



## Planning and Land Use Committee Report

### For the Meeting of July 23

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**To:** Planning and Land Use Committee      **Date:** July 9, 2015

**From:** Charlotte Wain, Senior Planner – Urban Design

**Subject:** Development Permit with Variances No. 000377 for 613 Herald Street

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#### 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 following:

- the exterior finishes of the building as they relate to the Old Town Guidelines
- the opportunity to provide a greater articulation of the upper-portion of the building.

Following this referral, and after giving notice and allowing an opportunity for public comment, that Council consider the following motion:

"That Council authorize the issuance of Development Permit Application No. 000377 for 613 Herald Street in accordance with:

1. Plans date stamped June 18, 2015.
2. Development meeting all *Zoning Regulation Bylaw* requirements, except for the following variances:
  - i. Section 6.6.1 - Increase the maximum building height from 15m to 15.86m
  - ii. Section 6.8.3(b) - Reduce the front yard setback above 10m from 1.07m to 0.10m
  - iii. Section 6.8.5 - Reduce the minimum side yard setback from 4.50m to 0
  - iv. Section 6.8.6(ii) - Reduce the number of vehicle parking spaces from 70% of the number of dwelling units (21 spaces) to 40% (12 spaces)
3. The submission of revised plans that address comments from the Advisory Design Panel to the satisfaction of City Staff.
4. Removal of the Section 219 Covenant requirement for a car share vehicle.
5. The applicant entering into a car share agreement with MODO to secure car share memberships for each unit.
6. That a Car Share Agreement is in place to the satisfaction of MODO that will secure the fulfilment of the agreement in accordance with their standard practice.
7. Council authorizing anchor-pinning into the City right-of-way provided that the applicant enters into an Encroachment Agreement in a form satisfactory to the City Solicitor and the Director of Engineering and Public Works.

8. Receipt of evidence that the Application is in compliance with the Ministry of Environment's *Environmental Management Act* as it pertains to potentially contaminated sites.
9. Final plans to be in accordance with the plans identified above to the satisfaction of City Staff.
10. The Development Permit lapsing two years from the date of this resolution."

## LEGISLATIVE AUTHORITY

In accordance with Section 920(2) of the *Local Government Act*, Council may issue a Development Permit in accordance with the applicable guidelines specified in the *Official 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, and the 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 613 Herald Street. The proposal is to construct a five-storey, mixed-use building with ground-floor retail fronting Herald Street and residential uses above.

The following points were considered in assessing this Application:

- The proposal is generally consistent with the *Downtown Core Area Plan* (DCAP).
- The proposal is consistent with the *Old Town Design Guidelines* (2006).
- The proposal is consistent with the *Official Community Plan* (2012) policies, which support and encourage the provision of mixed-use buildings. A Transportation Study submitted with this Application provides adequate justification for the proposed parking variance and reduced drive aisle width.
- The proposed increase in building height is considered to be appropriate since it is in keeping with the adjacent buildings and will have minimal impacts on the surrounding area.
- The variance for a reduced side yard setback is considered to be acceptable since the proposal creates a continuous building frontage along the property, which enhances the experience for pedestrians along the street.
- The variance for a reduced front yard setback for the portion of the building above 10m in height is considered to be acceptable since the position of the building is consistent the adjoining building.
- The proposed parking variance is considered acceptable based on supporting evidence provided in the accompanying Parking and Access Study.

## BACKGROUND

### Description of Proposal

The Application is to construct a five-storey, mixed-use building with ground-floor retail fronting Herald Street and residential uses above. The building has a Floor Space Ratio (FSR) of 2.99:1 and a maximum height of 15.86m.



Specific details include:

- 32 units fronting Herald Street
- private balconies for all units
- a total of 91.46m<sup>2</sup> for two commercial retail units on the ground floor
- at-grade parking for 12 vehicles at a ratio of 0.38 per unit (which is below the minimum requirements under Schedule C of the *Zoning Regulation Bylaw*), located behind the commercial retail units, accessed via a ramp off Herald Street
- bicycle storage located at the basement level
- publicly accessible bicycle parking is available for six bicycles, located off the vehicle access ramp on the ground floor
- exterior light fixtures consistent with the Chinatown context
- streetscape improvements to Herald Street consistent with the Chinatown pattern
- exterior building materials consisting of:
  - a mixture of clay fired red and ebony brick veneer
  - smooth face cement panels with concealed fastenings and metal reveals along the front and rear elevations (north and south), which extend around a portion of the side elevations (east and west)
  - exposed concrete block painted in a brick red colour for the remainder of the side elevations (east and west)
  - vinyl residential windows and doors
  - pre-finished metal post rail system with decorative wrought iron pickets
  - clear anodized aluminium storefront windows with semi-translucent window graphics
  - laminated glass canopy.

The proposed variances are related to requests to:

- increase the building height from 15m to 15.86m
- reduce the front yard setback for portions of the building above 10m from 1.07m to 0.10m
- reduce the side yard setback from 4.5m to nil
- reduce the amount of residential parking from 22 spaces to 12.

### **Sustainability Features**

As indicated in the applicant's letter dated July 2, 2015, the proposed sustainability features associated with this Application include a light well to lessen the need for artificial light, motion sensor LED light fixtures in the stairwells and bicycle storage areas in excess of the minimum requirements of Schedule C in the *Zoning Regulation Bylaw*.

### **Existing Site Development and Development Potential**

The site has an area of 669.46m<sup>2</sup> and is occupied by a vacant gravel lot. The current CA-3 Zone, Central Area General Commercial District permits a variety of uses including offices, retail, restaurants and residential at a density of 3:1 Floor Space Ratio (FSR). The maximum height permitted under the current zone is 15m.

## Data Table

The following data table compares the proposal with the existing CA-3 Zone (Central Area General Commercial District) Zone. An asterisk (\*) is used to identify where the proposal is less stringent than the existing zone.

Zoning Criteria	Proposal	Zone Standard CA-3 and CA-4
Site area (m <sup>2</sup> ) – minimum	669.46	N/A
Total floor area (m <sup>2</sup> ) – maximum	1976.22	2008.38
Density (Floor Space Ratio) – maximum	2.99:1	3.00:1
Height (m) – maximum	15.86*	15
Site coverage (%) – maximum	79.50	N/A
Storeys – maximum	5	N/A
Setbacks (m) – minimum		
Front – Herald	0.10 below 10.00 m 0.10 above 10.00 m*	nil below 10.00 m 1.07 above 10.00 m
Rear – Fisgard	6.27	Nil
Side – East	Nil*	4.5
Side – West	Nil	Nil
Parking – minimum	12 (0.4 per unit)*	22 (0.7 per unit)
Visitor parking – minimum	Nil	Nil
Bicycle storage (Class 1) – minimum	34	31
Bicycle rack (Class 2) – minimum	7 (1 rack)	7

## Relevant History

A previous Development Permit for 28 residential units and ground-floor retail was approved by Council on May 28, 2009. As part of this approval, the owner entered into a legal agreement to provide the following amenities:

- one vehicle parking space for an electric car
- the purchase of an electric car
- car share program for all occupants of the building.

These amenities are required if there are fewer than 20 off-street parking stalls within the development. The previously approved Development Permit has since been abandoned and is unrelated to the current Application before Committee.



## **Community Consultation**

Consistent with the *Community Association Land Use Committee (CALUC) Procedures for Processing Rezoning and Variances Applications*, the Application was referred for a 30-day comment period to the Downtown Residents Association CALUC, on June 18, 2015. A letter from the CALUC, dated July 8, 2015 is attached to the report.

This Application proposes variances, therefore, in accordance with the City's *Land Use Procedures Bylaw*, it requires notice, sign posting and a meeting of Council to consider the variances.

## **ANALYSIS**

### **Development Permit Area and Design Guidelines**

The *Official Community Plan (OCP)* identifies this property within DPA 1 (HC), Historic Core. The objectives of this designation are to conserve and enhance the heritage value of Downtown and encourage revitalization of the area through infill with high-quality architecture, landscape and urban design through sensitive and innovative interventions. Design Guidelines that apply to DPA 1 (HC) are discussed in the subsequent sections.

### **Downtown Core Area Plan (2011)**

The subject property is within the Historic Commercial District as identified in the *Downtown Core Area Plan (DCAP)*. The objectives of this district are to ensure sensitive integration of new infill development, retention of the low-scale and small-lot character of the area and support for an increase in the local population base through residential uses on upper storeys. The proposal responds to the relevant guidelines as follows:

- a positive pedestrian environment would be created with the retail units on the ground floor and a reduced drive aisle for vehicle access off Herald Street
- weather protection would be provided through small canopies above the commercial entrances
- provision of parking would be behind the retail units on the ground floor.

Overall, the Application is considered to be in compliance with the applicable Design Guidelines within the DCAP. However, as the subject site is in a prominent location within a Heritage Conservation Area, special care and attention should be given to the architectural quality and finishes of the building. Staff have expressed concern regarding exterior finishes, in particular the exposed concrete finish on the side elevations, which is not considered to be of sufficient high-quality architectural material as recommended in the DCAP. It is therefore recommended to Council that the Application would benefit from review by the Advisory Design Panel, with particular emphasis on exterior finishes and materials.

### **Old Town: New Buildings and Additions to Non-Heritage Buildings (2006)**

The subject property is located within the Chinatown District, which seeks to preserve heritage value by responding to the special characteristics of the District. The Guidelines encourage designs that are strongly contextual and visually interesting. They also encourage creative

developments that will contribute and respond to the Chinatown District characteristics to enrich the sense of place. The proposal complies with the Guidelines as follows:

- provision of shop frontages at street level
- utilisation of the entire lot width for the proposed building, creating a continuous building frontage
- provision of appropriate architectural detail for the Chinatown context, including recessed balconies, masonry, signage and paving patterns
- building height consistent with the predominantly four to five-storey context.

