

E.1.a.h

975 & 983 Pandora Avenue: Rezoning Application No.00683 and Development Permit with Variances Application No. 000543 (Downtown)

Moved By Councillor Andrew

Seconded By Councillor Alto

Rezoning Application No. 00683

That Council instruct staff to prepare the necessary Zoning Regulation Bylaw Amendment that would authorize the proposed development outlined in Rezoning Application No. 00683 for 975 and 983 Pandora Avenue and that first and second reading of the Zoning Regulation Bylaw Amendment be considered by Council and a Public Hearing date be set once the following conditions are met:

1. Minor plan revisions as detailed in concurrent Development Permit with Variances Application No. 000543.
2. Preparation and execution of legal agreements, in a form satisfactory to the City Solicitor, to:
 - i. Secure all of the dwelling units in the building as rental for the greater of 60 years or the life of the building and that rental periods are 30 days or more, to the satisfaction of the Director of Sustainable Planning and Community Development.
 - ii. Secure the two-bedroom, two-bedroom plus den, three-bedroom, four-bedroom and five-bedroom units generally in accordance with the Plans dated February 16, 2021, to the satisfaction of the Director of Sustainable Planning and Community Development.
 - iii. Restrict strata titling of the building, to the satisfaction of the Director of Sustainable Planning and Community Development.
 - iv. Secure the design, supply and installation of the City's Downtown Public Realm Plan and Streetscape Standards (DPRP) (specifically, the 'New Town District'), including furnishings, materials and pedestrian lights along the Vancouver Street and Pandora Avenue frontages, to the satisfaction of the Director of Engineering and Public Works.
 - v. Secure the installation of the protected bike lane improvements adjacent the Vancouver Street frontage, as per the City's Bicycle Master Plan to the satisfaction of the Director of Engineering and Public Work.
 - vi. Secure the design, supply and installation of a stormwater management soil cell infiltration

system in the boulevard on Vancouver Street for treatment of road runoff, to the satisfaction of the Director of Engineering and Public Works.

- vii. Secure soil cells for all municipal street trees on Vancouver Street, to specifications (including soil volume and depth) to the satisfaction of the Director of Parks, Recreation and Facilities.
3. That Council request that the applicant provide more information on the co-living model and information regarding affordability.

Development Permit with Variances Application No. 000543

That, subject to minor plan revisions to address the following:

1. Corrections to the paving patterns and street furnishings consistent with the Downtown Public Realm and Streetscape Plan to the satisfaction of the Director of Engineering and Public Works.
2. Clarification of the details on the preliminary Utilities Plan to the satisfaction of the Director of Engineering and Public Works.
3. Further details regarding the double vehicle access gate system and staging area for garbage and waste collection to the satisfaction of the Director of Engineering and Public Works.
4. Corrections to irrigation system, street trees and planting schedules, to the satisfaction of the Director of Parks, Recreation and Culture.
5. Further consideration of the fence design and application of building materials at the street level along Pandora Avenue to ensure a positive pedestrian experience, to the satisfaction of the Director of Sustainable Planning and Community Development.
6. Incorporation of perimeter wind screens on the south side of the lower level amenity spaces and on the terraces of level 14 as recommended in the Pedestrian Wind Assessment.
7. Confirmation of whether CREST would be required to occupy equipment on the roof level for a new communication transmission site, to the satisfaction of the Fire Chief.
8. Corrections to plans to ensure the compliance with the BC Building Code.

And 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. 00683, if it is approved, consider the following motion:

“That subject to receipt of a letter from the Ministry of Environment confirming that the landowner has met the requirements of Section 557(2) of the Local Government Act with respect to contaminated sites that Council authorize the issuance of Development Permit with Variances Application No. 000543 for 975 and 983 Pandora Avenue in accordance with:

1. Plans date stamped February 12, 2021.
2. Development meeting all Zoning Regulation Bylaw requirements, except for the following variances:
 - i. Increase the height from 45m to 47.68m
 - ii. Increase the number of storeys from 15 storeys to 16 storeys
 - iii. Increase the height of the proposed breezeway fence from 1.22m to 3.12m.
3. Final plans to be generally in accordance with plans date stamped February 12, 2021.
4. The Development Permit lapsing two years from the date of this resolution.”

CARRIED UNANIMOUSLY

F.2 975 & 983 Pandora Avenue: Rezoning Application No. 00683 and Development Permit with Variances Application No. 000543 (Downtown)

Committee received a report dated April 29, 2021 from the Director of Sustainable Planning and Community Development regarding rezoning Application no. 00683 and Development Permit with Variances Application No. 000543 for 975 and 983 Pandora Avenue.

Councillor Dubow returned to the meeting at 1:26 p.m.

Moved By Mayor Helps
Seconded By Councillor Thornton-Joe

Rezoning Application No. 00683

That Council instruct staff to prepare the necessary Zoning Regulation Bylaw Amendment that would authorize the proposed development outlined in Rezoning Application No. 00683 for 975 and 983 Pandora Avenue and that first and second reading of the Zoning Regulation Bylaw Amendment be considered by Council and a Public Hearing date be set once the following conditions are met:

1. Minor plan revisions as detailed in concurrent Development Permit with Variances Application No. 000543.
2. Preparation and execution of legal agreements, in a form satisfactory to the City Solicitor, to:
 - a. Secure all of the dwelling units in the building as rental for the greater of 60 years or the life of the building and that rental periods are 30 days or more, to the satisfaction of the Director of Sustainable Planning and Community Development.
 - b. Secure the two-bedroom, two-bedroom plus den, three-bedroom, four-bedroom and five-bedroom units generally in accordance with the Plans dated February 16, 2021, to the satisfaction of the Director of Sustainable Planning and Community Development.
 - c. Restrict strata titling of the building, to the satisfaction of the Director of Sustainable Planning and Community Development.
 - d. Secure the design, supply and installation of the City's Downtown Public Realm Plan and Streetscape Standards (DPRP) (specifically, the 'New Town District'), including furnishings, materials and pedestrian lights along the Vancouver Street and Pandora Avenue frontages, to the satisfaction of the Director of Engineering and Public Works.
 - e. Secure the installation of the protected bike lane improvements adjacent the Vancouver Street frontage, as per the City's Bicycle Master Plan to the satisfaction of the Director of Engineering and Public Work.
 - f. Secure the design, supply and installation of a stormwater management soil cell infiltration system in the boulevard on Vancouver Street for treatment of road runoff, to the satisfaction of the Director of Engineering and Public Works.
 - g. Secure soil cells for all municipal street trees on Vancouver Street, to specifications (including soil volume and depth) to the satisfaction of the Director of Parks, Recreation and Facilities.

Development Permit with Variances Application No. 000543

That, subject to minor plan revisions to address the following:

- a. Corrections to the paving patterns and street furnishings consistent with the Downtown Public Realm and Streetscape Plan to the satisfaction of the Director of Engineering and Public Works.
- b. Clarification of the details on the preliminary Utilities Plan to the satisfaction of the Director of Engineering and Public Works.
- c. Further details regarding the double vehicle access gate system and staging area for garbage and waste collection to the satisfaction of the Director of Engineering and Public Works.
- d. Corrections to irrigation system, street trees and planting schedules, to the satisfaction of the Director of Parks, Recreation and Culture.
- e. Further consideration of the fence design and application of building materials at the street level along Pandora Avenue to ensure a positive pedestrian experience, to the satisfaction of the Director of Sustainable Planning and Community Development.
- f. Incorporation of perimeter wind screens on the south side of the lower level amenity spaces and on the terraces of level 14 as recommended in the Pedestrian Wind Assessment.
- g. Confirmation of whether CREST would be required to occupy equipment on the roof level for a new communication transmission site, to the satisfaction of the Fire Chief.
- h. Corrections to plans to ensure the compliance with the BC Building Code.

And 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. 00683, if it is approved, consider the following motion:

“That subject to receipt of a letter from the Ministry of Environment confirming that the landowner has met the requirements of Section 557(2) of the Local Government Act with respect to contaminated sites that Council authorize the issuance of Development Permit with Variances Application No. 000543 for 975 and 983 Pandora Avenue in accordance with:

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 - i. Increase the height from 45m to 47.68m
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4. The Development Permit lapsing two years from the date of this resolution.”

Committee discussed the following:

- *Co-living units will allow people who live downtown to have an option for more affordable walkable accommodation*
- *Sequoia tree will be retained*
- *Requirements for a land lift are not needed for this application*

- *Co-living units can be rented at a lower rent equal to the median income bracket of the Housing Strategy*
- *Tenancies are likely to be individual rather than for an entire unit.*
- *The history of the church that was previously on-site*
- *The building width is likely necessary to accommodate the co-living model*
- *Co-living provides an interesting model that is unique to taller towers in Victoria*
- *Under current bylaws people can rent their bedrooms including rental units on short-term vacation rental websites*

Amendment:

Moved by Councillor Isitt

Seconded by Councillor Dubow

That staff revisit the issue of providing affordability of the co-living units in the form of a housing agreement with the City.

FOR (4): Councillor Dubow, Councillor Isitt, Councillor Loveday, Councillor Potts
OPPOSED (5): Mayor Helps, Councillor Alto, Councillor Andrew, Councillor Thornton-Joe, Councillor Young

DEFEATED

Motion to extend the meeting:

Moved by Councillor Andrew

Seconded by Councillor Thornton-Joe

That the meeting be extended to 3:00 p.m.

CARRIED UNANIMOUSLY

Amendment:

Moved by Councillor Thornton-Joe

Seconded by Councillor Isitt

That Council request that the applicant provide more information on the co-living model and information regarding affordability.

FOR (5): Councillor Dubow, Councillor Isitt, Councillor Loveday, Councillor Thornton-Joe, Councillor Potts
OPPOSED (4): Mayor Helps, Councillor Alto, Councillor Andrew, Councillor Young

CARRIED (5 to 4)

On the main motion as amended:

CARRIED UNANIMOUSLY



Committee of the Whole Report

For the Meeting of May 13, 2021

To: Committee of the Whole **Date:** April 29, 2021

From: Karen Hoese, Director, Sustainable Planning and Community Development

Subject: Rezoning Application No. 00683 for 975 and 983 Pandora Avenue

RECOMMENDATION

That Council instruct staff to prepare the necessary Zoning Regulation Bylaw Amendment that would authorize the proposed development outlined in Rezoning Application No. 00683 for 975 and 983 Pandora Avenue and that first and second reading of the Zoning Regulation Bylaw Amendment be considered by Council and a Public Hearing date be set once the following conditions are met:

1. Minor plan revisions as detailed in concurrent Development Permit with Variances Application No. 000543.
2. Preparation and execution of legal agreements, in a form satisfactory to the City Solicitor, to:
 - a. Secure all of the dwelling units in the building as rental for the greater of 60 years or the life of the building and that rental periods are 30 days or more, to the satisfaction of the Director of Sustainable Planning and Community Development.
 - b. Secure the two-bedroom, two-bedroom plus den, three-bedroom, four-bedroom and five-bedroom units generally in accordance with the Plans dated February 16, 2021, to the satisfaction of the Director of Sustainable Planning and Community Development.
 - c. Restrict strata titling of the building, to the satisfaction of the Director of Sustainable Planning and Community Development.
 - d. Secure the design, supply and installation of the City's Downtown Public Realm Plan and Streetscape Standards (DPRP) (specifically, the 'New Town District'), including furnishings, materials and pedestrian lights along the Vancouver Street and Pandora Avenue frontages, to the satisfaction of the Director of Engineering and Public Works.
 - e. Secure the installation of the protected bike lane improvements adjacent the Vancouver Street frontage, as per the City's *Bicycle Master Plan* to the satisfaction of the Director of Engineering and Public Works.

- f. Secure the design, supply and installation of a stormwater management soil cell infiltration system in the boulevard on Vancouver Street for treatment of road runoff, to the satisfaction of the Director of Engineering and Public Works.
- g. Secure soil cells for all municipal street trees on Vancouver Street, to specifications (including soil volume and depth) to the satisfaction of the Director of Parks, Recreation and Facilities.

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 975 and 983 Pandora Avenue. The proposal is to rezone from the CA-43 Zone to a site-specific zone in order to construct a 16-storey mixed use building containing ground level commercial and purpose built rental residential uses above. The Rezoning Application is concurrent with Development Permit (with Variance) Application No. 00543.

The following points were considered in assessing this application:

- the proposal is consistent with the *Official Community Plan, 2012 (OCP)* Core Residential Urban Place Designation in terms of use and density, and the OCP's placemaking and housing policies with regards to the provision of rental housing
- the proposal is generally consistent with the *Downtown Core Area Plan, 2011 (DCAP)* policies for sites within the Residential Mixed-Use District
- as a condition of rezoning, the applicant would provide a Housing Agreement to secure the tenure of all dwelling units as rental, and to restrict the strata titling of the building
- the proposal is exempt from the City's Inclusionary Housing Policy as the residential portion is 100% rental tenure which is being secured through a legal agreement.

BACKGROUND

Description of Proposal

This Rezoning Application is to increase the permitted density from 2:1 to 5.46:1 Floor Space Ratio (FSR). A 16-storey, mixed-use building is proposed with ground-floor commercial-retail uses at grade and residential rental and co-living apartments above.

Differences from the existing CA-43 Zone, Pandora Harris Green District are being proposed, which include increased density and reduced street fronting setbacks, and these would be accommodated in the new zone, since these are in conformance with the relevant guidelines.

The proposal also requests an increase in building height, but since the proposal slightly exceeds the maximum height in the guidelines, this is recommended by staff to be considered by Council as a variance through the concurrent Development Permit with Variance Application so that it does not become an entitlement entrenched in the zoning for the site.

Affordable Housing

The applicant proposes the creation of approximately 121 new market rental residential units which would increase the overall supply of housing in the area. In addition, 54 of these units are being proposed as co-living, with shared kitchen and dining facilities. The following mix of studios, one-bedroom and multi-bedroom units are proposed:

Unit Type	Number of Dwelling Units
One-bedroom	43
Two-bedroom	21
Two-bedroom + den	3
Co-living three-bedroom	4
Co-living four-bedroom	38
Co-living five-bedroom	12
Total	121

Legal agreements are proposed to secure the long term rental tenure (with units being rented for periods of 30 days or more) for the greater of 60 years or the life of the building, restrict strata titling of the building and secure the provision of the two, three, four and five-bedroom units within the building.

The applicant has declined to include the proposal into Schedule N – Residential Rental Tenure of the *Zoning Regulation Bylaw*, but as noted above has agreed to a Housing Agreement.

Tenant Assistance Policy

A tenant assistance plan is not required as there are no existing residential rental units on the subject property.

Active Transportation

The application proposes the following features which support active transportation:

- implementation of the protected bike lane along the Vancouver Street frontage as part of the All Ages and Abilities cycling network.
- 271 long-term and 14 short-term bicycle parking spaces on-site. The provision of long-term bike parking stalls exceeds the requirement by 124 stalls.

Public Realm

The following frontage works are being offered and will be secured in association with the Rezoning Application:

- streetscape improvements to Pandora Avenue and Vancouver Street fronting the development consistent with the *Downtown Public Realm Plan Strategy*
- installation of the protected bike lane improvements adjacent the Vancouver Street frontage, as per the City's *Bicycle Master Plan*
- stormwater management soil cell infiltration system in the boulevard on Vancouver Street for the treatment of road runoff
- soil cells for all municipal street trees on Vancouver Street to specifications (including soil volume and depth).

The applicant has committed to working with the City to achieve these improvements and 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

The *British Columbia Building Code* regulates accessibility as it pertains to buildings. The proposed amenity areas on the ground floor and level four are designed to be accessible.

Land Use Context

The area is characterized by a mix of residential, commercial, community service and institution land uses. Immediately adjacent land uses include:

- North: drive-thru restaurant
- South: a recently approved (2019) high-rise, mixed-use building currently under construction with ground-floor commercial and residential above (The Wedge)
- South: across Johnson Street, a high-rise, mixed-use building is under construction with ground-floor commercial-retail fronting Vancouver and Johnson Streets and residential above
- East: across Vancouver Street is a government office building
- West: adjacent to the site is a supervised consumption centre.

Existing Site Development and Development Potential

The site is presently vacant and surrounded with construction fencing.

Under the current CA-43 Zone, Pandora Harris Green District Zone, the property could be developed up to a density of 2:1 FSR and with a range of permitted uses including commercial, institutional and mixed-use residential.

Data Table

The following data table compares the proposal with the existing CA-43 Zone, Pandora Harris Green District Zone. An asterisk is used to identify where the proposal does not meet the requirements of the existing Zone. The relevant policy guidance is also provided.

Zoning Criteria	Proposal	Existing Zone CA-43	OCP	DCAP
Site area (m ²) – minimum	2043.80	n/a	-	-
Density (Floor Space Ratio) – maximum	5.46:1*	2:1	3 - 5.5:1	3 - 5.5:1
Total floor area (m ²) – maximum	11,155.88*	4087.60	-	-
Height (m) – maximum	47.68*	15.5	-	45
Storeys – maximum	16	n/a	20	-
Site coverage % – maximum	65	n/a	-	-
Setbacks (m) – minimum				
Front (north) – Pandora Avenue	1.50* building 0.00* canopy	3.00	-	0
Rear (south)	3.50	0 – 3.00	-	see Building Separation Guidelines
Interior (west)	0.00	0 – 3.00	-	see Building Separation Guidelines
Flanking Street – Vancouver Street	1.50* building 0.00* canopy	3.00	-	0
Vehicle parking – residential – minimum	102	101		
Vehicle parking – visitor – minimum	12	12		
Vehicle parking – commercial – minimum	6	6		
Bicycle parking – long term – minimum	271	147		
Bicycle parking – short term – minimum	14	14		

Community Consultation

Consistent with the *Community Association Land Use Committee (CALUC) Procedures for Processing Rezoning and Variance Applications*, the applicant has consulted the Downtown Residents Association CALUC at a Community Meeting held on October 11, 2018. A letter

dated March 1, 2019 is attached to this report. Revised plans were recently circulated to the CALUC on March 18, 2021. If further correspondence from the CALUC is received it will be forwarded to Council for consideration.

ANALYSIS

Official Community Plan

The subject site is designated as Core Residential in the *Official Community Plan* which envisions multi-unit residential, commercial and mixed-use buildings from three storeys up to approximately 20 storeys and with total floor space ratios (FSR) ranging from a base of 3:1 to a maximum of 5.5:1. The proposal is consistent with the density and uses envisioned in this Urban Place Designation.

The OCP encourages housing supply to accommodate population growth in the Urban Core and a range of housing types, forms and tenures across the City. The proposed development would provide approximately 121 purpose-built market rental dwelling units, secured through a legal agreement. Unit sizes range from approximately 42m² (450 ft²) for one-bed room units to 118m² (1280 ft²) for the five-bed co-living pods.

Downtown Core Area Plan

The subject property is within the Residential Mixed-Use District (RMD) in the *Downtown Core Area Plan*, with applicable policies to encourage multi-residential development appropriate to the context of the neighbourhood. The base density for mixed-use development is 3:1 FSR and a maximum density is 5.5:1 FSR, of which the commercial portion shall not exceed 1:1 FSR. The maximum building height for the site is outlined as 45m. The DCAP built form policies encourage new buildings to complement their surroundings and to provide a positive interface with the public realm. The proposal's consistency with these policies and other applicable design guidelines is discussed in the concurrent Development Permit with Variances Application report.

Density Bonus Policy

The Inclusionary Housing and Community Amenity Policy exempts the proposal from amenity contributions provided the applicant secures all the residential units as rental.

Regulatory Considerations

Building Height

The proposed increase in building height from 15.5m in the current zone to approximately 47.68m is higher than the maximum height of 45m anticipated in the DCAP for this site. Staff are recommending that a height limit of 45m be included in the new zone, consistent with the *Downtown Core Area Plan*, and that Council consider a height variance issued through Development Permit with Variance Application No. 000543. This would ensure that any additional height given above the maximum specified in the DCAP does not become an entitlement in the zoning and that if for any reason this proposal was not constructed, future approvals would require Council's consideration of this increase in height.

Tree Preservation Bylaw and Urban Forest Master Plan

The goals of the *Urban Forest Master Plan* include protecting, enhancing, and expanding Victoria's urban forest and optimizing community benefits from the urban forest in all neighbourhoods.

There are currently no trees on the subject properties. On the municipal frontages, three cherry trees on Pandora Avenue and four trees on Vancouver Street, two maple and two cherry, are proposed to be removed. Removal of the trees along Vancouver Street would be required to accommodate the road realignment associated with the All Ages and Abilities cycling network and the trees on Pandora Avenue would require removal to accommodate frontage improvements and restoration.

The applicant is proposing to plant are proposed with continuous soil cells beneath the sidewalk to promote healthy growing conditions. On the development site, 22 small-canopy and columnar trees are proposed to be grown in planters.

Tree Impact Summary Table

Tree Status	Total	To be REMOVED	To be PLANTED	Net Change
On-site trees, bylaw protected	0	0	0	0
On-site trees, not bylaw protected	0	0	22	+22
Municipal trees	7	7	8	+1
Neighbouring trees, bylaw protected	0	0	0	0
Neighbouring trees, not bylaw protected	0	0	0	0
Total	7	7	30	+23

Increased Inventory	Annual Maintenance Cost
Street Trees – 1 net new	\$60
Irrigation System	\$400

CONCLUSIONS

The proposal to construct a new 16 storey, mixed-use commercial and residential building at a density of 5.46:1 FSR is consistent with the OCP and DCAP with respect to the proposed land use and density. The creation of approximately 121 market rental units, secured through legal agreement, advances the goals of the OCP with regards to the provision of rental housing. Therefore, it is recommended for Council's consideration that the application move forward to a Public Hearing.

ALTERNATE MOTION

That Council decline Rezoning Application No. 00683 for the property located at 975 and 983 Pandora Avenue.

Respectfully submitted,

Charlotte Wain
Senior Planner – Development Services
Division

Karen Hoesel, Director
Sustainable Planning and Community
Development Department

Report accepted and recommended by the City Manager.

List of Attachments

- Attachment A: Subject Map
- Attachment B: Aerial Map
- Attachment C: Plans received March 12, 2021, deemed February 16, 2021
- Attachment D: Letter from applicant to Mayor and Council dated April 22, 2021
- Attachment E: Letter from applicant in response to ADP and staff comments, dated February 11, 2021
- Attachment F: ADP staff report dated November 10, 2020
- Attachment G: ADP minutes from the meeting of November 25, 2020
- Attachment H: Community Association Land Use Committee Comments dated March 1, 2019
- Attachment I: Pedestrian Wind Assessment dated February 7, 2020
- Attachment J: Transportation Impact Assessment dated October 5, 2020
- Attachment K: Correspondence (Letters received from residents).



Committee of the Whole Report

For the Meeting of May 13, 2021

To: Committee of the Whole **Date:** April 22, 2021

From: Karen Hoese, Director, Sustainable Planning and Community Development

Subject: Development Permit with Variances Application No. 000543 for 975 and 983 Pandora Avenue

RECOMMENDATION

That, subject to minor plan revisions to address the following:

- a. Corrections to the paving patterns and street furnishings consistent with the Downtown Public Realm and Streetscape Plan to the satisfaction of the Director of Engineering and Public Works.
- b. Clarification of the details on the preliminary Utilities Plan to the satisfaction of the Director of Engineering and Public Works.
- c. Further details regarding the double vehicle access gate system and staging area for garbage and waste collection to the satisfaction of the Director of Engineering and Public Works.
- d. Corrections to irrigation system, street trees and planting schedules, to the satisfaction of the Director of Parks, Recreation and Culture.
- e. Further consideration of the fence design and application of building materials at the street level along Pandora Avenue to ensure a positive pedestrian experience, to the satisfaction of the Director of Sustainable Planning and Community Development.
- f. Incorporation of perimeter wind screens on the south side of the lower level amenity spaces and on the terraces of level 14 as recommended in the Pedestrian Wind Assessment.
- g. Confirmation of whether CREST would be required to occupy equipment on the roof level for a new communication transmission site, to the satisfaction of the Fire Chief.
- h. Corrections to plans to ensure the compliance with the BC Building Code.

And 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. 00683, if it is approved, consider the following motion:

“That subject to receipt of a letter from the Ministry of Environment confirming that the landowner has met the requirements of Section 557(2) of the *Local Government Act* with

respect to contaminated sites that Council authorize the issuance of Development Permit with Variances Application No. 000543 for 975 and 983 Pandora Avenue in accordance with:

1. Plans date stamped February 12, 2021.
2. Development meeting all *Zoning Regulation Bylaw* requirements, except for the following variances:
 - i. Increase the height from 45m to 47.68m
 - ii. Increase the number of storeys from 15 storeys to 16 storeys
 - iii. Increase the height of the proposed breezeway fence from 1.22m to 3.12m.
3. Final plans to be generally in accordance with plans date stamped February 12, 2021.
4. 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 *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.

Pursuant to Section 491 of the *Local Government Act*, where the purpose of the designation is the revitalization of an area in which a commercial use is permitted, a Development Permit may include requirements respecting the character of the development, including landscaping, and the siting, form, exterior design and finish of buildings and other structures.

EXECUTIVE SUMMARY

The purpose of this report is to present Council with information, analysis and recommendations for a Development Permit with Variance Application for the property located at 975 and 983 Pandora Avenue. The proposal is for the construction of a sixteen-storey mixed-use building consisting of ground floor commercial with residential units above. The proposal is concurrent with Rezoning Application No. 00683. There are variances requested to increase the building height, number of storeys and the height of the proposed fence to the breezeway.

The following points were considered in assessing this application:

- the proposal is generally consistent with design guidelines in the *Downtown Core Area Plan*, 2011 (DCAP), *Advisory Design Guidelines for Buildings, Signs and Awnings* (2006), and *Guidelines for Fences, Gates and Shutters* (2010)
- the subject property is designated Residential Mixed-Use District in the DCAP which encourages multi-residential development
- the requested variances to increase the building height to 47.68m is higher than the maximum building height of 45m described in the DCAP; however, this extra height is in relation to the rooftop mechanical room and has minimal impact on the surrounding properties.

BACKGROUND

Description of Proposal

The proposal is to construct a 16-storey mixed-use building with one commercial unit on the ground floor and approximately 121 residential units above. The proposed height is 47.68m.

Major design components include:

- commercial unit at the corner of Pandora Avenue and Vancouver Street
- music room, bike repair room and outdoor residential amenity space located on the ground floor
- double height gym and shared laundry facilities located on level two
- shared indoor and outdoor residential amenity space located on level four
- main residential building lobby entrance on Vancouver Street
- secure long-term bike parking for 271 stalls located on parking level 1
- vehicle parking including 102 residential stalls, 12 visitor stalls and 6 commercial stalls located underground in three levels
- public realm streetscape improvements on Vancouver Street and Pandora Avenue
- exterior building materials including:
 - a mixture of grey metal panels, brick and coated architectural concrete in grey and white for the podium level
 - a mixture of metal panels in grey and white, spandrel panels and brick for the tower
 - aluminium windows in dark grey
 - glass railings with dark grey frames
 - custom designed metal gate for the breezeway.

The proposed variances are related to:

- an increase in the building height from 45m to 47.68m
- an increase in the number of storeys from 15 to 16
- an increase in the height of the breezeway gate from 1.22m to 3.12m.

Sustainability

As indicated in the applicant's letter dated April 22, 2021 sustainability features are noted as LED electrical fixtures and occupancy sensors for all common areas. In addition, a pre-vegetated green roof is included on levels five and six.

Accessibility

The *British Columbia Building Code* regulates accessibility as it pertains to buildings. The proposed amenity areas on the ground floor and level four are designed to be accessible.

Existing Site Development and Development Potential

The site is presently vacant and surrounded with construction fencing.

Under the current CA-43 Zone, Pandora Harris Green District Zone, the property could be developed up to a density of 2:1 FSR and with a range of permitted uses including commercial, institutional and mixed-use residential.

Data Table

The following data table compares the proposal with the existing CA-43 Zone, Pandora Harris Green District Zone. An asterisk is used to identify where the proposal does not meet the requirements of the existing Zone. The relevant policy guidance is also provided.

Zoning Criteria	Proposal	Existing Zone CA-43	OCP	DCAP
Site area (m ²) – minimum	2043.80	n/a	-	-
Density (Floor Space Ratio) – maximum	5.46:1*	2:1	3 - 5.5:1	3 - 5.5:1
Total floor area (m ²) – maximum	11,155.88*	4087.60	-	-
Height (m) – maximum	47.68*	15.5	-	45
Storeys – maximum	16	n/a	20	-
Site coverage % – maximum	65	n/a	-	-
Setbacks (m) – minimum				
Front (north) – Pandora Ave.	1.50* building 0.00* canopy	3.00	-	0
Rear (south)	3.50	0 – 3.00	-	see Building Separation Guidelines
Interior (west)	0.00	0 – 3.00	-	see Building Separation Guidelines
Flanking Street – Vancouver	1.50* building 0.00* canopy	3.00	-	0
Vehicle parking – minimum				
Residential	102	101		
Visitor	12	12		
Commercial	6	6		
Bicycle parking				
Long term	271	147		
Short term	14	14		

Community Consultation

Consistent with the *Community Association Land Use Committee (CALUC) Procedures for Processing Rezoning and Variance Applications*, the applicant has consulted the Downtown Residents Association CALUC at a Community Meeting held on October 11, 2018. Revised plans were most recently circulated to the CALUC on March 18, 2021. A letter dated March 1, 2019 is attached to this report. If further correspondence from the CALUC is received it will be forwarded to Council for consideration.

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

The following documents were considered in assessing this application:

- *Official Community Plan, 2012 (OCP)*
- *Downtown Core Area Plan (2011)*
- *Advisory Design Guidelines for Buildings, Signs and Awnings (2006)*
- *Guidelines for Fences, Gates and Shutters (2010).*

The matters under consideration are the supportability of the variances and the consistency with the relevant design guidelines.

Official Community Plan

Development Permit Area and Design Guidelines

The *Official Community Plan* identifies this property in Development Permit Area 3 (HC): Core Mixed-Use Residential. The key objectives of this designation are:

- to transform the function, form and character of the Core Residential area through mid-to-high-rise residential mixed-use and commercial buildings
- to conserve and enhance the heritage value and special character and significant historic buildings, features and characteristics of this area
- to enhance the area through high quality architecture, landscape and urban design.

The proposal is generally consistent with the objectives of DPA 3 (HC) for the construction of a multi-unit and commercial building that responds to the surrounding context of mid and high-rise buildings.

The proposal is also generally consistent with the placemaking policies for buildings and sites including consideration of new infill that responds to context, encouraging human scale in tall buildings with particular attention to street level, and maximizing shop windows and entrances at ground level to support active land uses and for pedestrian interest.

The architecture of the new building is generally consistent with the design guidelines that apply in Development Permit Area 3 (HC), each of which will be discussed below:

Downtown Core Area Plan

The *Downtown Core Area Plan* identifies this site within the Residential Mixed-Use District (RMD), which encourages multi-residential development appropriate to the neighbourhood up to 45m in height and to include active street-level businesses, where appropriate, to provide commercial services and contribute to increased pedestrian activity. Detailed Urban Design Guidelines for the Downtown Core Area address the importance of sensitive built forms through building height, scale, massing, setbacks, floor plate restrictions and street wall design. The current proposal is generally consistent with these objectives as it contributes new street-level commercial space in the RMD, which is further supported by residential uses above.

The proposed increase in building height from 45m to 47.68m is approximately 2.7m higher than the DCAP policy. However, the majority of this additional height relates to the rooftop mechanical room, which is setback approximately 7m from the roof parapet, which will not have a significant or negative impact and therefore recommend that Council consider supporting this variance.

The DCAP provides both broad urban design objectives for the Downtown Core and more detailed design guidelines for specific districts. The DCAP also includes policies related to the design of buildings. Overall, staff consider that the proposal is generally consistent with these policies, however, some discrepancies with the design policies are discussed below.

Built Form and Massing

The DCAP includes a number of design guidelines related to built form which include reducing the building bulk of upper storeys to minimize the effects of shading and wind vortices, to maintain views to the open sky and to avoid the presence of bulky upper building mass.

The upper storeys on levels 12, 13 and 15 encroach into the 1:5 building setback ratio along Vancouver Street as shown in Figure 1 below. However, staff consider these to be relatively minor in nature, since parapets, cornices, guardrails or other architectural elements are excluded. Similar minor encroachments exist for the Pandora Avenue frontage as shown in Figure 2.

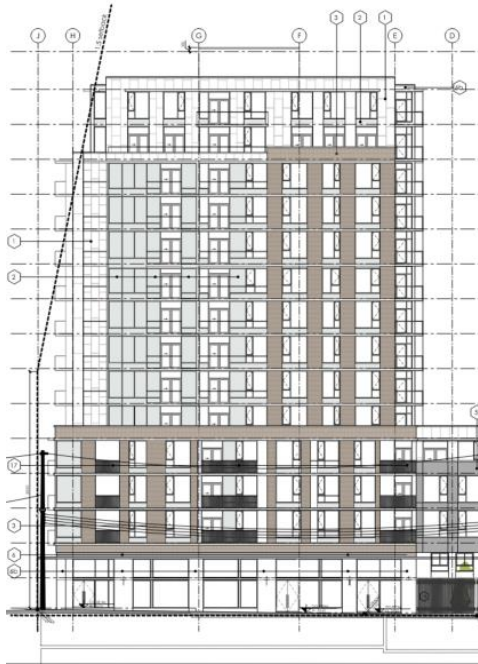


Figure 1: 1:5 setback ratio along Vancouver Street

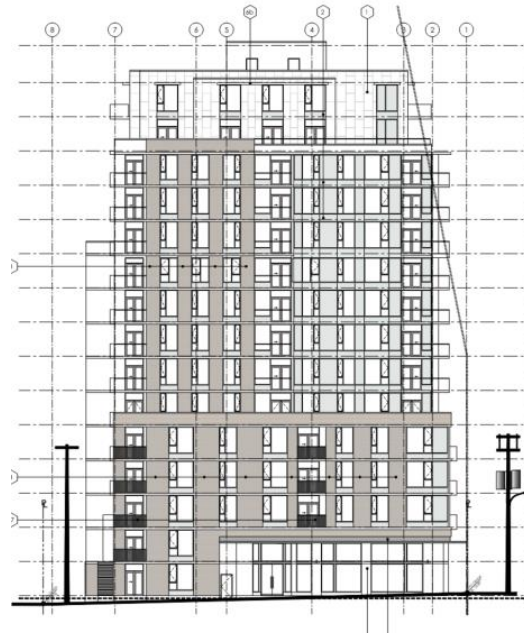


Figure 2: 1:5 setback ratio along Pandora Avenue¹

In relation to floorplate sizes, the upper stories for levels 11 to 13 exceed the maximum prescribed in DCAP by approximately 75m² (800ft²), which equates to roughly the same size as a two-bedroom unit. Shrinking the size of these three floors to be compliant with the guidelines would potentially create other issues related to proportionality of the tower. A more slender tower would have been preferable but the applicant has expressed a desire to proceed with the current design. Overall, the proposed design has been improved upon in relation to massing, with the current proposal having a less bulky podium than previous design iterations.

The applicant has submitted a Pedestrian Wind Assessment which concludes that wind speeds are expected to increase slightly at building corners although these are still considered acceptable for active pedestrian use. Wind speeds on the fourth and fifth level as well as the upper level terraces, are also expected to be slightly higher than desired during some times of the year. It is recommended that a taller parapet wall, and local landscaping features be implemented at these levels. Appropriate wording to require these changes, is included in the staff recommendation.

Building Separation Distances

The proposal is consistent with the residential building separation distance guidelines, which is of particular importance given the proximity to the development under construction to the south (The Wedge). The guidelines require a minimum clearance from the rear property line of 3m for the building and 3.5m for balconies for portions of the building up to 30m in height. After this the setback increases by an additional 3m for the building face and by 2.5m for balconies.

The design guidelines also state that where feasible, additional clearances for windows are encouraged to enhance the livability for residential units. The proposal does comply with the

¹ Setback ratio prepared by staff

guidelines, and slightly exceeds the minimum standards by approximately 0.5m for levels 1 to 10 (building), 0.2m on levels 11 to 15 (balconies) and 1.5m on levels 14 and 15 (building).

It should also be noted that the adjacent development does not comply with the building separation distances for the level two decks, which are approximately 3.3m below the minimum standard. The proposal has attempted to address this interface by reducing the size of the bedroom windows and adding aluminium slat screens for the balconies of all units closest to the south property line. Although the building separation distances between the proposal and the Wedge development to the south are less than optimal, this is largely a result of the current design guidelines which are under review.

Relationship to the Street

New buildings should be designed to relate well to public streets and sidewalks and have quality architectural materials and detailing in building bases and street walls. In earlier design iterations, staff raised concerns in relation to the potential CPTED (Crime Prevention Through Environmental Design) concerns associated with the breezeway. These have largely been addressed by replacing vehicle access with seating and tables, enhanced lighting and including overhead garage style doors with glazing for the music room. Ensuring a vibrant street edge along Pandora Avenue is an important consideration and staff have advised the applicant to design the proposed retail space with flexibility in mind, to ensure that a range of uses could help lend a sense of vibrancy and vitality to this street edge. To that end, the applicant has included a number of doorways to allow for multiple tenants.

The use of coated architectural concrete as the primary building material along the street edge does not fully meet the design guidelines for sufficient high quality materials. Staff recommend the treatment along this high-traffic interface is reconsidered to ensure a positive street relationship along Pandora Avenue. This suggested revision has been captured in the staff recommendation.

On balance, staff feel the proposal generally meets the DCAP design guidelines and that areas that can be improved upon are captured in the recommendation for Council's consideration.

Advisory Design Guidelines for Buildings Signs and Awnings

These Guidelines state that an acceptable application will include consideration of an attractive streetscape and that the architecture and landscaping of the immediate area be identified and acknowledged. In evaluating a design, particular emphasis will be placed on the solution to these general aspects: comprehensive design approach, relevancy of expression, context, pedestrian access, massing, scale, roofline, detailing, street relationship, vistas, landscaping plan, colours and textures. The proposal is consistent with these Guidelines.

Guidelines for Fences, Gates and Shutters

The *Guidelines for Fences, Gates and Shutters* provide a framework for considering the proposed installation of fences and gates in the development to ensure they are well designed and complement their surroundings. The guidelines encourage fences and gates to complement the character of the street, to integrate with building design, finishes and materials, be subordinate to the building façade, be constructed of high quality and durable materials, and to be incorporated into the landscape design with consideration of crime prevention through environmental design (CPTED) principles.

The proposed breezeway fence generally meets the design guidelines but the height variance to the Fence Bylaw being requested (from 1.22m to 3.12m) does raise the question of whether a more discreet but effective solution could be considered. Other similar developments have incorporated a glass security wall in lieu of metal gates and this may help to detract from the need for security in this location, as well as having the added benefit of reducing the anticipated wind tunnel effect through the breezeway (as identified in the Pedestrian Level Wind Comfort Study). Staff have included appropriate wording for Council's consideration, requesting the applicant reconsider this aspect of the design.

Regulatory Considerations

Height and Number of Stories

A variance is being requested from 45m (the maximum height recommended in the DCAP guidelines for the site) to 47.68m. This is considered supportable since it relates largely to the rooftop mechanical structure.

Fence Height

The applicant proposes a fence that exceeds the maximum height of the Fence Bylaw by 1.9m. Staff are of the opinion that further design exploration is required that may help mitigate the potential impacts of this requested variance. Appropriate wording is in the recommendation for Council's consideration.

Parking

The application does meet the minimum requirements for vehicle and bicycle parking set out in Schedule C – Off-Street Parking. However, it is worth noting that the *Zoning Regulation Bylaw* does not distinguish between traditional households and shared accommodation, so for the larger co-living units where up to five separate rooms will be rented to potentially five separate "households", parking demand may be higher. However, the subject site is located within the Urban Core within walking distance from daily amenities, near to multiple transit routes, and the Vancouver Street and Pandora Avenue All Ages and Abilities cycling routes, all of which provide good access to a wide range of mobility options. Added to the on-street parking restrictions in the neighbourhood that facilitate parking turnover, the potential impacts are expected to be minimal. Additionally, the proposal represents a new response to housing need and adds to the diverse range of housing options required to serve the City's residents.

Other Considerations

A number of minor plan revisions and points of clarification are required prior to the application being considered at a Public Hearing. These relate to paving patterns and street furnishings, utilities, vehicle access and waste collection, landscaping (irrigation, street trees and planting), CREST communications and *British Columbia Building Code* compliance (where it may affect the exterior design of the building). The need to resolve these aspects of the proposal, is captured in the recommendation and can be addressed by the applicant as the application progresses to a Public Hearing should Council advance the application for further consideration.

Advisory Design Panel Review

The application was reviewed by the Advisory Design Panel at its November 26, 2020 meeting and the Panel recommended approval of the development permit with the following changes:

- Consideration of the relationship to the adjacent development to the south and the fenestration on the south elevation as it relates to the livability of units.
- Consideration for the addition of openings from the music room onto the breezeway.

Full meeting minutes are attached to this report. Staff feel that the applicant has adequately addressed the Advisory Design Panel's concerns as follows:

- the large proportion of cementitious panels on the south elevation has been replaced with metal panels
- bedroom windows on portions of the south façade closest to the property line have been replaced with clerestory windows and aluminium slat screening has been incorporated around the balconies
- garage style overhead doors have been added to the music room on the ground floor, to enhance the connectivity to the breezeway.

CONCLUSIONS

The proposal to construct a 16-storey, mixed-use commercial and residential apartment building is generally consistent with the *Downtown Core Area Plan, Guidelines for Fences, Gates and Shutters, and Advisory Design Guidelines for Buildings, Signs and Awnings* which are applicable to this proposal. Overall, staff are satisfied that the recommendations from the ADP have been addressed and that the plans before Council are an improvement from the original submission and have a greater consistency with the relevant Guidelines the recommendation includes direction related to a number of further refinements and corrections that the applicant has indicated a willingness to address should Council advance the application through the process.

ALTERNATE MOTION

That Council decline Development Permit with Variances Application No. 000543 for the property located at 975 and 983 Pandora Avenue.

Respectfully submitted,

Charlotte Wain
Senior Planner – Urban Design
Development Services Division

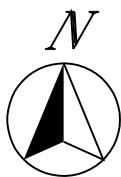
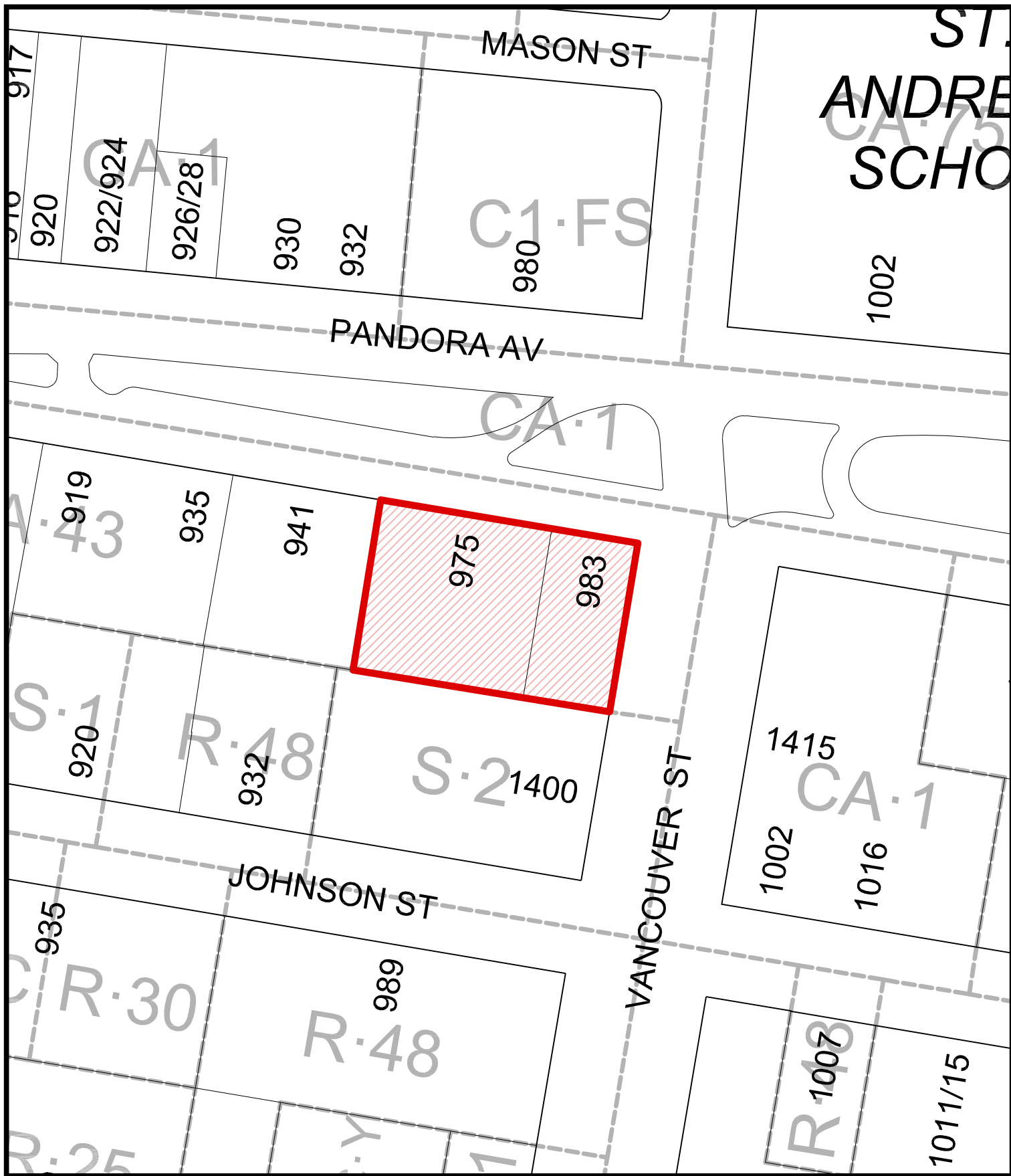
Karen Hoese, Director
Sustainable Planning and Community
Development Department

Report accepted and recommended by the City Manager.

List of Attachments

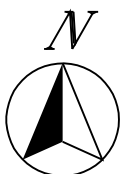
- Attachment A: Subject Map
- Attachment B: Aerial Map
- Attachment C: Plans received March 12, 2021, deemed February 16, 2021
- Attachment D: Letter from applicant to Mayor and Council dated April 22, 2021
- Attachment E: Letter from applicant in response to ADP and staff comments, dated February 11, 2021
- Attachment F: ADP staff report dated November 10, 2020
- Attachment G: ADP minutes from the meeting of November 26, 2020

- Attachment H Community Association Land Use Committee Comments dated March 1, 2019
- Attachment I: Pedestrian Wind Assessment dated February 7, 2020
- Attachment J: Transportation Impact Assessment dated October 5, 2020
- Attachment K: Correspondence (Letters received from residents).



975 & 983 Pandora Avenue
Rezoning No.00683





975 & 983 Pandora Avenue
Rezoning No.00683



CITY OF VICTORIA

The image shows the City of Victoria logo on the left, which consists of a stylized blue wave and the text "CITY OF VICTORIA". To the right of the logo is a yellow rectangular box with a blue border. Inside the box, the word "Revisions" is written in large red font. Below it, "Received Date:" is followed by "March 12, 2021" in red. Then "Deemed Date:" is followed by "February 16, 2021" in red.

<div><div><div>Client</div><div>TOWNLINE</div><div>1212 – 450 SW Marine Drive Vancouver, BC V5X 0C3</div><div>Tel: 604 327 8760 (X 861) Email: alexwarren@townline.ca Contact: Alex Warren</div></div></div>	A0-00	COVER	A1-01	SURVEY PLAN	A2-12	LEVEL 12-13	A5-01	MATERIAL BOARD
	A0-01	PROJECT DATA	A1-02	SITE PLAN	A2-13	LEVEL 14		
	A0-02	UNIT MIX	A2-01	PARKING P3	A2-14	LEVEL 15		
	A0-03	SHADOW STUDY	A2-02	PARKING P2	A2-15	MECHANICAL FLOOR		
	A0-04	CONTEXT PLAN	A2-03	PARKING P1	A3-01	NORTH ELEVATION		
	A0-05	STREET SCAPE	A2-04	LEVEL 1	A3-01a	ELEVATION RENDERINGS		
	A0-06	RENDERING	A2-05	LEVEL 2	A3-02	SOUTH ELEVATION		
	A0-07	RENDERING	A2-06	LEVEL 3	A3-03	EAST ELEVATION		
	A0-08	RENDERING	A2-07	LEVEL 4	A3-04	WEST ELEVATION		
	A0-09	RENDERING	A2-08	LEVEL 5	A4-01	SECTION A-A		
	A0-10	RENDERING	A2-09	LEVEL 6	A4-02	SECTION B-B		
	A0-11	RENDERING	A2-10	LEVEL 7-10	A4-03	SECTION C-C		
A0-12	AVERAGE GRADE	A2-11	LEVEL 11	A4-04	SECTION D-D & SECTION E-E			

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Members of Architectural Institute of B.C.

