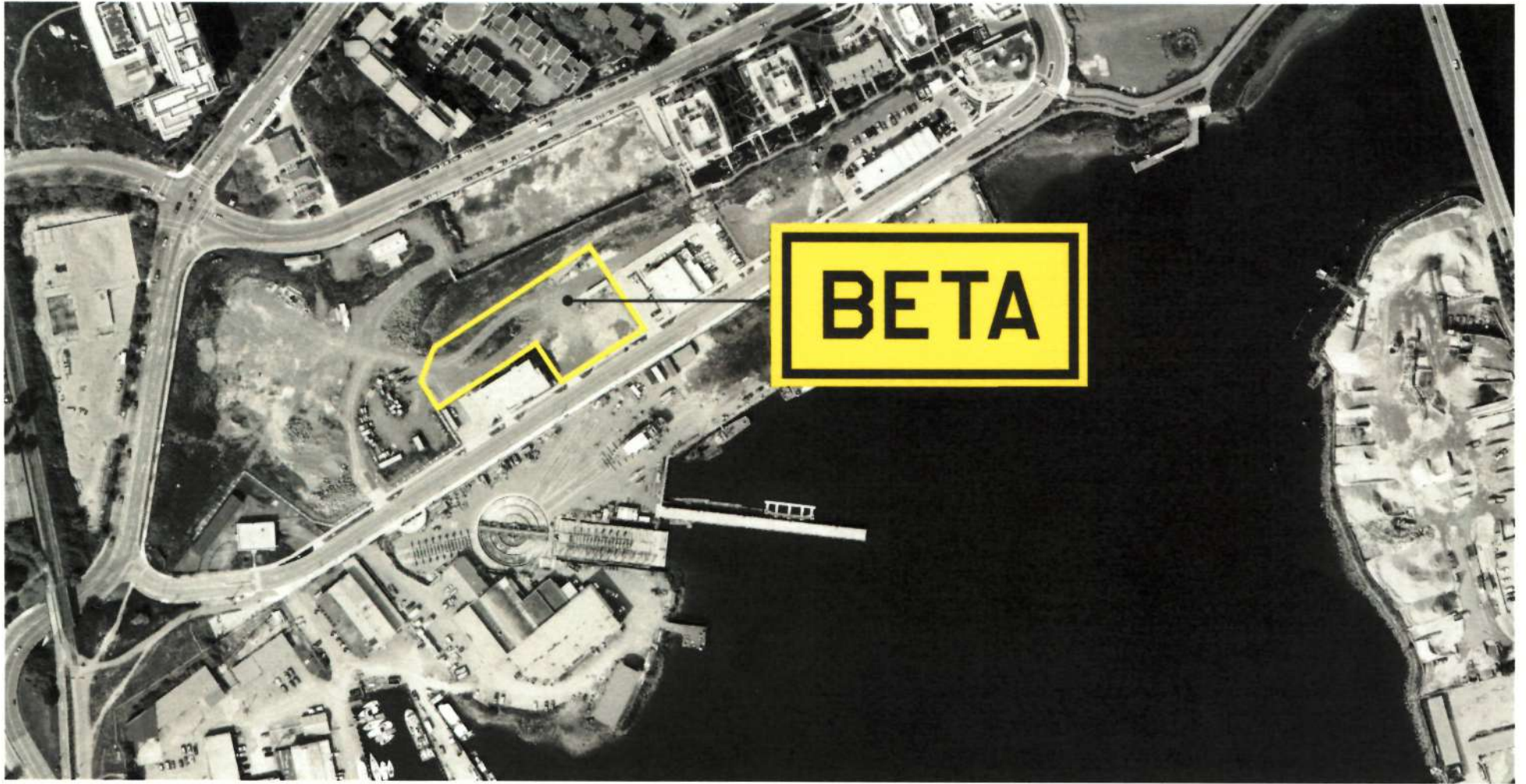
USES

Envisioned uses include: brewery, distillery, café 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 connections tied to the Dockside Green on-site systems.



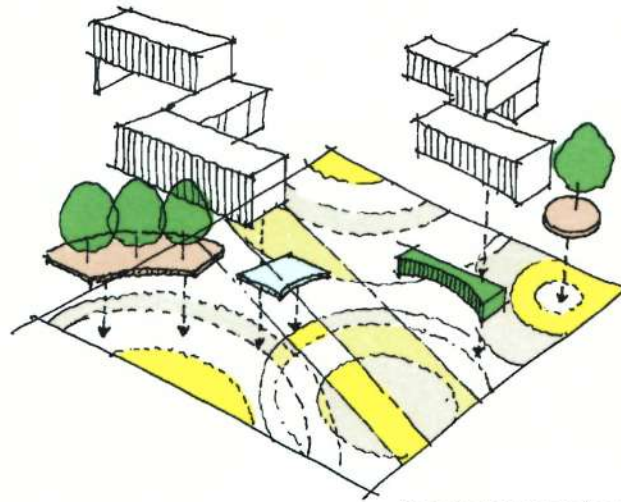


6.2 SITE CONFIGURATION

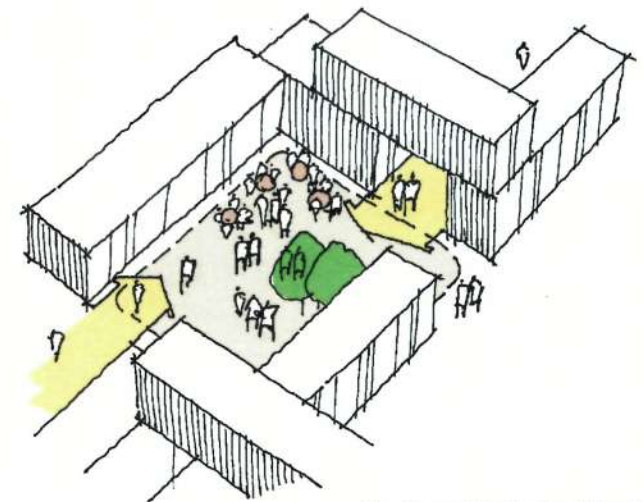
The curated relationships across BETA are informed by the public realm, configuration of individual container units, and how various planned elements address site conditions. Dockside BETA is a place that is intended to mix demographics and ideas to help realize a vibrant, creative, and connected community. 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.

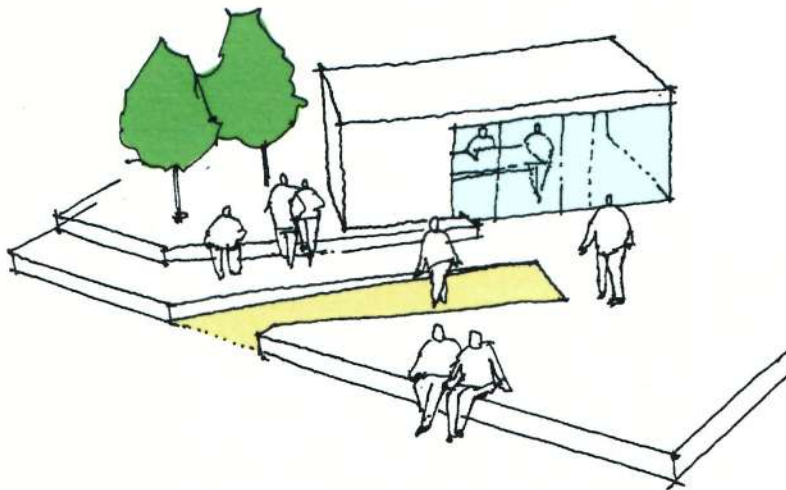


Container placement, surface treatment, planting, and seating come together to define the public spaces of BETA.

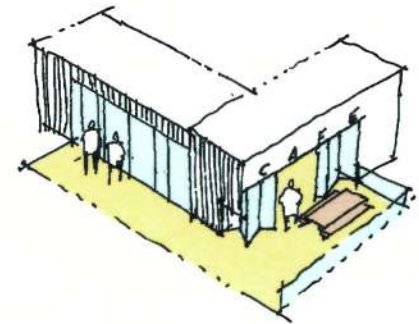
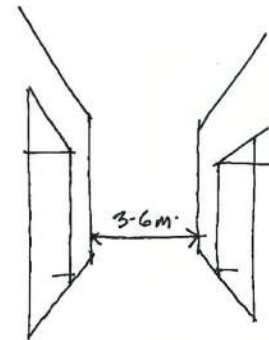


The success of courtyards and plazas is dependent on careful design that addresses scale, visibility, security, and wayfinding.

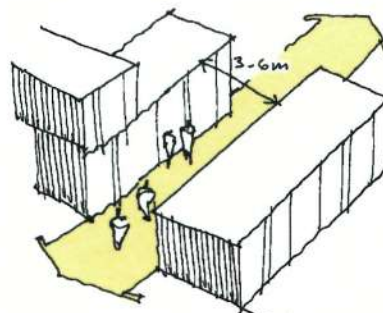




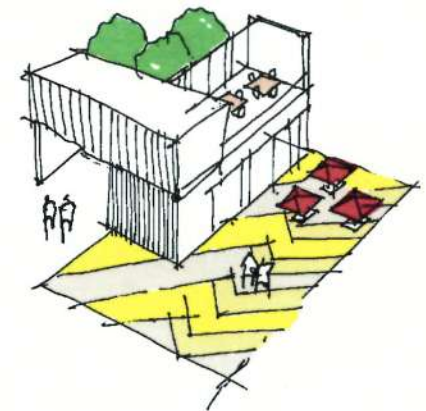
Along Harbour Road and the entry into the site, shifts in the ground plane encourage interesting moments of interaction.



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.



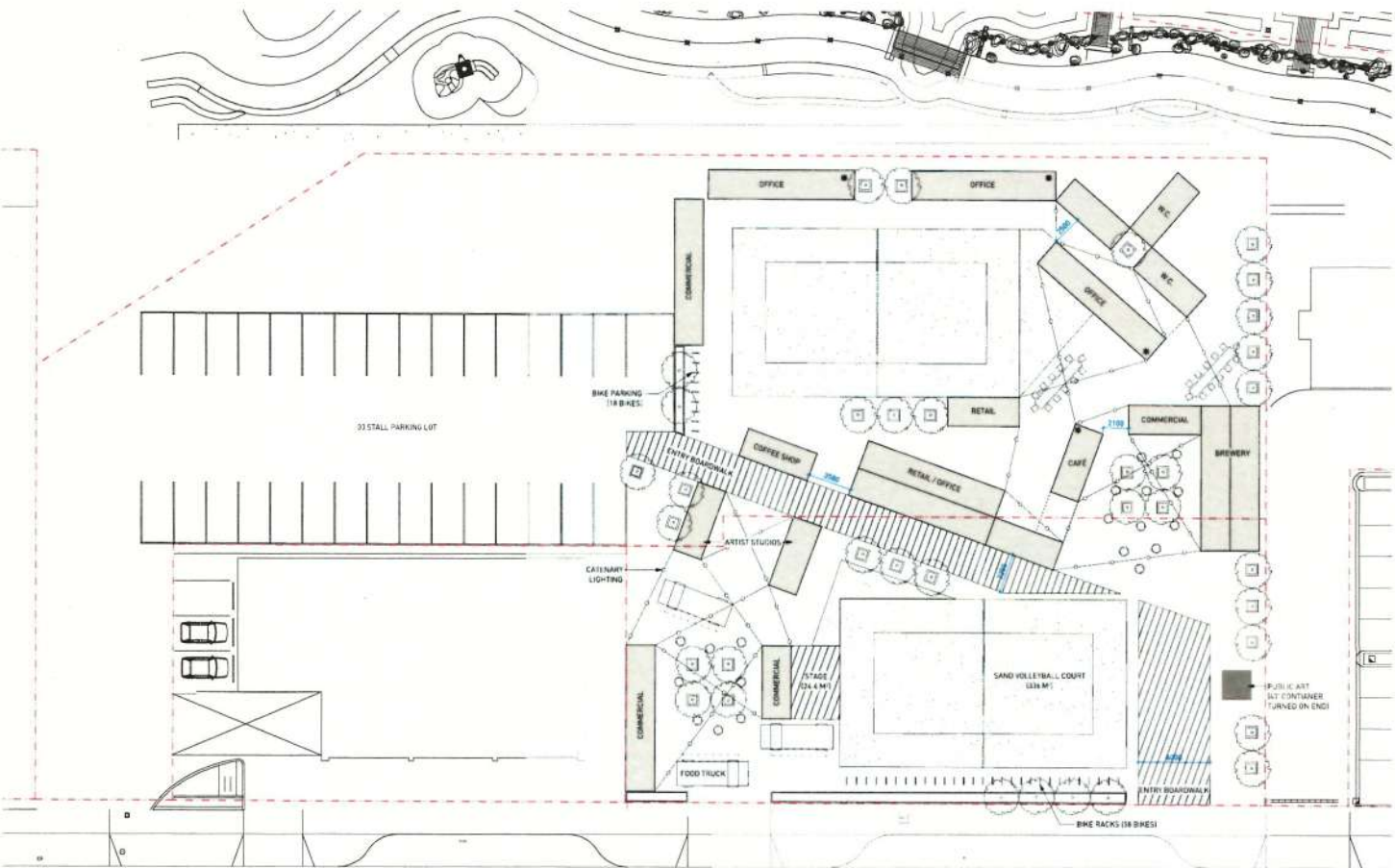
Pathways are proportional to the human scale and to container sizes, offering a sense of comfort to visitors.



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



6.3 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)

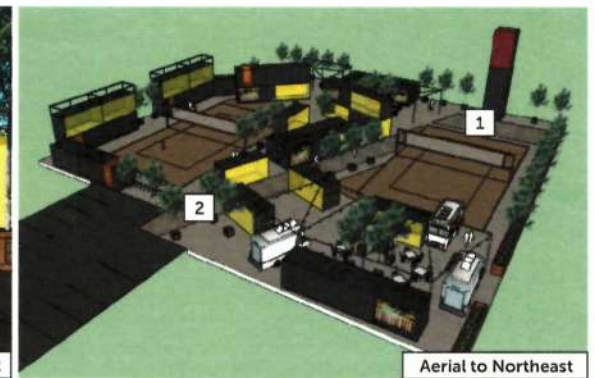
* = STACKED CONTAINERS
2 x HEIGHT



1



2



Aerial to Northeast



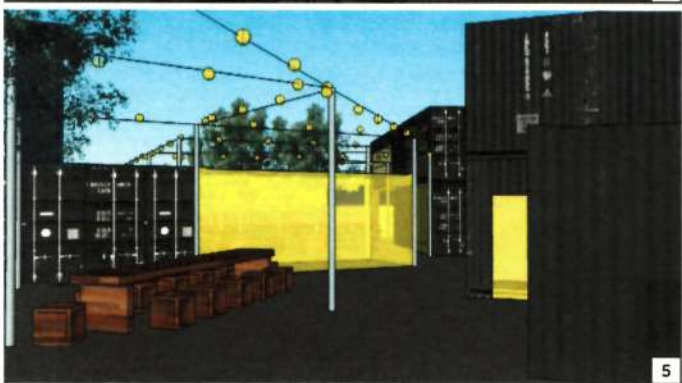
3



4



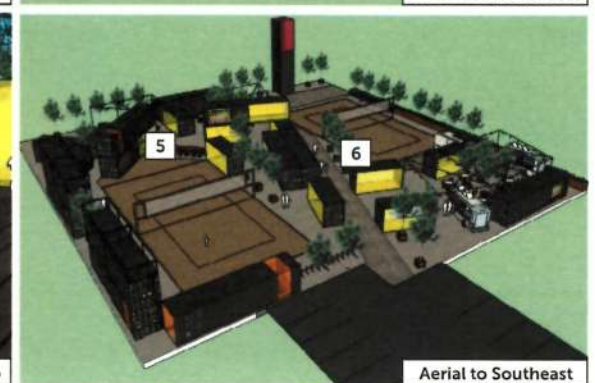
Aerial to Northwest



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

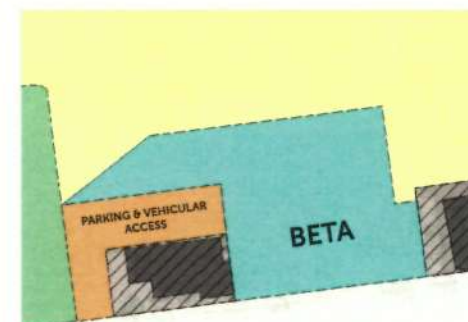
The size of BETA will be limited by amount of vehicle parking. Expansion of Dockside BETA beyond 625 m² (6,700 sq ft) of floor area will be dependent on a review of how well bike, vehicle and other transportation options are working and whether increased provision of any of these is required to justify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



7.1 INTRODUCTION

7.1 INTRODUCTION

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

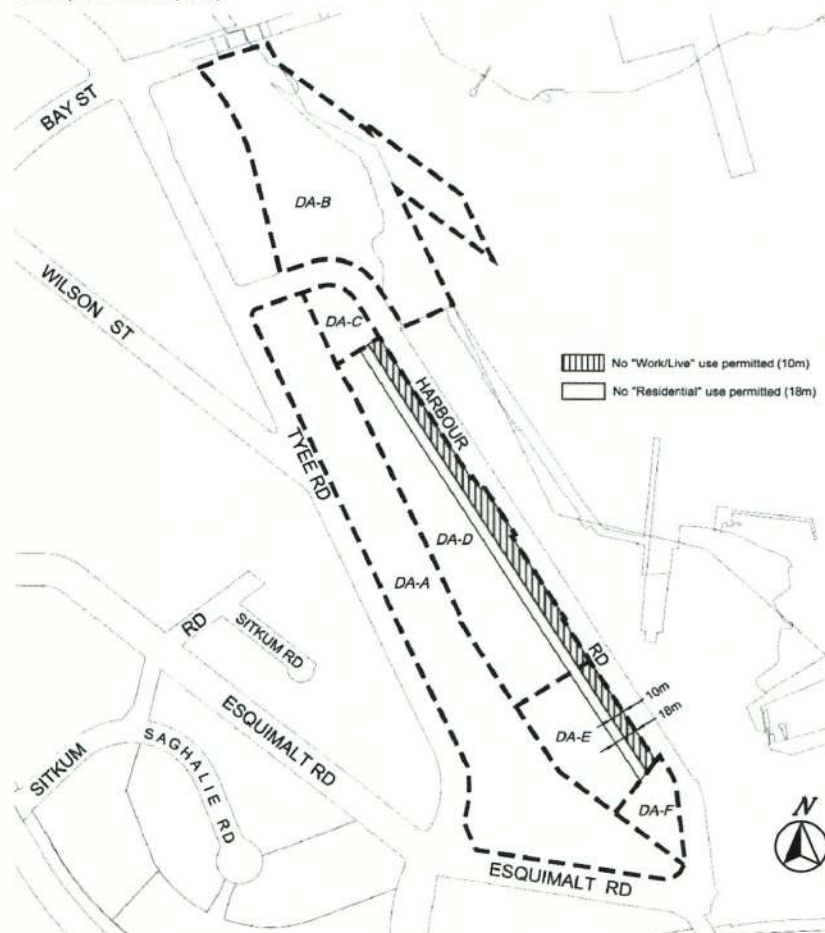
- CD-9 Zone, Dockside District
- Design Guidelines for the Dockside Area (Part of the Official Community Plan)
- Master Development Agreement (MDA)

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.

7.2 CD-9 ZONE, DOCKSIDE DISTRICT

Development Areas (2005)



Source: CD-9 Dockside District, Appendix A

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.

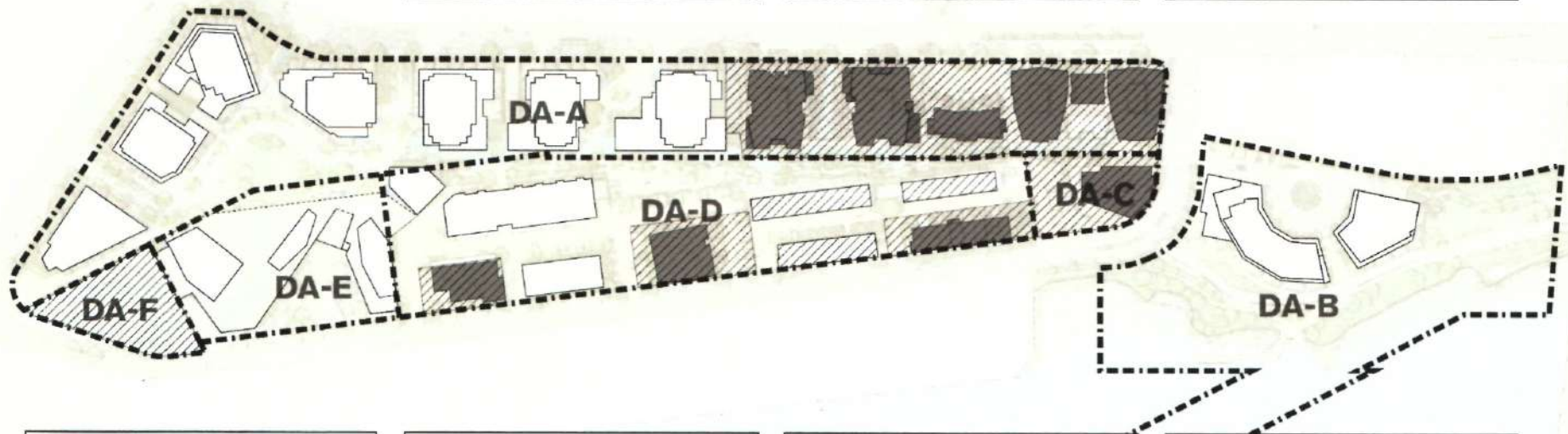
City staff have advised that it would be most appropriate to not delete these regulations entirely from the CD-9 zone, but move them to a new siting section. Through more detailed design and demonstration of internal noise performance levels (as per the terms of the MDA), we believe our partner developer 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	-	2,651	327	
OFFICE	-	0	0	
OTHER	-	0	0	
TOTAL	94,441	86,494	92,089	

DA-C				
	PERMITTED*	2005 PLAN	PROPOSED	
RESIDENTIAL	-	0	0	
COMMERCIAL	-	606	606	
OFFICE	-	1,204	1,204	
OTHER	-	0	0	
TOTAL	1,810	1,809	1,809	

DA-B				
	PERMITTED*	2005 PLAN	PROPOSED	
RESIDENTIAL	-	21,505	14,982	
COMMERCIAL	-	800	610	
OFFICE	-	0	0	
OTHER	-	0	0	
TOTAL	19,536	22,405	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	3,035	
COMMERCIAL	-	2,345	4,310	
OFFICE	-	5,800	0	
OTHER	-	0	0	
TOTAL	8,560	8,145	7,345	

DA-D				
	PERMITTED*	2005 PLAN	PROPOSED	
RESIDENTIAL	-	5,835	6,632	
COMMERCIAL	-	0	474	
OFFICE	-	3,499	4,383	
OTHER	-	1,284	788	
TOTAL	18,227	10,618	12,477	

ALL DEVELOPMENT AREAS				
	PERMITTED*	2005 PLAN	PROPOSED	
DA-D/DA-E RESIDENTIAL	6,200	5,835	9,867**	
OTHER RESIDENTIAL	-	105,448	105,744	
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.

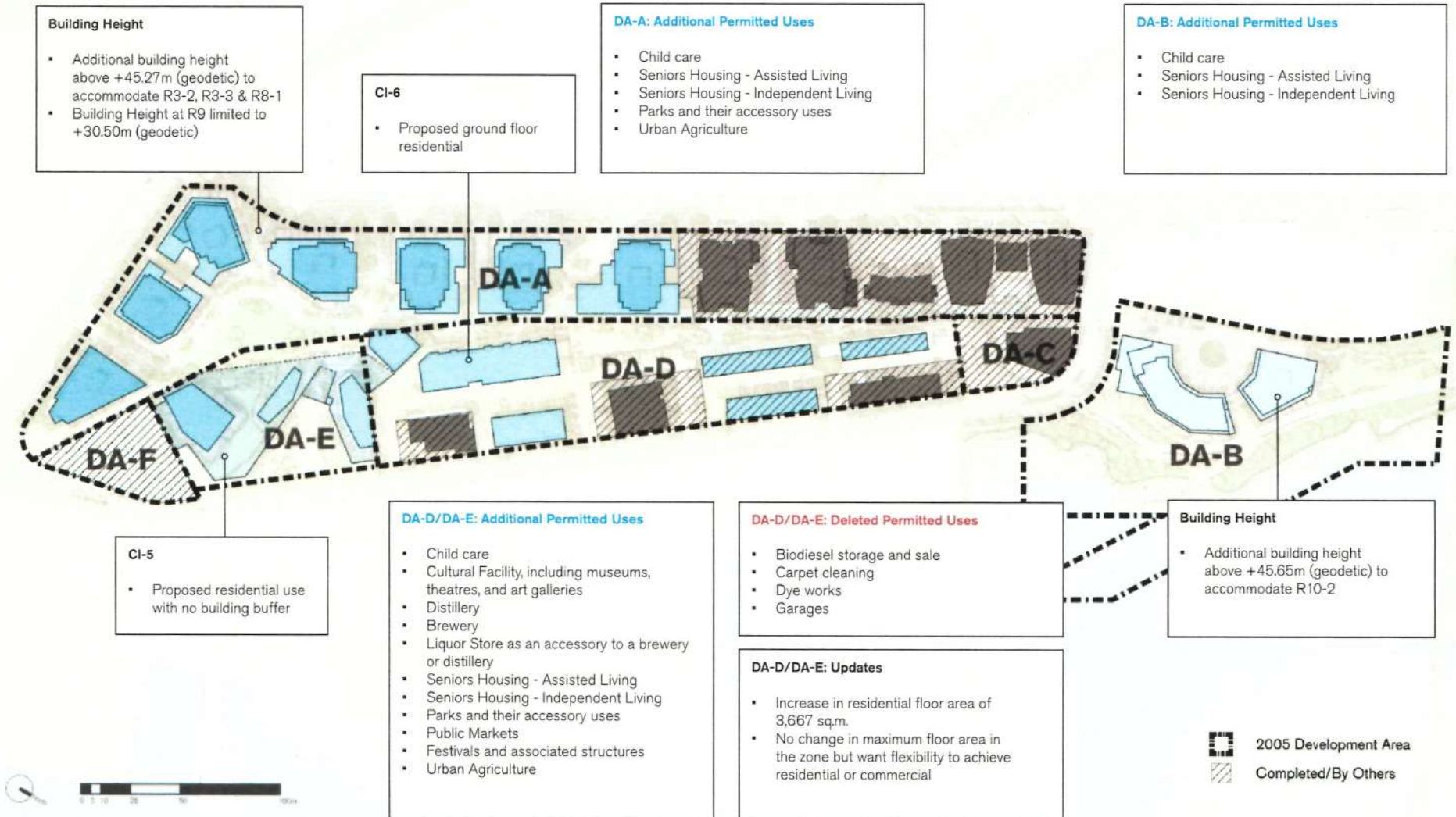
The 2015 Neighbourhood Plan has been created around the principals of precincts which reflect the specific character, and response to the particular site and land use requirements within each area of the neighbourhood. Factors such as adjacent uses, grade changes, vehicular access, skyline, views, shadows 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



7.4 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.



7.5 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

7.5.1 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

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.

Status of TDM Programs

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.

7.5.2.4 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.

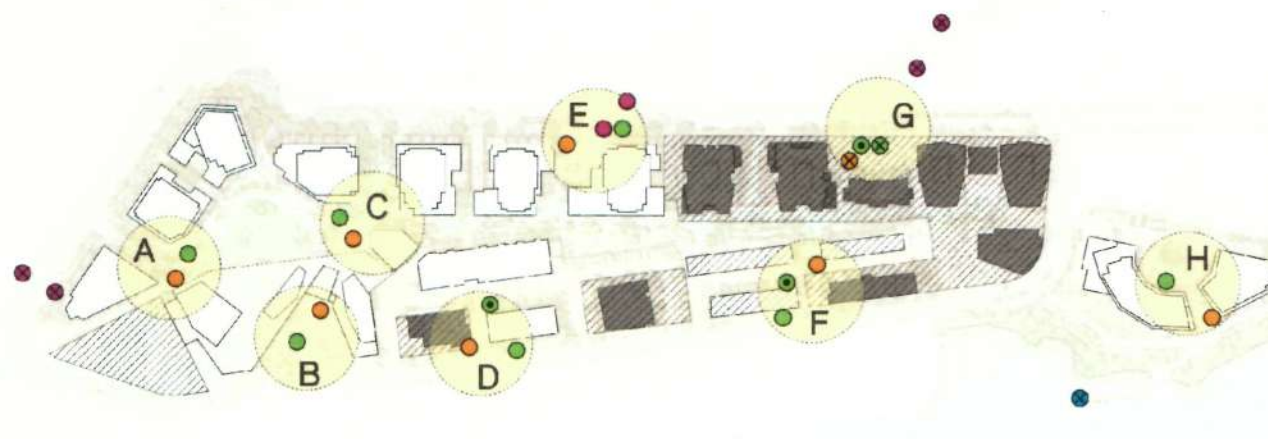
In 2015, Dockside Green undertook discussions with BC Transit to find solutions to improve the access of transit service at Dockside Green. Based on these discussions, and along with works being completed by BC Transit as part of the updated Johnson Street Bridge project, BC Transit has indicated that 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.

7.5.2.6 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
- X 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.

7.5.4 SUSTAINABILITY CENTRE

7.5.4.1 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.

7.5.4.2 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.

