

## REPORTS OF THE COMMITTEES

### **2. Planning and Land Use Committee – May 28, 2015**

#### **1. Rezoning Application No. 00478 for 370 and 384 Harbour Road and associated Amendments to the Official Community Plan and Master Development Agreement**

It was moved by Councillor Madoff, seconded by Councillor Alto, 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* and the necessary Master Development Agreement Amendment that would authorize the proposed development outlined in Rezoning Application No. 00478 for 370 and 384 Harbour Road, 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 in accordance with Section 18.1 of the Master Development Agreement (MDA) Council authorize the sale of 370 and 384 Harbour Road from Dockside Green Ltd (DGL) to Catalyst Community Development Ltd., subject to the obligations to deliver the 49 non-market rental units shall still apply to Dockside Green Ltd., as the Developer, until the 49 Non-Market Rental units have been constructed and occupied.
9. That Council instruct staff to prepare a Housing Agreement Bylaw to secure the provision of 49 non-market residential rental housing units in perpetuity.
10. That Council require a legal agreement to secure public access over the existing north/south greenway and stair connection to Harbour Road.

Carried Unanimously

## 8. COMBINED DEVELOPMENT APPLICATION REPORTS

### 8.1 Rezoning Application No. 00478 for 370 and 384 Harbour Road and associated Amendments to the Official Community Plan and Master Development Agreement

Committee received a report regarding a rezoning application for 370 and 384 Harbour Road. The proposal is to amend the existing zoning to modify the siting requirements for residential uses within the Zone.

Committee discussed:

- Concern about the lack of parking and the impact it will have on the surrounding neighbours.
- If the provision of angle parking could increase the amount of on street parking
- The provision of bicycles as an incentive and if this proposal is the first time it has been used as a negotiation.
- The location of the car share vehicle.
- Access to the units for emergency responders.
  - The fire department has reviewed the application and has not identified any concerns. There is also access through the patio area of Café Fantastico.
- The importance of preserving the principles of the MDA.

**Action:** It was moved by Councillor Madoff, seconded by Councillor Isitt, 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* and the necessary Master Development Agreement Amendment that would authorize the proposed development outlined in Rezoning Application No. 00478 for 370 and 384 Harbour Road, 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 in accordance with Section 18.1 of the Master Development Agreement (MDA) Council authorize the sale of 370 and 384 Harbour Road from Dockside Green Ltd (DGL) to Catalyst Community Development Ltd., subject to the obligations to deliver the 49 non-market rental units shall still apply to Dockside Green Ltd., as the Developer, until the 49 Non-Market Rental units have been constructed and occupied.
9. That Council instruct staff to prepare a *Housing Agreement Bylaw* to secure the provision of 49 non-market residential rental housing units in perpetuity.
10. That Council require a legal agreement to secure public access over the existing north/south greenway and stair connection to Harbour Road.

CARRIED UNANIMOUSLY 15/PLUC151



## Planning and Land Use Committee Report

### For the Meeting of May 28, 2015

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**To:** Planning and Land Use Committee                      **Date:** May 14, 2015

**From:** Mike Wilson, Senior Planner – Urban Design

**Subject:** **Rezoning Application No. 00478 for 370 and 384 Harbour Road and associated Amendments to the Official Community Plan and Master Development Agreement**

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### 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 and the necessary Master Development Agreement Amendment that would authorize the proposed development outlined in Rezoning Application No. 00478 for 370 and 384 Harbour Road, 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 in accordance with Section 18.1 of the Master Development Agreement (MDA) Council authorize the sale of 370 and 384 Harbour Road from Dockside Green Ltd (DGL) to Catalyst Community Development Ltd., subject to the obligations to deliver the 49 non-market rental units shall still apply to Dockside Green Ltd., as the Developer, until the 49 Non-Market Rental units have been constructed and occupied.
9. That Council instruct staff to prepare a Housing Agreement Bylaw to secure the provision of 49 non-market residential rental housing units in perpetuity.
10. That Council require a legal agreement to secure public access over the existing north/south greenway and stair connection to Harbour Road.

## LEGISLATIVE AUTHORITY

In accordance with Section 903 (c) of the *Local Government Act*, Council may regulate within a zone the use of the land, buildings and other structures, the density of the use of the land, building and other structures, 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 904(1) of the *Local Government Act*, a *Zoning Regulation Bylaw* may establish different density regulations for a zone, one generally applicable for the zone and the others to apply if certain conditions are met.

In accordance with Section 905 of the *Local Government Act*, Council may enter into a Housing Agreement which may include terms agreed to by the owner regarding the occupancy of the housing units and provided such agreement does not vary the use of the density of the land from that permitted under the *Zoning Regulation Bylaw*.

## EXECUTIVE SUMMARY

The purpose of this report is to present Council with information, analysis and recommendations for a Rezoning Application for the properties located at 370 and 384 Harbour Road. The proposal is to amend the existing CD-9 Zone, Dockside District, to modify the siting requirements for residential uses within the Zone. At present, residential uses are only permitted if the siting requirements are met so a rezoning application is required

The proposal is to also amend the design guidelines for the Dockside Area that are referenced in Development Permit Area 13, Core Songhees in the OCP. The design guidelines use the terms must, will and shall when describing the siting of residential uses in Development Area D. The proposal seeks to remove this section of the guidelines.

In 2005, the owner of the lands entered into a Master Development Agreement (MDA) with the City. The owner now requests an amendment to the MDA to confirm the following:

- The remaining funds in the Affordable Housing Contribution, in addition to the balance comprised of 20% of Building Permit fees, will be directed towards the development of the non-market rental residential units.
- Upon occupancy of the proposed non-market affordable units, the Developer will have satisfied their affordable housing commitments as described in Section 9 of the MDA.

## BACKGROUND

### Description of Proposal

In order to construct the residential units on the site, certain siting requirements must be met. These requirements were built into the zone to reduce the potential for conflict between the residential uses and neighbouring industrial uses. As a result, the applicant is unable to make application to Council to vary any of these siting requirements through the Development Permit with Variance process. The proposed *Zoning Regulation Bylaw* Amendment will permit the owner of the lands to apply to vary each of these siting requirements in the future. The regulations that are presently linked to the siting of residential use are:

- residential uses may only be located on the second floor and higher
- no part of any residential unit can face Harbour Road unless there is a buffer of another building of equal or greater height between it and the easterly property line.

Similar to the *Zoning Regulation Bylaw*, the applicable design guidelines place strict requirements on the siting of residential uses within the Zone. The request to amend the *Official Community Plan, 2012* (OCP) is necessary in order to amend the following mandatory guidelines:

- *the light industrial will be located on the ground floor, with other mixed uses above*
- *residential uses will be oriented towards the internal greenway, and non-living use acting as a buffer along Harbour Road.*

In 2005, the owner of the lands entered into a MDA with the City. Under the terms of the MDA, the Developer agreed to work with the City to provide Non-Market Rental and Market Affordable ownership residential units that would be integrated into the development. A summary of the MDA requirements, as they pertain to affordable housing, is attached to this report as Appendix A.

### Land Use Context

Immediately adjacent land uses include:

- North – vacant lands
- South – office, retail, waste water treatment facility
- East – office and across Harbour Road, Point Hope Maritime
- West – residential.

## Existing Site Development and Development Potential

The site is presently vacant. Under the current CD-9 Zone, the properties could be developed to accommodate a variety of commercial, light industrial and residential uses.

## Community Consultation

Consistent with the *Community Association Land Use Committee (CALUC) Procedures for Processing Rezoning and Variances Applications*, the applicant has consulted with the Victoria West CALUC at a Community Meeting held on November 18, 2014. At the time of writing this report, a letter from the CALUC had not been received.

Consistent with the CALUC requirements related to Official Community Plan Amendment Applications, owners and occupiers of land within 200 metres of the subject site were notified of the Community Meeting.

## ANALYSIS

### Official Community Plan (2012)

The applicant proposes to amend the *Design Guidelines for the Dockside Area* that are referenced in Development Permit Area 13, Core Songhees in the OCP. The design guidelines use the terms must, will and shall when describing the siting of residential uses in Development Area D.

The applicant proposes to amend the guidelines in order to permit the proposed development described in Development Permit Application No. 00409. As such, staff recommend for Council's consideration that Section 4.4 of Development Area D (DA-D), paragraphs 1-3 titled "Use and Character" be rescinded. These provisions do not relate the building design or landscape for the subject site. Regulations regarding the location of uses and noise attenuation requirements are better regulated within the *Zoning Regulation Bylaw* and Master Development Agreement. Noise mitigation requirements will remain in the Master Development Agreement and siting requirements for residential uses will remain in the *Zoning Regulation Bylaw*.

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 the 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 proposal would have no impact on any of these plans.

### **Dockside Green Rezoning (2005)**

As part of the 2005 rezoning of the lands to the site-specific CD-9 Zone, particular importance was placed on the retention and support for active marine and industrial uses on the Harbour. As a condition of permitting residential uses within the Zone, Council endorsed strict siting requirements that must be met in order to achieve residential uses. In Development Area D, these conditions are:

- residential uses may only on be located on the second floor and higher in a building
- residential uses are not permitted to be located within 18m of Harbour Road
- no part of any residential unit can face Harbour Road unless there is a buffer of another building of equal or greater height between it and the easterly property line.

The applicant is proposing to amend this section of the Zone in order to allow these siting restrictions to be varied on a case-by-case basis at the discretion of Council. Given that these siting restrictions will remain in the Zone and that they may be varied at the discretion of Council, staff recommend for Council's consideration that Council support this amendment.

### **Housing Agreement**

In order to secure the 49 residential units as non-market rental housing, a Housing Agreement Bylaw is proposed. The rent structure is proposed to be tied to the Housing Income Limits (HILs) as provided by BC Housing. The maximum rent levels for each unit type are described in the following tables.

#### Building R4

Unit Type	No. of Units	Unit Size	HILs (2015)	Maximum Rent
Bachelor	11	250-290 sf	\$29,500	\$737.50
3 Bed	4	840 sf	\$60,000	\$1500
4 Bed	4	1020 sf	\$67,000	\$1675

#### Building R5

Unit Type	No. of Units	Unit Size	HILs (2015)	Max Rent
Bachelor	12	295 sf	\$29,500	\$737.50
1 Bed	8	435 sf	\$34,500	\$862.50
2 Bed	8	535 sf	\$43,000	\$1075
3 Bed	1	840 sf	\$60,000	\$1500
4 Bed	1	1150 sf	\$67,000	\$1675

The proposed rent levels represent a slight change to the targets established in the MDA which defines affordable housing using household incomes of \$30,000 - \$60,000 (2005 + CPI) that translates to \$32,600 - \$65,200 (at February 2015). Thus, the proposed affordability levels are improved at the lower end targeting annual household incomes at \$29,000, however, at the upper end there would be an increase in the annual household income from \$65,200 to \$67,000. Staff recommend for Council's consideration that Council consider supporting these household income targets as they are consistent with the City's *Housing Reserve Fund Guidelines*. It should also be noted that the proposed rent structure represents the maximum rent that could be charged for each unit type, however, the non-profit society operator will aim to offer lower rents where possible.

The recommendation provided for Council's consideration is that staff be directed to secure these 49 units as non-market rental housing units through a Housing Agreement Bylaw as authorized by Section 905 of the *Local Government Act*.

### **Amendment to Master Development Agreement**

In 2005, the owner of the lands entered into a MDA with the City. Under the terms of the MDA, the Developer agreed to work with the City to provide Non-Market Rental and Market Affordable ownership residential units that would be integrated into the development.

In 2009, Development Permits were issued for the construction of the 46 Non-Market Rental residential units in two stand-alone buildings; however, this proposal was never constructed.

The Developer is now proposing 49 Affordable Non-Market Rental residential units and is seeking amendments to the MDA. The requested MDA amendment includes the following:

- The remaining funds in the Affordable Housing Contribution, in addition to the balance comprised of 20% of Building Permit fees, will be directed towards the development of these non-market affordable units.
- Upon occupancy of the proposed non-market affordable units, the Developer will have satisfied their affordable housing commitments.

The Affordable Housing Contribution fund currently stands at \$3,578,149 and the Affordable Housing Building Permit fund currently stands at \$239,614.17 (for further information relating to these funds please refer to Appendix A). If, following the substantial completion of the Affordable Non-Market Rental residential units, any portion of the aforementioned funds have not been utilized, the Developer has suggested that these monies could be transferred to the City of Victoria Housing Fund.

In terms of affordability, the proposal is generally consistent with the definition of "Affordable Housing" outlined in the MDA which is as follows:

*"Affordable Housing" means housing which costs (rent and mortgage plus taxes and including 10% down payment) 30% or less of a household's gross annual income, targeting households with an income of \$30,000 to \$60,000, as increased from time to time by the increase in the Consumer Price Index (All Items) for Greater Victoria from the date of this Agreement to the date when any relevant determination under the Affordable Housing provisions of this Agreement must be made.*

As outlined in the previous section, by tying the rent structure to the Housing Income Limits set out by BC Housing, it is proposed that the range of household incomes targeted for this project change slightly from \$32,600 - \$65,200 (2005 + CPI) to \$29,500 - \$67,000.

As the proposed development is generally consistent with the affordable housing requirements outlined in the Docksider Green MDA, staff recommend that Council consider supporting the proposal subject to:

- The obligations outlined in Section 9 of the MDA being replaced with a new obligation for Docksider Green Ltd. to deliver 49 non-market rental units with rents targeted at households with incomes in the range described in this report.
- MDA amendments being made to ensure that if the Affordable Housing Contribution or Building Permit Funds are not entirely utilized in association with the development of the 49 Non-Market Rental units, that the remaining funds are transferred to the City of Victoria Housing Fund.
- MDA amendments do not preclude opportunities for affordable housing on the remainder of the site.
- That all future strata titled developments to be constructed on the undeveloped lands be subject to a Housing Agreement that prohibits a future strata corporation from restricting the rental of units to non-owners.
- Transportation Demand Management measures, applicable to affordable housing, and comparable to the original MDA are still provided by the Developer.

In addition to the amendments to the MDA directly associated with the provision of Affordable Housing, the Developer is proposing to sell the properties at 370 and 384 Harbour Road to Catalyst Community Development, the Non-Profit Housing Organization who will then be responsible for constructing the project. Under Section 18 of the Docksider Green MDA, the Developer may not sell or assign its controlling interests in the Agreement without the prior written approval from the City. Staff recommend for Council's consideration that Council support the transfer of the lands to Catalyst Community Development on the basis that the obligations to deliver the 49 non-market rental units will still apply to Docksider Green Ltd., as the Developer, until the 49 Non-Market Rental units have been constructed and occupied, in order to ensure that the affordable housing is fully realized.

The wording of the proposed amendments to the Docksider Master Development Agreement will be presented to Council prior to a Public Hearing to consider the Rezoning Application.

### **Pedestrian Access**

The subject lands include a section of the greenway and stair connection to Harbour Road. The recommendation provided for Council's consideration is that Council require a legal agreement to secure public access within these areas.

### **CONCLUSIONS**

The proposal is to amend the CD-9 Zone, Docksider District, in order change the siting regulations for residential uses. This amendment will allow Council to consider variances to the siting requirements at the Development Permit stage, instead of necessitating a Rezoning Application to allow residential uses in the event the siting requirements cannot be met. This would then still allow for a degree of oversight to ensure that proposals include features to mitigate potential conflict with neighbouring commercial and industrial uses.

The proposal is to also amend the Design Guidelines for the Dockside Area that are referenced in Development Permit Area 13, Core Songhees in the OCP. The design guidelines use the terms must, will and shall when describing the siting of residential uses in Development Area D. The applicant proposes to amend the guidelines in order to permit the proposed development described in Development Permit Application No. 00409.

As the proposed developments are generally consistent with the affordable housing requirements outlined in the Dockside Green MDA staff recommend for Council's consideration that Council support the proposed MDA amendments.

### ALTERNATE MOTION

That Council decline Rezoning Application No. 000478 for the properties located at 370 and 384 Harbour Road.

