

I. REPORTS OF COMMITTEES

I.1 Committee of the Whole

I.1.a Report from the October 3, 2019 COTW Meeting

I.1.a.d 1309 and 1315 Cook Street, 1100-1120 Yates Street, and 1109-1115 Johnson Street: Rezoning Application No. 00681 and Development Permit with Variances Application No. 00104 (Fernwood)

Moved By Councillor Thornton-Joe

Seconded By Councillor Young

Rezoning Application No. 00681

That Council instruct staff to prepare the necessary Official Community Plan Amendment Bylaw in accordance with Section 475 of the Local Government Act and the necessary Zoning Regulation Bylaw Amendments that would authorize the proposed development outlined in Rezoning Application No. 00681 for 1309 & 1315 Cook Street, 1100-1120 Yates Street and 1109-1115 Johnson Street, that first and second reading of the Zoning Regulation Bylaw Amendments be considered by Council and a Public Hearing date be set once the following conditions are met:

- a. Preparation and execution of the appropriate legal agreements in order to secure the following:
 - i. that future strata corporations could not pass bylaws that would prohibit or restrict the rental of units to non-owners, in the 13 storey building, to the satisfaction of the Director of Sustainable Planning and Community Development;
 - ii. 104 dwelling units sold at 10% below-market value under BC Housing's Affordable Home Ownership Program and ensure the unit types include 12 studios, 55 one bedroom, 35 two-bedroom and 2 three-bedroom dwelling units of to the satisfaction of the Director of Sustainable Planning and Community Development;
 - iii. a daycare with a minimum floor area of 362m² is provided in the thirteen-storey building for a minimum of ten years to the satisfaction of the Director of Sustainable Planning and Community Development;
 - iv. a Statutory Right-of-Way of 2.45m on Johnson Street to the satisfaction of the Director of Engineering and Public Works;
 - v. construction of a bus shelter on Johnson Street to the satisfaction of BC Transit and the Director of Engineering and Public Works;
 - vi. construction of a traffic bulb on the northeast corner of Cook and Yates Street to the satisfaction of the Director of Engineering and Public Works;
 - vii. undergrounding the BC Hydro lines and associated infrastructure along the Yates Street frontage and that the applicant cover the City's portion of the cost under BC

- Hydro's Beautification Program to the satisfaction of the Director of Engineering and Public Work;
- viii. purchase of two car share vehicles with assigned parking spaces on-site, 217 car share memberships (one per dwelling unit), an on-site bike share program consisting of ten electric bicycles, 48 electric charging stations in the long-term bicycle storage rooms, and 15 commercial parking spaces assigned to residential visitors after business hours and on weekends to the satisfaction of the Director of Engineering and Public Work; and
 - ix. that the applicant enter a reciprocal access agreement to allow pedestrians and vehicles to cross Parcel C in order to access the underground parkade on Parcel A and B.
- b. That the applicant explore opportunities to retain the Horse Chestnut tree on the Cook Street boulevard as part of the overall project to the satisfaction of the Director of Parks, Recreation and Facilities.
 - c. That the City enter into an agreement with BC Housing and the applicant to ensure that 10% of the current fair market value of each unit sold under BC Housing's Affordable Home Ownership Program (secured as a second mortgage and registered on title) is allocated to the City at the time of resale of a dwelling unit and that the amenity contributions are secured in the City's Affordable Housing Reserve Fund to the satisfaction of the Director of Sustainable Planning and Community Development.
 - d. That Council determine, pursuant to Section 475(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 properties; 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.
 - e. That Council, having provided the opportunity for consultation pursuant to Section 475(1) of the Local Government Act with persons, organizations and authorities it considers will be affected, specifically, the property owners and occupiers within a 200m radius of the subject properties, have been consulted at a Community Association Land Use Committee (CALUC) Community Meeting, consider whether the opportunity for consultation should be early and ongoing, and determine that no further consultation is required.
 - f. That Council, specifically consider whether consultation is required under Section 475(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.

- g. That Council give first reading to the Official Community Plan Amendment Bylaw.
- h. That Council consider the Official Community Plan Amendment Bylaw in conjunction with the City of Victoria 2017-2021 Financial Plan, the Capital Regional District Liquid Waste Management Plan and the Capital Regional District Solid Waste Management Plan pursuant to Section 477(3)(a) of the Local Government Act, and deem those Plans to be consistent with the proposed Official Community Plan Amendment Bylaw.
- i. That Council give second reading to the Official Community Plan Amendment Bylaw.
- j. That Council refer the Official Community Plan Amendment Bylaw for consideration at a Public Hearing.

Development Permit with Variances Application No. 00104

That Council, after giving notice and allowing an opportunity for public comment at a meeting of Council, and after the Public Hearing for Rezoning Application No. 00681, if it is approved, consider the following motion:

"That Council authorize the issuance of Development Permit with Variances Application No. 00104 for 1309 & 1315 Cook Street, 1100-1120 Yates Street and 1109-1115 Johnson Street, in accordance with:

- 1. Plans date stamped September 12, 2019.
- 2. Development meeting all Zoning Regulation Bylaw requirements, except for the following variances:
 - a. increase the height of the building on Parcel A from 40m to 42.76m for a rooftop structural wall projection; and
 - b. reduce the long-term commercial bicycle parking spaces from 5 to 0.
- 3. The Development Permit lapsing two years from the date of this resolution."

FOR (6): Mayor Helps, Councillor Alto, Councillor Loveday, Councillor Potts, Councillor Thornton-Joe, and Councillor Young

OPPOSED (2): Councillor Dubow, and Councillor Isitt

CARRIED (6 to 2)

E. LAND USE MATTERS

E.1 Rezoning Application No. 00681 and Development Permit with Variances Application No. 00104 for 1309 and 1315 Cook Street, 1100-1120 Yates Street and 1109-1115 Johnson Street (Fernwood)

Committee received a report dated September 19, 2019 from the Acting Director of Sustainable Planning and Community Development regarding a proposal to increase the overall density of the site of 3.01:1 floor space ratio and to construct a thirteen-storey, mixed-use building on the corner of Cook and Yates Street and a six-storey, multi-unit residential building on Johnson Street. Staff are recommending that the Official Community Plan be amended in order to allow for the thirteen-storey building and that the proposal be forwarded to public hearing.

Committee discussed:

- *The various tenures of the proposed buildings.*
- *Whether access to the courtyard by the public would be possible.*
- *Ensuring the horse chestnut tree being retained.*
- *The process in which land lift analyses are undertaken.*

The representative from BC Housing identified the process and requirements for purchasers to qualify for the affordable Homeownership Program being offered by the developer.

Committee discussed:

- *Income requirements in order to qualify for affordable housing units.*
- *The anticipated assessed value of all the parcels upon consideration.*
- *How land lift amounts are calculated and what those amounts are.*
- *The value of the amenities proposed for the development.*
- *How the City will capture the amenity contribution for use in the Affordable Housing Trust Fund.*
- *The possibility of future Provincial governments cancelling the HousingHub's Affordable Homeownership Program.*
- *The number of units that are below market*

Councillor Young withdrew from the meeting at 10:19 a.m.

Moved By Mayor Helps
Seconded By Councillor Thornton-Joe

That Council instruct staff to prepare the necessary Official Community Plan Amendment Bylaw in accordance with Section 475 of the Local Government Act and the necessary Zoning Regulation Bylaw Amendments that would authorize the proposed development outlined in Rezoning Application No. 00681 for 1309 & 1315 Cook Street, 1100-1120 Yates Street and 1109-1115 Johnson Street, that first and second reading of the Zoning Regulation Bylaw Amendments be considered by Council and a Public Hearing date be set once the following conditions are met:

- a. Preparation and execution of the appropriate legal agreements in order to secure the following:

- i. that future strata corporations could not pass bylaws that would prohibit or restrict the rental of units to non-owners to the satisfaction of the Director of Sustainable Planning and Community Development
- ii. 104 dwelling units sold at 10% below-market value under BC Housing's Affordable Home Ownership Program and ensure the unit types include 12 studios, 55 one bedroom, 35 two-bedroom and 2 three-bedroom dwelling units of to the satisfaction of the Director of Sustainable Planning and Community Development
- iii. a daycare with a minimum floor area of 362m² is provided in the thirteen-storey building for a minimum of ten years to the satisfaction of the Director of Sustainable Planning and Community Development
- iv. a Statutory Right-of-Way of 2.45m on Johnson Street to the satisfaction of the Director of Engineering and Public Works
- v. construction of a bus shelter on Johnson Street to the satisfaction of BC Transit and the Director of Engineering and Public Works
- vi. construction of a traffic bulb on the northeast corner of Cook and Yates Street to the satisfaction of the Director of Engineering and Public Works
- vii. undergrounding the BC Hydro lines and associated infrastructure along the Yates Street frontage and that the applicant cover the City's portion of the cost under BC Hydro's Beautification Program to the satisfaction of the Director of Engineering and Public Work
- viii. purchase of two car share vehicles with assigned parking spaces on-site, 217 car share memberships (one per dwelling unit), an on-site bike share program consisting of ten electric bicycles, 48 electric charging stations in the long-term bicycle storage rooms, and 15 commercial parking spaces assigned to residential visitors after business hours and on weekends to the satisfaction of the Director of Engineering and Public Work
- ix. that the applicant enter a reciprocal access agreement to allow pedestrians and vehicles to cross Parcel C in order to access the underground parkade on Parcel A and B.
- b. That the applicant explore opportunities to retain the Horse Chestnut tree on the Cook Street boulevard as part of the overall project to the satisfaction of the Director of Parks, Recreation and Facilities.
- c. That the City enter into an agreement with BC Housing and the applicant to ensure that 10% of the current fair market value of each unit sold under BC Housing's Affordable Home Ownership Program (secured as a second mortgage and registered on title) is allocated to the City at the time of resale of a dwelling unit and that the amenity contributions are secured in the City's Affordable Housing Reserve Fund to the satisfaction of the Director of Sustainable Planning and Community Development.
- d. That Council determine, pursuant to Section 475(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 properties; 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.
- e. That Council, having provided the opportunity for consultation pursuant to Section 475(1) of the Local Government Act with persons, organizations and authorities it considers will be affected, specifically, the property owners and occupiers within a 200m radius of the subject properties, have been

- consulted at a Community Association Land Use Committee (CALUC) Community Meeting, consider whether the opportunity for consultation should be early and ongoing, and determine that no further consultation is required.
- f. That Council, specifically consider whether consultation is required under Section 475(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.
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 - i. That Council give second reading to the Official Community Plan Amendment Bylaw.
 - j. That Council refer the Official Community Plan Amendment Bylaw for consideration at a Public Hearing.

Councillor Young returned to the meeting at 10:21 a.m.

Committee discussed:

- *The proposed amenities being very positive additions to the area.*
- *Concerns about public access to the property after business hours.*
- *Whether the land use is appropriate for the area given the lack of rental and amenities.*

Amendment:

Moved By Mayor Helps

Seconded By Councillor Thornton-Joe

- i. that future strata corporations could not pass bylaws that would prohibit or restrict the rental of units to non-owners, **in the 13 storey building**, to the satisfaction of the Director of Sustainable Planning and Community Development.

CARRIED UNANIMOUSLY

On the Main Motion as Amended:

That Council instruct staff to prepare the necessary Official Community Plan Amendment Bylaw in accordance with Section 475 of the Local Government Act and the necessary Zoning Regulation Bylaw Amendments that would authorize the proposed development outlined in Rezoning Application No. 00681 for 1309 & 1315 Cook Street, 1100-1120 Yates Street and 1109-1115 Johnson Street, that first and second reading of the Zoning Regulation Bylaw Amendments be considered by Council and a Public Hearing date be set once the following conditions are met:

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 - ix. that the applicant enter a reciprocal access agreement to allow pedestrians and vehicles to cross Parcel C in order to access the underground parkade on Parcel A and B.
- b. That the applicant explore opportunities to retain the Horse Chestnut tree on the Cook Street boulevard as part of the overall project to the satisfaction of the Director of Parks, Recreation and Facilities.
- c. That the City enter into an agreement with BC Housing and the applicant to ensure that 10% of the current fair market value of each unit sold under BC Housing's Affordable Home Ownership Program (secured as a second mortgage and registered on title) is allocated to the City at the time of resale of a dwelling unit and that the amenity contributions are secured in the City's Affordable Housing Reserve Fund to the satisfaction of the Director of Sustainable Planning and Community Development.
- d. That Council determine, pursuant to Section 475(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 properties; 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.

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 - ii. reduce the long-term commercial bicycle parking spaces from 5 to 0.
- 3. The Development Permit lapsing two years from the date of this resolution."

FOR (6): Mayor Helps, Councillor Alto, Councillor Loveday, Councillor Potts, Councillor Thornton-Joe, and Councillor Young

OPPOSED (2): Councillor Isitt, and Councillor Dubow

CARRIED (6 to 2)

Committee recessed at 10:53 a.m. and reconvened at 10:58 a.m.



Committee of the Whole Report

For the Meeting of October 3, 2019

To: Committee of the Whole **Date:** September 19, 2019

From: Andrea Hudson, Acting Director, Sustainable Planning and Community Development

Subject: Rezoning Application No. 00681 for 1309 & 1315 Cook Street, 1100-1120 Yates Street and 1109-1115 Johnson Street

RECOMMENDATION

That Council instruct staff to prepare the necessary Official Community Plan Amendment Bylaw in accordance with Section 475 of the *Local Government Act* and the necessary Zoning Regulation Bylaw Amendments that would authorize the proposed development outlined in Rezoning Application No. 00681 for 1309 & 1315 Cook Street, 1100-1120 Yates Street and 1109-1115 Johnson Street, that first and second reading of the Zoning Regulation Bylaw Amendments be considered by Council and a Public Hearing date be set once the following conditions are met:

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- e. That Council, having provided the opportunity for consultation pursuant to Section 475(1) of the *Local Government Act* with persons, organizations and authorities it considers will be affected, specifically, the property owners and occupiers within a 200m radius of the subject properties, have been consulted at a Community Association Land Use Committee (CALUC) Community Meeting, consider whether the opportunity for consultation should be early and ongoing, and determine that no further consultation is required.
- f. That Council, specifically consider whether consultation is required under Section 475(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.
- g. That Council give first reading to the Official Community Plan Amendment Bylaw.
- h. That Council consider the Official Community Plan Amendment Bylaw in conjunction with the City of Victoria 2017-2021 Financial Plan, the Capital Regional District Liquid Waste Management Plan and the Capital Regional District Solid Waste Management Plan pursuant to Section 477(3)(a) of the *Local Government Act*, and deem those Plans to be consistent with the proposed Official Community Plan Amendment Bylaw.
- i. That Council give second reading to the Official Community Plan Amendment Bylaw.
- j. That Council refer the Official Community Plan Amendment Bylaw for consideration at a Public Hearing.

LEGISLATIVE AUTHORITY

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

and other structures.

In accordance with Section 482 of the *Local Government Act*, a zoning 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 483 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 bylaw.

EXECUTIVE SUMMARY

The purpose of this report is to present Council with information, analysis and recommendations for a Rezoning Application for the property located at 1309 & 1315 Cook Street, 1100-1120 Yates Street and 1109-1115 Johnson Street. The proposal is to rezone from the C-1 Zone, Limited Commercial District, and the R3-1 Zone, Multiple Dwelling District, to a new zone in order to increase the overall density to 3.01:1 floor space ratio (FSR) and construct a thirteen-storey, mixed-use building, which would consist of commercial uses on the ground level, a day care and residential dwelling units on the second storey and residential uses above. A six-storey, multi-unit residential building is being proposed on Johnson Street and the existing five-storey Victoria Professional Building fronting Yates Street would be retained. An amendment to the *Official Community Plan* (OCP, 2012) is required to facilitate this development.

The following points were considered in assessing this application:

- The OCP Urban Place Designation for the properties located at 1100-1108 Yates Street, 1109-1115 Johnson Street and a portion of 1120 Yates Street is Core Residential, which supports mixed-use and multi-unit residential buildings up to eight storeys and a density of up to approximately 3.5:1 FSR. The remaining portion of the property located at 1120 Yates Street is designated Urban Residential in the OCP, which supports multi-unit residential or mixed-use buildings on arterial or secondary arterial roads up to six storeys and a density of up to approximately 2:1 FSR.
- The Fernwood Strategic Directions in the OCP supports new population and housing growth within walking distance of North Park Village.
- The current *Fernwood Neighbourhood Plan* (1994) supports the retention of commercial uses at 1100-1108 Yates Street, 1109-1115 Johnson Street and a portion of 1120 Yates Street and supports residential development up to three or four storeys at 1120 Yates Street.
- The west side of Cook Street and directly across from the site, the OCP and the *Downtown Core Area Plan* (2012) support mixed-used buildings up to 15 and 17 storeys and, therefore, a transition to thirteen-storeys has been demonstrated to be an appropriate scale.
- The applicant is proposing to construct a purpose-built daycare on the second-storey of the thirteen-storey building to accommodate approximately 25 to 50 children. The applicant is willing to enter into a Section 219 Covenant to ensure that there is a daycare in the building for a minimum of ten years.
- The applicant is complying with the City's *Inclusionary Housing and Community Amenity Policy* even though they applied for rezoning prior to the adoption of the Policy. The applicant is providing inclusionary housing by partnering with BC Housing to implement the Affordable Home Ownership Program (AHOP). 104 dwelling units would be sold at 10% below the current fair market value and the amount of the 10% discount would be

secured as a second mortgage registered on title. The 10% AHOP mortgage would be repaid when a dwelling unit is sold at current market value and these funds would be contributed to the City's Affordable Housing Reserve Fund for the purpose of constructing more affordable housing in the City. For this project, the applicant has confirmed that the amenity contribution would amount to approximately \$5.1 million that would be secured, overtime, in the City's Affordable Housing Reserve Fund. A legal agreement between the City, BC Housing and the applicant would be put in place in order to secure the above.

- The applicant is proposing a mix of housing types, including 12 studios, 140 one-bedroom, 61 two-bedroom and four three-bedroom units and is also willing to enter a Housing Agreement to ensure that future strata bylaws cannot prohibit the rental of dwelling units.
- The applicant is willing to provide a 2.45m Statutory Right-of-Way (SRW) on Johnson Street, which will help fulfill the OCP objectives such as enhanced facilities for pedestrians through a wider sidewalk, a separated boulevard which supports the long term viability of trees, and a transit stop.
- The applicant is willing to improve the Cook and Yates Street intersection by constructing a new traffic bulb on the northeast corner of the intersection.
- The applicant engaged Rollo & Associates to prepare a land lift analysis (attached) in accordance with the City's *Inclusionary Housing and Community Amenity Policy*. The analysis concluded that there is no lift. In fact, the analysis confirmed that there is a net loss in land value from providing a 10% discount on the selling price of 104 dwelling units on the site under BC Housing's Affordable Home Ownership Program; refurbishing the existing Victoria Professional Building; constructing a new bus shelter on Johnson Street; and undergrounding the BC Hydro infrastructure on the Yates Street frontage all of which are being carried out by the applicant.

BACKGROUND

Description of Proposal

This Rezoning Application is to rezone from the C-1 Zone, Limited Commercial District, and the R3-1 Zone, Multiple Dwelling District, to a new zone in order to increase the overall density to 3.01:1 floor space ratio (FSR) and construct a thirteen-storey, mixed-use building on the corner of Cook Street and Yates Street, which would consist of commercial uses on the ground level, a day care and residential dwelling units on the second storey and residential uses above. The commercial uses would include restaurant, retail, office and personal services. A six-storey, multi-unit residential building is being proposed on Johnson Street and the existing five-storey Victoria Professional Building fronting Yates Street would be retained.

The new zone would be drafted in such a way that would reflect the three development areas being proposed in this application. The overall density, site coverage and open site space, and the proposed building height on Parcel B (the proposed six-storey building) would be relatively consistent with the existing C-1 and R3-1 Zones; however, creating three separate parcels will trigger some differences from the standard zones with respect to density, setbacks, site coverage and open space. The request to amend the *Official Community Plan* (OCP, 2012) is necessary in order to allow for a thirteen-storey building on Parcel A.

Affordable Housing Impacts

The applicant proposes the creation of 217 new residential units which would increase the overall supply of housing in the area. The applicant is proposing a mix of studios, one, two and

three-bedroom units in this development, which include the following:

Unit Type	Number of dwelling units
Studios	12
One-bedroom	140
Two-bedroom	61
Three-bedroom	4

The applicant is proposing to comply with BC Housing's Affordable Home Ownership Program (AHOP) by selling 104 dwelling units in the six-storey building at 10% below market value. A qualifying buyer must have a household income that does not exceed the 75th income percentile as determined by BC Housing. According to the applicant, the target incomes under this program would be within the following ranges:

- studios: \$35,000 - \$54,999
- one-bedroom and two-bedroom: \$55,000 - \$84,999
- two and three-bedroom: > \$85,000 (not exceeding \$152,000).

The applicant is also willing to secure the unit types in the six-storey building in a legal agreement by ensuring there are 12 studios, 55 one-bedroom, 35 two-bedroom and 2 three-bedroom dwelling units of to the satisfaction of the Director of Sustainable Planning and Community Development. This is to ensure that at the Building Permit stage the unit mix is consistent with the plans shown at Rezoning.

Sustainability Features

The applicant has identified a number of sustainability features which will be reviewed in association with the concurrent Development Permit with Variances Application for this property.

Active Transportation Impacts

The application proposes to install 241 long-term and 31 short-term residential bicycle parking spaces and 29 long-term and 18 short-term commercial bicycle parking spaces with this development. The applicant is also adding end-of-trip facilities (showers and lockers) adjacent to the long-term commercial bicycle storage room in the medical office building to be utilized by all employees on-site, which supports active transportation.

Public Realm Improvements

The following public realm improvements are proposed in association with this Rezoning Application:

- a new bus shelter on Johnson Street
- a traffic bulb on the corner of Cook and Yates Street
- undergrounding BC Hydro services along the Yates Street frontage. BC Hydro offers beautification grants where the cost of undergrounding services is split between BC Hydro, the City and the developer. The City currently has no funding allocated for these types of projects and therefore, the developer is willing to pay for the City's share of the costs.

The above would be secured with a Section 219 Covenant and registered on the property's title prior to Council giving final consideration of the proposed Zoning Regulation Bylaw Amendment.

Accessibility Impact Statement

The British Columbia Building Code regulates accessibility as it pertains to buildings. The proposed courtyard and the pathways surrounding the proposed buildings are designed to be accessible.

Land Use Context

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

Existing Site Development and Development Potential

The site is presently occupied by a single-storey commercial building along Cook Street and a five-storey commercial building on Yates Street. The remainder of the site is a surface parking lot.

Under the current C-1 Zone, the properties located at 1309 & 1315 Cook Street, 1109 Johnson Street and a portion of 1120 Yates Street could be developed as a four-storey, mixed-use building consisting of ground floor commercial and residential uses above. Under the R3-1 Zone, a portion of the property at 1120 Yates Street could be developed as a six-storey, multi-unit residential building provided that all the parking is accommodated underground.

Data Table

The following data table compares the proposal with the existing C-1 and R3-1 Zones. An asterisk is used to identify where the proposal is less stringent than the existing zones. Two asterisks are used for existing non-conformities.

Zoning Criteria	Proposal - Parcel A (13-storey building)	Proposal - Parcel B (6-storey building)	Proposal - Parcel C (existing 5-storey building)	Proposal - Overall	Zone Standard C-1 Zone	Zone Standard R3-1 Zone
Site area (m ²) - minimum	1589.47	2614.56	2126.87	6330.9	n/a	920
Density (Floor Space Ratio) - maximum	5.5:1*	2.55:1*	1.73:1*	3.01:1*	1.4:1	1.6:1
Total floor area (m ²) - maximum	8743.36*	6655.25*	3683.93*	19,082.54*	Parcel A: 2225.26 Parcel B: 3662.38 Parcel C: 2977.62	Parcel A: 2543.15 Parcel B: 4183.30 Parcel C: 3402.99

Zoning Criteria	Proposal - Parcel A (13-storey building)	Proposal - Parcel B (6-storey building)	Proposal - Parcel C (existing 5-storey building)	Proposal - Overall	Zone Standard C-1 Zone	Zone Standard R3-1 Zone
Height (m) - maximum	42.76*	22.51*	23.18*	n/a	12	18.50
Storeys - maximum	13	6	6	n/a	n/a	n/a
Site coverage % - maximum	76.70*	65.60*	50.30*	63.20*	n/a	30
Open site space % - minimum	25.20*	35.90*	55.30*	39.70*	n/a	60
Setbacks (m) - minimum				n/a		
Front	0.40* (Cook Street - building)	2.45* (Johnson Street - parkade projection)/ 3.02* (balcony)/ 3.31* (building)	4.42** (Yates St - canopy)/ 6.26** (building)		6	13.50
Rear	4.67* (east - building)	0.17* (south - building)	8.96* (north - canopy)/ 11.09* (building)		Parcel A: 21.38 Parcel B: 11.26 Parcel C: 11.59	
Side	0.04* (north - building)	0.42* (east - parkade)/ 4.28* (balcony)/ 4.76* (building)	8.87** (east)		Parcel A: 21.38 Parcel B: 11.26 Parcel C: 11.59	
Side	n/a	9.10* (west - building)/ 9.56* (building)	8.30* (west)		Parcel A: 21.38 Parcel B: 11.26 Parcel C: 11.59	
Side on flanking street	0.68* (Yates Street - building)	n/a	n/a		2.40	n/a
Parking - minimum				129		
Residential	73*	55*	1		Parcel A: 92 Parcel B: 102 Parcel C: n/a	
Commercial	0*	107	0*	107	Parcel A: 18 Parcel B: n/a Parcel C: 120	

Zoning Criteria	Proposal - Parcel A (13-storey building)	Proposal - Parcel B (6-storey building)	Proposal - Parcel C (existing 5-storey building)	Proposal - Overall	Zone Standard C-1 Zone	Zone Standard R3-1 Zone
Visitor parking included in the overall units - minimum	6*	3*	0	9	Parcel A: 11 Parcel B: 10 Parcel C: 0	
Bicycle parking stalls - minimum				241		
Long-term (residential)	126	115	n/a		Parcel A: 126 Parcel B: 115 Parcel C: n/a	
Short-term (residential)	11	10	n/a	21	Parcel A: 11 Parcel B: 10 Parcel C: n/a	
Long-term (commercial)	0*	n/a	29	29	Parcel A: 5 Parcel B: n/a Parcel C: 24	
Short-term (commercial)	10	n/a	18	28	Parcel A: 10 Parcel B: n/a Parcel C: 18	

Community Consultation

Consistent with the *Community Association Land Use Committee (CALUC) Procedures for Processing Rezoning and Variance Applications*, the applicant has consulted the Fernwood CALUC at a Community Meeting held on November 21 2018 and a second meeting held on June 25, 2019 where the applicant presented proposed changes to the project. A letter dated September 15, 2019 is attached to this report.

ANALYSIS

Official Community Plan

Land Use, Height and Density

The OCP Urban Place Designation for the properties located at 1100-1108 Yates Street, 1109-1115 Johnson Street and a portion of 1120 Yates Street is Core Residential, which supports mixed-use and multi-unit residential buildings up to eight-storeys and a density of up to approximately 3.5:1 FSR. The remaining portion of the property located at 1120 Yates Street is designated Urban Residential in the OCP, which supports multi-unit residential or mixed-use buildings on arterial or secondary arterial roads up to six-storeys and a density of up to approximately 2:1 FSR.

The OCP encourages local-serving commercial in the Fernwood neighbourhood. The applicant is proposing ground floor commercial space to accommodate two larger tenants, such as a restaurant and coffee shop, or a few smaller local retailers. The applicant has indicated that there is a desire to attract neighbourhood-focused retailers; however, the city has no control over the type of retailer provided that the uses comply with the *Zoning Regulation Bylaw*.

The applicant is proposing a thirteen-storey building on Parcel A, which is triggering an amendment to the OCP as the maximum height supported in the OCP on this portion of the site is eight storeys. The building on Parcel B is six-storeys, which is lower than what is contemplated in the OCP on the portion of the site designated Core Residential. On Parcel C, the applicant is retaining the existing five-storey medical building, which is occupied by a diverse mix of medical professionals. The site transitions from thirteen storeys to five storeys with large separation distances between the buildings. The west side of Cook Street and directly across from Parcel A, the OCP and the *Downtown Core Area Plan* (DCAP, 2012) support mixed-used buildings up to 15 and 17 storeys and therefore, a transition to thirteen storeys has been demonstrated to be an appropriate scale to soften an abrupt change in height from the west side to the east side along this block of Cook Street. According to the applicant, allowing for some additional height to accommodate more dwelling units is required to make the project financially feasible if inclusionary housing and a day care are being proposed and the existing Victoria Professional Building is retained.

The applicant could potentially have three buildings on one lot and create a building strata with common property; however, for financial and construction purposes, the applicant is proposing to subdivide the subject property into three distinct parcels and the densities for each individual parcel exceed the maximum densities in the OCP for the site. The proposed densities for: Parcel A is 5.5:1, Parcel B is 2.55:1, and Parcel C is 1.73:1 FSR; however, the applicant is proposing an overall density of 3.01:1 FSR across the entire site

Built Form

The OCP encourages a high quality architecture, landscape and urban design to enhance the visual identity and appearance of the city. The applicant is proposing a variety of architectural features to provide visually-interesting buildings. For the thirteen-storey building, the applicant is proposing a two-level podium to foster a pedestrian scale at the street level, curtain wall glazing to accentuate the ground-level commercial space and vertical fins. For the six-storey building, the applicant is proposing ground-oriented dwelling units with individual front entryways along the Johnson Street frontage, an articulated main residential entryway that breaks up the massing and upper-storey balconies with decorative wood screening. On both buildings, the applicant is proposing rich and varied architectural materials, such as brick, metal and glass, in order to enhance and articulate the street frontages. The applicant is proposing a large courtyard in the middle of the site, which would include substantial tree planting, outdoor seating, a children's play area, dog relief area and raised planters for gardening.

Housing type and tenure

The OCP supports a range of housing types, forms and tenures across the city and within neighbourhoods to meet the needs of residents at different life stages, and to facilitate aging in place. Furthermore, the OCP encourages a mix of residents, including households with children, by increasing opportunities for innovative forms of ground-oriented multi-unit residential housing. The applicant is proposing a mix of housing types, including 12 studios, 110 one-bedroom, 61 two-bedroom and four three-bedroom units. In the proposed six-storey

building, the applicant is proposing 16 ground-oriented dwelling units with private outdoor patios and several of these units would be suitable for families with children.

The OCP also encourages partnerships that address the need for affordable market housing suitable for households with children. The applicant is providing inclusionary housing by partnering with BC Housing to implement the Affordable Housing Ownership Program in accordance with the expectations under the City's *Inclusionary Housing and Community Amenity Policy*. 104 dwelling units in the proposed six-storey building would be sold at 10% below the current fair market value.

Daycare

In response to the OCP policies encouraging non-profit daycare space as an amenity in new residential, mixed-use and commercial development, the applicant is proposing to construct a purpose-built daycare on the second storey of the thirteen-storey building to accommodate approximately 25 to 50 children. The applicant is currently working with local daycare providers to occupy the space, with a stated preference to partner with a non-profit daycare provider. The applicant is willing to enter a Section 219 Covenant to ensure that there is a daycare in the building for a minimum of ten years.

Urban Agriculture

Urban gardening is strongly encouraged in mixed-use, multi-unit residential developments. The applicant is proposing to install seven large raised garden plots in a common area on the west side of the six-storey building to encourage urban gardening and food production on-site for residents. Small private gardening spaces would also be accommodated on patios and balconies.

Site Planning

The OCP encourages the logical assembly of development sites that enable the best realization of permitted development potential for an area. The applicant reached out to the property owners of 1321-1329 Cook Street to explore options for incorporating these corner lots in the overall development proposal. For a variety of reasons out of the applicant's control, it is not feasible to include these lots at this time. However, the applicant is willing to provide a knockout panel in the underground parkade to facilitate reciprocal access in the future.

OCP Amendment

The OCP Amendment Application to change the Urban Place Designation of 1309 & 1315 Cook Street, 1100-1120 Yates Street and 1109-1115 Johnson Street from Urban Residential to Core Residential and include some language under the description of Core Residential in the OCP that would allow for a building up to thirteen storeys at this location is being proposed.

The *Local Government Act* (LGA), Section 475, 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 475 of the LGA, Council must further consider whether consultation should be early and ongoing. 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 located within 200 metres of the subject site along with posting a notice on the City's website will provide adequate opportunities for consultation with those affected.

Given that through the 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 475 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 Urban Place Designation as this matter can be considered under policies in the OCP.

Council is also required to consider 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 will have no impact on any of these Plans.

Fernwood Neighbourhood Plan

The *Fernwood Neighbourhood Plan* (1994) supports the retention of commercial uses at 1100-1108 Yates Street, 1109-1115 Johnson Street and a portion of 1120 Yates Street and supports residential development up to three or four storeys at 1120 Yates Street, which does not align with the OCP from a use, height and density perspective. The Plan also encourages improved quantity and quality of licensed child care services for children up to 12 years of age.

Tree Preservation Bylaw and Urban Forest Master Plan

Earlier this year Council increased funding to expedite the implementation of the Urban Forest Master Plan (UFMP). The goals of the UFMP include maximizing community benefits from the urban forest in all neighbourhoods, including a focus on protecting large, healthy trees on public and private property.

The Tree Resource Inventory for this project identified a total of 32 trees: 11 City-owned street trees, 18 non bylaw-protected trees on the subject properties and three non bylaw-protected trees on the neighboring property at 1138 Yates Street.

The proposal, as currently shown, would require the removal of a large and healthy Horse Chestnut tree growing on the Cook Street boulevard, to construct the proposed building. Cook Street has historically been lined with Horse Chestnut trees from Dallas Road to Pandora Avenue. Planted in 1970, this significant tree has grown rapidly and now measures 99cm in diameter (DBH), 19m in height, with a crown spread of 15m. This tree has good vitality and structure, providing benefits to the surrounding area like other mature trees; such as shading and cooling for the block, windspeed reduction, mitigation of stormwater runoff, increased air quality, as well as health benefits for residents. Given the recent success with protecting other mature trees on the Cook Street boulevard, such as next to the new development at Johnson Street, staff are hopeful that a design solution can be found to preserve this tree. The developer has been asked to explore opportunities to retain this important public tree as part of the overall project.

A small 10cm DBH Francetti Oak, also located on the Cook Street frontage, is proposed to be removed and replaced. The current plans propose three new street trees along the Cook Street boulevard.

Three Sweetgum trees (56, 51 and 50cm DBH) located along the Johnson Street frontage are identified to be removed in order to allow for the excavation of a new underground parkade and the realignment of the sidewalk. A new 2.8m wide (approximately 160m²) grass boulevard with five new street trees would separate the proposed sidewalk from the street.

On the Yates Street boulevard, two City trees are identified to be removed in order to allow construction of an expanded sidewalk along the frontage of the new building. A 68cm DBH Purple Leaf and a small 4cm DBH Yoshino Cherry would be replaced with three new street trees. The proposed design would also remove approximately 113m² of grass boulevard.

There are presently 17 non-bylaw protected trees on the development site which are proposed for removal. Only one tree, a multi-stemmed (49cm and 41cm DBH) European White Birch, is identified to be retained. The landscape plan shows 37 new trees as part of the site landscaping.

Finally, two non-bylaw protected European White Birch (61cm and 51cm DBH) trees growing on the neighbouring property of 1138 Yates Street are proposed for removal. This will be a matter for the two property owners to address.

Inclusionary Housing and Community Amenity Policy

The applicant is complying with the City's *Inclusionary Housing and Community Amenity Policy* even though they applied for rezoning prior to the adoption of the Policy. The applicant is providing inclusionary housing by partnering with BC Housing to implement the Affordable Housing Ownership Program in accordance with the expectations under the Policy. There would be 104 dwelling units sold at 10% below the current fair market value and the amount of the 10% discount would be secured as a second mortgage registered on title. The 10% AHOP mortgage would be repaid when a dwelling unit is sold at current market value and these funds would be contributed to the City's Affordable Housing Reserve Fund for the purpose of construction more affordable housing in the city. For this project, the applicant has confirmed that the amenity contribution would amount to approximately \$5.1 million secured and flowing through the City's Affordable Housing Reserve Fund as units are sold in the future. A legal agreement between the City, BC Housing and the applicant would be in place in order to secure these future amenity contributions. A letter of support is provided by BC Housing and attached to this report.

In accordance with the Policy, the applicant engaged Rollo & Associates to prepare a land lift analysis (attached). The consultant examined the site with and without the parcel of land occupied by the existing medical building to determine if this parcel would create a drag on the overall residual land value of the project. The analysis concluded that there is no lift in both scenarios. In fact, the analysis confirmed that there is a net loss in land value from providing a 10% discount on the selling price of 104 dwelling units on the site under AHOP; refurbishing the existing Victoria Professional Building; constructing a new bus shelter on Johnson Street; and undergrounding the BC Hydro infrastructure on the Yates Street frontage.

Regulatory Considerations

Statutory Right-of-Way

The standard right-of-way width for a secondary arterial is 25.0 m. To achieve this minimum on this portion of Johnson Street, a SRW of 2.45m is requested as a condition of rezoning. This is

consistent with other SRWs secured along Johnson Street and will help realize OCP objectives such as enhanced facilities for pedestrians through a wider sidewalk, a separated boulevard which supports the long-term viability of trees, and a transit stop.

Proposed New Zone

The applicant is proposing a new zone to facilitate this development. The maximum height in the new zone would be 40m. The proposed building height for the thirteen-storey building is 42.76m as a result of a projecting rooftop structural wall and this additional height will be treated as a variance. This is discussed further in the concurrent Development Permit with Variance report.

The new zone would also include a provision to allow for the creation of one or more air space parcels, which are essentially volumetric parcels. Air space parcel subdivisions are a common approach, especially for mixed-use/mixed ownership buildings to allow for the transfer of title of different components of a development.

Reduction in Vehicle Parking

Given the unique underground parking layout as a result of the proposed development areas, staff is recommending that the vehicle parking requirements are embedded in the new zone. The applicant is addressing the proposed parking shortfall with a comprehensive list of Transportation Demand Management (TDM) measures that take into account the proposed uses on-site, which is discussed below. This approach will also avoid additional parking variances in the future.

The applicant is proposing 247 parking spaces for the development across the three parcels. Schedule C: Off-street Parking requires 353 parking spaces so the parking shortfall would be 106 parking spaces. Given the magnitude of the parking shortfall, the applicant engaged Bunt & Associates to complete a Parking Study for this development.

Currently, there is a large surface parking lot at 1115 and 1120 Johnson Street, which contains 101 parking spaces for the Professional Office Building. The study concludes that the maximum occupancy of the existing parking lot at present time is 50%, which could mean that there is less demand for parking from the existing medical office building. That said, it is a pay parking lot, which likely results in some commercial patrons parking on the street.

The parking for the medical and office uses would be provided in a new underground parkade on Parcel B given the inability to construct a parkade under the existing building. There would be a total of 107 parking spaces assigned to all the commercial uses on site, including office, retail, medical and daycare uses. A total of 21 residential visitor parking spaces are required for this development and only nine visitor parking spaces are being provided. To offset the shortfall in visitor parking, the applicant is proposing a shared parking arrangement where 15 commercial parking spaces would be available to residential visitors after business hours and on weekends. For the residential uses, 194 parking spaces are required and the applicant is proposing to provide 128 parking spaces.

To help offset some of the parking shortfall, the applicant is proposing a variety of Transportation Demand Management (TDM) measures which staff support, including the following:

- purchasing two car share vehicles with assigned parking spaces on-site

- 217 car share memberships (one car share membership per dwelling unit) for the life of the building along with usage credits for each membership
- resident bike share program, which will include the provision of ten electric bikes (five assigned to each residential building)
- end-of-trip facilities (e.g. bike repair equipment, bike wash station, lockers, showers and changing facilities for employees)
- additional long-term bicycle parking
- 48 electric bike charging stations for residents.

The applicant will also be constructing a new bus shelter on the Johnson Street frontage in front of the six-storey building as a condition of rezoning. The site is in close proximity to frequent public transit. In addition, the subject properties are within walking distance of downtown, surrounded by shops and services, and in close proximity to existing and planned bicycle network infrastructure. Staff recommends that a covenant is registered on title to secure the shared parking arrangement and TDM measures outlined above to the satisfaction of the Director of Engineering and Public Works.

CONCLUSIONS

Even though the proposed thirteen-storey, mixed-use building is not consistent with the height policies in the OCP, the proposal further advances other policies and objectives in the OCP, such as providing inclusionary housing and over \$5.1 million, over time, in amenity contributions towards the City's Affordable Housing Reserve Fund; a daycare (secured for ten years by a legal agreement); urban agriculture; an extensive courtyard; streetscape beautification and retaining the medical office building which is occupied by a diverse mix of medical professionals. The applicant indicated that in order to provide these amenities and make this project financially feasible, the additional density and height as proposed is required. A land lift analysis has been completed that confirms there is no lift associated with this proposal. Staff recommend for Council's consideration that the application proceed to a Public Hearing.

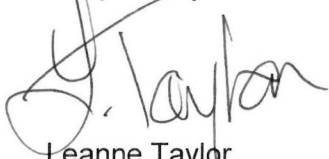
ALTERNATE MOTION 1

That Council direct staff to work with the applicant on a proposal that complies with the land use policies in the Official Community Plan.

ALTERNATE MOTION 2

That Council decline Rezoning Application No. 00681 for the property located at 1309 & 1315 Cook Street, 1100-1120 Yates Street and 1109-1115 Johnson Street.

Respectfully submitted,



Leanne Taylor
Senior Planner
Development Services Division



Andrea Hudson, Acting Director
Sustainable Planning and Community
Development Department

Report accepted and recommended by the City Manager:



Date:

Sept. 25, 2019

List of Attachments

- Attachment A: Subject Map
- Attachment B: Aerial Map
- Attachment C: Plans, dated/date stamped September 13, 2019
- Attachment D: Letter from applicant to Mayor and Council, dated September 16, 2019
- Attachment E: Letter from architect to Mayor and Council, dated July 29, 2019
- Attachment F: CPTED Analysis, dated July 29, 2019
- Attachment G: Community Association Land Use Committee Comments, dated September 15, 2019
- Attachment H: Land Lift Analysis, dated September 10, 2019
- Attachment I: Parking Study, dated September 12, 2019
- Attachment J: Transportation Impact Assessment, dated December 12, 2018
- Attachment K: Letter from BC Housing, dated September 10, 2019
- Attachment L: Letter from MODO, dated September 13, 2019
- Attachment M: Tree Assessment, dated November 28, 2018 and updated September 12, 2019
- Attachment N: Advisory Design Panel report, dated June 19, 2019
- Attachment O: Advisory Design Panel minutes, dated June 26, 2019
- Attachment P: Letter from architect regarding the recommendations from the Advisory Design Panel, dated July 29, 2019
- Attachment Q: Correspondence (Letters received from residents).



Committee of the Whole Report

For the Meeting of October 3, 2019

To: Committee of the Whole **Date:** September 19, 2019

From: Andrea Hudson, Acting Director, Sustainable Planning and Community Development

Subject: **Development Permit with Variances Application No. 00104 for 1309 & 1315 Cook Street, 1100-1120 Yates Street and 1109-1115 Johnson Street**

RECOMMENDATION

That Council, after giving notice and allowing an opportunity for public comment at a meeting of Council, and after the Public Hearing for Rezoning Application No. 00681, if it is approved, consider the following motion:

“That Council authorize the issuance of Development Permit with Variances Application No. 00104 for 1309 & 1315 Cook Street, 1100-1120 Yates Street and 1109-1115 Johnson Street, in accordance with:

1. Plans date stamped September 12, 2019.
2. Development meeting all *Zoning Regulation Bylaw* requirements, except for the following variances:
 - i. increase the height of the building on Parcel A from 40m to 42.76m for a rooftop structural wall projection
 - ii. reduce the long-term commercial bicycle parking spaces from 5 to 0.
3. The Development Permit lapsing two years from the date of this resolution.”

LEGISLATIVE AUTHORITY

In accordance with Section 489 of the *Local Government Act*, Council may issue a Development Permit in accordance with the applicable guidelines specified in the *Official Community Plan*. A Development Permit may vary or supplement the *Zoning Regulation Bylaw* but may not vary the use or density of the land from that specified in the Bylaw.

EXECUTIVE SUMMARY

The purpose of this report is to present Council with information, analysis and recommendations for a Development Permit with Variances Application for the property located at 1309 & 1315 Cook Street, 1100-1120 Yates Street and 1109-1115 Johnson Street. The proposal is to construct a thirteen-storey, mixed-use building consisting of commercial and residential uses and a six-storey, multi-unit residential building.

The following points were considered in assessing this application:

- The subject properties are within Development Permit Area (DPA) 16: General Form and Character. This DPA supports new commercial and multi-unit residential developments that provide a sensitive transition to adjacent and nearby areas and that are complementary to the established place character of a neighbourhood. A high quality of architecture, landscape and urban design are strongly encouraged. The DPA also encourages liveable environments that are designed for the human-scale and incorporate quality open spaces, adequate privacy, safety and accessibility. The proposal is consistent with these objectives.
- To create a sense of community on-site, the applicant is proposing a large courtyard in the middle of the site for residents and visitors, which would include substantial tree planting, outdoor seating, a children's play area, dog relief area and raised planters for gardening.
- This proposal significantly enhances the frontages by introducing human-scale architectural elements, including ground-oriented dwelling units with individual front entryways along Johnson Street frontage, substantial glazing to increase the interactions between pedestrian and the interior space along the Cook Street and Yates Street frontages, and decorative surface treatments.
- There is only one driveway into the site and all off-street parking would be located underground. As a result, the site primarily features building frontage accompanied by substantial landscaping.
- The variance to increase the height of the building from 40m to 42.76m in order to accommodate a rooftop structural wall is supportable as it will be screened and not visible from the street.
- The bicycle parking variance for long-term commercial parking is technical in nature as a result of the proposed subdivision layout and design and location of the underground parkade. Both buildings will have access to the required number of bicycle parking spaces for employees.

BACKGROUND

Description of Proposal

The proposal is for a thirteen-storey, mixed-use building consisting of commercial and residential uses and a six-storey, multi-unit residential building. Specific details include:

13-storey, mixed-use building

- high-rise building form consisting of contemporary architectural features including a two-level podium, curtain wall glazing, and horizontal and vertical metal and glass frames
- building stepped back at the third and thirteenth storey
- exterior materials include brick, glass, glass spandrel panel, concrete, brick, cementitious and metal panels
- main residential entrance off of Yates Street
- flexible ground floor commercial space to accommodate one larger tenant or several smaller retail tenants
- south-facing patio at the corner of Cook Street and Yates Street suitable for a restaurant
- second storey daycare and associated play space accessed off of the interior mews on the north side of the building
- ground level garbage and recycling room for commercial uses.

Six-storey, multi-unit residential building

- mid-rise building form consisting of contemporary architectural features including a flat roofline and contemporary-style windows and materials
- exterior materials include brick, glass, wood and metal panels
- mid-block main residential entryway off of Johnson Street
- ground-oriented units with individual stepped entryways and large outdoor patios
- projecting balconies for each dwelling unit.

Landscaping, vehicle and bicycle parking, loading and access

- gated courtyard and mews shared by residents, the day care, commercial patrons and visitors
- courtyard amenities include recycled rubber surfacing, playful seating structures, embankment slide and climbing slope, terrace seating, dog relief area, benches and substantial soft landscaping
- coloured saw cut concrete surface treatment throughout the site
- seven garden plots on the west side of the six-storey, multi-unit residential building
- accessible pathway to the mews and courtyard area from the six-storey building
- driveway access on the east side of the existing five-storey commercial building for loading and garbage/recycling pick up
- three levels of underground parking
- driveway access to three levels of underground parking off of Yates Street
- commercial loading space off of Yates Street
- a total of 272 long-term and 51 short-term bicycle parking spaces.

The proposed variances are related to building height and bicycle parking.

Affordable Housing Impacts

Affordable housing impacts are discussed in the concurrent Rezoning COTW report.

Sustainability Features

The following sustainability features are associated with this application:

- Step 1 of the BC Energy Step Code
- high performance building envelopes
- energy and air tightness testing throughout the project
- energy-efficient lighting and electrical systems, including motion sensor lighting and LED lighting
- low-flow and high-efficiency plumbing fixtures
- high efficiency heat pumps for heating and cooling
- patio shading on south elevations
- car share memberships and car share vehicles on-site.

Active Transportation Impacts

The application proposes to install 241 long-term and 31 short-term residential bicycle parking spaces and 29 long-term and 18 short-term commercial bicycle parking spaces with this development. The applicant is also adding end-of-trip facilities (showers and lockers) adjacent

to the long-term commercial bicycle storage room in the medical office building to be utilized by all employees on-site, which supports active transportation.

Public Realm Improvements

The following public realm improvements are proposed in association with this Rezoning Application:

- a new bus shelter on Johnson Street
- a traffic bulb on the corner of Cook and Yates Street
- undergrounding BC Hydro services along the Yates Street frontage. BC Hydro offers beautification grants where the cost of undergrounding services is split between BC Hydro, the City and the developer. The City currently has no funding allocated for these types of projects and therefore, the developer is willing to pay for the City's share of the costs.

These would be secured with a Section 219 Covenant, registered on the property's title, prior to Council giving final consideration of the proposed Zoning Regulation Bylaw Amendment.

Accessibility Impact Statement

The British Columbia Building Code regulates accessibility as it pertains to buildings. The proposed courtyard and the pathways surrounding the proposed buildings are designed to be accessible.

Existing Site Development and Development Potential

The site is presently occupied by a single-storey commercial building along Cook Street and a five-storey commercial building on Yates Street. The remainder of the site is a surface parking lot.

Under the current C-1 Zone, the properties located at 1309 & 1315 Cook Street, 1109 Johnson Street and a portion of 1120 Yates Street could be developed as a four-storey, mixed-use building consisting of ground floor commercial and residential uses above. Under the R3-1 Zone, a portion of the property at 1120 Yates Street within this zone could be developed as a six-storey, multi-unit residential building provided that all of the parking is accommodated underground.

Data Table

The following data table compares the proposal with the existing C-1 and R3-1 Zones. An asterisk is used to identify where the proposal is less stringent than the existing zones. Two asterisks are used for existing non-conformities.

