CITY OF VICTORIA

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:	**Development Permit Application with Variance No. 000402 for 1041 Oliphant Avenue and 212-220 Cook Street**		

RECOMMENDATION

Staff recommend that Committee forward this report to Council and that Council refer the Application to the Advisory Design Panel, with a request that the Panel pay particular attention to:

- the transition to the buildings along Oliphant Avenue
- opportunities to soften the visual appearance of the rear surface parking courtyard
- overall massing and finishes in relation to the neighbourhood context.

Following this referral, and after giving notice and allowing an opportunity for public comment at a meeting of Council and after the Public Hearing for Rezoning Application No. 00472, if it is approved, that Council consider the following motion:

"That Council authorize the issuance of Development Permit Application with Variance No. 00402 for 1041 Oliphant Avenue and 212-220 Cook Street, in accordance with:

1. Plans date stamped September 28, 2015.
2. Development meeting all *Zoning Regulation Bylaw* requirements, except for the following variances:
   a. Schedule C, 16.A.12(c) – Required residential parking is reduced from 1.4 spaces per dwelling unit to 0.9 spaces per dwelling unit.
3. The Development Permit lapsing two years from the date of this resolution.
4. Final plans to be generally in accordance with the plans identified above to the satisfaction of staff.
5. That Council authorize staff to execute an Encroachment Agreement for a fee of $750, plus $25 per m^2 of exposed shored face during construction in a form satisfactory to staff. This is to accommodate shoring for construction of the underground parking structure at the property line."

LEGISLATIVE AUTHORITY

In accordance with Section 920(2) of the *Local Government Act*, Council may issue a Development Permit in accordance with the applicable guidelines specified in the *Community Plan*. A Development Permit may vary or supplement the *Zoning Regulation Bylaw* but may not vary the use or density of the land from that specified in the Bylaw.

Pursuant to Section 920(8) of the *Local Government Act*, where the purpose of the designation is the revitalization of an area in which a commercial use is permitted, a Development Permit may include requirements respecting the character of the development, including landscaping, siting, form, exterior design and finish of buildings, and other structures.

EXECUTIVE SUMMARY

The purpose of this report is to present Council with information, analysis and recommendations for a Development Permit Application for the property located at 1041 Oliphant Avenue and 212-220 Cook Street. The proposal is to construct a five-storey mixed-use building containing 60 residential units and six ground-floor commercial units. The variances are related to parking.

The following points were considered in assessing this Application:

- The proposed building is subject to guidelines contained in Development Permit Area 5, Large Urban Villages and is consistent with the Urban Place Designation in the Official Community Plan.
- The Application is generally consistent with the *Cook Street Village Guidelines*.
- The Application is generally consistent with the *Suburban Neighbourhood Plan* as it relates to detailed design.
- A parking reduction for residential use is being proposed, however, the results from the accompanying parking study conclude that the impacts on the surrounding neighbourhood would be minimal.
- The proposal would result in the loss of five trees to the rear of the property in the area proposed for the surface parking. An accompanying arborist report has been submitted and is attached to this report for Council's consideration.
- The Application is consistent with the *Tree Preservation Bylaw* as it relates to the replacement of two street trees on Oliphant Avenue and the replacement of trees on the subject property.

BACKGROUND

Description of Proposal

The proposal is to construct a five-storey mixed-use building containing 60 residential units and six ground-floor commercial units. The proposed site plan, architecture and landscape design include the following details:

- mid-rise building form with commercial frontage along Cook Street and Oliphant Avenue
- provision of 60 residential units ranging from junior one-bedroom to two-bed plus den (the predominant unit being one-bedroom suites)
- a mixture of siding, including acrylic stucco, cement panels, dark brick veneer, horizontal cedar siding and prefinished metal siding (rust colour) as an accent material on the corner portion of the building

- aluminum windows in light grey, with translucent privacy screens in tempered glass
- a mixture of clear and translucent glass balconies with aluminum guardrails
- replacement of the two existing street trees on Oliphant Avenue with two new trees, consistent with City standards
- sidewalk improvements adjacent to the building along Cook Street including unit pavers and concrete bands, consistent with City standards
- a roof-top terrace, located centrally within the roof and set back from the building façade
- surface parking for 17 stalls plus one commercial loading stall, located to the rear of the building and accessed via Oliphant Avenue
- planting and landscaping within the rear surface parking area
- one level of underground parking for 56 stalls, including 10 stalls for commercial use
- 64 class one bicycle storage spaces located underground
- one publicly accessible class two rack for six bikes located adjacent to the commercial unit on Oliphant Avenue
- the proposed variance is related to a reduction in the provision of residential parking spaces from 1.4 spaces per dwelling unit to 0.9 spaces per dwelling unit.

Sustainability Features

As indicated in the applicant's letter dated October 15, 2015, the following sustainability features are associated with this Application:

- energy reduction through architectural features including window placement and balconies
- natural ventilation through fan-assisted mechanisms
- re-use and recycling of construction products.

Active Transportation Impacts

The Application proposes the following features which support active transportation:

- 64 secure bike racks located underground
- one publicly accessible rack for six bikes located on Oliphant Avenue
- bike service station.

Public Realm Improvements

Proposed public realm improvements are discussed in association with the concurrent Rezoning Application associated with this property.

Existing Site Development and Development Potential

The existing site development, development potential and data table are provided in the concurrent rezoning report.

ANALYSIS

Development Permit Area and Design Guidelines

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 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 also identifies this property in Development Permit Area (DPA) 5 Large Urban Village. The objectives of this DPA are to revitalize areas of commercial use into complete Large Urban Villages through human-scaled design of buildings to increase vibrancy and strengthen commercial viability. Ensuring high quality architecture, landscape and urban design is also an important objective of this DPA. Buildings are encouraged to have three-storey to five-storey facades that define the street wall with shop windows and building entrances oriented to face the street. The proposal is consistent with these objectives.

Design guidelines that apply to DPA 5 are the *Cook Street Village Guidelines; Suburban Neighbourhood Plan; Advisory Design Guidelines for Buildings, Signs and Awnings* and the *Guidelines for Fences, Gates and Shutters.* As noted below, the Application is generally consistent with the Guidelines, however, review by the Advisory Design Panel (ADP) is recommended to review the transition to the low-profile buildings to the rear along Oliphant Avenue, opportunities for softening the visual appearance of the rear surface parking area and overall massing and finishes in relation to the neighbourhood context.

Cook Street Village Guidelines

The *Cook Street Village Guidelines* (updated to 2003*)* are intended to assist in the improvement of the physical environment within the village. Design should respond to local features including traditional cladding materials, bay windows, pitched roofs and varied building setbacks. Parking is encouraged to be located in rear yards and opportunities for plazas or splayed corners are suggested at pedestrian intersection points.

While the proposal does not include traditional bay windows or pitched roofs, the existing context has evolved since the production of the Guidelines. A number of flat-roofed multi-unit buildings are now located adjacent to the subject site, including those at 1050 Park Boulevard, 241 Cook Street and 235 Cook Street. The proposed building has taken some architectural cues from the surrounding buildings including material colour (light grey acrylic stucco) with accents of contemporary materials such as wood and metal panels. Staff recommend for Council's consideration overall support for the choice of materials but recommend that ADP review this aspect of the design in the interest of a comprehensive review of the proposal.

Suburban Neighbourhood Plan: Excerpts Related to Fairfield

Although not directly referenced in the OCP, the *Suburban Neighbourhood Plan* (updated to 1984) provides direction on the built form within Cook Street Village. Under this Plan, the subject properties are designated as "apartments" and are located immediately south of the area designated as "District Centre" (Cook Street Village). Policies related to the subject properties state that redevelopment should be sensitive to the height of its surroundings and that the detailed design of the building should be responsive to traditional features of the area's architecture and landscaping.

The proposed five-storey building is flanked by an existing four storey building to the south, and three storey multi-unit buildings across Cook Street. There are a number of architectural elements that help to reduce the perception of the overall massing of the building, including the

contrasting metal band that frames the second and third storeys at the corner of the building on the intersection of Cook and Oliphant Street. In addition, the strong cornice above the fourth storey and the shed roofs on the fifth storey help to reduce the perceived height of the building and break up the massing on the fifth storey. Although staff are satisfied with the proposed massing as it relates to the context of Cook Street, it is recommended for Council's consideration that this aspect of the design be reviewed by ADP.

Staff have expressed concern to the applicant about the transition between the proposed building and the predominantly single-family character to the rear along Oliphant Avenue. The applicant has responded by reconfiguring the two rear corner units on the fourth storey to provide recessed balconies and removing one unit from the fifth storey. This latter change resulted in approximately 50% of the fifth storey being set back approximately 2.5m from the primary building façade. Staff recommend to Council that this aspect of the design be reviewed by the Advisory Design Panel for opportunities for further refinement.

Advisory Design Guidelines for Buildings, Signs and Awnings

These Guidelines state that an acceptable application will include consideration of an attractive streetscape and that the architecture and landscaping of the immediate area be identified and acknowledged. In evaluating a design, particular emphasis will be placed on the solution to these general aspects: design approach, relevancy of expression, context, pedestrian access, massing, scale, roofline, street relationship and landscape plan. The Application is consistent with these Guidelines.

Guidelines for Fences, Gates and Shutters

These Guidelines state that fences, gates and shutters must compliment the character of the street and not result in a fortress-like appearance, integrate with building design, architectural finishes and materials for a cohesive effect and not be the dominant feature of the building façade. There are no proposed fences or gates included as part of this proposal, although staff have requested the applicant consider including a gate or screening for the BC Hydro kiosk along the Cook Street frontage to reduce the potential for Crime Prevention Through Environmental Design (CPTED) concerns. The applicant is amenable to this and has indicated this information will be provided prior to ADP.

Open Site Space

Opportunities exist to enhance the rear surface parking area to reduce the amount of hard surfaces. The amount of open site space is low at 7%, which is attributable to the drive aisles and parking stalls that are not included in the calculation. It is recognised that efforts have been made to enliven this space with the proposed trellis, planting and stamped concrete. Options for additional planting may be somewhat limited by the underground parking structure. However, staff recommend for Council's consideration that this aspect of the proposal would benefit from a review by ADP.

Tree Preservation Bylaw

The proposal would result in the loss of five trees to the rear of the property in the area proposed for the surface parking as well as two street trees along Oliphant Avenue. The landscape plan proposes to replace these with four trees suitable for planting above the parkade structure and two street trees consistent with City standards along Oliphant Avenue.

An arborist report has been submitted which outlines the construction impact mitigation measures to successfully retain the trees along the Cook Street frontage and the large Sycamore Maple to the rear, within the property of 1035 Oliphant Avenue. The proposed replacement trees are consistent with the *Tree Preservation Bylaw*.

Encroachment Agreements

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

The proposed development contains an overhead projection from the building structure into the public Right-of-Way. The City's Property Manager will be seeking Council approval for this feature in a future report.

Proposed Parking Variance

The proposed parking supply is for a total of 73 stalls (excluding a commercial loading stall), which is 32 fewer than the requirements under Schedule C. The requirements of Schedule C of the *Zoning Regulation Bylaw* are summarized below:

Parking Stall Type	Schedule C Requirement (minimum)	Proposed
Residential	84 (ratio of 1.4:1)	6 surface 46 underground 52 total (ratio of 0.9:1)
Commercial	21	11 surface 10 underground 21 total
Total	**105**	**73**

The applicant has submitted a parking study to review the proposed parking supply and assess if the reduced parking provision will meet the demand for the subject site. The parking study has compared similar multi-unit sites in the Cook Street Village area as well as vehicle ownership data from ICBC and concluded that the proposed resident and visitor parking supply will meet the parking demand (identified at 70 vehicles). In addition, the study concludes that there is generally on-street parking available within one block of the site to accommodate spill over.

As the impacts to the surrounding neighbourhood will be minimal and on-street parking is available within one block of the subject site, staff recommend that Council support the proposed parking variance.

CONCLUSIONS

The proposed mixed-use development at 1041 Oliphant Avenue and 212-220 Cook Street would support the planning objectives for the OCP as they relate to built form. The proposal is generally consistent with the relevant design guidelines and includes high-quality building materials and acceptable landscape finishes. The proposed parking variance is considered supportable based on the vehicle ownership and demand within the surrounding area. However, the Application would benefit from a review by the ADP in relation to the transition to the lower profile buildings along Oliphant Avenue at the rear, opportunities for softening the visual appearance of the rear surface parking area and review of the overall massing and finishes as they relate to the neighbourhood context.

ALTERNATE MOTION

That Council decline Development Permit Application with Variance No. 00402 for the property located at 1041 Oliphant Avenue and 212-220 Cook Street.