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

These Guidelines state that an acceptable application will include consideration of an attractive streetscape and that the architecture and landscaping of the immediate area be identified and acknowledged. New construction will complement neighbouring heritage buildings in areas where they predominate. There are no Heritage Registered or Designated buildings immediately adjacent to the subject site on Herald Street, although a number of Heritage buildings exist along Government Street and Fisgard Street to the rear of the property. The proposal does incorporate certain materials such as brick veneer, which are commonly used throughout Chinatown and in the nearby Heritage buildings. The overall colour palette is also consistent with the Chinatown theme, using red and black as accent colours. In evaluating the proposal, staff recommend for Council's consideration that overall the Application is in keeping with the Guidelines and provides an appropriate response to the immediate context.

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

The objective of these Guidelines is to ensure that where fences, gates and shutters are required, they are designed well and complement their surroundings. The Application is consistent with these Guidelines and proposes appropriate fencing along the surface parkade at the rear of the building, with security fencing and black metal trellis for climbing plants. This will be highly visible from the rear of the property at Fisgard Street and the treatment along this boundary is of particular importance.

### **Proposed Variances**

Four variances from the *Zoning Regulation Bylaw* are proposed as part of this Application.

#### Height

An increase in the height from 15m to 15.86m is being requested. The applicant has indicated in their letter that this height request is due to the ceiling height requirement for the commercial tenants on the ground floor. As the building does not exceed the height of the immediately adjacent buildings, which are also zoned CA-3 (Central Area General Commercial District), staff recommend that Council support the proposed height variance.

#### Side Yard Setback

Under the existing zone, there is a requirement for a 4.5m side yard setback. The intent of this regulation is to allow for access to the property, although the proposal includes an alternate vehicle access in the centre of the Herald Street elevation. Since the proposal creates a



continuous building along the upper floors, staff recommend that Council support the proposed side yard setback variance.

#### Front Setback

The current zone includes regulations on the front setback for any portions of a building that exceed 10m in height. This requires the building to comply with a 1:5 setback ratio for the upper portions of the building above 10m, which is intended to provide an appropriate scale and massing along the street. The proposal encroaches into this setback requirement by 0.97m on the fifth storey. Since the impact from this reduced setback is minimal, and the fact that the proposed upper floors have setbacks consistent with the immediately adjoining building at 601 Herald Street, Staff recommend for Council's consideration, that Council support this variance. However, Staff note that there are opportunities to provide greater articulation in the upper portion of the building, and have recommended for Council's consideration that this aspect of the design is referred to the Advisory Design Panel for review.

#### Parking

A parking variance is being proposed for both residential and visitor parking. This would reduce the amount of residential parking from 22 spaces (0.7 per unit) to 12 spaces (0.38 per unit). A transportation and parking study has been submitted, which provides justification for the proposed parking variances. It considers vehicle ownership data from comparable developments in the downtown area, along with statistics from the Insurance Corporation of British Columbia (ICBC). The study concludes that considering the target market and anticipated auto-ownership levels, the provision of 12 parking stalls (provided at a rate of 1 stall per 0.38 units) would be sufficient to meet the travel needs of this development provided that a successful Car Share Program is available.

The applicant proposes to amend the legal agreement for the property, to remove the provision of the electric vehicle, and the electric vehicle parking stall that were proposed as part of the previously approved Development Permit Application. The proposal will however maintain the membership to the Car Share Program for all residents within the building (32 memberships in total).

#### **CONCLUSIONS**

The Application would allow for a five-storey, mixed-used development on a vacant site within Old Town. The proposal is in keeping with the immediate context in terms of scale and massing. While there are opportunities for improvement in the quality of the exterior finishes and materials, Staff feel these can be addressed with a review by the Advisory Design Panel.

#### **ALTERNATE MOTION**

That Council decline Development Permit with Variances Application No. 000377 for the property located at 613 Herald Street.

Respectfully submitted,



Charlotte Wain  
Senior Planner – Urban Design  
Development Services



Alison Meyer  
Assistant Director,  
Development Services



Jonathan Tinney, Director  
Sustainable Planning and  
Community Development

Report accepted and recommended by the City Manager: \_\_\_\_\_



Jason Johnson

Date: \_\_\_\_\_

July 15, 2015

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### List of Attachments

- Zoning map
- Aerial map
- Letter from applicant dated July 2, 2015
- Architectural Plans dated June 18, 2015
- Letter from Downtown Residents Association, dated July 8, 2015.









613 Herald Street  
Development Permit #000377





02 July 2015

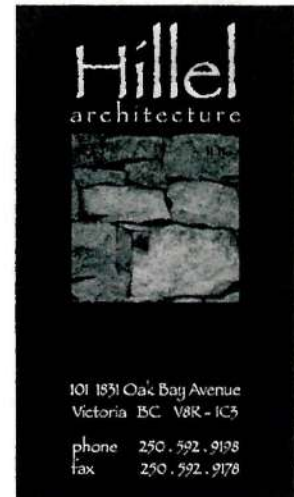
## The Kunju Residences

Submitted on behalf of Conrad Nyren  
Kunju Residences Ltd  
Suite 160 – 4396 West Saanich Road  
Victoria BC



RE: 613 herald Street Redevelopment  
Victoria BC

Proposal For Development Permit With (minor) Variances



For the attention of Mayor and Council, c/o Charlotte Wain, Area Planner, City of Victoria

Please find enclosed with this cover letter, a revised submission for the Kunju Residences proposed for 613 Herald Street, Development permit application #000377. This revised proposal provides two commercial spaces on the ground floor with a central porte cochere leading through to a surface parking facility beyond. Above 32 units are proposed in four residential floors.

As requested by City planning review the building has been relocated to its forward property line, to align with neighbouring new buildings, and to extend this street front pedestrian environment. This proposal seeks several variances outlined on drawing sheet A1.0. Some of those variances are required to suit the circumstances related to moving this building forward. The proposal remains lower than both its neighbouring properties but does seek a minor ht. variance. This proposal has moved the building forward, and its building face over its upper floors does align with its neighbour however, similar to its neighbour, it seeks a variance for a front yard setback that is initiated above 10m in ht. where zoning dictates that builds start to step back. In addition, and outlined later in this correspondence, is a request for a parking variance.

### DESIGN OUTCOME

Consistent with building design respecting Chinese architectural heritage, this is a symmetrical building with an emphasis on the centre bay. On the ground floor two small commercial tenants (434 ft2 and 572 ft2) flank each side of a center vehicle entry. The central parking entry serves as a "Porte Cochere" to the residences above, and is a drive through to open surface parking beyond. This porte cochere offers covered daytime guest bicycle parking to commercial and residential visitors alike.

The planning department wished that we maximize the width of street front glazing and minimize the vehicle entry in order to increase as much as is possible the sense of a continuous street front pedestrian shopping environment. The

minimum dimension permitted was identified for the design team, through coordinating the reviews of planning, transportation and Bunt Transportation Planners and Engineers. The proposed design conforms to this required road width. In addition however, the design was modified to visually improve this outcome. Masonry details were moved to the outside corners of this street front, ensuring glazing extended as close as possible to the central lane. This serves to decrease the attention of the lane and broadens the appearance of this glazing.

#### DESIGN CHARACTER AND MATERIALS

The design responds to the Chinese community by using materials and surfaces common within this special area, and with a building volume also common:

- Symmetrical in nature, with an emphasis on the centre bay, in proportion, in ht., and in colour.
- Planning and the DRA each requested recessed balconies in the building volume rather than projecting balconies. This has been achieved.
- Planning and the DRA requested the building be moved forward and built at approximately the property boundary to continue the streetscape. This has been achieved.
- Materials drawn from the palette of Chinatown
- Signage in both English and traditional Chinese script

#### HEIGHT VARIANCE

The building's ground floor level is built at approximately the level of the municipal sidewalk permitting comfortable level entry to the commercial tenancies and to the recessed residential entry. The average grade calculated, and the height of the proposed building, defines a requested variance consideration of .86m. The building contains four floors of residences each with a floor to floor height inside of 9'0". The commercial suites of the ground floor are 11'0" in finished inside ht. This is modest for commercial units but as these are limited in area this is an acceptable outcome. Combined, these five floors add up to the building height proposed. No voluntary measures. No over height spaces. We believe this is a modest height variance and also ensures we are below the heights of both buildings flanking this site, yet tall enough to provide adequate ceiling heights for the commercial tenants of the ground floor.

#### PARKING VARIANCE

The program has 32 residential units and demonstrates 12 parking stalls. This is a requested variance of 11 stalls below the requirement of 23 stalls (32 units x 0.7) to service this building in accordance with Schedule C Parking Bylaw in this block. The transportation department had requested actual ICBC ownership data survey to support this parking variance, which is enclosed herein. As the owners, Planning Department, and transportation alike had hoped that actual statistics may reduce the parking further, as each party had an interest in making the vehicle entry width less than that shown. The parking research however verified this parking count as 12 stalls. 11 of those stalls will serve residents above, and 1 stall is dedicated to residential guest parking. This is secure guest parking as would be



preferred in urban locations for overnight use of these guests. It is also an oversized stall matching dimensions required of a HC accessible stall. The required minimum width of the entry aisle to the vehicle parking is therefore fixed at the dimensions shown, conforming to the regulations.

This parking variance has been studied both during the earlier phase of this submission, and now for the additional survey of the ownership data from ICBC. It is comforting to now have two different information sources confirming the needs for the parking being demonstrated, not more, and in this case, unfortunately not less than that demonstrated when several parties had a mutual interest in a reduced parking volume as this would trigger / permit a smaller vehicle entry into the property. These conclusions are recorded in the final Parking Study and Access Review report by BUNT and Associates, enclosed herein and dated June 15, 2015.