7.5.4.3 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

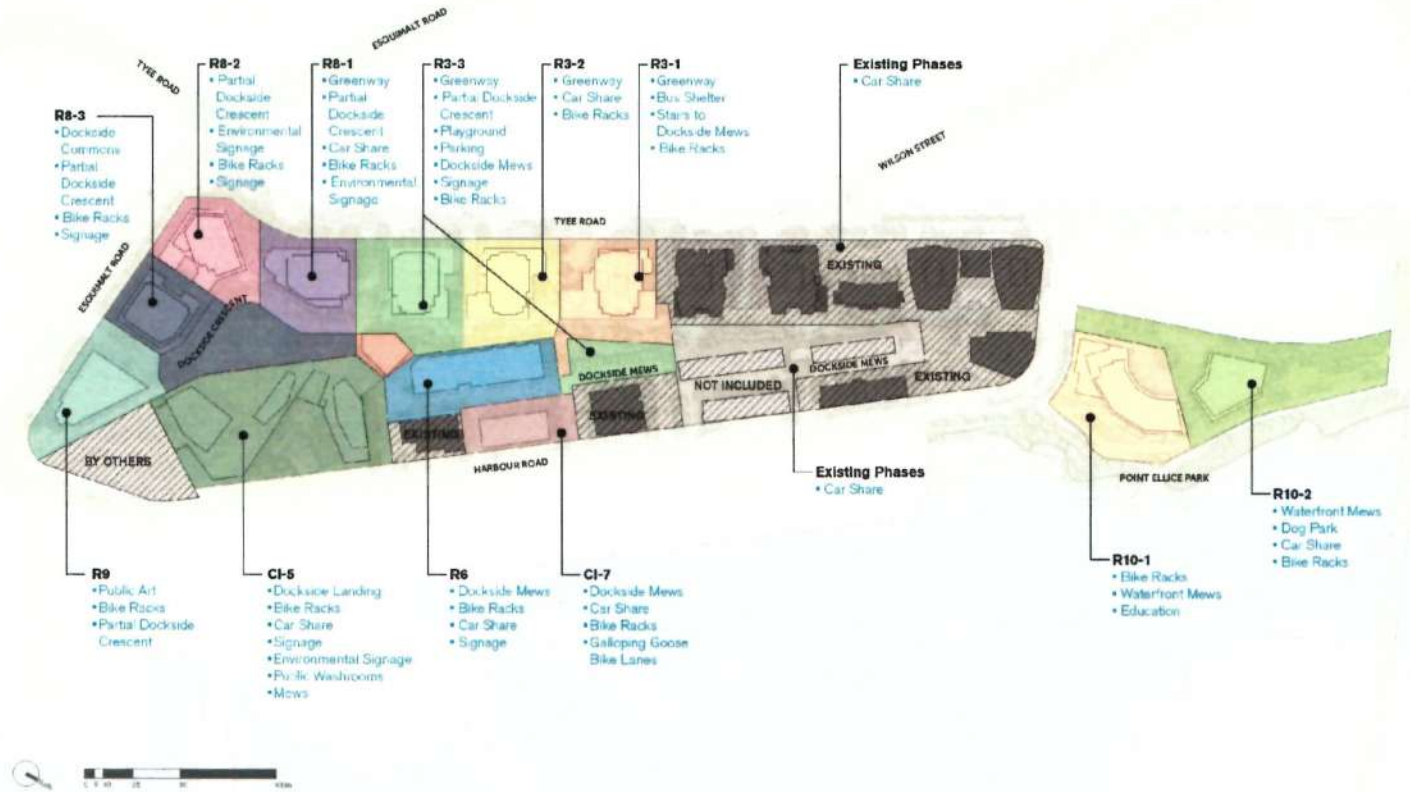
2005 AMENITY	% COMPLETE	COMMENT	PROPOSED AMENDMENT
Car-share / mini-transit	22%	This item formed part of the original TDM strategy and has been implemented in within the first two phases of Dockside Green. Remaining funds relate to the implementation of further 8 car share vehicles and contribution toward 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 Strutt (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.

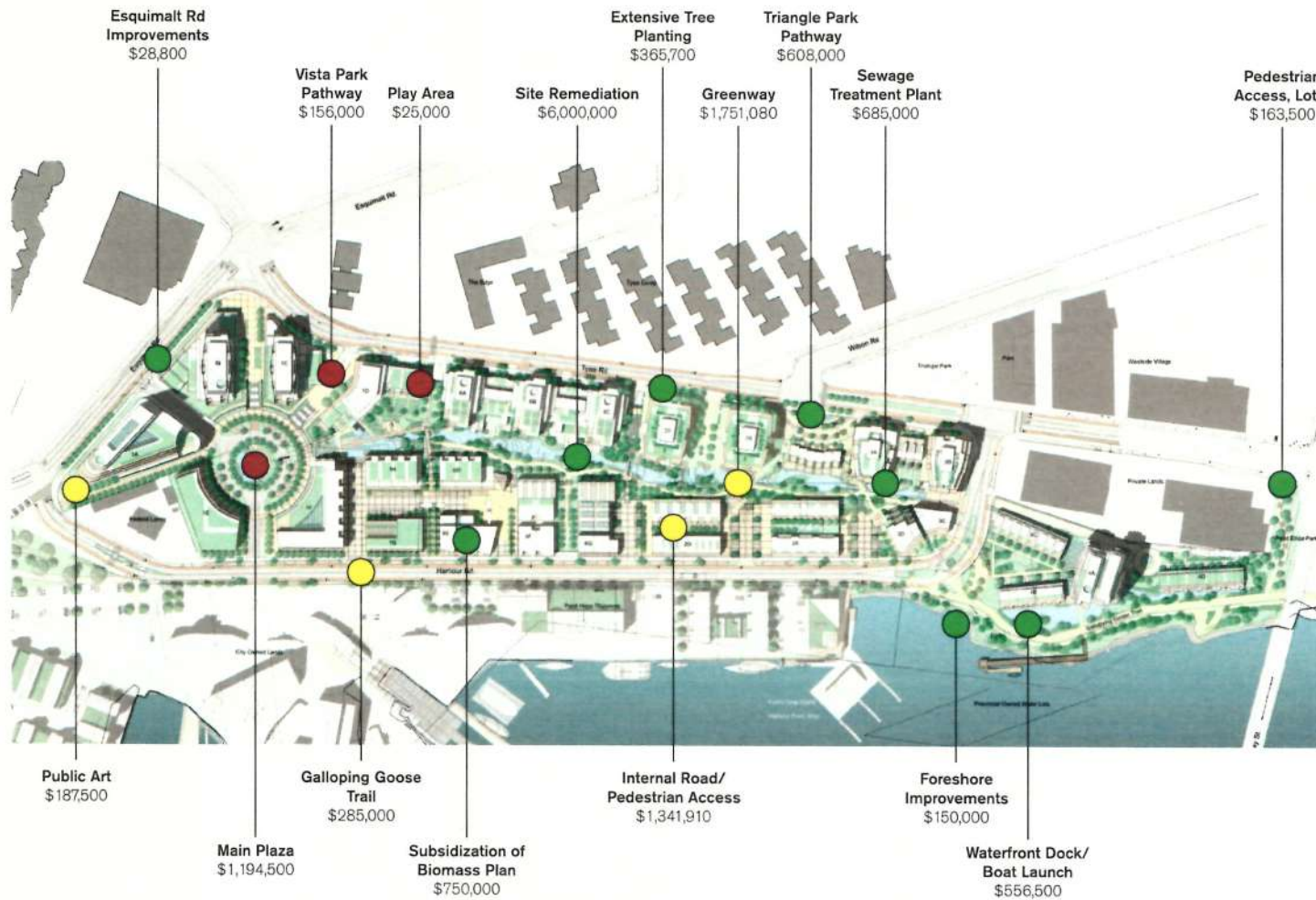
7.5.5.4 AMENITY DELIVERY PLAN

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 Dockside Green, corresponding amenities will be delivered. Dockside 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 Dockside 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. Dockside 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 be developed in order for that site to be developable. As the neighbourhood builder, Dockside 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 2005 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
(Excluding land purchase)

\$15,378,490

- Not Complete
- Partially Complete
- Complete

7.5.5.6 AMENITY VALUES -
2005 PLAN IN 2015 DOLLARS
(INCLUDED TO NEAREST THOUSAND)

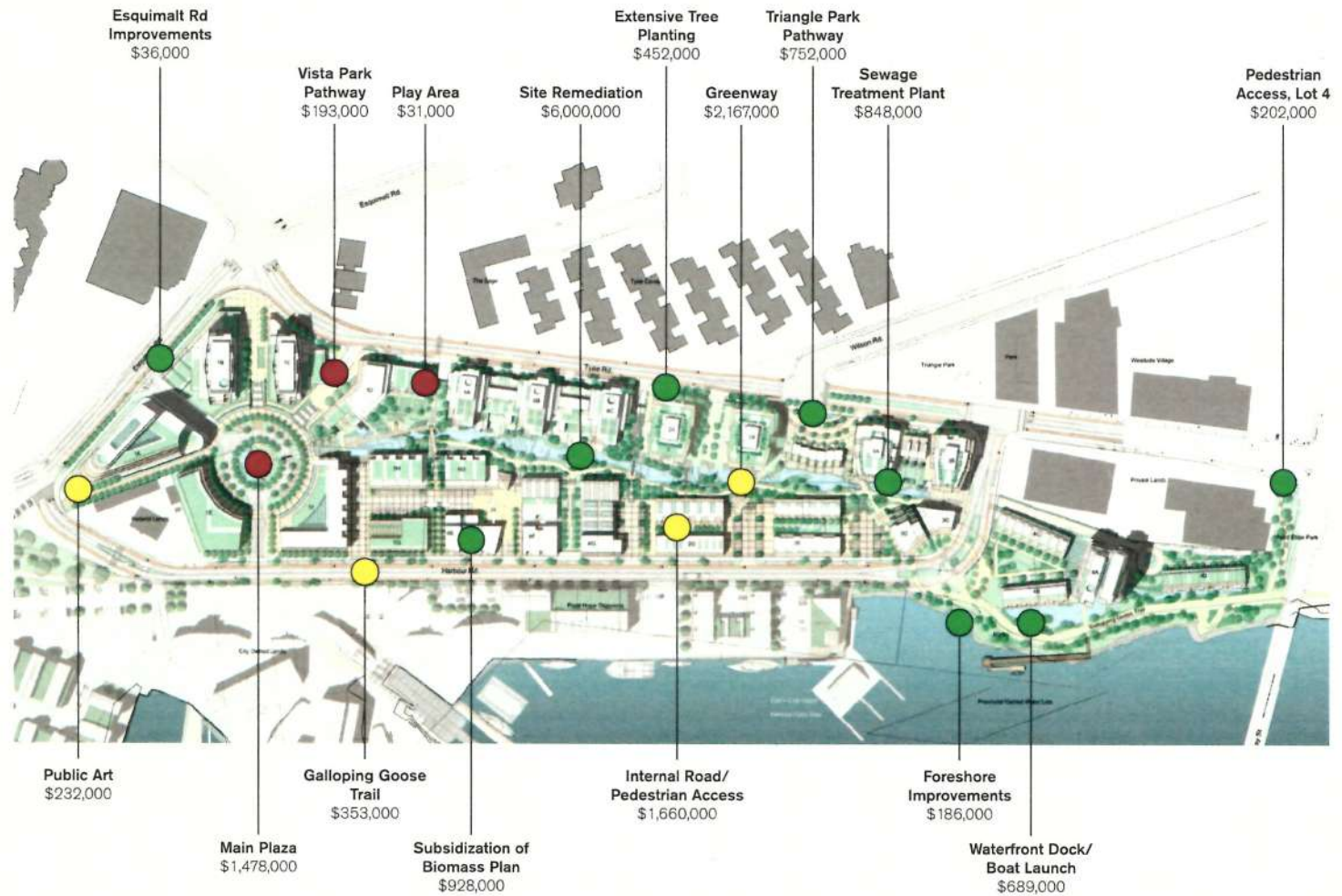
OTHER AMENITIES

● 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

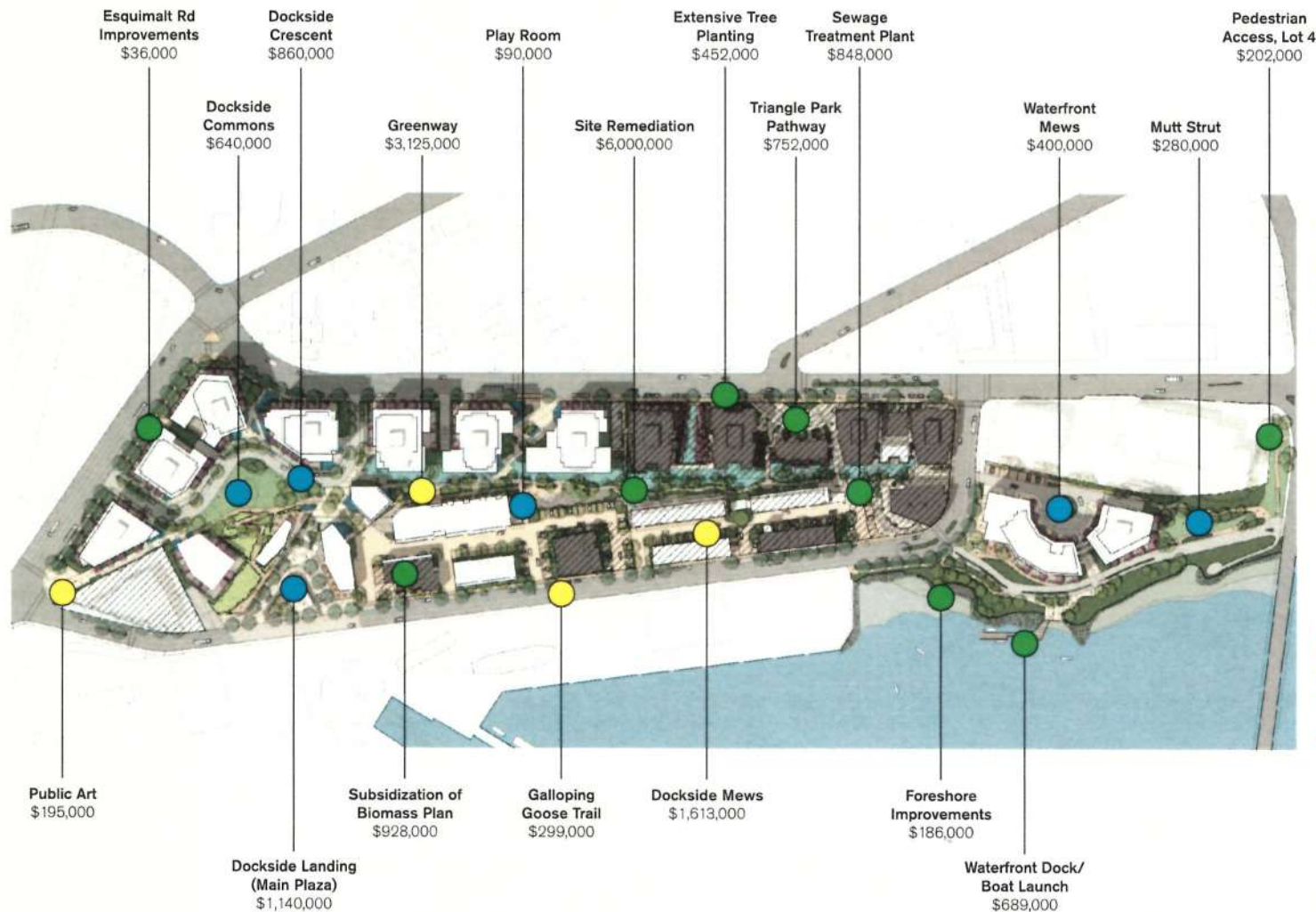
TOTAL 2005 AMENITIES
(Excluding land purchase)

\$17,416,000

Not Complete ●
Partially Complete ●
Complete ●



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



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

75.6 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,

May 25th, 2016

City of Victoria
1 Centennial Square
Victoria, BC V8W 1P6

Re: Updated Dockside Green LEED ND Compliance Scheme

Dear Jim Handy,

As indicated in our previous correspondence, Dockside Green is seeking to utilize LEED for Neighborhood Development (ND) Version 4 (v.4) as the updated LEED Standard for our project.

LEED ND integrates the principles of smart growth, urbanism and green building into a standard for neighborhood design. LEED ND certification provides a stringent, independent, third-party verification that Dockside Green meets high levels of environmentally responsible, sustainable development.

Significance of LEED-ND certification

LEED for Neighborhood Development recognizes development projects that successfully protect and enhance the overall health, natural environment and quality of life. The rating system encourages sustainable development best practices by:

- Promoting an array of green building and green infrastructure practices, particularly for more efficient energy and water use.
- Creating developments that are mixed use where jobs and services are accessible by foot or public transit; and
- Promoting the location and design of neighborhoods that demonstrate innovation in housing mix, accessibility and exemplary public spaces.

Ratings within the LEED ND standard (as well as all other LEED standards) are based on the following scale:

1. Platinum – 80 of 100 points
2. Gold – 60 of 100 points,
3. Silver – 50 of 100 points
4. Certified – 40 of 100 points.

As noted, LEED ND Platinum Certification is the highest level of sustainability achievable under the standard and is an extremely difficult to attain. Only 9 out of 318 LEED ND registered projects globally have achieved Platinum Certification. Achieving LEED ND Platinum will establish the updated Dockside Green Neighbourhood Plan in exclusive territory not only in North America but globally for sustainable development.

Dockside Green's 2016 LEED ND Standing

As noted the LEED ND system is a comprehensive neighbourhood development approach that focuses on action at a variety of development scales. This means not only the design of a sustainable neighbourhood, but also green buildings. The LEED ND system requires a minimum level of green building performance and the result is the buildings built at Dockside Green will continue to be significantly higher performing than code minimum buildings and other buildings built in the City.

Based on our preliminary evaluation of the Dockside Green 2016 Neighbourhood Plan, our consultant team has determined that our current application as submitted is set to achieve 85 credit points (see Appendix A). This target point total results in Dockside Green achieving 5 points above the Platinum Certification (80 points).

Dockside Green LEED ND Platinum Monitoring and Compliance Strategy

In order to monitor and report our compliance to the LEED ND v.4 system, Dockside Green proposes a four part process to assure the Public, City Council and City Staff of Dockside Green's compliance to our updated LEED standard:

1. **LEED ND Plan v.4 Platinum Certification:** Within twelve months of City approval of the updated Dockside Green Zoning, MDA and design guidelines; Dockside Green will attain certification from US Green Building Council that our updated Neighbourhood Plan achieves a Platinum standing under the LEED ND system. Dockside Green will make all best efforts to attain a Platinum Certification under its initial application however if we fail to attain Platinum Certification, Dockside Green will have the option to re-apply to the US Green Building Council within 36 months to attain LEED ND Plan Platinum Certification.
2. **LEED ND Building by Building Reporting:** For every building developed at Dockside Green moving forward, each building will demonstrate in their Development Permit, Building Permit and post occupancy submissions their achievement of the described Green Buildings Standards set out in the LEED ND system (summarized in Table 2 of this memo). Each standard will be reviewed by a LEED Accredited Professional and a letter to their compliance would be included as part of the submission package at each step, in the development process (see Appendix B for example memo). In addition, each commercial building developed at Dockside Green will achieve a Gold Certification under the LEED New Construction building standard.
3. **Three year LEED ND Neighbourhood Wide Reporting** – As part of our regular reporting to Council, Dockside Green would report out our progress and current standing with the LEED ND system which will include the entire site-wide based LEED ND requirements (see Appendix C for reporting components).
4. **LEED ND v.4 Built Project Platinum Certification:** Within twelve months of the final building being occupied at Dockside Green, we will attain certification from USGBC that our completed Neighbourhood achieves a Platinum Certification under the LEED ND system. This step will require Dockside Green reporting out to USGBC and CaGBC the components of all of the project as built (both Buildings and Neighbourhood-wide components).

Graphically the Planning and Monitoring Process can be described as follows



With regards the specific Green Building Standards Proposed at Dockside Green, listed below are the elements each building at Dockside Green will include and report on a building by building basis.

Table 2: Green Building Requirements at Dockside Green

Credit / Prerequisite	Requirements	Compliance Documentation
<i>Floodplain Avoidance</i>	Applies to sites within Flood Hazard Area (e.g. along Harbour Road). Flood Construction Level (FCL) should be 3.7 m geodetic or higher and constructed to ASCE 24 Standards.	1. Letter of assurance from qualified professional engineer indicating building has been designed to ASCE 24. 2. Building Plans showing FCL at 3.7 m or higher.
<i>Building Energy Efficiency</i>	Buildings must demonstrate with an energy model that building energy efficiency will be 12% better than ANSI/ASHRAE/IESNA Standard 90.1–2010, with errata.	1. Copies of whole building energy models, including input-output reports from modeling software. 2. If applicable, any additional energy modeling documentation or exceptional calculations, data center calculator or retail process energy calculator.
<i>Indoor Water Use</i>	Buildings must show 40% improvement over modelled baseline, in part by using reclaimed water in toilets.	1. Product cut-sheets or manufacturers information. 2. Indoor water use reduction calculator. 3. For C&S only, tenant lease agreement / tenant scope of work narrative
<i>Outdoor Water Use</i>	On-site outdoor water use must be 30% better than modelled baseline when considering plant selection and irrigation efficiency and 50% better when using reclaimed water.	1. Water Budget Tool report with additional calculations for alternative water supply and / or irrigation controls. 2. Landscape Plan with qualifying species.
<i>Wastewater Management</i>	Buildings must connect to on-site sewage treatment system, provided capacity remains, to facilitate re-use of wastewater (Note: only 50% of wastewater needs to be treated and re-used for 2 points)	1. Building plans showing grey water plumbing. 2. Landscape plans with grey water connections specified for the irrigation system. 3. Building wastewater projections.
<i>Light Pollution Reduction</i>	Meet the on-site light pollution requirements as per the LEED ND v.4 requirements.	1. Written confirmation from electrical engineer or other qualified lighting specialist confirming compliance with Site Lighting Plan and lighting CC&R. 2. Lighting plan demonstrating consistency with site lighting plan and fixture schedule.

<i>Sound Attenuation</i>	Incorporate sound mitigation and attenuation measures and covenant as per the requirements of the MDA	<ol style="list-style-type: none"> 1. Report from sound engineer with recommended sound mitigation measures. 2. Building Plans that include recommended sound mitigation measures. 3. Registration of covenant on title requiring implementation of recommended sound mitigation measures.
<i>Bicycle Facilities</i>	Bike parking that meets LEED ND v.4 requirements and shower / change room in all office / commercial / industrial buildings as per the LEED ND v.4 requirements.	<ol style="list-style-type: none"> 1. Bicycle storage and shower / change room facility calculations following LEED methodology. 2. Include location of bike storage and shower / change room facilities on building plans with distance to entrances meeting LEED requirements.
<i>Community Outreach</i>	Hold community outreach sessions, post on-site signage and information on web-site consistent with Community Outreach Plan.	<ol style="list-style-type: none"> 1. Summary of communications activities that have taken place during the project design and construction.
<i>Visitability & Universal Design</i>	Construct 20% of the buildings dwelling units to meet LEED ND.4 Visitability & Universal Design requirements and MDA Adaptable Housing requirements	<ol style="list-style-type: none"> 1. List of features provided in required # of compliant dwelling units. 2. Building Plans showing compliant number of dwelling units and (if applicable for building permit plans) compliant features.

LEED ND Penalty Structure

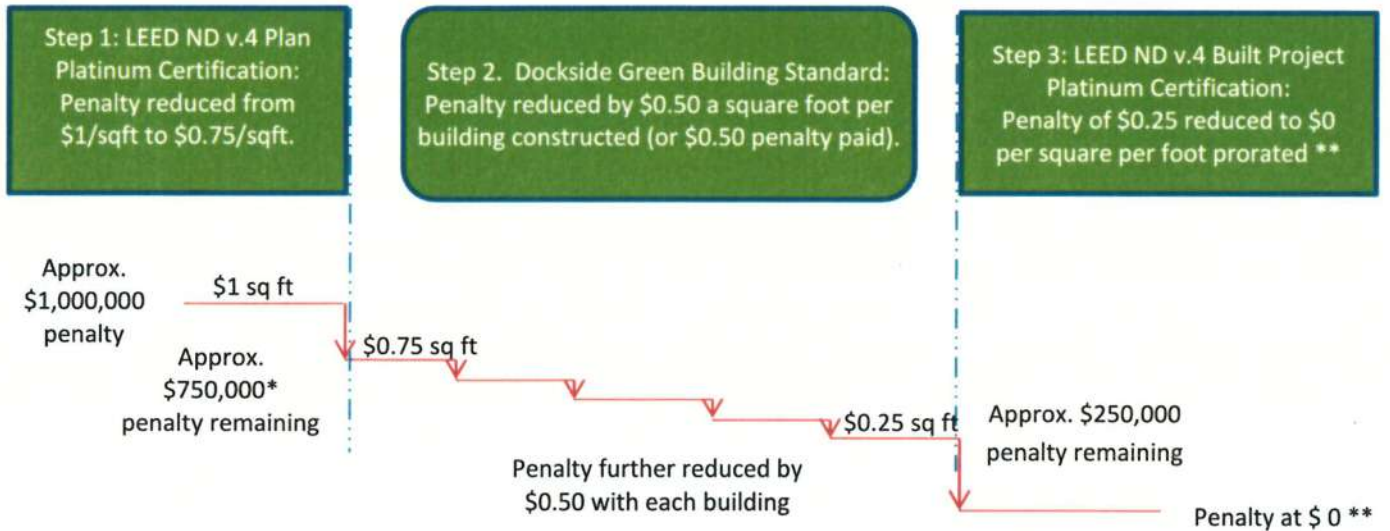
Based on the updated compliance and reporting structure presented in the previous section, Dockside Green is seeking an updated Financial Penalty Structure that aligns with LEED ND. Our request would seek to maintain the existing LEED penalty set in the current MDA (\$1 a square foot total based on 1,043,842sqft of development) but structure the penalty in a way that allows for a step by step reduction based on phased build out of the project. This step by step reduction is similar to the current system in place where a reduction is realized for every LEED building built in the project. Following that methodology, Dockside Green is seeking a penalty structure where a reduction would be achieved at the following project milestones:

1. Achievement of LEED ND v.4 Plan Platinum Certification within 12 months of rezoning approval. If LEED v.4 Plan Platinum Certification is not achieved a second application will be made and any penalty owing as a result of not achieving a Platinum Certification will be due (\$0.25/sq ft penalty reduction of the total project square footage prorated on 80point total).
2. Occupancy of a new residential building at Dockside Green meeting our Green Building Guidelines (\$0.50/sq ft penalty reduction or paid out at occupancy for the specific building developed).
3. Occupancy of a new commercial building at Dockside Green meeting a LEED Gold BD&C Certification (\$0.50/sq ft penalty reduction or paid out at occupancy for the specific building developed).
4. Achievement of LEED ND Built Project v.4 Platinum Certification within 12 months of final occupancy of the last remaining building developed at Dockside Green (\$0.25/sq ft penalty reduction of the total project square footage prorated on 80point total).

Each component of the updated penalty structure as noted above relates to a milestone in the planning and monitoring process listed in the previous section. The creation of an update to the penalty in this manner, sets forward a system that compels both Dockside Green and our individual partner developer to complete the necessary tasks in order to achieve the highest level of sustainability possible at the neighbourhood level. This system sets Dockside Green to complete the neighbourhood as a leading sustainable project while acknowledging and empowering specific site developers to create residential

buildings that are better than building code and further establish an incentive to all parties to strive for the highest sustainability standard possible through the project build out.

Graphically the Penalty Structure can be illustrated as follows:



* If, following the second application by Dockside Green, Plan Certification is less than 80 points (e.g. Gold Certification) the final penalty is based on proportion of LEED ND Plan points achieved – e.g. 75 out of 80 means paying 6.25% of the \$0.25/sqft penalty.

** If Built Project Certification is less than 80 points (e.g. Gold Certification) than final penalty is based on proportion of LEED ND Built Project points achieved – e.g. 75 out of 80 means paying 6.25% of the \$0.25/sqft penalty remaining.

Conclusion

Our proposal for how to monitor and ensure LEED ND Platinum compliance follows a similar logic to the original agreement with the City. The original agreement with the City with respect to LEED NC Platinum certification did not guarantee LEED NC Platinum certification, but rather established financial incentives for the developer to comply with this goal and a requirement for a monitoring and reporting process that provided public and political oversight. We believe the revised reporting and penalty structure proposed not only captures the spirit of the original MDA, but gives the City additional oversight throughout the development process.

We trust the additional information provided on LEED ND, Dockside Green's strategy for achieving LEED ND Platinum Certification and the proposed compliance and monitoring process will allow staff to recommend its acceptance to Council.

Kind Regards

Ally Dewji
Dockside Green Ltd.



DOCKSIDE GREEN TRANSPORTATION REVIEW

Parking Study

Prepared for: **Dockside Green**

Prepared by: **Boulevard Transportation, a division of Watt Consulting Group**

Our File: **1738**

Date: **June 18, 2015**

GREAT!

transportation solutions for communities

CONTENTS

1.0	Introduction	1
1.1	Proposed Development.....	1
2.0	Parking Requirement	1
3.0	Expected Parking Demand	3
3.1	Multi-Family Residential (Condominium)	3
3.1.1	Vehicle Ownership at Existing Dockside Green Buildings	3
3.1.2	Vehicle Ownership at Representative Sites	3
3.1.3	Vehicle Ownership from Other Studies	4
3.1.4	Vehicle Ownership, by Unit Type.....	4
3.1.5	Visitors	5
3.1.6	Summary.....	5
3.2	General Commercial	5
3.2.1	Representative Commercial Observations	6
3.2.2	Variation Among Commercial Uses	6
3.2.3	Summary.....	7
3.3	Office	7
3.4	Other.....	7
4.0	On-Street Parking	10
4.1	Supply.....	11
4.2	Conditions.....	11
4.3	Summary	12
5.0	Summary.....	12
5.1	Recommendations	13
Appendix A	Summary of Study Sites.....	14
Appendix B	Summary of On-street Parking Observations.....	15

1.0 Introduction

Boulevard Transportation, a division of Watt Consulting Group, was retained by Dockside Green to review the transportation impacts of the 2014 Dockside Green Neighbourhood Plan. The review consists of four studies each under separate cover, as follows:

1. Traffic Impact Assessment;
2. Parking Study (site wide);
3. Dockside Beta Parking Study; and
4. Transportation Demand Management (TDM) Strategy.

The following is the Dockside Green site-wide Parking Study. The purpose of this study is to review the existing parking requirements for the site contained in the City's CD-9, Dockside District zoning to determine if the rates are appropriate or change is required. The study considers parking demand among existing Dockside Green buildings, representative multi-family residential and commercial sites, and relevant research in determining parking demand rates, as well as considers parking management options for the site and on-street parking conditions adjacent the site.

1.1 Proposed Development

The site is currently zoned "CD-9, Dockside District". The proposed development includes a total of 13 buildings with 1,253 multi-family residential units, 37,448 sq.ft. of commercial space and 17,715 sq.ft. office space. Parking is proposed per the CD-9 zoning rates specific to the Dockside Green site. Further information on the proposed development and land use is provided in the introductory letter.

2.0 Parking Requirement

The site's parking requirement is based on supply rates for the "CD-9, Dockside District zone. See *Table 1*. Parking supply rates in the CD-9 zone were developed during planning for the initial phase of development to reflect the site's expected parking demand based on land use, location, expected travel behavior, and transportation demand management (TDM) provisions. CD-9 rates are typically lower than general rates in the Zoning Bylaw. This study reviews parking rates for key land uses in the CD-9 zone to confirm they are appropriate for the site.

