



Planning and Land Use Committee Report

For the Meeting of February 19, 2014

To: Planning and Land Use Committee **Date:** February 5, 2014

From: Charlotte Wain, Senior Planner – Urban Design, Development Services Division

Subject: Rezoning Application #00463 for 960–962 Yates Street

RECOMMENDATION

Staff recommend that Committee forward this report to Council and that Council instruct staff to prepare the necessary Zoning Regulation Bylaw Amendment that would authorize the proposed development outlined in Rezoning Application #00463 for 960-962 Yates Street, that first and second reading of the Zoning Regulation Bylaw Amendment be considered by Council and a Public Hearing date be set once legal agreements have been prepared to the satisfaction of the City Solicitor and the Assistant Director, Development Services Division, Sustainable Planning and Community Development Department to ensure that future strata bylaws cannot prohibit strata owners from renting residential strata units.

LEGISLATIVE AUTHORITY

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

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

EXECUTIVE SUMMARY

The purpose of this report is to present Council with information, analysis and recommendations for a Rezoning Application for the property located at 960-962 Yates Street. The proposal is to increase the density and allow a multi-unit residential use at this location.

The following points were considered in assessing this Application:

- The property is designated as Core Residential in the *Official Community Plan 2012 (OCP)*.
- The proposal is generally consistent with the relevant design guidelines regarding land use and density.

- The *Downtown Core Area Plan* includes the subject site within the density bonus area and identifies a base density of 3:1 floor space ratio (FSR) and a maximum density of 5.5:1 FSR.
- A third party economic analysis of the project has been completed, which determined that a monetary contribution of \$261,750 should be made. The applicant is amenable to this community amenity contribution.

BACKGROUND

Description of Proposal

This Rezoning Application is to allow a multi-unit residential use and increase the maximum density (FSR) of 1.5:1 in the existing S-1 Zone (Limited Service District) to 5.5:1 FSR.

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

Sustainability Features

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

Land Use Context

The area is characterized by a mixture of low-rise (one and two-storey buildings) and multi-unit buildings ranging in height from four storeys to 15 storeys. Immediately adjacent land uses are commercial buildings and surface parking lots.

Existing Site Development and Development Potential

The site is presently occupied by a single-storey commercial building and surface parking. Under the current S-1 Zone (Limited Service District), the property could be developed up to 1.5:1 FSR with a maximum height of 15m. The range of uses permitted in the Zone includes but is not limited to restaurants, clubs, garages, automobile rental and retail sales.

Data Table

The following data table compares the proposal with the relevant guidelines from the Downtown Core Area Plan (DCAP). An asterisk is used to identify where the proposal is less stringent than the policy.

Zoning Criteria	Proposal	DCAP Guidelines
Density (Floor Space Ratio) – maximum	5.50:1	3:1 (base) 5.50:1 (bonus)
Total floor area (m ²) – maximum	7570.00	N/A
Residential	7375.00	
Retail	145.00	

Zoning Criteria	Proposal	DCAP Guidelines
Floor Plate (m ²) – maximum		
Portion of building between 20-30m	475	930
Portion of building above 30m	460 Levels 15-16 330 Level 17	650
Height (m) - maximum	52.20*	50
Storeys – maximum	18* (mechanical unit only)	17
Setbacks (m) - minimum		
Front (Yates Street)	Levels 1-3: Nil Levels 4-10: 4.00 Levels 11-16: 4* Levels 17: 5.35*	Levels 1-3: Nil Levels 4-10: 3.00 Levels 11-17: 6.00
Rear	Levels 1-3: Nil Levels 4-10: 5.50 Levels 11-16: 5.50* Levels 17: 8.40	Levels 1-3: Nil Levels 4-10: 3.00 Levels 11-17: 6.00
Side (east)	Levels 1-3: Nil Levels 4-10: 5.50 Levels 11-17: 5.50*	Levels 1-3: Nil Levels 4-10: 3.00 Levels 11-17: 6.00
Side (west)	Levels 1-3: Nil Levels 4-10: 5.50 Levels 11-17: 5.50*	Levels 1-3: Nil Levels 4-10: 3.00 Levels 11-17: 6.00
Parking - minimum	96	N/A
Visitor parking - minimum Included in the overall units	5	N/A
Bicycle storage - minimum	88	N/A
Bicycle rack - minimum	6	N/A

Community Consultation

Consistent with the *Community Association Land Use Committee (CALUC) Procedures for Processing Rezoning and Variances Applications*, the applicant has consulted the Downtown Residents Association CALUC at a Community Meeting held on August 14, 2014. A letter dated October 15, 2014 is attached to this report.

ANALYSIS

Official Community Plan

The *Official Community Plan 2012* (OCP) Urban Place Designation for the subject property is Core Residential, which supports multi-unit residential, commercial and mixed-use buildings from three storeys up to approximately 20 storeys. Diverse housing types are noted as being appropriate for this context including low, mid and high-rise multi-unit residential and mixed use. The OCP states

that new development in locations that are west of Quadra Street may exceed the maximum density of 3:1 FSR prescribed for Core Residential areas with extra density up to 5.5:1 FSR.

At the local area level, the OCP provides a land use policy vision and strategic direction for the Downtown and Harris Green within the City-wide context. Policies relevant to the subject property include Yates Street (east of Douglas Street) being identified as an area appropriate for increased height and density and overall support to accommodate a significant share of the forecasted new population within the Urban Core.

The proposal is consistent with the objectives set out in the OCP in relation to land use and density.

Downtown Core Area Plan

Aligned with the OCP, the *Downtown Core Area Plan* (DCAP) has policies related to density and land use and also supports the location of higher density development along Yates Street. The subject property is identified in the Residential Mixed Use District, which encourages multi-residential development appropriate to the context, respecting the allowable building heights in the neighbourhood. Active commercial street-level uses are encouraged along Yates Street to help increase pedestrian activity. The proposal is consistent with the objectives set out in the DCAP in relation to land use and density.

The subject property falls within the density bonus area identified in the DCAP. New development in this location may have a base density of 3:1 FSR with extra density up to 5.5:1 FSR. In accordance with the policy contained within the DCAP, any development that seeks additional density through the density bonus system should submit an independent third-party land lift analysis to quantify the value (if any) of the land lift above the base density. The applicant has volunteered to undertake this analysis in advance of the Planning and Land Use Committee meeting and the consultant concluded that the proposed increase in density will result in an increased land value for the property. In line with City policy, staff are recommending for Council's consideration, that a public amenity contribution of 75% of the land lift which equates to \$261,750, of which \$196,312.50 (75%) be contributed to the Downtown Core Area Public Realm Improvement Fund and \$65,437.50 (25%) be contributed to the Downtown Core Area Heritage Seismic Upgrade Fund. The applicant is amenable to these amenity contributions.

Encroachment Agreement for Underpinning

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) present no concerns to the public interest and do not impact 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 underpinning is deemed necessary to facilitate the construction of the project.

CONCLUSIONS

The proposal is aligned with the OCP and DCAP policies related to mixed-use and higher-density development along Yates Street. The OCP states that new development in this location may exceed the maximum density of 3:1 FSR prescribed for Core Residential areas with extra density up to 5.5:1 FSR. Accordingly, the applicant has provided a land lift analysis for the increased density from 3:1 FSR to 5.5:1 FSR and is amenable to the reports findings.

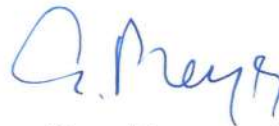
ALTERNATE MOTION

That Council decline Rezoning Application #00463 for the property located at 960-962 Yates Street.

Respectfully submitted,



Charlotte Wain
Senior Planner – Urban Design
Development Services Division



Alison Meyer, Assistant Director
Development Services Division
Sustainable Planning and
Community Development Department

Report accepted and recommended by the City Manager:



Jason Johnson

Date:

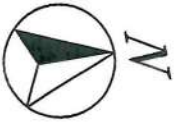
February 11, 2015

CW:aw

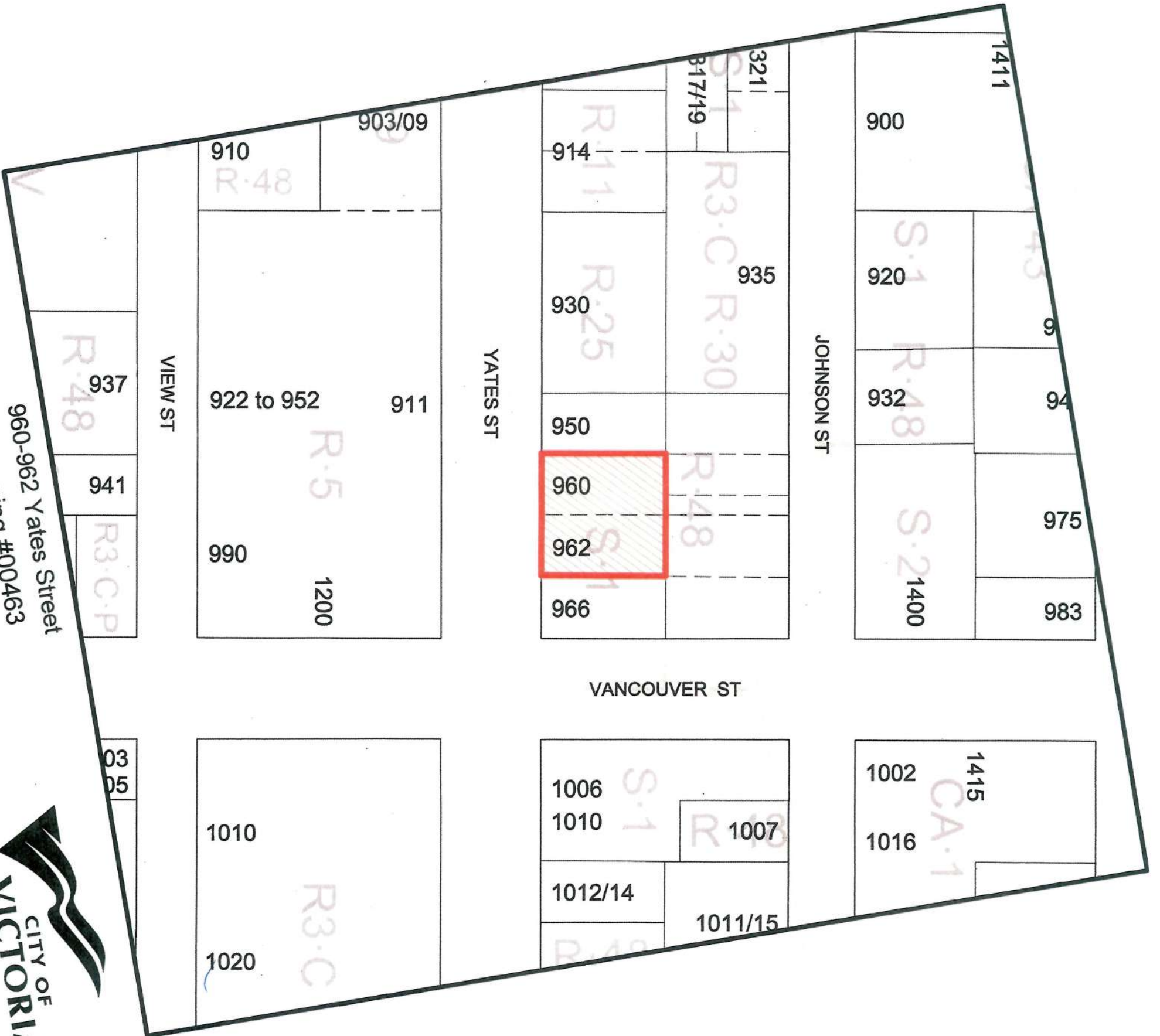
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List of Attachments

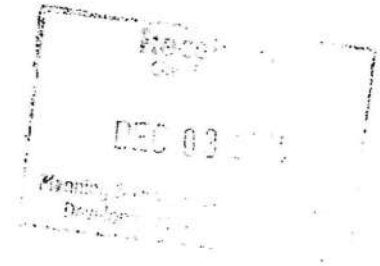
- Zoning map
- Aerial photo
- Letter from de Hoog & Kierulf architects, dated November 27, 2014
- Letter from Downtown Residents Association, dated October 15, 2014
- Land Lift and Amenity Contribution Analysis, dated January 27, 2014
- Plans for Rezoning Application #00463 and Development Permit Application #000391.