As an integral part of this parking study, it was determined that the original car share vehicle that would be dedicated to these users would be best serving this building by NOT being on site, but by these owners / tenants having access to the now greater number of car share vehicles in this downtown core area. This is referred to specifically in the traffic study. Under the original DP a covenant was registered on title, and under this new DP we are requesting this "hold over" from that previous submission be formally removed from the property title. We understand this is not a variance, but is a requested consideration. This removal is not requested without it being balanced by another measure, and in this case the measure suggested was car share memberships. Our traffic consultant recommended a minimum of car share memberships to offset those owners without parking privileges. Of the 32 residences, 11 are served with parking stalls leaving 21 car share memberships being available. In consideration of both the requested variance for parking, and the removal of the original car share vehicle being on site, it was determined that the project will provide all 32 units with car share memberships, therefore exceeding our traffic consultants recommendations.

#### BICYCLE PARKING

The proposal provides for storage of 32 residential and 2 commercial bikes in four independent locations as required by Bylaw. The proposal provides these bike parking facilities in four separate rooms to minimize the risk of shared facilities.

The building entry is serviced by the required 6 stall bike storage for residential guests, and an additional bike for commercial tenant guests.

#### URBAN SECURITY

The recessed Porte Cochere entry takes on a different and safer personality at night. At the street face of the building, in the evenings, the building proposal contains a second controlled entry grillage closing the residences at the side walk. The commercial tenancies have their exterior entries outside of this security grillage and therefore can operate on their own time schedules independent of the residences. Each resident would have remote access key that would permit opening the grillage located at the sidewalk, and the internal grillage which is closed at all times.

## ENVIRONMENTAL CONSIDERATIONS

The project proposal includes several unique features to lessen our need for artificial light and the power required to run those fixtures over the duration of a project's life span. Integral to this design is the development of a light well down the center of the building and illuminating the central corridor, and each dwelling's entry area. In addition, this light well extends down to the ground floor where it illuminates the bike parking area for guest bikes and commercial patrons, and illuminates the vehicle entry in this vicinity for both safety of those cyclists and a welcoming light to aid vehicles traversing through the porte cochere to the open surface parking beyond. In a section of our City core, where heritage buildings still dominate, we are enclosing a feature common in these early urban buildings.

Each internal stairwell and underground spaces will also be served with LED light fixtures, on motion detectors, to provide the illumination required without power demands usually associated with these tasks. The project will utilize low VOC finishes and materials, obtain materials and finishes from the closest sources, and will develop specifications with a clarity of purpose in seeking out trades, companies, and suppliers who are providing to the market place the products demonstrating continuous advancement in environmental protection as is being requested of purchasers more often, and is the goal of this consulting team.

## CONCLUSION AND SUMMARY

This proposal provides 32 units designed to suit persons of different ages, different cultures, and in very different phases of life, and to change with them through those changes in life which invariably occur. The proposal does so with a modest request for a height variance, and what we believe is an acceptable variance in parking, and a thoughtful outcome to bike storage for commuters and active bikers. The building responds too, and is proud of the cultural heritage of the neighbourhood in which it is proposed. We believe the building closes a critical gap in Chinatown's streetwalk, and significantly aids in extending the perception of Chinatown.

Yours sincerely,

HILLEL ARCHITECTURE INC.,

Peter Hardcastle, Principal, Hillel Architecture Inc.





June 18, 2015		Development Services Division
Mr. [illegible]	City of Victoria	Development Services Division
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**Hillel**  
ARCHITECTURE



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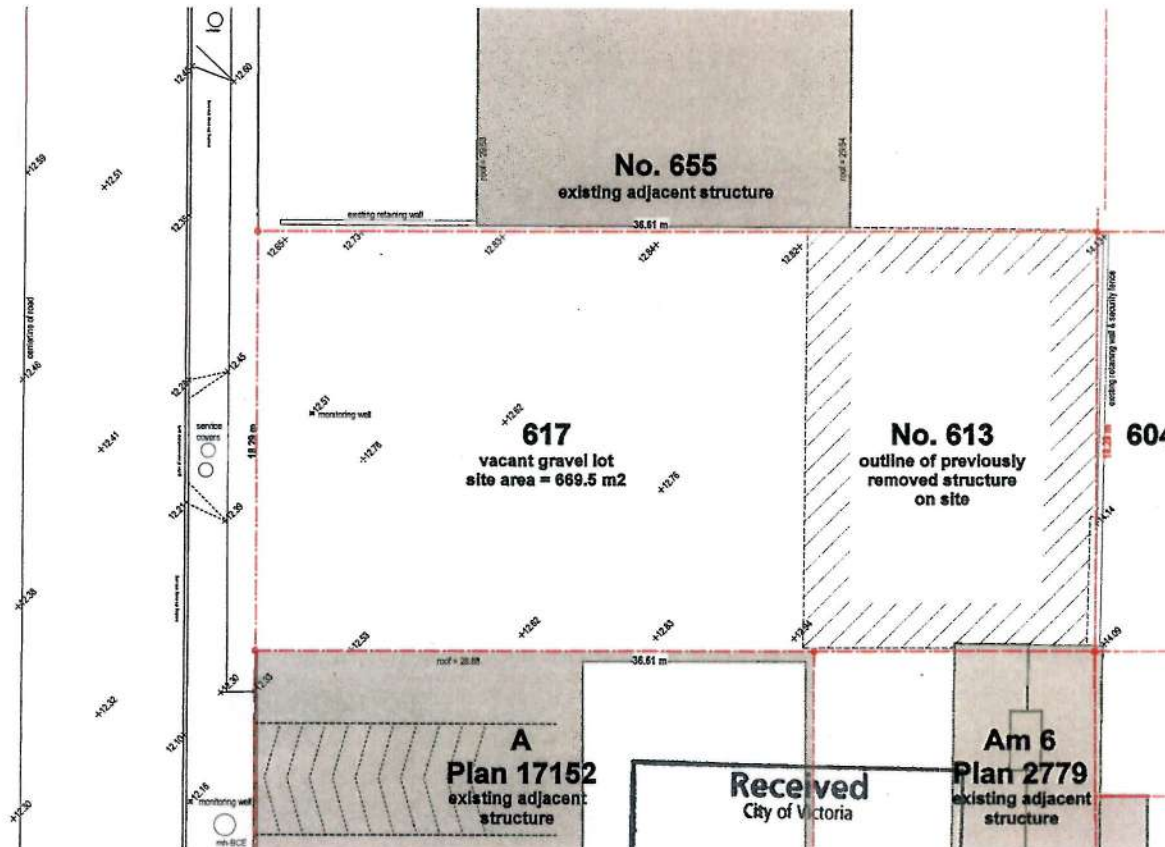
The **KUNJU** Residences  
613 Herald Street, City of Victoria, BC

Received  
City of Victoria  
  
JUN 18 2015  
Planning & Development • 1 Department  
Development Services Division





2 Context Aerial Plan  
A1.0 Not to Scale



1 Existing Survey Plan  
A1.0 Scale: 1:100

Received  
City of Victoria  
JUN 18 2015  
Planning & Development Department  
Development Services Division

## PROJECT DATA

	ZONING REQ	PROPOSED PROJECT	VARIANCES
ZONING	CA3	CA3	
site area (m²)	669.45 m²	669.45 m²	
site coverage %	100 %	73.5 % (522.33 m²)	
total floor area	2008.4 m² permitted	2008.0 m²	
commercial floor area	-	91.46 m²	
floor space ratio (density)	3.00 : 1	2.80 : 1	
height of building (m)	max. 15 m max. 10 m at street	15.85 m	0.85 m above max. allowable 2.00 m taller Cruciform building + 0.10 m taller 80% max. building
number of storeys	-	5 storeys	
PARKING:			
parking stalls on site (for dwelling units)	22.4 spaces for 12 units (number of spaces not less than 70% of the number of dwelling units)	12 spaces for 12 units (number of spaces equal 37.5% of the number of dwelling units)	11 spaces
bicycle parking	1 per detached unit + 1 for up to 250 m² of commercial space + 6 guest bike stalls	32 "class 1" stalls for residential + 2 "class 1" stalls for commercial + 1 "class 2" stall for commercial guests 6 "class 2" stalls for residential guests	
visitor parking	10% of parking area dedicated to visitor spaces (1 space required)	none	1 space
off street loading	nil	-	
electric vehicle	CA 1020/207 dedicated electric vehicle + parking space + memberships	32 car share Co-Op membership requested by City	
SETBACKS:			
front (north)	0.00 m	0.1 m Theatrical setback building projects a 1.07m into setback above 10m ML	Violations of 1.07m to setback above 10m
rear (south)	0.00 m	6.27 m shown	
side (west)	0.00 m	0.00 m shown	
side (east)	4.50 m	0.00 m shown	4.88 m
RESIDENTIAL USE DETAILS:			
1 bed room units	nil	32	
2 bed room units	nil	-	
ground orientated access	nil	-	
min. unit size (m²)	min. 33.0 m²	min. 48.8 m²	
FLOORAREAS:			
ground (1st floor commercial floor area)		91.46 m²	
ground (1st floor area remainder)		77.94 m²	
ground (1st floor total)		169.0 m²	
typical residential floor (2nd, 3rd, 4th & 5th floors)		459.0 m² x 4	
all res. floors		1836.0 m²	
total floor area (of ground floor & 4 residential floors above)		2005.0 m² (2008.4 m² permitted)	

## LEGAL DATA

BUILDING OWNER  
Kunju Residences Ltd  
c/o HomeWood Constructors Ltd  
160 - 4395 West Saanich Road  
V8Z 3E9  
CIVIC ADDRESS  
613 Herald Street, Victoria BC

