E.1.a.a903, 911, 1045 Yates, 910 View and 1205 Quadra: Rezoning App. No. 00730 for 903, 911, 1045 Yates, 910 View and 1205 Quadra and Associated OCP Amendment, Development Permit with Variances App. No. 00150 for 1045 Yates (London Drugs) (Harris Green)

Council discussed:

 The need for consistency with respect to the height of the towers

REZ No. 00730 for 903, 911 and 1045 Yates St, 910 View St and 1205 Quadra and Associated OCP Amendment

Moved By Councillor Alto Seconded By Mayor Helps

That Council instruct staff to prepare the necessary Official Community Plan (OCP) Amendment Bylaw in accordance with Section 475 of the Local Government Act and the necessary Zoning Regulation Bylaw Amendment that would authorize the proposed development outlined in Rezoning Application No. 00730 for 903, 911 and 1045 Yates Street, 910 View Street and 1205 and 1209 Quadra Street, that first and second reading of the Zoning Regulation Bylaw Amendment be considered by Council and a Public Hearing date be set once the following conditions are met:

- 1.
- That at least 15% of the units, with at least one-third in the first phase of the development, achieve the median income of affordability in the city's housing affordability strategy.
- b. revise the unit mix to reflect more 2-3 bedroom units for all phases
- c. That the public plaza be mostly park-like green space and that a Development Permit for the plaza be submitted now with an expiration timed with the proposed build out of phase 2.
- d. 5% accessible units across all phases of the development
- e. That at least 450 square metres be designated for childcare
- f. That noise mitigation be in place for all rooftop equipment
- 2. Minor plan revisions as detailed in concurrent Development Permit with Variances Application No. 00150.
- 3. Incorporation of the following additional design guidelines within the "900-Block Yates and 1045 Yates Urban Design Manual" to the satisfaction of the Director of Sustainable Planning and Community Development:

- a. to ensure the design of the roof top mechanical structures contribute positively to the urban skyline in terms of visually interesting shapes and high-quality materials
- b. to limit the number of towers to no more than three on the 900 block of Yates Street
- c. to incorporate a minimum 2.5m setback from the fifth floor of the podium on Vancouver Street
- d. to include the requirement for a mini-plaza no less than 100m² on the corner of Yates Street and Cook Street finished with high quality, durable materials
- e. to provide specific reference to the requirement for wind mitigation interventions at the corner of Yates and Quadra Streets and other affected areas as identified in the updated Wind Study
- f. to include the requirement for public art within the main plaza
- g. to include standards for interim landscaping.
- 4. Updates to the Pedestrian Wind Study to reflect the proposal in relation to building heights, to the satisfaction of the Director of Sustainable Planning and Community Development.
- 5. Updates to the Tenant Assistant Plan including further details related to information and communication with existing tenants to the satisfaction of the Director of Sustainable Planning and Community Development.
- 6. Confirmation from BC Hydro that the relocating of services underground is not supported to the satisfaction of the Director of Sustainable Planning and Community Development.
- 7. Preparation of the following legal agreements, executed by the applicant, in a form satisfactory to the City Solicitor, to:
 - Secure the rental units in perpetuity to the satisfaction of the Director of Sustainable Planning and Community Development.
 - b. Secure the provision of the two-bedroom, three-bedroom and townhouse units generally in accordance with the Plans dated June 15, 2021, and a minimum of 23 units within Phase 1 as affordable in perpetuity and allocated to median income households as defined in the Victoria Housing Strategy to the satisfaction of the Director of Sustainable Planning and Community Development.
 - Restrict strata titling of the building, to the satisfaction of the Director of Sustainable Planning and Community Development.
 - d. Secure in perpetuity the provision and maintenance of a public plaza no less than 1600m² in size (minimum value to be verified by a Quantity Surveyor or other registered professional) centrally located on the 900 block between Yates and View Streets, which shall incorporate a high quality public art installation valued at no less than \$350,000, all of which will be provided concurrently with the construction of Phase 3 to the satisfaction of the

- Director of Sustainable Planning and Community Development.
- e. Secure the provision of a daycare of approximately 185m² for a minimum period of 10 years to the satisfaction of the Director of Sustainable Planning and Community Development.
- f. Secure the provision of a minimum of four Energized Electric Vehicle Outlets (charging stations) plus a minimum of 90 stalls (subject to consultation with BC Hydro) with the necessary infrastructure to be converted to Energised Electric Vehicle Outlets in the future (EV Ready) to the satisfaction of the Director of Sustainable Planning and Community Development.
- g. Secure a Statutory Right of Way (SRW) for unobstructed public access over the plaza and an SRW of 0.9 metres along the Quadra Street frontage; terms and conditions to the satisfaction of the Director of Engineering and Public Works.
- h. Secure TDM measures for Phase 1 including three shared vehicle parking stalls, three shared vehicles, 169 car share memberships, and long term, end of trip facilities, and an equivalent provision for subsequent phases to be determined to the satisfaction of the Director of Engineering and Public Works.
- i. 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, sidewalk scoring patterns, basalt banding and decorative heritage pedestrian lights, within the public plaza as well as along the Quadra Street, Yates Street, Vancouver Street, Cook Street and View Street frontages, to the satisfaction of the Director of Engineering and Public Works.
- j. Secure the detailed design, supply, and installation of a new traffic signal, with all associated hardware (poles, bases, junction boxes, conduits, loops, etc.) and software, at the intersection of Cook Street and View Street and in cooperation with adjacent concurrent developments to the satisfaction of the Director of Engineering and Public Works.
- k. Secure required traffic signal upgrades at the Yates Street and Cook Street intersection and required hardware (poles, bases, junction boxes, conduits, loops, etc.) and software upgrades to adjacent existing traffic signals that may be required as a result of lane configuration changes, as determined by City Engineering staff, to the satisfaction of the Director of Engineering and Public Works.
- Secure upgrades to the existing mid-block crosswalk, as necessary on the 900 block of Yates Street, to the satisfaction of the Director of Engineering and Public Works.

- m. Secure the design and installation of the two-way protected bike lane on Yates Street as detailed on the plans for the concurrent Development Permit with Variances Application No. 00150.
- n. Secure the provision of soil cells to achieve recommended soil volumes for all new street trees along the municipal frontage of Yates and View Streets to the satisfaction of the Director of Parks, Recreation and Facilities.
- Secure City of Victoria standard tree guards for all street trees in grates to the satisfaction of the Director of Parks, Recreation and Facilities.
- p. Secure the provision and installation of the proposed boulevard rain gardens on Yates Street and View Street, to the satisfaction of the Director of Engineering and Public Works and the Director of Parks, Recreation and Facilities.
- q. Secure the design, provision and installation of a stormwater management infiltration system along the municipal frontages of Quadra Street, Yates Street, Vancouver Street, Cook Street and View Street for treatment of road water runoff, to the satisfaction of the Director of Engineering and Public Works.
- r. Secure requirement of a geotechnical report prior to application for a Building Permit including the implementation of recommendations from a qualified geotechnical engineer for City property surrounding the development site to the satisfaction of the Director of Engineering and Public Works and the Director of Parks, Recreation and Facilities.
- 8. That Council determine, pursuant to section 475(1) of the Local Government Act that the affected persons, organizations and authorities are those property owners and occupiers within a 200m radius of the subject properties; that the appropriate consultation measures would include a mailed notice of the proposed OCP Amendment to the affected persons; posting of a notice on the City's website inviting affected persons, organizations and authorities to ask questions of staff and provide written or verbal comments to Council for their consideration.
 - a. That Council, having provided the opportunity for consultation pursuant to Section 475(1) of the Local Government Act with persons, organizations and authorities it considers will be affected, specifically, the property owners and occupiers within a 200m radius of the subject properties have been consulted at a Community Association Land Use Committee (CALUC) Community Meeting, consider whether the opportunity for consultation should be early and ongoing, and determine that no further consultation is required.
 - b. That Council specifically consider whether consultation is required under Section 475(2)(b) of the Local Government Act and determine that no referrals are necessary with the

Capital Regional District Board, Councils of Oak Bay, Esquimalt and Saanich, the Songhees and Esquimalt First Nations, the School District Board and the provincial and federal governments and their agencies due to the nature of the proposed amendment.

- c. That Council give first reading to the Official Community Plan Amendment Bylaw.
- d. That Council consider the Official Community Plan Amendment Bylaw in conjunction with the City of Victoria 2017-2021 Financial Plan, the Capital Regional District Liquid Waste Management Plan and the Capital Regional District Solid Waste Management Plan pursuant to Section 477(3)(a) of the Local Government Act, and deem those Plans to be consistent with the proposed Official Community Plan Amendment Bylaw.
- e. That Council give second reading to the Official Community Plan Amendment Bylaw.
- f. That Council refer the Official Community Plan Amendment Bylaw for consideration at a Public Hearing.
- 9. That Council authorize the following encroachment agreements, to be executed at the time of the building permit approval, if the other necessary approvals are granted:
 - excavation encroachments in the City property during construction for the parkade walls, at the fee of \$750 plus \$25 for each square metre of excavation face supported with anchor rods or shoring, with form and contents satisfactory to the City's solicitor and the Director of Engineering and Public Works.
 - b. anchor-pinning in the City right-of-way, with form and contents satisfactory to the City Solicitor and the Director of Engineering and Public Works.

<u>Development Permit with Variances Application No.</u> 00150 for 1045 Yates

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

- a. Further consideration of the design of the roof top structures including a reduction in height (with variance updated accordingly) and enhancements to the form and finishes to ensure consistency with the guidelines to the satisfaction of the Director of Sustainable Planning and Community Development.
- Incorporation of 2m guardrails on the roof terrace and any other wind mitigation measures that are recommended in the updated Pedestrian Wind Study to the satisfaction of the Director of Sustainable Planning and Community Development.
- c. Further consideration of the design of the public seating area at the intersection of Yates and Cook Street to ensure this space contributes positively to a vibrant streetscape

- experience to the satisfaction of the Director of Sustainable Planning and Community Development.
- d. Clarification of the window treatment along Yates and Cook Streets to ensure the proportion of clear glazing creates an active street edge and is consistent with the guidelines to the satisfaction of the Director of Sustainable Planning and Community Development.
- e. Further consideration to enhance the appearance of the west elevation and that practical maintenance can be achieved for the climbing vine system to the satisfaction of the Director of Sustainable Planning and Community Development.
- f. Clarification of the design of the garage doors on View Street to the satisfaction of the Director of Sustainable Planning and Community Development.
- g. 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.
- h. Clarification of the details on the preliminary Utilities Plan to the satisfaction of the Director of Engineering and Public Works
- Submission of an updated and corrected preliminary Electrical Plan to the satisfaction of the Director of Engineering and Public Works.
- j. Corrections to the road and curb alignment and lane configuration on View Street with associated updates to the traffic simulation models, to the satisfaction of the Director of Engineering and Public Works.
- k. Incorporation of additional building setback from the property line along Cook Street to ensure a minimum distance to any protrusion (including balconies) is no less than 1 m and greater than 1 m wherever possible to the satisfaction of the Director of Parks, Recreation and Facilities.
- I. Corrections to the landscape plan (or other relevant plan) to show all proposed trees to be removed and retained as well as proposed soil volumes for all new trees in beds and grates along Yates and View Streets to the satisfaction of the Director of Parks, Recreation and Facilities.
- m. 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.
- n. 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. 00730, 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. 00150 for 1045 Yates Street in accordance with:

- 1. Plans date stamped June 15, 2021.
- 2. Development meeting all Zoning Regulation Bylaw requirements except for the following variances:
 - i. Increase the maximum number of storeys from 20 to 21
 - ii. Increase the maximum height from 60m to 68.51m
 - iii. Increase the maximum height allowed for rooftop structure from 5.0m to 9.46m
 - iv. Reduce the required number of residential vehicle parking stalls from 316 stalls to 268 stalls
 - v. Reduce the required number of residential visitor parking, commercial retail and daycare stalls from 117 stalls to 77 stalls
 - vi. allow for 28 short term bicycle stalls to be located further than 15m of a public entrance
- 3. Final plans to be generally in accordance with plans date stamped June 15, 2021.
- 4. The Development Permit lapsing two years from the date of this resolution."

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

CARRIED (5 to 4)

E.2 903, 911 & 1045 Yates, 910 View and 1205 Quadra: Rezoning Application No. 00730 for 903, 911 & 1045 Yates, 910 View and 1205 Quadra and Associated OCP Amendment, Development Permit with Variances Application No. 00150 for 1045 Yates (London Drugs) (Harris Green)

Committee received reports dated July 2, 2021 from the Director of Sustainable Planning and Community Development regarding a Rezoning Application to rezone one and a half city blocks to a site-specific zone in order to construct a multi-phased mixed-use development including commercial, daycare and office uses with purpose built rental residential above, and a Development Permit with Variances application for the property located at 1045 Yates Street, respectively.

Moved By Mayor Helps Seconded By Councillor Alto

REZ No. 00730 for 903, 911 and 1045 Yates St, 910 View St and 1205 Quadra and Associated OCP Amendment

That Council instruct staff to prepare the necessary Official Community Plan (OCP) Amendment Bylaw in accordance with Section 475 of the Local Government Act and the necessary Zoning Regulation Bylaw Amendment that would authorize the proposed development outlined in Rezoning Application No. 00730 for 903, 911 and 1045 Yates Street, 910 View Street and 1205 and 1209 Quadra Street, 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. 00150.
- 2. Incorporation of the following additional design guidelines within the "900-Block Yates and 1045 Yates Urban Design Manual" to the satisfaction of the Director of Sustainable Planning and Community Development:
 - a. to ensure the design of the roof top mechanical structures contribute positively to the urban skyline in terms of visually interesting shapes and high-quality materials
 - b. to limit the number of towers to no more than three on the 900 block of Yates Street
 - to incorporate a minimum 2.5m setback from the fifth floor of the podium on Vancouver Street
 - d. to include the requirement for a mini-plaza no less than 100m² on the corner of Yates Street and Cook Street finished with high quality, durable materials
 - e. to provide specific reference to the requirement for wind mitigation interventions at the corner of Yates and Quadra Streets and other affected areas as identified in the updated Wind Study
 - f. to include the requirement for public art within the main plaza

- g. to include standards for interim landscaping.
- 3. Updates to the Pedestrian Wind Study to reflect the proposal in relation to building heights, to the satisfaction of the Director of Sustainable Planning and Community Development.
- 4. Updates to the Tenant Assistant Plan including further details related to information and communication with existing tenants to the satisfaction of the Director of Sustainable Planning and Community Development.
- 5. Confirmation from BC Hydro that the relocating of services underground is not supported to the satisfaction of the Director of Sustainable Planning and Community Development.
- 6. Preparation of the following legal agreements, executed by the applicant, in a form satisfactory to the City Solicitor, to:
 - a. Secure the rental units in perpetuity to the satisfaction of the Director of Sustainable Planning and Community Development.
 - b. Secure the provision of the two-bedroom, three-bedroom and townhouse units generally in accordance with the Plans dated June 15, 2021, and a minimum of 23 units within Phase 1 as affordable in perpetuity and allocated to median income households as defined in the Victoria Housing Strategy 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 in perpetuity the provision and maintenance of a public plaza no less than 1600m² in size (minimum value to be verified by a Quantity Surveyor or other registered professional) centrally located on the 900 block between Yates and View Streets, which shall incorporate a high quality public art installation valued at no less than \$350,000, all of which will be provided concurrently with the construction of Phase 3 to the satisfaction of the Director of Sustainable Planning and Community Development.
 - e. Secure the provision of a daycare of approximately 185m² for a minimum period of 10 years to the satisfaction of the Director of Sustainable Planning and Community Development.
 - f. Secure the provision of a minimum of four Energized Electric Vehicle Outlets (charging stations) plus a minimum of 90 stalls (subject to consultation with BC Hydro) with the necessary infrastructure to be converted to Energised Electric Vehicle Outlets in the future (EV Ready) to the satisfaction of the Director of Sustainable Planning and Community Development.
 - g. Secure a Statutory Right of Way (SRW) for unobstructed public access over the plaza and an SRW of 0.9 metres along the Quadra Street frontage; terms and conditions to the satisfaction of the Director of Engineering and Public Works.

- h. Secure TDM measures for Phase 1 including three shared vehicle parking stalls, three shared vehicles, 169 car share memberships, and long term, end of trip facilities, and an equivalent provision for subsequent phases to be determined to the satisfaction of the Director of Engineering and Public Works.
- i. 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, sidewalk scoring patterns, basalt banding and decorative heritage pedestrian lights, within the public plaza as well as along the Quadra Street, Yates Street, Vancouver Street, Cook Street and View Street frontages, to the satisfaction of the Director of Engineering and Public Works.
- j. Secure the detailed design, supply, and installation of a new traffic signal, with all associated hardware (poles, bases, junction boxes, conduits, loops, etc.) and software, at the intersection of Cook Street and View Street and in cooperation with adjacent concurrent developments to the satisfaction of the Director of Engineering and Public Works.
- k. Secure required traffic signal upgrades at the Yates Street and Cook Street intersection and required hardware (poles, bases, junction boxes, conduits, loops, etc.) and software upgrades to adjacent existing traffic signals that may be required as a result of lane configuration changes, as determined by City Engineering staff, to the satisfaction of the Director of Engineering and Public Works.
- Secure upgrades to the existing mid-block crosswalk, as necessary on the 900 block of Yates Street, to the satisfaction of the Director of Engineering and Public Works.
- m. Secure the design and installation of the two-way protected bike lane on Yates Street as detailed on the plans for the concurrent Development Permit with Variances Application No. 00150.
- n. Secure the provision of soil cells to achieve recommended soil volumes for all new street trees along the municipal frontage of Yates and View Streets to the satisfaction of the Director of Parks, Recreation and Facilities.
- o. Secure City of Victoria standard tree guards for all street trees in grates to the satisfaction of the Director of Parks, Recreation and Facilities.
- p. Secure the provision and installation of the proposed boulevard rain gardens on Yates Street and View Street, to the satisfaction of the Director of Engineering and Public Works and the Director of Parks, Recreation and Facilities.
- q. Secure the design, provision and installation of a stormwater management infiltration system along the municipal frontages of Quadra Street, Yates Street, Vancouver Street, Cook Street and View Street for treatment of road water runoff, to the satisfaction of the Director of Engineering and Public Works.

- r. Secure requirement of a geotechnical report prior to application for a Building Permit including the implementation of recommendations from a qualified geotechnical engineer for City property surrounding the development site to the satisfaction of the Director of Engineering and Public Works and the Director of Parks, Recreation and Facilities.
- 7. That Council determine, pursuant to section 475(1) of the Local Government Act that the affected persons, organizations and authorities are those property owners and occupiers within a 200m radius of the subject properties; that the appropriate consultation measures would include a mailed notice of the proposed OCP Amendment to the affected persons; posting of a notice on the City's website inviting affected persons, organizations and authorities to ask questions of staff and provide written or verbal comments to Council for their consideration.
 - a. That Council, having provided the opportunity for consultation pursuant to Section 475(1) of the Local Government Act with persons, organizations and authorities it considers will be affected, specifically, the property owners and occupiers within a 200m radius of the subject properties have been consulted at a Community Association Land Use Committee (CALUC) Community Meeting, consider whether the opportunity for consultation should be early and ongoing, and determine that no further consultation is required.
 - b. That Council specifically consider whether consultation is required under Section 475(2)(b) of the Local Government Act and determine that no referrals are necessary with the Capital Regional District Board, Councils of Oak Bay, Esquimalt and Saanich, the Songhees and Esquimalt First Nations, the School District Board and the provincial and federal governments and their agencies due to the nature of the proposed amendment.
 - c. That Council give first reading to the Official Community Plan Amendment Bylaw.
 - d. That Council consider the Official Community Plan Amendment Bylaw in conjunction with the City of Victoria 2017-2021 Financial Plan, the Capital Regional District Liquid Waste Management Plan and the Capital Regional District Solid Waste Management Plan pursuant to Section 477(3)(a) of the Local Government Act, and deem those Plans to be consistent with the proposed Official Community Plan Amendment Bylaw.
 - e. That Council give second reading to the Official Community Plan Amendment Bylaw.
 - f. That Council refer the Official Community Plan Amendment Bylaw for consideration at a Public Hearing.
- 8. That Council authorize the following encroachment agreements, to be executed at the time of the building permit approval, if the other necessary approvals are granted:
 - a. excavation encroachments in the City property during construction for the parkade walls, at the fee of \$750 plus \$25 for each square metre of

- excavation face supported with anchor rods or shoring, with form and contents satisfactory to the City's solicitor and the Director of Engineering and Public Works.
- anchor-pinning in the City right-of-way, with form and contents satisfactory to the City Solicitor and the Director of Engineering and Public Works.

<u>Development Permit with Variances Application No. 00150 for 1045</u> Yates

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

- a. Further consideration of the design of the roof top structures including a reduction in height (with variance updated accordingly) and enhancements to the form and finishes to ensure consistency with the guidelines to the satisfaction of the Director of Sustainable Planning and Community Development.
- b. Incorporation of 2m guardrails on the roof terrace and any other wind mitigation measures that are recommended in the updated Pedestrian Wind Study to the satisfaction of the Director of Sustainable Planning and Community Development.
- c. Further consideration of the design of the public seating area at the intersection of Yates and Cook Street to ensure this space contributes positively to a vibrant streetscape experience to the satisfaction of the Director of Sustainable Planning and Community Development.
- d. Clarification of the window treatment along Yates and Cook Streets to ensure the proportion of clear glazing creates an active street edge and is consistent with the guidelines to the satisfaction of the Director of Sustainable Planning and Community Development.
- e. Further consideration to enhance the appearance of the west elevation and that practical maintenance can be achieved for the climbing vine system to the satisfaction of the Director of Sustainable Planning and Community Development.
- f. Clarification of the design of the garage doors on View Street to the satisfaction of the Director of Sustainable Planning and Community Development.
- g. 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.
- h. Clarification of the details on the preliminary Utilities Plan to the satisfaction of the Director of Engineering and Public Works.
- i. Submission of an updated and corrected preliminary Electrical Plan to the satisfaction of the Director of Engineering and Public Works.

- j. Corrections to the road and curb alignment and lane configuration on View Street with associated updates to the traffic simulation models, to the satisfaction of the Director of Engineering and Public Works.
- k. Incorporation of additional building setback from the property line along Cook Street to ensure a minimum distance to any protrusion (including balconies) is no less than 1 m and greater than 1 m wherever possible to the satisfaction of the Director of Parks, Recreation and Facilities.
- Corrections to the landscape plan (or other relevant plan) to show all
 proposed trees to be removed and retained as well as proposed soil volumes
 for all new trees in beds and grates along Yates and View Streets to the
 satisfaction of the Director of Parks, Recreation and Facilities.
- m. 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.
- n. 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. 00730, 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. 00150 for 1045 Yates Street in accordance with:
- 1. Plans date stamped June 15, 2021.
- 2. Development meeting all Zoning Regulation Bylaw requirements except for the following variances:
 - i. Increase the maximum number of storeys from 20 to 21
 - ii. Increase the maximum height from 60m to 68.51m
 - iii. Increase the maximum height allowed for rooftop structure from 5.0m to 9.46m
 - iv. Reduce the required number of residential vehicle parking stalls from 316 stalls to 268 stalls
 - v. Reduce the required number of residential visitor parking, commercial retail and daycare stalls from 117 stalls to 77 stalls
 - vi. allow for 28 short term bicycle stalls to be located further than 15m of a public entrance
- 3. Final plans to be generally in accordance with plans date stamped June 15, 2021.
- 4. The Development Permit lapsing two years from the date of this resolution."

Blair Erb of Coriolis spoke regarding the Land Lift Analysis

Committee discussed the following:

- The land lift analysis and how it factors in the heights and views
- The proposed density is the result of the buildings being fully rental and the formula required to make the project viable
- Phase 1 would likely be supportable on its own as its height impacts are lower
- The rationale behind the recommended OCP height amendment through public amenities and rental housing
- The Housing Futures report and the numbers of housing units the City is short of right now
- The statutory right-of-way applies to the entire plaza
- The plaza would be reviewed when the development permit application comes to staff in 2-3 years time

Committee recessed at 12:31 p.m. and reconvened at 1:17 p.m.

Councillor Dubow and Councillor Isitt were absent when the meeting reconvened.

Councillor Isitt returned to the meeting at 1:22 p.m.

Councillor Dubow returned to the meeting at 1:27 p.m.

Motion to refer:

Moved by Councillor Isitt
Seconded by Councillor Thornton-Joe

That the application be referred to staff to work with the applicant to revise the application to achieve greater consistency with the OCP particularly as it pertains to the height of the towers and the density.

Amendment:

Moved by Councillor Dubow Seconded by Councillor Isitt

That the application be referred to staff to work with the applicant to revise the application to achieve greater consistency with the OCP particularly as it pertains to the height of the towers and the density **and revise the number of units to reflect more 2-3 bedrooms.**

Amendment to the amendment:

Moved by Councillor Isitt
Seconded by Councillor Loveday

And revise the number of units unit mix to reflect more 2-3 bedrooms.

CARRIED UNANIMOUSLY

On the amendment:

That the application be referred to staff to work with the applicant to revise the application to achieve greater consistency with the OCP particularly as it pertains to the height of the towers and the density **and revise the unit mix to reflect more 2-3 bedrooms.**

FOR (8): Councillor Alto, Councillor Andrew, Councillor Dubow, Councillor Isitt, Councillor Loveday, Councillor Potts, Councillor Thornton-Joe, Councillor Young OPPOSED (1): Mayor Helps

CARRIED (8 to 1)

Motion to extend:

Moved by Councillor Thornton-Joe **Seconded by** Councillor Potts

That the meeting be extended until 3:30 p.m.

CARRIED UNANIMOUSLY

Amendment:

Moved by Councillor Thornton-Joe **Seconded by**

That the application be referred to staff to work with the applicant to revise the application to achieve greater consistency with the OCP particularly as it pertains to the height of the towers and the density and revise the unit mix to reflect more 2-3 bedrooms.

 Meet with the Downtown Residents Association Land Use Committee to confirm that a plaza is the most desired amenity for the neighbourhood

FOR (8): Councillor Alto, Councillor Andrew, Councillor Dubow, Councillor Isitt, Councillor Loveday, Councillor Potts, Councillor Thornton-Joe, Councillor Young OPPOSED (1): Mayor Helps

CARRIED (8 to 1)

Amendment:

Moved by Councillor Thornton-Joe Seconded by Councillor Isitt

That the application be referred to staff to work with the applicant to revise the application to achieve greater consistency with the OCP particularly as it pertains

to the height of the towers and the density and revise the unit mix to reflect more 2-3 bedrooms.

- Meet with the DRA LUC to confirm that a plaza is the most desired amenity for the neighbourhood
- More affordable units be provided

FOR (7): Councillor Alto, Councillor Andrew, Councillor Dubow, Councillor Isitt, Councillor Loveday, Councillor Potts, Councillor Thornton-Joe OPPOSED (2): Mayor Helps, Councillor Young

CARRIED (7 to 2)

On the motion to refer:

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

Loveday, Councillor Potts

DEFEATED (5 to 4)

Amendment:

Moved by Mayor Helps Seconded by Councillor Alto

That at least 15% of the units over both phases of the development achieve the median income of affordability in the city's affordability plan.

Amendment to the amendment:

Moved by Councillor Potts
Seconded by Councillor Loveday

That at least 15% of the units with at least one-third in the first phase over both phases of the development achieve the median income of affordability in the city's housing affordability strategy.

FOR (8): Mayor Helps, Councillor Alto, Councillor Andrew, Councillor Dubow, Councillor Isitt, Councillor Loveday, Councillor Potts, Councillor Thornton-Joe OPPOSED (1): Councillor Young

CARRIED (8 to 1)

On the amendment:

That at least 15% of the units, with at least one-third in the first phase of the development, achieve the median income of affordability in the city's housing affordability strategy.

FOR (8): Mayor Helps, Councillor Alto, Councillor Andrew, Councillor Dubow, Councillor Isitt, Councillor Loveday, Councillor Potts, Councillor Thornton-Joe OPPOSED (1): Councillor Young

CARRIED (8 to 1)

Amendment:

Moved by Councillor Dubow Seconded by Councillor Loveday

Revise the unit mix to reflect more 2-3 bedroom units for all phases.

CARRIED UNANIMOUSLY

Amendment:

Moved by Mayor Helps Seconded by Councillor Loveday

That the public plaza be mostly park-like green space and that a development permit for the plaza be submitted now with an expiration timed with the proposed build out of phase 2.

CARRIED UNANIMOUSLY

Amendment:

Moved by Councillor Andrew Seconded by Councillor Loveday

5% accessible units across all phases of the development.

CARRIED UNANIMOUSLY

Amendment:

Moved by Councillor Andrew **Seconded by** Mayor Helps

That at least 450 square metres be designated for childcare

CARRIED UNANIMOUSLY

Motion to extend:

Moved by Councillor Andrew Seconded by Councillor Young

That the meeting be extended to 4:30 p.m.

CARRIED UNANIMOUSLY

Committee recessed at 3:29 p.m. and reconvened at 3:36 p.m.

Councillor Isitt was absent when the meeting reconvened

Councillor Isitt returned to the meeting at 3:38 p.m.

Amendment:

Moved by Councillor Thornton-Joe **Seconded by** Councillor Young

That reduction of height be considered for towers C, D, and E

FOR (3): Councillor Isitt, Councillor Thornton-Joe, Councillor Young OPPOSED (6): Mayor Helps, Councillor Alto, Councillor Andrew, Councillor Dubow, Councillor Loveday, Councillor Potts

DEFEATED (3 to 6)

Amendment:

Moved by Councillor Andrew **Seconded by** Councillor Thornton-Joe

That noise mitigation be in place for all rooftop equipment

CARRIED UNANIMOUSLY

On the main motion as amended:

1.

- a. That at least 15% of the units, with at least one-third in the first phase of the development, achieve the median income of affordability in the city's housing affordability strategy.
- b. revise the unit mix to reflect more 2-3 bedroom units for all phases
- c. That the public plaza be mostly park-like green space and that a Development Permit for the plaza be submitted now with an expiration timed with the proposed build out of phase 2.
- d. 5% accessible units across all phases of the development
- e. That at least 450 square metres be designated for childcare
- f. That noise mitigation be in place for all rooftop equipment
- 2. Minor plan revisions as detailed in concurrent Development Permit with Variances Application No. 00150.
- 3. Incorporation of the following additional design guidelines within the "900-Block Yates and 1045 Yates Urban Design Manual" to the satisfaction of the Director of Sustainable Planning and Community Development:

- a. to ensure the design of the roof top mechanical structures contribute positively to the urban skyline in terms of visually interesting shapes and high-quality materials
- b. to limit the number of towers to no more than three on the 900 block of Yates Street
- to incorporate a minimum 2.5m setback from the fifth floor of the podium on Vancouver Street
- d. to include the requirement for a mini-plaza no less than 100m² on the corner of Yates Street and Cook Street finished with high quality, durable materials
- e. to provide specific reference to the requirement for wind mitigation interventions at the corner of Yates and Quadra Streets and other affected areas as identified in the updated Wind Study
- f. to include the requirement for public art within the main plaza
- g. to include standards for interim landscaping.
- 4. Updates to the Pedestrian Wind Study to reflect the proposal in relation to building heights, to the satisfaction of the Director of Sustainable Planning and Community Development.
- 5. Updates to the Tenant Assistant Plan including further details related to information and communication with existing tenants to the satisfaction of the Director of Sustainable Planning and Community Development.
- 6. Confirmation from BC Hydro that the relocating of services underground is not supported to the satisfaction of the Director of Sustainable Planning and Community Development.
- 7. Preparation of the following legal agreements, executed by the applicant, in a form satisfactory to the City Solicitor, to:
 - a. Secure the rental units in perpetuity to the satisfaction of the Director of Sustainable Planning and Community Development.
 - b. Secure the provision of the two-bedroom, three-bedroom and townhouse units generally in accordance with the Plans dated June 15, 2021, and a minimum of 23 units within Phase 1 as affordable in perpetuity and allocated to median income households as defined in the Victoria Housing Strategy 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 in perpetuity the provision and maintenance of a public plaza no less than 1600m² in size (minimum value to be verified by a Quantity Surveyor or other registered professional) centrally located on the 900 block between Yates and View Streets, which shall incorporate a high quality public art installation valued at no less than \$350,000, all of which will be provided concurrently with the construction of Phase 3 to the

- satisfaction of the Director of Sustainable Planning and Community Development.
- e. Secure the provision of a daycare of approximately 185m² for a minimum period of 10 years to the satisfaction of the Director of Sustainable Planning and Community Development.
- f. Secure the provision of a minimum of four Energized Electric Vehicle Outlets (charging stations) plus a minimum of 90 stalls (subject to consultation with BC Hydro) with the necessary infrastructure to be converted to Energised Electric Vehicle Outlets in the future (EV Ready) to the satisfaction of the Director of Sustainable Planning and Community Development.
- g. Secure a Statutory Right of Way (SRW) for unobstructed public access over the plaza and an SRW of 0.9 metres along the Quadra Street frontage; terms and conditions to the satisfaction of the Director of Engineering and Public Works.
- h. Secure TDM measures for Phase 1 including three shared vehicle parking stalls, three shared vehicles, 169 car share memberships, and long term, end of trip facilities, and an equivalent provision for subsequent phases to be determined to the satisfaction of the Director of Engineering and Public Works.
- i. 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, sidewalk scoring patterns, basalt banding and decorative heritage pedestrian lights, within the public plaza as well as along the Quadra Street, Yates Street, Vancouver Street, Cook Street and View Street frontages, to the satisfaction of the Director of Engineering and Public Works.
- j. Secure the detailed design, supply, and installation of a new traffic signal, with all associated hardware (poles, bases, junction boxes, conduits, loops, etc.) and software, at the intersection of Cook Street and View Street and in cooperation with adjacent concurrent developments to the satisfaction of the Director of Engineering and Public Works.
- k. Secure required traffic signal upgrades at the Yates Street and Cook Street intersection and required hardware (poles, bases, junction boxes, conduits, loops, etc.) and software upgrades to adjacent existing traffic signals that may be required as a result of lane configuration changes, as determined by City Engineering staff, to the satisfaction of the Director of Engineering and Public Works.
- Secure upgrades to the existing mid-block crosswalk, as necessary on the 900 block of Yates Street, to the satisfaction of the Director of Engineering and Public Works.
- m. Secure the design and installation of the two-way protected bike lane on Yates Street as detailed on the plans for the concurrent Development Permit with Variances Application No. 00150.

- n. Secure the provision of soil cells to achieve recommended soil volumes for all new street trees along the municipal frontage of Yates and View Streets to the satisfaction of the Director of Parks, Recreation and Facilities.
- o. Secure City of Victoria standard tree guards for all street trees in grates to the satisfaction of the Director of Parks, Recreation and Facilities.
- p. Secure the provision and installation of the proposed boulevard rain gardens on Yates Street and View Street, to the satisfaction of the Director of Engineering and Public Works and the Director of Parks, Recreation and Facilities.
- q. Secure the design, provision and installation of a stormwater management infiltration system along the municipal frontages of Quadra Street, Yates Street, Vancouver Street, Cook Street and View Street for treatment of road water runoff, to the satisfaction of the Director of Engineering and Public Works.
- r. Secure requirement of a geotechnical report prior to application for a Building Permit including the implementation of recommendations from a qualified geotechnical engineer for City property surrounding the development site to the satisfaction of the Director of Engineering and Public Works and the Director of Parks, Recreation and Facilities.
- 8. That Council determine, pursuant to section 475(1) of the Local Government Act that the affected persons, organizations and authorities are those property owners and occupiers within a 200m radius of the subject properties; that the appropriate consultation measures would include a mailed notice of the proposed OCP Amendment to the affected persons; posting of a notice on the City's website inviting affected persons, organizations and authorities to ask questions of staff and provide written or verbal comments to Council for their consideration.
 - a. That Council, having provided the opportunity for consultation pursuant to Section 475(1) of the Local Government Act with persons, organizations and authorities it considers will be affected, specifically, the property owners and occupiers within a 200m radius of the subject properties have been consulted at a Community Association Land Use Committee (CALUC) Community Meeting, consider whether the opportunity for consultation should be early and ongoing, and determine that no further consultation is required.
 - b. That Council specifically consider whether consultation is required under Section 475(2)(b) of the Local Government Act and determine that no referrals are necessary with the Capital Regional District Board, Councils of Oak Bay, Esquimalt and Saanich, the Songhees and Esquimalt First Nations, the School District Board and the provincial and federal governments and their agencies due to the nature of the proposed amendment.
 - c. That Council give first reading to the Official Community Plan Amendment Bylaw.

- d. That Council consider the Official Community Plan Amendment Bylaw in conjunction with the City of Victoria 2017-2021 Financial Plan, the Capital Regional District Liquid Waste Management Plan and the Capital Regional District Solid Waste Management Plan pursuant to Section 477(3)(a) of the Local Government Act, and deem those Plans to be consistent with the proposed Official Community Plan Amendment Bylaw.
- e. That Council give second reading to the Official Community Plan Amendment Bylaw.
- f. That Council refer the Official Community Plan Amendment Bylaw for consideration at a Public Hearing.
- 9. That Council authorize the following encroachment agreements, to be executed at the time of the building permit approval, if the other necessary approvals are granted:
 - a. excavation encroachments in the City property during construction for the parkade walls, at the fee of \$750 plus \$25 for each square metre of excavation face supported with anchor rods or shoring, with form and contents satisfactory to the City's solicitor and the Director of Engineering and Public Works.
 - anchor-pinning in the City right-of-way, with form and contents satisfactory to the City Solicitor and the Director of Engineering and Public Works.

<u>Development Permit with Variances Application No. 00150 for 1045</u> Yates

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

- a. Further consideration of the design of the roof top structures including a reduction in height (with variance updated accordingly) and enhancements to the form and finishes to ensure consistency with the guidelines to the satisfaction of the Director of Sustainable Planning and Community Development.
- Incorporation of 2m guardrails on the roof terrace and any other wind mitigation measures that are recommended in the updated Pedestrian Wind Study to the satisfaction of the Director of Sustainable Planning and Community Development.
- c. Further consideration of the design of the public seating area at the intersection of Yates and Cook Street to ensure this space contributes positively to a vibrant streetscape experience to the satisfaction of the Director of Sustainable Planning and Community Development.
- d. Clarification of the window treatment along Yates and Cook Streets to ensure the proportion of clear glazing creates an active street edge and is consistent with the guidelines to the satisfaction of the Director of Sustainable Planning and Community Development.
- e. Further consideration to enhance the appearance of the west elevation and that practical maintenance can be achieved for the climbing vine system to

- the satisfaction of the Director of Sustainable Planning and Community Development.
- f. Clarification of the design of the garage doors on View Street to the satisfaction of the Director of Sustainable Planning and Community Development.
- g. 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.
- h. Clarification of the details on the preliminary Utilities Plan to the satisfaction of the Director of Engineering and Public Works.
- i. Submission of an updated and corrected preliminary Electrical Plan to the satisfaction of the Director of Engineering and Public Works.
- j. Corrections to the road and curb alignment and lane configuration on View Street with associated updates to the traffic simulation models, to the satisfaction of the Director of Engineering and Public Works.
- k. Incorporation of additional building setback from the property line along Cook Street to ensure a minimum distance to any protrusion (including balconies) is no less than 1 m and greater than 1 m wherever possible to the satisfaction of the Director of Parks, Recreation and Facilities.
- Corrections to the landscape plan (or other relevant plan) to show all
 proposed trees to be removed and retained as well as proposed soil volumes
 for all new trees in beds and grates along Yates and View Streets to the
 satisfaction of the Director of Parks, Recreation and Facilities.
- m. 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.
- n. 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. 00730, 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. 00150 for 1045 Yates Street in accordance with:
 - 1. Plans date stamped June 15, 2021.
- 2. Development meeting all Zoning Regulation Bylaw requirements except for the following variances:
 - Increase the maximum number of storeys from 20 to 21
 - ii. Increase the maximum height from 60m to 68.51m

- iii. Increase the maximum height allowed for rooftop structure from 5.0m to 9.46m
- iv. Reduce the required number of residential vehicle parking stalls from 316 stalls to 268 stalls
- v. Reduce the required number of residential visitor parking, commercial retail and daycare stalls from 117 stalls to 77 stalls
- vi. allow for 28 short term bicycle stalls to be located further than 15m of a public entrance
- 3. Final plans to be generally in accordance with plans date stamped June 15, 2021.
- 4. The Development Permit lapsing two years from the date of this resolution."

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

CARRIED (5 to 4)



Committee of the Whole Report

For the Meeting of July 15, 2021

To: Committee of the Whole Date: July 2, 2021

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

Subject: Rezoning Application No. 00730 for 903, 911 & 1045 Yates Street, 910 View

Street and 1205 & 1209 Quadra Street and associated Official Community

Plan Amendment

RECOMMENDATION

That Council instruct staff to prepare the necessary Official Community Plan (OCP) Amendment Bylaw in accordance with Section 475 of the Local Government Act and the necessary Zoning Regulation Bylaw Amendment that would authorize the proposed development outlined in Rezoning Application No. 00730 for 903, 911 and 1045 Yates Street, 910 View Street and 1205 and 1209 Quadra Street, 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. 00150.
- 2. Incorporation of the following additional design guidelines within the "900-Block Yates and 1045 Yates Urban Design Manual" to the satisfaction of the Director of Sustainable Planning and Community Development:
 - a. to ensure the design of the roof top mechanical structures contribute positively to the urban skyline in terms of visually interesting shapes and high-quality materials
 - b. to limit the number of towers to no more than three on the 900 block of Yates Street
 - c. to incorporate a minimum 2.5m setback from the fifth floor of the podium on Vancouver Street
 - d. to include the requirement for a mini-plaza no less than 100m² on the corner of Yates Street and Cook Street finished with high quality, durable materials
 - e. to provide specific reference to the requirement for wind mitigation interventions at the corner of Yates and Quadra Streets and other affected areas as identified in the updated Wind Study
 - f. to include the requirement for public art within the main plaza
 - g. to include standards for interim landscaping.

- 3. Updates to the Pedestrian Wind Study to reflect the proposal in relation to building heights, to the satisfaction of the Director of Sustainable Planning and Community Development.
- 4. Updates to the Tenant Assistant Plan including further details related to information and communication with existing tenants to the satisfaction of the Director of Sustainable Planning and Community Development.
- 5. Confirmation from BC Hydro that the relocating of services underground is not supported to the satisfaction of the Director of Sustainable Planning and Community Development.
- 6. Preparation of the following legal agreements, executed by the applicant, in a form satisfactory to the City Solicitor, to:
 - a. Secure the rental units in perpetuity to the satisfaction of the Director of Sustainable Planning and Community Development.
 - b. Secure the provision of the two-bedroom, three-bedroom and townhouse units generally in accordance with the Plans dated June 15, 2021, and a minimum of 23 units within Phase 1 as affordable in perpetuity and allocated to median income households as defined in the Victoria Housing Strategy 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 in perpetuity the provision and maintenance of a public plaza no less than 1600m² in size (minimum value to be verified by a Quantity Surveyor or other registered professional) centrally located on the 900 block between Yates and View Streets, which shall incorporate a high quality public art installation valued at no less than \$350,000, all of which will be provided concurrently with the construction of Phase 3 to the satisfaction of the Director of Sustainable Planning and Community Development.
 - e. Secure the provision of a daycare of approximately 185m² for a minimum period of 10 years to the satisfaction of the Director of Sustainable Planning and Community Development.
 - f. Secure the provision of a minimum of four Energized Electric Vehicle Outlets (charging stations) plus a minimum of 90 stalls (subject to consultation with BC Hydro) with the necessary infrastructure to be converted to Energised Electric Vehicle Outlets in the future (EV Ready) to the satisfaction of the Director of Sustainable Planning and Community Development.
 - g. Secure a Statutory Right of Way (SRW) for unobstructed public access over the plaza and an SRW of 0.9 metres along the Quadra Street frontage; terms and conditions to the satisfaction of the Director of Engineering and Public Works.
 - h. Secure TDM measures for Phase 1 including three shared vehicle parking stalls, three shared vehicles, 169 car share memberships, and long term, end of trip facilities, and an equivalent provision for subsequent phases to be determined to the satisfaction of the Director of Engineering and Public Works.
 - i. 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, sidewalk scoring patterns, basalt banding and decorative heritage pedestrian lights, within the public plaza as well as along the Quadra Street, Yates Street, Vancouver Street, Cook Street and View Street

- frontages, to the satisfaction of the Director of Engineering and Public Works.
- j. Secure the detailed design, supply, and installation of a new traffic signal, with all associated hardware (poles, bases, junction boxes, conduits, loops, etc.) and software, at the intersection of Cook Street and View Street and in cooperation with adjacent concurrent developments to the satisfaction of the Director of Engineering and Public Works.
- k. Secure required traffic signal upgrades at the Yates Street and Cook Street intersection and required hardware (poles, bases, junction boxes, conduits, loops, etc.) and software upgrades to adjacent existing traffic signals that may be required as a result of lane configuration changes, as determined by City Engineering staff, to the satisfaction of the Director of Engineering and Public Works.
- Secure upgrades to the existing mid-block crosswalk, as necessary on the 900 block of Yates Street, to the satisfaction of the Director of Engineering and Public Works.
- m. Secure the design and installation of the two-way protected bike lane on Yates Street as detailed on the plans for the concurrent Development Permit with Variances Application No. 00150.
- n. Secure the provision of soil cells to achieve recommended soil volumes for all new street trees along the municipal frontage of Yates and View Streets to the satisfaction of the Director of Parks, Recreation and Facilities.
- o. Secure City of Victoria standard tree guards for all street trees in grates to the satisfaction of the Director of Parks, Recreation and Facilities.
- p. Secure the provision and installation of the proposed boulevard rain gardens on Yates Street and View Street, to the satisfaction of the Director of Engineering and Public Works and the Director of Parks, Recreation and Facilities.
- q. Secure the design, provision and installation of a stormwater management infiltration system along the municipal frontages of Quadra Street, Yates Street, Vancouver Street, Cook Street and View Street for treatment of road water runoff, to the satisfaction of the Director of Engineering and Public Works.
- r. Secure requirement of a geotechnical report prior to application for a Building Permit including the implementation of recommendations from a qualified geotechnical engineer for City property surrounding the development site to the satisfaction of the Director of Engineering and Public Works and the Director of Parks, Recreation and Facilities.
- 7. That Council determine, pursuant to section 475(1) of the *Local Government Act* that the affected persons, organizations and authorities are those property owners and occupiers within a 200m radius of the subject properties; that the appropriate consultation measures would include a mailed notice of the proposed OCP Amendment to the affected persons; posting of a notice on the City's website inviting affected persons, organizations and authorities to ask questions of staff and provide written or verbal comments to Council for their consideration.
 - a. That Council, having provided the opportunity for consultation pursuant to Section 475(1) of the *Local Government Act* with persons, organizations and authorities it considers will be affected, specifically, the property owners and occupiers within a 200m radius of the subject properties have been consulted at a Community

- Association Land Use Committee (CALUC) Community Meeting, consider whether the opportunity for consultation should be early and ongoing, and determine that no further consultation is required.
- b. That Council specifically consider whether consultation is required under Section 475(2)(b) of the *Local Government Act* and determine that no referrals are necessary with the Capital Regional District Board, Councils of Oak Bay, Esquimalt and Saanich, the Songhees and Esquimalt First Nations, the School District Board and the provincial and federal governments and their agencies due to the nature of the proposed amendment.
- c. That Council give first reading to the Official Community Plan Amendment Bylaw.
- d. That Council consider the Official Community Plan Amendment Bylaw in conjunction with the City of Victoria 2017-2021 Financial Plan, the Capital Regional District Liquid Waste Management Plan and the Capital Regional District Solid Waste Management Plan pursuant to Section 477(3)(a) of the *Local Government Act*, and deem those Plans to be consistent with the proposed Official Community Plan Amendment Bylaw.
- e. That Council give second reading to the Official Community Plan Amendment Bylaw.
- f. That Council refer the Official Community Plan Amendment Bylaw for consideration at a Public Hearing.
- 8. That Council authorize the following encroachment agreements, to be executed at the time of the building permit approval, if the other necessary approvals are granted:
 - a. excavation encroachments in the City property during construction for the parkade walls, at the fee of \$750 plus \$25 for each square metre of excavation face supported with anchor rods or shoring, with form and contents satisfactory to the City's solicitor and the Director of Engineering and Public Works.
 - b. anchor-pinning in the City right-of-way, with form and contents satisfactory to the City Solicitor and the Director of Engineering and Public Works.

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 properties located at 903, 911 & 1045 Yates Street, 910 View Street and 1205 & 1209 Quadra Street. The proposal is to rezone one and a half city blocks to a site-specific zone in order to construct a multi-phased mixed-use development including commercial, daycare and office uses with purpose built rental residential above. The Rezoning Application is concurrent with Development Permit with Variance Application No. 00150. An Official Community Plan Amendment is required to include the 900-Block Yates and 1045 Yates Urban Design Manual under Development Permit Area 3, Core Mixed-Use Residential as well as to allow the proposed increase in height and density. The proposal would be constructed in two or more phases beginning with the eastern half of the 1000 block of Yates Street, to which the Development Permit with Variances application No. 00150 applies.

The following points were considered in assessing this application:

- The proposal exceeds the density envisioned in the *Official Community Plan*, 2012 (OCP) Core Residential Urban Place Designation by 0.5:1 floor space ratio (FSR) for the 900 block of Yates Street and 0.7:1 FSR for 1045 Yates Street, but is consistent with the envisaged uses and the OCP's placemaking and housing polices with regards to the provision of rental housing.
- The proposal is inconsistent with the *Downtown Core Area Plan*, 2011 (DCAP) policies for sites within the Residential Mixed-Use District as it relates to height and density.
- The application advances the accompanying "900-Block Yates and 1045 Yates Urban Design Manual" which includes a series of site-specific design guidelines, which would be used to assess Development Permit applications against, and which requires an OCP Amendment to incorporate into Development Permit Area 3, Core Mixed-Use Residential.
- As a condition of rezoning, the applicant would provide a Housing Agreement to secure
 the tenure of all dwelling units as rental in perpetuity, and to restrict the strata titling of
 the building.
- The City's Inclusionary Housing Policy is applicable since the proposal requires an OCP amendment and is larger than half a city block, therefore a land lift analysis has been prepared which concluded that the proposed density would not generate a lift in land value due to the rental tenure. Additionally, the applicant is proposing to:
 - provide 23 affordable residential units that would meet the City of Victoria definition for median income households
 - provide and maintain community amenities, including the provision of a high quality central public plaza off Yates and View Streets containing a public art installation valued at no less than \$350,000
 - o provide a daycare facility of a minimum of 185m² for a minimum period of 10 years
 - provide public realm improvements beyond the City's basic standards including streetscape improvements along all frontages, rain gardens along Yates and View Streets and installation of protected bike lanes on Vancouver and Yates Streets.

BACKGROUND

Description of Proposal

This Rezoning application is for a multi-phased mixed-use development which includes commercial, daycare and office uses with residential rental units in the towers above. The application involves two sites:

1045 Yates Street (Harris Dodge Site) - the proposal is to increase the density to 6:2:1 Floor Space Ratio (FSR) and increase the permitted height to 21 storeys. This is proposed as the first phase and includes a four to five storey podium with ground floor commercial uses fronting Yates Street and Cook Street and six townhouse residential units fronting View Street with two residential towers above, at 21 (Tower A) and 20 storeys (Tower B). A daycare is proposed on level two of the podium which would be secured through a legal agreement for a minimum period of 10 years.

900 Block of Yates Street (London Drugs) – the proposal is to increase the density to 6:1 FSR and increase the permitted height to 32 storeys. The second and third phases of development are focused on the 900 block of Yates Street. The western portion of the site would include a four to five storey podium with ground floor commercial uses along Yates, Quadra and View Streets with townhouses fronting the View Street plaza. In addition to residential apartments and amenity space, the upper portion of the podium would include an office component, which is anticipated for the corner of Quadra and Yates Streets. A single tower (Tower C) would be located above the podium at 29 storeys. The eastern portion of the site would also comprise of a four to five storey podium with ground floor commercial uses along Yates Street and townhouses along View and Vancouver Streets. Residential apartments and amenity space would be located in the upper portion of the podium with two residential towers above, at 32 storeys (Tower D) and 28 storeys (Tower E). Both podiums would flank a high quality public plaza of at least 1600m² linking Yates and View Streets.

The construction sequence is not yet precisely known and will depend on a variety of factors including market demand, tenant needs, and technical analysis.

The completed development will incorporate extensive landscaping, including rain gardens, and underground parking. Proposed amenities include a daycare, public realm frontage improvements and the provision of a central public plaza including a public art installation.

The applicant has prepared and is proposing the "900-Block Yates and 1045 Yates Urban Design Manual" (Design Manual) to guide the development and decisions on Development Permit Applications for all development phases. An Official Community Plan amendment is required to reference these Guidelines in Development Permit Area 3, Core Mixed-Use Residential which covers the site, as well as to allow the proposed increase in height and density.

The subject site spans one and a half city blocks, and the differences from the existing zones include increased density and height, additional uses and reduced street fronting setbacks. The differences from the existing zones are summarized as follows:

900 Block Yates Street (London Drugs Site)

- R-5 Central Area (Wilson Block) District Zone: increase density, height and site coverage, reduce street fronting setbacks for both commercial and residential uses and include additional use
- R-9 Central Area (Yates and Quadra Streets) District Zone: increase density, height and site coverage, reduce street fronting setbacks for both commercial and residential uses,

- and include additional use
- R-48 Harris Green District Zone: increase building height and number of storeys and include additional use
- S-1 Limited Service District: increase density, height and site coverage and include additional uses (residential).

1045 Yates Street (Harris Dodge Site)

- R-48 Harris Green District Zone: increase building height and number of storeys, and include additional uses (liquor store)
- S-1 Limited Service District: increase density, height and site coverage and include additional uses (residential, liquor store).

The proposal requests an increase in building height, which exceeds the maximum height in the existing DCAP guidelines, therefore it is recommended that this be addressed 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. Any future phases would also be subject to a variance for height.

An Official Community Plan amendment is required to reference new "900-Block Yates and 1045 Yates Urban Design Manual." In addition, amendments are required to allow the proposed increase in height and density.

Affordable Housing

The applicant proposes the creation of approximately 510 new market rental residential units in Phase 1 (1045 Yates Street) and approximately 1058 new market rental residential units in later phases (900 block Yates Street) which would increase the overall supply of housing in the area. Within the first phase of the development, 23 of the proposed units are proposed to be secured as affordable rental housing, and would meet the City of Victoria definition for Median Household Income bracket.

The exact breakdown of units for later phases has not yet been determined but the following mix of studios (bachelor), one-bedroom, two-bedroom, three-bedroom and townhouse units are proposed as part of Phase 1 for 1045 Yates Street:

Table 1: Unit Breakdown

Unit Type	Number of Dwelling Units	% of Total Units for Phase 1
Studio (bachelor)	35	7%
Studio (bachelor) (affordable)	8	1.6%
One-bedroom	210	41%
One-bedroom (affordable)	13	3%
One-bedroom + den	80	16%
Two-bedroom	80	16%
Two-bedroom (affordable)	2	0.4%
Two-bedroom + den	64	12%
Three-bedroom	12	2%
Townhouse	6	1%

Legal agreements are proposed to secure the rental tenure in perpetuity, restrict strata titling of the building, secure the proposed 23 affordable housing units and secure the provision of the two-bedroom, three-bedroom and townhouse units within the building.

In addition, the applicant has agreed to include the proposal into Schedule N – Residential Rental Tenure of the *Zoning Regulation Bylaw*.

Tenant Assistance Policy

The proposal is to redevelop an existing building which would result in the loss of 15 rental units at 990 View Street (12 one-bed and 3 two-bed units). Consistent with the Tenant Assistance Policy, the applicant has provided a Tenant Assistance Plan which is attached to this report.

Through this Tenant Assistance Plan, the applicant is in some ways exceeding policy expectations by offering full moving expenses and the assistance of a tenant relocation coordinator to non-eligible tenants who are residents at the time the landlord ends tenancies for demolition and redevelopment, if the project receives approval. This is in addition to providing compensation, moving expenses, right of first refusal at 10% below market rent, and relocation assistance as per the policy to all eligible tenants.

Due to unique circumstances with this application, direct written correspondence from all tenants has not yet been submitted to staff so it has not been possible to confirm whether tenants require additional assistance. The applicant has also not yet provided tenant contact information to staff. The applicant understands that this information is an essential part of fulfilling Tenant Assistance Policy expectations and is committed to providing this information to staff in advance of the Public Hearing. Should this rezoning application move on to a Public Hearing, the applicant will provide direct confirmation that all tenants have read and understood the contents of this TAP, have been provided with an opportunity to request additional assistance and to identify their needs in the relocation process.

Staff consider this solution as acceptable, and will be following up with the applicant and with tenants directly as needed to ensure the TAP is implemented with tenants' individual needs considered.

Sustainability

As indicated in the applicant's letter dated July 6, 2021 the proposal includes raingardens in the municipal boulevard along Yates Street and View Street. The "900-Block Yates and 1045 Yates Urban Design Manual" also notes that rain gardens will be provided in the public plaza on the 900 block of Yates Street as part of future development phases.

Active Transportation

The application proposes the following features which support active transportation:

- construction of the protected bike lane along the Vancouver Street frontage as part of the All Ages and Abilities cycling network
- 587 long-term and 70 short-term bicycle parking spaces on-site for Phase 1. The provision of long-term bike parking stalls exceeds the requirement by three stalls

- provision of three car share vehicles, three car share stalls and 169 car share memberships for residents as part of Phase 1
- long term end of trip facilities (showers) located on Parking Level P1 as part of Phase 1. The required reconstruction of the sites frontage on Yates Street also provides an opportunity to advance the OCP transportation objectives and greenhouse gas reduction targets by introducing a new two-way protected bicycle lane and providing enhancements to the sidewalk with the addition of boulevard trees, and rain gardens. These frontage enhancements will encourage active transportation options for future residents, employees, and customers to this development while further reducing parking demand. The staff recommendation includes the necessary wording to ensure the listed Transportation Demand Management (TDM) programs and frontage improvements will be secured by legal agreement prior to establishing a date for Public Hearing.

Public Realm

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

- streetscape improvements to the Quadra Street, Yates Street, Vancouver Street, Cook Street and View Street frontages consistent with the *Downtown Public Realm Plan and* Streetscape Standards
- installation of the protected bike lane improvements adjacent the Vancouver Street frontage, as per the City's *Bicycle Master Plan*
- design and installation of a new traffic signal at the intersection of View and Cook Streets
- installation of soil cells to achieve recommended soil volumes for all new street trees along the municipal frontages on Yates and View Streets
- installation of City of Victoria standard tree guards for all street trees in grates along all municipal frontages
- installation of rain gardens along Yates and View Streets.

As part of subsequent Development Permits, the proposal will include the detailed design of a high quality central public plaza off Yates and View Streets. The delivery, minimum construction value and conceptual design of the plaza will be secured through a legal agreement. The proposed "900-Block Yates and 1045 Yates Urban Design Manual" will include guidelines to ensure the specification of the plaza is constructed to a high quality standard.

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

No accessibility improvements are proposed beyond what is required through the *British Columbia Building Code*. The proposed public plaza will provide a universally accessible route from Yates Street to View Street.

Land Use Context

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

900 block Yates Street (London Drugs Site)

- north: across Yates Street, commercial retail and residential buildings including the 18storey mixed-use residential building (Legato) and a 15-storey residential building (The Manhattan)
- south: across View Street, a 19-storey residential building (View Towers) and a mixture
 of single storey commercial buildings and surface parking lots that are subject to active
 redevelopment applications not yet considered by Council
- east: two residential buildings at 11 and 17 storeys (Regent Towers)
- west: across Quadra Street is a two storey commercial building.

1045 Yates Street (Harris Dodge Site)

- north: across Yates Street, a multi-phased mix-use development currently under construction containing four buildings ranging from 12 to 17 storeys (Fire Hall)
- south: across View Street, a 10-storey residential building (Tara Place) and a recently approved 16-storey mixed-use residential building at 1150 Cook Street (Pluto's Site)
- east: across Cook Street, a car dealership
- west: two residential buildings at 11 and 17 storeys (Regent Towers).

Existing Site Development and Development Potential

The 900 block of Yates Street is the entire city block bounded by Yates, View, Quadra and Vancouver Streets. The site is currently occupied by the Harris Green commercial complex which contains a number of commercial units including a large format retail store (London Drugs), grocery store (Market on Yates), restaurants and liquor store, all of which are serviced by a mixture of surface and underground parking. A mixed-use building containing 15 rental units is located at the corner of View Street and Vancouver Street. There are four existing zones that apply to the properties, each having differing regulations related to permitted uses, floor areas, building heights, site coverage, setbacks and parking.

1045 Yates Street is currently occupied by a car dealership (Harris Dodge Dealership) and associated surface parking. Under the existing R-48 Harris Green District zone, the western portion of this property could be developed as a mixed-use residential building up to 10 storeys in height. The eastern portion of the site is zoned as S-1 Limited Service District zone, and could be developed up to a density of 1.5:1 FSR and 15m in height, with a range of permitted uses including recreational and entertainment services, restaurants and garages but excluding residential use.

Data Tables

The following data tables compare the proposal with the existing zones, as well as the *Official Community Plan* (2012) and *Downtown Core Area Plan* policies. An asterisk is used to identify where the proposal is less stringent than the existing zone(s).

Table 2: Data Table 900 block Yates Street (London Drugs Site)

Zoning Criteria	Proposal	R-5 Zone, Central Area (Wilson Block) District	R-9 Central Area (Yates and Quadra Streets) District	R-48 Zone, Harris Green District	S-1 Zone, Limited Service District	OCP Policy	Downtown Core Area Plan (DCAP) Policy
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Zoning Criteria	Proposal	R-5 Zone, Central Area (Wilson Block) District	R-9 Central Area (Yates and Quadra Streets) District	R-48 Zone, Harris Green District	S-1 Zone, Limited Service District	OCP Policy	Downtown Core Area Plan (DCAP) Policy
Site Area (m²) – min.	13,527	8361.00	1858.00	N/A	N/A	-	-
Density (Floor Space Ratio) – max.	6.00*	2.60	5.00	N/A 9.86 Theoretical	1.5	5.5	5.5
Height (m) – max.	94.54* (Tower C) 104.18* (Tower D) 85.94* (Tower E)	38.00	49.00	30.00	15	-	50
Storeys – max.	29* (Tower C) 32* (Tower D) 28* (Tower E)	N/A	N/A	10	N/A	20	17
Setbacks (m) – min.							
Yates Street (N)	3.00* (ground floor) 2.00* (podium) 9.00 (tower)	7.50 (non- residential) 4.50 (residential)	7.50 (non- residential) 4.50 (residential)	0.50	0.00 – 3.00	-	0.00 – 3.00
View Street (S)	4.00* (ground floor building) 0.75* (ground floor steps) 3.00* (podium) 9.00 (tower)	7.50 (non-residential) 0.50 – 4.50 (residential)	7.50 (non-residential) 4.50 (residential)	0.00	0.00 – 3.00	-	0.00 – 3.00

Zoning Criteria	Proposal	R-5 Zone, Central Area (Wilson Block) District	R-9 Central Area (Yates and Quadra Streets) District	R-48 Zone, Harris Green District	S-1 Zone, Limited Service District	OCP Policy	Downtown Core Area Plan (DCAP) Policy
Vancouver Street (E)	4.00* (ground floor) 2.00* (podium) 6.00 (tower)	7.50 (non-residential) 0.50 - 4.50 (residential)	7.50 (non-residential) 4.50 (residential)	0.00	0.00 – 3.00	1	0.00 – 3.00
Quadra Street (W)	3.00* (ground floor) 2.00* (podium) 9.00 (tower)	7.50 (non- residential) 4.50 (residential)	7.50 (non-residential) 4.50 (residential)	0.00	0.00 – 3.00	-	0.00 – 3.00
Vehicle parking – min.	943 (approx.)	Per Schedule C, Off-Street Parking Regulations	Per Schedule C, Off-Street Parking Regulations	0	Per Schedule C, Off-Street Parking Regulations	ı	-
Bicycle parking – min.	1468 (approx.)	Per Schedule C, Off-Street Parking Regulations	Per Schedule C, Off-Street Parking Regulations	Per Schedule C, Off-Street Parking Regulations	Per Schedule C, Off-Street Parking Regulations	-	-

Table 3: Data Table 1045 Yates Street (Harris Dodge Site)

Zoning Criteria	Proposal	R-48 Zone, Harris Green District	S-1 Zone, Limited Service District	OCP Policy	Downtown Core Area Plan (DCAP) Policy
Site Area (m²) – minimum	6337	N/A	N/A	-	-
Density (Floor Space Ratio) – maximum	6.2*	N/A 9.82 Theoretical	1.5	5.5	5.5
Height (m) – maximum	68.51* (Tower A) 65.56* (Tower B)	30.00	15	-	45
Storeys – maximum	21* (Tower A) 20* (Tower B)	10	N/A	20	15

Zoning Criteria	Proposal	R-48 Zone, Harris Green District	S-1 Zone, Limited Service District	OCP Policy	Downtown Core Area Plan (DCAP) Policy
Setbacks (m) – minimum					
Yates Street (N)	3.00 (ground floor) 2.00 (podium) 0.45* (balconies) 9.00 (tower)	0.50	0.00	-	0.00 – 3.00
View Street (S)	0.75 (steps) 4.00 (ground floor building) 3.00 (podium)	0.00	0.00	-	0.00 - 3.00
Cook Street (E)	3.00 (ground floor) 2.00 (podium) 0.67 (balconies) 6.00 (tower)	0.00	0.00	-	0.00 - 3.00
Interior (W)	0.00*	0.00	3.00 (lots that adjoin residential use)	-	Building Separation Guidelines
Vehicle parking – residential – minimum	268*	0	316	-	-
Vehicle parking – residential visitor, commercial retail and daycare – minimum	77*	0	117	-	-
Vehicle parking – car share stalls	3	N/A	N/A	-	-
Bicycle parking – long term – minimum	587	586	586	-	-
Bicycle parking – short term – minimum	70	70	70	-	-
Number of short term bicycle parking stalls within 15m of a building entrance	42*	70	70	-	-

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 December 3, 2019. A letter dated March 8, 2020 is attached to this report.

Through the design revision process, a second CALUC meeting was triggered by an increase in height and density. A 30-day online consultation period was conducted, and the comments received during this process are attached to this staff report. A total of 182 online responses and two separate emails were received concerns were expressed related to height, density, loss of views, access to sunlight and construction disturbance.

If further correspondence from the CALUC is received it will be forwarded to Council for consideration.

ANALYSIS

This analysis focuses on the land use and density, which are the main issues for Council's consideration for the *Official Community Plan* and *Zoning Regulation Bylaw* amendments. The following City polices are applicable and are discussed under the following headings:

- Official Community Plan (OCP) (2012)
 - o Official Community Plan Amendment Process
 - o Official Community Plan Consistency
 - o Official Community Plan New Guidelines
- Inclusionary Housing Policy (2019)
- Downtown Core Area Plan (DCAP) (2011).

This Analysis section also provides a discussion regarding three regulatory considerations, related to:

- Regulating Building Height
- Liquor Store Use
- Phasing and Amenity Provision.

The Development Permit Application report provides a more in-depth analysis from an urban design perspective for the first phase of the proposal, which further considers building height and massing; as well as, public realm, views, and the overall contextual fit.

Official Community Plan

Official Community Plan Amendment Process

The Local Government Act (LGA) Section 475 requires a Council to provide one or more opportunities it considers appropriate for consultation with persons, organizations and authorities it considers will be affected by an amendment to the OCP. Consistent with Section 475 of the LGA, Council must further consider whether consultation should be early and ongoing. This statutory obligation is in addition to the Public Hearing requirements. In this instance, staff recommend for Council's consideration that notifying owners and occupiers of land located within 200 metres of the subject site, along with positing a notice on the City's website, will provide adequate opportunities for consultation with those affected.

An OCP Amendment application is required to include the "900-Block Yates and 1045 Yates Urban Design Manual" under Development Permit Area 3, Core Mixed-Use Residential as well as to change the Urban Place Designation of the subject lands from Core Residential to Core Residential with a higher height and density. Given that through the Community Association Land Use Committee (CALUC) Community Meeting process all owners and occupiers within a 200m radius of the site were notified and invited to participate in a Community Meeting, the consultation proposed at this stage in the process is recommended as adequate, and consultation with specific authorities, under Section 475 of the LGA, is not recommended as necessary.

Should Council support the OCP amendment, Council is required to consider consultation with the Capital Regional District Board; Councils of Oak Bay, Esquimalt and Saanich; the Songhees and Esquimalt First Nations; the School District Board and the provincial government and its agencies. However, further consultation is not recommended as necessary for this amendment to the Urban Place Designation as this matter can be considered under policies in the OCP.

Council is also required to consider OCP Amendments in relation to the City's *Financial Plan* and the *Capital Regional District Liquid Waste Management Plan* and the *Capital District Solid Waste Management Plan*. This proposal will have no impact on any of these plans.

Official Community Plan Consistency

The proposal is within the Core Residential Urban Place Designation and Development Permit Area 3 (HC), Core Residential. The objectives of this designation are to transform the function, form and character of the area through mid-to-high-rise residential, mixed-use and commercial buildings. The proposal is consistent with the objectives of this designation and the OCP policies targeted toward placemaking, and policies encouraging the provision of rental housing.

The proposed amendment to the OCP is to reference the "900-Block Yates and 1045 Yates Urban Design Manual" in Development Permit Area 3, Core Mixed-Use Residential. In addition, an amendment to the Urban Place Designation from Core Residential to include a Core Residential category with a higher density is proposed. Currently, the Core Residential designation in the OCP contemplates buildings up to 20 storeys with floor space ratios ranging from 3:1 up to 5.5:1 and uses including multi-unit residential, as well as commercial and visitor accommodation. The proposed density is 6:1 FSR for the 900 block Yates Street and 6.19:1 FSR for 1045 Yates Street which, although above the 5.5 FSR envisioned, is generally consistent with this policy in the OCP. On balance, the proposal is consistent with the broad objectives in the OCP and advances a number of strategic goals, however, the OCP amendment is recommended to be fully clear about the future form of expected development. The proposed change to the OCP designation would only affect the contemplated densities and would not affect, or introduce, new uses not contemplated in the OCP.

Specific policies in the OCP address how, and by what rationale, plan amendments should be considered by Council. Under specific conditions, the OCP is intended to be flexible and adaptable while still ensuring broadly consistent direction for growth and change in the City over the next thirty years. Decisions regarding OCP amendments must consider the goals and objectives that support an amendment and the overall rationale for an amendment.

The OCP also contemplates site-specific amendments that are consistent with the urban place designations and which further the broad objectives and policies in the plan, as appropriate to the site context. The advancement of the proposed placemaking and complete-community objectives, provision of a daycare and the inclusion of a public plaza with public art in later

development phases, and the context of the existing Zone with its inherent permitted densities, all provide support to consider a plan amendment.

The OCP further encourages that regulatory tools are used strategically to support and implement plan goals and objectives. Again, the inclusion of a generously sized and high quality publicly accessible plaza along with purpose built rental housing, advance a variety of goals and objectives within the OCP.

The general pattern of land use and densities are defined for each urban place designation in the OCP; however, policies in the OCP also recommend site-specific evaluations of proposed developments in relation to the site, block and local area context. This includes a consideration of the underlying zoning and permitted densities. Under the existing zone, a theoretical density of approximately 9.86:1 FSR (900 block Yates Street) and 9.82:1 FSR (1045 Yates Street) could be achieved for the properties designated as R-48, Harris Green District Zone. When design guidelines are incorporated, including setbacks, building separation distances and floor plates, the density that could be achieved in R-48 zone is reduced to 5.83:1 FSR for the 900 block Yates Street and 6.55:1 FSR for 1045 Yates Street. The proposal is for a density of 6:1 FSR for the 900 block Yates Street and 6.2:1 FSR for 1045 Yates Street. The following table outlines the existing zoning densities in more detail.

Table 4: 900 Block Yates Street Current Density Maximums

Existing Zoning								
Zone	S-1 Limited Service District	R-48 Harris Green District	R-5 Central Area (Wilson Block) District	R-9 Central Area (Yates and Quadra Streets) District	Blended Average			
GFA (m²)	2,049	6,559	24,632	10,316	43,556			
FSR	1.50	9.86	2.60	5.10	3.22			
Existing Zoning + DCAP Guidelines								
GFA (m²)	2049	3,874	24,632	10,316	40,871			
FSR	1.50	5.83	2.60	5.10	3.02			

Table 5:1045 Yates Street Current Density Maximums

Existing Zoning						
Zone	S-1	R-48	Blended Average			
054 (3)	Limited Service District	Harris Green District	20.050			
GFA (m²)	4,070	35,582	39,652			
FSR	1.50	9.82	6.26			
	Existing Zoning + DCAP Guidelines					
GFA (m²)	4,070	23,751	27,821			
FSR	1.50	6.55	4.39			

The blended average density referenced in the tables above were used in the land lift analysis which is discussed in the next section of this report.

Official Community Plan - New Design Guidelines

In conjunction with this Rezoning and OCP Amendment application, the "900-Block Yates and 1045 Yates Urban Design Manual" (Design Manual) is being proposed which would be incorporated into regulations pertaining to Development Permit Area 3, Core Mixed-Use Residential. These guidelines have been prepared in parallel to the emerging DCAP update, and therefore share many of the same design principles and statements of intent. Although, the Design Manual is comprehensive and well-developed the following sections offer further discussion.

Form and Massing

Similar to the upcoming changes proposed in relation to the DCAP, the proposed *Design Manual* sets higher standards related to form and massing, including ground floor setbacks, podium heights, building separation and access to sunlight. A number of aspects related to form and massing still require further clarification or minor correction. Staff are proposing that minimum standards for the design of the rooftop structures, as well as a commitment to include no more than three towers on the 900 block Yates Street be incorporated into the *Design Manual*, as well as the requirement for a setback on the upper level of the podium on Vancouver Street. These are all listed in the recommendation, but the version attached to this report is the result of a careful and considered review process by staff.

Height

The *Design Manual* includes objectives related to locating tall buildings to enable sunlight penetration and views to the sky and surrounding city, from sidewalks and open spaces. Additionally, it includes objectives to minimize the negative impacts of buildings including excessive shadowing and privacy breaches and aims to maximize access to natural light and views. To this effect a number of specific guidelines establish prerequisites for current and future development proposals to meet minimum access to sunlight standards. Staff are satisfied the proposed access to sunlight standards are comparable to the new guidelines being prepared as part of the DCAP review.

Wind

The applicant has submitted a wind study to assess the potential impacts of the proposed development on the public realm and private amenity areas which in turn informs the *Design Manual*. Higher than desired wind speeds are predicted on the roof of the proposed towers as well as certain terraces as part of future phases of development. This is primarily a result of exposure of higher elevations to southeasterly winds. The report recommends 2m guardrails around the roof terraces to help mitigate the effects. In addition, one location at grade level near the northwest corner 900 Yates block and four locations on the roofs of the towers do not comply with the wind safety criteria.

Wind mitigation measures affecting the 900 block of Yates Street will be incorporated in subsequent Development Permit applications, and the proposed *Design Manual* includes relevant wording to ensure this takes place. However, the wind study was prepared based on earlier designs with taller podiums and shorter towers therefore staff are requesting this be updated to reflect the current proposal and that the proposed design guidelines provide further clarity on the specific locations where mitigation is necessary.

Interim Landscaping Conditions

No details outlining the interim landscaping conditions have been provided, therefore staff are proposing standards be incorporated into *Design Manual*. This would ensure the construction phases provide an appropriate interim condition until such a time that the entire site is redeveloped.

ADP Review of Design Manual

The *Design Manual* was referred to the January 13, 2021 meeting of the Advisory Design Panel (ADP) in conjunction with the Development Permit with Variance Application for 1045 Yates Street (minutes attached); however, the ADP chose to not comment on them because of a perception that it was unusual to be asked to concurrently review new design guidelines and an actual application at the same meeting. Site specific design guidelines for large scale projects have been referred to ADP historically (e.g. Capital Park, Roundhouse) and often concurrent with a rezoning and/or development permit applications(s). This occurs infrequently but it was the first case for the 2020-2021 panel. It is worth noting that a large part of the discussion at this particular ADP meeting was centred around the need to fill vacant positions on the panel, which may have added to the overall confusion and reluctance to review the *Design Manual*. The applicant, although willing to revisit ADP for formal review of the proposed *Design Manual*, was also eager to have their application advanced to Council for consideration and saw that as the priority.

Inclusionary Housing and Community Amenity Policy

Based on the residential portion being 100% rental tenure and secured through a legal agreement, the proposal would normally be exempt from the City's Inclusionary Housing and Community Amenity Policy. However, since the subject site is over half a City block in size and requires an OCP amendment, this results in the proposal being classed as an "atypical" rezoning application under this policy, which requires a third-party economic analysis. Additionally, although the increase in density beyond the 5.5 FSR envisioned in the OCP is modest, a land lift analysis provides greater certainty regarding the value of the proposed increase in density. Therefore, a land lift analysis has been completed and is attached for Council's consideration.

The land lift analysis estimates whether there is a lift in land value for the portion of development above the base density. For each parcel three different scenarios were analysed: 1) existing zoning, 2) base density prescribed in the OCP and 3) the proposed density. For scenario one, most zones specify a maximum density and so establishing existing development rights is uncomplicated. However, the R-48 Zone does not specify a density; therefore, a theoretical density based on the specific height and setback regulations is calculated. Typically, developments occurring in the R-48 Zone do not achieve the theoretical density, as they must also address design guidelines which result in building setbacks and reduced floor plates. For this reason, staff requested the land lift analysis also consider an alternative more stringent existing zoning base density for the two R-48 Zoned parcels, which incorporated design considerations such as setbacks and floor plate limitations, resulting in a reduction of the overall gross buildable area. This is the figure that was used in the land lift analysis.

The report concludes that the proposed rezoning does not create an increase in land value that can be used to fund amenities and/or affordable housing. This is due to a number of factors: the subject property has a high existing achievable density under current zoning; the value of a completed rental building per square foot is significantly lower than a comparable strata building

(despite similar costs to construct); and the proposed rental project requires concrete construction. Nonetheless, as discussed above, the application does provide 23 affordable residential units that would meet the City of Victoria definition for Median Income households, a high quality public plaza (maintained by the applicant), public realm improvements beyond the City's basic standards and space for a daycare.

Downtown Core Area Plan (DCAP)

This section provides an analysis against the DCAP for the entirety of the site, including the 900 block of Yates Street and the eastern half of the 1000 block of Yates Street. The applicant has submitted a comprehensive Rezoning Booklet which is used to assess the general massing, density, streetscape, views and context of the proposal particularly in relation to the DCAP.

The proposal is within the Residential Mixed-Use District (RMD) in the DCAP. The objectives for this district broadly encourage complete communities, ensuring an active street level, increasing pedestrian activity within the public realm, and accommodating mid-to-high-rise densities. Support for existing commercial uses is encouraged but does not include vehicle-oriented uses that require large outside storage/display areas, such as car lots.

Massing and Height

Some aspects of the proposal are not consistent with the *Downtown Core Area Plan*. Specifically, the proposal is not consistent with certain aspects of the guidelines used to evaluate height and scale. The proposal exceeds the maximum heights prescribed in DCAP by six storeys (Tower A) for 1045 Yates Street and approximately 15 storeys (Tower D) for the 900 block of Yates Street. Other aspects of the proposal that deviate from the guidelines include the requirement for all portions of the proposed buildings and building massing to be within a 1:5 step-back ratio above 20m on wide streets (Yates, Cook and Vancouver Streets) and above 15m on narrow streets (Quadra and View Streets), and the concurrent Development Permit with Variances application confirms that the proposal is not consistent with the guidelines for Cook Street.

The applicant has provided additional massing renderings within the Rezoning Booklet to demonstrate the variety of ways in which the density could be distributed. This urban design analysis helps to demonstrate the relative merits associated with the proposed massing as part of a comprehensively designed site. These benefits include improved building separation distances, greater street set-back distances, a human-scaled building podium and a more consistent and thoughtful distribution of density. The proposed "900-Block Yates and 1045 Yates Urban Design Manual" guidelines provide assurances that these important design criteria will be met in the concurrent and future Development Permit applications.

Since the application is inconsistent with the policies and guidelines for building height and density, staff explored reducing the overall density of the project with the Applicant. However, as discussed in the bonus density section, the land value supported by the proposed rental development is less than the land value of the property under existing zoning and the results of the land lift study indicate that the full proposed density is required to make the project financially viable.

<u>Streetscape</u>

There are high level and detailed streetscape considerations provided in the DCAP. At the rezoning level, only the high-level guidelines are analyzed, given the more conceptual level of detail provided with a rezoning application. A more detailed analysis of the streetscape is provided in the concurrent Development Permit with Variances application. Development Permit applications with subsequent phases will require a more detailed analysis of the streetscape, as well as other form and character considerations and consistency with the proposed "900-Block Yates and 1045 Yates Urban Design Manual." Current DCAP guidelines relevant to the rezoning application include the recommendation to encourage varying the heights of buildings to avoid uniformity, and to encourage the use of building forms to distinguish building podiums from upper storeys. The proposal includes distinct podium and tower building forms, and a variety of building heights (20, 21, 28, 29 and 32 storeys), which although taller than recommended in the guidelines is consistent with the applicable policies for variations in height.

The proposed additional front setbacks also achieve the intention of the policy direction as it encourages generous sidewalk widths.

Plazas

The Harris Green neighbourhood is identified in the OCP as a key, high-density, residential neighbourhood. To this end, the OCP includes strategic direction to add parks and open spaces in the Harris Green neighbourhood to support increased population growth. The DCAP identifies the subject property (900 block Yates Street) as one of two locations for a future urban plaza within the Downtown and Harris Green neighbourhoods, with a requirement that this should be generally 800m² to 1200m² in size. The proposal is consistent with these policies with the provision of a 1600m² plaza, to be included in the latter phases of the development along Yates Street. As detailed in the Rezoning Booklet (attached) the plaza is divided into three distinct elements: the Yates Plaza containing a flexible space to accommodate a variety of events at approximately 960m² (excluding flanking seating areas anticipated for commercial uses); the Harris Green Terrace containing stairs and a ramp at approximately 320m²; and the View Street Green containing a lawned area at approximately 320m². For reference, 1600m² is roughly equal to the size of Bastion Square between Wharf Street and Langley Street. The proposed plaza would be centrally located on the 900 block and although detailed design has not yet been determined at this stage, the proposed "900-Block Yates and 1045 Yates Urban Design Manual" provides guidelines to ensure a high quality and vibrant space with a variety of programming options. The requirement to provide a plaza will be written into the zone and secured through a legal agreement which would stipulate the minimum value of the plaza and public art in 2021 dollars with a provision for value escalation over time. The applicant has offered to provide a public art installation valued at no less than \$350,000. The value of the plaza will be determined based on costs from the applicant and will be verified by a quantity surveyor and secured via legal agreements prior to a Public Hearing.

In addition to the central plaza on the 900 block of Yates Street, a smaller plaza of approximately 100m^2 at the intersection of Yates Street and Cook Street is also proposed. The specific details are discussed in more detail in the accompanying Development Permit with Variances application for 1045 Yates Street and staff are recommending this is be added as a required design feature in the "900-Block Yates and 1045 Yates Urban Design Manual". The appropriate wording is contained in the recommended motion.

Regulatory Considerations

Regulating Building Height

The proposal includes building heights that exceed those prescribed in the OCP and DCAP. Further analysis related to building height is provided in the concurrent Development Permit with Variances application. Given the accompanying "900-Block Yates and 1045 Yates Urban Design Manual," which will provide design parameters for future phases, staff propose to incorporate the proposed building heights into the amendment to the OCP Urban Place Designation, but to limit the maximum building heights in the site-specific zone to be consistent with the current OCP, which supports buildings up to 20 stories. From a regulatory perspective, the concurrent Development Permit with Variances Application and any future Development Permit Applications will include a height variance and require Council consideration and an opportunity for public comment.

The applicant has expressed a desire to work with staff to determine if there is a mechanism that will provide staff, Council, and the public with assurances that the design of subsequent phases will meet or exceed expectations (for example in urban design, podium massing, material quality, design excellence, etc., as described in the *Design Manual*) while at the same time embedding intended heights in the new zone. This approach would remove any future variances for height. Staff are prepared to engage with the applicant in these discussions on the basis that providing the City with more control in the design process would benefit the proposal in the long-term. Unless and until a suitable arrangement can be made, staff will continue to recommend limiting height in the zone to current OCP heights.

<u>Liquor Store Use</u>

A liquor store (Harris Green Liquor Express) is currently located within the subject property at 930 View Street, and the applicant proposes to retain this tenant as part of the proposed redevelopment, although the exact location has not yet been determined. Another liquor store (Liquor Express on Yates) also exists further west along Yates Street at 765 Yates Street, which is in excess of 250m from the subject property. The Liquor Retail Stores Rezoning Policy sets out the requirements for new liquor retail stores, including a requirement for the size to be limited to a total floor area of 275m² and the location to be greater than 200m from an existing liquor retail store (although reduced distances may be warranted in more urban locations). The existing liquor store is approximately 325m² in size and therefore exceeds the maximum size limit in the policy. However, given that the liquor retail store already exists, the proposed floor area is considered supportable and staff are proposing this would be accommodated in the new zone.

Phasing and Amenity Provision

The project is proposed to occur over multiple phases. At present, a Development Permit Application has only been submitted for Phase 1. Subsequent phases will require additional Development Permit Applications for Council's consideration. A high level phasing plan has been provided in the Rezoning Booklet which indicates that the property located at 1045 Yates will be developed first, in order to relocate the commercial tenants from the London Drugs site and to free up that site to be developed in later phases. Each phase will need to comply with the Zoning Regulation Bylaw requirements.

In terms of the provision of amenities, as noted in the Affordable Housing section of this report, all residential units, throughout the whole development, will be rental in perpetuity. Additionally,

twenty-three of these units will be affordable and will be provided with the first phase of the overall development. The anticipated construction sequence and the desire to retain existing tenants on site throughout construction means that the large central plaza (minimum 1600m²) cannot be realized until the last phase of development (Phase 3). An earlier delivery of this community amenity would be preferable but the applicant has noted that phasing lines are dictated by existing structures on site (above and below grade). The recommended motion provides the necessary wording to ensure the plaza is delivered concurrently with the final phase of development and legal agreements would be drafted to ensure the City is provided with security to ensure high quality construction and its ultimate delivery.

Encroachment Agreements

With any project of this scale that has little to no setbacks, and requires significant excavation, construction methods often require a form of underpinning which can result in material being left in the Public Right-of-Way. The resulting material (typically rock anchors) presents no concerns to the public interest and does not impact any underground infrastructure; however, an Encroachment Agreement between the City and the developer is required. The staff recommendation provided for Council's consideration includes direction to allow staff to enter into such an agreement, if the Rezoning Application is approved by Council, and it is deemed necessary to facilitate the construction of the project.

CONCLUSIONS

The proposal suggests a significant addition of rental housing and commercial space to the Harris Green Neighbourhood and includes the provision of 23 units of affordable housing as well as a significant public plaza. The proposal is consistent with the *Official Community Plan* except for the overall density and height sought; however, a rational consistent with the goals and objectives of the OCP has been provided. The proposed uses, character and siting are all consistent with the applicable policy and design guidelines; therefore, staff recommend for Council's consideration that the application be advanced to a Public Hearing.

ALTERNATE MOTION

That Council decline Rezoning Application No. 00730 for 903, 911 & 1045 Yates Street, 910 View Street and 1205 & 1209 Quadra Street.

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: Letter from applicant to Mayor and Council dated July 6, 2021

- Attachment D: Plans date stamped June 15, 2021
- Attachment E: Rezoning Booklet date stamped June 15, 2021
- Attachment F: 900-Block Yates & 1045 Yates Urban Design Manual date stamped March 10, 2021
- Attachment G: Tenant Assistance Plan, dated June 25, 2021
- Attachment H: Pedestrian Wind Study Draft Report, dated May 4, 2020
- Attachment I: Shadow Studies, dated June 9, 2021
- Attachment J: Transportation Impact Assessment, dated May 11, 2020
- Attachment K: Arborist Report, dated November 13, 2020
- Attachment L: Land Lift Analysis by Coriolis, dated June 22, 2021
- Attachment M: Public Engagement Summary, dated August 2019
- Attachment N: Advisory Design Panel Report, dated December 2, 2020
- Attachment O: Advisory Design Panel Minutes from the meeting of January 13, 2021
- Attachment P: Community Association Land Use Committee Comments dated March 8, 2020
- Attachment Q: Consultation Comments from Online Feedback Form
- Attachment R: Correspondence (Letters received from residents).



Committee of the Whole Report For the Meeting of July 15, 2021

To: Committee of the Whole **Date:** July 2, 2021

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

Subject: Development Permit with Variances Application No. 00150 for 1045 Yates

Street

RECOMMENDATION

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

- a. Further consideration of the design of the roof top structures including a reduction in height (with variance updated accordingly) and enhancements to the form and finishes to ensure consistency with the guidelines to the satisfaction of the Director of Sustainable Planning and Community Development.
- b. Incorporation of 2m guardrails on the roof terrace and any other wind mitigation measures that are recommended in the updated Pedestrian Wind Study to the satisfaction of the Director of Sustainable Planning and Community Development.
- c. Further consideration of the design of the public seating area at the intersection of Yates and Cook Street to ensure this space contributes positively to a vibrant streetscape experience to the satisfaction of the Director of Sustainable Planning and Community Development.
- d. Clarification of the window treatment along Yates and Cook Streets to ensure the proportion of clear glazing creates an active street edge and is consistent with the guidelines to the satisfaction of the Director of Sustainable Planning and Community Development.
- e. Further consideration to enhance the appearance of the west elevation and that practical maintenance can be achieved for the climbing vine system to the satisfaction of the Director of Sustainable Planning and Community Development.
- f. Clarification of the design of the garage doors on View Street to the satisfaction of the Director of Sustainable Planning and Community Development.
- g. 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.
- h. Clarification of the details on the preliminary Utilities Plan to the satisfaction of the Director of Engineering and Public Works.
- i. Submission of an updated and corrected preliminary Electrical Plan to the satisfaction of the Director of Engineering and Public Works.

- j. Corrections to the road and curb alignment and lane configuration on View Street with associated updates to the traffic simulation models, to the satisfaction of the Director of Engineering and Public Works.
- k. Incorporation of additional building setback from the property line along Cook Street to ensure a minimum distance to any protrusion (including balconies) is no less than 1 m and greater than 1 m wherever possible to the satisfaction of the Director of Parks, Recreation and Facilities.
- I. Corrections to the landscape plan (or other relevant plan) to show all proposed trees to be removed and retained as well as proposed soil volumes for all new trees in beds and grates along Yates and View Streets to the satisfaction of the Director of Parks, Recreation and Facilities.
- m. 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.
- n. 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. 00730, 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. 00150 for 1045 Yates Street in accordance with:

- 1. Plans date stamped June 15, 2021.
- 2. Development meeting all *Zoning Regulation Bylaw* requirements except for the following variances:
 - i. Increase the maximum number of storeys from 20 to 21
 - ii. Increase the maximum height from 60m to 68.51m
 - iii. Increase the maximum height allowed for rooftop structure from 5.0m to 9.46m
 - iv. Reduce the required number of residential vehicle parking stalls from 316 stalls to 268 stalls
 - v. Reduce the required number of residential visitor parking, commercial retail and daycare stalls from 117 stalls to 77 stalls
 - vi. allow for 28 short term bicycle stalls to be located further than 15m of a public entrance
- 3. Final plans to be generally in accordance with plans date stamped June 15, 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 Variances application for the property located at 1045 Yates Street. The proposal is for the construction of a mixed-use building consisting of ground floor commercial with residential units above including two towers ranging in height from 20 to 21 storeys. The proposal is concurrent with Rezoning Application No. 00730. Variances are required for building height, number of storeys, height of rooftop structures, vehicle parking and location of short-term bicycle stalls.

The following points were considered in assessing this application:

- The subject property is designated Residential Mixed-Use District in the *Downtown Core Area Plan*, 2011 (DCAP), which encourages multi-residential development.
- The application is consistent with the DCAP Guidelines in terms of placemaking and urban design objectives, built form that is complementary to the local context, and design of a positive interface with the public realm and the space between individual buildings. However, it is not consistent with the policies related to building height and exceeds the maximum number of storeys by approximately six storeys.
- The application is consistent with the *Guidelines for Fences, Gates and Shutters* (2010) and the *Advisory Design Guidelines for Buildings, Signs and awnings* (1981) in terms of providing a design that is complementary to the context, comprehensive in approach, and relevant in expression.

BACKGROUND

Description of Proposal

The proposal is to construct a mixed-use building with commercial units on the ground floor fronting Yates Street and Cook Street, six townhouse residential units fronting View Street and approximately 510 residential units above, in two towers at 20 and 21 storeys in height. The proposed maximum height is 68.51m (Tower A) and the proposed density is 6.2:1 Floor Space Ratio (FSR).

Major design components include:

- shared indoor and outdoor residential amenity space located on level two
- outdoor residential amenity space located on level four and on the roof of level 21 on Tower A (western tower)
- outdoor play space for the daycare on the roof of level two
- main residential building lobby entrance and separate daycare lobby on Yates Street
- vehicle parking for 268 residential stalls, 77 visitor and commercial stalls and three car share stalls located underground in three levels
- commercial loading on the main floor to the rear of the commercial retail unit accessed off View Street
- public realm streetscape improvements on Yates Street, Cook Street and View Street

- exterior building materials including:
 - a mixture of dark and warm grey brick and white and dark grey spandrel panels for the podium with some street level sections being dark grey painted concrete and dark grey aluminium panels
 - a mixture of aluminium panels in light and dark grey and spandrel panels for the tower
 - aluminium windows in dark grey
 - dark grey balcony guardrails with clear glazing for the tower and ceramic frit glass for the podium.

The proposed variances are related to:

- an increase the maximum number of storeys from 20 to 21
- an increase the maximum height from 60m to 68.51m
- an increase the maximum height allowed for rooftop structure from 5.0m to 9.46m
- a reduction in residential vehicle parking from 433 to 348
- a reduction in commercial/visitor parking from 117 to 77
- allowing 28 short term bicycle stalls to be located in excess of 15m from a public entrance.

Sustainability

As indicated in the applicant's letter dated July 6, 2021, the proposal includes provision on raingardens in the municipal boulevard along Yates Street and View Street, passive building envelope strategies for improved building performance as well as three car share vehicles, car share memberships and electric vehicle charging stations to reduce CO² emissions.

Accessibility

No accessibility improvements are proposed beyond what is required through the *British Columbia Building Code*. The proposed amenity areas on the second, fourth and rooftop are designed to be accessible.

Existing Site Development and Development Potential

The property is currently occupied by a car dealership and associated surface parking. Under the existing R-48 Harris Green District zone, the western portion of this property could be developed as a mixed-use residential building up to ten storeys in height. The eastern portion of the site is zoned as S-1 Limited Service District zone, and could be developed up to a density of 1.5:1 FSR and 15m in height, with a range of permitted uses including recreational and entertainment services, restaurants and garages but excluding residential use.

Data Table

The following data table compares the proposal with the existing zones, as well as the *Official Community Plan*, 2012, and *Downtown Core Area Plan* policies. An asterisk is used to identify where the proposal is less stringent than the existing zones.

Table 1: Data Table (Harris Dodge Site)

Zoning Criteria	Proposal	R-48 Zone, Harris Green District	S-1 Zone, Limited Service District	OCP Policy	Downtown Core Area Plan (DCAP) Policy
Site Area (m²) – minimum	6337	N/A	N/A	-	-
Density (Floor Space Ratio) – maximum	6.2*	N/A 9.82 Theoretical	1.5	5.5	5.5
Height (m) – maximum	68.51* (Tower A) 65.56* (Tower B)	30.00	15	-	45
Storeys – maximum	21* (Tower A) 20* (Tower B)	10	N/A	20	15
Setbacks (m) – minimum					
Yates Street (N)	3.00 (ground floor) 2.00 (podium) 0.45* (balconies) 9.00 (tower)	0.50	0.00	-	0.00 – 3.00
View Street (S)	0.75 (steps) 4.00 (ground floor building) 3.00 (podium)	0.00	0.00	-	0.00 – 3.00
Cook Street (E)	3.00 (ground floor) 2.00 (podium) 0.67 (balconies) 6.00 (tower)	0.00	0.00	-	0.00 - 3.00
Interior (W)	0.00*	0.00	3.00 (lots that adjoin residential use)	-	Building Separation Guidelines
Vehicle parking – residential – minimum	268*	0	316	-	-

Zoning Criteria	Proposal	R-48 Zone, Harris Green District	S-1 Zone, Limited Service District	OCP Policy	Downtown Core Area Plan (DCAP) Policy
Vehicle parking – residential visitor, commercial retail and daycare – minimum	77*	0	117	ı	-
Car Share Stalls	3	N/A	N/A	-	-
Bicycle parking – long term – minimum	587	586	586	-	-
Bicycle parking – short term – minimum	70	70	70	-	-
Number of short term bicycle parking stalls within 15m of a building entrance	42*	70	70	-	-

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 December 3, 2019. A letter dated March 8, 2020 is attached to this report. Through the design revision process, a second CALUC meeting was triggered by an increase in height and density. A 30-day online consultation period was conducted, and the comments received during this process are attached to this staff report. A total of 182 online responses and two separate emails were received and the general theme was concerns related to height, density, loss of views, access to sunlight and construction disturbance. The majority of responses oppose the proposed development.

If further correspondence from the CALUC is received it will be forwarded to Council for consideration.

Advisory Design Panel Review

The application was reviewed by the Advisory Design Panel at its January 13, 2021 meeting (minutes attached) and the Panel recommended the development permit be declined and that the following revisions be made:

- break up the mass of the podium
- more consideration of materiality of towers in terms of richness and variation
- consideration of providing access to some public open space or connection between View Street and Yates Street.

Staff feel that the applicant has adequately addressed the Advisory Design Panel's concerns as follows:

- the mass of the podium has been broken up by providing a deeper recess mid-block along Yates Street and two additional brick colours have been used to also help break up the massing
- the spandrel glass used on the two towers was changed to include feature metal panels with distinct colours to enhance variety and provide an identity for each tower
- a public seating area has been provided at the intersection of Yates Street and Cook Street in a space created by increasing the setback at the ground floor
- an enlarged space at the corner of Cook and View Street has been created and includes street furniture and custom paving.

A public access between Yates and View Street was not considered desirable due to potential safety concerns and the intention to include public access through the proposed plaza to the west, as part of subsequent development phases. Other design revisions have been incorporated into the proposal in response to the general discussion at ADP as well as comments from staff and include:

- reducing the overall podium height from five storeys to four storeys on View Street, with a break in the podium massing at the level four
- an additional storey for Tower B (Cook and View Street)
- increased setbacks on level five facing Yates Street from approximately 4m to 4.5m for the building face
- increased setbacks from approximately 3.2m to 3.5m for the southern portion of the building facing Cook Street as well as the introduction of a pattern of Juliet balconies and regular balconies in response to the boulevard trees
- relocating the residential vestibule entrance from View Street to Cook Street allowing for a greater setback (approximately 1.5m on View Street) and additional street furniture and custom paving
- realignment and reduction in width of the driveway entrances on View Street to enhance the pedestrian experience and safety
- inclusion of a climbing vine system on the west elevation
- relocation of the long-term bike storage from the lower levels to the first level of underground parking.

ANALYSIS

The following documents were considered in assessing this application:

- Official Community Plan (2012)
- Downtown Core Area Plan (2011)
- Advisory Design Guidelines for Buildings, Signs and Awnings (2006)
- Guidelines for Fences, Gates and Shutters (2010)
- 900-Block Yates and 1045 Yates Urban Design Manual (proposed).

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, 2012 (OCP) identifies this property in Development Permit Area 3 (HC): Core Mixed-Use Residential, which supports buildings up to approximately 20 storeys. The key objectives of this designation are:

- to transform the function, form and character of the Core Residential area through midto-high-rise residential mixed-use and commercial buildings, with the greatest heights along Yates Street and Blanshard Street
- to conserve and enhance the heritage value and special character of 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. Two residential towers are proposed at 20 and 21 storeys above a podium that is appropriately scaled to the context.

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* (DCAP) sets out urban design objectives that seek to ensure an attractive, livable urban space while supporting economic viability, sustainability and placemaking. Additional objectives aim to promote contextual design, integrated with its surrounding area that address and respond to future changes in use, lifestyle, economy and demographics.

Built Form, Scale 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 application includes generously sized sidewalks, building façade heights appropriate to the street width proportions, stepped-back building massing, recessed entries, and a well-defined podium and tower consistent with the streetscape objectives in the guidelines.

Building setbacks from the property line are in excess of those outlined in the DCAP. The ground floor is set back 3m from the property line on Yates Street and 4m from the property line on Cook and View Streets, while the DCAP suggests a minimum setback between 0 and 3m. Above the ground floor, the lower portions of the podium are set back between 2m and 4m from the property line on all frontages and upper storeys on the podium are setback an additional 2.5m from primary building face. The majority of the tower is set back 9m from the property line on Yates and View Streets and 6m to 8m from the property line on Cook Street (the range by virtue of the tapered form of the tower). Based on the DCAP guidelines, a zero-lot line setback

up to level four for Yates and Cook Streets and up to level three for View Street would be consistent with the guidelines. Above the podium a 3m setback for the secondary street wall and a 6m setback for portions of the building up to 30m for Yates and Cook Streets and up to 25m for View Street would be consistent with the guidelines.

The table below summarizes the proposed setbacks in comparison with those envisioned in the DCAP. All setbacks are measured from the property line and expressed in meters.

Table 2: DCAP Setbacks

	Street Level (Primary Street Wall)	Lower Podium (Primary Street Wall)	Upper Podium (Secondary Street Wall)	Setback for Tower
DCAP	0 - 3	0 - 3	3 – 6	6
Proposal Yates Street	3	2 (L2 – L4)	4.5 (L5)	9
Proposal Cook Street	4	2 to 3.4 (L2 – L4)	4.5 (L5)	6 – 8
Proposal View Street	4	3 to 4 (L2 – L3)	5.5 (L4)	9

In terms of floor plates, DCAP specifies maximum floor plate sizes to mitigate the overall scale and massing of taller buildings and to contribute to a more graceful skyline. For residential buildings, portions of the building between 20m to 30m in height should not exceed 930m² and above this the maximum floor plate should not exceed 650m². The proposal includes floorplates that are 648m² for the entire length of the towers, which is consistent with the guidelines.

The DCAP categorizes Yates and Cook Streets as a "Wide Streets" which establishes a step-back parameter for building massing above 20m. View Street is a "Narrow Street" and so the step-back applies after 15m above grade. This step-back is expressed as an imaginary angled line that rises after these points at a ratio of 5m vertically for every 1m horizontally. The proposal does not meet this guideline with the upper four storeys encroaching into this step back on Cook Street. However, as noted previously, the towers are positioned with a generous setback from the property line and any further step-back at the upper storeys would result in a non-functional building. In this case, staff are of the opinion that taller slender towers positioned back from the podium edge with generous spacing between them is a preferred building form that still meets the intent of the design guidelines which seek to maintain views to the open sky and to avoid the presence of bulky upper building mass.

The guidelines require tall buildings to be designed to incorporate elements that define a base, body and top and that design details should express and identify the building top within the skyline and to provide visual articulation within the overall skyline. The proposed design incorporates a well defined podium as a base with towers above. The current design includes a rooftop mechanical structure on each tower, with Tower A (west) including an elevator machine room and overrun that provides access to the rooftop amenity space. The rooftop structures are proposed to be painted concrete. Given the heights being proposed, there are opportunities to refine the overall design of the rooftop structures to ensure they contribute positively to the skyline in terms of form and materiality. The recommendation includes appropriate wording to ensure this aspect of the design be reconsidered.

The DCAP encourages articulation of building facades and rich detailing in order to provide a high degree of public interest along streets. The west elevation of the podium presents challenges since the privacy of the adjacent residential units must also be considered. A blank wall is proposed along much of this elevation, and the applicant has attempted to provide visual interest on the southern section through a climbing vine system, through planters on the terraces of residential units. Staff recommend the applicant revisit this aspect of the design to ensure the proposed vine system is functional and can be maintained over time. Further design revisions are also warranted to enhance the appearance for the remainder of the wall currently proposed as painted concrete. The appropriate language is included in the recommendation.

Building Height

The proposed height of the towers at 20 and 21 storeys (and a maximum height of 68.51m) exceeds the maximum heights within the guidelines by 6 storeys, or approximately 23m. However, the OCP does support buildings up to approximately 20 storeys in the Core Residential Urban Place Designation and the proposal has incorporated small floorplates and generous tower separation to mitigate the perceived massing, therefore the proposed height is considered supportable. Under the Downtown Zoning Regulation Bylaw 2018, rooftop structures are excluded from calculations for height and number of storeys provided they do not exceed 5m in height. Although the subject site falls outside the downtown core, it is anticipated that the regulations from the Downtown Zoning Regulation Bylaw 2018 will apply to the Harris Green neighbourhood in the future, therefore staff are proposing the same definition for rooftop structures be incorporated into the new zone. However, since the tallest rooftop structure for Tower A is 9.46m in height, the proposal is not consistent with this definition, therefore staff have included appropriate wording to request the applicant consider lowering the height of the rooftop structures.

Staff are proposing that in the concurrent rezoning application a height limit consistent with the number of storeys prescribed in the OCP (20 storeys) and 60m be included, which is lower than the proposed development. As a result, this application and any future Development Permit applications will include a height variance and require Council consideration and an opportunity for public comment.

Shadow Analysis

A shadow analysis for the proposal has been included in the architectural plans and a more detailed shadow study is also attached for Council's consideration as Attachment I. With a project of this scale, there will inevitably be shading on the public realm. However, the compact podium and building separation between the two slender towers does help to mitigate the impacts to a certain extent. In addition, the Rezoning booklet submitted by the applicant includes a shadow analysis that compares a number of different scenarios including massing that is compliant with the current DCAP guidelines at both 5.5:1 FSR and 6:2 FSR. Although there are a number of massing configurations that could in theory be compliant with the current guidelines, the study does help to demonstrate that in both of these scenarios, the impact of a taller bulkier podium (allowed under the current DCAP) does have a greater shading effect on the public realm, and whilst the proposed towers cast longer shadows than a building that meets the maximum heights in the current guidelines, their smaller floorplates allow for dispersed access to sunlight along the street.

Pedestrian Wind Study

The applicant has submitted a Pedestrian Wind Study to assess the potential impacts of the proposed development on the public realm and private amenity areas. The report concludes that wind conditions on and around the proposed development, including the sidewalks and walkways bounding the site, are generally predicted to be appropriate for the anticipated pedestrian usages throughout the year. Wind conditions on most terrace levels are expected to be suitable for the intended use throughout the year. However, higher than desired wind speeds are predicted on the roof of the proposed towers, which is primarily a result of exposure of higher elevations to southeasterly winds. The report recommends 2m guardrails around the roof terraces to help mitigate the effects, and the staff recommendation includes the requirement for this plan revision, along with any other wind mitigation measures recommended in the updated Pedestrian Wind Study.

Building Separation Distances

Minimum separation distances are required in DCAP between the faces of tall multi-residential buildings to enhance privacy, open up views between buildings and allow access to sunlight and views of the sky. The proposal is generally consistent with the guidelines, which require a minimum clearance from the side and 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. Above 45m and where buildings are directly adjacent to an existing building that is greater than 45m in height, a minimum side yard clearance of 10m is required. This guideline is applicable given the location of Regent Towers immediately west of the subject site (which is taller than 45m in height) and the proposal exceeds the minimum standard by 6.5m for the northern half of the property line. However, given the jog in alignment of the western interior lot line, the southern portion of the site is approximately 3m below the minimum standards. Given that the western-most Tower A is located approximately 26m from Regent Towers at this pinch point, this deviation to the quidelines is considered to be acceptable. In addition, it is worth noting that the distance between the two proposed towers is 24m, which is a positive aspect of the design since this is something not currently regulated in the existing design guidelines.

Relationship to the Street

New buildings should be designed to relate well to public streets and sidewalks through multiple entrances and clear glazing. The guidelines also encourage high quality architectural materials and detailing in building bases and street walls. The large format retail unit on the ground floor has only one proposed entrance off Yates Street and no entrances off Cook Street. Opportunities exist to provide an additional entrance at the proposed seating area at the intersection of Yates and Cook Street which would improve the functionality of this space. Typically, large format retail stores utilize blank walls or install opaque glazing materials to hide back of house areas; however, the proposed "900-Block Yates and 1045 Yates Urban Design Manual" include specific requirements to ensure that a minimum of 50% of the frontage is clear glazing. Further details are required on the architectural plans to ensure the proposal meets this standard. The proposed recommendation captures the requirement for clarification in these areas.

Green and Open Space

Given the proportion of the ground-floor dedicated to commercial use, opportunities for green space and open space are limited. A total of ten boulevard trees are proposed to be removed

on Yates Street and View Street, which would be replaced with new street trees, as noted in the Urban Forest section. In addition to the private patios for ten dwelling units on the roof of the podium on level two, a common patio area is provided which includes an outdoor kitchen, outdoor seating, projector screen, ping pong tables and a flexible fitness area. A total of six dwelling units have direct access to outdoor areas on View Street. A roof top amenity area is provided on the roof of Tower A, although programming details are yet to be determined. The overall provision of outdoor space is more than what is typically found in similar developments in this area and is consistent with the DCAP policies.

900-Block Yates and 1045 Yates Urban Design Manual (proposed)

The applicant has prepared the proposed "900-Block Yates and 1045 Yates Urban Design Manual" to guide the development and decisions on Development Permit Applications for all development phases. An Official Community Plan amendment is required to reference these Guidelines in the Development Permit Area 3 (HC): Core Mixed-Use Residential which covers the site, which is being managed via the concurrent Rezoning and OCP Amendment applications. The proposal is consistent with the Guidelines through the creation of a tower on podium building typology, achieving a human scaled built form and the creation of an interesting streetscape that encourages pedestrian activity.

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. On the View Street frontage, a significant portion of this elevation is dedicated to vehicle access, and limited details are provided on the architectural plans. Staff are continuing to work with the applicant to refine and enhance View Street for pedestrians and urban forestry while ensuring vehicle movements into and out of the property can be safely accommodated. The staff recommendation includes appropriate wording to ensure these revisions are provided in subsequent plans.

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. The proposal was received on January 30, 2020, therefore it falls under Tree Preservation Bylaw No. 05-106 consolidated November 22, 2019.

Table 3: Tree Impact Summary

Tree Type	Existing	To be REMOVED	To be PLANTED	Net Change
On site trees, bylaw protected	0	0	0	0
On site trees, non-bylaw protected	0	0	6	+6
Municipal trees	14	10	13	+3
Neighbouring trees, bylaw protected	1	1	2	+1
Total	15	11	21	+10

Based on the tree inventory in the Arborist Report (attached), there are no bylaw protected trees on site. There is one bylaw protected flowering plum (36 cm DBH) on a neighbouring property that is proposed to be removed due to construction activities associated with development. Two replacement trees will be required as per the *Tree Preservation Bylaw*.

There are 14 municipal trees impacted by this development, 10 municipal trees are proposed to be removed and four municipal trees are proposed to be retained; 13 new municipal trees are proposed to be planted on adjacent street frontages. The removal of municipal trees along the subject property frontages along Yates and View Streets is due to proposed construction works, above and below ground, and access requirements. All four existing municipal trees along the Cook Street frontage are to be retained and protected through development.

The applicant has indicated their intention to use soil cells to achieve recommended soil volumes for replacement trees along View Street. It is recommended that all new street trees proposed along the municipal frontages of Yates and View Streets use soil cells to achieve recommended soil volumes and that this be captured in a legal agreement registered on title. It is also recommended that tree guards for all new municipal trees in grates be included in this agreement. The use of soil cells also achieves stormwater management objectives, as requested by Engineering. The concurrent Rezoning Application No. 00730 includes appropriate wording in the staff recommendation to ensure these requirements are met.

Staff are also requesting revisions to the Site Plan to show the minimum setback of all building protrusions along the Cook Street frontage to be a minimum of 1m from the property line, instead of 0.6m as currently proposed. The setback range along Cook Street should therefore be 1m - 3m, allowing adequate space for the canopy of the existing chestnuts on Cook Street, while providing safe distances from balconies and overhead utilities.

Regulatory Considerations

Height Variance

The maximum heights prescribed in the current DCAP guidelines is 15 storeys. However, staff are proposing that the new zone sets a maximum height limit consistent with the OCP, which is 20 storeys. As such, a height variance of one storey and 8.51m is proposed as part of this application. The additional storey is considered supportable given positive aspects of the form and massing mentioned earlier. The height variance is attributed to the upper three habitable stories, and is considered supportable given the efforts made to incorporate a more human scale podium at the street level. Although rooftop structures are proposed to be excluded from

height (consistent with the regulations in the Downtown Core) the proposed rooftop structure exceeds the maximum height by 4.46m (which includes a mechanical room, elevator overrun and elevator machine room), therefore the recommendation includes a request that the applicant reconsider this aspect of the design to determine if this extra height can be reduced or otherwise mitigated.

Parking Variance

A variance is requested to reduce the required number of residential parking stalls from 433 to 348 and to reduce the required number of residential visitor, commercial retail and daycare stalls from 117 to 77. To help mitigate some of the anticipated parking shortfall associated with the development, the applicant is proposing three shared vehicle parking stalls, three shared vehicles, 169 car share memberships, and long term, end of trip facilities (changing areas, and showers) that will be available to commercial tenants, all of which will be secured by legal agreement as part of the concurrent rezoning report. Four electric vehicle charging stations are also proposed, and since this is in excess of the bylaw requirements that applied at the time the application was submitted, it is also recommended to secure these through a legal agreement. In addition, the proposal exceeds the minimum requirements for bicycle stalls (by three stalls for long term and by one stall for short term). Although staff consider the variance supportable, there will likely be some impact to on-street parking availability in the area.

The Zoning Regulation Bylaw requires that all short term bicycle stalls are located within 15m of a public entrance. Due to the quantity of short term stalls being provided (70) it is not possible for all these stalls to meet the zoning standards and since the 28 non-compliant stalls are approximately within 18m of a building entrance, staff are supportive of this variance.

Resource Impacts

The City would incur the following annual maintenance costs for the planting of three new municipal trees (net change for municipal trees), rain gardens, and irrigation system.

Table 4: Resource Impacts

Increased Inventory	Annual Maintenance
New municipal trees (net change for municipal trees)	\$180
New rain gardens	\$8,500
Irrigation	\$750

CONCLUSIONS

The proposal to construct a mixed-use commercial and residential building with two towers at 20 and 21 storeys is not consistent with the maximum heights prescribed in the guidelines, however, it is consistent with the built form principles in the Core Residential designation of the OCP, which supports mixed-use buildings up to approximately 20 storeys. The proposal is generally consistent with the objectives for Development Permit Area 3 (HC), Core Mixed-Use Residential which seeks to transform the function, form and character of the area through mid-to-high-rise mixed use and commercial buildings with greatest heights along Yates Street. The proposal would enhance the area through high-quality architecture, landscape and urban design which reflects the function of a major residential centre on the edge of a central business district in scale, massing and character. The application advances these objectives as it demonstrates

general consistency with the relevant guidelines and policy. On this basis, staff recommend for Council's consideration that the application be supported.

ALTERNATE MOTION (decline)

That Council decline Development Permit with Variances Application No. 00150 for 1045 Yates Street.

Respectfully submitted,

Charlotte Wain Karen Hoese, Director

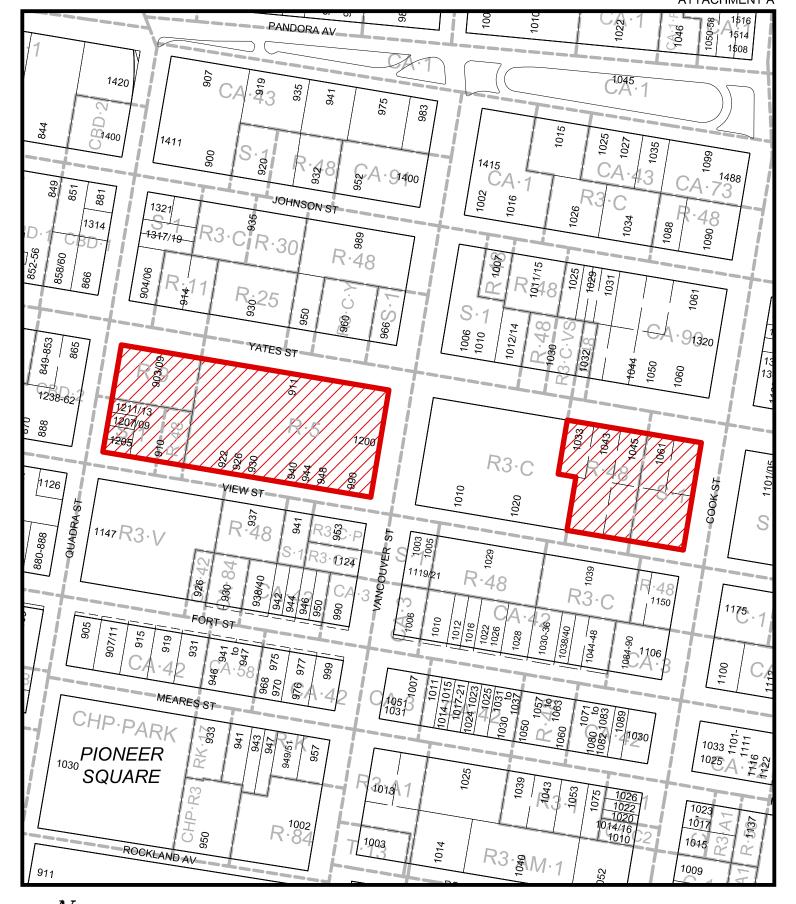
Senior Planner Sustainable Planning and Community

Development Services Division Development Department

Report accepted and recommended by the City Manager.

List of Attachments

- Attachment A: Subject Map
- Attachment B: Aerial Map
- Attachment C: Letter from applicant to Mayor and Council dated July 6, 2021
- Attachment D: Plans date stamped June 15, 2021
- Attachment E: Rezoning Booklet date stamped June 15, 2021
- Attachment F: 900-Block Yates & 1045 Yates Urban Design Manual date stamped March 10, 2021
- Attachment G: Tenant Assistance Plan, dated June 25, 2021
- Attachment H: Pedestrian Wind Study Draft Report, dated May 4, 2020
- Attachment I: Shadow Studies, dated June 9, 2021
- Attachment J: Transportation Impact Assessment, dated May 11, 2020
- Attachment K: Arborist Report, dated November 13, 2020
- Attachment L: Land Lift Analysis by Coriolis, dated June 22, 2021
- Attachment M: Public Engagement Summary, dated August 2019
- Attachment N: Advisory Design Panel Report, dated December 2, 2020
- Attachment O: Advisory Design Panel Minutes from the meeting of January 13, 2021
- Attachment P: Community Association Land Use Committee Comments dated March 8, 2020
- Attachment Q: Consultation Comments from Online Feedback Form
- Attachment R: Correspondence (Letters received from residents).





903, 911 & 1045 Yates Street, 910 View Street, 1205 & 1209 Quadra Street Rezoning No.00730







903, 911 & 1045 Yates Street, 910 View Street, 1205 & 1209 Quadra Street Rezoning No.00730



July 6, 2021

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

Re: Rezoning & OCP Amendment Application for Harris Green Village (903, 911 & 1045 Yates, 910 View, 1205 & 1209 Quadra Streets) Development Permit with Variance Application for Phase One of 1045 Yates Street

Dear Mayor Helps & Council:

On behalf of Starlight Developments, we are pleased to provide this letter that (A) captures the prominent features of the development (OCP+RZ) application, summarizes key changes made over the past 18 months in working with City staff to refine and improve the project, and (B) outlines the request for a Development Permit with Variance. The revised submission incorporates City staff comments and includes the design team's in-depth analysis of the current *Downtown Core Area Plan* (DCAP) and new draft *Downtown Design Guidelines*.

The OCP and Rezoning application involves two sites on the south side of Yates Street: the entire 900-block of Yates Street and the east half of the 1000-block of Yates Street. This application will significantly shape the urban form of the Harris Green neighbourhood, provide new public space, fill a need in the rental housing market, and provide new-build commercial spaces for important local businesses to continue serving the community into the future. Notably, the project plans allow for phasing of development to mitigate transition impacts for current tenants and residents.

A recent report to City Council about the "Future Housing Needs and Gaps in Official Community Plan Capacity" (June 24, 2021) states that "a capacity assessment reveals gaps in the City's ability to meet these needs based on the Official Community Plan Urban Place Designations... and there is shortfall in overall capacity". The report also reiterates the City's policy of targeting 50% of future population growth to the Downtown Core Area, which includes Harris Green. This project's proposed addition of more than 1,500 residential units will significantly address this gap in the rental housing supply. There have been comments about the size of the project, but scale is a benefit - achieving significant rental housing supply and unique urban design and public amenities that would not be possible on a series of partial-block developments.

The overall project application includes a Rezoning and OCP application for the entire site and a Development Permit with Variance application for Phase One, which will take place on the east half of 1000-block of Yates Street (currently the Harris Chrysler Dealership). Therefore, for clarity, this letter has been divided into two parts: (A) Rezoning/OCP application for both the 900 and 1000-block of Yates Street, and (B) a Development Permit with Variance application for the east half of 1000-block of Yates Street.

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A. Rezoning/OCP Amendment Application

Project Overview

The two sites represent a total of 19,864 m² (just under two hectares or approximately five acres) in Downtown Victoria, and will have four primary uses:

- 1. Residential, all in rental tenure;
- 2. Commercial retail;
- 3. Commercial office; and
- 4. Public plaza and open space.

At build-out, the project will provide more than 1,500 purpose-built residential rental units, 10,500 m² of commercial retail or office space, and 3,600 m² of amenity space that includes about 500 m² allocated for daycare. A total of 119,500 m² of floor space is planned to be developed in three phases. There will be a combination of larger format retail to accommodate a grocery store, for example, and small shops, cafés, and restaurants at ground-level with some office space above. There is also potential to accommodate a small boutique hotel on the 900-block to complement the mix of uses and activities for a more vibrant, active, and integrated neighbourhood.

Harris Green Neighbourhood: Land Use Policy & How the Project Fits

The Harris Green neighbourhood is identified in the *Official Community Plan* (OCP), and other planning documents, as a dynamic, vibrant, and complete neighbourhood that is earmarked as the City's primary population growth focal point – 50% of all future population growth is targeted to Harris Green and the portion of downtown that can accommodate growth.



Policy recognizes that higher density neighbourhoods will reduce environmental and climate change impacts by supporting active transportation and lessen pressure on both greenfield development in the region and reduce the need for redevelopment of Victoria's traditional residential neighbourhoods. This project's 1,500+ residential units will contribute to the economic health and vitality of the Downtown Core, Old Town, and Inner Harbour precincts.

Aligned with the City's objectives for encouraging population growth in the neighbourhood, this project can be a significant catalyst to Downtown's post-pandemic regeneration and economic growth.

Project Amenities & Benefits

The size of the assembled parcels creates opportunity for comprehensive urban design and extensive public amenities which cannot be achieved by individual developments of smaller parcels like those previously built or underway downtown and in the Harris Green neighbourhood.

The most exciting amenity in this project is a signature public space in the centre of the 900-block of Yates Street. This half-acre (0.2 ha) sized plaza and park space will be available to current and future individuals and families living and working Downtown and in the rest of the region, as well as to visitors to Victoria. There is a grassed area for casual enjoyment and where children can play, as well as more urban, flexible spaces for community gatherings and for people to meet and sit in pleasant, landscaped surroundings. It is the most significant new piece of open space to be developed in the urban core in decades and combines opportunities for both active and passive activities.

Key amenities and benefits of the project include:

- Approximately 1,500 rental units at full build-out, which will increase Victoria's rental housing stock; improve supply, choice, and flexibility for individuals and families; and assist with chronically low rental vacancy rates;
- A range of unit sizes and types (studios to three-bedroom units, including ground-oriented townhouse units) for individuals, couples, and families;
- Regionally significant public space that includes a vibrant "Yates Street Plaza," a terraced area with
 amphitheatre seating, and "View Street Green," which is substantially larger than the amount of open
 space and public realm amenity suggested in the *Downtown Core Area Plan* (DCAP);
- Children's daycare and associated outdoor space;
- Enhanced street animation and pedestrian connections between and within streets;
- Corner plazas and unique public spaces;
- · Extensive on-site amenities for tenant residents;
- Model stormwater management and raingarden systems;
- Comprehensive integration of landscaping elements within the site, and connectivity with the streetscape, pedestrian sidewalks, and boulevards;
- Accommodation for a separated bike lane along Yates Street; and
- Comprehensive TDM measures, including Modo carshare spaces and bike facilities.



Project Data Summary

The following table summarizes the main project parameters. Please refer to the Project Information Table in the Rezoning Booklet for greater detail.

Description	900-Block	1045-Block	Total		
Site Area	13,527 m²	6,337 m ²	19,864 m²		
Floor Area	81,162 m ²	39,137 m ²	120,299 m²		
Floor Space Ratio	6.0	6.20*	6.06		
Height (maximum building height incl. rooftop structures & mechanical)	111.34 m	77.96 m	N/A		
Storeys (Tower heights, number of habitable storeys, excl. rooftop structure & mechanical)	32, 29, 28	21, 20	N/A		
Site Coverage (%)	71.6	84	N/A		
Open Site Space (%)	28.4	12	N/A		
Parking Spaces	Per Schedule C or as varied at time of Development Permit with appropriate TDM measures				
Bike Parking (LT/ST) Spaces	1,468	1,468 657			
Total Number of Units (Approx.)	1,058	510	1,568		
Unit Type	Studio, 1/2/3 Bedrooms, Townhouses				

^{*}FSR above 6.0 associated with enclosed at-grade grocery store loading zone and multi-stream waste and recycling handling

<u>Urban Design Rationale for Height, Massing & Density</u>

As a result of 18 months internal discussions and communications with City staff, a great deal of attention has been paid to achieving the most successful relationship between the height of the podium height and the towers, relative to their effects on the streetscape, pedestrian experience, and shadowing. After a detailed analysis, including sun and shade performance, the podiums have been sculpted, podium height reduced, and setbacks at street level increased.

The slimmer, taller tower and podium typology allows for a more sensitive relationship with the street, block, and neighbourhood. Updated design principles focus on 1) framing the street, 2) sculpting the podium, 3) strategic placement of height, 4) splitting the blocks to prevent long continuous frontages, and 5) adding to the neighbourhood green space and public gathering areas. This conscious urban design decision is why the application includes a separate *Urban Design Manual* prepared by D'Ambrosio architecture + urbanism, that sets out the design parameters for achieving a high-quality urban form. The design recognizes the initiation of changes to the Downtown Core Area Plan (DCAP) design guidelines currently in progress.

The elimination of podium floors in turn reduced floor space, which has been redistributed to the towers to mitigate impact. It has been demonstrated that adding height to towers offers a far more successful outcome than having shorter, squatter towers with higher podiums and street walls – there will be much less impact to the street and neighbouring buildings.

The result of this thorough analysis is the reason there are only five (5) towers in one and one-half City blocks. On many other blocks in the Harris Green neighbourhood, one can find as many as five towers on one block, with more to come. This analysis also supports the tallest building (at 32 habitable storeys) being in the centre



of the 900-block site, from which the buildings terrace toward the edges with two additional towers at 29 and 28 storeys. The 1000-block contains two smaller towers of 22 and 21 storeys oriented toward Yates Street, and a 20-storey building closer to Cook Street.

Harris Green Plaza

During the public consultation process the majority of the comments spoke to the lack of open space and useable public space in the Harris Green neighbourhood. This feedback has resulted in concentrating our efforts to provide meaningful public open space amenities.

The key amenity of the project is the central plaza and green space, located in the middle of the 900-block of Yates Street, that will run mid-block from Yates through to View Street. Measured to the building frontages framing the plaza (but excluding townhouse patios), the total area is 1,982 m² (21,334 sf). If some of this space is used for outside seating or display area for shops and food outlets that may line the plaza, the minimum anticipated fully public realm space will be at least 1600 m². This space is significantly larger than what is contemplated in the DCAP policies, which suggests a plaza between 800 and 1,200 m².

The revised *Rezoning Booklet* provides much greater detail on the plaza, which has been programmed to permit a variety of activities, and include urban piazza forms and soft lawn landscape features. The plaza takes advantage of the elevation changes between the two streets to create three distinct program areas that will allow for a variety of experiences within the space. The upper Yates Street area combines feature sculpted design elements, specialty paving, and raised planters with specimen trees and seating. The middle section, referred to as the "Harris Green Terrace", combines seat steps and raised planters. The lower "View Street Green" area combines lawn, raised planters, and platform seating. The plaza in its entirety provides an excellent opportunity for public art. Starlight welcomes working with the City of Victoria to determine the best programming for artwork of various forms in this open space.

Affordable Housing

Starlight recognizes Victoria is challenged by the lack of housing supply (with one of the lowest vacancy rates in Canada), and housing affordability relative to local incomes. In addition to the entire development providing market rental housing, Starlight has sought to include a viable affordable housing component. With current construction costs, it is difficult to make private sector rental projects work financially in addition to the significant contributions being made to the installation of amenities for the public.

As part of this development, Starlight is proposing an additional 0.5 FSR of residential floor area beyond what the DCAP has contemplated for these sites (from 5.5 to 6.0 FSR). This additional residential floor area will make it possible for Starlight to include some affordable rental units in the development – twenty-three (23) units will be offered at median income affordability per the *Victoria Housing Strategy 2016-2025, Phase Two: 2019-2022* report. The affordable units will be offered in the first phase of development to maximize public benefit.

Tenant Assistance Plan

In the 900-block Yates Street phase of development, which is at least three years away, one small 15-unit rental building will be redeveloped. A Tenant Assistance Plan has been submitted to the City well in advance of development of this site. Prior to Public Hearing, an updated TAP will be provided to staff, including confirmation that tenants have read and understood the TAP and have been provided with an opportunity to identify their needs and request additional assistance. Tenants will be given the right of first refusal and compensation consistent with policy.



Bike Lanes

An important element added to the public realm amenities is a new separated bike lane along Yates Street. Vancouver Street bike enhancements have already been implemented. Yates Street bike lanes have been prioritized and advanced with the Harris Green Village Project. Curbing, boulevard treatment, street lighting, street furniture, and on-street parking have been designed accordingly.

<u>Traffic, Parking & Transportation Demand Management Analysis</u>

Given the proximity to Downtown, the integration of the development's residential and commercial space, and the growing intention of people who live Downtown to minimize vehicle ownership, a greater emphasis on shared transportation initiatives is important.

A parking study, prepared by Watt Consulting Group, analyzes bylaw standards and sets out Transportation Demand Measures (TDM) that result in proven reductions in parking demands. Chief among the TDM measures to consider are bicycle parking stalls and facilities (including end-of-trip cycling facilities for employees), electric bike parking, and carshare (e.g. Modo). It is noted that families are increasingly using cargo bikes, which have greater space requirements, but are proven substitutes to private vehicle ownership and usership.

Each phase of development will be subject to a Development Permit, at which time specific parking requests and any variance from Schedule C parking requirements will be detailed. The Watt Consulting report will be used to guide the size and extent of TDM measures appropriate for each phase.

The consulting transportation engineers have also reviewed and updated schematic plans to accommodate traffic signalization at Cook & View Streets, and a separate left-hand turn lane at Quadra and View Streets.

Phasing & Timing

The project will be phased to allow for smooth transitions and limited disruption to neighbours and existing tenants. The first phase will be the development of the east half of 1000-block of Yates Street in the location of the Harris Chrysler car dealership. Phase Two will be the 900-block of Yates Street, and be divided into two subphases: the east half and west half of the property. Phase One is anticipated to start in late 2021. The two subsequent phases will be tied to the completion of Phase One. A summary of the Phase One Development Permit application is addressed below.

B. Development Permit with Variance Application for Phase One (1045 Yates Street)

Project Description Background

This project is predominantly residential rental, with ground-oriented retail and second floor childcare space. The plans envision 33,976 m² of residential space, comprising 510 units in a full mix of unit sizes and types, including ground level townhouse units along the View Street frontage. An enhanced corner plaza space, at the prominent intersection of Yates and Cook Streets, provides a strong public realm presence and a gateway expression at this important corner. Expanded public realm space has also been added to the corner of Cook and View Streets. A residential lobby is located on each of Yates and Cook Streets.

Commercial space, totaling 3,052 m², is situated along Yates and Cook Streets, and partitioned into small-to-medium commercial units, with one large format commercial space. This configuration will allow for a range of shops and services at street level. Development Permit plans allocate 482 m² for daycare space, located on the second floor along the Yates Street frontage, with access to a children's outdoor play space. The final



programming and size of the daycare space will be developed and in conjunction with the future operator, and the size of the space may be adjusted depending on the daycare provider's needs.

The building frames the surrounding streets and serves to anchor the eastern gateway to Harris Green and downtown. The redevelopment of the site, on what is now a large, paved parking area and aging single-storey automobile service building, will complete the built form for the block. The project information table below reflects the revised plans:

PROJECT INFORMATION TABLE					
Zoning, Existing	R-48, S-1				
Site Area	6,377 m ²				
Total Floor Area	39,289 m²				
Residential Floor Area	33,976 m ²				
Commercial Floor Area	3,052 m ²				
Day Care	482 m²				
Floor Space Ratio (rounded)	6.20 *				
Site Coverage	84%				
Open Site Space	12%				
Max Building Height (incl. rooftop structure to top of parapet)	78.42 m				
Tower Heights (number of habitable stories not incl. roof mechanical & roof access)	21 & 20				
Parking Stalls (required: 433)	348				
Bicycle Parking (short & long term; required = 657)	657				

^{*}FSR above 6.0 associated with enclosed at-grade grocery store loading zone and multi-stream waste and recycling handling

Unit Mix

The project includes 510 residential units in a mix of unit types, with 32% as two- and three-bedroom units, including six townhouses fronting View Street.

Studio	1-bdrm	1-bdrm + den	2-bdrm	2-bdrm + den	3-bdrm	TH (3-bdrm)
43	223	80	82	64	12	6

Urban Design Expression

The design provides a perimeter block of building, which creates a pleasing street façade and features two slender towers. While simple in form, the towers are varied with balconies, which evoke a sense of movement



and rhythm. Tower heights are differentiated, with the taller tower located on the west side toward Yates Street and the shorter tower sited on the east side toward Cook Street. Both towers are substantially setback from the street. There is a 24-metre separation between the two "on-site" towers, and the same separation between the westerly tower face and the closest adjacent tower existing on the "Regents Park" property to the west.

Cascading podium levels sculpt the building and optimize solar performance for the public realm, achieving a comfortable building scale. The corner plaza at the Yates/Cook Street intersection has been further enhanced to expand the public realm, and will complement a similar plaza strategy planned for the approved development on the north side of the intersection.

The ground floor is predominantly retail and/or food-service space on the Yates and Cook Street frontages. Architecturally, the exterior treatment has been revised to introduce a much stronger brick element along the frontages to complement the ground floor glazing and improve the storefront rhythm.

Along View Street, the ground floor has a series of at-grade, two-storey townhomes, as well as parking and loading access. Loading, freight handling, solid waste, and recycle centre areas are fully enclosed.

Continuous weather protection along retail frontages provides pedestrian comfort and opportunities for signage. Special feature canopies at main entrances provide a visual hierarchy and sense of arrival. The concept of "eyes on the street" is supported by continuous retail, lobbies, and townhomes, helping to promote security and comfort for the neighbourhood.

Major design enhancements include:

- 1. Reduction of podium heights from a six-storey street wall to a four-storey street wall along Yates Street, with the fifth floor set back 2.4 metres (8 feet) from the street wall;
- 2. Substantially reduced podium heights along the View Street frontage that now read as three-storeys;
- 3. Both towers increased in height by two-storeys to maintain the floor space removed through the reduction in podium heights;
- 4. Additional pronounced vertical demarcation in the façade podium walls to soften massing along the Yates Street frontage;
- 5. Boulevard landscaping and civil design refined to accommodate future cycling infrastructure; sidewalks have been widened;
- 6. Use of brick along the full frontage of all street walls, with stronger vertical brick elements carried through from street level to the fourth floor podium. The fifth floor is set back, and incorporates muted colours to blend into the horizon, thereby accentuating the brick elements of the four-storey façade;
- 7. Different colours of brick along the street frontage to create the visual impression of distinct buildings, which is more characteristic of the Downtown building form;
- 8. Changes in the colour palette and materials of the towers, as well as refinement of the rooftop overhang on the towers, to create a more elegant and attractive skyline;
- 9. Relocation of all bicycle parking to the first underground level for easy access; and
- 10. Purchase and placement of three Modo carshare vehicles.



Landscaping & Rain Gardens

The landscape design proposes to prioritize green infrastructure. Rain gardens will be prominently featured on Yates Street, and will not only function as a means of capturing and containing rainwater run-off from the sidewalk, but also as a neighbourhood amenity that enhances the public realm. An overall increase in the number of on-site and boulevard trees will further enhance the urban forest of the neighbourhood, as well as promote infiltration, offer water quality benefits, and reduce peak flow during storm events. The significant existing horse chestnut trees on Cook Street will be protected to further support the urban forest.

Landscape plans have been updated to include revised planting materials, with additional at-grade planting beds, relocated benches to provide an edge for the planting beds, and changes to the boulevard height to allow for the future Yates Street bike lane.

Lush roof terrace plantings will provide inviting spaces for residents. Outdoor amenity space for residents includes an outdoor kitchen and dining area, enclosed dog run, and informal play areas for children.

Shared Property Line

The west wall of the building on View Street is sited at the property line, and provides privacy and noise attenuation from the commercial loading zone and solid waste recycle centre. One ornamental plum tree on the neighbouring property is located virtually on the property line, and has a root zone that spreads over the property line. The arborist advises the tree be removed and replaced.

Specific attention has been paid to the west wall, incorporating landscaping and a sculpted wall pattern to enhance the exterior appearance. Starlight has had various communications with its neighbours, and has committed to working with Regents Park to install replacement trees and landscaping along the easterly property line.

Project Benefits & Amenities

Project benefits and amenities remain unchanged, and are briefly described below.

- Affordable Housing (23 units) is proposed within the first development phase, to maximize public benefit.
- <u>Daycare Space</u> is located on the second level of the Yates Street frontage, with a total interior area of 482 m², plus associated west-facing outdoor space. The final size of the space will be confirmed with the operator of that space. A separate elevator accesses this space, and also provides access to the ground level, as well as P1 commercial and visitor parking.
- <u>Corner Plaza Space</u> is provided at the prominent intersection of Yates and Cook Streets, and a smaller
 urban space expands the public realm at Cook and View Streets. The ground level exterior walls are set
 back three metres from the street property lines. Incorporating "new town paving standards", this design
 element that transitions into the public sidewalk will evoke a feeling of spacious, comfortable public space,
 with ample room for street activities and outdoor restaurant seating.
- Resident Amenities. A variety of resident amenities are proposed, including:
 - A substantial central courtyard on the second floor of the podium, with pavers and lush planters.
 Amenities within the courtyard include an outdoor kitchen with barbeques, benches, moveable tables and chairs, and a children's play area. The courtyard will complement the surrounding interior



- amenities, and allow for flexible programming for events and as tenants needs and preferences change over time;
- 2. Interior amenities include a gym and fitness studio, change rooms, a multi-purpose/social room, and co-working and study spaces all fronting onto the courtyard space; and
- 3. Three additional outdoor recreation spaces at various podium roof levels, including a dog run and additional outdoor seating.

• <u>Economic & Environmental Benefits</u> include:

- More than five hundred residential units will significantly expand Victoria's apartment rental inventory, and become a stabilizing influence on rental rates by providing much needed rental housing to the market.
- 2. Based on the Economic Policy Institute's estimates for 2019, which states 5.5 direct jobs, 4.8 supplier jobs, and 6.1 induced jobs are created per \$1 million in construction value, it is estimated this project will generate approximately 260 construction and construction-related jobs per year during construction.
- 3. Generating a sizable tax base, with direct tax revenues to the City estimated in the order of \$1 million annually.
- 4. Residents occupying the 500+ residential units will significantly contribute to the vitality and financial health of Downtown retail shops and other local businesses.
- 5. Living, working, and recreating in Downtown reduces dependency on vehicle transportation, prompting positive economic and environmental benefits.

Transportation

A parking variance, summarized below, is requested. Bicycle parking meets bylaw requirements and includes outlets for e-bikes. Separate bicycle storage and end-of-trip facilities have been provided for commercial tenants.

Parking is located underground, and service access for commercial units, garbage, and recycling is located at ground level, but within the building envelope, and enclosed from exterior view. Access to the parking and service areas is via View Street. Changes in design now provide for a buffer area between the entrance leading to underground parking and the entrance leading to the service area; this arrangement will create a safer pedestrian experience. Additional changes include movement of bike parking to P1 from lower levels, reducing internal travel distance.

A series of Transportation Demand Management (TDM) measures will be implemented to encourage alternate transportation choices to private vehicle use. The following TDM measures are proposed:

- Three Modo (carshare) cars purchased and placed on-site;
- Two EV stations for commercial and visitor parking;
- EV load share provided in the residential parking to support 90 stalls;
- All bicycle parking located on the first floor of the underground parking for convenient access, with 25% of bike spaces having access to an electrical outlet for e-bike charging;



- Commercial end-of-trip bike facilities provided to encourage employees to use active transportation between their home and workplace; and
- Multi-modal wayfinding signage to help direct and orient residents, employees, and visitors to transit, bike share, car share, bicycle parking, and amenities.

Environmental Features

Environmental features have not changed since the original DP submission, and are reiterated below for convenience:

- As a mixed-use, transit-oriented project, the development will provide a local option for housing, shopping, and leisure, as well as a childcare facility to support the growing community;
- The urban infill nature of the project adheres to the principle of promoting development on existing urban sites, diverting development pressure from greenfield locations, and making more efficient use of existing infrastructure:
- The project supports a high degree of walkability and cycling access to nearby amenities for residents, thereby reducing motor vehicle trips;
- Carshare and load sharing EV stations are provided to reduce CO₂ emissions;
- Extensive bike parking, lockers, and a bike repair station are provided;
- Landscape and stormwater management strategies, including partial green roofs, will retain and infiltrate rainwater, limiting post-development peak water run-off from the development.

In order to reduce the urban heat island effect, improve building performance, and reduce CO₂ emissions, the project design will implement the following measures:

- All parking is underground;
- Roof-top terraces with community gardens and garden beds provide opportunity for residents to engage in urban agriculture;
- A mix of unit types for various styles of living, with access to balconies and/or large terraces on roof decks, provide all with access to views and the outdoors;
- Large windows in living room areas increase natural lighting, provide views, and improve wellbeing;
- Outdoor water conservation strategies include water efficient landscaping. The project aims to achieve an
 overall reduction in water use by specifying efficient fixtures;
- Wildlife-resistant recyclable material storage facilities accessible to all property users;
- Ventilation supply and distribution designed to satisfy the requirements of ASHRAE standards, and include ensuring ventilation is supplied to each suite and adequately distributed to each occupied space;
- BC Energy Step Code Level 2. Passive envelope strategies reduce reliance on mechanical systems. Glazing
 percentage targets 50% window-to-wall area for the towers to minimize glazing heat loss and heat gain
 into each unit;



In Closing

This letter summarizes the key changes made since the previous submission and highlights the major design elements of the proposal. The *Urban Design Manual* and *Rezoning Booklet* provide both visual and more detailed written descriptions.

A separate Development Permit Application for Phase One is being submitted concurrently with this resubmission of the overall development proposal. The plans adopt the guidelines and directions contained in the updated *Urban Design Manual* and *Rezoning Booklet*.

The intention of this application is to facilitate a vibrant development that complements the character of the existing Harris Green neighbourhood while providing significant purpose-built rental housing, a mix of uses and building forms, and important public open spaces. This is an exciting and significant project that will positively shape the future of the neighbourhood and Downtown Victoria.

We look forward to working collaboratively with the City on this special opportunity to enhance and make better use of a significant Downtown location while responding to the need for rental housing in Victoria.

Should you require any further information about this application, please do not hesitate to contact me at 250.383.0304 x 122 or dstrongitharm@cityspaces.ca.

Sincerely,

Deane Strongitharm, RPP, MCIP

18

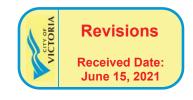
Attachs.