960-962 Yates Street
Rezoning #00463
Bylaw #







27 November 2014

Mayor and Council
City of Victoria
#1 Centennial Square
Victoria, BC V8W 1P6



977 Fort Street
Victoria, BC V8V 3K3
T 250-658-3367
F 250-658-3397
mail@dhk.ca
www.dhk.ca

RE: 960/962 Yates Street - Application for Re-zoning/Development Permit

Dear Mayor & Members of Council:

On behalf of our client, Alpha Project Developments Ltd., we are pleased to submit this application for re-zoning and concurrent development permit for the above named property.

The proposed development is located on the north side of Yates Street near the intersection of Vancouver and Yates in the Harris Green Neighborhood of Victoria. The site is currently zoned S-1 - LIMITED SERVICE DISTRICT.

We are requesting a site specific zone that is generally in compliance with the City of Victoria Downtown Core Area Plan (DCAP) and the Official Community Plan (OCP). The site is located within Development Permit Area 3 (HC), and is currently used as a single storey retail store with surface parking.

The proposed development is consistent with the development potential identified in the OCP and DCAP documents. The site is located in the Residential Mixed-Use District, anticipating predominantly residential buildings with street level commercial uses. The proposed mixed-use building is 17 storeys with three levels of underground parking and a mechanical penthouse. Two commercial/retail units are located on the main floor with 16 floors of residential suites above. The DCAP identifies base density for this site as 3.0:1 with a maximum density of 5.5:1. The proposed project achieves this maximum density. The DCAP identifies the maximum height for this site as 17 stories for residential use. The proposed project achieves this maximum height. An additional storey is provided as a mechanical penthouse to enclose mechanical equipment and the elevator controller closet, rather than expose mechanical equipment on the roof. It also provides space for a Crest Communications transmission facility for the Victoria Fire Department.

The residential lobby and two commercial/retail units are located at street level on the east half of the property and directly face the bus stop. Surface parking for visitors, and the underground parking drive aisle is located on the west half. A decorative screen expressive of the building's theme separates the surface parking from the sidewalk. Behind this screen, space is provided for the temporary storage of garbage/recycling containers on pick-up days. A 6-stall bicycle rack near the lobby entrance and convenient pedestrian access from the secure underground parking are also within the covered area. The entire area is directly observable from the street and is designed to be well-lit, finished with high quality, light coloured materials on walls and soffits, and feature a decorative drive surface creating a courtyard effect.

The existing street trees will be replaced with species consistent with City of Victoria requirements in locations that do not conflict with underground services. The curved grassed boulevards will be maintained. Sidewalk improvements adjacent to the building will be consistent with the Harris Green standard and tie into the proposed column locations. Existing decorative paving elements along the street will be maintained, protected, and reinstated, where necessary.

977 Fort Street
Victoria, BC V8V 3K3
T 250-658-3367
F 250-658-3397
mail@dhk.ca
www.dhk.ca

The first two floors of apartments are located directly over the first floor with no set backs. This creates a 3 storey street wall of living rooms and terraces facing directly onto the street, enhancing the residential quality of the street frontage. Behind these street-front units, the second and third floors are dedicated to the building core and double height amenity spaces. The remainder of the second floor area is a landscaped podium with deep planters that include bio-swales for rainwater management and appropriately scaled trees and other plantings, patios, an outdoor kitchen, and exercise area for residents.

The upper fourteen residential floors of the building are set back from the main floor podium creating expansive terraces along Yates Street at the 4th level. All suites on the fourth to fourteenth levels are provided with balconies that overlook the landscaped podium below. There is a total of 88 residential suites consisting of 8 junior 1-bedroom suites, 4 junior 2-bedroom suites, 22 one bedroom/one bath suites, 44 two bedroom/two bath suites, 8 sub penthouse suites and 2 penthouse suites. Suites range in size from 47m² to 143m² and have been designed to provide a good mix for downtown living within an affordable price range. A covenant will be placed on title to allow rental use into perpetuity.

Proposed setbacks generally meet all requirements of the DCAP. The first three storeys are built to the front property line with no setback along the sidewalk in conformance with primary commercial street (wide) interface guidelines. This podium is approximately 11.5 meters high and the apparent height is increased with the addition of a trellis structure at the fourth floor. The tower then sets back 6m from all sides to meet the requirements in the DCAP for buildings at 45m high. The 15th and 16th floors step back an additional 3m at sides and back. The 17th floor generally steps back an additional 4m at sides and back. Due to planning considerations and to provide articulation on the 17th floor, the northwest and northeast corners infringe on this setback requirement. The result is a slender, elegant building with an efficient floor plan creating high quality and affordable residences.

The primary street-wall is proposed to be lower than recommended in the DCAP to prevent a stark contrast to existing buildings beside and across from the proposed development and provide a gentle transition to future buildings that would either need to conform to lower scale Harris Green zoning requirements or larger scale DCAP requirements. A secondary street wall, a strategy to reduce the bulk and mass of larger developments, is not introduced due to the small size of the site. The podium has been divided into six bays to provide a pedestrian scaled rhythm along the street frontage. Three bays are retail units, one bay is the residential lobby entrance, one bay is the parking entrance, and the last bay forms a screen between the surface parking and the sidewalk. The six bays create an appropriately scaled rhythm to the sidewalk with canopies and a common signage band weaving them into a cohesive urban fabric. Further articulation that may be required of a larger scale development to reduce its mass would result in a broken expression of the street frontage at this smaller scaled site.

The building facade has been articulated vertically to emphasize its presence at a significant site in the Harris Green neighborhood: Its location on the mid block and north side of the street minimizes its shadowing effect on the street. The shadowing effect on neighboring properties is mitigated by the generous setback from the north, east and west property lines.

Commercial/retail use is provided at ground level along street frontage to provide activity and interest to the pedestrian environment. There are no ground level suites along the street frontage. Upper level residential windows and balconies have been placed to allow overlook to the street below. 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. Metal and glass canopies are provided along the street frontage with a curved feature canopy at the residential entrance, giving the residential entrance a unique identity. Entrances to the commercial/retail units are recessed into glazed alcoves to provide further weather protection and

articulation of the building at the sidewalk. High quality, durable building materials are proposed including stone tile and painted concrete. Balcony guards are treated as ornamentation and feature horizontal railing details and glass panel accents.

The proposed development provides 96 parking stalls, exceeding a ratio of 1:1 stalls per suite. Secure, underground parking includes 88 parking stalls for residents and one stall specifically designated as an electric car high-speed charging station. Surface parking includes 5 stalls for visitors consistent with recommendations by the parking study (included with the rezoning/development permit package). One visitor stall is designated as an accessible stall. There are also two designated commercial stalls, one for each commercial unit. Bicycle parking includes one Class 1 bicycle stall for each suite located in common bicycle rooms sized and arranged according to recommended City standards. A 6-space bicycle rack is also provided at the front of the building adjacent the residential lobby entrance.

All outdoor spaces will be designed in accordance with CPTED guidelines to ensure that safety and security requirements will be addressed for all users. The covered surface parking will be screened from the street. This area will also be finished with high quality materials, well lit, and protected with security cameras. Glass block and glazing at the residential entrance and other lighting will maintain a glowing atmosphere within the covered area that is inviting and safe for residents with no blind corners. Visibility and security will also be addressed in the parkade by eliminating blind corners and providing glass enclosed elevator lobbies, painted walls, and appropriate lighting levels.

Conclusion

The proposed development is a high quality mixed use building that conforms to the new OCP requirements, and with only a few minor variances, is also consistent with the Downtown Core Area Plan. All recommended guidelines are followed with a few minor exceptions for architectural expression.

This project develops a significant urban site in Harris Green, enlivens the street-front along Yates Street, and expands the available housing options in the downtown area by providing a good mix of suite sizes accessible to all income levels. The project is of an appropriate scale to its location and has been designed to minimize the impact of the building on the street and adjacent building sites, while providing a handsome and affordable addition to the Harris Green neighborhood.

Sincerely yours,

A handwritten signature in black ink, appearing to read 'Peter de Hoog', with a stylized, sweeping flourish extending from the end of the signature.

Peter de Hoog Architect AIBC/MRAIC
de Hoog & Kierulf architects

977 Fort Street
Victoria, BC V8V 3K3
T 250-658-3367
F 250-658-3397
mail@dhk.ca
www.dhk.ca



1715 Government Street
Victoria, BC
V8W 1Z4
250.386.5503

Mayor and Council
City of Victoria
No.1 Centennial Square
Victoria, BC
V8W 1P6

October 15, 2014

Re: 960 Yates Street – CALUC Meeting Review

Dear Mayor Fortin and Council,

The DRA LUC has reviewed the drawings for the proposed building and hosted a CALUC meeting on August 14, 2014 for the above-mentioned application. Thirty-two people registered their attendance at the door. The presentation was conducted by Peter De Hoog of Kierulf de Hoog Architects.

Based on the information presented by the applicant, the purpose of the rezoning is to create a 17 storey, 88 unit residential condominium tower with ground floor commercial space fronting Yates Street. The building would have an underground parking structure for 88 cars. The proposal appears to comply with OCP guidelines and no variances are requested.

Comments and concerns raised at the CALUC meeting by the public are as follows;

- Concerns were expressed about the excavation and the possibility of neighbouring properties subsiding. The architect mentioned much of the excavation will be primarily in rock.
- Questions were asked about the future land use for the property between the proposal and the Manhattan building. The Architect responded that they had no control over that property as the applicant did not own it.
- A resident of the 12th floor of the Manhattan building at 930 Yates expressed the height should be reduced as his view would be obstructed.
- An attendee commented that when they purchased their units downtown they expected to lose their view eventually as they did not own the adjacent properties.
- A resident of the Manhattan building asked if a traffic study would be conducted and recommended that the number of parking stalls be increased as their experience was that there was a need for additional stalls in more upmarket buildings.
- An attendee suggested that a carshare spot be dedicated for residents and a carshare program be set up by the strata.

- Two attendees expressed concerns regarding the proposed height and density of the proposal.
- Concerns were expressed that the exterior be clad in the highest quality materials possible. The Architect described the exterior cladding as a combination of rough cut limestone aluminum and metal spandrels and painted concrete.
- Concerns were expressed about the colour scheme and that any proposed colour scheme should avoid the gray pallet if possible.
- Complements were made regarding the design and colour scheme of the developers last project "The Mondrian".