Respectfully submitted,

C. R. Wain AM

Charlotte Wain
Senior Planner – Urban Design
Development Services Division

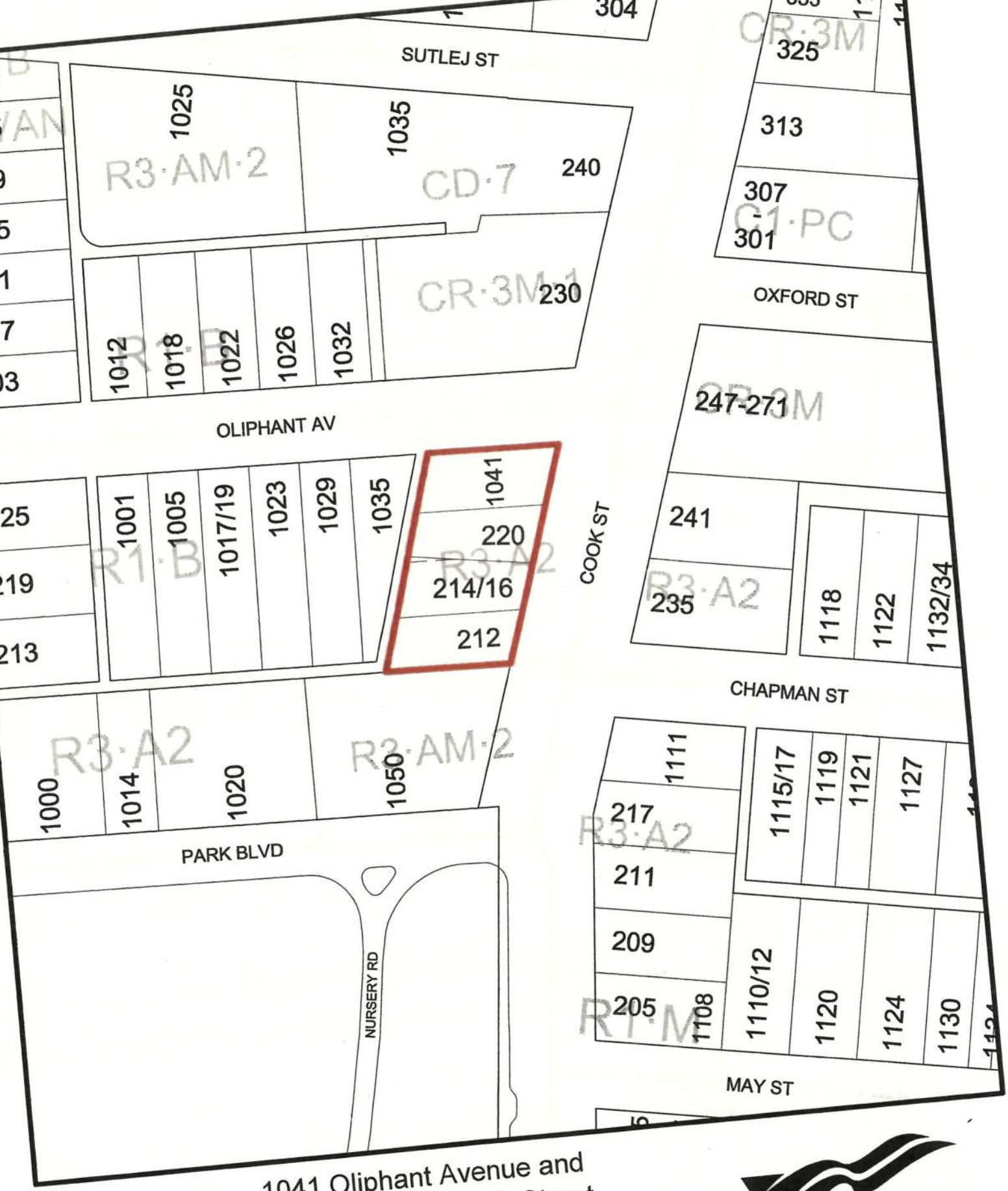
Jonathan Tinney, Director
Sustainable Planning and Community
Development Department

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 #

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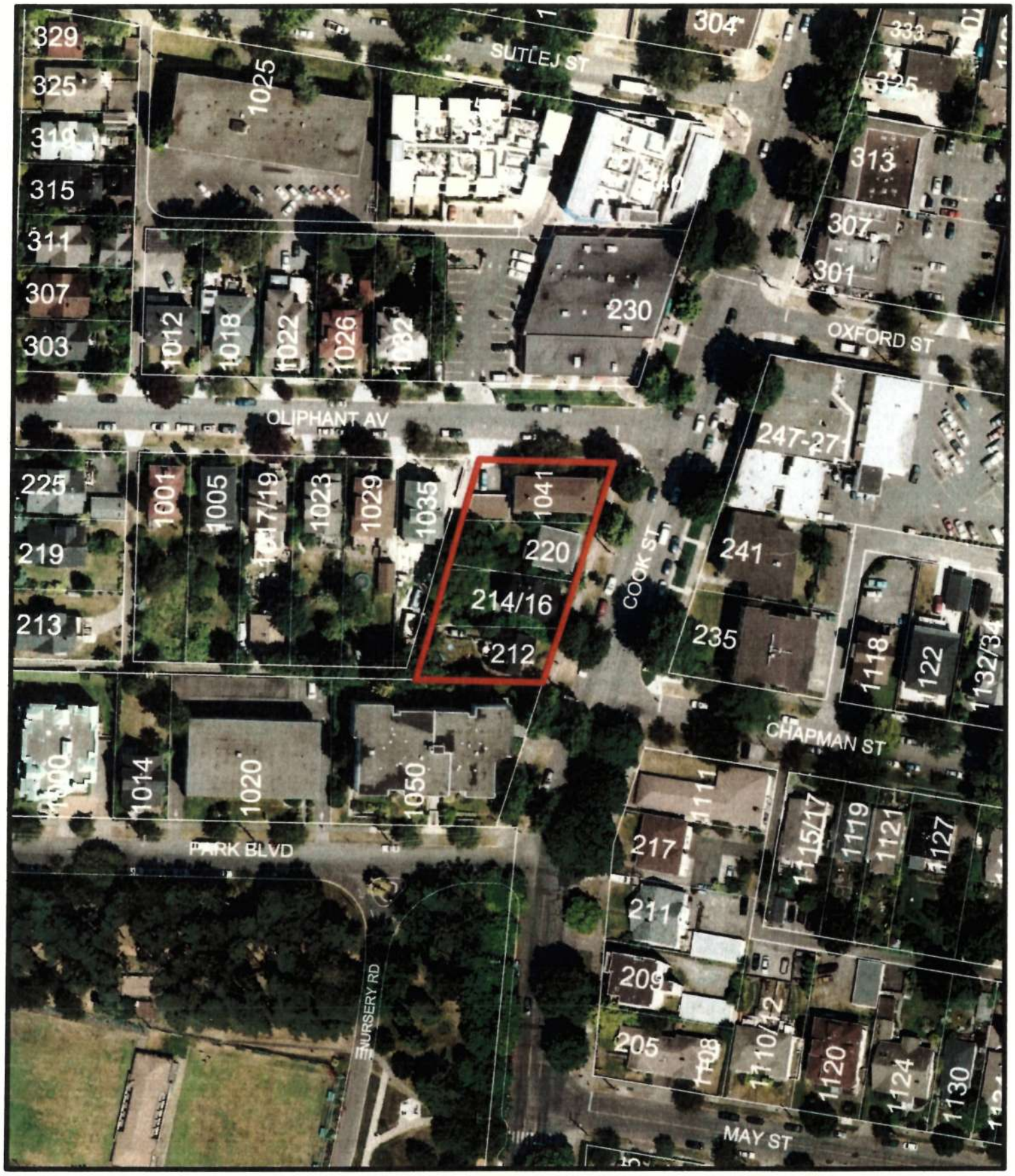

1041 Oliphant Avenue and
212, 214 & 220 Cook Street

Rezoning #00472
Bylaw #

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CITY OF VICTORIA

UrbanCore
ventures

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 m^2 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

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."*

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
Fairfield Gonzales Community Association
1330 Fairfield Rd. Victoria, BC V8S 5J1
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Facebook

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 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.

1330 FAIRFIELD RD. VICTORIA, BC V8S 5J1
Tel. 250.382.4604 Fax 250.382.4613
www.fairfieldcommunity.ca
place@fairfieldcommunity.ca

Boulevard
TRANSPORTATION
a division of Watt Consulting Group

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!

transportation solutions for communities

WATT Consulting Group

CONTENTS

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*:

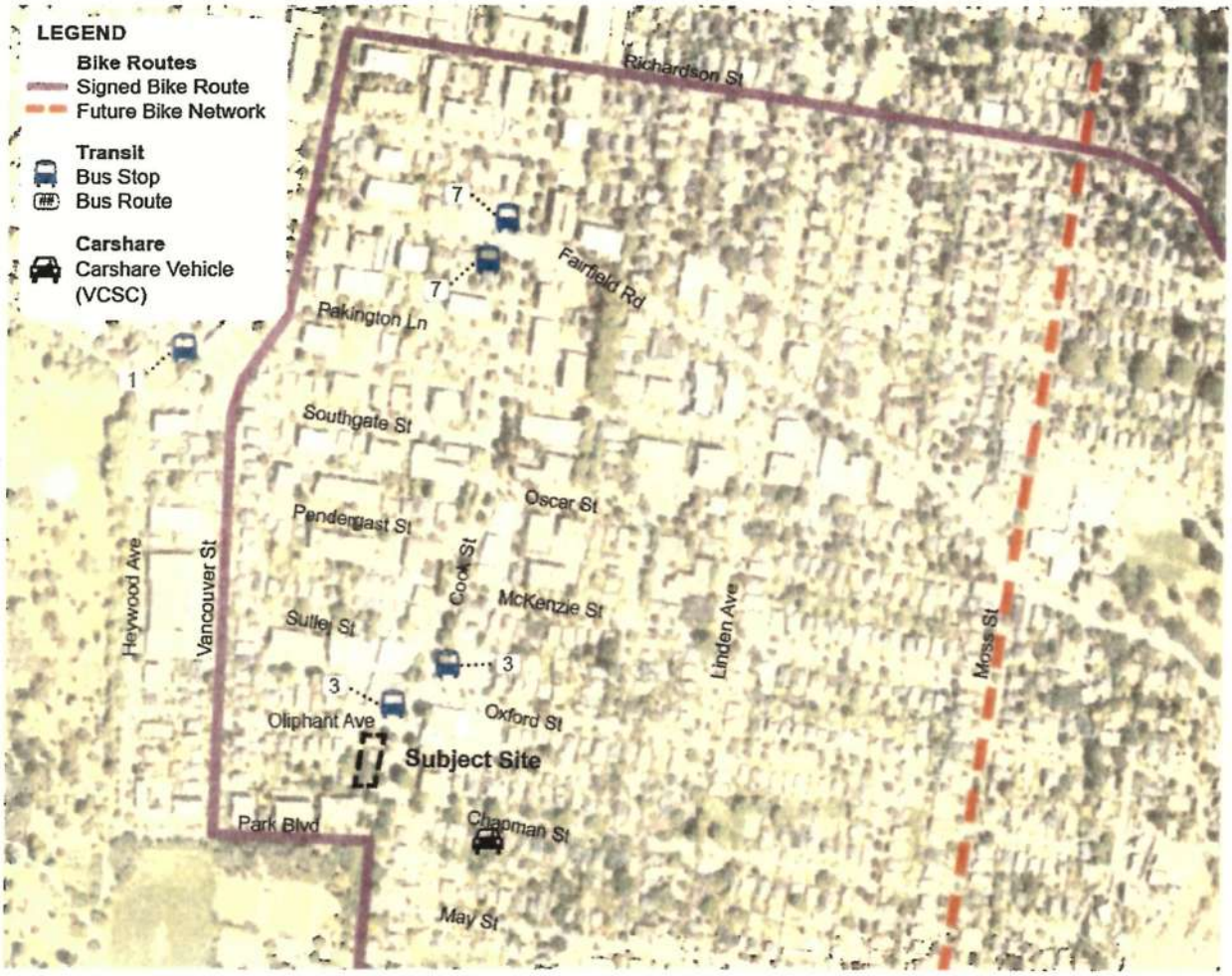
- Transit. Bus stops are located within 500m of the site and provide service to downtown Victoria, with connections to other destinations in the Greater Victoria Area.

- 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 786m^2 (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 20[1] 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 / 37.5m²	786m²	21
			Required Parking	**105**

The site also requires bike parking at a rate of 1 Class 1 space per unit[3] (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 study[4] 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 study[5]. 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 (m²)	Observed Vehicles	Demand Rate
1609 Blanshard Street	798	13	1 / 61m²
734-738 Caledonia Avenue	510	12	1 / 43 m²
2610 Douglas Street	660	32	1 / 21 m²
2659 Douglas Street	3,648	60	1 / 61 m²
2504 Government Street	1,176	14	1 / 84 m²
990 Hillside Avenue	1,172	26	1 / 45 m²
		Average	**1 / 53 m²**

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.

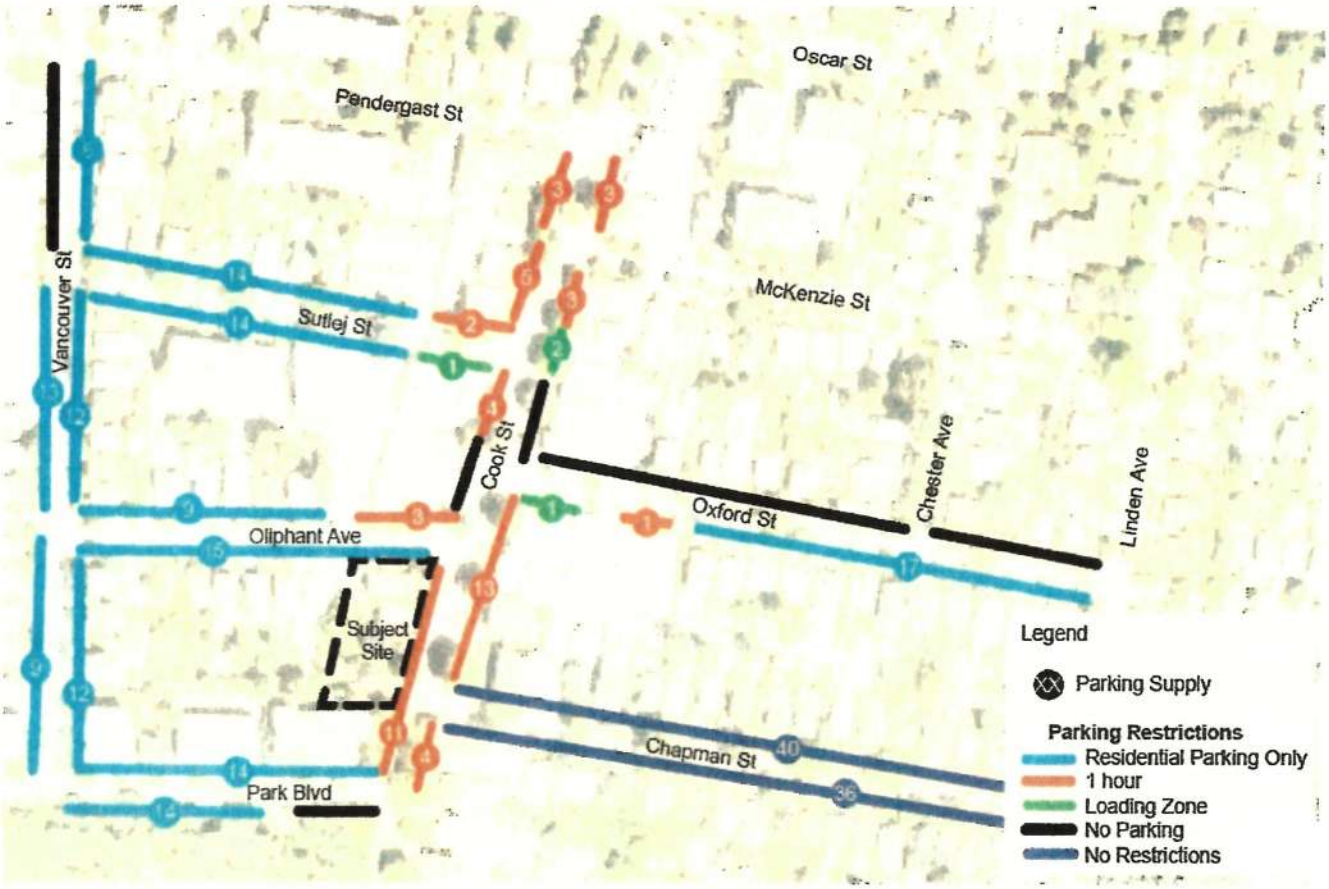
4.0 On-Street Parking

On-street parking supply and conditions have been considered for the area surrounding the site bounded by Sutlej 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 Sutlej 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 spacess 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