LEGAL ADDRESS  
Lot 617, Victoria District  
Parcel Identifier: 009-375-686

SURVEY INFORMATION  
based on legal survey by Powell & Associates  
BC Land Surveyors, Inc. 10,219 s/s (17)

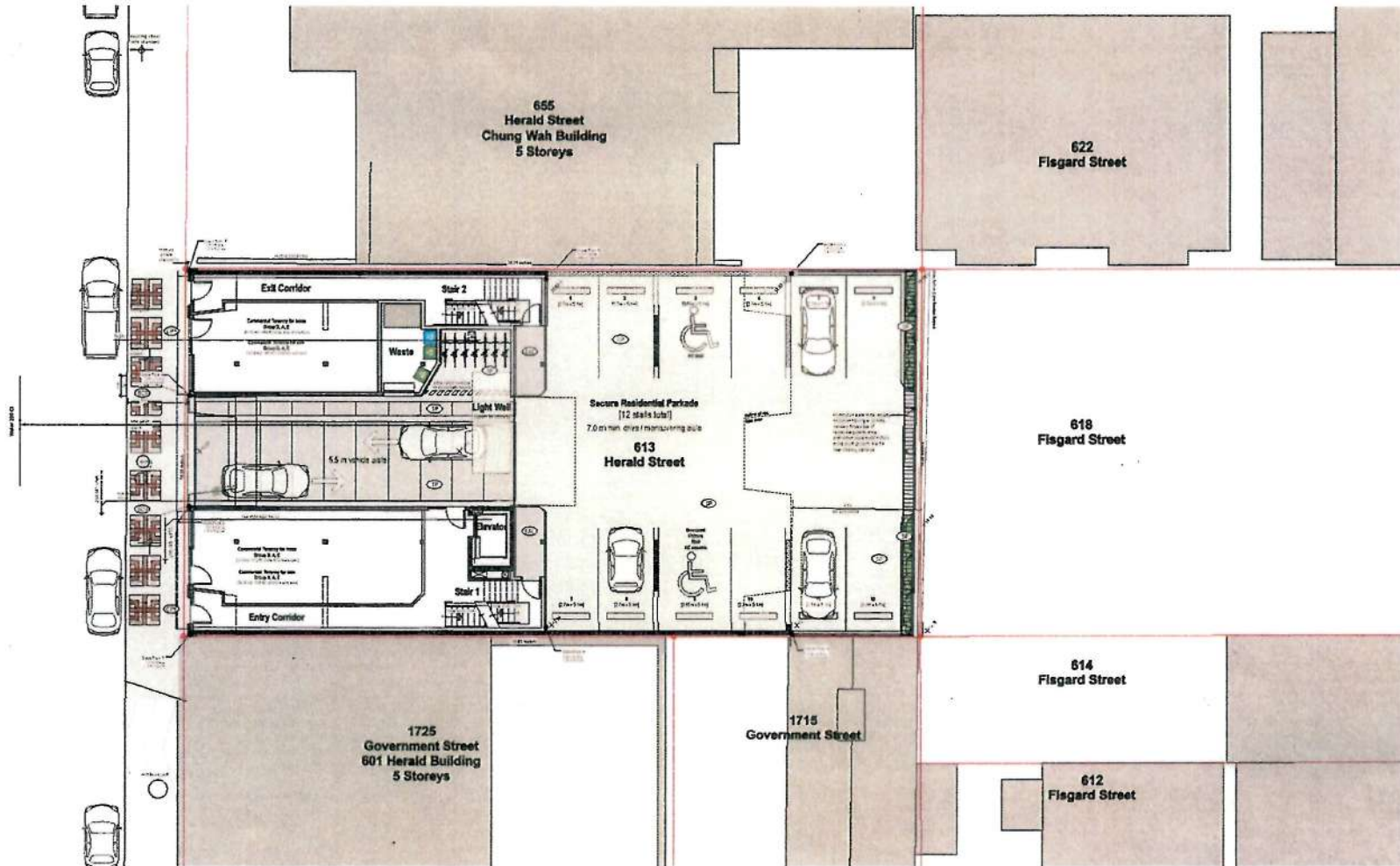
**Hillier architecture**  
Caitlin Campbell  
Architect, B.Sc., M.Arch., RIBA  
Phone: 250.384.4946  
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**The KUNJU Residences**  
613 Herald Street, City of Victoria, BC

June 18th 2015 Development Services Division  
Project Data, Existing Site Plan  
R2 A1.0



Herald Street



1 Overall Site Context  
A1.1 Scale: 1:100

Received  
City of Victoria

JUN 18 2015

Planning & Development Department  
Development Services Division

#### AVERAGE GRADE CALCULATION

SECTION	Start	End	Average	Distance	Factor	Total Factor	Area (sqm)	Volume (cu m)
1	12.30	12.82	12.56	17.30	254.92	125.15	96.37	12.71
2	12.82	12.82	12.82	10.22	154.04			
3	12.82	12.94	12.88	10.09	239.90			
4	12.94	13.14	13.04	13.22	188.12			
5	13.14	13.28	13.21	17.70	233.82			
6	13.28	13.41	13.34	8.30	79.91			
7	13.41	13.41	13.41	5.50	68.37			
8	13.41	13.50	13.45	5.82	77.94			
TOTAL				94.02	1331.16			
Average Grade					13.32			

#### SITE FINISHES LEGEND

- ① timbered edge unit pavers, vehicle area
- ② concrete paving, vehicle area
- ③ exposed aggregate concrete paving, sidewalks
- ④ accent Christian pattern schalk treatment
- ⑤ border of low shrubbery and climbing plantings along south property line
- ⑥ browned concrete municipal sidewalk repair at existing site vehicle entry - minor repairs to suit new access dimensions and mandatory radii of new utilities
- ⑦ seven bike stand 2 visitors bike storage / lockable / protected from weather in covered parking area, accessible to public during business hours

Site Plan  
R2 A1.1



The KUNJU Residences  
613 Herald Street, City of Victoria, BC





Existing North Property Line - Herald Street



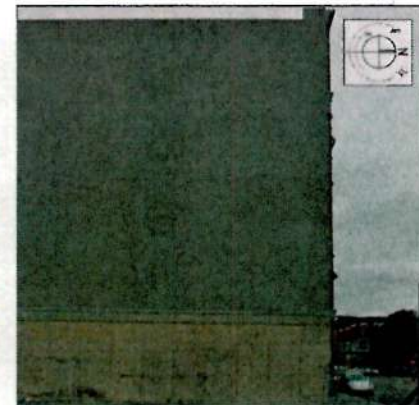
Existing South Property Line



Existing Neighbouring Chung Wah Building at East Property Line

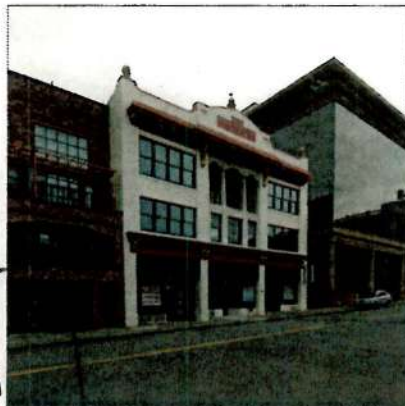


Existing Neighbouring 601 Herald Building at West Property Line



Existing Neighbouring 601 Herald Building at West Property Line

1 Overall Site Context Record Photos  
A1.2



Existing Streetscape of Neighbouring Buildings  
Partner up and Across Herald Street



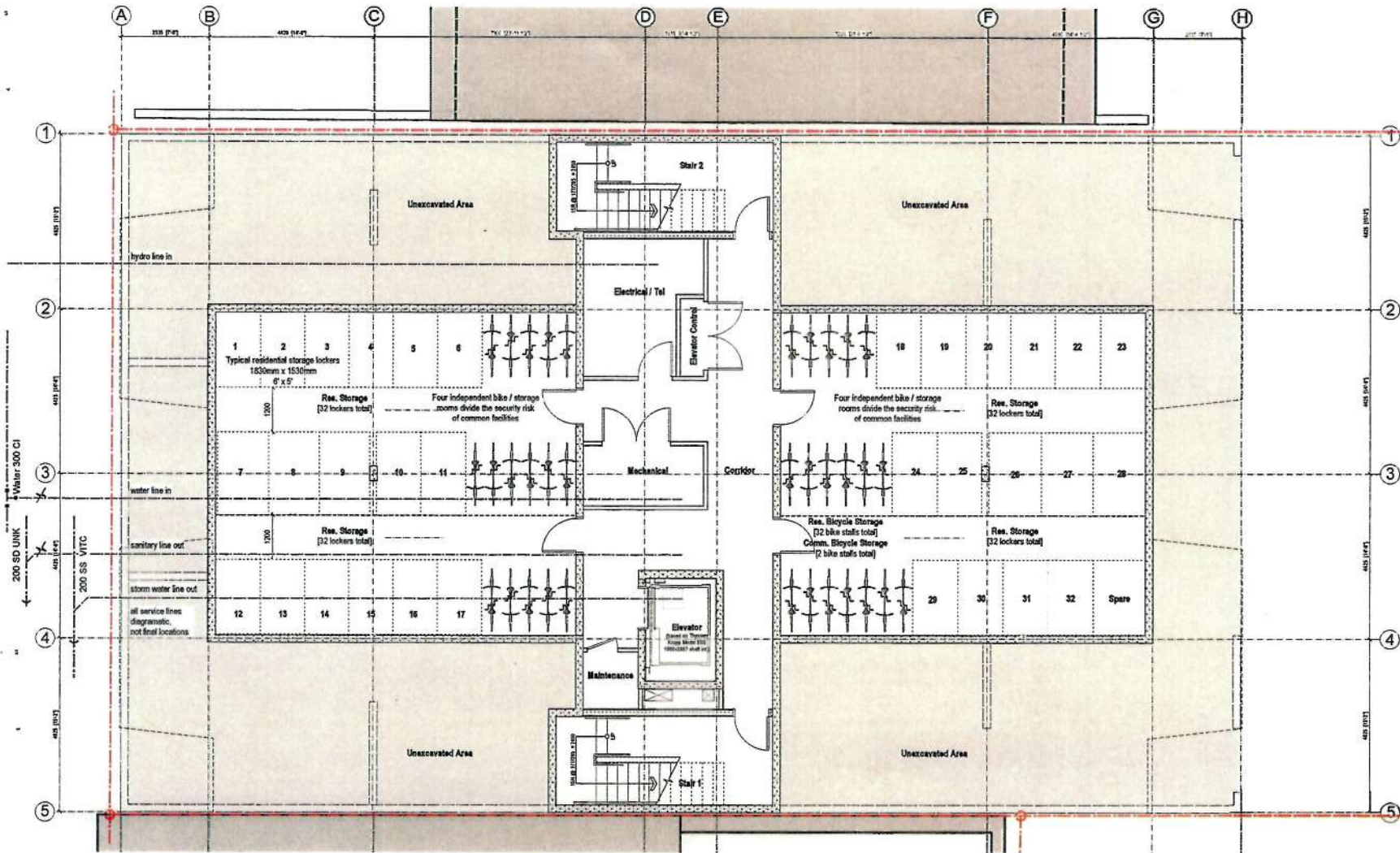
Existing Streetscape of Neighbouring Buildings

