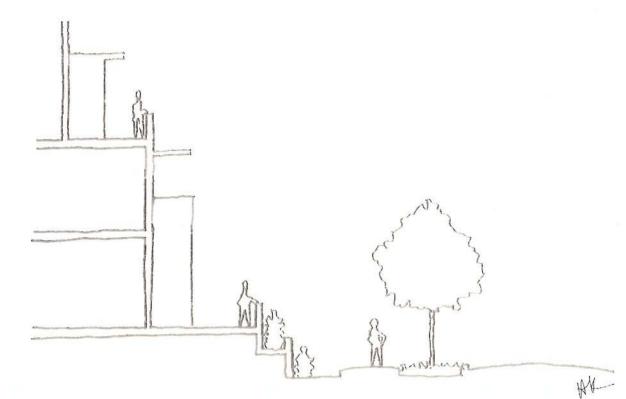
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# PROJECT TEAM:

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CONTACT LIST AND TABLE OF

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CONTENTS Provision (1)

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# PROJECT DATA

Addressing Civic Address: 1144-1154 Johnson Street + 1406 Chambers Street, Victoria, BC LOT 1038, VICTORIA CITY, LOT B. DISTRICT Leggi Address LOT 1037, VICTORIA CITY, PLAN 8773. PART OF LOT 1036. VICTORIA CITY. PARCEL A. (DD 685-45-1) OF LOT 1036. VICTORIA CITY, LOT A. DISTRICT LOTS 1036 & 1037, VICIORIA CITY, PLAN 8773 Site Informatio Zoning (Present): P3.1 P3.2 Multiple Dweling District Sile Area: 2.000 m Floor Space Rafio: 2.1 3 000 3 m Total Floor Area: Site Coverage: 40% (811.1 m ) Open Sile Space: 52% (1.047 m) Height of Building: 18.46s m Average Grade: 26.65 m Number of Storeys: 6 **Building Setbacks** Street Boundary (Johnson St): 6.10 m Internal Boundary (North): 915m Street Boundary (Chambers St): 6.18 m 6.1 m (building face) Internal Boundary (West): Average Street Wall Selback: 7.1 m Parking

Parking Stalls:	58 (48 Units x 1.2)
(Below Grade)	CT MANAGEMENT
Visitor's Stalls:	6 (10% of Total Stalls)
Handicopped Stalls:	1
Bicycle Parking:	Class 1 - 53
- A	Class 2 - 6 (at Entry)
	Total: 59

## **Residential Use Details**

48	
Studio:	3
1 Bedroom:	17
I Bedroom + Den:	12
2 Bedroom:	7
2 Bedroom + Den:	9
	1 Bedroom: 1 Bedroom + Den: 2 Bedroom:

#### Ground-Oriented Units: 10

Minimum unit floor area (m ): 43.0 m (Studios 407 & 507)

Total residential floor area (m'): 3362.0 m

PERMIT NUMBERS

Zoning No. 00487

Development Permit No. 00434

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Johnson & Chambers Area Cairaidian

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Level PH P16-1 PH-2

(SF)

Level 8 (SF) 801 878 -804 101

Lavel 4 401 422 403 404 405

(55) Lavel 3 (SF) 201

Level 2

(SF)

Level 1 (SF) 101

SF + Square Feet

Suffe Numbers and Areas

1154

302

202 303 20 205 204 207 205 208

102 105 104

m<sup>4</sup> = Square Vectors Unit Spass are approximate and may vary with refinement of layout All areas to be confirment

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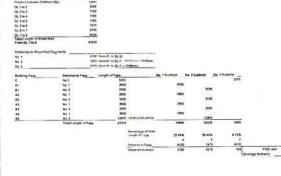
Yes 3 %= 3

BUILDING CODE DATA SHEET

Renter of Locastics Data - South

303 308 208 310

107 108 108 110



AVERAGE STREET WALL DETERMINATION (REFER TO SITE PLAN A.010)

# OPEN SITE SPACE CALCULATIONS

	SO FT	50.8
BLDG	8716.25	809 77
DRIVE	1531.81	142 31
Total	10248.06	162 00
LOT AREA	21527 82	200
- (BLOG + DRIVE)	10248.06	952 08
OPEN SITE SPACE	11279 76	1047 93
OPEN SITE SPACE	11279 76	1047 9
LOT AREA	21527 82	2000
	42 396	\$2.36

# Data 8 Dec 2016 - ADLA75.5538 Brail infoliationschlackee og 508 808 .... 120 407 408

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		12	45	57 6	58	
	Parking	Factor	Total Sultes		Stalls Provided	Accessible Req
			2 Redman - Tiers			8%
	48		2 Bactroom		54	29%
	45		1 Bedroom + Den		10	21%
	4		1 Badroom	1.	16	33%
	41	(SF)	53150		4	875
	Total Suites	-	Suite Types	Avg. Size	Suite Numbers	Pertentage
	21,527.8	(SF)	20	43,056	43,046	•
	Site Ares		FSR (max)	FSR Area	Building Area	Difference
	Subtrital	(\$*)	38,188	5,500	84%	and the second
					Efficiency	Total Area
1630		(5*)	7,064	1,630	8,716	
1004		(SP)	7,756	1,004	<b>CB</b>	
1022		(\$*)	6,900	1,022	7,822	
1160		(54)	6,181	1,100	1,111	

Basiliantial Area

1.14

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Closed attant Area

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Total Bres

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Ingel description

## PROPOSED PROJECT RATIONALE

The proposed paject offers a mix of historic and modern massing elements, scotes, landscoping features, itaciliarati material references, and Sustainable design (satures) that respond to the immediate and broader context of the subject Ale. With acknowledgement of assing and later contextual considerations, the project provides mithine impacts for the community that withings to enhance the neighbourhood through economic growth and additional housing apparturities.

The newly designed proposed project has taken into consideration and addressed the previous comments from City Staff, in addition to acknowledging community considerations that are in the purview of the Architect and Applicant to address.

#### Context

The proposed project is particity a ground-level parking fot set within the Southwest quadrant of line ferrivoad neightbouhoad in Victoria. Buildening tothi Johnson and Chambers streets. The proposed project is stied on a sloped geography with 11-1a 21-5 totery houses and a3 storey opportment building at the higher devalution averbacking the property from the North side. The neightbouring houses and apartment building maintain generous rear yards at the interface with the subject site and trant onto the Harris Green Park damp Pradras Zireet.

Along the blocks to the East and to the South of the proposed project (across Chambers Street and Johnson Street respectively) a Emiler number of parking fails. Is to 21+ storey houses, and a vasi number of 3 to 6 - storey multi-unit residential buildings free the reset.

To the fast of the subject site is a ground level packing lot that services the neighbourhood method related tacilities tokowed by a 3 -- storey multiunit residential building. At the far fast end of the black (intersection of Johnson and Cock Siteebij a large parking lot servicing the historic mid century Medical Atts Building is set to be redeveloped as "The Wade" multi-unit residential development and wit encomposis the entire end of the black. Actos the intersection to the fast of the 110 black of Johnson Siteet is a relatively recently developed 10 - storey mixed use multi-unit residential building.

The proposed project has been designed with great consideration to the existing and future context, and consultation has been undertaken with City Staff and the community to help ensure an appropriate architectural response for the subject site.

#### **Proposed Project Massing and Scale**

BRICK:

Warm grey

The proposed project is a 4-storey multi-unit residential building. Owing to the context, both faday and in years past, the proposal emphasizes the concept of a "liveable neighbourhood". The locus on ground oriented neighbourhood development while huffling sublantable housing density is consistent with the community vision through the design of the building massing, the historic moterial reterences, the variation of unit sizes, and the design of ground twell indicatore that creates a warm and inviting

METAL PANEL

Aluminium

Warm white

neighbourhood feel along the evolving Johnson Street and bike lane contidor.