Zoning Criteria	Proposal - Parcel A (13-storey building)	Proposal - Parcel B (6-storey building)	Proposal - Parcel C (existing 5-storey building)	Proposal - Overall	Zone Standard C-1 Zone	Zone Standard R3-1 Zone
Site area (m ²) - minimum	1589.47	2614.56	2126.87	6330.9	n/a	920

Zoning Criteria	Proposal - Parcel A (13-storey building)	Proposal - Parcel B (6-storey building)	Proposal - Parcel C (existing 5-storey building)	Proposal - Overall	Zone Standard C-1 Zone	Zone Standard R3-1 Zone
Density (Floor Space Ratio) - maximum	5.5:1*	2.55:1*	1.73:1*	3.01:1*	1.4:1	1.6:1
Total floor area (m ²) - maximum	8743.36*	6655.25*	3683.93*	19,082.54*	Parcel A: 2225.26 Parcel B: 3662.38 Parcel C: 2977.62	Parcel A: 2543.15 Parcel B: 4183.30 Parcel C: 3402.99
Height (m) - maximum	42.76*	22.51*	23.18*	n/a	12	18.50
Storeys - maximum	13	6	6	n/a	n/a	n/a
Site coverage % - maximum	76.70*	65.60*	50.30*	63.20*	n/a	30
Open site space % - minimum	25.20*	35.90*	55.30*	39.70*	n/a	60
Setbacks (m) - minimum				n/a		
Front	0.40* (Cook Street - building)	2.45* (Johnson Street - parkade projection)/ 3.02* (balcony)/ 3.31* (building)	4.42** (Yates St - canopy)/ 6.26** (building)		6	13.50
Rear	4.67* (east - building)	0.17* (south - building)	8.96* (north - canopy)/ 11.09* (building)		Parcel A: 21.38 Parcel B: 11.26 Parcel C: 11.59	
Side	0.04* (north - building)	0.42* (east - parkade)/ 4.28* (balcony)/ 4.76* (building)	8.87** (east)		Parcel A: 21.38 Parcel B: 11.26 Parcel C: 11.59	
Side	n/a	9.10* (west - building)/ 9.56* (building)	8.30* (west)		Parcel A: 21.38 Parcel B: 11.26 Parcel C: 11.59	

Zoning Criteria	Proposal - Parcel A (13-storey building)	Proposal - Parcel B (6-storey building)	Proposal - Parcel C (existing 5-storey building)	Proposal - Overall	Zone Standard C-1 Zone	Zone Standard R3-1 Zone
Side on flanking street	0.68* (Yates Street - building)	n/a	n/a		2.40	n/a
Parking - minimum				129		
Residential	73*	55*	1		Parcel A: 92 Parcel B: 102 Parcel C: n/a	
Commercial	0*	107	0*	107	Parcel A: 18 Parcel B: n/a Parcel C: 120	
Visitor parking included in the overall units - minimum	6*	3*	0	9	Parcel A: 11 Parcel B: 10 Parcel C: 0	
Bicycle parking stalls - minimum				241		
Long-term (residential)	126	115	n/a		Parcel A: 126 Parcel B: 115 Parcel C: n/a	
Short-term (residential)	11	10	n/a	21	Parcel A: 11 Parcel B: 10 Parcel C: n/a	
Long-term (commercial)	0*	n/a	29	29	Parcel A: 5 Parcel B: n/a Parcel C: 24	
Short-term (commercial)	10	n/a	18	28	Parcel A: 10 Parcel B: n/a Parcel C: 18	

Community Consultation

Consistent with the *Community Association Land Use Committee (CALUC) Procedures for Processing Rezoning and Variance Applications*, on January 4, 2019 the Application was referred for a 30-day comment period to the Fernwood CALUC. A letter dated September 15, 2019 is attached to this report.

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

ANALYSIS

Development Permit Area and Design Guidelines

The *Official Community Plan* (OCP, 2012) identifies the subject properties within Development Permit Area (DPA) 16: General Form and Character. This DPA supports new commercial and multi-unit residential developments that provide a sensitive transition to adjacent and nearby areas and that are complementary to the established place character of a neighbourhood. A high quality of architecture, landscape and urban design are strongly encouraged. The DPA also encourages liveable environments that are designed for the human-scale and incorporate quality open spaces, adequate privacy, safety and accessibility.

To create a sense of community on-site, the applicant is proposing a large courtyard in the middle of the site for residents and visitors. It is framed by the buildings; however, there is easy access from the street. This usable, attractive and well-integrated space would include substantial tree planting, outdoor seating, a children's play area, dog relief area and raised planters for gardening. For CPTED (Crime Prevention Through Environmental Design) reasons, the courtyard will be gated after business hours. All of the units will have some form of private open space, such as balconies or patios.

To visually break-up the massing of both buildings, the applicant has introduced a variety of architectural features in accordance with the design guidelines. For the thirteen-storey building, the applicant is proposing a two-level podium to foster a pedestrian scale at the street level, curtain wall glazing to accentuate the ground-level commercial space and vertical fins. The building is also stepped back at the third and thirteenth storey. For the six-storey building, the applicant is proposing ground-oriented dwelling units with individual front entryways along the Johnson Street frontage, an articulated main residential entryway that breaks up the massing and upper-storey balconies with decorative wood screening. On both buildings, the applicant is proposing rich and varied architectural materials, such as brick, metal and glass, in order to enhance and articulate the street frontages.

In mixed-use buildings, the design guidelines encourage separate residential and commercial entries. For the thirteen-storey, mixed-use building, the applicant is proposing distinct commercial entryways fronting Cook and Yates Street and a main residential entryway fronting Yates Street. The daycare entryway would be accessed from the interior courtyard. The main entryway for the six-storey residential building is fronting Johnson Street.

Local Area Plans

The *Fernwood Neighbourhood Plan* (1994) supports the retention of commercial uses at 1100-1108 Yates Street, 1109-1115 Johnson Street and a portion of 1120 Yates Street and supports residential development up to three or four storeys at 1120 Yates Street, which does not align with the OCP.

Tree Preservation Bylaw and Urban Forest Master Plan

This section on tree preservation and the urban forest is discussed in the concurrent Rezoning COTW report.

Regulatory Considerations

Bicycle Parking Variance

The applicant is proposing to reduce the required number of long-term commercial bicycle parking from five to zero for Parcel A. All the long-term commercial bicycle parking for the development will be provided in a new bicycle room in the lower level of the medical office building on Parcel C. The applicant felt that it was more practical to locate the secure bicycle parking for employees adjacent to the end-of-trip facilities to encourage people to bike to work. Staff supports the bicycle parking variance.

Height Variance

The maximum height in the new zone would be 40m. The proposed building height is 42.76m as a result of a projecting rooftop structural wall and this additional height will be treated as a variance. The variance is supportable given that the structural element will be screened and not visible from the street.

Other Considerations

The Advisory Design Panel (ADP) reviewed the Development Permit with Variances Application at their meeting on June 26, 2019 and provided the following recommendation for Council's consideration:

"That the Advisory Design Panel recommend to Council that Development Permit with Variances Application No. 00104 for 1309 and 1315 Cook Street, 1100-1120 Yates Street and 1109-1115 Johnson Street be approved subject to:

- further consideration and refinement of the architectural expression, colours and materials of both buildings, in consideration of the prime location of the site, with particular attention to the north and west elevations of the six-storey building
- the completion of a CPTED review of the proposed site plan, with particular consideration given to the location of the gates."

In response to ADP's recommendation above, the applicant made the following changes:

- added windows to the west elevation of the six-storey building
- added wood decorative screens to the balconies on the north and south elevations of the six-storey building
- incorporated lighter colour materials on the six-storey building
- modified a west facing wall at the main entrance of the six-storey building by adding a framing element and a linear panel cladding system
- increased the roof parapet to enhance the roofline of the six-storey building
- added gates to the entry points into the courtyard
- added a trellis with climbing vines above the parkade entrance
- added outdoor seating on the west side of the medical office building
- relocated the PMT further into the site and screened from the street

The applicant also completed a comprehensive CPTED analysis and made the following modifications to the proposal:

- gates relocated closer to the street edges to minimize entrapment spots
- modified the outdoor seating area above the parking entrance to be more visible from the courtyard
- glazed doors, additional lighting and surveillance strategies have also been reviewed.

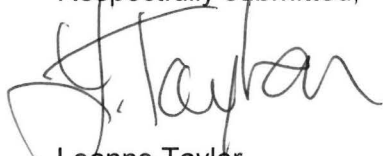
CONCLUSIONS

The proposal to construct a thirteen-storey, mixed-use building and six-storey, multi-unit residential building is generally consistent with the design guidelines. The applicant has also made some refinements to the proposal in response to the feedback provided at ADP. The parking variance is supportable given the TDM measures being proposed and the provision for a shared-parking arrangement. The commercial long-term bicycle parking variance is supportable given that the applicant is exceeding the required number of bicycle parking spaces on-site and the long-term bicycle parking spaces are easily accessible and located next to the end-of-trip facilities. The variance to increase building height on Parcel A (thirteen-storey building) is also supportable given that the height of the habitable storeys will not exceed approximately 40m and the additional height is to accommodate a structural wall on the roof. Staff recommend for Council's consideration that the application proceed concurrently with the Rezoning Application.

ALTERNATE MOTION

That Council decline Development Permit with Variance Application No. 00104 for the properties located at 1309 & 1315 Cook Street, 1100-1120 Yates Street and 1109-1115 Johnson Street.

Respectfully submitted,

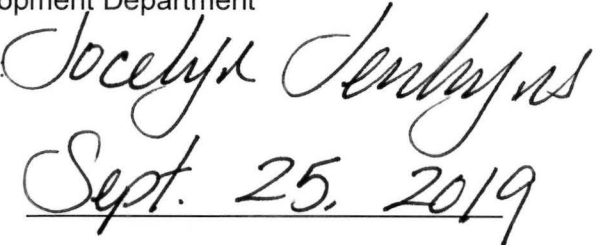


Leanne Taylor
Senior Planner
Development Services Division



Andrea Hudson, Acting Director
Sustainable Planning and Community
Development Department

Report accepted and recommended by the City Manager.



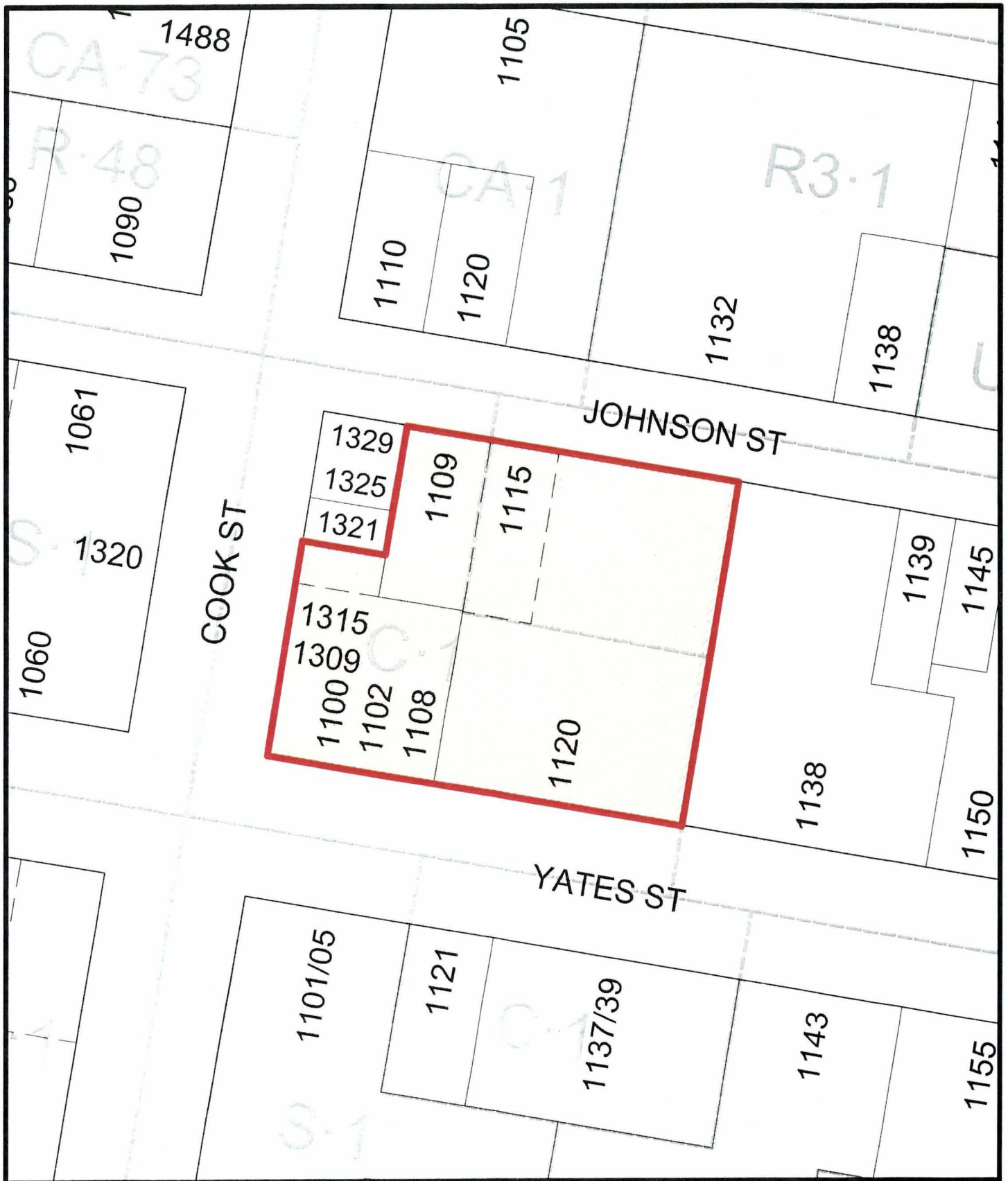
Date:

Sept. 25, 2019

List of Attachments

- Attachment A: Subject Map
- Attachment B: Aerial Map
- Attachment C: Plans, dated/date stamped September 13, 2019
- Attachment D: Letter from applicant to Mayor and Council, dated September 16, 2019
- Attachment E: Letter from architect to Mayor and Council, dated July 29, 2019
- Attachment F: CPTED Analysis, dated July 29, 2019

- Attachment G: Community Association Land Use Committee Comments, dated September 15, 2019
- Attachment H: Land Lift Analysis, dated September 10, 2019
- Attachment I: Parking Study, dated September 12, 2019
- Attachment J: Transportation Impact Assessment, dated December 12, 2018
- Attachment K: Letter from BC Housing, dated September 10, 2019
- Attachment L: Letter from MODO, dated September 13, 2019
- Attachment M: Tree Assessment, dated November 28, 2018 and updated September 12, 2019
- Attachment N: Advisory Design Panel report, dated June 19, 2019
- Attachment O: Advisory Design Panel minutes, dated June 26, 2019
- Attachment P: Letter from architect regarding the recommendations from the Advisory Design Panel, dated July 29, 2019
- Attachment Q: Correspondence (Letters received from residents).



1309 and 1315 Cook Street, 1100-1120
 Yates Street and 1109-1115 Johnson Street
 Rezoning No.00681





Received
City of Victoria

JUL 30 2019

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JUL 30 2019

Planning & Development Services Division

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CIVIL ENGINEER
J.E. ANDERSON & ASSOCIATES

NO.	REVISION	DATE
1	ISSUED FOR PERMIT APPLICATION	2018.07
2	REVISED FOR PERMIT APPLICATION	2018.08
3	REVISED FOR PERMIT APPLICATION	2018.09
4	REVISED FOR PERMIT APPLICATION	2018.10
5	REVISED FOR PERMIT APPLICATION	2018.11
6	REVISED FOR PERMIT APPLICATION	2018.12
7	REVISED FOR PERMIT APPLICATION	2019.01
8	REVISED FOR PERMIT APPLICATION	2019.02
9	REVISED FOR PERMIT APPLICATION	2019.03
10	REVISED FOR PERMIT APPLICATION	2019.04
11	REVISED FOR PERMIT APPLICATION	2019.05
12	REVISED FOR PERMIT APPLICATION	2019.06
13	REVISED FOR PERMIT APPLICATION	2019.07
14	REVISED FOR PERMIT APPLICATION	2019.08
15	REVISED FOR PERMIT APPLICATION	2019.09
16	REVISED FOR PERMIT APPLICATION	2019.10
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21	REVISED FOR PERMIT APPLICATION	2020.03
22	REVISED FOR PERMIT APPLICATION	2020.04
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30	REVISED FOR PERMIT APPLICATION	2020.12
31	REVISED FOR PERMIT APPLICATION	2021.01
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33	REVISED FOR PERMIT APPLICATION	2021.03
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79	REVISED FOR PERMIT APPLICATION	2025.01
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PROJECT ADDRESS
1100, 1120 YATES ST., 1109, 1115
JOHNSON ST.

PROJECT NAME
COOK STREET PLAZA

DRAWING TITLE
3D VIEWS

PROJECT NUMBER
18-11

DWG NO.
A060

DATE
18.11.20

SCALE
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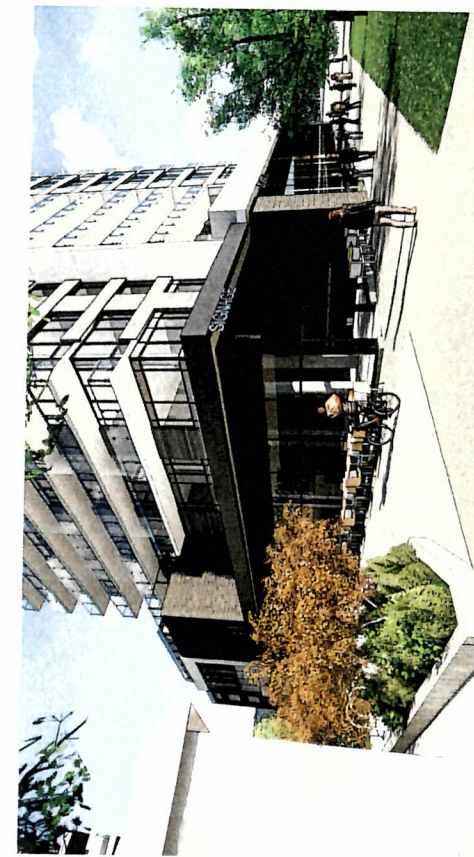
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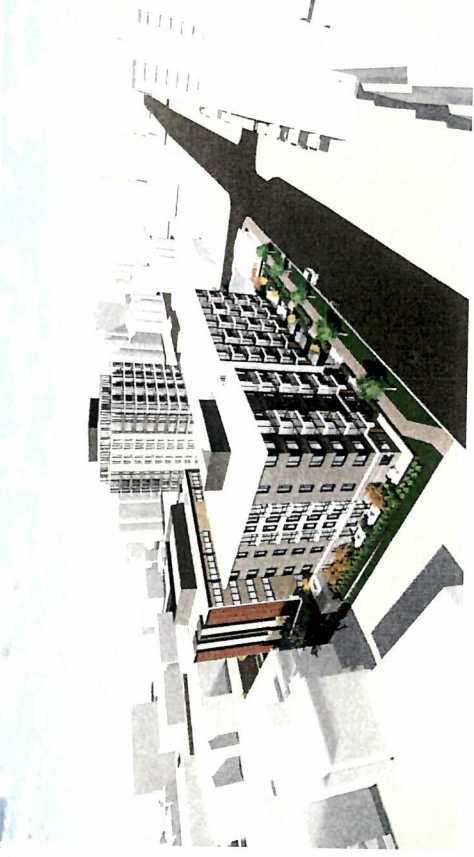
AERIAL VIEW LOOKING SOUTH WEST



VIEW LOOKING WEST ALONG YATES



VIEW AT NEWS ENTRANCE & COMMERCIAL BASE



STREET VIEW AT COOK & YATES

JUL 30 2019

Planning & Development Department
Development Services Division

PROSCENIUM

1100, 1109, 1115 YATES ST. VICTORIA, BC
1100, 1109, 1115 YATES ST. VICTORIA, BC
1100, 1109, 1115 YATES ST. VICTORIA, BC



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AME GROUP
ELECTRICAL ENGINEER
AES ENGINEERING
GEOTECHNICAL ENGINEER
RYZUM GEOTECHNICAL
TRAFFIC ENGINEER
BLUNT ENGINEERING
SURVEYOR
J.E. ANDERSON & ASSOCIATES
CIVIL ENGINEER
J.E. ANDERSON & ASSOCIATES

NO.	DESCRIPTION	BY	DATE
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2	DESIGNED FOR THE CITY OF VICTORIA	LAUR	2019.07.30
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PROJECT ADDRESS
1100, 1109, 1115 YATES ST., 1109, 1115
JOHNSON ST

PROJECT
COOK STREET PLAZA

DRAWING TITLE
3D VIEWS

PROJECT NUMBER
18-11
DRAWING
A061

DATE
18.11.20

SCALE
AS SHOWN

CHECKED
Author

DATE
18.11.20



VIEW LOOKING SOUTH EAST AT COOK & JOHNSON



STREET VIEW AT JOHNSON ST

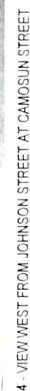


STREET VIEW LOOKING NORTH EAST AT COOK & YATES CORNER



VIEW LOOKING EAST ALONG JOHNSON ST

Planning & Development Department
Development Services Division



LANDSCAPE ARCHITECT
LADR. LANDSCAPE ARCHITECTS
STRUCTURAL ENGINEER
BREARD JONES CHRISTOFFERSEN LTD
MECHANICAL ENGINEER
NAME GROUP
ELECTRICAL ENGINEER
AES ENGINEERING
GEOTECHNICAL ENGINEER
RYZUK GEOTECHNICAL
TRAFFIC ENGINEER
BUNT ENGINEERING
SURVEYOR
J.E. ANDERSON & ASSOCIATES
CIVIL ENGINEER
J.E. ANDERSON & ASSOCIATES

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PROJECT ADDRESS
1100, 1120 YATES ST., 1109, 1115
JOHNSON ST

PROJECT
COOK STREET PLAZA

DRAWING TITLE	PROJECT
CITY CONTEXT	
VIEWS	

A0

DATE 8 11 20	SCALE	DRAWN Author	CHECKED Checker
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PROSCENIUM
 1100, 1120 YATES ST. 1109, 1115
 JOHNSON ST



CITY OF VICTORIA
RECEIVED
DEEMED
JUL 30 2019
SEP 20 2019

LANDSCAPE ARCHITECT
 LADR LANDSCAPE ARCHITECTS
 STRUCTURAL ENGINEER
 READ JONES CHRISTOFFERSEN LTD
 MECHANICAL ENGINEER
 AME GROUP
 ELECTRICAL ENGINEER
 AESS ENGINEERING
 GEOTECHNICAL ENGINEER
 RYZYK GEOTECHNICAL
 TRAFFIC ENGINEER
 BUNT ENGINEERING
 SUPERVISOR
 J.E. ANDERSON & ASSOCIATES
 CIVIL ENGINEER
 J.E. ANDERSON & ASSOCIATES

NO.	REVISION	DATE
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PROJECT ADDRESS
 1100, 1120 YATES ST. 1109, 1115
 JOHNSON ST

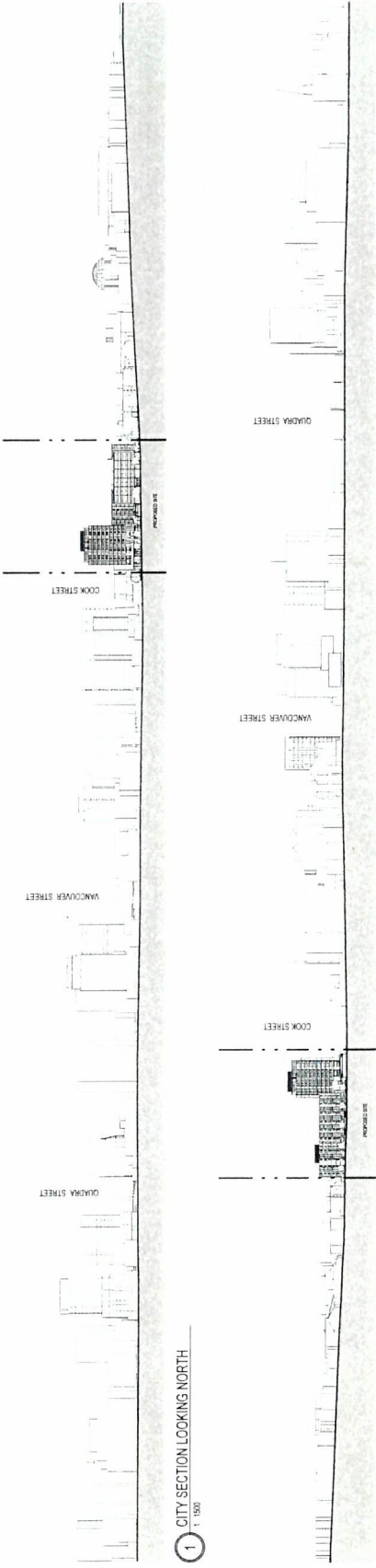
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DRAWING TITLE	SITE PLAN
PROJECT NUMBER	15-13
DRAWING NO.	A100
DATE	15.07.19
SCALE	1:200
CHECKED	NAME
DRAWN	NAME



COOK STREET

PROSCENIU

1100, 1120 YATES ST. 1109, 1115 JOHNSON ST



1 CITY SECTION LOOKING NORTH
1:1500

2 CITY SECTION LOOKING SOUTH
1:1500



3 COOK STREET PANORAMA
1:20



4 YATES STREET PANORAMA
1:20



5 JOHNSON STREET PANORAMA
1:20

Received
City of Victoria
JUL 30 2019
Planning & Development Department
Development Services Division

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- TRAFFIC ENGINEER
- BUNT ENGINEERING
- SURVEYOR
- J.E. ANDERSON & ASSOCIATES
- CIVIL ENGINEER
- J.E. ANDERSON & ASSOCIATES

NO.	DESCRIPTION	DATE
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PROJECT ADDRESS
1100, 1120 YATES ST. 1109, 1115 JOHNSON ST

PROJECT
COOK STREET PLAZA

DRAWING TITLE
SITE CONTEXT

PROJECT
A1

DATE
18.11.20

SCALE
As Indicated

DESIGNED
Author

CHECKED
Checker

[illegible]

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NAME GROUP
ELECTRICAL ENGINEER
AES ENGINEERING
GEOTECHNICAL ENGINEER
RYZUK GEOTECHNICAL
TRAFFIC ENGINEER
BUNT ENGINEERING
SUPERVISOR
J.E. ANDERSON & ASSOCIATES
CIVIL ENGINEER
J.E. ANDERSON & ASSOCIATES

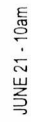
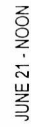
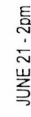
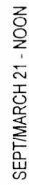
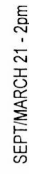
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PROJECT ADDRESS
1100, 1120 YATES ST.; 1109, 1115
JOHNSON ST.

PROJECT
COOK STREET PLAZA

DRAWING TITLE	PROJECT NAME
SHADOW STUDIES	18-
	DWG
	A10

DATE 18 11 20	SCALE	DRAWN Author	CHECKED Checker
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Neelke Doorn
City of Victoria

JUL 30 2019

Planning & Development Department
Development Services Division



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STRUCTURAL ENGINEER
READ JONES CHRISTOFFERSEN LTD.
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AME GROUP
ELECTRICAL ENGINEER
AES ENGINEERING
GEOTECHNICAL ENGINEER
RYZIM GEOTECHNICAL
TRAFFIC ENGINEERING
BUNT ENGINEERING
SUPERVISOR
JE ANDERSON & ASSOCIATES
CIVIL ENGINEER
JE ANDERSON & ASSOCIATES

NO.	DESCRIPTION	DATE
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4	AME GROUP	2017
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6	RYZIM GEOTECHNICAL	2017
7	BUNT ENGINEERING	2017
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100	JE ANDERSON & ASSOCIATES	2017

PROJECT ADDRESS
1000 VATES ST. #1109, 1115
JOHNSON ST

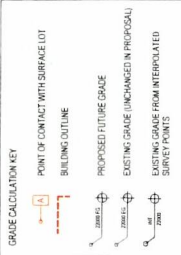
PROJECT
COOK STREET PLAZA

DRAWING TITLE
BUILDING GRADE
CALCULATIONS

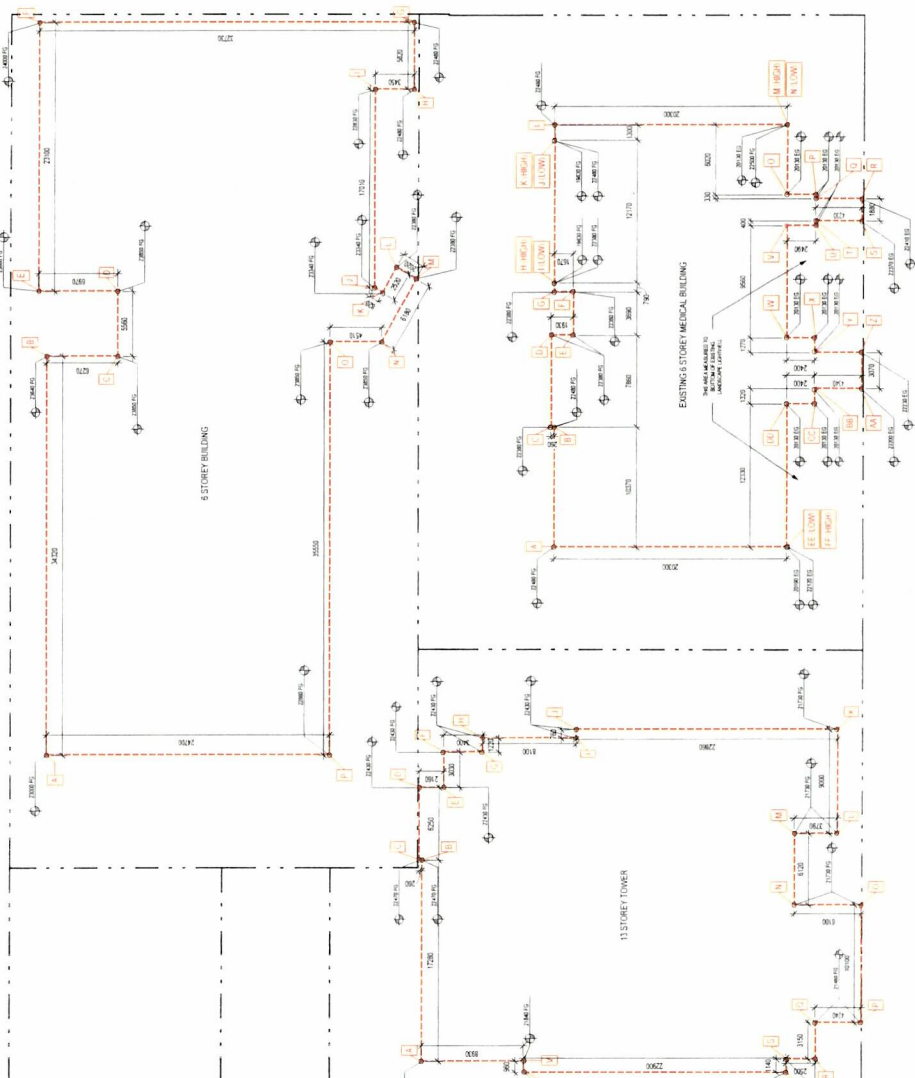
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SCALE
As indicated

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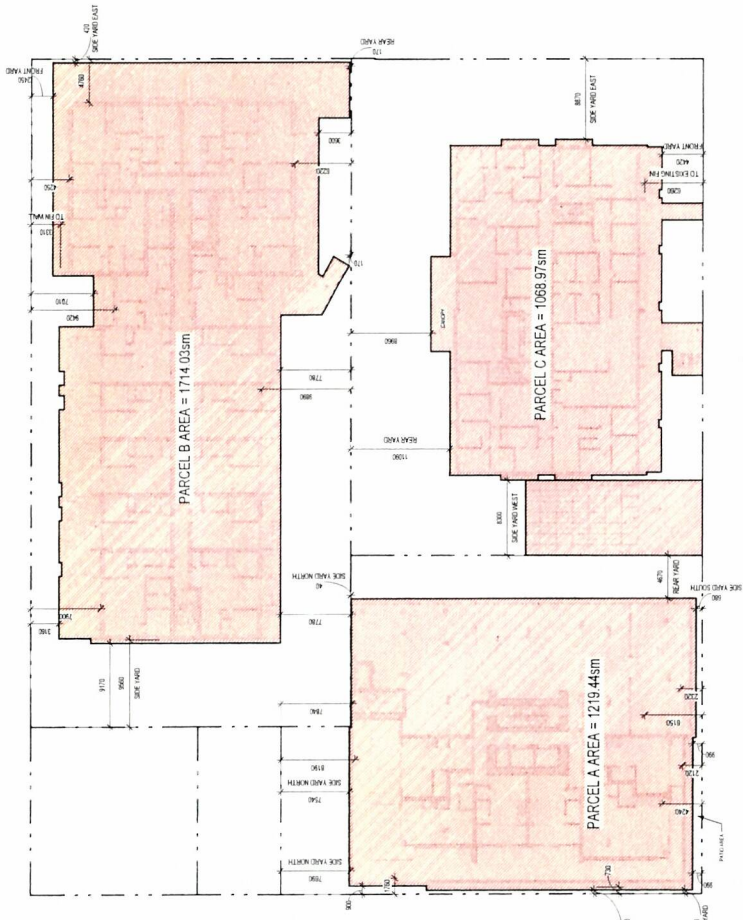
Received
City of Victoria
JUL 30 2019
Planning & Development Services Division



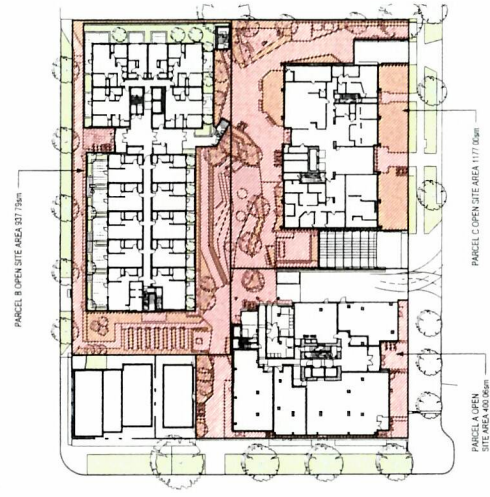
1 SITE PLAN - GRADE CALCULATION
1:250

Points	Distance	Average	Distance
Points A & B	17.710	18.175	18.175
Points C & D	6.250	17.900	17.900
Points E & F	1.160	18.440	18.440
Points G & H	1.160	18.440	18.440
Points I & J	1.160	18.440	18.440
Points K & L	1.160	18.440	18.440
Points M & N	1.160	18.440	18.440
Points O & P	1.160	18.440	18.440
Points Q & R	1.160	18.440	18.440
Points S & T	1.160	18.440	18.440
Points U & V	1.160	18.440	18.440
Points W & X	1.160	18.440	18.440
Points Y & Z	1.160	18.440	18.440
Points AA & BB	1.160	18.440	18.440
Points CC & DD	1.160	18.440	18.440
Points EE & FF	1.160	18.440	18.440
Points GG & HH	1.160	18.440	18.440
Points II & JJ	1.160	18.440	18.440
Points KK & LL	1.160	18.440	18.440
Points MM & NN	1.160	18.440	18.440
Points OO & PP	1.160	18.440	18.440
Points QQ & RR	1.160	18.440	18.440
Points SS & TT	1.160	18.440	18.440
Points UU & VV	1.160	18.440	18.440
Points WW & XX	1.160	18.440	18.440
Points YY & ZZ	1.160	18.440	18.440
Points AAA & BBB	1.160	18.440	18.440
Points CCC & DDD	1.160	18.440	18.440
Points EEE & FFF	1.160	18.440	18.440
Points GGG & HHH	1.160	18.440	18.440
Points III & JJJ	1.160	18.440	18.440
Points KKK & LLL	1.160	18.440	18.440
Points MMM & NNN	1.160	18.440	18.440
Points OOO & PPP	1.160	18.440	18.440
Points QQQ & RRR	1.160	18.440	18.440
Points SSS & TTT	1.160	18.440	18.440
Points UUU & VVV	1.160	18.440	18.440
Points WWW & XXX	1.160	18.440	18.440
Points YYY & ZZZ	1.160	18.440	18.440
Points AAAA & BBBB	1.160	18.440	18.440
Points CCCC & DDDD	1.160	18.440	18.440
Points EEEE & FFFF	1.160	18.440	18.440
Points GGGG & HHHH	1.160	18.440	18.440
Points IIII & JJJJ	1.160	18.440	18.440
Points KKKK & LLLL	1.160	18.440	18.440
Points MMMM & NNNN	1.160	18.440	18.440
Points OOOO & PPPP	1.160	18.440	18.440
Points QQQQ & RRRR	1.160	18.440	18.440
Points SSSS & TTTT	1.160	18.440	18.440
Points UUUU & VVVV	1.160	18.440	18.440
Points WWWW & XXXX	1.160	18.440	18.440
Points YYYYY & ZZZZ	1.160	18.440	18.440
Points AAAAA & BBBBB	1.160	18.440	18.440
Points CCCCC & DDDDD	1.160	18.440	18.440
Points EEEEE & FFFFF	1.160	18.440	18.440
Points GGGGG & HHHHH	1.160	18.440	18.440
Points IIIII & JJJJJ	1.160	18.440	18.440
Points KKKKK & LLLLL	1.160	18.440	18.440
Points MMMMM & NNNNN	1.160	18.440	18.440
Points OOOOO & PPPPP	1.160	18.440	18.440
Points QQQQQ & RRRRR	1.160	18.440	18.440
Points SSSSS & TTTTT	1.160	18.440	18.440
Points UUUUU & VVVVV	1.160	18.440	18.440
Points WWWWW & XXXXX	1.160	18.440	18.440
Points YYYYYY & ZZZZZ	1.160	18.440	18.440
Points AAAAAA & BBBBBB	1.160	18.440	18.440
Points CCCCCC & DDDDDD	1.160	18.440	18.440
Points EEEEEEE & FFFFFFF	1.160	18.440	18.440
Points GGGGGG & HHHHHH	1.160	18.440	18.440
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Points EEEEEEE & FFFFFFF	1.160	18.440	18.440
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Points MMMMMMM & NNNNNNN	1.160	18.440	18.440
Points OOOOOOO & PPPPPPP	1.160	18.440	

CITY OF VICTORIA
RECEIVED **DEEMED**
 SEP 20 2019 JUL 30 2019



1 SITE COVERAGE PLAN AND BUILDING SETBACKS
 1/250



2 RZ SITE PLAN - OPEN SITE AREA
 1/500

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 WWW.JEANDERSONANDASSOCIATES.COM

NO.	REVISION	DATE	DESCRIPTION
1	ISSUED FOR PERMIT	07/30/2019	ISSUED FOR PERMIT
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PROJECT ADDRESS
 1100, 1120 YATES ST., 1109, 1115
 JOHNSON ST

PROJECT NO.
 18

DATE
 07/30/2019

SCALE
 As indicated

DRAWN
 J. Anderson

CHECKED
 J. Anderson

PROJECT TITLE
 OPEN SITE SPACE
 AND SITE
 COVERAGE
 DIAGRAMS

PROJECT NO.
 18

DATE
 07/30/2019

SCALE
 As indicated

DRAWN
 J. Anderson

CHECKED
 J. Anderson

PROJECT TITLE
 COOK STREET PLAZA

PROJECT NO.
 18

DATE
 07/30/2019

SCALE
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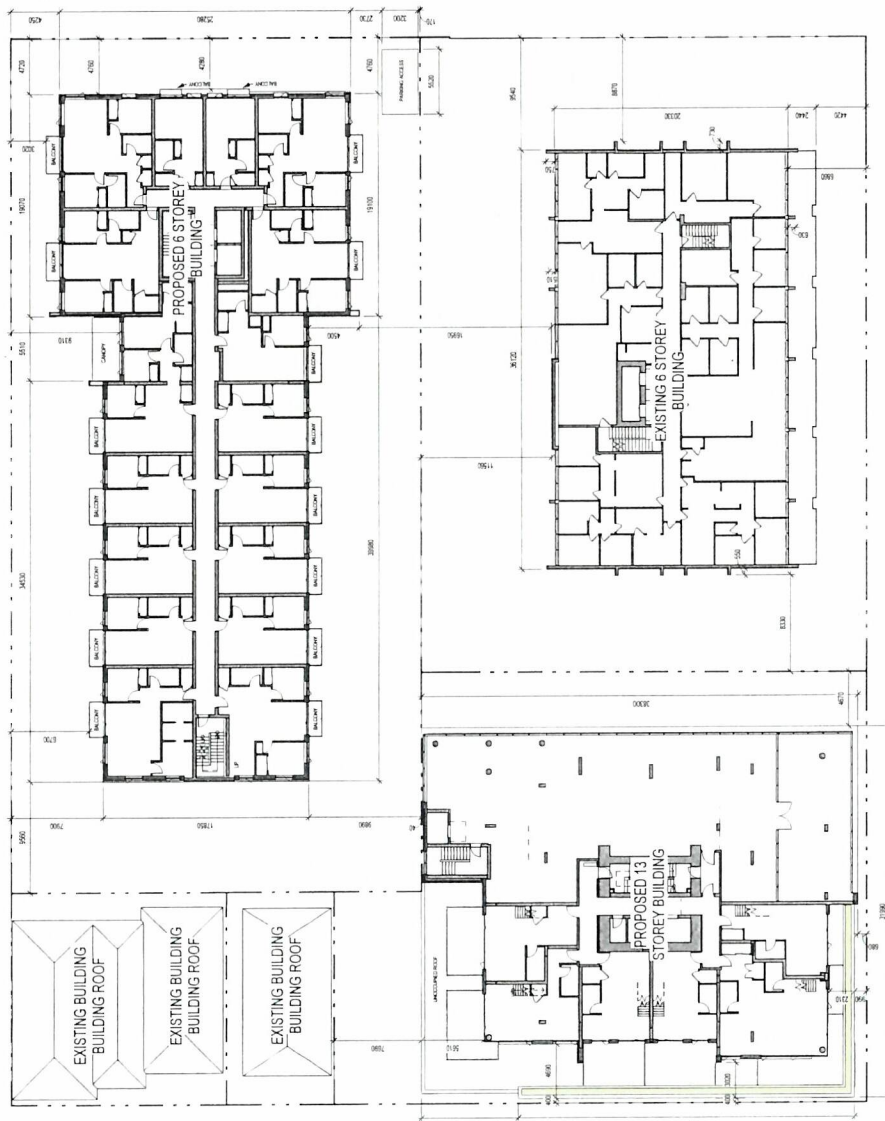
DRAWN
 J. Anderson

CHECKED
 J. Anderson

PROJECT TITLE
 COOK STREET PLAZA

PROSCENIU

4000 WEST 10TH AVE, SUITE 100
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AME GROUP

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AES ENGINEERING

GEOTECHNICAL ENGINEER
RYZLIK GEOTECHNICAL

TRAFFIC ENGINEER
BUNT ENGINEERING

SURVEYOR
J.E. ANDERSON & ASSOCIATES

CIVIL ENGINEER
J.E. ANDERSON & ASSOCIATES

NO.	DESCRIPTION	BY
1	REVISION 1: AS PER REQUEST FOR INFORMATION	
2	REVISION 2: AS PER REQUEST FOR INFORMATION	
3	REVISION 3: AS PER REQUEST FOR INFORMATION	
4	REVISION 4: AS PER REQUEST FOR INFORMATION	
5	REVISION 5: AS PER REQUEST FOR INFORMATION	
6	REVISION 6: AS PER REQUEST FOR INFORMATION	
7	REVISION 7: AS PER REQUEST FOR INFORMATION	
8	REVISION 8: AS PER REQUEST FOR INFORMATION	
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99	REVISION 99: AS PER REQUEST FOR INFORMATION	
100	REVISION 100: AS PER REQUEST FOR INFORMATION	

PROJECT ADDRESS
1100, 1120 YATES ST., 1109, 1115
JOHNSON ST

PROJECT
COOK STREET PLAZA

DRAWING TITLE
OVERALL LEVEL 2
PLAN

DATE
18.11.20

SCALE
1" = 20'

CHECKED
Author

DATE
18.11.20

SCALE
1" = 20'

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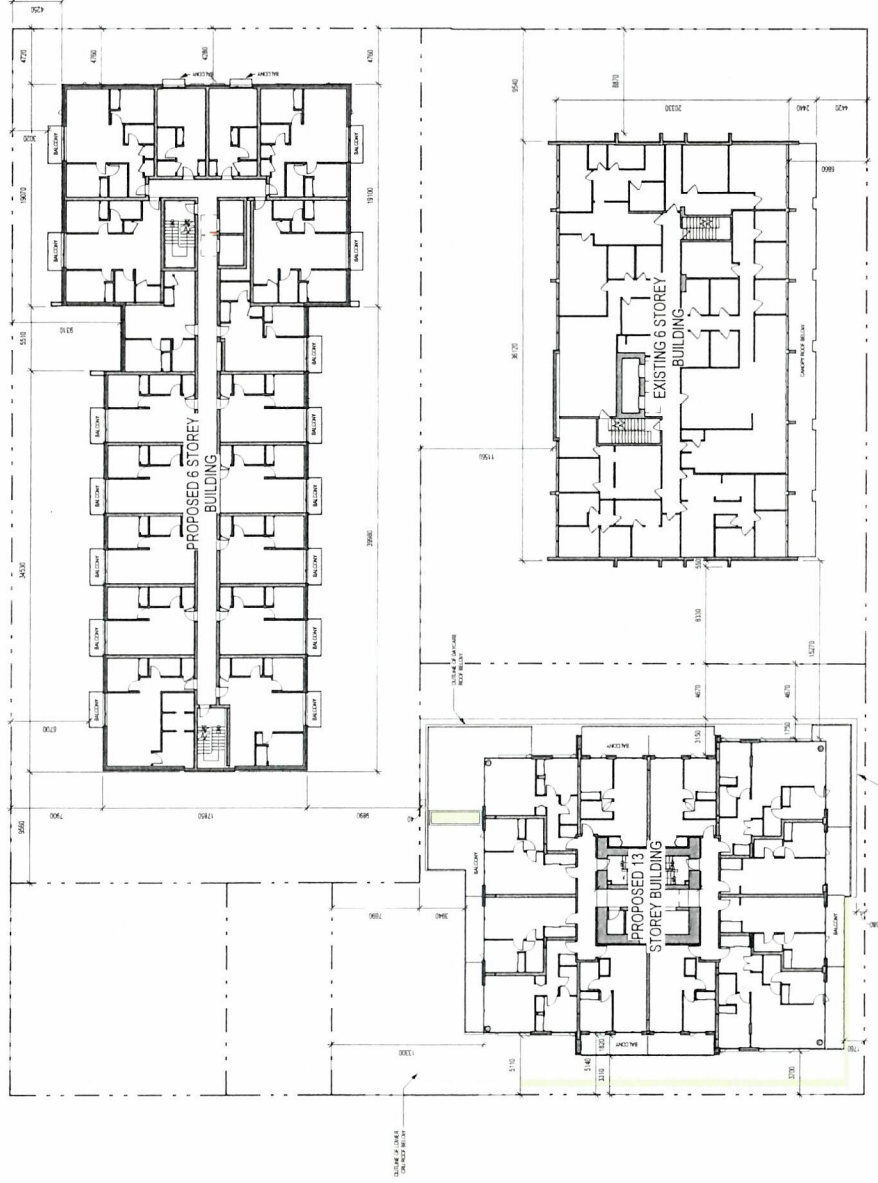
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1 OVERALL LEVEL 2
1" = 20'

A1

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1100, 1120 YATES ST., 1109, 1115
JOHNSON ST.
VICTORIA, BC V8W 2E4



OVERALL LEVEL 3
1:200

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BUNT ENGINEERING
SUPERVISOR
J.E. ANDERSON & ASSOCIATES
CIVIL ENGINEER
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NO.	REVISION	DESCRIPTION	BY
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PROJECT ADDRESS
1100, 1120 YATES ST., 1109, 1115
JOHNSON ST.