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 Pendergast St to McKenzie St	1 Hour	3	3	100%	1	33%	1	33%	2	67%
Cook St West Side Pendergast St to Sutlej St	1 Hour	8	7	88%	8	100%	6	75%	5	63%
Cook St East Side McKenzie St to Sutlej St	1 Hour	3	3	100%	2	67%	3	100%	1	33%
Cook St East Side Across from Sutlej St	Loading Zone	2	2	100%	1	50%	0	0%	1	50%
Cook St West Side Sutlej St to Oxford St	1 Hour	4	3	75%	4	100%	3	75%	2	50%
Cook St East Side Oxford St to Champman St	1 Hour	13	10	77%	8	62%	4	31%	9	69%
Cook St West Side Oliphant Ave to Park Blvd	1 Hour	11	7	64%	7	64%	7	64%	8	73%
Cook St East Side Chapman St to Park Blvd	1 Hour	4	3	75%	3	75%	2	50%	2	50%
Park Blvd North Side Vancouver St to Cook St	Resident Only	14	10	71%	11	79%	8	57%	10	71%
Park Blvd South Side Vancouver St to Cook St	3 and 1/2 Hour	14	11	79%	8	57%	2	14%	9	64%
Oliphant Ave North Side Vancouver St to Pay Parking Lot Access	Resident Only	9	3	33%	5	56%	7	78%	6	67%
Oliphant Ave North Side 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 Vancouver St to Pay Parking Lot Access	Resident Only	15	8	53%	6	40%	10	67%	11	73%
Sutlej St North Side W of Cook St	1 Hour	2	0	0%	2	100%	2	100%	0	0%
Sutlej St North Side Vancouver St to W of Cook St	Resident Only	14	9	64%	6	43%	13	93%	10	71%
Sutlej St South Side W of Cook St	Loading Zone	1	0	0%	1	100%	0	0%	0	0%
Sutlej St South Side 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

Urban Core
ventures

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 786m^2 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.

Box 48153 RPO Uptown
Victoria, BC V8Z 7H6
Ph: (250) 479-8733 ~ Fax: (250) 479-7050
Email: treehelp@telus.net

../2

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 much 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.

.../3

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- **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 .

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.../4

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.

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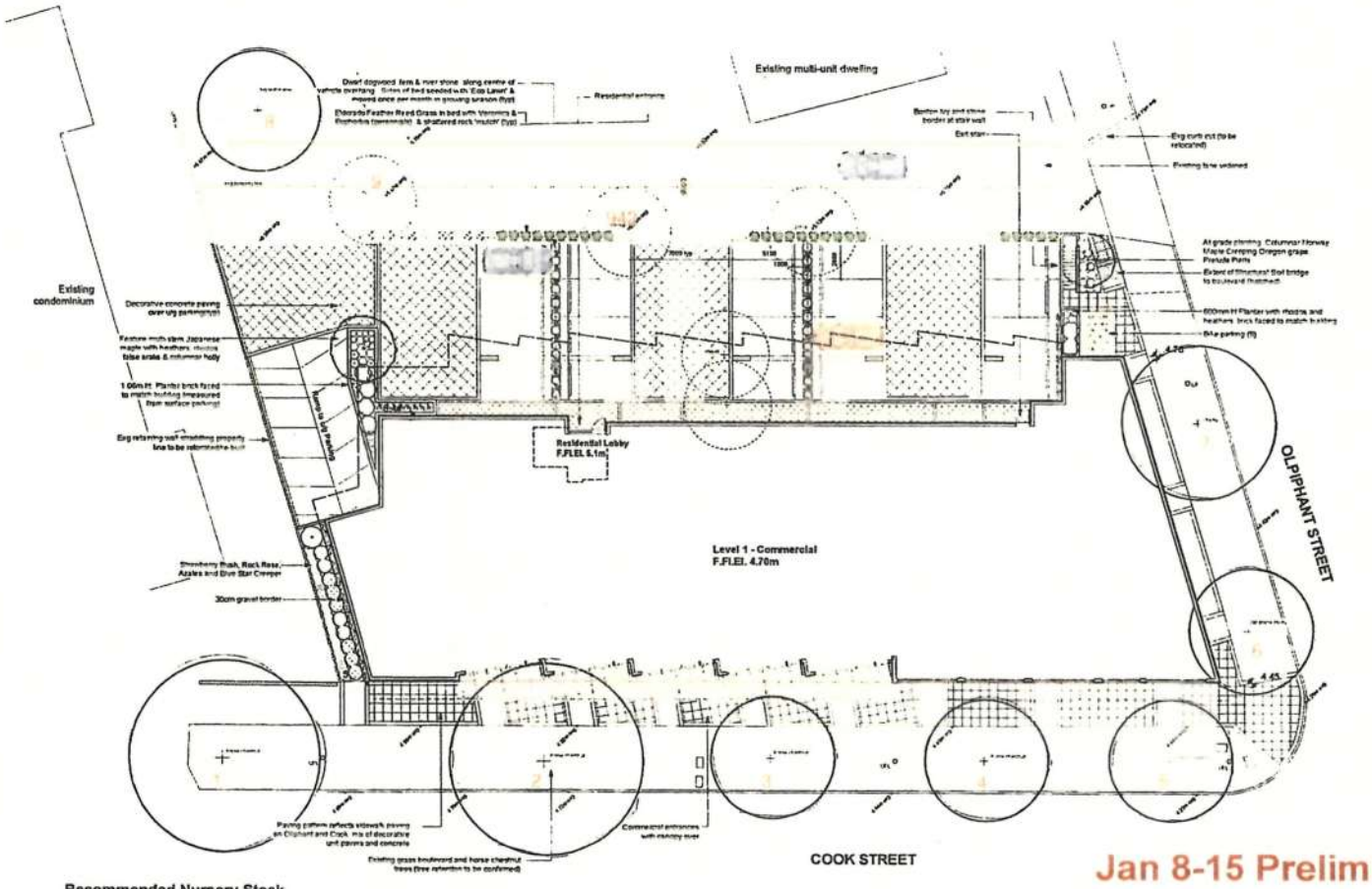
TREE RESOURCE
for

Tree #	*d.b.h. (cm)*	*CRZ*	*Species*	*Crown Spread(m)*	*Condition Health*	*Condition Structure*	*Relative Tolerance*	*Remarks / Recommendations*
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	Size
AcP	1	Acer palmatum	Green Japanese Maple (multi stem)	#20 pot, 1.5m, multi
AcC	1	Acer platanoides 'Columnare'	Columnar Norway Maple	6cm cal

Large Shrubs

ID	Quantity	Botanical Name	Common Name	Size
ArbC	1	Arbutus unedo'Compacta'	Compact Strawberry Bush	#5 pot
FaJ	1	Fatsia japonica	Japanese Aralia	#5 pot

Medium Shrubs

ID	Quantity	Botanical Name	Common Name	Size
RES	5	Ribes sanguineum 'Dry Sandy'	Dry Sandy Ribby	1.5m ht
RhKJ	5	Rhododendron 'Ken Janeck'	Ken Janeck Rhododendron (Yak)	#5 pot

Small Shrubs

ID	Quantity	Botanical Name	Common Name	Size
AcH	6	Azalea 'Herbert'	Herbert Azalea	#5 pot
CaP	22	Calluna vulgaris 'Flamingo'	Flamingo Heather	#1 pot
CisS	4	Cistus sp	Rock Rose (various)	#3 pot
CorK	14	Cornus sericea 'Kelseyi'	Kelsey Dwarf Dogwood	#3 pot
ErS	11	Erica x darleyensis 'Silberschmelze'	Silberschmelze Heath	#1 pot
MaRe	13	Mahonia repens	Creeping Oregon Grape	#1 pot
PrP	6	Prunus japonica 'Prelude'	Prelude Plum	#2 pot
RhCC	5	Rhododendron 'Cream Crest'	Cream Crest Rhododendron (dwarf)	#5 pot

Perennials, Annuals and Ferns

ID	Quantity	Botanical Name	Common Name	Size
CalE	23	Calamagrostis x Eldorado	Eldorado Feather Reed Grass	#1 pot
DrE	6	Dryopteris erythrosora	Autumn Fern	#1 pot
EuHD	7	Euphorbia characias ssp. 'Humpty Dumpty'	Humpty Dumpty	#1 pot
PolMu	2	Polystichum munitum	Sword Fern	#1 pot
VerS	5	Veronica sp	Speedwell	#1 pot

Groundcovers

ID	Quantity	Botanical Name	Common Name	Size
IsP	317	Isotoma fluviatilis	Blue Star Creeper	#SP4

Vines

ID	Quantity	Botanical Name	Common Name	Size
ParV	1	Parthenocissus tricuspidata 'Veitchii'	Boston Ivy	#5 pot

Roof Planting

ID	Quantity	Botanical Name	Common Name	Size

Notes:

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

Jan 8-15 Preliminary Landscape Plan for Review

REVISIONS

LADR
29-495 Dupplin Rd Victoria B.C. V8Z 1B8
Phone: (250) 508-0105 Fax: (250) 412-0595

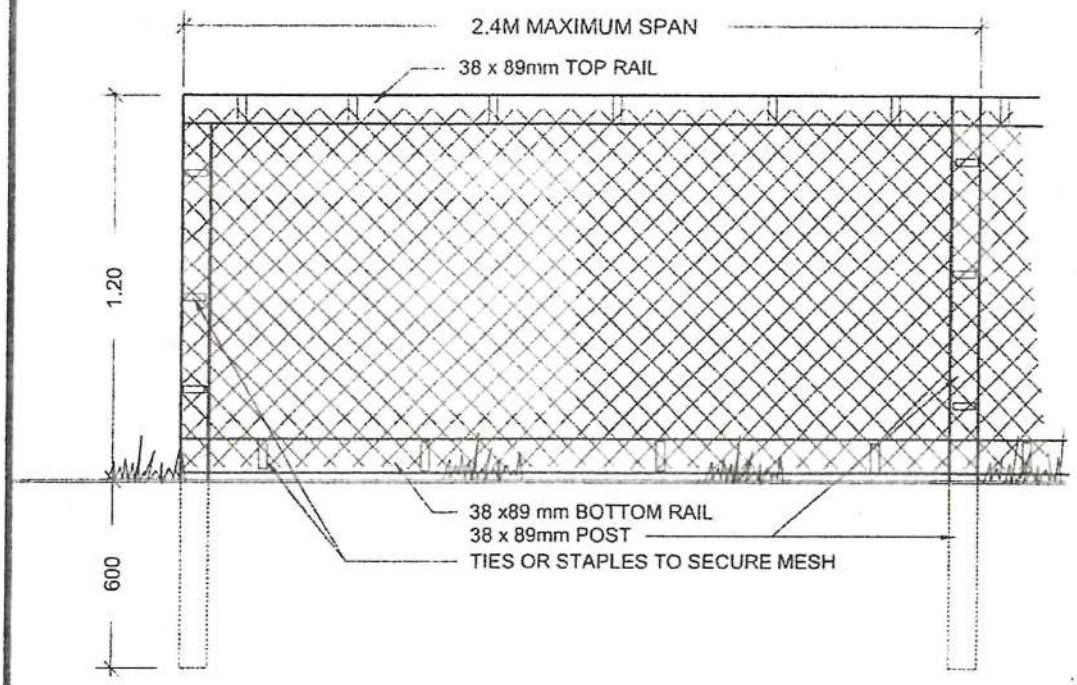
PROJECT
Mixed Use Project
202 Cook Street
Victoria, BC

TITLE
Landscape Concept Plan

SCALE 1:150 DRAWN CHECKED

PROJECT No 1502

DATE Jan 6-15 SHEET 1 of 1



TREE PROTECTION FENCING

FENCE WILL BE CONTRUCTED 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 GALVANZIED 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