Respectfully submitted,



Mike Wilson  
Senior Planner – Urban Design  
Development Services Division

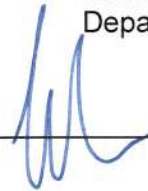


Alison Meyer, Assistant Director  
Development Services Division  
Sustainable Planning and  
Community Development  
Department



Andrea Hudson,  
Acting Director  
Sustainable Planning  
and Community  
Development  
Department

Report accepted and recommended by the City Manager:



Jason Johnson

Date:

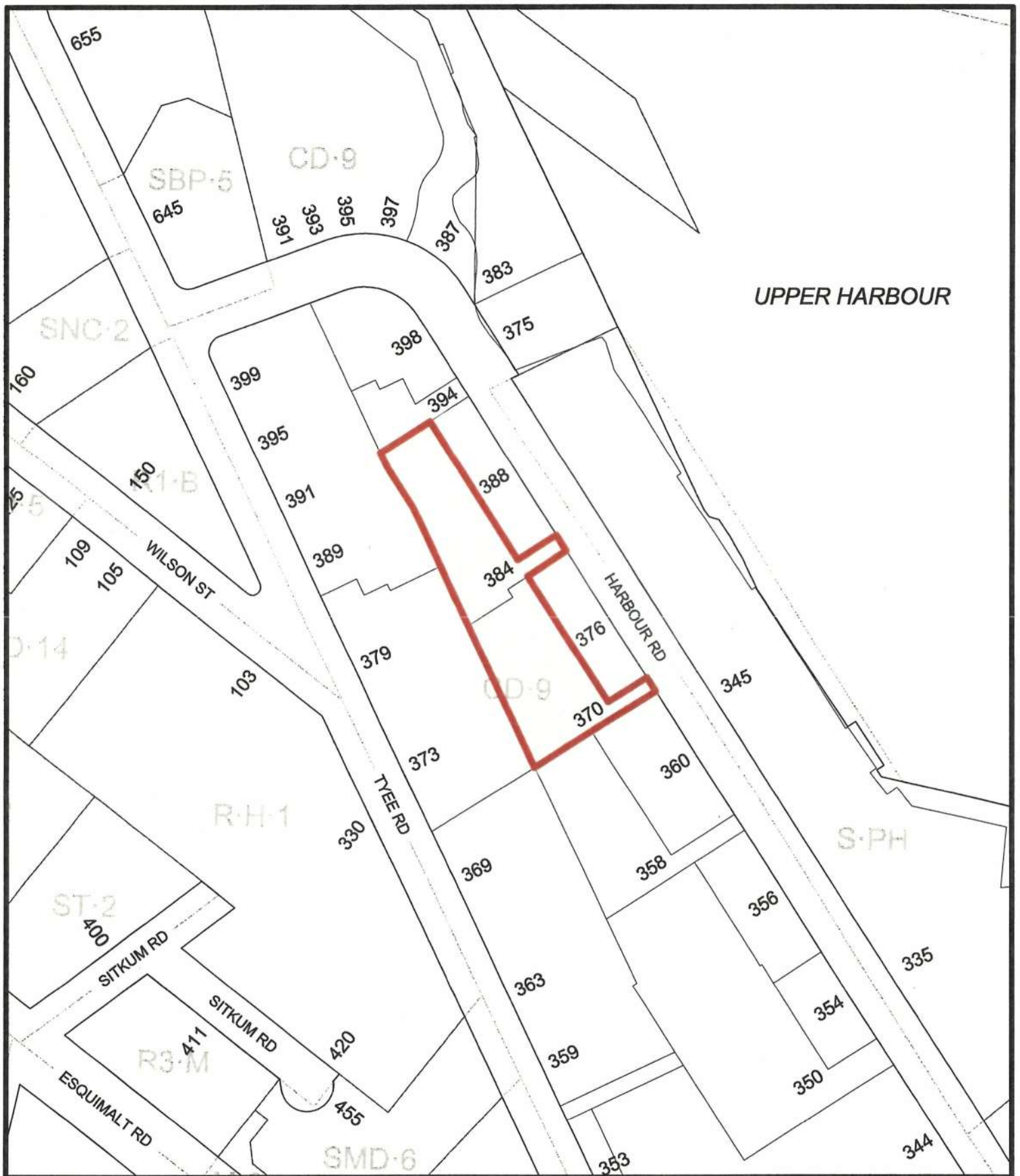
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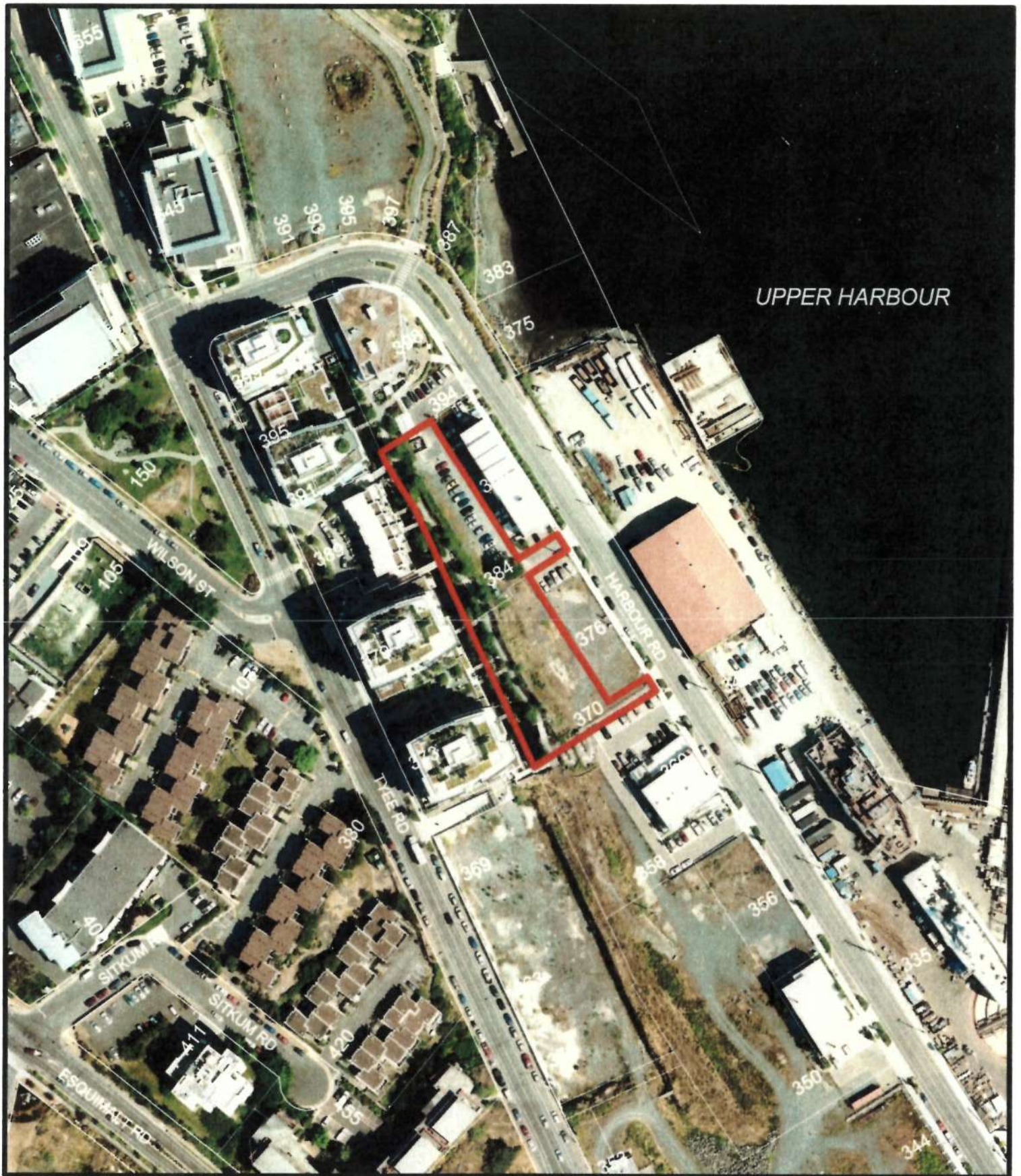
### List of Attachments

- Aerial map
- Zoning map
- Appendix A: Summary of Dockside Green MDA Affordable Housing Commitments
- Letter from Dockside Green Ltd dated February 23, 2015
- Letter from Catalyst Community Development dated March 31, 2015
- Summary of Section 9 (Affordable Housing) of the Dockside Green MDA
- Plans date stamped March 31, 2015.



370 and 384 Harbour Road  
 Rezoning #00478  
 Bylaw #





UPPER HARBOUR

370 and 384 Harbour Road  
Rezoning #00478  
Bylaw #



APPENDIX A: SUMMARY OF DOCKSIDE GREEN MASTER DEVELOPMENT AGREEMENT (MDA) AFFORDABLE HOUSING COMMITMENTS

**General Principles for Affordable Housing**

In 2005, the City entered into the Dockside Green Master Development Agreement (MDA) with the Developer of Dockside Green. The Developer agreed to work with the City to provide Non-Market Rental and Market Affordable ownership housing units that would be integrated into the development. Section 9.0 of the MDA provides a series of general principles for achieving Affordable Housing on the site.

The MDA states that the City and the Developer would “work together so that up to 31% of the residential units on the City Lands are developed as Affordable Housing”. A map of the City Lands is provided in Figure 1.



Figure 1: Former City lands

The wording of the MDA is open-ended in terms of the total number of units to be provided, the location of these units and timeline for delivery.

## **Definition of Affordable Housing**

The MDA defines "Affordable Housing" as:

*Housing which costs (rent or mortgage plus taxes and including 10% down payment) 30% or less of a household's gross annual income, targeting households with an income of \$30,000 to \$60,000, as increased from time to time by the increase in the Consumer Price Index (All Items) for Greater Victoria from the date of this Agreement to the date when any relevant determination under the Affordable Housing provisions of this Agreement must be made.*

## **Developer's Commitment**

### Affordable Housing Contribution

The Developer committed \$3 million to subsidize the sale of Non-Market Rental units to non-profit organizations. The Affordable Housing Contribution is adjusted on an annual basis by the lesser of 7% or the percentage increase in construction cost in Greater Victoria, as measured by a quantity surveyor selected by both the City and the Developer.

A portion of the Affordable Housing Contribution is available to be allocated to each development area that contains Non-Market Rental housing units. The MDA provides a formula for allocating any given portion of the Affordable Housing Contribution to any given development area.

The portion of the Affordable Housing Contribution for a given development area is equal to the product of the gross residential square footage of the building(s) x \$3.00. For example, a Development Area with 72,000 square feet of residential floor space and four Non-Market Rental units would be required to make \$216,000 of the Affordable Housing Contribution available to offset the cost of the sale of those units to a non-profit organization. This works out to a \$54,000/unit subsidy from the market value of the unit.

The Affordable Housing Contribution is currently valued at approximately \$3,578,149. The value of the Contribution is greater than \$3 million due to accrued interest and additional funds that were provided by the Developer in 2008. These funds (\$500,000) were provided as an amenity contribution in accordance with a Rezoning Application that permitted increased density on the site.

### Additional Funds

In addition to the provision of the Affordable Housing Contribution, the MDA contemplates the Developer obtaining further funding from alternate sources.

### Limit Profit on 20% of Units of the Former City Lands

In addition to the Affordable Housing Contribution, the Developer has committed to limit profit earned on the sale of 20% of residential units on the former City-owned Lands to 13% of the total project costs (land acquisition costs and hard and soft costs). These units are to be made available as Market Affordable ownership units.

### Notice of Strata Bylaws

The Developer is required to register strata bylaws for each strata corporation that permit the rental of any Non-Market Rental Units within that strata corporation and so that not less than 20% of the units within individual strata corporations are available for rental use.

### **City's Commitment**

#### Building Permit Fees as a Contribution for Additional Funds

The City has agreed to direct 20% of all building permit fees payable with respect to the development to assist in the purchase of Non-Market Rental units and Market Affordable ownership Housing units in the development. There is currently an additional \$239,614.17 available through the collection of these fees.

### **Dockside Green Housing Advisory Committee**

The Dockside Green Housing Advisory Committee (the "Advisory Committee") is comprised of one representative of the Developer, one representative of the City and one recognized independent expert in the field of affordable housing. The role of the Advisory Committee is:

- a) to consult with the Developer on the number and location of Non-Market Rental units to situate in any Development Area;
- b) to consult with the Developer on the non-profit organizations to whom the Developer should offer such Non-Market Rental units for sale;
- c) to consult with the Community Liaison Group;
- d) to direct the Developer to allocate to Market Affordable ownership Housing units to any portion of the Affordable Housing Contribution that has not previously been allocated and to choose a body to be responsible for administering the Market Affordable ownership Housing program;
- e) generally, to consult with the Developer concerning strategies for the effective implementation of the requirements of this section of the MDA.

The Advisory Committee is currently inactive. Since the change in ownership and management, the Developer has not selected a new representative for the Committee. The Affordable Housing Expert resigned from the Committee in 2009 and has not been replaced.

## **Non-Market Rental Units**

### Definition

The MDA contemplates Affordable Housing being developed on the site via both rental and owned units. A Non-Market Rental unit is defined as a residential dwelling unit made available to a non-profit organization in any given development area to be sold at a subsidy by the Developer. These units are to be held and managed by the non-profit organization for rental housing to low-income persons. These units may be located within a strata building or in a stand-alone building.

### Timeline for Constructing Non-Market Rental Units

Section 9.2(e) of the MDA clearly states that "the Developer will be under no obligation to provide Non-Market Rental units in each Development Area or to provide Non-Market Rental units in accordance with any set time-frame". This is a significant statement in the MDA as it relieves the Developer of any obligation to construct Non-Market Rental units within any set period of time.

### Market Value of Non-Market Rental Units

A key determinant of the selling price of each Non-Market Rental unit to a non-profit organization is the how the market value of a Non-Market Rental unit is calculated. The Agreement contemplated that once this market value was established; it would be subsidized via a portion of the Affordable Housing Contribution. This would then determine the final sales price to the non-profit organization.

The MDA states that the market value of a Non-Market Rental unit is the actual cost of the unit (including land acquisition and hard and soft costs) plus 13% profit.

The MDA permits the City, at its discretion, to review the Developer's records in connection with the actual cost of the Non-Market Rental units on a confidential basis.

## **Market Affordable Ownership Units**

### Definition

A Market Affordable ownership unit is defined as a unit that is made available for sale by the Developer where the price is established as follows: the actual cost of the unit (including land acquisition and hard and soft costs, as verified by a quantity surveyor) plus 13% profit. These units are to be marketed and sold to qualified purchasers with annual household incomes between \$30,000 and \$60,000. A restrictive covenant is registered with each unit to limit the future resale price.

The Developer is required to limit its profit to 13% on 20% of residential units developed on the City Lands so that they may be made available as Market Affordable ownership units.

### Timelines for Constructing Market Affordable ownership Units

The MDA does not set out any obligations for the Developer to provide Market Affordable ownership units in each Development Area or to provide Market Affordable ownership units within any set time-frame.

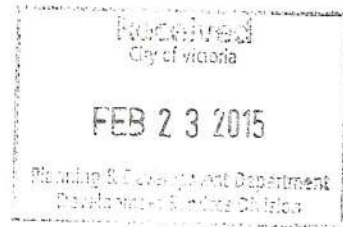
# DOCKSIDE GREEN

Red Tape - Free  
Victory in Green - Guaranteed  
Ownership of 100%  
Local Production & Employment



Thursday, February 19th 2015

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



Dear Mayor Helps and City of Victoria Council,

**RE: Affordable Workforce Rental Housing Project, 370-384 Harbour Road – MDA Amendments**

Dockside Green Limited is pleased to be working with Catalyst Community Developments Society (Catalyst) in submitting a combined Rezoning, and Development Permit application for the delivery of affordable workforce rental housing at Dockside Green. We are delighted to be moving closer to restarting this important mixed-used sustainable neighbourhood in the City of Victoria. Both Catalyst and Dockside Green worked hard to listen to the community perspective on this application and are pleased with the outcome of that process – an improved project plan and a development that integrates well into the neighbourhood and fosters Dockside Greens values of sustainability and inclusivity. As part of Catalyst's application Dockside Green is seeking agreement from the City of Victoria to have this project complete Dockside Green's affordable housing commitments which delivers on this key amenity to the residents of Victoria.

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.

In May 2014, Dockside Green began a public engagement process - bringing together a team of architects, planners, and designers with residents, community members, first nations groups 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 new vision for the project began to take shape. While the project's physical structures began to reconfigure, Dockside Green remained committed to the vision of building a well-loved, culturally vital neighbourhood where the mix of people and environment fuels health and a vibrant local economy. Four guiding values also emerged that began to drive the project: Sustainability, Respect for Local, Inclusivity, and Cultural and Creative Vitality.

Based on feedback from the five-month public engagement process, the design team at Dockside Green established an updated Neighbourhood Plan which included components of both short and long term goals of the community. After receiving positive and affirming feedback from participants, we are delighted to have submitted our comprehensive application in January of 2015 that outlines



the future of the Dockside Green Neighbourhood which provided the context for this application as enclosed.

### *Affordable Housing - History*

In 2005 Dockside Green entered into a Master Development Agreement (MDA) with the City of Victoria which included elements related to the delivery of affordable housing at Dockside Green. From its first phases Dockside Green has made affordable housing a key priority in development of the neighbourhood. The first two phases at Dockside Green saw the delivery of 26 market affordable ownership units.

In the years following adoption of the MDA in 2005, our affordable housing strategy has been discussed and updated by ourselves and the City of Victoria based on work from the Affordable Housing Advisory Committee (AHAC) in 2008/09. These updates formed the basis of a previous application for affordable housing presented to Council in 2008 however the updated strategy was never fully captured in any MDA amendment during that period. The amendments included the following:

- A goal to focus on the development of 75 Affordable Housing units which included both market affordable ownership and non-market rental housing at Dockside Green.
- Using some of the Affordable Housing contribution (\$922,256) to make the 26 market affordable ownership units included in Phase 1 and 2 affordable to people with incomes between \$35,000 and \$50,000.
- A desire to prioritise non-market rental housing
- Building non-market housing in stand-a-lone buildings rather than scattered as individual units within private strata buildings. This is a more affordable option both short- and long-term for affordable housing providers.
- Using the remaining Dockside Green Affordable Housing Contribution funds, the 20% of Dockside Green's Building Permit Fees collected to date by the City, plus contributions from the City and CRDs Affordable Housing Funds to build 46 units of non-market rental housing. These 46 units would complete DG's affordable housing commitments to market affordable ownership and non-market rental housing.

### *Affordable Housing – Current Proposal*

In 2014 Dockside Green began exploring new approaches for the delivery of affordable housing that would not only result in a diverse and inclusive neighbourhood at Dockside Green, but in the process, would serve as an example to enable more affordable housing units in other neighbourhoods in the region. We believe strongly that real-time learning should be shared for the benefit of others. This desire to embrace innovation for the greater public good continues to underpin Dockside Green's core values. As we move forward on the delivery of the social sustainability elements of Dockside Green, our affordable housing commitment remained our first priority. New collaborations are emerging within the not for profit sector that are very exciting – Catalyst being one of the most promising and we are proud to be partner with with them on the delivery of 49 units, contained in two, three-story wood frame buildings. Unit type ranges to include studio apartments to three bedroom and den townhomes.



The proposal as provided builds on the updates, discussion and outcomes developed in 2008/09. A core difference however in the current proposal enclosed is Dockside Green's formal request to release those grants currently set aside by the City of Victoria and CRD Affordable Housing Funds for affordable housing at Dockside Green. Through Catalyst innovative model of affordable housing delivery, our partnership will be able to provide 49 units of affordable workforce rental housing without the use of these grants from the City or CRD Affordable Housing Funds. By only utilizing the Dockside Green Affordable Housing Contribution (AHC) and the Dockside Green Affordable Housing Building Permit funds currently held by the City, this application will consequently result in the return of \$920,000 of funding back to the community to leverage/facilitate other affordable housing projects in the region to further address this important issue.