DRA Land Use Committee review of this proposal finds it in keeping with the objectives of the OCP and of a high build quality and design. It is also commendable that stormwater management has been included within the proposal to treat and detain roof runoff.

The DRA supports this proposal will bring additional vitality to the Harris Green precinct and provide additional high quality residences Downtown.

Sincerely,

A handwritten signature in black ink, appearing to read 'Ian Sutherland', with a stylized, flowing script.

Ian Sutherland
Chair Land Use Committee
Downtown Residents Association

cc COV Planning

January 27, 2015

Charlotte Wain
City of Victoria
1 Centennial Square
Victoria, BC, V8W 1P6

Re: 960-962 Yates Street Amenity Contribution Analysis

G.P. Rollo & Associates (GPRA) has been retained by the City of Victoria to complete an Amenity Contribution Analysis for the rezoning of 960-962 Yates Street (hereafter referred to as 'the Site') in order to determine an estimate of potential fees that could be collected for public amenities from the lift in land values created from rezoning the Site.

Specifically, GPRA has been retained to determine the potential lift in land value from the current Official Community Plan (OCP) planning policy which would support the development of mixed residential and commercial to a density of 3.0 FSR to a new zone that would allow for development up to 5.5 FSR for a mix of residential strata apartments, with the ground level commercial retail uses.

The analysis consisted of preparation of residual land value analyses which determines the maximum value that a developer could afford to pay for the site assuming it already had the new zoning for 5.5 FSR under current market conditions, as well as to determine the value that could be afforded if developed under the base density expressed in the OCP. GPRA used standard developer proformas for each case to model the economics of typical development as proposed/allowed under the new zoning. The 'Lift' is then calculated as the difference in residual land values under both current OCP designation and the proposed new zoning/density.

METHODOLOGY & ASSUMPTIONS

The Site is 1,377 square metres in area and can be developed under the current OCP policy which supports a mix of ground floor commercial with residential above at a density up to 3.0 FSR. The proposed new development would be 7,570 square metres of GBA, comprised of 7,425 square metres of multi-unit apartments, and 145 square metres of ground floor commercial space.

The analyses are created using a standard developer proforma wherein estimates of revenues and costs are inputs and the remaining variable is the desired output. In typical proformas this output is usually profit, following a revenues minus costs equals profit formula.

For a residual land valuation, however, an assumption on developer's return needs to be included in order to leave the land value as the variable to solve for. For these analyses GPRA has determined the residual value based on the developer achieving an acceptable profit of 15% on total project costs (calculated as a representative portion of overall project costs for the proposed development). The residual values are the maximum supported land value a developer could pay for the site (under the density and conditions tested) while achieving an acceptable return for their project.

The residual land value determined from this analysis is then compared to the value of the site using the supported base density as noted in the OCP to establish a 'lift' in value that arises from the change in density. This lift in value is the total potential monies that are available for public amenities or other public works not considered as part of the analysis. GPRA have made allowances for streetscape and public realm improvements that would typically be incurred through development in both sets of analysis. Any additional improvements that would be required only from the proposed rezoning to 5.5 FSR and not from development under current planning would impact the lift and would need to be identified, priced, and included in a revised analysis.

Typically there is some sharing of the lift value between the Municipality/District and the developer, but the percentage shared varies by community and by project. It is GPRA's understanding that in compliance with current policy, the City has determined that they will seek 75% of the lift for amenities.

GPRA determined strata revenues used in the analyses from a review of recent sales and offerings for sale of recently developed apartments of concrete construction within roughly 10 km of the Site, with a focus on projects that were deemed comparable to that which has been proposed for the Site. Project costs were derived from sources deemed reliable, including information readily available from quantity surveyors on average hard construction costs in the City. Development or soft costs have been drawn from industry standards, and from the City's sources. All other assumptions have been derived from a review of the market and from other sources deemed reliable by GPRA.

CONCLUSIONS & RECOMMENDATIONS

GPRA identifies the lift on the 930-932 Yates Street Site from rezoning as being roughly \$349,000. As indicated above it is our understanding that the City would be seeking 75% of the lift in value, which would be approximately \$262,000. If there are additional costs identified that would be applicable solely to requirements by the City for developing to 5.5 FAR these should be reflected in the final contribution through additional analysis.

I trust that our work will be of use in the City's determination of the Amenity Contribution they will seek as part of rezoning 960-962 Yates Street. I am available to discuss this further at your convenience.



Gerry Mulholland | Vice President
G.P. Rollo & Associates Ltd., Land Economists
T 604 275 4848 | M 778 772 8872 |
E gerry@rolloassociates.com | W www.rolloassociates.com



Received
City of Victoria
DEC 03 2014
Planning & Development Department
Development Services Division

960 YATES STREET
Issued for Rezoning/DP



1 Location Plan
A201 1500

Received
City of Victoria

DEC 03 2014

Manning & Development Department
Development Services Branch

VICTORIA ZONING BYLAW SUMMARY

BUILDING DESCRIPTION:
17 STOREY RESIDENTIAL BUILDING + MECHANICAL PENTHOUSE

USES:
PRIMARILY RETAIL MAIN FLOOR, RESIDENTIAL ABOVE

ZONE:
EXISTING: S-1 - LIMITED SERVICE DISTRICT
PROPOSED: NEW ZONE

DEVELOPMENT PERMIT AREA:
DPA3 (HC)

SITE AREA: 1377 m² (14,822 s.f.)

FLOOR AREA:
COMM/RETAIL L1: 145 m² (1,560 s.f.)
RESIDENTIAL L1: 90 m² (970 s.f.) - includes mezzanine
RESIDENTIAL L2: 435 m² (4,660 s.f.)
RESIDENTIAL L3: 375 m² (4,040 s.f.)
RESIDENTIAL L4-L14: 475 m² (5,115 s.f.) X 11 = 5,225 sq m
RESIDENTIAL L15-L16: 460 m² (4,950 s.f.) X 2 = 920 sq m
RESIDENTIAL L17: 330 m² (3,550 s.f.)
MECHANICAL PH: 50m² (540 s.f.)
TOTAL PROPOSED: 7,570 m² (81,485 s.f., excl. parkade)

FLOOR SPACE RATIO:
PERMITTED (DCAP): 5.5:1 FSR 7,574 m² (81,523 sq ft)
PROPOSED: 5.5:1 FSR

SITE COVERAGE: 99%

OPEN SITE SPACE: 1% (L2 & L4 landscaped terrace = 55%)

GRADE OF BUILDING:
22.1 m (GEODETIC) See Site Plan for Grade Calculations

HEIGHT OF BUILDING:
PERMITTED (DCAP): 50.0 m MAX.
PROPOSED: 50.0 m + 2.2m Mechanical Penthouse = 52.2m

NUMBER OF STOREYS:
17 STOREYS + Mechanical Penthouse = 18

RESIDENTIAL PARKING:
REQUIRED (include C): 140 stalls per suite = 123
PROVIDED: 1,071 stalls per suite = 94 stalls
(incl. 5 visitor w/1 HC)

COMMERCIAL PARKING:
REQUIRED (include C): 1 stall per 37.5 sq m = 4
PROVIDED: 2

BICYCLE PARKING:
RESIDENTIAL: 1 per suite = 88 (100% Class II) + 6-space rack
PROVIDED: 88 Class I + 6-space rack

MAIN FLOOR SETBACKS:
FRONT: 0.0 m permitted (DCAP) 0.0 m (Yates Street)
SIDE: 0.0 m 0.0 m (East & West)
REAR: 0.0 m 0.0 m (North)

UPPER LEVEL SETBACKS:
See Building Plans & Sections

SUITE SUMMARY:
Junior 1 Bed: 8 suites @ 47 sq m = 376 sq m
Junior 2 Bed: 4 suites @ 54 sq m = 216 sq m
1 Bed / 1 Bath: 22 suites @ 54 sq m = 1,188 sq m
2 Bed / 2 Bath: 22 suites @ 83 sq m = 1,826 sq m
2 Bed / 2 Bath: 22 suites @ 86 sq m = 1,892 sq m
2 Bed + Den / 2 Bath: 8 suites @ 107 sq m = 856 sq m
2 Bed + Den / 2.5 Bath: 2 suites @ 143 sq m = 286 sq m
TOTAL: 60 SUITES @ 6,600 sq m

BUILDING CODE SUMMARY

REFERENCED DOCUMENT:
BRITISH COLUMBIA BUILDING CODE 2012 - PART 3

MAJOR OCCUPANCY CLASSIFICATION:
- GROUP C - RESIDENTIAL

BUILDING AREA:
- 1260 sq.m. (13,563 s.f.)

BUILDING HEIGHT:
- 16 STOREYS

NUMBER OF STREETS FACING:
- 1

ACCESSIBLE FACILITIES:
- ACCESSIBLE ENTRANCE
- ACCESSIBLE PARKING STALL

CONSTRUCTION REQUIREMENTS:
- 3.2.2.47 GROUP C, ANY HEIGHT, ANY AREA, SPRINKLERED

- NON-COMBUSTIBLE CONSTRUCTION WITH
2HR MIN FIRE RESISTANCE RATING TO FLOORS AND
LOADBEARING WALLS.

ADDITIONAL REQUIREMENTS FOR HIGH BUILDINGS
Ref. 3.2.6.1 (10)6

PROJECT DESCRIPTION

CIVIC ADDRESS:
960 YATES STREET,
VICTORIA, BC.

LEGAL DESCRIPTION:
LOTS 803 and 814, VICTORIA CITY

REGISTERED OWNER:
Alpha Project Developments Ltd.
P.O. Box 848
Victoria B.C.
V8W 2R9

ARCHITECT:
de Hoog & Kierulff architects
577 Fort Street
Victoria, BC
V8V 3K3

Peter de Hoog
tel: 658-3367
fax: 658-3397
pjh@dhk.ca

STRUCTURAL CONSULTANT:
RJC
220 - 645 Tye Road
Victoria, BC
V8A 6X5

Bruce Johnson
tel: 386-7794
fax: 381-7900
bjohnson@rjc.ca

SURVEYOR:
Brad Cunin Land Surveyor
#2 - 576 Kilbuck Avenue
Victoria, BC
V8T 1Y9

Brad Cunin
tel: 381-2257
fax: 381-2289
brad@bsurveyor.ca

LANDSCAPE ARCHITECT:
Murdach de Graaf Inc.
200-524 Cuddehul Rd.
Victoria, BC
V8Z 1G1