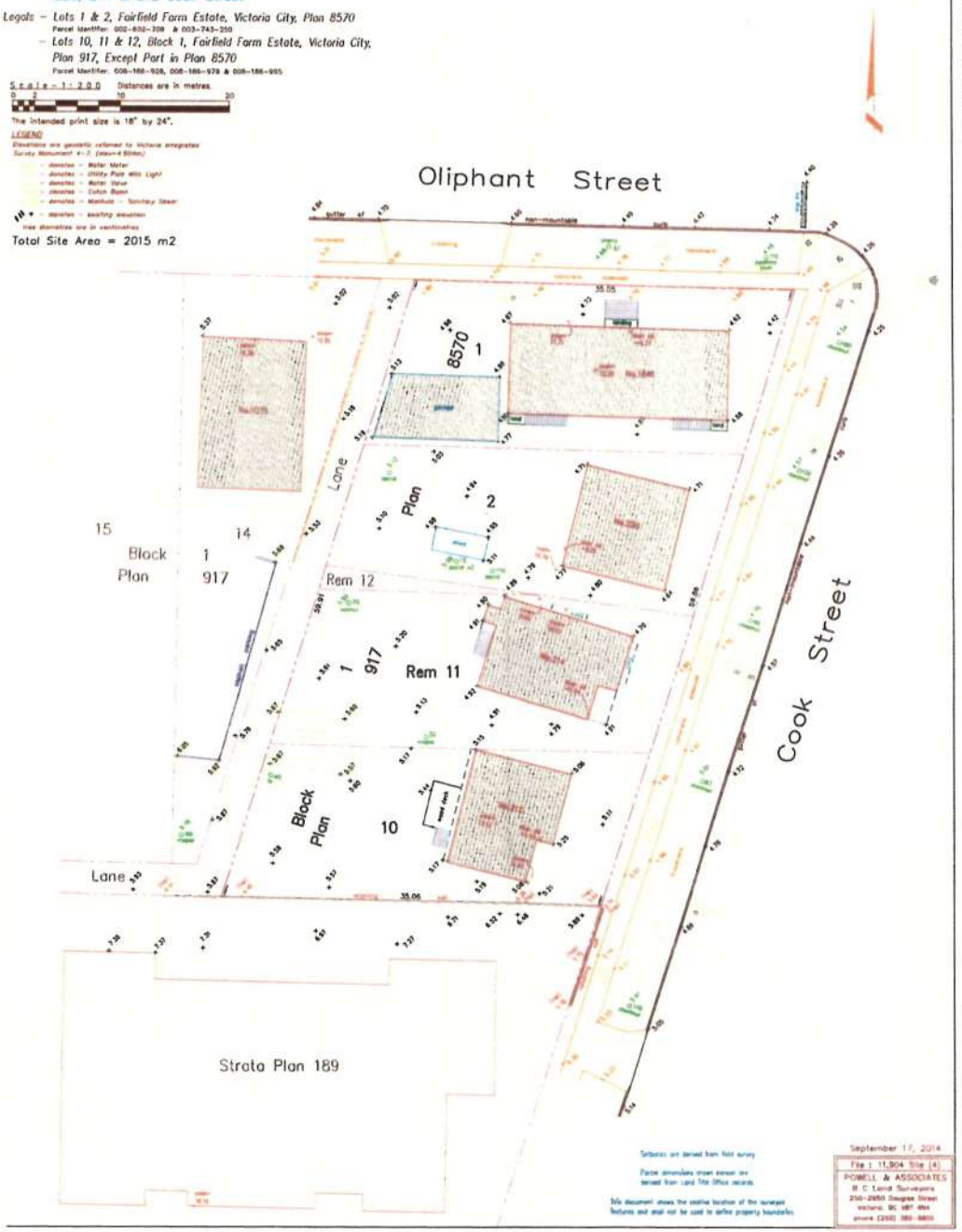
Legals – Lots 1 & 2, Fairfield Farm Estate, Victoria City, Plan 8570
Parcel Identifier: 002-602-709 & 003-743-350
– Lots 10, 11 & 12, Block 1, Fairfield Farm Estate, Victoria City, Plan 917, Except Part in Plan 8570
Parcel Identifier: 008-186-928, 008-186-979 & 008-186-995

Scale - 1:200 Distances are in metres.
0 2 10 20

The intended print size is 18" by 24".

LEGEND
Elevations are geodetic referred to Victoria integrated Survey Monument #-7. (datum=4.60m)
– denotes – Water Meter
– denotes – Utility Pole with Light
– denotes – Water Valve
– denotes – Catch Basin
– denotes – Manhole – Sanitary Sewer
– denotes – existing elevation
tree diameters are in centimetres

Total Site Area = 2015 m2



Setbacks are derived from field survey

Parcel dimensions shown thereon are derived from Land Title Office records

This document shows the relative location of the surveyed features and shall not be used to define property boundaries.

September 17, 2014
File : 11,904 Site (4)
POWELL & ASSOCIATES
B.C. Land Surveyors
250-2950 Douglas Street
Victoria, BC V8T 4N4
phone (250) 386-8855

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 — Leonard Cole
12-747 Princess Ave — tel: 885.0190
Victoria BC — fax: 595.0190
V8T 1K5 — len@urbancoreventures.com

ARCHITECT
de Hoog & Kierulf architects — Peter de Hoog
977 Fort Street — tel: 658-3367
Victoria, BC — fax: 658-3397
V8V 3K3 — pdh@dhk.ca

SURVEYOR
Powell & Associates — Alan Powell
250 - 2950 Douglas Street — tel: 382-8855
Victoria BC — fax: 382-1377
V8T 4N4 — alan@powellsurveys.com

LANDSCAPE ARCHITECT
LADR Landscape Architects — Bev Windjack
2B-485 Dupplin Road — tel: 595-0105
Victoria BC — fax: 416-0696
V8Z 1B8

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 STORYS, 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 sf)
RESIDENTIAL L1:	54 m2 (581 sf)
RESIDENTIAL L2:	1123 m2 (12 083 sf)
RESIDENTIAL L3:	1123 m2 (12 083 sf)
RESIDENTIAL L4:	982 m2 (10 567sf)
RESIDENTIAL L5:	906 m2 (9 750 sf)
MECH PENTHOUSE:	45 m2 (484 sf)
TOTAL PROPOSED:	5 013 m2 (53 981 sf)

FLOOR SPACE RATIO:
PERMITTED (OCP): 2.5 : 1 FSR 5 038 m2 (54 225 sf)
PROPOSED: 2.5 : 1 FSR

SITE COVERAGE: 67 %

OPEN SITE SPACE: 7 %

GRADE OF BUILDING:
4.8 m (GEODETIC) 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 = 85.0
PROVIDED: 0.9 stalls per suite = 52 stalls (incl. 6 visitor)

COMMERCIAL PARKING:
REQUIRED: 1 stall per 37.5 sm = 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 sm = 4 (50% Class I/50% Class II)
PROVIDED: 64 Class 1 + 6-space rack

SETBACKS:

	required	provided	
FRONT:	5.0 m	0.0 m	(Cook Street)
SIDE (EXT.):	3.0 m	0.0 m	(Oliphant Ave)
SIDE (INT.):	3.0 m	3.8 m	(South)
REAR (SIDE,EXT):	3.0 m	8.5 m	(West)

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

SUITE SUMMARY:

Junior 1 Bed:	6 suites @ 48 sm =	288 sm
1 Bed / 1 Bath:	35 suites @ 56 sm =	1 960
1 Bed + Den / 1 Bath:	2 suites @ 71 sm =	142
2 Bed / 2 Bath:	15 suites @ 83 sm =	1 245
2 Bed + Den / 2 Bath:	2 suites @ 90 sm =	180
TOTAL:	**60 SUITES**	**3 815 sm**

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

CITY OF VICTORIA
Revisions
Received Date: September 28/15

1 Location Plan
A001 1:750

de Hoog & Kierulf architects

Cook Street Mixed Use
220 Cook Street
Victoria BC

Project Data

A001 -

Received
City of Victoria
SEP 28 2015
Planning & Development Department
Development Services Division

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.

de Hoog & Kieruf architects

Cook Street Mixed Use
220 Cook Street
Victoria BC

Shadow Studies

A002 -

Received
City of Victoria

SEP 2 8 2015

Planning & Development Department
Development Services Division

EXISTING

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

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

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

PROPOSED

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

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

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

de Hoog & Kierulf architects

Cook Street Mixed Use
220 Cook Street
Victoria BC

Model Views

A003

1 A004 View of Model Looking South-West
Not to Scale

3 A004 View of Model Looking South-East
Not to Scale

2 A004 View of Model Looking North-West
Not to Scale

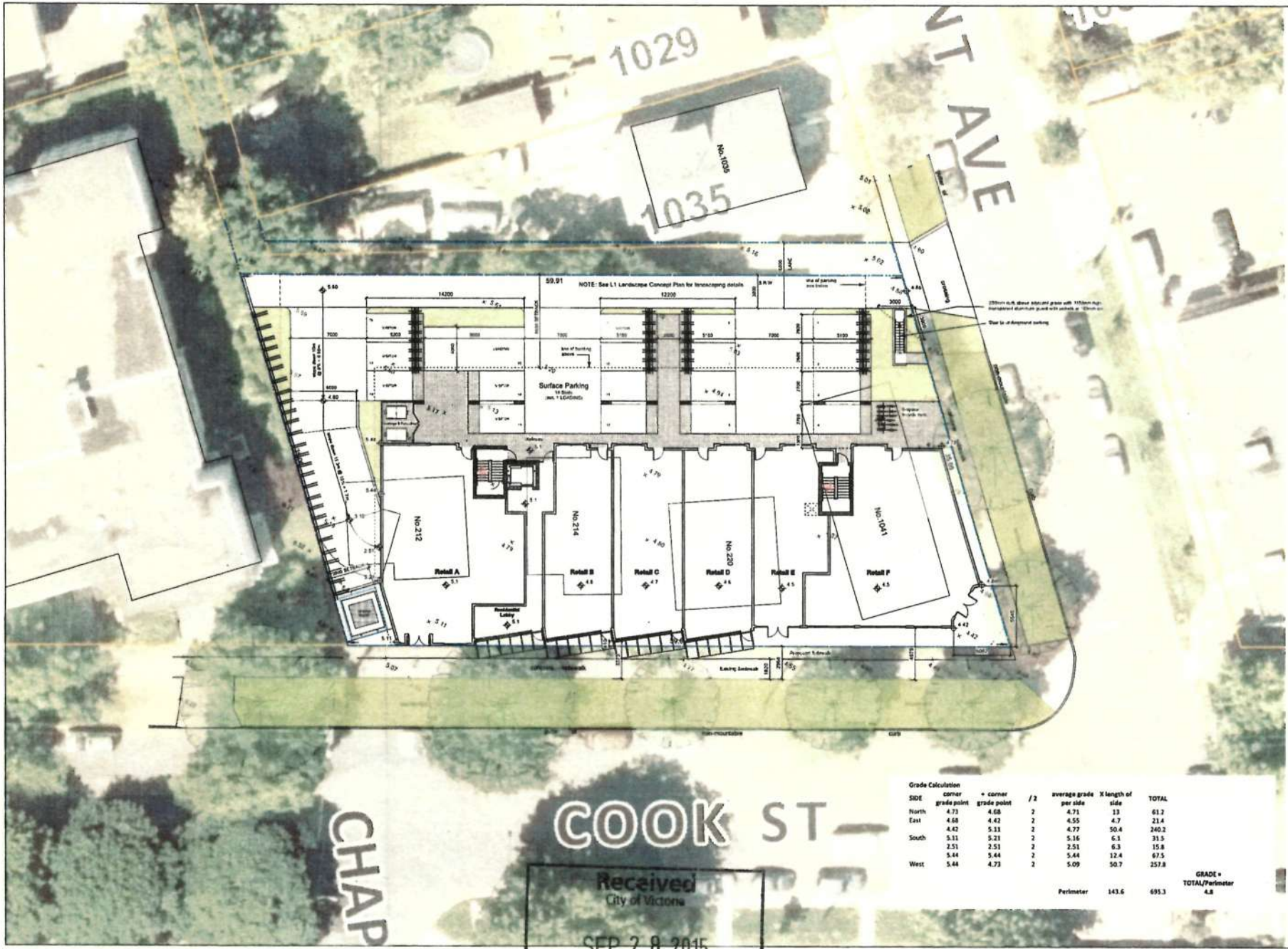
4 A004 Birdseye View of Model Looking North-East
Not to Scale

de Hoog & Kieruff architects

Cook Street Mixed Use
220 Cook Street
Victoria BC

Model Views

A004 -



Grade Calculation

SIDE	corner grade point	+ corner grade point	/2	average grade per side	X length of side	TOTAL	
North	4.73	4.68	2	4.71	13	61.2	
East	4.68	4.42	2	4.55	4.7	21.4	
	4.42	5.11	2	4.77	50.4	240.2	
South	5.11	5.21	2	5.16	6.1	31.5	
	2.51	2.51	2	2.51	6.3	15.8	
	5.44	5.44	2	5.44	12.4	67.5	
West	5.44	4.73	2	5.09	50.7	257.8	
					Perimeter	143.6	695.3