Moving forward, as part of our application of this innovative and unique approach, Dockside Green is requesting amendments to our MDA that would indicate the following:

- The remaining Dockside Green AHC funds and the Dockside Affordable Housing Building Permit funds collected to date by the City, be allocated to the 49 units being proposed by Catalyst.
- Through successful delivery of these units that a discharge of Section 9 of the MDA be completed, which would result in the successful completion of Dockside Green's affordable housing obligations.

### *Conclusion*

We are thankful to the stakeholders who helped shape this application. The public consultation process was a true articulation of Dockside Green's connection with the community of people who live at Dockside Green, the Vic West community and the City of Victoria.

We are very proud of our partner Catalyst's submission and trust it provides Council with the information needed to favorably consider the proposal and approve the required regulatory changes we are seeking.

Sincerely,

A handwritten signature in black ink, appearing to read 'Ally Dewji'.

Ally Dewji  
Development Manager, Dockside Green Limited



## LETTER TO MAYOR AND COUNCIL

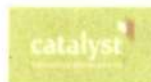


### DOCKSIDE GREEN AFFORDABLE RENTAL HOUSING

370-384 Harbour Road, Victoria

February 19, 2015

Revised - March 31, 2015



Lombard  
North  
Group

**HCMA**  
Hughes Condon Marler Architects

## DOCKSIDE GREEN

# AFFORDABLE RENTAL HOUSING

## INTRODUCTION

Catalyst Community Developments Society (Catalyst) is pleased to be submitting a combined Rezoning / Development Permit Application to City of Victoria for Council consideration. Catalyst is partnering with the Dockside Green Limited to deliver 49 units of affordable workforce rental housing.

Our proposal for these sites is similar, but smaller in scale, to two residential projects approved by the City of Victoria in 2008 and 2009, but which for various reasons did not proceed.

Affordable rental housing is an important City and regional priority. The Capital Regional District (CRD) estimates that 30% of renters in the CRD are in Core Housing need (paying more than 30% of their income on housing). The 2011 National Household Survey identifies that lone parent and single person households are particularly likely to not be able to pay market rents. That same survey demonstrates that people working in the sales and service and arts, culture and recreation sectors are likely to have incomes that make market rents unaffordable.

Affordable rental housing has long been identified as an essential part of delivering a complete and inclusive community at Dockside Green. The location of the proposed project at Dockside Green is well-situated for the provision of affordable rental housing given its walkability to Downtown, other regional employment hubs, local services, and transit and cycling transportation networks. Catalyst is pleased to be working with Dockside Green to deliver on its commitments and support the growth of affordable rental housing in Victoria.

# PROJECT PARTNERSHIPS

## DOCKSIDE GREEN AND CATALYST COMMUNITY DEVELOPMENTS



Catalyst is incorporated under the BC Society Act as a non-profit society (Incorporation #: S-0061889). We exist to build, own and operate beautiful and affordable spaces for people to live and work in. We do so by bringing together a broad partnership from the non-profit and private sectors. Our independent Board of Directors is made up of community leaders with non-profit and real estate experience. Our structure allows us access to equity from Foundations and philanthropic individuals seeking investment in projects that make both a return and a contribution to the community. Our unique model allows for a renewed approach in the delivery of affordable housing in the Lower Mainland and now here in Victoria.

Catalyst is enthusiastic at the opportunity to partner with Dockside Green to develop two of the three remaining parcels of land at the north end of Dockside Mews. Our contractual agreement with Dockside Green will see us design, develop and own the proposed affordable workforce rental homes within the Dockside Green neighbourhood. Our proposed project has been conceived and designed to create beautiful and truly affordable homes providing a high degree of liveability for people seeking safe and secure rental housing in the City.

The homes will be truly affordable at 30% or less of gross annual household incomes in the range of \$25,000 to \$60,000 (as adjusted by CPI from 2005). These levels of affordability will be possible as a result of the proposed contribution to the project from *Dockside Affordable Housing Contribution* and the *Dockside Affordable Housing Building Permit Fund*.

It should be noted that, other than the above *Building Permit Funds*, we will not be requesting any additional financial contribution from the City of Victoria or Capital Regional District affordable housing funds, leaving these funds available for other needed projects.

# PROJECT

## SITE AND CONTEXT

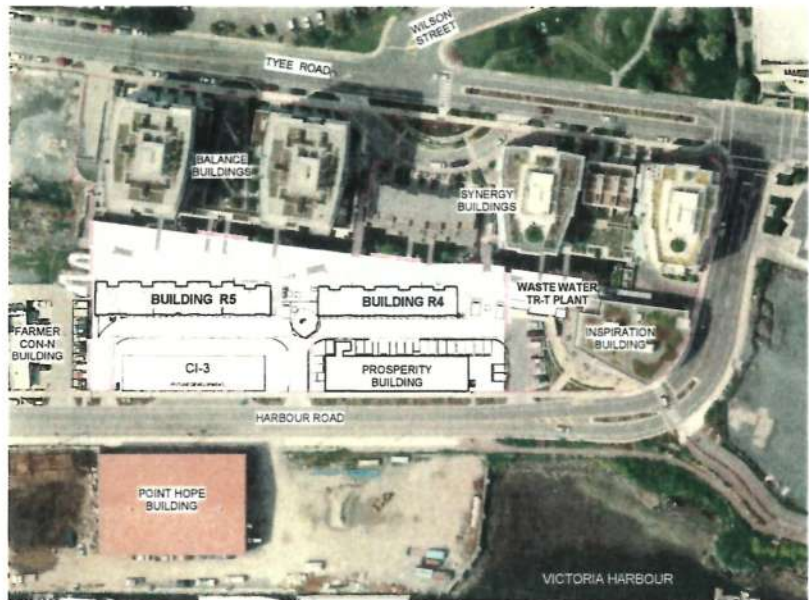
The project site is situated at the north end of Dockside Green, between the existing office building at 388 Harbour Road and the existing high-rise Synergy and Balance buildings located on Tyee Road. To the north of the site is the mixed-use retail and office Inspiration building at 398 Harbour Road that is home to Caffé Fantastico and Fol Epi Bakery. Vehicular access to the site will be from Harbour Road by way of the Dockside Green Mews. Pedestrian access to the upper two floors of the proposed buildings will be from the Greenway level.

**AERIAL PHOTO**  
*View of Victoria Harbour with  
building sites denoted*



#### SITE PLAN

*Proposed buildings are denoted as Building R4 and Building R5*



The proposed project is well located in close proximity to existing on-site services, the neighbouring West Side Village Shopping Centre (Save-On-Foods), existing bus stops on Tyee Road, Wilson Street, Skinner Street, Bay Street, and the Galloping Goose walking/cycling network.

The character, configuration and scale of the proposed project is in line with the original Dockside Neighbourhood Plan as well as the revised Neighbourhood Plan submitted to the City in January of this year.

Undertaking this project in this location at this time will complete a number of key components of the original Dockside Plan and provide a number of benefits for the immediate neighbourhood, including completing the eastern edge to the existing public Greenway path and providing additional residents to support the existing businesses.

Catalyst is excited to be investing in the creation of affordable workforce rental housing in this location as it is well-connected for pedestrians, transit users and cyclists to Downtown, Esquimalt, Rock Bay, the Douglas/Blanshard employment corridor, and Uptown. Residents will have access to existing car-share vehicles with additional vehicles guaranteed for the neighbourhood by Dockside Green. We expect residents to be attracted to living within such a sustainable, high quality development in close proximity to existing local services and future planned Dockside Green amenities - play area, full Greenway, and additional plazas and parks.

# PROJECT

## DESCRIPTION



*Segment of Elevation*

### **Building Form**

The project consists of two three-storey buildings in a town-house configuration. Each building is three storeys on the Mews (Harbour Road) side and two storeys on the public Greenway level. All units will have their own "front door".

Homes will be varied in size and layout and have been carefully designed to be efficient, highly liveable and affordable. 23 studio homes will be accessed directly from the Mews level and at the Greenway level there are eight 1 bedroom homes, eight 1 bedroom and den homes, five 2 bedroom and den two level townhomes and five 3 bedroom and den two level townhomes.

### **Affordability**

The primary objective of this project is to provide much needed secured affordable rental housing. The broad mix of unit types proposed will target households ranging from singles to couples to families with children. Rental rates for the units will be based on a maximum of 30% of the targeted household income ranging between \$25,000 and \$60,000 (as adjusted by CPI from 2005).

### **Public Engagement**

Catalyst and Dockside Green have been working collaboratively to engage residents and businesses at Dockside and the wider Vic West community in our planning and design process. We have held a series of three meetings – two primarily for Dockside Green residents (November 3<sup>rd</sup> 2014 and January 26<sup>th</sup> 2015) and a noticed community meeting with the Vic West Community Association (November 18<sup>th</sup>, 2014). We have also met individually with businesses and commercial business owners. The public process has been vital to our understanding of neighbourhood perspectives. The questions, comments and suggestions we have received have led to a number of important project revisions. We truly believe this process has led to an improved project design and we are grateful for the public participation and input.

### ***Specific Design Changes as a Result of Public Engagement***

Following the meetings in November we made a number of changes to our proposed project and presented the following changes to residents on January 26<sup>th</sup> where the majority of the participants (approximately 40 people) supported our design response to their earlier concerns.



### 1. Access to Homes at the Greenway

The concerns we heard focussed on the number of homes on the upper floors being accessed directly from the existing Greenway and the proximity of the northern building (R4) to the Greenway and existing residences to the west. They also wanted to more clearly understand how convenient move in/move out access would be provided. We have:

- Completely re-designed the arrangement of building types on the site by relocating the two-storey upper townhouse form from the original location on the R5 site to the south to the R4 lot to the north. Similarly the one bedroom and one bedroom/den homes originally located on R4 are now situated on the R5 lot. The result of this significant re-design is as follows:
  - Reduces the number of homes connected directly to the Greenway from 16 to 8
  - Increases the distance between the proposed buildings and the face of the ground floor homes in the building to the west. Now ranging from over 50 feet to over 76 feet.
- Located an over-sized visitor parking stall at the center of the site adjacent to the access stairs between Mews and Greenway levels, which will be available for vehicles being used for home-moving purposes.
- Improved access for pedestrians and residents moving in/out by the addition of a ramp connecting the Greenway to the central stairs.
- Minimized the number of stairs between the Greenway and units, and confirmed that all appliances are provided in every rental homes, avoiding the need for residents to move such items.

*View at Building R4 showing two-storey family unit entrances off the greenway*





Portion of Landscape Plan

## 2. Landscaping

The primary concern raised by neighbours was regarding the loss of privacy for residents located to the west of the Greenway. One resident also enquired about the inclusion of edible landscaping. We have:

- Increased the space between the new buildings and the Greenway for more landscaping providing additional visual screening and privacy
- Incorporated opportunities for edible landscaping in the areas between the R5 Building and the Greenway.

## 3. Access

Neighbours requested clarification on how vehicles and pedestrians would access the site and the homes, especially those at the Greenway level

Multi-modal driveway access to the Mews level is from Harbour Road. Three separate stairs lead from the Mews level to the Greenway level. The layout of the Greenway and the location of existing on-site pathways means that pedestrian access to all units is convenient from both Tyee Road and Harbour Road.

A new path will be built between the R5 building and the existing Greenway so that homes in this building will not be accessed directly from the Greenway.

## 4. Transportation and Parking

Neighbours expressed concerns that parking congestion was already an issue in the area and that our proposed project would only exacerbate this issue.

We are adopting a comprehensive approach that creates solutions for existing parking users and also the parking needs generated by our proposed project.

- Existing Retail and Office Parking

There are currently seven time-limited parking stalls at the Mews level immediately south of the Café Plaza and retail businesses. There are a further 22 underground parking stalls located in the adjacent Synergy building but these are not currently available as they are allocated to the retail space on the Café Plaza that is currently unoccupied. There are also currently 18 stalls of parking adjacent to the existing CI-2 office building (facing Harbour Road) reserved exclusively for office tenants. Lastly, there is an area of the R4 building site that is currently used temporarily by transient parkers. Until recently this parking



was not monitored and was therefore used at no charge by vehicles which often parked for extended periods of time.

Dockside Green has recently adopted a monitoring and enforcement program for the existing parking in this area. This has resulted in more parking turnover which has made stalls more regularly available for short-stay retail and office customers.

- Parking for the Proposed Project



With respect to parking for the proposed project we have adopted a comprehensive approach aligned with the original objectives for Dockside Green to be a community with lower single occupancy vehicle use.

The amount of vehicle and bicycle parking proposed meets or exceeds the City of Victoria requirements established by the CD-9 Zone, Dockside District for affordable housing. Of the 49 proposed homes, 44 will be rented to residents with incomes below the rate defined as "affordable" for parking purposes in the CD-9 zone (targeted household income of less than \$40,000 as adjusted by CPI from 2005). As such no parking is required for these homes, resulting in a parking requirement of five stalls. Seven stalls will be provided.

The current parking standards recognize the significantly reduced parking needs of affordable housing projects in general. In particular, in the proposed project approximately 80% of homes will be one bedroom and den or smaller, and will be rented to residents with an annual household income in the range of \$25,000 to \$35,000. This predominance of smaller homes rented to households on limited income will significantly reduce vehicle ownership and use.

The CD-9 standards also take into account the focus at Dockside Green on facilitating sustainable transportation options and minimizing the use of personal vehicles. This is facilitated by a comprehensive Transportation Demand Management (TDM) program that includes investments in car-share, transit, bike parking, storage and education. It is also facilitated by a superb location and neighbourhood design that makes using non-vehicle transportation modes easy and convenient.



Specific measures being taken include:

- 49 Class 1 bike storage spaces and 12 visitor bike parking spaces.
- Dockside Green has confirmed the provision of an additional car co-op vehicle on Harbour Road
- Dockside Green has progressed discussions with BC Transit regarding the extension of frequent #14 bus service down Tyee Road to the west of Dockside Green
- Seven at-grade parking stalls at the Mews level (5 required)
- Our tenancy/lease up approach will prioritise tenants who do not own vehicles
- Provisions for every unit to have
  - i) free car share membership,
  - ii) a bicycle worth no less than \$200 and
  - iii) a \$15 transit pass subsidy for a minimum of 3 years.

##### 5. Other Project Improvements

Neighbours had expressed concern about the provision of common laundry, rather than in-suite. There was also a specific request from a group of neighbours asking that the buildings and the site be designated as non-smoking. Neighbours also wished more clarity on how garbage and recycling will be handled and any impact of shadowing from the proposed buildings.

- A common laundry facility has been eliminated in favour of in-suite laundry in all homes
- We have improved the access to the screened central garbage and recycling area.
- We have agreed to the request to make both the homes and outdoor space within the project non-smoking.
- We have confirmed through shadow studies the minimal impact of these buildings on existing residents.
- We have developed a detailed lighting plan to ensure sufficient, but night-sky and neighbour friendly lighting on the Greenway side of the building.

# PROJECT

## DESIGN RATIONALE

The project design is informed principally by the *Design Guidelines for the Dockside Area*, the specific guidance for development in Development Area D (DA-D) and our interpretation of the appropriate design response to the site and site context.

### Massing and Street Fronts

The proposed designs are multiple dwelling unit buildings stretching north-south that have ground access residential units on all levels. The buildings fill in a complex edge condition that contains a significant level change. This area of the site is charged by the need to both provide adequate vehicular circulation at Mews level and the desire to preserve the space and character of the Greenway at upper level.

In both buildings studios are located on the lowest level, facing the Mews. Access to these units is raised and separated by a private stoop to provide additional privacy and physical separation from the Mews level. A landscape strip in front of these studio stoops provides a landscaped privacy screen.

As studios have shorter frontages more access points occur along this façade than for the larger family units facing the Greenway. These multiple entrances will very effectively animate the Mews to the east – an area that currently has very few access points to/from the existing Prosperity office building, and is used mostly for parking. With these units at grade, the Mews will take on the character of a residential street or a residential lane. The stairs, stoops, and landscape screens at each entry will further this character by providing texture and detail.

*View of Building R5 showing studio entrances at the Mews*



View of Building R5 showing one bedroom unit entrances off the Greenway area from the new path



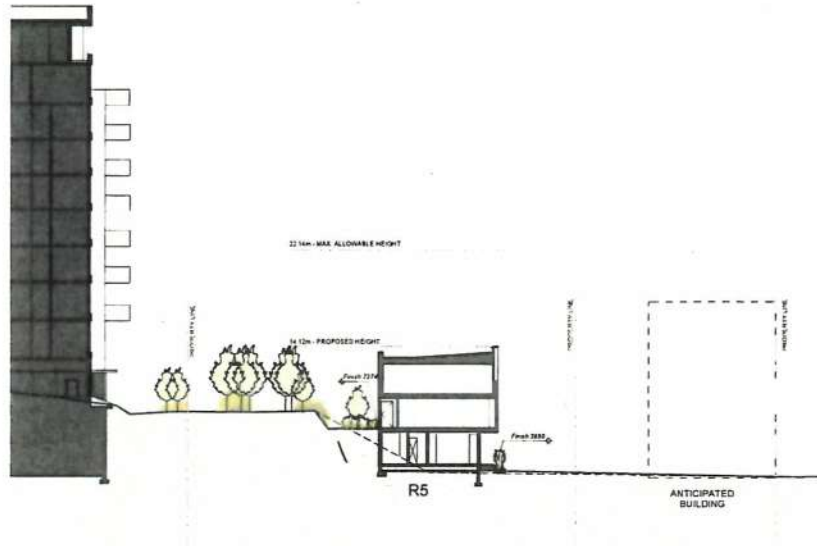
Double aspect two-storey upper units are accessed from level two. Each unit has an individual ground level entry as the Greenway is elevated more than a full storey from the Mews.