Client



Project

1468 VANCOUVER ST.
VICTORIA, BC

Drawing Title

COVER

Date: FEBRUARY 2021

Project No. 18-57

Scale: N.T.S.

Drawing No.

Drawn By: BNA

A0-00

File name:
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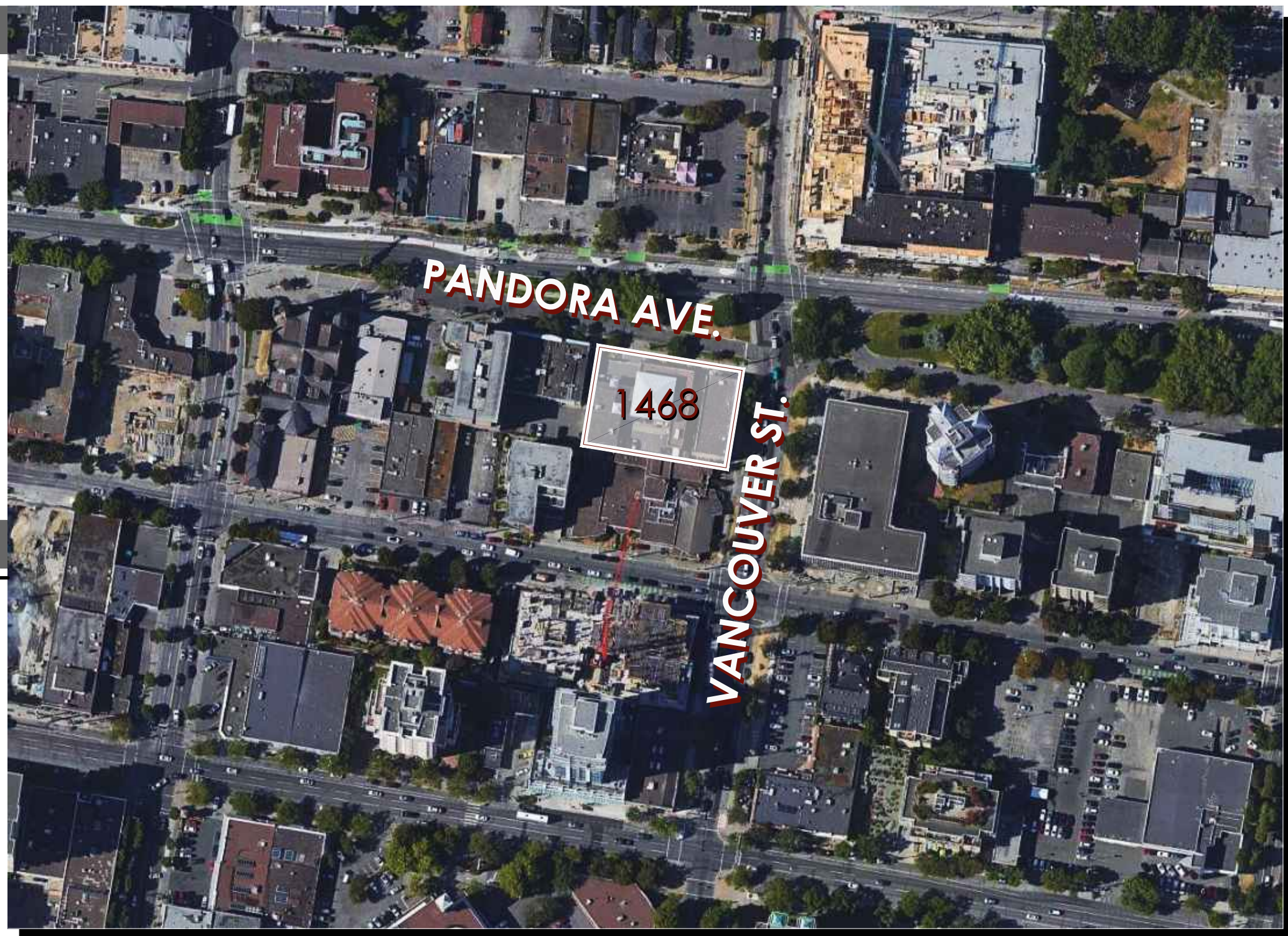
P A N D O R A AVE.

LOT A LOTS 842, 843 AND 844 VICTORIA CITY PLAN VIP79484
AND
LOT 842, VICTORIA CITY, EXCEPT PARCEL B (DD 118179i) THEREOF

1468 VANCOUVER STREET, VICTORIA CITY

SITE AREA: 2,043.8 m2
21,999.28 S.F.

ZONE (EXISTING) _____	CA-43
SITE AREA (SM) _____	2,043.8 SM
COMMERCIAL FLOOR AREA (SM) _____	364.96 SM
FLOOR SPACE RATIO _____	5.46
SITE COVERAGE % _____	65%
OPEN SITE SPACE % _____	35%
AVERAGE GRADE (M) _____	25.37 m
HEIGHT OF BUILDING (M) _____	73.05 (STAIRWELL PROJECTION)-25.37(AVERAGE GRADE)= 47.68 m
NUMBER OF STOREYS _____	15 + MECH.
PARKING STALLS (NUMBER) ON SITE _____	118
BICYCLE PARKING NUMBER _____ (LOCKER AND RACK)	240+14
BUILDING SETBACKS (M):	
FRONT YARD _____	NORTH _____ 1.5 - 3.0 m
REAR YARD _____	SOUTH _____ 3.5 - 6.0 m
SIDE YARD (INDICATE WHICH SIDE) _____	EAST _____ 1.5 - 3.0 m
SIDE YARD (INDICATE WHICH SIDE) _____	WEST _____ 20.85 m
COMBINED SIDE YARDS _____	N/A
RESIDENTIAL USE DETAILS	
TOTAL NUMBER OF UNITS _____	121



UNIT TYPE: _____	A (<45 m2 OR STUDIO): 25 UNITS B (45 TO 70 m2) 1 BDRM: 18 UNITS C (> 70 m2) 2 BDRM AND +: 24 UNITS D (74.85 m2 ≤ POD < 100 m2): 29 UNITS E (118.83 m2 ≥ POD > 100 m2): 25 UNITS	121 UNITS
GROUND ORIENTED UNITS _____	N/A	
MINIMUM UNIT FLOOR AREA: _____	42.16 SM = 453.81 S.F. (1 BDRM, LEVELS 3&4)	
MAXIMUM UNIT FLOOR AREA: _____	118.83 SM = 1,279.10 S.F. (5 BDRM POD, LEVEL3)	
DENSITY		
SITE AREA: _____	2,043.8 m2	
PROPOSED AREA: _____	11,155.88 m2	
PROPOSED FSR (RES.+COMM.): _____	11,155.89 m2 / 2,043.8=	5.46
NUMBER OF UNITS: _____	121	

A	(LESS THAN 45 M2):	25 UNITS
B	(45 TO 70 M2):	18 UNITS
C	(MORE THAN 70 M2):	24 UNITS
D	(74.85 m2 ≤ POD < 100 m2):	29 UNITS
E	(118.83 m2 > POD > 100 m2):	25 UNITS

APARTMENT PARKING REQUIREMENT			
CORE AREA			
	VEHICLE	VISITOR	
25 x A	0.5	0.1	BIKE
18 x B	0.6	0.1	VISITOR BIKE
24 x C	1	0.1	1
29 x D	1	0.1	1.25
25 x E	1	0.1	0.1/ UNIT
			1.25
			0.1/ UNIT
			1.25
			0.1/ UNIT

APARTMENT PARKING REQUIREMENT				
CORE AREA				
VEHICLE		VISITOR		
25 x A		25	2.5	
18 x B		22.5	1.8	
24 x C		30	2.4	
29 x D		36.25	2.9	
25 x E		31.25	2.5	
SUB TOTAL:		101.30	12.1	
TOTAL:		113.40:	113	
		157.1:	157	

		REQUIRED	PROVIDED
BIKE STORAGE	LONG TERM	(RES.)145 + (COMM.)2 (=364.96/200)= 145+2=	147
	SHORT TERM	(121RES. UNITS X 0.1)+ (364.96/200 COMM.)=12+2=	14
RESIDENTIAL PARKING	RESIDENTIAL+ VISITOR	113	114
COMMERCIAL PARKING	RESTAURANT OR CAFE: 91.98+40.21 (MEZZANINE): 132.19 m ² 132.19/ 40= 3.30 RETAIL: 364.96-132.19= 232.77 m ² 232.77/ 80= 2.91	3.30+2.91=6.21 = 6	6
TOTAL AREA: 364.96 m ²			120
TOTAL PARKING		119	120
STORAGE LOCKER (P1)		-	125

FLOOR SPACE AREA SUMMARY

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Project

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Drawing Title

PROJECT DATA

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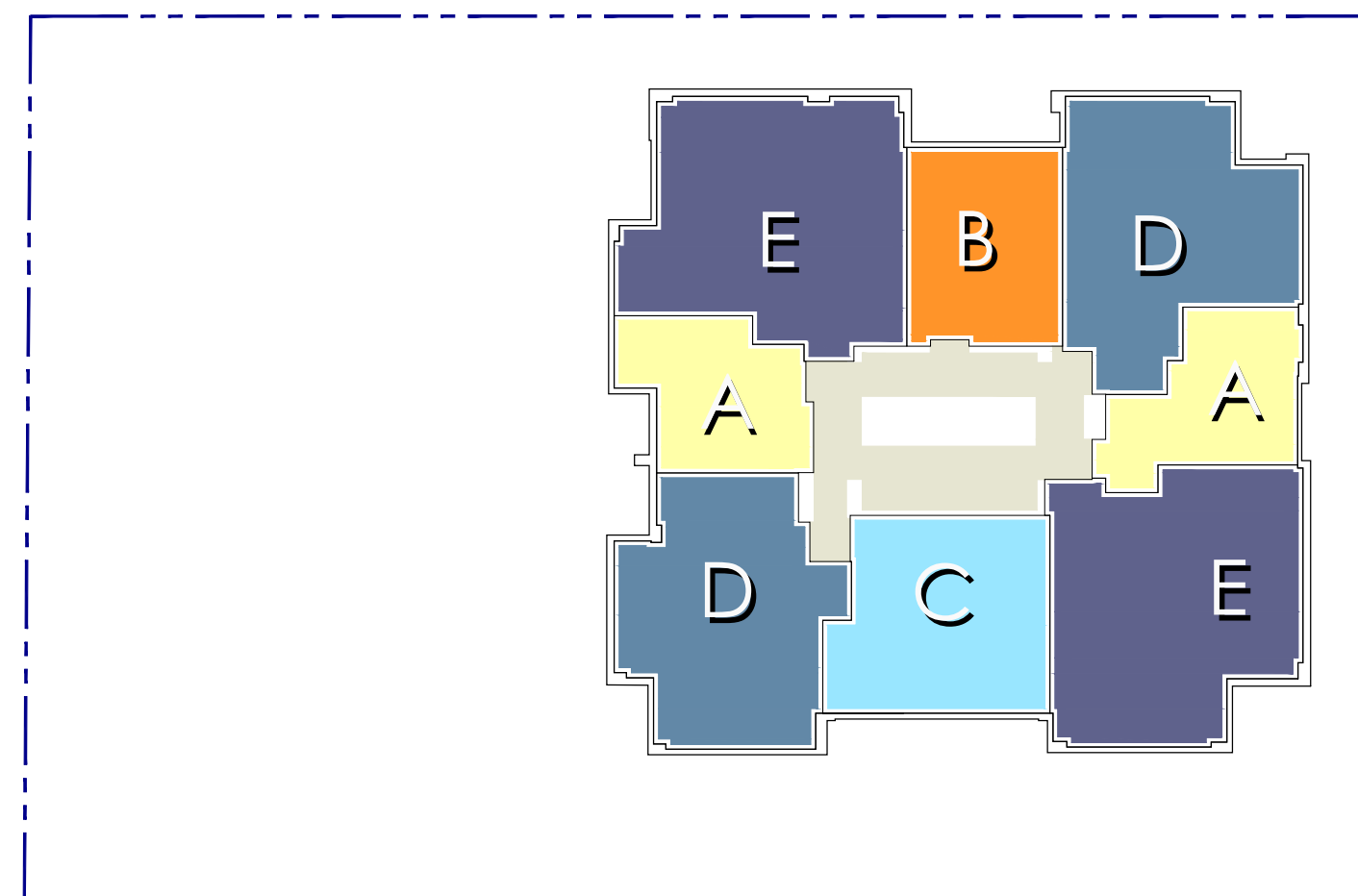
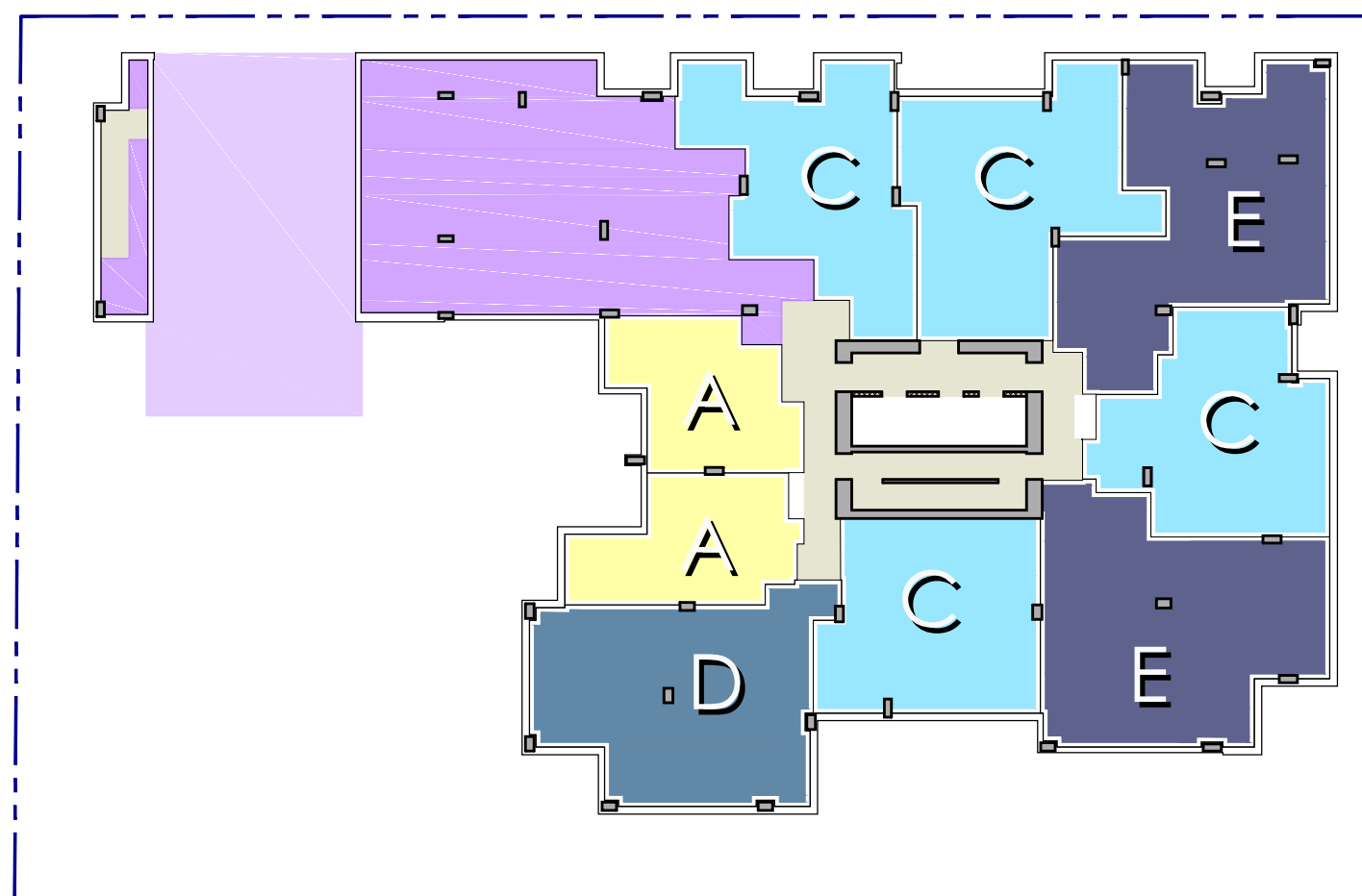
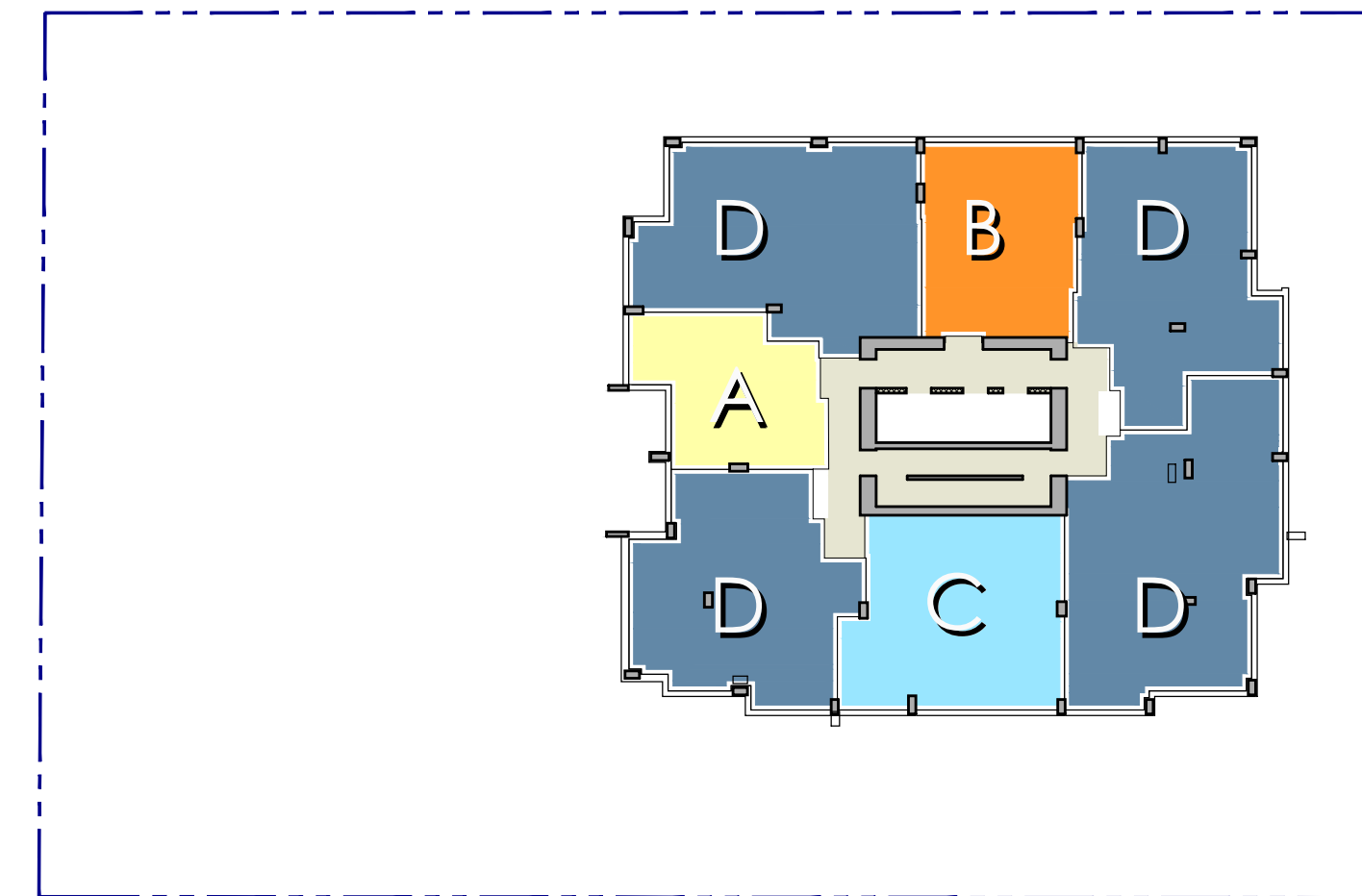
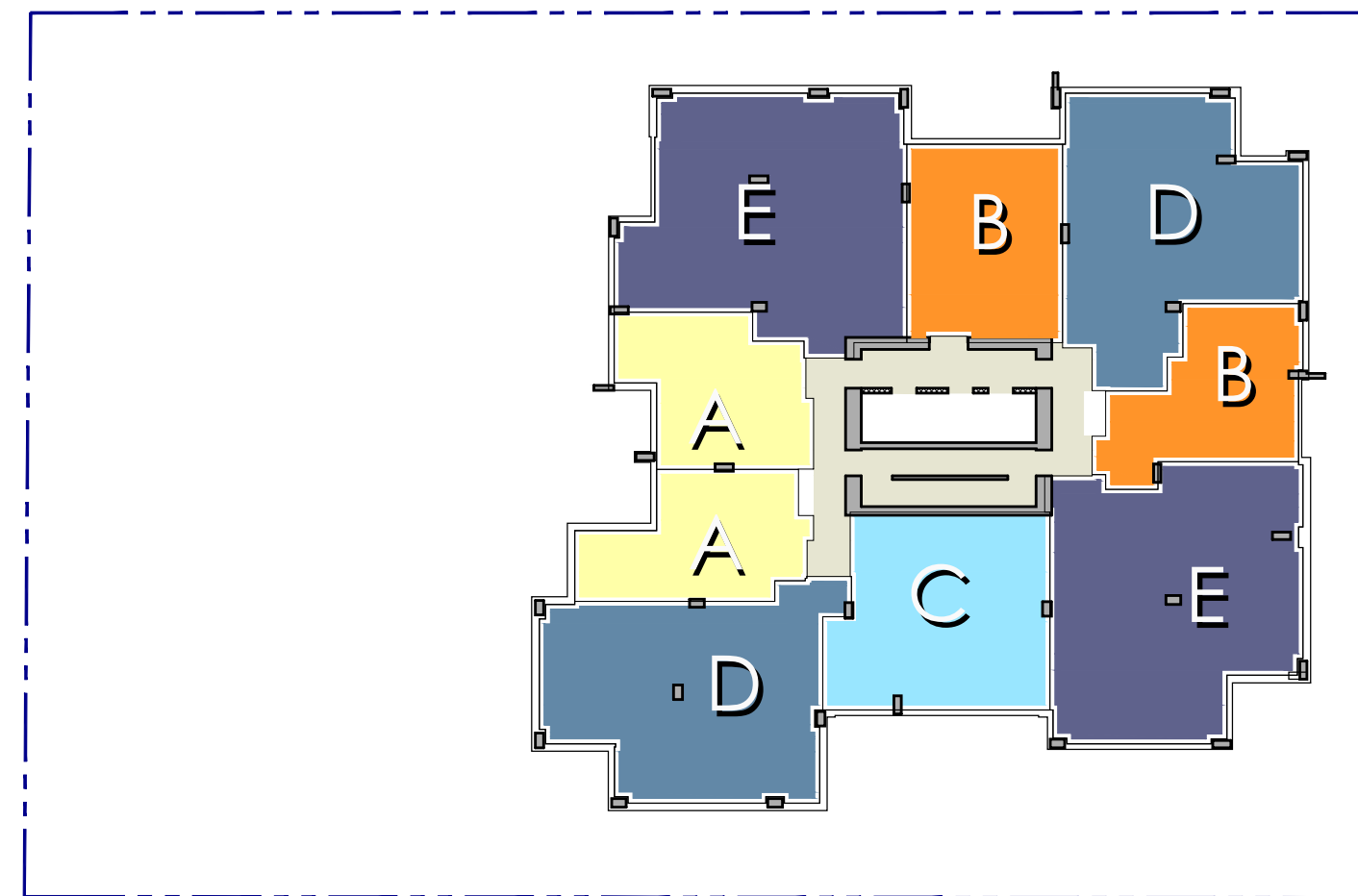
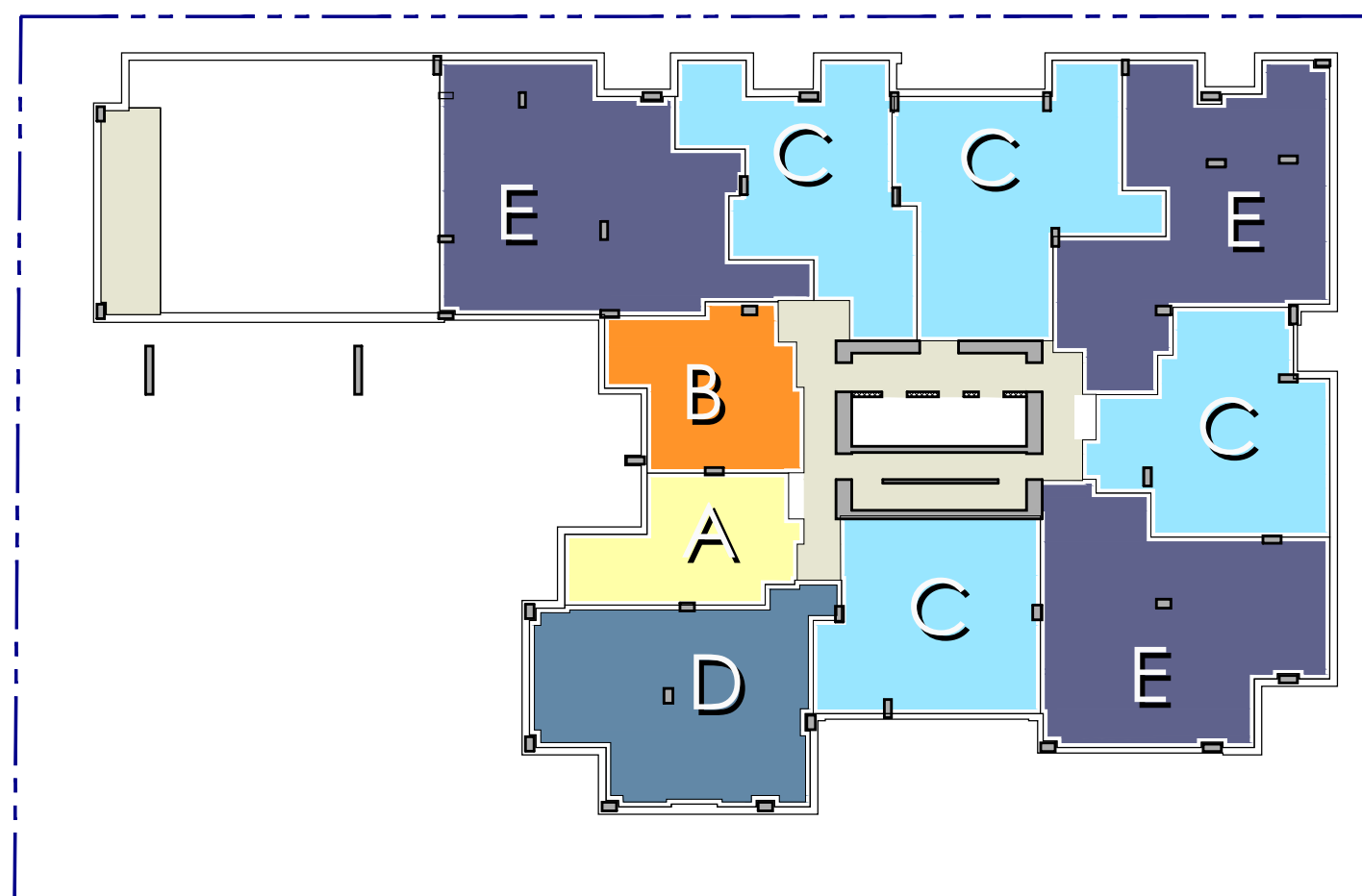
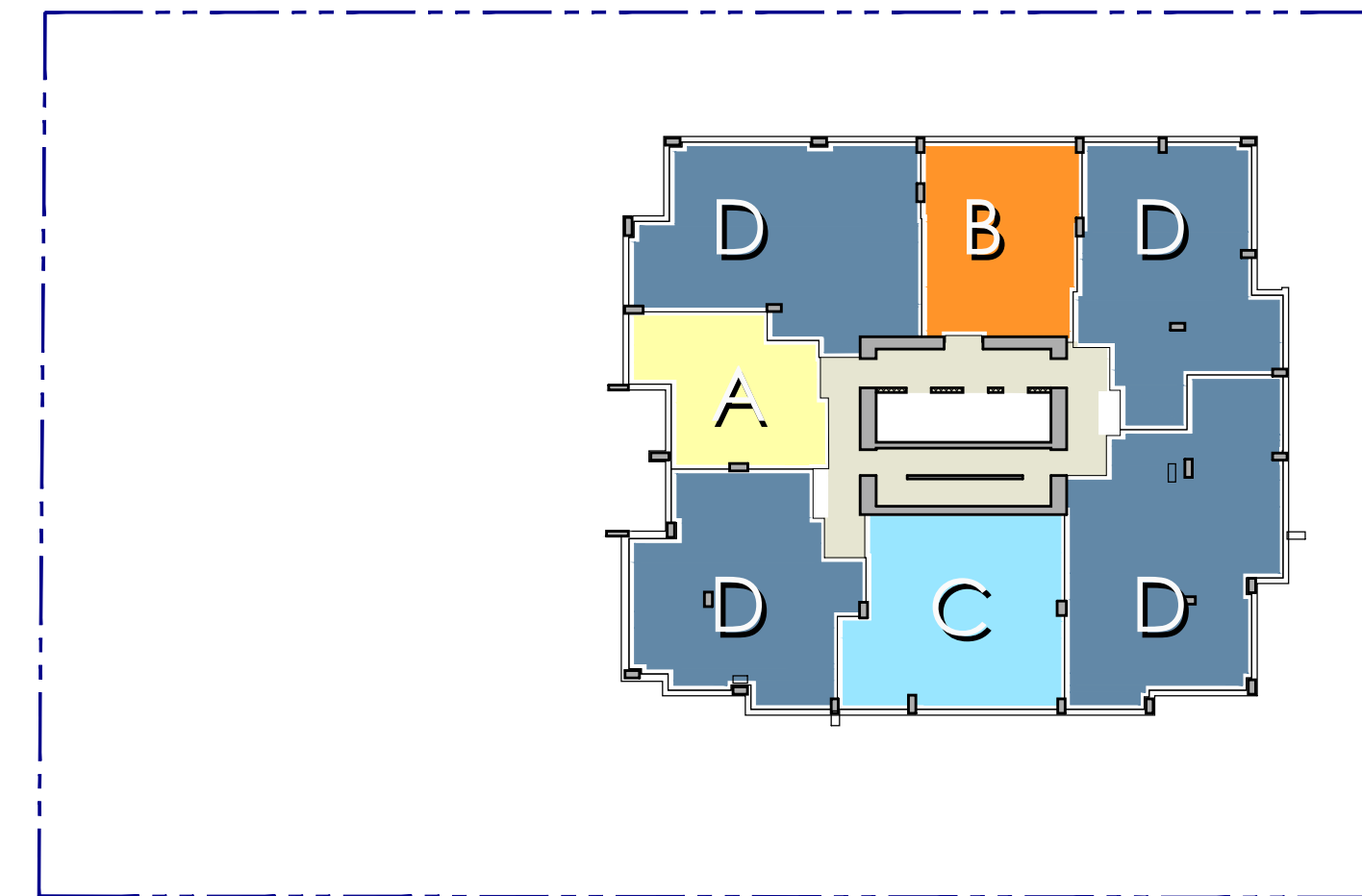
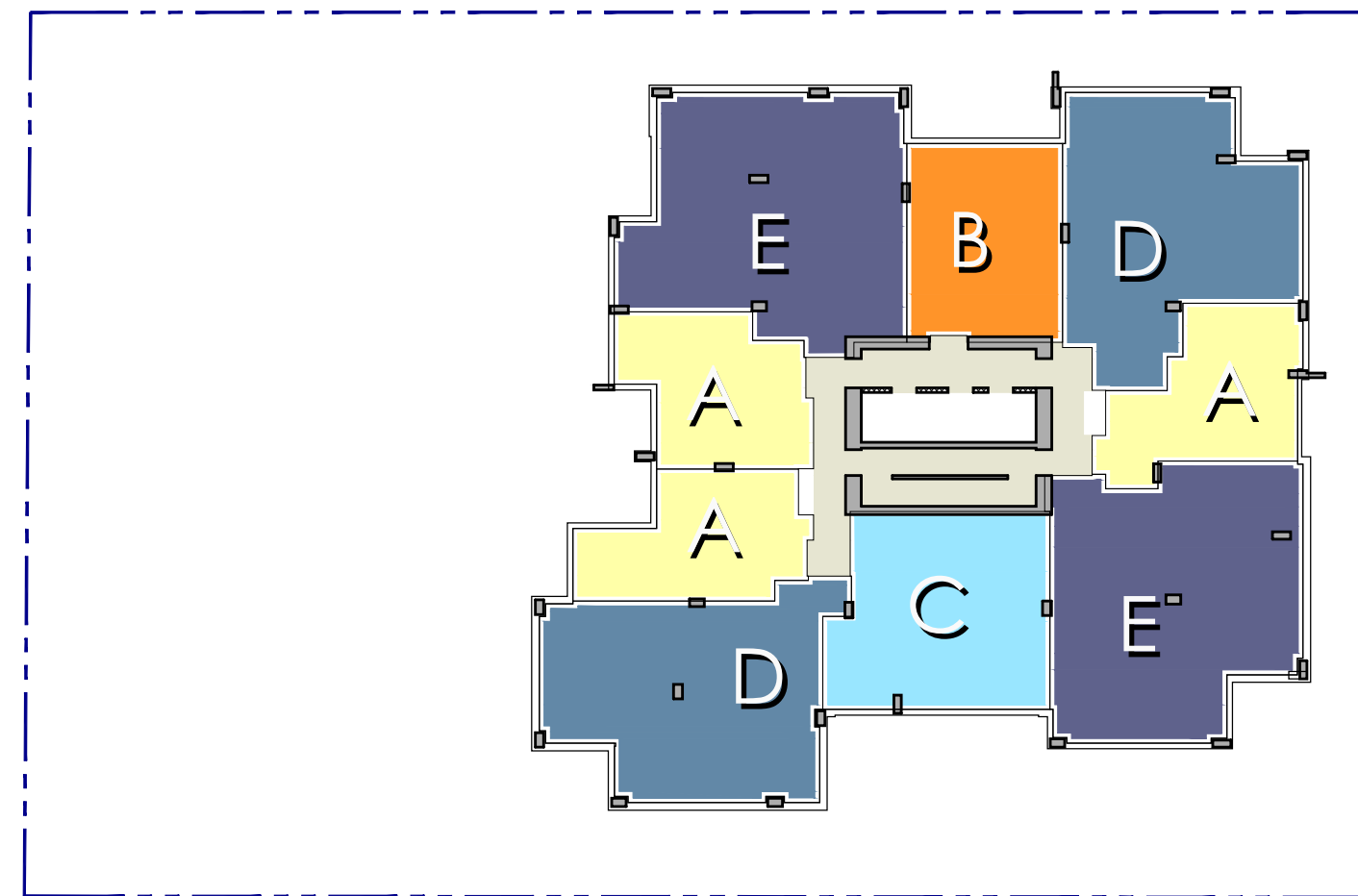
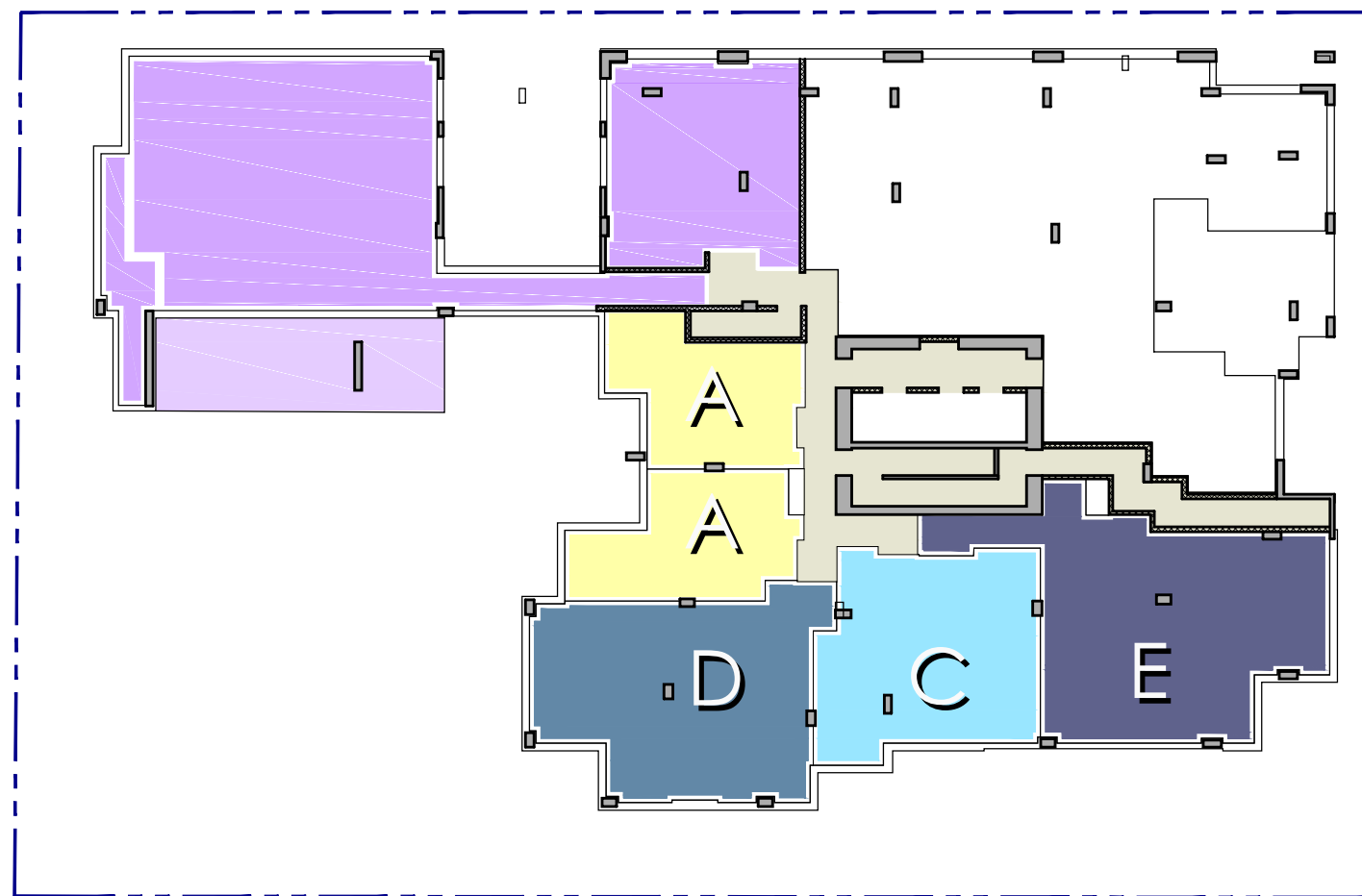
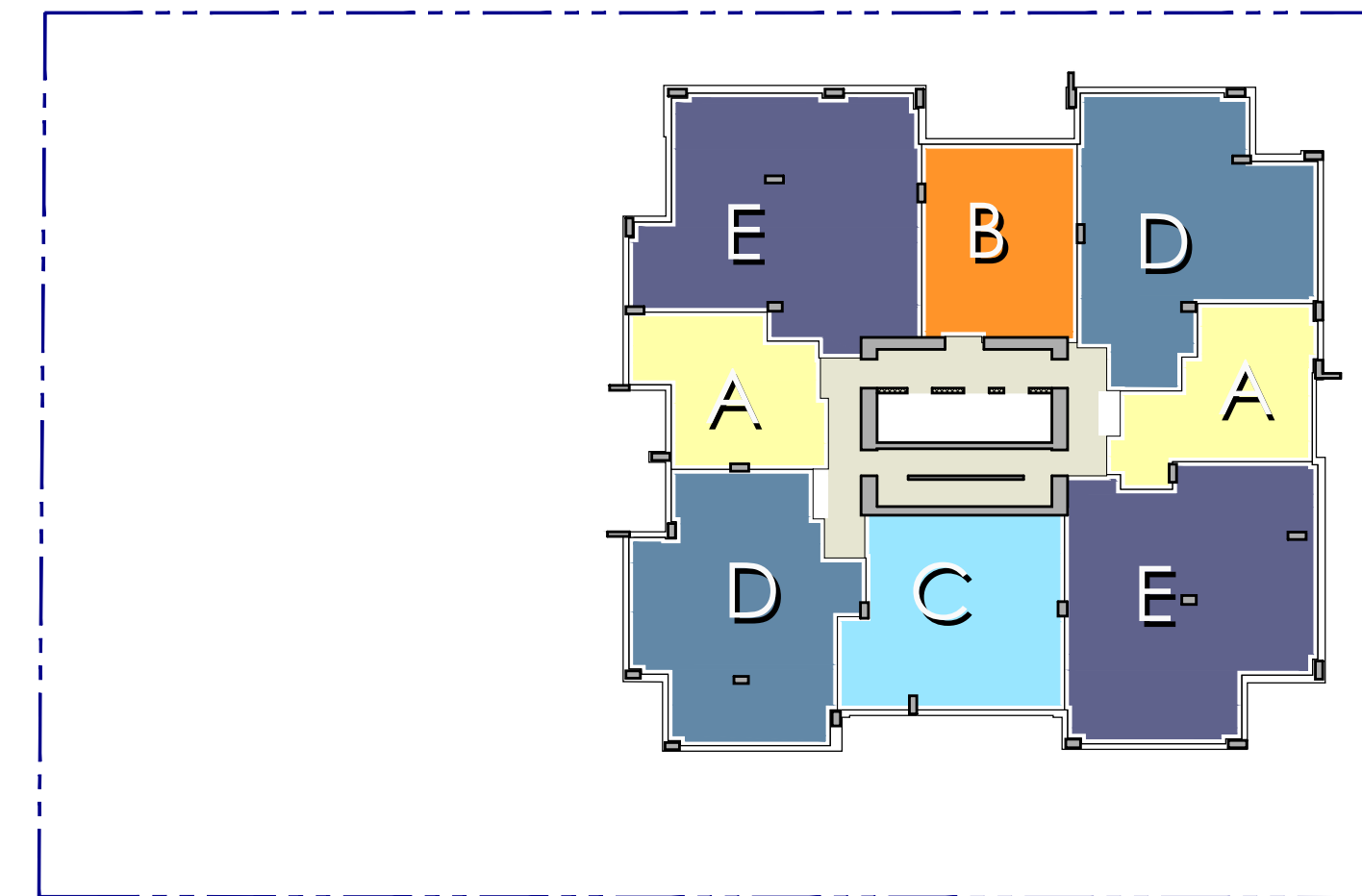
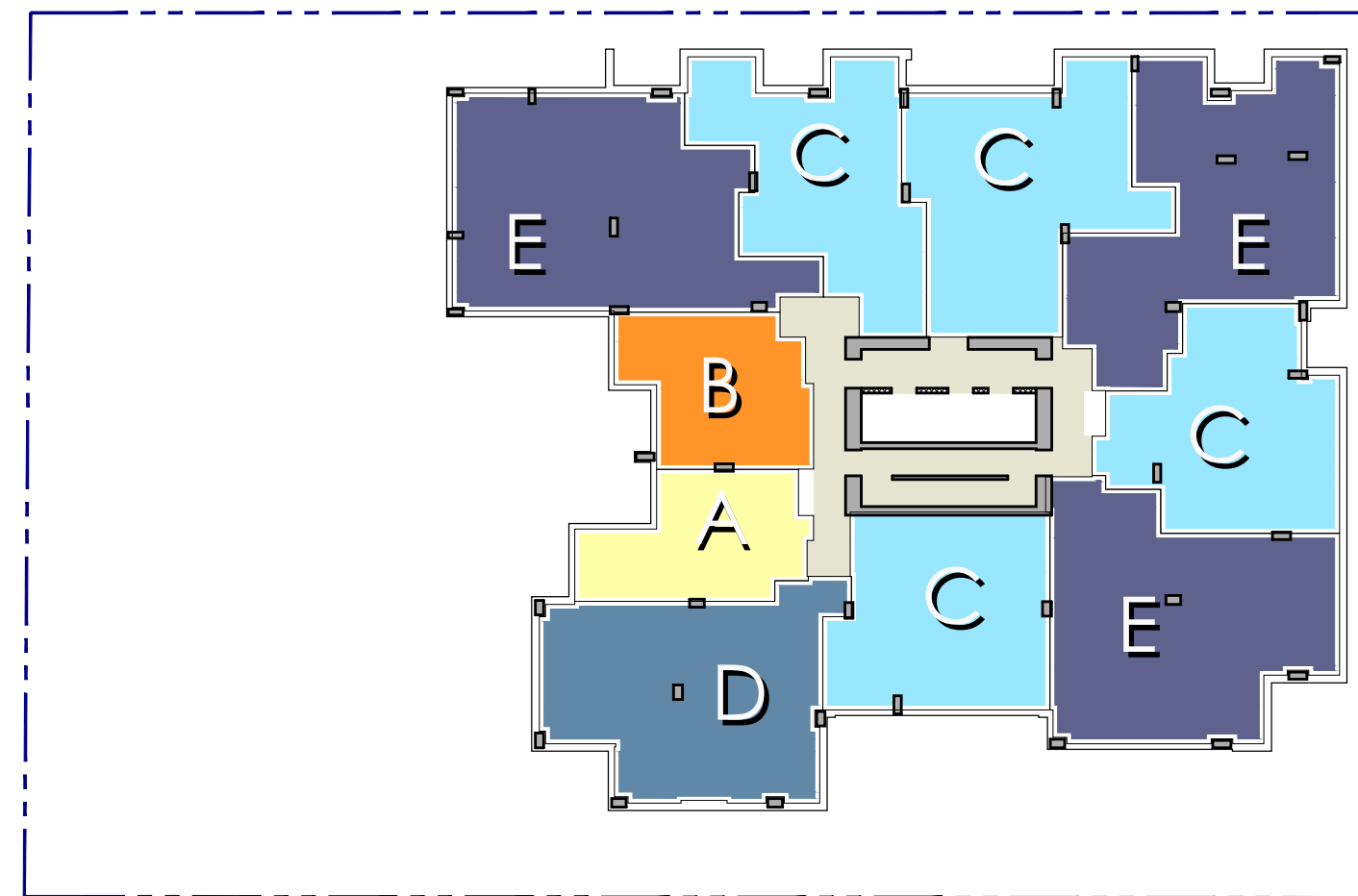
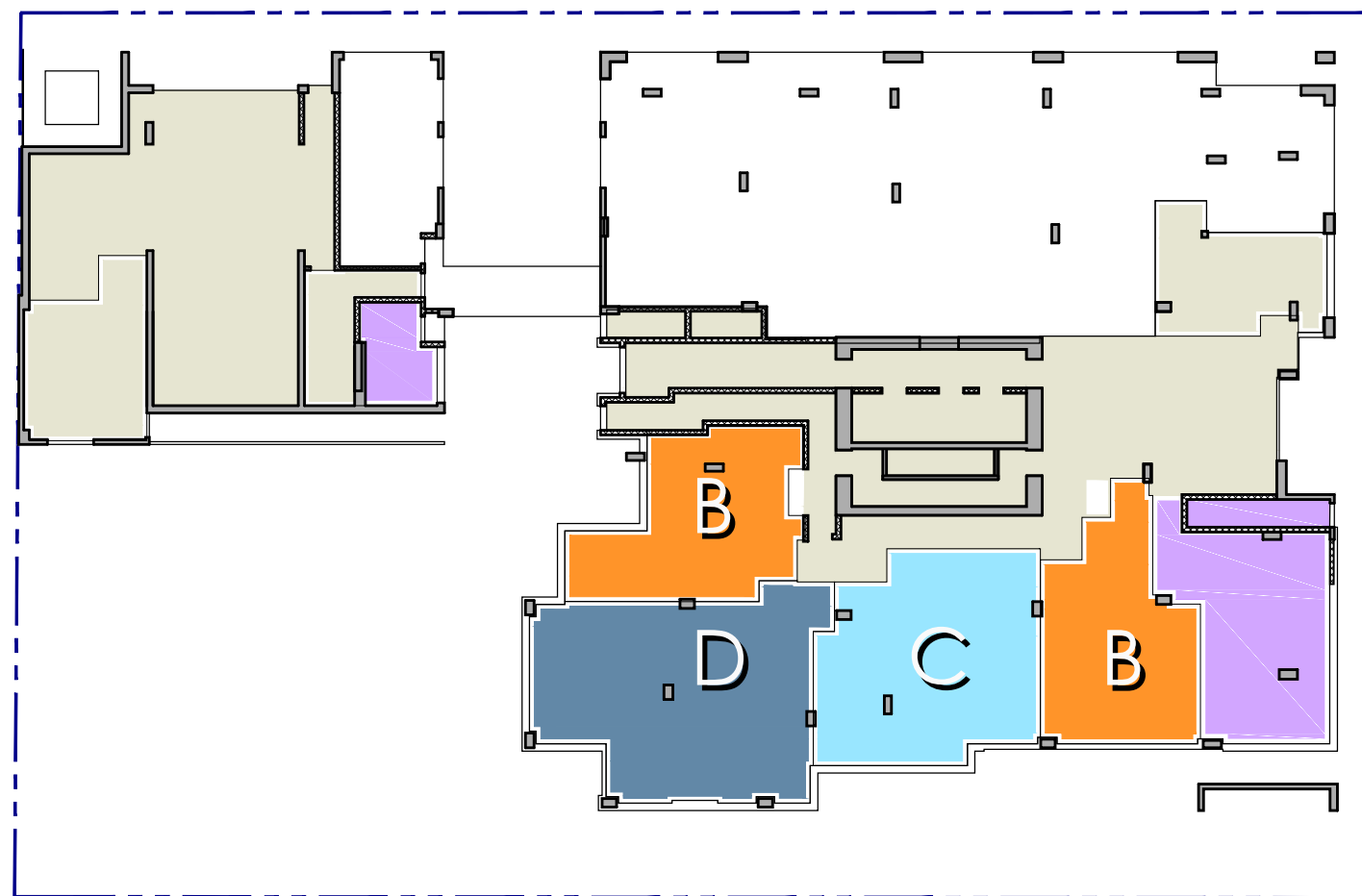
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

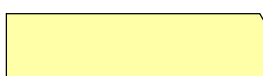




7:

A0-01

File name:

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SET



-  AMENITY_(INDOOR)
 AMENITY_(OUTDOOR)
 COMMERCIAL
- X  A $A < 45 \text{ m}^2$
 X  B $70 \text{ m}^2 > B > 45 \text{ m}^2$
 X  C $70 \text{ m}^2 < C$
 X  D $\text{POD: } 100 \text{ m}^2 > D$
 X  E $\text{POD: } 100 \text{ m}^2 < E$

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[illegible]

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Project

1468 VANCOUVER ST.
VICTORIA, BC

Drawing Title

UNIT MIX

Date: FEBRUARY 2021

Project No. 18-57

Scale: 1:300

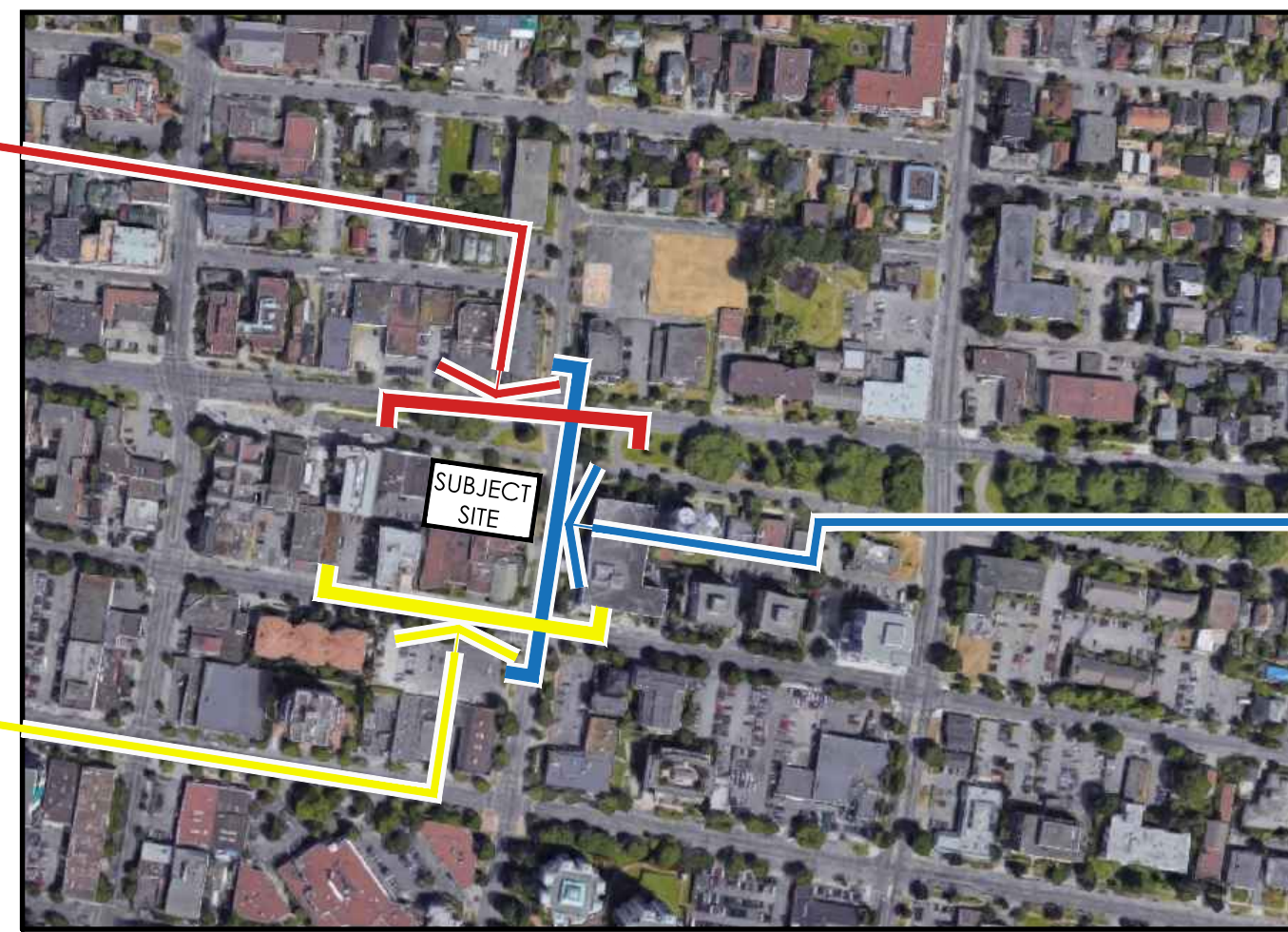
Drawing No.

