CASCADIA ARCHITECTS
DAMANT + JOHANNKNECHT

22 April 2024
Revision 1, 17 July 2024
Revision 2, 9 September 2024
Revision 3, 11 October 2024

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

Attn.: Mayor & Council

Re: 837 Broughton Street Rezoning and Development Permit Application

It is our privilege to submit Rezoning and Development Permit applications for 837 Broughton Street (the “Site”) on behalf of Fort Properties Ltd. (the "Applicant”). The proposed details outlined within this application have been carefully crafted to respect the spirit and intent of all relevant regulatory documents including the Official Community Plan, Downtown Core Area Plan, Fairfield Neighborhood Plan, Cathedral Hill Precinct Development Permit Area and City of Victoria Housing and Amenity policies. We have followed a thoughtful, responsive, and iterative design process to shape the form and character of this development proposal (the “Proposal” or the “Project”) and it is our belief that this Project is contextually appropriate and will enrich and complement the city fabric in which it is situated, as described within the contents of this letter.

Existing Site Characteristics:

The Site is located mid-block on the south side of Broughton Street between Blanshard and Quadra Street and is currently in use as a surface parking lot. The site is zoned CHP-OB Cathedral Hill Precinct Office Building District which allows for a building up to 22.5m in height with an FSR of up to 2.0:1. The Official Community Plan designates the site as Core Residential, supporting multi-unit residential and mixed-use buildings with an FSR up to approximately 5.5:1 and height up to approximately 20 storeys.

The Site’s Broughton Street frontage is generally flat and flanked by a low-rise heritage building with retail uses to the west and the four-storey YM-YWCA building to the east. The YM-YWCA site is subject to an active, separate DP / rezoning process and it is anticipated that a four-story podium will be constructed adjacent to the property, supporting two high-rise residential towers.

The general urban context of the downtown core, with its mix of residential, commercial, and institutional uses, is highly livable and walkable and well-serviced by a range of amenities including a grocery store, restaurants, cafes, and small-scale retail shops. The Site is embedded within the thriving arts, culture, and entertainment district, adding to the livability

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in this location. Adjacency to both Blanshard Street and Fort Street provides direct access to transit and dedicated biking corridors. The combination of these factors creates the foundation for a vibrant, distinctive urban neighbourhood with rich opportunities for social, residential, and commercial growth.

Broughton Street Perspective – Looking Southeast

Description of Proposal:

This Development Proposal envisions a 6-storey building containing 2,761 sq.m. of gross floor area incorporating 42 purpose-built rental residential units and 1 Live-Work unit at grade. There is no underground or at-grade vehicular parking component included with this application, due to the small Site size and short frontage which cannot practically accommodate vehicle ramping and circulation routes. However, as detailed in the Transportation section below, this richly serviced location is ideally suited for a non-car dependent lifestyle. The rental tenure of the 42 residential rental units will be secured in perpetuity with a legal agreement.

The building design concept is based on the following fundamental tenets and guiding principles which align with City of Victoria Housing and Amenity policies:

- The Project should deliver much-needed purpose-built rental housing in one of the most livable sections of the downtown core.
- The Project should embrace its walkable, bikeable, and amenity-rich location to facilitate a no-compromise car-free lifestyle for residents.
- The Project should support an animated and vibrant street frontage.

- The Project should incorporate high quality architecture which is contextually appropriate and relates to both the low-rise heritage structures to the west and the high-density contemporary structures anticipated to the east.
- The Project should work within the substance and spirit of the Official Community Plan and Downtown Core Area Plan (DCAP) guidelines applicable to the location.

Official Community Plan:

Strategic direction for the Downtown includes the accommodation of a significant share of the anticipated population growth for the region over the next decade. The proposed development of this Site with a 6-storey purpose-built rental building will advance this objective while simultaneously reinforcing the mid-rise "perimeter-block" form that the DCAP guidelines promote to knit together the scale and form of anticipated taller and denser tower development at the east end of Broughton Street with the existing, pedestrian-friendly low-rise buildings that constitute the street-wall along the south side of the street. The Site is designated Core Residential Urban, meaning that the Project's proposed FSR of 4:1 is well within the 5.5:1 maximum FSR range and 20-storey height limit outlined for this area. The proposed 6-storey building provides much needed livable rental units in a form that contextually bridges the low-rise heritage building to the west with anticipated towers to the east.