The west facades of the buildings at the Greenway level have been articulated as townhomes along a park setting. This includes individual entries at grade and front-yard style patios with their own landscaping that is complementary to the existing Greenway. Individual suite entrances are clearly visible from the access path and are protected by overhangs that are an integral part of the over-all composition. Locating entrances along the Greenway level is a key design component of the *Design Guidelines* as they animate the east edge of the path and add eyes onto this public path.

To preserve the park-like character of the Greenway the design seeks to minimize the number of entry points off the Greenway, while still retaining visual connection and pedestrian access. At Building R4 unit entries are collected together in twos for a total of four entry points. For Building R5 a separated pathway has been added, eliminating direct access to these units from the Greenway.

Massing of the buildings is intentionally quite narrow in east-west direction ensuring minimal impact on the Greenway with all of the existing landscape area remaining in place and new areas of landscape being added to the Greenway. The careful siting of the buildings has increased the distance from the existing buildings over the previously approved projects.

Section through Building R5 showing proposed and allowed building heights



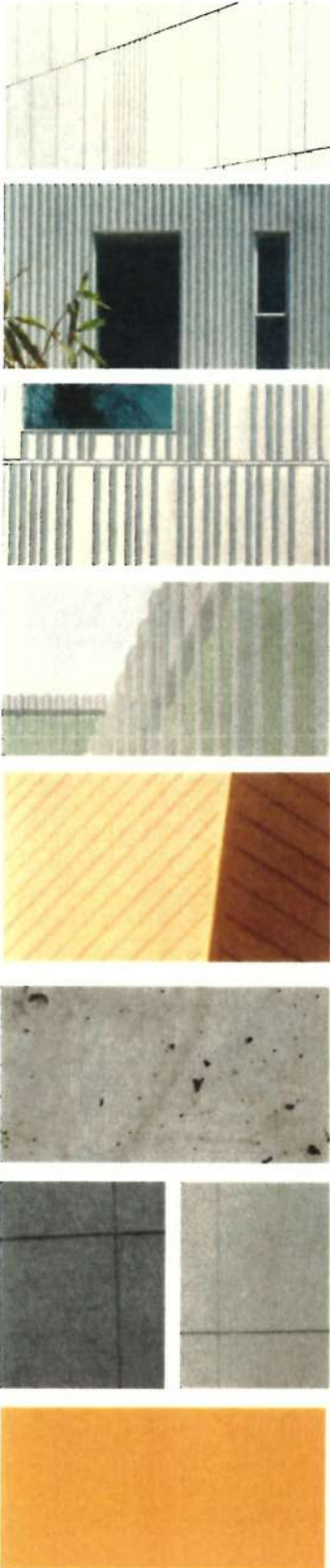
### Building Heights

Proposed building height is significantly below the permitted height - 14.12m (46'-4") vs. 22.14m (72'-7"). The result is a minimal impact on views as well as ensuring light access for adjacent sites through the course of the day and the seasons. Locating these buildings in north/south orientation ensures that building shadowing is mostly within its own lot. It also ensures that none of the private outdoor areas are permanently shaded from sunlight. Greenway patios for these buildings receive sunlight in all seasons.

### Views

Due to lower building height and limited footprint, view cones are not affected.

- Lower level:
  - Viewcone 4 (Northmost) extends only to the Greenway and is not affected by the development.
  - Viewcone 3 is preserved as the building does not extend far enough north to affect it.
- Upper Level:
  - Viewcone 10 is not affected as the building is much lower than the elevation of this viewcone.



### Design and Exterior Building Materials

The simple elegant forms of these buildings respond to two different design objectives as outlined in the *Design Guidelines*. They respond to the marine character along Harbour Road with a more industrial aesthetic on the east façade at the Mews, and a more residential aesthetic on the west façade at the Greenway. This creatively addresses the boundary condition of the R4 and R5 sites that are between industrial and office uses to the east and residential park-like uses to the west. Durable materials are used throughout that will withstand the elements and general wear and tear resulting in less maintenance and continued high quality of the buildings.

- *East Facades:*

The east facades use corrugated metal panels referencing the industrial nature of the Point Hope Shipyard, the Prosperity office building, and the Farmer building to the south. The use of this material is additive, asymmetrical, and irregular invoking an image of an eclectic collection of small-scale industrial structures.

The grey bases of the buildings relate to the stone and concrete walls that form the base of Inspiration building (the bakery / office CI-1) and the exposed perimeter of the waste water treatment building, as well as the darker base material on the Prosperity building.

The white and wood colours of the metal panels relates to the white-and-wood scheme of the Synergy building (R1), while the wood accents further relate to neighbouring Prosperity, Inspiration, and Balance buildings.

Bright accent colour is used at shared spaces and entries as more informal elements, the robust hue referencing industrial and port machinery and equipment.

- *West Facades:*

Using more traditionally residential materials such as stained wood board and fibre cement panels, the facades take on a townhouse character. The stained wood boards are both natural and durable and appropriate for this domestic typology. The fibre cement panels are typical to residential construction and have a precedent immediately to the west of R4 at the Synergy development.

- *Roof:*

The mono-pitch shed roof references simple industrial structures when viewed from the street level. When viewed from above it is the building's fifth elevation - a graphic pattern of

*Landscape site plan at Greenway level*



roofing material is combined with a rockscape to invoke the shoreline ringing the harbour.

- *Public Paths and Spaces:*

At the north end of both proposed buildings, new east-west connections are created by providing stair access from the Mews level to the Greenway level, thus increasing connectivity to the neighbouring community. The north-south Greenway is maintained and enhanced with additional landscaping. A new north-south path is added at Building R5. Existing plazas at the Greenway are carefully enlarged and a small plaza is added at the north end of Building R5. These two new plazas create a common outdoor space for the residents to enjoy.

- *Sitescape / Landscaping:*

Proposed landscaping is a combination of soft and hard landscaping. The plants are mostly indigenous and adaptive and aligned with the overall landscape design for Dockside Green. Numerous trees and extensive ground cover and lower planting are added at the Greenway level to enhance the 'park-like' atmosphere. Screening landscaping is incorporated at the Mews level in front of studio entry doors.

A significant arbutus tree has been further protected and is retained with careful consideration given to the drip-line of this important tree. Extra care will be taken during construction to protect it appropriately.

- *Circulation:*

At-grade parking is dispersed through the site, avoiding large areas of consolidated parking. Of the parking spaces provided, four are placed under a building overhang at the Mews level in Building R5 while the others are thoughtfully located on other parts of the property. Design and detailing of parking spots is seamless with the pedestrian areas with paving material choices used to indicate a preferred pedestrian use.

The shared garbage and recycling area is positioned in a screened centrally located area.

PROJECT INFORMATION TABLE		
	REQUIRED	PROPOSED
ZONE (EXISTING)	CD-9; SUB ZONE DA-D	CD-9; SUB ZONE DA-D
SITE AREA (sq. m.)	(DA-D) 16570	3842.11
TOTAL FLOOR AREA (sq. m.)	NOT APPLICABLE	2429.78
FLOOR SPACE RATIO	NOT APPLICABLE	2429.78 / 3842.11 = 0.63
SITE COVERAGE %	NOT APPLICABLE	1059.14/3842.11 = 27.57
OPEN SITE SPACE %	NOT APPLICABLE	49.03%
HEIGHT OF BUILDING (m)	22.14 GEODETIC	14.22 GEODETIC (HEIGHT FROM GRADE 8.57)
NUMBER OF STOREYS	NOT APPLICABLE	3
PARKING STALLS (NUMBER ON SITE)	AFFORDABLE: 0 (0 PER UNIT) STANDARD: 5 (1 PER UNIT)*	0  7
BICYCLE PARKING NUMBER (STORAGE AND RACK)	CLASS 1: 49 (1 PER UNIT)  CLASS 2: 12(6 PER BUILDING)	CLASS 1: 49  CLASS 2: 12

BUILDING R4	BUILDING R5
1020.45	1409.33
8.57	8.56
3	3
3	4
19	30
6	6

BUILDING SETBACKS		
FRONT YARD (HARBOUR ROAD) (m)	0	23.23
REAR YARD (m)	0	7.12
SIDE YARD (NORTH) (m)	0	10.74
SIDE YARD (SOUTH) (m)	0	1.17
RESIDENTIAL USE DETAILS		
TOTAL NUMBER OF UNITS	NOT APPLICABLE	49
UNIT TYPE	NOT APPLICABLE	- STUDIO - 1 BEDROOM - 1 BEDROOM + DEN - 2 BEDROOM + DEN - 3 BEDROOM + DEN
GROUND ORIENTED UNITS	NOT APPLICABLE	49
MINIMUM UNIT FLOOR AREA (sq.m.)	NOT APPLICABLE	23.54
TOTAL RESIDENTIAL FLOOR AREA(sq.m.)	NOT APPLICABLE	2235.47

23.23	23.45
7.12	13.23
10.74	N/A
N/A	1.17
19	30
- STUDIO - 2 BD + DEN - 3 BD + DEN	- STUDIO - 1 BD - 1 BD + DEN - 2 BD + DEN - 3 BD + DEN
19	30
23.54	27.42
950.75	1284.72

\* 5 UNITS FALL OUTSIDE OF AFFORDABLE HOUSING DEFINITION FOR ZONING CALCULATIONS; ALTHOUGH THESE ARE STILL CONSIDERED AFFORDABLE UNITS UNDER MDA TERMS

# PROJECT

## GREEN BUILDING AND LEED ND



*Dockside Green Wastewater Treatment Plant*

### **Green Building Strategy**

A key component of our project design approach is the integration of our proposed buildings into the overall sustainability objectives of Dockside Green. While our proposed project is exempt from the LEED New Construction certification requirements under the MDA, Catalyst will support Dockside Green in maintaining and reporting in respect of the LEED Platinum Neighbourhood Development certification with the Canada Green Building Council. Catalyst will be adopting a number of green building strategies to align with Dockside Green's focus on environmental sustainability, which include the following

#### *Site and Location*

- Within easy walking distance of neighbourhood services, public transportation, and employment
- Located on a previously developed former brownfield site

#### *Transportation*

- Conveniently located for public transit services, and walking/bike trails including Galloping Goose Trail connections to downtown
- Numerous traffic demand management strategies including abundant bike storage and car co-op vehicles at Dockside.
- Encouragement of reduced single occupancy vehicle use through pro-active suite-rental policies, TDM strategies and reduced parking.

#### *Energy Efficiency*

- Connection to the Dockside Green District Energy Utility
- Construction of a highly efficient building envelope including highly insulated walls, roof and windows
- Energy modeling to be undertake to optimize design
- Ultra low flow plumbing fixtures to reduce hot water energy use



*Dockside Green District  
Energy Utility*

- Separate metering of hot water to maximize user-led efficiencies
- Night-sky and neighbour friendly exterior lighting will be used

#### *Water Efficiency*

- Sanitary sewer connected to the Dockside Green Wastewater Treatment facility with water re-used for toilet flushing and irrigation
- Use of high efficiency water fixtures and appliances to reduce potable water and hot water energy use

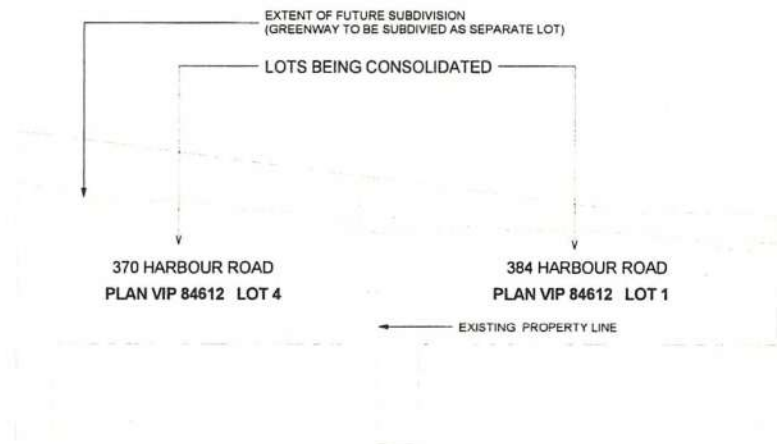
#### *Healthy and Resource-Efficient Materials*

- The building and site will be designated non-smoking
- Use of building materials which off-gas harmful chemicals will be minimized
- A construction air quality management plan will be adopted
- Improved ventilation will be installed providing constant ventilation to suites.
- Use of locally sourced materials with high-recycled content will be optimized.
- A construction waste management plan will be adopted to reduce construction waste

# PROJECT

## LOT CONSOLIDATION / SUBDIVISION LOT LINE ADJUSTMENT

The subject development site comprises two existing legal lots. Our application seeks to consolidate the lots and to amend our property boundary on its western (Greenway) edge. This will allow all of the Greenway to be under the long-term control of the Dockside Green Victoria Society, managed for the use and enjoyment of all residents in the neighbourhood. This lot line adjustment (subdivision) is included as part of Development Permit application for Council consideration.



*Lot consolidation schematic  
plan*

# PROJECT

## OFFICIAL COMMUNITY PLAN



*Cafe Plaza*

The City of Victoria Official Community Plan (OCP) designates the site as Core Songhees. The built form in Core Songhees is multi-unit residential, commercial and mixed-use buildings generally three to six storeys with densities ranging up to approximately 2.5:1. Significantly, the OCP establishes an objective that 50% of new residential housing growth is located within the Urban Core, of which this site forms a part. This project supports the OCP strategic direction of the revitalization of Vic West, particularly those portions within the Urban Core with urban design that improves connectivity and walkability and linkages to the neighbourhood and Downtown Core Area. In this policy context our project is a relatively lower density version of the type of development called for in Vic West, contributes to the population growth in the Urban Core and supports the ongoing revitalization of the former Vic West industrial lands.

The OCP also identifies the importance of non-market rental housing that is aligned with household incomes, which is the approach taken by this project. This project is also an example of the type of innovative partnership between private and non-private sectors that is called for by the OCP (Policy 13.20).

# PROJECT

## PROPOSED REZONING

## OCP AMENDMENT AND VARIANCE



*Building Site from South*



*Building Site from Harbour Road.*

With our proposal we are seeking Council approval of a Re-zoning text amendment, an OCP amendment to the Dockside Design Guidelines and a Development Permit with variances.

The Rezoning, OCP and variance elements are very similar and address the siting of residential uses in this portion of Dockside Green.

The original Dockside neighbourhood plan, as reflected in the Dockside Design Guidelines envisioned commercial and light industrial uses located on the ground floor with office uses above fronting Harbour Road and residential uses oriented to the Greenway.

These objectives were captured in both the OCP and the CD-9 Zone, Dockside District. The OCP indicates that residential uses must be above industrial and commercial uses, and must be oriented to the Greenway. The CD-9 Zone further indicates that residential uses are permitted 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. Our application proposes the following:

- amendments to the Design Guidelines to allow for ground floor residential and the residential units that face towards Harbour Road;
- a text amendment to the CD-9 Zone to move the restrictions on the residential uses to a different section of the bylaw and a variance to the building buffer requirements and ground floor residential restrictions through approval of the Development Permit.

The current configuration of this portion of the Dockside Green neighbourhood is a result of neighbourhood plan amendments and lot subdivisions approved by the City of Victoria, which created a row of lots along Harbour Road and a second row of lots between them and the Greenway. These interior lots, which are the subject of this current application, were approved for residential buildings in 2008 and 2009 with variances that allowed ground floor residential and un-buffered or partially buffered buildings. These Development Permits were approved without the need for Rezoning or OCP amendments, which is the process that staff indicates is now necessary even though the current proposal is similar to what was previously approved.



*Building R4 Site from South*



*Building R4 Site from North*

Our affordable workforce rental housing proposal completes the eastern edge of the Greenway with residential units as originally envisioned. Both buildings are situated more than 18m from Harbour Road. Building R4 is buffered substantially by the taller CI-2 building facing Harbour Road. The commercial building that is intended to act as an acoustical buffer for Building R5 is proposed but has not yet been constructed.

In light of this we commissioned a study by an acoustical engineer (Wakefield Acoustics) that included actual monitoring of noise at three locations on site. Based on these recordings and noise mitigation measures to be employed the engineer determined that the recorded levels are within the interior maximum decibel performance levels specified in the Master Development Agreement (MDA). Mitigation measures include: double glazed windows; strategic placement of hinges to open windows away from noise sources; constant ventilation; and R20 thermal insulation in building walls.

With respect to ground level residential at the Mews level, we believe there are a number of reasons why this configuration is the best design response. Residential at the Mews level adds eyes on the Mews during both the day and evening enhancing the safety and vibrancy of this area. An increased number of residential units in this area will provide additional potential customers for the existing and planned business surrounding the Cafe Plaza, supporting their viability. Market analysis has indicated there is little or no demand for small-scale light industrial or commercial at this location. Moreover, locating light-industrial uses along the Mews would not compliment the surrounding uses.

All these factors were recognized in the two previous applications for residential-only projects approved by Council in 2008 and 2009.

We believe that in the context of the benefits our project design, our planned noise mitigation design elements, and recognized inappropriateness of alternative ground floor uses for these sites, the necessary text amendments to CD-9 Zone, OCP Design Guidelines and variances are strongly supportable.

## CONCLUSION

As we have articulated, Catalyst and Dockside Green have worked hard in partnership to make our proposed affordable workforce rental housing project a valuable addition to Dockside Green and larger Vic West neighbourhood. Catalyst brings its development expertise and its access to low costs "social equity" to leverage the Dockside Green land and the Dockside affordable housing funds. We have engaged extensively with our neighbours and listened. We feel their contributions have helped us to create a project that better addresses the site, the neighbours, the future residents and the Vic West community. We believe the proposed bylaw amendments and variance are appropriate and align well with the overall vision of Dockside Green. We look forward to the opportunity to present this project to Council and to developing a high-quality, affordable workforce rental housing project.