TABLE 1. SUMMARY OF PARKING REQUIREMENTS (CD-9 + ZONING BYLAW)

Classification	CD-9, Dockside Green	Zoning Bylaw
Multiple Residential (greater or equal to 70m ²)	1.0 space / unit	
Multiple Residential (40 - 70 m ²)	0.75 spaces / unit	1.3 spaces / unit
Studio Residential (less than 40m ²)	0.5 spaces / unit	
Office	1 space / 65m ²	1 space / 65m ²
Retail	-	1 space / 37.5m ²
Affordable Housing	0 spaces / unit	1.4 spaces / unit
Docks	0 spaces	-
Hotels	0.4 spaces / hotel room	1.0 space / unit
Live/Work Units	1.5 spaces / unit	-
Manufacturing	1 space / 140m ²	1 space / 140m ²
Restaurants / Pubs / Lounges	1 space / 7.5 seats	1 space / 5 seats (eating/drinking), 1 space / 3 seats (pub)
Parks	0 spaces	-
Seniors Housing	0.25 spaces / unit	0.35 spaces / unit
Wholesale/Warehouse	1 space / 140m ²	1 space / 93m ²
Wise Energy Systems	1 space / 140m ²	-
Work/Live	2 spaces / unit	-

The 2005 Master Development Agreement (MDA), Schedule F specifies that the site will provide bike racks to the LEED-ND or City Zoning standard, whichever is greater. The City's Zoning Bylaw results in a higher bicycle parking supply than LEED standards and will be met at Dockside Green. See *Table 2*.

TABLE 2. BICYCLE PARKING REQUIREMENTS

Bylaw Classification	Required Supply Rate
Multiple Dwellings	1 per unit plus a 6-space rack at each entrance of an apartment
Office, Retail Sales & Services, Restaurants, Research Establishments, & Laboratories	1 / 205m ² of GFA for the first 5,000m ² , plus 1 per 500m ² of additional GFA

3.0 Expected Parking Demand

Expected parking demand is assessed for the site's key land uses to determine whether the CD-9 supply rates are still appropriate for the site. The assessment focuses on the site's proposed multi-family residential, general commercial, and office land uses.

3.1 Multi-Family Residential (Condominium)

A total of 1,253 condominium units are proposed, distributed among 11 different buildings. See *Appendix A*. Appropriate parking rates have been considered for the site's multi-family residential (condominium) land uses below.

3.1.1 Vehicle Ownership at Existing Dockside Green Buildings

Vehicle ownership data was obtained from ICBC for existing "Synergy" and "Balance" multi-family residential buildings at Dockside Green, representing a total of 259 units at four addresses (373 Tyee Rd, 379 Tyee Rd, 391 Tyee Rd, 399 Tyee Rd). See *Table 3*. Average vehicle ownership among existing buildings is 0.82 vehicles per unit and ranges from 0.76 to 0.87 vehicles per unit.

TABLE 3. VEHICLE OWNERSHIP AT EXISTING DOCKSIDE GREEN BUILDINGS

Site	No. Units	Owned Vehicles	Ownership Rate (vehicles/unit)
373 Tyee Road	86	75	0.87
379 Tyee Road	86	65	0.76
391 Tyee Road	41	34	0.83
399 Tyee Road	46	38	0.83
	259	212	0.82

3.1.2 Vehicle Ownership at Representative Sites

Vehicle ownership data was obtained from ICBC for thirteen representative sites. See *Table 4*. Sites were chosen that are representative of the subject site based on location, type and size of units, proximity to transportation and services, and expected tenant type. See *Appendix A* for more detail on representative sites. Average vehicle ownership among representative sites is 0.88 vehicles per unit and ranges from 0.54 to 1.33 vehicles per unit. The rate at representative sites is approximately 8% higher than the subject site, but generally confirms that vehicle ownership rates in existing Dockside Green buildings is consistent with rates elsewhere.

TABLE 4. VEHICLE OWNERSHIP AT REPRESENTATIVE SITES

Site	No. Units	Owned Vehicles	Ownership Rate (vehicles/unit)
689 Bay Street*	100	54	0.54
873 Esquimalt Road*	24	32	1.33
924 Esquimalt Road*	58	34	0.59
1020 Esquimalt Road*	30	30	1.00
932 Johnson Street**	40	25	0.63
325 Maitland Street*	59	63	1.07
327 Maitland Street*	59	59	1.00
90 Regatta Landing**	78	59	0.76
455 Sitkum Road**	51	53	1.04
787 Tyee Road**	47	26	0.55
797 Tyee Road**	62	59	0.95
365 Waterfront Crescent**	23	20	0.87
160 Wilson Street**	123	130	1.06
Average			0.88

*Vehicle ownership as of July 31, 2014

** Vehicle ownership as of April 30, 2014

3.1.3 Vehicle Ownership from Other Studies

Vehicle ownership information was obtained for condominium strata sites for similar studies in Victoria and Saanich. Average vehicle ownership rates from these studies was as follows:

- 0.80 vehicles / unit from a site in Victoria West
- 0.76 vehicles / unit from a site in Fairfield / Cook Street Village
- 0.92 vehicles / unit from a site near Douglas St (near Victoria / Saanich border)

3.1.4 Vehicle Ownership, by Unit Type

Average vehicle ownership among existing Dockside Green units is 0.82 vehicles per unit. The average vehicle ownership rate was considered relative to the known number of bachelor (13 units, 5%) one-bedroom (130, 50%), and two-bedroom+ (116, 45%) units in existing buildings to estimate ownership rates relative to unit type/size.

The Metro Vancouver study¹ found that bachelor units have a 24% lower vehicle ownership rate than one-bedroom units and one-bedroom units have a 22% lower rate than two-bedroom units. Considering the average vehicle ownership rate for existing units (0.82 per unit) among the Metro Vancouver ratios suggests that ownership rates are 0.55 vehicles per bachelor unit, 0.73 vehicles per one-bedroom unit, and 0.94 vehicles per 2-bedroom+ unit. See *Table 5*. These rates generally support the CD-9 rates.

TABLE 5. VEHICLE OWNERSHIP AT EXISTING BUILDINGS, BY UNIT TYPE

Unit Type	No. Units	Owned Vehicles (assumed)	Ownership Rate (vehicles/unit)	CD-9 Requirement
Studio	13	7	0.55	0.50
1 bedroom	130	96	0.73	0.75
2 bedroom +	116	109	0.94	1.00

3.1.5 Visitors

Vehicle ownership data represents resident vehicles but does not account for visitor parking. The Metro Vancouver study observed visitor parking demand rates of no more than 0.06 vehicles per unit and recommends a visitor parking supply rate of 0.1 spaces per unit for locations close to the downtown core with access to transportation options.

3.1.6 Summary

The CD-9 multi-family residential parking rates are representative of parking demand based on vehicle ownership rates in existing units and at representative sites. No changes to the CD-9 multi-family parking rates are required.

3.2 General Commercial

A total of 3,952m² (42,539 sqft) of mixed commercial floor space is proposed, distributed among five buildings. Exact land uses are unknown but could include a variety of retail, office, grocery and restaurant uses. Rather than identify rates for each commercial land use type, a general commercial parking rate is considered that allows for flexibility in future commercial tenants and reduces the need for parking variances with future changes in commercial occupants.

¹ Metro Vancouver, Metro Vancouver Apartment Parking Study, 2012. Available at: www.metrovancouver.org/planning/development/strategy/RGSDocs/Apartment_Parking_Study_TechnicalReport.pdf

3.2.1 Representative Commercial Observations

Observations were conducted at seven representative mixed commercial sites during weekday mid-day (Wed, August 06 at 1:00pm) and weekend mid-day (Sat, August 09 at noon).

Observation periods were chosen to represent the peak period for commercial-retail land uses. Peak demand occurred during the weekday mid-day observation period. Average demand was approximately one vehicle per 45m² of commercial floor space. See *Table 6*. Detailed results are included in *Appendix A*. This rate accounts for a range of possible commercial land uses and is appropriate as a generalized parking supply rate for site planning purposes, rather than the "Retail" requirement of one space per 37.5m² in the City's zoning.

TABLE 6. SUMMARY OF COMMERCIAL OBSERVATIONS (WEEKDAY MID-DAY)

Site	Parking Supply	Estimated Floor Area (m ²)	Observed Vehicles	Demand Rate (per m ²)
"Westside Village" Bay St / Tyee Rd	274	6,500	168	1 / 39
"Esquimalt Plaza" Esquimalt Rd, Esquimalt Town Centre	171	4,800	106	1 / 45
"Head Street Plaza (Shoppers)" Head St / Esquimalt Rd	101	4,000	65	1 / 62
"Quadra Plaza (Fairways)" Quadra St / Kings Rd	111	5,000	90	1 / 56
"Harris Green" Yates St, London Drugs area only	107	3,500	102	1 / 34
"James Bay Square (Thrifty's)" Menzies St / Toronto St	138	3,600	105	1 / 34
"Cloverdale Plaza (Thrifty's)" Quadra St / Cloverdale Ave	110	3,100	67	1 / 46
			Average	1 / 45

3.2.2 Variation Among Commercial Uses

Observations suggest that mixed commercial parking demand is one vehicle per 45m². This rate accounts for a range of possible commercial land uses and is appropriate as a generalized parking supply rate for site planning purposes.

There is considerable variation in parking demand among commercial land uses. Restaurant is the highest parking generating land use, with peak demand rates in the range of one vehicle per 7m².² Office and other low intensity commercial land uses generate parking in the range of one vehicle per 65m² or less. Attention should be given as the site's commercial land uses are

² Based on ITE Parking Generation handbook, 4th Ed., "932: High-Turnover (Sit-Down) Restaurant" classification, pg 321

refined to ensure that a balanced application of high and low parking generation uses occupy the spaces allocated to general commercial land uses.

Shared parking should be encouraged among commercial land uses to minimize the impact of higher generation commercial uses and distribute demand over a larger parking supply. Commercial parking supplies may also be made available to residents outside peak commercial periods, with limitations clearly articulated to ensure residents are aware and do not park on-site during commercial peak periods.

3.2.3 Summary

Results suggest that commercial parking demand will be one vehicle per 45m², which is less than the "retail" requirement of one space per 37.5m² in the Zoning Bylaw. Accordingly, a "general commercial" land use designation should be added to the CD-9 zone with a parking supply requirement of one space per 45m². The reduction from the overall Zoning requirement is consistent with reductions in the multi-family, hotel, restaurant and other rates in the CD-9 zone.

3.3 Office

Office land uses were not considered in detail as part of this study. Rather, the City's Zoning Bylaw will be used which specifies that office land uses must provide parking at a rate of one parking space per 65m².

Parking associated with office land uses is typically utilized between 8:00am and 6:00pm. Consideration should be given to opportunities to share office parking supplies with adjacent residential or restaurant land uses that experience parking demand after 6:00pm and on weekends.

3.4 Other

Other, specific land uses are proposed to be included in the CD-9 Zone. *Table 7* indicates the parking requirement for CD-9 Zone and the general Zoning Bylaw requirements for each specific land use. Note that the classifications shown are the closest to each land use, but may not be the best representation of the specific elements of each land use.

TABLE 7. PARKING REQUIREMENTS FOR OTHER LAND USES

Land Use ³	CD-9, Dockside Green		Zoning Bylaw	
Day Care		N/A	Kindergarten and Elementary Schools	1 space per employee plus 2
Cultural Facilities, including Museums, Theatres, Galleries, and Buildings used for Exhibits		N/A	In zones other than Commercial Exhibit Zones	1 space per 232m ² of lot area
Craft or Artisan Trades		N/A	In zones other than Commercial Exhibit Zones	1 space per 232m ² of lot area
Public Markets			In zones other than Commercial Exhibit Zones	1 space per 232m ² of lot area
Distilleries				1 space / 140m ² of GFA or 1 space / 3 employees, whichever is greater
Breweries		1 / 140m ²	Buildings for manufacturing use	
Liquor Retail Store as an Accessory to a Brewery or Distillery			Retail stores, banks personal services establishments or similar users	1 space / 37.5m ² GFA
Seniors' Housing – Assisted Living	Seniors housing	0.25 / unit	Buildings containing senior citizens housing	0.35 spaces / unit
Seniors' Housing – Independent Living				
Parks and their Accessory Uses	Parks	0 stalls		N/A
Festivals and Associated Structures		N/A	Commercial Amusement Park	1 space / 9m ² of site area used for commercial amusement park and any retail establishments plus 1 space per 8 patrons
Urban Agriculture	Manufacturing	1 space / 140m ²	Buildings for manufacturing use	1 space / 140m ² of GFA or 1 space / 3 employees, whichever is greater

Recommended parking supply rates have been identified based on available research and review of Zoning Bylaw rates in other communities. See *Table 8*.

³ Land uses definition based on proposed CD-9 zone definitions, as provided by Dockside Green October 28, 2014

TABLE 8. RECOMMENDED PARKING SUPPLY RATES FOR OTHER LAND USES

Land Use ⁴	Recommended Supply Rate	Source
Day Care	1 space per 5 registered children	Consistent with zoning rates in comparable municipalities
Cultural Facilities, including Museums, Theatres, Galleries, and Buildings used for Exhibits	1 space per 40 m ²	Consistent with zoning rates in comparable municipalities
Craft or Artisan Trades	1 space per 90 m ²	Consistent with zoning rates in comparable municipalities
Public Markets	1 space per 45m ²	Consistent with recommended CD-9 "general commercial" rate
Distilleries	1 space per 90 m ²	Consistent with zoning rates in comparable municipalities
Breweries		
Liquor Retail Store as an Accessory to a Brewery or Distillery	1 space per 45 m ²	Consistent with recommended CD-9 "general commercial" rate
Seniors ' Housing – Assisted Living	0.25 spaces per unit ⁵	Consistent with existing CD-9 and CD-12 (Roundhouse District) rate
Seniors' Housing – Independent Living		
Parks and their Accessory Uses		n/a
Festivals and Associated Structures	1 space per 4 person capacity	Consistent with zoning rates in comparable municipalities
Urban Agriculture	1 space per 20 m ² for retail floor space only	Consistent with zoning rates in comparable municipalities

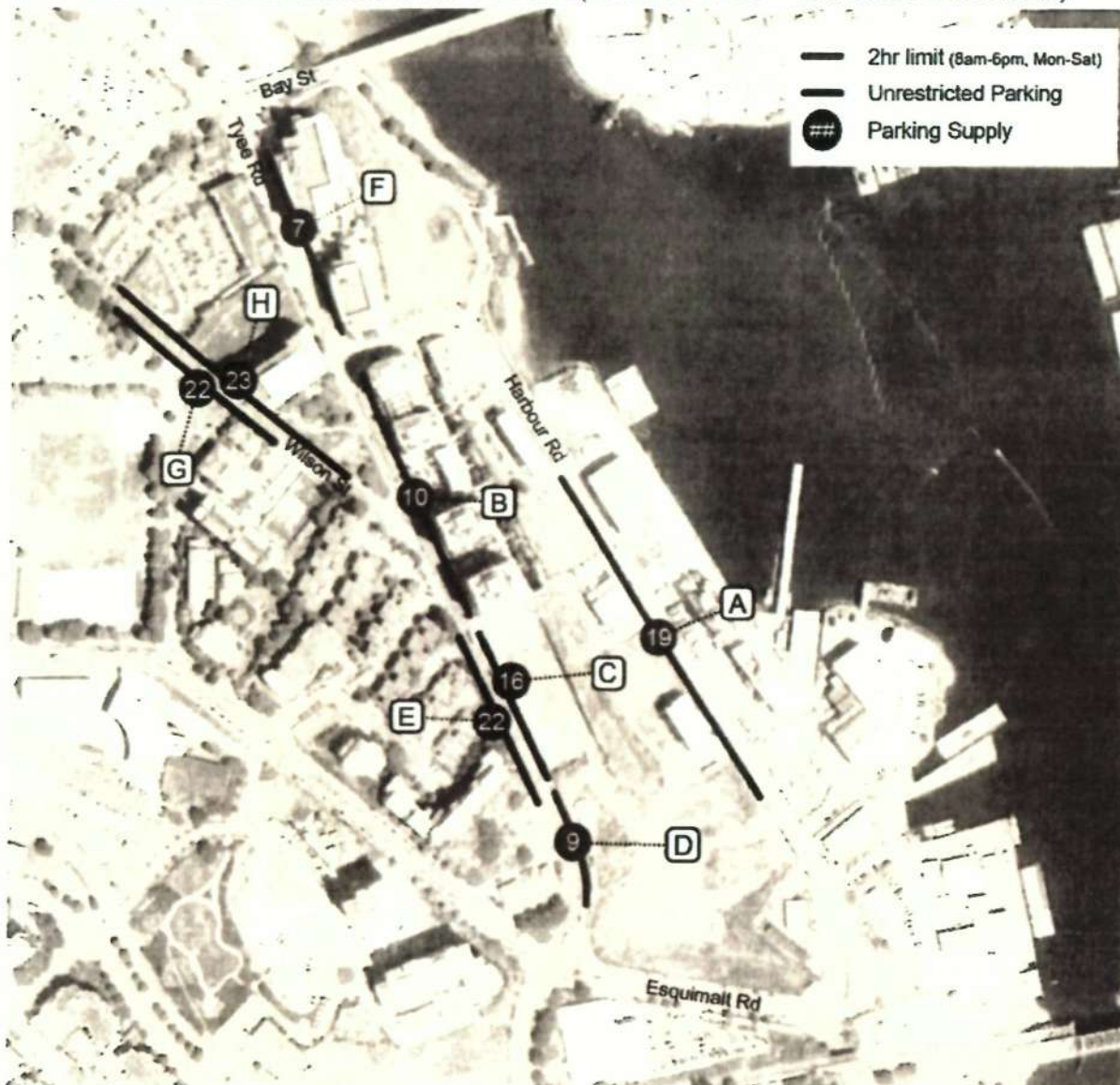
⁴ Land uses definition based on proposed CD-9 zone definitions, as provided by Dockside Green October 28, 2014

⁵ Independent living units generally have a higher rate of resident vehicle ownership and lower care worker parking demand as compared to assisted living

4.0 On-Street Parking

Observations of on-street parking conditions were conducted on Tuesday, July 29 2014 at 7:00am, 9:30am, noon, 3:30pm and 6:00pm. Observations were conducted in the vicinity of the site on Harbour Road, Tyee Road and Wilson Street. See Map 1.

MAP 1. ON-STREET PARKING STUDY AREA (WITH SUPPLY + TIME RESTRICTIONS)



4.1 Supply

On-street parking is available on Tyee Road (35 spaces) and Harbour Road (19 spaces) immediately adjacent the site, as well as nearby on Tyee Road and Wilson Street. Parking adjacent the site on Harbour Road and portions of Tyee Road is restricted to two hours (8am to 6pm). Parking on a portion of Tyee Road adjacent the site, on the west side of Tyee Road (across from the site), and Wilson Street is unrestricted.

4.2 Conditions

Overall occupancy rates among all observed streets remain consistent throughout the day, ranging from 69% to 77% overall. Peak occupancy was observed at 9:30am. The largest increase in occupancy occurs between 7:00am and 9:30am, suggesting an influx in parked vehicles associated with employees in the area. Overall occupancy is 69% at 7:00am, which is relatively high for this time of day and suggests a number of area residents park on-street.

The Dockside Green properties fronting Harbour Road are largely undeveloped, which results in low occupancy rates on Harbour Road (Map 1, Area A). Peak occupancy was experienced at noon when 32% of available parking was occupied (6 of 19 spaces).

A two hour time restriction is in-place on parking on much of the east side of Tyee Road (D,B,F). Occupancy rates average 58% in these areas, generally remain between 40% and 80% throughout the day, and the two hour limit is generally adhered to resulting in a consistent turnover of vehicles.

Occupancy rates are highest where parking is unrestricted on Wilson Street (G,H) and the south end of Tyee Road (C,E), with rates consistently exceeding 85-90% occupancy over much of the day. Occupancy rates were high during the 7:00am observation before the majority of employees would arrive and a number of vehicles were observed parked all day, suggesting that residents utilize these on-street parking areas. Average duration is high, particularly on Tyee Road, a result of the lack of restrictions allowing vehicles to park for long periods of time. Over one-third of the unrestricted parking spaces on Tyee Road (C,E) were observed with the same vehicles parked all day (i.e. 7:00am to 6:00pm). The unrestricted portion of Tyee Road (C) is occupied at over 90% for much of the day and has a long average duration. Consideration should be given to applying a two hour limit to this area as Dockside Green develops to ensure vehicle turnover.

A detailed summary of on-street parking conditions is included in *Appendix B*.

4.3 Summary

On-street parking on the south end of Tyee Road, east side (C) should be restricted to two hours as the Dockside Green site is developed (Buildings R3-1, R3-2, R3-3, R8-1). This will ensure on-street parking is available to visitors of adjacent buildings (+/- 500 units) and create consistency with other new buildings that front Tyee Road. Vehicles that currently utilize this parking in excess of two hours will be displaced and seek parking elsewhere in the area.

Further, the City may consider a more comprehensive parking management strategy for the area. Observations demonstrate that unrestricted on-street parking areas experience high occupancy rates and vehicles park for long periods of time, suggesting on-street parking is used by area residents and employees. Consideration may be given to time restricting these areas to increase parking availability for customers and visitors and pay parking may be considered as a long-term strategy to address high parking occupancy. Such a strategy should also consider parking availability and management practices of adjacent commercial and residential properties to determine sites where a lack of parking supply or poor parking management is resulting in vehicles seeking on-street parking. Ultimately the comprehensive strategy is beyond the scope of the Dockside Green review and something the City may consider pursuing to address neighbourhood parking concerns.

5.0 Summary

Required parking supply rates were developed specific for Dockside Green and included in the site specific CD-9 zone. This study reviews the CD-9 parking rates to determine they are still appropriate or change is required to address expected parking demand.

CD-9 multi-family residential rates are 0.5 spaces per unit (less than 40m²), 0.75 per unit (40–70m²), and 1.0 per unit (more than 70m²). Vehicle ownership among existing Dockside Green residents was found to be 0.82 vehicles per unit, and is supported by similar ownership rates at nearby sites. When considered by size / number of bedrooms, assumed ownership rates are 0.55 vehicles per bachelor unit, 0.73 vehicles per one-bedroom, and 0.96 per two-bedroom. Up to an additional 0.1 spaces per unit is required to meet visitor parking demand. Results suggest that the CD-9 parking supply rates are representative of vehicles ownership rates and no changes to the CD-9 multi-family rates are required.

The CD-9 zone does not contain a parking supply rate for general commercial or retail land uses, instead reverting to the retail requirement of one space per 37.5m² in the Zoning Bylaw, Schedule C. Average parking demand among seven mixed commercial-retail sites was determined to be one vehicle per 45m², suggesting that the zoning rate exceeds parking

demand. It was also noted that commercial land uses experience varying parking demand rates and an altered parking supply may be required if land uses with particularly high or low parking demand occupy the commercial floor space.

Commercial parking supplies should be shared between businesses and sites as possible to minimize the impact of higher generation commercial uses (i.e. restaurants) and distribute demand over a larger parking supply.

On-street parking functions well where restricted to two hours (Tyee Rd west side, Harbour Rd). A two hour time limit should be applied to parking on the east side of Tyee Road south of Wilson Street as Dockside Green buildings are constructed. On-street parking surrounding the site experiences high occupancy and long average duration where parking is unrestricted (Wilson St, Tyee Rd west side south of Wilson St). A broader neighbourhood parking management approach is needed before conditions will change.

5.1 Recommendations

1. A "general commercial" or "retail" designation should be added to the CD-9 zone with a parking supply requirement of one space per 45m²;
2. Parking supply rates for specific land uses should be included in the CD-9 at rates specified in *Table 7*;
3. A two hour time limit should be applied to on-street parking adjacent future buildings on Tyee Road (east side, 373 Tyee Rd to Esquimalt Rd); and
4. The City should consider reviewing neighbourhood parking needs and on-street parking regulations in the area (Tyee Rd, Wilson St, Harbour Rd).

Appendix A

Summary of Study Sites

Greater Esquimalt Transportation Network
MAP OF STUDY SITES



Condominium Sites

- | | |
|-------------------|---------------------|
| ① 373 Tyee Rd | ⑥ 327 Maitland St |
| ② 379 Tyee Rd | ⑦ 873 Esquimalt Rd |
| ③ 391 Tyee Rd | ⑧ 924 Esquimalt Rd |
| ④ 399 Tyee Rd | ⑨ 1020 Esquimalt Rd |
| ⑤ 325 Maitland St | ⑩ 689 Bay St |

Commercial Sites

- | | |
|---------------------|--------------------|
| ① Westside Village | ⑥ James Bay Square |
| ② Esquimalt Plaza | ⑦ Cloverdale Plaza |
| ③ Head Street Plaza | |
| ④ Quadra Plaza | |
| ⑤ Harris Green | |

Summary of Study Sites, Condominiums

Location	Type	Context	Unit Types*				Total Units	Comments
			Studio	1 bedroom	2 bedroom	3 bedroom +		
1020 Esquimalt Rd	Strata	Urban		✓	✓		30	"Westport", completed in 1975
160 Wilson Street	Strata	Urban		✓	✓		123	"Parc Residences", completed in 2005
325 Maitland St	Strata	Urban		✓	✓		59	"Sea West Quay", completed in 1982
327 Maitland St	Strata	Urban		✓	✓		59	"Sea West Quay", completed in 1982
365 Waterfront Crescent	Strata	Urban		✓	✓		84	Selkirk Development, units are slightly larger, completed in 2009
373 Tyee Rd	Strata	Urban		✓	✓		86	"Balance", Dockside Green, completed in 2009
379 Tyee Rd	Strata	Urban		✓	✓		86	"Balance", Dockside Green, completed in 2009
391 Tyee Rd	Strata	Urban		✓	✓		41	"Synergy", Dockside Green, completed in 2007
399 Tyee Rd	Strata	Urban		✓	✓		46	"Synergy", Dockside Green, completed in 2007
455 Silkum Road	Strata	Urban		✓	✓		51	Completed in 1999
689 Bay St	Strata	Urban		✓	✓		100	"Lexington Park", completed in 1994
787 Tyee Road	Strata	Urban	✓	✓	✓		47	"The Railyards", Phase 1 was completed in 2010, Phase 2 was completed in 2013
797 Tyee Road	Strata	Urban	✓	✓	✓		62	"The Railyards", completed in 2007
873 Esquimalt Rd	Strata	Urban		✓	✓		24	"Westpoint View", completed in 1994
90 Regatta Landing	Strata	Urban	✓	✓	✓		78	"The Railyards", completed in 2004
924 Esquimalt Rd	Strata	Urban		✓	✓		58	"The Skyline Condos", completed in 2012
932 Johnson Street	Strata	Downtown	✓	✓	✓		40	"The Urban", completed in 2004, commercial on first floor-Café

*Note: exact unit configuration is unknown

Dockside Green Transportation Review
PARKING OBSERVATIONS, Commercial Land Uses

Shopping Plazas (mixed commercial)

Observations at Representative Sites			Weekday mid-day ¹				Weekend mid-day ²		
			Parking Supply	Est. Floor Area (m ²)	Observed Vehicles	Demand Rate (per m ²)	Occupancy Rate	Observed Vehicles	Demand Rate (per m ²)
A	"Westside Village" Bay St / Tyee Rd	274	6,500	168	1/39	61%	110	1/59	40%
B	"Esquimalt Plaza" Esquimalt Rd, Esquimalt Town Centre	171	4,800	106	1/45	62%	84	1/57	49%
C	"Head Street Plaza (Shoppers)" Head St / Esquimalt Rd	101	4,000	65	1/62	64%	50	1/80	50%
D	"Quadra Plaza (Fairways)" Quadra St / Kings Rd	111	5,000	90	1/56	81%	73	1/68	66%
E	"Harris Green" Yates St, London Drugs area only	107	3,500	102	1/34	95%	81	1/43	76%
F	"James Bay Square (Thrifty's)" Menzies St / Simcoe St	138	3,600	105	1/34	76%	55	1/65	40%
G	"Cloverdale Plaza (Thrifty's)" Quadra St / Cloverdale Ave	110	3,100	67	1/46	61%	56	1/55	51%
				Average:	1/45	72%		1/59	53%

Recommended Rate: 1 parking space / 45m²

¹Weekday Mid-day = Wednesday August 6th, 1:00pm

²Weekend mid-day = Saturday August 9th, noon

Appendix B

Summary of On-Street Parking Observations

Dockside Green Transportation Review
ON-STREET PARKING SUPPLY

- 2hr Limit (8am-6pm, Mon-Sat)
- Unrestricted Parking
- ## Parking Supply



Dockside Green Transportation Review
ON-STREET PARKING CONDITIONS

Section	Side	Restrictions	No. Stalls	Occupancy					
				7:00am	9:30am	Noon	3:30pm	6:00pm	Average Occupancy
A Harbour Road Esquimalt Rd to Tyee Rd	West	2 Hour, 8am-6pm, Mon-Sat	19	0 0%	3 16%	6 32%	5 26%	3 16%	3.4 18%
B Tyee Road Harbour Rd to 373 Tyee Rd	East	2 Hour, 8am-6pm, Mon-Sat	10	6 60%	7 70%	6 60%	7 70%	8 80%	7 68%
C Tyee Road 373 Tyee Rd to 359 Tyee Rd	East	Unrestricted	16	15 94%	15 94%	15 94%	15 94%	13 81%	14.6 91%
D Tyee Road 359 Tyee Rd to Esquimalt Rd	East	2 Hour, 8am-6pm, Mon-Sat	9	3 33%	4 44%	5 56%	5 56%	2 22%	4 42%
E Tyee Road Esquimalt Rd to Wilson Rd	West	Unrestricted	22	21 95%	22 100%	20 91%	18 82%	21 95%	20.4 93%
F Tyee Road Harbour Rd to Bay St	East	2 Hour, 8am-6pm, Mon-Sat	7	5 71%	4 57%	2 29%	5 71%	6 86%	4.4 63%
G Wilson Street Tyee Rd to Bay St	West	Unrestricted	22	18 82%	21 95%	20 91%	20 91%	21 95%	20 91%
H Wilson Street Bay St to Tyee Rd	East	Unrestricted	23	20 87%	23 100%	23 100%	22 96%	22 96%	22 96%

On-street parking conditions based on observations from Tuesday, July, 29, 2014

Dockside Green Transportation Review
ON-STREET PARKING CONDITIONS

Section	Side	Restrictions	No. Stalls	Duration					Total Vehicles	Total Hours	Average Duration (hours)
				1 count ≤ 2.5 hrs	2 counts 2.5-5 hrs	3 counts 5-8.5 hrs	4 counts 8.5-11 hrs	5 counts 11 hrs+			
A Harbour Road Esquimalt Rd to Tyee Rd	West	2 Hour, 8am-6pm, Mon-Sat	19	11	3	0	0	0	14	25.0	1.79
B Tyee Road Harbour Rd to 373 Tyee Rd	East	2 Hour, 8am-6pm, Mon-Sat	10	27	2	1	0	0	30	48.0	1.60
C Tyee Road 373 Tyee Rd to 359 Tyee Rd	East	Unrestricted	16	13	2	4	6	4	29	153.3	5.28
D Tyee Road 359 Tyee Rd to Esquimalt Rd	East	2 Hour, 8am-6pm, Mon-Sat	9	7	1	2	1	0	11	35.8	3.25
E Tyee Road Esquimalt Rd to Wilson Rd	West	Unrestricted	22	13	4	6	2	11	36	212.3	5.90
F Tyee Road Harbour Rd to Bay St	East	2 Hour, 8am-6pm, Mon-Sat	7	13	2	0	0	1	16	34.8	2.17
G Wilson Street Tyee Rd to Bay St	West	Unrestricted	22	20	8	12	3	3	46	198.3	4.31
H Wilson Street Bay St to Tyee Rd	East	Unrestricted	23	19	6	4	8	6	43	217.3	5.05

On-street parking conditions based on observations from Tuesday, July, 29, 2014



DOCKSIDE GREEN TRANSPORTATION REVIEW

Dockside BETA Parking Study

Prepared for: **Dockside Green**

Prepared by: **Boulevard Transportation, a division of Watt Consulting Group**

Our File: **1738**

Date: **May 1, 2015**

CONTENTS

1.0	Introduction	1
1.1	Proposed Development.....	1
2.0	Expected Parking Demand	2
2.1	Parking Demand Rates	2
2.1.1	Office	2
2.1.2	Retail.....	2
2.1.3	Restaurant/Brewery.....	3
2.1.4	Public Facilities	3
2.1.5	Summary.....	3
2.2	Adjustment Factors	3
2.2.1	Neighbourhood Residents.....	3
2.2.2	High Rate of Cycling.....	3
2.2.3	Shared Parking	4
2.3	Summary of Parking Demand	4
2.3.1	Demand Rate.....	4
2.3.2	Parking Supply / Land Use.....	4
2.3.3	Contingency	5
3.0	Demand Management	5
3.1	Bicycle Provisions	5
3.1.1	Bike Parking.....	5
3.2	Carshare.....	6
3.3	Public Transit.....	6
4.0	Summary.....	6
4.1	Recommendations	7

Appendix A

Parking Demand Analysis, by Time of Day

1.0 Introduction

Boulevard Transportation, a division of Watt Consulting Group, was retained by Dockside Green to review the transportation impacts of 2014 Dockside Green Neighbourhood Plan. The review consists of four studies each under separate cover, as follows:

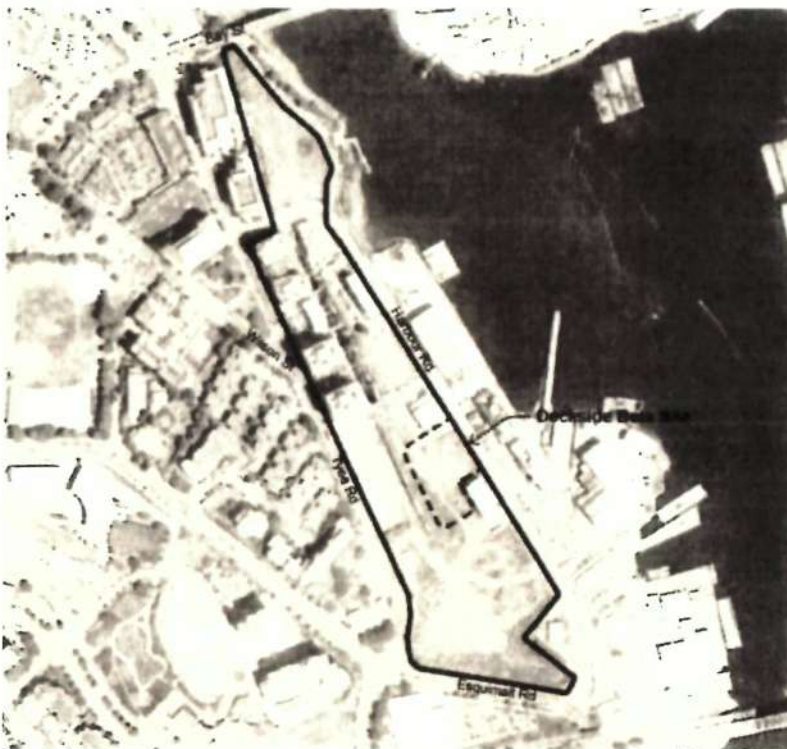
1. Traffic Impact Assessment;
2. Parking Study;
3. Dockside BETA Parking Study; and
4. Transportation Demand Management (TDM) Strategy.

