

Sept. 28, 2020

NEALE STANISZKIS DOLL ADAMS ARCHITECTS

NSDA

201-134 Abbott St
Vancouver BC
Canada V6B 2K4

T 604.669.1926
F 604.683.2241

info@nsda.bc.ca
www.nsda.bc.ca

A Corporate Partnership

Charlotte Wain, Senior Planner
Development Services
City of Victoria
City Hall
1 Centennial Square
Victoria, BC V8W 1P6

RE: 1150 Cook Street
Application for Development Permit
File: DVP No. 00130

Dear Charlotte,

On behalf of our client, 66 Developments Ltd, we are pleased to submit this revision to our previous Development Permit Application for the above-noted property. This letter responds to the City of Victoria comments received July 16, 2020, the Advisory Design Panel meeting held July 22, 2020 and the Victoria Downtown Residents Association letter received Sept. 17, 2020.

With respect to the updated comments from the City of Victoria, we have had further discussions with BC Hydro and have received support for the hydro design as shown in our drawings. Parks' conditions prior to Committee of the Whole have been met.

Following is the motion made by Advisory Design Panel (see bold italics) and our response to each point.

Give further consideration and refinement to the detailing of the parapet railing, overall brightness and better integration to the overall building design.

To eliminate ADP's concern regarding the illuminated railing and to improve the building's top integration, the revised design concept differentiates the top floor through the increase in the height of top floor windows, Juliette boxes and external room ceilings by 600 mm and the widening of the top horizontal band. Further, following your suggestion we have added a top horizontal dark coloured band to accent the façade's termination.

The translucent glass railing has been moved inboard and will be attached to the inside of the step in the roof. The combined height of the raised outer roof and railing will now be approximately 1.8 m above the main roof, which will effectively screen most of the elevator mechanical penthouse and any roof mounted HVAC equipment.

Consideration for safety of ground floor and design of bike rooms.

Ground level safety has been thoroughly considered, including measures taken to ensure safety of bike rooms. A bike work bench has been added to the ground floor bike parking area.

Reconsideration of amenity space and locating it to help animate the Cook street frontage.

This was an excellent suggestion and one that has been achieved. The amenity space has been moved to the Cook Street frontage.

Consider the addition of trees in planters on the amenity room patio.

In conjunction with the revisions driven by the above suggestion, we have included planters on the amenity patio.

Consider revisions to paving to help enhance entrance.

Much collaboration and revisions have taken place in collaboration with City of Victoria staff regarding the streetscape and public realm. We remain flexible and look forward to working with staff to create a wonderful pedestrian experience.

The applicant to ensure the accuracy of the street trees to ensure their successful retention.

Accuracy has been ensured and successful retention is planned.

Further review and relaxation of setbacks to the south to improve livability of the south facing units to give them a balcony or an oblique view.

While an interesting idea with obvious benefits, further reduction of the setback to the south is at odds with recommendations from City of Victoria staff and the Downtown Residents Association wishes (see below). As such, the south setback has not been reduced.

Additional consideration for mechanical room to be integrated into overall building design and materiality.

This has been achieved in conjunction with the revisions to the termination of the building at the roof described above.

Regulate or standardize the size and pattern and colour of the metal panels.

Revisions to the façade have been made in order to further standardize the size and colour of the metal panels.

Lastly, in response to the Downtown Residents Association (DRA) letter a number of revisions and/or clarifications have been made. As suggested by the DRA, something other than a plain garage door is preferred. Please see the enlarged street level renderings. Similarly, as suggested by the DRA electric car charging stations make sense and are contemplated.

As for the west and south setbacks the building design has always met the required zoning setbacks and no setback variances are being requested. Further, the south setback over floors 11-15 has always been very close to 6m. By reducing the size of the south units by approximately 6 inches, the 6m building separation described in the DCAP guidelines is met. As such, the south units have been revised and the DRA-suggested 6m is achieved without significantly negatively impacting these homes.

With respect to the building separation to the west, while 6m is technically not achieved, separation and livability are considerable. The building to the west has no habitable glazing facing our building for

approximately 100 feet. Due to context and orientation, daylight penetration and privacy are not adversely affected. Because the building adjacent to the west has considerable life, this will be the case for decades to come. That is, now and for the foreseeable future, exceptional separation and livability are achieved.

We trust this letter adequately describes project revisions made since our last Development Permit re-submission dated May 4, 2020 and we look forward to the application proceeding to Council for its deliberation and approval.

Yours truly,

NSDA Architects



Tom Staniszkis, Architect AIBC, AAA

cc. Dan Robbins, 66 Developments Ltd