Sincerely,

Robert Brown

A handwritten signature in dark ink, appearing to read "Robert Brown", is written over a faint, light-colored rectangular stamp or watermark.

President

Catalyst Community Development Society

# MEMO

Received  
City of Victoria

MAR 31 2015

Planning & Development Department  
Development Services Division

TO Robert Brown, Robin Petri, Josh Taylor - Catalyst Community Developments

FROM Elena Chernyshov, HCMA Architecture + Design

CC Karen Marler

PROJECT Dockside Green Affordable Housing

DATE March 31, 2015

## Application Review Summary - Responses

Please find below a summary of our design rationale in response to the Application Review Summary provided by City of Victoria for 370 and 384 Harbour Road.

### Expression of the primary roof line:

We have taken into consideration the expression of the primary roof line to reflect what is recommended in the Design Guidelines. The Guidelines do not specifically refer to these 'asymmetrical and irregular' epithets for the roofs, only for the overall building form. The Design Guidelines specifically recommend that 'gable and shed roofs should be considered along Harbour Road, reflecting existing low-slope and flat rooflines of building such as point Hope Shipyard building'. We have utilized simple shed and simple gable roof forms to create a horizontal roof line on two of four building elevations.

The roof of the main Point Shipyard building is a single uniform low-slope gable shape. When viewed from the street, on the long side of the building the roof shape presents a horizontal line. The sloped gable end is visible from the sides. Our project references this intentionally - it is creating a fairly uniform horizontal line of the parapet on the long side facing the Mews and on the short sides it has an asymmetrical inverted gable roof line - a play on the main Point Shipyard building gable roof line. (Refer to Appendix A).

On the Greenway west side the roof forms transition to 'rowhouse' form, and on the Mews side the building echoes the shape of the Shipyard building in its scale and massing, including the cantilever of the upper mass.

The recommendation for 'additive, asymmetrical, and irregular' building forms - not specifically roofs - is addressed along these elevations by making the overall elevation asymmetrical and creating unique colourful elements such as the carport (at R5) and the bike room entry (at R4). The upper levels on both building along the east elevation (Harbour Road, Mews side) are further broken into smaller elements meant to reflect an industrial building that has been added to over time - additive - and irregular - the

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Vancouver BC V6B 1N2

HCMA

patterns and texture of the cladding is mixed randomly and the niches in the volume create another layer of randomization – asymmetrical and irregular.

The recommendation in the Design Guidelines for 'innovative design' leaves it open to interpretation and this proposal experiments with a different kind of industrial character than previously used in the area and for what is typically considered residential character.

#### **Materials and colour palette:**

Along the east elevation six materials are used. While some materials are similar in colour and composition they provide a variety in texture that is fully appreciated experientially – such as three types of white metal claddings on Levels 2 & 3 that have very different textural profiles. Other materials are same in texture and finish, but vary in colour – namely panels on Level 1 that are charcoal and orange in colour. Additionally random pockets are inset into upper volume that are clad in wood effect horizontal metal cladding – a unique element unlike all others that adds warmth and visual detail of wood to this side. Same material is used on the soffit of the cantilevered volume – that is hard to illustrate in the elevation, but will be apparent experientially.

Large portions of the cladding materials are inspired directly by the local industrial marine references:

- White metal cladding references the United Engineering Building adjacent to Point Hope Dry Dock and frequently used white finish of many marine vessels and shore structures – for example, such as vessels and docks of BC Ferries.
- Bright orange is a robust colour that occurs frequently in both industrial and marine applications - heavy machinery; safety accessories; marine sports such as kayaking, diving, and others; and naval elements such as life vests, life preservers, rescue boats, boat fenders, floats, buoys, etc. (See images below).
- The grey colours reference concrete and block work (concrete masonry units as well as large lock blocks) used throughout the area



Heavy equipment and life preservers at Point Hope Marine Shipyard.



Heavy equipment at United Engineering / dry dock.



Floats at Fisherman's Wharf



Lifeboat on BC Ferry



Rope used in marine application; horseshoe life ring; life preserver ring



Ship funnels.

HCMV

Fiber cement cladding will be detailed in minimal and clean way – with reduced metal trims and countersunk fasteners. The panels will be selected primed so that the final product is painted in its entirety to look uniform – panels, countersunk fasteners and metal trim will all be painted the same colour to give the surfaces a uniform look. The detail will come from the shadow reveals creating a random panellization pattern. The following images illustrate precedents for this look:



Residential project.



Residential house in Seattle.

### **Building massing:**

Preference for, or recommendation of, vertical or horizontal directionality to building forms is not mentioned in Design Guidelines and was not used in design development stages as a parameter. While vertical articulation is already included in the design on the west elevations, this was a natural fit for expressing a row house character; however, on the east elevations a more unified forms inspired by Port Hope Shipyard Building we intentionally designed to read clearly as such and appear much more horizontal as a result. To provide relief and add to the 'additive; asymmetrical, and irregular' character of the building forms, the white planes of east elevations were articulated as described above with irregularly spaced vertical breaks and randomized recessed niches. We have also endeavoured to bring these vertical breaks down to grade on the Mews (west) side elevation. To emphasize this, we have revised the elevations since prior submission to make these more pronounced.

This asymmetrical and irregular character as well as verticality is also expressed on end elevations – north and south. Overall the building expresses character recommended in the Design Guidelines.

To minimize contrast between darker base and lighter upper levels, we have revised the drawings to show a lighter base that is closer in colour to concrete – sympathetic to the concrete wall of the water treatment plant and the retaining wall below the patio of the cafe in Inspiration building.

### **Residential entrances:**

Building massing was designed specifically to locate the entrances to units under cantilevers or in niches to provide a sense of enclosure and to protect from the elements. We have now revised our drawings to articulate the entrances further by making the doors brightly coloured, using graphic signage, and locating additional lights in soffits and centering these immediately on the entry doors. We have also clarified graphically by use of shadow how the building faces are modeled as this clarifies the recesses created to emphasize the residential entries.

### **Private residential outdoor space:**

All 2 and 3 bedrooms and half of all 1 bedrooms have private outdoor patios along the Greenway. Upper level 1 bedrooms have Juliette balconies facing the greenway. Studio units along the Mews also have semi-private stoops. For those 1 bedroom units and studios, the Greenway acts as a common backyard and the development specifically set aside two areas – small plazas – one at north of R4 and one at north of R5 as common outdoor spaces. This set of plazas adds to a green axis punctuated with common outdoor spaces – immediately to the south of our site, Lookout and Playroom spaces are proposed in revised Dockside Green Masterplan.

Drawings have been revised to clarify these conditions.

### **ZONING PLAN CHECK COMMENTS:**

#### **Comment:**

"The values provided differ slightly compared to the overall Rezoning application previously submitted. Please ensure the numbers match with the next set of revisions for the overall Rezoning application".

**Response:**

The table has been changed to agree with current zoning area allowed for DA-D and area as shown in rezoning application to be 16,570 square meters. Drawing A1.01 has been revised to reflect this correction.

**Comment:**

"According to the site plan the closest proposed construction to the rear property line is 7.12m for Building R-4. The project data table identifies 7.20m."

**Response:**

This is a transcription error. It should say 7.12m – this has been revised on drawing A1.01.

**Comment:**

"The project data table identifies a side yard setback (north) for Building R-4 as 9.81m and 0 for building R-5. Both of these are actually not applicable. A property line will not exist between the two buildings."

**Response:**

R4 and R5 values are included for illustration only. For the overall project setbacks, these are disregarded. We have deleted these from the drawings.

**Comment:**

"Please provide the slope (%) of the drive aisles and parking areas."

**Response:**

These have been clarified / revised on drawing A1.02 which now shows slopes for drive aisles and parking areas.

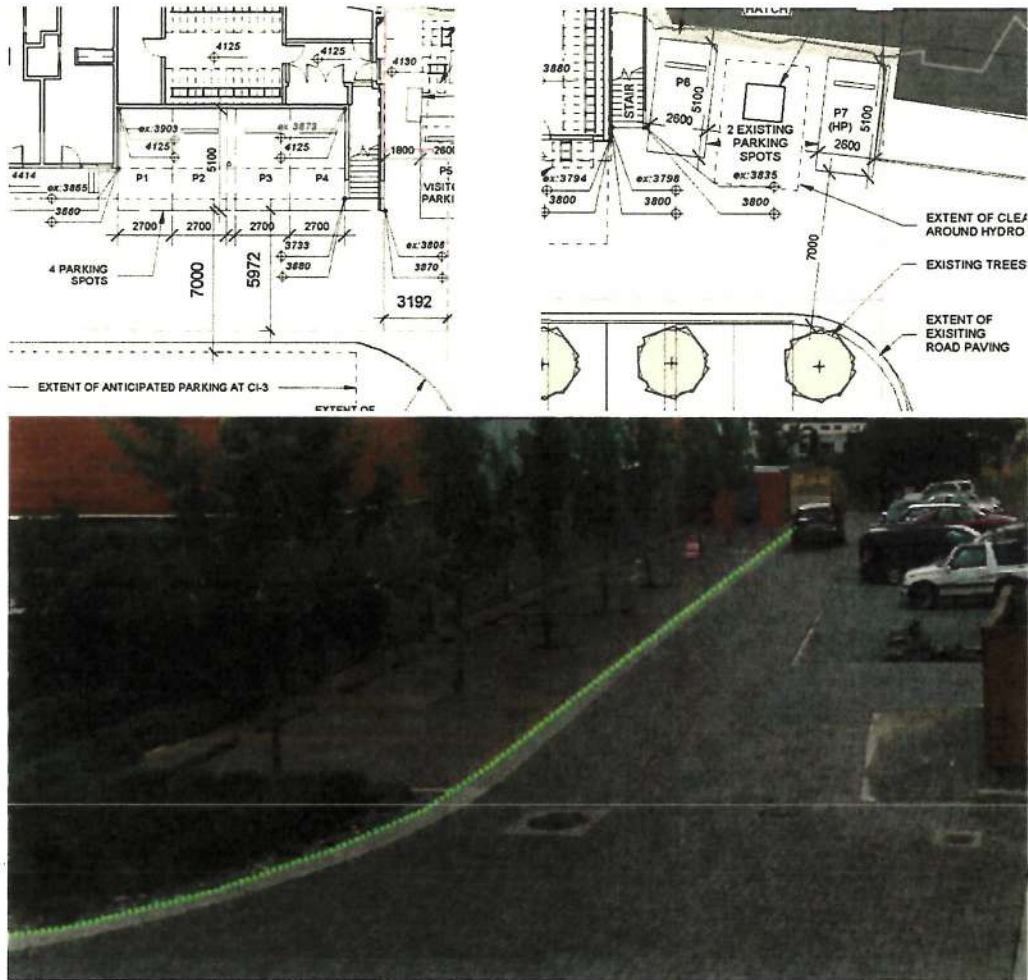
**Comment:**

"7.0m is the minimum aisle width requirement behind a parking space. The distance to the curb behind stalls 1, 2, 3, 4 and 7 have an aisle width less than 7.0m."

**Response:**

We have revised drawing A1.02 clarifying that the edge of pavement is not the beginning of the curb. The 7 meter distance is measured to the far side of drainage channel that might look like a curb on the drawings (green line in photo below). However, it is still contributing to the drive aisle.

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HCH



**Comment:**

"The denotation for the Class 2 bicycle parking on the site plan will need to be fixed. The 6 spaces between the building is missing the symbol, the 3 adjacent to Building R4 will need to have the number of stalls identified (3)."

**Response:**

Missing symbols for 3 bicycle racks (6 spots) between R4 and R5 buildings have been fixed on drawing A1.01. Number of spots for Class 2 rack at building R4 has been identified as 3 spots on both site plans A1.01 and A1.02.

Please let us know if you have any additional questions, comments, or concerns.

All the best,

Elena Chernyshov, Architect AIBC.

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## Appendix A



View of Point Hope Shipyard Building referenced in the Design Guidelines.



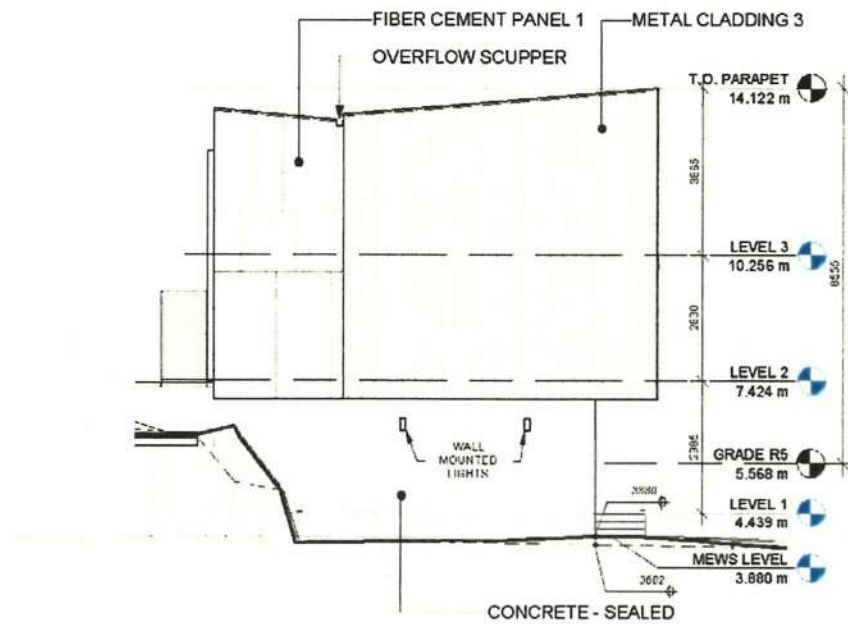
Horizontal appearance of the gable roof on the west elevation.



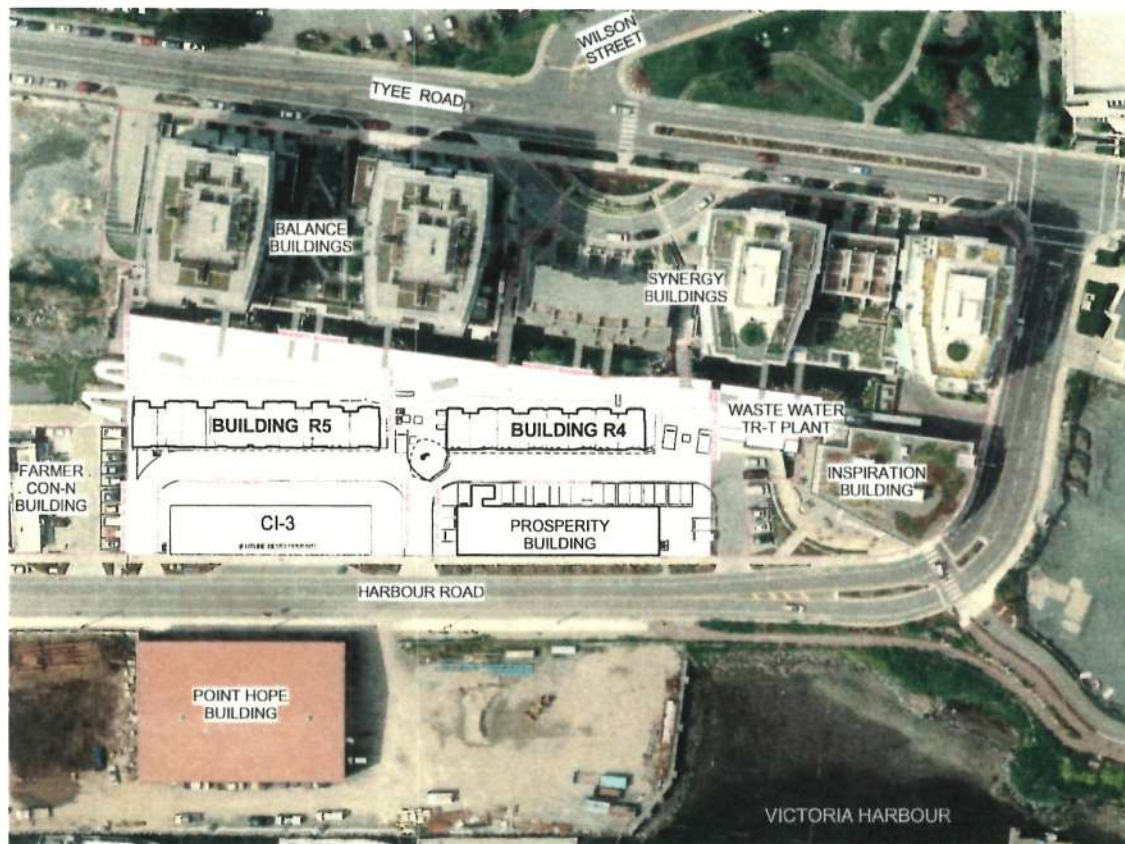
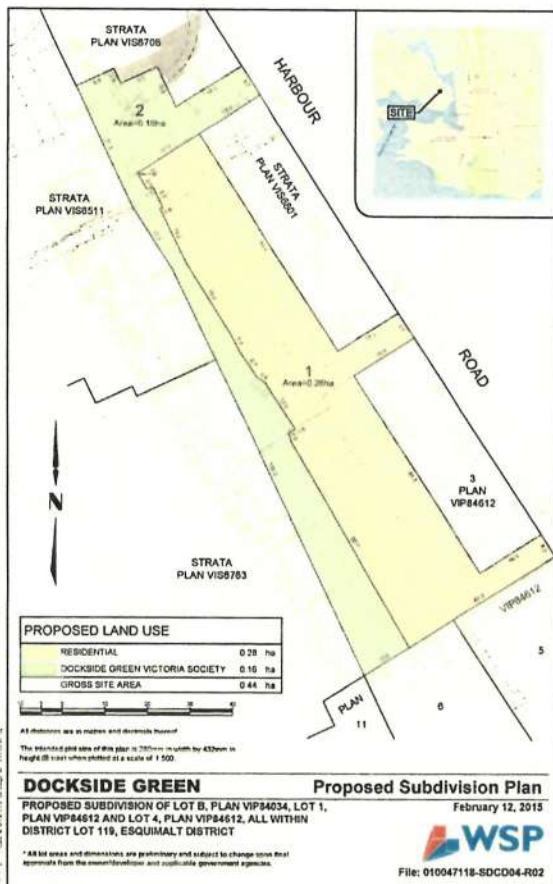
Gable roof appearance is best seen at end elevations.