Drawn By: BNA

A0-02

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11-Mar-21 Nodyn



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TOWNLINE

Project

1468 VANCOUVER ST.
VICTORIA, BC

Drawing Title

STREETSCAPE

Date: FEBRUARY 2021

Project No. 18-57

Scale: N.T.S.

Drawing No.

Drawn By: BNA

A0-05

File name:

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SET

This architectural rendering depicts a modern, multi-story building with a prominent glass and brick facade. The building features a series of balconies on the upper floors and a ground-floor commercial space with large windows. It is situated in an urban environment with a street, cars, and trees. The sky is blue with scattered clouds. A semi-transparent architectural diagram is overlaid on the left side of the building, showing its structural form and height. The scene includes a street with a roundabout, several cars, and a few pedestrians, suggesting a lively urban setting. The building's design is contemporary, with a mix of materials and a clean, geometric form. The overall atmosphere is bright and clear, with a focus on the building's architecture and its integration into the surrounding urban landscape.

[illegible]

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TOWNLINE

Project

1468 VANCOUVER ST.
VICTORIA, BC

Drawing Title

NORTH WEST VIEW

Date: FEBRUARY 2021

Project No. 18-57

Scale: N.T.S.

Drawing No.

Drawn By: BNA

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File name:

A0-07

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Drawing Title

Date: FEBRUARY 2021

Project No. 18-57

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Drawing No.

Drawn By: BNA

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Client



Project

1468 VANCOUVER ST.
VICTORIA, BC

SOUTH WEST
BIRD'S-EYE VIEW

Project No. 18-57

Scale: N.T.S.

Drawing No.

Drawn By: BNA

A0-09

File name:

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[illegible]

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1468 VANCOUVER ST.
VICTORIA, BC

BREEZEWAY

Project No. 18-57

scale: N.T.S.

Drawing No.

Drawn By: BNA

File name:
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A0-10

Mar-21 Nolyn



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Project

1468 VANCOUVER ST.
VICTORIA, BC

NORTH EAST CLOSE-UP

Project No. 18-57

Scale: N.T.S.

Drawing No.

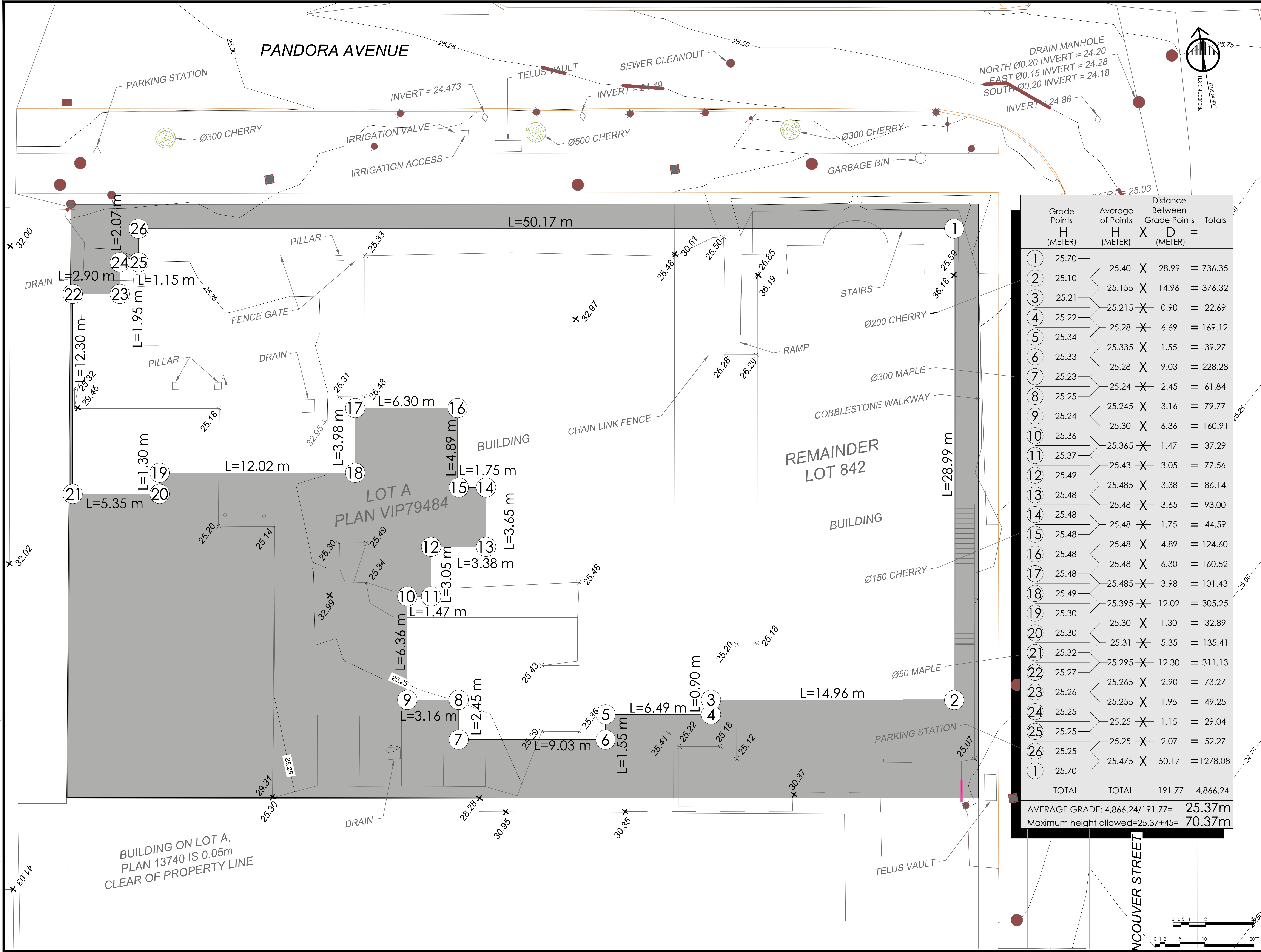
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H:\18-57\DWGS\PRINT SET\A0-12 AVERAGE GRADE CALCULATION.dwg 2021-03-11 10:06:07 AM Noly



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1	25.70	25.40	28.99 = 736.35
2	25.10	25.155	14.96 = 376.32
3	25.21	25.215	0.90 = 22.69
4	25.22	25.28	6.69 = 169.12
5	25.34	25.335	1.55 = 39.27
6	25.33	25.28	9.03 = 228.28
7	25.23	25.24	2.45 = 61.84
8	25.25	25.245	3.16 = 79.77
9	25.24	25.30	6.36 = 160.91
10	25.36	25.365	1.47 = 37.29
11	25.37	25.43	3.05 = 77.56
12	25.49	25.485	3.38 = 86.14
13	25.48	25.48	3.65 = 93.00
14	25.48	25.48	1.75 = 44.59
15	25.48	25.48	4.89 = 124.60
16	25.48	25.48	6.30 = 160.52
17	25.48	25.485	3.98 = 101.43
18	25.49	25.395	12.02 = 305.25
19	25.30	25.30	1.30 = 32.89
20	25.30	25.31	5.35 = 135.41
21	25.32	25.295	12.30 = 311.13
22	25.27	25.265	2.90 = 73.27
23	25.26	25.255	1.95 = 49.25
24	25.25	25.25	1.15 = 29.04
25	25.25	25.25	2.07 = 52.27
26	25.25	25.475	50.17 = 1278.08
1	25.70		
TOTAL		191.77	4,866.24
AVERAGE GRADE: 4,866.24/191.77=		25.37m	
Maximum height allowed=25.37+45=		70.37m	

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No.	Date	Details	By
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02	MAR. 2020	ISSUED FOR DP RESUBMISSION	
03	OCT. 01 2020	ISSUED FOR DP	
04	FEB. 10 2021	REVISION #04	

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TOWNLINE

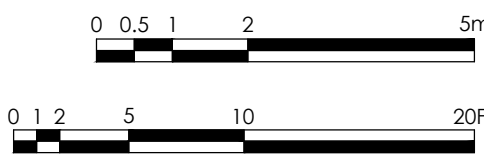
Project

1468 VANCOUVER ST.
VICTORIA, BC

Drawing Title

AVERAGE GRADE
CALCULATION

Date: FEBRUARY 2021	Project No. 18-57
Scale: 1:100	Drawing No.
Drawn By: BNA	A0-12
File name: H:\18-57\DWGS\PRINT SET	

[illegible]

[illegible]

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VICTORIA, BC

Drawing Title

SITE PLAN

Date: FEBRUARY 2021

Project No. 18-57

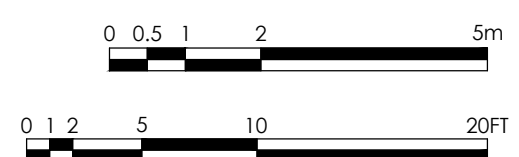
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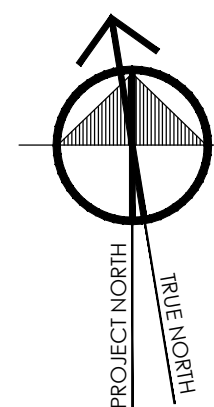
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Drawn By: BNA

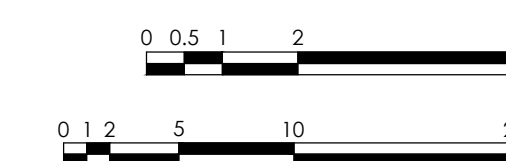
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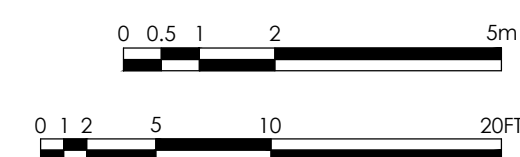


11-Mar-21 Nolv



[illegible]

11-Mar-21 Nalyn



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[illegible]

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1468 VANCOUVER ST.
VICTORIA, BC

Drawing Title

PARKING P1
ALT-2

ate:
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Project No. 18-57

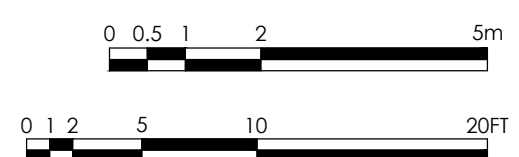
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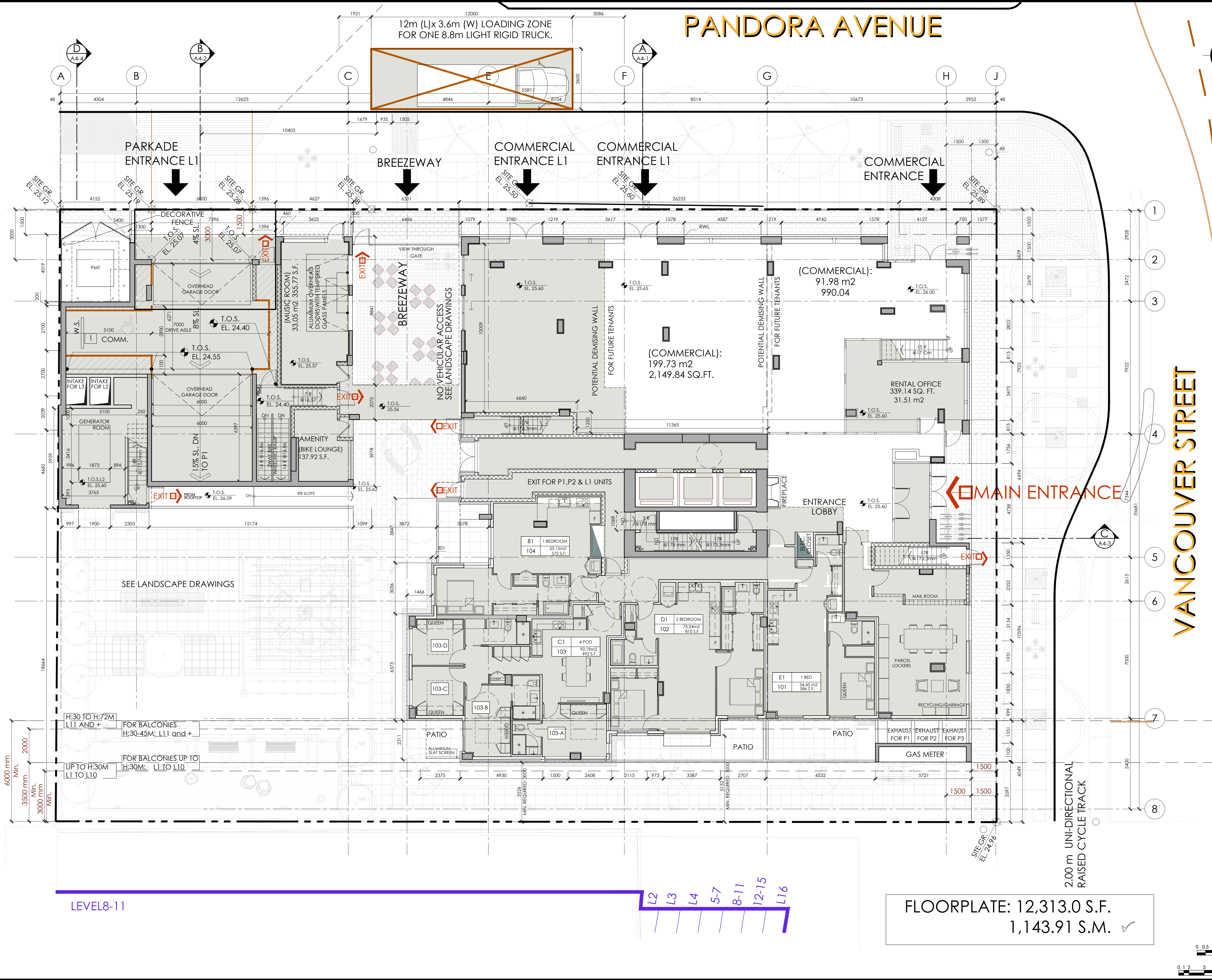
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04	FEB. 10 2021	REVISION #04	

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Drawing Title

LEVEL 1

Date: FEBRUARY 2021	Project No. 18-57
Scale: 1:100	Drawing No.
Drawn By: BNA	A2-04
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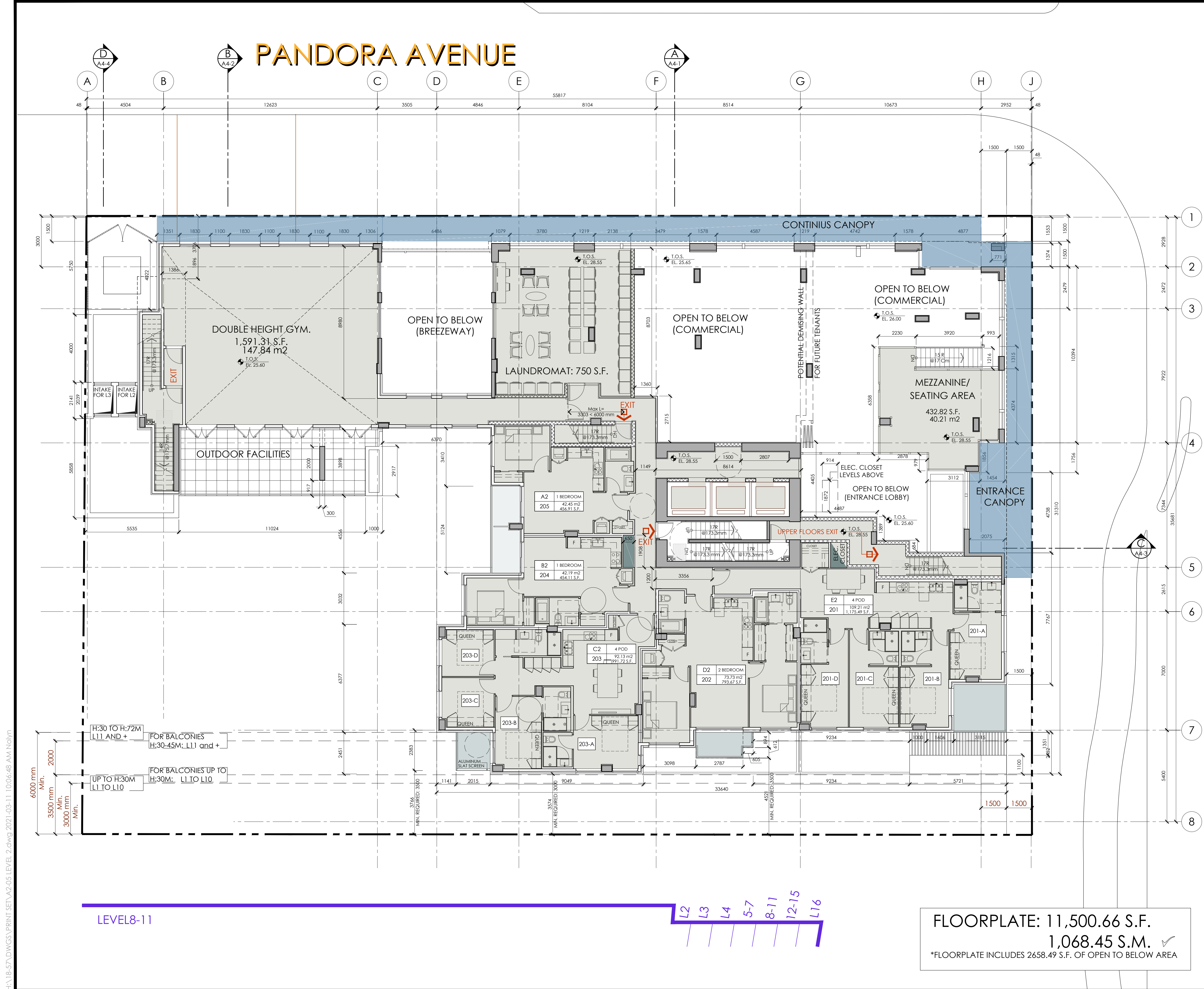
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11-Mar-21 NoVn

VANCOUVER STREET

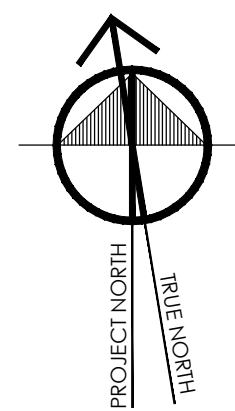
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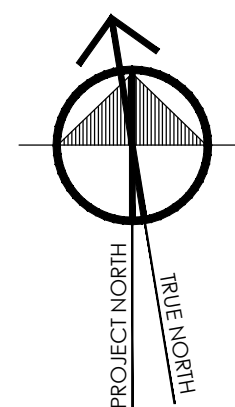
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1,101.04 S.M. ✓

*FLOORPLATE INCLUDES 122.71 S.F. OF OPEN TO BELOW AREA

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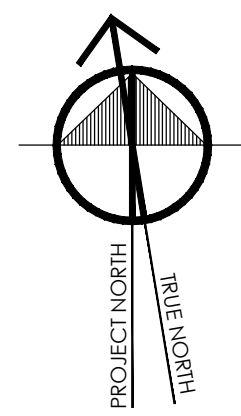
SUITE ONE
1600 HOWE ST
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V6Z 2L9 CANADA

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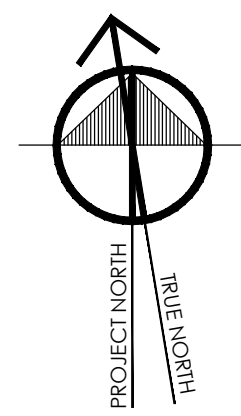
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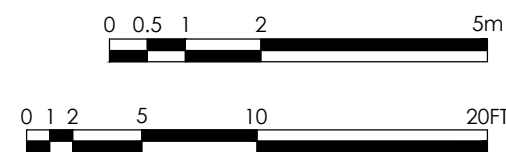
11-Mar-21 Nolvyn

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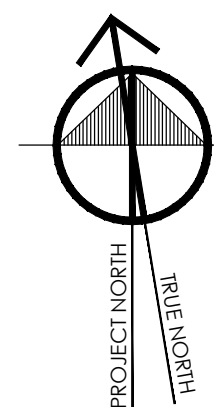
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1-Mar-21 Nolyn

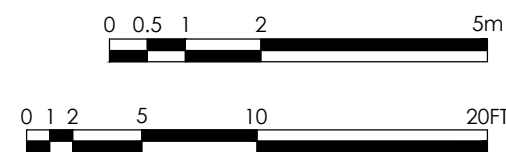


-Mar-21 Nodyn

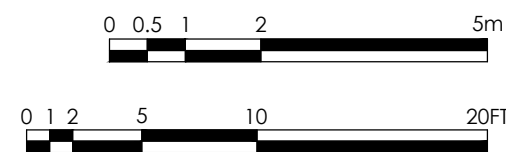
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L3
L4
5-7
8-11
12-15
L16

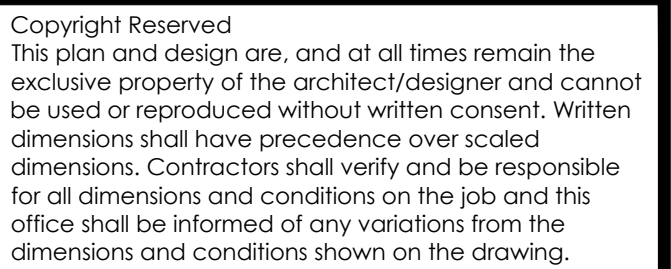
FLOORPLATE: 7,810.19 S.F.
725.59 S.M.>650 S.M.



11-Mar-21 Nolyn



1-Mar-21 Nolyn



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Client

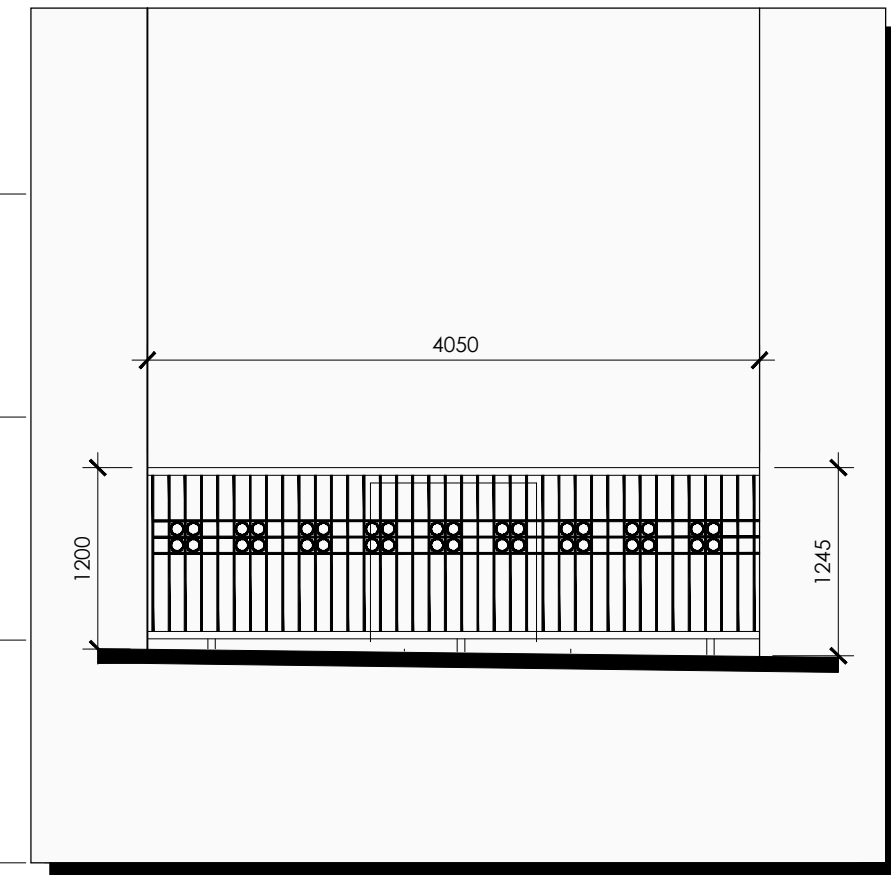


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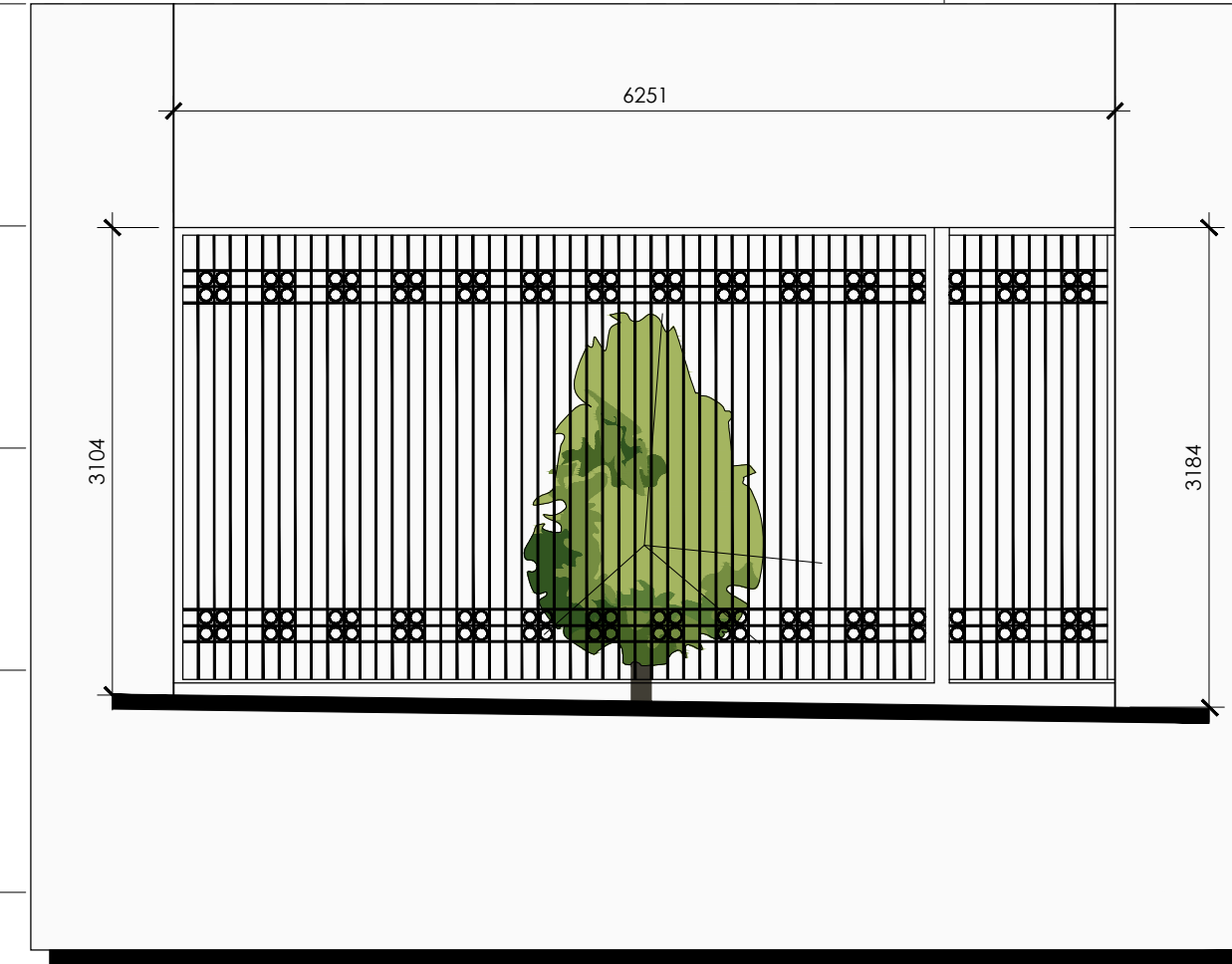
MECHANICAL LEVEL

Date: FEBRUARY 2021	Project No. 18-57
Scale: 1:100	Drawing No.
Drawn By: BNA	A2-15
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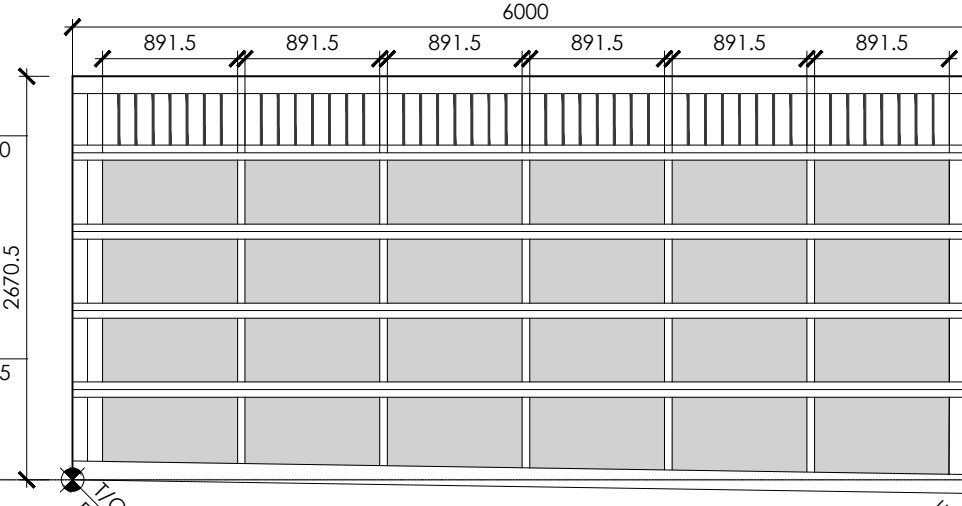
15 DARK GREY HIGH QUALITY ALUMINUM PMT FENCE (WROUGHT IRON STYLE) Scale: 1:50



15 DARK GREY HIGH QUALITY ALUMINUM BREEZEWAY GATE (WROUGHT IRON STYLE) Scale: 1:50

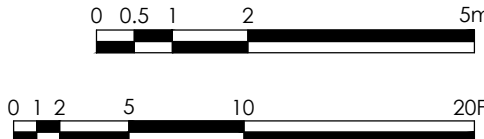
MATERIAL SCHEDULE

- METAL PANEL - BONE WHITE
- SPANDREL GLAZING IN DARK GREY PREFINISHED ALUMINUM FRAMES
- BRICK 1 INTERSTATE BRICK-TUMBLEWEED
- BRICK 2 INTERSTATE BRICK-BRONZESTONE
- METAL PANEL - CASTLE GREY
- COATED ARCHITECTURAL CONCRETE - DARK GREY
- COATED ARCHITECTURAL CONCRETE - BONE WHITE
- STOREFRONT CLEAR GLASS WITH DARK GREY MULLION
- GLASS RAILING WITH DARK GREY FRAMES
- METAL CAP FLASHING - BONE WHITE
- CLEAR TEMPERED GLASS IN METAL CANOPY
- FRAMELESS GLASS DOOR
- ARCHITECTURAL LOUVERS DARK GREY
- CLEAR LOW "E" GLASS IN PREFINISHED ALUMINUM FRAMES- DARK GREY
- PRE-FINISHED ALUMINUM SECTIONAL OVERHEAD GARAGE DOOR-DARK GREY
TRANSLUCENT TEMPERED GLASS PANELS (6mm THICK) FOR OBSCURITY AND DARK GREY METAL PICKET ON TOP FOR VENTILATION.
- DARK GREY HIGH QUALITY ALUMINUM GATE/FENCE (WROUGHT IRON STYLE)
- LIGHT GREY POWDER COATED ALUMINUM SLAT SCREEN PANEL
- PICKET RAILING DARK GREY ALUMINUM



14 OVERHEAD GARAGE DOOR-DARK GREY PRE-FINISHED ALUMINUM SECTIONAL
TRANSLUCENT TEMPERED GLASS PANELS (6mm THICK) FOR OBSCURITY AND DARK GREY METAL PICKET ON TOP FOR VENTILATION. Scale: 1:50

T/O MECH. EL. 73.05
T/O ROOF EL. 69.85
T/O L15 EL. 66.90
T/O L14 EL. 63.95
T/O L13 EL. 61.00
T/O L12 EL. 58.05
T/O L11 EL. 55.10
T/O L10 EL. 52.15
T/O L9 EL. 49.20
T/O L8 EL. 46.25
T/O L7 EL. 43.30
T/O L6 EL. 40.35
T/O L5 EL. 37.40
T/O L4 EL. 34.45
T/O L3 EL. 31.50
T/O L2 EL. 28.55
T/O L1 EL. 25.60
AVERAGE GRADE EL. 25.37



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Project

1468 VANCOUVER ST.
VICTORIA, BC

Drawing Title

NORTH ELEVATION

Date: FEBRUARY 2021

Project No. 18-57

Scale: 1:100
1:50

Drawing No.

Drawn By: BNA

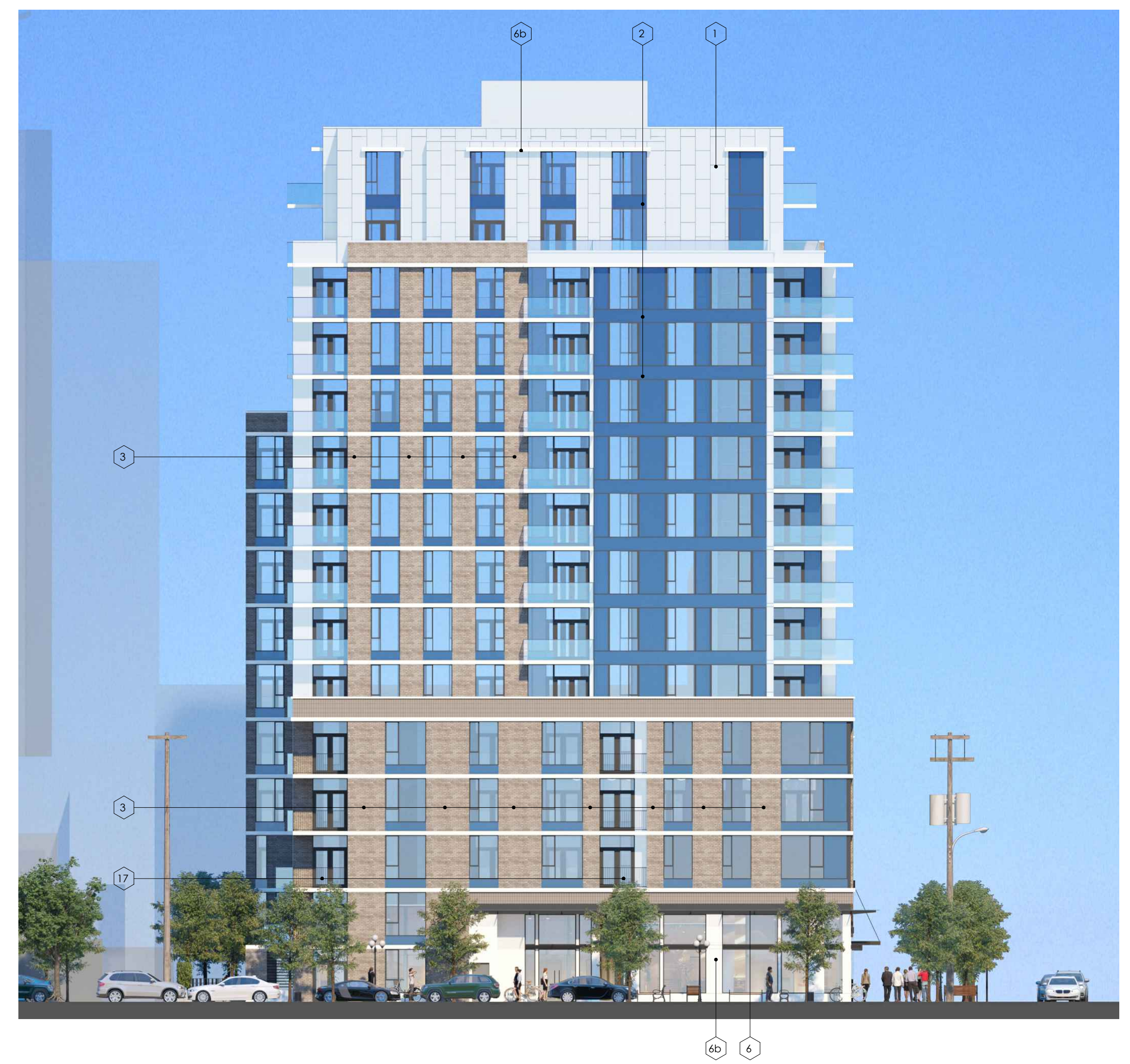
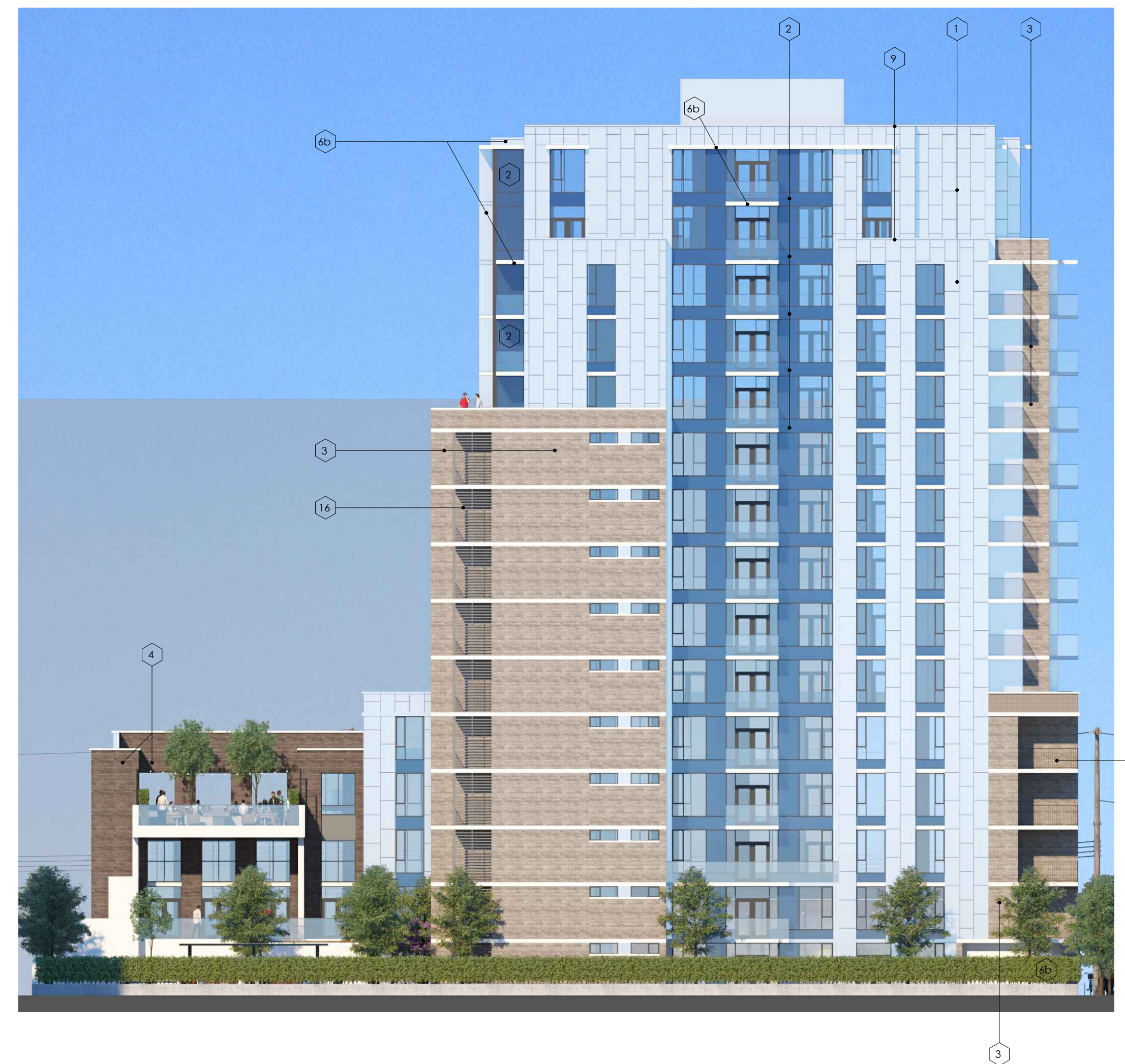
A3-01

File name:
H:\18-57\DWGS\PRINT SET



MATERIAL SCHEDULE

- 1 METAL PANEL
- BONE WHITE
- 2 SPANDREL GLAZING IN DARK GREY
PREFINISHED ALUMINUM FRAMES
- 3 BRICK 1
INTERSTATE BRICK-TUMBLEWEED
- 4 BRICK 2
INTERSTATE BRICK-BRONZESTONE
- 5 METAL PANEL
- CASTLE GREY
- 6 COATED ARCHITECTURAL CONCRETE
- DARK GREY
- 6b COATED ARCHITECTURAL CONCRETE
- BONE WHITE
- 7 STOREFRONT CLEAR GLASS WITH
DARK GREY MULLION
- 8 GLASS RAILING WITH DARK GREY
FRAMES
- 9 METAL CAP FLASHING - BONE WHITE
- 10 CLEAR TEMPERED GLASS IN METAL
CANOPY
- 11 FRAMELESS GLASS DOOR
- 12 ARCHITECTURAL LOUVERS
DARK GREY
- 13 CLEAR LOW "E" GLASS IN PREFINISHED
ALUMINUM FRAMES- DARK GREY
- 14 PRE-FINISHED ALUMINUM SECTIONAL
OVERHEAD GARAGE DOOR-DARK GREY
TRANSCULENT TEMPERED GLASS PANELS (6mm THICK)FOR
OBSCURITY AND DARK GREY METAL PICKET ON TOP FOR VENTILATION.
- 15 DARK GREY HIGH QUALITY ALUMINUM
GATE/FENCE (WROUGHT IRON STYLE)
- 16 LIGHT GREY POWDER COATED
ALUMINUM SLAT SCREEN PANEL
- 17 PICKET RAILING
DARK GREY ALUMINUM



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S U I T E O N E
1600 H O W E S T
V A N C O U V E R B C
V 6 Z 2 L 9 C A N A D A

Members of Architectural Institute of B.C.

Client



TOWNLINE

Project

1468 VANCOUVER ST.
VICTORIA, BC

Drawing Title

ELEVATION RENDERINGS

Date: FEBRUARY 2021

Project No. 18-57

Scale: 1:200

Drawing No.