The following is the Dockside BETA Parking Study. The purpose of the study is to identify an appropriate parking supply to accompany the proposed "Dockside BETA" interim land uses.

1.1 Proposed Development

Dockside BETA is proposed as a demonstration project using shipping containers as an interim land use for the VIP84612 (CI-7) property fronting Harbour Road, immediately south of the existing Farmer Construction building. See *Figure 1*.

FIGURE 1. DOCKSIDE BETA SITE



Dockside BETA will use shipping containers in a flexible arrangement to accommodate a range of potential tenants, with the type and quantity of land uses dependent on the tenants that are attracted to the site. While unsure of exact land uses, the site is being planned to appeal to restaurant, brewery, boutique retail, office, and art/cultural tenants, and will include shared supporting amenities such as washrooms, garbage/recycling, and bicycle parking¹.

Vehicular parking will be provided in an adjacent surface lot with capacity for approximately 30 parking spaces. A shared bike parking supply will be provided.

2.0 Expected Parking Demand

2.1 Parking Demand Rates

Expected parking demand rates have been generated for the generalized land uses anticipated for the site – Office, Retail, Restaurant / Brewery.

2.1.1 Office

The City's Zoning Bylaw has a requirement of one parking space per 65m² GFA for office land uses. This rate is lower than other municipalities in the Capital Region, but considered a good representation of parking demand associated with office land uses in an urban context.

2.1.2 Retail

Retail land use is assumed to be similar to the office land uses, but with fewer employees and a larger number of customers. Retailers are likely to be "boutique" style businesses offering specialty items, rather than larger-scale businesses.

The City's Zoning Bylaw requirement is one parking space per 37.5m² GFA for retail land uses. Parking demand among similar land uses in the ITE manual ranges from 1.5 to 4.0 vehicles per 1,000 sqft, suggesting that the City's bylaw rate is an appropriate representation of expected parking demand.

Small kiosk-style retail vendors were contacted to better understand parking demand among similar businesses. Based on our conversations, we understand that peak parking demand is commonly one employee vehicle and two customer vehicles per business. Many of these businesses are in downtown or urban locations where customers frequently park in a centralized location to access numerous businesses.

¹ Assumed land uses based on description in the *Dockside BETA Application Book*

2.1.3 Restaurant/Brewery

The City's Zoning Bylaw requirement is one parking space per five seats for Restaurant / Brewery land uses. This results in an assumed requirement of one parking space per 7m² based on common restaurant space allocation of one seat per 15 sqft. The ITE manual² suggests a rate of one vehicle per 6.5m², which is consistent with the City's required rate.

It should be noted that a strictly brewery operation (i.e. without restaurant) would be considered an industrial land use and have a significantly lower parking requirement. Thus, the rate generated above is considered a "worst case".

2.1.4 Public Facilities

Public facilities consist of bicycle parking, washrooms and garbage/recycling collection. No parking demand has been generated for these uses.

2.1.5 Summary

The average parking demand rate among Office, Retail, and Restaurant / Brewery land uses is one vehicle per 16.2 m². This rate is the application of "typical" parking demand rates by land use and does not factor site-specific characteristics.

2.2 Adjustment Factors

Adjustment factors are applied to the expected parking demand to account for site specific conditions of the site - proximity to Dockside Green residential population, an anticipated high rate of cycling, and shared parking among BETA uses.

2.2.1 Neighbourhood Residents

A portion of the expected BETA parking demand is due to Dockside Green and Victoria West residents who will walk to the site and not require parking. An assumed parking demand reduction factor of 10% has been applied to account for Dockside Green and Victoria West residents walking to the BETA site.

2.2.2 High Rate of Cycling

A high rate of cycling is expected due to the provision of bike parking/ (see *Section 3*) and the site's proximity to Harbour Road (part of the Galloping Goose), which experiences bicycle volumes that are three times higher than vehicle volumes. An assumed parking demand reduction factor of 10% has been applied to account for the anticipated high rate of cycling. Observations at the existing café at the Harbour Road / Galloping Goose crossing support this assumption (cyclists represented 30% of customers during observations).

² Based on ITE manual "Coffee/Donut Shop without Drive-Through Window (936)" land use

2.2.3 Shared Parking

Parking demand was assessed by time of day (weekday and weekend) to determine the period of peak parking demand for the site as a whole. Land use is assumed to be equally split (33% each) between Office, Retail, and Restaurant / Brewery. Time of day factors are based on the Urban Land Institute (ULI) *Shared Parking*, 2nd ed. and adjusted to reflect local experience.

Results suggest that the peak parking demand experienced by the site will be approximately 6.5% less than the combined peak demand of the three land uses. This assumes that the BETA parking supply is unassigned and available to all site employees and customers. The complete analysis is included in *Appendix A*.

2.3 Summary of Parking Demand

2.3.1 Demand Rate

The adjusted parking demand rate is an average of one vehicle per 20.9 m². See *Table 1*. This accounts for average expected parking demand assuming an even allocation of floor space between Office, Retail, and Restaurant / Brewery land uses. This represents an approximately 25% reduction from the baseline demand rate.

TABLE 1. SUMMARY OF PARKING DEMAND + ADJUSTMENT FACTORS

Land Use	Baseline Parking Demand Rate (per Section 2.1)	Adjusted Parking Demand Rate (per Section 2.2)
Office	1 / 65.0 m ²	1 / 83.8 m ²
Retail	1 / 37.5 m ²	1 / 48.4 m ²
Restaurant / Brewery	1 / 7.0 m ²	1 / 9.1 m ²
Average	1 / 16.2 m²	1 / 20.9 m²

2.3.2 Parking Supply / Land Use

As noted, the proposal includes a gravel parking area with capacity for approximately 30 parking spaces (+/-). The exact parking supply is still to be determined. Applying the expected parking demand rate to the site and assuming a parking supply of 30 spaces, it is recommended that the site contain a total floor area of approximately 625m² (6,700 sqft). This is estimated to be approximately 20 full-size containers (8' x 40'). The total floor area may increase if the site contains a large proportion of Office or Retail floor area and decrease if a large proportion of Restaurant / Brewery floor area.

It is also recommended that further data collection and study is undertaken once the site reaches 450m² floor area (approximately 75% of the recommended total) to determine if the site's parking supply is appropriate or if the supply rate should be altered by varying site floor area and/or parking supply.

2.3.3 Contingency

Harbour Road on-street parking conditions were reviewed as part of the site-wide *Dockside Green Parking Study* and found that the 19 parking spaces on Harbour Road are no more than one-third occupied with at least 13 spaces available at all times. Parking spaces at the northern end of Harbour Road are more heavily used than spaces on the south end adjacent the Dockside BETA site. There are approximately five on-street spaces directly adjacent the site (all 25m or less) that are currently without adjacent parking generating land uses and under-utilized that will likely be used by Dockside BETA customers / guests. This increases the site's functional parking supply by approximately 15%.

3.0 Demand Management

Transportation demand management (TDM) provisions are proposed for Dockside BETA, coordinated with the broader site-wide *Transportation Demand Management (TDM) Strategy*. TDM initiatives will broaden travel options to the site and encourage reduced parking demand beyond reduction factors applied for shared parking, high density residential nearby, and anticipated high rate of cyclists (see *Section 2.2*).

3.1 Bicycle Provisions

The Dockside BETA site is located on Harbour Road, which forms part of the Galloping Goose Regional Trail and is an important regional cycling route. Harbour Road cyclist volumes are approximately 440 cyclists in the PM peak hour and exceed vehicle volumes by approximately three times. The site should include appropriate facilities to accommodate the expected high proportion of cycling trips.

3.1.1 Bike Parking

Bike parking would be supplied at an approximate rate of one space per 200 m² using a conventional approach³, resulting in three or four total spaces. This provision is inadequate given the site's unique land uses and proximity to a major regional cycling corridor. A shared bike parking supply is recommended that may be accessed by site employees and visitors / customers. The developer's desire to locate bike parking in containers is supported,

³ The City's requirement for "office, retail sales and services, restaurants..." is one space per 205m² for the first 5,000m² and one space per 500m² for additional floor area

assuming it is centrally located and altered to permit constant surveillance. A shared bike parking supply of 25 spaces is considered appropriate for the site. This will result in at least one space per container / tenant and a supply rate of approximately one space per 25m², which far exceeds any conventional supply requirements. Additionally, each container should be accompanied by a Class 2 bike rack located adjacent the container entrance that is visible, well lit and weather-protected when possible. The combination of a large shared bike parking supply and small individual racks at each container is expected to meet site demand for bike parking.

3.2 Carshare

One carshare vehicle operated by the Victoria Carshare Cooperative (VCSC) is proposed to be stationed on Harbour Road adjacent the Dockside BETA site. This is one of eight vehicles proposed for the broader Dockside Green development and should remain in this location as long as Dockside BETA is operational. The on-street parking space should be identified as a dedicated carshare parking space. Close proximity of the carshare vehicle to the bicycle parking will help facilitate multi-modal trips.

3.3 Public Transit

Bus stops are located approximately 300m from the Dockside BETA site on Esquimalt Road at Harbour Road. These stops are served by frequent transit via the no. 15, 24, and 25 routes, with potential rerouting of the no. 14 in the future to also travel via Esquimalt Road.

Transit does not operate on Harbour Road adjacent the site.

4.0 Summary

The Dockside BETA proposal is a unique concept that requires a distinct approach in developing appropriate parking ratios. Major factors of the project that will impact parking demand include its proximity to the Galloping Goose trail and to residential and office units in Victoria West and Downtown. Results suggest average parking demand will be one vehicle per 20.9 m² floor area. This assumes an even allocation of Office, Retail, and Restaurant / Brewery land uses, and significant variation in floor area allocation would vary parking demand.

The Dockside BETA proposal includes a parking area with capacity for approximately 30 vehicles. Applying the expected parking demand rate to the site and assuming a parking supply of 30 spaces, a total floor area of approximately 625m² (6,700 sqft) is considered appropriate. This includes only parking generating land uses (office, retail, restaurant / brewery), and not shared amenities such as bike parking, washrooms, and utilities. The total floor area may

increase if the site contains a large proportion of Office or Retail floor area and decrease if a large proportion of Restaurant / Brewery floor area. Further data collection and study should be undertaken once the site reaches 450m² floor area (approximately 75% of the recommended total) to determine if the site's parking supply is appropriate.

Demand management measures are being proposed, consistent with the site-wide Dockside Green TDM strategy. A shared bike parking supply of 25 spaces will be provided and a small bike rack with each container. The provision of TDM will support increases in alternative travel modes.

The Dockside BETA proposal includes a bicycle hub (bike parking) and carshare vehicle, both of which are consistent with the site-wide approach to transportation demand management (TDM) and reflect the increase rate of cycling expected at the site.

4.1 Recommendations

1. Total floor area should be approximately 625m² (6,700 sqft) accompanied by 30 parking spaces;
2. Parking conditions should be studied at 75% build-out (approximately 450 m²) and supply rates adjusted, if required.
3. Placement of TDM measures be as accessible as possible to encourage and promote alternative transportation options.

Appendix A

PARKING DEMAND ANALYSIS, BY TIME OF DAY

Parking Demand, by Time of Day

Parking Demand Rates

Land Use	Demand Rate*
Office	1 vehicle per 78.7m ²
Retail	1 vehicle per 45.4 m ²
Restaurant / Brewery	1 vehicle per 8.5m ²

* After adjustments for adjacency to Dockside Green and high rate of cycling

Parking Demand, by Time-of-Day

Time	Weekday							Weekend						
	Office		Retail		Restaurant / Brewery		Overall Rate	Office		Retail		Restaurant / Brewery		Overall Rate
	Factor	Rate	Factor	Rate	Factor	Rate		Factor	Rate	Factor	Rate	Factor	Rate	
6:00 AM	0%	0.0000	0%	0.0000	0%	0.0000	0.0000	0%	0.0000	0%	0.0000	0%	0.0000	0.0000
7:00 AM	25%	0.0032	25%	0.0055	25%	0.0294	0.0127	0%	0.0000	0%	0.0000	25%	0.0294	0.0098
8:00 AM	50%	0.0063	25%	0.0055	25%	0.0294	0.0138	0%	0.0000	25%	0.0055	25%	0.0294	0.0116
9:00 AM	75%	0.0095	25%	0.0055	50%	0.0588	0.0246	25%	0.0032	25%	0.0055	50%	0.0588	0.0225
10:00 AM	100%	0.0127	50%	0.0110	50%	0.0588	0.0275	50%	0.0063	50%	0.0110	50%	0.0588	0.0254
11:00 AM	100%	0.0127	50%	0.0110	75%	0.0882	0.0373	50%	0.0063	50%	0.0110	75%	0.0882	0.0352
12:00 PM	100%	0.0127	100%	0.0220	75%	0.0882	0.0410	50%	0.0063	100%	0.0220	75%	0.0882	0.0389
1:00 PM	100%	0.0127	100%	0.0220	75%	0.0882	0.0410	50%	0.0063	100%	0.0220	75%	0.0882	0.0389
2:00 PM	100%	0.0127	100%	0.0220	75%	0.0882	0.0410	50%	0.0063	100%	0.0220	75%	0.0882	0.0389
3:00 PM	100%	0.0127	100%	0.0220	75%	0.0882	0.0410	50%	0.0063	100%	0.0220	75%	0.0882	0.0389
4:00 PM	100%	0.0127	75%	0.0165	75%	0.0882	0.0392	25%	0.0032	75%	0.0165	75%	0.0882	0.0360
5:00 PM	75%	0.0095	75%	0.0165	100%	0.1176	0.0479	25%	0.0032	75%	0.0165	100%	0.1176	0.0458
6:00 PM	50%	0.0063	50%	0.0110	100%	0.1176	0.0450	25%	0.0032	50%	0.0110	100%	0.1176	0.0439
7:00 PM	25%	0.0032	50%	0.0110	75%	0.0882	0.0341	0%	0.0000	50%	0.0110	100%	0.1176	0.0429
8:00 PM	0%	0.0000	25%	0.0055	75%	0.0882	0.0312	0%	0.0000	25%	0.0055	100%	0.1176	0.0411
9:00 PM	0%	0.0000	25%	0.0055	50%	0.0588	0.0214	0%	0.0000	25%	0.0055	75%	0.0882	0.0312
10:00 PM	0%	0.0000	0%	0.0000	25%	0.0294	0.0098	0%	0.0000	0%	0.0000	50%	0.0588	0.0196
11:00 PM	0%	0.0000	0%	0.0000	25%	0.0294	0.0098	0%	0.0000	0%	0.0000	50%	0.0588	0.0196
12:00 PM	0%	0.0000	0%	0.0000	25%	0.0294	0.0098	0%	0.0000	0%	0.0000	25%	0.0294	0.0294

Note: Time-of-day factors based on Urban Land Institute's (ULI) "Shared Parking" and adjusted to reflect location experience.

Summary

Rate: One vehicle per 20.9 m² (0.0479), experienced Weekday 5:00pm

Differential: Approximately 6.5% reduction (0.0512 to 0.0479)



DOCKSIDE GREEN TRANSPORTATION REVIEW

Transportation Demand Management (TDM) Strategy

Prepared for: **Dockside Green**
Prepared by: **Boulevard Transportation, a division of Watt Consulting Group**
Our File: **1738**
Date: **July 31, 2015**

CONTENTS

1.0	Introduction	1
1.1	What is Transportation Demand Management (TDM)?	1
2.0	TDM Commitment (2005 MDA) + Progress	2
2.1	Financial Commitment	2
2.2	Progress	3
3.0	Updated TDM Strategy	5
3.1	Carshare Program	6
3.2	Bike Parking	7
3.3	Public Transit / Mini Transit	8
3.4	Education / Signage	13
3.5	Summary of Updated TDM Strategy	14
3.6	Comparison of 2005 + 2015 TDM Strategy	15
4.0	Summary	17

Appendix A

Master Development Agreement (2005). Schedule F

Appendix B

"Mobility Hub" Concept

1.0 Introduction

Boulevard Transportation, a division of Watt Consulting Group, was retained by Dockside Green to review the transportation impacts of Dockside Green, Phase II. The review consists of four studies each under separate cover, as follows:

1. Traffic Impact Assessment;
2. Parking Study (site wide);
3. Dockside BETA Parking Study; and
4. Transportation Demand Management (TDM) Strategy.

The following is the Transportation Demand Management (TDM) Strategy. The purpose of the TDM Strategy is to review commitments in the 2005 Master Development Agreement (MDA), gauge the effectiveness of current TDM programs, and identify an updated TDM strategy that makes best use of available resources.

1.1 What is Transportation Demand Management (TDM)?

Transportation demand management refers to policies, programs, and services that influence whether, why, when, where, and how people travel¹. Applied to Dockside, TDM will be used to expand travel options, encourage walking, cycling, public transit, and other alternative options, and minimize parking demand and vehicle trips generated by the site.

¹ Definition based on Transport Canada, TDM for Canadian Communities, March 2011

2.0 TDM Commitment (2005 MDA) + Progress

The Master Development Agreement (MDA) was established in 2005 between Dockside Green and the City of Victoria to clarify the terms and conditions under which Dockside Green will be developed. The MDA, Schedule F specifies that the following TDM provisions will be provided:

- **Carshare:** Ten (10) carshare vehicles will be provided and operated by Victoria Carshare.
- **BC Transit:** Dockside Green will work with BC Transit to improve service during peak hours, encourage smaller buses, and explore strategies to promote ridership (i.e. subsidized passes).
- **Mini-Transit:** A shuttle vehicle will be purchased and operate between Dockside Green and downtown, and can be administered through Victoria Carshare or other alternative company. The main target is for seniors as it will give residents with mobility challenges a drop off service to key locations within the City.
- **Bicycle Storage:** Bike racks will be provided to the LEED or City standard, whichever is greater. A total of 150 bike racks will be provided at-grade.
- **Education:** Travel options information will be posted on the Dockside Green website and distributed to residents and employees, including route maps (cycling, transit), cycling user information, and carpool and carshare information. Information has been recently updated, and will be continually updated in future.
For more information, visit: <http://www.docksidegreen.com/development/places/>

The MDA, Schedule F is included in *Appendix A* for reference.

2.1 Financial Commitment

A total of \$376,000 was committed specifically to TDM in the 2005 MDA. See *Table 1*.

TABLE 1 SUMMARY OF FINANCIAL COMMITMENTS TO TDM (2005 MDA)²

Program	Budget
Mini-Transit	\$60,000
Carshare	\$240,000
Bicycle Storage	\$76,000
Total	\$376,000

2.2 Progress

Progress on the 2005 TDM commitments is summarized in *Table 2*³ and includes provision of two carshare vehicles, 280 carshare memberships for residents, 4 carshare memberships for commercial tenants and bicycle parking.

TABLE 2 STATUS OF TDM PROGRAMS

Program	Status
Mini-Transit	A mini-transit / shuttle service 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 (\$17,031) 280 Victoria Carshare memberships were purchased for residents (\$100 each) 4 commercial memberships were purchased (\$700 each) Applicable legal, administrative and marketing costs (\$20,000) Two parking spaces have been allocated to carshare vehicles (off Tyee Rd)
Bicycle Storage	<ol style="list-style-type: none"> Customized bike racks created and installed at Synergy, Balance and commercial buildings Bicycle lockers are provided underground parking for resident bicycles Showers/change areas available for retail employees in Synergy building

² Cost figures from 2005 MDA, Schedule D: Development/Amenity Schedule

³ TDM progress is summarized most recently in the Dockside Green Annual Sustainability Report, 2013

Approximately \$87,000 has been invested in TDM at Dockside Green to-date and approximately \$290,000 remains from the financial commitment in the 2005 MDA. See *Table 3*. The following section considers an updated TDM approach to maximize the effectiveness of TDM resources.

TABLE 3 SUMMARY OF TDM EXPENDITURES

Program	Commitment	Expenditure	Remaining
Mini-Transit	\$60,000	\$0	\$60,000
Carshare	\$240,000	\$67,831	\$172,169
Bike Racks	\$76,000	\$19,760	\$56,240
Total	\$376,000	\$87,591	\$288,409

3.0 Updated TDM Strategy

The following section identifies an updated TDM strategy for Dockside Green (Phase 2). The goal is to review the TDM commitments from the 2005 MDA, provide updates to meet the intent of those commitments, and provide alternatives to maximize effectiveness of the TDM strategy in 2015.

In 2015, Dockside Green continues to view TDM as a key element of their overall Neighbourhood Design Strategy. The underlying approach of the 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. See *Figure 1*. 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.

Eight “mobility hub” locations are identified, each with a specific set of TDM provisions that include a variety of travel options including bike parking, carshare vehicles, bus stops, harbour ferry access, and signage/information. See *Table 4*. Each TDM strategy/provision is explained in more detail on the following pages.

Refer to *Appendix B* for a map of mobility hub locations.

FIGURE 1 MOBILITY HUB LOCATIONS

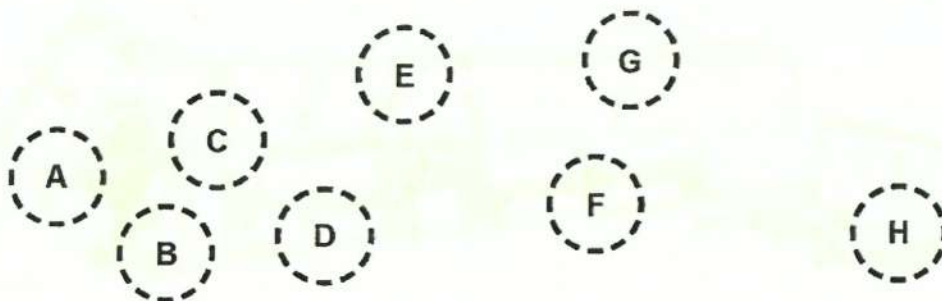


TABLE 4. SUMMARY OF MOBILITY HUB LOCATIONS

Location	TDM Provisions				
	Car Share	Bus Stops	Bike Parking	Ferry Dock	Signs Info
A Dockside Cres (south end) adjacent R8-3, R9, CI-6					
B Harbour Road at commercial plaza adjacent CI-5, CI-6					
C Dockside Cres (north end) adjacent R8-1, R3-3, CI-5					
D Harbour Road adjacent CI-7, R6 and existing biomass building					
E Tyee Road south of Wilson Street, adjacent R3-1, R3-2					
F Harbour Road (mid-way) adjacent commercial-retail buildings					
G Harbour Road at Wilson Street, adjacent existing residential buildings					
H Galloping Goose trail north of Harbour Road, adjacent R10-1, R10-2					

3.1 Carshare Program

As noted in Section 2.2, two carshare vehicles were purchased and contributed to the Victoria Carshare Cooperative (VCSC) fleet, two dedicated carshare parking spaces were assigned adjacent Tyee Road, and 270 VCSC membership purchased for Dockside Green residents at a cost of \$100 each. One of the vehicles has been relocated elsewhere, but remains part of the VCSC fleet. This represents an estimated expenditure of \$66,000 to-date and an estimated \$174,000 remaining from the initial commitment.

Approximately 22% of the 270 memberships available to residents have been activated (59 memberships) and 15% of available memberships are currently activated (41 memberships). VCSC notes that membership uptake rates at Dockside are the strongest of any new development in the area⁴. The remaining unused memberships from the pre-existing pool will be available to future residents up to a maximum of 270 memberships, representing memberships for approximately 21.5% of all multi-family units.

Utilization statistics were provided by VCSC for the vehicle stationed at Dockside Green. In February 2014 the vehicle was booked on average 25% of the time (6hrs / day) and in July 2014 it was booked on average 34% of the time (8hrs / day). VCSC notes that a second vehicle will soon be stationed at Dockside Green to address demand⁵.

⁴ Based on conversation with the Director of Victoria Carshare Cooperative, by way of email dated August 20 2014

⁵ Ibid.

The current carshare vehicle supply rate is one vehicle per 270 residential units. Five additional vehicles are needed at full build-out to maintain this supply rate among the proposed 1,253 multi-family residential units, although it is noted that the current vehicle supply rate may under-represent the site's need. VCSC has confirmed that, by their estimation, a total of eight vehicles is an appropriate allocation at full build-out⁶. Accordingly, a total of eight carshare vehicles are recommended – two existing vehicles, six new vehicles. This is two less vehicles than in the 2005 MDA and new expenditure of approximately \$148,000.

Future vehicles should be located adjacent developed buildings and added at a rate of one vehicle per 200 to 225 multi-family residential units. Each mobility hub should have a carshare vehicle located in on-street parking spaces and signed accordingly, which will make them highly visible, available to all area residents, and convenient for multi-modal trips. Those proposed on-street parking spaces that are not on site will act as a "primary" parking space, and a "secondary" parking space should be located on site in close proximity to each other.

3.2 Bike Parking

The 2005 Master Development Agreement (MDA), Schedule F specifies that bike racks will be provided to the LEED or City Zoning standard, whichever is greater. The City's Zoning requirement is higher than the LEED standard, as summarized in *Table 5*. Long-term bicycle parking should be provided per the City's required rates.

TABLE 5 SUMMARY OF CITY VS. LEED-ND BIKE PARKING RATES

Land Use	City's Zoning Bylaw		LEED-ND Standard	
	Rate	Total	Rate	Total
Multi-Family Residential 1,253 units	One per unit plus a 6-space rack at each entrance	1,253	Short-term for 2.5% of peak visitors, long-term for 30% of all occupants	738 ⁷
Commercial 3,480m ²	1 / 205m ² GFA for the first 5,000m ² plus 1 / 500m ² of additional GFA	16	2 short-term spaces for every 465m ² , long-term spaces for 5% of occupants, one on-site shower with change facility for the first 100 occupants and 1 shower for every 150 after that	42 ⁸
Office 1,646m ²		8	Short-term for 2.5% of visitors, long-term at 5% of occupants, 1 on-site shower with change facility for the first 100 occupants and 1 shower for each 150 occupants after	8 ¹²
Total		1,277		788

⁶ *ibid.*

⁷ Estimated based on typical residents per household measure from Metro Vancouver Apartment Parking Study

⁸ Estimated based on assumed occupancy figure of one person per 10m²

The 2005 MDA includes a commitment of an additional 150 bike racks at the surface at a total cost of \$76,000 (\$500 each rack) and phased in accordance with *Schedule D*. This provision of bike parking is above-and-beyond the Zoning requirement. Approximately \$56,000 remains from the original commitment and will result in approximately 110 additional bike racks.

