



Planning and Land Use Committee Report

For the Meeting of October 29, 2015

To: Planning and Land Use Committee **Date:** October 15, 2015

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

Subject: Rezoning Application No.00472 for 1041 Oliphant Avenue and 212-220 Cook Street

RECOMMENDATION

Staff recommend that Committee forward this report to Council and that Council instruct staff to prepare the necessary Zoning Regulation Bylaw Amendment that would authorize the proposed development outlined in Rezoning Application No.00472 for 1041 Oliphant Avenue and 212-220 Cook Street, that first and second reading of the Zoning Regulation Bylaw Amendment be considered by Council and a Public Hearing date be set once the following conditions are met:

1. The applicant arrange and participate in a second Community Association Land Use Committee (CALUC) meeting.
2. Provision of a third-party land lift analysis to determine the value of any increase in density that exceeds the floor space ratio of 1.5:1 FSR with a contribution of 75% of the value of any identified land lift to be contributed to and divided equally between the Parks and Greenways Acquisition Reserve Fund and the Victoria Housing Reserve Fund, to be secured to the satisfaction of City staff.
3. Registration of the following:
 - a. Housing Agreement to secure the rental of nine units for a minimum of 10 years and that future strata bylaws cannot prohibit strata owners from renting residential strata units;
 - b. Statutory Right-of-Way of 3m for the rear lane access off Oliphant Avenue to the satisfaction of City staff;
 - c. Section 219 Covenant for sewage attenuation to mitigate the impact of increased density, as required, to the satisfaction of City staff;
 - d. Section 219 Covenant for the public realm improvements associated with the sidewalk widening along Cook Street and the paving/widening of the rear lane, to the satisfaction of City staff.

LEGISLATIVE AUTHORITY

In accordance with Section 903 (c) of the *Local Government Act*, Council may regulate within a zone the use of land, buildings and other structures, the density of the use of the land, building and other structures, the siting, size and dimensions of buildings and other structures as well as the uses that are permitted on the land and the location of uses on the land and within buildings and other structures.

In accordance with Section 904(1) of the *Local Government Act*, a zoning bylaw may establish different density regulations for a zone, one generally applicable for the zone and the others to apply if certain conditions are met.

In accordance with Section 905 of the *Local Government Act*, Council may enter into a Housing Agreement which may include terms agreed to by the owner regarding the occupancy of the housing units and provided such agreement does not vary the use of the density of the land from that permitted under the *Zoning Regulation Bylaw*.

EXECUTIVE SUMMARY

The purpose of this report is to present Council with information, analysis and recommendations for a Rezoning Application for the property located at 1041 Oliphant Avenue and 212-220 Cook Street. The proposal is to rezone the land from the R3-A2 Zone (Low Profile Multiple Dwelling District) to a site specific zone in order to increase the density and allow commercial uses at this location.

The following points were considered in assessing this Application:

- The Application meets the objectives of the placemaking policy (8.47), economy policy (14.22) and housing policy (13.23) in the *Official Community Plan, 2012* (OCP) which supports the provision of bonus density that contributes towards the provision of an amenity or entrance into a Housing Agreement.
- The proposal is consistent with the OCP, which designates the property as Large Urban Village and envisions density up to 1.5:1 floor space ratio (FSR) with potential bonus density up to a total of approximately 2.5:1 FSR.
- The proposal would result in the loss of nine rental units. The applicant has provided additional information on the proposed approach to replace these units, which includes a Housing Agreement and a tenant relocation plan.
- The applicant is willing to undertake a land lift analysis to quantify the value associated with the proposed increase in density through the provision of a third-party economic land lift analysis.
- The Application is not consistent with the *Suburban Neighbourhoods Plan* as it relates to density. However, the adoption of the OCP provides more current direction for land use and density.

BACKGROUND

Description of Proposal

This Rezoning Application is to increase the maximum density from 1.2:1 floor space ratio (FSR) in the existing R3-A1 Zone (Low Profile Multiple Dwelling District) to 2.5:1 FSR.

Under the requirements of Schedule C of the *Zoning Regulation Bylaw*, a parking variance is associated with the Application and is addressed in the concurrent Development Permit Application report.

Sustainability Features

The applicant has identified a number of sustainability features related to landscaping which will be reviewed in association with the concurrent Development Permit Application for this property.

Active Transportation Impacts

The applicant has identified a number of measures to support active transportation, which will be reviewed in association with the concurrent Development Permit Application for this property.

Public Realm Improvements

The proposal includes frontage improvements and widening of the rear lane, which are discussed in more detail later in this report.

Land Use Context

The area is characterized by a mixture of low rise multi-unit residential buildings (three and four storeys), single family dwellings and commercial uses (ranging from one to three storeys) along Cook Street. Single family dwellings and house conversions exist along Oliphant Avenue to the rear of the subject property.

Immediately adjacent land uses include:

- North (across Oliphant Avenue) – one-storey commercial building (existing tenants include Rexall Pharmacy, Subway and Pizzeria Prima Strada)
- South – four-storey multi-unit residential building
- East (across Cook Street) – three-storey multi-unit residential buildings and commercial uses including Oxford Foods
- West – single family dwellings and house conversions including a four-plex at 1035 Oliphant Avenue.

Existing Site Development and Development Potential

The site is presently occupied by a single family dwelling at 212 Cook Street and a duplex at 214-216 Cook Street. In addition, multi-family residential buildings are situated at 220 Cook Street (four units) and 1041 Oliphant Avenue (five units).

Under the current R3-A2 Zone (Low Profile Multiple Dwelling District), the property could be developed at a density of 1.2:1 FSR and three storeys. The FSR is contingent on parking being provided underground and 40% of the lot being landscaped as open site space. If these conditions are not met, the current density is 1.0:1 FSR.

Data Table

The following data table compares the proposal with the existing R3-A2 Zone (Low Profile Multiple Dwelling District) as well as the key OCP policies. An asterisk is used to identify where the proposal is less stringent than the existing zone.

Zoning Criteria	Proposal	Existing Zone R3-A2	OCP Policy
Site area (m ²) - minimum	2015.00	920.00	N/A
Number of units - maximum	60	N/A	N/A
Density (Floor Space Ratio) - maximum	2.49:1*	1.2:1	1.5:1 (base) 2.5:1 (max.)
Total floor area (m ²) - maximum	5013.00*	2418.00	5037.50
Height (m) - maximum	18.40*	10.7	N/A
Storeys - maximum	6*	3	6
Site coverage % - maximum	67.00*	40.00	N/A
Open site space % - minimum	7.00*	40.00	N/A
Setbacks (m) – minimum			
Front (Cook Street)	0.00*	7.50	
Rear (west)	8.50*	9.00 for building < 7m in height 10.50 for building > 7m in height	N/A
Side (Oliphant Avenue)	0.00*	9.20	
Side (south)	3.80*	9.20	
Parking – minimum (Schedule C)	Residential: 52* Commercial: 21 Total: 73	Residential: 84 (1.4 per unit) Commercial: 21 (1 stall per 37.5m ²) Total: 105	N/A
Visitor parking (minimum) included in the overall units	0*	6	N/A
Bicycle parking Class 1 (minimum)	6	6	N/A
Bicycle parking Class 2 (minimum)	64	64	N/A

Community Consultation

Consistent with the *Community Association Land Use Committee (CALUC) Procedures for Processing Rezoning and Variances Applications*, the applicant has consulted with the Fairfield Gonzales CALUC at a Community Meeting held on December 15, 2014. A letter received on January 14, 2015, in response to this meeting is attached to this report.

In the interest of an open and transparent dialogue, standard City practice is to encourage applicants to hold additional CALUC meetings in situations where plans have significantly

altered since the original submission. In this case, staff recommend for Council's consideration that the changes justify another Community Meeting and the recommendation includes wording to this effect. A letter from the Fairfield Gonzales Community Association dated August 7, 2015, requesting an additional meeting is also attached for Council's consideration.

The applicant held an independent open house (separate to the City's CALUC process) on July 29, 2015, at the Big Wheel Burger (341 Cook Street). A summary of the consultation that has been completed to date has been prepared by the Applicant and is included in the attachments for Council's consideration.

ANALYSIS

Official Community Plan

Proposed Increase in Density

The *Official Community Plan 2012* (OCP) Urban Place Designation for the subject property is Large Urban Village, which supports low-rise and mid-rise multi-unit buildings of up to approximately six storeys, including apartments and mixed-use buildings. Ground-oriented commercial uses with buildings set close to the street frontage are noted as some of the place character features of Large Urban Villages. The OCP states that new development may have a density of generally up to 1.5:1 floor space ratio (FSR) and increased density of up to 2.5:1 FSR may be considered in "strategic locations for the advancement of Plan objectives". The site is located within a Large Urban Village, as identified in Map 2 of the OCP and referenced in policy 13.1, and, therefore, meets the OCP policy of being considered a strategic location.

The applicant proposes a FSR of 2.5:1. The contribution of a public amenity may justify extra density above the base density of 1.5:1 FSR. The staff recommendation provided for Council's consideration is to quantify the land lift associated with the proposed increase in density through the provision of an independent third-party economic analysis. Consistent with the normal process, the third-party consultant would work under the direction of staff but be paid for by the applicant. Staff recommend that a public amenity contribution be provided that is equivalent to 75% of the increase in land value attributed to the additional density. Any resulting contribution would be divided equally between the Parks and Greenways Acquisition Reserve Fund and the Victoria Housing Reserve Fund. The applicant has indicated that they are willing to undertake this work and that it will be completed prior to the Application advancing for consideration at a Public Hearing, should Council decide to advance the Application further through the review process.

Loss and Replacement of Rental Housing

The OCP provides further land use policy vision and strategic direction for Large Urban Villages within the City-wide context. Large Urban Villages are projected to accommodate 40% of the population growth by 2041 (approximately 8,000 people). The Plan includes policies to focus the delivery of community services through hubs located in walkable centres, serviced by frequent transit. The OCP also encourages a range of housing types, forms and tenures across the City, with policies that specifically address properties that currently contain rental units in buildings of four units or more (policy 13.23). In these cases, higher density redevelopment proposals may be considered if the Application includes, as a voluntary amenity, the retention of the same number of rental units within the site through a Housing Agreement. Alternatively a financial contribution to the City's Housing Fund is also considered an acceptable amenity for higher density redevelopment proposals.

The applicant has provided additional information detailing the proposed approach to replace the nine residential units that would be lost through the proposed development. This includes the provision of a Housing Agreement to secure a minimum of nine units within the building as market rental for a minimum period of 10 years. In addition, the applicant has also indicated that they will provide tenant relocation assistance consisting of:

- three months' notice and up to \$500.00 moving expenses for existing tenants vacating 220 Cook Street and 1041 Oliphant Avenue
- credit for one month rent
- Right of First Refusal for rentals in other buildings owned by Urban Core Ventures Ltd.
- 5% cash back if a current renter chooses to purchase a unit in the new building.

The applicant has indicated that this relocation plan would only be offered to long-term existing tenants that pre-date the current ownership of the properties. New tenants are aware of the redevelopment plans and the potential short-term lease of the properties.

The proposal is consistent with the objectives set out in the OCP in relation to land use and density. Additional policies related to Placemaking and built form will be discussed in the concurrent Development Permit Application.

Cook Street Village Guidelines

The subject property is located within Development Permit Area 5, Large Urban Villages. The *Cook Street Village Guidelines* (updated to 2003) are noted as being applicable to the subject property. No policy direction is given on the future potential land use or density within this area. Policies relevant to the built form will be discussed in more detail in the concurrent Development Permit Application.

Suburban Neighbourhood Plan

Although not directly referenced in the OCP, the *Suburban Neighbourhood Plan* (updated to 1984) provides direction on land use and density within the Cook Street Village. Under this Plan, the subject properties are designated as "apartments". Immediately adjacent designations include "District Centre" to the north along Cook Street and "general residential" to the rear along Oliphant Avenue. Under the apartment designation, scale is intended to have the appropriate height to its surroundings. This includes "three storeys for sites bordering low-profile buildings" and "four storeys for most other sites". Although technically the proposal is not consistent with this policy, as the proposal includes a five storey building, it should be noted that the OCP provides the most current policy direction as it relates to land use and density. The intent when the OCP was adopted in 2012 was that local area plans would be brought into alignment with the OCP over time through amendments and through the creation of more up-to-date Local Area Plans (OCP policy 19.2). The *Suburban Neighbourhood Plan* remains in effect in the interim.

Public Realm Improvements

A 1.82m concrete sidewalk currently exists along Cook Street. The applicant is proposing to widen the sidewalk immediately adjacent to the property using a combination of unit pavers and concrete bands consistent with the properties immediately north of Oliphant Avenue. The type of pavers used will be to City standards and to the satisfaction of staff. In addition, the applicant is proposing to pave the lane to the rear of the property. 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.

Sewage Attenuation

A Section 219 Covenant for sewage attenuation may be required for infrastructure improvements to support the proposed increase in density from the 1.2:1 FSR maximum for multiple dwellings, in the existing zoning entitlement, to the proposed density of 2.5:1 FSR. The applicant has confirmed that a report from a qualified engineer will be submitted prior to a Public Hearing addressing this issue.

Resource Impacts

The unit pavers proposed on the frontage will have higher maintenance costs than the typical standards for broom finished concrete. Staff recommend for Council's consideration that the proposed pavers are supported since these are consistent with the adjacent properties to the north along Cook Street and provide a higher quality public realm, appropriate for a Large Urban Village context. The average annual cost above the standard finish is anticipated to be in the range of \$500 to \$1000.

CONCLUSIONS

The proposal is consistent with the OCP as it relates to mixed-use and higher-density development within the Large Urban Villages. As the applicant is proposing to include the replacement of the nine rental units within the proposed building and is also amenable to the provision of an independent third-party economic analysis prior to a Public Hearing, the proposed increase in density is considered appropriate in this location. Although discrepancies exist with the height provisions within the *Suburban Neighbourhoods Plan*, the OCP is considered to be the overarching document as it relates to land use and density. Staff recommend for Council's consideration that the City enter into a legal agreement with the applicant in order to ensure that both the rental of nine units for a minimum of 10 years and all strata-titled units are available for rent by non-owners. Staff further recommend that the applicant provide a public amenity contribution to justify the increase in density.

ALTERNATE MOTION

That Council decline Rezoning Application No. 00472 for the property located at 1041 Oliphant Avenue and 212-220 Cook Street.

Respectfully submitted,



Charlotte Wain
Senior Planner – Urban Design
Development Services Division



Jonathan Tinney, Director
Sustainable Planning and Community
Development Department

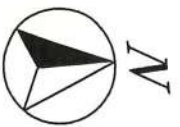
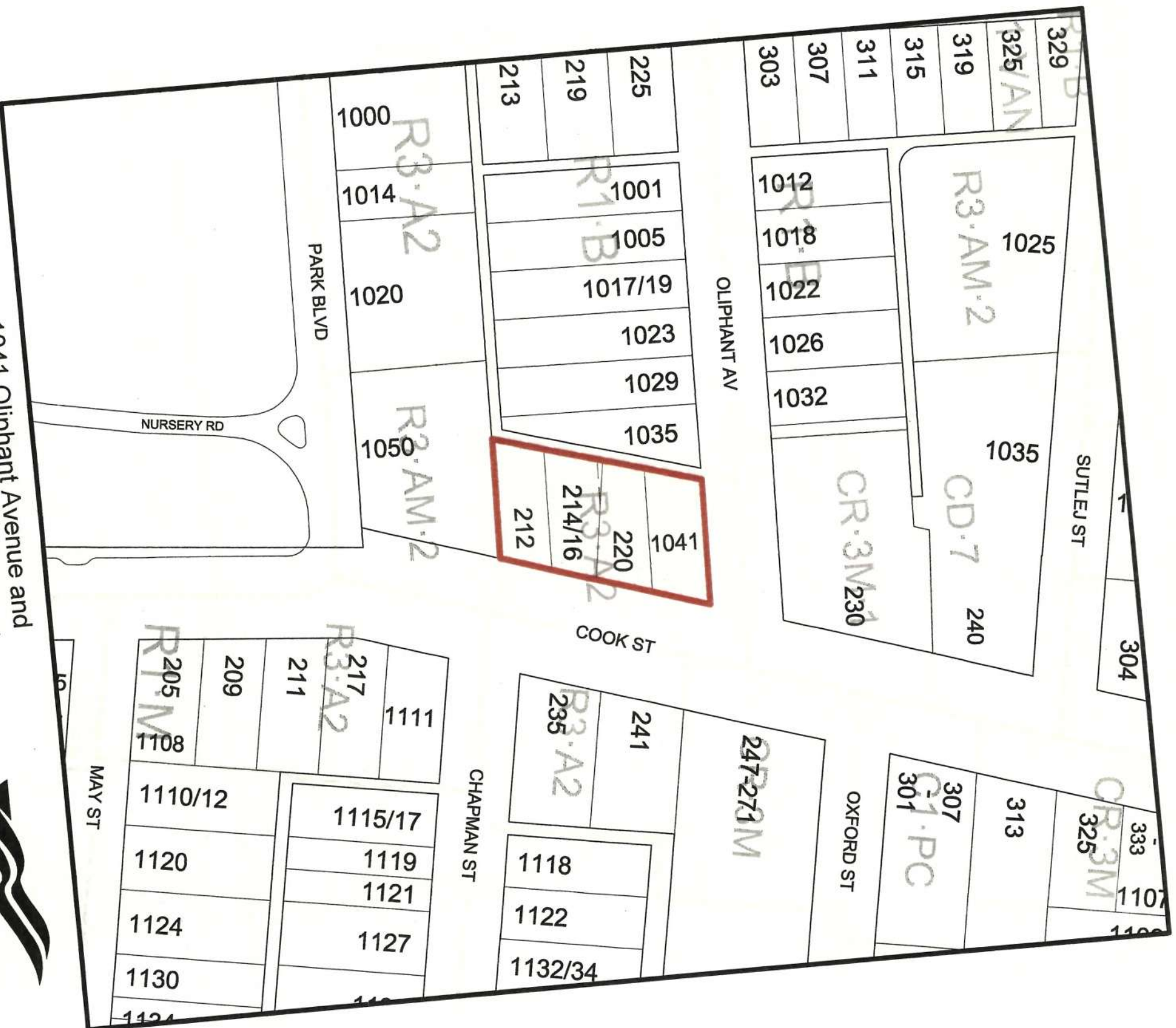
Report accepted and recommended by the City Manager:



Date: October 21, 2015

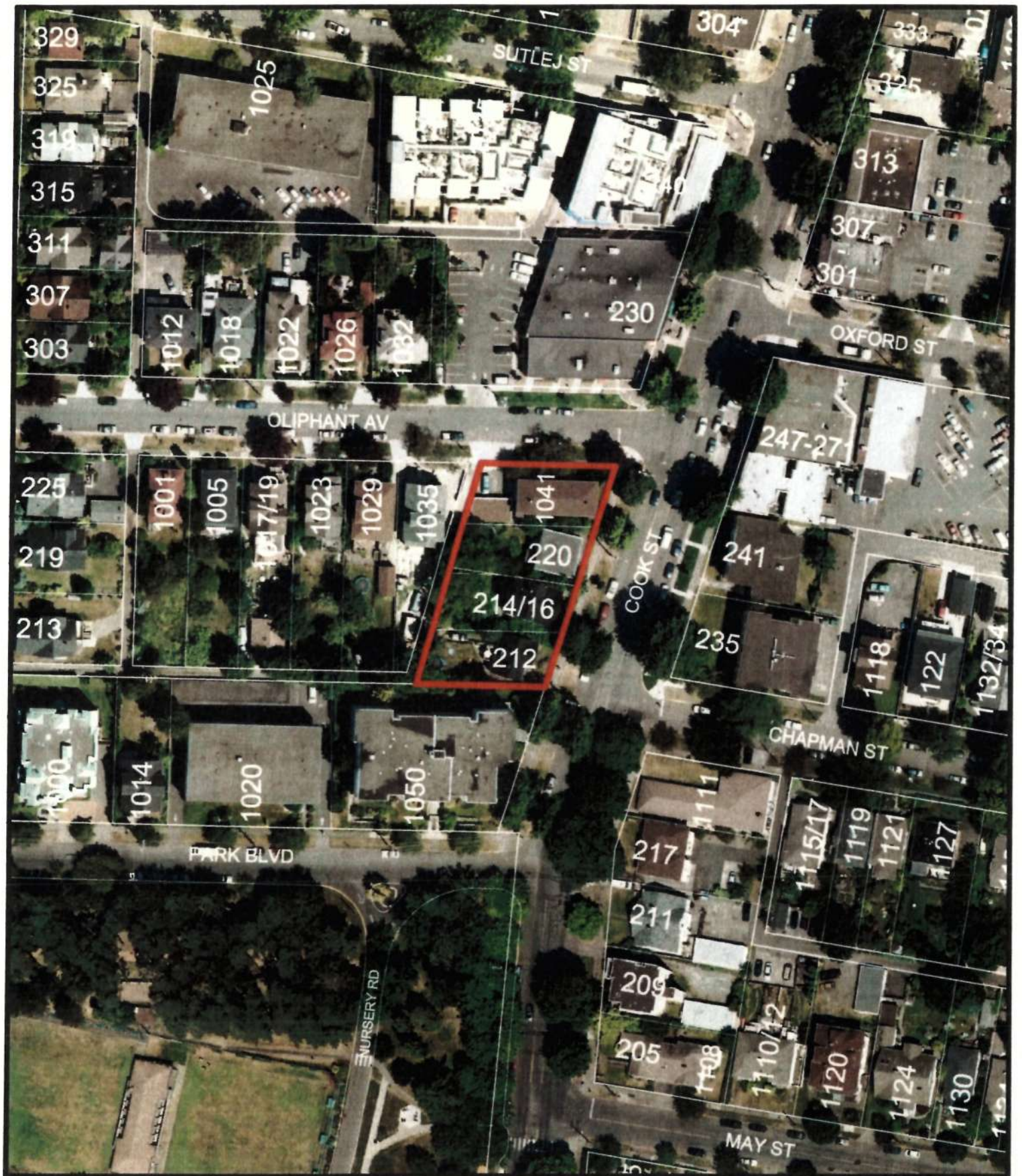
List of Attachments

- Zoning map
- Aerial photo
- Letter from Urban Core Ventures, dated October 15, 2015
- Summary of consultation (compiled by Applicant), dated October 9, 2015
- Letter from Fairfield Gonzales Community Association, received January 14, 2015
- Letter from Fairfield Gonzales Community Association, dated August 7, 2015
- Parking Study by Boulevard Transportation, dated July 15, 2015
- Letter from Urban Core Ventures (parking calculation update), dated October 15, 2015
- Arborist Report by Talbot Mackenzie & Associates, dated June 29, 2015
- Plans for Rezoning Application #00472 and Development Permit Application #000402, dated September 28, 2015.



1041 Oliphant Avenue and
212, 214 & 220 Cook Street
Rezoning #00472
Bylaw #





1041 Oliphant Avenue and
212, 214 & 220 Cook Street
Rezoning #00472
Bylaw #





Mayor and Council
City of Victoria
#1 Centennial Square
Victoria, BC V8W1P6



Mayor and Members of Council:

**RE: 212-220 Cook Street and 1041 Oliphant Street - Cook Street Village
Rezoning and Development Permit Application**

I am pleased to submit this application for a Rezoning and concurrent Development Permit for the properties at the southwest corner of Cook and Oliphant Streets. This proposal presents an important and strategic opportunity to add to and strengthen Cook Street Village, promoting the City's *Official Community Plan* (OCP) objectives.

Project Goal

To create a building that respects and enhances Cook Street Village's unique sense of place and character; a building which will become an integral part of the community and provide new opportunities for living, businesses and activity on the street.

Site and Context

The site consists of four lots occupied by small-scale rental buildings. These properties have been recognized as part of Cook Street Village with redevelopment potential since before 1984 (as described in the 1984 *Fairfield Neighbourhood Plan and Guidelines for Cook Street Village*). While the current R3-A2 zoning permits buildings up to 3 storeys in height, the 1984 Plan already contemplated building heights of 4 storeys through rezoning.

Neighbouring buildings include a 4 storey residential building to the south (corner of Cook and Park), 3 storey apartments to the east across Cook Street, a one storey commercial building and parking lot across Oliphant to the north and a multi-unit conversion across the lane to the west. There are many other 4 storey buildings in the neighbourhood and on Cook Street.

Official Community Plan

The 2012 OCP designated Cook Street Village as one of 8 Large Urban Villages where growth is encouraged over the next 25 years in order to add to the vitality and economic viability of neighbourhood centres. Policies for development in Large Urban Villages call for building heights up to 6 storeys and densities up to 2.5:1 fsr in strategic locations, with specific design objectives to enhance activity at street level including strong street walls and commercial use at grade.

A more detailed listing of how the proposal responds to and furthers OCP policies is included in an appendix.

This assembly of properties is one of the few opportunities to add density to Cook Street Village in the foreseeable future. The boundaries of the Village are constrained; most properties are already developed and/or have uses that will remain economically viable and will not likely be available for redevelopment. Because of this, these properties offer a strategic opportunity to further the City's objectives by adding to the Village's vitality and economic viability at the same time as clearly defining its southern boundary.

The Proposal

With a density of 2.5:1 fsr, the 5-storey mixed use building will create 60 new residential units (9 of which will be market rental apartments, secured as rental for 10 years by covenant, to replace units lost by the redevelopment) and 790 m² of new commercial space on Cook Street, and provide a total of 56 underground and 20 surface parking stalls (at the rear of the building), and cycling facilities.

We received a lot of comments and questions about the project through our formal and informal consultations and ongoing conversations with the community, neighbours and City staff. The massing, form and design of the building have significantly evolved to respond to this feedback. The evolution includes:

- sculpting of the building to reduce its mass and improve its relationship to Cook Street, Oliphant Street, and neighbouring properties.
- strengthening the 3 storey elements on the southern and northern corners to reinforce the lower scale elements;
- increased building setbacks for the commercial frontages on Cook Street and the street corner to provide more space on the street for activity and movement;
- provision of landscaped trellises to visually soften the parking area located at the rear of the property from the street and from neighbouring properties;
- provision of a loading zone in the rear surface parking area to reduce traffic congestion on the street.

The Traffic Study, prepared by Boulevard Transportation, indicates that, given the types of units, location, access to transit, provision of cycling facilities and typical car ownership, the number and allocation of parking stalls will more than meet the demand for the project and won't put more pressure for parking on the street. A system for managing the parking will be put in place so that the rear surface parking, which will primarily be available for commercial tenants during business hours, would be made available for others at other times. An additional benefit for the area will be the widening and improvement of the lane which runs along the back of the properties, off of Oliphant Street to the west.

The large chestnut trees, which are integral to the character of Cook Street will be protected and retained. Very few other trees will be removed during the project.

Conclusion

Our proposal offers an important and strategic opportunity to add to and strengthen the southern end of Cook Street Village. The building significantly expands available housing options in the Village, with new opportunities for living, and provides exciting opportunities for new businesses to serve the neighbourhood. Most importantly it is our goal for this building to become a part of the fabric of Cook Street Village and add to its unique sense of place and character.

Thank you for your consideration

Sincerely,

Leonard Cole
URBAN CORE VENTURES

Appendix

2012 Official Community Plan Policies and Guidelines

Our proposal is consistent with the *Official Community Plan* policies and *Design Guidelines* for Large Urban Villages. These include:

- **Increased density up to a total of 2.5: 1 may be considered in strategic locations for the advancement of plan objectives.**

This assembly of properties is one of the few opportunities to add density to Cook Street Village in the foreseeable future. The boundaries of the Village are constrained; most properties are already developed and/or have uses that will remain economically viable and will not likely be available for redevelopment. Because of this, these properties offer a strategic opportunity to further the City's objectives by adding to the Village's vitality and economic viability at the same time as clearly defining its southern boundary. Given this the proposed density for this project is 2.5:1 fsr.

- **Low-rise and mid-rise multi-unit buildings up to approximately six storeys including row-houses and apartments, freestanding commercial and mixed-use buildings.**

The proposed mixed-use building will be 5-storeys with 4-storeys of residential over a retail main floor and includes a roof top terrace for residents (technically the enclosed mechanical unit on the roof constitutes a 6th storey). This is also consistent with the 1984 Fairfield Plan which contemplates 4-storeys of residential in this location.

- **Ground-oriented commercial and community services reinforce the sidewalk.**

Six retail units are proposed on the main floor with individualized small-scale shop-fronts opening onto the sidewalk. A splayed corner and generous recessed entrance for the corner retail space will encourage pedestrian movement and travel to the south end of the village. Based on feedback from the public and staff, the building has been further set back at the street level and to increase the sidewalk area and provide more opportunities for activity and social interaction.

- **One to three storey building facades define the street wall.**

The façade of the proposed building is broken up into three distinct street walls from 1 to 4-storeys. The 3-storey component at the corner of Cook and Oliphant addresses the village core. A one-storey street wall of smaller shop front windows and entrances comprises the centre portion of the building. These shop-fronts are set back and angled towards the village core to draw pedestrian traffic down the street. A narrow, 4-storey street wall at the south end terminates the building and creates a transition to the more private, residential character of Cook Street. Upper level residential suites step back from the street wall at strategic locations on the second, fourth, and fifth levels to minimize overlook to neighbouring properties and reduce the overall mass of the building.

➤ **Replacement of Rental Housing Stock**

9 of the new residential units will be designated and protected (by covenant) as market rental for a period of 10 years in order to replace the market rental units that will be lost as part of the development. An additional covenant will be placed on the building to ensure the ongoing freedom for owners to rent units. A plan will be developed to assist existing tenants to relocate prior to construction.

➤ **Regularly spaced boulevard and street tree planting.**

One of the defining characteristics of the Cook Street corridor is the canopy of mature chestnut trees. The street trees will be retained and rigorously protected during construction. A rear lane, widened to City standards, provides access to surface commercial parking and the ramp to secure underground residential parking. The surface parking is screened with landscaping.

➤ **Wide sidewalks.**

The existing sidewalk will be extended to meet the shop-fronts providing a generous frontage for individualized shop front activity.

➤ **Central public green space or square.**

At the southern end of Cook Street Village, the site serves as a landmark for the transition between residential nature of the neighbourhood to the east and the commercial core of the village. A landscaped setback provides a breathing space between the proposed building and the adjacent four storey apartment building.

All residential suites are designed for south-oriented living and outdoor spaces. Centre suites are angled towards the south and designed with corner windows and generous decks. There is a total of 60 residential suites consisting of 6 junior 1-bedroom/1-bath suites, 37 1-bedroom/1-bath suites (including 2 with dens), and 17 two 2-bedroom/2-bath suites (including 2 with dens). Suites range in size from 45m² to 98m² and have been designed to add to the mix of unit types and sizes available in the Village.

The proposed development provides for 56 secure, underground parking stalls including required visitor stalls and one accessible stall. Parking is provided at a ratio of 0.9 stalls per suite. One Class 1 bicycle stall is provided for each suite and 4 additional stalls for the retail space. A 6-space bicycle rack is provided adjacent the sidewalk along Oliphant Avenue.

Windows and balconies have been placed to allow overlook of the street. Ground floor walls for retail/commercial spaces have maximized the amount of glazing to make activities and merchandise visible from the sidewalk to increase interaction between pedestrians and businesses. Canopies are provided continuously along the central one-storey street wall. The residential entrance is integrated into the shop-front character and secondary access is provided at the rear.

High quality, durable building materials are proposed including brick and painted concrete with tile accents at the commercial level and a combination of acrylic stucco, cementitious panels, and

prefinished metal panels for the upper level residential suites. Natural stained wood soffits and horizontal wood siding on accent walls within recessed balconies adds warmth to the exterior spaces occupied by residents.

All outdoor spaces will be designed in accordance with CPTED guidelines to ensure that safety and security requirements will be addressed for all users. All recesses will be well-lit with no blind corners. Visibility and security will also be addressed in the underground parking by eliminating blind corners and providing glass enclosed elevator lobbies, painted walls, and appropriate lighting levels.

GREEN BUILDING FEATURES

Energy Reduction:

Glazing is limited to 40% of exterior surface area; this average is reduced on the north side that is subject to greater heat loss and increased on the south side.

Thermal Bridging - balconies have been sized to a minimum (2% of vertical surface area of each floor) to reduce the thermal bridging and consequent heat loss of the floor slabs at these locations.

Average wall insulation is increased to R22 to reduce heat loss.

The building envelope will be air tight and impermeable to moisture.

Natural Ventilation:

Each apartment will be equipped with 100% fan assisted fresh air ventilation. The fresh air promotes healthy indoor air quality and reduces the potential for moisture build-up and condensation especially in the winter months when windows tend to be kept shut.

Innovation:

Individual retail shop-fronts on the main floor are angled north towards the village centre, whereas the upper level residential suites are angled south towards the park. This creates a lively massing while addressing the disparate requirements of the two occupancies: the retail units relate to the commercial zone and the residential units enjoy a southern exposure towards sun and views.

The sixth floor is solely for an enclosed mechanical room to keep unsightly equipment from populating the roof top and provides access to a roof top terrace for residents.

Recycling:

Deconstruction and demolition of existing building will be controlled to maximize re-use and recycling of construction products.

The new building provides a comprehensive recycling facility in the underground.

Transportation:

The site is located on bus routes and is walking distance to downtown. The village itself provides goods and services at the development's doorstep.

Total residential parking is being reduced from 84 stalls (1.4 stalls per unit) to 52 stalls (0.86 stalls per unit), reflecting the reduced need for motor vehicle parking as indicated in the attached parking study. An additional 21 parking stalls are provided for the commercial/retail component as well as an off-street loading space. The surface parking at the rear of the building is screened with landscaping.

Secure indoor parking is provided for 64 bicycles in two separate bicycle rooms. A 6-stall bicycle rack is located adjacent the sidewalk along Oliphant Ave.

Urban impacts:

This project promotes densification of a designated large urban village to provide homes for 100-150 people in partial fulfillment of the goals of the City of Victoria's Official Community Plan.

Existing street trees will be preserved.

All amenities and shopping are within walking distance reducing the number of car trips and promoting walking.

The project is well served by transit links to Downtown and is adjacent to a transit stop.

The project intensifies and provides for more efficient use of existing city services.

The project will enhance the economic viability of Cook Street Village by adding to the opportunity for commercial activity with new, versatile and high quality commercial space.

1041 Oliphant Avenue and 212-220 Cook Street Development Proposal



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Community Consultation

September 2014 – Present

- Began discussions with residents, land owners, neighbours and business owners in Cook Street Village.

Oct 2014

- Initial meeting with the Fairfield and Gonzales Planning and Zoning Committee to discuss project – originally a 6 storey proposal.

December 15, 2014

- Formal **CALUC** meeting - **Fairfield Gonzales Community Association** as part of the City of Victoria's approved Rezoning process (meeting notes attached).
- City of Victoria sent out notification to 364 residents and landowners within 100 metres of the property.