Drawn By: BNA

RNA

File name:

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SET

A3-01d

- 1 METAL PANEL
- BONE WHITE
- 2 SPANDREL GLAZING IN DARK GREY
REFINISHED ALUMINUM FRAMES
- 3 BRICK 1
INTERSTATE BRICK-TUMBLEWEED
- 4 BRICK 2
INTERSTATE BRICK-BRONZESTONE
- 5 METAL PANEL
- CASTLE GREY
- 6 COATED ARCHITECTURAL CONCRETE
- DARK GREY
- 6b COATED ARCHITECTURAL CONCRETE
- BONE WHITE
- 7 STOREFRONT CLEAR GLASS WITH
DARK GREY MULLION
- 8 GLASS RAILING WITH DARK GREY
FRAMES
- 9 METAL CAP FLASHING - BONE WHITE
- 10 CLEAR TEMPERED GLASS IN METAL
CANOPY
- 11 FRAMELESS GLASS DOOR
- 12 ARCHITECTURAL LOUVERS
DARK GREY
- 13 CLEAR LOW "E" GLASS IN PREFINISHED
ALUMINUM FRAMES- DARK GREY
- 14 PRE-FINISHED ALUMINUM SECTIONAL
OVERHEAD GARAGE DOOR-DARK GREY
TRANSLUCENT TEMPERED GLASS PANELS (6mm THICK) FOR
OBSCURITY AND DARK GREY METAL PICKET ON TOP FOR VENTILATION.
- 15 DARK GREY HIGH QUALITY ALUMINUM
GATE/FENCE (WROUGHT IRON STYLE)
- 16 LIGHT GREY POWDER COATED
ALUMINUM SLAT SCREEN PANEL
- 17 PICKET RAILING
DARK GREY ALUMINUM

E
VANCOUVER STREET

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project

1468 VANCOUVER ST.
VICTORIA, BC

Drawing Title

SOUTH ELEVATION

ate:
FEBRUARY 2021

Project No. 18-57

Scale: 1:100

Drawing No.

Drawn By: BN

A3-02

le name:

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- 1 METAL PANEL
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PREFINISHED ALUMINUM FRAMES
- 3 BRICK 1
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project

1468 VANCOUVER ST.
VICTORIA, BC

Drawing Title

EAST ELEVATION

ate:
FEBRUARY 2021

Project No. 18-57

Scale: 1:100

Drawing No.

Drawn By: BNA

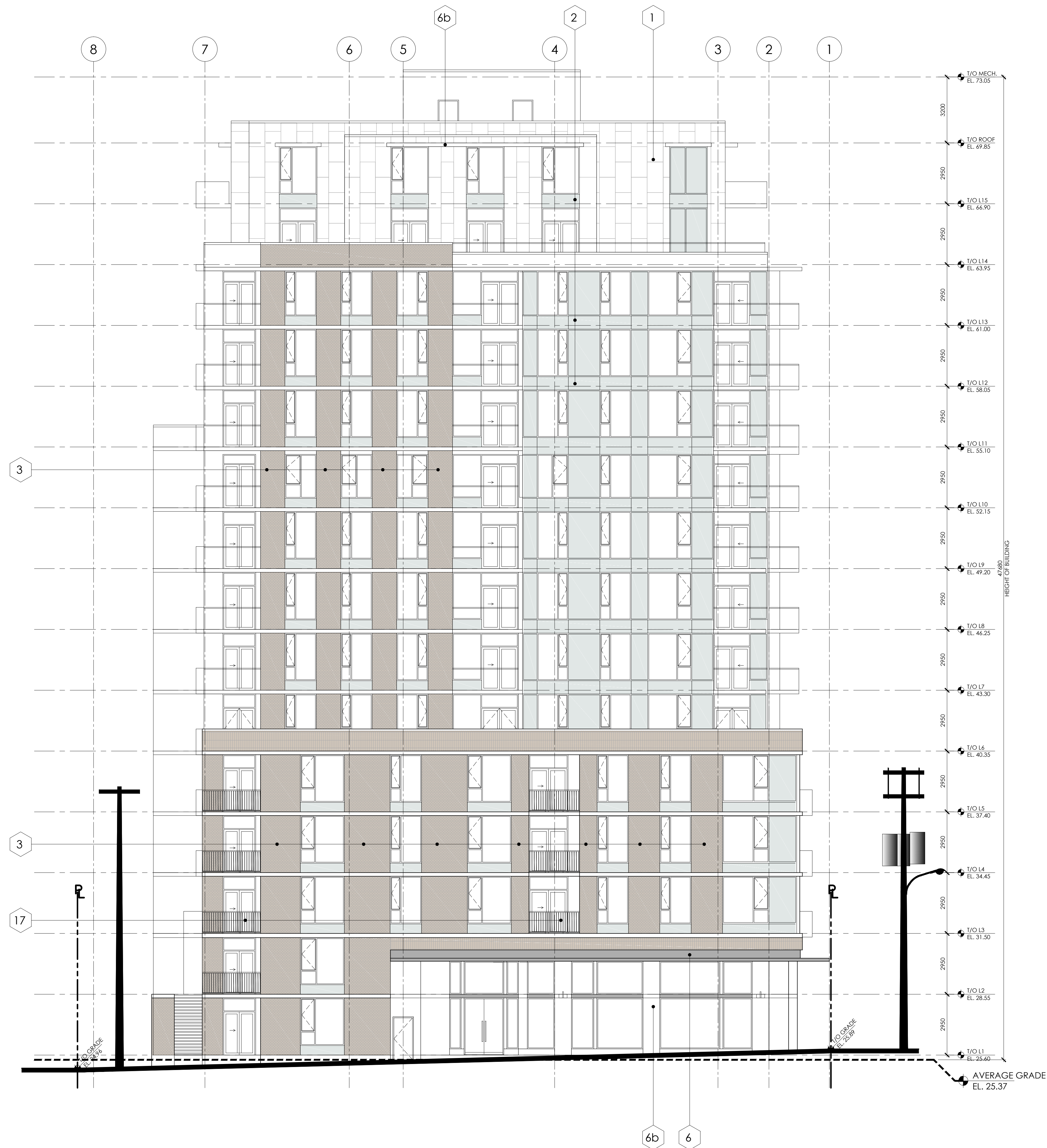
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11-Mar-21 Nolyn

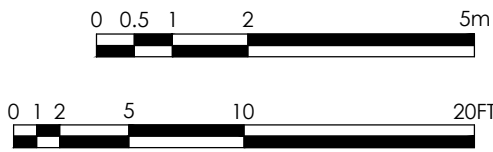


- 1 METAL PANEL
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- 4 BRICK 2
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ALUMINUM SLAT SCREEN PANEL
- 17 PICKET RAILING
DARK GREY ALUMINUM

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SUITE ONE
1600 HOWE ST
VANCOUVER BC
V6Z 2L9 CANADA

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SUITE ONE
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TOWNLINE

Project

1468 VANCOUVER ST.
VICTORIA, BC

Drawing Title

SECTION C-C

Date: FEBRUARY 2021

Project No. 18-57

Scale: 1:100

Drawing No.

Drawn By: BNA

A4-03

File name:
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REVISIONS

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project

1468 VANCOUVER ST.
VICTORIA, BC

Drawing Title

SECTIONS D-D & E-E

ate:
FEBRUARY 2021

Project No. 18-57

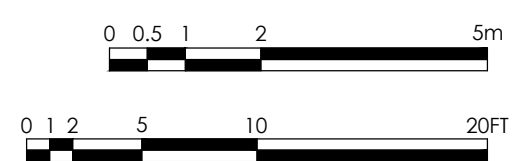
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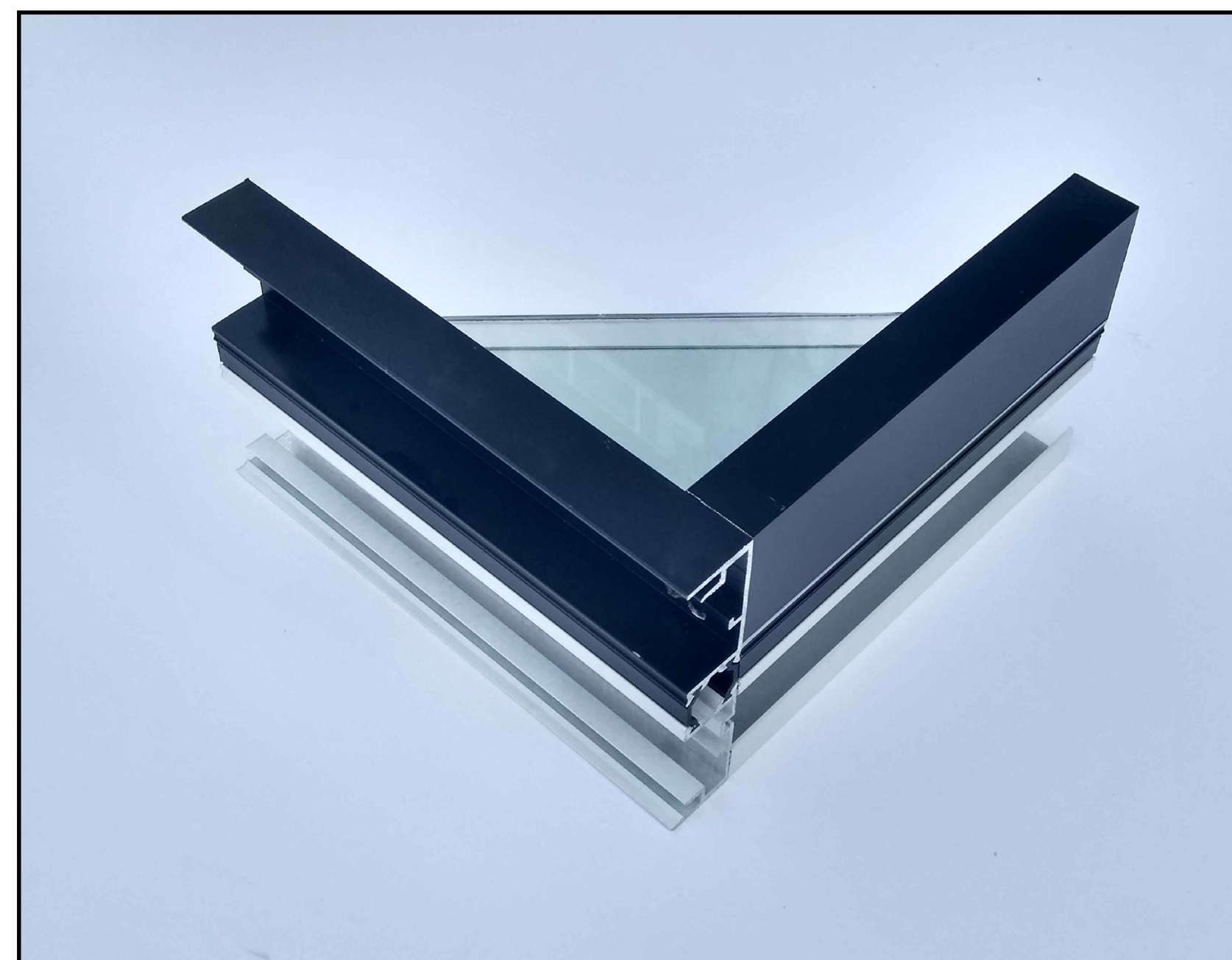
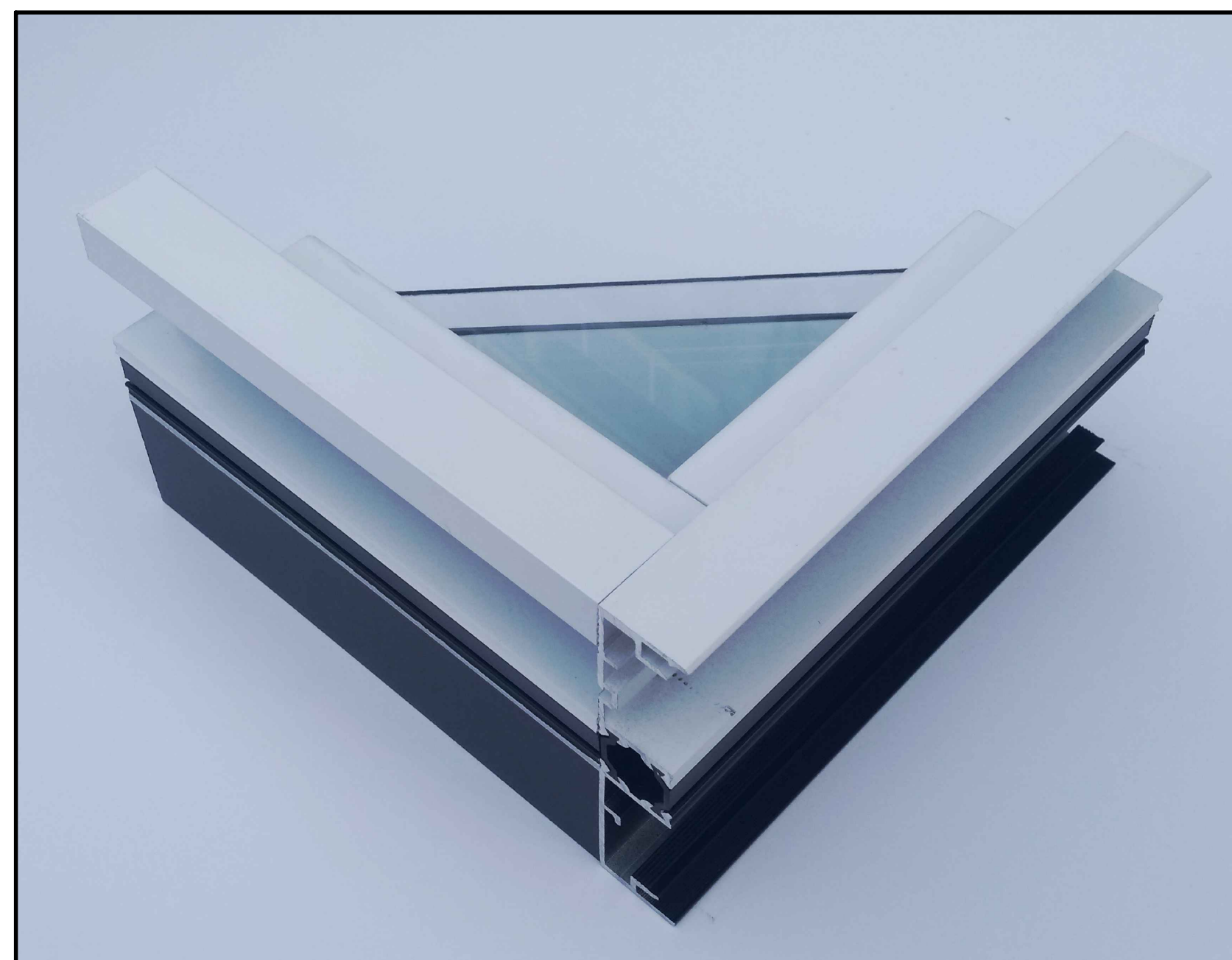
Drawing No.

Drawn By: BNA

A4-04

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MATERIAL SCHEDULE

- 1 METAL PANEL
- BONE WHITE
- 2 SPANDREL GLAZING IN DARK GREY
PREFINISHED ALUMINUM FRAMES
- 3 BRICK 1
INTERSTATE BRICK-TUMBLEWEED
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INTERSTATE BRICK-BRONZESTONE
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REVISIONS

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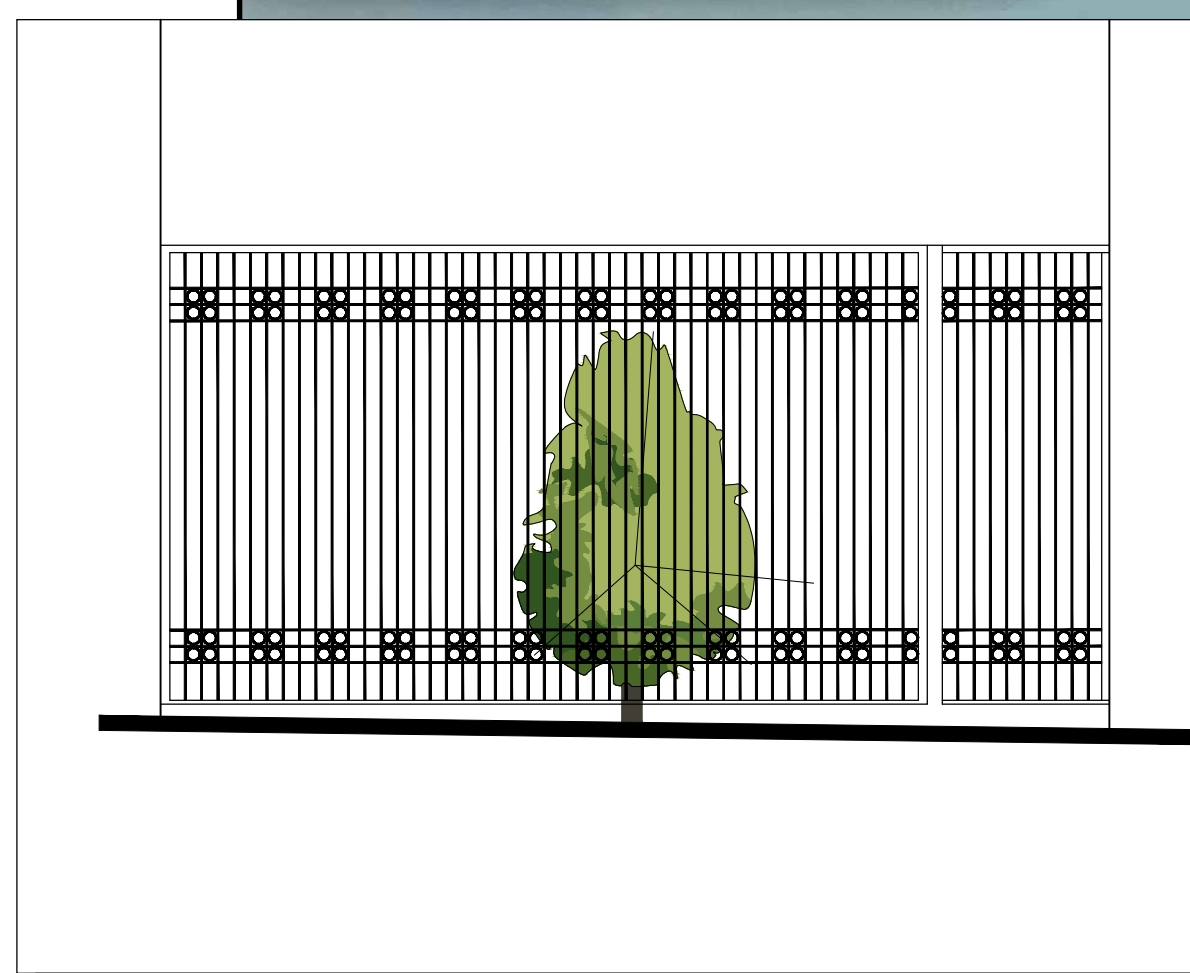
**CLEAR LOW "E" GLASS IN PREFINISHED
ALUMINUM FRAMES- DARK GREY**

SLIM BRICK
VINTAGE MISSION

PREFINISHED METAL PANEL - BONE WHITE



5 METAL PANEL CASTLE GREY



15 DARK GREY HIGH QUALITY ALUMINUM
PMT FENCE (WROUGHT IRON STYLE) Scale: 1:50

15 DARK GREY HIGH QUALITY ALUMINUM BREEZEWAY GATE (WROUGHT IRON STYLE) Scale: 1:50

COATED ARCHITECTURAL
CONCRETE (GREY)

**SPANDREL GLAZING IN DARK GREY
PREFINISHED ALUMINUM FRAMES**

BRICK 1
INTERSTATE BRICK-TIMBERLEWEE

RICK 2
INTERSTATE BRICK-BRONZESTONE

16 LIGHT GREY POWDER COATED ALUMINUM SLAT SCREEN PANEL
Scale: 1:50

**1 PREFINISHED METAL PANEL
BONE WHITE**

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TOWNLINE

Project

1468 VANCOUVER ST.
VICTORIA, BC

Drawing Title

MATERIAL BOARD

Date: FEBRUARY 2021

Project No.	18-57
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Scale: 1:100

	Drawing No.
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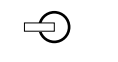
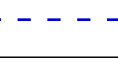

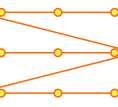
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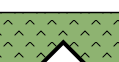

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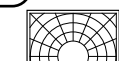


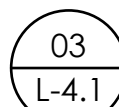
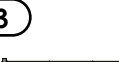
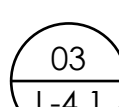
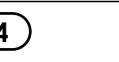
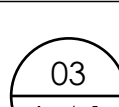
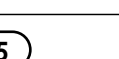
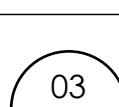
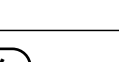
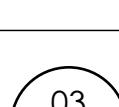
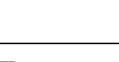

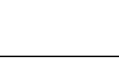




DRAWING LIST		
L - 1.0 LANDSCAPE COVER SHEET		
L - 1.1 LEVEL1 MATERIAL + GRADING PLAN	1:100	
L - 1.2 LEVEL4 MATERIAL + PLANTING PLAN	1:100	
L - 2.1 LEVEL1 PLANTING PLAN	1:100	
L - 3.1 LANDSCAPE SECTION	1:50	
L - 4.1 LANDSCAPE DETAIL	As indicated	
L - 4.2 LANDSCAPE DETAIL	As indicated	

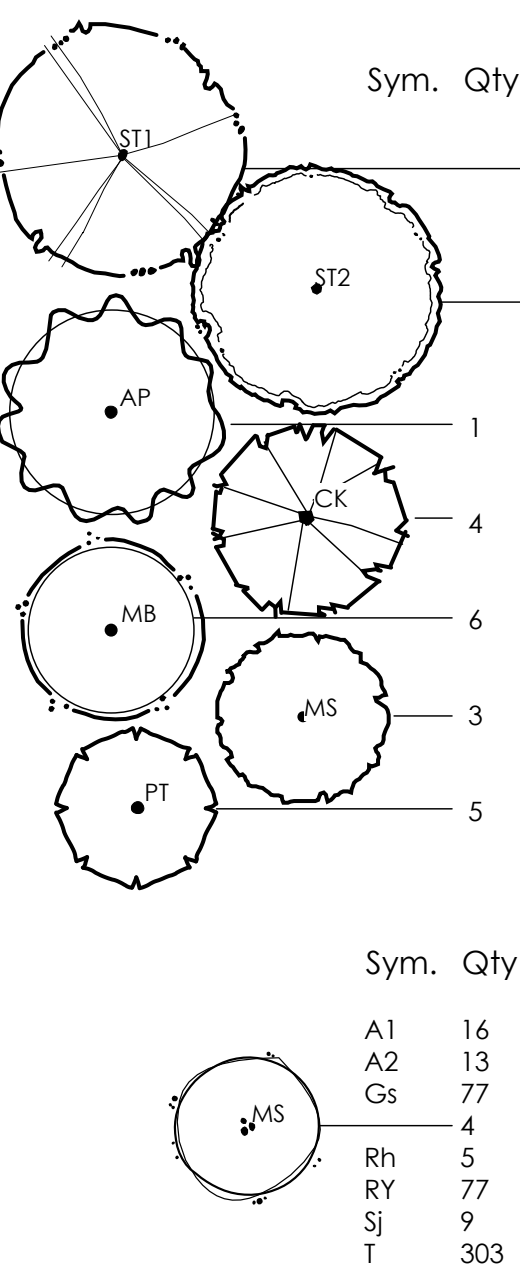
GRADING + DRAINAGE		
+ TS 20.00m	top of stair	
+ BS 18.00m	bottom of stair	
+ TW 20.00m	top of wall	
+ BW 18.00m	bottom of wall	
+ 10.00m	spot elevation	
+ FG 18.50m	finished grade	
+ BG 18.35m	building grade	
+ HP 18.35m	high point	
+ LP 18.35m	low point	
+ Ex 8.75	existing elevation (as per survey)	
... 2% ...	direction/percent slope	
-----	break in slope	
DN 4R	direction/number of risers down	
TD 10.00m	Trench Drain	
AD 10.00m	Area Drain	

LANDSCAPE IRRIGATION	
	Irrigation Stub-out (point of connection)
	Frost Free Hose Bib
	Dripline Irrigation
Note: Landscape lighting shown as reference only. Refer to Mechanical and Electric drawings for full information.	
LANDSCAPE LIGHTING	
	Planter Wall (Cast) Light
	Catenary Lights
Note: Landscape lighting shown as reference only. Refer to Electric drawings for full information.	

HARD SURFACING		
	CIP Concrete Paving - Vehicular Crossing to City of Victoria Standard. Colour: natural Finish: light broom min. 6" thickness	
	CIP Concrete Paving - Sidewalk to City of Victoria Standard. Colour: natural Finish: light broom min. 4" thickness	
	450mm wide Basalt Banding insert with Street Name to City of Victoria Standard Finish: flamed/thermal and sawn edges	
	Natural Grey Concrete Unit pavers - To City of Victoria 'New Town' Standard. Size: 225mm x 75mm x 60mm Pattern: 90° herringbone Installation: Mortar set Supplier: Abbotsford Concrete Products	
	Concrete Unit pavers Size: 202mm x 101mm x 60mm Pattern: running bond Installation: Mortar set Supplier: Abbotsford Concrete Products	
	Heritage Paving Prism Material: glass Installation: set in cip concrete paving	
	Hydrapressed Concrete Slabs Size: 600mm x 600mm x 50mm Colour: charcoal; Pattern: Stacked bond Installation: on pedestal Supplier: Abbotsford Concrete Products	
	Black Tusk Basalt Paver Size: 300mm x 600mm x 38mm; Finish: flamed pattern: running bond Supplier: Becdrock Natural Stone	
	Granular Surface	
	Cambrian Granite Stone Paver - level 4 Size: 600mm x 300mm x 50mm; pattern: stacked bond Supplier: Becdrock Natural Stone	

SOFT LANDSCAPE		
	Sand Based Sodded Lawn	
	Sodded Lawn with Core Grass System as requested by BC Hydro on Jan 26, 2021 - Refer to sheet L-3.1 for cut sheet provided by BC Hydro	
	Shrub/Perennial/Groundcover Beds	
	Evergreen Hedging	
	Pre-vegetated Green Roof	

SITE FURNISHING		
	Metal Tree Grate with Guard - Offsite as per DPRP - New Town District	
	Metal Bike Rack as per DPRP - New Town District 12 bike racks = 24 bike parking 600mm away from building face 600mm o.c.	
	Backed Feature Bench - Offsite as per DPRP - New Town District Supplier: Maglin (800 716 5066)	
	Backless Feature Bench - Offsite as per DPRP - New Town District Supplier: Maglin (800 716 5066)	
	Backed Feature Chair - Offsite as per DPRP - New Town District Supplier: Maglin (800 716 5066)	
	Metal Trash Bin - Offsite Type A: modern metal bin as per Downtown Public Realm Plan	
	Pedestrian Light - Offsite Cluster Globe light Type B as per DPRP - New Town District	
	Salvaged Cedar Log	
	Rounded River Boulder	
	Fire Hydrant Play Equipment w/ water jets	
	Metal Planter with Bench	
	Metal Planter 1'-6"W x 6'-0"L x 3'-4"H	

PLANT LIST				
				
TREES				
Sym.	Qty.	Botanical Name	Common Name	Size/Spacing
		Street Trees along Pandora Street Final species, location and quantity to be decided by the City of Victoria		
		Street Tree along Vancouver Street Final species, location and quantity to be decided by the City of Victoria		
1		Acer palmatum 'Osakazuki'	Osakazuki Japanese Maple	6cm cal., Specimen
4		Cornus kousa 'Chinensis' (*)	Chinese Dogwood	6cm cal., Specimen
6		Magnolia 'Butterflies'	Butterfly Magnolia (yellow flower)	6cm cal., Specimen
3		Magnolia x soulangiana 'Galaxy'	'Galaxy' Saucer Magnolia	6cm cal., Uniformed Specimen
5		Populus tremula 'Erecta'	Columnar European Aspen	5cm cal., Specimen
SHRUBS				
Sym.	Qty.	Botanical Name	Common Name	Size/Spacing
A1	16	Azalea 'Gumpo White'	Dwarf Azalea (white flower)	#2 pot, 450mm o.c.
A2	13	Azalea 'Gumpo Pink'	Dwarf Azalea (pink flower)	#2 pot, 450mm o.c.
Gs	77	Gaultheria shallon (*)	Salal	#3 pot, 600mm o.c.
Rh	4	Magnolia stellata 'Royal Star'	Star Magnolia	3m ht., multi-stem
Ry	5	Rhododendron 'English Roseum'	English Roseum Rhododendron	1.2m ht., B&B
Sj	77	Rhododendron 'Yaku Princess'	Yaku Princess Rhodo (Pink)	#3 pot, 600mm o.c.
T	9	Spiraea japonica 'Little Princess' (*)	Little Princess Japanese Spirea	#3 pot, 600mm o.c.
	303	Taxus x media 'Hilli'	Hilli Yew Hedge (Male Only)	1.2m ht., RB to RB
GROUND COVERS / PERENNIALS / GRASSES / EMERGENT / SUBMERGENT				
Sym.	Qty.	Botanical Name	Common Name	Size/Spacing
e	86	Erica carnea 'Springwood Pink' (*)	Winter Heather	#1 pot, 300mm o.c.
ic	18	Imperata cylindrica 'Red Baron'	Japanese Blood Grass	10cm pot, 350mm o.c.
la	63	Lavandula angustifolia 'Munstead' (*)	English Lavender	#2 pot, 450mm o.c.
li	113	Liriope muscari 'Variegata'	Variegated Lily-Turf	#1 pot, 300mm o.c.
ph	98	Pennisetum alopecuroides 'Hameln' (*)	Dwarf Fountain Grass	#1 pot, 450mm o.c.
r	40	Rudbeckia fulgida 'Little Goldstar' (*)	Black-eyed Susan	10cm pot, 350mm o.c.
se	15	Sedum 'Autumn Joy'	Autumn Joy Stonecrop	#1 pot, 400mm o.c.
General Planting Notes: 1. All work shall meet or exceed the requirements as outlined in the Current Edition of the Canadian Landscape Standard. 2. Plant sizes and related container classes are specified according to the Canadian Landscape Standard Current Edition. For container classes #3 and smaller, plant sizes shall be as shown in the plant list and the Standard; for all other plants, both plant size and container class shall be as shown in the plant list. Specifically, when the plant list call for #5 class containers, these shall be as defined in the BCNTA (ANSI) Standard. 3. All 'Soft Landscape Areas' to be irrigated to IIABC Standards using a high efficiency irrigation system. 4. All trees to be staked in accordance with BCNTA Standards. 5. All plants with an asterisk (*) are butterfly/bird friendly species.				
Irrigation Notes: 1. All 'Soft Landscape Planting Areas' are to be irrigated with a high efficiency design/built irrigation system to IIABC Standards, complete with Rain and Wind Sensor. 2. The irrigation system design and installation shall be in accordance with the Irrigation Industry of BC Standards and Guidelines. 3. Backflow preventer to building code/municipal standards to be provided in mechanical room. 4. Drawings are of schematic nature only. Design built shop drawings shall b provided to consultant for review prior to construction.				
Off-site Irrigation Notes: 1. All irrigation work, including required inspections, shall comply to City of Victoria Supplementary Specifications for Street Trees and Irrigation Schedule C, Bylaw 12-042, Subdivision Bylaw. 2. Irrigation design shall be submitted for review and approval to City of Victoria Parks Division no less than 30 days prior to scheduled installation. 3. Off-site irrigation shall be sourced separately and independent from on-site irrigation. Refer to Supplementary Specifications for all irrigation work. 4. All new trees shall be irrigated using tree drip rings independent from and/or in addition to shrub bed/lawn zones. RainBird spray heads shall be used for rain gardens. 5. Irrigation valves shall be RainBird PGA, not DVF. 6. Commercial RainBird low flow drip kits used for drip lines. XCZ-100-PRB-LC, PEB Valve and Pressure Regulating (40 psi) Basket Filter				

PLANT MATERIAL REFERENCE IMAGES



05	Jan 29 - 2021	Issued for DP
04	Sep 25 - 2020	Issued for DP Resubmission
03	Mar 26 - 2020	Issued for DP Resubmission
02	Dec 12 - 2018	Issued for Development Permit
01	Nov 06 - 2018	Progress Set
no.:	date:	item:

Revisions:



Project:

1468 VANCOUVER STREET
VICTORIA, BC

Drawn by:	LF
Checked by:	PK
Date:	2018-11-02
Scale:	NTS

Drawing Title:

LANDSCAPE
LEGEND / SCHEDULE

Project No.:
18073

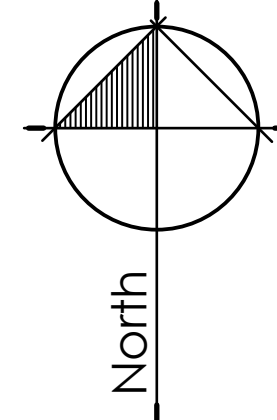
Sheet No.:

L - 1.0

PANDORA AVENUE

PROPOSED STREET TREE NOTES:
Prior to starting work please contact Parks Division to discuss protection of street trees and other Park infrastructure.
Contact Jane Walters at 250.361.0622 to confirm planting location. New tree must be of good standard, minimum 7cm calliper and installed with approved root barriers, tree guards and appropriate soil.
Root barriers shall be 8 feet long and 18 inches deep. Planting depth of root ball must be below sidewalk.

RECOMMENDED MINIMUM DISTANCE FOR PLANTING STREET TREES:
1.2.5. Street tree placement shall be placed in a manner not to pose significant impacts to underground and overhead servicing. Listed below are minimum distances regarding services. Instances where street trees are required and the minimum distances can not be achieved, trees will be planted with mitigation measures to protect said services, subject to the approval of the Director of Engineering and Director of Parks, Recreation and Culture.
Recommended minimum distances for planting street trees:
1.2.5.1. 1.5m from underground BC Hydro, natural gas and communication utilities
1.2.5.2. 5.0m from street lights and BC Hydro poles
1.2.5.3. 3.0m from Telus poles that have no street light
1.2.5.4. 7.0m from an intersection
1.2.5.5. 3.0m from a driveway crossing
1.2.5.6. 2.0m from a fire hydrant, water service lateral, catch basin, Kiosk, vault
1.2.5.7. 3.0m from sanitary sewer or storm drain laterals



05	Jan 29 - 2021	Issued for DP
04	Sep 25 - 2020	Issued for DP Resubmission
03	Mar 26 - 2020	Issued for DP Resubmission
02	Dec 12 - 2018	Issued for Development Permit
01	Nov 06 - 2018	Progress Set
no.:	date:	item:
Revisions:		

dk Durante Kreuk Ltd.
102 - 1637 West 5th Avenue
Vancouver BC V6J 1N5
t: 604 684 4611
f: 604 684 0577
www.dkl.bc.ca

Project:

**1468 VANCOUVER STREET
VICTORIA, BC**

Drawn by:

LF

Checked by:

PK

Date:

2018-11-02

Scale:

1:100

0 1m 2m 5m 8m

Drawing Title:

Level 1

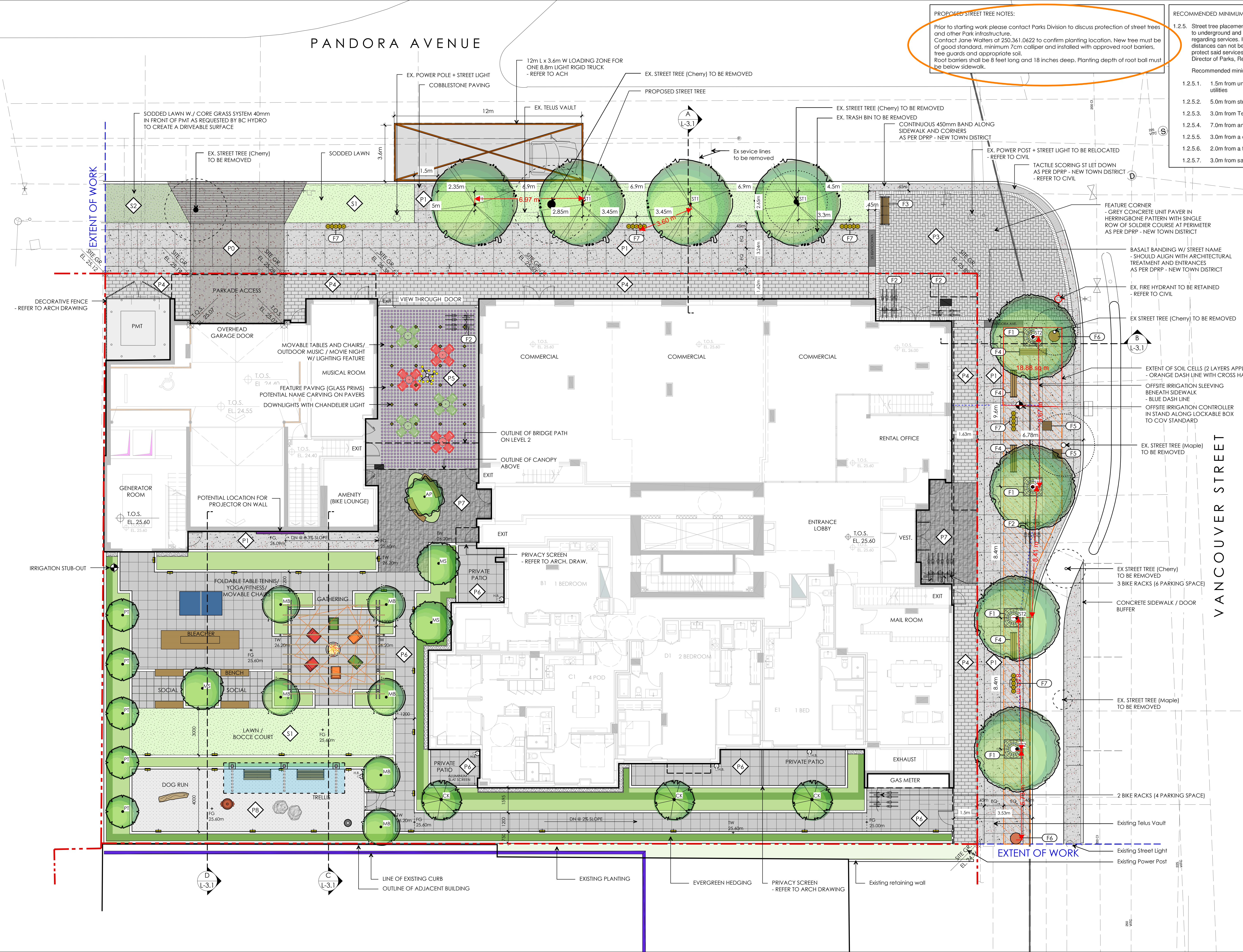
MATERIAL + GRADING PLAN

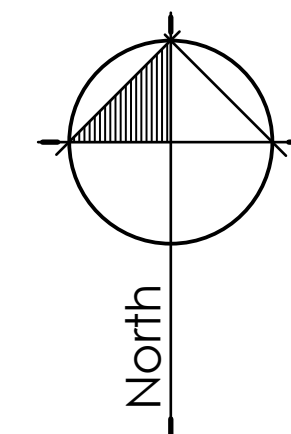
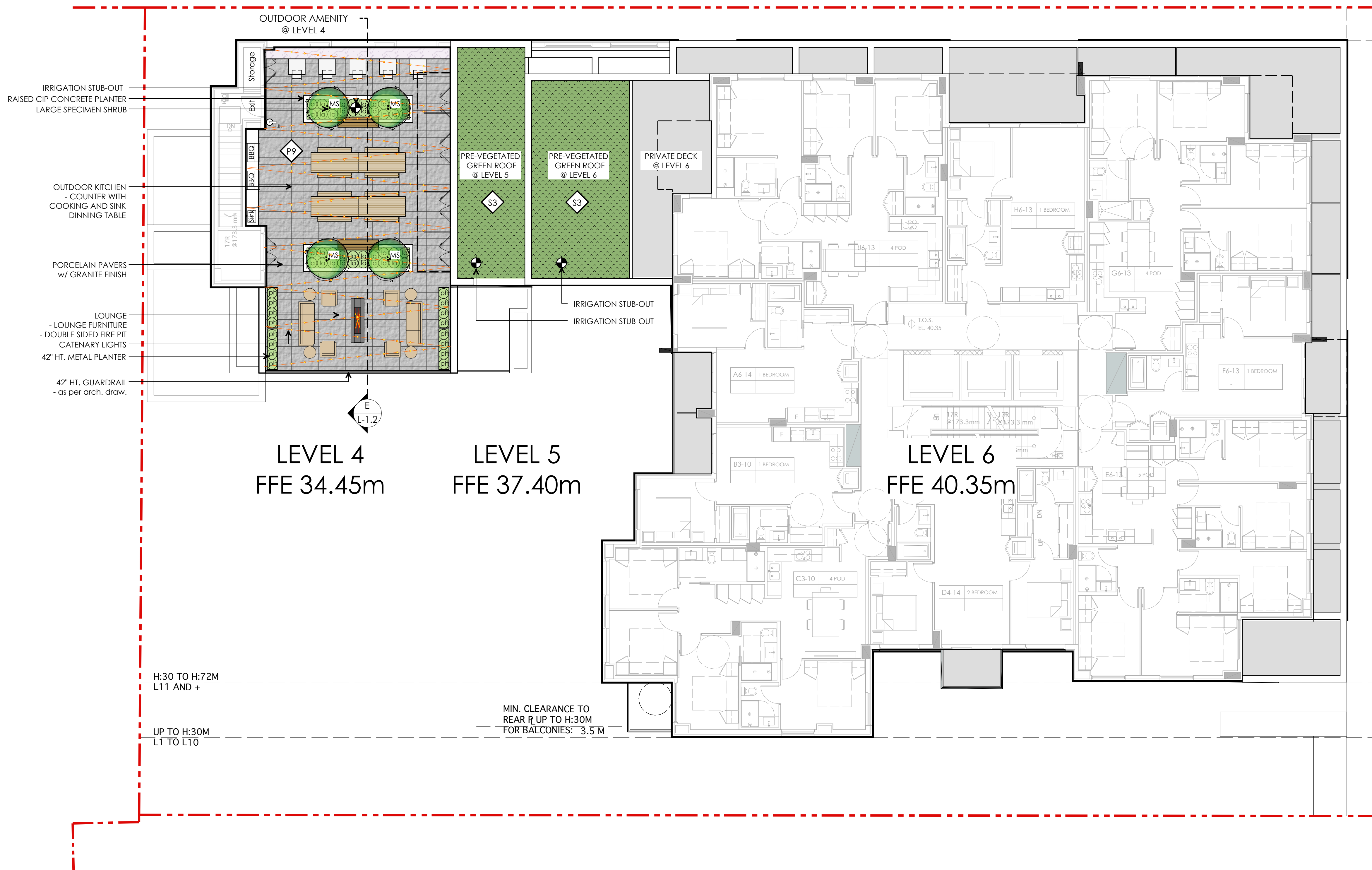
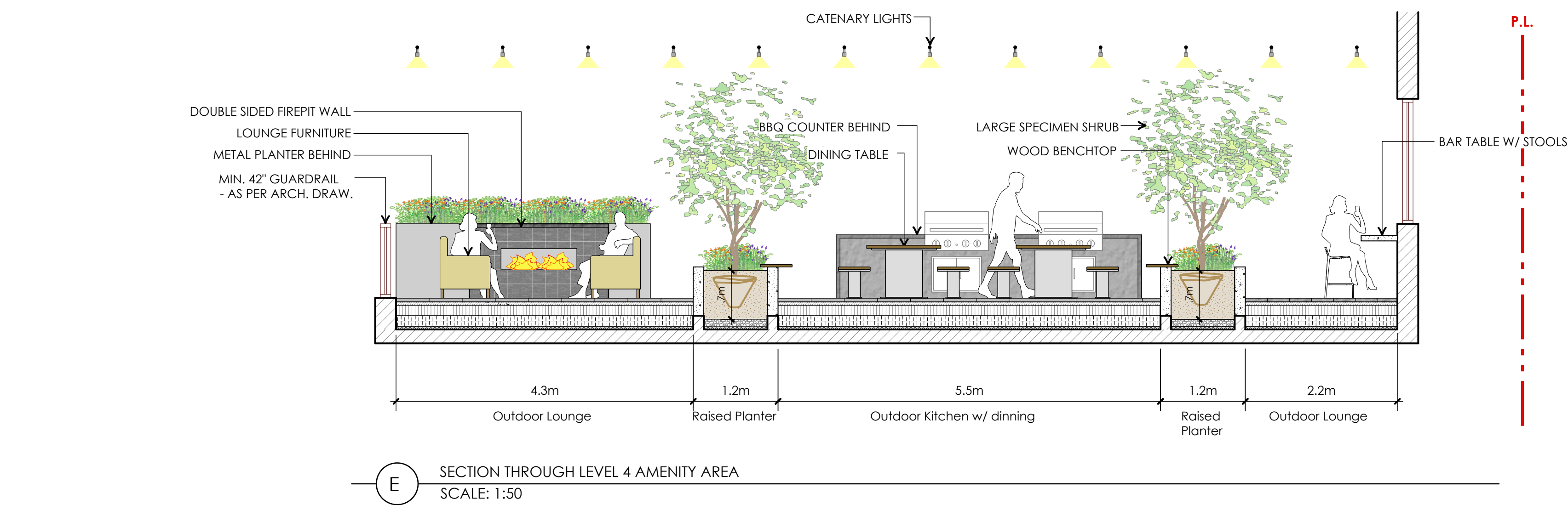
Project No.:

18073

Sheet No.:

