



## Planning and Land Use Committee Report

For the Meeting of December 10, 2015

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**To:** Planning and Land Use Committee **Date:** November 26, 2015

**From:** Jonathan Tinney, Director, Sustainable Planning and Community Development

**Subject:** Development Permit No. 000439 for 1101 Fort Street

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### RECOMMENDATION

Staff recommend that Committee forward this report to Council and that Council consider the following motion:

"That Council authorize the issuance of Development Permit Application No. 000439 for 1101 Fort Street in accordance with:

1. Plans date stamped November 4, 2015.
2. Development meeting all *Zoning Regulation Bylaw* requirements.
3. That Council authorize City of Victoria staff to execute an Encroachment Agreement for a fee of \$750 plus \$25 per m<sup>2</sup> of exposed shored face during construction, in a form satisfactory to City staff.
4. Registration of the following:
  - a. Statutory Rights-of-Ways for the bus shelter on Fort Street and sidewalk on Meares Street to the satisfaction of City staff;
  - b. Section 219 Covenant for the public realm improvements associated with the landscape planters and pavers along Cook Street and Meares Street to the satisfaction of City staff.
5. Final plans to be generally in accordance with the plans identified above to the satisfaction of City staff.
6. The Development Permit lapsing two years from the date of this resolution."

### LEGISLATIVE AUTHORITY

In accordance with Section 920(2) 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 920(8) 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, 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 Application for the property located at 1101 Fort Street. The proposal is to construct a mixed-use building comprising of ground-floor commercial and five storeys of residential above. There are no variances associated with this Application.

The following points were considered in assessing this Application:

- The proposed building is subject to regulation under Development Permit Area 7B (HC) Corridors and is generally consistent with the applicable Design Guidelines in the *Official Community Plan* (OCP) although not as it relates to the street wall height specified for this site in the Core Residential designation.
- The proposed design is consistent with a number of the guidelines in the *Advisory Design Guidelines for Buildings, Signs and Awnings* and the *Guidelines for Fences, Gates and Shutters*.

## BACKGROUND

### Description of Proposal

The proposal is to construct a six-storey, mixed-use building with ground-floor retail fronting Fort Street and Cook Street with residential uses above. Specific details include:

- private balconies for all residential units
- two live/work units located on the ground floor fronting Meares Street
- underground parking for 71 stalls (which is in excess of the minimum requirements under Schedule C of the *Zoning Regulation Bylaw*) accessed off Meares Street
- reconfigured boulevard along Meares Street to allow for short-term on-street parking for 10 vehicles
- bicycle storage for 84 bikes located at parking level two
- publicly accessible bicycle parking is available for 16 bicycles located on Cook Street
- a landscaped green space fronting Meares Street
- incorporation of an existing bus stop with new seating area towards the east of the property along Fort Street
- bicycle kitchen on Meares Street
- raised planters and boulevard planting as detailed in the landscape plan and the 3D visualisation package
- exterior building materials consisting of:
  - a mixture of white (floors two, three and six) and black (floors four and five) stacked bond brick
  - composite wood panels for balcony projections
  - combination of white and black framed vinyl windows
  - glass guardrails,

### Sustainability Features

The applicant has not identified any sustainability features associated with this proposal.



## Active Transportation Impacts

The Application supports active transportation with the inclusion of bicycle storage facilities in the parkade, publicly available bike racks along Cook Street and a bike repair station on Meares Street.

## Public Realm Improvements

The proposal includes frontage improvements and landscaping features within the public Right-of-Way, which are discussed in more detail later in this report.

## Existing Site Development and Development Potential

The site is presently occupied by single storey commercial units and surface parking.

## Data Table

The following data table compares the proposal with the existing CA-72 Zone, Fort Street Commercial – Residential District. There are no variances associated with the Application.

<b>Zoning Criteria</b>	<b>Proposal</b>	<b>Zone Standard CA-72</b>
Site area (m <sup>2</sup> ) - minimum	1893.00	1890
Density (Floor Space Ratio) - maximum	3.9:1	3.9:1
Total floor area (m <sup>2</sup> ) - maximum	7350.00	7350.00
Height (m) - maximum	21.80	23.70
Storeys - maximum	6	N/A
Site coverage % - maximum	78	89
Open site space % - minimum	27	8
Setbacks (m) - minimum		
Front (Fort Street)	Nil	Nil
Rear (Meares Street)	Nil	Nil
Side (east)	Nil	Nil
Side (west, Cook Street)	Nil	Nil
Parking - minimum	70	55
Visitor parking (minimum) included in the overall count	5	5
Commercial parking (minimum) included in the overall count	4	4
Bicycle storage (Class 1) - minimum	84	84
Bicycle rack (Class 2) - minimum	16	9

## Relevant History

A Rezoning Application and concurrent Development Permit Application for 88 residential units and ground-floor retail was approved by Council on February 13, 2014. This Development Permit will expire on February 13, 2016, although the development rights associated with the Rezoning Application remain in effect. The staff recommendation at the time was to decline the Application, based on the proposed density exceeding the maximum prescribed in the *Official Community Plan* (OCP), the lack of a third party land lift analysis for the increased density and the development not meeting the applicable guidelines as they relate to street wall height. Although the density is no longer a consideration for the current Development Permit Application, the street wall height is still applicable and further detail on how the current application meets these guidelines is provided in the analysis section below.

## Community Consultation

The Application does not include variances; therefore, consistent with the Community Association Land Use Committee (CALUC) procedures related to development applications, it was not circulated to the Downtown Residents Association for comment.

## ANALYSIS

### Development Permit Area and Design Guidelines

The *Official Community Plan 2012* (OCP) identifies this property in Development Permit Area 7B (HC) Corridors. The objectives of this designation are to revitalize Fort Street and to strengthen commercial viability while improving the pedestrian experience at the street level. Achieving a cohesive design and enhanced appearance through high-quality architecture, landscape and urban design through sensitive and innovative interventions is also an important objective of this Development Permit Area (DPA).

The OCP designation for this site envisions street wall heights from three to five storeys. The applicant proposes a six-storey street wall (21.8m high) along Fort Street and Cook Street. One of the primary objectives of this DPA is to achieve cohesive and high-quality architecture and urban design that is responsive to its historic context. The corridor consists of predominantly lower-scale buildings with highly articulated retail frontages. Where taller buildings have been introduced, upper-storey setbacks have generally been provided in order to provide buildings that do not overwhelm the Right-of-Way and are respectful of the public realm.

The building is on the edge of multiple neighbourhood boundaries, particularly the Downtown Core Area (Harris Green). Although not directly applicable to the subject property, the area west of Cook Street is subject to the guidelines within the *Downtown Core Area Plan*, which recommend a maximum primary street wall height of 15m for Fort Street and 20m for Cook Street. In terms of the immediate context, the three-storey apartment building across Cook Street is Heritage-Designated so it could be anticipated that the existing scale of the street wall would remain as the neighbouring condition.

The proposed building façades are articulated horizontally by rotating the floor plates at the fourth and sixth floor levels, which the applicant cites as being a creative and unique response to the design guideline recommendations to vary the setback of the street façades, in lieu of the traditional stepping back of upper storeys. Staff concur with this rationale and are also supportive of the change in materials at each of the floorplate shifts, which also helps to visually break down the perceived massing of the building. The use of darker brick at the fourth and fifth



storeys provides a visual connection to the adjacent Zen building at 1121 Fort Street, with a lighter colour being used to reduce the perceived massing on the sixth storey. In addition, the increased setbacks, commercial ground-floor modulation with high-quality architectural finishes, splayed corners and weather-protective canopy at the ground level help to enliven the pedestrian experience.

The issue of street wall heights was noted as an issue by staff in the previous Development Permit Application approved in February 2014. The previous proposal included brick cladding and aluminum windows that extended vertically up to the sixth storey, which accentuated the perceived height of the building as there was no change in materials for the upper storey. The current Application provides a successful design solution for mitigating the perceived impact of the sixth storey through horizontal elements and architectural features as described previously. All these architectural elements combined help support the rationale for the deviation in the Design Guidelines.

### **Advisory Design Guidelines for Buildings Signs and Awnings (1981)**

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 Application is consistent with these Guidelines.

### **Guidelines for Fences, Gates and Shutters (2010)**

The objective of these Guidelines is to ensure that where fences, gates and shutters are required, they are designed well and complement their surroundings. The Application is consistent with these Guidelines.

### **Advisory Design Panel Review**

The Application was referred to the Advisory Design Panel (ADP) at a meeting on October 28, 2015, and the applicant's detailed response to staff comments and the Panel recommendations (dated November 3, 2015) are attached to this report. The key refinements to the proposal are summarized below.

With regard to the impacts on the neighbouring Zen building to the east, the applicant has included additional detail on the east elevation to demonstrate the condition at the zero lot line. Additional plans have also been included in the 3D render package, which show the relationship between the proposed building and the adjacent light wells along with the overall shadowing effects. The applicant has responded to staff concerns with the east elevation that protrudes above the Zen building by expanding the black brick banding along this edge to provide greater visual interest when viewed along Fort Street. The ADP did not provide any comment on the transition to the adjacent building or the height of the street walls along Cook Street and Fort Street.

A design rationale has been submitted to illustrate the evolution of the building massing and how the proposal fits with the neighbouring context. Illustrations have been included to demonstrate the differences between the "previous proposal" approved by Council on February 13, 2014, and the current proposal before the Committee.



The applicant has responded to staff and ADP comments related to the blank east elevation that overlooks the green space by including a window and door on the south west corner of the building. Additional comments were raised by the ADP in relation to improving the activity in the greenspace and the applicant has responded by increasing the size of the private amenity space for the live-work units.

Staff commented on the functionality and convenience of the bike storage room, currently proposed in the lower parking level two of the building. No comment was made by the ADP in relation to this issue. The applicant has not revised this aspect of the proposal and has indicated in the supporting letter that this may be reviewed at a later date based on market demand. Other revisions to the proposal are detailed in the applicant's letter.

### **Public Realm Improvements**

The Application proposes frontage improvements immediately adjacent to the property using a combination of concrete unit pavers and cast in place concrete. The type of pavers used will be to City standards and to the satisfaction of City staff. In addition, the applicant is proposing to include planting and seating within the boulevard. This includes replacement of the street trees along Cook Street and Meares Street and provision of two additional trees along Fort Street. The existing Chestnut tree at the corner of Cook Street and Meares Street is proposed to be maintained. This construction would be at the applicant's expense and would be secured through a Section 219 Covenant. The applicant is amenable to entering into this agreement.

### **Statutory Right-of-Way**

To secure a space for waiting transit patrons, a Statutory Right-of-Way (SRW) is required on the Fort Street frontage for the length of the property where the public will have access. The SRW was registered at the time of the previous Rezoning Application, although staff require confirmation that the alignment is still applicable to the current proposal. This SRW is to accommodate waiting bus passengers and other pedestrians.

A sidewalk currently exists along Meares Street. The applicant is proposing to reconfigure the boulevard and include 10 on-street paid parking stalls. This will result in the sidewalk being rerouted onto private property. A SRW is required to secure public access over private property for the realigned sidewalk.

### **Sewage Attenuation**

As part of the original Rezoning Application, a Section 219 Covenant for sewage attenuation was registered to address infrastructure improvements to support the increase in density at the time. A report from a qualified engineer has since been submitted and confirms that sewage attenuation is required on the property. A location has been identified on parking level two and is shown on the attached plans.

### **Resource Impacts**

Resource impacts are associated with this proposal, although it is not envisaged additional staffing will be required. The pavers and landscaping elements proposed on the frontage will have higher maintenance costs than the typical City standards. Staff recommend for Council's consideration that the proposed pavers, seating and planting are supported since this would provide for a more high quality public realm.



The Applicant proposes to construct shrub plantings within the City-owned Right-of-Way. Once the project is complete (anticipated to be in 2018), the maintenance of these shrub areas will rest with the Department of Parks, Recreation and Facilities. The pavers, seating and bike repair station will be the responsibility of the Department of Engineering and Public Works. It is estimated that the annual maintenance of these public realm features will cost approximately \$9,500. This estimate is based on 2015 rates. The breakdown is as follows:

- shrub plantings: \$4,800
- trees: \$600
- irrigation infrastructure: \$780 (water meter fees and spring/winter maintenance)
- pavers: \$250
- benches: \$500
- bike repair station: \$1000
- dog station: \$1000
- bike racks: \$500
- angled parking area wheel stops: \$250.

## CONCLUSIONS

The applicant has presented an innovative response to the immediate context. Although there are inconsistencies between the proposed street wall height and the guidelines, overall staff are satisfied with the unique design response. The Application has been reviewed by the ADP and minimal comments were made on the proposal. The applicant has responded to the majority of staff and the Advisory Design Panel suggestions, which has resulted in an overall improved proposal and staff, therefore, recommend for Council's consideration that the Application is approved.

## ALTERNATE MOTION

That Council decline Development Permit Application No. 000439 for the property located at 1101 Fort Street.

Respectfully submitted,



Charlotte Wain  
Senior Planner – Urban Design  
Development Services Division



Jonathan Tinney, Director  
Sustainable Planning and Community  
Development Department

Report accepted and recommended by the City Manager:



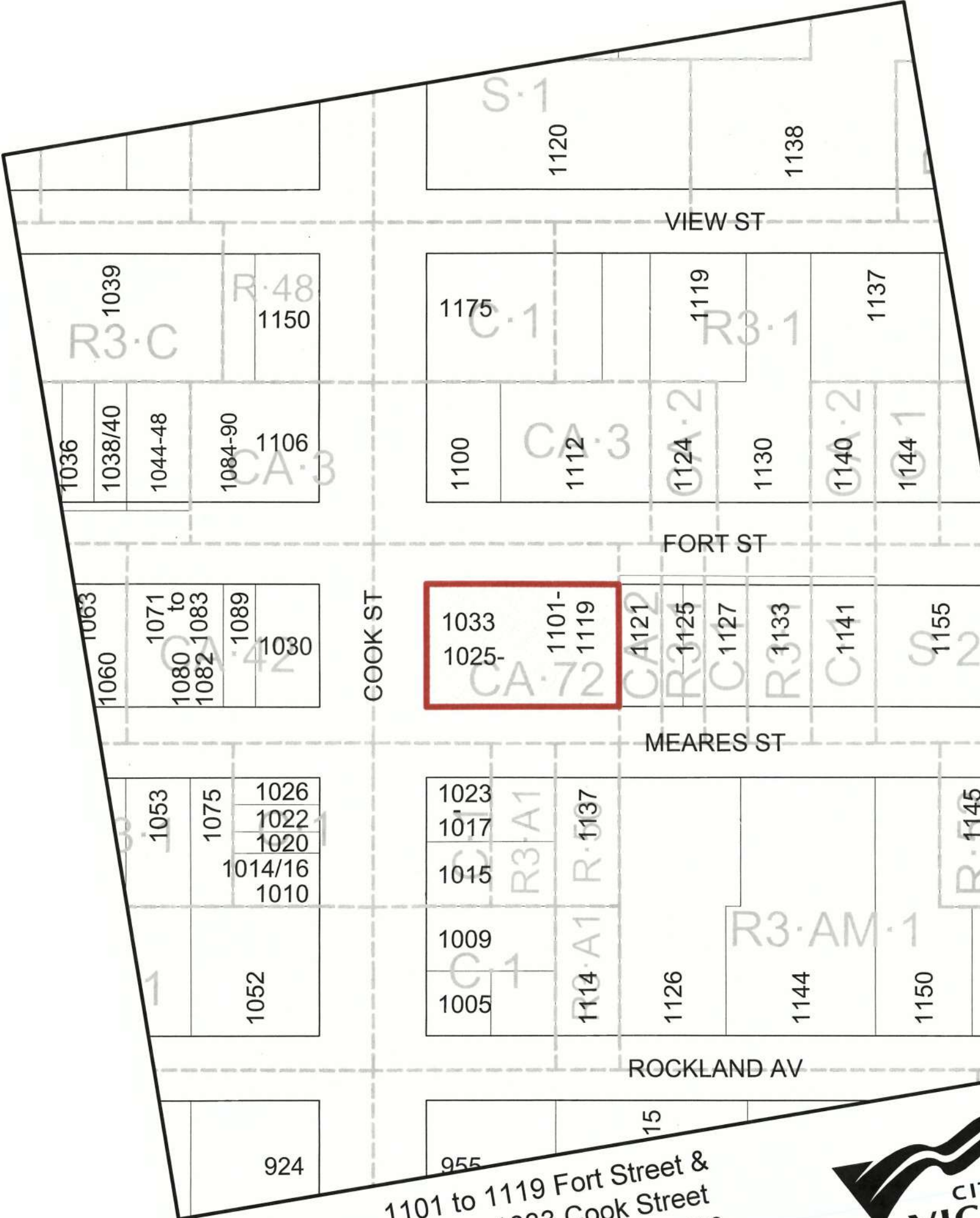
Date:

December 2, 2015

## List of Attachments

- Zoning map
- Aerial photo
- Letter from applicant, date stamped October 21, 2015
- ADP report, dated October 22, 2015
- Draft ADP minutes from the meeting of October 28, 2015
- Letter from applicant detailing the response to ADP comments, dated November 3, 2015
- Traffic Study, dated November 12, 2014
- Plans for Development Permit Application No. 000439 dated November 3, 2015
- Design rationale and 3D render package dated November 3, 2015.





1101 to 1119 Fort Street &  
1025 to 1033 Cook Street  
Development Permit #000439





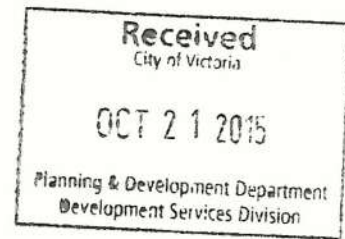




# CASCADIA ARCHITECTS

09 September 2015

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



**Attn.: Mayor & Council**

**Re: 1101 Fort Street Development Permit Application**

We are pleased to submit this Development Permit application for 1101 Fort Street on behalf of Abstract Developments Inc. The current development permit for a 6 storey mixed-use building with FSR 3.9:1 as permitted under the CA-72 Zoning was granted in 2014 after a 2 year review and approval process.

This new DP application conforms to all the CA-72 requirements with regards to uses, FSR, setbacks, and parking provisions, but adjusts the unit mix, massing, and exterior design to respond to market and building code changes that have occurred since the project was initiated in 2012. The fundamental benefits of the proposal remain or are improved as follows:

## Neighbourhood

Use of the site remains as originally proposed, with 5 levels of residential condominiums above ground floor commercial uses. The number of residential units has been reduced from 88 to 81, with the balance shifted from a majority of smaller studio and 1 bedroom units, towards a balanced range of studio, 1 bedroom & 1 bedroom + den, and 2 bedroom & 2 bedroom + den. This residential component represents the primary benefit of the proposal, bringing a new population to the upper end of Fort Street. These residents will use the surrounding streets as circulation routes to and from work and entertainment opportunities downtown. Their presence and activity in this car-optional location will boost the local businesses and help to solidify this area as a vital component of a healthy and sustainable downtown for Victoria.

The building massing is altered but continues to respond to each frontage (Fort / Cook / Meares) as appropriate to the individual character of the different streets.

## Design & Development Permit Guidelines

The revised massing of the building continues to respond to the specific characteristics of the site and context as well as the development area guidelines:

- Density, height and setbacks conform to the zoning and no variances are required for the proposal.
- The 6 storey massing at Fort and Cook Streets is maintained as per the previous design, to respond to the 6 Storey, 5.5:1 FSR massing that is anticipated on the west



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A Corporate Partnership

Principals

**GREGORY DAMANT**  
Architect AIBC, LEED AP

**PETER JOHANNKNECHT**  
Architect AIBC, LEED AP  
Interior Architect AKNV Germany

side of Cook Street by the Downtown Area Plan (DAP). This balance of size, density and use defines the public spaces at a scale that is appropriate to the Right-of-Way widths of both Fort and Cook Streets. This massing also creates a street wall along Fort Street and Cook Street in accordance with the design guidelines.

- The architectural expression is contemporary but takes its cues from the historic massing and materiality of the nearby residential buildings on Fort and Cook Streets, with an over-height, glazed commercial ground floor distinguished from the residential uses above by a change to brick cladding above a continuous entablature / canopy at the second floor. Beneath the canopy the ground floor is set back on the Cook and Fort Street frontages to create a generous and sheltered pedestrian zone with strong visual connection between the public space and the animation of the ground floor interiors.
- Above the canopy the facades are articulated horizontally by the simple device of rotating the floor plates at the 4<sup>th</sup> and 6<sup>th</sup> floor levels. This is done to respond in a creative and unique way to the design guideline recommendations to vary the setback of the street facades along their length and step back from the street as the building rises. In this case, the horizontal rotations serve to step the upper floors of the building back at the east end of the site on Fort, deferring to the Zen and residential scale of the buildings further up Fort, while maintaining a sense of height and drama at the Fort and Cook intersection and creating a unique visual landmark that acknowledges this gateway point between the neighbourhoods of Downtown and Fairfield.
- Additionally, the massing has now been pulled away from Meares Street at the SE corner, in order to respond to the stepped down, residential scale of Meares Street and to provide more daylight to the rooftop deck of the adjacent Zen building – an issue that was noted during Council and neighbourhood review of the previous scheme.
- The two ground level Live / Work units on Meares Street have been maintained from the previous design as a use appropriate to the character of the street, and have been improved by reconfiguration of the short-term commercial parking, which has been moved from the site to the street right-of-way. In place of the previous 9 stall parking area a landscaped green space now fronts Meares Street, enhancing the public pedestrian experience along the site.
- Vehicle and service access to the site from Meares is improved by addition of a designated loading bay for garbage and deliveries,

#### **Transportation & Infrastructure**

- The project is well situated and fully serviced by City of Victoria infrastructure. Schools, parks and recreation facilities are all located within walking distance of the site. In addition, the nearby work and shopping opportunities available downtown make this site suitable for an increased population density.
- This population will be well serviced with regard to transportation options, including immediate proximity to major Transit routes on both Fort and Cook Streets as well as vehicle and bicycle parking and storage provisions.
- The proposal provides for 16 bicycle and 10 vehicle off-site convenience parking spaces as well as 84 secure Class A bicycle lockers (in excess of the 81 required) and 70 vehicle parking stalls underground (in excess of the 55 required). Further amenities related to transportation are described in the Project Amenities.



### Project Amenities

In addition to the improved pedestrian treatment along Meares Street the project maintains previous and adds new amenities within the design:

- Fort Street Bus Stop – The covered bus stop that was added during the consultation process of the rezoning has been included under the canopy along Fort Street in the new design as a public amenity.
- Bicycle kitchen on Meares Street bike route –The project proposes to locate a public 'bike kitchen' at the corner of Meares and Cook Streets. The immediate proximity to the likely café or restaurant space in the building's ground floor, and within one block of two local bike shops, make this an ideal location for this kind of amenity.
- Building Amenity Space & Public Art - Typically building amenity space is provided in the least sellable area, or on the roof where it provides benefit only to the building residents. This proposal includes a two-storey high common amenity space at the second floor corner of Cook and Meares, taking full advantage of the exposure and proximity to the commercial uses below and across the street. This space will include hanging landscaping elements and an environmentally interactive lighting design that will contribute an art amenity to the public realm, animate the façade, and hopefully integrate the life of the building with that of the larger community in a way that strengthens the ambiance and activity of the distinctive small commercial center that exists at the four corners of that intersection.

In preparing this design and development permit application package the team has carefully reviewed the City's comments and input related to the previous design, as well as the relevant OCP objectives and DP Area Design Guidelines. The design maintains the urban fit that is appropriate to the site and proposes a bold and distinctive architecture that will create a landmark gesture at this important location. It will invigorate this end of Fort Street and hopefully strengthen the emerging character of this neighbourhood as a contemporary arts and design center. We look forward to presenting the project to Council. If you have any questions or require further clarification of any part of this application please do not hesitate to contact our office.

Sincerely,

CASCADIA ARCHITECTS INC.



Peter Johannknecht, Architect AIBC, LEED AP  
Principal



Gregory Damant, Architect AIBC LEED AP  
Principal



## **Advisory Design Panel Report**

**For the Meeting of October 28, 2015**

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**To:** Advisory Design Panel **Date:** October 22, 2015  
**From:** Charlotte Wain, Senior Planner – Urban Design  
**Subject:** Development Permit No. 000439 for 1101 Fort Street

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### **RECOMMENDATION**

Recommend to Council that Development Permit Application No. 000439 for 1101 Fort Street be approved with changes recommended by the Advisory Design Panel (ADP).

### **EXECUTIVE SUMMARY**

The Advisory Design Panel (ADP) is requested to review a Development Permit Application for 1101 Fort Street and provide advice to Council.

The purpose of this report is to present the ADP with information, analysis and recommendations regarding a Development Permit Application for the property located at 1101 Fort Street. The proposal is to construct a six-storey, mixed-use building containing 81 residential units and three ground-floor commercial units. There are no variances associated with this Application.

The following policy documents were considered in assessing this Application:

- *Official Community Plan (OCP, 2012)*
- *Suburban Neighbourhoods Plan: Excerpts Relating to Fairfield (1984)*
- *Guidelines for Fences, Gates and Shutters (2010)*
- *Advisory Design Guidelines for Buildings, Signs and Awnings (2006)*

### **COUNCIL DIRECTION**

The application has not yet been presented to Planning and Land Use Committee (PLUC). As there are no variances associated with the application, the key issue is the consistency with the relevant guidelines.

Staff have identified a number of issues with the application that require revisions. These are technical in nature and do not significantly affect the proposed design. It is the applicant's intent to address both staff and ADP comments prior to the application progressing to PLUC.





## **Advisory Design Panel Report**

**For the Meeting of October 28, 2015**

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**To:** Advisory Design Panel **Date:** October 22, 2015  
**From:** Charlotte Wain, Senior Planner – Urban Design  
**Subject:** Development Permit No. 000439 for 1101 Fort Street

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The purpose of this report is to present the ADP with information, analysis and recommendations regarding a Development Permit Application for the property located at 1101 Fort Street. The proposal is to construct a six-storey, mixed-use building containing 81 residential units and three ground-floor commercial units. There are no variances associated with this Application.

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### **COUNCIL DIRECTION**

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Staff have identified a number of issues with the application that require revisions. These are technical in nature and do not significantly affect the proposed design. It is the applicant's intent to address both staff and ADP comments prior to the application progressing to PLUC.

## BACKGROUND

### Project Details

**Applicant:** Greg Demant (on behalf of Abstract Properties)  
Cascadia Architects Inc.

**Architect:** Greg Demant  
Cascadia Architects Inc.

**Development Permit Area:** Development Permit Area 7B (HC) Corridors Heritage

**Heritage Status:** N/A

The following data table compares the proposal with the existing CA-72 Zone, Fort Street Commercial – Residential District.

Zoning Criteria	Proposal	Zone Standard CA-72
Site area (m <sup>2</sup> ) - minimum	1893.30	1890.00
Total floor area (m <sup>2</sup> ) – maximum	7350.00	7350.00
Density (Floor Space Ratio) - maximum	3.9:1	3.9:1
Height (m) - maximum	21.82	23.7
Storeys - maximum	6	N/A
Site coverage % - maximum	78	89
Open site space % - minimum	27	8
Setbacks (m) – minimum		
North	Nil	Nil
South	Nil	Nil
East	Nil	Nil
West	Nil	Nil
Parking - minimum	70	55
Visitor parking (minimum) included in the overall units	5	5
Bicycle storage (Class 1) – minimum	84	84
Bicycle rack (Class 2) – minimum	16	9



## Relevant History

A previous Development Permit for 88 residential units and ground-floor retail was approved by Council on February 13, 2014. The previously approved Development Permit expires on February 13, 2016 and is unrelated to the application before the Panel.

## Description of Proposal

The Application is to construct a six-storey, mixed-use building with ground-floor retail fronting Fort Street and Cook Street and residential uses above.

The proposal includes the following components:

- a total of 81 residential units
- private balconies for all residential units
- two live/work units located on the ground floor fronting Meares Street
- three commercial retail units on the ground floor
- underground parking for 70 stalls (which is in excess of the minimum requirements under Schedule C of the *Zoning Regulation Bylaw*), accessed via a ramp off Meares Street
- reconfigured boulevard along Meares Street to allow for short-term on-street parking for 10 vehicles
- bicycle storage for 84 bikes located at parking level 2
- publicly accessible bicycle parking is available for 16 bicycles located on Cook Street and Fort Street
- a landscaped green space fronting Meares Street
- incorporation of an existing bus stop with new seating area towards the east of the property along Fort Street
- bicycle kitchen on Meares Street
- raised planters and boulevard planting as detailed in the landscape plan and the 3D visualisation package.

Exterior building materials include:

- mixture of white (floors two, three and six) and black (floors four and five) stacked bond brick
- tongue and groove wood panelling for the ground floor and wall treatment for the recessed balconies
- composite wood panels for balcony projections
- architectural board form concrete with planting and vertical cable system on the ground floor east elevation, fronting the landscaped green space
- combination of white and black framed vinyl windows
- glass guardrails
- exterior aluminum blinds.

## **Sustainability Features**

The applicant has not indicated any sustainability features at this stage.

## **Consistency with Design Guidelines**

The *Official Community Plan 2012* (OCP) identifies this property in Development Permit Area 7B (HC) Corridors. The objectives of this designation are to revitalize Fort Street and to strengthen commercial viability while improving the pedestrian experience at the street level. Achieving a cohesive design and enhanced appearance through high-quality architecture, landscape and urban design through sensitive and innovative interventions is also an important objective of this DPA. Design guidelines that apply to Development Permit Area 7B (HC) are the *Official Community Plan (OCP, 2012)*, *Suburban Neighbourhoods Plan: Excerpts Relating to Fairfield (1984)*, *Guidelines for Fences, Gates and Shutters (2010)* and *Advisory Design Guidelines for Buildings, Signs and Awnings (2006)*

## **ISSUES**

The issues associated with this project are:

- the potential impact on the adjacent Zen building
- the height of the six storey street wall along Cook and Fort Street
- the blank east elevation as viewed from Meares Street
- location of bike racks

## **ANALYSIS**

### **Impacts on Adjacent Zen Building**

Staff originally raised concerns with the potential impact on the adjacent Zen building at 1121 Fort Street, including the height transition from the adjacent existing four storey building to the proposed six storeys. The applicant has responded by stepping back a portion of the unit fronting Fort Street at the sixth storey and including a deck on the north east part of the building. The provision of this building separation does provide some "breathing room" between the proposed development and the Zen building, but does not address the difference in height. In addition, staff requested further details on the potential impact to the light wells of the adjacent building, although it should be noted that these light wells do not affect habitable space of the adjacent units, only circulation space leading to the unit entrances. Staff welcome ADP's comments on the potential impacts on the adjacent Zen building including any design interventions that could help improve this relationship.

### **Street Wall Height**

The OCP designation for this site envisions street wall heights from three to five storeys. The applicant proposes a six-storey street wall at the corner of Fort Street and Cook Street. One of the primary objectives of this Development Permit Area (DPA) is to achieve cohesive and high quality architecture and urban design that is responsive to its historic context. The corridor consists of predominantly lower-scale buildings with highly articulated retail frontages. Where taller buildings have been introduced, upper-storey setbacks have generally been provided in



order to provide buildings that do not overwhelm the Right-Of-Way and are respectful of the public realm.

The Guidelines state that particular attention should be given to the context in which the proposed building is being introduced. The building is on the edge of multiple neighbourhood boundaries, particularly the Downtown Core Area (Harris Green). This area is subject to guidelines within the *Downtown Core Area Plan*, which recommend a maximum primary street wall height of 15 m for Fort Street and 20 m for Cook Street. In terms of the immediate context, the three-storey apartment building across Cook Street is Heritage-Designated so it could be anticipated that the existing scale of the street wall would be remain as the neighbouring condition.

The applicant's rationale for the proposed building form includes reference to some of the existing residential buildings in the immediate context along Fort and Cook Street. The facades are articulated horizontally by rotating the floor plates at the 4<sup>th</sup> and 6<sup>th</sup> floor levels, which the applicant cites as being a creative and unique response to the design guideline recommendations to vary the setback of the street facades, in lieu of the traditional stepping back of upper storeys. Staff concur with this rationale and are also supportive of the change in materials at each of the floorplate shifts, which also helps to visually break down the perceived massing of the building. In addition, the increased setbacks, commercial ground floor modulation with high quality architectural finishes, splayed corners and weather-protective canopy at the ground level help to enliven the pedestrian experience. All these architectural elements combined help support the rationale for the deviation in the design guidelines, and ADP is invited to comment on this aspect of the design.

### **Blank East Elevation**

A small portion of the building includes a blank wall consisting of architectural concrete on the east elevation facing the green landscaped area. Vertical cables and planting help to soften this façade, although there may be opportunity for high-level horizontal transom windows to provide more visual interest along Meares Street. ADP is invited to comment on this element of the building design.