The proposed building is articyated with a seles undubling marsing elements that reduce the overal scale of the holden by coefing a mass immediate engagement with the site of the the holden by coefing and seles of vertical steps until the top foor is not visible if one is to stand at the foreignal of the building. The ground level interface of the proposed hildring at the sidewaks along Johnson and Chamber Steek's is punctuated with a row of 2. Store justify coloured warm grey blick massing elements and windows, that reflect the rightmail single-family houses that stood dong Johnson Street many years called.

The third floor the building is defined by a warm while motor hame with columns that drop to the ground level and facilitate to distinguish the hythm on the 2 - stopy fownhouse like modules below. The motor flammwark extends to the Southeast come of the building where it changes arientation and forms light acriticities making elements towards the sheet intersection and signals the location of the primary building entrance.

Along the South and East elevations the building steps back yet again at the fourth and filts levels with undurating wolls that term balcanies and semi-private terraces white combulling to visual interest and participating in the break up of sound waves hem vehicles along Johnson Street. At the fourth and filth levels of the South elevation he west loarn a saw-tooth pattern that facilitates to preserve privacy for the houses to the North by redirecting views out floor the suite load with the building dominal call streets in Havis Green Paix. Tinship of the suith floor the building dominically steps back in order to reduce the appearance of the building from the permitted six stores; (60 ft. height) to a more modest five stores (50 ft. height) in order to acknowledne the virging housing scales of the neighbourhood context.

## Materiality and Landscaping

CEMENTITIOUS BOARD:

Mid-tone grey

In keeping with the scaled back massing that steps to acknowledge the neighbourhood having scales, great emphasis was placed on the interface of the building material features and landscaping to acetel factlie surfaces to both the inhabitant and pedestian along the newly proposed wider green strips of the sidewalk bouldevards.

High quality platinum grey coloced brick adds fines torture along the Johnson and Chambers Street Irontages via the projecting 2 - storey townhouse like maxing alements, reflecting a single tamk houring module and emphasiting a historic neighbourhood feel for residents. The brick is further brought to the torechart of the features along the planters and planting strips that create the buffer between the public sidewak and the semi-private tenace space. Landscaping landing around planting strips that create the buffer between the public sidewak and the semi-private tenace space. Landscaping including to the spaces, Healther and Lavender add to the tenvitining planting aroos between semi private and number and number and budies of the averall width of the tandscaped street budies and

The lavish West side yard and North rear yard landscope features contribute to the transitioning grades that require the releation of a retraining wall that

WINDOW WALL:

Aluminum Frame

Clear Glass

separales the houses at the higher elevation to the North from the subject site. The relating ward is fixed with a warm wood tence, a scales of trees Yow hedges ships, tait anomenital grasses, tens, and shade adapted shubs to facilitate pleatant screening whilens between properties.

Warnwhile preformed metal panels and warm shades of grey concentitious lacade materia's with a linear horizoital emphasis and incorporated at various localized to emphasize the stepping and uncludiation in the building lacade. The scales of the panels are obtaining between material elements, which and the scales to maintain installarships between material elements, which anywain in dimension to maintain the scale of the overall building.

The metal panels and blick create the twickdraps for two green walls of trained by incorporated along the North and West building devalops in locations where windows are minimized to reduce the appearance of direct visual interface between neighbiouting properties.

Further punctuations of detailed material elements is found in high moments glass and anodized aluminums caloued motel finishes. These elements are incorporated in the windrew well system and material building entry as well as the guardrafis and canopy tentures of the numerous balcony and tensors locations.

#### Dwelling Units, Density, and Affordability

The proposed project is comprised of 48 accessible rewriting units and a skrata amenity atom with a 21 flow Space Rodio. The triffiction is composed of a healthy mix of studies, 1-bedroom and 2 bedroom suites. The units vary in sizes from approximately 43 m2 to 112 m2, with a ratio of about 1/31 wor bedroom units and approximately 2/3 one bedroom ratio of about 1/31 wor bedroom units and approximately 2/3 one bedroom ratio of about 1/31 wor covenant is proposed to dedicate a minimum of 20% of the units for rental dwefings.

In addition, storage spaces are also provided at the parkade mezzanine level for residential, the indiana maintenance, and general strata uses

#### Transportation Features

GLASS GUARDRAIL:

Transparent Glass

Aluminum Frame

All parking corresponding to the proposed project is located below grade. The ratio of parking stalls to units is 1.2 parking spaces per unit and the requirement has been met in full for a total of 58 parking spaces. Including required accessible parking stal.

The periode entry is siluated at the Northeast corner of the subject sile along Chambers Street, per Engineering requirements corresponding to regulations outlined in the BC. Transportation Act that prohibits the opportunity for parking access to the parkade along Johnson Skeet.

Béyele parking meets the required 1: trafte of spaces to units and sixocarbed of the parkade mezzanine level with direct roll in / tail-out access to helps ancourage bicycle travel, particularly given the nearby benefit of the Johnson Sheet thise tance in activition. A Class 2 bike spaces are located near the primace building entrouse advant downs Sheet.

GLASS GUARDRAIL:

Transluscent Glass

Aluminum Frame

Owing to the various transpotation options in the area: as well as the access to amenities within a two kilometer radius. The need for individual car travel is reduced for future residents that have the ability to opti for public transportation, bicycle travel, or basic pedaytian mobility.

### Crime Prevention Through Environmental Design (CPTED)

Design leatures are incorporated into the architectural and kandscape design to facilitate neighbourhoort and resident solely and security through environmental design. Ground arised units with genericary policy create butters between the public, and private building hiteface. while at the same line creating a serve of 'reyrs and the steet' to bely minimize opportunities for unseen criminal activity. Londscaping and workware are designed to ninw for cloar ines of sight, clong with ground arisented typing johnning that milligates binking light and date creares. In addition, secure underground vehicle and bicycle making is providing with radio control arcses.

#### Infrastructure

The proposed project will utilize existing service interstructure and will contribute to the expansion of particins of the infrastructure based on municipal requirements. The improvement wit be at greatest visual notice to the community via the widening and street/scope improvements along the Johnson and Chambers Street backerads.

#### Sustainability

The proposed project commits to incorporating Sustainable design principles, such as minimized water usage, recycluble materials, native landscape planting, and energy efficiency, in order to achieve a minimum of Buill Green Gold.

Artificial light planning on the subject site will also be restricted to miligate urban light pollution.

### Community Benefits

In the short term, the proposed project offers individuals the opportunities for neighbourhood employment during the duration of construction, doing with the corresponding spin off economic benefits to local builnesses that provide savices to construction stall. In the langer term residents in the community are provided with the apportunity for additional modeluly plicad market and rental hausing to help service the median income bracket for the orea.

Inaddition to the direct patient internation with events, went multipaying. The proposed project barrelist the community through the improvement of intrastructure, the creation of a neighbourly strentscape, and by effecting Sustainable design backing stack that heads to reduce the City of Victoria's environmental toopist in face of the easiling ground tevel positing to