Excerpt from the Minutes of Community Meeting Planning and Zoning Committee Fairfield-Gonzales Community Association (FGCA) December 15, 2014

*"Subject Property: 1041 Oliphant St & 220, 214, 212 Cook St (364 notices sent)
Proposal to build a residential / commercial five-storey complex.
Approx 35 interested parties attended*

Attendee Questions & Comments:

- *What is the width of the sidewalk...still to be determined*
- *Concern over loss of trees and privacy associated with.....proponent will do their best to save the trees as much as possible*
- *What is the height compared to adjacent buildings....5 storey v/s 4 ½ storey*
- *Height would appear to be the greatest concern. Other concerns expressed include changing nature of Cook Street Village, extension of commercial portion of Cook Street Village south, appearance of the balconies, design of the complex.*
- *Also expressed was the concern that the project alone represents 30% of the projected increased population for Cook Street Village from the Official Community Plan*
- *A Park Boulevard resident felt his property values would be adversely impacted*
- *One resident suggested it would work if the complex could be scaled back in size and more trees be saved*
- *Another resident worried whether adequate parking was being provided*
- *One questioned why the complex does not provide a more environmentally friendly design such as the use of roof gardens*
- *There were what seemed to be equal numbers speaking in support of the proposed project, its design and that it will bring greater vibrancy to Cook Street Village."*

1041 Oliphant Avenue and 212-220 Cook Street Development Proposal

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January 15' 2015

- Meeting with residents of neighbouring building at 1050 Park Boulevard to discuss the project and answer questions.
- Approximately 16 residents attended in their common room.

Comments and questions noted included:

- Question about the need or support for more commercial on Cook Street and what type of commercial uses there would be.
- Question about the new OCP policies and the need for a new neighbourhood plan to define what should happen on this site.
- Concern over loss of resident's property value.
- Question about tree retention.
- Some individual concerns over loss of views and privacy.
- Some concern about underground parking entrance and noise in the lane.
- Questions about the approval process, timing and assurances that what they see is what gets built. Clarification that this requires rezoning and development permit.
- Some concern about parking issues in the Village.
- Questions about the size of building, number of units, possible price of units and affordable rental.
- Questions about timing of construction.
- Question about the nature of the strata for the commercial and residential components.

March 2015 to Present - Continued and Ongoing

- Continued discussions with residents, landowners, neighbours and business owners in Cook Street Village including committing a staff person to reach more people.
- The Project has been a topic in Times Colonist, CTV, CBC, Jane's Walk, Fairfield Observer, Victoria News, The Cook Street Village Voice and much more.

July 29th 2015

- Community Open House/Event - 5-7pm at Big Wheel Burger, 341 Cook Street
- Over 1400 invitations delivered to multiple postal routes in the neighborhood to ensure a 200m radius.
- More than 300 interested people attended, 75 positive comment cards written and 31 signatures of support. There were 12 comment cards from people who had some concerns about the project.
- The most common points of discussion were the building setback and number of storeys. There was strong support for from many for the design and addition of housing and favourable comments about the cycling facilities as well as the addition of commercial opportunity.
- It was clear that there was a lot of misinformation in the neighbourhood.

**Minutes of Community Meeting
Planning and Zoning Committee
Fairfield-Gonzales Community Association (FGCA)
December 15, 2014**

Facilitator: Paul Brown



Subject Property:

1041 Oliphant St & 220, 214, 212 Cook St (364 notices sent)

Proposal to build a residential / commercial five-storey complex.

Approx 35 interested parties attended

Attendee Questions & Comments:

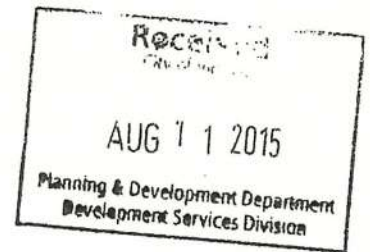
- What is the width of the sidewalk...still to be determined
- Concern over loss of trees and privacy associated with.....proponent will do their best to save the trees as much as possible
- What is the height compared to adjacent buildings....5 storey v/s 4 ½ storey
- Height would appear to be the greatest concern. Other concerns expressed include changing nature of Cook Street Village, extension of commercial portion of Cook Street Village south, appearance of the balconies, design of the complex.
- Also expressed was the concern that the project alone represents 30% of the projected increased population for Cook Street Village from the Official Community Plan
- A Park Boulevard resident felt his property values would be adversely impacted
- One resident suggested it would work if the complex could be scaled back in size and more trees be saved
- Another resident worried whether adequate parking was being provided
- One questioned why the complex does not provide a more environmentally friendly design such as the use of roof gardens
- There were what seemed to be equal numbers speaking in support of the proposed project, its design and that it will bring greater vibrancy to Cook Street Village.

George Zador

Planning and Zoning Chair
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FAIRFIELD GONZALES
COMMUNITY ASSOCIATION
the place to connect



August 7, 2015

Dear Councilor Coleman and Development Services staff,

The purpose of this letter is to request your support in calling a second CALUC meeting for the proposed Cook and Oilphant re-zoning project.

This request comes from the Fairfield-Gonzales Community Association (FGCA) Board of Directors, the Association's Planning and Zoning Committee (CALUC), and Association senior staff.

To date we have held off requesting a second CALUC meeting, primarily, until revised plans submitted by the developer were available. We are also aware that such revised plans were shown at a recent Open House (arranged by the developer), and to which various groups have estimated that between 200-300 people attended over the course of the event.

Over the last several months, the FGCA has consistently continued to hear feedback and interest from the community as to this project, and the numbers of people showing such interest has only seemed to increase. Indeed, the numbers who showed up for the developer's Open House are a far cry from the approx 35 people who attended our (first) December CALUC meeting. In addition, we have had 20-40 people show up for several of our recent Board meetings, solely in the hopes that discussion of this project would be on our agenda (which, unfortunately, was not possible in a format that would have provided a full exchange of information and viewpoints). And, the FGCA continues to receive many calls and emails from the community for the Association to host a second CALUC meeting as soon as possible.

Furthermore, the first CALUC meeting for this project, held in December 2014, continues to receive critical community feedback as to: (1) being poorly timed within the busy holiday season, and so many potentially interested parties were unavailable or away; (2) being not publicized widely enough as, given the size and nature of the proposed project, a 100m notification distribution was insufficient to encompass enough of the potentially impacted parties; and (3) the presentation and documentation provided at the meeting were not complete as to the norms specified for such meetings. And, with hindsight, we agree with these concerns raised by the community.

And, given that the revised project plans are now in hand, and notwithstanding the showing of these plans at the recent Open House, we do not feel that the developer's Open House provided a sufficient venue for the community to openly voice their thoughts, nor to properly measure and collate public commentary, and to which the City could review and evaluate such commentary.

Therefore and for all the above stated reasons, the FCGA strongly requests the calling of a second CALUC meeting with a 200m notification radius.

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Parking Study for Oliphant Avenue / Cook Street Mixed Use Development Site

Prepared for: **Urban Core Ventures**
Prepared by: **Boulevard Transportation, a division of Watt Consulting Group**
Our File: **1787**
Date: **July 15 2015**

GREAT!

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1.0 Introduction

Boulevard Transportation, a division of Watt Consulting Group was retained by Urban Core Ventures to undertake a parking study for the proposed development at Cook Street and Oliphant Avenue (1041 Oliphant Avenue, 212 Cook Street, 214 Cook Street and 220 Cook Street) in the City of Victoria. The purpose of this study is to review the proposed parking supply to determine if it is appropriate for the site. The study considers parking demand at representative multi-family residential and commercial sites, and also considers parking management options, transportation demand management programs and on-street parking conditions adjacent the site.

1.1 Location

The development site is located at 1041 Oliphant Avenue, 212 Cook Street, 214 Cook Street and 220 Cook Street in Cook Street Village in the City of Victoria. See Map 1.

MAP 1. SUBJECT SITE

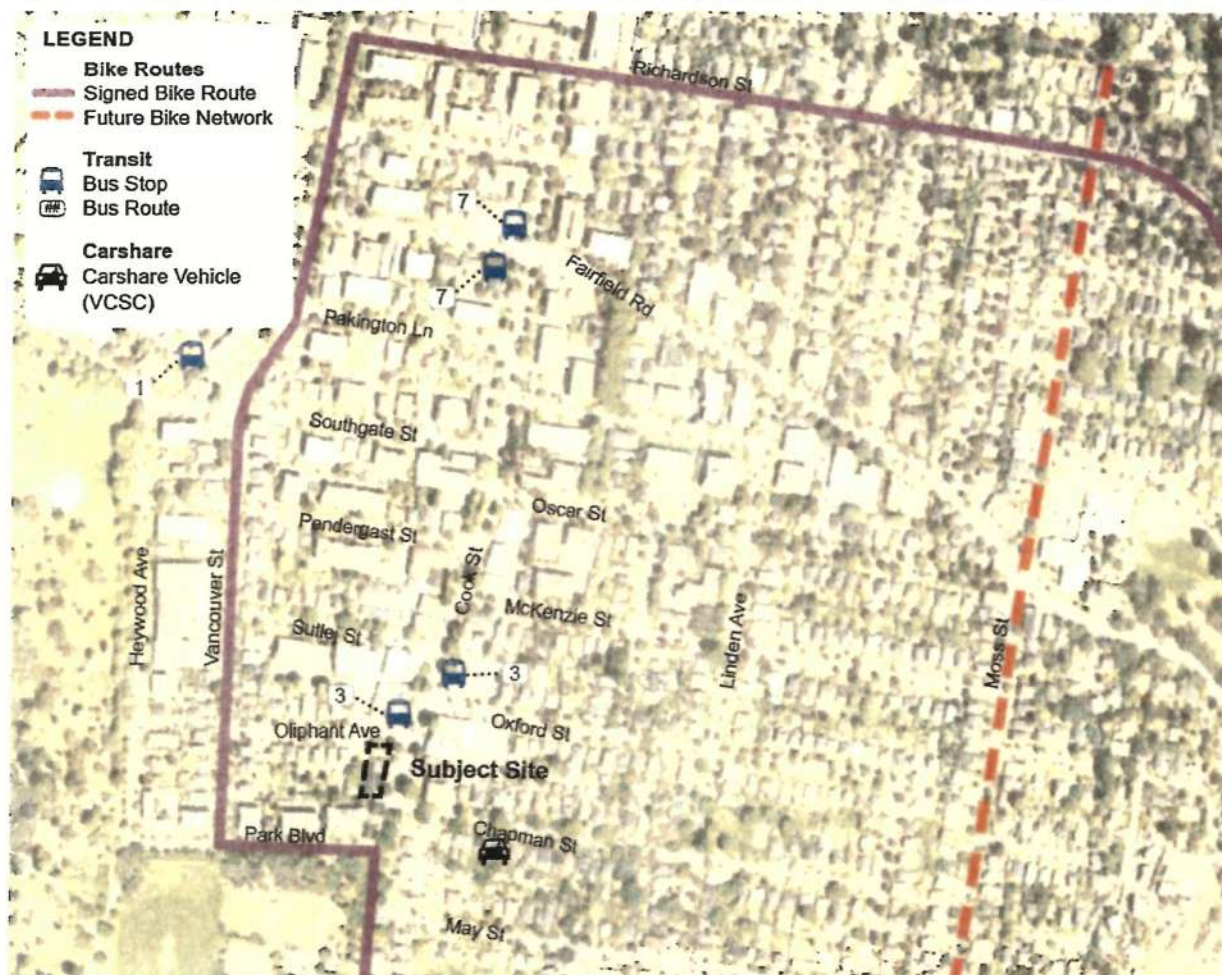


1.2 Site Transportation Characteristics

The site is located close to the following transportation options, as indicated on *Map 2*:

- Transit. Bus stops are located within 500m of the site and provide service to downtown Victoria, with connections to other destinations in the Greater Victoria Area.
- Cycling. Vancouver Street and Richardson Street are designated bike routes and Moss Street is a future bike network. There are also roads in close proximity that have bike lanes that connect to regional routes such as the Galloping Goose Regional Trail and the Lochside Regional Trail.
- Walking. There are sidewalks and crosswalks on the majority of roads nearby. It is an approximately 25-minute walk to downtown Victoria, a 10-minute walk to the Dallas Road Waterfront, and less than a 5-minute walk to Beacon Hill Park.
- Carshare. The closest carshare vehicle is stationed on Chapman Street approximately a 1-minute walk to the site (100m).

MAP 2. TRANSPORTATION OPTIONS IN CLOSE PROXIMITY TO THE SUBJECT SITE



1.3 Current Land Use

The sites are currently zoned R3-A2, Low Profile Multiple Dwelling District. The four existing buildings will be demolished and the site is seeking rezoning to accommodate the proposed development.

1.4 Proposed Development

The proposed development is a five-storey building with 60 multi-family residential units and 786m² (8,461 sq.ft) of commercial space on the ground floor. Residential units will be ownership (strata title) with a mix of studio, one- and two-bedroom units.

1.4.1 Proposed Parking Supply

The proposal includes a total of 76 parking spaces; 56 spaces underground and 20¹ spaces at the surface.

The proposal also includes 64 Class I bicycle parking spaces in two shared bicycle rooms in the underground parkade (one with 36 spaces and one with 28 spaces) and a Class II bike rack at the rear of the building.

2.0 Parking Requirement

The site parking requirement is 105 parking spaces; 84 spaces for residential and 21 for commercial. See *Table 1*. The requirement is 29 parking spaces more than proposed.

A general commercial retail rate is used to determine the commercial requirement, however, commercial occupants have not been confirmed and the requirement would only be 12 spaces if considered using the office requirement.

TABLE 1. SUMMARY OF PARKING REQUIREMENT

	Land Use	Required Supply Rate	Quantity	Applied to the Subject Site
Residential	Those multiple dwellings subject to Strata Title Ownership located in zones other than R3-1 and R3-2	1.4 / unit	60 units	84
Commercial	Retail stores, banks personal services establishments or similar uses ²	1 / 37.5m ²	786m ²	21
Required Parking				105

The site also requires bike parking at a rate of 1 Class 1 space per unit³ (60 spaces) and a Class II space at each building entrance.

3.0 Parking Demand

Parking demand for residents, visitors, and commercial uses are considered in the following section based on vehicle ownership, observations, research, and results from previous studies.

¹ Alternative options are being considered

² The type of commercial use is unknown, and therefore a general commercial use was used to calculate required parking

³ The current site plan only indicates 60 Class I bike parking spaces; a deficiency of two spaces

3.1 Residential

3.1.1 Vehicle Ownership

Vehicle ownership data was obtained from ICBC for representative sites. See *Appendix A*. All sites are multi-family buildings (ownership, strata) in the Cook Street Village area with a mix of studio, one- and two-bedroom units.

Average vehicle ownership among representative sites is 0.78 vehicles per unit and ranges from 0.49 to 1.07 vehicles per unit. See *Table 2*. The average ownership rate applied to the subject site suggests residents will own 47 vehicles.

TABLE 2. VEHICLE OWNERSHIP AT REPRESENTATIVE SITES

Site	No. Units	Owned Vehicles	Ownership Rate (vehicles/unit)
East Park*			
1050 Park Boulevard	27	28	1.04
1035 Sutlej Street*	41	31	0.76
Edgemount Villa*			
909 Pendergast Street	41	33	0.80
The Fairhaven*			
1035 Southgate Street	17	13	0.76
Southgate Villa*			
1063 Southgate Street	37	25	0.68
Glenmuir Place*			
1121 Oscar Street	19	12	0.63
The Midlands*			
1110 Oscar Street	24	15	0.63
Castleholm Manor*			
1122 Hilda Street	15	12	0.80
Village Park*			
439 Cook Street	28	25	0.89
1030 Yates**			
1030 Yates Street	45	22	0.49
Wilden Lofts**			
1155 Yates Street	28	18	0.64
Sterling Park**			
445 Cook Street	20	18	0.90
The Westfield**			
1024 Fairfield Road	35	25	0.71
Woodstone Place**			
1039 Linden Avenue	26	18	0.69
Jigsaw**			
1030 Meares Street	35	34	0.97
The Mondrian***			
1090 Johnson Street	93	62	0.67
Pacific Monarch***			
1015 Pandora Street	30	32	1.07
Regents Park***			
1010 View Street	77	69	0.90
Average			0.78

*Ownership information as of December 31, 2014
 **Ownership information as of December 31, 2013

***Ownership information as of October 31, 2014
 ****Ownership information as of April 30, 2014

3.1.2 Vehicle Ownership from Other Studies

Two similar parking studies were conducted for multi-family residential (strata) proposals for sites within similar proximity to downtown Victoria with a similar mix of one- and two-bedroom units. Average vehicle ownership was determined to be 0.76 vehicles per unit for the site in Fairfield / Cook Street Village and 0.80 vehicles per unit for the site in Victoria West. This equates to a vehicle ownership of 46 and 48 vehicles, respectively.

3.1.3 Visitor Parking

Vehicle ownership is considered the most appropriate measure of resident parking demand, however; it does not account for visitors. A Metro Vancouver study⁴ recommends a visitor parking supply rate of 0.1 spaces per unit for sites in urban areas. This results in a visitor parking supply of 6 spaces.

3.2 Commercial

Observations of mixed retail-office sites on the periphery of downtown Victoria were conducted for a previous parking study⁵. Peak parking demand was found to be one vehicle per 53m² during the mid-day weekday. See *Table 3*. This results in a parking demand of 15 vehicles.

TABLE 3. OBSERVATIONS AT REPRESENTATIVE COMMERCIAL SITES

Site	Estimated Floor Area (m ²)	Observed Vehicles	Demand Rate
1609 Blanshard Street	798	13	1 / 61m ²
734-738 Caledonia Avenue	510	12	1 / 43 m ²
2610 Douglas Street	660	32	1 / 21 m ²
2659 Douglas Street	3,648	60	1 / 61 m ²
2504 Government Street	1,176	14	1 / 84 m ²
990 Hillside Avenue	1,172	26	1 / 45 m ²
		Average	1 / 53 m ²

A parking study was conducted for a mixed-use site in Victoria West. Observations were conducted at representative mixed-use sites and resulted in an average demand of 1 vehicle / 45m². This results in a parking demand of 17 vehicles.