L - 1.1

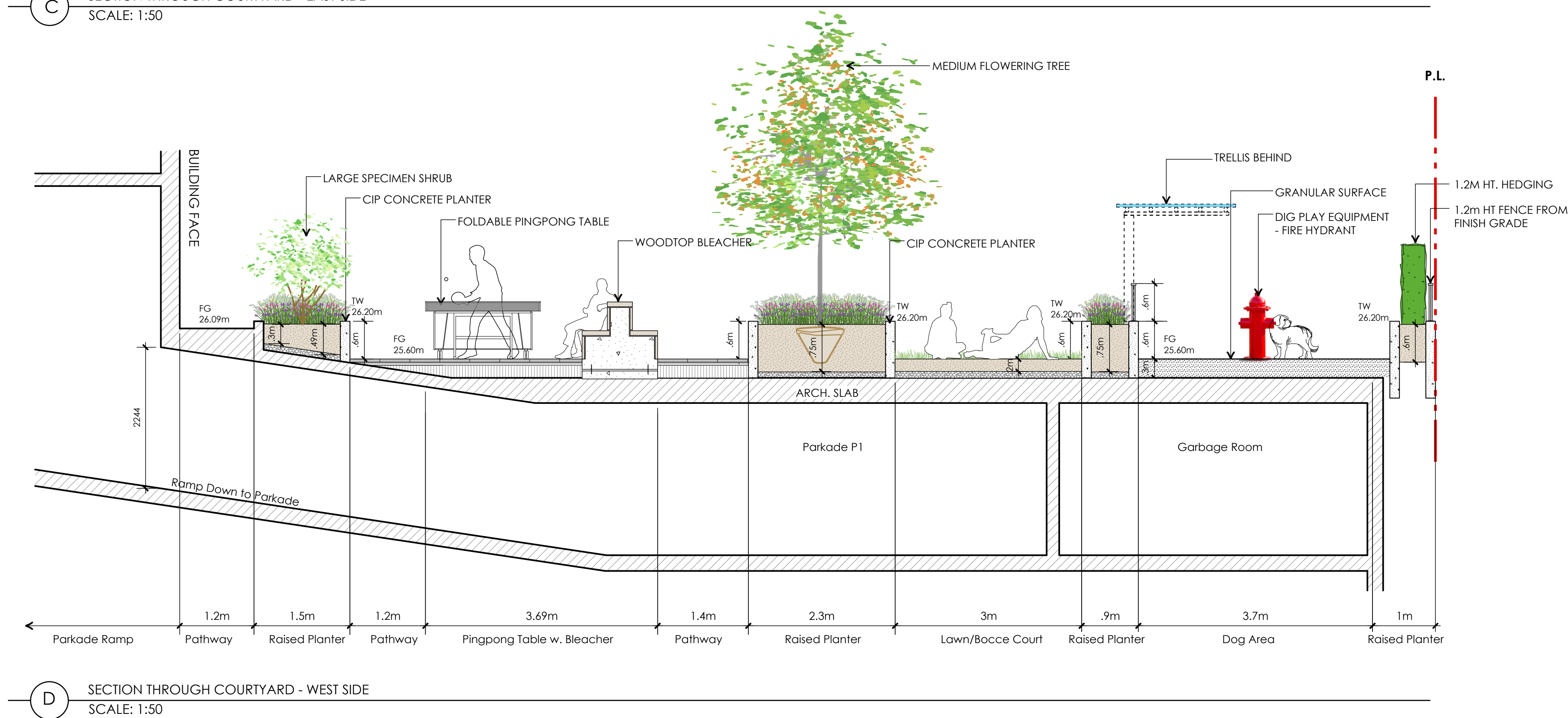
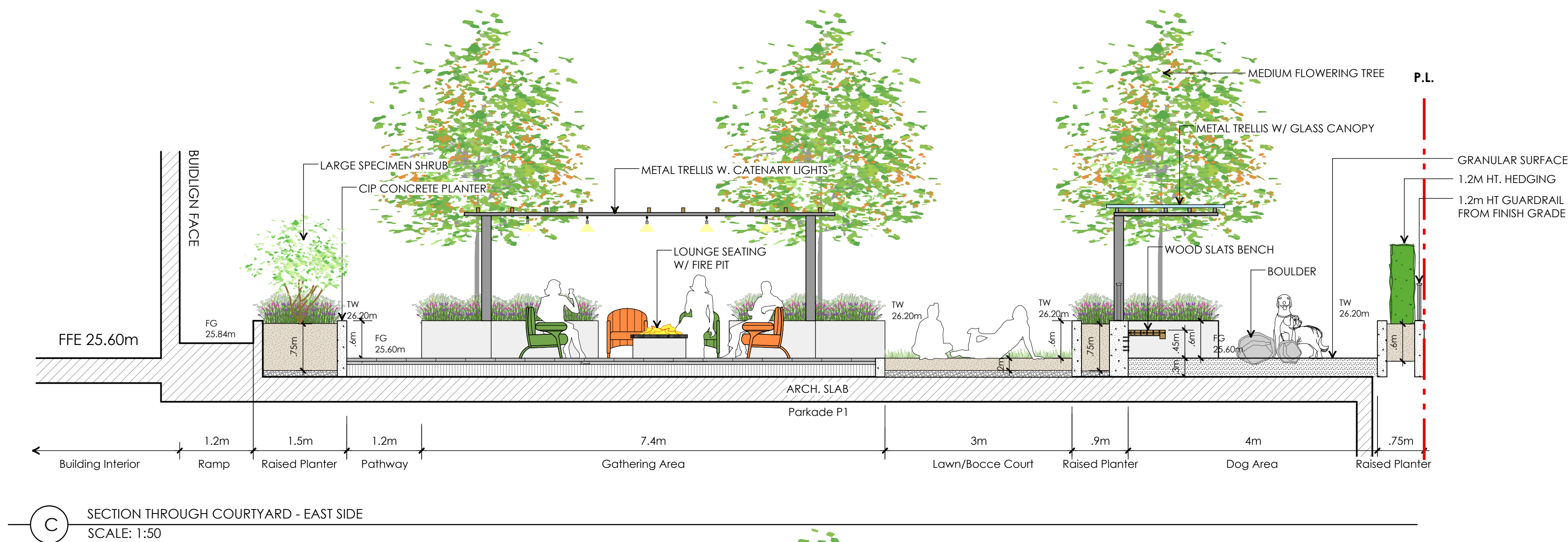
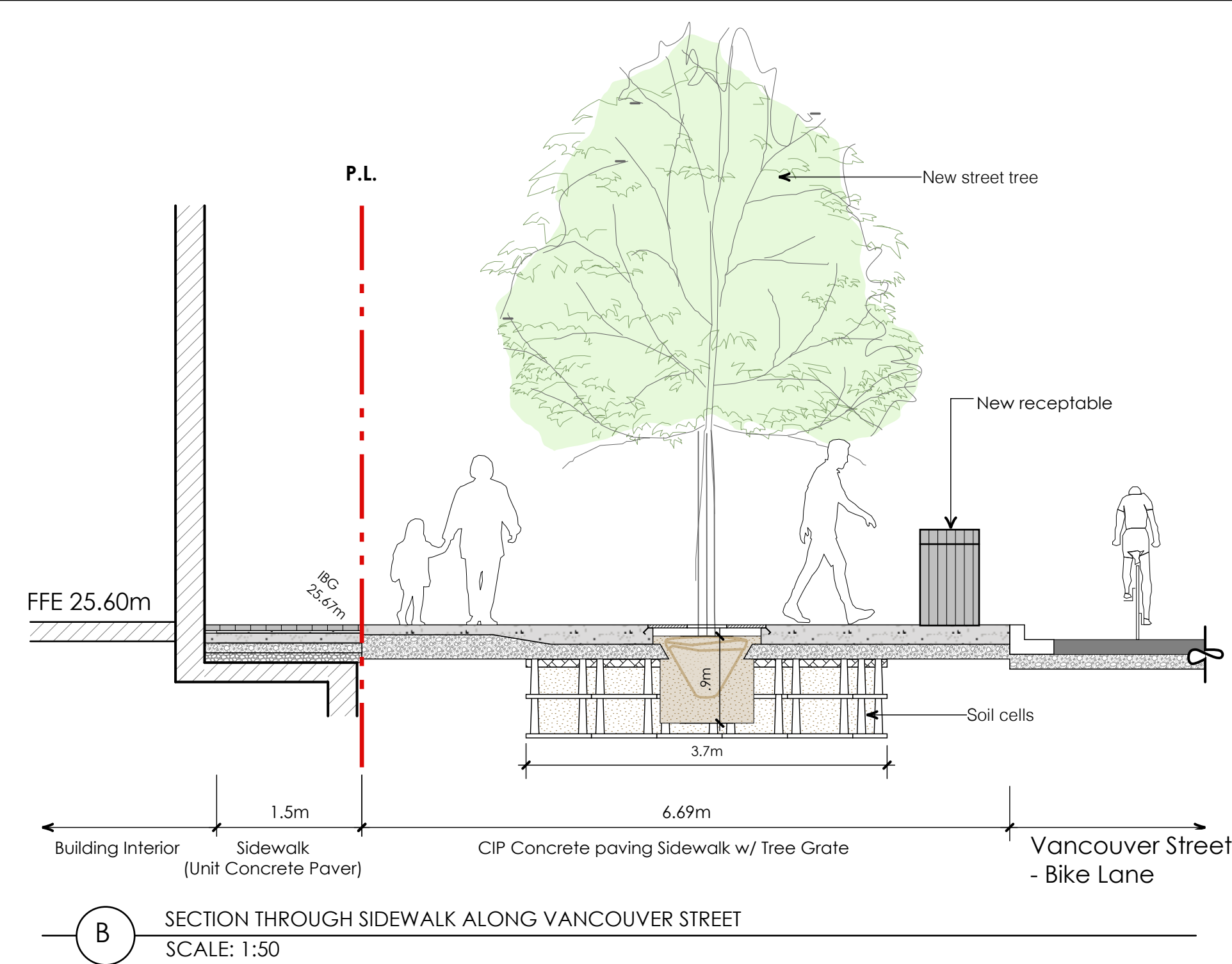
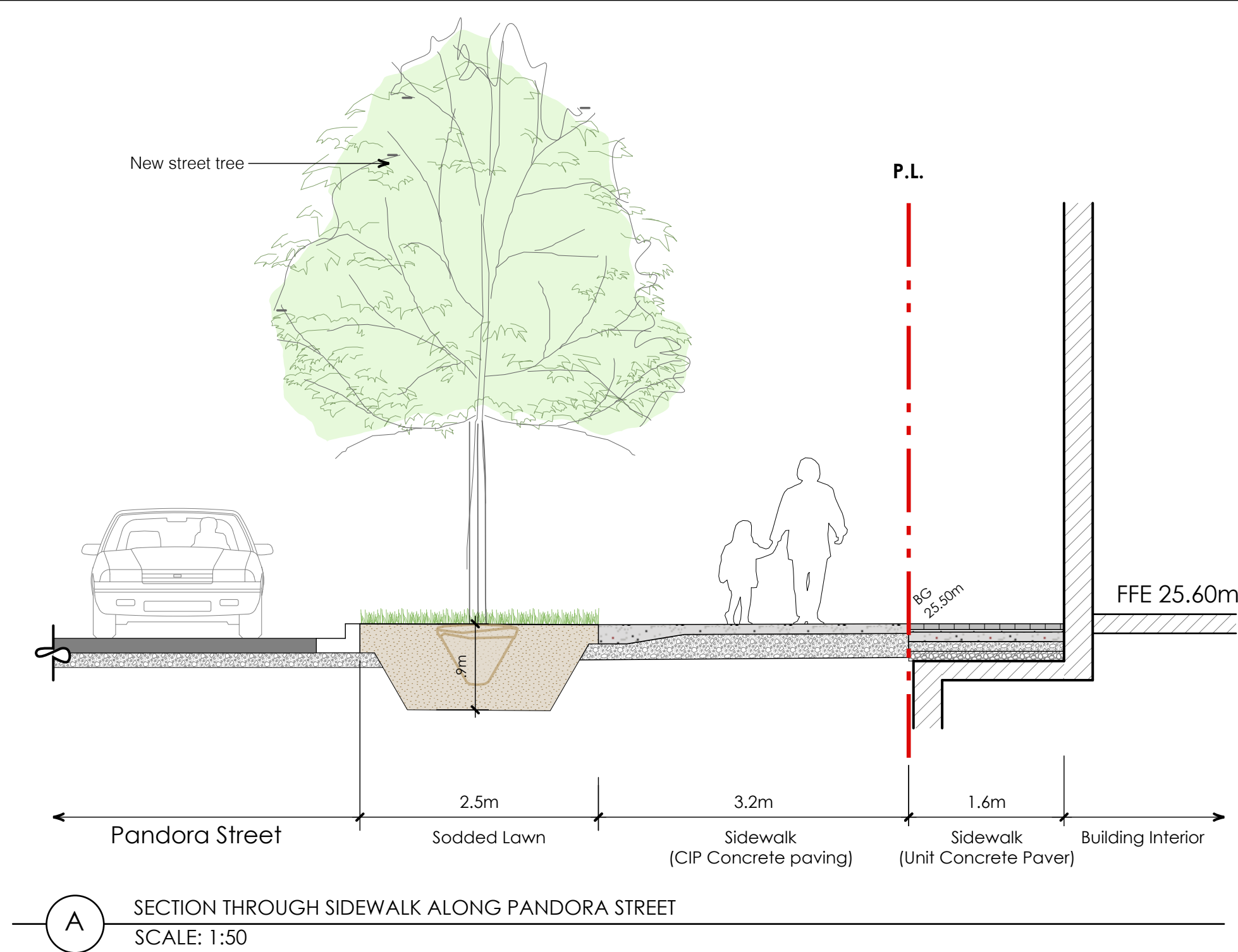




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Revisions:		



Project:		1468 VANCOUVER STREET VICTORIA, BC
Drawn by:	LF	
Checked by:	PK	
Date:	2018-11-02	
Scale:	1:100	
Drawing Title:		
Level 4		
MATERIAL + PLANTING PLAN		
Project No.: 18073		
Sheet No.:		



05	Jan 29 - 2021	Issued for DP
04	Sep 25 - 2020	Issued for DP Resubmission
03	Mar 26 - 2020	Issued for DP Resubmission
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durante kreuk
Durante Kreuk Ltd.
102 - 1837 West 5th Avenue
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www.dkl.bc.ca

Project:

**1468 VANCOUVER STREET
VICTORIA, BC**

Drawn by: LF

Checked by: PK

Date: 2020-02-11

Scale: As Indicated

Drawing Title:

LANDSCAPE SECTION

Project No.:

18073

Sheet No.:

L - 3.1

1 SIDEWALK

- 1200mm score line pattern perpendicular to the curb with a centre line parallel to the curb
- 450mm concrete band along curb and building face
- Control joints shall be provided across 450mm bands every 3rd panel
- Narrow sidewalks >2m or less: eliminate 450mm banding along building face from the pattern

2 CORNERS

Paving field




- 45° Herringbone field with single row soldier course
- Installation: Mortar set

Tactile band

- continuous 450mm concrete band adjacent to curb with tactile scoring at least down

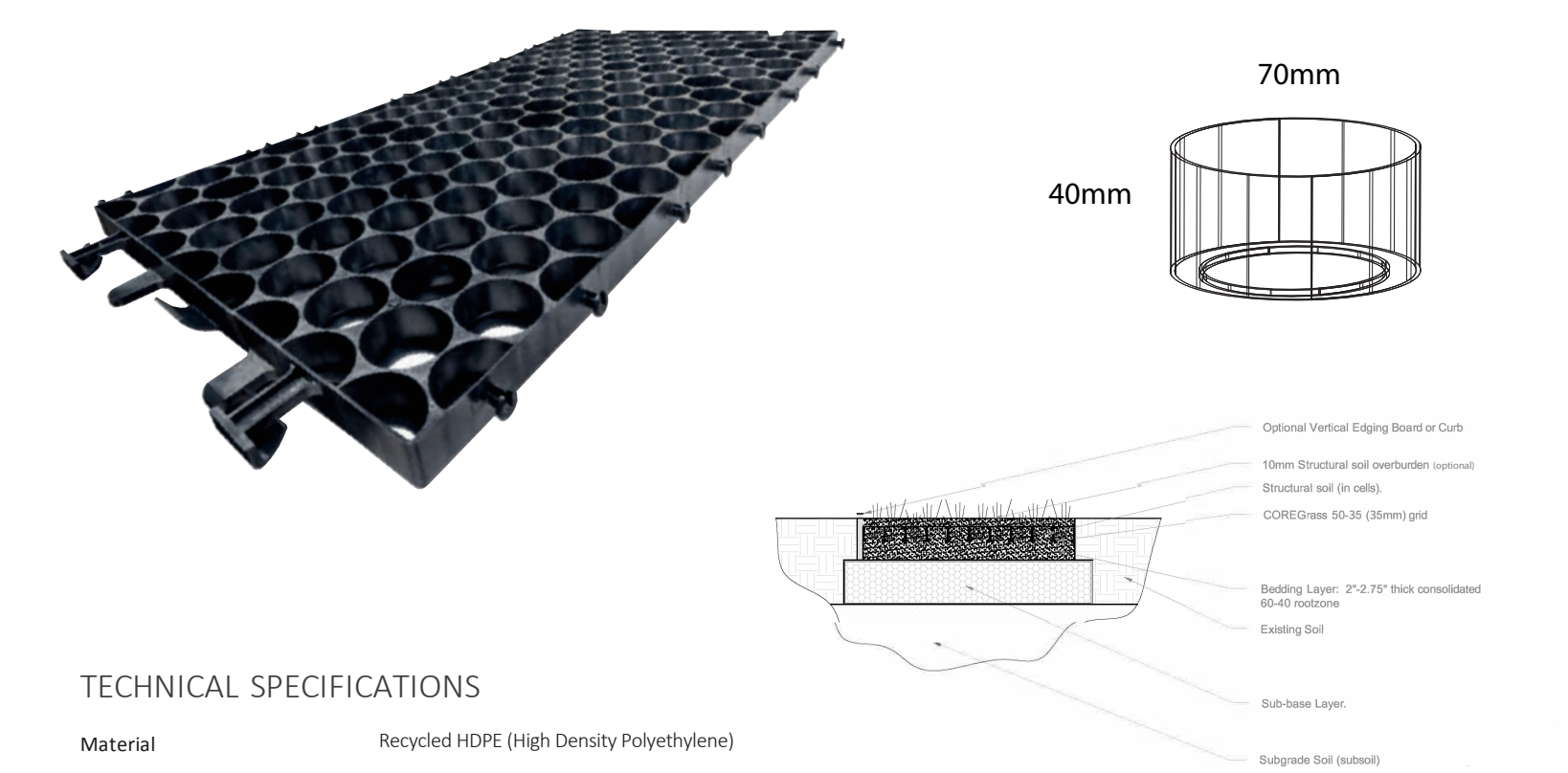
3 BASALT ENTRY BANDING WITH STREET NAME INSERT

- Pattern: 450mm wide single row soldier course band with larger slab where street name appears
- Material: Streetname Sandblasted into basalt slabs
- Font: Tisa Pro Bold, all caps
- Note: Care should be taken to the letter spacing and kerning

1	TROWEL JOINT CONCRETE	2	CONCRETE UNIT PAVERS	3	BASALT PAVERS
					
	<ul style="list-style-type: none"> • Installation Method: Cast-in-place • Application: Sidewalk fill and frame • Colour: Natural • Finish: Fine broom finish 	<ul style="list-style-type: none"> • Dimensions: 225mm x 75mm x 60 • Installation Method: Mortar set • Application: Paving field • Colours: Natural grey • Finish: Unsealed 	<ul style="list-style-type: none"> • Dimensions: 300mm x 450mm x 60mm • Installation Method: Mortar set • Application: Entry banding • Colour: Charcoal grey • Finish: Flamed 		



L - 4.1



TECHNICAL SPECIFICATIONS

Material	Recycled HDPE (High Density Polyethylene)
Colour	Black
Grid Dimension (in)	45.5" x 23.2" x 1.6" (1156mm x 589mm x 40mm)
Grid Weight (lbs)	8.5 lbs (3.8 kg)
Cell Shape	Circle
Cell Dimension(in)	2.75" x 1.57"(70mm x 40mm)
Cell Wall Thickness	0.12" (3mm)
Load Bearing Capacity (un-filled)	>280 ton/m²
Temperature Range	-52°C to +90°C
Chemical Resistance	Excellent
UV Resistance	Excellent

SUITABLE FOR

Horse pastures, foundation base, commercial grass applications, gravel slope stabilization, & temporary ground stabilization for vehicles

CERTIFICATES/COMPLIANT

DIN 14090 Approved (Fire Service Access)
LEED: Used in SUDS and LEED compliant porous paving BMPs for ideal draining and minimal environmental impact.
ADA Compliant: Used in ADA disability compliant surfaces for pedestrians, bicycles, & wheelchair traffic.
Environmentally Approved: Maryland Department of the Environment, Montgomery County, and City of Victoria, British Columbia.



Web: coregravel.ca
Email: info@coregravel.ca
Phone: 1 855 777 2673 (CORE)

05	Jan 29 - 2021	Issued for DP
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no.:	date:	item:
Revisions:		

Project:

1468 VANCOUVER STREET
VICTORIA, BC

Drawn by:	LF
Checked by:	PK
Date:	2021-01-28
Scale:	As Indicated
Drawing Title:	
LANDSCAPE DETAIL	

Project No.:
18073
Sheet No.:



0 2 6 10m
1:200

C201

UTILITIES



SUITE 1212, 450 SW MARINE DRIVE
VANCOUVER, BC, CANADA V5X 0C3

604 327 8760
TOWNLINE.CA

April 22, 2021

Mayor & Council
1 Centennial Square
Victoria, BC
V8W 1P6

**Re: Rezoning and Development Permit Application
975, 983 Pandora Avenue / 1468 Vancouver Street**

Legal Description: LOT A LOTS 842, 843 AND 844 VICTORIA CITY PLAN VIP79484
LOT 842, VICTORIA CITY, EXCEPT PARCEL B (DD 118179I) THEREOF

Dear Mayor and Council,

Townline Homes Inc. has submitted a combined rezoning and development permit application for 1468 Vancouver Street, on the corner of Pandora Avenue and Vancouver Street. Building on Townline's history of constructing quality homes (both market and non-market) in Victoria, and in continuing with our company's mandate to create meaningful and diverse housing for our communities, we are proud to propose our first purpose-built rental building in the Harris Green neighbourhood.

Along with offering one and two-bedroom market rental housing, we plan to maximize consumer choice by providing co-living rental units. This is a unique housing model, emphasizing intentional communities through shared housing and amenities, providing reasonably priced homes in an amenity rich living environment. Each co-living room will share a kitchen and dining space with the others in its pod.

Motivated by this mandate of providing market rental housing, we look forward to working in partnership with the City of Victoria to deliver a diversity of rental inventory product. We will be pursuing a 219 covenant – housing agreement with the City of Victoria. As such, we will be requesting that the City waive any CACs associated with the proposed bonus density in order to ensure the continued delivery of rental housing in Victoria.

Further to the need for market rental housing, is now a project that adapts to social distance living in a meaningful matter. We are not certain, but we believe this to be consistent with co-living and that creating a community that is safe and stable is more valuable than a transient lifestyle.

Townline has a strong history in the City of Victoria, having nearly completed all phases of The Hudson District over the past decade. Of the finished buildings, 3 are purpose-built rentals which continue to be a popular choice for those renting and are home to many long-term tenants. As a result, these projects have proved to be an effective model for Townline's rental buildings; they have provided insight into which unit types have the greatest demand, which amenities in rental buildings get utilized the most and

how to program our ground floor in order to successfully engage the streetscape. We are building on this collective expertise in order to create another successful rental building in downtown Victoria.

Neighbourhood Context and Our Site

The Downtown Core Area Plan (DCAP), which includes the Harris Green neighbourhood, outlines a pedestrian friendly downtown core which remains well-connected, attractive, and provides a model for livable urbanism. We have kept this vision in mind as we progressed through the design development process, as our site sits on the corner of Pandora Avenue and Vancouver Street. The Harris Green Neighbourhood is in a phase of transition, with multiple new developments either under construction or being proposed:

- North
 - 1002 Pandora Avenue is a 5-storey mixed-use building currently under construction by BlueSky Properties.
 - 932 Pandora Avenue is a 10-storey mixed-use building currently under review by Kang & Gill Construction Ltd.
- East
 - 1415 Vancouver Street is a 3-storey office building, currently tenanted by the Government of Canada Tax Services branch
- South
 - 1400 Vancouver Street is a 16-storey mixed-use development proposed by Cox Developments. This project is directly to the South of our site. Through the design stages of our proposal, we have had continued communication with Cox Developments to ensure that our building designs and programming complement each other.
- West
 - 941 Pandora Avenue houses outreach and social services for adults and is owned by the Vancouver Island Health Authority. We have been in communication with these neighbours as well, working towards a crane swing and underpinning agreement to satisfy both parties. We have commissioned an acoustic report to assist us with identifying noise levels and mitigation solutions given the nature of the VIHA's program requirements and protocols. We will be in communication with program director John Braun and Robert Guenther.

Our site is comprised of 2 legal parcels located on the South-West corner of Pandora Avenue and Vancouver street, previously the location of the Seventh-Day Adventist Church and Photoprint Ltd. Together, they create a parcel size of 2,043.8 sq. meters. Both of these sites are currently zoned CA-43 and are designated for a maximum FSR of 5.50 in the DCAP. A unique attribute of this site is the Harris Green Park, which runs down Pandora Avenue from Quadra Street to Chambers Street; this park provides an attractive and effective separation from our site to the active vehicle and bicycle lanes on Pandora Avenue.

Building and Landscape Design

Our project has been designed by Foad Rafii of Rafii Architects, who has an extensive history designing buildings in downtown Victoria. The proposed development will contain 121 residential units, in the form of a 4-storey podium and a 16-storey tower. This design, which includes the podium, successfully creates a primary street wall for the majority of the Pandora Avenue frontage and reduces the required size of the tower floorplate as much as possible while still utilizing the 5.50 FSR. By reducing the tower floorplate, the overall mass of the building is minimized from the street level which greatly improves the pedestrian experience. The residential unit breakdown is as follows:

- 43 x 1-bedroom suites
- 24 x 2-bedroom suites
- 4 x 3-bedroom co-living suites
- 38 x 4-bedroom co-living suites
- 12 x 5-bedroom co-living suites

On the corner of Pandora Avenue and Vancouver Street and extending down the Pandora frontage is the commercial space. This landmark corner provides excellent street frontage for commercial tenants, as it fronts on 2 arterial roads. Furthermore, extending the commercial space West down Pandora Avenue activates the street front, creating an engaging experience for passers by.

On the West side of the commercial space is the architectural breezeway which looks into the development's landscaped courtyard. Hidden outdoor spaces such as this are part of the character of downtown Victoria and we believe that creating an attractive sightline to this green space pays homage to the history of the Harris Green neighbourhood. Furthermore, while developing our plans, we have discovered that this breezeway also provides a welcomed open-air break to the otherwise omnipresent street wall which occupies any downtown core. We received comments at ADP regarding music room access and have improved accessibility to the music room from the breezeway by way of garage style overhead doors.

Other notable features of our project:

- An open-concept commercial/residential entrance way which provides the option of opening the space during business hours, creating a sense of community
- Private residents' courtyard with thoughtful programming including a dog run and multiple outdoor social spaces
- Resident amenities including a gym, bike workshop, social lounge, communal kitchen, and music room (all of which cater to the demands of urban renters)

The proposed design and programming were initially presented to City Planning Staff in August 2018 and again in November 2018. During both meetings we received valuable initial feedback and have successfully addressed the concerns which were raised. Since the initial review comments were received in January, 2019, there has been continued communication with staff in order to address the number of

constraints on this site. After receiving second round staff comments in April 2020, we have met with the City in regards to policy updates made to the City's Downtown Public Realm Plan and have updated our plans based on this discussion. Our most current submission, addresses third round staff comments as well as those comments received at ADP on November 25, 2020.

Transportation

This proposal uses Victoria's new Off-Street Parking Regulations and meets all requirements for residential parking, commercial parking, bicycle parking, and visitor parking. Our proposal's parking count is as follows:

	Parking Requirement	Parking Proposed
Residential Parking Stalls	101	102
Visitor Residential Parking Stalls	12	12
Commercial Parking Stalls	6	6
Total Vehicle Parking	119	120
Long Term Bicycle Stalls	147	271
Short Term (Visitor) Bicycle Stalls	14	14
Total Bicycle Parking	161	285

In the coming months, Vancouver Street is designated to become a AAA bike route with a separated bike lane on its West side. We are excited to be proposing a project which lies directly on this new bike route; within a 15-minute radius our tenants will be able to go as far east as Oak Bay, as far North as Quadra, or into Victoria West. As car ownership continues to decrease, this proposed development provides a central location for future tenants to reach a large portion of the greater Victoria area with a relatively short bike ride. When first introduced to the new bike route, we viewed it as a great opportunity to provide a development that promotes the usage of bicycles as opposed to single occupant vehicle trips. We have provided ample bike storage which will be designed to be well lit and easy to navigate. Furthermore, there is a dedicated stair which leads from the dedicated bike repair room to the bike storage rooms located on P1.

Heritage

983 Pandora Avenue was the location of the Seventh-Day Adventist Church. In order to ensure any historical value was recognized and retained, we engaged Donald Luxton and Associates Inc. to complete a heritage assessment of the building. Officially dedicated in 1949 and designed in a Moderne Ecclesiastical style, the church was a reminder of the extended period of mid-century growth that Victoria sustained. Although the form, scale, and massing of the building was relatively unique, over the decades, various parts of original building form had been upgraded and replaced. Ultimately, the underlining architectural integrity had been compromised, including the replacement of the original windows.

After further review by our design team, we believe there are some interior design ques which we can incorporate into the new development. As a building that had been on a prominent corner of Victoria for 69 years, we feel it is pertinent to pay homage to the historical significance of the site as the neighbourhood develops into a modern streetscape.

Community Benefit

One of the major benefits to the community is the provision of a purpose-built rental building so close to the downtown core. As the costs of living rise, access to developments which have been designed specifically for rental tenants will become increasingly desirable. As you may be aware, the rising costs of construction and project development are negatively impacting the business case behind purpose-built rental buildings. As uncertainty continues to rise, the potential continued cost increases would directly affect this project. With this in mind, we respectfully ask the City to waive any CACs associated with the requested bonus density in order to ensure the continued delivery of rental housing in Victoria. Referencing the City of Victoria's Density Bonus Policy, approved October 27, 2016 it is supported that purpose-built rental housing, secured by a rental housing agreement is exempted from the Amenity Contributions request.

With modern design and construction techniques, the pedestrian experience on this prominent corner of the Harris Green neighbourhood will be greatly improved, bringing it up to a modern standard which will last into the next century.

Sustainability

Townline prides itself on being a down to earth company and leading the industry in green building design. We have various LEED certified projects throughout the lower mainland and although this proposed development does not seek LEED status, we plan on providing various environmentally friendly designs and features. Firstly, there is a courtyard and dog run on the ground floor which provides engaging greenspace and advocates an outdoor lifestyle which represents life in the Pacific Northwest. Secondly, as previously mentioned, we have provided ample bike parking in an effort to promote commuting via bicycle as opposed to vehicle; this development is in a very central location and the majority of the city can be reached relatively easily by bicycle. Finally, all common areas will be lit with LED fixtures and be

controlled by occupancy sensors. Not only do LED fixtures dramatically reduce electrical consumption, having them controlled by occupancy sensors greatly reduces the amount of time that 24/7 lights are on.

Conclusion

Townline Homes Inc. is excited to propose a purpose-built rental tower with a unique diversity of rental units on the corner of Pandora Avenue and Vancouver Street. The Harris Green area is a neighbourhood in transition and we are proud to be a part of its transformation. We believe this proposal meets the needs of the City and residents alike, creating a development which fulfills the unique needs of rental tenants while being creatively designed to produce a positive pedestrian experience for the general public as well. Working in the City of Victoria has been a long-standing tradition for the Townline Group of Companies and we look forward to continuing this tradition with this development. We welcome all feedback regarding our proposal.

Sincerely,



Dave English
Senior Development Manager
Townline Homes Inc.



To: Charlotte Wain
CC: Shauna Moore
From: Dave English
Date: February 11, 2021
Re: REZ No. 00683 & DP No. 000543 – 1468 Vancouver Street (975 & 983 Pandora Avenue)

Hello Charlotte,

Please find enclosed our Committee of the Whole resubmission package for the 1468 Vancouver Street application.

Included in the package are the following:

- Updated Architectural Drawings
- Updated Landscape Drawings
- Updated Civil Drawings
- Responses to City Comments
- Updated Letter to Mayor and Council
- Waste Collection Review Memo
- Landlord BC Letter of Support

These files have been provided digitally via a cloud-based link.

If further materials are required please contact me at your earliest convenience.

Kind Regards,

Dave English
Senior Development Manager

CITY COMMENTS AND RESPONSES

Engineering and Public Works

Land Development Review:

Contact Deb Becelaere, Engineering Technologist, at 250.361.0355 or dbecelaere@victoria.ca.

Conditions to be met prior to Committee of the Whole:

1. Thank you for submitting the revised landscaping drawing depicting the 'New Town District' aspects of the Downtown Public Realm Plan. Please make the following revisions prior to the next plan submission:
 - a. See attached sketch with mark-ups:
 - i. add one bench (and note 'with back') on Pandora Avenue at the corner.
[Complete. Label moved to coversheet.](#)
 - ii. move 2 northernmost trees on Vancouver Street one panel west.
[Complete. See L-1.1.](#)
 - iii. shift northernmost tree and bench north as well.
[Complete. See L-1.1.](#)
 - iv. add note to benches along Vancouver Street to be backless.
[Complete. Label moved to coversheet.](#)
 - b. Add 2 single inverted U bike racks in the 2 panels south of the second tree from the north (situated side by side, parallel to the street, a minimum of 60cm from the curb face).
[Complete. See L-1.1.](#)
 - c. Label trash bin, as per DPRP – New Town District at north end of Vancouver Street and move west slightly.
[Complete. Moved west as suggested. Moved label to cover sheet.](#)
 - d. Label trash bin, as per DPRP – New Town District at south end of Vancouver Street, plus colour is different from the north one – please revise both to same colour.
[Complete.](#)
 - e. Label chairs on Vancouver Street, as per DPRP – New Town District.
[Complete. Moved all site furnishing labels to cover sheet due to limited space on plan.](#)
 - f. Show proposed water vault bolder on the Vancouver Avenue frontage to ensure there will be no conflict with DPRP furnishings and tree placement.
[Complete. Added stand alone irrigation vault and sleeving \(shown on L-1.1\)](#)
 - g. On the landscaping and architectural plans, please revise the cobblestone paving for the boulevard pathway on Pandora Avenue to be concrete finish to match the sidewalk. Cobblestone paving is not permitted in the public right of way.
[Cobblestone paving changed to CIP concrete to match the sidewalk.](#)
2. Thank you for submitting the preliminary Utilities plan. Please make the following revisions prior to the next plan submission:

- a. Please provide written confirmation that the access to the PMT off Vancouver Street complies with BC Hydro's requirements. Will the boulevard require reinforcement?
BC Hydro has confirmed that the PMT access off Pandora street is suitable and the boulevard has been reinforced with "Core Grass" as per BC Hydro recommendation. See sheet L-4.2 for core grass specification.
- b. Match tree locations on Vancouver Street to the landscaping plans.
Complete.
- c. Show additional tree on Pandora Avenue at west end as per Parks comments.
Due to utility services location, no additional tree can be added on Pandora Ave at west end. The proposed tree conflicts with the BC Hydro access to PMT, therefore cannot be added.
- d. Note for building permit submission that the items listed in #1 under General Notes will need to be shown on the civil drawings.
Noted.

Conditions to be met prior to Public Hearing:

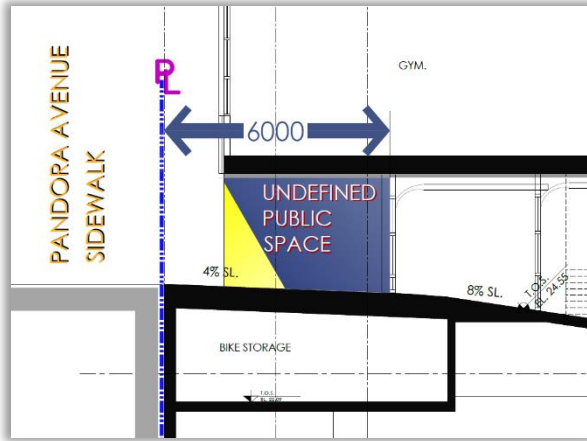
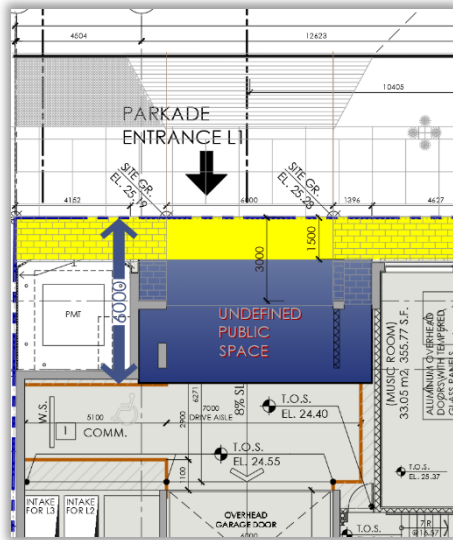
3. Legal agreements will be required for the following:
 - a. the design, supply and installation of the City's Downtown Public Realm Plan and Streetscape Standards (DPRP) (specifically, the 'New Town District'), including furnishings, materials and pedestrian lights along the Vancouver Street and Pandora Avenue frontages, as approved by the Director of Engineering and Public Works.
Noted.
 - b. the installation of the protected bike lane improvements adjacent the Vancouver Street frontage, as per the City's Bicycle Master Plan and as approved by the Director of Engineering and Public Works.
Noted.
 - c. the design, supply and installation of a stormwater management infiltration system in the boulevard on Pandora Avenue for treatment of road water, as approved by the Director of Engineering and Public Works.
Noted.

Transportation Review:

Contact: Mike van der Laan, Transportation Planner, at 778-350-3158 or mvanderlaan@victoria.ca.

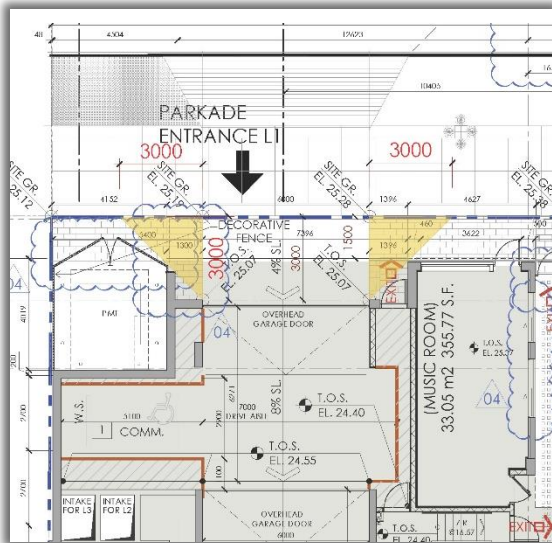
Conditions to be met prior to Committee of the Whole:

4. Overhead gates must be located 6.0 metres into the lot to avoid conflicts between pedestrians on the sidewalk and vehicles entering the parkade. A functional solution is required.
Variance requested due to specific site conditions. Because of the location, making the overhead gate deeper will cause challenges regarding:
Crime Prevention Through Environment Design.



Section through the ramp.

5. To promote pedestrian safety and visibility for motorists when entering and leaving the public right of way, a 3.0 metre x 3.0 metre site triangle is required on each side of the driveway crossing (located within the private property). Please see Schedule C of the Highway Access Bylaw for additional information. Please revise the next plan submission accordingly.
Complete.



6. The applicant is to describe how garbage, recycling, and organics are collected from the site. Placing bins on the public right of way for any period of time is not permitted. A functional solution is required.
Please see attached "Waste Collection Review" memo from Bunt & Associates dated February 3, 2021.

7. As identified in the TIA, electric parking for both vehicle and bikes are important aspects of meeting the City's climate objectives. Please clarify what capability will be provided in the building to accommodate the anticipated demand.

1 circuit per 4 stalls. Load share on 40-amp circuit for residential stalls. Load sharing allows for 100% future EV capabilities.

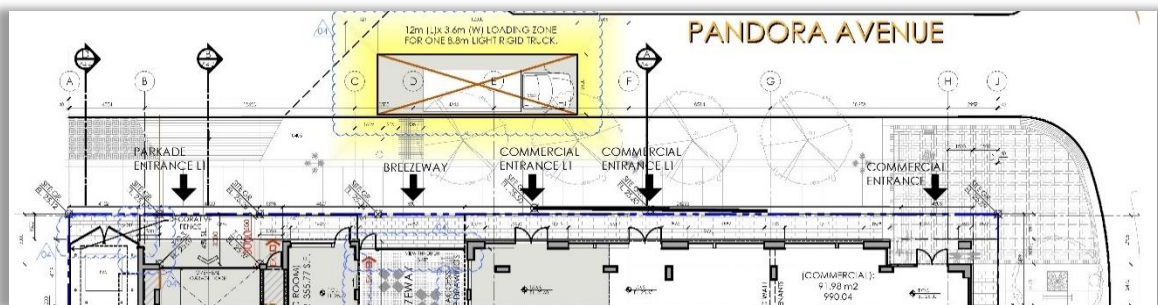
Bicycle charging is anticipated to occur in suite. There are 120-volt plug locations in the bike parking storage room if tenants prefer.

8. Please incorporate the latest frontage design for the Vancouver Street Bike Lane across all drawings. Please see the attached 'Vancouver - Functional Design - 1400 blk - 2020-04-24 - Development.dwg'.

Complete.

9. Please label and outline on-street “proposed commercial loading parking” on the Pandora Avenue frontage across all appropriate drawings.

Complete.



Underground Utilities Review:

Contact: Anhad Jolly, Utility Planning Technologist, at 250.361.0263 or ajolly@victoria.ca.

10. Staff has now reviewed the sewage attenuation report from Stantec Consulting, dated May 14th, 2020, and has concluded that no sewage attenuation is required for the proposed development. The applicant should be made aware that if there is a future change that may affect this development by a proposed increase and/or existing decrease in flow(s), the applicant will be required, under the City of Victoria's direction, to resubmit a revised sewage-attenuation calculation report to verify that No-Net-Loss is still achievable between their pre- and post-development flows.

Sewage attenuation not required unless changes occur requiring reassessment.

Stormwater Management Review:

Contact: Brianne Czypyha, Stormwater Management Specialist, at 250.361.0364 or bczypyha@victoria.ca.

Condition to be met prior to Committee of the Whole:

11. Please confirm if a green roof is being considered to manage rainwater on-site in order to mitigate the addition of impervious areas. As mentioned in the TRG Application Review Summary, April 21st, 2020, the City encourages Green Stormwater Infrastructure (GSI) and offers financial incentives for properties to manage rainwater on-site. We support and encourage the use of permeable surfaces for the parking stalls and other hard surfaces, rain gardens and green roofs and the preservation of as much green/open space as possible.

[Green roofs have been provided on levels 5 and 6. See L-1.2.](#)

A reminder to the applicant that the requirements prior to building permit submission/approval provided in the TRG Application Review Summary, dated April 21st, 2020, still apply and should be noted.

[Noted.](#)

Parks Division Comments – Resubmission Oct 7, 2020:

Contact: Laura Ralph, Email: lralph@victoria.ca, Telephone: (250) 361-0605

General

- It is the applicant's responsibility to confirm that the proposed street tree locations are feasible in relation to existing infrastructure such as the Telus conduit on Pandora and the underground communications ducting/conduit on Vancouver.
[TELUS operates and owns all infrastructure immediately adjacent to proposed tree locations and have confirmed upon review of the drawings that all conduits within 1.0m of the tree canopy lines will require concrete encasement. This will apply to both the Vancouver and Pandora frontages.](#)

Landscape Plan

- Since the driveway on Pandora has shifted east, a new tree can be accommodated midway between the subject driveway and the offsite driveway to the west (Parks acknowledges that the tree will be 2.8 m from the driveways, which does not meet the typical 3 m offset from driveways, but is acceptable for this location). Feasibility in relation to any BC Hydro access requirements needs to be confirmed by the applicant. [Not feasible due to location of utility services as stated above.](#)
- The labels on the existing cherry trees on Pandora state that the trees are to be relocated. Please revise to indicate that the trees are to be removed. Complete. [See sheet L-1.1.](#)
- The two northernmost trees proposed on Vancouver St. are to be shifted west and the northerly tree is to be shifted north (per the recommendations of City of Victoria Community Planning.) [Complete. See sheet L-1.1.](#)
- The fire hydrant on Vancouver near Pandora is mislabelled as "Ex. Hydro." Revise accordingly (a hydro pole would require greater offsets to proposed trees.) [Complete.](#)

Site Servicing Plan

- The location of proposed trees on Vancouver does not match the Landscape Plan. Revise accordingly.
[Tree locations are now matching with landscape.](#)
- Since the driveway on Pandora has shifted east, a new tree can be accommodated midway between the subject driveway and the offsite driveway to the west (Parks acknowledges that the tree will be 2.8 m from the driveways, which does not meet the typical 3 m offset from driveways, but is acceptable for this location). Feasibility in relation to any BC Hydro access requirements needs to be confirmed by the applicant.
[Additional proposed tree conflicts with BC Hydro access to PMT and therefore cannot be added.](#)

- A separate irrigation system for the plantings on municipal frontage will be required. Please show a separate water source for irrigation, as well as sleeving under hard surfaces where necessary. [A separate irrigation stubout is proposed on Vancouver Street, as well as sleeving under hard surface. See sheet L-1.1.](#)

Planning & Development

General Comments

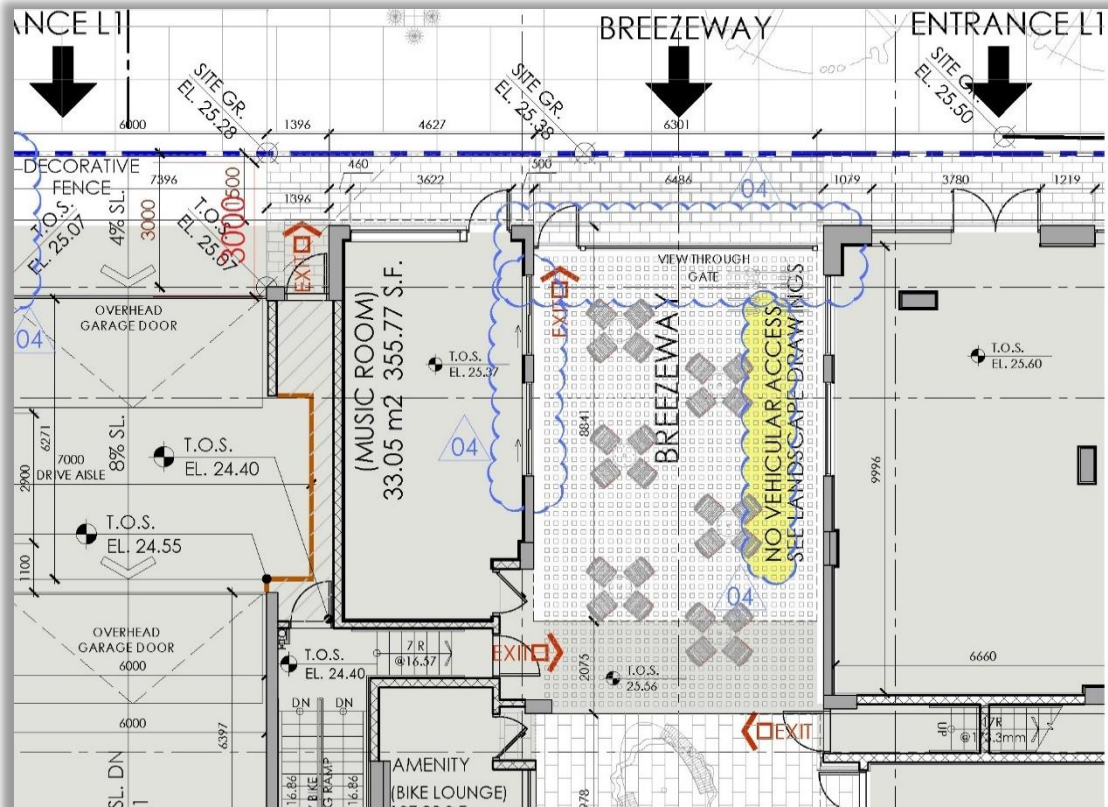
1. Please see the attached Zoning Plan Check for outstanding items
[Noted.](#)

Architectural Plans

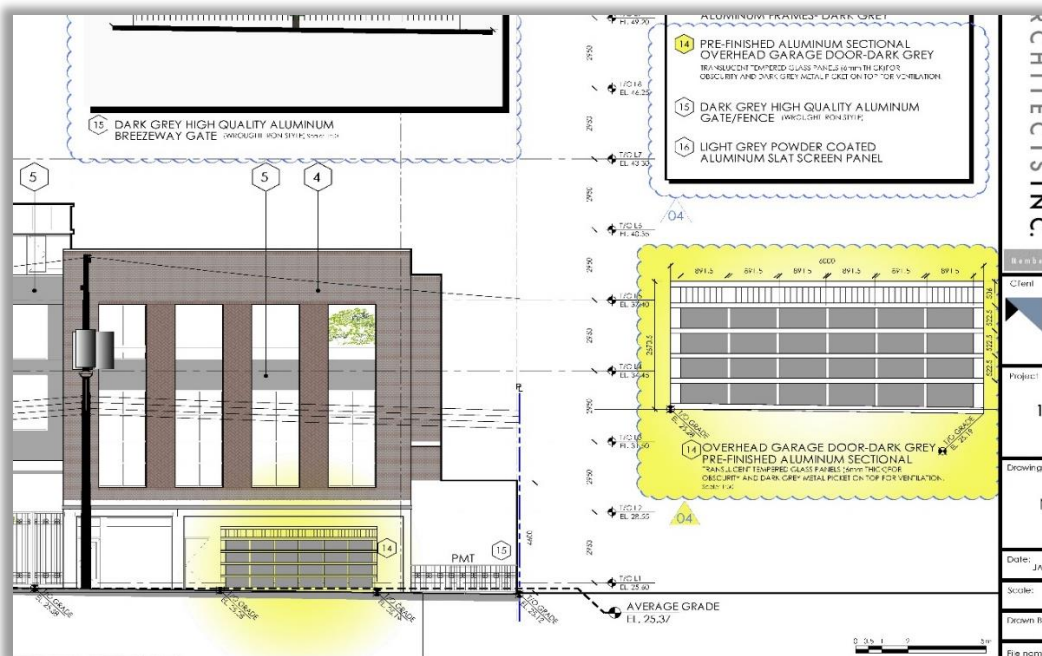
2. Include lighting details for the breezeway on the site and landscape plan, as referenced in the revisions letter.
[The breezeway lighting will include recessed potlights and a feature chandelier to showcase the double-height ceiling. See A0-10.](#)



3. Amend the public realm improvements as per the attached sketch and add two bike racks in the boulevard along Vancouver Street as marked on the previous comments sketch (amend both the site plan and landscape plan). Note the attached sketch from Community Planning has also been approved by the Parks department.
[Complete. See sheet L-1.1.](#)
4. Clarify how the breezeway will function – the revisions letter mentions that direct access is required for loading and moving. Please confirm that no vehicle access will need to enter the breezeway.
[Confirmed no vehicular access through the breezeway. We have agreed with City staff that the loading will occur streetside and the pathway in the public realm will allow for convenient move in and move out.](#)

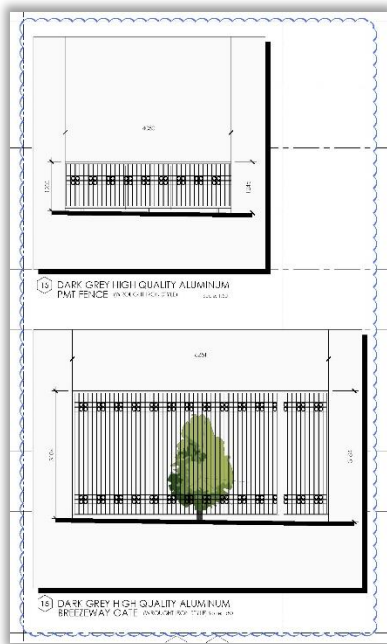


- Provide greater detail of the overhead garage door. A custom design is warranted since the garage door occupies a large portion of the frontage. Include detail on drawing A3-01.
[Complete.](#)



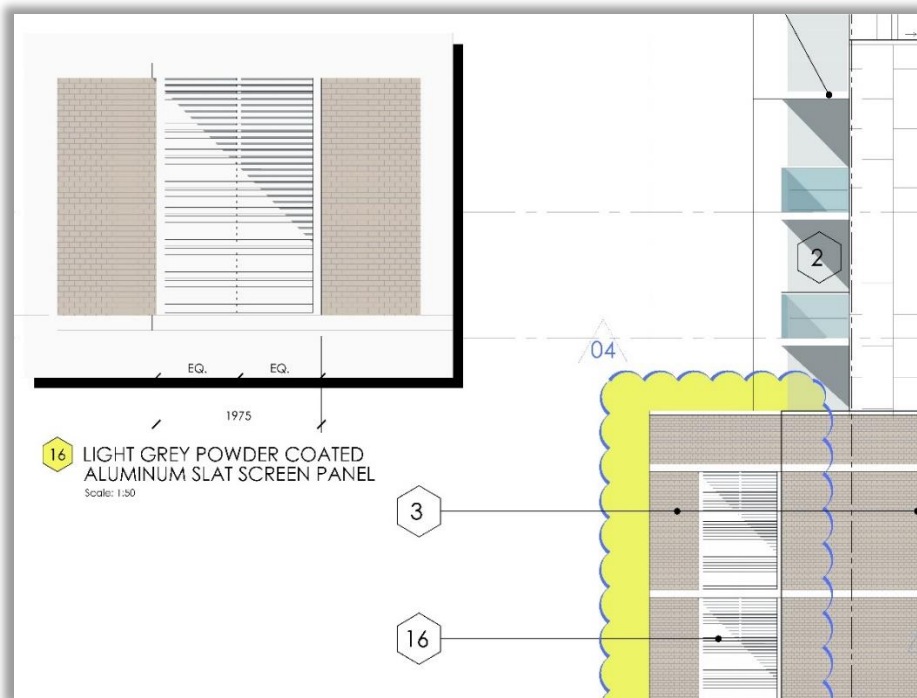
6. Provide greater detail of the PMT fencing. This should be a custom fence consistent with the breezeway design. Include detail on drawing A3-01.