Horizontal appearance of the shed roof on the east elevation of the proposed R5 building (R4 is similar).



Inverted and assymetrical 'gable' reference is best seen on the edge elevations of R5 and R4 buildings (north and south elevations)



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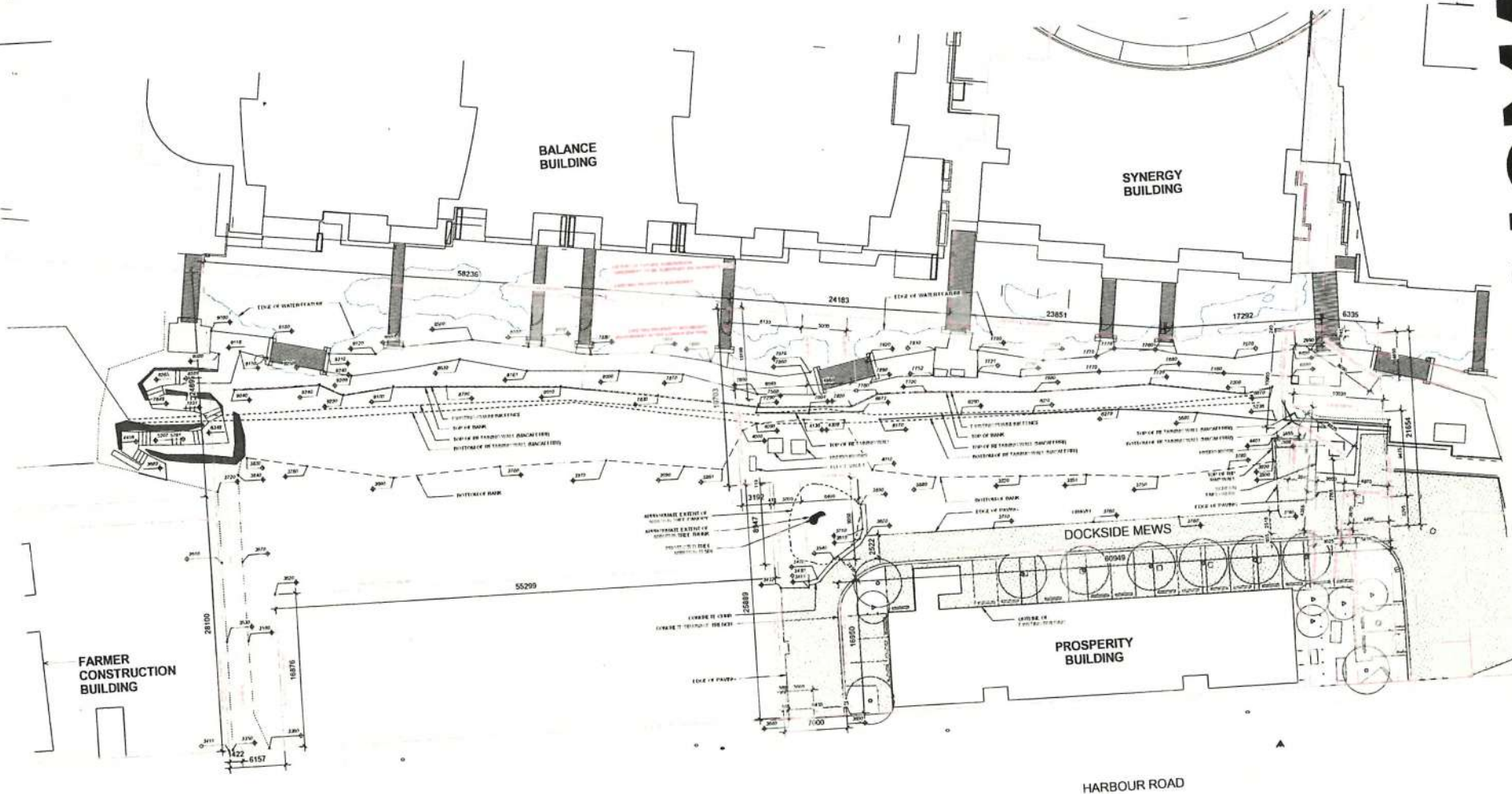
**DOCKSIDE GREEN - AFFORDABLE HOUSING**  
 374 & 384 HARBOUR ROAD, VICTORIA  
 PREPARED FOR: HCB  
 DATE: FEBRUARY 2015



**CONTEXT PLAN**

**A0.01**  
 DATE: FEB 12, 2015  
 SCALE: 1:100

HCMA Architecture + Design  
 374 & 384 HARBOUR ROAD, VICTORIA  
 TEL: 250.732.6479  
 WWW.HCMA.VIC



Received  
City of Victoria

MAR 31 2015

Planning & Development Department  
Development Services Division

**HCMA**



DOCKSIDE GREEN -  
AFFORDABLE HOUSING  
SITE & LANDSCAPE ARCHITECTURE  
BY DATE

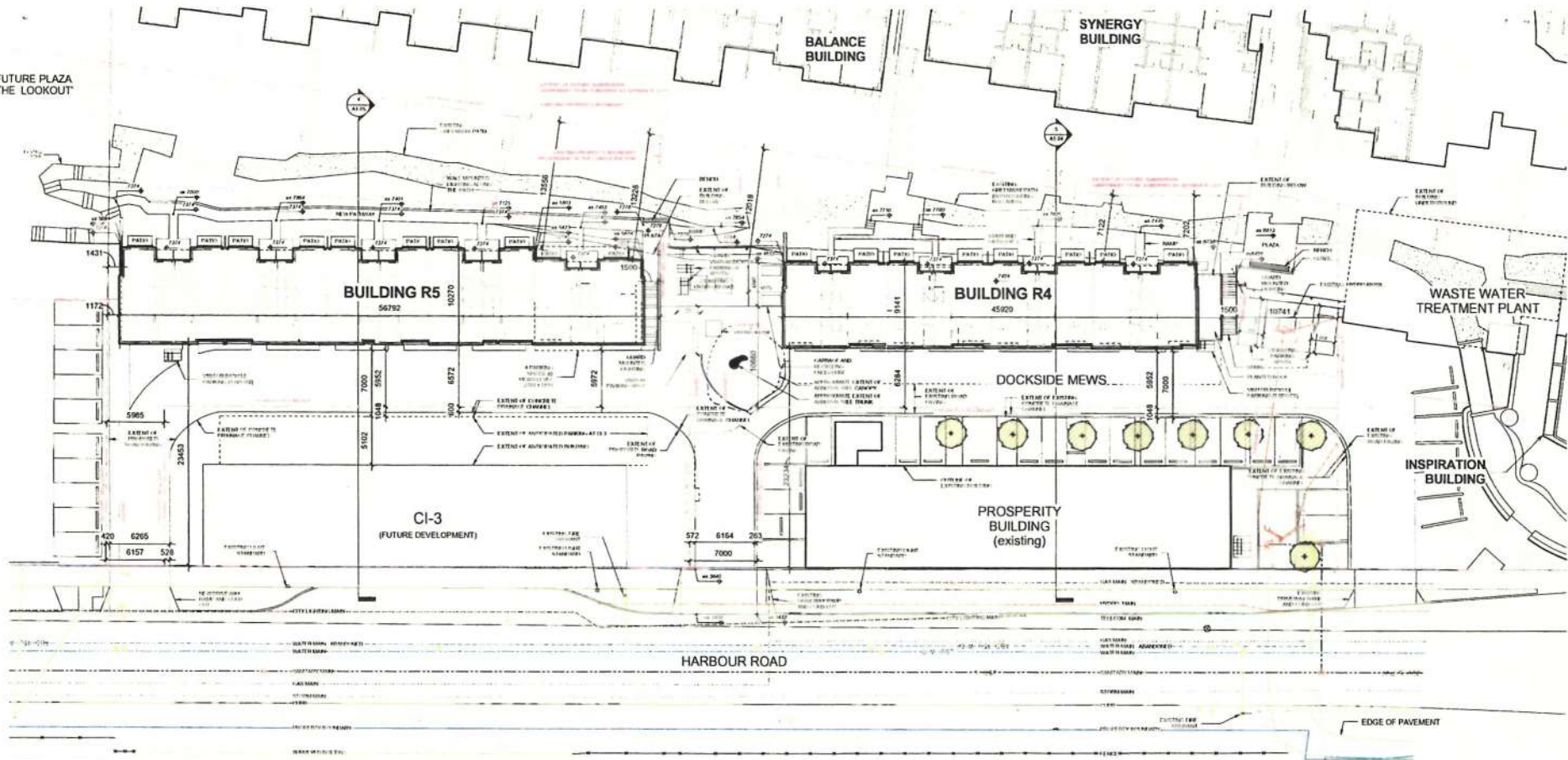


EXISTING SITE PLAN

DATE: FEB 14, 2015  
**A1.00**  
SCALE: 1/8" = 1'-0"

HCMA Architecture + Design  
1000 10th Ave. Suite 1000  
Victoria BC V8T 1C1  
Tel: 250.613.4377  
Fax: 250.613.4378

FUTURE PLAZA  
"THE LOOKOUT"



PROJECT INFORMATION TABLE		
	REQUIRED	PROPOSED
ZONE (EXISTING)	CD-9; SUB ZONE DA-D	CD-9; SUB ZONE DA-D
SITE AREA (sq m.)	(DA-D) 16570	3342.11
TOTAL FLOOR AREA (sq m.)	NOT APPLICABLE	2429.78
FLOOR SPACE RATIO	NOT APPLICABLE	2429.78 / 3342.11 = 0.83
SITE COVERAGE %	NOT APPLICABLE	1059.14/3342.11 = 27.57
OPEN SITE SPACE %	NOT APPLICABLE	49.03%
HEIGHT OF BUILDING (m)	22.14 GEODETIC	14.22 GEODETIC (HEIGHT FROM GRADE 8.57)
NUMBER OF STOREYS	NOT APPLICABLE	3
PARKING STALLS (NUMBER ON SITE)	AFFORDABLE: 0 (5 PER UNIT) STANDARD: 5 (1 PER UNIT)*	0 7
BICYCLE PARKING NUMBER (STORAGE AND RACK)	CLASS 1: 49 (1 PER UNIT) CLASS 2: 12 (8 PER BUILDING)	CLASS 1: 49 CLASS 2: 12

BUILDING R4	BUILDING R5
1020.45	1499.33
8.57	8.56
3	3
3	4
19	30
6	6

PROJECT INFORMATION TABLE (CONTINUED)		
	REQUIRED	PROPOSED
BUILDING SETBACKS		
FRONT YARD (HARBOUR ROAD) (m)	0	23.23
REAR YARD (m)	0	7.12
SIDE YARD (NORTH) (m)	0	10.74
SIDE YARD (SOUTH) (m)	0	1.17
RESIDENTIAL USE DETAILS		
TOTAL NUMBER OF UNITS	NOT APPLICABLE	49
UNIT TYPE	NOT APPLICABLE	- STUDIO - 2 BD + DEN - 1 BEDROOM + DEN - 2 BEDROOM + DEN - 3 BEDROOM + DEN
GROUND ORIENTED UNITS	NOT APPLICABLE	49
MINIMUM UNIT FLOOR AREA (sq m.)	NOT APPLICABLE	23.54
TOTAL RESIDENTIAL FLOOR AREA (sq m.)	NOT APPLICABLE	2295.47

BUILDING R4	BUILDING R5
23.23	23.45
7.12	13.23
10.74	N/A
N/A	1.17
19	30
- STUDIO - 2 BD + DEN - 3 BD + DEN	- STUDIO - 1 BD - 1 BD + DEN - 2 BD + DEN - 3 BD + DEN
19	30
23.54	27.42
850.75	1284.72

\* 5 UNITS FALL OUTSIDE OF AFFORDABLE HOUSING DEFINITION FOR ZONING CALCULATIONS; ALTHOUGH THESE ARE STILL CONSIDERED AFFORDABLE UNITS UNDER MOA TERMS



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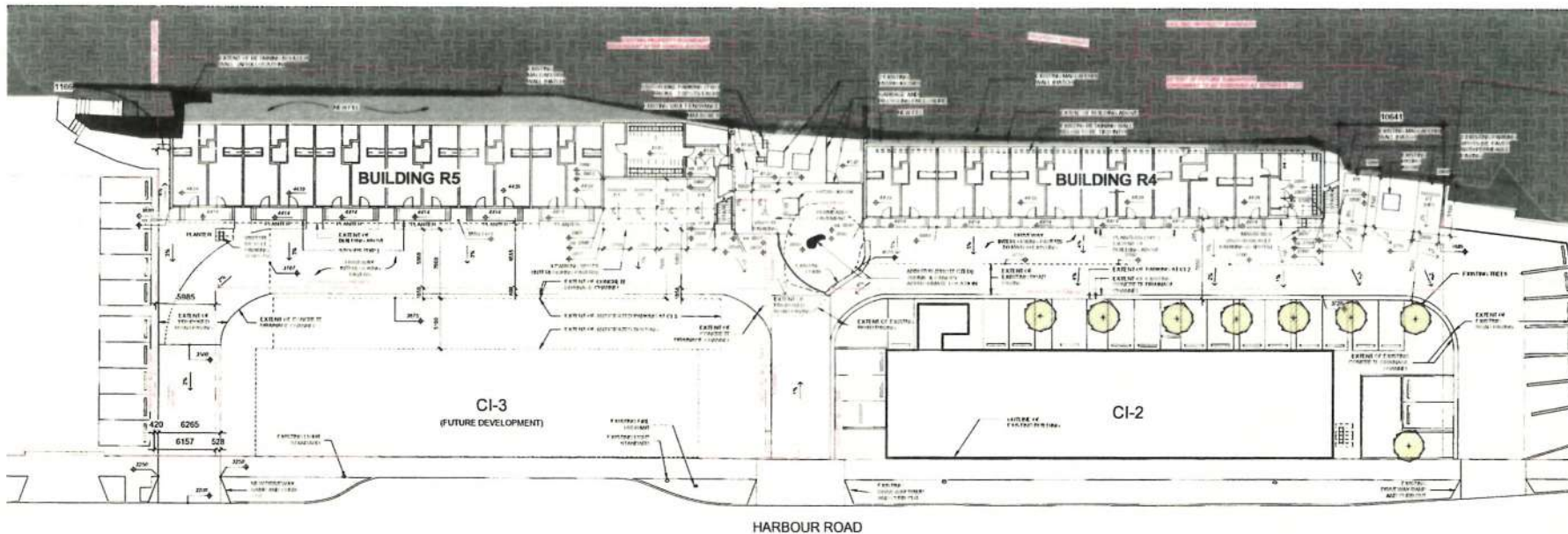
DOCKSIDE GREEN -  
AFFORDABLE HOUSING  
313 & 315 HARBOUR ROAD, VICTORIA  
V8C 2G8  
TEL: 251-4521  
WWW.CITYOFVICTORIA.CA

SITE PLAN FOR PROPOSED  
DEVELOPMENT



A1.01  
SCALE: AS SHOWN

HMA Architecture + Design  
Suite 100, 1000 West 10th Avenue  
Vancouver, BC V6H 1G2 Canada  
TEL: 604.681.1111  
WWW.HMAARCHITECTURE.COM



1 SITE MEWS  
1:200



DOCKSIDE GREEN - PROPOSED MASTERPLAN - PUBLIC REALM

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MAR 31 2015

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DOCKSIDE GREEN - AFFORDABLE HOUSING  
318 & 319 HARBOR ROAD, VICTORIA  
V8T 2P1  
2015-03-31



SITE PLAN - MEWS

DATE: FEB 19, 2015  
A1.02  
SCALE: 1:200

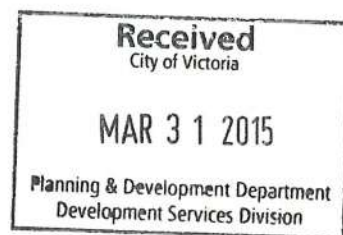
HGMA Architecture • Design  
Suite 401 425 West Hastings St  
Victoria BC V8T 2P1 Canada  
T: 604.777.1111  
W: hgma.ca

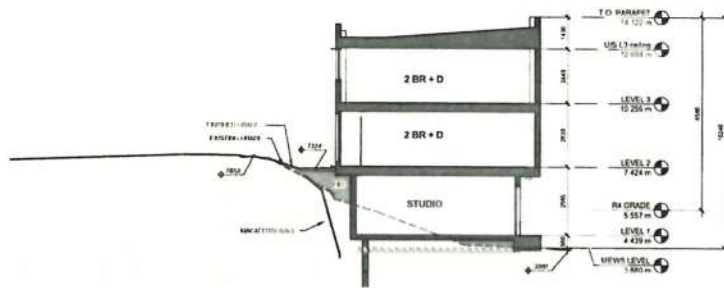


① ELEVATION - DOCKSIDE MEWS  
1:250

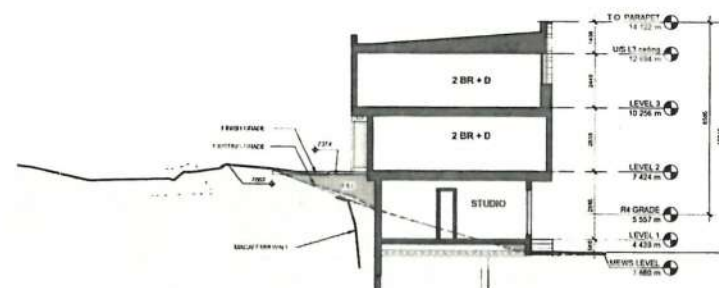


② ELEVATION - HARBOUR ROAD  
1:250

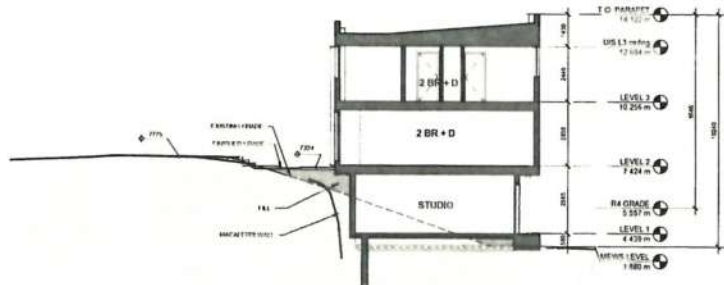




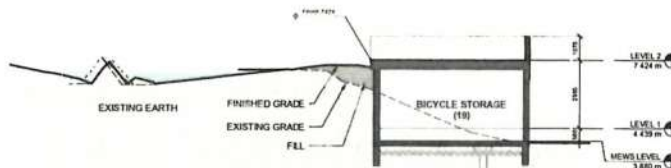
① SECTION - BUILDING R4 at GL 4.1  
1:100