Local observations suggest expected demand will be no more than 17 vehicles.

⁴ Metro Vancouver, Metro Vancouver Apartment Parking Study, 2012, http://public.metrovancouver.org/planning/development/strategy/RGSDocs/Apartment_Parking_Study_TechnicalReport.pdf

⁵ 1950 Blanshard Street Parking Study, November 2013

3.3 Summary of Parking Demand

The expected parking demand is 70 vehicles (six less than proposed), as follows:

- Residents – 47 vehicles
- Visitors – 6 vehicles
- Commercial – 17 vehicles

Section 6.0 suggests strategies for efficient on-site parking management.

4.0 On-Street Parking

On-street parking supply and conditions have been considered for the area surrounding the site bounded by Sutej Street (north), Park Boulevard (south), Vancouver Street (west), Cook Street (east), and Oxford Street and Chapman Street. See *Map 3*.

4.1 Supply

On-street parking on the majority of roads surrounding the site is restricted to residential parking only at all times. Oliphant Avenue has nine spaces on the north side and 15 spaces on the south side, (restricted to residential parking only) the most likely place residents would seek on-street parking. Cook Street is generally restricted to 1 hour parking, and would likely accommodate some commercial patrons.

MAP 3. ON-STREET PARKING SUPPLY + RESTRICTIONS



4.2 Occupancy

On-street parking conditions were assessed based on four observations – twice on a weekday midday, once on a weekday evening and once on a Saturday midday. See *Appendix B*.

Overall occupancy rates among all observation periods range from 54% to 63%. Peak occupancy was observed on a Saturday midday.

Peak occupancy directly adjacent the site on Cook Street (restricted to 1 hour) was 73% (three spaces available); average occupancy was 66% for all observation times. Average occupancy for all parking restricted to 1 hour was 66% for all observation times.

Peak occupancy directly adjacent the site on the south side of Oliphant Avenue (the most likely place for residents and visitors to seek parking) occurred on Saturday January 10 at 2:00 pm and was 73% occupied (four spaces still available). The north side of Oliphant Avenue had peak occupancy on the weekday evening observation of 78% (two spaces available). Average

occupancy for residential parking only is 56% for all observation times. Average occupancy for unrestricted parking is 64% for all observation times.

Results suggest there is limited on-street parking available adjacent the site to accommodate spillover, although parking is generally available within one block of the site.

5.0 Transportation Demand Management

Transportation demand management (TDM) is the application of strategies and policies to influence individual travel choice, most commonly to reduce single-occupant vehicle travel. Proposed parking supply is expected to exceed parking demand and TDM is not required to address parking deficiency, however TDM measures may be pursued to encourage sustainable travel and enhance travel options. The following TDM options may be considered:

- Information – Provide residents and commercial businesses with travel information, including bike parking information, bike route maps, and transit maps/schedules;
- Transit – Subsidize resident and employee transit passes for a defined period of time;
- Carshare – Subsidize resident membership in Modo carshare (formerly VCSC); and
- Bikeshare – Provide a fleet of bicycles managed by the strata and available to residents.

6.0 Parking Management

The proposed parking supply is 76 spaces (56 underground, 20 surface), six more than expected demand. Parking management strategies should be implemented to ensure supply is allocated appropriately to meet demand.

6.1 Resident Parking

Resident parking demand is expected to be approximately 47 vehicles and should be accommodated in the underground parkade. One of the following options should be pursued:

- Unassigned Parking. Parking is left unassigned and residents park in any available space. This accommodates residents with more than one vehicle and decreases spaces remaining unoccupied because a certain residents does not have a vehicle.

- **Assigned Parking.** Parking is assigned to residents seeking a space. Spaces are assigned to the vehicle, not the unit. A monthly or annual fee may be associated with the privilege to park in an assigned space.

Either an assigned or unassigned parking scenario is acceptable. It is important to note that any parking management option with an additional cost may encourage residents to seek parking off-site to avoid paying to park on-site.

6.2 Shared Visitor/Commercial Parking

A shared parking arrangement is recommended for residential visitor and commercial parking. A shared arrangement offers flexibility in meeting the demand from each user group and results in fewer total spaces needed to meet parking demand.

Parking demand for visitor and commercial parking was assessed by time of day by combining the peak demand for commercial (17 vehicles) and visitors (6 vehicles) and considering weekday and weekend time-of-day factors to determine the combined peak parking demand experience at any one time. Time of day factors are based on the Urban Land Institute (ULI) *Shared Parking* manual and adjusted to reflect local context. See *Appendix C*.

Results suggest peak parking demand will occur weekdays at 6:00pm & 7:00pm when combined parking demand will be 20 vehicles (visitor and commercial). Weekend demand will occur at 7:00 pm and will be for 19 vehicles. This suggests that 20 parking spaces are needed to meet combined visitor and commercial parking demand. It is recommended that surface parking spaces are assigned as visitor and commercial parking, with signage at the surface area entrance indicating that surface parking spaces are for customers, employees, and visitors. This will accommodate 19 visitor / commercial vehicles (one surface space is reserved commercial loading). An additional one or two spaces should be identified in the underground parking area for commercial parking (ideally suited to employee parking). An estimated nine underground parking spaces are not needed to meet resident parking demand. Consideration should be given to the location of any underground commercial spaces relative to the gate / access control point to ensure they may be accessed by non-residents.

7.0 Summary

The proposed development is for 60 multi-family residential units and 786m² of commercial space. The proposed parking supply is 76 spaces; 56 in an underground parkade, and 20 surface parking spaces. This is 29 spaces less than the zoning requirement.

Vehicle ownership information from representative sites suggests resident parking demand will be 47 vehicles. Peak visitor parking demand is estimated to be 6 vehicles. Commercial parking demand will be 17 vehicles based on observations of similar land uses.

On-street parking observations were conducted on streets in the vicinity of the site bounded by Sutelj Street (north), Park Boulevard (south), Vancouver Street (west), Cook Street (east), and Oxford Street and Chapman Street. Generally, there is parking available within one block of the site to accommodate spillover.

TDM programs are provided to encourage the use of alternative travel modes to and from the site. Although the site does not require TDM, the following may be considered - travel information, transit passes, resident memberships in Modo (formerly VCSC), bikeshare.

Resident parking may be assigned or unassigned and should be located in the underground parking area. Surface parking should be shared by visitor and commercial vehicles, with one or two additional visitor / commercial spaces in the underground parking area.

7.1 Recommendations

1. The proposed parking supply is expected to meet parking demand
2. Parking should be allocated as follows:
 - a. 47 resident parking spaces and up to two commercial parking spaces in the underground parking area
 - b. Surface parking spaces assigned as shared commercial and visitor parking

Appendix A SUMMARY OF STUDY SITES

Summary of ICBC Study Sites
Cook Street Village Parking Study

Address	Type of Units				Number of Bedrooms	Notes
	Studio	1 Bedroom	2 Bedroom	3+ Bedrooms		
East Park 1050 Park Boulevard			✓		27	Built in 1975
1035 Sutlej Street		✓	✓		41	Built in 2010
Edgemount Villa 909 Pendergast Street		✓	✓		41	Built in 1967
The Fairhaven 1035 Southgate Street	✓	✓	✓		17	Built in 1974
Southgate Villa 1063 Southgate Street		✓	✓		37	Built in 1992
Glenmuir Place 1121 Oscar Street		✓	✓		19	Built in 1990
The Midlands 1110 Oscar Street		✓	✓		24	Built in 1982
Castleholm Manor 1122 Hilda Street		✓	✓		15	Built in 1971
Village Park 439 Cook Street		✓	✓		28	Built in 1981
Wilden Lofts 1155 Yates Street		✓			28	Built in 2004
Sterling Park 445 Cook Street		✓	✓		20	Built in 1994
The Westfield 1024 Fairfield Road		✓	✓		35	Built in 1976
Woodstone Place 1039 Linden Avenue		✓	✓		26	Built in 1976
Jigsaw 1030 Meares Street		✓	✓		35	Built in 2004
The Mondrian 1090 Johnson Street		✓	✓		93	Built in 2013
Pacific Monarch 1015 Pandora Street		✓	✓		30	Built in 1990
Regents Park 1010 View Street		✓	✓		77	Built in 1990
1030 on Yates 1030 Yates Street		✓			45	Built in 2004

Appendix B

SUMMARY OF ON-STREET PARKING OBSERVATIONS

Cook Street Village Parking Study

Location	Parking Restriction	Parking Supply	Monday December 22, 3:00 pm		Monday December 29, 1:00 pm		Monday December 29, 9:00 pm		Saturday January 10, 2:00pm	
			Vehicles Observed	Occupancy Rate	Vehicles Observed	Occupancy Rate	Vehicles Observed	Occupancy Rate	Vehicles Observed	Occupancy Rate
Cook St East Side	1 Hour	3	3	100%	1	33%	1	33%	2	67%
Pendergast St to McKenzie St	1 Hour	8	7	88%	8	100%	6	75%	5	63%
Cook St West Side	1 Hour	3	3	100%	2	67%	3	100%	1	33%
Pendergast St to Sutlej St	1 Hour	2	2	100%	1	50%	0	0%	1	50%
Cook St East Side	1 Hour	4	3	75%	4	100%	3	75%	2	50%
McKenzie St to Sutlej St	1 Hour	13	10	77%	8	62%	4	31%	9	69%
Cook St East Side	1 Hour	11	7	64%	7	64%	7	64%	8	73%
Across from Sutlej St	1 Hour	4	3	75%	3	75%	2	50%	2	50%
Cook St West Side	1 Hour	4	3	75%	3	75%	2	50%	2	50%
Sutlej St to Oxford St	1 Hour	11	7	64%	7	64%	7	64%	8	73%
Cook St East Side	1 Hour	4	3	75%	3	75%	2	50%	2	50%
Oxford St to Champman St	1 Hour	4	3	75%	3	75%	2	50%	2	50%
Cook St West Side	1 Hour	4	3	75%	3	75%	2	50%	2	50%
Oliphant Ave to Park Blvd	1 Hour	4	3	75%	3	75%	2	50%	2	50%
Cook St East Side	1 Hour	4	3	75%	3	75%	2	50%	2	50%
Chapman St to Park Blvd	1 Hour	4	3	75%	3	75%	2	50%	2	50%
Park Blvd North Side	Resident Only	14	10	71%	11	79%	8	57%	10	71%
Vancouver St to Cook St	3 and 1/2 Hour	14	11	79%	8	57%	2	14%	9	64%
Park Blvd South Side	3 and 1/2 Hour	14	11	79%	8	57%	2	14%	9	64%
Vancouver St to Cook St	3 and 1/2 Hour	14	11	79%	8	57%	2	14%	9	64%
Oliphant Ave North Side	Resident Only	9	3	33%	5	56%	7	78%	6	67%
Vancouver St to Pay Parking Lot Access	Resident Only	9	3	33%	5	56%	7	78%	6	67%
Oliphant Ave North Side	1 Hour	3	3	100%	3	100%	2	67%	0	0%
Pay Parking Lot Access to Cook St	1 Hour	3	3	100%	3	100%	2	67%	0	0%
Pay Parking Lot on Oliphant Ave	Pay Parking Lot	25	10	40%	10	40%	0	0%	14	56%
Oliphant Ave South Side	Pay Parking Lot	25	10	40%	10	40%	0	0%	14	56%
Vancouver St to Pay Parking Lot Access	Resident Only	15	8	53%	6	40%	10	67%	11	73%
Sutlej St North Side	1 Hour	2	0	0%	2	100%	2	100%	0	0%
W of Cook St	1 Hour	2	0	0%	2	100%	2	100%	0	0%
Sutlej St North Side	1 Hour	2	0	0%	2	100%	2	100%	0	0%
Vancouver St to W of Cook St	Resident Only	14	9	64%	6	43%	13	93%	10	71%
Sutlej St South Side	Resident Only	14	9	64%	6	43%	13	93%	10	71%
W of Cook St	Loading Zone	1	0	0%	1	100%	0	0%	0	0%
Sutlej St South Side	Loading Zone	1	0	0%	1	100%	0	0%	0	0%
Vancouver St to W of Cook St	Resident Only	14	6	43%	5	36%	11	79%	8	57%

Vancouver St East Side Pendergast St to Sutlej St	Resident Only	8	1	13%	2	25%	2	25%	5	63%
Vancouver St East Side Sutlej St to Oliphant Ave	Resident Only	12	8	67%	9	75%	11	92%	8	67%
Vancouver St West Side Pendergast St to Oliphant Ave	Resident Only	13	10	77%	5	38%	10	77%	7	54%
Vancouver St East Side Oliphant Ave to Park Blvd	Resident Only	12	1	8%	0	0%	3	25%	9	75%
Vancouver St West Side Oliphant Ave to Park Blvd	Resident Only	9	4	44%	7	78%	4	44%	5	56%
Oxford St South Side Truck Loading Zone E of Cook St	Loading Zone	1	0	0%	0	0%	0	0%	1	100%
Oxford St South Side E of Truck Loading Zone	1 Hour	2	0	0%	2	100%	2	100%	1	50%
Oxford St South Side E of 1 Hr Zone to Chester Ave	Resident Only	17	10	59%	6	35%	7	41%	13	76%
Chapman St North Side Cook St to Linden Ave	No Restriction	40	22	55%	24	60%	29	73%	25	63%
Chapman St South Side Cook St to Linden Ave	No Restriction	36	22	61%	22	61%	29	81%	22	61%
Total Average		309	176	57%	168	54%	178	58%	194	63%

Appendix C

PARKING DEMAND BY TIME OF DAY

Parking Demand by Time of Day
Cook Street Village Parking Study

Time	Weekday					Weekend				
	Residential Visitor		Commerical		Total	Residential Visitor		Commercial		Total
	Factor	Vehicles	Factor	Vehicles		Factor	Vehicles	Factor	Vehicles	
6:00 AM	0%	0	5%	1	1	0%	0	5%	1	1
7:00 AM	10%	1	7%	1	2	20%	1	10%	2	3
8:00 AM	20%	1	15%	3	4	20%	1	15%	3	4
9:00 AM	20%	1	35%	6	7	20%	1	35%	6	7
10:00 AM	20%	1	50%	9	10	20%	1	50%	9	10
11:00 AM	20%	1	75%	13	14	20%	1	65%	11	12
12:00 PM	20%	1	95%	16	17	20%	1	80%	14	15
1:00 PM	20%	1	100%	17	18	20%	1	90%	15	17
2:00 PM	20%	1	95%	16	17	20%	1	100%	17	18
3:00 PM	20%	1	90%	15	17	20%	1	100%	17	18
4:00 PM	20%	1	90%	15	17	20%	1	95%	16	17
5:00 PM	40%	2	95%	16	19	40%	2	90%	15	18
6:00 PM	60%	4	95%	16	20	60%	4	80%	14	17
7:00 PM	100%	6	80%	14	20	100%	6	75%	13	19
8:00 PM	100%	6	50%	9	15	100%	6	65%	11	17
9:00 PM	100%	6	25%	4	10	100%	6	40%	7	13
10:00 PM	80%	5	10%	2	7	100%	6	25%	4	10
11:00 PM	40%	2	5%	1	3	60%	4	5%	1	4
12:00 PM	10%	1	0%	0	1	30%	2	0%	0	2



October 15, 2015

Charlotte Wain, Senior Planner
Sustainable Planning and Community Development
City of Victoria,
#1 Centennial Square, Victoria,
V8W 1PC



Ms. Wain,

**RE: Revised Parking Numbers - Parking Study for Oliphant Avenue / Cook Street Mixed Use
Development Site – Boulevard Transportation – July 15, 2015**

As the plans for this project have evolved the total number of parking stalls has been reduced from 76 to 73 stalls; 52 allocated for residential use and 21 for commercial use.

The parking study, produced by Boulevard Transportation which accompanies the application still references the original number of stalls. The following revised statements reflect the actual number of parking stalls:

- **Pg. 4 – Revised Section - 1.4.1 Proposed Parking Supply**

"The proposal includes a total of 73 parking spaces; 56 spaces underground and 17 spaces at the surface."

- **Pg. 9 - Revised Section - 6.0 Parking Management**

"The proposed parking supply is 73 spaces (56 underground, 17 surface), three more than expected demand. Parking management strategies should be implemented to ensure supply is allocated appropriately to meet demand."

- **Pg. 11 – Revised Section 7.0 Summary**

"The proposed development is for 60 multi-family residential units and 786m² of commercial space. The proposed parking supply is 73 spaces; 56 in an underground parkade, and 17 surface parking spaces. This is 32 spaces less than the zoning requirement."

I apologize for any confusion.

Leonard Cole,
Urban Core Ventures



Talbot Mackenzie & Associates

Consulting Arborists

June 29, 2015

Urban Core Ventures
12 – 747 Princess Street
Victoria, BC V8T 1K5



Attn: Leonard Cole

Re: 202 Cook Street

Assignment: Review the plans provided and prepare a tree retention report to be used during the proposal to demolish the existing buildings at 212, 214, 220 Cook Street and 1041 Oliphant Avenue, and during the construction of a new mixed use development.

Methodology: 7 trees located on the municipal frontages and 1 Sycamore maple located within the easement area on the West side of the proposal are not tagged, but are identified numerically on the attached site plan. A single bylaw-protected walnut tree located on the 214 Cook Street property was identified using a numeric metal tag number 942. Information such as tree species, size(dbh), crown spread, critical root zone(crz), health and structural condition, relative tolerance to construction impacts and general remarks and recommendations was recorded in the attached tree resource spreadsheet.