### **Location of the Bicycle Storage**

Staff have expressed concern to the applicant on the current location of the secure bicycle storage on the second parkade level. It is strongly recommended the required bicycle parking be relocated to the upper parking level close to the parkade entrance to ensure a more convenient location for cyclists in compliance with the recommended guidelines in the Bicycle Parking Strategy.

### **OPTIONS**

1. Recommend to Council that Development Permit Application No. 000439 be approved as presented.
2. Recommend to Council that Development Permit Application No. 000439 be approved with changes recommended by the Advisory Design Panel.

3. Recommend to Council that Development Permit Application No. 000439 does not sufficiently meet the applicable design guidelines and polices and should be declined.

## **CONCLUSION**

The applicant has presented an innovative response to the immediate context. Although there are inconsistencies between the proposed street wall height and the guidelines, overall staff are satisfied with the unique design response. The application can benefit from a review by ADP in relation to the issues outlined in this report.

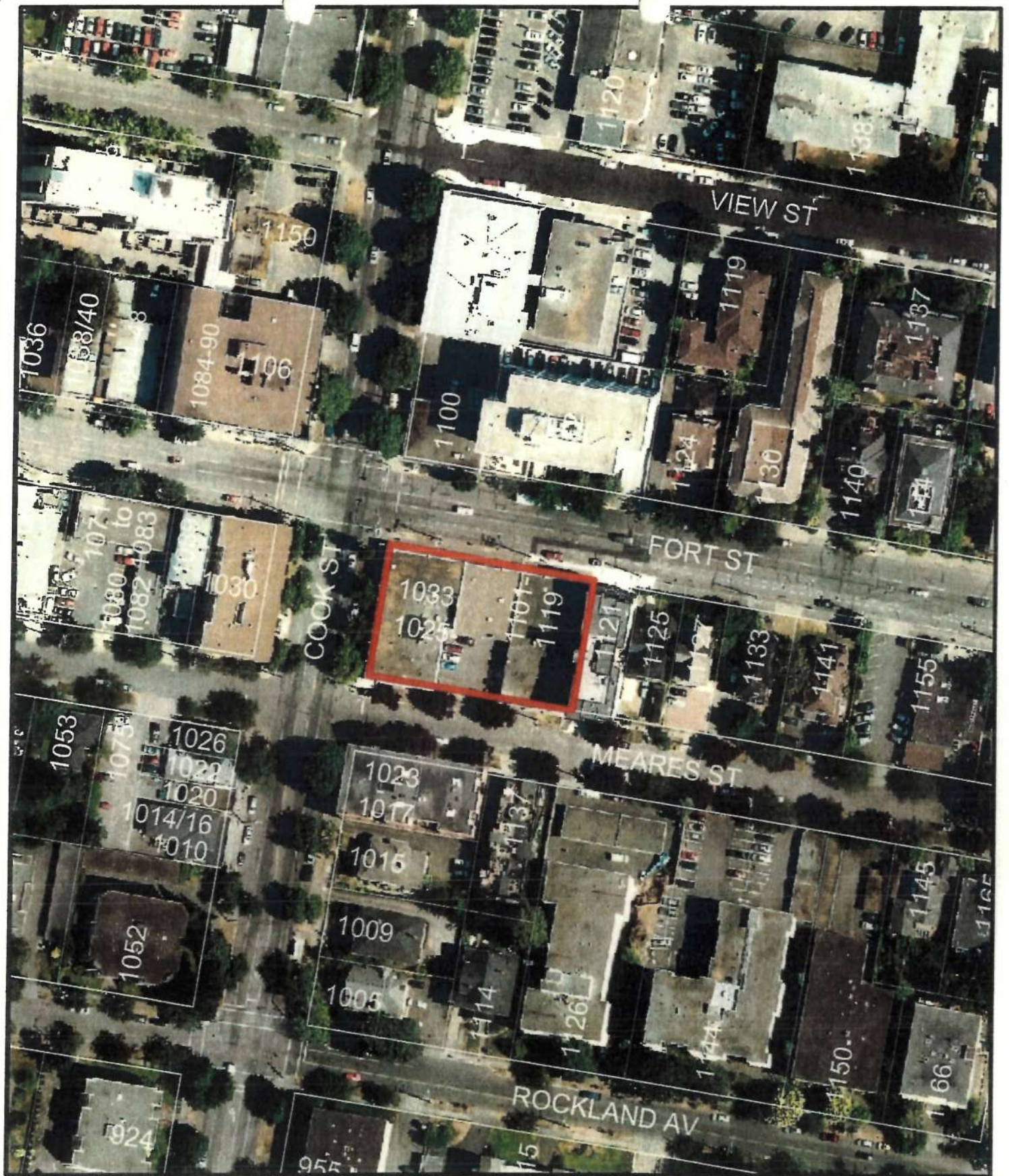
## **ATTACHMENTS**

- Aerial Map
- Zoning Map
- Applicants letter dated October 21, 2015
- Plans date stamped October 21, 2015.

cc: Applicant

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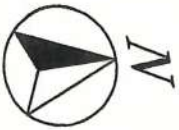




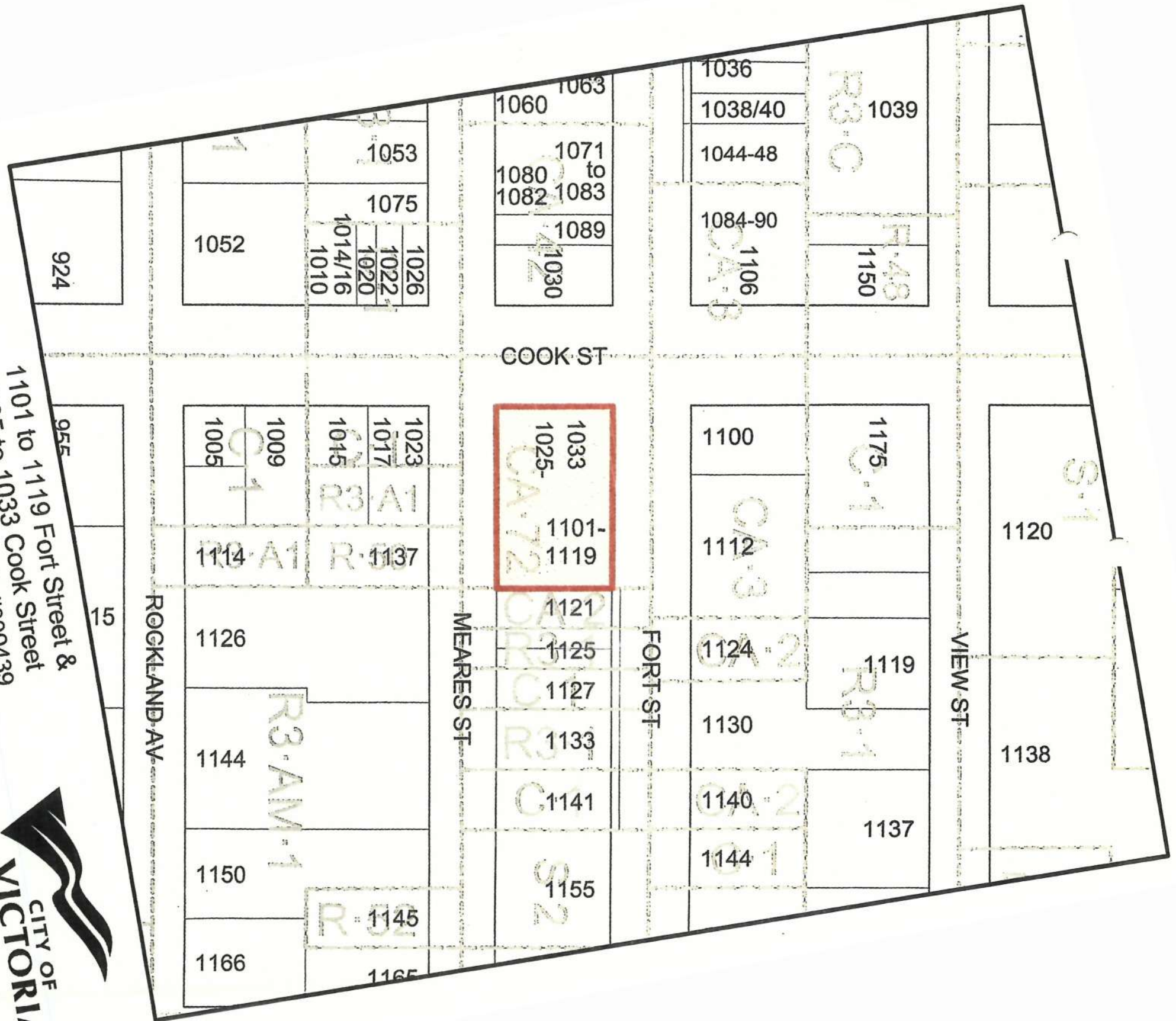
1101 to 1119 Fort Street &  
1025 to 1033 Cook Street  
Development Permit #000439







1101 to 1119 Fort Street &  
1025 to 1033 Cook Street  
Development Permit #000439



924

955

15

ROCKLAND AV

1052

1009  
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1126

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1015

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MEARES ST

1060

1071 to 1083  
1080 to 1082

1089  
1030

COOK ST

1033  
1025-

1101-1119

1121

1125

1127

1133

1141

1155

FORT ST

1036

1038/40

1044-48

1084-90

1106

1100

1112

1124

1130

1140

1144

R3-C

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1137

VIEW ST

1120

1138



# CASCADIA ARCHITECTS

09 September 2015

*Updated 19 October 2015*

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



**Attn.: Mayor & Council**

**Re: 1101 Fort Street Development Permit Application**

We are pleased to submit this Development Permit application for 1101 Fort Street on behalf of Abstract Developments Inc. The current development permit for a 6 storey mixed-use building with FSR 3.9:1 as permitted under the CA-72 Zoning was granted in 2014 after a 2 year review and approval process.

This new DP application conforms to all the CA-72 requirements with regards to uses, FSR, setbacks, and parking provisions, but adjusts the unit mix, massing, and exterior design to respond to market and building code changes that have occurred since the project was initiated in 2012. The fundamental benefits of the proposal remain or are improved as follows:

## **Neighbourhood**

Use of the site remains as originally proposed, with 5 levels of residential condominiums above ground floor commercial uses. The number of residential units has been reduced from 88 to 81, with the balance shifted from a majority of smaller studio and 1 bedroom units, towards a balanced range of studio, 1 bedroom & 1 bedroom + den, and 2 bedroom & 2 bedroom + den. This residential component represents the primary benefit of the proposal, bringing a new population to the upper end of Fort Street. These residents will use the surrounding streets as circulation routes to and from work and entertainment opportunities downtown. Their presence and activity in this car-optional location will boost the local businesses and help to solidify this area as a vital component of a healthy and sustainable downtown for Victoria.

The building massing is altered but continues to respond to each frontage (Fort / Cook / Meares) as appropriate to the individual character of the different streets.

## **Design & Development Permit Guidelines**

The revised massing of the building continues to respond to the specific characteristics of the site and context as well as the development area guidelines:

- Density, height and setbacks conform to the zoning and no variances are required for the proposal.
- The 6 storey massing at Fort and Cook Streets is maintained as per the previous design, to respond to the 6 Storey, 5.5:1 FSR massing that is anticipated on the west



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Canada

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[office@cascadiaarchitects.ca](mailto:office@cascadiaarchitects.ca)

A Corporate Partnership

Principals

**GREGORY DAMANT**  
Architect AIBC, LEED AP

**PETER JOHANNKNECHT**  
Architect AIBC, LEED AP  
Interior Architect AKNW Germany

side of Cook Street by the Downtown Area Plan (DAP). This balance of size, density and use defines the public spaces at a scale that is appropriate to the Right-of-Way widths of both Fort and Cook Streets. This massing also creates a street wall along Fort Street and Cook Street in accordance with the design guidelines.

- The architectural expression is contemporary but takes its cues from the historic massing and materiality of the nearby residential buildings on Fort and Cook Streets, with an over-height, glazed commercial ground floor distinguished from the residential uses above by a change to brick cladding above a continuous entablature / canopy at the second floor. Beneath the canopy the ground floor is set back on the Cook and Fort Street frontages to create a generous and sheltered pedestrian zone with strong visual connection between the public space and the animation of the ground floor interiors.
- Above the canopy the facades are articulated horizontally by the simple device of rotating the floor plates at the 4<sup>th</sup> and 6<sup>th</sup> floor levels. This is done to respond in a creative and unique way to the design guideline recommendations to vary the setback of the street facades along their length and step back from the street as the building rises. In this case, the horizontal rotations serve to step the upper floors of the building back at the east end of the site on Fort, deferring to the Zen and residential scale of the buildings further up Fort, while maintaining a sense of height and drama at the Fort and Cook intersection and creating a unique visual landmark that acknowledges this gateway point between the neighbourhoods of Downtown and Fairfield.
- Additionally, the massing has now been pulled away from Meares Street at the SE corner, in order to respond to the stepped down, residential scale of Meares Street and to provide more daylight to the rooftop deck of the adjacent Zen building – an issue that was noted during Council and neighbourhood review of the previous scheme.
- The two ground level Live / Work units on Meares Street have been maintained from the previous design as a use appropriate to the character of the street, and have been improved by reconfiguration of the short-term commercial parking, which has been moved from the site to the street right-of-way. In place of the previous 9 stall parking area a landscaped green space now fronts Meares Street, enhancing the public pedestrian experience along the site.
- Vehicle and service access to the site from Meares is improved by addition of a designated loading bay for garbage and deliveries,

#### **Transportation & Infrastructure**

- The project is well situated and fully serviced by City of Victoria infrastructure. Schools, parks and recreation facilities are all located within walking distance of the site. In addition, the nearby work and shopping opportunities available downtown make this site suitable for an increased population density.
- This population will be well serviced with regard to transportation options, including immediate proximity to major Transit routes on both Fort and Cook Streets as well as vehicle and bicycle parking and storage provisions.
- The proposal provides for 16 bicycle and 10 vehicle off-site convenience parking spaces as well as 84 secure Class A bicycle lockers (in excess of the 81 required) and 70 vehicle parking stalls underground (in excess of the 55 required). Further amenities related to transportation are described in the Project Amenities.



### Project Amenities

In addition to the improved pedestrian treatment along Meares Street the project maintains previous and adds new amenities within the design:

- Fort Street Bus Stop – The covered bus stop that was added during the consultation process of the rezoning has been included under the canopy along Fort Street in the new design as a public amenity.
- Bicycle kitchen on Meares Street bike route –The project proposes to locate a public 'bike kitchen' at the corner of Meares and Cook Streets. The immediate proximity to the likely café or restaurant space in the building's ground floor, and within one block of two local bike shops, make this an ideal location for this kind of amenity.
- Building Amenity Space & Public Art - Typically building amenity space is provided in the least sellable area, or on the roof where it provides benefit only to the building residents. This proposal includes a two-storey high common amenity space at the second floor corner of Cook and Meares, taking full advantage of the exposure and proximity to the commercial uses below and across the street. This space will include hanging landscaping elements and an environmentally interactive lighting design that will contribute an art amenity to the public realm, animate the façade, and hopefully integrate the life of the building with that of the larger community in a way that strengthens the ambiance and activity of the distinctive small commercial center that exists at the four corners of that intersection.

In preparing this design and development permit application package the team has carefully reviewed the City's comments and input related to the previous design, as well as the relevant OCP objectives and DP Area Design Guidelines. The design maintains the urban fit that is appropriate to the site and proposes a bold and distinctive architecture that will create a landmark gesture at this important location. It will invigorate this end of Fort Street and hopefully strengthen the emerging character of this neighbourhood as a contemporary arts and design center. We look forward to presenting the project to Council. If you have any questions or require further clarification of any part of this application please do not hesitate to contact our office.

Sincerely,

CASCADIA ARCHITECTS INC.



Peter Johannknecht, Architect AIBC, LEED AP  
Principal



Gregory Damant, Architect AIBC LEED AP  
Principal

Sheet No.	Sheet Title
A000	Cover
A002	Survey and Building Code
A003	Site Plan
A100	Parking Level 2
A101	Parking Level 1
A201	Ground Floor
A202	Second Floor
A204	Fourth Floor
A206	Penthouse
A207	Roof Plan
A300	Elevations
A301	Elevations
A302	Context Elevations
A400	Sections
A401	Sections
L1.01	Landscape Plan
L2.01	Planting Plan
L3.01	Landscape Details



#### ARCHITECT

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Victoria, British Columbia  
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jsheng@telus.net

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AVALON MECHANICAL  
CONSULTANTS LTD  
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250-384-4128 ex. 102

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#### ELECTRICAL ENGINEER

APPLIED ENGINEERING SOLUTIONS LTD.  
3rd Floor, 1815 Blanshard Street  
Victoria, B.C.  
V8T 5A4  
250.381.6121

Contact:  
Bal Klear, ASCT  
bklear@appliedengineering.ca

#### LANDSCAPE ARCHITECT

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Victoria, BC  
V8Z 1G1  
250.412.2891

Contact:  
Scott Murdoch, Landscape Architect, R.P. Bio.  
scott@mdidesign.ca



PROJECT LOCATION PLAN  
1:2000



ANSHAC DEVELOPMENTS  
 1101 FORT STREET  
 ISSUED FOR DEVELOPMENT PERMIT  
 OCTOBER 21, 2015

OCTOBER 21, 2015

1508

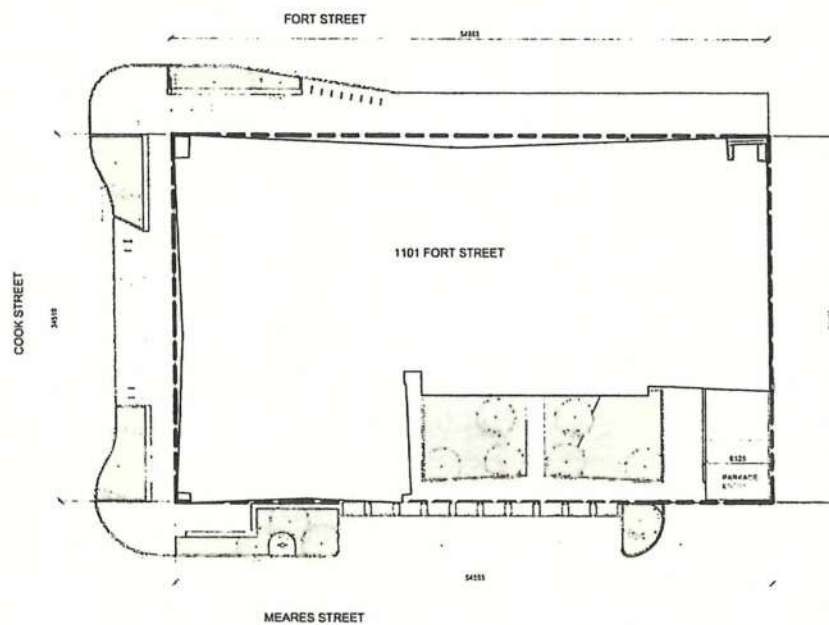
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PROJECT INFORMATION TABLE	
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Commodity & Lot number	160922
Case number	1721
Case number 2	721
Case number 3	271
Case number 4	2110
Case number 5	16
Case number 6	1712
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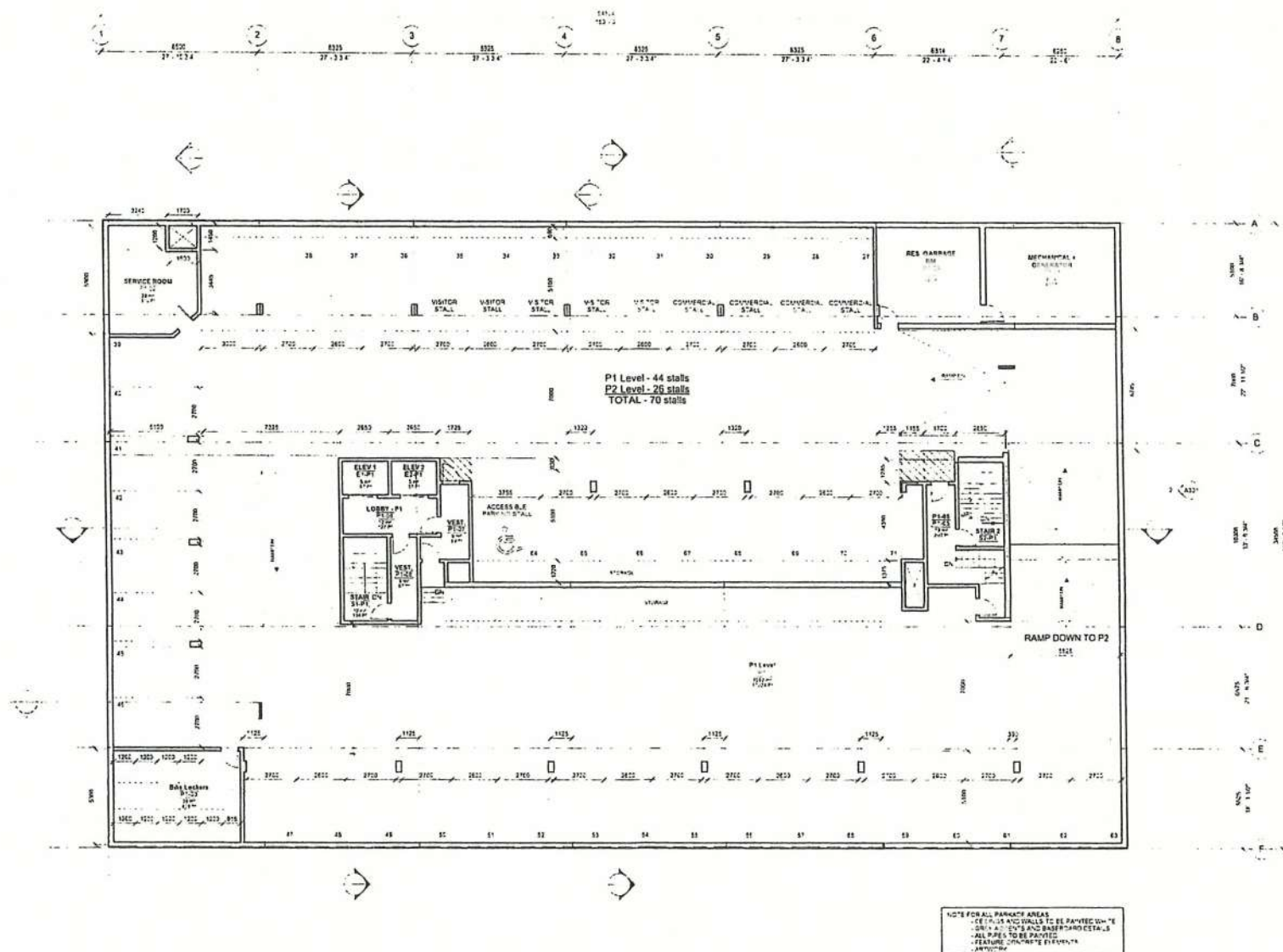


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 F 250-557-5002 fax • 250-557-5003 cell

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**1101 FORT ST**  
 ABSTRACT DEVELOPMENT'S  
 1101 FORT STREET  
 VICTORIA BC

**Parking Level 1**

**1508 OCTOBER 21 2015**

**PJ GO AG**

**A101**









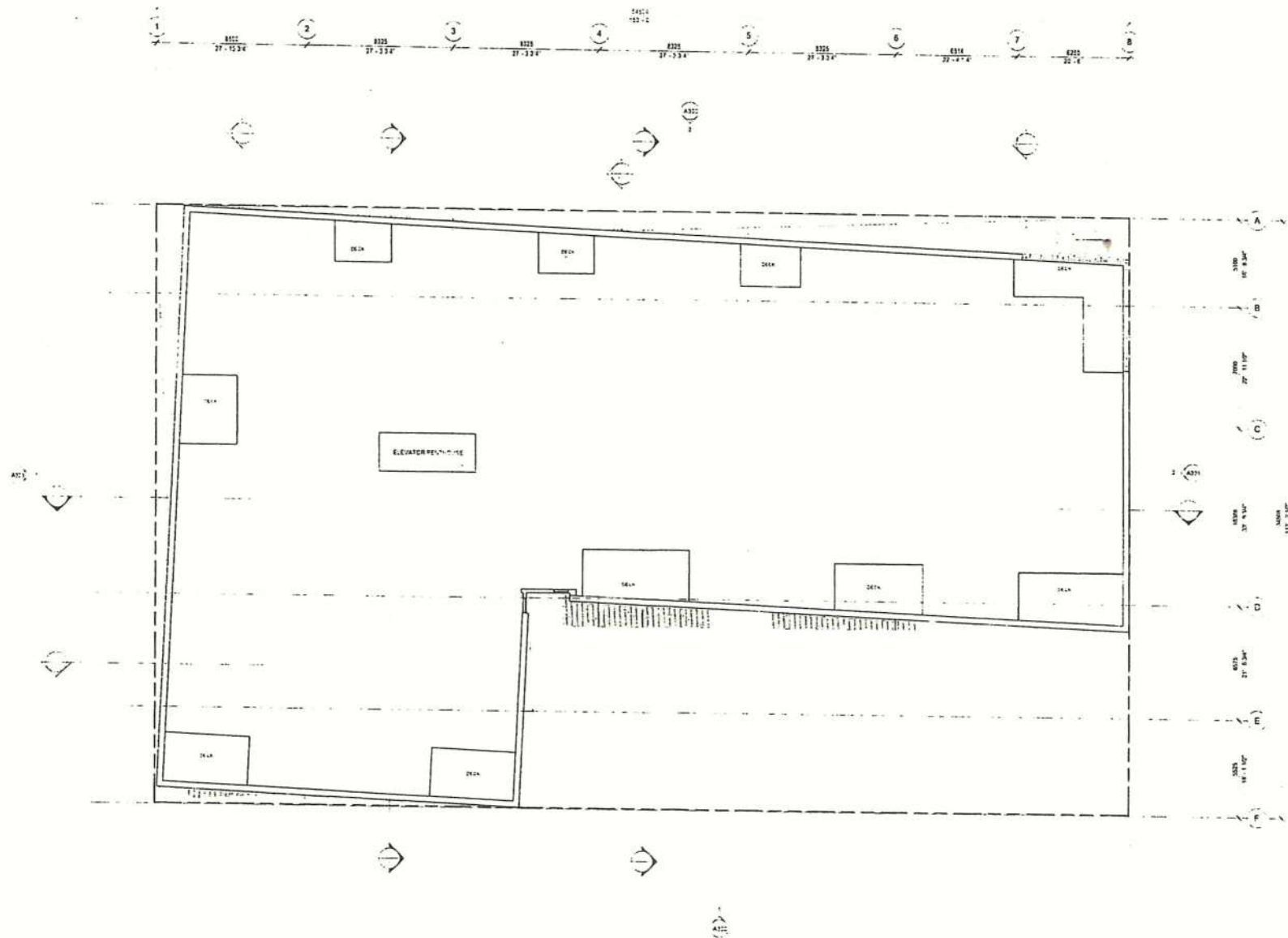


Figure 1: A schematic diagram of a 1D lattice with two sublattices, A and B. The lattice is divided into two sections, each with a width of 10 units. The top section is labeled 'A' and the bottom section is labeled 'B'. The lattice is composed of two sublattices, A and B, with sites labeled 1 through 10. The diagram shows the spatial distribution of particles (represented by dots) and the corresponding wave function components (represented by lines) for the ground state. The wave function components are labeled with Greek letters:  $\psi_A$  and  $\psi_B$ . The diagram also shows the energy levels of the system, with the ground state energy labeled  $E_0$ .

NO	DESCRIPTION	DATE

Roof Plan

1101 FORT ST.  
ABSTRACT DEVELOPMENTS  
1101 FORT STREET  
VICTORIA BC

1508 OCTOBER 21 2015

P<sub>2</sub>GD AG

Figure 1. Schematic representation of the experimental design. The subjects were divided into two groups: the control group and the experimental group. The control group received a standard diet, while the experimental group received a diet supplemented with 10% of the total energy from fat. The subjects were then divided into two subgroups: the control subgroup and the experimental subgroup. The control subgroup received a standard diet, while the experimental subgroup received a diet supplemented with 10% of the total energy from fat. The subjects were then divided into two subgroups: the control subgroup and the experimental subgroup. The control subgroup received a standard diet, while the experimental subgroup received a diet supplemented with 10% of the total energy from fat.

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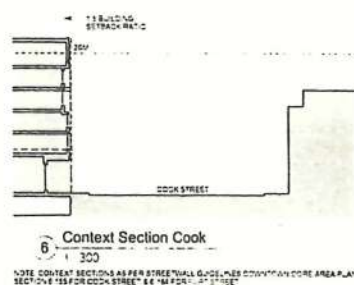
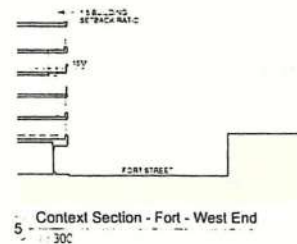
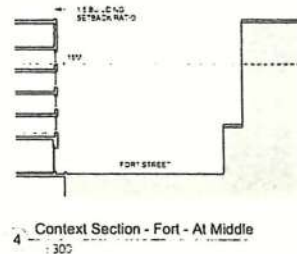
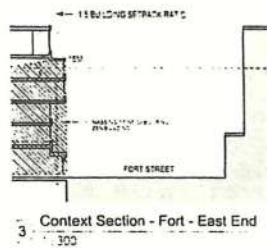
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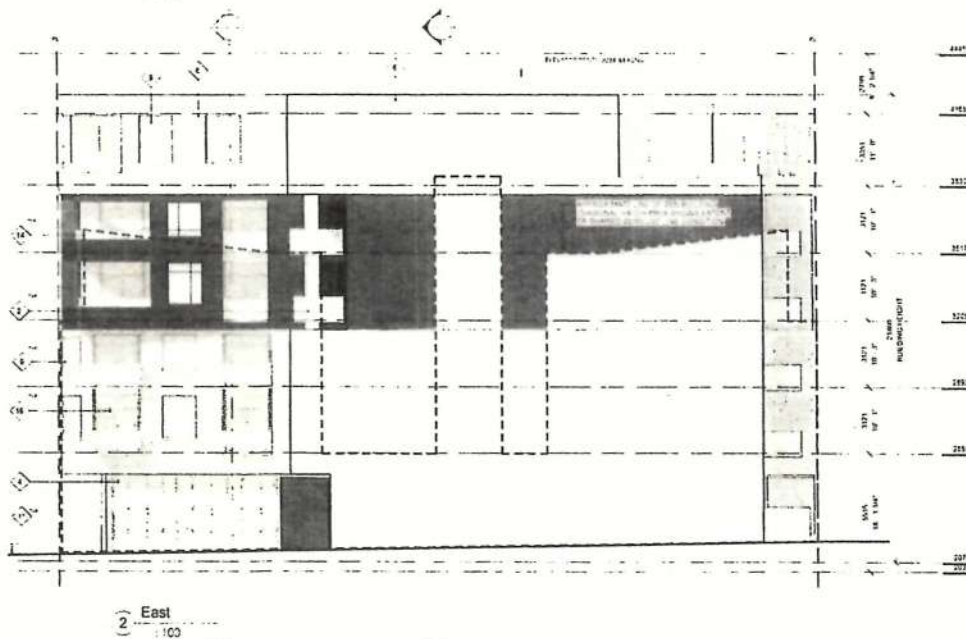
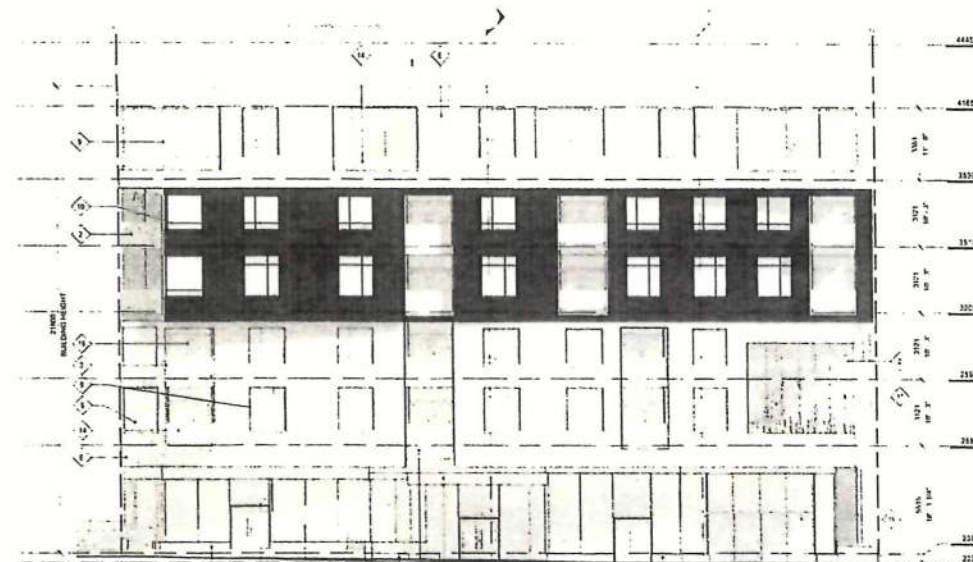
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NOTE: CONTEXT SECTIONS AS PER STREET WALL GUIDELINES DOWNTOWN CORE AREA PLAN  
SECTION 11 FOR COOK STREET & 11 FOR FORT STREET



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#### Exterior Materials

1. Solid Stone
2. Concrete Panel
3. Rough Sawn Timber
4. Rough Sawn Timber Cladding
5. Glass Block
6. Glass Block
7. Glass Block
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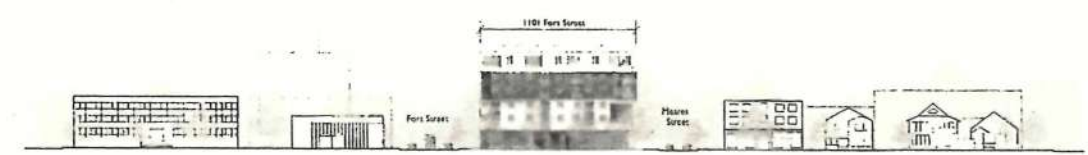
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Fort Street East from Corner Square



Fort Street East from North Side

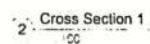


Cook Street West from Looking East

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 20' Max Height - 20' - 22' Max Building Height

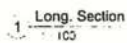
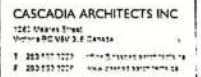
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	PROJECT: 1101 FORT STREET	
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	SCALE: 1/8" = 1'-0"	
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**1** **Cross Section 2**

AC	DESCR #150N	DATE
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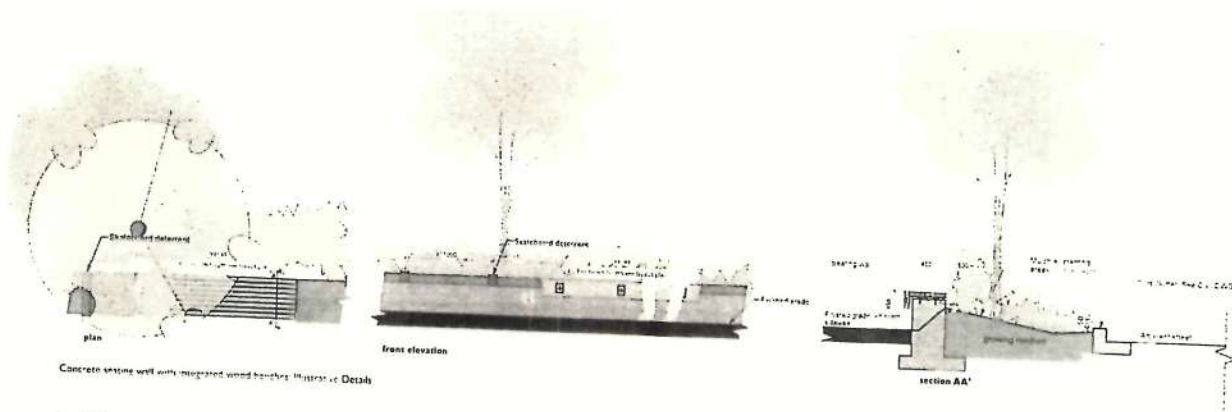
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This drawing is for illustrative purposes only.