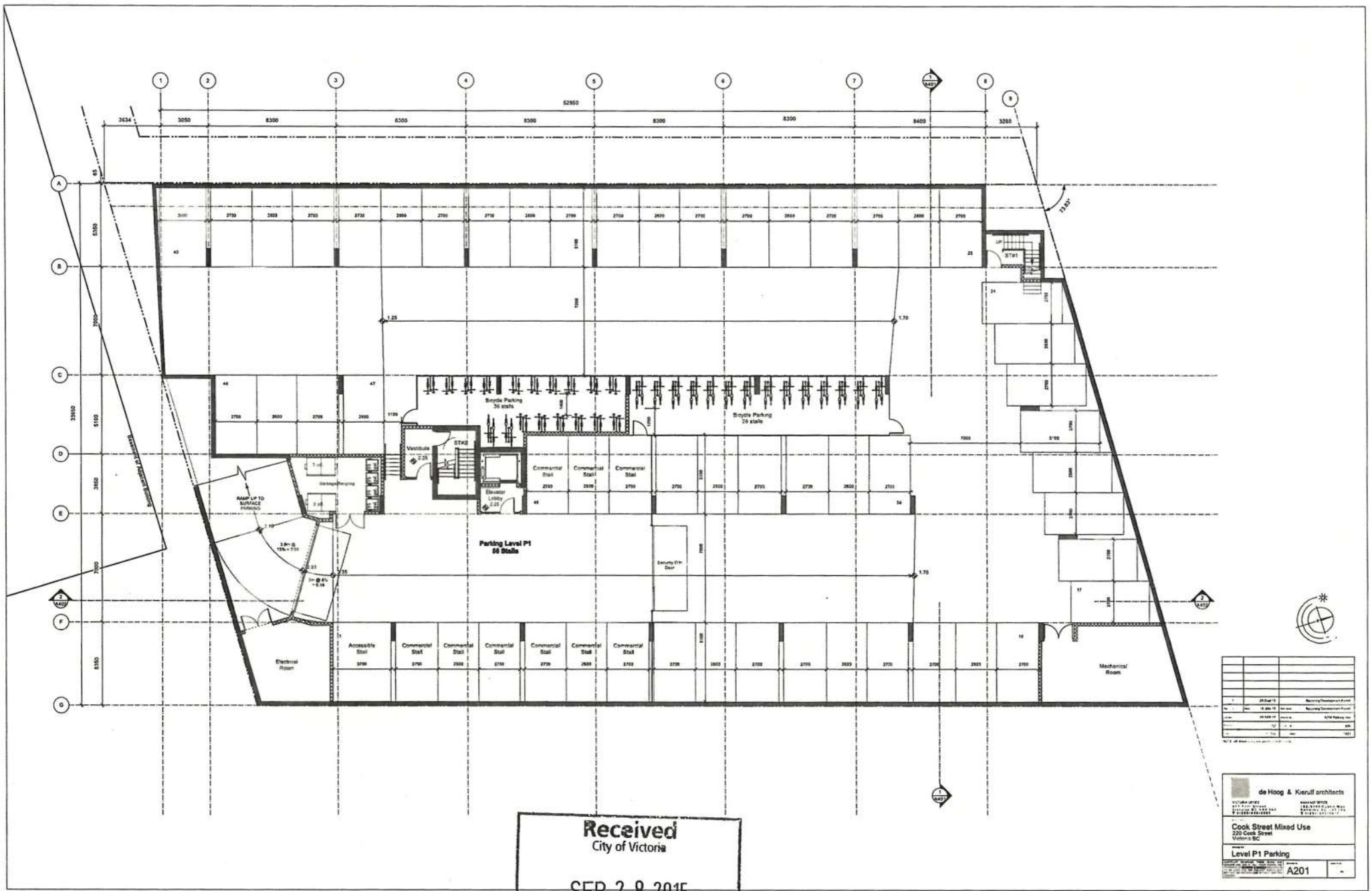
GRADE = TOTAL/Perimeter = 4.8

de Hoog & Kierulf architects

Cook Street Mixed Use
220 Cook Street
Victoria BC

Site Plan

A101 -



Received
City of Victoria

SEP 2 8 2015

Planning & Development Department
Development Services Division

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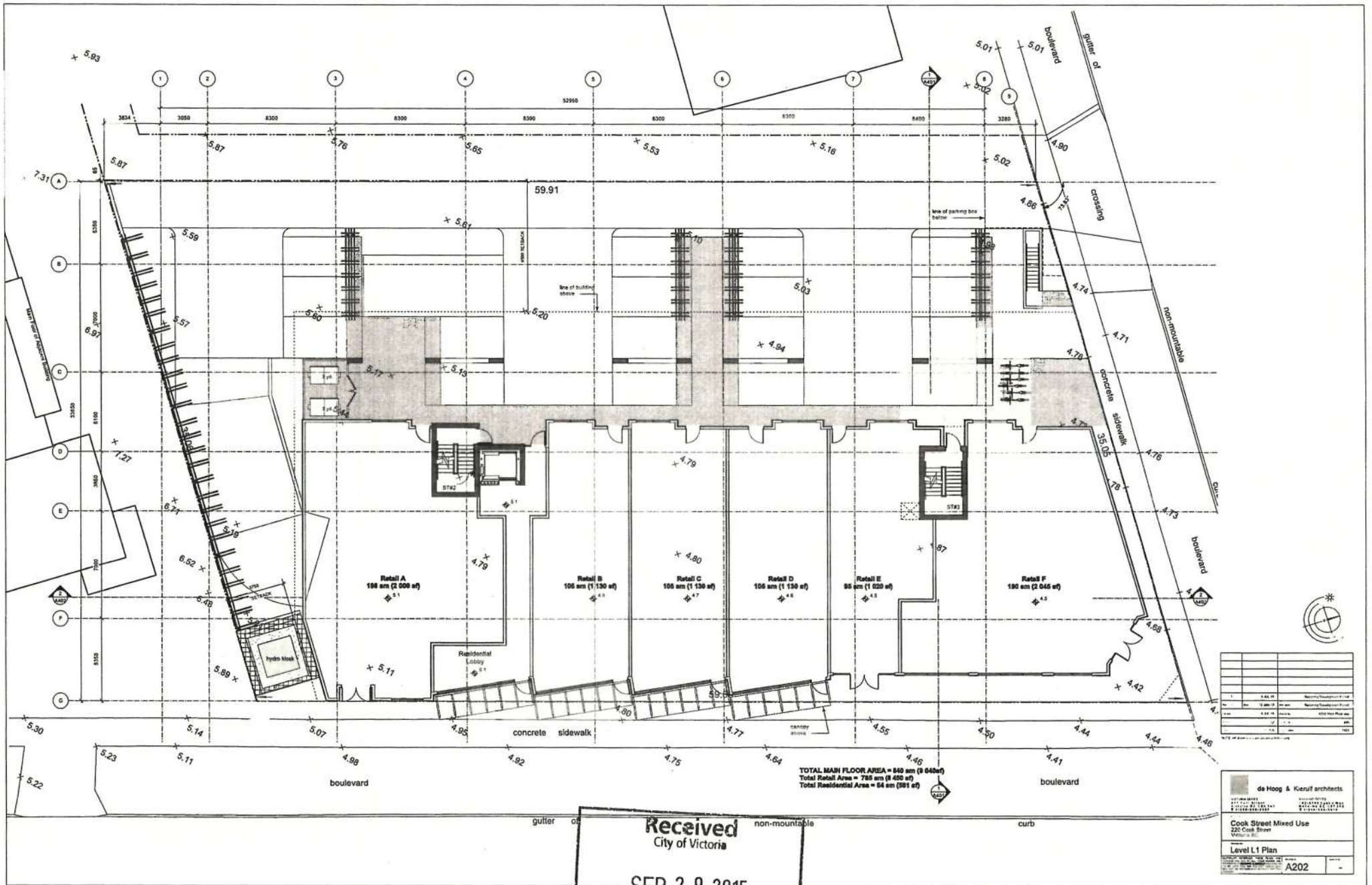
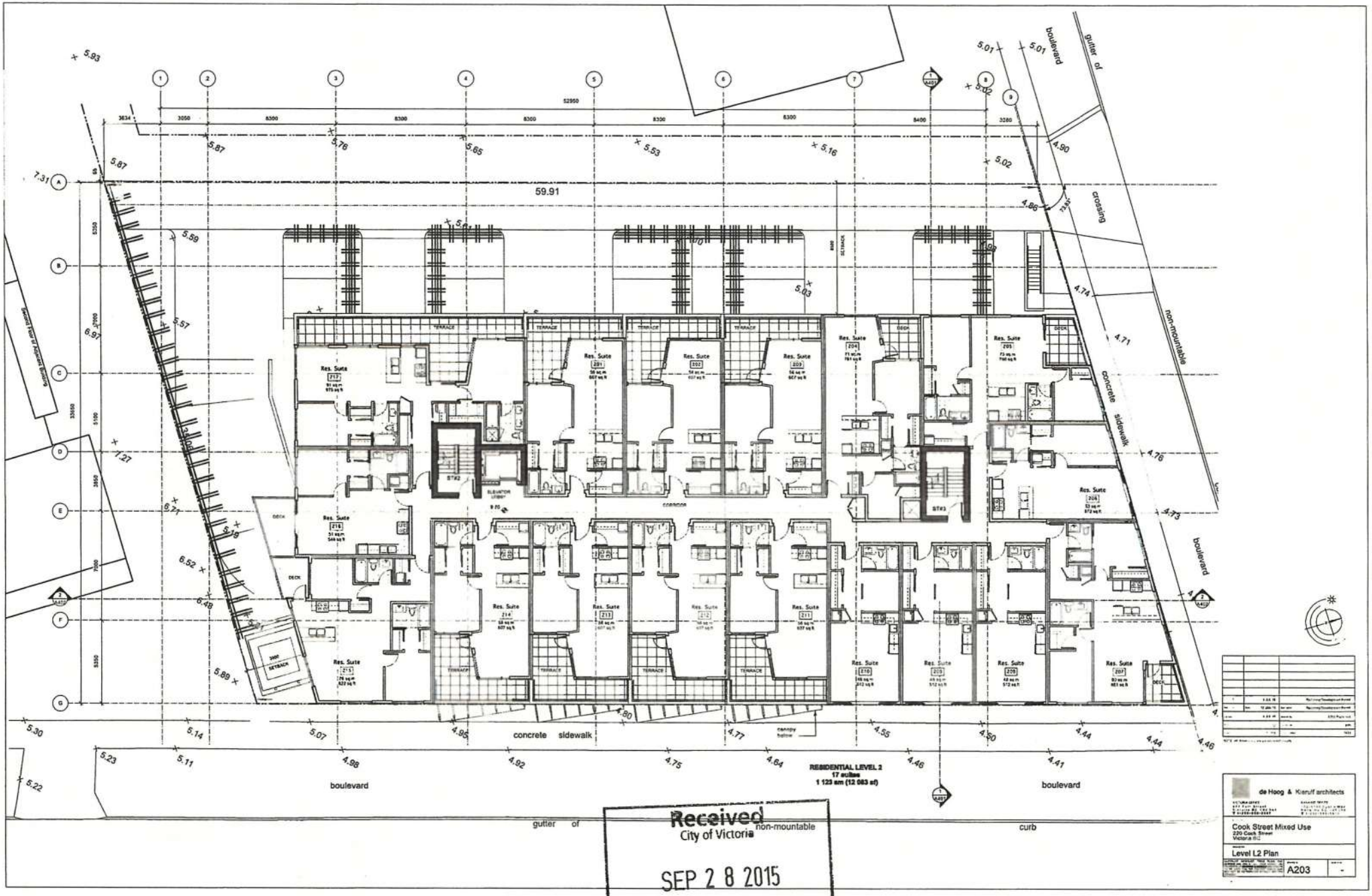
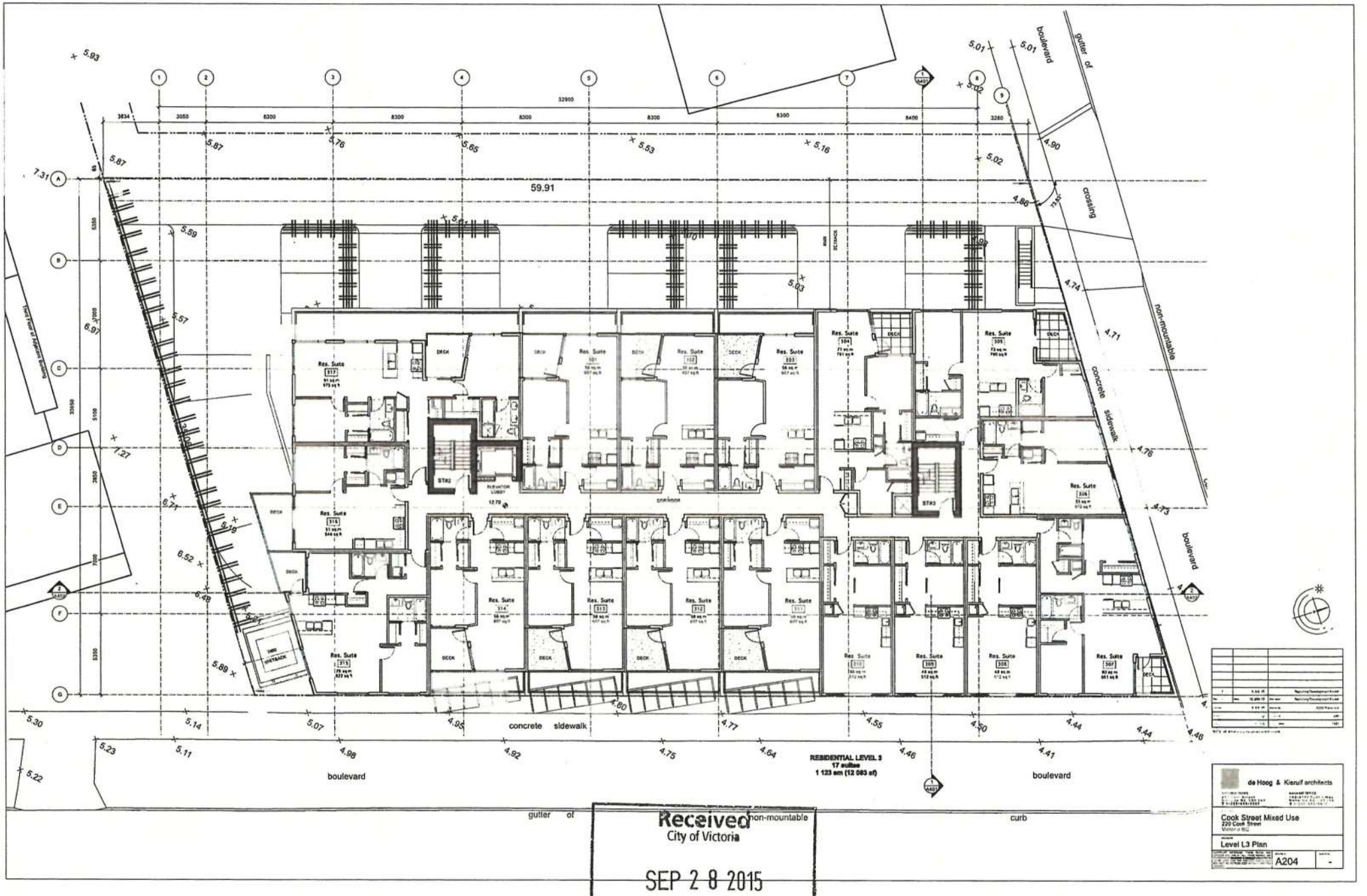
Cook Street Mixed Use
220 Cook Street
Victoria BC