Observations: It is our understanding that municipal Plum number 6 and Municipal cherry number 7 have been approved for removal and new trees are to be planted in their place. Bylaw protected Walnut tree number 942 is located within the footprint of the proposed new parking area and will not be possible to retain given the proposed impacts. Municipal Horse chestnut trees numbered 1-5 and Sycamore Maple number 8 are located where a portion of the proposed excavation for the new buildings and underground parking area will likely encroach into their critical root zones. It is our understanding that all reasonable efforts to reduce any over excavation in these areas are going to be implemented to reduce the impacts and retain these trees where possible. If bank stabilization is required, shoring the edge of excavation will likely be necessary to eliminate the need for cut slope in these locations. It may also be necessary to blind form the foundation to further reduce encroachment into the critical root zones. Providing the excavations within the critical root zones can be minimized wherever possible, horse Chestnut trees 1-5 on Cook Street have a good opportunity for retention. The retention of Sycamore Maple number 8 will depend on the size and the density of the roots encountered during the excavation and the ability to eliminate the need for any over excavation wherever possible.

Mitigation of impacts:

- **Barrier fencing-** The areas, surrounding the trees to be retained, should be isolated from the construction activity by erecting protective barrier fencing. Where possible, the fencing should be erected at the perimeter of the critical root zones. The barrier fencing to be erected must be a minimum of 4 feet in height, of solid frame construction that is attached to wooden or metal posts. A solid board or rail must run between the posts at the top and the bottom of the fencing. This solid frame can then be covered with plywood, or flexible snow fencing (see attached diagram). The fencing must be erected prior to the start of any construction activity on site (i.e. demolition, excavation, construction), and remain in place through completion of the project. Signs should be posted around the protection zone to declare it off limits to all construction related activity. The project arborist must be consulted before this fencing is removed or moved for any purpose.
- **Mulch layer or plywood over heavy traffic areas** – In portions of the trees critical root zones where there will be heavy foot traffic anticipated throughout the construction phase of the project, we recommend that a layer of wood chip horticultural mulch or plywood be installed to reduce compaction.
- **Excavation within critical root zones** – Any proposed excavation within the critical root zones of trees to be retained, must be supervised by the project arborist. In situations where cut slopes are anticipated near trees to be retained, it will likely be necessary to using shoring techniques in order to reduce the required excavation. If it is found that shoring techniques cannot be used to reduce excavation into the trees critical root zones or in the event that large structural roots are encountered that cannot be retained, it may require that additional trees are removed.
- **Blasting and rock removal** – We do not anticipate that blasting will be required adjacent to the trees that are to be retained. However, if areas of bedrock are encountered, the blasting to level these rock areas should be sensitive to the root zones located at the edge of the rock. Care must be taken to assure that the area of blasting does not extend into the critical root zones beyond the building and road footprints. The use of small low-concussion charges, and multiple small charges designed to pre-shear the rock face, will reduce fracturing, ground vibration, and reduce the impact on the surrounding environment. Only explosives of low phytotoxicity, and techniques that minimize tree damage, are to be used. Provisions must be made to store blast rock, and other construction materials and debris, away from critical tree root zones.
- **Concrete work** – Provisions must be made to ensure that no concrete wash or left over concrete material is allowed to wash into the root zone of the trees. This may involve using plastic or tarps or similar methods to temporarily isolate the root zones of the trees from any of the concrete installation or finishing work.

- **Servicing:** The location for the underground and aboveground services were not defined or reviewed prior to the preparation of this report. Where possible these services should be located where they do not conflict with the critical root zones or the canopy spread of trees that are designated for retention on this property. The project arborist must supervise excavation for any underground services that encroach within the critical root zones of trees that are to be retained on the lot or the municipal frontages.
- **Offsite work:** The plans that were reviewed did not show any off site work, eg road widening or sidewalks or any upgrades or improvements to the existing municipal infrastructure. The location and nature of these upgrades will have a direct bearing on whether trees will be impacted or can be retained along the Cook Street frontage and easement are to the West of the property.
- **Work Area and Material Storage:** It is important that the issue of storage of excavated soil, construction material, and site parking be reviewed prior to the start of construction; where possible, these activities should be kept outside of the critical root zones of trees that are to be retained. If there is insufficient room for onsite storage and working room, the arborist must determine a suitable working area within the critical root zone, and outline methods of mitigating the associated impacts (i.e. mulch layer, bridging etc).
- **Arborist Role** – It is the responsibility of the client or his/her representative to contact the project arborist for the purpose of:
 - Locating the barrier fencing
 - Reviewing the report with the project foreman or site supervisor
 - Locating work zones, where required
 - Supervising excavation for the building driveway and service footprints
 - Reviewing and advising of any pruning requirements for building clearances.
- **Review and site meeting:** Once the project receives approval, it is important that the project arborist meet with the principals involved in the project to review the information contained herein. It is also important that the arborist meet with the site foreman or supervisor before any demolition, site clearing or other construction activity occurs.
- **Canopy /Building conflicts:** We do not anticipate any canopy / building conflicts that cannot be addressed through standard pruning practices. We recommend any required pruning be reviewed with the project arborist and any necessary pruning be completed by an ISA certified arborist .

Please do not hesitate to call us at 250-479-8733 should you have any further questions.
Thank You.

Yours truly,
Talbot Mackenzie & Associates

Graham Mackenzie & Tom Talbot
ISA Certified, & Consulting Arborists
1-page tree resource, 1-page barrier fencing specifications, 1-page site sketch with tree locations

Disclosure Statement

Arborists are professionals who examine trees and use their training, knowledge and experience to recommend techniques and procedures that will improve the health and structure of individual trees or group of trees, or to mitigate associated risks.

Trees are living organisms, whose health and structure change, and are influenced by age, continued growth, climate, weather conditions, and insect and disease pathogens. Indicators of structural weakness and disease are often hidden within the tree structure or beneath the ground. It is not possible for an Arborist to identify every flaw or condition that could result in failure nor can he/she guarantee that the tree will remain healthy and free of risk.

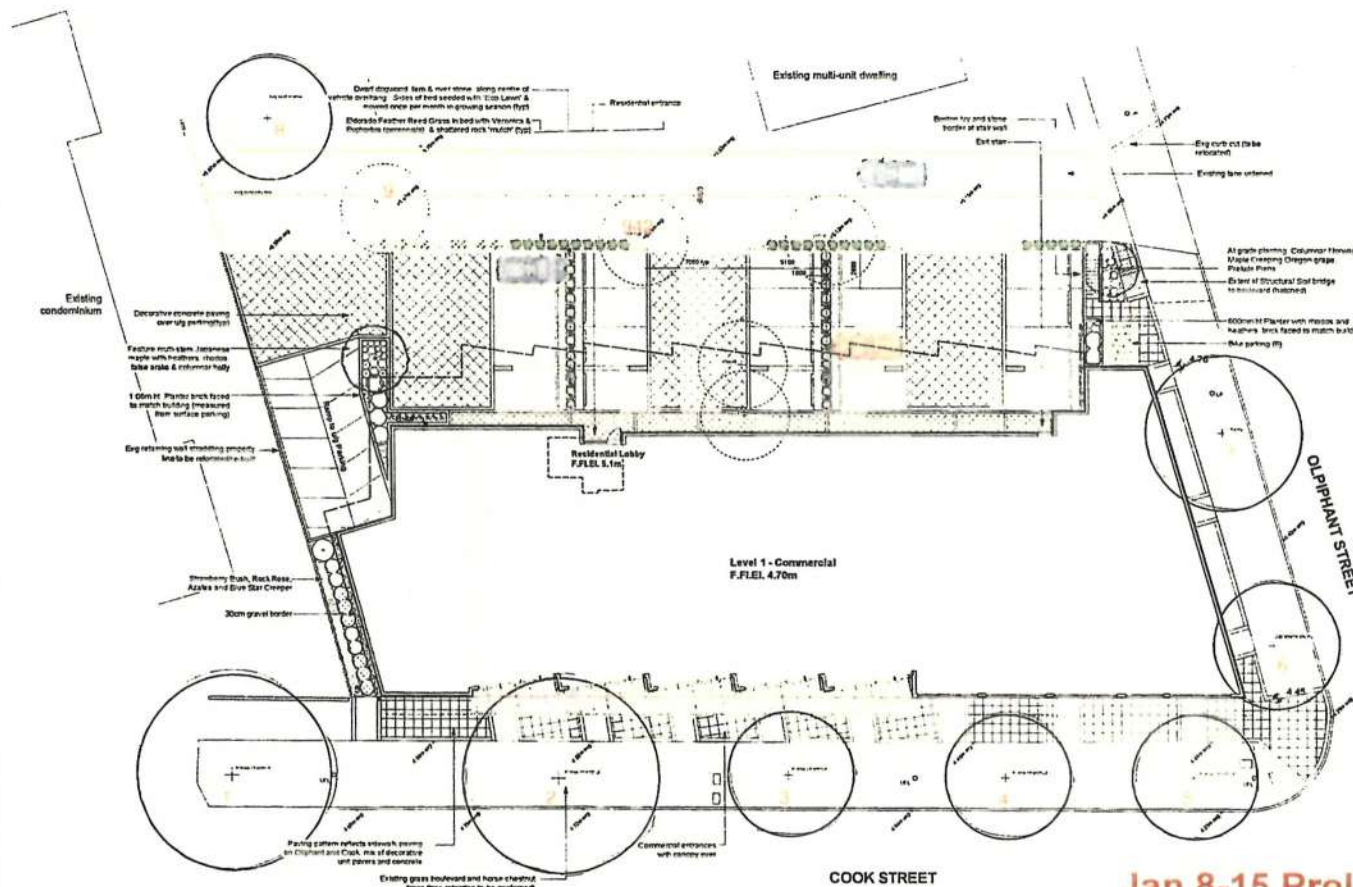
Remedial care and mitigation measures recommended are based on the visible and detectable indicators present at the time of the examination and cannot be guaranteed to alleviate all symptoms or to mitigate all risk posed.

**TREE RESOURCE
for**

1

<i>Tree #</i>	<i>d.b.h. (cm)</i>	<i>CRZ</i>	<i>Species</i>	<i>Crown Spread(m)</i>	<i>Condition Health</i>	<i>Condition Structure</i>	<i>Relative Tolerance</i>	<i>Remarks / Recommendations</i>
1	105	10.5	Horse chestnut	16.0	Fair	Fair	Good	Municipal tree. V-pruned for hydro clearance, large historic pruning wounds with localized decay, Has been pruned to shorten end-weighted limbs previously.
2	61	6.0	Horse chestnut	13.0	Fair	Fair	Good	Municipal tree. V-pruned for hydro clearance, compacted, included bark - not active.
3	11	1.5	Horse chestnut	3.0	Good	Fair	Good	Municipal tree. Young tree, recent basal injury.
4	34	3.5	Horse chestnut	10.0	Good	Fair	Good	Municipal tree. Young tree, pruning wounds with surface decay.
5	50	5.0	Horse chestnut	9.0	Good	Fair	Good	Municipal tree. Young tree, pruning wounds with surface decay.
6	32	4.0	plum	9.0	Good	Good	Moderate	Municipal tree. Pruning wounds with surface decay.
7	27, 47, 51	7.0	cherry	15.0	Fair	Fair	Moderate	Municipal tree, cable braced, end-weighted, narrow unions.
8	86	10.5	Sycamore maple	16.0	Good	Fair	Moderate	Located on neighbouring property. Large deadwood, some stem grafting, included bark.
9	43	5.0	spruce	10.0	Fair	Fair	Moderate	Multiple tops, basal wound, ivy covered.
942	81	12.0	walnut	12.0	Fair	Fair	Poor	Localized decay, end-weight, compacted soil, large pruning wounds.

Prepared by:
Talbot Mackenzie & Associates
 ISA Certified, and Consulting Arborists
 Phone: (250) 479-8733
 Fax: (250) 479-7050
 email: Treehelp@telus.net



Recommended Nursery Stock

Trees			
ID	Quantity	Botanical Name	Common Name
ASP	1	Asar canadensis	Asar canadensis
ASC	1	Asar canadensis 'Columbian'	Asar canadensis 'Columbian'
Large Shrubs			
ID	Quantity	Botanical Name	Common Name
ASC	1	Arbutus unedo 'Compact'	Arbutus unedo 'Compact'
PAJ	1	Fatsia japonica	Fatsia japonica
Medium Shrubs			
ID	Quantity	Botanical Name	Common Name
BSB	5	Rosa carolina 'Bridal Wreath'	Rosa carolina 'Bridal Wreath'
RNU	5	Rhododendron 'Van Houttei'	Rhododendron 'Van Houttei'
Small Shrubs			
ID	Quantity	Botanical Name	Common Name
AGH	6	Asar canadensis	Asar canadensis
CAF	22	Calluna vulgaris 'Flamingo'	Calluna vulgaris 'Flamingo'
ODS	4	Calluna vulgaris	Calluna vulgaris
ODS	14	Calluna vulgaris 'Mystery'	Calluna vulgaris 'Mystery'
EDS	11	Calluna vulgaris 'Schubertiana'	Calluna vulgaris 'Schubertiana'
MUS	12	Calluna vulgaris	Calluna vulgaris
PP	8	Parm. pinnata 'Pinnatifid'	Parm. pinnata 'Pinnatifid'
RCC	8	Rhododendron 'Coral Glow'	Rhododendron 'Coral Glow'

Perennials, Annuals and Ferns			
ID	Quantity	Botanical Name	Common Name
CAE	25	Calluna vulgaris 'Elateoide'	Calluna vulgaris 'Elateoide'
DSE	8	Dryopteris erythrosperma	Dryopteris erythrosperma
EDD	7	Euphorbia characias ssp. 'Nymphaea'	Euphorbia characias ssp. 'Nymphaea'
PUB	2	Polypodium monophyllum	Polypodium monophyllum
VSS	5	Veronica sp.	Veronica sp.
Groundcovers			
ID	Quantity	Botanical Name	Common Name
HP	317	Hieracium repens	Hieracium repens
Vines			
ID	Quantity	Botanical Name	Common Name
PVV	1	Pyramus canadensis 'Vertical'	Pyramus canadensis 'Vertical'
Roof Planting			
ID	Quantity	Botanical Name	Common Name
Notes:			
1. All work to be completed to current BC SIA Landscape Standards			
2. All roof landscape to be irrigated with an automatic irrigation system			

Jan 8-15 Preliminary Landscape Plan for Review



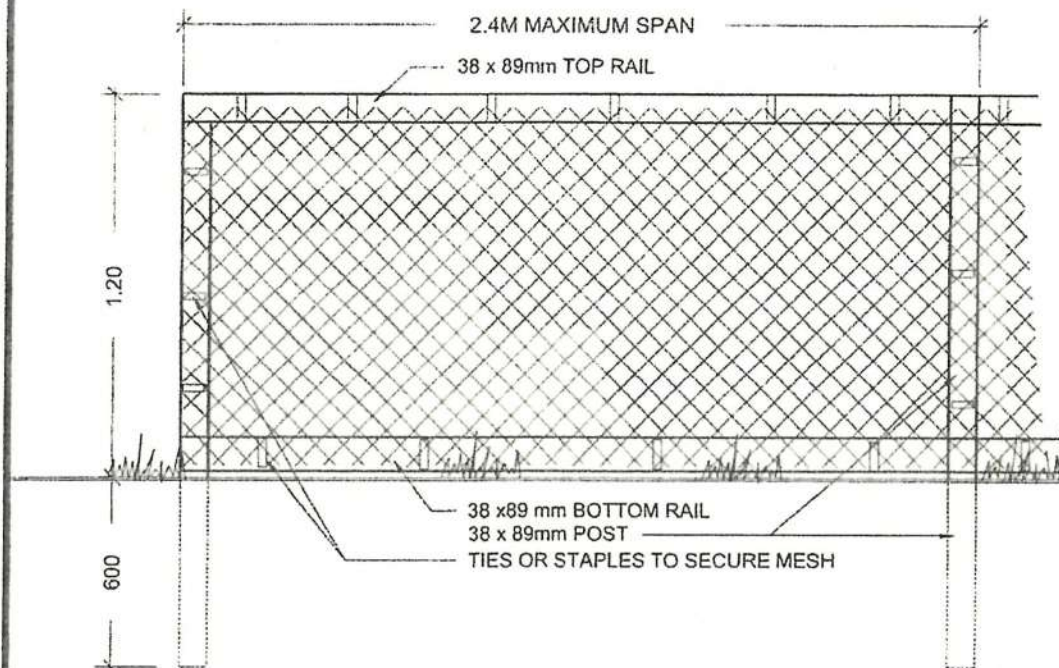
PROJECT: Mixed Use Project
202 Cook Street
Victoria, BC

TITLE: Landscape Concept Plan

SCALE: 1:150 DRAWN: CHECKED

PROJECT NO: 1502

DATE: Jan 6-15 1 of 1 SHEET



TREE PROTECTION FENCING
 FENCE WILL BE CONSTRUCTED USING
 38 X 89 mm (2"X4") WOOD FRAME:
 TOP, BOTTOM AND POSTS. *
 USE ORANGE SNOW-FENCING MESH AND
 SECURE TO THE WOOD FRAME WITH
 "ZIP" TIES OR GALVANIZED STAPLES

* IN ROCKY AREAS, METAL POSTS (T-BAR
 OR REBAR) DRILLED INTO ROCK WILL BE
 ACCEPTED

DETAIL NAME:

TREE PROTECTION FENCING

DATE	Oct 30/07
DRAWN	DM
APP'D.	RR
SCALE	N.T.S.