PROJECT NO.
COOK STREET PLAZA

DRAWING TITLE
OVERALL LEVEL 3
PLAN

PROJECT NO.
A1

DATE
18-11-18

SCALE
1:200

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Author

DATE
18-11-18

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Author

DATE
18-11-18

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1100, 1120 YATES ST., 1109, 1115
JOHNSON ST.
COOK STREET PLAZA



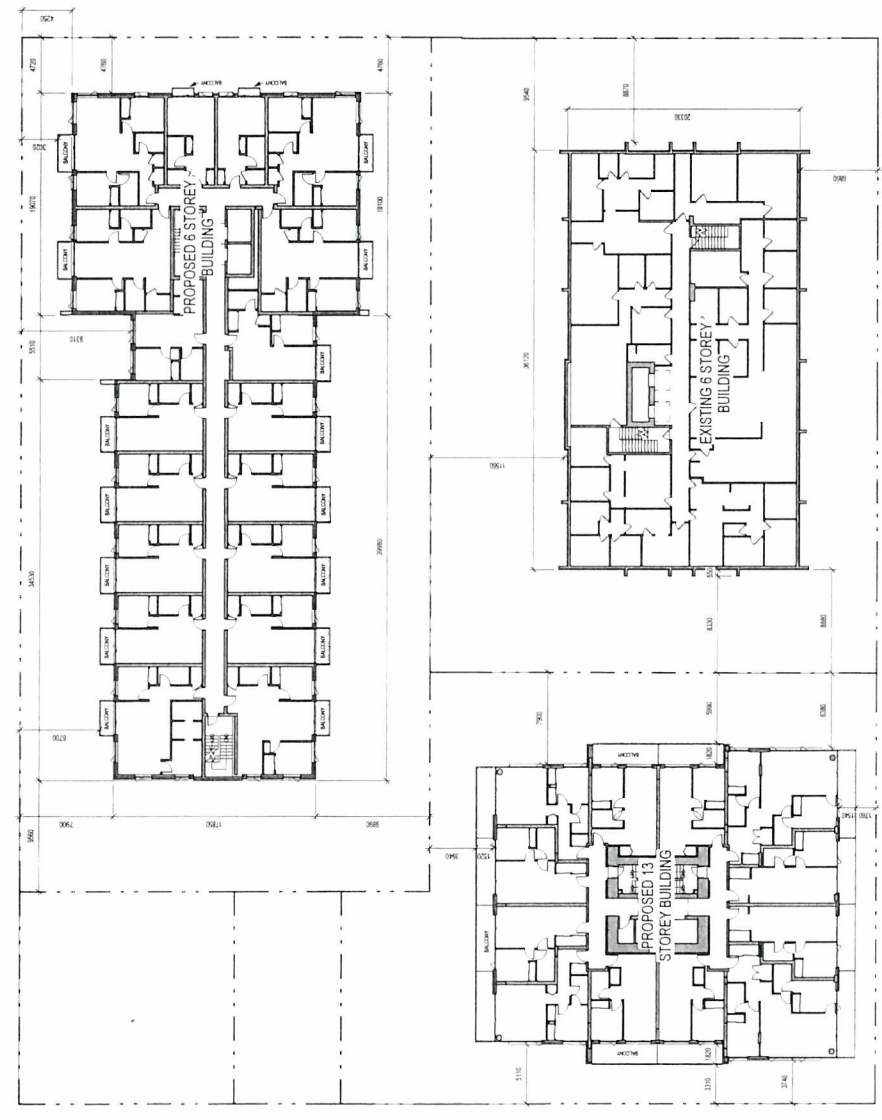
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TRAFFIC ENGINEER
BUNT ENGINEERING
SURVEYOR
J.E. ANDERSON & ASSOCIATES
CIVIL ENGINEER
J.E. ANDERSON & ASSOCIATES

NO.	DESCRIPTION	BY	DATE
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1 OVERALL LEVEL 4 TYPICAL OF LEVELS 4-5
1:200



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MECHANICAL ENGINEER
NAME GROUP
ELECTRICAL ENGINEER
EAS ENGINEERING
GEOTECHNICAL ENGINEER
RYZYK GEOTECHNICAL
TRAFFIC ENGINEER
SUBMIT ENGINEERING
SUPERVISOR
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CIVIL ENGINEER
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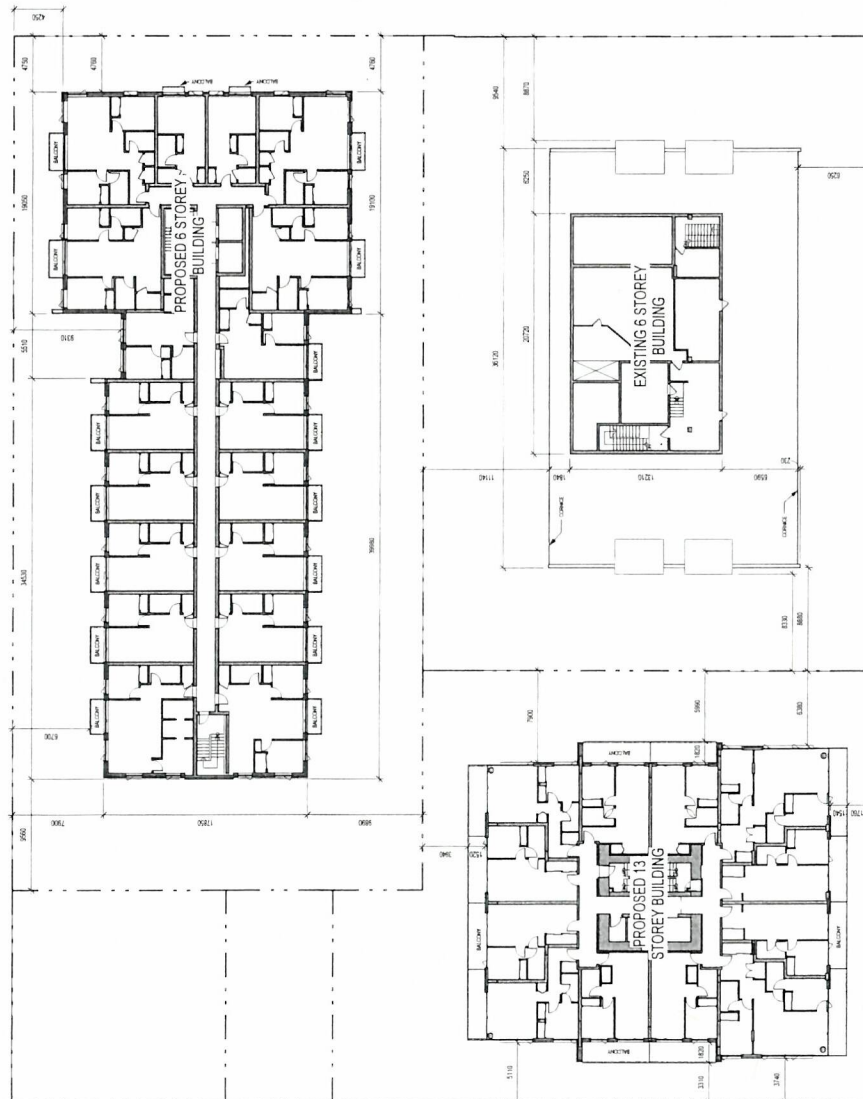
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PROJECT ADDRESS
1100, 1120 YATES ST., 1109, 1115
JOHNSON ST.

PROJECT
COOK STREET PLAZA

DRAWING TITLE OVERALL LEVEL 6 PLAN	PROJECT NAME 18- DWG	A12
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DATE	SCALE	DRAWN	CHECKED
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1 OVERALL LEVEL 6
1 200

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SURVEY ENGINEER
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SURVEYOR
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VIL ENGINEER
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DATE	DESCRIPTION	BT	DAT
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	ISSUED FOR RE & UP RELIABLE		2013
	ISSUED FOR RE & UP RELIABLE SUBMISSION		2013
	ISSUED FOR RE & UP RELIABLE SUBMISSION		2013
	ISSUED FOR RE & UP APPLICATION		2013

PROJECT ADDRESS
100, 1120 YATES ST., 1109, 1115
OHNSON ST.

COOK STREET PLAZA

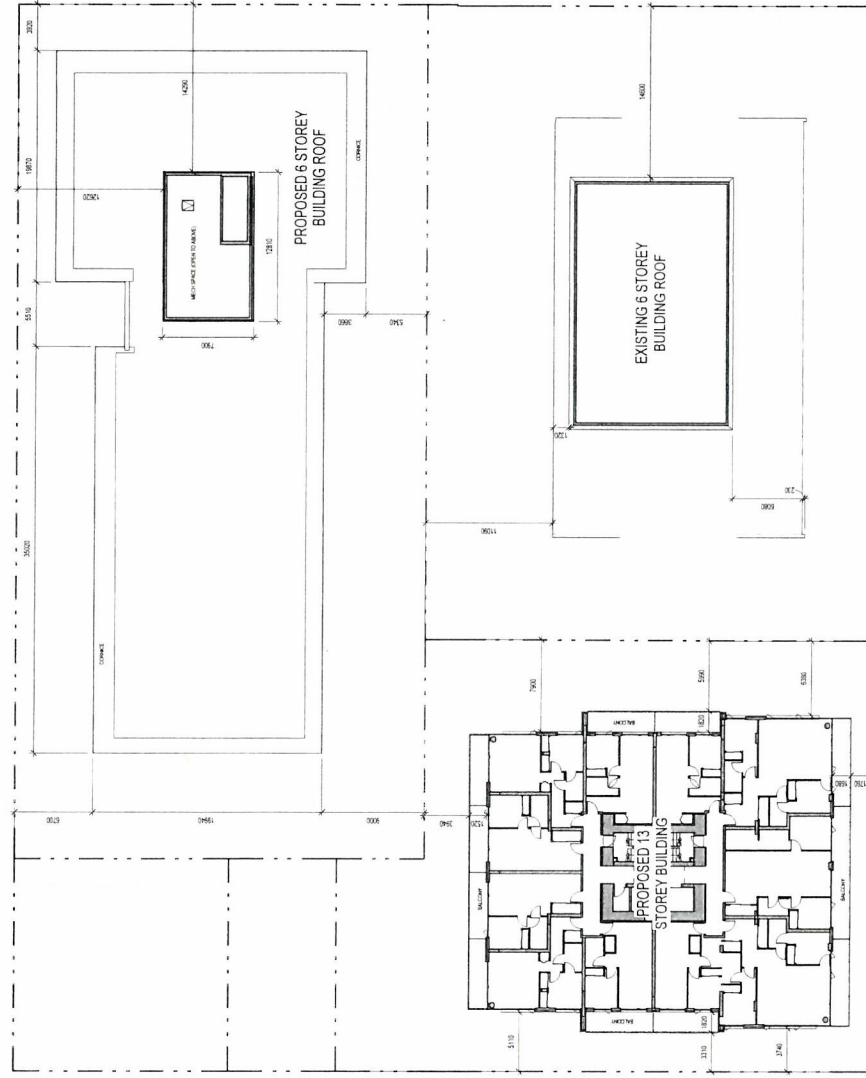
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OVERALL LEVEL 7-8	18-1
PLAN	DWG

A12:

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1 OVERALL LEVEL 7 TYPICAL OF LEVELS 7-8



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[illegible]

1 OVERALL LEVEL 9
1 200

JUL 30 2019

Planning and Development Services Division

PROJECT
COOK STREET PLAZA

PROJECT	
DRAWING TITLE	OVERALL LEVEL 9 PLAN

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DATE 8 11 20	SCALE 1:200	DRAWN Author	CHECKED Checker
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CONSULTING ENGINEERING
LANDSCAPE ARCHITECTURE
INTERIOR DESIGN
ART DIRECTION
SCULPTURE



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AME GROUP
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AES ENGINEERING
GEOTECHNICAL ENGINEER
RYZUM GEOTECHNICAL
TRAFFIC ENGINEER
BUNT ENGINEERING
SURVEYOR
J.E. ANDERSON & ASSOCIATES
CIVIL ENGINEER
J.E. ANDERSON & ASSOCIATES

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PROJECT ADDRESS
1100, 1120 YATES ST., 1109, 1115
JOHNSON ST

PROJECT
COOK STREET PLAZA

DRAWING TITLE
OVERALL LEVEL 10
TO ROOF

PROJECT NAME
18-1
COOK

DATE
18.11.20

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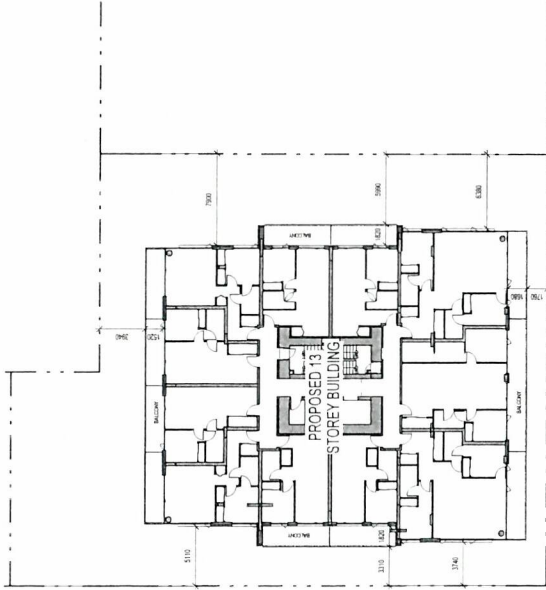
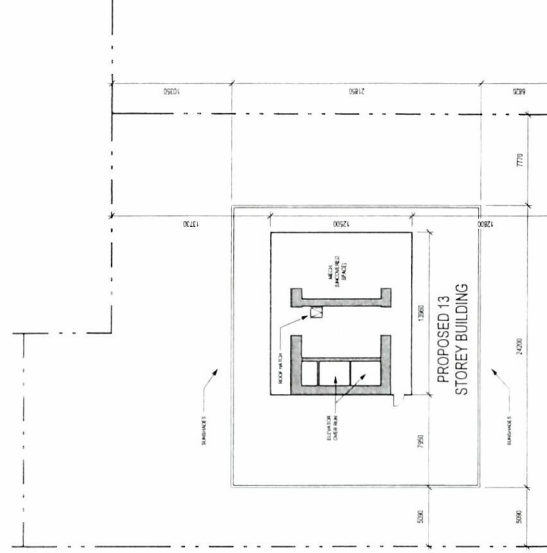
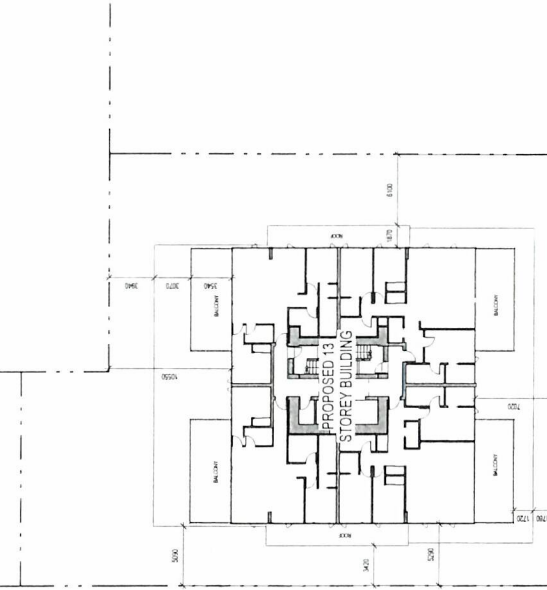
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3 OVERALL TOWER ROOF
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2 OVERALL LEVEL 13
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1 OVERALL LEVEL 10-12
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PROSCENIUM

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SURVEYOR
J.E. ANDERSON & ASSOCIATES
CONS. ENGINEER
J.E. ANDERSON & ASSOCIATES

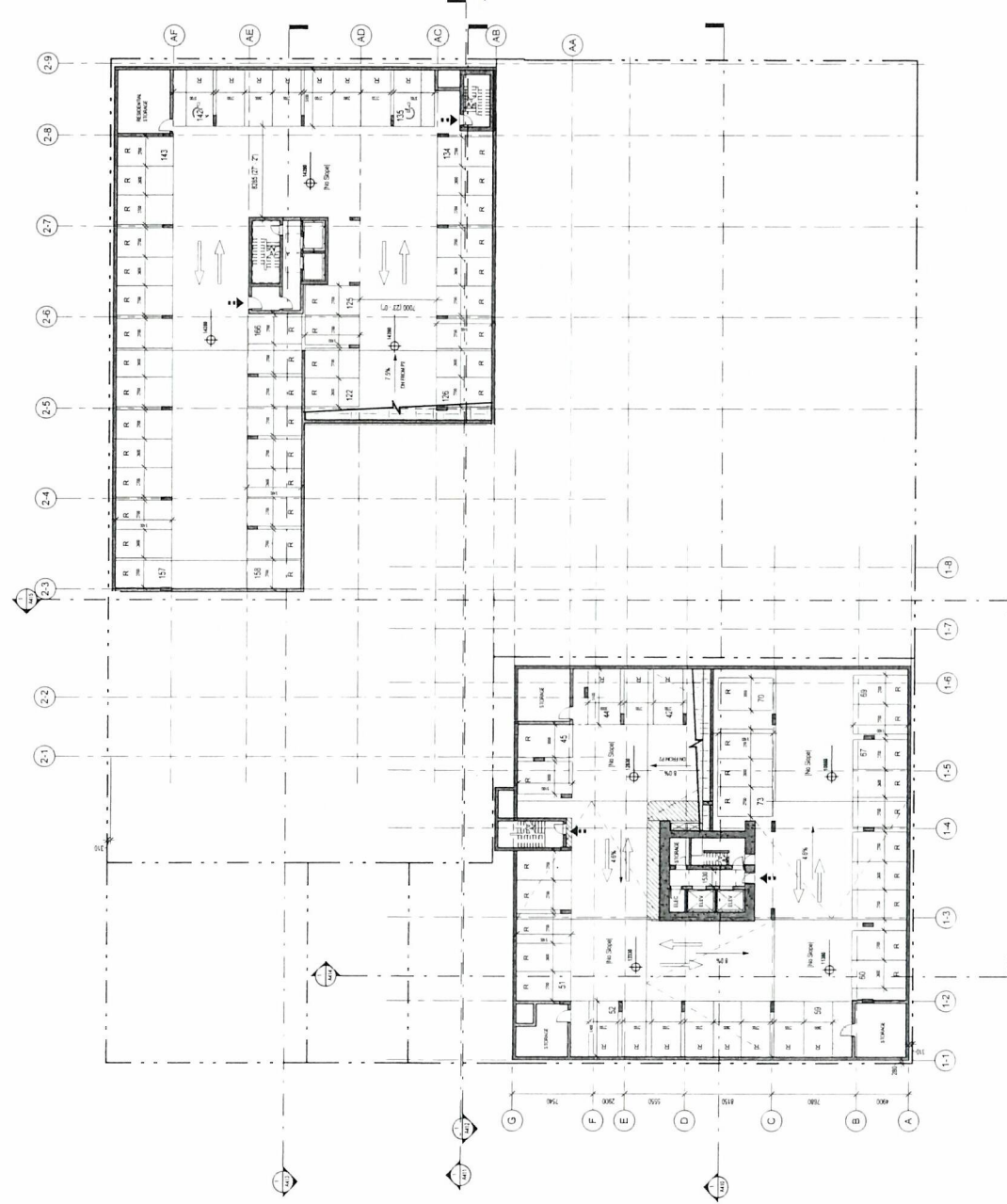
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PROJECT NUMBER
1100, 1120 YATES ST., 1109, 1115
JOHNSON ST

PROJECT
COOK STREET PLAZA

DRAWING TITLE
LEVEL P3
PROJECT NUMBER
18-1
DRAWN
A20

DATE
18.11.20
SCALE
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1 LEVEL P3 PARKING
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NO.	REVISION	DESCRIPTION
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PROJECT
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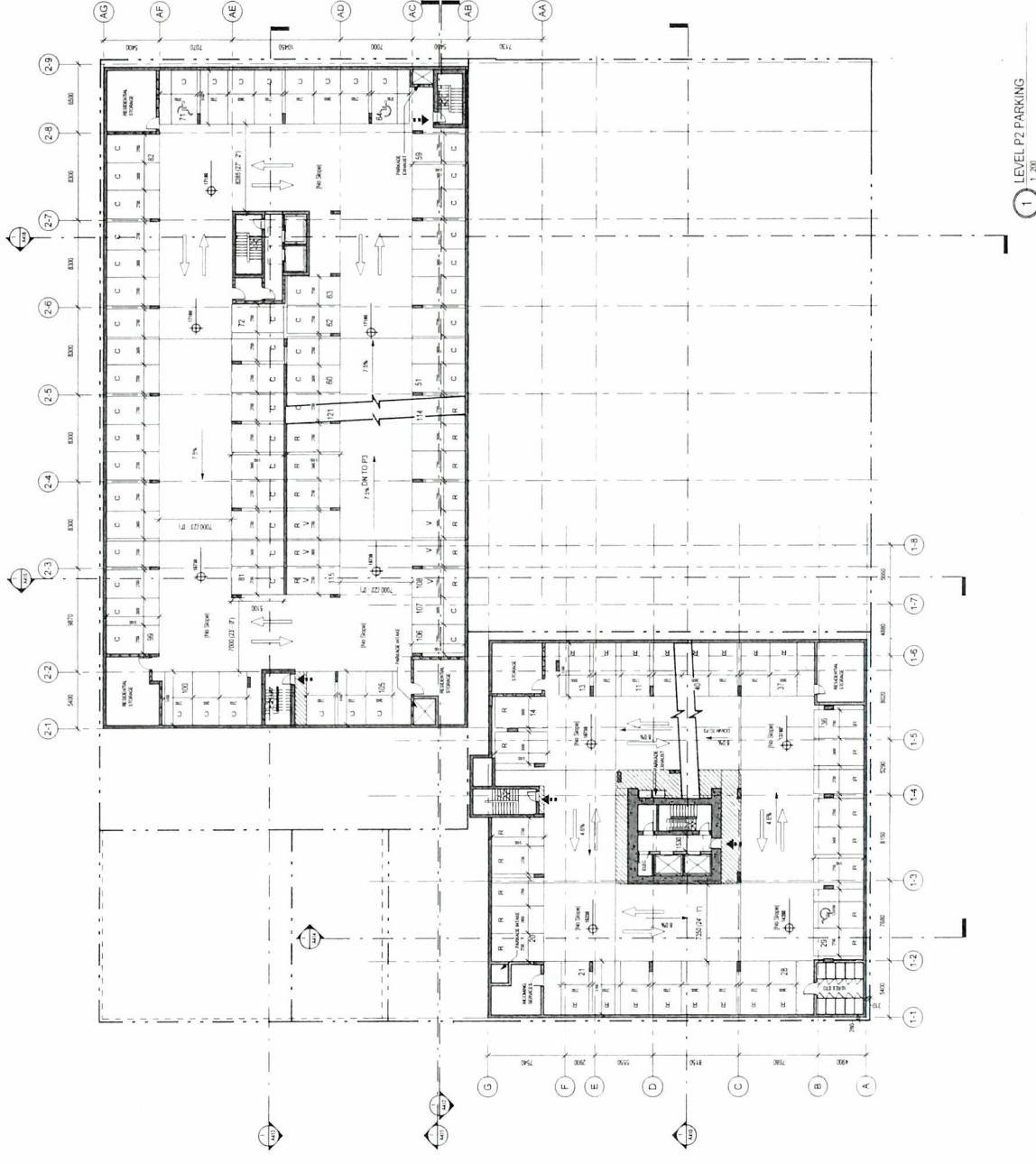
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PROJECT
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PROSCENIUM

100, 1100, 1120 YATES ST. 1109, 1115 JOHNSON ST



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RIZJUK GEOTECHNICAL
TRAFFIC ENGINEER
BUNT ENGINEERING
SURVEYOR
J.E. ANDERSON & ASSOCIATES
CIVIL ENGINEER
J.E. ANDERSON & ASSOCIATES

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PROJECT ADDRESS
1100, 1120 YATES ST. 1109, 1115 JOHNSON ST

PROJECT
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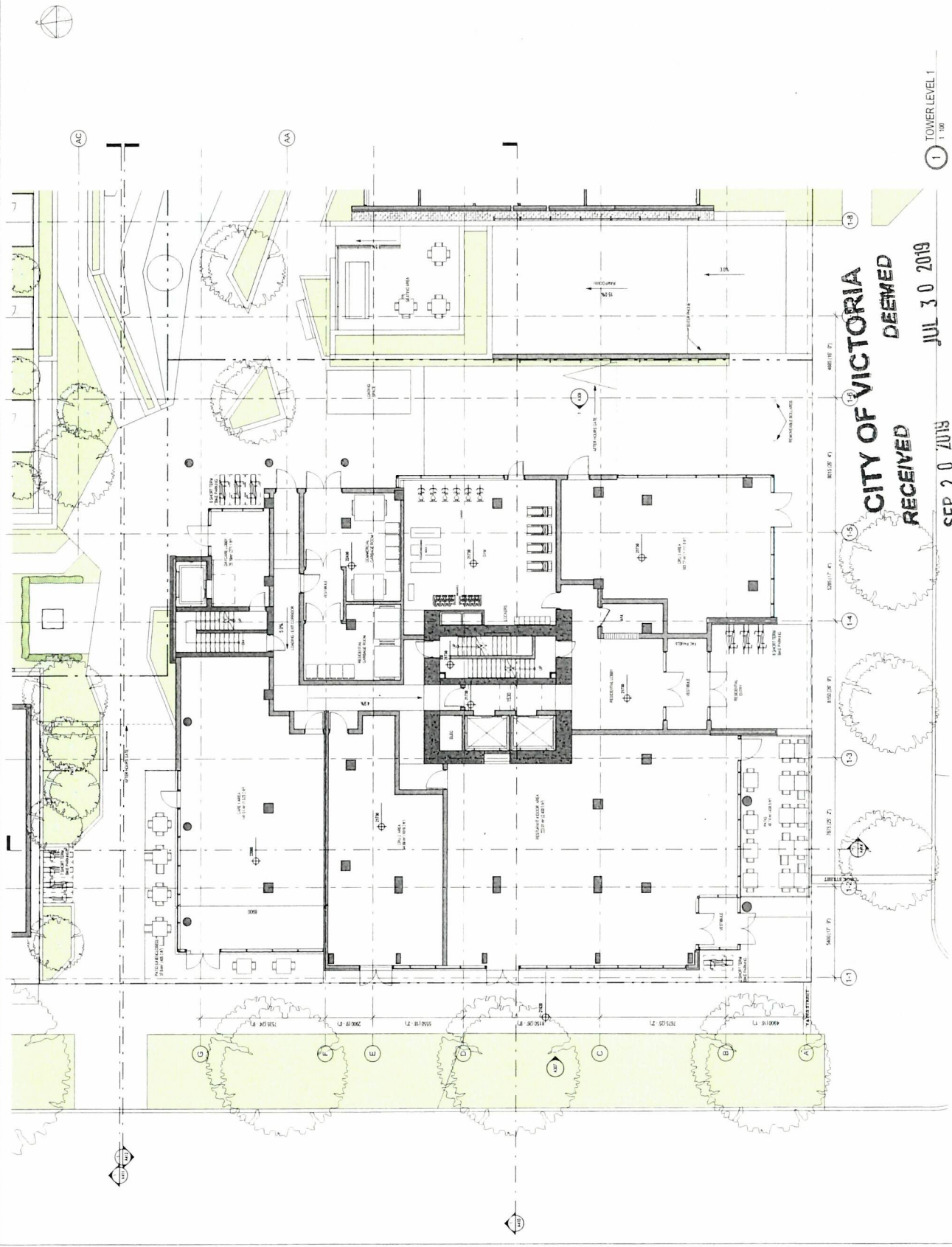
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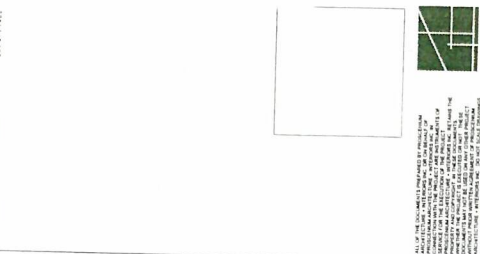


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PROJECT ADDRESS
1100, 1120 YATES ST., 1109, 1115
JOHNSON ST.

PROJECT
COOK STREET PLAZA

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PROJECT
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DATE
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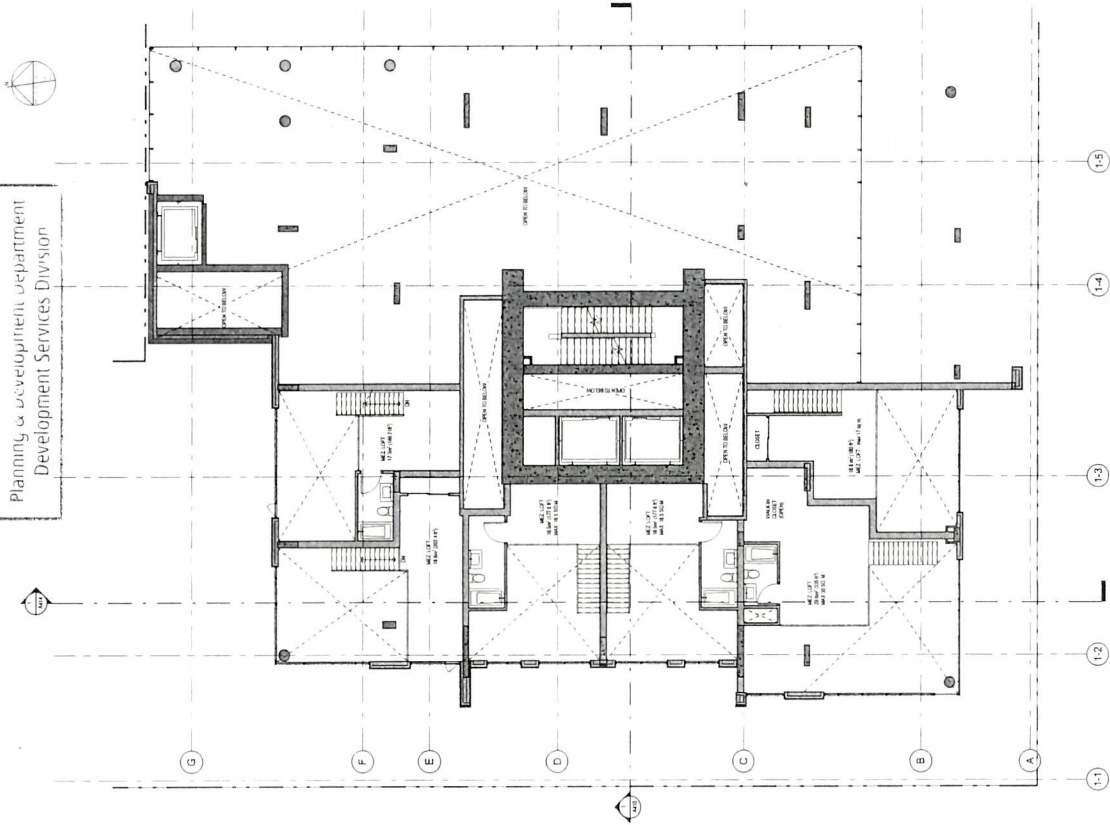
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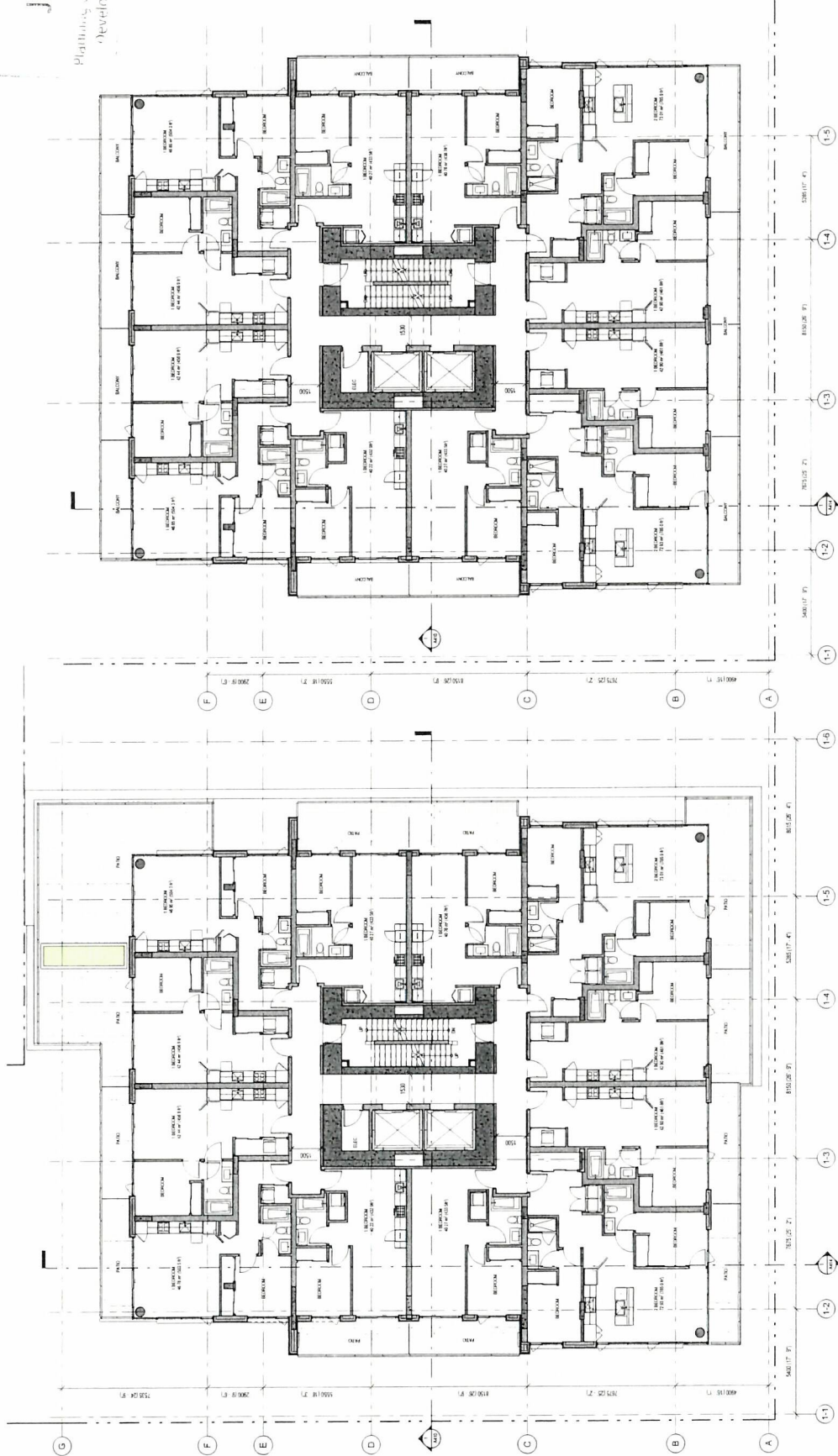
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TRAFFIC ENGINEER
TUNT ENGINEERING
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1100, 1120 YATES ST., 1109, 1115
JOHNSON ST.PROJECT
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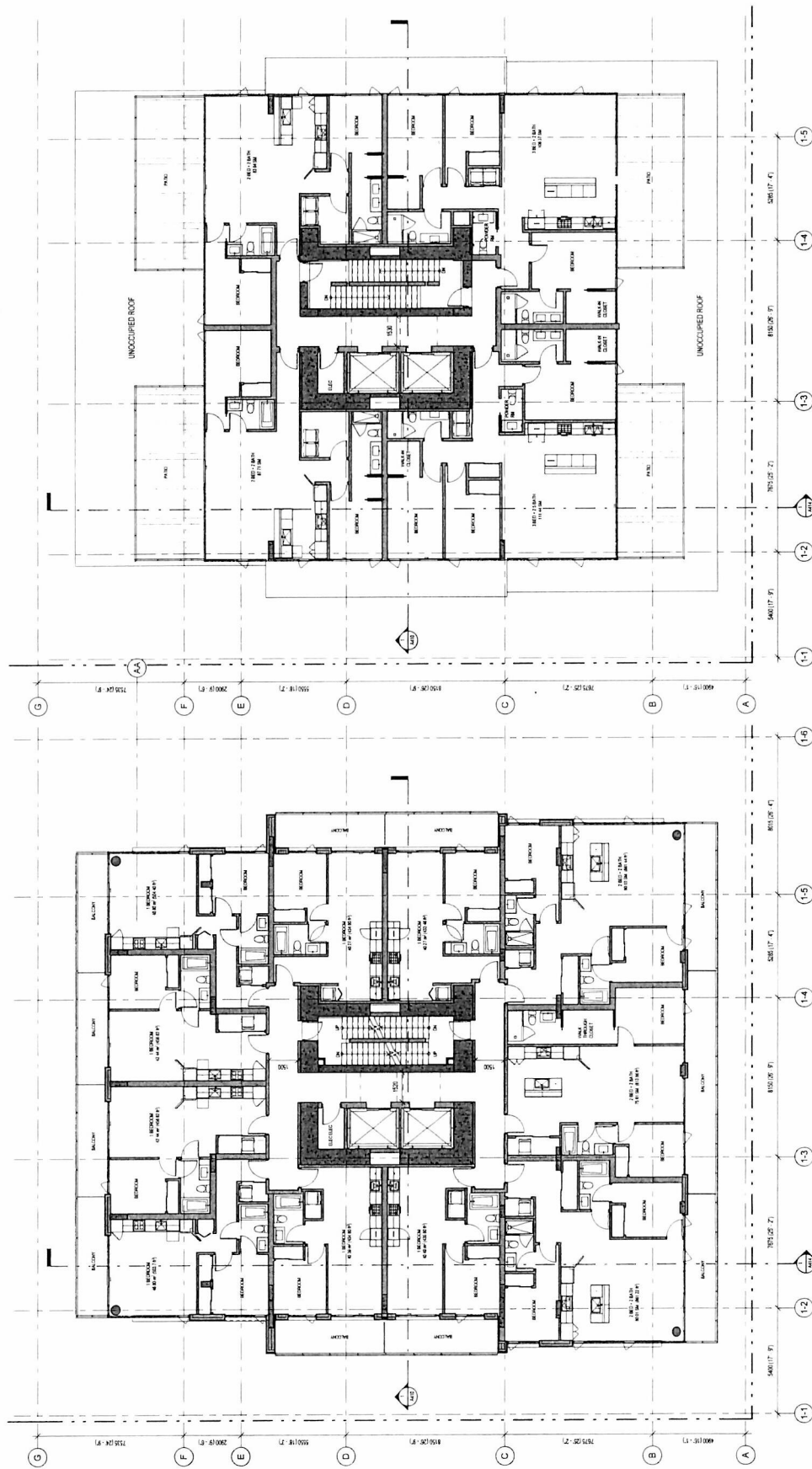
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PROJECT ADDRESS
1100, 1120 YATES ST., 1109, 1115
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1100, 1120 YATES ST., 1109, 1115
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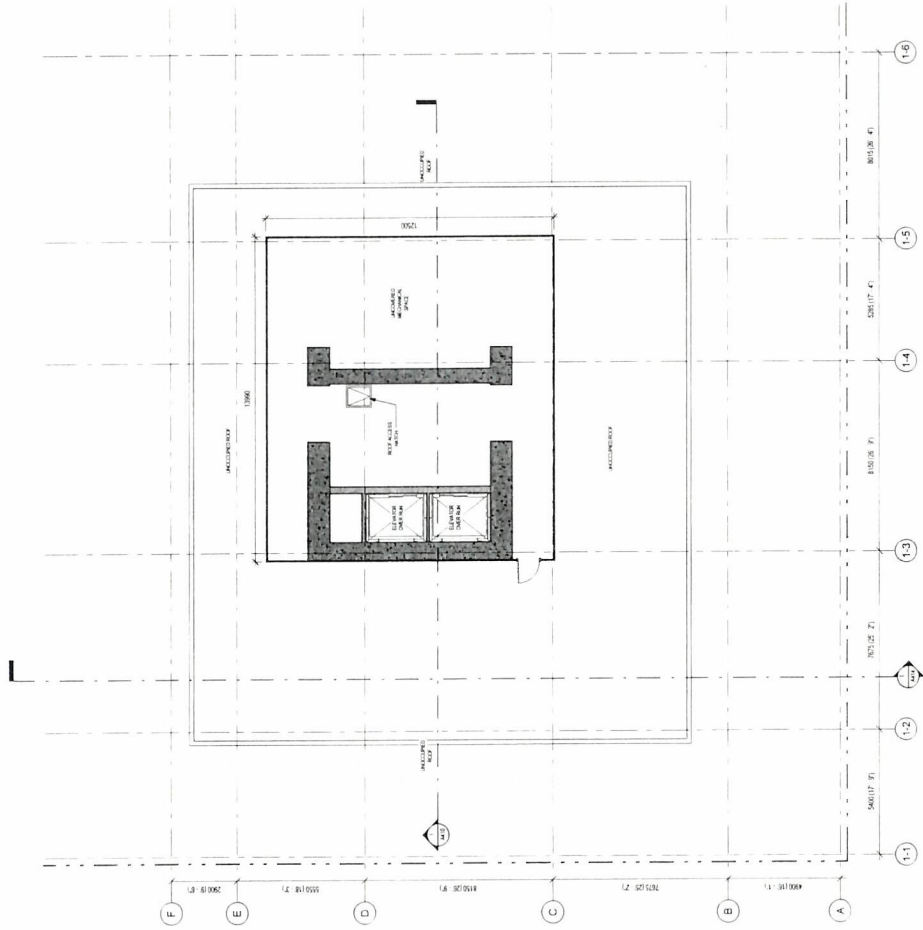
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1100, 1120 YATES ST., 1109, 1115
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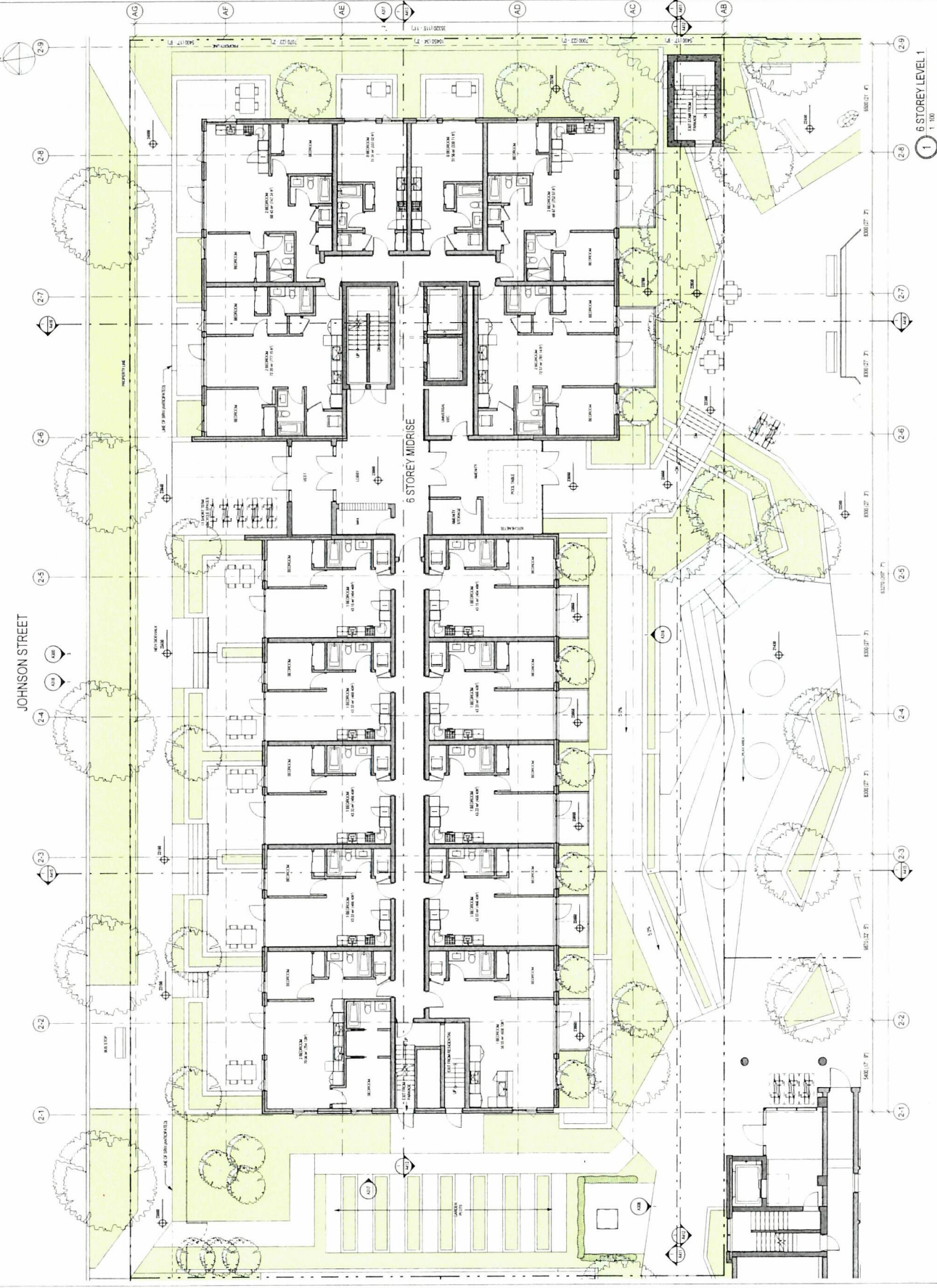
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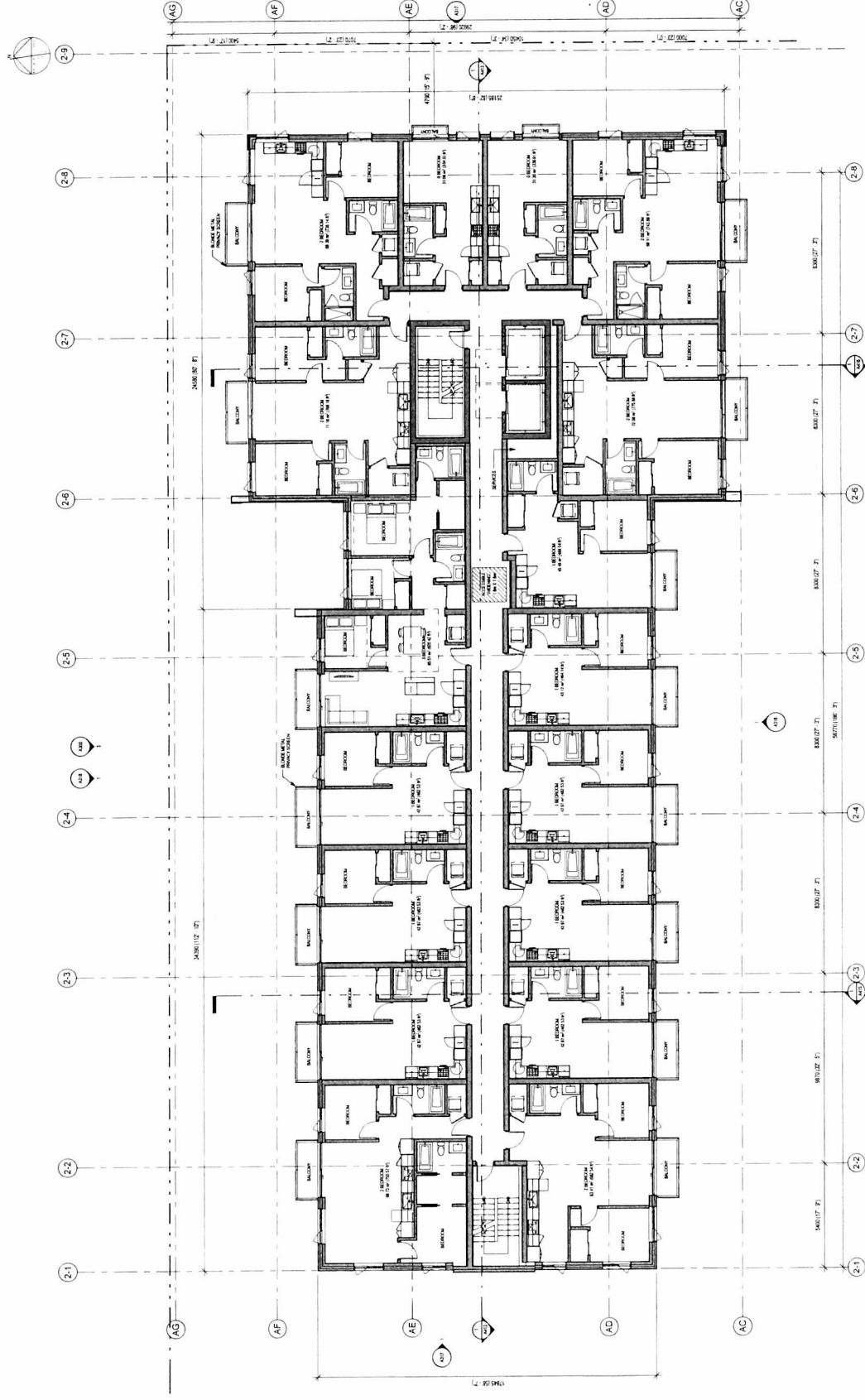
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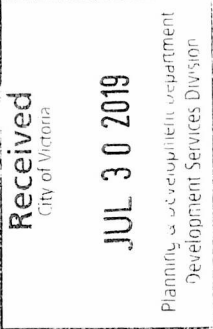
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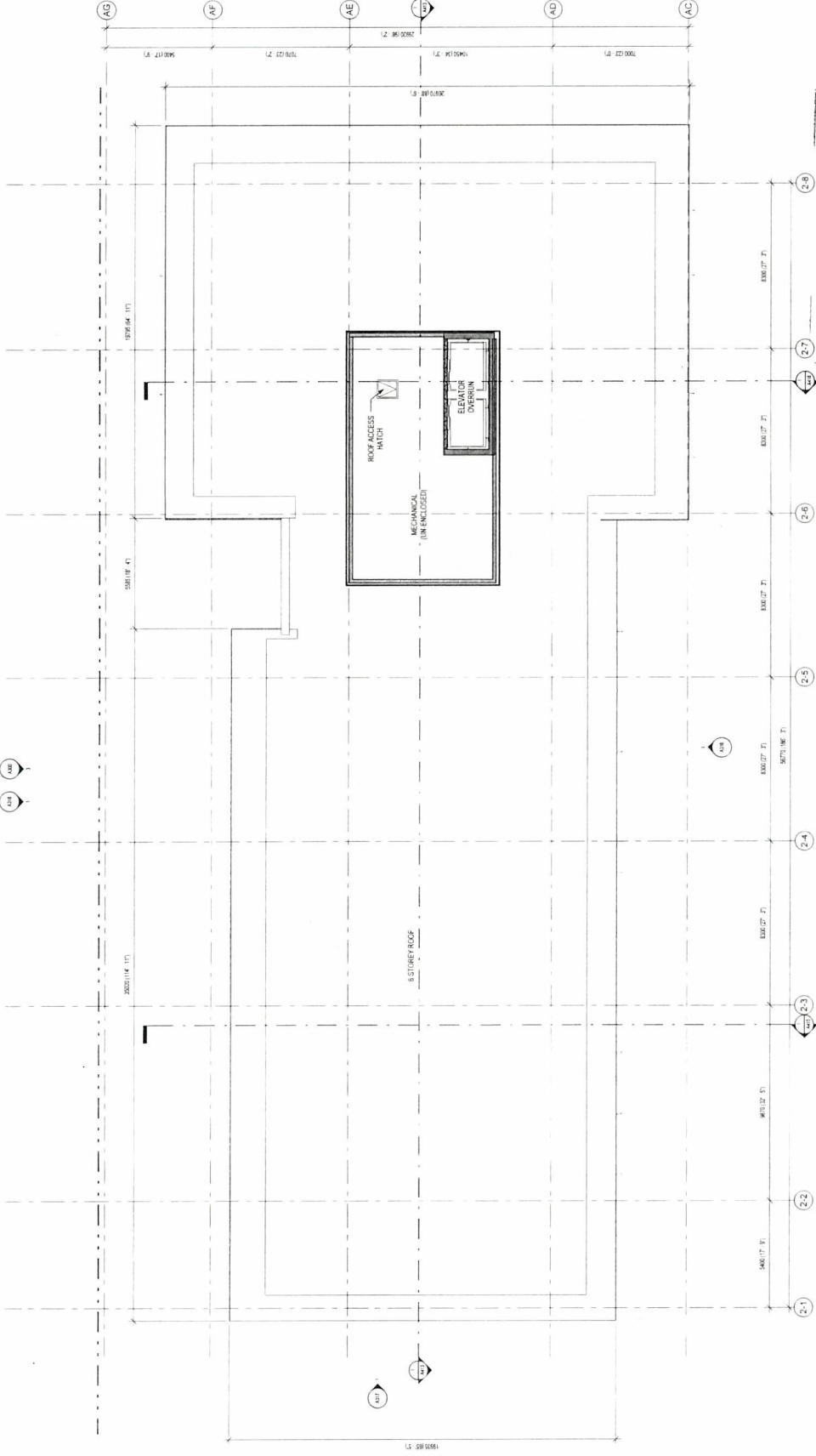
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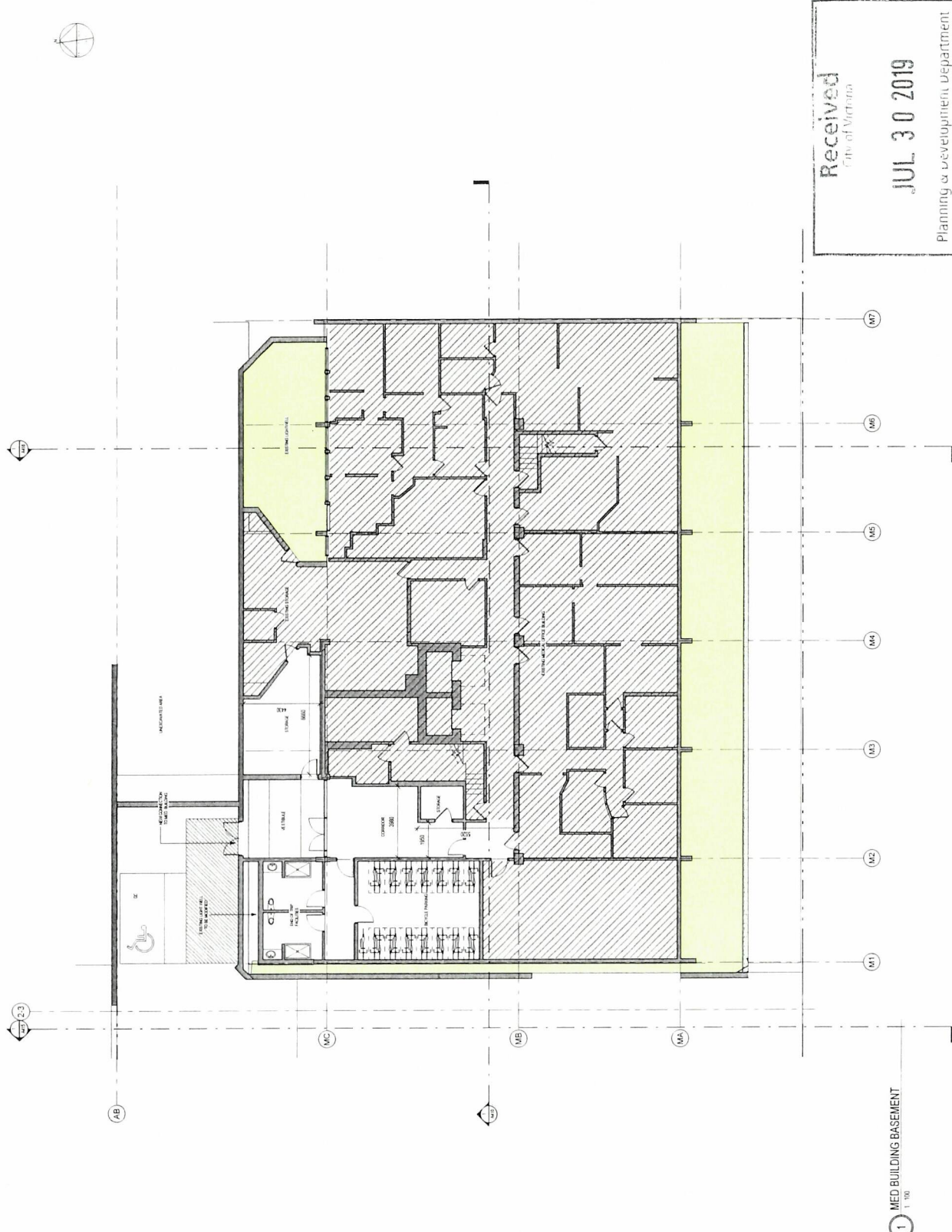
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PROJECT
COOK STREET PLAZA