Development Permit Area 14: Cathedral Hill Precinct:

The Cathedral Hill Precinct development permit area (DPA14) applies to the Site, and a calibrated and intentional response to the heritage value and special character of Broughton Street and environs has informed the conceptual approach for this Proposal since inception. In keeping with the objectives of this designation, this Proposal will intensify multi-unit residential and mixed-use development and maintain an active street frontage. The architectural expression employs an historically referential language of narrow bays organized in a traditional gridded façade and clad with a high-quality material palette of warm white brick on the Broughton frontage. The human-scaled bay-rhythm created by the building's traditional gridded design and visual connection of residential level Juliet balconies, together with the live / work use at grade will enhance the experience of pedestrians and cyclists moving along this corridor, re-enforcing the atmosphere of a local neighbourhood community.

Downtown Core Area Plan Design Guidelines & Design Guidelines for Multi-Unit Residential:

The Proposal respects the principles outlined in the Downtown Core Area Plan Design Guidelines and the Design Guidelines for Multi-Unit Residential, Commercial and Industrial and responds to the specific character of the site and its context.

Specifically, the Proposal's massing, form, and orientation have been calibrated to foster a human-scaled, pedestrian-oriented public realm on Broughton Street as expressed in the DCAP guidelines. The proposed 6-storey building forms an integral part of the street wall, allowing for a continuous sense of enclosure along Broughton Street while creating an architectural bridge between the low-rise heritage building to the west and the anticipated high-density development to the east. The mid-rise form maintains a direct relationship to the street from all floors and permits reasonable sunlight penetration and privacy at the rear yard and across the street. A generous setback to the south property-line will enable creation of a well-appointed communal outdoor amenity space at grade behind the building, with deciduous trees and

multiple zones of use including a dog wash station integrated within the landscape elements. The elimination of underground parking will allow the landscape materials to be bedded in natural grade, and to grow to generous sizes.

Based on feedback from City staff a significant roof deck amenity located above the 6th floor has been added and greatly extends the communal outdoor living space for all residents with seating, cooking, dining and gardening spaces accessed by the elevator and eastern stair. Additional, private, outdoor access is provided for all residents through the inclusion of Juliet balconies at each unit.

The Project incorporates 42 one-bedroom units (2 ground-oriented) and 1 live / work commercial unit facing Broughton Street. Residential units are arranged in a front and rear orientation, with nominal zero setback side yards as preferred by the DCAP guidelines. The units are accessed via a common central corridor, elevator and two exit stairs. These circulation elements, contained within the 18m width of the site, impose certain planning constraints on unit layouts for washrooms, kitchens, closets, and bedrooms, and these have become drivers for the Proposal's total building depth. Creative floorplan layouts have been developed to maximize opportunities for overlapping uses in open plan arrangement of living / dining and kitchen areas and to facilitate access to natural light as deeply as possible into the units. The design also responds to the significant shear wall size requirements for earthquake resistance at all residential floor levels, which substantially increases the size of certain walls and limits the flexibility of unit configurations. The design team has made significant efforts to balance livable, functional unit layouts and private outdoor space with a maximized rear yard setback and the Applicant is satisfied that within these constraints, an optimal balance of both internal and urban planning criteria has been achieved. The proposed rear yard setback of 7.00 meters is a minor variance from the DCAP recommended 8-meter minimum setback, and it is strongly felt that the functionality and livability of the units in this constrained site provides a strong rationale for variation from the DCAP guideline.

The Proposal's design in relation to the street will activate and support a dynamic and vibrant public realm, reinforcing existing elements on the north side of the street at the Fort Common, and following the building to street interface principles outlined in the draft DCAP guidelines and Design Guidelines for Multi-Unit Residential. Primary entrances along the building frontage are clearly visible from the street and located well within 15 meters of one another. Ample glazing and generous floor to ceiling heights enhance the visual presence of ground floor uses along the street. Service access for the garbage room and electrical demarcation closet is located toward the east property line where a parkade entry is anticipated in the adjacent development. Continuous weather protection is provided by a glazed canopy that extends from the north building face to the property line at Broughton Street, and vegetated planters help define the individual building entrances at the ground plane. Substantial efforts have been made to locate non-active uses away from the street frontage, including the positioning of bike storage at the rear of the building. The absence of an underground parking structure eliminates the need for curb cuts or disruption to the pedestrian flow or rhythm and proportion of the street frontage. The building face is pulled back from the property line in alignment with the anticipated development to the east, allowing for the introduction of a south-facing weather-protected pedestrian area, that provides spill-out activity space and visual and physical connection between the public street use and the building interior uses.