E105
 DRAWING

BC LAND SURVEYORS SITE PLAN OF:

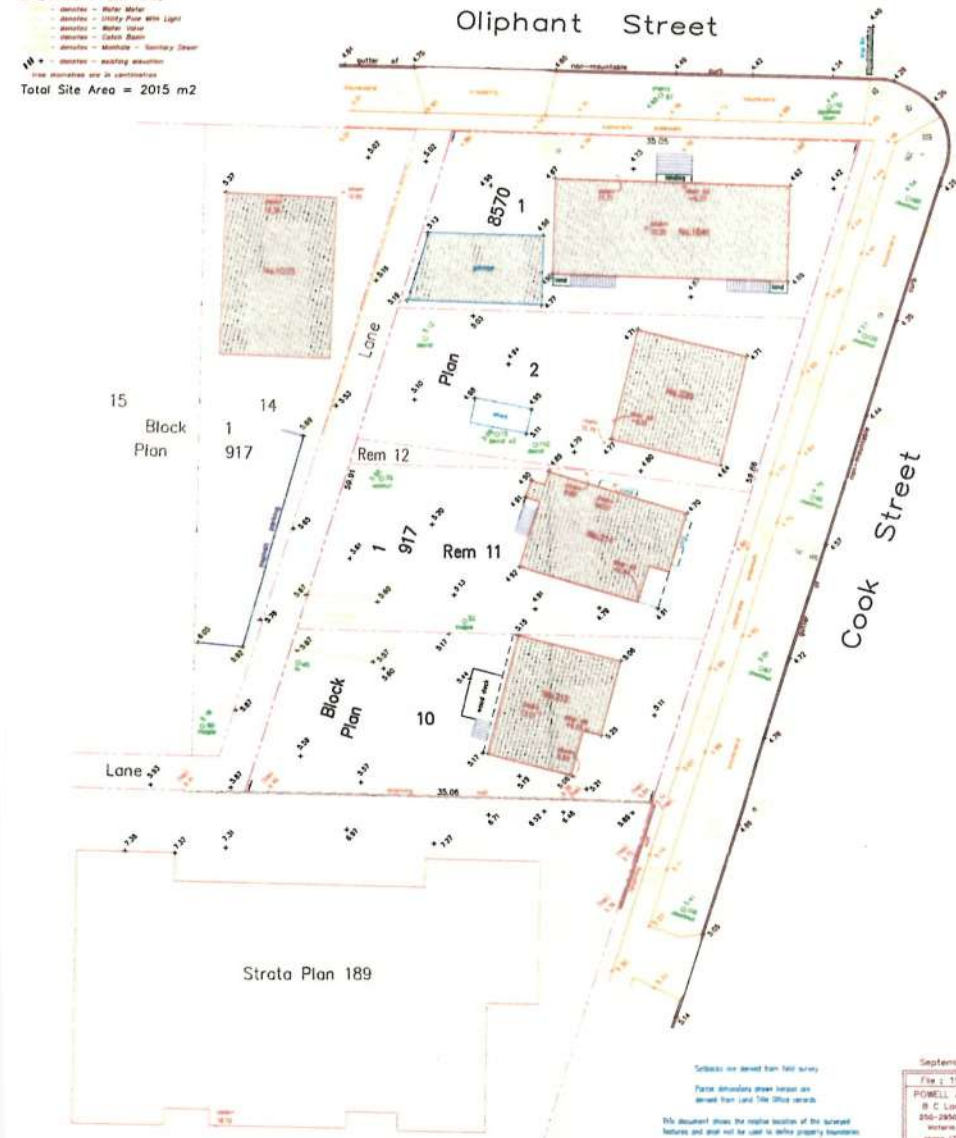
Civics: 1041 Oliphant Avenue
220, 214 & 212 Cook Street

Legals - Lots 1 & 2, Fairfield Farm Estate, Victoria City, Plan 8570
Parcel Number: 002-600-709 & 002-743-200
- Lots 10, 11 & 12, Block 1, Fairfield Farm Estate, Victoria City,
Plan 917, Except Part in Plan 8570
Parcel Number: 008-186-928, 008-186-929 & 008-186-995

Scale: 1:200 Distances are in metres
The intended print size is 18" by 24".

LEGEND
Distances are generally referred to Victoria Integrated
Survey Monument #1-3 (Town & Block)
- distances - North Arrow
- distances - Utility Pole with Light
- distances - Water Valve
- distances - Catch Basin
- distances - Manhole - Sanitary Sewer
- distances - existing structure
- distances - new structure

Total Site Area = 2015 m²



Setbacks are based on field survey

Form boundaries shown herein are
derived from Land Title Office records

This document shows the relative location of the subject
features and does not constitute a survey or other professional services

September 17, 2014

File #: 11,904 Site (4)

POMELL & ASSOCIATES

18 C. Land Surveyors

250-2950 Douglas Street

Victoria BC V8T 4K4

phone (250) 582-8800

PROJECT DESCRIPTION

CIVIC ADDRESS:
1041 Oliphant Ave., 220, 214, & 212 Cook Street
Victoria, BC

LEGAL DESCRIPTION:
Lots 1 & 2, Fairfield Farm Estate, Victoria City, Plan 8570
Lots 10, 11, & 12, Block 1, Fairfield Farm Estate, Victoria City,
Plan 917, Except Part in Plan 8570

REGISTERED OWNER

Urban Core Ventures
12-747 Princess Ave
Victoria BC
V8T 1K5
tel: 595-0190
fax: 595-0190
len@urbancoreventures.com

ARCHITECT

de Hoog & Kierulff architects
977 Fort Street
Victoria, BC
V8V 3C3
Peter de Hoog
tel: 658-3367
fax: 658-3367
pdk@dhk.ca

SURVEYOR

Powell & Associates
250 - 2950 Douglas Street
Victoria BC
V8T 4N4
tel: 382-8555
fax: 382-1377
alan@powellsurveys.com

LANDSCAPE ARCHITECT

LADR Landscape Architects
28-485 Dupont Road
Victoria BC
V8Z 1B8
Bay Windark
tel: 595-0105
fax: 416-0896

BUILDING CODE SUMMARY

REFERENCED DOCUMENT:
BRITISH COLUMBIA BUILDING CODE 2012 - PART 3

MAJOR OCCUPANCY CLASSIFICATION:
- GROUP C - RESIDENTIAL

BUILDING AREA:
- 1200 sq.m. (12 917 s.f.)

BUILDING HEIGHT:
- 6 STOREYS

NUMBER OF STREETS FACING:
- 2

ACCESSIBLE FACILITIES:
- ACCESSIBLE ENTRANCE
- ACCESSIBLE PARKING STALL

CONSTRUCTION REQUIREMENTS:

- 3.2.2.50 GROUP C, UP TO 6 STOREYS, SPRINKLERED

- COMBUSTIBLE OR NON-COMBUSTIBLE CONSTRUCTION
WITH 1HR MIN FIRE RESISTANCE RATING TO FLOORS
AND LOADBEARING WALLS

- STORAGE GARAGE FOR THE PARKING OF MOTOR
VEHICLES CONSIDERED AS SEPARATE BUILDING

VICTORIA ZONING BYLAW SUMMARY

BUILDING DESCRIPTION:
5 STOREY MIXED USE BUILDING + MECHANICAL PENTHOUSE = 6

USES:
PRIMARILY RETAIL MAIN FLOOR, RESIDENTIAL ABOVE

ZONE:
EXISTING: R3-A2
PROPOSED: NEW ZONE

DEVELOPMENT PERMIT AREA:
DPA-5

URBAN PLACE DESIGNATION:
LARGE URBAN VILLAGE (OCP)

SITE AREA: 2 015 m² (21 690 s.f.)

FLOOR AREA:

RETAIL L1: 786 m² (8 461 s.f.)

RESIDENTIAL L1: 54 m² (581 s.f.)

RESIDENTIAL L2: 1123 m² (12 083 s.f.)

RESIDENTIAL L3: 1123 m² (12 083 s.f.)

RESIDENTIAL L4: 882 m² (9 507 s.f.)

RESIDENTIAL L5: 906 m² (9 750 s.f.)

MECH PENTHOUSE: 45 m² (484 s.f.)

TOTAL PROPOSED: 5 013 m² (53 981 s.f.)

FLOOR SPACE RATIO:

PERMITTED (OCP): 2.5 : 1 FSR 5 038 m² (54 225 s.f.)

PROPOSED: 2.5 : 1 FSR

SITE COVERAGE: 67 %

OPEN SITE SPACE: 7 %

GRADE OF BUILDING:

4.8 m (GEODETTIC) See detailed calculations on site plan

HEIGHT OF BUILDING:

PERMITTED: 10.7 m (max. existing zone)

PROPOSED: 18.4 m

NUMBER OF STOREYS:

5 STOREYS

RESIDENTIAL PARKING:

REQUIRED: 1.4 stalls per suite = 65.0

PROVIDED: 0.9 stalls per suite = 52 stalls (incl. 6 visitor)

COMMERCIAL PARKING:

REQUIRED: 1 stall per 37.5 sqm = 21 stalls

PROVIDED: 21 stalls (incl. 1 HC)

+1 loading stall

BICYCLE PARKING:

RESIDENTIAL: 1 per suite = 60 (100% Class I) + 6-space rack

COMMERCIAL: 1 per 205 sqm = 4 (50% Class I/50% Class II)

PROVIDED: 64 Class I + 6-space rack

SETBACKS:

FRONT: 5.0 m required 0.0 m provided (Cook Street)

SIDE (EXT.): 3.0 m required 0.0 m provided (Oliphant Ave)

SIDE (INT.): 3.0 m required 3.8 m provided (South)

REAR (SIDE EXT.): 3.0 m required 8.5 m provided (West)

See Building Plans & Sections for details of set-backs & step-backs

SUITE SUMMARY:

Junior 1 Bed: 6 suites @ 48 sqm = 288 sqm

1 Bed / 1 Bath: 35 suites @ 56 sqm = 1960 sqm

1 Bed + Den / 1 Bath: 2 suites @ 71 sqm = 142 sqm

2 Bed / 2 Bath: 15 suites @ 83 sqm = 1245 sqm

2 Bed + Den / 2 Bath: 2 suites @ 90 sqm = 180 sqm

TOTAL: 60 SUITES 3 815 sqm

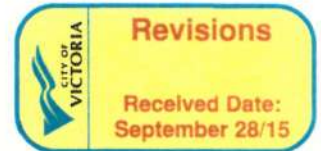
LIST OF DRAWINGS

Architectural

- A001 Project Data
- A002 Shadow Studies
- A003 Street Views
- A004 Model Views
- A101 Site Plan
- A201 Level P1 Parking
- A202 Level L1 Plan
- A203 Level L2 Plan
- A204 Level L3 Plan
- A205 Level L4 Plan
- A206 Level L5 Plan
- A207 Lower Roof Plan
- A208 Roof Plan
- A301 Elevations
- A401 Schematic Sections

Landscape

- L1 Landscape Concept Plan
- L2 Roof Deck Landscape Concept
- L3 Tree Preservation



1 Location Plan
A001 1:750



SEP 28 2015

Planning & Development Department
Development Services Division

NO.	DATE	DESCRIPTION	BY	CHECKED
1	2014-09-17	Issued for public review	de Hoog & Kierulff	
2	2014-09-28	Revised for public review	de Hoog & Kierulff	
3	2014-10-01	Revised for public review	de Hoog & Kierulff	
4	2014-10-01	Revised for public review	de Hoog & Kierulff	
5	2014-10-01	Revised for public review	de Hoog & Kierulff	
6	2014-10-01	Revised for public review	de Hoog & Kierulff	
7	2014-10-01	Revised for public review	de Hoog & Kierulff	
8	2014-10-01	Revised for public review	de Hoog & Kierulff	
9	2014-10-01	Revised for public review	de Hoog & Kierulff	
10	2014-10-01	Revised for public review	de Hoog & Kierulff	

de Hoog & Kierulff architects	
1041 OLIPHANT AVE VICTORIA BC V8T 1K5 TEL: 658-3367 FAX: 658-3367 WWW.DHK.CA	1200 PRINCESS AVE VICTORIA BC V8T 1K5 TEL: 595-0190 FAX: 595-0190 WWW.URBANCOREVENTURES.COM
Cook Street Mixed Use 220 Cook Street Victoria BC	
Project Data	
NO.	DATE
A001	-



EQUINOX

9:00 a.m.



1:30 p.m.



5:00 p.m.

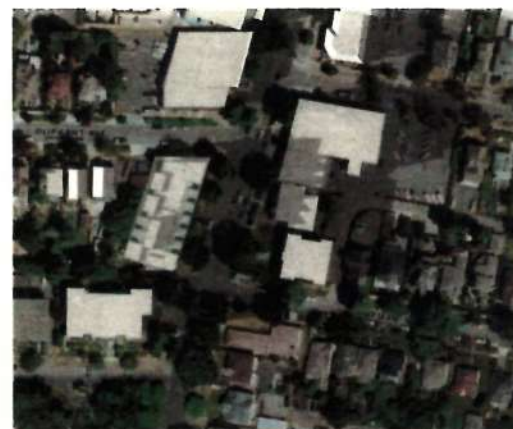


SUMMER SOLSTICE

9:00 a.m.



1:30 p.m.



5:00 p.m.

i	0.68-72	Showing Transitions & ...	
i	i _j = 0.98-1.0	Showing Transitions & ...	
i + j	0.68-72	ADP Share % of ...	
	i _j		
i	(0.68-72)		

de Hoog & Kierulff architects

177664 OF 01
1111 Main Street
Suite 100, St. Catharines
905-688-8888

216-911-1111
216-911-1111
216-911-1111
216-911-1111

Cook Street Mixed Use
220 Cook Street
Victoria B.C.

Shadow Studies

A002

Received
City of Victoria

SEP 28 2015

Planning & Development Department
Development Services Division

EXISTING



1 Existing View Along Cook Street Looking South
A003 / Not to Scale



2 Existing View Along Oliphant Street Looking East
A003 / Not to Scale



3 Existing View Along Cook Street Looking North
A003 / Not to Scale

PROPOSED



4 Proposed View Along Cook Street Looking South
A003 / Not to Scale



5 Proposed View Along Oliphant Street Looking East
A003 / Not to Scale



6 Proposed View Along Cook Street Looking North
A003 / Not to Scale

Item	Description	Quantity	Unit	Value
1	Site Preparation	1.00	ha	100000
2	Foundation	1.00	ha	100000
3	Structure	1.00	ha	100000
4	Roofing	1.00	ha	100000
5	Interior Finishes	1.00	ha	100000
6	Landscaping	1.00	ha	100000
7	Other	1.00	ha	100000
8	Total	8.00	ha	800000

da Hoog & Kienul architects

220 Cook Street
Victoria B.C.

Model Views

A003

Received
City of Victoria

SEP 28 2015

Planning & Development Department
Development Services Division

[illegible]

 de Hoog & Kierulff architects WESTMEER 172 A-1043 W. Brussels Belgium Tel: 020 734 141 W: info@dhk-a.com	studio OFFICE 100 01402 - 1000 W. Woods Inn St. - 100 01 W: 1-800-855-5019
Cook Street Mixed Use 220 Cook Street Victoria BC	
Model Views	
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Received
City of Victoria

SEP 28 2015

Planning & Development Department
Development Services Division

[illegible]
$$\text{GRADE} = \frac{\text{TOTAL}}{\text{Perimeter}}$$

4.3

de Hoog & Kienulf architects

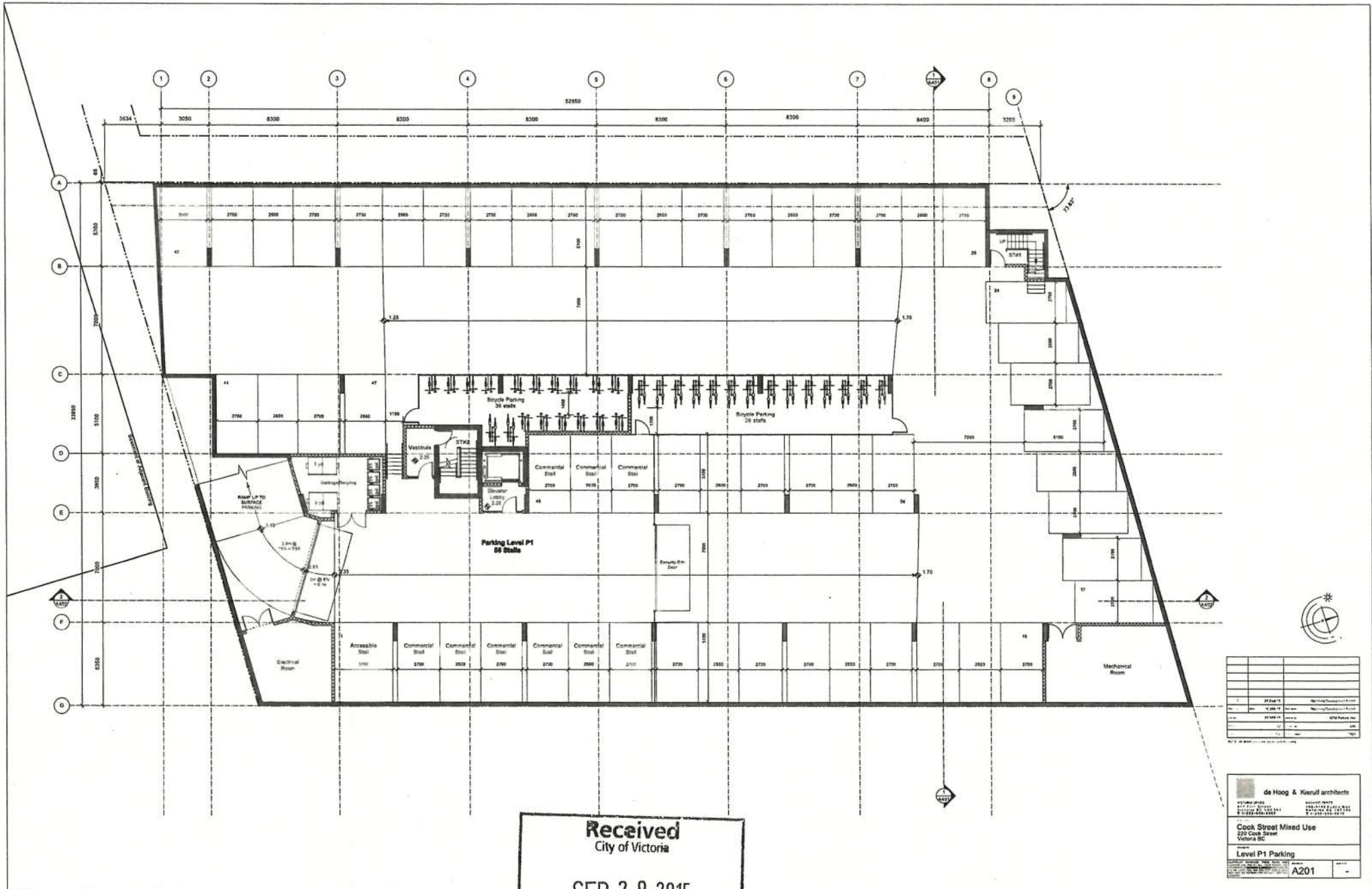
Cook Street Mixed Use
220 Cook Street
Victoria BC