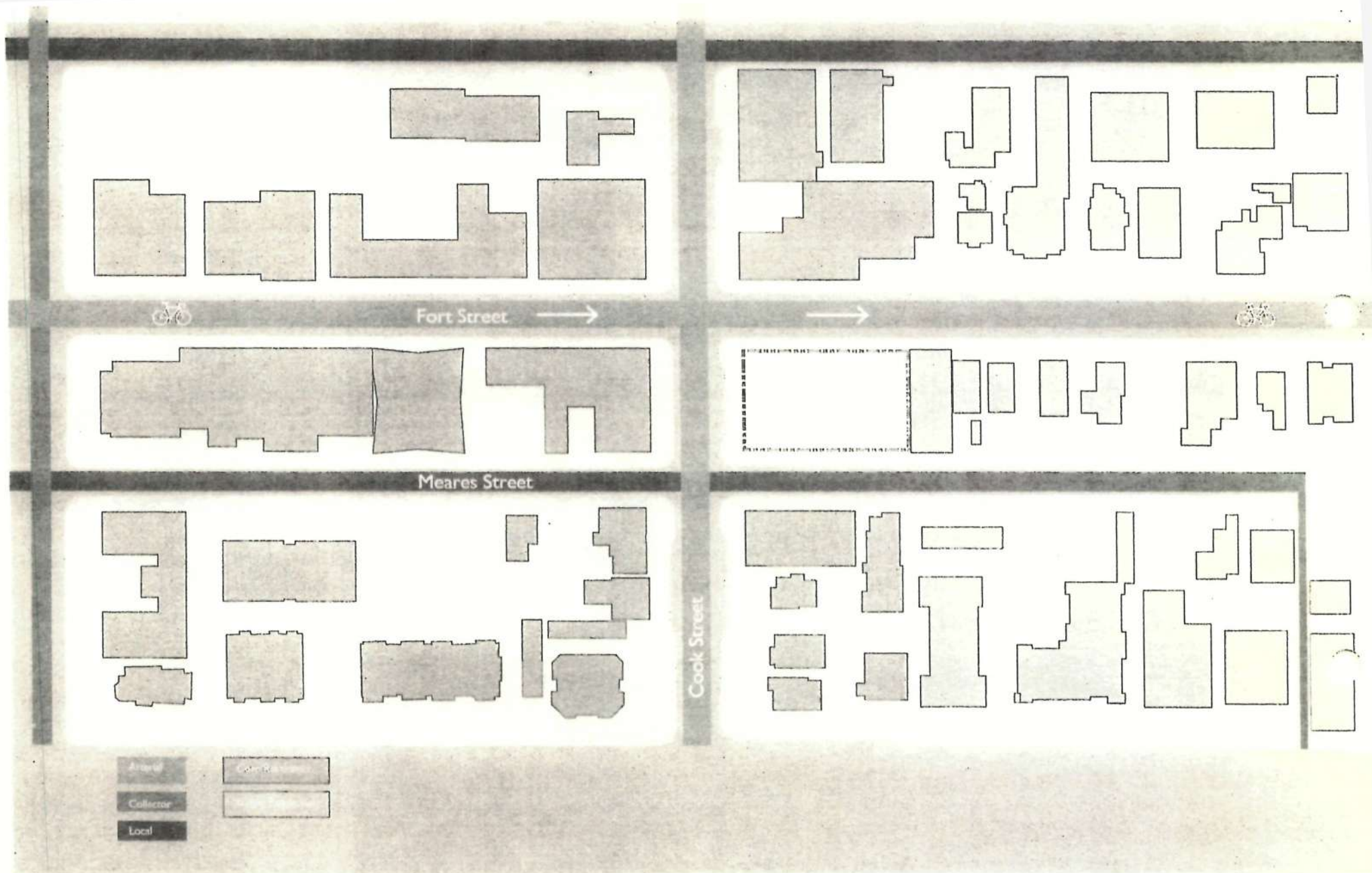
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NOT FOR CONSTRUCTION



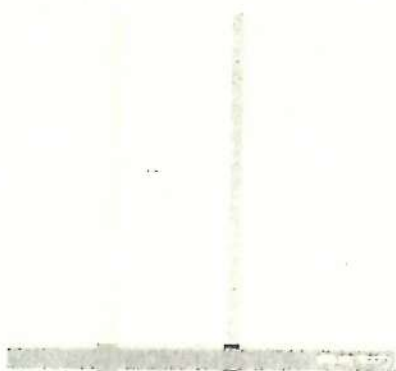
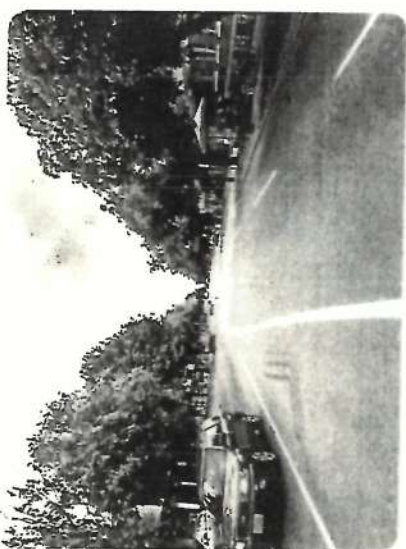
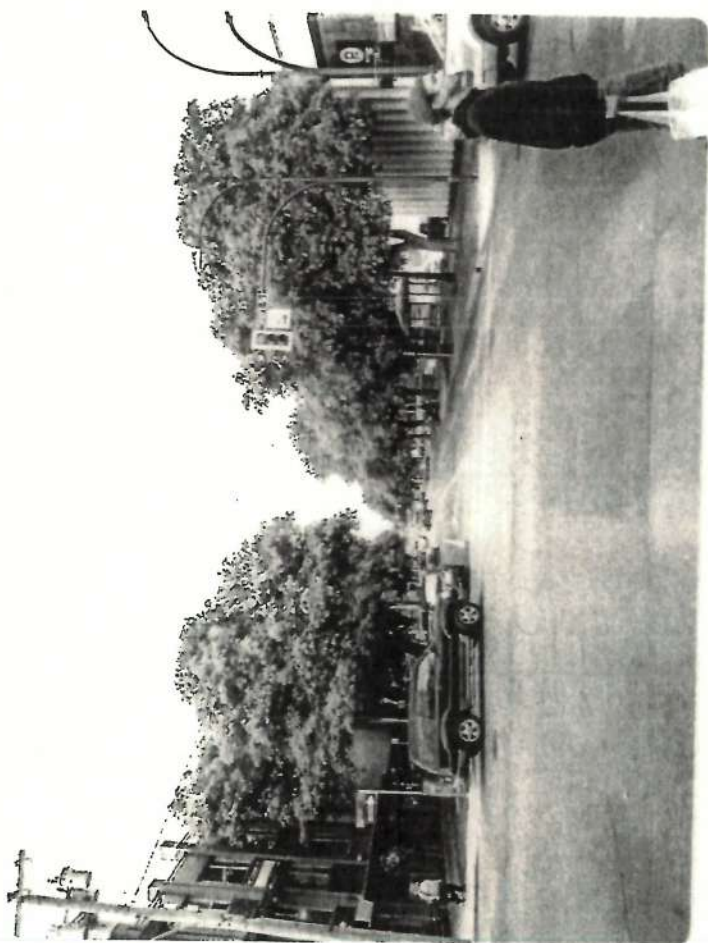
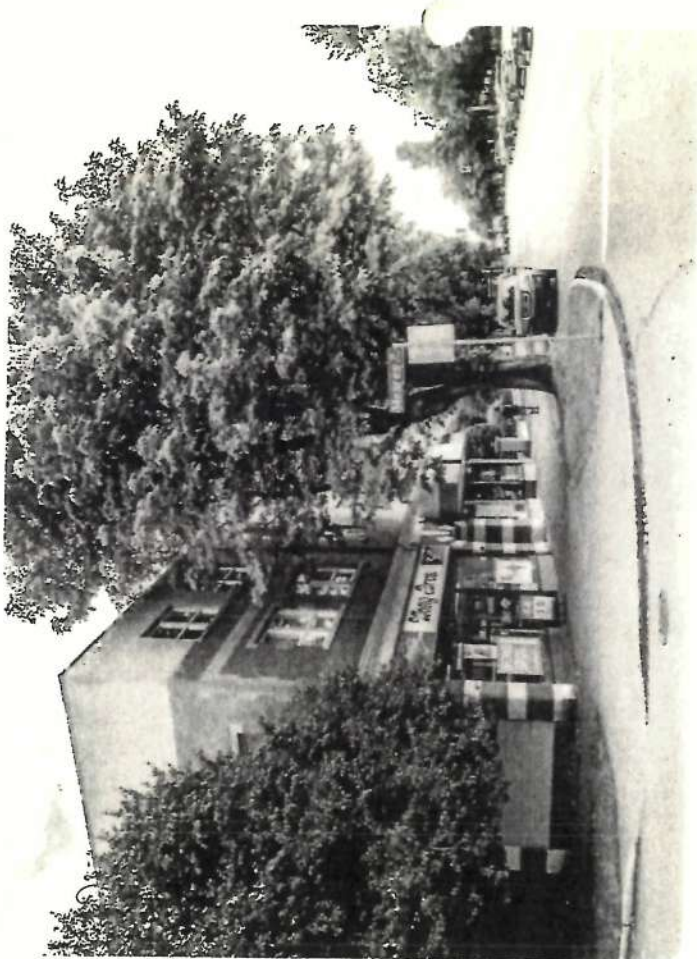
Abstract Development, Inc.  
1000 1st Avenue  
New York, NY 10001

1000 1st Avenue  
New York, NY 10001

Landscape Details

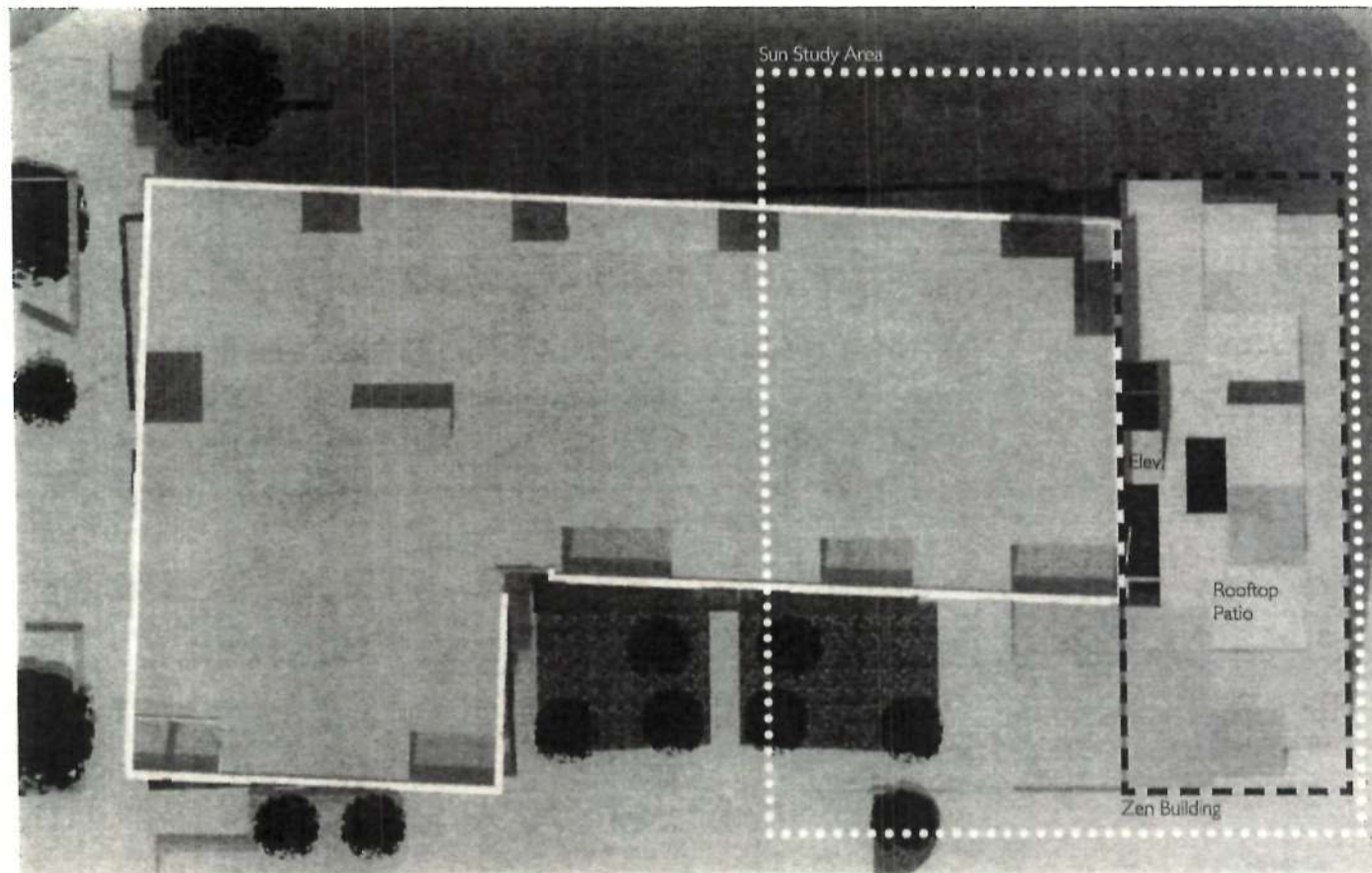








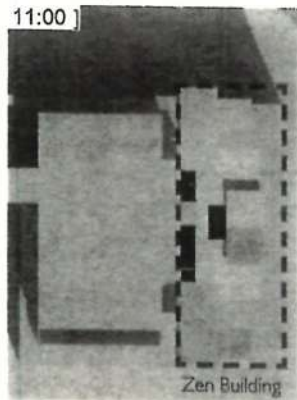




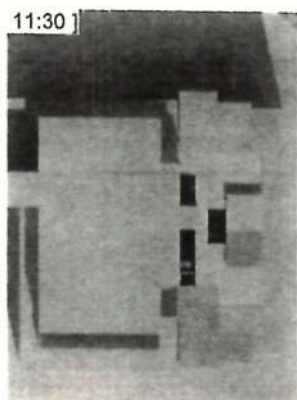
Solar Study - Impact on Zen Building

Previous Proposal

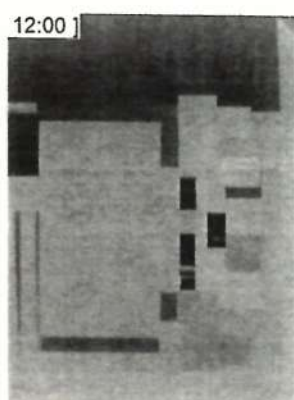
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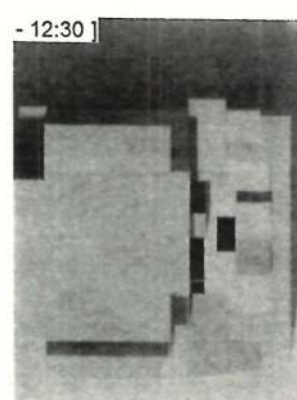
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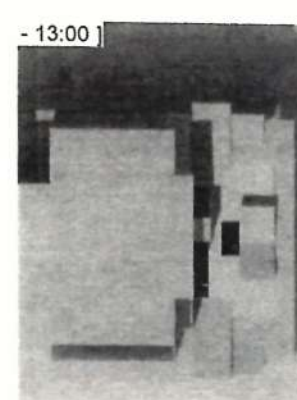
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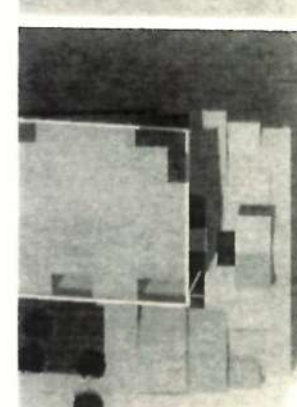
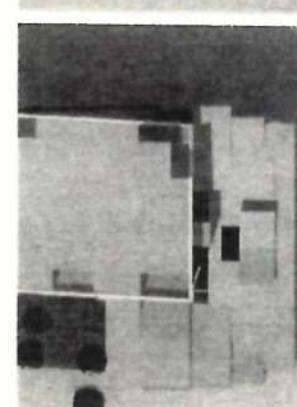
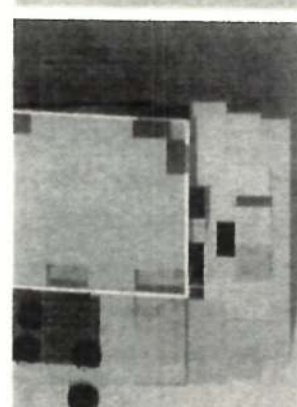
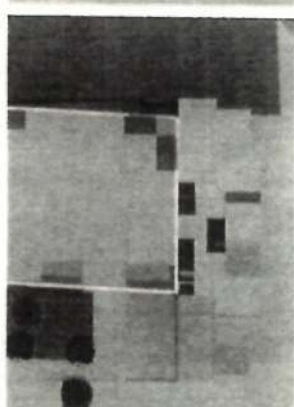
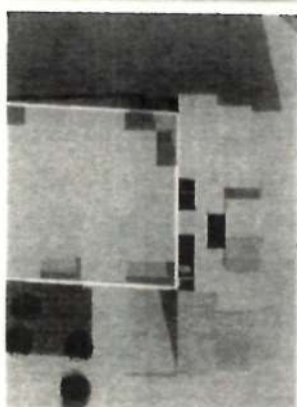
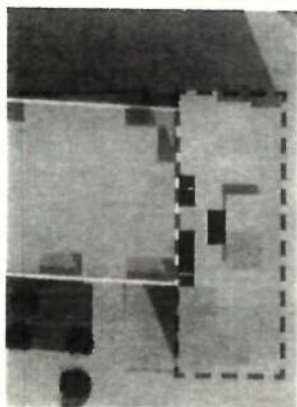
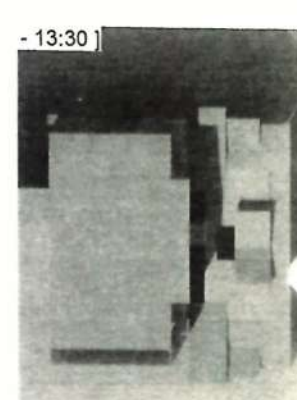
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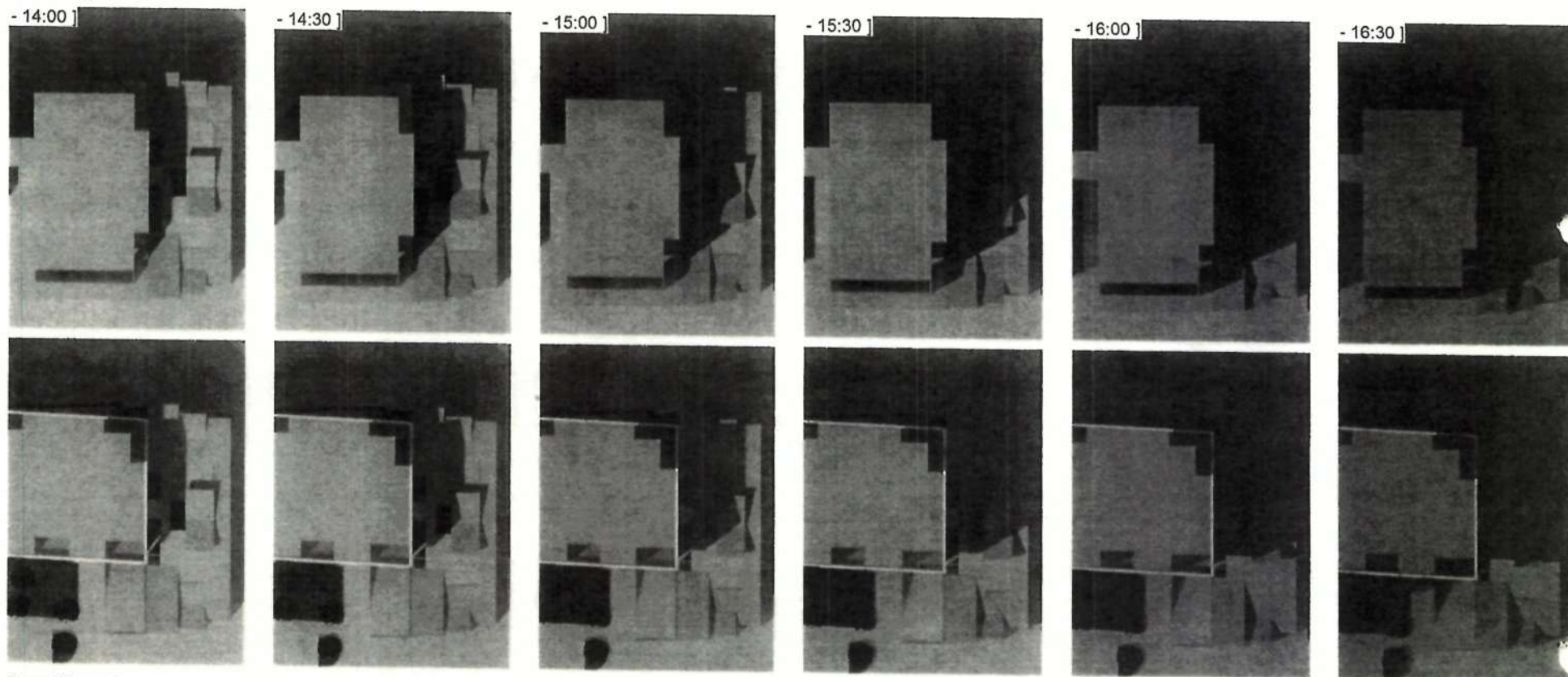


Current Proposal

Solar Study



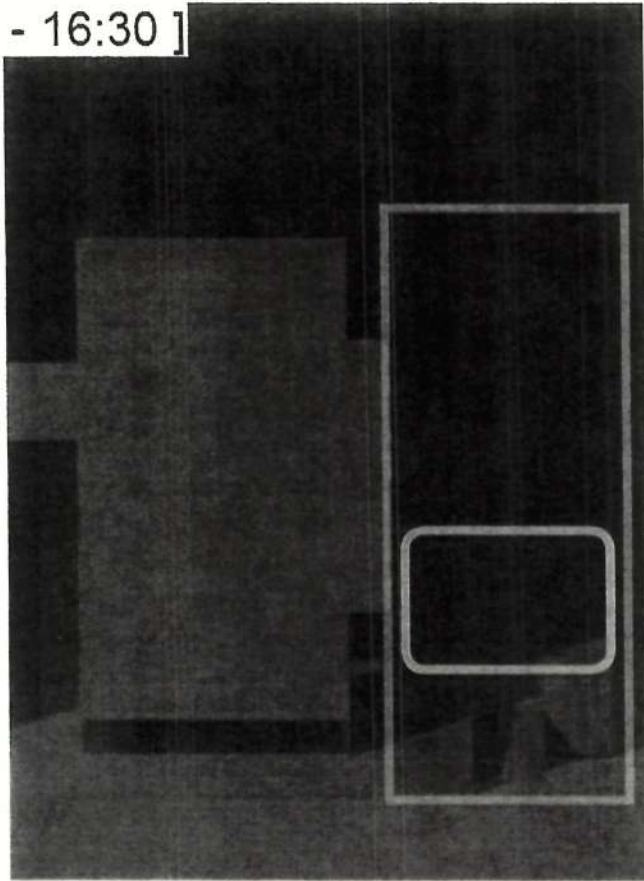
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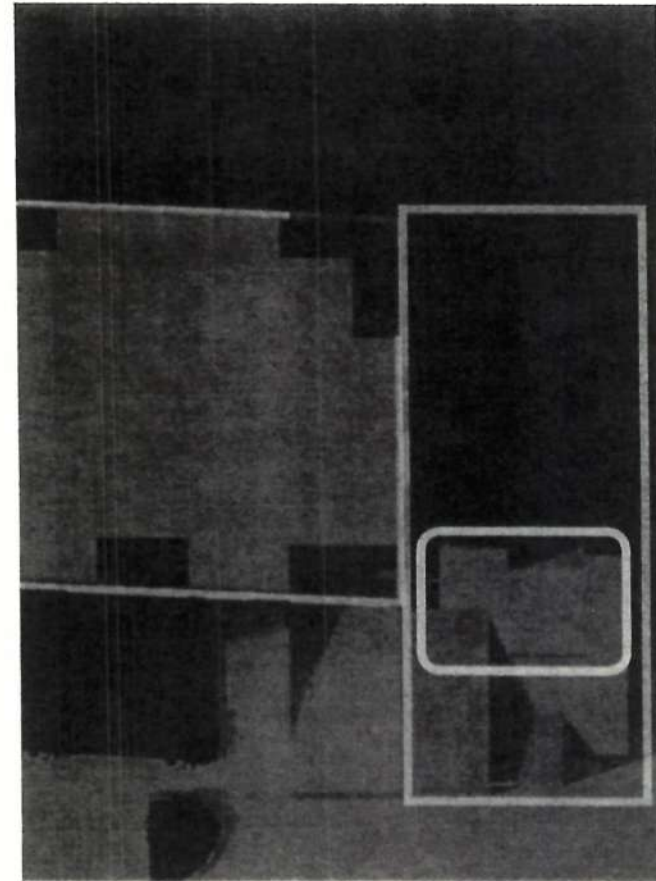
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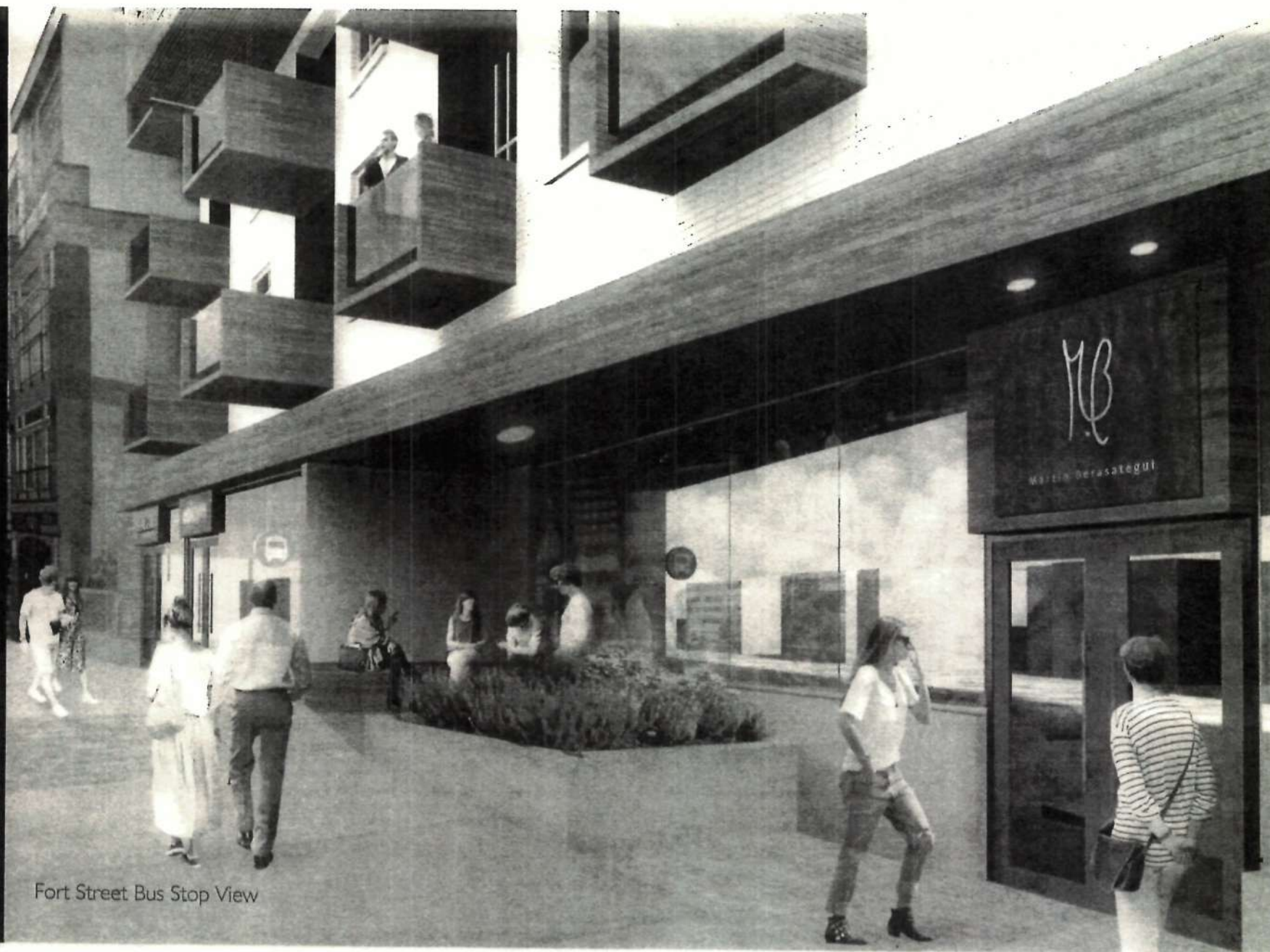
Solar Study