Cc: Andrew Browne, Starlight Developments

ARCHITECTURAL DRAWING LIST

No.	Sheet Name
NO.	Sheet Name
10.00	00150 0105
A0.00	COVER PAGE
A0.01	PROJECT GENERAL STATISTICS
A0.02	BUILDING STATISTICS
A0.03	PARKING STATISTICS
A0.04	CONTEXT PLAN
A0.05	CONTEXT PHOTOS
A0.06	STREET SCAPE ELEVATION
A0.07	SETBACK DIAGRAM
A0.08	SITE COVERAGE DIAGRAM
A0.09	OPEN SITE SPACE DIAGRAM
A0.10	AVERAGE GRADE CALCULATION
A0.11	STREET SECTION
A0.12	SHADOW STUDY - VERNAL EQUINOX
A0.12	SHADOW STUDY - VERNAL EQUINOX SHADOW STUDY - SUMMER SOLSTICE
A0.14	SHADOW STUDY - AUTOMNAL EQUINOX
A0.15	SHADOW STUDY - WINTER SOLSTICE
A0.16	SURVEY
A0.17	MATERIALS
A0.18	PRESPECTIVE VIEW FROM YATES STREET
A0.19	PRESPECTIVE VIEW FROM COOK STREET
A0.20	PRESPECTIVE VIEW FROM VIEW STREET
A0.21	CPTED STRATEGY
PIU.21	CF1ED 31NATEG1
A1.00	ISITE PLAN
A1.01	OVERALL LEVEL P3 PLAN
A1.02	OVERALL LEVEL P2 PLAN
A1.03	OVERALL LEVEL P1 PLAN
A1.04	OVERALL LEVEL 1 PLAN
A1.05	OVERALL LEVEL MEZZANINE PLAN
A1.06	OVERALL LEVEL 2 PLAN
A1.07	OVERALL LEVEL 3 PLAN
A1.08	OVERALL LEVEL 04 PLAN
A1.09	OVERALL LEVEL 05 PLAN
A1.10	OVERALL LEVEL 06 PLAN
A1.11	OVERALL TYPICAL TOWER FLOOR PLAN
A1.12	OVERALL LEVEL 21 (TOWER B ROOF)
A1.13	OVERALL LEVEL 22 (ROOF TWR (A) & TWR (B) MECH. ROOF)
A1.14	OVERALL LEVEL 23 (TWR (A) MECH. ROOF & TWR (B) UPPER ROOF)
A1.15	OVERALL LEVEL 24 (TWR (A) UPPER ROOF)
A2.01	COLOR NORTH ELEVATION
A2.02	COLOR EAST ELEVATION
A2.03	COLOR SOUTH ELEVATION
A2.04	COLOR WEST ELEVATION
A2.05	NORTH ELEVATIONS
A2.06	EAST ELEVATION
A2.07	SOUTH ELEVATIONS
A2.08	WEST ELEVATION
A2.09	COURTYARD KEY PLAN
A2.10	COURTYARD RET PEAN COURTYARD ELEVATION
A2.10	COURTYARD ELEVATION
A2.12	COURTYARD ELEVATION
A3.01	SECTION A Tower A & Podium
A3.02	SECTION B Tower B & Podium
A3.03	SECTION C Tower A & Podium
A3.04	SECTION D Tower B & Podium
A7.00	FSR CALCULATION SUMMARY
A7.01	FSR OVERLAY- Level 01
A7.02	FSR OVERLAY- Level 01- Mezz
A7.02	FSR OVERLAY- Level 01- We22
A7.03	FSR OVERLAY- Level 03
A7.05	FSR OVERLAY- Level 04
A7.06	FSR OVERLAY- Level 05
A7.07	FSR OVERLAY- Level 06
A7.08	FSR OVERLAY- Typical Levels
	FSR OVERLAY- LEVEL 21 (Tower B Roof)
A7.09	
A7.09 A7.10	FSR OVERLAY- LEVEL 22 - ROOF TWR (A) - TWR (B) MECH. ROOF FSR OVERLAY- LEVEL 23 - TWR (A) MECH. ROOF - TRW (B) UPPER ROOF









IBI GROUP ARCHITECTS (CANADA) INC. 700-1285 West Pender Street, Vancouver, BC V6E 4B1, Canada tel 604 683 8797 fax 604 683 0492 ibigroup.com



Harris Green Village - Phase 01

1045 Yates Street

Harris Green Village - Phase 1

Site & Project Description

2 Towers on Residential/Amenity/Commercial Podium

Civic Address: Lot A (DD 60683W) Of Lots 979 And 989. Plan 20163. And

Lot 1 Of Lots 986 And 987. Plan 26779. And Lots 976. 977. 978. 980. 988. Victoria City. Downtown Core Area Plan

City Plan:

Residential floor S-1, R-48 Current Use:

Automobile Dealership and Surface Parking

Adjacent Zoning: R3-C Rezoned to:

SITE AREA CALCULATIONS

	Gross Site	e Area
	Metric (m ²⁾	Imperial (sq.ft.)
1045 Yate Street	6,337.0	68,210.9
Dedications	-	-
Net Site Area (Gross Minus Dedications)	6,337.0	68,210.9
Site Area for calculation of Density (Gross)	6,337.0	68,210.9

SITE COVERAGE CALCULATIONS

	Metric (m2)	Imperial (sq.ft.)
Gross Site Area	6,337	68,210.9
Building Footprint (podium)	5,305	57,106.9
Site Coverage %		84%

OPEN SITE SPACE CALCULATIONS

	Metric (m2)	Imperial (sq.ft.)
Gross Site Area	6,337	68,210.9
Open Site Space Area	761	8,186.0
Open Site Space %		12%

PROPOSED FLOOR AREA (FSR)

	Provided FSR Gross Floor Area		Exclusions	(see A0.02)	Total Floor Area		
	Provided FSR	Metric (m²)	Imperial (sq.ft.)	Metric (m²)	Imperial (sq.ft.)	Metric (m²)	Imperial (sq.ft.)
Tower A	1.55	10,637.3	114,499.1	785.4	8,454.0	9,851.9	106,045.1
Tower B	1.45	9,955.9	107,164.8	741.0	7,975.6	9,215.0	99,189.2
Podium	3.19	21,169.0	227,860.9	946.5	10,187.6	20,222.5	217,673.3
Total	6.20	41,762.2	449,524.8	2,472.8	26,617.2	39,289.4	422,907.6

Г	Resider	itial	Loading / Gar	bage Rooms	Residentia	al Amenity	Comm	nercial	Dayo	care	То	tal
Г	Metric (m²)	Imperial (sq.ft.)	Metric (m²)	Imperial (sq.ft.)	Metric (m²)	Imperial (sq.ft.)	Metric (m²)	Imperial (sq.ft.)	Metric (m²)	Imperial (sq.ft.)	Metric (m²)	Imperial (sq.ft.)
	33,976.4	365,718.6	1,115.0	12,001.8	664.3	7,150.6	3,052.1	32,852.0	481.7	5,184.7	39,289.4	422,907.6

Property Line		Required (m)		Proposed (m)			
Property Line	Street Level	Residential Podium	Tower	Street Level	Residential Podium	Tower	
Front yard (Yates Street)	3.0	2.0	6.0	3.0	4.5	9.0	
Rear yard (View Street)	4.0	3.0	6.0	4.0	5.5	9.0	
East Side yard (Cook Street)	3.0	2.0	6.0	3.0	4.5	6.0	
West Side Yard (North)	3.0	3.0	16.8	3.0	3.0	16.8	
West Side Yard (South)	-	4.6	4.6	-	4.6	7.0	

HEIGHT OF BUILDING (MEASURED FROM AVERAGE GRADE)

Height Provided	Tower	A (North)	Tower B (South)		
neight Flovided	metric (m)	imperial (ft)	metric (m)	imperial (ft)	
NUMBER OF HABITABLE FLOORS (Excluding Mechanical & Roof Access)		21		20	
NUMBER OF STOREYS (Including Mechanical & Roof Access)		23		22	
HEIGHT OF BUILDING (m) TO TOP OF APPURTENANCE (Excluding Parapet)	77.96	255.77	75.02	246.13	
TOP OF Podium Height	21.85	71.69	21.85	71.69	
Average Grade	20.20	66 27	20.20	66 27	

FLOOR PLATE SIZES

	Metric (m ²)	Imperial (sq.ft.)
Max. Permitted Floor Plate Size	650.3	7,000
Provided Floor Plate size	648.4	6,979

UNIT COUNT

	Rental							
Type	Bachelor	1 BR	1 BR+D	2 BR	2 BR+D	3 BR	TH (3BR)	TOTAL
	(340-400 sf)	(450-65	0 sf)	(700-800 sf)	(850-900 sf.)	(950-1050 sf)	(1100-1400 sf.)	IOIAL
Tower A	-	96	-	32	31		-	159
Tower B		90	-	30	30		-	150
Podium	43	37	80	20	3	12	6	201
Total	43	223	80	82	64	12	6	510
Ву Туре	43		303		146	12	6	510
Distribution	8.4%	59.4	%	16.1%	12.5%	2.4%	1.2%	100%
Family Unts				164				
							32%	

PROJECT INFORMATION TABLE

Zone (existing)	S-1
Proposed zone	CD
Proposed uses	Residential/Commercial/Childcare
Site area (m²)	6337.0
Total floor area (m²)	39289.4
Commercial floor area (m²)	3052.05
Childcare floor area (m²)	481.67
Loading / Garbage Rooms (m2)	1115
Residential floor area (m ²) (including amenities)	34640.68
Floor space ratio	6.20
Site coverage %	84%
Open site space %	12%
Height of Building (m) to top of Appurtenance (excluding parapet)	77.96 m & 75.02 m
Number of Habitable Floors Excluding mechanical & Roof Access	20 and 21
Number of Storeys including mechanical & Roof Access	22 and 23
Parking stalls (number) on site	348 including 3 car share
Commercial , Childcare and Visitor	80
Residential	268
Bicycle parking number (storage and rack)	587 Long Term & 70 Short Term
Building Setbacks (m)	
Yates street	2.0
Cook street	2.0
View street	3.0
Side yard (west side south)	0.0
Side yard (west side north)	3.0
Residential Use Detail	
Total number of units	510
Bachelor	43
1 Bedroom	223
1 Bedroom+Den	80
2 Bedroom	82
2 Bedroom+Den	64
3 Bedroom	12
Ground-orientated Townhomes	6

Starlight

Harris Green Village
Phase 01

1045 Yates Street
Victoria, BC

PROJECT NO: 121123

Total Metric (m²) Imperial (ft²) Metric (m²) Imperial (ft²) Metric (m²) Imperial (ft² letric (m²) Imperial (ft²) Metric (m²) Imperial (ft²) 139.8 602.5 602.5 602.5 602.5 602.5 602.5 174.3 648.4 648.4 648.4 648.4 648.4 648.4 602.5 602.5 602.5 602.5 602.5 602.5 602.5 602.5 602.5 602.5 602.5 648.4 648.4 664.3 45.9 45.9 49.7 Parking Ramp / Shafts | Loading / Garbage Rooms | Residential Amenity | Commercial | Daycare | (tt^2) | Metric (m²) | Imperial (tt²) | Imperial (tt 1 Br 1 Br 1Br+D (<45 sm) (45-70 sm) (45-70 sm Total Metric (m²) Imperial (ft²) 59.9 644 154.4 1,662 | Metric (m²) | Imperial (th²) | Metric (m²) | Imperial (th²) | Metric (m²) | Imperial (th²) | I Metric (m²) Imperial (ft²) 46.8 504 118.4 1,275 Metric (m²) Imperial (ft²) (<45 sm) 648.4 648.4 648.4 648.4 648.4 648.4 648.4 6,48 602.6 648.4 648.4 602.5 602.5 602.5 602.5 602.5 614.6 9,215.0 Gross Floor Area Total Floor Area 1 Br 1 Br 1Br+D 2Br 2Br 2Br+D 3Br (<45 sm) (45-70 sm) (45-70 sm) (<70 sm) (>70 sm) (>70 sm) (>70 sm) Total 2,905.2 3,519.6 3,968.0 4,002.8 138.4 161.7 173.2 166.9 2,766.8 3,357.9 3,794.8 3,835.9

14,909,5 160,484

1,432.3 5,034.8 20,222.5

9,851.9 9,215.0 20,222.5

270.6 946.5

Sub Total

785.4 741.0 946.5

Level (s)

10,637.3 9,955.9 21,169.0

664.3



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IB I GROUP
ARCHITECTS (CANADA) INC.
700-1285 West Pender Street,
Vancouser, BC V6C-681, Canad
600-683 8797 fax 604-683 04
biggroup.com

1045 Yates Street Victoria, BC ROJECT NO: 121123

BUILDING STATISTICS

5.1.1A Off-Street Parking Regula

Residential:

Apartment (Dwelling Unit secured as rental in perpetuity through a legal aggreement)

0.50 spaces per Dwelling Unit that is less than 45m2

0.60 spaces per Dwelling Unit that is equal to 45m^2 and up to 70m^2

1 spaces per Dwelling Unit that is more than 70m² 0.10 space per Dwelling Unit

Visitor Parking: Residential floor area (m²) (including 1 space per 80m² floor area 1 space per 100m² floor area VALUES FOR TABULATING PARKING & LOADING COUNTS

Residential Units	< 45 m2	45 m2-70 m2	>70 m2	Total
Tower A	97	32	31	160
Tower B	90	30	30	150
Podium	79	91	30	200
Total	266	153	91	510

Commercial Floor Area Daycare Floor Area 3,052 m² 481.67 m²

REQUIRED / PROVIDED TOTAL PARKING

	Resid	ential		Commercial			
	Resident	Visitor	Grocery	Grocery Office (mezzanine)	CRU (assumes restaurant)	Daycare	Total
Area (m2)	C		2,136.80	263.60	548.80	492.12	
Rate (1 per x m2)	See Separate Ca	alculation table.	50	70	40	100	
Required	315.80	51.00	42.74	3.77	13.72	4.92	
Required (rounded)	316	51	43	4	14	5	433
TDM Adjustments							
Captive Market			-10%	-10%	-10%	-10%	
Shared Parking		-6%	-6%	-6%	-6%	-6%	
Cycling end-of-trip facilities				-3%	-3%	-3%	
E-Bike plugs	-2.5%						
Carshare	-10%						
Priced Parking		-20%	-20%	-20%	-20%	-20%	
Multimodal wayfinding signage	-3%		-3%	-3%	-3%	-3%	
Unbundled parking							
Marketing and promotion							
Total TDM Adjustments							
Total TDM Adjustments (%)	-15.5%	-26.0%	-39.0%	-42.0%	-42.0%	-42.0%	
Total TDM Adjustments (stalls)	(49.0)	(13.3)	(16.8)	(1.7)	(5.9)	(2.1)	(89)
Required (TDM Adjusted)	268	38	26	2	8	3	345
Proposed parking stalls	268	38	26	2	8	3	345

NOTE: 3 additional car share stalls provided at P1 so total Car count is 348

- Commercial / daycare / visitor parking will be shared
 2 public (level 2) EV chargers will be provided in the commercial parking & the three Car share will be made EV Ready.
- 3. EV Load sharing to support up to 90 residential stalls (subject to consultation with bc hydro)

REQUIRED / PROVIDED LOADING

Required

Туре	Residential	Commercial	Total	
Medium	N/A	N/A	N/A	
Large	N/A	N/A	N/A	

Type	Residential	Commercial	Total					
Medium	2	-	2					
Larae		1	1					

REQUIRED / PROVIDED BICYCLE PARKING

5.1.1B Off-Street Parking Regulation

Long Term 1.0 space for unit under 45 m²; Residential

1.25 space for unit more than 45 m²

1.0 space per 200m2 floor area

0.1 space per dwelling unit 1.0 space per 200 m² floor area

Short Term

Daycare 1.0 space per 700m² floor area 1.0 space per 200 m² floor area

Required

Commercial

Туре	Residential	Commercial	Daycare	Total
Long Term Bikes	571	16	-	587
Short Term Bikes	51	16	3	70

Tuno	Residential			Comm	nercial	Daycare	Total	
	Туре	Ground Anchored	Wall Mounted	Cargo	Ground Anchored	Wall Mounted		
	Long Term Bikes	493	72	6	9	7		587
	Short Term Bikes	51			16	-	3	70

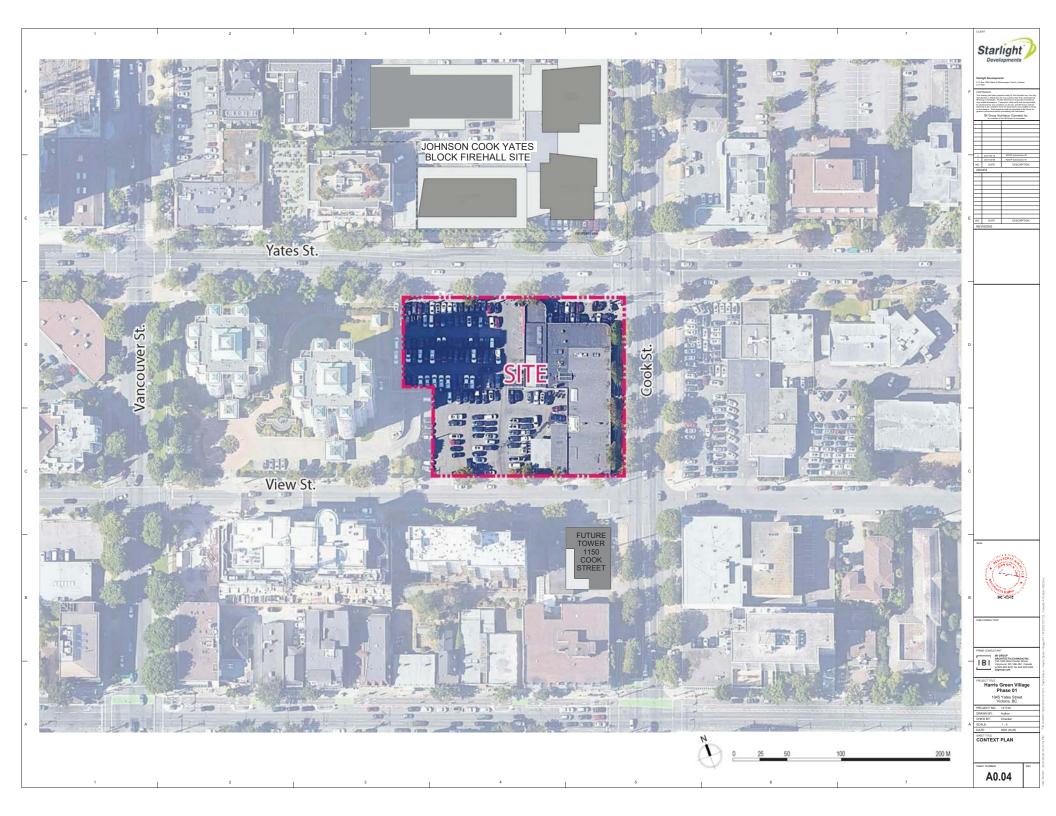
Floor By Floor Breakdown of Provided Cars & Bikes

				Cars			Bikes		
	Commercial	Commercial Daycare Car Share Visitor Residential Sub Total						Long Term	
Gound	-	-	-		-	-	24		
P1	36	3	3	38	17	97	46	587	
P2	-	-	-		171	171	-		
P3	-	-	-	-	80	80	-		
TOTAL	36	3	3	38	268	348	70	587	

Starlight

Harris Green Village Phase 01 1045 Yates Street Victoria, BC

PARKING STATISTICS





Starlight Developments

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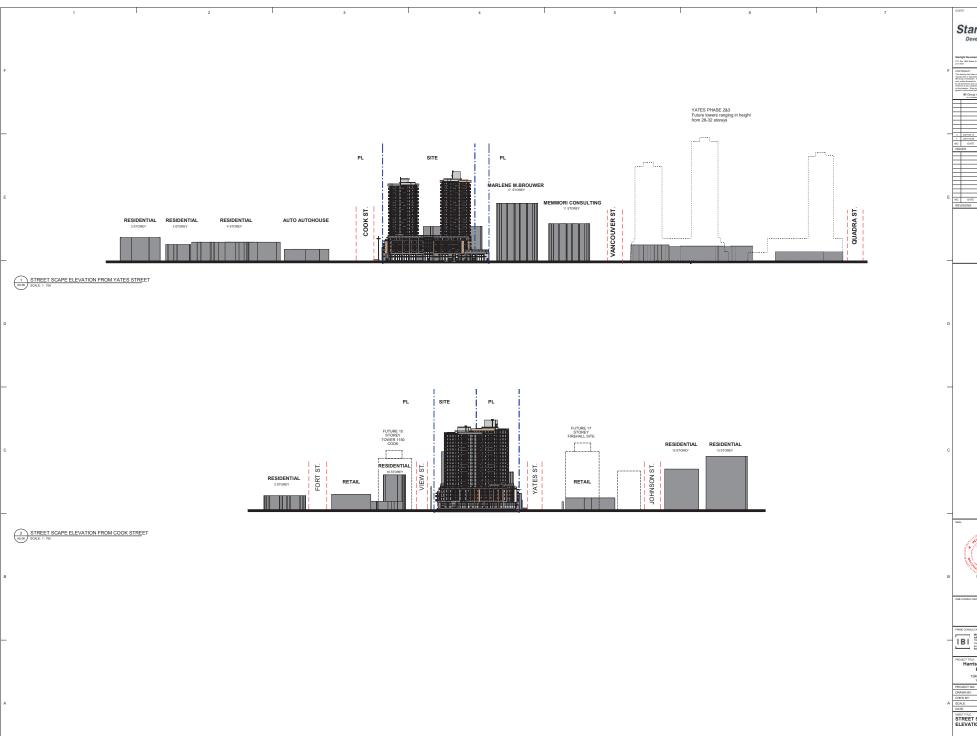
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ROJECT TITLE
Harris Green Villag
Phase 01

Phase 01 1045 Yates Street Victoria, BC ROJECT NO: 121123

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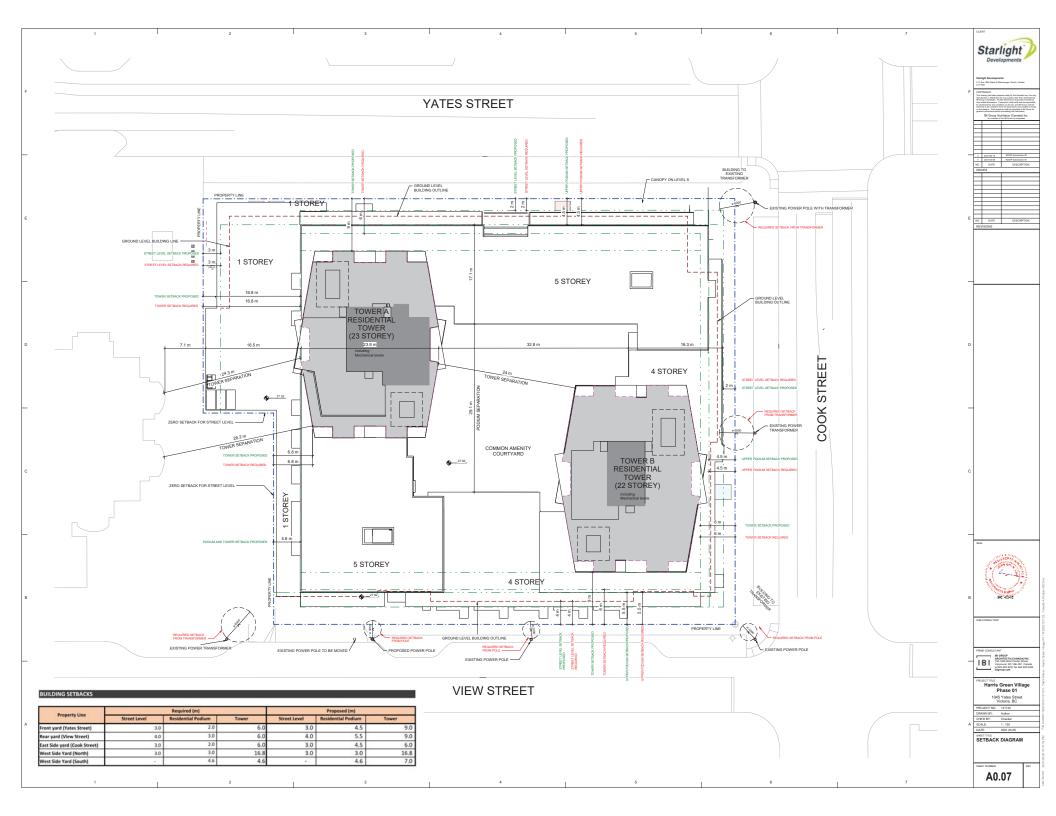
CONTEXT PHOTOS

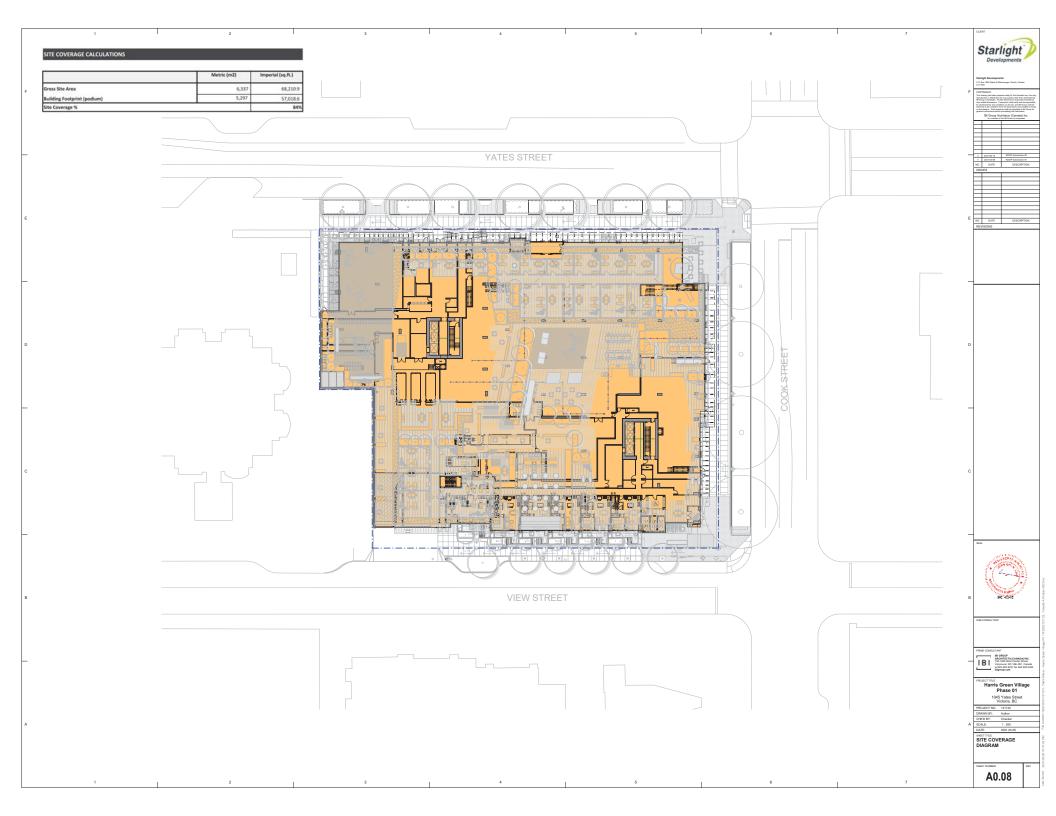


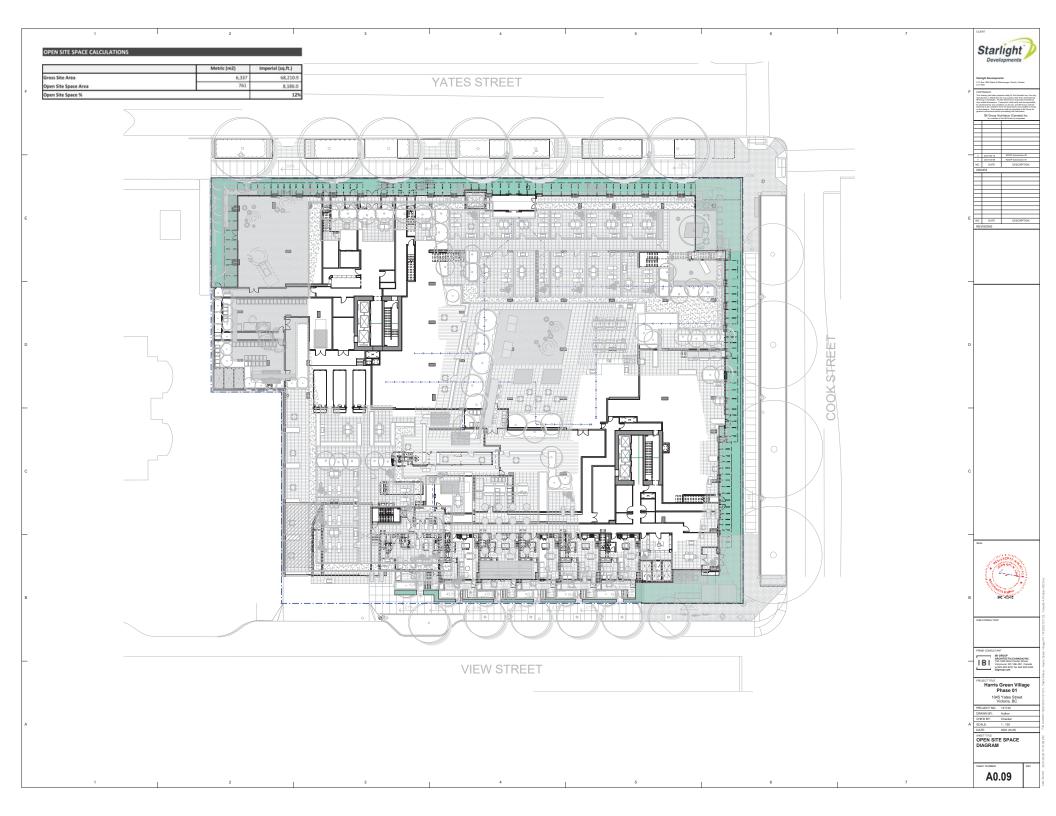
Harris Green Village
Phase 01

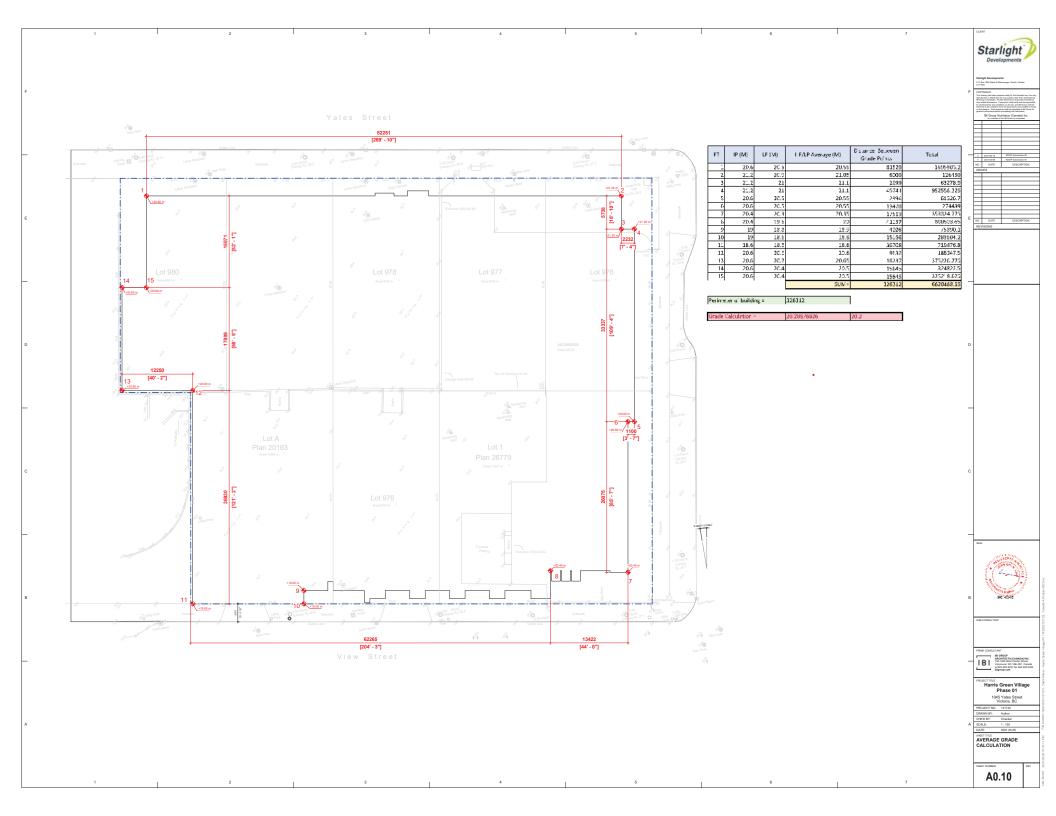
1045 Yates Street
Victoria, BC

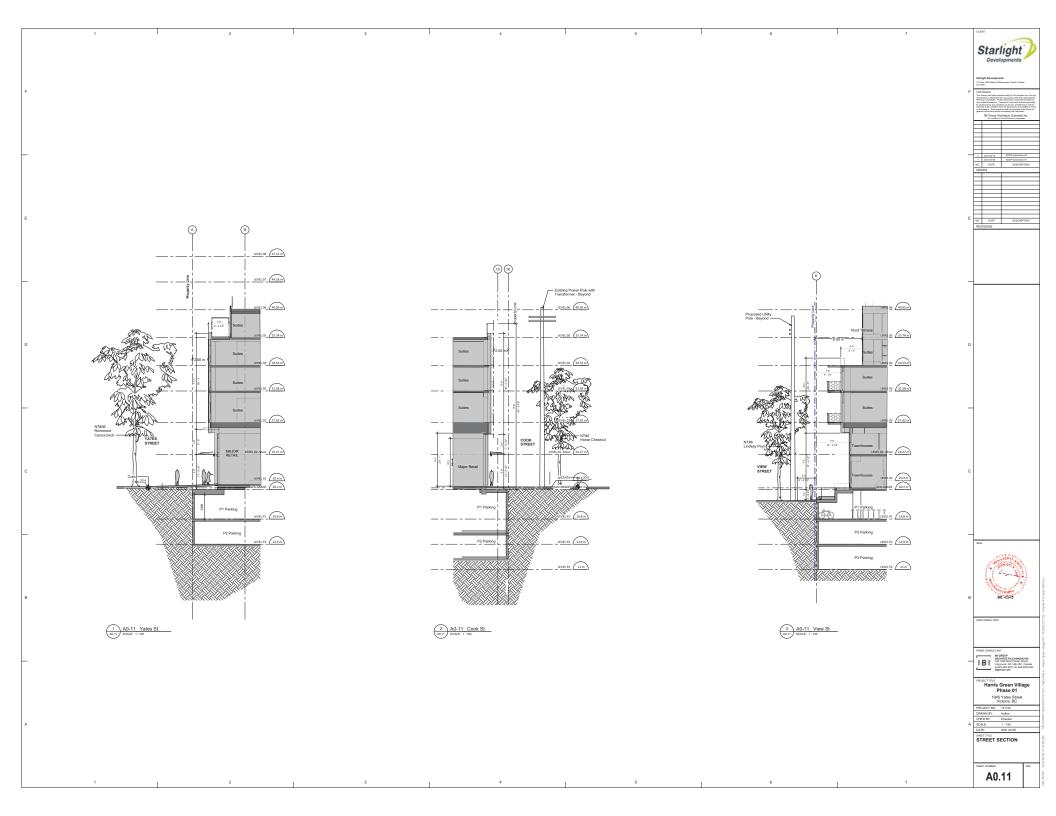
ROJECT NO: 121123



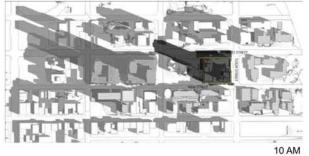








VERNAL EQUINOX - MARCH 20TH (DST)



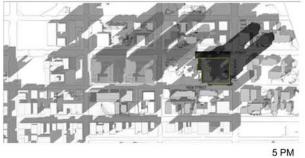




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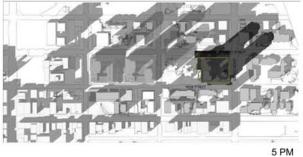
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AUTOMNAL EQUINOX - SEPTEMBER 22ND (DST)





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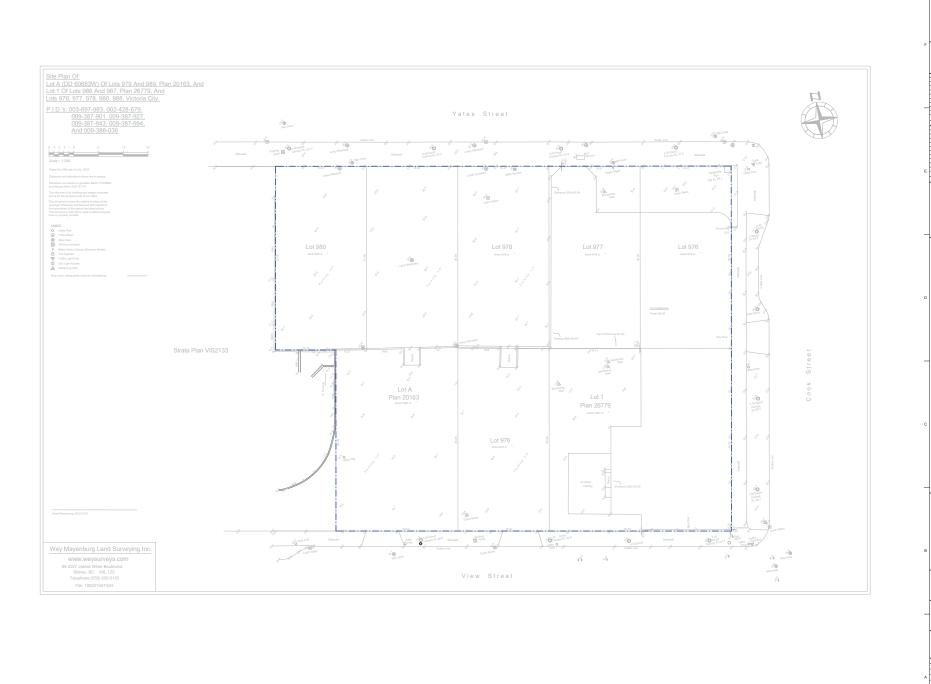
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Harris Green Village
Phase 01

1045 Yates Street
Victoria, BC

ROJECT NO: 121123



G-1

AL-02,04,G-01,02,03, GR-01,02, P-201 Aluminum - SL. Iron Mountain Grey



Dark Gray Brick (Coal Creek)

BR-01



AL-03 Aluminum - SL.Light Bronze

G-1 Spandrel Glass













CO-01 Painted Concrete Light Gray (BM 2120-40)







MATERIALS







IB I GROUP
ARCHITECTS (CANADA) INC.
700-1285 West Pender Street,
Vancouser, BC V6C-681, Canad
600-683 8797 fax 604-683 04
biggroup.com



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Harris Green Village Phase 01

Phase 01

1045 Yates Street
Victoria, BC

JECT NO: 121123

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E: 2021-03-05

PRESPECTIVE VIEW
FROM VIEW STREET

CPTED Strategy

Following the four main principles of Crime Prevention Through Environmental Design (CPTED) the following strategies will be utilized to decrease the potential for crime in Harris Green Village. More specifc CPTED strategies will be outlined in subsequent Development Permit Applications.

1. Natural Surveillance:

Elements of site and building design can maximize oppor what is the public realm and what is not. tunities for natural surveillance. This involves achieving

• Ensure important services and signs are the right mix of land uses and activity generators and de-strategically located and clearly visible. signing buildings and open spaces to allow people to ca
• Create local landmarks by drawing attention to sually observe activities in their environment. This princifeatures such as public art, public squares, or ple involves putting "eyes on the street" by encouraging important buildings. pedestrian passage through a space or providing the opportunity for overlook from adjacent buildings and

- Provide a mix of uses at grade to ensure the presence of people at all times e.g. shops, restaurants, residential entrances, offce
- · Locate activity generators and/or seating options around edges to create opportunities for natural surveillance of open spaces, plazas, parks and important pedestrian thoroughfares.
- . Confeure residential lobbies to provide clear sightlines from within buildings to the street so occupants can clearly see outside before leaving
- · Use transparent building materials such as glazing around residential entries and avoid recessed doorways without windows to eliminate entrapment spots.
- · Locate visitor bicycle storage facilities near commercial and residential entrances for visibility and ease of access.
- · Prepare landscape designs and follow-up maintenance plans to allow clear, unobstructed views of public areas. Landscape elements such as low ground cover and high-canopied trees with no branches below 6 feet should be considered.
- · Ensure public walkways and entries are well-lit and overlooked by windows.
- . Consider adding a mix of activity generators such as playgrounds, walkways, coffee kiosks and sitting areas to add 'eyes' on the plaza and View Street
- · Use glazed doors in stairwells and parkade lobbies to reduce hiding places, open up views of the parking areas and use a white or a light colour paint scheme and elimination of sharp corners to reduce concealment opportunities
- · Avoid creating "dead zones" where there is little activity or signs of human presence.

concealment opportunities

activity or signs of human presence.

2. Legibility/Access Control:

Legibility and access control work together to allow people to move with

confdence and ease through the urban environment. Legibility means that people know where they are and how to get where they are going. Access control reinforces legibility by creating clear design cues about

- · Use elements such as paving, lighting and landscaping to clearly guide the public to and from entrances and exits.
- · Provide adequate lighting around the perimeter of buildings, in plaza spaces and in parkades and common areas.
- · Secure all residential entrances including bicycle storage rooms with FOB doors.
- · Install gates at parkade entrances, with secondary gates separating commercial from residential parking areas.
- · Provide mirrors in parkades to help users "see around corners".
- · Provide adequate lighting and sightlines to loading areas, parkade entrances and other areas where natural surveillance is reduced.
- . Effective lighting should illuminate points of entry. be vandal resistant, give off limited glare, and be automatic such as motion-sensitive lighting fxtures.
- · natural surveillance is reduced.
- · Effective lighting should illuminate points of entry, be vandal resistant, give off limited glare, and be automatic such as motion-sensitive lighting fxtures.

3. Image/Maintenance:

If an environment shows signs

of neglect or vandalism people are more inclined to engage in unwelcome or criminal behaviour. By enhancing and maintaining the physical appearance of the urban environment it is possible to encourage users of the area to respect their surroundings. Well used and cared-for public spaces encourage ownership and support community pride.

- . Design the built environment with materials and
- fttings that will hold up to heavy use by the public. . Use fnishes that are resistant to vandalism and are easy to clean, repair or replace.
- · Avoid long expanses of light coloured walls that may attract graffti artists.
- · Source tamper-proof lighting fxtures.

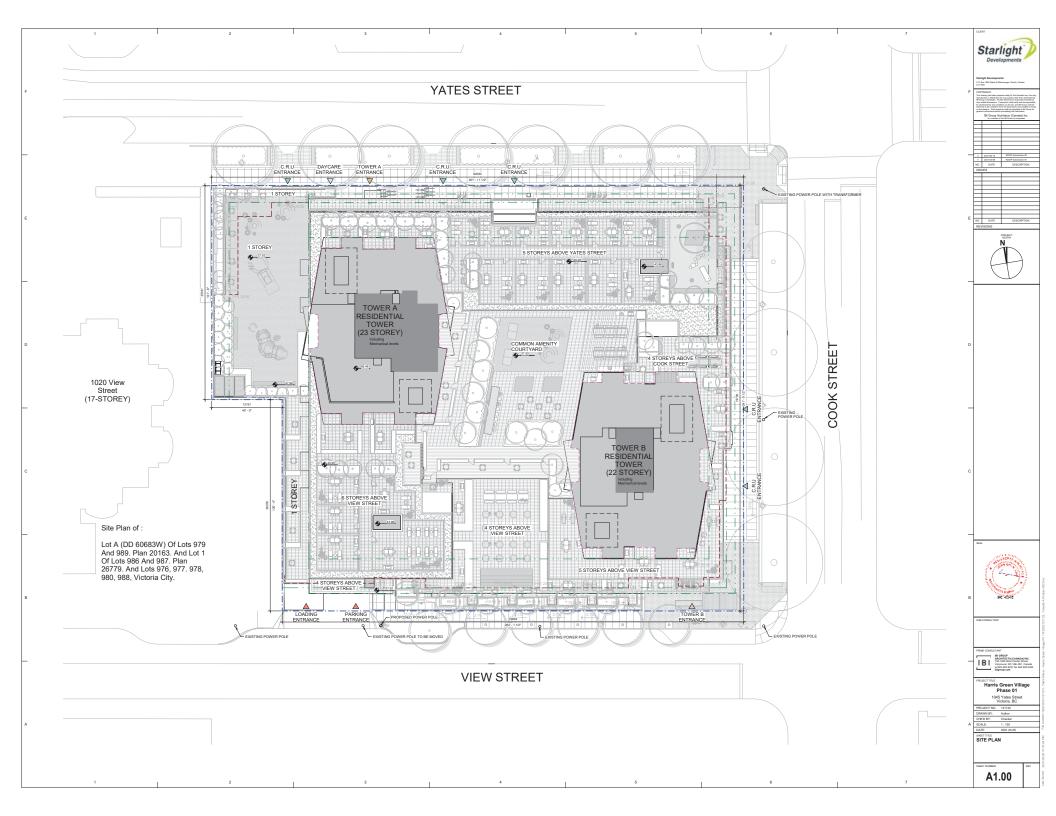
4. Territoriality/Ownership:

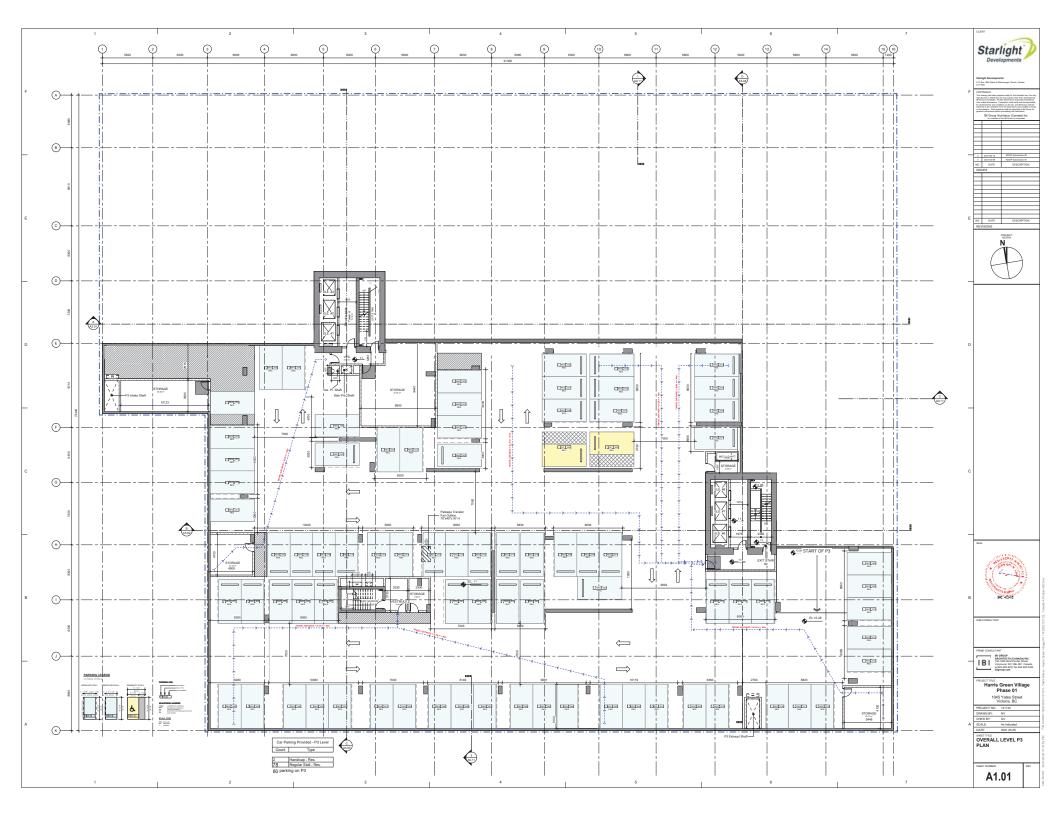
Clearly differentiating and demarcating public space from private space reduces the risk of unintentionally trespassing or being trespassed upon.

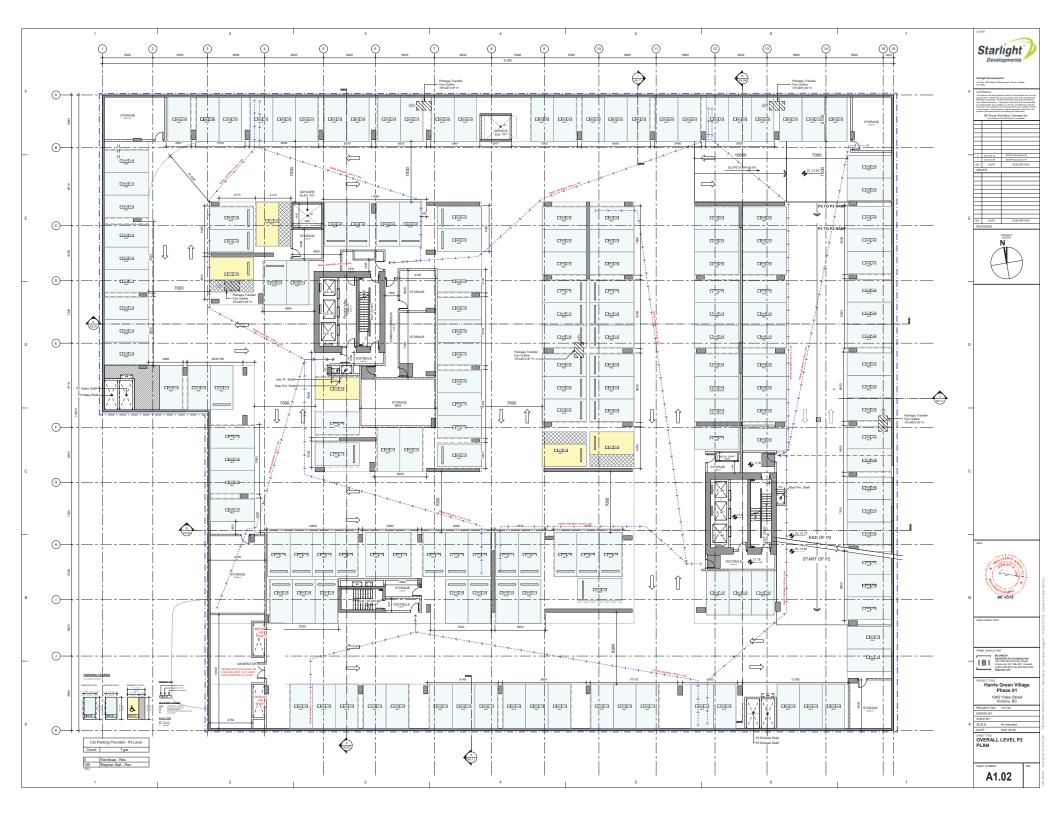
- parking areas and use a white or a light colour pai Design symbolic barriers through landscaping scheme and elimination of sharp corners to reduc e.g. changes in paving stone patterns and colour, changes in types of planting, changes in grades and use of transparent fences around residential Avoid creating "dead zones" where there is little_{entrances}.
 - · Provide spaces around buildings so residents can meet and develop a sense of ownership of their common spaces, e.g. fountains, benches, playgrounds, arches, seating walls.

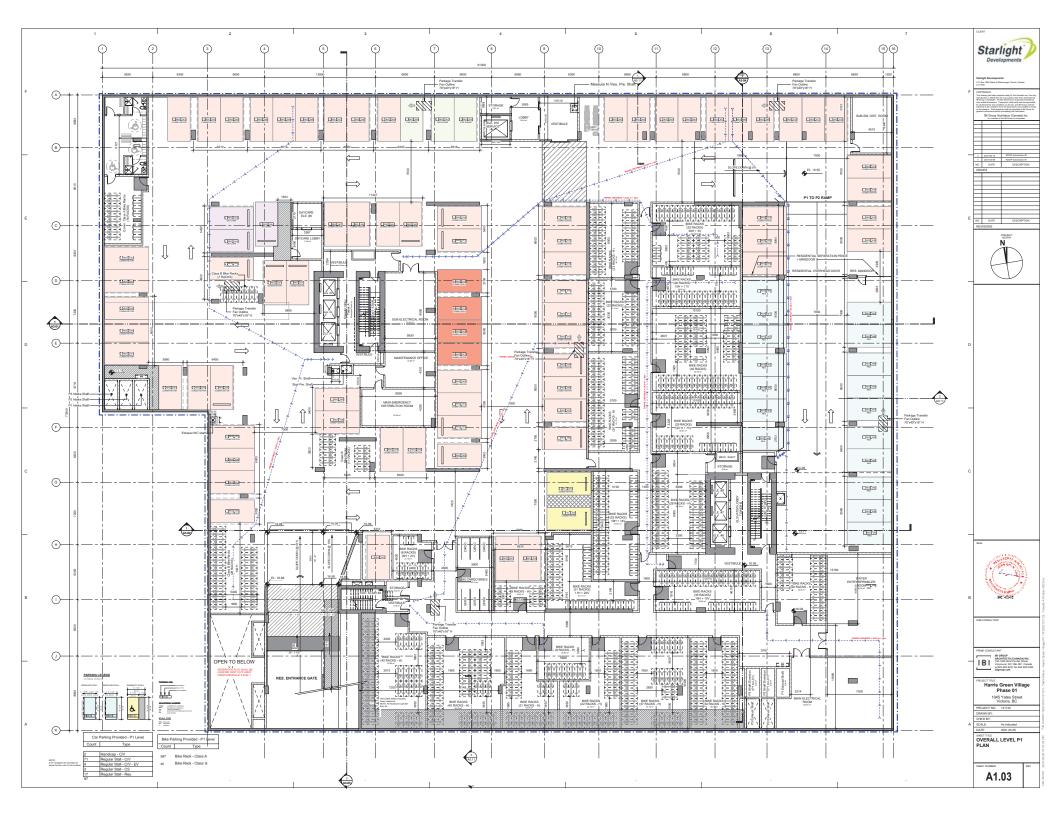


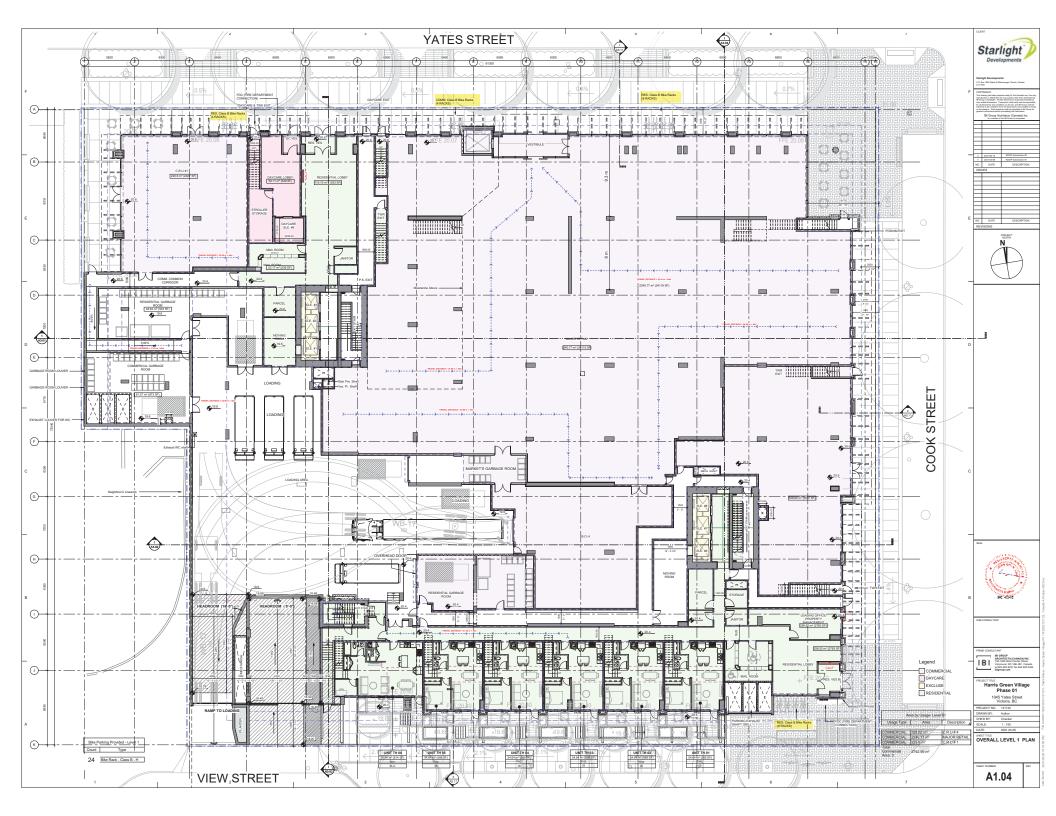


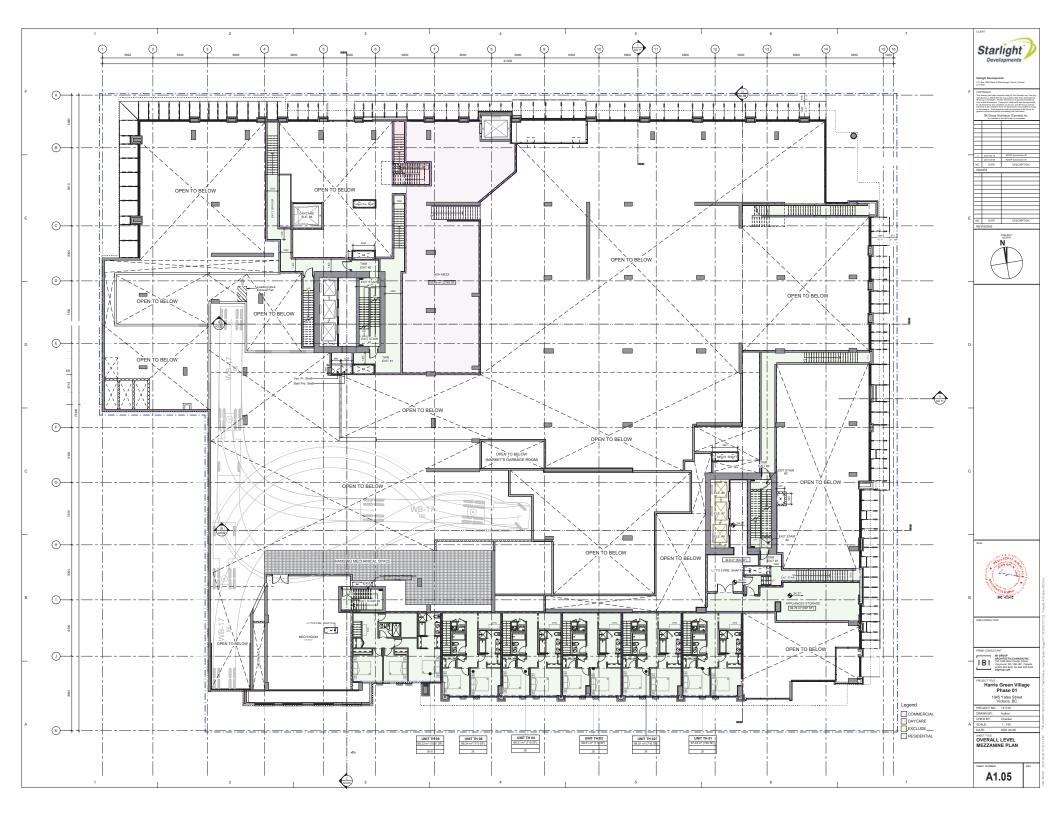


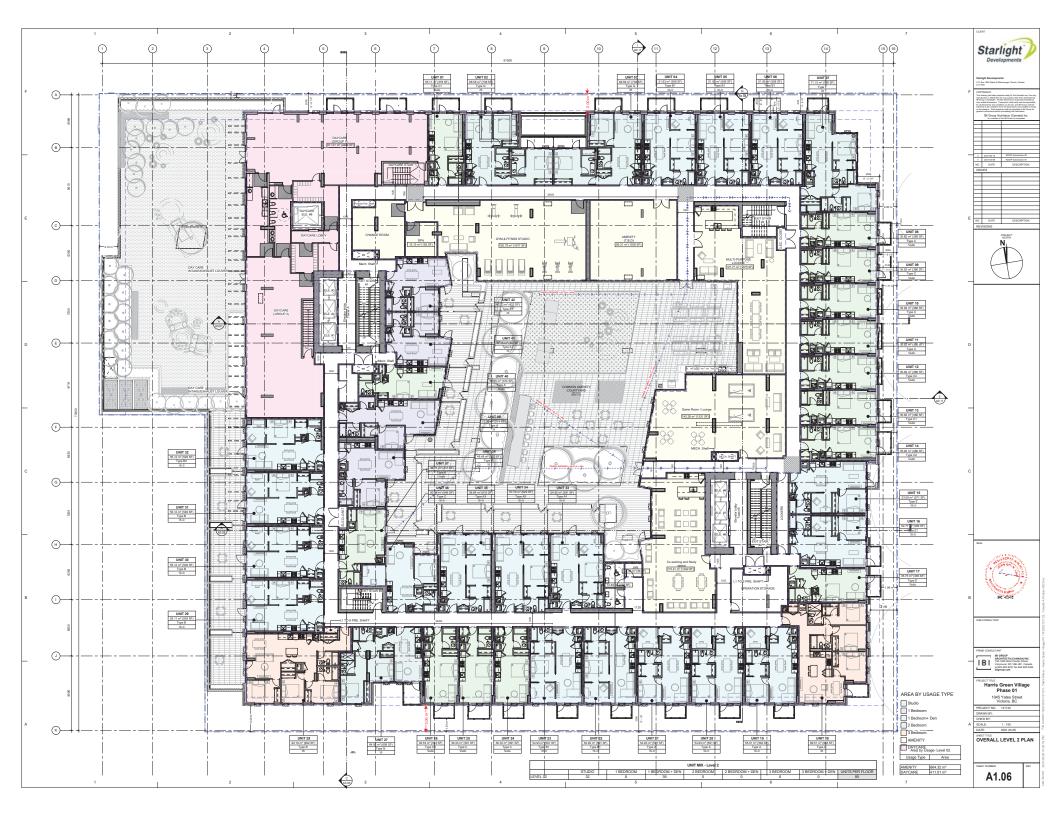


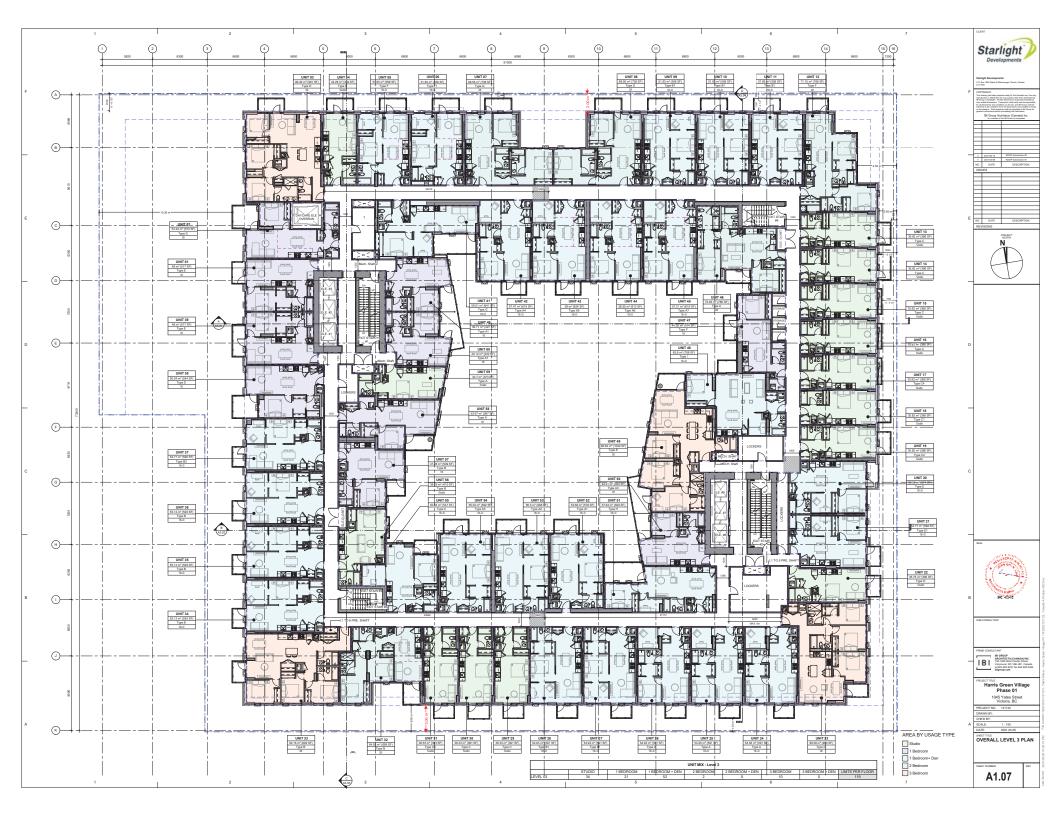


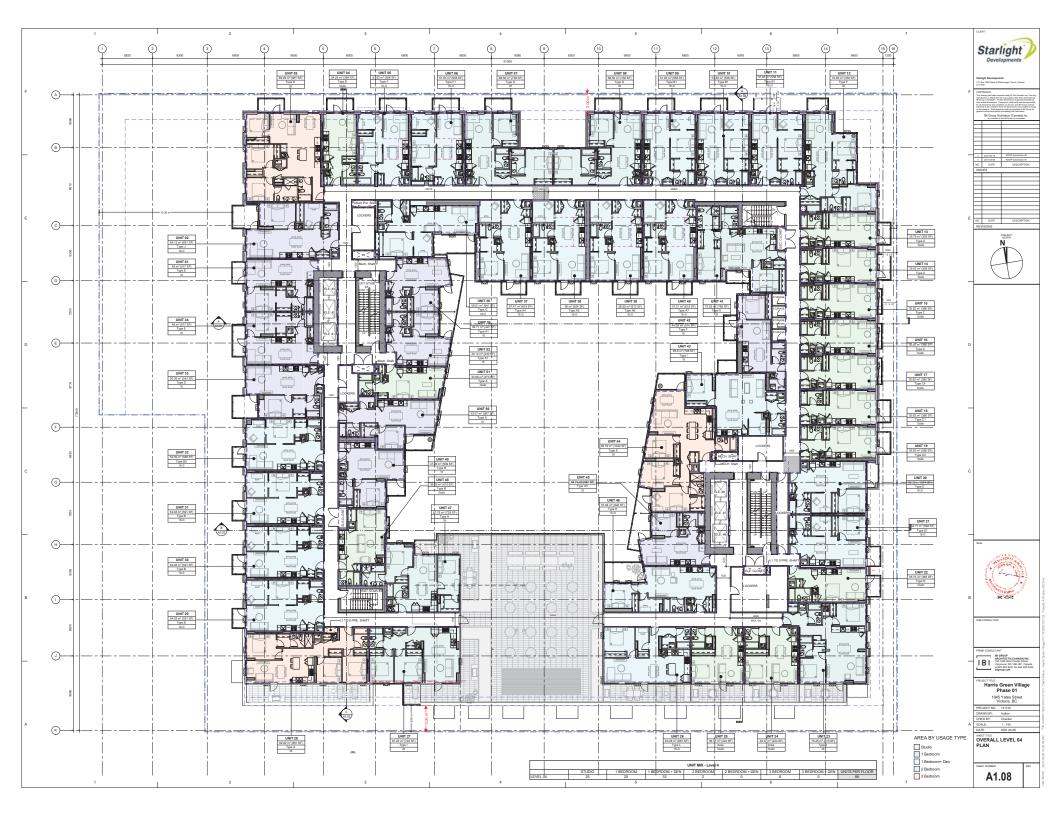


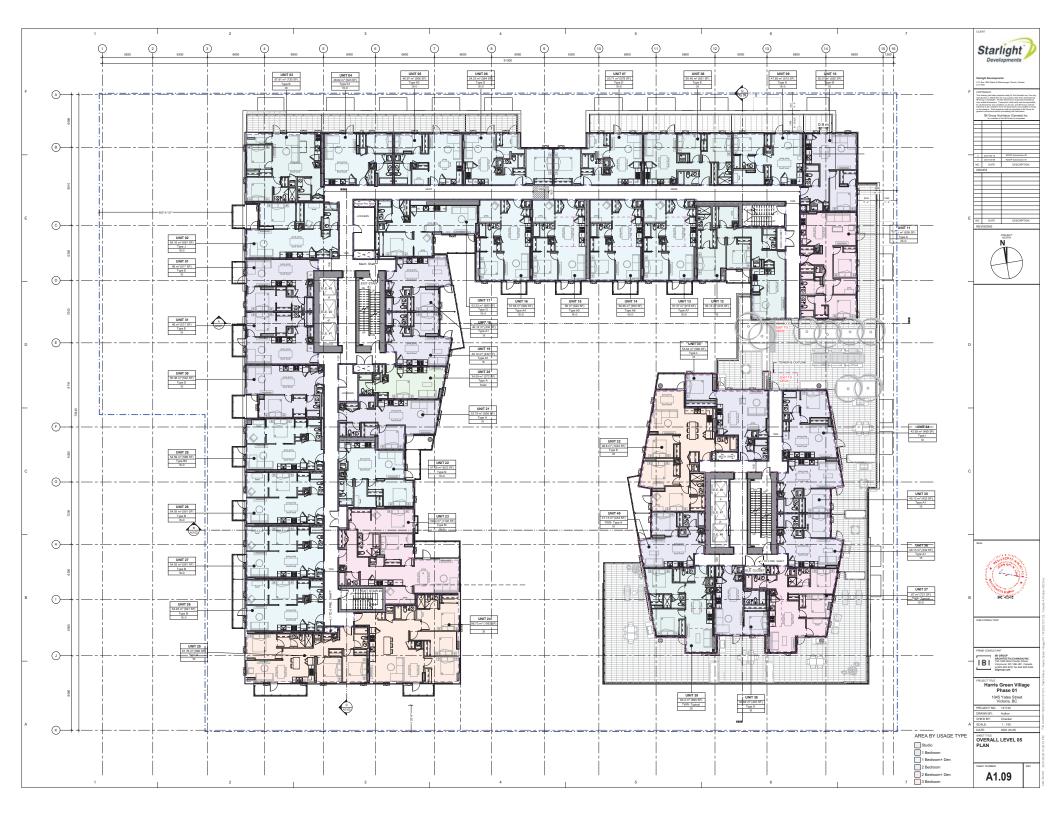


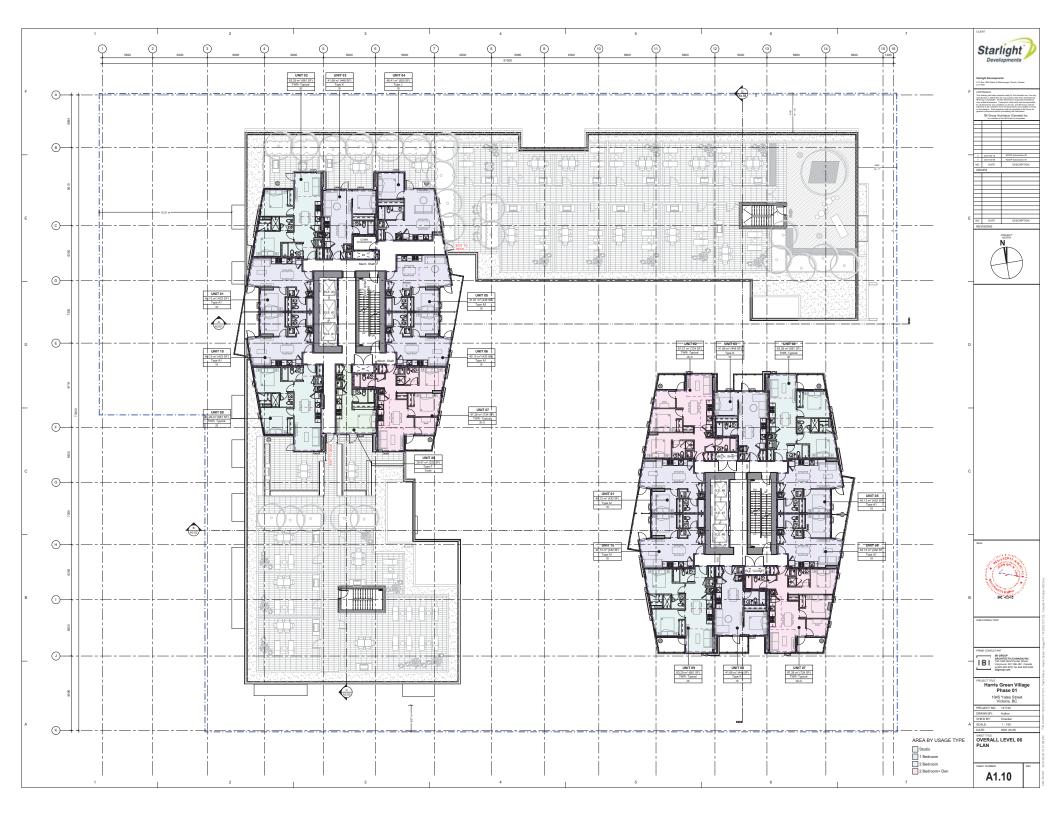


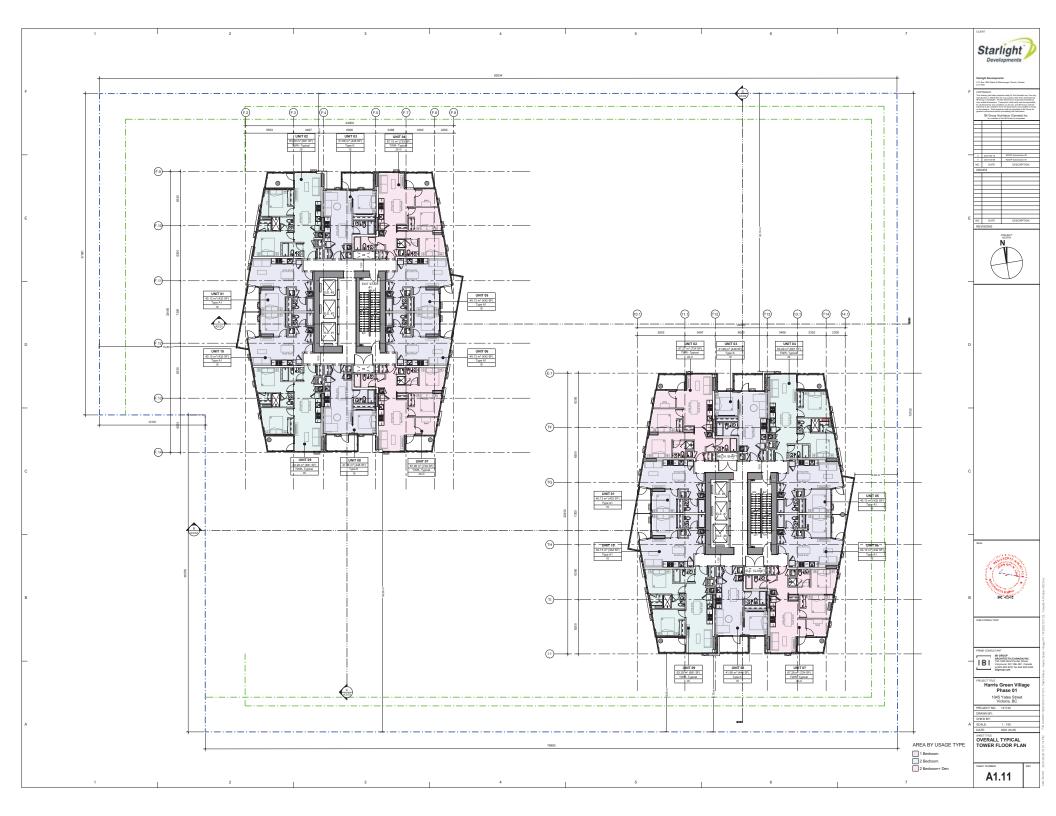


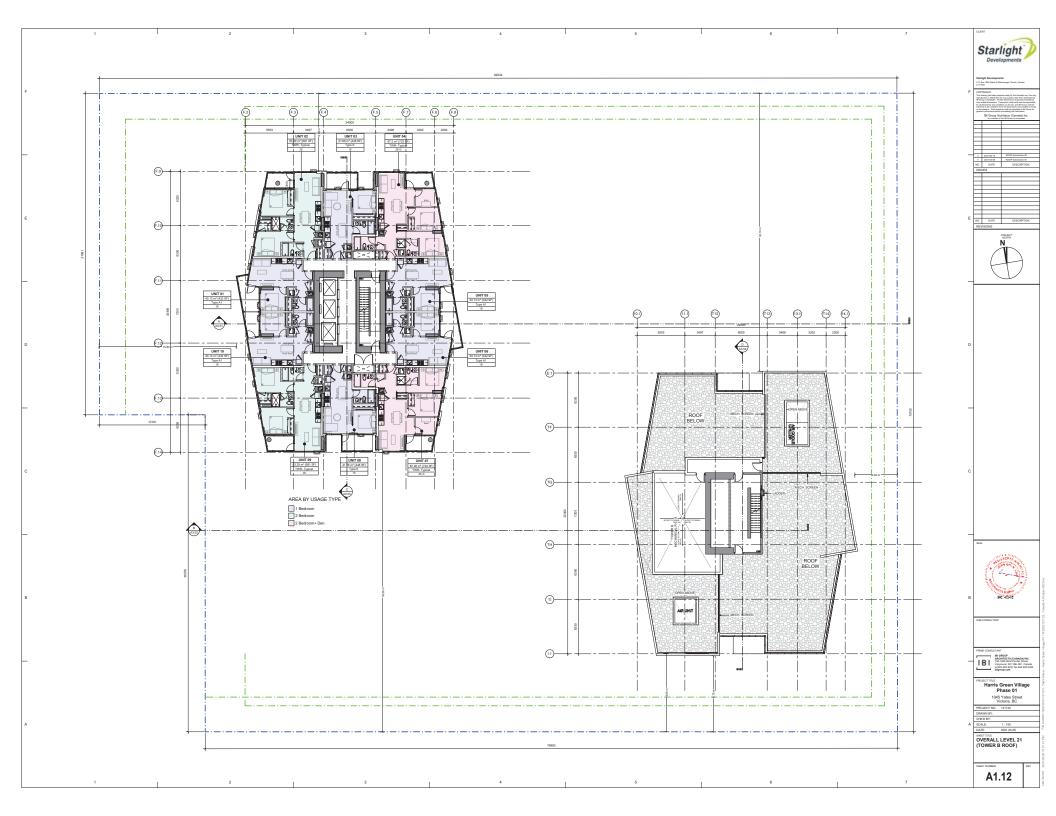


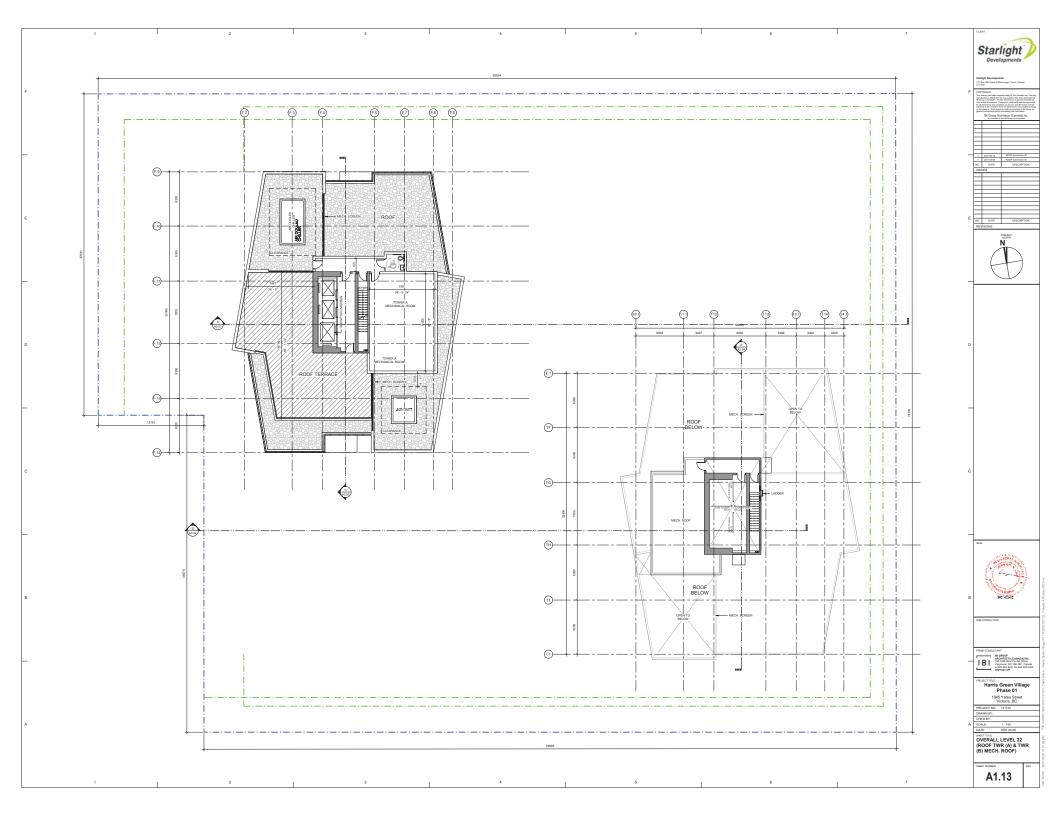


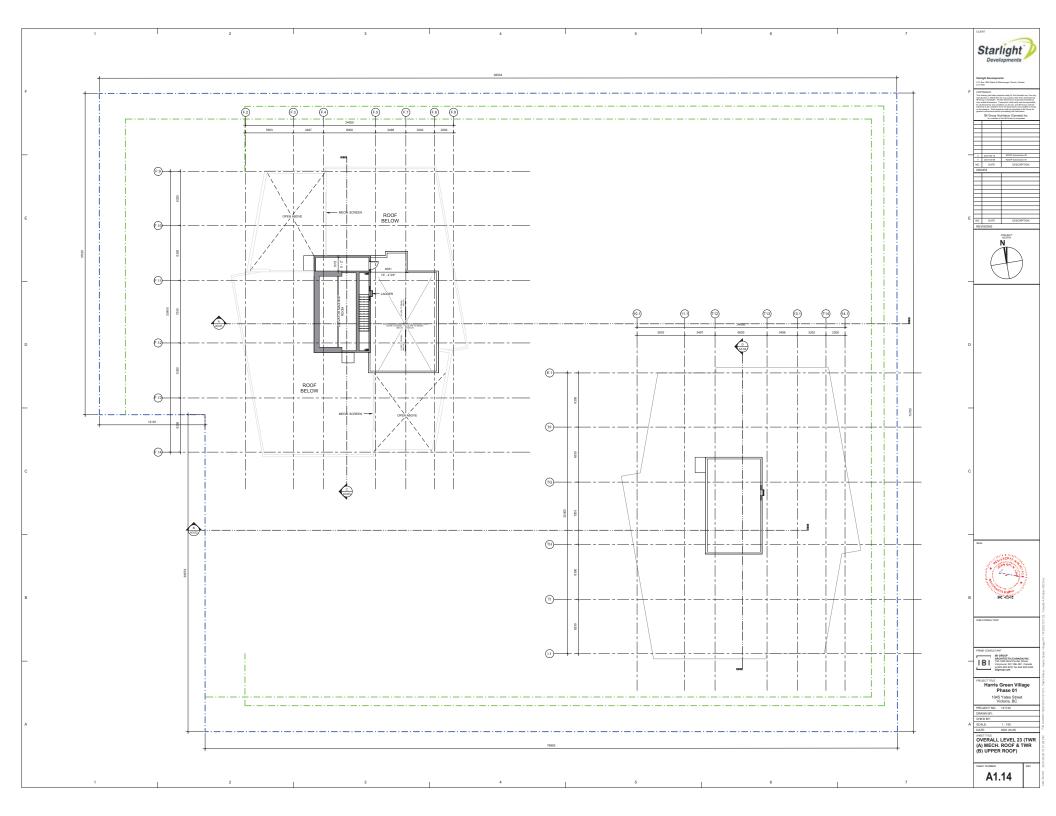


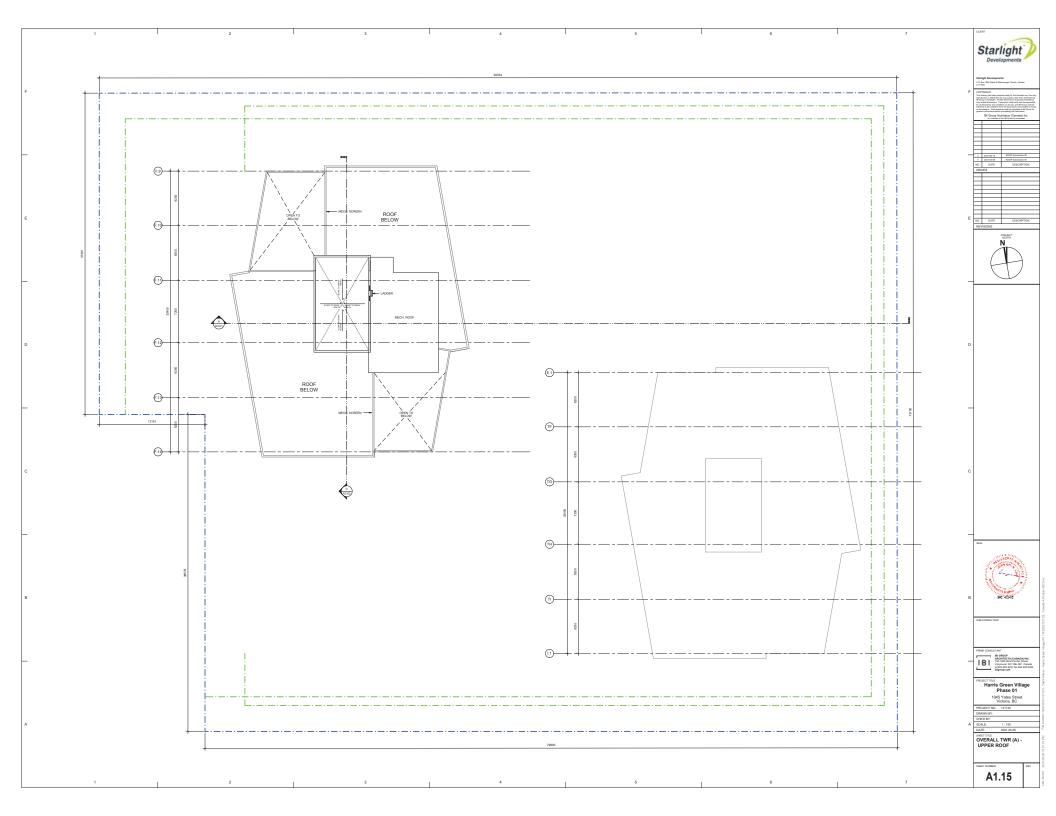


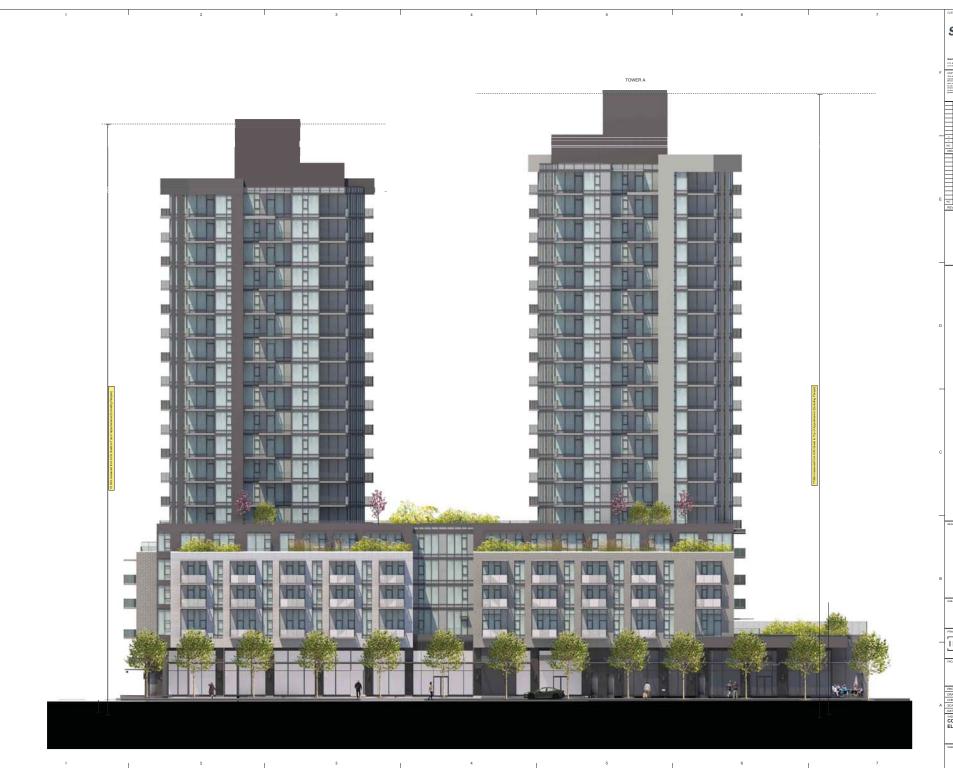










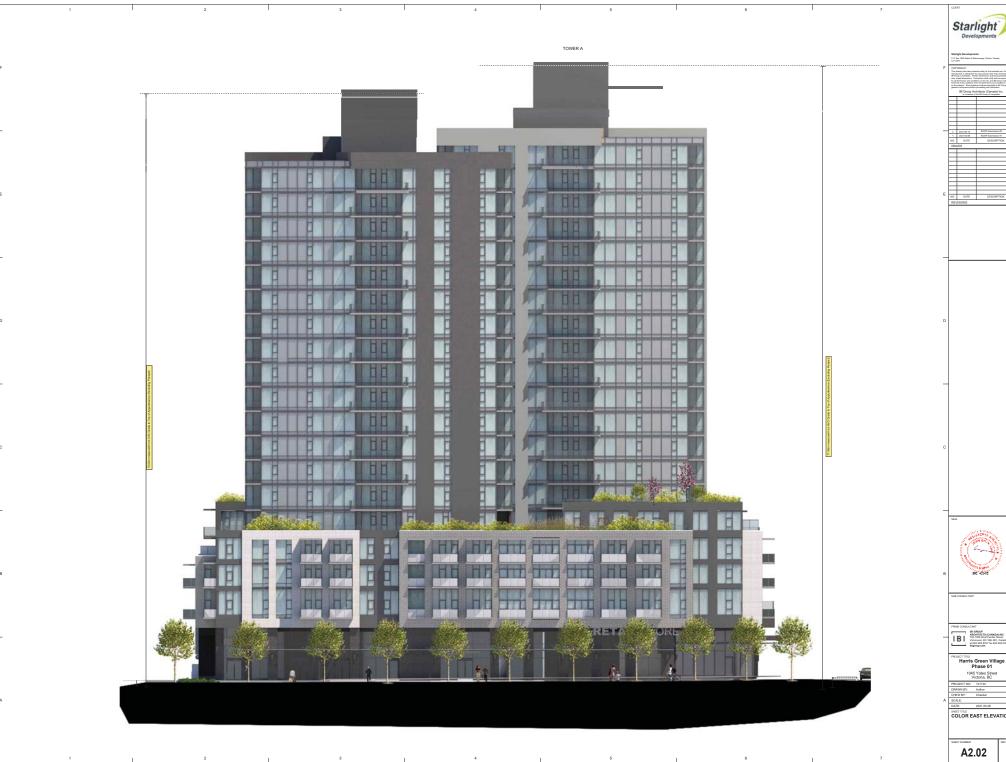


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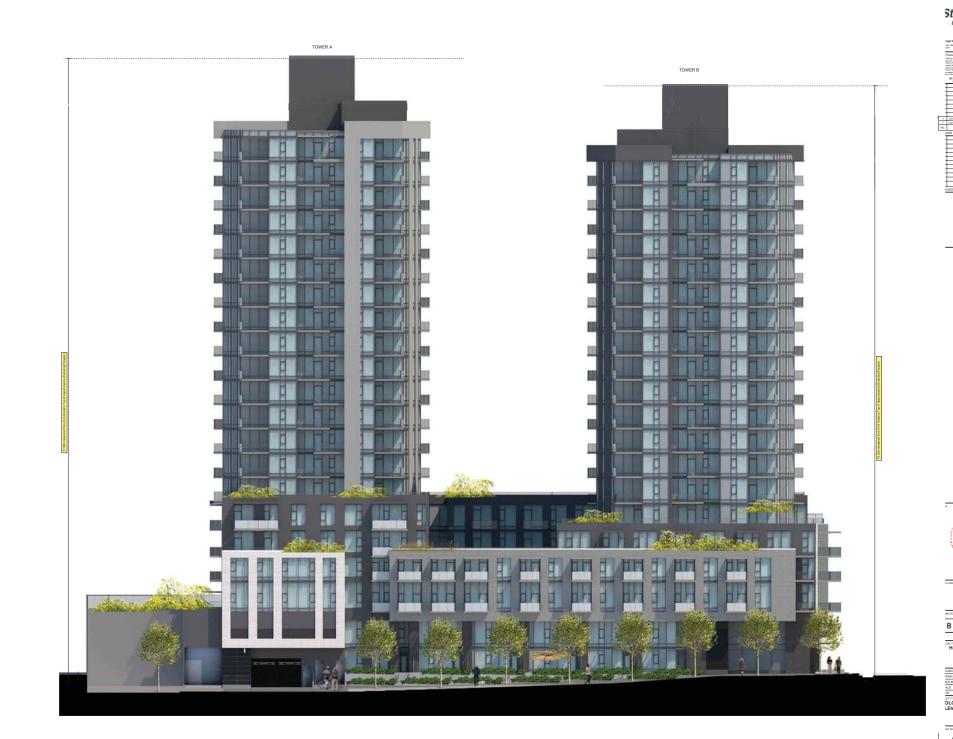
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Harris Green Village Phase 01 1045 Yates Street Victoria, BC

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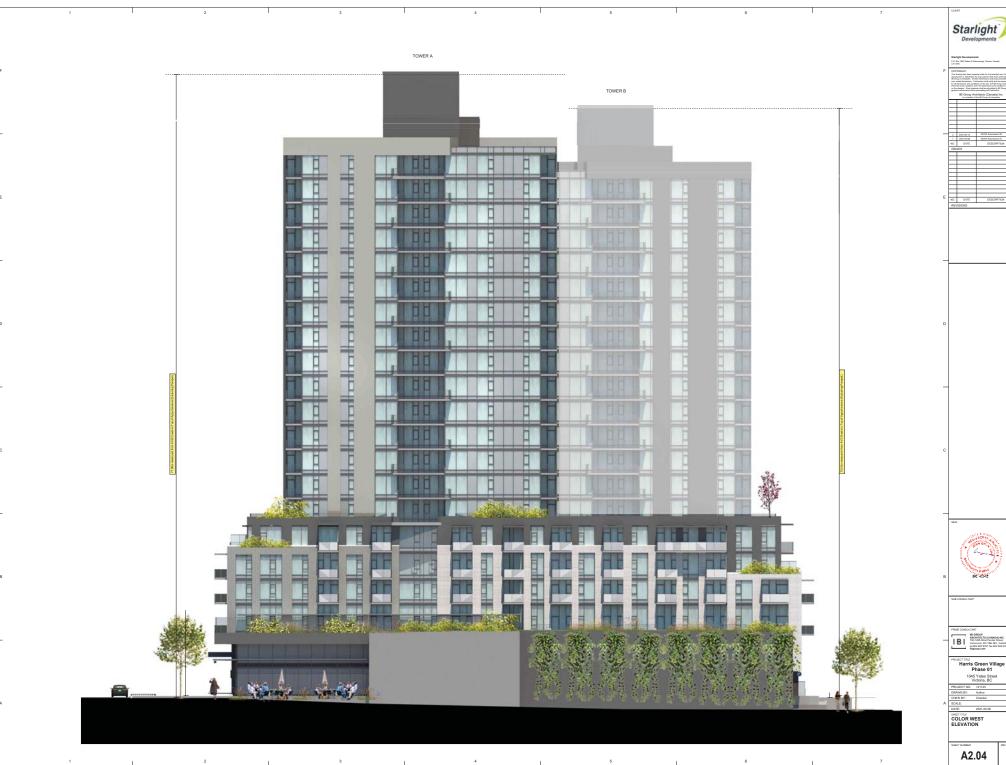
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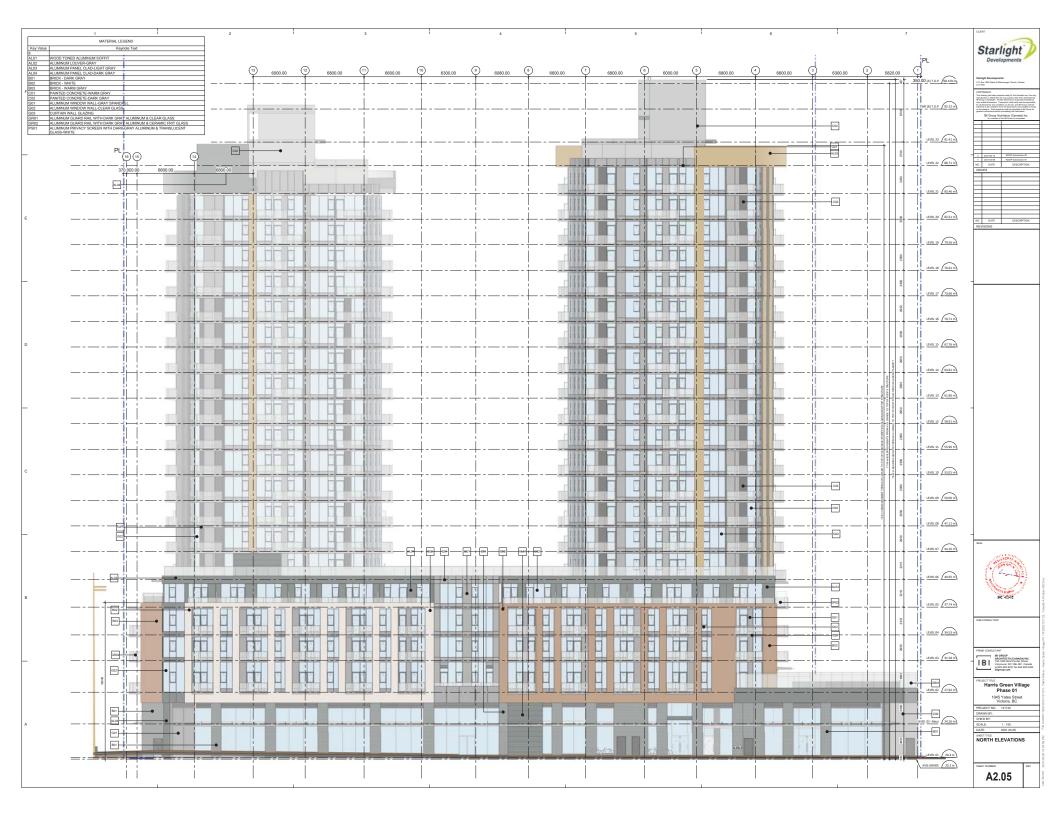
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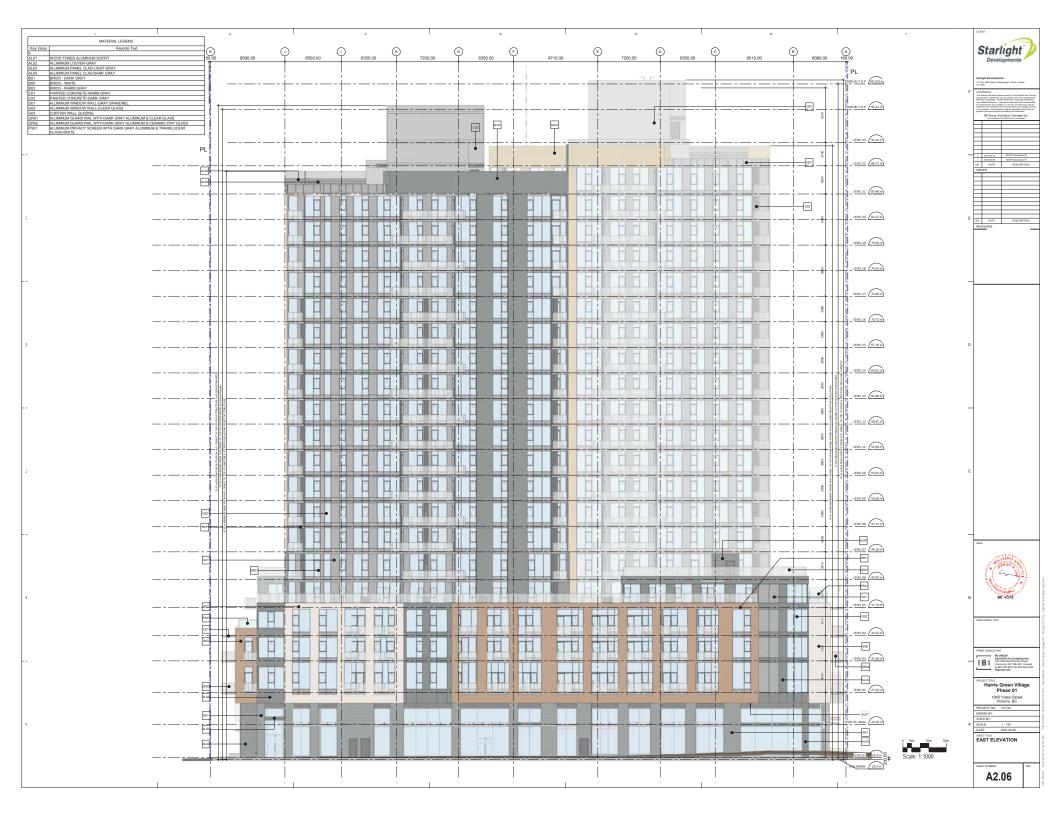
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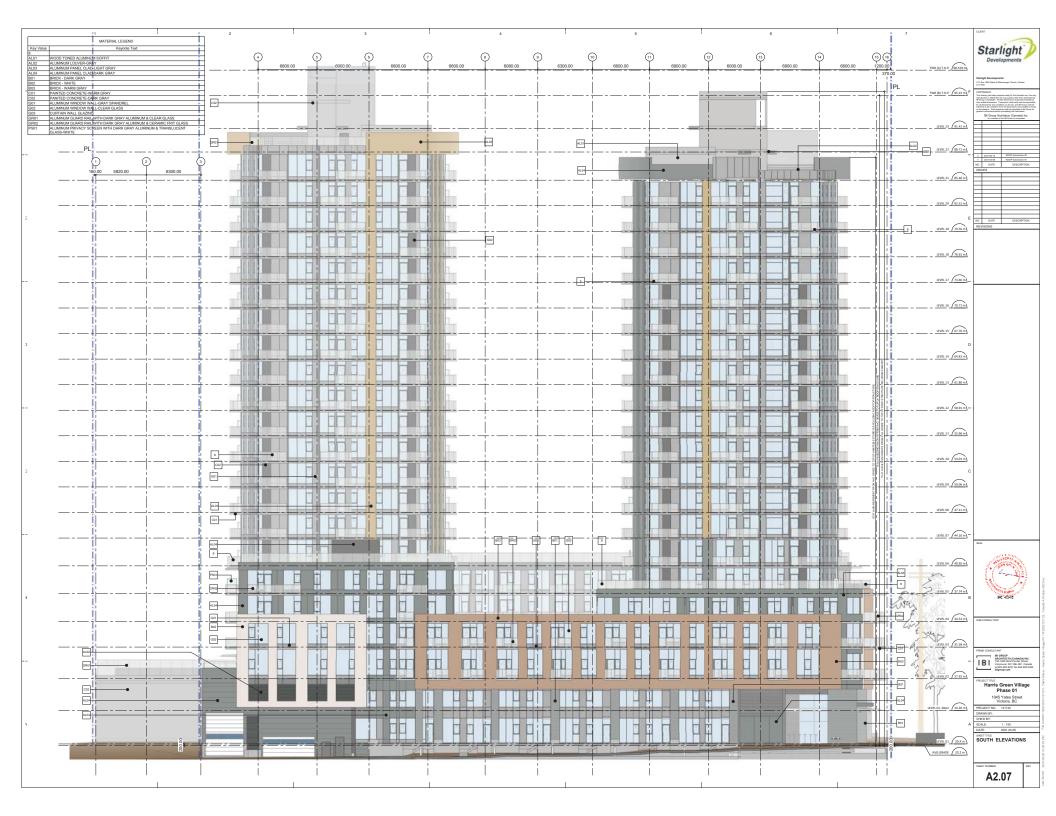
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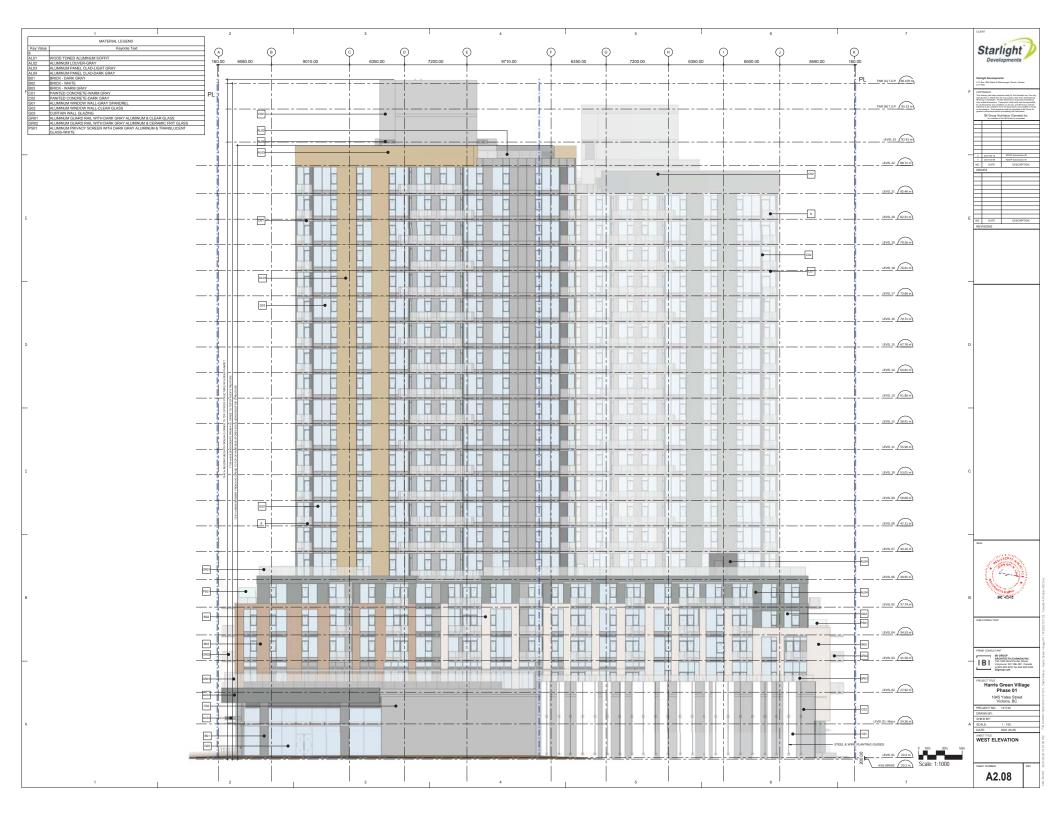
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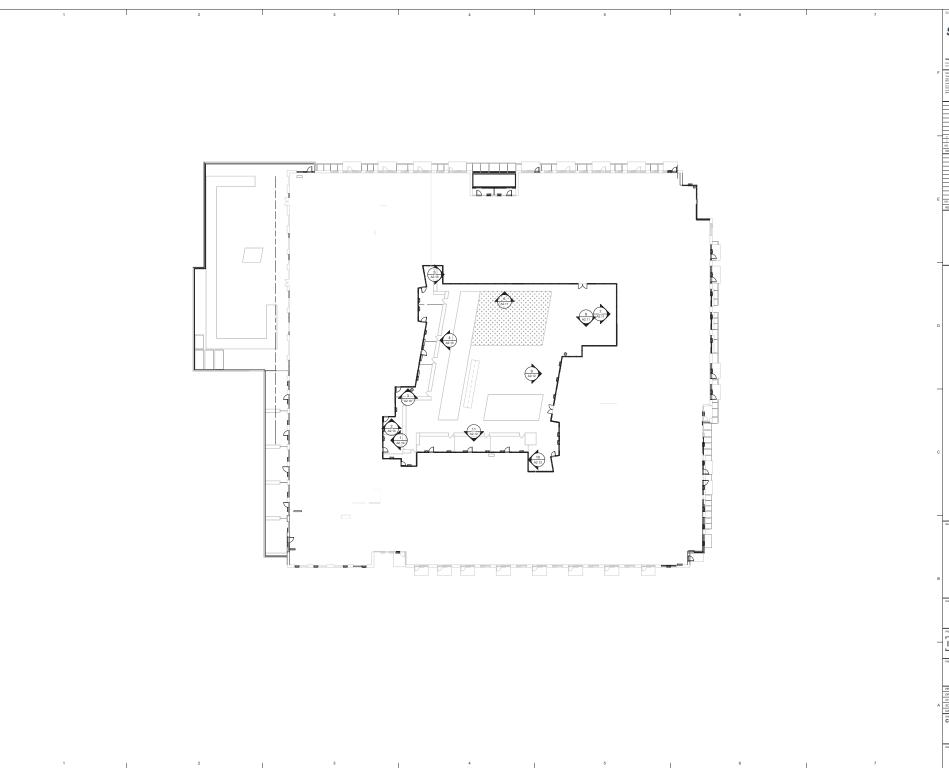














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Harris Green Village
Phase 01
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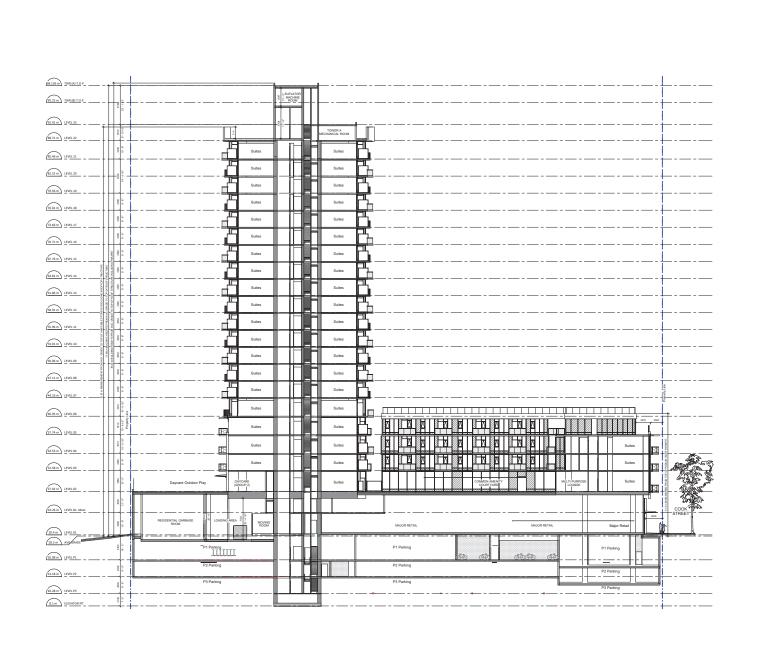
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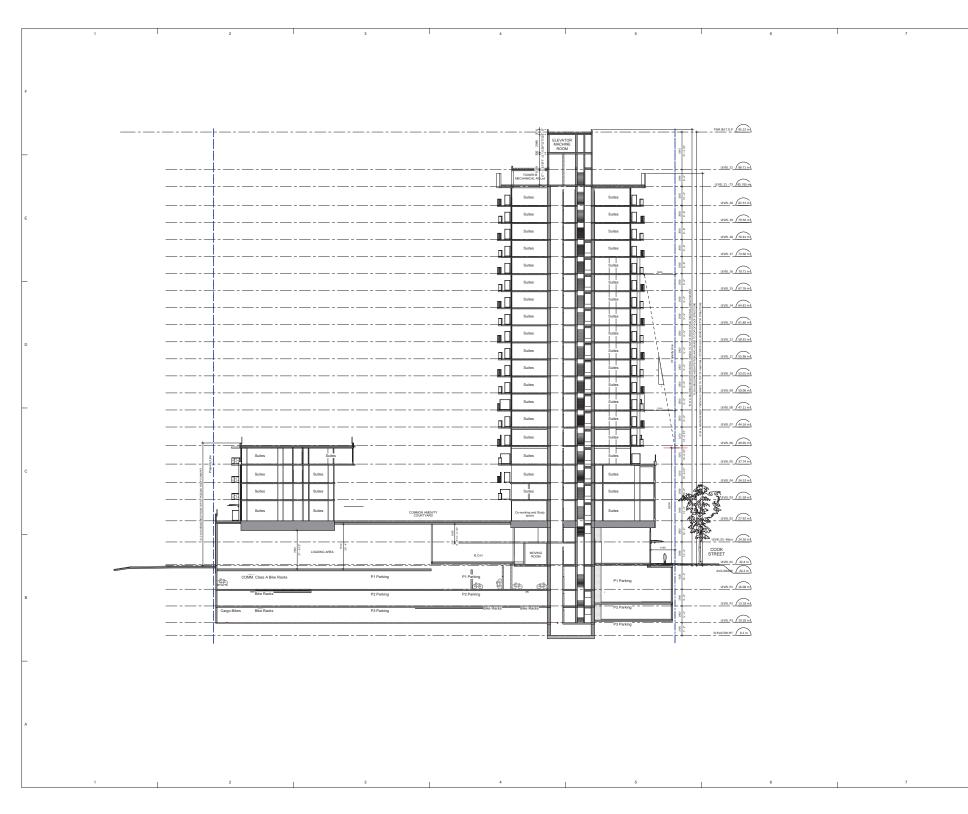
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Harris Green Village
Phase 01

1045 Yates Street
Victoria, BC

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Harris Green Village
Phase 01

1045 Yates Street
Victoria, BC

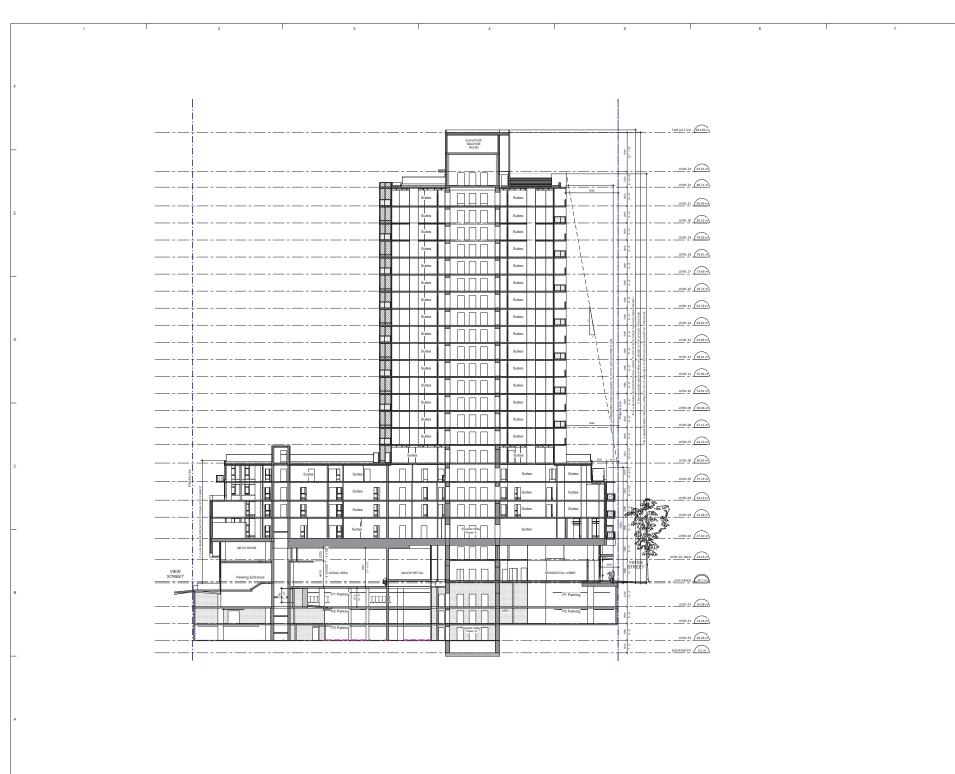
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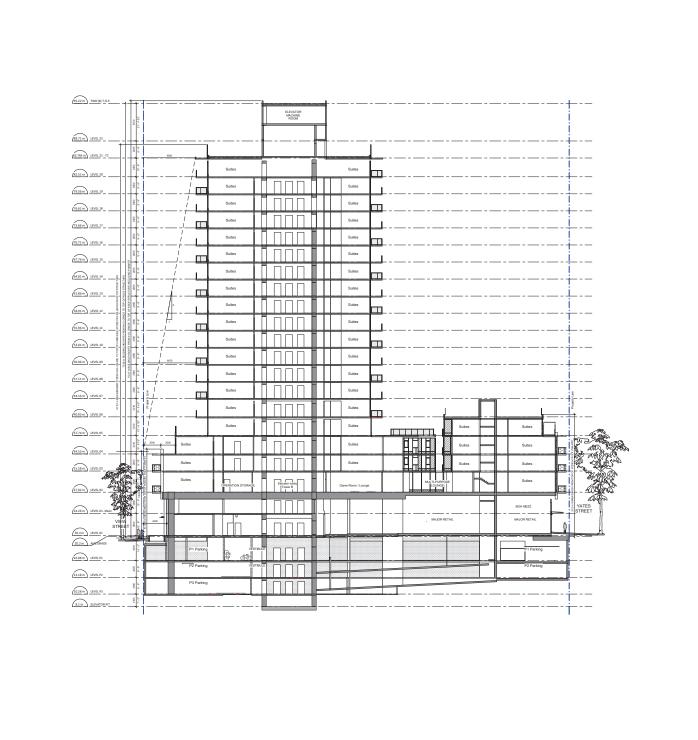
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SECTION B

SECTION B Tower B & Podium



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Harris Green Village
Phase 01

1045 Yates Street
Victoria, BC
PROJECT NO: 121123

PROJECT NO: 121123

DRAWN BY: Author

CHKD BY: Checker

SCALE: 1:150

DATE: 2021-03-05

SECTION D Tower B & Podium

TOWER A (21-Storey) 23 storeys including 2 mechanical floors

	Gross F		Exclusions									Total Floor Associ	
Level (s)	Gross F	oor Area	Exterior Wall		Elevator Shafts		Parking Ramp / Shafts		Sub Total		Total Floor Area		
	Metric (m2)	Imperial (ft2)	Metric (m2)	Imperial (ft2)	Metric (m2)	Imperial (ft2)	Metric (m2)	Imperial (ft2)	Metric (m2)	Imperial (ft2)	Metric (m2)	Imperial (ft2)	
Mech 23	73.0	785	13.1	141	-	-	-		13.1	141	59.9	644	
Mech 22	174.3	1,877	18.0	194	16.6	179	-	-	34.6	372	139.8	1,504	
21	648.4	6,979	29.3	315	16.6	179	-	-	45.9	494	602.5	6,485	
20	648.4	6,979	29.3	315	16.6	179	-	•	45.9	494	602.5	6,485	
19	648.4	6,979	29.3	315	16.6	179	-		45.9	494	602.5	6,485	
18	648.4	6,979	29.3	315	16.6	179	-	•	45.9	494	602.5	6,485	
17	648.4	6,979	29.3	315	16.6	179	-	-	45.9	494	602.5	6,485	
16	648.4	6,979	29.3	315	16.6	179	-	•	45.9	494	602.5	6,485	
15	648.4	6,979	29.3	315	16.6	179	-	-	45.9	494	602.5	6,485	
14	648.4	6,979	29.3	315	16.6	179	-	-	45.9	494	602.5	6,485	
13	648.4	6,979	29.3	315	16.6	179	-	-	45.9	494	602.5	6,485	
12	648.4	6,979	29.3	315	16.6	179	-	-	45.9	494	602.5	6,485	
11	648.4	6,979	29.3	315	16.6	179	-	-	45.9	494	602.5	6,485	
10	648.4	6,979	29.3	315	16.6	179	-	-	45.9	494	602.5	6,485	
9	648.4	6,979	29.3	315	16.6	179	-	-	45.9	494	602.5	6,485	
8	648.4	6,979	29.3	315	16.6	179	-	-	45.9	494	602.5	6,485	
7	648.4	6,979	29.3	315	16.6	179	-	•	45.9	494	602.5	6,485	
6	664.3	7,151	33.2	357	16.5	177	-		49.7	535	614.6	6,616	
Total	10,637.3	114,499	503.5	5,420	281.9	3,034	-	-	785.4	8,454	9,851.9	106,045	

TOWER B (20-Storey) 22 storeys including 2 mechanical floors

	_							xclusions					
		Gross F	oor Area		Total Floo	or Area							
Level ((s)			Exterior Wall		Elevator Shafts		Parking Ramp / Shafts		Sub Total		1512111190171190	
		Metric (m2)	Imperial (ft2)	Metric (m2)	Imperial (ft2)	Metric (m2)	Imperial (ft2)	Metric (m2)	Imperial (ft2)	Metric (m2)	Imperial (ft2)	Metric (m2)	Imperial (ft2)
Mech	22	59.9	644	13.1	141	-	-	-	-	13.1	141	46.8	504
Mech	21	154.4	1,662	19.4	209	16.6	179	-	-	36.0	388	118.4	1,275
	20	648.4	6,979	29.3	315	16.6	179	-	-	45.9	494	602.5	6,485
	19	648.4	6,979	29.3	315	16.6	179	1	-	45.9	494	602.5	6,485
	18	648.4	6,979	29.3	315	16.6	179	1		45.9	494	602.5	6,485
	17	648.4	6,979	29.3	315	16.6	179	1	-	45.9	494	602.5	6,485
	16	648.4	6,979	29.3	315	16.6	179	-	-	45.9	494	602.5	6,485
	15	648.4	6,979	29.3	315	16.6	179	1	-	45.9	494	602.5	6,485
	14	648.4	6,979	29.3	315	16.6	179	1	-	45.9	494	602.5	6,485
	13	648.4	6,979	29.3	315	16.6	179	-	-	45.9	494	602.5	6,485
	12	648.4	6,979	29.3	315	16.6	179	1	-	45.9	494	602.5	6,485
	11	648.4	6,979	29.3	315	16.6	179	1	-	45.9	494	602.5	6,485
	10	648.4	6,979	29.3	315	16.6	179	1	-	45.9	494	602.5	6,485
	9	648.4	6,979	29.3	315	16.6	179	1	•	45.9	494	602.5	6,485
	8	648.4	6,979	29.3	315	16.6	179	-	-	45.9	494	602.5	6,485
	7	648.4	6,979	29.3	315	16.6	179	-	-	45.9	494	602.5	6,485
	6	664.3	7,151	33.2	357	16.5	177	-	-	49.7	535	614.6	6,616
Total		9,955.9	107,165	475.6	5,120	265.3	2,856	-	-	741.0	7,976	9,215.0	99,189

Level (s)	Gross Floor Area		Exclusions									Total Floor Area	
			Exterior Wall		Elevator Shafts		Parking Ramp / Shafts		Sub Total		Total Floor Area		
	Metric (m2)	Imperial (ft2)	Metric (m2)	Imperial (ft2)	Metric (m2)	Imperial (ft2)	Metric (m2)	Imperial (ft2)	Metric (m2)	Imperial (ft2)	Metric (m2)	Imperial (ft2)	
5	2,905.2	31,272	105.5	1,136	32.9	355	-	-	138.4	1,490	2,766.8	29,781	
4	3,519.6	37,885	128.8	1,386	32.9	355	-	-	161.7	1,741	3,357.9	36,144	
3	3,968.0	42,711	130.9	1,409	42.3	455	-	-	173.2	1,864	3,794.8	40,847	
2	4,002.8	43,086	124.6	1,342	42.3	455	-	-	166.9	1,796	3,835.9	41,289	
1 M	1,467.9	15,800	19.2	207	16.5	177	-	-	35.7	384	1,432.3	15,417	
1	5,305.4	57,107	83.7	901	50.5	543	136.4	1,468	270.6	2,912	5,034.8	54,195	
Total	21,169.0	227,861	592.8	6,380	217.4	2,340	136.4	1,468	946.5	10,188	20,222.5	217,673	

Phase 1 Total Tabulation

Level (s)	Gross Floor Area		Exclusions									Total Floor Area	
			Exterior Wall		Elevator Shafts		Parkin	g Ramp / Shafts	Sub Total		Total Floor Area		
	Metric (m2)	Imperial (ft2)	Metric (m2)	Imperial (ft2)	Metric (m2)	Imperial (ft2)	Metric (m2)	Imperial (ft2)	Metric (m2)	Imperial (ft2)	Metric (m2)	Imperial (ft2)	
Tower A	10,637.3	114,499	503.5	5,420	281.9	3,034	-	-	785.4	8,454	9,851.9	106,045	
Tower B	9,955.9	107,165	475.6	5,120	265.3	2,856	-	-	741.0	7,976	9,215.0	99,189	
Podium	21,169.0	227,861	592.8	6,380	217.4	2,340	136.4	1,468	946.5	10,188	20,222.5	217,673	
Total	41,762.2	449,525	1,571.9	16,920	764.6	8,230	136.4	1,468	2,472.8	26,617	39,289.4	422,908	



PROJECT TITLE

Harris Green Village
Phase 01

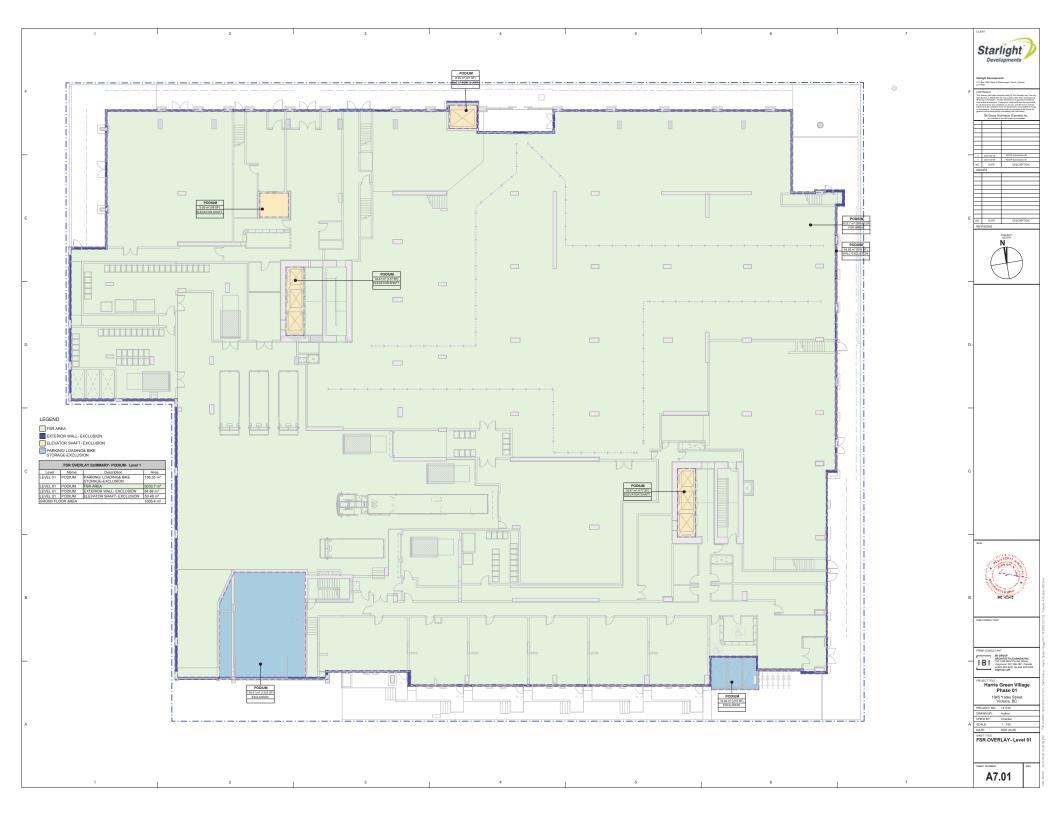
1045 Yates Street
Victoria, BC

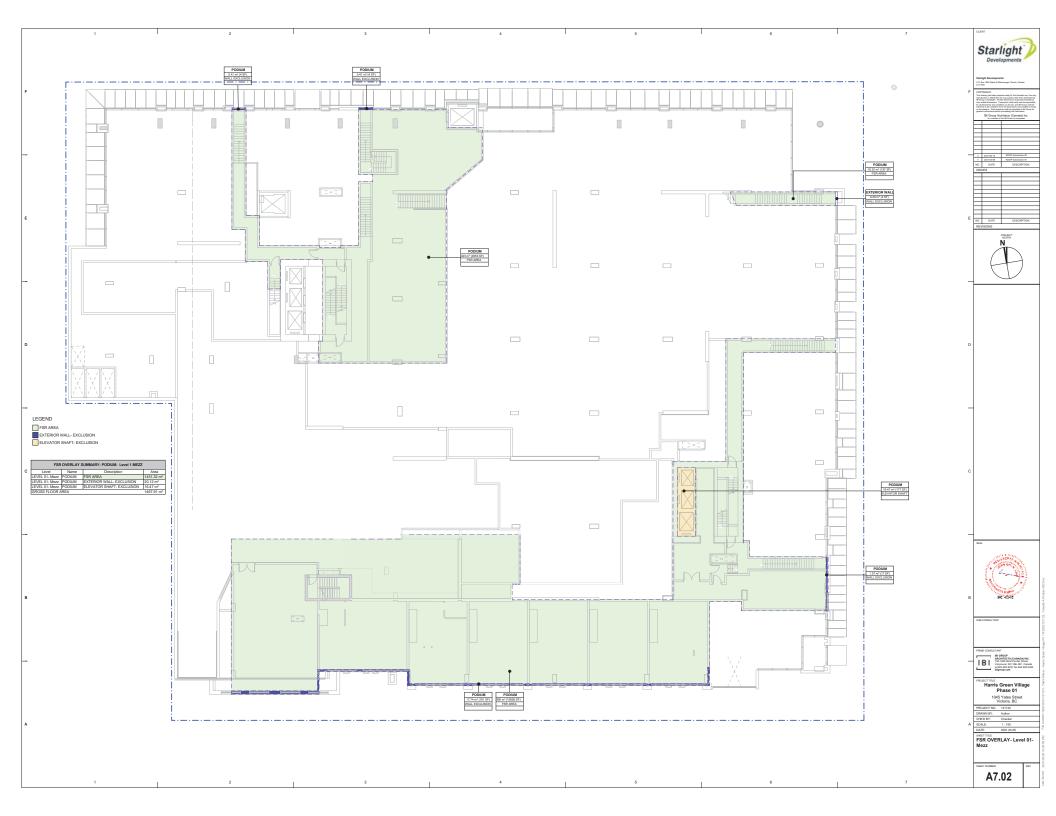
PROJECT NO. 121123

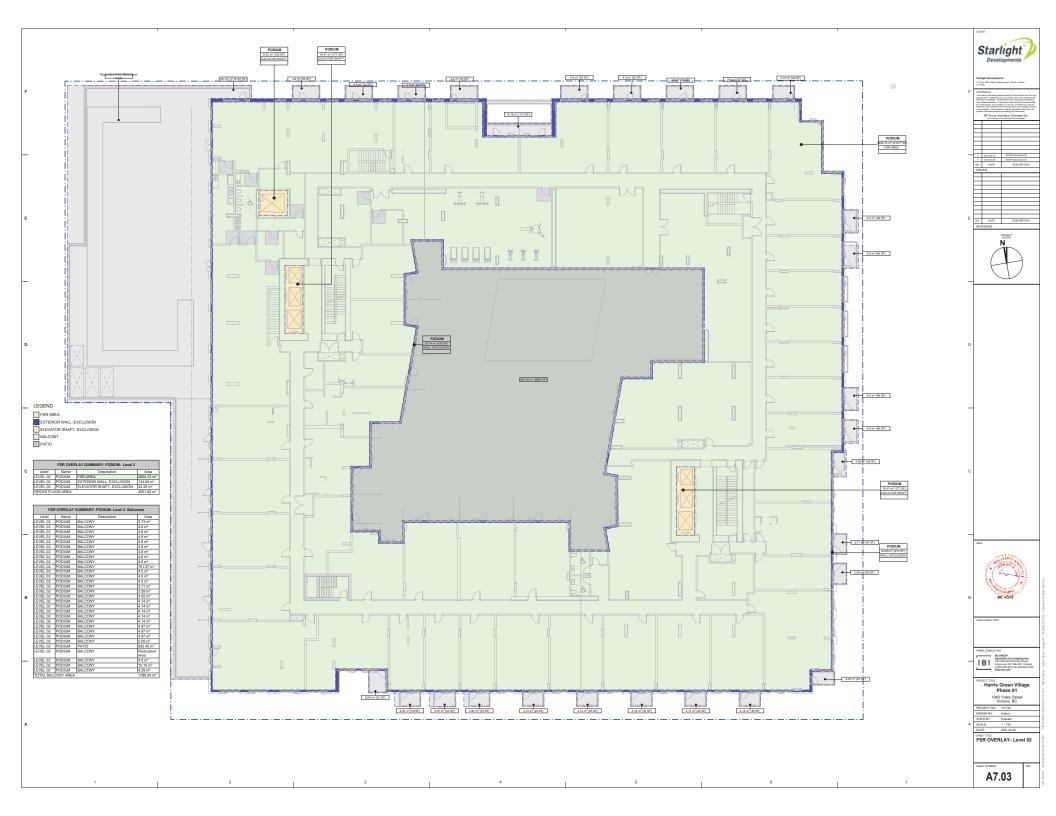
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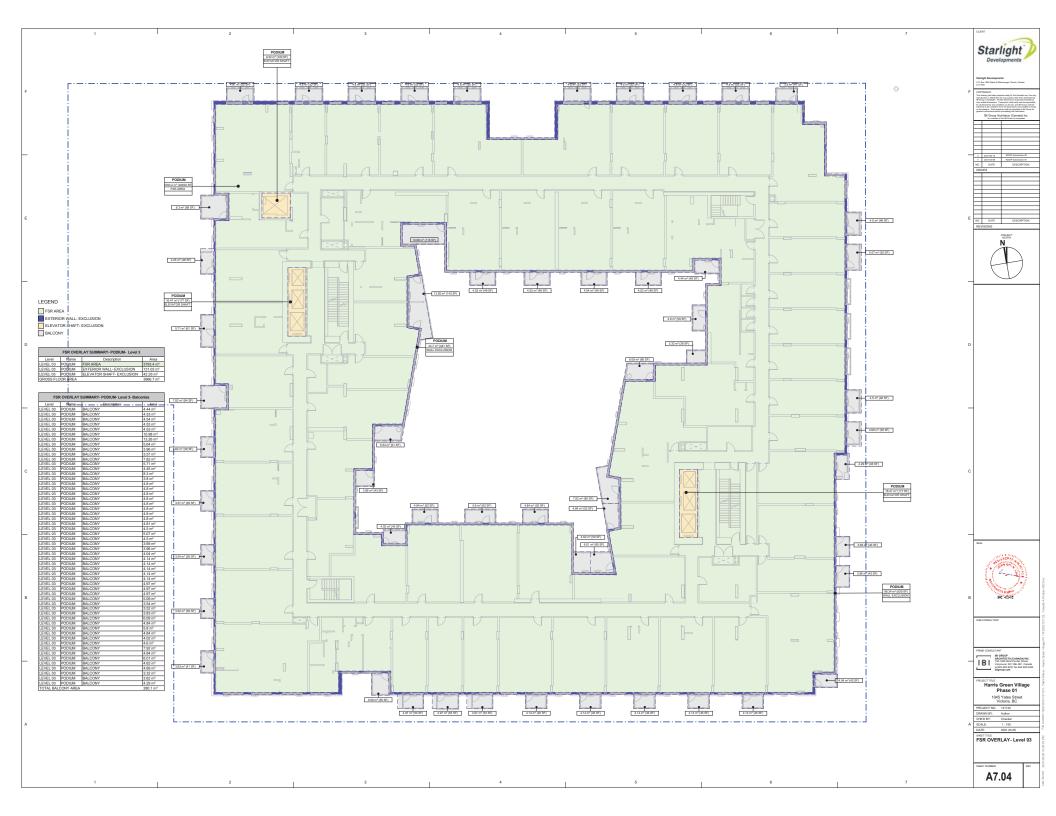
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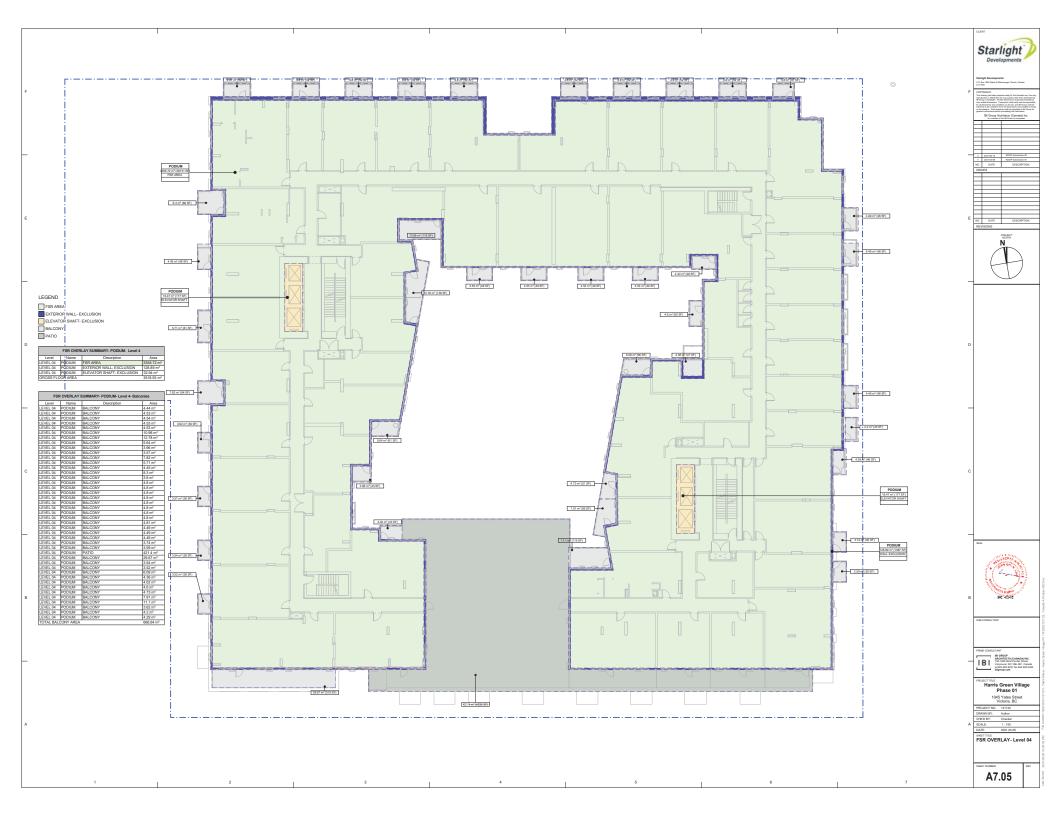
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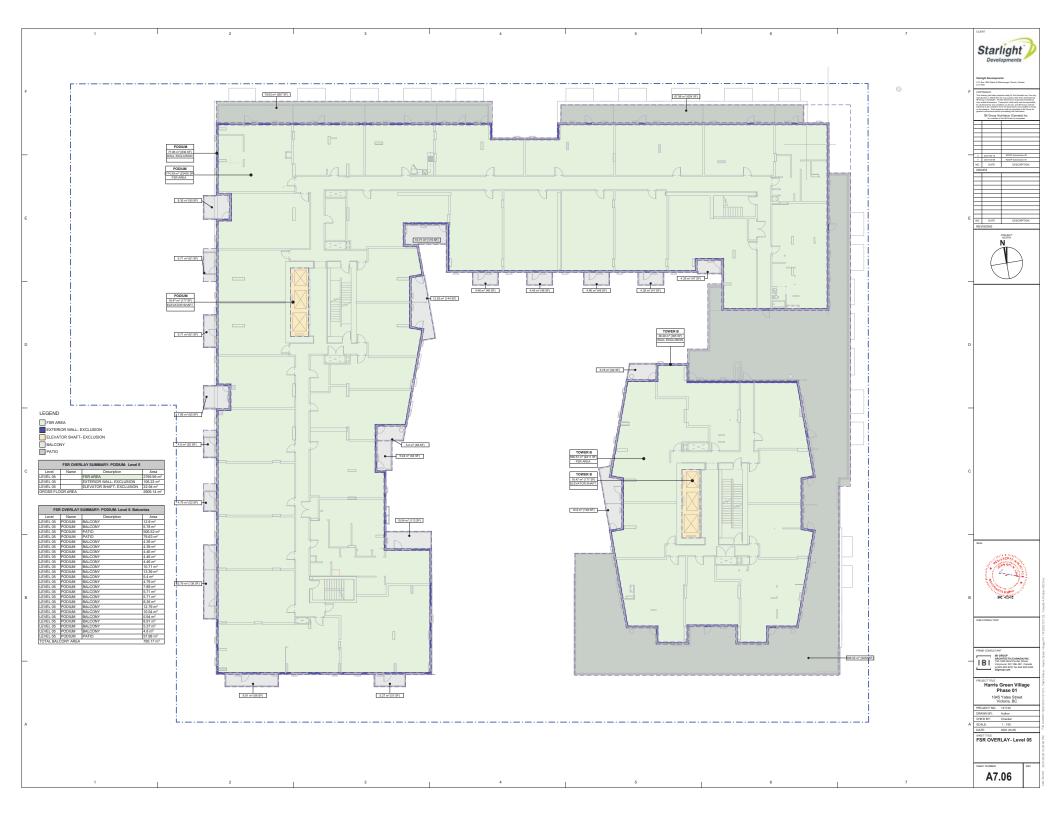




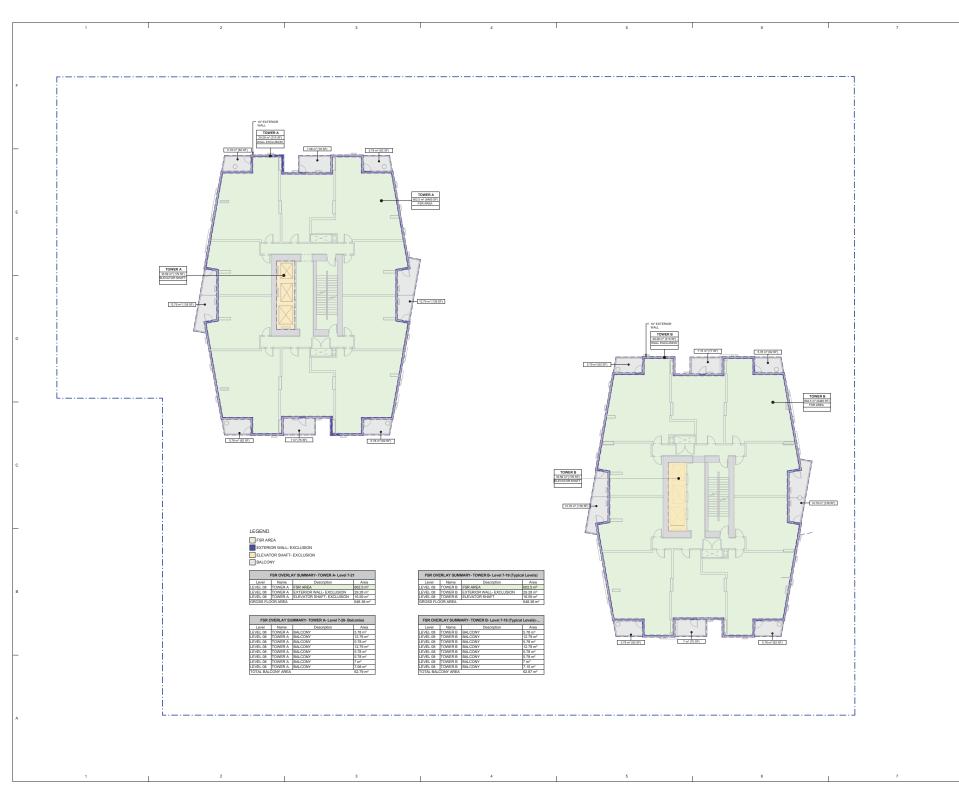
















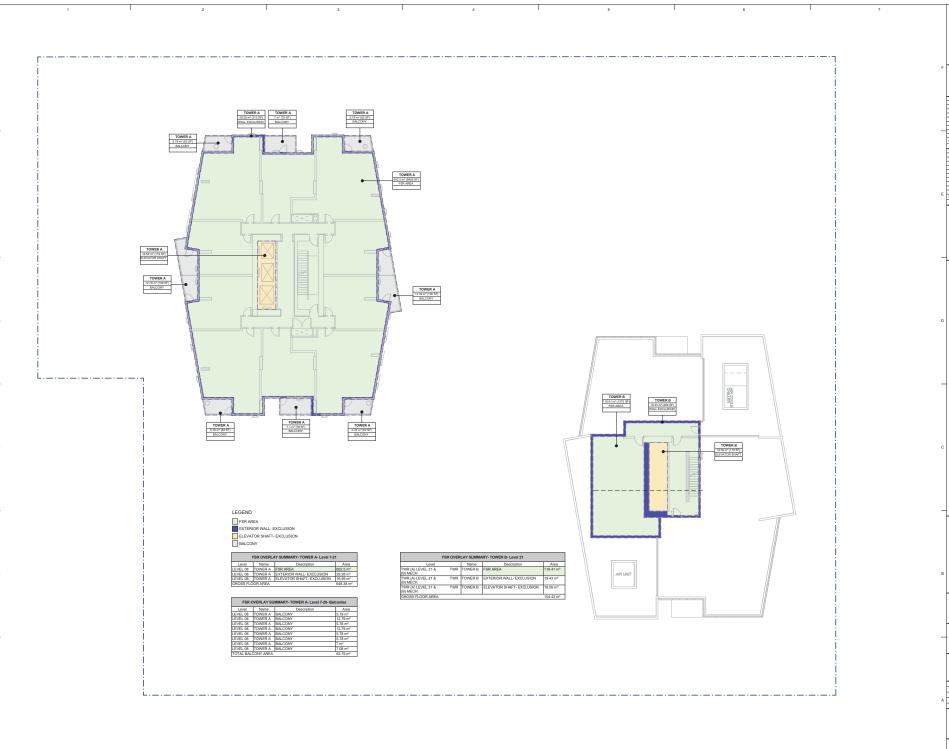
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ARCHITECTS (CANADA) INC.
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Vancouser, 8C VKE 481, Canada
lef 604 683 5707 fax 604 683 0460
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Harris Green Village
Phase 01

1045 Yates Street
Victoria, BC

ROJECT NO: 121123

FSR OVERLAY- Typical Levels







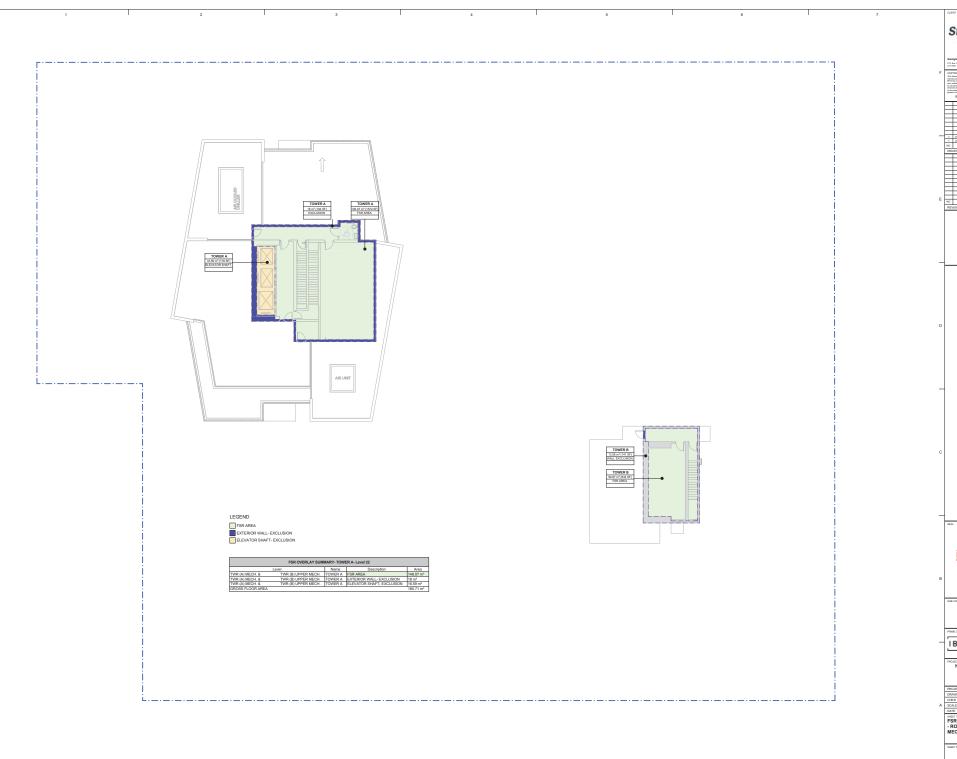
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Harris Green Village
Phase 01

1045 Yates Street
Victoria, BC

ROJECT NO: 121123

FSR OVERLAY- LEVEL 21 (Tower B Roof)







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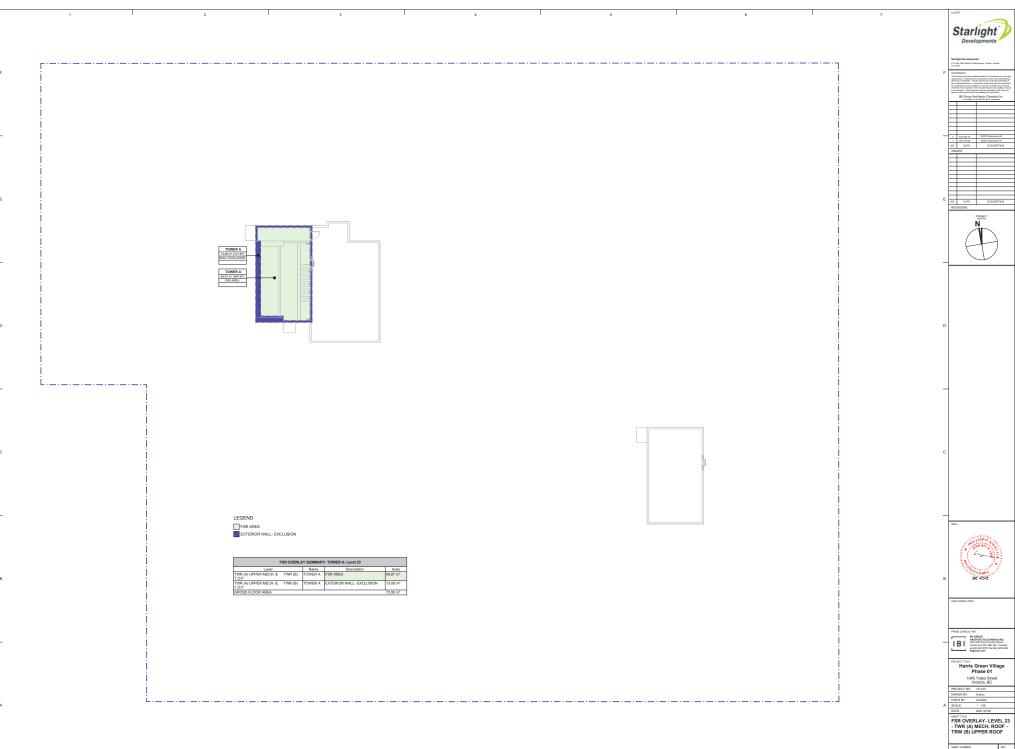
Harris Green Village
Phase 01

1045 Yates Street
Victoria, BC

PROJECT NO. 121125

DRAWN BY: Author
CHKD BY: Oneclase

SCALE: 1.100



1045 Yates Street Landscape Drawings

Issued For DP - March 1, 2021

DRAWING LIST

Landscape L0.00 - Landscape Rationale L0.01 - Tree Management Plan

L1.01 - Illustrative Plan | Ground Level

L1.02 - Illustrative Plan | Level 2 L1.03 - Illustrative Plan | Level 4 L1.04 - Illustrative Plan | Level 5 L1.05 - Illustrative Plan | Level 6

L1.11 - Materials Plan | Ground Level

L1.12 - Materials Plan | Level 2 L1.13 - Materials Plan | Level 4 L1.14 - Materials Plan | Level 5 L1.15 - Materials Plan | Level 6

L1.21 - Layout Plan | Ground Level L1.22 - Layout Plan | Level 2

L1.23 - Layout Plan | Level 4 L1.24 - Layout Plan | Level 5

L1.25 - Layout Plan | Level 6

L1.31 - Grading Plan | Ground Level

L1.41 - Planting Plan | Ground Level L1.42 - Planting Plan | Level 2 L1.43 - Planting Plan | Level 4 L1.44 - Planting Plan | Level 5 L1.45 - Planting Plan | Level 6

L2.11 - Landscape Sections | Ground Level and Level 2 L3.11 - Landscape Details | Paving & Stairs L3.12 - Landscape Details | Site Furnishings

L3.13 - Landscape Details | Planting

Issued for DP Issued for DP

Nov 6/20

May 22/20

Harris Green Village 1045 Yates Street Victoria, BC

Cover Page

May. 22/20

d kw | gc | JF

Landscape Rationale



Connections

Incorporate the site into a larger network, which becomes the backbone of the Town Centre. Design elements on the streetscape will draw from and expand on the New Town Standard to allow for better integration into the existing urban fabric.



Invitation

Design the commercial frontage zone and outdoor amenity areas to be welcoming and inviting for people of all different ages, interests and backgrounds. Lush roof terrace planting provide inviting spaces for residents.



Edge Enclosure

Utilize design elements to enclose the sidewalk and commercial frontage zone making it feel contained and comfortable. Street trees, rain gardens and site furnishings in the streetscape will assist in creating this sense of enclosure.



Protection

Generous sidewalk widths, rain garden planting and street trees can assist in protecting and buffering pedestrian areas and the commercial frontage zone from vehicular traffic and noise from busy streets.



Flexibility

Accommodate a wide variety of activities including small scale events and the every day in amenity areas on the podium and rooftops. Including urban agriculture, a variety of seating types, site furnishings, lounge and recreational areas.



Comfort

Incorporate weather protection for all seasons, adequate lighting and plenty of seating to provide comfort for end users to allow them linger.

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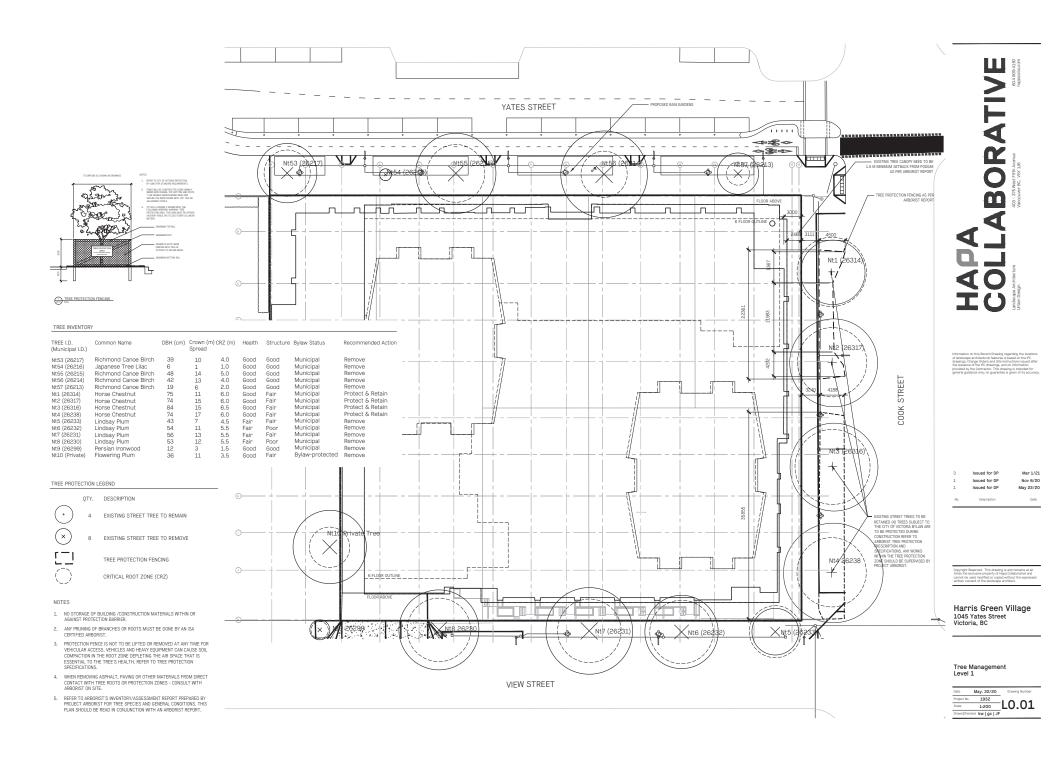
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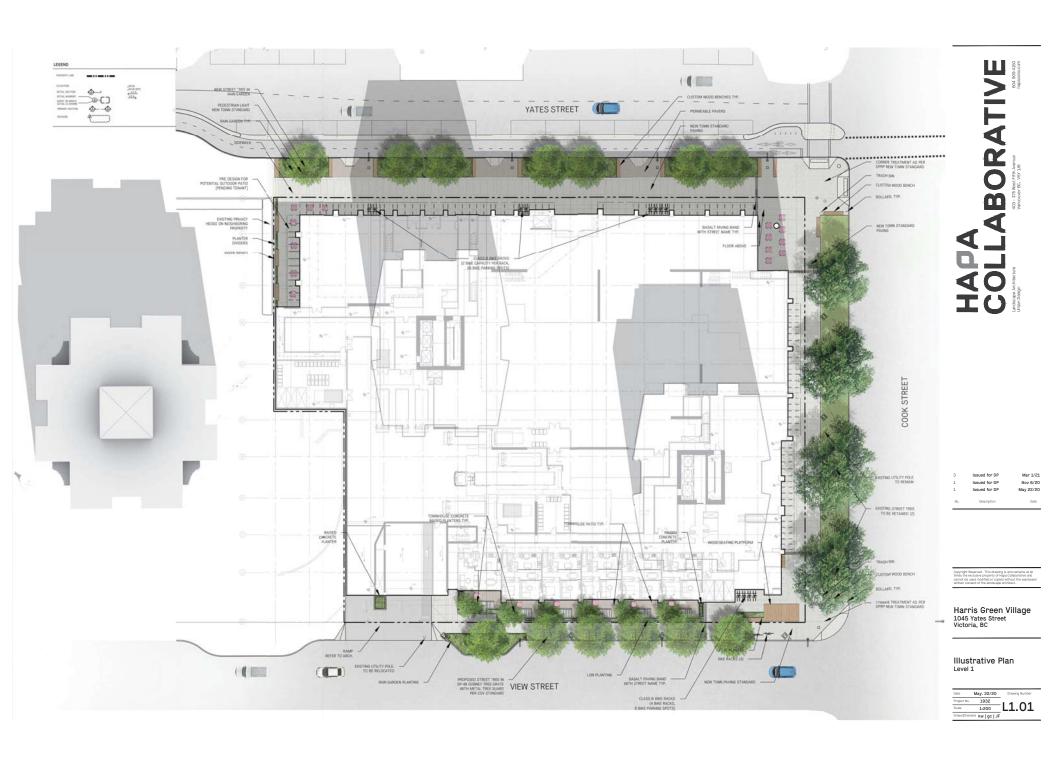
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Harris Green Village 1045 Yates Street Victoria, BC

Landscape Rationale

Date May, 22/20 Drawing Project No. 1932







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Harris Green Village 1045 Yates Street Victoria, BC

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Date	May. 22/20	Drawing Number
Project No.	1932	
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Issued for DP Mar 1/21
Issued for DP Nov 6/20
Issued for DP May 22/20

Harris Green Village 1045 Yates Street Victoria, BC

Date	May. 22/20	Drawing Number
Project No.	1932	
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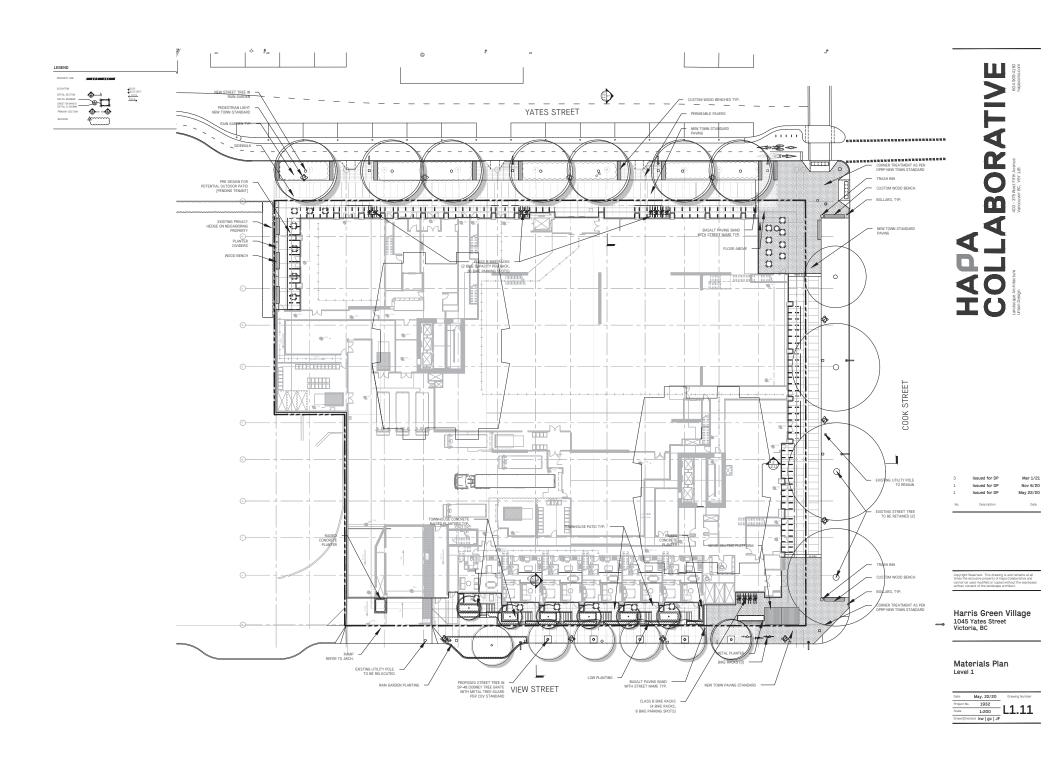


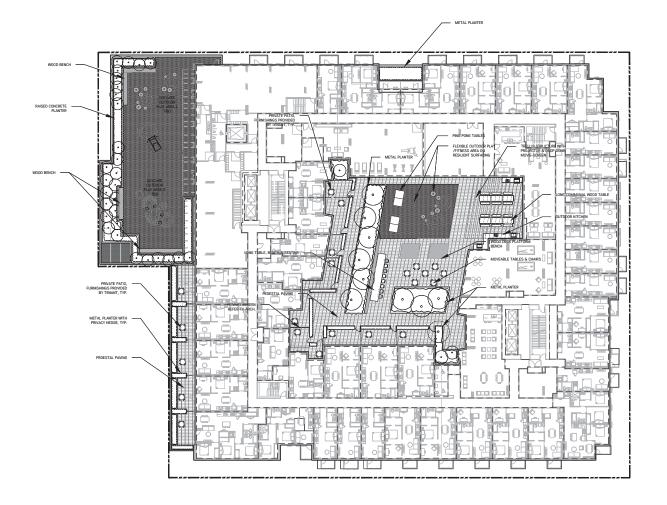
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Project No.	1932	
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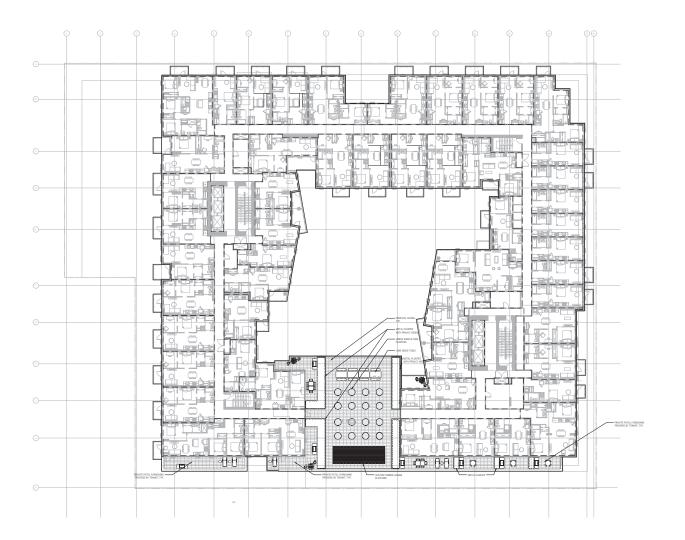
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Harris Green Village 1045 Yates Street Victoria, BC

Materials Plan Level 2

Date	May. 22/20	Drawing Number
Project No.	1932	
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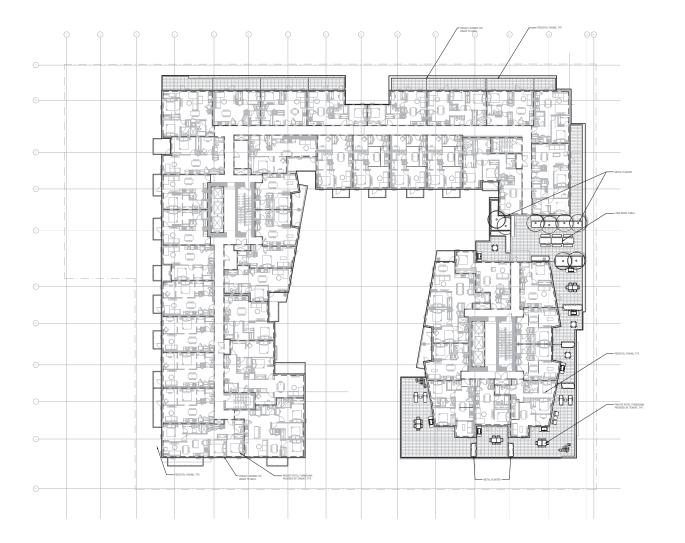
ormation on this Record Drawing regarding the locations landscape architectural features is based on the IPC wavings, Change Orders and Site instructions issued after issuance of the IPC drawings, and on information voked by the Contractor. This drawing is intended for neral guidance only; no guarantee is given of its accuracy.