Site Plan

A101

SEP 28 2015

Planning & Development Department
Development Services Division



Received
City of Victoria

SEP 28 2015

Planning & Development Department
Development Services Division

1	2015-10-15	Meeting/Consultation
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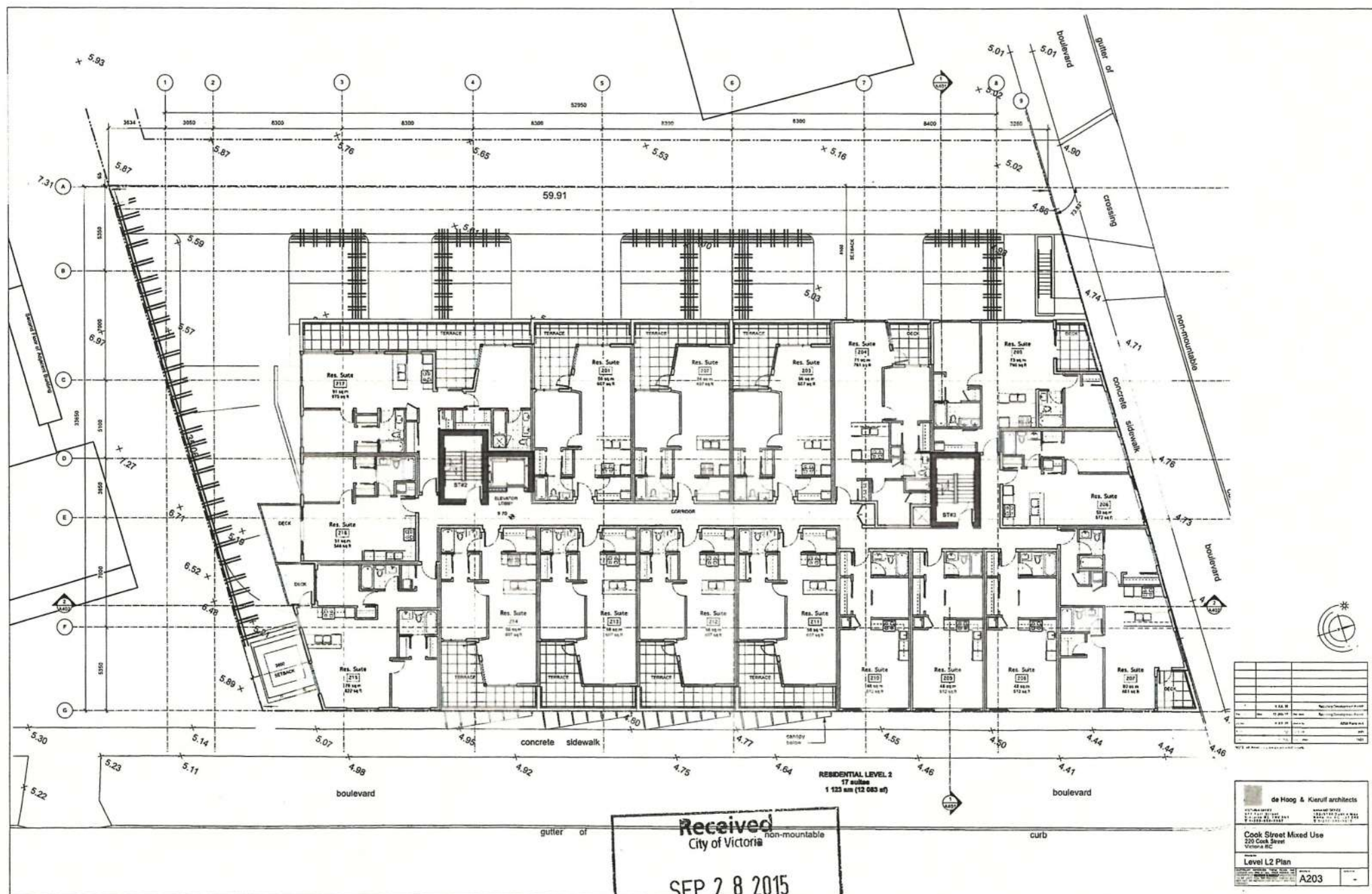
de Hoog & Kienul architects

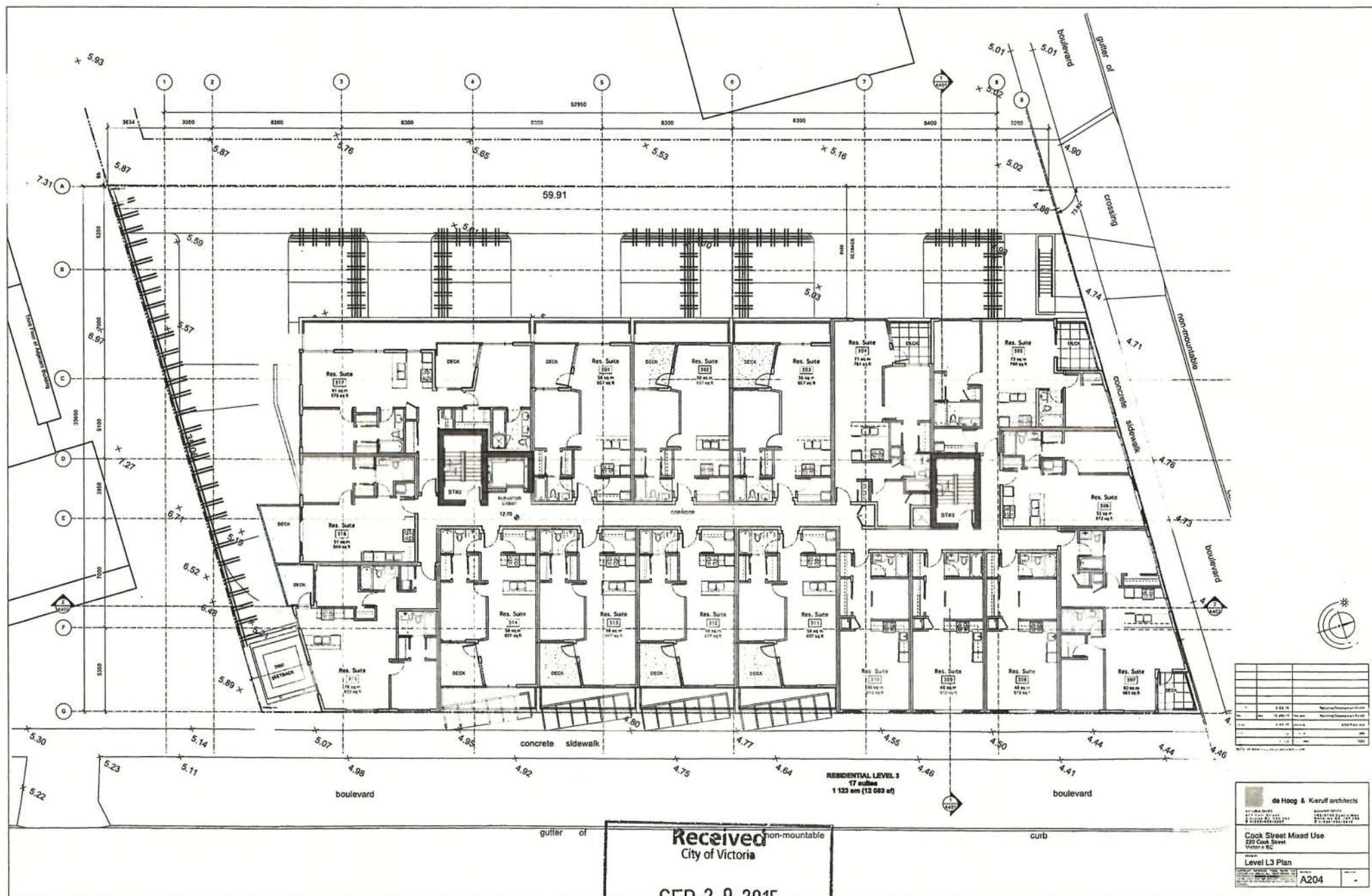
200 Cook Street
Victoria BC V8T 2C6
Tel: 250-383-1111
Fax: 250-383-1112
www.dehoog.com

Cook Street Mixed Use
200 Cook Street
Victoria BC

Level P1 Parking

A201





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Development Services Division

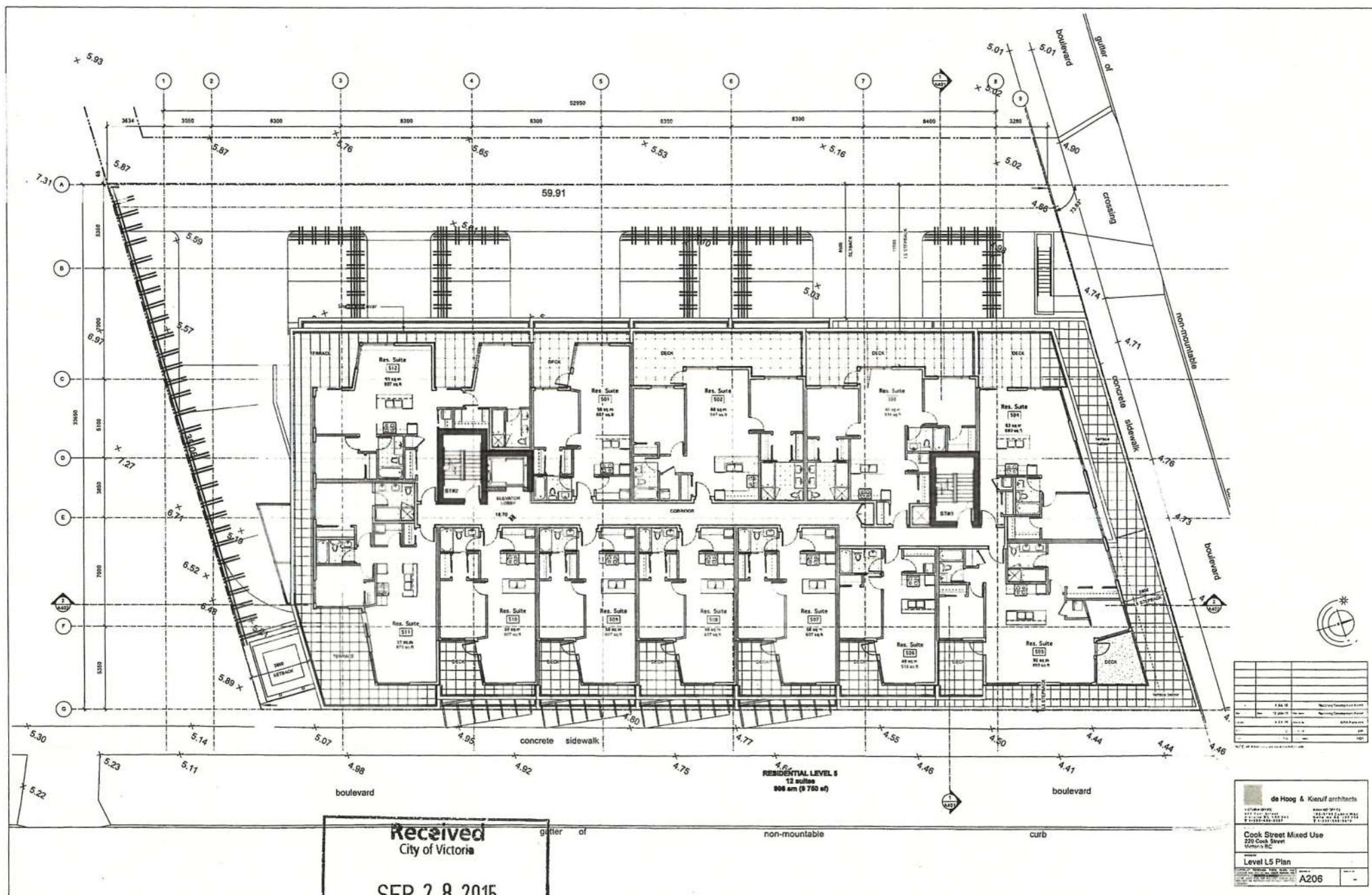
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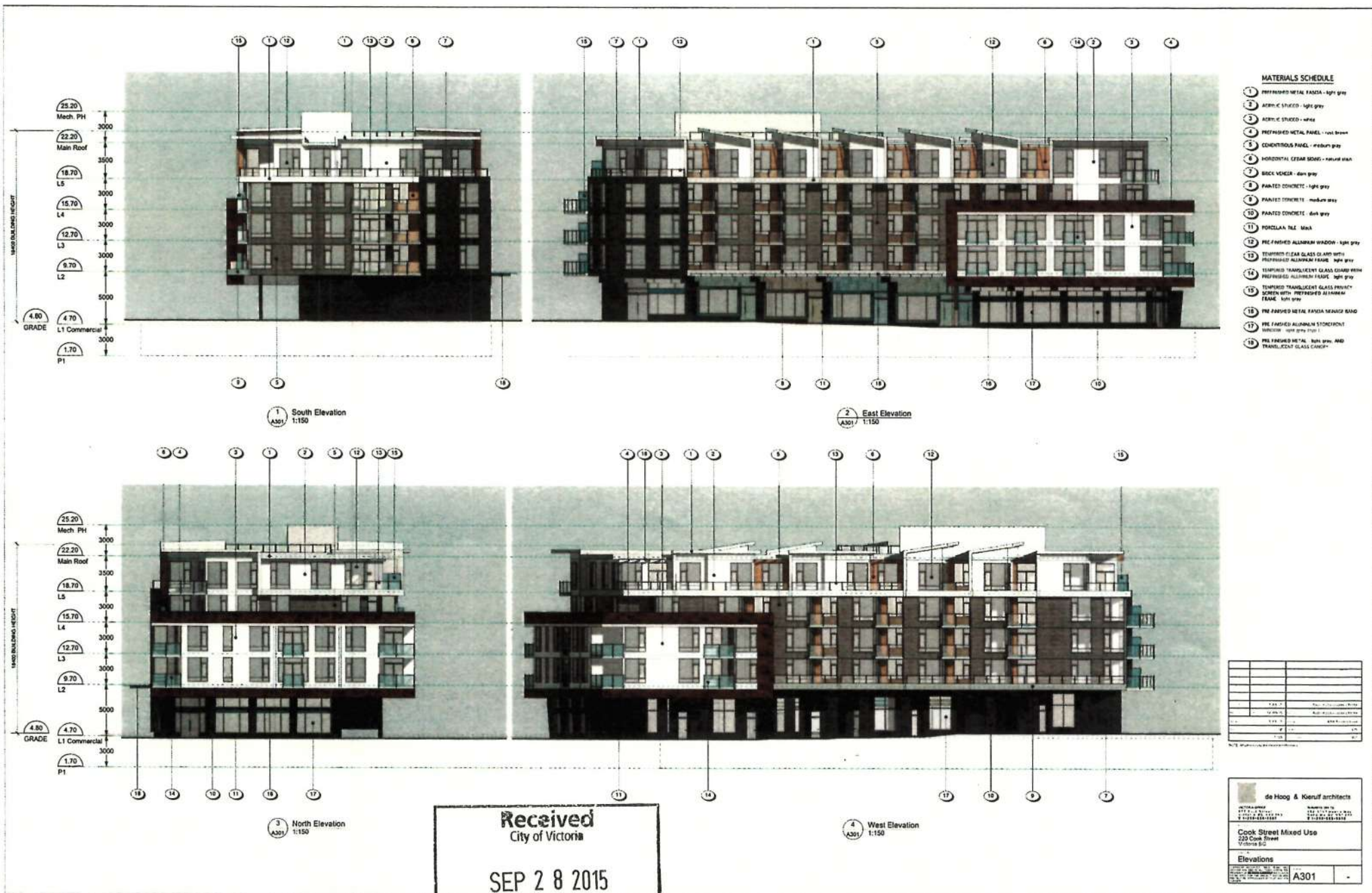
de Hoog & Keruff architects

Cook Street Mixed Use
270 Cook Street
Victoria BC

Level L3 Plan

A204





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Development Services Division

de Hoog & Kienul architects

230 Cook Street
Victoria B.C.

Cook Street Mixed Use
230 Cook Street
Victoria B.C.