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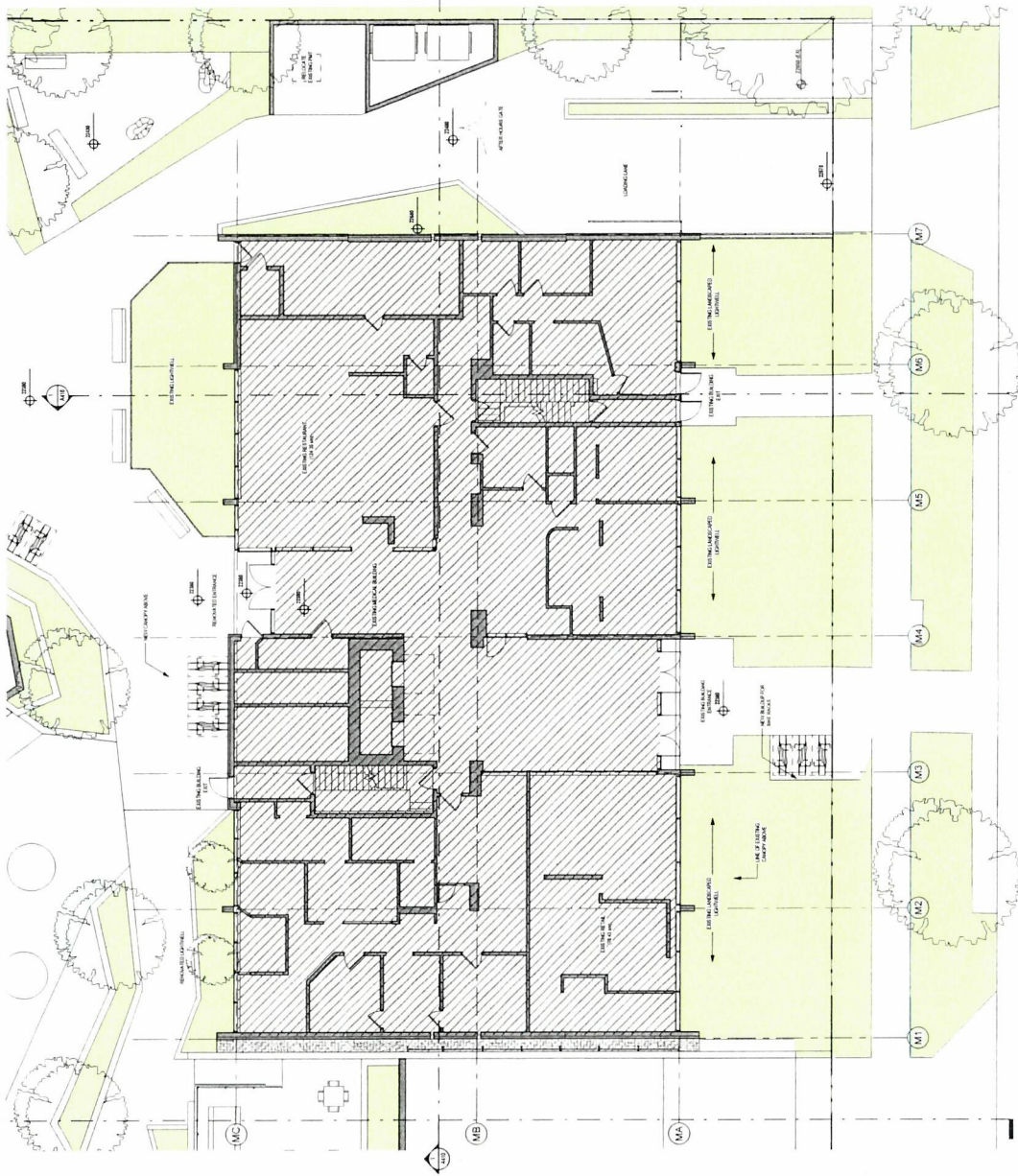
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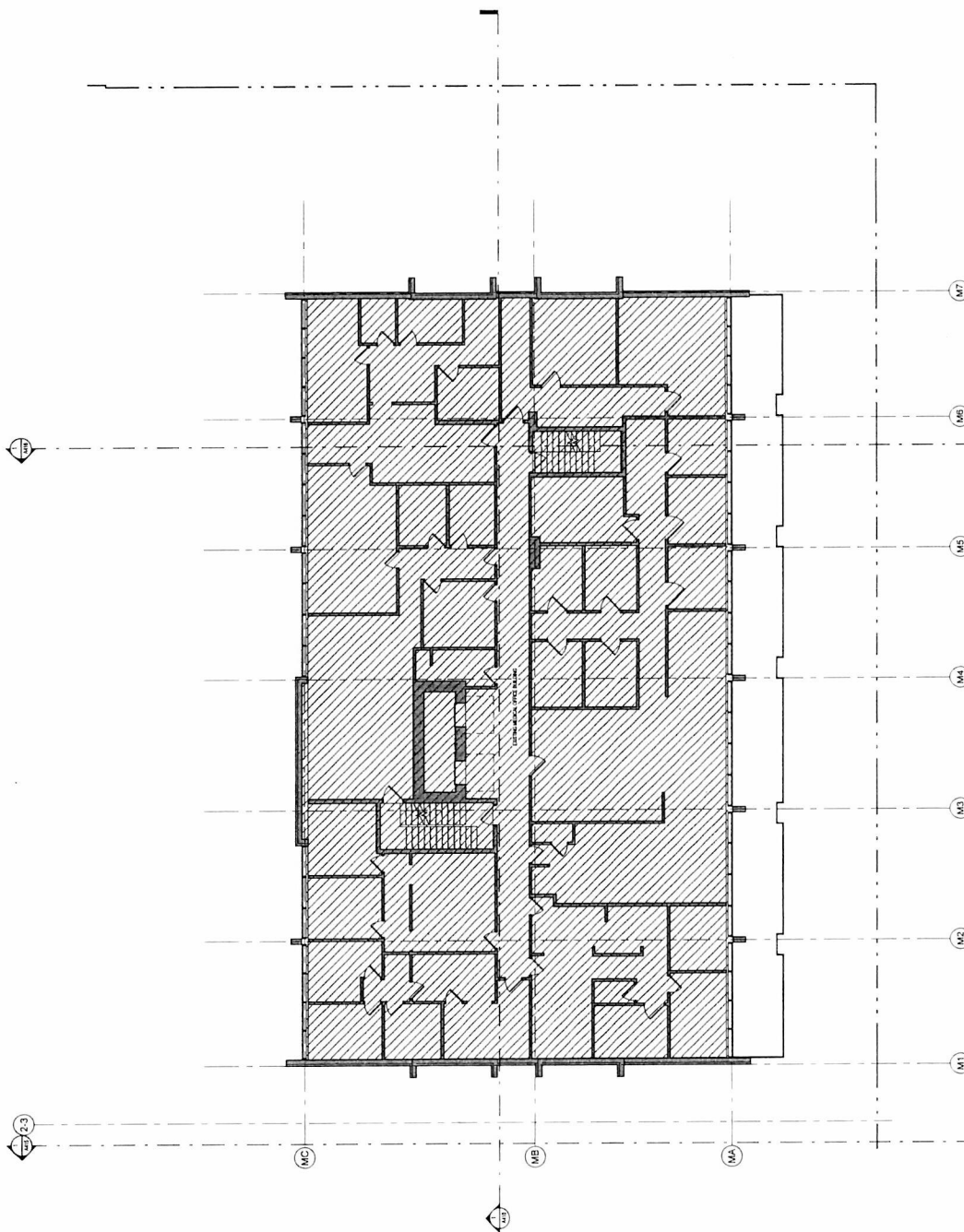
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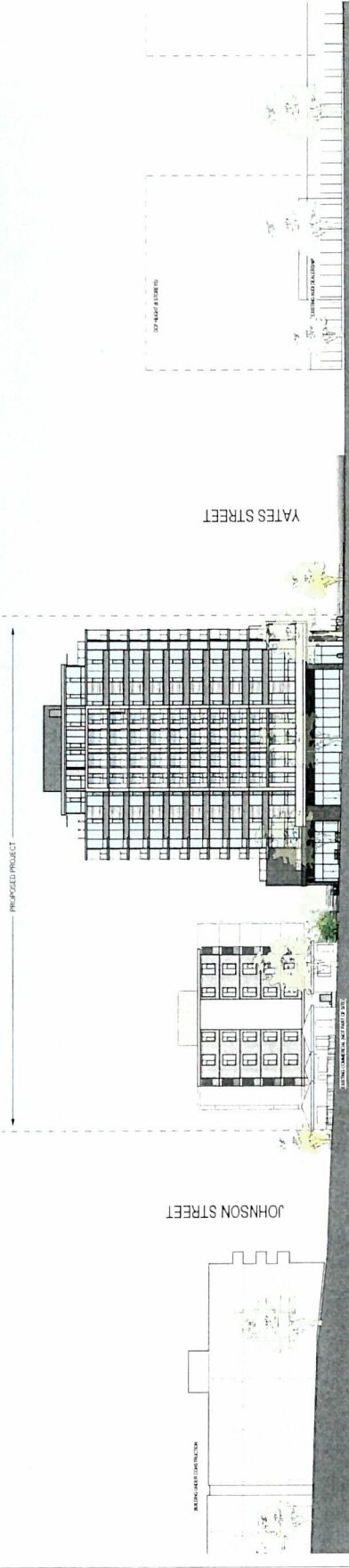
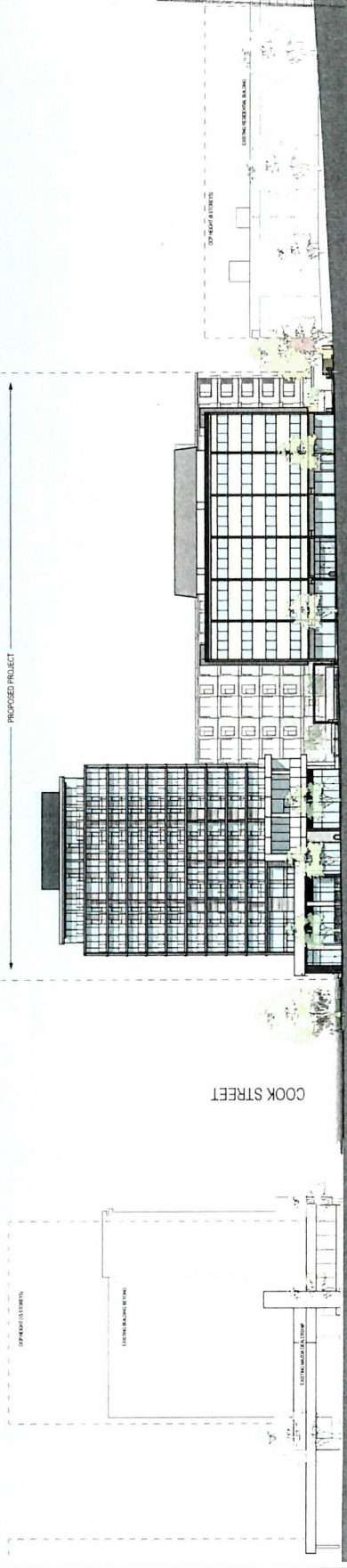
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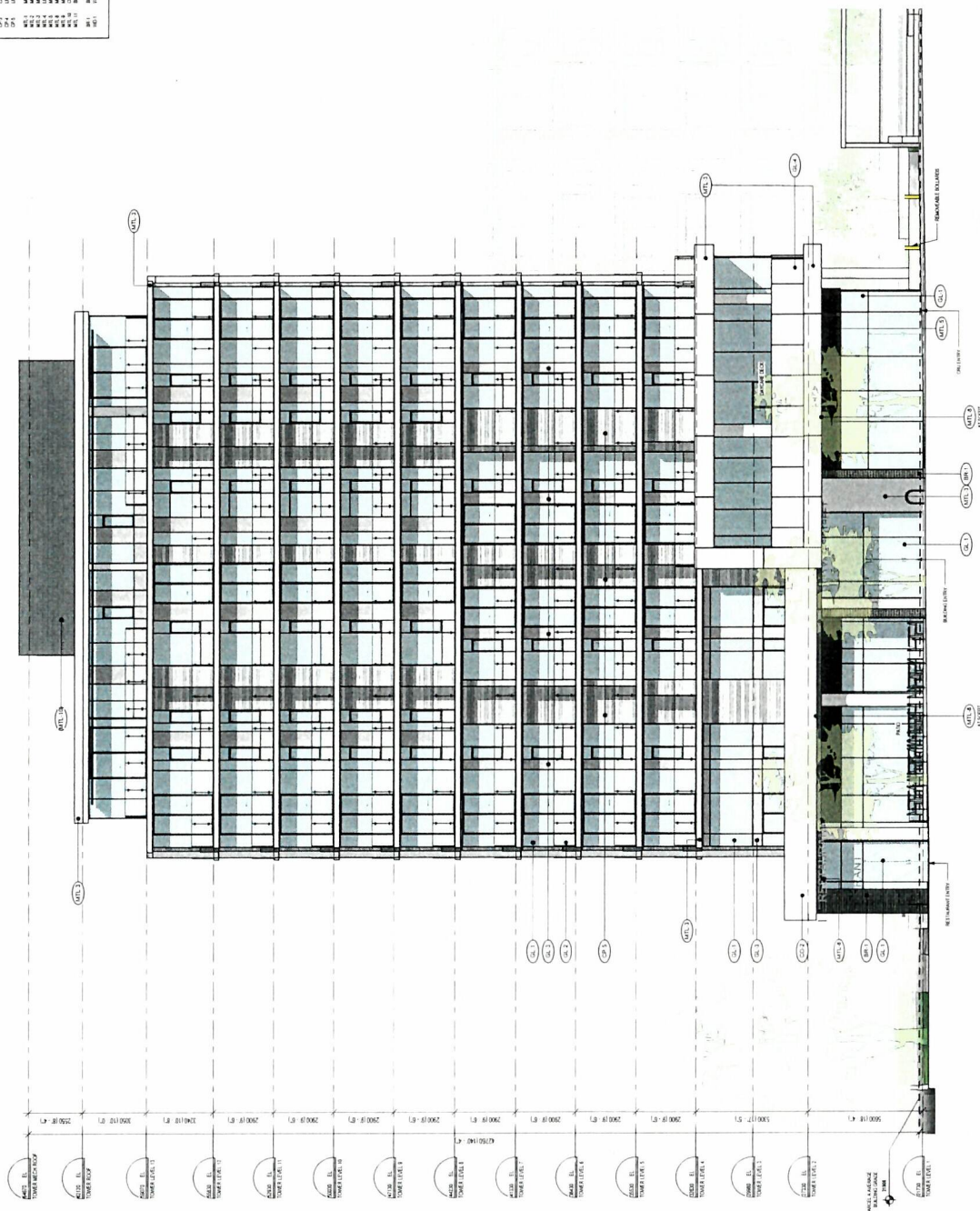
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READ JONES CHRISTOFFERSEN LTD
MECHANICAL ENGINEER
AME GROUP
ELECTRICAL ENGINEER
AES ENGINEERING
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RYZLIK GEOTECHNICAL
TRAFFIC ENGINEER
BUNT ENGINEERING
SURVEYOR
J.E. ANDERSON & ASSOCIATES
CIVIL ENGINEER
J.E. ANDERSON & ASSOCIATES

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PROJECT ADDRESS
1100, 1120 YATES ST. 1109, 1115 JOHNSON ST

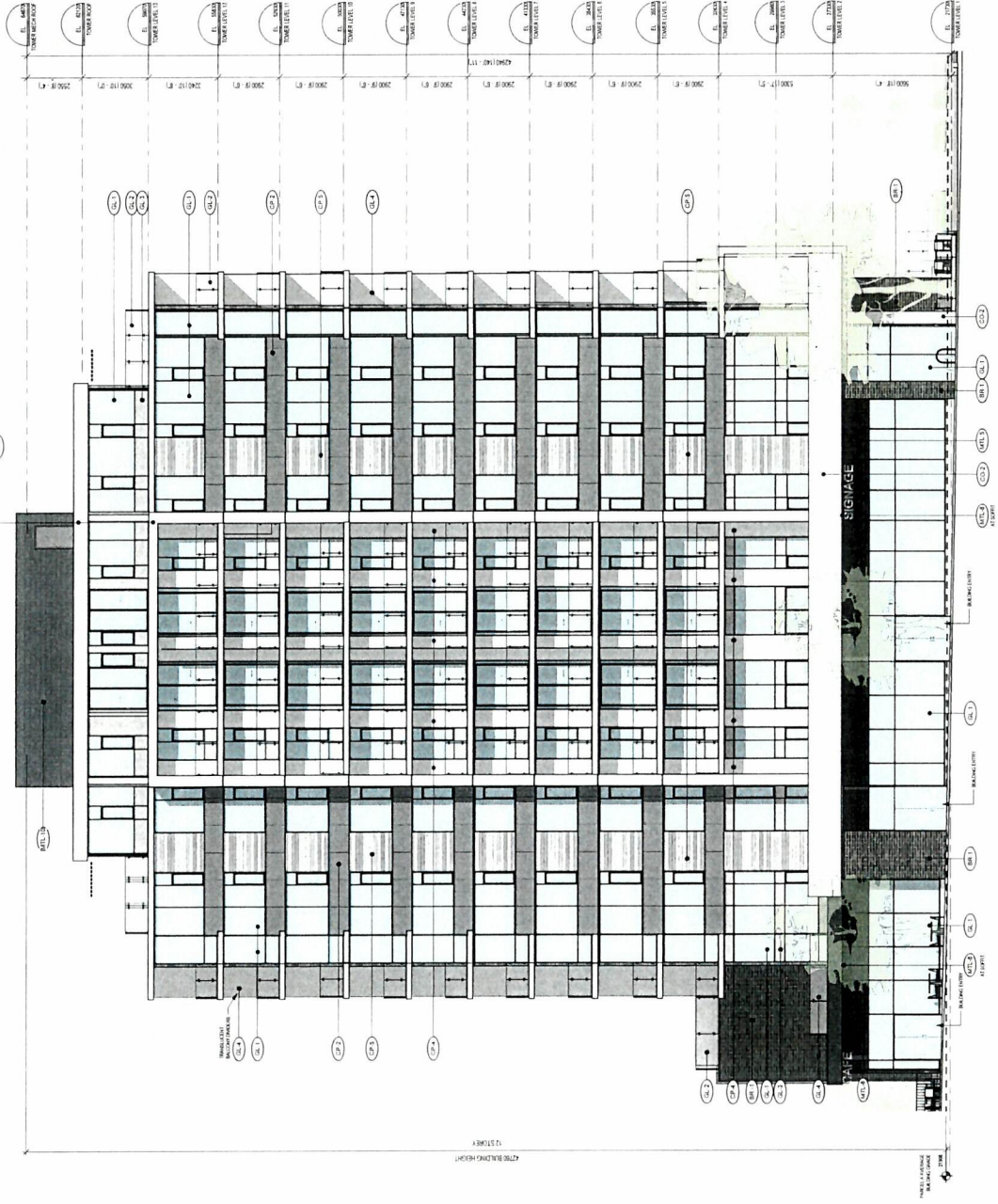
PROJECT
COOK STREET PLAZA

DRAWING TITLE
BUILDING ELEVATION

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JUL 30 2019

ENVIRONMENTAL SERVICES DIVISION

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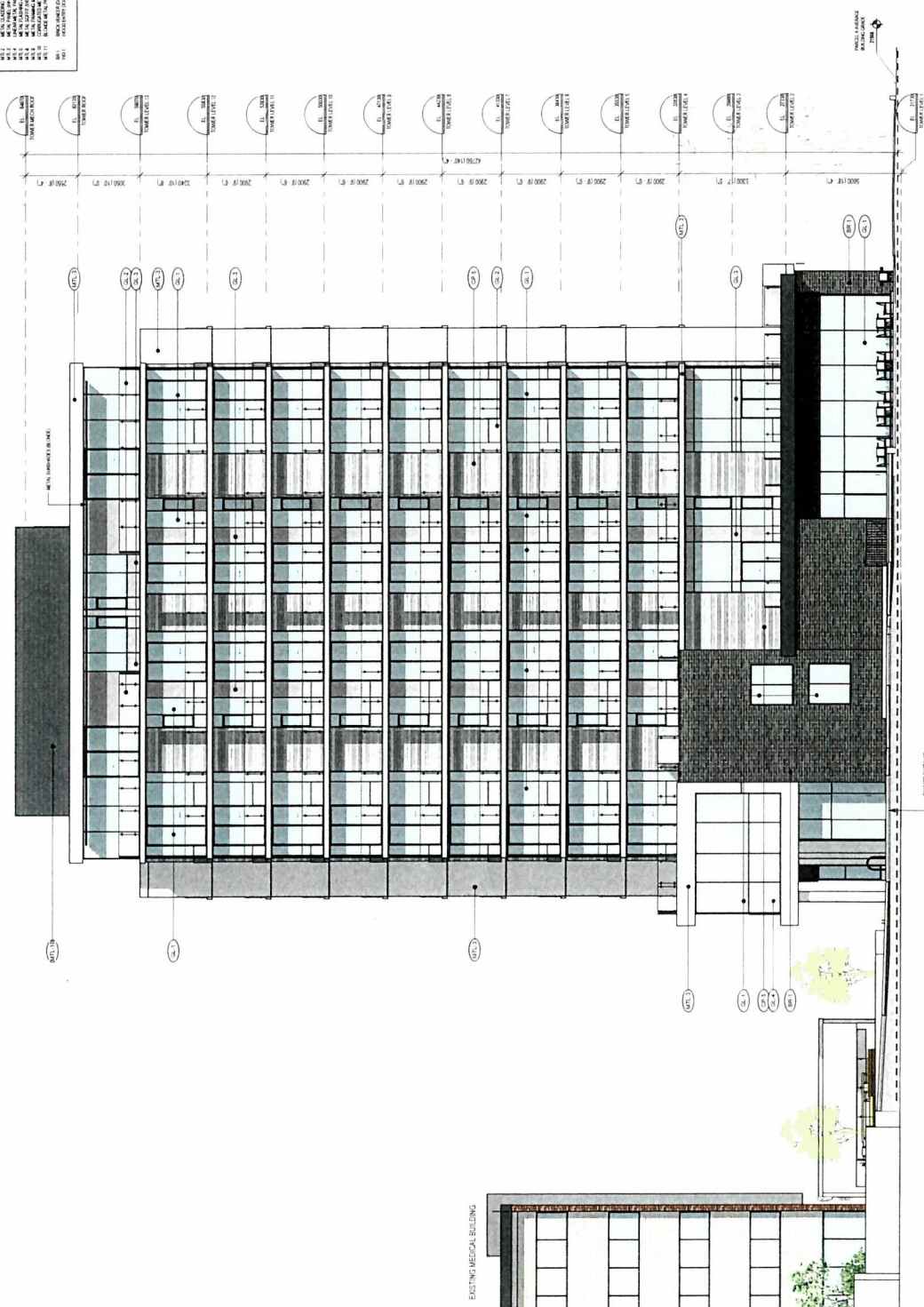
PROJECT ADDRESS
1100, 1120 YATES ST.; 1109, 1115
JOHNSON ST

PROJECT
COOK STREET PLAZA

DRAWING TITLE BUILDING ELEVATION	PROJECT

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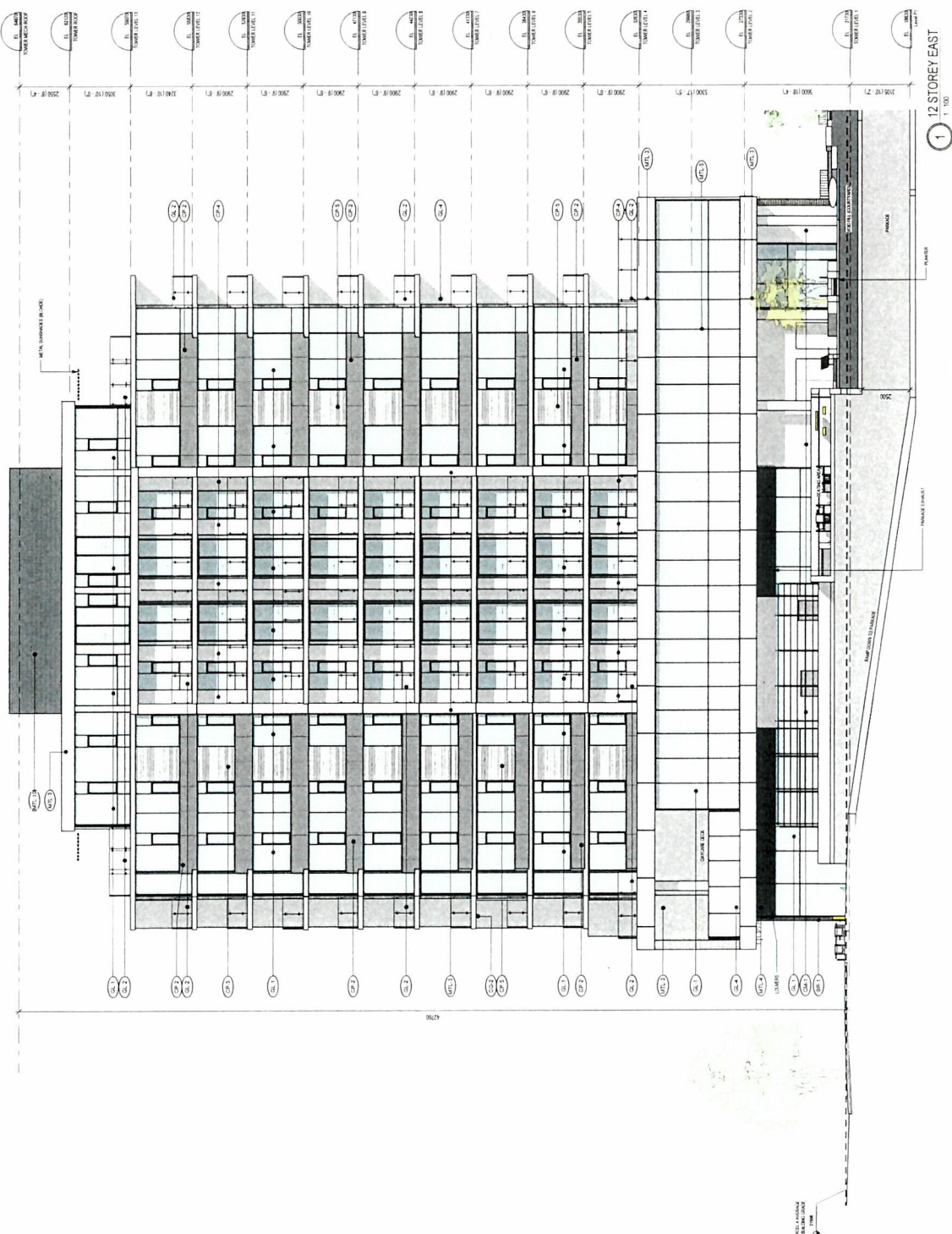
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Development Services Division

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LADR LANDSCAPE ARCHITECTS
STRUCTURAL ENGINEER
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PROJECT ADDRESS
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1100, 1120 YATES ST. 1109, 1115
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JUL 30 2019

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PROJECT ADDRESS
1100, 1120 YATES ST. 1109, 1115
JOHNSON ST.

PROJECT
COOK STREET PLAZA

DRAWING TITLE
BUILDING
ELEVATION

PROJECT
A3

DATE
18.11.2019

SCALE
1:100

DRAWN
J. ANDERSON

CHECKED
J. ANDERSON

Reaction	Rate constant, k , min^{-1}	Order
1. $\text{C}_2\text{H}_5\text{Br} + \text{OH}^- \rightarrow \text{C}_2\text{H}_5\text{OH} + \text{Br}^-$	1.5×10^{-2}	2
2. $\text{C}_2\text{H}_5\text{Br} + \text{H}_2\text{O} \rightarrow \text{C}_2\text{H}_5\text{OH} + \text{H}^+$	1.5×10^{-4}	1
3. $\text{C}_2\text{H}_5\text{Br} + \text{H}_2\text{O} \rightarrow \text{C}_2\text{H}_5\text{OH} + \text{H}^+$	1.5×10^{-4}	1

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BREARD JONES CHRISTOFFERSEN LTD

MECHANICAL ENGINEER
NAME GROUPELECTRICAL ENGINEER
ELECTRICAL ENGINEERING

GEOTECHNICAL ENGINEER

TRAFFIC ENGINEER

BUNT ENGINEERING
SURVEYOR

J.E. ANDERSON & ASSOCIATES
CIVIL ENGINEER

J.E. ANDERSON & ASSOCIATES

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PROJECT ADDRESS
11100, 1120 YATES ST., 1109, 1115
JOHNSON ST.

PROJECT
COOK STREET PLAZA

PROJECT	
DRAWING TITLE	BUILDING ELEVATION

A3

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CS-1	INSULA RESIN GLASS FIBER GLASS	
CS-2	GLASS FIBER REINFORCED LAMINATE	
CS-3	GLASS SANDWICH PANEL	
CS-4	FIBERGLASS PANEL	
CS-5	ACRYLIC RESIN PANEL CONCRETE	
CS-6	PAINTED CONCRETE OR MASONRY (PAINTS PP-10)	
CS-7	CM	
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CS-9	CEMENT PORTLAND CEMENT SAND	
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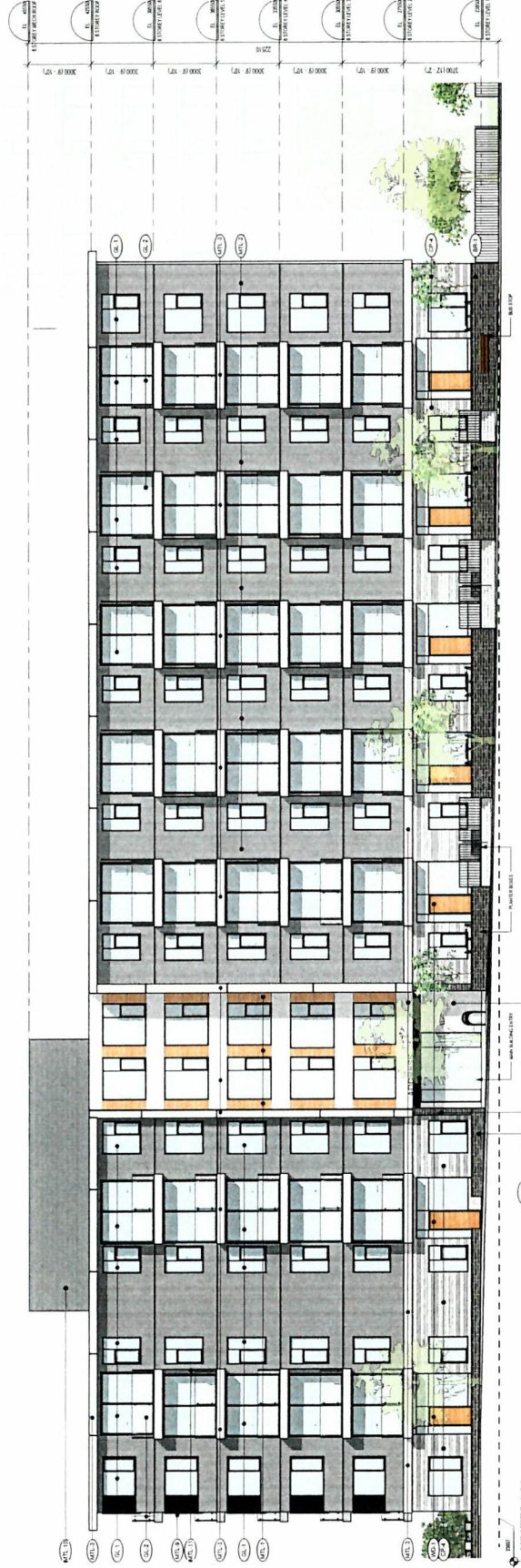
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PROSCENIU

1100, 1120 YATES ST. 1109, 1115
JOHNSON ST

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PROJECT ADDRESS
1100, 1120 YATES ST. 1109, 1115
JOHNSON ST

PROJECT
COOK STREET PLAZA

DRAWING TITLE
BUILDING
ELEVATION

PROJECT
A3

DATE
18.11.20

SCALE
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Author

DATE
18.11.20

PROSCENIU

1000, 1120 YATES ST. 1109, 1115
JOHNSON ST
VANCOUVER, BC V6A 1A4



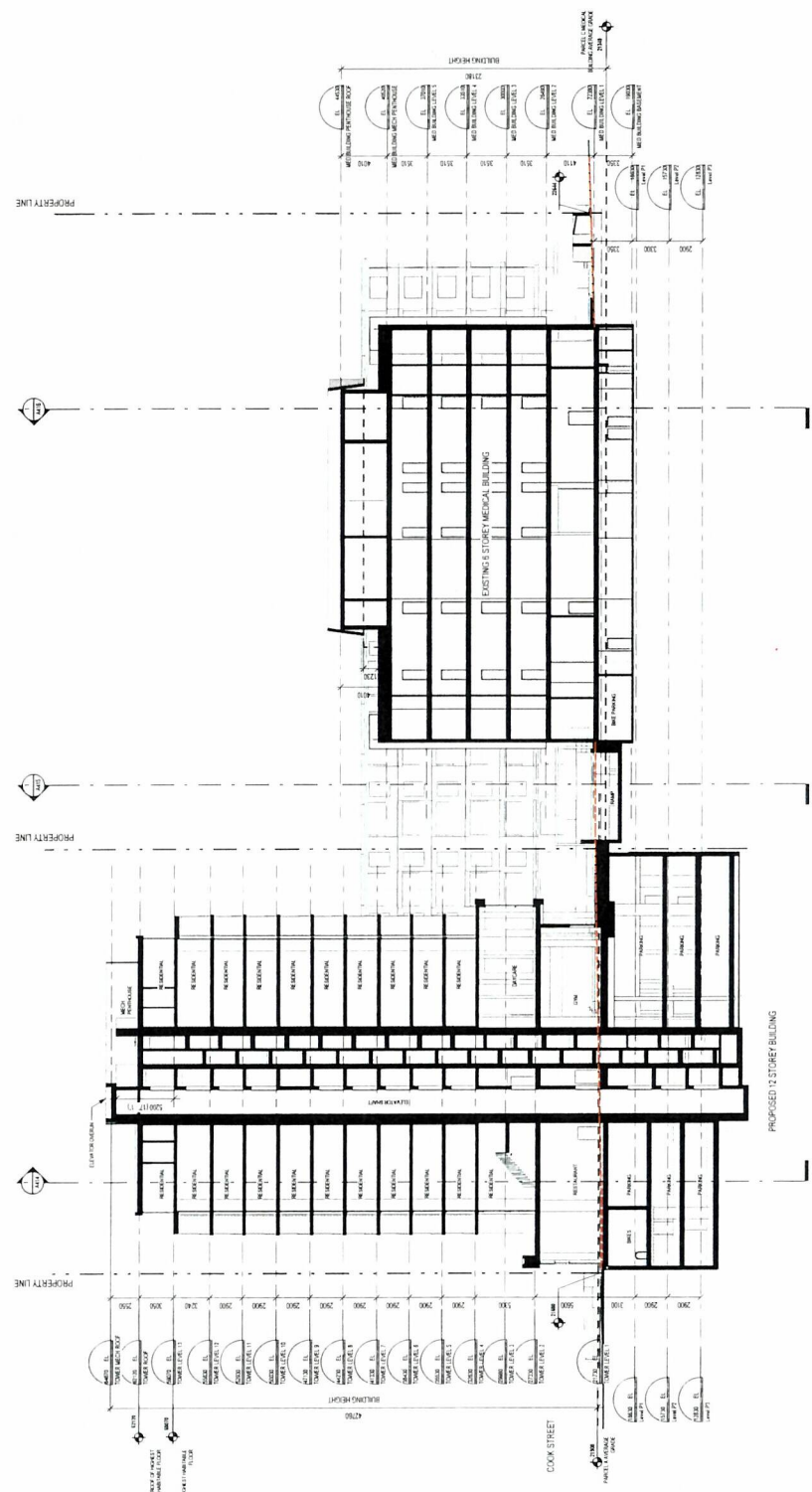
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ELECTRICAL ENGINEER
AES ENGINEERING
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RYZUK GEOTECHNICAL
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BUNT ENGINEERING
SURVEYOR
J.E. ANDERSON & ASSOCIATES
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J.E. ANDERSON & ASSOCIATES

NO.	REVISION	DATE
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PROJECT FEATURES
1100, 1120 YATES ST. 1109, 1115
JOHNSON ST
PROJECT
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EXISTING NATURAL GRADE
CALCULATED GRADE



⊕ SITE SECTION 1 LOOKING EAST
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100, 1120 YATES ST. 1109, 1115
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VANCOUVER, BC V6A 4V9

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① SITE SECTION 2 LOOKING NORTH
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TRAFFIC ENGINEER
BUNT ENGINEERING
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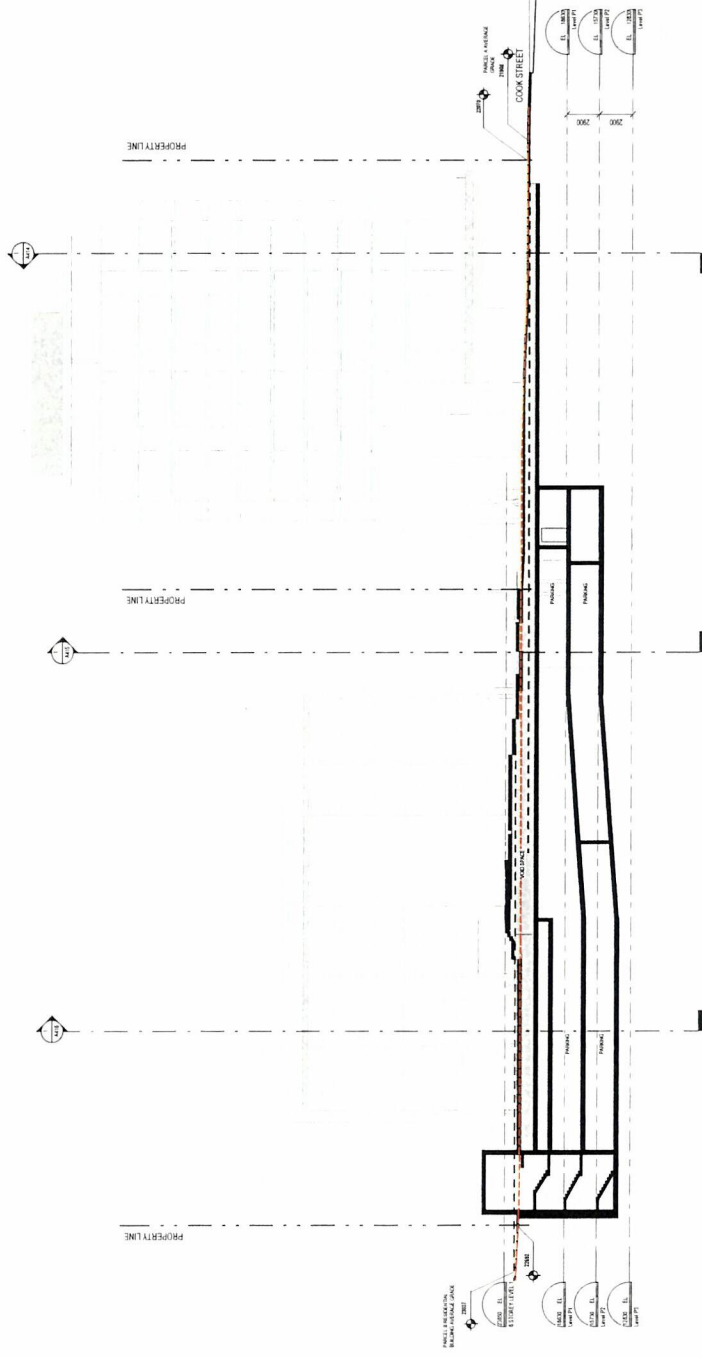
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PROJECT ADDRESS
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JOHNSON ST
PROJECT
COOK STREET PLAZA
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OVERALL SITE
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PROSCENIU

1100, 1120 YATES ST., 1109, 1115
JOHNSON ST.

EXISTING NATURAL GRADE
CALCULATED GRADE



1 SITE SECTION 3 LOOKING SOUTH
1" = 20'

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BUNT ENGINEERING
SUPERVISOR
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PROJECT ADDRESS
1100, 1120 YATES ST., 1109, 1115
JOHNSON ST.

PROJECT
COOK STREET PLAZA

DRAWING TITLE
OVERALL SITE
SECTIONS

PROJECT NO.
1

DATE
18.11.20

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PC

DATE
18.11.20

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--- EXISTING NATURAL GRADE
--- CALCULATED GRADE

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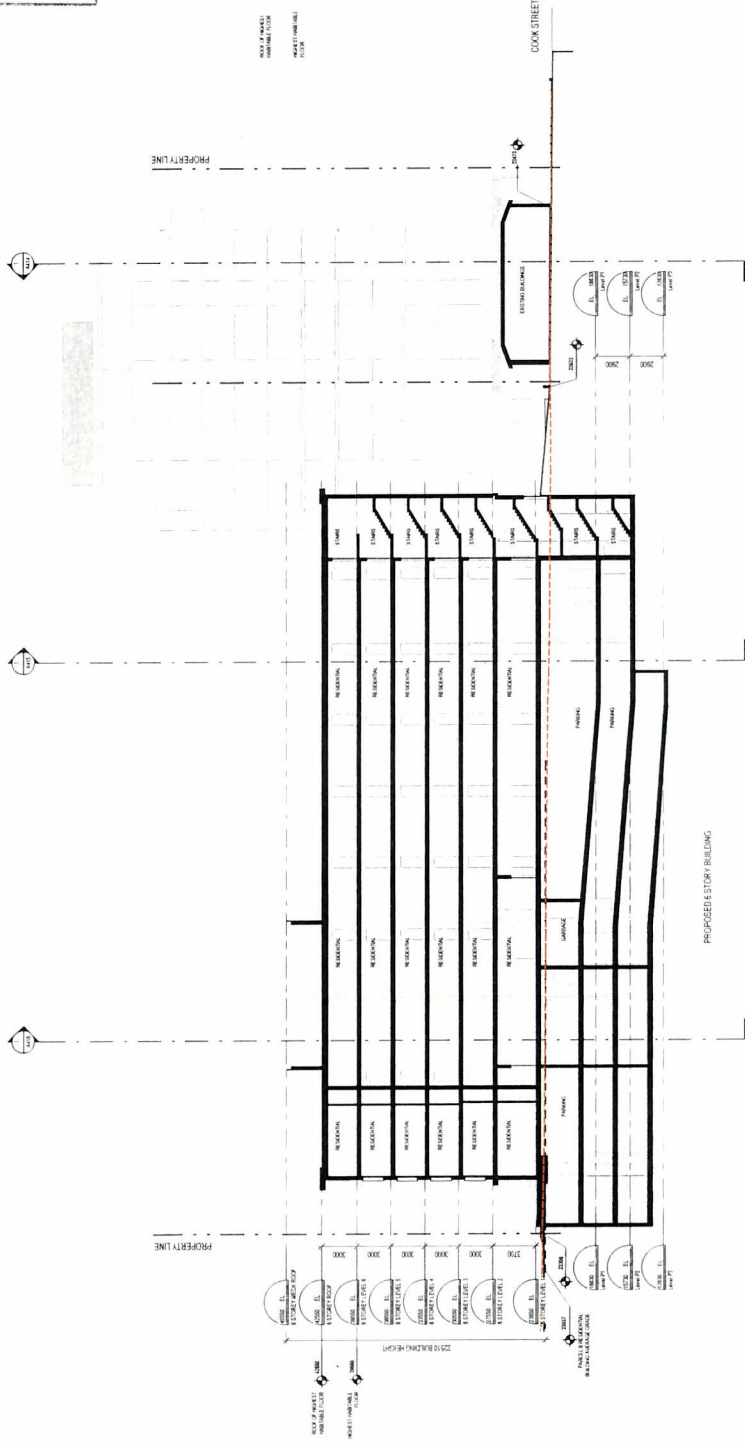
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1 SITE SECTION 4 LOOKING SOUTH
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PROJECT ADDRESS
1100, 1120 YATES ST., 1109, 1115
JOHNSON ST
PROJECT
COOK STREET PLAZA
DRAWING TITLE
OVERALL SITE
SECTIONS
PROJECT
A4
DATE
18.11.20
SCALE
As indicated
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PROSCENIU

1100, 1120 YATES ST. 1109, 1115
JOHNSON ST.



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GEOTECHNICAL ENGINEER
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TRAFFIC ENGINEER
BLUNT ENGINEERING
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PROJECT NUMBER
1100, 1120 YATES ST., 1109, 1115
JOHNSON ST.