At minimum, three bike racks should be provided in each identified mobility hub. Consideration should be given to locating racks under cover and in visible locations. Additional bike racks may be provided if demand warrants. The remaining bike racks may be supplied at mobility hubs, adjacent building entrances, or in other locations where demand warrants.

3.3 Public Transit / Mini Transit

Dockside Green initially committed to a mini-shuttle service between the site and downtown Victoria. The MDA clarified that seniors assisted living housing was to be located near the site's commercial village to ensure easy access for seniors and other residents to the mini-transit service, which would have also served the commercial shopping center located off Bay Street. The idea was to ensure seniors can walk to nearby commercial services on-site and offer flexible, convenient access to off-site destinations via the mini-shuttle.

The financial commitment to this program was \$60,000 presumably for the purchase of a vehicle. It is unclear who was responsible for funding on-going operations and maintenance (a letter from BC Transit⁹ suggests that \$190,000 is required annually in addition to vehicle purchase costs). There were concerns over the long-term financial viability of a shuttle and redundancy with BC Transit service and handyDART. The mini-shuttle service has not been implemented.

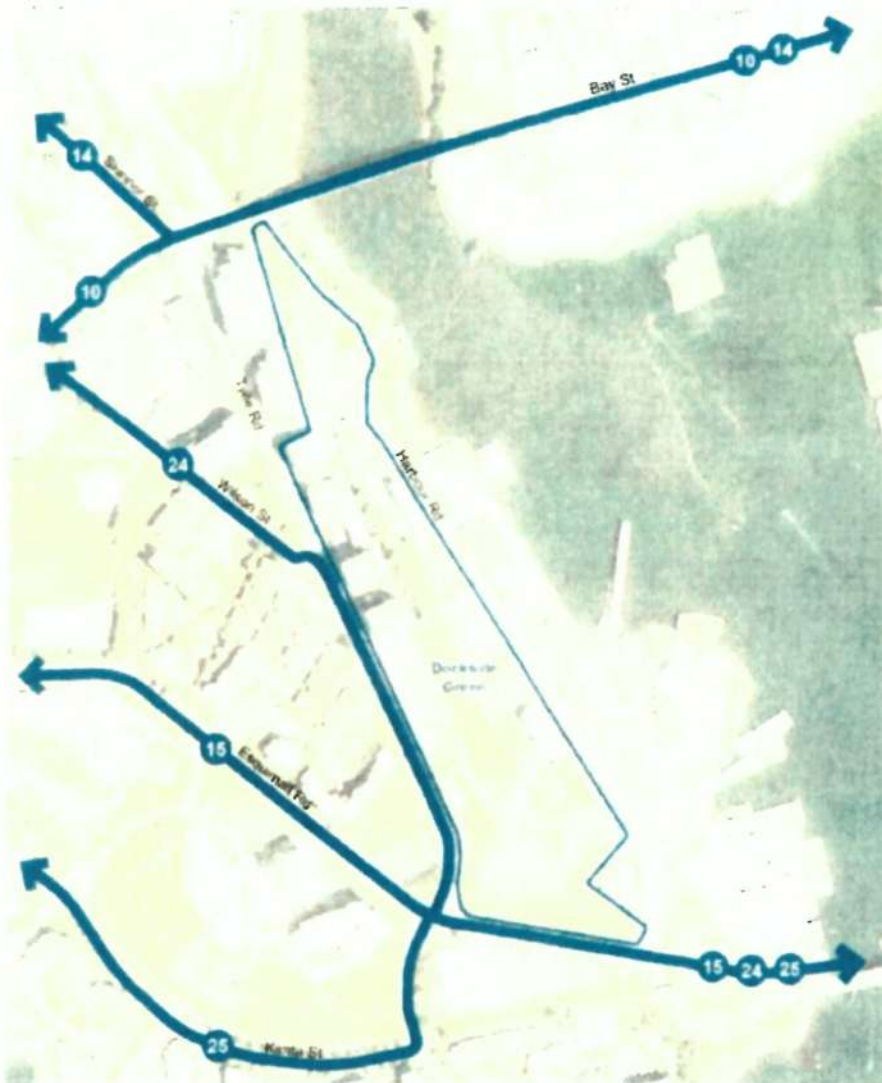
There is now no specific location proposed for exclusive seniors housing, rather seniors housing or other housing that might accommodate seniors may be located at different locations throughout the site. Rather than provide a dedicated mini-shuttle, transportation improvements will be available to all Dockside Green residents, employees, and visitors. This includes car share vehicles spread throughout the site to be in close proximity to users, improved transit service with a new stop and service on Tyee Road, high-quality bus stops adjacent the site with shelters / waiting areas, significant bike parking and multiple pedestrian and cycling connections. In addition, handyDART is available for those individuals unable to walk to access conventional public transit (mobility challenged), which replicates the door-to-door convenience that the mini-shuttle would have provided. The site is well located for able-bodied seniors, including those with scooters to access the site and surrounding amenities (Westside Village, Downtown Victoria, Songhees) as pedestrians and cyclists.

⁹ Letter dated December 8 2005

3.3.1 Transit Service

Five (5) routes travel directly adjacent the site: no.10 – Royal Jubilee/Dockyard, no.14 – Vic General/UVic, no.15 – UVic/Esquimalt, no.24 – Cedar Hill/Admirals Walk, no.25 – Maplewood/Admirals Walk/Western Exchange. See *Figure 2*. The no.14 is expected to be re-routed along Tye Road once the Johnson Street Bridge is complete¹⁰ (estimated 2017). Service frequency is approximately one bus every three minutes (each direction) during peak periods. Routes 14, 15, 24 and 25 provide service between the site and the downtown Victoria, replicating the shuttle service but with greater frequency.

FIGURE 2 TRANSIT ROUTES ADJACENT DOCKSIDE GREEN



¹⁰ Based on conversation with BC Transit Strategic Planning staff

3.3.2 Bus Stop Improvements

New bus stops will be required on Tyee Road to accommodate the new routing of Route no. 14. BC Transit suggests that bus stops should be spaced 200 to 365m apart in urban areas¹¹. Spacing between bus stops on Skinner Street at Bay Street and Esquimalt Road at Harbour Road (currently under construction) is approximately 850m, thus new bus stops are needed on Tyee Road. The preferred location is immediately south of the Wilson Street intersection, which is approximately half way between the existing stops and is aligned with the key east-west pedestrian corridor through the Dockside Green site. See *Figure 3*. This location may also be used by the no.24 bus route and the existing bus stops at the south end of Wilson Street may be removed, providing opportunity for increased on-street parking supply.

The re-allocation of monies initially identified for mini-transit to fund bus shelters and amenities at new Tyee Road bus stops is supported as part of the "Tyee Gateway" and strengthening public transit ridership among Dockside Green residents. Confirmation should be sought from BC Transit that the no.14 route will re-route along Tyee Road prior to finalizing.

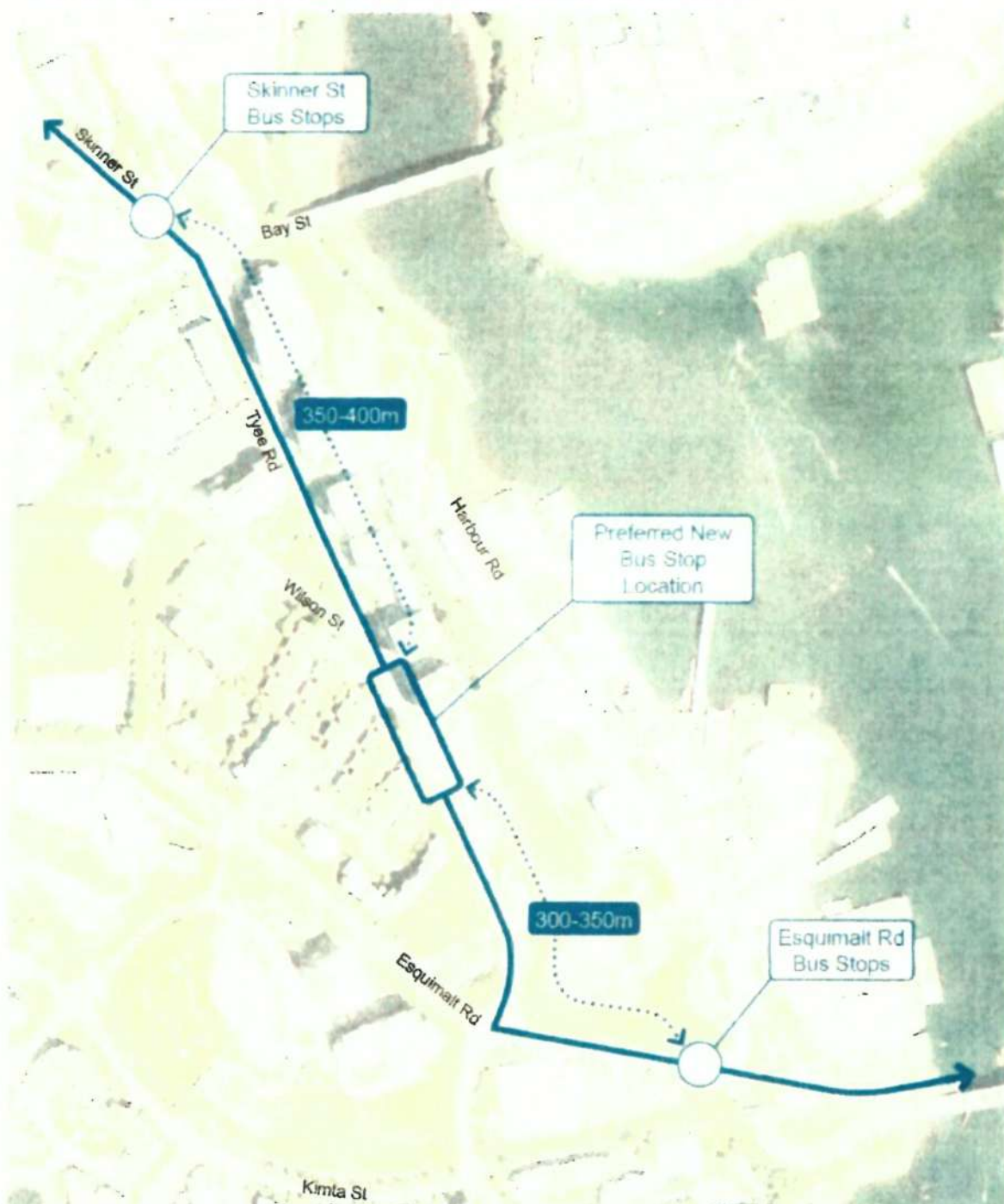
Refer to the *Traffic Impact Assessment* for further consideration of pedestrian crossing of Tyee Road relative to the proposed bus stops and site pedestrian desire lines.



Example of the bus shelter that may be provided at Tyee Road bus stops.

¹¹ BC Transit, Infrastructure Design Guidelines, p15

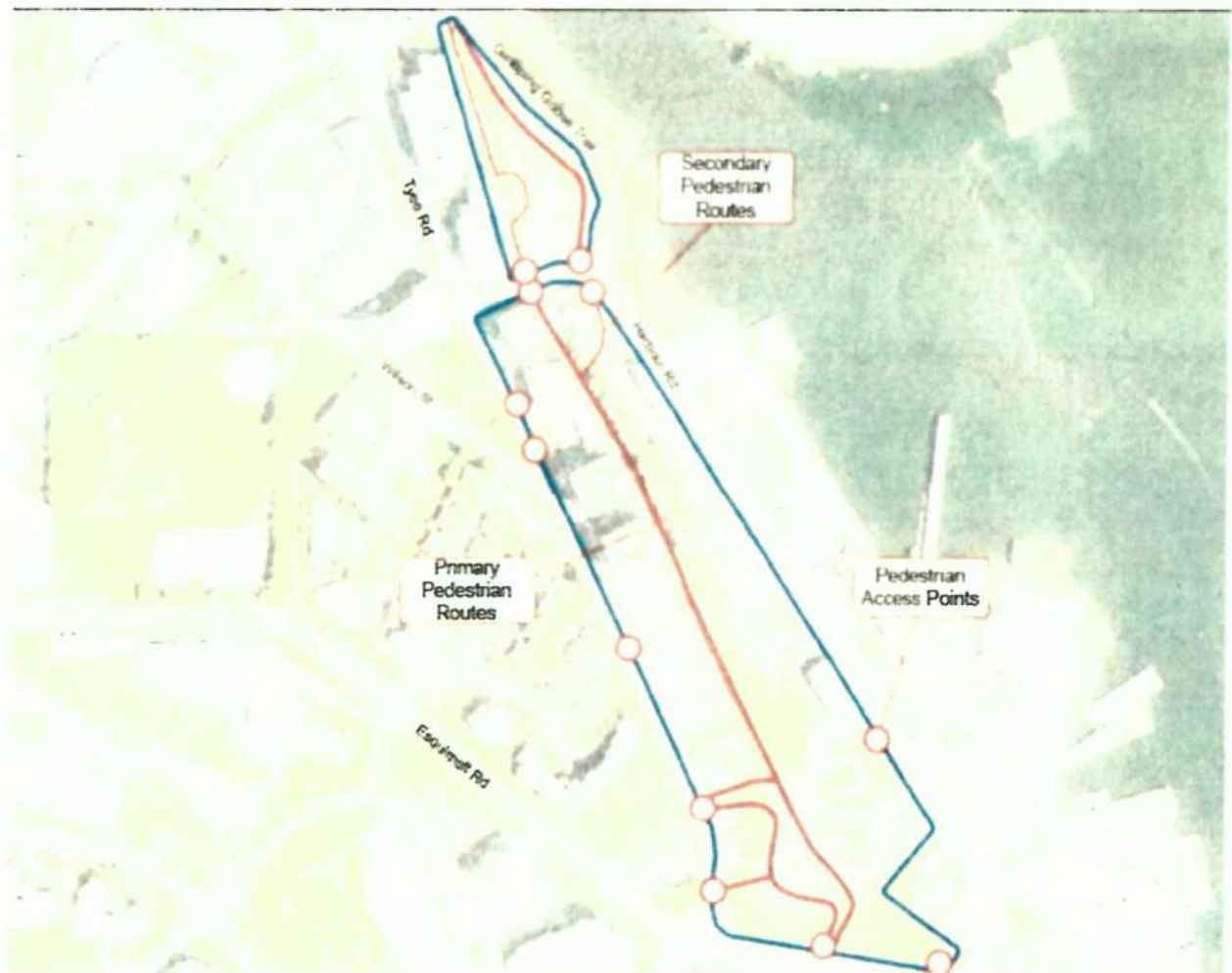
FIGURE 3 RECOMMENDED TYEE ROAD BUS STOP LOCATIONS



3.3.3 Pedestrian Accommodation

Direct and accessible pedestrian routes and accesses are provided throughout the site that accommodates pedestrians of all ages and abilities. See Figure 4. This information is included in the Dockside Green Universal Accessibility and Circulation Plan. Routes were developed that connect to key destinations externally and internally. Internally, there is a route that goes through the center of the site, with additional routes at the south end of the site to provide access to the commercial center. Access points are located in areas that provides direct routes to destinations externally including bus stops, and commercial services.

FIGURE 4 PEDESTRIAN ACCESS POINTS AND ROUTES



3.3.4 HandyDART

BC Transit's handyDART service will provide door-to-door service for individuals with physical disabilities. This service replicates the function of the previously proposed mini-shuttle for all eligible mobility-challenged Docksideroom residents.

Information should be provided to residents regarding the handyDART program provided by BC Transit. Individuals must register for this program prior to usage. This service will shuttle individuals door to door to their desired location. Trip types include subscription trips that are scheduled once a week or more at the same location and time for an extended period of time; or reservation trips that are one time or occasional trips.

BC Transit also has Taxi Saver coupons that can be used by registered handyDART users for one-time trips. The coupons provide a 50% subsidy towards the cost of taxi rides.

3.4 Education / Signage

3.4.1 Education

As set out in the current version of the MDA, an important component of the overall TDM strategy for Docksideroom was working with interest groups such as bicycle associations, BC transit, etc., to explore innovative approaches that Docksideroom can support, or test on-site. Further to this end, Docksideroom has suggested it establish an annual grant (which would run for 10 years) focused on promotional or education events on-site related to cycling, transit and pedestrian travel. The intent would be that by providing this grant, new ideas, discussion and concepts will evolve to support continued growth of alternative travel options at Docksideroom Green and more broadly within the City. An annual budget of \$2,000 (\$20,000 over ten years) is considered appropriate.

3.4.2 Mobility Hub Kiosks

Informational kiosks should be provided at the centre of each mobility hub that provide directional information to walking and cycling routes on-site and adjacent the site, and to nearby travel options such as bus stops, carshare vehicles, and the harbor ferry. Kiosks may also include supporting information such as transit rate, route and schedule information, carshare instructions and rates, and weblinks (or QR codes) to additional information online. \$16,000 is considered an appropriate budget for eight kiosks.



Examples of representative kiosks from Vancouver (left), Calgary (centre), and the University of Victoria (right)

3.5 Summary of Updated TDM Strategy

The TDM strategy from the 2005 MDA has been updated to reflect the TDM provisions that have been implemented and to identify a revised strategy to make best use of the remaining \$290,240 committed to TDM. See Table 6.

TABLE 6 SUMMARY OF UPDATED TDM STRATEGIES + BUDGET

Program	Description	Budget
Carshare	Purchase six additional carshare vehicles (approx. \$25,000 each)	\$148,000
Bike Racks	Bike racks to be installed on-site in excess of Zoning required bike 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

3.6 Comparison of 2005 + 2015 TDM Strategy

A summary of the committed TDM program in 2005 and the proposed TDM program in 2015 is shown in *Table 7*. A comparison of the each set of programs was conducted to determine the impact on parking demand on site.

- **Carshare.** Based on utilization it was calculated that providing ten carshare vehicles on the site was unnecessary due to current demand. The impact on parking demand is expected to stay the same; however, reducing the amount of vehicles provided will essentially be saving money as the other two vehicles would be unused. This money is proposed to be reallocated for other TDM programs.
- **Bike Racks.** The proposed bike rack program is expected to have more of an impact as the proportion of bike racks to residents/employees is increasing.
- **Education.** The proposed education program is a more concrete program with allocated budget that will improve the awareness of travel options to and from the site.
- **BC Transit.** Although a formal TDM program is not proposed to coordinate with BC Transit on improving service, several recent changes have been implemented which improves transit service surrounding the site.
- **Mini-Transit.** The mini-transit/shuttle program was deemed unfeasible for the site. Adequate transit and handyDART provides frequent service to and from the site to downtown.
- **Bus Stops.** Improving transit amenities surrounding the site will allow passengers to feel safer, and is expected to increase amount of transit riders.
- **Signage.** Providing signage at mobility hubs will assist individuals seeking information regarding alternative travel options, and further encourage usage.

TABLE 7 SUMMARY OF 2005 + 2015 TDM EFFECTIVENESS

Committed 2005 TDM Program		Proposed 2015 TDM Program	
Program	Description	Program	Description
Carshare	Ten (10) carshare vehicles will be provided and operated by Victoria Carshare.	Carshare	Purchase six additional carshare vehicles (approx. \$25,000 each)
Bicycle Storage	Bike racks will be provided to the LEED or City standard, whichever is greater. A total of 150 bike racks will be provided at grade.	Bike Racks	Bike racks to be installed on-site in excess of Zoning required bike parking
Education	Travel options information will be posted on Docksider Green website and distributed to residents and employees, including route maps (cycling, transit), cycling user information, and carpool and carshare information.	Education	Annual grant related to TDM education, with a commitment over ten years
BC Transit	Docksider Green will work with BC Transit to improve service during peak hours, encourage smaller buses, and explore strategies to promote ridership (i.e. subsidized passes)		
Mini-Transit	A shuttle vehicle will be purchased and operate between Docksider Green and downtown, and can be administered through Victoria Carshare or other alternative company.		
		Bus Stops	Provide bus shelters and related amenities for new bus stops on Tyee Road, which is the approximate cost of two "Class 3" bus shelters
		Signage	Budget assigned to provide signage at eight kiosks and planning/design of kiosk content

Based on the above assessment, it is expected that the proposed TDM program will have a comparable or greater impact on parking demand on site.

4.0 Summary

Dockside Green is committed to fulfilling the TDM commitment outlined in the 2005 MDA, both in terms of the monetary commitment and realizing equal or greater effectiveness. To-date, approximately \$85,000 has been invested in TDM including the purchase of two vehicles for the VCSC carshare fleet and on-site bike parking. The remaining financial commitment to TDM from the 2005 MDA is approximately \$290,000.

A revised TDM strategy is proposed that is centred on eight "mobility hubs" and is considered a more effective use of the remaining committed TDM resources, as follows:

- Purchase six additional carshare vehicles and contribute to VCSC fleet;
- Install new bus stops on Tyee Road;
- Allocate \$56,000 to install bike racks on-site (beyond Zoning required bike parking);
- Establish a \$2,000 annual grant to fund TDM promotions for a period of ten years; and
- Install eight information kiosks on-site (one at each mobility hub).

The proposed TDM strategy includes a reallocation of budget which is intended to meet the effectiveness of the previous TDM program as it produces a more viable and implementable approach to reducing vehicle and parking demand on site.

Appendix A
MASTER DEVELOPMENT AGREEMENT (2005), SCHEDULE F

SCHEDULE F

TRANSPORTATION DEMAND MANAGEMENT STRATEGIES

1. Car Share Program

The parties will work together to ensure that residents have minimum impediment to joining the car share. The Developer will provide a minimum of 10 car share vehicles for the Development in phases as outlined in Schedule D of this Agreement to be operated by a car co-op entity or other non-profit organization. Alternatively, the Developer will buy car share co-op memberships to the value of \$240,000 for Dockside Green residents and not charge the residents for such membership fees.

The vehicles will be a mixture of neighbourhood electric vehicles and high fuel-efficient vehicles (60 mpg+). The operation and maintenance of vehicles will be through a car share co-op or other non-profit organization.

The car share program will be available to both residential and commercial uses on site.

The City will incorporate into the parking planning for Tyee Road and Harbour Road provisions for the encouragement of car share vehicles and other alternative use methods of transportation such as free parking for car share vehicles, shorter parking stalls to encourage parking for smaller forms of transportation such as high fuel-efficient vehicles, motorcycles, mopeds, etc.

As a part of the information package the Developer is required to provide to prospective purchasers from the Developer promotional material on the car share program provided on site.

2. BC Transit

The project will work closely with BC transit to address peak hours (7:30 am to 8:30 am and 4:00 pm to 5:00 pm, Monday to Friday excepting holidays) and encourage BC Transit to provide smaller shuttle bus service for the Development.

Bus routes information will be provided to residents via the Developer's website. The Developer will also explore other strategies with BC transit (such as subsidized bus passes) to promote ridership and to ensure bike racks exist on buses servicing the Development.

It is understood by the Developer that amenities and facilities such as lay-bys and shelters may require easements and the Developer will consent to such reasonable easements at no cost to the City.

The Developer's obligations under this section 2 shall terminate on the Substantial Completion of all improvements in the Development.

3. Mini-Transit

The project will establish a Dockside mini-transit service through the car share company or other alternative company. As per the amenity Schedule D, the Developer will purchase a mini-transit vehicle(s) at the value of \$60,000. The vehicle(s) will be run during the day and possibly at night depending on demand. This strategy will be balanced with the provision of on-site car share program to monitor the most effective strategy and increase service for either service as required.

Transportation to downtown will focus on key drop off points where people work and key locations like the float planes. In addition, senior assisted living housing will be located near the site's commercial village to ensure easy access for seniors and other residents to the mini transit service, which will also service the commercial shopping center located off Bay Street. The idea is to ensure seniors have pedestrian access to the commercial resources on-site and flexible, convenient access to offsite destinations.

4. Bicycle Traffic and Storage

The Developer will provide bicycle racks to the LEED or City standard whichever is greater. The requirement as defined by LEED is Bicycle racks provided for 15% of residential occupants, bicycle racks and shower facilities provided for 5% of commercial, office, industrial uses. The Developer will provide additional lock up racks if demand warrants.

In addition, bike racks will be provided above grade throughout the development to allow easy movement within Dockside. Bikes will also be provided for hotel guest users. The 150 additional bike racks will be phased in accordance with the Development Amenity Schedule D.

5. Education

A key to the Developer's strategy is working with key interest groups like bicycle associations, BC transit etc. to explore innovative approaches that the Developer can support or test on site. The Development should be a leader in alternative transportation.

Education and informational support will also be a key component in promoting bikes, transit, pedestrian modes of traffic. The Dockside website will highlight the main routes for the various uses and information on car share and carpooling programs. Individual information will also be given to residents and employees on the Development.

Working with the CRD and bicycle associations online bicycle user information will be provided on the Dockside web. Information on the type of bikes, how to pack, be prepared for weather changes, safety tips etc will be provided.

The Developer's obligations under this section 5 shall terminate on the Substantial Completion of all improvements in the Development.

8. **Internal Road/Pedestrian areas for Industrial areas along Harbour Road:** Two sets of stairs from greenway trail system to industrial areas will be included. Also included are the road/parking surfaces with natural swales.
9. **Pervious paving/walkways in Parking Areas:** Parking areas will include natural swales and vegetated areas. Installation to align with buildings.
10. **Extensive Tree Planting:** The project includes extensive tree planting throughout the development. A formal treed boulevard along Esquimalt Road contrasts with fluid wilds off the internal greenway. Industrial parking/loading areas will have trees between parking stalls to create shade and calm the spaces. Pockets of shade trees will be clustered at the south and west facades of residential buildings to reduce solar heat gain. Plazas will include high canopy trees to provide shading, enclosure and clear low level site lines. Indigenous or adaptive species will be used to reinforce the west coast marina character of the project. A total of 400 trees will be planted on site of various sizes.
11. **Improvement to the Galloping Goose Trail:** The Galloping Goose Trail is an important regional connection through the site. Its alignment along Harbour road provides key pedestrian and bicycle linkages south to the City centre via the Johnson Street Bridge and north through Point Ellice Park. The designated bike route provided on each side of Harbour Street will be identified by a different colour scheme to easily identify the trail and highlight its importance. The Galloping Goose bike trail will be enhanced with the traffic calming structures on the south and north end of the site to allow safe passage for bikes and slow traffic (see site plan on Schedule C). In addition textured paving will be introduced across Harbour Road on the North end of site (but not on the bicycle path) to slow traffic for cyclists. Signage will also be provided.

The Developer will also provide traffic islands at the north and south end of Harbour Road.

The Galloping Goose, between the Point Ellice Bridge and Harbour Road, shall be upgraded to be consistent with the City of Victoria Greenways Plan and the waterfront pathway approved for the Railyards Project. This will include a four (4) metre wide multipurpose path and a two (2) metre wide pedestrian path separated by a landscape median. The minimum width of the landscape median will be one (1) metre.

12. **Waterfront walkway (dock) and small boat launch:** A waterfront walkway along Lot 4 at Point Ellice Park. The walkway will be cantilevered from shore or piled and a floating dock for the harbour ferry will be provided. The dimensions of dock walkway must be 3 meters by 74 meters. The harbour ferry dock must accommodate 12 people and must be 2 meters by 10 meters. The waterfront will be cleared of the current invasive scrub and replaced as outlined in "Shoreline Enhancement and Restoration" below. The design must be approved by the City prior to construction and be certified by a structural engineer upon completion.

SCHEDULE G

AMENITIES

The following is a list of amenities being provided for the Development. Certain of the amenities described in this Schedule are generally depicted on Schedule C.

1. **Accesses across Harbour Road:** The site plan attached as Schedule C identifies several grade crossings in numerous locations that are identified with textured paving changes. These are located at:
 - (a) At the corner of Esquimalt Road and Harbour Road where the pedestrian staircase from the bridge accesses the site at a location approved by the City.
 - (b) Across Harbour Road at northeast corner of Lot 3 to Lot 4 where the traffic calming device is located across the traffic calming device on the south end of the Site.
2. **Staircase on south east end of site from Johnson Street Bridge:** A concrete pedestrian staircase and pathway will be provided from the Johnson Street Bridge to the intersection of Harbour Road and Esquimalt Road. This connection will reinforce the pedestrian entry and plaza at the south end of Lot 1 as a major focal point when approaching the site from downtown Victoria. The City will maintain this staircase.
3. **Improvements to Esquimalt Road:** Trees will be planted along Esquimalt Road per site plan – see Schedule C.
4. **North South Greenway:** The greenway will be constructed in accordance with the Design Guidelines.
 - (a) **North South Pedestrian trails and connections:** This represents the sidewalk through the site north/south along the greenway including benches along sidewalks.

The primary north/south and the east west greenway linkages will focus primarily on pedestrian access. The trail will be barrier-free. Separation of public open space from adjacent residential uses would be achieved with natural planted areas, and water bodies comprised of a linear system of detention ponds and water channels. This will be a major ecology feature for the development with a constant flow of water.
 - (b) **Green Space:** This includes a mixture of plantings, high performance irrigation, rainwater collection for green way system and other miscellaneous planting on site.

A small boat launch will also be provided similar to the Selkirt Waterfront development for small non-motorized craft access such as kayaks or appropriate launch from the waterfront walkway dock.

- 13. Shoreline Enhancement and Restoration:** The north end of the property – Point Ellice Park – consists of undeveloped land largely covered by scrub vegetation (dominated by broom and noxious weedy species). The shoreline is an undulating edge of abandoned concrete wharf abutments, rock-stack rip-rap and rocky outcroppings. The shoreline plant community also is dominated by weedy species and mature broom. The inter-tidal zone consists of an unstable cobble, gravel, sandy benthic complex largely devoid of seaweeds or other marine species.

The re-development of the Point Ellice parkland portion of the project would restore the upland plant community by replacing the existing weedy species with a mix of native and adaptive species approved by the Director Parks, consistent with the expected capital budget outlined in Schedule D. The intent would be to provide an aesthetic plant community that maximized a range of habitat values for small mammals and avian species. The upslope plant community would be designed to provide nesting and rearing species, together with a range of food species (e.g. berry and seed producing). The shoreline will require the use of small segments of rip-rap to be installed to stabilize the upper inter-tidal zone. These sections will be integrated with the existing concrete abutments; the latter provide continuity with the Docklands history as a working harbour. This zone – the boundary between sea and land – provides a varied habitat for a richly diverse assemblage of plants and the animals that depend upon them.

The inter-tidal zone should be assessed for its potential to be restored as a functional marine ecosystem through the creation of large rocky habitat complexes. These structures would provide stable surfaces for the algal community that, in turn, provide the luxuriant growth for a wide range of marine animal species (e.g. star fish, crabs, urchins, fish, etc.).

Species and habitat using a large diversity of flora and fauna will help restore and enhance the shoreline along Point Ellice Park. Where possible existing rip rap would be reconfigured with pockets of native tree and shrub planting and combined terraced beds of aquatic vegetation.