Complete.



7. Label the material for the balcony screening on the south elevation and provide a blow up of this detail (include on the elevation drawing A3-02). Note the elevation doesn't match the 3D render for the lower brick portion of this elevation.

Complete.



8. Provide further detail on the cementitious panel on the elevations (e.g. demonstrate these have concealed fastenings) – staff would encourage you to consider higher quality finishes as requested by the guidelines.

Cementitious panel has been revised to metal panel on the elevations, 3D images and material schedule.

9. Label the setbacks on the floorplans (e.g. drawing A2-11) to the south property line. Staff measure this as 5.75m to the balcony and 6.13m for the building but please confirm.

Required building and balcony setbacks are shown on floorplans as requested:

L11 and higher: 6.03m minimum to the building, and 5.73m minimum to the balcony.

3D Renders

10. Although the 3D render is an “artistic impression” it should still be presented as accurately as possible, to avoid misleading Council or the public. Please revise the following:

- a. Include the overhead powerlines on all affected renders since there is no intention to relocate the power lines underground

Complete. See A0-06 – A0-11.

- b. Correct the cementitious panels to accurately depict the reveal lines, if this is continued to be the material choice (noting the comments above)

Complete, and cementitious panel has been replaced with metal panel. See material board, A5-01.



MATERIAL SCHEDULE	
1 METAL PANEL - BONE WHITE	
2 SPANDREL GLAZING IN DARK GREY PREFINISHED ALUMINUM FRAMES	
3 BRICK 1 INTERSTATE BRICK-TUMBLEWEED	
4 BRICK 2 INTERSTATE BRICK-BRONZESTONE	
5 METAL PANEL - CASTLE GREY	
6 COATED ARCHITECTURAL CONCRETE - DARK GREY	
6b COATED ARCHITECTURAL CONCRETE - BONE WHITE	
7 STOREFRONT CLEAR GLASS WITH DARK GREY MULLION	
8 GLASS RAILING WITH DARK GREY FRAMES	
9 METAL CAP FLASHING - BONE WHITE	
10 CLEAR TEMPERED GLASS IN METAL CANOPY	
11 FRAMELESS GLASS DOOR	
12 ARCHITECTURAL LOUVERS DARK GREY	
13 CLEAR LOW 'I' GLASS IN PREFINISHED ALUMINUM FRAMES- DARK GREY	
14 PRE-FINISHED ALUMINUM SECTIONAL OVERHEAD GARAGE DOOR-DARK GREY TRANSLUCENT TEMPERED GLASS PANELS (5mm THICK) FOR OBSCURE AND DARK GREY METAL 'POCKET' ON TOP FOR VENTILATION	
15 DARK GREY HIGH QUALITY ALUMINUM GATE/FENCE (THROUGH BRICK STYLE)	
16 LIGHT GREY POWDER COATED ALUMINUM SLAT SCREEN PANEL	
17 PICKET RAILING DARK GREY ALUMINUM	

ADP Comments for Consideration

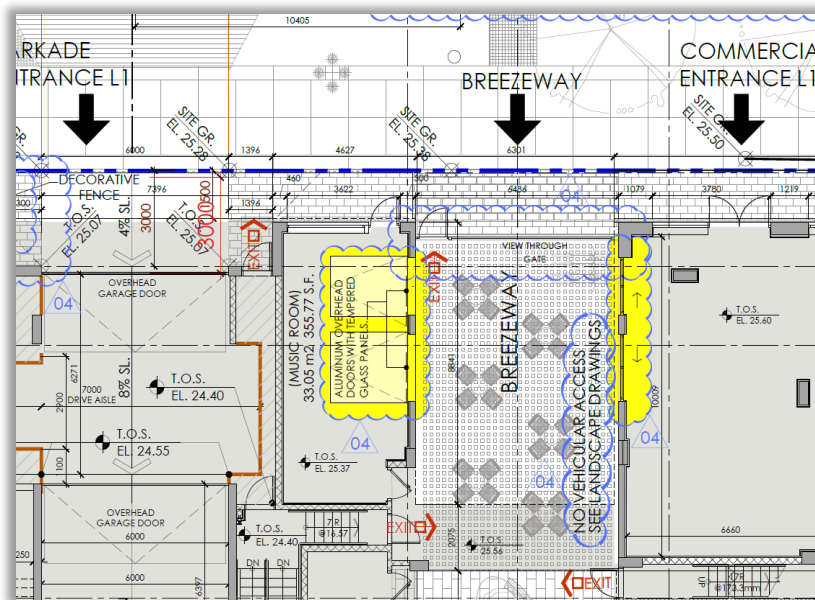
- Consideration of the relationship to the adjacent development to the south and the fenestration on the south elevation as it relates to the livability of units.

Bedroom windows in close proximity to the neighboring property have been changed to transom style for increased privacy and livability.



- Consideration for the addition of openings from the music room onto the breezeway.

Garage style overhead doors have been added as a means of access through the music room to the breezeway, to enhance connectivity between the spaces. See A2-04.





Advisory Design Panel Report

For the Meeting of November 26, 2020

To: Advisory Design Panel **Date:** November 10, 2020
From: Charlotte Wain, Senior Planner - Urban Design
Subject: **Development Permit with Variance Application No. 000543 for 975 and 983 Pandora Avenue (1468 Vancouver Street)**

EXECUTIVE SUMMARY

The Advisory Design Panel (ADP) is requested to review a Development Permit with Variance Application for 975 and 983 Pandora Avenue and provide advice to Council.

The proposal is to construct a 16-storey, mixed-use building with ground-floor retail and residential above, including approximately 121 dwelling units. The overall proposed density is 5.46:1 floor space ratio (FSR). A variance related to height is proposed as part of the application.

Staff consider that the proposal is generally consistent with the use, density and height envisioned in the *Official Community Plan* and *Downtown Core Area Plan*.

The proposal is generally consistent with the applicable Design Guidelines outlined in Development Permit Area 3 (HC), Core Mixed Use Residential, although some deviations from the guidelines are being proposed. Staff are looking for commentary from the ADP with regard to:

- built form and massing
- building separation distances
- relationship to the street
- amenity areas
- architectural expression
- any other aspects of the proposal on which the ADP chooses to comment.

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. Dave English
Townline

Architect: Mr. Foad Rafii AIBC
Raffi Architects Inc.

Development Permit Area: Development Permit Area 3 (HC), Core Mixed Use Residential
Heritage Status: N/A

Description of Proposal

The proposal is to construct a high-rise mixed-use building at approximately 16 storeys with one commercial unit on the ground floor and approximately 121 residential units above. The proposed density of the development is 5.46:1 FSR. The proposed height is approximately 47.68m.

The proposal includes the following major design components:

- 121 multiple dwelling units, including one-bedroom and two-bedroom units as well as three, four and five-bedroom co-living suites
- one commercial unit fronting Pandora Avenue
- one music room facing Pandora Avenue
- gated breezeway accessed off Pandora Avenue, leading to a residential amenity area courtyard
- three levels of underground parking accessed off Pandora Avenue
- the main residential building lobby entrance on Vancouver Street
- double height gym on level two
- indoor and outdoor amenity area on level four
- publicly accessible short-term bike parking located near the residential entrance on Vancouver Street, the commercial entrance on Pandora Avenue and the breezeway
- secure long-term bike parking located on parking level 1
- vehicle parking and servicing located within the building
- public realm streetscape improvements on Pandora Avenue and Vancouver Street.

The following data table compares the proposal with the existing CA-43 Zone, Pandora Harris Green District. An asterisk is used to identify where the proposal is less stringent than the existing zone. Additionally, the key City policy that pertains to the area has been included in this table. Variances related to parking have been identified in the data table but these are anticipated to be corrected as the application progresses.

Zoning Criteria	Proposal	Zone Standard CA-43	OCP Policy	DCAP
Site area (m ²) – minimum	2043.80	N/A	-	-
Density (Floor Space Ratio) – maximum	5.46:1	2:1	-	5.5:1
Total floor area (m ²) – maximum	11,155.88	4087.60	-	-
Height (m) – maximum	47.68*	15.50	-	45
Storeys – maximum	16*	N/A	20	15 (residential) 11 (commercial)

Zoning Criteria	Proposal	Zone Standard CA-43	OCP Policy	DCAP
Site coverage (%) – maximum	65	N/A	-	-
Open site space (%) – minimum	35	N/A	-	-
Setbacks (m) – minimum				
Front (Pandora Ave)	1.5 (building) 0.0 (canopy)	3.0	-	0 to 3
Rear (S)	3.5	0.0		See Building Separation Guidelines
Side (W)	0.0	0.0		See Building Separation Guidelines
Flanking Street (Vancouver Street)	1.5 (building) 0.0 (canopy)	3.0		0 to 3
Vehicle parking residential – minimum	102	101*	-	-
Vehicle parking residential visitor - minimum	12	12	-	-
Vehicle parking commercial – minimum	4	5*	-	-
Bicycle parking stalls – minimum				
Short Term	16	14	-	-
Long Term	240	147	-	-

Sustainability Features

As noted in the applicant's letter dated October 6, 2020, all common areas will be lit with LED lighting and controlled with occupancy sensors.

Consistency with Policies and Design Guidelines

Official Community Plan

The subject site is designated Core Residential in the *Official Community Plan* (OCP, 2012),

which envisions multi-unit residential, commercial and mixed-use buildings from three storeys up to approximately 20 storeys. In terms of place character features, the OCP envisions three to five-storey building façades that define the street wall, with upper storeys set back above.

The main objectives of the Development Permit Area 3 (HC): Core Mixed-Use Residential that are relevant to this proposal are:

- to transform the function, form and character of the Core Residential area through mid-to-high rise residential mixed-use and commercial buildings, with greatest heights along Yates and Blanshard Street
- to conserve heritage value, special character and the significant historic buildings, features and characteristics of this area
- to enhance the area through a high quality of architecture, landscape and urban design that reflects the function of a major residential centre on the edge of a central business district in scale, massing and character while responding to its context of a skyline with prominent heritage landmark buildings.

Staff consider that the proposal is generally consistent with the use, density and height envisioned in the OCP.

Downtown Core Area Plan

The subject site is designated Residential Mixed-Use District in the *Downtown Core Area Plan* (DCAP, 2011), which envisions multi-residential development up to a height of 45m. The base density for a mixed-use development is a floor space ratio of 3:1 and a maximum of 5.5:1.

Staff consider that the proposal is generally consistent with the use, density and height envisioned in the DCAP.

Development Permit Area Design Guidelines

The property is situated in Development Permit Area 3 (HC): Core Mixed-Use Residential and the following documents were considered in assessing this application:

- *Official Community Plan* (OCP, 2012)
- *Downtown Core Area Plan* (2011)
- *Advisory Design Guidelines for Buildings, Signs and Awnings* (2006)
- *Guidelines for Fences, Gates and Shutters* (2010).

The Design Guidelines in the DCAP encourage multi-unit residential development appropriate to the context of the neighbourhood and reflects the differences in allowable building heights and densities. Staff consider that the proposal is generally consistent with the Design Guidelines.

ISSUES AND ANALYSIS

The following sections identify and provide a brief analysis of the areas where the Panel is requested to provide commentary. The Panel is being asked to comment on the impacts and potential design solutions regarding built form massing, separation distances, relationship to the street, functionality of amenity areas and material selection.

Built Form Massing

DCAP includes a number of design guidelines related to built form which includes reducing the building bulk of upper storeys to minimize the effects of shading, wind vortices, to maintain views to the open sky and to avoid the presence of bulky upper building mass. Residential floorplates are approximately 76m² above the recommended maximum 650m² for levels 11 to 13. In addition, levels 12 and 13 encroach into the 1:5 building setback ratio on Vancouver Street. ADP is invited to comment on the overall built form and massing, and the inconsistencies with the guidelines.

Building Separation Distances

To address privacy issues and open-up views between buildings, the street wall guidelines in the DCAP require a 3m side and rear yard setback to the exterior wall for portions of the building up to 30m in height (excluding the podium) and a 6m side yard setback for portions of the building above 30m (levels 11 – 15). For balconies, the setback should be 3.5m up to 30m and 5.5m above 30m. Although the proposal is technically within these requirements (balconies are 5.75m and the building face is 6.13m from the south property line), the proximity to the development currently under construction to the south creates a tight interface with facing balconies only 11.5m from each other. The guidelines state that additional clearances for windows are encouraged to enhance livability for residential uses where feasible. In addition, DCAP is currently being updated with a view to increasing the minimum distances between towers. Staff are of the opinion that enhanced separation to the south would provide greater breathing room between the two developments. ADP is requested on the separation distances and whether further setbacks are warranted.

Relationship to the Street

As outlined in the Design Guidelines, new buildings should be designed to relate well to public streets and sidewalks. Buildings should also have quality architectural materials and detailing in building bases and street walls. A significant portion of the Pandora Avenue frontage contains gates or fences, which restricts the amount of active edge along the street. There is limited detail being provided for the enclosure around the pad mounted transformer and the overhead vehicle garage gates and staff have advised the applicant that a custom design for these features is warranted to ensure the extensive use of security fencing does not create a fortress like appearance. The remainder of the frontage contains a music room, a breezeway into the rear courtyard and commercial retail space. Staff have expressed concern that the breezeway may pose a Crime Prevention Through Environmental Design (CPTED) challenge and the applicant has responded by the inclusion of a custom metal picket gate and removing vehicle access to this space. There are also doubts as to how well used the music room would be in contributing to an animated and pleasant streetscape for pedestrians.

The guidelines call for weather protection for pedestrians and the proposal includes a double height canopy which the applicant states has been positioned to allow the expansion of the commercial opportunities to the streetscape. Although the finished appearance does create a cleaner aesthetic, the canopy may not function as well as intended.

ADP is invited to comment on the overall design of the ground floor along Pandora Avenue as it relates to the creation of a positive pedestrian experience, recognizing that further detail may be warranted.

Amenity Areas

The guidelines encourage the provision of on-site open space such as courtyards, forecourts, plazas, patios, gardens, roof top patios/gardens for high density residential buildings, and that these are well-designed, safe, active, visible and illuminated to encourage their use. The proposal includes a diverse range of amenity areas located throughout the building including a music room, bike lounge and exterior courtyard on level 1, a double height gym on level 2 and an indoor and outdoor amenity area on level four. Although these are always encouraged for residential developments, staff question the functionality of the 12m² bike room and whether the music room will provide the animation of the street frontage intended by the proponent. ADP is invited to comment on these elements of the proposal.

Architectural Expression

The design guidelines encourage high quality architecture and diversity in the design of buildings to ensure excellence in building types and design. As part of this, high quality finishing materials with detailed architectural quality is encouraged. Overall, staff are supportive of the proposed architectural expression and are of the opinion that overall the building composition has been well articulated. However, there are some inconsistencies between the 3D renders and the architectural elevations, which creates a misleading representation of the proposed finishes. White cementitious panels are intended to be used for a large portion of the south elevation and upper portions of the building (this is represented as a smooth finish with no reveals on the rendered images). Given the generous use of this material, staff question whether this meets the intent of the Design Guidelines for creating design excellence in the downtown and ADP is requested to provide their comment on this aspect of the proposal.

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 with Variances Application No. 000543 for 975 and 983 Pandora Avenue be approved as presented.

Option Two

That the Advisory Design Panel recommend to Council that Development Permit Application No. 000543 for 975 and 983 Pandora Avenue 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. 000543 for 975 and 983 Pandora Avenue 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 October 7, 2020
- Applicant's letter dated October 7, 2020.

cc: Dave English, Townline, Applicant; Foad Rafii, Rafii Architects Inc, Architect.

**MINUTES OF THE
ADVISORY DESIGN PANEL MEETING
HELD WEDNESDAY NOVEMBER 25, 2020**

1. THE CHAIR CALLED THE MEETING TO ORDER AT 12:00 PM

Present: Devon Skinner (Acting Chair), Brad Forth, Sean Partlow, Ben Smith, Matty Jardine, Joseph Kardum

Absent: Ruth Dollinger, Marilyn Palmer

Staff Present: Charlotte Wain – Senior Planner, Urban Design
Alena Hickman – ADP Secretary

2. MINUTES

Minutes from the Meeting held October 28, 2020

Motion:

It was moved by Matty Jardine seconded by Sean Partlow that the minutes from the meeting held October 28, 2020 be adopted.

Carried Unanimously

3. APPLICATIONS

3.1 Development Permit with Variance Application No. 000543 for 975 and 983 Pandora Avenue (1468 Vancouver Street)

The proposal is to construct a 16-storey, mixed-use building with ground-floor retail and residential above, including approximately 121 dwelling units.

Applicant meeting attendees:

DAVE ENGLISH
FOAD RAFII
PETER KREUK

TOWNLINE
RAFFI ARCHITECTS INC.
DURANTE KREUK

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

- built form and massing
- building separation distances
- relationship to the street
- amenity areas
- architectural expression
- any other aspects of the proposal on which the ADP chooses to comment.

Foad Rafii provided the Panel with a detailed presentation of the site and context of the proposal. Peter Kreuk provided the panel with a detailed presentation of the landscaping plan.

The Panel asked the following questions of clarification:

- Can you please clarify what the materials are on the tower on the cap of the building?
 - There are two choices, we will be looking at our energy modeling to decide which is best. One option is aluminum panel and the other is a cementitious panel.
- Will the amenity area outside be shaded by the adjacent building?
 - It will be in the morning, but mid-day on it will be sunny. The second amenity on the fourth floor roof will not be shaded.
- Are the D-type units interfacing, 6.1m from the units to the property line?
 - Yes that is correct.
- Why wasn't there any consideration given to the bedroom windows facing the adjacent windows, so you are not staring right at the neighbours 20ft away?
 - Unfortunately we couldn't go any higher and we needed to keep the west side open for the amenity space.
- Are you waiting on an energy model to decide on the materials of the building?
 - Yes, correct.
- How did you arrive at creating a music room?
 - We wanted to have a space to practice and listen to music away from other residents as to not bother neighbours.
- Did you consider opening a space between the music room and the breezeway?
 - No.
- What kind of CPTED measures have you considered for security along Pandora?
 - This was a serious concern, because we didn't want to close everything off, we are proposing a tall rod iron gate. This way we can keep it open but still be very secure, along with security cameras and lighting.

Panel members discussed:

- Appreciation for the design & contextual aspects
- No concern with building separation
- Courtyard space would be better facing the side street, rather than being internalized
- Thoughtful amenity spaces
- Opportunity for more colour on material pallets
- Lost opportunity for spatial separation with regards to livability
- Music room could benefit from opening into the breezeway
- Great expression
- Interesting co-living space possibility to reduce some bedrooms in those spaces

Motion:

It was moved by Joseph Kardum, seconded by Ben Smith, That the Advisory Design Panel recommend to Council that Development Permit Application No. 000543 for 975 and 983 Pandora Avenue be approved with the following changes:

- Consideration of the relationship to the adjacent development to the south and the fenestration on the south elevation as it relates to the livability of units.
- Consideration for the addition of openings from the music room onto the breezeway.

Carried Unanimously

4. ADJOURNMENT

The Advisory Design Panel meeting of November 25, 2020 was adjourned at 1:00 pm.

Devon Skinner, Acting Chair



1715 Government Street
Victoria, BC
V8W 1Z4

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

March 1, 2019

Re: Rezoning Application – 975-983 Pandora Ave. Townline

Dear Mayor Helps and Council,

The DRA LUC has reviewed the application for the proposed rezoning and hosted a CALUC meeting on October 11, 2018 for the above-mentioned application.

Based on the information presented by the applicant, the purpose of the rezoning is to construct a 16 storey 173 unit purpose built rental building with 5000 square feet of commercial space at grade. Parking will be provided in excess of Schedule C requirements.

Comments and concerns raised by the Committee members are as follows:

- When questioned whether the proposal would include supportive housing the applicant stated it was not their practice to include market with non-market housing
- When questioned whether the proposal would consider affordable housing the applicant stated that financing and economics for a market project and funding programs for affordable housing projects don't provide the opportunity to mix those easily.
- Attendees expressed concerns regarding exterior light pollution citing the example from the recently constructed tower at 1075 Pandora which has open halls and stairwells. It was noted that this proposal does not have exterior halls or stairwells so light pollution will be minimal.
- Attendees noted the DRA has supported 3 bedroom units in the mix to support families living downtown. The applicant responded that they were definitely considering some 3 bedroom units

- Attendees questioned the amount of parking to be provided despite the small units. The applicant stated that it is their experience at their other buildings that people with small units own cars and will park in the neighbouring streets if parking isn't provided onsite.
- Attendees noted that guardrails on every downtown tower are aluminum with clear glass that does not screen possessions from public view, is there any opportunity to explore adding obscure glass and pickets to the guards to make them a feature? Applicant responded "absolutely"
- It is unfortunate that the proposed green space being provided it is hidden from public view/enjoyment. It is also shadowed by an adjacent proposed building which appears not optimal.
- It is commendable that the application complies with Schedule C parking regulations. The recent process to update Schedule C provided fact based data to support the amounts of parking required by the various types of building tenure. These regulations should be upheld.
- Variances for setbacks are requested for this development. There are expectations from the community that this application shall comply with the City of Victoria foundational planning documents, the OCP, DCAP and Schedule C parking regulations.

Since the CALUC meeting took place, it is understood that the applicant is now seeking to be relieved of Community Amenity Contributions (CACs) required under the Density Bonus provisions of the OCP. The DRA LUC feels there is an essential need for all developments to contribute to the provision of amenities in order to accommodate the significant population increase in the downtown. Currently the funding of these essential amenities has fallen far behind the need.

The applicant represented that the proposed building would be the same quality and finishes as the Hudson Walk 2. The applicant has a strong record of constructing market rental buildings of decent quality that increases much needed rental inventory while providing adequate parking on site. The DRA supports high quality development that provides much needed rental accommodation in the Downtown Harris Green neighbourhood while complying with the City of Victoria's core planning policies.

Sincerely,



Ian Sutherland
Chair Land Use Committee
Downtown Residents Association

cc COV Planning

DRA CALUC MINUTES
983 Pandora Project
Townline
October 13, 2018

Hudson Walk II – “...this building is ultimately very similar to our proposal...they’re going to be very similar in exterior finish...similar finishes, same fixtures”

Public Q&A

Q: Would you consider adding some supportive housing as a percentage? Is it negotiable potentially?

A: We have explored that but it gets tricky with negotiating who runs that and who runs our building. Often a non-profit has to be the operator and how that works in the building in terms of residential access to the building and parking is tricky. We have a sister company, TLHS, that works with non-profits to develop affordable rentals and supportive housing. We don’t typically mix market and non-market housing for a number of reasons.

Q: We’re not looking at only supportive housing but also affordable housing for seniors and single moms. If we’re going to have all these renters coming in, it would be great to have more affordable housing. You could work with the City to make that happen.

A: In the CRD, we have over 200 units under construction and another couple hundred in the works with Pacifica Housing and Cool Aid Society. The challenge is that the financing and economics for a market project and funding programs for affordable housing projects don’t provide the opportunity to mix those easily.

Q: With the housing crisis, if you could provide supportive housing, you would be the heroes of the day.

Q: How much parking would there be for commercial and visitors? How many spots will be available for the 165 residents?

A: Of the 165 parking spots, 10% (17 spots) will be visitor stalls. And for the commercial there will be 8 stalls.

Q: Mix of units sizes: so many one bed and 104 but would probably be more affordable. Would rather not see too many single people living between L2-L7; some diversity sound better. And you didn't mention a caretaker, will there be one?

A: There will be an onsite resident manager who will live in the building and will be there 24/7. Like our other buildings, there will be a two staff who will get a discounted rent, as opposed to building a dedicated caretaker suite.

Q: You said that there will be bike storage at grade, but as I walk down Vancouver, I want something pleasant to look at. What will that look like from the street? Retail and then the entrance and then?

A: It's still at its early stages. At the corner, there will most likely be an architectural concrete finish, painted. Our goal is to make the entire street wall an attractive place to walk by. Like Hudson Walk II. There are wide sidewalks, trees and lots of glazing. We plan to make it aesthetically pleasing (than what is shown). It won't be like you're walking along a concrete tunnel.

Q: I'm surprised that your not taking advantage of the government grants to put in affordable or low income housing.

A: I'm happy to chat with people after the meeting about the housing projects we're working on in the region.

Q: What about the glass canopies? Are you not concerned that people will be camping/hanging out?

A: It's not something we are overly concerned about because this is going to be an active commercial space. We're going into this project and this location with our eyes wide open. When Townline started developing the Hudson projects, that was the periphery of downtown. At the time there were issues with crime and loitering. We can only go forward with our best intentions to safe proof the building. The canopies serve a purpose of collecting rain and sheltering pedestrians so it's a double-edged sword.

Q: Will the public have access to the green space?

A: No, it is a private internal space.

Q: As to unit mix, the DRA has always promoted families living downtown. Is there an opportunity to have some 3-bedrooms units in this building?

A: It's definitely something we're discussing. We will be looking at providing at least some. This is the same as Vancouver. There aren't enough places for people that have two kids can live. It's something we're looking at.

Q: What are the unit sizes?

A: Junior 1-BD: 450 to 500 sq ft and 1-BD: 500 to 600 sq ft

Q: You alluded to the lighting. Could you elaborate on that? I live in the building next to Revenue Canada and we are bombarded by the lights from the building that was just put up at 1175 Pandora.

A: The owner of the company is very concerned about not creating problems for neighbours. The lighting that was mentioned, uses sensors, so any areas that the lighting is not needed, they are either dark or very dim. When someone enters the space, the lights come on. So we don't waste energy. We don't have any outdoor corridors. The building at street level will be well lit for wayfinding, safety and security.

Q: How many rental units are there exactly and how many parking stalls are for those units exactly?

A: Currently there are 165 residential units but that number may come down as we introduce some larger units. For parking, 176 total, 168 residential. About .9 stalls per unit, which is higher than Schedule C; about 50 stalls above the regulation.

Q: What's the reason for more parking when we're building smaller units, so many people may be single, within walking distance, can take the bus?

A: It's been our experience that while those things are true, a lot of people still have cars. Even while we encourage people to ride bikes, they still own cars. At Hudson Walk, the cars are there in the parkade getting dusty, but we don't want the cars to end up on the neighbourhood streets.

Q: Do you have (parking) spots for Modo?

A: That's something a lot of developments are looking into but I think it's something that ultimately ends up coming later from the resident manager running the building and the owner, seeing the opportunity arise. If it's underground parking and people in the building are using a car share program, it makes sense for the building to use parking spots that are there for car share. Car share challenge – secure parking means only the residents in the building can have access and none of the neighbours can use it.

Q: Do you have any concerns about being located down the street from Our Place and the safe injection site?

A: As Justin said, we're coming to this with our eyes wide open. We've seen what's happening in the neighbourhood day and night. We've opened a dialogue with Our Place to see if we can mitigate any problems going forward and work with them to help the people that are around. With Save-On opening (at St Andrews site), it will change the neighbourhood with more people walking around.

Q: The 16 stories, is that etched in stone? If St Andrews development can make a profit at 6 stories, why is it so necessary to go this high? We're getting so many of these towers everywhere, we're becoming like every other boring city.

A: The height of the building is outlined in the Downtown Core Area Plan. And that's the height the City has designated for this site. The height is in meters not floors; 45 meters. As to why we have to use that, it's economics of the business.

When buying the land, you're buying it based on what it's valued at and if it's valued at something that can go 45 m, that's what it's valued at. Density and heights permitted are outlined in DCAP and they change depending where the property is located. We have designed the building to conform to the community plan.

Q: What is the range of rental prices for the units?

A: 1 BD about \$1400 to \$1500. Prices vary according to views and size. Cheapest units are currently \$1000 and they go up from there. Every suite has laundry. Tenants can opt not to rent parking spots, so that brings their rent down. And some couples might want the extra parking, so they'll pay a premium to rent those spots.

Q: Are there going to be any e-charging spots?

A: We're starting to see demand for that and we're starting to put them in or at least future proofing the building by putting in conduit.

Q: Will this project have them (e-charging)?

A: We'll probably rough in the infrastructure for a couple spots for future use.

Q: Are there any variances as part of the application that you haven't disclosed?

A: We aren't looking for any variances from the bylaws but from the guidelines. Minor variances for setbacks. The guidelines require two levels of setbacks. We are just providing one of them.

Q: The guards on every downtown tower are aluminum with clear glass, is there any opportunity to explore adding to the guards to make them a feature. Not just clear glass to display everyone's stuff. Pickets. Some obscure. Hudson I – beautifully done.

A: Absolutely. A few other projects denser at the base, lighter at the top.

Q: How long do you think it'll take to build this? For 6 years we've been putting up with constant noise of construction?

A: We are hoping to coordinate construction time with neighbouring project. 18-20 months.

Q: This is a corner building on Vancouver & Pandora, but we're not seeing anything that highlights the corner as we often do. A diagonal cut provides interest for pedestrians. (Someone else says, "It looks like a warehouse.")

A: The corner is the entrance to the CRU and the other entrance is on Vancouver.

Comment: We hear from young people who say that small units are no longer affordable and that larger units with 2 or 3 bedrooms are more affordable as roommates or couples can share the rent. You've mentioned that you are looking to add some larger units and I think it will be a great way to address some of the aspects of affordability using a different approach.

Comment: I think the rooftop is a great idea, with green views for residents. Bike storage at grade and hopefully you have some options to increase that in your parking area.

Comment: Support larger units as mentioned, support that this is a bigger project of quality in a difficult location, support your rationale for lack of setback as response to saving the DiCastri building, everyone shifts a bit, agree we want to make sure people in their units still have their views without everyone seeing their bbqs from the street. In whole I think it's a quality project.



FINAL REPORT

PANDORA 1468 VANCOUVER STREET

Victoria, British Columbia

PEDESTRIAN WIND ASSESSMENT

PROJECT # 1901838

FEBRUARY 7, 2020

SUBMITTED TO

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1. INTRODUCTION



Rowan Williams Davies & Irwin Inc. (RWDI) was retained to assess the pedestrian wind conditions for the proposed Pandora 1468 Vancouver Street development in Victoria, British Columbia. (see **Image 1**). This qualitative assessment is based on the following:

- a review of the regional long-term meteorological data from Victoria Harbour Seaplane Airport;
- design drawings and documents received by RWDI;
- Wind-tunnel studies and desktop assessments undertaken by RWDI for similar and nearby projects in Victoria;
- our engineering judgement and knowledge of wind flows around buildings¹⁻³; and,
- use of 3D software developed by RWDI (Windestimator²) for estimating the potential wind conditions around generalized building forms.



Image 1: Rendering of Proposed Pandora 1468 Vancouver Street Development

This qualitative approach provides a screening-level estimation of potential wind conditions. Conceptual wind control measures to improve wind comfort are recommended, where necessary. To quantify these conditions or refine any conceptual wind control measures, physical scale model tests in a boundary-layer wind tunnel would typically be required.

Note that other wind issues such as those relating to cladding and structural wind loads, snow drifting and loading, door operability, air quality, etc. are not part of the scope of this assessment.

1. H. Wu and F. Kriksic (2012). "Designing for Pedestrian Comfort in Response to Local Climate", *Journal of Wind Engineering and Industrial Aerodynamics*, vol.104-106, pp.397-407.
2. H. Wu, C.J. Williams, H.A. Baker and W.F. Waechter (2004), "Knowledge-based Desk-Top Analysis of Pedestrian Wind Conditions", *ASCE Structure Congress 2004*, Nashville, Tennessee.
3. C.J. Williams, H. Wu, W.F. Waechter and H.A. Baker (1999), "Experience with Remedial Solutions to Control Pedestrian Wind Problems", *10th International Conference on Wind Engineering*, Copenhagen, Denmark.

2. BUILDING AND SITE INFORMATION



The proposed project site is between Pandora Avenue to the north, Johnson Street to the south and Vancouver Street to the east (see aerial view of site and site plan in **Images 2 and 3**).

Key pedestrian areas on and around the site include main entrances, the podium roof terrace, sidewalks and park spaces adjacent to the site.

The project site is generally surrounded by low to mid-rise buildings. There are tall buildings to the south and east of the project site. Further away, downtown Victoria is located southwest of the site. Harris Green park is located to the north east of the site. Victoria Harbour is approximately 1.5 km to the west of the project site.

The proposed development consists of one 16-storey building (see **Image 3**). The proposed project will be a mixed-use development consisting of residential apartments and commercial spaces. Pedestrian accessible areas on and around the site include building entrances, grade level outdoor amenity areas, surrounding sidewalks, central courtyard and rooftop terraces at a number of levels.



Image 2: Aerial View of Site And Surroundings (Credit: Google™ Earth)



Image 3: Rendering of Proposed Pandora 1468 Vancouver Street Development from Southwest
Pedestrian Wind Assessment |

3. METEOROLOGICAL DATA



Meteorological data from Victoria Harbour Seaplane Airport recorded between 1994 and 2015 was used as reference for wind conditions.

The distributions of wind frequency and directionality for the summer (May through October) and winter (November through April) seasons are shown in the wind roses in **Image 4**. When all winds are considered (regardless of speed), winds from the southwest are predominant during the summer. During the winter, winds are predominant from the west, east and north directions.

Strong winds of a mean speed greater than 30 km/h measured at the airport (at an anemometer height of 10 m) occur more often in the winter than in the summer. They are most frequent from the west-southwest, north and southeast directions, as shown in the winter wind rose.



Image 4: Directional Distribution of Winds Approaching Victoria Harbour Seaplane Airport (1994 – 2015)

4. PEDESTRIAN WIND CRITERIA



The RWDI pedestrian wind criteria are used in the current study. These criteria have been developed by RWDI through research and consulting practice since 1974. They have also been widely accepted by municipal authorities and by the building design and city planning community.

4.1 Pedestrian Safety

Pedestrian safety is associated with excessive gust wind speeds that can adversely affect a pedestrian's balance and footing. If strong winds that can affect a person's balance (**90 km/h**) occur more than 0.1% of the time or 9 hours per year, the wind conditions are considered severe.

4.2 Pedestrian Comfort

Wind comfort levels can be categorized by typical pedestrian activities:

- **Sitting (≤ 10 km/h):** Calm or light breezes desired for outdoor seating areas where one can read a paper without having it blown away;
- **Standing (≤ 14 km/h):** Gentle breezes suitable for main building entrances and bus stops;
- **Strolling (≤ 17 km/h):** Moderate winds that would be appropriate for window shopping and strolling along a downtown street, plaza or park;
- **Walking (≤ 20 km/h):** Relatively high speeds that can be tolerated if one's objective is to walk, run or cycle without lingering; and
- **Uncomfortable:** None of the comfort categories are met.

Wind conditions are considered suitable for sitting, standing, strolling or walking if the associated mean wind speeds are expected for at least four out of five days (80% of the time). Wind control measures are typically required at locations where winds are rated as uncomfortable or they exceed the wind safety criterion.

Note that these wind speeds are assessed at pedestrian height (i.e., 1.5 m above grade or the concerned floor level), and are typically lower than those recorded in the airport (10 m height and open terrain).

These criteria for wind forces represent average wind tolerance. They are sometimes subjective and regional differences in wind climate and thermal conditions as well as variations in age, health, clothing, etc. can also affect people's perception of the wind climate.

For the current development, wind speeds comfortable for walking or strolling are appropriate for sidewalks; and lower wind speeds comfortable for standing are required for building entrances where pedestrians may linger. Wind speeds comfortable for sitting are appropriate for outdoor amenity areas during the summer, when these areas will be frequented.

5. PEDESTRIAN WIND CONDITIONS



5.1 Background

Predicting wind speeds and occurrence frequencies is complicated. It involves the combined assessment of building geometry, orientation, position and height of surrounding buildings, upstream terrain and the local wind climate. Over the years, RWDI has conducted thousands of wind-tunnel model studies on pedestrian wind conditions around buildings, yielding a broad knowledge base. This knowledge has been incorporated into RWDI's proprietary software that allows, in many situations, for a qualitative, screening-level numerical estimation of pedestrian wind conditions without wind tunnel testing.

Overall, the geometry of the proposed development and location of the site offer several benefits for wind control, as follows;

- The central courtyard is protected by the surrounding building
- Canopies and overhangs have been included in the design
- Above grade terrace areas include tall parapet walls
- Potential wind channels include movable doors (breezeway)

The following is a detailed discussion of wind comfort conditions for key pedestrian areas of the development.



Image 5: North Elevation



Image 6: South Elevation

5. PEDESTRIAN WIND CONDITIONS



5.1 Background

Tall buildings tend to intercept stronger winds at higher elevations and redirect them to the ground level. Such a Downwashing Flow (**Image 7a**) is the main cause for increased wind activity around tall buildings at the pedestrian level. When two buildings are situated side by side, wind flows tend to accelerate through the space between the buildings due to the Channelling Effect (**Image 7b**). Oblique winds also cause wind accelerations around the exposed building corners (**Image 7c**). If these building/wind combinations occur for prevailing winds, there is a greater potential for increased wind activity and uncomfortable conditions.

Podium structures under towers are beneficial for wind control, as they reduce the direct impact of any downwashing winds from the towers to the grade (**Image 7d**). Stepping the windward façade (**Image 7e**) is also a positive design strategy that can be used for wind control. However, increased wind activity will be created on the podium terraces.

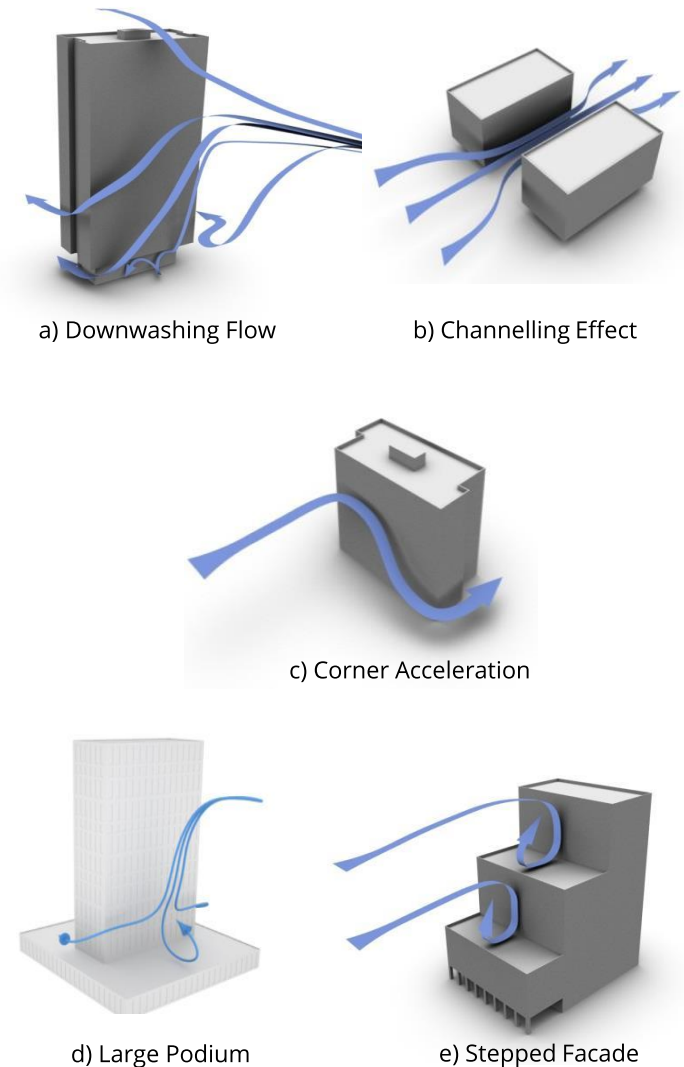


Image 7: Typical Wind Flow Patterns

5. PEDESTRIAN WIND CONDITIONS



5.2 Existing Wind Conditions

Due to the presence of mid and low-rise surroundings, the existing wind conditions on site and at surrounding sidewalks along Pandora Avenue and Vancouver Street are likely comfortable for sitting or standing throughout the year. These wind conditions are considered appropriate for the intended use.

5.3 Proposed Wind Conditions

The proposed Pandora 1468 Vancouver Street building, which is approximately 45 m tall (see **Image 8 and 9**), will be taller than the surrounding buildings and will therefore be exposed to the prevailing winds. This condition is expected to cause an increase in wind speeds around the perimeter of the site in some areas, particularly building corners. However, given the wind climate in the Victoria area, wind conditions are still expected to be generally suitable for the intended use of the spaces throughout the year.



Image 8: Existing site at 1468 Vancouver Street Development (Credit: Google™)



Image 9: Rendering of Proposed Pandora 1468 Vancouver Street Development from the Northwest

5. PEDESTRIAN WIND CONDITIONS

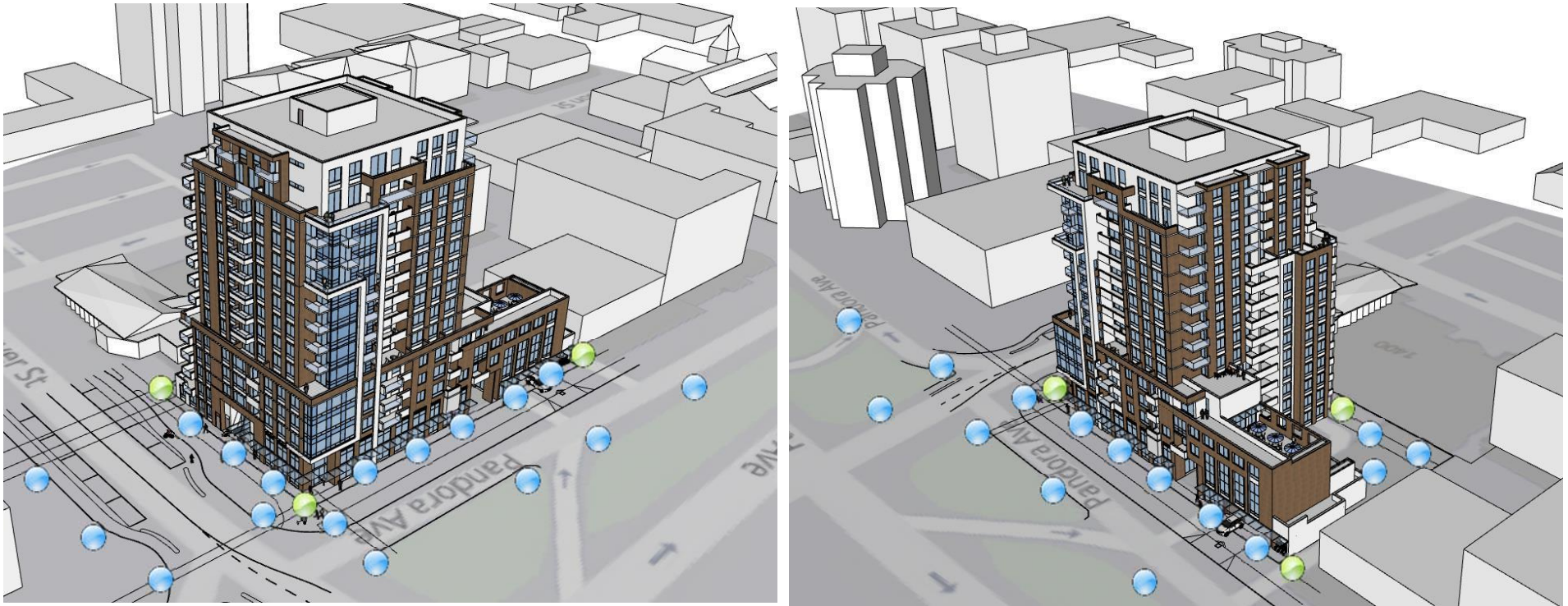





Image 10: Predicted Wind Comfort Conditions (Ground Level) – View from Northeast (left) and Northwest (right)

**Predicted *ANNUAL*
Mean Wind Conditions**




-  Sitting / Standing
-  Walking
-  Uncomfortable

5. PEDESTRIAN WIND CONDITIONS



Image 11: Predicted Wind Comfort Conditions (Ground Levels) – View from Southeast (right) and Southwest (left)

**Predicted *ANNUAL*
Mean Wind Conditions**

-  Sitting / Standing
-  Walking
-  Uncomfortable

5. PEDESTRIAN WIND CONDITIONS

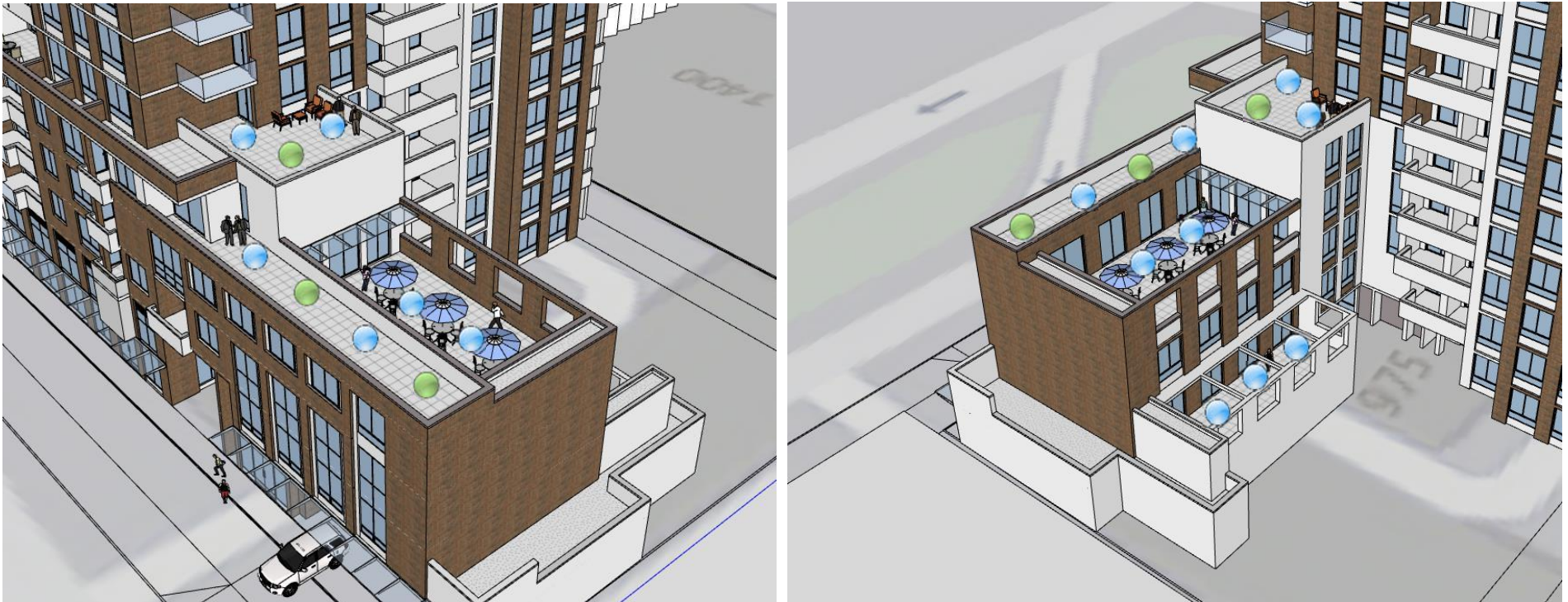





Image 12: Predicted Wind Comfort Conditions (Lower Terrace Levels) – View from Northwest (right) and Southwest (left)

**Predicted *ANNUAL*
Mean Wind Conditions**




-  Sitting / Standing
-  Walking
-  Uncomfortable

5. PEDESTRIAN WIND CONDITIONS



Image 13: Predicted Wind Comfort Conditions (Upper Terrace Levels) – View from Northeast (right) and Southwest (left)

**Predicted *ANNUAL*
Mean Wind Conditions**

-  Sitting / Standing
-  Walking
-  Uncomfortable

5. PEDESTRIAN WIND CONDITIONS



5.3.1 Building Entrances

The primary entrances to the development are marked by the black arrows in **Image 14**.