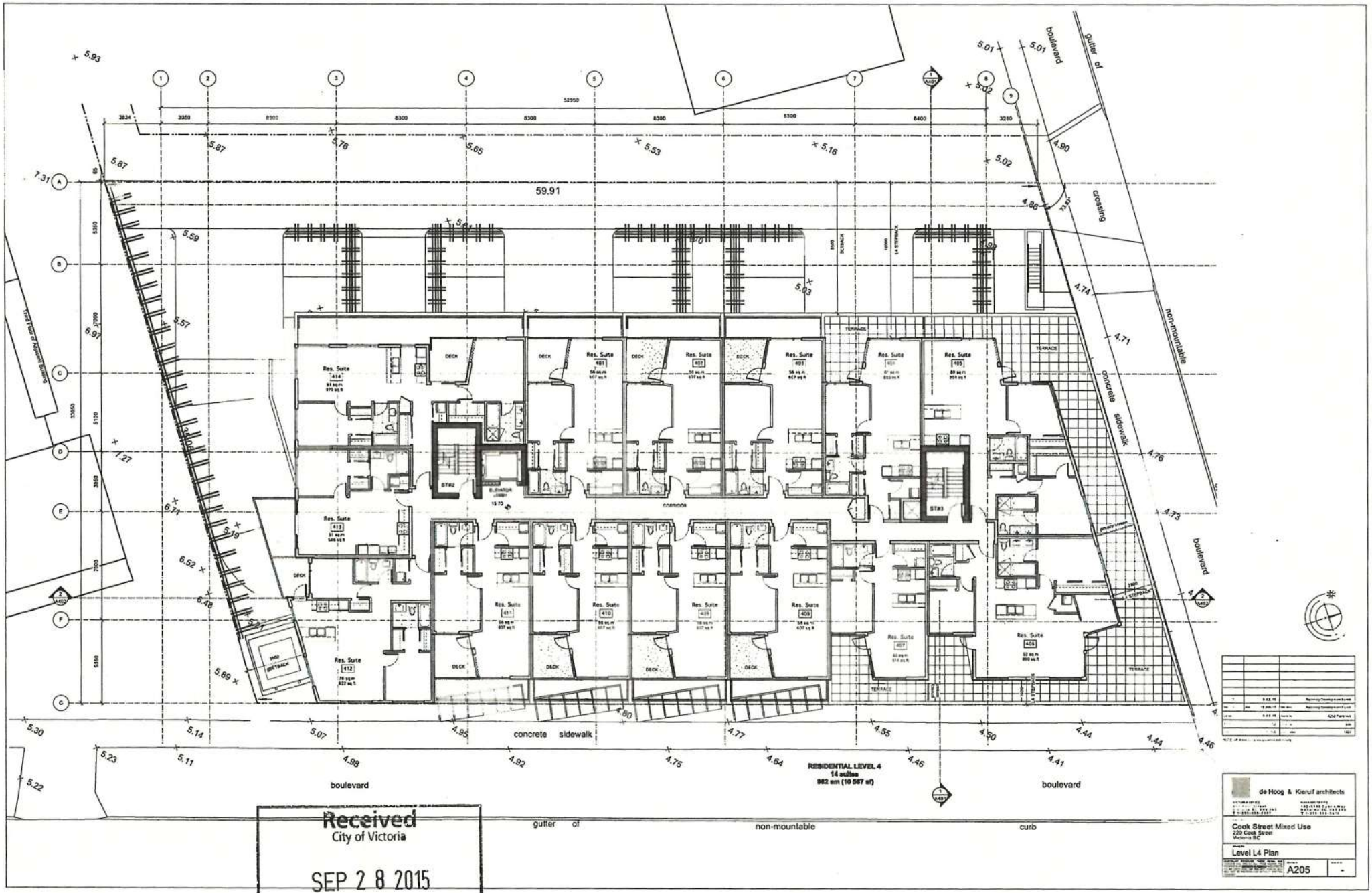
Level P1 Parking

A201







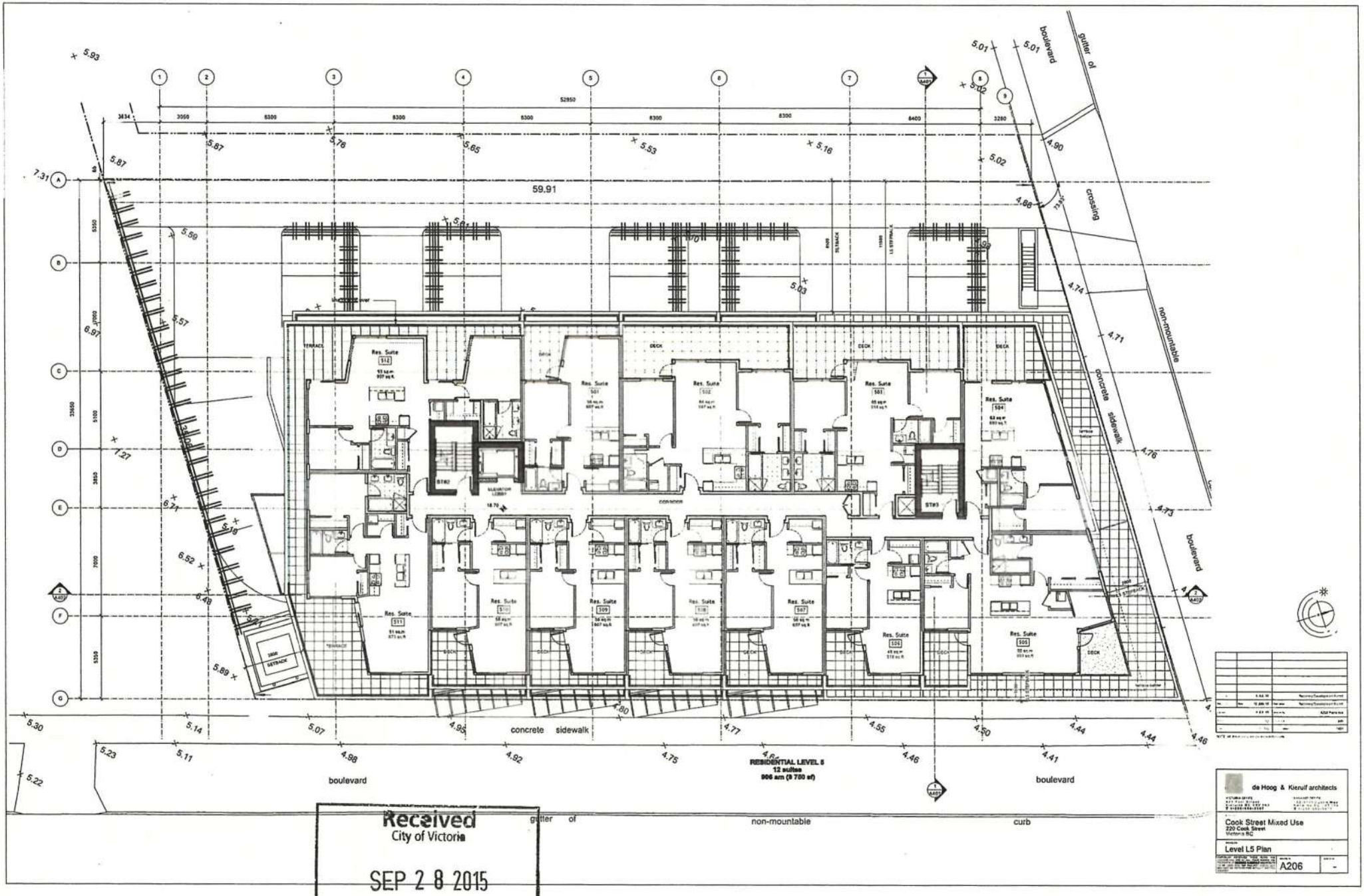


de Hoog & Kieruf architects

Cook Street Mixed Use
220 Cook Street
Victoria BC

Level L4 Plan

A205

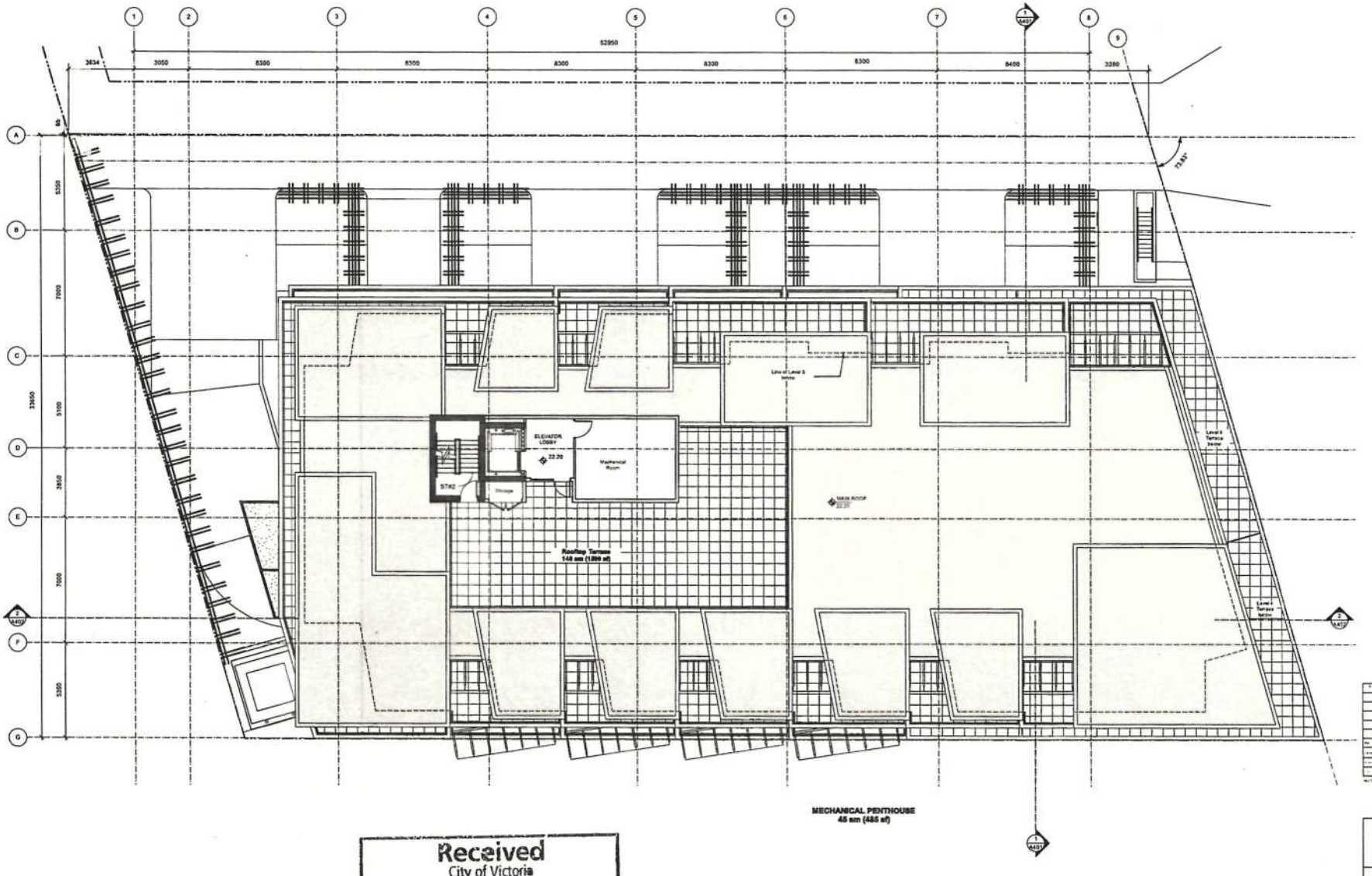


de Hoog & Kieruif architects

Cook Street Mixed Use
220 Cook Street
Victoria BC

Level L5 Plan

A206

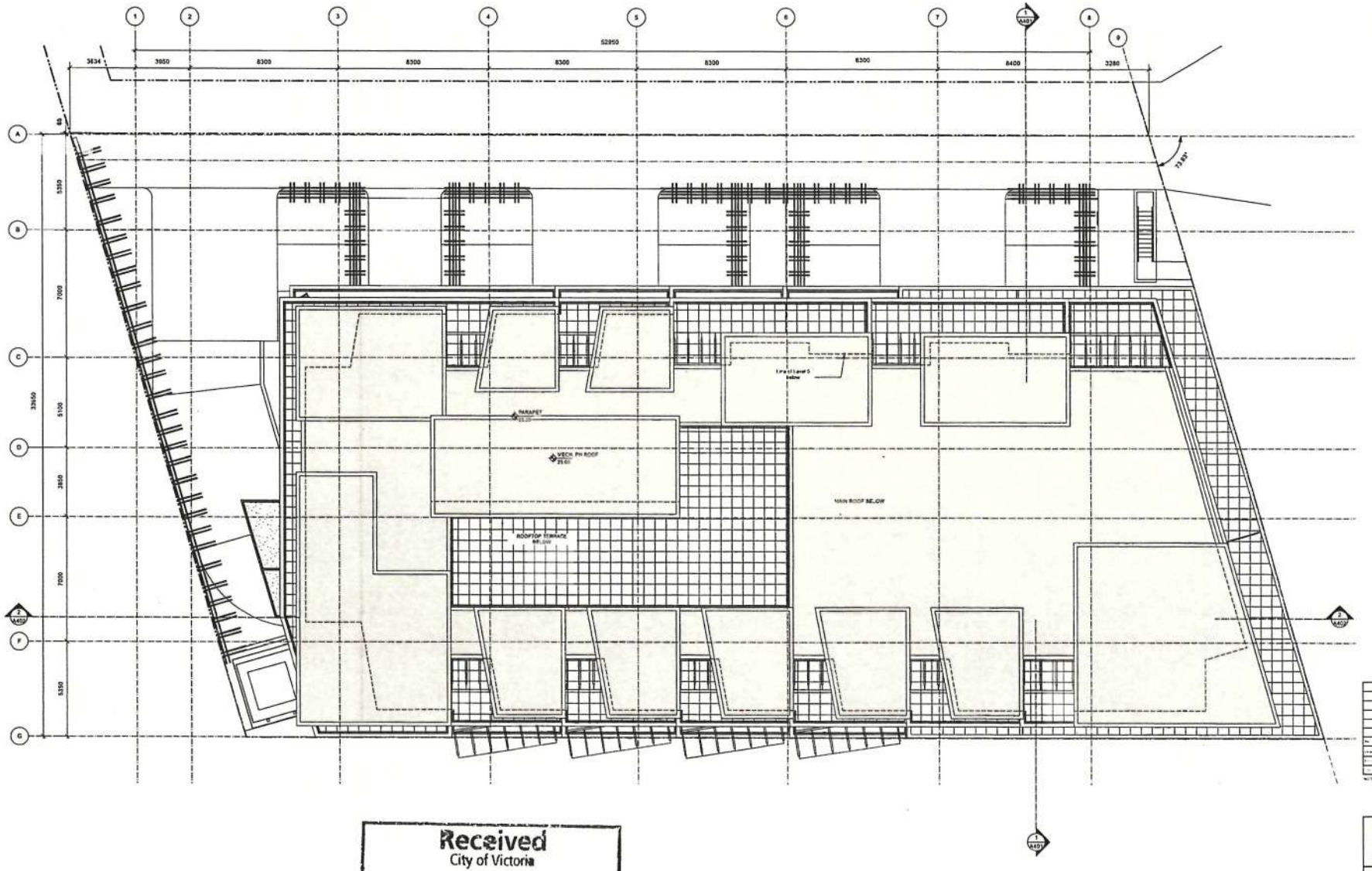


de Hoog & Kierulf architects

Cook Street Mixed Use
220 Cook Street
Victoria BC

Lower Roof Plan

A207



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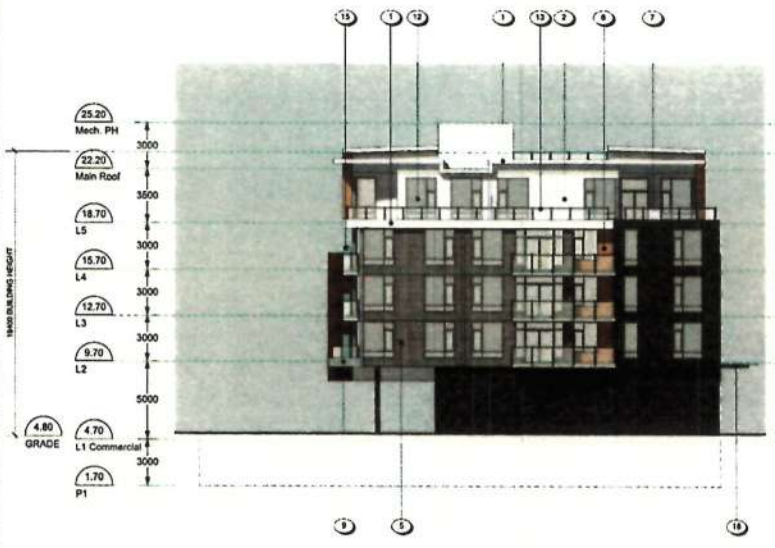
Cook Street Mixed Use
220 Cook Street
Victoria BC

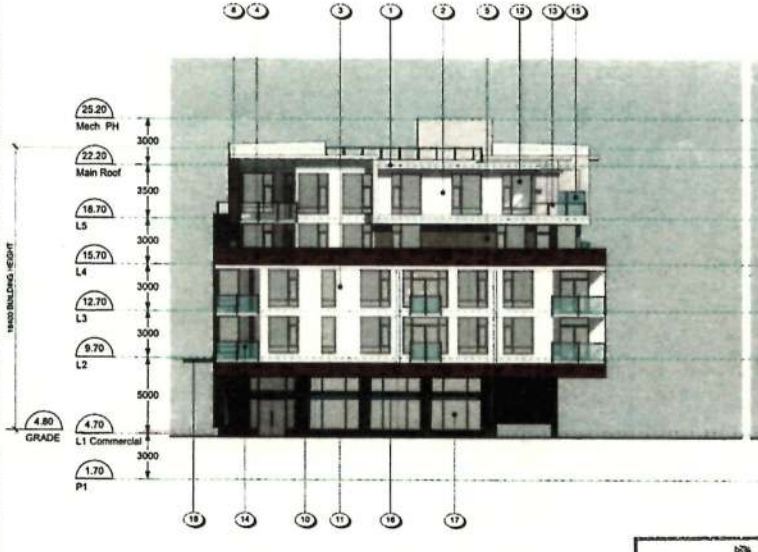
Roof Plan

A208



1 A301 South Elevation 1:150

2 A301 East Elevation 1:150



3 A301 North Elevation 1:150

4 A301 West Elevation 1:150

MATERIALS SCHEDULE

1. PRE-FINISHED METAL FASCIA - light grey
2. ACRYLIC STUCCO - light grey
3. ACRYLIC STUCCO - white
4. PRE-FINISHED METAL PANEL - rust brown
5. CEMENTITIOUS PANEL - medium grey
6. HORIZONTAL CEDAR SIDING - natural stain
7. BRICK VENEER - dark grey
8. PAINTED CONCRETE - light grey
9. PAINTED CONCRETE - medium grey
10. PAINTED CONCRETE - dark grey