The Project's façade composition and architectural expression have also been thoughtfully and intentionally developed in keeping with these guidelines. The massing of the building is a simple volume broken up and articulated in a formal grid structure through the introduction of strong vertical pilasters, running from the ground plane to roof, and recessed horizontal soldier courses that define each unit. A taller first story and double bay across the live / work commercial unit grounds the façade with a larger proportion and emphasizes the distinct usages and entries at this level. The north and

south elevations are framed with a continuous dark coloured metal shroud that outlines, and contains, the traditional brick façade, while providing the non-combustible cladding at the property lines. This contrasting intervention of new materials with old offers an architectural bridge between the heritage building to the west and the anticipated contemporary development to the east. The project's sidewalls are clad in dark-coloured metal panels that project slightly beyond the building face at the front and rear, creating the effect of an extruded metal shroud noted previously. Local artist Lydia Beauregard has been engaged to develop a mural design, incorporating a botanical theme, for the west facing elevation that will be visible above the adjacent two-story heritage building. Lydia is identified on the city of Victoria mural roster and the proposed design was positively received by the Advisory Design panel.

The architectural concept for this Proposal is simple and understated with a minimal palette of high-quality cladding materials, including complementary coloured brick, metal panel cladding, that will weather gracefully as the building naturally ages. The materials are organized in a vertically oriented grid producing a visually balanced composition at the residential levels, while an open and highly glazed ground level creates a modern and dynamic contribution to the vibrant street character envisioned for Broughton Street as part of the developing Cathedral Precinct.

Urban Trees & Forest

Currently the project site, and the core of this block generally lack any soft landscape or trees. As noted in the City's Trees and Urban Forest policies, trees are an integral part of our community's biodiversity and enhance the livability of our neighbourhoods, and for this reason, the project sets out to improve the urban trees canopy from the current condition. As part of this initiative, soil cells are proposed for all the common area or City property trees, in order that they may grow to medium / large size. The trees proposed will provide seasonal variation and visual interest as per guideline 5.6 from the Multi-Unit Residential, Commercial and Industrial Design Guidelines.
As per guideline 5.10, communal open space for residents is provided at grade at the rear of the building as well as at the rooftop garden. At grade, the communal gathering space is intended to be an active space for bike and dog washing, as well as for unprogrammed informal gatherings or uses such as space to exercise. The rooftop garden space is divided into south and north zones with the south patio intended for food gardening, (guideline 5.8) and the north for the social gathering space complete with barbeque, outdoor kitchen and seating.
Additionally, while one of the street trees in the project frontage is unhealthy and will be replaced in line with City policy, the other is intended to be preserved. Subject to confirmation by the Utility companies including BCHydro, the underground servicing will be arranged to minimize disruption to this tree's roots, as illustrated in the site servicing plan. The applicant is aware that adequate protection during construction will also be required in line with City policy.

Transportation

Off street parking is not feasible on the Site due to the limited frontage and compressed area, common to all small lot infill developments in the downtown core. Eliminating parking from the project not only addresses the constraints imposed by the Site's size, but also enhances the street frontage by eliminating the significant 6m wide disruption of the commercial space and the sidewalk that would otherwise be created by a vehicle parking entrance.

The Site's central location offsets the lack of dedicated parking through exceptional access to alternative transportation options within the community. Specifically, the Site is highly walkable with major amenities including groceries stores, central library, retail outlets, restaurants and cultural facilities within a ten-minute walking radius. A designated AAA

two-way protected bike lane runs along Fort Street, parallel to the Proposal, while the recently completed Vancouver Street shared use neighbourhood bikeway is located two blocks to the east. The Site is directly connected to public transportation arteries along the adjacent Blanshard Street and Fort Street corridors and is well served by both Modo and Evo car share programs. Diagrams illustrating the amenities and transportation options available within a ten-minute walking radius of the project are appended to the end of this letter.

This access to alternative transportation options is reinforced with amenities provided within the Project itself. Specifically, the Project provides 58 long-term bicycle parking stalls in a conveniently situated bicycle storage room at grade which includes a bicycle repair station, six oversized cargo bike parking stalls, 2 mobility scooter spots and 100% electric bicycle / mobility scooter charging capacity. Short term bicycle parking is located adjacent to both the residential and live / work commercial primary entrances and is entirely covered by the canopy above.

View of Broughton Street Frontage

In addition to the enhanced bike parking provided for the building as a whole, as noted above, each unit in the Project will have an associated Modo membership.