Scott Murdach
tel: 412-2819
fax: 412-2892
scott@murdachdesign.ca

LIST OF DRAWINGS

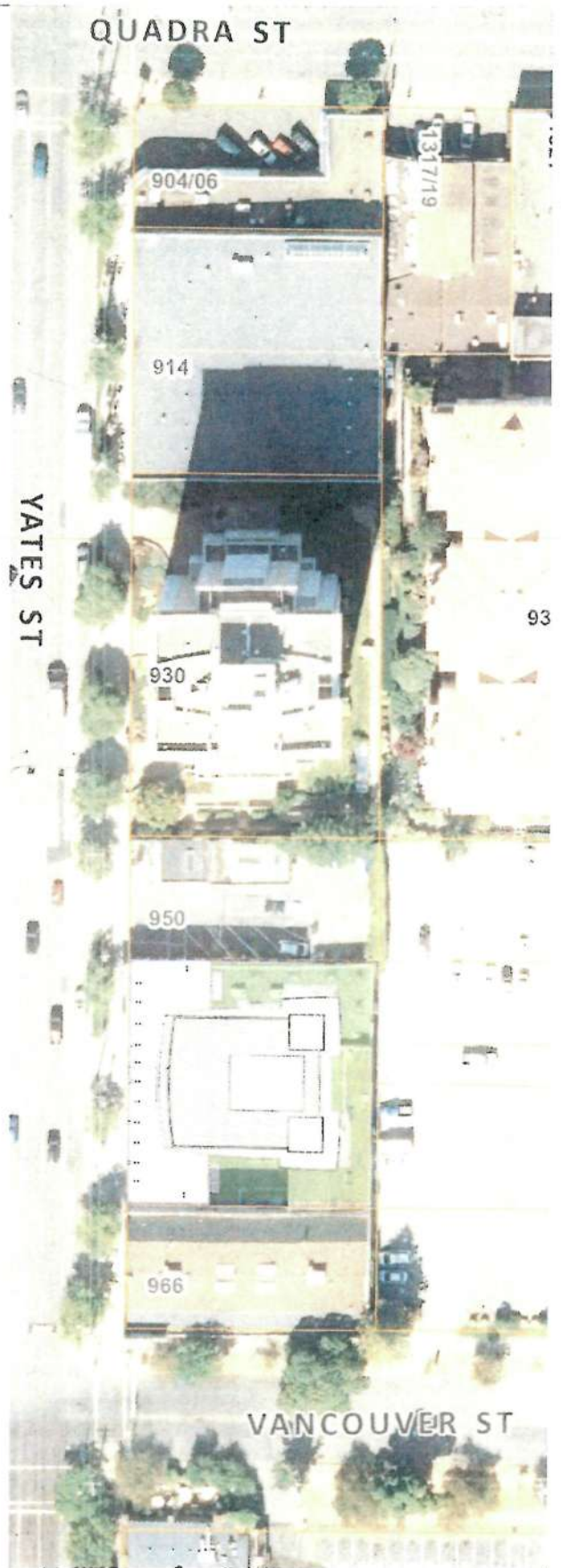
Architectural
A001 Project Data
A002 Street Context
A003 Street Views
A004 Shadow Studies
A101 Existing Site Plan
A102 Site Plan
A201 P3 Level Parking Plan
A202 P2 Level Parking Plan
A203 P1 Level Parking Plan
A204 Level L1 Plan
A205 Level L2 Plan
A206 Level L3 Plan
A207 Levels L4 - L14 Plan
A208 Levels L15 & L16 Plan
A209 Level L17 Plan
A210 Lower Roof Plan
A211 Upper Roof Plan
A301 South & East Elevations
A302 North & West Elevation
A303 Signage Details
A401 Building Sections
A402 Building Sections

Landscape

L1.1 Landscape Plan - Level 2
L2.1 Planting Plan
L3.1 Stormwater Management Plan

NO.	DATE	DESCRIPTION	BY	CHECKED	APPROVED
1	2014.09.15	Initial Design	PJH		
2	2014.10.15	Revised Design	PJH		
3	2014.11.15	Final Design	PJH		

de Hoog & Kierulff architects	
960 Yates Street Victoria BC	
Project Data	
Sheet	A001
Scale	1:1000



Project No.	100-100-100-100
Project Name	100-100-100-100
Client	100-100-100-100
Architect	100-100-100-100
Engineer	100-100-100-100
Surveyor	100-100-100-100
Inspector	100-100-100-100
Recorder	100-100-100-100
Checker	100-100-100-100
Approver	100-100-100-100
Date	100-100-100-100

Project No.	100-100-100-100
Project Name	100-100-100-100
Client	100-100-100-100
Architect	100-100-100-100
Engineer	100-100-100-100
Surveyor	100-100-100-100
Inspector	100-100-100-100
Recorder	100-100-100-100
Checker	100-100-100-100
Approver	100-100-100-100
Date	100-100-100-100

Received
City of Victoria

DEC 03 2014

Planning Department



View to Water Tower



View to Downtown

Figure 1: Schematic representation of the experimental design. The diagram shows a sequence of events: 'Stimulus presentation' (a box with a question mark), 'Response' (a box with a question mark), 'Feedback' (a box with a question mark), and 'Inter-trial interval' (a box with a question mark). The sequence is repeated for multiple trials, with a 'Block' label indicating a group of trials. The 'Inter-trial interval' is marked with a '0' and a '1'.

de Hoog & Kierulff architects

477 P.O. BOX 222446
VANCOUVER BC
V6K 3G5

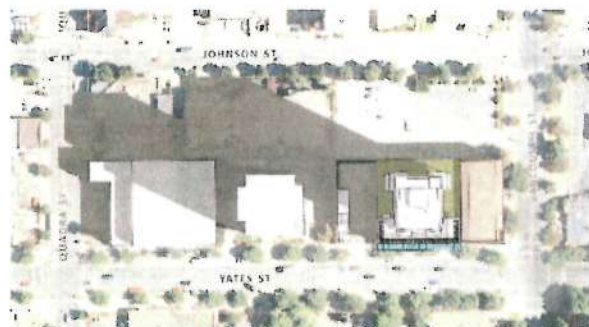
TEL: 297-8861 FAX: 297-8862
E-MAIL: info@dhk.ca

960 Yates Street
Vancouver BC

Street Views

A003

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City of Victoria
DEC 03 2014
Planning & Development Department
Development Services Division

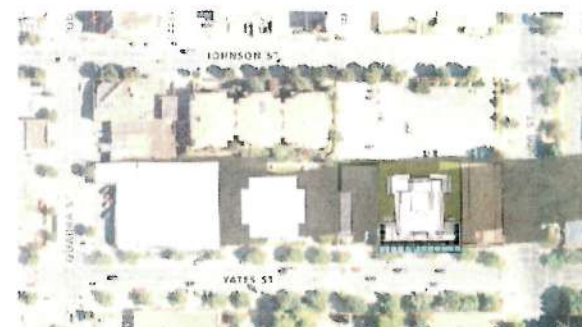


SUMMER SOLSTICE

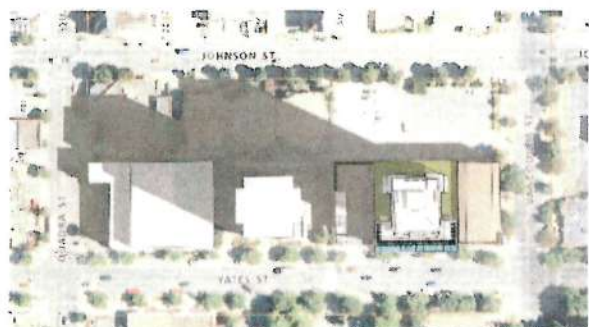
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1:30 p.m.



5:00 p.m.

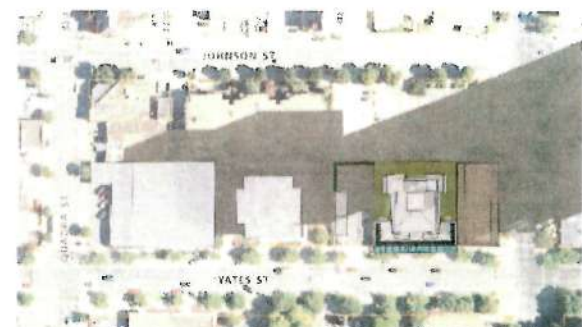


EQUINOX

9:00 a.m.



1:30 p.m.



5:00 p.m.

Project Name	
Client	
Address	
City	
State	
Zip	
Phone	
Fax	
Email	
Website	
Project Manager	
Architect	
Engineer	
Interior Designer	
Other	

Received
City of Victoria
DEC 03 2014
Planning Department

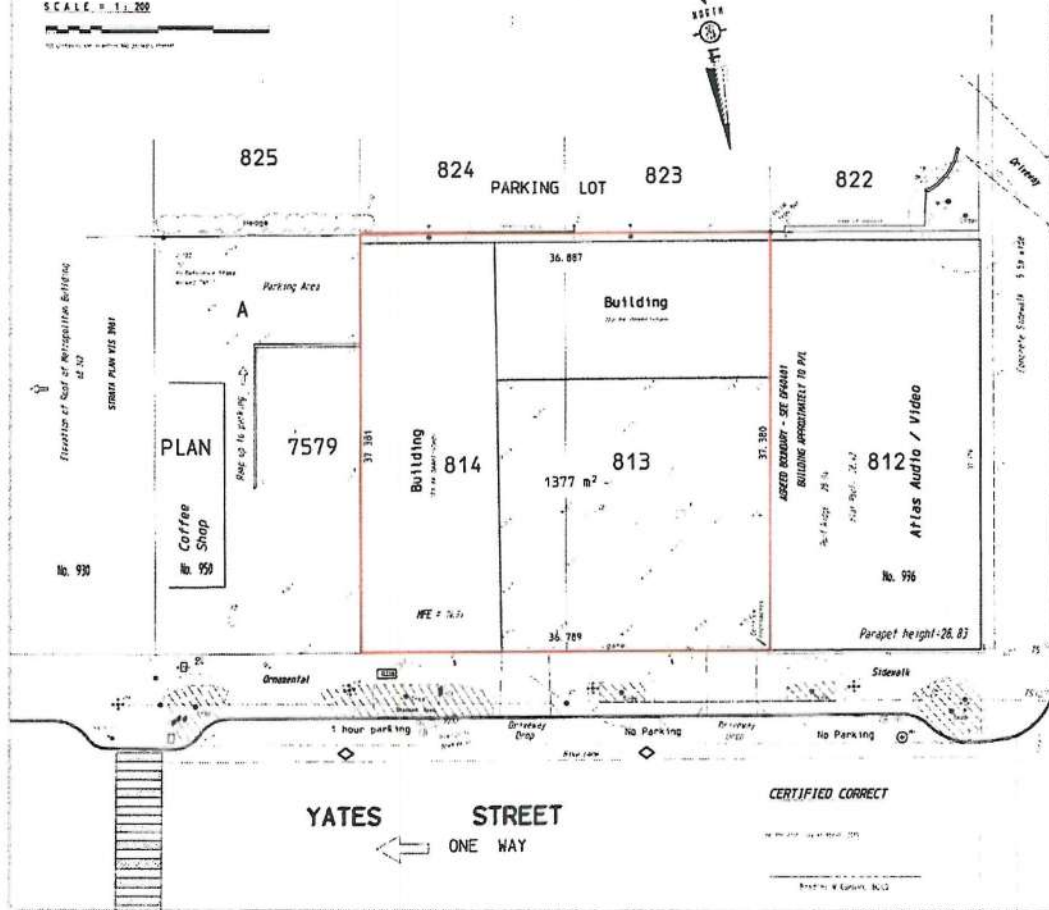
de Hoog & Kierulff architects
950 Yates Street
Victoria BC
Shadow Studies
A004