Fort Street View





Fort Street Bus Stop View





Port and Clock Corner View

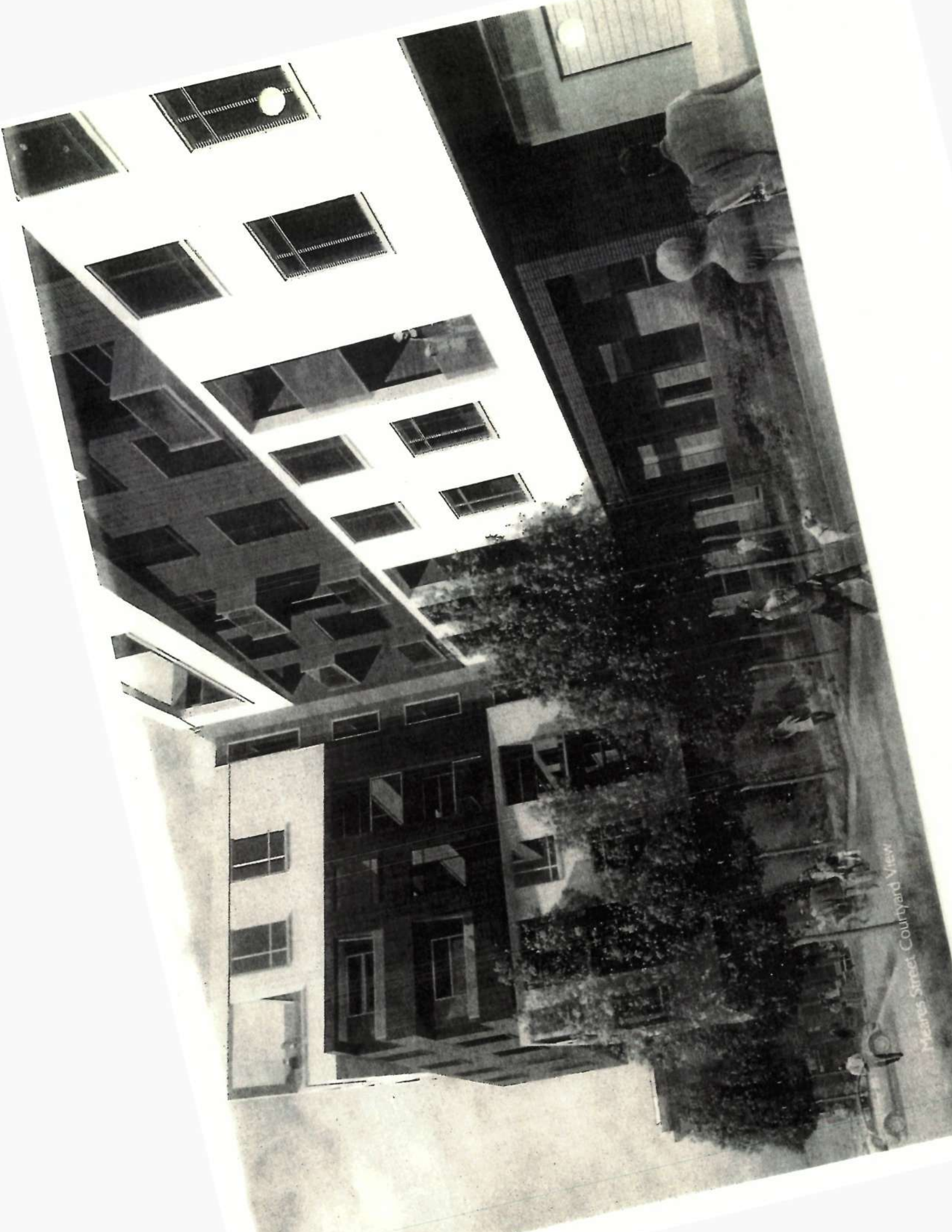
View from Zen





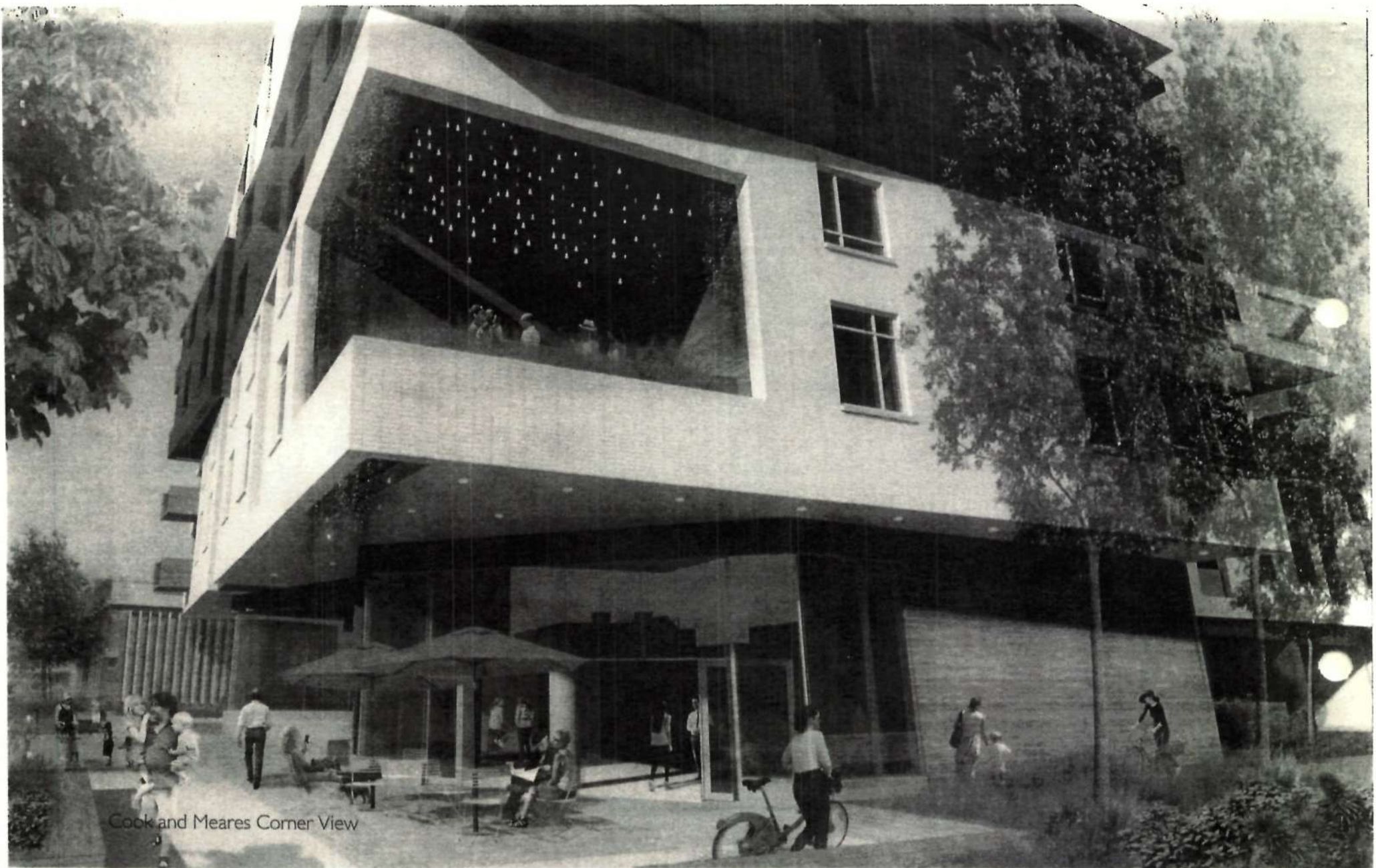
Cook Street View





Mearns Street Courtyard View





Cook and Meares Corner View

**MINUTES OF THE  
ADVISORY DESIGN PANEL  
HELD WEDNESDAY, OCTOBER 28, 2015, 12 P.M.**

**1. THE CHAIR CALLED THE MEETING TO ORDER AT 12:05 P.M.**

**Panel Members Present:** Rod Windjack (Chair); Brad Forth; Cynthia Hildebrand; Mickey Lam; Ann Katherine Murphy; Christopher Rowe

**Absent:** Barry Cosgrave; Gerald Gongos; Mike Miller

**Staff Present:** Mike Wilson – Senior Planner - Urban Design;  
Jim Handy– Senior Planner - Development Agreements;  
Charlotte Wain – Senior Planner - Urban Design;  
Quinn Anglin - Secretary

*Barry Cosgrave joined the meeting at 12:07 P.M.*

**2. APPLICATIONS**

**2.1 Development Permit No. 000404 for 701 Tyee Road**

The proposal is to construct 144 residential units on the undeveloped portion of the Railyards.

**Applicant Meeting attendees:** Mr. Joost Bakker, DIALOG  
Mr. Matthew Thomson, DIALOG

Mr. Handy provided the Panel with a brief introduction of the Application and the areas that Council is seeking advice on, including the following:

- Design of building entrances facing Tyee Road.
- Design and appearance of the "Sky Home" end units.
- Treatment of the parkade walls that project above grade.

Mr. Thomson and Mr. Bakker then provided the Panel with a detailed presentation of the proposal.

Panel Members discussed:

- Views of the eight-storey building from the Bay Street Bridge, particularly in relation to the architectural design and treatment of the south east corner of the building.
- The visibility of the main building entrances from Tyee Road.
- Landscape treatment of the undeveloped areas between phases of construction.
- The proposed crushed limestone finish for pathways and its practicality for strollers, wheelchairs, and pedestrians. Building entrance canopies should be increased to provide for adequate weather protection and improve visibility from Tyee Road.
- The lack of dedicated parking stalls for the proposed park.



- The application of colour, particularly on Building 3 to improve the expression of building volumes.
- The proposed screening of the garbage and recycling area and the proposed access for garbage pickup.
- Concerns relating to the terminus of Central Spur Road as an adequate vehicle turn around and on-street parking has not been proposed.
- The expression of the east elevation of the 8-storey building.
- The delivery of the public park is proposed as part of Phase 3 of the development. Panel members discussed delivering the public park as part of Phase 2.
- Major public pathway between the street and site down is not constructed until the construction of the final phase.
- The landscape design within the area of the bridge dedication should be considered by the City prior to the completion of the first phase.
- The proposed landscape screening of the exposed parking garage walls is acceptable.
- The treatment of the Sky Home end units is acceptable.

**Action:**

**MOVED / SECONDED**

It was moved by Rod Windjack, seconded by Brad Forth, that the Advisory Design Panel recommend to Council that Development Permit Application No. 000404 for 701 Tyee Road be approved with consideration of the following:

- Further consideration of the layout and resolution at the end of Central Spur Road.
- Reconsideration of the scale, building finish, landscape materiality, and accessibility of entrances on Tyee Road.
- Provision of the playground as part of the Phase 2 development.
- Provision of landscape treatment between Phases as they are completed.

**Amendment:**

**MOVED / SECONDED**

It was moved by Christopher Rowe, seconded by Brad Forth, that the motion be amended as follows:

That the Advisory Design Panel recommend to Council that Development Permit Application No. 000404 for 701 Tyee Road be approved with consideration of the following:

- Further consideration of the layout and resolution at the end of Central Spur Road.
- Reconsideration of the scale, building finish, landscape materiality, and accessibility of entrances on Tyee Road.
- Provision of the playground as part of the Phase 2 development.
- Provision of landscape treatment between Phases as they are completed.
- **Recommend to City staff that they explore the opportunities for providing access from Tyee Road to Central Spur Road through the Bridge Dedication lands.**

On the amendment:

**CARRIED UNANIMOUSLY**

On the main motion as amended:

**CARRIED UNANIMOUSLY**

## 2.2 Development Permit No. 000439 for 1101 Fort Street

The proposal is to construct a six-storey, mixed-use building with 81 residential units and ground-floor commercial/retail

Applicant Meeting attendees: Mr. Korbin Dasilva, Abstract Developments  
Mr. Sam Ganong, Abstract Developments  
Greg Damant, Cascadia Architects Inc.  
Andy Guiry, Cascadia Architects Inc.  
Peter Johannknecht, Cascadia Architects Inc.  
Scott Murdoch, Murdoch de Greef Inc. Landscape Architects

Ms. Wain provided the Panel with a brief introduction of the Application and the areas that staff are seeking advice on, including the following:

- The potential impacts on the neighbouring Zen building to the east.
- The height of the six-storey street wall along Cook Street and Fort Street
- The blank east elevation as viewed from Meares Street.
- Location of bicycle racks.

Ms. Wain also advised the Panel that this application has not yet been presented before the Planning and Land Use Committee as it does not require any variances.

Mr. Damant and Mr. Ganong then provided the Panel with a detailed presentation of the proposal.

Panel Members discussed:

- The proposal is a contemporary approach but is different to the existing approach along Fort Street.
- How the building relates to the character of Fort Street to the west and the design of retail frontages to respect pedestrian scale at the street level.
- The proposed wood detailing is appreciated, the applicant should explore increasing this along the retail frontage to aid in breaking up long expansions of glass and to add warmth to the expression of the building.
- Opportunities to reduce CPTED concerns associated with the east facing blank wall fronting the rear courtyard and consideration of adding window openings to the wall.
- The landscaped area fronting Meares Street could be improved to offer increased outdoor amenity space for occupants of the proposed live/work units.
- Opportunities to refine the window placement and increase the recess on the second and third floors.

### **Action:**

#### **MOVED / SECONDED**

It was moved by Christopher Rowe, seconded by Barry Cosgrave, that the Advisory Design Panel recommend to Council that Development Permit Application No. 000439 for 1101 Fort Street be approved with consideration of the following:

- Revisions to the design of the outdoor amenity space associated with the live/work units to provide for increased private outdoor space.

**CARRIED UNANIMOUSLY**



**3. Approval of Comments on the Proposed Delegation/Exemption Process**

- Panel members did not offer any additional comments to those already provided.

**4. ADJOURNMENT**

The Advisory Design Panel meeting of October 28, 2015 adjourned at 2:20 P.M.

---

Rod Windjack, Chair

DRAFT

# CASCADIA ARCHITECTS

03 November 2015

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



Attn.: Ms. Charlotte Wain, Senior Planner – Urban Design

Re: 1033 Cook Street (1101 Fort Street) Development Permit Application  
Revisions to Application reflecting Staff and ADP input

We are pleased to submit revised set of drawings for the Development Permit application for 1033 Cook Street (1101 Fort Street) on behalf of Abstract Developments Inc. This letter summarizes the extent of revisions, and purpose of each change. It should be read in conjunction with the application rationale letter provided September 09 2015. The application has been refined in the following areas:

## PLANNING & ADP REVIEW

1. **Illustration in greater detail and refinement of the building interface with the Zen project immediately to the east, including relationship of balconies on the north face; relationship with the Zen exterior corridors; and shadowing:**

Refer to drawing A301 which shows the east elevation of the building with the outline of the salient features of the Zen project overlaid. As demonstrated by this drawing, the brick cladding of the upper floors is extended onto the east elevation where it is visible above or outside the Zen building. Portions of the building that are only exposed to the exterior walkways of the Zen will be painted concrete. This drawing also indicates how the 4<sup>th</sup> and 5<sup>th</sup> floors are recessed at the south side and create an overlap where the Zen hallways will retain their view and access to light.

Additionally, based on staff feedback the penthouse level has been pulled away from the Zen building at the NE corner. This achieves a more sympathetic stepped profile along Fort Street, and reduces the building mass when viewed from the Zen. Additional shading studies have been provided that show the clear benefit to the Zen rooftop garden that is the result of this design change from the previously approved scheme. Now the south half of the Zen's rooftop patio remains in the sun for more than 2 hours longer into the evening when calculated at the solar equinoxes.

2. **Additional seating area at bus stop on Fort Street:**

The seating bench for the bus stop on Fort Street has been extended to more than 4m of sitting length. As demonstrated by the rendered view of the bus stop area, the planter adjacent is a low, bench height structure, providing excellent visibility to / from the stop for both bus drivers and waiting passengers. The bus stop remains sheltered under the ground floor canopy.



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[office@cascadiaarchitects.ca](mailto:office@cascadiaarchitects.ca)

A Corporate Partnership

Principals

GREGORY DAMANT  
Architect AIBC, LEED AP

PETER JOHANNKNECHT  
Architect AIBC, LEED AP  
Interior Architect AKNV Germany



**3. Additional detail regarding mechanical and elevator penthouse:**

The mechanical and elevator enclosure, housing the elevator overrun and building hot water boiler has been added to the building elevations for clarity. It is not visible from any of the rendered perspective views.

**4. Description of massing rationale and design process:**

An additional page of massing diagrams has been provided to illustrate the evolution of the building massing as a response to the site and the City's design guidelines. The diagrams describe a massing that maintains the street walls on Fort Street and Cook Street, while pulling away from Meares Street to reduce the apparent size there, and to open the landscaped courtyard to the south orientation. The alternating rotation of the floor plates pushes the building mass back from the corner of the Zen at Fort Street, creating a niche reveal there to soften that transition. At the same time it creates a moment of structural drama at the corner of Fort and Cook Street where it will serve to highlight this gateway from Downtown to Fairfield. What the diagrams demonstrate is that the building facades are constantly shifting and changing along the perimeter, adjusting the way the building addresses the streets in order to respond best to the particular requirements of each different location and condition.

**5. Additional window from CRU into landscaped courtyard & expanded private amenity space for Live / Work units:**

An additional window from the SW corner CRU has been added to provide a view onto the courtyard and along the sidewalk on Meares in response to Planning comments regarding overlook of that space. Additionally, a low fence wall has been added around the landscape, and the porch space of the Live/Work units has been re-shaped to expand the private exterior amenity space for those Live / Work units as suggested by the ADP.

**ENGINEERING REVIEW**

**6. Include sightline triangles at driveway:**

Sightline triangles have been added on the ground floor plan A201 to demonstrate the visibility for vehicles exiting the parkade ramp and crossing the sidewalk.

**BUILDING CODE REVIEW**

**7. Provide a preliminary Alternative Solution Report, and confirm height of uppermost occupied floor. Show travel distances at P2. Provide East elevation spatial separation:**

Please find attached a preliminary Alternative Solution Report prepared by GHJ Consultants as requested. The uppermost floor of the building is confirmed to be max. 18m above the building average grade as calculated by the BC Building Code. The max. travel distance at P2 from the bike storage has also been added to drawing A100. Refer to attached spatial separation calculations for East Elevation.

**8. Synchronize Plan Check Data & Main Floor Occupant Load calculation with City of Victoria information. Separate Garbage Room:**

Drawing A002 project criteria has been adjusted to reflect City of Victoria calculations for Occupant Load at the ground floor and total area. The garbage room at the main floor has been separated from the corridor.

**9. Misc. Parking Changes:**

At this time Abstract Developments will maintain the bicycle parking in the P2 location shown pending market feedback. Other parking area misc. changes include the removal of Small Car references against the west wall at P1 and addition of a sewage attenuation chamber as well as glazing over the access ramp for the CRU at L1.

## PARKS REVIEW

**Additional Landscape Details:** Additional information has been added to Landscape drawings as follows:

1. Bench/Planter Detail, See L 3.01 Detail #1 On-street Seating Wall and Planter.
2. Bench/Planter Detail, See L 3.01 Detail #1 On-street Seating Wall and Planter.
3. Tree grate locations moved to match Site Plan.
4. Bench/Planter Detail, See L 3.01 Detail #1 On-street Seating Wall and Planter.
5. Bench/Planter Detail, See L 3.01 Detail #1 On-street Seating Wall and Planter. Tree layout revised to be outside 7m radius of Stop Sign and one tree removed.
6. Planting Beds removed and replaced with concrete unit paving.
7. Door moved and vine planter shortened.
8. Western planting area specified to have 600-900mm growing medium (depth varies based on underground parking slab), with a total soil volume to be at least 44 cu m. Deck area revised, and garden wall added along sidewalk (see Architect's drawing for grading).
9. Eastern planter specified to have 600-900mm growing medium (depth varies based on underground parking slab), with a total soil volume to be at least 50 cu m. Deck area revised, and garden wall added along sidewalk (see Architect's drawing for grading).
10. Covered bus stop area revised, with longer seating bench.
11. Parking ramp revised widened.
12. Tree species changed from Liriodendron tulipifera to Zelkova serrata.
13. Tree species changed from Aesculus hippocastanum to Zelkova serrata.
14. Tree grate locations moved to match Site Plan.
15. All planting adjusted to be below 600mm.
16. Liriodendron tulipifera removed and Magnolia x 'Daybreak' layout revised.
17. All planting removed from North of parking stalls.
18. Tree species changed from Liriodendron tulipifera to Zelkova serrata.
19. Schematic details for landscape planters and seating wall on public right of way.
20. General: Base plans have been updated so all bicycle and tree grates match site plan locations. Scale of plans are as noted on drawings.

If you have any questions or require further clarification of any part of this application please do not hesitate to contact our office.

Sincerely,

CASCADIA ARCHITECTS INC.



Peter Johannknecht, Architect AIBC, LEED AP  
Principal



Gregory Damant, Architect AIBC LEED AP  
Principal



## Abstract Developments

By email: [kdasilva@abstractdevelopments.com](mailto:kdasilva@abstractdevelopments.com)

Attention: Korbin DaSilva

### RE: TRAFFIC REVIEW FOR PROPOSED 1101 FORT STREET DEVELOPMENT, VICTORIA, BC

Boulevard Transportation, a division of Watt Consulting Group, was retained by Abstract Developments to conduct a traffic and parking configuration review for the proposed development at 1101 Fort Street in Victoria. The proposed site access (to the underground parkade) is located on Meares Street, east of Cook Street. Ten perpendicular on-street parking stalls are also proposed along the Meares Street frontage of the site.

This study assesses traffic conditions along Meares Street only (including the Cook Street intersection) along with a review of the proposed perpendicular parking in terms of safety considerations. See **Figure 1** for the study area.



Figure 1 – Development Location Map

## 1.0 TRAFFIC REVIEW - MEARES ST

Traffic impacts along Meares St were reviewed in consideration of the existing traffic plus the impacts of added site trips.

### Site Traffic

The proposed development consists of 81 residential units on top of ground level commercial. The perpendicular parking is proposed on Meares Street, which is intended for use for short-term parking users. Trip estimates for the site are based on the proposed land uses of 81 residential units plus 10 on-street stalls, and are considered for the PM peak hour, which is the typically-recurring busiest traffic period. Note that there is currently a parking lot on-site that accounts for some of the existing Meares St traffic.

The site trips were estimated based on the ITE's Trip Generation Manual 9<sup>th</sup> Edition. The proposed development is estimated to generate 52 vehicle trips during the PM peak hour. Note that this is a conservative (high volume) estimate, since the development is located in the core urban area, where walking, cycling, and transit are all viable for many trip purposes. **Table 1** summarizes trip generation for the new development.

Table 1: PM Peak Hour Trip Generation (Proposed Development)

ITE Code	Land Use	Unit	Trip Rate	Trips In	Trips Out	Total Trips
230	Multi-family	81 units	0.52/unit	28	14	42
826	Commercial	10 Stalls	10 trips/hour	5	5	10
Total				33	19	52

### Existing and Post Development Traffic Volumes

Traffic counts were undertaken by Boulevard Transportation on Meares Street at Cook Street during the PM peak hour on November 2, 2015. Traffic volumes on Meares Street were measured as 63 vehicles (two-way) during the PM peak hour. With the development traffic, the volumes on Meares Street will increase to 115 vehicles in total (two-way, with 74 vehicles eastbound and 41 vehicles westbound) during the PM peak hour. The increase in volume, however, will be restricted to the development frontage (50m) between Cook Street and the site access. There is very limited road network connectivity to the east, with only eastbound traffic having a possible exit on a very narrow/constrained lane. Because of this the vast majority of site drivers will use Cook St for egress. East of the site, Meares St will operate as



it currently does. Even along the building frontage, Meares St will continue to operate as a local road, and will have volumes comparable to those currently experienced along the west leg of Meares St on the other side of Cook St. See **Figure 2** for a comparison between the existing and post development traffic volumes on Meares Street during the PM peak hour.

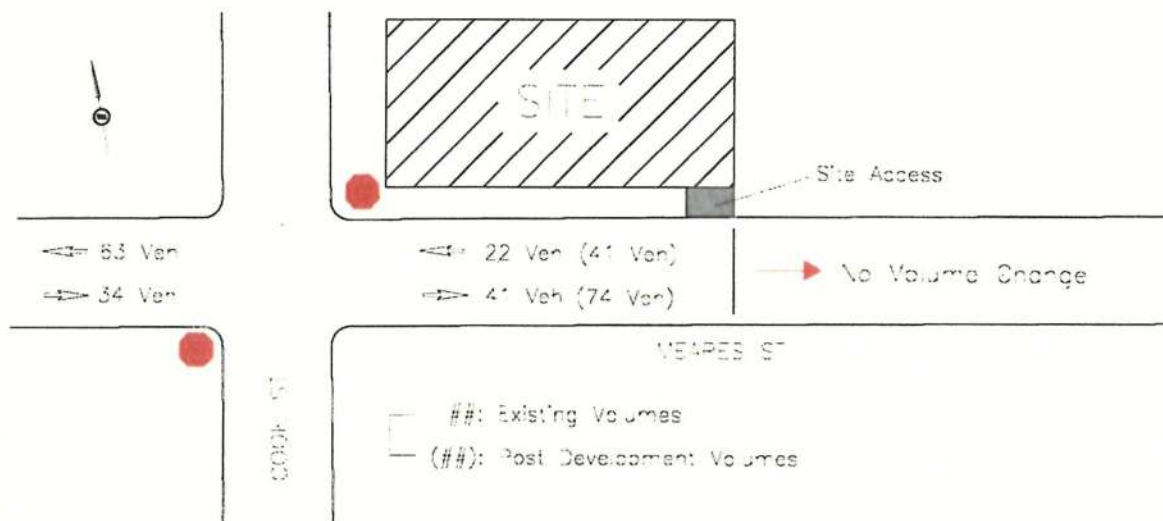


Figure 2 - Volume Comparison on Meares Street

### Traffic Conditions at Cook Street / Meares Street

The intersection of Cook Street / Meares Street is located between two signalized intersections (Cook St / Fort St and Cook St / Rockland Ave). At the intersection, there are left turn lanes on Cook Street. It was observed that the northbound queues from the Fort Street signal sometimes blocked Meares Street during the PM peak hour.

Traffic conditions were analysed for the PM peak hour for the Cook Street / Meares Street intersection. New site trips were assigned to the intersection based on the existing trip distribution. At the intersection, the westbound movement (from the development frontage) is currently operating at a LOS C (delay: 20.2 sec). With the development, the additional delay will be 4.9 seconds per vehicle and the westbound movement will be operating at a LOS D (delay: 25.1 sec), which is still acceptable from a capacity perspective in peak periods.

**Table 2** summarizes the traffic conditions at the key intersection: Cook St/Meares St. Analysis results include delays, LOS and queue lengths. See **Figure 3** for traffic conditions at Cook Street / Meares Street.

Table 2: Traffic Conditions at Cook St / Meares St

	Westbound (On Meares Frontage)	Eastbound (On Other Side St)	Southbound Left (On Cook St)
Average Delay (s)	20.2 (25.1)	55.8 (71.5)	9.7 (10.0)
LOS	C (D)	F (F)	A (B)
95 <sup>th</sup> Queue (veh)	0.4 (1.0)	2.1 (2.6)	0.1 (0.3)

\*Note: ## indicates Existing Conditions; (##) indicates (Post Development)

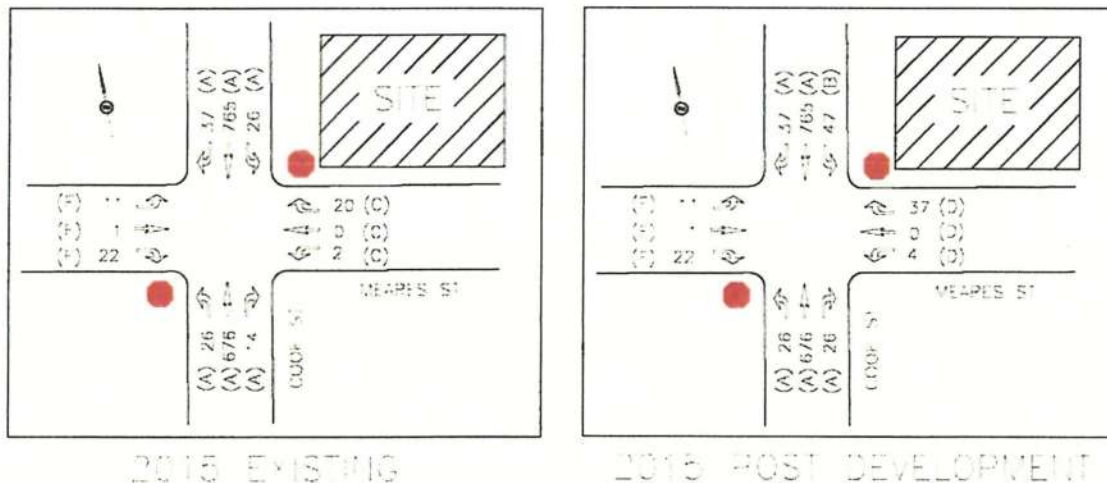


Figure 3 - PM Peak Hour Traffic Conditions at Cook Street / Meares Street

## 2.0 ON-STREET PERPENDICULAR PARKING REVIEW

### Guidelines for On-street Perpendicular Parking

A number of design guidelines, jurisdictional specifications, and research papers were reviewed regarding the feasibility and appropriateness of on-street perpendicular parking. Sources that were reviewed include the Transportation Association of Canada (TAC) *Geometric Design Guide for Canadian Roads*, municipal design guides and specifications, ITE journals and manuals, among others. There is limited information in terms of actual specifications or guidelines for where on-street perpendicular parking is viable (and if so, under what design parameters). One source<sup>1</sup> did identify that consideration for on-street perpendicular parking should be based on slow speed, low volume environments, along with

<sup>1</sup> Angle Parking on Iowa's Low Volume Primary Extensions in Small Towns, Centre for Transportation Research and Education, Iowa State University, Jan 2003



suitable geometry and consideration of the type of area (e.g. a commercial plaza / urban / CBD slow zone may be conducive environments where parking manoeuvres are not unexpected).

Meares St is, at a high level, potentially a conducive environment for on-street perpendicular parking since it is a slow, low volume local road, an (effectively) non-through road, and in a mixed-use development area within / at the edge of Victoria's CBD.

### Geometry of the Proposed Parking

Geometrically, the proposed parking matches the City of Victoria's off-street perpendicular parking stall length and "aisle width" requirements (5.1m long stall, and a clear width of 7.0m on Meares, on the far side of which is 2.4m wide parallel parking in the eastbound direction). Note that the City does not have a formal "on-street" perpendicular specification. The proposed perpendicular parking is 16m spaced from the existing stop bar on Meares Street.

The 16m clearance exceeds the expected queue lengths for the peak hours with the development. Sight lines were also not noted as a constraint. As this matches the City's specifications it is a workable configuration. See **Figure 4** for the site plan with perpendicular parking on Meares Street, and stall and roadway dimensions.

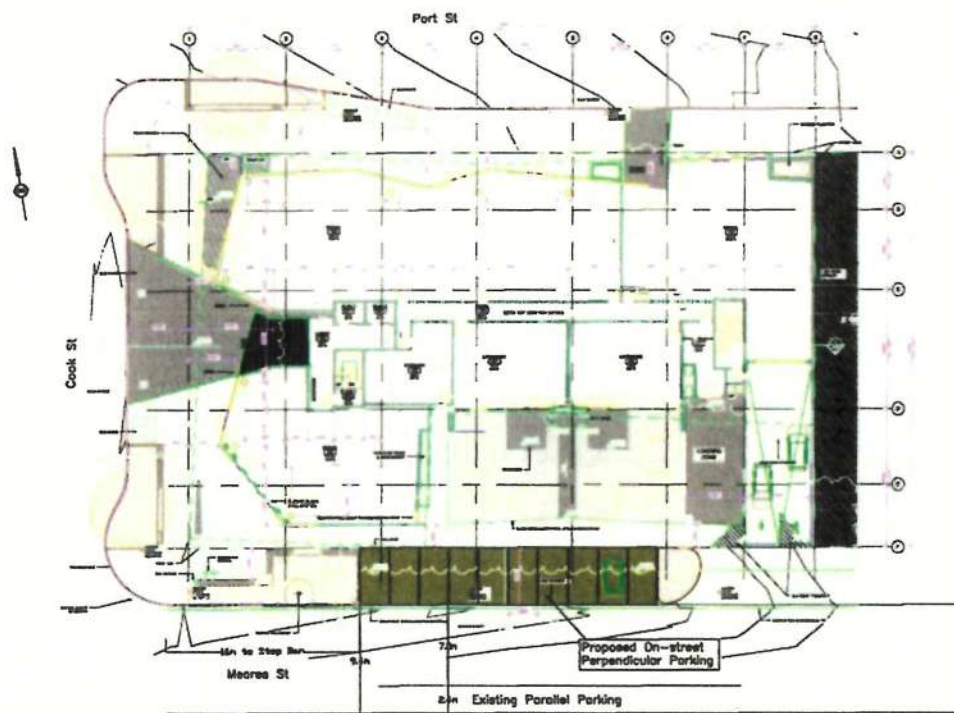


Figure 4 – Proposed Site Plan with Perpendicular Parking and Roadway Dimensions

### Other Examples of On-street Perpendicular Parking

While this is not a typical on-street parking configuration in Victoria or the CRD, there are some local precedents. One example that is very similar to this site is on Bryn Maur Rd, in Langford. It has nearly the same volume (100 vehicles in the PM peak hour) and a slow speed / virtually non-through-road type of character, in an "urban core" environment. The adjacent buildings are ground level commercial with condominiums above. And there is on-street perpendicular parking on one side, and parallel parking on the other side.