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Materials Plan Level 4

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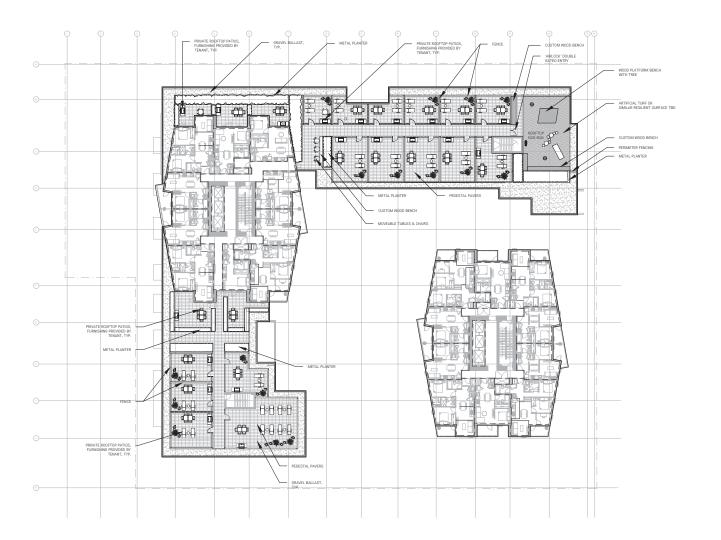
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Materials Plan

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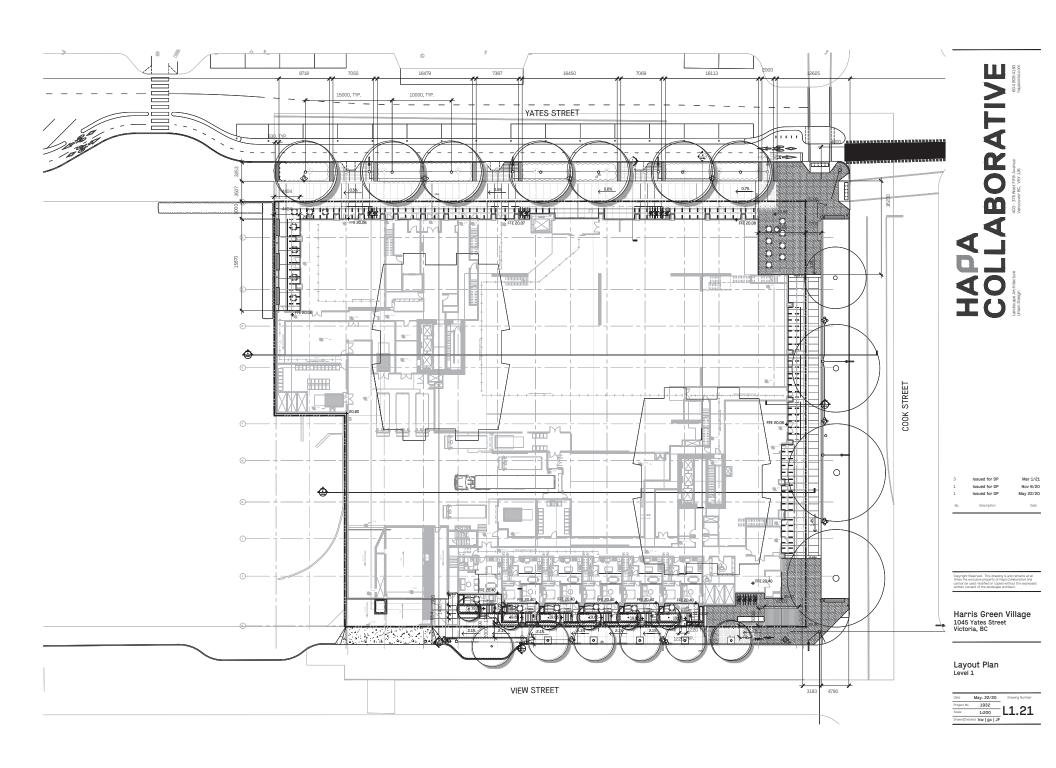
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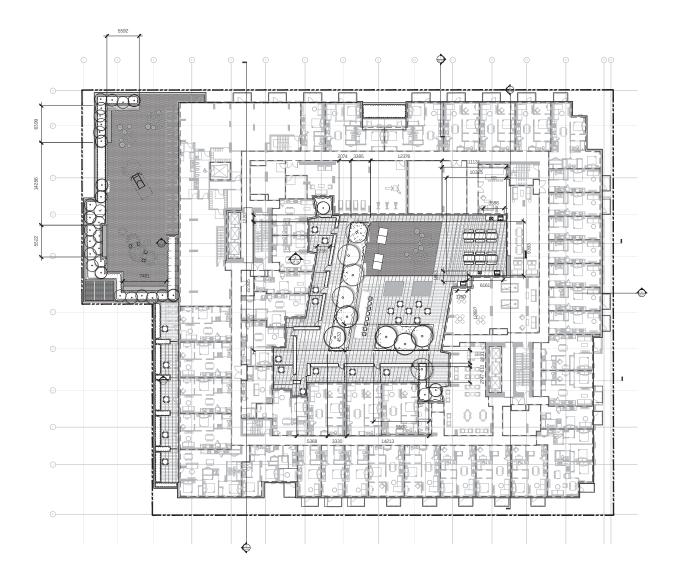
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Materials Plan Level 6

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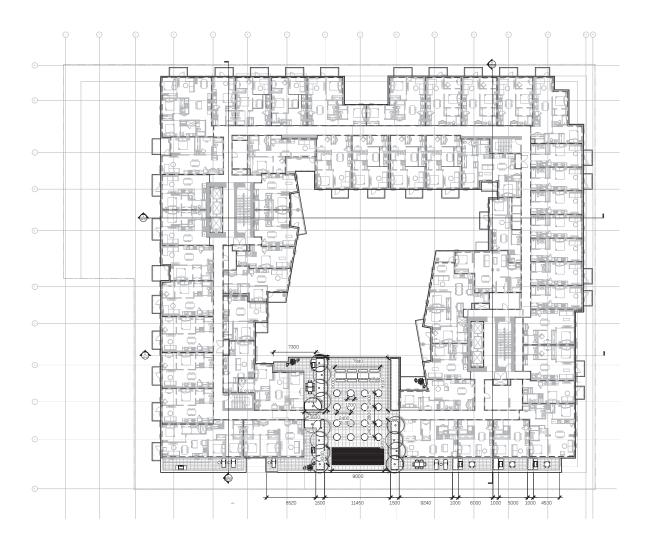
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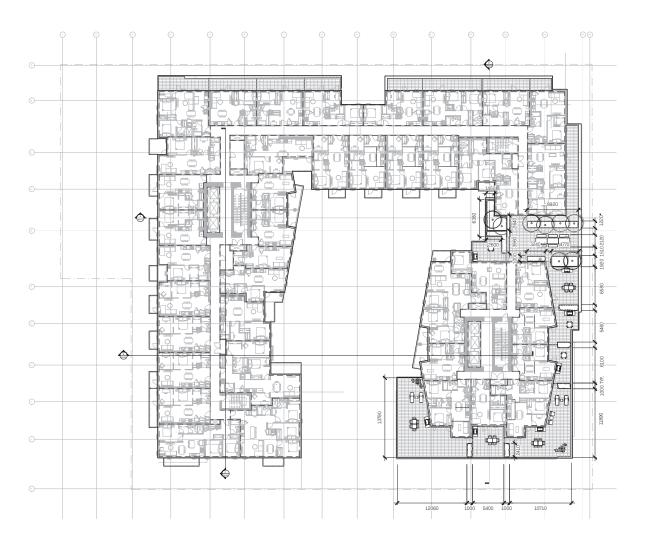




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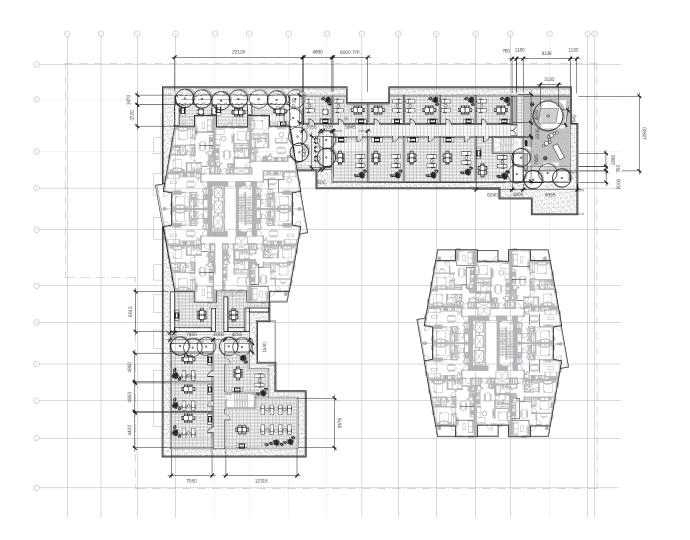




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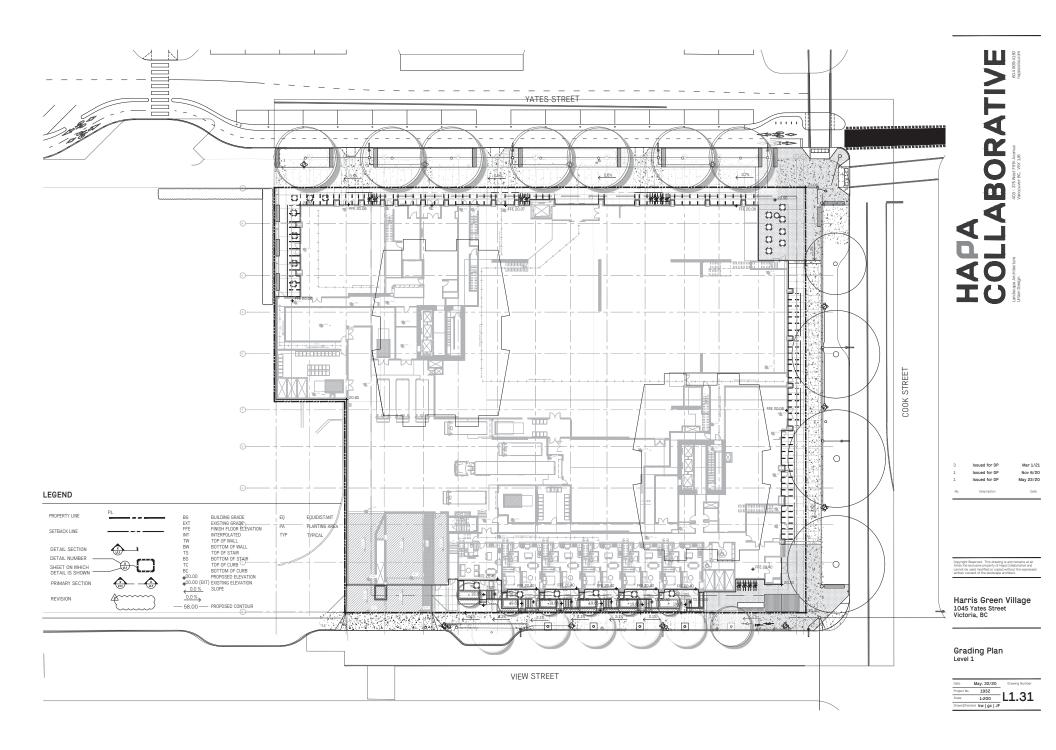


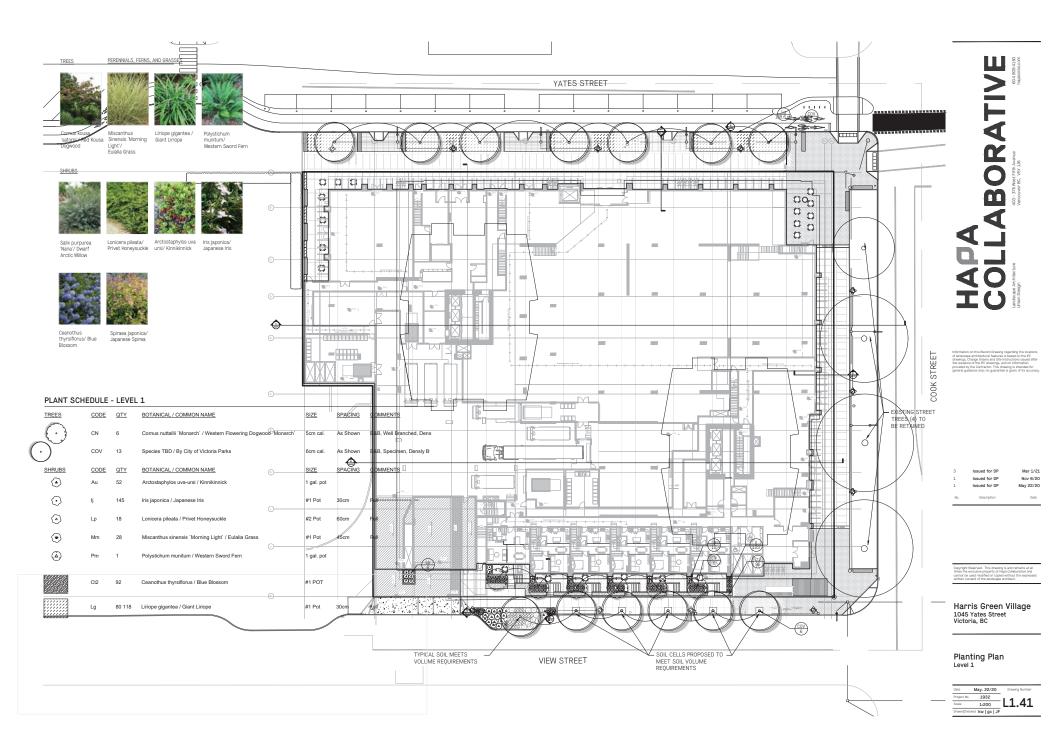


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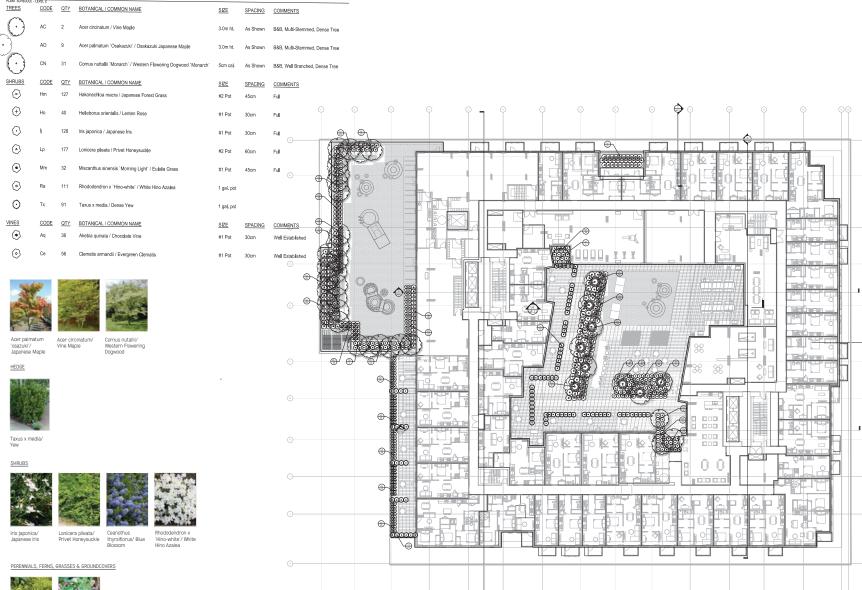
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Harris Green Village 1045 Yates Street Victoria, BC

Planting Plan Level 2

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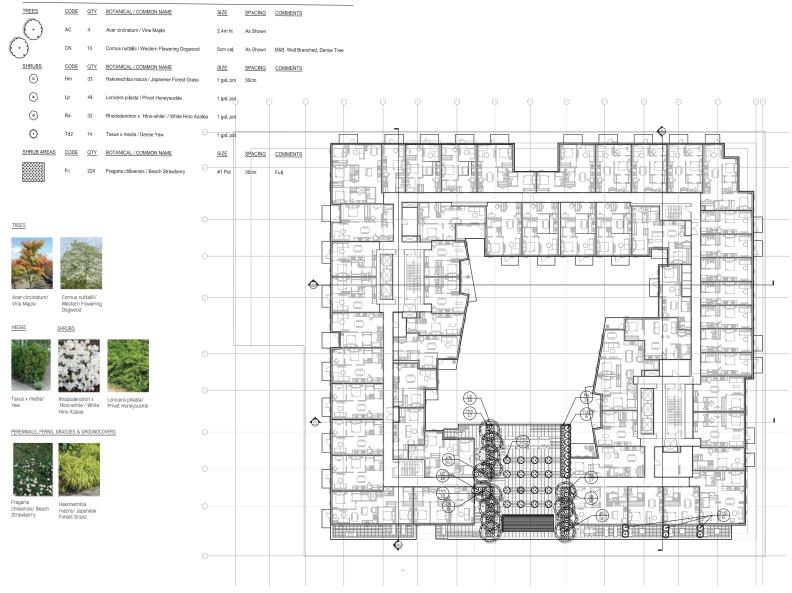




Hakonechloa macra/ Japanese Forest Grass

orientalis/ Lenten Rose

PLANT SCHEDULE



Date	May. 22/20	Drawing Number
Project No.	1932	. 4 40
Scale	1:200	L1.4
Drawn Checke	kw gc JF	

PLANT SCHEDULE

TREES	CODE	QTY	BOTANICAL / COMMON NAME	SIZE	SPACING	COMMENTS
0	AC	6	Acer circinatum / Vine Maple	2,4m ht	As Shown	
(\cdot)	CN	2	Cornus nuttallii / Western Flowering Dogwood	5cm cal.	As Shown	B&B, Well Branched, Dense Tree
SHRUBS	CODE	QTY	BOTANICAL / COMMON NAME	SIZE	SPACING	COMMENTS
0	Hm	13	Hakonechloa macra / Japanese Forest Grass	1 gal. pot	30cm	
0	Ra	15	Rhododendron x 'Hino-white' / White Hino Azalea	1 gal, pot	_	

TREES



0

Td2 25 Taxus x media / Dense Yew



Vine Maple HEDGE

SHRUBS

Western Flowering Dogwood





Taxus x media/ Yew

Rhododendron x Lonicera pileata/ 'Hino-white' / White Hino Azalea

PERENNIALS, FERNS, GRASSES & GROUNDCOVERS



Fragaria



macra/ Japanese Forest Grass

1 gal. pot (Ra) 0000 -009 œ **\(\phi \)**

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Harris Green Village 1045 Yates Street Victoria, BC

Planting Plan Level 5

Date	May. 22/20	Drawing Number
Project No.	1932	
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PLANT SCHEDULE

	PLANT SC	HEDU	LE					
	TREES	CODE	QTY	BOTANICAL / COMMON NAME		SIZE	SPACING	COMMENTS
	$\{\cdot\}$	AO	1	Acer palmatum `Osakazuki` / Osakazuki	i Japanese Maple	2.4m ht	As Shown	
()	CN	11	Cornus nuttallii / Western Flowering Dog	wood	5cm cal.	As Shown	B&B, Well Branched, Dense Tree
-	(\cdot)	NT	10	Nyssa sylvatica 'Haymanred' / Sour Gur	m	6cm cal.	As Shown	
	SHRUBS	CODE	QTY	BOTANICAL / COMMON NAME		SIZE	SPACING	COMMENTS
	<u> </u>	Hm	48	Hakonechloa macra / Japanese Forest 0	Grass	1 gal. pot	30cm	
	(a)	Lp	27	Lonicera pileata / Privet Honeysuckle		1 gal. pot		
	\circ	Td2	42	Taxus x media / Dense Yew	0	1 gal. pot		(3) (3) (6) (6)
	TREES							(3) (3) (3) (4) (5) (6) (7) (7) (7) (7) (7) (7) (7) (7) (7) (7
	Widoli	- 10	white.					
	1							
				-				
	Acer palmatum	Con	nus nuttallii,	Nyssa sylvatica				
	'osazuki'/ Japanese Maple	Dog	tern Flower wood	ing 'Haymanred'/ Sour Gum				
	HEDGE				0			
					©			
	Taxus x media/ Yew							
	SHRUB				E			
	SO SIRA	auto						
					0			
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	Lonicera pileata/	7			(1)			
	Privet Honeysuci	kle						
	FERNS, GRASSES	& GROUNE	OCOVERS		0			
	SAME !							
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	Z/WX							
	Hakonechloa							
	macra/ Japanese Forest Grass	ž			(C)			

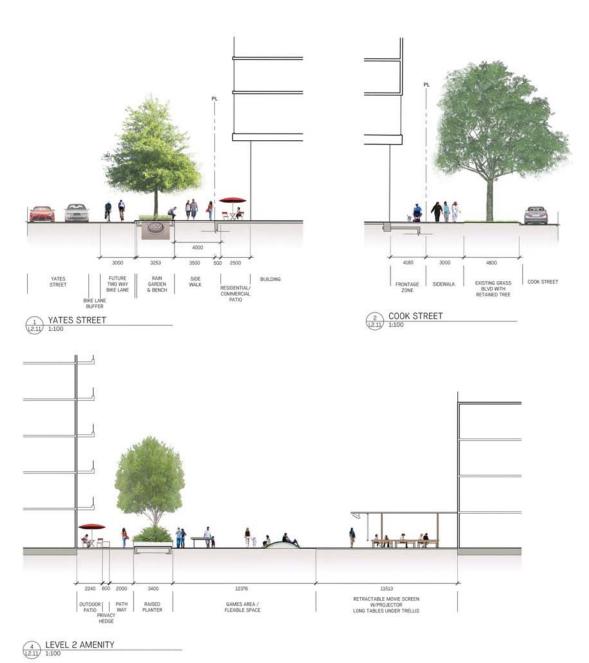
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Description	Date

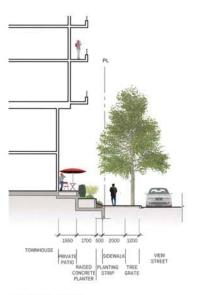
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Planting Plan Level 6

Date	May. 22/20	Drawing Number
Project No.	1932	
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VIEW STREET

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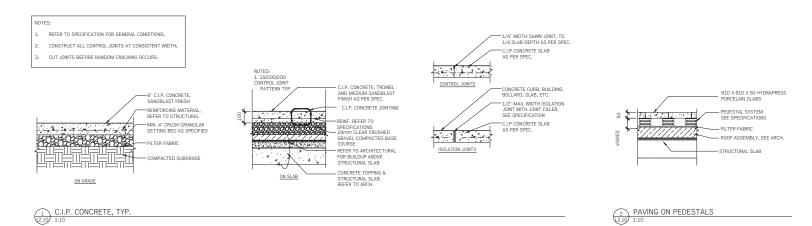
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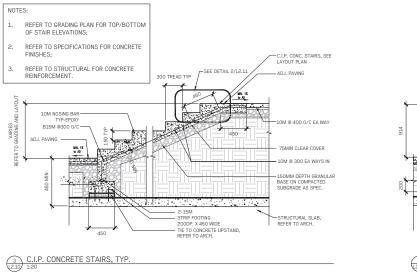
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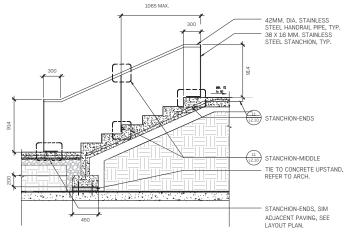
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Project No.	1932	
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Issued for DP Nov 6/20 May 22/20 Issued for DP

Harris Green Village 1045 Yates Street Victoria, BC

> Details Paving

Date N	tay. 22/20	Drawing Number
Project No.	1932	1044
Scale	As Shown	L3.11
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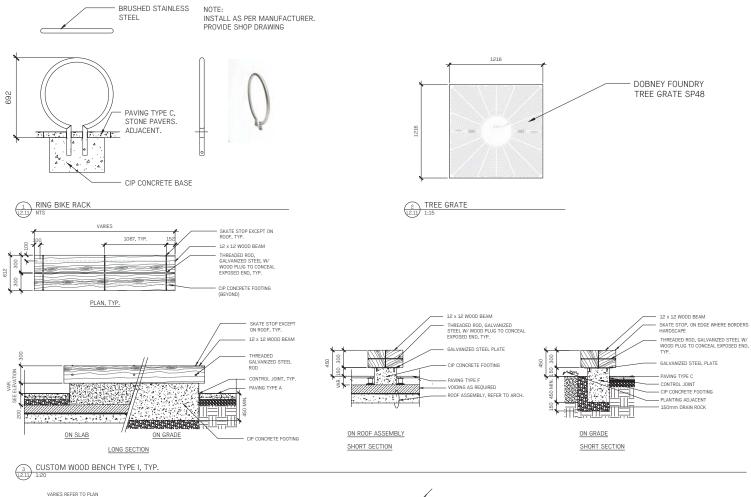


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Details Site Furnishings

ate	May. 22/20	Drawing Number
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cale	As Shown	L3.12
nawn(Check	∞d kw gc JF	



PLANTING, REFER TO PLAN

POWDER COATED ALUMINUM
PLANTER WITH GROWING MEDIUM
AND JOOMM MIN DRAIN ROCKS.

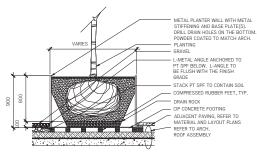
NEOPRENE PAIS UNDER
PLANTER AS NECEDED TO MAKE
STATALE/LIVEL

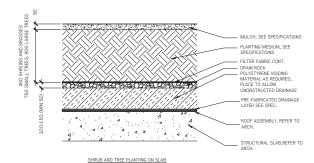
REFER TO ARCHITECTURAL
BUILD UP
MIN 4 DRAINAGE PERFORATIONS

1 '1DIA
ACCESS FOR IRRIGATION
CONDUIT

METAL PLANTER, TYP.

(5) METAL PLANTER - TREE
(211) 1:20





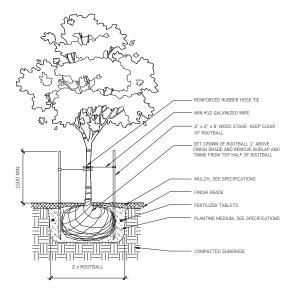
FINISH GRADE
MALCH, SEE SPECIFICATIONS
FLANTING MEDIUM,
SEE SPECIFICATIONS

SCARIFED SUBGRADE

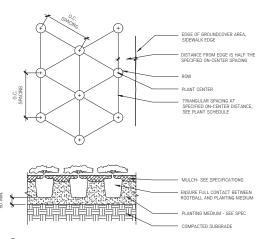
COMPACTED SUBGRADE

SHRUB PLANTING AREAS

SOIL PROFILES

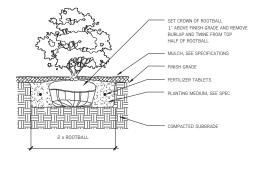


TREE PLANTING - ON GRADE

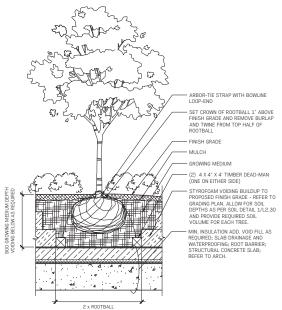


GROUNDCOVER PLANTING

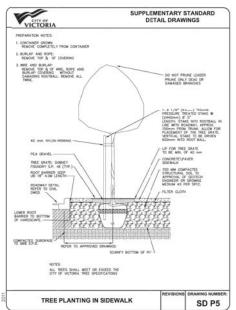
TREE PLANTING - ON SLAB



3 SHRUB PLANTING NTS







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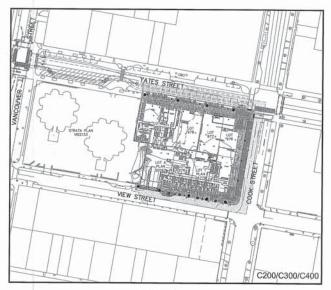
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BOR

Harris Green Village 1045 Yates Street Victoria, BC

Details Planting

EXISTING	PROPOSED	DESCRIPTION	EXISTING	PROPOSED	DESCRIPTION
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cues		CURB AND GUTTER		-x-x-x-	FENCE
		EDGE OF GRAVEL	~ ~ ~	~ ~ ~	DITOH/SWALE
19/10		TOP/BOTTOM OF BANK	w	ww	BATERMAN (SIZE AND MATERIAL NOTED)
		CATCH BASIN	#	ss	SANTARY SEMER (SIZE AND MATERIAL NOTED)
		WATER VALVE	90	50	STORM CRAIN (SIZE AND MATERIAL NOTED)
Ø ^{FH}	•	FIRE HYDRANT	w	UT-	UNDERGROUND TELEPHONE
		CAPPED END	DI	UH-	UNDERGROUND HYDRO
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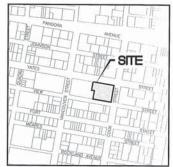




LIST OF DRAWINGS

DWG. No.	DESCRIPTION
C100	GENERAL NOTES, LOCATION PLAN, KEY PLAN, DRAWINGS LIST & LEGEND
C200	SITE SERVICING PLAN

MISCELLANEOUS CITY OF VICTORIA DETAILS BC HYDRO INFORMATION PLAN — TO FOLLO



LOCATION PLAN

1045 YATES STREET LOT A, OF LOTS 785, 786 AND 787, VICTORIA CITY, PLAN 36505.

CIVIC ADDRESS: LEGAL: ZONING: PROPOSED ZONE: LAND USE: PROPOSED: SITE AREA: 19 STOREY RESIDENTIAL BUILDING DWELLING FOOTPRINT AREA: MAIN FLOOR ELEVATION:

PLAN TO ACCOMPANY DEVELOPMENT PERMIT APPLICATION

GENERAL NOTES:

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HARRIS GREEN VILLAGE 1045 YATES STREET

HEROLD ENGINEERING

STARLIGHT DEVELOPMENTS LTD

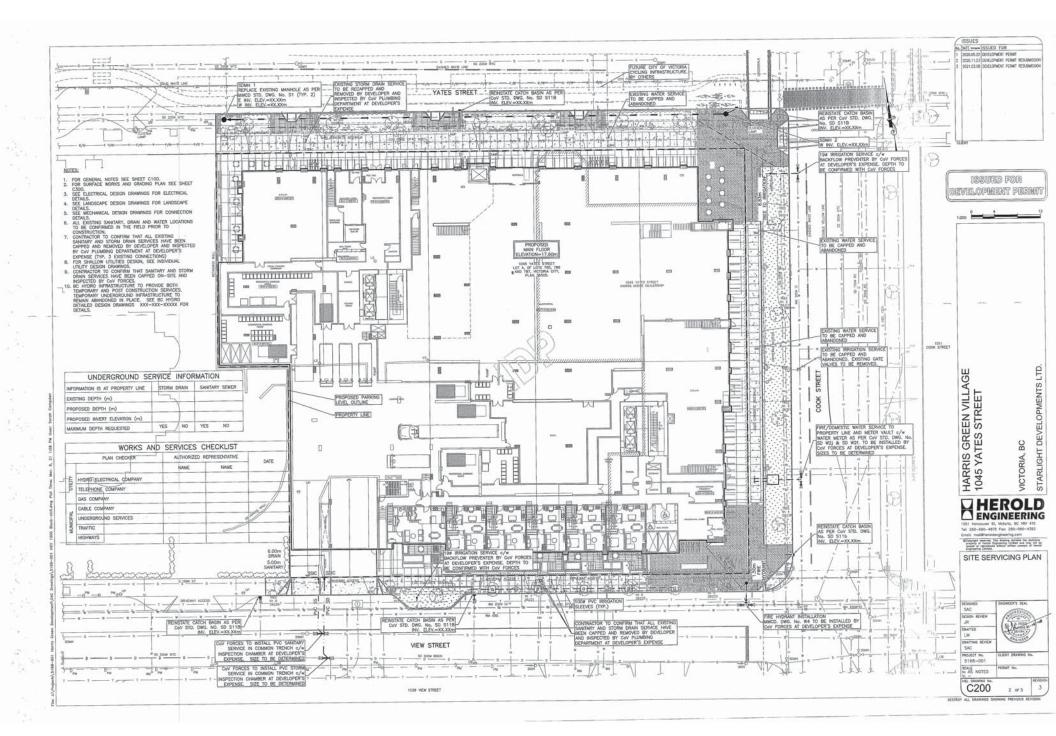
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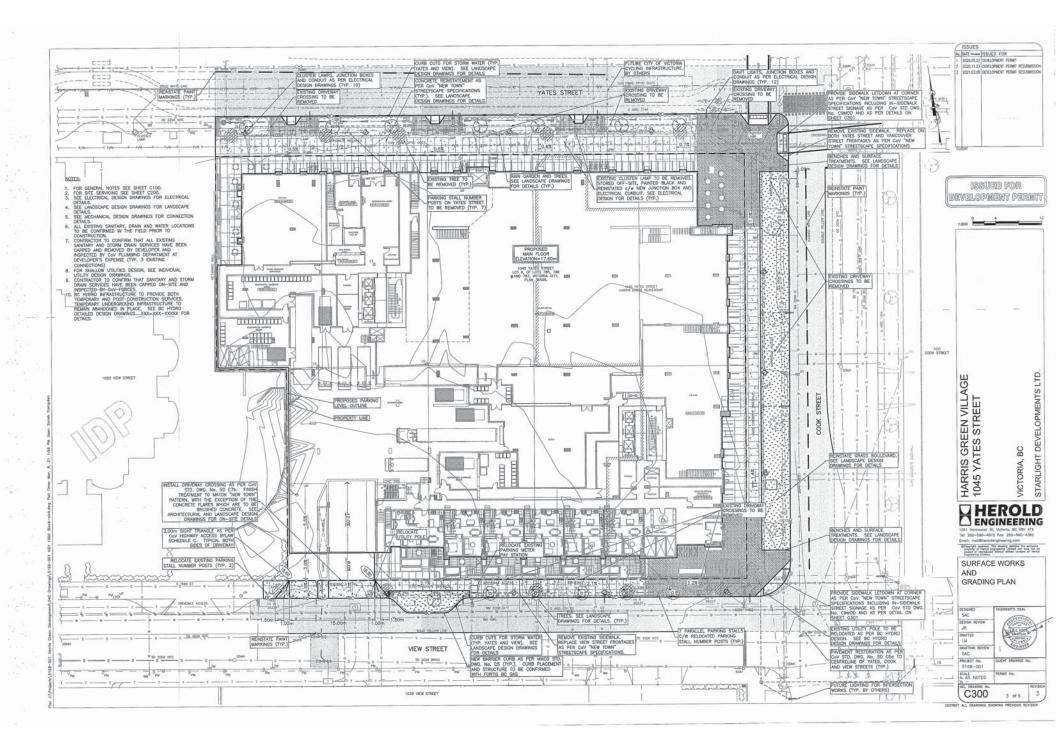
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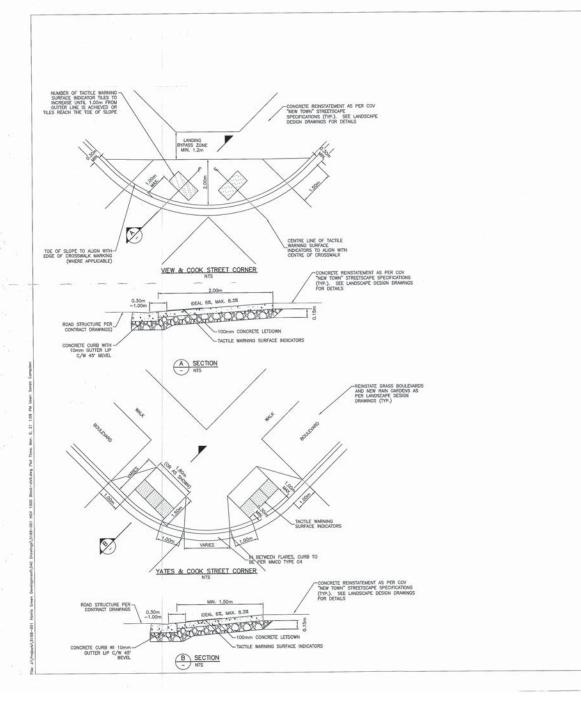


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HARRIS GREEN VILLAGE 1045 YATES STREET

HEROLD

STARLIGHT DEVELOPMENTS LTD.

VICTORIA, BC

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MISCELLANEOUS DETAILS

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PROJECT No.
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Harris Green



HARRIS GREEN VILLAGE

REZONING APPLICATION RESUBMISSION

15 JUNE 2021

Project Team

DEVELOPER:

STARLIGHT DEVELOPMENTS

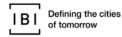


Starlight Developments and Starlight Investments hold a North American portfolio of multi-residential and commercial properties. Our Canadian properties are located from coast to coast, with more than 35 multi-residential buildings in British Columbia. We align ourselves with professional management partners and share a common goal of building and operating best in class communities for our residents.

Since our first local investment in 2011, we have grown to become one of the largest rental housing participants in Greater Victoria. With the support of local property management firms, we have expanded our Victoria real estate portfolio to include a dozen buildings with approximately 850 suites, and approximately 250,000 ft² of commercial space.

www.starlightinvest.com www.harrisgreen.ca CONSULTANT TEAM:

PLANNER / ARCHITECT: IBI GROUP



URBAN DESIGN: D'AMBROSIO



VICTORIA PLANNER: CITY SPACES



LANDSCAPE ARCHITECT: HAPA COLLABORATIVE



CIVIL ENGINEER: HEROLD ENGINEERING



TRANSPORTATION: WATT CONSULTANTS





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Application Overview

This application by Starlight Developments seeks to rezone two sites on the south side of Yates Street between Quadra and Cook Streets – the 1.35 hectare full 900-block Yates and the 0.63 hectare eastern half of the 1000-block Yates, 1045 Yates.

The purpose of the rezoning is to allow a mix of uses and building forms that comprise a vibrant urban development that complements the character and scale of the surrounding Harris Green neighbourhood. The development will have a large publicly accessible open space that will be a major community amenity and social space, ground level shops and services surrounding the open space and many of the street frontages, ground level rental townhomes on other street frontages, residential rental apartments on podium upper levels and towers, office space in a portion of the podium, and a children's daycare.

In summary, the proposed program of uses over the two sites includes:

- Publicly accessible open space of 1,982 m²
- Wider sidewalks and new corner plazas
- Floor area equivalent to 6.06 floor area ratio (FAR)
- Approximately 9% of the floor area in retail, office and daycare commercial uses
- Approximately 1,560 new rental apartments in sizes ranging from studios to 3-bedrooms

This Master Plan & Rezoning Application booklet forms part of the application documentation. It should be read in conjunction with the companion Urban Design Manual (under separate cover) which describes and illustrates design principles that, when applied, ensure the project is constructed as envisioned over multiple phases. Several other studies are also part of the application, also under separate cover: Site Profile, Servicing Report, Transportation Report, Arborist Report, Engagement Summary and CALUC Transcript.





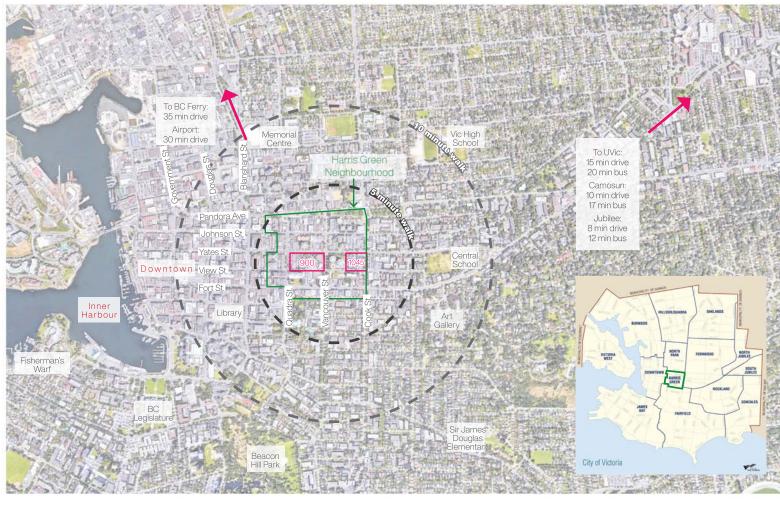
EXISTING SITE & USES

EXISTING SITE & USES

Location

The two nearby sites are located on Yates Street in the centre of the Harris Green neighbourhood, which itself sits at the centre of the city, only minutes from the downtown.

The 1.35 hectare 900-block Yates is bounded by Yates, View, Quadra and Vancouver Streets; and the 0.63 hectare property at 1045 Yates is bounded by Yates, Cook and View Streets.









Existing Site Uses

The 900-block Yates currently has primarily commercial uses such as London Drugs, the Market on Yates and a variety of smaller retailers and professional services; and, a small residential building at the View / Vancouver Street corner. There is underground parking in the central portion of the site which is accessed from View Street.

The 1045 Yates site currently has a car dealership with a single storey building and surface parking lot.



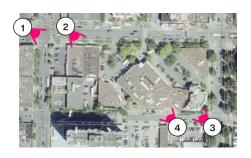






Site Context

900-BLOCK PHOTOGRAPHS



Starlight





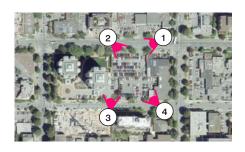






Site Context

1045-YATES PHOTOGRAPHS













Site Address

SITE AREA

900-block Yates: 1.35 hectare / 3.34 acres 1045 Yates: 0.63 hectares / 1.57 acres

PARCELS

900-block Yates:

PID: 009-098-429 Folio: 01525018

PID: 000-847-208 Folio: 01525015

PID: 009-333-967 Folio: 01525013

PID: 002-392-429 Folio: 01525012

PID: 024-585-696 Folio: 01525020

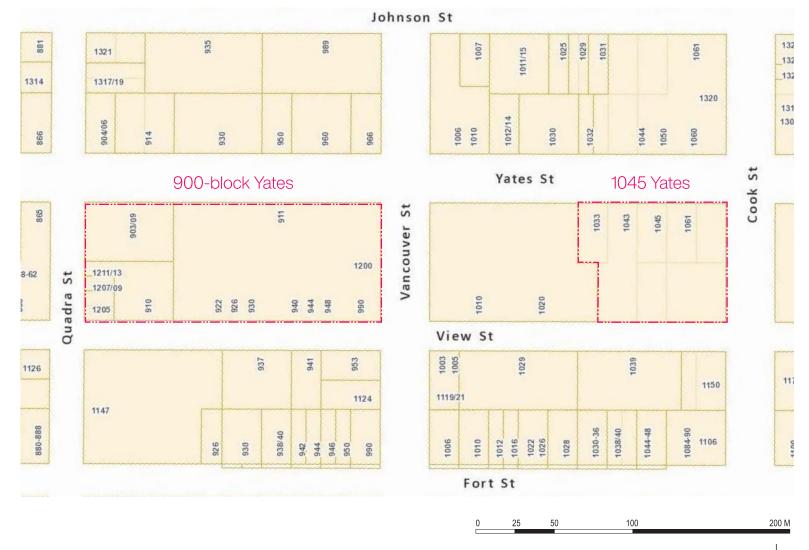
1045 Yates:

PID: 009-387-901 Folio: 01526005

ZONING

900-block Yates: R-5, R-9, R-48 / S-1, S-1 1045 Yates: S-1, R-48





DESIGN CONTEXT

- PHYSICAL CONTEXT
- POLICY CONTEXT
- COMMUNITY CONTEXT / INPUT

Existing Neighbourhood Character

The Harris Green neighbourhood is the closest residential neighbourhood to downtown with its wide range of amenities and workplaces, some 5-10 minutes' walk to the west. It is also well connected to the surrounding neighbourhoods and amenities to the north, south, and east by a contiguous street grid.

Harris Green has a well-balanced mix of uses – including residential, commercial and institutional – in close proximity to one another that encourages walking and cycling between uses and gives the neighbourhood a local feel that is distinct from the downtown, with its higher proportion of tourists and office workers.

The scale of buildings is in transition, however, as larger mid-rise buildings and high rise buildings have been developed in response to the neighbourhood's central location.





















Existing Transportation Network

ROADS

The road network in the vicinity of the sites is an orthogonal grid that provides excellent connectivity within and beyond the neighbourhood.

The 900-block Yates site is bounded on the north side by Yates Street, a Secondary Arterial street that runs one-way towards downtown to the west; on the west side by Quadra Street, also a Secondary Arterial street; on the south side by View Street, a Local street; and, on the east side by Vancouver Street, a Collector street.

The 1045 Yates site is also bounded on the north side by Yates Street and on the south side by View Street. Its east side is bounded by Cook Street, an Arterial street and a designated Truck Route









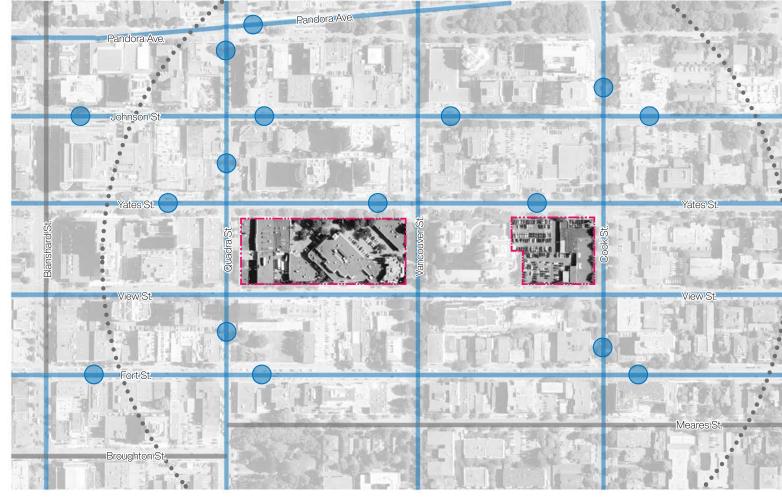


Existing Transportation Network

TRANSIT

The site is well served by transit, with Yates Street as part of the Frequent Transit network with a bus stop on the north side of the street just west of the Vancouver Street intersection.

Quadra and Cook Streets have regular transit service.









Existing Transportation Network

CYCLE

The All Ages and Abilities (AAA) bike network runs along Cook Street and Vancouver Street. On Yates Street, there is a conventional bike lane on the north side running one-way towards downtown to the west. This lane will be replaced in the future by a protected lane on the south side but no specific plans are in place at this time.

Protected one-way bike lanes are approved for each side of Vancouver Street, to be constructed in 2020.











Existing Open Space Network

The open space network in the vicinity of the site is modest. City parks – Pandora Green and Harris Green – are located on Pandora Street approximately 180 m to the north, and Pioneer Square is situated about 150 m to the south at the corner of Quadra and Meares Street.

There are few other public spaces within a 5 minute walk of the site, and because of this the existing sidewalk and boulevard on the north side of 900-block Yates currently serves as a modest public space, with residents socializing in front of the Market on Yates Street.











DESIGN CONTEXT | POLICY CONTEXT

City Policy Context

The Harris Green Neighbourhood and the subject sites are subject to the City of Victoria's Official Community Plan (OCP) and the Downtown Core Area Plan (DCAP).

Official Community Plan (2012)

The OCP sets out the City's vision, values and goals for the future of the city. Along with high level land use and growth management objectives the OCP also defines objectives for transportation and mobility, parks and recreation, infrastructure, the economy, and climate change, amongst other topics.

The OCP estimates that 50% of population growth will be accommodated in the downtown/urban core of the city over the next 30 years and identifies Harris Green as a key high density neighbourhood to absorb substantial residential growth. Strategic neighbourhood directions for Harris Green include increasing height and density along Yates and Douglas Streets and adding parks and open spaces to support increased population densities.

Downtown Core Area Plan

Aligned with the directions set out in the OCP, the DCAP provides a framework for growth and development in the urban core over the next 30 years; starting in 2011. The plan seeks to balance urban design, transportation, community vitality and economic objectives in the neighbourhoods that make up the Downtown Core Area. The plan provides guidance on the urban form, density, mobility networks, urban design, sustainability and social policies to enhance community vitality.

The project sites are located within the Residential Mixed-Use District, intended to encourage multiresidential development with densities, commercial services and public amenities that contribute to a complete community with an active public realm. High density mid to high rise development is envisioned for Yates Street and an urban plaza is identified in the vicinity of the subject sites.

Specific guidelines outline intentions for the building

and street interface on key streets, floor plate limitations and separation distances, building design elements, public art and other urban design considerations. The DCAP is used to evaluate rezoning and development permit applications to assess the impact of a project to help achieve the Plan's vision and goals.

Many other city policies, guidelines and regulations have been considered in the design of the project and how it interacts with the city. The project team and the City will continue to refer to these documents as the planning process moves forward. Examples include:

- Bicycle Master Plan
- Buildings Signs and Awnings Advisory Design Guidelines and Signage Bylaw
- Crime Prevention Through Environmental Design Guidelines
- Density Bonus Policy
- Downtown Public Realm Plan
- Inclusionary Housing and Community Amenity Policy
- Pedestrian Master Plan
- Sustainability Framework
- Tenant Assistance Policy
- Urban Forest Master Plan and Tree Protection Bylaw
- Wayfinding Strategy
- Zoning Bylaw





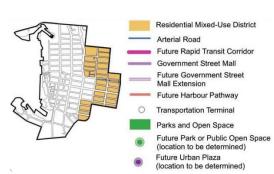






Downtown Core Area Plan







DCAP: Residential Mixed-Use District



Overall Community Input Strategy

A community-led engagement process was initiated in the summer of 2019 prior to the preparation of the development concept for the rezoning application. The purpose of the engagement was to meaningfully engage with the public in order to gain an understanding of the community's aspirations and concerns for the redevelopment of the site, which currently serves as a valued community hub. This dynamic and comprehensive public engagement strategy provided invaluable input into the conceptual design of the Harris Green Village.

Early engagement with the neighbourhood included reaching out to the Downtown Residents Association (DRA) to establish an open dialogue that will continue from concept development to application and through the approvals process. Starlight also contacted tenants and businesses that will be affected by redevelopment plans and worked diligently with major tenants to explore future opportunities. Over 40 meetings were held with Victoria's business and non-profit community.

A project website www.harrisgreen.ca was set up to provide a source of information to the public and an opportunity to sign up for news and event notices. This site will be maintained and updated as the project progresses.

Two significant public events were hosted in June and July 2019 to engage the community in discussion about their ideas and aspirations for the future and more specifically about the form Harris Green Village might take. The events were highly interactive, allowing a wide range of stakeholders numerous opportunities to share their perspectives. Events were advertised in the newspaper, by flyers mailed to 4000 households and businesses and through community email lists. More than 200 people participated in these events. See next pages for more information about the Open Houses and Workshop.

On December 6th, 2019, Starlight and the project team presented the Harris Green Village project at a Community Association Land Use Committee (CALUC) meeting hosted by Victoria's DRA. This meeting is part of the City of Victoria-prescribed process that potential development applications must proceed with prior to making a formal application to the City. Demonstrating a strong community interest, a record number of community members attended the event, which included an open floor Q&A. Questions were fielded by Starlight representatives and members of the project team. The Chair of the DRA facilitated the Q&A and a development planner from the City attended and provided clarification on City policies as needed.

A successful project balances community knowledge, good planning, financial viability, and professional expertise. The engagement process was an opportunity to harness community knowledge and share the expertise of the project team in a two-way information exchange. As a result, the project team and the public came away from the process with a broader understanding of the factors influencing the future of Harris Green Village. The valuable input gathered through the engagement process had a direct impact on the concept development for the project. The relationships and dialogue established through this process will be maintained as the process continues.



Overall Community Input Strategy





IDEAS Open Houses

The two Ideas Open Houses held in mid-June 2019 attracted over 150 people.

In these highly interactive events, participants learned about the developer, planning team, project process timeline and the site's context. They were asked to provide their ideas on a range of topics such as land use and density, built form, open spaces and community amenities.

The results of this feedback were tabulated in order to understand the community's priorities.

















IDEAS Open Houses

The feedback from the Ideas Open Houses presented some key themes.

Chief among them was the desire for more trees and green space in the neighbourhood.

This was closely followed by the desire for a high level of design and construction quality, an appropriate level of building heights and densities that supported opportunities for rental housing and amenities, retention of some of the site's current tenants (for 900-block Yates) and good placemaking (nice public spaces).

Common themes expressed by participants



More trees / green spaces







Keep current tenants



Ensure good placemaking



Good tenant / use mix



More parking, primarily underground



25 More rental / affordable housing



Enhance walkability / multimodality



Ensure sunlight



15 Ease transition for current tenants / residents



15 Ensure safety / control homeless/drug users



13 Demolition / repurposing of existing buildings



21

Design Workshop

The purpose of the Design Workshop held in mid July 2019 was to share insights from the IDEAS Open House, provide an educational introduction to the fundamentals of placemaking and engage participants to capture their perspectives on design of the site through an interactive exercise.

Approximately 50 participants were broken into smaller groups and assigned tables containing a map of the sites.

They were then asked to schematically design the site by arranging plexiglass blocks (representing floor area) in order to create a model that achieved their aspirations for building massing, height and open space.

Facilitators assisted by answering questions or explaining various planning fundamentals.

















DESIGN CONTEXT | COMMUNITY CONTEXT / INPUT

Design Workshop

Participants' learning and conclusions at the design workshop had a lot in common.

The models from most tables demonstrated a strong desire for a significant open space on the 900-block Yates, mostly in the form of one large open space rather than several smaller ones.

To achieve the size of open space desired, most tables arranged their blocks in a series of towers surrounding the open space.

Others had a somewhat smaller open space with fewer towers and more mid rise buildings.

The consensus seemed to be that the trade off relationship between open space and height made it worthwhile to have a little more height if it achieved more open space.

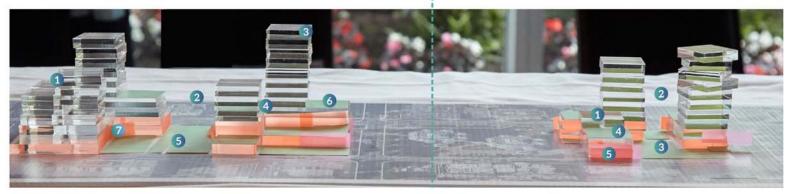
Common themes expressed by participants

900 Yates

- Mix of high- and mid-rise buildings (up to 22 storeys)
- Typically 4 taller buildings
- At least one 20 storey tower
- Mid-block break
- South facing open/green spaces
- Rooftop amenity spaces
- Retail facing streets and open spaces

1045 Yates

- Mix of high- and mid-rise buildings (up to 24 storeys)
- Typically 2 taller buildings
- Open/green spaces at grade
- Rooftop amenity spaces
- Retail facing streets



Example of a concept design developed by participants





DESIGN RESPONSE

- PROJECT-WIDE DESCRIPTION
- 900-BLOCK YATES
- 1045 YATES
- COMMON ELEMENTS

DESIGN RESPONSE

- PROJECT-WIDE DESCRIPTION
- 900-BLOCK YATES
- 1045 YATES
- COMMON ELEMENTS

Vision

The overall vision for both sites has been shaped by the proponent's depth and experience as an owner and operator of high quality purpose-built rental mixed-use communities in urban settings, the site's surrounding context, the City's policy and the community's input.

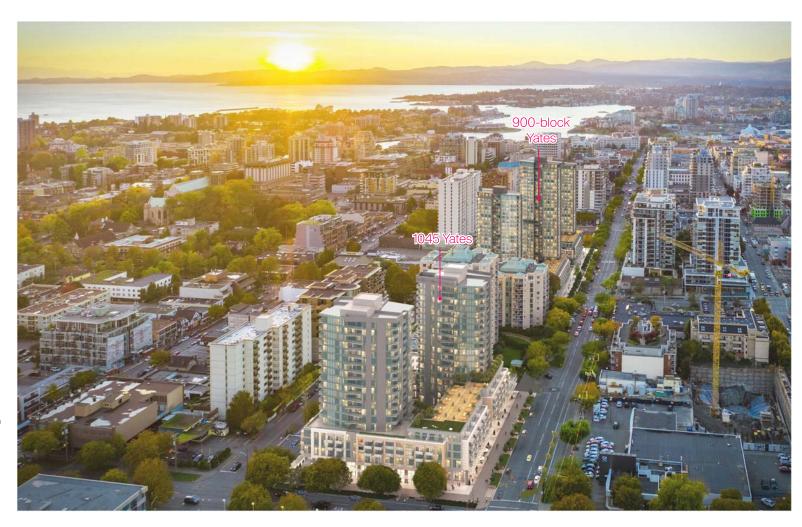
These factors have resulted in a vision for Harris Green Village as a community with a wide range of uses and a dynamic mix of activities that celebrates the diverse residents of the neighbourhood. While it will be a lively focal point for the community, it will also have places of sanctuary.

The program will feature residential rental homes, street level shops and services, office space and daycare space. The public realm is of primary importance – a series of large and small spaces will be provided, and buildings will be arranged to reinforce the spaces and the streets.

There will be a large, publicly accessible open space with a variety of characteristics and activities, ranging from a lively street-facing civic plaza to a quiet residential green. This space is envisioned to become the heart of the development and the heart of the surrounding neighbourhood.

Buildings will be configured into pedestrian-scale blocks with active commercial and residential uses at street level enlivening the enhanced sidewalks and small corner plazas that will be developed. The buildings will wrap the edges of the blocks to frame the streets and provide internal quiet, sunny courtyards for residents. Atop the perimeter blocks will be strategically placed towers that punctuate the corners of the blocks as seen from the surrounding street level and contribute to Victoria's skyline as seen from afar.

The proposed development responds to the site's strategic location and incorporates important City policy and neighborhood input by providing a wide range of uses and amenities and important community open spaces.





DESIGN RESPONSE I PROJECT-WIDE DESCRIPTION

Urban Design Principles

The overall vision is structured around a framework of urban design principles related to the form and uses of the buildings and open space within their neighborhoud context.



New buildings to align with and define the street right-of-way and have active functions at the ground level



Divide the long block with public right-of-way connecting View and Yates Streets



Establish a new public plaza as part of a network of open spaces



Establish a new neighbourhood green-space as part of a network of open spaces



Prioritize natural universal accessibility in the public realm



Make Yates Street the focus of peoples' activity, enlivened with doors and windows of retail shops and upper floor residences



Use high quality materials and finishes in all hard and soft landscaping, lighting and furnishing of civic and adjacent private spaces and structures



Open Space Principles

The following open space principles form the basis of approach to the landscape for both sites. These principles are also featured in the Urban Design Manual.



1 Connections - Incorporate the open space into a larger network, which becomes the backbone of the Town Centre.



2 Edge Enclosure - Utilize design elements to enclose the space making it feel contained and comfortable.



3
Scale - Design the open space for the human scale. This requires an understanding of how people may use a space including sitting.



4 Flexibility - Accommodate a wide variety of activities including large and small scale events and the every day.



5 Invitation - Design the open space to be welcoming and inviting for people of all different ages, interests and backgrounds.



6
Protection - Protect open spaces from vehicular traffic and noise from busy streets



Comfort - Incorporate weather protection, adequate lighting and plenty of seating.



8
Delight - Once the needs of protection and comfort are met, design elements that allow for playfulness, spontaneity and delight.



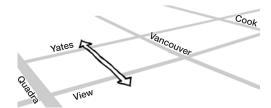
DESIGN RESPONSE I PROJECT-WIDE DESCRIPTION

Urban Design Rationale

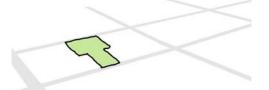
As part of the design process, the site was examined with consideration for City policy, community input, development objectives and urban design and open space principles.

With these inputs, the design progressed according to several "big moves" that were then refined through more detailed study.

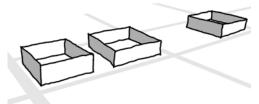
This compilation of urban design considerations led to the preferred concept that achieves the project objectives, is true to the intent of the DCAP Guidelines, and results in a new typology that makes an exciting, positive contribution to the fabric of the



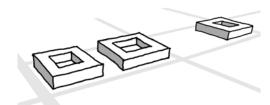
Split the block - Splitting the large, contiguous 900-block Yates allows for pedestrian connection between Yates and View Streets and provides an opportunity to provide a generous publicly accessible open space.



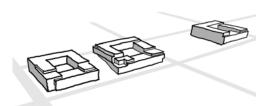
Add Green Space - The Harris Green neighbourhood is underserved in terms of parks and public gathering places. Introducing a significant space on the 900-block serves as a gathering place that will become the heart of Harris Green Village and benefit the whole neighbourhood



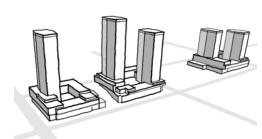
Frame the Street - Establishing an appropriate street wall height for the podium elements frames each surrounding street and contributes to a sense of enclosure and vibrancy for pedestrians, cyclists and vehicles



Residential Courtyards - In addition to the public gathering spaces, residents need outdoor spaces to enjoy. Configuration of the podium creates spaces for these amenities.



Sculpt the Podium - Deliberately cutting back the podiums in specific areas improves sunlight performance to the Plaza and the residential courtyards, and also adjusts the streetwall height to respond to each facing street. The facade heights are established by street width/facade heights ratio.



Strategically Place Height - Massing is accommodated in slender towers that are spaced to frame Yates street and maximize the amount of sunlight exposure on courtyards and the Yates Plaza.

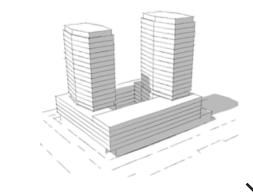


Urban Design Rationale

TYPOLOGY

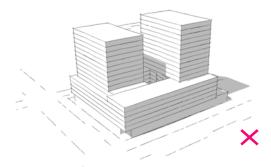
To best accommodate the components of the proposed development and respond to the local context, a podium with tall slender towers typology was implemented. Study of a range of building typologies indicates this approach results in increased skyview, facades that frame and activate the street, and provides varied and dispersed shadow impacts.

A balance between podium heights and tower heights was struck, ensuring podiums are robust enough to frame the street while not overpowering the public realm, and towers are well proportioned so they are elegant landmarks with appropriate contextual height in the City skyline, while minimizing shadowing.



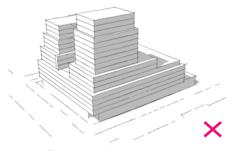
Podium with tall slender towers Characteristics:

- Increased skyview
- · Facades define and vitalize street
- · Varied and dispersed shadow casting



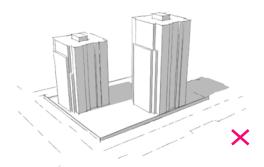


- · Facade length and step-backs may be insufficient to mitigate loss of skyview and shadowing
- · Excessive floor plate depths may reduce daylight access to apart-



Tiered/stepped massing Challenges:

- · Facade length and step-backs may be insufficient to mitigate loss of skyview and shadowing
- · Depths at base of building may reduce daylight access to apart-
- · Stepping of building could complicate structure, plumbing, and mechanical systems, and increase cost - a barrier to purpose-built



Towers set in landscape Characteristics / Challenges:

- · Potential increase of private open space
- · May not contribute to street definition or vitality
- · Slab towers may cast large shadows



DESIGN RESPONSE I PROJECT-WIDE DESCRIPTION

Urban Design Rationale

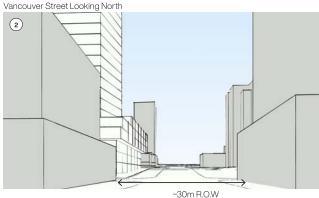
DESIGN CONSIDERATIONS: STREET WALL

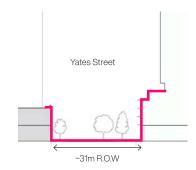
Each street has a unique existing character and dimensions that define it. The proposed podium heights, setbacks and landscape features respond to this context and establish an appropriate edge and sense of enclosure on each facing street. Objectives for each street include:

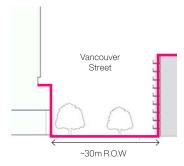
- Prevent excessive spatial constriction i.e. a "canyon effect"
- · Provide access to sunlight at street level
- Provide views to the sky
- Frame the street with height appropriate to street's scale and character





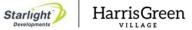






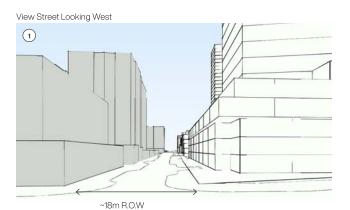
Note: Refer to Urban Design Manual for the details of how streets width/height ratios have been measured

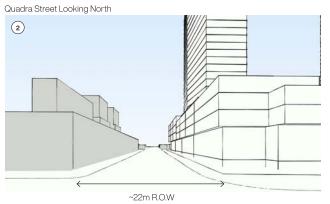


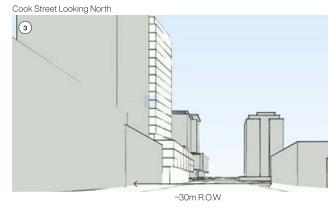


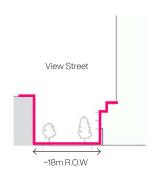
Urban Design Rationale

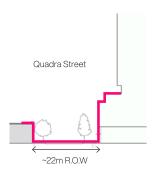


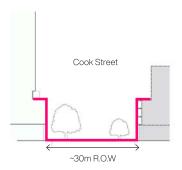












Note: Refer to Urban Design Manual for the details of how streets width/height ratios have been measured







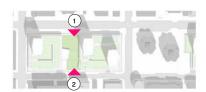
DESIGN RESPONSE I PROJECT-WIDE DESCRIPTION

Urban Design Rationale

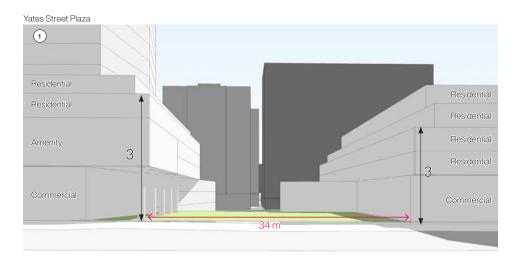
DESIGN CONSIDERATIONS: FRAMING THE PLAZA

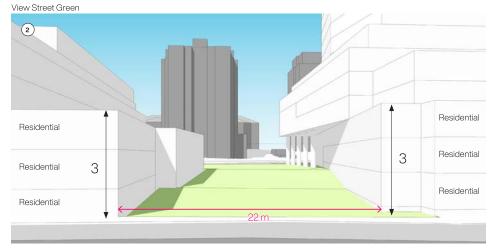
The podium, setbacks at upper levels and width of the plaza and the open space establish a sense of enclosure for this outdoor room. The Yates Street podium steps down to frame the portal to the plaza. At View Street, 3 storey townhouses frame the edges of the green on View Street.

Comparison with other vibrant, successful public spaces of similar scale illustrates that the proposed dimensions of the open space will generate a comfortable, human scale environment. With the addition of landscape elements and active uses at grade including shops, cafe's and townhouse units, this space will become a valued community gathering space.









Urban Design Rationale

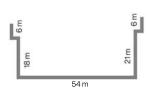
HARRIS GREEN VILLAGE VICTORIA, BC

1,982 m² 21,334 f²



OLYMPIC VILLAGE SQUARE VANCOUVER, BC

2,100 m² 22,604 f²



BASTION SQUARE VICTORIA, BC

2,345 m² 25,241 f²







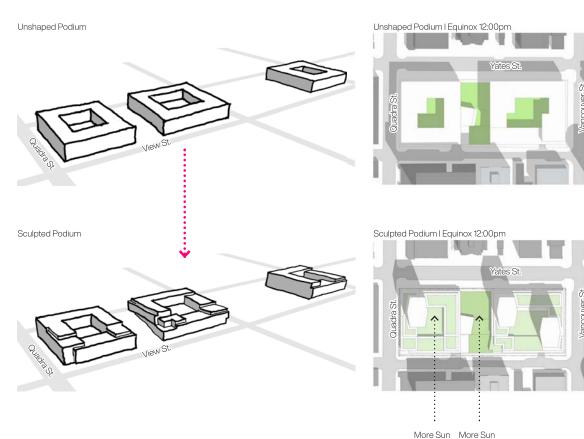
DESIGN RESPONSE I PROJECT-WIDE DESCRIPTION

Urban Design Rationale

DESIGN CONSIDERATIONS: SCULPT THE PODIUM

Cutting back the podiums in specific areas improves sunlight performance to the Plaza, View Street Green and the residential courtyards, and also adjusts the streetwall height to respond to the scale and character of each facing street.

The example to the right illustrates the positive effect cutting back the podiums along View street has on solar perfomance in the Plaza and courtyards.





More Sun

View St.

35

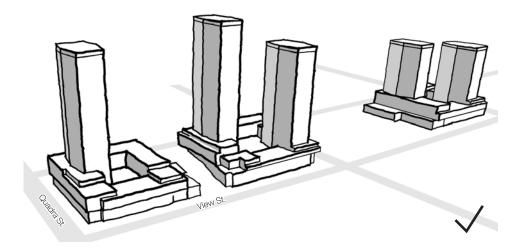
Urban Design Rationale

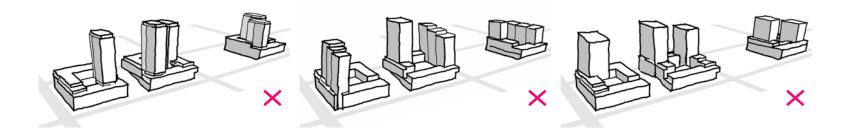
DESIGN CONSIDERATIONS: STRATEGICALLY SHAPE & LOCATE HEIGHTS

A variety of tower forms and locations were explored to determine the configuration that resulted in the best urban design performance.

In the preferred configuration, massing is accommodated in slender towers that are spaced to frame Yates street and maximize the amount of sunlight exposure on courtyards and the Yates Plaza.

Height is focused at the centre of the 900-block and gradually declines towards the neighbourhood east of Cook Street.







Overall Site Plan

The site plan for the two blocks illustrates the relationship between buildings and the public realm within the site and to surrounding buildings.

The position of buildings, particularly towers, maximizes the offset and distance to neighbouring buildings as much as possible in order to maximize sunlight, views and privacy.

The open spaces are configured and positioned to provide a major publicly accessible open space that also functions as a mid-block break on the 900-block Yates, and provide more intimately scaled outdoor spaces on both blocks, particularly at the street corners.

Note: A Development Permit for the 1045 Yates block will shortly follow submission of this rezoning application. The information set out in the rezoning application establishes the general design and performance measures for this site. The subsequent DP will provide a more detailed and refined design that aligns with both the Rezoning and Urban Design Manual.









Phasing Plan

The development will be constructed in multiple phases, each self-sufficient in relation to its access to parking and loading.

The 1045 Block site is anticipated to contain the first phase of development. A single development permit will be sought for this site to facilitate the anticipated single principal phase of construction.

The 900 Block is anticipated to contain the second and third phases of development. A single development permit will be sought for this site to facilitate an anticipated two principal phases of construction. The construction sequence is not yet precisely known, but will be detailed in the development permit application and will depend on a variety of factors including market demand, tenant needs, and technical analysis. It is anticipated that Yates Street Plaza and View Street Green will be completed in the easterly phase of construction on the 900 Block.

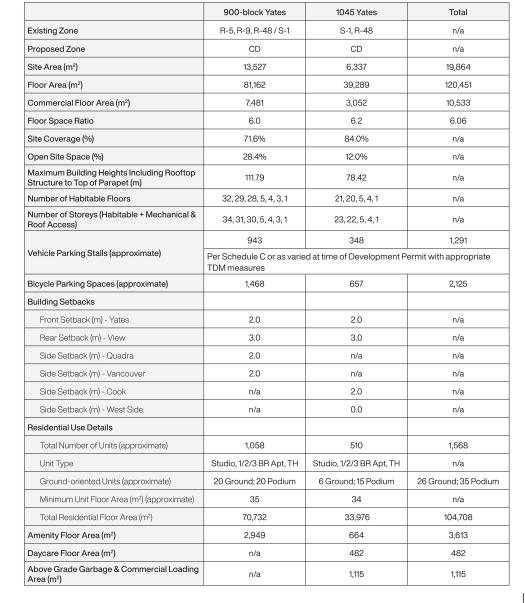








Project Information Table





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DESIGN RESPONSE

- PROJECT-WIDE DESCRIPTION
- 900-BLOCK YATES
- 1045 YATES
- COMMON ELEMENTS

Structure

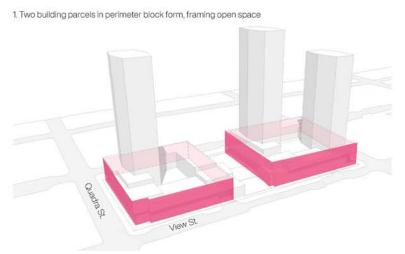
900-block 1045 Yates Yates

The 900-block Yates is structured by two building parcels situated on each end of the block and a large open space between them. The two building parcels, each in the form of a perimeter block, frame the open space and the bounding streets (1).

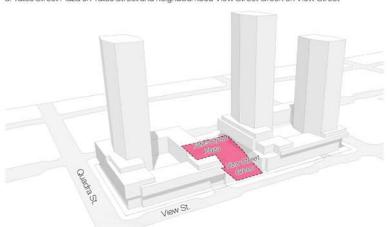
The central open space is 1,982 m² and spans from Yates Street to View Street, providing a mid-block connection (2).

The open space on the Yates Street side (Yates Street Plaza) has an urban feel in the form of a major civic plaza that is framed by shops and services. The open space at the south end of the plaza (View Street Green) narrows and drops in elevation to a quieter space that functions as a neighbourhood green that is framed by townhomes (3).

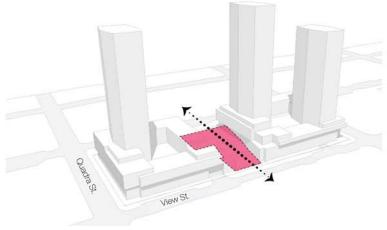
Small plazas are provided at the street corners for entry, socializing and relaxing (4).



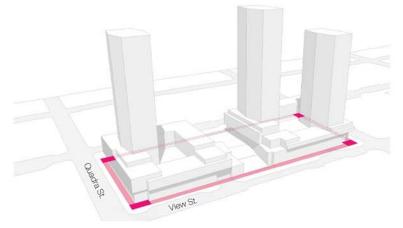
3. Yates Street Plaza on Yates Street and neighbourhood View Street Green on View Street







4. Small corner plazas





Massing & Height

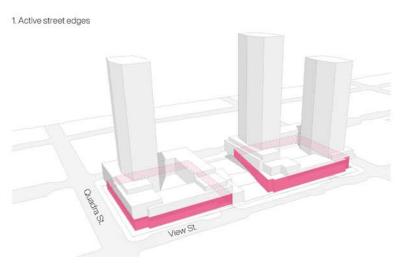
The block is structured into two comfortably scaled building parcels separated by the central open space which provides a generous break in the massing of the block.

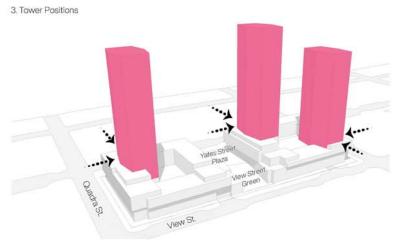
Each parcel is comprised of a perimeter podium that frames and defines the street edge and open space and that is programmed with active commercial and residential uses to enliven the public spaces (1).

The height of podiums are established by street width/façade heights ratio and varies in proportion to the adjacent street scale being higher on wide and busy Yates Street, lower on narrower and quieter View Street, and stepping down on the two connecting streets, Quadra and Vancouver. The podium's stepping is also carefully calibrated to maximize sunlight on the central open space and on the internal courtyards inside the podiums (2).

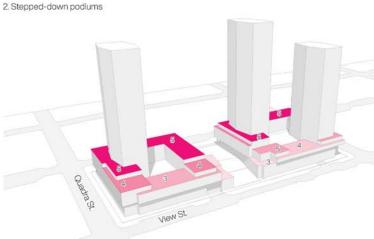
Three towers are positioned atop the podiums at important corners, each set back significantly from the podium edge. The towers are positioned so they are offset from one another and they are well separated in order to maximize views, privacy and sunlight for all towers (3).

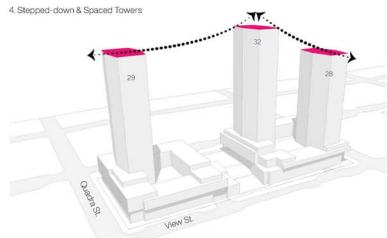
The tower heights step down toward the edges of the block from the tallest tower, which is positioned on the northeast corner of the large open space, providing a landmark for this important civic space. A 29 storey (habitable storeys) tower at the coroner of Yates / Quadra Streets and a 28 storey (habitable storeys) tower at the corner of View / Vancouver Streets flank the 32 storey (habitable storeys) tower at the northeast corner of the plaza (4).

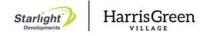












Massing & Height

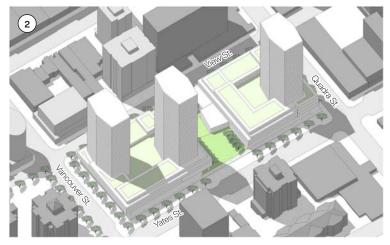
900-block Yates 1045 Yates

The massing model shows how the buildings and open space fit with the surrounding buildings and streets and contribute positively to the neighbourhood's urban fabric.

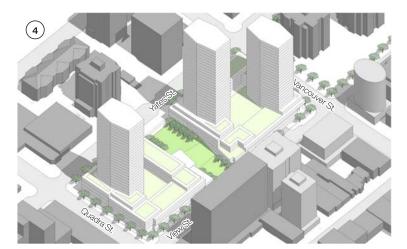
The tall slender towers open the block and allow sunlight to reach streets and public spaces.

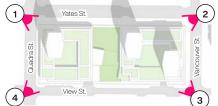
Short podiums on View Street allow plenty of sunlight to enter the inner courtyards.













Urban Design Experience

900-block 1045 Yates Yates

Approaching the site from the west down Yates Street, the corner retail is an inviting landmark. The human-scaled frontage offers weather protection and shade under the awning, with seating available for a moment of pause. A landscaped buffer lines the edge of the street and creates a secure, comfortable environment away from vehicle traffic. No matter how residents and visitors arrive — by foot, bike, or car — there's a clear place for them and wide walkways to move through the site. Whether they're breezing down the street, taking a step out from their office

or apartment above, or meandering in and out of the shops, there is room for pedestrians of all speeds and

abilities.

Looking from North West Corner at Yates Street





Note: Renderings of 900-block of Yates are for illustration purposes only and are subject to change at the Development Permit stage.



Urban Design Experience

900-block 1045 Yates Yates

Upon arrival to the mid-block plaza, the range of activities opens up from shopping or travelling to a full range of experiences. The sunny plaza is surrounded by trees, shade awnings, and seating. The large open space in the centre can host yoga classes, street concerts, markets, or in its unprogrammed time it is a blank canvas for play. Using west coast materials including wood and stone, the plaza reflects the natural and built landscape of Victoria.

The east corner overlooking the plaza is the large windowed amenity space. The retail experience continues at the ground level across Yates Street and into the plaza on the west side with the restaurant and patio. Residents can look down into the busy public life happening below, while their overlook keeps the plaza secure and cared for. The seating on the west side tucked inbetween garden planters provides a more private, quiet, shaded place to pause than the bright, open-air central space.





Yates St.

View St.

Note: Renderings of 900-block of Yates are for illustration purposes only and are subject to change at the Development Permit stage.



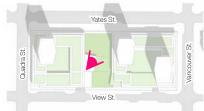
Urban Design Experience

900-block Yetes 1045 Yates

The plaza and residential community becomes the background for diners in the restaurant eating inside or outside on the patio year-round. The coming and going of pedestrians through this human-scaled walkway is a lively, urban experience, even into the evening through the lit plaza. The plaza has a sense of enclosure from the continuous shop windows on either side and treed seating areas that line the street edges. This allows a space for children to climb and play, parents to sit and watch, shoppers to rest and take a call, and residents to pop outside for a breath of fresh air. Even on a typical west coast rainy day, the light from the cafe warms the plaza and makes it the route of choice to connect Yates St. to View St.

Looking from inside the Restaurant in the Plaza





Note: Renderings of 900-block of Yates are for illustration purposes only and are subject to change at the Development Permit stage.



DESIGN RESPONSE | 900-BLOCK YATES DESCRIPTION

Uses

The site has three primary building uses:

- · residential, all in rental tenure;
- · commercial retail;
- · commercial office.

Residential uses are located above the retail in the podiums and in three towers. There is approximately 73,680 m² of residential space, including amenity, equivalent to about 1,058 units ranging in size from studios/bachelors to 3-bedrooms. Residential lobbies are located on Yates Street, the Yates Street Plaza, and on View Street. Ground level residential uses are located along Vancouver Street and the east half of View Street and framing View Street Green.

The residential amenity space is located on the second level so that it has a strong indoor / outdoor relationship with the podium roof where outdoor amenity space is located.

The commercial retail, approximately $5,700 \, \text{m}^2$, is located at street level, primarily fronting Yates and Quadra Streets and the central open space.

The retail space is subdivided in order to provide a range of small, medium and large sizes that encourages a diversity of retailers and restaurants.

The commercial office space, approximately 1,800 m^2 , is located in 3 levels of the podium at the corner of Yates and Quadra Streets.

Parking for cars and bicycles, and loading, is located underground with access via two ramps on View Street. Parking is provided according to the Schedule C rates.



Site Area: 13,527 (m²)

Total Floor Area: 81,162 (m²)

Residential Floor Area: 70,732 (m²)

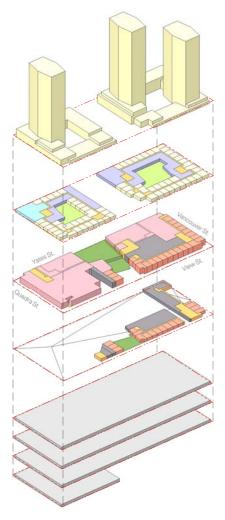
Amenity Floor Area: 2,949 (m²)

Commercial Floor Area: 5,714 (m²)

Commercial Office Floor Area: 1,767 (m²)

Site FAR: 6.0









DESIGN RESPONSE | 900-BLOCK YATES DESCRIPTION

Site Access

Vehicular access to underground parking and loading is provided on View Street with two portals.

Residential lobbies are provided on Yates and View Streets and the Yates Street Plaza.

An office lobby is provided on Yates Street.

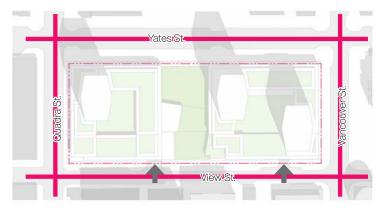
Retail entrances are along Quadra, Yates and Vancouver Streets, and entrances to the two major corner retailers are on Yates Street.



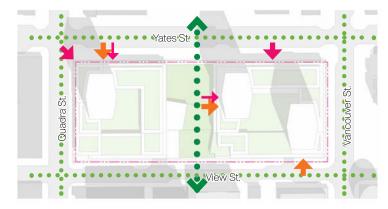




VEHICULAR



PEDESTRIAN / BIKE





48

Site Plan



The site plan illustrates the relationship between buildings and the public realm.

Two perimeter blocks on each side of the site frame the large open space at the centre which connects Yates and View Streets and provides several distinct spaces and experiences.

The streetscape on all four bounding streets is spacious, and existing street trees have been retained, where possible at all corners, the buildings have been set back to provide intimately scaled plazas.

The perimeter block configuration of buildings features central courtyards on the podium roof which provide outdoor space for residents and ample light and visual interest from within the buildings.









Level 1 Floor Plan at Yates Street

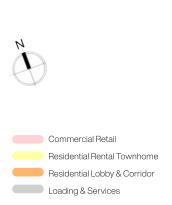


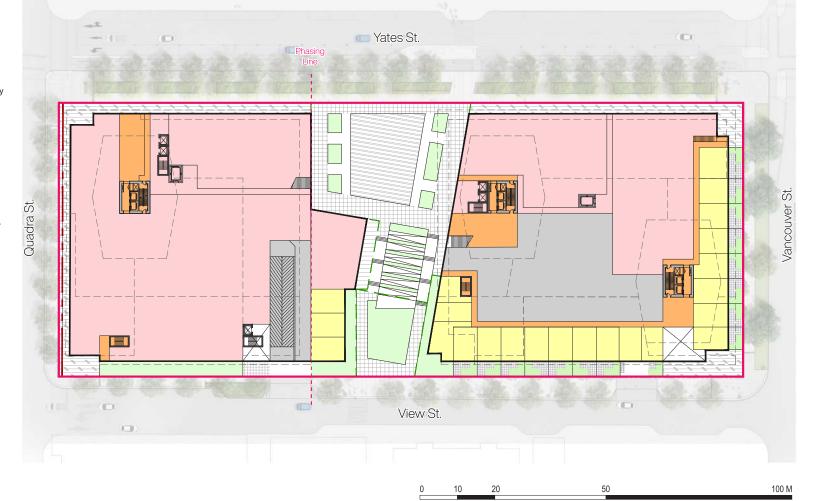
The level 1 plan relative to Yates Street, Quadra and most of Vancouver Streets is predominantly commercial retail space.

There are large anchor retail spaces at the corners of Quadra and Vancouver Streets, supported by a variety of smaller retail spaces fronting Yates Street. Some of these may be licensed food and beverage / restaurant operators.

The Yates Street frontage also has a residential lobby for a multi-unit building above and a commercial lobby that serves the commercial office above and also provides access to the underground parking.

There is also a residential and a commercial lobby for parking access on the Yates Street Plaza. Where the grade drops roughly one floor – on View Street, the south portion of Vancouver Street, and the View Street Green – there are the upper floor of street-accessed townhomes, the open-to-below spaces of two residential lobbies, a parking / loading ramp for the west side of the block, and the anchor retailer near Quadra Street.







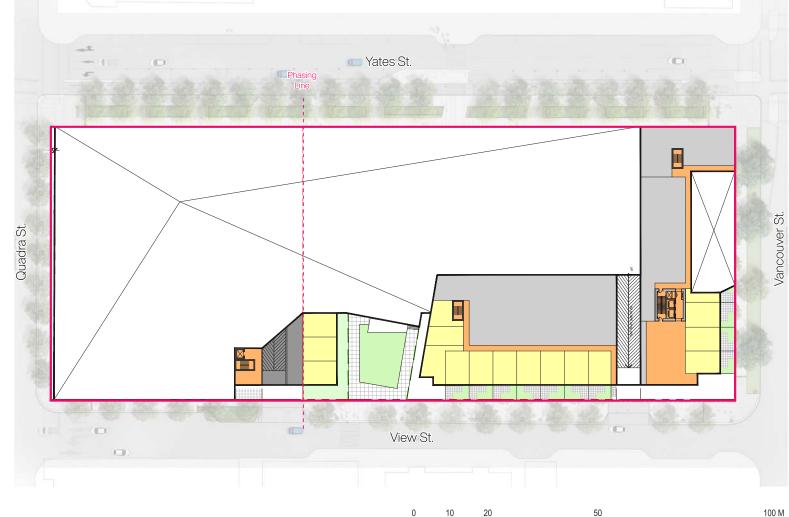
Level 1 Floor Plan at View Street



Because the grade drops down from Yates Street to View Street, there is a separate and lower volume of building space available at View Street. This level primarily accommodates townhomes.

There are also two residential lobbies for multi-unit buildings above and a parking / loading ramp for the east side of the block.

Bicycle parking is provided at this level so that it has convenient, at-grade access from Yates Street Plaza and View Street.







Level 2 Floor Plan

900-block Yates 1045 Yates

The level 2 plan, above the commercial street level, has primarily residential units.

Additionally, residential amenity space is located adjacent the outdoor courtyard and facing the Yates Street Plaza.

There is commercial office space located at the prominent Quadra and Yates Street corner.







Residential Lobby & Corridor

Typical Podium Level Floor Plan



The typical podium level plan has residential units in variety of sizes.

There are several podium levels, and they vary slightly due to setbacks that sculpt the building in order to optimize solar performance of the public realm and achieve a comfortable building scale.

Roof gardens will be provided at roof terraces as outdoor amenity spaces for residence.











Typical Tower Level Floor Plan

900-block Yates 1045 Yates

The typical upper level plan shows the floorplan for the three towers. Each has a maximum floorplate size of 650 m², consistent with City policy.

There are a variety of unit sizes on each floor, ranging from studios to 2 bedroom units (larger, 3 bedroom units are located in the podium and in townhomes at street level).









Parking 1 Floor Plan

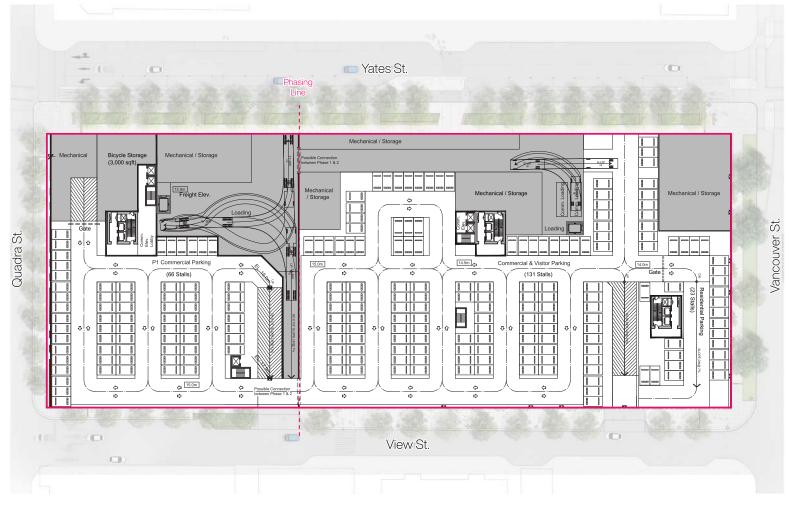
©00-block 1045 Yates Yates

The parking 1 floor plan has commercial and residential loading tucked into the taller portion of the space at its north side.

All commercial parking spaces are provided at this level, and while each phase of development is self sufficiently parked the parkade is designed to be interconnected between the phases so that commercial users may flow between the phases to enhance their choice of spaces.

Security gates are located at this level at the entrance to residential parking, some of which is supplied at the east end of this level with the bulk provided on levels below.

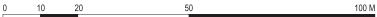
Additional bicycle parking space is also provided at this level, and some space has been reserved for mechanical and storage areas with detailed locations and configurations to be worked out at the Development Permit application stage.







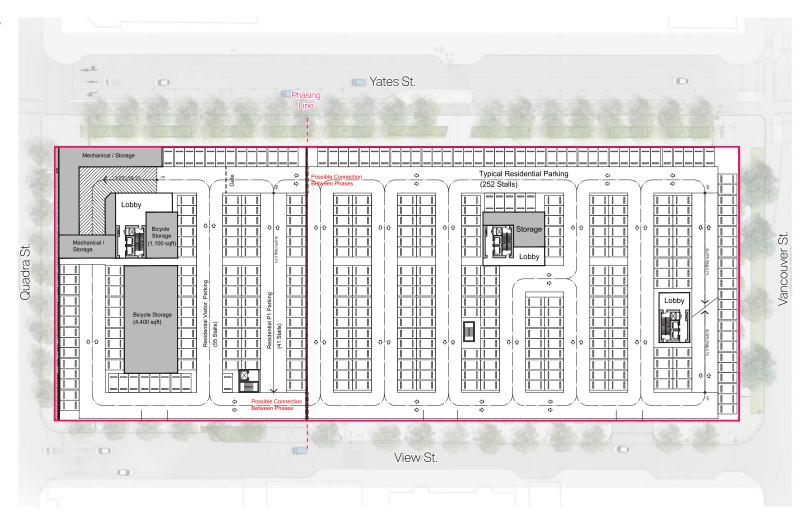




Parking 2 Floor Plan



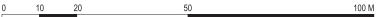
The parking 2 plan is for residential parking and some bicycle parking and storage space.







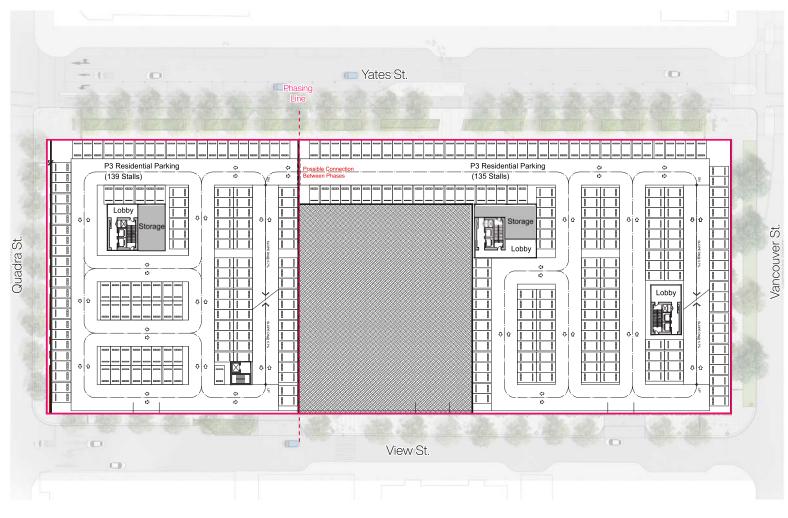




Parking 3 Floor Plan

900-block 1045 Yates Yates

The parking 3 plan is for residential parking and some storage space.









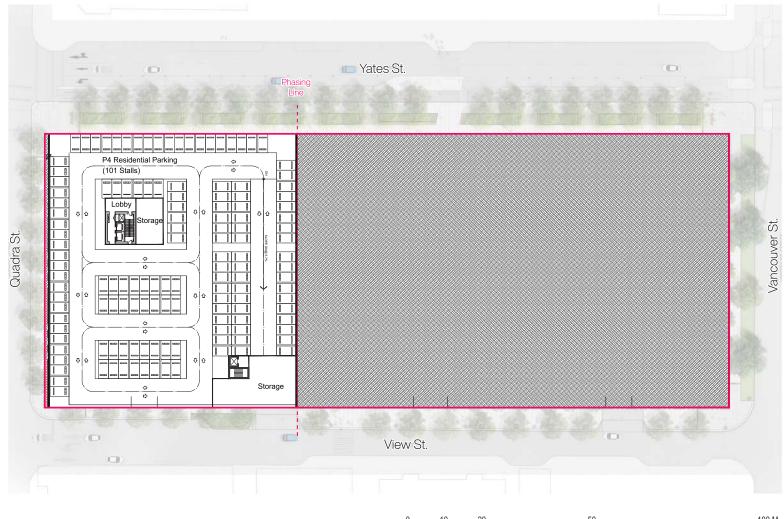


Parking 4 Floor Plan

900-block Yates 1045 Yates

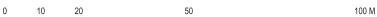
The small 4th level of parking is shown to demonstrate the configuration required to supply the full Schedule C parking requirement, however a 4th level is likely cost-prohibitive; the project team will work with the City to review alternative approaches, including transportation demand management options.

A parking demand study will be undertaken at the time of Development Permit application when the program of uses is defined in detail.









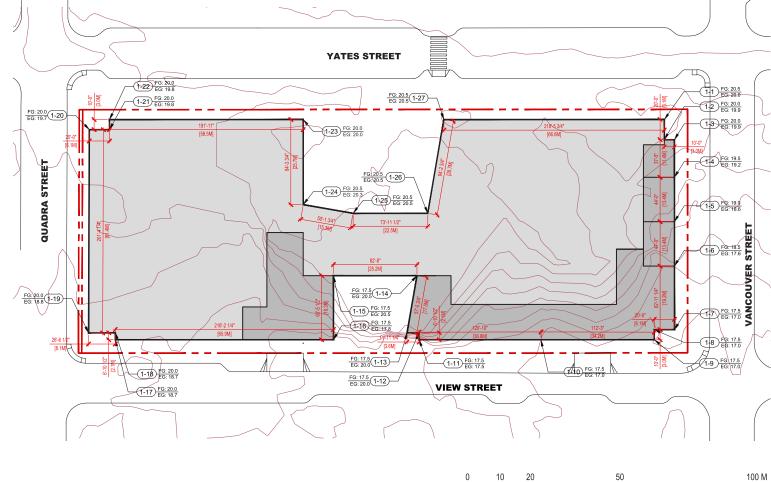
Average Grade Calculation



Grade Points	Grade	Interval	Average Grade	Distance	Subtotal		
			(meter)				
1-1	20.0	1-2	20.0	6.1	121.695		
1-2	19.9	2-3	19.9	3.0	59.700		
1-3	19.9	3-4	19.6	11.4	222.870		
1-4	19.2	4-5	18.9	13.4	253.260		
1-5	18.6	5-6	18.1	13.4	242.540		
1-6	17.6	6-7	17.3	19.2	332.160		
1-7	17.0	7-8	17.0	6.1	103.700		
1-8	17.0	8-9	17.0	3.0	51.000		
1-9	17.0	9-10	17.0	34.2	581.400		
1-10	17.0	10-11	17.3	36.8	634.800		
1-11	17.5	11-12	17.5	2.1	36.750		
1-12	17.5	12-13	17.5	3.6	63.000		
1-13	17.5	13-14	17.5	17.5	306.250		
1-14	17.5	14-15	17.5	25.2	441.000		
1-15	17.5	15-16	17.5	19.3	337.750		
1-16	17.5	16-17	18.1	65.9	1,192.790		
1-17	18.7	17-18	18.7	2.1	39.270		
1-18	18.7	18-19	18.8	8.1	151.875		
1-19	18.8	19-20	19.3	61.4	1,181.950		
1-20	19.7	20-21	19.8	6.1	120.475		
1-21	19.8	21-22	19.8	3.0	59.400		
1-22	19.8	22-23	19.9	58.5	1,164.150		
1-23	20.0	23-24	20.2	25.7	517.855		
1-24	20.3	24-25	20.4	15.3	312.120		
1-25	20.5	25-26	20.5	22.5	461.250		
1-26	20.5	26-27	20.5	28.7	588.350		
1-27	20.5	27-1	20.3	66.6	1,348.650		
			Total	578.2	10926.0		
Average G	rade:				18.9		

Grade Point (1-21)-Finished Grade EG: 19.8 Existing Grade







Site Cross Sections



SECTION A

This section shows the sloping nature of the site, downward from Yates to View Street.

The design takes advantage of this grade drop by positioning parking / loading access on View Street so that ramps are shortened.

The first level of parking takes advantage of the height change between the two streets with a taller volume near Yates Street for commercial loading vehicles. The roof of the parking can be strategically stepped in places to provide pockets of extra soil depth for larger trees in the open space above.

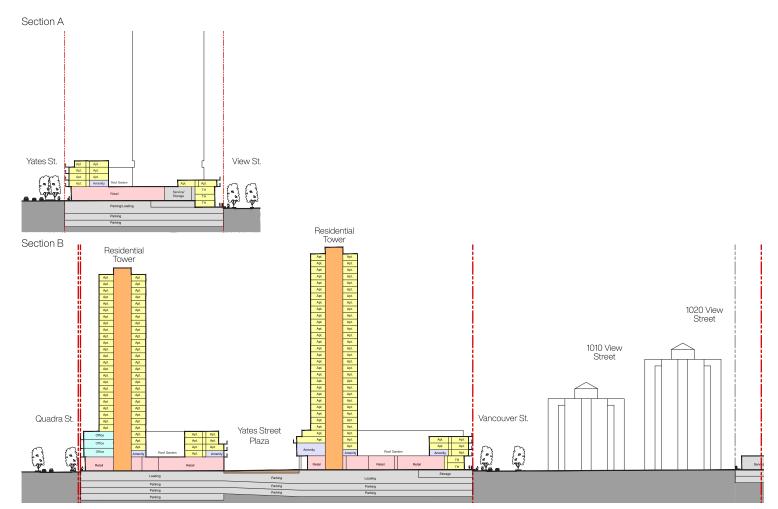
SECTION B

This section shows how buildings comfortably meet existing street grades to encourage a natural flow between buildings and sidewalks.

The Quadra Street edge has a retail base and a stepped residential podium and tower above. The Yates Street Plaza has retail on both its sides and a stepped residential podium above. The Vancouver Street edge has townhomes with a stepped residential podium and tower above.

The cross section also shows the residential courtyards above the base of the buildings, and the underground parking and loading. Detailed cross sections showing the street / building interface are contained further in this chapter.







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Yates Street Elevation



Note: Renderings of 900-block of Yates are for illustration purposes only and are subject to change at the Development Permit stage.







View Street Elevation



Note: Renderings of 900-block of Yates are for illustration purposes only and are subject to change at the Development Permit stage.





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Quadra Street Elevation



Note: Renderings of 900-block of Yates are for illustration purposes only and are subject to change at the Development Permit stage.





Vancouver Street Elevation



Note: Renderings of 900-block of Yates are for illustration purposes only and are subject to change at the Development Permit stage.



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Landscape Ground Level Plan



The design intent of landscape on level one is to create a vibrant plaza on Yates Street that complements the active uses on the street and animates the site with a variety of programming options and public events. The Yates Street Plaza provides spill out spaces for active uses at its edges.

The plaza will include informal play elements that are safe for users of all ages. Site furnishing will be comprised of a combination of fixed benches and moveable tables and chairs, high quality paving will be used throughout the site, and specialty paving in a distinct paving pattern will be featured in the plaza.

The plaza acts as a gateway into downtown Victoria, as well as a gateway into the site and connect from the north to the south extents. Harris Green Terrace meets the south end of the plaza and incorporates a universally accessible route with amphitheater seating to address the grade change from north to south. A lawn area at View Street Green flanks the south end of Yates Street Plaza.

Stormwater strategies to capture, convey, intercept, infiltrate and transpire stormwater on site are a key feature of this development. The removal of existing trees will be required to allow for adequate space for a double row of trees and rain gardens along Yates, View and Quadra Streets. The existing horse chestnut trees on Vancouver Street are retained and treated as recommended by the arborist. Planting will feature native and adapted west coast plant species and specimen trees in key locations.

A future separated all ages and abilities bike lane is illustrated along Yates Street. Soft landscape and trees frame the townhouse entries on the View and Vancouver Street frontages.







Landscape Plan Level 2

900-blosk 1045 Yates Yates

The courtyards on level 2 provide both shared outdoor amenity space to residents and private patio space for apartments at this level.

Private patios are screened from outdoor amenity areas, but pathways connect private patios to the shared outdoor amenity areas.

Outdoor amenity space provides spill out areas for indoor amenity areas, which open onto outdoor kitchens and dining areas. Outdoor play areas will include informal play elements for all ages and provide clear site lines for parents and caregivers. Urban agriculture, composting and potting area are shown in the outdoor amenity area.

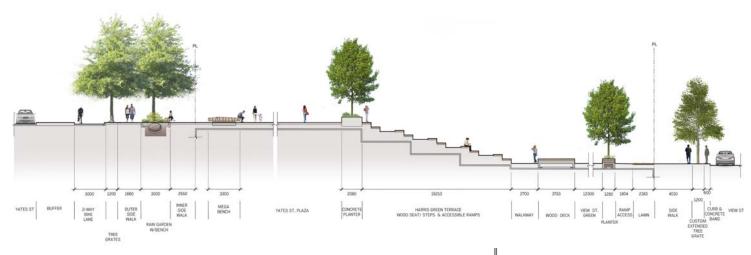




Streetscape Sections

Yates Street Plaza & View Street Green





Yates Street Plaza I East - West



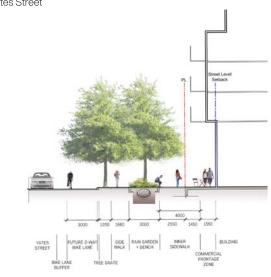




DESIGN RESPONSE | 900-BLOCK YATES DESCRIPTION

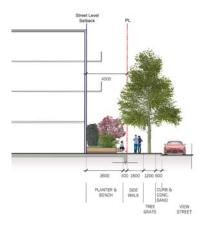
Streetscape Sections

Yates Street



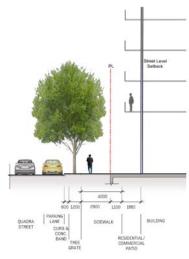
View Street I West

Starlight

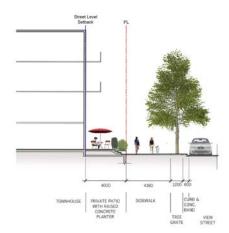




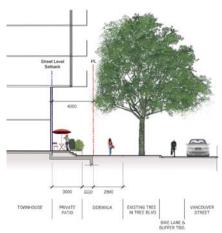
Quadra Street



View Street I East



Vancouver Street



900-block Yates

1045

Yates

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Landscape Renderings



Yates Street Plaza I Looking from North





Landscape Renderings

900-block 1045 Yates Yates

View Street Green I Looking from South





Landscape Renderings



Yates Street Plaza I Looking from North









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DESIGN RESPONSE | 900-BLOCK YATES DESCRIPTION

Tree Management Plan

TREE INVENTORY								
TREE LD. Municipal I.D.)	Common Name	DBH (cm)	Crown (m) Spread	CRZ (m)	Health	Structure	Bylaw Status	Recommended Action
4t11(26090)	Horse Chestnut	75	14	6.0	Good	Good	Municipal	Protect & Retain
4t12(26000)	Norway Maple	36	9	3.0	Good	Good	Municipal	Protect & Retain
Vt13(26089)	Horse Chestnut	76	12	6.0	Good	Fair	Municipal	Protect & Retain
Vt14(26130)	Lindsay Plum	34	10	3.5	Fair	Fair	Municipal	Remove
4t15(26129)	Lindsay Plum	35	9	3.5	Fair	Fair	Municipal	Remove
4t16(26128)	Lindsay Plum	41	9	4.0	Fair	Fair	Municipal	Remove
Vt17(26126)	Japanese Snowbell	11	5	1.5	Good	Good	Municipal	Remove
4t18(26125)	Persian Ironwood	6	8	1.0	Good	Good	Municipal	Remove
Vt19(26124)	Lindsay Plum	48	12	5.0	Fair	Fair	Municipal	Remove
4t20(26123)	Lindsay Plum	46	9	4.5	Fair	Fair	Municipal	Remove
Vt21(26122)	Lindsay Plum	45	12	4.5	Fair	Fair	Municipal	Remove
4t22(26121)	Lindsay Plum	50	13	5.0	Fair	Fair	Municipal	Remove
4t23(26120)	Lindsay Plum	51	12	5.0	Fair	Fair	Municipal	Remove
4t24(26119)	Lindsay Plum	44	12	4.5	Fair	Fair	Municipal	Remove
4t25(26118)	Lindsay Plum	40	6	4.0	Fair	Fair	Municipal	Remove
4t26(26117)	Persian Ironwood	5	1	1.0	Good	Good	Municipal	Remove Remove
4t27(26116)	Flowering Ash	41	10	3.5	Fair	Good	Municipal Municipal	Remove
4t28(26115)	Flowering Ash	39	9	3.5	Fair	Good	Municipal	Remove
vt29(26114)	Magnolia Magnolia	6	3	1.0	Good	Good	Municipal	Remove
4t30(26113)	Flowering Ash	22	2	1.0	Good	Good	Municipal	Remove
Vt31(26112)	Flowering Ash		5	2.5	Fair	Poor	Municipal	Remove
vt32(26111) vt33(26110)	Flowering Ash	22 25	5	2.5	Fair	Fair	Municipal	Remove
vt33(26110) vt34(26109)	Honey Locust	24		2.5	Good	Good	Municipal	Remove
vt35(26108)	Honey Locust	25	9	2.5	Good	Good	Municipal	Remove
4t36(26107)	Honey Locust	23	12	2.5	Good	Good	Municipal	Remove
4t37(26106)	Honey Locust	27	11	2.5	Good	Good	Municipal	Remove
4138(26105)	Honey Locust	22	9	2.5	Good	Good	Municipal	Remove
4t39(26104)	Richmond Canoe Birch	40	9	4.0	Good	Good	Municipal	Remove
4t40(26103)	Honey Locust	16	6	2.0	Good	Fair	Municipal	Remove
vt41(26102)	Richmond Canoe Birch	35	11	3,5	Good	Fair	Municipal	Remove
vt42(26101)	Honey Locust	20	6	2.0	Good	Fair	Municipal	Remove
4t43(26100)	Honey Locust	18	8	2.0	Good	Fair	Municipal	Remove
1t44(26099)	Richmond Canoe Birch	45	10	4.5	Good	Fair	Municipal	Remove
vt45(26098)	Honey Locust	21	7	2.0	Good	Good	Municipal	Remove
1t46(26097)	Richmond Canoe Birch	29	9	3.0	Fair	Good	Municipal	Remove
4t47(26096)	Honey Locust	20	6	2.0	Good	Good	Municipal	Remove
4t48(26095)	Richmond Canoe Birch	29	9	3.0	Good	Good	Municipal	Remove
1t49(26094)	Honey Locust	18	6	2.0	Good	Fair	Municipal	Remove
4t50(26093)	Richmond Canoe Birch	36	9	3.5	Good	Good	Municipal	Remove
4151(26092)	Honey Locust	13	7	1.5	Good	Good	Municipal	Remove
4t52(26091)	Richmond Canoe Birch	38	9	4.0	Good	Good	Municipal	Remove

TREE INVENTORY									
TREE LD. Municipal I.D.)	Common Name	DBH (cm)	Crown (m) CRZ (m) Spread		Health	Structure	Bylaw Status	Recommended Action	
484	Scarlet Oak	42	10	3.5	Good	Fair	Private	Remove	
485	Japanese Maple	32	6	1.0	Fair	Poor	Private	Remove	
486	Japanese Maple	36	7	3.5	Fair	Fair	Private	Remove	
487	Upright English Oak	9	1	1.0	Fair	Fair	Private	Remove	
488	Upright English Oak	21	5	1.0	Good	Fair	Private	Remove	
489	Upright English Oak	22	3	2.0	Good	Fair	Private	Remove	
490	Sweetgum	20	6	2.0	Good	Fair	Private	Remove	
491	Sweetgum	20	4	2.0	Good	Fair	Private	Remove	
492	Sweetgum	20	5	2.0	Good	Fair	Private	Remove	
493	Sweetgum	17	4	2.0	Good	Fair	Private	Remove	
494	Maidenhair Tree	5	3	1.0	Good	Poor	Private	Remove	
495	Maidenhair Tree	14	5	1.0	Good	Fair	Private	Remove	
496	Maidenhair Tree	17	2	1.0	Good	Fair	Private	Remove	
497	Maidenhair Tree	13	5	1.0	Good	Fair	Private	Remove	
498	Arbutus	14	4	2.0	Good	Poor	Private	Remove	
499	Red Maple	13	6	1.5	Fair	Good	Private	Remove	

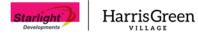
on	TREE I.D. (Municipal I.D.)	Common Name	DBH (cm)	Crown (m) Spread	CRZ (m)	Health	Structure	Bylaw Status	Recommended
	SSFC33 SSFC34 SSFC36 SSFC36 SSFC37 SSFC38 SSFC39 SSFC40 SSFC41 SSFC42 SSFC42 SSFC44 SSFC44 SSFC46 SSFC46 SSFC46 SSFC46 SSFC46 SSFC46	Red Maple Upright Red Maple Red Maple Red Maple Red Maple Red Maple Pin Oak Pin Oak Pin Oak Pin Oak Pin Oak Red Maple Red Maple Red Maple Red Maple Red Maple Red Maple Red Maple	31 16 24 32 36 45 45 37 36 39 29 40 35 35 25 20	9 3 8 9 12 12 12 10 11 12 8 9 8 7 7 8 6	3.0 1.0 2.5 3.0 3.5 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0	Good Good Good Fair Good Good Good Good Good Good Good Goo	Fair Good Fair Fair Good Fair Good Poor Fair Poor Poor Poor Fair Good Fair	Private	Remove Remove Remove Remove Remove Remove Remove Remove Remove Remove Remove Remove Remove Remove Remove Remove Remove Remove Remove

TREE INVENTORY

YATES STREET Red Maple Red Maple Pin Oak Pin Oak

CRITICAL ROOT ZONE (CRZ)

Note: Tree Management Plan to be read in conjunction with preliminary arborist review



1045

Yates

DESIGN RESPONSE

- PROJECT-WIDE DESCRIPTION
- 900-BLOCK YATES
- 1045 YATES
- COMMON ELEMENTS

DESIGN RESPONSE | 1045 YATES

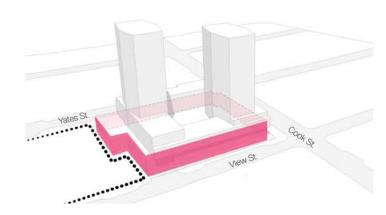
Structure

900-block

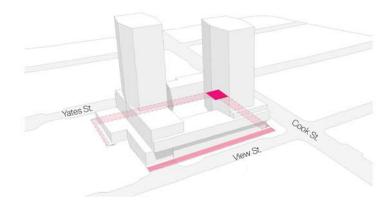
The proposed development on the east side of the 1045 Yates is configured in order to complete the built form of the block, appropriately frame the surrounding streets, and contribute to the eastern gateway of the Harris Green neighbourhood (1).

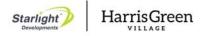
An urban plaza at the important Yates / Cook Street corner provides a generous public realm, complementing the similar plaza strategy planned for the north corner of Yates / Cook Street, and in combination, providing a gateway expression at this important corner (2).

1. Complete the built form of the block and frame the surrounding streets



2. Yates / Cook Street gateway plaza perimeter





Massing & Height

900-block Yates

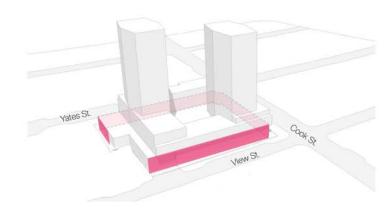
The block is structured into a perimeter block that frames and defines the street with active uses (1).

The podium's height ranges from 6 stories along Yates Street to 4 stories along View Street, consistent with the scale and classification of these streets (2).

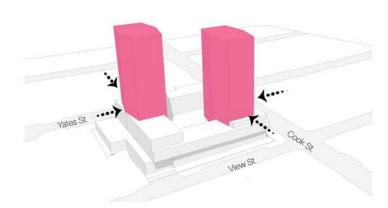
Two towers sit atop the podium with significant set back from the street edge. The towers are arranged in an offset pattern relative to the adjacent Regent Towers in order to maximize views, privacy and sunlight for all towers (3).

The towers step down to Cook Street with a 21 storey (habitable storeys) tower along Yates Street and a 20 (habitable storeys) storey tower at the View / Cook Street corner (4).

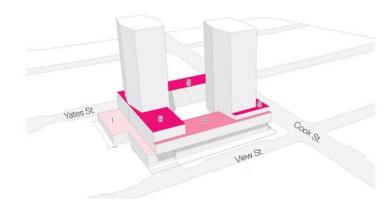
1. Active street edges



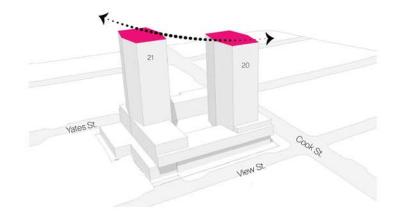
3. Tower Positions



2. Stepped-down podiums



4. Stepped-down & Spaced Towers



Note: Number of storeys include only habitable floors and not mechanical floors





Massing & Height

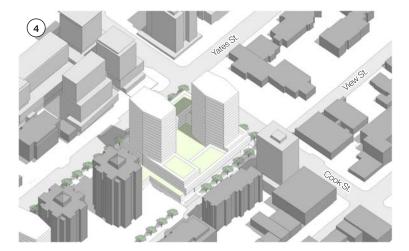
The massing model shows how the buildings and open space fit with the surrounding buildings and streets and contribute positively to the neighbourhood's urban fabric.

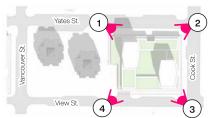




900-block Yates 1045 Yates







Starlight



DESIGN RESPONSE | 1045 YATES

Uses

Residential rental is the primary use on the site, along with ground-oriented retail and a 2nd level children's daycare.

There is 33,976 m² of residential space, equivalent to approximately 510 units in a full range of types and sizes. This space is situated within the podium, the towers and in townhomes fronting View Street.

Residential lobbies are located on Yates and View Streets, and residential amenity space is situated on the second level with access to a large rooftop outdoor area.

Commercial space totaling 3,052 m² is situated along Yates and Cook Streets, and the space is partitioned into small to medium units and one larger unit in order to provide a range of shops and services.

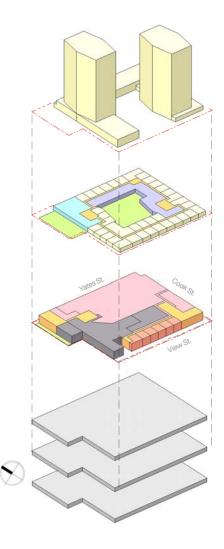
Parking for cars and bicycles, and loading is located within the building with access via a single portal on View Street. Parking is provided according to the Schedule C rates.

Daycare, accessed from Yates Street and located on the 2nd level, has a capacity of approximately 77 children. There is a west-facing outdoor play space of a size that complements the indoor child capacity.

Commercial Retail Residential Lobby & Corridor Amenity Residential Rental Apartment Daycare Residential Rental Townhome Outdoor Amenity Area Parking Loading & Services

Site Area: 6,337 (m²) Total Floor Area: 39,289 (m²) Residential Floor Area: 33,976 (m²) Amenity Floor Area: 664 (m2) Commercial Floor Area: 3,052 (m²) Daycare Area: 482 (m²) Site FAR: 6.2







DESIGN RESPONSE | 1045 YATES

Site Access

Vehicular access for parking and loading is provided on View Street.

Residential lobbies are provided on Yates and View Streets. Retail entrances are provided on Yates and Cook Streets and the daycare lobby is on Yates Street.



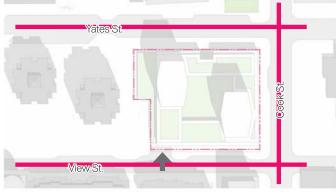




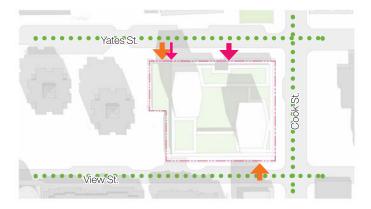


900-block

VEHICULAR



PEDESTRIAN / BIKE





1045 Yates

Site Plan

900-block 1045 Yates Yates

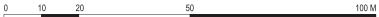
The site plan illustrates the relationship between buildings and the public realm.

The parcel has a perimeter block of building which provides a street wall along Yates and Cook, and a central courtyard on the podium roof which provides outdoor space for residents and ample light and visual interest from within residential units and the common amenity spaces.







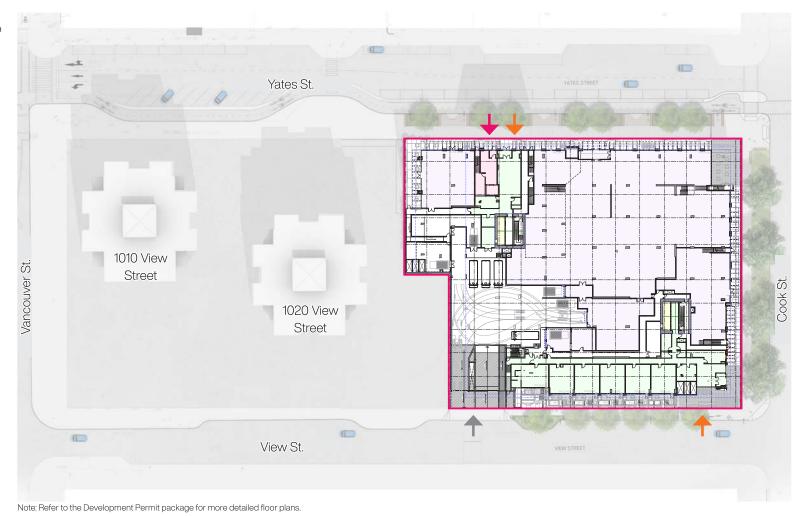


Level 1 Floor Plan

900-block 1045 Yates Yates

The level 1 plan is predominantly commercial retail space on the Yates and Cook Street frontages, and on Yates Street there is a residential lobby for a multi-unit building and a lobby for the combined use of the daycare and the commercial parking access.

On View Street there is a residential lobby, a series of grade-oriented two-storey townhomes, and the parking and loading access point.







Residential



Residential Lobby

→ Parking/loading Access





0 10 20 50 100 M

Level 2 Floor Plan

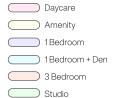
900-block Yates Yates

The level 2 plan, above the commercial street level, has primarily residential units.

Additionally, residential amenity space is located adjacent the outdoor courtyard.

On Yates Street, there is a children's daycare and an associated outdoor play space on the roof of the commercial below.







Note: Refer to the Development Permit package for more detailed floor plans.





0 10 20 50 100 M

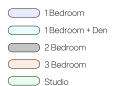
Typical Podium Level Floor Plan

1045 Yates 900-block

The typical podium level plan has residential units in variety of sizes.

There are several podium levels, and they vary slightly due to setbacks that sculpt the building in order to optimize solar performance of the public realm and achieve a comfortable building scale.







Note: Refer to the Development Permit package for more detailed floor plans.







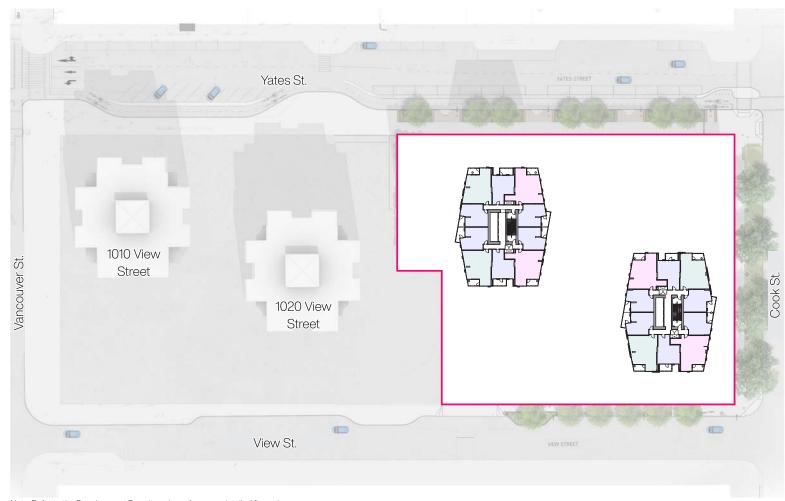
Typical Tower Level Floor Plan

900-block 1045 Yates Yates

The typical upper level plan shows the floorplan for the two towers, offset from one another and from the adjacent Regent Towers in order to maximize sunlight, views and privacy.

Each tower has a maximum floorplate size of 650 m², consistent with City policy.

There are a variety of unit sizes on each floor, ranging from 1 bedroom to 2 bedroom + Den units.







Note: Refer to the Development Permit package for more detailed floor plans.







Parking 1 Floor Plan

1045 Yates 900-block

The parking 1 floor plan has a variety of parking spaces provided for commercial, visitor, car share, electrical vehicle and handicap parking spaces. All bicycle parkings provided in the building have been located on this parking plan.

A portion of the facility has been reserved for mechanical/electrical services and storage areas.







Note: Refer to the Development Permit package for more detailed parking plans.



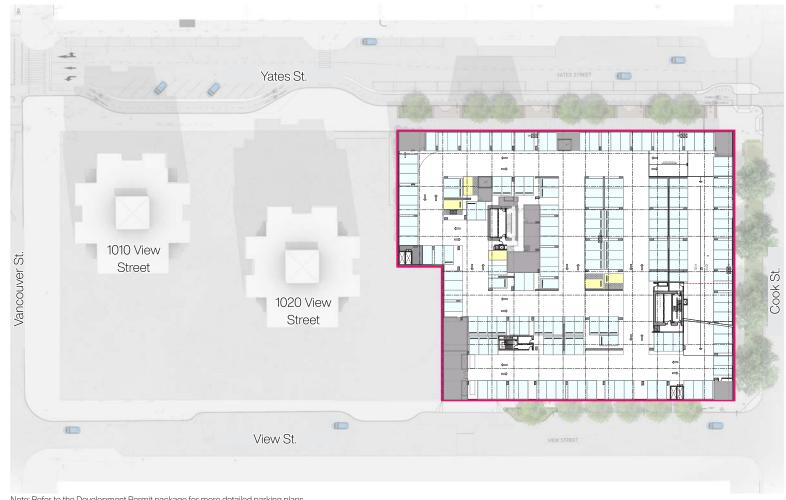


Parking 2 Floor Plan

1045 Yates 900-block

The parking 2 floor plan has residential, commercial, visitor and handicap parking spaces.

A portion of the facility has been reserved for mechanical/electrical services and storage areas.







Note: Refer to the Development Permit package for more detailed parking plans.





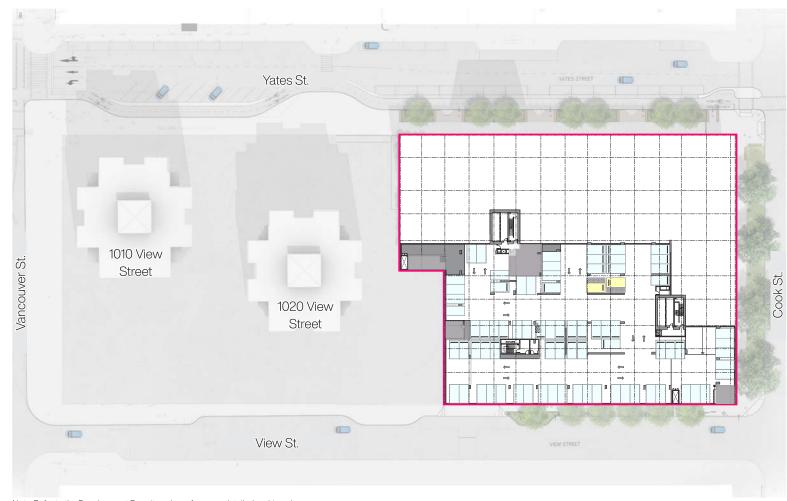


Parking 3 Floor Plan

900-block 1045 Yates Yates

The parking 3 floor plan has residential and handicap parking spaces.

A portion of the facility has been reserved for mechanical/electrical services and storage areas.







Note: Refer to the Development Permit package for more detailed parking plans.







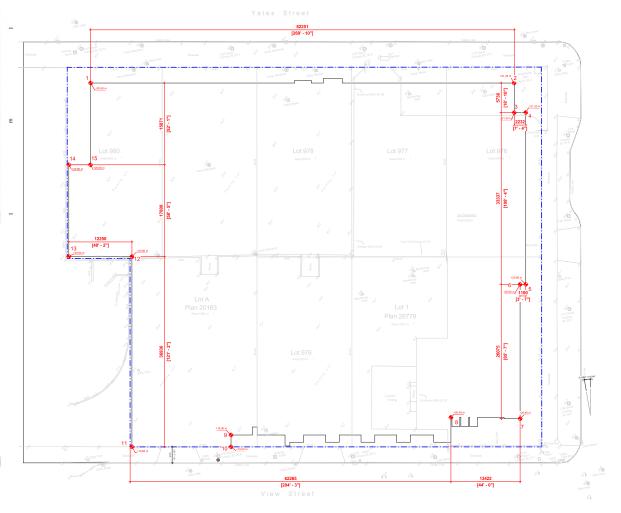
Average Grade Calculation



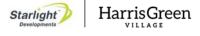
Total	Distance Between Grade Points	HP/LP Average (M)	LP (M)	HP (M)	PT
1695803.	81529	20.55	20.5	20.6	1
12645	6000	21.05	20.9	21.2	2
63278.	2999	21.1	21	21.2	3
952556.32	45741	21.1	21	21.2	4
61526.	2994	20.55	20.5	20.6	5
27443	13420	20.55	20.5	20.6	6
353324.77	17513	20.35	20.3	20.4	7
800503.6	41157	20	19.6	20.4	8
75890.	4026	18.9	18.8	19	9
283604.	15166	18.8	18.6	19	10
719476.	36708	18.6	18.6	18.6	11
188347.	9132	20.6	20.6	20.6	12
375226.27	18237	20.65	20.7	20.6	13
324822.	15845	20.5	20.4	20.6	14
325218.62	15845	20.5	20.4	20.6	15
6620468.5	326312	SUM=		•	

Perimeter of building = 326312

Grade Calculation =	20.28876826	20.2







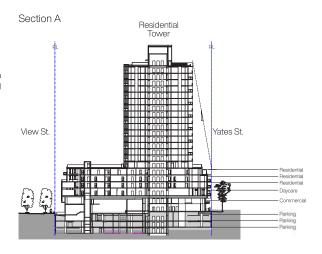
Site Cross Section

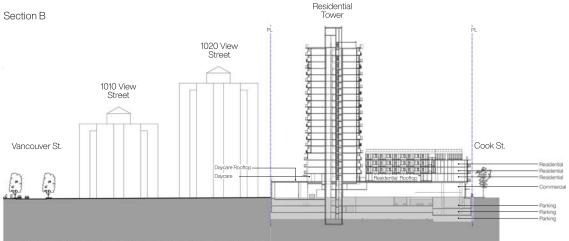
SECTION A

This section shows the relationship of the building to Yates Street and View Street, with retail frontage on Yates Street and residential and parking/loading access frontage on View Street. The stepped podium is seen on Yates and View Streets, and the substantial setback from Yates Street to the residential tower.

SECTION B

This section shows the substantial setback of the west tower to the neighbouring Regent Towers (approximately 23m, in addition to its offset footprint), the large outdoor terrace for day care on the roof of the podium, the residential roof garden / courtyard on the inside of the residential block, and building terracing on Cook Street.









Note: Refer to the Development Permit package for more detailed site sections.



Yates Street Elevation







View Street Elevation



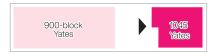




Cook Street Elevation







West Side Elevation





Character Renderings

900-block Yates



Looking from Northeast - Yates Street





900-block Yates



Looking from East - Cook Street





Character Renderings

900-block Yates



Looking from Southeast - View Street



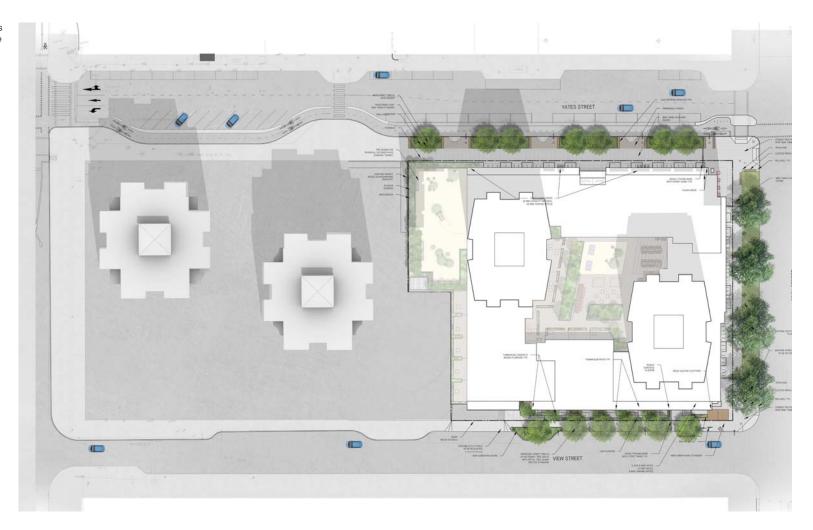


Landscape Ground Level Plan

900-block Yates Yates

A single row of street trees planted in the rain gardens is proposed for this block. Rain gardens, two way bike lane, street furnishings, specialty paving and the New Town paving treatment from the 900 block Yates continue to 1045 Yates Street.

Rain gardens are allocated along View Street where space permits. The townhouses on View Street are similarly treated as the 900 block with patio, raised planters with low planting and trees. The existing horse chestnut trees on Cook Street are retained and treated as recommended by the arborist.









Landscape Plan Level 2

900-block Yates 1045 Yates

Similar to the 900 block, the courtyards on level two provides both shared outdoor amenity space to residents and private patio space for residential units at this level.

Private patios are screened from shared outdoor amenity areas, but pathways will connect private patios to the shared outdoor amenity areas.

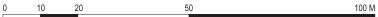
Outdoor amenity space will include: outdoor kitchen and dining area, urban agriculture, compost and potting table, and informal play area for all ages.

An outdoor amenity area for the daycare will include a play area, urban agriculture and outdoor seating.





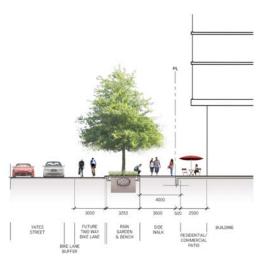




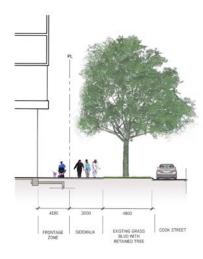
Streetscape Sections



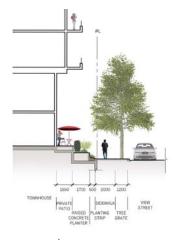
Yates Street



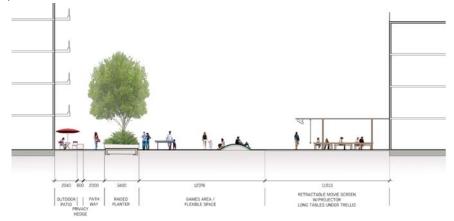
Cook Street



View Street I West



Level 2 Amenity

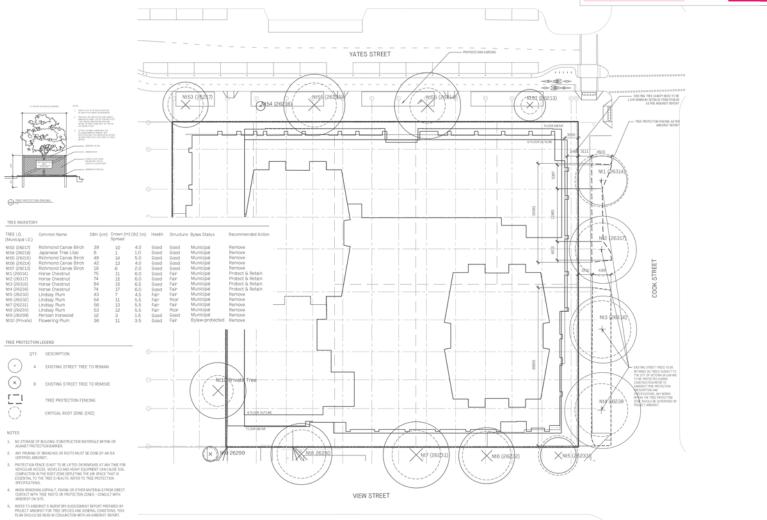






Tree Management Plan







DESIGN RESPONSE

- PROJECT-WIDE DESCRIPTION
- 900-BLOCK YATES
- 1045 YATES
- COMMON ELEMENTS

Building Setbacks

900-blook 1045 Yates Yates

All buildings are contained within a building envelope that is defined by various setbacks from the property line as shown on the plan. The purpose of the setbacks is to achieve a pleasant pedestrian relationship in which the buildings frame the street without crowding it.

The setback of buildings, including balconies and other architectural elements, and the underground parking structure may need to be increased to support the health of established trees on Vancouver and Cook Streets.

The specifics of these setbacks will be determined at the Development Permit stage and will be guided by advice from a qualified arborist.

The dimension of each setback is noted on the next page.



Tower Setback

Residential Podium Setback

Street Level Setback

Property Line





Building Setbacks

900-block 1045 Yates Yates

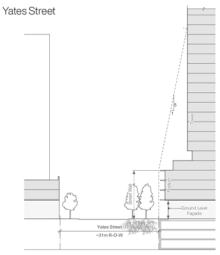
The setbacks also provide a variety of volumes that break down the visual scale of the massing, and they provide terraces that are utilized for outdoor open space.

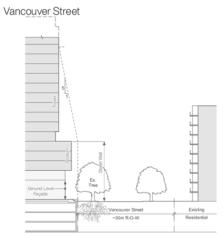
On the ground level, all building faces are setback from the street by 3.0m to 4.0m.

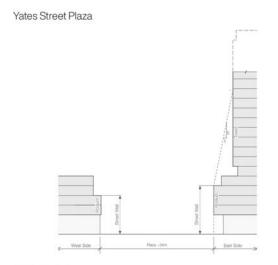
One the upper level the set back line is set at the 15m to 18m height level on View Streets, and the 18m height level on Yates, Vancouver, Quadra and Cook Streets. Typical 2.0m setback will be provided.

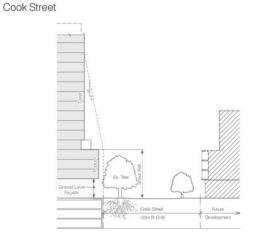
The setback line is determined by a 1:5 horizontal-to-vertical relationship and set at height that is established by the scale of the street. The setback ratio aligns with the guidelines set out in section 3.3 of the Harris Green Village Urban Design Manual.

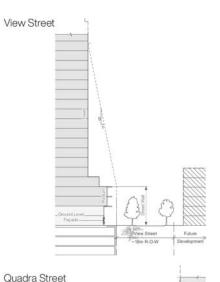
The setback line is not required above a specified elevation based on its relation to the scale of the street, since the building's height at that elevation ceases to have a noticeable impact on the openness of the street; this line occurs at 48m in height on Cook and Vancouver Streets, 60m to 63m on Vancouver Street and 63m on Quadra and Yates Street.

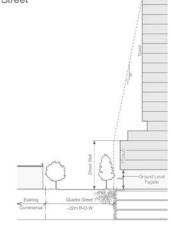














Street Level Setbacks



RESIDENTIAL

On the residential frontages of View Street and Vancouver Street a 4.0 m setback is provided in order to create a patio zone and landscape buffer for the fronting townhomes.

The townhome floor elevation and adjoining patio space will be elevated from the street level by approximately 0.5 to 1.2 m to provide privacy and a sense of separation and safety for the townhome residents.

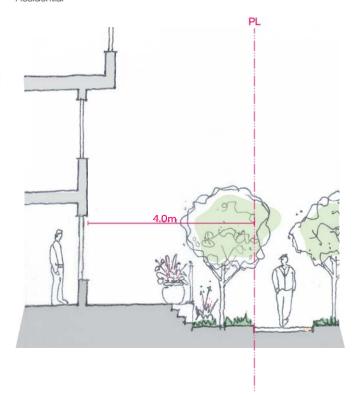
COMMERCIAL

A street level setback of 3.0 to 4.0 m is provided on all elevations with commercial space in order to create a wider sidewalk, a portion of which would be covered for weather protection.

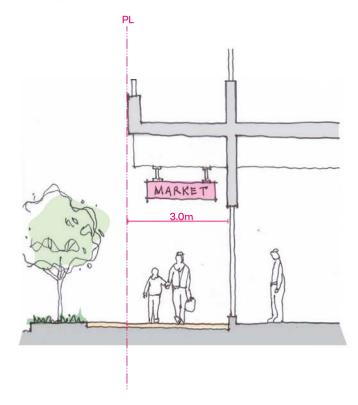
The additional sidewalk width would be secured by the City for public use by a statutory right-of-way (SRW), and its design would be coordinated with the adjoining City sidewalk to appear as a single, continuous pathway.

This setback space occurs on the Yates, Quadra and Cook Street frontages.

Residential



Commercial





DESIGN RESPONSE | COMMON ELEMENTS

Towers

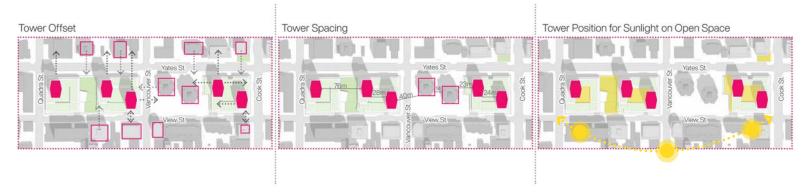
1045 Yates 900-block Yates

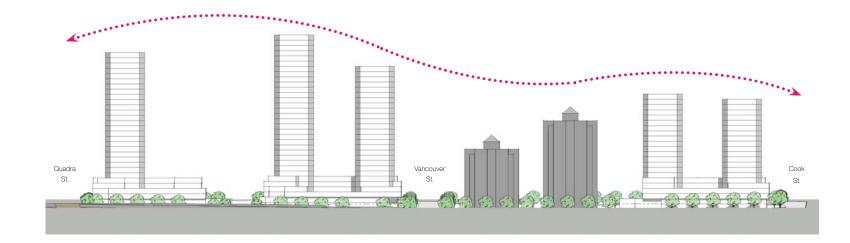
The positioning and height of towers is calibrated to achieve key urban design objectives.

In order to maximize privacy and sunlight exposure, the five proposed towers are positioned in an offset manner and generously spaced from one another and from surrounding towers.

To maximize sunlight on open space the towers are located at or near the north sides of the sites, which on the 900-block Yates provides very good sunlight on the large central open space, and on both sites provides good sunlight onto internal courtyards.

From a distance, the heights of the five towers are organized so they generally descend from west to east, yet at the block scale the tallest heights are near the centre with heights tapering to the edges, both strategies consistent with City objectives.





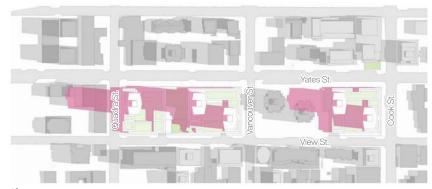


Shadow Study

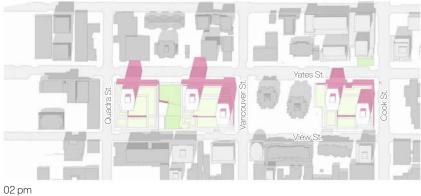


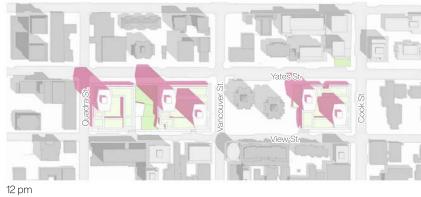
Summer Solstice

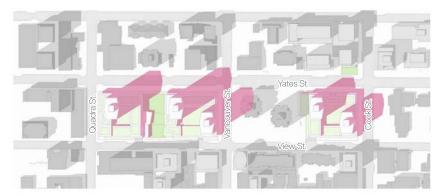
June 21ST



10 am







04 pm





Shadow Study



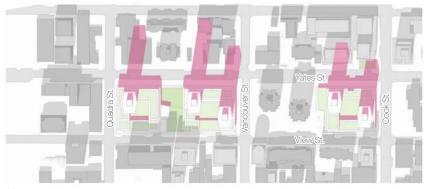


Vernal Equinox

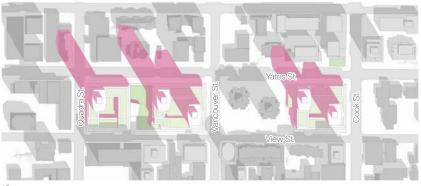
September 21ST / March 21ST



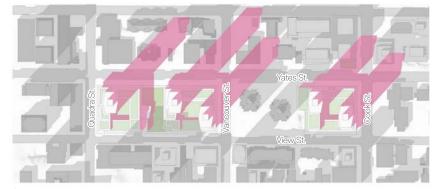
10 am



02 pm



12 pm



04 pm





View Study - Songhees Point (View 2 in DCAP)



Existing



Proposed



Harris Green Village

Neighbor Developments By Others



View Study - Yates Street at Ormand Street Looking West Down the Hill



Existing



Proposed



Н

Harris Green Village

Neighbor Developments By Others



View Study - Yates Street at Blanshard Street Looking East







Harris Green Village



View Study - Cook Street at Kings Road Looking South



Existing



Proposed



Harris Green Village





View Study - Cook Street at Pandora Avenue Looking South





Existing



Proposed



Harris Green Village

Neighbor Developme

Neighbor Developments By Others



View Study - Cook Street at Johnson Street Looking South



Existing







Harris Green Village
Neighbor Developments By Others



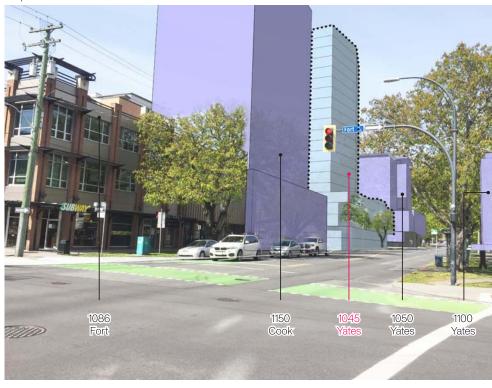
View Study - Cook at Fort Looking North



Existing



Proposed



Harris Green Village

Neighbor Developments By Others



CPTED Strategy

Following the four main principles of Crime Prevention Through Environmental Design (CPTED) the following strategies will be utilized to decrease the potential for crime in Harris Green Village. More specific CPTED strategies will be outlined in subsequent Development Permit Applications.

- 1. Natural Surveillance: Elements of site and building design can maximize opportunities for natural surveillance. This involves achieving the right mix of land uses and activity generators and designing buildings and open spaces to allow people to casually observe activities in their environment. This principle involves putting "eyes on the street" by encouraging pedestrian passage through a space or providing the opportunity for overlook from adjacent buildings and spaces.
 - Provide a mix of uses at grade to ensure the presence of people at all times e.g. shops, restaurants, residential entrances, office entrances etc
 - Locate activity generators and/or seating options around edges to create opportunities for natural surveillance of open spaces, plazas, parks and important pedestrian thoroughfares.
 - Configure residential lobbies to provide clear sightlines from within buildings to the street so occupants can clearly see outside before leaving the building.
 - Use transparent building materials such as glazing around residential entries and avoid recessed doorways without windows to eliminate entrapment spots.
 - Locate visitor bicycle storage facilities near commercial and residential entrances for visibility and ease of access.
 - Prepare landscape designs and follow-up maintenance plans to allow clear, unobstructed views of public areas. Landscape elements such as low ground cover and high-canopied trees with no branches below 6 feet should be considered.

- Ensure public walkways and entries are well-lit and overlooked by windows.
- Consider adding a mix of activity generators such as playgrounds, walkways, coffee kiosks and sitting areas to add 'eyes' on the plaza and View Street
- Use glazed doors in stairwells and parkade lobbies to reduce hiding places, open up views of the parking areas and use a white or a light colour paint scheme and elimination of sharp corners to reduce concealment opportunities
- Avoid creating "dead zones" where there is little activity or signs of human presence.
- 2. Legibility/Access Control: Legibility and access control work together to allow people to move with confidence and ease through the urban environment. Legibility means that people know where they are and how to get where they are going. Access control reinforces legibility by creating clear design cues about what is the public realm and what is not.
 - Ensure important services and signs are strategically located and clearly visible.
 - Create local landmarks by drawing attention to features such as public art, public squares, or important buildings.
 - Use elements such as paving, lighting and landscaping to clearly guide the public to and from entrances and exits.
 - Provide adequate lighting around the perimeter of buildings, in plaza spaces and in parkades and common areas
 - Secure all residential entrances including bicycle storage rooms with FOB doors.
 - Install gates at parkade entrances, with secondary gates separating commercial from residential
 - Provide mirrors in parkades to help users "see around corners".
 - Provide adequate lighting and sightlines to loading areas, parkade entrances and other areas where natural surveillance is reduced.



- Effective lighting should illuminate points of entry, be vandal resistant, give off limited glare, and be automatic such as motion-sensitive lighting fixtures.
- natural surveillance is reduced.
- Effective lighting should illuminate points of entry, be vandal resistant, give off limited glare, and be automatic such as motion-sensitive lighting fixtures.
- 3. Image/Maintenance: If an environment shows signs of neglect or vandalism people are more inclined to engage in unwelcome or criminal behaviour. By enhancing and maintaining the physical appearance of the urban environment it is possible to encourage users of the area to respect their surroundings. Well used and cared-for public spaces encourage ownership and support community pride.
 - · Design the built environment with materials and fittings that will hold up to heavy use by the public.
 - Use finishes that are resistant to vandalism and are easy to clean, repair or replace.
 - Avoid long expanses of light coloured walls that may attract graffiti artists.
 - Source tamper-proof lighting fixtures.
- 4. Territoriality/Ownership: Clearly differentiating and demarcating public space from private space reduces the risk of unintentionally trespassing or being trespassed upon.
 - Design symbolic barriers through landscaping e.g. changes in paving stone patterns and colour, changes in types of planting, changes in grades and use of transparent fences around residential entrances.
 - Provide spaces around buildings so residents can meet and develop a sense of ownership of their common spaces, e.g. fountains, benches, playgrounds, arches, seating walls.







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CPTED Strategy



900 Block Residential entrances Residential entrances are located on are located on prominent locations prominent locations and have clear sight and have clear sight to multiple adjacent to multiple adjacent roadways/pathways roadways/pathways Outdoor seating will be strategically positioned to allow for more eyes on the street The indoor amenities are located on multiple levels and open to the outdoor amenity spaces Strategic building configuration, which enhances site permeability (e.g. wider urban plaza in between Tower F,G and H to gain natural surveillance from the pedestrian traffic





Sustainability Strategy

The following section outlines some of the high-level strategies that will be explored in the development of Harris Green Village. More detailed sustainability measures will be outlined with each DP as the development evolves.

Green aspects of the project include:

- As a mixed-use, transit-oriented project, the development will provide a local option for housing, shopping, and leisure, and with a childcare facility helping to further support the growing community;
- The urban infill nature of the project adheres to the principle of promoting development on existing urban sites, diverting development pressure from greenfield locations and making more efficient use of existing infrastructure;
- The project supports a high-degree of walkability and cycling access to nearby amenities for residents, thereby reducing vehicle trips;
- Car share and load sharing EV stations are provided to reduce CO2 emissions;
- Extensive bike parking, lockers, and a bike repair station are provided;
- Landscape and stormwater management strategies, including partial green roofs, will retain and infiltrate rainwater, limiting the postdevelopment peak water runoff from the development.

To reduce the urban heat island effect, the project

design is implementing the following measures:

- · 100% of the parking is underground;
- The project will provide a variety of landscaping;
- A mix of unit types have been introduced for various styles of living with access to balconies and/or to large terraces on roof decks to provide all with access to the outdoors and views:
- Ample windows will increase natural lighting and provide views improving wellbeing;
- Outdoor water conservation strategies will include water efficient landscaping, and the project will be equipped with water efficient fixtures;
- · Ventilation will be designed to satisfy the applicable standards e.g. ASHRAE;
- The project will target Step 2 of the BC Energy Step Code for "Part 3 high-rise/concrete residential buildings and commercial buildings";
- Passive envelope strategies have been implemented to reduce reliance on mechanical systems.
- Glazing percentage target 50% window-to-wall area for the towers to minimize glazing heat loss and heat gain into each unit;
- · All windows will be double pane low-e glazing with thermally broken frames;
- Different glazing specifications on the different building orientations will be considered for

maximized solar control and passive heating; solar heat gain coefficient (SHGC) variations can benefit both energy and comfort. Glazing with projected balconies can have a higher SHGC for passive heating benefits during winter months while shaded during summer months. Measures will be based on completed energy modeling;

- Significant daylight penetration into each residential suite increases passive solar gain during winter months, reducing reliance on artificial lighting and providing access to views;
- Continuous weather protection along the commercial unit frontages will also serve as combined solar control to reduce summertime heat gain and mitigate glare issues in locations where buildings are not self-shading.
- Every unit has access to an outdoor balcony or Juliet balcony - providing passive natural ventilation and cooling during shoulder months;
- Low-energy lighting systems including motion sensors will be employed in all common areas throughout the project. ENERGY STAR appliances will be used throughout the project.







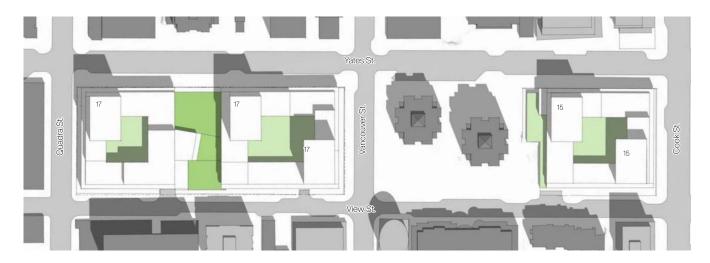
APPENDICES

- DCAP 5.5 FAR vs PROPOSED CONCEPT
- PUBLIC PLAZA MEASUREMENT
- PUBLIC PLAZA ANIMATION

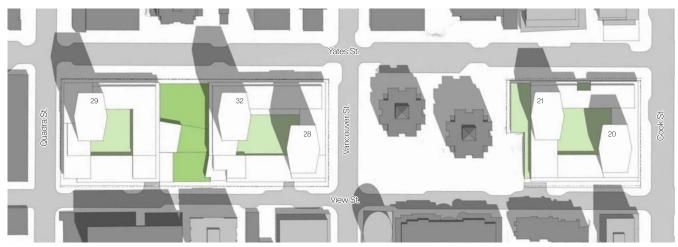
DCAP 5.5 FAR vs Proposed Concept - Site Plan



DCAP Concept (5.5 FAR)



Proposed Concept (6.06 FAR)





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DCAP 5.5 FAR vs Proposed Concept - Overall Massing



DCAP Concept (5.5 FAR)





Proposed Concept (6.06 FAR)



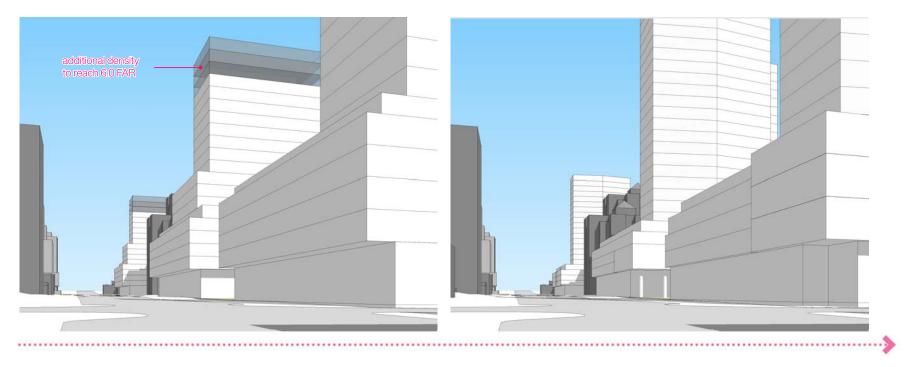




DCAP 5.5 FAR vs Proposed Concept - Yates Street Looking East



DCAP (5.5 FAR) Proposed Concept (6.06 FAR)





Development in Approval Process

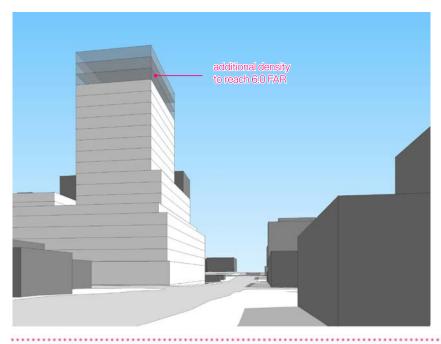


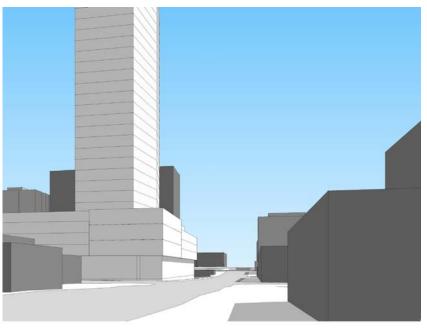


DCAP 5.5 FAR vs Proposed Concept - Quadra Street Looking South



DCAP (5.5 FAR) Proposed Concept (6.0 FAR)





Harris Green Village

Development in Approval Process

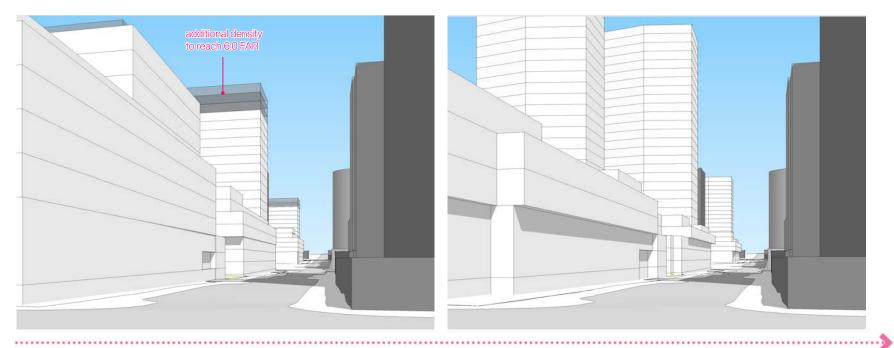


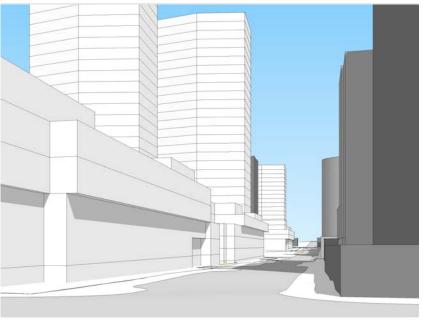


DCAP 5.5 FAR vs Proposed Concept - View Street Looking East



DCAP (5.5 FAR) Proposed Concept (6.06 FAR)







Development in Approval Process

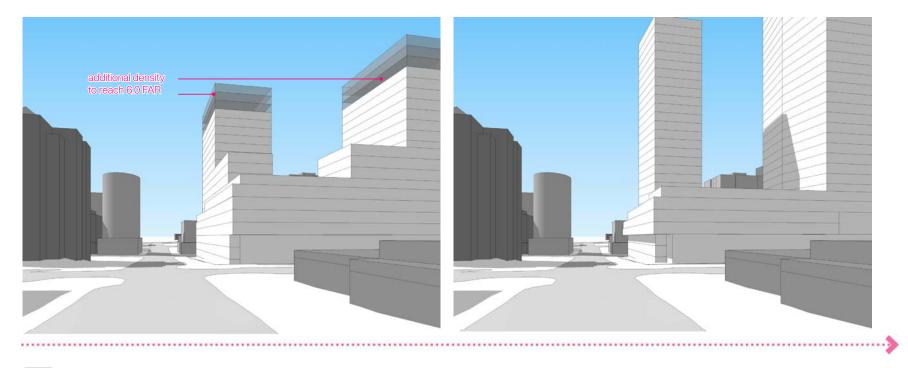




DCAP 5.5 FAR vs Proposed Concept - Vancouver Street Looking South



DCAP (5.5 FAR) Proposed Concept (6.0 FAR)





Development in Approval Process

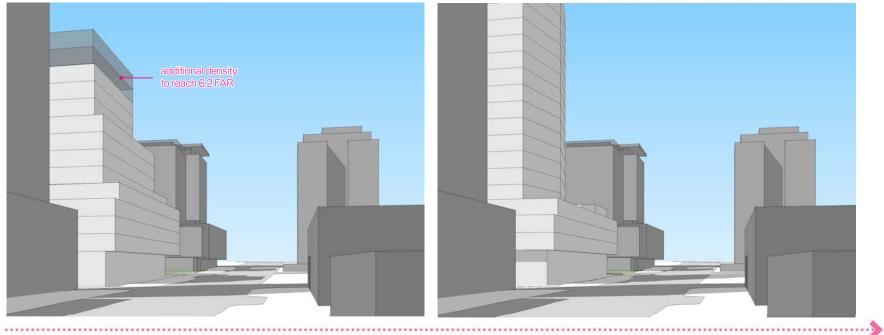


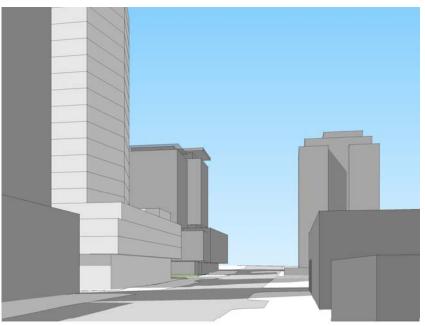


DCAP 5.5 FAR vs Proposed Concept - Cook Street Looking North



DCAP (5.5 FAR) Proposed Concept (6.2 FAR)







Development in Approval Process



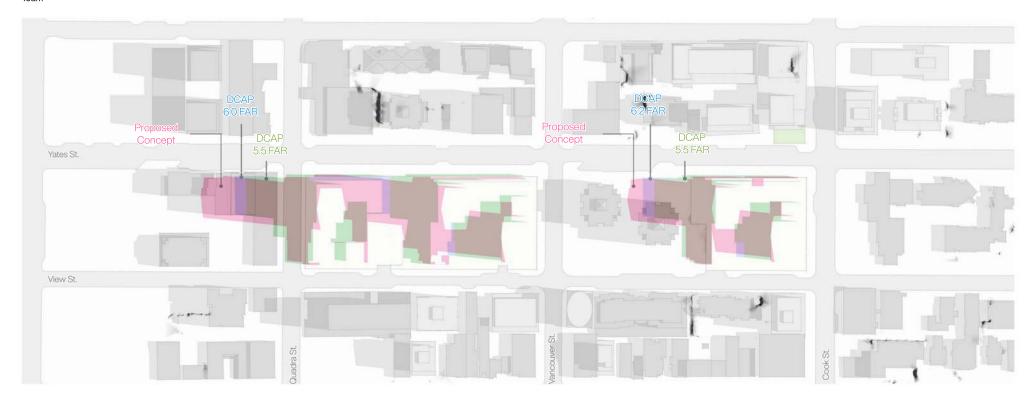


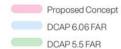
DCAP 5.5 FAR vs Proposed Concept - Shadow Study



Summer Solstice

June 21ST 10am









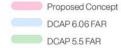
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Summer Solstice

June 21ST







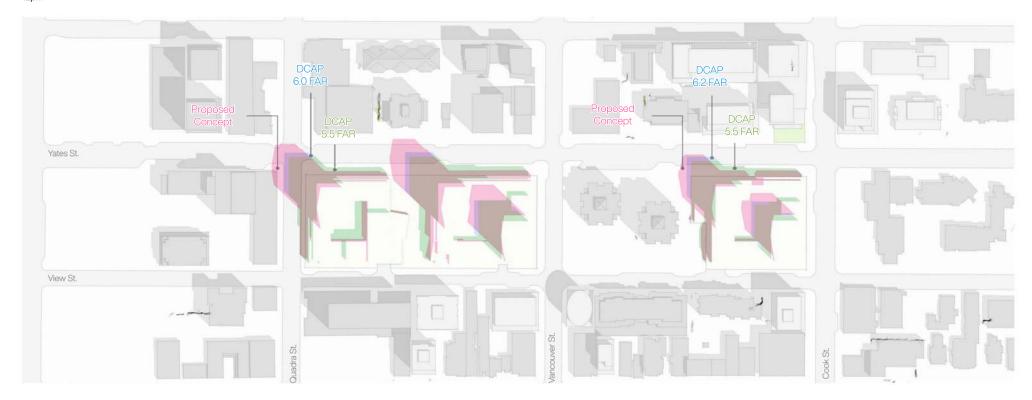


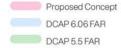
DCAP 5.5 FAR vs Proposed Concept - Shadow Study



Summer Solstice

June 21ST **12pm**







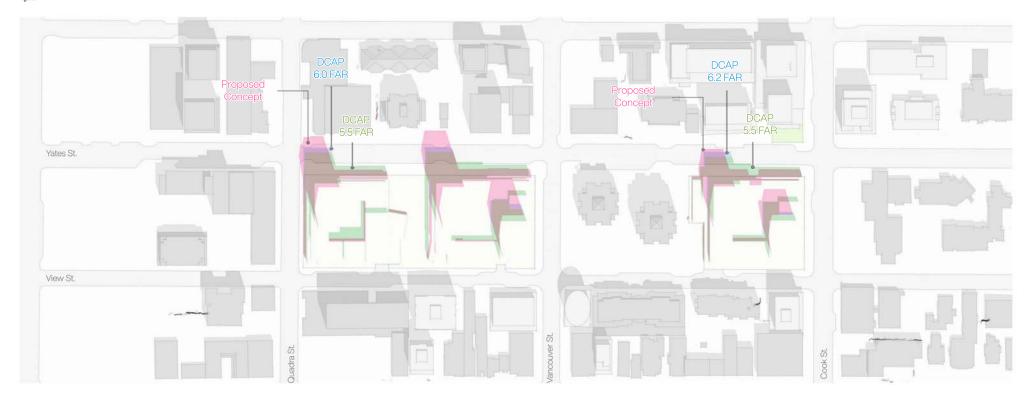


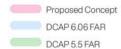
DCAP 5.5 FAR vs Proposed Concept - Shadow Study



Summer Solstice

June 21ST









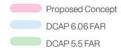
DCAP 5.5 FAR vs Proposed Concept - Shadow Study



Summer Solstice

June 21ST **2pm**







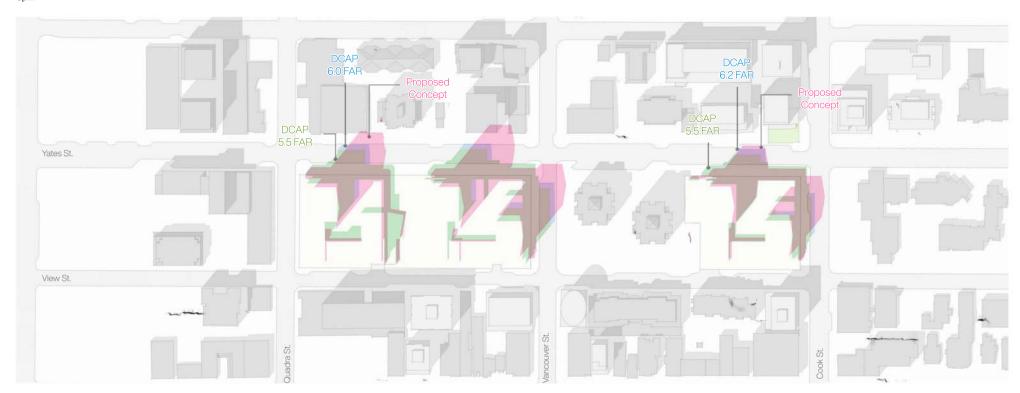


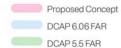
DCAP 5.5 FAR vs Proposed Concept - Shadow Study



Summer Solstice

June 21ST **3pm**







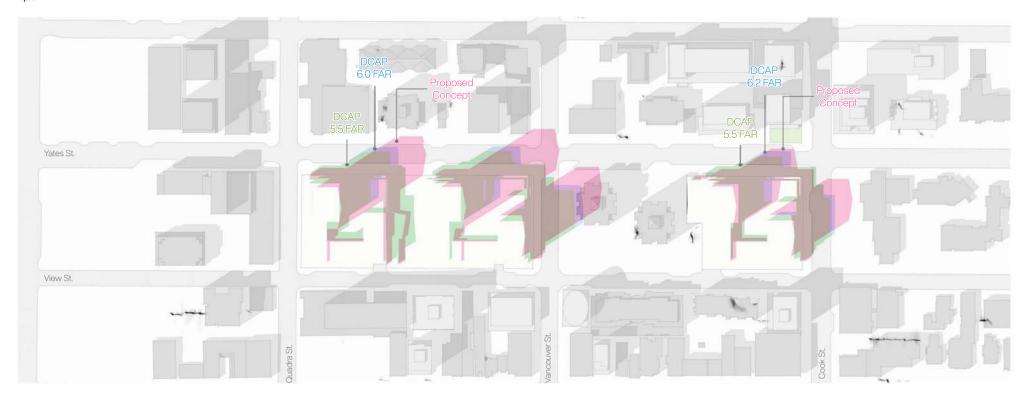


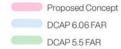
DCAP 5.5 FAR vs Proposed Concept - Shadow Study



Summer Solstice

June 21ST







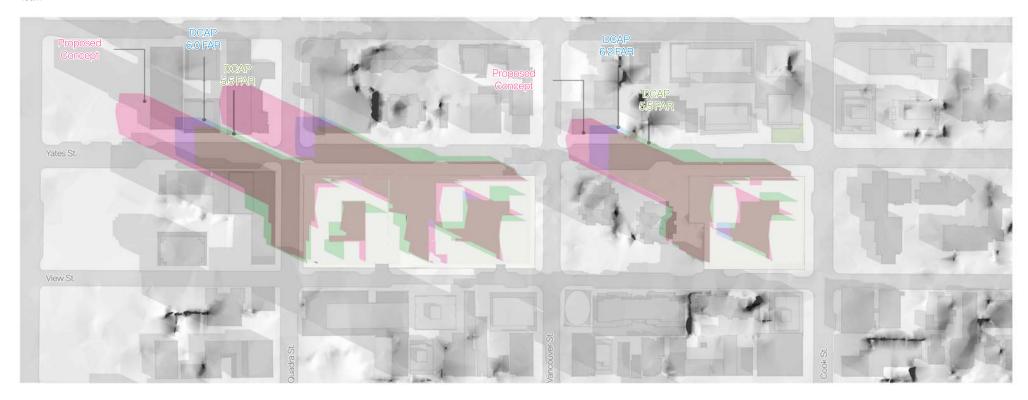


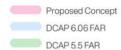
DCAP 5.5 FAR vs Proposed Concept - Shadow Study



Vernal Equinox

September 21ST / March 21ST 10am







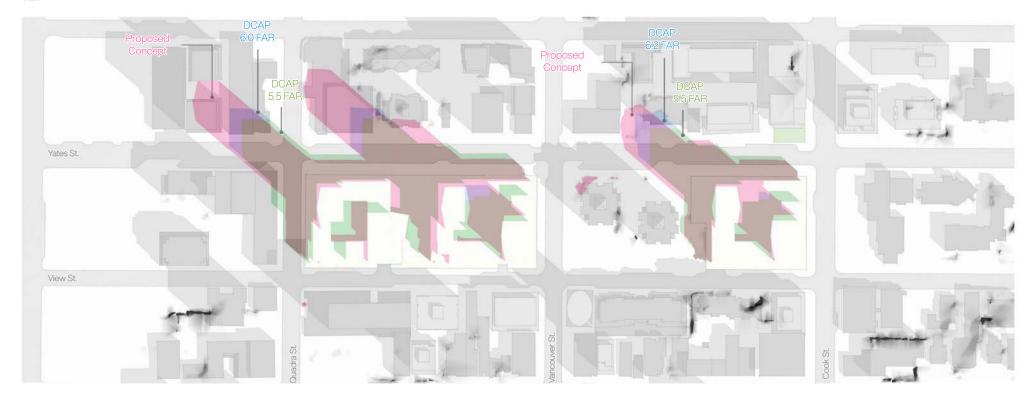


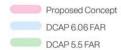
DCAP 5.5 FAR vs Proposed Concept - Shadow Study



Vernal Equinox

September 21ST / March 21ST







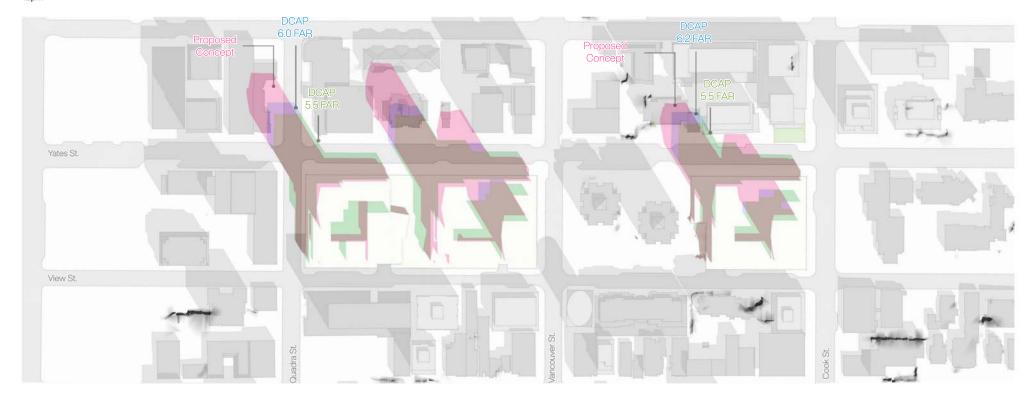


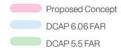
DCAP 5.5 FAR vs Proposed Concept - Shadow Study



Vernal Equinox

September 21ST / March 21ST 12pm









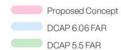
DCAP 5.5 FAR vs Proposed Concept - Shadow Study



Vernal Equinox

September 21ST / March 21ST







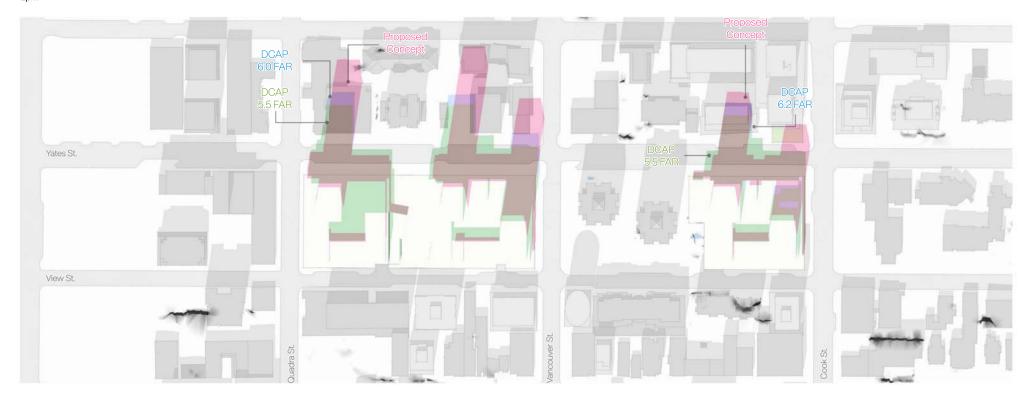


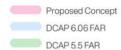
DCAP 5.5 FAR vs Proposed Concept - Shadow Study



Vernal Equinox

September 21ST / March 21ST 2pm









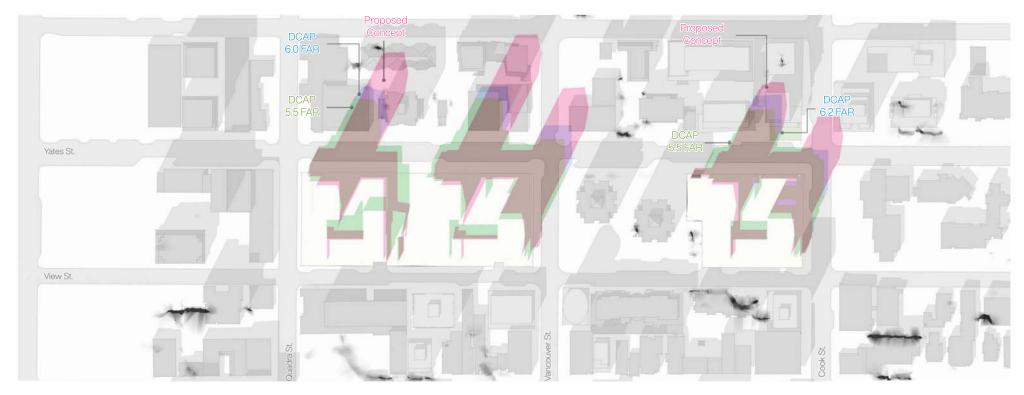
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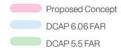
DCAP 5.5 FAR vs Proposed Concept - Shadow Study



Vernal Equinox

September 21ST / March 21ST 3pm







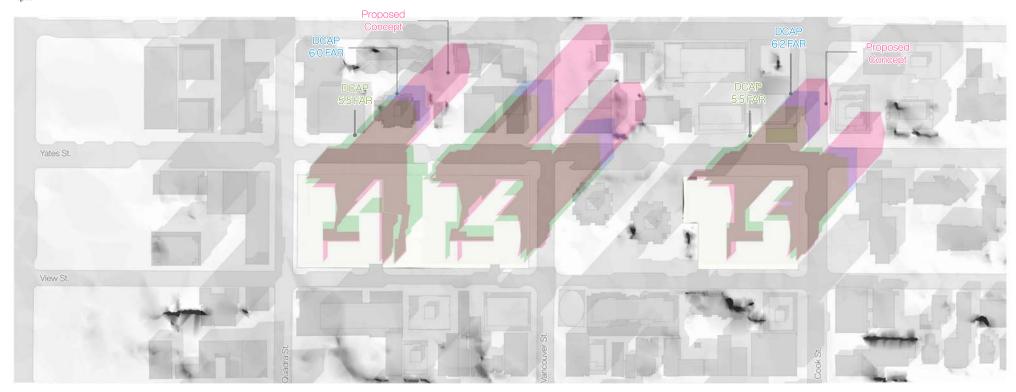


DCAP 5.5 FAR vs Proposed Concept - Shadow Study



Vernal Equinox

September 21ST / March 21ST 4pm







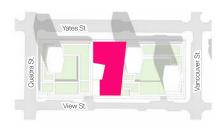


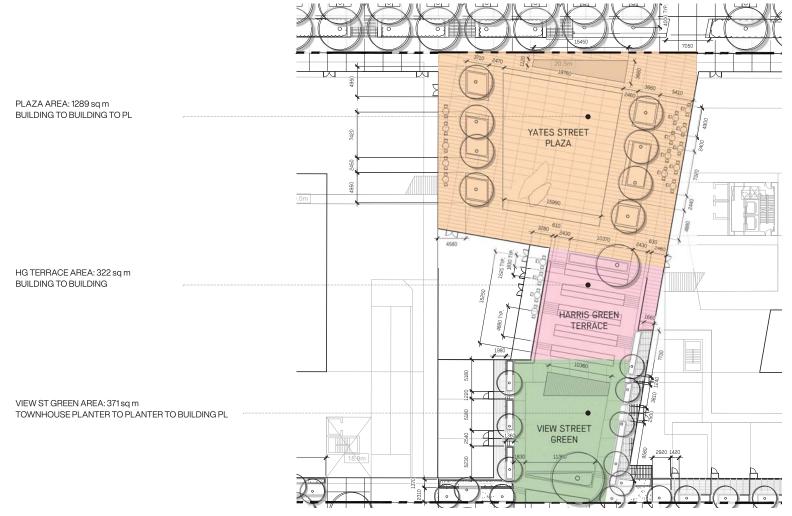
APPENDICES

- DCAP 5.5 FAR vs PROPOSED CONCEPT
- PUBLIC PLAZA MEASUREMENT
- PUBLIC PLAZA ANIMATION

Public Plaza Measurement











APPENDICES

- DCAP 5.5 FAR vs PROPOSED CONCEPT
- PUBLIC PLAZA MEASUREMENT
- PUBLIC PLAZA ANIMATION



Note: Design and programming of the plaza will be part of a future DP application.