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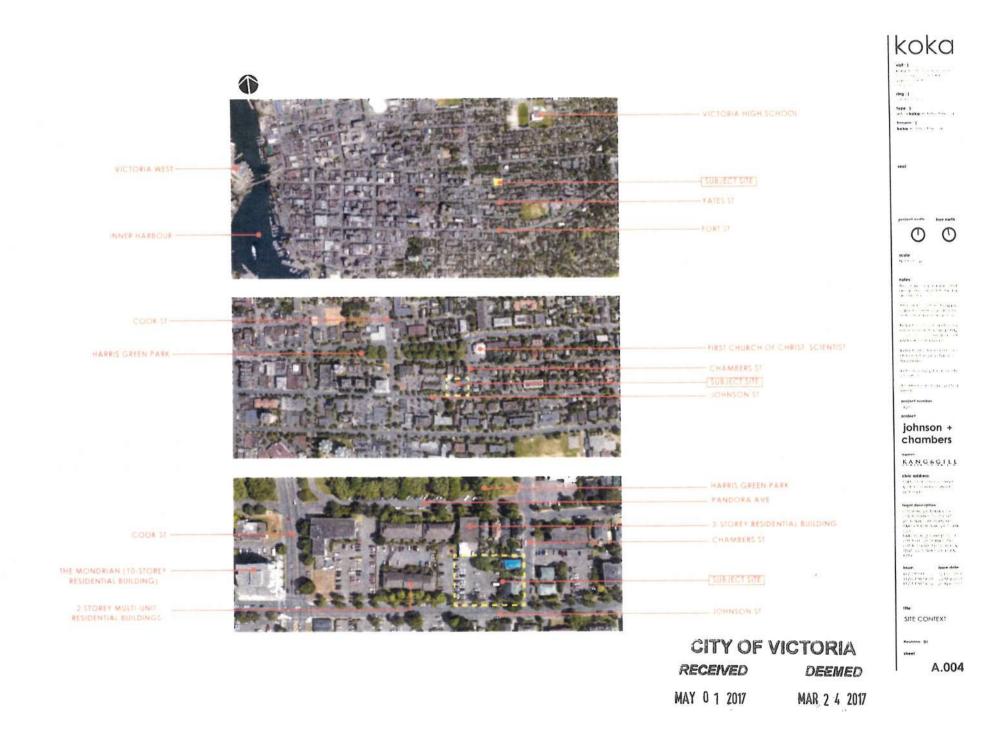
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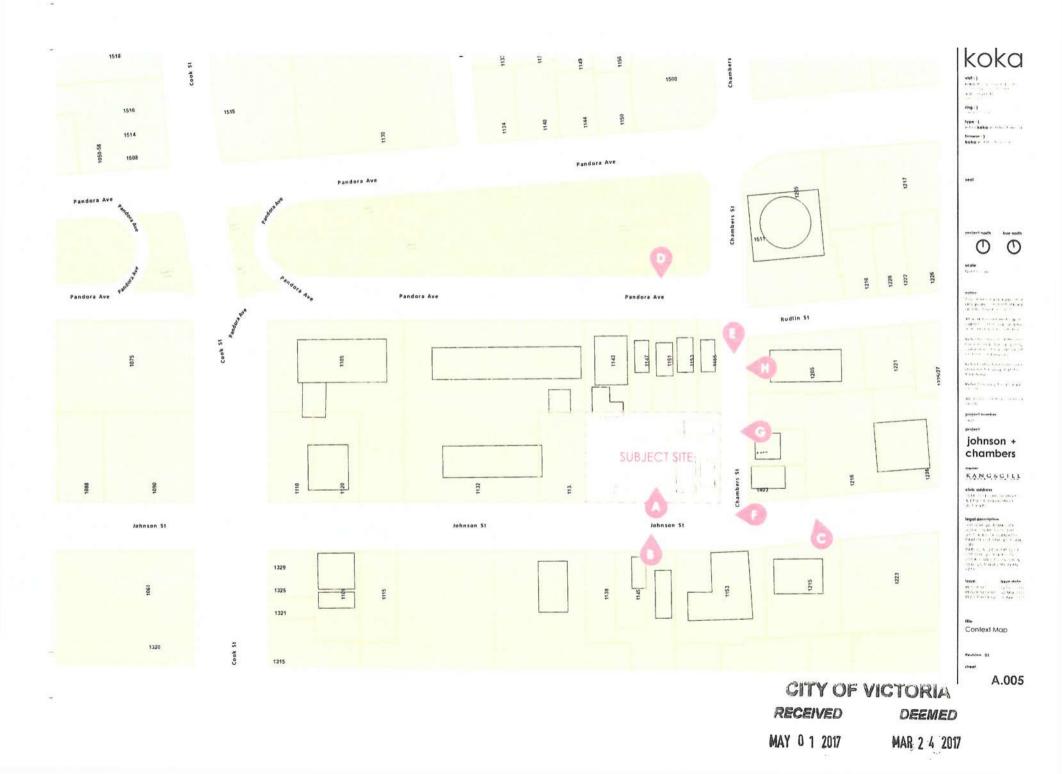
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View South towards neighbouring houses from Pandora St



View South towards subject site along Chambers St at Pandora St

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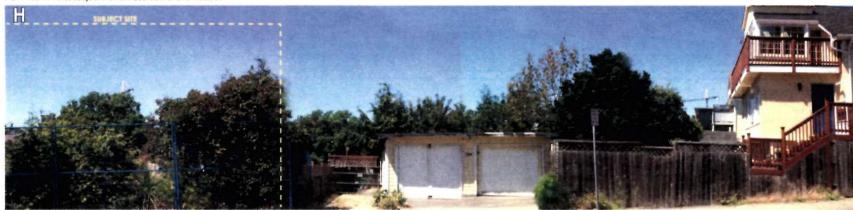


View West along Johnson SI from Southeast corner of subject site



View West towards subject site from East side of Chambers St

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View West towards neighbour's rear yard (to North of subject site) from East side of Chambers St