Native and adaptive species planted to the satisfaction of the Director of Parks.

- 14. Play Area:** In the central North/South Greenway, a neighbourhood play area will be provided and maintained within close surveillance of neighbouring residential units. The play area and equipment will be constructed and maintained to CSA standards to a plan approved by the City, such approval to be within the expected capital budget as outlined in Schedule D. For certainty the materials used, to the extent possible and practical, will be non-toxic, biodegradable, reusable, recyclable and durable.

Appendix B “MOBILITY HUB” CONCEPT

H

F

G

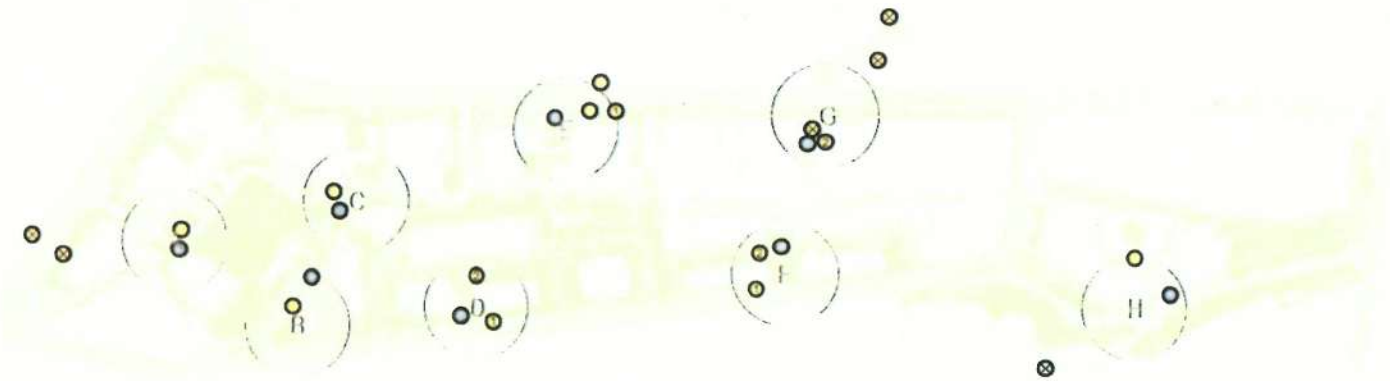
D

B

C

E

A



- ⊗ Existing
- Proposed
- Carshare Vehicle
- Primary Parking Space
- Secondary Parking Space
- Bike Parking
- Bus Stop
- Harbour Ferry Stop

SUMMARY OF TDM PROVISIONS, BY MOBILITY HUB

	Car Share	Bus Stops	Bike Parking	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



Amolak Nijjar, CPA, CA
Business Development Manager
Dockside Green
710 - 815 West Hastings Street,
Vancouver, BC V6C 1B4



July 23, 2015

Dear Amolak Nijjar,

RE: CAR SHARING AGREEMENT FOR DOCKSIDE GREEN

Thank you for your interest in partnering with MODO to expand car sharing with future development phases of Dockside Green.

Currently, there are 280 residential and 4 commercial MODO car share memberships at Dockside Green, along with two parking spaces (one EV charging station). MODO will deliver the first EV in its Victoria fleet to this location next month.

For future phases, MODO is in support of Dockside Green's offer of \$148,000 in funding to purchase six (6) MODO car sharing vehicles along with parking spaces. The total number of vehicles on site will grow to eight (8). We believe that 8 vehicles is adequate for full build out on this site, and if demand increases for car sharing, MODO will be placing more vehicles in and around the site. This will allow us to deliver a quality car sharing service to the development and should have a positive impact in reducing demand for private vehicle ownership on the site.

Regards,

Pam Hartling
Developer Liaison (Victoria)

February 17, 2015

Mayor and Council
City of Victoria Planning and Development Department
1 Centennial Square
Victoria, BC V8W 1P6

Re: Dockside Green Proposed Rezoning and Modification to Development Agreement

The Victoria West Community Association – Land Use Committee hosted a Community Meeting on September 16, 2014 to consider a proposed and significant zoning modification at the Dockside Green development site. The room was filled to capacity. The meeting followed a series of community workshops that were organized by the Dockside Green development team to solicit suggestions on how the existing zoning and development concept may be modified to better support a resurrection of construction activity.

The professional design team made thorough presentation regarding the overall neighbourhood design concept, including a re-orientation of public space, shifting of building density (including an overall reduction in floor plates and increase in the number of buildings), use (both commercial and residential), and view corridors. The community also heard that 75% of committed amenities had been delivered, and that the remaining committed amenities would be delivered during build out, with some additional amenities being added as a result of the recent public consultation workshops (e.g. dog park). However, a discussion about the Sustainability Centre revealed some ambiguity in what can be expected for that community amenity. As well, the developer's commitment to building-level certified LEED NC Platinum was to be abandoned.

Overall, the community responded relatively positively to the re-zoning and development scheme as presented. Appreciation was expressed for the thoughtful engagement process conducted by the developer, and the visionary re-thinking that took place. Of particular interest to the community is the possibility of interim on-site amenities that could render the site at least somewhat functional and at the very least introduce a creative element to an otherwise inaccessible area during the remaining years of construction.

There were **three significant concerns** raised at the meeting, and subsequently reinforced by follow-up comments to the Land Use Committee Chair. They include lack of on-site parking provisions, the short-term view of the Sustainability Centre, and the lack of commitment to building-level LEED NC Platinum certification.

Parking is a major concern in the Victoria West neighbourhood generally. Within the proximity of the Dockside Green development site, parking issues are especially

punctuated because of the closeness to the downtown core, the businesses situated onsite, the popularity of on-site businesses (i.e. Fol Epi and Café Fantastico), and lack of existing or planned parking infrastructure. Lack of parking is already creating vacancy issues for existing commercial space, and is causing serious concern for residents. With the build-out of additional commercial space and public amenities, the current parking issue is expected to be even more significantly exasperated and will need to be addressed.

All parties seem to agree that the Sustainability Centre is intended to provide access to facilities and networking opportunities by individuals or groups when advancing triple bottom-line sustainability interests. The concept itself was incorporated into the Master Development Agreement, and considered to be a reflection of the philosophy for the overall neighbourhood design. The Victoria West Community Association was meant to be a partner in determining the manifestation and occupation of the Sustainability Centre, as well as having access to space. Although innovative, the concept as presented by the developer would provide only a temporary solution, and is not considered adequate or (ironically) sustainable. Permanent infrastructure required to accommodate a go-to "centre" of sustainability business that is inherently woven into the fabric of the new development must still be provided.

Finally, the developer's lack of commitment to LEED NC Platinum certification on a building level is considered a big disappointment to many members of the Community, and should be a concern for the reputation of the City. Among multi-building urban developments, Dockside Green is a notable for one reason – because of the aggressive commitment to triple bottom-line sustainability pitched by the owners when they were one of the proponents bidding on the development agreement; a commitment that was accepted by the City. Without upholding this commitment to building level LEED NC Platinum certification, there is no assurance (in fact it would be unlikely because of lack of accountability) that future onsite development will meet leadership in energy and environmental design standards. Building-level design is what causes the possibility of high performance over time and there is no justifiable reason to relax the commitment to building-level certification. A developer who is apprehensive about the requirement of LEED NC certification will not have the conviction or vision required to continue building this world-class model of environmentally sustainable development, which the community strongly believes should be upheld.

Modifications to the proposal that accommodates ample easily accessible parking for tenants and public patrons, requirement to uphold a commitment to establish a long-term Sustainability Centre, and maintain a commitment to LEED NC would be well-received by the Victoria West community, and should be required before re-zoning approvals are offered.

Sincerely,

Bernie Gaudet
President, Victoria West Community Association

Dockside Green OCP Amendment Feedback - Voicemail

Paul Burke – 50 Songhees Pt Unit # 412
[REDACTED]

Opposed to Amendment to exempt Development Permit Applications for subdivision.

Mike Wilson

From: Deborah Kumka [REDACTED]
Sent: Wednesday, Jun 8, 2016 4:44 PM
To: Mike Wilson
Subject: 353 Tyee Road (Amend OCP Bylaw)

Mike,

I am an occupying owner of a business strata at 388 Harbour Road and would like to express my concerns about the proposed new design guidelines and exemption from future subdivision applications that require a development permit.

1. Due to recent sale and development of Lot R4 & R5 (directly behind our Commercial Building) we found ourselves without access to our privately owned parking spaces as the easement was also part of the sold subdivision. To fix this, there were resolutions and land title applications just so we could have free and clear access to our parking spaces. I believe the permit process was the reason this issue was discovered and would hope that the City of Victoria continue to require the complete development permit process without exemptions.
2. The new design guidelines include parking considerations for the proposed residential and commercial buildings. I know the developers would like to determine which businesses occupy the future buildings they have planned but I can't see how they can request an adjustment on standard parking calculations based on their Beta Plan. Dockside Green's Beta Plan for parking does not take into account the existing business where parking is already a problem. Therefore the requested 25% reduction of the demand rate is not warranted for the Dockside Green Development as a whole. They talk about shared parking with future developments but that is not an option with the existing buildings. To reduce the demand rate will only increase the parking problems around the existing residences and commercial locations.
3. The proposed Dockside Green design does not discuss the requirement for new developments to meet any LEED standards. Landscaping, signage, and lighting guidelines do not ensure that new developments will meet the LEED NC Platinum standards. The current residents (commercial and residential) feel strongly that the commitment to LEED NC Platinum certification should be maintained. How can we ensure that any future developers are using the existing water, sewage, heating systems to the advantage of ALL in this community if the new LEEDS focus is for LEED ND Platinum (meaning no further developments in the area are required to be LEED certified).

These are my main concerns for this application and I wish to thank you for giving me the opportunity to comment.

Regards,

Deborah

Deborah Kumka

TimeLine Bookkeeping Services

#201, 388 Harbour Road, Victoria, BC, V9A 3S1

This email (including any attachment) is confidential and may be protected by privilege. Any unauthorized use, dissemination or copying of the content is prohibited. If you are not the intended recipient and have received this email in error, please notify the sender by email [REDACTED] and delete this email and any attachment.

Mike Wilson

From: Deana Brown [REDACTED]
Sent: Wednesday, Jun 8, 2016 5:40 PM
To: Mike Wilson
Subject: Proposed Changes to the Official Community Plan - 353 type Road

Attention: Mike Wilson, Senior Planner

I have reviewed proposed changes to the DockSide Green Project.

While I support economic development, I do not believe the proposed changes are consistent with the original principles of DockSide Green and the existing community plan. The increase in height is particularly worrisome for existing development and is in conflict with the existing model for development in the inner harbour and gorge area.

Furthermore, I do not see a sound rational justification for council to approve these variances to the community plan. If approved, this will be a massive change in zoning viewed as a precedent for other development within the inner harbour.

In conclusion, I do not support the increased height allowances and recommend this proposal be rejected outright.

Yours truly,

Deana Brown

402 - Sitkum Road
Victoria, BC

Attention: Mike Wilson, Senior Planner - Urban Design

Re: Dockside Green Building Proposals

A year ago, I moved into a top floor condo at The Edge, which is located on Sitkum Rd. The front of the building faces the corner of Esquimalt Rd. and Tyee Rd. My incredible view spans from the Parliament Buildings to the south to Mount Baker to the east. I overlook the fascinating Harbour Rd. industrial area and the Dockside Green vacant land.

I have been monitoring the proposed development that is in the works for Dockside Green and was there a week ago to hear what the representatives are saying and to get a chance to speak to them.

I received a notice from the City of Victoria that provided a website to get detailed information about the latest proposals and submissions that have been presented to City Council. I appreciate receiving this information, for the chance to see exactly what is being proposed for the vacant land and for the chance to offer my opinion.

One of the things I love about Victoria is the lower building charm it has - it has not gone the "big city route" and allowed massive high rises to disrupt the skyline except of course for the Promontory building on Esquimalt Rd. I can't believe the height of it got approved and now I fear that approved height will be precedent setting for future high rise buildings, especially in this area.

I read the whole Dockside Green Urban Design Guidelines dated May 1, 2016 that was on the website. This particular section greatly worries me:

Section 3.1.2 - Skyline & Views Guidelines

#2 - Buildings on Tyee Rd. and Esquimalt Rd. shall increase in height towards the corner of Tyee and Esquimalt Roads in order to cluster the highest buildings at the corner intersection.

Of course, my main concern is losing my view and the 3D illustrations of the proposed site shows three very high towers in that corner, all of which would be right in front of my windows. I was told they could be as high as 21 stories, which makes me cringe at the thought of losing my privacy. I would be looking into the windows of a multitude of suites and they would be able to look into mine. This greatly impacts me and most who live at The Edge. Even though I am on the top floor of my building, it is only 4 stories high - although being built on a rock has given it more height. The main reason I moved into this building was for the incredible views, which I enjoy every day.

Even though my concern is very personal, I would like to offer a suggestion that I think is worthy of consideration:

That the lower buildings are built at the corner of Esquimalt Rd. and Tyee Rd. and that they gradually get taller going north toward Bay St. That way, the top floors in each building will have views of the city, unobstructed by neighbouring towers, which would be a great selling feature too. With the present proposal, only the front tower would have the view of our beautiful city. Also, terracing heights are much more interesting to the eye - just look at the beautiful Laurel Point as an example. It's only one building on a lower scale, but its terraced design is impressive and showcases our city beautifully.

Thank you for your consideration. I am born and raised in Victoria and I love this city. I sincerely hope that City Council does not approve the height of those three proposed towers near the corner of Esquimalt Rd. and Tyee Rd. and I hope that they will continue to keep height restrictions low, not only in this area, but in the city as well. Please do not let the Promontory set the precedent.

Sincerely,

Sandi Playsted

#405 455 Sitkum Rd.

June 8, 2016

Mike Wilson

From: Andrea McEachran [REDACTED]
Sent: Wednesday, Jun 8, 2016 3:01 PM
To: Mike Wilson
Subject: Re: Feedback re: amendment for Dockside Green

Hi Mike,

I am a current owner of a small commercial office space in the Prosperity Building (#388 Harbour Road) at Dockside Green, and would like to comment on the application for an amendment that “would adopt new design guidelines and exempt future subdivision applications from requiring a Development Permit.” Having reviewed the information available at www.victoria.ca/devtracker, I have concerns I would like express.

First, I agree with all of the concerns expressed by The Victoria West Community Association in their letter to Mayor and Council dated February 17, 2015; most notably the lack of on-site parking provisions, and the lack of commitment to building-level certified LEED NC Platinum. I am concerned that exempting future subdivision applications from requiring a Development Permit might further reduce oversight by The City of Victoria, and allow decisions to be made by Dockside Green and new developers that exacerbate existing issues, and may not be in the best interests of owners who bought into the vastly different vision of Dockside Green proposed several years ago.

Second, how will easement issues such as the one recently highlighted and addressed by The City of Victoria (i.e., ensuring Dockside Green to draw up a legal document permitting owners of #388 Harbour Road to cross an existing easement to access privately owned parking spaces) be identified if there is no independent oversight of future subdivisions at Dockside Green? Was it not the Development Permit process that caught and addressed what could have been a major issue for those of us who own space in the Prosperity Building (i.e., we could have been prevented from accessing both the entrance of our building, and the privately owned parking spaces)?

Third, will all future subdivisions be required to, at minimum, connect into the self-sufficient district energy system operated through Dockside Green Energy? I am not clear on this point after reviewing the new design guidelines. Existing owners at Dockside Green subsidize a fraction of the current costs of this energy system, and future subdivisions were intended to shoulder the remaining costs of this system as development rolls out. If the LEED NC Platinum standards are no longer required under the new design schemes, would new subdivisions be able to circumvent connection to the Dockside Green self-sufficient energy system? If so, the costs will no longer be manageable for existing owners, and the entirety of the system becomes unsustainable.

In summary, a request for an amendment exempting future subdivision applications from requiring a Development Permit makes me nervous, and I would like to know that all future subdivisions would have oversight by The City of Victoria from the outset.

Sincerely,

Andrea McEachran

202-388 Harbour Road



Mike Wilson

From: Doug Kelly [REDACTED]
Sent: Wednesday, Jun 8, 2016 3:46 PM
To: Mike Wilson
Subject: Proposed Changes to the Official Community Plan - 353 Tyee Road

Attention: Mike Wilson, Senior Planner - Urban Design.

I am writing to express my opposition to proposed changes for the Dockside Green Project. In particular the request to increase heights along Harbour Road, Esquimalt Road and Tyee Road. The proposed changes make the concept of Dockside Green a complete farce. Increasing heights in the area is inconsistent with the original zoning approval, the model for green development and totally out of character with the foreshore development all along the inner harbour.

Approval of these changes will result in a development similar to the False Creek re-development, a complete contrast to "green" and the image that Victoria has and current zoning prevents. We have a community plan to ensure responsible economic development and should not allow developers to use poorly disguised processes of community engagement to achieve their corporate objective of maximizing profit.

As this will impact my neighbourhood, I urge rejection of the massive changes in allowable height and request council confirm the existing height and density restrictions. It is not up to the council to make the financial model for the DockSide Green development, that is up to the developer working within approved zoning bylaws.

There are ample opportunities for development around the inner harbour current zoning to meet future housing needs for the next fifty to 100 years based on looking back over the last fifty years. If the financial model doesn't work for DockSide Green now, it will in the future.

Please do not allow Vancouver style development within the city of Victoria, the jewel that is Victoria will be lost forever.

Sincerely,

Doug Kelly
402 - 455 Sitkum Road.
Victoria, BC

Mike Wilson

From: Leanne Taylor
Sent: Wednesday, Jun 8, 2016 12:45 PM
To: Tim Boulton
Cc: Mike Wilson
Subject: RE: 353 tyee road - letter to council re 353 tyee road

Hi Tim,

Thank you for your email. I have forwarded your email to Legislative Services to be included as correspondence in the June 9 Council Agenda concerning the Dockside Rezoning Application.

If you have any questions while Mike is away, please do not hesitate to contact me.

All the best,

Leanne

Leanne Taylor, MCIP, RPP
Senior Planner
Sustainable Planning and Community Development
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6

T 250.361.0561 F 250.361.0386



From: Tim Boulton [mailto: [REDACTED]]
Sent: Wednesday, June 08, 2016 10:09 AM
To: Leanne Taylor <ltaylor@victoria.ca>
Subject: Fw: 353 tyee road - letter to council re 353 tyee road

Good Morning Leanne,

I am forwarding the message I sent to Mike Wilson last night because I understand that this afternoon is the deadline to get my concerns to Council regarding the proposed change to the Official Community Plan for Dockside (353 Tyee Rd.).

I would appreciate it if you could forward my concerns to Council as I received an automatic email from Mike saying that he is away until June 13.

Please contact me if you have any questions or concerns.

Thank-you,

Tim Boulton

From: Tim Boulton
Sent: Wednesday, June 8, 2016 12:29 AM

To: Mike Wilson

Subject: Re: 353 Tyee road

Good Morning Mike,

Please pass on the following to Council regarding the change to the Community Plan in the area around 353 Tyee Road.

Thanks,
Tim

Dear Mayor Helps and Victoria City Council,

I am writing to you regarding my concerns over the proposed change to the Official Community Plan at 353 Tyee Road.

Specifically, I am concerned about an increase in amount of traffic in this area. Since moving into the Tyee Co-op some 12.5 years ago, my family and I have noticed a huge increase in the volume of traffic on Tyee and Esquimalt roads and I am concerned that the development around 353 Tyee would increase the volume of traffic even more. It is my understanding that a traffic impact study was not undertaken. I feel that traffic considerations need to be assessed because I do not think that the development can be seen independently from other developments that have occurred, or are underway or are still being planned for this neighbourhood. Since moving in to the Co-op, we have seen Dockside Phase 1 go up; three developments on Wilson Road by Save-On-Foods; the Bayview and the Promontory buildings with the Encore currently underway; Shutters and the Railyards. These developments have combined to help increase traffic in this area leading to times where traffic sometimes moves at bumper to bumper speed. Even turning left from Sitkum Road, where we live, onto Esquimalt Road so we can drive thorough town is much more difficult now than it used to be. Furthermore, the amount of traffic that is now moving through our neighbourhood is moving along roads that I don't believe are meant for heavy traffic and I see more cars backed up as they try to funnel their way along Esquimalt, Tyee and Harbour Roads in and out of the city. And too, the amount of traffic such a development could create has to be seen in the larger context of making transportation available so that people will be inclined to keep their cars at home. I don't see the "big picture" of how transit is going to work with such a large development.

I also see the proposed change as a step away from a development that was supposed to be more "community" oriented. The feel I get from looking at the proposal is a big city, cram in style that has little if anything to do with creating spaces where events such as meetings, small concerts, etc. can take place. I also have to question what kinds of stores will be in the development. While I understand that Council cannot regulate that a grocery store be put in, I do have concerns that lacking a community approach, the development leans towards residential spaces meaning that without a community/village model that includes places where people can buy their groceries from a farmer's market, or store that is easily accessible by walking, people will use their cars to go to Save-On (especially in bad weather) which goes back to my concerns about traffic in this area.

Finally, while I do not recall the details of the development at 353 Tyee, I do recall that the proposal was for more community oriented. It bothers me that after making such a pitch, the proposed change to the Official Community Plan has looks as though it is about building even more high rises where the word community merely exists in a dictionary.

I would appreciate any feedback from you and you may certainly contact me if you wish.

Thank-you,

Tim Boulton #61 420 Sitkum Road

From: Mike Wilson

Sent: Thursday, June 2, 2016 8:14 AM

To: Tim Boulton

Subject: RE: 353 tyee road

Please send them to me. I am assembling the package of all the public feedback and will forward it on to Council for their consideration.

Thanks,
Mike

Mike Wilson, MCIP, RPP

Senior Planner - Urban Design
Development Services Division

T 250.361.0384 F 250.361.0386

From: Tim Boulton [REDACTED]

Sent: Thursday, Jun 2, 2016 6:46 AM

To: Mike Wilson <MWilson@victoria.ca>

Subject: Re: 353 tyee road

Good morning Mike,

Thanks for your email!

If I have concerns regarding the proposal amendment, can I send them to you to forward them onto City Council?

Cheers,
Tim

From: Mike Wilson

Sent: Wednesday, June 1, 2016 10:19 AM

To: Tim Boulton

Subject: RE: 353 tyee road

Hi Tim,

I've provided some brief responses to your questions below. All of the background information including plans, staff report and proposed design guidelines are located here:

<https://tender.victoria.ca/tempestprod/ourcity/Prospero/Details.aspx?folderNumber=REZ00473>

Once you have reviewed the relevant documents please let me know if you have further questions or comments that you would like to pass on to City Council regarding the proposed amendment.

Thanks,
Mike

Mike Wilson, MCIP, RPP

Senior Planner - Urban Design
Development Services Division

T 250.361.0384 F 250.361.0386

From: Tim Boulton [REDACTED]

Sent: Tuesday, May 31, 2016 3:45 PM

To: Mike Wilson <MWilson@victoria.ca>

Subject: 353 tyee road

Hello Michael,

Thank-you for calling me back earlier today regarding some questions and concerns over the proposed changes to the Official Community Plan specific to 353 Tyee Road.

First of all, i am wondering how different the proposal is from the original Community Plan. What, for example, did the Plan say about density and how much will that density change should the proposed changes be successful? –**The overall density for the site is 2.084:1 FSR and that is not proposed to change as part of this OCP or Zoning Amendment applications.**

I would also like to know about any studies regarding changes to the traffic situation if the Community Plan is changed.

The applicant has provided a parking study. A traffic impact study was not required.

It is my view that any increase in traffic generated from building 6 high rises on the Dockside site should not be seen separately from ongoing and future developments in Vic West.

Aside from the residential buildings proposed in the changes, what other types of buildings are being considered i.e. a grocery store?

Commercial and office uses are proposed. Retail use is currently permitted and will remain a permitted use. The existing and proposed zoning would allow for a grocery store; however, whether or not a grocery store actually opens on the site would be up to the developer and market conditions.

Thank-you,
Tim Boulton
Sitkum Rd.

Mike Wilson

From: Stephen Lewis [REDACTED] >
Sent: Sunday, Jun 5, 2016 8:42 PM
To: Mike Wilson
Subject: Dockside changes

Importance: High

Good morning Mike Wilson:

As a neighbour of Dockside Green I would like you to know that I am totally against the changes to the Community Plan requested by the developers.

I am concerned that the developers have only built on about 1/3 of the site even though other residential construction has taken place over the past seven or eight years in this neighbourhood and closer to downtown. It seems that the developers have prevaricated intentionally in order to profiteer from increasing land values and now wish to gain additional profits by building high rise condominiums that are out of keeping with the rest of the development and contrary to the proposals that were originally agreed to by local residents some 10 years ago. The developers also want to gain even further profit by not having to obtain development permits for future sub-divisions. This is also contrary to the democratic process.

I, and many of my neighbours are totally against the proposals requested by the developer and I trust that the public hearing will be held at a time when we are able to attend and voice our objections.

It is the council's duty to listen to residents of the City of Victoria, not out-of-town developers.

Stephen Lewis
33 – 330 Tyee Road
Victoria



Virus-free. www.avast.com

Mike Wilson

From: The Ceminchuks [REDACTED]
Sent: Monday, Jun 6, 2016 4:21 PM
To: Mike Wilson
Subject: Re: Your letter of May 16th, It's Your Neighbourhood

Mike:

As a nearby condo owners in Shutters my husband and I are concerned about the increase in traffic, noise, and congestion with what appears to be a large development. We vote NO to the new amendment proposed, all applications should require development permits and follow the original guidelines. Victoria is a beautiful, smaller city and it should be kept that way.

Susan & Brian Ceminchuk,
#86, 52147 RR 231,
Sherwood Park,
Ab.,
T8B 1A4

Mike Wilson

From: Melinda Rose [REDACTED]
Sent: Tuesday, Jun 7, 2016 9:32 AM
To: Mike Wilson; Melinda Rose
Subject: OCP amendmenet proposal/Dockside Green Master Plann amendment proposal

Dear Mr. Wilson

Thank you for the opportunity to provide feedback/input on subject Community Plan amendment proposal. My wife and I purchased Unit 403 at 455 Sitkum Road in October of 2012. This is a top floor unit that looks directly at/over the area that will be effected by this proposal.

We did our homework/research when we were considering the purchase so as to inform ourselves on future surrounding developments that may change/impact the views from the unit. At that time we reviewed the approved Dockside Green Master Plan which detailed low-rise buildings in the area that now has proposed high-rise buildings. As well the density (# of buildings and size of buildings) now proposed is much greater. This will almost totally block all of our views of the new bridge and of the inner harbour and Gorge water way.

As noted, this proposed amendment and master plan will drastically impact the views from our unit and will directly correlate to a decreased market value of our Unit. This is a huge impact on us and not one that we can stand by and let happen without opposing it.

I am a professional engineer and not one to let emotion cloud fact . I always consider all factors when making a decision, so would you be able to educate me as to why council (the city) would want this amendment to be approved. (what is the benefit to the city)?

If possible, would you be able to email us directly when a date has been set for the public hearing.

Thanks in advance for your consideration and reply.

John Rose

Mike Wilson

From: Mike and Christina Ashcroft [REDACTED] >
Sent: Tuesday, Jun 7, 2016 3:44 PM
To: Mike Wilson
Subject: 353 Tyee Road Amendment Application

Mike Wilson, Senior Planner - Urban Design

Hello,

Thank you for the notification of May 16, 2016. We would like to provide feedback and voice our concern regarding the application to amend the OCP for the "Dockside Green" area. Looking through the tracker online, it would appear that the height of the various buildings would be further increased from the current plans and we are definitely against that. The proposed revision of the skyline would appear much more crowded and resemble Vancouver as opposed to the unique feel of Victoria. With the nearby Bosa Buildings there will already be several very tall buildings. While the desire to have more density in the Songhees area is appreciated, having the buildings close to the harbour tower over it, would certainly further block and overcrowd that particular area both in look and feel. Not to mention the additional strain on infrastructure living with even more people in such a condensed space.

Additionally, we have concerns regarding the exemption of future revisions from requiring a Development Permit. Wouldn't that mean developers are free to do whatever they please without regard to the people affected and without further oversight/input from the city? We are definitely not in favour of that.

Developers are typically concerned and driven by their bottom line and not about the quality of life for the people left to "live it" after they have moved on to their next project. Building taller increases their ability to sell more units without the need of additional land investment. They are also not left to live with the inadequate infrastructure as a result. Therefore, we are strongly opposed to these particular amendments to the Official Community Plan for the Easterly 300 Block of Tyee Road and the Westerly and Northerly 300 Blocks of Harbour Road and trust that City Council will take these relevant issues under advisement.

Thank you for considering our input into this proposal.

Christina & Mike Ashcroft

Mike Wilson

From: [REDACTED] on behalf of Colton Maier [REDACTED]
Sent: Tuesday, Jun 7, 2016 9:54 PM
To: Mike Wilson
Subject: Amendment Application - 353 Tyee Rd.

Dear Mr. Wilson,

I would like to express my feedback and concerns about the amendment application in place at 353 Tyee rd. As a frequent commuter in the area I feel that the proposed size increases on the buildings contained within this amendment would cause undue stress on the transportation in the area. With current traffic levels today during peak hours the traffic is incredibly backed up due to infrastructure that is in place. Further increasing the buildings capacity would place even further strain upon the roads, buses and bridges. My other point of concern was the request to exemption from further future permit adjustments without appraisal. I cannot believe that the developers would be making these changes to the plan to increase unit size if there was not a monetary gain in it for themselves, likely due to the success of the nearby Bosa properties and their relative size. These developers do not have to concern themselves with the infrastructure problems as they cash in when the building is built and then wipe their hands clean of the whole thing. I feel that this would prevent current residents the opportunity to have their opinions heard. Many residents purchased in the area due to the current public plans promising the dockside green buildings would not be too large. With these increases they change the entire perspective of the area, turning it from modern living to a crowded city hub like Vancouver.

Thank you for your time and consideration in these concerns.

Colton Maier

Mike Wilson

From: Alexandra Ashcroft [REDACTED] >
Sent: Tuesday, Jun 7, 2016 10:19 PM
To: Mike Wilson
Subject: 353 Tyee Road Amendment Application

Mr. Mike Wilson,

Thank you for the notification of May 16, 2016, and for seeking input on the proposed changes for the Dockside Green area in the Vic West community. I believe the intended changes for taller buildings in the Dockside Green development project would harm the people and communities in Victoria, but it would also deter people from living in this city who choose to live here to escape Vancouver.