On-street Perpendicular Parking on Bryn Maur Road, Langford BC

### 3.0 CONCLUSIONS

The following conclusions are made regarding the Meares St traffic and perpendicular parking review for the proposed development at 1101 Fort St.

The proposed development will generate an estimated 52 vehicle trips (combined in/out) during the PM peak hour, along the Meares St frontage of the building. These trips will be almost entirely confined to the building frontage, between the underground parking access and Cook St. East of the building, there will be effectively no increase in traffic volumes due to this site due to limited network connectivity and a constrained one-way lane at the east end of Meares St. Even along the site frontage, Meares St will continue to operate as a local road. At the intersection of Cook Street / Meares Street, the westbound movement (exiting with stop control) will be operating at an acceptable peak hour level of service with a 25 percent increase (5 seconds) in average delay per vehicle in the PM peak hour.



The review of the proposed perpendicular parking found that there is little guidance in regards to on-street perpendicular parking. However, sites that are considered should have low-volumes, slow vehicle speeds, an appropriate area type (where perpendicular parking manoeuvres may be expected), and suitable geometry. Meares St meets these high-level criteria, with a perpendicular parking design that meets the City's off-street perpendicular parking layout standards. While such on-street perpendicular parking configurations are rare within the City of Victoria and the CRD, there are some similar examples, on in particular on Bryn Maur Rd in Langford that has very similar characteristics in terms of built environment, development type, road volume, and parking design. The proposed perpendicular parking concept is, therefore, a viable consideration in this instance.

Please do not hesitate to contact me if you have any questions.

Sincerely,

**Boulevard Transportation**

... a division of Watt Consulting Group

Per,



Mitchell Jacobson, M.Sc., PEng  
Transportation Engineer

D 250.388.9877 ext 427  
E mjacobson@blvdgroup.ca

*GREAT!*

transportation solutions for communities

Sheet No.	Sheet Title
A000	Cover
A002	Survey and Building Code
A003	Site Plan
A100	Parking Level 2
A101	Parking Level 1
A201	Ground Floor
A202	Second Floor
A204	Fourth Floor
A206	Penthouse
A207	Rooftop
A300	Elevations
A301	Elevations
A302	Context Elevations
A400	Sections
A401	Sections
L1 01	Landscape Plan
L2 01	Landscape Plan
L3 01	Landscape Details



**ARCHITECT**  
**CASCADIA ARCHITECTS**  
 1080 Meares Street  
 Victoria BC  
 V8V 3J6  
 250.590.3223  
**Contact:**  
 Gregory Damant MAIBC LEED AP  
 greg@cascadiaarchitects.ca

**STRUCTURAL ENGINEER**  
**JSH ENGINEERING LTD.**  
 685 Esplanade  
 Victoria, British Columbia  
 V8B 6G2  
 250.474.2662

**Contact:**  
 Steve Hoel, P.Eng. Struct. Eng.  
 jsheng@jsheng.net

**MECHANICAL ENGINEER**  
**AVIATION MECHANICAL**  
 CONSULTANTS LTD.  
 300 - 1246 Esplanade Rd.  
 Victoria, B.C. V8A 3P2  
 250-384-4128 ex.102

**Contact:**  
 N. Scott Jamilow, P.Eng.  
 mscott@aviationmechanical.com

**ELECTRICAL ENGINEER**  
**APPLIED ENGINEERING SOLUTIONS LTD.**  
 308 Fox, 1815 Blanshard Street  
 Victoria, B.C.  
 V8T 5M4  
 250.381.6121

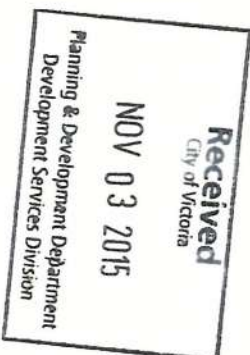
**Contact:**  
 Bill Neer, ASCE  
 bneer@appliedengineering.ca

**LANDSCAPE ARCHITECT**  
**MURDOCH DE GREFF INC.**  
 524 Courbeil Rd, Suite 200,  
 Victoria, BC  
 V8Z 1G1  
 250.412.8891

**Contact:**  
 Scott Murdoch, Landscape Architect, R.P. Bio.  
 smc@mdsdesign.ca



**PROJECT LOCATION PLAN**  
 1:2000





BC LAND SURVEYORS SITE PLAN OF  
1101 Fort Street  
1101 Fort Street, 1101 Fort Street, 1101 Fort Street



Fort Street  
1101 Fort Street

Crunk Street

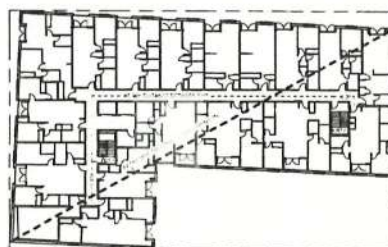
1101 Fort Street  
Commercial Building

A  
Date 10/2/15

North 1101

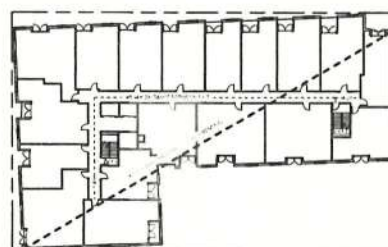
Marine Street

1 Survey  
1: 200



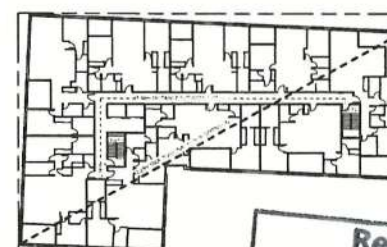
5 Level 2&3 Code Plan  
1: 300

Occupancy Group C  
Occupant Load  
20 Bedrooms + 2 penthouse units  
42 people  
Min. Exit Width  
Ramps, Corridors, Passageways  
5.0m per person x 12 = 60m  
Stairs  
Stair width x 48 = 48m

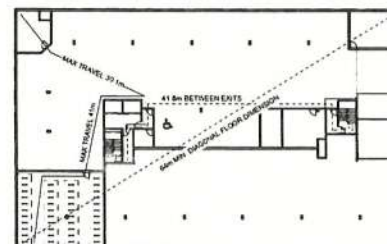


6 Level 4&5 Code Plan  
1: 300

Occupancy Group C  
Occupant Load  
20 Bedrooms + 2 penthouse units  
42 people  
Min. Exit Width  
Ramps, Corridors, Passageways  
5.0m per person x 48 = 48m  
Stairs  
Stair width x 48 = 48m

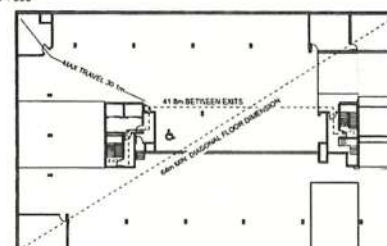


7 Level 6 - PENTHOUSE Code Plan  
1: 300



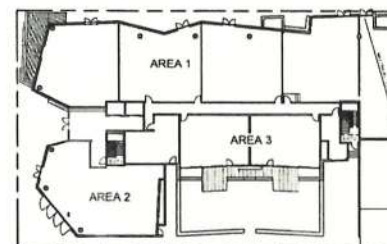
2 P2 Code Plan  
1: 300

Min. Separation of Exits 30m  
Max Travel 45m  
Occupancy F Div 2 - Storage Garage  
Occupant Load  
Total Area 1223 sqm  
Storage Garage 45 sqm per person  
1223/45 = 27 people  
Min. Exit Width  
Ramps, Corridors, Passageways  
5.0m per person x 27 = 135m  
Stairs  
Stair width x 27 = 27m



3 P1 Code Plan  
1: 300

Min. Separation of Exits 30m  
Max Travel 45m  
Occupancy F Div 2 - Storage Garage  
Occupant Load  
Total Area 1223 sqm  
Storage Garage 45 sqm per person  
1223/45 = 27 people  
Min. Exit Width  
Ramps, Corridors, Passageways  
5.0m per person x 27 = 135m  
Stairs  
Stair width x 27 = 27m



4 Ground Floor Code Plan  
1: 300

Occupancy A2 or D or E (AREA 1 & 2)  
AREA 1  
Occupant Load  
Total Area 581 sqm  
Marine 27 sqm per person  
581/27 = 21 people  
Min. Exit Width  
Ramps, Corridors, Passageways  
5.0m per person x 184 = 184m  
Stairs  
Stair width x 184 = 184m  
AREA 2  
Occupant Load  
Total Area 228 sqm  
Marine 27 sqm per person  
228/27 = 8 people  
Min. Exit Width  
Ramps, Corridors, Passageways  
5.0m per person x 174 = 174m  
Stairs  
Stair width x 174 = 174m  
AREA 3 Ground Floor  
Occupant Load  
2 x 2 Bedrooms x 2 penthouse units  
8 people  
Min. Exit Width  
Ramps, Corridors, Passageways  
5.0m per person x 8 = 8m  
Stairs  
Stair width x 8 = 8m



SCOPE OF WORK

1. Prepare a set of drawings for the proposed development, including a site plan, floor plans, and sections. The drawings shall be prepared in accordance with the requirements of the Building Code and the City of Victoria's Development Services Division. The drawings shall be prepared in a format suitable for submission to the City of Victoria's Development Services Division for review and approval. The drawings shall be prepared in a format suitable for submission to the City of Victoria's Development Services Division for review and approval. The drawings shall be prepared in a format suitable for submission to the City of Victoria's Development Services Division for review and approval.

NO	DESCRIPTION	DATE
1	Survey	10/2/15
2	P2 Code Plan	10/2/15
3	P1 Code Plan	10/2/15
4	Ground Floor Code Plan	10/2/15
5	Level 2&3 Code Plan	10/2/15
6	Level 4&5 Code Plan	10/2/15
7	Level 6 - PENTHOUSE Code Plan	10/2/15

Survey and Building Code

1101 FORT STREET  
ABSTRACT DEVELOPMENTS  
1101 FORT STREET  
VICTORIA BC

As indicated

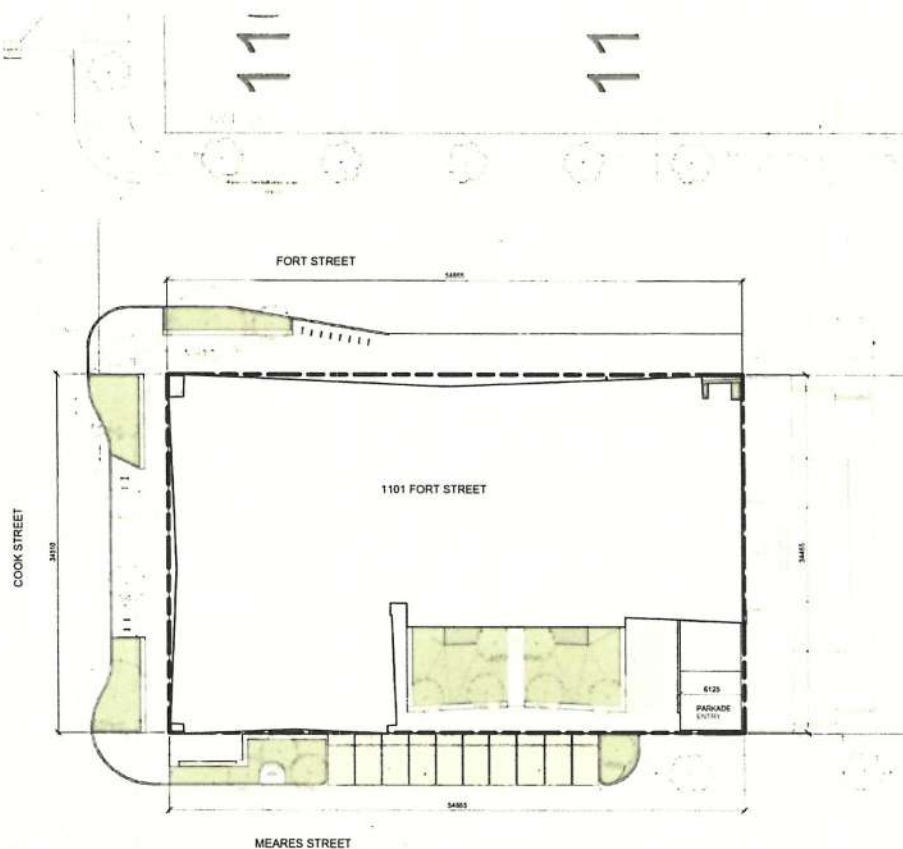
1508 November 3, 2015

PJGO AG

Nov 3, 2015

A002

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Development Services Division



1 Site Plan  
1:200

PROJECT INFORMATION TABLE	
Zone description	CA-72
Site area (m <sup>2</sup> )	1893 m <sup>2</sup>
Site floor area (m <sup>2</sup> )	7250 m <sup>2</sup>
Commercial floor area (m <sup>2</sup> )	1009 m <sup>2</sup>
Floor space ratio	3.9:1
SEI coverage %	78%
Open site space %	27%
Number of stories	21.6 m
Number of stories (max)	6
Number of stories (min)	21.6 m (min) - 11.4 m (max) commercial (min)
Number of stories (max) (max)	64 CLASS 1 underground + 16 at grade + 100
Building setbacks (m)	
Front yard	0 m
Rear yard	0 m
Side yard (minimum width)	0 m
Side yard (minimum width)	0 m
Front/rear side yards	0 m
Residential Use Details	
Total number of units	81
Unit type & sq. ft. breakdown	24 1BD, 11 1BD+den, 21 2BD, 12 2BD+den, 11 Studio, 2 LUT
Classified residential units	21 one-beds
Minimum total floor area (m <sup>2</sup> )	48 m <sup>2</sup>
Total residential floor area (m <sup>2</sup> )	6371 m <sup>2</sup>

NOTE: DIMENSIONS HAVE BEEN UPDATED FROM ORIGINAL SUBMISSION.

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CASCADIA ARCHITECTS INC.

1001 Meares Street

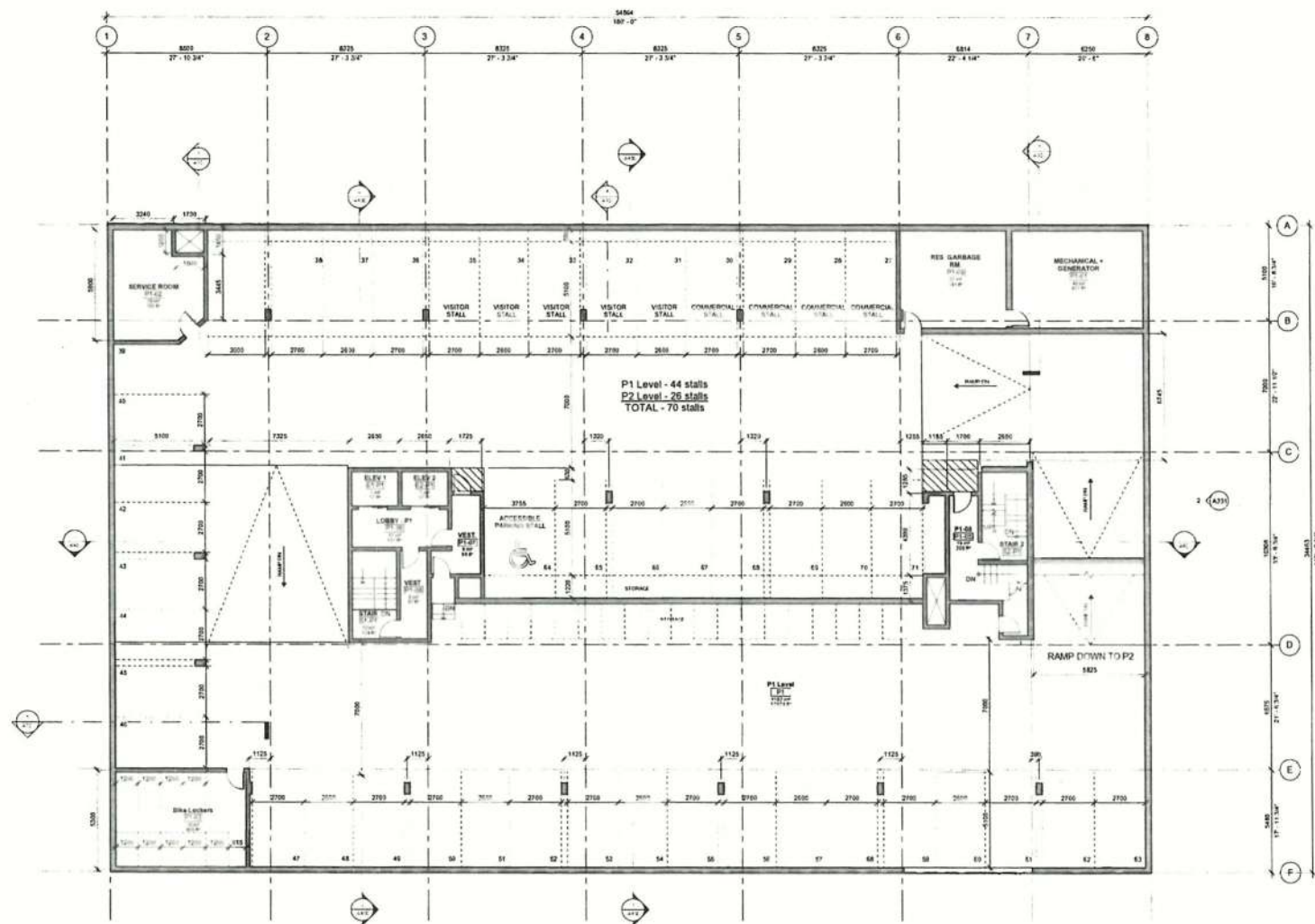
Victoria BC V8W 2A6 Canada

T 250 581 1021 info@cascadiaarchitects.ca

F 250 581 1022 www.cascadiaarchitects.ca







NOTE FOR ALL PARKING AREAS:  
 - CEILING AND WALLS TO BE PAINTED WHITE  
 - GROUND SURFACES AND BASES TO BE PAINTED  
 - FLOORING TO BE PAINTED  
 - FLOORING TO BE PAINTED  
 - FLOORING TO BE PAINTED

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**CASCADIA ARCHITECTS INC.**  
 1107 Mason Road  
 Victoria BC V8W 1A6 Canada  
 T: 250.591.1021 F: 250.591.1022  
 www.cascadiaarchitects.ca

Scale: 1" = 10'-0"

NO.	DESCRIPTION	DATE
1	Parking Level 1	11/03/2015

**1101 FORT STREET**  
 ABSTRACT DEVELOPMENTS  
 1101 FORT STREET  
 VICTORIA BC

1:100

1508 November 3, 2015

DESIGNED BY: P.J.D. AG

1

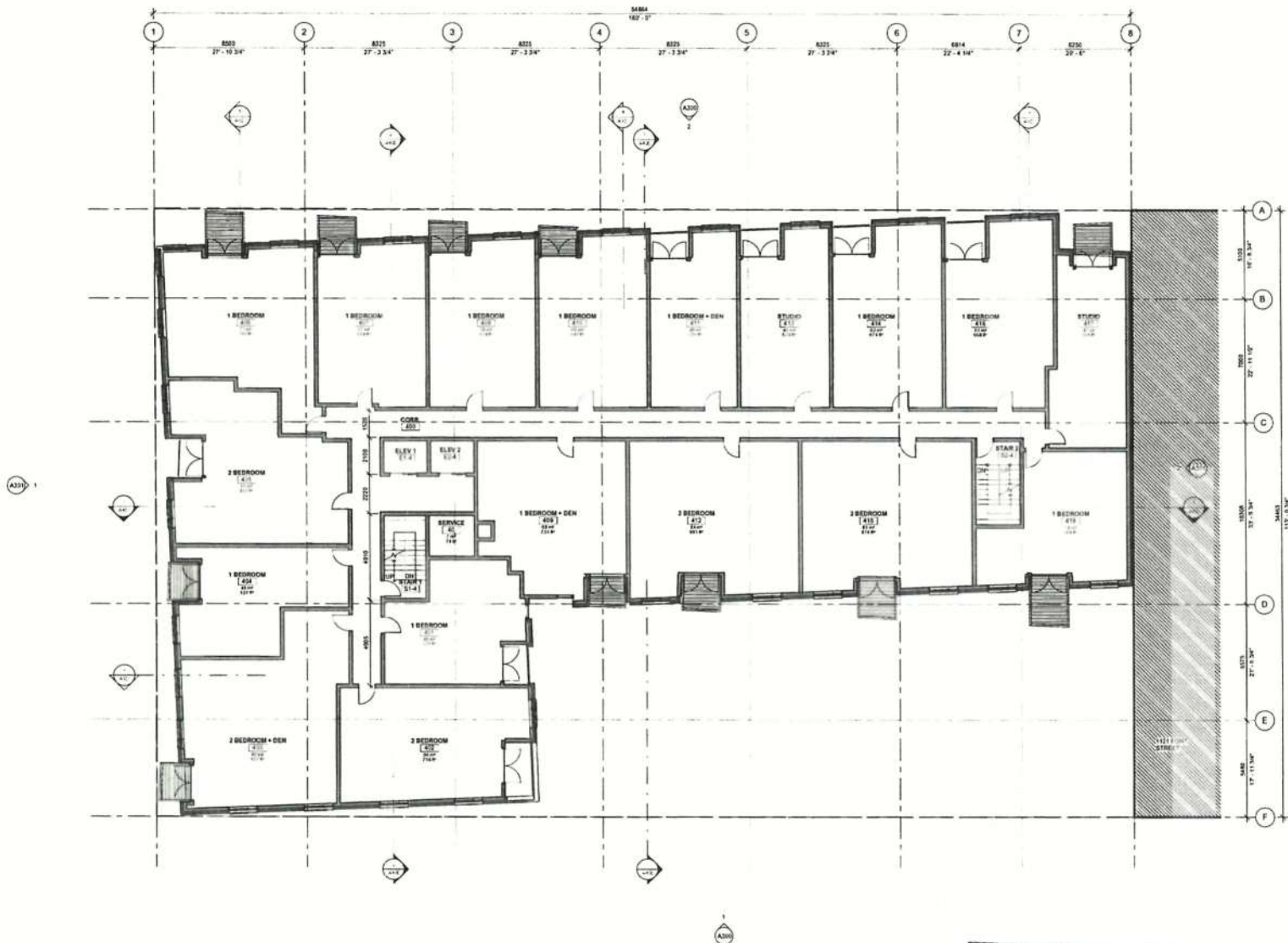
A101











**CASCADIA ARCHITECTS INC.**  
 1001 Marine Tower  
 Victoria BC V8W 2L8 Canada  
 P: 250.531.1021 F: 250.531.1022  
 www.cascadiaarchitects.ca

Scale: 1" = 10'-0"

NO.	DESCRIPTION	DATE
1	Fourth Floor	

**1101 FORT STREET**  
 ABSTRACT DEVELOPMENTS  
 1101 FORT STREET  
 VICTORIA BC

1:100

1508 November 3, 2015

GDJ AG

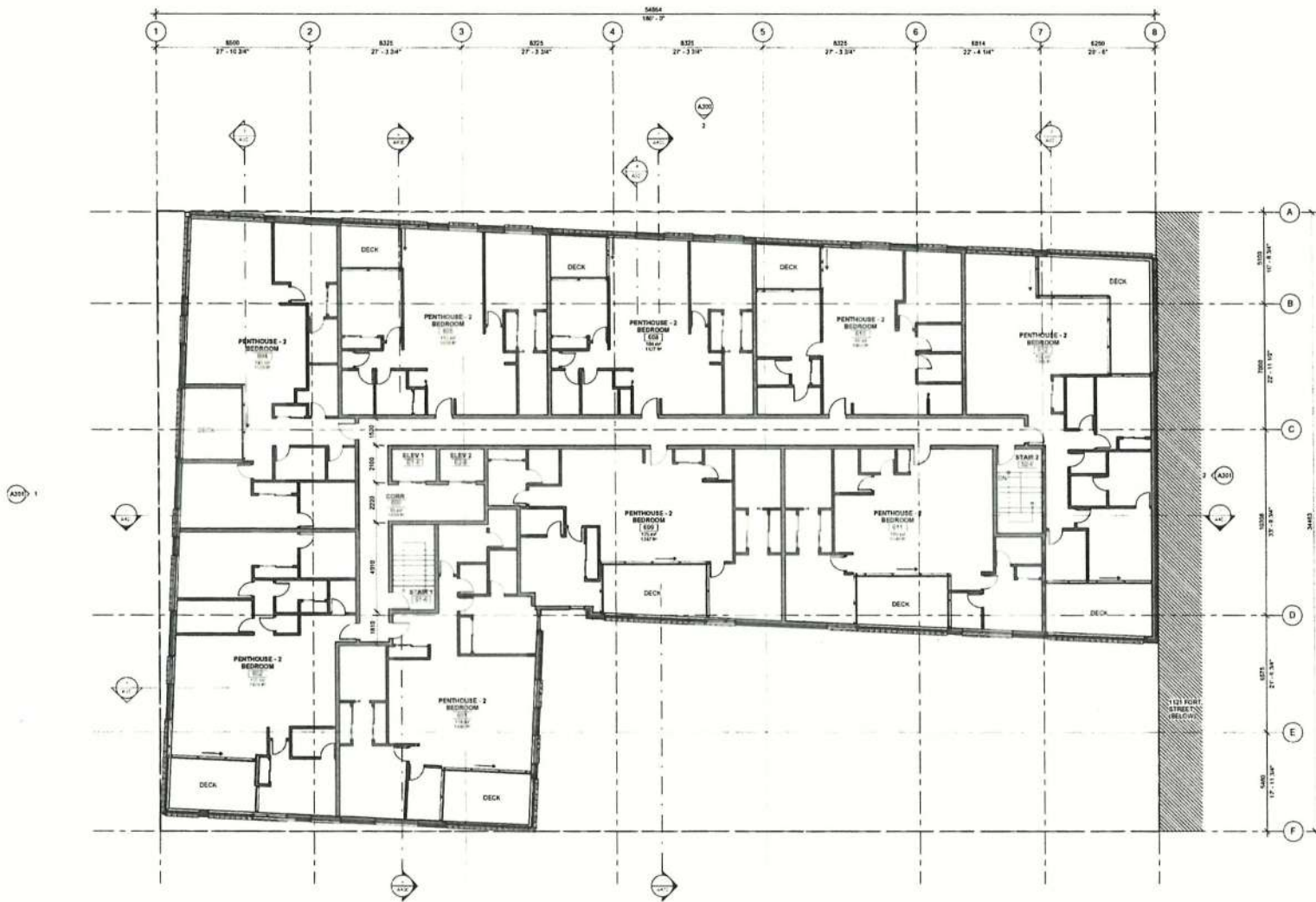
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A204

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**CASCADIA ARCHITECTS INC.**  
 1101 Meares Street  
 Victoria BC V8W 2J8 Canada  
 T: 250.531.1221 office@cascadiarchitects.ca  
 F: 250.531.1222 www.cascadiarchitects.ca



NO	DESCRIPTION	DATE
----	-------------	------

**Penthouse**

**1101 FORT STREET**  
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 VICTORIA BC

1:100

1508 November 3, 2015

GD/PJ AG

Rev: 2 2015

**A206**

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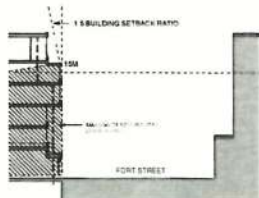
Planning & Development Department  
 Development Services Division



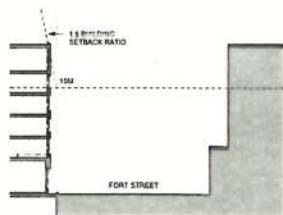




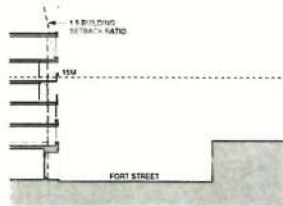




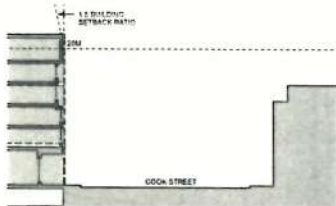
3 Context Section - Fort - East End  
1:300



4 Context Section - Fort - At Middle  
1:300



5 Context Section - Fort - West End  
1:300

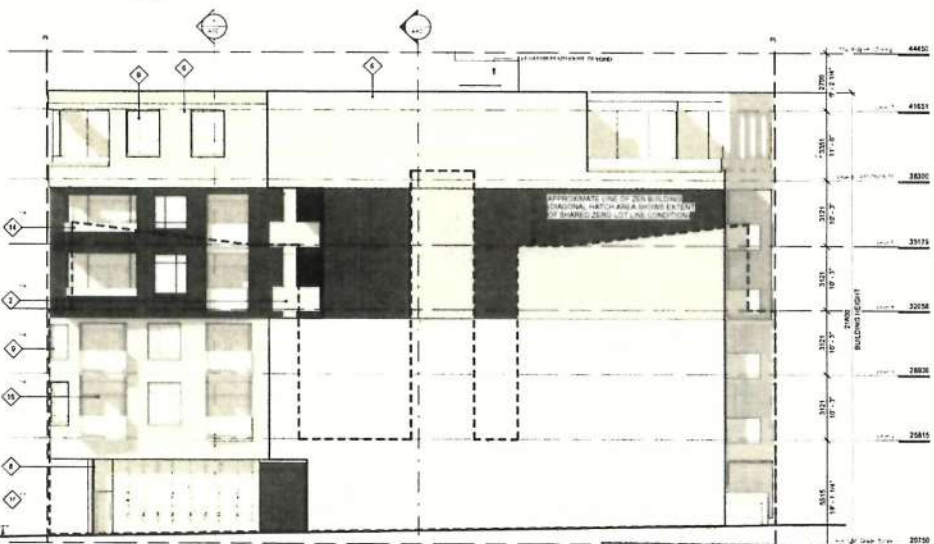


6 Context Section Cook  
1:300

NOTE: CONTEXT SECTIONS AS PER STREETWALL GUIDELINES. DOWNTOWN CORE AREA PLAN SECTION 6.186 FOR COOK STREET & 6.184 FOR FORT STREET.