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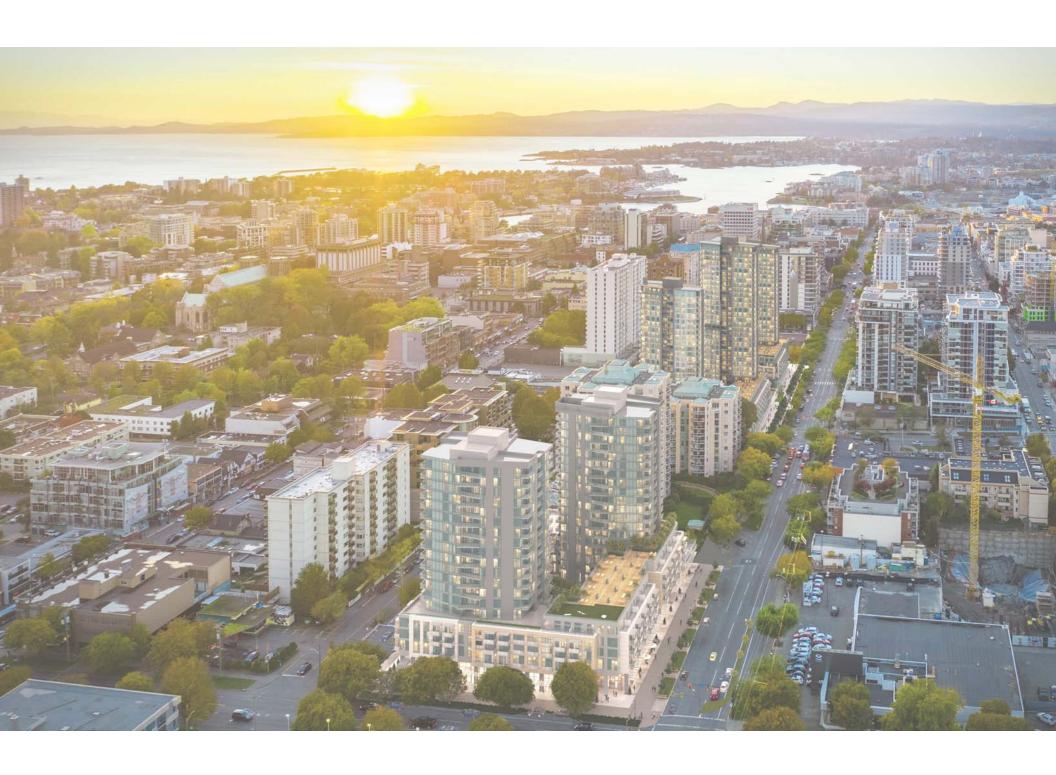


Note: Design and programming of the plaza will be part of a future DP application.





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HarrisGreen



900-BLOCK YATES & 1045 YATES

URBAN DESIGN MANUAL

ISSUED ON MARCH 2, 2021 IN SUPPORT OF REZ. 00730

DEVELOPER:

CONSULTANT TEAM:

STARLIGHT DEVELOPMENTS



Starlight Developments and Starlight Investments hold a North American portfolio of multi-residential and commercial properties. Our Canadian properties are located from coast to coast, with more than 35 multi-residential buildings in British Columbia. We align ourselves with professional management partners and share a common goal of building and operating best in class communities for our residents.

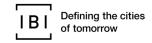
Since our first local investment in 2011, we have grown to become one of the largest rental housing participants in Greater Victoria. With the support of local property management firms, we have expanded our Victoria real estate portfolio to include a dozen buildings with approximately 850 suites, and approximately 250,000 ft² of commercial space.

www.starlightinvest.com www.harrisgreen.ca

NOTE TO USER

This document has been formatted for double sided printing on legal paper (14 x 8.5; 216 x 356mm)

PLANNER / ARCHITECT: IBI GROUP



URBAN DESIGN: D'AMBROSIO



VICTORIA PLANNER: CITY SPACES



CITY SPACES

LANDSCAPE ARCHITECT: HAPA COLLABORATIVE

HAPA COLLABORATIVE

CIVIL ENGINEER: **HEROLD ENGINEERING**



TRANSPORTATION: WATT CONSULTANTS

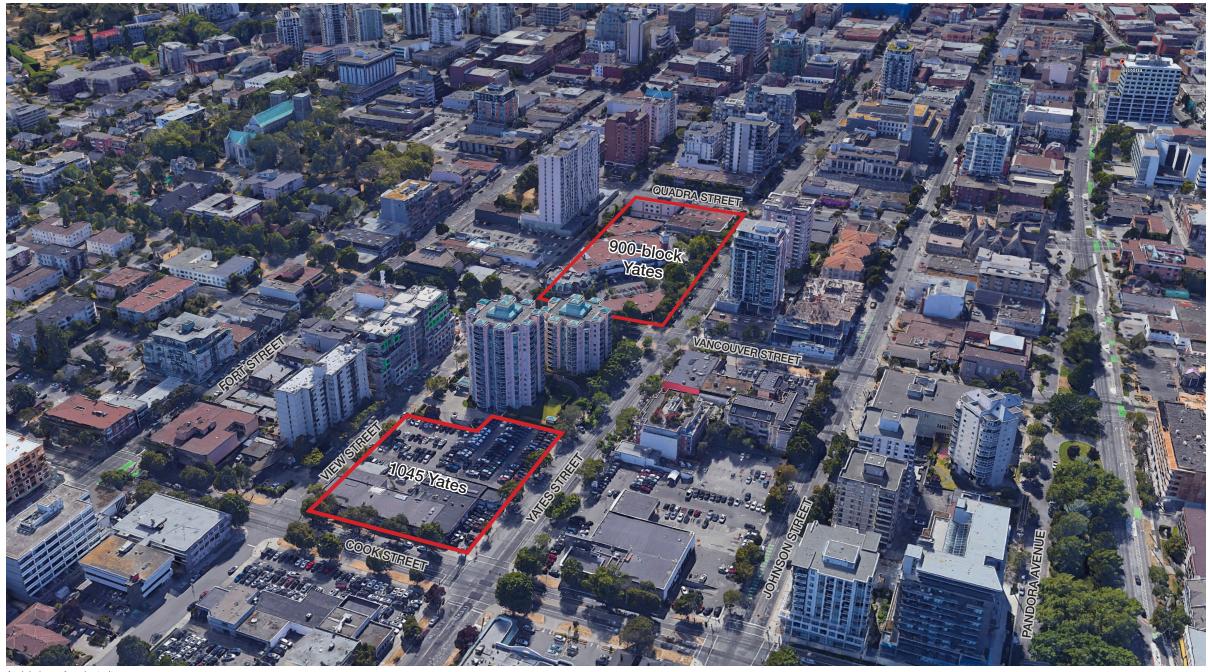


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Aerial view of project site

4 Prepared for Starlight Developments by D'AMBROSIO architecture + urbanism in collaboration with IBI Group and HAPA Collaborative • March 2, 2021

Introduction

DEVELOPMENT OVERVIEW

The 900-Block Yates and 1045 Yates Urban Design Manual (UDM) forms part of a rezoning application for the Harris Green Village project. The project consists of redevelopment of two properties on the south side of Yates Street between Quadra and Cook. They are comprised of the full 900-block and the eastern half of the 1000 block (1045 Yates).

The purpose of the rezoning application is to allow a mix of uses and building that will form a vibrant urban development that complements the character of the surrounding Harris Green neighbourhood. The long-term redevelopment will be subject to the new zone category as well as the design guidelines and other parameters documented in this Urban Design Manual.

Among other amenities, the central focus and signature element will be a public open space comprised of a plaza. an amphitheatre-like terraced incline and the View Street Green, a neighbourhood scale green space.

The proposed program of uses over the two sites includes:

- A publicly accessible plaza
- A publicly accessible green and connecting terraces
- Richly appointed streetscapes
- A Floor Space Ratio (FSR) of 6.0:1
- Approximately 1500 apartments ranging from studios to 3-bedrooms (rental)
- Approximately 9% of the floor area of the complex will be dedicated to commercial retail, offices and daycare uses (leased)

SUBJECT PROPERTIES

While aspects of the guidelines may be transferable to other places, they have been crafted specifically for the 900-block of Yates Street and eastern half of the 1000 block of Yates Street (1045 Yates).

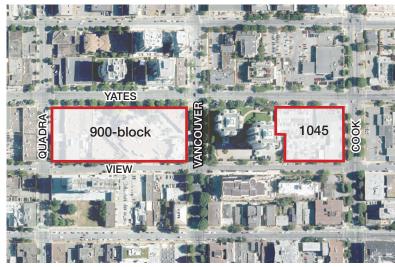
PURPOSE OF THIS DOCUMENT

This manual provides objectives and qualitative guidelines to direct the design of the long-term redevelopment of the subject lands. The guidelines are intended to reflect City preferences pertaining to architectural typology, massing and scale, while allowing enough latitude for architectural creativity as well as flexibility to respond to changing local development conditions and impetuses over time.

The contents of this document are not exclusive nor exhaustive. They are intended to be applied with a degree of flexibility to allow for interpretation and adaptation by Architects and designers of the development proponent team(s) and the city planners who will administer them.

RELATIONSHIP TO THE DOWNTOWN CORE AREA PLAN (DCAP), 2011

The guidelines contained within the UDM are supplementary to and customizations of applicable portions of the Downtown Core Area Plan (DCAP) dated September 2011. The UDM proposes site specific refinements to a number of DCAP strategies.



Aerial Kev Plan

The Urban Design Objectives stated in the 2011 DCAP. are as follows:

- 1. The natural setting of the city is considered with development and urban design initiatives.
- 2. Development and urban design initiatives support economic viability, sustainability and place-making.
- 3. The qualities of the Downtown Core Area are enriched including its neighbourhoods and character areas by providing development that is appropriate to the building scale and its local setting.
- 4. The Downtown Core Area contains meaningful destinations that are connected and integrated with well-designed travel networks to encourage pedestrian activity.
- 5. Development and urban design initiatives are designed to address and respond to future changes in use, lifestyle, economy and demography.
- 6. The Downtown Core Area contains a diverse mix of building forms and public spaces.
- 7. The Downtown Core Area provides a blend of new infill development and rehabilitated heritage resources.

The Streetscape Objectives stated in the 2011 DCAP, are as follows:

- 1. That the Downtown Core Area contains pedestrianfriendly streetscapes that are inviting and active.
- 2. That streetscapes are legible, attractive and strengthen local identity.
- 3. That streetscape improvements provide a physical environment that supports and benefits businesses.
- 4. That the urban tree canopy is enhanced with treelined streets.
- 5. That public amenities and streetscape improvements are appropriate for the function and character of each area.
- 6. That wider sidewalks are provided where possible.

At the time of the preparation of this document (2019/20), the DCAP (2011) Guidelines were under review by the City of Victoria planning department. The intention of the review was to update the DCAP to address certain challenging aspects that have emerged during implementation of the plan since its adoption. Primary deviations from DCAP guidelines pertinent to this application relate to the built form regarding primary and secondary streetwalls, as well as building heights.

This document strives to fulfill the salient intentions of the DCAP (2011) while responding to the pertinent characteristics and contexts of the specific sites as well as the recent and anticipated future development of the surrounding context.

MUST. WILL AND SHALL

It is intended that a certain degree of flexibility be provided in the interpretation and application of these Guidelines where it can be empirically and objectively demonstrated to the satisfaction of qualified City staff, that a proposal will result in a superior design solution. However, throughout this document the terms "must", "will" and "shall" are used to describe mandatory guidelines or provisions that must be complied with.

GENERAL NOTE FOR ALL ILLUSTRATIONS (Note 1)

Drawings included in this document illustrate the guiding principles and objectives of the proposal for the 900-Block of Yates and 1045 Yates. They are not intended to be comprehensive, prescriptive nor definitive. It is expected that details, dimensions and other qualified and quantified aspects of the proposed project appearing in this manual will be refined and modified during detailed architectural and engineering design. It is expected that Zoning regulations will also specify and confirm dimensions for things such as building heights, maximum residential floor plate areas and tower separation.



CIVIC REGULATION

The following City of Victoria policy documents are intended to be used in conjunction with this Urban Design Manual wholly or in part:

City Of Victoria Official Community Plan

The City of Victoria's Official Community Plan (OCP) was updated in February 2020. It provides a general framework of objectives and policies to inform decisions on land management and planning.

It is anticipated that an OCP amendment will be required to permit the rezoning to be granted.

Downtown Core Area Plan (DCAP), 2011

The Downtown Core Area Plan provides land use, physical development, transportation and mobility, vitality and sustainability policies and actions for the neighbourhoods that fall within the Downtown Core Area.

It is anticipated that the Guidelines and other contents of this Urban Design Manual will replace some aspects of the DCAP requirements.

City of Victoria Zoning Regulation Bylaw (80-159),

Victoria's zoning bylaws regulate permitted uses, the type and size of buildings and structures that may be constructed, minimum lot sizes, landscaping requirements and off-street parking for motor vehicles and bicycles.

It is anticipated that a new site specific comprehensive zone will be added to the Zoning Bylaw to allow for a comprehensive development.

Victoria Downtown Public Realm Guidelines, 2019 The Downtown Public Realm Plan represents a design framework for downtown public spaces and a detailed catalogue of furnishing, materials, colours and specifications for Downtown Streetscapes.

It is anticipated that there may be site specific adaptations to these guidelines.

Crime Prevention Through Environmental Design (CPTED) Guidelines, 2004

CPTED refers to a group of strategies intended to reduce the fear of crime and opportunities to commit crimes, such as break and entry, assault and vehicle theft. The City of Victoria has prepared a set of guidelines to consider during the planning and design stage of development.

Urban Forest Master Plan (UFMP), 2013

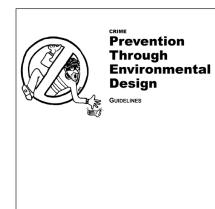
This plan provides guidance on the management and enhancement of treed environments throughout the city of Victoria. It is a high-level plan that provides a 'road map' to help the municipality invest in and maintain its urban forest for the next 20 years and beyond.

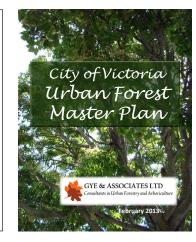
The UFMP will inform the approach to the enhancement of urban forests on public and private land, the introduction of green infrastructure and tree retention and replacement taken in the Guidelines.











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2 | Development Concept

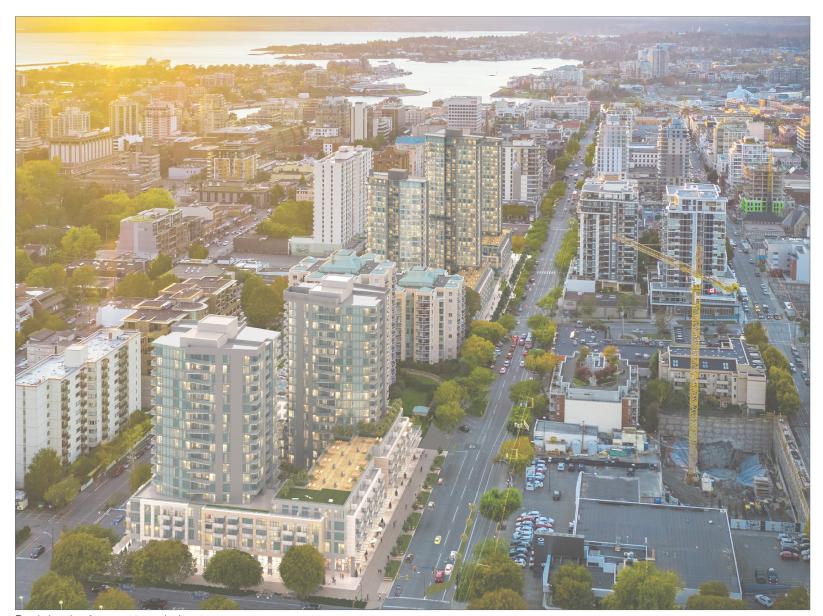
VISION STATEMENT

Harris Green Village is conceived as a hub for downtown Victoria. With a wide range of residential and commercial uses and a dynamic mix of spaces for activities, the reinvigorated urban centre will cater to the diversity of the neighbourhood and augment its role as a vibrant living and meeting place. In a combination of perimeter block buildings and high-rise towers, the project adds substantial numbers of residences, street level shops, office space as well as spaces for daycare and other personal services for the downtown population.

At the mid-point of the 900-block, the new buildings will delineate and form the walls of a significant through-block public space. Consisting of a large urban plaza beside Yates Street, a mid-point terraced garden and a neighbourhood green fronting on View Street, Harris Green Plaza and neighbourhood park are designed to accommodate a wide range of activities. The new public space is at the heart of the redevelopment of the block and will potentially become the heart of the neighbourhood.

A tower and podium typology allows for a sensitive response to the adjacent streets and buildings, as well as the City context. Buildings form pedestrian-scale blocks with corner plazas; podium heights establish an appropriate street wallto-width ratio on each street and are shaped to define the public rights-of-way, corners and entrances. The building massing is sculpted and composed to allow sunlight into apartments, courtyards and public spaces; slender towers punctuate the block at strategic locations to optimize solar performance and form Victoria's future skyline.

The regional and contextual urban design approach responds to the site's important central downtown location. It will embody both City policy and community aspirations, providing for a wide range of uses as well as significant public amenities and open spaces to accommodate the future growth of BC's Capital City.



Rendering view from east towards downtown

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3 | Urban Design

OBJECTIVES

The following are intended as a convenient guiding checklist of objectives for the developer and design team of each phase of the redevelopment of the subject blocks. They respect the intentions and embody the preferences, aspirations and vision for the urban environment as articulated in Victoria's Official Community Plan. It is anticipated that projects proposed for the subject properties and guided by these objectives, will achieve the high quality design that will benefit both public and private interests.

Position buildings to align with and define the street rights-of-way with active ground-level functions



Divide the long block with a public right-ofway connecting View and Yates Streets



Establish a new public plaza as part of a network of open spaces



Establish a new neighbourhood green space as part of a network of open spaces



Prioritize natural universal accessibility throughout

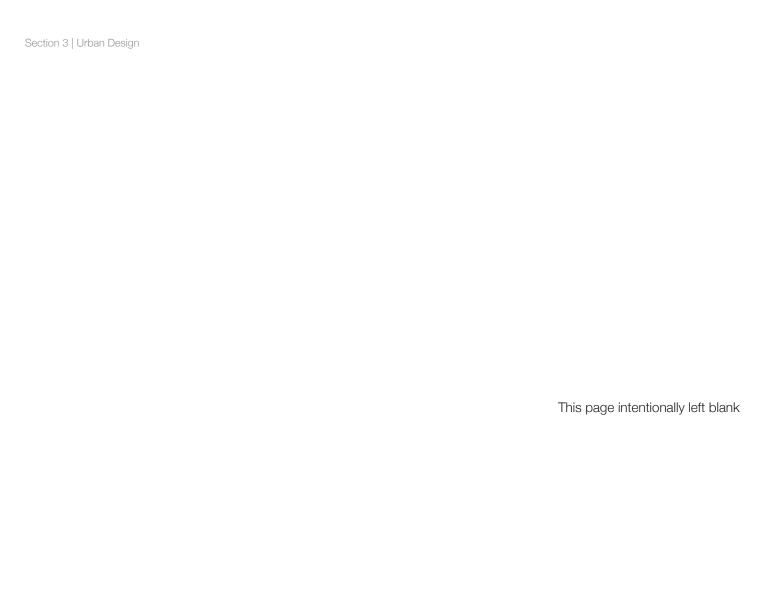


Make Yates Street the focus of peoples' activity, enlivened with doors and windows of retail shops and upper floor residences



Use high quality materials and finishes in all hard and soft landscaping, lighting and furnishing of civic and adjacent private spaces and structures





GUIDING PRINCIPLES

Connections

Make the proposed large public plaza and park part of the pedestrian network of public spaces and rights-of-way to connect Harris Green Village with the rest of downtown.



Edges, Enclosure and Human Scale

Delineated and defined public open spaces with human-scaled architectural and urban design elements that will elicit feelings of security and comfort.



Adaptability

Anticipate spaces to be used in a variety of ways: from large gatherings for programmed events, to small impromptu encounters and socializing, to solitary, quiet contemplation; throughout the day and night and through all seasons.





Heterogeneity

Public and semi-public spaces that are accessible and welcoming to a diversity of people of all ages, abilities and interests.



Comfort and Security

Physical, acoustic and social comfort of people in streets and public spaces provided through spatial separation, landscaping as well as urban design fitments.



Enjoyment

The composition, materiality, colour and sound and light qualities of public spaces are intentionally designed to interest, intrigue and delight people.

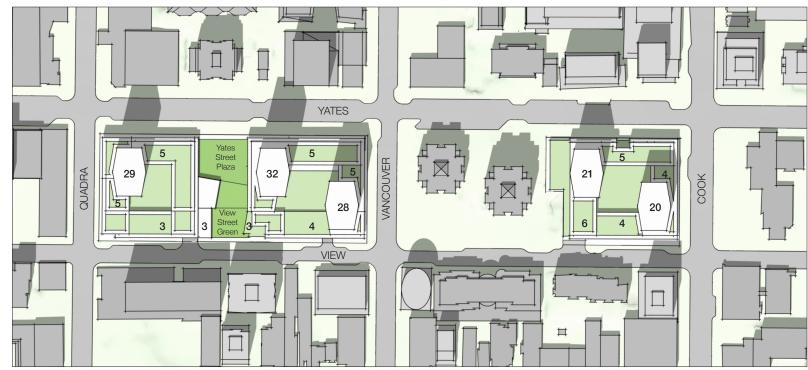




3.1 SITE PLANNING, TOWER PLACEMENT, BUILDING MASSING AND HEIGHT

Objectives:

- To achieve harmonious street-width-to-height proportions.
- To respond to the specific characteristics and qualities of each street.
- To achieve elegantly proportioned, relatively slender tall buildings rather than squat, stepped ziggurat (wedding cake)-form building massing.
- To locate and compose tall buildings to, as much as possible, enable sunlight penetration and views to the sky and surrounding city from sidewalks and open spaces.
- To use the height and alignment of the building façades to define streets to be perceived as positive space and experienced as a human-scaled, pedestrian realm versus a vehicle dominated 'canyon'.
- To minimize the negative impacts of buildings including excessive shadowing and privacy breaches, as well as to maximize access to natural light and views.
- To minimize the number of solely north-facing apartments and orient windows to capture sunlight and views.
- To use architecture and landscape design to enhance the beauty and resiliency of the urban environment.
- To anticipate and mitigate negative microclimate impacts of tall buildings on people in the surrounding outdoor spaces (public street rights-of-way, plaza and green spaces) and nearby buildings (entrances, courtyards, roof terraces and balconies).



Building massing in the neighbourhood context

Approximate maximum building heights (in storeys) are indicated above.

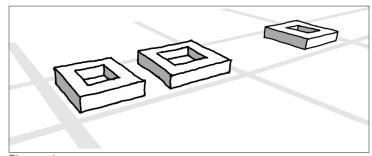




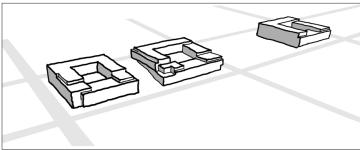


Guidelines:

- a. Line the street with buildings that define and consciously shape the visual proportions of the public rights-of-way. Diagram 1.
- b. Increase the setbacks of a portion of the ground and second levels of building corners at street intersections to expand the public sidewalk space at corners.



Two building parcels in perimeter block form, framing open space.

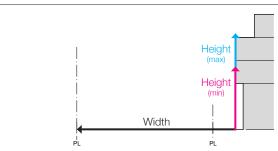


Podiums step down on the south side of the block, allowing more sunlight into the private courtyards.

- c. To achieve comfortable street and open space definition, the following street width to street wall height proportions should be achieved, when measured from finished grade:
 - Public Streets¹: min. 2.5:1. max. 1.65:1
 - Plazas¹: min. 4:1, max. 2.5:1
 - Internal Courtyard: max. 1.5:1

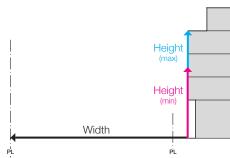
¹Note that the building massing at the corner of Quadra and Yates Street and the Yates Street Plaza may be non-compliant as illustrated in this document. It is anticipated that this will be designed and rationale provided at the Development Permit stage.

- d. Locate buildings to minimize their shadowing of open spaces on and off-site during high-use periods of those spaces as outlined below:
 - Where the subject project site is not in the shadow of surrounding existing buildings, it should be demonstrated that 50% of the length of the sidewalk opposite the development shall be exposed to direct sunlight for approximately 4.5 hours between 10am and 4pm at the equinoxes.
 - Limit the scale and height of the buildings to allow 4.5 hours of sunlight to reach approximately 50% of the Yates Street Plaza and View Street Green between 10 am and 4 pm at the equinoxes.
 - *Note existing offsite buildings may interfere with sunlight reaching the Green.
 - iii. Limit the scale and height of the buildings surrounding the private courtyards to allow 3 hours of sunlight to reach approximately 50% of the area of the semi-public courtyard area between 10 am and 4 pm at the equinoxes.

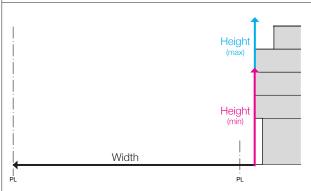


The above illustrates the minimum and maximum height of the street wall along View Street with an 18 m r-o-w + 3 m podium setback.





The above example illustrates the minimum and maximum height of the street wall along Quadra Street with a 21.5 m r-o-w + 2 m podium setback. Minimum height = 23.5/2.5 = 9.4 m Maximum height = 23.5/1.65 = 14.2 m



The above example illustrates the minimum and maximum height of the street wall along Yates, Cook, and Vancouver Streets with a 30 m r-o-w + 2 m podium setback.

Minimum height = 32/2.5 = 12.8 m

Maximum height = 32/1.65 = 19.4 m

Diagram 2: Examples for guideline 3.1 c. i)

- e. Avoid locating new tall buildings in close proximity to existing tall buildings on adjacent or nearby properties. Where adequate spacing is not possible, use architectural and site planning strategies to mitigate potentially intrusive impacts of new buildings on the residents of existing ones. For example: horizontally offset the new façade from the existing by approximately 25% of its width and/or orient the narrowest dimension of the proposed building toward the adjacent one. Diagram 3.
- f. Tall buildings on the same block shall be separated by a minimum of 23m, measured from the building face, excluding architectural appurtenances such as roof and window-head overhangs, parapets, balconies, guards, handrails, artwork, fin walls, slab edges, or exterior sunscreens. Diagram 4.
- Above the podium level, orient the longer dimension of the building north-south, to allow the maximum number of apartments to have sunlight. Diagram 5.
- h. For building massing above the podium, taller buildings with smaller floor plate areas yielding slender-proportioned towers are preferred over shorter towers with larger floor plates. Diagram 6.

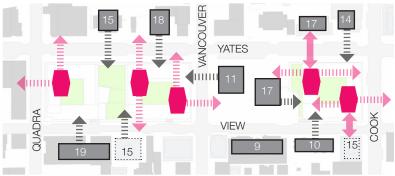


Diagram 3 - Tower Offset

Grey boxes indicate existing or approved buildings above 9 storeys. Dotted lines indicate development proposals that have not received approval at the time of

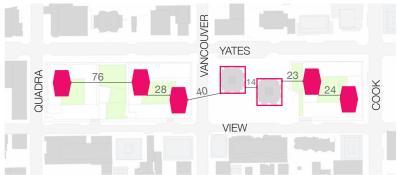


Diagram 4 - Tower Spacing (m)

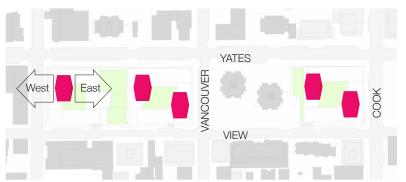


Diagram 5 - Tower orientation for resident sunlight access.

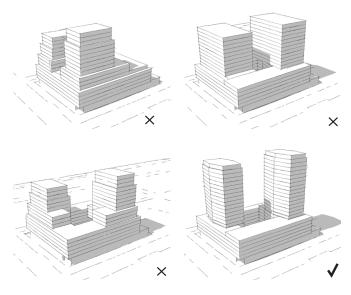


Diagram 6 - Building Massing

Slender-proportioned towers can provide increased sky view, and varied and dispersed shadow casting.

In contrast, tiered and bulky massing can reduce sky view and increase shadowing. Deep floor depths can reduce daylight access to apartments. The stepping of the building can complicate structure, plumbing, and mechanical systems, and increase cost a barrier to purpose-built rental housing.

- Consider architectural geometries and techniques to reduce excessive visual bulk of tall buildings. (Diagram 7)
- The tallest building in the project should be located in the centre of the 900-block with at least one facade parallel with Yates Street. Remaining towers should decline in height from Quadra Street toward Cook Street. (Diagram 8)
- Integrate roof-top mechanical, telecommunications, sustainability features etc. into the design of the building and its roof.
- Where proposed underground structures are proximate to property lines along public rights-of-way and where these may compromise the health and survival of existing street-trees that are selected to be preserved. it is recommended that underground utilities and structures be located a distance away from the tree roots as determined by a qualified arborist and approved by the Director of Parks. If this is not possible, the proposed underground utilities, structure and excavation shall be appropriately configured and located so as not to interfere with the health and preservation of the trees. Such configurations shall be determined by a qualified arborist, designed by a qualified civil engineer and approved by the Director of Parks.
- m. Anticipate and reduce negative impacts of solar reflectance, glare and wind on the microclimate. Use physical and/or digital modelling to test for negative wind impacts of proposed building massing. If mitigation is required, develop design strategies for the buildings and outdoor spaces at the Development Permit stage, with special consideration to be given to reduce the velocity of wind at public and private outdoor spaces, doorways and sidewalks.

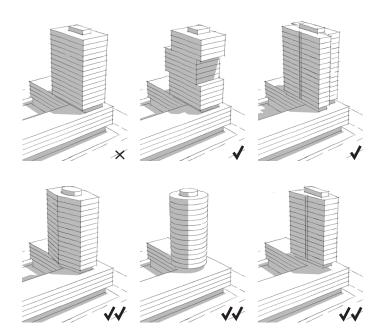


Diagram 7 A variety of tower geometries; some geometries reduce visual bulk more than others.

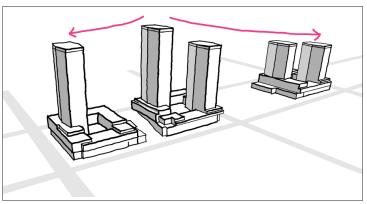
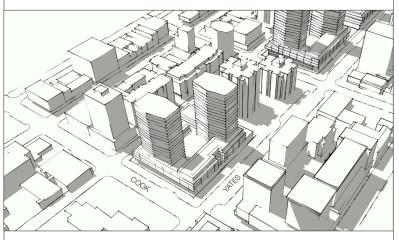


Diagram 8 The tower heights step down towards the edges of the 900-block and 1045 Yates, descending from the tallest tower, positioned on the northeast corner of the large open space, providing a landmark for the plaza.



900-block Yates (above); 1045 Yates (below)



Illustrative Example of the Preceding Guidelines

Each block is comprised of a perimeter podium that frames and defines the street edge and is programmed at street level with active commercial and residential uses to enliven the public spaces.

The podium's height varies in proportion to the adjacent street, being higher on the wide and busy Yates Street, lower on narrower and quieter View Street, and stepping down on the connecting streets, Quadra, Vancouver and Cook. The podium's stepping is also carefully calibrated to maximize sunlight on the central open space of the 900-block and on the courtyards inside the podium buildings.

Each tower is carefully positioned atop the podium, set back significantly from the podium edge so its presence from the street is mitigated. The towers are positioned so they offset from one another and are well separated in order to maximize views, privacy and sunlight for residents of all towers and the adjacent Regent Towers.

3.2 ARCHITECTURAL TYPOLOGY

The DCAP's urban design guidelines embody ideas that express certain values and preferences that have become priorities for the community. These include:

- Respect for and adherence to the human-scaled, orthogonal grid of streets, originally layed out in the 19th century;
- Street rights-of-way defined by aligned building façades;
- Building height-to-street width proportions of the City's rights-of-way; and
- Building façades positioned along the streets so as not to loom over the street nor reduce visibility of the sky to a narrow slot.

To achieve these priorities and respond to the need and desire to accommodate increasing population in an environmentally and economically responsible and socially positive form, the typology selected for the architectural massing of the Harris Green Village project is the socalled podium-and-tower form. Known also as platform or pedestal type structure, podium-tower buildings consist of a relatively low-rise structure usually aligned around the perimeter of a city block, with a tall tower of stacked, relatively smaller floor-plates on top.

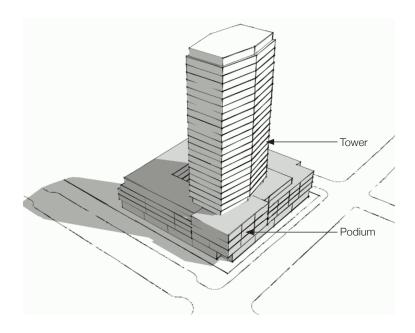
This form allows the streets to be defined by buildings of an appropriate height relative to the street width, and for a building containing larger amounts of floor space to be positioned set back and away from the street right-of-way, thereby achieving street definition without overly imposing constriction of the public realm.

The guidelines in this manual are predicated on employing the podium-tower architectural concept.

Objectives:

• To establish a tower on podium building type, to create a distinctive skyline and have positive effects on the public realm through human scaled built form appropriate to the context.

- a. The architectural design shall include a 3 to 5 storey podium building form with slender towers setback from the street right-of-way.
- b. The tower form must be distinguished from and begin above the podium.
- Provide sufficient height at the first floor for commercial uses and spacious residential lobbies.





Tower set back from podium

3.3 FAÇADES + SETBACKS

The objectives stated in section 3.1 apply to the following right-of-way cross-sections. These drawings illustrate the location and height of the façades that delineate and define the scale of each adjacent public space and right-of-way.

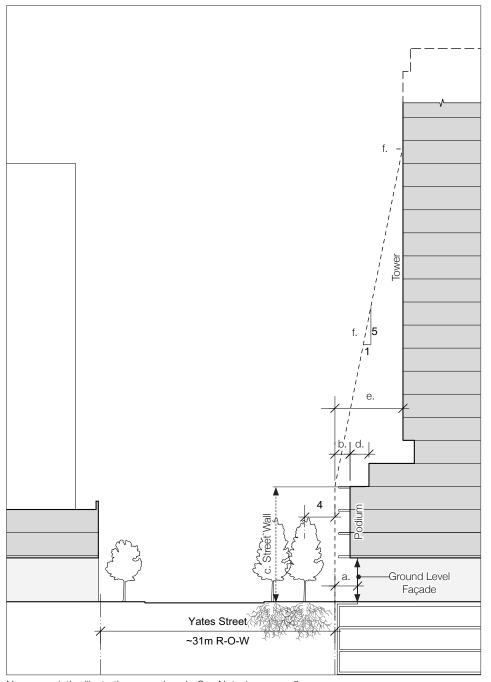
3.3.1 YATES STREET

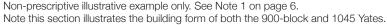
Yates Street is within a public right-of-way of approximately 31m in width. It is considered a primary commercial street per the DCAP (2011) and a major route in the public transit network. Yates runs east-west with vehicle and bicycle traffic restricted to the west-bound direction.

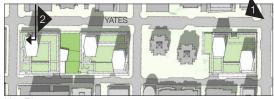
Height and Setback¹ Guidelines:

- a. Ground Level Façade: set back approximately 3.0m or more from the property line.
- b. Majority of the Podium: set back approximately 2.0m or more from the property line.
- c. Street Wall: 3 to 5 storeys in height.
- d. Upper Storey: set back the 5th storey 2.5m or more from the edge of the podium.
- e. Towers: set back approximately 9m from the street property line.
- Building Massing: locate within a 5:1 inclined setback starting at the top of the podium (at the street property line). No further setbacks are required once the tower setback (e.) is reached.

¹ Setbacks exclude parapets, cornices, balconies, guardrails and other minor architectural elements.



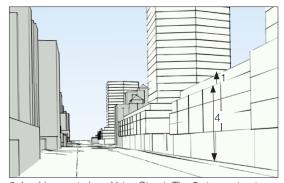




Key Plan



1. Bird's eye view looking south west. The towers along Yates Street illustrate setbacks of 9m or more from the property line.



2. Looking east along Yates Street. The 5 storey street wall provides clear definition to the public realm and is in balance with the width of the right-of-way.



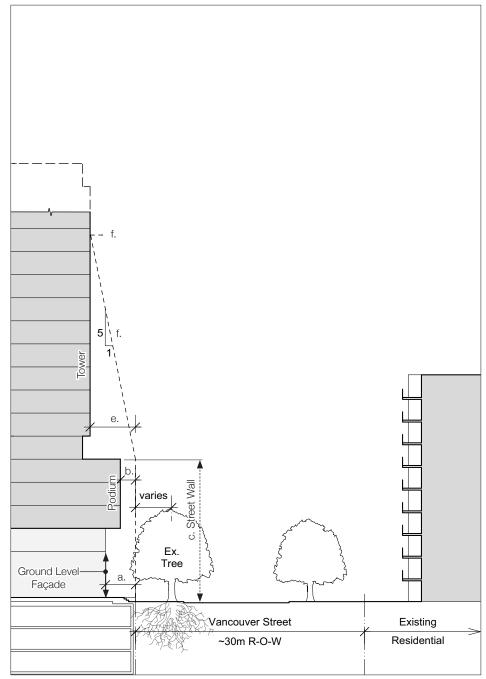
3.3.2 VANCOUVER STREET

Vancouver Street is within a right-of-way of approximately 30m in width. It is considered an 'Avenue' per the DCAP (2011). Vancouver runs north-south, drops roughly 3m in grade across the length of the block and allows two-way vehicle travel. It is intended for AAA Bicycle infrastructure upgrades in the form of separated bicycle lanes in 2020. Three significant trees are located in linear boulevards in the right-of-way along the project frontage.

Height and Setback¹ Guidelines:

- a. Ground Level Façade: set back approximately 4.0m or more from the property line.
- b. Majority of the Podium: set back approximately 2.0m or more from the property line.
- Street Wall: 3 to 5 storeys in height.
- d. Upper Storey: set back the 5th storey (at the corner of Yates and Vancouver) 2.5m or more from the edge of the podium.
- e. Towers: set back approximately 6m from the street property line.
- Building Massing: locate within a 5:1 inclined setback starting at the top of the podium (at the street property line). No further setbacks are required once the tower setback (e.) is reached.

¹ Setbacks exclude parapets, cornices, balconies, guardrails and other minor architectural elements and are required to support the health of the established Horse Chestnut and Maple trees.

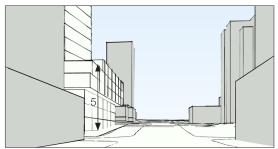


Non-prescriptive illustrative example. See Note 1 on page 6.





1. Bird's eye view looking north west. The podium massing steps down towards View, providing a transition from the wider and busier Yates to narrower and guieter View.



2. Looking north along Vancouver Street. The street wall steps down from Yates to View to accommodate the sloping topography.

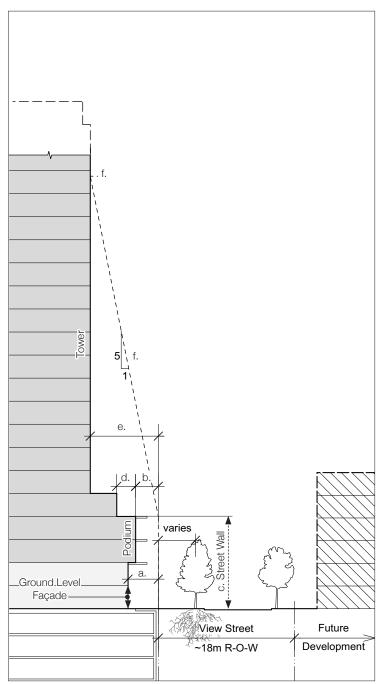


3.3.3 VIEW STREET

View Street is within a narrow right-of-way of approximately 18m in width. It is considered a 'local street' per the DCAP (2011). View runs east-west and allows two-way vehicle travel.

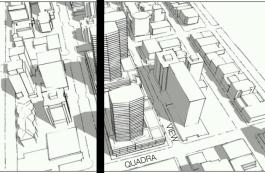
Height and Setback¹ Guidelines:

- a. Ground Level Façade: set back approximately 4.0m or more from the property line.
- b. Majority of the Podium: set back approximately 3.0m or more from the property line.
- c. Street Wall: 3 to 4 storeys in height.
- d. Upper Storey: set back the 5th storey 2.5m or more from the edge of the podium.
- e. Towers: set back approximately 9m from the street property line.
- Building Massing: locate within a 5:1 inclined setback starting at the top of the podium (at the street property line). No further setbacks are required once the tower setback (e.) is reached.



Non-prescriptive illustrative example. See Note 1 on page 6. Note this section illustrates the building form of the east side of the 900-block.





1. Bird's eye view looking east. The generous setback of the towers opens up the view to the sky along View.



2. Looking west along View Street. The 5 storey street wall, with set back towers provides a sense of enclosure in proportion to the width of the right-of-way.



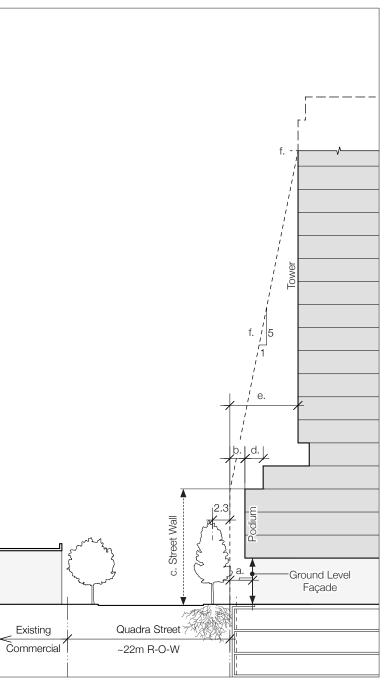
¹ Setbacks exclude parapets, cornices, balconies, guardrails and other minor architectural elements.

3.3.4 QUADRA STREET

Quadra Street is within a right-of-way of approximately 22m in width. It is considered a 'local street' per the DCAP (2011). Quadra runs north-south and allows two-way vehicle travel. It is also a public transit network route.

Height and Setback¹ Guidelines:

- a. Ground Level Façade: set back approximately 3.0m or more from the property line.
- b. Majority of the Podium: set back approximately 2.0m or more from the property line.
- Street Wall: 3 to 5 storeys in height.
- d. Upper Storey: set back the 5th storey 2.5m or more from the edge of the podium.
- e. Towers: set back approximately 9m from the street property line.
- Building Massing: locate within a 5:1 inclined setback starting at the top of the podium (at the street property line). No further setbacks are required once the tower setback (e.) is reached.



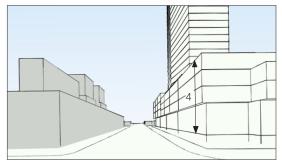
Non-prescriptive illustrative example. See Note 1 on page 6.



Key Plan



1. Bird's eye view looking north east. The elegantly proportioned and set back towers maximize access to natural light.



2. Looking north along Quadra Street. The street wall provides comfortable definition to this short block.



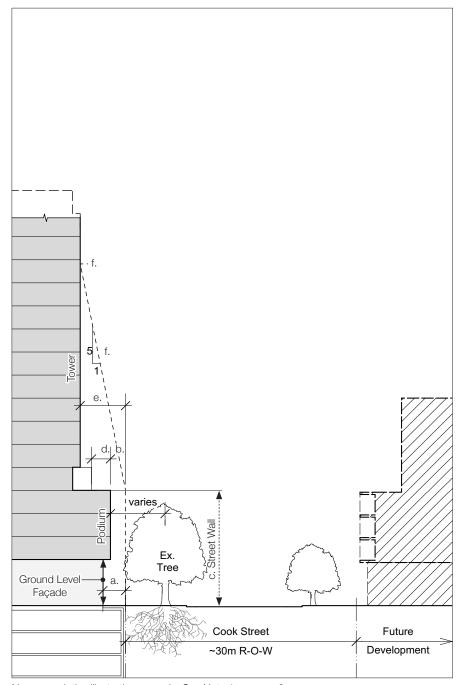
¹ Setbacks exclude parapets, cornices, balconies, guardrails and other minor architectural elements.

3.3.5 COOK STREET

Cook Street is within a right-of-way of approximately 30m in width. It is considered a 'Commercial street' per the DCAP (2011). Cook runs north-south and allows two-way vehicle travel. It is also a public transit route and is intended to be part of the AAA bicycle network in the long term. Four significant trees are located in the linear boulevard within the right-of-way along the project frontage.

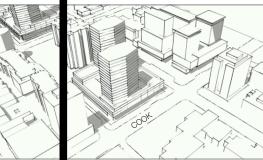
Height and Setback¹ Guidelines:

- a. Ground Level Façade: set back approximately 3.0m or more from the property line.
- b. Majority of the Podium: set back approximately 2.0 or more from the property line.
- c. Street Wall: 3 to 5 storeys in height.
- d. Upper Storey: set back the 5th storey 2.5m or more from the edge of the podium.
- e. Towers: set back approximately 6m from the street property line.
- Building Massing: locate within a 5:1 inclined setback starting at the top of the podium (at the street property line). No further setbacks are required once the tower setback (e.) is reached.

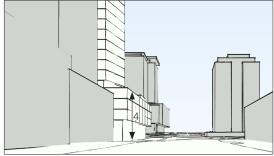


Non-prescriptive illustrative example. See Note 1 on page 6.





1. Bird's eye wew looking north west. The towers are oriented to have their long dimensions run north/south providing residents with east or west sun exposure.



2. Looking north along Cook Street. The street wall height is in harmony with the street width and surroundings.



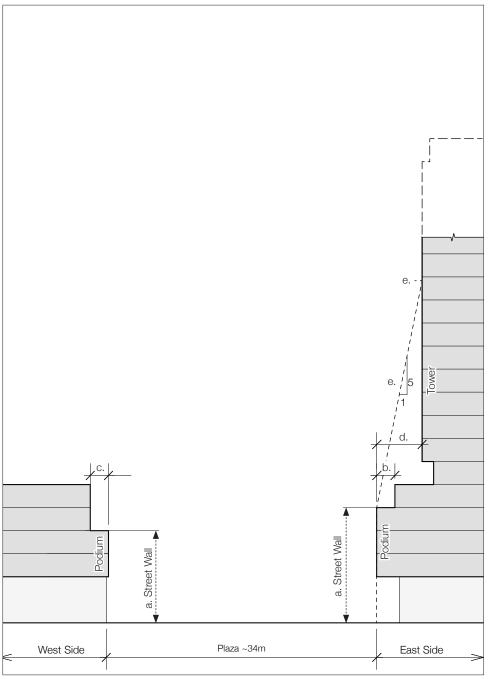
¹ Setbacks exclude parapets, cornices, balconies, guardrails and other minor architectural elements and are required to support the health of the four established Horse Chestnut trees.

3.3.6 YATES STREET PLAZA

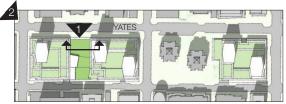
Objective: To create a plaza fronting Yates Street that is defined by building façades, animated by street level uses and, avoids as much as possible, overshadowing by adjacent buildings.

Height and Setback¹ Guidelines: (for buildings on the east and west sides of the plaza)

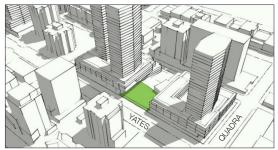
- a. Street Wall: 3 to 5 storeys in height.
- b. Upper Storey (on the east side of the plaza): set back the 5th storey 2.5m or more from the edge of the podium.
- c. Upper Storey (on the west side of the plaza): set back the 4th and 5th storey 2.5m or more from the edge of the podium.
- d. Towers (on the east side of the plaza): set back approximately 6m or more from the edge of the podium.
- e. Building Massing: locate within a 5:1 inclined setback starting at the top of the podium. No further setbacks are required once the tower setback (d.) is reached.



Non-prescriptive illustrative example. See Note 1 on page 6.



Key Plan



1. Bird's eye view looking south east. The plaza fronts onto Yates Street and provides a secondary connection to View.



2. Looking south from the plaza to the green. The plaza is framed on 2 sides by 5 storey building façades, with set back upper storeys, and further contained by a low rise



¹ Setbacks exclude parapets, cornices, balconies, guardrails and other minor architectural elements.

3.3.7 VIEW STREET GREEN

Objective: To provide a neighbourhood scale green space that is framed by residential townhouses and is not overly shadowed by adjacent buildings.

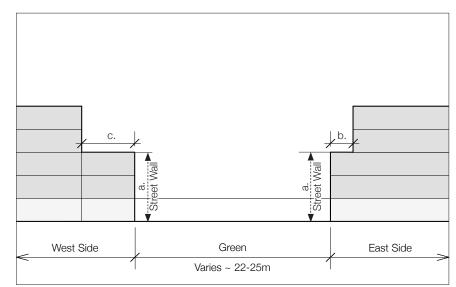
Height and Setback¹ Guidelines: (for buildings on the east and west sides of the green)

- a. Street Wall: 2 to 5 storeys in height.
- b. Upper Storeys (on the east side of the plaza): set back the 4th and 5th storey 2.5m or more from the edge of the street wall.
- c. Upper Storeys (on the west side of the plaza): set back 7m or more from the street wall façade.

3.3.8 ALL AREAS

The following guidelines apply to all streets and public spaces:

- a. Floor to Floor Height (residential): local industry standard, approximately 3m unless a taller height is required to mitigate the relationship between a ground floor unit and the sidewalk.
- b. Overhangs and Canopies: 3.5m 5m above the sidewalk (measured from the underside).

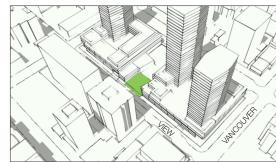


Non-prescriptive illustrative example. See Note 1 on page 6.









1. Bird's eye view looking north west. The green is framed on 2 sides by townhouses with upper levels well set back.



2. Looking north from the green to the plaza. The green provides a connection from View to Yates.



3.4 BUILDING + STREET INTERFACE

3.4.1 USE & CHARACTER OF GROUND LEVEL

Objectives:

- To contribute to an interesting streetscape that encourages pedestrian activity and supports Yates Street as the primary shopping street.
- To provide visual connection and physical interaction between activities within buildings at street level and the adjacent public right-of-way.
- To relate the building and streetscape to the scale of pedestrians.
- To create a safe and inviting physical and visual environment.

Guidelines:

- a. The ground floor of the Yates, Quadra and Cook Street frontage spaces shall be designated for commercial and retail uses and entrance lobbies:
- b. The ground floor of Vancouver and View Streets shall be occupied by commercial and retail uses, residential or commercial lobbies, or ground oriented residences. Ground oriented residential uses are appropriate when commercial space is not viable.
- c. Provide as many retail and other active entrances on the street as possible.
- d. Commercial and retail spaces shall have adequate exterior area, within the required setbacks that are level with the adjacent sidewalk, for displays or seating or similar spill-out activity.
- e. Ground floor residential units shall each have an entrance access to the fronting street.

- Building design shall include weather protection of sidewalks along commercial streets and plaza perimeters.
- Ground floor and up to 5th floor windows shall be clear glass, as opposed to mirrored or heavily tinted.
- h. For commercial façades along View Street where clear glass is inappropriate, refer to 3.6.6.
- For commercial and retail spaces, not noted in 3.4.1.h, use clear glass at street level measured by one of the following methods:
 - I. Clear glass for approximately 50% of the frontage, or more, that is contained within a height of 0.5-2.5m of the façade, measured from grade (Diagram 1); or
 - II. Provide a rhythm of openings that results in a street level façade that is approximately 50% clear glass and 50% solid or opaque, and is measured horizontally at average eyelevel (Diagram 2).

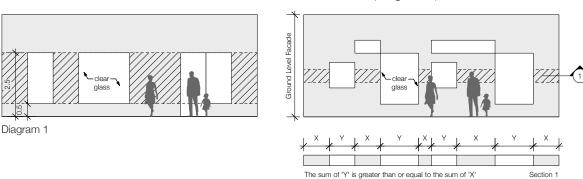


Diagram 2



Public space with commercial spaces at ground level, residential above



Individual entrances from the street, framed by landscaping



Commercial entrance framed by retail display on the street

3.4.2 ENTRANCES and EXITS

Objective:

 To provide safe, attractive and weather protected entrances and exits.

Guidelines:

- a. Provide permanent and durable weather protection such as building overhangs or canopies at all primary entrances including ground floor oriented residential units.
- b. Set residential entrances and lobbies back from the building face to allow sufficient space for arrival, egress and informal encounters and to help transition from the public street to the semi-private realm of the building.
- Residential entrances lobbies to be easily differentiated from commercial entrances:
- Ensure entrances are clearly visible and accessible from the street or public space.
- Entry alcoves, patios or porches for ground floor residential units shall have sight lines to eliminate hiding and deadend entrapment spots.
- If permitted by code, exit stairs located at outside walls should have natural light.

3.4.3 SIDEWALKS

Objectives:

- Sidewalks that are wide enough to be comfortable, attractive and safe for pedestrians.
- An enhanced pedestrian experience adjacent to commercial and retail spaces.

Guidelines:

- a. Consider extending the sidewalk surface beyond the property line, to the building face, along commercial frontage.
- b. Widen high-traffic sidewalks to facilitate all modes of pedestrian movement.
- c. Provide an unencumbered linear zone for physically challenged pedestrians.
- d. Provide additional width where sidewalks are adjacent to parallel parking.
- e. Maintain a 4m clearance zone (free from street furnishings) on Yates, Cook and Quadra Street sidewalks.

3.4.4 PARKING

Objective:

• To accommodate all transportation modes, including automobiles, bicycles, mobility-assisting devices.

- a. Locate lock-up racks for various bike and scooter types and sizes at intervals along every street front.
- b. Provide informal space and lock-up hardware for mobility devices (including strollers) at open spaces and along commercial frontages.
- Encourage short-term designated, instead of multi-hour street parking.



Clear sidewalk area adjacent to commercial uses



Clear sidewalk area adjacent to residential uses



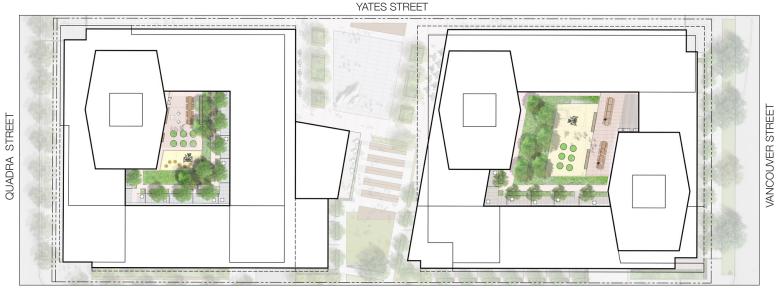
Bicycle parking area outside of clear sidewalk area; sidewalk paving extending beyond property line.

3.4.5 COURTYARDS

Objective:

To provide well-programmed shared outdoor amenity spaces and private patios with adequate access to sunlight in the courtyards

- a. Private patios facing the courtyard shall be screened for privacy and connected by walkways to amenities.
- b. Provide outdoor spill out areas for indoor amenity spaces.
- Provide outdoor cooking and dining areas.
- d. Incorporate informal play elements for a range of ages, with sight lines for caregivers from the amenity area.
- e. Provide a secure connection between the plaza and courtyards, where feasible.
- Provide a variety of high-quality fitments in the common outdoor areas.
- Provide adequate growing medium volume, water and drainage to make viable specimen trees and rich planting on suspended slab courtyard structure.



Illustrative example: Courtyard design for the 900-block





Informal play area in courtyard for a range of ages



Illustrative example: Courtyard design for 1045 Yates

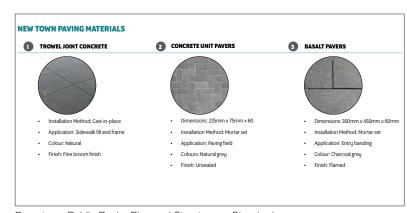
Outdoor amenity area in courtyard

3.4.6 STREET FURNITURE

Objective:

To provide a high quality suite of fixed and movable street furnishing of custom and/or off the shelf products that complement the furnishings outlined in the Downtown Public Realm and Streetscape Plan (DPRSP).

- a. The Yates Street Plaza should be furnished with a wide variety of fixed and movable seating types and sizes, in addition to integrating seating-level elements of planters, rain gardens, landscape walls, terraces and other public open space features and fitments.
- b. Provide raised planters with bench seating.
- Incorporate seat steps at Harris Green Terrace.
- Provide movable tables and chairs in Yates Street Plaza.
- Use DPRSP 'New Town' Standard feature benches at corners close to intersections.
- f. Trash receptacles, bike racks, bollards, streetscape paving, tree grates etc. will be confirmed during design development, but will be based on the intent of the recommended furnishings in the Downtown Public Realm and Streetscape Plan.



Downtown Public Realm Plan and Streetscape Standards



Megabench



Benches and raised planters



Platform seating



Seat steps



Movable tables and chairs



Long bench

3.4.7 LIGHTING

Objectives:

- To feature exterior lighting as an integral component of the design of the building architecture, landscape design and streetscape.
- To provide a combination of lighting strategies that provide nighttime, event and seasonal lighting that can extend the use of the streets and plaza into the evenings and darker winter season.

- a. Provide specialty plaza lighting that shall act as a focal point for the plaza. Specialty plaza lighting to include under bench lighting and overhead lighting such as catenary lights.
- b. Provide pedestrian scale lighting for safety and security while guiding pedestrians through the site. Incorporate 'New Town' Standard pedestrian lighting at street level.
- c. Integrate soffit lighting into recesses in building overhangs to provide lighting for the surrounding building frontage, streetscape and plaza areas.



Specialty lighting



Under bench lighting



Combination of catenary, pedestrian scale, soffit and plaza lighting



Catenary lights

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3.5 STREETS and OPEN SPACE

The following images show examples of how ideas embodied in the preceding guidelines could be applied. They are not intended to be prescriptive nor definitive. Detailed design for each street will be developed by design professionals, in consultation with City of Victoria staff and in conformance with pertinent policies and statutes, as part of the Development Permit and Building Permit procedures for each phase.

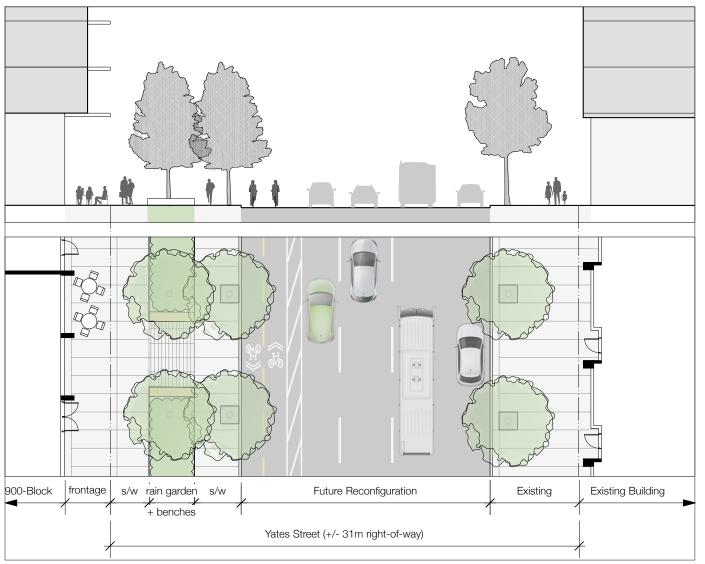
3.5.1 YATES STREET (900-block)

Yates Street is envisioned as a vibrant shopping street, with a double row of trees creating a continuous tree canopy, rain gardens and wide sidewalks. Street level activity includes restaurants, cafés, shops, residential and commercial lobbies. The future separated bicycle lane along Yates contributes to the active transportation options for the residents and users of the Harris Green Village.



Lively street frontage





Non-prescriptive illustrative example. See Note 1 on page 6.

3.5.2 YATES STREET (1045 Yates)

A single row of trees distinguishes this portion of Yates Street from the 900-block. Wide sidewalks, a continuous tree canopy, rain gardens and benches create an enjoyable pedestrian environment. Street level activity includes residential and commercial lobbies and retail.

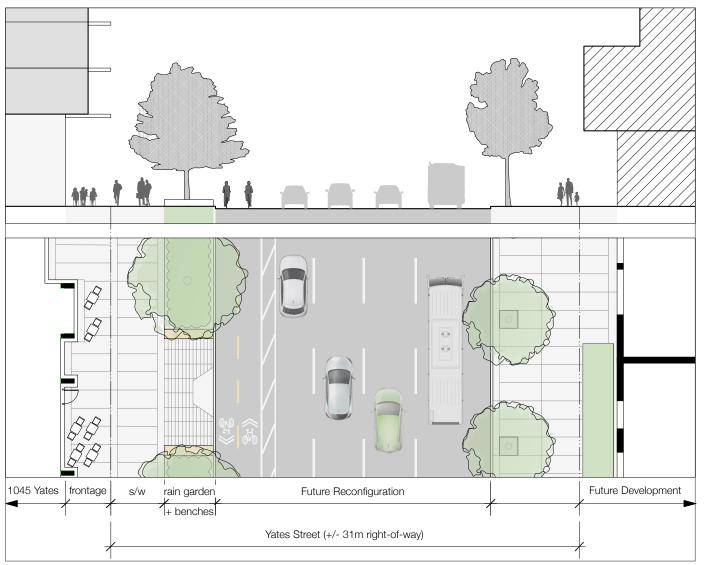


Benches support pedestrian activity



Interior activities spilling out onto the street





Non-prescriptive illustrative example. See Note 1 on page 6.

3.5.3 VANCOUVER STREET

The proposed townhouses along Vancouver Street are intended to become part of an emerging, mixed-residential streetscape. There will be some commercial shops that will turn the Yates Street corner. The wide sidewalks, healthy Horse Chestnut and Maple trees and plants along Vancouver Street, are intended to be preserved. The townhouse entrance porches will be elevated from the sidewalk and large enough for personalized use. These private outside spaces will be separated from moving traffic by the wide sidewalk, boulevard and future bicycle lane.

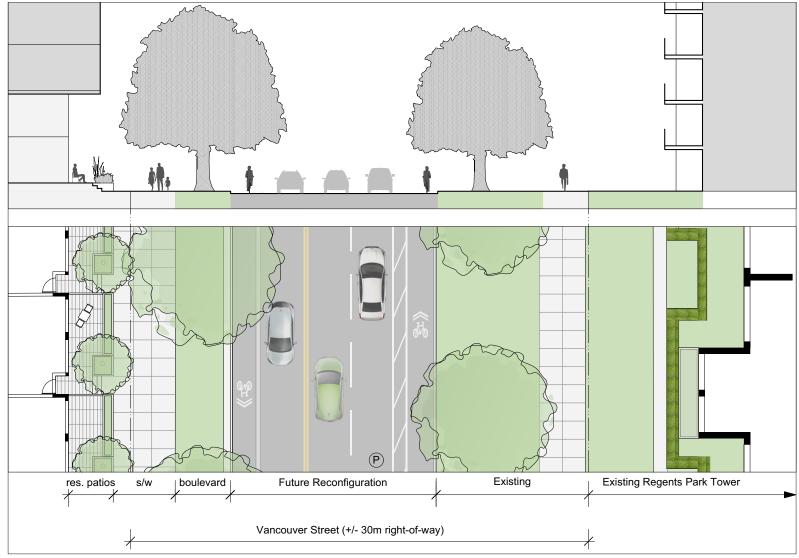


Wide, tree-lined sidewalk



Ground oriented residential





Non-prescriptive illustrative example. See Note 1 on page 6.

3.5.4 VIEW STREET

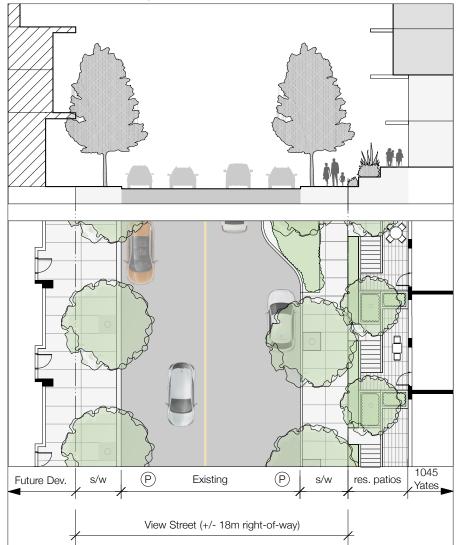
View Street will also have townhouses with entrances along the sidewalk. Sharing this long block will be entrance lobbies for the apartment podium and towers above, and portals to underground parking. Significantly, the mid-point of this long, south-facing frontage will be divided by the View Street Green with its flanking, east and west-facing townhouses it will add a new green space and public pedestrian route to the new Plaza and Yates Street to the north. Similar to Vancouver Street, the townhouse entrance porches will be elevated from the sidewalk and large enough for personalized use. A continuous row of trees, a clear sidewalk zone and planted areas create a pleasant and calm pedestrian environment. Any windowless expanses of wall that result from grade differences are seen as an opportunity and must be thoughtfully designed and considered part of the architectural and landscape composition.



View Street (commercial/service frontage) - A



Non-prescriptive illustrative examples. See Note 1 on page 6.



View Street (residential frontage) - B

Attractive pedestrian environment

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3.5.5 QUADRA STREET

Quadra Street is envisioned to be a minor commercial street lined with shops sharing sidewalk-level access with entrance lobbies of residential apartments above. Wide sidewalks, space for commercial activity to spill onto the street, a continuous row of trees and wide sidewalks will create an interesting vitalizing pedestrian environment.

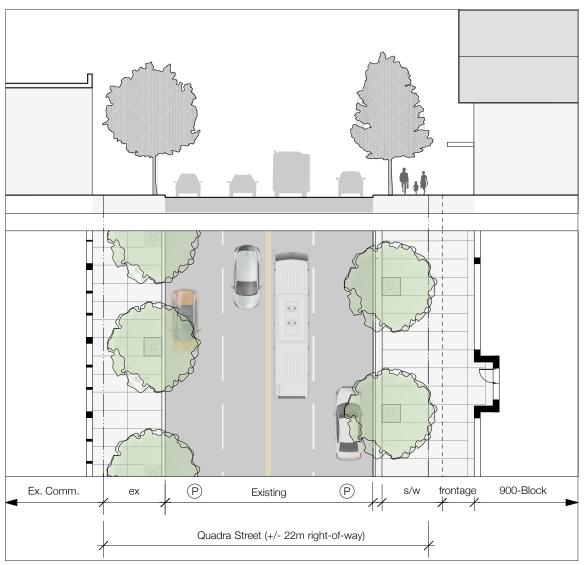


Transparent glazing provides glimpses to the interior activity



Seating, signage and plantings animate the sidewalk





Non-prescriptive illustrative example. See Note 1 on page 6.

3.5.6 COOK STREET

Cook Street is envisioned as a vibrant shopping street, with an established tree canopy and wide sidewalks. Restaurants and café patios, shops and residential entrance lobbies will contribute to vitality. The future separated bicycle lane along Cook will extend the active transportation network for the residents and users of the Harris Green Village.

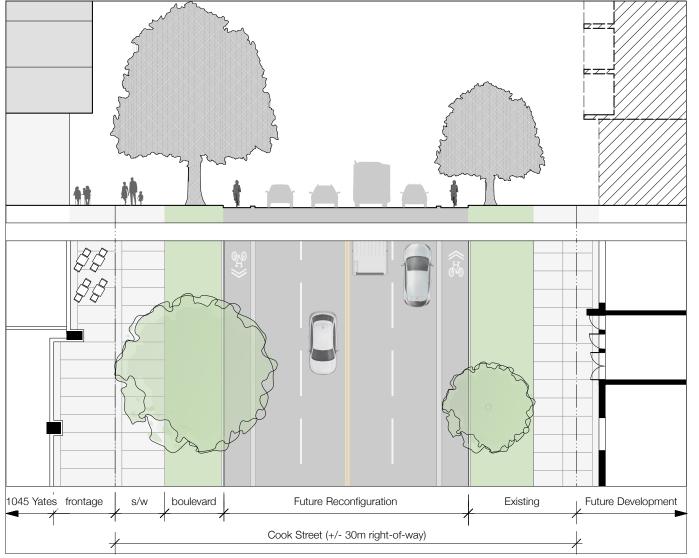


Large trees provide a buffer between pedestrians and moving



Pedestrians, dogs, and sidewalk displays animate the street





Non-prescriptive illustrative examples. See Note 1 on page 6.

3.6 ARCHITECTURE

3.6.1 ARCHITECTURAL EXPRESSION

Materials and colours are selected by Architects as part of building design and, along with the architectural massing and materiality of the façades, are the most visible aspects that contribute to the character and quality of the public realm. These guidelines are meant to encourage Architects and Engineers to aspire to and execute designs that achieve excellence in both performance and aesthetics.

Objectives:

- To achieve excellence in both building performance and aesthetics.
- To prioritize imagination, exploration and sculptural harmony.
- In an urban context, individual buildings or complexes of buildings must be designed as positive integral parts of the urban ensemble and fabric. Along with the fulfillment of program and expression of private or personal intent, it is imperative that architecture in the city equally prioritize urban fit and the improvement of the public realm.

- a. Select materials and systems of high quality that are responsive to the local climate and context.
- b. Use robust and durable materials that age and weather gracefully, in authentic wavs.
- c. Use materials and methods that have renewable and recycled sources.
- d. Ensure proper protective architectural detailing for materials that are vulnerable to deterioration by weather (sun, wind, rain. salt).
- e. Consider the quality of light in our region when selecting colours. Natural and locally inspired tones are preferred for buildings and streetscapes, and should come from predominately integrally coloured materials.
- f. Materials shall be selected by the Architect through a rigorous design process including an articulated rationale.
- g. Particular attention should be paid to the appearance of all façades of the building as three-dimensional compositions together with adjacent existing streets and structures.
- h. Materials selected for buildings and the public realm should be complimentary.

- Explore the use of bird friendly glazing strategies such as etched glass, fritted glass, films, decals or other methods to reduce collision risk.
- Building design should reflect the architectural practices of the time. Recreation and imitation of historic architectural styles are not encouraged.
- k. Buildings at intersections and key focal points should be given special attention to reinforce their role as urban landmarks or gateways. Differentiation in massing, vertical articulation, materials, glazing and other façade enhancing elements should be considered.
- Endeavour to design buildings with the lowest possible embodied energy consumption and operational contribution to greenhouse gas emissions.
- m. At the lower floors consider the human scale and a finer pattern of materials and details. Articulation of façade elements could include the functional expression of structural elements, relationship to floor levels, etc.
- n. Except for studios, all residential units shall have a balcony that has at a minimum, room for 2 chairs and a small table.

- o. Balconies or other architectural elements. that project beyond the minimum setbacks shall balance their physical and shadowing impact on the public realm with their function.
- p. Architectural and tectonic elements should be composed and proportioned to relate to the pedestrian, both visually and experientially and demonstrated through precedent and contextual analysis.



Projecting balconies provide interest above the street leve



Carefully balanced façade composition



Use of colour to define corner element



Use of colourful sunshades enliven a neutral façade



Coordinated colour scheme to break up the façade



Building materials coordinated with the public realm



Contrasting materials to highlight features



Use of durable, solid materials such as brick, metal, and concrete.



Variety of materials to define different façades.



Generous glazing at the street level



Change in material pattern to emphasize building elements, in this case windows and entrances.



Sun shading screens integrated into façade



Durable materials – locally sourced, where possible



Sustainable components such as green walls

3.6.2 **GROUND FLOOR TOWNHOUSES**

Objective:

• To invigorate the neighbourhood with residential activity and thereby enhance the security of public streets and spaces.

Guidelines:

- a. Provide individual entrances with connections to the public realm.
- b. Set residences back from the property line to allow for a private patio or porch space.
- Provide a well defined and partially screened semi-private porch or patio at each residential doorway.
- d. Residential entrance floor levels and entry spaces should be slightly raised from adjacent public sidewalk levels.
- Provide transparency with windows to permit views between the public and private realm.
- f. Outdoor public and private realms (spaces, paths, etc.) should be clearly and physically defined and if required, separated.
- Separate residences from adjacent parking or commercial entrances visually and with physical barriers or other devices to ensure pedestrian safety.
- h. Provide sufficient amount of exterior space to allow for personal expression. i.e. landscaping, furniture, etc.

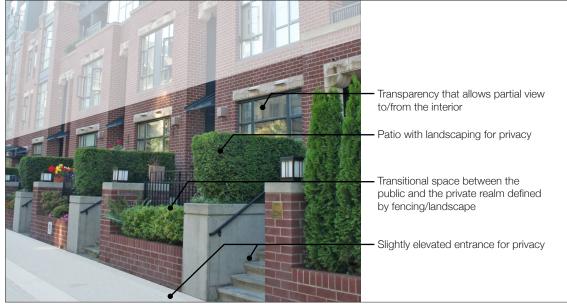
3.6.3 RESIDENTIAL APARTMENT ENTRANCES

Objectives:

- To clearly identify and differentiate the entrances for multi-unit residential buildings.
- To provide universal access.

Guidelines:

- a. Design entrances to be clearly identifiable from the street or plaza they face.
- b. Differentiate residential lobbies from commercial entrances with architectural elements, lighting, signage, artwork or landscape features.
- c. Incorporate a high degree of transparency to permit visual connection between the public and private realm.
- d. Provide entrances that are inset from the street and incorporate weather protection to provide an area of refuge.
- Provide automatic openers and adequate widths to accommodate mobility devices (wheelchairs, scooters, etc.).
- f. Design canopies with longevity, maintenance and cleanliness in mind.



Ground Floor Residential



Common Residential Entrance Components

3.6.4 GROUND FLOOR COMMERCIAL SHOPS

Objectives:

- To incorporate architectural elements that help animate and give visual interest to the public realm.
- To provide universal access.

Guidelines:

Commercial spaces at the ground level should:

- a. Provide each commercial unit with an entrance directly from the public realm.
- b. Incorporate modularity to allow for multiple commercial units or a larger commercial user to consolidate units while maintaining the rhythm of multiple storefronts.
- c. Provide ample transparent glazing to permit views between the public and private realm. Refer to 3.4.1. c) for recommended minimum area of glazing.
- Incorporate weather protection through building overhang or integrated canopies.
- e. Provide entrances that are level with the sidewalk.
- Provide automatic openers and adequate widths to accommodate mobility devices (wheelchairs, scooters, etc.).
- Encourage commercial-retail tenants to maintain ample views into retail spaces and avoid opaque graphics and other obscuring of windows to the street.



Ground Floor Commercial Components

Weather protection

High degree of transparency that breaks up solid wall segments as much as possible.

Modular storefront bays that allow for individual store-front entrances.

A first floor that is level with the sidewalk increases physical connection of

the building with the sidewalk.



Transparency and integrated canopies

3.6.5 I ARGE FORMAT RETAIL

Objectives:

- To balance the needs of retail stores requiring large floor areas, with the public mandate to have a vital and interesting streetscape.
- To avoid long sections of inactive street frontages.

Guidelines:

- a. Wherever possible, the perimeter of large retail spaces should be surrounded by smaller retail shops or other active uses that require street frontage access.
- b. If a large retail store is located along two or more street frontages, uses such as entrance lobbies, check-out counters, information desks and in-store departments such as post office, flower shop, as well as other active parts of the store that can be behind clear windows, should be located along public sidewalks.
- c. Windows that are opaque or obscured by display backs or posters are strongly discouraged.

3.6.6 OPAQUE WALLS

Objectives:

- To minimize the length of unintentional opaque walls at ground level along public sidewalks.
- Where opaque walls are an intentional part of the architectural composition, or when they are unavoidable, they should not detract from the beauty and comfort of the public realm.

Guidelines:

- a. Wherever possible, locate uses on the ground floor that can have windows and doors that make activities inside, visible from the street sidewalks.
- b. Use unavoidable or intentional opaque walls at street-level as elements in considered and beautiful compositions, an opportunity for public art, vertical planting or another positive contribution to the streetscape.

3.6.7 **BUILDING SIGNAGE**

Objectives:

- To design and locate commercial signs to relate mainly to the human-scale rather than be designed to catch attention from fast-moving vehicles.
- To avoid visual pollution and contribute to a lively and attractive streetscape.

Guidelines:

- a. Provide signage that is scaled for the pedestrian realm.
- b. Develop a consistent signage size, range, and position for commercial and retail storefronts. The location, materials. illumination, size, and colour shall be designed along with the architecture.
- c. Clearly position wayfinding and building addresses to relate to building entrances.
- d. Consider light pollution intruding beyond the property line.
- e. Encourage durable, high quality signage.



Large format retail that provides an active street fron



Public artwork enlivens the street



Building signage scaled to the pedestrian

3.6.8 **ELECTRICAL SERVICING**

Objective:

• To minimize the impact of electrical transformers on the public realm.

Guidelines:

- a. Whenever possible, electrical transformers shall be located within a unit substation chamber within the building or below ground.
- b. If a pad mounted transformer is necessary, it shall be:
 - Located within private property:
 - Made compatible with the surroundings to the extent allowable by the electrical authority.
- c. Avoid placing residential windows in proximity to hydro poles and equipment.

3.6.9 VEHICLE ACCESS. PARKING & LOADING

Objective:

 To manage resident and service vehicle traffic in and around the site to prioritize pedestrian safety, reduce emissions and minimize impact on the public realm.

Guidelines:

- a. All vehicular parking and services should be underground with access via three entries, two from View Street for the 900-block and one from View Street for the 1045 Yates.
- Parking portals should be visually diminished through the use of recesses, trellis, screens, walls and landscape, while maintaining adequate egress for service vehicles and sight line safety for pedestrians.
- c. Emergency vehicle access must be provided to the satisfaction of the City and Fire Department. If necessary, emergency access routes should be integrated into the design of the plaza with paving, bollards and other features consistent with the palette of street furnishings.

3.3.10 MECHANICAL EQUIPMENT/ROOFSCAPE

Objectives:

- To minimize the visual and noise impact of mechanical equipment for residents and neighbours.
- To mitigate the urban heat-island effect.

Guidelines:

- a. Screen rooftop mechanical equipment for acoustic mitigation and appearance with materials that are integrated with the design of the building.
- b. Locate mechanical equipment, service areas and vents away from windows, accessible patios and terraces, and people wherever possible.
- c. Design mechanical equipment to mitigate visual obtrusiveness and excessive noise or air flows.
- d. Use light coloured and heat-reflecting ballast on all unprogrammed roof areas.



Parkade entry screening



Roof treatment using light and reflective colours to minimize urban heat island effect



Equipment screening

3.7 URBAN ECOLOGY

We define urban ecology as a systems approach to harnessing ecosystem services in the urban context. For the 900-Block of Yates and 1045 Yates the urban ecology consists of a three pronged approach. The design intends to use trees and tree canopy, planting in the form of rain gardens and stormwater management to minimize the development's reliance on existing stormwater infrastructure and offer weather protection and favourable microclimates throughout the seasons to end users. The tree, planting and stormwater strategies are described in the following sections.

3.7.1 TRFFS

Objectives:

- To provide appropriate tree species that enhance the urban forest both in the public and private realm.
- To provide opportunities to support green infrastructure in the public realm.
- To grow a healthy and resilient urban tree canopy.

Guidelines:

- a. Recommend tree species to best match the hydrological conditions on Yates, Quadra and View Streets. Rain gardens shall be proposed for streets where there is available space in the right-of-way. Final tree species in the street right-of-way will be selected by Urban Forestry Services.
- b. Recommend tree species and cultivars as recommended in the Downtown Public Realm Plan and Streetscape Standards for the New Town District whenever possible (i.e. medium to large size, round to broad form, transparent canopy).
- c. Protect and maintain the existing healthy Horse Chestnut trees on Vancouver and Cook streets. Supplement the existing trees with a matching or complementary tree species.

- d. Increase the overall number of street trees and trees on site, with no net loss in number of trees.
- e. Wherever possible, provide irrigation to planting and trees in the right-of-way from dedicated irrigation sources to City Standards.
- Incorporate specimen trees appropriate for the microclimatic conditions on private patios and courtyards.
- Tree species selection shall be appropriate to the available space in the right-of-way.



Double row of trees in Downtown Vancouver



Double row of trees on Hornby Street, Downtown Vancouver

Street tree species examples:



Styrax japonicus Japanese snowbell



Zelkova serrata Japanese zelkova



Aesculs x carnea Red flowering horse chestnut

3.7.2 PLANTING

Objective: To provide lush, robust planting with seasonal interest in common and private landscapes that are not only attractive but accommodate green infrastructure, attract pollinators, and act as an amenity to the neighbourhood.

Guidelines:

- a. Capture, slow, infiltrate and convey sidewalk stormwater runoff through the provision of rain garden planting primarily on Yates and View Streets where conditions and sidewalk and street widths allow.
- b. Raised planters in the Yates Street Plaza and View Street Green shall feature native and adaptive plant species.
- c. Screen and soften blank walls with vertical planting and/or trellises.
- d. Establish a plant palette comprised of west coast native and adaptive drought tolerant species in common and private landscapes that are appropriate for the anticipated microclimatic conditions. Plant species in the rain gardens and planted areas in the right-of-way will be selected by Horticulture and Urban Forestry Services.
- Ensure adequate soil volumes for selected tree species as specified by Urban Forestry Services. Provide a minimum soil depth of 450mm for all shrub and perennial beds where applicable with special attention taken to ensure adequate medium on embankments of rain garden.
- Wherever possible, provide mass planting in the public realm and key areas in the private realm to maximize maintenance and overall effect.
- Give special consideration to plant material that has high amenity value and supportive of pollinators.
- Design all planted areas to keep sight lines clear for traffic and pedestrians.

Sample plant palette for shrubs, groundcovers and grasses for common and private landscapes within the property line:

Alchemia mollis Allium hollandicum Arctostaphylos uva ursi Brachyglottis greyi Carex obnupta Carex caryophyllea 'The Beatles' Cornus sericea 'Kelsevii' Escallonia 'Newport Dwarf' Epimedium Gaultheria shallon Hakonechloa macra Helleborus orientalis 'Royal Heritage' Heuchera 'Green Spice' Hydragea macrophylla

Lady's Mantle 'Purple Sensation' Flowering Onion Liriope muscari Kinnickinick Daisy Bush Slough Sedge The Beatles Spring Sedge Dwarf Red Dogwood Escallonia Barrenwort Salal Japanese Forest Grass

Lenten Rose Coral Bells Big leaf hydragea Lavandula angustifolia Lonicera pileata Pachysandra terminalis Pennisetum alopecuroides 'Hameln' Polystichum munitum Iris setosa Juncus 'Carmen's Grey' Rosa rugosa 'Fru Dagmar Hastrup' Rudbeckia fulgida Saxifraga 'Primuloides' Smilacina racemosa Trillium ovatum Vaccinium ovatum 'Thunderbird'

Lavender Lily Turf Box-leaf Honeysuckle Japanese Spurge **Dwarf Fountain Grass** Sword Fern Dwarf Arctic Iris Carmen's Grey Rush Single Pink Old Fashioned Rose Rudbeckia Miniature London Pride False Solomon's Seal Coast Trillium Evergreen Huckleberry



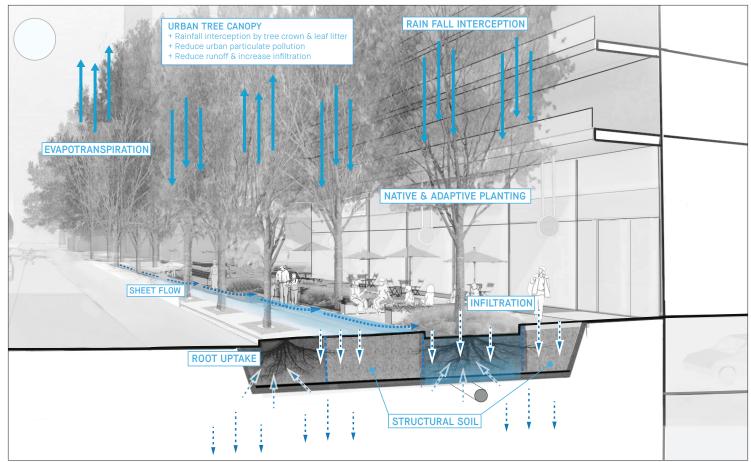
3.7.3 STORMWATER MANAGEMENT

Objectives:

- To prioritize the introduction of stormwater infrastructure in the streetscape.
- To maximize stormwater strategies on site and feature them as an amenity.
- To provide a combination of stormwater strategies that promote interception, collection, infiltration and slow the conveyance of run off.

Guidelines:

- a. Increase the number of street trees where there is available space in the right-ofway to encourage rainfall interception, infiltration and evapotranspiration rates.
- b. Provide rain gardens where appropriate and space permits in the streetscape.
- c. Provide rain gardens planted with native and adapted species to capture stormwater runoff from sources that may include the roadway, bike lanes and sidewalk. The removal of the existing trees on Yates Street is recommended to accommodate green infrastructure such as rain gardens.
- d. Wherever possible, provide structural soil to supplement growing medium and supply tree roots with appropriate soil volume to ensure that trees are given the best possible chance at survival, improve growth outcomes and overall mature size.
- e. Provide appropriate detailing for stormwater features and site specific drainage.



Non-prescriptive illustrative example. See Note 1 on page 6.



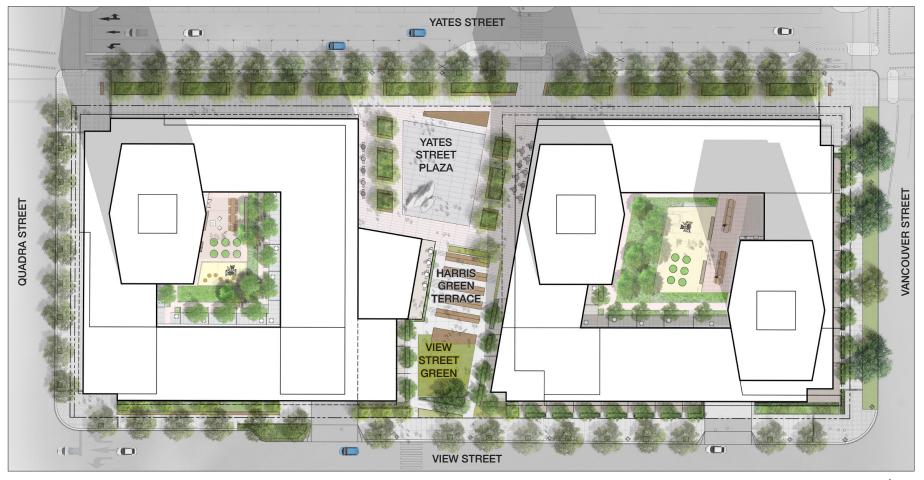




Rain garden Rain garden Structural soil installation

4 | Landscape Architecture

In the context of this proposal and as part of this Urban Design Manual, this section is intended to be the most prescriptive. Due to its fundamental importance to the overall development, the illustrations and descriptions are more directives than guidelines. The proposed plaza will be the subject of some interest and importance to the overall development proposal. As such, it's size, features and accessibility will be the result of a future detailed design developed with further public input and reviewed and approved by the City.



900-block Landscape Plan



4.1 YATES STREET PLAZA

Objective: To create a vibrant, high quality plaza on Yates Street that complements the active uses on the street and animates the site with a variety of programming options.

Guidelines:

- a. Situate an active, programmable pedestrian plaza mid block on Yates Street between the two 900-block buildings over structural slab.
- b. Line the plaza with active, grade oriented uses such as retail, restaurants, and lobbies, to promote a safe and animated public space. The plaza provides spill out spaces for the active uses at the edges.
- Facilitate the use of the space as a gateway to the site.
- Provide a universally accessible route from Yates Street down to View Street open to the public at all times.
- Design for flexibility to accommodate a variety of public events and programming.
- f. Incorporate informal play elements that are safe for users of all ages to engage with.
- Provide a combination of fixed and movable seating in the plaza that will include benches, seat steps, seating platforms and off the shelf movable bistro tables and chairs.
- h. Maximize stormwater capacity using a series of rain gardens and a double row of street trees on Yates Street. Specimen trees are located in raised planters in the plaza. Planters contain native and adapted west coast plant species.
- Feature high quality paving throughout the site and specialty paving in a distinct paving pattern in the plaza.
- Lighting options include: plaza lighting (i.e. catenary lighting, bollards), pedestrian scale lighting and soffit lighting at the building frontage.



Yates Street Plaza plan

k. Provide weather protection in the form of canopies and awning that promotes the usage of the plaza and patios along Yates Street throughout the seasons.



Plaza with informal play elements - Foot of Lonsdale Plaza



Plaza with combination of seating options - Vancouver Art Gallery



Pedestrianization - New Road, UK



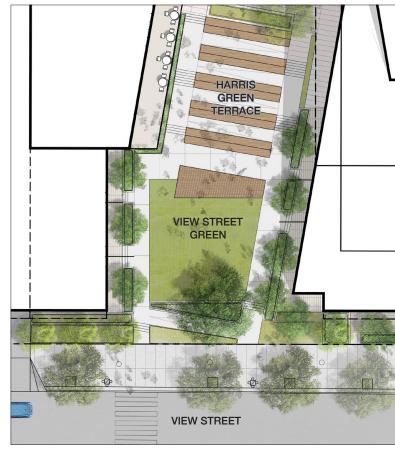
Yates Street Plaza looking southwest

4.2 VIEW STREET GREEN

Objective: To transition from the active uses on Yates Street to a green space and less active residential uses on View Street.

Guidelines:

- a. Provide a lawn area at View Street Green that flanks the south end of Harris Green Terrace.
- b. Edge the green with grade-related uses such as entrances and townhouse patios to promote a safe and animated public space.
- c. Facilitate the use of the space as a gateway to the site.
- d. Provide a universally accessible route from View Street up to the Yates Street plaza open to the public at reasonable hours.
- e. Accommodate the grade change from Yates to View Street and provide both programmable areas and spaces for informal gathering and quiet contemplation. Incorporate grade appropriate ramps that avoid the need for handrails.
- Provide a combination of stairs, accessible ramps and seat steps to accommodate the grade change between Yates and View Streets.
- Feature fixed seating in the View Street Green that shall include benches and seating platforms.
- h. Plant specimen trees in raised planters on the Green and street trees in rain gardens or tree pits.
- Plant areas with low shrubs, groundcovers and perennials in a native and adapted west coast plant palette.



View Street Green Plan





Seat steps and ramps - The Highline, New York



Green space - Pancras Square, London



Variety of seating - Pancras Square, London



From Yates Street Plaza looking south

4.3 HARRIS GREEN TERRACE

Objective:

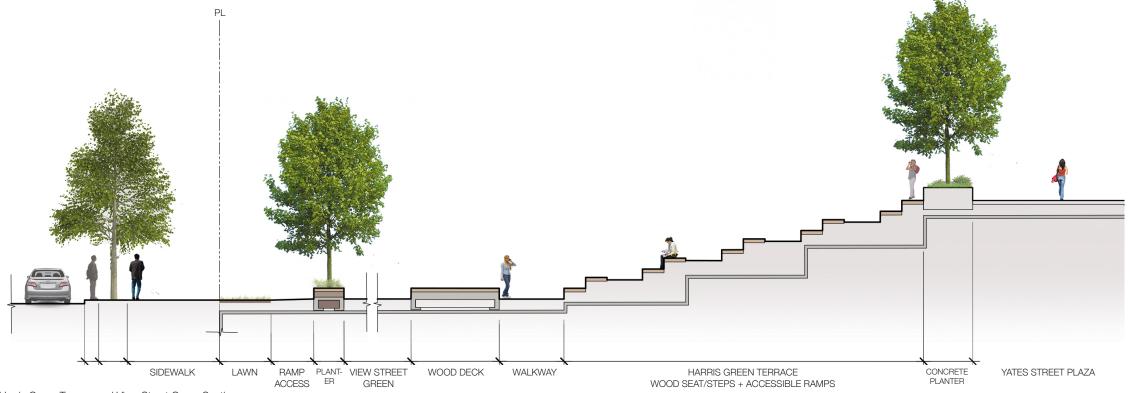
To provide accessible access through the site connecting Yates to View Street, amphitheatre seating and programmable space for performances and special events, every day spaces for informal gathering and quiet contemplation. The Terrace overlooks the lawn at View Street Green.

Guidelines:

- a. Provide a combination of stairs, accessible ramps ≤ 5 percent and seat steps.
- b. Provide a platform deck for both seating and a performance stage area for special events.
- c. Feature planting in a raised concrete planter that frames the terrace steps.



Terraced seat steps with accessibility ramp incorporated



Harris Green Terrace and View Street Green Section



From View Street looking northwest toward View Street Green and Harris Green Terrace

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5 | Phasing

The development will be constructed in multiple phases, each self-sufficient in relation to its access to parking and loading.

1045 Yates is anticipated to contain the first phase of development. A single development permit will be sought for this site to facilitate the anticipated single principal phase of construction.

The 900-block is anticipated to contain the second and third phases of development. A single development permit will be sought for this site to facilitate an anticipated two principal phases of construction. The construction sequence is not yet precisely known, but will be detailed in the development permit application and will depend on a variety of factors including market demand, tenant needs, and technical analysis. It is anticipated that Yates Street Plaza and View Street Green will be completed in the easterly phase of construction on the 900-block.





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6 | Definitions

Architectural Technique

An architectural plan or design element or detail with a particular aim or purpose.

Facade

The face of a building, especially the portion that looks onto a street or open space.

Guiding Principle

An overarching theme which speaks to the aspirations of the Project and which informs the more detailed urban design objectives and guidelines outlined in this document.

Human scale

Of a size and shape that is relatable to an average person. In an urban design context, the street and building frontages should feel and look good to someone standing at street level, rather than hovering in the sky.

Objective

A specific quality or outcome intended to be achieved through the implementation of the detailed urban design objectives and guidelines outlined in this document.

Pedestrian

A person who is walking. In the context of this document pedestrian is intended to include persons with strollers, mobility supports such as wheelchairs, walkers and scooters.

Public realm

Publicly accessible exterior space in the form of streets, plazas, terraces and green spaces.

Sky view

Sky view is the amount of sky seen from a street, park, or other open space above and in between building masses. Loss of sky view reduces access to light, which affects the comfort, quality, and use of the public realm. (adapted from Toronto TBDG)

Street wall

The portion of a building façade, including the ground level and podium, that defines the edge of the public realm and is key to the experience of the street. Upper levels of the podium that are set back 2.5m or more are excluded in the street wall.

Tall buildings

Used to refer to buildings that are located above the street wall/podium and are limited in floor plate size.



Human scale



Street wall



Sky view



Pedestrian







Tenant Assistance Plan

The Tenant Assistance Plan and appendices must be submitted at the time of your rezoning application, and should be submitted directly to housing@victoria.ca. Please contact your Development Services Planner with questions or concerns.

Date of submission of Tenant Assistance Plan to Housing Policy staff:

Current	Site	Infori	mation
Oulicit			папоп

Site Address:
Owner Name:

Applicant Name and Contact Info:

Tenant Relocation Coordinator (Name, Position, Organization and Contact Info):

Existing Rental Units

Unit Type	# of Units	Average Rents (\$/Mo.)
Bachelor		
1 BR		
2 BR		
3 BR		
3 BR+		
Total		

Current Building Type (check all that apply):

Purpose-built rental building

Non-market rental housing

Condominium building

Single family home(s), with or without secondary suites

Other, please specify:

Rights and Responsibilities of Landlords and Tenants

The rights and responsibilities of landlords and tenants are regulated by the Province and is set out in the Residential Tenancy Act.

The City of Victoria's <u>Tenant Assistance Policy</u> is intended to supplement the Residential Tenancy Act and offer additional support for tenants in buildings that are being considered for redevelopment. To review the full Tenant Assistance Policy and supporting documents, please refer to the City of Victoria's <u>website</u>.

POLICY APPLICATION

If your plans to redevelop this property will result in a loss of residential rental units AND will require tenants to relocate out of the existing building(s), please submit a Tenant Assistance Plan with your application.

Do you have tenant(s) who have been residing in the building for more than one year, at the time when application is submitted?

Yes

If yes, tenants are eligible for support. Please complete the full form.

If no, please skip to and complete Appendix A: Occupant Information and Rent Roll.

When completing this form, please refer to the Tenant Assistance Policy guidelines for Market Rental and Non-Market Rental Housing Development. Please note that the form includes the required FOIPPA section 27(2) privacy notification which should be communicated to tenants.

Nο

APPLICANT: Please complete the foldetails of the Tenant As	llowing sections to confirm the ssistance Plan:	CITY STAFF: Did applicant meet policy?
Compensation		
Please indicate how you will be compensating the tenant(s). Please specify whether option 1 or 2 will be provided, and whether at existing rents or CMHC average rates. (See Policy Section 4.1 or 5.1)		Yes No
Moving Expenses		
Please indicate how the tenant(s) will receive moving expenses and assistance. Please specify whether option 1 or 2 will be offered. (See Policy Section 4.2)		Yes No
Relocation Assistance Please indicate how the tenant(s) will receive relocation assistance, including the staff responsible or whether a third-party will be involved. (See Policy Section 4.3 or 5.3)		Yes
Right of First Refusal		
Please indicate whether the applicant is offering right of first refusal to the tenant(s). Please indicate your reasoning. (See Policy Section 4.4 or 5.5).		Yes No N/A
Tenants Requesting		
Please indicate whether tenant(s) have requested additional assistance above policy expectations, and specify what additional assistance will be provided. (See Policy Section 6.0)		Yes No

APPLICANT: Please complete the foldetails of the Tenant As	llowing sections to confirm the ssistance Plan:
How and when did you inform tenants of the rezoning or development application? (Please refer to Policy Section 3.4)	
How will you be communicating to tenants throughout the rezoning or development application (including decisions made by Council)? (Please refer to Policy Section 3.4)	
What kind of resources will you be communicating to your tenants and how will you facilitate tenants in accessing these resources? (Please see the City's website for a list of resources)	

Other comments (if needed):

FINAL Tenant Assistance Plan Review - [For City Staff to complete]

Application reviewed by			(City Staff) on	
Did the applicant meet TAP policy?	Yes	No	N/A	
Staff comments on final plan:				

DRAFT REPORT



HARRIS GREEN

VICTORIA, BC

PEDESTRIAN WIND STUDY RWDI # 2001879 May 4, 2020

SUBMITTED TO

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RWDI

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EXECUTIVE SUMMARY

RWDI was retained to conduct a pedestrian wind assessment for the proposed Harris Green project in Victoria, BC (Image 1). Based on our wind-tunnel testing for the proposed development (Image 2B), and the local wind records (Image 3), the potential wind comfort and safety conditions are predicted as shown on site plans in Figures 1 through 3, while the associated wind speeds are listed in Table 1. These results can be summarized as follows:

- Wind conditions on and around the proposed development, including the sidewalks and walkways bounding the site, are generally predicted to be appropriate for the anticipated pedestrian usages throughout the year.
- Wind conditions on most terrace levels are expected to be suitable for the intended use throughout the year. Higher than desired wind speeds for passive use are predicted at select terrace and roof locations.
- Wind speeds at the majority of tested locations are anticipated to comply with the RWDI wind safety criterion. Exceptions include one location at grade level near the northwest corner of the 900 Yates development and four locations on the roofs of the towers.
- Conceptual wind control measures have been presented to help reduce wind speeds in areas of elevated wind activity.



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PEDESTRIAN WIND STUDY HARRIS GREEN

RWDI #2001879 May 4, 2020



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LIST OF TABLES

Table 1: Pedestrian Wind Comfort and Safety Conditions



1 INTRODUCTION

RWDI was retained to conduct a pedestrian wind assessment for the proposed Harris Green in Victoria, BC. This report presents the project objectives, approach and the main results from RWDI's assessment and provides conceptual wind control measures, where necessary.

1.1 Project Description

The proposed development (site shown in Image 1) is approximately 1.3M sq ft over 1.5 city blocks and includes the 900 block of Yates Street and the east portion of the 1000 block of Yates Street. On the full block site, there are two podiums separated by a large public plaza, with 3 towers in total. On the half block site, there is a podium with two towers above. There will be up to 1500 residential units, 100k sq ft of retail and all podiums have internal courtyards private to the residents.

1.2 Objectives

The objective of the study was to assess the effect of the proposed development on local conditions in pedestrian areas on and around the study site and provide recommendations for minimizing adverse effects, if needed. This quantitative assessment was based on wind speed measurements on a scale model of the project and its surroundings in one of RWDI's boundary-layer wind tunnels. These measurements were combined with the local wind records and compared to appropriate criteria for gauging wind comfort and safety in pedestrian areas. The assessment focused on critical pedestrian areas, including the public plaza, surrounding sidewalks and walkways and all above-grade accessible areas.



Image 1: Aerial View of Site and Surroundings (Photo Courtesy of Google™ Earth)



2 BACKGROUND AND APPROACH

2.1 Wind Tunnel Study Model

To assess the wind environment around the proposed project, a 1:400 scale model of the proposed project site and existing surroundings was constructed for the wind tunnel test. The wind tunnel model included all relevant existing and approved surrounding buildings and topography within an approximately 480 m radius of the study site. The wind and turbulence profiles in the atmospheric boundary layer beyond the modelled area were also simulated in RWDI's wind tunnel. The wind tunnel model was instrumented with 202 specially designed wind speed sensors to measure mean and gust speeds at a full-scale height of approximately 1.5 m above local grade in pedestrian areas throughout the study site. Wind speeds were measured for 36 directions in a 10-degree increments. The measurements at each sensor location were recorded in the form of ratios of local mean and gust speeds to the mean wind speed at a reference height above the model. The placement of wind measurement locations was based on our experience and understanding of the pedestrian usage for this site and reviewed by the design team.



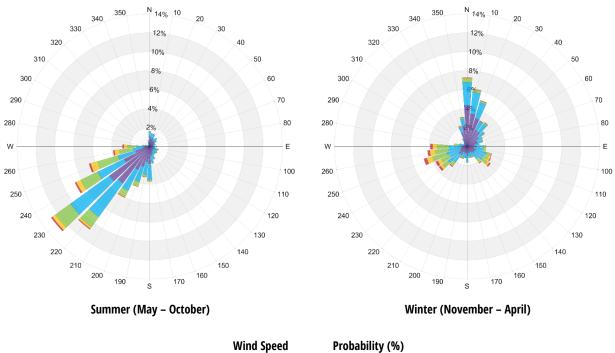
Image 2: Wind Tunnel Study Model - Proposed Configuration



2.2 Meteorological Data

Wind statistics recorded at Victoria Harbour Seaplane between 1995 and 2019, inclusive, were analyzed for the Summer (May through October) and Winter (November through April) seasons. Image 3 graphically depicts the directional distributions of wind frequencies and speeds for these two seasons. As indicated by the wind roses, winds from the westerly through southwesterly directions are predominant throughout the year with additional northerly and southeasterly winds observed during the winter season. Strong winds of a mean speed greater than 30 km/h measured at the airport (at an anemometer height of 30 ft) occur for 4.1% and 6.0% of the time during the summer and winter seasons, respectively.

Wind statistics were combined with the wind tunnel data to predict the frequency of occurrence of full-scale wind speeds. The full-scale wind predictions were then compared with the wind criteria for pedestrian comfort and safety.



Wind Speed	Probabil	ity (%)
(km/h)	Summer	Winter
 Calm	15.2	11.4
1-10	37.2	40.6
11-20	31.0	30.8
21-30	12.5	11.2
31-40	3.2	4.1
>40	0.9	1.9

Image 3: Directional Distribution of Winds Approaching Victoria Harbour Seaplane Airport From 1995 to 2019



2.3 RWDI Pedestrian Wind Criteria

The RWDI pedestrian wind criteria, which have been developed by RWDI through research and consulting practice since 1974, are used in the current study. These criteria have been widely accepted by municipal authorities as well as by the building design and city planning community. Regional differences in wind climate and thermal conditions as well as variations in age, health, clothing, etc. can affect a person's perception of the wind climate. Therefore, comparisons of wind speeds for the existing and proposed building configurations are the most objective way in assessing local pedestrian wind conditions. In general, the combined effect of mean and gust speeds on pedestrian comfort can be quantified by a Gust Equivalent Mean (GEM).

Comfort Category	GEM Speed (km/h)	Description
Sitting	<u><</u> 10	Calm or light breezes desired for outdoor restaurants and seating areas where one can read a paper without having it blown away
Standing	<u><</u> 14	Gentle breezes suitable for main building entrances, bus stops, and other places where pedestrians may linger
Strolling	<u><</u> 17	Moderate winds that would be appropriate for window shopping and strolling along a downtown street, plaza or park
Walking	<u>≤</u> 20	Relatively high speeds that can be tolerated if one's objective is to walk, run or cycle without lingering
Uncomfortable	> 20	Strong winds of this magnitude are considered a nuisance for all pedestrian activities, and wind mitigation is typically recommended

Notes:

- (1) GEM speed = max (mean speed, gust speed/1.85);
- (2) Wind conditions are considered to be comfortable if the predicted GEM speeds are within the respective thresholds for at least 80% of the time between 6:00 and 23:00. Nightly hours between 0:00 and 5:00 are excluded from the wind analysis for comfort since limited usage of outdoor spaces is anticipated; and,
- (3) Instead of standard four seasons, two periods of summer (May to October) and winter (November to April) are adopted in the wind analysis, because in a cold climate such as that found in Victoria, there are distinct differences in pedestrian outdoor behaviours between these two-time periods.

Safety Criterion	Gust Speed (km/h)	Description
Exceeded	> 90	Excessive gust speeds that can adversely affect a pedestrian's balance and footing. Wind mitigation is typically required.

Notes:

- (1) Based on an annual exceedance of 9 hours or 0.1% of the time for 24 hours a day; and,
- (2) Only gust speeds need to be considered in the wind safety criterion. These are usually rare events but deserve special attention in city planning and building design due to their potential safety impact on pedestrians.



3 RESULTS AND DISCUSSION

The predicted wind conditions are shown on site plans in Figures 1 through 3 located in the "Figures" section of this report. These conditions and the associated wind speeds are also represented in Table 1, located in the "Tables" section of this report. The following is a detailed discussion of the suitability of the predicted wind conditions for the anticipated pedestrian use of each area of interest.

3.1 Grade Level

With the addition of the proposed Harris Green development, wind conditions at grade level are predicted to be comfortable for sitting or standing throughout the year (Figures 1 and 2). These conditions are considered appropriate for areas intended for passive activities such as the outdoor public plaza space and for sidewalks and walkways where pedestrians will be active and less likely to remain in one area for prolonged periods of time.

Wind speeds at all grade level locations are anticipated to comply with the RWDI wind safety criterion, with the exception of one location near the northwest corner of the 900 Yates development (Location 1 in Figure 3). Elevated wind speeds at this location are predicted primarily due to easterly winds accelerating and downwashing around the proposed building corner. These generalized types of wind flow are commonly observed when winds approach at an oblique angle to a tall façade and are redirected down, creating a localized increase in the wind activity around the exposed building corner at pedestrian level (Image 4).

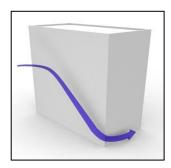


Image 4: Downwashing and Corner Acceleration Wind Flows

To help mitigate wind speeds at this location, RWDI recommends implementing vertical elements such as windscreens and/or dense landscaping placed upwind (i.e. east) of the building corner and undercut. In addition, if feasible, a larger building footprint setback can be considered along the east façade wrapping around the northwest corner to provide greater protection by the building overhang from downwashing wind flows. For vertical wind screen elements being considered, it is recommended that the elements be at least 2 m tall and approximately 80% solid. The porosity could be designed into the screen elements by incorporating a mix of landscaping or greenery into these features or including perforations between glass panels. For landscaping being considered, tree types such as marcescent or evergreen should be considered which are able to retain their foliage all year-round and provide annual protection from winds. These species, particularly evergreens, are also known to have a denser foliage. Examples of these elements are provided in Image 5.





Image 5: Examples of Windscreens (Top) and Dense Landscaping (Bottom)

3.2 Above-Grade Levels

It is generally desirable for wind conditions on terraces intended for passive activities to be comfortable for sitting or standing more than 80% of the time in the summer (defined as May to October). During the winter, we have assumed that the area would not be used frequently, and therefore increased wind activity would be considered appropriate.

Wind conditions on the majority of the terrace levels are expected to be appropriate for passive pedestrian use during the summer, with conditions comfortable for sitting or standing (Figure 1). However, higher than desired wind speeds, comfortable for strolling or walking, are predicted at select terrace and roof locations. These conditions are primarily a result of exposure of higher elevations to southeasterly winds.

To reduce wind activity on the above-grade levels where desired, RWDI recommends implementing tall guardrails around the perimeter of terraces. For the guardrails to be effective, they should be at least 2m tall. This will provide added protection to the areas directly behind the guardrails, particularly for areas intended for seating. The guardrails may also include a porosity of 20 to 30%, this type of design will help reduce energy from oncoming winds and provide greater downwind protection. In addition to tall perimeter guardrails, dispersed planters and/or porous wind screens of similar heights, may be considered on the terraces to help provide localized areas of protection. Examples of these are shown in Image 6.





Image 6: Examples of Tall Perimeter Guardrails and Planters

4 APPLICABILITY OF RESULTS

The wind conditions presented in this report pertain to the model of the Harris Green development constructed using the drawings and information listed below. Should there be any design changes that deviate from this list of drawings, the wind condition predictions presented may change. Therefore, if changes in the design are made, it is recommended that RWDI be contacted and requested to review their potential effects on wind conditions.

File Name	File Type	Date Received (dd/mm/yyyy)
20200325_Model.skp	SketchUp	25/03/2020
20200116_Concept.skp	SketchUp	26/03/2020

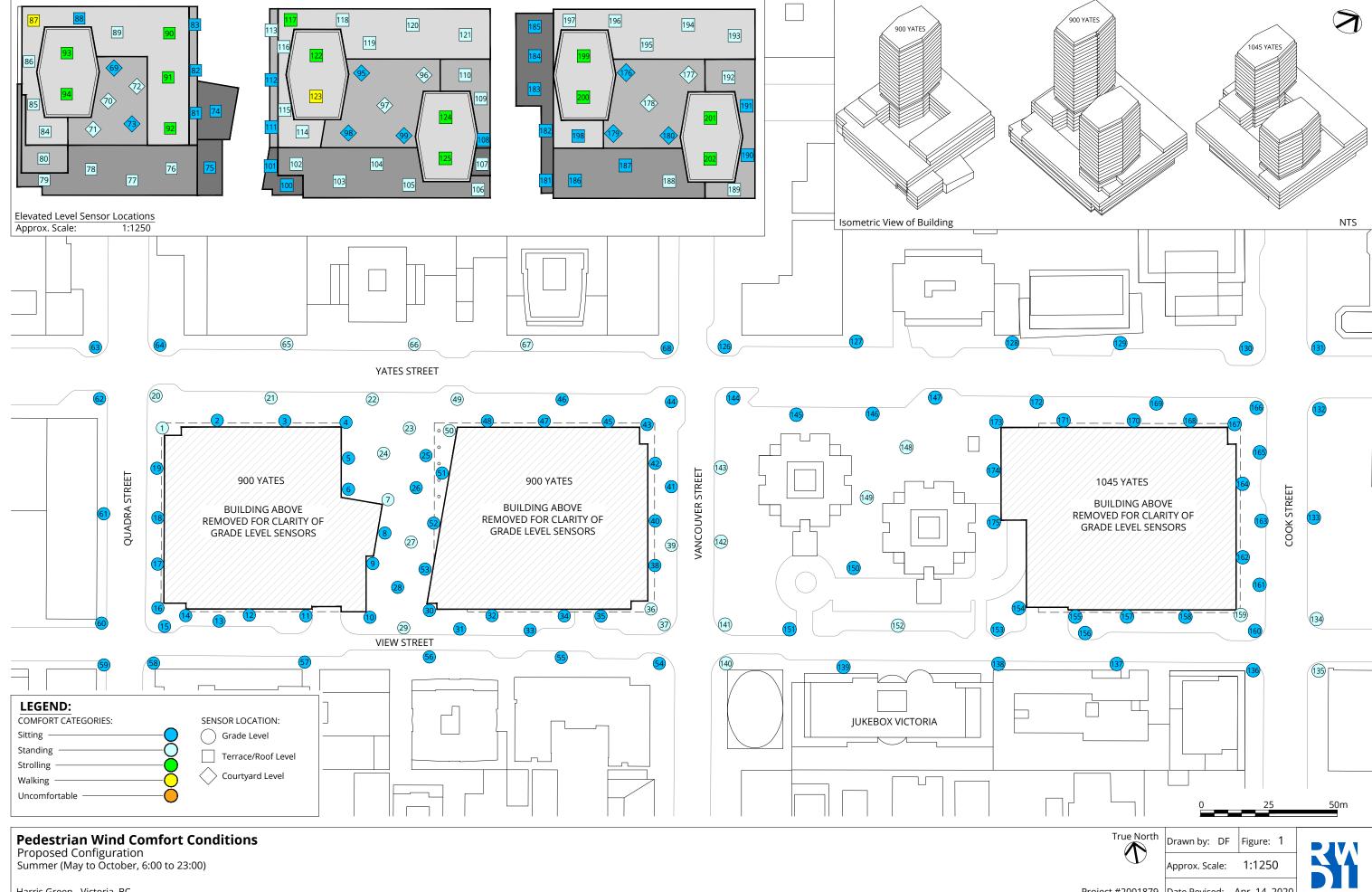


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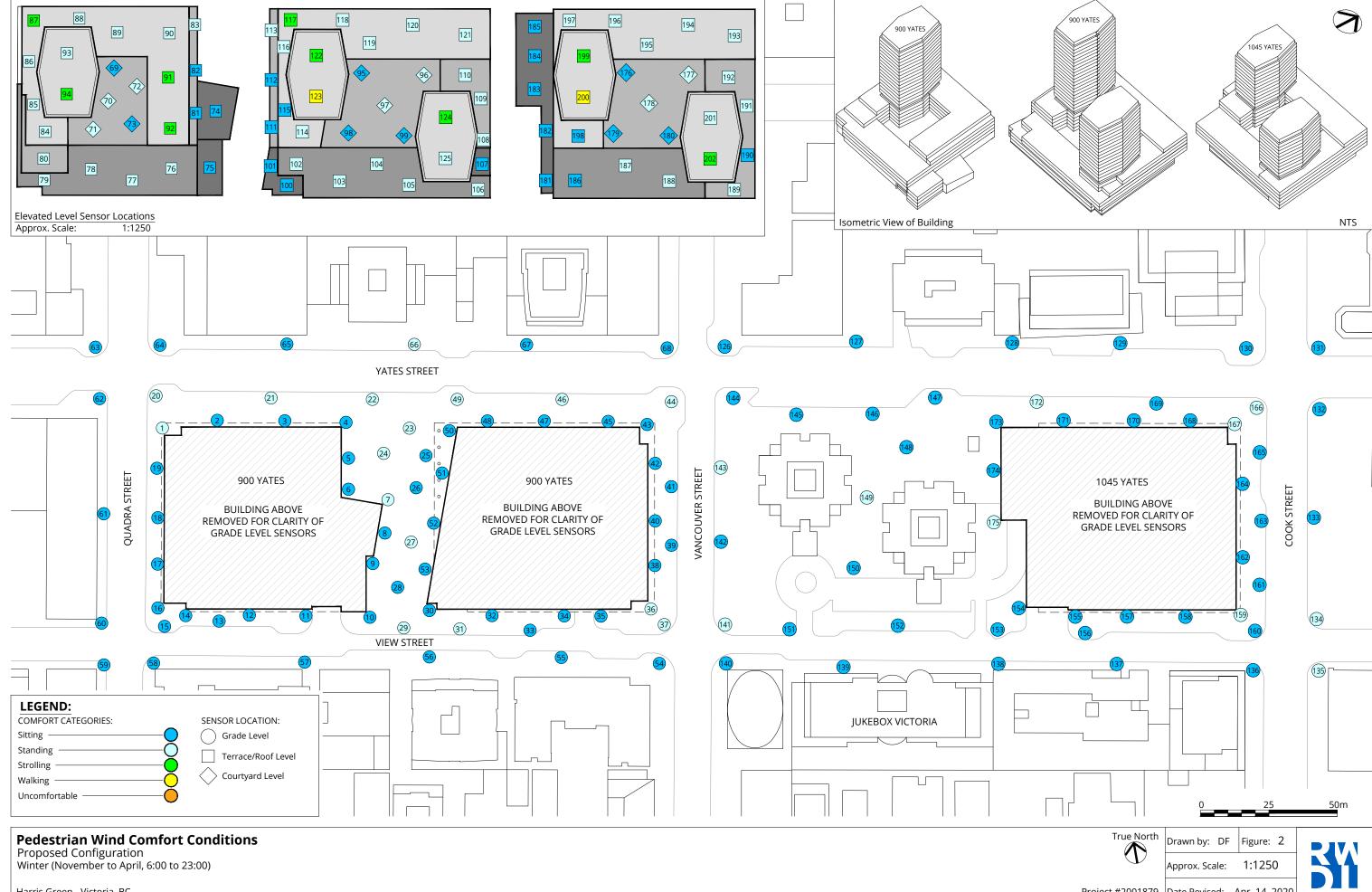


FIGURES



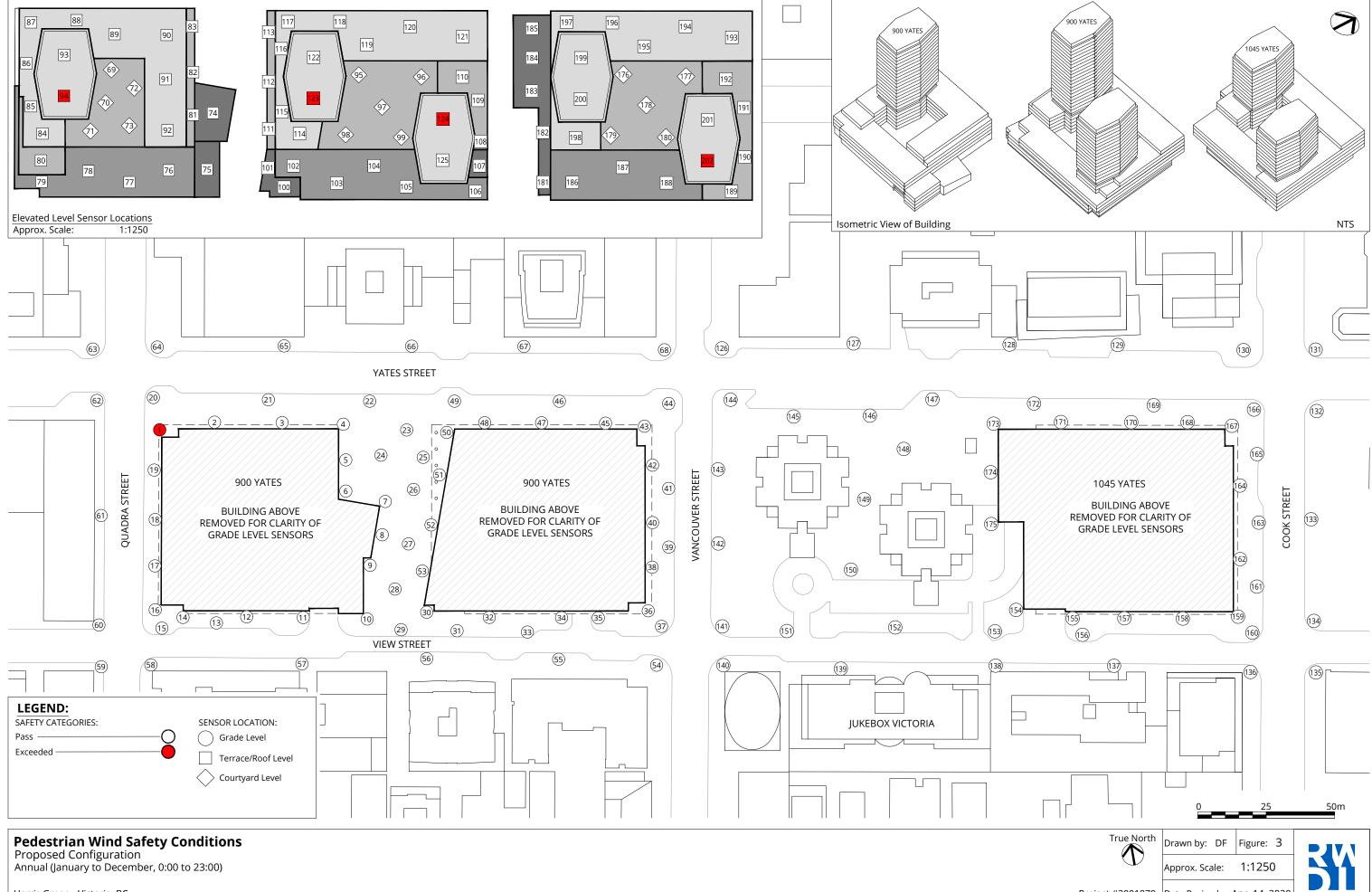
Harris Green - Victoria, BC

Project #2001879 | Date Revised: Apr. 14, 2020



Project #2001879 | Date Revised: Apr. 14, 2020

Harris Green - Victoria, BC



Harris Green - Victoria, BC

Project #2001879 | Date Revised: Apr. 14, 2020





TABLES



Table 1: Pedestrian Wind Comfort and Safety Conditions

			Wind C	Comfort		Wind Safety	
Logation	Configuration		Summer		Winter		Annual
Location	Configuration	Speed (km/h)	Rating	Speed (km/h)	Rating	Speed (km/h)	Rating
1	Proposed	14	Standing	13	Standing	94	Exceeded
2	Proposed	10	Sitting	10	Sitting	67	Pass
3	Proposed	9	Sitting	9	Sitting	54	Pass
4	Proposed	10	Sitting	10	Sitting	58	Pass
5	Proposed	7	Sitting	8	Sitting	47	Pass
6	Proposed	10	Sitting	9	Sitting	54	Pass
7	Proposed	12	Standing	12	Standing	69	Pass
8	Proposed	8	Sitting	9	Sitting	50	Pass
9	Proposed	7	Sitting	8	Sitting	44	Pass
10	Proposed	9	Sitting	9	Sitting	54	Pass
11	Proposed	10	Sitting	8	Sitting	61	Pass
12	Proposed	9	Sitting	8	Sitting	52	Pass
13	Proposed	9	Sitting	9	Sitting	51	Pass
14	Proposed	8	Sitting	9	Sitting	50	Pass
15	Proposed	10	Sitting	10	Sitting	56	Pass
16	Proposed	10	Sitting	10	Sitting	56	Pass
17	Proposed	8	Sitting	8	Sitting	48	Pass
18	Proposed	8	Sitting	9	Sitting	46	Pass
19	Proposed	10	Sitting	10	Sitting	55	Pass
20	Proposed	13	Standing	12	Standing	69	Pass
21	Proposed	11	Standing	11	Standing	68	Pass
22	Proposed	12	Standing	12	Standing	69	Pass
23	Proposed	11	Standing	11	Standing	66	Pass
24	Proposed	12	Standing	12	Standing	69	Pass
25	Proposed	9	Sitting	10	Sitting	52	Pass

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Table 1: Pedestrian Wind Comfort and Safety Conditions

			Wind C		Wind Safety		
Location	Configuration		Summer		Winter		Annual
Location	Configuration	Speed (km/h)	Rating	Speed (km/h)	Rating	Speed (km/h)	Rating
26	Proposed	9	Sitting	9	Sitting	50	Pass
27	Proposed	11	Standing	11	Standing	59	Pass
28	Proposed	10	Sitting	10	Sitting	56	Pass
29	Proposed	11	Standing	11	Standing	60	Pass
30	Proposed	9	Sitting	10	Sitting	61	Pass
31	Proposed	10	Sitting	11	Standing	63	Pass
32	Proposed	10	Sitting	10	Sitting	52	Pass
33	Proposed	9	Sitting	10	Sitting	51	Pass
34	Proposed	8	Sitting	8	Sitting	44	Pass
35	Proposed	8	Sitting	9	Sitting	46	Pass
36	Proposed	11	Standing	11	Standing	57	Pass
37	Proposed	12	Standing	11	Standing	58	Pass
38	Proposed	9	Sitting	8	Sitting	47	Pass
39	Proposed	11	Standing	10	Sitting	55	Pass
40	Proposed	10	Sitting	9	Sitting	55	Pass
41	Proposed	9	Sitting	9	Sitting	48	Pass
42	Proposed	8	Sitting	9	Sitting	50	Pass
43	Proposed	8	Sitting	10	Sitting	56	Pass
44	Proposed	10	Sitting	11	Standing	58	Pass
45	Proposed	8	Sitting	10	Sitting	55	Pass
46	Proposed	9	Sitting	11	Standing	58	Pass
47	Proposed	8	Sitting	9	Sitting	52	Pass
48	Proposed	9	Sitting	10	Sitting	56	Pass
49	Proposed	13	Standing	12	Standing	79	Pass
50	Proposed	11	Standing	9	Sitting	70	Pass

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Table 1: Pedestrian Wind Comfort and Safety Conditions

			Wind	d Comfort		W	ind Safety
Location	Configuration		Summer		Winter		Annual
Location	Configuration	Speed (km/h)	Rating	Speed (km/h)	Rating	Speed (km/h)	Rating
51	Proposed	9	Sitting	8	Sitting	54	Pass
52	Proposed	9	Sitting	8	Sitting	49	Pass
53	Proposed	9	Sitting	9	Sitting	50	Pass
54	Proposed	10	Sitting	10	Sitting	55	Pass
55	Proposed	9	Sitting	10	Sitting	51	Pass
56	Proposed	9	Sitting	10	Sitting	59	Pass
57	Proposed	10	Sitting	9	Sitting	55	Pass
58	Proposed	9	Sitting	9	Sitting	56	Pass
59	Proposed	9	Sitting	9	Sitting	49	Pass
60	Proposed	9	Sitting	9	Sitting	50	Pass
61	Proposed	9	Sitting	10	Sitting	63	Pass
62	Proposed	9	Sitting	9	Sitting	49	Pass
63	Proposed	10	Sitting	10	Sitting	61	Pass
64	Proposed	10	Sitting	9	Sitting	53	Pass
65	Proposed	11	Standing	10	Sitting	58	Pass
66	Proposed	12	Standing	11	Standing	65	Pass
67	Proposed	11	Standing	10	Sitting	62	Pass
68	Proposed	10	Sitting	10	Sitting	58	Pass
69	Proposed	9	Sitting	8	Sitting	51	Pass
70	Proposed	14	Standing	11	Standing	75	Pass
71	Proposed	11	Standing	11	Standing	65	Pass
72	Proposed	11	Standing	11	Standing	66	Pass
73	Proposed	10	Sitting	10	Sitting	59	Pass
74	Proposed	7	Sitting	8	Sitting	52	Pass
75	Proposed	8	Sitting	8	Sitting	48	Pass

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Table 1: Pedestrian Wind Comfort and Safety Conditions

		Wind Comfort					Wind Safety	
Location	Configuration		Summer		Winter		Annual	
Location	Comiguration	Speed (km/h)	Rating	Speed (km/h)	Rating	Speed (km/h)	Rating	
76	Proposed	13	Standing	12	Standing	72	Pass	
77	Proposed	14	Standing	13	Standing	74	Pass	
78	Proposed	12	Standing	12	Standing	65	Pass	
79	Proposed	11	Standing	11	Standing	61	Pass	
80	Proposed	11	Standing	12	Standing	69	Pass	
81	Proposed	8	Sitting	9	Sitting	51	Pass	
82	Proposed	9	Sitting	10	Sitting	56	Pass	
83	Proposed	10	Sitting	11	Standing	69	Pass	
84	Proposed	13	Standing	14	Standing	83	Pass	
85	Proposed	11	Standing	11	Standing	66	Pass	
86	Proposed	12	Standing	11	Standing	69	Pass	
87	Proposed	18	Walking	17	Strolling	88	Pass	
88	Proposed	9	Sitting	11	Standing	64	Pass	
89	Proposed	11	Standing	13	Standing	75	Pass	
90	Proposed	15	Strolling	14	Standing	76	Pass	
91	Proposed	17	Strolling	15	Strolling	83	Pass	
92	Proposed	16	Strolling	15	Strolling	81	Pass	
93	Proposed	16	Strolling	14	Standing	80	Pass	
94	Proposed	15	Strolling	16	Strolling	92	Exceeded	
95	Proposed	9	Sitting	9	Sitting	50	Pass	
96	Proposed	12	Standing	12	Standing	73	Pass	
97	Proposed	13	Standing	13	Standing	77	Pass	
98	Proposed	9	Sitting	9	Sitting	54	Pass	
99	Proposed	8	Sitting	8	Sitting	44	Pass	
100	Proposed	8	Sitting	8	Sitting	48	Pass	

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Table 1: Pedestrian Wind Comfort and Safety Conditions

			Win	W	Wind Safety		
Location Config	Configuration		Summer		Winter		Annual
	Configuration	Speed (km/h)	Rating	Speed (km/h)	Rating	Speed (km/h)	Rating
101	Proposed	8	Sitting	8	Sitting	50	Pass
102	Proposed	12	Standing	12	Standing	67	Pass
103	Proposed	11	Standing	12	Standing	66	Pass
104	Proposed	12	Standing	12	Standing	68	Pass
105	Proposed	14	Standing	14	Standing	74	Pass
106	Proposed	13	Standing	11	Standing	71	Pass
107	Proposed	13	Standing	10	Sitting	74	Pass
108	Proposed	10	Sitting	11	Standing	63	Pass
109	Proposed	11	Standing	12	Standing	68	Pass
110	Proposed	13	Standing	13	Standing	71	Pass
111	Proposed	10	Sitting	10	Sitting	58	Pass
112	Proposed	10	Sitting	10	Sitting	62	Pass
113	Proposed	12	Standing	12	Standing	75	Pass
114	Proposed	14	Standing	14	Standing	81	Pass
115	Proposed	11	Standing	10	Sitting	60	Pass
116	Proposed	11	Standing	12	Standing	73	Pass
117	Proposed	15	Strolling	15	Strolling	86	Pass
118	Proposed	11	Standing	13	Standing	69	Pass
119	Proposed	12	Standing	13	Standing	76	Pass
120	Proposed	13	Standing	14	Standing	77	Pass
121	Proposed	14	Standing	14	Standing	80	Pass
122	Proposed	17	Strolling	15	Strolling	89	Pass
123	Proposed	18	Walking	18	Walking	97	Exceeded
124	Proposed	17	Strolling	16	Strolling	94	Exceeded
125	Proposed	16	Strolling	14	Standing	83	Pass

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Table 1: Pedestrian Wind Comfort and Safety Conditions

			Win	d Comfort		W	Wind Safety	
Location Config	Configuration		Summer		Winter		Annual	
	Configuration	Speed (km/h)	Rating	Speed (km/h)	Rating	Speed (km/h)	Rating	
126	Proposed	9	Sitting	9	Sitting	50	Pass	
127	Proposed	8	Sitting	8	Sitting	48	Pass	
128	Proposed	9	Sitting	9	Sitting	54	Pass	
129	Proposed	10	Sitting	10	Sitting	61	Pass	
130	Proposed	9	Sitting	10	Sitting	59	Pass	
131	Proposed	9	Sitting	10	Sitting	56	Pass	
132	Proposed	9	Sitting	10	Sitting	55	Pass	
133	Proposed	10	Sitting	10	Sitting	56	Pass	
134	Proposed	12	Standing	11	Standing	63	Pass	
135	Proposed	13	Standing	11	Standing	71	Pass	
136	Proposed	8	Sitting	9	Sitting	53	Pass	
137	Proposed	8	Sitting	9	Sitting	57	Pass	
138	Proposed	8	Sitting	9	Sitting	53	Pass	
139	Proposed	7	Sitting	7	Sitting	45	Pass	
140	Proposed	11	Standing	10	Sitting	61	Pass	
141	Proposed	13	Standing	11	Standing	68	Pass	
142	Proposed	11	Standing	10	Sitting	56	Pass	
143	Proposed	11	Standing	11	Standing	60	Pass	
144	Proposed	10	Sitting	10	Sitting	54	Pass	
145	Proposed	8	Sitting	8	Sitting	46	Pass	
146	Proposed	10	Sitting	10	Sitting	55	Pass	
147	Proposed	8	Sitting	9	Sitting	48	Pass	
148	Proposed	11	Standing	10	Sitting	60	Pass	
149	Proposed	12	Standing	12	Standing	64	Pass	
150	Proposed	10	Sitting	10	Sitting	58	Pass	

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Table 1: Pedestrian Wind Comfort and Safety Conditions

			Wind	Comfort		Wind Safety	
Location	Configuration		Summer		Winter		Annual
Location	Configuration	Speed (km/h)	Rating	Speed (km/h)	Rating	Speed (km/h)	Rating
151	Proposed	9	Sitting	8	Sitting	51	Pass
152	Proposed	11	Standing	10	Sitting	62	Pass
153	Proposed	10	Sitting	10	Sitting	56	Pass
154	Proposed	10	Sitting	10	Sitting	56	Pass
155	Proposed	9	Sitting	9	Sitting	59	Pass
156	Proposed	9	Sitting	10	Sitting	62	Pass
157	Proposed	7	Sitting	8	Sitting	53	Pass
158	Proposed	9	Sitting	9	Sitting	57	Pass
159	Proposed	12	Standing	11	Standing	68	Pass
160	Proposed	10	Sitting	10	Sitting	58	Pass
161	Proposed	8	Sitting	9	Sitting	50	Pass
162	Proposed	8	Sitting	8	Sitting	46	Pass
163	Proposed	8	Sitting	9	Sitting	50	Pass
164	Proposed	8	Sitting	9	Sitting	54	Pass
165	Proposed	9	Sitting	10	Sitting	59	Pass
166	Proposed	10	Sitting	11	Standing	65	Pass
167	Proposed	10	Sitting	11	Standing	71	Pass
168	Proposed	7	Sitting	9	Sitting	47	Pass
169	Proposed	9	Sitting	10	Sitting	52	Pass
170	Proposed	7	Sitting	8	Sitting	47	Pass
171	Proposed	10	Sitting	10	Sitting	62	Pass
172	Proposed	10	Sitting	11	Standing	64	Pass
173	Proposed	9	Sitting	10	Sitting	53	Pass
174	Proposed	9	Sitting	9	Sitting	53	Pass
175	Proposed	10	Sitting	11	Standing	64	Pass

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Table 1: Pedestrian Wind Comfort and Safety Conditions

			Wir	nd Comfort		W	Wind Safety		
Location	65	Summer			Winter		Annual		
	Configuration	Speed (km/h)	Rating	Speed (km/h)	Rating	Speed (km/h)	Rating		
176	Proposed	8	Sitting	8	Sitting	47	Pass		
177	Proposed	11	Standing	11	Standing	64	Pass		
178	Proposed	11	Standing	12	Standing	68	Pass		
179	Proposed	9	Sitting	8	Sitting	52	Pass		
180	Proposed	10	Sitting	10	Sitting	60	Pass		
181	Proposed	8	Sitting	8	Sitting	51	Pass		
182	Proposed	8	Sitting	8	Sitting	53	Pass		
183	Proposed	10	Sitting	10	Sitting	61	Pass		
184	Proposed	10	Sitting	10	Sitting	63	Pass		
185	Proposed	10	Sitting	9	Sitting	63	Pass		
186	Proposed	9	Sitting	10	Sitting	61	Pass		
187	Proposed	10	Sitting	11	Standing	67	Pass		
188	Proposed	12	Standing	12	Standing	63	Pass		
189	Proposed	14	Standing	14	Standing	77	Pass		
190	Proposed	8	Sitting	9	Sitting	56	Pass		
191	Proposed	9	Sitting	11	Standing	67	Pass		
192	Proposed	13	Standing	14	Standing	78	Pass		
193	Proposed	12	Standing	13	Standing	73	Pass		
194	Proposed	13	Standing	13	Standing	76	Pass		
195	Proposed	13	Standing	12	Standing	71	Pass		
196	Proposed	11	Standing	12	Standing	63	Pass		
197	Proposed	14	Standing	13	Standing	81	Pass		
198	Proposed	10	Sitting	10	Sitting	55	Pass		
199	Proposed	17	Strolling	17	Strolling	87	Pass		
200	Proposed	17	Strolling	18	Walking	89	Pass		

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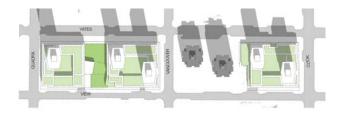
Table 1: Pedestrian Wind Comfort and Safety Conditions

			Wind Comfort				Wind Safety	
Location	on Configuration	Summer		Winter		Annual		
Location		Speed (km/h)	Rating	Speed (km/h)	Rating	Speed (km/h)	Rating	
201	Proposed	16	Strolling	14	Standing	80	Pass	
202	Proposed	17	Strolling	16	Strolling	91	Exceeded	

Seasons		Hours	Com	fort Speed (km/h)	Safety Speed (km/h)
Summer	May - October	6:00 - 23:00 for comfort	(20% S	easonal Exceedance)	(> 0.1% Annual Exceedance)
Winter	November - April	0:00 - 23:00 for safety	≤ 10	Sitting	≤ 90 Pass
Configura	tions		11 - 14	Standing	> 90 Exceeded
			15 - 17	Strolling	
Proposed Project with existing surroundings				Walking	
			> 20	Uncomfortable	

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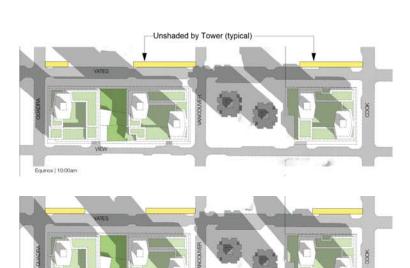
ATTACHMENT I

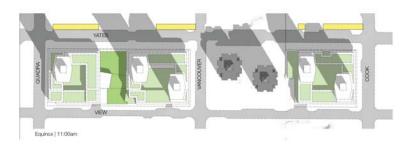


Harris Green Shadow Studies

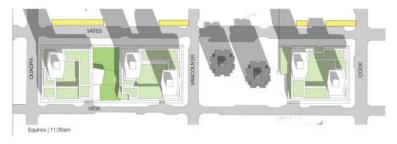
A test of the Urban Design Guidelines | Section 3.1.d)

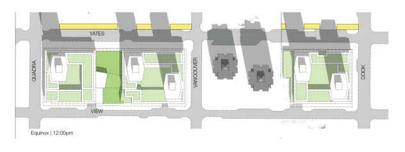
DAU #1930 June 9, 2021

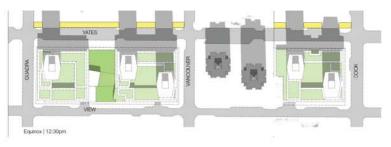


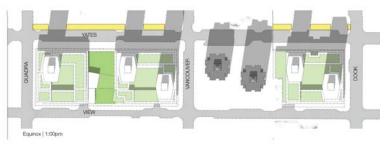


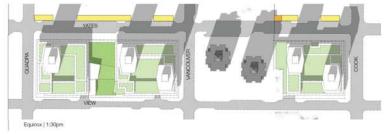
Equinox | 10:30am







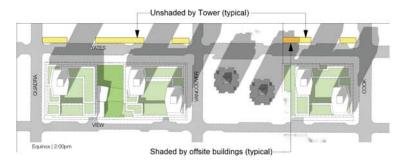


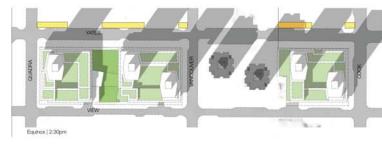


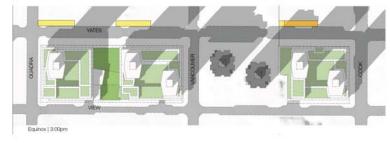
- General Notes: 1. Shadow studies are done using the Sketch Up file provided by IBI on June 9, 2021 2. September 22 was used as
- the date of the Equinox.
- 3. All calculations are approximate and have been generated from 2D views of the Sketch Up model.
- All calculations are relative and are not to scale.

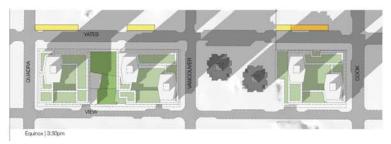
UD Guideline 3.1. d) i)
Where the subject project site is not in the shadow of surrounding existing buildings, it should be demonstrated that 50% of the length of the sidewalk opposite the development shall be exposed to direct sunlight for approximately 4.5 hours between 10am and 4pm at the equinoxes.



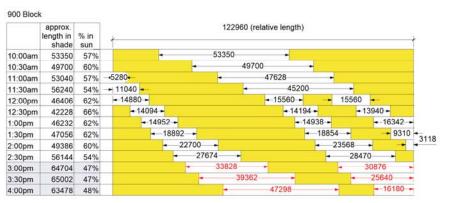












1045 Block

	approx. length in shade by onsite buildings	% in sun	63400 (relative length)
10:00am	11732	81%	→ 11732 ←
10:30am	11239	82%	- 11239 -
11:00am	25918	59%	→ 10564 → → 15354 →
11:30am	30646	52%	 15526 → 15120 →
12:00pm	29316	54%	→ 15514 → → 13790 →
12:30pm	28450	55%	- 14446 14004 -
1:00pm	29154	54%	- 14700 14454 -
1:30pm	28200	56%	→ 18912 → 9288
2:00pm	26466	58%	- 23472
2:30pm	28212	56%	- 28212 -
3:00pm	30920	51%	→ 30920 →
3:30pm	20000	68%	→ 20000 →
4:00pm	24190	62%	→13490 → 10700 ·

General Notes:

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- All calculations are relative and are not to scale.

UD Guideline 3.1. d) i)

Where the subject project site is not in the shadow of surrounding existing buildings, it should be demonstrated that 50% of the length of the sidewalk opposite the development shall be exposed to direct sunlight for approximately 4.5 hours between 10am and 4pm at the equinoxes.

Summary (Yates Street):

900 Block Onsite towers do not shade more than 50% of the sidewalk between 10:00 and 2:30pm = approx. 4.5 hours.

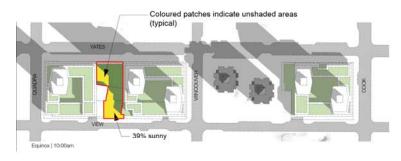
1045

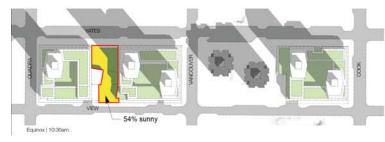
Shaded by onsite buildings
Unshaded by onsite buildings
Shaded by offsite buildings

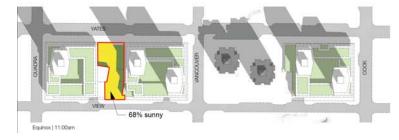
Onsite towers do not shade more than 50% of the sidewalk between 10:00 and 4:00 = 6 hours

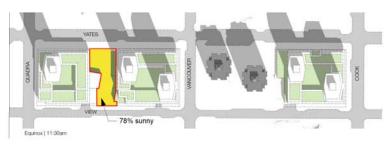
Note shade is cast by offsite buildings and is not considered by these calculations to be shaded.

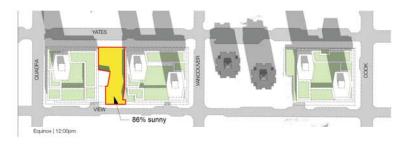


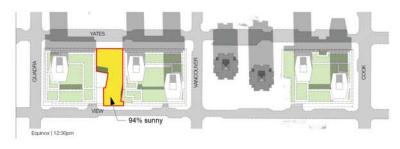


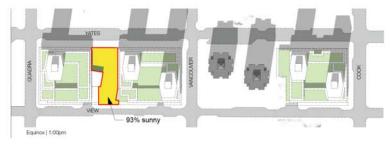


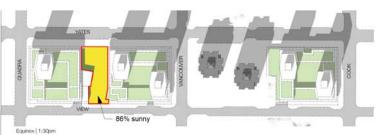












General Notes:

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- the date of the Equinox.
- 3. All calculations are approximate and have been generated from 2D views of the Sketch Up model.
- 4. All calculations are relative and are not to scale.
- 5. The area of the plaza and green (indicated in red) excludes exterior ground level area that is underneath upper floor levels.

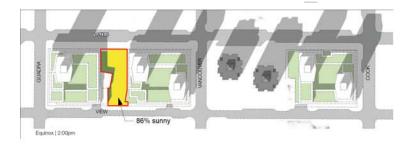
UD Guideline 3.1. d) ii)

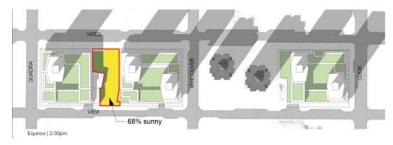
Limit the scale and height of the buildings to allow 4.5 hours of sunlight to reach approximately 50% of the Yates Street Plaza and View Street Green between 10 am and 4 pm at the equinoxes.

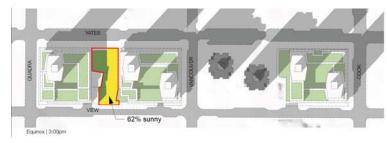
*Note existing offsite buildings may interfere with sunlight reaching the Green.

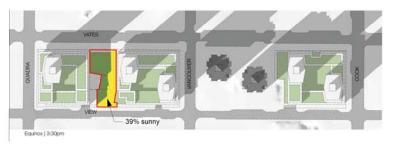


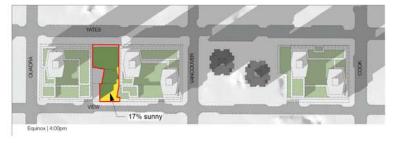
DAU #1930 June 9, 2021











Plaza and green sunlight

	% in sun
10:00am	39%
10:30am	54%
11:00am	68%
11:30am	78%
12:00pm	86%
12:30pm	94%
1:00pm	93%
1:30pm	86%
2:00pm	86%
2:30pm	68%
3:00pm	62%
3:30pm	39%
4:00pm	17%

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- 5. The area of the plaza and green (indicated in red) excludes exterior ground level area that is underneath upper floor levels.

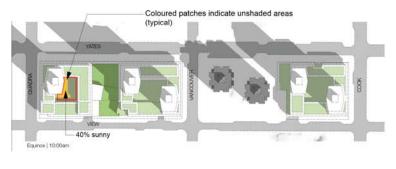
UD Guideline 3.1. d) ii) Limit the scale and height of the buildings to allow 4.5 hours of sunlight to reach approximately 50% of the Yates Street Plaza and View Street Green between 10 am and 4 pm at the equinoxes.

*Note existing offsite buildings may interfere with sunlight reaching the Green.

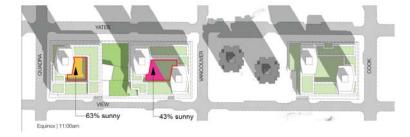
Summary:

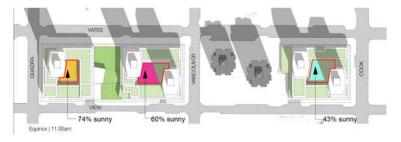
Plaza and Green combined are unshaded for 50% or more of its area between 10:30am - 3:00pm = 4.5 hrs

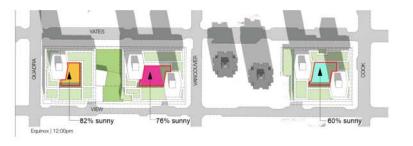




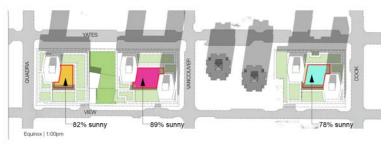










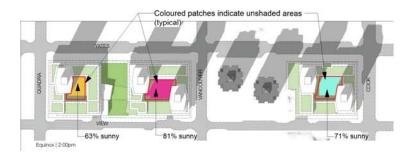


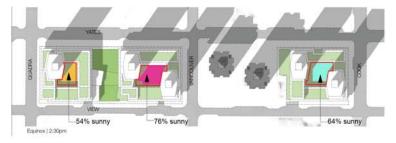


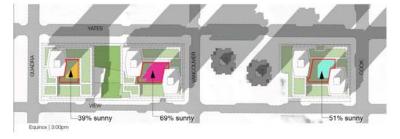
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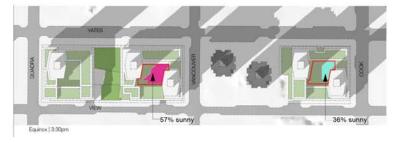
UD Guideline 3.1. d) iii) Limit the scale and height of the buildings surrounding the private courtyards to allow 3 hours of sunlight to reach approximately 50% of the area of the semi-public courtyard area between 10 am and 4 pm at the equinoxes.