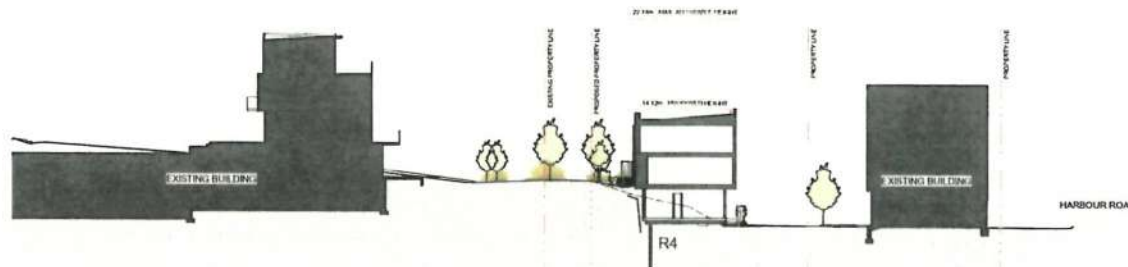
③ SECTION - BUILDING R4 at GL 4.8  
1:100



② SECTION - BUILDING R4 at GL 4.3  
1:100



④ SECTION - BUILDING R4 at GL 4.9  
1:100



⑤ SITE SECTION - BUILDING R4  
1:200

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**HCM**



DOCKSIDE GREEN -  
AFFORDABLE HOUSING  
378 & 384 HARBOUR ROAD, VICTORIA  
V8T 1A2  
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The floor plan shows a rectangular building with a central corridor. On the left side, there is a 'STUDIO' and a 'RECEPTION' area. On the right side, there is a large 'LIBR • CEN' (Library and Dining area). The plan includes various rooms, corridors, and a staircase. Dimensions are provided for several sections: 2000, 2810, 2440, and 400. A scale bar at the bottom indicates 0, 5, 10, 20, 30, 40, 50, 60, 70, 80, 90, 100, 110, 120, 130, 140, 150, 160, 170, 180, 190, 200, 210, 220, 230, 240, 250, 260, 270, 280, 290, 300, 310, 320, 330, 340, 350, 360, 370, 380, 390, 400, 410, 420, 430, 440, 450, 460, 470, 480, 490, 500, 510, 520, 530, 540, 550, 560, 570, 580, 590, 600, 610, 620, 630, 640, 650, 660, 670, 680, 690, 700, 710, 720, 730, 740, 750, 760, 770, 780, 790, 800, 810, 820, 830, 840, 850, 860, 870, 880, 890, 900, 910, 920, 930, 940, 950, 960, 970, 980, 990, 1000, 1010, 1020, 1030, 1040, 1050, 1060, 1070, 1080, 1090, 1100, 1110, 1120, 1130, 1140, 1150, 1160, 1170, 1180, 1190, 1200, 1210, 1220, 1230, 1240, 1250, 1260, 1270, 1280, 1290, 1300, 1310, 1320, 1330, 1340, 1350, 1360, 1370, 1380, 1390, 1400, 1410, 1420, 1430, 1440, 1450, 1460, 1470, 1480, 1490, 1500, 1510, 1520, 1530, 1540, 1550, 1560, 1570, 1580, 1590, 1600, 1610, 1620, 1630, 1640, 1650, 1660, 1670, 1680, 1690, 1700, 1710, 1720, 1730, 1740, 1750, 1760, 1770, 1780, 1790, 1800, 1810, 1820, 1830, 1840, 1850, 1860, 1870, 1880, 1890, 1900, 1910, 1920, 1930, 1940, 1950, 1960, 1970, 1980, 1990, 2000, 2010, 2020, 2030, 2040, 2050, 2060, 2070, 2080, 2090, 2100, 2110, 2120, 2130, 2140, 2150, 2160, 2170, 2180, 2190, 2200, 2210, 2220, 2230, 2240, 2250, 2260, 2270, 2280, 2290, 2300, 2310, 2320, 2330, 2340, 2350, 2360, 2370, 2380, 2390, 2400, 2410, 2420, 2430, 2440, 2450, 2460, 2470, 2480, 2490, 2500, 2510, 2520, 2530, 2540, 2550, 2560, 2570, 2580, 2590, 2600, 2610, 2620, 2630, 2640, 2650, 2660, 2670, 2680, 2690, 2700, 2710, 2720, 2730, 2740, 2750, 2760, 2770, 2780, 2790, 2800, 2810, 2820, 2830, 2840, 2850, 2860, 2870, 2880, 2890, 2900, 2910, 2920, 2930, 2940, 2950, 2960, 2970, 2980, 2990, 3000, 3010, 3020, 3030, 3040, 3050, 3060, 3070, 3080, 3090, 3100, 3110, 3120, 3130, 3140, 3150, 3160, 3170, 3180, 3190, 3200, 3210, 3220, 3230, 3240, 3250, 3260, 3270, 3280, 3290, 3300, 3310, 3320, 3330, 3340, 3350, 3360, 3370, 3380, 3390, 3400, 3410, 3420, 3430, 3440, 3450, 3460, 3470, 3480, 3490, 3500, 3510, 3520, 3530, 3540, 3550, 3560, 3570, 3580, 3590, 3600, 3610, 3620, 3630, 3640, 3650, 3660, 3670, 3680, 3690, 3700, 3710, 3720, 3730, 3740, 3750, 3760, 3770, 3780, 3790, 3800, 3810, 3820, 3830, 3840, 3850, 3860, 3870, 3880, 3890, 3900, 3910, 3920, 3930, 3940, 3950, 3960, 3970, 3980, 3990, 4000, 4010, 4020, 4030, 4040, 4050, 4060, 4070, 4080, 4090, 4100, 4110, 4120, 4130, 4140, 4150, 4160, 4170, 4180, 4190, 4200, 4210, 4220, 4230, 4240, 4250, 4260, 4270, 4280, 4290, 4300, 4310, 4320, 4330, 4340, 4350, 4360, 4370, 4380, 4390, 4400, 4410, 4420, 4430, 4440, 4450, 4460, 4470, 4480, 4490, 4500, 4510, 4520, 4530, 4540, 4550, 4560, 4570, 4580, 4590, 4600, 4610, 4620, 4630, 4640, 4650, 4660, 4670, 4680, 4690, 4700, 4710, 4720, 4730, 4740, 4750, 4760, 4770, 4780, 4790, 4800, 4810, 4820, 4830, 4840, 4850, 4860, 4870, 4880, 4890, 4900, 4910, 4920, 4930, 4940, 4950, 4960, 4970, 4980, 4990, 5000, 5010, 5020, 5030, 5040, 5050, 5060, 5070, 5080, 5090, 5100, 5110, 5120, 5130, 5140, 5150, 5160, 5170, 5180, 5190, 5200, 5210, 5220, 5230, 5240, 5250, 5260, 5270, 5280, 5290, 5300, 5310, 5320, 5330, 5340, 5350, 5360, 5370, 5380, 5390, 5400, 5410, 5420, 5430, 5440, 5450, 5460, 5470, 5480, 5490, 5500, 5510, 5520, 5530, 5540, 5550, 5560, 5570, 5580, 5590, 5600, 5610, 5620, 5630, 5640, 5650, 5660, 5670, 5680, 5690, 5700, 5710, 5720, 5730, 5740, 5750, 5760, 5770, 5780, 5790, 5800, 5810, 5820, 5830, 5840, 5850, 5860, 5870, 5880, 5890, 5900, 5910, 5920, 5930, 5940, 5950, 5960, 5970, 5980, 5990, 6000, 6010, 6020, 6030, 6040, 6050, 6060, 6070, 6080, 6090, 6100, 6110, 6120, 6130, 6140, 6150, 6160, 6170, 6180, 6190, 6200, 6210, 6220, 6230, 6240, 6250, 6260, 6270, 6280, 6290, 6300, 6310, 6320, 6330, 6340, 6350, 6360, 6370, 6380, 6390, 6400, 6410, 6420, 6430, 6440, 6450, 6460, 6470, 6480, 6490, 6500, 6510, 6520, 6530, 6540, 6550, 6560, 6570, 6580, 6590, 6600, 6610, 6620, 6630, 6640, 6650, 6660, 6670, 6680, 6690, 6700, 6710, 6720, 6730, 6740, 6750, 6760, 6770, 6780, 6

Figure 1 is a detailed architectural section of the building. It shows a cross-section with a total width of 18.0 m and a total height of 5.4 m. The layout includes a living area (10.0 m wide) and a studio (7.0 m wide). The living area has a height of 2.7 m, and the studio has a height of 2.7 m. The diagram also shows a 1.0 m wide entrance, a 1.0 m wide balcony, and a 1.0 m wide staircase. The section is labeled 'T.O. FINISHED' and '18.0 m'.

DATE: FEB 18, 2015  
**A1.05**

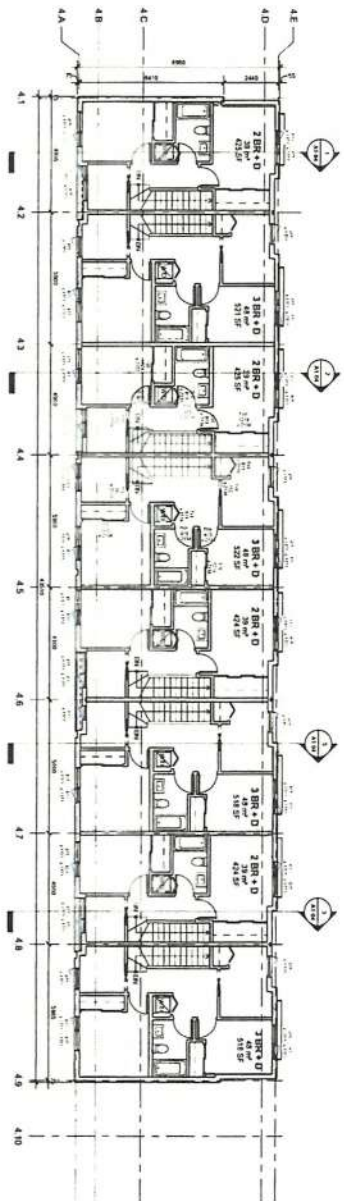


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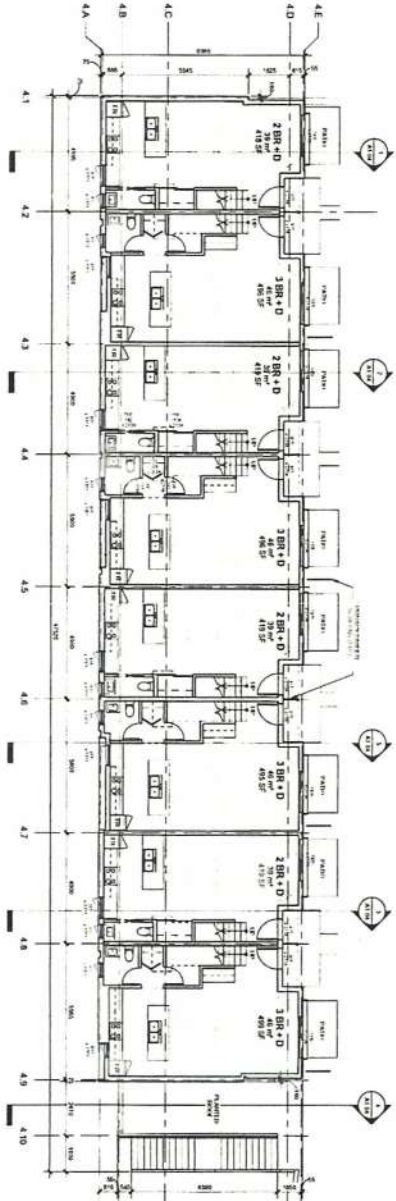


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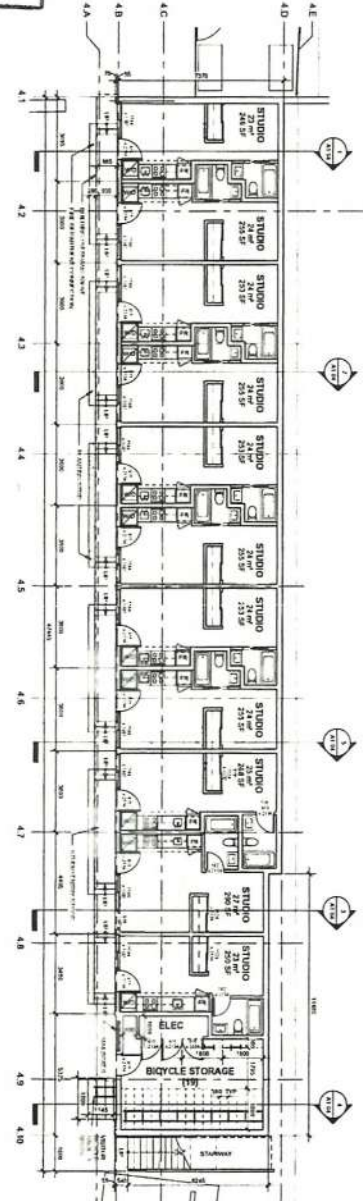
### 3 LEVEL 3 - BUILDING R4 1:100



### 2 LEVEL 2 - BUILDING R4 1:100



### 1 LEVEL 1 - BUILDING R4 1:100 Received City of Victoria



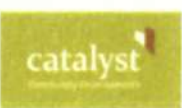
**MAR 3 1 2015**  
Planning & Development Department  
Development Services Division

PROJECT: 1123 - DOCKSIDE GREEN - AFFORDABLE HOUSING  
These drawings and the design information contained herein are for the project described above. The drawings are not to be used for any other purpose without the written consent of the City of Victoria. The drawings are not to be used for any other purpose without the written consent of the City of Victoria.