1 West  
1:100



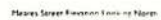
2 East  
1:100

**CASCADIA ARCHITECTS INC.**  
1905 Hayes Street  
Victoria BC V8W 2J6 Canada  
T: 250.606.9270 info@cascadiaarchitects.ca  
F: 250.606.9272 www.cascadiaarchitects.ca

- Exterior Materials**
- 1 Solid Wood
  - 2 T&G Board
  - 3 Composite Panel
  - 4 Architectural Concrete
  - 5 Industrial Metal Finishing
  - 6 White Brick
  - 7 Black Brick
  - 8 Aluminum Composite Panel
  - 9 Olive Green Vinyl Siding
  - 10 Black Painted Metal Siding
  - 11 Commercial Signage
  - 12 Mechanical Control Panel
  - 13 Exterior Aluminum Blinds
  - 14 Glass Door/Window
  - 15 Solid Aluminum Door
  - 16 Vinyl Balcony Door
  - 17 Railing on Vertical Cable System

NO	DESCRIPTION	DATE
1	1101 FORT STREET	
2	ABSTRACT DEVELOPMENTS	
3	1101 FORT STREET	
4	VICTORIA BC	
5	AS indicated	
6	1508	November 3, 2015
7	PJGD	AG
8	Nov 3, 2015	1
9	A301	

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Existing Buildings Behind

Zoned Height Allowance - Probable Future Building Height

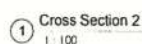
Zoned Height Allowance

Potential Building (OCP)

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[illegible]





## Sections

1101 FORT STREET

## ABSTRACT DEVELOPMENTS

1101 FORT STREET

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1 100

1508	November 9 2015
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PJOD AG





FIG. 1 25%

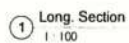


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## Sections

1101 FORT STREET

## ABSTRACT DEVELOPMENTS

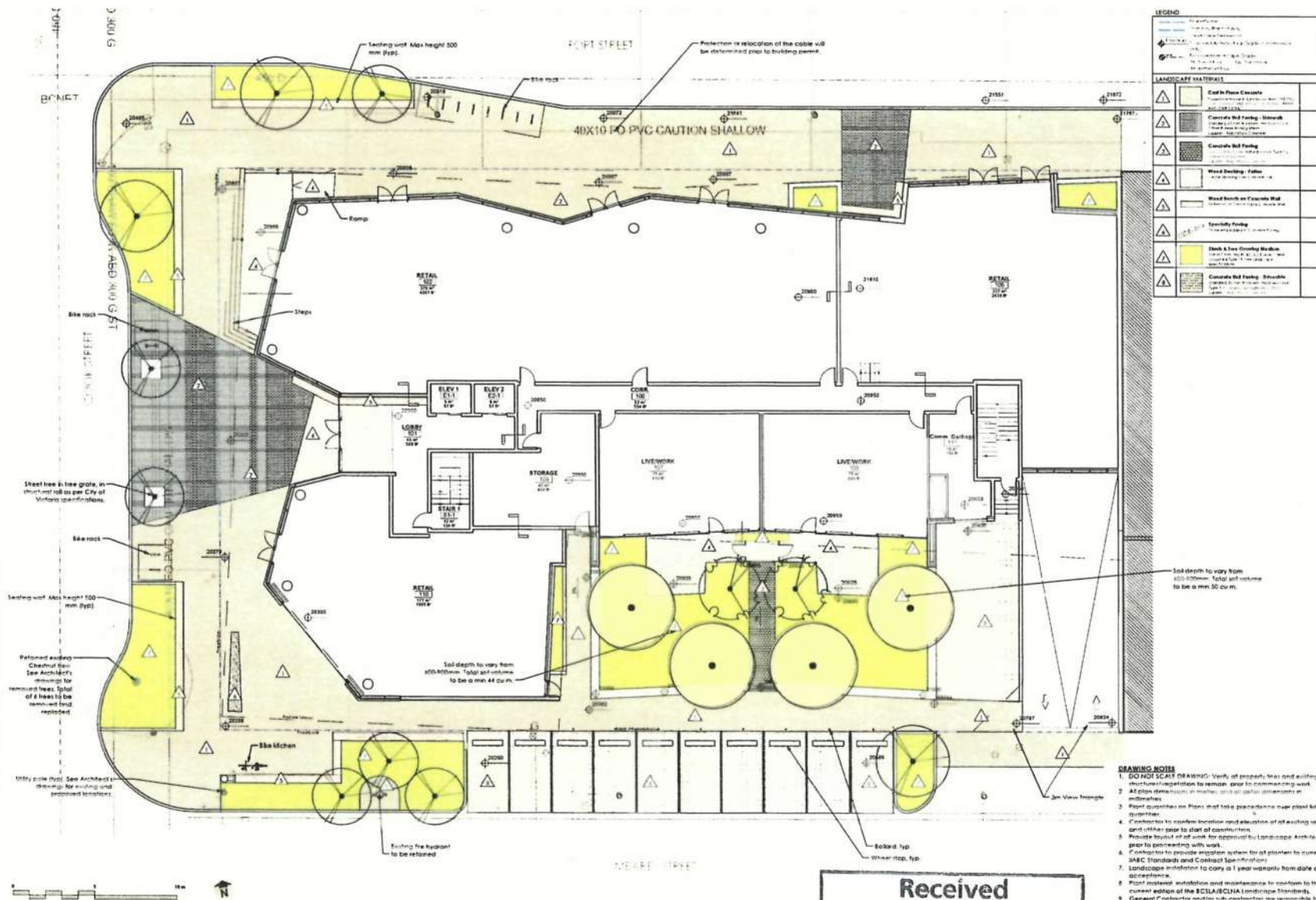
1101 FORT STREET  
VICTORIA BC

[illegible]

1. 160

1508	November 3 2015	
	GD/PJ	AG
	Nov 3 2015	
	A401	





PRELIMINARY  
NOT FOR CONSTRUCTION

1	Final Plan	15.11.03
2	Final Plan	15.09.03
3	Final Plan	15.09.03

**Murdoch de Greeff**  
Landscape Planning & Design  
1111 Garry Ave  
Victoria BC V8H 1E2

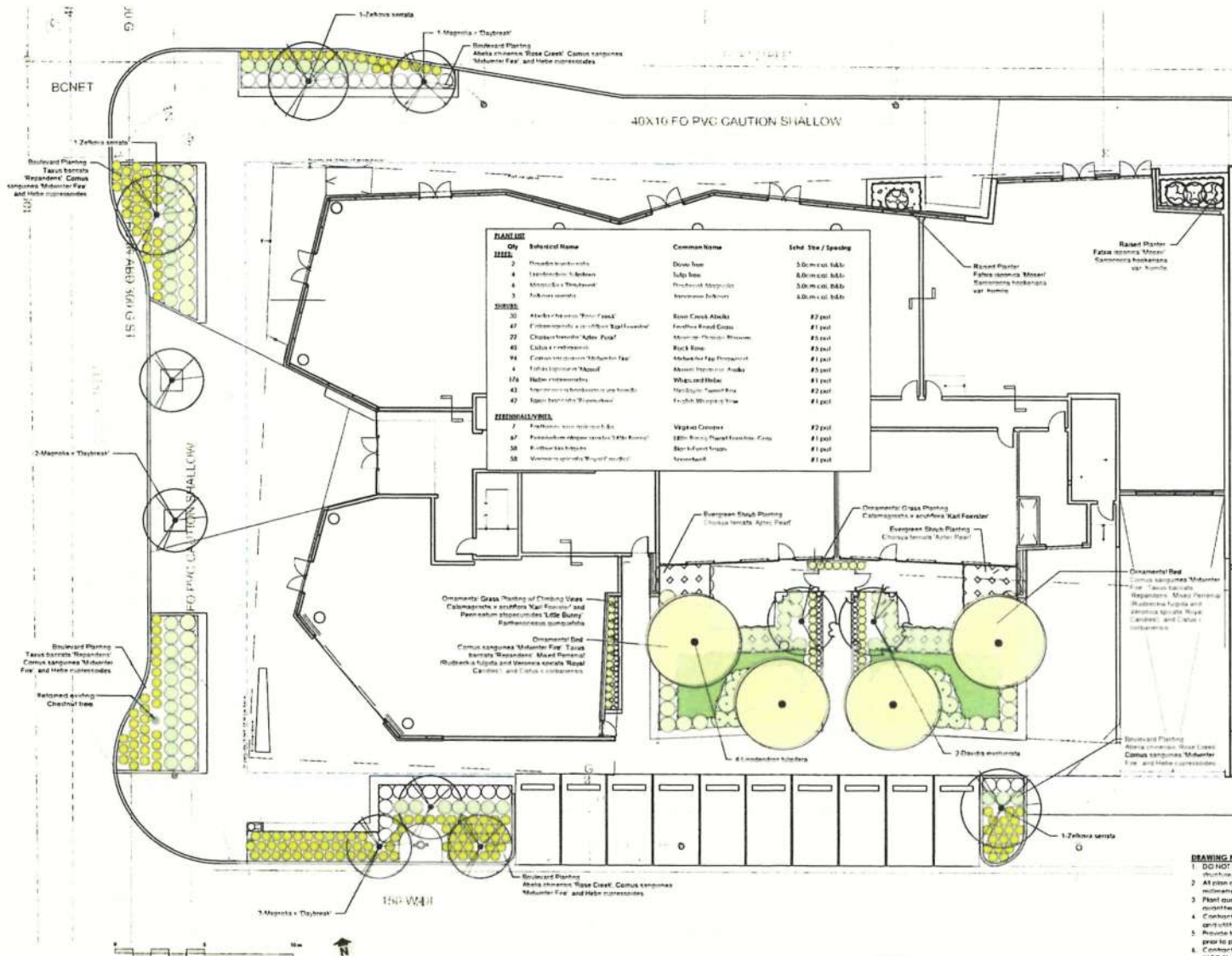
Client:  
Abstract Developments Inc.  
1111 Garry Ave  
Victoria BC V8H 1E2

Project:  
1101 Fort Street  
Victoria, BC

Project Title:  
Landscape Plan

Project No.	111.24
Scale	1:100
Drawn by	SAVR
Checked by	SAVR
Approved by	SAVR
Project Title	1101

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- DRAWING NOTES**
1. DO NOT SCALE DRAWING. Work of property lines and existing structures shall be as shown on previous drawings.
  2. All plant dimensions are in metres and all plant dimensions are in metres.
  3. Plant quantities on Plans shall take precedence over plant list quantities.
  4. Contractor to confirm location and elevation of all existing services and utilities prior to start of construction.
  5. Provide layout of all work for approval by Landscape Architect prior to proceeding with work.
  6. Contractor to provide irrigation system for all plants to meet IBC standards and Council requirements.
  7. Landscape installation to carry a 1 year warranty from date of acceptance.
  8. Plant material: submittals and performance to conform to the current edition of the BCCLA/BCLA Landscape Standards.
  9. Contractor to provide evidence of compliance with the current edition of the BCCLA/BCLA Landscape Standards.
  10. Final selection of landscape trees to be determined through consultation with City of Victoria staff.

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NOV 03 2015  
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PRELIMINARY  
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Rev	Description	Date
1	Revised Plan Sheet	15.11.15
2	Client Review	15.09.16
3	Drawn	15.09.16

Murdoch  
de Greeff  
Landscape Planning & Design

Client  
Abstract Developments Inc.  
1111 Oak Bay Ave  
Victoria, BC V8P 1E2

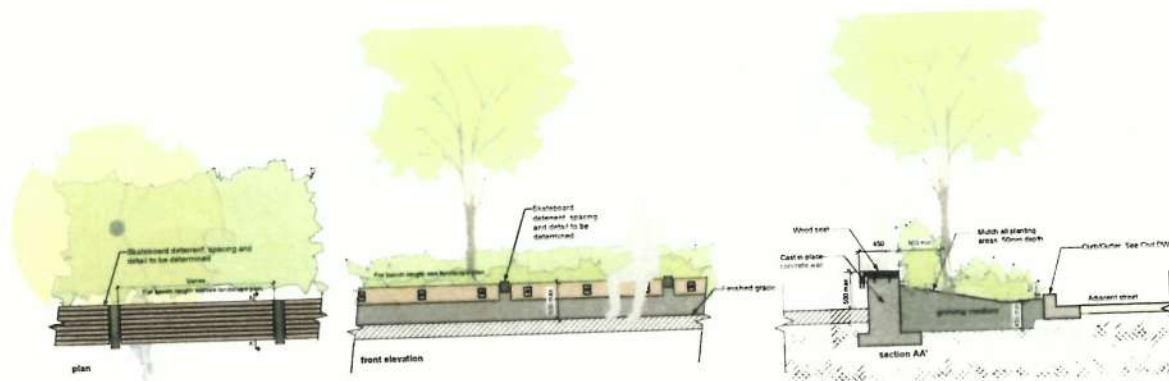
Project  
1101 Fort Street  
Victoria, BC

Planting Plan

Project Fee	111.24
Hourly	1.100
Material Fee	\$60.00
Transport Fee	\$50.00

Scale 1:100  
L2.01





Concrete seating wall with integrated wood benches. Illustrative Details

1 On-Street Seating Wall and Planter  
Scale: 1:25

PRELIMINARY  
NOT FOR CONSTRUCTION

Revised	Description	Date
3	Revised Draw Permit	15.11.03
2	Final Draw	15.11.03
1	Draw Permit	15.11.03

**Murdoch de Greeff**  
Landscape Planning & Design  
101 Col Bay Ave  
Victoria BC V8R 1E2

**Abstract Development Inc**  
101 Col Bay Ave  
Victoria BC V8R 1E2

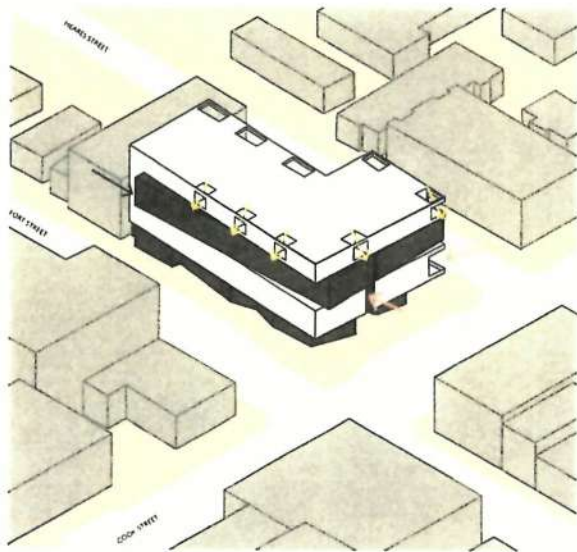
**Landscape Details**

Project No.	111.24
Scale	as noted
Drawn By	SMR
Reviewed By	SM
Sheet No.	L3.01

**Received**  
City of Victoria

NOV 03 2015

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Development Services Division



## 1033 Cook Street Development Permit Application

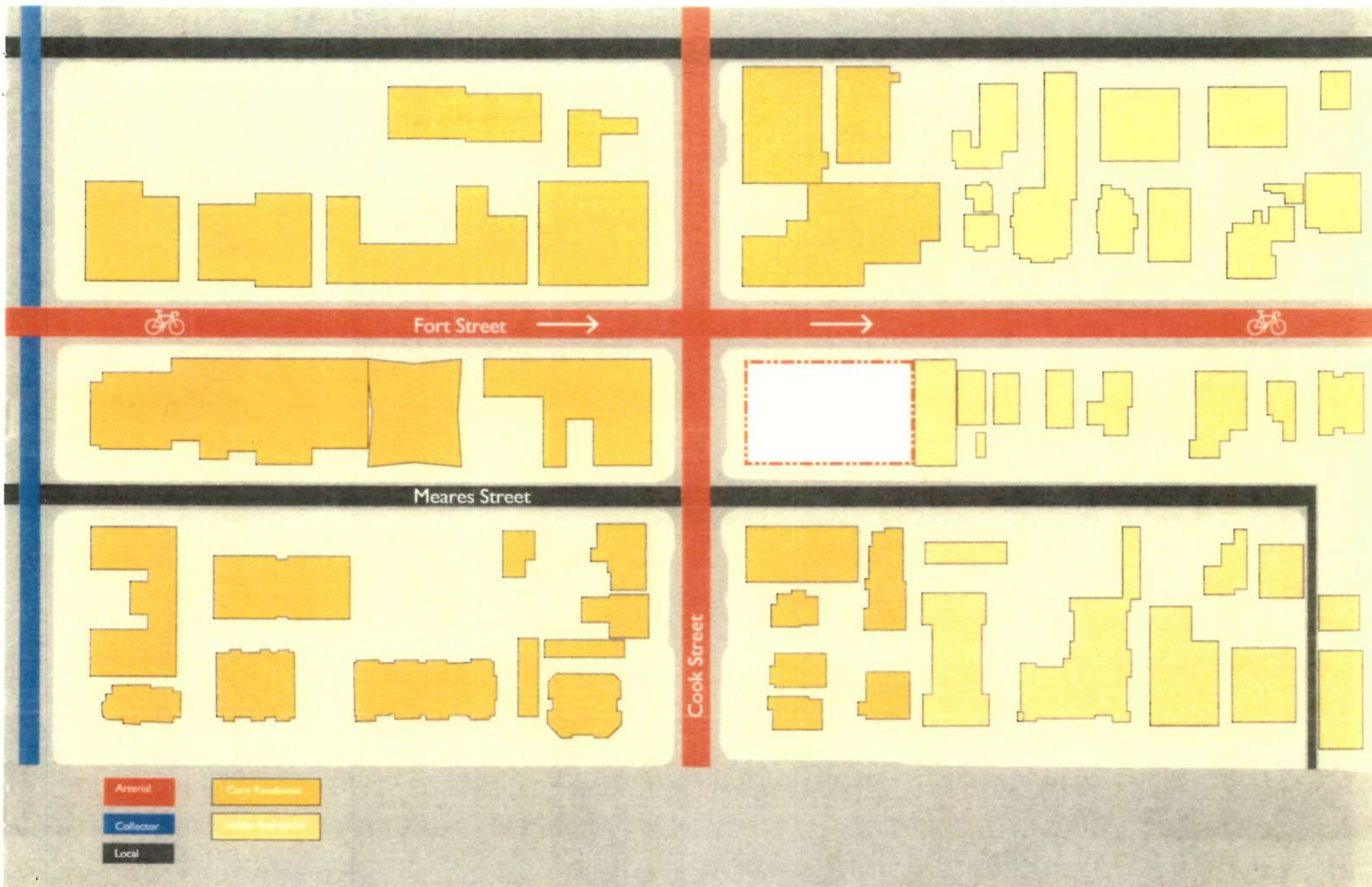
November 3, 2015

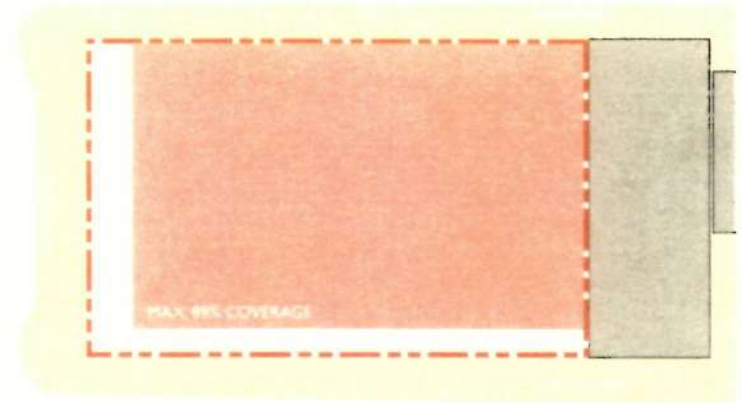
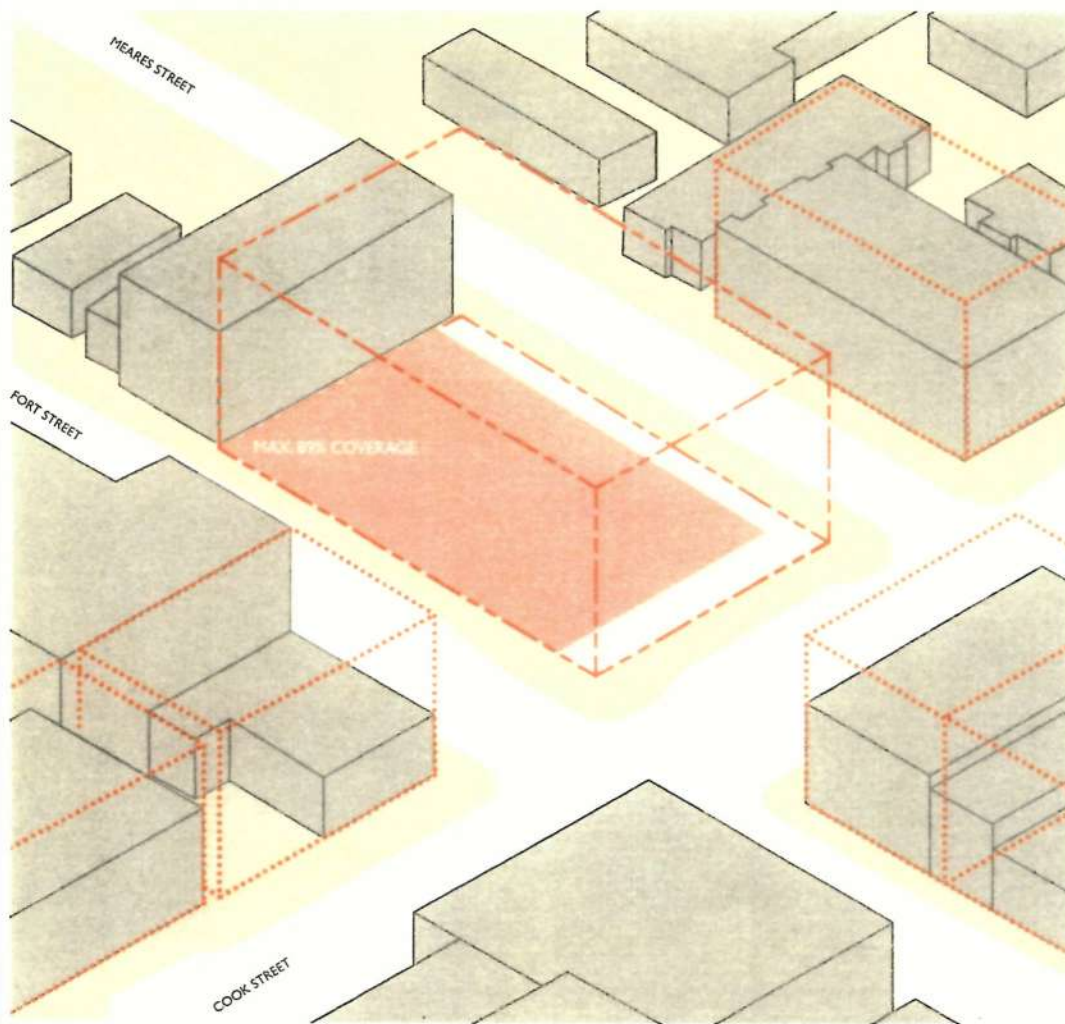


**ABSTRACT**  
developments



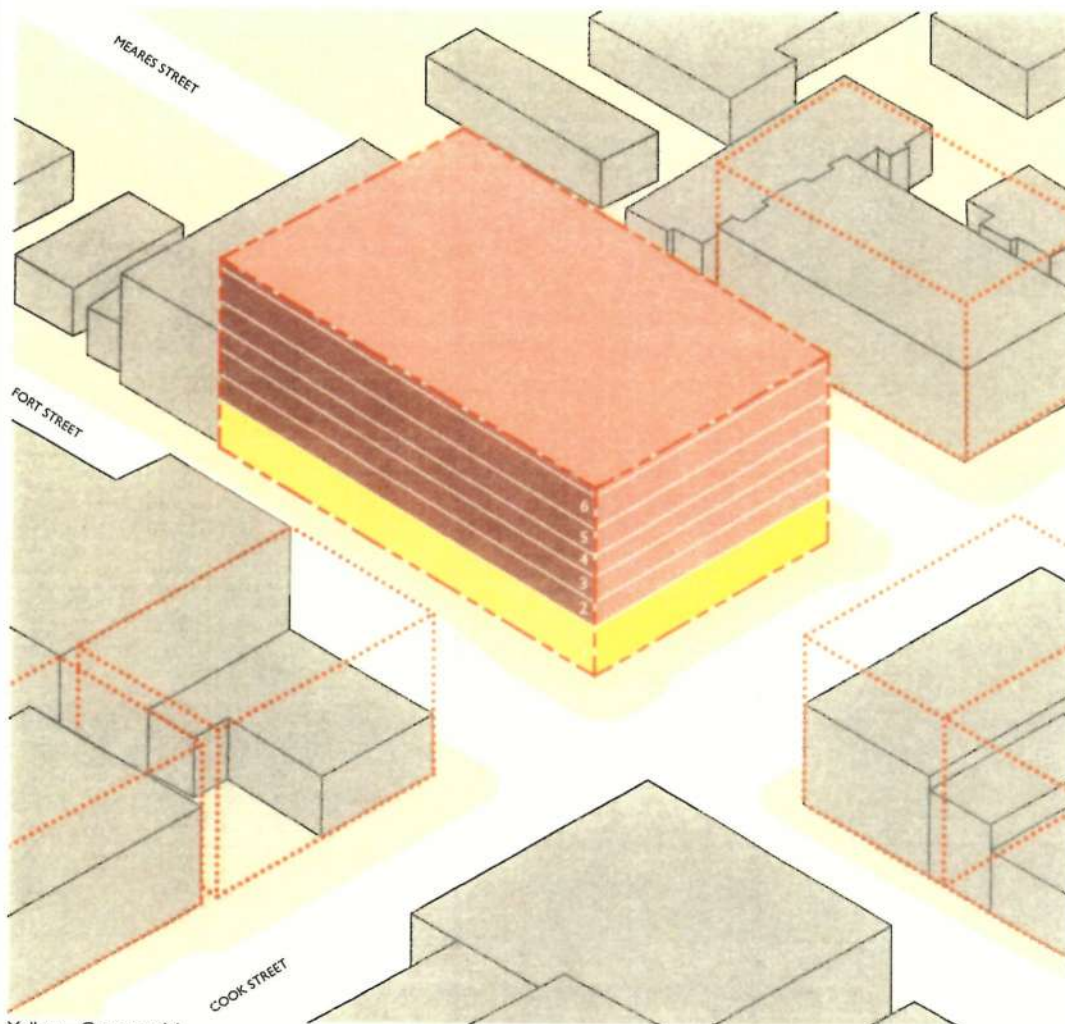






Zoning Envelope - OCP Potential Build-out

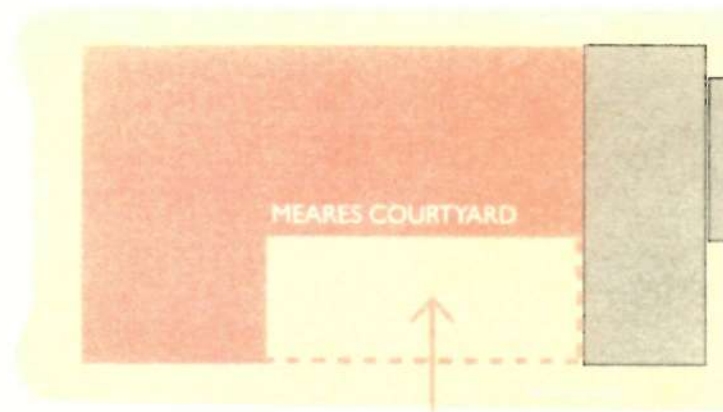
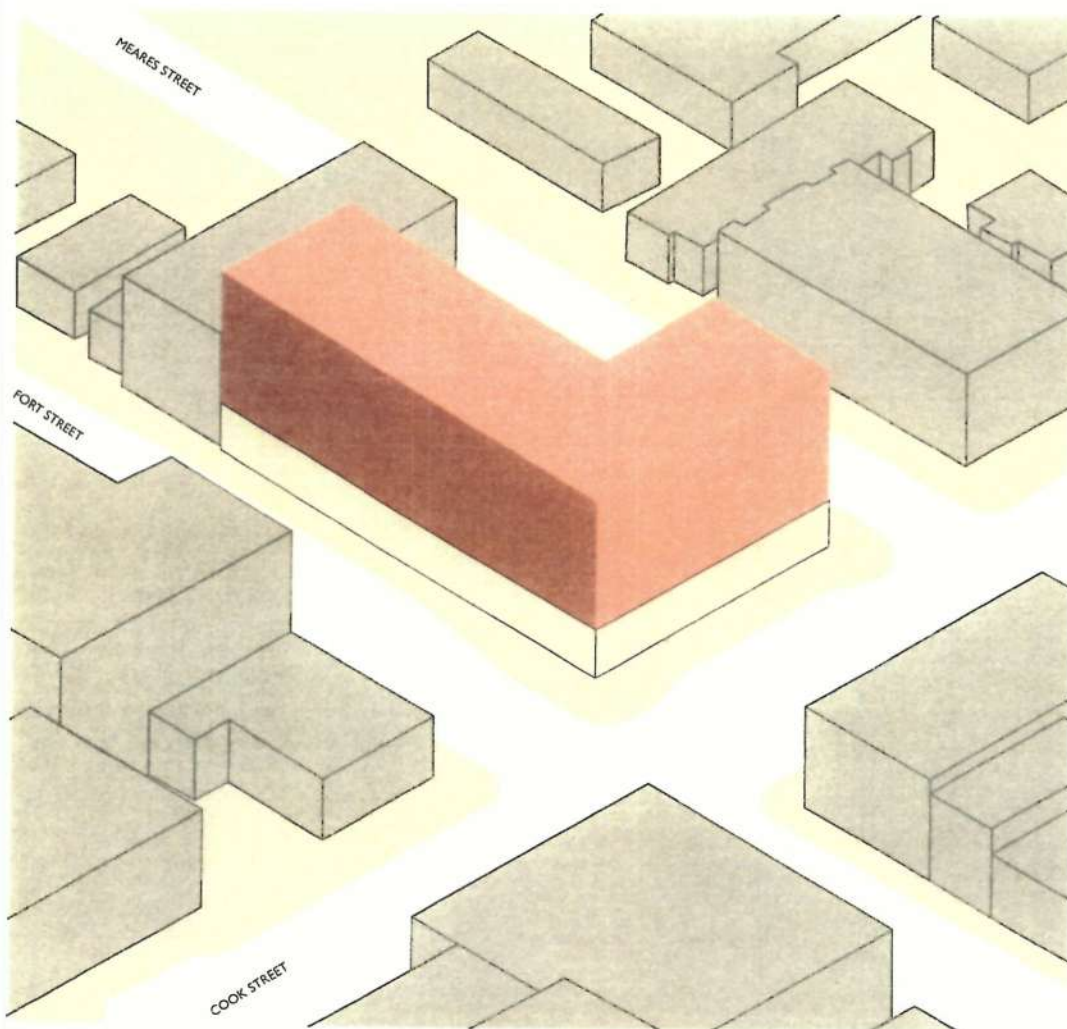




Yellow - Commercial  
Red - Residential

Zoning - Use

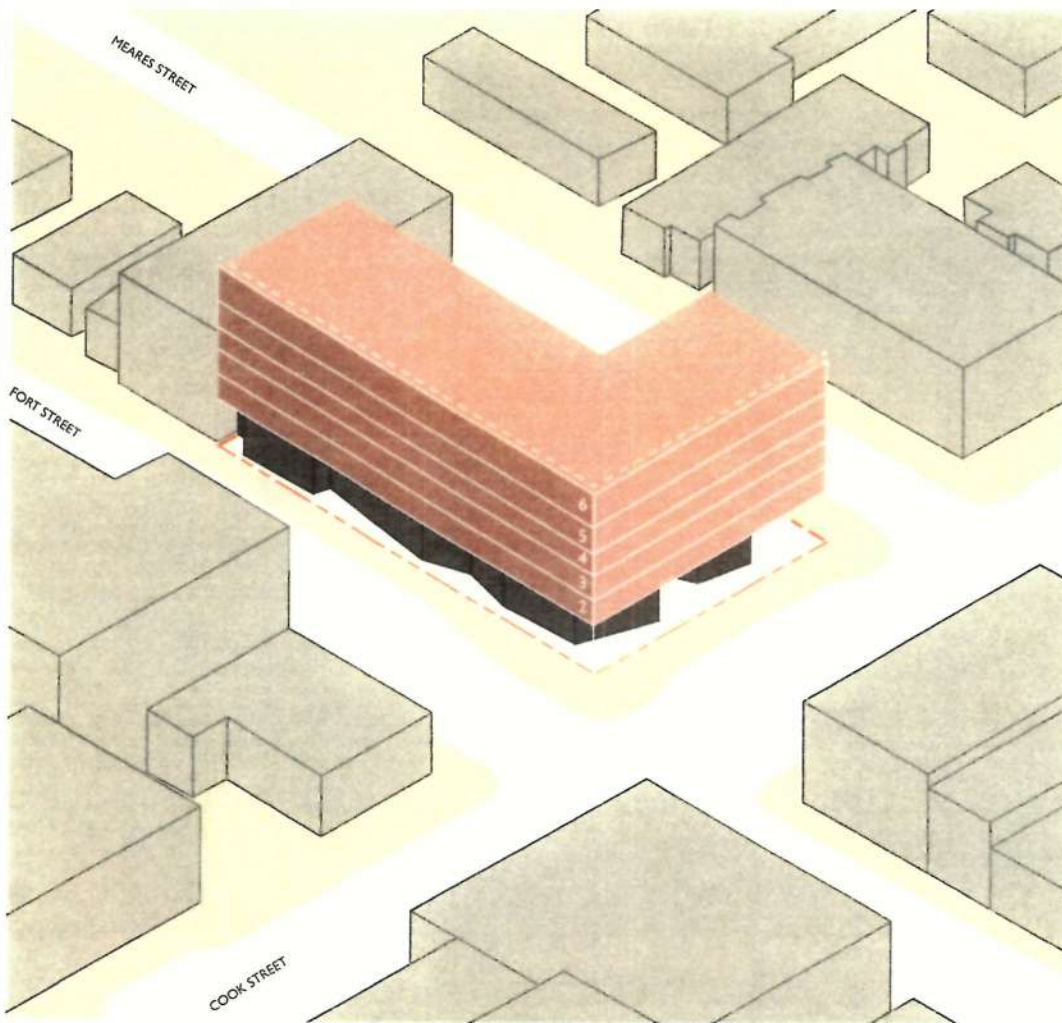




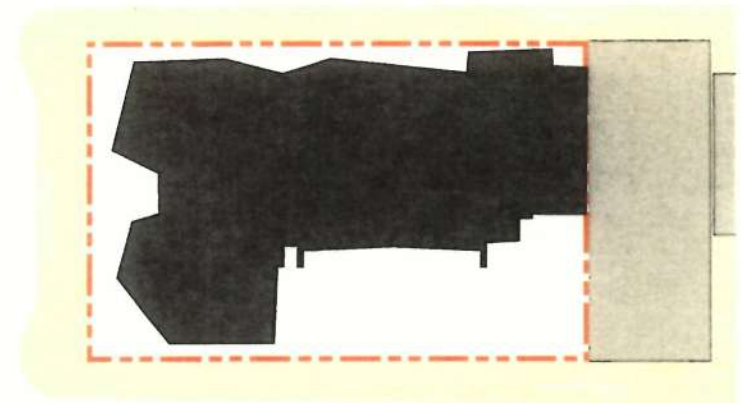
View of Meares Street, looking East from Cook Street.