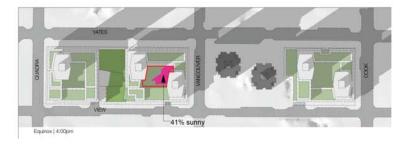












Courtyards

	Courtyard 1	Courtyard 2	Courtyard 3
	% in sun	% in sun	% in sun
10:00am	40%		
10:30am	52%	-	
11:00am	63%	43%	
11:30am	74%	60%	43%
12:00pm	82%	76%	60%
12:30pm	82%	83%	69%
1:00pm	82%	89%	78%
1:30pm	73%	87%	78%
2:00pm	63%	81%	71%
2:30pm	54%	76%	64%
3:00pm	39%	69%	51%
3:30pm	1 -	57%	36%
4:00pm	-	41%	

General Notes:

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- the date of the Equinox.
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- 4. All calculations are relative and are not to scale.

UD Guideline 3.1. d) iii)

Limit the scale and height of the buildings surrounding the private courtyards to allow 3 hours of sunlight to reach approximately 50% of the area of the semi-public courtyard area between 10 am and 4 pm at the equinoxes.

Summary: Courtyard 1: has sunlight for 50% or more of its area between 10:30am - 2:30pm = 4 hrs

Courtyard 2; has sunlight for 50% or more of its area between 11:30am - 3:30pm = 4 hrs

Courtyard 3: has sunlight for 50% or more of its area between 12:00pm - 3:00pm = 3 hrs





HARRIS GREEN VILLAGE

Transportation Impact Assessment



2020-05-14

Reviewer: Nadine King, P.Eng., PTOE

Prepared for: Starlight Developments

#501 – 740 Hillside Avenue Victoria, BC V8T 1Z4

Our File: 2767.B01

T 250.388.9877

Date: May 11, 2020

wattconsultinggroup.com



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1.0 INTRODUCTION

Watt Consulting Group was retained by Starlight Developments to undertake a transportation impact assessment (TIA) for the proposed Harris Green Village in the City of Victoria. The proposed development has two locations between Yates Street and View Street. The first location is between Vancouver Street and Quadra Street (900 Yates Street). The second location is on the west side of Cook Street (1045 Yates Street). The proposed development is to contain commercial and residential uses.

This report examines the existing and long-term conditions within the study area, highlights any potential operational issues, and recommends mitigation measures to ensure accommodation of development traffic. A review of the transit, pedestrian, and cycling accommodations is provided.

This study incorporates traffic from other future developments within the region that the City of Victoria's staff identified as potentially impacting the study area. Including the concurrent developments in the assessment ensures that the long-term transportation needs are taken into account.

1.1 Study Area

The proposed development is split into two locations. Site 1 is bounded by Yates Street, Vancouver Street, View Street, and Quadra Street. Site 2 is located between Yates Street and View Street just west of Cook Street. All site accesses are to connect to View Street. There are to be two accesses into Site 1 and one access into Site 2. The following intersections are included in the study area:

- Yates Street / Cook Street;
- Yates Street / Vancouver Street;
- Yates Street / Quadra Street;
- View Street / Cook Street;
- View Street / Vancouver Street;
- View Street / Quadra Street.

See Figure 1 for the study area and site location.



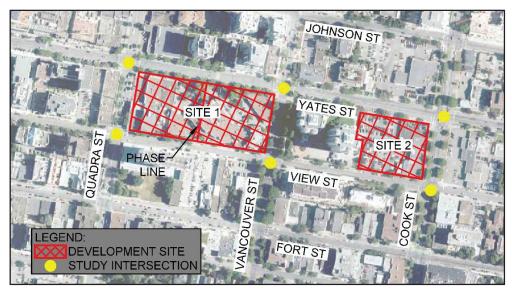


Figure 1: Study Area

2.0 EXISTING CONDITIONS

2.1 Land Use

The existing Harris Green Village development is located on Site 1 and a car dealership is located on Site 2. The proposed sites are currently zoned as Central Area District (Wilson Block R-5), Central Area District (Yates & Quadra Street R-9), Limited Service District (S-1), and Harris Green District (R-48). The surrounding land use is comprised of a mix of multi-family, commercial, and retail.

2.2 Road Network

There are five roadways within the study area as described below:

- Cook Street is a two-way, arterial road that runs north / south within the study area. Cook Street has two northbound lanes, two southbound lanes, and auxiliary left turn lanes at the intersections. There is limited on-street parking available along this portion of the road.
- Yates Street is a one-way (westbound) secondary arterial road. Yates Street has a bike lane on the north side of the road and two travel lanes transitioning into three travel lanes between Vancouver Street and Cook Street. There is a mix of parallel parking and angled parking on the street. The City has indicated that Yates Street has been identified as part of the future active transportation network which may include buffered or protected bike lanes on the south side of the road.
- Quadra Street is a two-way secondary arterial road that runs north / south. The northbound
 direction has one travel lane for all times except the PM peak hour where on-street parking
 is restricted to allow two northbound travel lanes. The southbound direction has one travel
 lane and parallel parking.



- Vancouver Street is a two-way, two-lane collector road that runs north / south. There is parallel parking on both sides of the road. Vancouver Street has been identified to be part of the City of Victoria's active transportation network which will change the usage along the road. Vancouver Street will remain a two-way, two-lane road but the cross section will now include buffered / protected bike lanes on either side of the road with some parallel parking on the east side of the road (within the study area).
- **View Street** is two-way, two-lane, local road that runs east / west. There is some parallel parking on both sides of the road.

The posted speed limit is 50 km/h for all roads except Quadra Street which is posted at 40 km/h. There are six intersections within the study area:

- Yates Street / Quadra Street is a signalized intersection with three approaches. There is
 a southbound right turn lane but no other auxiliary lanes at this intersection.
- Yates Street / Vancouver Street is a signalized intersection with three approaches. There are no auxiliary lanes at this intersection.
- Yates Street / Cook Street is a signalized intersection with three approaches. There is a northbound left lane and a westbound right lane.
- **View Street** / **Quadra Street** is a four-leg, signalized intersection. There are no auxiliary lanes at this intersection.
- **View Street / Vancouver Street** is a four-leg, signalized intersection. There are no auxiliary lanes at this intersection.
- View Street / Cook Street is a four-leg, unsignalized intersection with stop control on the
 eastbound and westbound approaches. There are left turn lanes for the northbound and
 southbound approaches.

2.3 Traffic Modelling – Background Information

Analysis of the traffic conditions at the study intersections was undertaken using Synchro Studio (version 10). Synchro / SimTraffic is a two-part traffic modelling software that provides analysis of the traffic conditions based on the Highway Capacity Manual (2010) evaluation methodology. A detailed description is provided in **Appendix A.**

For unsignalized (stop-controlled) intersections, the level of service (LOS) is based on the computed delay on each of the critical movements. LOS A represents minimal delays for minor street traffic movements, and LOS F represents a scenario with an insufficient number of gaps on the major street for minor street motorists to complete their movements without significant delays.

For signalized intersections, the methodology considers the intersection geometry, traffic volumes, the traffic signal phasing / timing plan, and pedestrian volumes. The average delay for each lane group is calculated, as well as the delay for the overall intersection.



2.4 Existing Traffic Conditions

Turning movement counts were provided for the study intersections by the City of Victoria staff. An additional PM peak hour count was conducted at the View Street / Cook Street intersection on January 7, 2020 between 4:00pm and 5:00pm. This study focuses on the weekday PM peak hour of travel which typically accounts for the highest traffic volumes throughout the day; however, a sensitivity analysis was conducted to ensure that the results of the study reflect other peak travel times of the day. See **Figure 2** and **Table 2** for the existing PM peak hour conditions.

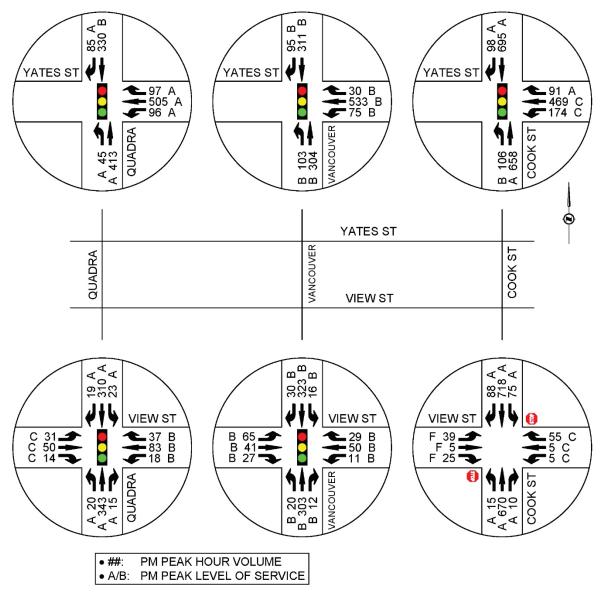


Figure 2: Existing 2019 PM Peak Hour Volumes / LOS



Table 1: 2019 Existing Conditions - PM

Intersection	Movement	LOS	Delay (s)	Queue (m) 95 th
Yates St / Cook St	WBL	С	28.0	42.9
	WBT	С	25.5	46.3
	WBR	Α	6.1	4.0
	NBL	В	13.8	20.6
	NBT	Α	8.0	34.1
	SB T/R	Α	8.7	42.4
Yates St / Vancouver St	WB	В	13.8	20.0
	NB	В	10.2	35.8
	SB	В	10.4	52.6
Yates St / Quadra St	WB	Α	8.5	19.6
	NB	Α	9.9	23.8
	SBT	В	14.5	50.8
	SBR	Α	7.5	10.9
View St / Vancouver St	EB	В	13.6	20.4
	WB	В	16.8	20.8
	NB	В	14.5	54.7
	SB	В	12.2	58.0
View St / Quadra St	EB	С	20.3	16.7
	WB	В	15.1	26.3
	NB	Α	9.3	23.1
	SB	Α	8.2	21.9
View St / Cook St	EB	F	104.2	32.9
(Stop-Controlled)	WB	С	22.2	8.4
	NBL	Α	9.7	0.7
	NB T/R	Α	0.0	0.0
	SBL	Α	9.5	2.1
	SB T/R	А	0.0	0.0

The signalized intersections operate at LOS C or better during the PM peak hour. The stop-controlled View Street / Cook Street intersection operates at LOS C or better for all movements except eastbound which operates at LOS F.

3.0 CONCURRENT AREA DEVELOPMENTS

3.1 Concurrent Development Locations

The City staff identified future developments that would potentially impact the study area for this assessment. The concurrent developments have been included into the background traffic conditions analysis. See **Figure 3** for the locations of the concurrent developments and **Table 2** for the trip generation during the PM peak hour.



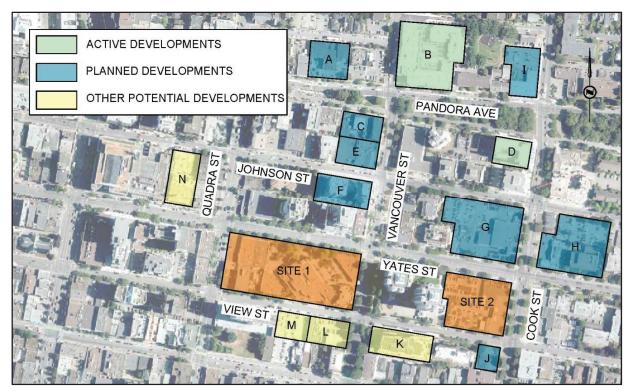


Figure 3: Concurrent Development Locations

3.2 Concurrent Development Trip Generation and Assignment

The concurrent trips were generated using the same methodology outline in **Section 4.3** using the Institute of Transportation Engineer's *Trip Generation Manual (10th Edition)*. The trip assignment was based on existing trip distributions for traffic in the area.



Table 2: Concurrent Development PM Peak Hour Background Net Trips

	ne 2: Concurrent Development PM Pe				1	Ont
Development	Land Use	Units	Sq'	Trip Rate	20	Out
Α	Proposed Condominium	145	- 5700	0.44 / unit	39	25
	Proposed Retail Existing Land Use - Empty	-	5700	2.71 / 1000 ft ²	7	8
		-		-	46	
	Net Trips Proposed Market Rental	195	-	0.44 / unit	52	33 34
	Proposed Supermarket	-	25000	9.24 /1000 ft ²	118	113
В	Proposed Retail	-	25000	2.71 / 1000 ft ²	30	38
D	Existing Land Use- In Construction	-	23000	2.7 1 / 1000 It	0	0
	Net Trips	-	-	-	200	185
	Proposed Market Rental	166	-	0.36 / unit	37	23
	Proposed Retail	-	3300	2.71 / 1000 ft ²	4	5
С	Existing Land Use - Church		2400	0.49 / 1000 ft ²	0	1
	Existing Land Use - General Office	_	5400	1.15 / 1000 ft ²	1	5
	Net Trips		-	1.137 1000 10	39	23
	Proposed Market Rental	134	_	0.36 / unit	29	19
_	Proposed Retail	-	6800	2.71 / 1000 ft ²	8	10
D	Existing Land Use - In Construction	-	-	-	0	0
	Net Trips			-	37	29
	Proposed Market Rental	93	-	0.36 / unit	20	13
_	Proposed Retail	-	6500	2.71 / 1000 ft ²	8	10
E	Existing Land Use - Empty	-	-	-	0	0
	Net Trips	-	-	-	28	23
	Proposed Condominium	120	-	0.36 / unit	26	17
-	Proposed Retail	-	9000	2.71 / 1000 ft ²	11	13
F	Existing - Empty	-	-	-	0	0
	Net Trips	-	-	-	37	30
	Proposed Market Rental	130	-	0.36 / unit	29	18
G	Existing - New Car Dealership	-	16000	2.43 / 1000 ft ²	16	23
	Net Trips	-	-	-	13	-5
	Proposed Condominium	202	-	0.36 / unit	45	28
	Proposed Retail	-	14400	2.71 / 1000 ft ²	17	22
H	Existing - Restaurant (Quality)	-	775	7.80 / 1000 ft ²	4	2
	Existing - medical office to remain	-	-	-	0	0
	Net Trips	-	-	-	58	48
	Multi-Family (Mid Rise)	103	-	0.44 / unit	27	18
	High Turnover Sit Down Restaurant	-	2000	9.77 / 1000 ft ²	12	8
	Specialty Retail	-	9900	2.71 / 1000 ft ²	12	15
	Existing Supermarket	-	10000	9.24 /1000 ft ²	47	45
	Net Trips	400	-	0.00./	5	-5
	Proposed Condominium	129	4700	0.36 / unit	29	18
J	Proposed Retail	-	1790	2.71 / 1000 ft ²	3	4
	Existing - Restaurant (Quality)	-	2000	7.80 / 1000 ft ²	12	6
	Net Trips	-	-	- 0.44 /it	20	16
K	Proposed Condominium	229	-	0.44 / unit	62	39
	Existing Land Use – Empty	151	-	0.44 /	0	0
	Proposed Rental Apartment	154	3500	0.44 / unit 7.80 / 1000 ft ²	41	27
L	Existing – Restaurant Net Trips	-	3500	7.00 / 1000 IL ²	18 23	9 18
	Proposed Rental Apartment	255	-	0.36 / unit	56	
M	Existing Land Use – Parking Lot	200	-	0.36 / unit		36
	Proposed Affordable Housing Condominium	135	-	0.36 / unit	30	- 19
	Proposed Retail	-	5000	2.71 / 1000 ft ²	7	7
N	Existing Land Use – Parking Lot	-	-	2.717 1000 IL	-	-
	Net Trips	-	-	-	37	26
	Het Hips			<u>-</u>	JI	20



4.0 POST DEVELOPMENT

4.1 Proposed Land Use and Site Access

The proposed development is to contain a similar amount of commercial / retail component to the existing development on Site 1. The location of any specific commercial use is subject to change. There will also be multi-family apartment located on both sites. See **Figure 4** for the development site plan.

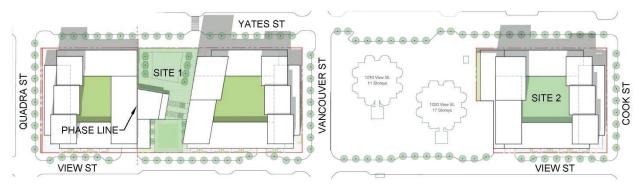


Figure 4: Site Plan.

There are three accesses planned for the development. The City has indicated that all vehicular access should be from View Street. The number of accesses on an arterial road such as Yates Street are typically limited. The main function of arterial roads is to move traffic. In comparison one of the main functions for local roads, such as View Street, is to provide land access. Situating the site accesses on View Street allows the development traffic to integrate more smoothly into the surrounding road network. There are no sight distance deficiencies at any of the proposed accesses. There is well over 150m of sight distance at all of the accesses exceeding the Transportation Association of Canada's (TAC) requirement of 105m for left turns and 95m for right turns.

The location of the accesses also meets the TAC minimum corner clearance requirements for local, collector, and arterial roads of 15m, 20m, and 35m respectively.

4.2 Trip Generation

The amount of existing commercial land use is comparable to the proposed development's commercial land use at approximately 86,800 ft². The Harris Green area typically has a lower trip generation rate compared to less urban settings. We captured all the traffic entering and exiting the existing development and compared the traffic volumes to the Institute of Transportation Engineers' (ITE) *Trip Generation Manual (10th Edition)*. The *Trip Generation Manual* provides trip rates for a wide variety of land uses gathered from actual sites across North America over the past 35 years.



Table 3 compares the commercial component of the development between the ITE trip generation and the existing development traffic volumes during the PM peak hour. **Table 4** summarize the trip generation for the residential portion of the proposed development during the PM peak hour of travel.

Table 3: Commercial Trip Generation for the Peak Hour of Travel

Type of Trip Generation	Total Trips	Trips In	Trips Out
ITE Trip Generation Total	595	301	294
Measured Existing Total	521	150	371

The existing traffic volumes have 74 fewer trips during the PM peak hour when compared to the ITE trip generation. The existing count data more accurately reflects this specific site's commercial trip generation; therefore, the existing commercial trip generation is used for this analysis. There is also existing residential land use on the site that was not separated from the commercial totals. The combination of the existing commercial traffic volumes and the existing residential traffic volumes provides a conservative analysis.

Table 4: Residential Trip Generation for the Peak Hour of Travel

Site	ITE Code	Land Use	Trip Rate	Units	Total Trips	Trips In	Trips Out
Site 1 –	221	MF – Mid-Rise	0.44	180	80	49	31
Phase 1	222	MF – High-Rise	0.36	250	90	55	35
Site 1 –	221	MF – Mid-Rise	0.44	220	97	59	38
Phase 2	222	MF – High-Rise	0.36	250	90	55	35
Site 2	221	MF – Mid-Rise	0.44	100	44	27	17
Sile 2	222	MF – High-Rise	0.36	500	180	110	70
			Residential Total		581	355	226

The trips travelling to / from the proposed development will include new / diverted trips and passby trips. The proposed land uses will generate 1,102 total trips (521 commercial and 581 residential) during the PM peak hour of travel.

4.3 Internal and Pass-By Trips

Mixed-use developments will have some internal or shared trips between onsite land uses. For example a resident could visit one of the commercial destinations without getting into a vehicle. Therefore an internal capture rate was applied to the various land uses for these development sites. The internal capture rate is a percentage reduction to the trip generation estimates for individual land uses to account for internal trips on the site. The internal trips are subtracted from the total trips to determine the external trips to / from the site.



The ITE *Trip Generation Manual: User's Guide and Handbook Volume 1* provides the methodology for estimating internal capture rates for mixed-use sites. This methodology utilizes the internal trip percentages for the land uses from ITE and the National Cooperative Highway Research Program (NCHRP) to estimate the number of internal trips between various land uses. The internal capture rate is estimated to be 23.0% (154 internal trips) at Site 1 during the PM peak hour and 20.8% (90 internal trips) at Site 2 during the PM peak hour.

Trip Type		Site 1		Site 2		
Trip Type	Inbound	Outbound	Total	Inbound	Outbound	Total
Total Trips	309	360	669	196	237	433
Internal Trips	(-) 77	(-) 77	(-) 154	(-) 45	(-) 45	(-) 90
Net External Trips	232	283	515	151	192	343

4.4 Trip Assignment

The trip assignment was based on the existing trip distribution and popular destinations for traffic in the area. See **Figure 5** for the proposed development's PM peak hour trip assignment which are based on the following trip distribution pattern:

- 45% to / from the west;
- 30% to / from the east;
- 20% to / from the north;
- 5% to / from the south.

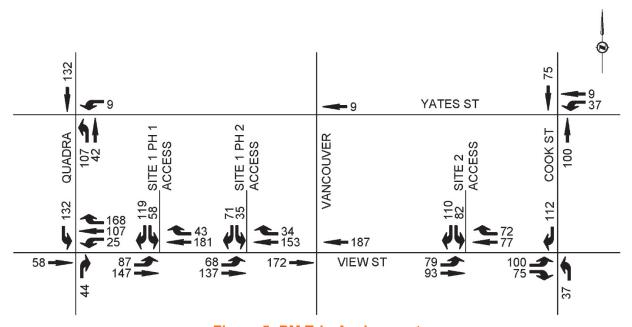


Figure 5: PM Trip Assignment



4.5 Post Development Analysis Results

4.5.1 Analysis Assumptions

The existing traffic volumes were counted for some locations and provided by the City of Victoria for other locations. No growth rate was applied to the background volumes as Victoria's traffic volumes have had a static or negative growth over the past decades. The concurrent development traffic has been included in the background traffic volumes. The existing land use traffic was maintained on the network for the background analysis. However, during the post development analysis the existing sites' traffic was removed from the network.

After the completion of the Vancouver Street bike lane project traffic patterns will likely change in the area. Vehicle traffic travelling northbound and southbound on Vancouver Street will be discouraged / limited. Therefore, 75 percent of the Vancouver Street traffic was split evenly to the adjacent north / south streets (Quadra Street and Cook Street) for the background analysis. The remaining 25 percent of the traffic volumes were maintained on Vancouver Street.

4.5.2 Background Analysis Results

The background traffic conditions were analyzed during the PM peak hour within the study area. **Figure 6** and **Table 5** show the background PM peak hour traffic conditions.



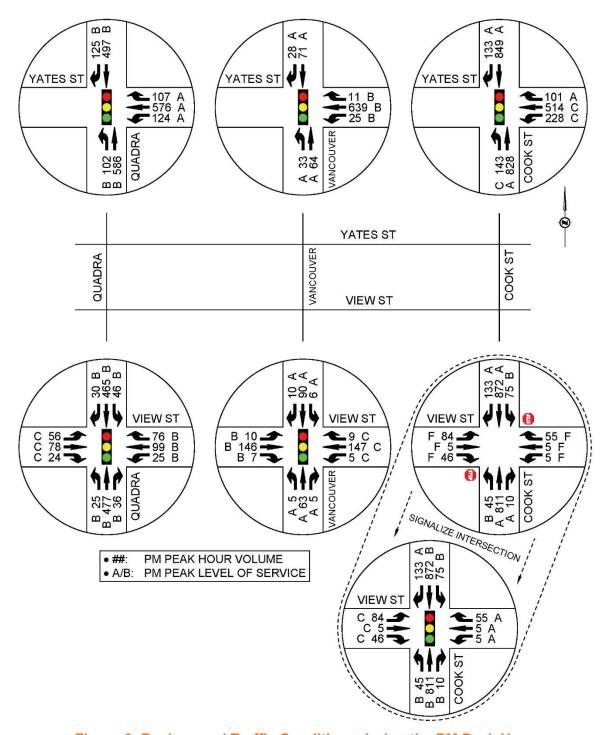


Figure 6: Background Traffic Conditions during the PM Peak Hour



Table 5: Background Traffic Conditions during the PM Peak Hour

Intersection	Movement	LOS	Delay (s)	Queue (m) 95 th
Yates St / Cook St	WBL	С	32.1	56.5
	WBT	С	26.3	51.1
	WBR	Α	6.1	3.9
	NBL	С	26.2	46.1
	NBT	Α	8.8	44.8
	SB T/R	Α	9.4	53.6
Yates St / Vancouver St	WB	В	14.4	23.0
	NB	Α	6.5	10.3
	SB	Α	6.7	12.4
Yates St / Quadra St	WB	Α	7.1	16.5
	NB	В	17.6	71.5
	SBT	В	17.9	83.9
	SBR	В	10.5	18.6
View St / Vancouver St	EB	В	13.9	23.1
	WB	С	21.5	36.3
	NB	Α	9.6	12.4
	SB	Α	8.7	12.5
View St / Quadra St	EB	С	25.6	27.2
	WB	В	17.2	25.4
	NB	В	10.6	34.7
	SB	В	19.9	132.1
View St / Cook St	EB	F	1783.4	149.1
(Stop-Controlled)	WB	F	59.6	21.7
	NBL	В	12.4	2.8
	NB T/R	Α	0.0	0.0
	SBL	В	10.2	2.8
	SB T/R	Α	0.0	0.0
View St / Cook St	EB	С	32.1	30.4
(Signalized)	WB	Α	7.7	5.5
	NBL	В	15.2	9.4
	NB T/R	В	11.5	50.5
	SBL	В	10.4	9.8
	SB T/R	Α	9.2	41.2

All the signalized intersections in the study are operate at LOS C or better. The stop-controlled View Street / Cook Street intersection operates at LOS F for the View Street movements. Signalizing View Street / Cook Street allows all movements to operate at LOS A / B except for the eastbound movements which operate at LOS C.

4.5.3 Post Development Analysis Results

The post development traffic conditions were analyzed during the PM peak hour within the study area. **Figure 7** and **Table 6** show the post development PM peak hour traffic conditions.



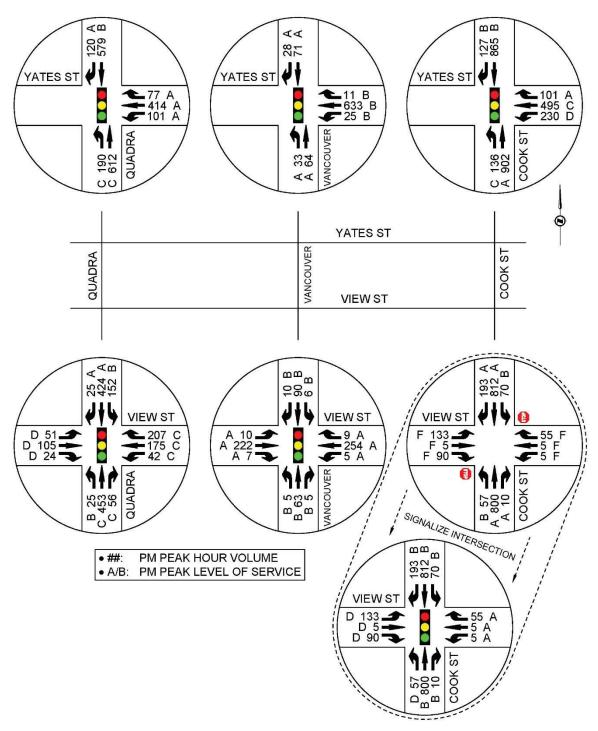


Figure 7: Post Development Conditions with Improvements - PM



Table 6: Post Development Conditions with Improvements - PM

Intersection	Movement	LOS	Delay (s)	Queue (m) 95 th
Yates St / Cook St	WBL	D	40.2	80.4
	WBT	С	26.6	53.0
	WBR	Α	9.5	8.1
	NBL	С	28.8	31.0
	NBT	Α	7.6	31.5
	SB T/R	В	10.3	58.4
Yates St / Vancouver St	WB	В	13.2	23.2
	NB	Α	5.4	7.7
	SB	Α	6.8	12.8
Yates St / Quadra St	WB	Α	6.7	12.8
	NB	С	31.1	101.7
	SBT	В	19.6	115.9
	SBR	Α	8.8	17.1
View St / Vancouver St	EB	Α	8.8	45.1
	WB	Α	8.6	58.2
	NB	В	19.6	18.5
	SB	В	17.1	22.7
View St / Quadra St	EBL	D	45.5	18.2
(with Improvements)	EB T/R	D	37.7	45.8
	WBL	С	31.0	12.1
	WBT	С	33.5	52.2
	WBR	С	20.2	49.3
	NBL	В	10.5	5.8
	NB T/R	С	33.6	139.1
	SBL	В	15.8	28.6
	SB T/R	Α	5.5	27.2
View St / Cook St	EB	F	6538.8	324.1
(Stop-Controlled)	WB	F	184.0	40.6
	NBL	В	14.8	7.0
	NB T/R	Α	0.0	0.0
	SBL	В	10.2	2.8
	SB T/R	Α	0.0	0.0
View St / Cook St	EB	D	44.2	51.2
(Signalized)	WB	Α	8.1	5.6
	NBL	D	43.7	37.8
	NB T/R	В	10.9	49.0
	SBL	В	14.0	16.9
	SB T/R	В	15.7	94.6

Most movements continue to operate at LOS C or better with the proposed development with the exception of two intersections: View Street / Cook Street and View Street / Quadra Street. The stopped controlled View Street / Cook Street intersection operates at LOS F for the side street movements. If the intersection is signalized all movements operate at LOS D or better. At View Street / Quadra Street multiple movements operate at LOS E for the post development analysis. It is recommended that separate left turn lanes be provided for all approaches and a westbound right



turn lane be added. It is also recommended that the southbound left turn be provided a protected / permitted phase; however, this may impact the coordination at the intersection. With the recommended improvements the View Street / Quadra Street intersection will operate at LOS D or better.

In order to accommodate the left turn lanes for all approaches at View Street / Quadra Street some on-street parking would need to be removed. Minimum lane widths are normally recommended to be 3.3m; however, the City has allowed narrower lane widths at other locations. The existing curb to curb width of View Street is approximately 12m. If the lane widths can be reduced to 3.0m the westbound approach can be provided separate left, through, and right turn lanes (and one eastbound receiving lane). If the City does not approve 3.0m lane widths then the curb on the north side of View Street would need to be moved north approximately 1.2m to accommodate 3.3m lane widths.

If all the proposed developments in the area are completed the left turns exiting the site accesses would operate at LOS E / F; however, in reality more gaps in traffic will be created on View Street given the proximity to the signalized intersections. If the delay time for the exiting left turns is too long drivers will likely make the choice to turn right instead. It is recommended that the site accesses / driveways be provided with separate left and right turn lanes. Separate right turn lanes exiting at the site accesses will operate at LOS C.

5.0 SENSITIVITY ANALYSIS

On most roads the PM peak hour contains the largest traffic volumes for any given time throughout the day. There are some locations that can have larger traffic impacts outside of the PM peak hour such as near schools and near employment centres with shift changes. Further investigation was conducted to determine if the PM peak hour reflected the worst-case scenario for this study. When looking at the overall network the PM peak hour had 21.8 percent more traffic than the AM peak hour and 11.6 percent more traffic than the midday peak hour (or off-peak time).

The distribution of traffic volumes for specific movements at each intersection were also reviewed during the AM peak and midday peak timeframes. For example, a left turn movement that requires a protected phase during one timeframe due to higher volumes may not require the protected phase during another timeframe. The intersections on Yates Street did not show significant variances beyond overall traffic volumes. The intersections on View Street had a bit more variances for the AM peak hour compared to the midday and PM peak hours. During the AM peak hour the westbound volumes were higher that the eastbound volumes while during the midday and PM peak hours the eastbound volumes were higher than the westbound volumes. However, these variances do not have a significant impact on intersection operation.

6.0 YATES STREET LANE REDUCTION

The City's review of the initial traffic impact assessment prompted further investigation into the number of general purpose travel lanes on Yates Street through the study area. The existing



westbound through travel lanes on Yates Street increase from two to three between Cook Street and Vancouver Street. An analysis was conducted to determine the impact of maintaining only two travel lanes on Yates Street. Table 7 compares the affected Yates Street intersections before and after the lane reduction.

Table 7: Post Development Yates Street Lane Reduction Conditions Comparison – PM

	3 Westbour	nd Lane	s on Yate	s Street	2 Westbound Lanes on Yates Street							
Intersection	Movement	LOS	Delay (s)	Queue (m) 95 th	Movement	LOS	Delay (s)	Queue (m) 95 th				
Yates St /	WB	В	13.2	23.2	WB	В	17.0	35.1				
Vancouver	NB	Α	5.4	7.7	NB	Α	5.4	7.7				
St	SB	Α	6.8	12.8	SB	Α	6.8	12.8				
Yates St /	WB	Α	6.7	12.8	WB	Α	9.0	22.2				
Quadra St	NB	С	31.1	101.7	NB	С	31.1	101.7				
	SBT	В	19.6	115.9	SBT	В	19.6	115.9				
	SBR	Α	8.8	17.1	SBR	Α	8.8	17.1				

Reducing the number of lanes on Yates Street does increase the delay times at the Vancouver Street and Quadra Street intersections; however, the levels of service remain the same. The increased queue lengths due to the reduced number of lanes do not interfere with traffic operations at other intersections or existing accesses. Reducing the number of general purpose lanes on Yates Street from three to two lanes does not have a significant impact on traffic operations in the area.

7.0 IMPROVEMENT TRIGGERS

As the road network changes in the study area View Street will likely see some operational changes in the near future. The implementation of the bicycle facilities on Vancouver Street will likely increase the traffic volumes on the surrounding roads. Shifting the site accesses for the Harris Green Village to the south (from Yates Street) will also increase the traffic volumes on View Street.

It is recommended that View Street / Cook Street be signalized to accommodate the increased traffic on View Street prior to the Vancouver bicycle facilities and the proposed Harris Green Village development. It is also recommended that the laning improvements at View Street / Quadra Street be implemented before the completion of the first phase of the proposed Harris Green development on the 900 block (Site 1).

8.0 SUSTAINABLE TRANSPORTATION REVIEW

A sustainable transportation review was conducted to determine the pedestrian, cycling, electrical vehicle accommodation, and transit connection to the proposed development.

8.1 Pedestrian and Cycling Network

There are existing sidewalks on both sides of all roads in the study area. If the sidewalks are to be altered during this proposed redevelopment it is recommended that the pedestrian areas meet the



current City of Victoria standards at all locations. It is also recommended that onsite pedestrian connections be provided that match up with the existing pedestrian network. Crosswalks at View Street / Cook Street are recommended for all approaches of the intersection if the intersection is signalized.

This development is well located to access the entire City of Victoria bicycle network with the existing Yates Street bike lane and the soon to be completed Vancouver Street bicycle facilities. Yates Street could be further developed as an active transportation network with buffered or protected bike lanes on the south side of the road; it is recommended that the developer work with the City to implement bicycle facilities along the Yates Street site frontages. Onsite bicycle storage should be considered a priority along with electrical charging capability.

8.2 Electrical Vehicle Parking

As the popularity of electrical vehicles increases the availability of electrical charging stations is becoming more and more important. While the City does not yet have a formal bylaw in place requiring electrical outlets at all parking stalls it is recommended that residential parking stalls onsite be equipped with the capability for electrical vehicles to charge.

8.3 Transit Network

There are many transit options available in close proximity to the site. Yates Street provides multiple routes travelling west of the site. Cook Street and Quadra Street provide routes travelling north or south. Johnson Street or Fort Street provide many bussing options travelling west of the site.

The closest bus stops on Yates Street are on the north side of the road near Vancouver Street and another located midblock between Vancouver Street and Cook Street. The nearest bus stops on Quadra Street are located approximately 50m north and 50m south of the site. The closest bus stops on Cook Street are about 70m south of the site and 130m north of the site. The Fort Street bus stops are located approximately 130m south of the site and the Johnson Street bus stops are located approximately 120 north of the site. No transit upgrades are recommended for this development.

9.0 CONCLUSIONS

The proposed Harris Green Village development is located at the existing site on the 900 block of Yates Street and on the west side of Cook Street between Yates Street and View Street. The accesses to the sites are proposed to connect to the south of the site on View Street. The City has bicycle facilities planned for Vancouver Street that will likely divert some traffic from Vancouver Street onto the surrounding road network. With the bicycle facilities on Vancouver Street, the proposed Harris Green Village accesses, and other concurrent developments there will be increased traffic on View Street. With this increase of traffic on View Street some intersection improvements are recommended. View Street / Cook Street would benefit from being converted from a two-way, stop-controlled intersection to being signalized. New left turn lanes are



recommended for all approaches at the View Street / Quadra Street intersection with a southbound left turn phase. This intersection would also benefit from a westbound right turn lane. The intersection will operate at LOS D or better with the recommended improvements. Some on-street parking would need to be removed to install the left turn lanes and the curb may need to be located further north in order to install a westbound right turn lane.

Yates Street was determined to continue to operate with the same level of service when the general purpose lanes were reduced from three lanes down to two lanes.

Pedestrian connections through the site are recommended to meet up with existing pedestrian facilities. If View Street / Cook Street is signalized all four approaches of the intersection should have crosswalks installed. It is recommended that the developer work with the City to implement future bicycle facilities on the Yates Street site frontages. No transit upgrades are recommended for this development. As the number of electrical vehicles keeps increasing on-site residential electrical charging stations should be considered a priority for both vehicles and bicycles.



10.0 RECOMMENDATIONS

- Work with the City to signalize View Street / Cook Street, including crosswalks on all four approaches;
- Add 30m southbound left turn lane at View Street / Quadra Street with protected / permitted phase;
- Add 15m eastbound, westbound, and northbound left turn lane at View Street / Quadra Street;
- Add a 50m westbound right turn lane at View Street / Quadra Street;
- Work with the City to implement future bicycle facilities along the Yates Street site frontages;
- Consider providing electrical charging capabilities for all residential vehicle parking stalls on-site;
- Consider providing electrical charging capabilities for electrical bicycles on-site.

APPENDIX A: SYNCHRO BACKGROUND

SYNCHRO MODELLING SOFTWARE DESCRIPTION

The traffic analysis was completed using Synchro and SimTraffic traffic modelling software. Results were measured in delay, level of service (LOS), 95th percentile queue length and volume to capacity ratio. Synchro is based on the Highway Capacity Manual (HCM) methodology. SimTraffic integrates established driver behaviours and characteristics to simulate actual conditions by randomly "seeding" or positioning vehicles travelling throughout the network. The simulation is run ten times (ten different random seedings of vehicle types, behaviours and arrivals) to obtain statistical significance of the results.

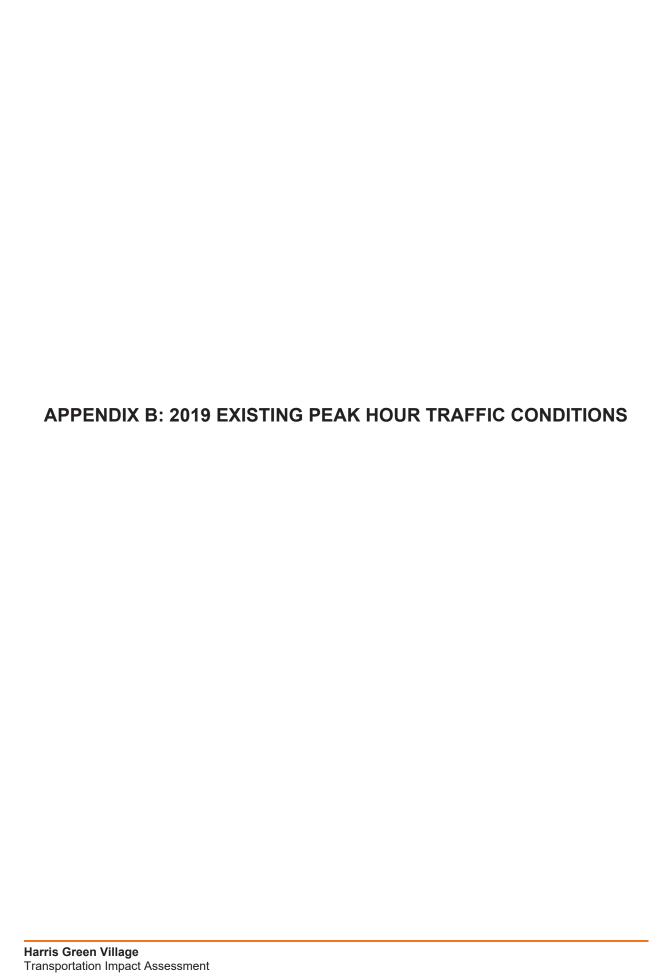
Levels of Service

Traffic operations are typically described in terms of levels of service, which rates the amount of delay per vehicle for each movement and the entire intersection. Levels of service range from LOS A (representing best operations) to LOS E/F (LOS E being poor operations and LOS F being unpredictable/disruptive operations). LOS E/F are generally unacceptable levels of service under normal everyday conditions. A LOS C or better is considered acceptable operations, while D is considered to be on the threshold between acceptable and unacceptable operations. Highway operations will typically need to operate at LOS C or better for through movements and LOS E or better for other traffic movements with lower order roads.

The hierarchy of criteria for grading an intersection or movement not only includes delay times, but also takes into account traffic control type (stop signs or traffic signal). For example, if a vehicle is delayed for 19 seconds at an unsignalized intersection, it is considered to have an average operation, and would therefore be graded as an LOS C. However, at a signalized intersection, a 19 second delay would be considered a good operation and therefore it would be given an LOS B. The table below indicates the range of delay for LOS for signalized and unsignalized intersections.

Table A1: LOS Criteria, by Intersection Traffic Control

Level of Service (LOS)	Unsignalized Intersection Average Vehicle Delay (sec/veh)	Signalized Intersection Average Vehicle Delay (sec/veh)
Α	0 – 10	0 – 10
В	> 10 – 15	> 10 – 20
С	> 15 – 25	> 20 – 35
D	> 25 – 35	> 35 – 55
E	> 35 – 50	> 55 – 80
F	> 50	> 80



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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					ፈተኩ			414				7
Traffic Volume (vph)	0	0	0	96	505	97	45	413	0	0	330	85
Future Volume (vph)	0	0	0	96	505	97	45	413	0	0	330	85
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	0.91	0.95	0.95	1.00	1.00	1.00	1.00
Ped Bike Factor					0.87			0.98				0.68
Frt					0.979							0.850
Flt Protected					0.993			0.993				
Satd. Flow (prot)	0	0	0	0	4733	0	0	3514	0	0	1863	1583
Flt Permitted					0.993			0.856				
Satd. Flow (perm)	0	0	0	0	4293	0	0	2967	0	0	1863	1076
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					49							49
Link Speed (k/h)		40			40			35			35	
Link Distance (m)		205.2			208.5			95.6			97.2	
Travel Time (s)		18.5			18.8			9.8			10.0	
Confl. Peds. (#/hr)				459		183	202					202
Peak Hour Factor	0.25	0.25	0.25	0.83	0.88	0.84	0.66	0.97	0.25	0.25	0.94	0.85
Adj. Flow (vph)	0	0	0	116	574	115	68	426	0	0	351	100
Shared Lane Traffic (%)								0				
Lane Group Flow (vph)	0	0	0	0	805	0	0	494	0	0	351	100
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			0.0			0.0	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Turn Type				Perm	NA		Perm	NA			NA	Perm
Protected Phases					8			2			6	
Permitted Phases				8			2	_				6
Minimum Split (s)				20.0	20.0		23.0	23.0			23.0	23.0
Total Split (s)				37.0	37.0		43.0	43.0			43.0	43.0
Total Split (%)				46.3%	46.3%		53.8%	53.8%			53.8%	53.8%
Maximum Green (s)				32.0	32.0		38.0	38.0			38.0	38.0
Yellow Time (s)				4.0	4.0		4.0	4.0			4.0	4.0
All-Red Time (s)				1.0	1.0		1.0	1.0			1.0	1.0
Lost Time Adjust (s)				1.0	-1.0		1.0	-1.0			-1.0	-1.0
Total Lost Time (s)					4.0			4.0			4.0	4.0
Lead/Lag					1.0			1.0			1.0	1.0
Lead-Lag Optimize?												
Walk Time (s)				7.0	7.0		7.0	7.0			7.0	7.0
Flash Dont Walk (s)				8.0	8.0		6.0	6.0			6.0	6.0
Pedestrian Calls (#/hr)				20	20		20	20			20	20
Act Effct Green (s)				20	33.0		20	39.0			39.0	39.0
Actuated g/C Ratio					0.41			0.49			0.49	0.49
v/c Ratio					0.45			0.43			0.39	0.43
., 5 1 10110					0.70			0.07			0.00	0.10

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay					8.5			9.9			14.5	7.5
Queue Delay					0.0			0.0			0.0	0.0
Total Delay					8.5			9.9			14.5	7.5
LOS					Α			Α			В	Α
Approach Delay					8.5			9.9			13.0	
Approach LOS					Α			Α			В	
Queue Length 50th (m)					12.4			11.1			32.0	4.0
Queue Length 95th (m)					19.6			23.8			50.8	10.9
Internal Link Dist (m)		181.2			184.5			71.6			73.2	
Turn Bay Length (m)												
Base Capacity (vph)					1799			1446			908	549
Starvation Cap Reductn					0			0			0	0
Spillback Cap Reductn					0			0			0	0
Storage Cap Reductn					0			0			0	0
Reduced v/c Ratio					0.45			0.34			0.39	0.18
Intersection Summary												
Area Type:	Other											
Cycle Length: 80												
Actuated Cycle Length: 80)											
Offset: 3 (4%), Reference	d to phase 2	:NBTL, Sta	art of Gre	en								
Natural Cycle: 45												
Control Type: Pretimed												
Maximum v/c Ratio: 0.45												
Intersection Signal Delay:	10.1			Ir	ntersection	n LOS: B						
Intersection Capacity Utiliz	zation 55.0%)		IC	CU Level	of Service	В					
Analysis Period (min) 15												
Splits and Phases: 734	: Quadra & Y	ates St.										
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4îb			ર્ન	
Traffic Volume (vph)	31	50	14	18	83	37	20	343	16	23	310	19
Future Volume (vph)	31	50	14	18	83	37	20	343	16	23	310	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.7	3.6	3.7	3.7	3.6	3.7	3.7	3.0	3.7	3.7	3.0	3.7
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor		0.93			0.92			0.96			0.96	
Frt		0.982			0.962			0.990			0.989	
Flt Protected		0.987			0.993			0.997			0.996	
Satd. Flow (prot)	0	1601	0	0	1544	0	0	2911	0	0	1528	0
Flt Permitted		0.893			0.952			0.923			0.957	
Satd. Flow (perm)	0	1401	0	0	1446	0	0	2672	0	0	1446	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		11			26			15			9	
Link Speed (k/h)		50			50			35			35	
Link Distance (m)		208.1			208.2			91.3			95.6	
Travel Time (s)		15.0			15.0			9.4			9.8	
Confl. Peds. (#/hr)	102		83	83		102	126		138	138		126
Confl. Bikes (#/hr)						1			2	, , ,		3
Peak Hour Factor	0.78	0.57	0.70	0.75	0.83	0.77	0.83	0.94	0.57	0.82	0.92	0.59
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	40	88	20	24	100	48	24	365	28	28	337	32
Shared Lane Traffic (%)						.0						V _
Lane Group Flow (vph)	0	148	0	0	172	0	0	417	0	0	397	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			0.0			0.0	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane		1.0			1.0			1.0			1.0	
Headway Factor	1.13	1.14	1.13	1.13	1.14	1.13	1.13	1.25	1.13	1.13	1.25	1.13
Turning Speed (k/h)	24		14	24		14	24	0	14	24	0	14
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2		. 0	6	
Permitted Phases	4	•		8			2	_		6		
Minimum Split (s)	21.0	21.0		21.0	21.0		23.0	23.0		23.0	23.0	
Total Split (s)	31.0	31.0		31.0	31.0		49.0	49.0		49.0	49.0	
Total Split (%)	38.8%	38.8%		38.8%	38.8%		61.3%	61.3%		61.3%	61.3%	
Maximum Green (s)	26.0	26.0		26.0	26.0		44.0	44.0		44.0	44.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	1.0	-1.0		1.0	-1.0		1.0	-1.0		1.0	-1.0	
Total Lost Time (s)		4.0			4.0			4.0			4.0	
Lead/Lag		4.0			7.0			7.0			4.0	
Lead-Lag Optimize?												
<u> </u>	7.0	7.0		5.0	5.0		7.0	7.0		7.0	7.0	
Walk Time (s) Flash Dont Walk (s)	7.0	7.0		8.0	8.0		7.0	7.0		8.0	8.0	
. ,					0.0					0.0		
Pedestrian Calls (#/hr)	0	27.0		0			0	0 45.0		U	0 45.0	
Act Effct Green (s)		27.0			27.0			45.0			45.0	

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio		0.34			0.34			0.56			0.56	
v/c Ratio		0.31			0.34			0.28			0.49	
Control Delay		20.3			15.1			9.3			8.0	
Queue Delay		0.0			0.0			0.0			0.2	
Total Delay		20.3			15.1			9.3			8.2	
LOS		С			В			Α			Α	
Approach Delay		20.3			15.1			9.3			8.2	
Approach LOS		С			В			Α			Α	
Queue Length 50th (m)		15.1			15.9			15.2			14.4	
Queue Length 95th (m)		16.7			26.3			23.1			21.9	
Internal Link Dist (m)		184.1			184.2			67.3			71.6	
Turn Bay Length (m)												
Base Capacity (vph)		480			505			1509			817	
Starvation Cap Reductn		0			0			0			64	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.31			0.34			0.28			0.53	
Intersection Summary												

Area Type: CBD

Cycle Length: 80

Actuated Cycle Length: 80

Offset: 71 (89%), Referenced to phase 2:NBTL, Start of Green

Natural Cycle: 45 Control Type: Pretimed

Maximum v/c Ratio: 0.49

Intersection Signal Delay: 11.2 Intersection LOS: B
Intersection Capacity Utilization 55.8% ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 735: Quadra & View St.



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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					ፈተኩ			ર્ન			f)	
Traffic Volume (vph)	0	0	0	75	533	30	103	304	0	0	311	95
Future Volume (vph)	0	0	0	75	533	30	103	304	0	0	311	95
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor					0.92			0.98			0.96	
Frt					0.993						0.963	
Flt Protected					0.994			0.987				
Satd. Flow (prot)	0	0	0	0	4936	0	0	1839	0	0	1717	0
Flt Permitted					0.994		-	0.741				•
Satd. Flow (perm)	0	0	0	0	4643	0	0	1359	0	0	1717	0
Right Turn on Red	•		Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					10						26	
Link Speed (k/h)		40			40			50			50	
Link Distance (m)		208.5			57.9			93.3			100.9	
Travel Time (s)		18.8			5.2			6.7			7.3	
Confl. Peds. (#/hr)		10.0		184	0.2	109	75	0.7				75
Peak Hour Factor	0.25	0.25	0.25	0.85	0.84	0.83	0.80	0.87	0.25	0.25	0.94	0.77
Adj. Flow (vph)	0.20	0.20	0.20	88	635	36	129	349	0.20	0.20	331	123
Shared Lane Traffic (%)	· ·	V	Ū	00	000	00	120	010	v	v	001	120
Lane Group Flow (vph)	0	0	0	0	759	0	0	478	0	0	454	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)	LOIL	0.0	rugiit	Loit	0.0	rugiit	Loit	0.0	ragne	Loit	0.0	ragne
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane		1.0			1.0			1.0			1.0	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (k/h)	25	1.00	15	25	1.00	15	25	1.00	15	25	1.00	15
Turn Type	20		10	Perm	NA	10	Perm	NA	10	20	NA	10
Protected Phases				1 Cilli	8		1 Cilli	2			6	
Permitted Phases				8	U		2				U	
Minimum Split (s)				18.0	18.0		23.0	23.0			23.0	
Total Split (s)				29.0	29.0		51.0	51.0			51.0	
Total Split (%)				36.3%	36.3%		63.8%	63.8%			63.8%	
Maximum Green (s)				24.0	24.0		46.0	46.0			46.0	
Yellow Time (s)				4.0	4.0		4.0	4.0			4.0	
All-Red Time (s)				1.0	1.0		1.0	1.0			1.0	
Lost Time Adjust (s)				1.0	-1.0		1.0	-1.0			-1.0	
Total Lost Time (s)					4.0			4.0			4.0	
Lead/Lag					4.0			4.0			4.0	
Lead-Lag Optimize?												
Walk Time (s)				7.0	7.0		7.0	7.0			7.0	
				6.0	6.0							
Flash Dont Walk (s)				20	20		5.0 20	5.0 20			5.0 20	
Pedestrian Calls (#/hr)				20			20					
Act Effct Green (s)					25.0			47.0			47.0	
Actuated g/C Ratio					0.31			0.59			0.59	
v/c Ratio					0.52			0.60			0.45	

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay					13.8			10.2			10.3	
Queue Delay					0.0			0.0			0.1	
Total Delay					13.8			10.2			10.4	
LOS					В			В			В	
Approach Delay					13.8			10.2			10.4	
Approach LOS					В			В			В	
Queue Length 50th (m)					16.7			26.0			32.7	
Queue Length 95th (m)					20.0			35.8			52.6	
Internal Link Dist (m)		184.5			33.9			69.3			76.9	
Turn Bay Length (m)												
Base Capacity (vph)					1457			798			1019	
Starvation Cap Reductn					0			5			0	
Spillback Cap Reductn					0			0			42	
Storage Cap Reductn					0			0			0	
Reduced v/c Ratio					0.52			0.60			0.46	
Intersection Summary												
J 1	Other											
Cycle Length: 80												
Actuated Cycle Length: 80												
Offset: 70 (88%), Reference	ed to phase	2:NBTL,	Start of C	Green								
Natural Cycle: 45												
Control Type: Pretimed												
Maximum v/c Ratio: 0.60	4.0					1.00 D						
Intersection Signal Delay: 1					tersection		^					
Intersection Capacity Utiliza	ition 67.8%			IC	CU Level o	of Service	C					
Analysis Period (min) 15 Splits and Phases: 744: \(\)	/ancouver \$	St. & Yate	es St									
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	
Traffic Volume (vph)	65	41	27	11	50	29	20	303	12	16	323	30
Future Volume (vph)	65	41	27	11	50	29	20	303	12	16	323	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.7	3.6	3.7	3.7	3.6	3.7	3.7	4.1	3.7	3.7	4.2	3.7
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.86			0.89			0.98			0.97	
Frt		0.974			0.952			0.994			0.983	
Flt Protected		0.973			0.993			0.996			0.997	
Satd. Flow (prot)	0	1565	0	0	1469	0	0	1763	0	0	1742	0
Flt Permitted		0.797			0.957			0.947			0.970	
Satd. Flow (perm)	0	1147	0	0	1393	0	0	1668	0	0	1683	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		17			40			4			13	
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		208.2			223.8			36.2			93.3	
Travel Time (s)		15.0			16.1			2.6			6.7	
Confl. Peds. (#/hr)	90		61	61		90	64		108	108		64
Confl. Bikes (#/hr)						1						7
Peak Hour Factor	0.71	0.93	0.84	0.69	0.89	0.73	0.63	0.88	0.75	0.67	0.89	0.54
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	92	44	32	16	56	40	32	344	16	24	363	56
Shared Lane Traffic (%)	V _		V _									
Lane Group Flow (vph)	0	168	0	0	112	0	0	392	0	0	443	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			0.0			0.0	9
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway Factor	1.13	1.14	1.13	1.13	1.14	1.13	1.13	1.07	1.13	1.13	1.05	1.13
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4	•		8			2	_		6		
Minimum Split (s)	20.0	20.0		20.0	20.0		23.0	23.0		23.0	23.0	
Total Split (s)	35.0	35.0		35.0	35.0		45.0	45.0		45.0	45.0	
Total Split (%)	43.8%	43.8%		43.8%	43.8%		56.3%	56.3%		56.3%	56.3%	
Maximum Green (s)	30.0	30.0		30.0	30.0		40.0	40.0		40.0	40.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	1.0	-1.0		1.0	-1.0		1.0	-1.0		1.0	-1.0	
Total Lost Time (s)		4.0			4.0			4.0			4.0	
Lead/Lag		7.0			7.0			7.0			7.0	
Lead-Lag Optimize?												
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	8.0	8.0		8.0	8.0		7.0	7.0		7.0	7.0	
Pedestrian Calls (#/hr)	0.0	0.0		0.0	0.0		0	0		0	0	
Act Effct Green (s)	U	31.0		U	31.0		U	41.0		U	41.0	
AULEIIUL GIEETI (S)		31.0			31.0			41.0			41.0	

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio		0.39			0.39			0.51			0.51	
v/c Ratio		0.37			0.20			0.46			0.51	
Control Delay		13.6			16.8			14.5			11.7	
Queue Delay		0.0			0.0			0.0			0.5	
Total Delay		13.6			16.8			14.5			12.2	
LOS		В			В			В			В	
Approach Delay		13.6			16.8			14.5			12.2	
Approach LOS		В			В			В			В	
Queue Length 50th (m)		11.2			9.1			35.3			32.0	
Queue Length 95th (m)		20.4			20.8			54.7			58.0	
Internal Link Dist (m)		184.2			199.8			12.2			69.3	
Turn Bay Length (m)												
Base Capacity (vph)		454			564			856			868	
Starvation Cap Reductn		0			0			0			145	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.37			0.20			0.46			0.61	
Intersection Summary												
JI	BD											
Cycle Length: 80												
Actuated Cycle Length: 80												
Offset: 78 (98%), Referenced	l to phase	2:NBTL,	Start of C	Green								
Natural Cycle: 45												
Control Type: Pretimed												
Maximum v/c Ratio: 0.51												
Intersection Signal Delay: 13					tersection							
Intersection Capacity Utilizati	on 49.5%			IC	U Level of	of Service	Α					
Analysis Period (min) 15												
Description: Vancouver St. &	View											
Splits and Phases: 745: Va	ancouver S	St. & View	St.									
Ø2 (R)						120	4					
45 s						35 s						
₩06						1	8					

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				ች	^	7	ሻ	^			† }	
Traffic Volume (vph)	0	0	0	174	469	91	106	658	0	0	695	98
Future Volume (vph)	0	0	0	174	469	91	106	658	0	0	695	98
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6
Storage Length (m)	0.0		0.0	12.0		30.0	35.0		0.0	0.0		0.0
Storage Lanes	0		0	1		1	1		0	0		0
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Ped Bike Factor				0.82		0.81	0.97				0.98	
Frt						0.850					0.981	
Flt Protected				0.950			0.950					
Satd. Flow (prot)	0	0	0	1770	3539	1583	1770	3539	0	0	3413	0
Flt Permitted				0.950			0.257					
Satd. Flow (perm)	0	0	0	1452	3539	1289	466	3539	0	0	3413	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						140					36	
Link Speed (k/h)		40			45			40			40	
Link Distance (m)		165.1			307.3			88.8			98.6	
Travel Time (s)		14.9			24.6			8.0			8.9	
Confl. Peds. (#/hr)				112		111	92					92
Peak Hour Factor	0.25	0.25	0.25	0.89	0.95	0.65	0.88	0.92	0.25	0.25	0.85	0.82
Adj. Flow (vph)	0	0	0	196	494	140	120	715	0	0	818	120
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	196	494	140	120	715	0	0	938	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		3.6			3.6			3.7			3.7	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Turn Type				Perm	NA	Perm	Perm	NA			NA	
Protected Phases					8			2			6	
Permitted Phases				8		8	2					
Minimum Split (s)				23.0	23.0	23.0	23.0	23.0			23.0	
Total Split (s)				27.0	27.0	27.0	53.0	53.0			53.0	
Total Split (%)				33.8%	33.8%	33.8%	66.3%	66.3%			66.3%	
Maximum Green (s)				22.0	22.0	22.0	48.0	48.0			48.0	
Yellow Time (s)				4.0	4.0	4.0	4.0	4.0			4.0	
All-Red Time (s)				1.0	1.0	1.0	1.0	1.0			1.0	
Lost Time Adjust (s)				-1.0	-1.0	-1.0	-1.0	-1.0			-1.0	
Total Lost Time (s)				4.0	4.0	4.0	4.0	4.0			4.0	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)				7.0	7.0	7.0	7.0	7.0			7.0	
Flash Dont Walk (s)				8.0	8.0	8.0	11.0	11.0			11.0	
Pedestrian Calls (#/hr)				20	20	20	20	20			20	

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Act Effct Green (s)				23.0	23.0	23.0	49.0	49.0			49.0	
Actuated g/C Ratio				0.29	0.29	0.29	0.61	0.61			0.61	
v/c Ratio				0.47	0.49	0.30	0.42	0.33			0.45	
Control Delay				28.0	25.5	6.1	13.8	8.0			8.7	
Queue Delay				0.0	0.0	0.0	0.0	0.0			0.0	
Total Delay				28.0	25.5	6.1	13.8	8.0			8.7	
LOS				С	С	Α	В	Α			Α	
Approach Delay					22.8			8.9			8.7	
Approach LOS					С			Α			Α	
Queue Length 50th (m)				24.4	32.5	0.0	8.5	24.8			34.2	
Queue Length 95th (m)				42.9	46.3	4.0	20.6	34.1			42.4	
Internal Link Dist (m)		141.1			283.3			64.8			74.6	
Turn Bay Length (m)				12.0		30.0	35.0					
Base Capacity (vph)				417	1017	470	285	2167			2104	
Starvation Cap Reductn				0	0	0	0	0			0	
Spillback Cap Reductn				0	0	0	0	0			0	
Storage Cap Reductn				0	0	0	0	0			0	
Reduced v/c Ratio				0.47	0.49	0.30	0.42	0.33			0.45	
Intersection Summary												
71	ther											
Cycle Length: 80												
Actuated Cycle Length: 80												
Offset: 56 (70%), Referenced	I to phase	2:NBTL,	Start of C	Green								
Natural Cycle: 55												
Control Type: Pretimed												
Maximum v/c Ratio: 0.49												
Intersection Signal Delay: 13.					tersection							
Intersection Capacity Utilizati	on 51.9%			IC	CU Level of	of Service	Α					
Analysis Period (min) 15												
Splits and Phases: 754: Co	ook St. & `	Yates St.										
Ø2 (R)												
53 s												
1							,	÷				
▼ Ø6								∜ Ø8				
53 s							27	'S				

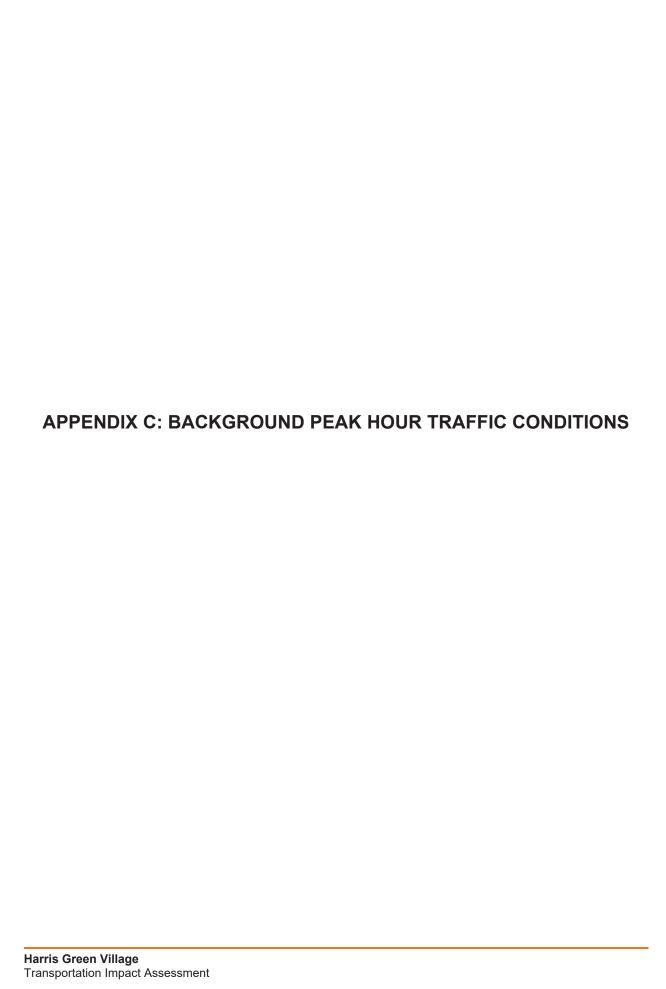
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Intersection									_			
Int Delay, s/veh	7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4		ሻ	ħβ		ሻ	∱ }	
Traffic Vol, veh/h	39	5	25	5	5	55	15	670	10	75	718	88
Future Vol, veh/h	39	5	25	5	5	55	15	670	10	75	718	88
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	_	_	None	_	_	None	_	_		_	_	None
Storage Length	-	-	-	-	-	-	150	-	-	150	-	-
Veh in Median Storage	e,# -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	65	70	65	65	75	70	96	70	85	97	85
Heavy Vehicles, %	0	0	0	0	0	0	2	2	2	2	2	2
Mvmt Flow	52	8	36	8	8	73	21	698	14	88	740	104
Major/Minor	Minor2		N	Minor1		N	/lajor1		N	/lajor2		
Conflicting Flow All	1363	1722	422	1297	1767	356	844	0	0	712	0	0
Stage 1	968	968	-	747	747	-	-	-	-	-	-	-
Stage 2	395	754	-	550	1020	-	_	_	_	_	_	_
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.14	_	-	4.14	_	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	109	90	586	121	85	646	788	-	-	884	-	-
Stage 1	276	335	-	376	423	-	-	-	-	-	-	-
Stage 2	607	420	-	492	317	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	81	79	586	95	74	646	788	-	-	884	-	-
Mov Cap-2 Maneuver	81	79	-	95	74	-	-	-	-	-	-	-
Stage 1	269	302	-	366	412	-	-	-	-	-	-	-
Stage 2	514	409	-	405	285	-	-	-	-	-	-	-
Ŭ												
Approach	EB			WB			NB			SB		
HCM Control Delay, s	104.2			22.2			0.3			0.9		
HCM LOS	F			С								
Minor Lane/Major Mvm	nt	NBL	NBT	NBR	EBLn1V	VBLn1	SBL	SBT	SBR			
Capacity (veh/h)		788	-	-	119	297	884	-	-			
HCM Lane V/C Ratio		0.027	-	-	0.802		0.1	-	-			
HCM Control Delay (s)		9.7	-		104.2	22.2	9.5	-	-			
HCM Lane LOS		A	_	_	F	C	A	_	_			
HCM 95th %tile Q(veh)	0.1	-	-	4.7	1.2	0.3	_	-			
277 75000 277000	,											

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4		ሻ	↑ 1>		ሻ	† }	
Traffic Volume (vph)	84	5	46	5	5	55	45	811	10	75	872	133
Future Volume (vph)	84	5	46	5	5	55	45	811	10	75	872	133
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0		0.0	0.0		0.0	15.0		0.0	15.0		0.0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (m)	2.5			2.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor		0.87			0.87		0.96	1.00		0.94	0.96	
Frt		0.952			0.889			0.998			0.978	
Flt Protected		0.971			0.996		0.950			0.950		
Satd. Flow (prot)	0	1679	0	0	1487	0	1789	3556	0	1789	3359	0
Flt Permitted		0.770			0.975		0.203			0.277		
Satd. Flow (perm)	0	1231	0	0	1444	0	369	3556	0	491	3359	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		37			73			3			39	
Link Speed (k/h)		50			48			40			40	
Link Distance (m)		223.8			209.0			93.4			88.8	
Travel Time (s)		16.1			15.7			8.4			8.0	
Confl. Peds. (#/hr)	90		90	90		90	90		90	90		90
Peak Hour Factor	0.75	0.65	0.70	0.65	0.65	0.75	0.70	0.96	0.70	0.85	0.97	0.85
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	112	8	66	8	8	73	64	845	14	88	899	156
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	186	0	0	89	0	64	859	0	88	1055	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			3.7			3.7	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		1.6			1.6			4.8			4.8	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Minimum Split (s)	23.0	23.0		23.0	23.0		23.0	23.0		23.0	23.0	
Total Split (s)	31.0	31.0		31.0	31.0		49.0	49.0		49.0	49.0	
Total Split (%)	38.8%	38.8%		38.8%	38.8%		61.3%	61.3%		61.3%	61.3%	
Maximum Green (s)	26.0	26.0		26.0	26.0		44.0	44.0		44.0	44.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	8.0	8.0		8.0	8.0		7.0	7.0		7.0	7.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effct Green (s)		26.0			26.0		44.0	44.0		44.0	44.0	
Actuated g/C Ratio		0.32			0.32		0.55	0.55		0.55	0.55	
v/c Ratio		0.44			0.17		0.32	0.44		0.33	0.57	
Control Delay		32.1			7.7		15.2	11.5		10.4	8.9	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.2	
Total Delay		32.1			7.7		15.2	11.5		10.4	9.2	
LOS		С			Α		В	В		В	Α	
Approach Delay		32.1			7.7			11.8			9.2	
Approach LOS		С			Α			В			Α	
Queue Length 50th (m)		25.0			1.6		4.9	37.6		5.7	35.9	
Queue Length 95th (m)		30.4			5.5		9.4	50.5		m9.8	41.2	
Internal Link Dist (m)		199.8			185.0			69.4			64.8	
Turn Bay Length (m)							15.0			15.0		
Base Capacity (vph)		425			518		202	1957		270	1865	
Starvation Cap Reductn		0			0		0	0		0	245	
Spillback Cap Reductn		0			0		0	4		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.44			0.17		0.32	0.44		0.33	0.65	

Area Type: Other

Cycle Length: 80

Actuated Cycle Length: 80

Offset: 50 (63%), Referenced to phase 2:NBTL, Start of Green

Natural Cycle: 50 Control Type: Pretimed Maximum v/c Ratio: 0.57 Intersection Signal Delay: 12.0 Intersection Capacity Utilization 62.1%

Intersection LOS: B
ICU Level of Service B

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

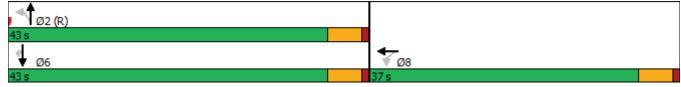
Splits and Phases: 166: Cook St. & View St./View St



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Traffic Volume (vph) 0 0 0 124 576 107 102 586 0 0 0 497 125 Telture Volume (vph) 1 0 0 0 124 576 107 102 586 0 0 0 497 125 Ideal Flow (vphpl) 1900 1900 1900 1900 1900 1900 1900 190	Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph) 0 0 0 124 576 107 102 586 0 0 0 497 125 Telture Volume (vph) 1 0 0 0 124 576 107 102 586 0 0 0 497 125 Ideal Flow (vphpl) 1900 1900 1900 1900 1900 1900 1900 190	Lane Configurations					ፈተሴ			413			*	7
Future Volume (vph)		0	0	0	124		107	102		0	0		
Ideal Flow (ryphpi)		0	0	0	124	576	107	102	586	0	0	497	
Lane Width (m)		1900	1900	1900	1900	1900				1900	1900		
Lane Unil. Factor		3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6	
Ped Bike Factor 1.86 1.8		1.00		1.00	0.91	0.91	0.91	0.95	0.95	1.00	1.00		
Filt Producted	Ped Bike Factor					0.86							
Satd. Flow (prort)	Frt					0.980							0.850
Fit Permitted	Flt Protected					0.992			0.990				
Fit Permitted	Satd. Flow (prot)	0	0	0	0	4742	0	0	3504	0	0	1863	1583
Right Turn on Red						0.992			0.629				
Pight Turn on Red	Satd. Flow (perm)	0	0	0	0	4253	0	0	2226	0	0	1863	1076
Satd. Flow (RTOR)				Yes			Yes			Yes			
Link Speed (k/h) 40 40 35 35 Link Distance (m) 205.2 208.5 95.6 97.2 Travel Time (s) 18.5 18.8 95.6 97.2 Confl. Peds. (#hr) 459 18.3 202 202 Peak Hour Factor 0.25 0.25 0.25 0.83 0.84 0.66 0.97 0.25 0.25 0.93 0.85 Adj. Flow (vph) 0 0 149 655 127 155 604 0 0 529 147 Shared Lane Traffic (%) Lane Group Flow (vph) 0 0 0 931 0 0 529 147 Enter Blocked Intersection No						45							37
Link Distance (m)			40			40			35			35	
Travel Time (s)	, ,		205.2			208.5							
Confil Peds. (#/hr)			18.5			18.8						10.0	
Peak Hour Factor	. ,				459		183	202					202
Shared Lane Traffic (%) Lane Group Flow (vph) 0 0 0 0 0 0 0 0 0	,	0.25	0.25	0.25	0.83	0.88	0.84	0.66	0.97	0.25	0.25	0.94	0.85
Shared Lane Traffic (%) Lane Group Flow (yph) 0 0 0 0 0 0 0 0 0	Adj. Flow (vph)	0	0	0	149	655	127	155	604	0	0	529	147
Lane Group Flow (vph)													
Enter Blocked Intersection		0	0	0	0	931	0	0	759	0	0	529	147
Left Left Left Right Left Right Left Right Left Right Left Right Left Right Right Left Right Right Left Right Right	,	No	No	No	No	No	No	No	No	No	No		
Median Width(m) 0.0 1.00	Lane Alignment			Right			Right	Left	Left	Right			
Link Offset(m) 0.0 0.0 0.0 0.0 Crosswalk Width(m) 4.8 4.8 4.8 4.8 Two way Left Turn Lane Headway Factor 1.00	•					0.0	•		0.0	•			
Crosswalk Width(m) 4.8 4.8 4.8 4.8 4.8 Two way Left Turn Lane 1.00 <			0.0			0.0			0.0			0.0	
Two way Left Turn Lane Headway Factor 1.00			4.8			4.8			4.8			4.8	
Headway Factor	Two way Left Turn Lane												
Turning Speed (k/h) 25 15 25 15 25 15 Turn Type Perm NA Perm NA NA Perm Protected Phases 8 2 6 6 Minimum Split (s) 20.0 20.0 23.0 23.0 23.0 23.0 Total Split (s) 37.0 37.0 43.0 43.0 43.0 43.0 Total Split (%) 46.3% 46.3% 53.8% 53.8% 53.8% 53.8% Maximum Green (s) 32.0 32.0 38.0 38.0 38.0 Yellow Time (s) 4.0 4.0 4.0 4.0 4.0 All-Red Time (s) 1.0 1.0 1.0 1.0 1.0 Lost Time Adjust (s) -1.0 4.0 4.0 4.0 4.0 4.0 4.0 Total Lost Time (s) 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turn Type Perm NA Perm NA Perm Protected Phases 8 2 6 Permitted Phases 8 2 5 Minimum Split (s) 20.0 20.0 23.0 23.0 23.0 23.0 Total Split (s) 37.0 37.0 37.0 43.0 43.0 43.0 43.0 Total Split (%) 46.3% 46.3% 53.8% </td <td>•</td> <td>25</td> <td></td> <td>15</td> <td>25</td> <td></td> <td>15</td> <td>25</td> <td></td> <td>15</td> <td>25</td> <td></td> <td>15</td>	•	25		15	25		15	25		15	25		15
Protected Phases 8 2 6 Minimum Split (s) 20.0 20.0 23.0 43.0 44.0 4.0 <td>• . ,</td> <td></td> <td></td> <td></td> <td>Perm</td> <td>NA</td> <td></td> <td>Perm</td> <td>NA</td> <td></td> <td></td> <td>NA</td> <td>Perm</td>	• . ,				Perm	NA		Perm	NA			NA	Perm
Minimum Split (s) 20.0 20.0 23.0 23.0 23.0 23.0 23.0 23.0 23.0 23.0 23.0 23.0 23.0 23.0 23.0 23.0 23.0 23.0 43.0 38.0 39.0 39.0 39.0 39.0 39.0 39.0 39.0 39.0 39.0 39.0 39.0 39.0 <td></td> <td></td> <td></td> <td></td> <td></td> <td>8</td> <td></td> <td></td> <td>2</td> <td></td> <td></td> <td>6</td> <td></td>						8			2			6	
Total Split (s) 37.0 37.0 43.0 43.0 43.0 43.0 Total Split (%) 46.3% 46.3% 53.8% 53.8% 53.8% 53.8% Maximum Green (s) 32.0 32.0 38.0 38.0 38.0 38.0 Yellow Time (s) 4.0 4.0 4.0 4.0 4.0 4.0 All-Red Time (s) 1.0	Permitted Phases				8			2					6
Total Split (s) 37.0 37.0 43.0 43.0 43.0 43.0 Total Split (%) 46.3% 46.3% 53.8% 53.8% 53.8% 53.8% Maximum Green (s) 32.0 32.0 38.0 38.0 38.0 38.0 Yellow Time (s) 4.0 4.0 4.0 4.0 4.0 4.0 All-Red Time (s) 1.0	Minimum Split (s)				20.0	20.0		23.0	23.0			23.0	23.0
Total Split (%) 46.3% 46.3% 53.8% 53.8% 53.8% 53.8% Maximum Green (s) 32.0 32.0 38.0 38.0 38.0 38.0 Yellow Time (s) 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 1.0 <													
Maximum Green (s) 32.0 32.0 38.0 40.0 4.0 4.0 4.0 4.0 4.0 1.0 2.0 2.0 2.0								53.8%	53.8%				
Yellow Time (s) 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 1.0 4.0	. ()												
All-Red Time (s) 1.0 <td></td>													
Lost Time Adjust (s) -1.0 4.0 5.0 6.0 6.0	()												
Total Lost Time (s) 4.0 4.0 4.0 4.0 4.0 Lead/Lag Lead-Lag Optimize? Walk Time (s) 7.0 6.0	. ,												
Lead/Lag Lead-Lag Optimize? Walk Time (s) 7.0 6.0 6.0 6.0 6.0 6.0 6.0 6.0 6.0 6.0 6.0 6.0 6.0 6.0 6.0 7.0 7.0 7.0 7.0 7.0 7.0 7.0 7.0 7.0 7.0 7.0 7.0 7.0 7.0 8.0 8.0 8.0 <	• , ,												
Lead-Lag Optimize? Walk Time (s) 7.0 6.0 6.	` '												
Walk Time (s) 7.0 6.0													
Flash Dont Walk (s) 8.0 8.0 6.0 6.0 6.0 6.0 Pedestrian Calls (#/hr) 20 20 20 20 20 20 Act Effct Green (s) 33.0 39.0 39.0 39.0 Actuated g/C Ratio 0.41 0.49 0.49 0.49	<u> </u>				7.0	7.0		7.0	7.0			7.0	7.0
Pedestrian Calls (#/hr) 20 20 20 20 20 20 Act Effct Green (s) 33.0 39.0 39.0 39.0 Actuated g/C Ratio 0.41 0.49 0.49 0.49													
Act Effct Green (s) 33.0 39.0 39.0 39.0 Actuated g/C Ratio 0.41 0.49 0.49 0.49	()												
Actuated g/C Ratio 0.49 0.49 0.49	, ,												
	, ,												
	v/c Ratio					0.52			0.70			0.58	0.27

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay					7.1			17.3			17.9	10.5
Queue Delay					0.0			0.2			0.0	0.0
Total Delay					7.1			17.6			17.9	10.5
LOS					Α			В			В	В
Approach Delay					7.1			17.6			16.3	
Approach LOS					Α			В			В	
Queue Length 50th (m)					7.8			51.0			54.6	9.1
Queue Length 95th (m)					16.5			71.5			83.9	18.6
Internal Link Dist (m)		181.2			184.5			71.6			73.2	
Turn Bay Length (m)												
Base Capacity (vph)					1780			1085			908	543
Starvation Cap Reductn					0			43			0	0
Spillback Cap Reductn					0			0			0	0
Storage Cap Reductn					0			0			0	0
Reduced v/c Ratio					0.52			0.73			0.58	0.27
Intersection Summary												
Area Type:	Other											
Cycle Length: 80												
Actuated Cycle Length: 80												
Offset: 3 (4%), Referenced	to phase 2:	NBTL, Sta	art of Gre	en								
Natural Cycle: 45												
Control Type: Pretimed												
Maximum v/c Ratio: 0.70												
Intersection Signal Delay: 1					tersection							
Intersection Capacity Utiliza Analysis Period (min) 15	ation 72.4%			IC	CU Level o	of Service	С					

Splits and Phases: 734: Quadra & Yates St.



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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			414			ર્ન	
Traffic Volume (vph)	56	78	24	25	99	76	25	477	36	56	465	30
Future Volume (vph)	56	78	24	25	99	76	25	477	36	56	465	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.7	3.6	3.7	3.7	3.6	3.7	3.7	3.0	3.7	3.7	3.0	3.7
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor		0.94			0.91			0.95			0.96	
Frt		0.981			0.947			0.984			0.989	
Flt Protected		0.985			0.993			0.998			0.995	
Satd. Flow (prot)	0	1594	0	0	1483	0	0	2851	0	0	1526	0
Flt Permitted		0.842			0.938			0.909			0.885	
Satd. Flow (perm)	0	1325	0	0	1378	0	0	2585	0	0	1335	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		11			44			26			9	
Link Speed (k/h)		50			50			35			35	
Link Distance (m)		208.1			208.2			91.3			95.6	
Travel Time (s)		15.0			15.0			9.4			9.8	
Confl. Peds. (#/hr)	102		83	83		102	126		138	138		126
Confl. Bikes (#/hr)						1			2			3
Peak Hour Factor	0.78	0.57	0.70	0.75	0.83	0.77	0.83	0.94	0.57	0.82	0.92	0.59
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	72	137	34	33	119	99	30	507	63	68	505	51
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	243	0	0	251	0	0	600	0	0	624	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0	•		0.0			0.0			0.0	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway Factor	1.13	1.14	1.13	1.13	1.14	1.13	1.13	1.25	1.13	1.13	1.25	1.13
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Minimum Split (s)	21.0	21.0		21.0	21.0		23.0	23.0		23.0	23.0	
Total Split (s)	31.0	31.0		31.0	31.0		49.0	49.0		49.0	49.0	
Total Split (%)	38.8%	38.8%		38.8%	38.8%		61.3%	61.3%		61.3%	61.3%	
Maximum Green (s)	26.0	26.0		26.0	26.0		44.0	44.0		44.0	44.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		-1.0			-1.0			-1.0			-1.0	
Total Lost Time (s)		4.0			4.0			4.0			4.0	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	7.0	7.0		5.0	5.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	7.0	7.0		8.0	8.0		7.0	7.0		8.0	8.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		27.0			27.0			45.0			45.0	

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio		0.34			0.34			0.56			0.56	
v/c Ratio		0.54			0.51			0.41			0.83	
Control Delay		25.6			17.2			10.5			19.9	
Queue Delay		0.0			0.0			0.1			0.0	
Total Delay		25.6			17.2			10.6			19.9	
LOS		С			В			В			В	
Approach Delay		25.6			17.2			10.6			19.9	
Approach LOS		С			В			В			В	
Queue Length 50th (m)		28.0			12.5			23.8			27.6	
Queue Length 95th (m)		27.2			25.4			34.7			#132.1	
Internal Link Dist (m)		184.1			184.2			67.3			71.6	
Turn Bay Length (m)												
Base Capacity (vph)		454			494			1465			754	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			1			95			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.54			0.51			0.44			0.83	

Area Type: CBD

Cycle Length: 80

Actuated Cycle Length: 80

Offset: 71 (89%), Referenced to phase 2:NBTL, Start of Green

Natural Cycle: 60 Control Type: Pretimed Maximum v/c Ratio: 0.83 Intersection Signal Delay: 17.0

Intersection Signal Delay: 17.0 Intersection LOS: B
Intersection Capacity Utilization 82.2% ICU Level of Service E

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 735: Quadra & View St.



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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					ፈተኩ			4			f)	
Traffic Volume (vph)	0	0	0	25	639	11	33	64	0	0	71	28
Future Volume (vph)	0	0	0	25	639	11	33	64	0	0	71	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor					0.98			0.95			0.95	
Frt					0.998						0.957	
Flt Protected					0.998			0.982				
Satd. Flow (prot)	0	0	0	0	5036	0	0	1829	0	0	1692	0
Flt Permitted					0.998			0.894				
Satd. Flow (perm)	0	0	0	0	4943	0	0	1589	0	0	1692	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					3						14	
Link Speed (k/h)		40			40			50			50	
Link Distance (m)		208.5			57.9			93.3			100.9	
Travel Time (s)		18.8			5.2			6.7			7.3	
Confl. Peds. (#/hr)				184		109	75					75
Peak Hour Factor	0.25	0.25	0.25	0.85	0.84	0.83	0.80	0.87	0.25	0.25	0.94	0.77
Adj. Flow (vph)	0	0	0	29	761	13	41	74	0	0	76	36
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	803	0	0	115	0	0	112	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			0.0			0.0	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Turn Type				Perm	NA		Perm	NA			NA	
Protected Phases					8			2			6	
Permitted Phases				8			2					
Minimum Split (s)				18.0	18.0		23.0	23.0			23.0	
Total Split (s)				29.0	29.0		51.0	51.0			51.0	
Total Split (%)				36.3%	36.3%		63.8%	63.8%			63.8%	
Maximum Green (s)				24.0	24.0		46.0	46.0			46.0	
Yellow Time (s)				4.0	4.0		4.0	4.0			4.0	
All-Red Time (s)				1.0	1.0		1.0	1.0			1.0	
Lost Time Adjust (s)					-1.0			-1.0			-1.0	
Total Lost Time (s)					4.0			4.0			4.0	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)				7.0	7.0		7.0	7.0			7.0	
Flash Dont Walk (s)				6.0	6.0		5.0	5.0			5.0	
Pedestrian Calls (#/hr)				20	20		20	20			20	
Act Effct Green (s)					25.0			47.0			47.0	
Actuated g/C Ratio					0.31			0.59			0.59	
v/c Ratio					0.52			0.12			0.11	

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay					14.4			6.5			6.7	
Queue Delay					0.0			0.0			0.0	
Total Delay					14.4			6.5			6.7	
LOS					В			Α			Α	
Approach Delay					14.4			6.5			6.7	
Approach LOS					В			Α			Α	
Queue Length 50th (m)					19.7			6.0			5.9	
Queue Length 95th (m)					23.0			10.3			12.4	
Internal Link Dist (m)		184.5			33.9			69.3			76.9	
Turn Bay Length (m)												
Base Capacity (vph)					1546			933			999	
Starvation Cap Reductn					0			0			0	
Spillback Cap Reductn					0			0			0	
Storage Cap Reductn					0			0			0	
Reduced v/c Ratio					0.52			0.12			0.11	
Intersection Summary												
Area Type:	Other											
Cycle Length: 80												
Actuated Cycle Length: 80												
Offset: 70 (88%), Reference	ed to phase	2:NBTL,	Start of C	Green								
Natural Cycle: 45												
Control Type: Pretimed												
Maximum v/c Ratio: 0.52												
Intersection Signal Delay: 1				Ir	ntersection	n LOS: B						
Intersection Capacity Utiliza	ation 31.7%			IC	CU Level	of Service	A					
Analysis Period (min) 15												
Splits and Phases: 7/1/-	Vancouver	Ct & Vata	o Ct									

Splits and Phases: 744: Vancouver St. & Yates St.



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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	
Traffic Volume (vph)	10	146	7	5	147	9	5	63	5	6	90	10
Future Volume (vph)	10	146	7	5	147	9	5	63	5	6	90	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.7	3.6	3.7	3.7	3.6	3.7	3.7	4.1	3.7	3.7	4.2	3.7
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.98			0.98			0.96			0.95	
Frt		0.994			0.991			0.989			0.980	
Flt Protected		0.996			0.998			0.995			0.997	
Satd. Flow (prot)	0	1679	0	0	1663	0	0	1730	0	0	1729	0
Flt Permitted		0.976			0.990			0.981			0.987	
Satd. Flow (perm)	0	1620	0	0	1643	0	0	1683	0	0	1679	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			5			7			16	
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		208.2			223.8			36.2			93.3	
Travel Time (s)		15.0			16.1			2.6			6.7	
Confl. Peds. (#/hr)	90		61	61		90	64		108	108		64
Confl. Bikes (#/hr)						1						7
Peak Hour Factor	0.71	0.93	0.84	0.69	0.89	0.73	0.63	0.88	0.75	0.67	0.89	0.54
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	14	157	8	7	165	12	8	72	7	9	101	19
Shared Lane Traffic (%)				•					•			. •
Lane Group Flow (vph)	0	179	0	0	184	0	0	87	0	0	129	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			0.0			0.0	9
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway Factor	1.13	1.14	1.13	1.13	1.14	1.13	1.13	1.07	1.13	1.13	1.05	1.13
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4	•		8			2	_		6		
Minimum Split (s)	20.0	20.0		20.0	20.0		23.0	23.0		23.0	23.0	
Total Split (s)	35.0	35.0		35.0	35.0		45.0	45.0		45.0	45.0	
Total Split (%)	43.8%	43.8%		43.8%	43.8%		56.3%	56.3%		56.3%	56.3%	
Maximum Green (s)	30.0	30.0		30.0	30.0		40.0	40.0		40.0	40.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	1.0	-1.0		1.0	-1.0		1.0	-1.0		1.0	-1.0	
Total Lost Time (s)		4.0			4.0			4.0			4.0	
Lead/Lag		7.0			7.0			7.0			7.0	
Lead-Lag Optimize?												
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	8.0	8.0		8.0	8.0		7.0	7.0		7.0	7.0	
Pedestrian Calls (#/hr)	0.0	0.0		0.0	0.0		0	0		0	0	
Act Effct Green (s)	U	31.0		U	31.0		U	41.0		U	41.0	
ACT FILL GIEGH (2)		31.0			31.0			41.0			41.0	

	•	\rightarrow	*	1	-	•		Ť		-	¥	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio		0.39			0.39			0.51			0.51	
v/c Ratio		0.28			0.29			0.10			0.15	
Control Delay		13.9			21.5			9.6			8.7	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		13.9			21.5			9.6			8.7	
LOS		В			С			Α			Α	
Approach Delay		13.9			21.5			9.6			8.7	
Approach LOS		В			С			Α			Α	
Queue Length 50th (m)		13.3			20.6			5.9			6.9	
Queue Length 95th (m)		m23.1			36.3			12.4			12.5	
Internal Link Dist (m)		184.2			199.8			12.2			69.3	
Turn Bay Length (m)												
Base Capacity (vph)		629			639			865			868	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.28			0.29			0.10			0.15	

Area Type: CBD

Cycle Length: 80

Actuated Cycle Length: 80

Offset: 78 (98%), Referenced to phase 2:NBTL, Start of Green

Natural Cycle: 45 Control Type: Pretimed Maximum v/c Ratio: 0.29 Intersection Signal Delay: 14.5

Intersection Signal Delay: 14.5 Intersection LOS: B
Intersection Capacity Utilization 32.4% ICU Level of Service A

Analysis Period (min) 15

Description: Vancouver St. & View

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 745: Vancouver St. & View St.



	ၨ	-	•	•	—	*	4	†	-	-	ļ	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				ች	^	7	ሻ	^			† }	
Traffic Volume (vph)	0	0	0	228	514	101	143	828	0	0	849	133
Future Volume (vph)	0	0	0	228	514	101	143	828	0	0	849	133
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6
Storage Length (m)	0.0		0.0	12.0		30.0	35.0		0.0	0.0		0.0
Storage Lanes	0		0	1		1	1		0	0		0
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Ped Bike Factor				0.82		0.81	0.98				0.98	
Frt						0.850					0.977	
Flt Protected				0.950			0.950					
Satd. Flow (prot)	0	0	0	1770	3539	1583	1770	3539	0	0	3386	0
Flt Permitted				0.950			0.223					
Satd. Flow (perm)	0	0	0	1452	3539	1289	406	3539	0	0	3386	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						155					29	
Link Speed (k/h)		40			45			40			40	
Link Distance (m)		165.1			307.3			88.8			98.6	
Travel Time (s)		14.9			24.6			8.0			8.9	
Confl. Peds. (#/hr)				112		111	92					92
Peak Hour Factor	0.25	0.25	0.25	0.89	0.95	0.65	0.88	0.92	0.25	0.25	0.97	0.82
Adj. Flow (vph)	0	0	0	256	541	155	163	900	0	0	875	162
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	256	541	155	163	900	0	0	1037	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		3.6			3.6	- ŭ		3.7	Ŭ		3.7	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Turn Type				Perm	NA	Perm	Perm	NA			NA	
Protected Phases					8			2			6	
Permitted Phases				8		8	2					
Minimum Split (s)				23.0	23.0	23.0	23.0	23.0			23.0	
Total Split (s)				27.0	27.0	27.0	53.0	53.0			53.0	
Total Split (%)				33.8%	33.8%	33.8%	66.3%	66.3%			66.3%	
Maximum Green (s)				22.0	22.0	22.0	48.0	48.0			48.0	
Yellow Time (s)				4.0	4.0	4.0	4.0	4.0			4.0	
All-Red Time (s)				1.0	1.0	1.0	1.0	1.0			1.0	
Lost Time Adjust (s)				-1.0	-1.0	-1.0	-1.0	-1.0			-1.0	
Total Lost Time (s)				4.0	4.0	4.0	4.0	4.0			4.0	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)				7.0	7.0	7.0	7.0	7.0			7.0	
Flash Dont Walk (s)				8.0	8.0	8.0	11.0	11.0			11.0	
Pedestrian Calls (#/hr)				20	20	20	20	20			20	

	<i>></i>	\rightarrow	•	•	•	*	1	†		-	↓	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effct Green (s)				23.0	23.0	23.0	49.0	49.0			49.0	
Actuated g/C Ratio				0.29	0.29	0.29	0.61	0.61			0.61	
v/c Ratio				0.61	0.53	0.32	0.66	0.42			0.50	
Control Delay				32.1	26.3	6.1	26.2	8.8			9.4	
Queue Delay				0.0	0.0	0.0	0.0	0.0			0.0	
Total Delay				32.1	26.3	6.1	26.2	8.8			9.4	
LOS				С	С	Α	С	Α			Α	
Approach Delay					24.6			11.4			9.4	
Approach LOS					С			В			Α	
Queue Length 50th (m)				33.5	36.1	0.0	14.4	33.5			40.2	
Queue Length 95th (m)				56.5	51.1	3.9	#46.1	44.8			53.6	
Internal Link Dist (m)		141.1			283.3			64.8			74.6	
Turn Bay Length (m)				12.0		30.0	35.0					
Base Capacity (vph)				417	1017	481	248	2167			2085	
Starvation Cap Reductn				0	0	0	0	0			0	
Spillback Cap Reductn				0	0	0	0	0			0	
Storage Cap Reductn				0	0	0	0	0			0	
Reduced v/c Ratio				0.61	0.53	0.32	0.66	0.42			0.50	

Area Type: Other

Cycle Length: 80

Actuated Cycle Length: 80

Offset: 56 (70%), Referenced to phase 2:NBTL, Start of Green

Natural Cycle: 60 Control Type: Pretimed Maximum v/c Ratio: 0.66

Intersection Signal Delay: 14.8 Intersection LOS: B
Intersection Capacity Utilization 60.6% ICU Level of Service B

Analysis Period (min) 15

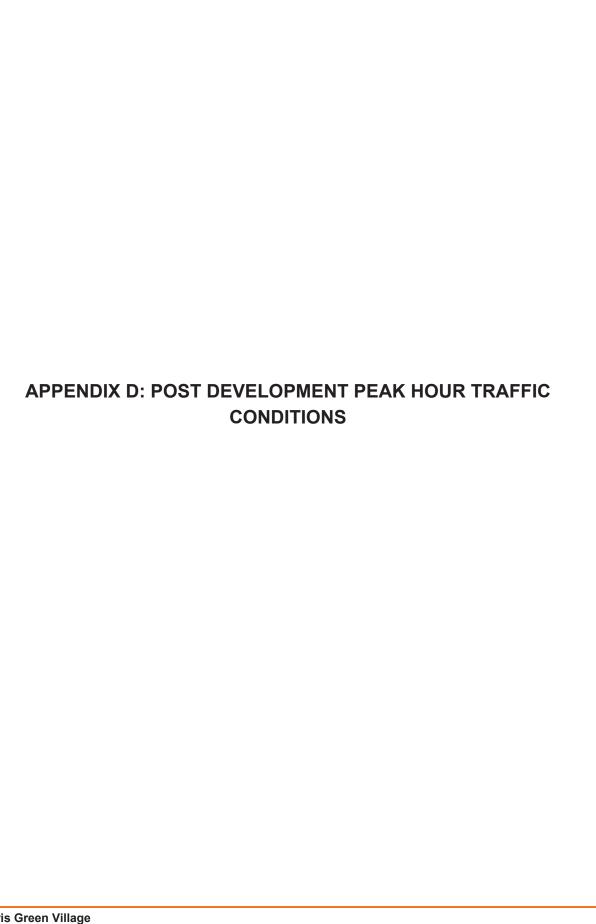
Queue shown is maximum after two cycles.

Splits and Phases: 754: Cook St. & Yates St.



^{# 95}th percentile volume exceeds capacity, queue may be longer.

Intersection														
Int Delay, s/veh	144.2													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR		
Lane Configurations		4			4		7	↑ ↑		ች	ħβ			
Traffic Vol, veh/h	84	5	46	5	5	55	45	811	10	75	872	133		
Future Vol, veh/h	84	5	46	5	5	55	45	811	10	75	872	133		
Conflicting Peds, #/hr	0	0	0	0	0	0	90	0	0	0	0	90		
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free		
RT Channelized	<u> </u>	<u> </u>	None	-	_	None	-	-	None	-	-	None		
Storage Length	-	-	-	-	_	-	150	-	-	150	_	-		
Veh in Median Storage	e.# -	0	_	_	0	-	_	0	_	_	0	_		
Grade, %	-	0	_	-	0	_	_	0	_	_	0	-		
Peak Hour Factor	75	65	70	65	65	75	70	96	70	85	97	85		
Heavy Vehicles, %	0	0	0	0	0	0	2	2	2	2	2	2		
Mvmt Flow	112	8	66	8	8	73	64	845	14	88	899	156		
	112		- 00	- 0		10	U_1	0-10	17	- 00	000	100		
Major/Minor	Minor2		1	Minor1			Major1		N	/lajor2				
Conflicting Flow All	1798	2230	618	1610	2301	430	1145	0	0	859	0	0		
Stage 1	1243	1243	010	980	980	430	1143	-	-	009	-	-		
	555	987	-	630	1321	-	_	_	-	-		-		
Stage 2		6.5	6.9	7.5		6.9		-	-	4.14	-			
Critical Hdwy	7.5				6.5		4.14	-	-		-	-		
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-		
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	- 0.00	-	-	-	-	-		
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.22	-		2.22	-	-		
Pot Cap-1 Maneuver	~ 51	43	437	71	39	579	606	-	-	778	-	-		
Stage 1	188	249	-	272	331	-	-	-	-	-	-	-		
Stage 2	489	328	-	441	228	-	-	-	-	-	-	-		
Platoon blocked, %		0.4		10				-	-		-	-		
Mov Cap-1 Maneuver	~ 27	31	399	40	28	579	553	-	-	778	-	-		
Mov Cap-2 Maneuver	~ 27	31	-	40	28	-	-	-	-	-	-	-		
Stage 1	152	202	-	240	293	-	-	-	-	-	-	-		
Stage 2	368	290	-	314	185	-	-	-	-	-	-	-		
Approach	EB			WB			NB			SB				
HCM Control Delay, \$	1783.4			59.6			0.9			0.8				
HCM LOS	F			F										
Minor Lane/Major Mvn	nt	NBL	NBT	NBR I	EBLn1V	VBLn1	SBL	SBT	SBR					
Capacity (veh/h)		553	-	-	41	149	778	-	-					
HCM Lane V/C Ratio		0.116	-	-		0.595		-	-					
HCM Control Delay (s)	12.4	-		1783.4	59.6	10.2	-	-					
HCM Lane LOS		В	-	-	F	F	В	-	-					
HCM 95th %tile Q(veh	1)	0.4	-	-	21.3	3.1	0.4	-	-					
Notes														
~: Volume exceeds ca	nacity	\$. Da	alay oyo	eeds 3	nne.	T. Com	putation	Not D	ofined	*. AII	majory	/olumo	in platoon	
volume exceeds ca	pacity	Φ. De	elay exc	eeus 3	008	+. Com	pulation	ו ואטנ טו	elinea	. All	major \	volume i	ii piatoon	



Intersection							
Int Delay, s/veh	7.3						
Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations		4	1		<u> </u>	7	
Traffic Vol, veh/h	87	393	413	43	58	119	
Future Vol, veh/h	87	393	413	43	58	119	
Conflicting Peds, #/hr	90	0	0	90	90	90	
Sign Control	Free	Free	Free	Free	Stop	Stop	
RT Channelized	-	None	-	None	-	None	
Storage Length	-	-	-	-	0	0	
Veh in Median Storage,	# -	0	0	-	0	-	
Grade, %	-	0	0	-	0	-	
Peak Hour Factor	80	93	92	75	75	85	
Heavy Vehicles, %	0	0	0	0	0	0	
Mvmt Flow	109	423	449	57	77	140	
Major/Minor N	1ajor1	N	Major2		Minor2		
Conflicting Flow All	596	0	-	0	1299	658	
Stage 1	-	-	-	-	568	-	
Stage 2	-	-	-	-	731	-	
Critical Hdwy	4.1	-	-	-	6.4	6.2	
Critical Hdwy Stg 1	-	-	-	-	5.4	-	
Critical Hdwy Stg 2	-	-	-	-	5.4	-	
Follow-up Hdwy	2.2	-	-	-	3.5	3.3	
Pot Cap-1 Maneuver	990	-	-	-	180	468	
Stage 1	-	-	-	-	571	-	
Stage 2	-	-	-	-	480	-	
Platoon blocked, %	004	-	-	-	400	200	
Mov Cap-1 Maneuver	904	-	-	-	126	390	
Mov Cap-2 Maneuver	-	-	-	-	126	-	
Stage 1	-	-	-	-	439	-	
Stage 2	-	-	-	<u>-</u>	438	-	
Approach	EB		WB		SB		
HCM Control Delay, s	1.9		0		37.7		
HCM LOS					Е		
Minor Lane/Major Mvmt		EBL	EBT	WBT	WBR :	SBLn1 S	BLn2
Capacity (veh/h)		904	-	-	_		390
HCM Lane V/C Ratio		0.12	-	-	-	0.614	
HCM Control Delay (s)		9.5	0	-	-	70.9	19.3
HCM Lane LOS		Α	A	-	-	F	С
HCM 95th %tile Q(veh)		0.4	-	-	-	3.1	1.6

Intersection							
Int Delay, s/veh	3.9						
Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations		4	1≯	אפוז)	₹ T	
Traffic Vol, veh/h	68	383	385	34	35	71	
Future Vol, veh/h	68	383	385	34	35	71	
Conflicting Peds, #/hr	90	0	0	90	90	90	
Sign Control	Free	Free	Free	Free	Stop	Stop	
RT Channelized	-	None	-	None	-	None	
Storage Length	-	-	-	-	0	0	
Veh in Median Storage,	, # -	0	0	-	0	-	
Grade, %	-	0	0	-	0	-	
Peak Hour Factor	80	93	92	75	70	80	
Heavy Vehicles, %	0	0	0	0	0	0	
Mvmt Flow	85	412	418	45	50	89	
Major/Minor N	/lajor1	<u> </u>	Major2	N	Minor2		
Conflicting Flow All	553	0	-	0	1203	621	
Stage 1	-	-	-	-	531	-	
Stage 2	-	-	-	-	672	-	
Critical Hdwy	4.1	-	-	-	6.4	6.2	
Critical Hdwy Stg 1	-	-	-	-	5.4	-	
Critical Hdwy Stg 2	-	-	-	-	5.4	-	
Follow-up Hdwy	2.2	-	-	-	3.5	3.3	
Pot Cap-1 Maneuver	1027	-	-	-	206	491	
Stage 1	-	-	-	-	594	-	
Stage 2	-	-	-	-	511	-	
Platoon blocked, %	000	-	-	-	454	100	
Mov Cap-1 Maneuver	938	-	-	-	151	409	
Mov Cap-2 Maneuver	-	-	-	-	151	-	
Stage 1	-	-	-	-	478	-	
Stage 2	-	-	-	-	467	-	
Approach	EB		WB		SB		
HCM Control Delay, s	1.6		0		24.8		
HCM LOS					С		
Minor Lane/Major Mvmt	t	EBL	EBT	WBT	WBR :	SBLn1 S	BLn2
Capacity (veh/h)		938	-	_	-		409
HCM Lane V/C Ratio		0.091	-	_	-	0.331 (
HCM Control Delay (s)		9.2	0	-	-		16.2
HCM Lane LOS		Α	A	-	-	E	С
HCM 95th %tile Q(veh)		0.3	-	-	-	1.3	0.8
,							

Intersection							
Int Delay, s/veh	7.6						
Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations		4	ĵ.		*	7	
Traffic Vol, veh/h	79	298	314	72	82	110	
Future Vol, veh/h	79	298	314	72	82	110	
Conflicting Peds, #/hr	90	0	0	90	90	90	
Sign Control	Free	Free	Free	Free	Stop	Stop	
RT Channelized	-	None	-	None	-	None	
Storage Length	-	-	-	-	0	0	
Veh in Median Storage	e, # -	0	0	-	0	-	
Grade, %	-	0	0	-	0	-	
Peak Hour Factor	80	93	92	75	80	85	
Heavy Vehicles, %	0	0	0	0	0	0	
Mvmt Flow	99	320	341	96	103	129	
Major/Minor I	Major1	N	Major2	N	/linor2		
Conflicting Flow All	527	0	-	0	1087	569	
Stage 1	-	-	-	-	479	-	
Stage 2	-	-	-	-	608	-	
Critical Hdwy	4.1	-	-	-	6.4	6.2	
Critical Hdwy Stg 1	-	-	-	-	5.4	-	
Critical Hdwy Stg 2	-	-	-	-	5.4	-	
Follow-up Hdwy	2.2	-	-	-	3.5	3.3	
Pot Cap-1 Maneuver	1050	-	-	-	241	525	
Stage 1	-	-	-	-	627	-	
Stage 2	-	-	-	-	547	-	
Platoon blocked, %		-	-	-			
Mov Cap-1 Maneuver	959	-	-	-	176	438	
Mov Cap-2 Maneuver	-	-	-	-	176	-	
Stage 1	-	-	-	-	500	-	
Stage 2	-	-	-	-	499	-	
Approach	EB		WB		SB		
HCM Control Delay, s	2.2		0		31.6		
HCM LOS	۷.۷		0		D		
TIOW LOO							
Minor Lane/Major Mvm	nt	EBL	EBT	WBT	WBR :	SBLn1 S	
Capacity (veh/h)		959	-	-	-	176	438
HCM Lane V/C Ratio		0.103	-	-	-	0.582	
HCM Control Delay (s)		9.2	0	-	-	50.6	16.6
HCM Lane LOS		Α	Α	-	-	F	С
HCM 95th %tile Q(veh)	0.3	-	-	-	3.1	1.2

Intersection													
Int Delay, s/veh	902.7												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		4			4			↑ ↑		*	ħβ		
Traffic Vol, veh/h	192	5	128	5	5	55	104	814	10	70	821	282	
Future Vol, veh/h	192	5	128	5	5	55	104	814	10	70	821	282	
Conflicting Peds, #/hr	0	0	0	0	0	0	90	0	0	0	0	90	
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None	
Storage Length	-	-	-	-	-	-	150	-	-	150	-	-	
Veh in Median Storage	e,# -	0	-	-	0	-	-	0	-	-	0	-	
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-	
Peak Hour Factor	90	65	85	65	65	75	80	96	70	85	97	85	
Heavy Vehicles, %	0	0	0	0	0	0	2	2	2	2	2	2	
Mvmt Flow	213	8	151	8	8	73	130	848	14	82	846	332	
Major/Minor	Minor2		, n	Minor1			Major1			//ajor2			
	1954	2388	679	1706	2547	431	1268	0	0	862	0	0	
Conflicting Flow All Stage 1	1266	1266	679	1115	1115								
Stage 1 Stage 2	688	1122	-	591	1432	-	-	-	-	-	-	-	
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.14	-	-	4.14	-	-	
Critical Hdwy Stg 1	6.5	5.5	0.9	6.5	5.5	0.9	4.14	_	_	4.14	_	_	
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	_				_	_	_	
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.22	_	_	2.22	_	_	
Pot Cap-1 Maneuver	~ 39	34	399	60	27	578	544	_	_	776	_	_	
Stage 1	~ 182	242	-	225	286	-	-	_	_	-	_	_	
Stage 2	407	284	_	465	202	_	_	_	_	_	_	_	
Platoon blocked, %	-101	207		700	202			_	_		_	_	
Mov Cap-1 Maneuver	~ 15	20	364	19	16	578	497	_	_	776	_	_	
Mov Cap-2 Maneuver		20	-	19	16	-	-	_	_	-	-	_	
Stage 1	~ 123	197	-	166	211	-	-	-	_	_	-	-	
Stage 2	253	210	_	234	165	_	_	_	_	_	_	-	
2.0.30 2	_00			_0.	.00								
Approach	EB			WB			NB			SB			
HCM Control Delay, \$				184			1.9			0.7			
HCM LOS	F			F									
Minor Lane/Major Mvn	nt	NBL	NBT	NBR I	EBLn1V	VBI n1	SBL	SBT	SBR				
Capacity (veh/h)		497			25	88	776		-				
HCM Lane V/C Ratio		0.262	-		14.865	1.008		-					
HCM Control Delay (s)	14.8	-		5538.8	184	10.2	_					
HCM Lane LOS	1	В	_	Ψ'(F	F	В	_	_				
HCM 95th %tile Q(veh	1)	1	-	-	46.3	5.8	0.4	-	-				
Notes													
~: Volume exceeds ca	pacity	\$: De	elay exc	eeds 3	00s	+: Com	putatior	Not D	efined	*: All	major v	/olume i	n platoon

	≯	-	•	•	←	*	4	†	-	-	ļ	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4		7	↑ ↑		7	↑ Ъ	
Traffic Volume (vph)	192	5	128	5	5	55	104	814	10	70	821	282
Future Volume (vph)	192	5	128	5	5	55	104	814	10	70	821	282
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0		0.0	0.0		0.0	15.0		0.0	15.0		0.0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (m)	2.5			2.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor		0.87			0.87		0.97	1.00		0.94	0.92	
Frt		0.945			0.889			0.998			0.958	
Flt Protected		0.972			0.996		0.950			0.950		
Satd. Flow (prot)	0	1655	0	0	1487	0	1789	3556	0	1789	3165	0
Flt Permitted		0.794			0.962		0.169			0.279		
Satd. Flow (perm)	0	1255	0	0	1430	0	310	3556	0	495	3165	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		45			73			3			119	
Link Speed (k/h)		50			48			40			40	
Link Distance (m)		89.5			209.0			93.4			88.8	
Travel Time (s)		6.4			15.7			8.4			8.0	
Confl. Peds. (#/hr)	90		90	90		90	90		90	90		90
Peak Hour Factor	0.90	0.65	0.85	0.65	0.65	0.75	0.80	0.96	0.70	0.85	0.97	0.85
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	213	8	151	8	8	73	130	848	14	82	846	332
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	372	0	0	89	0	130	862	0	82	1178	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			3.7			3.7	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		1.6			1.6			4.8			4.8	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Minimum Split (s)	23.0	23.0		23.0	23.0		23.0	23.0		23.0	23.0	
Total Split (s)	30.0	30.0		30.0	30.0		50.0	50.0		50.0	50.0	
Total Split (%)	37.5%	37.5%		37.5%	37.5%		62.5%	62.5%		62.5%	62.5%	
Maximum Green (s)	25.0	25.0		25.0	25.0		45.0	45.0		45.0	45.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	8.0	8.0		8.0	8.0		7.0	7.0		7.0	7.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effct Green (s)		25.0			25.0		45.0	45.0		45.0	45.0	
Actuated g/C Ratio		0.31			0.31		0.56	0.56		0.56	0.56	
v/c Ratio		0.88			0.18		0.75	0.43		0.29	0.64	
Control Delay		44.2			8.1		43.7	10.9		14.0	14.2	
Queue Delay		0.0			0.0		0.0	0.0		0.0	1.5	
Total Delay		44.2			8.1		43.7	10.9		14.0	15.7	
LOS		D			Α		D	В		В	В	
Approach Delay		44.2			8.1			15.2			15.6	
Approach LOS		D			Α			В			В	
Queue Length 50th (m)		49.3			1.7		13.7	36.5		8.2	68.7	
Queue Length 95th (m)		51.2			5.6		#37.8	49.0		m16.9	94.6	
Internal Link Dist (m)		65.5			185.0			69.4			64.8	
Turn Bay Length (m)							15.0			15.0		
Base Capacity (vph)		423			497		174	2001		278	1832	
Starvation Cap Reductn		0			0		0	0		0	431	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.88			0.18		0.75	0.43		0.29	0.84	

Area Type: Other

Cycle Length: 80

Actuated Cycle Length: 80

Offset: 0 (0%), Referenced to phase 2:NBTL, Start of Green

Natural Cycle: 60 Control Type: Pretimed Maximum v/c Ratio: 0.88 Intersection Signal Delay: 19.1 Intersection Capacity Utilization 79.1%

Intersection LOS: B
ICU Level of Service D

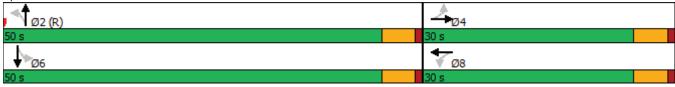
Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 166: Cook St. & View St./View St



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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					ፈተኩ			41₽				7
Traffic Volume (vph)	0	0	0	104	458	77	229	636	0	0	658	130
Future Volume (vph)	0	0	0	104	458	77	229	636	0	0	658	130
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	0.91	0.95	0.95	1.00	1.00	1.00	1.00
Ped Bike Factor					0.86							0.68
Frt					0.981							0.850
Flt Protected					0.992			0.986				
Satd. Flow (prot)	0	0	0	0	4764	0	0	3490	0	0	1863	1583
Flt Permitted					0.992			0.535				
Satd. Flow (perm)	0	0	0	0	4243	0	0	1893	0	0	1863	1076
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					37							43
Link Speed (k/h)		40			40			35			35	
Link Distance (m)		205.2			208.5			95.6			97.2	
Travel Time (s)		18.5			18.8			9.8			10.0	
Confl. Peds. (#/hr)				459		183	202					202
Peak Hour Factor	0.25	0.25	0.25	0.83	0.88	0.84	0.90	0.97	0.25	0.25	0.94	0.85
Adj. Flow (vph)	0	0	0	125	520	92	254	656	0	0	700	153
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	737	0	0	910	0	0	700	153
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			3.7	•		3.7	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Turn Type				Perm	NA		Perm	NA			NA	Perm
Protected Phases					8			2			6	
Permitted Phases				8			2					6
Minimum Split (s)				20.0	20.0		23.0	23.0			23.0	23.0
Total Split (s)				34.0	34.0		46.0	46.0			46.0	46.0
Total Split (%)				42.5%	42.5%		57.5%	57.5%			57.5%	57.5%
Maximum Green (s)				29.0	29.0		41.0	41.0			41.0	41.0
Yellow Time (s)				4.0	4.0		4.0	4.0			4.0	4.0
All-Red Time (s)				1.0	1.0		1.0	1.0			1.0	1.0
Lost Time Adjust (s)					-1.0			-1.0			-1.0	-1.0
Total Lost Time (s)					4.0			4.0			4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)				7.0	7.0		7.0	7.0			7.0	7.0
Flash Dont Walk (s)				8.0	8.0		6.0	6.0			6.0	6.0
Pedestrian Calls (#/hr)				20	20		20	20			20	20
Act Effct Green (s)					30.0			42.0			42.0	42.0
Actuated g/C Ratio					0.38			0.52			0.52	0.52
v/c Ratio					0.46			1.26dl			0.72	0.26

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay					6.7			26.3			19.6	8.8
Queue Delay					0.0			4.8			0.0	0.0
Total Delay					6.7			31.1			19.6	8.8
LOS					Α			С			В	Α
Approach Delay					6.7			31.1			17.7	
Approach LOS					Α			С			В	
Queue Length 50th (m)					4.5			45.1			75.7	8.3
Queue Length 95th (m)					12.8		m	#101.7			115.9	17.1
Internal Link Dist (m)		181.2			184.5			71.6			73.2	
Turn Bay Length (m)												
Base Capacity (vph)					1614			993			978	585
Starvation Cap Reductn					0			52			0	0
Spillback Cap Reductn					0			0			0	0
Storage Cap Reductn					0			0			0	0
Reduced v/c Ratio					0.46			0.97			0.72	0.26

Area Type: Other

Cycle Length: 80

Actuated Cycle Length: 80

Offset: 3 (4%), Referenced to phase 2:NBTL, Start of Green

Natural Cycle: 60 Control Type: Pretimed Maximum v/c Ratio: 0.92

Intersection Signal Delay: 19.3 Intersection LOS: B
Intersection Capacity Utilization 82.5% ICU Level of Service E

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

- m Volume for 95th percentile queue is metered by upstream signal.
- dl Defacto Left Lane. Recode with 1 though lane as a left lane.

Splits and Phases: 734: Quadra & Yates St.



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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	7	f)		ሻ	†	7	7	f)		7	f)	
Traffic Volume (vph)	51	156	24	44	222	268	25	471	101	223	435	25
Future Volume (vph)	51	156	24	44	222	268	25	471	101	223	435	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.7	3.6	3.7	3.7	3.6	3.7	3.7	3.0	3.7	3.7	3.0	3.7
Storage Length (m)	15.0		0.0	15.0		15.0	15.0		0.0	30.0		0.0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.90	0.96		0.86		0.80	0.84	0.92			0.97	
Frt		0.978				0.850		0.970			0.988	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1643	1610	0	1643	1710	1470	1643	1421	0	1643	1532	0
Flt Permitted	0.375			0.428			0.474			0.237		
Satd. Flow (perm)	584	1610	0	636	1710	1180	685	1421	0	410	1532	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10				195		24			13	
Link Speed (k/h)		50			50			35			35	
Link Distance (m)		208.1			65.6			91.3			95.6	
Travel Time (s)		15.0			4.7			9.4			9.8	
Confl. Peds. (#/hr)	102		83	83		102	126	• • • • • • • • • • • • • • • • • • • •	138	138	0.0	126
Confl. Bikes (#/hr)						1			2			3
Peak Hour Factor	0.78	0.80	0.70	0.77	0.87	0.90	0.83	0.94	0.80	0.87	0.92	0.59
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	65	195	34	57	255	298	30	501	126	256	473	42
Shared Lane Traffic (%)		100	0.	0.	200	200		001	120	200	110	
Lane Group Flow (vph)	65	229	0	57	255	298	30	627	0	256	515	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		3.7			3.7			3.7			3.7	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane		1.0			1.0			1.0			1.0	
Headway Factor	1.13	1.14	1.13	1.13	1.14	1.13	1.13	1.25	1.13	1.13	1.25	1.13
Turning Speed (k/h)	24		14	24		14	24	1.20	14	24	1.20	14
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA		pm+pt	NA	
Protected Phases	1 01111	4		1 01111	8	1 01111	1 01111	2		1	6	
Permitted Phases	4	7		8		8	2			6		
Minimum Split (s)	21.0	21.0		21.0	21.0	21.0	23.0	23.0		9.5	23.0	
Total Split (s)	21.0	21.0		21.0	21.0	21.0	45.6	45.6		13.4	59.0	
Total Split (%)	26.3%	26.3%		26.3%	26.3%	26.3%	57.0%	57.0%		16.8%	73.8%	
Maximum Green (s)	16.0	16.0		16.0	16.0	16.0	40.6	40.6		8.9	54.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		3.5	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
` ,	-1.0	-1.0		-1.0	-1.0	0.0	-1.0	-1.0		-1.0	-1.0	
Lost Time Adjust (s) Total Lost Time (s)	4.0	4.0		4.0	4.0	5.0	4.0	4.0		3.5	4.0	
` ,	4.0	4.0		4.0	4.0	5.0					4.0	
Lead/Lag							Lag	Lag		Lead Yes		
Lead-Lag Optimize?	7.0	7.0		E 0	E 0	E 0	7.0	7.0		res	7.0	
Walk Time (s)	7.0	7.0		5.0	5.0	5.0	7.0	7.0			7.0	

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Flash Dont Walk (s)	7.0	7.0		8.0	8.0	8.0	7.0	7.0			8.0	
Pedestrian Calls (#/hr)	0	0		0	0	0	0	0			0	
Act Effct Green (s)	17.0	17.0		17.0	17.0	16.0	41.6	41.6		55.5	55.0	
Actuated g/C Ratio	0.21	0.21		0.21	0.21	0.20	0.52	0.52		0.69	0.69	
v/c Ratio	0.52	0.65		0.42	0.70	0.76	0.08	0.84		0.59	0.49	
Control Delay	45.5	37.7		31.0	33.5	19.6	10.5	28.0		15.4	5.0	
Queue Delay	0.0	0.0		0.0	0.0	0.6	0.0	5.6		0.4	0.5	
Total Delay	45.5	37.7		31.0	33.5	20.2	10.5	33.6		15.8	5.5	
LOS	D	D		С	С	С	В	С		В	Α	
Approach Delay		39.4			26.7			32.5			9.0	
Approach LOS		D			С			С			Α	
Queue Length 50th (m)	8.8	30.6		4.6	25.7	1.0	2.2	73.3		12.3	9.1	
Queue Length 95th (m)	18.2	45.8		12.1	#52.2	#49.3	5.8	#139.1		m28.6	27.2	
Internal Link Dist (m)		184.1			41.6			67.3			71.6	
Turn Bay Length (m)	15.0			15.0		15.0	15.0			30.0		
Base Capacity (vph)	124	350		135	363	392	356	750		437	1057	
Starvation Cap Reductn	0	0		0	0	0	0	0		26	218	
Spillback Cap Reductn	0	0		0	0	10	0	81		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.52	0.65		0.42	0.70	0.78	0.08	0.94		0.62	0.61	

Area Type: CBD

Cycle Length: 80 Actuated Cycle Length: 80

Offset: 0 (0%), Referenced to phase 2:NBTL, Start of Green

Natural Cycle: 70 Control Type: Pretimed Maximum v/c Ratio: 0.84

Intersection Signal Delay: 24.1 Intersection LOS: C
Intersection Capacity Utilization 79.0% ICU Level of Service D

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 735: Quadra & View St.



Lane Configurations		≯	-	•	•	←	•	4	†	-	-	Ţ	1
Traffic Volume (vph)	Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	Lane Configurations					41 †			ર્ન			ĵ.	
	Traffic Volume (vph)	0	0	0	25		12	33		0	0		31
		0	0	0	25	677	12	33	64	0	0	71	31
Lane Width (m)		1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Unil Factor		3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6	
Ped Bike Factor 1.98 1.98 1.95 1.9	. ,	1.00		1.00	0.91	0.91	0.91	1.00	1.00	1.00	1.00		
Fit Protected	Ped Bike Factor					0.98			0.95			0.95	
Satis Flow (pront) O	Frt					0.997						0.953	
Fit Permitted	Flt Protected					0.998			0.982				
Fit Permitted	Satd. Flow (prot)	0	0	0	0	5029	0	0	1829	0	0	1678	0
Right Turn on Red						0.998			0.892				
Right Turn on Red Yes	Satd. Flow (perm)	0	0	0	0	4937	0	0	1586	0	0	1678	0
Satid. Flow (RTOR)				Yes			Yes			Yes			Yes
Link Speed (k/h) 40 40 50 50 Link Distance (m) 208.5 57.9 93.3 100.9 Travel Time (s) 18.8 5.2 6.7 7.3 Confl. Peds. (#/hr) 184 109 75 75 Peak Hour Factor 0.25 0.25 0.25 0.88 0.83 0.80 0.87 0.25 0.25 0.94 0.77 Adj. Flow (vph) 0 0 0 29 769 14 41 74 0 0 76 40 Shared Lane Traffic (%) Lane Group Flow (vph) 0 0 0 812 0 0 115 0 0 116 0 Lane Group Flow (vph) 0 0 0 812 0 0 115 0 0 116 0 Lane Group Flow (vph) 0 0 0 0 0 0 0 0 0 0 0 0 0 0						3						14	
Link Distance (m)			40			40			50			50	
Travel Time (s)	. , ,												
Confil Peds. (#/hr)													
Peak Hour Factor					184		109	75					75
Adj. Flow (vph) 0 0 0 29 769 14 41 74 0 0 76 40 Shared Lane Traffic (%) Lane Group Flow (vph) 0 0 0 812 0 0 115 0 0 116 0 Enter Blocked Intersection No <	\ /	0.25	0.25	0.25		0.88			0.87	0.25	0.25	0.94	
Shared Lane Traffic (%) Lane Group Flow (vph) 0 0 0 0 0 812 0 0 0 115 0 0 0 116 0 0 116 0 0 116 0 0 116 0 0 0 116 0 0 0 0 0 0 0 0 0													
Lane Group Flow (vph)													
Enter Blocked Intersection		0	0	0	0	812	0	0	115	0	0	116	0
Left Left Left Right Right Left Right Right Left Right Right Right Right Left Right	,			No									
Median Width(m) 0.0 1.00 1													
Link Offset(m) 0.0 0.0 0.0 0.0 Crosswalk Width(m) 4.8 4.8 4.8 4.8 Two way Left Turn Lane Headway Factor 1.00<	•									9			9
Crosswalk Width(m) 4.8 4.8 4.8 4.8 4.8 Two way Left Turn Lane Headway Factor 1.00													
Two way Left Turn Lane Headway Factor 1.00													
Headway Factor	()												
Turning Speed (k/h) 25 15 25 15 25 15 Turn Type Perm NA Perm NA NA Protected Phases 8 2 6 Permitted Phases 8 2 8 Minimum Split (s) 18.0 18.0 23.0 23.0 23.0 Total Split (s) 29.0 29.0 51.0 51.0 51.0 Total Split (%) 36.3% 36.3% 63.8% 63.8% 63.8% Maximum Green (s) 24.0 24.0 46.0 46.0 46.0 Yellow Time (s) 4.0 4.0 4.0 4.0 4.0 All-Red Time (s) 1.0 1.0 1.0 1.0 1.0 Lost Time Adjust (s) -1.0 -1.0 -1.0 -1.0 1.0 Total Lost Time (s) 4.0 4.0 4.0 4.0 4.0 Lead/Lag Lead-Lag Optimize? Walk Time (s) 7.0 7.0 7.0 7.0 7		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turn Type Perm NA Perm NA NA Protected Phases 8 2 6 Permitted Phases 8 2 Minimum Split (s) 18.0 18.0 23.0 23.0 23.0 Total Split (s) 29.0 29.0 51.0 51.0 51.0 Total Split (%) 36.3% 36.3% 63.8% 63.8% 63.8% Maximum Green (s) 24.0 24.0 46.0 46.0 46.0 Yellow Time (s) 4.0 4.0 4.0 4.0 4.0 All-Red Time (s) 1.0 1.0 1.0 1.0 1.0 Lost Time Adjust (s) -1.0 -1.0 -1.0 -1.0 Total Lost Time (s) 4.0 4.0 4.0 4.0 Lead-Lag Optimize? Walk Time (s) 7.0 7.0 7.0 7.0 Flash Dont Walk (s) 6.0 6.0 5.0 5.0 5.0 Pedestrian Calls (#/hr) 20 20 20<													
Protected Phases 8 2 Minimum Split (s) 18.0 18.0 23.0 23.0 Total Split (s) 29.0 29.0 51.0 51.0 Total Split (%) 36.3% 36.3% 63.8% 63.8% Maximum Green (s) 24.0 24.0 46.0 46.0 Yellow Time (s) 4.0 4.0 4.0 4.0 All-Red Time (s) 1.0 1.0 1.0 1.0 Lost Time Adjust (s) -1.0 -1.0 -1.0 Total Lost Time (s) 4.0 4.0 4.0 4.0 Lead/Lag Lead-Lag Optimize? 4.0 4.0 4.0 4.0 Walk Time (s) 7.0 7.0 7.0 7.0 7.0 Flash Dont Walk (s) 6.0 6.0 5.0 5.0 5.0 Pedestrian Calls (#/hr) 20 20 20 20 20 Act Effct Green (s) 25.0 47.0 47.0 47.0 Actuated g/C Ratio 0.31 <td>• , , ,</td> <td></td> <td></td> <td></td> <td></td> <td>NA</td> <td></td> <td></td> <td>NA</td> <td></td> <td></td> <td>NA</td> <td></td>	• , , ,					NA			NA			NA	
Permitted Phases 8 2 Minimum Split (s) 18.0 18.0 23.0 23.0 Total Split (s) 29.0 29.0 51.0 51.0 Total Split (%) 36.3% 36.3% 63.8% 63.8% Maximum Green (s) 24.0 24.0 46.0 46.0 Yellow Time (s) 4.0 4.0 4.0 4.0 All-Red Time (s) 1.0 1.0 1.0 1.0 Lost Time Adjust (s) -1.0 -1.0 -1.0 -1.0 Total Lost Time (s) 4.0 4.0 4.0 4.0 Lead/Lag 4.0 4.0 4.0 4.0 Lead/Lag Optimize? 4.0 7.0 7.0 7.0 7.0 Walk Time (s) 7.0 7.0 7.0 7.0 5.0 Flash Dont Walk (s) 6.0 6.0 5.0 5.0 5.0 Pedestrian Calls (#/hr) 20 20 20 20 20 Act Effct Green (s) 25.0													
Minimum Split (s) 18.0 18.0 23.0 23.0 23.0 Total Split (s) 29.0 29.0 51.0 51.0 51.0 Total Split (%) 36.3% 36.3% 63.8% 63.8% 63.8% Maximum Green (s) 24.0 24.0 46.0 46.0 46.0 Yellow Time (s) 4.0 4.0 4.0 4.0 4.0 All-Red Time (s) 1.0 1.0 1.0 1.0 1.0 Lost Time Adjust (s) -1.0 -1.0 -1.0 -1.0 Total Lost Time (s) 4.0 4.0 4.0 4.0 Lead/Lag Lead-Lag Optimize? Value Time (s) 7.0 7.0 7.0 7.0 7.0 Flash Dont Walk (s) 6.0 6.0 5.0 5.0 5.0 Pedestrian Calls (#/hr) 20 20 20 20 20 Act Effct Green (s) 25.0 47.0 47.0 Actuated g/C Ratio 0.31 0.59 0.59					8			2					
Total Split (s) 29.0 29.0 51.0 51.0 Total Split (%) 36.3% 36.3% 63.8% 63.8% Maximum Green (s) 24.0 24.0 46.0 46.0 Yellow Time (s) 4.0 4.0 4.0 4.0 All-Red Time (s) 1.0 1.0 1.0 1.0 Lost Time Adjust (s) -1.0 -1.0 -1.0 -1.0 Total Lost Time (s) 4.0 4.0 4.0 4.0 Lead/Lag Lead-Lag Optimize? Valk Time (s) 7.0 7.0 7.0 7.0 Walk Time (s) 7.0 7.0 7.0 7.0 5.0 Flash Dont Walk (s) 6.0 6.0 5.0 5.0 5.0 Pedestrian Calls (#/hr) 20 20 20 20 20 Act Effct Green (s) 25.0 47.0 47.0 Actuated g/C Ratio 0.31 0.59 0.59	Minimum Split (s)					18.0			23.0			23.0	
Total Split (%) 36.3% 36.3% 63.8% 63.8% Maximum Green (s) 24.0 24.0 46.0 46.0 Yellow Time (s) 4.0 4.0 4.0 4.0 All-Red Time (s) 1.0 1.0 1.0 1.0 Lost Time Adjust (s) -1.0 -1.0 -1.0 -1.0 Total Lost Time (s) 4.0 4.0 4.0 4.0 Lead/Lag Lead-Lag Optimize? Walk Time (s) 7.0 7.0 7.0 7.0 Walk Time (s) 6.0 6.0 5.0 5.0 5.0 Pedestrian Calls (#/hr) 20 20 20 20 Act Effct Green (s) 25.0 47.0 47.0 Actuated g/C Ratio 0.31 0.59 0.59													
Maximum Green (s) 24.0 24.0 46.0 46.0 46.0 Yellow Time (s) 4.0 4.0 4.0 4.0 4.0 All-Red Time (s) 1.0 1.0 1.0 1.0 1.0 Lost Time Adjust (s) -1.0 -1.0 -1.0 -1.0 Total Lost Time (s) 4.0 4.0 4.0 4.0 Lead/Lag Lead-Lag Optimize? Valk Time (s) 7.0<													
Yellow Time (s) 4.0 4.0 4.0 4.0 4.0 All-Red Time (s) 1.0 1.0 1.0 1.0 Lost Time Adjust (s) -1.0 -1.0 -1.0 Total Lost Time (s) 4.0 4.0 4.0 Lead/Lag Lead-Lag Optimize? Valk Time (s) 7.0 7.0 7.0 7.0 Walk Time (s) 7.0 7.0 7.0 7.0 5.0 5.0 Flash Dont Walk (s) 6.0 6.0 5.0 5.0 5.0 Pedestrian Calls (#/hr) 20 20 20 20 20 Act Effct Green (s) 25.0 47.0 47.0 Actuated g/C Ratio 0.31 0.59 0.59	. ,												
All-Red Time (s) 1.0 1.0 1.0 1.0 Lost Time Adjust (s) -1.0 -1.0 -1.0 Total Lost Time (s) 4.0 4.0 4.0 Lead/Lag Lead-Lag Optimize? Walk Time (s) 7.0 7.0 7.0 7.0 Flash Dont Walk (s) 6.0 6.0 5.0 5.0 5.0 Pedestrian Calls (#/hr) 20 20 20 20 20 Act Effct Green (s) 25.0 47.0 47.0 Actuated g/C Ratio 0.31 0.59 0.59													
Lost Time Adjust (s) -1.0 -1.0 -1.0 Total Lost Time (s) 4.0 4.0 4.0 Lead/Lag Lead-Lag Optimize? Walk Time (s) 7.0 7.0 7.0 7.0 7.0 Flash Dont Walk (s) 6.0 6.0 5.0 5.0 5.0 Pedestrian Calls (#/hr) 20 20 20 20 20 Act Effct Green (s) 25.0 47.0 47.0 Actuated g/C Ratio 0.31 0.59 0.59													
Total Lost Time (s) 4.0 4.0 4.0 Lead/Lag Lead-Lag Optimize? Walk Time (s) 7.0 7.0 7.0 7.0 7.0 Flash Dont Walk (s) 6.0 6.0 5.0 5.0 5.0 Pedestrian Calls (#/hr) 20 20 20 20 20 Act Effct Green (s) 25.0 47.0 47.0 Actuated g/C Ratio 0.31 0.59 0.59													
Lead/Lag Lead-Lag Optimize? Walk Time (s) 7.0 7.0 7.0 7.0 7.0 Flash Dont Walk (s) 6.0 6.0 5.0 5.0 5.0 Pedestrian Calls (#/hr) 20 20 20 20 20 Act Effct Green (s) 25.0 47.0 47.0 Actuated g/C Ratio 0.31 0.59 0.59	2 ()												
Lead-Lag Optimize? Walk Time (s) 7.0 7.0 7.0 7.0 7.0 Flash Dont Walk (s) 6.0 6.0 5.0 5.0 5.0 Pedestrian Calls (#/hr) 20 20 20 20 Act Effct Green (s) 25.0 47.0 47.0 Actuated g/C Ratio 0.31 0.59 0.59	. ,												
Walk Time (s) 7.0 7.0 7.0 7.0 7.0 Flash Dont Walk (s) 6.0 6.0 5.0 5.0 5.0 Pedestrian Calls (#/hr) 20 20 20 20 20 Act Effct Green (s) 25.0 47.0 47.0 Actuated g/C Ratio 0.31 0.59 0.59													
Flash Dont Walk (s) 6.0 6.0 5.0 5.0 Pedestrian Calls (#/hr) 20 20 20 20 Act Effct Green (s) 25.0 47.0 47.0 Actuated g/C Ratio 0.31 0.59 0.59	<u> </u>				7.0	7.0		7.0	7.0			7.0	
Pedestrian Calls (#/hr) 20 20 20 20 Act Effct Green (s) 25.0 47.0 47.0 Actuated g/C Ratio 0.31 0.59 0.59	. ,												
Act Effct Green (s) 25.0 47.0 47.0 Actuated g/C Ratio 0.31 0.59 0.59													
Actuated g/C Ratio 0.31 0.59 0.59	. ,				20			20					
	. ,												
	v/c Ratio					0.53			0.12			0.12	

	*	→	*	1	←	4	1	†	1	-	↓	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay					13.2			5.4			6.8	
Queue Delay					0.0			0.0			0.0	
Total Delay					13.2			5.4			6.8	
LOS					В			Α			Α	
Approach Delay					13.2			5.4			6.8	
Approach LOS					В			Α			Α	
Queue Length 50th (m)					18.4			4.1			6.2	
Queue Length 95th (m)					23.2			7.7			12.8	
Internal Link Dist (m)		184.5			33.9			69.3			76.9	
Turn Bay Length (m)												
Base Capacity (vph)					1544			931			991	
Starvation Cap Reductn					0			0			0	
Spillback Cap Reductn					0			0			0	
Storage Cap Reductn					0			0			0	
Reduced v/c Ratio					0.53			0.12			0.12	
Intersection Summary												
Area Type:	Other											
Cycle Length: 80												
Actuated Cycle Length: 80												
Offset: 70 (88%), Reference	ed to phase	2:NBTL,	Start of C	Green								
Natural Cycle: 45												
Control Type: Pretimed												
Maximum v/c Ratio: 0.53												
Intersection Signal Delay: 1				lr	ntersection	n LOS: B						
Intersection Capacity Utiliza	ation 32.5%			[(CU Level	of Service	e A					
Analysis Period (min) 15												
Splits and Phases: 744:	Vancouver 9	St. & Yate	es St.									



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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	
Traffic Volume (vph)	10	355	7	5	404	9	5	63	5	6	90	10
Future Volume (vph)	10	355	7	5	404	9	5	63	5	6	90	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.7	3.6	3.7	3.7	3.6	3.7	3.7	4.1	3.7	3.7	4.2	3.7
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.99			0.99			0.96			0.95	
Frt		0.997			0.996			0.989			0.980	
Flt Protected		0.998			0.999			0.995			0.997	
Satd. Flow (prot)	0	1695	0	0	1690	0	0	1730	0	0	1728	0
Flt Permitted		0.982			0.995			0.978			0.984	
Satd. Flow (perm)	0	1663	0	0	1681	0	0	1680	0	0	1675	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			3			6			11	
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		31.0			134.3			36.2			93.3	
Travel Time (s)		2.2			9.7			2.6			6.7	
Confl. Peds. (#/hr)	90		61	61		90	64		108	108		64
Confl. Bikes (#/hr)						1						7
Peak Hour Factor	0.71	0.93	0.84	0.69	0.92	0.73	0.63	0.88	0.75	0.67	0.89	0.54
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	14	382	8	7	439	12	8	72	7	9	101	19
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	404	0	0	458	0	0	87	0	0	129	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0	· ·		0.0			0.0			0.0	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway Factor	1.13	1.14	1.13	1.13	1.14	1.13	1.13	1.07	1.13	1.13	1.05	1.13
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Minimum Split (s)	20.0	20.0		20.0	20.0		23.0	23.0		23.0	23.0	
Total Split (s)	51.0	51.0		51.0	51.0		29.0	29.0		29.0	29.0	
Total Split (%)	63.8%	63.8%		63.8%	63.8%		36.3%	36.3%		36.3%	36.3%	
Maximum Green (s)	46.0	46.0		46.0	46.0		24.0	24.0		24.0	24.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		-1.0			-1.0			-1.0			-1.0	
Total Lost Time (s)		4.0			4.0			4.0			4.0	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	8.0	8.0		8.0	8.0		7.0	7.0		7.0	7.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		47.0			47.0			25.0			25.0	

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio		0.59			0.59			0.31			0.31	
v/c Ratio		0.41			0.46			0.16			0.24	
Control Delay		8.8			8.6			19.6			17.1	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		8.8			8.6			19.6			17.1	
LOS		Α			Α			В			В	
Approach Delay		8.8			8.6			19.6			17.1	
Approach LOS		Α			Α			В			В	
Queue Length 50th (m)		21.4			41.6			8.8			10.3	
Queue Length 95th (m)		m45.1			m58.2			18.5			22.7	
Internal Link Dist (m)		7.0			110.3			12.2			69.3	
Turn Bay Length (m)												
Base Capacity (vph)		977			988			529			531	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.41			0.46			0.16			0.24	

Area Type: CBD

Cycle Length: 80

Actuated Cycle Length: 80

Offset: 78 (98%), Referenced to phase 2:NBTL, Start of Green

Natural Cycle: 45
Control Type: Pretimed
Maximum v/c Ratio: 0.46

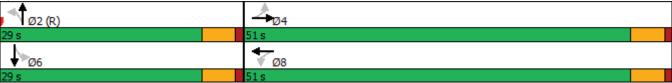
Intersection Signal Delay: 10.6 Intersection LOS: B
Intersection Capacity Utilization 46.3% ICU Level of Service A

Analysis Period (min) 15

Description: Vancouver St. & View

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 745: Vancouver St. & View St.



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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				ች	^	7	ሻ	^			∱ }	
Traffic Volume (vph)	0	0	0	284	533	101	138	945	0	0	917	127
Future Volume (vph)	0	0	0	284	533	101	138	945	0	0	917	127
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6
Storage Length (m)	0.0		0.0	12.0		30.0	35.0		0.0	0.0		0.0
Storage Lanes	0		0	1		1	1		0	0		0
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Ped Bike Factor				0.82		0.81	0.98				0.98	
Frt						0.850					0.979	
Flt Protected				0.950			0.950					
Satd. Flow (prot)	0	0	0	1770	3539	1583	1770	3539	0	0	3400	0
Flt Permitted				0.950			0.203					
Satd. Flow (perm)	0	0	0	1452	3539	1289	371	3539	0	0	3400	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						119					26	
Link Speed (k/h)		40			45			40			40	
Link Distance (m)		165.1			307.3			88.8			98.6	
Travel Time (s)		14.9			24.6			8.0			8.9	
Confl. Peds. (#/hr)				112		111	92					92
Peak Hour Factor	0.25	0.25	0.25	0.89	0.95	0.65	0.88	0.92	0.25	0.25	0.97	0.82
Adj. Flow (vph)	0	0	0	319	561	155	157	1027	0	0	945	155
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	319	561	155	157	1027	0	0	1100	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		3.6	, i		3.6			3.7	<u> </u>		3.7	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Turn Type				Perm	NA	Perm	Perm	NA			NA	
Protected Phases					8			2			6	
Permitted Phases				8		8	2					
Minimum Split (s)				23.0	23.0	23.0	23.0	23.0			23.0	
Total Split (s)				27.0	27.0	27.0	53.0	53.0			53.0	
Total Split (%)				33.8%	33.8%	33.8%	66.3%	66.3%			66.3%	
Maximum Green (s)				22.0	22.0	22.0	48.0	48.0			48.0	
Yellow Time (s)				4.0	4.0	4.0	4.0	4.0			4.0	
All-Red Time (s)				1.0	1.0	1.0	1.0	1.0			1.0	
Lost Time Adjust (s)				-1.0	-1.0	-1.0	-1.0	-1.0			-1.0	
Total Lost Time (s)				4.0	4.0	4.0	4.0	4.0			4.0	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)				7.0	7.0	7.0	7.0	7.0			7.0	
Flash Dont Walk (s)				8.0	8.0	8.0	11.0	11.0			11.0	
Pedestrian Calls (#/hr)				20	20	20	20	20			20	

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effct Green (s)				23.0	23.0	23.0	49.0	49.0			49.0	
Actuated g/C Ratio				0.29	0.29	0.29	0.61	0.61			0.61	
v/c Ratio				0.76	0.55	0.34	0.69	0.47			0.53	
Control Delay				40.2	26.6	9.5	28.8	6.9			9.7	
Queue Delay				0.0	0.0	0.0	0.0	0.7			0.5	
Total Delay				40.2	26.6	9.5	28.8	7.6			10.3	
LOS				D	С	Α	С	Α			В	
Approach Delay					28.2			10.4			10.3	
Approach LOS					С			В			В	
Queue Length 50th (m)				44.0	37.7	4.0	8.9	27.1			43.8	
Queue Length 95th (m)				#80.4	53.0	8.1	m#31.0	m31.5			58.4	
Internal Link Dist (m)		141.1			283.3			64.8			74.6	
Turn Bay Length (m)				12.0		30.0	35.0					
Base Capacity (vph)				417	1017	455	227	2167			2092	
Starvation Cap Reductn				0	0	0	0	740			0	
Spillback Cap Reductn				0	0	0	0	0			531	
Storage Cap Reductn				0	0	0	0	0			0	
Reduced v/c Ratio				0.76	0.55	0.34	0.69	0.72			0.70	

Area Type: Other

Cycle Length: 80

Actuated Cycle Length: 80

Offset: 56 (70%), Referenced to phase 2:NBTL, Start of Green

Natural Cycle: 60 Control Type: Pretimed Maximum v/c Ratio: 0.76 Intersection Signal Delay: 15.9

Intersection LOS: B
ICU Level of Service B

Analysis Period (min) 15

Queue shown is maximum after two cycles.

Intersection Capacity Utilization 63.5%

Splits and Phases: 754: Cook St. & Yates St.



^{# 95}th percentile volume exceeds capacity, queue may be longer.

m Volume for 95th percentile queue is metered by upstream signal.

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					4TÞ			414			1	7
Traffic Volume (vph)	0	0	0	104	458	77	229	636	0	0	658	130
Future Volume (vph)	0	0	0	104	458	77	229	636	0	0	658	130
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00
Ped Bike Factor					0.86							0.68
Frt					0.981							0.850
Flt Protected					0.992			0.986				
Satd. Flow (prot)	0	0	0	0	3316	0	0	3490	0	0	1863	1583
Flt Permitted			· ·		0.992		•	0.535			1000	1000
Satd. Flow (perm)	0	0	0	0	2953	0	0	1893	0	0	1863	1076
Right Turn on Red	· ·	· ·	Yes	•	2000	Yes	v	1000	Yes	· ·	1000	Yes
Satd. Flow (RTOR)			100		22	100			100			43
Link Speed (k/h)		40			40			35			35	70
Link Distance (m)		205.2			208.5			95.6			97.2	
Travel Time (s)		18.5			18.8			9.8			10.0	
Confl. Peds. (#/hr)		10.5		459	10.0	183	202	3.0			10.0	202
Peak Hour Factor	0.25	0.25	0.25	0.83	0.88	0.84	0.90	0.97	0.25	0.25	0.94	0.85
Adj. Flow (vph)	0.23	0.23	0.23	125	520	92	254	656	0.23	0.23	700	153
Shared Lane Traffic (%)	U	U	U	120	320	92	204	030	U	U	700	100
Lane Group Flow (vph)	0	0	0	0	737	0	0	910	0	0	700	153
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)	Leit	0.0	Rigiil	Leit	0.0	Rigiil	Leit	3.7	Rigiil	Leit	3.7	Rigiil
Link Offset(m)		0.0			0.0			0.0			0.0	
()		4.8			4.8			4.8			4.8	
Crosswalk Width(m)		4.0			4.0			4.0			4.0	
Two way Left Turn Lane	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Headway Factor Turning Speed (k/h)	25	1.00	1.00	25	1.00	1.00	25	1.00	1.00	25	1.00	1.00
Turn Type	20		15		NA	15		NA	15	20	NA	Perm
Protected Phases				Perm	8		Perm	2			6	reiiii
Permitted Phases				8	0		2	2			Ü	6
				20.0	20.0		23.0	23.0			23.0	23.0
Minimum Split (s)					34.0		46.0	46.0				46.0
Total Split (s)				34.0							46.0	
Total Split (%)				42.5%	42.5%		57.5%	57.5%			57.5%	57.5%
Maximum Green (s)				29.0	29.0		41.0	41.0			41.0	41.0
Yellow Time (s)				4.0	4.0		4.0	4.0			4.0	4.0
All-Red Time (s)				1.0	1.0		1.0	1.0			1.0	1.0
Lost Time Adjust (s)					-1.0			-1.0			-1.0	-1.0
Total Lost Time (s)					4.0			4.0			4.0	4.0
Lead/Lag												
Lead-Lag Optimize?				7.0	7.0		7.0	7.0			7.0	7.0
Walk Time (s)				7.0	7.0		7.0	7.0			7.0	7.0
Flash Dont Walk (s)				8.0	8.0		6.0	6.0			6.0	6.0
Pedestrian Calls (#/hr)				20	20		20	20			20	20
Act Effet Green (s)					30.0			42.0			42.0	42.0
Actuated g/C Ratio					0.38			0.52			0.52	0.52
v/c Ratio					0.66			1.26dl			0.72	0.26

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay					9.0			26.3			19.6	8.8
Queue Delay					0.0			4.8			0.0	0.0
Total Delay					9.0			31.1			19.6	8.8
LOS					Α			С			В	Α
Approach Delay					9.0			31.1			17.7	
Approach LOS					Α			С			В	
Queue Length 50th (m)					7.2			45.1			75.7	8.3
Queue Length 95th (m)					22.2		m	#101.7			115.9	17.1
Internal Link Dist (m)		181.2			184.5			71.6			73.2	
Turn Bay Length (m)												
Base Capacity (vph)					1121			993			978	585
Starvation Cap Reductn					0			52			0	0
Spillback Cap Reductn					0			0			0	0
Storage Cap Reductn					0			0			0	0
Reduced v/c Ratio					0.66			0.97			0.72	0.26

Area Type: Other

Cycle Length: 80

Actuated Cycle Length: 80

Offset: 3 (4%), Referenced to phase 2:NBTL, Start of Green

Natural Cycle: 55 Control Type: Pretimed Maximum v/c Ratio: 0.92

Intersection Signal Delay: 20.0
Intersection Capacity Utilization 87.9%

Intersection LOS: C
ICU Level of Service E

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

- m Volume for 95th percentile queue is metered by upstream signal.
- dl Defacto Left Lane. Recode with 1 though lane as a left lane.

Splits and Phases: 734: Quadra & Yates St.



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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					4Th			ર્ન			f)	
Traffic Volume (vph)	0	0	0	25	677	12	33	64	0	0	71	31
Future Volume (vph)	0	0	0	25	677	12	33	64	0	0	71	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor					0.98			0.95			0.95	
Frt					0.997						0.953	
Flt Protected					0.998			0.982				
Satd. Flow (prot)	0	0	0	0	3500	0	0	1829	0	0	1678	0
Flt Permitted					0.998			0.892				
Satd. Flow (perm)	0	0	0	0	3436	0	0	1586	0	0	1678	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					2						14	
Link Speed (k/h)		40			40			50			50	
Link Distance (m)		208.5			57.9			93.3			100.9	
Travel Time (s)		18.8			5.2			6.7			7.3	
Confl. Peds. (#/hr)				184		109	75	• • • • • • • • • • • • • • • • • • • •				75
Peak Hour Factor	0.25	0.25	0.25	0.85	0.88	0.83	0.80	0.87	0.25	0.25	0.94	0.77
Adj. Flow (vph)	0	0.20	0.20	29	769	14	41	74	0.20	0.20	76	40
Shared Lane Traffic (%)	•	· ·	Ū	20	700		• •	, ,	v	U	70	10
Lane Group Flow (vph)	0	0	0	0	812	0	0	115	0	0	116	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)	2010	0.0	rugiit	Lon	0.0	rugin	2010	0.0	rugin	2010	0.0	rugin
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane		1.0			1.0						1.0	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (k/h)	25	1.00	15	25	1.00	15	25	1.00	15	25	1.00	15
Turn Type				Perm	NA		Perm	NA			NA	. •
Protected Phases					8			2			6	
Permitted Phases				8			2	_				
Minimum Split (s)				18.0	18.0		23.0	23.0			23.0	
Total Split (s)				29.0	29.0		51.0	51.0			51.0	
Total Split (%)				36.3%	36.3%		63.8%	63.8%			63.8%	
Maximum Green (s)				24.0	24.0		46.0	46.0			46.0	
Yellow Time (s)				4.0	4.0		4.0	4.0			4.0	
All-Red Time (s)				1.0	1.0		1.0	1.0			1.0	
Lost Time Adjust (s)				1.0	-1.0		1.0	-1.0			-1.0	
Total Lost Time (s)					4.0			4.0			4.0	
Lead/Lag					7.0			٦.٥			٦.٥	
Lead-Lag Optimize?												
Walk Time (s)				7.0	7.0		7.0	7.0			7.0	
Flash Dont Walk (s)				6.0	6.0		5.0	5.0			5.0	
Pedestrian Calls (#/hr)				20	20		20	20			20	
Act Effct Green (s)				20	25.0		20	47.0			47.0	
Actuated g/C Ratio					0.31			0.59			0.59	
v/c Ratio					0.76			0.39			0.39	
V/C Ralio					0.70			0.12			U. 1Z	

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay					17.0			5.4			6.8	
Queue Delay					0.0			0.0			0.0	
Total Delay					17.0			5.4			6.8	
LOS					В			Α			Α	
Approach Delay					17.0			5.4			6.8	
Approach LOS					В			Α			Α	
Queue Length 50th (m)					27.8			4.1			6.2	
Queue Length 95th (m)					35.1			7.7			12.8	
Internal Link Dist (m)		184.5			33.9			69.3			76.9	
Turn Bay Length (m)												
Base Capacity (vph)					1075			931			991	
Starvation Cap Reductn					0			0			0	
Spillback Cap Reductn					0			0			0	
Storage Cap Reductn					0			0			0	
Reduced v/c Ratio					0.76			0.12			0.12	
Intersection Summary												
Area Type:	Other											
Cycle Length: 80												
Actuated Cycle Length: 80												
Offset: 70 (88%), Reference	ed to phase	2:NBTL,	Start of C	Green								
Natural Cycle: 45												
Control Type: Pretimed												
Maximum v/c Ratio: 0.76												
Intersection Signal Delay: 1	4.6			lr	ntersection	n LOS: B						
Intersection Capacity Utiliza	ation 38.5%			10	CU Level	of Service	Α					
Analysis Period (min) 15												
Splits and Phases: 744: \	/ancouver	St. & Yate	s St.									



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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				ሻ	^	7	ሻ	^			↑ Ъ	
Traffic Volume (vph)	0	0	0	284	533	101	138	945	0	0	917	127
Future Volume (vph)	0	0	0	284	533	101	138	945	0	0	917	127
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6
Storage Length (m)	0.0		0.0	12.0		30.0	35.0		0.0	0.0		0.0
Storage Lanes	0		0	1		1	1		0	0		0
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Ped Bike Factor				0.82		0.81	0.98				0.98	
Frt						0.850					0.979	
Flt Protected				0.950			0.950					
Satd. Flow (prot)	0	0	0	1770	3539	1583	1770	3539	0	0	3400	0
Flt Permitted				0.950			0.203					
Satd. Flow (perm)	0	0	0	1452	3539	1289	371	3539	0	0	3400	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						119					26	
Link Speed (k/h)		40			45			40			40	
Link Distance (m)		165.1			307.3			88.8			98.6	
Travel Time (s)		14.9			24.6			8.0			8.9	
Confl. Peds. (#/hr)				112		111	92					92
Peak Hour Factor	0.25	0.25	0.25	0.89	0.95	0.65	0.88	0.92	0.25	0.25	0.97	0.82
Adj. Flow (vph)	0	0	0	319	561	155	157	1027	0	0	945	155
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	319	561	155	157	1027	0	0	1100	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		3.6			3.6	<u> </u>		3.7			3.7	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Turn Type				Perm	NA	Perm	Perm	NA			NA	
Protected Phases					8			2			6	
Permitted Phases				8		8	2					
Minimum Split (s)				23.0	23.0	23.0	23.0	23.0			23.0	
Total Split (s)				27.0	27.0	27.0	53.0	53.0			53.0	
Total Split (%)				33.8%	33.8%	33.8%	66.3%	66.3%			66.3%	
Maximum Green (s)				22.0	22.0	22.0	48.0	48.0			48.0	
Yellow Time (s)				4.0	4.0	4.0	4.0	4.0			4.0	
All-Red Time (s)				1.0	1.0	1.0	1.0	1.0			1.0	
Lost Time Adjust (s)				-1.0	-1.0	-1.0	-1.0	-1.0			-1.0	
Total Lost Time (s)				4.0	4.0	4.0	4.0	4.0			4.0	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)				7.0	7.0	7.0	7.0	7.0			7.0	
Flash Dont Walk (s)				8.0	8.0	8.0	11.0	11.0			11.0	
Pedestrian Calls (#/hr)				20	20	20	20	20			20	
(·····)												

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effct Green (s)				23.0	23.0	23.0	49.0	49.0			49.0	
Actuated g/C Ratio				0.29	0.29	0.29	0.61	0.61			0.61	
v/c Ratio				0.76	0.55	0.34	0.69	0.47			0.53	
Control Delay				40.2	26.6	9.5	28.8	6.9			9.7	
Queue Delay				0.0	0.0	0.0	0.0	0.7			0.5	
Total Delay				40.2	26.6	9.5	28.8	7.6			10.3	
LOS				D	С	Α	С	Α			В	
Approach Delay					28.2			10.4			10.3	
Approach LOS					С			В			В	
Queue Length 50th (m)				44.0	37.7	4.0	8.9	27.1			43.8	
Queue Length 95th (m)				#80.4	53.0	8.1	m#31.0	m31.5			58.4	
Internal Link Dist (m)		141.1			283.3			64.8			74.6	
Turn Bay Length (m)				12.0		30.0	35.0					
Base Capacity (vph)				417	1017	455	227	2167			2092	
Starvation Cap Reductn				0	0	0	0	740			0	
Spillback Cap Reductn				0	0	0	0	0			531	
Storage Cap Reductn				0	0	0	0	0			0	
Reduced v/c Ratio				0.76	0.55	0.34	0.69	0.72			0.70	

Area Type: Other

Cycle Length: 80

Actuated Cycle Length: 80

Offset: 56 (70%), Referenced to phase 2:NBTL, Start of Green

Natural Cycle: 60 Control Type: Pretimed Maximum v/c Ratio: 0.76 Intersection Signal Delay: 15.9 Intersection Capacity Utilization 63.5%

Intersection LOS: B
ICU Level of Service B

Analysis Period (min) 15

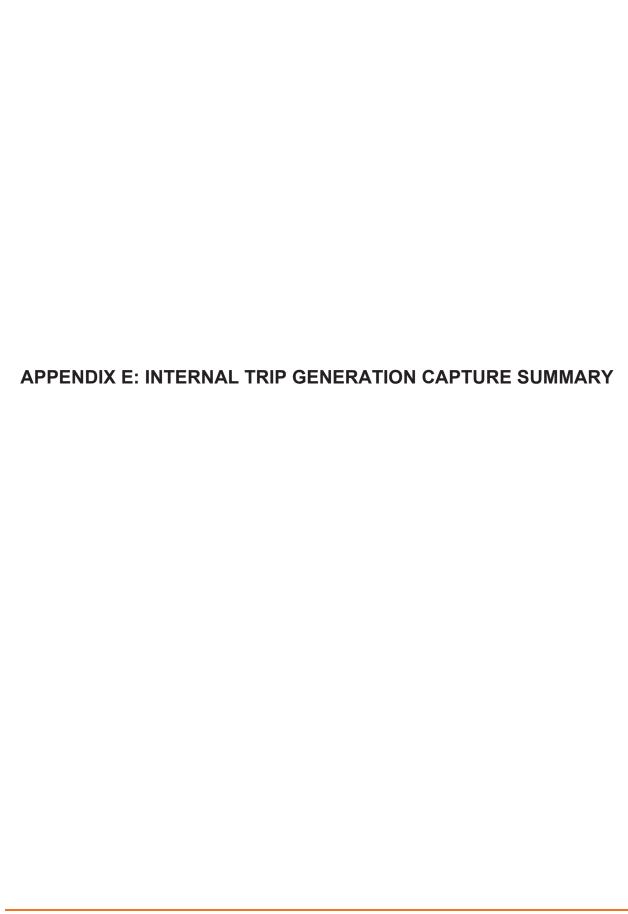
95th percentile volume exceeds capacity, queue may be longer.