PROJECT
COOK STREET PLAZA

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DATE
18 JUL 2019

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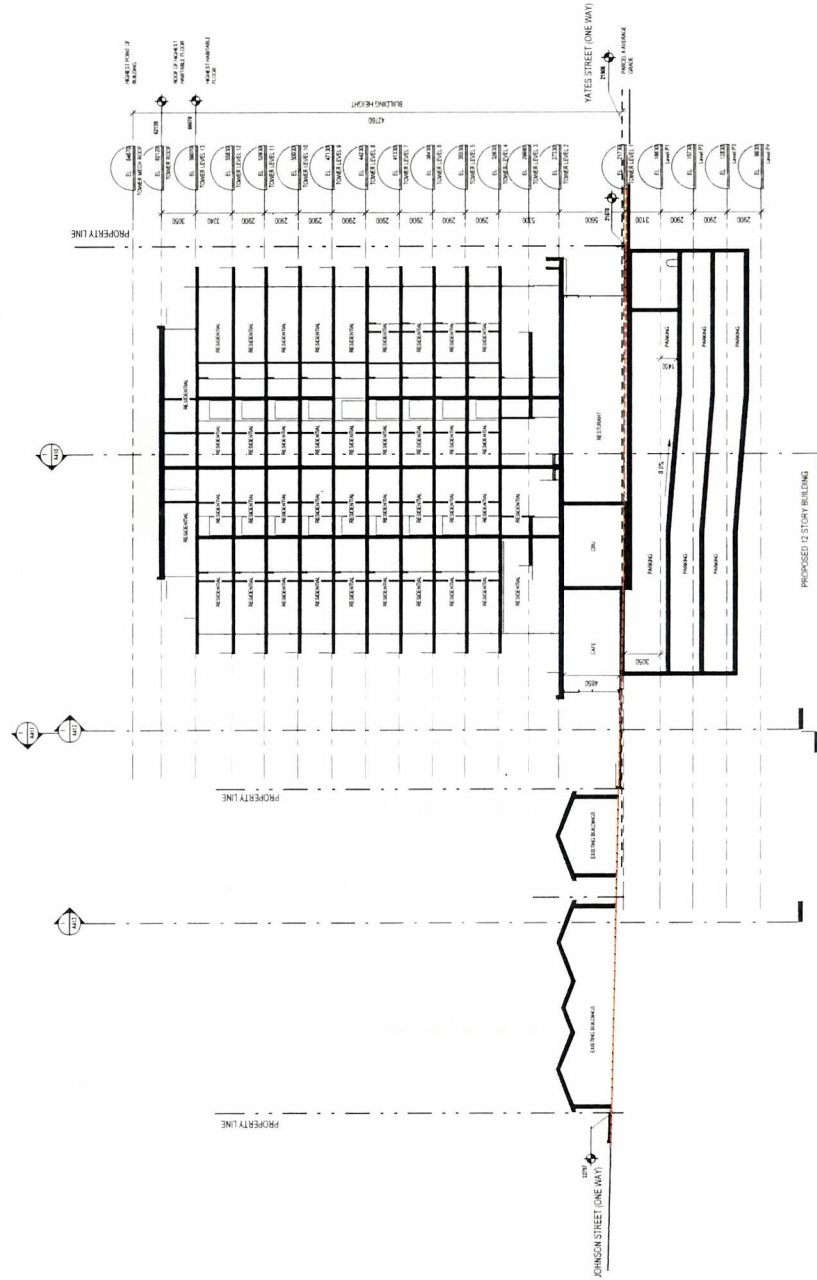
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PROJECT ADDRESS
1100, 1120 YATES ST., 1109, 1115
JOHNSON ST

PROJECT
COOK STREET PLAZA

DRAWING TITLE
OVERALL SITE
SECTIONS

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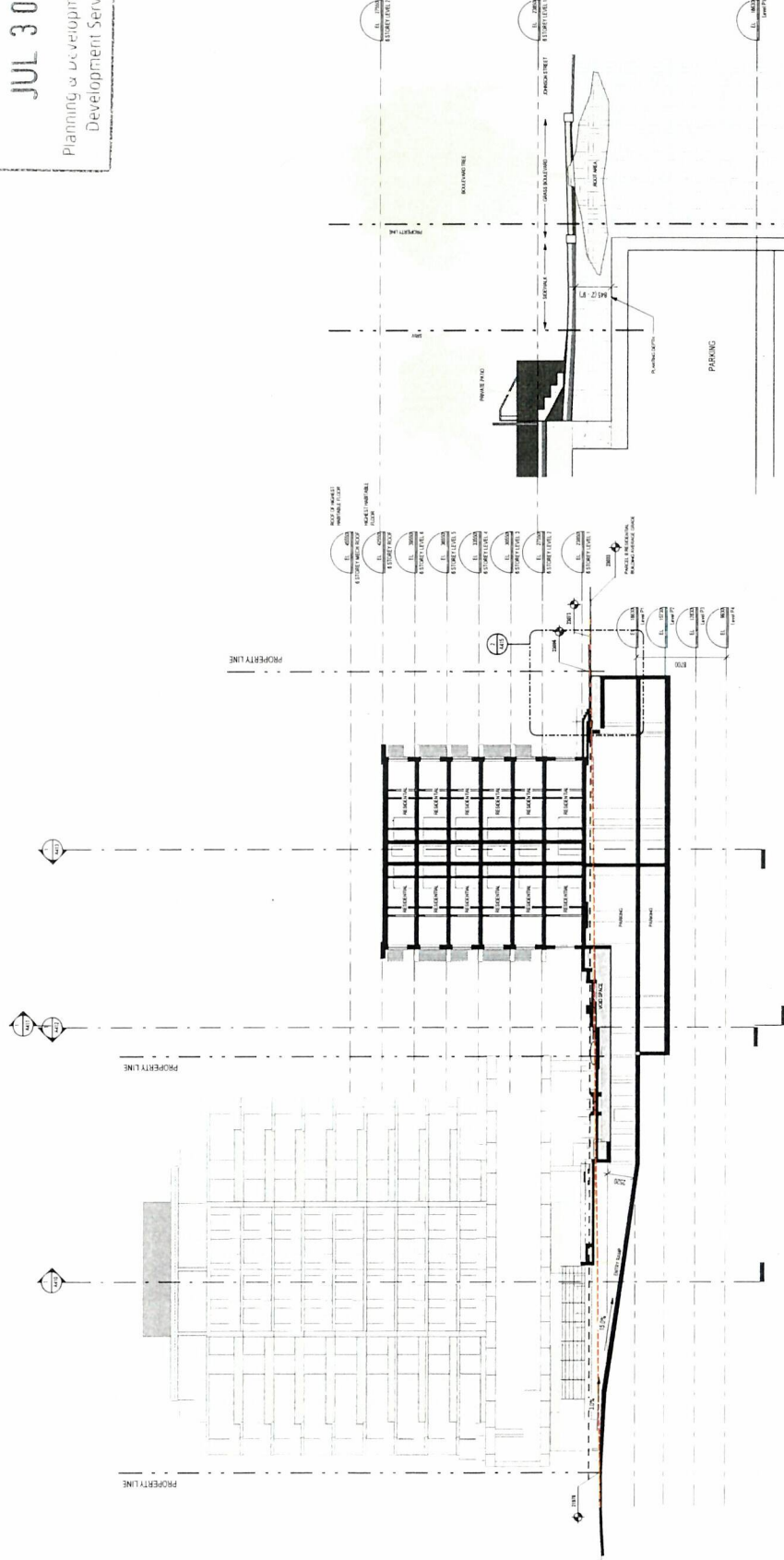
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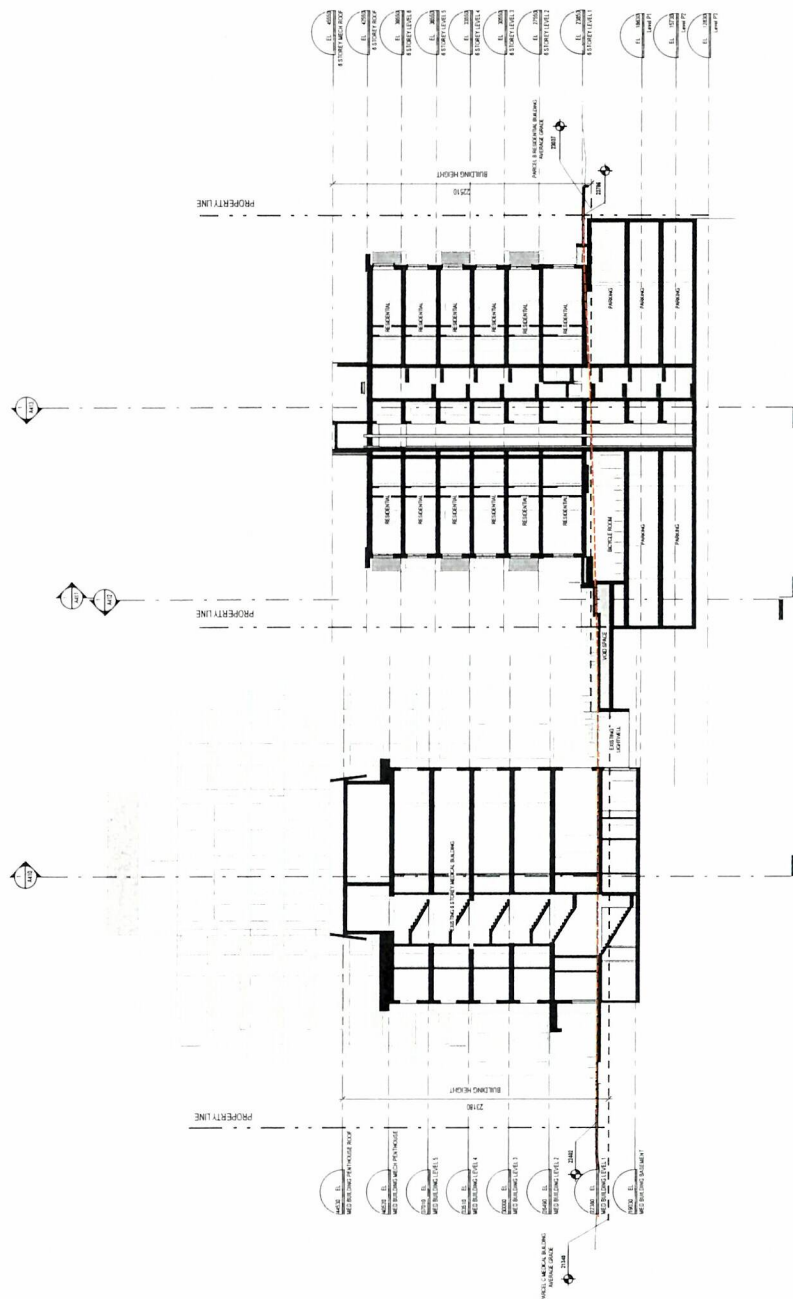
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1000, 1120 YATES ST. 1109, 1115
JOHNSON ST
CHICAGO, IL 60605

EXISTING NATURAL GRADE
CALCULATED GRADE



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Received
City of Chicago

JUL 30 2019

City of Chicago
Department of Transportation

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SURVEYOR
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CIVIL ENGINEER
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PROJECT ADDRESS
1100, 1120 YATES ST. 1109, 1115
JOHNSON ST

PROJECT
COOK STREET PLAZA
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OVERALL SITE
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PROJECT
1
A4

DATE
18 JUL 2019

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VIEW LOOKING NORTH WEST IN MEWS



VIEW LOOKING WEST IN MEWS



AERIAL VIEW LOOKING WEST IN MEWS



AERIAL VIEW LOOKING EAST IN MEWS



VIEW LOOKING NORTH EAST IN MEWS

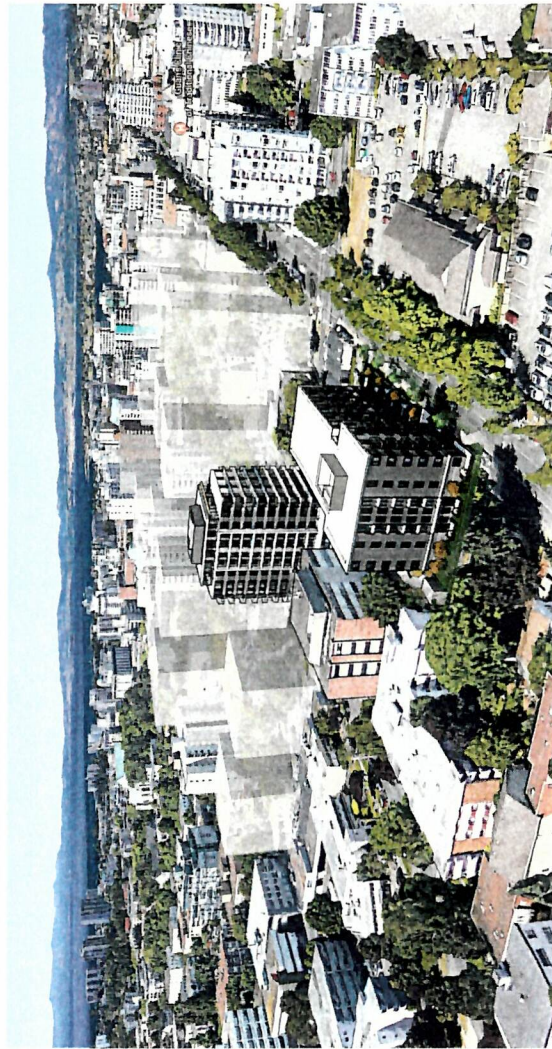


VIEW LOOKING NORTH WEST FROM MEDICAL BUILDING BACK ENTRANCE

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AERIAL VIEW LOOKING NORTH-WEST



AERIAL VIEW LOOKING SOUTH-WEST

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 City of Victoria

JUL 30 2019

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 SURVEYOR
 J.E. ANDERSON & ASSOCIATES
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 J.E. ANDERSON & ASSOCIATES

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PROJECT ADDRESS
 1100, 1120 YATES ST. - 1109, 1115
 JOHNSON ST

PROJECT
 COOK STREET PLAZA
 DRAWING TITLE
 3D CONTEXT VIEWS

CITY
 10/11/20
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 Author
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A5

JUL 30 2019

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PROJECT ADDRESS
1100, 1120 YATES ST., 1109, 1115
JOHNSON ST

PROJECT
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September 16, 2019

Mayor Helps & Council
City of Victoria
City Hall
1 Centennial Square
Victoria, BC V8W 1P6

Dear Mayor & Council,

**Re: Revised Submission for OCP Amendment, Rezoning and Development Permit –
1100 and 1120 Yates Street and 1109, 1115 Johnson Street**

This letter has been written to outline a revised OCP Amendment, Rezoning and Development Permit Application with regard to the above noted properties. It accompanies a letter from the project Architect, Hugh Cochlin, of Proscenium Architecture + Interiors Ltd.

Chard Development is proud to demonstrate our continued commitment to building a diverse and vibrant Victoria through this proposed mixed-use development, which occupies a portion of the 1100 block of Yates and Johnson streets bordered by Cook Street to the west. To date, feedback has been solicited and received from City staff, Advisory Design Panel, the tenants of the existing Victoria Professional Building and Cook Street Plaza as well as other interested parties. Numerous meetings and discussions have been had with immediate neighbours and three meetings have been held to date with the Fernwood Neighbourhood Association. The development team has listened closely and has made extensive changes and refinements along the way as a result of community feedback.

In addition, the team has listened to Council and revised the application to meet the recently adopted Inclusionary Housing and Community Amenity Policy. Further, the application includes multiple community benefits in return for Council's consideration of OCP amendments to height and density.

PROJECT SUMMARY

As per the Fernwood Neighbourhood Directions section of the Official Community Plan (OCP), this development provides "denser mixed-use urban residential near Fort Street" (21.7.1) and accommodates "new population and housing growth within walking distance of the North Park Village" (21.8.1) with a total of 217 proposed homes. Further, the proposed development positively affects two distinct levels of the housing continuum – offering both affordable homeownership and market home ownership opportunities – to meet the needs of a diverse and growing community. The residential components of the proposed development include:

- A six-storey residential building composed entirely of 104 Inclusionary Housing Units (Ownership) which will be offered under BC Housing's HousingHUB Affordable Homeownership Program. Designed to appeal to families and young professionals, 35% of these homes offer two or more bedrooms.
- A 12-storey mixed-use development incorporating 113 market condominiums.

The commercial component of the proposed development is contained both within the 12-storey mixed-use development noted above and within the existing Victoria Professional Building. Specifically, the commercial components of the proposed development include:

- Local-focused retail units fronting Yates and Cook streets including a restaurant with outdoor

space to animate the corner.

- A child care space intended to accommodate 25-50 children with a 10-year covenant towards this dedicated use. A Request for Proposal has already been shared with ten existing child care operators. Interest is high and discussions are ongoing, with preference being given to not-for-profit operators.
- The existing Victoria Professional Building which will be upgraded and improved to extend the useful life. No commercial tenants will be displaced and parking for both tenants and patients will be vastly improved as the existing surface parking will be replaced with weather-protected, below grade parking with an interior connection.

KEY PROJECT BENEFITS

While the proposed development technically falls under the November 8, 2018 "Interim Inclusive Housing and Density Bonus Policy", revisions have been made to provide further affordability and community benefits, thereby meeting the recently adopted Inclusionary Housing and Community Amenity Policy. In fact, **the application provides 48% (104 units) of the proposed residential units as Inclusionary Housing Units (Ownership)**. Further, the application includes multiple community benefits in return for Council's consideration of OCP amendments to height and density. These benefits, outlined in further detail in Appendix A, include:

- **A purpose-built child care facility** designed to accommodate 25-50 children, depending on programming.
- **Enhanced green space and an improved and consolidated public realm** that includes a common mews accessible to residents and users of all buildings as well as a Statutory Right of Way that will allow for widening of Johnson Street. Further, subject to an agreement with BC Housing, the development will also support beautification of Yates through undergrounding of overhead power lines in front of the property along Yates Street. The developer will assume 2/3 of the cost for this beautification.
- **Sustainable growth and development** in a walkable community that supports greener transportation methods – including bike and car share programs – and goes beyond current Step Code requirements to meet future demands and exceed BC Building Code energy efficiency requirements by 20-30%.
- **Retention and improvement of the existing Victoria Professional Building**, thereby extending the useful life of this important community asset without displacing any tenants. Further, as this work will be done as part of the larger development, capital expenditures will not be amortized back to tenants and will not impact rents and operating costs.
- **A bike share program** available to residents, **bike storage** that meets 2018 Schedule C requirements and **after-trip facilities** – including lockers and shower facilities – that will facilitate greener means of transportation for those working in the Victoria Professional Building.
- **Invigorated, local-focused retail and office space** that will animate the Cook and Yates corner and provide continued employment and enhanced neighbourhood vitality.
- **Improved parking conditions** to accommodate a diversity of uses. The existing surface parking will be replaced by weather-protected, below-grade parking that is accessible by way of an interior connection to the Victoria Professional Building. Further, **two car share vehicles** will be provided along with dedicated parking.

- **No displacement of existing residents** and the creation of 217 new homes for Victorians.
- **Additional City revenue** by way of permit fees, increased property taxes and participation in BC Housing's HousingHub program – which will result in a contribution of approximately \$5.2 million into the City of Victoria's Housing Reserve Fund – **plus significant local employment** throughout construction.
- **Protection of future development rights for neighbouring properties.**

OCP & ZONING RELAXATIONS

The proposed development meets **Bonus Density Level 'B'** of the City's Inclusionary Housing and Community Amenity Policy with 48% of the total housing units proposed being Inclusionary Housing Units (Ownership). In addition, as outlined above, the proposed development will result in a number of community benefits beyond policy.

In exchange, we are asking Council to approve the proposed development with the following relaxations to the OCP:

Height

- The proposed development contemplates a 12-storey mixed-use development at the corner of Cook and Yates. This represents a relaxation from the 8-storeys permitted under the OCP. This proposed height of 12 storeys creates a natural stepping down from the 15 storeys permitted under the OCP immediately to the west. Further, the mixture of heights proposed across the site – from 12 storeys at Cook and Yates to 6 storeys along Johnson – is both sensitive and complementary to the existing 5-storey Victoria Professional Building and the 4-storey structures to the east. This facilitates a pleasing "transition between the urban core and primarily ground-oriented traditional residential areas to the east" (21.7.5) as per the Fernwood Neighbourhood Directions section of the OCP.

Density

- To accommodate the increased height and benefits noted above, the proposed development also contemplates a relaxation of the FSR on the portion of the site zoned Core Residential from 3.5 to 3.62 and on the portion of the site zoned Urban Residential from 2.0 to 2.5. This density takes into consideration the existing Victoria Professional Building. Across the entire site, the resulting density will be 3.01.

Parking

- To accommodate the diverse mix of uses proposed across the site, a parking relaxation is required as follows:

	Required	Proposed	Variance
Car Share	0	2	2
Commercial Parking	138	107	-31
6-Storey Residential Parking	102	59	-43
12-Storey Residential Parking	92	73	-19
6-Storey Visitor Parking	10	0	-10
12-Storey Visitor Parking	11	6	-5

The subject site boasts easy access to transit and cycling infrastructure. To further encourage alternative methods of transportation, two car share vehicles will be provided with two parking spaces dedicated full time to these vehicles. Residents of both buildings will also have exclusive access to a bike share program.

The diverse mix of uses across the site – each with varying times of peak demand – provides the opportunity to mix parking uses as supported by a consultant report from traffic engineer Bunt & Associates. With regard to commercial parking, the proposed development will replace the 100 parking stalls currently utilized by the existing Victoria Professional Building on a 1:1 ratio plus seven additional stalls. These commercial parking stalls will be significantly improved, weather-protected and accessible with a dedicated interior connection at the P1 level. Demand for these stalls will continue to be highest during regular business hours. Demand from new commercial users – which are expected to include a café and restaurant – will likely be highest during evenings and weekends. Given the diversity of use and complimentary peak demand, the report from Bunt & Associates indicates that the proposed 107 commercial stalls will meet demand.

The six proposed visitor parking stalls will be located beneath the 12-storey mixed-use development. To help mitigate demand for these stalls and ensure supply of parking for visitors to the 6-storey building, the above-noted commercial parking stalls will also be available as needed.

As per the traffic engineering report from Bunt & Associates, the residential stalls allocated to both the 6-storey and 12-storey buildings have been deemed appropriate based on market demand, the accessibility of transit and cycling infrastructure and the accommodation of car share vehicles.

CONCLUSION

We are extremely proud to demonstrate our continued commitment to building an inclusive and thriving Victoria through this proposed mixed-use development that will provide a diverse supply of sustainably-built homes positively impacting multiple levels of the housing continuum – without displacing a single resident and while still maintaining the valuable community asset that is the Victoria Professional Building. Further, this proposed development will provide significant economic benefit to the City of Victoria as well as additional community including an improved and consolidated green space, revitalized local-serving retail and a purpose-built child care facility.

This is a unique opportunity to holistically plan and develop the important Yates and Johnson neighbourhood abutting Cook Street to meet the needs of the growing community. We appreciate Council's consideration of this application and look forward to working with you to make this diverse, mixed-use development a reality.

Sincerely,

Chard Development Ltd.



David Chard
Executive Director & Founder

APPENDIX A – KEY PROJECT BENEFITS

Meeting the City's Inclusionary Housing and Community Benefits Policy, the proposed development offers a range of housing options and a number of community benefits. These benefits are outlined in further detail below:

A diverse mix of housing alternatives.

- Bringing a total of 217 homes to Victoria, the proposed development positively affects two distinct levels of the housing continuum offering both affordable homeownership and market home ownership opportunities. Further, the proposed development meets the needs of a diverse and growing community, providing 48% (104 units) of the proposed residential units as Inclusionary Housing Units (Ownership).

Chard Development is pleased to have the opportunity to offer a second affordable homeownership opportunity to Victorians. Our Vivid project, which was first brought to market in fall 2017 and is currently under construction, offered homes at a minimum of 8% below market value and attracted 135 BC homebuyers – 69% of whom currently live within 20km of the site. 61% of these buyers are first-time buyers; 50% of all buyers will be vacating rental properties in the area, allowing for movement along the housing continuum. The success of Vivid – which sold out in less than 10 months – suggests a dire need for this type of “missing middle” targeted housing.

A purpose-built child care facility.

- Situated on the 2nd floor of the proposed 12-storey mixed-use building is a purpose-built child care facility with a 10-year covenant for the premises. With just over 3,900 square feet of interior space, a separate entrance lobby, direct access to below-grade parking via elevator and stairs, and almost 1,500 square feet of secured outdoor play space, this facility has been designed to accommodate 25-50 children.

This child care facility will be operated by a child care provider with the ability to facilitate access to the provincial Affordable Child Care Benefit. A formal request for proposal process is underway and has been distributed to ten Victoria child care providers. Preference will be given to a not-for-profit operator and interest has been high with discussions ongoing.

As Council heard from Grace Lore during the Nov 22, 2018 Council Meeting, “childcare and before and after school care in Victoria is at a crisis point. Multiple centres have closed their doors and waitlists are full.” The City has recognized this need and has committed to a Child Care Action Plan. If approved, this development will help to bring much needed child care spaces to the community.

Enhanced green space and an improved and consolidated public realm.

- Consideration of the subject properties together with the existing Victoria Professional Building has permitted a holistic approach to the design of the public realm. Rather than a series of hard lines and impermeable fences surrounding each structure, an open and attractive landscaped mews will be accessible to tenants and residents alike. This open green space will include a children's play area, dog run and garden plots. As requested during the CALUC meeting, the safety and security of residents and visitors has been prioritized through the inclusion of gates to limit after hours public access.

Further, through a Statutory Right of Way, this development will widen Johnson Street and will result in an improved public pathway and a new bus shelter. City homes along this frontage will be both neighbourhood appropriate and family friendly adding vibrancy along the street.

Subject to an agreement with BC Housing, the development will also support beautification of Yates through undergrounding of overhead power lines in front of the property along Yates Street. The developer will assume 2/3 of the cost for this beautification.

Sustainable growth and development.

- Boasting a walk score of 96 and designated a “Walker’s Paradise”, the subject site is in close proximity to North Park Village, downtown and other community and retail amenities. Well-served by frequent transit routes on each of the surrounding streets and serviced by existing bike lanes, the site is well-suited to sustainable development. Retention and improvement of the Victoria Professional Building will help to extend the lifespan of the existing building. In addition, this forward-thinking development goes beyond current Step Code requirements to meet future demands and exceed BC Building Code energy efficiency requirements by 20-30%.

Retention and improvement of the existing Victoria Professional Building.

- The Victoria Professional Building located at 1120 Yates Street has long been a valued community asset. Home to a diverse mix of medical professionals, the development of the surrounding properties will allow for the retention and improvement of this asset. Improvement will include a direct connection from below grade parking to the Professional Building, exterior window replacement and addition of secured bike storage with an end-of-trip facility. These capital expenditures will not be amortized back to tenants to keep rents and operating costs reasonable.

Bike share, storage and after-trip facilities.

- Designed to serve existing and future commercial users, bike storage and after-trip facilities will be added to the existing Victoria Professional Building to encourage and support use of the immediately adjacent bike lanes and the planned Vancouver Street bike lane one block to the west. Twenty-eight secured, long-term bike storage spaces will be added to the existing Professional Building along with change rooms with showers and lockers. A further 23 short-term spaces will be made available to commercial users, thereby meeting the 2018 Schedule C requirements. In addition, 241 secured, long-term bike storage spaces will be available within the newly-constructed, below-grade parking facility for use by building residents. In total, there will be 46 short-term bike stalls and 269 long-term bike stalls located on P1 for a total of 315 bike stalls, thereby meeting the 2018 Schedule C requirements.

In addition, a bike share program including 10 bikes will be made available to residents of both residential buildings.

Invigorated, local-focused retail and office space.

- Designed and envisioned to accommodate a restaurant, café and other retail uses, newly-constructed, ground-floor retail space will wrap the corner of Cook and Yates. As per the Fernwood Neighbourhood Directions section of the OCP, this “primarily local-serving commercial” (21.7.2), will strengthen the neighbourhood connection with the Harris Green retail node to the west and the invigorated retail along Cook Street to the north and south.

Improved parking conditions.

- The proposed development includes three levels of below grade parking accessed via a ramp from Yates Street which will serve residents and commercial users of the newly-constructed buildings as well as the existing Victoria Professional Building. Upon completion, users of the Victoria Professional Building will enjoy improved, weather-protected and accessible parking with a dedicated interior connection at the P1 level. After business hours, this parking will be accessible to visitors of both the mixed-use and purpose-built rental developments. In addition, two dedicated car share vehicles and parking spaces will be provided within this parking facility.

No displacement of existing residents.

- The proposed development will provide 217 new homes to Victorians, without displacing any residents.

Additional City revenue and significant local employment.

- The proposed development will result in significant revenue for the City of Victoria with development and building permit fees. If approved, increased property taxes as a result of this development are anticipated to be between \$725,000 and \$813,000 per year by completion in 2024.

In addition, as part of BC Housing's HousingHub Affordable Homeownership Program, the discount on the Inclusionary Housing Units (Ownership) will be secured as a second mortgage on title. When the secondary loan is repaid, these funds plus any proportionate uplift in value, will be distributed to the City of Victoria Housing Reserve Fund. It is estimated that this project will contribute approximately \$5.2 million into the Victoria Housing Reserve Fund as the secondary loans are repaid.

Further, it is estimated that construction of this diverse mixed-use development will result in approximately 672,000 direct person hours of on-site employment to Victorians and other local area residents. This is in addition to the significant contribution to the employment of suppliers and consultants in the region.

Finally, by facilitating the retention and improvement of the existing Victoria Professional Building, this development helps in protecting the employment of the many Victorians currently working in that building.

Protection of future development rights for neighbouring properties.

- To ensure future development potential of the adjacent property located at the corner of Cook and Johnson streets, both the above and below grade portion of the proposed 6-storey building will be constructed 9.4 metres east of the neighbouring property line. The above and below grade portions of the 12-storey building will be constructed 9.7 metres to the south of this neighbouring property.

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July 29, 2019



Mayor Helps & Council
City of Victoria
City Hall
1 Centennial Square
Victoria, BC V8W 1P6

Dear Mayor Helps & Council,

**Re: Application for OCP Amendment, Rezoning and Development Permit; 1100 & 1120
Yates Street; 1109, 1115 Johnson St.**

Proscenium Architecture + Interiors Inc. is pleased to submit an application for an OCP Amendment, Rezoning and Development Permit for the above-noted property on behalf of Chard Development Ltd. The purpose of this letter is to provide further clarification and a description of the application.

The proposal consolidates the properties bound by Yates, Cook and Johnson into three parcels of land. The first Parcel will provide a 12-storey plus mezzanine mixed-use building over three levels of below-grade parking. The second parcel will provide a new 6-storey building over three levels of below-grade parking. The third parcel will include the existing Victoria Professional Building. Parking for this building will be moved from the existing surface parking lot to the below-grade parking facility under the 6-storey building.

As outlined in an accompanying letter from Chard Development, the vision for this comprehensive development is to provide a range of market and affordable housing options – meeting the City's Inclusionary Housing and Community Amenity Policy – as well as local supportive commercial space and extensive community benefits that include the retention and upgrade of the existing Professional Building. This is proposed at a location in the city that has excellent current and future transportation options, walkable connections, immediately accessible bike paths to the downtown core, and access to nearby urban nodes. The scale of the site also allows a holistic approach to the public realm and interior landscaped areas with connections that would not be possible without the property consolidation. The ground level mews that will be created between these buildings will have a reciprocal access agreement with a shared facility agreement to cover costs, maintenance and upkeep requirements. Should a change of ownership occur, mechanisms will be in place to transfer these agreements.

As will be further described in this letter, the proposed site provides a unique opportunity to soften the transition from the taller downtown core to the shorter midrise-associated urban residential to the east. This stepped response to the urban context is echoed with the stepped massing from the 12 storey to the 6 and 5 storey buildings themselves.

A diverse mix of housing options spanning the housing continuum are being proposed: Inclusionary Housing Units (Ownership) (104 units) of various unit sizes and typologies, and market condominiums (113 units) also of various unit sizes and typology for a total of 217 housing units in the development, while maintaining and improving the existing Victoria Professional Building with its 36 offices and 100 parking spaces. Given the current site use, the proposed project will not displace any existing residents and will provide community-oriented commercial uses – including a restaurant and coffee shop – similar in size to that currently in the existing strip

KORI CHAN
ARCHITECT AIBC MRAIC LEED™ APHUGH COCHLIN
ARCHITECT AIBC MRAIC LEED™ APEILEEN CHEN
CGA

mall. Other proposed features include a child care facility, dog walk area, some private landscape space and an after-trip bike facility.

We believe this proposal incorporates good planning and socially conscious principles by way of a diverse mix of housing and a long list of community benefits that will appeal to a broad range of Victoria residents. Much thought has gone into the unit typologies in an effort to bring a diverse mix of market and affordable housing options to the proposal. Based on feedback at the early community involvement meetings, the unit mix has been refined to include additional two and three bedroom units that are suitable for families and shared living situations. In addition to the residential and commercial components, spaces that contribute to community building such as the proposed child care facility have been well supported in the early consultation phase. Neighbourhood focused retail with individual character has been noted as important for street vitality. Retention of existing buildings of good urban fabric is always a positive; the upgrades to the Victoria Professional Building that form part of this proposal will ensure that the building remains relevant to the community for years to come.

A well-defined architectural expression complements height and massing that is site appropriate. The massing of the buildings have been arranged to be respectful of neighbours by orienting density towards the downtown core for the market condominium and stepping down in density towards the more urban realm with the affordable condominium. Buildings have also been arranged so as to minimize the impact of on-look from one building to the other. This application does not include the small commercial site located on the southeast corner of Cook and Johnson. Drawings previously submitted to City staff show potential massing for redevelopment of this site given parking requirements and other restrictions. To allow for this development in the future, the proposed buildings have been set back from the property line.

12-Storey Mixed-Use Development

The tallest of the proposed buildings, the 12-storey building has been purposely sited on the corner of Cook and Yates to provide a strong street edge that responds to the taller 15-storey massing permitted under the OCP directly across Cook Street. A strong two-level podium has been designed to bring a pedestrian scale to this development and complete the street corner wall. Commercial units front on the major Cook Street arterial. A proposed patio bridges the strong street wall as the podium wraps to Yates. A combination of anchoring brick piers and curtain wall glazing associated with the commercial opens up the street edge and engages the public realm with proposed ground level activity. This vertical pier and transparency is juxtaposed against the second level of the podium where a lighter horizontal metal and glass frame set the datum line of podium to tower above. Along the Yates Street face of the building, the podium opens to the entry of the condominium. A child care facility is accessed off of the north face on the mezz where a lobby and a feature stair connects the ground plane to the child care space above. The proposed entrance of the child care facility will be enhanced by the designed greenspace allowing for a exterior playground area. The choice of materials for this element is a combination of the anchoring brick and an obscured glass required for child care use. Its massing has been purposely positioned to break the plane of the second floor podium and to draw the eye to the building above.

While it is often a strategy to provide a tiered, multi-stepped massing on a taller tower, with only 10 additional levels above the podium we believe a tiered response such as this would underserve the proportions of the building and site as it transitions from the proposed taller buildings across Cook. Furthermore, efforts to reduce building heat loss by reducing the proportion of surface area to volume through the simplification of building form would be negatively impacted by introducing additional stepping. This building's location at the south-west corner of the site minimizes the shading impact of this simplified form. This proposal calls for a step back at the podium and a second step back at the 11th floor. The 11th floor step is in response to the existing buildings across

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Cook Street, one of which (10 storeys) steps only at the podium and the second (13 storeys) steps at the podium and again at the 11th floor.

Along the east and west face, the language of the second podium level "box" is echoed up the face of the tower where a vertical fin box climbs to create a frame that acts as an inter-unit screening device and an additional layering to the massing. This verticality is contrasted by the horizontality of large, tiered balconies up the north and south face that stress a distinct flat plane against the glass wall of the suites. The balconies are designed to provide generous outdoor living space and to act as a solar shading device for the south outlook. The colour palette chosen for this building plays off of the darker brick anchoring elements with the lighter, off-white metal panel box and balconies above. The windows utilize a strong black mullion for punch and cladding is a combination of horizontal, light-coloured grey cement panel and a darker grey Oka Skin cement panel. A blond wood colour has been further utilized to enhance soffits.

6-Storey Affordable Condominium Building

The Cook and Johnson corner property does not form part of this proposal and as such, a strong corner podium response does not seem appropriate for the 6-storey affordable condominium building which sits further east on the property facing Johnson Street. This building continues the theme of cross site height transition as it sits between the taller 12-storey building to the southwest and the existing 5-storey Professional Building to the southeast. The building massing indents midblock on Johnson Street to denote entry and to break down the massing of street edge. The massing and density of this building is also a direct response to proposed and under construction buildings neighbouring to the east and across Johnson Street.

Entry to this strictly residential building is mid block on Johnson Street. Brick elements are used at the ground plane with an additional framing element around a linear panel cladding system to bring focus to the lobby. Street homes opening directly onto Johnson Street activate the street edge and are also anchored through the use of brick elements. This ground plane treatment wraps the building and the language continues on the mews. The material palette is respectful of its neighbours using a combination of dark brick at the ground plane, glass, grey vertical metal panel and light grey horizontal cement panel. The vertical metal cladding system is interrupted by the deep punch of the windows and the protrusion of balconies. These balconies include screening elements between units to create additional interest along the street edge and minimize overlook. In addition, translucent glazing will be provided for units facing into the mews for increased privacy between buildings. To denote entry and to break down the massing the building indents and the palette shifts to white metal cladding with wood panel accents mid block along Johnson Street. An extended parapet adds greater architectural expression.

Where the proposed 12-storey building is concrete construction, this building will utilize a 6-storey wood frame structure. This form of building lends itself to a punched window expression. Inherently, this results in a smaller glass ratio with more solid wall. Through the use of increased solid wall, the two buildings are designed to balance the energy modeling required under the BCBC Step Code.

Existing 5-Storey Victoria Professional Building

The third building, the existing Victoria Professional Building, has a distinct massing and expression that has informed the neighbourhood for many years. A number of the cues used in the two proposed new buildings – including the vertical fins and the expressed box elements – have been derived from the existing Victoria Professional Building. With this proposal, the existing building will undergo an enhancement that will tie it to its new neighbours. Existing windows are being replaced with new high performance windows. The north canopy is being removed and replaced with a new canopy more in keeping with the proposed pedestrian/bike realm of this entry point. A new, lower level lobby is being added to provide direct connection to the adjacent below

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grade parking. A bike storage and end-of-trip facility will encourage use of adjacent bike lanes. While the buff and red brick will retain their existing colours, the vertical fins and horizontal frame work is proposed to be painted a charcoal grey colour that emphasis this key defining element.

Government Policies/ Design Guidelines

The site currently has a mix of existing zonings. The three existing parcels on the west are C-1 zoning and the two parcels of land on the east are R3-1 and C-1/R3-1 zoning respectively. *This proposal will require lot consolidation, an OCP amendment, a rezoning and a development permit to proceed.* This proposal has utilized the design direction given in both the OCP and Fernwood Neighbourhood Direction section along with the neighbouring Harris Green District and Downtown Core Area Neighbourhood Directions sections. The later OCP and Fernwood section have played the heavier influence where the Downtown Core Plan primarily impacts projects on the west side of Cook Street.

The proposed site is unique in that it falls into two OCP policy areas. The site is split approximately 50/50 between the denser and taller Core Residential (3.5 FSR up to 8 storeys) and mid-level density and height found under Urban Residential (2.0 FSR up to 6 storeys). The Fernwood Neighbourhood Directions section calls for neighbourhood density to increase in the southwest zone of Fernwood where the site falls.

The OCP currently calls for greater height and density on the west side of Cook Street; up to 15 storeys in height. The east side of Cook is permitted 8 storeys, moving down to 6 storeys further east. This prominent division line of Cook Street results in a very asymmetrical street wall under the OCP. With this proposal, we aim to soften the stepping effect by moving from the neighbouring 15 storeys west of Cook to a more gradual 12 storey step reinforcing the busiest corner, followed by the proposed 6 storeys as one moves east across the site. The resulting FSR of this more gradual stepping is 3.62 for the area of the site under Core Residential and 2.5 for the area under Urban Residential. The full site blended proposed FSR is 3.01. While both the height and density is above the OCP, as outlined in Chard Development's accompanying letter to Mayor and Council, we believe that the many benefits to the community and the nature of this central, walkable location with immediate access to transportation options warrants consideration in the amendment of the OCP. Further, we believe that the treatment of movement across the site and the stepping of density provide an appropriate and superior response to the urban context of the neighbourhood.

The proposed amendments to the OCP include:

- Height - A Relaxation from the OCP allowed height of 8 storeys to 12 storeys for the mixed-use condominium building at the Cook and Yates corner.
- Density - The relaxation of the OCP Core Residential allowed FSR of 3.5 to 3.62 for the mixed-use building at the Cook and Yates corner and the portion of the 6-storey Johnson Street building that lies within the Core Residential Zone.
- Density – The relaxation of the OCP Urban Residential allowed FSR of 2.0 to 2.5 for the portion of the 6-storey Johnson Street building that lies within the Urban Residential Zone and the existing 6-storey Professional Building.
- Parking - A relaxation on the number of commercial, residential and visitor parking stalls to reflect current and anticipated use. Parking for the existing Professional Building will be replaced on a 1:1 ratio plus seven additional stalls for a total of 107 commercial parking stalls. Current demand for these stalls is highest during regular business hours, meaning that they will be available to new commercial users and to residential visitors during evenings and weekends thereby mitigating the shortfall on these types of stalls. Further, while the number of residential parking stalls falls below the 2018 Schedule C requirements, the proposed number of stalls reflects the market demand experienced

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and supported by a Traffic Study in other recently completed residential developments and is further mitigated by the inclusion of two vehicles and parking spaces dedicated full time for car share.

Need and Demand/ Project Benefits and Amenities

Currently all municipalities inclusive of Victoria are experiencing a large demand for all forms of housing inclusive of market and affordable condominium housing. This demand is only projected to increase. With that in mind, it is understandable that communities will need to experience densification. This project proposes responsible densification that maintains the function of the current lots by placing all parking below grade, thereby allowing pedestrian-oriented spaces, housing, and commercial to be built above. Furthermore, through the provision of community benefits such as a purpose-built child care facility, and the provision of small scale retail, the project moves towards providing solutions to needs that have been expressed at community consultations.

The significant mix of housing typologies, unit types and sizes in the residential component of this development touches two levels of the housing continuum. The targeted result is a diverse community welcoming to a breadth of age groups, family structures and income levels. Further, the proposal aims to address the significant need for child care spaces within the City of Victoria with a 3,900 sq. ft. child care facility with secured exterior play space on the second floor of the 12-storey mixed-use development. The building of community continues by way of enhance green space, the retention of the existing Professional Building, new bicycle parking and end-of-trip facilities for commercial users and approximately 5000 sq. ft. of locally-focused commercial space contemplated as a restaurant and coffee shop.

By moving the parking below grade, the project is able to create a significantly improved public realm with a green bike and pedestrian walk way through the site. This allows for access to the Professional Building from both of its current entry points, provides the neighbourhood with through-block connections, outdoor gathering places, and garden plots, and includes a dog walk area. The design language of the interior walkway complements the vocabulary of the street edge, terminating in the activation of the corner of Cook and Yates with a restaurant patio. The beautification of Yates is accomplished by the proposed undergrounding of the BC Hydro lines and through the development of a proper sidewalk/boulevard system and new bus shelter within the City's requested SRW on Johnson Street.

Discussions are ongoing with Victoria's car share provider in order to provide two car share vehicles with dedicated below grade parking within the development.

Neighbourhood

The site is uniquely situated on the boundary between Harris Green and Fernwood, a neighbourhood made up of traditional residential sites to the north. Southern sites – including the subject site – are described as moving from Core Residential to Urban Residential. The proposed project, while having both Core Residential and Urban Residential uses, also sits on the boundary of the denser Downtown Core, and is underutilized in density and use. It has a relationship to Downtown, Cook Street Village, North Park Village and other nodes. It has excellent transportation access with bus lines, bicycle lanes, walkable neighbourhood destinations, and important public schools. As per the OCP and Fernwood Neighbourhood Directions section, the property is strategically sited to accommodate increased density. The proposed density mix will provide a responsible mix of housing types and will be in keeping with the urban massing, occurring and proposed, in the neighbourhood. The intended gradient of density across the site provides a unique opportunity to respond to the transition of Harris Green to Fernwood.

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Impacts

It is the design team and Chard Development's belief that the proposed development complements – and is sensitive to – its immediate neighbours and neighbourhood. Through the consultation process it has become apparent that all immediate neighbours to the north, south, east and west across Cook Street are supportive of this proposal.

Further impacts of this development are as follows:

- By retaining and improving the existing Professional Building, a valued community asset is maintained, and its usable lifespan will be extended. Parking will be replaced on a 1:1 ratio and will be improved with weather-protected, accessible below grade parking and a direct interior connection.
- By undergrounding the parking and replacing the surface lot with built structure and landscaping, noise levels will be reduced, as will appearance and performance of traffic flow. The current parking lot suffers from an awkward route across the bike lane, sidewalk and street parking. The proposal reduces the current seven vehicle access points down to the proposed one.
- By setting back both the 12-storey and 6-storey buildings significantly from the adjacent property at the corner of Cook and Johnson, the future development rights of this neighbouring property are retained.
- By planning for the development of the SRW on Johnson Street, an inadequate sidewalk will be replaced.
- Through the addition of a proposed restaurant and coffee shop, existing site retail offerings will be essentially maintained and enhanced.
- The addition of the through block bike and pedestrian connection off of Cook Street – which will remain open to the public during business hours – encourages movement through the site. Access to the Professional Building is retained and improved for residents, tenants and the community as a whole.

Safety and Security

Building placement, building transparency levels, parkade access and on-site movement have all been designed with safety and security in mind. The access point to the parkade and loading has been placed at the point where, according to our traffic consultant's review, they provide the best interface of car, truck, bike and pedestrian movement. City Engineering in early discussions also supports the main vehicle access being off Yates versus Cook Street. Access to key components such as the child care facility and Professional Building can be achieved directly from Yates, through the on-site walking/bike mews, or via direct access by car at level P1.

Buildings are designed to look not just out onto the street, but into the mews. This follows the CPTED principal of eyes on the street. The first line of security is to make sure that all open site points are visible to those who live and frequent the property.

The concept of the midblock, cross-site mews is to provide a common access and gathering place for the neighbourhood. It was pointed out at the CALUC and ADP meetings that it might be prudent to provide a well-designed, attractive, gate system that allows for through block accessibility during business hours but closure in the evening for increased residential privacy. All planting and on site landscape features are designed with CPTED principals in mind to ensure that there are no hidden corners or areas that one cannot see around.

Infrastructure/Transportation

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This proposal, due to its location, is nicely positioned in terms of a number of key infrastructure elements that exist already, or are in the process of being expanded.

Vehicular, bus and bike transportation is well served. The site is bound by two east-west secondary arterial roads (Yates and Johnson), and a major arterial north-south road (Cook). Yates and Johnson are also both east-west bus routes and east-west bike routes. Johnson has an existing bus stop located adjacent to the proposed 6-storey building. It also calls for an SRW with the intent to widen the sidewalk, build an improved bus shelter and provide an enhanced boulevard. A new north-south bike route is being developed two blocks west on Vancouver Street and we understand a Cook Street bike route is proposed in the longer term.

The neighbourhood location of this project is also well positioned for pedestrian movement. The site is within a five minute walk of Central Middle School and North Park Village, and within a ten minute walk to Victoria High School, park space and Fernwood Village.

In terms of onsite car parking, the number of stalls for the overall project falls below the 2018 Schedule C requirement. That said, the proposed parking ratio reflects the known demand from the existing Professional Building – which is predominantly during regular business hours – and the contrasting demand anticipated from new commercial users and visitors which is anticipated to be highest during evenings and weekends. The reduction in the number of residential stalls reflects the market demand experienced in other recently completed residential developments in Victoria, as supported by a traffic report from traffic engineers Bunt & Associates, and is further mitigated by the inclusion of two dedicated car share parking spaces.

The proposed bike parking will meet the required bike parking under the new Schedule C. The project has also been designed to provide an end-of-trip facility for cyclists. Access to the commercial buildings for cyclists can be via the through-block connection across the site, or via the bike routes on Johnson and Yates. The same can be said for pedestrian access to the site.

In terms of existing and proposed utility infrastructure it is the intention to support the City of Victoria in a Beautification Application to BC Hydro to underground the existing pole mounted hydro services located along Yates for the area of the site. In addition, a Sewer Attenuation Study has been completed and has confirmed that sewer attenuation is not required for this proposal.

Heritage

While this project does not involve any heritage buildings nor does it have any impact on neighbouring heritage structures, it does call for the retention and rehabilitation of the Victoria Professional Building, thereby maintaining an existing building that carries significance to the community it serves.

Green Building Features

The buildings will be fully compliant with the new BCBC 2018 Step Code. Early completed energy modelling confirms that the design is on target to achieve this required target. New green building features have been incorporated, inclusive of:

- Simplified massing to minimize heat loss.
- High performance building envelopes in terms of insulation values, and reduced window area over the full site. The project has limited spandrel panels in favour of higher performance insulated stud assemblies.
- Energy-efficient lighting and electrical systems, including motion sensor lighting, LED lighting and other similar provisions.
- Low flush toilets and high efficiency plumbing fixtures.

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- Construction waste management during construction.
- High efficiency heat pumps for heating and cooling.
- Patio shading on south elevations.
- Testing of the energy model and air tightness testing will be performed throughout the project.

In addition to green building features, the selection and treatment of the site also follows well established green principles:

- The development and densification of a community where neighbourhood infrastructure exists within easy walking distance, thereby enhancing pedestrian movement and encouraging green transportation over vehicular movement. The same can be said by choosing a site located on bike routes and bus routes.
- By putting densification on an underutilized parking lot, no green space or existing significant building must be removed.
- By maintaining and upgrading the Professional Building via new windows and elevators, the existing structure's lifespan has been increased.
- By our provision of end-of-trip facilities for cyclists, a key source of green travel is being enhanced.
- The proposed car share program reduces dependence on personal vehicle ownership.
- The site landscaping has been designed to utilize drought tolerant native or adapted vegetation.
- The landscaping proposes the use of low-flow, efficient, drip irrigation.
- All street trees will either be maintained or replaced to assure no net loss of trees.
- The landscaping is being designed to promote a bird-friendly and bee-friendly environment.

In summary, we believe this project will serve the community well, will help in meeting policy objectives for the City of Victoria for this area of transitional density, and will provide a broad selection of homes situated at two points on the housing continuum to area residents, in tandem with the development and enhancement of much-needed community supporting uses.

Yours truly,
PROSCENIUM Architecture + Interiors Inc.



Hugh Cochlin, Architect AIBC, AAA, MRAIC, LEED™ AP
 Principal

File Ref: 18-13/1.3

PROSCENIUM

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www.proscenium.ca

July 29, 2019

Leanne Taylor
Senior Planner
City of Victoria
City Hall
1 Centennial Square
Victoria, BC V8W 1P6



Dear Leanne,

Re: CPTED Review for OCP Amendment, Rezoning and Development Permit; 1100 & 1120 Yates Street; 1109, 1115 Johnson St. (Re-submission dated July 29, 2019)

The previously submitted drawings have been reviewed against the CPTED principals as outlined in the City of Victoria document 'Crime Prevention Through Environmental Design - Guidelines' latest amendment January 2004.

The document outlines a number of strategies. The proposed implementation for this stage of the project is outlined below.