Courtyard Setback

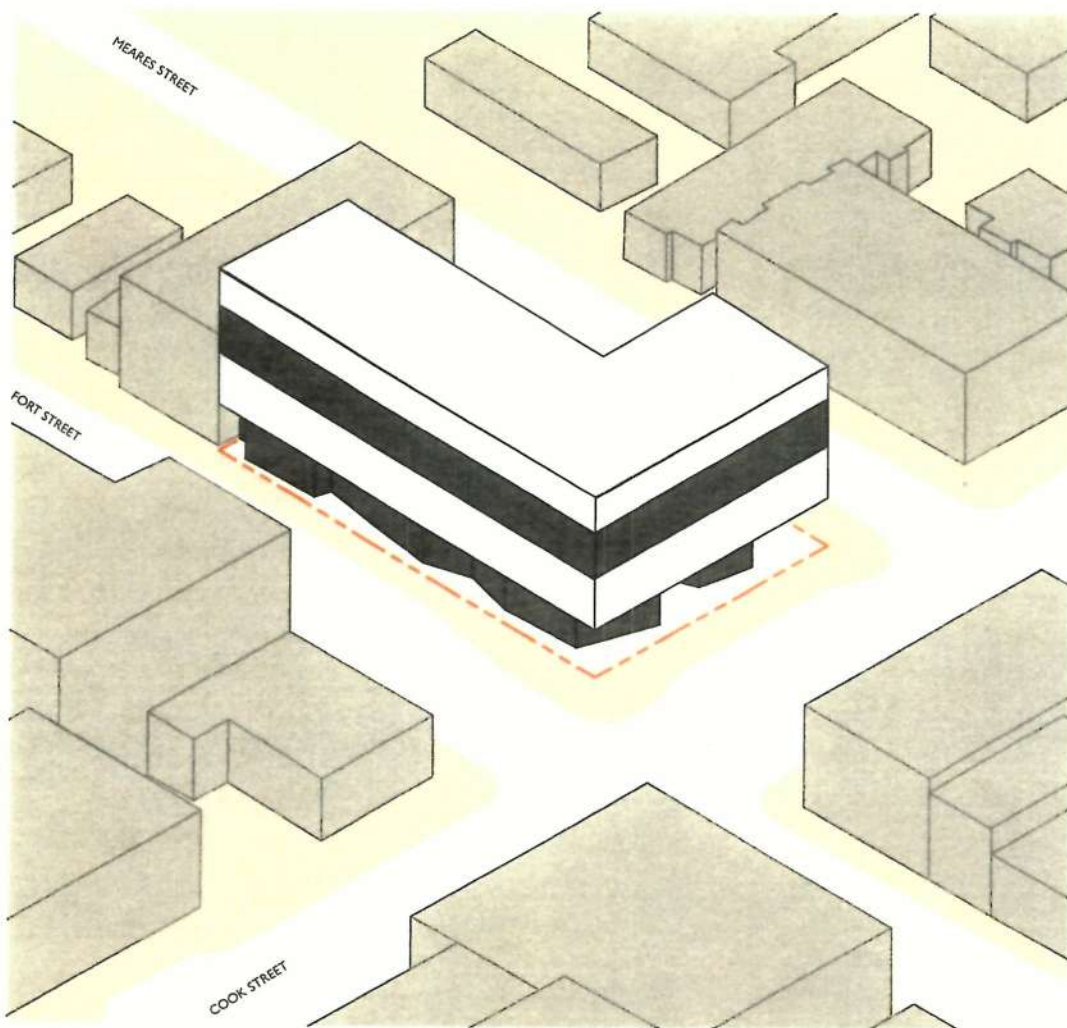




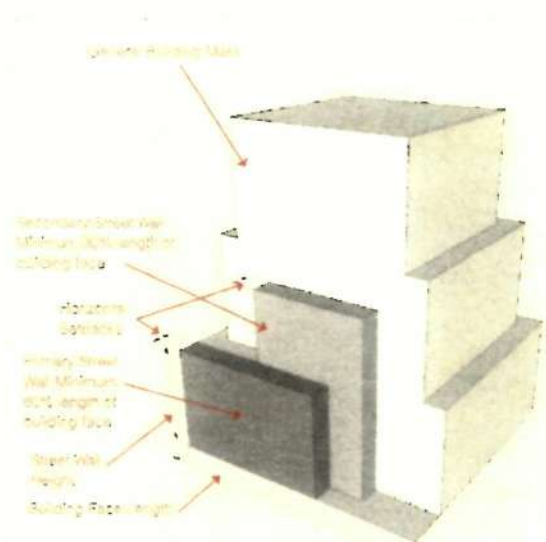
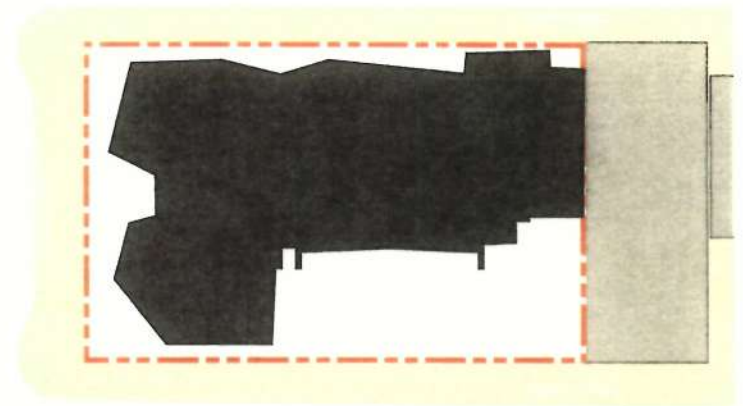
Ground Floor



Ground Floor Footprint

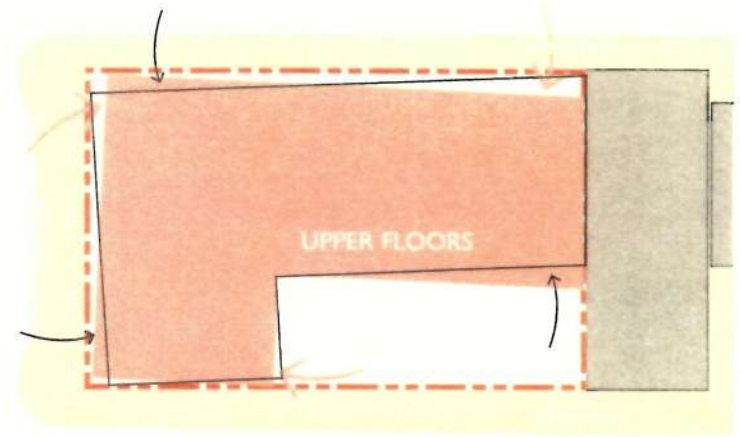
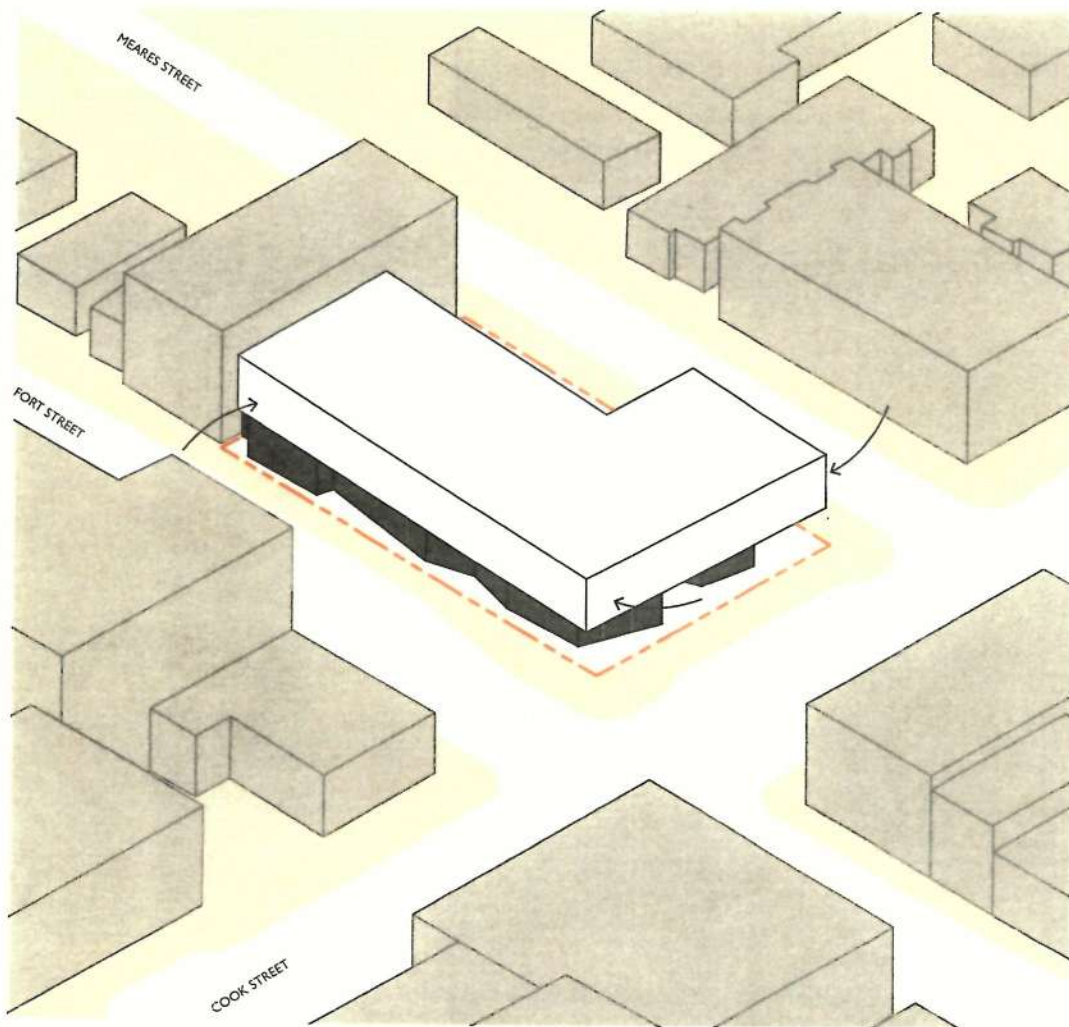


Massing Strategy - 2 Storey Horizontal Blocks

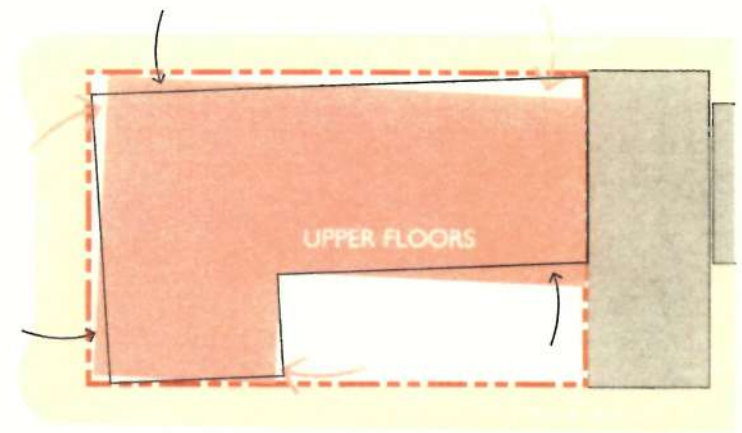
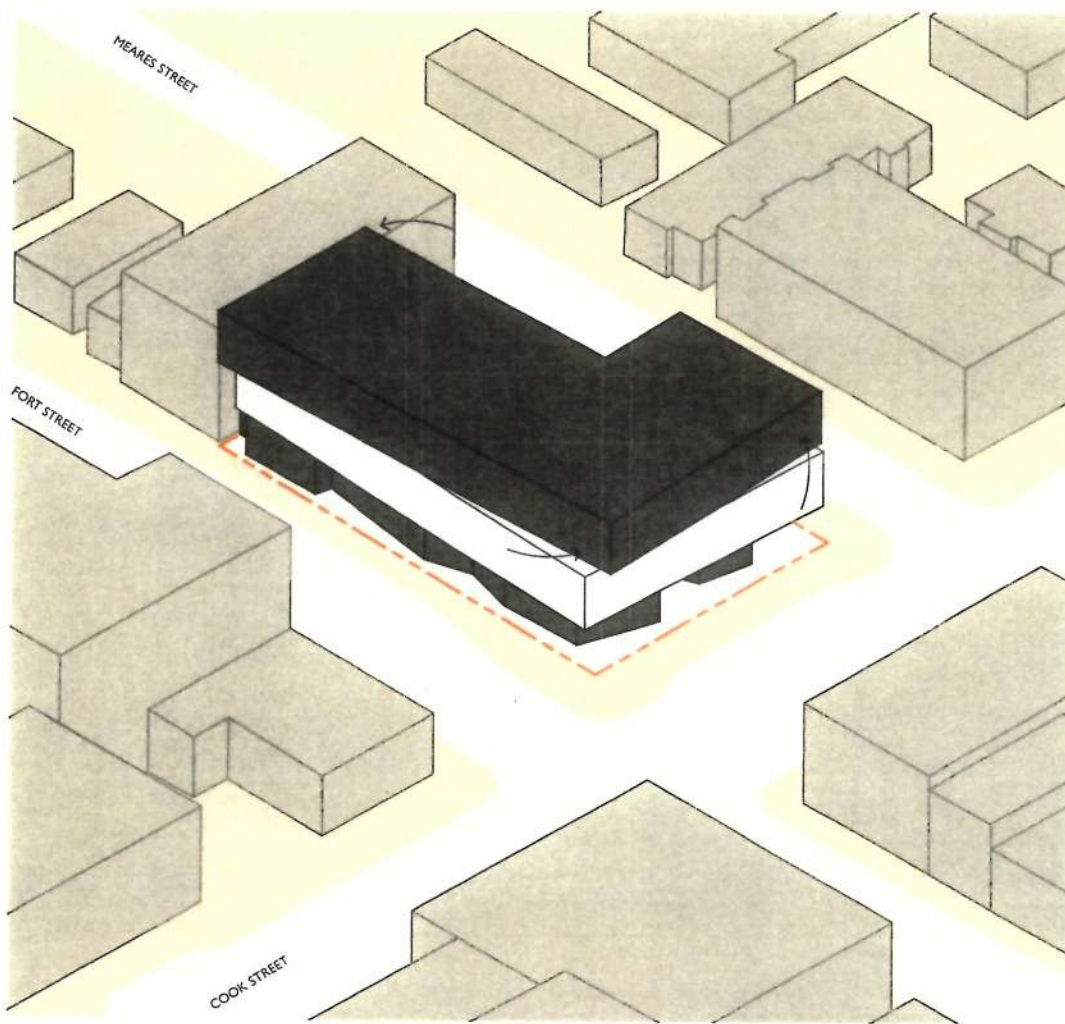


Street Wall Guidelines



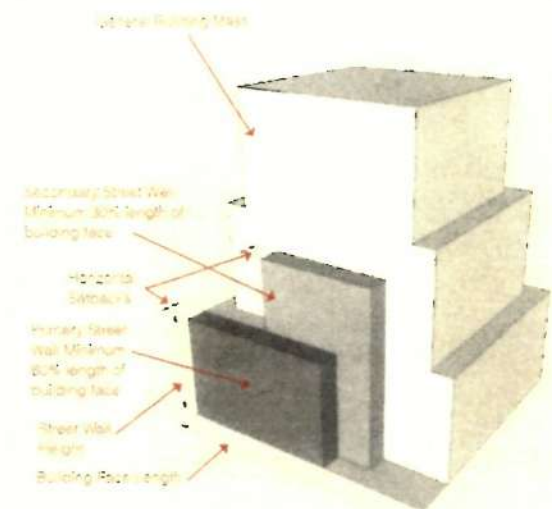
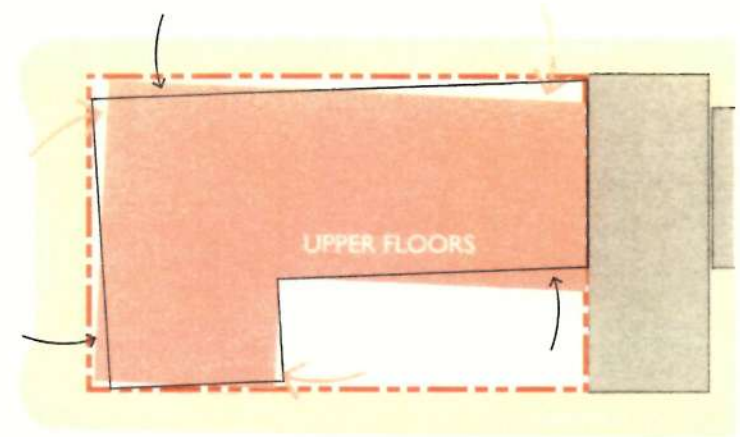
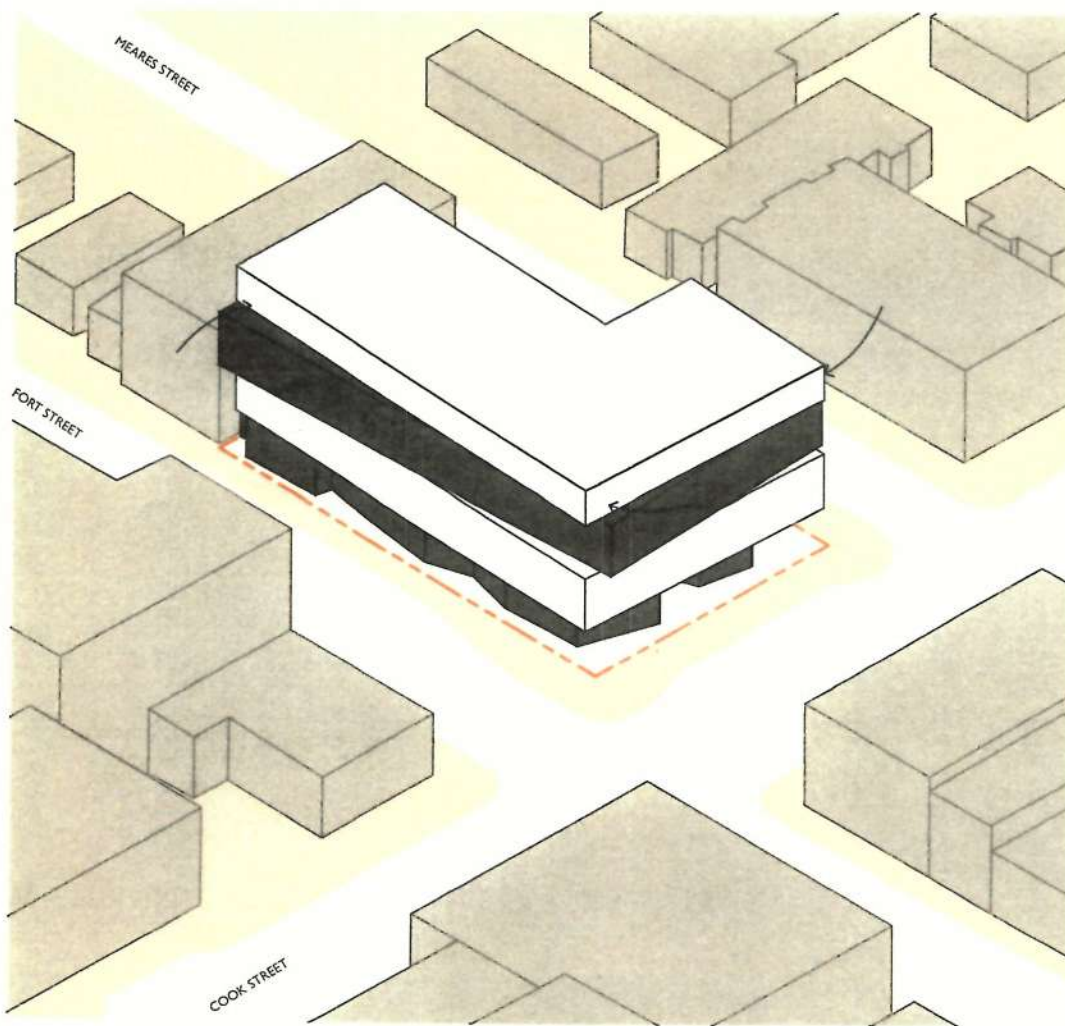


Shifting the Blocks - Floors 2&3

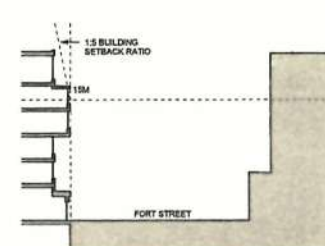
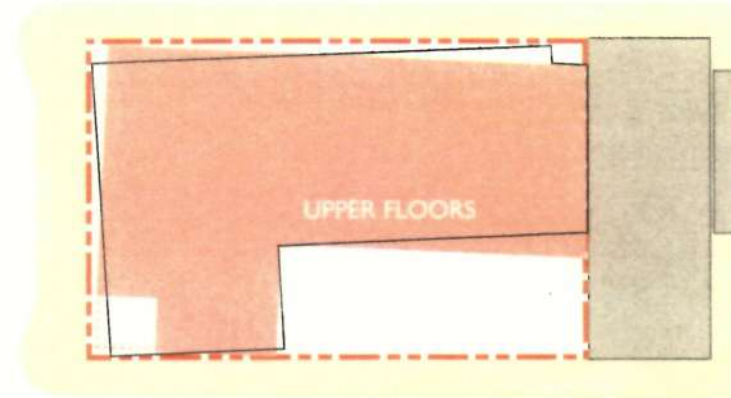
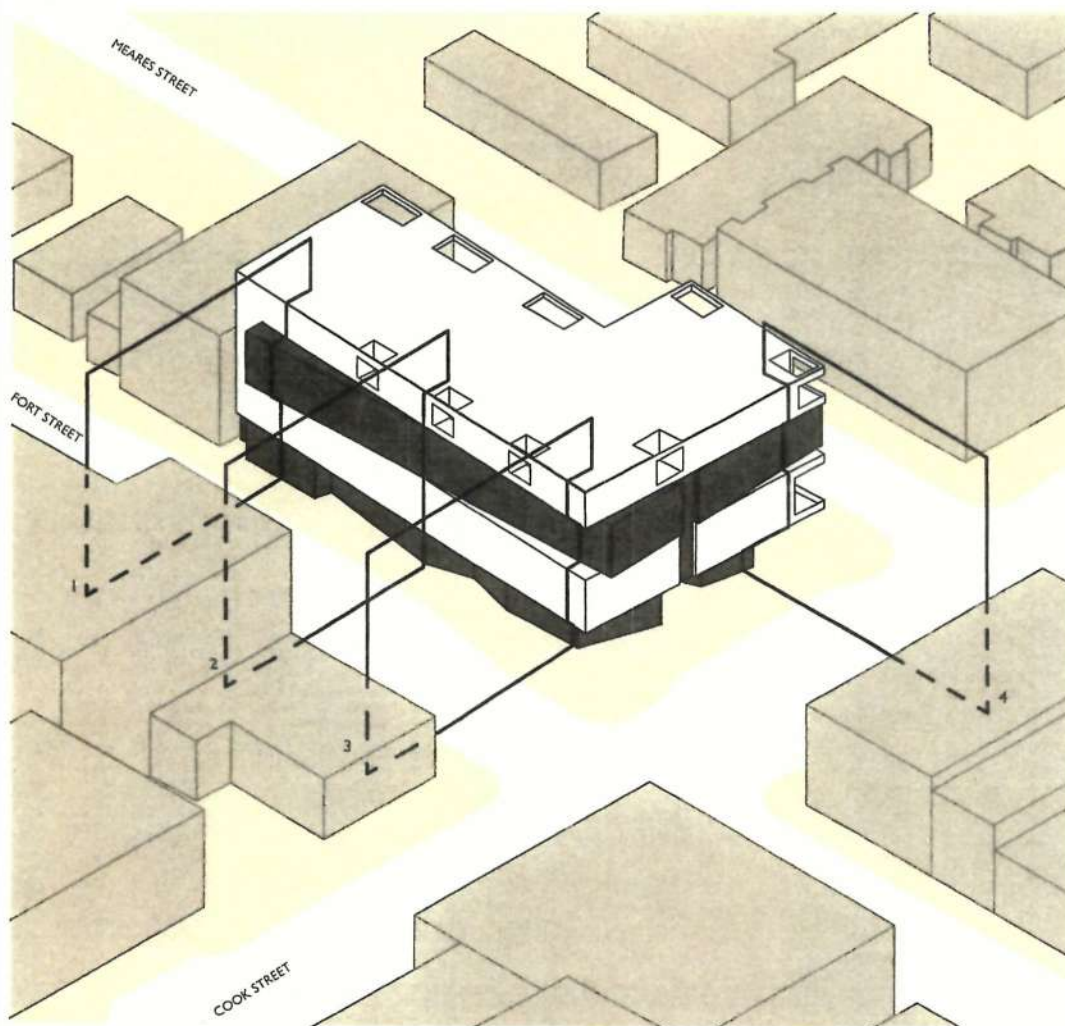


Shifting the Blocks - Floors 4&5

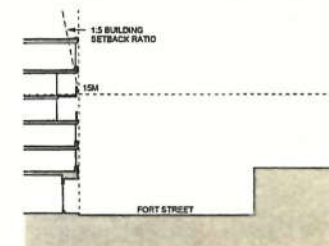




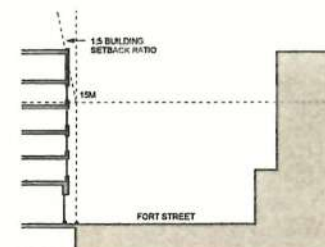
Shifting the Blocks - Varied Street Wall Approach



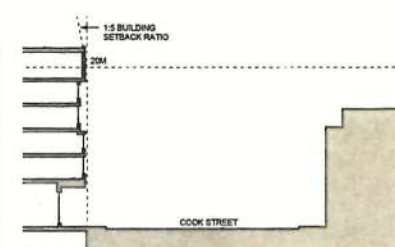
1. Context Section - Fort - East End



3. Context Section - Fort - West End



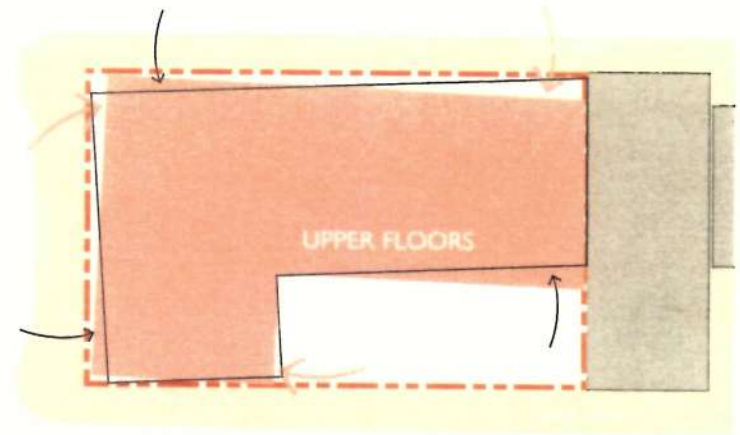
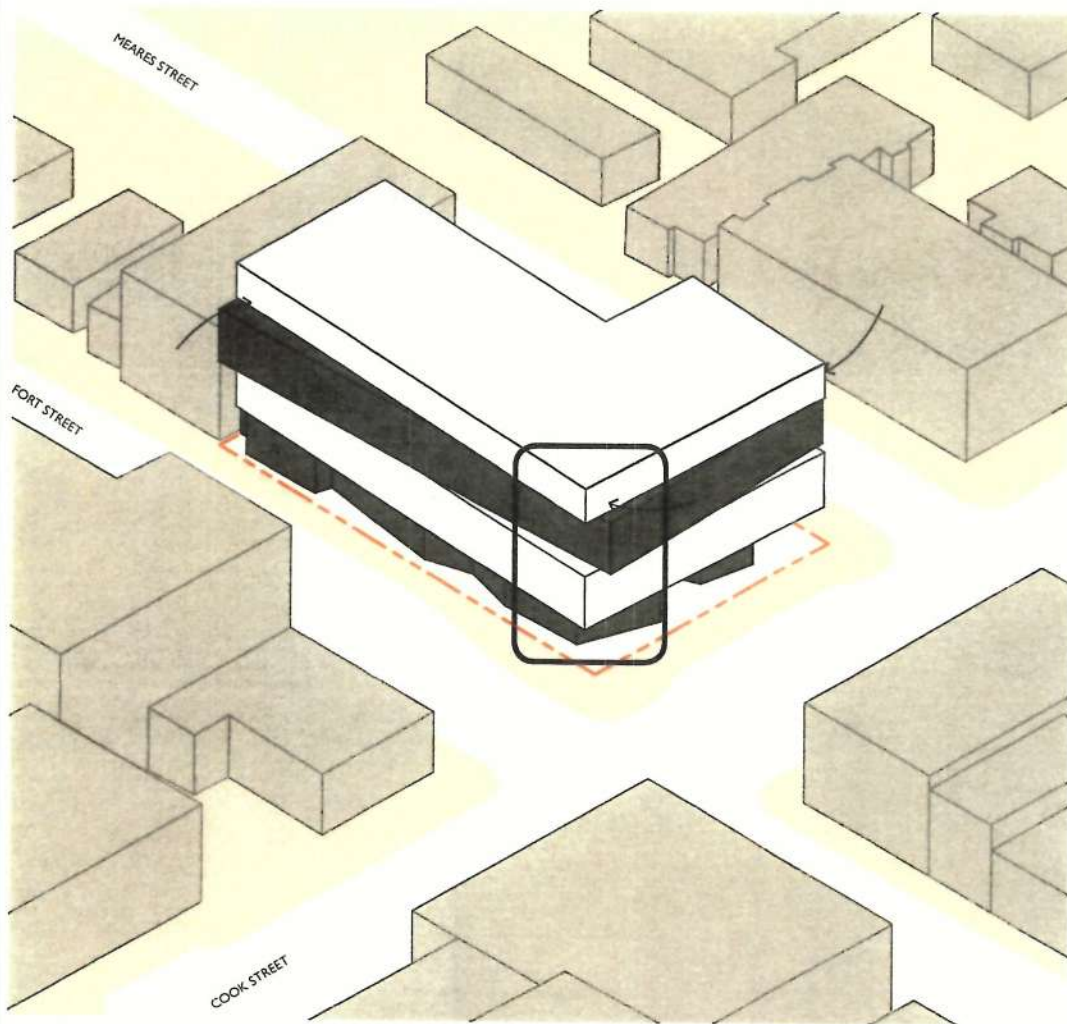
2. Context Section - Fort - At Middle