B.C. LAND SURVEYOR'S SITE PLAN OF:
VICTORIA CITY LOTS 803 AND 814, VICTORIA CITY

SCALE: 1:1,200



NOT TO SCALE - SEE MEASUREMENTS



LEGEND

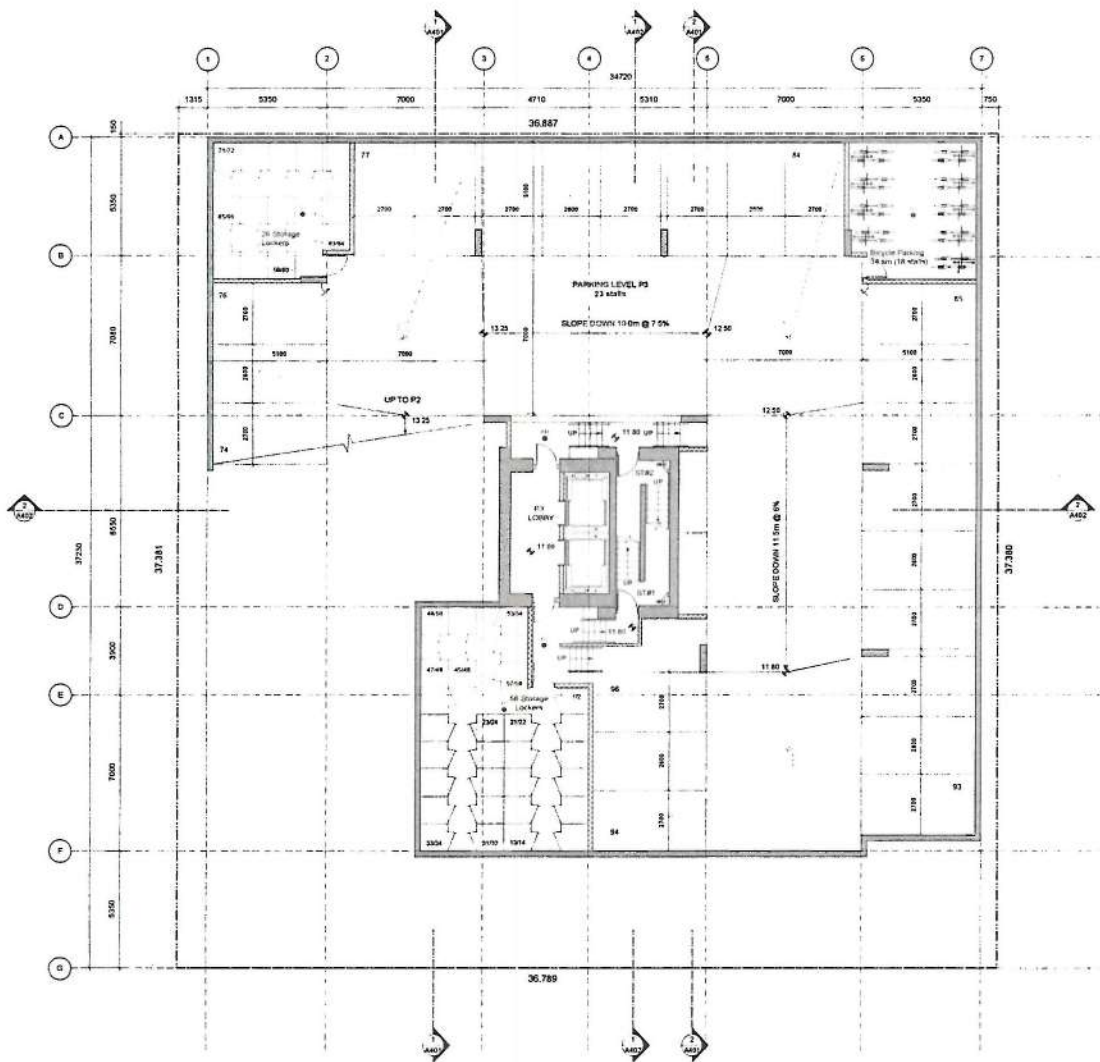
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 3. All buildings shall be constructed in accordance with the City of Victoria Building Bylaw, 2006, as amended.
 4. All buildings shall be constructed in accordance with the City of Victoria Building Bylaw, 2006, as amended.
 5. All buildings shall be constructed in accordance with the City of Victoria Building Bylaw, 2006, as amended.

- 1. All buildings shall be constructed in accordance with the City of Victoria Building Bylaw, 2006, as amended.
- 2. All buildings shall be constructed in accordance with the City of Victoria Building Bylaw, 2006, as amended.
- 3. All buildings shall be constructed in accordance with the City of Victoria Building Bylaw, 2006, as amended.
- 4. All buildings shall be constructed in accordance with the City of Victoria Building Bylaw, 2006, as amended.
- 5. All buildings shall be constructed in accordance with the City of Victoria Building Bylaw, 2006, as amended.



de Hoog & Klaruit Architects
 950 Yates Street
 Victoria BC
 Existing Site Plan
 A101

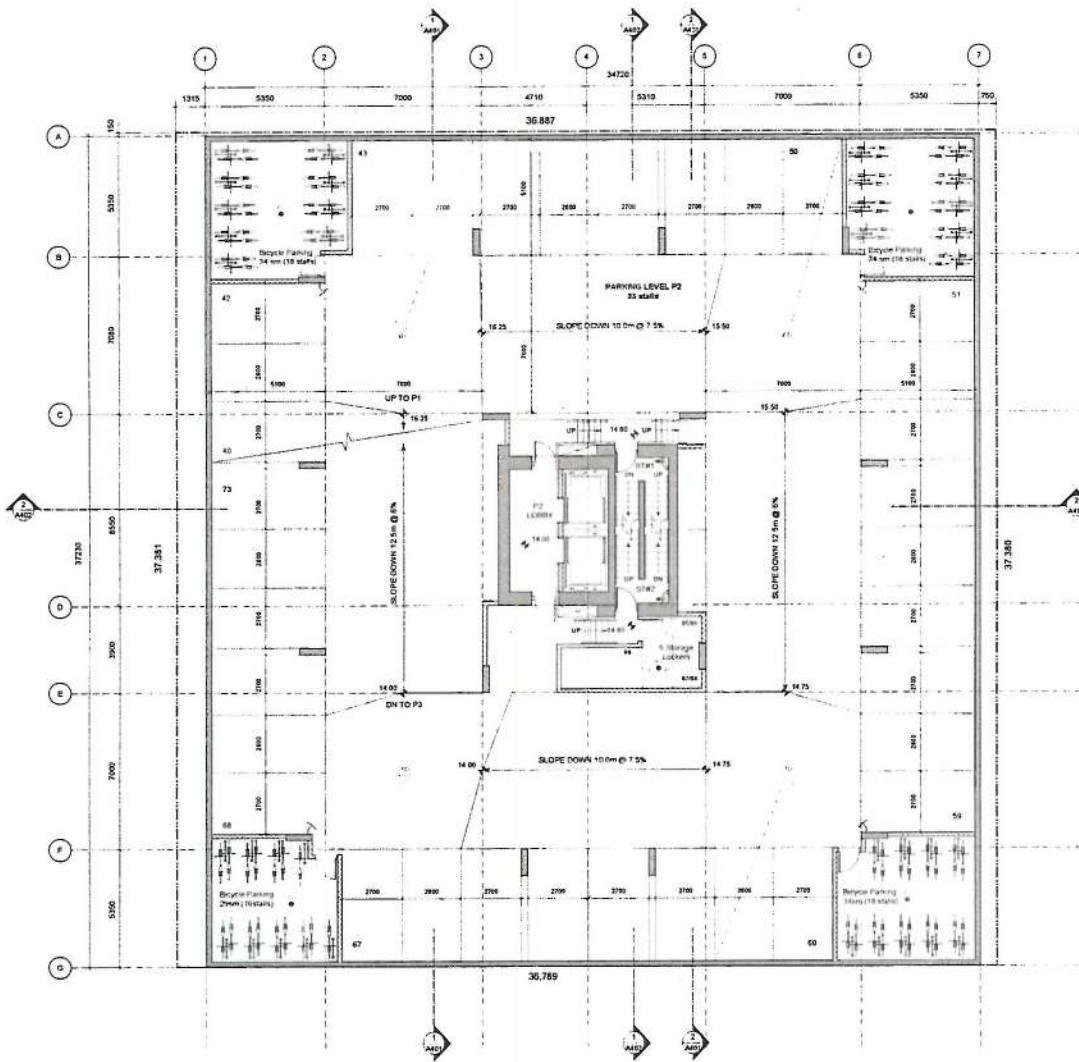
Received
 City of Victoria
 DEC 03 2014
 Planning & Development Department
 Development Services Division



REVISIONS	
NO.	DESCRIPTION
1	ISSUED FOR PERMITTING
2	ISSUED FOR CONSTRUCTION
3	ISSUED FOR AS-BUILT
4	ISSUED FOR FINAL

de Hoog & Kleruff architects
 960 Yates Street
 Victoria BC
P3 Parking Plan
A201

Received
 City of Victoria
 DEC 03 2004
 Planning & Development Department
 Development Services Section



DATE	2014/12/03
PROJECT	900 Yates Street
CLIENT	City of Victoria
DESIGNER	de Hoog & Kierulff architects
ARCHITECT	de Hoog & Kierulff architects
ENGINEER	de Hoog & Kierulff architects
LANDSCAPE ARCHITECT	de Hoog & Kierulff architects
INTERIOR ARCHITECT	de Hoog & Kierulff architects
MECHANICAL ENGINEER	de Hoog & Kierulff architects
ELECTRICAL ENGINEER	de Hoog & Kierulff architects
PLUMBING ENGINEER	de Hoog & Kierulff architects
STRUCTURAL ENGINEER	de Hoog & Kierulff architects
ENVIRONMENTAL ENGINEER	de Hoog & Kierulff architects
TRANSPORTATION ENGINEER	de Hoog & Kierulff architects
PAVEMENT ENGINEER	de Hoog & Kierulff architects
WATER ENGINEER	de Hoog & Kierulff architects
SEWER ENGINEER	de Hoog & Kierulff architects
GEOTECHNICAL ENGINEER	de Hoog & Kierulff architects
SOIL ENGINEER	de Hoog & Kierulff architects
FOUNDATION ENGINEER	de Hoog & Kierulff architects
CONCRETE ENGINEER	de Hoog & Kierulff architects
STEEL ENGINEER	de Hoog & Kierulff architects
WOOD ENGINEER	de Hoog & Kierulff architects
MASONRY ENGINEER	de Hoog & Kierulff architects
GLASS ENGINEER	de Hoog & Kierulff architects
MECHANICAL ENGINEER	de Hoog & Kierulff architects
ELECTRICAL ENGINEER	de Hoog & Kierulff architects
PLUMBING ENGINEER	de Hoog & Kierulff architects
STRUCTURAL ENGINEER	de Hoog & Kierulff architects
ENVIRONMENTAL ENGINEER	de Hoog & Kierulff architects
TRANSPORTATION ENGINEER	de Hoog & Kierulff architects
PAVEMENT ENGINEER	de Hoog & Kierulff architects
WATER ENGINEER	de Hoog & Kierulff architects
SEWER ENGINEER	de Hoog & Kierulff architects
GEOTECHNICAL ENGINEER	de Hoog & Kierulff architects
SOIL ENGINEER	de Hoog & Kierulff architects
FOUNDATION ENGINEER	de Hoog & Kierulff architects
CONCRETE ENGINEER	de Hoog & Kierulff architects
STEEL ENGINEER	de Hoog & Kierulff architects
WOOD ENGINEER	de Hoog & Kierulff architects
MASONRY ENGINEER	de Hoog & Kierulff architects
GLASS ENGINEER	de Hoog & Kierulff architects