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613 Herald Street, City of Victoria - BC

Site Plan  
KUNJU Residences  
Existing Site Photos  
R2 A1.2

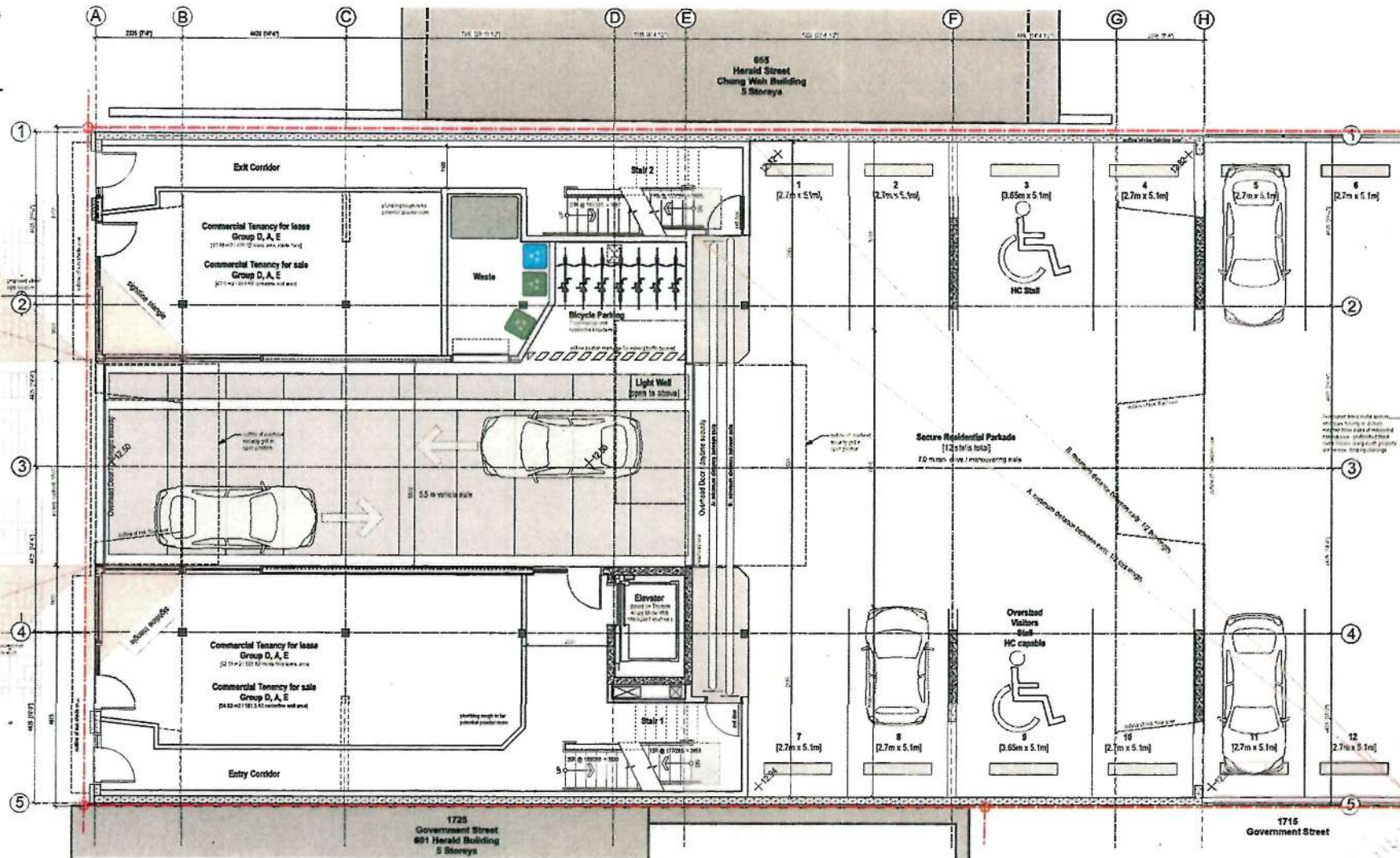




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1 Ground Floor Plan  
A2.1 Scale: 1:50

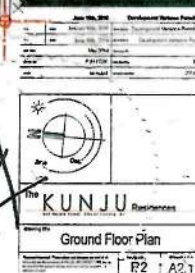
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**Hillier  
architecture**

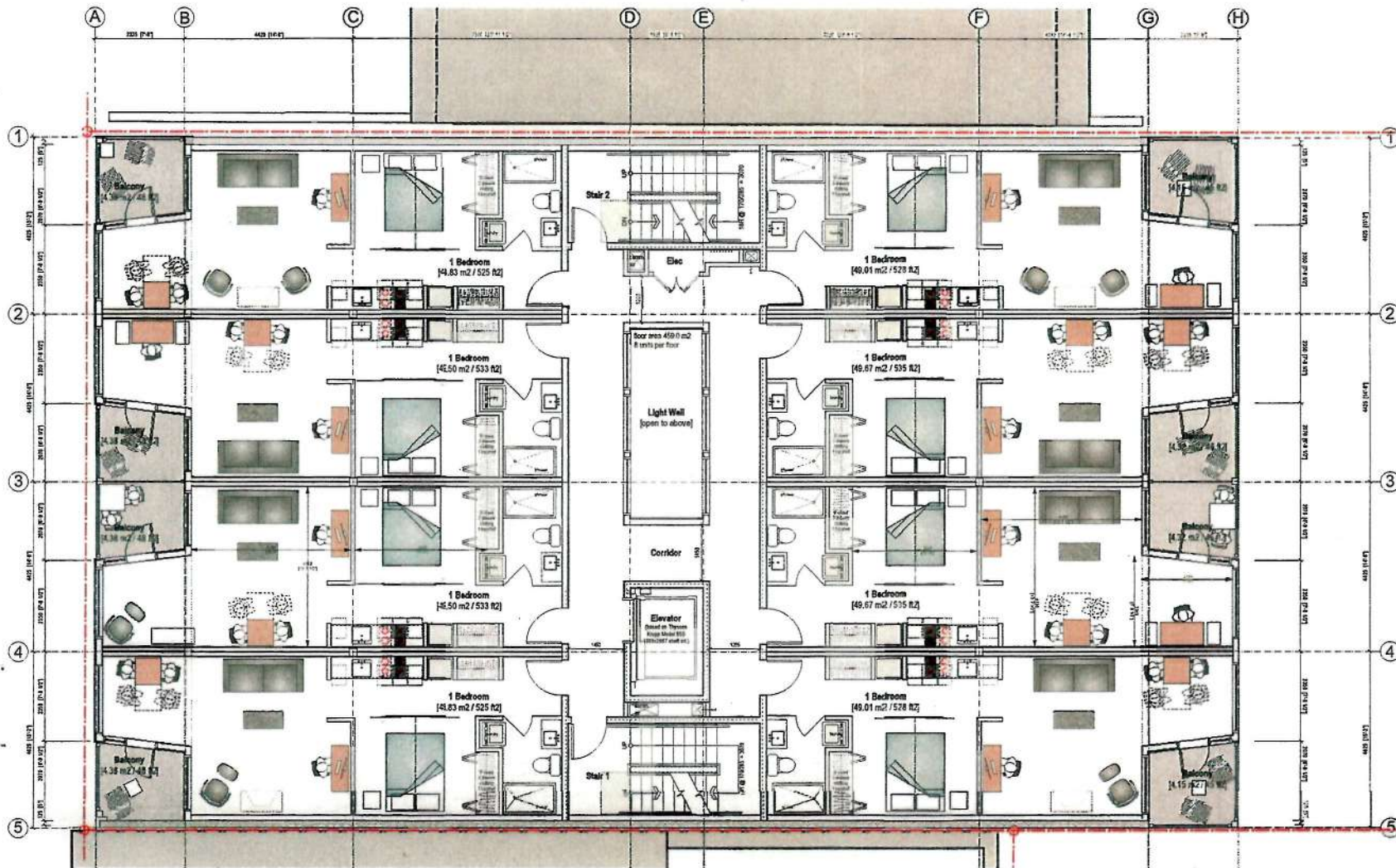
**The KUNJU Residences**  
913 Herald Street, City of Victoria, BC