Natural Surveillance – when the public can easily view what is happening around them during the course of everyday activities:

- Neighbour to neighbour surveillance.
 - The interior mews is designed with an eyes on the plaza approach. Multiple uses look onto the spaces including the child care facility, medical office, and residential units, providing overlook at all times of day.
- Landscape design to allow clear unobstructed views to surrounding areas.
 - Sightlines have been reviewed and several adjustments have been made including opening up views to the seating area over the parking entrance, consideration of the tree canopy height for views below or blocked by that canopy, and placement of after hours gates (see also notes below).
 - The planting design allows for clear sight lines at eye-level with lower planting at the ground plan and within raised planters, and high canopy clearance on the trees. Larger shrubs are used judiciously where they will not block sight lines.
- Walkways and entries to be visible, well lit and overlooked by windows.
 - Walkways and entries are designed to be visible from many vantage points and with many eyes overlooking. They are continuous paths with no dead ends. The after hours gates are visually transparent and can be used from the interior side with no impediment (see also notes below).
- Surveillance of public spaces through use of windows while maintaining privacy.
 - All three buildings have windows facing the mews areas for surveillance on the interior space. The residential uses facing the interior also have translucent glass balconies for some provision of privacy. The east side of the

existing medical building has the least amount of windows and is discussed in more detail below.

- Transparent fences and walls.
 - Fences and after hours gates are designed as black aluminum pickets for visual transparency and are limited in height to 1.0m. The fences along the property lines are taller, solid wood fences at 1.8m and 1.2m for privacy control along the boundaries that are not under the owner's control. The intent is not to provide absolute security of the interior space through the after hours gates, but to provide a balance between security and visual appeal with an increased sense of territoriality for residents and users of the space. A review of the previous drawings has resulted in the fences and gates being pulled closer to the street edge to minimize alcoves.
- Glazed doors in stairwell and parkade lobbies to reduce hiding spaces.
 - The child care facility, medical office, and 6 storey amenity room all have glazed doors accessing the mews. The parkade exit doors have been changed in the current design to a glazed door type as well. Future refinement of the interior spaces for the BP stage will include glazing in stairwells and lobbies.
- Mixed use development encouraging presence of people at all times.
 - A mix of many uses is provided on the site to activate the interior spaces at all times including dwelling, child care, commercial, and office. Many areas such as the central play area are anticipated to be used multiple times per day. For example as a lunchtime eating place, as an extension of outdoor area for the child care facility, and as an evening gathering and play area for families.
- Eliminate entrapment spots such as alcoves, tunnels and elevator doors through the use of glazed doors, windows, and other transparent materials.
 - A review was done of the possible entrapment spots and as a result several areas were adjusted as noted above. Interior spaces will be reviewed at the BP stage.
- Placement of activity generators such as playgrounds, walkways, sitting areas etc. to add eyes to the street and public spaces.
 - Central to the mews is a large playground and seating area for use at all times of day by visitors and residents. Other activity areas are the dog run area, café seating which turns the corner into the mews, gardening area, various seating opportunities for gathering and socializing, and bicycle parking distributed throughout the site.

Formal Surveillance – when a person such as a security guard or device such as a camera is used specifically to watch an area of activity.

- Security devices such as cameras and their locations will be reviewed at the BP stage. Anticipated locations would be parkades, lobbies, and building entrances.

Territoriality – Extend the sense of ownership from private space into semi-private and even public space:

- Design symbolic barriers through landscaping (paving patterns, planting, changes in grade, fences).
 - Pavement changes have been designed at site boundaries to mark the transition from public to semi-public. Low fences and gates mark site entrances with additional demarcation provided by hedges where appropriate. The street facing units on Johnson Street have front porches with gates and a grade change to note boundaries. At the entry to the 6 storey residential building from the mews

side, planters delineate public space, while the sloped path and stairs provide a clear transition to the semi-private realm.

- Design spaces around buildings where residents can meet (benches, playgrounds, seating walls).
 - See activity generators above for the various socialization spaces in the project.

Lighting – The type and location of effective lighting must be carefully considered:

- Illuminate points of entry
- Vandal resistant light fixtures
- Careful placement of lights
- Glare from lights to be avoided
- Motion sensitive lights where lighting is not normally required.
 - The detailed design of lighting will be part of the BP stage. At this point in design several areas noted below have been identified as requiring additional attention.
 - The area to the east of the existing medical building has limited windows and visibility. In addition to the relocated gates in this area it is proposed to include motion sensitive lighting to draw attention to any activity.
 - The area at the mid-block café along Cook Street has a setback to the after hours gate to allow the café seating to activate the mews entry and to allow access to the bike parking. The design team feels this is the best arrangement for use, but there is a challenge with late night surveillance of this area. General lighting will be provided and motion sensitive lighting may additionally be included in this area to draw attention to any activity.
 - The parking entry and adjacent walkway will be designed with elevated light levels both for pedestrian/car visibility as well as general security and surveillance.

We trust the above analysis is sufficient for this stage of the process to satisfy the ADP motion. If further analysis is required at later stages or if there are any questions on the above items we would be happy to meet and discuss.

Yours truly,
PROSCENIUM Architecture + Interiors Inc.

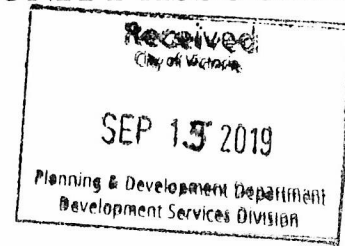


Peter Carter, Architect AIBC
Associate

File Ref: 18-13/1.3

FERNWOOD COMMUNITY ASSOCIATION

Mayor and Council
City of Victoria
Victoria, BC



September 15, 2019

Re: Rezoning Application – 1309 & 1315 Cook Street, 1100, 1102 & 1130 Yates Street, 1109 & 1115 Johnson Street Rezoning and OCP Amendment

Dear Mayor Helps and Council,

Three public meetings were held concerning this proposed development. A Preliminary Community Meeting held on October 25, 2018 and the Official community Meeting on November 21, 2018. The third meeting was held June 25, 2019 where the proponent presented the latest changes to the project.

A total of 628 notices were mailed out for the November 21st meeting. It is fair to say that all the meetings were poorly attended considering the size and scope of this proposed development.

It is the practice of the Fernwood Land Use Committee to invite the neighbouring land use committee to participate with us in reviewing applications that are across the roadway from their boundary. In this case that is the Downtown Residents Association Land Use Committee (DRALUC). We were pleased they were able to attend all three public meetings. Their experience in dealing with developments of this scale and complexity was greatly appreciated. We have reviewed the August 12, 2019 letter from the DRALUC to Mayor and Council and agree with issues they have identified and the position they have taken. As a result we see no need to duplicate the comments made in the letter from the DRALUC.

The 104 units in the 6-storey condominium building facing Johnson Street will be offered for sale at below-market. The developer accepted the suggestions made to include additional two bedroom units suitable for families and shared living situations.

Like the DRALUC we strongly support the Official Community Plan (OCP) that limits buildings on the south side of Cook Street to 8-storeys. This boundary line was decided upon after a lengthy community wide consultation process and should be respected in order to prevent an escalation in land values in anticipation of possibly receiving similar OCP amendments. In a December 13, 2018 letter to Mayor and Council, the proponents architect, when referring to the different height limits allowed on either side of Cook Street said it '...results in a very asymmetrical street wall...'. This is a subjective opinion and it could be argued that this OCP mandated variation in heights was designed to reduce the creation of a canyon-like environment and subtly indicates the start of a transition to a residential area.

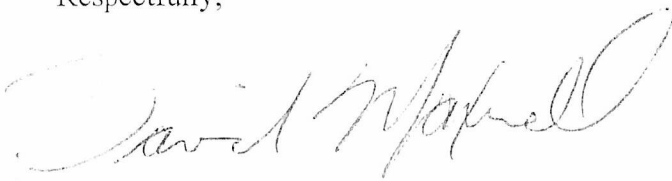
While small tweaks to the OCP are worth consideration a change of the magnitude requested for this development is not warranted and ignores the work done by many sectors that resulted in the creation of the existing OCP. While an OCP amendment does not set a precedent it certainly paves the way for others to apply for similar considerations.

The purpose built child care space is an attractive feature and the 10 year covenant gives hope that an operator will come forward. The public realm consideration put into the proposed 13-storey building would not be lost if the building was an 8-story building in the same location. An 8-story building would complement both the existing 5 storey building and the proposed 6-story building and also indicate the start of the transition from downtown to residential.

For the 6-storey condominium we support it being a strictly residential building with access to ground floor units possible from the sidewalk. This feature subtly indicates the transition to a more residential area as you go east. We appreciate the existing 5-Storey Victoria Professional Building being preserved and enhanced.

Although the overall project will meet the requirements of the new Schedule C 2018, residential tenants will be below the Schedule C requirements. How that shortfall will be allocated among the 2 residential buildings is unclear. Will the additional stalls allocated for the existing medical building be available to residential tenants in the evening and weekends and will the stalls be both secure and also easily accessible?

Respectfully,

A handwritten signature in dark ink, appearing to read "David Maxwell". The signature is fluid and cursive, with a large loop at the end.

David Maxwell, Chair
Fernwood LUC



September 10, 2019

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

Re: 1100, 1120 Yates St & 1109, 1115 Johnson St Development Land Lift Analysis

G.P. Rollo & Associates (GPRA) has been retained by the City of Victoria to complete a Land Lift and Amenity Contribution Analysis for the proposed rezoning of 1100 & 1120 Yates Street and 1109 & 1115 Johnson Street Victoria (the Site) from the current zone to the proposed new Zone by Cook and Yates Limited (the Developer).

The purpose of the analysis is to estimate the land lift and amenity contribution on the site from an increase in density on the Site from that which would allow for development of a mixed commercial and residential building with a maximum of 1.336 FSR (identified as the 'base density') on the 6,330.91 square metre Site to a proposed overall density of 3.01 FSR mixed commercial and residential project spread across three separate parcels:

1. Parcel A – 1,589.47 square metre site area developed with a 13 storey mixed-use condo with 8,743.36 square metres of GBA
2. Parcel B – 2,614.56 square metre site area developed with a 6 storey building under BC Housing's new Affordable Home Ownership Program with 6,655.25 square metres of GBA
3. Parcel C – 2,126.87 square metres site area refurbishing an existing 5 storey office building of 3,683.93 square metres of GBA at 1120 Yates Street.

The analysis consisted of preparation of residual land value analyses which determines the maximum value that a developer could afford to pay for the Site assuming it already had the new zoning and the maximum value a developer could pay for the site at the base density under current market conditions. GPRA has been asked to assess the value of the Site with the following potential uses:

- 1) Residential strata;
- 2) Commercial retail uses;

GPRA used standard developer proformas for each case to model the economics of typical development as proposed/allowed under the each zoning. The 'Lift' is then calculated as the difference in residual land values between the base and rezoned densities.

METHODOLOGY & ASSUMPTIONS

The Site is roughly 6,331 square metres in area and can be developed under the current zoning with a mix of ground floor commercial with residential above at a density up to 1.34 FSR. The proposed new development at roughly 3.01 FSR would amount to approximately 18,860 square metres of GBA, comprised of 14,309 square metres (gross area) of residential (composed of 111 market strata apartments and 104 Affordable Housing units to be sold at 10% below market value and would qualify for BC Housing's Affordable Home Ownership Program), 1,089 square metres of new ground floor commercial space, and 3,787 square metres of refurbished existing medical dental as well as underground parking.

The analyses are created using a standard developer proforma wherein estimates of revenues and costs are inputs and the remaining variable is the desired output. In typical proformas this output is usually profit, following a revenues minus costs equals profit formula.

For a residual land valuation, however, an assumption on developer's return needs to be included in order to leave the land value as the variable to solve for. For these analyses GPRA has determined the residual value based on the developer achieving an acceptable profit of 15% on total project costs (calculated as a representative portion of overall project costs for the proposed development) for the strata component of the project. The residual values are the maximum supported land value a developer could pay for the site (under the density and conditions tested) while achieving an acceptable return for their project.

The residual land value determined from this analysis is then compared to the value of the site using the supported value at the base density to establish a 'lift' in value that arises from the change in density. This lift in value is the total potential monies that are available for public amenities or other public works not considered as part of the analysis. GPRA have made allowances for streetscape and public realm improvements that would typically be incurred through development in both sets of analysis. Any additional improvements that would be required only from the proposed rezoning and not from development under current zoning would impact the lift and would need to be identified, priced, and included in a revised analysis.

Typically there is some sharing of the lift value between the Municipality/District and the developer, but the percentage shared varies by community and by project. It is GPRA's understanding that in compliance with current policy, the City has determined that they will seek 75% of the lift for amenities.



GPRA determined strata revenues used in the analyses from a review of recent sales and offerings for sale of recently developed apartments of concrete construction within roughly 10 km of the Site, with a focus on projects that were deemed comparable to that which has been proposed for the Site. Rents for commercial uses have also been drawn from a scan of projects with current listings in the area.

Project costs were derived from sources deemed reliable, including information readily available from quantity surveyors on average hard construction costs in the City. Development or soft costs have been drawn from industry standards, and from the City's sources. All other assumptions have been derived from a review of the market and from other sources deemed reliable by GPRA.

CONCLUSIONS & RECOMMENDATIONS

When examined as a consolidated site GPRA estimates that there is no lift from the proposed rezoning. This reflects the 10% discount on close to half the apartments on the Site, along with significant investments in refurbishing the existing medical dental building, construction of a new bus shelter on Johnson, and burying of overhead Hydro lines. There is in fact a net loss in residual land value when looking at the Site as a whole.

When examined as its component parts looking at Parcels A & B in isolation from Parcel C with the existing medical dental building GPRA estimates there is no lift in combined land value for the 2 parcels, although the overall loss is less significant than in the combined scenario. This would suggest that Parcel C creates a drag on the overall residual land value of the project. It is also worth noting that the existing medical dental building represents roughly 20% of the gross building area represented by the rezoned FSR and almost 45% of the FSR in the base density. This, along with the discount on almost half the strata apartments is what negates the overall lift when looking at the Site both as a combined site and as individual parcels.

I trust that our work will be of use in the City's determination of the Amenity Contribution they will seek as part of rezoning 1100 & 1120 Yates Street and 1109 & 1115 Johnson Street Victoria. I am available to discuss this further at your convenience.



Gerry Mulholland | Vice President
G.P. Rollo & Associates Ltd., Land Economists
T 604 275 4848 | M 778 772 8872 |
E gerry@rolloassociates.com | W www.rolloassociates.com



September 12, 2019
04-18-0322

Daniel Eagling
Cook and Yates Limited Partnership
C/O Chard Development

VIA E-MAIL: DEagling@charddevelopment.com

Dear Daniel:

**Re: Yates & Cook Mixed-Use
Parking Rationale**

Bunt & Associates has completed the following Parking Rationale for the proposed Cook Street Plaza development located at the corner of Cook Street and Yates Street in Victoria, BC.

This report includes the results of a parking demand analysis and compares the results with the City's parking bylaw requirements. The report then provides a parking relaxation strategy for the proposed development based on shared parking and a suite of TDM measures which have been committed to.

Please do not hesitate to contact us with any questions you may have.

Yours truly,
Bunt & Associates

A handwritten signature in black ink, appearing to read "Tyler Thomson", is located below the typed name.

Tyler Thomson, MURB MCIP RPP PTP
Associate | Transportation Planner

A handwritten signature in blue ink, appearing to read "Jeeshan Ahmed", is located below the typed name.

Jeeshan Ahmed, EIT
Transportation Analyst

cc. Peter Carter

1. INTRODUCTION

Chard Development submitted a combined Rezoning and Development Permit Application in late 2018 for the proposed Cook Street Plaza development located at the corner of Cook Street and Yates Street in Victoria, BC. Since that time, Chard has been refining the project design based on feedback from the City and subsequent changes in programming.

In particular, while the proposed parking supply was originally intended to meet the City's Schedule C requirements, the current plan reflects a reduced parking supply and therefore is required to be supported by a parking rationale. The following outlines the current development plan and statistics proposed as it relates to the City's parking requirements, parking demand analysis based on observations for the existing medical building, shared parking review, and proposed TDM measures in support of the parking relaxation being sought.

2. DEVELOPMENT PLAN & PARKING REQUIREMENT

2.1 Development Plan

The site is comprised of three development parcels:

- Parcel A: southwest corner of the site comprised of a 13 storey residential tower with ground floor commercial, and daycare space on the second level.
- Parcel B: west half of site comprised of a new 6-storey inclusionary affordable housing building fronting onto Johnson Street with a shared common pedestrian/plaza space in the centre.
- Parcel C: an existing 6-storey medical services building (which would receive cosmetic upgrades)

Table 2.1 summarizes the current relevant development statistics by parcel and land use. This information is used to confirm the parking supply requirements for the project in the context of the proposed parking relaxation.

Table 2.1: Development Content

LOT	LAND USE	QUANTITY
Parcel A	Residential - Condominium	113 units
	Restaurant	442.56 m ²
	CRU	272.31 m ²
	Daycare	382.65 m ²
Parcel B	Residential - Inclusionary Affordable Housing	104 units
Parcel C	Medical Office	4,211.16 m ²
	Restaurant	124.35 m ²
	CRU	76.30 m ²

The project is proposing to provide parking as follows:

- Residential Condominium: 73 spaces
- Residential Inclusionary Affordable Housing: 59 spaces
- Residential Visitor: 6 spaces
- Car Share: 2 spaces
- Commercial (Restaurant; CRU; Daycare): 7 spaces
- Medical Building: 100 spaces
- Total: 247 spaces**

A total of 247 parking spaces are planned for the development across the three parcels. This is reviewed against the City's parking requirement below.

2.2 City of Victoria Parking Requirement

Parcel A (mixed-use building) is located in the "Core Area" geography as defined in Figure 1 of Schedule C of the City's Zoning Bylaw, while Parcels B (inclusionary affordable housing building), and C (medical building) are located in the "Other Areas". These locations have the highest vehicle parking requirements in the City. **Table 2.2** summarizes the City of Victoria's bylaw parking requirements for the development as compared with the proposed supply.

Table 2.2: Vehicle Parking Supply Requirement & Provision

LOT	LAND USE	DENSITY	BYLAW RATE	BYLAW SUPPLY REQUIREMENT	PROVIDED	DIFFERENCE
Parcel A	Residential – Market Condominium (Core)	62 units < 45 m² 23 units > 45 m², < 70 m² 28 units > 70 m²	0.65 per unit 0.80 per unit 1.20 per unit	92	73	-19
	Restaurant	442.56 m²	1 per 40 m²	11	7	-11
	CRU	272.31 m²	1 per 80 m²	3		
	Daycare	382.65 m²	1 per 100 m²	4		
	Condominium Visitors	113 units	0.10 per unit	11	8*	-3
	Sub-Total			121	88	-33
Parcel B	Residential – Inclusionary Affordable Housing (Condominium Other)**	61 units < 45 m² 28 units > 45 m², < 70 m² 15 units > 70 m²	0.85 per unit 1.00 per unit 1.45 per unit	102	59	-43
	Affordable Visitors	104 units	0.10 per unit	10	0	-10
	Sub-Total			112	59	-53
Parcel C	Medical Office	4,211.16	1 per 37.5	112	100	-20
	Restaurant	124.35 m²	1 per 20 m²	6		
	CRU	76.3 m²	1 per 37.5 m²	2		
	Sub-Total			120	100	-20
TOTALS				353	247	-106

*includes 2 car-share

**Proposed Inclusionary Affordable Housing calculated per "Condominium – Other Areas" rates as directed by City.

As shown, the development is now proposing a parking supply of 247 spaces which is a reduction of 106 spaces from the bylaw requirement.

The boundaries for the City's "Other Areas" geography in Schedule C seem to be somewhat arbitrarily drawn as it relates to the subject site, and for Parcels B and C in particular considering that the adjacent Parcel A is within the Core Area directly adjacent and with a shared parking facility. As such, we would recommend that the City consider allowing the application of the Core Area parking rates to Parcels B and C, which would reduce the bylaw requirement by a further 22 spaces for residential uses (Parcel B), and 32 spaces for medical office/restaurant/CRU uses (Parcel C) which would then result in an overall shortfall of 52 spaces.

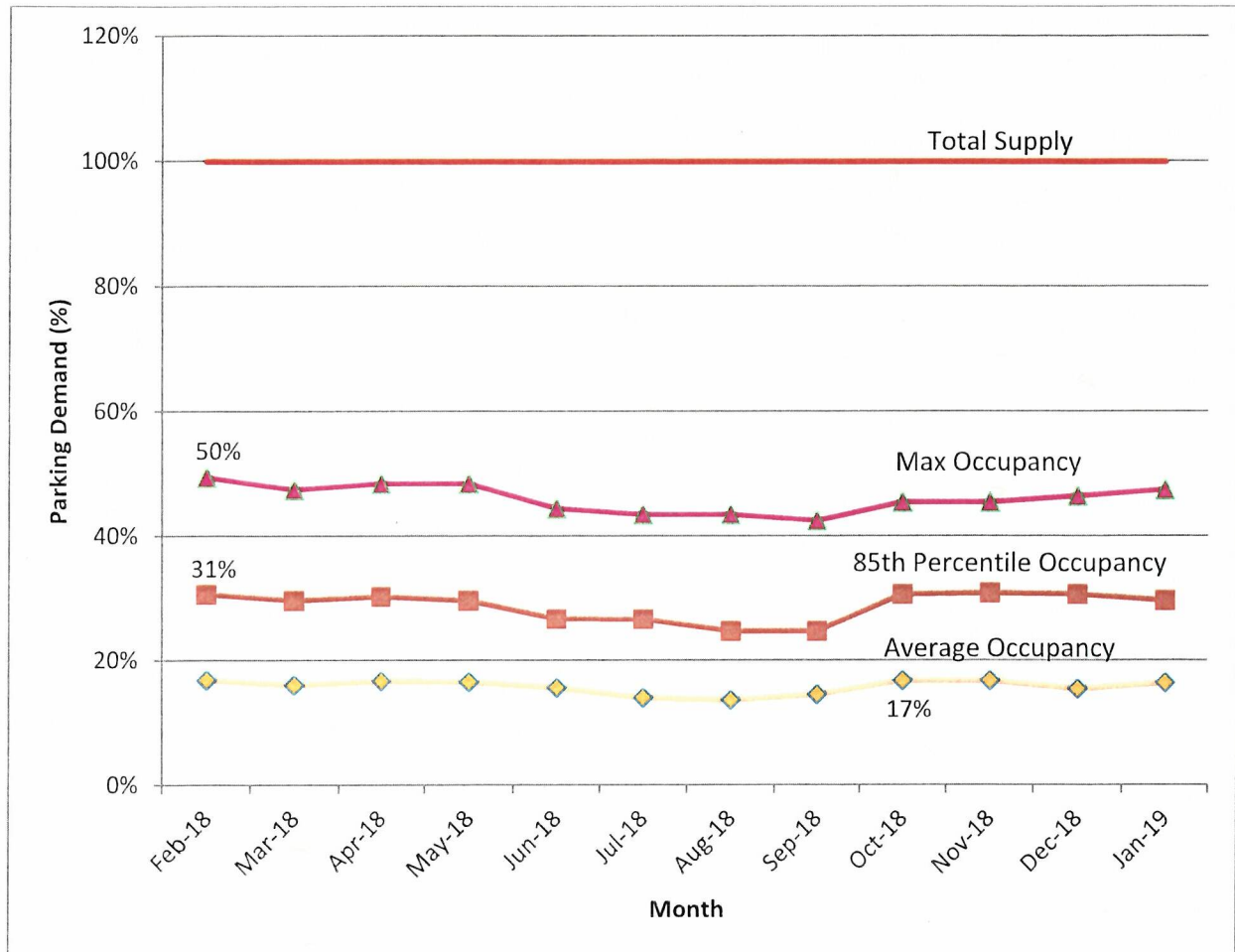
The following demonstrates the parking demand for the medical building is significantly less than both the requirement and the provided amount, and that the expected surplus could be used as shared parking with the residential visitor requirements. Section 4 will outline some TDM measures that could be used to support the requested variance for the residential components.

3. PARKING DEMAND ANALYSIS

3.1 Existing Medical Building Parking Demand

An analysis of the existing parking demand for the surface parking lot associated with the medical building was performed to understand the practical demand for parking related to the land use. Annual parking demand data between February 2018 and January 2019 was obtained from Chard Development Ltd. (via Robins Parking) to generate a parking demand profile as shown in **Figure 3.1**.

Figure 3.1 Peak Parking Demand – Month of Year



The figure shows parking demand profiles for maximum occupancy, 85th percentile occupancy and average occupancy per hour for each of month of the analysis period. The figure reveals the maximum occupancy of the parking lot was 50% which occurred in February, 2018. The total supply at this parking lot is 101 spaces. Therefore, the peak peaking demand is 51 spaces, which leaves the parking lot with 50 unused parking spaces under peak demand conditions. These demand profiles were subsequently verified independently by Bunt through parking surveys conducted in July 2019 which noted a peak demand below 50%.

As such, the proposed supply of 100 spaces would leave a surplus of approximately 50 spaces which could thereby be reallocated to residential uses (including for residential visitor use) if deemed appropriate from a market perspective.

Further, the nature of office parking demand and residential visitor parking demand is such that their peak use periods tend to counter balance one another (i.e. office peak during day, and residential visitor peak in the evening). This could also be said of daycare and retail uses. Therefore the notion of shared parking as a means of reducing the parking relaxation gap is described in more detail below.

3.2 Shared Parking Review

With differing anticipated peak parking demand between the medical office and residential visitor users, there is an opportunity to share, or mix the parking spaces allocated to these uses. Similar synergies exist for daycare (i.e. 10% utilization during daytime) and retail uses (i.e. ~80% utilization during daytime) as well.

Office uses typically peak during the weekday daytime period around mid-day (i.e. at which times the visitor demand is at around 20%), whereas residential visitor demands are known to peak in the evenings after 9pm (i.e. when office demand is below 5%). Shared parking is a common parking management strategy to better utilize parking structures (i.e. "right-sizing") with the goal of sharing a single parking space to serve more than one individual use at different, non conflicting times of the day. This is done by providing sufficient parking from a demand perspective through the sharing of spaces, thus limiting the negative aspects surrounding land and other resources dedicated to parking.

A review of time-of-day variations in parking demands for residential visitors and office was based on guidance presented in the Urban Land Institutes' Shared Parking Manual (2nd Edition), while the retail demand profiles reviewed were taken from the ITE Parking Manual (4th edition). As such, the proposed shared parking supply of 15 spaces for residential visitors and commercial uses is consistent with this approach. Further, notwithstanding the surplus of office parking currently observed for Parcel C with the medical building, the required restaurant and CRU spaces are expected to be shared with the office uses (i.e. commercial parking) to maximize efficiency.

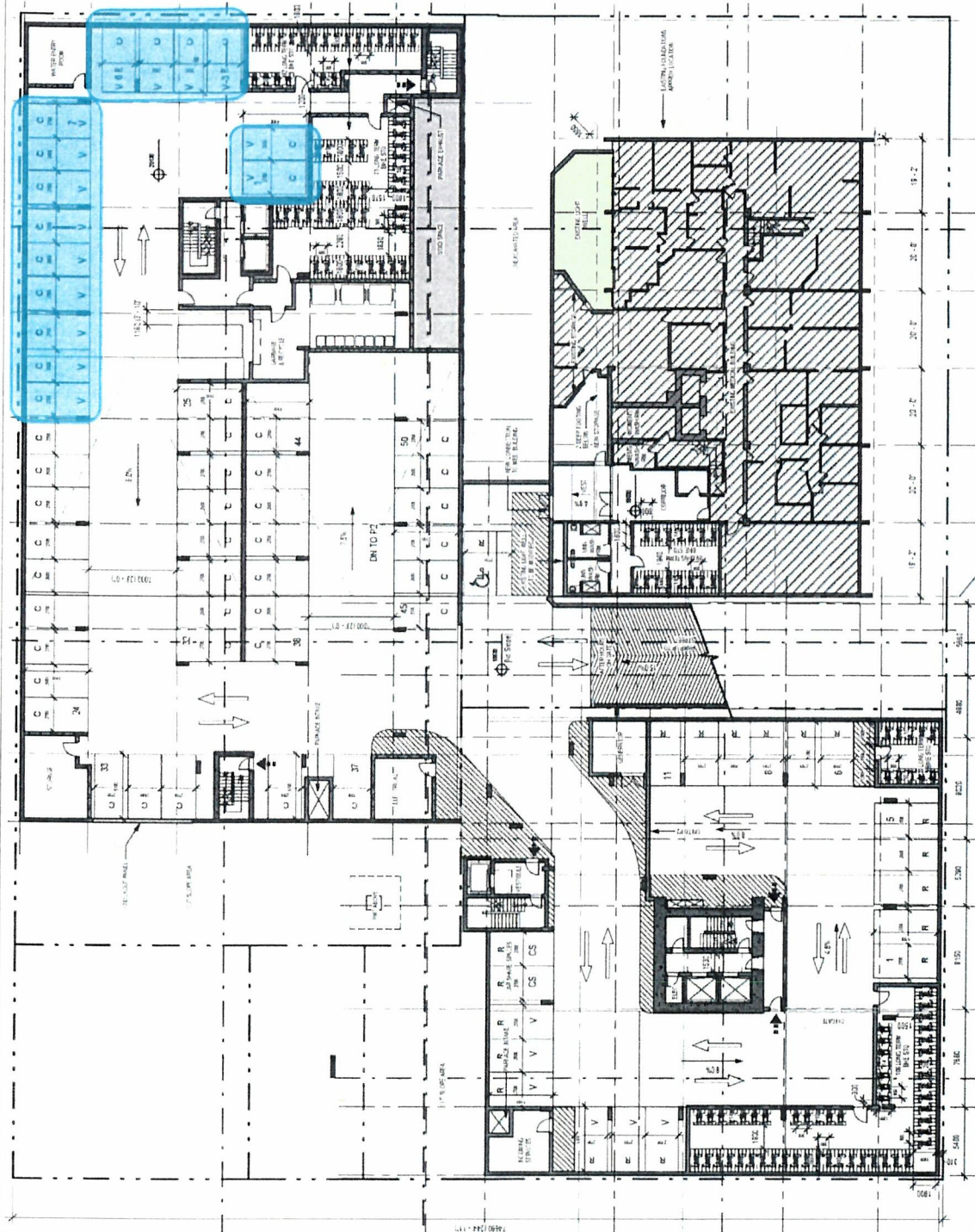
Based on this, Bunt & Associates is comfortable supporting a reduction of residential visitor parking for the project and it is proposed to share parking with the surplus commercial (i.e. medical-office parking). Thus, 15 parking spaces have been designated as shared use between residential visitors, and commercial uses on the P1 Level of the parkade thereby more than compensating for the 13 stall deficiency for residential visitor spaces noted in Section 2.

In general, the parking spaces would be reserved for commercial uses during the daytime period when demand for residential visitors is its lowest and would be signed and marked as such (i.e. 8:30am – 4:30pm), and for residential visitor uses in the evening time (i.e. 4:30pm – 8:30am) when demand for commercial uses is its lowest. At least 2 of the spaces would be reserved for residential visitors (Parcel B) for use during the daytime period, however, the intention is that they spaces would be available to both user groups as their offsetting demands by time of day would dictate. **Exhibit 1** highlights the location of the shared parking spaces on the P1 level.

The requested reduction in residential parking will be further supported by a proposed TDM strategy in the following section.



Scale: NTS



Shared Parking

Exhibit 1 Shared Parking - P1 Level



Cook Street Plaza
September 2019

04-18-0322

4. TDM STRATEGY

4.1 What is Transportation Demand Management?

Transportation Demand Management (TDM) is defined as the “application of strategies and policies to reduce travel demand (specifically that of single-occupancy private vehicles), or to redistribute this demand in space or in time”¹. A successful TDM program can influence travel behaviour away from Single Occupant Vehicle (SOV) travel during peak periods towards more sustainable modes such as High Occupancy Vehicle (HOV) travel, transit, cycling or walking. The responsibility for implementation of TDM measures can range across many groups, including regional and municipal governments, transit agencies, private developers, residents/resident associations or employers.

4.2 Recommended/Proposed TDM Measures for Site

The following is a list of TDM measures that the City has agreed to in principle to be provided in order to consider a parking relaxation on the residential parking requirements in Parcel A (i.e. 19 spaces) and Parcel B (i.e. 43 spaces). This is based on previous discussions with City Transportation staff for other similar projects and would need to be confirmed with the City. Specific provisions would be outlined once Chard has confirmed plans for resubmission and reviewed with City input.

- Car Share
 - Provide 2 car share vehicles/spaces (Parcel A – already indicated on plans)
 - Provide car share memberships for all units, as well as driving credits in partnership with Modo. Residents to receive priority access to cars and provided with a lifetime membership.
- Transit
 - Provide enhanced real time transit scheduling information for nearby frequent service routes (i.e. electronic signage in residential/office building elevators and lobby's, as well as restaurant(s))
 - Provide educational information on benefits of transit and transit choices to employees and residents
- Cycling
 - Resident bike share program which will include provision of ten electric bikes for shared resident use, with five assigned to each new building.
 - Provide bike parking above bylaw requirements
 - Conveniently locate long-term bike parking at grade wherever possible or on P1 level
 - Provide bike locker option for residents and employees
 - Provide end-of-trip facilities (i.e. bike repair equipment, bike wash station, electric bike charging for residents and employees, and lockers, showers, and changing facilities for employees)

¹ <http://ops.fhwa.dot.gov/tdm/index.htm> FHWA Travel Demand Management home page

- Provide Class 1 electric outlets for electric bicycle charging in bike rooms.
- Pedestrians
 - Provide enhanced pedestrian facilities to/through site (i.e. wide sidewalks, plaza areas/corner bulges, seating etc.)
 - Provide way-finding signage for key destinations on-site and adjacent to site
- Ride-Sharing
 - Provide ride sharing/carpooling spaces for employees
 - Promote ride-sharing/carpooling services for residents and employees
- Parking and Disincentives
 - Pay parking for employment uses
 - Allow mechanism for unbundled parking for residential uses
 - Allow for flexibility in parking to change to alternate site uses if needed

5. SUMMARY

Chard Development submitted a combined Rezoning and Development Permit Application in late 2018 for the proposed Cook Street Plaza development located at the corner of Cook Street and Yates Street in Victoria, BC. Since that time, Chard has been refining the project design based on feedback from the City and subsequent changes in programming. One of the results of this exercise is that Chard is now seeking a parking relaxation of up to 106 parking spaces. The following summarizes the review outlined above in support of the proposed relaxation.

Firstly, the boundaries for the City's "Other Areas" seem to be somewhat arbitrary as it relates to the subject site, and for Parcels B and C in particular considering that the adjacent Parcel A is within the Core Area right next door while Parcels B and C are in the other areas. As such, it is recommended that the City consider allowing the application of the Core Area parking rates to Parcels B and C, which would reduce the bylaw requirement by a further 22 spaces for residential uses (Parcel B), and 32 spaces for medical office/restaurant/CRU uses (Parcel C) which would then result in an overall shortfall of only 52 spaces.

The parking review for the existing medical building parking demand showed a maximum occupancy of 50%. Therefore when applied to the proposed supply of 100 spaces for Parcel C would result in a surplus of 50 spaces. The surplus could be applied directly to that remaining shortfall in support of the proposed relaxation, and more realistically would be best used as a shared pool of parking for residential visitors, and commercial uses on the site.

Notwithstanding the potential to use core area parking rates for Parcel B and Parcel C, and the expected surplus in the medical office parking supply the parking relaxation request is further supported through the notion of shared parking. With different anticipated peak parking demand between the medical office and residential visitor users, there is an opportunity to share, or mix the parking spaces allocated to these uses.

Thus, Bunt recommends shared parking to support the proposed parking relaxation and 15 parking spaces have been designated as shared use between residential visitors, and commercial uses on the P1 Level of the parkade thereby more than compensating for the 13 stall deficiency for residential visitor spaces

Lastly, TDM strategies have been proposed which would further support the proposed parking relaxation for the site including:

- 2 Car share vehicles/spaces
- Car share memberships and driving credits for all units
- Enhanced real time transit scheduling information
- Additional long term bicycle parking (above bylaw requirements)
- End of trip facilities for employees
- Shared electric bikes for residents in the building including charging stations
- Enhanced pedestrian facilities and connections
- Promotion of ride-sharing
- Pay parking and unbundled parking

In summary, Bunt believes the proposed parking supply can be supported provided consideration is given to these items as needed.



Cook Street Plaza Redevelopment Transportation Impact Assessment

Final

Prepared for
Chard Development

Date
December 12, 2018

Project No.
04-18-0322

December 12, 2018
04-18-0322
Daniel Eagling
Development Manager
Chard Development
Suite 500 – 509 Richards Street
Vancouver, BC
V6B 2Z6

Dear Daniel:

**Re: Cook Street Plaza Redevelopment
Transportation Impact Assessment – Final Report**

Please find attached our Transportation Impact Assessment report in support of the Rezoning and Development Permit applications for the proposed Cook Street Plaza redevelopment. We found that the proposed mixed-use development provides an adequate level of bicycle and vehicle parking and that there are no traffic operational concerns on the adjacent streets. Furthermore, the development provides improved sidewalks and public realm including a series of walking paths which will improve the area's walkability.

We trust this report will be helpful for your application. Please do not hesitate to contact us should you have any questions or comments in this regard.

Yours truly,
Bunt & Associates



Tyler Thomson, MURB MCIP RPP PTP
Associate | Transportation Planner



Simon Button, P.Eng., M.Eng.
Transportation Engineer

cc: Dave Chard, Chard Development
Hugh Cochlin, Proscenium Architecture + Interiors Inc.
Peter Carter, Proscenium Architecture + Interiors Inc.

CORPORATE AUTHORIZATION

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Senior Transportation Engineer

Date: 2018-12-12
Project No. 04-18-0322
Status: Final



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EXECUTIVE SUMMARY

Chard Development (Chard) is proposing to redevelop the properties at 1100 & 1120 Yates Street and 1109 & 1115 & 1138 Johnson Street in Victoria, BC. The development is planning on providing 47 purpose built rental apartment units, 47 affordable condominium units, 107 market condominium units, 320 square meters of restaurant space, 240 square meters of ground floor retail space, 930 square meters of daycare space and retaining the existing 4,140 m² medical offices building.

The development is located on the corner of Cook Street & Yates Street and east of Cook Street and Johnson Street, which is less than one kilometre from the downtown core. The site is well serviced with transit, quality cycling infrastructure and has a variety of commercial and service amenities within walking distance.

The development provides one driveway on Johnson Street (consolidated from 3 existing) and one driveway on Yates Street for vehicle access to the two underground parkades. The development will also remove all driveways from Cook Street, and widen sidewalks on all frontages as well as feature a number of walking routes through the site to improve the pedestrian permeability.

The Victoria Zoning Bylaw requires the proposed development to provide 286 vehicle parking spaces. The development will slightly exceed this amount in order to maintain the current parking supply for the medical office building. The development will also satisfy the bicycle parking requirements. The Long Term commercial bicycle parking will be conveniently located at ground level with end of trip facilities.

The intersections of Cook Street with Yates Street and Johnson Street intersection currently operate within acceptable capacity thresholds during the weekday PM peak hour. As the proposed development is anticipated to add less than 1% to the existing vehicle volumes at the Johnson Street intersection and 3% to the Yates Street intersection which are within the typical fluctuations in traffic from day to day, the nearby intersections are forecasted to continue operating within similar performance thresholds as today.

1. INTRODUCTION

1.1 Study Purpose & Objectives

Chard Development (Chard) is proposing to redevelop Cook Street Plaza as well as the surface parking lots at 1109 & 1115 Johnson Street and the medical office building at 1120 Yates Street. The site location is shown in **Exhibit 1.1**, 1 kilometre east of Victoria's downtown core.

The purpose of this study is to:

- Review the development's parking strategy and determine its suitability;
- Review the development's vehicle accesses and circulation; and,
- Evaluate the transportation impacts the proposed development has on the nearby road network.

The scope of this study was approved by the City of Victoria (City) as is detailed in **Appendix A**.

1.2 Proposed Development

The development site currently comprises of a series of individual properties. The existing office building at 1120 Yates will remain (with renovations) and the remainder of the buildings will be removed for redevelopment. Following redevelopment, there will be two standalone properties: the east site will consist solely of a purpose built rental apartment building in the northeast corner and the remainder of the land will form the west site which comprises of the retained office building, a mixed-use building with market condominiums and commercial spaces, and an affordable condominium building. The site plan is shown in **Exhibit 1.2** and a summary of the various land uses is summarized in **Table 1.1**. The east site will have vehicle access from Johnson Street whereas the west site will have vehicle access from Yates Street. The development will also feature a number of walking routes through the site to improve pedestrian permeability.

Table 1.1: Proposed Land Uses

BUILDING	LAND USE	QUANTITY
East Site		
6-storey Residential	Residential – Rental	47 units
West Site		
8-storey Residential	Residential – Condo (Affordable)	47 units
	Residential – Condo (Market)	107 units
	Restaurant	324 m ²
12-storey Mixed-use	Ground Floor Retail	236 m ²
	Daycare	929 m ²
5-storey Office	Medical Office	4,140 m ²



Exhibit 1.1 Site Location

04-18-0322

Cook Street Plaza
November 2018



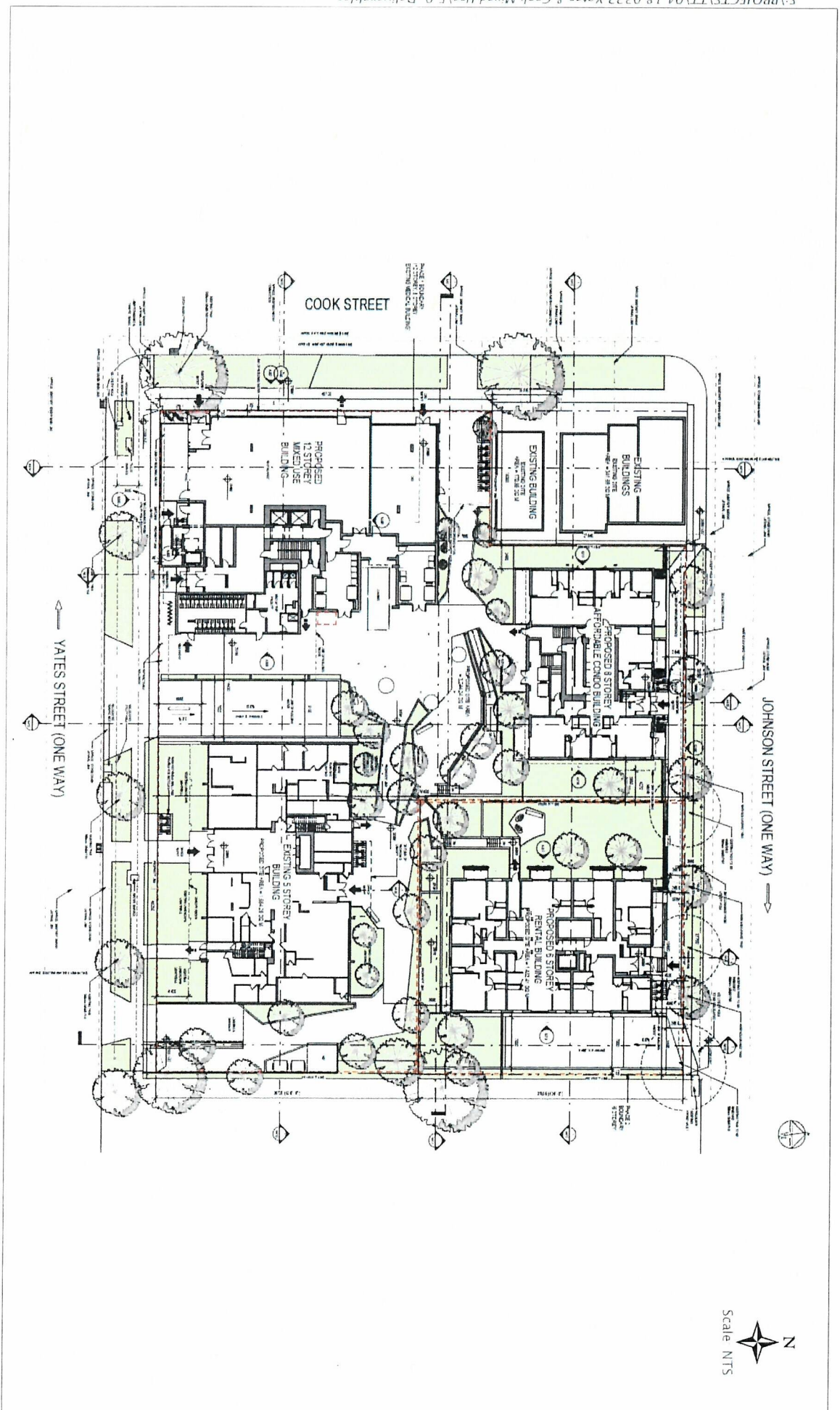


Exhibit 1.2 Site Plan

04-18-0322

Cook Street Plaza
December 2018



2. EXISTING CONDITIONS

2.1 Land Use

The sites are located near downtown Victoria at the corner of Cook Street and Yates Street, and just east of Cook Street and Johnson Street. Although the building is just outside of the downtown core, the site is surrounded by a mix of commercial buildings with variety of retail stores and restaurants and residential buildings.

2.2 Existing Transportation Network

2.2.1 Road Network

Cook Street is classified as an arterial road and Yates Street and Johnson Street are classified as secondary arterial roads, as shown in **Exhibit 2.1**. Cook Street provides north-south connectivity. Yates Street provides connectivity to the west (one-way street westbound) and Johnson Street provides connectivity to the east (one-way street eastbound).

2.2.2 Transit Network

As indicated in **Exhibit 2.2**, the three BC Transit bus stops nearest the site service bus routes 2, 3, 11, 14, 15, 22, 24, 25, 27 and 28. Together, these bus routes provide service to downtown, the University of Victoria, James Bay, Oak Bay, Victoria General and Royal Jubilee Hospitals, Tillicum, Esquimalt, Hillside Mall, Cedar Hill, Lake Hill and Gordon Head.

2.2.3 Pedestrian & Cycling Networks

All of the nearby streets (Johnson Street, Cook Street and Yates Street) have sidewalks on both sides. Crosswalks are provided on all four legs of the Johnson Street & Cook Street and Yates Street & Cook Street intersections. East of Cook Street, the next crosswalks on Johnson Street and Yates Street are located at Camosun Street, 350 metres east of the development site. The site has a WalkScore of 97 which is categorized as a "Walker's Paradise".

Yates Street and Johnson Street east of Cook Street have painted bike lanes in the vicinity of the development site. West of Cook Street, the Johnson Street bike lane has a painted buffer to provide additional separation between people cycling and vehicle traffic.

2.3 Current Relevant Policies & Plans

The City is currently implementing the first phase of its all ages and abilities (AAA) cycling network which focuses on the downtown core. AAA facilities are already constructed on Pandora Street and Fort Street and there are plans in place to construct AAA facilities on Humbolt Street, Wharf Street and Vancouver Street in the near future. The Vancouver Street AAA facility will greatly improve the cycling access to the proposed development as it is located only one block away.



Exhibit 2.1 Existing Laning & Traffic Control

04-18-0322

Cook Street Plaza
November 2018



Exhibit 2.2 Transit Routes & Stops

04-18-0322

Cook Street Plaza
November 2018

2.4 Data Collection

2.4.1 Peak Hour Volumes

Vehicle volumes for the two study intersections were provided by the City for the PM peak hour. To supplement this data, Bunt collected additional data at the site's existing driveways. The PM peak hour vehicle volumes for the two study intersections and existing site driveways are shown in **Exhibit 2.3**.

2.4.2 Existing Site Vehicle Trip Generation

The existing site generated 61 vehicle trips during the PM peak hour (4 to 5 pm) on Wednesday November 22, 2018. As shown in **Table 2.1**, the majority of the vehicles entering and exiting the site (48) are related to the medical office and paid parking lot. The single-storey commercial building on Cook Street generated a modest 13 vehicle trips during the PM peak hour.

Table 2.1: Existing PM Peak Hour Site Trip Generation

PARKING GENERATOR	IN	OUT	TOTAL
Medical Office & Paid Parking Lot	27	21	48
Cook Street Commercial	7	6	13
TOTAL	34	27	61

2.4.3 Existing Parking Demand & Supply

The paid parking lot associated with the medical building has approximately 100 parking spaces and the commercial building on Cook Street has 20 parking spaces for a total of 120 parking spaces on the entire site. At 4 pm on Wednesday November 22, 2018 the two parking lots combined were 48% occupied. Although data was only collected at one point in time, this indicates that the medical building may not fully utilize its parking supply.

2.5 Existing Operations

2.5.1 Performance Thresholds

The existing operations of study area intersections and access points were assessed using the methods outlined in the 2000 Highway Capacity Manual (HCM), using the Synchro 9 analysis software. The traffic operations were assessed using the performance measures of Level of Service (LOS) and volume-to-capacity (V/C) ratio.

The LOS rating is based on average vehicle delay and ranges from "A" to "F" based on the quality of operation at the intersection. LOS "A" represents optimal, minimal delay conditions while a LOS "F" represents an over-capacity condition with considerable congestion and/or delay. Delay is calculated in seconds and is based on the average intersection delay per vehicle.

Table 2.2 summarizes the LOS thresholds for the six Levels of Service, for both signalized and unsignalized intersections.



Exhibit 2.3 Existing PM Peak Hour Vehicle Volumes

04-18-0322

Cook Street Plaza
November 2018

Table 2.2: Intersection Level of Service Thresholds

LEVEL OF SERVICE	AVERAGE CONTROL DELAY PER VEHICLE (SECONDS)	
	SIGNALIZED	UNSIGNALIZED
A	≤10	≤10
B	>10 and ≤20	>10 and ≤15
C	>20 and ≤35	>15 and ≤25
D	>35 and ≤55	>25 and ≤35
E	>55 and ≤80	>35 and ≤50
F	>80	>50

Source: Highway Capacity Manual

The volume to capacity (V/C) ratio of an intersection represents ratio between the demand volume and the available capacity. A V/C ratio less than 0.85 indicates that there is sufficient capacity to accommodate demands and generally represents reasonable traffic conditions in suburban settings. A V/C value between 0.85 and 0.95 indicates an intersection is approaching practical capacity; a V/C ratio over 0.95 indicates that traffic demands are close to exceeding the available capacity, resulting in saturated conditions. A V/C ratio over 1.0 indicates a very congested intersection where drivers may have to wait through several signal cycles. In downtown and Town Centre contexts, during peak demand periods, V/C ratios over 0.90 and even 1.0 are common.