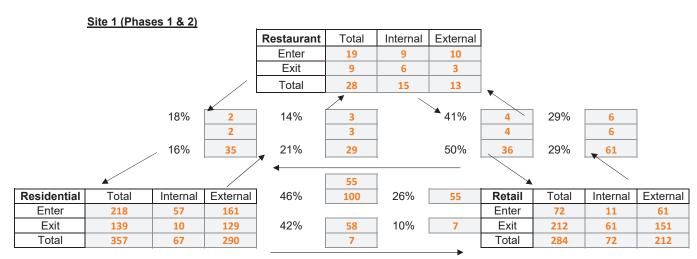
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 754: Cook St. & Yates St.







Net Exte	Net External Trips for Site 1 Multi-Use Development											
	Restaurant	Res	Retail	Total								
Enter	10	161	61	232								
Exit	3	129	151	283								
Total	13	290	212	515	Internal Caputure							
Single-Use	28	357	284	669	23.0%							

Site 2

					39						
Residential	Total	Internal	External	46%	63	26%	39	Retail	Total	Internal	External
Enter	137	39	98					Enter	59	6	53
Exit	87	6	81	42%	37	10%	6	Exit	150	39	111
Total	224	45	179		6			Total	209	45	164

Net Exte	Net External Trips for Site 2 Multi-Use Development							
	Residential	Retail	Total					
Enter	98	53	151					
Exit	81	111	192					
Total	179	164	343	Internal C	aputure			
Single-Use	224	209	433	20.8%				



<u>Talbot Mackenzie & Associates</u> Consulting Arborists

Arborist Review Harris Green Village, 1045 Yates Street Victoria, BC

PREPARED FOR: Andrew Browne

C/o Starlight Investments

2015 Main Street

Vancouver, BC V5T 3C2

PREPARED BY: Talbot, Mackenzie & Associates

Tom Talbot – Consulting Arborist

ISA Certified # PN-0211A

TRAQ - Qualified

Date submitted: Amended for November 13, 2020

Box 48153 RPO - Uptown Victoria, BC V8Z 7H6 Ph: (250) 479-8733 Fax: (250) 479-7050

Email: tmtreehelp@gmail.com



Talbot Mackenzie & Associates

Consulting Arborists

Jobsite Property: Harris Green Village Development 1045 Yates Street

Date of Site Visit: December 09 & 10, 2019 and May 05, November 09, 2020.

Site Conditions: Existing developed property Automotive Dealership and car storage lot.

Summary: The proposal as reviewed related to the Harris Green mixed residential and commercial development is to retain the Horse chestnut trees located along the Cook Street municipal frontage. Due to the extensive renovation proposed for the Yates Street and View Street streetscape, the proposal is to remove and replace all of the trees along these frontages, therefore the trees along the Yates Street and View Street frontages have not been considered further in this report.

From the information compiled during this review in our opinion it should be possible to mitigate the impacts on the Horse chestnut trees located on the Cook Street municipal frontage. This is subject to all excavation and soil disturbance required, other than for the streetscape renovation and water line installation and capping being confined within the property boundaries.

We recommend and support pruning the portions of the tree canopies that extend over the property boundary, back to this boundary to prevent accidental limb breakage and increase clearance from the building structure. Pruning can be accomplished without removing limbs greater than 10 cm in diameter and would result in the removal of less than 5% of the overall tree canopy and in our opinion will not have a detrimental impact on tree health. All pruning must be completed by an ISA Certified Arborist or to ANSI A300 standards.

A single, bylaw-protected Flowering plum tree (Nt10) is located on the adjacent 1020 View Street property where it will be detrimentally impacted by excavation and construction within this property and where its removal will be required. Permission from the adjacent property owner will be required.

There are no bylaw-protected or other trees located on the subject or on adjacent properties that will be impacted.

Assignment: Provide arborist services to visually exam the above-ground portions of and document the trees:

- Located within the boundaries of the proposed 1045 Yates Street phase of the Harris Village Green Development.
- Located along the Cook, and View Street municipal frontages of the land parcel that comprises this development proposal and located on the adjacent 1020 properties, where they could be impacted.

Review the drawings related to this development proposal and prepare a Tree Impact and Protection report indicating the existing health and structural characteristics of the existing trees and outline mitigation strategies to mitigate the impacts of the construction on the trees that have been identified for retention.

Method: During our December 09 &10, 2019 site visits, at your request, we examined and documented the resource of trees in the locations defined in the preceding assignment details. The examination conducted was a level 1, limited, ground level visual examination of the above ground portions of each tree by viewing the canopy, trunk, and root collar from all sides. The information compiled regarding these specific trees was entered on a Tree Resource spreadsheet and includes the tree; tag or identity number, trunk diameter (d.b.h.), a defined critical root zone (CRZ) or root protection area, the health and structural condition of the tree based on our visual assessment, the species tolerance to construction impacts, any noted remarks or recommendations and their bylaw or municipal designated status.

The trees on the municipal frontages and neighbouring properties have been assigned an identity number Nt1 -Nt10 and Nt53 - Nt57 by us when locating each tree in the field. A separate column in the spreadsheet lists the City of Victoria's site ID number indicated for each municipal tree in their GIS mapping system and corresponds to our identity number.

The tree identity number for each tree has been entered on a survey drawing that was supplied to us by the client and is attached to this report.

Tree Resource:

Private Property trees - There are no bylaw-protected or other trees located within the subject 1045 Yates Street property.

A single, bylaw-protected Flowering plum tree (Nt10) is located on the adjacent 1020 View Street property. This tree appears reasonably healthy but has numerous secondary stems with weak attachment to the main trunk at the stem unions. The tree is located close to the property boundary where over 50% of its canopy and most likely critical root structures extend into and over the subject property. The plans that were reviewed show the underground portion of the building extending up to the property boundary. In our opinion pruning the canopy and roots at this boundary will have a detrimental impact on the health and structure of this tree and therefore it has been identified for removal

Municipal trees - The trees located on the municipal frontages of the property parcels associated with this proposal are comprised of a variety of exotic (non-native) tree species. The mature tree species along the frontages include Horse chestnut-Aesculus hippocastanum, Canoe or Paper birch-Betula papyrifera, Lindsay plum-Prunus cerasifera Lindsayiae. Also planted along the frontages as replacements for trees that have been removed previously, are Persian Ironwood-Parrotia persica, and Japanese Tree lilac-Syringa reticulata 'Ivory Silk'.

• Cook Street – The four (4) Horse chestnut trees fronting the subject property are reasonably healthy and are about 52 - 59 years old (trees along this frontage were planted in 1960 and 1967). Pruning to create clearance for the overhead hydro primary conductor has resulted in a wide canopy spread over the street and with a slight canopy trespass over the boundary of the subject property. Previous clearance pruning of the stems that extend toward the subject property has maintained the canopy height below the hydro primary conductor and limited the canopy spread over the subject property to 2-metres or less. The existing building on the property that extends up to the property boundary will most likely have restricted any root growth over this boundary and into the property.

- View Street The Lindsay plum trees growing along View Street have been planted over a number of years. The oldest are about 47 years old (planted in 1972). These older trees are in their last one-third to one-quarter of their anticipated functional lifespan. Later plantings occurred in 1976, 1987 and 1991. Four Lindsay plum trees remain along the portion of View Street fronting the subject property. It appears that in recent years, one of the plum trees was removed and has been replaced with an alternate Persian Ironwood species. This may be to provide species diversity within the tree population or to replace trees that are problematic and therefore the replacements are considered to be more suitable for the site There is evidence of dieback and decline within the canopies of all four trees and fruiting bodies of the Ganoderma wood decay pathogen, a common disease pathogen effecting this species, were observed attached to the lower trunks or root collars of plum, Nt6(26232), and Nt8(26230). The stress symptoms observed may be related to the age of the trees or to their growing environment where virtually the entire root zone area of each tree is covered with hardscape surfacing.
 - The spread of the tree root growth will have been restricted in the locations where the building footprint extends up to the property boundary, however in the open areas where there are no adjacent buildings the root growth may extend into the subject property. The tree canopies along the adjacent buildings have been pruned at the property boundary. In the more open areas, the canopies extend well into and trespass over the boundary of the subject property. The canopy growth on the street side of the trees has been altered by major limb removal or where large limbs have failed or been broken historically, leaving little canopy growth on the street side of the trees.
- Yates Street Four (4) Canoe or Paper birch trees are located along the 1000 block of Yates Street, where it fronts the subject property. These birch trees are between 32 and 43 years old (plantings were completed in 1976, 1985 and 1987). We did not observe and significant health structural concerns related to these trees.

 Birch Nt53(26217) and Nt55(26215) are located along an open area of the car lot and where their canopies extend, and the root growth may extend over the property boundary in this location. Birch Nt56(26217) and Nt57(26215) are located where their root growth should be restricted by the existing building footprint along this property boundary. A recently planted Japanese Tree lilac on this frontage, may have been planted, to provide species diversity within the tree population, was considered to be more suitable for the site or to replace a tree that was problematic within the tree population.

The proposal as reviewed is to retain the Horse chestnut trees located along the Cook Street municipal frontage. Due to the extensive renovation proposed for the Yates Street and View Street frontage streetscape, the proposal is to remove and replace all of the trees along these frontages, therefore the trees along the Yates Street and View Street frontages have not been considered further in this report.

Mitigation: We recommend the following procedures be implemented to reduce the impacts on the Four (4) municipal trees that are proposed to be retained on the Cook Street municipal frontage.

- Demolition: Prior to any demolition of the existing buildings, barrier fencing must be erected on the municipal frontage to protect the exposed areas of the root zones that are not already covered with concrete and asphalt surfacing. We also recommend pruning the canopy portions back to the property boundary where the limbs trespass over the boundary to prevent accidental limb breakage during the building demolition. The project arborist must supervise the removal of the building footing and floor where they extend along the Cook Street property boundary. All equipment required for this purpose must work from within the subject property and there shall be no excavation outside the property boundary to facilitate the demolition activity.
- Barrier Fencing: Protective barrier fencing must be erected to protect the root zones of the municipal trees prior to any construction, excavation of demolition work commencing on the site. The fencing must surround the entire exposed areas of the root zones that are not covered with concrete and asphalt surfacing. It may also be necessary to erect barrier fencing to protect the View and Yates Street municipal trees if the demolition occurs prior to the approval of the building permit or the approval to remove these trees. Barrier fencing must be extended to surround the Cook Street sidewalk and driveway crossing once this hardscape surfacing is removed and remain in place until the sidewalk replacement construction occurs.
 - The barrier fencing to be erected must be a minimum of 4 feet in height, of solid frame construction that is attached to wooden or metal posts. A solid board or rail must run between the posts at the top and the bottom of the fencing. This solid frame can then be covered with plywood, or flexible snow fencing (see attached diagram). Signs must be posted around the protection zone to declare it off limits to all construction related activity. The fencing must be erected prior to the start of any construction activity on site (i.e. site clearing, demolition, pavement removal, excavation, and construction), and remain in place through completion of the project. The project arborist must be consulted and the municipality notified before this fencing is removed or moved for any purpose. Solid hording material may also be required to protect the trunks of trees from mechanical injury where vehicles or machinery are permitted close to tree trunks.
- Building envelope: Excavation for the underground portion of the building envelope, as proposed extends up to the property boundary. The existing building on the property extends up to this boundary and where it will have restricted any root growth over this boundary and into the property. Excavation in this location is unlikely to have a detrimental impact on the health of these trees and will not impact their stability. The project arborist must supervise the excavation for the underground portion of the building, where it extends along the Cook Street municipal frontage. There must be no excavation that extends outside the property boundary and into the municipal property. Shoring or some other method of bank cut stabilization may be required if the cut slope within the property boundary is not sufficient to attain safe working conditions and bank support

- Servicing: The civil drawings that were reviewed show:
 - o the storm and sanitary connections along the View Street municipal frontage and where they will not impact any of the trees that have been identified for retention. The existing storm and sanitary services located along the View Street municipal frontage are to be capped and abandoned but are located where the excavation required will not impact any trees that have been identified for retention.
 - The hydro and communications connections were not outlined in the drawings, but it is our understanding that they will also be located on the View Street frontage, most likely close to the underground parking entrance.
 - The fire and domestic water and metre vault shown on the drawings that were reviewed are located on the Cook Street frontage and where the excavation required for the installation could be within 3 metres of Horse chestnut Nt4 (#26238) and where root structures are likely to be encountered. The Civil contractor suggested an alternate location for these connections that would be between Horse chestnut NT3 (#26316) and Nt4 (#26238). If the connections are located mid way between these two trees the required excavation required should be more than 7 metres away from both trees. This alternate location is the option that we prefer. Excavation to install the water connection and metre vault must be supervised by the project arborist. The existing water and irrigation services located along the Cook street frontage are to be capped and abandoned. If possible, these services should be capped inside the property boundary or at the service main. If the services are capped outside the property boundary the connections must be exposed by way of hydro excavation.
- Hardscape and landscape replacement: The landscape drawings that were reviewed indicate the replacement of the existing sidewalk area between the tree location and the property boundary and the existing driveway crossing. We recommend retaining the existing sidewalk until the building construction has been completed. Once the panels are removed the area must be isolated from all foot and machine activity by enlarging/extending the barrier fencing to surround this area until the sidewalk construction commences. The removal of the existing sidewalk panels along the Cook Street frontage between the Yates and View Street intersections and the driveway crossing must be supervised by the project arborist. Due to the presence of root structures beneath the sidewalk, it may not be possible to excavated deeper than the existing sidewalk base or base layers without having a detrimental impact on the trees. This can be determined once the panels have been removed and adjustments to the specifications made to assure that the sidewalk replacement will not have a detrimental impact on or effect the ability to retain these trees. The replacement hardscape must not be any wider than the existing paved area and the design must account for the existing turf area so that any construction requirements must not extend into this existing undisturbed turfed area of the frontage. If the replacement of the street curbing is proposed it may also not be possible to excavate, to a depth to attain the typical requirements for their replacement, or further into the turfed area to allow for form work. Modifications to these specifications will be required or the existing curbing should be retained.

Also due to the presence of root structures the renovation of the turf area will likely be restricted to the upper 08-10 cm of the existing grade. It is unlikely that excavation to attain typical specifications for soil depths will be possible without having a detrimental impact on the trees. Modifications to these specifications will be required or the existing turf area should be retained, and the quality of the turf improved by way or soil aeration, top dressing, over-seeding, and other standard turf maintenance/renovation procedures. Site dewatering can often impact the soil moisture content surrounding mature trees adjacent to a construction site. Supplemental irrigation should be provided for these trees particularly during the dry summer months, throughout the construction timeframe. Frequency of irrigation will be determined by soil moisture sampling beginning in May. Irrigation will most likely be required more frequently during, July and August where irrigation may be required on a 2-week frequency cycle. The Project arborist or landscape professional should monitor the soil moisture levels every 2 weeks throughout the months of May, June, July, August and September.

• Pruning: There is a slight overhang of the canopies of chestnut Nt3 (#26316) and Nt4 (#26238) of up to 2 metres or less on the project side of the trees where several of the lowest limbs trespass over the property boundary. The canopies of chestnut Nt1 (#26314) and Nt2 (#26317) extend up to or have a minor trespass over the property boundary. Pruning has been completed previously to restrict the upward growth of the limbs to below the height of the adjacent overhead hydro primary conductor. In our opinion pruning the canopies at the property boundary to reduce, the risk of accidental limb breakage during construction and future conflicts with the building structure will not have a detrimental impact on the health of these trees. Pruning can be accomplished without removing limbs greater than 10 cm in diameter and will result in the removal of less than 5% of the overall tree canopy. All pruning must be completed by an ISA Certified Arborist or to ANSI A300 standards.

Please do not hesitate to call us at (250) 479-8733 should you have any further questions. Thank You.

Yours truly,

Talbot Mackenzie & Associates

Tom Talbot & Graham Mackenzie ISA Certified, & Consulting Arborists

Enclosures: Tree Resource spreadsheet (2), Key to definitions (2), Survey drawing with tag/identity numbers (1) and barrier fencing, Barrier Fencing specifications (1), Civil drawing reviewed (1)

Assumptions and Limiting Conditions:

The assessment was based on two site visits to the trees and from a visual ground-level assessment made of the subject trees on December 09 & 10, 2019 and follow up May and November, 2020 site visits to review the proposed concept

Resistograph Readings and other methods of detecting internal flaws or decay were not requested and were not part of our assignment.

The opinions provided will be based on the circumstances and observations as they existed at the time of the site inspection of the client's or agent's property and the trees situated thereon and upon information provided by the client or their agent. The opinions are given based on observations made and using generally accepted professional judgment. However, because trees and plants are living organisms whose health and structure are subject to change, damage and disease, the results, observations, recommendations and analysis as set out are valid only as at the date any such testing, observations and analysis took place and no guarantee, warranty, representation or opinion is offered as to the length of the validity of the results, observations, recommendations and analysis. As a result, the Client shall not rely upon this Assessment, save and except for representing the circumstances and observations, analysis and recommendations that were made at the date of such inspections. Remedial care and mitigation measures recommended are based on the visible and detectable indicators present at the time of the examination and cannot be guaranteed to alleviate all symptoms or to mitigate all risk posed. It is recommended that the trees discussed in this project should be re-assessed periodically if they are retained.

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Key to Headings in Tree Resource Spreadsheet – Page 1

<u>Tag:</u> Tree identification number on a metal tag attached to tree with nail or wire at eye level. Trees on municipal or neighboring properties are not tagged and are identified on the site plans usually starting from the number one.

NT: No Tag due to inaccessibility or separate ownership.

<u>**DBH**</u>: Diameter at breast height – diameter of trunk, measured in centimetres at 1.4m above ground level. For trees on a slope, it is taken at the average point between the high and low side of the slope.

- * Measured over ivy.
- ~ Approximate because of inaccessibility or on neighbouring property.

<u>Crown Spread</u>: Indicates the diameter of the crown spread measured in metres to the dripline of the longest limbs.

Relative Tolerance Rating: Relative tolerance of the species of tree to construction related impacts such as root pruning, crown pruning, soil compaction, hydrology changes, grade changes and other soil disturbance. This rating does not take into account individual tree characteristics, such as health and vigour. Three ratings are assigned: Poor, Moderate or Good.

Optimal Root Protection Zone: A calculated radial measurement in metres from the trunk of the tree. It is the optimal size of tree protection zone and is calculated by multiplying the DBH of the tree by 10, 12 or 15 depending on the Tree's Construction Tolerance Rating. This methodology is based on the methodology described by Nelda Matheny and James R. Clark in their book "Trees and Development: A Technical Guide to Preservation of Trees During Land Development."

- 15 x DBH = Poor Tolerance of Construction
- 10 or 12 x DBH = Moderate
- 08 or 10 x DBH = Good

For this purpose, the DBH of multiple stems is considered the sum of 100% of the diameter of the largest trunk and 60% of the diameter of each additional trunk. It should be noted that these measures are solely mathematical calculations that do not take into account crown spread, soil depth, age, health, or structure (such as lean).

Key to Headings in Tree Resource Spreadsheet – Page 2

Health Condition

- Poor significant signs of visible stress and/or decline that threaten the long-term survival of the specimen
- Fair signs of significant stress
- Good no visible signs of significant stress and/or only minor aesthetic issues

Structure Condition

- Very Poor Potentially imminent hazard that requires immediate action such as large dead hanging limbs or an unstable root plate
- Poor Poor structural defects that have been in place for a long period of time to the point that mitigation measures are limited
- Fair Structural concerns such as codominant stems that are still possible to mitigate through pruning
- Good No visible or only minor structural flaws that require no to very little pruning

Tree Status:

- Bylaw-protected Tree that is of a size or species that is protected under the current municipal Tree Protection Bylaw.
- Not Protected Tree that is of a size or species that is not protected under the current municipal Tree Protection Bylaw.
- Municipal Tree that is located on the municipal frontage.

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Email: treehelp@telus.net

Tree Resource Spreadsheet for Harris Green Development

Tree ID	Municipal tree ID#	Common Name	Latin Name	DBH (cm) * over ivy ~ approximate	Crown Spread (m)	CRZ (m)	Health	Structure	Relative Tolerance	Remarks and Recommendations	Tree bylaw Status	Retention Status
Nt1	26314	Horse chestnut	Aesculus hippocastanum	75.0	11	6.0	Good	Fair	Good	Pruned around hydro 3-phase primary conductor. 4.43 metres from property line and building wall. Canopy does not extend over property line.	Municipal	Retain
Nt2	26317	Horse chestnut	Aesculus hippocastanum	74	15	6.0	Good	Fair	Good	Pruned around hydro 3-phase primary conductor. 4.43 metres from property line and building wall. Minor canopy tresspass over property boundary. Pipe imbedded in trunk.	Municipal	Retain
Nt3	26316	Horse chestnut	Aesculus hippocastanum	84	15	6.5	Good	Fair	Good	Pruned around hydro 3-phase primary conductor. 4.46 metres from property line and building wall. Canopy extends less than 2 metres over property line.	Municipal	Retain
Nt4	26238	Horse chestnut	Aesculus hippocastanum	74	17	6.0	Good	Fair	Good	Pruned around hydro 3-phase primary conductor. 4.42 metres from property line and building wall. Canopy extends up to 2 metres over property line. Large basal wound, no decay visible	Municipal	Retain
Nt5	26233	Lindsay Plum	Prunus cerasifera Lindsayiae	43	7	4.5	Fair	Fair	Moderate	Located within sidewalk panels, 2 metres from property line and building wall. Recent small mechanical injury on trunk. Canopy extends over property line	Municipal	Remove
Nt6	26232	Lindsay Plum	Prunus cerasifera Lindsayiae	54	11	5.5	Fair	Poor	Moderate	Located within sidewalk panels, 2.0 metres from property line Canopy extends 3 metres over property line. Large scaffold limb removed street side. Fruiting bodies of Ganoderma wood decay pathogen on lower trunk	Municipal	Remove
Nt7	26231	Lindsay Plum	Prunus cerasifera Lindsaviae	56	13	5.5	Fair	Fair	Moderate	Located within sidewalk panels, 2.0 metres from property line Canopy extends 5.0 metres over property line, and over 2 access driveways Large scaffold limb removed street side.	•	Remove
Nt8	26230	Lindsay Plum	Prunus cerasifera Lindsayiae	53	12	5.5	Fair	Poor		Located within sidewalk panels, 2.2 metres from property line Canopy extends 4 metres over property canopy asymmetry, uncorrected trunk lean. Fruiting bodies of Ganoderma wood decay pathogen on lower trunk	Municipal	Remove
Nt9	26299	Persian Ironwood	Parrotia persica	12	3	1.5	Good	Good	Moderate	Young tree located in sidewalk grate, 1.7 metres from property line	Municipal	Retain
Nt10	Private tree	Flowering plum	Prunus cerasifera 'Nigra'	36	11	3.5	Good	Fair/poor	Moderate	Located on adjacent 1020 View Street property. Canopy extends 6 metres over property boundary. Weakness at main stem union where it overhangs the subject property boundary. Risk of stem failure.	Bylaw- protected	Remove

Prepared by:

Talbot Mackenzie & Associates
ISA Certified, and Consulting Arborists

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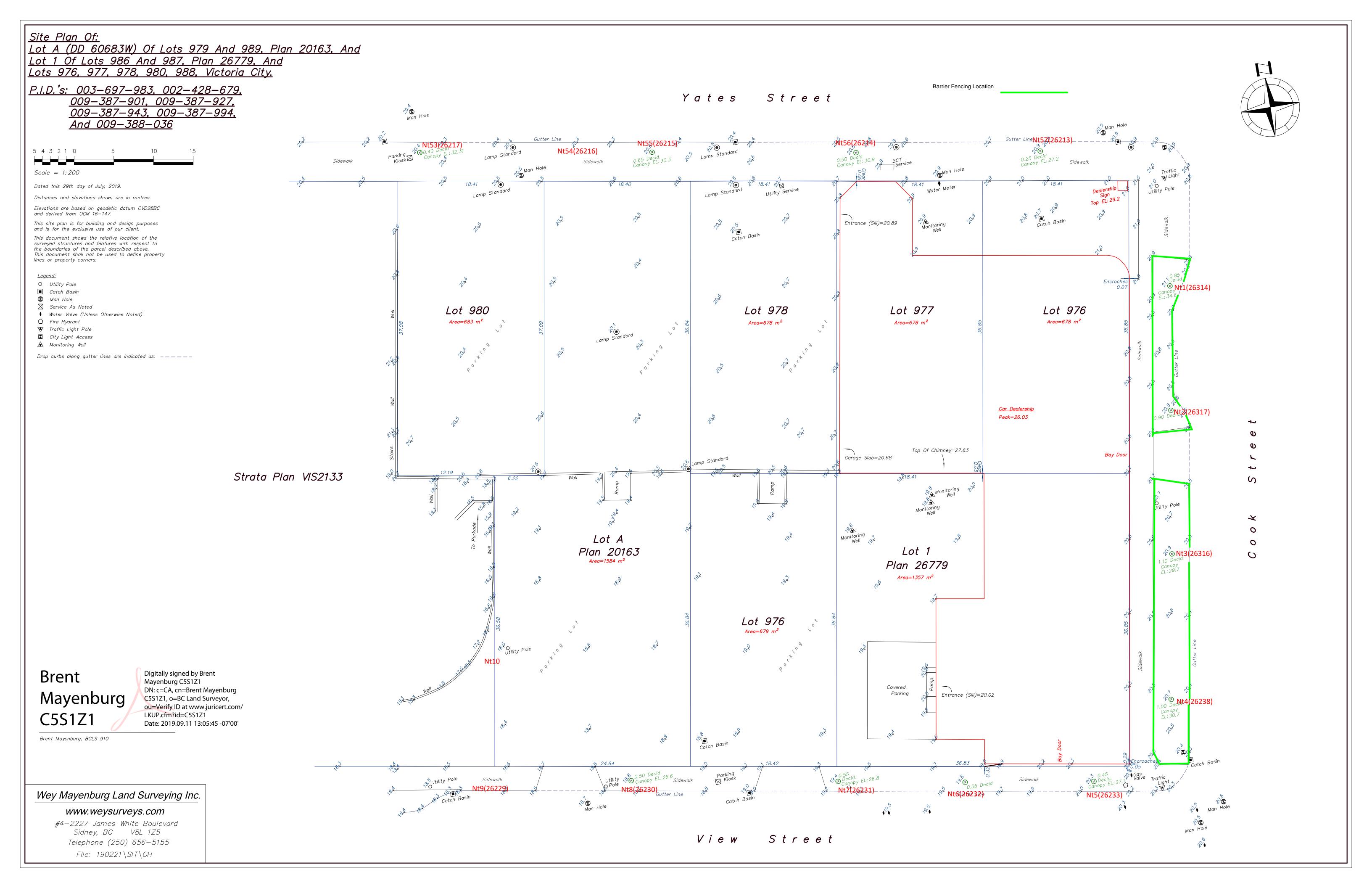
email: tmtreehelp@gmail.com

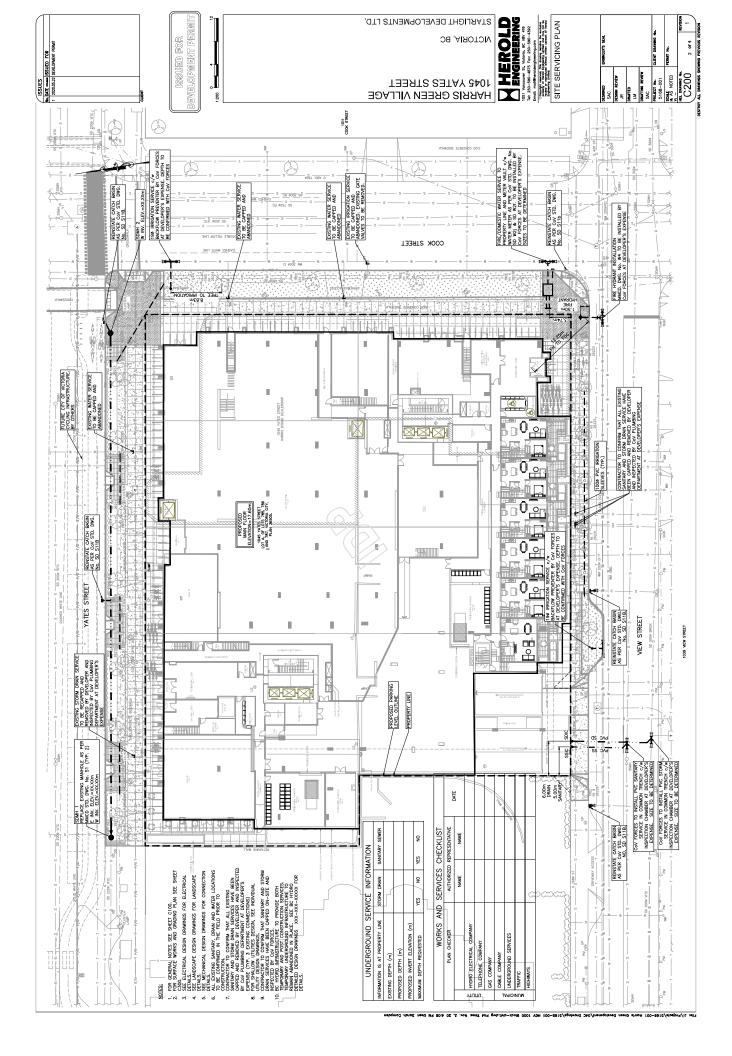
Tree Resource Spreadsheet for Harris Green Development

Tree ID	Municipal tree ID#	Common Name	Latin Name	DBH (cm) * over ivy ~ approximate	Crown Spread	CRZ (m)	Health	Structure	Relative Tolerance	Remarks and Recommendations	Tree bylaw Status	Retention Status
Nt53	26217	Richmond Canoe birch	Betula papyrifera	39.0	10	4.0	Good	Good	Moderate	Located 3.2 metres from property boundary.	Municipal	Remove
Nt54	26216	Japanese Tree Lilac	Syringa reticulata 'Ivory Silk'	6.0	1	1.0	Good	Good	Good	Recently planted in sidewalk grate 3.5 metres from property line	Municipal	Remove
Nt55	26215	Richmond Canoe birch	Betula papyrifera	48.0	14	5.0	Good	Good	Moderate	Located 3.2 metres from property boundary	Municipal	Remove
Nt56	26214	Richmond Canoe birch	Betula papyrifera	42.0	13	4.0	Good	Good	Moderate	Located 3.3 metres from property boundary and building. canopy overhangs property boundary	Municipal	Remove
Nt57	26213	Richmond Canoe birch	Betula papyrifera	19.0	6	2.0	Good	Good	Moderate	Located 3.5 metres from property boundary	Municipal	Remove

Phone: (250) 479-8733 Fax: (250) 479-7050

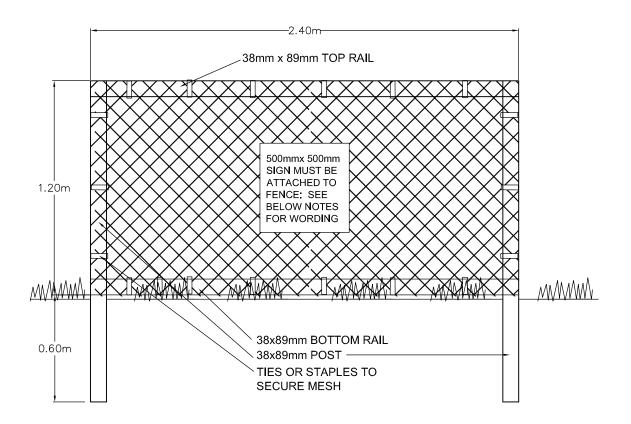
email: tmtreehelp@gmail.com







SUPPLEMENTARY STANDARD DETAIL DRAWINGS



TREE PROTECTION FENCING

- FENCE WILL BE CONSTRUCTED USING 38 mm X 89mm WOOD FRAME: TOP, BOTTOM AND POSTS * USE ORANGE SNOW-FENCING MESH AND SECURE THE WOOD FRAME WITH ZIP" TIES OR GALVANIZED STAPLES.
- 2. ATTACH A 500mm X 500mm SIGN WITH THE FOLLOWING WORDING: WARNING- TREE PROTECTION AREA. THIS SIGN MUST BE AFFIXED ON EVERY FENCE OR AT LEAST EVERY 10 LINEAR METERS.
- * IN ROCKY AREAS, METAL POSTS (T-BAR OR REBAR) DRILLED INTO ROCK WILL BE ACCEPTED



VIA EMAIL

22 June 2021

Charlotte Wain
Senior Planner – Urban Design
City of Victoria
1 Centennial Square
Victoria BC
V8W 1P6

Dear Charlotte:

Re: Summary of CAC Analysis for the Harris Green Village Rezoning

The City of Victoria's Inclusionary Housing and Community Amenity Policy requires strata residential rezonings in the Urban Core to provide cash amenity contributions and/or inclusionary affordable housing units.

However, the Policy identifies some types of rezonings (atypical rezonings) where the amenity contribution and/or inclusionary housing is determined based on an economic analysis. For these types of rezonings, the target for the contribution is 75% of the increase in land value created by the rezoning. Atypical rezonings include applications where an OCP amendment is required or where the rezoning involves a site greater than half a block (as well as other situations).

Starlight Developments has proposed to rezone two separate but nearby parcels of property in the Urban Core (900 Block Yates and 1045 Yates) to allow about 1,600 purpose-built market rental units and 118,000 square feet of commercial space. Because this application requires an OCP amendment and is greater than half a block, it is considered an atypical rezoning. So, an economic analysis is required to determine if the rezoning creates an increase in land value that can be used to support amenity contributions and/or inclusionary affordable rental units¹.

The City commissioned Coriolis Consulting Corp. to complete the economic analysis to determine if the rezoning application creates an increase in land value that can be used to fund amenity contributions and/or affordable housing units.

As part of the analysis, we estimated:

- The land value under existing zoning (generally a mix of high density strata residential plus commercial).
 This takes into account the setbacks and built form requirements of the Downtown Core Area Plan.
- The land at the base density permitted in the OCP (assuming strata residential with a \$5 per square foot cash contribution for bonus density between existing zoning and the base OCP).

¹ Section 3 of the Inclusionary Housing and Community Amenity Policy indicates that 100% purpose built rental projects are exempt from the Policy. However, the Policy applies to this rezoning because it is larger than half a block and requires an OCP amendment.

The land value supported by the proposed rental and commercial rezoning concept.

Based on these estimates, we determined whether or not there will be an increase in land value created by the proposed rezoning and the implications for the project to provide amenity contributions and/or affordable rental units. This letter summarizes our findings.

Subject Site

The proposed project includes six existing legal lots spread across two different parcels. All of the lots are designated Core Residential in the OCP, which allows for a base density of 3.0 FSR residential floorspace and a density bonus up to 5.5 FSR of residential floorspace in return for affordable housing. The two parcels are:

- 1045 Yates Street is a single legal lot currently improved with a car dealership. The lot is 68,230 square feet large. Part of the lot is zoned S-1 (Limited Service District), whereas most of the lot is zoned R-48 (Harris Green District) which allows high density residential development.
- 2. 900 Block Yates Street is 154,689 square feet and is composed of 5 legal lots:
 - 911 Yates Street is currently improved with a neighbourhood shopping centre. The lot size is 101,973 square feet. The entire lot is zoned R-5 (Central Area District) which allows mid-density residential development.
 - 903 Yates Street is currently improved with a grocery store. The lot size is 21,775 square feet. The entire lot is zoned R-9 (Central Area District) which allows for high density residential development.
 - 910 View Street is currently improved with a low rise commercial building. The lot size is 25,541 square feet. The lot is zoned partially S-1 (Limited Service District) and partially R-48 (Harris Green District) which allows high density residential development.
 - 1209 Quadra Street is currently improved with a low rise commercial building. The lot size is 1,800 square feet. The entire lot is zoned S-1 (Limited Service District)
 - 1205 Quadra Street is currently improved with low rise commercial space. The lot size is 3,600 square feet. The entire lot is zoned S-1 (Limited Service District).

Concepts Analyzed

For each of the two parcels, we analyzed three different development concepts:

- Scenario 1 Existing Zoning. This scenario includes a total of about 739,000 square feet of strata residential and commercial floorspace.
- Scenario 2 Base OCP of 3.0 FSR. This scenario includes a total of about 641,000 square feet of strata
 residential and commercial floorspace. The City targets a \$5 per square foot amenity contribution on the
 increase in allowable density from existing zoning to base OCP. We assume this applies to all existing
 lots at the subject site that are currently zoned below 3.0 FSR. Therefore, Scenario 2 assumes that the
 applicant would provide a \$532,000 cash amenity contribution.
- Scenario 3 Proposed Market Rental Development. This scenario includes a total of about 1,283,000 square feet of market rental residential and commercial floorspace as proposed in the March 2021 Revised Rezoning Application.

Exhibit 1 summarizes the total estimated gross floorspace achievable at the overall property under each of the three scenarios. These statistics were vetted by City staff.

Exhibit 1: Development Statistics for Scenarios Analyzed

All figures in square feet (rounded)	Scenario 1: Existing Zoning	Scenario 2: Base OCP Density of 3.0 FSR	Scenario 3: Proposed Rezoning	
Gross Strata Residential Floorspace	658,000	641,000	0	
Gross Market Rental Floorspace	0	0	1,165,000	
Commercial Floorspace ²	82,000	0	118,000	
Total Estimated Floorspace	739,000	641,000	1,283,000	

Approach to Analysis

The City's approach for a negotiated amenity contribution is to allocate 75% of the increased land value created by the rezoning toward CACs or inclusionary housing. Therefore, we compared the estimated value of the property assuming rezoning as proposed with the estimated land value of the property under existing zoning and at the base density permitted in the OCP³.

To estimate the land value supported under existing zoning, the base OCP and the rezoning scenario, we used the following approach:

- Analyzed the likely financial performance of the three scenarios using a proforma/land residual analysis as follows:
 - Estimated the value of each new building upon completion (spread over time).
 - Deducted all estimated project costs (demolition, servicing, land development costs and building construction costs) excluding any costs associated with amenities such as the public plaza and/or affordable housing⁴.
 - Deducted a profit margin⁵:
 - 12% of total costs for constructing new rental buildings.
 - o 15% of total costs for constructing new strata buildings.
 - Calculated the land residual annually over time (value less costs less profit = land residual).
 - Calculated the present value (discounted cash flow) of the annual land residual estimates to determine the upfront land value supported by each scenario. The present value calculation accounts for the interest costs (or opportunity costs on equity) on negative cash flows over the course of the development.

This present value represents the estimated land value that a developer could afford to pay for the land, proceed with the project and earn the target profit margin on total project costs (including the estimated land value) upon completion of the project.

² The proposed rezoning includes about 5,000 square feet of privately owned daycare space in its commercial floorspace total.

³ It is possible that the land value under existing zoning and at the base OCP density is less than the value of the properties under their current use as income producing investment properties. However, the City's policy focuses on increased land value, not the increased value from existing market value. So, our analysis does not consider the value of the subject site under existing use.

⁴ The exception is that the costs for Scenario 2 (OCP base density) deduct the fixed rate CAC cost estimate that the City negotiates for rezonings up to the base OCP density (\$5 psf of increased permitted floorspace beyond existing zoning). No in-kind or cash amenity contributions were included in Scenario 3 (proposed rezoning).

⁵ For highrise strata residential, the typical minimum profit target in Victoria is 15% of total project costs. There is limited evidence of the profit target required for new rental projects, but the indicators we have reviewed suggests a profit of less than 15% of total costs is being achieved by rental developers in Victoria. We have used 12% for this analysis, but different developers may target a higher or lower profit margin.

As a check, we the compared the results of our land residual analysis with any available information about comparable development site sales and listings to ensure the land residual results are consistent with actual development site transactions.

2. Identified the implications of the analysis on the ability for the proposal to support amenities or affordable housing due to an increase in the land value from the proposed rezoning.

Findings

Our detailed financial analysis includes confidential financial information that was shared with us by the applicant, so it cannot be included in this report. This section summarizes the key findings from our analysis.

The estimated land value supported by each of the three scenarios is as follows (all figures rounded).

Exhibit 2: Preliminary Land Value Estimates by Scenario

Estimated Supportable Land Value	
Scenario 1 (Existing Zoning)	\$54 Million
Scenario 2 (OCP Base Density of 3.0 FSR)	\$40 Million
Scenario 3 (Proposed Development)	\$12 Million

The estimated change in land due to the rezoning proposal is as follows (all figures rounded).

Exhibit 3: Preliminary Estimated Change in Land Value Due to Proposed Rezoning

Estimated Supportable Land Value	
Estimated Land Value Under Existing Zoning	\$54 Million
Estimated Land Value Supported by Proposed Rental Development	\$12 Million
Change in Land Value	negative \$42 Million

The land value supported by the proposed development is significantly less than the land value of the property under existing zoning. Therefore, the proposed rezoning does not create an increase in land value that can be used to fund amenities and/or affordable housing.

There are a few reasons for this:

- 1. The overall property has a high existing achievable density (about 3.5 FSR) under current zoning. For example, the properties zoned R-48 can achieve densities as high as 6.5 FSR. This is higher than the base density supported under the OCP (3.0 FSR).
- 2. The value of a completed rental building per square foot is significantly lower than a comparable strata building (despite similar costs to construct). We would expect a new highrise strata building at the site to achieve an average sales price of about \$850 per square foot. However, the estimated value of the rental units upon completion is about \$700 per square foot (about \$150 per square foot lower).
- The proposed rental project requires concrete construction. Concrete rental projects typically support a low land value due to:
 - The comparatively low completed unit value per square foot in comparison to strata apartments.
 - The increased construction costs in comparison to wood frame rental construction.

I am happy to discuss any questions or comments that you might have about our analysis.

Yours truly,

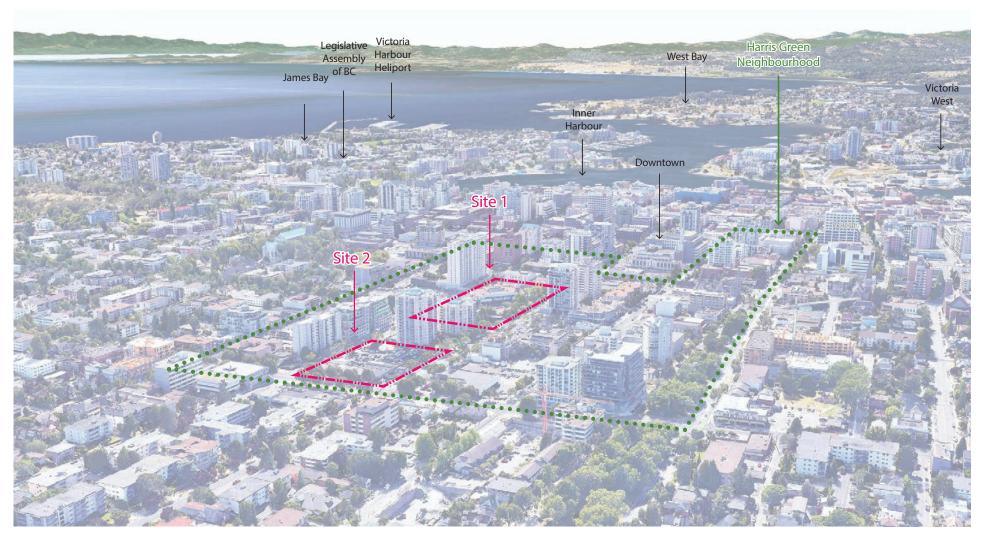
CORIOLIS CONSULTING CORP.

Blain FVD

Blair Erb

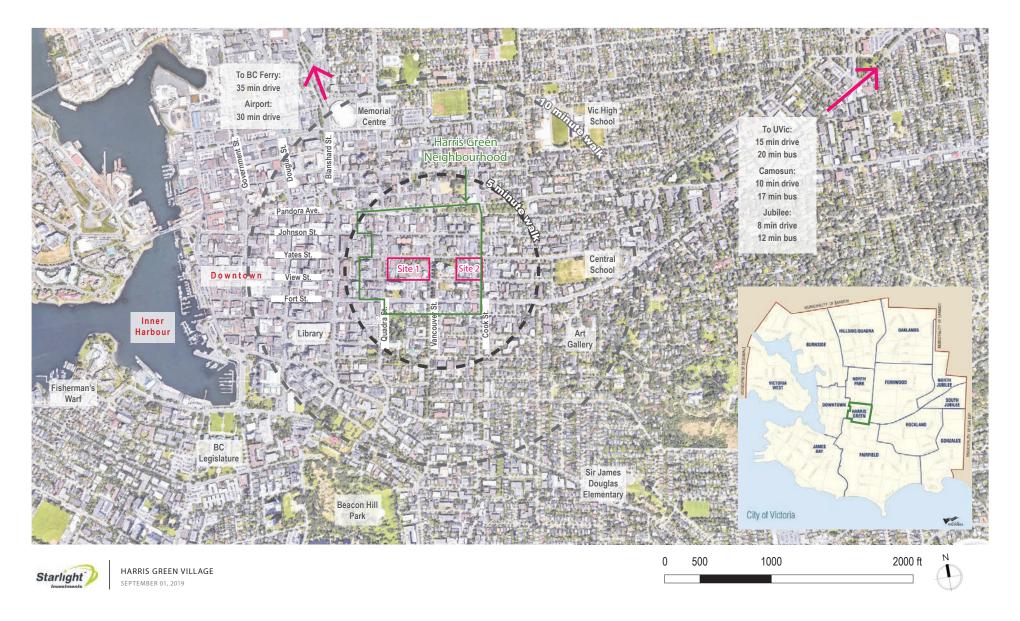


Site Location





Site Context



Site Boundary



1st Round Public Engagement - IDEAS Open House

The Ideas Open House was a highly interactive event designed to introduce Starlight Investments and encourage community feedback on a wide range of planning and urban design topics relevant to the redevelopment of Harris Green Village. Materials described the neighbourhood and policy context, provided a project process timeline, and introduced Starlight.

Location

Chapel of the new Jerusalem at Christ Church Cathedral

Date

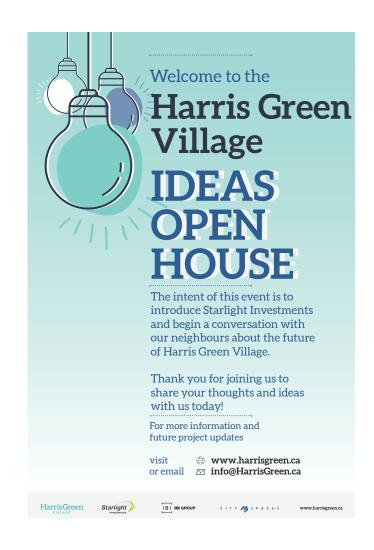
Thursday June 13th 5:00pm – 8:00pm Saturday June 15th 11:00am – 2:00pm

Notifications

Flyers delivered to approximately 4000 addresses ¼ page ad in the Victoria News on June 7, 2019 Media coverage in Times Colonist and Victoria News

Attendees 151 over two days





1st Round Public Engagement - IDEAS Open House



HARRIS GREEN VILLAGE
SEPTEMBER 01, 2019

Of 151 participants 83% of people feel good or satisfied with our Open House.











Excellent method of presentation – sticker, photos, etc.

Thank you for the opportunity for input at the embryonic stages of planning.

1st Round Public Engagement - IDEAS Open House

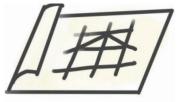
Top themes are related to placemaking, height/massing and tenants

•••••



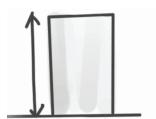
82

More trees/ green spaces



77

Design quality/ consideration



73

Height/ density





53 Keep current tenants



51
Ensure good placemaking



44

Good tenant/ use mix



35
More parking, primarily underground



25 More rental/ affordable housing



19 Enhance walkability/ multimodality



18 Ensure sunlight



15
Ease transition for current tenants/residents



15 Ensure safety/control homeless/drug users



13
Demolition/
repurposing of existing buildings

The purpose of the second public event was to share insights from the first engagement event, provide an educational introduction to the fundamentals of placemaking and engage participants to capture their perspectives on building design and height through an interactive exercise.

Location

Parkside Hotel, 810 Humbolt Street

Date

Tuesday July 16 5:30pm - 7:30pm

Notifications

Email invitation sent to those who provided an email at the open house. Targeted outreach to stakeholder groups including students, local businesses, community groups and neighbours

Attendees

48





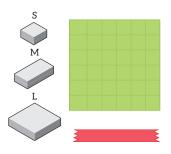
2^{nd} Round Public Engagement - Design Workshop

Steps



STEP 1

Move to the table corresponding to your number



STEP 2

Familarize yourself with the game pieces & the board



STEP 3

Arrange all the blocks and use the materials to create a concept



STEP 4

Share your concept in 3 minutes



STEP 5

General insights and next steps

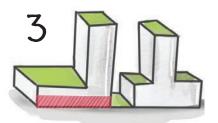
Rules



Play all the building pieces



Ensure adequate building separation above the podium level



Use paper and tape to show open space and commercial activity

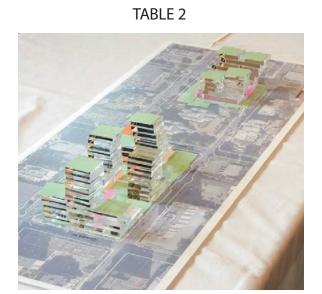


HARRIS GREEN VILLAGE SEPTEMBER 01, 2019



TABLE 1

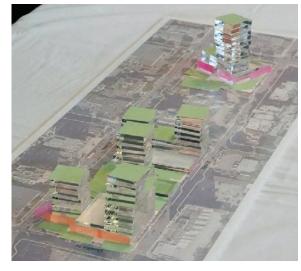
















BUILDING HEIGHT



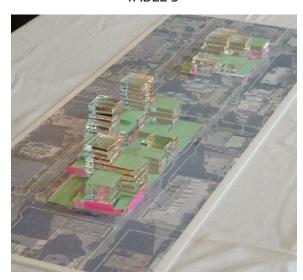


RETAIL FRONTAGE

TABLE 4



TABLE 5









BUILDING HEIGHT



OPEN SPACE



RETAIL FRONTAGE



HARRIS GREEN VILLAGE SEPTEMBER 01, 2019

Workshop Rresults Common Themes

900 Yates

- Mix of high- and mid-rise buildings (up to 22 storeys)
- Typically 4 taller buildings
- At least one 20 storey tower
- Mid-block break
- South facing open/green spaces
- Rooftop amenity spaces
- Retail facing streets and open spaces

1045 Yates

- Mix of high- and mid-rise buildings (up to 24 storeys)
- 2 Typically 2 taller buildings
- 3 Open/green spaces at grade
- A Rooftop amenity spaces
- 6 Retail facing streets





HARRIS GREEN VILLAGE
SEPTEMBER 01, 2019

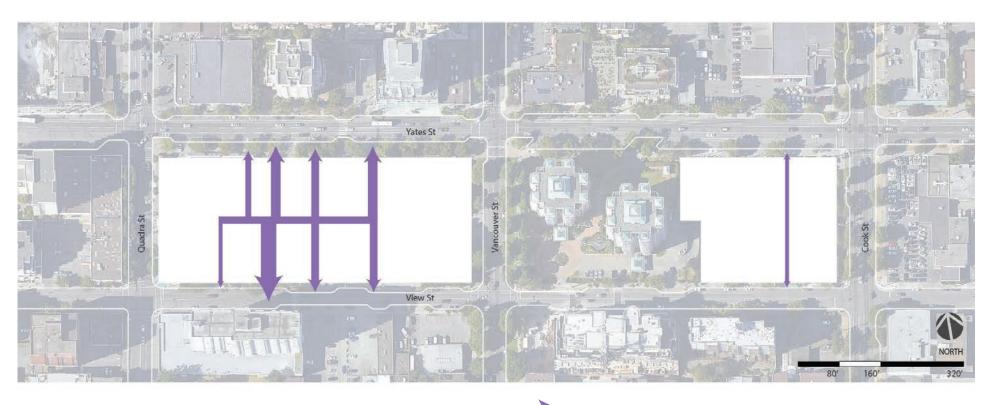
Combined Insights Open / Green Space





Low High Frequency Frequency

Combined Insights Mid Block Connection







Combined Insights Building Height





No Building / Podium Mid-Rise

High-Rise (up to 24 storeys)

Combined Insights Retail Frontage





Low Frequency High Frequency

Outcome Basis for Concept Development



Open/Green Space

Retail



High-Rise

Mid-Rise

Mid-Block Break



Advisory Design Panel Report For the Meeting of December 16, 2020

To: Advisory Design Panel **Date:** December 2, 2020

From: Charlotte Wain, Senior Planner - Urban Design

Subject: Development Permit with Variances Application No. 00150 and Rezoning

Application No. 00730 for 903, 911 & 1045 Yates Street, 910 View Street and

1205 & 1209 Quadra Street

EXECUTIVE SUMMARY

The Advisory Design Panel (ADP) is requested to review a Development Permit Application for 1045 Yates Street and provide advice to Council.

The Development Permit Application is for a mixed-use building containing commercial, daycare and approximately 510 residential units in a podium form with two towers at 20 and 22 storeys. The Rezoning Application for the site would allow for the massing and density of three additional tower and podium building arrangements. The proposal requires Rezoning Application to increase the density as well as an Official Community Plan (OCP) amendment for the site specific design guidelines for the property.

Although the proposal does exceed the density prescribed in the OCP, the Development Permit application is generally consistent with the OCP's strategic objectives regarding the provision of innovative and affordable housing as well as a mix of residential opportunities to accommodate a significant share of the forecasted population growth in the City. The proposed built form and character are also generally consistent with the design guidelines.

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

- comments on the Urban Design Manual with specific attention to the design objectives related to shading of the public realm, breaking up the massing and bulkiness of buildings and maximizing privacy and livability
- the overall massing and distribution of density in terms of access to light, liveability, and building separation distances
- the pedestrian experience along all three streets at the perimeter of the subject properties
- building setback and street trees.

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. Deane Strongitharm

Cityspaces

Architect: Mr. Gwyn Vose AIBC

IBI Group Inc.

Development Permit Area: Development Permit Area 3, Core Mixed-Use Residential

Heritage Status: N/A

Description of Proposal

The proposal includes three phases, each with a tower and podium building form ranging in height from 20 to 32 storeys. The Development Permit is for the first phase on the 1000 block of Yates Street and includes commercial, daycare and market-rental housing for approximately 510 residential units with proposed towers at 20 and 22 storeys. The Rezoning Application includes the remaining two phases across the entire 900 block of Yates Street with towers at 27, 28 and 32-storeys with the podium defining a central public plaza. Approximately 1000 additional residential units would be provided for phases two and three.

The applicant has prepared the proposed *Harris Green Village Urban Design Manual* to guide the development and decisions on Development Permit Applications for all development phases. An OCP amendment is required to reference these Guidelines in the Core Mixed-Use Residential Development Permit Area which covers the site.

The Development Permit Application includes the following major design components:

- a mixed use building with a six-storey podium (including the mezzanine level) and two towers at 20 and 22 storeys
- purpose built market rental for approximately 510 residential units, including six townhouse units fronting View Street
- one major commercial retail unit with access off Yates Street, and four smaller retail units with entrances on Yates Street and Cook Street
- daycare use with private entrance off Yates Street and dedicated outdoor play area on level two
- separate residential lobbies for the two residential towers, located on Yates Street and Cook Street
- three levels of underground parking
- a setback from the podium of approximately 2.6m on Yates Street and 1.5m on Cook Street at the fifth level to define the street wall
- tower A (22 storeys) positioned approximately 5m from the podium edge on Yates Street and tower B (20 storeys) approximately 4m from the podium edge on Cook Street
- indoor amenity areas on level two including a gym, multi-purpose lounge, games room and co-working/study space
- outdoor amenity areas on the roof of the podium including table tennis, outdoor seating and BBQ areas.

Exterior building materials include:

- a combination of dark brick for the ground floor and light brick to define the upper storeys of the podium
- fritted glass panels for the private balconies on the podium
- metal panels for the top floor of the podium setback from the building façade
- aluminum window walls in gray spandrel for the tower
- aluminum guard rails with clear glass for the tower balconies
- painted concrete in dark gray for the west elevation.

Landscaping elements include:

- removal of five street trees on Yates Street and replacement with seven street trees with rain gardens, as well as a planting buffer on the west boundary between the subject property and the adjacent Regent Park residences
- removal of five street trees on View Street and replacement with six street trees and rain garden in the municipal boulevard and six trees within the private decks for the townhouse units
- retention of four mature horse chestnut trees on Cook Street
- planted buffer surrounding the outdoor daycare space on level two
- metal planters on the common and private decks within the courtyard of level two.

The Rezoning Application includes only the general massing and siting of potential future buildings around the central public plaza. However, given the deviations from the OCP, a set of design guidelines have been prepared to guide the Development Permit (DP) applications for each subsequent phase.

The following data table compares the proposed DP with the existing R-48 Zone, Harris Green District, the S-1 Zone, Limited Service District, as well as the Official Community Plan and Downtown Core Area Plan policies (both current and emerging guidelines currently underway). Where relevant, separate comparisons have been provided for the Development Permit for phase 1 (identified as "DP") and the rezoning application for all phases combined (identified as "REZ"). An asterisk is used to identify where the proposal does not meet the standard of the existing zone.

Zoning Criteria	Proposal	R-48 Zone, Harris Green District	S-1 Zone, Limited Service District	OCP Policy	Downtown Core Area Plan (DCAP) Policy
Density (Floor Space Ratio) – max. DP	6:1	9.82	1.5	5.5	5.5
Density (Floor Space Ratio) – max. REZ	6:1	9.83	1.5	5.5	5.5
Height (m) - max. DP	72 *	30	15	-	45

Zoning Criteria	Proposal	R-48 Zone, Harris Green District	S-1 Zone, Limited Service District	OCP Policy	Downtown Core Area Plan (DCAP) Policy
Height (m) – max. REZ	90.5 *	30	15	-	50
Storeys – max. DP	22*	10	n/a	20	15
Storeys – max. REZ	32*	10	n/a	20	17
Street Wall Height – minimum and maximum					
Yates Street	18m*	-	-	3 – 5 storeys	15 – 20m
Cook Street	18m*	-	-	3 – 5 storeys	15 – 20m
View Street	18m*	-	-	3 – 5 storeys	10 – 15m
Setbacks (m) – min.					
Front (Yates Street)	1.5 (building) 0.0 (balconies)	0.0	0.0	-	0 – 3
Side – east (Cook Street)	2.0 (building) 0.56 (balconies)	0.0	0.0	-	3 (up to 30m) 6 (above 30m)
Side – west	0.0 (parkade) 4.5 (building)	0.0	3.0	-	3 (up to 30m) 6 (above 30m)
Rear (View Street)	3.0 (building) 1.56 (balconies)	0.0	0.0	-	0 – 3
Vehicle parking – min.	438	0	408	-	-
Visitor vehicle parking included in the overall units – min.	104	0	92	-	-
Bicycle parking stalls – min.					
Long Term	624	585	585	-	-
	Location*		oor level of d grade		
Short Term	30*	67	67	-	-
	Location*		n of public entrance		

Sustainability Features

As part of the Rezoning Booklet, the applicant has identified the following high-level sustainability strategies for the entire project:

- transportation demand measures (TDM) including EV parking, parking for electric bikes, cargo bikes and carshare memberships exact details to be confirmed
- landscape and stormwater management including rain gardens on Yates Street and View Street
- passive envelope strategies to reduce reliance on mechanical systems
- glazing percentage targeted at 50% window-wall area for the towers to minimize glazing heat loss and heat gain
- double pane low-e glazing with thermally broken frames
- glazing selected according to building orientation
- low energy lighting systems.

Consistency with Policies and Design Guidelines

Official Community Plan (OCP)

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 twenty 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 midto-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 uses envisioned in the OCP. However, the proposal is not consistent with the maximum storeys and densities outlined for this designation. Maximum number of storeys prescribed in the OCP is 20 and the proposal is for 22 storeys for the development permit and 32 storeys for later phases. Densities outlined in the OCP range from 3:1 to 5.5:1 floor space ratio (FSR) and the proposal is for a density of 6:1 (FSR). Therefore, an OCP amendment is required.

Downtown Core Area Plan

With the exception of height and density, the proposal is generally consistent with the Downtown Core Area Plan, the key guidelines for the subject property. Maximum heights range from 45m to 50m in the DCAP and the proposal is for a maximum height of 72m for the

development permit and approximately 90m for later phases. However, the proposal is generally in accordance with a number of the guidelines used to evaluate street wall massing and building placement. DCAP is currently under review and although not yet approved by Council, the draft guidelines contain relevant policies that would apply to the proposed development. Aspects of the proposal not consistent with the current and emerging guidelines are discussed in more detail in subsequent sections.

<u>Development Permit Area Design Guidelines</u>

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's commentary on any other aspects of the proposal is also welcome.

Proposed Design Guidelines

In support of the current proposal and future development of the site, the applicant has prepared a new set of urban design guidelines. The proposed Urban Design Manual (UDM) has been prepared by the applicant with commentary from City staff. If Council advances this Application to a Public Hearing, the OCP would need to be amended to reference the proposed UDM in Development Permit Area 3, Core Mixed-Use Residential.

The proposed UDM is largely based on the DCAP (both current and emerging) with an updated vision, guiding principles, overall design guidelines as well as guidelines specific to the development proposal. Given that the proposal will be realised in multiple phases, the design guidelines provide the assurances that the vision will be continued in subsequent development permit applications. The guidelines are comprehensive but have a simplified and user-friendly structure with a layout focused on illustrations, photos and graphics. The guidelines include clear statements on their purpose and how they are to be used and administered as well as a brief overview of phasing intent.

The UDM is being submitted concurrently with a Development Permit application for phase one, which provides a useful benchmark for applying the guidelines to a definitive project. However, the guidelines will set the tone for the future development of a significant portion of the Harris Green neighbourhood therefore careful attention should also be given to the implications for subsequent phases, where detailed design is still to come. The UDM would benefit from a review by the Advisory Design Panel before any consideration of the OCP amendment by Council. To assist the panel with the review of such a comprehensive and detailed document, staff are requesting the panel focus their attention towards three high level topic areas, and

provide commentary on whether the guidelines are successful in achieving the overall design objective. This is outlined briefly below.

Design objective: minimising shading on public spaces and achieving a human scaled built form

The UDM contains numerous guidelines that seek to preserve access to sunlight on public streets and plazas. This can be achieved in a number of ways, including built form, massing and tower placement. Similar to the emerging DCAP update, the guidelines encourage a perimeter block built form, with human-scaled podiums and well-spaced slender towers above. Although the proposal does exceed the height limits of the current DCAP, the proposed form does help to mitigate the negative impacts on the public realm. A series of relatively complex guidelines have been established to help assess the potential shading impact on the public realm, with minimum requirements for sunlight between certain hours. Staff have concerns regarding the standards being applied to the plaza in later phases, but overall the guidelines do provide the necessary tools for evaluating future applications on their relative success for achieving the design intent. ADP is invited to comment on the practicality of guidelines as they relate to reducing the shading on the public realm.

Design objective: breaking up the massing and bulkiness of buildings

In the same vein as achieving a human scaled built form noted above, buildings need to be well articulated to avoid a monotonous, overbearing and bulky appearance. The UDM does include a number of guidelines that will help to address this, and a great deal of effort has gone into providing an appropriate building height to street width ratio with cross sections related to specific street conditions. Although this will ensure an appropriate podium height is achieved, it doesn't address the length of potentially long facades. In the case of the DP, a significant break has been incorporated on the Yates Street façade to emphasize the entrance and avoid long uninterrupted building plane. However, there is no guarantee similar building articulation will be included in later phases. The applicant cites the need for architectural creativity as a reason for not providing a quantitative measurement to address long facades (e.g. facades greater than 40m in length). Staff would prefer to see further effort to ensure this design intent is achieved and suggest the following wording (taken from the draft DCAP update) is incorporated into the overall objectives of section 3.6.1. Architectural Expression:

"To support street vitality and safety through the creation of active streets through buildings that provide visual interest and diversity and respond to the façade patterning and proportions of the surrounding context."

Commentary from ADP is requested on whether the UDM provides adequate guidelines to address long uninterrupted facades and whether the suggested wording above is appropriate.

Design objective: maximizing privacy, livability and access to sunlight in buildings

Best practice design principles seek to preserve privacy to ensure that existing and future buildings are livable for residents. The current DCAP falls short in this regard with only minimal spacing required between taller buildings. The updated DCAP intends to rectify this by increasing the minimum building separation distances. The UDM has taken a similar approach and a number of guidelines aim to maintain the privacy and livability units through measures such as tower placement, orienting units in a north-south direction and landscaping screening. ADP is invited to comment on whether the design guidelines are successful in achieving privacy and livability for existing and future residents.

Massing and Distribution of Density

The overall density of the proposal is 6.1 Floor Space Ratio (FSR), which is greater than the 5.5 FSR envisioned in the OCP and DCAP for the area. However, the OCP notes that use, density and scale of buildings for an individual site will be based on site-specific evaluations of proposed developments in relation to all the relevant City policies. This includes the existing underlying zoning. As noted in the data table above, the existing zone for a portion of the lands permits densities up to 9.82:1 FSR, which brings the total blended density for phase one to 6.26:1 FSR.

The proposal includes densities and heights that exceed those recommended in the guidelines, therefore the ADP is asked to advise on the overall distribution of density in terms of access to light, liveability, street character and building separation distances. Although the proposal does exceed the heights prescribed in the DCAP and OCP, it should be noted that the DCAP review is considering increased heights to accommodate the envisaged slender built form.

The proposal is inconsistent with the guidelines as it relates to the 1:5 setback ratio for upper portions of the tower. However, in the development permit for phase one, the towers are setback from the podium edge: approximately 5m from Yates Street for Tower, approximately 4m for Tower B on Cook Street and approximately 5.8m for Tower B on View Street. In addition, the proposed floorplates do not exceed the maximum residential floorplate size of 650m². The Urban Design Manual accompanying the proposal includes policies stating that no further setbacks are required for portions of the building above 60m. Although a deviation from the current guidelines, staff are of the opinion that this is acceptable given the other policies related to site planning, tower placement, building massing and height contained in the document.

A summary of the key policies used to evaluate the overall distribution of density and massing include:

- ensuring buildings relate well to adjacent streets by maintaining a consistent street wall height and scale, providing generous sidewalk widths, stepping back building massing and by considering design elements such as recessed entries, small plazas, sidewalk dining areas and inset or chamfered building corners to provide visual articulation along street walls
- encouraging varied heights and massing to avoid uniformity in building design, to create a more diverse skyline, and to improve sunlight access into development blocks
- encouraging the use of terraced or stepped building forms to distinguish building podiums from upper storeys, minimize the effects of shading and wind, maintain views to the open sky, and avoid the visual presence of a bulky upper building mass
- providing a minimum of 12m of separation between buildings above 30m in height
- encouraging the location of buildings closer to the outside perimeter of the block to increase open space within the centre of the block for sunlight penetration and enhanced privacy.

Pedestrian Experience

The guidelines provide a number of policies relating to the pedestrian realm. Generally, these focus on the provision of a comfortable, safe and animated pedestrian area with wide sidewalks and a positive, engaging relationship with proposed adjacent buildings. Specifically, the guidelines categorize Yates Street and Cook Street as a "wide street" and View Street as a

"narrow street". Each street type has specific policies to encourage positive building-to-street relationships. Since View Street is defined as a narrow street, the guidelines limit the primary building street wall height to 15m, and the proposal exceeds this by 3m. In addition, the emerging guidelines from the DCAP are shifting towards a proportional street width to façade height ratio, which would result in a maximum height of 10m for View Street. The intent of this criteria is to create an animated and interesting pedestrian area by breaking up the mass of the building and providing a human scale at the street level. Although the applicant has responded to staff comments and lowered the overall podium height by one storey on Yates and Cook Street, no further reduction has been included on View Street. Given the narrower street condition staff maintain the podium should be reduced by an additional storey, for a maximum height of 15m to comply with current guidelines. ADP is invited to comment on the overall scale and composition of the building base, with specific attention to the View Street frontage.

Sidewalk widths are also outlined in the guidelines for different street classifications, in addition to the promotion of multiple entrances and glazing to help activate the street wall. Sidewalk widths ranging between four and six metres are recommended for Yates Street, which is classified as a Primary Commercial Street. View Street is classified as a Local Street with recommended sidewalk widths between two and four metres. The proposal includes a 5.8m wide sidewalk along Yates Street and a 2m wide sidewalk along View Street. Cook Street is not classified under the DCAP but the proposal does seek to maintain the existing mature horse chestnut trees.

The guidelines encourage well designed and articulated building bases, especially on those facades that are adjacent to a street. Although recent revisions have led to a significant improvement in building articulation, the proposed elevation drawings for the development permit identify a number of exit doors and blank walls on Yates Street and Cook Street that appear unresolved and could benefit from further refinement. In addition, despite staff requests to consider reducing the width of the vehicle access on View Street, the current proposal has widened this by approximately 2m for a total width of 17m. This is considered a detriment to the overall pedestrian experience.

Additionally, the ADP is asked to advise on the overall pedestrian realm with respect to these Design Guideline policies and their intent around providing comfortable, safe and animated pedestrian areas.

Building Setback and Street Trees

Cook Street is identified as a commercial street in the DCAP. The general design criteria for these streets encourages a single row of trees on both sides of the right-of-way (ROW) to enhance the pedestrian realm. The canopy from the continuous row of mature horse chestnut trees along Cook Street is seen as a valuable asset to the overall pedestrian experience. The applicant has included a jog in the building plane along Cook Street in an effort to ensure successful retention of the street trees. However, a balcony has been added in the south east corner unit, contrary to previous advice and staff also have concerns that insufficient building and balcony setbacks have been provided along the northern portions of the Cook Street frontage with decks and balconies for levels 2-5 approximately 0.5m from the property line. Although these setbacks are technically within the DCAP guidelines, the proposal may impact the future growth of the trees and create potential maintenance issues. The close proximity of the balconies to the street trees may also pose a Crime Prevention Through Environmental Design (CPTED) challenge and create security issues for these units. Commentary from ADP is requested on the appropriateness of the proposed building setbacks along Cook Street.

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. 00150 and Rezoning Application No. 00730 for 903, 911 & 1045 Yates Street, 910 View Street and 1205 & 1209 Quadra Street be approved as presented.

Option Two

That the Advisory Design Panel recommend to Council that Development Permit with Variances Application No. 00150 and Rezoning Application No. 00730 for 903, 911 & 1045 Yates Street, 910 View Street and 1205 & 1209 Quadra Street be approved with the following changes:

as listed by the ADP.

Option Three

That the Advisory Design Panel recommend to Council that Development Permit Application No. 00150 and Rezoning Application No. 00730 for 903, 911 & 1045 Yates Street, 910 View Street and 1205 & 1209 Quadra Street does not sufficiently meet the applicable design guidelines and polices and should be declined (and that the key areas that should be revised include:)

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

ATTACHMENTS

- Subject Map
- Aerial Map
- Applicant's letter dated November 10, 2020
- ADP Booklet dated December 16, 2020

cc: Deane Strongitharm, Cityspaces, Applicant; Gwyn Vose AIBC, IBI Group Inc, Architect

4.2 Development Permit with Variances Application No. 00150 for 903, 911 & 1045 Yates Street, 910 View Street and 1205 & 1209 Quadra Street

The City is considering a Development Permit with Variance application for a mixed-use building containing commercial, daycare and approximately 510 residential units in a podium form with two towers at 20 and 22 storeys.

Applicant meeting attendees:

DEANE STRONGITHARM CITYSPACES GWYN VOSE IBI GROUP INC.

JOSEPH FRY HAPA COLLABORATIVE

FRANC D'AMBROSIO D'AMBROSIO ARCHITECTURE AND

URBANISM

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

- comments on the Urban Design Manual with specific attention to the design objectives related to shading of the public realm, breaking up the massing and bulkiness of buildings and maximizing privacy and liveability
- the overall massing and distribution of density in terms of access to light, liveability, and building separation distances
- the pedestrian experience along all three streets at the perimeter of the subject properties
- building setback and street trees.

Deane Strongitharm provided the Panel with a detailed presentation of the site and context of the proposal. Joseph Fry provided the panel with a detailed presentation of the landscaping plan.

Ben Smith recused himself from the remainder of the meeting.

The Panel asked the following questions of clarification:

- What is the materiality being used for the west elevation of phase 1 on 1045 yates and can you speak to more on the pedestrian realm there?
 - I believe you are referring to the side wall attached to the neighbouring property, we have been working with the neighbours to improve and create a landscape solution along that edge and to improve the materiality there. It is a two-story solid wall that is facing the neighbours parking access.
- Did you do a shadow study for this first phase to see how much of the courtyard would be shaded?
 - No, not directly for the courtyard. There is a shadow study for the overall site
- This application seems to be eliminating the form and character of the city. Is this doing this because of the lack of variety in scale and use it presents?
 - We thought about this a lot, we went down many research roads with this
 project. We had to cross the viability, market demands and retail that had to
 be replaced among many things. If you look at the developments in the

area that conformed and were originated out of the DCAP guidelines where short towers with and without podiums are built, we are moving in the direction of towers. The development economy of the city is moving towards these kinds of densities. We tried to use the podium to fit in with the 19th century style.

- Is there a concoction between Yates Street and View Street?
 - No.
- Have you looked into having some kind of greenspace to breakup the space?
 - It would be challenging, but we can definitely look into this. There has been some concern from neighbours with regards to security is doing some kind of throughway.
- What are the towers materials?
 - They are spandrel clear glass and medal panel as well as the concrete elements for the balconies.
- Have you considered using any other materials?
 - It could be considered as long as they are cost effective
- What part of this building do you think the public will fall in love with?
 - The streets and retailers are things people will love.
- Is there a landscape amenity space that is open to the public?
 - On the 1045 Yates Street side there is some semiprivate space.

Panel members discussed:

- Concerned with challenges within this project and the context within Victoria
- Concern with the massing of the podium
- Would appreciate thought for a through way into the podium
- concerns related to presenting the design guidelines concurrently with an application that relies on the design guidelines. policies and guidelines should be approved first with designs following.

Motion:

- 1. It was moved by Marilyn Palmer, seconded by Brad Forth, hat consideration of the urban design manual is not to be considered as part of this motion and recommend to Council that Development Permit with Variances Application No. 00150 (Phase 1) for 1045 Yates Street should be declined and that the key areas that should be revised include:
- Breaking up the mass of the podium
- Consideration of providing access to some public open space or connection between View Street and Yates street
- More consideration of materiality of towers in terms of richness and variation

Carried 5:1

<u>For</u>: Marilyn Palmer, Brad Forth, Ruth Dollinger, Sean Partlow, Joe Kardum <u>Opposed:</u> Devon Skinner



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

8 March 2020

Re: Rezoning for 1205 & 1209 Quadra, 910 View, 903 & 911 Yates & 1045 Yates

Dear Mayor Helps and Council,

The DRA LUC hosted a CALUC meeting for this application on 3 December 2019. One hundred and four members of the community registered their attendance at the door. Mr. Mark Chemij and Andrew Brown of Starlight Investments were in attendance. Several members of the project team were in attendance and they conducted the majority of the presentation and answered questions from attendees.

Based on the information the applicant provided at the meeting and the information the applicant submitted to the City (and posted on the Development Tracker), we highlight the following points:

- As stated by the applicant, the information provided at the CALUC meeting was intended
 to "introduce a development concept" as opposed to representations of the specific
 development plans and commitments (which are typically expected at CALUC meetings).
- The applicant stated that they "will use the feedback from the meeting to refine the concept before submitting".
- There remains a great deal of ambiguity as to what the applicant is specifically proposing across almost 5 acres in the heart of the Harris Green community.
- It was stated that there are three OCP amendments for this project but specific information was not accurately provided to the community at the meeting.
- The applicant proposes to create "customized design guidelines that describe the
 development as a whole". No analysis has been provided to the public showing how the
 developer's guidelines align with, or vary from, the official guidelines outlined in the
 Downtown Core Area Plan.
- There are a number of discrepancies between the information presented to the public at the CALUC meeting and what is outlined in the documents submitted to the City, including, but not limited to:
 - o Building heights up to 25 storeys vs 28 storeys (over the proscribed max of 17)
 - o FSR of up to 6.0 vs 6.5
 - o Podium heights of 6 storeys vs 4 storeys
 - o Phasing of an indeterminate number vs 3 phases
- All vehicular entrances are proposed for View Street but a traffic study has not been completed nor presented to the community. Many community members expressed

concerns about the potential impact this project may have on the streets in general and the Vancouver Street bike lanes.

- It must be emphasized that this is a significant project that will be a major part of Victoria's skyline for decades to come and, as such, shouldn't be rushed through the approval process.
- This very large master-planned community application represents a new approach in the downtown core. The applicant is seeking a rezoning for a multi-phase project that will impact the immediate neighbourhood for years to come. It is at the conceptual stage, and proposes negotiation with the city on guidelines that would supersede the OCP. That leaves the community the possibility to provide feedback only very early in the process, with many aspects of the development still poorly defined. The rezoned property would give the developer the bulk of the changes they might need and not much further input would be possible except within the limited opportunity under Development Permits over a long period of phased build-out. That's great for business certainty but not very comfortable for the community. We recognise that under a DP, City Council and the community has limited discretion to request or require changes or refinements to the project.
- This project is too important to the future of Harris Green and the liveability of the community to rezone almost 5 acres of land as one application. If it's intended that this project will be operationalized over three phases, we recommend that the rezonings occur over three separate applications.

In summary, it is our opinion that the impact of this proposal is far too significant for it to proceed to a public hearing simply on the basis of the general concept presented to the community. Although a concept presentation is welcome, it cannot be considered as fulfilling the required and necessary public presentation under the CALUC process, unless the terms and topics like specific OCP amendments, building heights, densities, housing affordability, etc are clearly defined.

A number of residents' issues and concerns were not addressed and remain unresolved in the absence of more complete information. The DRA LUC looks forward to reviewing the applicant's refined plans with specific commitments for each phase and anticipates hosting the applicant at another CALUC meeting when they present the necessary information required by the clearly defined process for public review and comment.

Note: The following pages include notes that capture the presentation made by the applicant and their team, questions asked by attendees and answers provided, and additional comments offered on the project.

Sincerely,

Ian Sutherland

Chair Land Use Committee

Downtown Residents Association

Presentation

Project team: Deane Strongitharm of CitySpaces (Planner), Franc D'Ambrosio of D'Ambrosio architecture + urbanism (Urban Designer), Gwyn Vose (Project Architect) and Kate Lambert (Planner, Urban Design and Public Engagement) of IBI Group and Joe Fry of Hapa Collaborative (Landscape Architect).

Meeting Notes:

Introduction (Mark Chemij)

- The intention is to develop two sites within the Harris Green area: the London Drugs site and the Harris Dodge site.
- Proposed concept includes mixed use (commercial & residential rental).
- Starlight intends to own and manage these properties in the long term.
- New green space to be built and maintained by Starlight that will be for the wider community.

Public Engagement Overview (Kate Lambert)

- The information provided at the meeting is the proposed development concept that will comprise the rezoning application that will be submitted to the City.
- From public engagement process the feedback emphasized the importance of a vibrant public realm; a variety of shops and services (same as now or better), a community gathering space with green elements, trees and green spaces were highlighted.
- · An emphasis on high quality design.
- Balance between buildings/built space and open space; common themes emerged that were used for design phase of the project.

Design Ideas that form the Baseline for the Concept (Franc D'Ambrosio)

- Underlying principle is the alignment of the buildings on the street.
- Blocks should be of a pedestrian scale that include midblock walkways which creates a village green with ground oriented residential units on View Street and a hard public plaza.
- Yates Street is a primary shopping street that is already a lively active space expand, augment and improve.
- Very high quality public spaces should be designed for longevity (100 to 200 years) to enhance the social life of the city.
- The nature of the walls that establish that street envelope should be transparent to help animate the streets.
- This is a popular location and to expand it by introducing more seating, rain gardens, a social space that brings life to the street both day and night.
- Pedestrian and residential oriented streets: along Vancouver new front patios and porches from residences. Along Quadra – transparency along street. Along View – vehicle entrance created in a manner not off-putting with artwork, pedestrian spaces and planting.
- Cook St mature trees will be protected and preserved during construction.
- Urban Plaza good for quiet contemplation and rentable for public events that extends to View St where it becomes a smaller scale green space in the more residential area.

Architectural Concept (Gwyn Vose)

- Early stage, will be going through a number of iterations before reaching its final form.
- · Presentation shows overall intent.
- 100,000 sqft of retail with 1200 -1500 units of 100% residential rental across all of the buildings and includes ½ acre of public space. It's a fantastic series of sites with so many street fronts.
- 1045 Yates: pushed all of our building in by 3m extending the public realm along the street. Retail on Yates and Cook and town homes along View. All of the parking is below grade and all of the loading is fronted by active uses. Above parking is roughly 5-floor

- podium of residential, creating a street wall along Yates. The towers are pulled away from the corner at Yates and Cook. At the centre of it is a private space/courtyard for the residents.
- 900-block Yates: same strategy with but with midblock plaza with retail facing in and townhouses also facing onto Vancouver (in addition to View).
- Towers located to reduce shadowing on public spaces, to preserve as many of the views of neighbours as can be achieved and for the views of the units themselves. Green space is in sunlight as much as can be achieved both in summer and up to the equinox.

Landscape Component (Joe Fry)

- Present some of our early ideas and receive feedback. This project helps to transform the heart of Harris Green.
- Franc mentioned a lot of the urban design principles that we'll be referring back to for
 process and inform our thinking with specifics to the central plaza and green space.
 Focus: that the plaza is the right size for the community, that it provides a level of
 flexibility, and compatibility with what this neighbourhood wants and needs as a public
 space. Work with community and City to make this happen. Needs to be inviting, a public
 space, connectivity, delight, comfort are the aspirations.
- The high street of Yates is used right now as a public space as a principle gathering space and we want to retain that quality of social spaces and enhance it along that edge and have a wider sidewalk to do that. Along View it becomes more residential.
- Gateway feeling as you're coming into town but a pedestrian oriented space with lots of things happening.
- Studied proportion, scale and size in relation to other sites: Bastion Sq similar grade changes (10 ft) from Yates to View, Selkirk Commons variety of programming opportunities, NVan waterfront programming. Other parks and open spaces middle connection between Harris Green itself and the park site to the south but we don't think of this as park but as an urban space. Balance of green features with plaza spaces for programming. Yates is a public space and midblock area is an "enlarged street condition" that welcomes people onto the site.
- Very conceptual rendering showing initial ideas.
- Will work with the City to preserve the horse chestnut trees along Vancouver and Cook.
- Sloped walkways with bleacher seating for access across public space.
- Programming in plaza with Starlight facilitating.

Questions raised at the CALUC public meeting:

Q: I understand there are amendments to the OCP being requested, could you remind us what they are? A: One, because of the size and nature of this project, the standard DCAP, some of the design guidelines within the governing policy documents are not necessarily conducive to a large multiphase development. So for example, we need to rezone the entire site now, but we need to proceed with only one DP at a time. The reason is that we need provide certainty for our tenants and we need to design underground parking that need to join to later phases, so we need certainty as to what we can put beside it. Part of that means that the City will need an alternate means of ensuring they know what will be happening in subsequent phases. We will be producing customized design guidelines that describe the development as a whole, both sites, which will be the governing design guidelines for this development. It will be a substitution of different design guidelines, which are largely consistent with the existing ones with some tweaks as required. Second, the other main difference (amendment) would be the additional increment of density. This site is designated 5.5:1 FSR; we're seeking 6.0:1. We are looking at an affordable housing component as well which isn't something we can provide within the existing 5.5, and it's something that we don't need to do by policy as it's a rental, not a condo, but we prefer to come to the table with something and we need the additional density to do that. The third amendment is with respect to building height. If we need to achieve a certain amount of development in order to have viable rental housing and we want the public spaces, something has to give. We think we've arrived at

- a solution that optimizes both building heights that work on solar performance, and yielding a large public space about 21000 sqft.
- Q: Can you demonstrate the public benefit that justifies the bump in FSR? A: We are asking for an additional 0.5 to move from 5.5 to approx. 6.0 and it's incumbent on us to come with more details about exactly why, not tonight. As we've spoken about previously we don't have specific details about the affordability component we will be providing. We need to work with our team, we need to talk with the City about targeted groups and priorities and we absolutely need to provide that. Below 5.5, the land costs are such that development for concrete high-quality rental is not viable. The land cost is too high per square foot when you divide by fewer square feet. And you end up with units that we can't build because they will be too expensive to rent. There are insufficient people her who could pay the amount required to amortize that same land cost over fewer units. The 5.5 FSR, from our point of view, is a bare minimum for rental viability on the site. Which is why we can't provide affordable units within that 5.5 like a condo would be required to.
- Q: But you're going to be building up quite a few storeys beyond what's in the area. You're going to be getting a premium for those suites that are up high or on the sunny side of the building or still have some vestige of a view, and that should be what offsets some of the more affordable units that you'll be offering in other parts of the building. It's not a uniform thing. Your rents will vary. A: There are certain views that have premiums, but one of the loss leaders that is very expensive is the underground parking. The cost of one underground parking stall, which can rent for about \$75-\$100 per month. The cost of developing one parking stall is about minimum \$40k depending on how deep, can be \$80k. There is a lot of cost to provide the underground parking and that public space. That square is a precedent that will be built, operated and maintained by Starlight over the length of the property and that's a significant cost. And I think that's why you don't ever see it occurring before because it's not financially viable unless you have a substantial threshold of units that makes that space viable. And while there are units that command higher rents (with better views or patios, etc), there are also units that offset those units that don't have that. The project as a whole has to make sense.
- Q: Why are you referring to a maximum density of 5.5:1 because I understand that the base density for that area is 3.0:1? In other words, what you're looking to do is to double the density that is currently allowable in that area. A: The OCP says a base density of 3.0 up to approx max 5.5. The base is set for residential and the City requires a land lift analysis be done, so 3.0 becomes the base, and the whatever the difference is between what is achieved, the City looks for Community Amenity Contributions. In this instance, part of it will be significant urban open space.
- Q: Land lift analysis City policy reads.... A: The allocation of density across the site. Both sites fall within Harris Green and particularly for the London Drugs site there is no differentiation in terms of location of the building height within that city block. So in this instance in terms of what is proposed, the highest building is towards the center of the block. Determined by analysis as to what's best in terms of shadowing impact, etc so it's actually an urban design aspect that's been provided to show the location of the proposed structure.
- Q: Map 15 referring City bonus system. It does comment that the higher density is shown along Yates St corridor. A: The highest building, highest amount of floor space is along the Yates St frontage.
- You refer to storeys, up to 25 storeys, what is that in terms of actual meters or feet? A:
 We have not computed that yet, we haven't designed that out. There will elevator
 penthouses and HVAC equipment. Commercial floor heights are different from
 residential. We still need to work that through. We expect them to be typical.
- Q: Thanks for the shadow studies, so I understand the placement of your towers. However, if you're going up to 25 storeys and most of the buildings in that neighbourhood are 17 or 18, and two on Yates, Yates on Yates is 20 and Vivid is 20. That's a significant increase. Your asking for that increase, it sounds like, to include some affordable housing component. You said you're not sure what scale of subsidy you're talking about. Right now, can you define affordable housing to the residents of our city? A: We are asking for

up to 25 storeys on one building, not every building. There are five towers proposed: two on the Dodge site would be 15 and 17 which is exactly in compliance with what is anticipated for that site. On the LD site, we're looking at one tower at 25, one at 22 and one at 19. The middle tower on the LD site is the 25. I wouldn't say that height is linked to affordability exactly. What really links to height is open space. So when we're talking affordability, we're talking more about the amount of floor area. And obviously that does relate to height but the decisions we've made around arranging that floor area and the decisions that other residents of Victoria made in the engagement exercise, was really playing off the cost-benefit of how do I achieve significant open space and achieve floor area around the site. That's what's driving height, as well as solar performance. It's not the case that a squat building performs better for sun. You can have a shorter building that creates more shadow. So those factors probably, more than affordability, dictate that form. And you mentioned those other buildings, but we are the only development providing this amount of open space. The Dodge site is within the OCP. We are going higher on the LD site, as we want to provide the open space. We are not that far off but we think it's important to offer.

- Q: With regards to the highest tower, you propose it in the middle of the block. Why do you feel that's the best location for sightlines, etc when there are two residential buildings and another on Johnson, as opposed to closer to Vancouver. This location will interfere with the sightlines for a whole bunch of people. A: The location was dictated by the shadow study. Regent Towers for example are in the middle of the site; it doesn't have a podium, because that's the location that has the least impact on the periphery. Luckily we have enough space laterally, so there's a lot of air around them. It's a balancing act. Their height has less to do with it than the proportions and their locations on the site. We modeled them based on different locations at different times of year and optimised it based on the study.
- Q: Did you take into account the buildings you're putting on your site. A: We took into
 account the surroundings as well. Our site is significantly shadowed by buildings like
 View Towers. We've added the angle; one of the reasons is that at certain times of the
 year, it gives another 30-45 min of sunshine in the public space. There's also a mandate
 from the City to tend them towards the larger street, Yates, so the majority of our height is
 on Yates. But the one tower that had to be elsewhere, we located precisely because of
 the shadowing.
- Q: Beside View Towers, there's going to be another development on that lot and it's going to block the light in the green space. I'm wondering how that's being anticipated. A: We have some modeling there, but we made some assumptions based on current zoning although we don't know what's going on there. There are other sites that we included to see what it might look like. We've been trying to consider both existing and potential context. Planner: there is an application and the details are available on the Development Tracker.
- Q: Concerned and questioning the streamlined appearance of the glass walls along the street. The walls are long and linear without variation or differentiation with respect to depths, textures, colours and envelope at street level. That's one of the features of Victoria that's most attractive – it's the variation with the experience of moving and entering and being in that space. So a long single glass wall is repetitive and sterile despite the domestication of it by planters and trees, etc. A: As far as the frontages align, these are schematics, these are cartoons of an intention, these are the what-ifs, we don't like to show dead diagrams. The precedent photos showing the smaller incremented division storefronts and windows that are separated and entrances that are set back, all of that will be proscribed in the design guidelines that will go with rezoning. So even on the future phases that aren't specifically designed they will be part of the development permit application for each phase. Scrutiny to the nature of the frontage have variety of scales, push and pull, levels of transparency, weather shelter – all will be proscribed in DP applications for each architectural permit. There won't long glass frontage. That's shown in the rendering for ease as just "painted over". All of that will be specified when the architectural development permits are made.

- Q: The City has max floor plate sizes, which were relieved for the Fire Hall building
 recently. The Fire Hall building has the same floor plate as View Towers for it's entire
 height. It's over 80% above the max floor plate size in the upper floors. Will you make a
 commitment that this development to stick with the max floor plate size as proscribed by
 DCAP? Which will produce a slender building and prevent overshadowing? A: This
 concept does comply with the DCAP floor plates.
- Q: Are the towers set back from the podiums? A: The podiums are set back from the property line and the towers are set back from the podium.
- Q: I was at the meeting last night and thanks for coming to our building (Regents Park) and there were about 60 ppl at that meeting and there's only about 10 of them here tonight. I think it's important to capture all their comments, but I'll make those later if they're not mentioned as I think it's important to have them on the record. A question I didn't ask yesterday, everyone is talking about the height of the towers, but what is the height of the podiums that the towers are being built on and how high are they in relation to View Towers? Will the height of the podiums be the full stretch of View Towers? As you're walking down the street, if they are 6 or 8 storeys, that's still a substantial amount of height right if they are right along the street. I know your set backs is 3m but that is what's required, I believe, so you're not actually pushing in any more than what you're required to. A: The podiums are 6 storeys, approximately the same length as View Towers then there's a gap for the open space and then they continue afterwards for the rest of the block.
- Q: Have you done a viability study? How are you making your decisions? Has it been presented to the City? How are you justifying the increase in FSR? A: A viability study is actually comprised of a rezoning application. It's a number of studies; it's civil, traffic, urban design, architecture and all those studies provide justification for the proposal. Profitability is a consideration but it's not a submission to the city. It has to be financially viable. That is an internal calculation but not submitted to the city. But all these reports are reviewed by the city and peer reviewed by clients and staff and again they go through the public process.
- Q: If it could be viable at 5 F less or with a FSR that was more in keeping with the 3.0:1 rather than 5.5:1 or 6, that you're asking for, why wouldn't we want you to do that? A: We believe the number of units are needed. We believe the market will absorb them immediately. Victoria has such a serious and long-standing need for housing that some of these numbers, in aggregate, not just on our site but across the city are big. But they're needed. We have absolutely no interest in building something that would remain vacant. We would love our shirts, so to speak. So we're confident there's a significant demand for supply both on this site and elsewhere.
- Q: I'm a resident at 845 Yates St and there are a couple of us here and I'm trying to
 figure out how we are going to get sunlight during the day because your building will be in
 direct line of the eastern light. If your building is 25 F, we may only get a sliver of sun. A:
 The path of the sun will still allow for sunlight and the slenderness of the building is
 important. If it were wider, it would make a much bigger impact.
- Q: Is it correct that Starlight will be running these rental properties? A: We own the properties and use property management companies to manage them.
- Q: Who are these rental properties targeted towards? What is the demographic market?
 Are they low income, are they retirees, is it higher end? A: We don't have a specific
 market in mind. With the number of units we have, but we don't know the size of the units
 but there will be a range in sizes from bachelors to one-, two-, and three-bedrooms. We
 have to make sure we have the right mix for each phase.
- Q: But all I'm asking is are you focusing on the richer more expensive properties? There
 are some affordable housing units? A: Discussions with the City, are we talking about
 more units that have a modest subsidy? Or fewer units with a deeper subsidy? Are we
 talking about some middle ground? So at this stage, it's difficult to talk about a fixed
 number or a percentage. We need to work through that, but it's our intent to have an
 affordable component.

- Q: Could you answer my question about affordability? To you, what constitutes affordable? A: It depends. There is no one definition. A common benchmark is in reference to CMHC. They compile monthly data series of average rents and those tend to be purpose built market housing about +40 years old, so those rents tend to be lower than what you would call the average rent in the secondary market, which is eg. you own a condo and rent it out. The condos are newer so the rents are higher. So usually affordability is benchmarked to CMHC. Sometimes it's simply the CMHC average, sometimes it's some percent below the average and it's always for that unit type in that community. It depends on what the objectives are, what the priorities of the municipality. Housing crunch for a particular type of unit for a particular type of person? There is no one answer.
- Q: So it's not going to be linked to income? A: It can be linked to income as well. 30% of household income. Link the need to that housing.
- Q: It's important to me, as a concerned resident downtown, rental housing prices are very, very important to me. A: There's a significant need for rental housing, that's why rental prices are so high. With a development of this scale, this will make a difference in Victoria, not just in the neighbourhood. Vacancy rates range between 0 and 1%. People like to have mobility; they don't want to stay in a place because they feel they have to if there's no place to go. With a project of this size, when you ask which market we're targeting, the answer is all of the above not any one of them.
- Q: Will the units be rental in perpetuity? A: I believe the policy is either for the life of the building or in perpetuity. And for Starlight, that is our core business. We never build condos. The agreement will be on title. Charlayne: if a new building owner wanted to change the agreement and strata the building, they would have to come to council.
- Q: Are you going to be implementing residents per unit capacity limits? In our building, units that are being rented, we recently see too many people packed into one unit. We've had units being operated as a dorm, just stuffing people in the unit. A: It's a good question but I don't know the answer in terms of our standard practices. It doesn't sound like it would be in our interest to allow a bunch of people stuffed in. Wear and tear. Etc.
- Q: Are you committed to residential townhouses along that stretch with gardens because I think that makes a substantial difference to how things look from the street? A: Yes, we'll be doing townhouses along that street with setbacks to allow for patios and gardens.
- Q: I know that Starlight has acquired a rather bad reputation in James Bay and I don't know if it's fair, but as a landlord I'd be interested in that. And this thing is really huge. 1500 units, that's about 5 View Towers and yet View Towers seems to be substantially empty. I'd like to know a little bit more about the deal made for housing. I know we need housing, but there's so much being built. A: I know there's a lot of development and I know it's concentrated in one neighbourhood, but the vacancy rates are still not at a healthy rate. In the city as a whole, there's still not enough supply to meet the demand for housing.
- Q: I have a lot of concerns about green space, a lot of concern. But what I like about Harris Green is that it has a variety of vibrant colourful tenants. It provides a lot of services. Yes, there's the Market and LD, but there's also independent coffee shop, bakery, pet store and you mentioned the Olympic Village as one of your touch points. I used to live in Vancouver when that development went in and for years it was an absolute ghost town. It was new and beautiful but there was nothing there for people. So my concern as a local resident who lives and shops around here, all of these businesses get an opportunity to move into a more expensive place that they cannot really afford to rent and we lose the vibrancy of downtown retail and what built it. And what comes in? A chiropractic clinic? That's what we see at the bottom of all of the buildings. It's not useful to me as a person. There's no restaurants, there's no coffee shops going in. And I have a real concern that we're not just going to lose the public space hub but also a commercial space hub. A: We know what we have here. We have a retail centre that works. We don't want to wreck that, even though we'll be demolishing it, but at the end of it, we want something that works. It matters to us because we need to work; we want our tenants to be there. They have been very positive that they will stay with us. One difference is that

- we're designing this thinking of retail. We're thinking very specifically about how this will function. So a chiropractor's office might be good to have, does it need to be on the ground level, in the storefront? We're not selling, we'll continue to own and operate it, so the better it works, the better it works for us as well. I can't speak any specific tenant, but your concerns are close to ours.
- Q: How is public space controlled or limited when it is in fact private property? Homeless?
 Political demonstrations? Etc? A: Privately owned public space. City will require an
 easement to permitting public use; travel through and to the space. Or public access
 covenant. The exact terms of any agreement are unknown, as we haven't applied. We
 have flexibility to operate the space to address safety but don't want to be overly limiting.
 Work with the City to define a governance model.
- Q: Interesting ideas, thanks for the presentation and time. I'm concerned about how the
 public space will be maintained for crime prevention to prevent another tent city. A: We'll
 have obligations to both our residential and commercial tenants. We have the flexibility to
 operate it as a public private space and provide security. Will be agreements on the land
 and a framework in agreement with the City. The design will also provide eyes on the
 street built in.
- Q: You're selling that space as a public space but if it's always unavailable due to programming how is it a public space that the community can access and use? A: We're not proposing a continuous strict schedule of programming; we were just illustrating a variety of uses for proof of concept for scale and size. The space relates to our own residential and commercial tenants. But we will have a budget to operate and maintain that space but we what we can't do is make people do a specific activity. We have local precedence, in the Atrium, the events in that space are for non-profits or charitable. Those orgs ask if they can hold events there and they can only do that if they are not commercial. It becomes another venue for arts and recreation orgs. It's a highly curated space. That's all up for negotiation with the City but it already happens.
- Q: Will there be a mechanism for feedback on how the public space is being used? A: There should be but I can't tell you that we've articulated anything yet. But we want to be programming things that people want to do.
- Q: When we look at the whole project, the one thing that seems to be missing or not clear is what are the plans to accommodate road transportation infrastructure? We're talking about adding thousands of cars in a limited area, plus the people coming into the area for shopping and looking for parking. It's already difficult. A: A part of our application is traffic modelling looking at the impact of the number of units and potential number of cars for our development as well as commercial space and other developments in the area. We haven't done that study yet, but when we get the results for the whole development, we'll work with the City to determine whether there areas where there will be congestion and if need traffic calming or new lights, etc. so that the infrastructure in the area still works. All of the parking is underground and we intend to comply with the City's parking bylaws. Also all of our loading will be underground, including tall proper loading, as we need to get tractor-trailers in for our potential tenants. That also means all the garbage collection will happen underground.
- Q: I presume the underground parking is primarily for tenants and owners. Will there be
 visitor parking? Currently, there isn't enough parking on View St. A: Yes, we are required
 to provide parking for tenants, tenants' visitors, for commercial tenants and commercial
 tenants' visitors all of those users.
- Q: I like a lot of what I see. Certainly will have more comments when I see the workings of plans, OCP amendments and what's required there and the rationale is for that but I think an important concern is the obstruction on the neighbourhood. Not just the neighbourhood but for the traffic and the existing businesses, the people that are employed at those businesses. For instance will this be a phased development that will allow business to continue to operate during the construction. These businesses are important for the community and to have them shut down would generally not be acceptable to the community. A: We heard that during engagement. Will be a multiphased development over several years. It allows it for some of the retail tenants to

- relocate with minimal or next to no down time. We can keep our anchor tenants: Market on Yates and London Drugs. We are negotiating with our tenants. There is a lot of development in the neighbourhood and we'll be preparing our construction management plan which will be reviewed by the City which helps control hours of operation and trucking, etc.
- Q: Plans for the commercial space, particularly for the 900-block (LD site). You've told us the floor space that you're planning for commercial tenants and I assume that's more than what's there now. As far as the major tenants go, LD and Market, do you anticipate allotting more space than they use currently? A: That's up for discussion with the tenants. That's part of the negotiation with the tenants.
- Q: There's been a lot of density added to the neighbourhood in recent years and not a lot in the way of services to support all the people in the area. Because there has been so much concern about the 25-storey tower, has there been any consideration for bringing up some of the 6-storey podium and reducing the towers down? A: When you raise the building along the street, there's a direct relationship with width of the right of way. So right now, 6 residential storeys on top of a commercial podium is what you want in relation to the size of Yates St. It's in proportion. If you anything taller, it starts to canyonize the street. The other thing is the courtyards in the interior. At 6 storeys people living in the units still get sun, but if you make it taller it impacts the sunlight in those units. It's a balancing act.
- Q: What consideration have you given to the impact on the existing infrastructure in the area? Putting in 1200-1500 toilets, washers, dryers, showers, tubs, etc, sewage, etc. Hydro cables, vehicle traffic. I sat outside and counted traffic on Vancouver St on 4 different occasions. Right now, there are about 250-300 cars per hour. And this wasn't at rush hour. How will people get in and out? This development seems too dense for what the area can absorb. And how many parking stalls will you be providing onsite for commercial and residential? A: We do not have an exact number of parking stalls. But it's to the bylaw standards. We've done some gross studies to what that would look like underground and we believe we can accommodate it. So we don't anticipate looking for any parking reductions. For traffic, we are still running our traffic modeling. I would say the City has identified this area for growth so we're not going outside of what's expected to occur. I'm sure the City will let us know about any potential targeted signalization changes, or whatever might needed to address a particular intersection's function. In terms of servicing: sanitary, sewers and storm, water and power, our preliminary servicing study is underway. The City says grid we'd be connecting into for water, storm, sanitary is actually quite good. It's sized appropriately and has capacity. We do understand we may have to do some additional work with hydro. Upgrades to ensure adequate power to our site. We're still studying that as well.
- Q: I live in one of the 14 units that will be demolished by this project. What are your plans, what is the timeline, to give us enough time to find new homes? A: We're looking at phasing so I don't have a definite answer. The absolute earliest for first phase for site preparation which includes demolition is early 2021 and that assumes everything moves ahead full speed at City Hall. While we don't know which site will be first, we can make some guesses and it would be that where the existing apartment building is, your home is, would not be the first phase. So you're looking at 2 (or 3 or 4 years) after 2021 at the earliest before you need to do anything. We know we have obligations to you. We can help you in a number of ways as we have other rental properties, so you can choose which is better for you. This is a multiphase, multi year project with a time frame of 8-10 years, so nothing may happen on that portion of the block for many years.
- Q: With consideration for the conditions we hear of for View and Vancouver (swamp conditions), isn't it dangerous to build something that big on the 900-block Yates? A: We have done geotechnical testing and the site is about what we expected; it's not awful and it's not great. The good news from our point of view is that we are excavating all the material out because we're putting in underground parking. The bedrock depth varies across the site but it's not outside the norm and it's well within the capacity of a structural engineer to deal with.

• Q: When in the process will you be filing those? A: When the first phase starts. The project schedule is up in the air right now. We'll be filing for rezoning application shortly in the new year 2020 Q1. We'll be filing the DP application following that shortly after. No specific date.

Comments offered:

- The City's decision to the pack the development in Harris Green was not done with the
 consent of the people who already live in Harris Green. We've been bulldozed over by
 the City Council.
- Downtown Harris Green has absorbed the majority of the housing growth for the entire CRD, not just for the City of Victoria, and most of that has been in Harris Green.
- I've lived in Regents Park for 15 years and I expect and welcome development. Who wants to keep looking at parking lots? And we recognise these projects will last well beyond our lifetime, so we really want it to be the right development. Starlight has done some good things and I admire what you've done. The thing is you're the biggest development. It's unfortunate that with all of these other one offs, we haven't had the turn out, because frankly in Harris Green, we're all in development fatigue. We're all getting public notices about all kinds of buildings going up in the neighbourhood and they're all asking for changes and not everyone is showing up for every meeting. So things are happening that we kind of haven't had a lot of input into. Of course, because you're the big development we're all out to talk to you about it. It is a big development and it is a prime parcel and you could do some really exciting things. Some of what you've suggested is really good, so I don't want you to think that simply because we're all owners that we're all against development. Some of the things that were raised (at the meeting at Regents Park) I want to put on the record. Because this is the record that goes to City Council. Spaces for electric bikes, spaces for electric cars. You're thinking ahead and you're thinking about doing some of that and I think it's great. But there are some things that are lacking. We are the filling in the sandwich between your project. We provide the dog space for the whole neighbourhood. There are lots of people in all the buildings around us with pets and there's nowhere for them to pee. It would be great to have some green space for them to pee. Not just in our yard. We don't mind it so long as people clean up. The rain gardens are a lovely thing to have, but don't work for dogs to pee. When you think about the streetscape, all those 1500 apartments, if they have dogs they need somewhere for them to have a dog run. The vehicle access for all those uses, commercial and residential and service for all those towers is all on View. With the Jukebox already we're having traffic jams getting in and out of our building. The site lines make it difficult to see. Whether people are on bikes or in cars, goes in and out everyday that will be a substantial amount of traffic and I think there's got to be vehicular traffic access off of Yates or Cook or Quadra. It has to be split up. View just cannot handle it. View is not a big street. We also talked about shading and wind issues. And trying to avoid creating a wind tunnel. Where you're doing your commercial units. We already have enough chiropractors and nail salons. And we have enough that close at 5pm or 6pm, which creates dead streets. London Drugs and the Market are all open later and that makes it a safe street to walk down. If you're providing public amenities, how about creating public bathrooms? No public bathrooms is a problem for the homeless people and if could have good, well-monitored public bathrooms so people can use them. Build it into the public realm. This is more for the City, but if you're getting 1200-1500 units, we have no school, but we have no recreation centre downtown. The downtown residents have nothing but the downtown has the highest density and we're bringing in all these new buildings, all these new apartments, all this new tax revenue and yet we're getting nothing for it in terms of pubic amenities. Some of the new units are tiny little apartments; they can't even have people over, they have to go out, go for coffee, out to the gym to get some space. So I think it's really important that there be public space. I really like what you're doing in the green space. I think there should be more. There should be some of both sites. I know it's supposed to be a public amenity but it's really the landlord's

amenity. You guys are making it an attractive place to get tenants by providing a public space. So it's something that's as much to your benefit as it is to ours. So all that commercial space that will be along the open space will get a higher rent. I think you can provide more green space. Once the city is built out, we'll never get this chance again, so we have to do it right and provide the amenities. We all want to stay there. I think the City needs to take all of this into consideration and because of the particular size of the development, it's important that it be done right.

- I think there's a lot of good material here to work with conceptually. Some of the more detailed pieces still concern me. The height issue I'm uncertain about. I appreciate that you're offering affordable housing and that you're not being compelled by the city but I'm concerned with the lack of clarity and I don't expect more information now, by asking again. I want to point out that if you're going to the City to talk about affordable housing, the City does have a very specific definition of what constitutes affordable housing, so I would hope and expect that going forward when we hear more references to affordable housing, you are using the City's definitions as opposed to offering 10% below market so it's non-market rental. Particularly if you're saying that's the piece that drives your ask for greater density and greater height.
- I was very nervous about Starlight buying these properties. I live at 930 Yates at the end of the midblock crosswalk. My building is slowly being surrounded by towers; the streets are being taken over by bicycles. And it's amazing and getting better. The green space is crucial for the neighbourhood. It's an important commercial hub. But even as sad a space that parking lot is (LD) there are people hanging out drinking coffee, people are walking their dogs. It's fantastic. If you guys can manage to keep that, that's what we want to see. This development is going to be in the city much longer than anyone here is going to be alive. It's gotta be vibrant, it gotta be a place where people spend time. And we'll see. We're disappointed by developers frequently in the city. The jury is still out. The design principles look good. I'm not frightened by the pictures I see. I don't think they're ideal. My understanding is that in the existing plans, the higher density is meant to be along Yates St not so much along View and yet your drawings show at least one very tall dense building close to View.
- You've been blessed with a large canvas and this might be a once in a lifetime opportunity for a lot of the architects and designers working on this. Don't blow it. Don't come up with something that is monochromatic and boring to look at. All the five towers are going to look alike. When you look across to the north of Yates towards Vancouver, you've got glass and it's not interesting to look at architecturally. Whatever complaints we might have about Yello or the Jukebox, at least they're interesting buildings and they provide some interest. The Yello even has a large art piece on the top of it. Think outside the box and be creative and try to create some interest from not only the street but also for the people looking at it from neighbouring towers.
- There are a few things I like about this and am happy with the trade off of going up higher in order to provide more public space at ground level. What I've noticed in other cities where 25 storeys is a small building, I agree that I don't see it. What I see is my relation to the building on the street and the open space that's available on the street and once I go up a few levels, it's pretty much gone unless it's looming straight up from the street. My question, this location has excellent transportation by bike and by foot and I would hope that you do more than what the City requires as a minimum. If you have two or three people living in a unit, and if they get around primarily by bike, you'll have two or three bikes in that unit. So it's important to design it at the front or at the very least design your parking space to flexibly move it from car to bike storage. The other piece related to cycling is to think about access from when people leave from bike storage to Vancouver, which will have one of the AAA bike lanes. Give people a safe route even though it's a short distance.
- The green space that's being offered is a bonus that we haven't seen from many developments. In my mind, the City has over-saturated this small area of Harris Green

- and hasn't had anything other than a couple of projects that offer anything. We have midblock walkways that look like alleys and so this green space is very important. That should set the standard for the rest of the buildings that the city has on the block already.
- The boulevards on both Yates and View have mature trees that should be preserved, including the cherry trees that came into bloom a couple of weeks ago on View. We seem to be losing more and more green space and opportunities for green space with each new development; particularly trees and green space open to the public view.
- I'm a resident at Regent's Park and I like a lot of what I see. Green space is important. It was important during our selection process of where we decided to buy, renovate and live. I'm concerned about what I would call the architecture and the distance from the sidewalk. With everything going up, apart from the Jukebox, has just been boring boxes. We face Yates, and when you look out, everything going up are boxes. What are you guys going to be doing? I know it's early on, but boring boxes right up to the edge of the sidewalk, we just don't need any more in Harris Green. It is Harris Green, or it used to be Green.
- I'm also from Regent's Park. These gentlemen were at our building last night for a meeting with our residents and a great number of serious issues were identified. I'll review them. First, the developer suggests that the main entrance on the London Drugs site will be from View St. The other building on the Dodge site will also be on View St. Right now the traffic on View St is heavy. The entrances to Regents Park East, Regents Park West, The Jukebox and so are all from View St. There is no way all this extra traffic can be managed on View St. Perhaps an entrance from View St and an exit on another street would work. Second, the closeness of the buildings to the sidewalk is a problem. Push the buildings away from the sidewalk. Third, the public space. Who can guarantee that the public space won't become another tent city? We have lots of green space at our buildings and we have people sleeping there regularly. We have problems controlling it. They are used as bathrooms and are abused. Fourth, damage caused by skateboarders. We spend a lot on repairs for the damage done by skateboarders. Be careful with your design. Fifth, build a midblock walkway between the existing Regents Park property and the Harris Dodge site, because the one we have now is not well designed and not useable for the people who need it most.
- There's going to be development across the street at the Chrysler lot, fire hall and across the street at Yates and Cook will be developed as well and down the street at Pluto's as well. I'm concerned about the amount of traffic coming in and out.
- I have a unit on the other side of Yates St, so after those two buildings go up, they will perfectly block my view and that is the ocean view. Those buildings will also block all the sun for the other side. I think that buildings closer to the ocean should be lower and moving away get higher. This building will be a monster in front of the others. And this will lead to other bigger buildings being built. Victoria is a beautiful little city and I don't like that design.
- Thanks Starlight for the presentations. We went to the presentation at Mazda (Fire Hall) and there was no real interaction, it was, this is what they're building and like it or lump it. We have not had that experience with Starlight. I have a concern. We live in 1020 View on 14F facing east and looking at this picture, I'm going to have no sun and looking out my window, all I'm going to see is your building. There are 17 floors of owners who aren't going to see anything, except someone else's balcony. I have an objection to the boundaries that have been created to keep the tall buildings within. There are so many buildings going up around us. I'm going to be a rat in a cage. Ten years we can look forward to of construction. Why are we pushing all of these high rises into the area? Why do we not extend it, not to 25F but 10F every 5 blocks, out into Fairfield and other neighbourhoods? Spread it out, so you can have families in buildings with green space around them so kids can play and go for walks without being run over. It's been constant construction for the last 5 years and I think it's to the detriment of the city.

- We made a conscious choice to be here in 2007. Be downtown. Put our assets in a place we'd spend the rest of our lives. That investment in that asset is one of the biggest decisions we make. If that asset is now going to be compromised, that's a question. As I look at this and listen, because my unit is going to be impacted as well. My view will be zip. And I thank you for the warning, because I think I'm going to be selling because I don't think this is fair. It raises the point, not withstanding what you intend to do; it has a consequence and a cost. Community means common unity not you're more important unity; it has to bridge all those things. Be very careful what you offer, say and do, but I know there are going to be a lot of people who aren't going to be very happy and I'm one of them.
- Apparently there were 59 building permits issued in 2018 for new rental housing in Harris
 Green, do you know how many units those 59 permits represent? So we're talking about
 1200-1500 rental units for this project and there are already 59 building permits already
 issued and nobody seems to know how many that represents.
- The public engagement process asking participants to create balance between built form and open spaces was designed with constraints. Participants were obliged to use all the building heights provided by the applicant and they were not able to eliminate any height/density, so to represent that the community preferred any particular massing is misleading.

Survey Responses

16 September 2020 - 27 June 2021

903, 911 & 1045 Yates Street, 910 View Street and 1205 & 1209 Quadra Street

Have Your Say

Project: 903, 911 & 1045 Yates Street, 910 View Street and 1205 & 1209 Quadra Street



visitors 217					
С	ONTRIBUTOF 171	IS		RESPONSES 182	
10 Registered	O Unverified	161 Anonymous	10 Registered	O Unverified	172 Anonymous

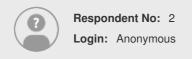


Q5. Your email address (optional)

Responded At: May 31, 2021 13:14:33 pm **Last Seen:** May 31, 2021 13:14:33 pm

Q1. What is your position on this proposal? Oppose
 Q2. Comments (optional)
 Strongly oppose the introduction of higher urban density and the removal of a local favorite grocery store and shopping complex.

 Q3. Your Full Name Dale Czarnecki
 Q4. Your Street Address 834 Johnson st



Responded At: May 31, 2021 13:42:26 pm **Last Seen:** May 31, 2021 13:42:26 pm

Q1. What is your position on this proposal?

Oppose

Q2. Comments (optional)

I'm concerned about losing the market on Yates, London drugs, and the vital local small businesses on that block. I'm concerned about the construction noise and lack of respite from that noise to residents living in the area. They just finished the two towers on Johnson/Yates. The tower on Quadra and Johnson is near completion. I'd like to have at least a year minimum free from blasting, trucks, backup alarms, construction guys yelling, hammering, cement trucks pumping, drilling, scaffolding installation banging, scaffolding deconstruction banging, increased driver stress from decreased travel time, etc, etc! There is a lot of noise which activates stress and the flight, fight, or freeze response and impacts everyone's health negatively. I use a manual wheelchair and I live on Johnson St near Quadra St, in a subsidized and wheelchair accessible suite. The loss of those services within manageable access and without unmanageable slopes/hills is deeply concerning. I'm also concerned about the height of five towers in the area and how that will decrease the amount of sky available. I'm concerned that there will not be an increase of green space. Energy usage increases in concrete jungles for residents to heat and cool their homes because of the thermal properties of concrete, roads, etc. I'm concerned with how long my neighborhood will be under construction and when it will ease. Build in another part for a little while, please. I'm concerned that all these towers are becoming towers for the privileged which further segregate and divide all residents, creating misunderstanding and division. I'm concerned with not having a forum to discuss this with my neighbours, or to see a virtual tour of the proposal. Augmented reality technology exists and would be really helpful to be used to see how the proposal would virtually look in the neighbourhood. I'm concerned with the development companies making money off the neighborhood without investing that profit back into the neighbourhood that made them that money, with environmental protection and conservation, community building programs, community policing programs, education, healthcare, arts, indigenous programs, social programs, and other needed services. I'm concerned with the omission of any recognition or mention of anything indigenous, upon who's land this will be built, which perpetuates colonization. Without more information than a 2 sided Proposed Development Notice I got in the mail which had unreadable information, acronyms that I don't understand, and coded language and jargon, I'm unable to make an informed decision. I probably have more concerns yet without all the information they remain unclear.

Q3. Your Full Name	Daniel Sands
Q4. Your Street Address	210-834 Johnson Street
Q5. Your email address (optional)	



Responded At: May 31, 2021 15:31:40 pm **Last Seen:** May 31, 2021 15:31:40 pm

Q1. What is your position on this proposal? Oppose

Q2. Comments (optional)

We oppose to the proposed notice development dated May 20, 2021. The proposal of having towers 21-32 storeys high is not acceptable as it will obstruct light on all the surrounding buildings and be an eyesore taking away our current views and light. Buildings this high should not be allowed and should be consistent with the height of immediate surrounding buildings.

Q3. Your Full Name	Marcia Freeman
Q4. Your Street Address	316-989 Johnson St
Q5. Your email address (optional)	



Responded At: May 31, 2021 15:51:44 pm **Last Seen:** May 31, 2021 15:51:44 pm

Q1. What is your position on this proposal?	Oppose
Q2. Comments (optional) I just spent \$1000's on a condo and would be very disa	appointed in the city if they approved this new height
Q3. Your Full Name	Barb Racey
Q4. Your Street Address	989 Johnson st
Q5. Your email address (optional)	



Respondent No: 5 Login: Anonymous **Responded At:** May 31, 2021 15:52:50 pm **Last Seen:** May 31, 2021 15:52:50 pm

Q1. What is your position on this proposal?

Q2. Comments (optional)

No no no no

Q3. Your Full Name

Ariel fraser

Q4. Your Street Address

Q5. Your email address (optional)



Responded At: May 31, 2021 16:21:18 pm **Last Seen:** May 31, 2021 16:21:18 pm

Q1. What is your position on this proposal? Oppose

Q2. Comments (optional)

We oppose to the proposed notice development dated May 20, 2021. The proposal of having towers 21-32 storeys high is not acceptable as it will obstruct light on all the surrounding buildings and be an eyesore taking away our current views and light. Buildings this high should not be allowed and should be consistent with the height of immediate surrounding buildings.

Q3. Your Full Name JOHN HARTNELL

Q4. Your Street Address 316-989 Johnson St



Responded At: May 31, 2021 18:52:20 pm **Last Seen:** May 31, 2021 18:52:20 pm

Q1. What is your position on this proposal? Support

Q2. Comments (optional)

I strongly support changes that increase density and provide additional rental stock.

Q3. Your Full Name Gregory Owens

Q4. Your Street Address 416 - 819 Yates St



Responded At: May 31, 2021 18:56:56 pm **Last Seen:** May 31, 2021 18:56:56 pm

Q1. What is your position on this proposal? Support

Q2. Comments (optional)

This is a lot of work just to increase the FSR. Why not remove/increase FSR limits to allow denser developments to be done without each applicant jumping through hoops?

Q3. Your Full Name Andrew Sund

Q4. Your Street Address 102-1146 View St.



Responded At: May 31, 2021 21:53:01 pm **Last Seen:** May 31, 2021 21:53:01 pm

Q1. What is your position on this proposal?

Other (please specify)

I don't oppose the development. I do oppose the height variance.

Q2. Comments (optional)

While the neighbourhood has changed dramatically over the past five years, a height variance would change the nature of the area which is homogeneous as to structural heights. Development of this proposed height will change the area vertically but more importantly change the health outcomes for people who live in high density neighbourhoods. The chief of these is the lack of sunlight reaching the street and lower levels of the buildings. Solitary life is more prevalent in these monstrous buildings and a further source of bad health outcomes which in the end costs society greatly.

Q3. Your Full Name Wilma Wood

Q4. Your Street Address 1402, 930 Yates Street

Q5. Your email address (optional)



Responded At: May 31, 2021 22:01:28 pm **Last Seen:** May 31, 2021 22:01:28 pm

Q1. What is your position on this proposal?

Oppose

Q2. Comments (optional)

Victoria is Canada's most beautiful small city, attracts people from all over the world not by it's modern high towers but by it's historical green and beautiful landscape. This super high concrete tower should not be built in the middle of our residential neighborhood, blocking the open ocean view, reducing the sun shine time and replacing the current be loved plaza locates London Drugs and a grocery store which is one of the reason many retired chose this community to live. This community is not Victoria downtown zone, it's out of central downtown commercial area according to Victoria zoning bylaw, that group of super high tower should not be allowed to be built in the middle of this community. A lot of retired people are living here and Victoria is a city with almost 50% retired people. If the rezoning is approved for this super high tower, does that mean old people are going to be kicked out even further far away from downtown to make more rental space for younger people? Is Victoria ready to become a modern city with tons job opportunities for young people to move and stay here? Why does Victoria allow to build this super high rental building in a residential neighborhood rather than in central downtown? It will only make this residential community more crowded and noisy. I hope that the city council will make wise decision for our beautiful city and its future, it's our home and it's our next generation's home. If the future job market will not be as hot, young people will not afford living here then what will be left with these high towers?

Q3. Your Full Name	Jing Li
Q4. Your Street Address	930 Yates Street
Q5. Your email address (optional)	not answered



Responded At: May 31, 2021 22:04:51 pm **Last Seen:** Jun 01, 2021 05:04:07 am

Q1. What is your position on this proposal?

Oppose

Q2. Comments (optional)

Victoria is Canada's most beautiful small city, attracts people from all over the world not by it's modern high towers but by it's historical green and beautiful landscape. This super high concrete tower should not be built in the middle of our residential neighborhood, blocking the open ocean view, reducing the sun shine time and replacing the current be loved plaza locates London Drugs and a grocery store which is one of the reason many retired chose this community to live. This community is not Victoria downtown zone, it's out of central downtown commercial area according to Victoria zoning bylaw, that group of super high tower should not be allowed to be built in the middle of this community. A lot of retired people are living here and Victoria is a city with almost 50% retired people. If the rezoning is approved for this super high tower, does that mean old people are going to be kicked out even further far away from downtown to make more rental space for younger people? Is Victoria ready to become a modern city with tons job opportunities for young people to move and stay here? Why does Victoria allow to build this super high rental building in a residential neighborhood rather than in central downtown? It will only make this residential community more crowded and noisy. I hope that the city council will make wise decision for our beautiful city and its future, it's our home and it's our next generation's home. If the future job market will not be as hot, young people will not afford living here then what will be left with these high towers?

Q3. Your Full Name	Jing Li
Q4. Your Street Address	930 Yates Street
Q5. Your email address (optional)	not answered



Respondent No: 12
Login: Anonymous

Responded At: May 31, 2021 22:16:05 pm **Last Seen:** May 31, 2021 22:16:05 pm

Q1. What is your position on this proposal? Support

Q2. Comments (optional)

Great place for this kind of density. Happy to see some larger units and hopefully some affordable housing. Looks great.

Q3. **Your Full Name** Cheryl May

Q4. Your Street Address 410, 860 View Street



Respondent No: 13
Login: Anonymous

Responded At: Jun 01, 2021 11:41:24 am **Last Seen:** Jun 01, 2021 11:41:24 am

Q1. What is your position on this proposal? Oppose

Q2. Comments (optional)

The 900 Yates block is the heart and soul of Harris Green. Demolishing it will destory the character of this neighbourhood and further gentrify an already overdeveloped area. It's one of the last bastions of what makes downtown Victoria unique and worth living in.

Q3. Your Full Name	Michelle Zhou
Q4. Your Street Address	845 Yates St
Q5. Your email address (optional)	not answered



Respondent No: 14
Login: Anonymous

Responded At: Jun 01, 2021 14:39:37 pm **Last Seen:** Jun 01, 2021 14:39:37 pm

Q1. What is your position on this proposal?	Oppose
Q2. Comments (optional) 32 stories (109m) is too tall please scale stories do	wn to say 25
Q3. Your Full Name	richard marshall
Q4. Your Street Address	2-933 meares street
Q5. Your email address (optional)	not answered



Respondent No: 15
Login: Anonymous

Responded At: Jun 01, 2021 17:03:10 pm **Last Seen:** Jun 01, 2021 17:03:10 pm

Q1. What is your position on this proposal?

Oppose

Q2. Comments (optional)

A 32 storey structure in Harris Green is too high, way to high. There won't be much green left in Harris Green if this development is allowed to proceed. A 20 storey structure would at least match the surrounding structures and maybe let some sunlight down to the street; at least more than a 32 storey behemoth would.

Q3. Your Full Name

Daniel Kupchak

Q4. Your Street Address

989 Johnson St



Responded At: Jun 01, 2021 18:14:45 pm **Last Seen:** Jun 01, 2021 18:14:45 pm

Q1. What is your position on this proposal? Oppose

Q2. Comments (optional)

* Completely unnecessary. * Too likely to make the cost of living and doing business in the area increase unnecessarily. * Contrary to greening of the city. * Unwelcome source of construction noise and pollution and GHG emissions. * The block currently occupied by London Drugs, Market on Yates, etc is already nice & familiar & pleasant in character. * I wholly oppose this proposed development strongly.

Q3. Your Full Name	Glenn Harrington
Q4. Your Street Address	204 - 1013 Vancouver St, Victoria BC
Q5. Your email address (optional)	not answered



Respondent No: 17
Login: Anonymous

Responded At: Jun 01, 2021 18:35:12 pm **Last Seen:** Jun 01, 2021 18:35:12 pm

Q1. What is your position on this proposal? Other (please specify)

32 storey building seems extremely high for the area

Q2. Comments (optional)

not answered

Q3. Your Full Name Neil Robertson

Q4. Your Street Address 989 Johnson street



Respondent No: 18
Login: Anonymous

Responded At: Jun 02, 2021 10:15:50 am **Last Seen:** Jun 02, 2021 10:15:50 am

Q1. What is your position on this proposal?

Other (please specify)

I am not opposed to all of the proposed development. I realize our city needs rental housing and the buildings housing the current businesses in that block can do with updating. I am against the proposed heights. Tall buildings really spoil the character of our city and limits views from many areas. Without specifying the height of buildings surrounding this proposed development (as I do not have this information), I would like to see the proposed development limited in height to the buildings surrounding it. I live in the Jukebox building (9 stories) and across from me are the two View Street towers. In my opinion our building at 9 stories complement the character of our city's downtown core. A building much higher than this will be an eye sore.

Q2. Comments (optional)

I guess my comment went into the space above!

Q3. Your Full Name Adele Schoeman

Q4. Your Street Address 811-1029 View Street



Respondent No: 19
Login: Anonymous

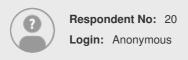
Responded At: Jun 02, 2021 13:48:32 pm **Last Seen:** Jun 02, 2021 13:48:32 pm

Q1. What is your position on this proposal? Oppose

Q2. Comments (optional)

I feel the area is too close to local landmarks to have a 32 story building over take the views and local area. It also is located extremely close to many daily used areas by residents that would no longer be available such as the grocery store, pet store, and more.

Q3. Your Full Name	Taylor Lundahl
Q4. Your Street Address	1488 Cook Street
Q5. Your email address (optional)	not answered



Responded At: Jun 02, 2021 15:24:41 pm **Last Seen:** Jun 02, 2021 15:24:41 pm

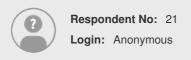
Q1. What is your position on this proposal?

Oppose

Q2. Comments (optional)

As a resident in the region for over 2 years, I am totally against new construction. Unfortunately, I see Victoria becoming more and more vertical. In the Harris Green neighbourhood today, there are more than 8 new developments that are being built or have just been launched on the market. Due to astronomical property prices in the city, not all are fully occupied. Instead of encouraging new constructions, revitalization policies based on green buildings and innovation (and not on tall buildings) should be pursued. Local people in the neighbourhood need local shops and markets. Eliminating the shopping center at Yates means that the residents of the neighbourhood will have to go out and buy, it will generate more traffic, more carbon dioxide, etc. The city should be planning for the future and not just seeing returns with real estate speculation. In addition, there will be layoffs for employees in the existing trade (just now that there is talk of economic recovery). The city should not only favour the Save on Foods monopoly in the region. There are several spaces (eg parking lots between View St. and Fort St. that could be used). Finally, the problem in the neighbourhood is the high number of homeless people. Building high-end buildings will not change this situation. It will aggravate the distance between people. Ms. Mayor and current Councilors certainly do not live in the region and are not seeing the city's long-term development.

Q3. Your Full Name	Rodrigo Weber
Q4. Your Street Address	960 Yates Street
OF Vous angli address (antianal)	



Responded At: Jun 02, 2021 15:27:16 pm **Last Seen:** Jun 02, 2021 15:27:16 pm

Q1. What is your position on this proposal?

Oppose

Q2. Comments (optional)

As a resident in the region for over 2 years, I am totally against new construction. Unfortunately, I see Victoria becoming more and more vertical. In the Harris Green neighbourhood today, there are more than 8 new developments that are being built or have just been launched on the market. Due to astronomical property prices in the city, not all are fully occupied. Instead of encouraging new constructions, revitalization policies based on green buildings and innovation (and not on tall buildings) should be pursued. Local people in the neighbourhood need local shops and markets. Eliminating the shopping center at Yates means that the residents of the neighbourhood will have to go out and buy, it will generate more traffic, more carbon dioxide, etc. The city should be planning for the future and not just seeing returns with real estate speculation. In addition, there will be layoffs for employees in the existing trade (just now that there is talk of economic recovery). The city should not only favour the Save on Foods monopoly in the region. There are several spaces (eg parking lots between View St. and Fort St. that could be used). Finally, the problem in the neighbourhood is the high number of homeless people. Building high-end buildings will not change this situation. It will aggravate the distance between people. Ms. Mayor and current Councilors certainly do not live in the region and are not seeing the city's long-term development.

Q3. Your Full Name	Rodrigo Weber
Q4. Your Street Address	960 Yates Street
O5 Your amail address (antional)	



Respondent No: 22 Login: Anonymous **Responded At:** Jun 03, 2021 08:03:09 am **Last Seen:** Jun 03, 2021 08:03:09 am

Q1. What is your position on this proposal? Oppose

Q2. Comments (optional)

The towers are too tall for this area and would ruin the ambiance of the neighborhood. I think the towers should not go over the 13 storeys max height.

Q3. Your Full Name	Christine Baer
Q4. Your Street Address	619-1029 View St
Q5. Your email address (optional)	not answered



Responded At: Jun 04, 2021 10:00:56 am **Last Seen:** Jun 04, 2021 10:00:56 am

Q1. What is your position on this proposal?

Oppose

Q2. Comments (optional)

This will be one of the largest residential complexes in Canada within one of the smallest downtown cores within a city. This will significantly alter the city and it's existing residents/businesses. The research into the impact to Victoria have not been researched extensively by third party sources. The large change in high density living in the confined area of Harris Green is not what I want my neighbourhood to become. Sunlight and views will be blocked for many and our city skyline will be affected for kilometers. There has already been constant construction in the neighbourhood for years now and a massive project will ensure it'll be even more years in which roads are blocked and the sound pollution is constant for the residents in this area. There are many older dilapidated 3 level buildings in surrounding neighbourhoods that could be redeveloped into larger towers to ease vacancy issues. The displacement of their current residents could be a solved with careful long term planning and alternative accommodations to existing residents could be offered during the process. I do not agree with the magnitude of this project and fully oppose it as a resident on Johnson St.

614-989 Johnson Street, Victoria BC. V8V 0E3

Q3. Your Full Name Eugene Cheng

Q5. Your email address (optional)

Q4. Your Street Address



Responded At: Jun 04, 2021 11:02:05 am **Last Seen:** Jun 04, 2021 11:02:05 am

Q1. What is your position on this proposal?

Oppose

Q2. Comments (optional)

1. This proposal is a massive project that will change the face of Victoria's downtown. It will dwarf the heritage buildings and seriously impact lines of sight in the wider community. 2. The proposed number of units is not sustainable for the Victoria demand, other than housing the ever-increasing crowds of the homeless, at the tax-payers' expense. 3. It was designed for an off-shore market, buying up Canadian real estate as a hedge against their own national fiscal insecurities. As such, a large proportion of the units will remain unoccupied, with no tenants to contribute to the local economy. 4. I couldn't find information about adequate parking: the proposal for 945 View st, across the road, provides parking for less than 25% of the units, so street parking will be seriously impacted. 5. Setbacks are pitifully small, ensuring darker streets with no greenspace. For a city as beautiful as Victoria, that is a shocking oversight! 6. Overall, it seems the city is relinquishing development control to the developers themselves, like "asking the fox to guard the henhouse". Is the financial gain from the developers the only consideration? Is this what city councillors were elected for? SUMMARY: Do not change the current zoning for height, set-backs, density or site coverage allowance!

Q3. Your Full Name	Kristina Nilsson
Q4. Your Street Address	6545 Arbutus St, Vancouver BC, V6P 5S4
Q5. Your email address (optional)	



Responded At: Jun 04, 2021 11:56:53 am **Last Seen:** Jun 04, 2021 11:56:53 am

Q1. What is your position on this proposal?

Oppose

Q2. Comments (optional)

We oppose this as these buildings will be too high stealing all the light for surrounding buildings, then there is the issue of parking, extra vehicles on the roads causing more traffic problems for which there are traffic problems now due to bike lanes (loss of road space) and one way systems. Buildings should not be higher than the already existing buildings to keep it consistent and so that downtown does not become stressful and uninviting to people who live here.

Q3. Your Full Name	Marcia freeman
Q4. Your Street Address	316-989 Johnson St
Q5. Your email address (optional)	



Responded At: Jun 04, 2021 12:03:18 pm **Last Seen:** Jun 04, 2021 12:03:18 pm

Q1. What is your position on this proposal?

Oppose

Q2. Comments (optional)

Totally opposed. The buildings should be consistent with the height of existing buildings, 20-32 storey buildings will steal light and views for neighboring buildings. Then there is the issue of the extra cars being used on the road in the area where there is already issues with traffic due to excessive bike lanes and loss of road space along with one way systems that have been created. Allowing buildings to be this high in the Harris Green area will change the neighborhood making it more unfriendly and uninviting for people to come downtown. It will totally change Victoria and it's intimacy. Please do not allow this.

Q3. Your Full Name JOHN HARTNELL

Q4. Your Street Address 316-989 Johnson St



Respondent No: 27
Login: Anonymous

Responded At: Jun 04, 2021 21:30:04 pm **Last Seen:** Jun 04, 2021 21:30:04 pm

Q1. What is your position on this proposal?

Q2. Comments (optional)

not answered

Q3. Your Full Name

Reegan Lawlor

Q4. Your Street Address

1201 craigflower rd

Q5. Your email address (optional)



Responded At: Jun 05, 2021 11:45:37 am Last Seen: Jun 05, 2021 11:45:37 am

Q1. What is your position on this proposal?

Oppose

Q2. Comments (optional)

General design is good but the heights of the towers appear disproportionate to the height of the proposed podiums and existing buildings (even though the average height is slowly increasing in Harris Green). We are wondering how these giant towers will impact and funnel Victoria's strong winds to other blocks. This project's design will also jeopardize the creation of a human-scaled, though dense, neighbourhood in Harris Green. We are also thinking that the project's design disfigures Victoria's current gentle skyline and jeopardizes the maintenance and growth of the European charm that has made Victoria such an unique place to live compared to nearby cities' downtowns (Vancouver and Seattle). We would be disappointed if the city let Victoria Core become as mineral, unfriendly and capitalistic as its neighbouring sisters by permitting such disproportionate developments.

Q3. Your Full Name Vincent Jamois Q4. Your Street Address 989 Johnson St.



Respondent No: 29
Login: Anonymous

Responded At: Jun 05, 2021 14:40:40 pm **Last Seen:** Jun 05, 2021 14:40:40 pm

Q1. What is your position on this proposal?

Other (please specify)

Donna Everitt

I am writing regarding the 'proposed development notice' regarding the 1205/1209 Quadra property. I would not wish for Victoria to resemble downtown Vancouver with condo residents being blocked from sun and views and pedestrians walled in by buildings. Please consider having lower towered (max 5 stories) developments with high rises scattered at least one block apart. What is the benefit of having new condos with floor to ceiling windows when all they look onto are the bedrooms of residents meters away? Thank you for considering this opinion.

Q2. Comments (optional)

not answered

Q3. Your Full Name

Q4. Your Street Address 203-860 View Street Victoria, BC v8 w3 z8



Respondent No: 30 Login: Anonymous

Responded At: Jun 05, 2021 14:45:29 pm **Last Seen:** Jun 05, 2021 14:45:29 pm

Q1. What is your position on this proposal? Support

Q2. Comments (optional)

Very happy to see denser housing in the area. As a resident of View St, I hope that the existing retail (especially london drugs) will be maintained as there is otherwise a lack of affordable general stores in the downtown area!

Q3. Your Full Name	Danielle Aftias
Q4. Your Street Address	1039 View St
Q5. Your email address (optional)	not answered



Responded At: Jun 05, 2021 21:17:21 pm **Last Seen:** Jun 05, 2021 21:17:21 pm

Q1. What is your position on this proposal?

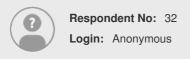
Oppose

Q2. Comments (optional)

UCL Energy Institute in London found that high-rises of 10 stories and higher used 76 percent more electricity per square foot than low-rises of five stories and under. That is, while environmental benefits supposedly associated with "density" are sometimes touted as justification for taller buildings, the fact is that buildings 10 storeys or higher are much worse for the climate than low-rise buildings. Given that we are in a climate crisis that threatens the continued existence of humanity, it would be supremely irresponsible to allow the construction of the 21 to 32 storey towers that are proposed. Instead, council should reject this proposal and should retain the existing 5 to 13 storey limit required by the current zoning. Alternatively, if the proposal were to be accepted, it would be refreshing if everyone associated with it - the developers, planners, council were to frankly state that a livable climate is a lower priority than corporate profits and contributions to municipal coffers.

Q3. Your Full Name Dr. Michael P. Doherty

Q4. Your Street Address 402 - 848 Yates Street, Victoria, BC V8W 0G2



Responded At: Jun 06, 2021 07:15:52 am **Last Seen:** Jun 06, 2021 07:15:52 am

Q1. What is your position on this proposal?

Oppose

Q2. Comments (optional)

The 20 & 21 storeys residential towers should be cut in half, maximum, if not lower. This Council has taken what used to be our beautiful city, and ruined it. If I wanted to live in Vancouver's downtown with its multi high rises, I would have. Allowing the Hudson to build what they have is a disgrace and an eyesore, as well as The Promentory. Some people see this as "progress". I see it as a disgrace to the people of Victoria and Greater Victoria. Mark my words, in 20 years, our city is going to be a slum, and no one will want to head downtown any longer. As it is, many of us don't head downtown, as our beautiful small city is no longer, and what is happening and the changing landscape makes me very sad. My feelings are the same with what's happening in Langford. Apparently, our Council has no use for trees, and they are allowing developers to "run amuck".

Q3. Your Full Name	Judith Rioux
Q4. Your Street Address	2450 Earls Court
Q5. Your email address (optional)	not answered



Responded At: Jun 06, 2021 07:55:54 am **Last Seen:** Jun 06, 2021 07:55:54 am

Q1. What is your position on this proposal?

Other (please specify)

I support this development but would suggest increasing the heights of the 3 towers between Quadra & Vancouver, while decreasing the heights of the 2 towers on Cook.

Q2. Comments (optional)

I support this development but would suggest increasing the heights of the 3 towers between Quadra & Vancouver, while decreasing the heights of the 2 towers on Cook. Example, from West-to-East, From 29,32,28 & 21,20 stories, To 31,34,30 & 19,16 stories. This would create a gentler visual gradient towards the lower height profile of the Cook St corridor and reinforce the increased height profile towards the downtown core area. This would also be a more appropriate height differential along Cook St. The adjacent development on Cook St for example (Nest), is 12 stories. The current proposal, with all towers being of more similar heights, creates too large an area of similar heights, which will be jarring to the overall skyline, to the Cook Street corridor, and to the street-level pedestrian experience. Thank you,

Q3. Your Full Name	Richard Kletke
Q4. Your Street Address	1411 Cook St
Q5. Your email address (optional)	



Responded At: Jun 06, 2021 10:29:38 am **Last Seen:** Jun 06, 2021 10:29:38 am

Q1. What is your position on this proposal?

Oppose

Q2. Comments (optional)

This is far too much density, and with the wrong developer. When I research Starlight I discover they are Canada's largest landlord, with a legacy of tenancy problems. Moreover, they are an institutional landlord (investors are pension funds, REITs, etc.). It has been demonstrated such landlords are significantly RESPONSIBLE for the unaffordability in housing stock by scooping up housing stock for rental investment income. The City would be looking to address its housing shortage by putting money in the pockets of the very source of the problem. Every councillor should watch the documentary film that proves this: https://www.pushthefilm.com/about/

Q3. Your Full Name	Avi Sirlin
Q4. Your Street Address	#4-1217 McKenzie Street, Victoria V8V 2W6
Q5. Your email address (optional)	not answered



Respondent No: 35 Login: Anonymous

Responded At: Jun 06, 2021 10:45:57 am **Last Seen:** Jun 06, 2021 10:45:57 am

Q1. What is your position on this proposal?

Other (please specify)

I do think that the two projects should be revisited with significantly less height, and the designs should be more in keeping with the neighbourhood community plans.

Q2. Comments (optional)

Downtown is loosing it's soul. There should be more consideration regarding building design and overall city planning - too many towers, too close together. Victoria is not seeing the big picture, even Vancouver has standards regarding how many towers on a block and the proximity of buildings, this is missing in our city.

Q3. Your Full Name Christine Smart

Q4. Your Street Address 638 Battery Street



Respondent No: 36
Login: Anonymous

Responded At: Jun 06, 2021 10:54:12 am **Last Seen:** Jun 06, 2021 10:54:12 am

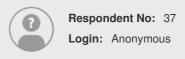
Q1. What is your position on this proposal?

Oppose

Q2. Comments (optional)

Too big, too much, taking out too many necessary businesses (london drugs, market on yates, etc.) Maybe the redevelopment of the car dealership lands might get my support but there is already so much construction in the vicinity. At times, I can't get out of my neighbourhood due to all the blockages. Enough already!

Q3. Your Full Name	Concerned Fairfield Resident
Q4. Your Street Address	Fairfield Road
Q5. Your email address (optional)	not answered



Responded At: Jun 06, 2021 10:59:35 am **Last Seen:** Jun 06, 2021 10:59:35 am

Q1. What is your position on this proposal?

Support

Q2. Comments (optional)

I am in general support of this project moving forward. I feel like this is an area that is suitable for high density development. It is away from much of the heritage areas but still downtown where this type of development should be occurring. Additional rental units are needed and the height of these towers might finally detract some of the attention of View Towers on the skyline. I've heard people's frustration or fatigue with development downtown which is fair, but it's also downtown of a major metropolitan area so we should be expecting change. Cities change and grow and that's what helps keep them interesting. Where else in greater Victoria is a better candidate for this type of high density development? Jobs, groceries, gyms, parks, and entertainment are all close by and a car is rarely required and more residents nearby will help support downtown businesses. I support this development and increased building height I'm this area in general.

Q3. Your Full Name Brady Shields

Q4. Your Street Address 305-1721 Quadra St



Respondent No: 38
Login: Anonymous

Responded At: Jun 06, 2021 11:48:20 am **Last Seen:** Jun 06, 2021 11:48:20 am

Q1. What is your position on this proposal?

Oppose

Q2. Comments (optional)

I think the City of Victoria should be following the community plan that was developed. I also think the scale of this project is out of sync with the area and will create less livable neighbourhood. Some density makes sense but the size of these towers is unacceptable.

Q3. Your Full Name	Sheryl Sackman
Q4. Your Street Address	1320 Johnson St, Victoria, BC V8V 3P1
Q5. Your email address (optional)	not answered



Respondent No: 39
Login: Anonymous

Responded At: Jun 06, 2021 11:57:02 am **Last Seen:** Jun 06, 2021 11:57:02 am

Q1. What is your position on this proposal? Oppose

Q2. Comments (optional)

This development is FAR too HIGH and is not necessary to be so high...allow greater covergae of land, to 4-8 stories will generate as much if not more density and will be more human scale

Q3. Your Full Name David Biltek

Q4. Your Street Address 632A Cornwall St



Responded At: Jun 06, 2021 11:58:52 am **Last Seen:** Jun 05, 2021 18:25:30 pm

Q1. What is your position on this proposal?

Oppose

Q2. Comments (optional)

A monster development in tiny Harris Green-- the city's sacrificial lamb for developers who know the rules when they purchase but ask/expect huge variances. Many more years of constant ear splitting noise, dust and disruption for Harris Green residents who get no benefit. ST Andrew's Bosa Development is a perfect example of common sense being applied to variances. Is the Bosa Organization smarter, less greedy or just more caring toward neighbourhoods that are making them rich. It's attractive, less than 8 storeys and combines valuable housing and retail It's insulting that this Yates/View/Quadra developer talks as if they are doing Harris Green a big favour by surrounding 2 more blocks with canyon like walls/pillars. We'll have the tallest building in Victoria . Oh Wow! We notice City Hall looks across Douglas at a new high rise of reasonable height with attractive offsets from the sidewalk and roads etc. We look at the 900 block of Johnson / Vancouver and soon to be Pandora. Just a wall of shining glass and concrete. Nothing else. What do these developments offer the residents of Harris Green? Certainly not useable green space, parking space, less congestion, sunlight, less noise. The people who live in these new buildings may get some building amenities but they aren't shared with the neighbourhood that gives up its quality of life. We're not anti development. Fewer storeys can look attractive with creativity and a sense of commune with the neighbourhood. Keep the few businesses we have which benefit the neighbourhood like London Drugs and the medical/dental/ophthalmological clinics. Do we wonder why tourists started to avoid Victoria long before Covid?. No one comes to see a wall of concrete, steel and glass. Victoria needs a moratorium on these monster, "to the property limit" developments before it becomes a city of canyon walls instead of the garden city. Thanks for allowing comments. Gwyn and Linda Hughes

Q3. Your Full Name	Gwyn and Linda Hughes
Q4. Your Street Address	#901 1015 Pandora Ave. Victoria, BC V8V 3P6
Q5. Your email address (optional)	



Responded At: Jun 06, 2021 13:41:01 pm **Last Seen:** Jun 06, 2021 13:41:01 pm

Q1. What is your position on this proposal? Oppose

Q2. Comments (optional)

The project is too large, too tall, creates too high a density for the community, is not in compliance with the current community plan, and provides no independent evidence as to improvements on affordability.

Q3. Your Full Name	Daniel Hickey
Q4. Your Street Address	935 Fairfield Road, Victoria, B.C. V8V 3A3
Q5. Your email address (optional)	not answered



Respondent No: 42
Login: Anonymous

Responded At: Jun 06, 2021 14:25:04 pm **Last Seen:** Jun 06, 2021 14:25:04 pm

Q1. What is your position on this proposal?

Oppose

Q2. Comments (optional)

Highly oppose this monster development on Harris Green. I moved to this neighbourhood because of it's charm. These towers belong to Toronto, Vancouver, but not Victoria especially Harris Green. Height have been increasing these past years but 24 and 32??? The neighbourhood will not stand for it! Keep the height to a max of 10.

Q3. Your Full Name

Susan Kruzel

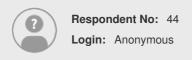
Q4. Your Street Address

1015 Pandora Ave



Respondent No: 43 Login: Anonymous **Responded At:** Jun 06, 2021 14:55:34 pm **Last Seen:** Jun 06, 2021 14:55:34 pm

Q1. What is your position on this proposal?	Oppose
Q2. Comments (optional) It will ruin community character of the neighborhood.	
Q3. Your Full Name	Pramod Jain
Q4. Your Street Address	602-835 View St
Q5. Your email address (optional)	not answered



Responded At: Jun 06, 2021 18:28:09 pm **Last Seen:** Jun 06, 2021 18:28:09 pm

Q1. What is your position on this proposal?

Oppose

Q2. Comments (optional)

This development contravenes our community plan. It seeks to set aside the height restrictions and will ruin views of the city and mountains, and expose current residents to many more years of noise, dirt, blasting, and disruption, ending with a monstrosity of tall buildings that no one wants. I participated in Starlight's community consultation, and at that time my feedback was that if they have to build, it should be something that fits the community and that is beautiful, that fits with the beautiful city we live in. This development as planned is incredibly ugly, and not in keeping with our community. Furthermore, the planned development will contribute to an OVERDENSITY of this area.

Q3. Your Full Name Noreen M Lerch

Q4. Your Street Address 702 1015 Pandora Avenue



Responded At: Jun 06, 2021 21:38:57 pm **Last Seen:** Jun 06, 2021 21:38:57 pm

Q1. What is your position on this proposal? Oppose

Q2. Comments (optional)

The area cannot support this and it is not fair to the current residents of the neighbourhood. It is loud, exhausting, takes away our natural light and our road doesn't have the capacity for the sheer amount of people these buildings will bring in. We have been surrounded by so much construction which can be good for the neighbourhood but the noise pollution won't end for years if this is approved.

Q3. Your Full Name	Devon Pratt
Q4. Your Street Address	103-1030 Yates Street
Q5. Your email address (optional)	



Respondent No: 46
Login: Anonymous

Q5. Your email address (optional)

Responded At: Jun 07, 2021 08:45:54 am **Last Seen:** Jun 07, 2021 08:45:54 am

Q1. What is your position on this proposal?	Support
Q2. Comments (optional) Higher density is strongly needed in the downtown core	э.
Q3. Your Full Name	Sean Wright
Q4. Your Street Address	155 Gorge Rd East

not answered



Responded At: Jun 07, 2021 09:37:38 am **Last Seen:** Jun 07, 2021 09:37:38 am

Q1. What is your position on this proposal?

Other (please specify)

Oppose if all the rentals are at market rate

Q2. Comments (optional)

Starlight developments is a terrible developer and rental company. They buy towers and renovict the current tenants then make a few minor renovations and double the rent. We need affordable rentals in Victoria, we don't need more "luxury" \$2000/month 500sqft rentals. There is no mention of the price range of the proposed 1500 apartments from this development. The city should not be working with developers to gentrify Harris Green or other parts of Victoria. The housing issues in this city will become worse if the city does not require a majority of these rentals to be price capped for low to moderate incomes.

Q3. Your Full Name	Chelsea Williams
Q4. Your Street Address	1950 Blanshard Street
Q5. Your email address (optional)	



Respondent No: 48
Login: Anonymous

Responded At: Jun 07, 2021 09:38:37 am **Last Seen:** Jun 07, 2021 09:38:37 am

Q1. What is your position on this proposal?	Support
Q2. Comments (optional) I live in the area and look forward to this development.	
Q3. Your Full Name	James Pearce
Q4. Your Street Address	932 Johnson Street
Q5. Your email address (optional)	not answered



Respondent No: 49
Login: Registered

Responded At: Jun 07, 2021 12:30:24 pm **Last Seen:** Jun 07, 2021 18:05:38 pm

Q1. What is your position on this proposal? Oppose

Q2. Comments (optional)

The proposed buildings are way too tall and will detract from the flavour and charm of Victoria.

Q3. Your Full Name	Libuse Obdrzalek
Q4. Your Street Address	1975 Fairfield Pl.
Q5. Your email address (optional)	not answered



Respondent No: 50 Login: Registered **Responded At:** Jun 07, 2021 13:19:38 pm **Last Seen:** Jun 23, 2021 03:53:38 am

Q1. What is your position on this proposal?

Oppose

Q2. Comments (optional)

While some development is necessary, this constitutes over-development. It will permanently erase employment creating businesses from the neighbourhood, existing jobs, and businesses that are vital to the health of the community. Chief among them: London Drugs, Market on Yates, the Medical Walk-In Clinic and Bosley's. There is no need for this kind of development in the heart of a small community that has undergone dramatic changes in the last 3 years. The population density has increased beyond what is healthy and desired by those that already live here. It was once an affordable, pleasant place to live but continued building of condos (most of which are beyond what the average citizen in this city can reasonably afford) but it now one many are seeking to escape. You have effectively destroyed the heart of the city. If it was affordable, I would leave for another community but I work in the CRD and moving out to Sooke, or Sidney, is not something I can do.

Q3. Your Full Name	Julie Bartlett
Q4. Your Street Address	206-1025 Linden Ave



Responded At: Jun 07, 2021 14:34:12 pm **Last Seen:** Jun 07, 2021 14:34:12 pm

Q1. What is your position on this proposal?

Oppose

Q2. Comments (optional)

Count me among the residents who feel exhausted by construction in or around Harris Green. Noise, dust and traffic are already having a nightmarish impact on quality of life. I have seen nothing to suggest that the new rentals will be "affordable." It is disappointing to see our downtown area "repurposed" for the financial benefit of large developers from Toronto. It is galling to read that Starlight's director of development attributes the opposition of Victoria residents to "dislike of change." That is precisely the sort of insulting attitude one would expect from someone who sees our city as nothing more than an opportunity for profiteering.

Q3. Your Full Name	David Vest
Q4. Your Street Address	1026 Johnson Street #1003, Victoria BC
Q5. Your email address (optional)	



Respondent No: 52 Login: Anonymous **Responded At:** Jun 07, 2021 15:15:49 pm **Last Seen:** Jun 07, 2021 15:15:49 pm

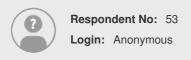
Q1. What is your position on this proposal?

Oppose

Q2. Comments (optional)

I cannot support yet another development that is going to be out-of-reach, financially for many of the city's residents who are disproportionately affected by this housing crisis. I would like to see a commitment to at least 20% of the total units be affordable units (and not by the definition that manydevelopers seem to think is 'affordable').

Q3. Your Full Name	Sydele Merrigan
Q4. Your Street Address	855 Vancouver Street
Q5. Your email address (optional)	not answered



Responded At: Jun 07, 2021 16:02:02 pm **Last Seen:** Jun 07, 2021 16:02:02 pm

Q1. What is your position on this proposal?

Oppose

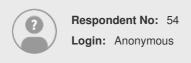
Q2. Comments (optional)

This undertaking is too large in scope. Huge buildings like this are a challenge to maintain. In ten or twenty years it will quickly show its age, especially with a constant turnover of residents. I'm also presuming that it won't be air conditioned. If summers continue to be hotter and drier, I can't imagine 1500 air conditioners going at the same time. I understand the need for densification, but this is too extreme and ecologically unwise. Harris Green is a nice gathering place at the moment, especially considering all the surrounding construction that has happened recently. Citizens need space, greenery and affordable shopping - especially for food. There are several empty retail outlets already in this area. Why have they not been rented? Big box-like retail outlets are expensive and not particularly attractive to consumers, while Harris Green currently has small shops with character that do attract clients. My apartment building has just been bought by this same company. It was family-owned for several decades and has been an affordable and welcoming environment. But this company already has many buildings/projects in Victoria and is fast becoming a monopoly. I know that we need more housing in Victoria, but a real estate monopoly has too much power. I would like you to leave Harris Green as it is. Failing that, I would like to see something built on a far smaller scale. I can't help but imagine what a huge complex like this will look like in twenty years. It will be unkempt and in need of constant repairs. Short term gain will not benefit our beautiful city in the long run.

Q3. Your Full Name

Nancy Gow

407-1030 Pendergast St.



Responded At: Jun 07, 2021 17:49:25 pm **Last Seen:** Jun 07, 2021 17:49:25 pm

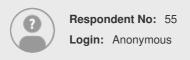
Q1. What is your position on this proposal?

Oppose

Q2. Comments (optional)

This development is guaranteed to hurt local residents significantly for the foreseeable future. Families that live downtown rely on the businesses that are currently located in Harris Green, including the Market on Yates, London Drugs, COBS Bread, Bosley's, and Harris Green Liquor Express, and numerous restaurants/cafes. Five years ago, we moved to Victoria from Winnipeg because you can't comfortably access the amenities you require to live in downtown Winnipeg without a car. Why would you want to turn Victoria into Winnipeg? Currently we are living car-free quite happily. We literally walk everywhere for everything. I don't want to be put in the position where I have to take a bus for half an hour or feel I need to buy a car to go to a suburban mall for a tea kettle, or a bottle of gin, to pick-up a prescription, or shop for ingredients for dinner. (And please don't say, oh, just go to Save-On, because residents of downtown deserve choices and competitive businesses too.) And I haven't even mentioned how many people will lose access to primary care if you force the Yates & Quadra Integrated Health Centre to close to make way for this development. You should be aware of how hard it is to find primary care in this city already. I also work in the office building across the street. For the past couple of years it's been never-ending headaches (literally) during the day due to all the construction, noise pollution, dirt and dust in and around the neighbourhood. Plus blocked off sidewalks and other inconveniences like having to walk past dozens of workers smoking and vaping on the sidewalk. And now you are planning to put people though that for 3, 4, 5(?) more years and top it all off by taking away all our nearby places to grab lunch and shop! In the long term, there is little chance these businesses will return to the same place. They will move to Saanich or Oak Bay or Esquimalt and never return. Increasing density results in increased property values and increased rents for businesses--and of course increased cost for residents. We already pay a premium to live downtown and this development will only make it worse. Do you not see with your own eyes how many empty storefronts there are in these buildings? (And that was pre-pandemic too.) We need COBS Bread to be able to afford their rent without charging \$10 a loaf. I can't express to you how disappointed my family will be with Victoria if this proposed development is allowed to go ahead. It will ruin my work days and add significant amounts of time and effort for my family to get daily necessities on evenings and weekends for years to come, and possibly forever. Will you get the gist if I say this has made my family actually discuss the possibility that one day soon we might as well just move back to Winnipeg and give up and buy a car and live a gross, unsustainable lifestyle--because it seems like we will inevitably be forced to do that here in Victoria anyway. Not everyone wants to hop in a car to run errands. Victoria markets downtown as a haven for those wanting to walk and cycle and you need to remember that now you've attracted all these people they expect to be able to continue that lifestyle. There is no point in increasing density if all you manage to do is turn the neighbourhood from liveable and walkable to a Doughnut City. People in Victoria don't want to end up like Vancouver with skyscrapers full of empty condos and businesses unable to find staff. Please choose to meet the needs of local residents over developers from Toronto.

Q3. Your Full Name	Lindsay Storie
Q4. Your Street Address	703-785 Caledonia Ave
Q5. Your email address (optional)	



Responded At: Jun 07, 2021 20:00:00 pm **Last Seen:** Jun 07, 2021 20:00:00 pm

Q1. What is your position on this proposal?