The entrances are located on the north and east sides of the development as well as in the central courtyard area. These locations are well sheltered from strongest prevailing winds directions in either season. In addition, all entrances are located underneath canopies/overhangs or are located inside a recessed area which are expected to offer additional protection and sheltering from prevailing winds that are expected to downwash from the tower façade or wrap around building corners.

As a result, appropriate wind conditions (i.e. suitable for sitting/standing) are anticipated at all entrances.

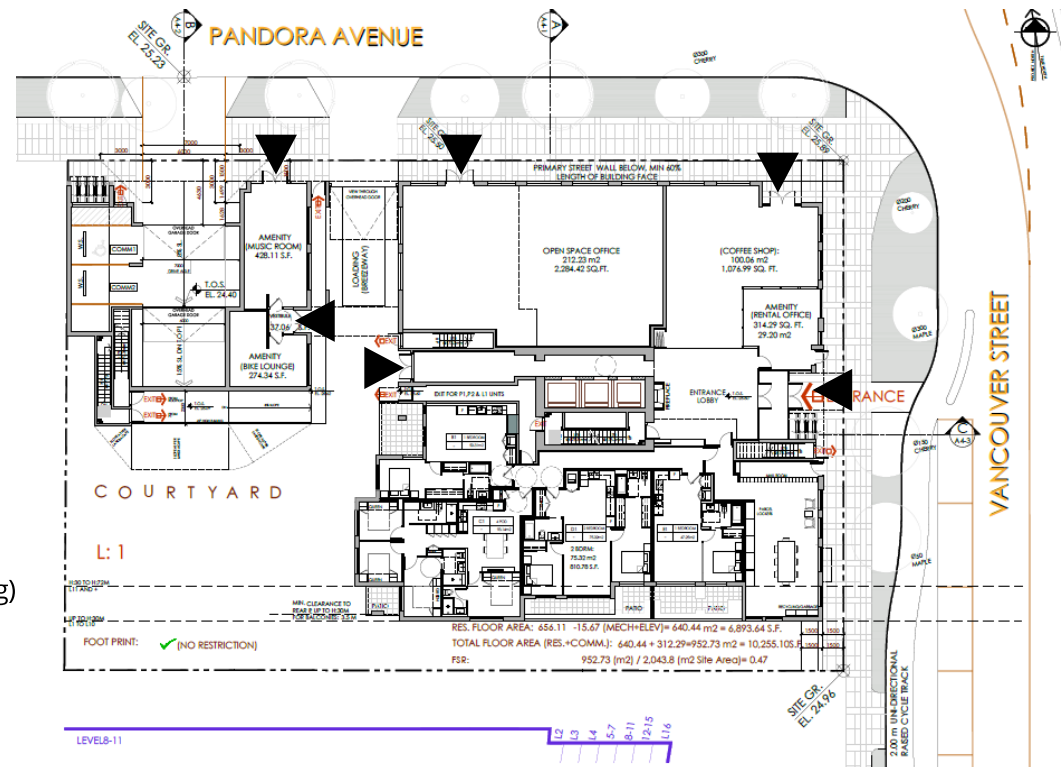


Image 14: Drawing A2-04 Level 1 – Primary Entrance/Exit Locations

5. PEDESTRIAN WIND CONDITIONS



5.3.2 Perimeter Sidewalks

With the addition of the proposed development, wind conditions on the sidewalks areas around the site (particularly those on Pandora Avenue and Vancouver Street) are expected to increase slightly when compared to the existing configuration. Conditions are expected to be suitable for standing in most areas throughout the year. These wind conditions are considered desirable for the intended use of the area.

Building corner locations, such as at the intersection of Vancouver Street and Pandora Avenue, are expected to experience wind speeds that are suitable for walking. This is caused by corner accelerated wind flows. These wind conditions are still considered acceptable for the use of the sidewalks.

No uncomfortable or dangerous wind conditions are anticipated at these locations. However, any landscaping such as trees or potted plants are encouraged as they are helpful in providing localized blockages for the wind.

5.3.3 Central Courtyard

Wind conditions in the central courtyard area on the southwest side of the site are expected to be mostly suitable for sitting and standing throughout the year. Significant sheltering exists at this location from existing structures along Johnson Street (932 & 954 Johnson Street) as well as by the proposed building itself. These wind conditions are desirable for the area. Any additional landscaping that can be incorporated into the area is expected to further improve conditions.

5.3.4 Lower Level Terraces (L2, L4, L5, L6)

In general, due to the above grade terrace level's height above the surrounding buildings, exposure to stronger winds throughout the year are expected to result in slightly higher wind speeds than would be expected at grade level. However, due to a number of positive design features that have been included on terrace levels 2 and 4, problematic winds are expected to be mitigated. These features should be maintained in the final design, and include tall perimeter walls (3.25m), overhead trellis structures and canopies.

Because of the inclusion of these features in the design, wind conditions on the level 2 and 4 terraces located on the west side of the development are predicted to be appropriate for passive pedestrian uses (e.g. lounging, sitting, etc.) as it is well sheltered from prevailing winds. The level 5 and 6 terraces are expected to experience slightly higher than desired wind speeds in certain areas during some periods throughout the year due to their open exposure to the prevailing directions. It is recommended that perimeter windscreens be installed, particularly on the south side. Windscreens can typically offer a protected area with a width that is 3x to 10x its height, as shown in **Image 15**. If additional improvement in wind conditions is desired, planters with soft landscaping elements at least 2m tall can be considered.

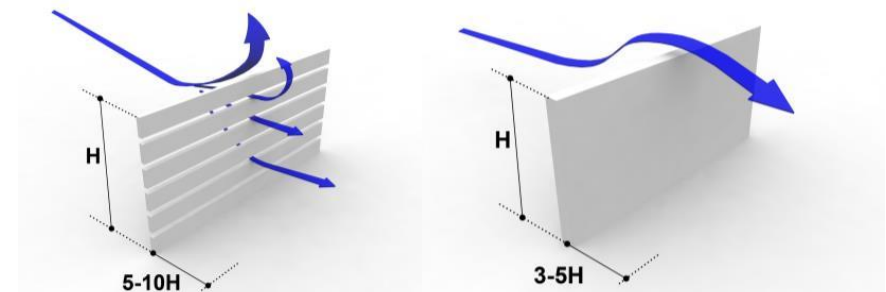


Image 15: Conceptual windscreen performance, 30% open (left) and solid (right)

5. PEDESTRIAN WIND CONDITIONS



5.3.5 Upper Level Terraces

Because of the height of the upper level terraces (shown in **Image 13**) above grade and the surrounding structures, they are particularly exposed to the prevailing wind directions. Additionally, these terraces are commonly located at building corners, where corner wrapping wind flows are anticipated to be prevalent. It is expected that wind speeds in some areas on these terraces may be higher than desired for the intended use of the spaces, with conditions likely comfortable for walking. It is recommended that taller parapet walls and localized wind mitigation features be implanted. These parapet walls and landscaping features should be approx. 1.5m to 2m tall.

5.3.6 Breezeway

The loading area located adjacent to Vancouver Street (known as the Breezeway, shown in **Image 16 and 17**) is expected to experience slightly higher wind speeds throughout the year due to a channeling effect (especially during the winter months where the prevailing winds better align with the space). Although the wind conditions are not expected to be uncomfortable or dangerous it is recommended that when higher wind speeds are observed the retractable overhead door be closed so as to create a blockage from winds travelling through the open area.

5.3.7 Off Site

Wind conditions in the off site surrounding areas are not expected to be significantly impacted by this development. The effect of the proposed building is expected to be limited to the sidewalks and roadways immediately around the property.



Image 16: Rendering of the Loading Area (Breezeway) adjacent to Vancouver Street

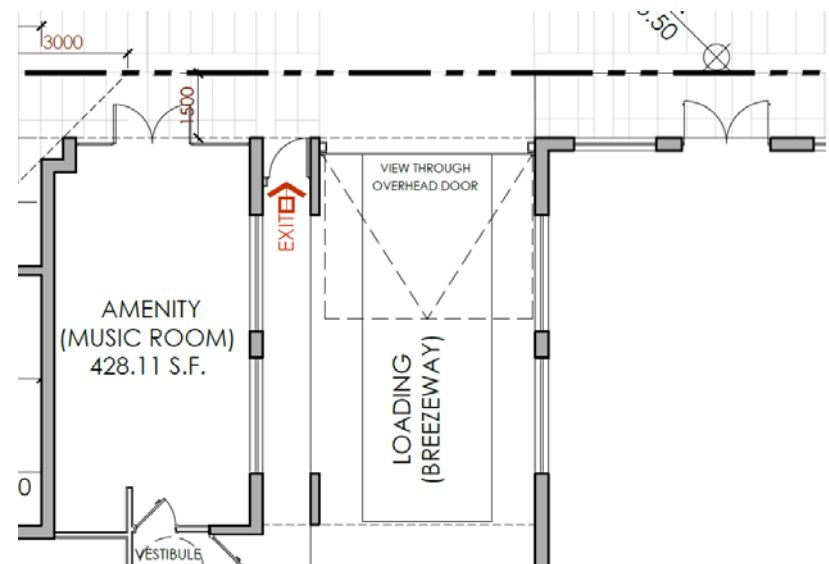


Image 17: Drawing A2-04 Level 1 – Loading Area (Breezeway) detail

5. PEDESTRIAN WIND CONDITIONS



5.4 Future Wind Conditions

It is our understanding that an approximately 45m tall building is anticipated to be built directly to the southwest of the proposed Pandora 1468 Vancouver Street Development sometime in the future (shown in Image 18).

This building is expected to provide localized sheltering to the central courtyard area as well as most spaces along the south perimeter of the proposed development, by providing a blockage of the prevailing winds from the south and southwest. Additionally, this future building is expected to include a podium level terrace which may prevent downwashing winds from reaching grade and impacting wind conditions on 1468 Vancouver Street.

Some building corner areas may be susceptible to corner accelerating wind flows, and it is recommended that a more detailed assessment be performed when this future building is confirmed.

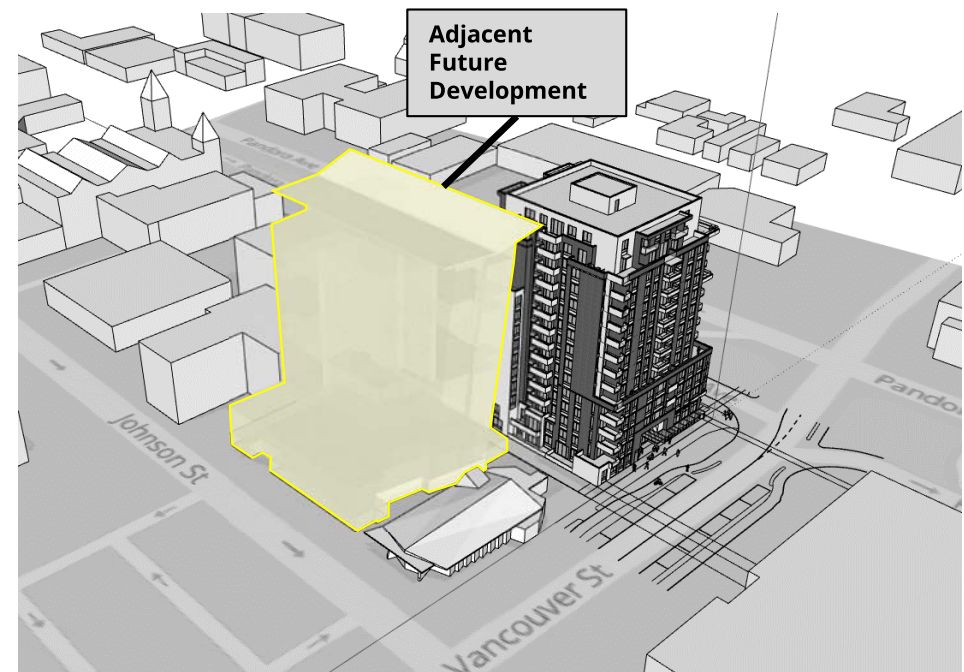


Image 18: Rendering of Proposed Pandora 1468 Vancouver Street Development Including the Adjacent Future Development on Johnson Street (highlighted yellow)

6. SUMMARY



RWDI was retained to conduct a pedestrian wind assessment for the proposed building at 1468 Vancouver Street in Victoria, British Columbia.

Our assessment was based on the local wind climate, the current design of the proposed development, the existing surrounding buildings, our experience with wind tunnel testing of similar buildings in Victoria, and screening-level modelling.

Wind conditions can be summarized as follows:

- Existing wind conditions around the site are expected to be suitable for sitting or standing throughout the year.
- With the addition of the proposed development, wind speeds are expected to slightly increase, although conditions are still expected to be suitable for the intended use of the areas in both seasons. Some accelerated wind conditions are expected at building corners (i.e. suitable for walking), although these are still considered acceptable for active pedestrian use.
- Appropriate wind conditions (i.e. suitable for sitting/standing) are anticipated at the proposed building entrances. Positive design features have been included and no modifications are required.
- Wind conditions on the second and fourth floor terrace are expected to be suitable for sitting or standing, which is considered adequate for the intended use of the space. Positive design features have been included, such as a tall parapet wall, overhead canopy and trellis structures which are expected to mitigate any stronger winds.
- Wind speeds on the fourth and fifth level as well as the upper level terraces, are expected to be slightly higher than desired during some times throughout the year. It is recommended that a taller parapet wall, and local landscaping features be implanted at these levels.
- The addition of the future development to the southwest of the site on Johnson Street is expected to alter the wind conditions on the property of the proposed development.
- Additional optional wind control measures that can further improve wind conditions at certain areas have been suggested in Section 5.

7. APPLICABILITY OF RESULTS



The assessment presented in this report are for the proposed Pandora 1468 Vancouver Street Development development in Victoria, British Columbia. The drawings and information listed below were used for our assessment.

In the event of any significant changes to the design, construction or operation of the building or addition of surroundings in the future, RWDI could provide an assessment of their impact on the pedestrian wind conditions discussed in this report. It is the responsibility of others to contact RWDI to initiate this process.

File Name	File Type	Date Received (dd/mm/yyyy)
20181217 - 1468 VANCOUVER ST	PDF	16/01/2020
18-57 Massing Model	SketchUp	21/01/2020



1468 Vancouver Street Transportation Impact Assessment

Draft Report

Prepared for
Townline

Date
October 5, 2020

Project No.
04-18-0271

October 5, 2020
04-18-0271

Alex Warren
Assistant Development Manager
Townline
1212 – 450 SW Marine Drive
Vancouver, BC
V5X 0C3

Dear Alex:

**Re: 1468 Vancouver Street, Transportation Impact Assessment
Draft Report**

Bunt & Associates Engineering Ltd. (Bunt) has completed our Transportation Impact Assessment (TIA) for the proposed residential and commercial development at 1468 Vancouver Street, Victoria, BC. Our Draft Report is provided herewith, it addresses the potential transportation impacts related to the proposed development.

We trust that our input with this TIA report will be of assistance. Please do not hesitate to contact us should you have any questions.

Best regards,
Bunt & Associates



Jason Potter, M.Sc. PTP
Senior Transportation Planner / Associate

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Date: October 5, 2020

Project No. 04-18-0271

Status: Draft

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EXECUTIVE SUMMARY

Townline proposes the development of a 15 storey, 121 rental residential unit building with 312 m² of ground level commercial space at 975, 983 Pandora Avenue and 1468 Vancouver Street, Victoria, BC.

The proposed residential typology where 54 of the 121 units will be 3, 4 or 5-bedroom co-living pods is a unique residential type with little vehicle ownership, parking demand or traffic generation comparative data available. Our research of this, growing in popularity, living design suggests residents are likely to be young professionals, new to Victoria and seeking shorter term rentals. Based on this information it is our belief that these units will have more people per typical residential units, but the vehicle ownership rates will be lower than average resulting in parking demands that are anticipated to be similar to Bylaw requirements.

The site is currently occupied with a Seventh Day Adventist Church, and a two-level office and retail building. Existing conditions traffic analysis using the Synchro traffic model indicates that the surrounding study area intersections operate within operational capacity thresholds during the weekday PM peak hour period.

Based on the proposed parking supply the proposed development is anticipated to generate approximately 50-60 vehicle trips (inbound and outbound combined) during the weekday PM peak hour, but likely less than this given its downtown location with shops and services within walking and cycling distance and good transit access and the anticipated resident demographic.

Our analysis indicates that the proposed development will have minimal impact to the adjacent road network. Most vehicle trips generated by the development will travel through signalized intersections that are currently operating well within operational capacity thresholds.

The proposed supply of 118 parking spaces meets the City of Victoria Zoning Bylaw requirements and is considered appropriate for this development.

Townline will be exceeding Victoria Bylaw bicycle parking requirements with 240 Long-term bicycle spaces and 14 Short-term spaces.

The proposed higher-than average density residential tower in the downtown area is a progressive step toward the use of more sustainable transportation modes. Residents living downtown, in close proximity to amenities and services typically make more trips by walking, cycling and transit than residents living in suburban or lower density areas.

Townline will provide to all new residents of the building a local area Transportation Information package identifying area bike routes, transit routes and stops, car share vehicles and other material designed to encourage residents to consider travel modes other than private vehicle trips.

Townline is also encouraged to provide electric charging abilities to a portion of the development's vehicle parking spaces as well as providing electric charging abilities to the proposed bicycle storage rooms.

1. INTRODUCTION

1.1 Study Purpose & Objectives

Townline is proposing the development of a 15-storey residential rental building in downtown Victoria at 975, 983 Pandora Avenue and 1468 Vancouver Street. The project will feature 121 residential rental units with 365 square meters of ground floor neighbourhood serving, commercial space.

Bunt & Associates was retained by Townline to assess the traffic and parking implications of the proposed development. This Transportation Impact Assessment (TIA) study will accompany Townline's rezoning application. The purpose of this study is to:

- Evaluate the transportation impacts of the proposed development on the adjacent road network;
- Review the development's parking strategy;
- Evaluate the proposed site plan, its proposed access and internal vehicle circulation; and,
- Present Transportation Demand Management (TDM) strategies for lowering the site's traffic and parking demands.

The location of the proposed development is illustrated in **Exhibit 1.1**.

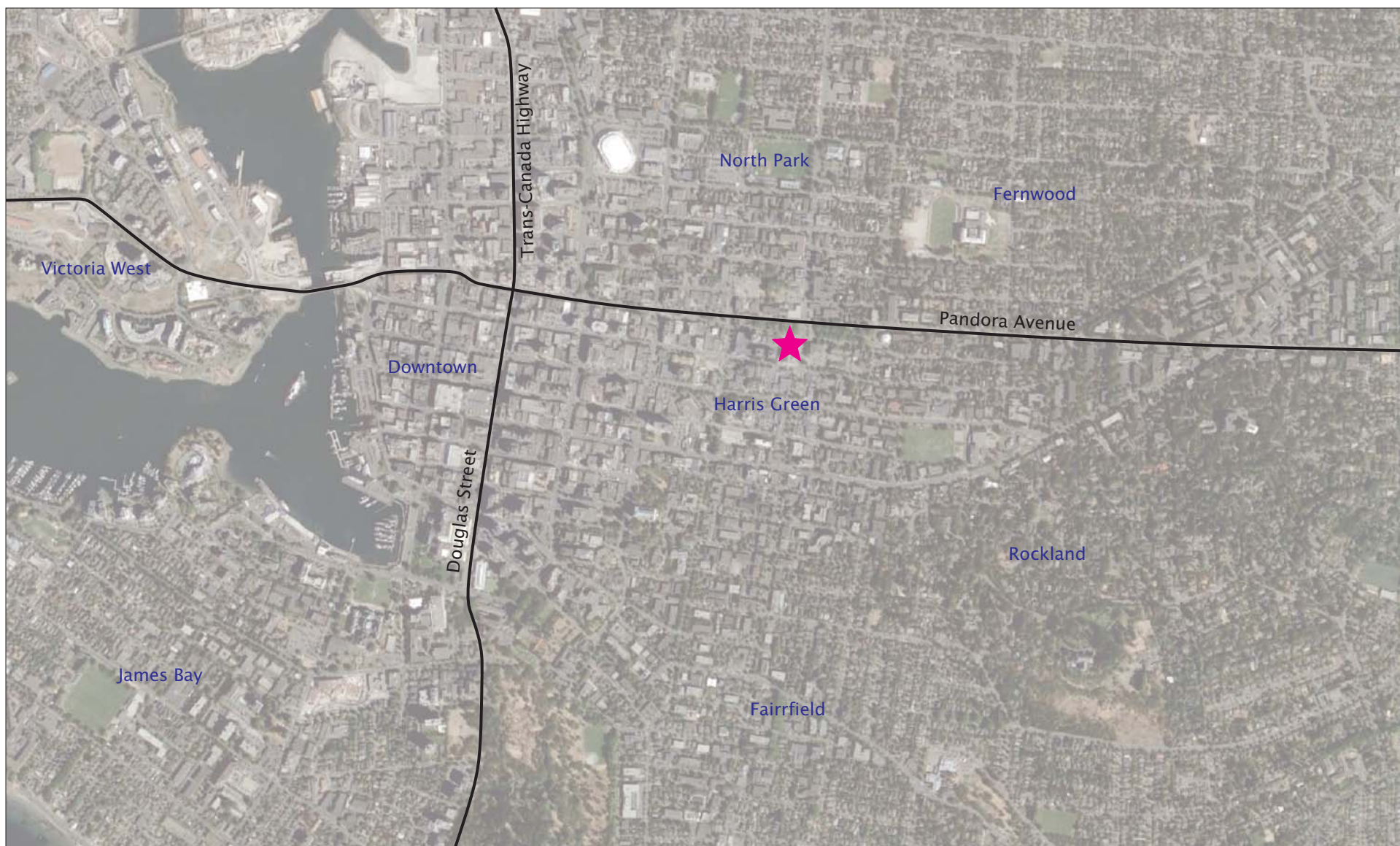


Exhibit 1.1 Site Context

04-18-0271

1468 Vancouver Street
April 2020



1.2 Proposed Development

The proposed development is summarized in **Table 1.1**.

Table 1.1: Proposed Land Uses

LAND USE	DENSITY/ UNITS
Apartment	121 units
Commercial	365 m ²

54 of the 121 residential units are designed as 3, 4 or 5 bedroom co-living pods. These units are described by the developer as follows:

“Co-living pods are the evolution of Townline’s vision in creating affordable housing choices that do not sacrifice residents’ lifestyle preferences, building location, and building amenities. A single co-living pod, will have either 3, 4, or 5 bedrooms which share a common kitchen and eating area. The bedrooms will be single-occupancy only and will be rented out fully furnished with a murphy bed; the space can be quickly converted from a bedroom to a small living space to relax and/or spend time with friends. The various amenity spaces throughout the building will serve as larger breakout spaces and are designed to encourage socializing outside of one’s co-living pod.”

The building will have organized social events available to all units, such as beer tastings and movie nights. As such the proposed development is anticipated to offer a social atmosphere attractive to young professionals newly arriving in Victoria.

The building’s 365m² ground level commercial space is intended to be comprised of multiple small-scale neighborhood serving retail.

The development will be supported with 118 parking spaces located in a three-level below ground parkade, 101 for residents, 12 for residential visitors, and 5 spaces for employee/customer use for the commercial units.

The vehicle access to the parkade is on the Pandora Avenue Frontage Road on the north edge of the site.

The site is currently zoned as CA-43 (Pandora Harris Green District).

The proposed site plan (level 1) is shown in **Exhibit 1.2**.

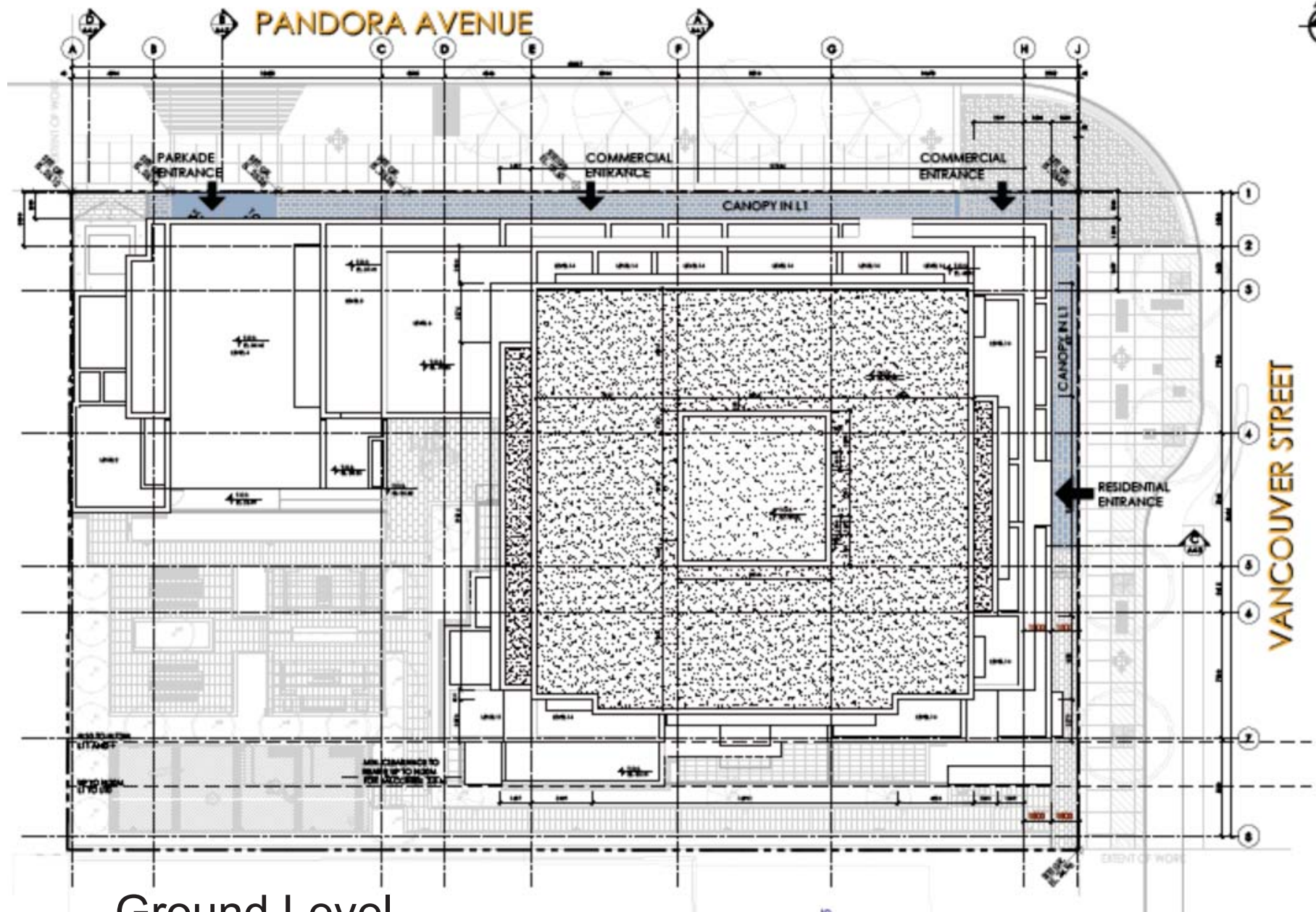
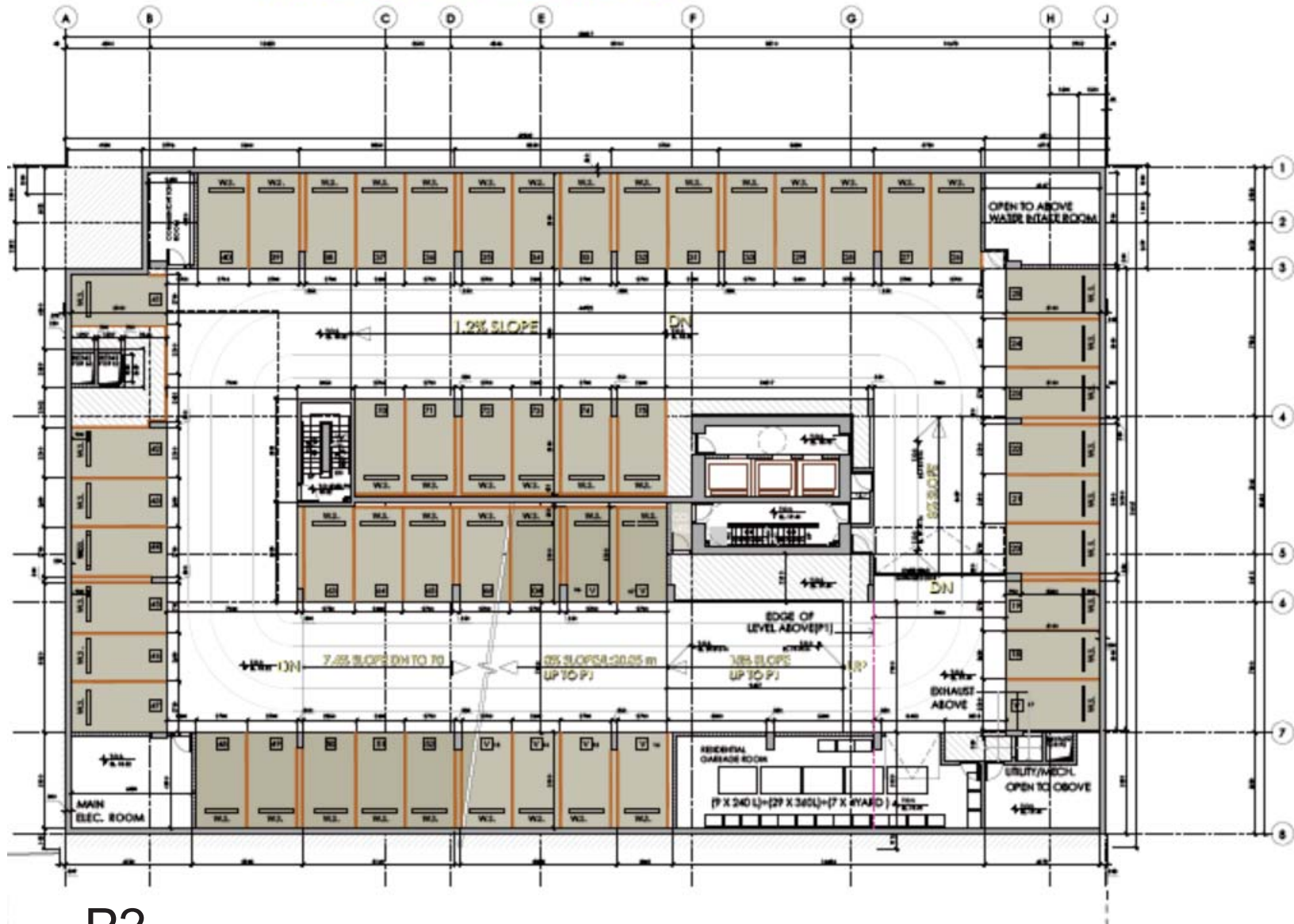


Exhibit 1.2a
Site Plan

1468 Vancouver Street
October 2020

04-18-0271

PANDORA AVENUE ABOVE



P2

Exhibit 1.2b
Site Plan

1468 Vancouver Street
October 2020

04-18-0271



2. EXISTING CONDITIONS

2.1 Land Use

983 Pandora Avenue is currently occupied with a Seventh Day Adventist Church, while 975 Pandora Avenue is occupied with a two-level office and retail building. The 983 Pandora Avenue site has no vehicular access, while 975 Pandora Avenue has a parking lot which is accessed from the Frontage Road.

2.2 Existing Transportation Network

2.2.1 Road Network

The site is located approximately 400 metres east of Victoria's downtown area in the Harris Green neighbourhood. The study area, the adjacent road network and its laning configuration are illustrated in **Exhibit 2.1** as confirmed in consultation with City of Victoria Engineering Department (Transportation) Staff.

The Frontage Road that is located north of the site operates as a one-way eastbound road for the majority of the site's frontage. It operates under stop control as it approaches Vancouver Street.

Pandora Avenue, north of the Frontage Road is a one-way westbound street with a two-way cycle track on its north edge. Its intersection with Vancouver Street is operated with a traffic signal. West of the signal is a slip lane connecting Pandora Avenue and the Frontage Road.

Vancouver Street is a two-way north/south street. It is classified as a cycling route. Current City of Victoria plans for expansion of its' AAA cycling network include protected bike lanes along the site's Vancouver Street frontage.

2.2.2 Transit Network

The site is well serviced by public transit. There are bus stops along Pandora Avenue approximately 140 m from the site that services westbound passengers and a bus stop approximately 120m south of the site on Johnson Street for eastbound passengers. There are north/ south bus routes on both Quadra Street to the west and Cook Street to the east. Both Quadra Street and Cook Street are approximately 200m from the proposed development site. The area transit network is presented in **Exhibit 2.2**.

2.2.3 Cycling & Pedestrian Networks

The site is well connected to both walking and cycling networks. It is connected to Victoria's regional cycling network through the Pandora Avenue cycle track located north of the site and Vancouver Street a north/south shared bike route which is located immediately east of the site.

All streets surrounding the development site have sidewalks as well as controlled pedestrian crossings at major intersections.

The location is within a walking distance of nearly all typical amenities and services, and daily errands do not require a car. The location receives a Walk Score of 99 out of 100, placing it in Walk Score's "walker's paradise" category. Walk Score is an on-line tool that assesses the walkability of a location based on distances to a wide variety of amenities and services.

2.3 Data Collection

2.3.1 Traffic Data Collection Program

Traffic spot counts were conducted by Bunt on Wednesday August 1st, 2018. These volumes were used to confirm traffic data provided by the City for the intersection of Vancouver Street and Pandora Avenue, as well as to provide a baseline for the Vancouver Street and Frontage Road intersection.

The weekday PM peak hour traffic volumes obtained through this assembly of intersection traffic count data are presented in **Exhibit 2.3**.

2.4 Existing Traffic Operations

2.4.1 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 2.1 below summarizes the LOS thresholds for the five Levels of Service, for both signalized and unsignalized intersections.

Table 2.1: 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 the 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 not uncommon.

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

Signalized Intersections:

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

Unsignalized Intersections:

- Individual movement Level of Service = LOS E or better, unless the volume is very low in which case LOS F is acceptable.

In interpreting of the analysis results, note that the HCM methodology reports performance differently for various types of intersection traffic control. In this report, the performance reporting convention is as follows:

- For signalized intersections: HCM 2000 output for overall LOS and V/C as well as individual movement LOS and V/C is reported. 95th Percentile Queues are reported as estimated by Synchro; and,
- For unsignalized two-way stop-controlled intersections: HCM 2000 LOS and V/C output is reported just for individual lanes as the HCM methodology does not report overall performance.

The performance reporting conventions noted above have been consistently applied throughout this document.

All signalized intersections were coded with signal timings provided by the City.

2.4.2 Existing Operational Analysis Results

As shown in **Exhibit 2.4** all intersections currently operate within described operational thresholds for the weekday PM peak hour period.

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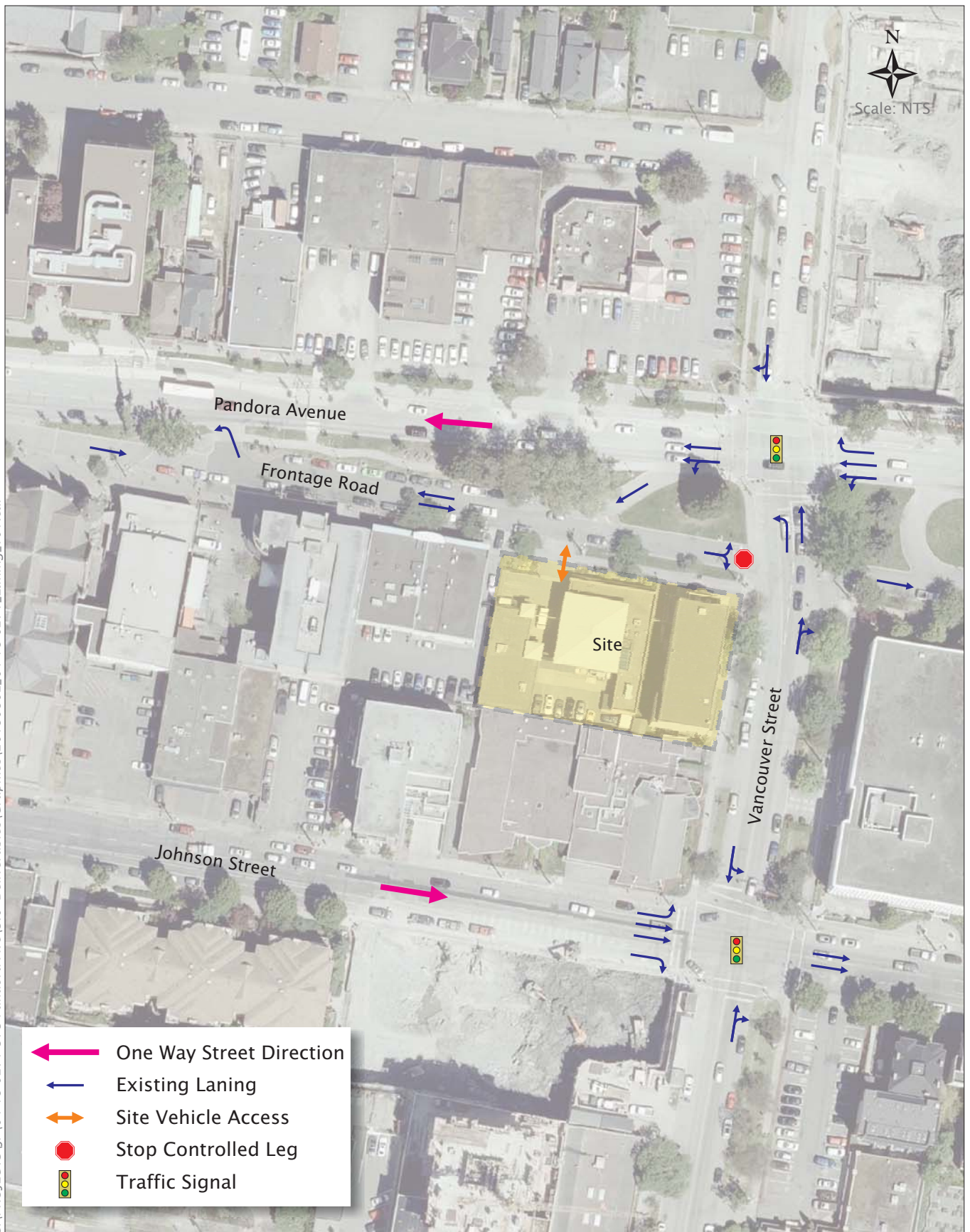


Exhibit 2.1 Existing Laning & Traffic Control

04-18-0271

1468 Vancouver Street
April 2020

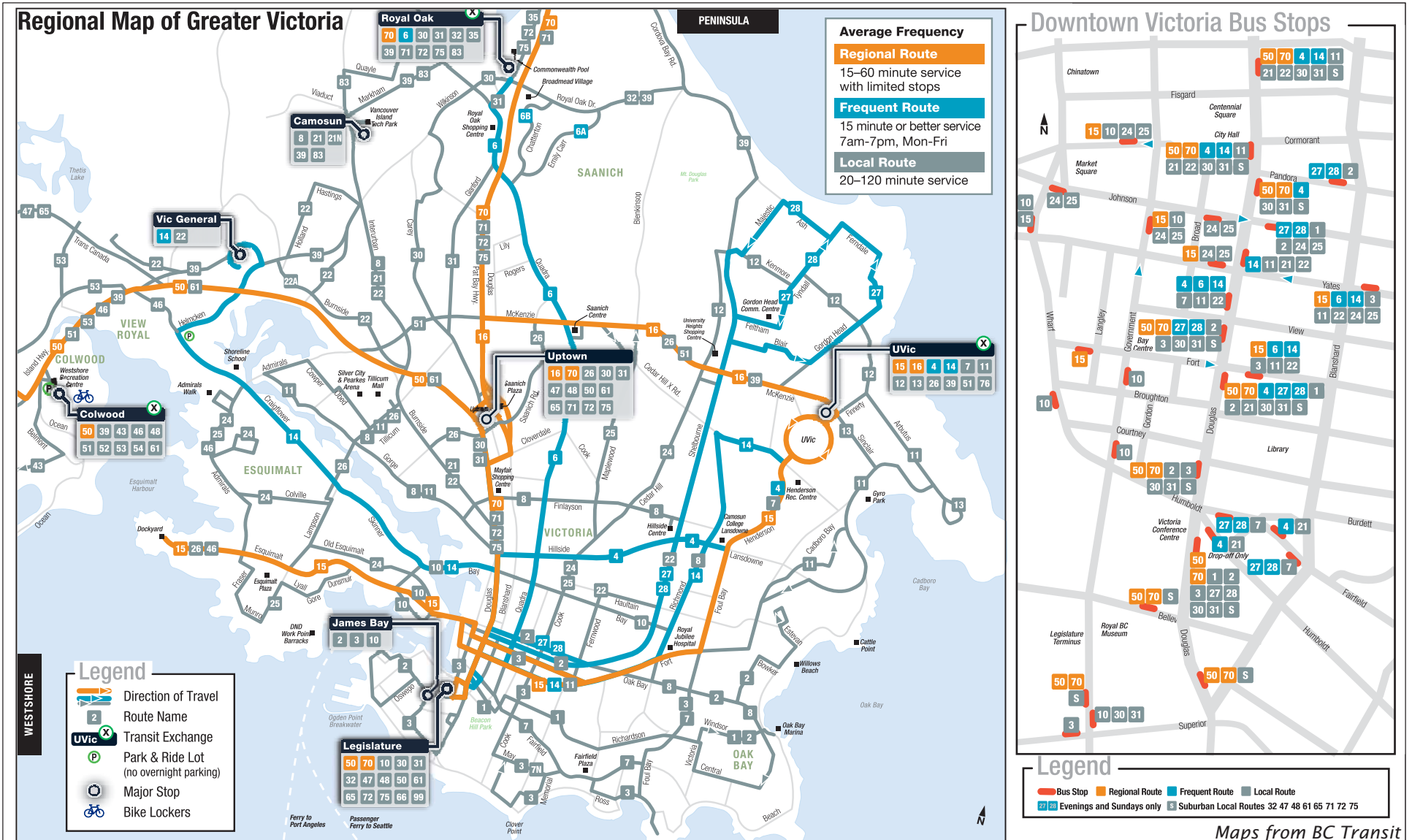


Exhibit 2.2 Transit Routes & Stops

04-18-0271

1468 Vancouver Street
April 2020

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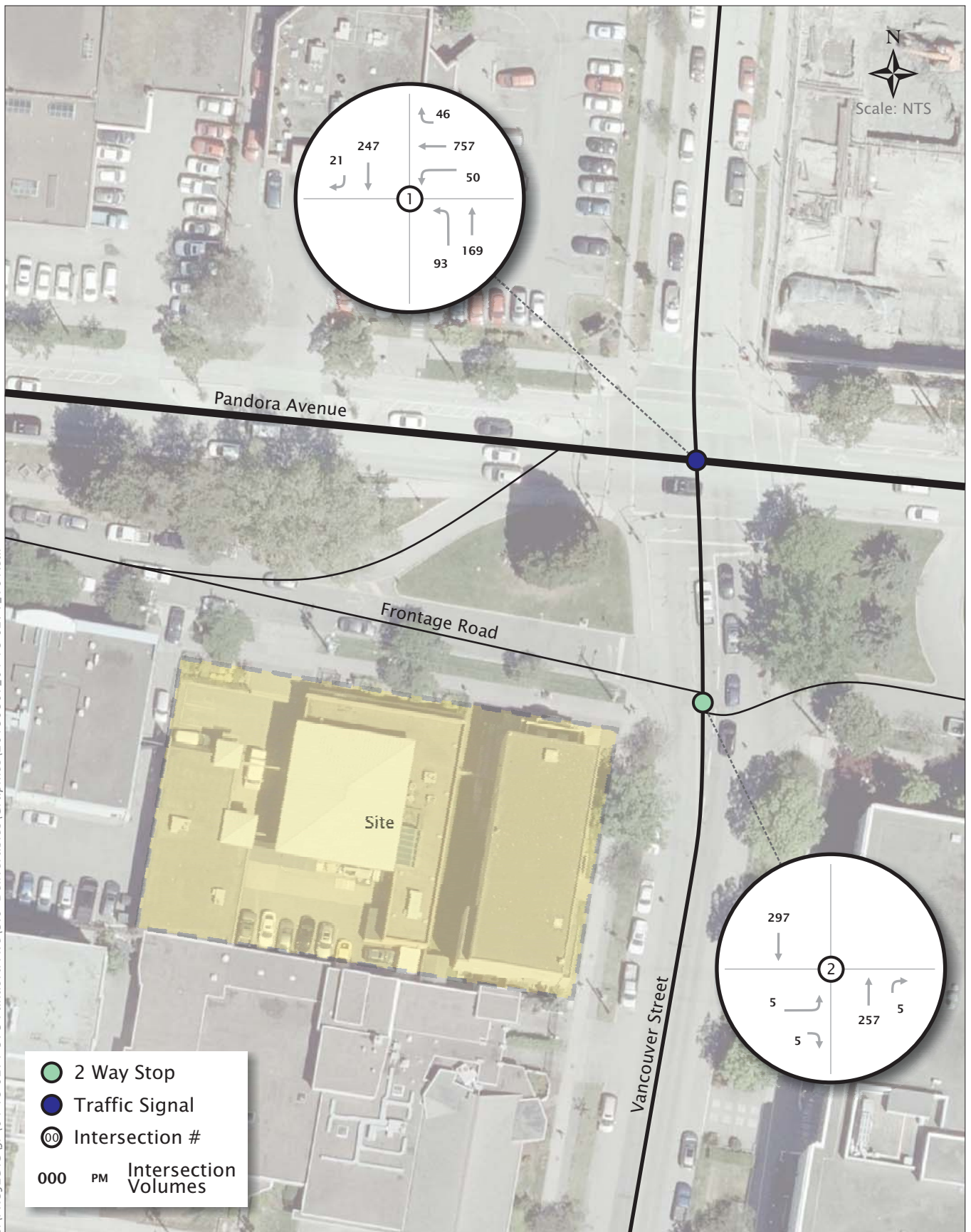


Exhibit 2.3 Existing PM Peak Hour Vehicle Traffic Volumes

04-18-0271

1468 Vancouver Street
April 2020

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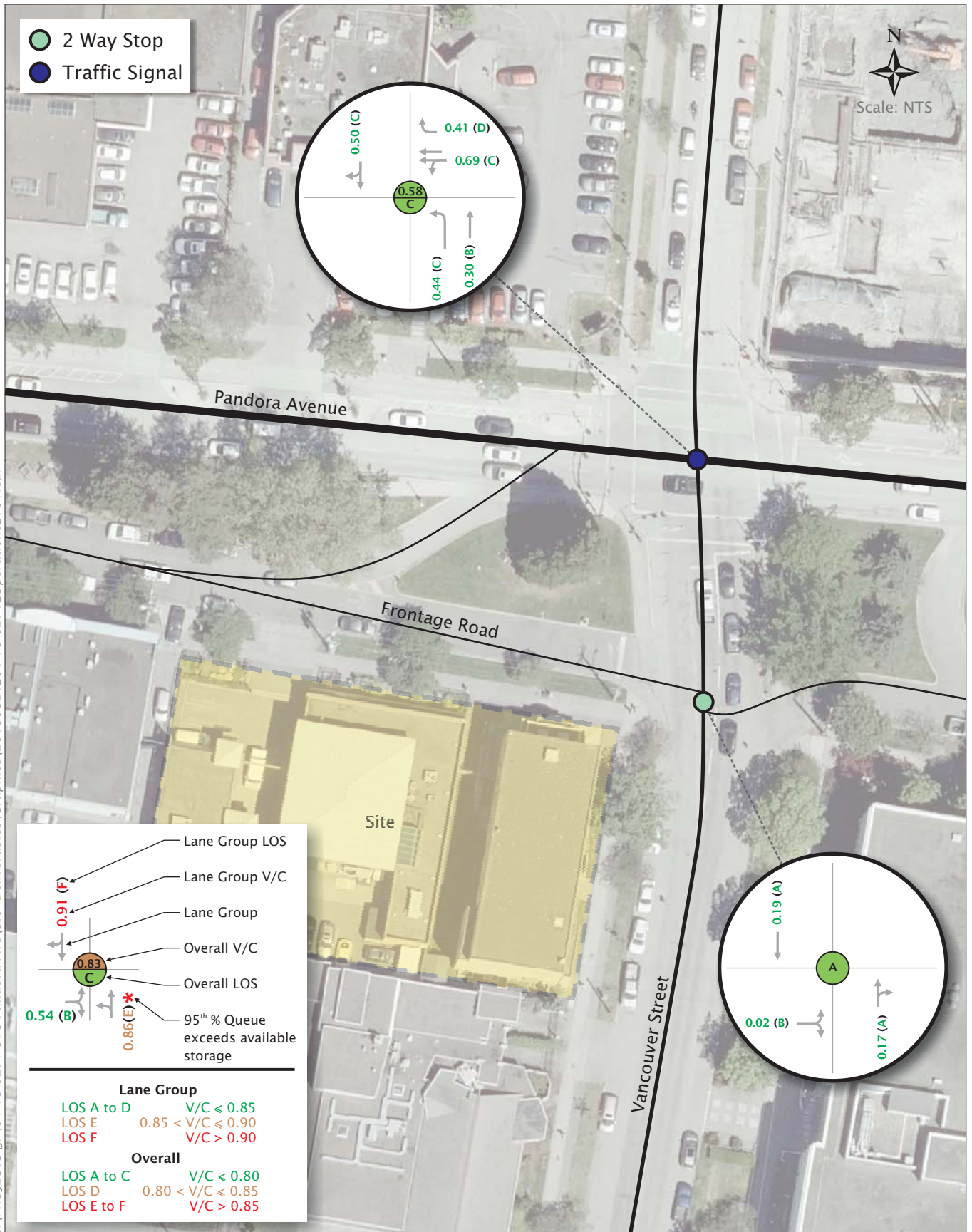


Exhibit 2.4 Existing PM Peak Hour Traffic Operations

04-18-0271

1468 Vancouver Street
April 2020

3. FUTURE TRAFFIC CONDITIONS

3.1 Traffic Forecasts

3.1.1 Site Traffic

Trip Generation

The vehicle trip generation calculation for the proposed development has been based on trip rates provided in the Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition.