The performance thresholds that were used to trigger consideration of roadway or traffic control improvements to support roadway or traffic control improvements employed in this study are listed below:

- Overall intersection Level of Service = LOS D or worse;
- Overall intersection V/C ratio = 0.85 or higher;
- Individual movement Level of Service = LOS E or worse; and,
- Individual movement V/C ratio = 0.90 or higher.

In interpreting of the analysis results, note that the HCM methodology provides an output for overall LOS and V/C as well as individual movement LOS and V/C. 95th percentile queues are estimated by Synchro.

2.5.2 Existing Conditions Analysis Assumptions

The operational analysis was completed using the Synchro model provided by the City. The Synchro model uses the existing signal timings at each of the study intersections. It also incorporates actual conflicting pedestrian numbers and peak hour factors for each individual movement obtained from traffic data. The majority of the remaining analysis inputs such as heavy vehicle percentages, lane widths, bus blockages and conflicting bicycles are left unchanged from their default values.

2.5.3 Existing Operational Analysis Results

The existing operational results are summarized in **Exhibit 2.4**. As shown, there are minimal operational concerns with all movements operating at LOS C or better and queues are typically less than 6 vehicles long.



Exhibit 2.4 Existing PM Peak Hour Traffic Operations

3. DEVELOPMENT REVIEW – EAST SITE

The follow section reviews the bicycle and vehicle parking provisions for the proposed purpose built rental building which will form a standalone property.

3.1 Bicycle Parking

Well managed, secure and accessible bicycle parking will be provided as part of the development. The development will satisfy the Bylaw requirements for bicycle parking by supplying at least 56 Long Term spaces and 6 Short Term spaces (see **Table 3.1**). The Long Term parking spaces will be located in a convenient location in the parkade. The Short Term parking will be provided in a publically accessible area near the building entry in a well lit and highly visible area.

Table 3.1: Bicycle Parking Supply Requirement

PARKING TYPE	DENSITY	BYLAW RATE	BYLAW SUPPLY REQUIREMENT
Long Term	11 units < 45 m ² 36 units > 45 m ²	0.75 per unit 1.25 per unit	56
Short Term	47 units	The greater of 6 spaces or 0.10 per unit	6

3.2 Vehicle Parking

The rental apartment building is located in the "Other Areas" geography as defined in Figure 1 of Schedule C of the City's Zoning Bylaw. This location has the highest vehicle parking requirements in the City. The vehicle parking supply requirement is summarized in **Table 3.2**. The development will satisfy the bylaw requirement by supplying 46 vehicle parking spaces.

Table 3.2: Vehicle Parking Supply Requirement

LAND USE	DENSITY	BYLAW RATE	BYLAW SUPPLY REQUIREMENT
Residential –Other Area Apartment	11 units < 45 m ² 36 units > 45 m, <70 m ²	1.0 per unit 0.90 per unit	41
Residential – Rental (Visitors)	47 units	0.10 per unit	5
TOTAL			46

4. DEVELOPMENT REVIEW – WEST SITE

The follow section reviews the bicycle and vehicle parking provisions for the west site which comprises of the new affordable condominium building, new mixed-use building and the renovated medical office building which will share parking with the west site but function as its own legal property.

4.1 Bicycle Parking

Similar to the east site, well managed, secure and accessible bicycle parking will be provided as part of the development. The development will satisfy the Bylaw requirements for bicycle parking by supplying at least 209 Long Term spaces and 39 Short Term spaces (see **Table 4.1**). The commercial Long Term parking spaces will be conveniently located at ground level along with showers. The residential Long Term parking spaces will be located in the parkade. The Short Term parking will be provided in publically accessible areas near the building entries in well lit and highly visible areas.

Table 4.1: Bicycle Parking Supply Requirement & Provision

LAND USE	PARKING TYPE	DENSITY	BYLAW RATE	LONG TERM REQUIREMENT	SHORT TERM REQUIREMENT
Residential	Long Term	25 units < 45 m ² 129 units > 45 m ²	1.00 per unit 1.25 per unit	186	-
Residential	Short Term	154 units	The greater of 6 spaces or 0.10 per unit	-	17
Commercial	Long Term	Medical Office – 4,140 m ² Restaurant – 324 m ² Services – 236 m ² Daycare – 929 m ²	1 per 200 m ² 1 per 400 m ² 1 per 200 m ² 1 per 700 m ²	23	-
Commercial	Short Term	Medical Office – 4,140 m ² Restaurant – 324 m ² Services – 236 m ² Daycare – 929 m ²	1 per 300 m ² 1 per 100 m ² 1 per 200 m ² 1 per 200 m ²	-	22
TOTALS				209	39

4.2 Vehicle Parking

The west site is located in the "Core Area" geography as defined in Figure 1 of Schedule C of the City's Zoning Bylaw. The vehicle parking supply requirement and proposed supply are summarized in **Table 4.2**. The development will exceed the bylaw requirement for commercial parking in order to replace of the existing parking for the medical office building. The development will provide the minimum bylaw amount for residential parking.

Table 4.2: Vehicle Parking Supply Requirement & Supply

LAND USE	DENSITY	BYLAW RATE	BYLAW SUPPLY REQUIREMENT	PROVIDED	DIFFERENCE
Residential – Market Condominium (Residents)	18 units < 45 m ² 62 units > 45 m ² , < 70 m ² 27 units > 70 m ²	0.75 per unit 0.90 per unit	94	94	-
Residential – Market Condominium (Visitors)	107 units	0.10 per unit	11	11	-
Residential – Affordable Condominium (Residents)	7 units < 45 m ² 25 units > 45 m ² , < 70 m ² 15 units > 70 m ²	0.20 per unit 0.50 per unit 0.75 per unit	25	25	-
Residential – Affordable Condominium (Visitors)	47 units	0.10 per unit	5	5	-
Medical Office	4,140 m ²	1 per 50 m ²	83	124	+19
Restaurant	324 m ²	1 per 40 m ²	8		
Services	236 m ²	1 per 50 m ²	5		
Daycare	929 m ²	1 per 100 m ²	9		
TOTALS			240	259	+19

5. FUTURE TRAFFIC CONDITIONS

5.1 Traffic Forecasts

5.1.1 Site Traffic

Trip Generation

Table 5.1 summarizes the anticipated future site generated vehicle trips for the proposed development based on the stated rates. The medical office is assumed to generate the same number of vehicle trips as the size of the building and the number of available parking spaces is remaining unchanged. The residential, retail and daycare trip generation rates were obtained from the ITE Trip Generation Manual, 10th Edition. The residential trip rate accounts for the site's urban location however, the retail and daycare trip rates do not as there is insufficient data on these land uses in the manual. Therefore the trip generation of 10 and 111 vehicle trips respectively for these two land uses is likely an overestimation. Since the ITE trip rate for restaurants caused the trip generation to greatly exceed the number of supplied parking spaces, it was conservatively assumed that each of the restaurant's 5 assigned parking spaces would turnover once during the PM peak hour.

Table 5.1: PM Peak Hour Vehicle Trip Generation

LAND USE	UNITS	TRIP RATES			TRIP GENERATION		
		IN	OUT	TOTAL	IN	OUT	TOTAL
Medical Office	N/A	Same as existing			27	21	48
Residential	Units	72%	28%	0.18	26	10	36
Restaurant	Parking spaces	50%	50%	2.00	10	10	20
Retail	1,000 sf	48%	52%	3.81	5	5	10
Daycare	1,000 sf	47%	53%	11.12	52	59	111
Total					120	105	225
Existing					-34	-27	-61
NET NEW					84	78	164

The assumed trip generation rates result in 225 vehicles associated with the proposed development, 164 above the existing site's trip generation. As previously noted, the assumptions likely cause an overestimation in the trip generation.

Trip Distribution & Assignment

The vehicle trips were assigned to the road network based on existing travel patterns and likely routes to town centres across the region. It was assumed that 75% of the daycare traffic would enter the parkade and use the designated parking spaces on P1 and the remaining 25% would drop-off/pick-up on Yates Street. The resulting new impact of the development on existing vehicle volume is shown in **Exhibit 5.1**.



Exhibit 5.1
Site Traffic Forecast

Table 5.2 shows the existing PM peak hour volumes for the Cook Street & Johnson Street and Cook Street & Yates Street intersections as well as the additional traffic generated by the site at the same locations.

Table 5.2: Net Change in Future Intersection Vehicle Volumes with New Site Trips

INTERSECTION	PM PEAK HOUR VOLUMES		
	EXISTING	SITE	% CHANGE
Cook Street & Johnson Street	2,461	10	<1%
Cook Street & Yates Street	2,291	80	3%

As shown in **Table 5.2**, even with the conservative trip generation assumptions, the development is still only expected to increase the number of vehicles using the Cook Street & Johnson Street intersection by less than 1% and the Cook Street & Yates Street intersection by 3%.

5.1.2 Total Traffic

Total traffic was estimated by summing the existing traffic with the site traffic forecast (Exhibit 5.1). The resulting total traffic forecast is shown in **Exhibit 5.2**.

5.2 Future Traffic Operations

The future traffic operations (post-development) were assessed using the same analysis assumptions as the existing conditions. The results are summarized in **Exhibit 5.3** and show that the operations minimally change compared to the existing conditions. There are no operational concerns with the two study intersections as a result of the proposed development.



000 Intersection #
 PM Intersection
 Volumes

Exhibit 5.2 Total Traffic Forecast

04-18-0322

Cook Street Plaza
November 2018

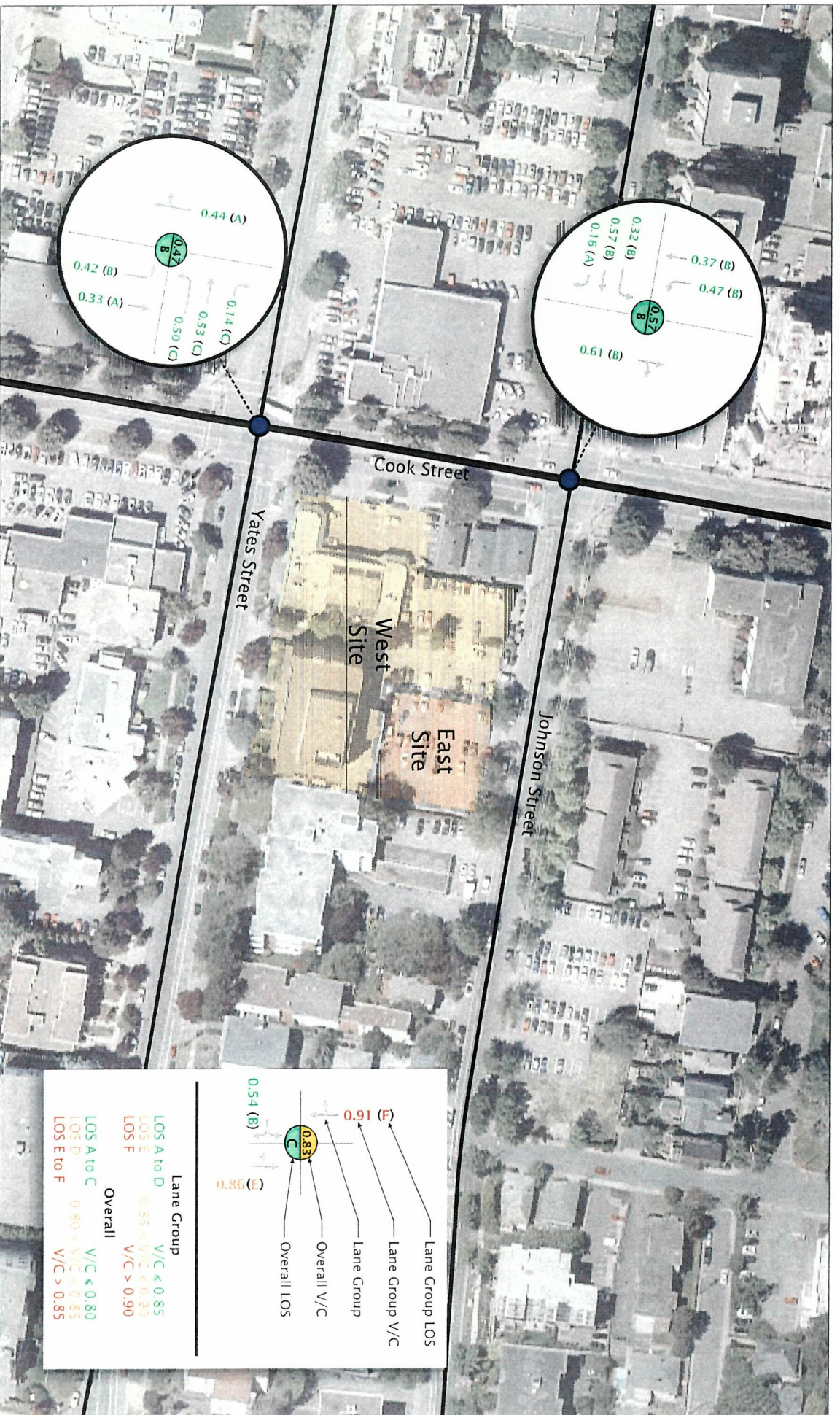


Exhibit 5.3 Total PM Peak Hour Traffic Operations

04-18-0322

Cook Street Plaza
November 2018

6. CONCLUSIONS

1. The proposed mixed-use development retains the existing medical office building and constructs 47 purpose built rental units, 47 affordable condominium units, 107 market condominium units, 560 m² of ground floor commercial space for retail and a restaurant square meters of restaurant space as well as a 930 m² daycare.
2. Vehicle accesses will be from Yates Street and Johnson Street.
3. The site is well serviced with transit and is within walking range to a wide variety of commercial and service amenities.
4. The development will satisfy the Zoning Bylaw requirement for bicycle and vehicle parking. The Long Term commercial bicycle parking will be located at ground level with end of trip facilities.
5. Even with conservative analysis assumptions, the development is not anticipated to cause noticeable impacts to the operations of the two study intersections: Cook Street & Johnson Street and Cook Street & Yates Street.

APPENDIX A

Terms of Reference

From: [Steve Hutchison](#)
To: [Simon Button](#)
Cc: [Tyler Thomson](#)
Subject: RE: Cook Street Plaza Transportation Study Assumptions
Date: Thursday, November 08, 2018 1:59:36 PM
Attachments: [image002.png](#)
[image007.png](#)

Thanks Simon,

Your description of the proposed scope appears appropriate for the proposed redevelopment.

Steve Hutchison, ASCT
Transportation Planner
Engineering and Public Works Department
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6

T 250.361.0338 F 250.361.0311



From: Simon Button [mailto:sbutton@bunteng.com]
Sent: Friday, Nov 2, 2018 8:36 AM
To: Steve Hutchison
Cc: Tyler Thomson
Subject: Cook Street Plaza Transportation Study Assumptions

Hi Steve,

Thanks for meeting with us and Chard last week to discuss their project adjacent to Johnson, Cook and Yates. I believe the project team is looking to change the loading access from Cook Street to Yates Street to comply with the Highway Access Bylaw. In terms of our transportation study, would you be able to confirm our proposed scope and assumptions below? Could you also provide us with the most recent version of the City's downtown Synchro model?

Parking Supply Review:

- Review the development's bicycle and vehicle parking supplies and compare them to the Bylaw requirements. If the supply is less than the Bylaw requirement, a rationale will be provided

Design Review:

- Provide a design review of the parking and loading areas, illustrating that the proposed design can adequately accommodate personal vehicles, loading vehicles and waste

collection vehicles.

Transportation Network Review:

- Review CoV plans to confirm potential road network changes, with a focus on the AAA bike network expansion
- Collect traffic data at the site's existing driveways
- Analyze the existing traffic operations at the two nearby signalized intersections during the weekday PM peak hour:
 - o Cook Street & Johnson Street
 - o Cook Street & Yates Street
- Analyze the future traffic operations at the two signalized intersections by adding the net additional vehicle traffic the proposed development will generate on top of the existing vehicle traffic generated by the site.

Cheers,

Simon Button, M.Eng., P. Eng. | Transportation Engineer



Bunt & Associates Engineering Ltd.

Suite 530, 645 Fort Street, Victoria, BC V8W 1G2

p [250 592 6122](tel:2505926122)

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September 10, 2019

Chard Development Ltd.
509 Richards Street #500,
Vancouver, BC V6B 2Z6

Attention: Byron Chard, President

Re: 1100, 1120 Yates St.; 1109, 1115 Johnson St., Victoria Affordable Homeownership Project

Dear Byron,

We are writing to confirm BC Housing's support for this 104-unit affordable homeownership project in the City of Victoria, in which 104 units will be targeted under the HousingHub's Affordable Homeownership Program for middle-income households.

BC Housing has been in discussions with Chard Development Ltd. on the development. BC Housing's mandate aligns with this proposed project as part of our planned business model. We are seeking opportunities to develop affordable homeownership units for middle-income earners, such as **1100, 1120 Yates St.; 1109, 1115 Johnson St.**, as we are acutely aware of the lack of affordable homeownership opportunities in the City of Victoria for middle-income households.

Please note BC Housing's final participation is contingent on the final negotiated business deal for the inclusion of the affordable homeownership in this development being approved by our Executive Committee. This letter confirms that BC Housing is interested in participating in the proposed affordable homeownership housing within the Development Permit and Rezoning Application for Chard Development Ltd. at **1100, 1120 Yates St.; 1109, 1115 Johnson St.**, in Victoria.

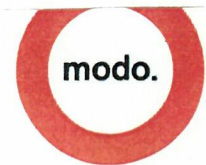
We appreciate Chard Development's consideration in identifying the Property to include affordable housing for the benefit of middle-income households and BC Housing with the proposed development.

Yours Truly,

A blue ink signature of Raymond Kwong, consisting of a stylized 'R' followed by a series of loops and a long horizontal stroke.

Raymond Kwong
Provincial Director, HousingHub
Development and Asset Strategies

Cc: John Brendan McEown, Senior Development Manager, BC Housing



September 13, 2019

Cook and Yates Limited Partnership
Suite 500 - 509 Richards Street
VANCOUVER, BC V6B 2Z6

Attention: Daniel Eagling

Dear Daniel,

Re: Carshare arrangements at 1120 Yates Street in Victoria, British Columbia

This letter will confirm that Modo sees the location of the proposed residential development at 1120 Yates Street in Victoria, British Columbia as having good potential for carsharing. Under the following arrangements, Modo is willing to enter into an agreement with Cook and Yates Limited Partnership (the "Developer") to provide carsharing services:

1. Prior to the issuance of a development permit by the City of Victoria for the proposed development, the Developer and Modo will enter into a legally binding agreement (Modo's standard agreement is enclosed) for the provision of carsharing services at the location of the proposed development in compliance with the City Victoria requirements;
2. The Developer will provide, at no cost to Modo, two (2) designated parking spaces at location of the proposed development to be accessible to all Modo members on a 24 hours a day, 7 days a week basis;
3. When final parking drawings become available, Modo will review them to ensure that the parking spaces to be provided will be suitable for carsharing and will comply with Modo construction standards for shared vehicle parking spaces;
4. The Developer will provide to Modo a one-time financial contribution of \$108,500.00 (217 x \$500) inclusive of taxes and fees (the "Project Fee") for the purchase of two (2) shared vehicles to be located at the proposed development, in the parking spaces designated for carsharing and to allow up to two-hundred and seventeen (217) residents of the proposed development to simultaneously benefit from Modo membership privileges without the need to themselves pay a \$500 membership fee
5. The strata corporations to be created as part of the proposed development will hold a Partnership Membership in Modo providing the membership privileges to the residents, valid for the lifetime of the proposed development;
6. Modo will provide a promotional incentive worth \$100 of driving credits to each resident of the proposed development joining Modo with an individual account; and

7. Modo will share data with the City of Victoria on the utilization of the vehicles provided in connection with the proposed development, including the ratio of hours booked by residents of the development vs non-residents.

Modo is interested in working with Cook and Yates Limited Partnership and be part of the proposed development at 1120 Yates Street in Victoria whose residents and nearby neighbours may no longer need to own a car of their own for their personal and business needs.

Thank you for your support of carsharing in the City of Victoria.

Regards,

A handwritten signature in black ink, appearing to be 'Sylvain Cellaire', with a stylized, overlapping loop at the end.

Sylvain Cellaire
Director of Business Development

Enclosed:

- Modo Carshare Agreement - Cook and Yates Limited Partnership - 1120 Yates Street - September 13, 2019

Cook St Plaza
Tree Resource Spreadsheet

Tree ID	Common Name	Latin Name	DBH (cm)	Crown Spread (m)	CRZ (m)	Relative Tolerance	Health	Structure	Remarks and Recommendations	By-Law Protected
NT1	Sweetgum	<i>Liquidambar styraciflua</i>	50	12	6.0	Moderate	Good	Good	Municipal (ID: 24678). Roots uplifting parking area	N (Municipal)
NT2	Sweetgum	<i>Liquidambar styraciflua</i>	51	10	6.0	Moderate	Good	Fair	Municipal (ID: 24679). Asymmetric crown due to pruning for utility lines, small cavity on parking lot side at site of old pruning wound	N (Municipal)
NT3	Sweetgum	<i>Liquidambar styraciflua</i>	56	10	6.5	Moderate	Good	Fair	Municipal (ID: 24680). Asymmetric crown due to pruning for utility lines, large tearout wound on trunk at 2m above ground level	N (Municipal)
NT4	European White Birch	<i>Betula pendula</i>	61	12	7.5	Moderate	Good	Fair	Neighbour's. 2m from 2ft retaining wall, leaning away from NT5, dogleg form	N (Neighbour's)
NT5	European White Birch	<i>Betula pendula</i>	51	12	6.0	Moderate	Good	Fair	Neighbour's. 1.5m from 2ft retaining wall, damaged surface roots	N (Neighbour's)
NT6	European White Birch	<i>Betula pendula</i>	49, 41	10	9.0	Moderate	Good	Fair	Near property line, likely shared with neighbour. 3rd stem cut at base, 41cm stem pruned away from utility lines	N (likely shared)
NT7	Purple Leaf Plum	<i>Prunus cerasifera</i>	55	6	6.5	Moderate	Good	Fair	Municipal (ID: 24648). Large pruning wound, significant epicormic growth,	N (Municipal)
NT8	Cherry	<i>Prunus yedoensis</i>	53	6	6.5	Moderate	Good	Fair	Municipal (ID: 24647)	N (Municipal)
NT9	Purple Leaf Plum	<i>Prunus cerasifera</i>	65	8	8.0	Moderate	Good	Fair	Municipal (ID: 24645). Large pruning wound, significant epicormic growth, <i>Ganoderma</i> fruiting body at 0.5m above ground level	N (Municipal)
NT10	Cherry	<i>Prunus yedoensis</i>	4	2	0.5	Moderate	Good	Good	Municipal (ID: 24643). Young tree	N (Municipal)
NT11	Purple Leaf Plum	<i>Prunus cerasifera</i>	68	8	8.0	Moderate	Good	Fair	Municipal (ID: 24644). Conflicting with utility lines, multiple <i>Ganoderma</i> fruiting bodies at base	N (Municipal)
NT12	Horsechestnut	<i>Aesculus hippocastanum</i>	99	12	10.0	Good	Good	Fair	Municipal (ID: 24642). Basal injury, large pruning wounds, crown extends ~6m from base	Y (Municipal)
NT13	Oak	<i>Quercus spp.</i>	10	2	1.0	Good	Good	Good	Municipal (ID: 24641). Young tree	N (Municipal)
NT14	Horsechestnut	<i>Aesculus hippocastanum</i>	79	10	8.0	Good	Good	Fair	Municipal (ID: 24640). Tearout injury below lowest union, large pruning wounds, stout form	N (Municipal)
NT15	Purple Leaf Plum	<i>Prunus cerasifera</i>	~5	2	0.5	Moderate	Poor	Poor	Growing in hedge, significant dieback	N
NT16	Pine	<i>Pinus spp.</i>	~15 at base	2	2.0	Moderate	Good	Good	~2m in height	N
NT17	Western Red Cedar	<i>Thuja plicata</i>	~20	3	2.5	Poor	Good	Good	Neighbour's tree, limb from birch NT6 growing into crown	N (Neighbour's)

Cook St Plaza
Tree Resource Spreadsheet

Tree ID	Common Name	Latin Name	DBH (cm)	Crown Spread (m)	CRZ (m)	Relative Tolerance	Health	Structure	Remarks and Recommendations	By-Law Protected
178	Japanese Maple	<i>Acer palmatum</i>	14 below unions	3	1.5	Moderate	Good	Good		N
179	Japanese Maple	<i>Acer palmatum</i>	15 below unions	4	2.0	Moderate	Good	Good		N
180	Japanese Maple	<i>Acer palmatum</i>	13 below unions	5	1.5	Moderate	Good	Good		N
181	Purple Leaf Plum	<i>Prunus cerasifera</i>	9	3	1.0	Moderate	Fair/poor	Fair	Dieback	N
182	Purple Leaf Plum	<i>Prunus cerasifera</i>	9	3	1.0	Moderate	Fair/poor	Fair	Dieback	N
183	Purple Leaf Plum	<i>Prunus cerasifera</i>	12	4	1.5	Moderate	Fair	Fair	Minor dieback	N
184	Purple Leaf Plum	<i>Prunus cerasifera</i>	17	5	2.0	Moderate	Fair	Fair	Minor dieback	N
185	Oak	<i>Quercus spp.</i>	22	4	2.5	Moderate	Poor	Poor	Significant dieback, dead leader, white oak species	N
186	Oak	<i>Quercus spp.</i>	37	6	4.5	Moderate	Fair	Fair	White oak species	N
187	Purple Leaf Plum	<i>Prunus cerasifera</i>	27	8	3.0	Moderate	Good	Good		N
188	Japanese Maple	<i>Acer palmatum</i>	16 below unions	3	2.0	Moderate	Fair	Fair	Some dieback	N
189	Ash	<i>Fraxinus spp.</i>	29	10	3.5	Moderate	Fair	Fair	Small deadwood	N
190	Ash	<i>Fraxinus spp.</i>	16	5	2.0	Moderate	Fair/poor	Fair/poor	Significant dieback, sparse crown	N
191	Ash	<i>Fraxinus spp.</i>	34	10	4.0	Moderate	Fair	Fair	Small deadwood	N
192	European White Birch	<i>Betula pendula</i>	41	8	6.0	Poor	Fair	Fair	Deadwood in upper crown, likely bronze birch borer	N



Advisory Design Panel Report

For the Meeting of June 26, 2019

To: Advisory Design Panel **Date:** June 19, 2019

From: Leanne Taylor, Senior Planner

Subject: **Development Permit with Variances Application No. 00104 for 1309 and 1315 Cook Street, 1100-1120 Yates Street and 1109-1115 Johnson Street**

EXECUTIVE SUMMARY

The Advisory Design Panel (ADP) is requested to review a Development Permit with Variances Application for 1309 and 1315 Cook Street, 1100-1120 Yates Street and 1109-1115 Johnson Street and provide advice to Council.

The proposal is for a 14-storey mixed-use building consisting of residential and commercial uses and a six-storey, multi-unit residential building. There is also an existing five-storey office building on the site that will be retained. There are no major exterior changes being proposed to the building; therefore, it is not subject to a development permit. A Rezoning Application and an amendment to the Official Community Plan are also required to facilitate this development. There are aspects of the proposed 14-storey building that are inconsistent with the key policies related to height and density outlined in the Official Community Plan (OCP, 2012) and the Fernwood Neighbourhood Plan; however, the OCP supports the proposed six-storey, multi-unit residential building at this location.

Staff are also looking for commentary from the Advisory Design Panel with regard to:

- height and building mass
- application of building materials
- west elevation of the six-storey building
- west facing wall at the main entrance of the six-storey building
- balconies on the six-storey building.

The Options section of this report provides guidance on possible recommendations that the Panel may make, or use as a basis to modify, in providing advice on this application.

BACKGROUND

Applicant:	Mr. Daniel Eagling Chard Development Ltd.
Architect:	Mr. Hugh Cochlin, MAIBC Proscenium Architecture + Interiors, Inc.
Development Permit Area:	Development Permit Area 16: General Form and Character
Heritage Status:	n/a

Description of Proposal

The proposal is for a 14-storey mixed-use building consisting of residential and commercial uses and a six-storey, multi-unit residential building. The proposed density of the 14-storey building on Parcel A is currently 5.64:1 and the combined density of the proposed six-storey and existing five-storey buildings on Parcel B is 2.18:1.

The proposal includes the following major design components:

14-storey, mixed-use building

- high-rise building form consisting of contemporary architectural features including a two-level podium, curtain wall glazing, and horizontal and vertical metal and glass frames
- building stepped back at the second and thirteenth storey
- exterior materials include brick, glass, glass spandrel panel, concrete, brick, cementitious and metal panels
- main residential entrance off Yates Street
- flexible ground floor commercial space to accommodate one larger tenant or several smaller retail tenants
- south-facing patio at the corner of Cook Street and Yates Street suitable for a restaurant
- second storey daycare and associated play space accessed off of the interior mews on the north side of the building
- ground level garbage and recycling room for commercial uses.

Six-storey, multi-unit residential building

- mid-rise building form consisting of contemporary architectural features including a flat roofline and contemporary-style windows and materials
- exterior materials include brick, glass and metal panels
- mid-block main residential entryway off Johnson Street
- ground-oriented units with individual stepped entryways and large outdoor patios
- projecting balconies for each dwelling unit.

Landscaping, vehicle and bicycle parking, loading and access

- gated courtyard and mews shared by residents, the day care, commercial patrons and visitors
- courtyard amenities include recycled rubber surfacing, playful seating structures, embankment slide and climbing slope, terrace seating, dog relief area, benches and substantial soft landscaping
- coloured saw cut concrete surface treatment throughout the site
- seven garden plots on the west side of the six-story, multi-unit residential building
- accessible pathway to the mews and courtyard area from the six-storey building
- driveway access on the east side of the existing five-storey commercial building for loading and garbage/recycling pick up
- three levels of underground parking
- driveway access to three levels of underground parking off Yates Street
- commercial loading space off Yates Street
- a total of 272 long-term and 51 short-term bicycle parking spaces.

The following data table compares the proposal with the existing C-1 Zone, Limited Commercial District, and the R3-1 Zone, Multiple Dwelling District. An asterisk is used to identify where the proposal is less stringent than the existing zone.

Zoning Criteria	Proposal – Parcel A (14-storey building)	Proposal – Parcel B (new six-storey building only)	Zone Standard C-1 Zone	Zone Standard R3-1 Zone
Site area (m ²) – minimum	1571.53	4759.38 (includes existing office building)	n/a	920
Density (Floor Space Ratio) – maximum	5.64*	2.18*	1.4	1.6
Total floor area (m ²) – maximum	8858.46*	10379.17*	Parcel A – 2200.14 Parcel B – 6663.13	Parcel A – 2514.45 Parcel B – 7615.01
Height (m) – maximum	42.76*	22.52*	12	18.5
Storeys – maximum	14*	7*	n/a	n/a
Site coverage (%) – maximum	78.40*	60*	n/a	30
Open site space (%) – minimum	21.80*	42.80*	n/a	60
Setbacks (m) – minimum				
Front	0.40* (Cook Street)	38.33 (Yates Street)	6	13.5
Rear	4.21* (east)	2.45* (Johnson Street)	Parcel A – 5.80 Parcel B – 10.69	Parcel A – 21.38 Parcel B – 13.5
Side	0* (north)	0.42* (east)	Parcel A – 5.80 Parcel B – 10.69	Parcel A – 21.38 Parcel B – 11.59

Zoning Criteria	Proposal – Parcel A (14-storey building)	Proposal – Parcel B (new six-storey building only)	Zone Standard C-1 Zone	Zone Standard R3-1 Zone
Side	n/a	9.18* (west)	Parcel A – 5.80 Parcel B – 10.69	Parcel A – 21.38 Parcel B – 11.59
Side on flanking street	0.01* (Yates Street)	n/a	2.40	n/a
Vehicle parking – minimum				
Residential	76*	50*	Parcel A – 94 Parcel B – 90	
Commercial	0*	116*	Parcel A – 16 Parcel B – 120	
Visitor vehicle – minimum	6*	0*	Parcel A – 11 Parcel B – 10	
Bicycle parking stalls – minimum				
Long-term	126*	146	Parcel A – 129 Parcel B – 128	
Short-term	22	29	Parcel A – 18 Parcel B – 29	

Sustainability Features

The following sustainability features are associated with this application:

- Step 1 of the BC Energy Step Code
- high performance building envelopes
- energy and air tightness testing throughout the project
- energy-efficient lighting and electrical systems, including motion sensor lighting and LED lighting
- low-flow and high-efficiency plumbing fixtures
- high efficiency heat pumps for heating and cooling
- patio shading on south elevations
- car-share memberships and car-share vehicles on-site
- secure and enclosed bicycle storage.

Consistency with Policies and Design Guidelines

Official Community Plan

The *Official Community Plan* (OCP, 2012) Urban Place Designation for the properties located at 1100-1108 Yates Street, 1109-1115 Johnson Street and a portion of 1120 Yates Street is Core Residential, which supports mixed-use and multi-unit residential buildings up to eight storeys and a density of up to approximately 3.5:1 FSR. The remaining portion of the property located at 1120 Yates Street is designated Urban Residential in the OCP, which supports multi-unit residential or mixed-use buildings on arterial or secondary arterial roads up to six storeys and a density of up to approximately 2:1 FSR. There are aspects of the proposed 14-storey building that are inconsistent with the key policies related to height and density outlined in the Official Community Plan and the Fernwood Neighbourhood Plan; however, the OCP supports the proposed six-storey, multi-unit residential building at this location.

The OCP also identifies the subject properties within Development Permit Area 16: General Form and Character. This DPA supports new commercial and multi-unit residential developments that provide a sensitive transition to adjacent and nearby areas and that are complementary to established place character of a neighbourhood. A high quality of architecture, landscape and urban design are strongly encouraged. The DPA also encourages liveable environments that are designed for the human-scale and incorporate quality open spaces, adequate privacy, safety and accessibility.

For comparison, the properties on the west side of Cook Street are also designated Core Residential in the OCP. The OCP defers to the *Downtown Core Area Plan* for policy direction related to height and density, which supports mixed-use and multi-unit residential buildings up to 15 storeys and densities up to 5.5:1 FSR on the properties across the street from the development site. Therefore, a transition to a 14-storey building and then to 6-storey and 5-storey buildings may be appropriate at this location. With respect to creating a liveable environment, the applicant is proposing a large courtyard in the middle of the site for residents and visitors in order to create a sense of community.

Neighbourhood Plan

The *Fernwood Neighbourhood Plan*, 1994 supports commercial uses at 1100-1108 Yates Street, 1109-1115 Johnson Street and multi-unit residential buildings up to four-storeys at 1120 Yates Street.

Design Guidelines for Development Permit Area 16: General Form and Character

- *Advisory Design Guidelines for Buildings, Signs and Awnings* (2006)
- *Design Guidelines for Multi-Unit Residential, Commercial and Industrial Development* (2012)
- *Guidelines for Fences, Gates and Shutters* (2010)

Regulatory Considerations

The OCP supports buildings up to eight storeys; however, the applicant is proposing a 14-storey building on Parcel A. On the plans, the building appears to be twelve-storeys; however, the dwelling units on the second storey contain loft space, which is considered a storey in the *Zoning Regulation Bylaw* and the rooftop mechanical room has exterior access and as a result it

is also considered a storey. The 14-storey building steps back at the second and thirteenth storey; otherwise the building is one vertical plane. The applicant recognizes that the design guidelines encourage a tiered, multi-stepped massing on taller buildings; however, they feel that a tiered design response would deter from the overall architectural expression that they would like to achieve with this building. However, staff have identified the building mass as an issue for ADP's review and comment.

ISSUES AND ANALYSIS

Height and Building Mass

The design guidelines encourage new mid-rise and high-rise buildings to be stepped back at the upper levels in order to enable sunlight penetration to the street and public open space, mitigate the perception of building mass and minimize the impact of winds. The applicant is proposing to step back the 14-storey building at the second and thirteenth storeys, with no stepping back of the six-storey building. Staff would like the ADP's input on the distribution of building mass for both buildings as well as the applicant's design approach to not stepping back the upper storeys. Additionally, the ADP is invited to comment on the appropriateness of the height at this location and whether it adequately transitions to the proposed six-storey building, the existing five-storey building as well as to the multi-unit residential buildings on the on adjacent properties to the east.

Application of Building Materials

The applicant is proposing a mix of materials to accentuate different aspects on each of the buildings. Staff invite the ADP's input on the exterior finishes on both buildings and feedback on the application of building materials on both buildings.

Six-storey, multi-unit residential building

West Elevation

The west elevation of the six-storey building would be quite visible from the public realm. The design guidelines encourage distinctive massing, building articulation and architectural treatments on highly visible portions of a building facing the public realm. Staff would like the ADP's input on the proposed design of the west elevation.

West-Facing Wall at the Entrance

The applicant is proposing a blank west-facing wall at the entrance of the six-storey building. The design guidelines do not encourage large, blank windowless and featureless walls that are visible from the public realm. Staff would like the ADP's input on this aspect of the design.

Balconies

The design guidelines encourage the stepping back of mid-rise buildings to provide opportunities for balconies to take advantage of sunlight and views. The applicant is providing balconies for all the units; however, staff would like the ADP's input on the integration of balconies in the overall design of the building.

As well, this is a significant redevelopment of the area and other feedback and comments from the ADP would be welcomed.

OPTIONS

The following are three potential options that the Panel may consider using or modifying in formulating a recommendation to Council:

Option One

That the Advisory Design Panel recommend to Council that Development Permit Application No. 00104 for 1309 and 1315 Cook Street, 1100-1120 Yates Street and 1109-1115 Johnson Street be approved as presented.

Option Two

That the Advisory Design Panel recommend to Council that Development Permit Application No. 00104 for 1309 and 1315 Cook Street, 1100-1120 Yates Street and 1109-1115 Johnson Street be approved with the following changes:

- as listed by the ADP.

Option Three

That the Advisory Design Panel recommend to Council that Development Permit Application No. 00104 for 1309 and 1315 Cook Street, 1100-1120 Yates Street and 1109-1115 Johnson Street does not sufficiently meet the applicable design guidelines and polices and should be declined (and that the key areas that should be revised include:)

- as listed by the ADP, if there is further advice on how the application could be improved.

ATTACHMENTS

- Subject Map
- Aerial Map
- Plans date stamped June 17, 2019
- Applicant's letters dated May 13, 2019.

cc: Mr. Daniel Eagling, Chard Development Ltd.; Mr. Hugh Cochlin, Proscenium Architecture + Interiors Inc.

3.3 Development Permit with Variances Application No. 00104 for 1309 and 1315 Cook Street, 1100-1120 Yates Street and 1109-1115 Johnson Street

The City is considering a Rezoning and Development Permit with Variances Application to construct a 13-storey mixed-use building consisting of residential and commercial uses and a six-storey, multi-unit residential building. There is also an existing five-storey office building on the site that will be retained.

Applicant meeting attendees:

HUGH COCHLIN	PROSCENIUM ARCHITECTURE + INTERIORS INC.
PETER CARTER	PROSCENIUM ARCHITECTURE + INTERIORS INC.
MEGAN WALKER	LADR LANDSCAPE ARCHITECTURE
DAVE CHARD	CHARD DEVELOPMENT
DANIEL EAGLING	CHARD DEVELOPMENT

Leanne Taylor provided the Panel with a brief introduction of the application and the areas that Council is seeking advice on, including the following:

- height and building mass
- application of building materials
- west elevation of the six-storey building
- west facing wall at the main entrance of the six-storey building
- balconies on the six-storey building.

Hugh Cochlin provided the Panel with a detailed presentation of the site and context of the proposal, and Megan Walker provided details of the proposed landscape plan.

The Panel asked the following questions of clarification:

- there are land use and zoning issues with the proposed building along Cook Street, as the proposal does not comply with the Official Community Plan (OCP). How can the Panel review the building design with these issues outstanding?
 - Miko Betanzo clarified that the Panel is welcome to make recommendations on policy changes, and that in the absence of existing policy, that the Panel's commentary is still sought
- what is the development potential of the three buildings on the corner of Cook and Johnson Streets?
 - *a rendering of the allowable massing of the corner sites was displayed*
 - the first level of underground parking has knock-out panels adjacent to these sites so that if these lots were developed at a later time the sites could share parking
- what is proposed for access to the mews after business hours?
 - a connection through the site is required, but gates will be provided to close the mews after hours
- will the open hours for the mews be determined by the strata?
 - there are separate owners for the medical building and the strata; it will be determined by both as to what the hours are
- will there be a café in the medical building?
 - yes, the existing café will remain, as will the same number of offices and the pharmacy

- the medical building will be reoriented to the street instead of towards the parking lot
 - the café in the medical building will work well with the proposed restaurant use on the corner of Yates and Cook Streets
- is it confirmed that a daycare will operate in the building?
 - yes, that is the intent
 - the daycare use determined the depth of the patio
- will the owners be able to provide suitable rental costs for a daycare?
 - the applicants are prepared to include a ten-year covenant to ensure that the space be used as a daycare
 - the owners would have to ask for market rent, which is still to be determined
- are the owners prepared to subsidize the daycare's rent to ensure that a daycare can operate at this location?
 - the rent will be a market rate that is feasible for a daycare
- which trees along Johnson are retained, and which will be removed?
 - as per Parks' direction, the street trees along Johnson Street will be replaced and the cherry trees in front of the medical building will be retained
 - additional trees will be planted along Yates Street
 - a Horse chestnut tree is proposed for removal, and will be replaced with three other trees
 - the setbacks along Johnson Street are increased to accommodate a wide boulevard and street trees
- will the bus stop along Johnson Street remain at the same location?
 - it will remain at approximately the same location but will be renovated
- if the rental building is constructed, how will parking and drop-offs for the existing medical building be managed during construction?
 - this will be a phased project, and during each phase the parking requirements for the medical building will be met
 - in the event that construction occurs all at once, the applicants have secured sufficient parking across the street
- the west elevation of the rental building is very bare and visible from Johnson Street; have other measures been considered to respect the public realm and the possibility of future development at the corner of Cook and Johnson Streets?
 - the existing configuration is an wonderful opportunity to wrap the rental building in glass along the west side, but this would not work well for future development of the orphan sites
 - the proposed number of windows was calculated to reduce overlook between the buildings
 - the rental building's units are oriented towards the mews rather than the western lot
 - opportunity to play with materials or add a vertical element to improve the western façade
- how does the proposal fit into the context and area?
 - the proposal's design takes many cues from the medical building; for example, the concept of banding up and over the building as well as the rhythm of windows onto the canopy
 - the balconies continue the horizontal element from the medical building
- does the horizontal datum from the medical building align with the new 13-storey building?
 - yes, this was the goal of the design

- what is occurring on the south elevation on page A305, with the vertical banding offset at the eighth level?
 - there is a shift in unit mix at the eighth level and the floorplate changes
 - this is much more prominent in when looking face on (as on the plans), but will look much more uniform in reality and with the addition of balconies
- what are the parking allocations for the site?
 - the existing stalls for the medical building will be moved underground, and these spaces become available for residents after the medical office's hours
 - the proposed parking ratio of 73:100 is pretty good for downtown.

The Panel discussed:

- the need to add interest on the rental building's western elevation
- the rental building's rigid design
- opportunity for further architectural exploration and additional character without significant cost impacts
- opportunity for further articulation of the rental building's roofline and western façade
- questioning the use of the medical building as a model for the 13-storey building's design; opportunity for new architectural expression at this location
- alternately, opportunity to see a more pronounced reference to the medical building to provide more character for this prominent corner
- opportunity to upgrade the medical building as part of the precinct plan
- the design of the 13-storey building missing a spark
- opportunity for more playfulness in the 13-storey building's design and colour palette
- the suitability of the proposed 13-storey building's height, and the medical building's success in providing a good transition towards the neighbourhood to the east
- the suitability of projecting glass balconies, and whether this speaks to more of a downtown aesthetic
- the materials as being safe and inoffensive, but somehow lacking
- the need to comply with the OCP and its boundaries, as well as the Fernwood Neighbourhood Plan, in order to integrate well now and into the future and to transition into the neighbourhood
- the desirability of allowing the same building height on both sides of Cook Street
- the tension between considering the OCP as a living document and the recognition of the community input that went to creating policy documents such as the OCP, DCAP, etc.
- the dangerous precedent set by not complying with the OCP
- appreciation for the well-considered site plan, including patio systems, walkway connections and an urban agriculture component
- the need to move the proposed gates closer to the sidewalks for CPTED considerations
- opportunity to refine the proposed hardscaping by reducing the number of materials
- the need to consider shadowing impacts on the urban garden area.

Motion:

It was moved by Elizabeth Balderston, seconded by Brad Forth, that the Advisory Design Panel recommend to Council that Development Permit with Variances Application No. 00104 for 1309 and 1315 Cook Street, 1100-1120 Yates Street and 1109-1115 Johnson Street be approved subject to:

- further consideration and refinement of the architectural expression, colours and materials of both buildings, in consideration of the prime location of the site, with particular attention to the north and west elevations of the six-storey building
- the completion of a CPTED review of the proposed site plan, with particular consideration given to the location of the gates.

Carried (4:3)

For: Elizabeth Balderston, Sorin Birliga, Brad Forth, Stefan Schulson

Opposed: Pamela Madoff, Jason Niles, Karen Sander

4. ADJOURNMENT

The Advisory Design Panel meeting of June 26, 2019 was adjourned at 3:25pm.

Stefan Schulson, Chair

PROSCENIUM

ARCHITECTURE + INTERIORS INC.

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VANCOUVER BC V5Y 1L4 CANADAP 604.879.0118
F 604.879.1486

www.proscenium.ca

July 29, 2019

Leanne Taylor
Senior Planner
City of Victoria
City Hall
1 Centennial Square
Victoria, BC V8W 1P6



Dear Leanne,

**Re: Application for OCP Amendment, Rezoning and Development Permit; 1100 & 1120
Yates Street; 1109, 1115 Johnson St. (Re-submission dated July 29, 2019)**

The following list is intended as a summary of the major changes shown in the re-submission drawings dated July 29, 2019 including modifications to address comments from the June 26th ADP.

Please also refer to the updated letter to Mayor and Council. See also the separately included letter addressing CPTED guidelines.

Description of Changes

General changes:

- Use of the 6 storey building has been adjusted to include Inclusionary Housing Units (Ownership) to meet the recently adopted Inclusionary Housing and Community Amenities Policy adopted by the City.
- The property parcel allocation has been adjusted to 3 parcels with Parcel A now containing the 12 storey plus mezzanine residential building, Parcel B containing the 6 storey affordable ownership building, and Parcel C containing the existing medical building.
- The project statistics have been redone to reflect the new parcel boundaries.
- The parking entrance has been modified to include an extended seating area and trellis cover (as shown at the ADP presentation).

Response to ADP comments and staff review:

- The west wall of the 6 storey residential building has been modified for greater architectural expression.
- The parapet around the 6 storey residential building has been extended for greater expression.
- The balconies of the 6 storey residential building have been modified to include screening elements between units and give more interest along the street edge. Translucent balcony glazing is provided for the units facing into the mews for increased privacy between buildings.
- The wall adjacent to the 6 storey residential main entrance has been modified with a framing element around a linear panel cladding system.

KORI CHAN
ARCHITECT AIBC MRAIC LEED™ APHUGH COCHLIN
ARCHITECT AIBC MRAIC LEED™ APEILEEN CHEN
CGA

- The 6 storey residential building colour palette has been lightened since the last submission (the lighter palette was shown at the ADP presentation)
- The PMT has been moved further back into the site so it is not directly across from the café.
- The parkade exhaust has been relocated to the driveway entrance to reduce noise at the tower above.
- The landscape gates have been revised in the renderings for clarity of the design intent. These will only be closed after hours.
- An arborist report has been sought to determine the viability of retaining the horse chestnut tree at the corner of Cook and Yates streets. Given the necessity of building the parking facility to the property line in order to retain the Victoria Professional Building with minimal parking relaxations and provide bike storage on level P1, it is unlikely that this tree can be retained. Instead, three new trees have been allocated along Cook Street.
- No changes are proposed to the Yates Street facing frontage of the existing Medical building, other than the addition of bike parking. The existing gardens, paving, boulevard and street trees will remain. The street trees (a 54cm DBM Cherry, and a 65cm DBH Purple Plum) are noted by the project Arborist as in good health, with no requirement to remove.

Changes as a result of review of CPTED guidelines:

- The after hours gates have been modified and in general moved closer to the street edges to reduce hiding areas and alcoves.
- The seating area above the parking entrance ramp has been modified to be more transparent to the mews to increase visibility and interaction.
- Glazed doors, additional lighting, and surveillance strategies have been reviewed. See separate letter for additional details on items that would be included at the BP stage.

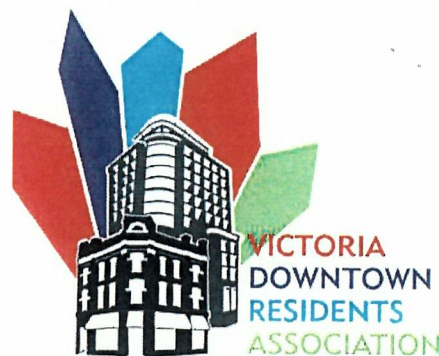
Please let me know should you have any questions on the summary of changes or if greater detail is required on any of the above items.

Yours truly,
PROSCENIUM Architecture + Interiors Inc.



Peter Carter, Architect AIBC
 Associate

File Ref: 18-13/1.3



Mayor and Council
City of Victoria
No.1 Centennial Square
Victoria, BC
V8W 1P6

August 30, 2019

Re: Rezoning Application – 1309, 1315 Cook Street, 1100, 1102 & 1130 Yates Street, 1109, 1115 Johnson Street Rezoning and OCP Amendment

Dear Mayor Helps and Council,

This application fronts the Cook Street boundary of the Downtown-Harris Green neighbourhood and is situated within the Fernwood neighbourhood. DRA LUC policy provides us the opportunity to comment on applications outside of neighbourhood boundaries when requested to do so by the CALUC holding jurisdiction. The DRA LUC received a request from the Fernwood CALUC to attend CALUC meetings and provide input for this application. DRA LUC representatives attended three CALUC meetings and have reviewed the application for the proposed rezoning and OCP amendment.