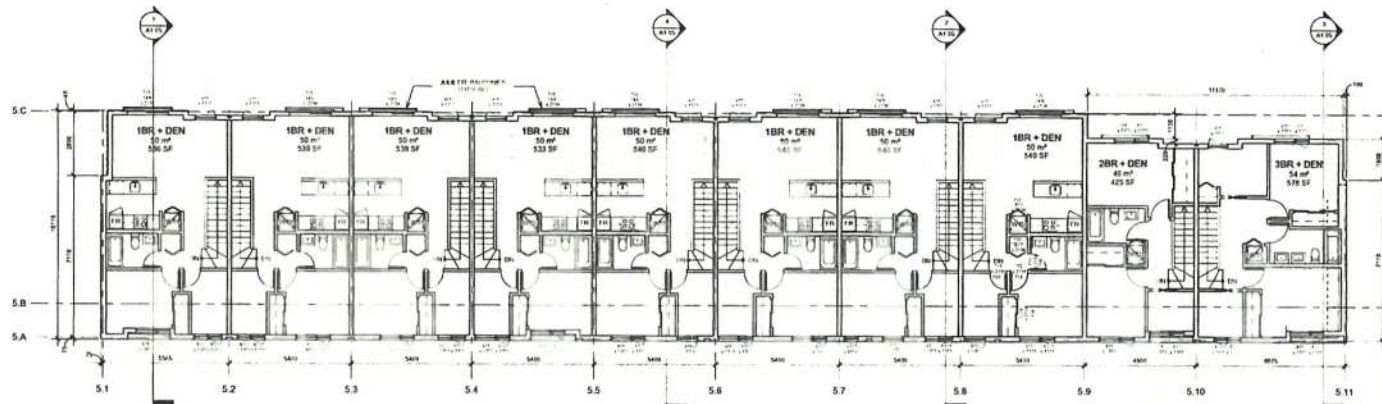


**BUILDING R4 PLANS**  
DATE: FEB 18, 2015  
**A2.00**  
SCALE: 1:100

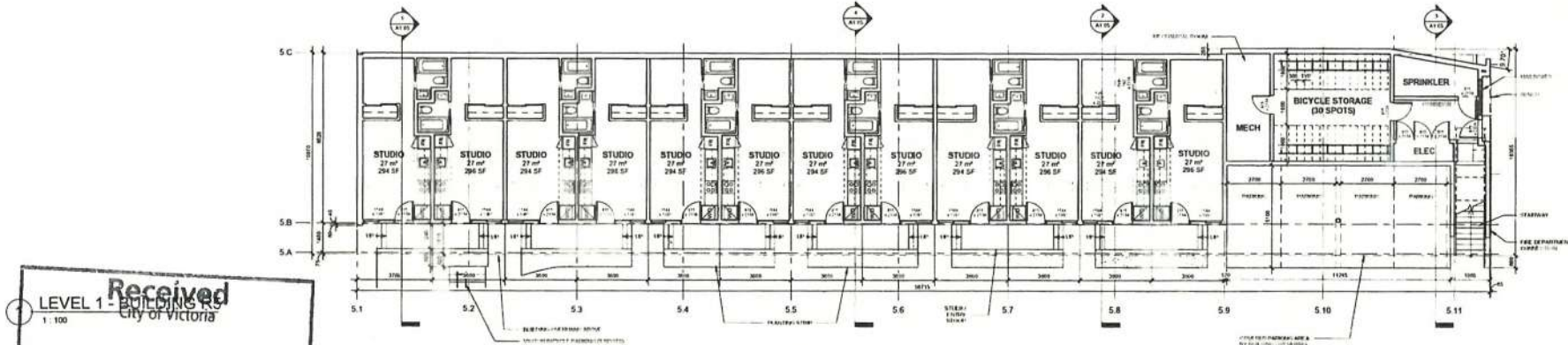
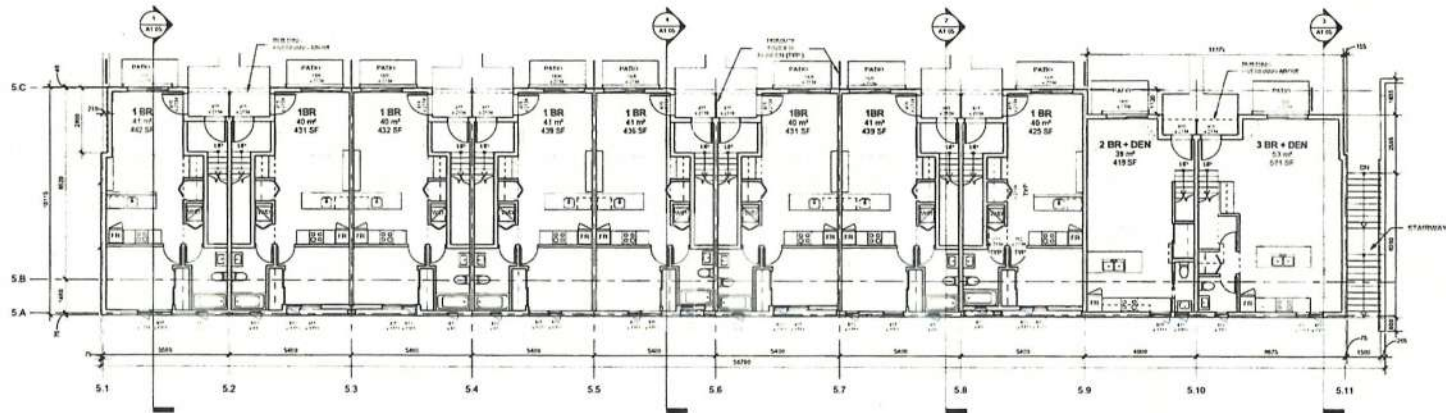
**DOCKSIDE GREEN - AFFORDABLE HOUSING**  
375 & 384 HARBOR ROAD, VICTORIA  
VIC 3915  
2015/02/11 ARCHITECT: JCP



③ LEVEL 3 - BUILDING R5  
1:100



② LEVEL 2 - BUILDING R5  
1:100



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City of Victoria  
MAR 31 2015  
PROJECT: 103 - DRAINAGE - CHECKED  
Planning & Development Department  
Development Services Division

HCMA



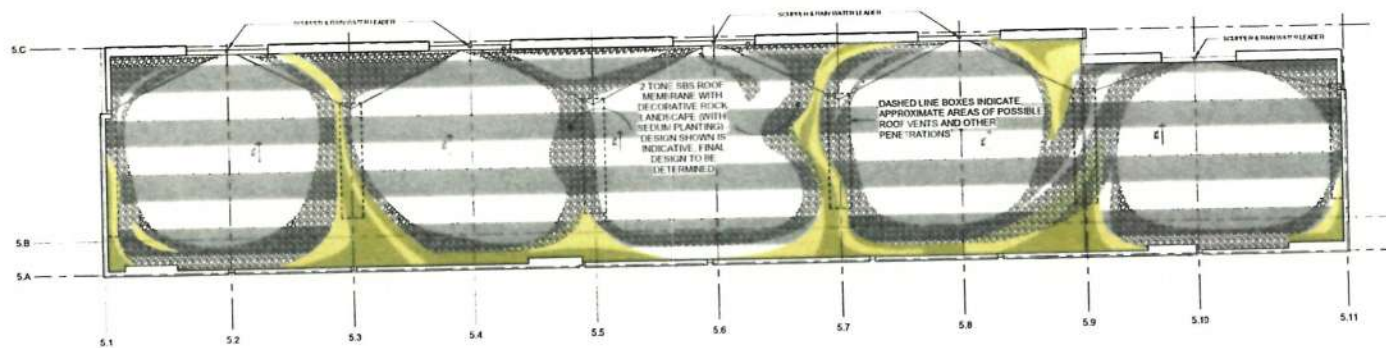
DOCKSIDE GREEN - AFFORDABLE HOUSING  
2015-16 BUDGET YEAR, VICTORIA  
RECOMMENDED  
2015-16 BUDGET YEAR, VICTORIA  
RECOMMENDED



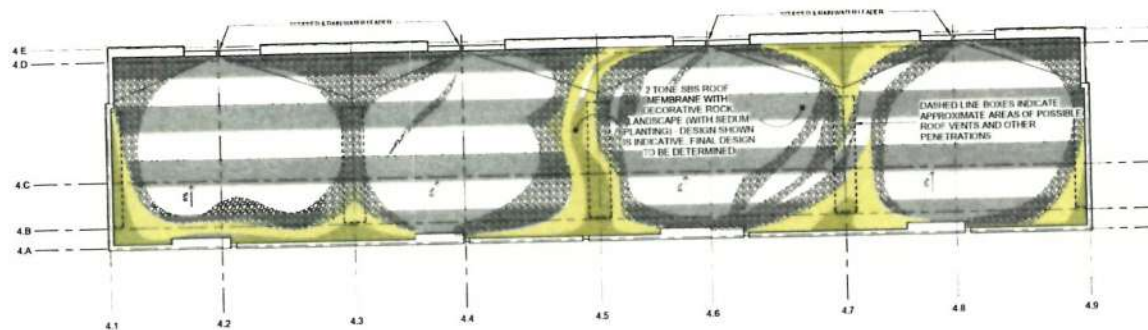
BUILDING R5 PLANS  
DATE: FEB 18, 2015  
A2.01  
SCALE: 1:100

H2MA Architecture + Design  
Suite 400, 435 West Cordova St.  
Victoria BC V8V 1C1  
T: 250.713.0200  
F: 250.713.0201  
www.h2ma.ca

① ROOF - BUILDING R5  
1:100



② ROOF - BUILDING R4  
1:100



**HCMA**



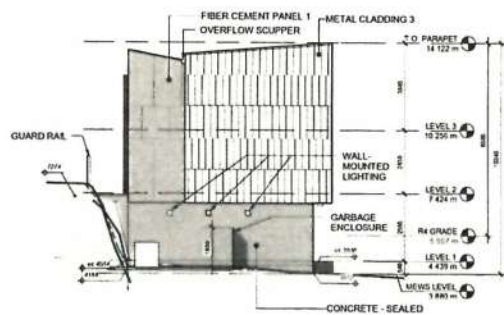
DOCKSIDE GREEN -  
AFFORDABLE HOUSING  
179-201 LAMARQUE ROAD, VICTORIA  
BC V8M 1G5  
DATE: 1/10/2015  
PROJECT: 1423



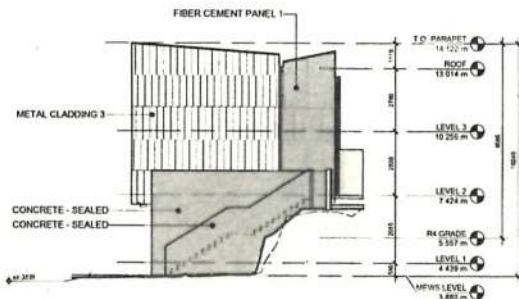
ROOF PLANS

DATE: 1/10/2015  
**A2.02**  
SCALE: 1:100

HCMA Architecture • Design  
Suite 400 475 West 12th Street  
Victoria BC V8M 1G5  
Phone: 250-383-1111  
Fax: 250-383-1112  
Web: www.hcma.ca



1 R4 SOUTH ELEVATION  
1:100



3 R4 NORTH ELEVATION  
1:100



2 R4 EAST ELEVATION  
1:100



4 R4 WEST ELEVATION  
1:100

#### MATERIALS

##### WALLS:

##### METAL CLADDING:

- METAL CLADDING 1: VERTICAL METAL CLADDING PROFILE / EXPOSED FASTENER - WHITE COLOUR
- METAL CLADDING 2: VERTICAL FLUSH METAL PROFILE - RANDOM PATTERN - WHITE COLOUR
- METAL CLADDING 3: VERTICAL STANDING SEAM METAL CLADDING - WHITE COLOUR
- METAL CLADDING 4: HORIZONTAL METAL BOARD CLADDING - WOOD EFFECT

##### SEALED CONCRETE:

- SEALED CONCRETE AS FINISH AND STRUCTURE

##### BOARD SIDING:

- LAPPED WOOD BOARDS WITH SEMI-TRANSPARENT STAIN - MEDIUM GREY

##### FIBER CEMENT BOARD:

- FIBER CEMENT BOARD 1 (SMOOTH MATTE) - LIGHT GREY
- FIBER CEMENT BOARD 2 (SMOOTH MATTE) - DARK GREY
- FIBER CEMENT BOARD 3 (SMOOTH MATTE) - WHITE
- FIBER CEMENT BOARD 4 (SMOOTH MATTE) - ACCENT COLOUR

##### SOFFIT:

- METAL CLADDING 4: HORIZONTAL METAL BOARD CLADDING - WOOD EFFECT
- FIBER CEMENT BOARD: IN WHITE AND ACCENT COLOURS AS ABOVE

##### ROOF:

- SBS ROOFING WITH TWO COLOURS LAYED IN STRIPED PATTERN WITH ROCKSCAPING & PLANTING

##### SCREENING:

- METAL CLADDING 5: SAME AS METAL CLADDING 1, PERFORATED



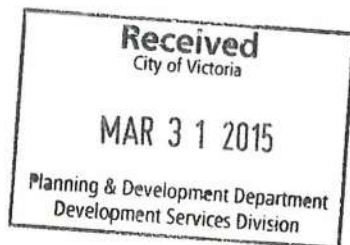
#### DOCKSIDE AFFORDABLE HOUSING AVERAGE GRADE CALCULATION

##### BUILDING R4

POINTS A+B:  $(1800 \times 3800) / 2 \times 45920 = 17912000$   
 POINTS B+C:  $(1800 \times 7274) / 2 \times 9141 = 59613717$   
 POINTS C+D:  $(1800 \times 9141) / 2 \times 45920 = 38022000$   
 POINTS D+A:  $(1800 \times 3800) / 2 \times 9141 = 30979357$   
 611947954

PERIMETER OF BUILDING R4 = 110122

AVERAGE GRADE FOR BUILDING R4 = 5557





#### DOCKSIDE AFFORDABLE HOUSING AVERAGE GRADE CALCULATION

BUILDING R5			
POINTS A+B	(1101+1880) / 2 x 56732	+220172071	
POINTS B+C	(3880+7274) / 2 x 9141	+60979357	
POINTS C+D	(7274+7274) / 2 x 11335	+82450790	
POINTS D+E	(7274+7274) / 2 x 1129	+8212346	
POINTS E+F	(7274+7274) / 2 x 43755	+318073870	
POINTS F+A	(7274+3880) / 2 x 10220	+60956840	
		<b>727266263</b>	

PERIMETER OF BUILDING R5 = 132422

AVERAGE GRADE FOR BUILDING R5 = **5567.5**

#### MATERIALS

##### WALLS:

##### METAL CLADDING:

- METAL CLADDING 1: VERTICAL METAL CLADDING PROFILE / EXPOSED FASTENER - WHITE COLOUR
- METAL CLADDING 2: VERTICAL FLUSH METAL PROFILE - RANDOM PATTERN - WHITE COLOUR
- METAL CLADDING 3: VERTICAL STANDING SEAM METAL CLADDING - WHITE COLOUR
- METAL CLADDING 4: HORIZONTAL METAL BOARD CLADDING - WOOD EFFECT

##### SEALED CONCRETE:

- SEALED CONCRETE AS FINISH AND STRUCTURE

##### BOARD SIDING:

- LAPPED WOOD BOARDS WITH SEMI-TRANSPARENT STAIN - MEDIUM GREY

##### FIBRE CEMENT BOARD:

- FIBRE CEMENT BOARD 1 (SMOOTH MATTE) - LIGHT GREY
- FIBRE CEMENT BOARD 2 (SMOOTH MATTE) - DARK GREY
- FIBRE CEMENT BOARD 3 (SMOOTH MATTE) - WHITE
- FIBRE CEMENT BOARD 4 (SMOOTH MATTE) - ACCENT COLOUR

##### SOFFIT:

- METAL CLADDING 4: HORIZONTAL METAL BOARD CLADDING - WOOD EFFECT
- FIBRE CEMENT BOARD: IN WHITE AND ACCENT COLOURS AS ABOVE

##### ROOF:

- SBS ROOFING WITH TWO COLOURS LAYED IN STRIPED PATTERN WITH ROCKSCAPING & PLANTING

##### SCREENING:

- METAL CLADDING 5: SAME AS METAL CLADDING 1; PERFORATED

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City of Victoria

MAR 31 2015

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Development Services Division

**H2MA**



**DOCKSIDE GREEN - AFFORDABLE HOUSING**  
1111 & 1111 DOCKSIDE GREEN  
VICTORIA  
V8A 1A1  
TEL: 250-683-1234  
WWW.DOCKSIDEGREEN.VIC.GOV.AU



**R5 ELEVATIONS**  
DATE: FEB 19, 2015  
**A3.01**  
SCALE: As indicated

H2MA Architecture + Design  
1111 & 1111 DOCKSIDE GREEN  
VICTORIA  
V8A 1A1  
TEL: 250-683-1234  
WWW.DOCKSIDEGREEN.VIC.GOV.AU

VIEW OF DOCKSIDE AFFORDABLE HOUSING (BUILDING R5) FROM THE MEWS LEVEL (ARTIST'S CONCEPTION)



**MATERIALS**

**WALLS:**

**METAL CLADDING:**

- METAL CLADDING 1: VERTICAL METAL CLADDING PROFILE / EXPOSED FASTENER - WHITE COLOUR
- METAL CLADDING 2: VERTICAL FLUSH METAL PROFILE - RANDOM PATTERN - WHITE COLOUR
- METAL CLADDING 3: HORIZONTAL STAINLESS SEAM METAL CLADDING - WHITE COLOUR
- METAL CLADDING 4: HORIZONTAL METAL BOARD CLADDING - WOOD EFFECT

**SEALED CONCRETE:**

- SEALED CONCRETE AS FINISH AND STRUCTURE

**BOARD SIDING:**

- LAPPED WOOD BOARDS WITH SEMI-TRANSPARENT STAIN - MEDIUM GREY

**FIBRE CEMENT BOARD:**

- FIBRE CEMENT BOARD 1 (SMOOTH MATTE) - LIGHT GREY
- FIBRE CEMENT BOARD 2 (SMOOTH MATTE) - DARK GREY
- FIBRE CEMENT BOARD 3 (SMOOTH MATTE) - WHITE
- FIBRE CEMENT BOARD 4 (SMOOTH MATTE) - ACCENT COLOUR

**SOFFIT:**

- METAL CLADDING 4: HORIZONTAL METAL BOARD CLADDING - WOOD EFFECT

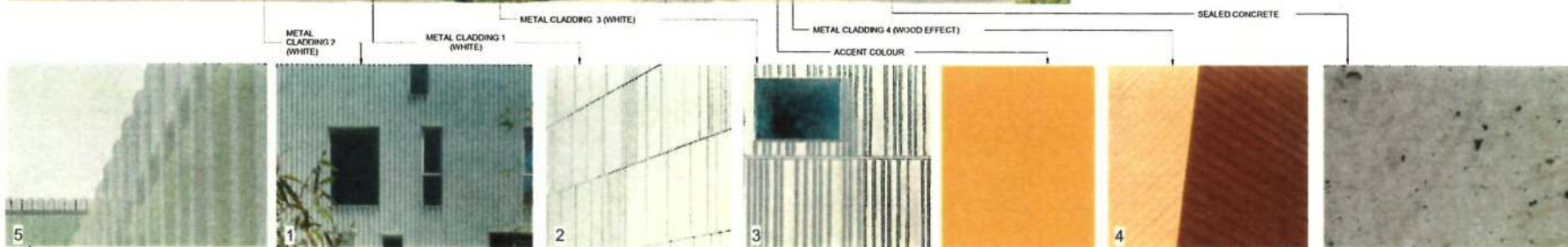
- FIBRE CEMENT BOARD: IN WHITE AND ACCENT COLOURS AS ABOVE

**ROOF:**

- SBS ROOFING WITH TWO COLOURS LAYED IN STRIPED PATTERN WITH ROCKSCAPING & PLANTING

**SCREENING:**

- METAL CLADDING 5: SAME AS METAL CLADDING 1, PERFORATED



VIEW OF DOCKSIDE AFFORDABLE HOUSING FROM THE GREENWAY LEVEL (R5)

Received  
City of Victoria

VIEW OF DOCKSIDE AFFORDABLE HOUSING FROM THE GREENWAY LEVEL (R4)

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MAR 31 2015

Planning & Development Department  
Development Services Division

HCBM

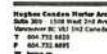


DOCKSIDE GREEN -  
AFFORDABLE HOUSING  
1111 & 1113 HARBOR ROAD, VICTORIA  
V8W 2E1  
TEL: 251-1601

**MATERIALS**

DATE: FEB 18, 2015  
**A3.10**  
SCALE: As indicated

HCBM Architects • Design  
Suite 470 475 West Hastings St.  
Victoria BC V8T 1G1  
TEL: 251-1601  
F: 251-1602  
WWW.HCBM.CA



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