People who come to live in Victoria prefer a lifestyle that is very different from Vancouver. Many, like myself, still enjoy the perks of a thriving downtown sector, but do not want to feel like very tall buildings and larger groups of people surround them. People come to live on the island for a reason. It is a simpler way of living. I believe with Dockside Green's proposed changes for taller buildings the city's landscape and atmosphere will change drastically, as they are right along the water near downtown, therefore, very visible within the city. I also believe the people who come here to escape the Vancouver lifestyle will ultimately be driven away by such a visible and imposing development.

Additionally, I believe that the current and foreseeable infrastructure will not be able to support a larger Dockside Green development's influx of even more new people. Currently, as I drive home in rush hour traffic the Bay Street Bridge is often backed up past Government Street. Furthermore, the traffic onto the Johnson Street Bridge can be just as horrendous. It can be especially unsafe when drivers do not realize the traffic often does not move despite having a green light at an intersection. On days that I bus to and from UVic, the busses are often full of people coming from Esquimalt into town and vice versa. If a major developer builds even larger buildings it will bring a considerably bigger population to this area, which is already having a hard enough time supporting the population it currently has.

Last of all, the proposed exemption for needing a permit for future revisions cuts out the vital democratic process for how this city is shaped. As citizens of Victoria, we should have the ability to give our input into the way this city is designed. If they are allowed to make revisions as they see fit without the consent of the community, it is cutting out our chance for the people who will be most affected by these changes to give their opinions and knowledge of the area. This information will only help to create the best community possible, but ensure democratic processes are respected.

Thank you for your consideration,

Alexandra Ashcroft

Mike Wilson

From: Josephine Nurse [REDACTED] >
Sent: Friday, Jun 3, 2016 2:24 PM
To: Mike Wilson
Subject: 353 Tyee Road; Official Community Plan

Dear Mike Wilson,

Thank you for the opportunity to provide feedback on the Official Community Plan. From what I've read, it seems these amendments would create the opportunity to increase the density in these developments. This is the main concern for me.

My first issue is that I wasn't able to locate any green spaces in these diagrams. The Railyards, Dockside Green and the Harbour Towers are a lot of cement, and families, pets, and children all need a place to enjoy recreation that is close by. An increase in density must be accompanied by increased space for these people to recreate.

Secondly, there is not enough infrastructure in Vic West to support a sharp increase in density. For example, recently work was done on the Bay Street bridge and residents of the Railyards complained of 40 minute crossings over the Bay Street bridge. Add to this the construction on the Blue Bridge, and it can be incredibly difficult to get out of Vic West. Now imagine there is an earthquake and people desperately need to get away from the Gorge.

In my opinion, we are not ready for another drastic increase in density. The Railyards' newest building, and related population increase, has caused numerous issues from parking to garbage to shortage of places to eat. Neither bridge seems ready or able to deal with an emergency. For these reasons, I feel the infrastructure is not quite ready to support this change. With regards to green space, there are already people in both the Dockside and Railyards complaining there is no grass nearby to take their children to play, to walk the dog, or other recreations.

Once these issues are addressed, I feel the city would be in a better place to consider changes to the Official Community Plan.

Thank you for the opportunity to provide feedback, and for your time.

Sincerely,

Josephine Nurse

787 Tyee Road

Mike Wilson

From: Kelly Moi [REDACTED] a>
Sent: Wednesday, Jun 1, 2016 10:32 AM
To: Mike Wilson
Subject: Re: 353 Tyee Road Application Amendment

Thank you. I am opposed to the increase in building height for R81 as it will further obstruct light and views from our property beyond what was originally approved in the community plan.

Kelly

Kelly Moi
[REDACTED]

From: Mike Wilson <MWilson@victoria.ca>
Date: Thursday, May 26, 2016 at 4:12 PM
To: Kelly Moi [REDACTED]
Subject: RE: 353 Tyee Road Application Amendment

Hi Kelly,

The zone currently permits the following:

"The height of a building must not exceed 45.13m, except that one building may have a maximum height of 66m and one other building may have a maximum height of 57.25m (all measurements relate to Canadian Geodetic Datum)."

The maximum height of the tallest building in this area is not changing. However, R8-1 (proposed at 62.4 m) will be taller than the existing zoning allowance of 57.25 m. The proposed building heights are as follows:

R8-1: 62.4 m

R8-2: 65.8 m

R8-3: 42.7 m

(all measurements relate to Canadian Geodetic Datum)

Please let me know if you have any additional questions or require further information.

Regards,
Mike

Mike Wilson, MCIP, RPP
Senior Planner - Urban Design
Development Services Division

T 250.361.0384 F 250.361.0386

From: Kelly Moi [REDACTED] ca]
Sent: Thursday, May 26, 2016 2:33 PM
To: Mike Wilson <MWilson@victoria.ca>
Subject: re: 353 Tyee Road Application Amendment

Mike, I received a notice regarding an application to amend the OCP Bylaw for the above. Can you advise if any changes have been made to height or density for buildings R81,R82 or R83 (corner of Esquimalt Rd and Tyee Rd)? I am an owner at Bayview Place. Thank you.

Kelly

Kelly Moi

[REDACTED]
[REDACTED]

Mike Wilson

From: Julie L. Ying [REDACTED] >
Sent: Sunday, May 29, 2016 10:32 AM
To: Mike Wilson
Subject: Concerns about the Dockside Green Development plan

Dear Mr. Wilson,

I am writing to you in order to express my concerns about the Dockside Green Development plan, specifically the Dockside waterfront precinct (R10-1 & R10-2). According to the plan, there will be a 14-storey tower (R10-2) and 7-storey plaza (R10-1) at the Dockside waterfront precinct area.

My main concern is the height of the proposed tower and plaza buildings, which would be much taller than all surrounding buildings. The two existing buildings at 645~655 Tyee Road are 4-storey and 5-storey only. The plan would go against the main theme of the Dockside Green neighborhood, which is to have low-rise buildings near the water while buildings on Tyee Road are relatively taller. This inconsistency will make the skyline of Dockside Green area look ugly and badly-designed.

Besides that, the proposed tall buildings will introduce much more traffic and noise to this waterfront area. It will destroy the peace that a lot of people enjoy by the waterfront and along the Galloping Goose trail. Currently, there is no tall building immediately next to the Galloping Goose trail, which makes the trail quiet and peaceful and attracts a lot of people.

I sincerely hope that the City Council will not let the development plan go forward in its current form, which will hurt the surrounding community including users of the Galloping Goose trail.

Sincerely,
Julie Ying
A concerned resident in Victoria West

Mike Wilson

From: Eleanor Aylesworth [REDACTED]
Sent: Friday, May 27, 2016 9:42 AM
To: Mike Wilson
Subject: Concern 353 Tyee Road development

I am concerned about changes to the official plan. I own 909- 160 Wilson St and my view has disappeared and my values have declined as a result of development in the area. Under no circumstances should developers be exempt from having to apply for a Development permit.

Also please send me the details of the proposed plan change.

Thank you

Eleanor Aylesworth-Warsh
[REDACTED]
[REDACTED]

Mike Wilson

From: UnykFamily [REDACTED] a>
Sent: Thursday, May 26, 2016 6:14 PM
To: Mike Wilson
Subject: Changes to Community Plan- 353 Tyee Road

I am a landowner in the neighborhood and I have read the proposed changes and do NOT agree at all with the proposal.

The original zoning permitted a certain density and it was with this understanding that I purchased property in Parc Residences. Density is significant already and an increase will just detract from the look and feel of the area.

Is there any limit to what will be allowed? How high must every building be? Are we to lose any possible view of the harbour or water?

As a second comment, there is no way that new subdivision applications should be exempted from the Development Permit process. Guidelines are just that "guidelines", these will always be interpreted by the developers for their benefit.

Roman G. Unyk, P.Eng.

OCP Amendment for Dockside Green - Public Feedback

Valerie Muron – 222 Esquimalt Road – Voicemail Comments

- Not a good thing to exempt future subdivision applications from the requirement for a Development Permit
- Development Permit requirement for subdivision is important.
- She is not in favour of the proposed Design Guidelines if they continue to include the exemption from the requirement for a Development Permit for Subdivision.

Mike Wilson

From: Rob Reiner [REDACTED]
Sent: Thursday, May 26, 2016 1:44 PM
To: Mike Wilson
Subject: OCP amendment for 353 Tyee Rd.

Dear Sir:

I am the owner of 1608-83 Saghalie Rd. and have received a notice of application for amendment of the OCP regarding 353 Tyee Rd. (and other addresses for Dockside Green Development).

I wish to establish that I am against the against this amendment. The proposed amendment would increase the height of towers impeding the sight lines from my home. In general, I oppose amendments to the OCP that negatively affect surrounding parcels. As homeowners, we rely on city development bylaws (and the OCP) to predict what our neighbours and neighbourhood will look like in the future. When such amendments are made, it can negatively affect existing homeowners while also creating uncertainty for everyone going forward.

I would also like to point out that the proposed amendment to increase square footage and height merely enriches the developers at the expense of the neighbours which is like asking council to choose between citizens. Given the rapid increase in value of Victoria properties, I would think that the developer should make far more money than was originally anticipated when the land was purchased without the amendment. Approving the amendment would just be city council feeding the greed of the developer.

Sincerely,

Rob Reiner

Mike Wilson

From: Katarine Holewa [REDACTED]
Sent: Tuesday, May 24, 2016 11:53 AM
To: Mike Wilson
Subject: Official Community Plan revisions

Hello,

I'm writing to state my opinion & concerns about the proposed amendment of the Tyee Road development. The development location listed on the map I received doesn't concern me as much as the application to exempt future subdivisions from requiring development permits. I am absolutely against this as it has the potential to open the flood gates for unlimited development, blockade to views, etc. We need to be cautious of providing open access to this type of building, especially when there are current residents who didn't "plan" for these changes when they bought their current homes. Current residents need to be informed, able to voice their concerns and have their opinions heeded.

So to be clear, I do not approve of exempting the developer from requiring future permits and would need more information about heights, condos-vs-town homes, etc, before approving the current or future projects.

Thank you,

Dr Katarine Holewa, ND
Resident - 787 Tyee Road

Mike Wilson

From: Barn Sandland [REDACTED] >
Sent: Thursday, May 19, 2016 9:08 PM
To: Mike Wilson
Subject: Feedback on Tyee Road Development

Thank you for the notification regarding proposed changes to the OCP and development proposed on 300 Block of Tyee Road and 300 blocks on Harbour Road.

As a longtime resident of the Vic West community, I'm generally opposed to high rises or towers in the area. The vast majority of buildings in the area from the Railyards along the Songhees to Spinnakers brew pub are low to mid-rise constructions which blend in well with the urban landscape in Vic West. I understand the desire to build high-density developments to mitigate land pressures and also understand developers can make a lot more money by 'building up'. However I would hate to see Vic West turn into a Coal Harbour type development of high end towers and high rises that remain vacant through the year, fundamentally change the look and feel of the landscape and community in a very negative way, in my humble opinion. The 2-3 and 2-4 storey development plans for the new Dockside development seem to fit the current urban landscape of the community here in Vic West very well, but i feel strongly that the proposed "towers" in the Tyee greenway precinct and elsewhere would really take away from the community feel of the inner harbour here. Furthermore, there is no indication of how high a tower might be. If the 'towers' are same higher as the newer Railyard buildings (3-4 storeys i believe) I would not be opposed.

Thanks very much for the opportunity to provide feedback. I hope that my feedback is taken into account and that the City will ensure that any future development will preserve the current look and feel of the Vic West and the Songhees neighbourhoods.

Sincerely,
James Sandland

Mike Wilson

From: GAIL YOUNG [REDACTED]
Sent: Thursday, May 19, 2016 6:24 PM
To: Mike Wilson
Subject: 353 Tyee Road

Hello Mr. Wilson,

We are new to the neighborhood and your website, but were unable to locate the property at 353 Tyee rd. on your Development tracker.

If the amendment to adopt new design guidelines decreases the height of any future buildings at the corner of Tyee and Harbour Road that would be acceptable. We have a wonderful view of the bridge and the city and would hate to lose it as it was a great selling point.

We are curious as to what would happen if there is an exemption for subdivision Development Permits. Is there another way that we can access this information or will it be posted soon?

We look forward to your reply,
Gail Young and David King
Sitkum Rd

Mike Wilson

From: David Ryder [REDACTED]
Sent: Tuesday, May 24, 2016 4:54 PM
To: Mike Wilson
Subject: Proposed Amendment - 353 Tyee Road
Attachments: Feedback for Proposed Amendment.docx

Hello Mike

Although I provided some initial comments last year, I attached my updated comments for consideration by the City as part of the formal review process.

I would be pleased upon request, to provide any clarification that might be needed.

I can be reached by email or phone at [REDACTED]

Thank you.

David Ryder

Feedback for Proposed Amendment for:

May24, 2016

353 Tyee Road – 300 Block Tyee Road Victoria, BC

Submitted to: Mike Wilson, Senior Planner – Urban Design

Submitted by: David Ryder, Bayview One Resident

Although my initial comments were submitted in 2015, the following provide updated concerns/observations both as a neighbouring resident and separately, as a retired architect from an urban planning perspective.

These comments relate most specifically to the “Dockside Commons Precinct” parcel and the seen issues comparing the 2005 Plan components 1B and 1C with the proposed R8-1; R8-2 and R8-3 components.

1. This specific Precinct as stated by the Developer, is possibly the most strategically placed from a citizens, residents and visitors perspective. Particularly for those viewing toward or travelling to the downtown and waterway via the new bridge access, the “wall” being created is much more imposing and significant than that of the 2005 plan. So much so both horizontally and vertically immediately at the street edge, that the views to and across the site to the waterway and beyond, may well be available only to those within the new development.
2. While it is acknowledged that a higher rise development on the overall site is needed for the project to be viable, the 2005 Plan with components 1B and 1C, proposed more rectangular and narrower parallel designs separated in such a way so as to provide much broader access and views/vistas through to the “Dockside Commons” and across the waterway into Victoria proper and beyond. This also allowing sunrise light to escape the edge “wall” to those in adjacent lower residences as well as to the roadways and the major intersection areas.
3. The previous 2005 concept created the “Dockside Commons” area as major urban focus both internal to this development as well as a very strong visible element for those walking, driving or living adjacent the site. The proposed new approach loses this very positive element and in fact the new “Tyee Gateway” has become a very introverted, angular and narrow corridor between the two dramatically high building “walls”. The former visibility through the site and focus on the internal greenspace and waterway beyond are for all intents and purposes significantly reduced or lost altogether.
4. The design has rightly indicated that this corner of this block is the most strategic from a number of perspectives. Perspectives being not only when viewed from within this development but and perhaps more but at least equally as important, from an external public and municipal perspective. From an Urban Planning viewpoint, it is suggested that there may well be a missed and very important opportunity/requirement that was evident in the 2005 design. The former concept within the development rationale, more sensitively perhaps provided a blending of high

rise elements with the more welcoming human scale of greenspace, water, light and openness on a pedestrian basis.

5. It is felt that the City's overall urban planning precepts might be better supported by a revisiting of the positive aspects of the 2005 concept. This not to merely copy the design but rather to address those elements that have inadvertently perhaps, been negatively impacted by the current proposal. As well, this would soften the very significant view impact on those in adjacent residences and commercial ventures.

Thank you for your consideration of these and other comments that may be received regarding this proposed amendment.

David Ryder

Mike Wilson

From: Jamie Greig [REDACTED]
Sent: Sunday, May 22, 2016 11:44 AM
To: Mike Wilson
Subject: 353 Tyee Road

Hi Mike,

Thank you for your Notice regarding the Official Community Plan. I am in support of the proposed changes to the OCP Bylaw for the Easterly Block of Tyee Road and the Westerly and Northerly 300 Blocks of Harbour Road.

Please note that the Development Tracker will not show any results at all for "353 Tyee Road," as your Notice suggests to use for the purpose of searching the tracker. "353 Tyee" as well as "353 Tyee Rd" both return a positive result. Hopefully this error in the Notice does not deter folks from looking into the proposal further.

Best regards,

Jamie Greig
399 Tyee Road

Mike Wilson

From: Steve Siegfried [REDACTED]
Sent: Friday, May 20, 2016 9:04 AM
To: Mike Wilson
Subject: RE: 353 Tyee Road, Proposed Amendment Notice dated May 16, 2016

Hello Mike,

Richard S & Maureen E Siegfried here.
#1203 - 83 Saghalie Road
(Promontory)

We have no objections to the proposed amendment to the OCP Bylaw.

Regards,
Steve

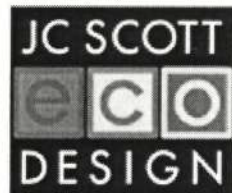
Mike Wilson

From: JC Scott [REDACTED]
Sent: Saturday, May 28, 2016 1:58 PM
To: Mike Wilson
Subject: 353 Tyee

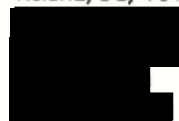
I support the container BETA concept for Dockside.
JC



JC Scott,
Principal Designer



17 - 1/2 Fan Tan Alley
Victoria, BC, V8W 3G9



Mike Wilson

From: Ann Sawatzky [REDACTED] >
Sent: Thursday, Jun 2, 2016 1:10 PM
To: Mike Wilson
Subject: 300 Block of Tyee Road

Hello Mike Wilson

I want to thank you for It's Your Neighborhood information letter.

I wish to say how pleased I am with the proposal for the 300 Block of Tyee Road to 300 Blocks of Harbour Road .

It's beautiful modern concept design , We are in desperate need cost supportive housing for all beautiful citizens .

I love this design .Congratulation .

Ann Sawatzky
411 Sitkum Rd

Mike Wilson

From: Chris Lawson [REDACTED]
Sent: Sunday, May 22, 2016 7:10 PM
To: Mike Wilson
Subject: Application to Amend OCP Bylaw

Hello Mike.

This is with regards to your letter of May 16 seeking input on proposed changes to the Official Community Plan.

Can you please advise specifically what is meant by "The amendment ... would exempt future subdivision applications from requiring a Development Permit."

Thank-you.

Chris Lawson
GA6-379 Tyee Rd, Victoria BC V9A 0B4

Mike Wilson

From: Mike Wilson
Sent: Wednesday, May 25, 2016 1:13 PM
To: Chris Lawson
Subject: RE: Application to Amend OCP Bylaw

Hi Chris,

New buildings will require Council approval through the Development Permit process. New design guidelines are proposed, but generally they carry forward the principles of the existing guidelines. The proposed smaller buildings at 'Dockside Beta's would be delegated to staff for review and approval.

Regards
Mike

From: Chris Lawson [REDACTED]
Sent: May 25, 2016 11:19 AM
To: Mike Wilson
Subject: RE: Application to Amend OCP Bylaw

Thanks Mike. And I assume all the existing plans and design guidelines would have to be respected as well. Correct?

Chris Lawson

On May 25, 2016 9:44:56 AM Mike Wilson <MWilson@victoria.ca> wrote:
Hi Chris,

It means that Council approval would not be required to subdivide the undeveloped lands so long as the proposed subdivision boundary is consistent with the subdivision plan provided in the proposed design guidelines. If the proposed subdivision boundary is different from the plan provided in the design guidelines, Council approval would be required.

Regards,
Mike

Mike Wilson, MCIP, RPP
Senior Planner - Urban Design
Development Services Division

T 250.361.0384 F 250.361.0386

From: Chris Lawson [mailto:[REDACTED]]
Sent: Sunday, May 22, 2016 7:10 PM
To: Mike Wilson <MWilson@victoria.ca>
Subject: Application to Amend OCP Bylaw

Hello Mike.

This is with regards to your letter of May 16 seeking input on proposed changes to the Official Community Plan.

Can you please advise specifically what is meant by "The amendment ... would exempt future subdivision applications from requiring a Development Permit."

Thank-you.

Chris Lawson
GA6-379 Tyee Rd, Victoria BC V9A 0B4

Mike Wilson

From: Stephen Bailey [REDACTED]
Sent: Thursday, May 26, 2016 8:01 AM
To: Mike Wilson
Subject: 353 Tyee Road (Dockside Green) OCP ammendment

Hello Mr. Wilson,

My name is Stephen Bailey. I own and occupy unit 1305 at the Promontory, 83 Saghalie Road. The view from my suite looks directly down on the Dockside Green lands. If they are built as currently designed they will largely block my view of the Mount Baker, the Gorge, and parts of downtown. Nevertheless all I want to say is...CAN WE PLEASE GET THIS HAPPENING! I would gladly sacrifice my stunning view to see the completion of this development before my demise (I'm only 51, but at this pace... who knows). I realize that the city really can't force the owner to complete all of the proposed buildings on a precise timeline, but please let's not have any more excuses to delay the development and provide the public amenities promised. The completion of this project is crucial to the transformation of this area into Victoria's most dynamic and exciting urban neighbourhood. The current boom in the demand for residential property in the City of Victoria won't last forever. Please let's get this project moving before we miss another window of opportunity and have to wait another 20 years.

I read the letter from the Vic West Community Association and while I agree that the owner should be required to deliver the public amenities promised, I don't agree with some of the concerns raised in their letter, specifically;

1) Not enough parking. Will we ever feel there is "enough" parking anywhere? I would be happy to see this development primarily used by occupants of the downtown and Vic West neighbourhoods, and as such it wouldn't require hundreds of spaces for people to drive in from the suburbs. The parking lot beneath Save on Foods is *always* 90% empty. Perhaps they could be approached about turning a large portion of this into general use pay parking in which case the Dockside parking situation could be resolved. The VWCA also claim they are very concerned about Dockside living up to it's "green" reputation. So why do they insist on more parking? If people don't have access to cheap ample parking they either walk, bike, bus, or stay somewhere closer to their own neighbourhood. That's good for the environment.

2) LEED Platinum is for the most part an unworkable standard. It's taking a good idea too far. The existing Dockside Green buildings already have HVAC systems that don't really work, and some finishes that are prematurely failing because the "environmental" technology used can't deliver on it's promise. This will lead to the early replacement of many building components which will be environmentally costly. I believe the developer has asked to drop buildings to lower LEED certifications. This would still reduce the environmental impact of the tenants without driving up the building costs to a point where only a few wealthy buyers with a very particular interest in environmental design could afford them. In my view the basic act of densification is good for the environment, not to mention the community, so please let's turn this gravel pit into housing, and if we can't solve all of the world's problems in the process I for one can accept that.

3) The "ambiguity" around the Sustainability Centre may be of intense concern for the VWCA because they seem to think it should be built largely for their use and benefit. Community Associations often come to believe that they *are* the community, but I imagine their reach does not go beyond 1 or 2 percent of the communities occupants. The community is made up of a very diverse group of people with very diverse needs and desires. The more open the use of any facility is the more it will be used and therefore the more "sustainable" it will be. We don't need another structure that gets used twice a week because it has been restricted to narrow uses defined by a small group's idea of how the world should be. Open the doors and let people in.

Thanks for your time and for the work you and your staff do in shaping our fine city.

Sincerely, Stephen Bailey

Dockside Rezoning

Stakeholder and Consultant Comments



Attachments:

- 1) **Dockside Rezoning Issues**
- 2) **Dockside Lands - Carbon Footprint Checkup**
Peter Schiønning, SOS Design
- 3) **Dockside Green LEED Review**
Christian Cianfrone, Morrison Hershfield
- 4) **Article "Blue Skies for Dockside Green: Biomass Gasification Heats Harborfront Community"**
International District Energy Association, Q4 2009

Submitted by Peter Schiønning
250-858-9224
peterole@sosdesign.ca

November 9, 2016

Dockside Rezoning Issues

A) Platinum and Gold LEED

The main issues for the review and current rezoning are primarily related to the LEED Platinum failure:

1. The project achieved LEED Platinum improperly without operating the biomass facility and without verifying the biomass effectiveness or acceptable economics. We now know that the biomass is not practical or economic and recently such a system is not part of the LEED ratings. It is now not LEED Platinum.
2. The project is currently not LEED Platinum and should not be represented as such by the owner or by the City of Victoria
3. The project must be inspected by experts who must do an expert opinion and evaluation. There is no proper report available at this time. A professional group is currently preparing a preliminary report for the Community stakeholders. Some information is attached herewith.
4. We know for sure that the biomass is not working and the utility will be run on gas instead of the project using green hydro power for heating
5. The biomass utility was designed to provide power. The project has been temporarily hooked up to the grid without payment. The utility is potentially grossly uneconomic and wasteful. Studies will show performance numbers and financial economic measures. These are critical.
6. The rezone Master Development Agreement (MDA) requires inspection for LEED Platinum and Gold 12 months after the next building phase is completed some 3-4 years from now. If standards are not achieved the penalties are very little, probably less than \$200,000. This is not effective. Why not require LEED inspections right now for the existing buildings, we know they do not qualify.
7. The approvals and land sale have a buyback clause if the developer did not perform. They purchased the land for \$8 Million or \$5 per buildable square foot. The value for zoned density over the time period was \$50-100 per foot which makes the 1.5 million feet worth \$75-150 Million. The current value if the 1 million feet is rezoned is \$50-100 Million. The value with the current zoning and all of the requirements is probably \$15-25 Million. If the City of Victoria exercised their option to purchase the property "as is" they would make \$25-50 Million on a rezone and sale.
8. VanCity has taken over the land as a lender and intends to sell the parts off without a Master Developer in place to ensure a comprehensive and proper build out.

9. The wastewater treatment has not passed inspection for the last 8 years. What are the issues?
10. The Purchase and Sale documents are not available for review and the overall development documents are not available through the convenience package or otherwise. Many documents that were found were not signed by both parties and there is no verification that they ever were. Also, where are the documents for the revised rezoning in 2007/2008? How will this previous second rezoning in 2007 be dealt with now?

B) Other Issues

In addition to the LEED failure and the various issues that are not part of the failure there are, among other things, the following items to consider:

1. The sustainability centre is reduced from 2000 meters to nothing except a \$400,000 get away payment.
2. The park dedicated in front of the office buildings by the Bay Bridge is reduced to a very small "mutt strut"
3. Car Share is reduced from 8 to 6
4. The downtown shuttle is gone
5. The parking studies and parking ratios are incorrect and/or inadequate. Watt does not use Bayview as a comparison, and Bayview needs at least 1.5/unit.
6. The amenity package will be phased but the property is being sold off in pieces. Who will build the \$20 Million worth of amenities?
7. The excavation of Lot A1-1 and A1-2 has been open for 8 years and has not been backfilled. Why is this not being enforced?
8. The site fencing is unacceptable and the site office is unacceptable.
9. There is no site landscaping and the parking for the site office is not paved or striped.
10. The Master Plan is inadequate and not properly reviewed by the City or by any 3rd party expert and not reviewed by the Vic West Community.

Conclusion

The misinterpretations in the overall information and the requirement for proper studies and reports make it impossible to proceed with conclusive decisions.

2016 11 09

To Mayor and Council, COTW

DOCKSIDE LANDS - CARBON FOOTPRINT CHECK-UP:

Dockside Green created a vision that the City, the region and the World gobbled up – an innovative, green, sustainable, carbon-neutral community. In their own words, Dockside acknowledged that being innovative meant taking risks, and facing challenges.

As a community, there is a lot of pride knowing that Dockside Green is our neighbor.

The District NRG system is one of the most talked about and innovative aspects of the development – the ticket to a carbon-neutral community.

The biomass gasification plant, designed to be fueled by waste wood would provide credits towards LEED Platinum certification for the initial buildings with points for renewable energy and energy performance. In addition, it was to generate 1.38 MW of electricity to be sold back to the grid.

The first building, Synergy, received LEED Platinum certification in – of 2008. This was only possible with points contributed by biomass gasification plant.

The biomass gasification plant was only commissioned in 2009, and from the start, faced challenges. If it was only ever functioning as designed for a short period of time, how could it have contributed to any LEED certification?

The system was designed for clean biomass only, not the recycled construction materials, tree trimmings, palettes etc. that were originally envisioned. As it turns out, the required fuel is actually difficult to source. In addition, the system requires the demand of the entire development, and preferably additional sites, to perform optimally. It cannot operate at "partial speed", and none of the neighbouring properties have seen any benefits to connecting.

Dockside states on their own Dockside Energy website that the community is recognized as one of the worlds leading examples of sustainable development. They state that by providing renewable thermal energy to on-site and off-site customers, Dockside Green can achieve the goal of being greenhouse gas neutral with respect to the total energy consumption on site.

The reality is that Dockside Green has been contributing to significant CO2 emissions since the plant was commissioned in 2009. As stated on their website, the Dockside Green Energy district energy system is operating in a natural gas only state. It was determined that until such time as higher demands are realized, it is not cost-effective to run the gasification process.

The City of Vancouver is phasing out natural gas as a fuel source by December 2017 – they have recorded that greenhouse gas emissions have increased since natural gas was promoted as a "clean alternative" to fossil fuels.

We urge City Staff and Council to seek clarification from the Developer on the following points:

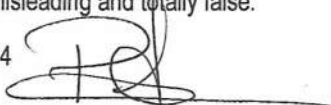
- 1) What is the current status of the biomass gasification system and what are the plans moving forward – ie. when will there be enough demand in the development to fuel with biomass instead of a natural gas boiler?
- 2) Where will biomass be sourced from, and will it be a reliable source?
- 3) Will it ever provide electricity to be sold back to the grid?

An important fact to consider is that if the district energy plant is fueled by natural gas alone, each new building that connects to the plant will be increasing the carbon footprint, as opposed to contributing to anything sustainable. District energy is not always a sustainable option, especially in our province where we have clean, low cost energy provided by hydro electricity.

In its current condition, Dockside Green is not the "world's greenest neighbourhood" or a "carbon neutral development".

With the eyes of the international community on the development, it is imperative that Dockside Green, as a leader and innovator, acknowledge the challenges faced with the district energy plant and set the record straight. The information currently presented on Dockside Green Energy website is entirely misleading and totally false.

Peter Schionning, peterole@sosdesign.ca (250) 858-9224





November 9, 2016

Mayor and Council
City of Victoria
C/O Peter Schiønning

Re: Changes in LEED Requirements at Dockside Green

Morrison Hershfield was retained to explain the differences in LEED requirements, as it relates to proposed changes in sustainability requirements for Dockside Green, as shown in the COTW Agenda for November 10, 2016. This letter provides the following:

- A brief overview of the different LEED rating systems
- A summary of how the differences in LEED rating systems may translate to building specific performance differences in relation to the Dockside Green development.
- The applicability and accounting of district energy systems and biomass renewable energy in LEED
- A brief description on potential changes to energy policy in BC

Overview of LEED Rating Systems

LEED is a rating system that addresses green building design, construction and operation, as well as green neighbourhood design, through a range of products that target specific areas of the market. The suite of LEED rating system offerings can be generally divided into four main categories:

- Building Design and Construction (BD+C), which applies to new buildings. Under previous iterations of LEED, "BD+C" was referred to as "NC" for New Construction.
- Building Operations and Maintenance (O+M), which applies to existing buildings
- Interior Design and Construction (ID+C), which applies to tenant fit outs
- Neighbourhood Development (ND), which applies to neighbourhoods, rather than buildings.