11. PORCELAIN TILE - black
12. PRE-FINISHED ALUMINUM WINDOW - light grey
13. TEMPERED CLEAR GLASS GUARD WITH PRE-FINISHED ALUMINUM FRAME - light grey
14. TEMPERED TRANSLUCENT GLASS GUARD WITH PRE-FINISHED ALUMINUM FRAME - light grey
15. TEMPERED TRANSLUCENT GLASS PRIVACY SCREEN WITH PRE-FINISHED ALUMINUM FRAME - light grey
16. PRE-FINISHED METAL FASCIA SKIRT/CAP BAND
17. PRE-FINISHED ALUMINUM STOREFRONT WINDOW - light grey (typ.)
18. PRE-FINISHED METAL - light grey, AND TRANSLUCENT GLASS CANOPY

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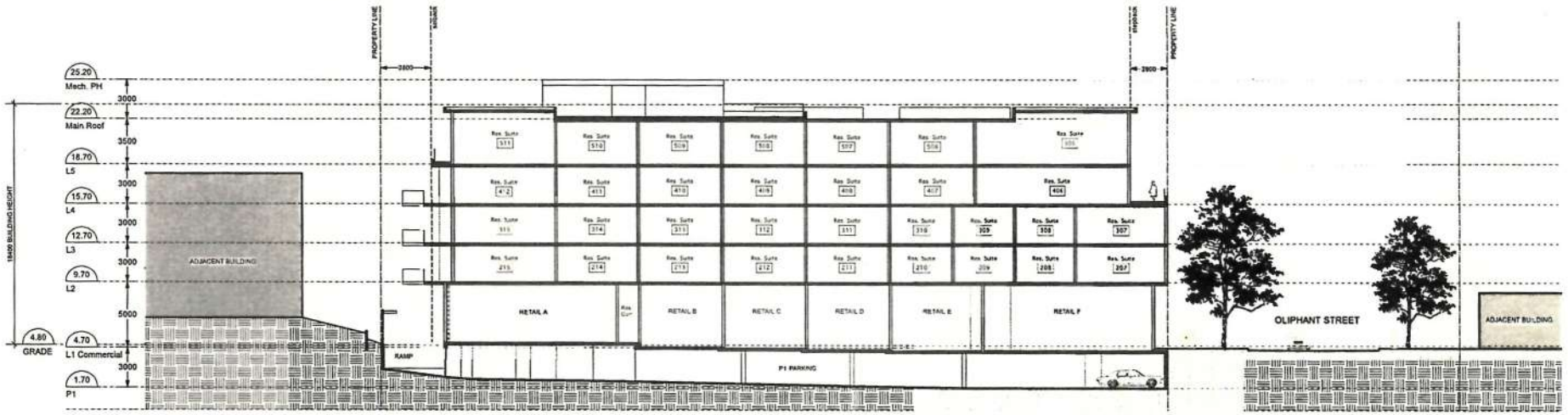
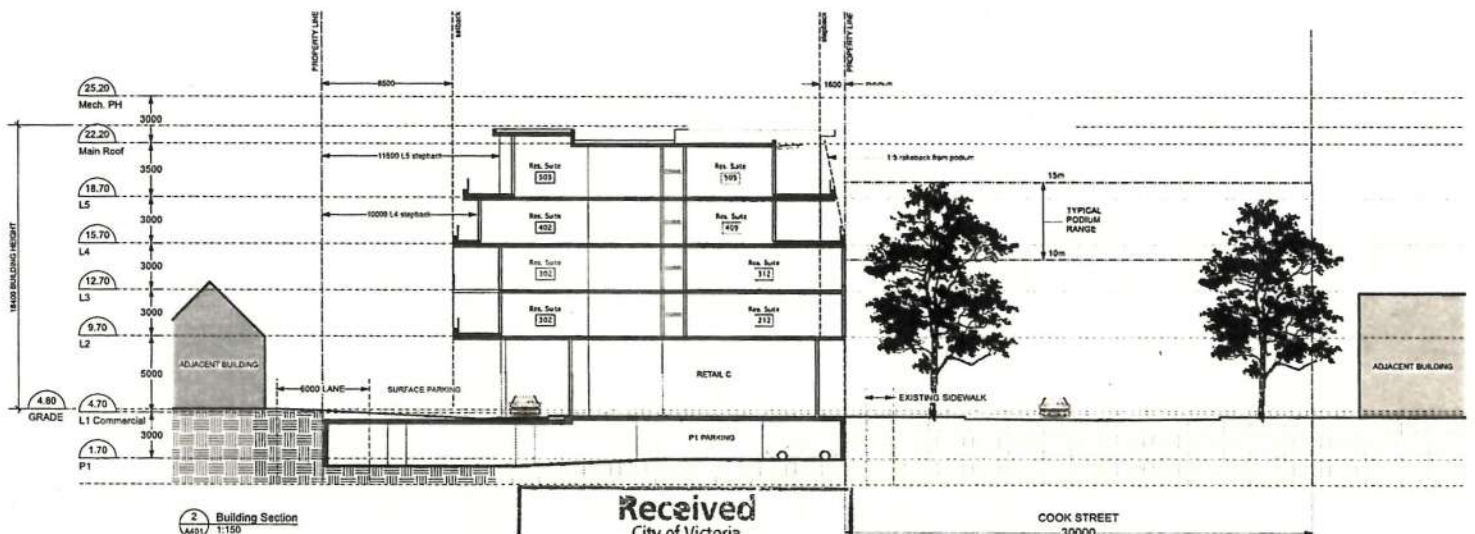
Victoria BC

Elevations

A301 -



1 / A401 Building Section 1:150



2 / A401 Building Section 1:150

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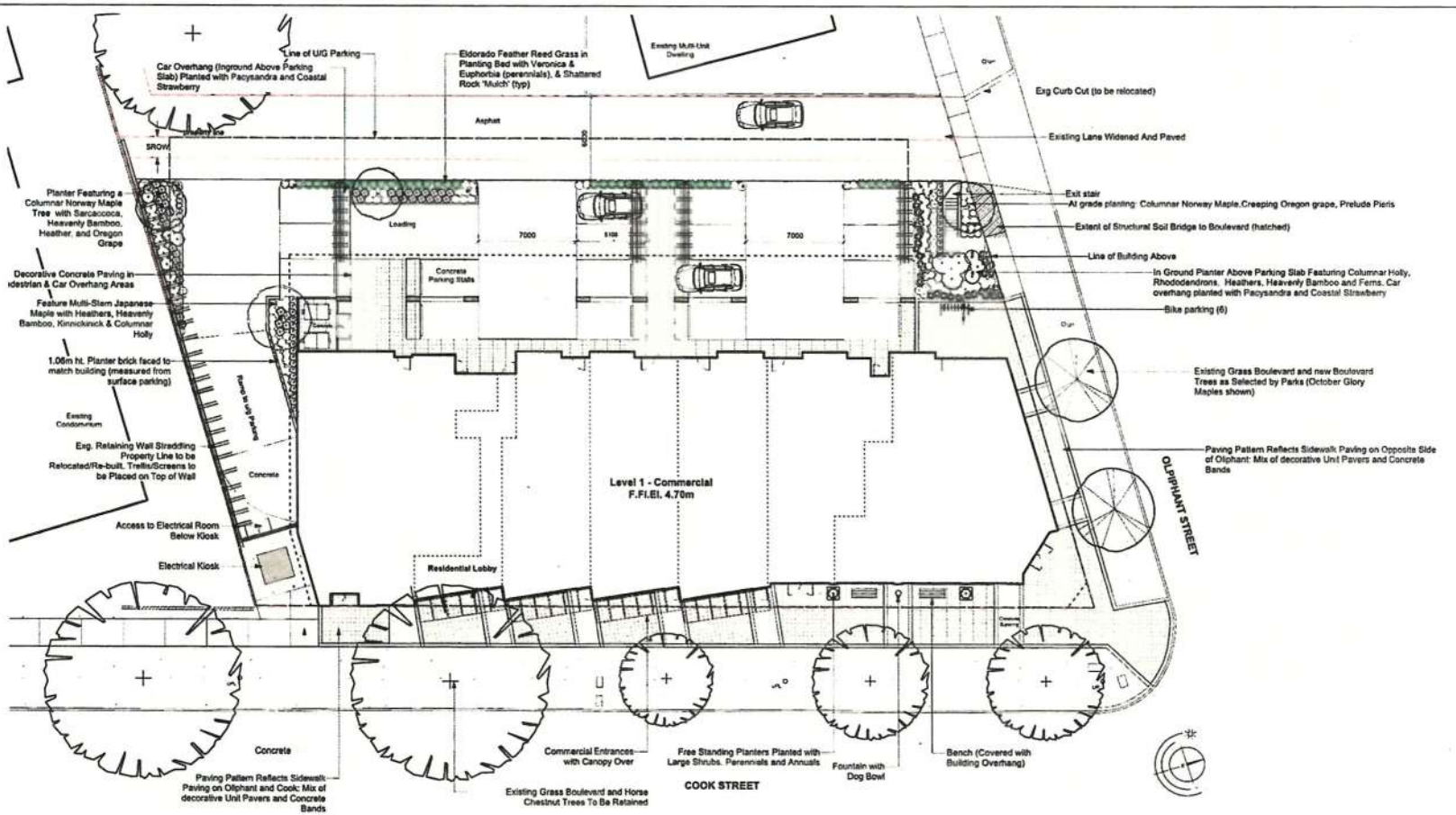
Cook Street Mixed Use
220 Cook Street
Victoria BC

Schematic Sections

A401



Recommended Nursery Stock

Trees

Total 6

Botanical Name	Common Name	Size
Acer palmatum	Green Japanese Maple (multi-stem)	#20 pot 1 Stn. multi-stem
Acer platanoides 'Columnare'	Columnar Norway Maple	6cm cal
Acer rubrum 'October Glory'	October Glory Red Maple	7cm Cal.