The site has two distinct densities prescribed by the OCP with the boundary between them at the approximate midpoint of the site. The western half of the site is designated "Core Residential" with a maximum density of 3.5:1 and the eastern half designated "Urban Residential" with a maximum density of 2:1. Proposed Parcels B and C straddle this boundary. The building on Parcel B has been significantly pulled back from the western boundary in order to facilitate the future development of the remaining lots at the corner of Cook and Johnson that are not part of this application. This applicant will retain the benefits from the future development of this excess property and the advantage of leverage over the undeveloped neighbouring property when development does take place in the future.

Based on the information presented by the applicant, the purpose of the OCP amendment is to increase the density specifically prescribed by the OCP for two of the 3 proposed property parcels.

Comments and concerns raised by DRA LUC Committee members are as follows:

- The proposed daycare was promoted as a community amenity at the CALUC meeting and in correspondence to Council. It was acknowledged that there were no guarantees that a daycare would occupy the proposed development. While the proposed daycare would provide a needed service, it is a "for profit" commercial enterprise and should not be considered a community amenity. Commercial space provided at no cost to the community and operated by a non-profit as an affordable daycare would be an amenity but is apparently not on offer in this particular case.
- It was questioned why the City Planner was requiring a setback on this application to facilitate the future development of the neighbouring property at the corner of Cook and

Johnson. It was pointed out that this will provide this applicant with exclusive leverage over the future development of this property. Orphan lots are not a bad thing as they provide pockets of less densely developed land in high density neighbourhoods that may become our desperately needed future "pocket parks".

- Parcel A is a Market Condo building that proposes a 57% increase in density over the prescribed OCP density. This building requires a significant height variance to attain these densities. There has been no compelling rationale provided in support of increased density.
- Parcel B is an Affordable Condo building that states a proposed density of 2.55:1 for the parcel. Most of the proposed density is however located on the eastern portions of the site at a density of 3.5:1 where 2:1 is the OCP designation.
- The proposed density when (ignoring the urban place designation boundaries) averaged over the entire site still represents an 8% increase over OCP maximums.
- The applicant has referenced the Pacific Mazda site and the resulting asymmetry of OCP prescribed heights across Cook Street to rationalize the density and height variances sought for this project. It was pointed out that the Pacific Mazda application grossly exceeds prescribed density and building massing maximums of the OCP and DCAP and has yet to be approved by Council.
- Objections to exceeding the prescribed OCP density maximums for the development proposed by this application were clearly expressed directly to Mr. Chard at both the pre-CALUC and the CALUC meetings. There has been no amendment to the application in response to these concerns, in fact the proposed Floor Area appears to have been raised from the original 18,857.2 m² to 19,082.54 m².

The DRA LUC has a long history of supporting the densification of the Downtown area and over the past decade has facilitated public input on the majority of development that has taken place in the region. This support is conditional on respect for the prescriptions of the Official Community Plan. All of Victoria's Community Associations are unanimous in requesting that Council not approve OCP amendments without a detailed rationale responding to the policy directions contained in the OCP. In this particular case, the application fails to provide a compelling rationale to support the requested amendments.

Council approval of OCP amendments without accompanying proof of public good provides strong precedence for other applicants to follow in kind. Approvals that represent significant additional profit for the applicants will serve only the interests of existing property owners by inflating future expectations and in turn the price of land with no net positive effect on affordability or livability.

Sincerely,



Ian Sutherland
Chair Land Use Committee
Downtown Residents Association

cc COV Planning

Devon Cownden

From: Sara Stallard [REDACTED]
Sent: Wednesday, November 21, 2018 4:24 PM
To: fernwoodlanduse@gmail.com; Victoria Mayor and Council <mayorandcouncil@victoria.ca>
Subject: Community Meeting re development proposal Cook/Yates/Johnson

Hello Mayor and Council and Mr. Maxwell, Community Association Land Use Committee,

I am unable to attend tonight's meeting concerning the proposed development at Cook/Johnson/Yates because I have a steering committee meeting that overlaps (7-9 pm).

Given the floors (height) and density proposed I have these thoughts that I would like to be considered:

- After the hours/days of the community members voicing their distress and concerns over the BOSA development on Pandora/Vancouver, a number of Victoria council members specifically cited the OCP as the reason that their hands were tied and they felt they had to support the proposal (because the floor allowance was within the OCP).
- But when the proposed development exceeds the OCP, we are expected to accede to it and change our OCP.
- These towers will dwarf our neighbourhood.
- The four block radius from the Cook/Pandora intersection has seen an incredible (and extremely disruptive) amount of intense construction, all involving deep excavation, blasting, high cranes beeping across the skyline, multiple towers, years of construction, heavy truck traffic, blocking of lanes of roadway, and detrimental effects of sedimentation on water quality in the harbour. In our neighbourhood this started in the last 6-7 years and has been ongoing.
- Smart development is a good thing, and providing housing (affordable to the average person) is a needed and good thing. But the intensity and un-mitigating duration of the current boom has an added stress on those who live here. This is especially so for these towers with extremely deep excavations and blasting.

As we know, there are more large developments currently being proposed for our immediate neighbourhood. A map showing all the large construction projects in our neighbourhood in the last 7 years would be very revealing and would allow council to understand (in a small degree) what the impacts have been. At what point do we slow down and let people live/work in their homes without daily disruption?

Thank you for your time,
Sincerely,
Sara Stallard
1149 Mason Street
Victoria, BC V8T 1A5

[REDACTED]
[REDACTED]

From: Melanie and Morgan Finley <[REDACTED]>
Sent: Friday, April 26, 2019 10:59 AM
To: Victoria Mayor and Council
Subject: Proposed development at Yates and Cook

I am writing in opposition to the proposed 13 story development at Yates and Cook.

I am opposed for the following reasons:

- There are no other buildings this tall anywhere near this location.
- There are no buildings even close to this height east of Cook st.
- The east side of Cook st. needs to have a gentle density approach to transition to nearby residential neighbourhoods.

In my opinion there is no rational for allowing developers to build to this density and height in this area. The size of the City of Victoria does not require this much density. Population growth projections do not indicate we have to allow developers to build this tall (and dense).

We have already transitioned away from the "rental crisis" that council has used to justify these types of developments in the past few years. Vacancy rates are back at historical levels. We are now in danger of entering a period where the loss of the City's character is becoming its own crisis. Please consider how to preserve the character of the City and how to transition from downtown density to surrounding residential neighbourhoods.

Thank you, Morgan Finley

I do not give permission for my email to be used to solicit my vote or support for future elections.

Heather McIntyre

From: IslandGirl [REDACTED]
Sent: September 18, 2019 6:21 PM
To: Victoria Mayor and Council; info@charddevelopment.com
Subject: Chard Affordable Housing - Cook and Yates

Mayor Helps and Council,

I am writing today to let you know that I am very much in support of a proposed new development on Cook and Yates that would offer an affordable ownership opportunity. I can't tell you how much we need "affordable" in a very unaffordable city and it's projects like this that are helping people become homeowners.

Last year my son was able to purchase his first home at the Vivid on Yates, another affordable ownership opportunity project by Chard Development. We were thrilled that Chard Developments was offering this and we are very proud of our son as he is 28 years old and worked very hard to save money for a down payment. Being able to proudly own home is a HUGE step for a young person (or any person for that matter), and without out this "affordable option" it would certainly be a lot harder.

Please consider this option proposed by Chard and let others enjoy a home of their own.

Warm regards,

Patty Castello
[REDACTED]

FORT
PROPERTIES
1953

September 27, 2019

Leanne Taylor, Senior Planner
City of Victoria
City Hall
1 Centennial Square
Victoria, BC V8W 1P6

Attn: Ms. Leanne Taylor

Re: Redevelopment of 1100 and 1120 Yates Street and 1109, 1115 Johnson Street by Chard Development Ltd.

Please be advised that we have been in discussion with Chard Development about the removal of a European White Birch (on our property at 1138 Yates Street), situated along our mutual property line. We support their request and appreciate that Chard will be providing a wooden fence along our mutual property line upon completion of the major construction.

Fort Properties is very supportive of the proposed development plan that will assist in reinvigorating this area of Fernwood. In particular we are very pleased that Chard will be maintaining and improving the Victoria Professional Building as it is such an important community amenity for residents of Victoria.

Should you have any questions on this matter please do not hesitate to contact me directly.

Regards,

Jayne Bradbury
Owner / Director
Fort Properties Ltd.



FORT PROPERTIES LTD.

814 BROUGHTON STREET, VICTORIA, BC V8W 1E4

250.383.7412 fortproperties.ca hello@fortproperties.ca @fortprop @fortcommon

Rezoning and Development Permit
with Variances Applications
for
1309 & 1315 Cook Street, 1100-
1120 Yates Street and 1109-1115
Johnson Street



1



2

Subject Site



Victoria Professional Building - Yates Street



Rear Of Building - Johnson Street



View West From Johnson Parking Lot



Existing Commercial Building - Yates Street



Existing Commercial Building - Cook Street



Existing Commercial Building and Parking - Cook Street



3

Surrounding Context



Dover House - Yates Street - East of subject site



Commercial Buildings - Yates Street
Across street from subject site



Yates And Cook Street SE Corner
Former Audi Dealership



Yates and Cook Street SW Corner
Dodge/Jeep Dealership



Yates and Cook Street - West of subject site
Pacific Mazda



Johnson and Cook Street corner
Pacific Mazda



4

Surrounding Context



Johnson and Cook NW Corner
Existing mixed-use buildings



Johnson and Cook SE Corner
Three buildings neighbouring subject site



North side of Johnson Street across from subject site
4 storey mixed-use development



North side of Johnson Street east of subject site
6 storey residential development



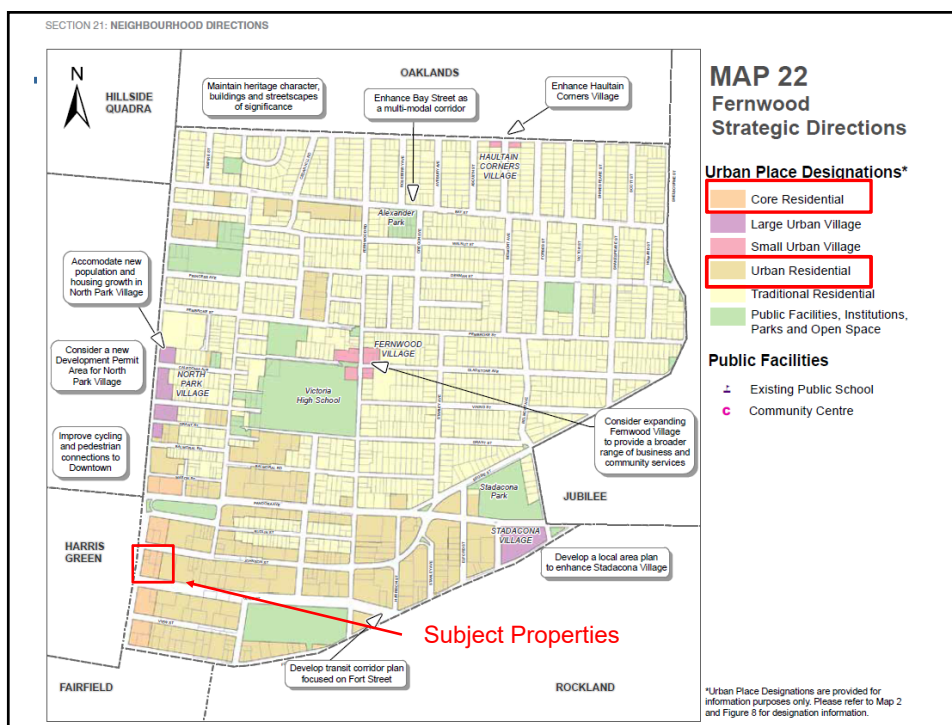
Rear of neighbouring Dover House
Johnson Street



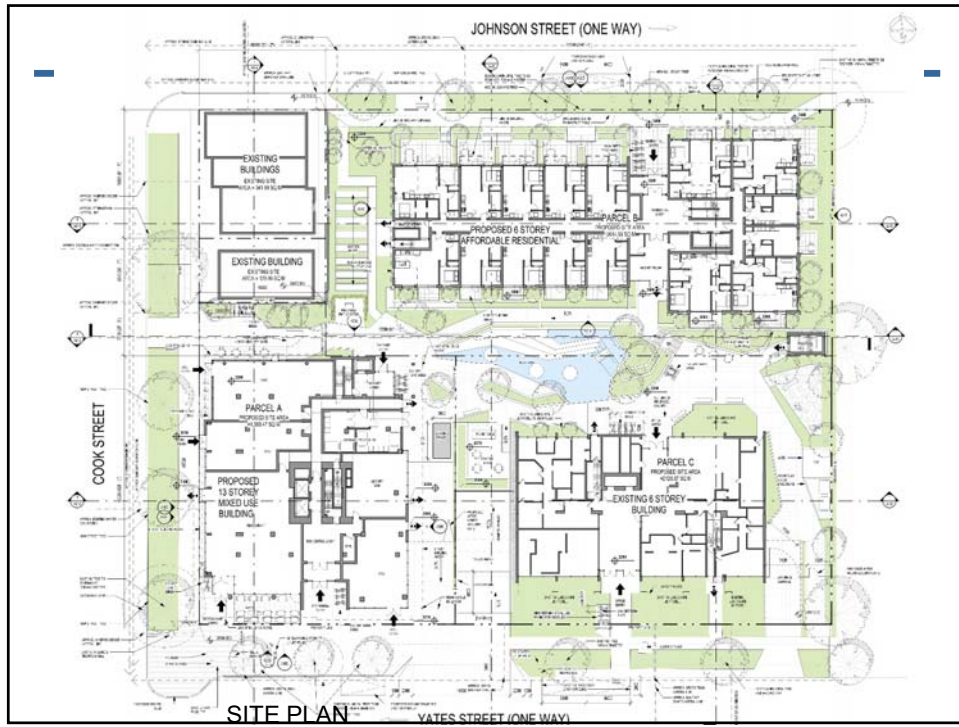
Side of Dover House from subject site



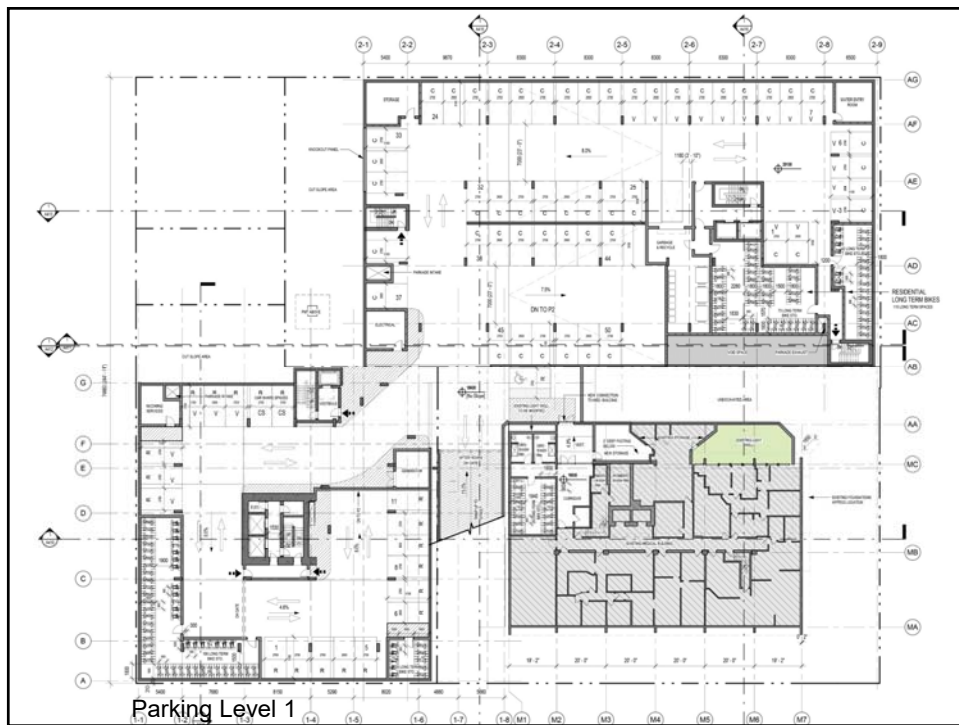
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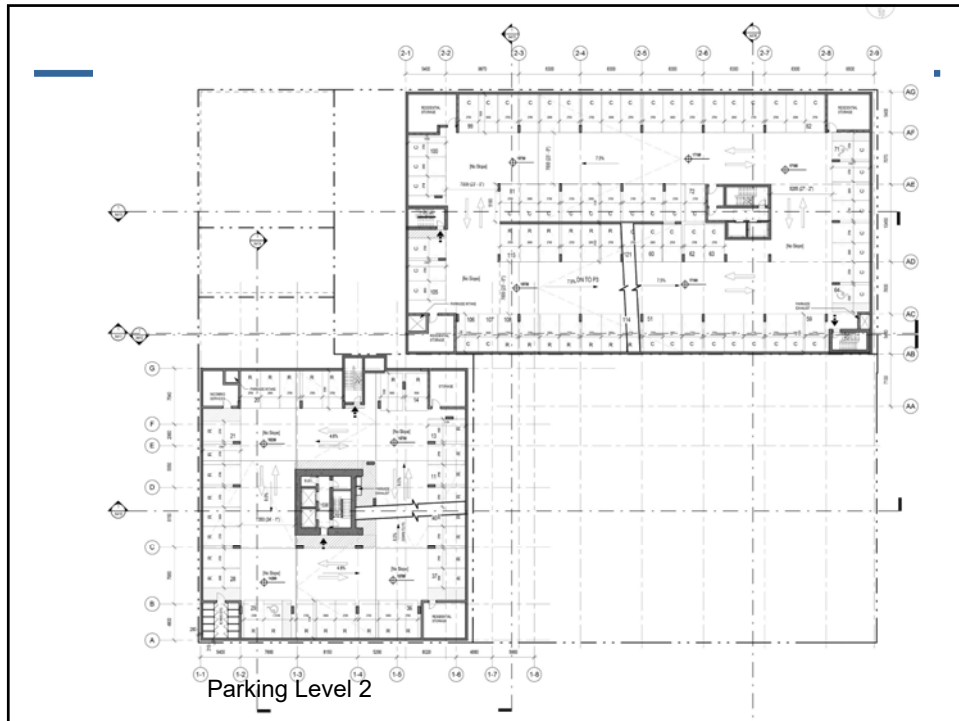
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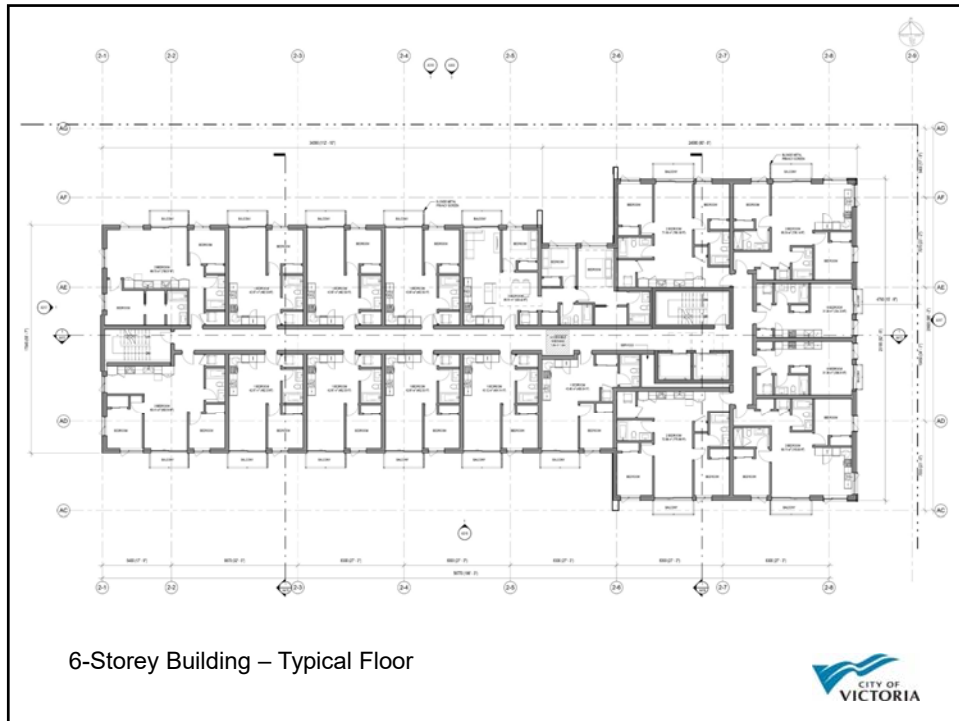
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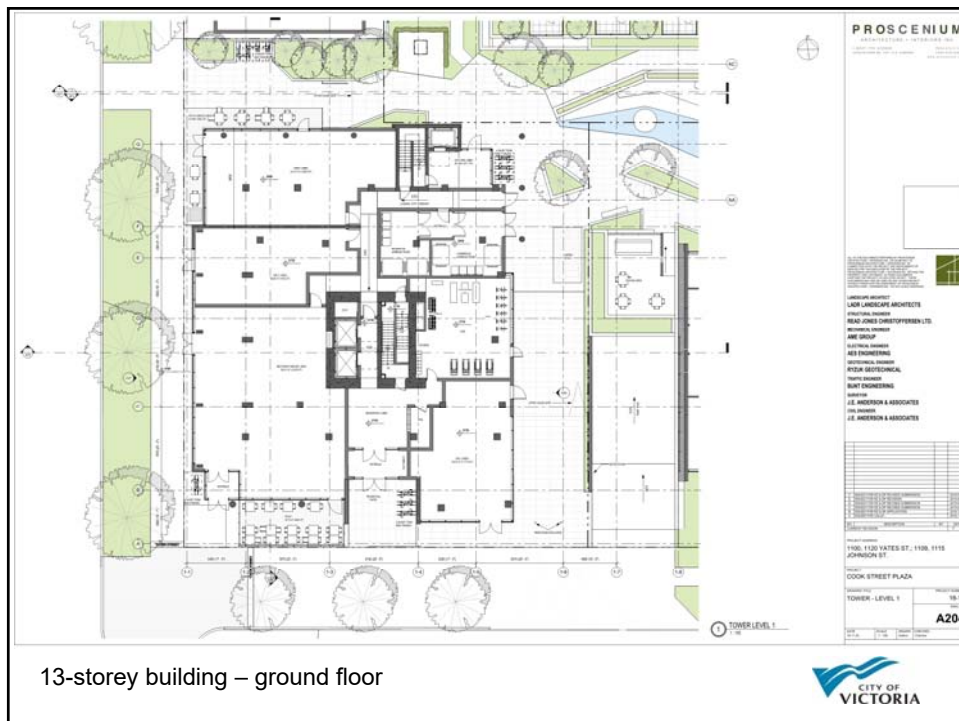
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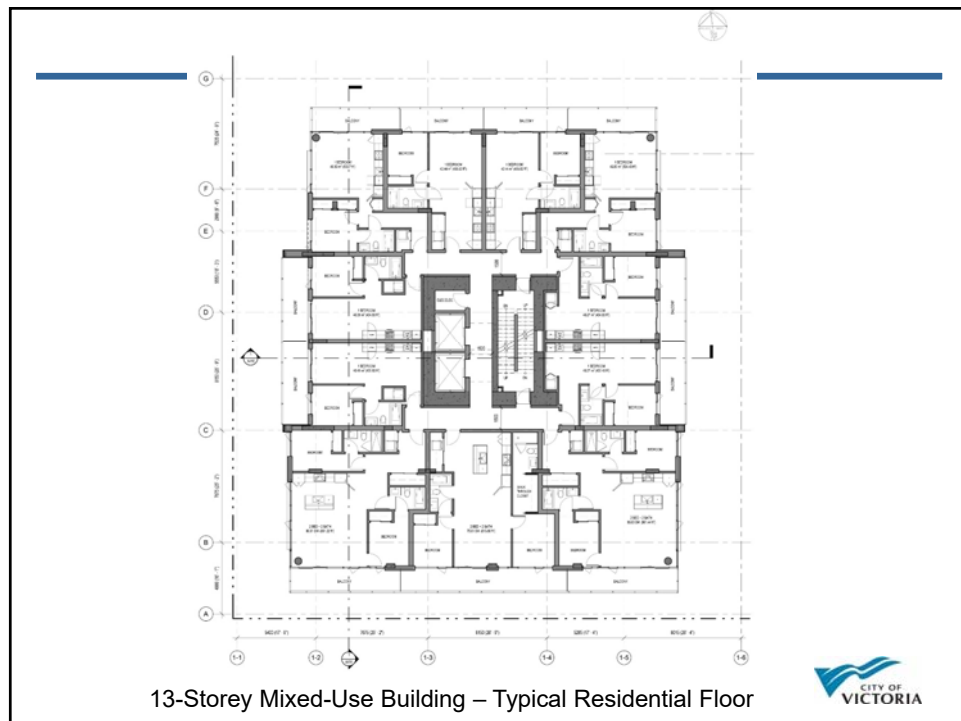
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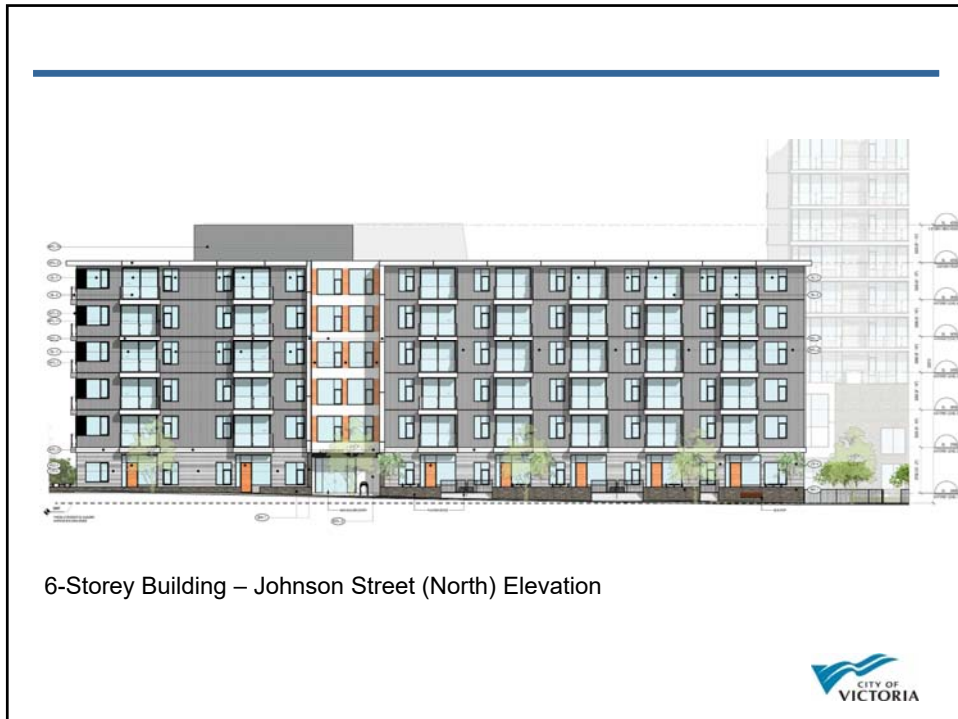
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6-Storey Building – East & West Elevations

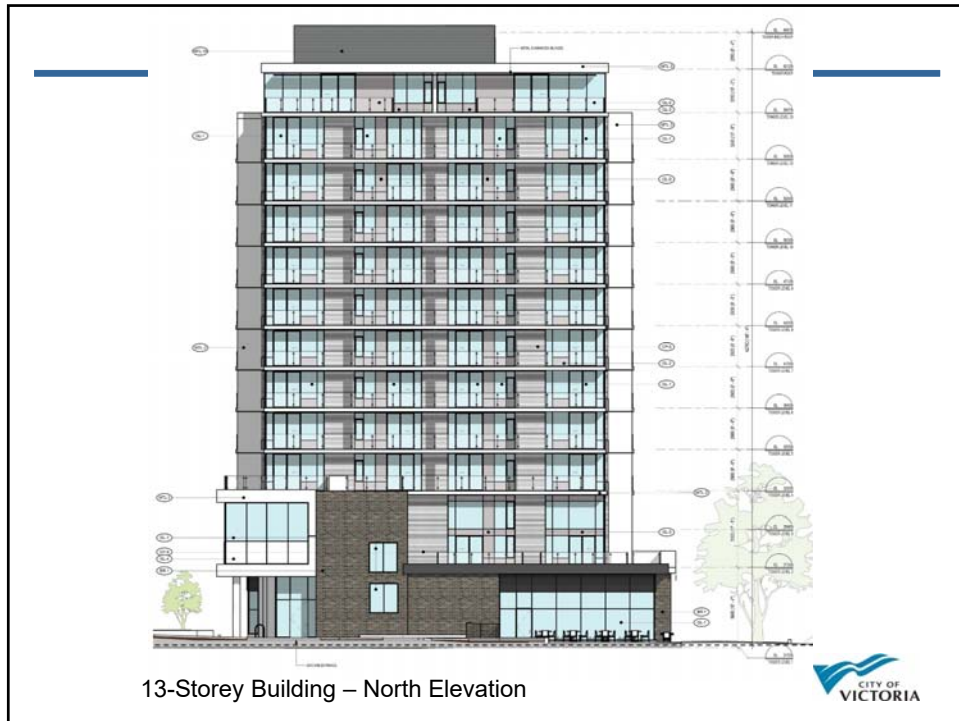


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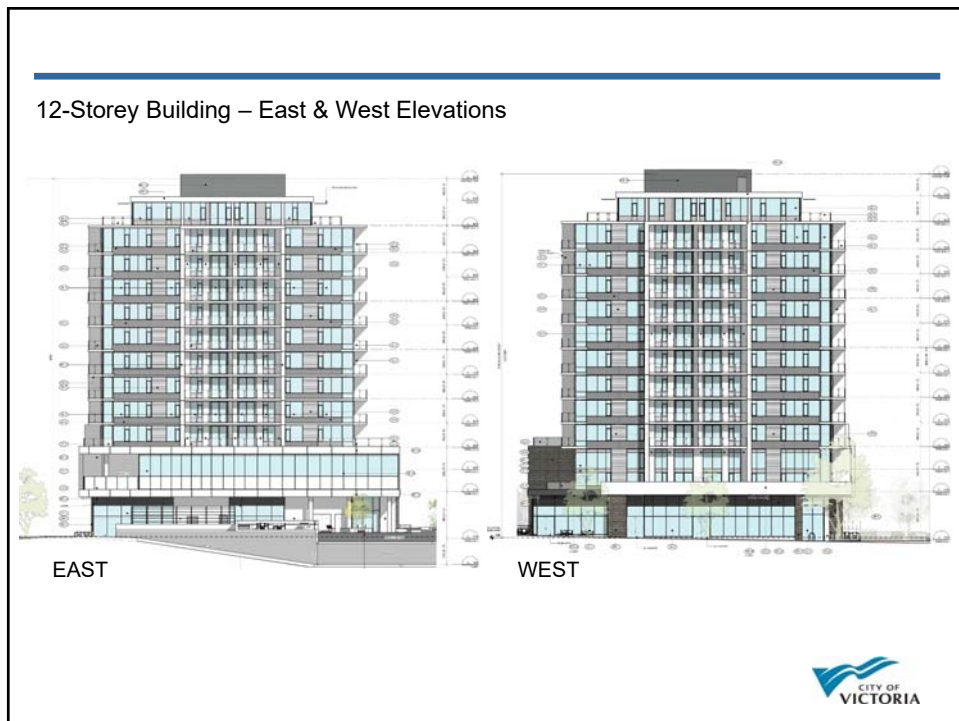
13-Storey Building – Yates Street (South) Elevation



18



19



20

Material and Colour Board



GL-1	INSULATED GLASS (VISION GLASS)	CM-1	PAINTED CONCRETE MASONRY UNITS (WHITE)	MTL-2	METAL CLADDING (CORRUGATED, MED GREY)	MTL-10	CORRUGATED METAL SCREEN (CHARCOAL)
GL-2	GLASS GUARDRAIL (TEMPERED, LAMINATED)	CP-2	CEMENTITIOUS PANEL (DARK)	MTL-3	METAL PANEL (WHITE)	MTL-11	BLONDE METAL PRIVACY SCREEN
GL-3	GLASS SPANDREL PANEL	CP-3	CEMENTITIOUS PANEL (MED GREY)	MTL-4	LINEAR METAL PANEL (CHARCOAL)	BR-1	BRICK VENEER (DARK)
GL-4	FROSTED GLASS	CP-4	LINEAR CEMENTITIOUS PANEL (LIGHT)	MTL-5	METAL FLASHING & TRIM (DARK GREY)		
CO-1	ARCHITECTURAL CONCRETE	CP-5	LINEAR CEMENTITIOUS PANEL (DARK)	MTL-8	METAL SOFFIT (WOOD, BLONDE)		
CO-2	PAINTED CONCRETE (WHITE)	MTL-1	METAL PANEL (WOOD, CHERRY)	MTL-9	METAL FRAMING & TRIM (BLACK)		



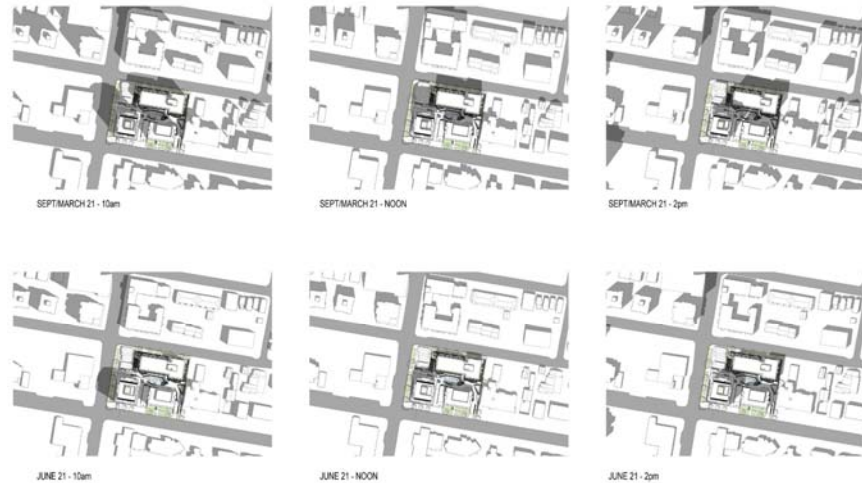
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Context Elevations



22

Shadow Study



23

Aerial Views



LOOKING NORTH-WEST



LOOKING SOUTH-WEST



24

Landscape Plan



25

Rendering



STREET VIEW AT COOK & YATES

26

Rendering



VIEW LOOKING SOUTH EAST AT COOK & JOHNSON



27

Rendering



VIEW LOOKING WEST ALONG YATES



28

Rendering



VIEW LOOKING EAST ALONG JOHNSON



29

Rendering



VIEW AT THE CORNER OF COOK & YATES



30

Rendering



VIEW LOOKING EAST ALONG JOHNSON



Heather McIntyre

From: Alex Castelló <[REDACTED]m>
Sent: September 20, 2019 5:12 PM
To: Victoria Mayor and Council
Cc: [REDACTED]m
Subject: Affordable Housing in Victoria

Hello Mayor and Victoria City Council,

My name is Alex Castello. I am of Mexican heritage and my family moved to Canada 7 years ago. This is the birthplace of my mother and we were very excited to move here and call this beautiful city home. I did everything possible to become a hardworking good citizen in my new country and my dream was to one day own my own place.

I am a student and during the summers I worked tree planting in the interior of British Columbia pulling long shifts, often in isolation, at times in a harsh environment (there is snow above the tree line even in summer and having my back covered in black flies was most unpleasant) but I did it. During those times I felt it was worth it as I was saving for a down payment for a home. My hard work paid off when I heard that Chard Development was offering an "affordable" building called the Vivid on Yates and I was able to purchase a 1 bedroom condo. A home of my own!! When I heard that they were proposing another affordable building on the corner of Cook and Yates I felt compelled to speak out in support of this. I know that there are many others out there who need this type of housing and I urge you to please approve this proposal and allow others to become homeowners.

Thank you for your consideration of this project,

Alex Castello

CELL [REDACTED]
[REDACTED] [REDACTED]

Heather McIntyre

From: Madelynn Sherwood <[REDACTED]>
Sent: September 22, 2019 2:31 PM
To: Victoria Mayor and Council
Subject: [REDACTED]

To Lisa Helps and the Victoria City Council,

Please accept this letter as an expression of support for Chard Development's proposed buildings at Cook and Yates Street.

I am a purchaser in the Vivid at the Yates building, and I am so excited to have the opportunity to own a home downtown Victoria. I grew up in the Greater Victoria area and love the community we have here. It's a sad reality that the home ownership options for my generation are much more limited than in the past. Chard and BC housing has looked at this as an opportunity to work together and I fully support another high-density project similar to the Yates on Yates and Vivid at the Yates.

With respect,
Madelynn Sherwood

Heather McIntyre

From: Will Grass [REDACTED]
Sent: September 23, 2019 3:19 PM
To: Victoria Mayor and Council
Cc: [REDACTED] Shilpa Soni
Subject: Cook and Yates Street Project Support

Afternoon,

My name is Will Grass. My partner, Shilpa, and I purchased a condominium unit at Chard's Vivid project and look forward to it's completion. We received news that Chard is planning to develop another project similar to Vivid. We are optimistic that such an endeavour would be beneficial to the community, especially to the cohort of first time home buyers for whom the market is becoming increasingly too expensive.

Shilpa and I moved to Victoria several years ago and began looking at home ownership soon after arriving. We're both young professionals and highly value being able to walk and cycle in the city. We love living and working in the core of the city, where space can be used optimally to meet the needs of residents from a range of socioeconomic backgrounds and lived experiences. However, we found the market for homes extremely competitive and expensive for first time home buyers.

When we investigated Chard's Vivid project, we found that several aspects of the project appealed to us. First was the ability to qualify for advantageous pricing. Second was the legal framework between Chard, BC Housing and the buyer that affords more clarity and protections to the buyer from initial deposit to move-in.

Although the Vivid is not yet complete, Shilpa and I remain confident that our choice was correct for our needs.

During our purchase process, Chard's staff were transparent and honest about requirements, milestones, and updates; this instilled confidence in us as we took on our first home purchase.

We both feel that the city of Victoria and neighbouring municipalities will have to deploy multiple strategies to address the varied housing inequalities and inequities in the region.

We support Chard's Cook and Yates Project as an example of one strategy that could effectively alleviate some of the principal challenges of home ownership in Victoria.

Thanks, have a great day,

Will Grass



RBC Royal Bank

Mayor Helps & Council
City of Victoria
City Hall
1 Centennial Square
Victoria, BC V8W 1P6

September 24, 2019.

Dear Mayor and Council,

This letter is written on behalf of RBC in support of residential financing for Chard Development's Cook Street Plaza rezoning application at 1100 and 1120 Yates Street and 1109, 1115 Johnson Street.

Chard's proposed project will bring 104 affordable home ownership units to the City of Victoria, offered under BC Housing's HousingHUB Affordable Home Ownership Program (AHOP). Part of the requirement of the program is that all purchases must receive proof of financing to close – which is typically completed by pre-qualifying for a mortgage. At Chard's previous affordable home ownership offering – Vivid at the Yates – RBC was pleased to have set up a program to accelerate and simplify the process for purchasers to pre-qualify for a mortgage.

All mortgages at RBC must be approved by RBC in accordance with standard underwriting criteria. RBC will work with Chard to create a program for purchasers to become pre-qualified at the time of purchase and secure a mortgage for when they close after construction. RBC is one of few lenders who can secure long-term approvals for presale residential construction. Due to the nature of this project, which creates an affordable home ownership opportunity in the market – RBC is delighted to participate and provide secure approvals to purchasers.

Similar to Chard's previous affordable home ownership offering – Vivid at the Yates – the proposed project will provide an opportunity for home ownership to individuals with moderate income levels. These income levels are set at less than the 75th income percentile by BC Housing with purchase prices fixed at 10% below-market. The charts below more clearly demonstrate the affordability created by this program. A purchaser's income requirements are reduced 10-15% with an equivalent down payment or alternatively, a purchaser's required down payment is reduced by 40-50% with an equivalent income.

RBC worked closely with Chard to assist moderate income, British Columbia households qualify to purchase homes at Vivid through mortgage pre-approvals. A requirement of BC Housing, this pre-approval involves verification of credit scores, incomes and other financial information. Unlike traditional pre-approvals, through this program, RBC made firm commitment to finance these Vivid purchases (subject to conditions such as a property valuation). **RBC would be pleased to work with Chard again to pre-approve purchasers of an affordable condominium offering at Cook Street Plaza thereby facilitating qualification under BC Housing's AHOP.**



Minimum Income & Minimum Down Payment

Under BC Housing's AHOP, minimum income requirements and/or minimum deposit requirements are reduced for purchasers of affordable condos when compared to market condos.

For example, a purchaser in Cook Street Plaza's affordable condo, with an equivalent down payment, can qualify for a similar suite with a lower **Minimum Income Requirement**.

	Market Condo	Affordable Condo
Unit Type	500 sq. ft. 1-bed	500 sq. ft. 1-bed
Home Price	\$400,000	\$360,000
Down Payment	\$100,000	\$100,000
Mortgage	\$300,000	\$260,000
Minimum Income Required	\$60,057	\$52,049

With an equivalent down payment, a purchaser's income requirements are reduced 10-15% as a direct result of BC Housing's AHOP.

Alternatively, a purchaser at Cook Street Plaza's affordable condo, with equivalent income, could qualify for a similar suite with a lower **Minimum Down Payment**.

	Market Condo	Affordable Condo
Unit Type	500 sq. ft. 1-bed	500 sq. ft. 1-bed
Home Price	\$400,000	\$360,000
Purchaser Income	\$60,057	\$60,057
Mortgage	\$300,000	\$300,000
Minimum Down Payment	\$100,000	\$60,000

With an equivalent income, a purchaser's required down payment is reduced by 40-50%.

Chard Development's proposal to build 104 affordable homes in partnership with BC Housing will make home ownership a reality to 104 British Columbians who may have struggled to save a sufficient down payment or to demonstrate sufficient income levels. RBC is eager to be a part of this effort to bring increased affordability to Victoria. We thank council in advance for their consideration of this endeavor.

Best regards,

Randy Chin
Manager, Builder Development





STEVENSON DOELL LAW CORPORATION
Barristers and Solicitors

ROBERT C. DOELL*
BRENT J. KITZKE*†
MARY SUSANN McMANUS*‡
S. DECLAN MIDWOOD

999 Fort Street, Victoria, British Columbia V8V 3K3

Telephone: [REDACTED]

Facsimile: [REDACTED]

Email: [REDACTED]

Thursday, September 26, 2019

VIA EMAIL

Mayor & Council
City of Victoria
City Hall
1 Centennial Square
Victoria, BC V8W 1P6
Email: mayorandcouncil@victoria.ca

Dear Mayor & Council:

Re: Letter of Support for Chard Development Ltd.'s Proposed "Cook Street Plaza" Mixed-Use Development in the Fernwood Neighbourhood of Victoria.

I am writing to you in order to express my support for Chard Development Ltd.'s proposed *Cook Street Plaza* mixed-use development bordered by Yates, Cook and Johnson streets in the Fernwood neighbourhood of Victoria.

I have spoken about *Cook Street Plaza* with Jackie Ross of Chard Development Ltd. I have reviewed an undated document titled "Project Summary." I have also researched *Cook Street Plaza* online.

I understand *Cook Street Plaza* is to be, in part, composed of 104 Inclusionary Housing Units (Ownership) which will be offered under BC HousingHUB Affordable Homeownership Program. I am further advised that *Cook Street Plaza* will be designed to appeal to families and young professions with 35% of the above-mentioned homes offering two or more bedrooms. I understand this program to be similar to the BC Housing homeownership program made available to purchasers at Chard Development Ltd.'s "*Vivid at the Yates*" development which is located at 845 Johnson Street in the downtown neighbourhood of Victoria.

I personally believe that, for the reasons outlined above, that the *Cook Street Plaza* is an important proposed development that should be allowed to proceed. This opinion is based largely on my own personal experience as a young professional working in the downtown neighbourhood of Victoria and attempting to purchase my first home in the downtown neighbourhood of Victoria.

In January 2017, I began looking for a condo to purchase in the downtown neighbourhood of Victoria. At that time, virtually all condos on the market were far beyond what I could afford.

In the summer of 2017, I became aware of Chard Development Ltd.'s *Vivid at the Yates* development as well as the BC Housing homeownership program available to purchasers. The BC Housing homeownership program was the tipping point that allowed me become a first-time homeowner. Not only did the BC Housing homeownership program allow me to purchase a unit in the *Vivid at the Yates* in late 2017, it also allowed me to make a significant and important medium-term investment that I otherwise wouldn't have been able to make for some time.

Yours truly,

STEVENSON DOELL LAW CORPORATION



S. Declan Midwood

cc: Chard Development Ltd.

September 20, 2019

Mayor and Council
City of Victoria
City Hall
1 Centennial Square
Victoria, BC V8W 1P6

Dear Mayor and Council,

Re: Chard Development Application for 1100 and 1120 Yates Street and 1109,1115 Johnson Street – Mixed-Use Development including Child Care Facility

I am writing to express support for Chard Development's application to develop property at Cook and Yates.

I'm a Partner and Executive President at Devencore Realty Victoria Ltd. and have been proactively engaged by Chard to act as their agent in securing a provider to lease and operate a childcare facility within a dedicated space included in their proposed development. I recently leased commercial premises at 1099 Pandora Avenue to Maple Tree Children's Centre daycare who will be opening this Fall / Winter. I also sold a daycare property in Esquimalt to a new operator and have recently negotiated a lease transaction in North Saanich with a daycare operator. I'm a working professional with three young children myself and understand the importance of childcare facilities for families like mine.

The space that will be dedicated for childcare use, on the second floor of the 13 storey building, includes over 3,900SF of interior space and an outdoor terrace of over 1,000SF. Chard's commitment to a ten-year covenant will secure the space exclusively for childcare use into the future. The design of the space features an abundance of natural light, high ceilings, and a sheltered ground level entrance serviced by an elevator. In my opinion it is well suited to the intended childcare use.

There is a great need for childcare within Victoria, with only about one space available for every eight children under the age of 3 within existing licensed operations. The inclusion of childcare amenities into developments benefits families within the neighborhood by providing safe, new, purpose-built facilities in convenient locations. There is no shortage of demand.

At Chard's direction our initial RFP was focused on local not-for-profit childcare providers, with preference given to such organizations. Approximately ten organizations have been contacted to date followed by a more general marketing program and outreach; with several expressing interest in exploring this opportunity further and having requested additional information. Discussions remain on-going and Chard has been an active participant in the process, exploring potential changes to the space in order to better accommodate the needs of the individual organizations (such as enlarging the outdoor terrace to accommodate multiple age-groups).

Again, I would like to express my support of Chard's application for their proposed mixed-use development at the corner of Cook and Yates. In my opinion, this development is a thoughtful response to the need for denser mixed-use development within the Fernwood neighborhood, offering a mix of commercial and retail space alongside new housing (both market and affordable) and the Victoria Professional Building.

Thank you for your time and consideration.

Sincerely,

Amanda Neal
Devencore Realty Victoria Ltd.

[Redacted Signature]

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September 27, 2019

Leanne Taylor, Senior Planner
City of Victoria
City Hall
1 Centennial Square
Victoria, BC V8W 1P6

Attn: Ms. Leanne Taylor

Re: Redevelopment of 1100 and 1120 Yates Street and 1109, 1115 Johnson Street by Chard Development Ltd.

Please be advised that we have been in discussion with Chard Development about the removal of a European White Birch (on our property at 1138 Yates Street), situated along our mutual property line. We support their request and appreciate that Chard will be providing a wooden fence along our mutual property line upon completion of the major construction.

Fort Properties is very supportive of the proposed development plan that will assist in reinvigorating this area of Fernwood. In particular we are very pleased that Chard will be maintaining and improving the Victoria Professional Building as it is such an important community amenity for residents of Victoria.

Should you have any questions on this matter please do not hesitate to contact me directly.

Regards,

Jayne Bradbury
Owner / Director
Fort Properties Ltd.



FORT PROPERTIES LTD.

814 BROUGHTON STREET, VICTORIA, BC V8W 1E4

250.383.7412 fortproperties.ca hello@fortproperties.ca @fortprop @fortcommon

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1953

September 27, 2019

Mayor Helps & Council
City of Victoria
City Hall
1 Centennial Square
Victoria, BC V8W 1P6

Dear Mayor & Council,

Re: Redevelopment of 1100 and 1120 Yates Street and 1109, 1115 Johnson Street by Chard Development Ltd.

Fort Properties Ltd. is the owner of the lands immediately to the east of the above noted properties. I am writing to express our support of the proposed redevelopment.

Having reviewed the drawings submitted, we can say with confidence that we believe this project will bring significant benefit to the City of Victoria and the Fernwood community. The addition of new homes across two levels of the housing continuum – including a significant number of affordable home ownership units – speaks to the need for a diversity of housing across the city. Further, the retention of the Victoria Professional Building recognizes and respects the importance of this building within the community, both in terms of employment and essential services.

Finally, we wish to express our gratitude for the ongoing, respectful communication we have had with Chard Development. They have and continue to demonstrate a commitment to being good neighbours and positive contributors to the community.

We encourage mayor and council to support this redevelopment as submitted. Should you have any questions on this matter, please do not hesitate to contact me directly.

Sincerely,

Jayne Bradbury
Owner / Director
Fort Properties Ltd.



FORT PROPERTIES LTD.

814 BROUGHTON STREET, VICTORIA, BC V8W 1E4

250.383.7412 fortproperties.ca hello@fortproperties.ca @fortprop @fortcommon

Subject: Chard Affordable Housing - Cook and Yates

Date: Wednesday, September 18, 2019 at 6:21:09 PM Pacific Daylight Time

From: IslandGirl

To: mayorandcouncil@victoria.ca, Info - Chard Development

Mayor Helps and Council,

I am writing today to let you know that I am very much in support of a proposed new development on Cook and Yates that would offer an affordable ownership opportunity. I can't tell you how much we need "affordable" in a very unaffordable city and it's projects like this that are helping people become homeowners.

Last year my son was able to purchase his first home at the Vivid on Yates, another affordable ownership opportunity project by Chard Development. We were thrilled that Chard Developments was offering this and we are very proud of our son as he is 28 years old and worked very hard to save money for a down payment. Being able to proudly own home is a HUGE step for a young person (or any person for that matter), and without out this "affordable option" it would certainly be a lot harder.

Please consider this option proposed by Chard and let others enjoy a home of their own.

Warm regards,

Patty Castello