The LEED suite of products has also evolved over time, and is now in its third major iteration, termed "v4". As LEED has evolved from versions 1.0 to 2009 to v4, previous versions are phased out. As of November 1, 2016, new projects registering to pursue the LEED rating system must use the latest versions, v4. Projects that are registered prior to this date can pursue the previous version, LEED 2009, as long as they complete by 2022.

While there is general alignment of environmental objectives for each of the building specific LEED rating systems (BD+C, O&M, ID+C), LEED ND is significantly different in that it primarily rewards green urban design principles. LEED ND does reward building specific strategies, but to a much lesser degree than the other rating systems, which primarily focused on buildings. Buildings constructed in a LEED ND project must meet a few minimum green building practices, with additional optional green building practices offering more points. In a LEED ND project, there must be the following, with respect to green buildings:

- At least one building certified through a LEED rating system (new, existing or commercial interiors)

- A minimum level of energy performance, which is 5% better than the current BC Building Code
- A minimum level of water efficiency
- Minimize impact associated with construction activity through erosion and sedimentation control

The above criteria is mandatory for all LEED ND projects. Additional points for green building strategies can be awarded under a LEED ND project by pursuing additional building specific measures, such as increased levels of energy and water efficiency, site and material considerations, and others. However, the number of points vary depending on how many buildings the strategies apply to and the level of performance achieved.

Review of Dockside Green Requirements

In the COTW Agenda for the City of Victoria November 10th meeting, it appears as though future buildings built on the Dockside Green site are targeting a handful of green building measures as a part of the overall LEED ND Platinum strategy. One of the optional LEED ND points being pursued are related to energy efficiency. The document states that 12% energy cost savings over ASHRAE 90.1-2010 is being targeted for all future buildings, which would award 1 point under the LEED ND system. As a comparison, this level of performance would achieve approximately 6-7 points for projects registered under LEED 2009 rating system (which some Dockside Green buildings appear to be, based on the information found on the Canada Green Building Council's website).

The originally built Dockside Green buildings achieved LEED Platinum certification under the LEED Canada NC 1.0 rating system and based on the published scorecards, achieved the maximum levels of energy efficiency (i.e. 10 out of 10 points under the rating system version of that time). It is typical of platinum projects to achieve high levels of energy performance, because without maximizing energy points, it is very difficult to achieve platinum certification. Under LEED 2009, 19 of the available 110 points are for energy performance (up to about 38% energy cost savings over ASHRAE 90.1-2010). Specific buildings targeting LEED Platinum under LEED NC 2009 would likely have to have significantly higher levels of energy efficiency to achieve platinum compared to what is required under LEED ND.

District Energy

In the published scorecards for the original Dockside Green buildings that achieved LEED Platinum, it appears that many of the energy points were awarded as a result of having renewable-based biomass as the main heating source. This is evident from the fact that the buildings achieved all three points for renewable energy, which means that more than 20% of the building's energy cost is provided by renewable sources. In previous versions of LEED, renewable biomass was considered "free" in the energy efficiency savings calculation, which meant that renewable biomass used for heating provided a significant advantage in securing energy efficiency points. This methodology has since been changed and no longer applies to LEED 2009 or LEED v4 projects. While renewable biomass is still rewarded for renewable energy credit, it no longer directly contributes to energy efficiency points.

The Dockside Green Energy website claims that the district energy plant is currently generating hot water for space heating and domestic hot water heating for connected buildings using natural gas. The website comments that the gasification process using biomass is not cost-

effective due to the low demands on the plant. According to Credit Interpretation Ruling 1035 from the CaGBC, district energy systems can only be recognized for their current state of operation. It is not clear what the intent of district energy operations was at the time of the original project certifications, but any future projects connected to this district energy system would not be able to gain LEED points for both reasons stated: energy efficiency points are no longer directly awarded for biomass fuels and renewable energy points would not be awarded unless the plant was operationally using biomass at the time of certification. For both of these reasons, it would be very difficult for future projects on the site to achieve a platinum level of certification without significant energy efficiency measures at the building scale (ex. improved building envelope, heat recovery ventilation, lighting efficiency, etc.)

Another consideration with respect to the current operation of the district energy system is that poses a large risk for greenhouse gas emissions (GHG) on the site. If future buildings were to connect to the district energy system, and it remained fueled by natural gas, significantly more GHG emissions would result than the alternative, which would likely be electric based heating typical of other similar multi-unit residential buildings built in Victoria. Natural gas as a GHG emissions factor of about 12-15 times higher than the BC electrical grid.

Future Energy Policy in BC

The Province of British Columbia recently introduced the Building Act as a way to improve consistency, competency, and innovation across the building sector. The Act transfers the authority to set building requirements and building code specifications for energy performance (i.e. technical requirements with respect to construction, alteration, repair and demolition of buildings) to the Province of BC. The Act is intended to provide a common framework for building construction standards across all BC municipalities. This legislation is being implemented through a phased-in timeline, offering a two year transition period for local governments to adjust their bylaws in order to reflect Provincial authority over the building regulatory system. The Building Act will apply as of December 15, 2017.

Along with the changes to the Building Act, a provincial "Step Code" is in the process of being developed to meet the need of those local jurisdictions who still want better than code energy efficiency requirements to help them meet their requirements around community level GHG emission reductions. The Step Code, if adopted, would provide a range of energy efficiency targets that municipalities can opt-in voluntarily. The energy efficiency targets of the Step Code, if approved, will be based on absolute targets such as EUI (Energy Use Intensity) and TEDI (Thermal Energy Demand Intensity), which are significantly different performance requirements than LEED.

Yours truly,
Morrison Hershfield Limited



Christian Cianfrone, M.A.Sc., P.Eng., LEED AP BD+C
Principal, Building Energy Practice Lead



District Energy

FOURTH QUARTER 2009

Biomass
Gas Fuels
Victoria's
Dockside Green

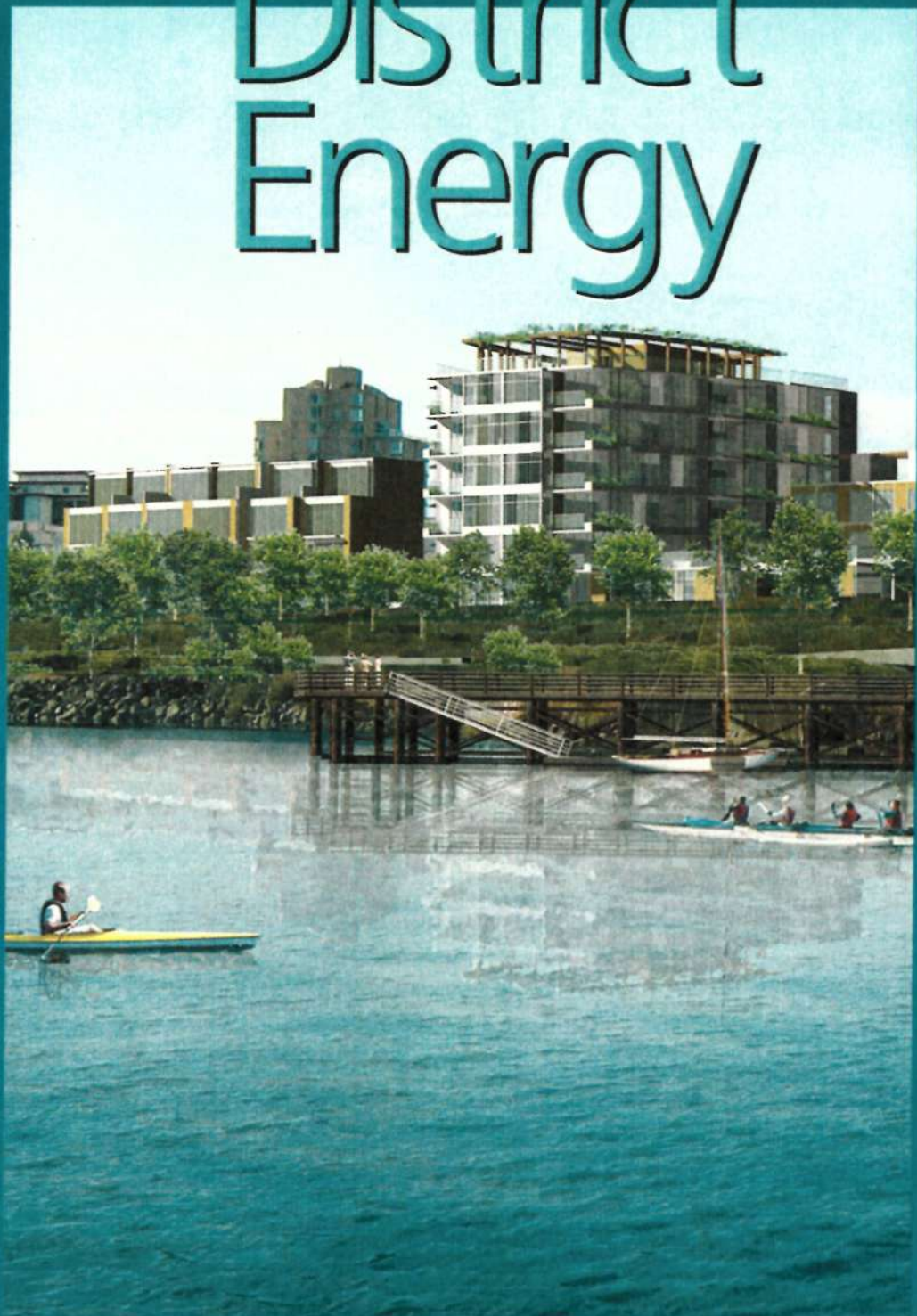
Considering
Commissioning

Achieving
'Ultra-High'
Efficiency

Carbon
Recycling
for Profit

An Industry
Leader
Talks Shop

and more....



INTERNATIONAL
DISTRICT ENERGY
ASSOCIATION

www.districtenergy.org

BLUE SKIES FOR DOCKSIDE GREEN:

BIOMASS GASIFICATION HEATS HARBORFRONT COMMUNITY

Dejan Sparica, Vice President and Chief Engineer, Nexterra Systems Corp.

Cyclists crossing the Johnson Street Bridge heading out of downtown Victoria, British Columbia, quickly find themselves riding along a piece of the city's historic waterfront known as the Galloping Goose Trail. Named for a gawky, noisy gas rail car that carried passengers there in the 1920s, the trail passes directly in front of a development that many believe to be the future of sustainable urban living.

Dockside Green, as the community is known, is hailed as one of the most ambitious developments in North America adhering to a strict building code based on environmental, social and economic responsibility. Built on 15 acres reclaimed from a former brownfield site, it is the largest development of city land in Victoria's history and a showcase of environ-

mentally friendly materials and sustainable design. Each building to be constructed at Dockside Green will in fact be designed to achieve the LEED® (Leadership in Energy and Environmental Design) Platinum rating.

This innovative green project is anchored by a unique district

energy system based on advanced biomass gasification technology. Commissioned in July 2009, the system enables Dockside Green to self-generate clean, low-cost heat using locally sourced wood fuel to help achieve the developer's goal of carbon neutrality. The biomass gasification plant has been instrumental in bringing a great deal of national and international recognition to Dockside Green, including selection by the Clinton Climate



Courtesy Nexterra Systems Corp.

The first two residential phases of Victoria's Dockside Green are now occupied. The first phase, encompassing four buildings, earned LEED Platinum with a world-record-setting 63 out of 70 possible points.



Figure 1. A Rendering of Dockside Green's Master Plan.

Initiative as a founding member community in its Climate Positive Development Program.

From Concept to Renewable Reality

The concept of building an eco-friendly, sustainable community on Victoria's harborfront emerged in the early 2000s when the city was looking for a 'triple bottom line' development – one whose success is measured in social and environmental as well as economic terms. After the city issued a request for proposals in 2004, Joe Van Belleghem, the visionary behind Dockside and a partner with development company Windmill West, responded to the call with a complete conceptual design – one that mirrored the actual design of the community today. A master development agreement was signed in May 2005 between the city and Dockside Green Ltd., formed by Windmill West and Vancity Capital, which is an investment subsidiary of Vancity, Canada's largest credit union.

THE BIOMASS GASIFICATION PLANT HAS BEEN INSTRUMENTAL IN BRINGING A GREAT DEAL OF NATIONAL AND INTERNATIONAL RECOGNITION TO DOCKSIDE GREEN.

Site remediation work started shortly thereafter. This involved taking soil off the site, thermally treating it and mixing it with biosolids, then using it to reclaim an old copper mine; some of the soil was also capped. These remediation efforts were incorporated into the project's financials by designing the master plan around the areas where the soil could be capped.

Dockside Green's master plan encompasses 26 buildings totaling 1.3 million sq ft of mixed residential, office, retail and light industrial space (fig. 1). By 2015, the community will be home to approximately 2,500 residents in three neighborhoods. Project construction began in early 2006.

Van Belleghem was so committed to making the project a model for green living that he had promised to pay the city CA\$1 million (about \$919,000) if he didn't achieve LEED Platinum status on each of the eligible buildings within the master-planned com-

munity. The first construction phase of Dockside Green, called Synergy, has already made good on that promise, earning LEED Platinum with the highest rating ever achieved for that level of certification. Completed in March 2008, this phase comprises two mid-rise residential towers with commercial units on the ground floor plus two townhome complexes.

Phase 2, called Balance, was completed in May 2009 and comprises two towers with 171 suites. Seven additional residential phases are planned that include mid-rise buildings with one- and two-bedroom suites and penthouses, plus luxury and affordable townhomes.

In addition to the biomass gasification plant, Dockside Green features such other eco-friendly components as its own wastewater treatment and reclamation system; green roofs on many buildings; solar-powered street lights and garbage compactors; and a car-sharing program and bike racks to encourage less use of car transportation.

"Dockside has been such an important project for the city," said Mayor Dean Fortin. "We inherited the site from the province, and it needed extensive remediation. Now we have a wonderful combination of market and social housing, bike paths and water features in a community that the world is coming to see."



Dockside Green's biomass gasification system showing fuel feed (far left) to gasifier (background); oxidizer and hot water heater are in foreground.

THE PRINCIPLES OF GASIFICATION HAVE BEEN WELL-KNOWN FOR MORE THAN 200 YEARS, BUT BIOMASS GASIFICATION HAS NOT SEEN COMMERCIAL SUCCESS UNTIL RECENTLY.

Existing Technology, Scaled for Future

The biomass gasification system serving Dockside Green was developed and built by Vancouver-based Nexterra Systems Corp. The plant itself is owned by Dockside Green Energy LLP, a 'micro energy utility' created by Terasen Energy Services, Vancity Capital, Windmill Developments and Corix Utilities, with additional financial support from BC Hydro, the provincial government and the city of Victoria.

The system takes urban wood fuel and converts it to low-emission synthetic gas, or 'syngas.' The syngas is directed through an oxidizer and then a boiler, which in turn provides hot water that is piped to Dockside's various buildings and used for space heating and domestic hot water (90 degrees F). The solution provides a cleaner, quieter alternative to traditional combustion with lower emissions, greater fuel flexibility and higher turndown.

Gasification differs from conventional combustion because it uses just 20 percent to 30 percent of the oxygen needed for complete fuel combustion. The process consists of heating wood in an oxygen-starved environment until volatile gases (carbon dioxide and hydrogen) are released from the wood. The gases are mixed with air in a secondary combustion chamber, the oxidizer, where they are burned to complete the combustion process. Hot flue gas leaving the oxidizer can then be directed into energy recovery equipment or fired directly into boilers to produce hot water, steam and/or electricity.

The gasifier at Dockside is based on a fixed-bed, updraft design. Biomass fuel, sized to 3 inches in diameter, is bottom-fed into the center of a cylindrical, refractory-lined gasifier. Combustion air, steam and/or oxygen are introduced into the base of the fuel pile. Partial oxidation, pyrolysis and gasification occur at 1,500-1,800 F, and the fuel is converted into syngas and noncombustible ash.

The fuel-bed temperature is tightly controlled to prevent the bed from exceeding the fuel's ash melting point. This prevents the ash from forming 'clinker,' which is a challenge for conven-

Leaving Nothing to Waste

Dockside's biomass gasification plant is undoubtedly an anchor for the development's sustainable pedigree. Another unique component of the community that sets it apart is its on-site sewage/wastewater treatment plant. One hundred percent of the treated effluent and reclaimed water at Dockside is used in toilets, rooftops gardens and irrigation systems for the entire site. The minimal amount of sludge left over from the sewage treatment process is compacted and can be used as fuel in the biomass gasification plant.

Nexterra recently began testing biosolids (wastewater residuals) supplied by Metro Vancouver as a new fuel source at its Product Development Centre in Kamloops, B.C. This new fuel has the potential to provide a renewable energy source for drying, heat or power generation at wastewater treatment facilities.

According to the U.S. EPA, there are more than 16,000 wastewater treatment facilities in the U.S., with many owned and operated by municipalities. Traditional methods for the disposal of biosolids involve trucking to landfills or using as land spread. However many municipalities would like to discontinue these practices due to rising fuel and disposal costs, greenhouse gas emissions and concerns about landfill capacity.

tional combustion systems. Instead, the ash remains granular, free-flowing and is discharged intermittently through the gasifier base into a single ash bin. The mineral-rich ash generated at the Dockside facility is actually collected by the fuel supplier and recycled as compost.

The principles of gasification have been well-known for more than 200 years, but biomass gasification has not seen commercial success until recently. Scaling the technology to handle larger-capacity loads is an area that has shown great promise. While Dockside's system generates 7 MMBtu/hr of net usable heat, a 72 MMBtu/hr system using the same gasification technology is operating on University of South Carolina's (USC) Columbia campus.

The USC biomass gasification cogeneration facility converts wood residue supplied by local sawmills into clean renewable energy and significantly reduces campus greenhouse gas emissions. At peak capacity the plant generates 60,000 lb/hr of steam to heat the campus, as well as 1.38 MW of electricity sold to the grid. On-site power generation is also planned for Dockside Green in the future, using syngas produced at the biomass gasification plant and conveying it into a high-efficiency internal combustion engine (see sidebar).

Gasification also offers flexibility both in terms of the fuel used - Dockside's system can handle anywhere between 10 percent and 55 percent moisture content - and the reduced need for complex after-treatment systems, due to the technology's inherent cleanliness.

When operating at peak capacity, the Dockside plant requires delivery of approximately one truckload of wood fuel every two days. (The system also has a natural gas boiler to provide backup service during scheduled maintenance intervals.) This fuel is material that would otherwise be destined for a landfill: wood waste derived from land-clearing activities, municipal tree trimmings, the remains of construction two-by-fours and used pallets. There is more than an ample supply of this locally sourced wood,



Courtesy Nexterra Systems Corp. Photo Bob Matheson.

The Dockside Green biomass plant is housed in an architecturally designed building that blends in with the neighborhood.

provided by waste management company Alpine Group, to meet ongoing plant requirements.

Why Biomass Gasification?

Van Belleghem and his team chose biomass gasification technology for its promise to deliver a combination of superior performance and operational benefits over those of conventional combustion – including design simplicity, fuel versatility, low emissions and cost.

Cyclists cruising past the biomass plant would certainly have a hard time distinguishing the facility as an industrial operation. The plant is housed in an architecturally designed building that blends in with the surrounding neighborhood, and the plant's operation is imperceptible from a noise, dust and emissions perspective.

The emissions profile of biomass gasification systems as it pertains to particulate matter has been shown to be comparable to that of natural gas, using a carbon-neutral, renewable fuel source. In addition, emissions of both carbon dioxide and volatile organic compounds are significantly lower than the guidelines set by the U.S. Environmental Protection Agency as compared to levels resulting from the burning of natural gas. Biomass is considered carbon-neutral by key monitoring agencies, which distinguish renewable energy sources like wood – which recirculates CO₂ already in the biosphere's carbon cycle – from the fossil fuels that add more CO₂ to that in active circulation.

PRIMARILY DUE TO ITS RENEWABLE ENERGY USE, DOCKSIDE GREEN IS ON TRACK TO BE CARBON-NEUTRAL.

The choice of biomass gasification for the central heating plant has enabled the project to take concrete action toward reducing greenhouse gas emissions. Once the development is completed, heating with syngas produced from biomass instead of burning natural gas will cut CO₂ emissions by 3,460 tonnes per year at Dockside Green – the equivalent of taking 850 cars off the road.

These benefits are not lost on Dockside residents, who state that the on-site creation and use of green energy is an appealing aspect that makes them feel good about where they live. "I am really excited that the developers of Dockside Green are being so proactive about energy and environmental issues," says resident Taylor Kennedy. "The fact that we have excess capacity for others in our community is an added bonus. It's great knowing that our heating system will help keep carbon out of the atmosphere, while also reducing my heating bills."

Dockside Green is, in fact, on track to be carbon-neutral, primarily due to its renewable energy use. By generating surplus renewable energy in the form of heat that can be sold off site, the development will be able to compensate for the greenhouse gases generated on site through electricity and the delivery of the waste wood biomass to the plant. The community also began to earn carbon credits this fall when the biomass plant was connected to serve a nearby hotel.

Certainly the project's renewable energy system seems tailor-made for British Columbia, where greenhouse gas emissions reduction strategies and targets are required in all official community plans and regional growth strategies. The province has estab-

Advancing the Technology

Since 2003, Nexterra Energy Corp. has been developing a fixed-bed, updraft gasification technology that converts wood residuals such as bark, sawdust and shavings into syngas. The first generation of this technology has been successfully commercially deployed for heat and steam applications at Dockside Green; Tolko Industries in Kamloops, B.C.; and the University of South Carolina in Columbia.

The second stage of technology development involves conveying and directly firing the syngas into rotary kiln and boiler burners. The company has performed successful trials of this application at pilot scale and is currently working to commercialize this solution. The first installation will startup later this year at the Kruger Products tissue mill in New Westminster, B.C.

The company is now embarked on the third generation of biomass gasification technology in collaboration with GE Energy and its gas engine division, GE Jenbacher. It is developing an advanced combined heat and power system, ranging from 2 to 10 MWe, that involves direct-firing syngas into GE's Ecomagination-certified Jenbacher internal combustion engines. Pilot testing of the technology is being conducted at the company's Product Development Centre, where a 250 kWe Jenbacher is being installed. This next-phase gasification system has also been proposed for installation at Dockside Green when it becomes commercially available.

In late August, the company announced that it had received CA\$7.7 million (\$7.08 million) in funding to support the commercialization of the new biomass power system. Funding sources include the BC Bionenergy Network, Sustainable Development Technology Canada, the National Research Council Canada Industrial Research Assistance Program and Ethanol BC.

lished legally binding greenhouse gas reduction targets of 33 percent from 2007 levels by 2020 and 80 percent by 2050. But the cornerstone of British Columbia's climate action plan is a revenue-neutral carbon tax starting at CA\$10 (\$9.19) per tonne in 2008 rising to CA\$30 (\$27.57) per tonne in 2012. It has also established Pacific Carbon Trust to sell carbon offsets at CA\$25 (\$22.98) per tonne.

B.C. Premier Gordon Campbell announced that municipalities will be given the power to waive development cost charges as a way to encourage green developments such as Dockside Green. All public institutions in the province must be carbon-neutral by 2010, and any new government buildings or facilities shall be built to a minimum LEED Gold or equivalent certification.

A Climate Positive Community

Dockside's on-site biomass heat generation plant was a key factor in the community's selection by the Clinton Climate

Initiative (CCI), a project of the William J. Clinton Foundation, as one of 16 founding member communities from around the world in its Climate Positive Development Program. The program was created in collaboration with the U.S. Green Building Council to set a new global benchmark for large-scale urban developments, to demonstrate that communities and cities can grow in ways that are 'climate positive.'

Elee Muslin, CCI director, said real estate developments like Dockside will strive to reduce the amount of net on-site CO₂ emissions to below zero. Muslin said the goal can be achieved through the implementation of economically viable innovations including clean energy generation, integrated waste management and energy-efficient strategies. "The biomass heat generation plant at Dockside Green is a strong example of the kind of innovation that communities around the world need to adopt as we forge a new path towards the creation of climate positive communities," Muslin said.

THE BIOMASS PLANT PLAYED A KEY ROLE IN HELPING DOCKSIDE GREEN GARNER NEARLY TWO DOZEN HONORS.

The biomass plant also played a key role in helping Dockside Green garner nearly two dozen national and international honors, including a BC Green Cities Partnership Award from LiveSmart

BC, a Ministry of Environment Arbor Vitae Award and an Excellence in Urban Sustainability Award from the Globe Foundation's Awards for Environmental Excellence.

The wide recognition that Dockside Green has received may help spur the demand for similar sustainable developments. "It has been a pleasure working with the Dockside Green team on a project that is establishing a new standard of urban living, design and sustainability," says Belleghem.

Jonathan Rhone, Nexterra's president and chief executive officer, notes that the company is seeing "a tremendous amount of interest from energy providers, customers and all levels of government to consider proj-

ects like Dockside Green." Indeed, as Belleghem observes, Dockside Green is proof that the challenges associated with global warming can be converted into powerful economic opportunities through the adoption of clean energy solutions that meet both economic and environmental objectives.



Dejan Sparica is vice president and chief engineer of Vancouver-based Nexterra Systems Corp., which supplied the gasification system as well as heat recovery and hot water circulation system

for Dockside Green. An engineer for more than 25 years, Sparica has more than 15 years' experience designing and implementing industrial-scale combustion systems. He previously served as contract department manager at Salton Fabrication Ltd., where he was responsible for design and project management of large-scale energy system projects for numerous major manufacturers of pulp and paper and other forest products. Sparica can be reached at dsparica@nexterra.ca.

IDEA's 2010 Distribution Workshop

Workshop will take place before the Campus Energy Conference

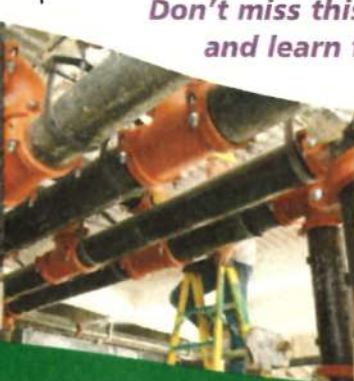
**Monday & Tuesday
February 8 – 9, 2010**

**The Peppermill Hotel
Reno, Nevada**

The workshop features a roundtable format emphasizing peer exchange and open dialogue on the challenges of:

- building, operating and maintaining reliable thermal networks
- employee and public safety and emergency response
- new tools and techniques for higher efficiency, etc.
- technical tours of local campus system on Monday afternoon

Don't miss this opportunity to network and learn from your peers!



Visit the IDEA web site www.districtenergy.org/calendar.htm for program updates and registration information or call (508) 366-9339.





Amanda Ferguson

Subject:

FW: December, 15 2014 CALUC meeting for Cook and Oliphant

From: Wayne Hollohan [REDACTED]

Sent: Sunday, October 30, 2016 12:25 PM

To: Ben Isitt (Councillor) <BIsitt@victoria.ca>; Chris Coleman (Councillor) <ccoleman@victoria.ca>; Pam Madoff (Councillor) <pmadoff@victoria.ca>

Cc: Charlayne Thornton-Joe (Councillor) <cth Thornton-joe@victoria.ca>; Geoff Young (Councillor) <gyoung@victoria.ca>; Jeremy Loveday (Councillor) <jloveday@victoria.ca>; Lisa Helps (Mayor) <mayor@victoria.ca>; Margaret Lucas (Councillor) <mlucas@victoria.ca>; Marianne Alto (Councillor) <MAalto@victoria.ca>; Jonathan Tinney <JTinney@victoria.ca>; Charlotte Wain <CWain@victoria.ca>

Subject: December, 15 2014 CALUC meeting for Cook and Oliphant

Although this question was asked many times the last by Ben, it was never correctly answered. As a matter of community integrity, I believe it should and I can legally support all my facts.

December, 15 2014 CALUC meeting for Cook and Oliphant did not comply with City and the CALUC policy and part of this can be supported by councillor Madoff who was in attendance.

- The FGCA CALUC did not exist at the time
- **4. Membership Best Practice 2 for CALUCs:** Size: 3 members or more.
For the months of November and December the only person involved in CALUC for the FGCA was George Zador and the reason I used the word involved, because without 3 members there is no CALUC “committee”.
- George was unavailable to attend the meeting and the person who hoisted the meeting Paul Brown, had resigned as a director and from the committee in October at the AGM, leaving no one from CALUC at the meeting.
- The proponent for Cook and Oliphant arrived at the meeting with “no documentation” and none was provided beforehand. All he had was a flash drive, which lacks some of the required information.

Taken from the City of Victoria “Rezoning Application bottom of page 6

Proponents must present plans at the community meeting. Plans should be in a size appropriate to the development. In most cases, 11”x 17” would be a minimum requirement.

Plans required at the community meeting are: • *site plan* • *floor plans* • *elevations* • *photos or illustration of proposal in relation to flanking buildings*

It was rumoured that a flash drive was left behind after the meeting. Several weeks of looking for the flash drive and any documentation at the FGCA, none could be found. After numerous requests, a set of 8.5 x 11 were dropped off at the FGCA, but because they were the incorrect size, they were impossible to read. Yet despite all the information to the contrary and inquires, the Director representing the Land Use Committee, still insisted that the FGCA and the proponent met all requirements satisfactorily.

After several months of lobbying council, council agreed that if the FGCA was willing to hoist another CALUC, council would support it. Sorry, due to the removal of the FGCA Board minutes off their website; I can’t recall if this next part of this information occurred in April or May.

The morning of the next FGCA board meeting, Sid Tafler and myself met with the President of the FGCA and the Chair of the Land Use Committee at Serious Coffee in the Village. We explain in a very polite manner, why we felt another CALUC would be beneficial to the community and council willingness to support the request if made by the FGCA. We all left the meeting with a clear understanding and commitment that such a request would be made and approved at the meeting that night.

Councillor Coleman was present at the meeting and so was a large group of on lookers. When the time came for the Chair of the Land Use Committee to make his report, he stood up and announced that there was a request for a second CALUC meeting for Cook and Oliphant. He went on to say that he didn't feel that there should be a second meeting for the first meeting met with all the requirements. That's when the whole mess for the last two years started.

As a result of his reply, at the same meeting, I asked to join the FGCA board, which allows 14 and at the time was 10 and was denied. I asked to join the CALUC committee, which now actually had three members and was told I couldn't, for the Chair saw no reason why there should be any more than 3 members needed to unlock a door and take notes.

My two favourite "public" quotes from the pass and maybe soon Chair of CALUC.

"Why should we have CALUC meetings, only people opposed to the project will show up" (Cook and Oliphant open house in the Village)

"The problem is, the people of Fairfield are just against development" (Lisa gathering at the Activity Center)

For our Community and for the history of the FGCA, we deserve better.

WayneH
15 Cook St.