Large Shrubs

Total 33

Botanical Name	Common Name	Size
Juniperus scopulorum 'Medora'	Spiral Form Medora Juniper	1.5 m. ht.
Mahonia nervosa	Low Oregon Grape	#1 pot
Nandina domestica 'Sienna Sunrise'	Sienna Sunrise Heavenly Bamboo	#5 pot
Rhododendron 'Cunningham's White'	Cunningham's White Rhododendron	#5 pot
Rhododendron 'Nova Zembla'	Nova Zembla Rhododendron	#5 pot

Medium Shrubs

Total 41

Botanical Name	Common Name	Size
Ilex crenata fastigiata 'Sky Santry'	Sky Santry Holly	1.5m ht
Sarcococca ruscifolia	Sweet Box	#5 pot

Small Shrubs

Total 116

Botanical Name	Common Name	Size
Azalea 'Hersell'	Herbert Azalea	#5 pot
Calluna vulgaris 'Flamingo'	Flamingo Heather	#1 pot
Erica x darleyensis 'Silberschmelze'	Silberschmelze Heath	#1 pot
Mahonia nervosa	Low Oregon Grape	#1 pot
Mahonia repens	Creeping Oregon Grape	#1 pot
Nandina domestica 'Gulf Stream'	Gulf Stream Heavenly Bamboo	#1 pot
Nandina domestica 'Sienna Sunrise'	Sienna Sunrise Heavenly Bamboo	#5 pot
Pieris japonica 'Prelude'	Prelude Pieris	#2 pot
Rhododendron 'Cream Crest'	Cream Crest Rhododendron (dwarf)	#5 pot

Perennials, Annuals and Ferns

Total 118

Botanical Name	Common Name	Size
Blechnum spicant	Deer Fern	#1 pot
Calamagrostis x Eldorado	Eldorado Feather Reed Grass	#1 pot
Euphorbia characias ssp 'Humpty Dumpty'	Humpty Dumpty	#1 pot
Hakonechloa macra 'Aureola'	Japanese Forestgrass	#1 pot
Heuchera sanguinea 'Crème Brûlée'	Crème Brûlée Heuchera	#1 pot
Ipomea batatas "Margarita"	Margarita Ipomea	#1 pot
Veronica sp.	Speedwell	#1 pot

Groundcovers

Total 9

Botanical Name	Common Name	Size
Arctostaphylos uva ursi 'Vancouver Jade'	Vancouver Jade Kinnickinnick	#1 pot

Vines

Total 5

Botanical Name	Common Name	Size
Clematis vitalba	Traveler's Joy Clematis	#1 pot staked
Parthenocissus tricuspidata 'Veitchii'	Boston Ivy	#5 pot

Roof Planting

Total 98

Botanical Name	Common Name	Size
Arbutus unedo 'Compacta'	Compact Strawberry Bush	#5 pot
Calluna vulgaris 'Flamingo'	Flamingo Heather	#1 pot
Cyclamen coum	Hardy Cyclamen	#SP3 pot
Heuchera sanguinea 'Crème Brûlée'	Crème Brûlée Heuchera	#1 pot
Ipomea batatas "Margarita"	Margarita Ipomea	#1 pot
Juniperus scopulorum 'Medora'	Spiral Form Medora Juniper	1.5 m. ht.

Notes:

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

Precedent Image of Drinking Fountain with Dog Bowl

Precedent Image of Bench

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

REVISIONS

LADR
2B-495 Dupplin Rd. Victoria B.C. V8Z 1B8
Phone: (250) 598-0105 Fax: (250) 412-0696

PROJECT

Mixed Use Project
202 Cook Street
Victoria, BC

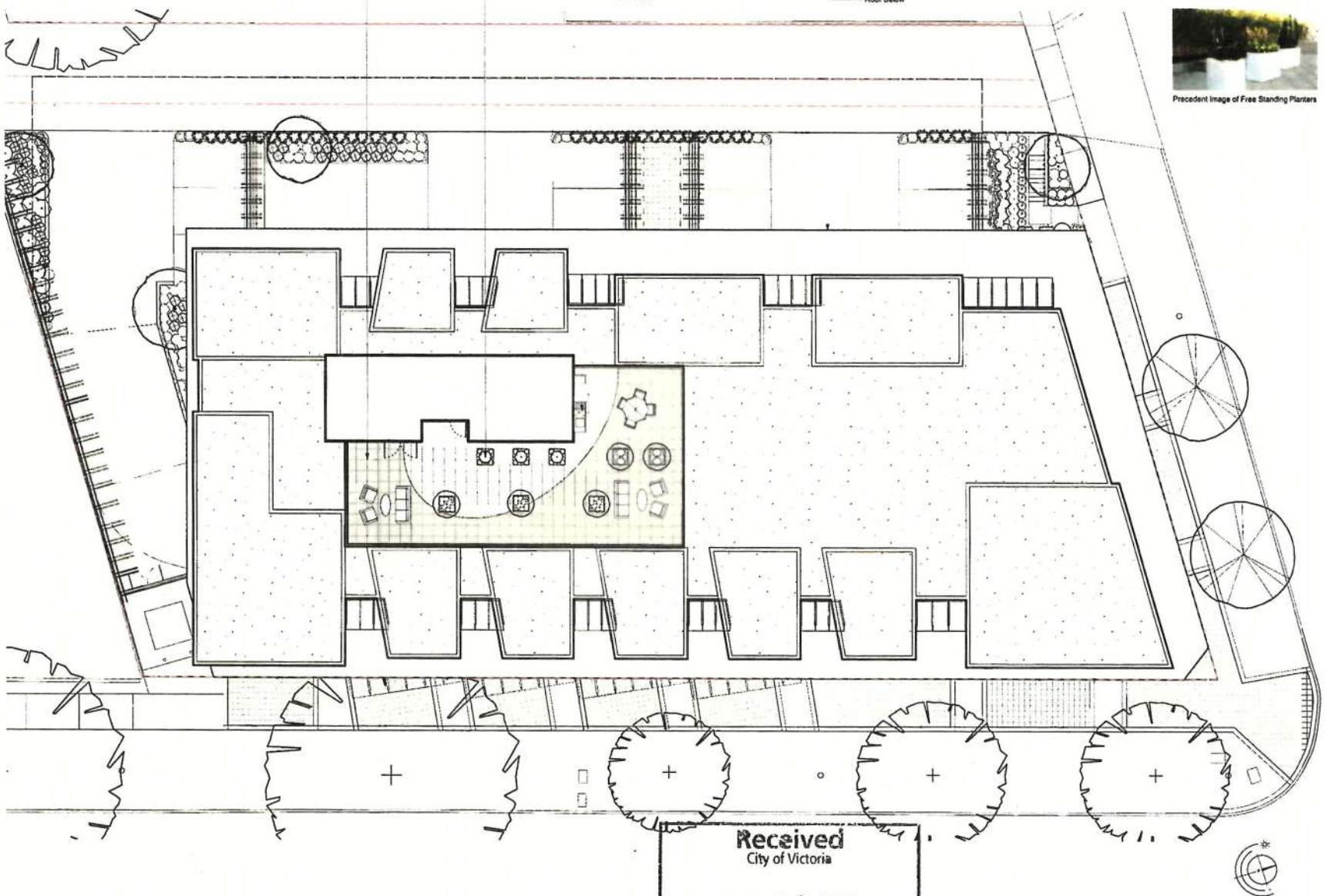
TITLE

Landscape Concept Plan

SCALE 1:150 DRAWN CHECKED

PROJECT No. 1502

DATE Jan 12-15



Precedent Image of Free Standing Planters

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

REVISIONS

LADR LANDSCAPE ARCHITECTS
2B-495 Dupplin Rd Victoria B.C. V8Z 1B8
Phone: (250) 598-0105 Fax: (250) 412-0696

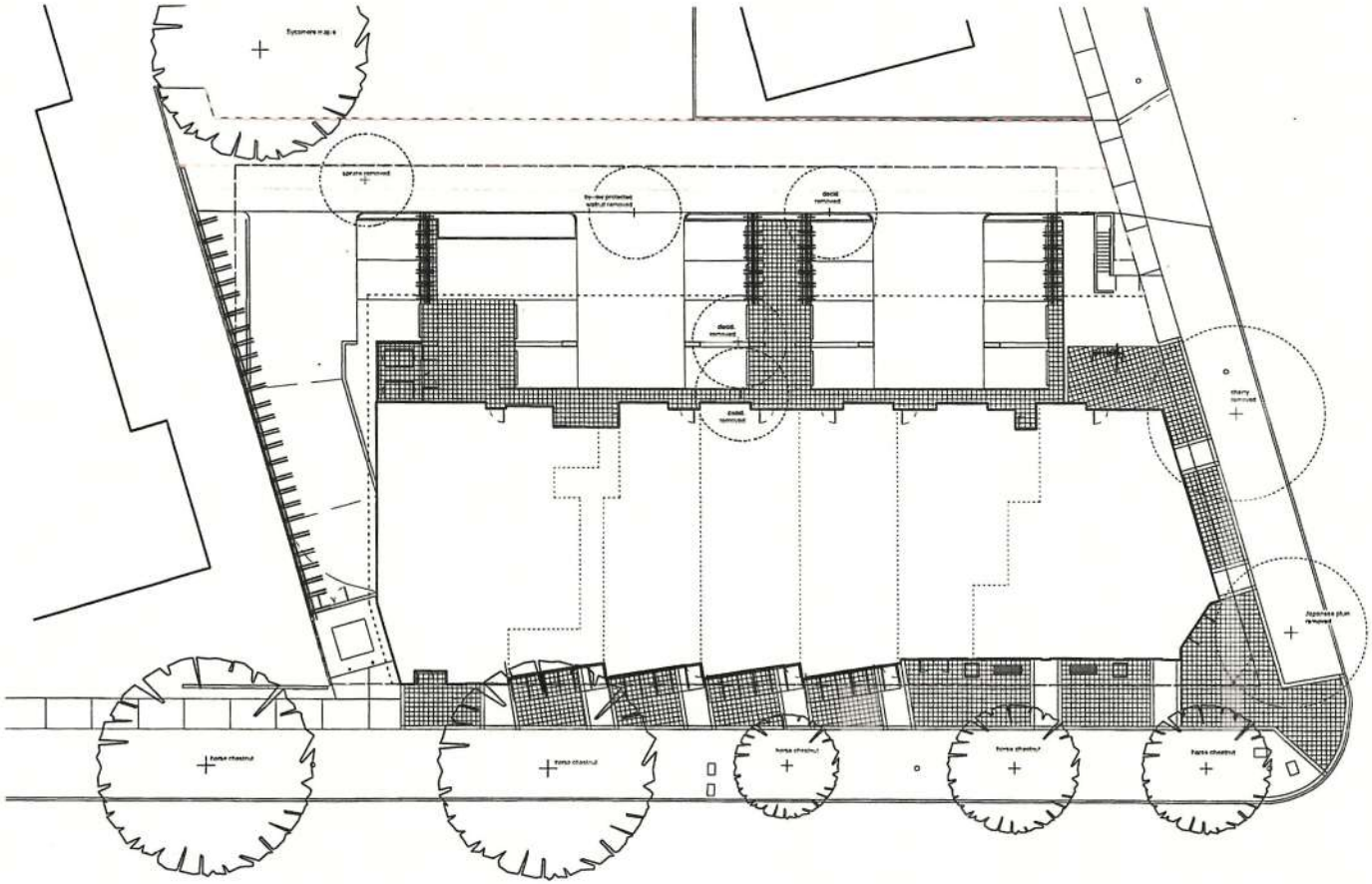
PROJECT
Mixed Use Project
202 Cook Street
Victoria, BC

TITLE
Roof Deck

SCALE 1:100 DRAWN CHECKED

PROJECT No. 1502

DATE Jan 12-15



Legend:

Existing Tree to Be Retained

Existing Tree to Be Removed

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

REVISIONS

LADR
2B-485 Dunsfin Rd Victoria B.C. V8Z 1B8
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