1 Typical 3rd, 4th Floor Plan  
A2.3 Scale: 1:50

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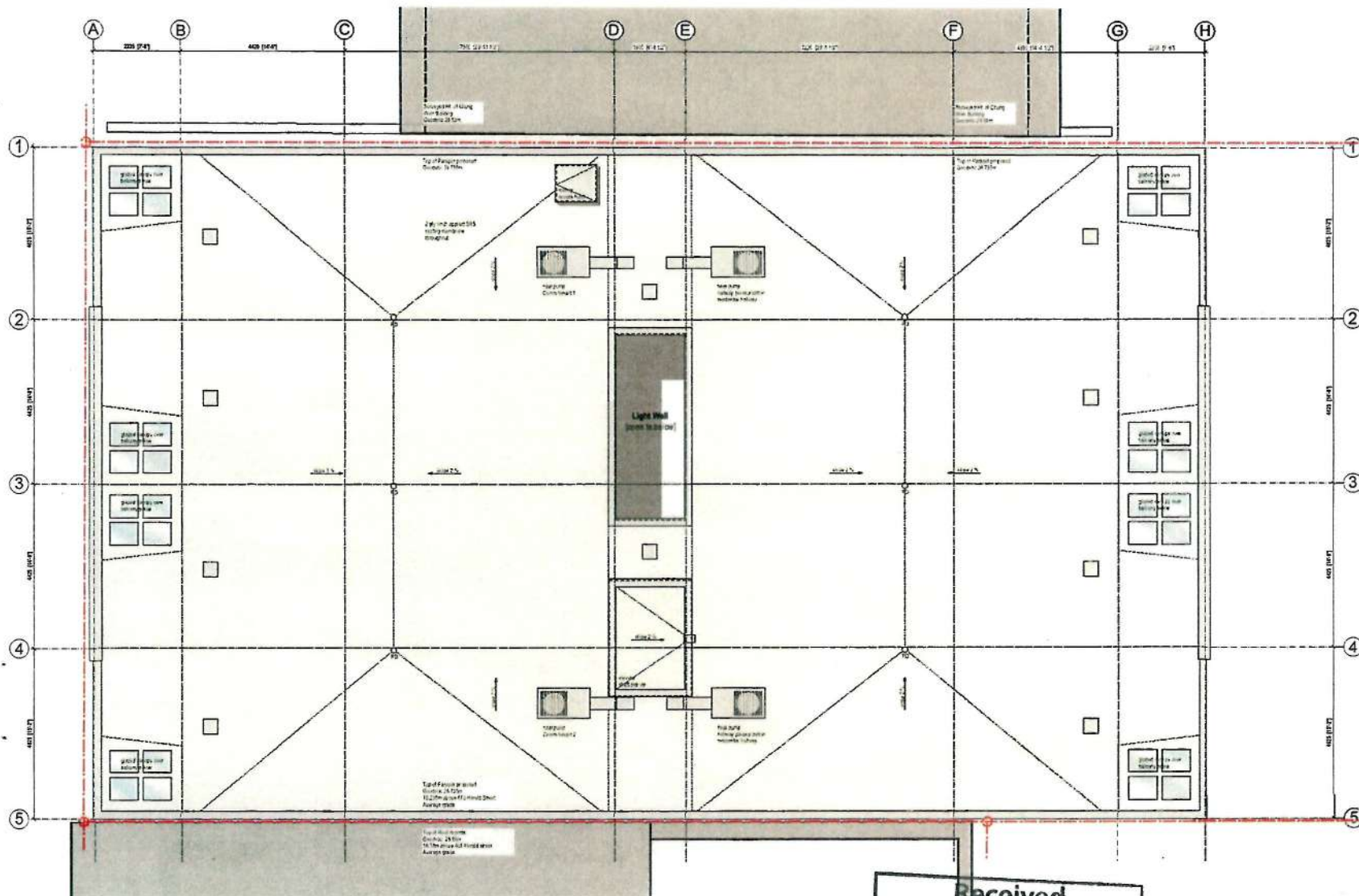
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# The KUNJU Residences

113 Harold Street, City of Victoria, B.C.





1 Roof Plan  
A2.5 Scale: 1:50

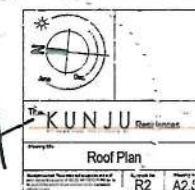
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# The KUNJU Residences

913 Herald Street, City of Victoria, BC

Item	Rev	Date	Description
1	1	2014-01-15	Initial Design
2	1	2014-02-15	Revised Design
3	1	2014-03-15	Final Design
4	1	2014-04-15	Construction Documents
5	1	2014-05-15	As-Built





Note: This sheet shows artistic renderings only. For dimensional elevations, and their relationship to neighboring buildings see elevation sheets A3.1 - A3.3



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 613 Herald Street, City of Victoria, BC

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Project: The KUNJU Residences  
 3D Perspectives  
 R2 | A3.0





### Exterior Finishes Legend

List of finishes typical of all elevations

- |   |  |   |
|---|--|---|
| <p>01. Prefinished metal roof flashing, 75 mm vertical line typical - Red</p> <p>02. Prefinished metal roof flashing, 75 mm vertical line typical - Light gray</p> <p>03. Applied clay fired tile red brick veneer over rainscreen</p> <p>04. Applied clay fired tile ebony brick veneer over rainscreen</p> <p>05. Smooth face concrete panels, the counter-rank, soffits (filled over) &amp; prefinished metal inside</p> <p>a. Bright white colour</p> <p>b. Red brick colour</p> <p>c. Graphite colour</p> <p>06. Exposed concrete block &amp; architectural concrete components</p> <p>a. Bright white colour</p> <p>b. Red brick colour</p> <p>c. Graphite colour</p> | <p>07. Prefinished thick metal privacy enclosure framing w/ pickets, installed three sides of enclosed ceiling area - prefinished black metal infill along south property line for new climbing plantings</p> <p>08. Clear anodized aluminum window units on ground floor</p> <p>09. Clear anodized aluminum glazed entry door, the custom door hardware on ground floor</p> <p>10. Vinyl residential windows &amp; balcony doors the glazing panels</p> <p>11. Clear anodized aluminum meshed security door for residential units</p> <p>12. Residential balconies, cementitious wood fascia &amp; has support columns, paint finish</p> <p>13. Prefinished metal post ceiling system the decorative wrought iron style potlights</p> <p>14. Projected ground floor entry sunshade the red brackets and top flashings, cementitious wood fascia - Graphite colour</p> | <p>15. Projected ground floor entry sunshade the red brackets and top flashings, cementitious wood fascia - Graphite colour</p> <p>16. Residential unit animated glass canopy concealed below building cornice</p> <p>17. Clear aluminum plate building / tenant signage</p> <p>18. Exterior light fixture (see schedule)</p> |
|---|--|---|

1 Front Streetscape Elevation (North)  
A3.1 Scale: 1:50

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### Exterior Finishes Legend

List of finishes typical of all elevations

- |  |  |  |
|--|--|--|
| <p>01. Prefinished metal roof flashing, 75 mm vertical face typical - Red</p> <p>02. Prefinished metal roof flashing, 75 mm vertical face typical - Light gray</p> <p>03. Applied clay finish this red brick veneer over rainwater</p> <p>04. Applied clay finish this ebony brick veneer over rainwater</p> <p>05. Smooth face cementitious panels c/w counter-sunk fasteners (filled over) &amp; prefinished metal reveals</p> <p>a. Bright white colour</p> <p>b. Red Brick colour</p> <p>c. Graphite colour</p> <p>06. Exposed concrete block &amp; architectural concrete components</p> <p>a. Bright white colour</p> <p>b. Red Brick colour</p> <p>c. Graphite colour</p> | <p>07. Prefinished black metal security enclosure fencing w/ slats. Installed three sides of residential parking area - prefinished black metal bullfinch along south property line for new climbing plantings</p> <p>08. Clear anodized aluminum window units on ground floor</p> <p>09. Clear anodized aluminum glazed entry door c/w custom door hardware on ground floor</p> <p>10. Vinyl residential windows &amp; balcony doors c/w glazing panels</p> <p>11. Clear anodized aluminum overhead security door for residential units</p> <p>12. Residential balconies, cementitious wood fascia &amp; base support columns, paint finish</p> <p>13. Prefinished metal post railing system c/w decorative wrought iron style pickets</p> <p>14. Projected ground floor entry sunshade c/w red brackets and top fastenings, cementitious wood fascia - Graphite colour</p> | <p>15. Prefinished ground floor entry sunshade c/w red brackets and top fastenings, cementitious wood fascia - Graphite colour</p> <p>16. Residential unit terminated glass canopy concealed behind building corner</p> <p>17. Cut aluminum plate building / tenant signage</p> <p>18. Exterior light fixture (see schedule)</p> |
|--|--|--|