Oppose

Q2. Comments (optional)

I am writing to express that I strongly oppose any changes to the Official Community Plan and zoning bylaw regulations from S1/R5/R9/R48 (existing zone) to Site Specific Zone which would allow for an increase in density from 5.5:1 to 6.09:1 and to allow up to 32 stories in height on the 900 Yates Street block, and 6.2 FSR and up to 21 stories on 1045 Yates Street. The downtown core of Victoria is already becoming immensely overloaded with new condominiums and other building developments, and the charm and character of the city are becoming swallowed up by new high-rise buildings. Victoria is not Vancouver or Toronto; it is an incredibly beautiful capital city that houses wonderful old heritage buildings and exquisite flora and fauna. We do not need the sun to be blocked out and the beautiful views of the skies and steeples overshadowed by mega-high buildings that should never be part of the downtown landscape. If you allow developers to overdevelop and take away the charm and beauty of Victoria, you end up with an ugly concrete mess like every other overbuilt city in the world. This type of building does not happen in the downtown core of historical towns and it should not be allowed in Victoria. As soon as you open the door to this developer's request to ruin our skyline and the city's charm there will be others to follow with similar plans. The Official Community Plan is there for a reason: to protect our city from being overbuilt. Please respect the beautiful city we live in and refuse to change the regulations that would allow the applicant: Deane Strongitharm/Harrisgreen.ca to build their sun-blocking/skyline destroying concrete monstrosities.

Q3. Your Full Name	Dr. Kathleen Hall
Q4. Your Street Address	608 - 834 Johnson St Victoria, BC
Q5. Your email address (optional)	not answered



Responded At: Jun 07, 2021 20:19:34 pm **Last Seen:** Jun 07, 2021 20:19:34 pm

Q1. What is your position on this proposal?

Oppose

Q2. Comments (optional)

We are new residents here at the Jukebox building (1029 View St.) having moved from Vancouver's West End. While the idea of new developments across the street is appealing and will surely upgrade the neighbourhood, especially with new commercial space, we are quite concerned about the proposed heights of the towers. The developer is proposing 21 to 32 storey towers (5 total) which would be well beyond the height of most, if not all, apartment towers in the immediate neighbourhood. Our new condo building is only 9 storeys tall and neighbouring towers are similar or in the 10-15 storey range. While having more condo towers will inevitably change the look and feel of the area, I believe that tall towers will look totally out of scale for this location which is on the edge of downtown and adjacent to a historic commercial street (I.e. Fort) and a mixed residential area (homes, duplexes and low-rise apartments/condos). The towers will loom over Cook, Yates and Fort Street (and others) while literally casting significant shadows. I have witnessed rapid changes in Vancouver's West End with numerous new tall towers under construction, and I believe it is loosing its charm and it does not have the same look and feel that it had for decades. The many tall towers are overwhelming when walking along the street (especially Davie St.) I therefore implore your committee to reject these tall towers and accept a more modest proposal, say 15-20 storey maximum towers. If the new towers up to 32 storeys are accepted, there is no going back, and it sets a precedent for other locations in Victoria! We don't need large out of scale development to build and grow our city!

Q3. Your Full Name	David Daw
Q4. Your Street Address	904 - 1029 View St., Victoria



Responded At: Jun 08, 2021 08:01:29 am **Last Seen:** Jun 08, 2021 08:01:29 am

Q1. What is your position on this proposal?

Oppose

Q2. Comments (optional)

The Starlight development far exceeds Mr. Chemij's patronizing comments of residents dislike of change. The project is the complete alteration of the lifestyle of residents of the downtown core. Victoria residents and businesses have suffered enough loss with the elimination of jobs and services. The flavour of once was Victoria has been eroded with over-development and reduction of accessibility to the point of so very many residents of Greater Victoria saying "Oh, I never go downtown, it's just too hard to get around" "I haven't been downtown in years", "It's just so changed", "I don't feel safe". If you haven't heard this, then you're not listening. We have had to live in the maze of construction and road work for far too long already. These massive towers will take away the charm and the skyline of Victoria. Do we have the infrastructure to support this massive development? No. Water? Electricity?Drainage/ Sewage? Fire/Emergency services? The towers will bring more vehicles than the city roads can bear with the City having recently greatly minimized and reduced lanes. Any consideration for the increase in the carbon footprint? We do not need more over priced residences whether buying or renting. These will become tomorrow's ghettos and not the fantasy of some Vancouver west end in Victoria. I love living where I do. Please don't make me move.

Q4. Your Street Address 203 1025 Fairfield Road	Q3. Your Full Name	Susie Kennedy
	Q4. Your Street Address	203 1025 Fairfield Road



Responded At: Jun 08, 2021 09:39:38 am **Last Seen:** Jun 08, 2021 09:39:38 am

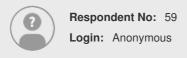
Q1. What is your position on this proposal?

Oppose

Q2. Comments (optional)

The towers are much too high (something like twice as high as the surrounding tallest buildings). The streets and surrounding areas are too shadowed. There is too much underground parking, which is expensive to build, results in overly large buildings, and the need for disturbing and damaging explosive excavation. The illustrations of massing of the buildings, despite what is the promotional documents claim, show canyon-like effects especially on View Street. The 'public plaza' in the centre of the development has the look and feel of a private-realm amenity, not a public park. Speaking generally, smaller-scale, but dense, development is what is needed: not massive city block-filling developments. Residential towers were espoused from the 1990's as a solution to the need for greater housing supply and to create livable cities in, for instance, Vancouver; we now see that it had the opposite effect, increasing housing costs and creating oppressive public realm. We should resist this route in Victoria. Specifically, allowing variances to the current regulations to increase height and size of buildings is a bad idea: it increases land value, driving up the cost of housing, and means that every developer will demand similar 'exceptions'. Our emphasis should be on how to build at a human scale within current regulations, and even to modify the regulations to encourage human-scale development (over a larger area of the city). We need more housing and density, but built at a human scale, not as monolithic towers. A creative response to this site would build at 4 or 5 stories, include multiple new streets through the block, could include a public square but would do so in a way that is integrated into the public street network, and not require any underground (or additional) car parking. (The parking should be considered as part of the Floor Area Ration - then we'd get a good idea of what purpose the building serves and its true size).

Q3. Your Full Name	David Stratkauskas
Q4. Your Street Address	312 - 934 Collinson Street, Victoria BC V8V3B8
Q5. Your email address (optional)	



Responded At: Jun 08, 2021 09:51:15 am **Last Seen:** Jun 08, 2021 09:51:15 am

Q1. What is your position on this proposal?

Other (please specify)

Oppose as is, but might support fewer units and floors.

Q2. Comments (optional)

With Vancouver Street closed to most traffic, this large development will contribute significantly more traffic to the area. Traffic is already becoming congested on the north south routes due to Vancouver Street's closure to through traffic (and poorly times traffic lights). Many east west routes are also busy as many have been narrowed. Even if half of the new residents in these proposed buildings do not have vehicles (can walk or bike), this significant development (in addition to the many other new ones downtown) will contribute to traffic congestion. I'm also concerned about the height of the proposed development exceeding the height of others nearby.

Q3. Your Full Name	Colleen Smith
Q4. Your Street Address	330 Masters Road
Q5. Your email address (optional)	not answered



Respondent No: 60
Login: Anonymous

Responded At: Jun 08, 2021 12:00:41 pm **Last Seen:** Jun 08, 2021 12:00:41 pm

Q1. What is your position on this proposal?

Oppose

Q2. Comments (optional)

I oppose this monstrous development. 32 floors is taller than any building on vancouver island. I am opposed to such a building in the heart of downtown victoria. I suggest capping the height of the development at 6 stories. I am against the proposed East and West tower on 900 block Yates.

Q3. Your Full Name

Matthew Jai

Q4. Your Street Address

1009-989 Johnson Street



Responded At: Jun 08, 2021 14:55:05 pm **Last Seen:** Jun 08, 2021 14:55:05 pm

Q1. What is your position on this proposal?

Support

Q2. Comments (optional)

I'm a downtown resident (corner of cook and johnson), and work as an economist. The evidence is clear - high density buildings are necessary for a city to have a healthy and affordable housing market. There is no way around it: significantly increased housing supply is necessary in Victoria. Even if the new rentals aren't "affordable" units in this new development, that doesn't mean it doesn't fit into an affordable housing ecosystem as people will move into these buildings from other units, thereby still increasing market supply. Victoria is playing catch-up when it comes to housing supply, and we need to be making decisions now that contribute to a healthy city 30-50 years from now. This Harris Green Village development i believe fits into a long term vision of what is needed in downtown Victoria.

Q3. Your Full Name	David Grypma
Q4. Your Street Address	602-1034 Johnson Street
Q5. Your email address (optional)	



Respondent No: 62
Login: Anonymous

Responded At: Jun 08, 2021 14:55:28 pm **Last Seen:** Jun 08, 2021 14:55:28 pm

Q1. What is your position on this proposal? Support

Q2. Comments (optional)

We need this housing for our city. It's also a beautiful concept and a great investment in a thriving downtown.

Q3. Your Full Name Chris Stackaruk

Q4. Your Street Address 120 Douglas St.



Respondent No: 63
Login: Anonymous

Responded At: Jun 08, 2021 15:01:23 pm **Last Seen:** Jun 08, 2021 15:01:23 pm

Q1. What is your position on this proposal?

Support

Q2. Comments (optional)

I live a block away from this proposed development and I fully support a more efficient use of land in addition to increased housing opportunities for Victoria residents downtown, as long as the current commercial leases are honoured (Market on Yates, etc.).

Q3. Your Full Name	Erin Grypma
Q4. Your Street Address	602-1034 Johnson Street, Victoria BC, V8V 3N7
Q5. Your email address (optional)	



Respondent No: 64
Login: Anonymous

Responded At: Jun 08, 2021 15:15:32 pm **Last Seen:** Jun 08, 2021 15:15:32 pm

Q1. What is your position on this proposal?

Q2. Comments (optional)

This is needed!

Q3. Your Full Name

Spencer Berghauser

Q4. Your Street Address

1069 Southgate street



Respondent No: 65
Login: Anonymous

Responded At: Jun 08, 2021 16:42:11 pm **Last Seen:** Jun 08, 2021 16:42:11 pm

Q1. What is your position on this proposal?	Support
Q2. Comments (optional) Desperately need more housing in the city	
Q3. Your Full Name	Noah sommerfeld
Q4. Your Street Address	819 yates st
Q5. Your email address (optional)	not answered



Respondent No: 66
Login: Anonymous

Responded At: Jun 08, 2021 17:28:37 pm **Last Seen:** Jun 08, 2021 17:28:37 pm

Q1. What is your position on this proposal? Support

Q2. Comments (optional)

Victoria really needs to densify! We are an island community and need to build up not out to protect our environment and community character.

Q3. Your Full Name	Thomas Lange
Q4. Your Street Address	2029
Q5. Your email address (optional)	not answered



Responded At: Jun 09, 2021 07:08:57 am **Last Seen:** Jun 09, 2021 07:08:57 am

Q1. What is your position on this proposal?

Oppose

Q2. Comments (optional)

Please have some of these existing projects complete before you issue any more building permits for any projects. The delays on some of the buildings is NOT helping the (alleged) housing crisis. You have repeatedly given out permits that do not allow people with handicaps or who require a vehicle to live in. One example would be the Janion Building with 121 units, but only 12 parking spaces. This trend can not continue. You have also spent how much money on the bike lane mess on Vancouver Street. How could you do this, knowing that there were going to be so many buildings going up. Are you deliberately trying to devalue property in Downtown Victoria? The crime, noise, dust, and liveability in general has been intolerable. I also had a car accident a year ago with concussion and other injuries that made it impossible to live in that environment. The city has a duty of care to its citizens to provide a safe environment to live in and one where people can experience quiet enjoyment of their homes. 7-7 pile driving, in the middle of a pandemic and when people were essentially trapped in apartments and condos did not fit that bill. Even though we are somewhat open now, another ten years of construction

Q3. Your Full Name Shelly Urquhart

Q4. Your Street Address Own:

Q5. Your email address (optional)



Respondent No: 68
Login: Anonymous

Responded At: Jun 09, 2021 07:14:33 am **Last Seen:** Jun 09, 2021 07:14:33 am

Q1. What is your position on this proposal?	Oppose
Q2. Comments (optional) not answered	
Q3. Your Full Name	Shelly Urquhart
Q4. Your Street Address	2815 Irma Street (I live here but own on Johnson)
Q5. Your email address (optional)	



Responded At: Jun 09, 2021 14:53:12 pm **Last Seen:** Jun 09, 2021 14:53:12 pm

Q1. What is your position on this proposal?

Oppose

Q2. Comments (optional)

Her Worship Mayor Lisa Helps & City of Victoria Council cc: Deane Strongitharm, Charlotte Wain, Ian Sutherland, Development Services & CALUC Re: Pre-Application (CALUC) Full City Block Including 1205/1209 Quadra, 910 View, 903/911 Yates. Half City Block inc. 1045 Yates St. Your worship, We at the Manhattan building across the street from the Market on Yates are one of the oldest and first tall condominium towers in the Harris Green neighborhood. Our building was constructed 15 storeys high in 1995. We provide 124 homes and we own 4,000 square feet of commercially-zoned community-designated grade-level space. As a strata council member and the president of my strata council, I would like to register concern about the proposed 32 storey tall tower and its potential impact upon my building due to sun shade and sight lines. Not everyone on my strata council is opposed to it, 1 of my 7 strata council members is in favor of it. Another concern to register is the impact of 100,000 square feet of new commercial space on my ability to find a new tenant for my building's vacant commercial space. Approximately 2,600 square feet of my 4,000 square feet commercially-zoned space is a fitness center and community meeting room. But I have a remaining 1,400 square feet which has been vacant for some years now. It used to be rented by a community literacy organization. My understanding of the City's communitydesignation for my commercial space is that it must be rented to a non-profit, charity, or similar organization. My building was built before the internet made some charities and nonprofits go virtual to save money on rent. My strata council has discussed possibilities for our vacant space. I have tried to rent it to community organizations. The Downtown Victoria Neighborhood Association and I recently discussed renting it for \$450 a month for 8 months. That would have been \$3.85 per square foot, about 1/4 to 1/5 of the going rate. But the space also needed money for renovation, and we have been told that our already-expensive strata insurance policy would increase by even more money if we were to take on a tenant that is not residential. Would it be out of the question to explore rezoning the Manhattan Building's 1,400 square feet to provide residential housing? I am open to discussing all possibilities. And any changes would need to be approved by my strata council and the owners in my building. With appreciation for your responsibility and workload with regards to these important decisions. Mr. Jason D. Strauss, President The Manhattan Strata Council Strata VIS3861, 930 Yates Street

Q3. Your Full Name

Jason D. Strauss

Q4. Your Street Address

930 Yates Street



Respondent No: 70 Login: Anonymous

Responded At: Jun 09, 2021 17:05:45 pm **Last Seen:** Jun 09, 2021 17:05:45 pm

Q1. What is your position on this proposal?

Oppose

Q2. Comments (optional)

75% of these units are 650 square feet and under. This is not enough for families or sustainably for couples. Clearly these units are intended as investment properties and not as usable housing actually intended to address the housing needs of Victoria's housing stressed population. We don't need more of this.

Q3. Your Full Name

Brianna Grove-White

Q4. Your Street Address

676 Vanalman Ave



Respondent No: 71
Login: Anonymous

Responded At: Jun 09, 2021 19:14:52 pm **Last Seen:** Jun 09, 2021 19:14:52 pm

Q1. What is your position on this proposal? Oppose

Q2. Comments (optional)

I strongly oppose the amendment in this development to allow a range of buildings from 21 to 32 storeys. The 32 storeys is completely out of line with other buildings in the Harris Green area and downtown Victoria.

Q3. Your Full Name Monica Palcic

Q4. Your Street Address #611 845 Yates



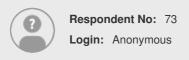
Respondent No: 72 Login: Anonymous **Responded At:** Jun 09, 2021 20:28:29 pm **Last Seen:** Jun 09, 2021 20:28:29 pm

Q1. What is your position on this proposal? Oppose

Q2. Comments (optional)

Its too large, I enjoy the small stores. Downtown has been over run with condos in such a short time. We need a break from this.

Q3. Your Full Name	Natalie McConnell
Q4. Your Street Address	975 Balmoral Road
Q5. Your email address (optional)	not answered



Responded At: Jun 10, 2021 05:06:10 am **Last Seen:** Jun 10, 2021 05:06:10 am

Q1. What is your position on this proposal?

Oppose

Q2. Comments (optional)

I am opposed to the size and height of this project; First the proposed 32 storey tower is out of context with the ambience of the city core; it would dwarf surrounding buildings, create wind tunnels and block light. The buildings should be of varying heights and none above the existing 13 storey zoning designation. I recognize the need for housing in Victoria, but do not think that the ambience of our beautiful city should be redefined by a conglomerate of concrete mega towers which are dehumanizing, cold and inhospitable. Cities must be places where people enjoy good health and well-being. The eradication of greenery, and side gardens in the recent developments on Johnson street is not conducive to human health and the wind tunnels and cold shade they have created makes walking there unpleasant. Please do not allow the friendly walking streets of downtown Victoria, where "nature" amenities--greenery, natural light and warmth-- are a huge part of the pleasure of living here, be sacrificed to the ambitions of developer's under the mantra of providing needed housing. Housing can be built without destroying what we already have.

Q3. Your Full Name Ann J MacLeod

Q4. Your Street Address 835 View St



Responded At: Jun 10, 2021 15:21:17 pm **Last Seen:** Jun 10, 2021 15:21:17 pm

Q1. What is your position on this proposal?

Oppose

Q2. Comments (optional)

I am a Saanich resident currently but have lived in the Greater Victoria area my entire life. I am deeply concerned with the direction the City of Victoria (and most municipalities) are taking with the over development of our region. The downtown core, in particular, has seen huge change in the past decade. In my opinion it has not all been for the better. The streets are losing character, becoming darker/shadowed, wind tunnels in some areas (as in large cities) and the Victoria "charm" is all but gone. I rarely go downtown now, if I can avoid it, and I know many others who say the same thing. The increased density downtown has not created a more pleasant environment. Even pre-pandemic, the number of homeless, drug addled, panhandlers and criminals were proliferating. And if we think building bigger will solve these problems we need look no further than to Vancouver, Seattle, Portland, Toronto, et al, to know this is not true. All of this new construction is not helping these people at all. And it doesn't seem to be providing affordable, low-cost housing for those who need it. Just more expensive condos for off Islanders to invest in. I sincerely hope Victoria will shun the glass towers that have turned Vancouver into a bland, overstuffed, and extremely unattractive city. Glass buildings are also a huge hazard for our already diminishing bird populations. I hope someone(s), somewhere gives their collective heads a big shake and wake up to what's really happening to us on this Island. We are being bullied into making bad decisions that fly in the face of what we want our communities to be.

Q3. Your Full Name	Judy Spearing
Q4. Your Street Address	1545 Eric Road
Q5. Your email address (optional)	not answered



Responded At: Jun 10, 2021 15:51:47 pm **Last Seen:** Jun 10, 2021 15:51:47 pm

Q1. What is your position on this proposal?

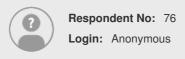
Support

Q2. Comments (optional)

The latest updated proposal would be an asset to our downtown core. The public and private courtyards, the street furniture, greenery and car/bike parking is all needed in downtown. The design clearly incorporates a reliance on individuals interacting with the street as much as possible by incorporating ground exterior doors as much as possible. Care has been given to consider affecting sunlight, shadowing and wind issues. As a downtown resident, this is a space I would highly enjoy utilizing as much as possible. The benefit of a substantial increase in residents to the core, adding many more diverse individuals to the area is greatly needed.

Q3. Your Full Name Trevor Daniel Premack

Q4. Your Street Address 840 Fort Street Apt 408



Responded At: Jun 10, 2021 18:50:29 pm **Last Seen:** Jun 10, 2021 18:50:29 pm

Q1. What is your position on this proposal?

Oppose

Q2. Comments (optional)

The project has a great deal of merit as it will update a mixed bag of retail and residential, however, it is overwhelming for a small area of Central Business District of a small city. The building height especially on the Fernwood side, must be kept within the 6 story height and the building height on the Harris Green Side must be kept to the maximum 20 story height as is indicated in the plan for the area. We are following the New York model and not the Paris or San Francisco model. The high rises and density decrease the attractiveness of the city as a tourist destination and also as a place to live. Why not take the Rock Bay Area and start a series of high rises in that neighborhood. It is close to downtown and you would have the benefit of views for most of the units as their is no interference from multiple other buildings. We are not Hong Kong. Even In Paris, high structures are built outside the peripherique.

Q3. Your Full Name Marilyn Drews

Q4. Your Street Address 1337 Rudlin Street

Q5. Your email address (optional)



Responded At: Jun 10, 2021 21:07:36 pm **Last Seen:** Jun 10, 2021 21:07:36 pm

Q1. What is your position on this proposal?

Other (please specify)

Support with alterations. Specifically, reduce the density and increase the amount of community and green space. Ensure that it continues to be feasible for London Drugs and Market on Yates to remain.

Q2. Comments (optional)

Although I haven't seen detailed plans I am concerned that the photo/sketch I saw in the Times Colonist is significantly different from what I saw at a meeting hosted by the developer at Christ Church Cathedral about 3 years ago. At that time I thought the message the attendees relayed was that London Drugs and Market on Yates were vitally important to the community. Additionally, the inclusion of community and green space was deemed very important. The massive development now proposed will not only change the community but it will change our environment since it will incorporate a significant amount of concrete. I am not in favour of the type of density being proposed and would be more comfortable with building heights similar to those in the apartment buildings at the west end of the 1000 block of Yates Street. Additionally, there needs to be green space and community space; much more than a few benches and planters with a few token plants. For a development that will essentially create a new neighbourhood City Council needs to be forceful in demanding that it look, serve and act as a community, not a concrete jungle.

Q3. Your Full Name	Louise Klaassen
Q4. Your Street Address	1031 Burdett Avenue
Q5. Your email address (optional)	



Respondent No: 78
Login: Anonymous

Responded At: Jun 11, 2021 08:10:11 am **Last Seen:** Jun 11, 2021 08:10:11 am

Q1. What is your position on this proposal?

Other (please specify)

I oppose the scope of the project. The height of the buildings is excessive. Where will green space and community space fit into the picture? Where are the playgrounds for local children and those attending downtown day care centres? Density is too high for the site and the neighbourhood. The generic high-rise condo is an unsustainable model. Please, lower density, more green/space, more growing space for public gardens and seating for community interaction. I am with Yates St. Community Garden and we have 100 people on the wait list. Where will people go to get a breath of fresh air and a bit of quiet? DockSide Green is an example to learn from. I would be much more in favour of a development that embraced a similar model. My husband and I moved from downtown to Fairfield due to the amount of noise and disruption we experienced living in Harris Green. It's a continual construction site with noise, noise and more noise!

Q2. Comments (optional)

not answered

Q3. Your Full Name Janet Strauss

Q4. Your Street Address 101-1215 Fairfield Rd.



Respondent No: 79 Login: Anonymous **Responded At:** Jun 11, 2021 14:49:52 pm **Last Seen:** Jun 11, 2021 14:49:52 pm

Q1. What is your position on this proposal?	Support
Q2. Comments (optional) not answered	
Q3. Your Full Name	Daniel Shaver
Q4. Your Street Address	989 Johnson st
Q5. Your email address (optional)	



Respondent No: 80 Login: Anonymous **Responded At:** Jun 11, 2021 14:50:54 pm **Last Seen:** Jun 11, 2021 14:50:54 pm

Q1. What is your position on this proposal?	Oppose
Q2. Comments (optional) not answered	
Q3. Your Full Name	Brendan Miller
Q4. Your Street Address	989 Johnson Street
Q5. Your email address (optional)	not answered



Respondent No: 81 Login: Anonymous **Responded At:** Jun 11, 2021 14:51:52 pm **Last Seen:** Jun 11, 2021 14:51:52 pm

Q1. What is your position on this proposal?	Oppose
Q2. Comments (optional) not answered	
Q3. Your Full Name	Alison Strumberger
Q4. Your Street Address	989 Johnson St, Unit 1102
Q5. Your email address (optional)	



Respondent No: 82
Login: Anonymous

Q5. Your email address (optional)

Responded At: Jun 11, 2021 14:52:50 pm **Last Seen:** Jun 11, 2021 14:52:50 pm

Q1. What is your position on this proposal?	Oppose
Q2. Comments (optional) The proposed towers are too tall. Please consider the h	neight of the current towers in this corridor.
Q3. Your Full Name	Harold Caldwell
Q4. Your Street Address	989 Johnson Street, Apt 1603

not answered



Respondent No: 83
Login: Anonymous

Responded At: Jun 11, 2021 15:20:27 pm **Last Seen:** Jun 11, 2021 15:20:27 pm

Q1. What is your position on this proposal? Support

Q2. Comments (optional)

32 Storeys is much too high for the area and should be kept in content with the rest of the Condo buildings

Q3. Your Full Name Neil Robertson

Q4. Your Street Address 989 Johnson St 613



Respondent No: 84 Login: Anonymous **Responded At:** Jun 11, 2021 15:22:13 pm **Last Seen:** Jun 11, 2021 15:22:13 pm

Q1. What is your position on this proposal?	Oppose
Q2. Comments (optional) Developments should remain within the existing guidelines. Victoria should not be allowing taller high rises.	
Q3. Your Full Name	Trina Sims
Q4. Your Street Address	989 Johnson Street
Q5. Your email address (optional)	not answered



Responded At: Jun 11, 2021 15:33:56 pm **Last Seen:** Jun 11, 2021 15:33:56 pm

Q1. What is your position on this proposal?

Other (please specify)

I support new development, however there needs to be some serious tweaks to the proposals.

Q2. Comments (optional)

Extreme density in a very small area, parking concerns, traffic (both auto and foot), security and noise disruptions are at the top of concerns needing to be addressed. Also the height of these new towers (especially the ones to be located where the current London Drugs is) need to be reassessed. Just across the street at 960 Yates, the building is 18 storeys. It is shocking to think a 32 storey tower could be built directly in front of this building, along with two other gigantic towers. I have read all 5 new towers will be purpose built rentals. While housing accommodation is needed, my hope is that these units will be livable sizes, unlike a lot of current purpose built rental towers where it is common to see studios and one bedrooms under 450 sqft. The buildings should also contain useful amenities like gyms, pools, dog grooming, common social gathering spaces both inside and out, etc so that people don't have to travel far to lead a healthy, happy lifestyle. I believe a lot of people are completely opposed to new development, however I see the need to build up, but believe the towers should not exceed the other towers in the area. Thank you.

Q3. Your Full Name	Liana Scigliano
Q4. Your Street Address	989 Johnson Street
Q5. Your email address (optional)	not answered



Respondent No: 86
Login: Anonymous

Responded At: Jun 11, 2021 15:34:18 pm **Last Seen:** Jun 11, 2021 15:34:18 pm

Q1. What is your position on this proposal?	Oppose
Q2. Comments (optional) the noise is unbearable at hte moment we don't need it any worse and pay way too much in rent to deal with this	
Q3. Your Full Name	KT
Q4. Your Street Address	989 johnson
Q5. Your email address (optional)	not answered



Responded At: Jun 11, 2021 15:37:45 pm **Last Seen:** Jun 11, 2021 15:37:45 pm

Q1. What is your position on this proposal?

Oppose

Q2. Comments (optional)

I fully accept development in the city and especially the quality developments we are seeing. However, I oppose developments that far out step the existing guidelines of zoning (height and density) and what other developers have followed in surrounding developments. I am actually surprised that council would be even contemplating something like this.

Q3. Your Full Name Frank Sims

Q4. Your Street Address 513-989 Johnson St. Victoria



Respondent No: 88
Login: Anonymous

Responded At: Jun 11, 2021 17:07:13 pm **Last Seen:** Jun 11, 2021 17:07:13 pm

Q1. What is your position on this proposal?	Support
Q2. Comments (optional) not answered	
Q3. Your Full Name	Tyler Knapik
Q4. Your Street Address	1511-989 Johnson St.
Q5. Your email address (optional)	not answered



Respondent No: 89
Login: Anonymous

Responded At: Jun 11, 2021 18:10:26 pm **Last Seen:** Jun 11, 2021 18:10:26 pm

Q1. What is your position on this proposal?	Support
Q2. Comments (optional) not answered	
Q3. Your Full Name	Jordan Vander Heiden
Q4. Your Street Address	989 Johnson Street
Q5. Your email address (optional)	



Respondent No: 90 Login: Anonymous

Responded At: Jun 11, 2021 22:55:17 pm **Last Seen:** Jun 11, 2021 22:55:17 pm

Q1. What is your position on this proposal?

Support

Q2. Comments (optional)

We live in a unit at 989 Johnson that faces SW. The proposed towers will block some of our views of the Olympic Mountains and the Strait of Juan de Fuca, but we completely support this development. I want to see more developments like this go ahead in our city. I would also prefer slimmer, taller towers as opposed to shorter, fatter towers.

Q3. Your Full Name Aaron Webster

Q4. Your Street Address 1202-989 Johnsons St



Respondent No: 91
Login: Anonymous

Responded At: Jun 12, 2021 09:56:45 am **Last Seen:** Jun 12, 2021 09:56:45 am

Q1. What is your position on this proposal?

Oppose

Q2. Comments (optional)

32 storeys, seriously? Concerned about relaxing community plan and height restrictions for the benefit of a development. Hopefully reason will prevail.

Q3. Your Full Name Michael Heinrich

Q4. Your Street Address 1601-989 Johnston, Victoria



Responded At: Jun 13, 2021 09:03:49 am **Last Seen:** Jun 13, 2021 09:03:49 am

Q1. What is your position on this proposal?

Oppose

Q2. Comments (optional)

We don't need Victoria to look like Vancouver or Toronto. Part of the charm of Victoria is the low density. This development is also problematic in the lack of parking provided for residents. Does the Mayor just want the whole downtown to be an addict nirvana with stolen bicycles? There has been a lack of comprehensive resident feedback on this development and every other decision the council is faced with. This council cherry picks which comments to support. Downtown is already crowded enough with too many supportive housing developments. As for the "affordable" issue well in BC one knows that "affordable" housing means your neighbour will be a drug addict or a criminal and since privacy legislation prevents law-abiding tenants from finding this information out, one takes their chances when moving into a new development such as this. Using the app CERTN should be a requirement for ALL new housing developments to screen out criminals. No one wants a thief as a neighbour.

Q3. Your Full Name	Carol Auld
Q4. Your Street Address	1038 McClure St #408
Q5. Your email address (optional)	not answered



Respondent No: 93 Login: Anonymous **Responded At:** Jun 13, 2021 11:34:56 am **Last Seen:** Jun 13, 2021 11:34:56 am

Q1. What is your position on this proposal?	Oppose
Q2. Comments (optional) not answered	
Q3. Your Full Name	Selena Daniels
Q4. Your Street Address	989 Johnson Street
Q5. Your email address (optional)	not answered



Responded At: Jun 13, 2021 13:41:27 pm **Last Seen:** Jun 13, 2021 13:41:27 pm

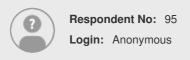
Q1. What is your position on this proposal?

Oppose

Q2. Comments (optional)

The grotesque and ridiculousness of the size, scope, and complete flying in the face of extremely reasonable existing zoning codes is just another example of opportunism at the expense of current property owners and residents surrounding the area. This development is for profit, it in NO WAY will do anything for us except obliterate our view, compromise our health and safety, overpopulate Harris Green in one fell swoop, and in NO WAY solve any affordable housing issues as it will be new and rented out at a premium. This is bad for the city.

Q3. Your Full Name	Ron Thaler
Q4. Your Street Address	989 Johnson Street
Q5. Your email address (optional)	



Responded At: Jun 13, 2021 16:52:09 pm **Last Seen:** Jun 13, 2021 16:52:09 pm

Q1. What is your position on this proposal?

Oppose

Q2. Comments (optional)

There has been an influx of new developments in the area over the past few years with at least three active projects ongoing that I am aware of. The development at 1150 Cook Street, the development at 1025 Johnson, and the development at 1100 Yates Street are all meeting the need for new residential and commercial properties in this particular area. Ranging from 12 to 15 storeys, all three developments offer proposed residential and commercial spaces. Unless the applicant intends to offer supportive housing for low-income or houseless community members, there is no need for such large project in an area that is already so dense. I completely oppose the proposed amendment to OCP in order to construct buildings as high as 32 stories. View Towers on Quadra Street is 19 stories high and is giant eyesore to the downtown landscape, I cannot imagine such a significantly taller development taking place. Especially based on the current road infrastructure. This area is already prone to traffic jams due to the various one way roads (Yates, Vancouver partially, Johnson) and would become even worse with the huge addition of residents/businesses that this development would bring. As well, the plan to demolish all existing buildings in phases will be a tremendous inconvenience to the local residents not only because it will create long-term noise-pollution from the demolition and construction in each phase but also because it will remove essential shops/businesses (even if only temporarily).

Q3. Your Full Name	Salma Ihsan
Q4. Your Street Address	1030 Yates Street
Q5. Your email address (optional)	



Responded At: Jun 14, 2021 09:38:41 am **Last Seen:** Jun 14, 2021 09:38:41 am

Q1. What is your position on this proposal?

Oppose

Q2. Comments (optional)

There has been an increase of new developments in the area over the past few years with at least three active projects ongoing. The development at 1150 Cook Street, the development at 1025 Johnson, and the development at 1100 Yates Street are all meeting the need for new residential and commercial properties in this particular area. Ranging from 12 to 15 storeys, all three developments offer proposed residential and commercial spaces. There is no need for such large project in an area that is already so dense. I completely oppose the proposed amendment to OCP in order to construct buildings as high as 32 stories. The road infrastructure cannot support such an increase in density as this project proposes. The plan to demolish all existing buildings in phases will be a tremendous inconvenience to the local residents not only because it will create long-term noise-pollution from the demolition and construction in each phase but also because it will remove essential shops/businesses (even if only temporarily).

Q3. Your Full Name	Olivia Gutjahr
Q4. Your Street Address	1030 Yates
Q5. Your email address (optional)	



Responded At: Jun 14, 2021 14:44:42 pm **Last Seen:** Jun 08, 2021 22:29:55 pm

Q1. What is your position on this proposal?

Oppose

Q2. Comments (optional)

I am conflicted. While I do like the overall design and approach that is being proposed (especially dropping the heights of the smaller buildings to allow more space/light on the street), the density you are trying to add to our community is already well over what those of us living here wish to see. Adding even more seems unnecessary and is causing us to really question the judgement of those making these approval calls. There are vacant units all around us. Is this request really based on what is "better" for the community? It feels like its all about money... Please don't approve unnecessarily massive buildings in our community, we do not wish to live in downtown Vancouver!! We are already missing the sun and trees and nature we've lost due to the current new developments all around us. If you do approve this, please for the love of god make it happen as swiftly as possible. Also, development fatigue is real. SERIOUSLY. We just lived though 5 years of the Jukebox project happening right across the street. Home doesn't feel much like home when there is construction disruption happening 6 days a week for the better portion of the day, all around you. It's sad and disappointing, this has been such a lovely community to live in for the past 10 years, but each year, it gets less lovely and more trying. I'm starting to agree with my husband that we may have to leave. And I truly don't want to.

Q3. Your Full Name	Amy Broere
Q4. Your Street Address	1608-1020 View St



Responded At: Jun 14, 2021 16:14:12 pm **Last Seen:** Jun 14, 2021 16:14:12 pm

Q1. What is your position on this proposal?

Other (please specify)

Support the reconstruction however have concern for building height.

Q2. Comments (optional)

I live on the 800 block of View and Quadra. The proposed development of the 900 block of Yates causes some concern regarding the height of the building. While I do think the area would benefit from being restructured and rebuilt. I think a 32 story building seems too large for the area. It would hugely impact the skyline for the surrounding blocks and especially affect the inside courtyards on the 800 block of View and Yates. The new buildings on 848 Yates and behind seem like a great comparable measure. These buildings fit the area nicely and I believe measure to around 20 stories tall.

Q3. Your Full Name	Jesse Zannet
Q4. Your Street Address	701 - 860 View Street
Q5. Your email address (optional)	



Respondent No: 99
Login: Anonymous

Responded At: Jun 14, 2021 16:48:44 pm **Last Seen:** Jun 14, 2021 16:48:44 pm

Q1. What is your position on this proposal?

Other (please specify)

Support with reduced storey levels in towers

Q2. Comments (optional)

As new owners of ground floor live/work units in the area, we support the need for more living spaces and applaud the efforts to provide street level "life" via retail, childcare and other spaces. However the high tower heights impact natural light and sunlight, potentially creating dark corridor-effects along Yates. Please consider reducing heights for each of the planned towers.

Q3. Your Full Name	Marci Hotsenpiller
Q4. Your Street Address	989 Johnson - 3 units



Respondent No: 100 Login: Anonymous **Responded At:** Jun 14, 2021 20:04:52 pm **Last Seen:** Jun 14, 2021 20:04:52 pm

Q1. What is your position on this proposal? Oppose

Q2. Comments (optional)

This new development could severely compromise the view of the ocean and the mountains that I currently enjoy from my condo. Any obscuration of the view would significantly reduce the value of my property.

Q3. Your Full Name Gary Ronald Nicholson

Q4. Your Street Address 1109-989 Johnson St., Victoria



Responded At: Jun 15, 2021 10:01:55 am **Last Seen:** Jun 15, 2021 10:01:55 am

Q1. What is your position on this proposal?

Oppose

Q2. Comments (optional)

I understand the need to increase downtown Victoria density. I am not opposed to that. What is troublesome about this particular proposal is the magnitude. In particular - the proposed height of the development is completely out of keeping with what makes downtown Victoria a livable space. I do not wish to see this city's core transformed into Yaletown or down town Toronto - comprising dark cold windy "canyon" streetscapes. Currently the area functions well to provide a livable and enjoyable area that includes essential services to the local residents and those using the area when they are downtown working etc. - a walk-in medical clinic, a grocery store, a pharmacy, restaurants etc. and enjoyable outdoor sitting spaces where sunlight can penetrate. This proposal would destroy all of that - & to what benefit for Victoria locals? Chances are that many of the proposed residential units will not even be inhabited if Vancouver and Toronto are anything to go by. The units tend to be purchased by investors who are quite happy to leave them sitting empty while their "investment" appreciates in value. This scope of development is definitely not conducive to fostering the kind of mid-town livable atmosphere we enjoy & value in this city. I strongly oppose this proposal.

Q3. Your Full Name	Rosemary Armour
Q4. Your Street Address	1036 Transit Rd
Q5. Your email address (optional)	



Responded At: Jun 15, 2021 11:35:04 am **Last Seen:** Jun 15, 2021 11:35:04 am

Q1. What is your position on this proposal?

Oppose

Q2. Comments (optional)

Thank you for giving a comment section on this proposal. As much as I am for progress, upon reviewing the letter/notice I received I feel the planners for this type of development is a far overreach on what this area can handle. Right now, new condos are going up all around this area and a proposal of 5 and the highest structure in Victoria has been sorely thought out to the esthetics of it or how the people who enjoy downtown Victoria will now escape from it. The restructure of traffic flow is already scaring people away from downtown and recently I noticed that planners are looking at ways to lure customers back to the city. The Bay Centre is sitting practically empty (not really exciting shopping happening). Government Street has a limited draw and the uncertainty of cruise ships being allowed back is questionable. I have worked in retail in various locations in the downtown core and the draw from cruise people are to go to places like Buchard Gardens, whale watching, all the little touristy things. They are not shopping for deals or a lot of expensive items in Victoria, They would go to Vancouver or Seattle for that. Usually, tourists like finding a nice restaurant to enjoy a new dining experience which Victoria is known for. Is the at home work situation post-Covid going to progress with more people working from home, or return to work where more office space is needed? Sometimes a tourist draw is the kept Quaintance of a city and not to become a metropolis. With rents so high and no tourists (because from my experience, locals will not be the number one customer) the probability of emptiness in a concrete complex would be something to consider and not just be a pie in the sky with thoughts of what a wonderful idea to develop. I would make the recommendation to 'go back to the drawing board 'so to speak, and that these high buildings and possibly the density you want to create are not all that favourable for this area of the city. Bigger isn't necessarily better. Progress away but in a practical, logical way. I thank you for taking the time to take into consideration local residents concerns.

Q3. Your Full Name	Shirley Millar
Q4. Your Street Address	406 - 1061 Fort Street
Q5. Your email address (optional)	



Respondent No: 103
Login: Anonymous

Responded At: Jun 15, 2021 12:19:46 pm **Last Seen:** Jun 15, 2021 12:19:46 pm

Q1. What is your position on this proposal?

Oppose

Q2. Comments (optional)

Way too high, way too dense, not only for this area but the downtown core. You will be blocking light. You will destroying the essential allure of Victoria. And the last thing downtown Victoria needs right now is more office space. As for low-rental housing, why are you placing it on some of the most valuable land in the city?!!! This makes no economic sense at all.

Q3. Your Full Name Heidi Pringle

Q4. Your Street Address 1061 Fort Street



Responded At: Jun 16, 2021 15:53:14 pm **Last Seen:** Jun 16, 2021 15:53:14 pm

Q1. What is your position on this proposal?

Oppose

Q2. Comments (optional)

This proposal is completely inappropriate and out of scale for the community. It is an aggressive, bland and repetitive design with looming towers that seeks to maximize the REITs profit rather than consider the local context, character or benefit. It fails to integrate into the existing community and will vastly contribute to the canonization of Harris Green. The shadowing on the streets and across neighbouring buildings will negatively impact the community, residents and visitors. This project will rip out and remove the heart of our neighbourhood. The area around London Drugs and Market on Yates is a place of whimsy, where pedestrians, bikes, and cars share space. It's where neighbours meet, stop, and enjoy the sun on the benches and boulevards. There are many small businesses and services that will be lost; driven out by construction and by subsequent rent increases post construction. I can't recall the last time there was a vacant storefront in the Harris Green Village as this area serves as a community village in our core.

Q3. Your Full Name	Wendy Bowkett
Q4. Your Street Address	1715 Government Street
Q5. Your email address (optional)	not answered



Respondent No: 105 Login: Anonymous **Responded At:** Jun 16, 2021 16:28:32 pm **Last Seen:** Jun 16, 2021 16:28:32 pm

Q1. What is your position on this proposal?

Oppose

Q2. Comments (optional)

I oppose this project as it is presently being proposed. I fully believe that we need more rental property in downtown Victoria, but this is excessive. It is far outside all of the OCP as it is almost double the regulations. This should not be accepted in the present format, but rather the developer needs to go back to the drawing board and design something that is in keeping with the the OCP.

Q3. Your Full Name Diane Chimich

Q4. Your Street Address 1601. 788 Humboldt St.



Respondent No: 106
Login: Registered

Responded At: Jun 17, 2021 08:20:03 am **Last Seen:** Jun 15, 2021 02:04:13 am

Q1. What is your position on this proposal?

Oppose

Q2. Comments (optional)

I am strongly opposed to the above development proposal as it is contrary to the area's Official Community Plan. The whole point of community plans is that they represent the wishes of the people who live in that area and, as such, should be followed without question or alteration. Ascetically I see this proposal as both out of scale and an affront to the eye, and to proceed with building it would be an insult to the people of Victoria.

Q3. Your Full Name Hazel Colme

Q4. Your Street Address 1012 Collinson St



Respondent No: 107
Login: Anonymous

Responded At: Jun 17, 2021 09:20:16 am **Last Seen:** Jun 17, 2021 09:20:16 am

Q1. What is your position on this proposal?

Oppose

Q2. Comments (optional)

I support redevelopment of the area and particularly the addition of rental stock but the towers are simply too high. The proposal significantly exceeds the Official Community Plan (OCP), with five towers of 21 to 32 storeys/109 metres — more than double the OCP's 15 to 17 storeys/45-50 metres, and with a density increase over the OCP maximum, all with very little contribution to public amenities. As a direct neighbour, I and many others will lose significant daylight as the area becomes a dark valley. The proposal must be scaled back to closer conform with the OCP.

Q3. Your Full Name	Wendy Magahay
Q4. Your Street Address	511-1030 Yates Street
Q5. Your email address (optional)	



Respondent No: 108

Login: Anonymous

Responded At: Jun 17, 2021 10:27:09 am **Last Seen:** Jun 17, 2021 10:27:09 am

Q1.	What is	your position	on this p	roposal?	Oppose
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Q2. Comments (optional)

Starlight should comply with Victoria's OCP. They are asking for too much density and are trying to buy more land downtown, so it's important to ask for a fair deal this time.

Q3. Your Full Name	Susan Jane Mackenzie
Q4. Your Street Address	307 905 Burdett Avenue Victoria B.c. V8V 3G6
Q5. Your email address (optional)	not answered



Respondent No: 109
Login: Registered

Responded At: Jun 17, 2021 16:41:53 pm **Last Seen:** Jun 22, 2021 20:54:02 pm

Q1. What is your position on this proposal?

Other (please specify)

I support but not as proposed

Q2. Comments (optional)

a) There needs to be more publicly-accessible green space. Please increase the amount of publicly accessible spaces otherwise the entire block will become a cold wall and destroy the character and atmosphere of the neighborhood. b) Proposed building heights along Cook St are too high relative to the surrounding buildings. Please reduce the heights of the buildings nearest to Cook Street to 10-15 stories maximum.

Q3. Your Full Name	R Charles
Q4. Your Street Address	1411 Cook Street
Q5. Your email address (optional)	not answered



Respondent No: 110 Login: Anonymous **Responded At:** Jun 18, 2021 09:19:35 am **Last Seen:** Jun 18, 2021 09:19:35 am

Q1. What is your position on this proposal?	Oppose
Q2. Comments (optional) I feel the project is too dense for the area. Concern it	might cause a dark corridor with the neighbouring buildings
Q3. Your Full Name	Judy Hambleton
Q4. Your Street Address	513 50 Songhees road
Q5. Your email address (optional)	not answered



Respondent No: 111 Login: Anonymous **Responded At:** Jun 18, 2021 09:22:19 am **Last Seen:** Jun 18, 2021 09:22:19 am

Q1. What is your position on this proposal?	Support
Q2. Comments (optional) not answered	
Q3. Your Full Name	Sarah Elizabeth Cotton-Elliott
Q4. Your Street Address	1025A Fort Street
Q5. Your email address (optional)	not answered



Respondent No: 112 Login: Anonymous **Responded At:** Jun 18, 2021 10:25:50 am **Last Seen:** Jun 18, 2021 10:25:50 am

Q1. What is your position on this proposal?

Q2. Comments (optional)

not answered

Q3. Your Full Name

Katherine Gray

Q4. Your Street Address

1215 pembroke st, Victoria bc

Q5. Your email address (optional)



Respondent No: 113 Login: Anonymous **Responded At:** Jun 18, 2021 10:26:32 am **Last Seen:** Jun 18, 2021 10:26:32 am

Q1. What is your position on this proposal?	Support
Q2. Comments (optional) not answered	
Q3. Your Full Name	Brett gray
Q4. Your Street Address	1215 pembroke st
Q5. Your email address (optional)	



Responded At: Jun 18, 2021 12:19:44 pm **Last Seen:** Jun 18, 2021 12:19:44 pm

Q1. What is your position on this proposal?

Oppose

Q2. Comments (optional)

The development of five towers is overly ambitious, does not enhance area and will decrease the quality of life for the large amount of longtime senior residents who currently reside close by. The proposed number of units is too dense for the supporting accesses and amenities such as parks and parking. Green space offered in the proposal to offset this is very limited. View St the only 2 way through street for many blocks and is narrow and has badly needed parking which cannot afford to be sacrificed. Vancouver Street is narrowed down to a maze of barriers with limited to no access along the east side of the 1205/1209 Yates development. There is uncontrolled access to Cook St from View for the 1045 Yates towers. Yates street is already busy and will now have the new firehall right closeby adding to the congestion. The tower heights and quantity are far exceeding the buildings and density in the area and will turn the neighbourhood streets into canyons with much reduced sun and streets will become wind tunnels in an already windy area. The whole open nature and sunshine of the area will be lost with a total of five very tall towers added on the both the east and west sections of the development.

Q3. Your Full Name	Jayne Beason
Q4. Your Street Address	702-1020 View St
05 Your email address (ontional)	



Respondent No: 115 Login: Anonymous

Responded At: Jun 18, 2021 12:39:21 pm **Last Seen:** Jun 18, 2021 12:39:21 pm

Q1. What is your position on this proposal?

Support

Q2. Comments (optional)

Being in this neighbourhood for 53 years and running our business Gemi Hair Ltd. We are very pleased to have Starlight build this neighbourhood to the potential that we have always seen here. As we have spoken on many other development projects in this neighbourhood. We feel the greater the height to the projects the better. Better here then in the Cook St., Village or in our heritage section of downtown. By building these new inventory of rentals we free up our older inventory making it more affordable. Starlight has been very courteous and has had lots of one on one meetings with us during this process.

Q3. Your Full Name Fadi Murr

Q4. Your Street Address 1329 Cook Street



Respondent No: 116 Login: Anonymous

Responded At: Jun 18, 2021 16:00:07 pm **Last Seen:** Jun 18, 2021 16:00:07 pm

Q1. What is your position on this proposal?

Oppose

Q2. Comments (optional)

There's an irksome feeling of disrespect that Starlight is grabbing for more than is acceptable or necessary based on the OCP. I'm not opposed to change and renewal, but I dislike the idea that developments need to be bigger and broader. Victoria-pride should come from valuing open, green and public spaces that demonstrate our love of our Garden City. Long-term, the population of Victoria will stabilize and ultimately decrease, and the City's citizens will be left with aging, empty buildings that shadow our streets. I believe Starlight needs to rethink this proposal and bring it more inline with the Official Community Plan

Q3. Your Full Name Carol Jenkins

Q4. Your Street Address 845 Yates Street



Respondent No: 117 Login: Anonymous

Responded At: Jun 18, 2021 23:02:00 pm **Last Seen:** Jun 18, 2021 23:02:00 pm

Q1. What is your position on this proposal?

s proposal? Oppose

Q2. Comments (optional)

Please follow the Official Community Plan (OCP) parameters. They have been developed with consultation. I believe those parameters are important to follow.

Q3. Your Full Name Fiona Macleod

Q4. Your Street Address 207-515 Chatham St, Victoria, BC, V8T 0C1



Respondent No: 118 Login: Anonymous **Responded At:** Jun 19, 2021 11:22:12 am **Last Seen:** Jun 19, 2021 11:22:12 am

Q1. What is your position on this proposal?	Oppose
Q2. Comments (optional) I think increasing the density in this area with no amenities will be a huge mistake.	
Q3. Your Full Name	Lance Glenn
Q4. Your Street Address	948 Fort Street
Q5. Your email address (optional)	not answered



Respondent No: 119
Login: Anonymous

Responded At: Jun 19, 2021 14:56:31 pm **Last Seen:** Jun 19, 2021 14:56:31 pm

Q1. What is your position on this proposal?

Q2. Comments (optional)

not answered

Q3. Your Full Name

Megan Dickie

Q4. Your Street Address

648 Herald St., Suite 301

Q5. Your email address (optional)



Respondent No: 120 Login: Anonymous **Responded At:** Jun 20, 2021 02:26:58 am **Last Seen:** Jun 20, 2021 02:26:58 am

Q1. What is your position on this proposal?

Other (please specify)

I do not oppose the increasing density in this area, however I oppose the size of the project and expanding quite a bit beyond the Ocp

Q2. Comments (optional)

Hi - We are long time residents of Harris Green, and are seeing it slowly become an absolute nightmare to navigate. While we welcome more rental and houses to Victoria, we ask that the project be reduced to comply with the OCP as a large, over ambitious development like this will create traffic issues, shadows, wind tunnel effects and does not add much public benefit to offset that. Our major concern is that while Council has a wonderful dream of a car-free downtown, the reality is that until we have proper LTR in this city - most of us, and future residents, will need cars to lead our daily life. The density we are creating will create even more of a standstill in the Harris Green neighborhood and can risk us becoming one of those areas people avoid because "they don't want to get into that mess". Please consider a more compliant development with the OCP. They are there for a reason.

Q3. Your Full Name	Daniel Yona
Q4. Your Street Address	1010 View street
Q5. Your email address (optional)	



Respondent No: 121 Login: Anonymous **Responded At:** Jun 20, 2021 10:54:25 am **Last Seen:** Jun 20, 2021 10:54:25 am

Q1. What is your position on this proposal? Oppose

Q2. Comments (optional)

This development plan brings too much density to the area. These huge towers will ruin the heritage style of Victoria downtown.

Q3. Your Full Name Jin Li

Q4. Your Street Address 608-1029 View Street



Respondent No: 122 Login: Anonymous **Responded At:** Jun 20, 2021 11:32:54 am **Last Seen:** Jun 20, 2021 11:32:54 am

Q1. What is your position on this proposal?

Other (please specify)

Maximum height of buildings should be 17 storeys. Buildings should be a combination of rental and purchase. Having owneroccupied units adds stability to a building. There should be an adequate amount of green space in this proposal equivalent to that provided by 1010 and 1020 View Street condos. 67% of the people in Victoria have dogs. Dogs need green space to play and poop. People also need green space, not just concrete and pavement. Size of each unit should not be smaller than 950 sq ft. Having developers put up super small units might work for a short time for a single person, but people need spaces large enough to hold two people or even a family. There should be a parking spot for each condo unit. You cannot have 1500 units with little or no parking. It will make our downtown crowded and full of problems with people having to find somewhere else to store a vehicle. People of all ages live downtown. Even those with just bikes have visitors with cars that need to be accommodated. Electric cars are becoming more popular, there should be an electrical plug-in at each parking spot.

Q2. Comments (optional)

Please do not allow our downtown to become unpleasantly crowded with small spaces to live, not enough parking, not enough green spaces. We have a lot of problems downtown. Having developers charge a maximum rent for a small space does not allow renters to save up to purchase a condo or home of their own one day. Please think long term not just short term for our City.

Q3. Your Full Name	Barbara McDougall
Q4. Your Street Address	203, 1020 View Street
Q5. Your email address (optional)	



Respondent No: 123 Login: Anonymous

Responded At: Jun 20, 2021 11:42:14 am **Last Seen:** Jun 20, 2021 11:42:14 am

Q1. What is your position on this proposal?

Other (please specify)

I've filled out my opinion in a previous form but hadn't completed my address below. Please attach. Thank you.

Q2. Comments (optional)

not answered

Q3. Your Full Name Rhoda Barbara McDougall

Q4. Your Street Address 203 1020 View St V8V 4Y4



Respondent No: 124 Login: Anonymous

Responded At: Jun 20, 2021 14:13:36 pm **Last Seen:** Jun 20, 2021 14:13:36 pm

Q1. What is your position on this proposal?

Oppose

Q2. Comments (optional)

Where's the amenities? Why not wait for approval until you're ready to break ground? Why so dense? Why are you wanting to build huge skyscrapers that do not fit the character of Victoria? Why are we not looking at affordable housing? Affordable meaning affordable for people making less than 50k per household.

Q3. Your Full Name

Joseph Sinkwich

Q4. Your Street Address

760 johnson St



Respondent No: 125 Login: Anonymous

Responded At: Jun 20, 2021 16:24:22 pm **Last Seen:** Jun 20, 2021 16:24:22 pm

Q1. What is your position on this proposal? Oppose

Q2. Comments (optional)

I am against the height increase of this development. In order to create a vibrant and attractive community/neighbourhood, building heights need to be capped. As well, landscaping, and community spaces must be incorporated.

Q3. Your Full Name Hanna Verhagen

Q4. Your Street Address 989 Johnson St



Responded At: Jun 20, 2021 21:41:57 pm **Last Seen:** Jun 20, 2021 21:41:57 pm

Q1. What is your position on this proposal?

Oppose

Q2. Comments (optional)

The proposed development should be rejected. The City needs to stop allowing excessively large developments such as the one being proposed here. The area is currently becoming overly congested and the proposed development will exasperate this problem. The overdevelopment of the downtown is degrading Victoria. Stop the facilitating the overdevelopment, and require the developers to work within the current zoning and community plan.

Q3. Your Full Name	Ronald Bell
Q4. Your Street Address	1005 Pentrelew Pl
Q5. Your email address (optional)	not answered



Respondent No: 127 Login: Anonymous **Responded At:** Jun 21, 2021 08:16:07 am **Last Seen:** Jun 21, 2021 08:16:07 am

Q1. What is your position on this proposal? Support

Q2. Comments (optional)

Increase density to allow more people live downtown - provide more rental accommodation - the City businesses need help.

Q3. Your Full Name	David Martin Craig
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Q4. Your Street Address 1240 Oxford Street

Q5. Your email address (optional) not answered



Respondent No: 128 Login: Anonymous

Responded At: Jun 21, 2021 08:16:56 am **Last Seen:** Jun 21, 2021 08:16:56 am

Q1. What is your position on this proposal?

Support

Q2. Comments (optional)

It's time we embrace height and allow for more density in thoughtfully planned developments like this. This development will supply apartment units in a market that is drastically underserved. I like the plan for an urban plaza/amenity for the community and welcome the new retail shops - retailers dont just sell products, they build communities and bring people together!

Q3. Your Full Name Ross Marshall

Q4. Your Street Address 1026 Fort Street



Respondent No: 129
Login: Anonymous

Responded At: Jun 21, 2021 09:25:51 am **Last Seen:** Jun 21, 2021 09:25:51 am

Q1. What is your position on this proposal?

Support

Q2. Comments (optional)

I think this is a brilliant new concept/design and would fit the neighborhood perfectly. It would completely rejuvenate the Harris Green area, while providing much needed housing as well as commercial. I can see zero reason why this proposal should not move forward.

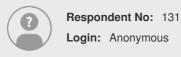
Q3. Your Full Name	Cameron M Cooper

Q4. Your Street Address 8-50 Dallas Road



Respondent No: 130 Login: Anonymous **Responded At:** Jun 21, 2021 09:41:36 am **Last Seen:** Jun 21, 2021 09:41:36 am

Q1. What is your position on this proposal?	Support
Q2. Comments (optional) not answered	
Q3. Your Full Name	Luke MIIIs
Q4. Your Street Address	710 Redbrick Street
Q5. Your email address (optional)	not answered



Responded At: Jun 21, 2021 11:31:22 am **Last Seen:** Jun 21, 2021 11:31:22 am

Q1. What is your position on this proposal?

Oppose

Q2. Comments (optional)

I am a resident of downtown Victoria living on Johnson Street. I am opposed to this development as proposed. Why is it that each successive development in Victoria receives approval to go taller and with more density? This is Victoria not Vancouver or Chicago. Let's keep the character of our community. Victoria Council should not be in the business of helping developers make huge investment returns after acquiring large parcels of land in the downtown core. I repeat 'town'. We want to remain a community. There has been never ending construction of towers over the past few years in the Yates/Johnson Street areas; the Bay property development; and more development coming on Blanshard and other areas. Let's take a breather. At very least restrict buildings to 15 floors and reduce density. More green space please.

Q3. Your Full Name	Ian Munroe
Q4. Your Street Address	760 Johnson St
Q5. Your email address (optional)	not answered



Respondent No: 132 Login: Anonymous **Responded At:** Jun 21, 2021 12:44:59 pm **Last Seen:** Jun 21, 2021 12:44:59 pm

Q1. What is your position on this proposal? Support

Q2. Comments (optional)

We desperately need more housing in Victoria, and this would be a great step towards that.

Q3. Your Full Name Mark Stephenson

Q4. Your Street Address 303-1500 Elford Street



Respondent No: 133 Login: Anonymous

Responded At: Jun 21, 2021 14:17:01 pm **Last Seen:** Jun 21, 2021 14:17:01 pm

Q1. What is your position on this proposal?

Oppose

Q2. Comments (optional)

The development will negatively impact the value of existing properties as well as impact the view and brightness of existing properties. Additionally, a tall building over 21 stores doesn't fit the landscape of touristic city such as Victoria. If Victoria turns into a spread urban skylines type of city it might impact our tourism, local business and current property owners. Any development should keep the current landscape with no more than 4 stores.

Q3. Your Full Name Flavia Guarnieri

Q4. Your Street Address 838 Broughton Street



Respondent No: 134 Login: Anonymous **Responded At:** Jun 21, 2021 14:21:08 pm **Last Seen:** Jun 21, 2021 14:21:08 pm

Q1. What is your position on this proposal?

Oppose

Q2. Comments (optional)

On additional on damaging the landscape, view and value of current properties, it would overload the traffic and parking in the area. The area is currently pretty residential and quiet, and this development would highly impact the neighborhood. I recently brought a unit in the neighborhood and will feel highly impacted by the new development.

Q3. **Your Full Name** Flavia Guarnieri

Q4. **Your Street Address** 838 Broughton St.



Respondent No: 135 Login: Anonymous

Responded At: Jun 21, 2021 14:51:24 pm **Last Seen:** Jun 21, 2021 14:51:24 pm

Q1. What is your position on this proposal?

Oppose

Q2. Comments (optional)

Much too high a density. Lack of enforcable consequences for developers who bend the rulesand for councillors who follow the scripture of change for hanges sake. There is a total lack of aesthetic planning. Victoria has become an ugly conglomeration of 10-20 story cookie cutter, perfectly square towers with the cliche modernist look. It looks hideous from up above and from ground level. Our current council is doing more damage than good. I strongly oppose the over riding of existing guidelines to appease certain people's distorted visions of what the Victoria downtown community should look like: a teeny version of Seattle. Portland, or Vancouver: but without an overall design or an adherence to a master plan. Shame on us for allowing this.

Q3. Your Full Name Michael Boyle

Q4. Your Street Address 603/1033 Belmont Ave



Respondent No: 136 Login: Anonymous **Responded At:** Jun 21, 2021 15:56:59 pm **Last Seen:** Jun 21, 2021 15:56:59 pm

Q1. What is your position on this proposal?	Oppose
Q2. Comments (optional) Too high, too dense, too few public amenities	
Q3. Your Full Name	Eric Mayes
Q4. Your Street Address	118 Ladysmith Street
Q5. Your email address (optional)	not answered



Respondent No: 137 Login: Anonymous

Responded At: Jun 21, 2021 16:54:21 pm **Last Seen:** Jun 21, 2021 16:54:21 pm

Q1. What is your position on this proposal?

Oppose

Q2. Comments (optional)

High density development is not needed downtown. 32 floor towers just not how our city should proceed. Congestion. Is drawing people to avoid downtown. Urban planning should invest in transportation, not more density causing gridlock let's learn lessons!! Developers look at \$\$ let's carefully look at how our city develops. We're Not Yaletown Portland USA has wonderful transportation and small city development, more consult needed. I vehemently oppose this development.

Q3. Your Full Name Eileen Bennett

Q4. **Your Street Address** 493-1436 Harrison st



Respondent No: 138 Login: Anonymous

Q5. Your email address (optional)

Responded At: Jun 21, 2021 16:59:05 pm **Last Seen:** Jun 21, 2021 16:59:05 pm

Q1. What is your position on this proposal?	Support
Q2. Comments (optional) The open grassy area in the green space should be fla	t. clean and well maintained.
Q3. Your Full Name	Ryan Taylor
Q4. Your Street Address	989 Johnson St

not answered



Respondent No: 139
Login: Anonymous

Responded At: Jun 21, 2021 23:25:35 pm **Last Seen:** Jun 21, 2021 23:25:35 pm

Q1. What is your position on this proposal?

Oppose

Q2. Comments (optional)

We need more truly affordable housing which this will not provide. The height of buildings in the city are already getting out of hand. Victoria is losing its character and beginning to look like every other city. Developments like this push out small, local businesses.

Q3. Your Full Name	Nance Thacker
Q4. Your Street Address	#38-74B Dallas Rd, Victoria, B.C.
Q5. Your email address (optional)	not answered



Respondent No: 140 Login: Anonymous **Responded At:** Jun 22, 2021 05:50:58 am **Last Seen:** Jun 22, 2021 05:50:58 am

Q1. What is your position on this proposal? Oppose

Q2. Comments (optional)

Scale is way out of proportion for neighbourhood. We are a medium sized city not a large one. With few public amenities this plan will feel like a maze of cold dark tunnels between buildings. Green it won't be!

Q3. Your Full Name	Carolyn Zyha
Q4. Your Street Address	415 Superior St
Q5. Your email address (optional)	not answered



Respondent No: 141 Login: Anonymous **Responded At:** Jun 22, 2021 07:25:23 am **Last Seen:** Jun 22, 2021 07:25:23 am

Q1. What is your position on this proposal?	Oppose
Q2. Comments (optional) I do not support the height of the buildings. Yes, there is	is a need for more housing in Victoria but not at any cost.
Q3. Your Full Name	D. Hull
Q4. Your Street Address	36 Government Street
Q5. Your email address (optional)	not answered



Respondent No: 142 Login: Anonymous **Responded At:** Jun 22, 2021 10:31:39 am **Last Seen:** Jun 22, 2021 10:31:39 am

Q1. What is your position on this proposal?	Oppose
Q2. Comments (optional) Scale is not appropriate for Victoria.	
Q3. Your Full Name	Narissa Chadwick
Q4. Your Street Address	143 St. Lawrence Street
Q5. Your email address (optional)	



Respondent No: 143 Login: Anonymous **Responded At:** Jun 22, 2021 10:48:03 am **Last Seen:** Jun 22, 2021 10:48:03 am

Q1. What is your position on this proposal?

Q2. Comments (optional)

Follow the OCP, you will destroy downtown with trying to turn our city into Yaletown

Q3. Your Full Name

Doug Hensby

204-534 Yates St

Q5. Your email address (optional)

Q4. Your Street Address



Responded At: Jun 22, 2021 10:51:36 am **Last Seen:** Jun 22, 2021 10:51:36 am

Q1. What is your position on this proposal? Oppose

Q2. Comments (optional)

Oppose this proposal as it violates the need to comply with Victoria's Official Community Plan, which was enacted after significant research and consultation. It puts the interests of developers over liveability & quality of life for Victoria residents. Victoria lacks transportation & essential government support service infrastructure required to support this level of population concentration. This proposal which would be more appropriate for a city such as Vancouver or Toronto.

Q3. Your Full Name	Jacqui Balfour
Q4. Your Street Address	534 Yates Street Victoria
Q5. Your email address (optional)	not answered



Respondent No: 145 Login: Anonymous **Responded At:** Jun 22, 2021 14:44:42 pm **Last Seen:** Jun 22, 2021 14:44:42 pm

Q1. What is your position on this proposal? Other (please specify)

These buildings are too high for a small city.

Q2. Comments (optional)

not answered

Q3. Your Full Name Darlene Gyles

Q4. Your Street Address 1139 Jolivet Crescent

Q5. Your email address (optional) not answered



Respondent No: 146 Login: Anonymous **Responded At:** Jun 22, 2021 15:32:31 pm **Last Seen:** Jun 22, 2021 15:32:31 pm

Q1. What is your position on this proposal?

Q2. Comments (optional)

not answered

Q3. Your Full Name

Q4. Your Street Address

1000 Inverness Rd, Suite 209

Q5. Your email address (optional)



Respondent No: 147 Login: Anonymous **Responded At:** Jun 22, 2021 15:52:20 pm **Last Seen:** Jun 22, 2021 15:52:20 pm

Q1. What is your position on this proposal?

Q2. Comments (optional)

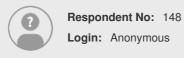
not answered

Q3. Your Full Name

Marnie Denham-Clare

Q4. Your Street Address

1026 Fort St



Responded At: Jun 22, 2021 18:30:59 pm **Last Seen:** Jun 22, 2021 18:30:59 pm

Q1. What is your position on this proposal?

Oppose

Q2. Comments (optional)

This is an insanely massive project with huge towers and heavy infrastructure within a small space. This will not only considerably alter the current landscape but also block the view of many residents around. I am for modernization, innovative greener environments and a beautiful downtown Victoria where we can continue to appreciate, be proud of and enjoy our nature in bloom in all seasons... This project will contribute to making the neighbourhood unbreathable and congested with skyscrapers. This is not New York City. There are way more creative developments and concepts in other countries... It's high-time that the City of Victoria and the developers communities work on a more innovative vision and development strategy for such a small town like Victoria (and Greater Victoria). Look how it's being done in other countries and don't just approve that every block in Victoria is gonna be converted in condo building towers. Thank you for the opportunity to provide feedback.

Q3. Your Full Name	Hema Paupiah
Q4. Your Street Address	302 - 1030 Yates Street
Q5. Your email address (optional)	



Respondent No: 149 Login: Anonymous **Responded At:** Jun 22, 2021 19:00:08 pm **Last Seen:** Jun 22, 2021 19:00:08 pm

Q1. What is your position on this proposal?	Oppose
Q2. Comments (optional) Building heights excessive, too much density for this	neighbourhood
Q3. Your Full Name	Gregory Barsalou
Q4. Your Street Address	1601-960 Yates Street
Q5. Your email address (optional)	not answered



Responded At: Jun 22, 2021 19:32:39 pm **Last Seen:** Jun 22, 2021 19:32:39 pm

Q1. What is your position on this proposal?

Oppose

Q2. Comments (optional)

The Starlight Investment proposal for Harris Green must not be allowed. 1. The constructing of high rise concrete and steel buildings is a huge carbon footprint. 2 Harris Green is currently a people friendly area very accessible from Fairfield and downtown. Turning it into a concrete nightmare is regressive as this proposal is not human scale at all. It looks like a prison. Current services will be harder to find in a downtown that many seniors now avoid. Loss of Harris Green as it stands will drive more of us away. 2. Starlight has earned a reputation as one of the biggest reno-viction companies in Canada. They entered Victoria market in 2015/16 and cornered a huge number of apartment units. They then proceeded to take \$1200 two-bedrooms up to \$1850 overnight prior to doing any sort of renovation. Their renovations stretched needlessly over years and left the buildings in shambles the whole time. 3. Other rental firms followed suit and there was a huge spike in cost of renting across the city. They used unscrupulous methods and incurred numerous shut downs form Work Safe BC. How can the city ignore this? 4. This sort of urban expansion in a city with too little ability to handle traffic will only make life here worse. Breaking existing building height restrictions without a referendum is not good leadership! 5. Aesthetically historic Victoria is disappearing and long time residents echo the citizens of Addis Ababa who say, "our city no longer looks like our city." Be careful what you change, tourists can see high rise obscenities in their own cities and may not find ours anything but a hollow imitation of bigger cities in North America. With no uniqueness left what draws the tourist? Downtown already has lost half the businesses that used to be supported by tourism at half or less of the cruise traffic. A bit more high rise and it will lose it all. I strongly support the "NO" vote for this proposal.

Q3. Your Full Name	Gordon Sonmor
Q4. Your Street Address	202 - 1035 Southgate Street
Q5. Your email address (optional)	



Responded At: Jun 22, 2021 19:40:18 pm **Last Seen:** Jun 22, 2021 19:40:18 pm

Q1. What is your position on this proposal?

Oppose

Q2. Comments (optional)

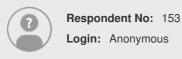
I disagree completely with Starlight's proposed development for Harris Green. What once made Victoria such a liveable city is quickly disappearing under the regime of a development friendly mayor and council. All their green words are being buried below concrete skyscrapers as has Vancouver and Toronto. Through continuing development Victoria isn't even retaining the affordable housing it has. The average cost of a one bedroom apartment per month in Victoria \$1675 with estimated 1523 homeless, Vancouver \$2150.- estimated homeless 3634, Toronto - \$2013 - estimated homeless - 8700 and (homeless figure doesn't include the under housed). BC minimum wage = \$15.20 per hour - full time monthly income = \$2432.00 Someone compared the proposed Harris Green development to colonialism because it is not about people or the environment but displacement and money. I am not against development, I believe it will take greater imagination and less profit motive to fulfill the promise of a more welcoming affordable city than this proposal. After Starlight bought rental property in Victoria 2015/16 they and all other landlords increased rents to 150% of previous level. I don't think their mandate is about making Victoria a more affordable city.

Q3. Your Full Name	Jean Sonmor
Q4. Your Street Address	202 - 1035 Southgate
05 Your email address (ontional)	



Respondent No: 152 Login: Anonymous **Responded At:** Jun 23, 2021 12:26:27 pm **Last Seen:** Jun 23, 2021 12:26:27 pm

Q1. What is your position on this proposal?	Support
Q2. Comments (optional) not answered	
Q3. Your Full Name	Reid Maltman
Q4. Your Street Address	1137 View Street
Q5. Your email address (optional)	not answered



Responded At: Jun 23, 2021 13:31:06 pm **Last Seen:** Jun 23, 2021 13:31:06 pm

Q1. What is your position on this proposal?

Oppose

Q2. Comments (optional)

Starlight Investments is known for being a corporate slumlord. They already own a lot of properties in Victoria. At the rate at which they are buying/building, it won't take before they have too much power in the market. I'm all for building and densifying, but if a single corporate landlord owns so many of these units, then there will be no competitions and prices will continue to be unreasonable. On top of that, the building they are proposing is absolutely massive. The "podium" is too tall which will cause the street to get even less sun. The towers are more than double the height of those towers surrounding it. It'll take away too much sunlight. Right now, it's a beautiful, sunny areas with so many trees! Speaking of the design and trees, this is a good opportunity to build something much greener. I think they should be forced to have a design similar to the Vancouver Green Towers project https://www.narcity.com/vancouver/vancouver-green-towers-coming-soon-will-be-massive-tree-covered-futuristic-buildings This is a good opportunity to densify while adding cutting edge architectural features that are good for the environment and beautiful to look at. If the project actually reduces the size of the towers and the "podium" and adds so many trees to its design, then I could change my mind. As it is, we're giving up too much to give more power to a corporation seeking to enforce a monopoly.

Q3. Your Full Name

Jose Javier Gordillo Recinos

Q4. Your Street Address

960 Yates Street. Unit 603. V8V 3M3



Respondent No: 154

Login: Anonymous

Responded At: Jun 23, 2021 15:25:46 pm **Last Seen:** Jun 23, 2021 15:25:46 pm

Q1. What is your position on this proposal? Oppose

Q2. Comments (optional)

This development seems to be being rushed through. I know we need housing in Victoria but this is not the type of development that will enhance our downtown.

Q3. Your Full Name Susan Buck

Q4. Your Street Address 12 - 7751 East Saanich Road



Responded At: Jun 23, 2021 15:43:01 pm **Last Seen:** Jun 23, 2021 15:43:01 pm

Q1. What is your position on this proposal?

Other (please specify)

Proposal may meet City requirements and guidelines, however am greatly concerned with demands on infrastructure, vehicle access and egress on View Street and residential parking limitations.

Q2. Comments (optional)

As a resident of the 1000 block, View Street am aware of current parking demands with current properties: Regents Park, Tara and Jukebox. with approx. 650 residents. On street parking is full along 1000 View and filling up along 1100 View. With appx. 334 spaces available at 1045, and 500 suites = appx. 700+ residents, conservatively there could be 100 cars looking for pkg. Our building has 100% pkg. with 10 visitor spaces. Parking spaces are always in demand. This is the reality not expressed in the idealistic 'wishes' of the current City planning. When one adds in the demands for the 900 block, traffic will be totally choked on View Street and on-street parking will be impossible. Adding, conservatively, 2500 residents to the immediate area will further strain existing medical access. Currently there are many who cannot source a medical doctor. This is a crisis that will only get worse. It must be considered. Besides this development, other developments in the immediate area will only add to the infrastructure / parking / medical access strain. Consider the Jawl development at Johnson/Cook/Yates, 1150 Cook and SW corner of View and Vancouver for a start. Do we really want to encourage this density and crowding? We are soon to become a mini-Vancouver, which no one in their right mind wants. What is concerning as well, is allowing an investment firm from Toronto, with investors from who knows where, to develop a large area of Harris Green. The revenue and profit will leave this city. The owners have no vested interest in seeing that rental rates are kept to a fair price, rather, their interest will be to extract as much profit as possible. Combine this with the already extensive rental holdings Starlight possesses in Victoria and there could be concern that rental rates could be unduly influenced, city-wide, by this out of area firm. Does anyone really believe that it is a good idea to have landlord located halfway across the country? This, in an area that the Provincial government sees fit to penalize individuals from other areas of the country with a speculation tax should they choose to invest in the city. What is really galling with this and most all other development in the area is the demand for 'podium style' architecture, where, the building is built right out the sidewalk edge. Take a walk past some of these structures. The human scale is obliterated. The whole environment is concrete, steel and glass, uninviting, uninspiring and totally insulting to the initial and well-loved character of Victoria. Little by little the character of this city is being eroded and replaced by an unsightly urban blight. The tower heights on the 900 block proposal, I believe are too much of an ask. This area is a well documented earthquake zone and heights such as these are a danger. Further, if a 32 storey tower is approved, what follows? We are not in a geological area that can support such structure. I am sure Starlight will work well within the demands of the city and, of course, will try to have exceptions made to it's advantage. I have no issue with that. What I do have issue with is the lack of concern this city has with the real experience of those residing in Harris Green, as outlined, briefly, above. It is time to take stock of the realities of where we live and how and not with idealized visions of what should be. 30

Q3. Your Full Name	Sean Patrick Lanman
Q4. Your Street Address	603 1020 View Street, Victoria BC V8V 4Y4



Respondent No: 156
Login: Registered

Responded At: Jun 23, 2021 15:43:56 pm **Last Seen:** Jun 23, 2021 22:00:50 pm

Q1. What is your position on this proposal?

Oppose

Q2. Comments (optional)

As in so many very livable European cities, I believe Victoria should pursue a policy of medium density in urban settings. Starlight's proposed size and style is not appropriate for Victoria. It is appropriate for major cities foolishly pursing high density development, such as Vancouver or Hong Kong. I want the city of Victoria to tell Starlight to instead propose a suitable medium density solution for those properties or sell them to somebody who will.

Q3. Your Full Name Rudolf Bijons

Q4. **Your Street Address** 2 - 1265 Haultain Street



Respondent No: 157 Login: Anonymous **Responded At:** Jun 23, 2021 20:31:12 pm **Last Seen:** Jun 23, 2021 20:31:12 pm

Q1. What is your position on this proposal? Support

Q2. Comments (optional)

Would be great to have this infrastructure update for our neighborhood

Q3. Your Full Name Paul Hanson

Q4. Your Street Address 1410 Elford St.



Respondent No: 158 Login: Anonymous **Responded At:** Jun 23, 2021 20:52:03 pm **Last Seen:** Jun 23, 2021 20:52:03 pm

Q1. What is your position on this proposal?	Oppose
Q2. Comments (optional) The planned building at 903, 911 are too high! !! And thus make this area very very crowded.	
Q3. Your Full Name	Baojiu KANG
Q4. Your Street Address	960 Yates
Q5. Your email address (optional)	not answered



Respondent No: 159
Login: Registered

Responded At: Jun 23, 2021 22:18:45 pm **Last Seen:** Jun 24, 2021 04:28:39 am

Q1. What is your position on this proposal?

Support

Q2. Comments (optional)

The City needs to push for more public amenities including more open space, landscaping, trees, etc. Do not be swayed by car centric opposition calling for more parking and concerns over traffic congestion. I would like to see an accelerated timeline for construction to reduce impact on neighbours.

Q3. Your Full Name	CM
Q4. Your Street Address	1030 Yates Street
Q5. Your email address (optional)	not answered



Respondent No: 160 Login: Registered **Responded At:** Jun 23, 2021 21:46:05 pm **Last Seen:** Jun 24, 2021 04:44:44 am

Q1. What is your position on this proposal?	Support
Q2. Comments (optional) not answered	
Q3. Your Full Name	Trisha Lees
Q4. Your Street Address	1435 Richardson Street
Q5. Your email address (optional)	not answered



Respondent No: 161 Login: Anonymous **Responded At:** Jun 24, 2021 07:02:19 am **Last Seen:** Jun 24, 2021 07:02:19 am

Q1. What is your position on this proposal?	Support
Q2. Comments (optional) Greatly needed addition to our community.	
Q3. Your Full Name	Chris Barrington Foote
Q4. Your Street Address	156 Cambridge St
Q5. Your email address (optional)	not answered



Respondent No: 162 Login: Anonymous **Responded At:** Jun 24, 2021 07:04:55 am **Last Seen:** Jun 24, 2021 07:04:55 am

Q1. What is your position on this proposal?

Q2. Comments (optional)

This seems like the right location for affordable housing

Q3. Your Full Name

Deirdre A Campbell

Q4. Your Street Address

1217 May Street



Respondent No: 163 Login: Anonymous

Responded At: Jun 24, 2021 07:35:45 am **Last Seen:** Jun 24, 2021 07:35:45 am

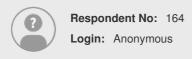
Q1. What is your position on this proposal?

Support

Q2. Comments (optional)

I believe we need to find areas where we are comfortable increasing density, and decreasing the need for driving. In that regard, I am in favor of building up not out, within reason. I believe a vibrant downtown, well thought out with residences and supporting levels of shopping & services, is a positive growth for our downtown core.

Q3. Your Full Name	Bill Lewis
Q4. Your Street Address	619 Courtney Street
Q5. Your email address (optional)	not answered



Responded At: Jun 24, 2021 07:36:25 am **Last Seen:** Jun 24, 2021 07:36:25 am

Q1. What is your position on this proposal?

Oppose

Q2. Comments (optional)

I believe in responsible development of communities. The city of Victoria has had a density plan for the Harris Green area for many years but it seems they have forgotten how to follow a map. The last four years has seen more than seven towers built in a three block area, some pressed up against each other, and more currently under development. Much more density but no improvements in essential services to service this increase in population as crime and vandalism skyrocket. The green space mentioned in this project will be privately owned and will most likely be sporting security fencing in a matter of time like most buildings in this area now. The building heights have gone from 12, to 14, to 21 and now a proposal of 32 stories. It seems we have no height restriction any longer just what the next developer proposes. This project is much too large. The towers are more than twice the height of most of the existing buildings. I feel for the existing residential buildings that are being completely boxed in and consumed by development. Why can't the podium height be raised and the tower height lowered. If the City of Victoria is changing the plan why don't they start to push out into other areas surrounding Harris Green with towers. Start to raise the heights of buildings in areas that still have a four and six height restriction and push them up to 10 or 12. Many of the small businesses will not be able to afford to come back into the commercial space which is unfortunate. They are what makes this a neighbourhood. City of Victoria you are losing the sense of community that you speak of so often.

Q3. Your Full Name	Debra Nelson
Q4. Your Street Address	845 Yates St
Q5. Your email address (optional)	not answered



Responded At: Jun 24, 2021 07:40:30 am **Last Seen:** Jun 24, 2021 07:40:30 am

Q1. What is your position on this proposal?

Support

Q2. Comments (optional)

Purpose-built rental is the most secure form of rental housing and a critical housing typology for diverse and dynamic communities. A project of this nature will ensure secure rental homes in this structure for the next 60+ years. While the initial rents due to high construction and material costs are unlikely to be "affordable" to all members of the community, they will represent good value for many in the community who are having difficulty finding secure rental housing for their families. Today's more affordable purpose-built rental housing was a new build at one point. That is the normal continuum of purpose-built rental housing. To say no to this project today or create unreasonable barriers to negate its financial viability would be a dereliction of this Council's duty to the community today and for decades to come.

Q3. Your Full Name	David Hutniak
Q4. Your Street Address	1210 - 1095 West Pender Street
Q5. Your email address (optional)	



Respondent No: 166 Login: Anonymous

Responded At: Jun 24, 2021 07:50:49 am **Last Seen:** Jun 24, 2021 07:50:49 am

Q1. What is your position on this proposal?

Support

Q2. Comments (optional)

We need the housing stock and density and Harris Green is where it was planned to go. No one anticipated the growth we have had in Victoria and we will continue to grow whether people like it or not. We need workers and they need a place to live at all income levels. This project provides a healthy mix of product ranges for current and future residents of the city.

Q3. Your Full Name Keith Barbon

Q4. Your Street Address 450 Swift Street



Respondent No: 167 Login: Anonymous **Responded At:** Jun 24, 2021 10:25:44 am **Last Seen:** Jun 24, 2021 10:25:44 am

Q1. What is your position on this proposal?

Oppose

Q2. Comments (optional)

I am strongly opposed to increasing heights from the current zoning to 21 - 32 storeys, one reason being the increase in the height of each storey over recent years. One case in point being the Jukebox building on View St; this building is nine storeys, yet it appears to reach to approximately the same height as eleven storeys of the Regents Park building across the street. Allowing 32 storeys, or even 21 storeys would be too much. Such tall buildings in this neighbourhood would not only create substantial shadow during all hours of the day, but would, in my opinion, put us on the path to looking like any other sky-scraper-filled city in North America, which I don't see as a benefit. Victoria is a lovely and distinctive city, protective of green spaces and heritage. I find it abhorent that the 'bigger is better' mentality is overtaking long-held values.

Q3. Your Full Name	Beverly Martin
Q4. Your Street Address	1020 View Street
Q5. Your email address (optional)	



Respondent No: 168 Login: Anonymous **Responded At:** Jun 24, 2021 10:50:26 am **Last Seen:** Jun 24, 2021 10:50:26 am

Q1. What is your position on this proposal?

Q2. Comments (optional)

not answered

Q3. Your Full Name

Ann Squires Ferguson

Q4. Your Street Address

1226 Queens Ave



Respondent No: 169
Login: Anonymous

Responded At: Jun 24, 2021 10:50:50 am **Last Seen:** Jun 24, 2021 10:50:50 am

Q1. What is your position on this proposal? Other (please specify)

My issue is hight...the building would be too tall for Harris Green

Q2. Comments (optional)

I would appreciate fewer floors....other than that I welcome the change

Q3. Your Full Name Cynthia Hanischuk

Q4. Your Street Address 1307-1020 View St Victoria BC



Responded At: Jun 24, 2021 11:23:52 am **Last Seen:** Jun 24, 2021 11:23:52 am

Q1. What is your position on this proposal?

Oppose

Q2. Comments (optional)

I support development that will provide rental housing in Victoria and especially in the Harris Green neighbourhood, but I have several concerns about this proposal: • The lack of a real opportunity for true public consultation. I recognize Covid-19 limited those opportunities but with the PHO restrictions now being lifted, given the magnitude of this development especially the Quadra block (London Drugs site)— this proposal should go to a true public hearing where the developer is present to answer questions from the public and to explain the proposal in detail. Many people are not comfortable attending Zoom and other types of on-line presentations, or may not have access to computers in order to do that, plus the plans on the Development Tracker are not easy for lay-persons to read and understand. This all severely limits public input into what is probably the largest residential development in our time. For the same reasons, when the proposal goes to council, an in-person hearing should be mandatory, to allow people to address council directly. • The two developments (Yates and Cook and Yates and Quadra) should not proceed as one approval. Any approval of the Yates and Quadra block (London Drugs site) is premature. Shovels will not go into the ground for several years. Circumstances may change before that happens. Council should give serious consideration whether it is appropriate to bind the City now to such a significant proposal, which may not meet the then-current needs or wants of its citizens when construction actually begins. Once approved, there is no going back. • The lack of compliance with the OCP. The OCP was well-researched and arrived at with broad public consultation and buy-in. The OCP is in effect a contract between the City, the public, developers, and property owners. While the OCP may need to be reviewed, that review should happen before granting such a huge variation in such an important public document, with such long lasting impacts. • The height and density are too great for the neighbourhood. All around this site, new buildings are going up - none of which come even close to the height and density proposed for these projects, especially the Quadra block. The height and density of those other projects should set the standard for this project, which were clearly considered ideal for the neighbourhood. Circumstances have not changed substantially, or at all, since those other projects were recently approved. • Allowing buildings as high as proposed and so well outside of the parameters set for the neighbourhood, only puts money into the developer's pockets and does not serve the City and its residents well. If other developers could build at heights of 16 and 17 stories and still make the profit necessary to support their projects, surely this developer could do the same. For example, the developer of the rental property at the northeast corner at Yates and Cook came to Council and said that at 12 stories, the construction of that project would be profitable. Sacrificing livability for developer's profits does not make good public planning. • The lack of public amenities being provided: what is being provided is very limited in area and in any event will be privately owned and controlled. Covid-19 has shown us all how important it is to have publicly accessible amenities: a place to sit outside and read a book (without having to buy a coffee), a place to get some fresh air, to meet your neighbours, to share ideas. To bring in this many units into a neighbourhood demands a much more significant contribution to green space and other public amenities. • Perhaps most importantly, while Victoria has a housing crisis these units will do very little to address affordability. As I understand, there are no below market rent units and this developer will have significant control over the rents to be charged, not just in these buildings but also in many more in the City. It will in effect be able to set the market, at whatever level of profit they chose. This is not affordability and may in actuality cause affordability to become more of an issue. Thank you for giving my concerns true consideration.

Q3. Your Full Name	Dianne Flood
Q4. Your Street Address	101-1020 View Street



Responded At: Jun 24, 2021 13:50:09 pm **Last Seen:** Jun 24, 2021 13:50:09 pm

Q1. What is your position on this proposal?

Oppose

Q2. Comments (optional)

This development is wrong in so many ways. Most of all it harms the mental and physical health of residents; this has been proven in scientific studies on city living conditions and residents health in context to city design. For example, we need to feel sunshine and see blue sky sometimes. And I'm poor, I can't travel to a get-away forest or park, I am stuck here. That's just one reason this is bad. Furthering corporate hubris and power along with capitalist greed are two more reasons this is bad. ALSO, the city's feedback system on this is USELESS. I stood with a sign on the street on Yates, about this development issue, and of the 20+ people I spoke to in a couple of hours, almost all of them knew NOTHING about this development. Your publicity sucks. Also, this 'survey' I'm doing now, here, was super difficult to find. Most people would get lost and give up on giving feedback... I wonder who's side is the city on: money or people? From where I stand, it seems bald-faced obvious.

Q3. Your Full Name	David Brownridge
Q4. Your Street Address	911 - 865 View Street.
Q5. Your email address (optional)	



Respondent No: 172 Login: Anonymous

Responded At: Jun 24, 2021 17:16:26 pm **Last Seen:** Jun 24, 2021 17:16:26 pm

Q1. What is your position on this proposal?

Oppose

Q2. Comments (optional)

The applicant proposes the construction of a monstrosity in the middle of Harris Green that would irreparably damage the character of the neighborhood. They ask for 32 story buildings, 10 stories higher than anything else in the area and 19 stories higher than zoned. One can only conclude that they are laughing at the city of Victoria approval process, and expect to to be turned down, then come back with a compromise 26 story plan showing how much they are concerned by the overwhelmingly negative response to their proposal. This development must be rejected with criticism also on their lack of respect for the neighborhood.

Q3. Your Full Name
Ole Hindsgaul

Q4. Your Street Address
611- 845 Yates

Q5. Your email address (optional)



Respondent No: 173 Login: Anonymous **Responded At:** Jun 24, 2021 17:44:25 pm **Last Seen:** Jun 24, 2021 17:44:25 pm

Q1. What is your position on this proposal?	Support
Q2. Comments (optional) not answered	
Q3. Your Full Name	Jason Binab
Q4. Your Street Address	101-960 Yates Street
Q5. Your email address (optional)	



Responded At: Jun 24, 2021 18:45:14 pm **Last Seen:** Jun 24, 2021 18:45:14 pm

Q1. What is your position on this proposal?

Oppose

Q2. Comments (optional)

The original scope of this project was three buildings. Two buildings in the 900 block of Yates St. One building 25 stories the other building 21 stories. While the third building in the 1000 block of Yates St. That building being 19 stories. I wasn't in favour of that original proposal. As it did not conform to the Harris Green OCP (Official Community Plan) developed by the city. And spoke my piece about it. At a city council meeting at city hall. Due to the height of all three proposed buildings being higher than the maximum height laid out in the Harris Green OCP. Of a maximum of 17 stories. Now with this new proposal by the developer. The scope and density of the project instead of being revamped to conform to the Harris Green OCP. The developer now wants a zoning change. To build five buildings instead of the original three buildings. That one building of the five buildings. Will be close to double the maximum height allowed of 17 stories. As laid out and defined by Victoria City council in the Harris Green OCP. With building heights varying from 21 to 32 stories. All well above the legislated height of 17 stories in the OCP for the area. If this proposed project is allowed to go ahead. We will have five new buildings in the Harris Green neighbourhood. Working on an occupancy of two people per unit. That would be another 3000 people added to the area. And with sixty percent of those people having vehicles. That's another 900 cars added to the traffic flow in the neighbourhood. The height of the five buildings will greatly reduce the amount of light and sunshine available. Further changing the look, feel and livability of the neighbourhood. Turning this area of Yates St into a cold, dark canyon of concrete and steel. Also the traffic flow in the Harris Green neighbourhood will be greatly taxed. By the increased number of cars brought to the area by the density in this proposed project. The Harris Green neighbourhood just recently absorbed the increased population of two new buildings in the last eighteen months. The Aria in the 900 block of Yates St. And 989 Johnson in the 900 block of Johnson St. Soon we will have the new building at the corner of Johnson and Quadra St. Adding to the congestion on the roads in this part of the city. With two more new buildings now being built in 900 block of Johnson and Pandora Streets. To be finished by 2023. No, I can't give my support to this revised project as defined in this proposal. It doesn't conform to the official community plan for the area of the city. It will impact the livability of the area. By cutting off the sunshine, adding 3000 more people to area. increase traffic, noise and congestion.

Q3. Your Full Name	Dave Weir
Q4. Your Street Address	202 930 Yates St, Victoria, BC
Q5. Your email address (optional)	



Respondent No: 175 Login: Anonymous **Responded At:** Jun 24, 2021 21:26:58 pm **Last Seen:** Jun 24, 2021 21:26:58 pm

Q1. What is your position on this proposal?

Oppose

Q2. Comments (optional)

The proposed development is too large, and would impose a huge burden on an already congested and overbuilt area of Victoria. There are numerous new developments within a few blocks of the proposal, and jamming more oversized towers is unwarranted. There are no good reasons to allow this development, and the City should say no to the proposal.

Q3. Your Full Name

Alison Heldman

Q4. Your Street Address

1005 Pentrelew Place



Responded At: Jun 24, 2021 22:47:39 pm **Last Seen:** Jun 24, 2021 22:47:39 pm

Q1. What is your position on this proposal?

Oppose

Q2. Comments (optional)

1. I think redevelopment of these sites is a positive initiative, but I am opposed to (a) the height of the towers and (b) the density that is planned. I think all towers should be limited in height to the existing zone maximum heights and densities that are currently applicable to each area, without the need for a new site-specific zone, and with no amendments to the OCP. 2. In terms of the site layout, I think two towers up to a maximum of 30m allowed in zone R48 at 1045 Yates St (Phase 1) would be correct, but within the 900 block, the number of towers, their height and density is too great. Therefore, I think only 2 towers should be permitted in this block and not 3, with a much larger public open space between them. 3. The towers on the 900 block should be built to a height that is more in context with the buildings that currently surround that site, and as I say, stay within the current maximum zone heights permitted. This would allow a tower on the 'Market on Yates' site be built to a height of 49m (zone R9) with a step down to a tower of 38m on the London Drugs sites area (zone R5). 4. Having the tallest tower towards Quadra St, and not stuck right in the middle of the 900 block would be a much better design. 5. The phrase 'sensitive transitions' is common amongst much of the City development policies and objectives. These proposals based on their planned height and density are not sensitive transitions whatsoever in the 900 block, but reducing the number of towers to two, and reducing heights as I have suggested will be a much smoother transition and fit within the context created by the surrounding buildings. 6. I like the fact that the towers have a slimmer profile where they face Yates or View St, but all the towers planned are identically bland, boring and look like commercial offices. To allow these is a significant missed opportunity for some very interesting architecture, to design each one with its own unique appearance and character. 7. I am opposed to creating hundreds of tiny 1- and 2-bedroom units, when I think that larger 2 bed plus den and 3-bedroom units are what the City really needs. This will give the space for couples to start families and be able to have the space to live and stay for a while, with an affordable rent to pay, as getting into the local housing market is incredibly difficult and very expensive. The real estate market in the last year has shown that people do not want to live in tiny 1- and 2-bedroom apartments, they want space and light and many actually want to move away from Downtown neighbourhoods to outside the urban core. 8. The population growth trend is clear, but why does the Downtown core need to accommodate the largest share of this growth? Why cannot the growth be shared around Saanich, Oak Bay and Esquimalt and other areas rather than trying to cram so many people into a highly densely populated City already. If these 1500 units accommodate say 2200 people, I just cannot see that there will be 2200 new jobs being created in the Downtown core to support them (on top of all the other thousands of apartments and condos recently built, in progress or already approved.) 9. Our building (960 Yates St) is located directly opposite the development site. Residents will have to endure 3 or 4 years living right opposite a huge construction site, and all the noise, vibration, dirt, and dust that this will cause. Some thought and consideration should be given to residents in buildings like ours, and it should not be just dismissed as 'tough luck'. Residents lives will be severely impacted, it will reduce the quality of life for a long period of time, and it may devalue the condos and make them very difficult to sell during the construction period. I would like to see it a condition for a developer to make an annual contribution to the strata council for each year of development towards the costs of managing, maintaining, and cleaning the building, to reduce strata fees for residents, and cover additional costs such as window cleaning which may need doing every 3 months during the construction period.

Q3. Your Full Name	Andrew Hinge
Q4. Your Street Address	1702-960 Yates St, Victoria, BC, V8V 3M3
Q5. Your email address (optional)	



Respondent No: 177 Login: Anonymous **Responded At:** Jun 24, 2021 22:49:29 pm **Last Seen:** Jun 24, 2021 22:49:29 pm

Q1. What is your position on this proposal?	Oppose
Q2. Comments (optional) not answered	
Q3. Your Full Name	Anduena Druga
Q4. Your Street Address	1702-960 Yates St, Victoria, BC, V8V 3M3
Q5. Your email address (optional)	



Respondent No: 178

Login: Anonymous

Responded At: Jun 25, 2021 01:05:31 am **Last Seen:** Jun 25, 2021 01:05:31 am

Q1. What is your position on this proposal? Oppose

Q2. Comments (optional)

I have provided my comments in a separate document. This development is totally inappropriate: I agree with the ADP conclusions about it.

Q3. **Your Full Name** Elizabeth Keay

Q4. **Your Street Address** 1021 Pendergast St.

Q5. Your email address (optional) not answered



Respondent No: 179 Login: Anonymous **Responded At:** Jun 25, 2021 09:29:30 am **Last Seen:** Jun 25, 2021 09:29:30 am

Q1. What is your position on this proposal?

Support

Q2. Comments (optional)

We need more places for people to live. I have not reviewed the unit sizes but if there are not 2-3 bedrooms on the lower floors to keep the cast down they should think about added some for family. However that may not be for the 1st tower. I want the streets to be full of people walking and biking not driving in from out of downtown.

Q3. Your Full Name	Daniel Smith
Q4. Your Street Address	401-845 Johnson St
Q5. Your email address (optional)	



Respondent No: 180 Login: Anonymous **Responded At:** Jun 25, 2021 13:48:42 pm **Last Seen:** Jun 25, 2021 13:48:42 pm

Q1. What is your position on this proposal? Support

Q2. Comments (optional)

Finally some progress. We should densify our area to increase supply. If not, housing prices will be high and unaffordable.

Q3. Your Full Name Benjamin Lim

Q4. Your Street Address 819 Yates St



Respondent No: 181 Login: Anonymous

Responded At: Jun 25, 2021 14:21:09 pm **Last Seen:** Jun 25, 2021 14:21:09 pm

Q1. What is your position on this proposal?

Support

Q2. Comments (optional)

More density is how we create an economically vibrant and amenity rich downtown core. I am thankful that Startlight is bringing their experience to our community, has recognized the need for density and is making a bold move to design for what is viable in the long term for such a key location and site size.

Q3. Your Full Name

Elizabeth J Mears

Q4. Your Street Address

770 Fisgard Street & 1024 Meares Street



Respondent No: 182 Login: Anonymous

Responded At: Jun 25, 2021 18:14:25 pm **Last Seen:** Jun 25, 2021 18:14:25 pm

Q1. What is your position on this proposal?

Oppose

Q2. Comments (optional)

I am concerned that the project will fundamentally change the form and character of the Harris Green neighbourhood and of downtown Victoria in general. It significantly exceeds the Official Community Plan (OCP). Although I support increasing Victoria's rental housing stock, equally important is the need to comply with the OCP, which was enacted after significant research and public consultation and should be the blueprint for all developments. I am concerned that Downtown Victoria is increasingly becoming viewed as the default for "solving" Victoria's density challenges, and there is an increasing number of applications that ask for exceptions and dilution of the OCP to developers, without adequate meaningful concessions that benefit the neighbourhood. Collectively, these serve to undermine the overall Downtown character.

Q3. Your Full Name Stephen Wellington

Q4. Your Street Address 403-595 Pandora Avenue; Victoria BC; V8W 1N5

I am a twenty year resident owner in the Harris breen and was shocked and saddened to learn of the groposed clevelopment of the 900 black between yates and View.

That bleck is the absolute heart of our community with 16+ stores and services, offices and condox and of cause the two anchor stores, London Gruge and the market.

the market.

At a recent Quen House, the developer would not say which - if any - of the stores would remain, only which - if any - of the stores would remain, only that the building would be beautiful with perphase a water feature! We do not need another tewer fieles with unaffordable units.

We already have 4 new towers tonly me finished to completion) and 5 more planned - 4 in the 1000 black of Johnson and 1 on the formain The Class lot. The present buildings are not in disreprin - the market is 20 years Hed - the condors on the 5. E

I believe that the interest and needs of an established, thriving and with community should take precedence over those of a developer who would distray Harris Green.

June Smith - 404-1015 Johnson St.

From: Glenn R Harrington

Sent: November 28, 2019 6:47 PM
To: Victoria Mayor and Council
Cc: landuse@victoriadra.ca

Subject: 900 Block + 1033-1045 Yates St: opposition to development proposal - noise pollution

Categories: Awaiting Staff Response

To Victoria's Mayor and Council:

I oppose the CitySpaces/Starlight development proposal for the 900 block + 1033-1045 Yates St. On the basis of noise pollution alone. I ask you to reject the proposal outright.

The proposal requires the completely unnecessary demolition of all existing buildings on the 900 Block of Yates St, including those occupied by London Drugs, Pizza Hut, the walk-in clinic, Market on Yates, Pewter Graphics, Frontrunners, and Harris Green Liquor Express, plus, on the next block, the car dealership facing Cook St.

The demolitions would inevitably involve ongoing noise: from the break-up of concrete, metal, and glass to the ripping-up of asphalt and the removal of trees and bushes. Moreover, the ongoing operation of heavy equipment – from jackhammers to dump trucks – would create a most unwelcome cacophony day after day for far too long.

After the noise of all that unnecessary destruction, the planned construction would involve its own cacophony: drilling and blasting rock plus the whistle to signify each explosion, months of noise from heavy equipment from concrete trucks to cranes, trucks delivering materials, and the banging and whirring noises of construction workers using tools and machines.

All that to replace one bunch of concrete, metals, and glass – the buildings now in use there - with a different bunch of concrete, metals, and glass – the buildings proposed.

I have lived and worked in the vicinity of the proposed Harris Green development, except for 10 months in Nanaimo, since 1995. Thus, I know that everything on the 900 block of Yates St has character and contributes to the social and economic vivacity of the city. Nothing there requires demolition and replacement. It's all good as-is.

I remember the noise when the building now occupied by Frontrunners and residents in the housing above was constructed. Particularly, a piledriver operated for hours a day, day after day for weeks: continual bang, bang, bang before the foundation could be completed and the building constructed above.

As the City is likely aware, structures at all four corners at the intersection of View and Vancouver streets have required remediation; re-paving asphalt at the north-east corner, for example. The small parking lot at the south-west corner continually shows cracking and sagging despite patching. It is said that much of View St rests above a former streambed. Even if that is not the cause, what could this mean for the likelihood of more noisy piledriving if the CitySpaces/Starlight development proposal were to proceed? Life would be better without noisy, unnecessary piledriving.

Victoria has no need for the proposed CitySpaces/Starlight development of the 900 block + 1033-1045 Yates St. Victoria has no need of the on-going, unnecessary noise it would bring, diminishing quality of life in the vicinity day after day from the onset of demolition to the completion of construction.

Please do not approve that proposal in any form.

Thank you.

- Glenn R Harrington

Victoria, BC, Canada

From: Glenn R Harrington

Sent: November 28, 2019 7:45 PM
To: Victoria Mayor and Council
Cc: 'landuse@victoriadra.ca'

Subject: carbon footprint: opposition to development proposal for 900 Block + 1033-1045 Yates

St

Categories: Awaiting Staff Response

To Victoria's Mayor and Council:

I oppose the CitySpaces/Starlight development proposal for the 900 block + 1033-1045 Yates St. On the basis of carbon footprint alone, I ask you to reject the proposal outright.

The proposal requires the completely unnecessary demolition of all existing buildings on the 900 Block of Yates St, including those occupied by London Drugs, Pizza Hut, the walk-in clinic, Market on Yates, Pewter Graphics, Frontrunners, and Harris Green Liquor Express, plus, on the next block, the car dealership facing Cook St. The operation of mostly diesel-powered machinery to destroy the buildings and carbon-absorbing greenery, then to carry away the debris would inevitably emit tremendous amounts of CO₂.

After the destruction of buildings, sidewalks, parking lots, and garden plots, similar machinery would then emit enormous amounts of CO2 in constructing the new development.

All to replace one bunch of concrete, metals, and glass – the buildings now in place - with a different bunch of concrete, metals, and glass – the buildings proposed. Plus new concrete sidewalks, planters, etc.

In case you are already aware of this, allow me to remind you in the context of opposing this proposed development: Concrete production is one of the world's top causes of CO₂ emissions. According to Chatham House, it comprises up to 8% of worldwide human-caused emissions of CO₂..

High CO₂ emissions come from:

- 1. machines used in mining and transporting its ingredients
- 2. machines used in grinding and mixing those ingredients
- 3. calcination the essential chemical process
- 4. firing kilns that bake it into *clinker* an intermediate state
- 5. machines used in cooling, grinding, and mixing clinker into concrete mix
- 6. machines used in final mixing with water, transporting, and pouring.

CO2 is a known cause of climate change and global warming – possibly the most fundamental threat to the stability and habitability of the global ecosystem today. While other gases, such as methane, are more potent per measure, the enormous and still-growing emission of CO2 globally remains a top contributor to the global climate emergency.

The more concrete we produce, the more we contribute to the worsening of the crisis.

I have lived and worked in the vicinity of the proposed Harris Green development, except for 10 months in Nanaimo, since 1995. Thus, I know that everything on the 900 block of Yates St has character and contributes to the social and economic vivacity of the city. Nothing there requires demolition and replacement. It's all good as-is.

Victoria has no need for the proposed CitySpaces/Starlight development of the 900 block + 1033-1045 Yates St. There is no need for the on-going CO₂ emissions it would cause, contributing unnecessarily to the global climate emergency.

Please do not approve that proposal in any form.

Thank you.

- Glenn R Harrington

Victoria, BC, Canada

From: Jim Lepard ■

Sent: December 1, 2019 7:01 PM **To:** Victoria Mayor and Council

Subject: Proposed Development 900 Block Yates St and 1045 Yates Street

Sent from Mail for Windows 10

I strongly object to the proposed development for 900 block Yates St and 1045 Yates St. Harris Green was designed as a village concept. How does building a 25 storey commercial and residential unit complement this vision? Having London Drugs and The Market so close are real conveniences for those who don't drive. Considering the millions spent on bicycle lanes, I thought council would want to encourage people not to use their vehicles.

In addition, there are proposals for 1124 Vancouver St and 941 View St as well as a proposed development for 1309 Cook & 1315 Cook, 1100-1120 Yates St and 109-1115 Johnson St.

Approval of all these projects will make this area a construction zone and have severe impacts on those living in the area.

There are already several construction projects under development in the downtown area (Hudson One and Yates and Quadra to mention two). The area is saturated with construction areas. The downtown core does not have the infrastructure to support more construction.

I do empathize with those who cannot afford a home, but none of these projects are proposed for low-cost housing. The recently completed Jukebox on View and Vancouver lists costs staring at \$310 K – how does that help lower income families?

We need to slow down and consider the impacts of pouring thousands of more people into the downtown area. Once these are built, it is too late to reconsider.

Jim Lepard 904 – 1020 View St

From: PATRICIA OBRIAN

Sent: December 2, 2019 10:11 PM **To:** Victoria Mayor and Council

Subject: Starlight Properties Proposed Development, 900 and 1045 Yates Street

Dear Mayor and Council

I am a resident of 1020 View Street. I attended a meeting this evening where Starlight Properties gave an overview of the above proposal, which I understand is being considered by the Mayor and Council. I wish to express my concerns about this development for a variety of reasons.

- 1. The development which will abut 1020 View Street will impact all residents in our building; we will lose views and sunlight. I am aware that the Harris Green neighbourhood has been designated as a high density area; however, buildings of 22 and 25 storeys seem much too high and out of scale for this area. How much density do we really need?
- 2. These proposed buildings will cause serious problems with vehicle traffic and parking, both during construction and upon completion. Many people in this area use public transport, biking and walking to their workplace and other destinations, but also have a vehicle. There does not appear to be provision for adequate parking for patrons of the commercial tenants. The traffic on View Street has increased markedly on View Street since the construction of the Juke Box condominium building.

This neighbourhood has already experienced a huge increase in population in the past five years, and further projects, i.e. the fire hall and other high-rise buildings, have already been approved. I would respectfully request Council to consider the impact that a project this size will have on the residents of this area.

Yours sincerely, Patricia O'Brian.

From:

Sent: December 6, 2019 1:34 PM

To: Victoria Mayor and Council; landuse@victoriadra.ca

Subject: Construction Project 1000 block Yates landuse (Att: Ian Sutherland)

Good afternoon,

I am writing this response to a recent meeting we had regarding the proposed changes planned for Harris Green between Quadra and Cook. I am not confident the minutes or concerns from this meeting will be passed to the appropriate people.

I have lived in Regents Park Towers at 1020 View Street for 6 years now. In that six years we have had no less than 6 construction projects and cranes that are visible from our Condo. We have been under constant assult (dust, noise) for the whole time we lived here.

Council seems to rubber stamp any construction project for Harris Green. NONE of these new build offer anything remotely affordable for first time buyers.

The Harris Green Plaza is a robust and well used marketplace, containing hair salon, pet store, groceries, used clothing, mail services, fast food options, drug store amongst other things. There is NO need to be allowing an outside developer (Toronto? Really??) to come in and fix what isn't broken. I am completely frustrated by this cities lack of concern over downtown citizens.

Ken Turpin

Technical Services Section | Base Logistics | Canadian Forces Base Esquimalt National Defence | Government of Canada

Section de Services Techniques | Logistique de la base | Base des forces Canadiennes Défense nationale | Gouvernement du Canada

Heather McIntyre

From: Sent:

December 12, 2019 10:30 AM Victoria Mayor and Council

To:

Cc: Subject: Sta

Starlight project between Cook Quadra Yates and View

Att: Ian Sutherland

I am opposed to the present plan for this land.

- 1) The London drugs area parking lot has many trees. Most of these projects build their buildings right up to the sidewalk and then plant miserable trees.
- 2) The buildings should conform to the city's land use plans AND the proposed height is excessive. One building of 17 floors is enough.
- 3) Most buildings that have been put up lately (except the Jukebox) are ugly and unimaginative. Could we have something more attractive?
- 4) Considering the climate crisis people are talking about, we should not put up more poorly insulated glass towers.

Bob Sommerhalder 1104-1010 View St Victoria V8V 4Y3

Heather McIntyre

From: Community Planning email inquiries

Sent:December 13, 2019 8:32 AMTo:Victoria Mayor and CouncilSubject:FW: Harris Green Developers

----Original Message-----

From:

Sent: December 2, 2019 8:38 PM

To:

Subject: Harris Green Developers

I just attended a Meeting of Starlight's Development plans for Harris Green. I am an Owner in Regents Park, 1020 View St. and I am very much against the densification of this area. They plan to call their projects, Harris Village. The City Planners can stop the said proposal from Starlight Development. They plan to use View St as the main traffic flow, feeding into Cook St which is already a very busy Street. Parking for the proposed Businesses and extra Residences will further cause immense congestion in this area. Please, please take a serious look at this proposal then you will realize the City will need to make many changes to the road system and that will be a huge undertaking which will seriously affect all the Businesses and Residences in this area.

I don't know if I have contacted the right Dept and if I am wrong I trust this message will be forwarded to the right people. Sonja Burton,

301 - 1020 View St Victoria, BC

Sent from my iPad

December 15, 2019

To: Mayor and City Council, City of Victoria

To: Ian Sutherland, Community Association Land Use Committee (CALUC)

To: Charlotte Wain, Senior Planner, Urban Design, City of Victoria

To: Wendy Bowkett, Victoria Downtown Residents Association (VDRA)

From: Sue Stackhouse, Regents Park, 302 - 1020 View Street

Re: Proposed Re-Zoning of 900-block Yates and 1045 Yates, Starlight Investments

First, my family lived in a rental multi-family development for decades when we came to Canada in the 1960s. We <u>do</u> need more purpose-built rental units in Victoria. I just wish you weren't trying to stuff them ALL into such a compact and already dense area.

I attended two meetings. The <u>first</u>, offered to us by Starlight Investments and held in our building's lounge at 1020 View Street on Mon. Dec 2. The <u>second</u> was the Community Meeting organized by VDRA and CALUC and held at 638 Fisgard on Tues Dec 3. It was good to see Councillor Charlayne Thornton-Joe at that meeting.

I was concerned about the idea of Starlight facilitating a <u>separate</u> meeting the day before the community meeting, especially as the input to that meeting was apparently not being officially recorded by anyone other than Starlight and those working for them! My concern was that many from Regents Park – 1010 and 1020 View Street – would not then attend the "official" meeting the following evening. We had a very good turnout in our lounge on Dec 2, but I only recognized about 8 or 10 people from Regents Park at the subsequent CALUC meeting on Dec 3, so my fears were well founded.

Following are my observations, comments, ideas, kudos and questions over both evenings, in case these were not captured anywhere else:

- 1. The Community Meeting Notice and the developer both seem to assume that this proposed mixed-use rental development has already been approved for a floor space ratio of 5.5:1 and are seeking to add further density. Is this true? I believe the OCP base density as shown in the city's Downtown Core Area Plan Map 15 (Density Bonus System) is actually 3:1 for the areas on the map marked C2 and C3. The developer has not yet revealed to us what percentage of the residential portion of their project will be "Non-Market Rental Housing" (with social housing or with rent geared to income) and what percentage will be "Market Rental Housing", as described in the City of Victoria OCP, Section 13 Housing Spectrum. So how could they assume they will be receiving such a HUGE amount of bonus density and yet still be greedy for more? They will be sitting on a gold mine property, in the best area of downtown, with anchor commercial tenants and in a city where the residential vacancy rate is extremely low!
- 2. We have not been told the **suite size mix** of the proposed "1200 to 1500 residential units" (how many will be Studio, 1 bdrm, 2+ bdrm, etc.) so how can anyone including city planners and decision-makers gauge how many <u>people</u> will be living in this new "vertical village"? We deserve a more honest communication around density, expressed in terms of <u>how many people</u> will be added to our increasingly densified Harris Green neighbourhood. How else will the City assure that public and community <u>services</u> for all those extra people will be available (bylaw officers, police at street level, street cleaning and paving, public trash container emptying, etc)?

- 3. With real density forecasting in mind, I also asked the developer at the CALUC meeting if they were establishing maximum number of residents per unit of specific size and it seems they had not considered doing so! As rents increase people are tempted to sub-let (illegally, perhaps for extra off-the-books income), or to stuff their lower-paid interns/workers into dorm-like setups (which has happened in the past in our building), or to put up thin plywood divider partitions internally to form extra "rooms" (which my niece experienced in Richmond). These types of illegal over-capacity rentals deliberately skirt the requirements of the Residential Tenancy Act as the so-called "tenants" all share a single kitchen and living room. This allows illegal sub-let rents to become as high as the market will bear and defeats the idea of income-based subsidies. The renter on the tenant form may only claim a household income of \$X on their tax return, but they are taking in all sorts of informal payments from those living in the suite as their sub-lets. Based on these experiences we have added a maximum number of residents for each of our unit types/sizes into our strata bylaws at Regents Park. I would encourage the City to require the same as part of the Housing Agreement you will draw up with Starlight, to future-proof this development as much as possible from becoming seriously overcrowded in decades to come. Assurances from the Developer or their designated property management companies should not be sufficient. You need to have teeth in your agreements if you are really looking after the interests of ALL residents of Harris Green area, now and many years from now. I hope that you are consulting with those that currently manage the CRD low-income rental housing as they will have many, many useful insights as you continue negotiations with Starlight.
- 4. I take exception to Starlight Investments constantly reminding us that they are providing this amazing "public space amenity", the proposed open space between towers, as though it's strictly from the goodness of their heart and some type of sacrifice. Firstly, it is not a true public space, it is a privately owned, privately controlled space. This is not a park, it is a replacement of an existing and likely required mid-block right of way made slightly wider and with a few extra landscape features and benches. ANY developer wanting to attract commercial tenants and long-term market renters at premiums for those "bonus" upper floors they are seeking would provide the same at ground level regardless. Think of Uptown Mall, for instance, with its grassy space/water feature/benches and trees that sits just outside the entrance to Walmart and is surrounded by other ground level retail and offices above.
- 5. Speaking of the upper floors. You do realize that these will be rented out at a <u>premium</u> market price, which will already offset the likely small portion of the overall development that will be provided on an affordable basis to renters based on 30% of household income level. That's one of the main reasons the developer wants the extra height, of course, to maximize the return on the views from such a height and guarantee their height advantage over nearby towers.
- 6. The OCP Schedule A CBD-2 Zone Height Areas Map shows adjacent properties to the west of the 900-block Yates as having maximum heights of 60 metres (HA-2). I want to know that the City will honour its OCP commitments to height restrictions in the Central Business District as well as along Yates and along View in Harris Green, also as shown in the legal document known as the Official Community Plan.
- 7. As an aside: How will anyone <u>deciding</u> how much a household should pay for an affordable rental know how much extra a busker, server, drywaller or taxi driver makes in cash/tips, for instance, and how will that be reflected in "total household income" when not declared to the tax authority? If someone says they made only \$X as a landscaper last year, will there be resources to hire a private

investigator to spot-check? And what constitutes a "household" for income qualification purposes? I'm not against the idea of "affordable" but I don't want people that are willing to <u>hide</u> extra income to have a further advantage over those that are honest about their annual income. What if a tech worker only makes \$X for tax purposes, but that student's parents also wire them large sums of cash to support a blingy Audi? I hate to think how "affordable" could be abused by those with no shame.

- 8. I asked at the CALUC meeting **if the development proposal had been tested for viability**. What I was getting at was why did they think they <u>needed</u> to squeeze in even more density than they thought they were entitled to. Surely the City should be asking for that type of an analysis to be done by its own capable City staff in cooperation with an independent adviser selected by the City? If not, how do you know that what the developer is likely telling you, they need to add more density, more smaller suites, etc. to be able to make this work financially, <u>is even true</u>? I realize we desperately need more rental housing, but please don't allow the developer to manipulate you into thinking that if they don't get <u>everything</u> they want they can not provide rental housing. **Downtown rental in a new building with a 98 walk score is <u>highly desirable</u> these days, even more than condo ownership, especially for those under 40, and here in Victoria more than just about anywhere else!**
- 9. I also take exception to some of the portrayals in the Starlight presentation, the 70-page PDF found here: https://harrisgreen.ca/assets/documents/caluc-presentation (2019-12-03).pdf

 Their PR firm has carefully crafted a presentation that would make anyone not living right next door believe that Starlight is introducing trees, open space, grass, stores and restaurants etc as though we don't already have those things! One of the owners here described the presentation as "seductive" and it wasn't intended as a compliment. Please take a good look at the overhead photo entitled "Context" on page 3 of that presentation. We already have lots of mature trees around and throughout the 900-block of Yates. There are benches, café tables and buskers and glass-fronted retail and restaurants along Yates, crates of produce and flowers for sale along shopfronts. Also, London Drugs seems to have been portrayed in the Starlight presentation as the demon store with an all-caps "BIG BOX" sign on its front! Our LD store is not typical "big-box" proportions and their portion of the 900-block Yates is not a dead "big box" site, it is already a vibrant and naturally active pedestrian/auto place with an existing walkthrough to View St, grass boulevards on Yates, wide sidewalks, big trees, and seating options.
- 10. Somewhat deceptively, the Starlight presentation only included shadow studies modelled on June and September. The extremely long shadows of winter and early spring were not shown, intentionally. When asked why they didn't include those the answer was, "because it would all be dark". Yes, a 20-to-25 storey proposal casts big, long shadows, but don't people have the right to be shown the truth and then decide if they still want to live here?
- 11. At the Regents Park presentation, Starlight was asked about their security plans. The response was that they would likely not be providing 24/7 security as "policing private space is easier". Our Regents Park site is privately owned, but we have recently had to add overnight Paladin Security patrols due to increased incidence of tenters, human poo piles, urine-drenched bushes, used kits, drug stashes and dealing, thefts and damages. Please ask for specific security provision in your Housing Agreement OR extract an extra annual fee earmarked ONLY for extra VPD policing of Harris Green. (In the UK, developers of large multi-family sites are often required to pass their plans by the local police community liaison for official comment on security and safety improvements to be agreed upon before planning permission is granted. Is that being done here?)

- 12. Parking. At our meeting on Dec 2 the developer said that parking "may be pay parking". I don't know if this has any bearing on the city planner's recommendations or on approvals by council. They also told us that the City has insisted that all vehicular access to either of the sites MUST be from View Street and that there will be NO surface parking, all will be underground. They also said that the diagonal parking on 1000-block Yates Street is likely to disappear. Why would city planners want to remove perfectly good surface parking in an area that desperately needs it?
- 13. The Community Meeting Notice only told us that the total number of parking stalls will be "Per Zoning Bylaws Schedule C". How can non-planners with busy lives interpret this without anyone at either meeting telling people what the bylaw says or what it requires for this re-zoning proposal? The community meeting notice could have provided a rough estimate of parking stall range based on 1000/1200/1500 units over commercial/retail and split between visitor/delivery/shoppers and resident parking stalls. That would have been helpful and would not have appeared evasive.
- 14. I asked parking-related questions at both meetings as we did have a marked increase in illegal parking on our common property and in our visitor parking spots once the Jukebox was built on View Street. In a new vertical village of 1000 to 1500 housing units you will have many people that need personal service visits by caregivers, both professionals and family members. Even if residents don't choose to own a car, their visiting friends and family from afar as well as Amazon or service or appliance deliveries arrive in a vehicle. Caregivers, or anyone required to visit daily, cannot afford the time to search for scarce on-street parking each day, and they can't be expected to take the bus from client to client. Also, in an all-rental development there may be more move-ins/move-outs than in owner-occupied condos. Please require extra visitor parking and loading spaces (above current requirements) before allowing any re-zoning. You may also want to consider how to handle the huge number of white un-marked package delivery vans and fast-food delivery services that people are using these days. We also assume that any MODO or similar vehicles will have dedicated underground spots in a development of this potential size and will not occupy any more of the street parking.
- 15. At the first meeting the "podium" was described verbally as about 5 floors. I've since come to realize, from counting floors on renderings and from questions asked at the second meeting, that the 5 or 6 residential floors of the podium are on top of the one-and-a-half storey to two-storey commercial space below. I think the developer should try to be more accurate in descriptions as it is likely that most of the street-bordering height will be the equivalent of 8 floors minimum, perhaps more? But those that only attended the meeting at Regents Park will be left with the impression that the street-adjacent parts of the towers will be a total of 5 floors. Seems like a deliberate underexplanation when the developer fully understood the intent of the question: how many storeys from ground level to top of podium.
- 16. Regents Park residents have to trust the city planners to NOT allow design that would encourage residents of the new adjacent development to the <u>east</u> of us to trespass across the eastern border of our strata property at 1020 View, particularly to prevent them from allowing their dogs to freely run over to our side and relieve themselves on our lawns. This would be a small thing you could do for us, especially given the misery we will be in for 8-10 years. Thanks.
- 17. I understand that a Construction Management Plan will be submitted to the City. As far as we know, you are still planning on constructing two bike lanes and re-routing traffic patterns and squeezing the car lane widths along Vancouver Street. Perhaps consider holding off on all that until after the destruction/construction phase affecting that 900-block site?

- 18. The Official Community Plan (OCP) allows for increased height along Yates but not along View. The Starlight re-zoning proposal and tentative siting of towers would put more than the current allowed density into over-height buildings in areas where it is not allowed within the OCP. How can this disregard of the OCP be justified?
- 19. One of the most dismissive and somewhat arrogant responses given at Dec 3 meeting, I believe it was said by architect D'Ambrosio, was this: "After a certain height the number of stories become irrelevant". Really? I had asked about building height, which wasn't answered. After all, each extra storey could be higher than normal allowance and the actual max building height being requested (in meters) was not on the form sent to each of us as an invitation to the CALUC meeting. If permission is given only based on number of stories then those top floor premium rentals could be built at one-and-a-half normal storey height, with mezzanines or those partly-open-to-the sky workarounds (cheats) that other developers have built recently. Perhaps actual building height measurements should be clarified and made public before re-zoning is considered by council?
- 20. Someone asked whether the public will have any say in which types of events are held in the open space. The answer was, in part, "I think there will be, but can't tell you the mechanism yet." The only thing I can suggest is, don't allow amplified or drumming events or projections with pulsing images or lights. The OCP did not recommend a live outdoor performance venue for this area, I believe it recommended a public park. And if the zoning for Harris Green does not currently support large outdoor performances, giant movie screens or amplified outdoor music or dance events, please don't consider that now. We have families with little kids living here, older people that have difficulty sleeping, and the tall buildings just amplify and reverberate with sound and reflect light in every direction. You can have a lively public space without creating misery for everyone in the neighbourhood. If we really need more light and noise in our lives, we should keep it inside, where people can choose to participate, or not. The low-key performances in the Library inner courtyard are often lovely. But I'm coming and going from there, not forced to suffer through someone else's idea of a good time while I'm trying to work from home or watch TV or enjoy a quiet meal. I truly think that certain types of performances will just increase neighbourhood stress levels. There is enough background noise and light and visual stimulation downtown, we don't need to amp it up. If people really want that, then there are already zones in the downtown area, the red-marked Activity areas shown on one of the city's planning maps.
- 21. One of the ideas I thought was a good one, (it was read from a little notebook, so perhaps a planted question?), was a request from an attendee at the Dec 3 meeting to allow a good exit route for bicycles out onto Vancouver Street into the new bicycle lanes. I thought this could easily be achieved using the existing gap between mature trees that is now the Vancouver St entry/exit for vehicles accessing surface parking at London Drugs. I do NOT welcome a bike lane access from the new development out onto Vancouver Street if that will become a convenient excuse to remove existing trees or reduce the grass boulevards along Vancouver Street in any way.

Final thoughts. If you've got this far you deserve the gold star . . .

I hope that our city employees and mayor and council are truly thinking of how this proposal will impact Regents Park residents in terms of prolonged stress, dust, noise, frustration and disruption for 8 to 10 years. If this was the only development in process it would be bad enough, but there are already many more. This will be a very difficult time for us.

Maybe we'll invite you all over when we're in the thick of it so you can get the true "construction sandwich" experience before it's inflicted on others in the future. :)

Heather McIntyre

From: Glenn R Harrington

Sent: December 21, 2019 6:02 PM **To:** Victoria Mayor and Council

Cc:

Subject: affordability: against Harris Green Village development proposal

To the Mayor and Council:

I oppose the Starlight/CitySpaces development proposal for the 900 block + 1033-1045 Yates St. On the basis that it would work against affordable living in Victoria, I ask you to reject their Harris Green Village redevelopment proposal entirely.

While the people of Victoria continue to face a housing crisis, supply has been increasing mostly for people of above-average income. Thus, as the supply of housing for that segment of the city grows, the overall problem of lack of supply for people of average and below-average incomes remains acute.

The Starlight/CitySpaces proposal would add to the housing supply. Yet, the total increase in rental housing for people of average and below-average incomes would remain acute – even if a portion of the housing created is targeted to address that demand for housing.

After the completely unnecessary, persistently noisy, and significantly CO₂-emitting demolition of all existing buildings on the 900 Block of Yates St and of the car dealership on the next block, the Starlight/CitySpaces proposal would create new commercial spaces. It would be insane to believe that any of the businesses currently operating in those buildings could operate in the new premises at the same or lower lease rates.

Even if the new commercial spaces were energy efficient, consider it certain that any businesses occupying the new commercial spaces would have to pay higher lease rates.

Thus, local people intending to continue as customers of London Drugs, Pizza Hut, Bosley's, Market on Yates, Pewter Graphics, Frontrunners, and Harris Green Liquor Express would quite likely face increased costs because the leases paid by those very business would have increased, forcing them to squeeze more profits from the same customer base.

All to replace one bunch of concrete, metals, and glass – the buildings now in place – with a different bunch of concrete, metals, and glass – the buildings proposed.

All to ensure that Starlight could provide another profit source to its clientele: people seeking maximum returns from their investment in real-estate development.

I have lived and worked in the vicinity of the proposed Harris Green redevelopment, except for 10 months in Nanaimo, since 1995. I know that everything on the 900 block of Yates St has character and contributes to the social and economic vivacity of the city. Nothing there requires demolition and replacement. It's all good as-is.

Further: No need to make living here less affordable.

While there remains urgent need of housing for people of average and below-average incomes, and need to keep life in Victoria affordable to all, Victoria has no need for the proposed CitySpaces/Starlight redevelopment of the 900 block + 1033-1045 Yates St. It would ultimately prove counter to affordability.

Please do not approve their Harris Green Village proposal in any form.

Thank you.

- Glenn R Harrington

Lucas De Amaral

From: Jeff Sutherland

Sent: December 18, 2019 7:17 AM

To: Victoria Mayor and Council

Subject: Re: 900 Block Yates

Follow Up Flag: Follow up Flag Status: Flagged

not if favour of relaxing height restrictions... Will reduce sunlight to zero at street level.

Also not in favour of 100% rentals as opposed to owner occupied if it is to avoid having to provide low income rental units

Regards
Jeff Sutherland
Publisher & President, INSIDE GOLF Inc.
Direct Cell

Partner Publisher to British Columbia Golf, The WCTA and the PGA's Of BC & AB

Richard Elliott

From: Sent:June 24, 2020 8:56 AM

To: June 24, 2020 8:56 AM Victoria Mayor and Council

Subject: 23 affordable units is not enough

Follow Up Flag: Follow up Flag Status: Flagged

For the proposed Starlight development. For the city's policy to be enforced, they will need 20% of the proposed 510 units to get approval.

Please ensure that this happens.

Thank you. Judy Lightwater Victoria, BC

Sent from my Samsung Galaxy smartphone.

Heather McIntyre

From: Audrey Oppel <

Sent: January 1, 2020 9:21 AM **To:** Victoria Mayor and Council

Cc:

Subject: development 900 block Yates St. and 1045 block Yates St.

Re: Proposed developments at 900 block Yates St. and 1045 block Yates St.

Dear Mayor Helps and Council,

Starlight Developments made a presentation at Regent's Park, 1020 View St. on Dec. 2, 2019.

The material and plans presented raised some concerns about the future of Harris Green.

The zoning changes is this area, to achieve greater density, have resulted in allowable building heights and setbacks which may not be suitable for the neighborhood of Harris Green. Tall buildings can adversely affect the environmental qualities of surrounding areas. The increased height allowance will cast significant shadow on adjacent streets and neighboring properties resulting in loss of light and air. This will impact public and private green space. Sunlight would be a scarce commodity. Changed set back allowances would cut off access to light particularly to the Regent's Park condos overlooking Yates St.

Regent's Park would be sandwiched between two properties with high towers, not only losing light access but also impacted by wind patterns due to differential in building heights.

The recently constructed condo towers on Yates St. and Johnson St. have already cut off substantial sky views and light. Added to this will be the new fire hall development which will further impede light access. Hours of light per day will be substantially reduced in this area.

TRAFFIC AND PARKING CONGESTION

Concern that there is inadequate infrastructure to support the degree of density that is proposed.

At Regent's Park we are already experiencing parking and traffic congestion caused by new construction. The residents at the newly constructed Jukebox Condo directly opposite at 1029 View Street, are using our private parking as they lack adequate parking of their own. Use of our loading zone for their delivery and repair trucks cause additional noise and pollution. There is a new restaurant at retail level and their customers also use Regent Park parking.

View St. between Cook St. and Vancouver St. is very narrow and is ill equipped to deal with increasing traffic caused by new construction. Increased density, such as proposed by Starlight Developments, will overwhelm View Street. One resident predicted that traffic flow on View street would be 'desperate', 'not viable'.

IMPACT OF SEVERAL YEARS OF DEMOLITION AND CONSTRUCTION ON HARRIS GREEN (proposal)

Harris Green has just been through 3 years of construction disruption caused by the building of new condos. The noise, blasting, vibrations, dust and dirt caused extensive discomfort. Road closures were continuous, parking often impossible.

Regent's Park is particularly vulnerable to neighboring construction because of its location (bounded by 3 streets) and its extensive green space. The Jukebox construction site produced a spillover of construction debris, dust and dirt onto Regent's Park grounds. There was an ongoing stream of pedestrians from the site including construction workers. View St. between Cook and Vancouver was either closed off or became a one way street to accommodate heavy construction traffic. Entering and exiting our parking areas by car was a nightmare often slowed down or stopped by a flagman or large truck blocking an exit. The grounds and structures at

Regent's Park would not be able to absorb more wear and tear from several more years of construction at neighboring sites.

Many residents at Regent's Park are seniors who have lived here since 1992 when the complex was built. The impact of more years of construction and a huge density increase will negatively affect quality of life here in Regent's Park and the Harris Green neighborhood. Property values could decrease if our area is seen as less 'livable'.

SAFETY AND HEALTH CONCERNS

- Mid block Pathways/Crosswalks
- Pseudo Public Plazas

There is a concern that increased density in Harris Green on such a huge scale will lead to a greater public use of the mid-block pathway (at Regent's Park). This public access into Regent's Park has allowed for a spillover of unsafe and anti-social behaviors from the street.

The entrance to the mid-block path at Yates St. provides access for the public to cross over to Vancouver St. and View St. and enables an opportunity for the public to access every area of Regent's Park private property day and night. The property includes 2 towers, 4 exit/entrances, various paths, stairs, benches and green space.

The mid-block path entrance on Yates St. attracts drug dealers and users. Individuals can be seen here openly using drugs,

stoned, smoking, drinking, passed out and lying on the ground. Individuals walk up from the sidewalk steps and publicly

urinate in broad daylight close to the hedges and landscaping on private green space. Individuals with cell phones contact one another, exchange a backpack or package and exit down the east stairway and out onto View St.

Workers with their yellow disposal containers have been observed scouring the grounds, bushes and hedges to pick up discarded needles and anything else dangerous.

. The entrance/steps at Yates St. leading up to Regent's Park common area is often blocked by individuals sitting or lying across the steps. If asked to move, the response would often be belligerence and profanity

The mid-block path causes increased costs to the condo owners at Regent's Park as their monthly strata fees include maintenance , cleaning and repair to the mid-path and surrounding area. This includes pick up of cigarette butts, discarded

drug paraphernalia, and garbage left by the public.

There is a concern that new pseudo public space proposals might increase the need for monitoring and maintenance. The

proposal of a new mid-block pathway at the new fire hall development on Johnson St. to 'connect' with the Yates St. pathway could pose additional social problems. Also there are concerns about how the public plazas proposed by Starlight Developments would be handled.

INCREASE IN DOG POPULATION

The building of 1000+ new rental units in Harris Green will cause an increase in the dog population as many owners will have pets. Currently there are a lack of dog amenities in the neighborhood. Many dogs from neighboring condos are brought by their owners to Regent's Park green space to relieve themselves. In many cities, a common criteria for new urban developments such as towers and plazas, is concerned with making dog accommodation such as dog runs and dog washrooms a priority.

There is a concern that an increase in the dog population will add cleanup problems for Harris Green and an increased burden for Regent's Park.

Thank you for reading this letter a	and your attention to matte	ers concerning the develop	oment of Harris Green
neighborhood.			

Sincerely,

Audrey Oppel 1025 View St. Victoria, B.C.

Heather McIntyre

From: GLEN F <

Sent: January 7, 2020 6:31 PM

To: Victoria Mayor and Council;

Subject: 1085 Yates, Mazda dealership, firehall, Yates Medical Building, London Drugs

ATTENTION: Ian Sutherland

Hi,

I am rather concerned about the city building out to the sidewalks and allowing variances for building height in the Harris Green between Quadra and Cook.

The proposals are out of line with what is permitted and no amenities or green space is being alloted.

I am ashamed to ask Council what the developer has offered for the proposed density increase. I assume Council got a few measly low income units.

The City has better opportunities to develop sustainable low income housing with developers on land it owns. Please stop the pandering to developers.

Thanks

Glen Foster 1606-1020 View Street

Heather McIntyre

From: bev Caird

Sent: January 12, 2020 11:54 AM

To: Victoria Mayor and Council

Cc:

Subject: Proposed Harris Green Development

First of all I am not opposed to development in Victoria nor will the 25 storeys impact my wonderful view but I am opposed to the miss match of the height of the 5 buildings in question, particularly the height beyond the number of storys (17) contained in the Official Community Plan. The OCP was developed for a reason and we should abide by it. This is a very big project as it is for Victoria and should not require an increase in the height of the buildings just because of greed of the developers and the city. Also this development does not fall into the category of "affordable housing". The average rental price in Victoria is apparently over \$2000.00 and no doubt is increasing as we speak so there is no such thing that I am aware of in this development or Victoria as "affordable housing". I realize we need rental units but tenants have to be able to afford them. There are a lot of other issues to consider with a development of this size such as policing, traffic control and green space and there are no specifics on these issues. Build the proposed development within the current zoning regulations as specified in the OCP. Beverley Caird

From: Willow English Sent: July 27, 2020 9:29 PM

To: DSTRONGITHARM@cityspaces.ca; Charlotte Wain < CWain@victoria.ca>

Subject: Harris Green Village Design

Dear Mr Strongitharm and Ms Wain,

I am writing to you about the Harris Green Village development project, and would like to express my concern about the design. Glass appears to be the main material used in this building, and this means that the building is likely to have problems with bird collisions. Collisions with glass are one of the leading causes of bird mortality, and are responsible for approximately one billion bird deaths yearly in North America. To prevent collisions and help stem the declines seen in many species, cities like Toronto and New York have developed bird-friendly design guidelines and made them mandatory. The Toronto bird-friendly design guidelines can be found here. Toronto has also developed a best-practices document for how to use glass in ways that are not dangerous to birds, which is attached.

Bird-friendly design doesn't mean that buildings shouldn't have windows, just that patterned glass should be used in specific areas, excess glass should be avoided, and certain design features should be modified to prevent collisions. For example, instead of using clear glass railing panels, which birds often hit, patterned or frosted glass may be used instead, preventing collisions.

Building to prevent bird collisions is important for many reasons. Birds provide many economically important ecosystem services such as pest control by eating insects. Most birds are protected by federal law, and an Ontario judge found property owners to be responsible for the birds hitting their buildings. Tenants and residents find witnessing collisions and finding the resulting dead or injured birds to be unpleasant and stressful. Finally, bird-friendly design guidelines often align with other development goals such as energy conservation and sustainability. A building that kills birds cannot claim to be sustainable!

I hope that you will consider incorporating elements of Toronto's bird-friendly design guidelines in this development. Designing with birds in mind is a low-cost way to help protect our local wildlife and biodiversity. I am happy to provide more information on the subject, if requested. More information is also available at safewings.ca Regards,

Willow English Safe Wings safewings.ca Dear Mayor and Councillors,

I am writing to you about the latest proposal for Harris Green Village. Leave it as is, its a great space!

PLease do not build these huge tall towers in Victoria.

They do not fit into our small city charm at all!

- 1. They will increase traffic congestion,
- 2. The higher a building rises, the more expensive is the construction. Thus, the tallest buildings tend to be luxury units, often for global investors. Tall buildings inflate the price of adjacent land, thus making the protection of historic buildings and affordable housing less achievable. In this way, they increase inequality.
- 3. According to BC Hydro (the province of British Columbia's main electric utility) data, use almost twice as much energy per square metre as mid-rise structures.
- 4. high-rises tend to separate people from the street and each other, they greatly reduce the number of chance encounters that happen, which are crucial to the liveliness of a city and to creating social capital.
- 5. The Preservation Institute tells us that when you walk through a traditional urban neighborhood, with buildings five or six stories high, you can see the faces of people looking out of their windows, and you can see personalizing details such as flowerpots in windows. When you walk through a high-rise neighborhood, you cannot see this sort of thing in most of the building's facade. In other words, you lose sight of the human-scale in high-rise neighborhoods.

Please do not allow these huge buildings as I feel it will destroy the quaint character of Victoria.

Sincerely, Rick Burns

Dear Mayor and Members of Council,

The development proposal for Harris Green Village on the current site of London Drugs raises the important question about the sort of form and character Council wants to see in downtown Victoria for the foreseeable future - a Yaletown West of increasingly tall apartment towers, or buildings that maintain the existing varied, mid-rise, high-density form.

The height of its towers and its density are double what might reasonably be expected from the Official Community Plan and Downtown Core Area Plan. Presumably this is the consequence of density bonuses, which are not mentioned in the application. However, the heights utterly fail to comply with explicit planning objectives that emphasize "sensitive and innovative responses to existing form and character," (Objective 8(c) in the OCP), and "context-sensitive developments that complement the existing Downtown Core Area through siting, orientation, massing, height, setbacks, materials and landscaping."

In effect, Harris Green Village amounts to a stress test of the degree to which benefits from density bonuses should override other legally approved planning objectives.

Those other planning objectives are especially significant now because there is compelling evidence that the rate of growth in Victoria is twice what projections in the OCP anticipated. Estimates by the province of the current population of the city, and information about additional dwellings downtown indicate that projections for 2041 will probably be exceeded fifteen years early, in 2025. It is not clear what happens then. Should projections in the OCP be revised, should rates of growth be managed downwards, or should development continue as though projections are irrelevant? What is clear is that this project will accelerate the obsolescence of the OCP and herald a future in which what the OCP describes as the "unique character and sense of place" of downtown will probably disappear.

Below I provide comparative information and evidence to support the concerns I have expressed here. I suggest that these indicate that the proposal for Harris Green Village provides Council with an opportunity to decide what sort of future is intended for the form and character of the Downtown Core, a decision that will have consequences that could last a century or more.

My strong preference is for future developments that respect the objectives in the OCP and DCAP for context-sensitive responses. These will reinforce and maintain the existing fine-grained, mid-rise yet high-density urban form that helps to distinguish Victoria from other cities.

Sincerely

Ted Relph, Fairfield

Comparative Notes and Evidence on Size, Density Bonuses and Rates of Growth

Information about size and density of Harris Green Village is not immediately obvious in the materials supporting the development application. Most is summarized in the Project Information Table on page 39 of the *Rezoning Booklet*.

<u>Area</u>: Proposed floor area of 119,000m2; this is <u>ten</u> times larger than any other project, residential or commercial, currently under review for the Downtown Core. The project covers one-and-a-half blocks from Quadra to Cook between Yates and View (the London Drugs site); in contrast most of downtown has several parcels per block with buildings of different ages, heights and styles.

<u>Density</u>: The proposed Floor Space Ratio is 6:1, twice a base density of 3:1 indicated in the DCAP for this part of downtown.

<u>Height</u>: Five apartment towers of 32, 28, 27 21 and 10 storeys. Urban Place Guidelines on page 41 of the OCP indicate "multi-unit, residential, commercial and mixed-use building from three storeys up to approximately 20 storeys" for this Core Residential Area. Currently there are two towers over 20 storeys downtown. The tallest tower, 32 storeys and 90.5m, is almost twice the <u>maximum</u> height shown on Map 32 of the DCAP of 17 storeys or 50m.

<u>Impact on Neighbourhood and Skyline</u>: The tall towers will dwarf ones in immediately adjacent blocks by between 8 and 23 storeys. See maps on pages 14 and 16 of the *Urban Design Manual*, and drawings in the *Rezoning Booklet*, pages 57-65.

Illustrations on pages 107-113 of the *Rezoning Booklet* show that the towers over 20 storeys will interrupt views of the Olympics from other districts of Victoria and will rise well above the skyline of downtown seen from the Inner Harbour.

<u>Density bonuses:</u> The fact that both height and density of the development are twice what is indicated in the DCAP can only be explained as the outcome of density bonuses. The DCAP notes that height and density can be subject to additional design guidelines that could allow an increase from the base of 3:1 FSR to 5.5:1 FSR plus an additional possible10% bonus for on-site non-market housing. With an FSR of 6:1 Harris Green Village must use the greatest density bonus possible.

Growth Rates for Population and Dwellings: The province provides annual estimates for the population of Victoria (but not for downtown). The estimate for Victoria's population in 2019 was 94,005, about 8,700 more than would be expected if the OCP target of adding 20,000 residents between 2011 and 2041 had been achieved through steady growth (about 660 people a year). The recent growth rate of about 1.4% per year shows that the projected OCP population target of 100,000 in 2041 will be achieved by 2025.

A similar rapid rate of growth applies for dwellings downtown. The target in Section 6.33 of the OCP is that downtown should accommodate 10% of new dwellings in the CRD. The Regional Growth Strategy projects overall growth of 50,700 dwellings in the CRD from

2008 to 2038, which means about 5,000 should be in the Downtown Core. Data about new dwellings downtown in annual and five-year reviews of the OCP indicate a net addition of 3073 dwellings downtown from 2012 to 2019. At this growth rate the 10% projection for 2038 will be achieved by 2025.

I am writing to voice my concern over the proposed development for the property of the full city block 1205/1209 Quadra ,910 View, 903/911 Yates Sr , Half City Block 1045 Yates.

I think the zoning should not be changed to accommodate the ridiculous proposed storeys. They should not be any higher than the two apartment buildings across from the jukebox on View st.

What 's going to happen to all the businesses in these buildings? Are they expected to return paying a much larger rent? What about the buildings themselves? All that material going to the landfill..Some of those buildings are perfectly fine.

Not to mention the years of noise, dust, traffic congestion. As if there isn't enough of that presently.

I guess eventually all the old will be destroyed to build something bigger and higher. Now that the cruise ships are able to bypass us on their way to Alaska, why would they even reconsider stopping in the future? Nothing quaint and special about Victoria anymore Joanne Richard

401 1033 Cook St

Just received the proposed development notice for the full city block and half block for this Harris Green property. I will comment firstly to the request to increase the stories of the building going up to 32 and 21 stories!!! What tallest building in the neighborhood race are we trying to achieve. We currently have new towers being built with limited height and new proposed buildings to further block each other out of views and space. Secondly, I would like your to comment on what the parking zoning bylaw will provide for all these new tenants and owners and people who already park along Yates and view streets. Thirdly what type of renters are affording to live there. Where are they coming from? We have the city giving giving up places for the homeless.

I would be much more receptive to seeing less height/ stories provided to these building developments. It seems like each company wants to be higher than the other. Thank you.

Kendall OBrien

5-1119 view street

Dear Council members:

Please accept my deep disapproval of the proposal. The area to be demolished now includes the only grocery store in the area (The Market on Yates), a walk-in clinic, a pharmacy/superstore (London Drugs), doctors offices, a bakery etc. These are vital for the neighborhood. They are now proposed to be replaced by 32 storey towers. At the same time there are other mega proposals such as the massive Broughton street, Quadra, Fort street "development". This NOT the kind of Victoria that we want! Let the beautiful city of ours to be a cosy, friendly and functional place to live. We don't really want another Vancouver! Yours sincerely,

Vesa Uitto 838 Broughton street I received the proposed development notice for the Yates full block development and 1045 Yates Street. It seems another step toward madness, in the midst of what is already a tower problem in the area. Principally, I am opposed to the towers varying from 21 to 32 storeys (5 to 13 storeys seems reasonable somehow). I understand the developers want to make money. Where are the protected areas, the green areas, the trees? The present site isn't great, but the proposal doesn't make it any better. The Harris Green? Where is the Green? Even Manhattan (which this is beginning to resemble) has rest areas and areas where the light shines in. I would not want to look out from a tower at other towers. Is this really how we want to go? Sincerely,

Don Niedermayer 595 Pandora Avenue Re: Developments at 1205/1209 Quadra, 903/911 Yates, 1045 Yates

Hello there,

I am writing to provide comments on the proposed developments.

We are new residents here at the Jukebox building, having moved from Vancouver's West End. While the idea of new developments across the street is appealing and will surely upgrade the neighbourhood, especially with new commercial space, we are quite concerned about the proposed heights of the towers.

The developer is proposing 21 to 32 storey towers (5 total) which would be well beyond the height of most if not all apartment towers in the immediate neighbourhood. Our new condo building is only 9 storeys tall and neighbouring towers are similar or in the 10-15 storey range. While having more condo towers will inevitably change the look and feel of the area, I believe that tall towers will look totally out of scale for this location which is on the edge of downtown and adjacent to a historic commercial street (I.e. Fort) and a mixed residential area (homes, duplexes and low-rise apartments/condos). The towers will loom over Cook, Yates and Fort Street (and others) while literally casting significant shadows.

I have witnessed rapid changes in Vancouver's West End with numerous new tall towers under construction, and I believe it is loosing its charm and it does not have the same look and feel that it had for decades. The many tall towers are overwhelming when walking along the street.

I therefore implore your committee to reject these tall towers and accept a more modest proposal, say 15-20 storey maximum towers. If the new towers up to 32 storeys are accepted, there is no going back, and it sets a precedent for other locations in Victoria!

We don't need large out of scale development to build and grow our city!

Thank you.

David J. Daw, P.Eng. 904 - 1029 View St Victoria, B.C. Hello and good day! I am a downtown renter. I heard a rumour that the Bin 4 burger lounge property at the corner of Vancouver and Yates st. is going to be developed into a condominium complex. I implore you to revoke the building permit as there are already so many condos along Yates street that have spoiled the character of the area. Downtown is densified enough! Thank you for understanding! Wendy

Dear Mayor and Council for the City of Victoria,

I am writing regarding the 'proposed development notice' regarding the 1205/1209 Quadra property.

I would not wish for Victoria to resemble downtown Vancouver with condo residents being blocked from sun and views and pedestrians walled in by buildings. Please consider having lower towered (max 5 stories) developments with high rises scattered at least one block apart. What is the benefit of having new condos with floor to ceiling windows when all they look onto are the bedrooms of residents meters away?

Thank you for considering this opinion.

Kind regards, Donna Donna Everitt 203-860 View Street Victoria, BC V8W 3Z8 Hello Lisa, your loyal Victorian here - once again providing helpful advice.

PLEASE please don't bend to the extortion of the developers, who know that by promising (even mentioning!) affordable housing, they will get whatever they want.

The massive tower proposed is a depressing thought and one more thing that will make Victoria become just another ugly city lacking in true community spirit. The developers likely don't really even WANT the 32 stories, and when we "reduce" it to 25, they will laugh, having received what they likely wanted.

To think they wouldn't develop if they couldn't recover the square footage revenue associated with 32 stories is absolute nonsense. Don't fall for it, even with their charts and financial analyses. On my knees and begging you to be savvy to this ploy.

We absolutely and definitely need affordable housing - my god, the proof is all around us. This isn't the way to achieve that end - the message needs to be that a much, much lower development WITH affordable housing units included, is what will be a win-win for all and that is what we are demanding - I suspect they will somehow find a way to do that.

Ever hopeful

Adele Malo 304 - 409 Swift Street Victoria, BC V8W 1S2 This proposal takes urban vandalism to a new level.

How can you consider destroying a neighbourhood by approving such a brutal devolopment? The height and density are ridiculous.

Bringing the people who destroyed Toronto to destroy Victoria.

What are you thinking?

Hi there,

As a resident/owner at 930 Yates (the Manhattan) I am notifying you of my opposition to the proposed height of the development as described above. I have reviewed the plans and as favorable as the project is for the neighborhood, I feel that the 'shadowing' effect of the towers would have a negative impact on the surrounding areas to the northern quadrants. All the best,

Grant Watson

Dear Mayor and City Council,

I wish to voice my opposition to the proposed massive project in Harris Green. I've seen the public notices but now also read about it here:

https://www.timescolonist.com/real-estate/residents-concerned-about-scope-of-harris-green-project-1.24327205

I see no need to redevelop this area at all. If you want to put up loads more high-rises then I suggest the area along Douglas from, say, Pandora to Bay Street is much more suitable.

I strongly oppose all aspects of this project. And the idea of putting up towers of between 28 and 32 storeys is just ridiculous. I imagine though that this is more of a tactic by the developers so that you still approve this project but limit the towers to about 20 storeys. That way, you get to claim to the public that you've made some big difference when you haven't.

I say this as someone who lives in a one-bedroom apartment, Victoria is an expensive place to live but without ruining Victoria it will remain that way. They've had a massive amount of development in Metro Vancouver over the last 30 or 40 years and yet house prices there are even higher. In fact, they are some of the highest in the world.

I won't vote for any councillor who approves this project. I won't get into my voting history other than to say that I voted for Stephen Andrew in the recent by-election (whether you consider that to be a positive or negative thing is a different matter of course!).

Please don't ruin Victoria.

Yours sincerely, Matthew Cousins

309-1343 Harrison St Victoria V8S 3R9 Dear Mayor and Council,

Starlight is asking for rezoning in Harris Green to allow five towers of 20, 21, 28, 29 and 32 stories in this small area.

Again I ask — What does the city's approved development plan allow? The city's approved development plan appears just to be the minimum, not the maximum of what is allowed. Every time a developer asks for rezoning it means that the next developer can ask for the same rezoning or even more.

Starlight owns 4.9 acres of land in 2 parcels downtown. They also have bought 8 rental apartment buildings around Victoria – probably bought for the land for future redevelopment.

PLEASE DON'T LET A SINGLE COMPANY DETERMINE THE FUTURE OF VICTORIA!

Do not approve the rezoning. Stick to the current city plan.

Martha

Re: 1205/09 Quadra,910 View. 903/911Yates/1045 Yates

I ABSOLUTELY OPPOSE THIS DEVELOPMENT PROPOSAL

This development contravenes our community plan. It seeks to set aside the height restrictions and will ruin views of the city and mountains, and expose current residents to many more years of noise, dirt, blasting, and disruption, ending with a monstrosity of a tall building that no one wants. I participated in Starlight's community consultation, and at that time my feedback was that if they have to build, it should be something that fits the community and that is beautiful, that fits with the beautiful city we live in. This development as planned is incredibly ugly, too big and not in keeping with our community. Furthermore, the planned development of 1500 residential units will contribute to an OVERDENSITY of this area.

As our city representatives, I charge you to manage development proposals responsibly and not bow to the demands of greedy developers who are irrevocably changing the personality and beauty of this city.

Noreen Lerch 702-1015 Pandora Avenue Mayor & Council,

Regarding the development proposal at 1205/1209 Quadra, 910 View, 903/911 Yates, 1045 Yates:

We have lived on the 1100 block of View Street for over 13 years now and we would be happy to see the Chrysler car lot redeveloped. While higher density is not our concern, we are concerned about the proposed height of the buildings. Tall buildings create long shadows and can make for an uncomfortably dark and cold street-level experience. Could the commercial spaces not be reduced to provide more housing at the lower levels? There are empty offices and storefronts all around town while we are in the midst of a housing crisis. Surely we don't need all of the proposed 100,00 square feet of commercial space included in the current proposal?

We are not supportive of the currently proposed development. We could however support a similar development if the building heights were reduced by 5 stories each.

Regards,

Clay and Nicolette Cowan.

Dear Mayor Helps and Council.

I am a long time resident of Victoria and am appalled at the size and scope of the development proposed for the Yates street block

and the Harris Auto location.

The downtown core of streets that have buildings developed now are enough and we need to put a

pause on more density and height and number of buildings.

I know there are already a number of buildings at 20 or 21 storeys high but to have a block of 28 to 31 storeys is too high and out of proportion for our skyline.

This height means the next developer will want the same thing and we will end up with an uglier city than it is becoming now.

I thought the Wave at Hudson at 26 storeys was a one time allowance/variance because of the location being on a slope but the downtown

block is completely flat and would "tower" over anything else.

Please do not let this block be demolished for this company to build.

Thank you for listening and taking into consideration my request.

Cathy Bhandar

Dr. Kathleen F. Hall #608-834 Johnson St Victoria, BC V8W1N3

June 7, 2021

City of Victoria 1 Centennial Square Victoria, BC V8W1P6

Re: Proposed Development Notice – Full City Block Including 1205/1209 Quadra, 910 View, 903/911 Yates. Half City Block inc. 1045 Yates

Dear Mayor and Council Members:

I am writing to express that I strongly oppose any changes to the Official Community Plan and zoning bylaw regulations from S1/R5/R9/R48 (existing zone) to Site Specific Zone which would allow for an increase in density from 5.5:1 to 6.09:1 and to allow up to 32 stories in height on the 900 Yates Street block, and 6.2 FSR and up to 21 stories on 1045 Yates Street.

The downtown core of Victoria is already becoming immensely overloaded with new condominiums and other building developments, and the charm and character of the city are becoming swallowed up by new high-rise buildings. Victoria is not Vancouver or Toronto; it is an incredibly beautiful capital city that houses wonderful old heritage buildings and exquisite flora and fauna. We do not need the sun to be blocked out and the beautiful views of the skies and steeples overshadowed by mega-high buildings that should never be part of the downtown landscape. If you allow developers to overdevelop and take away the charm and beauty of Victoria, you end up with an ugly concrete mess like every other overbuilt city in the world. This type of building does not happen in the downtown core of historical towns and it should not be allowed in Victoria. As soon as you open the door to this developer's request to ruin our skyline and the city's charm there will be others to follow with similar plans.

The Official Community Plan is there for a reason: to protect our city from being overbuilt. Please respect the beautiful city we live in and refuse to change the regulations that would allow the applicant: Deane Strongitharm/Harrisgreen.ca to build their sun-blocking/skyline destroying concrete monstrosities.

Sincerely,

Dr. Kathleen F. Hall

I strongly object to the notion of developing Harris Green. Putting in this high number of apartments is ludicrous. Downtown and the city of Victoria are already over developed and all of these places will need water, a resource which will become scarce at the rate of development. I don't know how council could even consider this preposterous idea. We should be leaving it as is, and putting in a green space, not more housing. Please send me the names of people to take to task. We will be starting a petition against this.

Lindsay Lewis. Carlo Scarabelli June 7, 2021
To the Attention of:
James Bay Neighborhood Association
Tim VanAlstine, JBNA
Marg Gardiner, JBNA
The Hallmark Society
The Victoria Heritage Foundation
Charlayne Thornton-Joe, Victoria Heritage Foundation Liason
John O'Reilly - Senior Heritage Planner

Mayor and Council

Mayor - Lisa Helps, Councillors - Marianne Alto, Stephen Andrew, Sharmarke Dubow, Ben Isitt, Jeremy Loveday, Sarah Potts, Charlayne Thornton-Joe, Geoff Young Members of the Heritage Advisory Panel: Pamela Madoff, Chair, Aaron Usatch, Avery Bonner, Doug Campbell, Graham Walker, Helen Edwards, James Kerr, Kirby Delaney, Shari Khadem, Steve Barber

Re: Proposed Development of 149 Rendall Street

Why is it important to retain 149 Rendall in its present configuration? This is a brief history of the home and its inhabitants:

In 1880, Robert Rendall purchased 5 acres of the Hudson's Bay Beckley Farm and, in 1888, subdivided it, creating Rendall Street. He lived on Simcoe Street at the lot now numbered 343, an apartment building. In 1889, Andrew Fairfull, a carpenter working for Muirhead & Mann, applied to build a cottage for \$500. It was the second house in the subdivision, after the Whyte House next door.

Andrew Fairfull built an elaborate, albeit small, home. All the formal rooms have eleven foot high plaster cove ceilings. Both the former parlor and dining room have incredibly large, detailed ceiling medallions above the antique light fixtures. Plaster archways adorn the front parlor window and the dining room - kitchen pass through. Walls in the former dining room, hallway and kitchen are panelled with lovely wood wainscot with elaborate capping and varied patterns. Other woodwork such as door and window casings and bullseye ornaments differ from room to room. Two of the original fireplaces have been restored to operation. Wallpaper was the standard throughout this house with the most astounding rich red flocked papered with gold detailing in the dining room. Mr. Fairfull lived in the house until 1901, when James Renfree, a teamster, and his wife Susan, moved in with their children. The Renfree children continued to live in the modest cottage until 1955. Descendants of the Renfrees still live in the area and were pleased to see the restoration of their family home.