de Hoog & Kierulff architects

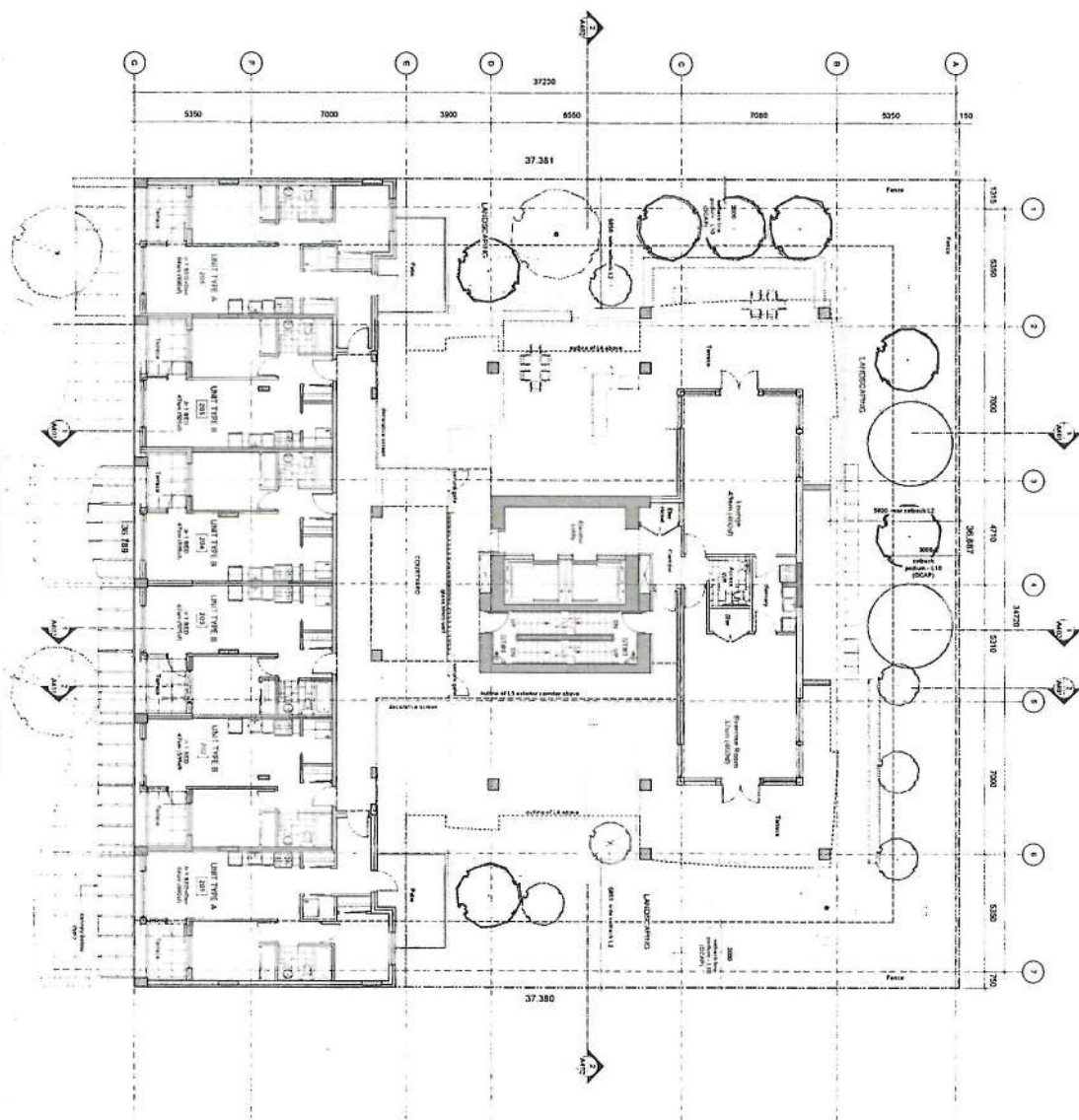
900 Yates Street
Victoria BC

P2 Parking Plan
A202

DEC 03 2014

Planned for development

Don't forget to check the City of Victoria website

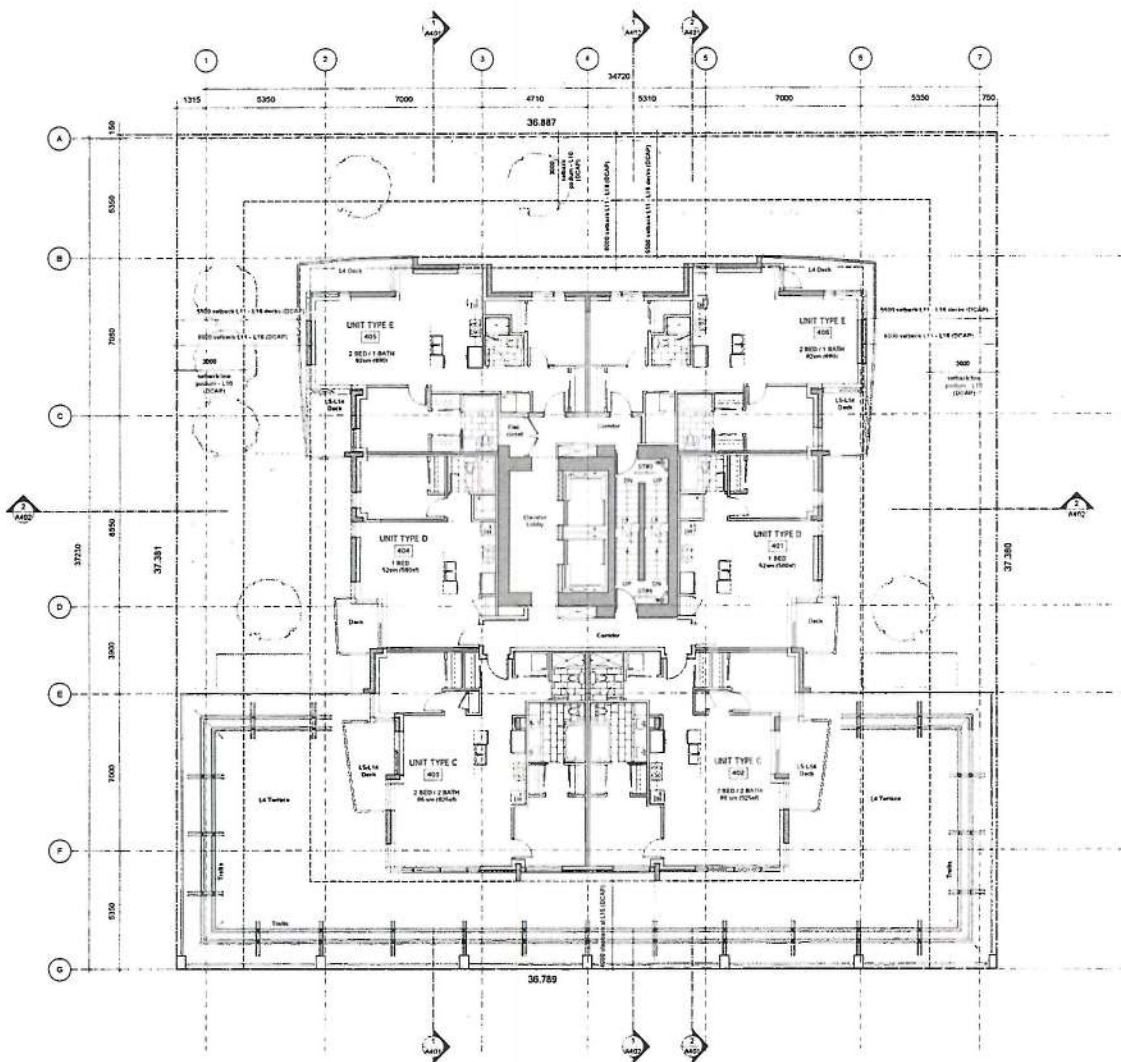


Planning & Development
 City of San Francisco
 DEC 03 2011

de Hong & Mervin Architects
 900 Yates Street
 San Francisco, CA 94109
 LZ Floor Plan
 A205

DATE	DESCRIPTION	BY	CHECKED
12/03/11	Final Design	de Hong	Mervin
11/15/11	Design Development	de Hong	Mervin
10/15/11	Schematic Design	de Hong	Mervin





REVISIONS	
NO.	DESCRIPTION
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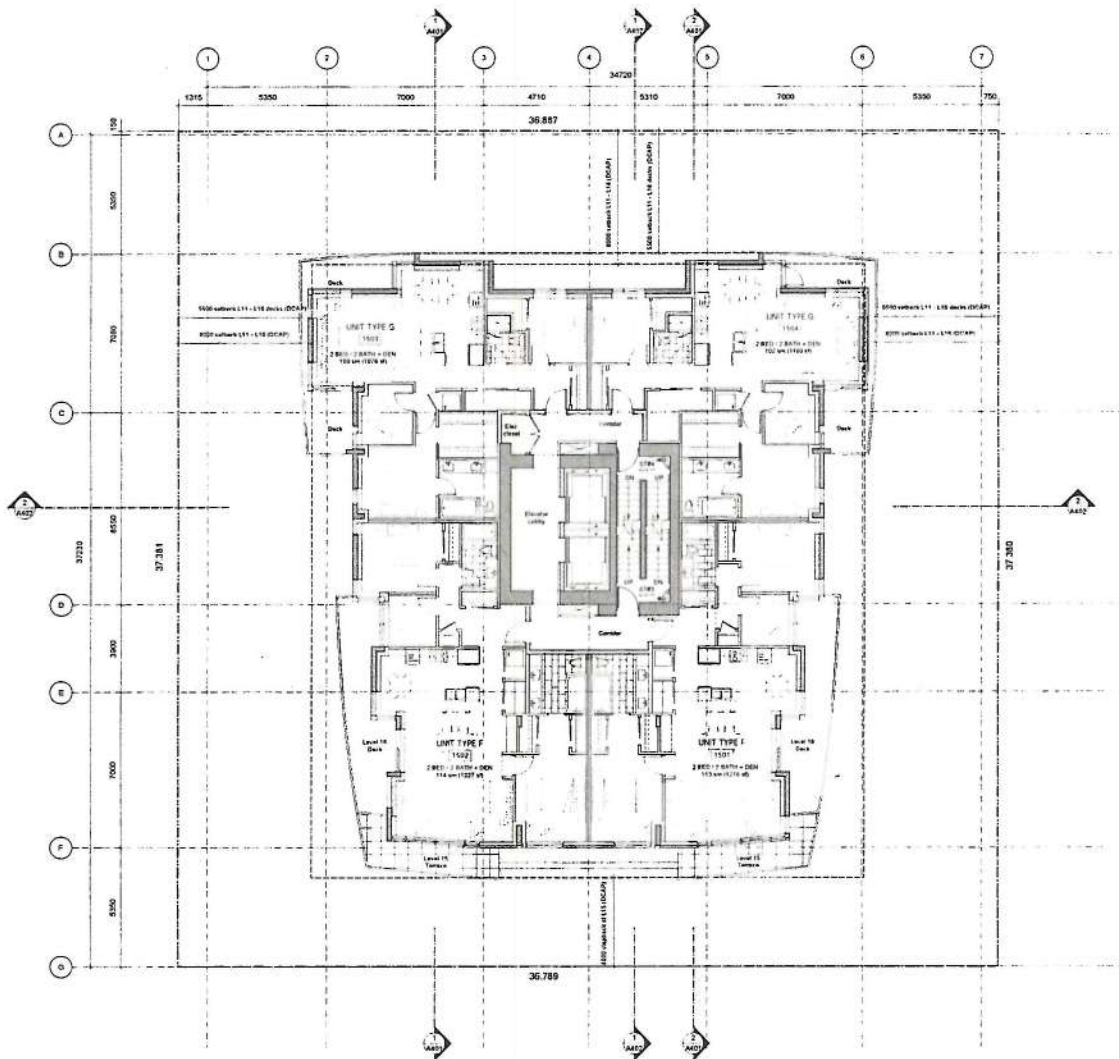
de Hoog & Kierulff architects