1 Rear Elevation (South)  
A3.2 Scale: 1:50

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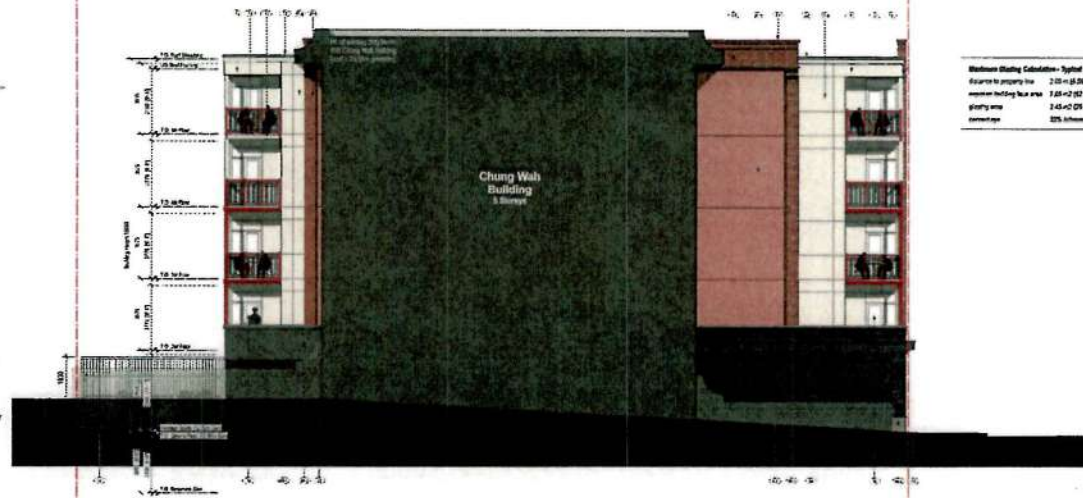
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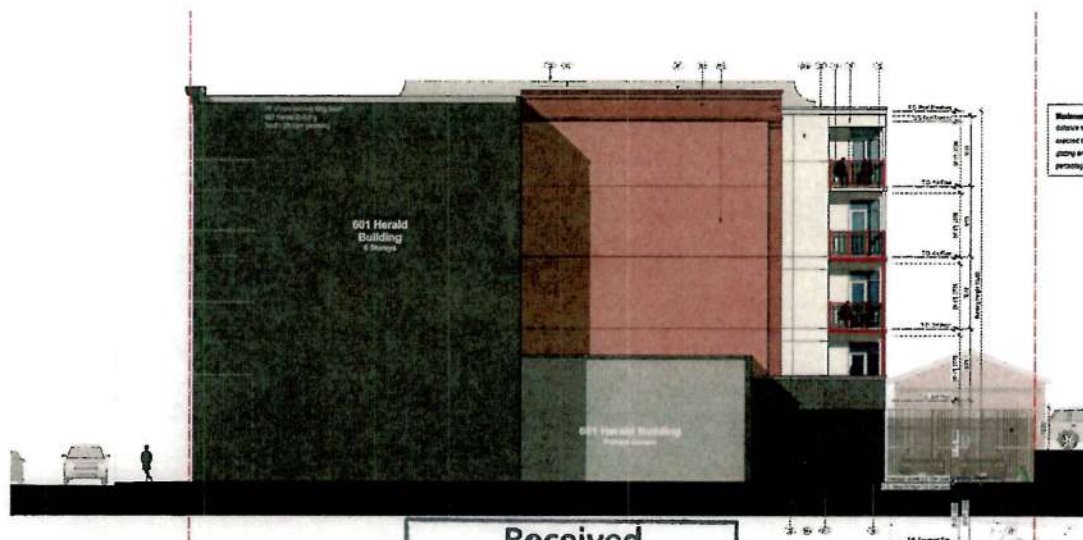
## Exterior Finishes Legend

List of finishes typical of elevations

- 01 Prefinished metal roof flashing, 75 mm vertical face typical - Red
- 02 Prefinished metal roof flashing, 75 mm vertical face typical - Light gray
- 03 Applied clay fired thin red brick veneer over rainscreen
- 04 Applied clay fired thin abony brick veneer over rainscreen
- 05 Smooth fine cementitious panels over rainscreen - Externals (fired over) & prefinished metal panels
  - a. Bright white colour
  - b. Red Brick colour
  - c. Graphite colour
- 06 Exposed concrete block & architectural concrete components, elastomeric paint finish
  - a. Bright white colour
  - b. Red Brick colour
  - c. Graphite colour
- 07 Prefinished black metal security enclosure fencing w/ pickets, installed three sides of residential parking area - prefinished black metal bollards along south property line for new climbing plantings
- 08 Clear anodized aluminum window units on ground floor
- 09 Clear anodized aluminum glazed entry door over custom door hardware on ground floor
- 10 Vinyl residential windows & balcony doors over glazing panels
- 11 Clear anodized aluminum overhead security door for residential units
- 12 Residential balconies, cementitious wood finish & has support columns, paint finish
- 13 Prefinished metal post railing system over decorative wrought iron style pickets
- 14 Projected ground floor entry canopy over red brackets and top flashing, cementitious wood finish - Graphite colour
- 15 Residential unit terminated glass canopy cementitious behind building corner
- 16 Gal aluminum slate building / tenant signage
- 17 Exterior light fixture (see electrical)



1 Side Elevation (East)  
A3.3 Scale: 1:100



2 Side Elevation (West)  
A3.3 Scale: 1:100

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The KUNJU Residences  
613 Herald Street, City of Victoria, BC

Development Services Report

Project No. 2014-0012

Client: The KUNJU Residences

Project Location: 613 Herald Street, Victoria, BC

Project Description: Residential Development

Project Status: Approved

Project Manager: [Signature]

Project Engineer: [Signature]

Project Architect: [Signature]

Project Designer: [Signature]

Project Consultant: [Signature]

Project Date: 2014-06-18

Project Version: 1.0

Project Sheet: A3.3

Project Title: Side Elevations

Project Scale: 1:100

Project Drawing: R2

Project Drawing: A3.3





1 Typical operable window package  
A3.4 Scale: 1:25



Streetscape Elevation / Comm Tenant 1  
A3.4 Scale: 1:25



3 Streetscape Elevation / Comm Tenant 2  
A3.4 Scale: 1:25

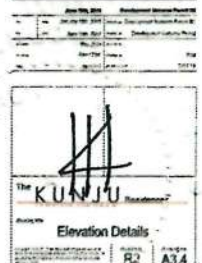
## Exterior Finishes Legend

List of finishes typical of all elevations

- 01 Prefinished metal roof flashing, 75 mm vertical face typical - Red
- 02 Prefinished metal roof flashing, 75 mm vertical face typical - Light gray
- 03 Applied clay fired thin red brick veneer over rainscreen
- 04 Applied clay fired thin ebony brick veneer over rainscreen
- Smooth face concrete panels (for concrete-work features (filled over) & prefabricated metal reveals)
  - a. Bright white colour
  - b. Red brick colour
  - c. Gray/ble color
- Encoated concrete block & architectural concrete components, elastomeric paint finish
  - a. Bright white colour
  - b. Red brick colour
  - c. Granite color
- 07 Prefinished black metal security enclosure fencing w/ pickets, installed three sides of residential parking area - prefabricated black metal infill along south property line for new climbing plantings
- 08 Clear anodized aluminum window units on ground floor
- 09 Clear anodized aluminum glazed entry door w/ custom door hardware on ground floor
- 10 Vinyl residential windows & balcony doors w/ clear glazing panels
- 11 Clear anodized aluminum overhead security door for residential units
- 12 Residential balconies, connections wood fence & has support columns, paint finish
- 13 Prefinished metal post railing system via decorative wrought iron style pickets
- 14 Projected ground floor entry canopy w/ red brackets and top flashing, connections wood fence - Granite color
- 15 Residential unit terminated glass canopy concealed behind building cornice
- 16 Cut aluminum plate building / tenant signage
- 17 Exterior light fixture (see electrical)



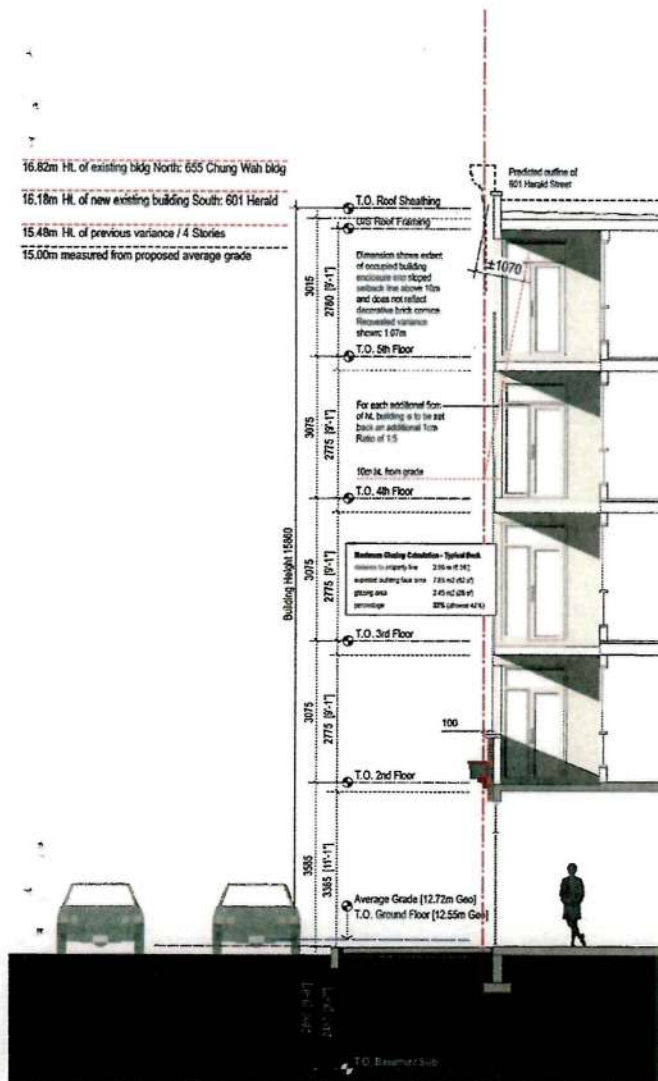
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613 Herald Street, City of Victoria, BC