For the proposed development, the vehicle trip generation is summarized in **Table 3.1** below:

Table 3.1: PM Peak Hour Site Trip Generations

USE	SIZE (SF OR UNITS)	RATE (PER 1K SF OR UNIT)	SOURCE	% IN	% OUT	TRIPS IN	TRIPS OUT	TOTAL TRIPS
Residential	121	0.36	ITE 222	70%	30%	30	13	43
Commercial	3,928	3.81	ITE 820	48%	52%	7	8	15
TOTAL						37	21	58

For more urban context locations with residential and commercial uses within convenient walking and cycling distance and good public transit access, our experience at Bunt has been that the proportion of vehicle trips is reduced in favour of increase walking/cycling and transit trips. As mentioned previously, the 1468 Vancouver Street site in Downtown Victoria achieves a Walk Score of 99 “Walker’s Paradise” rating. As such, it is our opinion that ITE Land Use Code 220 trip rates quite likely overstate the volume of vehicle traffic likely to be generated by the proposed development; the actual vehicle trip generation could well be only one-half to two-thirds the trip rates reported.

However, as a conservative measure for the traffic impact assessment of the project, no downward adjustment has been applied to the vehicle trip estimates. In addition, the traffic analysis used the 74 two-way trips, which was calculated from a previous development scheme for the site rather than 58 trips calculated for the current land mix. The impact of the additional trips is negligible and highlight the near indiscernible impact of the proposed development in terms of adjacent intersection traffic operations.

As an additional conservative measure the existing church and office/ retail buildings on 975 and 983 Pandora have not been deducted from the background traffic calculations. This is due to the small volume of traffic observed at the 975 Pandora parking lot access and the low number of vehicle trips anticipated to visit a church during the weekday PM peak hour period.

Trip Distribution & Assignment

Trips generated by the proposed development were assigned to the study area based largely on existing travel patterns observed for the area. Access to the site will come from the east/west frontage lane located north of the site. The distribution of site traffic is influenced by the east/west lane to the north of

the site being a one-way (eastbound) lane for the majority of the site frontage. The assumed site traffic distribution on the area lane and street system is presented in **Table 3.2** and illustrated in **Exhibit 3.1**.

Table 3.2: Assumed Trip Distribution

ROUTE	% OF TRIPS IN	% OF TRIPS OUT
Pandora Avenue from East	40	0
Pandora Avenue to West	0	40
Frontage Road from West	40	0
Vancouver Street to North	15	15
Vancouver Street to South	5	45
TOTAL	100%	100%

3.1.2 Total Traffic

Total future traffic consists of the proposed development's net new site-generated traffic volumes added to the forecasted background traffic volumes.

Exhibit 3.2 presents the forecasted future traffic volumes for the total PM peak hour scenario, and the traffic operations are presented in **Exhibit 3.3**.

3.1.3 Summary of Traffic Impacts & Recommended Mitigations

Our analysis indicates that the proposed development of 121 residential units and ground level commercial at 1468 Vancouver Street will have near negligible impact to the adjacent road network. The proposed development is a relatively low volume vehicle traffic generator in part due to its downtown location. Most vehicle trips generated by the development will travel through signalized intersections that are currently operating well within operational capacity thresholds.

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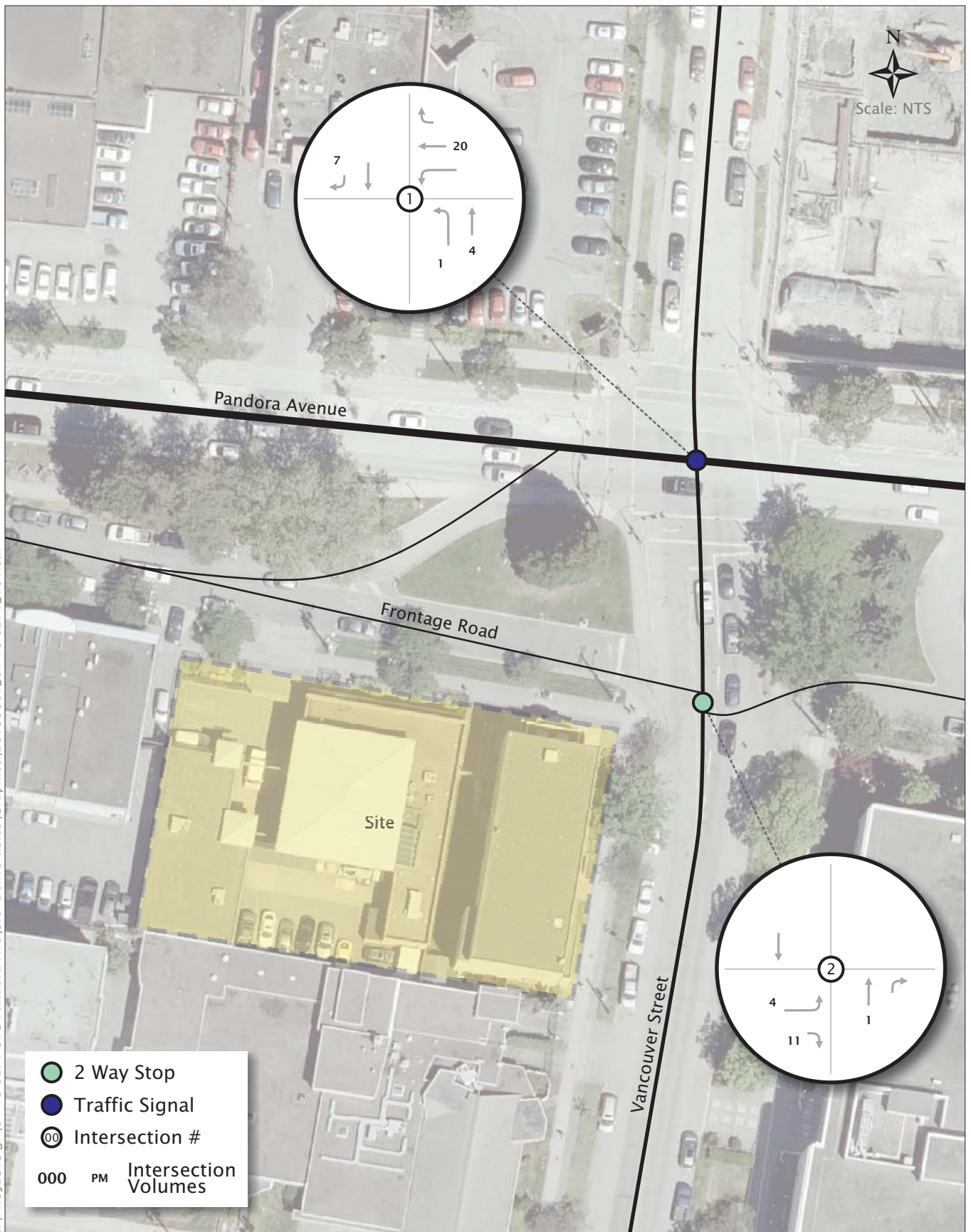


Exhibit 3.1 Site Traffic Forecasts

1468 Vancouver Street
04-18-0271 April 2020

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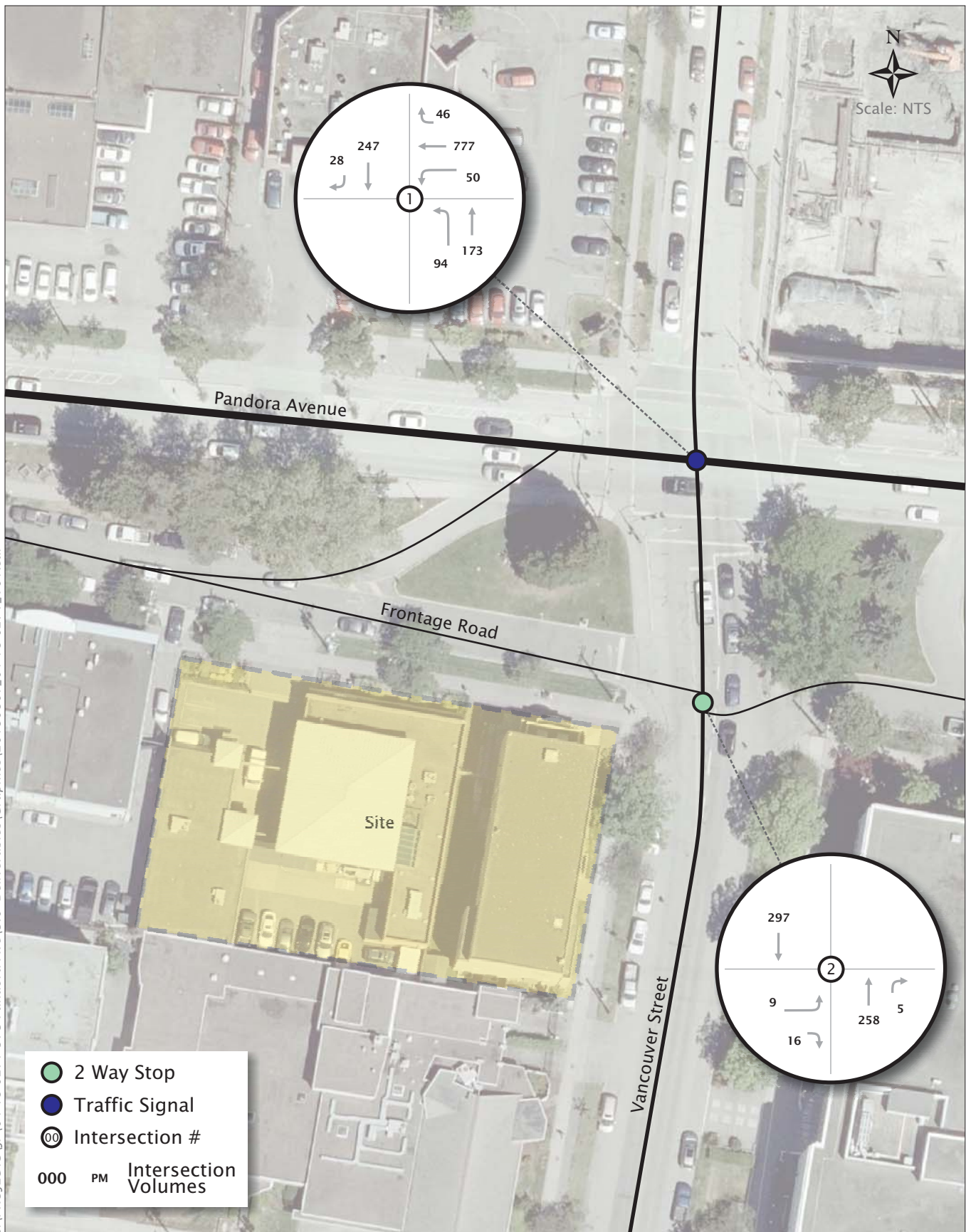


Exhibit 3.2 Total PM Peak Hour Vehicle Traffic Volumes

04-18-0271

1468 Vancouver Street
April 2020

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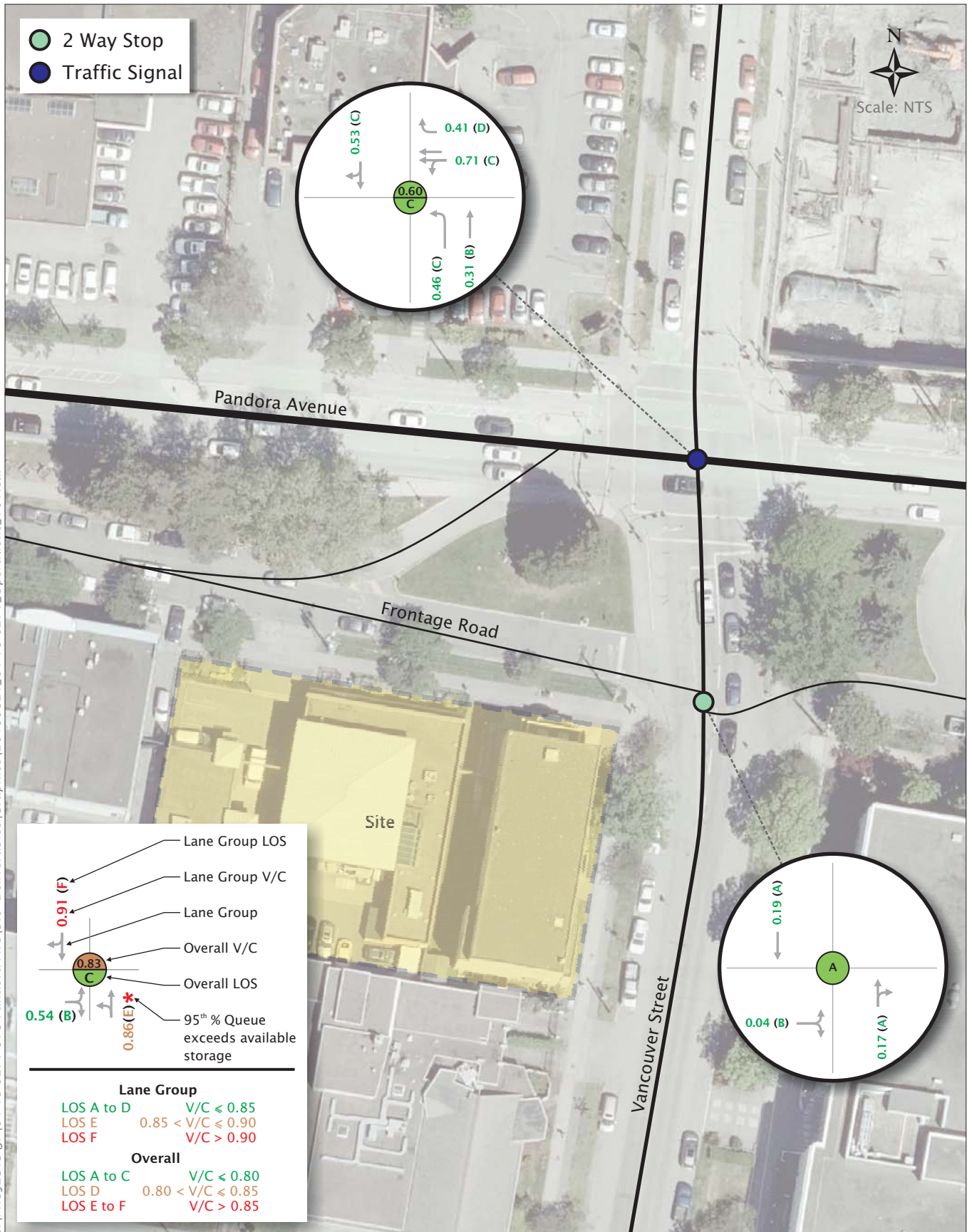


Exhibit 3.3 Total PM Peak Hour Traffic Operations

04-18-0271

1468 Vancouver Street
April 2020

4. SITE PLAN DESIGN REVIEW

4.1 Site Access Design

The proposed development will have one vehicle access point from the Frontage Road. Pedestrian access to the site's main residential entry will be front Vancouver Street. The two retail outlets will face the Frontage Road.

4.2 Parking Supply

4.2.1 Vehicle Parking

The site is within Victoria's Core Area. As per City of Victoria zoning requirements (Schedule C, Zoning Regulation Bylaw) the residential component of the development must provide a minimum of 0.5 to 1.0 resident parking spaces per residential unit depending on unit size. These rates take into account the location being in the Core area and due to the units being rental units as secured in perpetuity through a legal agreement.

In addition, the development must provide 0.1 residential visitor parking space per unit. The Bylaw rate for commercial land use varies depending on tenant type, as the tenants are unknown at this time the retail rate of 1 space per 80m² GFA was applied.

Bylaw requirements are summarized in **Table 4.1**.

Table 4.1: Vehicle Parking Supply Requirement & Provision

LAND USE	DENSITY	BYLAW RATE	BYLAW SUPPLY REQUIREMENT	PROVIDED	DIFFERENCE
Apartment	30 units	0.50 spaces per unit that is less than 45m ²	100.4	101	0
	14 units	0.60 spaces per unit that is equal to 45m ² and up to 70m ²			
	23 units	1 space per unit that is more than 70m ²			
	29 units	1.0 space per pod unit that is up to 100 m ²			
	25 units	1.0 space per pod unit that is over 100 m ²			
	121 units total	0.10 visitor parking spaces per unit	12.1	12	0
Commercial	365 m ²	1 space per 80m ² floor area	4.6	5	0
			118	118	0

As shown in Table 4.1, the proposed total parking supply of 118 spaces is compliant with Bylaw requirements.

It is recommended to take advantage of the resident visitor and commercial land uses typically having different peak demand times by sharing visitor spaces.

15 commercial and residential visitor parking spaces will be outside a garage door on P1. The remaining parking spaces will be provided within parkade levels 2 and 3.

4.2.2 Bicycle Parking

Well managed, secure, accessible and covered bicycle parking will be provided as part of the development plan. The site plan indicates a total of 240 Long Term bicycle spaces spread between multiple bicycle storage rooms. The development will also supply electric outlets for a portion of the bicycle parking spaces. In addition, 14 Short Term bicycle spaces will be provided near the building's main Vancouver Street entry in a well lit and highly visible area.

Current City of Victoria Bylaw requirements are provided in **Table 4.2**.

Table 4.2: Bicycle Parking Supply Requirement & Provision

LAND USE	DENSITY	BYLAW RATE	BYLAW SUPPLY REQUIREMENT	PROVIDED	DIFFERENCE
Apartment	121 units	Long Term: 1 space per unit that is less than 45m ² 1.25 spaces per unit that is 45m ² or greater	145 Long Term 12 Short Term	238 Long Term 6 Short Term (Shared with Commercial)	+93 Long Term
		Short Term: 0.1 spaces per unit that is less 70 m ²			
Commercial	365 m ²	Long Term: 1 space per 200m ² of floor area, or part thereof	2 Long Term 2 Short Term	2 Long Term 2 Short Term (Shared with Residential)	-
		Short Term: 1 space per 200m ² of floor area, or part thereof			
TOTAL			147 LONG TERM 14 SHORT TERM 161 TOTAL	240 LONG TERM 14 SHORT TERM 221 TOTAL	+93 LONG TERM 0 SHORT TERM +93 PROVIDED

The proposed development provides 240 Long Term bicycle spaces which is greater than that required by the Zoning Bylaw by 93 spaces.

The proposed 14 Short Term bike parking spaces meets Bylaw requirements. Townline has expressed intent on adding additional short-Term spaces should additional spaces be required. Bunt agrees with the current plan of prioritizing secure bicycle parking with additional long-term spaces.

4.3 Service Vehicle Operations

The City of Victoria Zoning Bylaw does not stipulate a requirement for off-street loading for residential land use. Loading activity for the proposed 121 residential units would likely involve trucks no larger than

a 5-10 tonne single unit vehicle, e.g., (Transportation Association of Canada MSU design vehicle). At 10m in length, a MSU design vehicle could be accommodated along the Frontage Road, where garbage and recycling materials are brought up from the parkade structure for curbside pick-up.

The ground floor commercial space at 365 square metres is relatively small and is not anticipated to require on-site loading by vehicles larger than a Medium Single Unit (Transportation Association of Canada MSU design vehicle). Loading will be accommodated with an on-street (Frontage Road) loading space.

5. TDM & ACTIVE MODES

5.1 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.

5.2 Recommended TDM Measures for Site

5.2.1 Marketing Materials & Transportation Information

Travel patterns are most pliable when residents move from one location to another. New developments can assist in influencing travel behaviours, through distribution of marketing materials to potential buyers/renters and through provision of information packages to new residents that emphasize the attractiveness and ease of alternative travel modes. In marketing materials to prospective new residents, clear and simple messages such as cost savings and health benefits (within the context of life style choice and urban living), along with practical information about local transit services, walking and cycle routes to key locations would help attract residents who want to live a car-free lifestyle.

For residents who are moving in, a Transportation Information Package should be provided on move-in day. The package should include:

- Map showing local cycling routes (can be obtained from City of Victoria website);
- Map showing local transit routes (can be obtained from City of Victoria website or BC Transit website);

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

- Map showing amenities within a typical walking catchment of 800m (can be obtained from Walk Score website: www.walkscore.com); and
- Information pertaining to on-site vehicle and bicycle parking space supply and management.

The developer will provide a commitment to develop such a Transportation Information package and provide to all new residential of the building.

5.2.2 Specialized Parking

For development permit or rezoning applications submitted on or after October 1, 2020, the City of Victoria requires that 100% of required residential parking spaces in new residential developments must have an energized electrical outlet installed that is capable of providing Level 2 (208 to 240 volts) charging for an electric vehicle. This does not apply to visitor spaces or commercial spaces.

The developer is encouraged to provide electric charging abilities to all of the development's parking spaces.

5.2.3 Bicycle Parking

The development will be providing 240 Long Term bicycle parking spaces. This exceeds bylaw requirements.

6. CONCLUSIONS & RECOMMENDATIONS

6.1 Conclusions

1. The proposed development at 975, 983 Pandora Avenue and 1468 Vancouver Street consists of 121 residential apartments and approximately 365 square metres of ground level commercial space.
2. The development site is currently occupied with a church and a two-story office and retail building.
3. All intersections currently operate within capacity and acceptable level of service thresholds during both the weekday PM peak hour period.
4. The proposed development could potentially generate approximately 58 two-way vehicle trips in the weekday PM peak hour. Because the development is located in the Downtown Victoria area within convenient walking and cycling distance of employment, shops and services and good transit access, the vehicle trip generation for the project may well be substantially lower, at between one-half to two-thirds of the volumes noted above.
5. Our analysis indicates that the proposed development of 121 residential units and ground level commercial land uses will have minimal impact to the adjacent road network. Most vehicle trips

generated by the development will travel through signalized intersections that are currently operating well within operational capacity thresholds.

6. The proposed development will be accessed from the Frontage Road, north of the site.
7. The development will be supported with 118 parking spaces located in a three-level below ground parkade. This vehicle parking supply meets Bylaw requirements.
8. The proposed development provides 240 Long Term bicycle spaces which is greater than required through Victoria Bylaw. The proposed 14 Short Term bike parking spaces meet Bylaw requirements. The additional Long-Term bicycle spaces accommodate the larger pod residential units which may have higher than average bike ownership rates.
9. The site location, its high-rise design and inclusion of co-living pods is a progressive step toward more sustainable transport modes as residents living downtown in close proximity to amenities and services are anticipated to take more trips by walking, cycling and transit than residents living in suburban or lower density areas.

6.2 Recommendations

1. It is recommended that Townline provide a commitment to design a local area Transportation Information package and provide to all residential units.
2. It is recommended that Townline provide electric charging abilities to all the development's vehicle parking spaces as well as providing electric charging abilities to the Long-Term bicycle storage rooms.



Vancouver
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Vancouver BC V6E 2M6
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Fax [REDACTED]
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Victoria BC V8T 1H9
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Fax: [REDACTED]
Toll free in BC [REDACTED]

September 30, 2020

Mayor Helps and Council
City of Victoria

Sent via email: mayorandcouncil@victoria.ca

Subject: RE: 975 & 983 Pandora Avenue - Rental Proposal – Committee of the Whole

Dear Mayor Helps and Council,

LandlordBC is a non-profit association and the leading voice for owners and managers of rental housing in British Columbia. I am writing to you on behalf of our 3300 members in support of the above-captioned proposal for 67 regular rental units and 223 co-live bedrooms spread over 54 units.

The City of Victoria, under the leadership of your Worship and Council, and with the strong support of your very capable staff, have created an environment that has been conducive to the building of new purpose-built rental. It has been encouraging to see that new purpose-built rental has come on-stream in the community, several of which have been completed by this project's proponent, Townline.

The proposed rental building construction at 975 & 983 Pandora Avenue is a unique opportunity to meet the diverse housing needs of Victoria. This development is intended to provide a mix of 67 regular rental units and 54 co-live units (223 bedrooms in 3, 4, and 5-bedroom units) providing a new housing option that Victoria's urban core is currently lacking.

While the co-live model does not fit the more traditional rental unit mold it does fall under the jurisdiction of the Residential Tenancy Act, giving future renters a solid framework of protections. Each co-live unit will have a shared bathroom and kitchen with each bedroom rented individually under their own tenancy agreement. These co-live units give an easy access point for individuals looking for longer term furnished accommodation with the added benefit of a built-in community focused lifestyle.

It is no secret that despite its vital importance to health of our community the development of secure purpose-built rental housing has been neglected for over three decades. This project brings the much-needed traditional rental housing but also adds co-living to Victoria's housing ecosystem.

I wish to reiterate that LandlordBC strongly supports this project, and we respectfully ask you to approve this application to ensure that this critical rental housing gets built. Thank you.

Sincerely

David Hutniak
CEO, LandlordBC

Development Permit/Rezoning
Application for
975 & 983 Pandora Avenue
(1468 Vancouver Street)



Aerial Photo



Site Context

3



Subject Site



Pandora Avenue



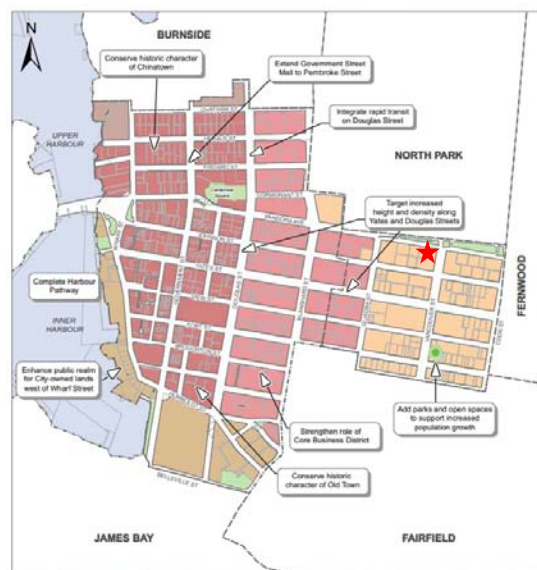
Surrounding Context



3

Official Community Plan (OCP) Strategic Directions

4



MAP 20
Downtown and
Harris Green Strategic
Directions

Urban Place Designations*

- Core Historic
- Core Business
- Core Employment
- Core Inner Harbour/Legislative
- Core Residential**
- Public Facilities, Institutions, Parks and Open Space
- Rail Corridor
- Working Harbour

Public Facilities

- Proposed Park (approximate location)

- Multi-unit residential, commercial and mixed-use
- Up to approximately 20 storeys

*Urban Place Designations are provided for information purposes only. Please refer to Map 2 and Figure 8 for designation information.



4

Downtown Core Area Plan (DCAP)

5



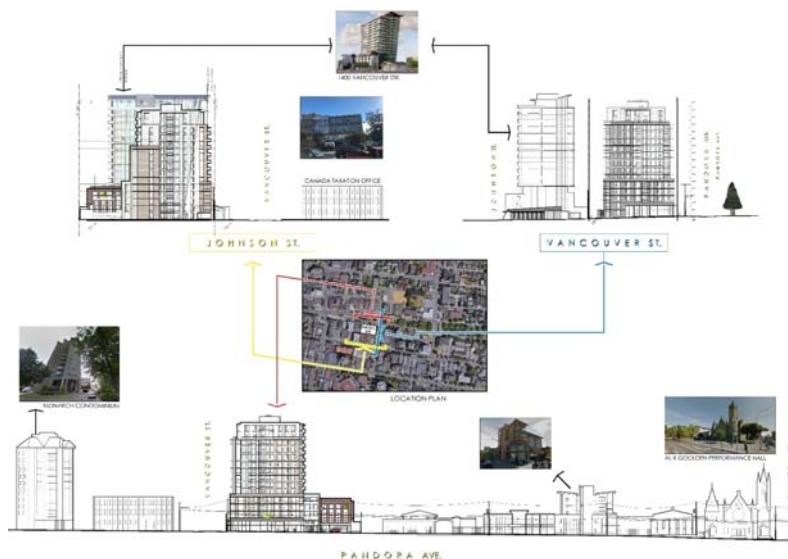
- Encourage multi-use residential development appropriate to the context
- Up to 45m in height
- Up to a maximum 5.5:1 FSR



5

Context and Streetscape

6



6

Development Permit with Variances

7



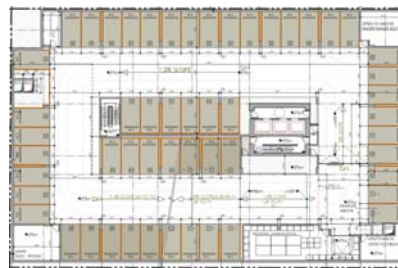
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Parking and Storage

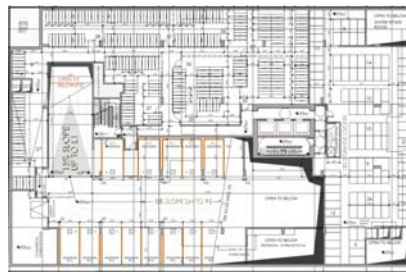
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P3



P2



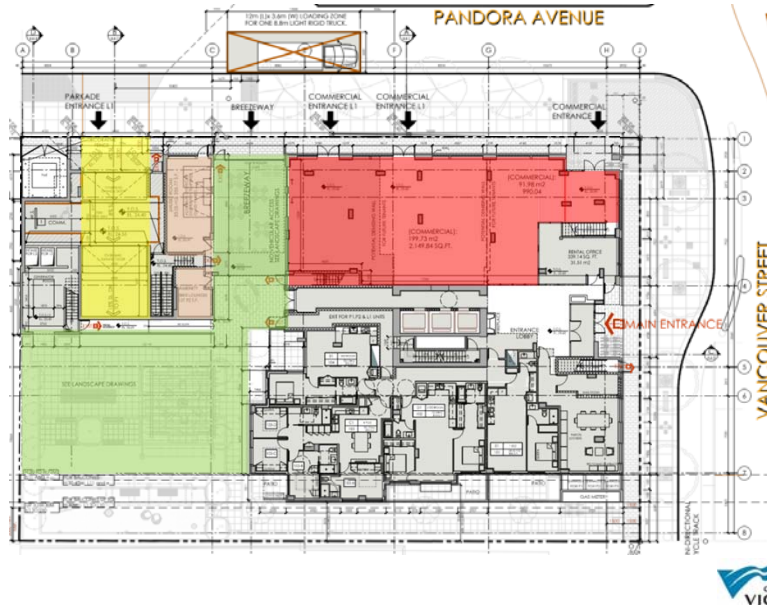
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8

Main Floor

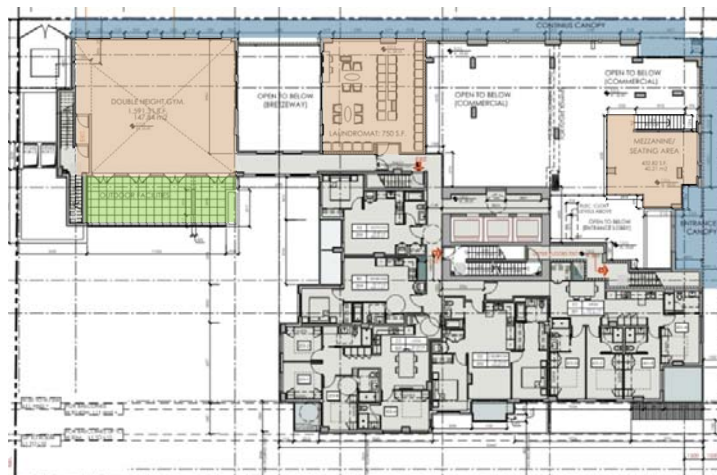
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Level 2

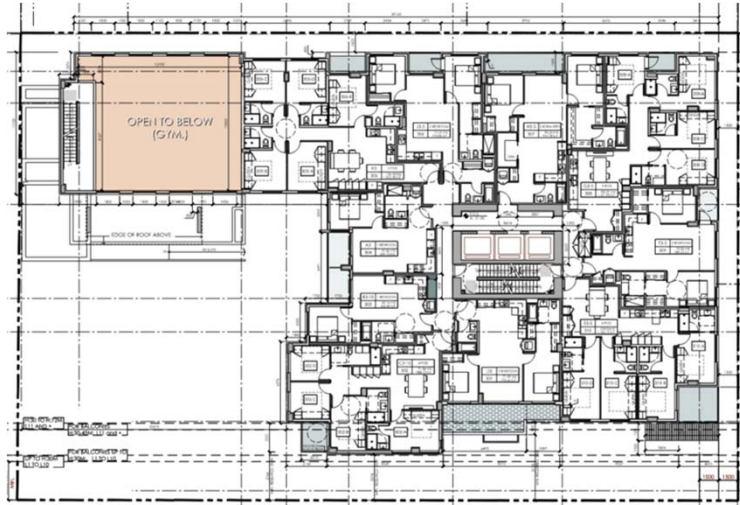
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Level 3

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Level 4

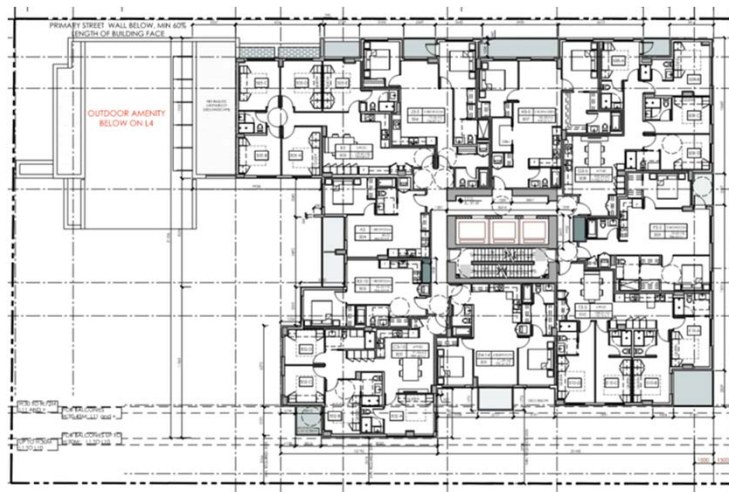
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12

Level 5

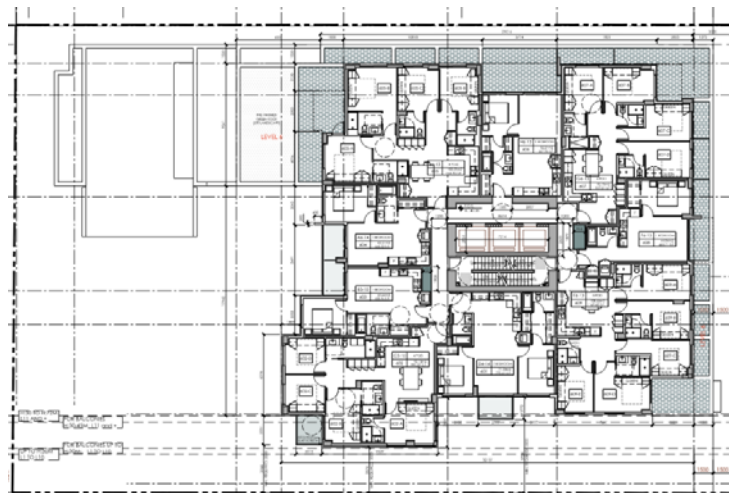
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Level 6 - 10

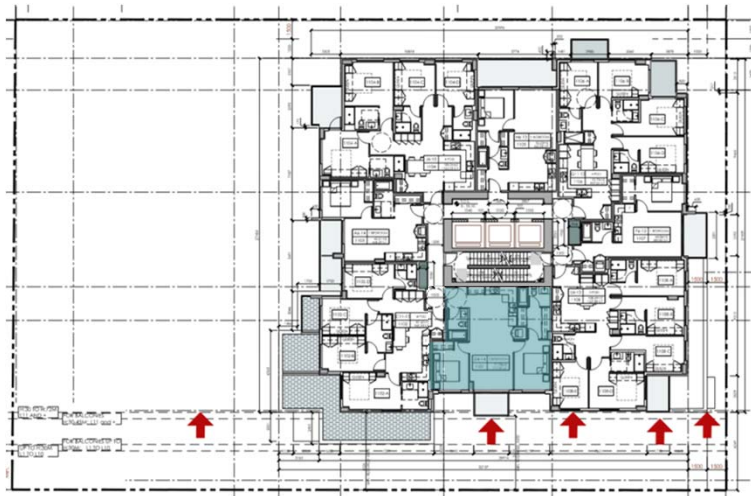
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14

Level 11 - 13

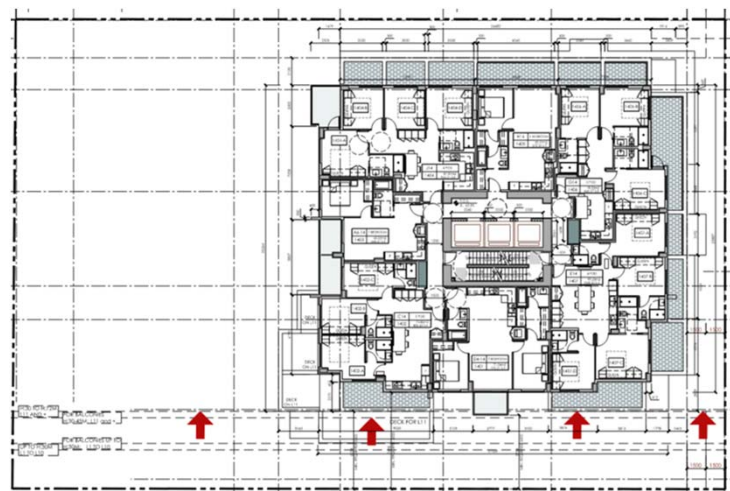
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Level 14 - 15

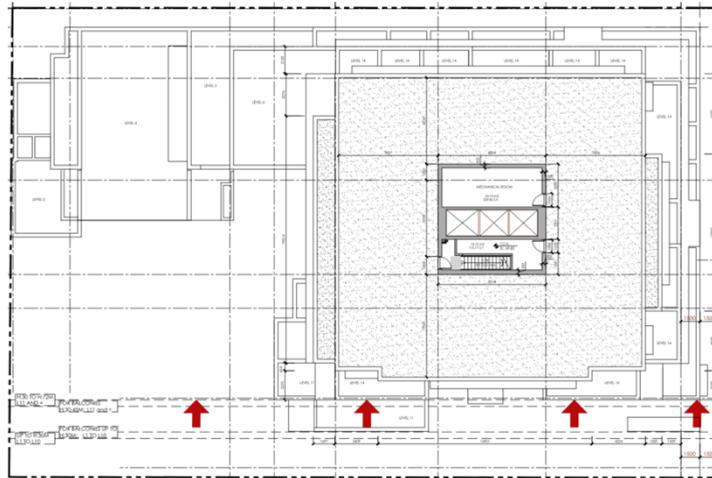
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Roof

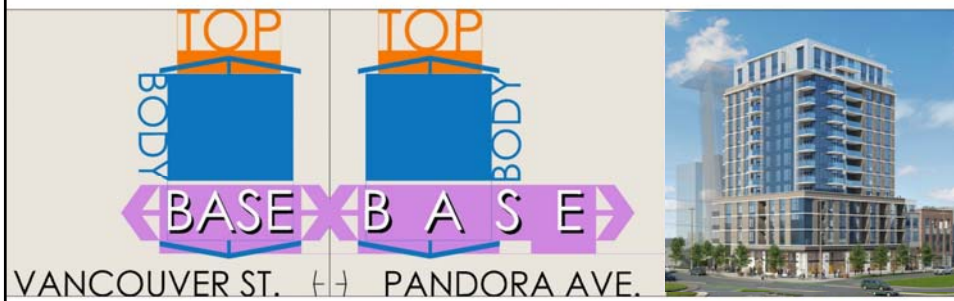
17



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Elevations

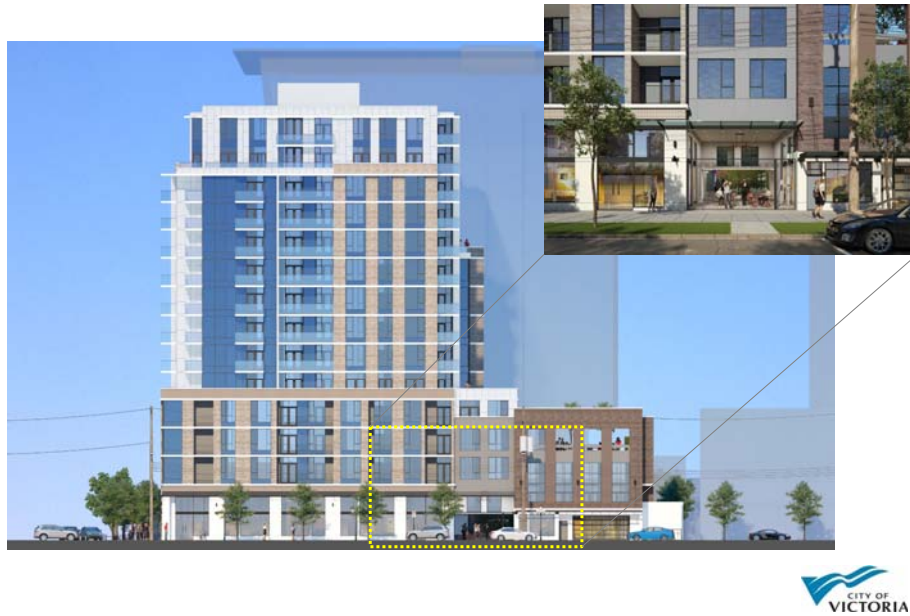
18



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North Elevation - Pandora Avenue

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East & West Elevations

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South Elevation (facing The Wedge)

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Cross Sections

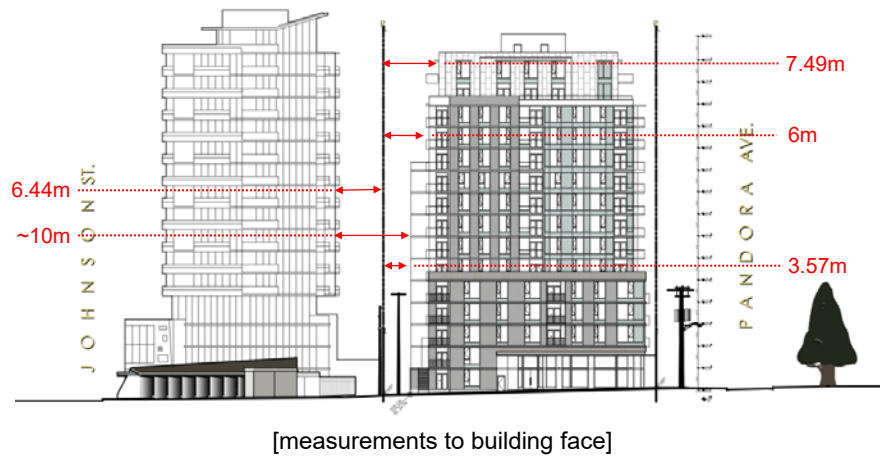
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Cross Sections

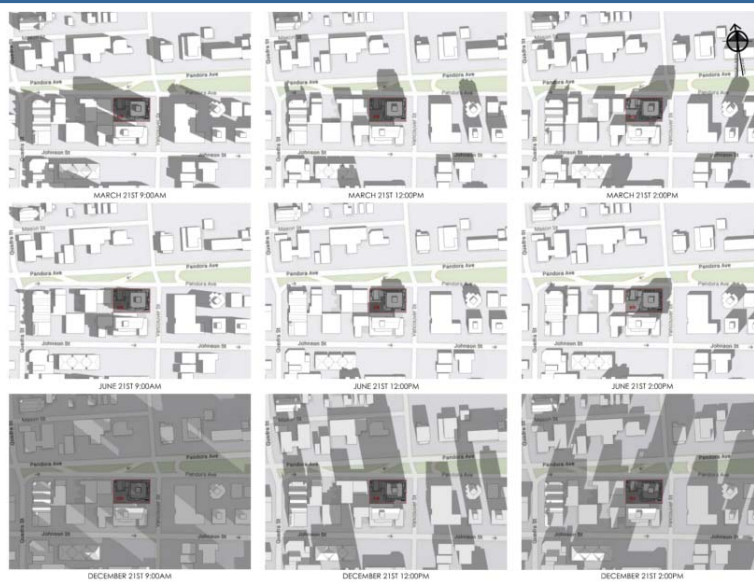
23



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Shadow Studies

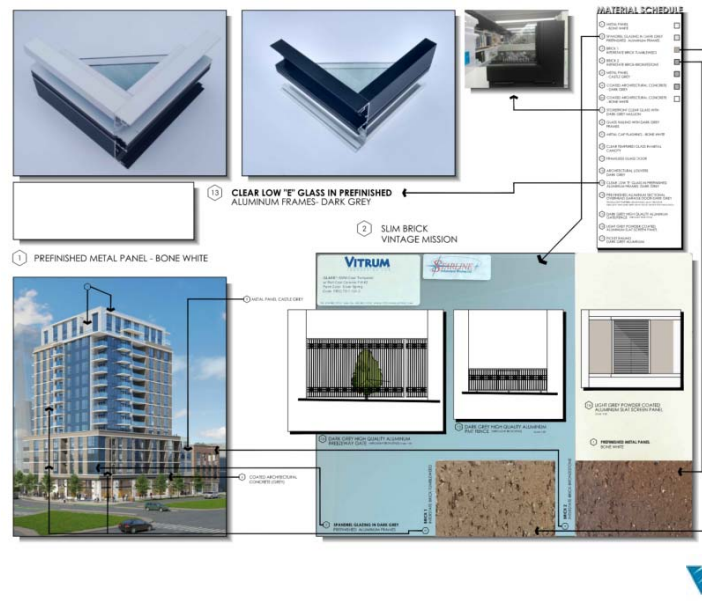
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Materials

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Landscape Plan - Main Floor

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Landscape Plan – Level 4

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Birds eye view

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Northwest corner – along Pandora Avenue

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Northeast corner

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Residential Highlights

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• 1 Bedroom (less than 45m ²)	25 units	21%
• 1 Bedroom (between 45 & 70m ²)	18 units	15%
• 2 Bedroom (more than 70m ²)	21 units	17%
• 2 Bedroom + Den (more than 70m ²)	3 units	2%
• 3 Bed Co-Living (between 75m ² & 100m ²)	4 units	3%
• 4 Bed Co-Living (between 75m ² & 100m ²)	25 units	21%
• 4 Bed Co-Living (between 100m ² & 118m ²)	13 units	11%
• 5 Bed Co-Living (between 100m ² & 118m ²)	12 units	10%



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Residential Amenity Highlights

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- Courtyard (dog run, lounge seating, fire pits)
- Bike Lounge
- Music Room
- Gym
- Indoor Kitchen/Dining/Lounge
- Rooftop Social Lounge / Outdoor Space
- Business Centre



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What is Co-Living?

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- Co-living is an affordable housing model, which integrates high quality rental rooms with communal living spaces. It is a modern form of shared housing for like-minded individuals.
- Now more than ever, people crave human connection, community, and flexibility – three fundamentals of the co-living lifestyle.
- This project intends to adapt to social distance living in a meaningful way that embraces working from home while providing amenities that enrich the daily experience.



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The Co-Living Lifestyle

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