900 Yates Street
Victoria BC

L4-L14 Floor Plan
A207

DEC 03 2004

Planning & Development Department
City of Victoria



Project Name	Victoria IIIC
Project Address	960 Yates Street
Project City	Victoria, BC
Project Country	Canada
Project State	British Columbia
Project Zip	V8V 1K1
Project Phone	(250) 383-1111
Project Fax	(250) 383-1112
Project Email	info@dehoog.com
Project Website	www.dehoog.com
Project Date	2004-03-03
Project Status	Approved
Project Notes	

de Hoog & Kierulff architects

960 Yates Street
Victoria, BC

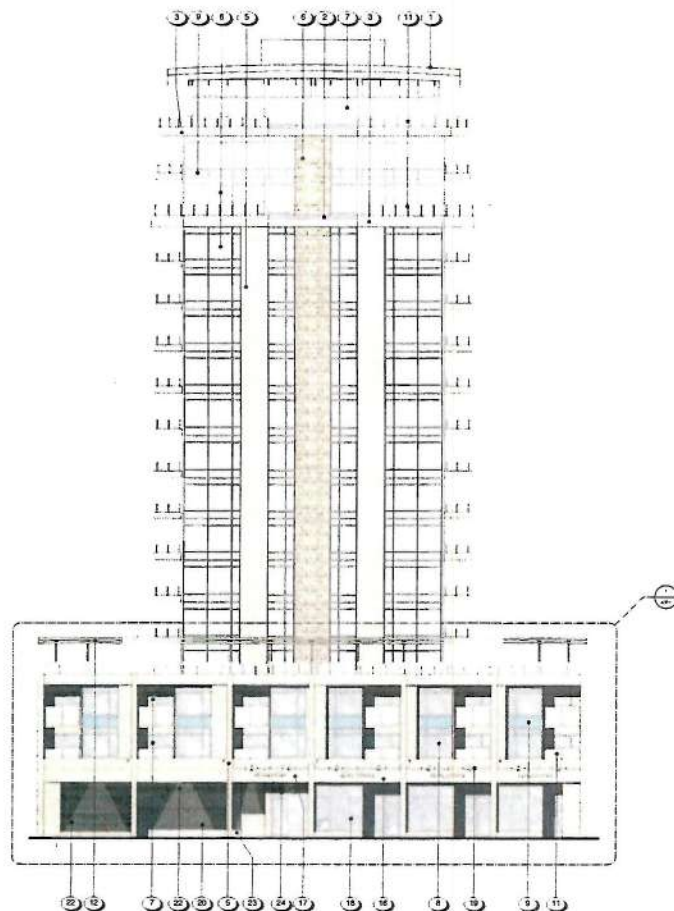
L15-L16 Floor Plan

A208

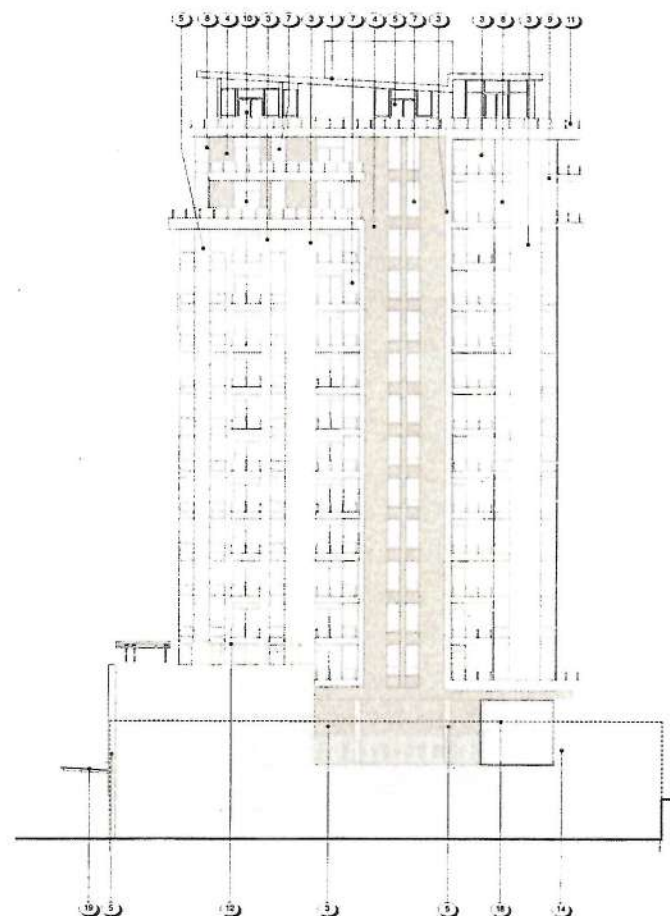
DEC 03 2004

Planning & Development Department

City of Victoria



1 South Elevation (Yates Street)
A301 1:150



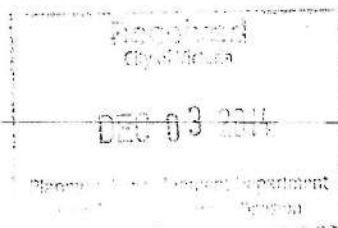
2 East Elevation
A301 1:150

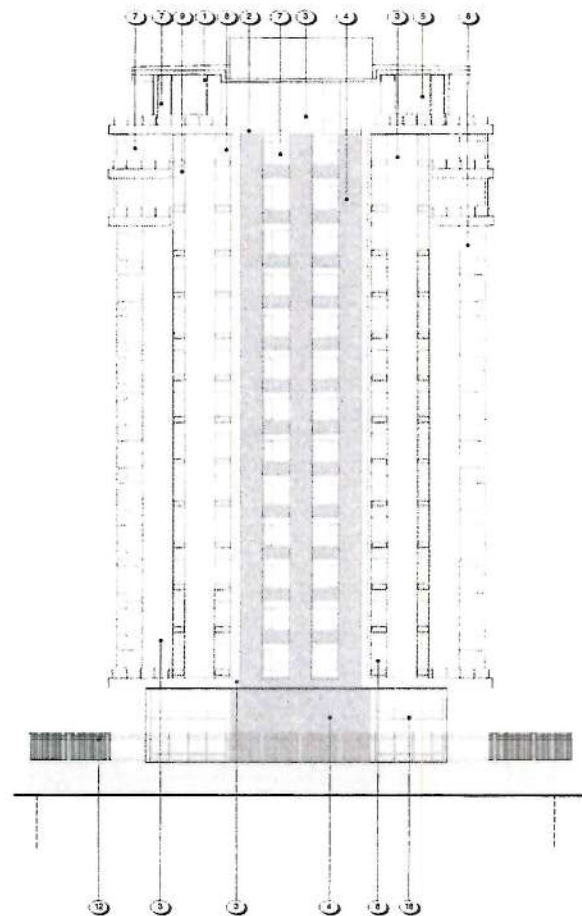
MATERIALS SCHEDULE

- 1 PREFINISHED METAL FASCIA
- 2 PREFINISHED METAL FLASHING
- 3 PAINTED CONCRETE - BASE COLOUR
- 4 PAINTED CONCRETE - FINISH COLOUR
- 5 LIMESTONE VENEER - FINISH
- 6 LIMESTONE VENEER - ROUGH
- 7 PRE-FINISHED ALUMINIUM WINDOW
- 8 PRE-FINISHED ALUMINIUM RESISTIVE WALL SYSTEM
- 9 INSULATED SPANDREL PANELS
- 10 PRE-FINISHED THERMOPLASTIC GLASS DOORS
- 11 THERMOPLASTIC PANELS AND GLASS DOORS WITH PREFINISHED ALUMINIUM FRAMING
- 12 PAINTED METAL TRUSS
- 13 GLASS BLOCK
- 14 PREFINISHED METAL FENCE
- 15 THERMOPLASTIC TRANSLUCENT GLASS PRIVACY SCREEN
- 16 SOLARIS DASH
- 17 BUILDING SIGNAGE
- 18 PRE-FINISHED ALUMINIUM STREET FRONT WINDOW
- 19 PRE-FINISHED METAL AND TRANSLUCENT GLASS CANOPY
- 20 PREFINISHED METAL GYM SECURITY GATE
- 21 PLASTER
- 22 PREFINISHED METAL SCREEN
- 23 PREFINISHED METAL GATE
- 24 PREFINISHED METAL SCREEN WITH WALLMOUNTED