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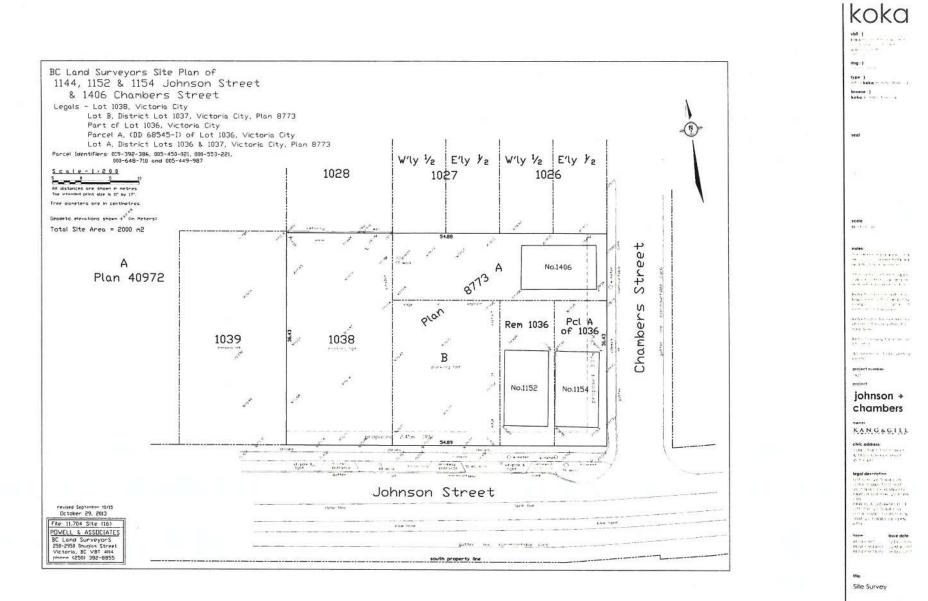
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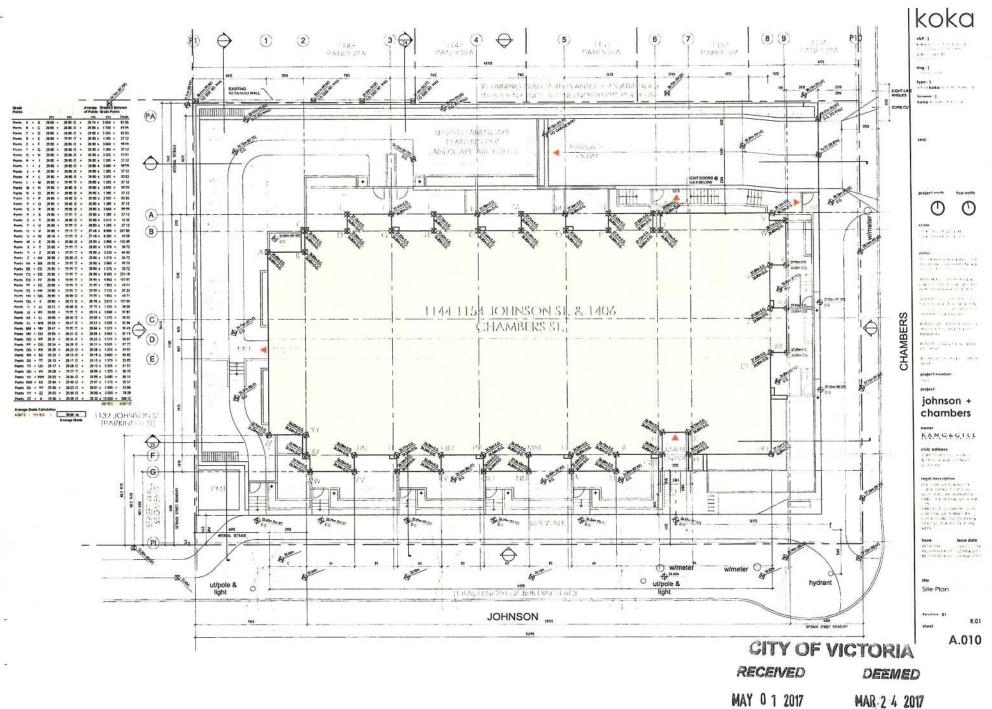
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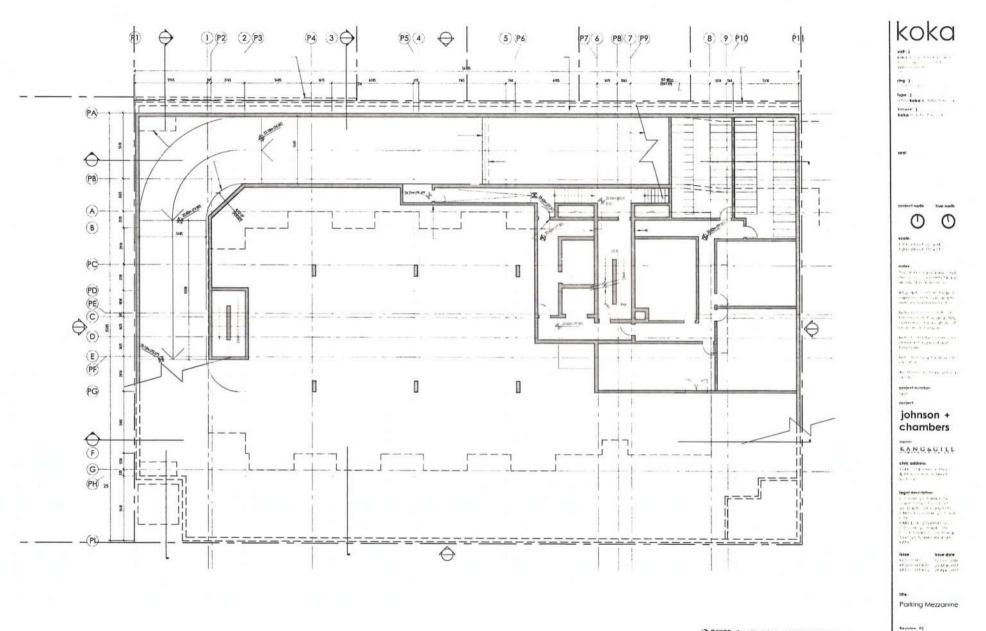
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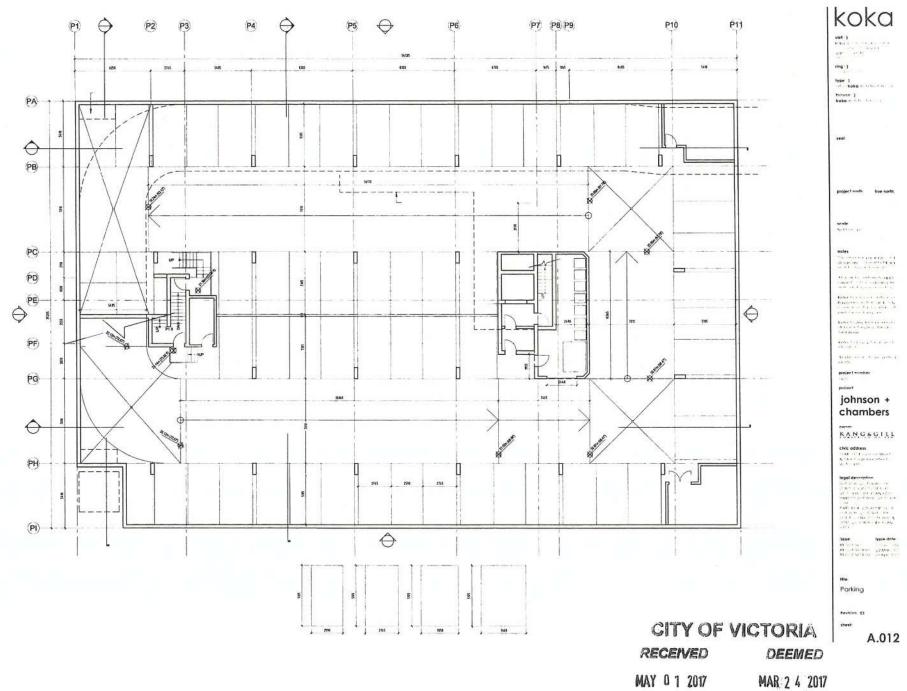
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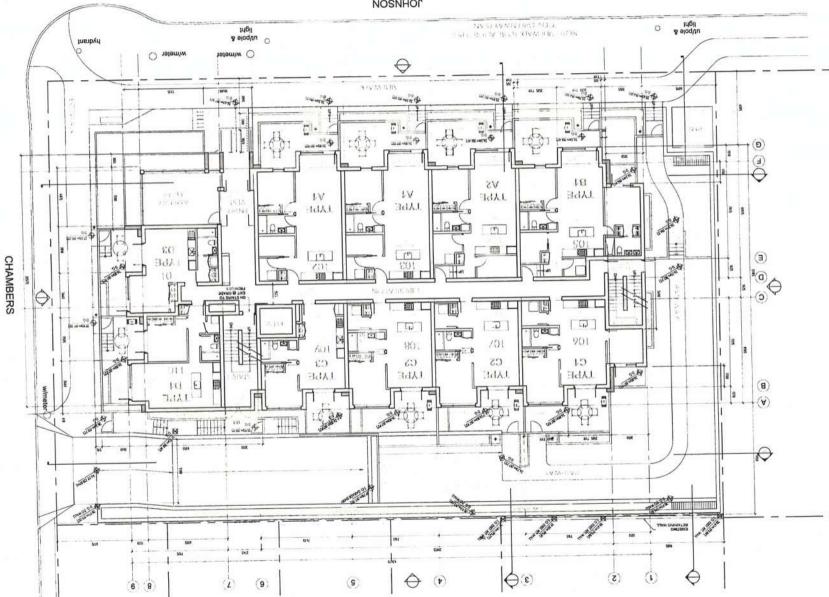
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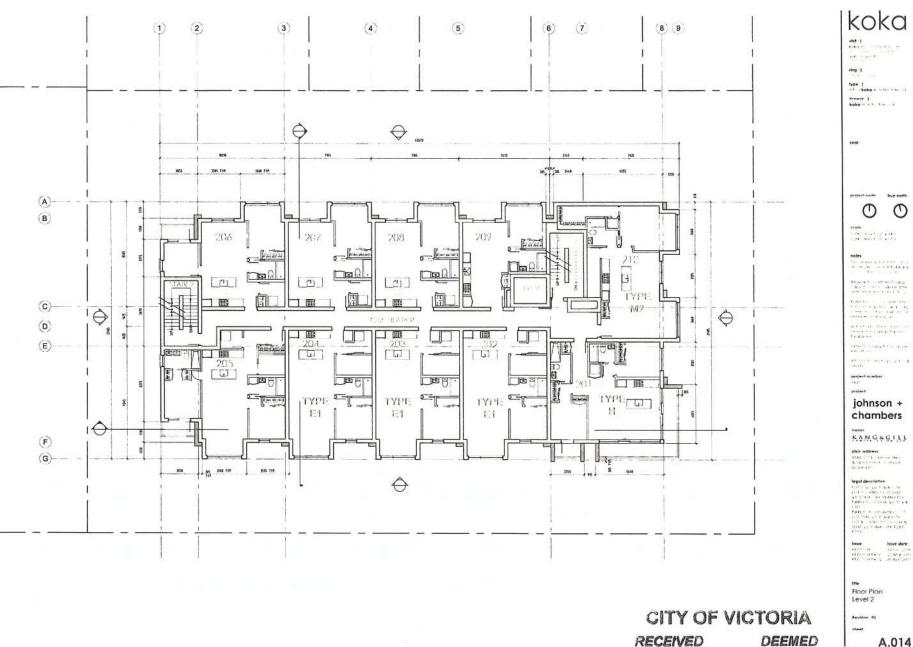
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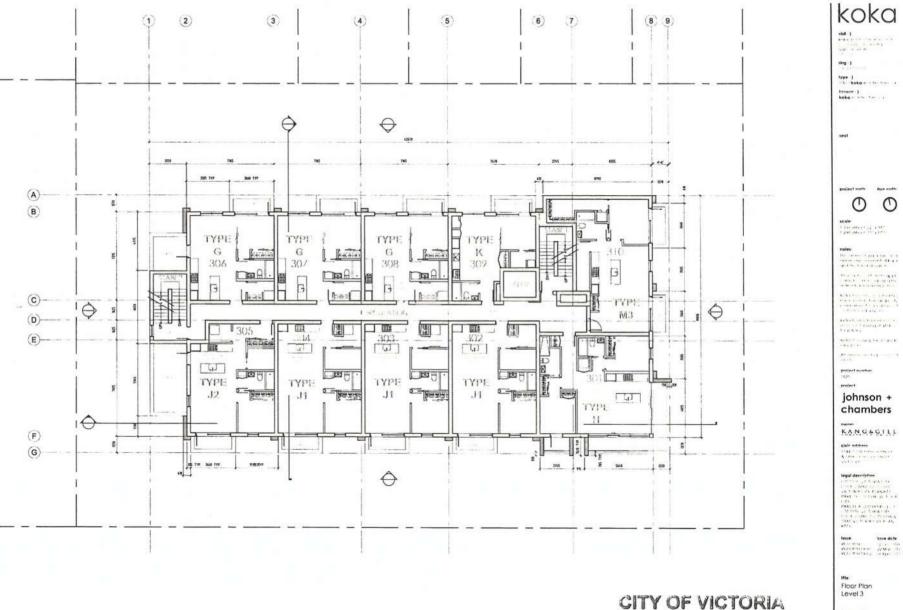
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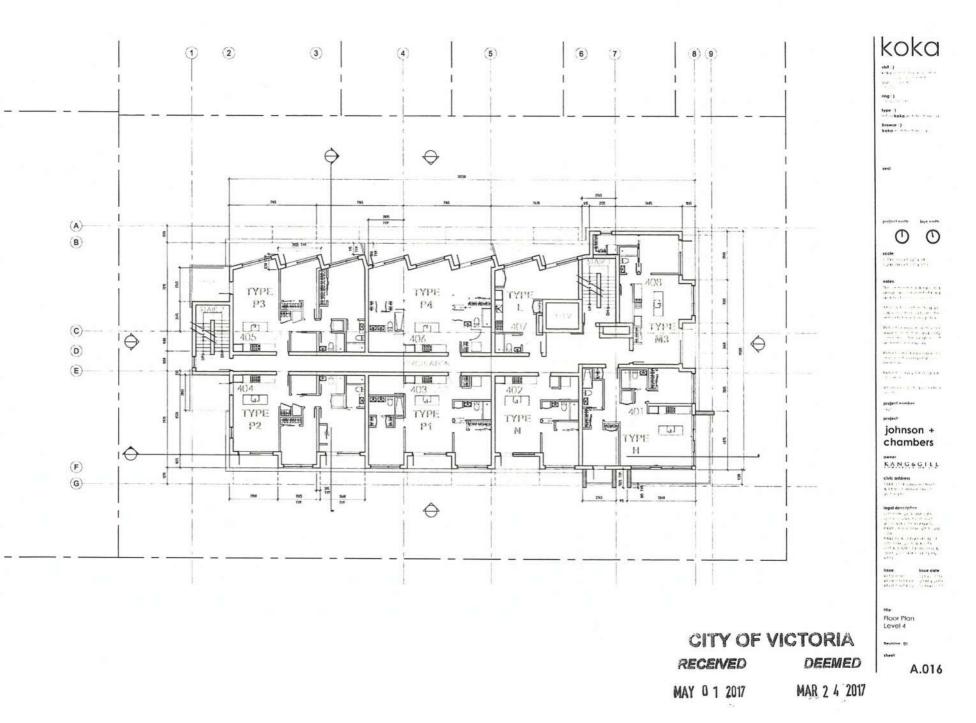