In 1990 I purchased the house. Most of the plaster details and woodwork had been obscured by lowered ceilings or removed in a bid to modernize the house in the 1950's. In 1990 and 1991

extensive work was done using family photos, paint analysis and other investigative techniques to keep the restoration as accurate as possible. Structural work such as foundations and earthquake proofing, rewiring and plumbing upgrades as well as full insulation was done at that time. False ceilings and numerous walls were removed or replaced to give the feeling of a single family dwelling while retaining the separate nature of the two suites. All original woodwork (which had been painted) was stripped and returned to natural. Chimneys were rebuilt and fireplace mantles replaced.

In the time when both these homes were built the garden was an important aspect of a home. Some of the original landscape and garden plantings visible in old photographs still remain. Rose bushes visible in photos from the turn of the century can still be seen (just look at the photo of the Renfrees which is on the BC Hydro box across the street). The apple tree on the south west corner of the house is one of the original trees from the Beckley Farm. Two Paul's Scarlet Hawthorns were planted in the front yard to commemorate my son and daughter -in-law's (who lived in the house at that time) wedding thirty years ago. The Hawthorn tree plantings are repeated on the other side of the street at 160 Rendall. The fence design was taken from family photos and description.

My connection with the home: I owned the home for almost 30 years and restored both the interior and exterior to its former glory. The house had been legally duplexed in 1957. I hoped that a family would buy it and return it to single family but that didn't happen. I still own the house next door at 155 Rendall and lived there for many years.

In 1991, I had 149 Rendall formally designated as a protected Heritage home. Much is made in the rezoning proposal of the current zoning allowing for multi family dwellings and how the house would be "protected". It is already protected by its Heritage Designation! It was made very clear at the time of designation that the Heritage Designation trumped the multi-family zoning and that retention and protection of the heritage building would always take precedence. The present owners were well aware of the requirements and restrictions of this designation when they purchased the home. There were many other homes on the market which were NOT designated Heritage at the time.

I find the entire proposal disingenuous on many issues.

Point by point, citing the current owners' letter to Mayor and Council:

- -"This proposal to convert a legal duplex into a legal triplex is consistent with the vision for James Bay's Urban residential zoning and multiunit buildings". Is it really? Is the vision for a future James Bay one in which the existing designated and preserved Heritage buildings and properties are built up to the highest possible use regardless of the neighbourhood in which they stand? It is certainly not my vision for James Bay's future.
- -Introduction:"There will be no displacement of the tenant in the front suite during the entire duration of the development". While there may be no plan to evict the tenant, will the tenant wish to remain in the suite in the midst of a construction zone while a two story addition is built onto the rear of his dwelling?

-Development Rationale: "The development will provide much needed rental space ...and is a direct response to rental vacancy in Victoria of 1.6%" and "The development will appeal primarily to young families, government workers and retirees..."

The development proposal is a two story addition, which means that it is unlikely that it would be occupied by seniors or handicapped individuals. One of the owners has expressed to me that he hopes "to keep it as my primary residents (sic) into the future." While of course I cannot see into the future, the proposed development eliminates much of the yard (and ALL of the private yard to the rear) and eliminates part of the street fencing, making it a less than desirable location for children or animals, and adding more people living on what was originally a single family lot. I would venture to say that unless the owner plans to live alone, any family would prefer a more private location with outside sitting areas. There are not even exterior porches on the proposed addition so in order to be outside, the tenant would have to sit outside one of the other suites. While government workers may be happy there-who knows?, I believe a young family (government workers or not) would prefer a bit of space for a child to play, not on an open fenced, brick paved yard. And while the proposal lists all these variations of potential renters ONLY ONE suite is being built so little is being added to the rental stock, unless the plan is for a rooming house in the multiple bedrooms. As for affordable rentals, which I believe is the goal overall, when the owners purchased this house, they advertised the front suite for \$2400/month whereas I had rented it for \$1170., -hardly conducive to a young family or retirees income.

-"The proposed development is consistent with the James Bay Strategic Direction ...maintaining a variety of housing types and ... range of age groups and incomes, while enabling adaption and renewal of the existing building stock ...The surrounding area of the house is primarily four story apartment buildings." I interpret the statement of "maintaining a variety of housing types" to mean that the Plan is not in favour of destroying existing heritage buildings which are in good restoration and repair in favour of multi family, multi-storey dwellings. The Rendall Street Cluster (Simcoe to Niagara) consists of five heritage homes the side of one four story apartment building, seven more houses and an apartment building, ie. eleven homes, most duplexed, and two apartments.

Site and Building Design

-"Impacts to privacy, appropriate setbacks from the property lines and the overall fit with the existing heritage house have all been taken into consideration. The development...preserves the existing house and compliments the view of the house from the street. Practically speaking very little of the addition would be seen from the street..."

Again, this proposal does nothing to "preserve" the existing house which has not already been done by its Heritage Designation. I believe that the proposal requires a report by a qualified heritage expert, which I have not seen. Most of the impact of this development will not be to the street but to the three houses and yards at 143, 149 and 155 Rendall.

"Compliments" is an aesthetic judgement which I differ with. [Notes from The Standards & Guidelines for the Conservation of Historic Places in Canada Additional Standards Relating to

Rehabilitation:

[11. Conserve the heritage value and character-defining elements when creating any new additions to an historic place or any related new construction. Make the new work physically and visually compatible with, subordinate to and distinguishable from the historic place.] To me this looks like a large rectangular box, more Georgian in its design than Victorian Queen Anne Cottage. While some of the windows replicate those on the existing house, others on the east and south sides are a mish mash of different styles and sizes. There is nothing elegant or beautiful about this design. The set backs from the north property line would be approximately 10 feet (3.06 m) as opposed to the existing of over nineteen feet (5.85m), creating a looming two story structure over my property and a large brick patio so there would be little privacy. On the south the setback of almost 16 feet (4.85m) would be reduced to a mere five feet (1.52 m)! At the rear of the proposed addition, which is carefully drawn so that there is no indication of the higher land behind or where the existing conifers are, the distance between the proposed addition and the existing wall and 6 ft. fence on top of the wall is about 7.5 ft. (2.32 m). How the conifers could be retained while having the foundation and perimeter drainage dug is beyond my comprehension and I would think that shortly after beginning work at least two of these trees would either disappear or the City would be informed that, unfortunately, they cannot be retained because of building requirements. [Tree Preservation Bylaw: Tree retained by plan, permit, application 8 A person must not cut down a tree shown as "to be retained" on a plan attached to a development permit, building permit, rezoning application or subdivision application.] As per the landscape and plan drawings, kitchen and living room windows and one of the lower bedroom windows would likely have trees right in front of them. The landscape plan is also inaccurate and does not agree with the "Colour Graphics". In the landscape plan, the trees to be removed are three maples at the rear and one "deciduous" tree where the proposed parking pad will go. Except that there is another tree there in the front: a Scarlet Hawthorn which balances the second Hawthorn on the other side of the front walkway. It is not shown on any drawing. It is over thirty years old and may well be over the 30 cm protection size. [TREE PRESERVATION BYLAW BYLAW NO. 05-106]. Again I wish to emphasize that the existing apple tree in the south west front yard is one of the original Beckley Farm trees and it should not be damaged in any way. It appears that there will be no construction or traffic on the south side of the property, which should be spelled out in the proposal: [Tree preservation Bylaw: "Construction activity 10 A person must not carry out or cause any of the following activities unless a tree permit is first obtained and the activity is carried out strictly in accordance with that permit"]. If this proposal is even entertained, the City should have a professional arborist assess all the trees on the lot.

-"In Closing, the proposed development is consistent with and compliments the neighbourhood. The addition will maintain the integrity of the existing heritage house without compromising the view of the house from the street. This proposed development is a unique offering in James Bay which will increase the supply of the rental housing market, contributing to the infill and intensification of the urban residential strategy,"

I began by saying I find the proposition disingenuous. I will say the same again. I do not agree

that it is consistent with or compliments the neighbourhood. There are no other heritage homes which are triplexes and the neighbourhood does not need "complimenting". The integrity of the existing house is intact. Although the proposal is at the rear of the house, it is so large and overpowering that it is like a separate building. Its design is not compatible with the existing house and it will be fully visible from the neighbouring properties, which should take precedence over any "street view". "Unique" it may well be, but is it that something which adds to the neighbourhood? As for contributing to the infill and intensification, this is not an empty lot where infill housing might be desirable. It is not a neighbourhood on a busy street looking to "intensify" its image- whatever that even means. The present owner has decided to triplex it and build a two story addition on the rear saying it will "increase the rental stock " (by ONE suite). Again I stress that the owners knew this was a designated Heritage House and bought it as such while many others were available. Perhaps they should take advantage of the current increased prices to divest themselves of this one and buy something more in keeping with their vision. For those who do not know, I singlehandedly restored four of the five houses on this block. I put hundreds of thousands of dollars of my own money into restoring these houses, (as well as many others) leaving them better than when I bought them. I designated each of them Heritage Homes so that they would be retained after I am gone. It may sound corny, but my goal is to preserve these building for the children and grandchildren of the future, so that they can see with their own eyes how this city began and grew. The restoration of this house and a number of other houses won myself and my partners awards from Victoria's Hallmark Heritage Society, Heritage Society of BC and Heritage Canada Foundation. What is the point of restoration and Heritage Designation if future owners can just apply for massive development? I close with a quote which I have used as my watchword. I can only hope that those reading this care as much about the city's past as I do:

"How can we live without our lives? How will we know it's us without our past?"

- John Steinbeck, The Grapes of Wrath

Sincerely,

Melinda Seyler

From: Debra Gardner

Sent: June 6, 2021 9:18 AM

To: Charlotte Wain < CWain@victoria.ca>

Subject: Harris Green project

Good morning

If this is the wrong person to contact, please pass it on to the proper department and especially all of council.

As a resident of Harris Green, 1030 Yates St., I want to voice my strong opposition to the current plans for the 900 block and the 1045 Yates development plans.

I love the vibrancy of downtown and the livability. This will completely change the livability aspect.

Harris Green has and will have so much construction this neighbourhood will look and sound like a war zone for the next 10 years at least. The residents are expected to live with this? It's all well and said for council to approve the amount of development in this area, but how many of you would live with it next door to you?

The densification of this project is overwhelming and not even close to the present community plan. I'm not against change, I bought my condo feb. 2019 knowing there would be the new fire hall building behind us. Downtown has to evolve but this neighborhood will become a small Vancouver. Where's the livability in that? 32 storys!!! Yes, that's the tallest one, however 22 storys with the number of buildings between the 2 blocks!

As it is, Council has already subjected the area residents to another 3-4 years of noise, dust and general chaos to finish the Firehall/Mazda dealership buildings on that corner. Let's add Chard development on the 1100 block to that also.

Density for affordable rentals is needed, but being a new build, downtown, these will not be affordable. Even If they are labeled that.

I made the choice to use public transit instead of owning a vehicle and I wish others would also but, considering how little parking will be built into these buildings will add hundreds of vehicles on the street and make parking a huge issue. It's bad enough in this area.

If this density is approved, I know I'll be selling, I can't live with the construction noise for that length of time. It's a huge mental health strain on most people.

Debra Gardner 206-1030 Yates St.

--

D. Gardner

I live in Fernwood, just around the corner from the proposed 30 plus residential/retail tower proposed by Starlight Developers for the block on View, Cook etc.

I have lived in Victoria for 40 years, and have seen the massive changes in the downtown. For the most part I think it is great: more arts and culture, more shopping, more lively activity everywhere.

I walk downtown and through the Harris Green area from where I live, and drive down through this corridor frequently.

I consider this area to be an extension of my neighbourhood as I live in the south end of Fernwood.

I would like to say that I think it is a profoundly wrong move to build to a height of 15 plus stories in this city.

I am a 'refugee' from Calgary and Edmonton. I left those cities because of their downtown streets that became inhospitable: cold, dark shaded wind tunnels.

Victoria attracts interesting people who are also moving here to leave these barren cityscapes, looking for a more human scale and liveable streetscape.

I understand that density is a better alternative to urban sprawl, and that we are a city that is contained within limiting shoreline and a small building area.

I also understand that we all benefit from the property taxes that are collected from condo towers, and we need the residential housing that rental towers provide.

However, we can have our cake and eat it too!

Let's keep these towers to a reasonable height. We do not want to set precedents..(although we have already to some extent, very regrettably to my thinking).

Can we not have increased density and also keep our beautiful streets, scaled to our tree canopies that visitors say is so beautiful about our city.

Density can be arrived at in so many ways, as we all know happens in the European cities that we admire so much.

(I realize that the City is working on many initiatives to provide more housing).

I hope with all my heart that Starlight's development proposal will be forced to drop their height considerably. Their profits will still be adequate, with what residents are paying for housing here.

We must be vigilant with our city.

Once these developments are allowed, there will be no reversal, and a continued pressure to further towers of increased height.

Respectfully, Margaret Hantiuk 1325 Balmoral Rd, Victoria V8R 1L6

Hi City Council,

I am writing to you today to voice my opinion against the rezoning application for the gargantuan development at the 900 block of Yates (REZ00730). 32 floors is far too many for Victoria, we do not need the tallest building on Vancouver island in the heart of downtown. Further, I do not want my view blocked from 989 Johnson.

I have filled out the comments form on MyCity, but thought to further express my thoughts to the city and council members.

Kindly,

Matthew Jai 1009-989 Johnson st ----Original Message-----

From: Margaret Hantiuk <

Sent: June 8, 2021 11:30 AM

To: Charlotte Wain < CWain@victoria.ca>; Lisa Helps (Mayor) < LHelps@victoria.ca>

Subject: Development at Harris Green

Ηi

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I have lived in Victoria for 40 years, and have seen the massive changes in the downtown. For the most part I think it is great: more arts and culture, more shopping, more lively activity everywhere.

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Respectfully, Margaret Hantiuk 1325 Balmoral Rd, Victoria V8R 1L6 -----Original Message-----

From: Matthew Jai

Sent: June 8, 2021 1:30 PM

To: Charlotte Wain < CWain@victoria.ca> Subject: 1200 Quadra 900 Yates Development

Hi Charlotte,

I am writing to you today to voice my opinion against the rezoning application for the gargantuan development at the 900 block of Yates (REZ00730). 32 floors is far too many for Victoria, we do not need the tallest building on Vancouver island in the heart of downtown. Further, I do not want my view blocked from 989 Johnson.

I have filled out the comments form on MyCity, but thought to further express my thoughts to the city and council members.

Kindly,

Matthew Jai 1009-989 Johnson st Hello.

Overall I am in favor of the proposed development. However I am concerned about two aspects.

- 1. The setbacks appear to comply with the zoning requirements. However, from an aesthetic perspective, it would be much more welcoming and attractive to have setbacks that can accommodate benches/seating, similar to the Jawl development on Pandora at Douglas, across from City Hall. I understand that an interior plaza/open space will be provided in the middle of the 900 block portion of Yates. But generous street side space is equally important from a neighbourhood feeling perspective.
- 2. I do not agree with the proposed maximum building height increase to a 32 stories. I understand that housing demand is high, but it seems more likely that this is an attempt to provide 'exclusive' 360 degree views for the occupants of the expensive penthouses who will be 'towering' over every other building in the city.

Carole Small

To whom is may concern,

DO NOT VOTE FOR THIS BUILD.

Please.

Victoria is a city with small town charm.

We aren't meant to be a mini vancouver.

We are unique and quaint and it would be amazing too to the remain even with pressure to capitalize.

It would ruin our skyline and push our little city into becoming just like every other one across Canada.

Thank you for your time.

A concerned born and raised Victorian

The Harris Green area has enough density right now with all the other apartment buildings surrounding the area. The ever-increasing building of new highrises over the past couple of years has increased the noise and pollution levels, not to mention the increase in heat sinks from all the concrete.poured and the CO2 emissions from that concrete. As longtime Victoria residents, my wife and I feel that Victoria is losing its quality of life by all this overbuilding and we wish to express our hope that these increases in densification are not approved by Council. Yes, we are seniors living on a pension, but to increase the residential spaces will only heighten the cost of living and the rents won't go down, but will only become more expensive and unaffordable for residents like ourselves.

Sincerely - Mr. Rafe Sunshine, #304-1653 Oak Bay Ave., Victoria, BC. V8R 1B5

I am a Saanich resident currently but have lived in the Greater Victoria area my entire life. I am deeply concerned with the direction the City of Victoria (and most municipalities) are taking with the over development of our region.

The downtown core, in particular, has seen huge change in the past decade. In my opinion it has not all been for the better. The streets are losing character, becoming darker/shadowed, wind tunnels in some areas (as in large cities) and the Victoria "charm" is all but gone. I rarely go downtown now, if I can avoid it, and I know many others who say the same thing. Soon it will be the tourists that decide it's not worth a visit.

The increased density downtown has not created a more pleasant environment. Even pre-pandemic, the number of homeless, drug addled, panhandlers, and criminals were proliferating. And if we think building bigger will solve these problems we need look no further than to Vancouver, Seattle, Portland, Toronto, et al, to know this is not true. All of this new construction is not helping these people at all. And it doesn't seem to be providing affordable, low-cost housing for those who need it. Just more expensive condos for off Islanders to invest in.

I sincerely hope Victoria will shun the glass towers that have turned Vancouver into a bland, overstuffed, and extremely unattractive city. Glass buildings are also not great for our already diminishing bird populations. The design for the Telus building looks like something that melted with its odd shape and it does not belong among the other buildings in that area. Totally out of sync, not to mention plain ugly.

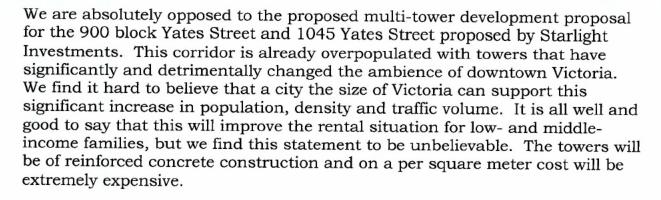
We need to give our collective heads a big shake and wake up to what's really happening to us on this Island. We are being bullied into making bad decisions that fly in the face of what we want our communities to be.

Judy Spearing Eric Road Saanich 1173 Oxford Street Victoria, BC. V8V 2V2 10 June 2021

Mayor and Council City of Victoria One Centennial Square Victoria, BC

Dear Mayor and Council:

Re: Harris Green Proposal



MAYOR'S OFFICE

MAYOR'S OFFICE

VICTORIA, B.C.

We were fortunate enough six years ago to visit New Zealand, including Christchurch, where significant earthquake damage occurred some five years earlier. As a result of these earthquakes, the city council decided that all future development would be limited to a maximum of six stories. As Victoria has the potential of a catastrophic earthquake, it is irresponsible on your part to be approving new developments that could potentially result in significant loss of life.

It is hard to understand why the City of Victoria should bear the brunt of anticipated increases in Capital Regional District population when the other municipalities in the CRD are following a much more conservative approach to development.

One final question concerning this development. How many of the proposed 1,500 units will be homes? In other words, is this yet another project that allows the wealthy to buy or develop space and then rent it out on a short-term basis to non-residents visiting the area?

Lara Bray

Yours truly,

Lorna and Peter Bray

Hello

Over the past 20 years that I have lived in Victoria I've been interested in the decisions made regarding development.

I voiced concern when the building height changed from 14 to 17 floors then to 23 and now 32. This Harris Green development is too dense and too tall.

The city of Victoria is in a very enviable position. Developers want too build here and council can just say to this particular company that this is not the best project for our city. If they find that the city will not give them what they want they can either rethink the project or there are other developers I am sure who would purchase the lands from them. Please do not allow this to go forward.

Thank you Michael McLandress 1406-1035 Belmont Ave Victoria

Dear Mayor and Council,

I write to you on very few issues, only those which really generate strong feelings for me. Harris Green Village is one of them. I ask you to please not approve the rezoning to allow the tallest building on Vancouver Island to be built on this site. I am not against densification and I am definitely not against change. However, every time I drive south into Victoria, I see the 25 storey Hudson Place One and think how inappropriately out of place this disproportionately high building is. Please do not repeat this with an even higher building in Harris Green. Yes, develop the property, but with a height in keeping with the community plan and current zoning. We love Victoria and are living here because it is not a city living in the shadows of high rise towers.

Thank you for reading my input, Penny Fraser 107 Beechwood Ave

Good day,

I am a resident of "The 834" at 834 Johnson Street, (14th floor) and have received a notice about this proposed development.

There is something in the proposed zoning changes that bothers me, and that is the height of some of the proposed residential towers. Here in Victoria, we are beginning to see towers that are in the range of 25 stories, (Hudson Place One) and I imagine that this opens the door to more towers of this height, something we will unfortunately have to get used to. But I feel that 25 stories should be the absolute limit. My new neighbour is "The Yates" which I believe is 20 stories, and in my opinion, looks imposing and is too tall for this particular area of the downtown.

I am strongly opposed to towers that are 32 stories being built in Victoria. I would like to see Victoria retain as much of its character as possible, and not become a miniature version of Vancouver. Those of us who choose to live downtown are saddened when our views of the mountains and the sea become more and more diminished.

Thank you, Vivian Healey Milo Bentanzo, City of Victoria;

I write to show my dissatisfaction with the request to build a 32 story monolith in the 900 block of Yates/View. This has 20% higher density than Yale town in Vancouver! Starlight is an Ontario based development company that is profit driven and has no standing in Victoria's OCP. That is OFFICIAL COMMUNITY PLAN. Please reflect on these words. In no way do the citizens want this sun starving monolith. I have done a small but effective survey of Victoria taxpayers and to a single "maybe" all answers were, NO!!! I would suggest that this development is not a fit for what our citizen want nor needs. If you wish to build rental accommodation please stick to the OCP and encourage developers to build wisely, aesthetically, and not impose over-height monoliths that cater to an overwhelming use of cars, lack of sunlight and congestion. I am also opposed to the OCP amendment for the properties at 749-767 Douglas street. It is far to dense and to high an FSR. We are loosing our ocean/mountain site lines which is one of the best features of our harbour city.

Without Prejudice,

Joan Pink

Hello

I don't know if this is the correct address to use but let's give it a whirl.

I have attempted to learn more about the Starlight development that has been proposed for Harris Green. I don't pretend to be that knowledgement but would like to offer you a few random comments and observations.

Without digging too deeply, I am quite troubled by this development. I am getting tired of arguments that endorse the proposal because of its potential to create jobs, to provide affordable housing, to discourage suburban spread, etc. I am getting tired of hearing proponents of "growth". Victoria has gone through a remarkable transformation in recent years. And, unfortunately, it seems to be replicating the model followed in other cities such as Vancouver and Ottawa. We are better than that. I don't need to tell anybody about Victoria's amazing natural setting. Yet when I see what has happened in recent years, I'm not convinced that many other people have noticed.

Personally, I will be happy to see the car lot replaced on the eastern end of the plan as well as several of the adjacent buildings. Nothing particularly inspiring. However, this development is huge and IMHO incredibly unimaginative. I would ask...no, plead with... Council, city planners and the developer to step back and appreciate the environment and the community. Please give some thought to creating a space that resembles an established community with different styles of architecture, different cladding, different landscaping. Please never make the entire area look like one uniform community or development. Put a little bran in your diets. And importantly I hope the plan includes an abundance of public and particularly public green spaces. Our climate allows people to be outside almost year around—whether exercising, eating at an outdoor patio, being entertained, etc. In addition, we have allowed ourselves to be let off the hook by having Beacon Hill Park.—the existence of Beacon Hill Park doesn't allow us to ignore the need for green space in the downtown core. Currently, everything seems hardscaped—too much concrete, blacktop, brick. The core needs more miniparks, areas to sit and relax outside on the grass under a tree with ducks in the nearby pond.

And yes it is so true what you are hearing. Many of us are exhausted by all of the construction that has occurred downtown in recent years. Enough! We need a break. Give us some peace.

Yes, I am rattling on. But please, Mayor and Counsellors, get a grip. This is a troubled development in so many way.

Thank you and best wishes

Paul Eastman

Hi my name is Bob Beaumont. I'm emailing you regarding the proposal for the London drugs location. I understand that it includes a 32 story building. I've seen the renderings and I'm really excited about it. I have lived in Victoria my whole life and my grandmother's grandparents had a farm Saanich in the 1800's. These proposed buildings will bring so many new residents to downtown and will support downtown businesses. So often in the past great proposals like these have been watered down or rejected. I really hope that this proposal gets approved. Feel free to pass my email onto the other city councillors. Thank you, Bob

I've read that the proposed development at Harris Green (involving Yates Market and London Drugs) will have a density greater than anywhere in Manhattan; greater indeed than any place in North America.

We know that the ground underneath much of Victoria is not so stable. Can the ground at this site sustain such a density of development safely?

Sara Chu

Dear Mayor and Council members:

I am opposed to the density of these new developments. Nineteen stories is fine for Vancouver or Toronto, but will kill the charm of Victoria as well as make the downtown core more crowded and thus, more unlivable.

Zero car parking? Is the goal to entrench the entire downtown even further as an addict nirvana/dystopia so that working people, the ones that pay your salaries, will flee to other parts of the island? And where addicts can bring their stolen bicycles into the building? This is unrealistic and also discriminates against people with disabilities who may well need a car to be able to get around the city.

I would also like to see the app CERTN being used to screen new tenants in any new development. As things currently stand, due to overly zealous privacy laws in this province, a tenant is unable to find out if a neighbour is a drug addict or criminal prior to moving into a building since most property managers do not screen in order to ensure the building is safe from thieves. No one wants to move into a building with thieves as their neighbours and have their unit broken into and their property stolen.

I do not support these developments in this present form, particularly the density and lack of parking for those with disabilities.

I am also very concerned about how limited community consultation is with respect to these developments and that comments are seemingly cherry-picked rather than all comments being reviewed and integrated into the decision-making process at City Hall.

Sincerely,

--

Carol Auld

Hello,

We are residents and owners of a condo at 845 Yates "The Wave". Thank you for the information recently mailed regarding the development proposal at 1205/1209 Quadra, 910 View, 903/9011 Yates etc. We are greatly in support of this development and look forward to the benefits it will provide not only to us but to Victoria. Wonderful!

Best, Richard Weninger Tricia Pearson More towers the better? Taller towers the better? And after all the disruption, with the promise of 1500 rental suites, will they be affordable to people of modest means or will it mean as in Toronto, 1500 empty suites used as piggy banks for numbered investors from mainland China. It will certainly mean the destruction of London Drugs, a centre piece of Harris Green, and any notion of housing for families: Modest housing such as four to six stories around a central courtyard would be ideal; of course, that would cut into the developer's profit motive which they call "progress" and they consider any opposition as fuddy duddies.

To Whom it may concern,

After reviewing the proposed development notice for the property at: Full City Block including 1205/1209 Quadra, 910 View, 90/911 Yates I have a number of concerns.

- 1. Urban density is absolutely necessary, I agree. However I cannot understand why Victoria's smallest neighbourhood is the primary target.
- 2. This massive project is primarily located on Yates Street. Yates Street at present is a truck route and suburban drag strip for those from low density areas wishing to access the cultural vibe of the City centre without having to live there. They flood into the City centre on Yates Street with very little regard for the area residents. The crosswalk midway in the 900 block of Yates is very risky to use, even for the able bodied, never mind children or the elderly. Good luck to the additional thousands of residents, a large number of which will be children, this project will add to the area.

The same can be said of the other corridors that pass through our tiny neighbourhood.

3. Most peoples knee jerk reaction to this development centres around the heights of the residential towers. This a is distraction from the real issue.

I see the real problem being the continuous 5 story podium along Yates Street broken only by a tiny public plaza. It is this podium that will create the canyon like feel at street level, blocking air movement and sunlight at street level. It will also provide amazing reverberation qualities for the already high level of traffic noise. Those who live in this block will get to "enjoy" the traffic noises multiple times.

I live in a residential building across the street from this development. I do not have a sea view or any other spectacular City view I am trying to protect. I look out on a tree lined one storey urban mall. While this view is certainly not one to brag about it does provide a couple of very nice attributes. Open skies and abundant sunlight. Should this development with the 5 storey podium go ahead I will be consigned to a dark canyon, especially in the winter months.

- 4. The location of the public plaza only benefits one neighbouring building. That being the Manhattan, as it is located directly across from the plaza. The Manhattan will benefit greatly from not being interfered with by either the 5 storey podium or the accompanying towers. The rest of the properties on the north side will suffer from both podium and towers. Oh well, luck of the draw, or is some other influence at work.
- 5. The artist's rendition of the 900 block of Yates that accompanies the proposal is at best laughable. It must be from very far north to make the monstrosity that are the View Street Towers seem so small. If you view the site from a residence on the north side of Yates the View Street Towers are an immense sky and sunlight blocking entity. Imagine adding a 5 storey

podium and three huge towers.

- 6. I don't see much if any thought given to making the project more environmentally responsible. No requirements to harvest the massive amount of sunlight these buildings will be taking from their neighbours. No thought of any magnitude given for such a legacy project. Seems more directed at Starlight and their investors' bottom lines.
- 7. One final item, the proposal cites allowable densities vs proposed densities. Nowhere are the current densities referenced. If current densities were used as opposed to allowable the resulting differences would be staggering.

This a massive project with generational consequences. The City will have to live with this for decades and decades. I think careful consideration is required.

When you blindly forge ahead seeking greater density, you have to make it liveable as well.

Thank You,

Ted Webster 306 - 960 Yates Street Hi there, Mayor and Councillors,

I am writing about the proposal named in the subject line which according to an article in the June 10 Victoria News includes 5 towers ranging in height from 21 to 35 storeys.

I understand that more housing is needed in our region as the population of Greater Victoria grows, but I would strongly urge you to consider keeping the building height permits to the current 20 storeys tall. I am concerned that if this limit isn't upheld, Victoria will become another city like Vancouver is, where downtown one walks in the cold shadows of huge buildings that block the light and the sky; the experience is somehow dehumanizing and removes me from connection to the world around me. I know Victoria is growing and changing, but I would like us to exercise prudence and caution in densifying upwards to the degree proposed, and to preserve a more livable city with less tall buildings.

Thanks or listening. I would love to hear back about this.

I did try to locate this development on the Victoria online development website under pre-application (CALCUC) and was unsuccessful in doing so.

Thanks so much! michelle teng 2815 Shakespeare St Victoria BC V8R 4H2 Name: Neil Ridler

Email: Topic: General

Phone:

Address: 1603,960 Yates Street, Victoria

Message: I should like to express my opposition to the proposed zoning changes on 900 Yates. To even consider 32 storey buildings in VICTORIA is ludicrous; more than 50% higher than Hudson. It will be Vancouver or Manhattan. It will encourage the momentum towards Langford or Oak Bay. Please have common sense and courage. As an owner on Yates it will not directly affect our property values, but it will spoil the ambience of Victoria.

Date: Wednesday, June 2, 2021 5:56:33 PM

To the Victoria City Council,

MAYOR'S OFFICE

JUN 1 6 2021

VICTORIA, B.C.

What motivates developers is profit and ego, not a sense of place and community.

If you continue with the various projects, Homis Green will become canyons of faccless steel, glass and concrete looming over the streets like Dracula; a mono. culture.

Build to scale: If not, I will leave Victoria and never return.

Citizen Dan Harris Green Dear Mayor and Council,

The proposed development at 903,911, 1045 Yates, 910 View and 1205, 1209 Quadra is one of the largest in downtown Victoria and it is key that this development does not damage the character of Harris Green and downtown Victoria.

This development is far too large in scope and does not show any concern or attempts to be a good neighbour or respect the area that they are proposing their development for. It significantly exceeds the Official Community Plan (OCP), with five towers of 21 to 32 storeys/109 metres — more than double the OCP's 15 to 17 storeys/45-50 metres, and with a density increase over the OCP maximum, all with very little contribution to public amenities. Privately owned open spaces are not even close to the guidelines that they are supposed to be designing within.

Victoria's OCP is already one of the most generous in North America in terms of density. Vancouver's Yaletown neighbourhood is the densest residential neighbourhood in North America and this proposal is 20% more dense than would be permitted in Yaletown. Also, where are the public amenties that other cities mandate?

In addition, zoning approval is being sought now for Phase 2 (the London Drugs block), despite it not actually going forward for several years. As a consequence, approval will exist as a right, even if circumstances change before construction begins.

Downtown residents welcome an increase in the rental housing stock but it is equally important that developments comply with the OCP. The OCP was enacted after significant research and public consultation so to allow a development to proceed that has clearly exceeded this plan is not appropriate and does not respect or acknowledge the public.

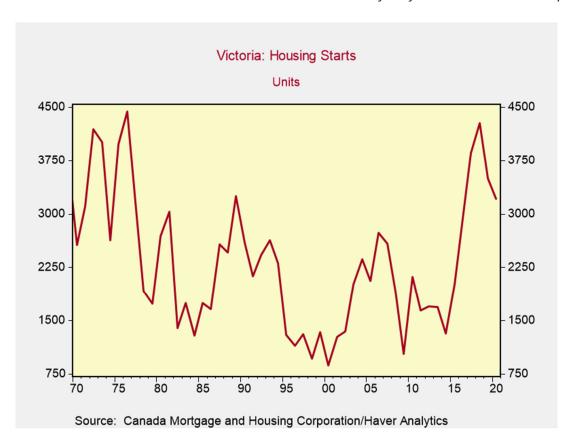
This development must be held to the same standards and expectations that were established to protect the development of downtown Victoria. So send this back to the developer so that they can redesign their project in keeping with the OCP.

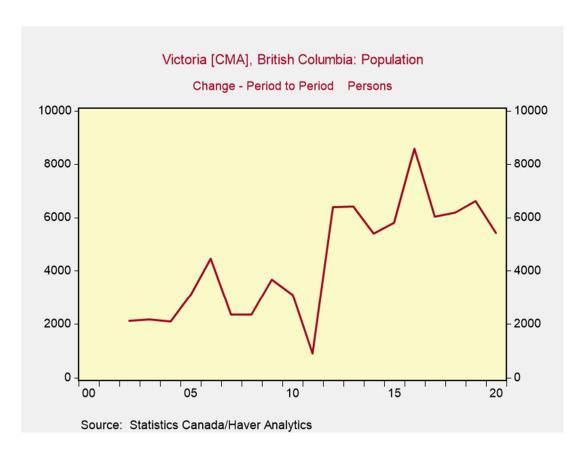
Sincerely
Diane and Peter Chimich
#1601. 788 Humboldt St.
Victoria

Mayor and Council,

I'm David Grypma, a downtown resident and an economist by profession.

I am strongly in favor of the starlight project because of how much it increases rental supply over a relatively small footprint. Building tall and dense is an efficient way to increase the number of rental units on the market, which is the only way to achieve healthier prices.





Housing starts were relatively low in the 1980s until the housing boom starting around 2015. That may have been sustainable for the population growth at the time, but Victoria is now averaging between double or triple the population growth as it was in 2000-2010. The number of housing starts needs to reflect this, and it's going to take buildings that take increasing supply seriously, like Starlight, to achieve affordable housing for a growing city. Housing development needs to be even more aggressive than it was in 2015-2020 because even at that level of building, prices still skyrocketed.

Population growth and the level of housing supply is the driver of housing prices. If the leaders of our city are serious about affordable housing, aggressively increasing housing supply of all types of housing is necessary.

Thanks,

David

I read that the density being proposed for the Harris Green site (London Drugs, Yates Market etc) will be the highest in North America; higher even than downtown Manhattan.

This sounds like an insane move to me. Please do not allow it.

Sara Chu

Proposed towers need to be significantly reduced in height. We do not want to turn into another Vancouver. Maintain present height restrictions in Harris Green which are appropriate and in scale with existing high rise buildings. Byron Wolfe

There's an irksome feeling of disrespect that Starlight is grabbing for more than is acceptable or necessary based on the OCP.

I'm not opposed to change and renewal, but I don't like the idea that developments need to be bigger and broader. Victoria-pride should come from valuing open, green and public spaces that demonstrate our love of our Garden City.

Long-term the population of Victoria will stabilize and ultimately decrease, and the City's citizens will be left with aging, empty buildings that shadow our streets.

I believe Starlight needs to rethink this proposal and bring it more inline with the Official Community Proposal.

Carol Jenkins

To whom it may concern,

I am formally requesting approval to be heard at the Victoria city council meeting regarding the proposed land use development

which includes the Market on Yates, and put forward by Harrisgreen / Starlight development and suggests a possible 32-story building.

I am an affected resident and I live next door. And I have strong opinions to share on this matter.

I await your response, and please confirm receipt of my request.

Regards David Brownridge Hello,

I am writing to oppose the projected development. I believe the development should either be within the Official Community Plan (OCP) limits or at least close to them. The Starlight project is not even close.

Thanks

Fiona Macleod

Hi there,

I live within 200 metres of this proposed development (Full City Block Including 1205/1209 Quadra, 910 View, 903/911 Yates, Half city block Inc. 1045 Yates). I have a few concerns with the new proposal being submitted:

- (1) Number of Storeys Zoning requirement proposal is asking to increase height from 5-13 storeys to 21-32 storeys. This is a large increase compared to other buildings in the area and will take away from the low rise feel of the surrounding neighborhood. I think that capping this building height is important and it should not be increased to such a height.
- (2) Site coverage Site coverage is also increasing. It is important to keep as much greenspace and landscaping as possible to keep this area's neighbourhood vibe. This is important for the long term appeal of Victoria's downtown neighbourhoods.

Thank you for considering my input as a nearby property owner. If you have any other questions, please let me know.

Thank you, Hanna Verhagen 989 Johnson Street

To Whom It May Concern;

I am writing to address the proposed development at address cited in subject line. I have lived in Victoria my entire life (which is knocking at the door of 63 yrs.) I am not here to represent the viewpoint of one that doesn't recognize the need for change and evolution and therefore insists the city remain "Unchanged." The proposals for these two sites I believe are ill-advised. While it is true there is a need for housing to support a growing population (and to house many people that are here and currently un-housed), developments of this magnitude are not in keeping with the essence of what it is to live in Victoria. Sure, they will secure an appreciable tax-base in a "high-density" scenario, but I believe the moratorium on building heights in the downtown core should be upheld - to preserve quality of life in Victoria. The inherent charm of Victoria can and will rapidly vanish if it is just handed over carte blanche to Vancouver developers and their ilk. One only needs to visit the lower mainland which has deteriorated vastly due to urban sprawl, to determine that's not the direction I want my hometown taking. If these currently proposed developments go through ... it will set a precent and become the thin edge for unbridled development. I don't want to walk concrete canyons through the downtown core devoid of skyline, green space or any connection to the surrounding world. "Major" cities elsewhere in the country, North America or anywhere in the world, should be harbingers of warning - not examples to emulate.

Development for developments sake - may benefit a few, but it comes at a great price to many more (one only need look at Langford to see the unmitigated madness - no towers yet, however to me it is a cut from the same bolt of cloth, "over-development.

Thank you for considering my submission.

Sincerely;

Rob O'Neill

#204 - 1055 Hillside Ave. Victoria, B.C. V8T 2A4

Goodmorning,

I tried to access Victoria.ca/detracker to comment on this development proposal but received an error message 500. If this email is required to be sent to them as well, please forward it for me.

I live in The Wave at 845 Yates Street and am opposed to this development. I understand development is necessary but to what degree. The streets have become so congested with new development and I do not see the reason for the height restriction variance which only means more congestion. My understanding is that height restrictions were put in place for a reason. As it is we are being surrounded by a number of large buildings such as Yellow and Chard Developments across the street from us. What are the road changes, etc the city will implement to handle the increased traffic?

If this building comes up I will now lose the sunshine and view from the east and likely more wind funnels will occur. As it is my western side has been affected by The Yellow which I understand was not built to the initial plan agreed upon. Correct me if I am wrong. Why is it necessary to have all these tall structures within such close proximity? It feels like a more natural environment to have a lower structure such as what exists now in this space rather than tall buildings upon tall buildings. I understand the city will be able to collect more tax revenue etc but at what expense to all involved who live here?

I could express more but I think I have said enough for today to try help you understand this from my point of view. I am totally against any tall structures being built in the 900 block.

Sincerely, Susan Malkoske I am a resident of downtown Victoria living on Johnson Street.

I am opposed to the Harris Green development as it is proposed.

We do not need this level of density. Nor due we need the height of the towers proposed.

Why is it that each successive development in Victoria receives approval to go taller and with more density. This is Victoria, not Vancouver or Chicago. Lets keep the character of our community. You should not be in the business of helping developers make huge investment returns after acquiring large parcels of land in the downtown core. I repeat Town. We want to remain a community.

There has been never ending construction of Towers over the past few years in the Yates/Johnson Street areas; The Bay property development; and more development coming on Blanshard and other areas. Let's take a breather..

Thank you lan Munroe

I am a long term resident of James Bay and Fairfield and have worked in the downtown core for 40 years.

I strongly support the principles set out in the downtown core area plans (Official community plan). For that reason, I strongly oppose the development proposed for the London drug block. Three towers in the heart of the residential mixed use area known as the neighbourhood of Harris Green is contrary to the official community plan and to the whole concept of the city being made up of communities. There are already so many towers which have or are being built in this area and the proposed development is inconsistent with these residences. Enough!

Our city is of course under pressure to provide more housing but let's not turn downtown into a bedroom community without spaces to walk, meet, connect, shop and feel at home. The proposed density of housing that would be created by this proposed development is antithetical to the current open largely retain space. It would act as a deterrent to coming to a downtown dominated by towers and further take away from a downtown filled with unique stores and restaurants that encourages you to walk just one more block to see what's there. For whatever reason, citizens resist shopping in the main floor of a tower.

More publicly owned green space is needed, not more concrete. Instead increase the density of the residential neighbourhoods by encouraging garden suites and divisions of larger homes to create more rental space. And instead of towers, all inconsistent with the permitted zoning restrictions, use this space as an imaginative architectural community space with some housing, retail and community spaces all enhanced by green and light.

For these reason's I oppose the development proposed for the London drug block. I understand that the proposal is not for immediate implementation so we have time to properly considered the intent of the planning already done and not to proceed right away.

Yours sincerely,

Lisa J. Cowan Barrister and Solicitor 1245 Oxford st., Victoria From: Livia Meret

To: City of Victoria Mayor and Council

428 Kipling Street

Victoria, BC,

V8S 3J8

June 19, 2021

RE: Development Proposal for 1010-1020 View Street – Harris Green

Dear Mayor and Council,

This is to register opposition to the re-development currently proposed for 1010-1020 View Street (Harris Green). I am dismayed by the sheer mass of what is proposed for the site, particularly the proposal to include a building of 32 storeys.

Walking home from work downtown week days along this and other downtown streets, whether that be Johnston, Yates, Fort, View Streets (and on and on), what is most concerning is just how extensive the high rise development has become within the City to the detriment of the City's livability. It is very reminiscent of what happened in the West End of Vancouver years ago but, at that time, then Mayor Pollen managed to prevent Victoria from becoming a concrete jungle. Unfortunately, with the pace of development over the last few years, Victoria is becoming just that. High rise development creating shadow and wind tunnels, dwarfing everything around.

At this critical junction, City representatives are expected to stand firm and to be prepared to recognize that turning the Cityscape into a concrete jungle is not an acceptable response to our current challenges, whether that be lack of affordable housing, homelessness, loss of green space, loss of parking space, and loss of public amenities.

In that regard, any departure from the current Official Community Plan (OCP) zoning and land use requirements existing for that site should not be tolerated. OCP's should not be given "lip service" as something to be

worked around. Nor should they only be "official" until the next developer comes along. They are intended to guide development not by exception but by application. This is true throughout the City and particularly in those streets where development is occurring at a blistering pace.

There is absolutely no reason why OCP standards should not apply, both in terms of height, density and parking requirements. When travelling downtown to work, I routinely walk, sometimes drive, sometimes bus to and from home. From personal observation, there's already a lot of development happening in those blocks.

The sheer mass of the proposed re-development will bring more challenges now and into the future. The "horse trading" that is going on to achieve affordable housing is a travesty. The idea of some limited reduction on rent for a limited number of years only pushes the problem out to another time when the situation is likely to be even worse.

Also, a limited reduction in market price to accommodate sales to the middle class doesn't do it either. Not many citizens will meet the threshold for combined salaries to qualify. Rather, co-operative housing, as was done in past, with monthly payments means tested would be much better. And, as was done in James Bay, the buildings do not have to be 32 storeys; several stories would do.

Once again, it would be very discouraging to see yet another development approved which would overwhelm the existing neighbourhood. Too high, too dense, too many unnecessary relaxations of City requirements including setbacks, height restrictions, massing on site, etc. At this rate, all of those blocks are going to be solid with high rise buildings with little green space or public amenities for citizens to enjoy.

With construction projects, including many high rises everywhere in the City core including in the immediate vicinity, the City mus be thoughtful in how it approaches proposed developments. The City's residents deserve proper respect, including proper application of OCP principles.

Given the extensive development that has occurred in the City only in the last 5 years, with more of the same proposed for the next 5 years, existing residents are and will be paying the price in terms of loss of community, loss of amenities, loss of green space, etc. And for what market? Much of what is proposed, including at this location and elsewhere is altering the

Cityscape to the detriment of its livability, accessibility and urban environment.

There's a reason why development is proceeding at such a pace: a proverbial gold rush fueled by expectation of increased profits tied to whatever OCP amendments will be secured. This should not be allowed to dominate over the public interest as protected by the OCP. Most of what is proposed is largely at market prices, not the much touted "affordable" or "family" housing required for the longer term. Even in the case of what is claimed to be affordable or for the missing middle, the concessions that the City makes far exceed what is received in return.

It is notable that other northern countries with big cities but historic centres (such as Copenhagen, Oslo, Stockholm) have managed not to overwhelm them by maintaining a ceiling on development height so as not to overwhelm their historic buildings while still achieving density in downtown areas. If they can do it so can the City of Victoria. It's time to stop development that is not harmonious with or that overwhelms surrounding neighbourhoods!

Finally, the comments in this letter apply equally to other proposed developments all along View Street, Yates Street, Fort Street, Douglas Street (e.g. proposed Telus Building), Blanshard Street, Cook Street. The list goes on and on and on...just look for the cranes, then imagine high-rises end to end. Not an ideal Cityscape...the City deserves a break and certainly not more and more and more development of this density! And, certainly not 32 storeys!

Sincerely,

Livia Meret

Page 03

We are long time residents of Harris Green, and are seeing it slowly become an absolute nightmare to navigate. While we welcome more rental and houses to Victoria, we ask that the project be reduced to comply with the OCP. A large, over ambitious development like this will create traffic issues, shadows, wind tunnel effects and does not add much public benefit to offset that. Our major concern is that while Council has a wonderful dream of a car-free downtown, the reality is that until we have proper LRT in this city - most of us, and future residents, will need cars to lead our daily life. The density we are creating will create even more of a standstill in the Harris Green neighborhood and can risk us becoming one of those areas people avoid because "they don't want to get into that mess".

Please consider a more compliant development with the OCP. They are there for a reason.

Daniel

Mayor Helps and Council.

I've read with interest the proposed Starlight developer's plan for redevelopment in the Harris Green neighbourhood. I have vehemently opposed this in my survey, and now wish to place a written letter before you, take heed making this very important redevelopment proposal for our city.

Victoria is losing our vitality, during the twenty plus years I have chosen to make this my home, and have seen development after development railroad through council, with little thought to the urban congestion these cause. 32 tower building will be the nail in our coffin.

Many of my friends are considering moving out of the city. Most will not come downtown, no parking, so they shop in the suburbs. Downtown will eventually cease to be appealing, it's already panhandling heaven.

I am downtown advocate, a paying taxpayer, but I'm wearying. Intense congestion, poor planning, no real future planning for railway transport. Let's try to look to the future and learn lessons from our past.

This isn't Vancouver, or other Big city. We're unique, let's not lose sight of that.

Eileen Bennett

dear Mayor and Councillors,

re Starlight development proposal:

i can not imagine that you would actually consider approving the proposed Starlight project, and i very strongly feel that you should not!

it is extremely hard to even imagine what that would look like:

five towers of 21 to 32 storeys high, covering 1 1/2 city block and double what the COP allows. I understand that it would be 20% more dense that Yaletown in Vancouver, which is the densest neighbourhood in the whole of North America. Insane!

what does this project really offer the city, it's people, it's liveability?

please, please reject the starlight proposal.

sincerely, hanny pannekoek

4651 sunnymead way, victoria, bc, V8Y 2Y4

Dear Mayor and Councillors,

I am writing to voice my objections to the Starlight Project. I believe the buildings are too high and are on a scale that is out of keeping with the character of Victoria. We are not Vancouver. The size will lead to too many people in too small a space and overwhelm the downtown. I am also concerned about the lack of amenities offered by the developer. Where are the green spaces, playgrounds, community centre?

I do not agree with granting approval for a second phase until we see how the developer performs the first phase.

In short the City is giving too much and getting too little for the community. I urge you to go back to the table and negotiate a better deal for the people of Victoria.

Virginia Miller 304-525 Broughton St. Victoria V8W 3E2

Good afternoon

This development proposal does not meet the OCP guideline..The proposed towers are well over allowance. This will set a precedence, such as Pluto's development permit has done, being 40 % more than the OCP. The last development application for ?(can't recall) stated this is only 2 blocks from downtown, and so should be able to cherry pick an increase in height, density, etc.. Very concerned this neighborhood will become a wall of towers . Also requesting a dp now, for some year in the future, is not good management of the area... 12% open space.... Is the rain garden and rooftop patio included in that percentage? New rental accommodations will also be forced to charge a higher rent, Condo fees and city taxes are much higher than outlying areas. Living in Harris Green for 28 years, I have not seen any new community space, other than the community garden, which is unsuitable for building.. The green has been taken over time and again, Structures as large as a car, dozens of tents, small businesses forced out of the area.. Safety, security, and a pleasant area have been an ongoing concern., and very expensive in police, city workers time and wages.

Catherine Brankston 314 999 Burdett Ave Victoria BC V8V 3G7 The city of Victoria lacks transportation & government support services to support a population the size that this project would bring. It goes against the OCP & would significantly reduce quality of life in Victoria. It is more appropriate for a large city not a city of Victoria's scope. Regards,

Jacqui Balfour

The Starlight Project, in my opinion is not suitable in the slightest for the city of Victoria. When viewing the greatest tourist and most pleasant experiences of visiting cities around the world, most satisfactory are such as Paris which does not have high rise buildings downtown. High rises are on the outskirts of that city.

There are already too many tall buildings here and it is making Victoria a less desirable place to visit and to live. I support bicycle paths and right of ways, but they will be blown off the bikes with the wind tunnels created by so many tall buildings.

Do not allow the Starlight project to go ahead.

Margaret Mills

Dear Mayor and council:

I am a resident of Regents Park East Tower and wish to comment on the above Proposed Development. There have been many changes to our neighbourhood in the six years I have lived here, and I am shocked at the changes proposed in these two developments. The two buildings that comprise our strata corporation are surrounded by beautiful gardens which, I assume, were a requirement of the current City Council at the time they were built. The new buildings, and the proposed ones, do not include large areas of landscaping, which is contrary to our belief in Victoria as a city of gardens. The proposed high-rise buildings will over-shadow the existing neighbourhood, creating problems for our existing gardens and the balconies of neighbouring buildings.

I would ask that the Council consider limiting the height of the proposed buildings -- the changes to the existing zoning requirements are extensive and are out of scale with our neighbourhood. I have read the reports of the increase in population envisaged in Victoria, but see huge buildings being erected in Victoria and the surrounding municipalities. Some new and proposed buildings are offering incentives to people considering to rent or buy.

Surely we don't want Victoria to become another soulless North American city. Thank you.

Patricia O'Brian.

COMMENTS ON THE STARLIGHT DEVELOPMENT FOR HARRIS GREEN

TOTALLY OUT OF SCALE

Dear Mayor, Council and Planners,

Thanks for this opportunity for a resident to highlight some serious issues with this project.

Although this Focus Magazine opinion seems extreme, I think we really need to think about the effect(s) of proposed changes to Harris Green by this development that is the most extreme of the proposed developments in this area.

900 and 1000 blocks of Yates Street - Controversial developments - Focus on Victoria

Zorth hovers, sees opportunity, colonizes

Gene Miller

December 21, 2020

- ...The company, of course, is not open to all possibilities, but only those that align with its business mission and practices, its sense of how to manage risk and ensure handsome profits; and this accompanied by a transient's disinterest in the particular identity and trajectory of this community and city....
- ... Do you really think the inhuman monstrosity you're proposing does anything to advance the singular aims of the people of this city, or the potential for improved and increased citizen identity, not to mention Victoria's distinctive physical signature? Have you spent any time figuring this place out, or is this just another dirt play for Starlight?"...
- ... Buildings like the ones proposed are disconnected from the city's experiential plane and both produce and add to an atomization of residents who are divorced physically and energetically from the life of the streets and the city. This is the symbolic code of such development: to reinforce and intensify physical and social isolation, to disconnect and weaken human community, to de-citizenize....
- ... What are they fighting for?

The answer, I think, is memory, social memory. These days there are powerful trends and forces set against public memory, designed, however unwittingly, to obliterate memory, which is to say a community's cultural compass, its map to navigate the future....

... In the face of such trends, does it really make sense to give up on community self-authorship? Do you, in a decade, want to wake up in anywhere...or in Victoria?...

Comparing the project overview in 2020 and 2021

From: Starlight Harris Green Rezoning Booklet January 30, 2020 Starlight Harris Green Rezoning Booklet March 2021 p. 39 on right

	900-block Yates West	900-block Yates East	1045 Yates	Total
Existing Zone	R-5, R-9, R-48 / S-1	R-5, R-9, R-48 / S-1	S-1	n/a
Proposed Zone	CD	CD	CD	n/a
Site Area (m²)	4,982	8,545	6,337	19,864
Floor Area (m²)	32,405	48,635	38,360	119,400
Commercial Floor Area (m²)	5,335	2,146	3,102	10,583
Floor Space Ratio	6.50	5.69	6.0	6.0
Site Coverage (%)	71.6%	71.6%	85.5%	n/a
Open Site Space (%)	28.4%	28.4%	14.5%	n/a
Height of Buildings (m) (maximum)	80.7	90.5	61.5	n/a
Number of Storeys	25, 6, 5, 4, 1	28, 24, 6, 5, 4, 1	19, 17, 6, 5, 4, 1	n/a
Vehicle Parking Stalls	385	517	423	1,325
Bicycle Parking Spaces (class 1&2)	567	886	691	2,144
Building Setbacks				
Front Setback (m) - Yates	1.5	1.5	1.5	n/a
Rear Setback (m) - View	3.0	3.0	3.0	n/a
Side Setback (m) - Quadra	2.0	2.0	n/a	n/a
Side Setback (m) - Vancouver	1.5	1.5	n/a	n/a
Side Setback (m) - Cook	n/a	n/a	1.5	n/a
Side Setback (m) - West Side	n/a	n/a	0.0	n/a
Residential Use Details				
Total Number of Units (approximate)	380	650	492	1,522
Unit Type	Studio, 1/2/3 BR Apt, TH	Studio, 1/2/3 BR Apt, TH	Studio, 1/2/3 BR Apt, TH	n/a
Ground-oriented Units (approximate)	20 Ground; 30 Podium	20 Ground; 30 Podium	10 Ground; 20 Podium	30 Ground; 50 Podium
Minimum Unit Floor Area (m²)	42	42	42	n/a
Total Residential Floor Area (m²)	26,034	44,576	33,718	104,327

	900-block Yates	1045 Yates	Total	
Existing Zone	R-5, R-9, R-48 / S-1	S-1, R-48	n/a	
Proposed Zone	CD	CD	n/a	
Site Area (m²)	13,527	6,337	19,864	
Floor Area (m²)	81,162	38,022	119,184	
Commercial Floor Area (m²)	7,481	3,030	10,511	
Floor Space Ratio	6.0	6.0	6.0	
Site Coverage (%)	71.6%	84.0%	n/a	
Open Site Space (%)	28.4%	12.0%	n/a	
Height of Buildings (m) (maximum)	90.5	71.2	n/a	
Number of Storeys	32, 29, 28, 5, 4, 3, 1	21, 20, 5, 4, 1	n/a	
	943	346	1,289	
Vehicle Parking Stalls (approximate)	Per Schedule C or as varied at time of Development Permit with appropriate TDM measures			
Bicycle Parking Spaces (approximate)	1,468	658	2,126	
Building Setbacks				
Front Setback (m) - Yates	2.0	2.0	n/a	
Rear Setback (m) - View	3.0	3.0	n/a	
Side Setback (m) - Quadra	2.0	n/a	n/a	
Side Setback (m) - Vancouver	2.0	n/a	n/a	
Side Setback (m) - Cook	n/a	2.0	n/a	
Side Setback (m) - West Side	n/a	0.0	n/a	
Residential Use Details				
Total Number of Units (approximate)	1,058	510	1,568	
Unit Type	Studio, 1/2/3 BR Apt, TH	Studio, 1/2/3 BR Apt, TH	n/a	
Ground-oriented Units (approximate)	20 Ground; 20 Podium	6 Ground; 15 Podium	26 Ground; 35 Podium	
Minimum Unit Floor Area (m²) (approximate)	35	34	n/a	
Total Residential Floor Area (m²)	70,732	33,836	104,568	
Amenity Floor Area (m²)	2,949	664	3,613	
Daycare Floor Area (m²)	n/a	492	492	

Note: the building heights. The buildings are actually taller since they are on a podium of townhomes and retail space. They are the tallest structures in the area. The need for this height is not clearly justified. Note the additional stories and the smaller units. Most of the sites will be covered, especially for 1045 Cook. This is far more than the recommended coverage of ?60%.

Zoning

900-block Yates: R-5, R-9, R-48 / S-1, S-1

1045 Yates: S-1, R-48

Change to CD throughout

Note:

There is no clear explanation of what the CD is other than an acceptance of the zoning booklet?

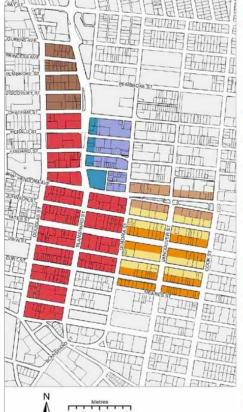
Note:

Downtown Core Area Plan 2011 updated 2020

https://www.victoria.ca/assets/Departments/Planning~Development/Community~Planning/Local~Area ~Planning/Downtown~Core~Area~Plan/DTCP book web.pdf

p. 39

This development is in the Bonus Density Area as shown with C-2 and C-3.



MAP 15 Areas for Density Bonus System

Location	Eligible Uses	Base Density (Non- Cumulative)	Maximum Density (Non- Cumulative)
	commercial	4:1	6:1
A-1	residential*	3:1	3:1
1, 7,010	mixed use 1, 2,*	4:1	6:1

- The base density for mixed use development is 4:1 FSR. of which the residential portion shall not exceed 3:1 FSR
- The maximum density for mixed use development is 6:1 FSR, of which the residential portion shall not exceed 3:1 FSR

	commercial	3:1	5:1
A-2	residential*	3:1	3:1
	mixed use 3, 4,*	3:1	5:1

- 3. The base density for mixed use development is 3:1 FSR
- The maximum density for mixed use development is 5:1 FSR, of which the residential portion shall not exceed 3:1 FSR

	commercial	3:1	5:1
B-1	residential*	3:1	5:1
	mixed use 5,6,*	3:1	5:1

- 5. The base density for mixed use development is 3:1 FSR
- eximum density for mixed use development is

	commercial	3:1	4.5:1
B-2	residential*	3:1	4.5:1
	mixed use 7,8,*	3:1	4.5:1

- 7. The base density for mixed use development is 3:1 FSR

Location	Eligible Uses	Base Density (Non- Cumulative)	Maximum Density (Non- Cumulative)
	commercial	3:1	5.5:1
C-1	residential*	3:1	5.5:1
	mixed use 9,10,"	3:1	5.5:1

- 9. The base density for mixed use development is 3:1 FSR
- The maximum density for mixed use development is 5.5:1 FSR

	commercial	1:1	3:1
C-2	residential*	3:1	5.5:1
	mixed use11,12,*	3:1	5.5:1

- 11. The base density for mixed use development is 3:1 FSR. of which the commercial portion shall not exceed 1:1 FSR
- 12. The maximum density for mixed use development is 5.5:1 FSR, of which the commercial portion shall not exceed 3:1 FSR

	commercial	1:1	1:1
C-3	residential*	3:1	5.5:1
	mixed use ^{13,14,*}	3:1	5.5:1

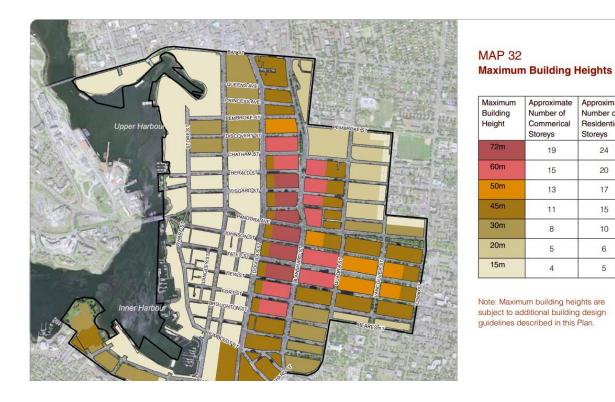
- 13. The base density for mixed use development is 3:1 FSR of which the commercial portion shall not exceed 1:1 FSR
- 14. The maximum density for mixed use development is 5.5:1 FSR, of which the commercial portion shall not exceed
- * Projects which provide on-site non-market housing consistent with the City's Density Bonus Policy may be considered for an additional 10% floor space bonus above the maximum indicated on Map 15. Density Bonus Areas. The total amenity and affordable housing contribution should be equivalent to The base density for mixed use development is 3:1 FSR
 The maximum density for mixed use development is 4.5:1 FSR
 The maximum density for mixed use development is 4.5:1 FSR
 The maximum density for mixed use development is 4.5:1 FSR
 The maximum density for mixed use development is 4.5:1 FSR

The developer has not provided any rationale about non-compliance with C-2 and C-3. Furthermore, the developer is not providing any non-market housing so is not entitled to the additional floor space bonus.

Maximum Building Height

p. 89

Note: this is 17 storeys- residential- NOT the heights proposed by the developer.



Special Restrictions

Note: The Vic Map shows 4 Special Restrictions on the 900 Block Yates site. What are they? We need an explanation of how the developer will deal with these.

https://maps.victoria.ca/Html5Viewer/index.html?viewer=VicMap

Buildings Massing

Approximate

Number of

Residential

10

6

Storeys 24 Starlight Rezoning Booklet March 2021 p. 4

Note: the massing of existing and proposed structures along View and Yates. The Starlight parking will enter and exit on View along with all the other buildings' tenants: View will become a dangerous congested street.

Note: the other existing and proposed buildings on Yates and Cook have not been added to the diagram minimizing the effect of massing of these other buildings on the landscape. There needs to be a model of the entire region showing all of these buildings; do we want our city to look like this?



For more on the massing of local buildings see Rezoning booklet p. 12:

The Harris Green neighbourhood is the closest residential neighbourhood to downtown with its wide range of amenities and workplaces, some 5-10 minutes' walk to the west. It is also well connected to the surrounding neighbourhoods and amenities to the north, south, and east by a contiguous street grid.

Harris Green has a well-balanced mix of uses – including residential, commercial and institutional– in close proximity to one another that encourages walking and cycling between uses and gives the neighbourhood a local feel that is distinct from the downtown, with its higher proportion of tourists and office workers.

The scale of buildings is in transition, however, as larger mid-rise buildings and high rise buildings have been developed in response to the neighbourhood's central location.

Note: although the city has proposed increased influx of people into this area how do we know that people will actually want to live in something that looks like Yaletown. The development is not in response to the neighbourhood's central location: it is the developer's intent to dominate this area with structures that are higher the other new buildings to maximise profit in market housing.

Massing & Height

Harris Green Rezoning Booklet p. 43, 74

The massing model shows how the buildings and open space fit with the surrounding buildings and streets and contribute positively to the neighbourhood's urban fabric.

Note: Please explain how this massive development contributes "positively" with all the other high rises in the area (that will be lower than this but still exceeding the zoning requirement).

See also:

Harris Green Urban Design Manual 2021

p. 16

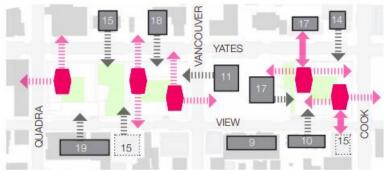


Diagram 3 - Tower Offset

Grey boxes indicate existing or approved buildings above 9 storeys. Dotted lines indicate development proposals that have not received approval at the time of writing.

Note: the height of the surrounding buildings are certainly closer to the height restrictions that these buildings. Not sure why the developer is not compliant. This is a clear example that other developers are attempting to comply with height restrictions but Starlight has no intention of doing so.

View Studies

Harris Green Rezoning Booklet p. 105-111

Note: See how this development has a serious impact visually on the human scale particularly the 1045 building and the effects of the total development and other similar developments on View St. City Council and Planners **must** look at the totality of these buildings and their dehumanizing effect.

Tree Management Plan

Harris Green Rezoning Booklet p. 70, 97

Note: The tree management plan (sic) means removing ALL the mature trees in the area of both buildings (except maybe the chestnuts on Cook). The developer is making NO attempt to retain the existing tree canopy. This total lack of consideration for maintaining a mature tree canopy as part of the urban forest shows the developer is not interested in this at all as this is an inconvenience. The mature trees should be retained and would enhance the bleak "amenity" ie the plaza they are proposing. People were sitting under this mature set of trees today. They should not be destroyed. If the developer is forced to retain the chestnuts on Cook why not the trees in Harris Green?

Soil Removal

Note: the underground parking of this and the other buildings will require the removal of hundreds of truckloads of soil. Where does this soil get dumped? This is Victoria's (and other urban development) dirty secret to dump its waste elsewhere. The soil at 1045 is probably contaminated.

June 12, 2020 Letter to council

Re: Revised Rezoning & OCP Amendment Application for Harris Green Village (903, 911,&1045 Yates Street, 910ViewStreet, 1205& 1209Quadra Street)

In addition to clarifying and expanding on the urban design rationale, the project has introduced an affordable housing component. Starlight Developments is critically aware of the City's priorities on the provision of affordable housing. It has taken an in-depth analysis to determine the financial viability of a rental project to include an affordable housing contribution given the other important amenities that include:

...

As part of this proposed development, Starlight is proposing an additional 0.5 FSR of residential floor area beyond what the DCAP had contemplated for these sites (from 5.5 to 6.0 FSR). We are pleased to note that this additional residential floor area makes it possible for Starlight to include affordable rental units in the development. Fifteen percent (15%) of the additional floor area, representing approximately 23 units (or 22% of the first phase units), will be offered at median income affordability per the Victoria Housing Strategy 2016-2025, Phase Two: 2019-2022 report. [emphasis added] Median income rents, by unit type, from the table titled Affordable Maximum Rents by Bedroom Size and Income Bracket were used.

Note:

23/510 phase 1 units

22% of 510 units in phase 1 is 112 units in 1045 [phase 1]. 23 units is 5% of 510 units

This is hardly an amenity donation to the city where affordability is spending 30% of income on housing. This is a cynical gesture by the proponent.

More on how serious the non-market and low market housing is: the developer has no concern for this population:

Victoria Housing Strategy 2016-2025, Phase Two: 2019-2022 report

https://www.victoria.ca/assets/Departments/Planning~Development/Community~Planning/Housing~Strategy/The%20Victoria%20Housing%20Strategy_Phase%20Two_FINAL%20Web.pdf

p. 47-48

Housing Targets

The City has two types of housing targets: housing affordability targets, which establish the appropriate household income thresholds and rents for affordable housing units, and housing unit targets, which are the number of units <u>required on an annual basis</u> to meet the current and future housing needs of Victoria residents. Both the affordability and unit targets have been updated for Phase Two.

Housing Unit Targets

The City of Victoria sets housing targets as part of our overall planning for new housing. These targets provide a high-level estimate of the anticipated future demand for housing at different points along the housing continuum and will help to ensure we will have an adequate supply of housing to meet the range of existing and emerging housing needs of Victoria residents.

Housing Unit Targets, City of Victoria 2019–2024

					≙ \	
	Non-Market	Low End of Market Rental Housing	Market Rental Housing	Affordable or Entry-level Ownership	Ownership	
		RENTAL HOUSING		OWNERSHIP		TOTAL
	Very Low Income	Low Income	Median Income	Moderate	Above Moderate	
INCOME THRES HOLD	<\$19,999	\$20,000 to \$34,999	\$35,000 to \$54,999	\$55,000 to \$84,999	\$85,000+	
5 YEAR TARGETS	442	448	527	615	768	2800

<u>Note:</u> the total for market rental housing for the 6 years is 527 x 6=3162 units. Starlight will be building 1568 units. What will be the capacity of all the other buildings in the are and will there be overcapacity given the market rents all these developers will be charging? Has someone figured out how many of these buildings we will actually need and how do we know there is a demand for this type of housing?

Note:

Housing Needs Assessment

Housing | Victoria

In 2020, the City participated in the CRD's Housing Needs Assessment City of Victoria, October 2020 (Housing Needs Assessment [PDF - 5 MB]), in accordance with Section 585.31 (1) of the Local Government Act, which requires that all local governments complete housing needs reports by April 2022 and every five years thereafter.

Key findings from the report include:

21% of Victorians are in Core Housing Need, a higher proportion than the CRD (14%), British Columbia (15%), or Canada (13%) Renter households reported incomes that were 45% lower than that of owner incomes (\$41,152 versus \$78,673)

As of 2020, there were 938 households on BC Housing's waitlist for Victoria

Between 2005 and 2019:

Average home sale price increased between 80% (for a Condo Apartment) and 111% (for a single-family home) Median rent increased by 68% for a one-bedroom unit and 81% for a three-or more bedroom unit

CRD's Housing Needs Assessment City of Victoria, October 2020 https://www.victoria.ca/EN/main/residents/housing-strategy/housing.html

P. 39

Non-Market Housing

As of 2019, there are a total of 5,795 non-market units where BC Housing has a financial relationship (Table 6). Most of these units are for seniors and then family housing. As of March 31, 2020, there were 938 households on BC Housing's Housing Registry for Victoria, including 245 families, 378 seniors, 230 people with disabilities, 51 individuals needing wheelchair accessibility, and 34 singles

p. 42

Housing Indicators

Statistics Canada collects data on housing indicators to show when households are not meeting three housing standards: adequacy, affordability, and suitability. These are defined as follows:

Adequate housing is reported by the residents of the home as not requiring any major repairs.

- Affordable housing has shelter costs that are less than 30% of total before-tax household income.
- Suitable housing has enough bedrooms for the size and makeup of resident households according to National Occupancy Standard (NOS) requirements. 16

In Victoria, the proportion of households living in unsuitable or inadequate homes have increased slightly over the past three Census periods. Households experiencing unaffordable housing costs increased 2% in 2011 before returning to 2006 levels in 2016.

Affordability is the most common housing standard not met in Victoria, typical of the regional and provincial trends. 33% of all households in 2016 spent 30% or more of their income on shelter costs, including 42% of renter households and 20% of owner households. A higher proportion of renters than owners live in unsuitable dwellings (Figure 37).

p. 56-57

4.5.4 Projected Households by Bedroom Type Needs

Due to the concentration of household growth in couple-without-children and non-family households, approximately 49% of households added in each of the 2016 to 2020 and 2020 to 2025 periods (Table 19 and Table 20) are expected to be able to be housed appropriately in bachelor or 1-bedroom units.

TABLE 20 PROJECTED ADDITIONAL HOUSEHOLD NEEDS BY BEDROOM TYPE, 2020-2025

	Bachelor / 1 Bedroom	2 Bedroom	3+ Bedroom	Total
Couple without Children	421	421	0	841
Families with Children and Other Families	0	168	336	504
Non-Family	933	467	156	1,555
Total	1,354	1,055	492	2,900
% by bedrooms	47%	36%	17%	100%

Source: Derived from Statistics Canada Census Program, and BC Stats Custom CRD Population Projections

Note: the projection of 2900 units x 6=17400 units. Has the city decided to concentrate all of these units in the downtown core? People need to be given a choice of where to live and not driven to market housing as determined by developers and the city. Developers MUST be required to work with BC Housing and non profits to address the non market and low market sectors.

June 12, 2020 Letter to council cont.

Re: Revised Rezoning &OCP Amendment Application for Harris Green Village (903, 911,&1045 Yates Street, 910 View Street, 1205& 1209 Quadra Street)

Existing Residential Units

A request was made to identify the number of bedrooms in the existing small residential component of the 900-block site. There is a total of 15 units comprising 12 one-bedroom and three two-bedroom units. Starlight is mindful of its obligations to existing residential tenants, and to providing a respectful relocation plan in keeping with the City's Tenant Assistance Policy. The location of the apartment units is

not part of the first phase of development, and there is a minimum of four years before any relocation planning is required. In many respects, Starlight is better equipped than many developers to provide seamless tenant transitions because of its management strength and other existing rental projects in Victoria. Starlight has communicated with these current residents and will continue to keep them well-informed as the project progresses

Note: the City should ask for a clear plan for these tenants and ensure that Starlight does not renovict other tenants in the many rental buildings they currently own to rehouse the soon to be evicted tenants.

Wind Study

A wind study has been prepared by Rowan Williams Davies & Irwin of Guelph, Ontario, in which a scaled model of the project was produced and placed in a wind tunnel to determine wind implications and conclusions. The results of the study determined the siting and design of the towers measured very favorably. There is one location identified at the corner of Yates and Quadra Streets with a lower rating, but this situation could be mitigated through typical strategies, such as strategically placed landscaping. A copy of the wind study forms part of this resubmission package.

Note: I suggest the City do an independent wind study of the effect of <u>all the buildings</u> in the area including the other proposed highrises as noted in the View Studies in the 2021 booklet noted above: the so called plaza will be a very unfriendly bleak place to be.

A final thought from an expert:



And from the Minutes of the ADP January 13, 2021:

. . .

- This <u>application seems to be eliminating the form and character of the city</u>. Is this doing this because of the lack of variety in scale and use it presents?
- We thought about this a lot, we went down many research roads with this project. We had to cross the viability, market demands and retail that had to be replaced among many things. If you look at the developments in the area that conformed and were originated out of the DCAP guidelines where short towers with and without podiums are built, we are moving in the direction of towers. The development economy of the city is moving towards these kinds of densities. We tried to use the podium to fit in with the 19th century style.

Note: please clarify how this attempt to fit with the "19th century style" is meeting the 19th century style you mention.

...

- What part of this building do you think the public will fall in love with?
- The streets and retailers are things people will love.

Note: <u>even the proponents agree</u> that NO ONE will love anything about this development-only the street which is already there and the retailers. This is a telling statement about the quantity and quality of this development. If this is the case then why don't they do something to make is more suitable and smaller scale and design?? I suggest they start over completely!

Thank you,

Elizabeth Keay, Victoria Resident

Note:

References as cited or in the Dev Tracker for this project.

SEE: CITY OF VICTORIAY 210 JULY 2012 OFFICIAL COMMUNITY PLAN BYLAW NO.12-013.

SEE BYLAW 2018:

163RD YEAR • NO. 157

The Colonist: Founded 1858 | The Times: Founded 1884

Dave Obee Editor and Publisher Phillip Jang Bryna Hallam **News Editors**

We are rushing toward a crowded future

EDWARD RELPH

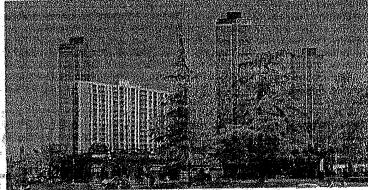
Constant construction in Victoria, and almost everywhere from Sidney to Sooke, is an indication of a looming problem for urban planning in the capital region. Plans expected to be good for 30 years are reaching their end dates about 15 years early because population growth has been twice as fast as projected.

To understand the consequences, you need to know that official community plans in the region must conform with the growth strategy of the Capital Regional District.

The key policy of the regional growth strategy is to protect natural areas and agricultural lands agency that monitors demoby keeping new development within an "urban containment boundary," in effect confining growth to existing urban areas.

To estimate how much growth has to be contained, the regional growth strategy uses data from 2011 as a basis for projecting the population of each municipality at the end of the planning period in 2038.

It turns out that 2011 was at the end of several decades of slow growth. The remarkable speed of growth since then is revealed by annual estimates of municipal populations provided



A modified image superimposes the towers of Harris Green Village, provincially mandated regional at taken from the development application, onto a photo taken from Quadra Street at Pioneer Square. The 19-storey View Towers are in the middle ground. EDWARD RELPH

by B.C. Stats, the provincial graphic change.

In 2016, before the regional growth strategy was approved, Sidney, Oak Bay and Esquimalt had reached their projected 2038 numbers. At recent rates of growth, Langford, Victoria and Saanich will reach their projected populations no later than 2024. The capital region as a whole will follow two years later.

Rapid growth is expected to continue. B.C. Stats projects that in 2038 the population of the capital region will be about 475,000, or 50,000 more than expected.

At current levels of ownership and household sizes, this means there will be about 35,000 more vehicles on the roads and a need for 23,000 dwellings that plans have not anticipated.

The broad aims of the regional growth strategy - protecting green space, tackling affordability, promoting active transportation - apply regardless of the rate of growth, but it is clear that revisions are needed to the parts of plans that deal with how much growth is expected, and where and how it can be accommodated.

This is especially pressing in Victoria, which is fully built out relatively fine-grained, mid-rise

to its borders and already has a population of about 95,000. If the city maintains its 25 per cent share of the region's population, when its official community plan ends in 2041 it could be home to about 120,000 people, which is 20,000 more than the plan provides for.

There's urgency in attending to this because the city will surpass its projected 2041 population in 2023. This means that any decisions about proposed developments will be made in the context of an official community plan that no longer applies in terms of where and how to allocate growth and density.

The proposal for Harris Green Village is coincidentally caught up in this. It will be the largest and tallest development in the city, covering one and a half blocks along Yates Street, with five towers housing about 2.250 people in 1,500 apartments.

It requires major amendments to the official community plan because three of its apartment towers are about 30 storeys, dwarfing nearby apartments, and 10 storeys taller than maximum heights indicated the plan for this part of the downtown core area.

Victoria is a small city, but has one of the highest population densities in Canada and a downtown that current plans protect by encouraging contextsensitive development.

Harris Green Village, if approved in the absence of upto-date planning policies, will set a precedent for handling growth the official community plan does not anticipate. It will begin the ad hoc transformation of Victoria into Yaletown West.

There is no end in sight for growth in the capital region, but does it have to be treated as an irresistible force to be accommodated even if resulting developments permanently change somewhere's unique character and sense of place?

Or should sense of place be respected and the pressures of growth resisted by requiring large developments to provide affordable housing and other public benefits while conforming to strict guidelines about density, height and context-sensitive design?

Growth can't be stopped, but perhaps it can be slowed. For Victoria and other communities inside the urban containment boundary, there is no benefit in rushing towards an increasingly crowded future.

Edward Relph lives in Victoria and is an emeritus professor of geography and planning at the University of Toronto.

From: earleen roumagoux

Sent: June 25, 2021 7:05 PM

To: Public Service Centre - Internet email < publicservice@victoria.ca >

Subject: NO to any 30 story building in Victoria!

I spent an hour trying to get the form filled and sent. In the end I had to do this. Sorry. Please add it to the proper place. Thank you.

903, 911 & 1045 Yates Street, 910 View Street and 1205 & 1209 Quadra Street

Voice your opinion here. Your comments will be provided to the applicant, CALUC, and City.
All fields marked with an asterisk (*) are required.
1
What is your position on this proposal?*
1. ()
Support
2. ()
Oppose
3. ()
Other (please specify)
Comments (optional)

3
Your Full Name *
0/255
4
Your Street Address*

From: Shakti Shakti

Sent: June 30, 2021 1:53 PM

To: Katie Lauriston

Subject: Re: NO to any 30 story building in Victoria!

Thanks, Katie, for waiting. I had to let the heat pass before I could return to my abode & fill this in.

I OPPOSE the proposal for the razing of Harris Green & replacing it with a 30 story building.

- I counted other buildings & they seem to be 15. <u>That is already too tall for Victoria so NOTHING above 15 stories</u> no matter what the investor/contractors promise. Just say NO. Do your good deeds affordable housing, etc. in the 15 stories.
- I want you to know that that block alone is a <u>destination shopping place for many Fernwoodians</u>. We bike to buy goods, medicines, photos, electronics, sports equipment, clothes, liquor, Mexican food, Japanese food, groceries, baked goods, pet food and even visit the doctor there. I personally went to Market on Yates on Sunday morning during the pandemic to buy my weekly groceries as Wellburns and Oxford have already fallen to the modernization axe. I go to the doctor there. I buy my sushi there & I think it is the best you can get. I went there last week to take care of photo needs. So you get the picture it is a hub... and we like it the way it is.
- As a settler, I am familiar with my surroundings of Harris Green. When one knows & cares for their immediate surroundings, this can be called "indigenized." I am indigenied with Harris Green. I like it the way it is. Build a new shopping center somewhere else. Leave my long-time shopping grounds as they are. (If London Drugs wants a bigger store, that's their choice, but do it somewhere else and don't ruin my/our shopping lives to satisfy the crazed greedy money marketeers.)
- Big picture question why are we focusing on construction when climate change is the truly big issue of our times? The record-breaking temps here in Victoria while we are just starting to come out of a sixteen month pandemic should let us know to change our old habits & upgrade our perspectives. Why aren't we focusing on how to keep Victorians safe in the coming years rather than on how contractors, et al can make more money? Razing old buildings wastes all the materials and building new ones demands new materials. We live on a finite planet and let's start acknowledging that and change our lifestyles to coincide with our new reality of climate change. Less is more.
- Another new reality to cope with this property is on unceded Lekwungen-speaking peoples territory. Have you consulted with them about what they want?
- Not only do I oppose a 30 or 20 or 15 story re-model of Harris Green, I love it the way it is and I vote to keep it that way.

Thanks for reading, Earleen Roumagoux 74 Dallas Road #41 Victoria, BC V8V 1A2



CLACE HOLDINGS LTD.

903 Yates Street, Victoria, BC V8V 3M4

Phone (250) 381-6000 Fax (250) 381-6070

June 29, 2021

Dear Victoria Mayor and Council,

RE: Harris Green Project: 903 - 911 & 1045 Yates Street, 910 View Street and 1205 & 1209 Quadra Street

I am writing in support of the application made by Starlight Development for the redevelopment of Harris Green Village. The Market on Yates is a locally owned and family-operated business that opened its doors in Harris Green Village in 1999. Since then, we have experienced the growth and change of our neighbourhood first-hand.

We recognize the opportunity this proposed development will provide to us as business owners and the community at large. It is rare to have nearly two city blocks as the development footprint to create a well-planned community. The plans include more than 1500 rental homes, retail opportunities like ours and smaller, and significant green space in the form of a ½ acre open space for everyone to enjoy. The proposed redevelopment of this area offers an opportunity for businesses like ours to potentially upgrade to serve a growing population.

At the heart of this proposal is a substantial amount of purpose-built rental housing that is badly needed by people like our employees. Our city is among the toughest to find adequate housing, particularly for younger people in the workforce. This increase of rental housing will start to address the low vacancy rate that is having a profoundly negative impact on our labour force and causing stress in our community.

The time has come for Victoria to grow up, literally. As a city located at the tip of an Island, we need to build upward to address the growing need for housing. We are excited by what we see in this proposal and we look forward to being part of a new era of Harris Green Village.

Darryl Hein,

Retail Operations Manager

The Market Stores

Dear Mayor Helps and Council,

I am writing to you in regards to my opposition to a recent development proposal in my neighbourhood - the relevant application numbers are CLC00339, DPV00150, DP000577, and REZ00730.

While I have made my opposition clear to the applicant, CALUC, and the City's Development Services through the available survey, I believe it is important to make the Mayor and Council aware of why I believe this proposal should not move forward.

The proposed development would erect a total of five towers (for residential, commercial, and office use) ranging in height from 21 to 32 storeys. This proposal requires an amendment to the Official Community Plan for both height and density.

Request to Amend the Official Community Plan:

To start, if this proposal is to go through, I am adamant that the amendment to the OCP <u>should not be approved</u>. The landscape in Victoria's downtown is already being quickly overrun by taller and taller towers and the OCP regulations in place protect our community's livability.

The taller a building, the more expensive the cost of construction, thus the taller residential buildings tend to accommodate luxury units that inflate the price of adjacent land. This makes affordable housing less achievable.

As well, the request for an amendment to the OCP regulation is a huge jump from the average height of the buildings in the area. Here in the Harris Green area, buildings seem to fall in between the "Large Urban Village" and "Town Centre" designation which accommodates varying heights from about 6 to 10 storeys high. Buildings as high as 21 or 32 storeys high as detailed in the proposal are ridiculously taller than even our tallest condo buildings in the area.

In addition to the concerns regarding the amendment to the OCP, I also have concerns regarding the need for housing in the area; the density of pedestrian, cyclist, and vehicle traffic; and the effects to business in the area.

Affordable and Supportive Housing:

There has been a steady influx of new developments in the area over the past few years with at least three active projects ongoing that I am aware of.

The development at 1150 Cook Street, the development at 1025 Johnson, and the development at 1100 Yates Street are all meeting the need for new residential and commercial properties in this particular area. Ranging from 12 to 15 storeys, all three developments offer proposed residential and commercial spaces which begs the question, what is the true need for the development being proposed?

Unless the applicant intends to offer supportive housing for low-income or houseless

community members, there is no need for such a large project in this area that in fact will negatively affect the ability for folks to find affordable housing in an area that is already unaffordable. The only reason I am able to reside in this neighbourhood is because I live with my partner and even then around 70% of my income is spent on rent and utilities. It would be truly impossible for a single working person (even with a decent income) to live in a one bedroom in this neighbourhood without financial support.

Population Density:

This Harris Green area is made up of one way roads, and narrow roads often only accommodate single lane traffic. With recent residential additions, pedestrian, cyclist, and vehicle traffic is already concerning (especially with the seemingly never-ending construction that obstructs the use of some lanes/roads). The thought of adding 32-storeys worth of residents/business owners/customers is impossible to imagine.

While the downtown is certainly walkable, many residents still have and use cars. There is a major issue regarding the lack of parking available in residence buildings. My own building, for example, does not have enough spots to accommodate one parking space per unit. Therefore, there is a wait list that some residents have been on for years hoping for a spot to open up. If the proposed development will not provide sufficient parking for residents and businesses, street parking and nearby lots will be completely overwhelmed.

Effects to Business:

The proposal details plans to demolish all existing buildings in the specified areas. This would include the demolition of at least a dozen or so businesses. Whether or not those same businesses would be able to reclaim their location or afford any increases to leases is unclear. Some of these businesses are cornerstone to local residents and have extremely high foot traffic such as Market on Yates and London Drugs. Residents would lose, out at least temporarily, in the use of these businesses as the demolitions occur.

Not to mention, demolitions occurring in phases would be a tremendous inconvenience to the local residents who will suffer from long-term noise pollution due to the demolitions and subsequent construction.

In summary, I believe it is important to reach out to you all and not only to the applicant and relevant representatives because proposals such as this one continue to be put forward and approved. It is why our downtown core and the surrounding area has so quickly become gentrified and has ousted community members. We are surrounded by higher and higher towers full of wealthier and wealthier people making the fight for affordable housing feel like a losing battle.

I ask that Mayor Helps and the Council consider opposing this proposal and investigate how future proposals can be flagged if considerations such as the ones I listed are not taken into account before putting the proposal forward. Thank you all for your time in reading this (admittedly, very long) email. I am incredibly appreciative of the work that you do.

Sincerely,

Salma Ihsan Resident of 1030 Yates Street June 18, 2021

TO: VICTORIA CITY COUNCIL CC: STARLIGHT INVESTMENTS,

TORONTO

MAYOR'S OFFICE

JUN 25 2021

VICTORIA, B.C.

To All Council Members:

Like thousands of others who live in Victoria and even greater Victoria, we are simply appalled and that you would even consider this massively and horrifically ugly Harris Green development by this TORONTO investment/realty group.

THIS IS ALL ABOUT GREED AND MONEY. SIMPLE!

Downtown Vancouver has been destroyed by the condo disease and it is now creeping into the lovely west end of once beautiful Vancouver.

So this Ontario company wants to come into
Victoria, without REGARD FOR
OUR CITY'S HERITAGE, APPEARANCE, AND
NEED TO PRESERVE OUR UNIQUE SETTING.

For that reason these people from TORONTO see a golden opportunity to make huge money off our beautiful setting by building the that would tower over our unique city.

YOU CANNOT AND MUST NOT ALLOW THIS TO HAPPEN, EVEN AT 20 FLOORS HIGH!!!!

THESE DON'T DON'T DOM:

ABOUT OUR HERITAGE AND THE UNIQUE

VISION THAT IS VICTORIA. YOU WANT TO SEE COMMON SENSE, MATURE, AND BEAUTIFULLY CONTROLLED DEVELOPMENT?

LOOK NO FURTHER THAN SYNDEY, BC. YOU COULD TAKE A LESSON FROM THEM!!

WAKE UP, AND SEND TO TORONTO, THE CENTER OF THE UNIVERSE!

PEOPLE HAVE NO USE FOR THESE SO-CALLED CANADIANS......IT'S ALL ABOUT THEIR OWN PERSONAL WEALTH AND GREED!

DO NOT LET THIS HAPPEN!
YOU CONTROL THIS CITY, NOT
DEVELPERS AND NOT
LIKE THE PEOPLE
WHO OWN AND RUN STARLIGHT
INVESTMENTS!

Dear Mayor and Council,

As an owner of a condo in the 1000 block of Fort St., I am strongly opposed to this development application.

I am astounded that an increase of such a height from the current Zoning is even being considered. The change proposed from 5-13 Storeys to 21-32 Storeys, almost 3 – 4 times the storeys allowed in the existing Zoning. is unconscionable. This totally ignores the principles of the existing OCP, and is a most unwelcome precedent. We are not New York...residents and visitors come here because they like the small town feel. With amazing views from the higher storeys these units will not be cheap and only offer considerable financial gain for the developer.

Please do not approve this application.

Sincerely, Fiona Millard

Dear Sir/ Mr.

I am strongly against the above mentioned new rezoning plan.

With the built of 960 Yates, 989 Johnson in recent years, there are already enough high skyscrapers in this area!! And the new rezoning of 903/911 Yates aims to have 3 more 30 + skyscrapers!! It is to much for this small area.

And as I expect, Victoria's long term prospects is NOT to become a metropolis alongside with Vancouver, Toronto, etc. but to become a Shangri-la of Northern America. A city of great environment friendly. I believe that having too many very high concrete building make the city less charming!

This is my own opinion, thank you for your consideration!

BR

Good evening,

We are Legato residents.

If the building is not higher than the ten floors, we agree to build.

BR

I do think we all can agree that the City of Victoria needs to densify. There is no doubt that the addition of 1500 consuming families/individuals will benefit downtown. The debate is what form this densification takes. Personally, I abhor high-rise towers and would much prefer to see the type of densification that is proposed by Denciti and Nicolas Wealth for the block along Herald and Chatham Streets east of Government Street, with 5-6 storey market rental apartment buildings. I recognize there are those who strongly advocate for high rises in large part because they allow for more public green space to be available, when accommodating the same population in the same geographic area. However, the history of development does not bear this out. Look for example at the Hudson buildings and the very little public space in the immediate vicinity. Another negative about high rises is that they create very long shadows for several blocks, blocking sunlight from sidewalks, streets and neighbouring buildings. The Starlight high rises will definitely dominate the Harris Green skyline.

There is also the very important issue of conformity with the Official Community Plan. The Downtown Residents Association and other Victoria neighborhood associations have consistently advocated against allowing amendments to the OCP. See this letter from VCAN to Mayor and Council:

https://victoriadra.ca/wp-content/uploads/2019/05/VCAN-OCP-Letter-FINAL2.pdf

The OCP essentially is the yardstick to which developers must conform when proposing a project. Allowing amendments to this plan for specific projects, especially major amendments that would be required for the Starlight project, ups the ante. If developers have the expectation that it is relatively easy to build higher and denser that what is allowed, that results in an increase in land prices. The result of this increase is that developers can justify taller and more dense developments on the basis that they need to do so in terms of making the profits that they expect. It becomes very self-fulfilling.

That, in my view, runs very contrary to what many of us are hoping for re housing affordability. I submit that this development will not bring more affordable housing to Victoria, in fact quite the contrary.

The other troubling aspect of this project is lack of public consultation, which of course has been blamed on Covid. Now that PHO restrictions are being lessened, it would not hurt to

postpone approvals of this very substantial project until a robust public consultation process can happen.

Doug Boyd 648 Herald Street

Dear Council,

My wife and I recently acquired a condo in the new building on 989 Johnson St. Our intention is to make Victoria our new home. Our daughters live in Victoria and Vancouver respectively and moving close to them for retirement is a logical step. We are planning this move from Ontario to Victoria in two years. We are excited about it. We love the pristine infrastructure, the architectural character and the unique atmosphere of the city. The notice of proposed development of the 900 block and 1/2 1000 block on Yates came as a shock to us. Needless to say, we are disappointed and angry about the loss of the Strait of Juan de Fuca and mountain view. We spent a lot of money on it. On top of that, the new tall tower is going to rob us of the southern sun and the sense of space. I guess, being deprived of the view and the financial consequences thereof are common occurrences in today's urban development world. What I would like to share with you, though, is my strong opinion that allowing this building height is not a good idea. Twenty stories is already too high for Victoria. Thirty is wrong! Please don't turn Victoria into Chicago or, in the vicinity, into Vancouver. Keep it as Victoria. If, as a developer, I am trying to make the best out of a parking lot, of course, my only choice will be a tall tower. But if I have available a whole block and a half to accommodate the 1,500 units, I can do it without significantly altering the zoning, by building all along the street on top of the commercial levels. Why towers? The Jawl Properties development down the road on Blanchard and View is a good example of fitting well with the milieu. The "Harris Green" one is not. I am pleading with you to reject this proposal. Once again, not because we, and many others, are victims, but because of the common good. The city is going to suffer. I believe that the council is facing a pivotal decision And in my opinion, this proposal is not the way to go.

Kind regards. Sincerely,

Michail Robev

Dear Land user,

We are living in 960 Yates street. We need a big Costco in downtown but not some tall buildings. If the buildings are not higher than ten floors, we agree! Kind regards,

Legato's residents

I strongly oppose Starlight's proposal

As in so many very livable European cities, I believe Victoria should pursue a policy of medium density in urban settings. Starlight's proposed size and style is not appropriate for Victoria. It is appropriate for major cities foolishly pursing high density development, such as Vancouver or Hong Kong. I want the city of Victoria to tell Starlight to instead propose a suitable medium density solution for those properties or sell them to somebody who will.

Hello,

I am writing to voice my opposition to the proposed Starlight developments in the Harris Green neighbourhood. I don't believe there has been sufficient public consultation and I certainly disagree with the height of the towers and lack of community amenities being planned. A development of this magnitude and impact needs far more serious consideration.

Regards,

Susan Buck Saanichton Dear Mayor Helps and Council,

I am writing to you to express my concerns about **Starlight's proposed development for the Harris Green Neighbourhood**.

I support developments that will provide rental housing in Victoria and especially in the Harris Green neighbourhood, but I have several concerns about this proposal:

- The lack of a real opportunity for true public consultation. I recognize Covid-19 limited those opportunities but with the PHO restrictions now being lifted, given the magnitude of this development especially the Quadra block (London Drugs site)— this proposal should go to a true public hearing where the developer is present to answer questions from the public and to explain the proposal in detail. Many people are not comfortable attending Zoom and other types of on-line presentations, or may not have access to computers in order to do that, plus the plans on the Development Tracker are not easy for lay-persons to read and understand. This all severely limits public input into what is probably the largest residential development in our time. For the same reasons, when the proposal goes to council, an in-person hearing should be mandatory, to allow people to address council directly.
- The two developments (Yates and Cook and Yates and Quadra) should not proceed as one approval. Any approval of the Yates and Quadra block (London Drugs site) is premature. Shovels will not go into the ground for several years. Circumstances may change before that happens. Council should give serious consideration whether it is appropriate to bind the City now to such a significant proposal, which may not meet the then-current needs or wants of its citizens when construction actually begins. Once approved, there is no going back.
- The lack of compliance with the OCP. The OCP was well-researched and arrived at with broad public consultation and buy-in. The OCP is in effect a contract between the City, the public, developers, and property owners. While the OCP may need to be reviewed, that review should happen <u>before</u> granting such a huge variation in such an important public document, with such long lasting impacts.
- The height and density are too great for the neighbourhood. All around this site, new buildings are going up <u>none</u> of which come even close to the height and density proposed for these projects, especially the Quadra block. The height and density of those other projects should set the standard for this project, which were clearly considered ideal for the neighbourhood. Circumstances have not changed substantially, or at all, since those other projects were recently approved.

- Allowing buildings as high as proposed and so well outside of the parameters set for the neighbourhood, only puts money into the developer's pockets and does not serve the City and its residents well. If other developers could build at heights of 16 and 17 stories and still make the profit necessary to support their projects, surely this developer could do the same. For example, the developer of the rental property at the northeast corner at Yates and Cook came to Council and said that at 12 stories, the construction of that project would be profitable. Sacrificing livability for developer's profits does not serve citizens well.
- The lack of public amenities being provided: what is being provided is very limited in area and in any event will be privately owned and controlled. Covid-19 has shown us all how important it is to have publicly accessible amenities: a place to sit outside and read a book (without having to buy a coffee), a place to get some fresh air, to meet your neighbours, to share ideas. To bring in this many units into a neighbourhood demands a much more significant contribution to green space and other public amenities.
- Perhaps most importantly, while Victoria has a housing crisis these units will do very
 little to address affordability. There are no below market rent units, and this
 developer will have significant control over the rents to be charged, not just in these
 buildings but also in many more in the City. It will in effect be able to set the market,
 at whatever level of profit they chose. This is not affordability and may in actuality
 cause affordability to become more of an issue.

Thank you for giving my concerns consideration. I look forward to teh opportunity to speak directly to council when this proposal comes before you.

Dianne Flood 101-1020 View Street Her Worship Mayor Lisa Helps & City of Victoria Council

cc: Deane Strongitharm, Charlotte Wain, Ian Sutherland, Development Services & CALUC cc: The Manhattan Strata Council

Re: Pre-Application (CALUC) Full City Block Including 1205/1209 Quadra, 910 View, 903/911 Yates. Half City Block inc. 1045 Yates St.

Your Worship,

Our building, The Manhattan, is located at 930 Yates Street, across the street from Starlight's proposed development named above. Our building is the oldest tall condominium tower in the Harris Green neighborhood and was constructed at 15 storeys high in 1995. We provide 124 homes and own 4,000 square feet of commercially-zoned community-designated space.

On behalf of the Strata Council, I am writing to express our concerns about the proposed 32 storey height of Starlight's proposed development. While we recognize that our city is in need of more housing, we hope that the city will ensure that the height is consistent with the official community plan. We are, however, pleased to see the developer's plan for a local green space that will be welcomed by the community.

In addition to our concerns about Starlight's request for a height variance for the development, we also have concerns that the project may negatively affect our ability to lease out our commercial space. When The Manhattan was constructed in 1995, the City placed a community-use designation restriction on our 4,000 square feet stata-owned commercially zoned space. At that time, we constructed a fitness center and a meeting room for our community (2,600 square feet) and we rented-out our remaining 1,400 commercial square feet to a nonprofit literacy organization. That organization has since moved out, and our 1,400 square feet has been vacant for several years now.

We are now facing pressures that were not foreseen when our building was constructed 26 years ago. Many non-profit organizations and charities have transitioned to operating online and have given-up physical office space to save money, making it difficult to find tenants, and the COVID-19 pandemic is further adversely impacting the market for our commercial space. Starlight's proposed development across the street is going to add even more leasable commercial space in a neighborhood where we already cannot find a tenant, and our strata insurance prices will increase an estimated \$5,000 to \$10,000 if we are successful in finding a commercial community tenant.

Our vacant space is in need of significant investment to improve the interior, but without a rezoning to residential or a removal of the community designation our space will remain vacant for years to come. We have had only one offer to rent the space: the Downtown Victoria Residents' Association (DVRA) offered to rent it for a temporary 8 month period for \$3.85 per square foot per year. However, according to CBRE in Victoria, the going rate for commercial property today, even during COVID-19, is \$14 to \$20 per square foot per year, plus another \$10 per square foot per year for depreciation and maintenance. We wanted to lease to the DVRA, but had to turn them down because our insurance fees would have increased by twice the amount we would have collected in rent. As a result, it is our view that continuing with the community-use designation for our commercial space is not viable in 2021 and beyond.

We respectfully request letters of support from Starlight and City Council in support of our (in development) proposal to rezone 1,400 square feet of commercial space for residential use. The unit would make a ground-floor home with a large outdoor patio in the heart of the city. It would help reduce vagrancy and drug use that takes place on our property, and decrease noise from late night revelers using our outdoor space. Furthermore, we recommend that Starlight consider including a new 1,400 square foot community-use designated space in their own development project to offset the loss of The Manhattan's space through rezoning.

We would welcome the opportunity to show the developer and the City our vacant commercial space and to discuss community planning for our neighborhood. On behalf of our Strata Council, I respectfully submit our feedback and requests with appreciation for your responsibility in making these important decisions for our community.

Jason D. Strauss, President The Manhattan Strata Council Strata VIS3861, 930 Yates Street Dear Mayor and Council,

I am writing to voice my STRONG opposition to the proposed Starlight Harris Green apartment tower project.

In my view the height of the towers should not exceed 18 stories. The Hudson at 26 stories already sticks out like a sore thumb. I have been hoping since it was built that it would not lead to more of the same.

I have lived mostly in Victoria since 1975 and have enjoyed it's small city scale.

I have also lived in Vancouver, Tokyo and Sydney Australia along the way. Concrete and shade.

I sincerely hope that this very special city, Victoria, does not become that.

The Harris Green neighbourhood needs more green, not more concrete and shade.

Best Regards,

Douglas Foote

Dear Mayor and Council,

I am strongly opposed to the massive over-development of the Harris Green neighbourhood, particularly in the 900 Block of Yates Street. Please do not allow a Toronto developer who is not familiar with West Coast sensibilities to 'sell' Council on this proposed development.

I moved to Victoria in 1984 because of its small downtown and building height restrictions. It was such a pleasure to find a downtown that was manageable and not congested. The neighbouring municipalities seemed like suburbs, and it all made sense.

I understand the population in British Columbia is growing; however, it does not make sense to over-develop Victoria and Vancouver Island. I am curious as to why this current City Council suddenly decided that downtown properties should be taxed for highest and best use? it is certainly a debatable point as to what is actually the best use of property. For many of us the best use is not over-development. City of Victoria residents do not want to be like New York, Chicago, Toronto or Vancouver, if we did that is where we would live. Our unique ecosystems and infrastructure cannot accommodate this. And why should they?

Prior to the Pandemic many people throughout North America chose to live downtown, or close to downtown. However, that has changed. People have changed their habits and are heading to the suburbs. Some of the reasons for suburban migration are because individuals can and will continue to work from home and they want/need larger homes to enable them to do so. They also want to escape the noise, traffic congestion and over-development of downtown living.

The Pandemic is not over and the only thing we know for sure is that Novel CoronaVirus will once again try to make a comeback in the fall.

I feel the current City Council has lost its way? It seems counter-intuitive for a Council that has made great strides providing an alternative transportation (biking) network to consider such a massive development that will add to vehicular traffic on Yates, Cook, Quadra and View Streets. In addition to the 5 proposed buildings in the 900 and 1000 block of Yates, Council has approved a condominium tower at the old Pluto's Restaurant site.

I understand the developer is offering the City a plaza, which I find unacceptable for the proposed monstrosity (32 story building). The developer and City are conveniently ignoring the fact that the three proposed towers in the 900 block of Yates Street will obliterate the view, and lovely natural light of the existing condo owners on the other side of Yates Street. Please keep in mind that these residents are your constituents, unlike those who may move to Victoria.

I believe it is essential for Council to listen to its current residents; to provide stewardship of public assets (please fix our roads!), as well as foster the economic, social, and environmental well being of our community.

Does this Council understand that individuals like myself who live within walking distance of downtown, and do not own cars, feel assaulted on a daily basis by noise, dust, traffic chaos, idling cars engines, driver aggression, and diesel work-vehicle fumes on the multiple building sites where construction is already underway. Please listen to your electorate, we do not want or need any more of this!

Furthermore, I understand that London Drugs and The Market on Yates grocery store will be offered space in the commercial part of the proposed development. However, there is no guarantee that these anchor tenants will find acceptable terms to continue operating there.

Perhaps the City can allow the two rental towers at 1045 Yates to proceed. I think it makes sense for the City to step back and monitor suburban migration. This approach seems reasonable and fair.

In our hearts, we all know that new development does not provide affordable accommodation. It never has and it never will.

Slapping up a 32 story building that likely will not have sound-proofing between living units reminds me of disastrous housing projects that were built for the poor and minority residents in many large North American cities. There is no reason for the City of Victoria to make such a mistake, especially at this point in time.

Come on City of Victoria, let the other adjacent municipalities - our suburbs - step up and come up with plans to accommodate growth. The City cannot solve this issue on its own. Your constituents are asking you to take a step back and monitor the situation for at least two years.

Over-development destroys the quality of our lives.

Thank you for your consideration.

Sincerely, Linda G. Re: Starlight Project/Harris Green

903, 911 & 1045 Yates Street, 910 View Street and 1205 & 1209 Quadra Street

I am concerned that this project will fundamentally change the form and character of the Harris Green neighbourhood, and of Downtown Victoria in general. As noted by the Victoria Downtown Resident's Association (VDRA):

"It significantly exceeds the Official Community Plan (OCP), with five towers of 21 to 32 storeys/109 metres — more than double the OCP's 15 to 17 storeys/45-50 metres, and with a density increase over the OCP maximum, all with very little contribution to public amenities. (The proposed open spaces will be privately owned.)"

Although I support increasing Victoria's rental housing stock, equally important is the need to comply with the OCP (which to my understanding was enacted after significant research and public consultation), and this should be the line in the sand for **ALL** developments. If not, then what's the point of having an OCP; you just damage the Downtown, create precedents for future 'mission creep' in height and density, and increasingly undermine your own credibility in posing these "public feedback" polls. The citizens who are trying to live and work here feel increasingly disenfranchised/alienated.

I am concerned that Downtown Victoria is increasingly becoming viewed as the default for "solving" all of greater Victoria's density challenges, and that there is an increasing number of applications that ask for exceptions and dilution of our OCP for the sake of developers, without adequate meaningful concessions that benefit the neighbourhood and the people that actually **live** down here (as opposed to those that buy property as a commodity). Collectively, these exceptions serve to undermine the overall Downtown character.

For these reasons, I oppose the project as presented in its current form.

Sincerely,

Stephen Wellington

403-595 Pandora Avenue

Victoria, BC



June 28, 2021

To whom it may concern,

RE: Harris Green Project: 903 - 911 & 1045 Yates Street, 910 View Street and 1205 & 1209 Quadra Street

I would like to reach out in support of the application being made by Starlight Developments for the 'Harris Green' sites. Our family real estate investment group owns two properties in the direct vicinity of these locations (1057 Fort Street & 1023 Fort Street/1024 Meares Street). We also own a property at 770 Fisgard Street where I reside although that is less directly impacted by the subject sites as our others. I have lived in either downtown Victoria or Harris Green for most of my life, this has taught me that the only constant in our lovely city is evolution.

I have been following the developer's design process and consultation on this project since the early days, having been invited to a community engagement session held at Christ Church Cathedral shortly after they acquired the sites. Having reviewed the plans submitted to Development Services I am excited for the opportunity this project presents for our city. The scale of the development provides an amazing opportunity for our city to move the Harris Green district into a new phase of its evolution. With the scale and density proposed the developer is not only able to help contribute to the 4,000+ home deficit identified in the City of Victoria, they are also able to responsibly use the land provided and "build up" for our city's future. The scale of the project also allows for a strong mix of unit sizes and configurations throughout the development. The inclusion of a wide range of sized retail space provides an opportunity for a diverse tenant mix supported by that same density of residents as a customer base.

This project provides an opportunity for a major evolution for Harris Green, in my opinion for the better. Larger projects like this are part of how our downtown can directly and indirectly benefit from not only housing but increased amenities. An example of this is the ½ acre park proposed as a component of this development. From my work in commercial leasing, I also see that major retailers use demographic density as a major metric in looking at potential locations, more homes downtown benefit everyone directly or indirectly from my perspective.

I am aware that not all downtown residents view the project as favorably as we do. Myself and my family are excited for the opportunity to invite new neighbours to our community and are not interested in participating in these gatekeeping activities.

Sincerely,

Elizabeth J. Mears

Managing Director

Oak Bay Rental Investments Ltd.

Dear Mayor & council,

Even during the heat wave, friends in Fernwood discussed what the loss of Harris Green shopping center means for us.

We bike there for groceries (Wellburn & Oxford are Gone!) and all our London Drug needs, plus shush, alcohol, bakery, clothes, pets, etc.

Believe it or not, we are very happy with Harris Green as it is. We want it to stay the way it is - at least until we die in 20 years. Please put it on the back burner. Thank you.

As far as 30 or 20 stories. I was informed that it is a developer's trick to ask for too much = 30 stories, and then hope you will give him 20.

I thought new building in that area were 20 stories so in another email, I said 20 but I was caught in their trickery.

I counted the stories and 15 - FIFTEEN - 15 is MAX! PLENTY for Victoria! No more! This is Not Vancouver or Toronto. If we wanted skyscrapers we would move there. We want a LIVEABLE CITY!

No More that 15 stories!

And even that is lots of giving on our part. We really want 10 stories.

Please do not destroy our HG shopping destination. Thank you for all the work you do.

"Warmly" Earleen Roumagoux



CLACE HOLDINGS LTD.

903 Yates Street, Victoria, BC V8V 3M4

June 29, 2021

Dear Victoria Mayor and Council,

RE: Harris Green Project: 903 - 911 & 1045 Yates Street, 910 View Street and 1205 & 1209 Quadra Street

I am writing in support of the application made by Starlight Development for the redevelopment of Harris Green Village. The Market on Yates is a locally owned and family-operated business that opened its doors in Harris Green Village in 1999. Since then, we have experienced the growth and change of our neighbourhood first-hand.

We recognize the opportunity this proposed development will provide to us as business owners and the community at large. It is rare to have nearly two city blocks as the development footprint to create a well-planned community. The plans include more than 1500 rental homes, retail opportunities like ours and smaller, and significant green space in the form of a ½ acre open space for everyone to enjoy. The proposed redevelopment of this area offers an opportunity for businesses like ours to potentially upgrade to serve a growing population.

At the heart of this proposal is a substantial amount of purpose-built rental housing that is badly needed by people like our employees. Our city is among the toughest to find adequate housing, particularly for younger people in the workforce. This increase of rental housing will start to address the low vacancy rate that is having a profoundly negative impact on our labour force and causing stress in our community.

The time has come for Victoria to grow up, literally. As a city located at the tip of an Island, we need to build upward to address the growing need for housing. We are excited by what we see in this proposal and we look forward to being part of a new era of Harris Green Village.

Darryl Hein,

Retail Operations Manager

The Market Stores



Vancouver
1210 - 1095 West Pender
Vancouver BC V6F 2M6

Victoria 830B Pembroke Street Victoria BC V8T 1H9

July 6th, 2021

Mayor and Council City of Victoria

Sent via email: publichearings@victoria.ca

Subject: Rezoning Application 900 and 1045 Blocks of Yates Street Committee of the Whole

Dear Mayor and Council,

LandlordBC is a non-profit association representing owners and managers of rental housing across BC. I am writing you today on behalf of our members in support of the rezoning application to develop the 900 and 1045 blocks of Yates Street to create 1500 secure purpose-built rental homes for families of all sizes and ages.

This project represents an exponential step to addressing the broader rental supply crisis in Victoria by ensuring that families have access to adequate rental housing, specifically in the Harris Green Village neighbourhood. Rental housing is and will continue to be the best housing option for many Victoria residents, both current and future. Ensuring that we continue to enable new rental housing to be built to meet the demand is critical for a diverse and robust community.

Victoria is a city where approximately 70% of the residential landmass is zoned for single-family housing, but only holds 24% of households. This is in a city where 60% of households are renters of which 86% live in multi-unit residential rental housing. This zoning anomaly forces multi-unit rental housing to an ever-shrinking portion of the residential land, which forces greater demand than the existing rental housing supply can support, which translates into persistently low vacancy rates and less access to attainable housing for a growing cohort of the rental population.

To stabilize this situation, we need to create a large supply of new secure purpose-built rental housing as quickly as is possible. This is the only way to mitigate persistently low vacancy rates. We built 88% of Victoria's purpose-built rental housing in the 1960's and 1970's. Since than approximately 600 new purpose-built rental homes have been built and almost 21,000 people have moved into the community. Like many other jurisdictions (think Vancouver where 76% of all new residents are renters), most new residents in Victoria are renters too. We need to provide them with access to secure purpose-built rental housing.



Vancouver 1210 - 1095 West Pender Vancouver BC V6E 2M6 Victoria 830B Pembroke Street Victoria BC V8T 1H9

LandlordBC enthusiastically supports the approval of this rezoning application and encourages Mayor and Council to consider these factors in your decision:

- Rental housing is and will continue to be the best housing option for many Victoria residents, both current and future.
- Purpose-built market rental housing is the most secure form of long-term rental housing, especially for families looking for affordable places to live.
- Given the region's overall housing market, the demand for market rental housing will increase even more than it has over the last decade.
- This is an urgent concern that needs to be addressed in a timely manner by all levels of government, and we respectfully urge you to do your part.

Sincerely,

David Hutniak

D. Hutnink

CEO

LandlordBC



July 8, 2021

Mayor Lisa Helps and Victoria City Council 1 Centennial Square Victoria, BC V8W 1P6

Dear Mayor and Council,

We at the Victoria Conservatory of Music are very pleased to support the development plans that are being presented to the City of Victoria, Committee of the Whole, on July 15th by Starlight Developments.

It is, quite honestly, the most exciting project we have yet seen for the City of Victoria! This large purchase of property is going to be developed as a complete community in the Harris Green neighborhood and is going to include 1500 desperately needed rental apartments and townhouses, office space, a large grocery store, restaurants, small shops while also providing over a ½ acre of green space. I do not think you could ask for more!

As you are all very much aware, our neighborhood has faced so many challenges over the last many years and a development of this nature and magnitude will have a most positive impact on the continued revitalization of the area. It will also serve to bring so many more people into the downtown community which will help strengthen the many businesses that have struggled through COVID and the impact of the concentration of social services in our neighborhood.

This important property is right in the heart of our community, and it is essential that the City of Victoria make the critical decision to permit the developers to "build up" to make the best use of this invaluable piece of land which, in turn, is going to bring immense value to the City and the residents and businesses it will serve.

We will be looking forward to the news that Mayor and Council have unanimously agreed to allow Starlight Developments to proceed in taking this project forward to a public hearing in the fall...which, of course, we will attend to publicly speak in support of the most important, substantial and inclusive project that has been presented to the City to date.

Jane Butler McGregor CEO

CLO

Dear City of Victoria Mayor & Council,

Please receive this email as my formal letter of support for Starlight Developments' proposal for the 900 and 1000 blocks of Yates Street in Harris Green Village. Please add this piece of correspondence to the COTW report.

As a City of Victoria resident, homeowner, business owner and commercial real estate owner, I would like to whole heartedly support this development project proposed by Starlight Developments.

We are all well aware of the rental housing supply 'crisis' throughout Greater Victoria and the City of Victoria. The proposed project by Starlight Developments will provide much-needed rental housing supply with the addition of 1,500 rental homes, continuing a broader theme of the private sector bringing rental product to market for the benefit of the rental community throughout Greater Victoria. To level set the current vacancy rate in our region, on June 30, 2021, Devon Properties reported our monthly vacancy statistics which totaled 37 vacant units throughout Greater Victoria (out of 6,000 units under management – 0.6% vacancy rate) – 17 units of which are located within the City of Victoria. Needless to say, additional rental housing supply is needed in a desperate way in order to ease the vacancy rate pressure currently experienced in our region.

In our industry, Devon Properties works daily with people of all ages and stages of life who are, in many cases, desperately looking for rental housing. In your roles as leaders of our City, you know better than most that in order to change the narrative and reality of the rental housing challenges within our region, we need to see thousands of rental units come to market to help reach a satisfactory vacancy rate. Each day we experience what the low vacancy rate means to people in our city on a personal level. The additional 1,500 rental homes proposed by Starlight Developments for Harris Green Village will be a step in the right direction to help alleviate the stress renters are experiencing in the City of Victoria and the surrounding region.

The proposed development presents a unique opportunity to redefine a large parcel of land in the Downtown Core, which includes rental apartments and townhomes, large format retail such as a grocery store, small shops and restaurants, office space and a large public plaza. This unprecedented package of community offerings and amenities can only be realized as a result of the scale of the project — which allows each of these components to be confidently included in the development, creating an unprecedented master planned community in Downtown Victoria. In addition, the proposed community development is a thoughtful, well-designed project that will add vibrancy and a 'shot of life' into an area desperate for gentrification and revitalization. The Devon Properties office is located two blocks from this proposed site, and we welcome the positive changes the development will bring to the neighbourhood.

To close, Starlight Developments is focused on enhancing the rental housing experience in Downtown Victoria through a thoughtful, design-forward community development – as illustrated by the proposed project. I fully support this project and look forward to hearing Mayor & Council's decision.

Best Regards,

Reed B. Kipp - CEO DEVON PROPERTIES LTD.

July 9, 2021

CBRE Limited

1026 Fort Street | Victoria, BC V8V 3K4

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

Dear Victoria Mayor and Council:

I am respectfully submitting my support of the rezoning application for the 900 and 1045 blocks of Yates Street proposed by Starlight Developments. As a member of the real estate community and a close neighbour on Fort Street, I believe that this project will be a game changer for our city.

The time has come for Victoria to be comfortable with taller buildings that will help to preserve green space and allow for well-designed street level experiences. The proposed height of these rental housing buildings allows for few buildings on each of the two blocks while still providing ample rental housing. Fewer buildings allow for a better pedestrian feel and the substantial ½ acre of community plaza space that this proposal includes.

As a commercial relator, I know first-hand how badly companies are looking for upgraded space for large and boutique-style shopping and dining opportunities. This development will allow Harris Green Village to evolve into a prime district to not only live but to fulfill shopping and community gatherings needs.

In my view, this upgrade to Harris Green will allow the neighbourhood to keep pace with the changes that are naturally occurring in our city and accommodate the growing population. It is my hope that you will unanimously support this proposed project and allow this area of the city a tremendous pathway into the future.

Sincerely,

Ross Marshall,

Senior Vice President, Investment Properties Group

CBRE Limited

Sarah Cotton-Elliott 1025A Fort Street Victoria, BC V8V 3K5

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

July 9, 2021

Dear Mayor Helps and Victoria Council Members,

I am writing to whole-heartedly voice my support of Starlight Development's proposal to recreate Harris Green Village. I have been watching stories in the media for the past two-years since Starlight purchased the land and I am looking forward to the transformation this project would provide to the area.

I am the second-generation owner of my family's building on Fort Street that includes both residential and commercial space. In the past, my father ran a successful antique store from the storefront where I now provide tenancy to Fort Street Cycle. The second storey of the building includes our family home and residential rental space. This neighbourhood is an important part of my past, and its future well-being is close to my heart.

Starlight Development proposes to build a community that includes homes, commercial offerings, and amenities in a two-block area. I have witnessed the neighbourhood slowly deteriorate over time and I believe the revitalization of Harris Green is imperative in creating a vibrant, healthy, safe and sustainable community. The rental homes will be a welcome increase to Victoria's short supply and the new and improved shops and stores will help modernize the shopping offerings. However, the most important aspect of this proposal for those of us in the neighbourhood is the significant plaza space that will be available for public use.

We are fortunate to have a company with Starlight's vision and financial ability to propose a project of this quality and scale to a core neighbourhood in Victoria. I hope you will allow it to proceed for the benefit of the surrounding neighbours and community overall.

Best regards,

Sarah Cotton-Elliott



Mayor Helps, and Victoria City Council,

I write to you as leader of an active, community-focused business in the city's stadium area in the north part of the City of Victoria, regarding the Harris Green Village plans under the direction and investment of Starlight.

We are in favor of the significant enhancements that will be of great benefit to the City and area, both tangible and intangible. This proposal addresses a key need we all recognize in this city, the need for more housing, and provides it in an area that will help revive the economy following not just the challenges of the pandemic, but also the urgent need to inject new focus and energy into an area stressed further by growing homelessness, the drug scene, and mental health issues.

It has been apparent to all that 'building up' in strategic areas of our city would be needed to help address these needs, and the Harris Green Village proposal certainly addresses that, while maintaining ties to large and small businesses and entities that are so valuable to that area. In committing to this extremely large investment, Starlight has done its homework on what we have in Victoria, what the needs are now and into the future, and how to address those needs while working with all stakeholders. This will be a complete community that will have new green space and will become a known destination within Victoria, for living, for retail and services, and for activity and energy, and it will be able to feed off the energy that the WHL Royals and concerts bring to Save On Foods Memorial Centre, and also that our team brings in the summer with 80,000 fans attending HarbourCats games at Royal Athletic Park, now further animated with the addition of the fall/spring collegiate Golden Tide program at RAP.

Adding 1,500 units to our downtown, in an exciting and responsible manner, is a tremendous step forward to turning the corner on our housing challenges.

Thank you for the opportunity to submit our point of view on this project.

Sincerely,

Jim Swanson

General Manager and Managing Partner



HarrisGreen

PROJECT BRIEF



Introduction

Harris Green Village will be a comprehensive, compact community responsive to and inspired by the Harris Green neighbourhood in the heart of Victoria.

This application is significant because it provides the opportunity to achieve unique public amenities and deliver meaningful rental housing supply.

The Harris Green Village proposal responds to:

Public needs



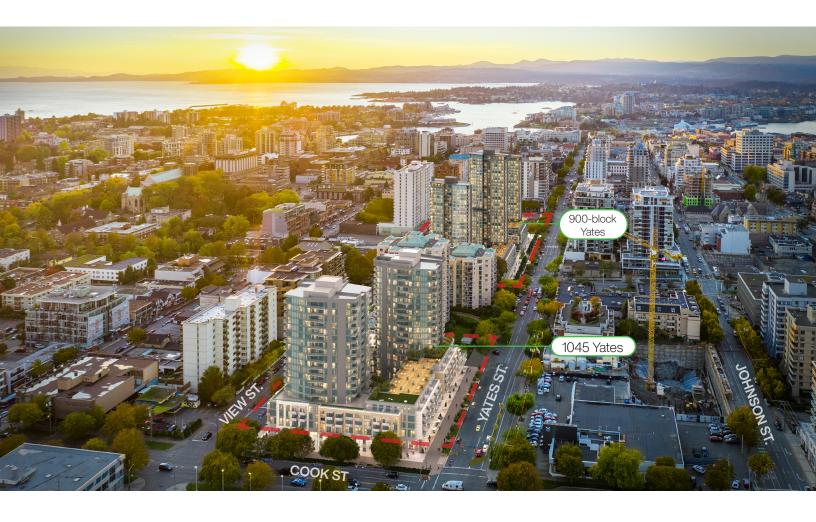
City plans and policy



Community input



Urban context



Proposal Overview

The proposed Harris Green Village is a mixed-use rental community that will enrich the neighbourhood and provide attainable homes in Victoria's urban core. The application for the five-acre urban village spans two sites: the entire 900-block of Yates Street, and the east half of the 1000-block of Yates Street. The project will be built in phases to allow for smooth transitions and limit disruption to neighbours and existing tenants.

900 Block Yates **1045 Yates** Total floor area: 120,451 m2 Floor area: 81.162 m2 Floor area: 39.289 m2 **Total FAR: 6.06** Phase two (in two sub-phases) Phase one Anticipated start: after completion Anticipated start: late 2021 of phase one Level 3 & Commercial Retail Residential Lobby & Corridor Amenity Level 2 Level 2 Residential Rental Apartment Office/Daycare Level Yates St. Residential Rental Townhome Outdoor Amenity Area Open Space Level 1 View St. Parking Parking Loading & Services Parking 500 m2 1,550 purpose-Public and Large and small daycare and built residential private amenity format retail associated rental units space outdoorspace

Public Benefits

Harris Green Village features amenities that will not just serve the new residents and users of these buildings, but will enhance the overall neighbourhood. Comprising 1½ city blocks, the proposal offers an unprecedented opportunity to think outside of the box and provide a host of public benefits that could not otherwise be provided.



Multi-Use Yates Plaza

A half-acre public square in the heart of the neighbourhood connects View and Yates streets, making the neighbourhood easier to navigate for people of all ages and abilities. Features:

- Spill-out patio seating
- Large open hardscaped area for events
- Pedestrian link between Yates and View Streets



View St. Green & Harris Green Terrace

The lower portion of the plaza is the passive, reflective, softscaped outdoor terrace. Features:

- Amphitheatre seating
- Open lawn area
- Wide tree-lined walkway



Streets For All

Complementing the public plaza, improvements to the streetscape will also enrich the public realm. Features:

- Rain gardens
- Bike lane improvements
- At-grade retail
- Pedestrian amenities (seating, lighting, shading)



Diverse Housing and Retail Activities

An inviting community that diversifies the tenures and forms of housing in the neighbourhood. Features:

- Affordable housing
- A range of unit types and sizes including family units
- · Community-serving amenities such as a grocery store



Enhanced Renter Amenities

High-quality amenities uncommon in rental buildings improve residents' experience. Features:

- Co-working flexible office space
- Pet-friendly rental units
- Gym and change rooms

Response to the City's Plans and Policy

Harris Green Village is an opportunity to implement Victoria's vision, values, and goals.



Official Community Plan

The Harris Green neighbourhood is identified in the OCP as a dynamic and vibrant neighbourhood in Victoria's Downtown Urban Core. The city's primary housing and employment growth is directed here. Strategic directions are to increase height and density in certain areas including along Yates Street, improve the public realm, and add more parks and open spaces.

Official Community Plan Response:

The Harris Green Village proposal supports the OCP's policy to absorb half of all growth within the Downtown Urban Core by proposing a concentrated, mixed-use, amenity-rich development and a significant supply of housing.



Downtown Core Area Plan

Strategies for the Harris Green neighbourhood outlined in the DCAP are:

- Residential mixed-use land use designation
- New public plaza

Downtown Core Area Plan Response:

Harris Green Village will deliver a multiuse, flexible public open space twice the recommended size as a result of the arrangement of floor space and density across the site.



5

Victoria Housing Strategy Phase 2

Victoria's key areas of focus and action are to:

- Focus on renters
- Increase supply
- · Provide housing choice
- Test new, innovative ideas

Housing Strategy Phase 2 Response:

Approximately 1,550 rental units will significantly increase Victoria's rental housing stock, improve supply, choice, and flexibility for individuals and families, and assist with chronically low rental vacancy rates. Harris Green Village offers a high-quality, central housing option with thoughtful, innovative amenities.

Response to Community Input

Extensive engagement with locals provided insight into the community's priorities for the area. Over 200 people were engaged in over 40 meetings and two interactive design workshops to undertake this comprehensive community-led engagement and consultation.



Balance a large open space with height and density.



Keeping current commercial tenants



A vibrant public realm with shops and services.

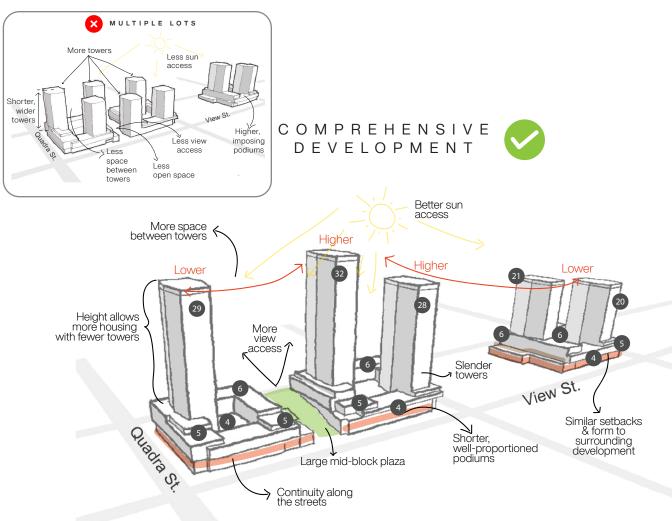


A mix of high-rise towers and mid-rise buildings in order to achieve the open space.



Response to the Urban Context

The proposed urban form and design are responsive to the site's central, prominent location. The block-sized lot allowed a design approach in which the full block was intentionally designed to be a cohesive, complete street and balanced built form. This optimizes the experience, in contract to piecemeal infill sites that do not have the advantage of a comprehensive development.



The proposal refines the DCAP requirements by lowering the podium, narrowing the towers, and better integrating with the surrounding neighbourhood while mitigating impacts and maximizing open space.



Summary

The intention of this application is to introduce a vibrant development that complements the character of the existing Harris Green neighbourhood while providing significant purpose-built rental housing, a mix of uses and building forms, and important public open spaces.

The responsive design completes the block and accommodates growth where the City directs it - in a well-serviced, convenient urban village community. This is an exciting and significant project, with the potential to positively shape the future of the neighbourhood and Downtown Victoria.





Downtown Victoria Business Association 20 Centennial Square Victoria, BC V8W 1P7

July 13, 2021

Mayor & Council
1 Centennial Square
Victoria BC V8W 1P6

Re: Starlight Developments' proposed Harris Green Village

Dear Mayor Helps and members of City Council,

On behalf of the Downtown Victoria Business Association (DVBA), I am writing today to enthusiastically support this proposed redevelopment. It is truly a transformative project, taking an area that's primarily ground-level retail with little residential space whatsoever and creating a neighbourhood with over 1,500 rental units.

The need for mid-range rental spaces has been an obvious aspect of Victoria's housing crisis for quite some time; the downtown especially needs these spaces to be created nearby. Residents are vital for the ongoing health of a downtown — they provide a steady stream of customers, encourage the growth of a healthy late-night economy, and animate the streets of their community. Rental residential spaces such as these will encourage families to move downtown and will also provide spaces for employees of businesses to live (close to their place of work, reducing commutes and parking congestion while improving quality of life). Starlight Developments has thoughtfully included a wide range of unit types, from bachelors to three-bedroom apartments.

In addition to these much-needed rental units, the development plan includes a great deal of public open space: a village green, landscaped courtyards, children's play areas, rooftop social spaces, dog runs, gyms, and outdoor barbeque and dining areas. The mix of commercial spaces will allow for current commercial tenants and new services focused on the needs of nearby residents while adding a considerable amount of residential density to the downtown core.

I am delighted to support this proposal; it is exactly the type of project our downtown needs. The improved density and the thoughtful attention to provide community green spaces makes it a truly appealing prospect.

Sincerely,

Jeff Bray

Executive Director, Downtown Victoria Business Association

July 13, 2021

Dear Mayor and Council,

I am writing to voice my support of the new community proposed by Starlight Development for Harris Green Village. In the summer of 2019, my husband and I were asked to participate in an evening workshop put on by Starlight to plan for this development. In our teams we were given Lego-like pieces to design our own buildings based on the size of the lot shape in Harris Green. In all instances, the teams designed tall buildings to leave some green space on the ground level of the site. I believe that these miniature designs were used to support the overall proposed design that we see going to Committee of the Whole this week.

My husband and I are young working professionals with two children under the age of two. We previously lived a few blocks from the Starlight site on Cook Street and have since moved to a larger space a few blocks away into Fernwood. I would like to offer two observations I have about Victoria in recent years:

This has become an increasingly difficult place for young people to make a start. I am from Vancouver, and I always thought that Victoria made for an easier economic and housing landscape to start but it is proving to be the same as the 'bigger city'. Everyone we know struggles with finding appropriate housing. The scarcity and price of the housing marketing is impacting when people start families and career decisions. There must be a shift to keep young people here and allow them to thrive.

My second observation is that the city, particularly the downtown, has fallen on hard times. Our beautiful city has changed, and it is less of a desirable location to spend time in, particularly if you have young children with you as I do. We have the opportunity with this proposed project to do a complete overhaul of two of the main blocks leading into downtown. The proposal includes ample housing and a modern redo of an outdated shopping location. The choice seems obvious to me and everyone I know.

I recognize that tall buildings are a change for our city, but it must be the future of our development plans – we don't have more space in the city of Victoria otherwise. Please support this proposal.

Kind regards,

Katherine Gray

Katherine Gray



July 13, 2021

Campbell Construction Ltd.

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

Dear Mayor and Council:

Later this week you will consider an application made by Starlight Developments for the redevelopment of a key neighbourhood in Victoria – Harris Green Village. This proposed development that spans nearly two city blocks on Yates Street, stands to make a profound impact on the demand for rental housing and keep up with the evolution of Victoria.

In our industry, we are acutely aware of the rate of growth the region is experiencing and the progression of Victoria becoming a larger, more sophisticated urban centre. Change is inevitable; however, we are lagging in being able to provide housing for the many people who want to live here. Our ability to keep young workers, like the type who keep the construction industry thriving, is in jeopardy because there are not enough suitable housing options.

Starlight is making a long-term commitment to our city with the size and scope of this project. The economic impact of a phased building project such as this will be profound for our region. The pandemic was tough on businesses of all sizes, and we need to pursue the opportunities that are right in front of us to help bring economic stability back to Victoria.

It is my hope that as a group you provide support for a redeveloped Harris Green and allow our community to reap the benefits it will provide for all of us.

Sincerely,

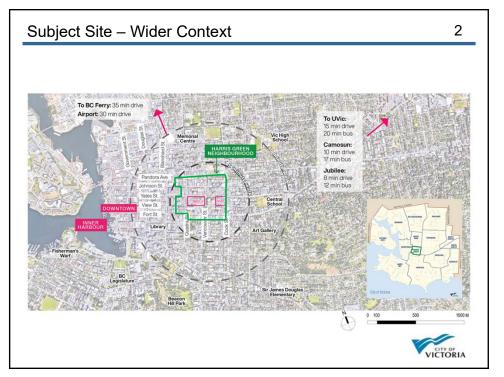
Wayne Tarey, President Campbel Construction Ltd

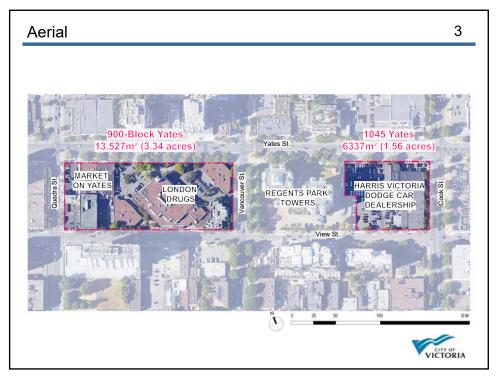
OCP Amendment & Rezoning Application for 900-BLOCK YATES & 1045 YATES &

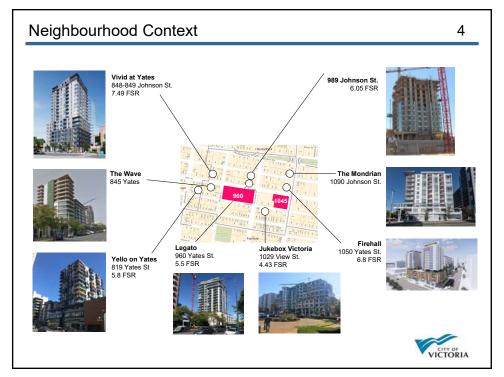
Development Permit with Variances Application for 1045 YATES

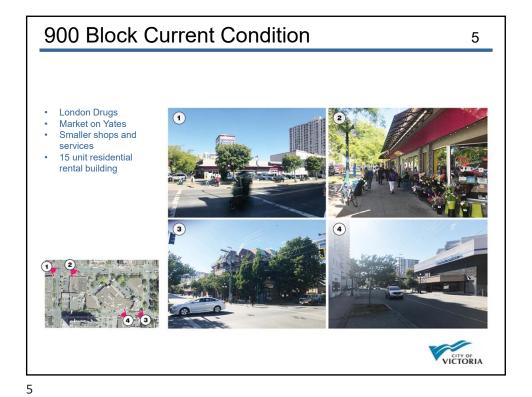


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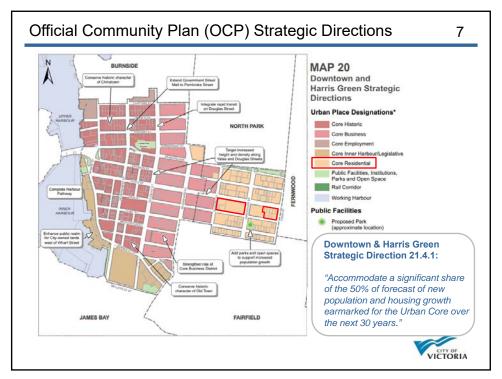


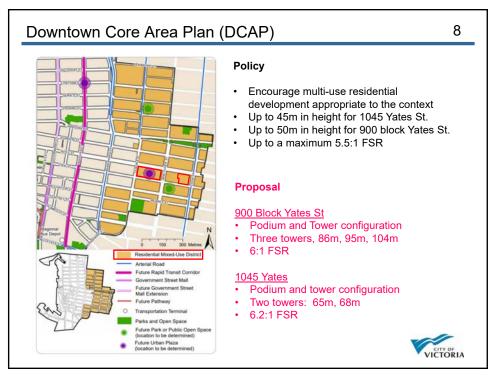






The 1045 Yates block is currently being used as a car dealership.

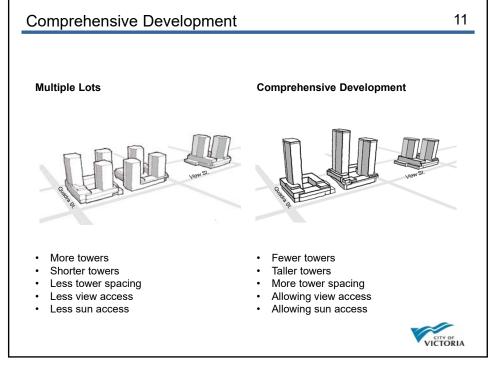


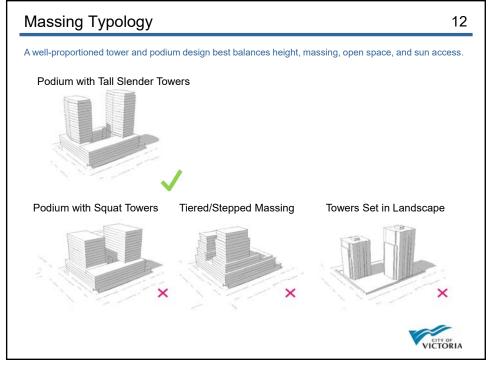


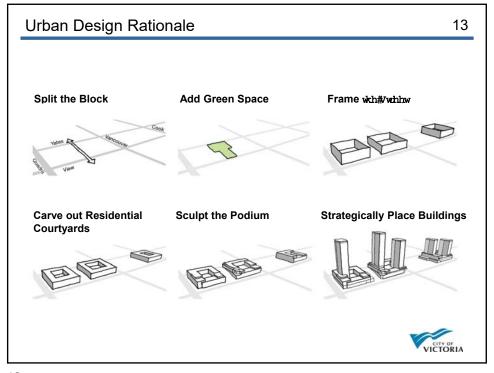


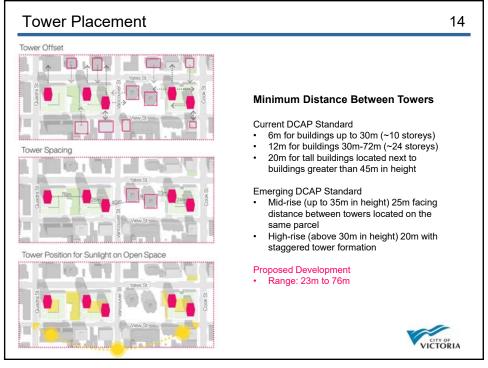
DESIGN RESPONSE











Design Manual

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900-Block Yates and 1045 Yates Urban Design Manual



- Site Planning
- Tower Placement
- Building Massing + Height Architectural Typology

- Facades + Setbacks
 Building + Street Interface
 Street + Open Space

- Architecture Urban Ecology
- Landscape Architecture
- Phasing



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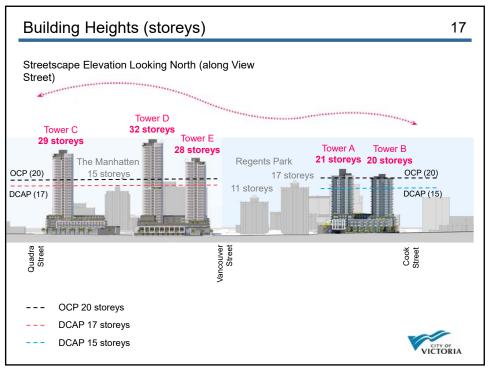
Overall Design Plan

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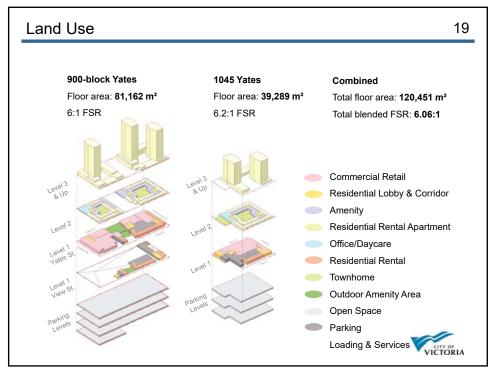


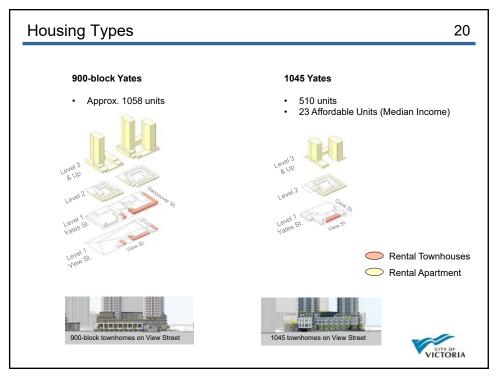
- Rezoning OCP Amendment
- Rezoning OCP Amendment Development Permit with Variances

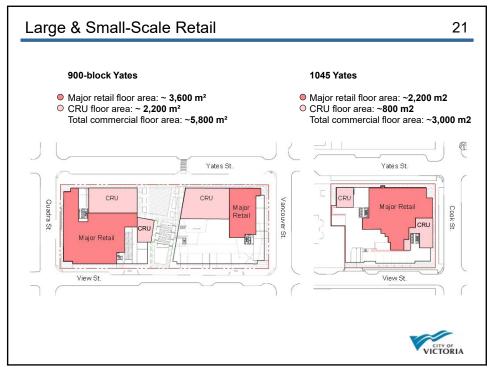


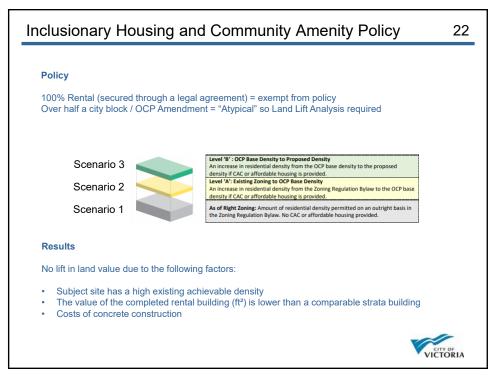


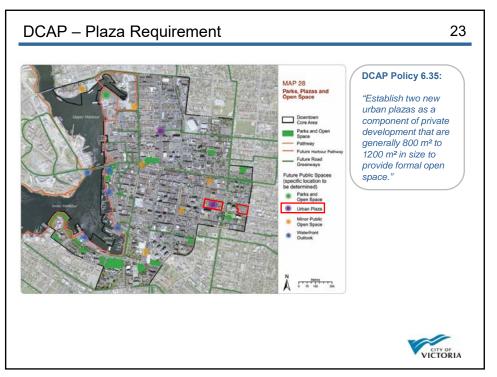
LAND USE, OPEN SPACE, INCLUSIONARY HOUSING & COMMUNITY AMENITIES

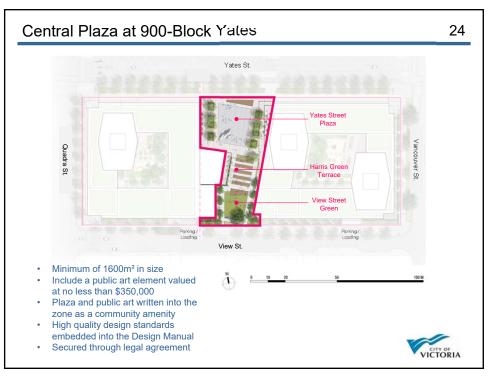


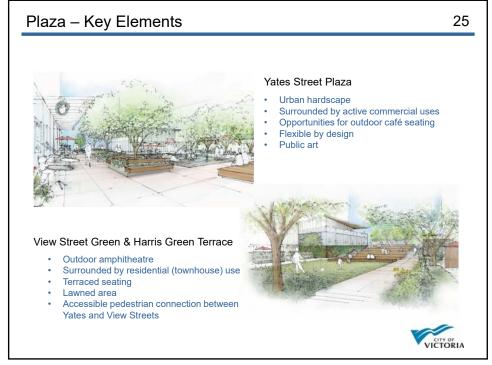




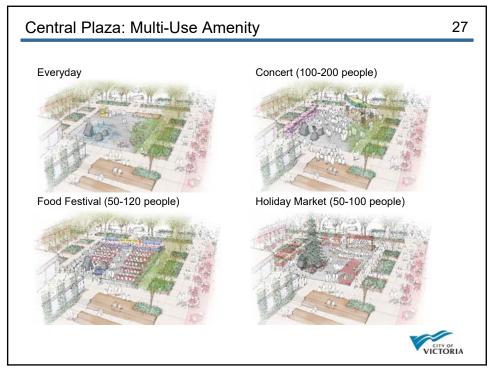




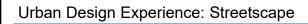












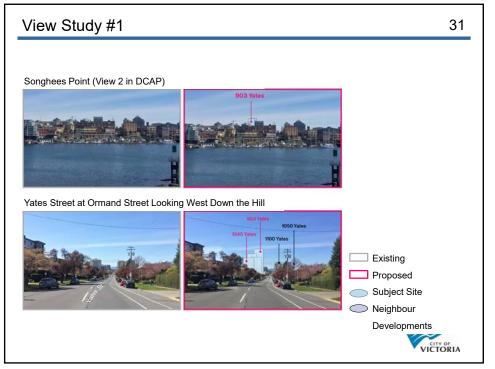


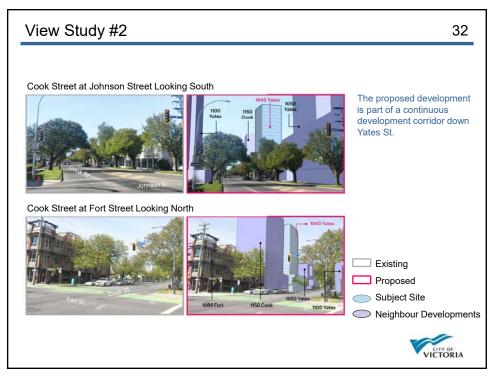
Looking at Yates Street from Northwest Corner



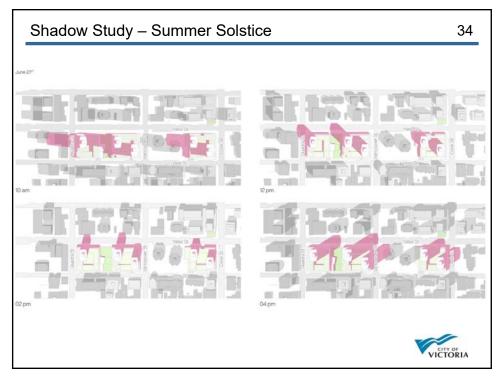
VIEW / SHADOW STUDIES

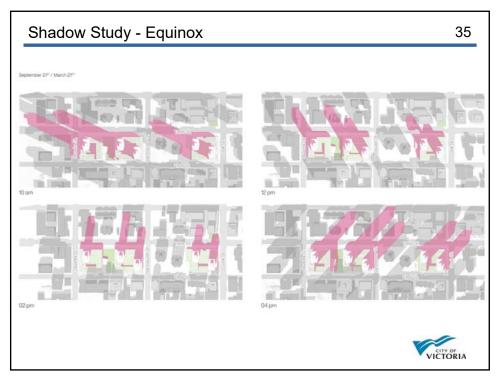


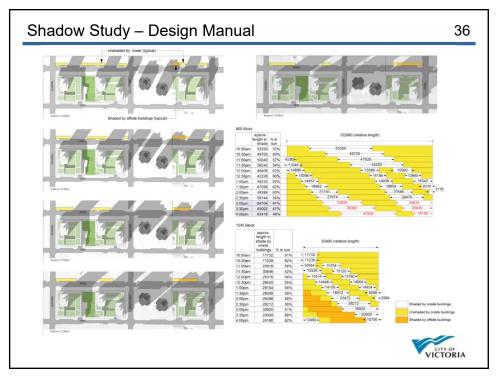


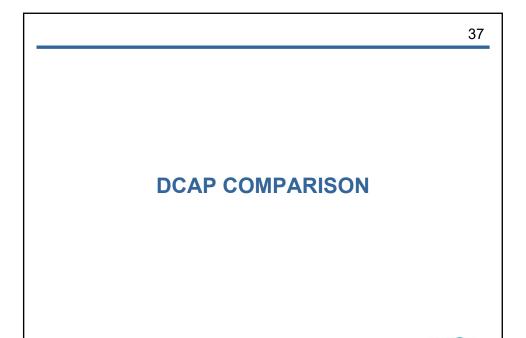


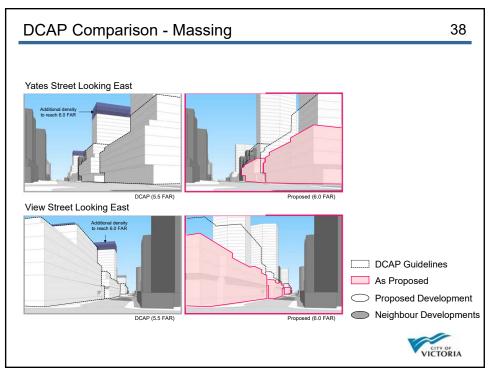


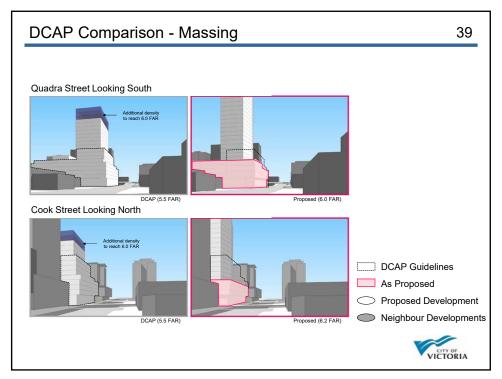


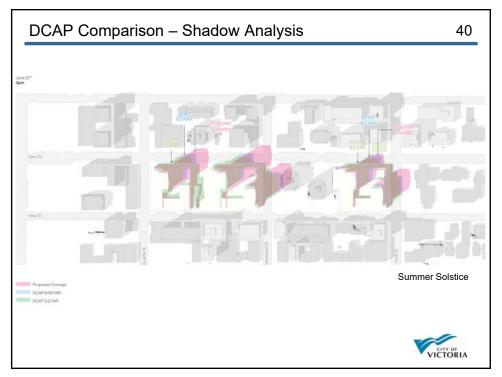












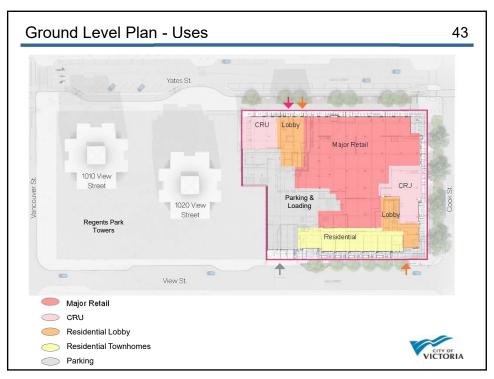


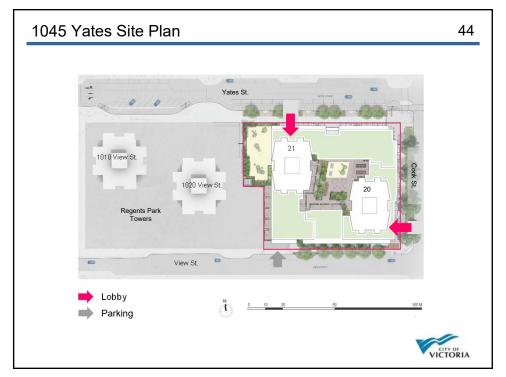


VICTORIA

1045 YATES DEVELOPMENT PERMIT WITH VARIANCES APPLICATION







Parking Variance

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Parking Variance

- Reduce the required number of residential vehicle parking stalls from 316 stalls to 268 stalls
- Reduce the required number of residential visitor parking, commercial retail and daycare stalls from 117 stalls to 77 stalls
- Allow for 28 short term bicycle stalls to be located further than 15m of a public entrance.

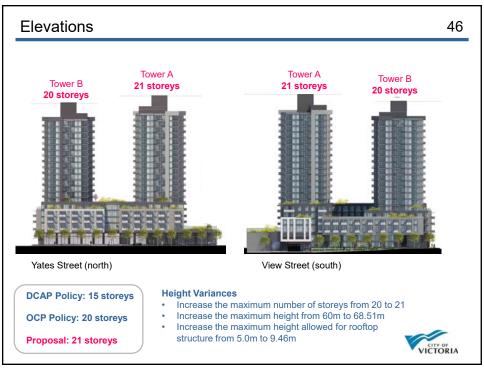
Parking Level 1

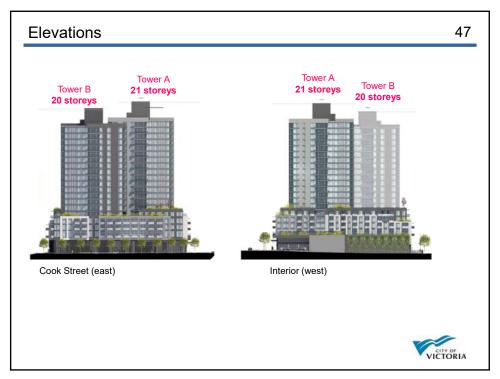
Proposed Mitigation (TDM Measures)

- 3 shared vehicle parking stalls
- 3 shared vehicles
- 169 car share memberships
- 4 electric vehicle charging stations
- 90 stalls wired to be "EV Ready"
- long term, end of trip facilities (changing areas, and showers)
- secured by legal agreement

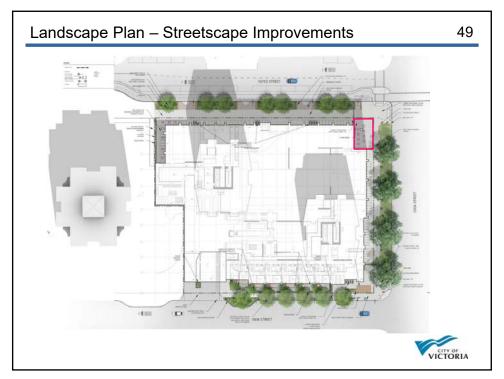


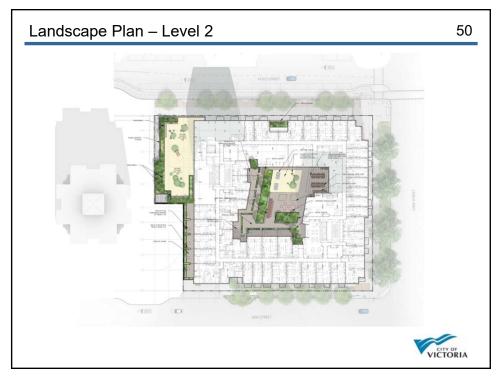
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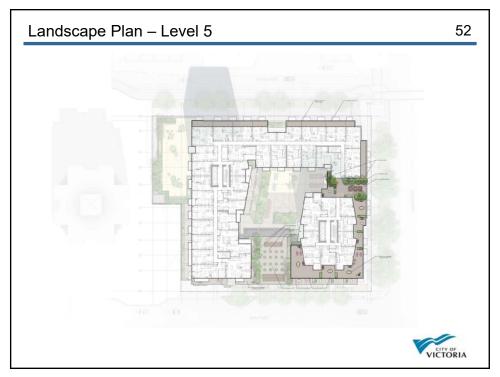


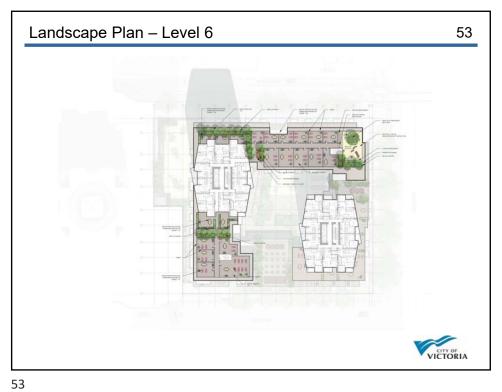


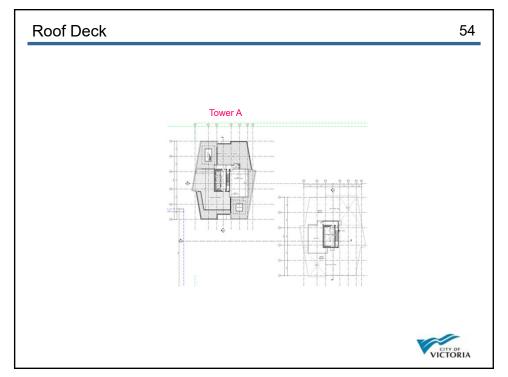












Advisory Design Panel Review

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Response:

- · Deeper recess along Yates Street
- · Refinement of materials
- Public seating areas added at the intersections between Cook Street/Yates Street and Cook Street/View Street

Recommendation:

- break up the mass of the podium
- more consideration of materiality of towers in terms of richness and variation
- consideration of providing access to some public open space or connection between View Street and Yates Street.



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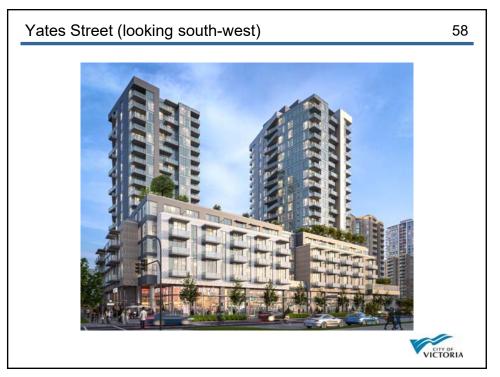
Cook Street (looking west)

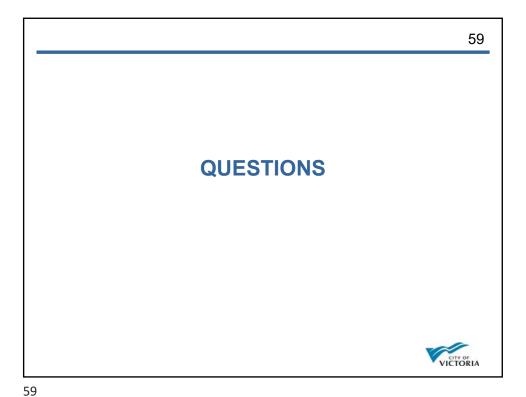
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Overall Massing & Height

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The block scale of the development allows for strategic integration into the neighbourhood by the careful balance and placement of towers, podiums, and public space.

Tallest tower in middle of block
Height allows more housing in fewer towers

In the block scale of the development allows for strategic integration into the neighbourhood by the careful balance and placement of towers, and public space.

Continuity along street frontages

Similar setbacks and form to surrounding buildings

Existing Context