Safety and Security

The safety and security of building occupants and the public have been carefully considered and CPTED principles have been incorporated into the Proposal wherever possible, especially along the Broughton Street frontage at grade. The creation of a robust resident population is an important contributing safety and security benefit provided by the Proposal, encouraging 'eyes on the street.' This natural surveillance is supported by the incorporation of extensive transparent glazing at street level and the introduction of an animated and human oriented Live / Work commercial use in this location. The building presents a clean frontage from grade to cornice with articulation limited to the gridded forms of the individual units, removing the deep recesses and compromised sightlines that may otherwise be created

by building overhangs or recessed alcoves. Down-lighting integrated into the canopy and building frontage at grade creates a well-illuminated and animated ground floor, while simultaneously controlling glare and light pollution.

Green Building Features

The Applicant has reviewed and is prepared to construct and develop the project in accordance with the principals of sustainable design, City of Victoria sustainability guidelines and to meet B.C. Step Code Level 3 energy performance. The following is a list of green building initiatives that will be deployed within the project.

- Individual residences have direct access to the exterior through Juliet balconies at each suite.
- Roof deck plantings act to mitigate heat island effects.
- The landscape design meets the goals of the Urban Forest Master Plan by increasing overall tree canopy on the site and by planting trees off-slab and with enough available soil to reach their full mature size and lifespan.
- High efficiency heating / pressurization systems for all common area spaces.
- High-efficiency heat recovery ventilation systems in each residential unit.
- All ductwork to be sealed with low toxin mastic.
- Natural and recyclable building materials will be used to the extent possible and as appropriate to the use. Exterior envelope materials are highly durable, and detailing will suit life-span management of components.
- Multiple thermostatically controlled heating zones within each residence.
- Directly metered suites.
- Solar Ready Conduit from Electrical Room to Roof.
- Consideration for storm water detention through planters at front and rear of the building
- All windows EnergyStar® rated.
- All appliances EnergyStar® rated.
- LED lighting throughout.
- Construction waste diverted from landfill during construction through smart on-site waste management.
- Low-VOC paint in all interior areas.
- Low-flow plumbing fixtures used throughout all units.
- Secure, heated bike storage with bike repair station.
- Electric Bike and Scooter Charging Locations within Bike Storage.
- A rooftop amenity garden will provide opportunity for food gardens, and the ground level common area will accommodate exercise space to support healthier lifestyles.

Infrastructure:

In keeping with the spirit of the B.C. Carbon Step Code, the Applicant intends to minimize the use of fossil fuels in servicing the Site and mitigate the generation of resultant greenhouse gases. The consultant team has worked within these constraints and maintained an overall electrical load that will permit the project to be serviced via a pole mounted transformer. The proposed approach avoids the disruption of a pad mounted transform at grade, further improving the proposal's street frontage.

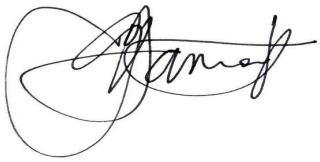
The project Civil Engineer has determined that a very small amount of attenuation could be required based on initial calculations, however the small volume indicated is not practical to address in reality. A request to waive the requirement for attenuation is therefore included in the Sanitary Attenuation Report submitted with the application.

Conclusion:

In preparing this rezoning and development permit application package the design team has carefully considered the relevant Official Community Plan and Downtown Core Area Plan guidelines applicable to this location. It is our belief that this Proposal will provide a high quality, contextually sensitive building to this rapidly transitioning section of Broughton Street and benefiting the Cathedral District neighbourhood. This Proposal will provide important rental housing stock to the area and will contribute to the animated and dynamic public realm that already exists along Broughton Street. Its proposed scale and architectural language are sympathetic to its surroundings, respecting the heritage fabric to the west while looking towards the future built fabric of the anticipated development to the east. We look forward to further steps with the City of Victoria regarding this Proposal. If you have any questions or require clarification of any part of this application, please do not hesitate to contact our office.

Sincerely,

CASCADIA ARCHITECTS INC.



Gregory Damant, Architect AIBC LEED AP
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99
WALK SCORE

Legend

- Groceries
- Cultural / Theatre
- Library
- Parks
- Fort Common
- Sea Plane
- Car Rental
- Health / Fitness
- Pharmacy
- Cafe
- Bakery

99
WALK SCORE

92
TRANSIT SCORE

89
BIKE SCORE

Legend

- Transit priority network
- Transit stops
- Existing bicycle network
- Proposed bicycle network
- Evo carshare
- Modo carshare
- Long-term parking