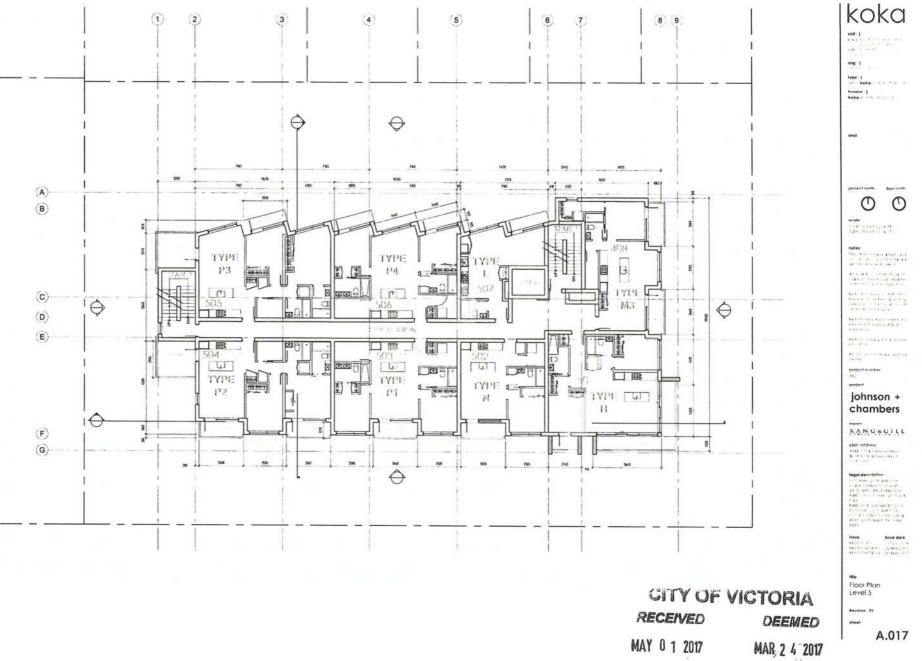
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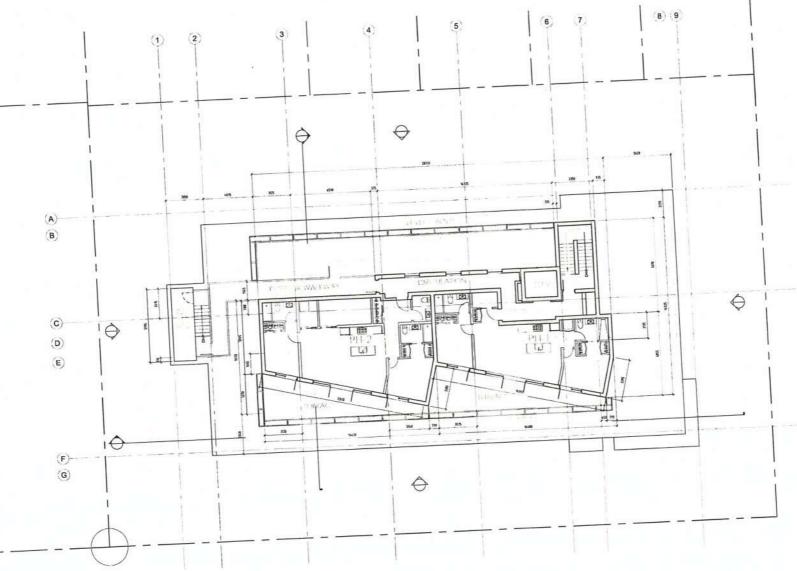
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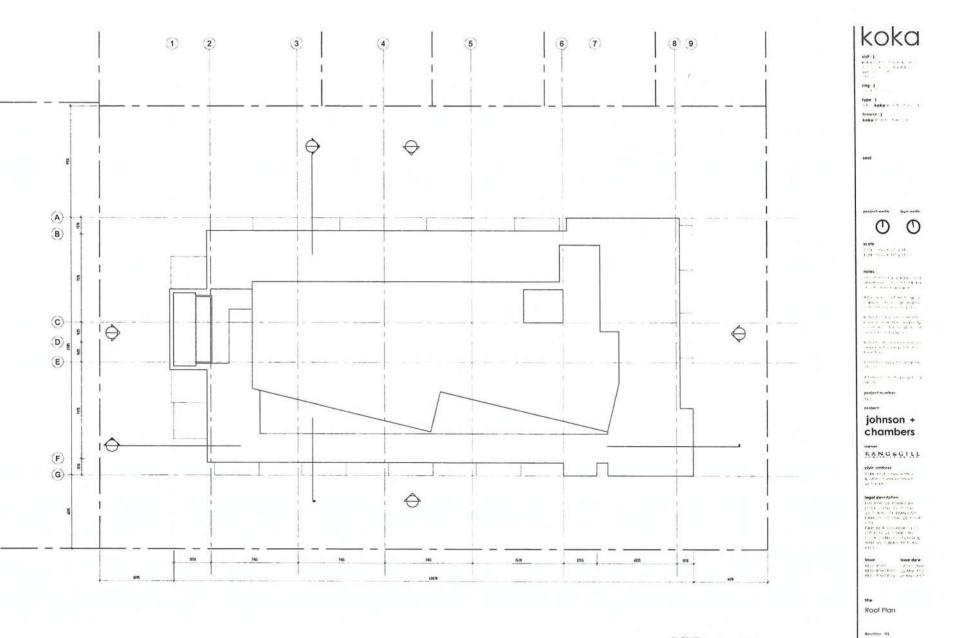
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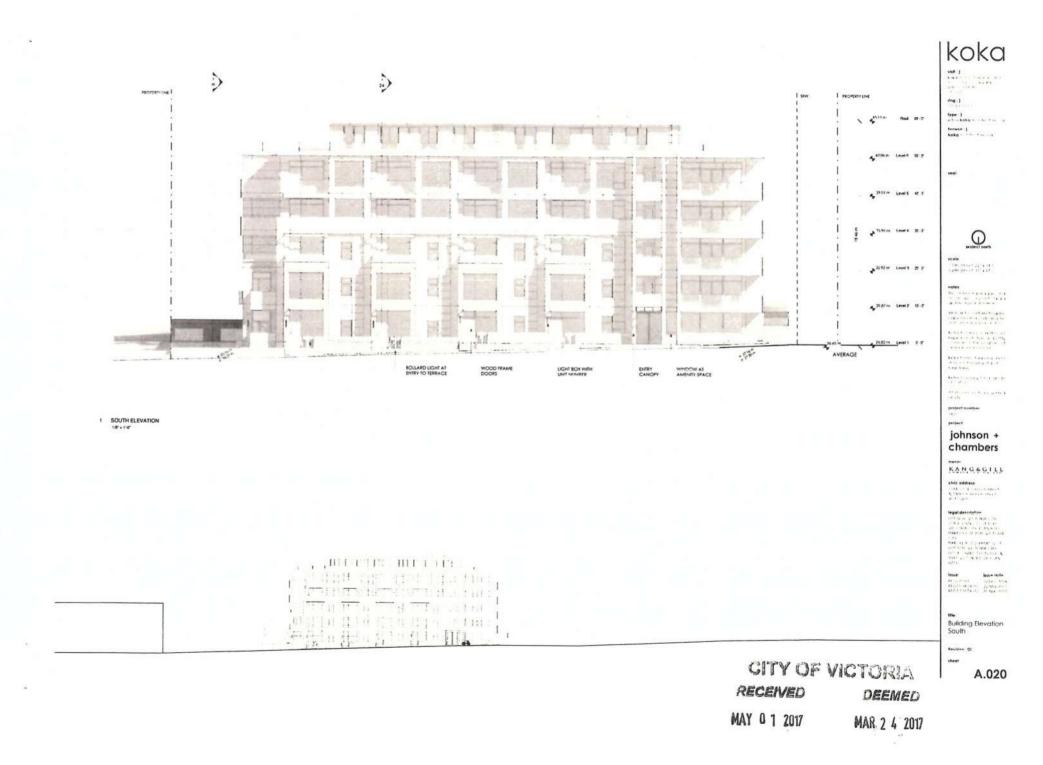