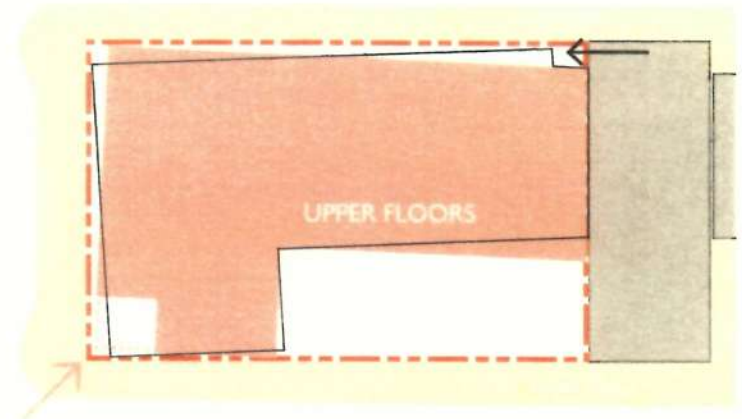
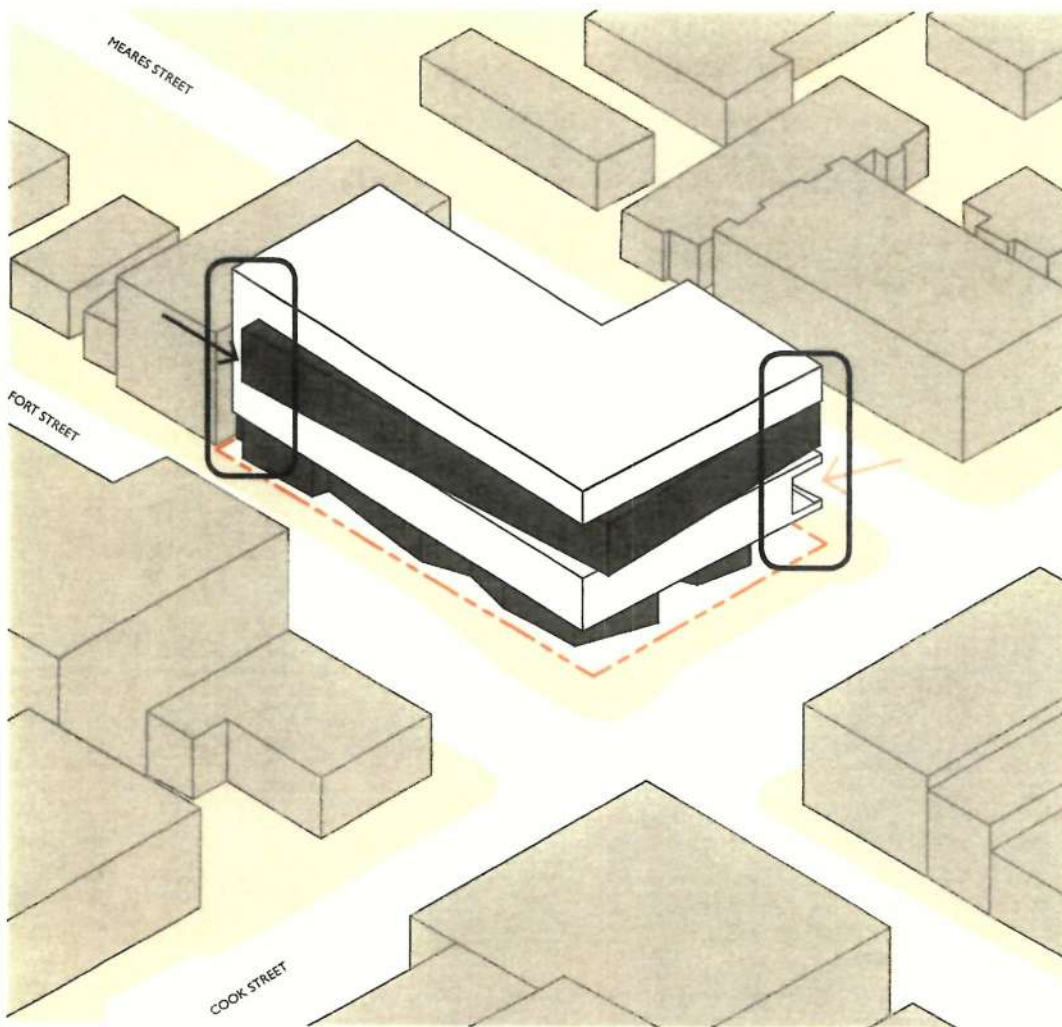
4. Context Section Cook

NOTE: CONTEXT SECTIONS AS PER STREETWALL GUIDELINES DOWNTOWN CORE AREA PLAN SECTION 8.185 FOR COOK STREET & 8.181 FOR FORT STREET



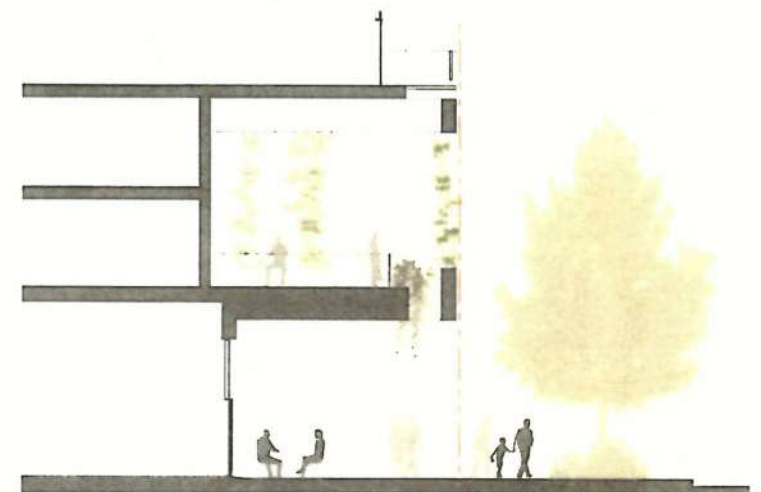
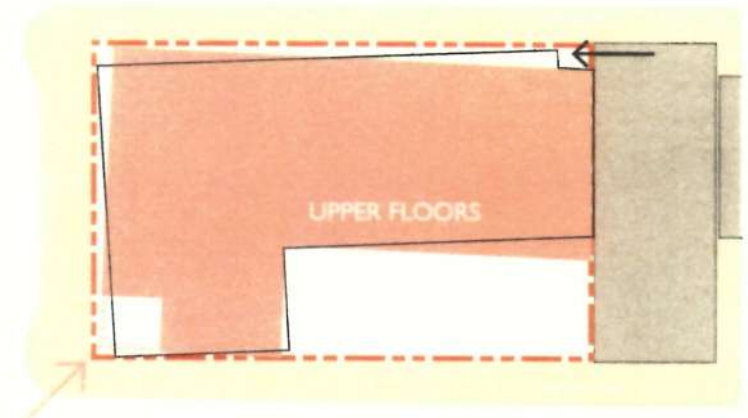
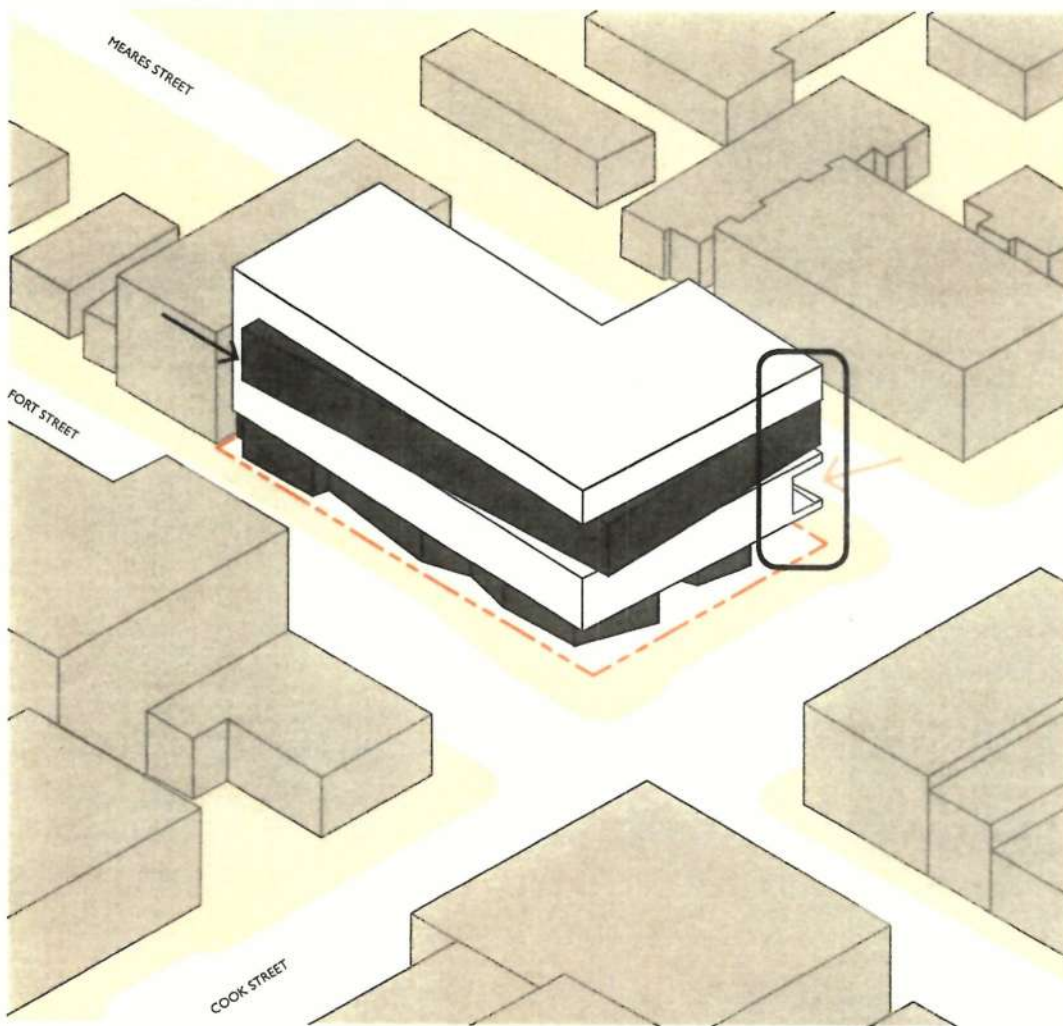


Fort and Cook Model Detail of Corner Condition

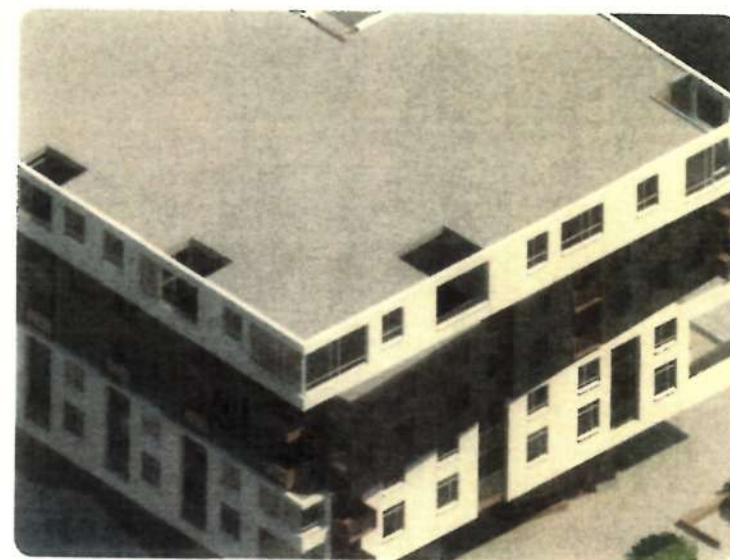
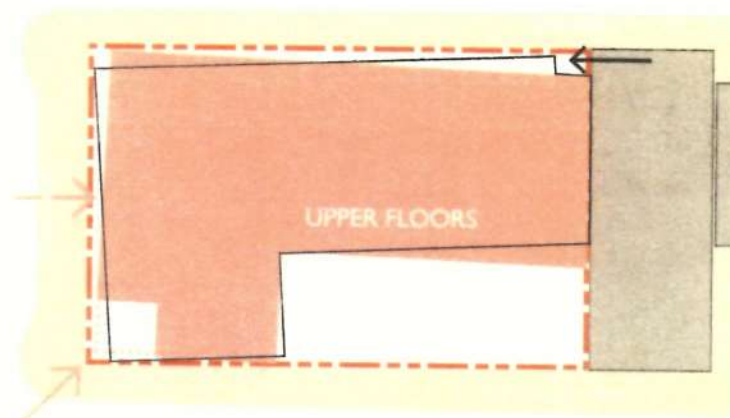
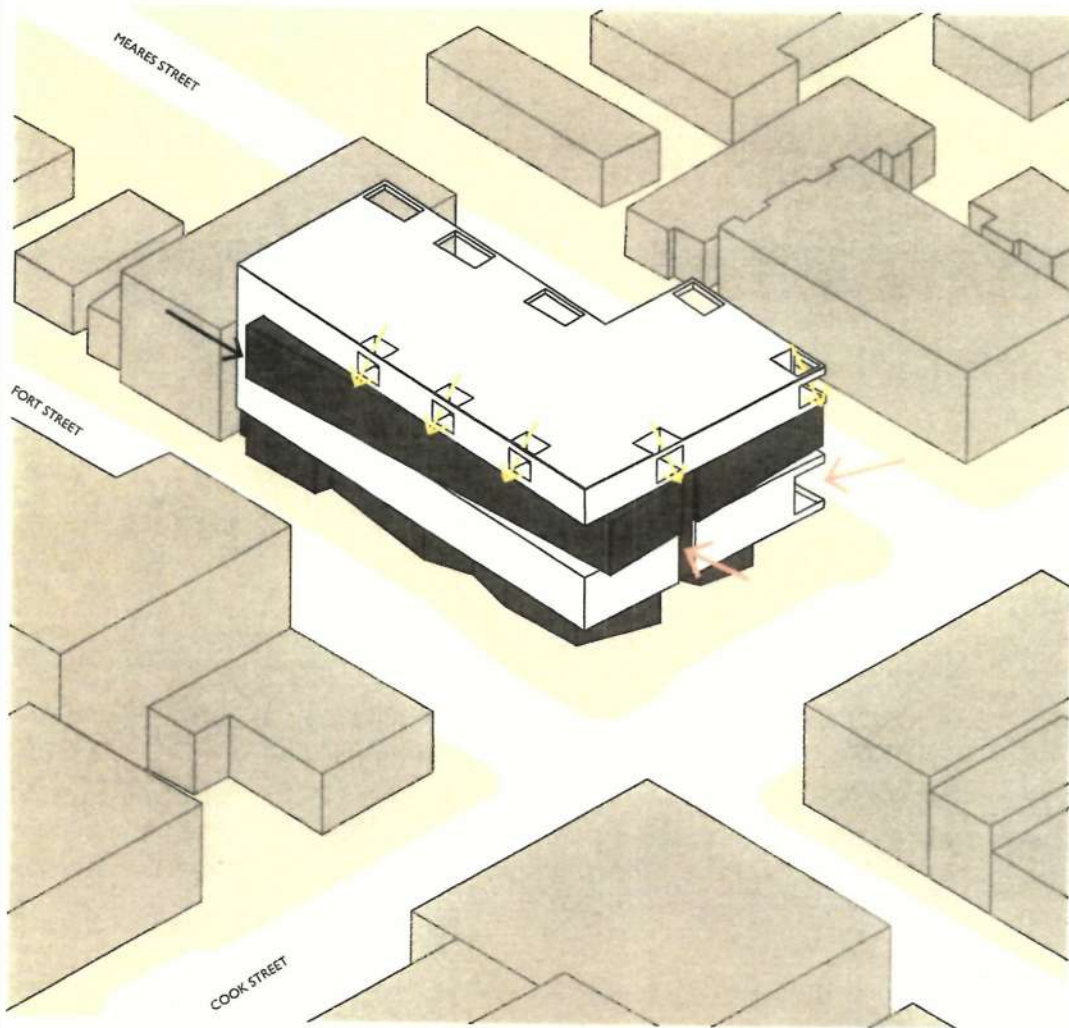


Cook Street Model Detail of 2nd and 3rd Floor Outdoor Communal Space



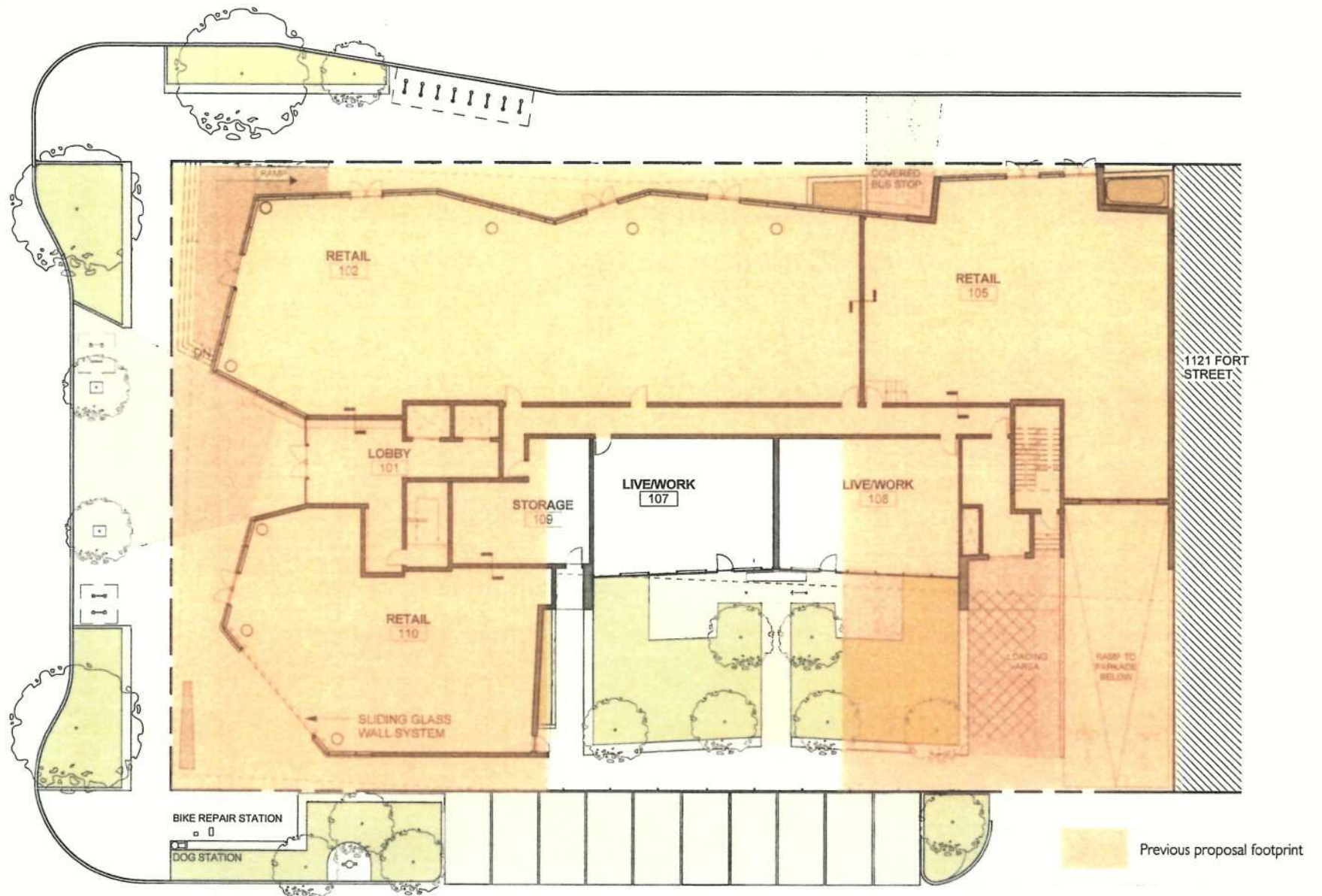


Meares and Cook Street Model Section of Corner Condition

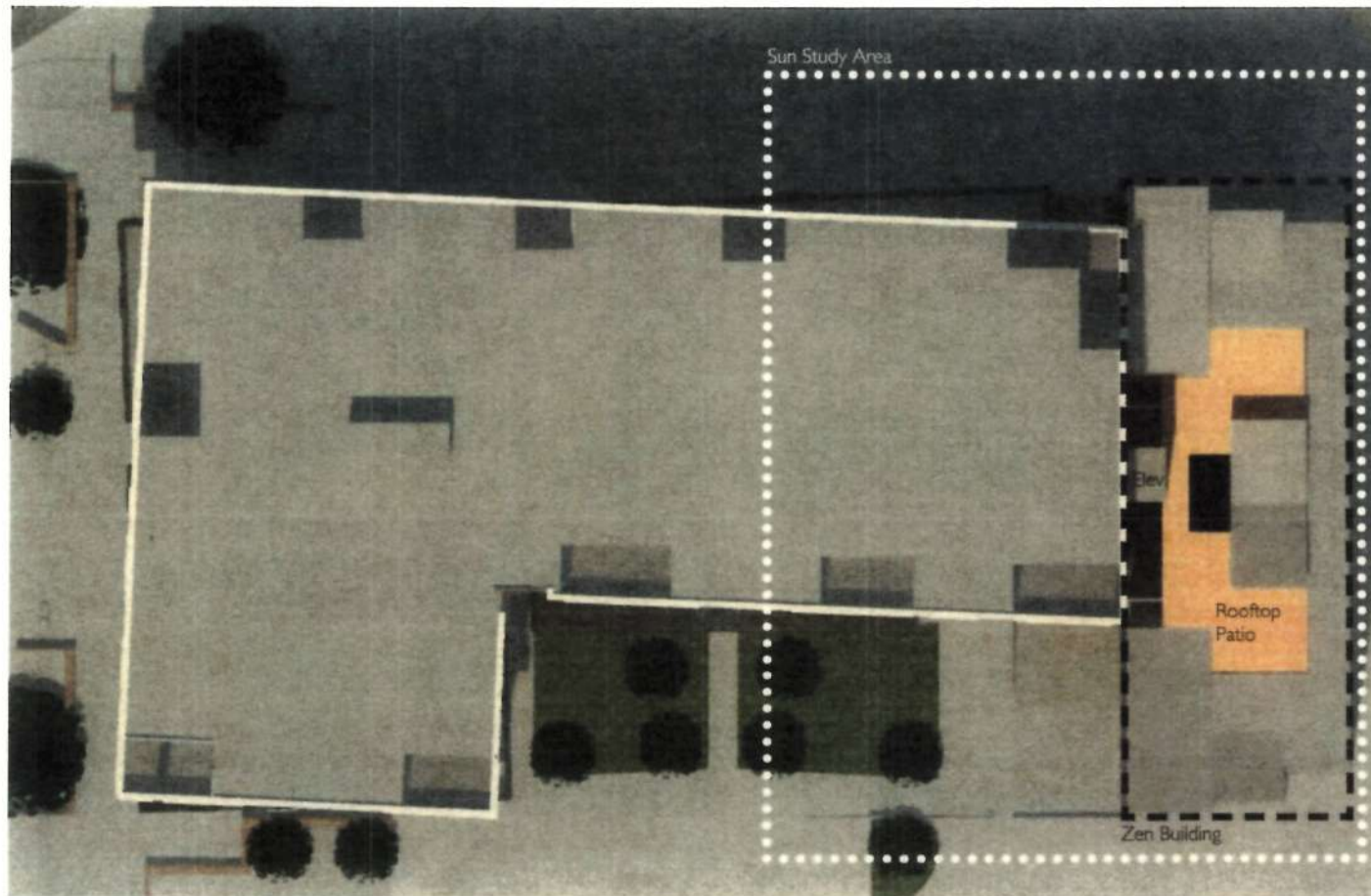


Penthouse Level Roof Cut-backs





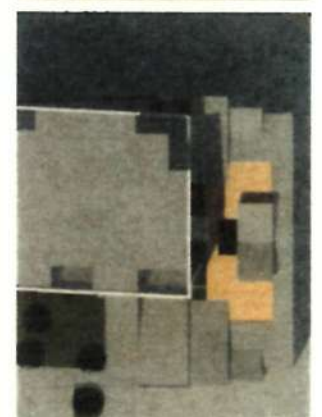
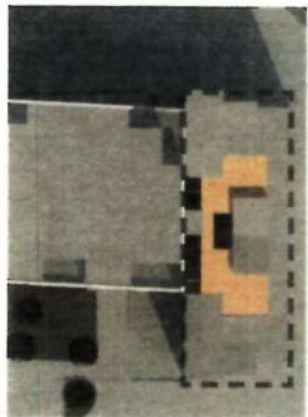
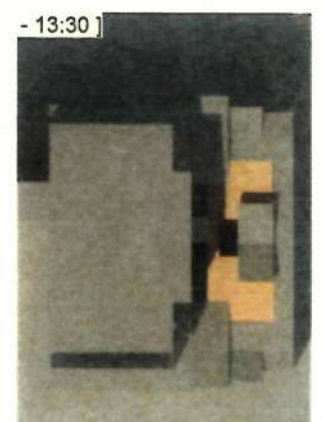
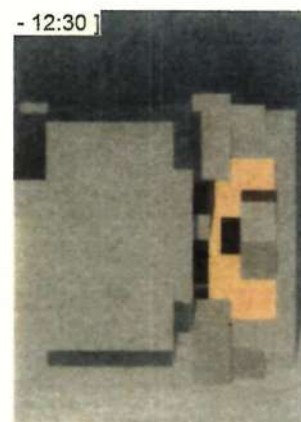
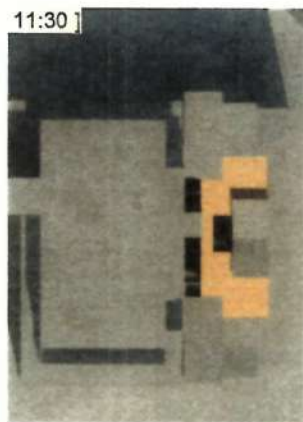
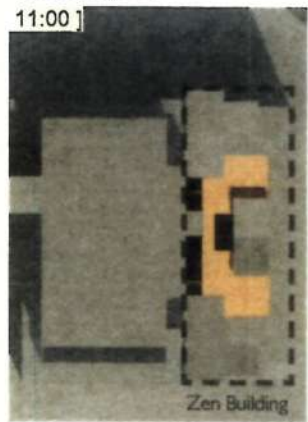
Ground Floor Plan



Solar Study - Impact on Zen Building



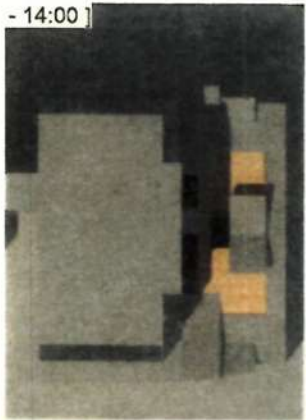
Previous Proposal



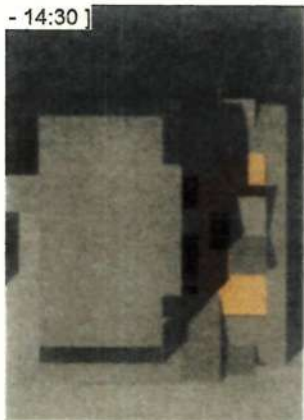
Current Proposal

Previous Proposal

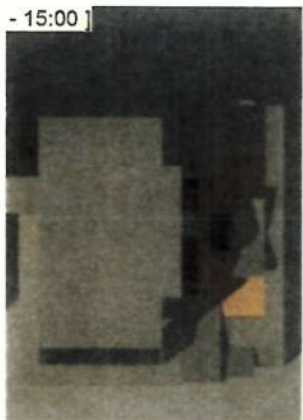
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- 14:30 ]



- 15:00 ]



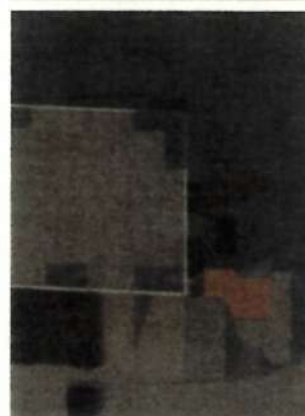
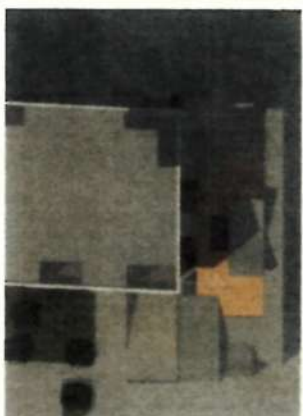
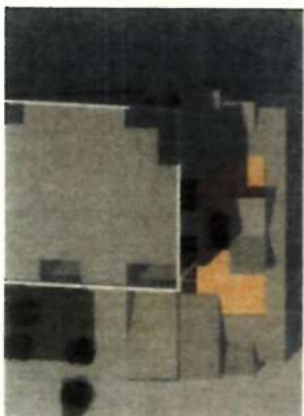
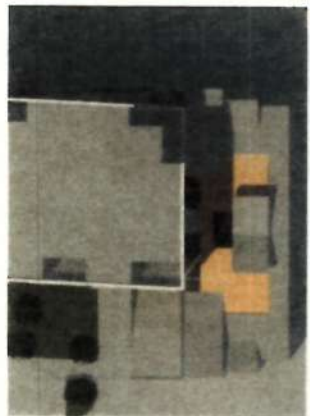
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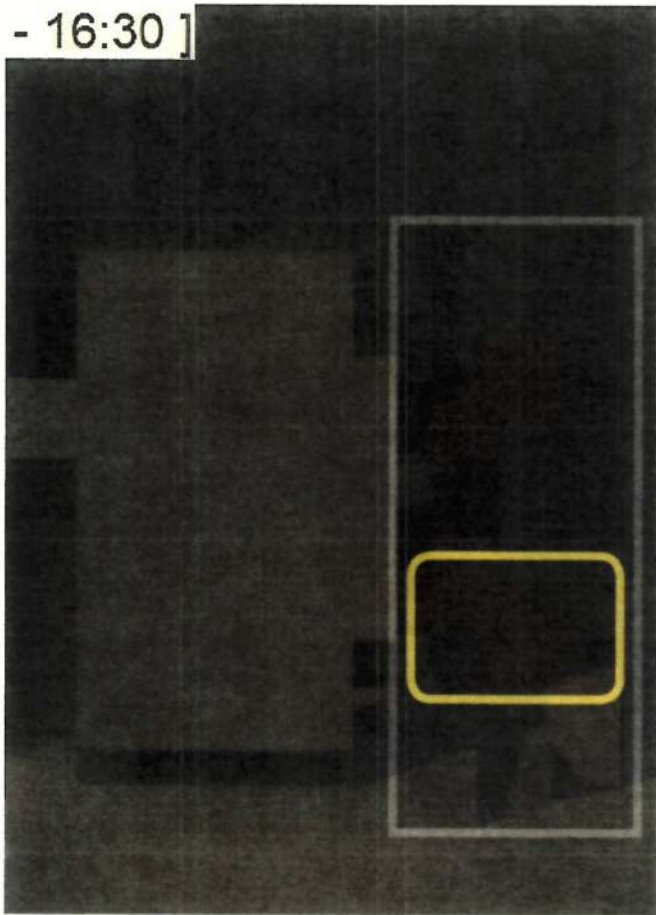
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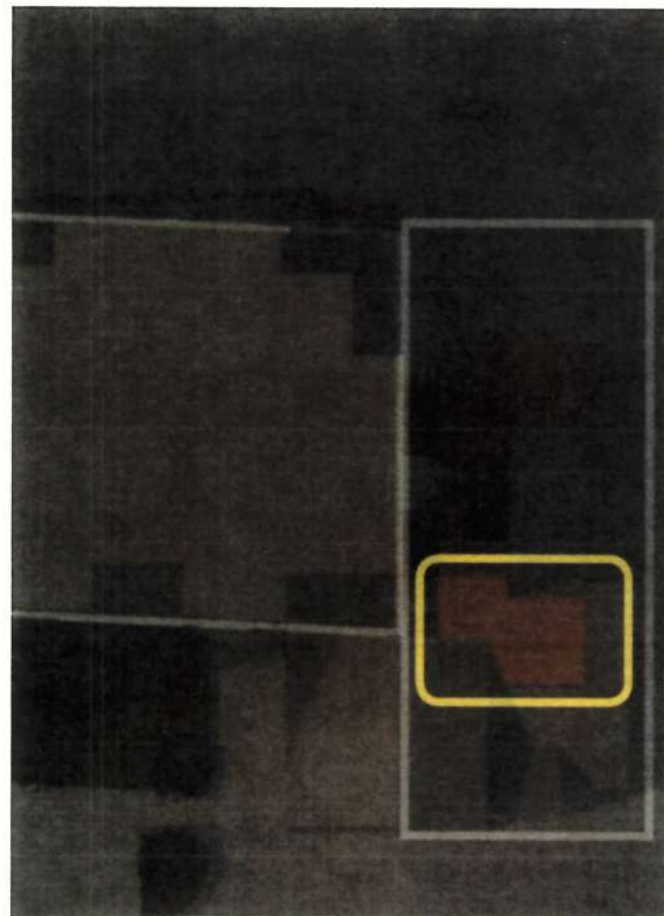
Current Proposal



- 16:30 ]



Previous Proposal



Current Proposal



Fort Street View





Fort Street Bus Stop View





Port and Cook Corner View





View from Zen



Cook Street View





Meares Street View









Cook and Meares Street View



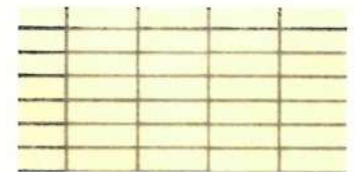


Cook and Meares Corner View





1 STACKED BOND BRICK



2 STACKED BOND BRICK



3 WOOD CLADDING



4 BOARD FORM CONCRETE



5 COMPOSITE PANEL



6 CLIMBING/HANGING PLANTS