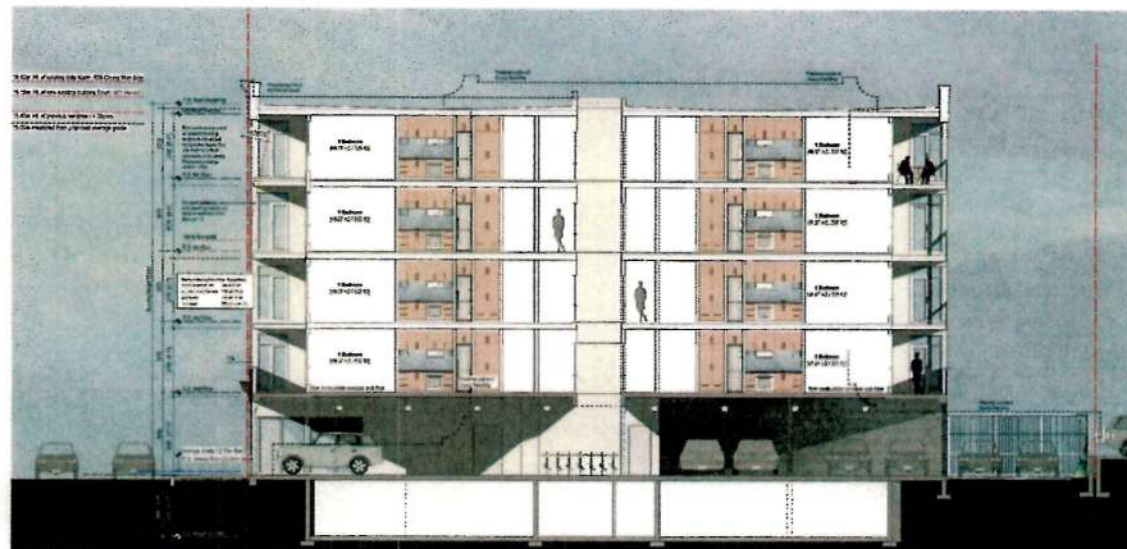
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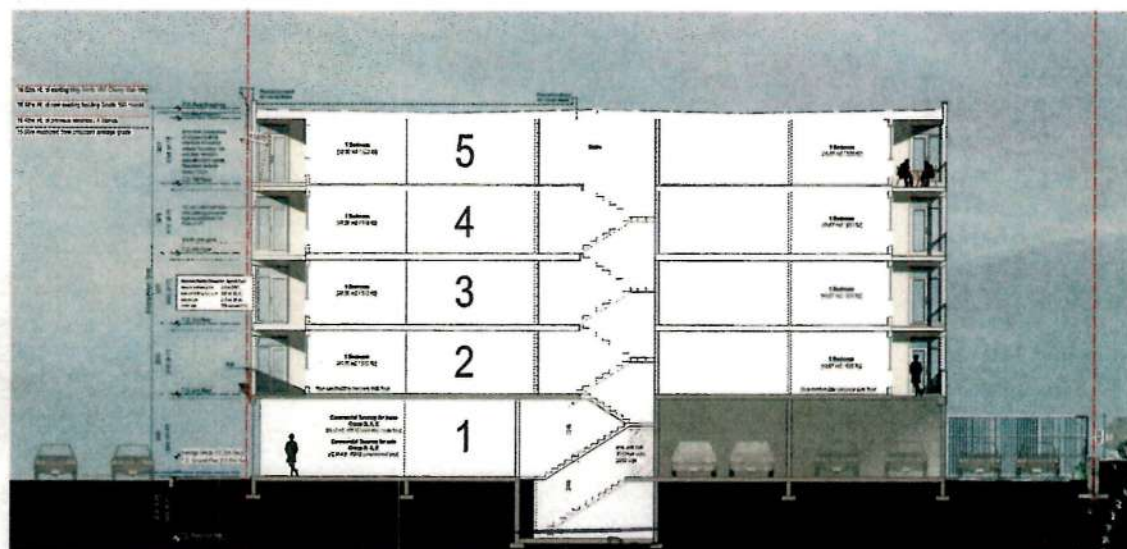




3	Building Section
A4.1	Scale: 1:50



1	Longitudinal Building Section
A4.1	Scale: 1 : 100



2	Longitudinal Building Section
A4.1	Scale: 1:100

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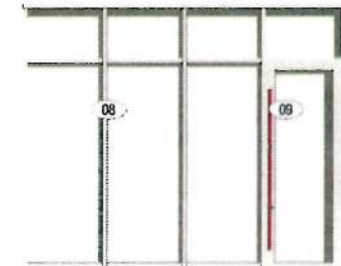
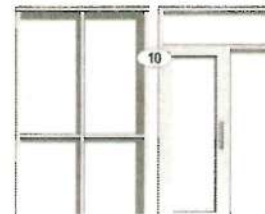
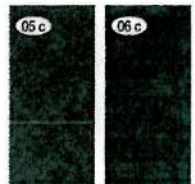
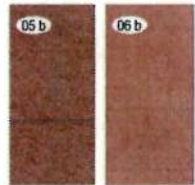
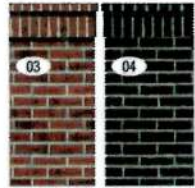
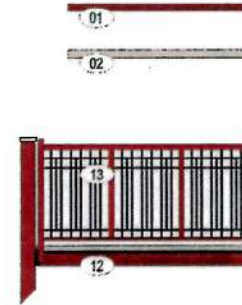
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# Colour And Materials Palette



- 01 Prefinished metal roof flashing, 75 mm vertical face typical - Red
- 02 Prefinished metal roof flashing, 75 mm vertical face typical - Light gray
- 03 Applied clay fired thin red brick veneer over rainscreen
- 04 Applied clay fired thin ebony brick veneer over rainscreen
- 05 Smooth face cementitious panels c/w counter-sunk fasteners (filled over) & prefinished metal reveals
  - a. Bright white colour
  - b. Red Brick colour
  - c. Graphite colour
- 06 Exposed concrete block & architectural concrete components, elastomeric paint finish
  - a. Bright white colour
  - b. Red Brick colour
  - c. Graphite colour
- 07 Prefinished black metal security enclosure fencing w/ pickets, installed three sides of residential parking area - prefinished black metal trellise along south property line for new climbing plantings
- 08 Clear anodized aluminum window units on ground floor
- 09 Clear anodized aluminum glazed entry door c/w custom door hardware on ground floor
- 10 Vinyl residential windows & balcony doors c/w glazing panels
- 11 Clear anodized aluminum overhead security door for residential units
- 12 Residential balconies, cementitious wood fascia & hss support columns, paint finish
- 13 Prefinished metal post railing system c/w decorative wrought iron style pickets
- 14 Projected ground floor entry sunshade c/w red brackets and top flashings, cementitious wood fascia - Graphite colour
- 15 Residential unit laminated glass canopy concealed behind building cornice
- 16 Cut aluminum plate building / tenant signage
- 17 Exterior light fixture (see electrical)



The KUNJU Residences

613 Herald Street, City of Victoria, BC

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1715 Government Street  
Victoria, BC  
V8W 1Z4  
250.386.5503

Ms Charlotte Wain, Planner  
City of Victoria  
No.1 Centennial Square  
Victoria, BC  
V8W 1P6

July 8, 2015

**Re: 613 Herald Street**

Dear Ms Wain,

The Land Use Committee has reviewed the latest Drawings for the proposed development by Magellan Properties at 613 Herald Street and has found the proposal has undergone only minor amendments since our letter of March 19, 2015. We will reiterate our unaddressed concerns from our previous letter.

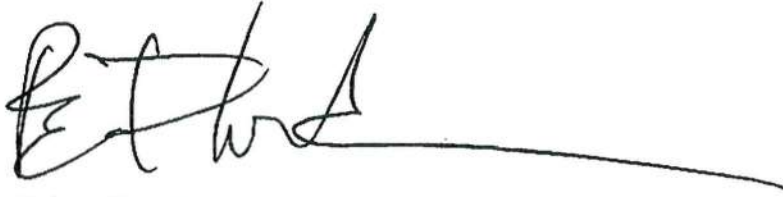
- The original design by D'Ambrosio Architecture was abandoned more than a year ago due to cost considerations. On 1 August 2014 we commented on the then current version and registered our disappointment that it did not retain the form and character of the façade from the D'Ambrosio design, and the current version has not materially improved.
- In fact, the March 2015 proposal (unchanged in the current version) is significantly worse than the August 2014 version as the cladding material has been downgraded from panelized float finish acrylic stucco to painted concrete block on the building sides and Fibre Cement Board on the front and rear facades. These material substitutions make up most of the exposed surface area of the building with large areas of exposed concrete block facing neighbouring residential units to the west and a large area clearly visible from the street to the east. The LUC's position on the use of such materials in "Old Town" is well known. They are simply not acceptable.
- The Brick lintel feature has been moved up an additional storey however it remains a sparse application of the only desirable cladding material proposed.
- The "green wall" adjacent to 601 Herald promised in the D'Ambrosio design has not been included in the Hillel version but if utilized might compensate for the exposed concrete block.



- Members are still concerned that the parking entry is unnecessarily wide to accommodate the parking access drive for just 12 vehicle spaces. It is understood that for up to 10 car spaces the access lane can be reduced to approximately 3.0m. Vehicle movements in downtown residential buildings that do not accommodate commercial parking are extremely limited. Members with experience in traffic engineering comment that it is quite defensible for this particular category of parking (residential) on a case by case basis to have an access drive as narrow as 3.0 m if movements are below 30 (in and out) per peak hour and the length of drive is under 30m. In this case there would likely be perhaps 6 movements in peak hours so there is no rationale for the proposed entry width which degrades the building ambience at street level.

The DRA cannot support this proposal unless the cladding materials are upgraded at least to the level of August 2014. It would help to mitigate the concrete block surfaces with an appropriate green wall. While we generally support increasing residential units in the Chinatown district, as it stands, this project is not appropriate for this important heritage area. We hope that this proposal is turned down.

Sincerely,

A handwritten signature in black ink, appearing to read 'Robert Florida', followed by a long horizontal line extending to the right.

Robert Florida  
Land Use Committee  
Downtown Residents Association