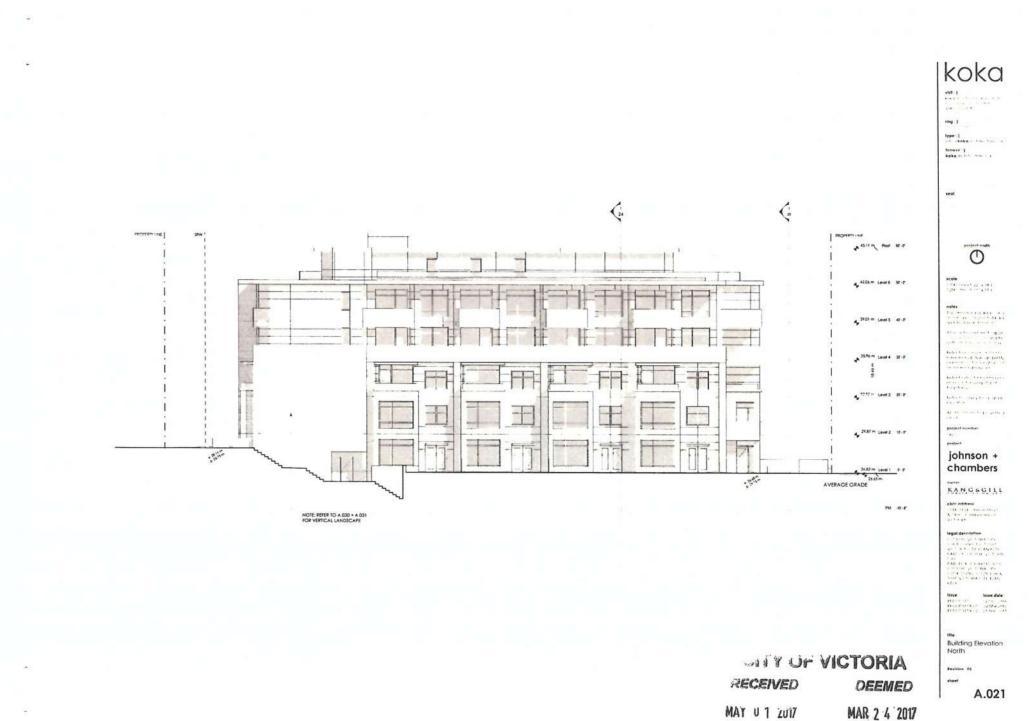
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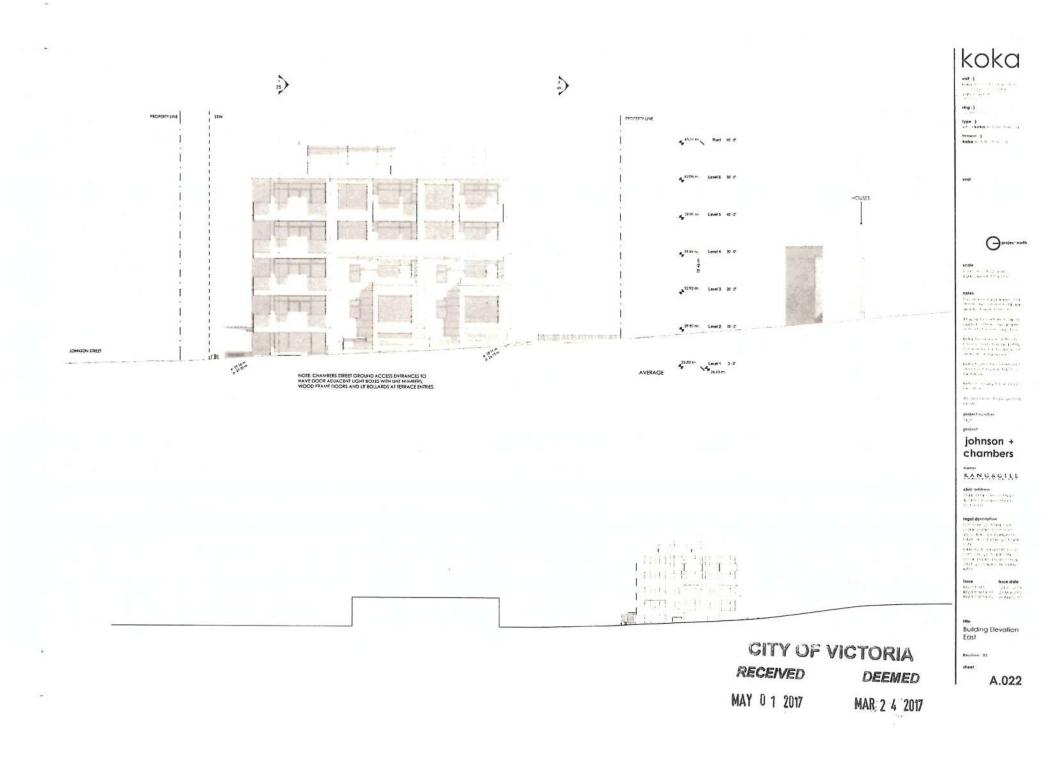
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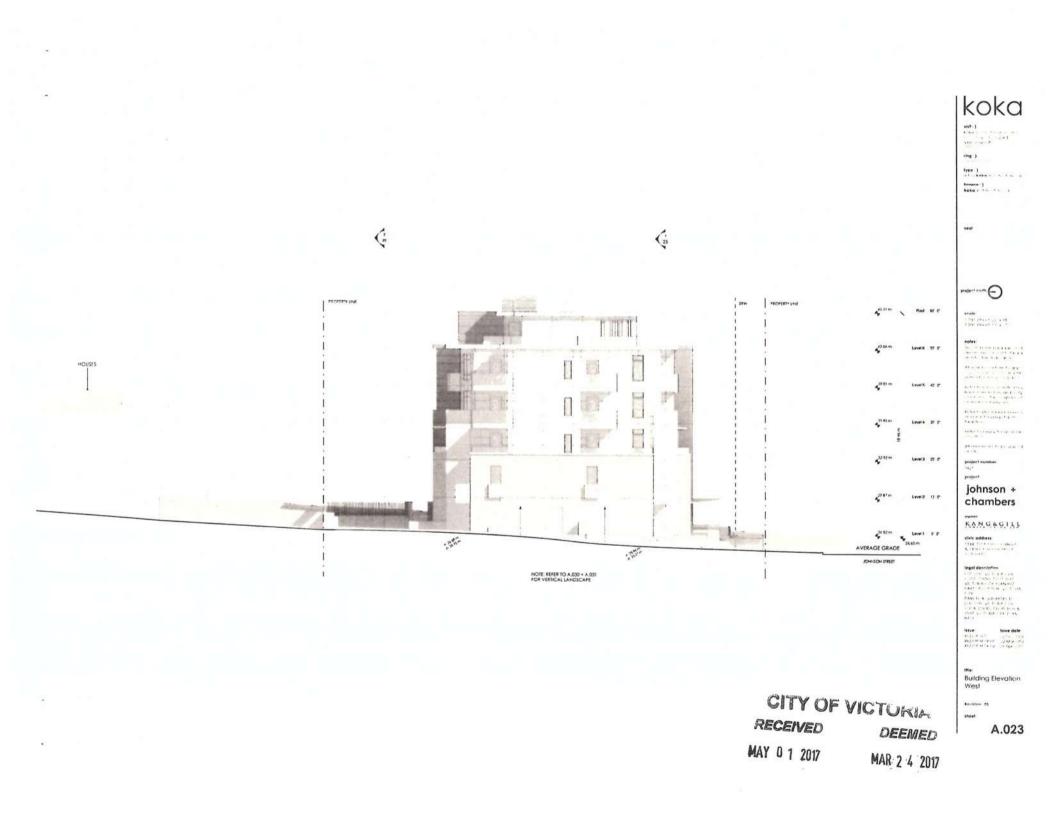
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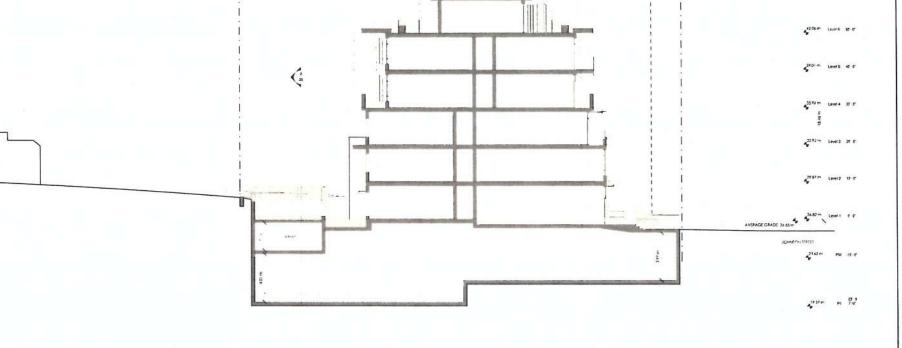
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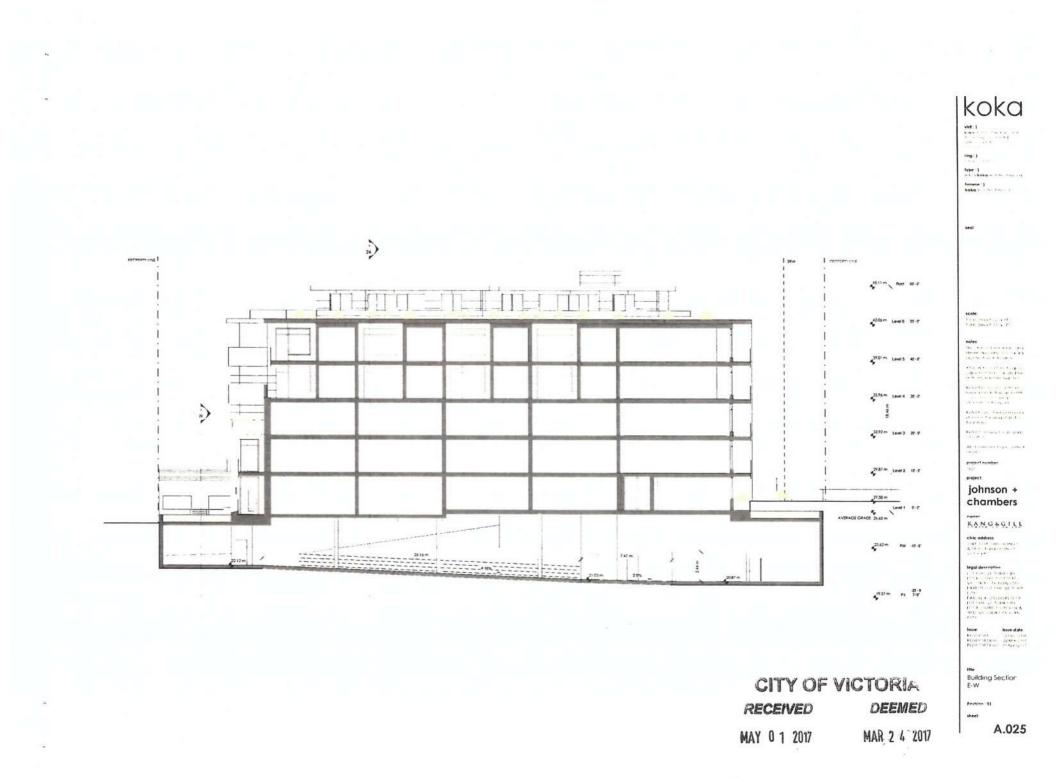
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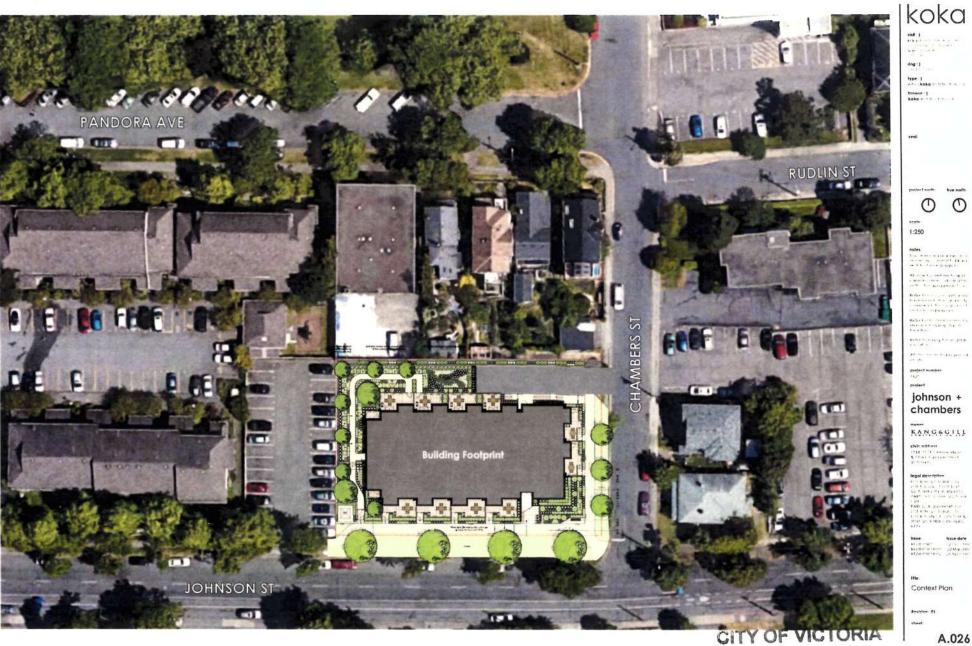
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Running streetscope from Johnson St (South)