Elevations
A301



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Planning & Development Department
Development Services Division

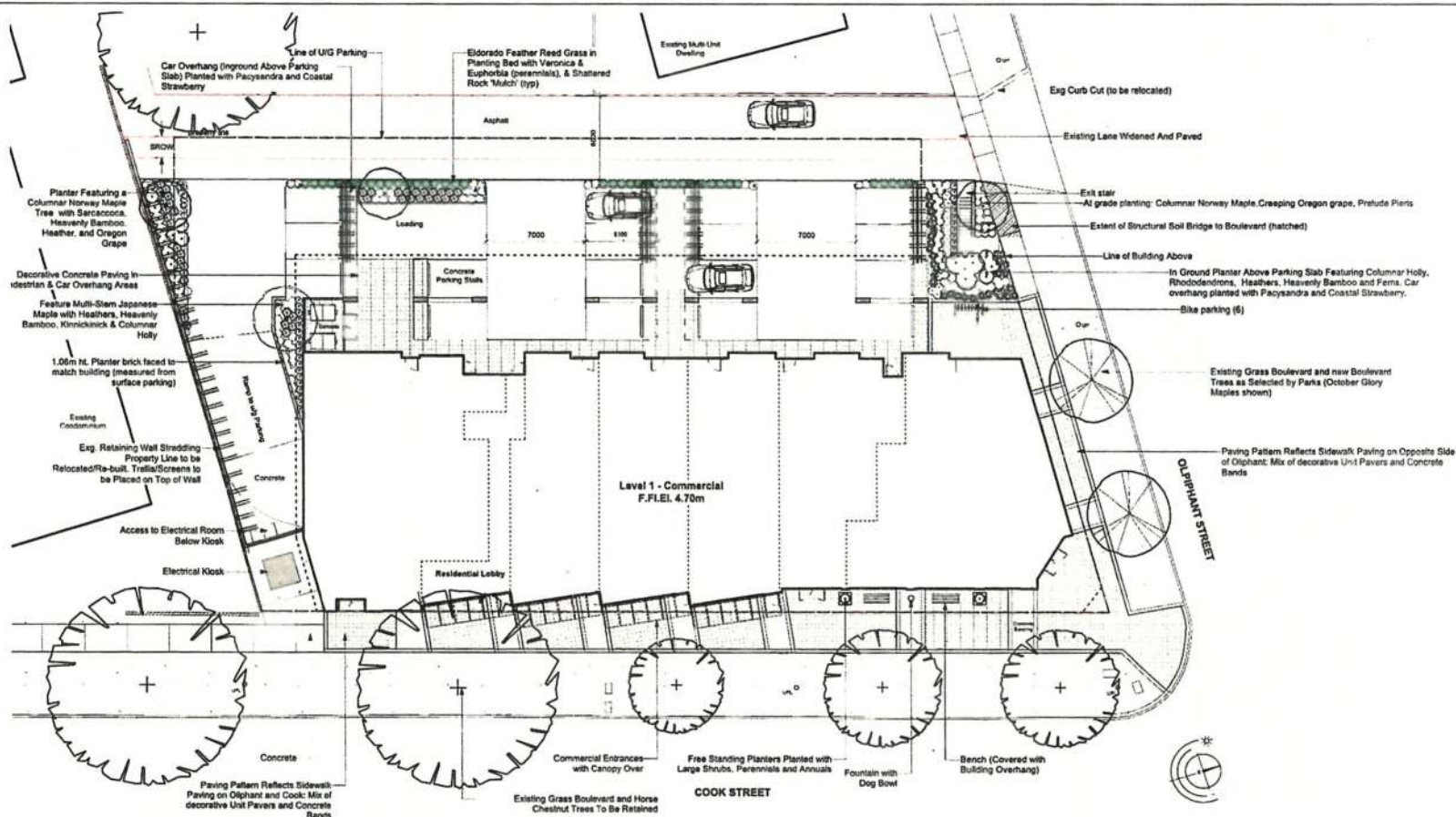
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 F +31 (0)30 251 1112
 E info@dehoogkierulff.nl
 W www.dehoogkierulff.nl

Cook Street Mixed Use
 220 Cook Street
 Victoria BC

Schematic Sections

A401



C	Oct 6-15	Re-Submitted for DP
B	July 13-15	Re-Submitted for DP
A	Jan 12-15	Submitted for DP

REVISIONS



20-495 Dupplin Rd. Victoria, B.C. V8Z 1B9
Phone: (250) 398-0125 Fax: (250) 412-0696

PROJECT

Mixed Use Project
202 Cook Street
Victoria, BC

TITLE

Landscape Concept Plan

SCALE

1:150

DRAWN

CHECKED

PROJECT No

1502

DATE

Jan 12-15

1

of 3

SHEET

Recommended Nursery Stock

Trees

Total 6

Botanical Name	Common Name	Size
<i>Acer palmatum</i>	Green Japanese Maple (multi-stem)	425 pot 1.5m, multi-stem
<i>Acer platanoides</i> 'Columnar'	Columnar Norway Maple	60cm cal
<i>Acer buergeri</i> 'October Glory'	October Glory Red Maple	7cm cal
Botanical Name	Common Name	Size
<i>Juniperus squarrosa</i> 'Meyeri'	Spiral Form Norway Juniper	1.5m, fl
<i>Malus nervosa</i>	Low Oregon Grape	41 pot
<i>Nandina domestica</i> 'Stamina Summer'	Stamina Summer Heavenly Bamboo	45 pot
<i>Rhododendron</i> 'Cunningham's White'	Cunningham's White Rhododendron	45 pot
<i>Rhododendron</i> 'Nova Zembla'	Nova Zembla Rhododendron	45 pot

Medium Shrubs

Total 41

Botanical Name	Common Name	Size
<i>Baccharis hirtella</i> 'Grey Beauty'	Grey Beauty Heath	1.5m fl
<i>Sarcococca hirtella</i>	Sweet Box	45 pot

Small Shrubs

Total 118

Botanical Name	Common Name	Size
<i>Asplenium 'Narrow'</i>	Narrow Leafed Asplenium	45 pot
<i>Calluna vulgaris</i> 'Flamingo'	Flamingo Heather	41 pot
<i>Erica x holziana</i> 'Silberstein'	Silberstein Heath	41 pot
<i>Malva nervosa</i>	Low Oregon Grape	41 pot
<i>Malva nervosa</i>	Creeping Oregon Grape	41 pot
<i>Nandina domestica</i> 'Golf Stream'	Golf Stream Heavenly Bamboo	41 pot
<i>Nandina domestica</i> 'Stamina Summer'	Stamina Summer Heavenly Bamboo	45 pot
<i>Pieris japonica</i> 'Pristine'	Pristine Pieris	45 pot
<i>Rhododendron</i> 'Green Grief'	Green Grief Rhododendron (bush)	45 pot

Perennials, Annuals and Ferns

Total 118

Botanical Name	Common Name	Size
<i>Balthus grandifolius</i>	Over Fern	41 pot
<i>Calluna vulgaris</i> 'Flamingo'	Flamingo Heather	41 pot
<i>Euphorbia maculata</i> 'Munkey Duncy'	Munkey Duncy	41 pot
<i>Hieracium vulgare</i> 'Munkey Duncy'	Munkey Duncy	41 pot
<i>Heuchera sanguinea</i> 'Coral Bells'	Coral Bells Heuchera	41 pot
<i>Heuchera sanguinea</i> 'Munkey Duncy'	Munkey Duncy	41 pot
<i>Heuchera sanguinea</i> 'Munkey Duncy'	Munkey Duncy	41 pot

Groundcovers

Total 5

Botanical Name	Common Name	Size
<i>Antennaria dioica</i>	Antennaria Dioica	41 pot

Vines

Total 5

Botanical Name	Common Name	Size
<i>Parthenocissus vitacea</i> 'Vittoria'	Vittoria	45 pot

Roof Planting

Total 98

Botanical Name	Common Name	Size
<i>Asplenium 'Narrow'</i>	Narrow Leafed Asplenium	45 pot
<i>Calluna vulgaris</i> 'Flamingo'	Flamingo Heather	41 pot
<i>Cyrtanthus caudatus</i>	Creeping Cyrtanthus	45 pot
<i>Heuchera sanguinea</i> 'Coral Bells'	Coral Bells Heuchera	41 pot
<i>Heuchera sanguinea</i> 'Munkey Duncy'	Munkey Duncy	41 pot
<i>Juniperus squarrosa</i> 'Meyeri'	Spiral Form Norway Juniper	1.5m fl

Notes:

- All work to be completed to current BCSLA Landscape Standards
- All soft landscape to be irrigated with an automatic irrigation system



Precedent image of drinking fountain with dog bowl



Precedent image of bench

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Development Services Division

Two-tone Concrete
HydraPressed Slabs

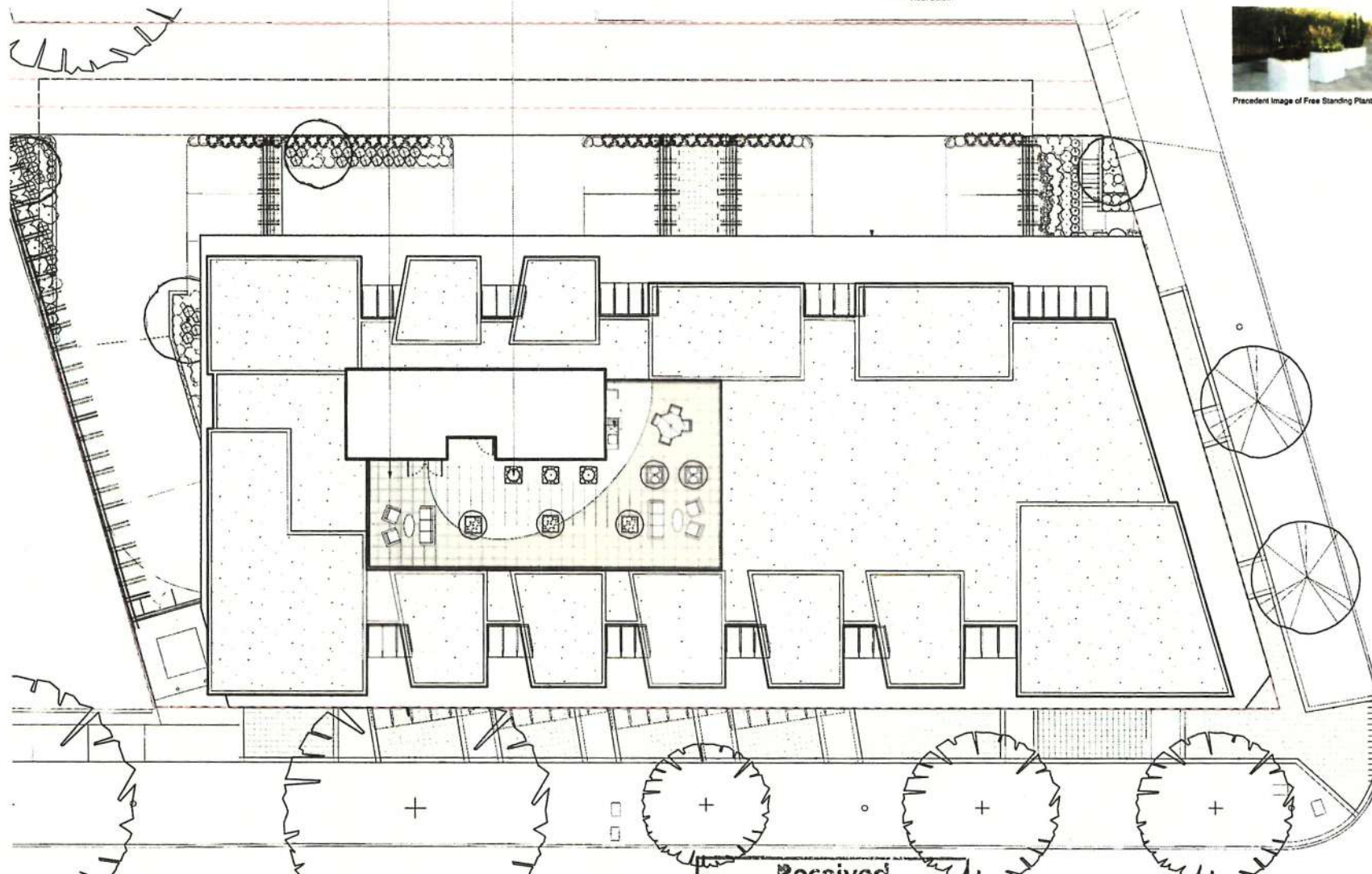
Free Standing Planters Planted with Large
Shrubs, Perennials and Annuals

BBQ Area

Roof Below



Precedent image of Free Standing Planters



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B Oct 6-15 Re-Submitted for DP
A July 13-15 Re-Submitted for DP

REVISIONS



28-495 Dupplin Rd. Victoria B.C. V8Z 1B8
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PROJECT

Mixed Use Project
202 Cook Street
Victoria, BC

TITLE

Roof Deck

SCALE

1:100

DRAWN

CHECKED

PROJECT No

1502

DATE

Jan 12-15

2

SHEET

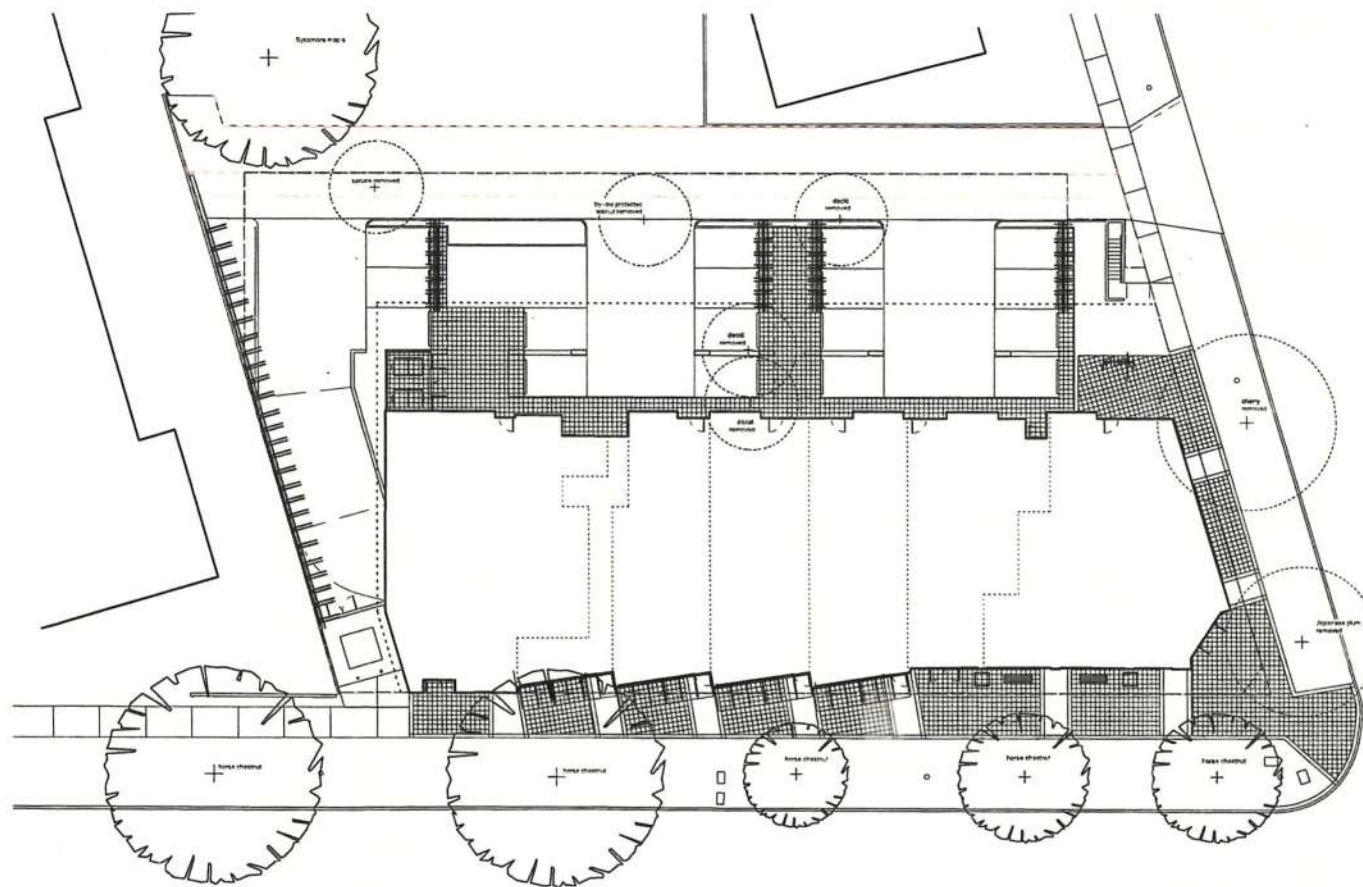
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City of Victoria

SEP 28 2015

Planning & Development Department
Development Services Division

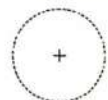
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Legend:



Existing Tree to Be Retained



Existing Tree to Be Removed

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Development Services Division

B Oct 6-15 Re-Submitted for DP
A July 13-15 Re-Submitted for DP

REVISIONS



20-485 Duplin Rd. Victoria, B.C. V8Z 1B5
Phone: (250) 598-0105 Fax: (250) 412-0696

PROJECT

Mixed Use Project
202 Cook Street
Victoria, BC

TITLE

Tree Preservation Plan

SCALE

1:150

DRAWN

CHECKED

PROJECT No. 1502

DATE

Jan 12-15

SHEET

3 of 3