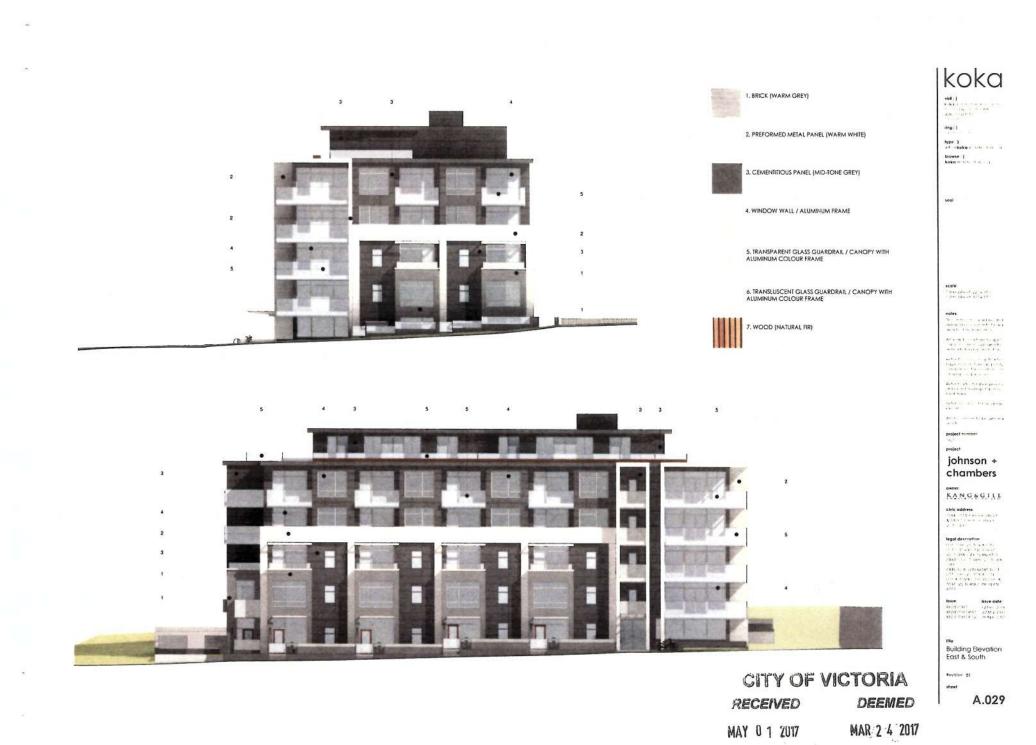
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VIEW FROM SOUTHWEST ALONG JOHNSON STREET

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$$\begin{split} & g_{k}^{*} \phi_{k}^{*} \phi^{*} = (\phi_{k}^{*}, \cdots, \phi_{k}^{*}, \phi_{k}$$
 $\hat{W}_{0}(0) = \Psi_{1}(\cdot,\cdot,\cdot,\cdot,\cdot,\rho_{0}(\cdot,\rho_{1}(0,\cdot,\cdot))) = (\Psi_{1}(0,\cdot,\cdot,\cdot))$ 

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Bird's Eye View from South-East



Bird's Eye View from North-East



Bird's Eye View from South-West



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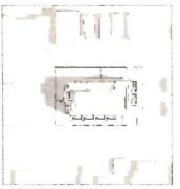
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Bird's Eye Views

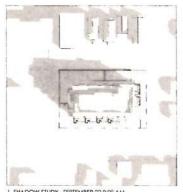
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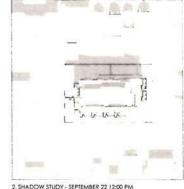


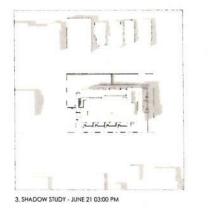


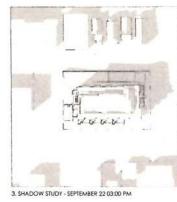


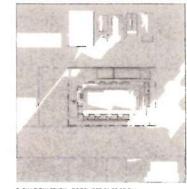
2. SHADOW STUDY - JUNE 21 12:00 PM

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3. SHADOW STUDY - DECEMBER 21 03:00 PM

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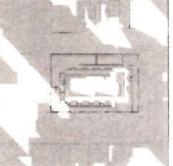
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1. SHADOW STUDY - SEPTEMBER 22 9:00 AM



1. SHADOW STUDY - DECEMBER 21 9:00 AM



2. SHADOW STUDY - DECEMBER 21 12:00 PM

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