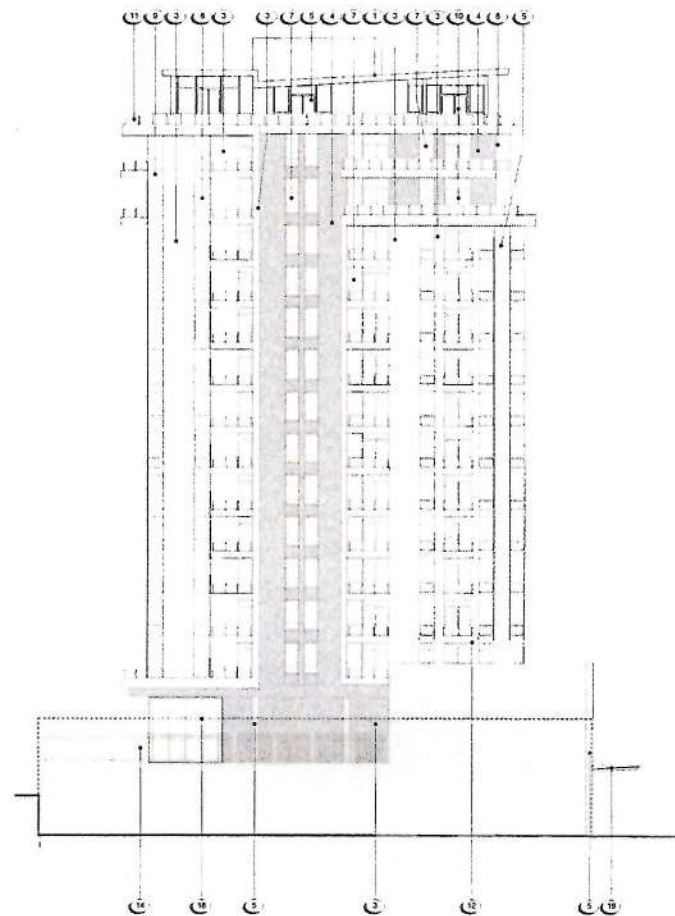
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1	PREFINISHED METAL FASCIA	100	M	1.50	150.00
2	PREFINISHED METAL FLASHING	50	M	1.00	50.00
3	PAINTED CONCRETE - BASE COLOUR	100	M	1.00	100.00
4	PAINTED CONCRETE - FINISH COLOUR	100	M	1.00	100.00
5	LIMESTONE VENEER - FINISH	100	M	1.00	100.00
6	LIMESTONE VENEER - ROUGH	100	M	1.00	100.00
7	PRE-FINISHED ALUMINIUM WINDOW	100	M	1.00	100.00
8	PRE-FINISHED ALUMINIUM RESISTIVE WALL SYSTEM	100	M	1.00	100.00
9	INSULATED SPANDREL PANELS	100	M	1.00	100.00
10	PRE-FINISHED THERMOPLASTIC GLASS DOORS	100	M	1.00	100.00
11	THERMOPLASTIC PANELS AND GLASS DOORS WITH PREFINISHED ALUMINIUM FRAMING	100	M	1.00	100.00
12	PAINTED METAL TRUSS	100	M	1.00	100.00
13	GLASS BLOCK	100	M	1.00	100.00
14	PREFINISHED METAL FENCE	100	M	1.00	100.00
15	THERMOPLASTIC TRANSLUCENT GLASS PRIVACY SCREEN	100	M	1.00	100.00
16	SOLARIS DASH	100	M	1.00	100.00
17	BUILDING SIGNAGE	100	M	1.00	100.00
18	PRE-FINISHED ALUMINIUM STREET FRONT WINDOW	100	M	1.00	100.00
19	PRE-FINISHED METAL AND TRANSLUCENT GLASS CANOPY	100	M	1.00	100.00
20	PREFINISHED METAL GYM SECURITY GATE	100	M	1.00	100.00
21	PLASTER	100	M	1.00	100.00
22	PREFINISHED METAL SCREEN	100	M	1.00	100.00
23	PREFINISHED METAL GATE	100	M	1.00	100.00
24	PREFINISHED METAL SCREEN WITH WALLMOUNTED	100	M	1.00	100.00
TOTAL					1500.00

de Hoog & Kierulff architects	
1111 1st Avenue Vancouver BC	21 1st Avenue Vancouver BC
960 Yates Street Vancouver BC	
South & East Elevations	
A301	





1 North Elevation
A302 1:150



2 West Elevation
A302 1:150

MATERIALS SCHEDULE

- 1 PREFINISHED METAL FASOGA
- 2 PREFINISHED METAL FLASHING
- 3 PAINTED CONCRETE - BASE COURSE
- 4 PAINTED CONCRETE - SECOND COURSE
- 5 LIMESTONE VENEER - FINE
- 6 LIMESTONE VENEER - MEDIUM
- 7 PRE-FINISHED ALUMINUM WINDOW
- 8 PRE-FINISHED ALUMINUM WINDOW WALL SYSTEM
- 9 INSULATED SPANDREL PANELS
- 10 PRE-FINISHED TEMPERED GLASS DOOR
- 11 TEMPERED GLASS GLAZING GLASS WITH PRE-FINISHED ALUMINUM FRAME
- 12 PAINTED METAL TIEBACK
- 13 GLASS BLOCK
- 14 PREFINISHED METAL FENCE
- 15 TEMPERED TRANSLUCENT GLASS PRIVACY SCREEN
- 16 STORAGE BANK
- 17 BUILDING SIGNAGE
- 18 PRE-FINISHED ALUMINUM STOREFRONT WINDOW
- 19 PRE-FINISHED METAL AND TRANSLUCENT GLASS CANOPY
- 20 PREFINISHED METAL 5/8" SECURITY GATE
- 21 PLANTER
- 22 PREFINISHED METAL SCREEN
- 23 PREFINISHED METAL GATE
- 24 PREFINISHED METAL SCREEN WITH BUILDING NAME

NO.	DESCRIPTION	QUANTITY	UNIT	PRICE	TOTAL
1	PREFINISHED METAL FASOGA	100	SQ. FT.	1.50	150.00
2	PREFINISHED METAL FLASHING	10	LINEAL FT.	1.00	10.00
3	PAINTED CONCRETE - BASE COURSE	100	SQ. FT.	0.50	50.00
4	PAINTED CONCRETE - SECOND COURSE	100	SQ. FT.	0.50	50.00
5	LIMESTONE VENEER - FINE	100	SQ. FT.	1.00	100.00
6	LIMESTONE VENEER - MEDIUM	100	SQ. FT.	1.00	100.00
7	PRE-FINISHED ALUMINUM WINDOW	10	SQ. FT.	1.00	10.00
8	PRE-FINISHED ALUMINUM WINDOW WALL SYSTEM	10	SQ. FT.	1.00	10.00
9	INSULATED SPANDREL PANELS	10	SQ. FT.	1.00	10.00
10	PRE-FINISHED TEMPERED GLASS DOOR	10	SQ. FT.	1.00	10.00
11	TEMPERED GLASS GLAZING GLASS WITH PRE-FINISHED ALUMINUM FRAME	10	SQ. FT.	1.00	10.00
12	PAINTED METAL TIEBACK	10	SQ. FT.	1.00	10.00
13	GLASS BLOCK	10	SQ. FT.	1.00	10.00
14	PREFINISHED METAL FENCE	10	SQ. FT.	1.00	10.00
15	TEMPERED TRANSLUCENT GLASS PRIVACY SCREEN	10	SQ. FT.	1.00	10.00
16	STORAGE BANK	10	SQ. FT.	1.00	10.00
17	BUILDING SIGNAGE	10	SQ. FT.	1.00	10.00
18	PRE-FINISHED ALUMINUM STOREFRONT WINDOW	10	SQ. FT.	1.00	10.00
19	PRE-FINISHED METAL AND TRANSLUCENT GLASS CANOPY	10	SQ. FT.	1.00	10.00
20	PREFINISHED METAL 5/8" SECURITY GATE	10	SQ. FT.	1.00	10.00
21	PLANTER	10	SQ. FT.	1.00	10.00
22	PREFINISHED METAL SCREEN	10	SQ. FT.	1.00	10.00
23	PREFINISHED METAL GATE	10	SQ. FT.	1.00	10.00
24	PREFINISHED METAL SCREEN WITH BUILDING NAME	10	SQ. FT.	1.00	10.00
TOTAL					1000.00

de Hoog & Kierulff architects

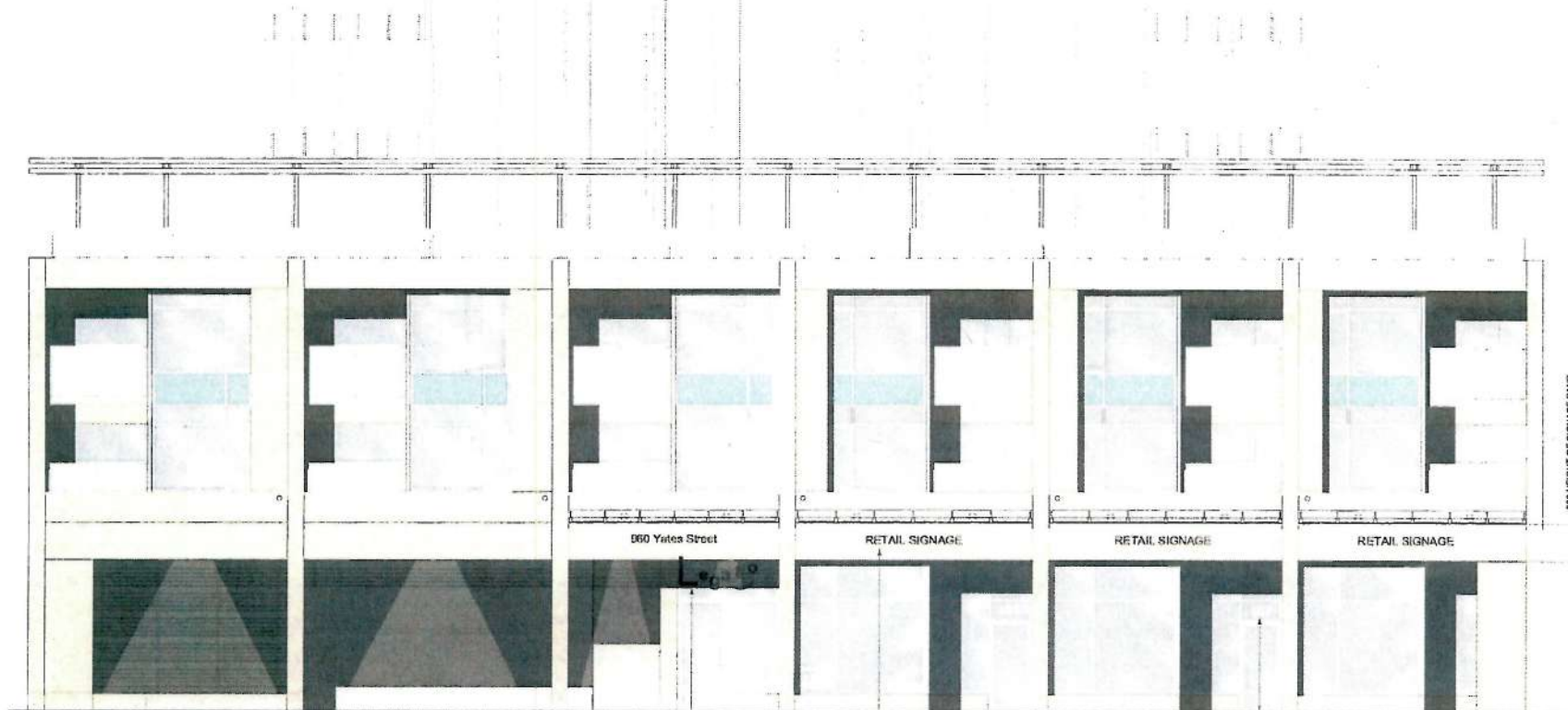
ATTORNEY GENERAL
1000 1000

900 Yates Street
Victoria BC

North & West Elevations
A302

DEC 03 2008

Planning Department

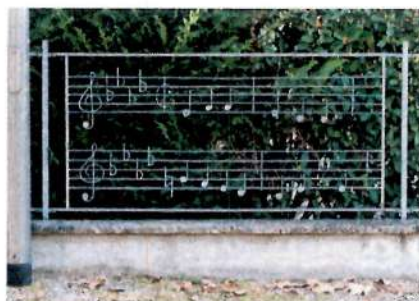
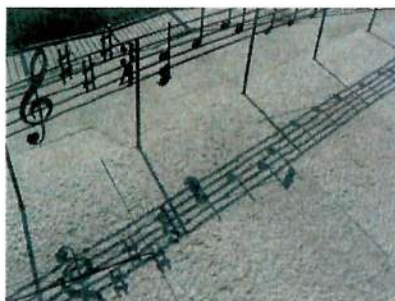


1 South Elevation Detail
A303/ 1:50

PAINTED CAST LETTERS 500mm MAX HIGH
AFFIXED TO DECORATIVE SCREEN

PREFINISHED RAISED LETTERS 250mm HIGH MAX
TO 4m WIDTH MAX WITHIN SIGNAGE BAND (typ.)

WHITE ADHESIVE ADDRESS NUMBERS
AFFIXED TO INSIDE FACE OF GLASS



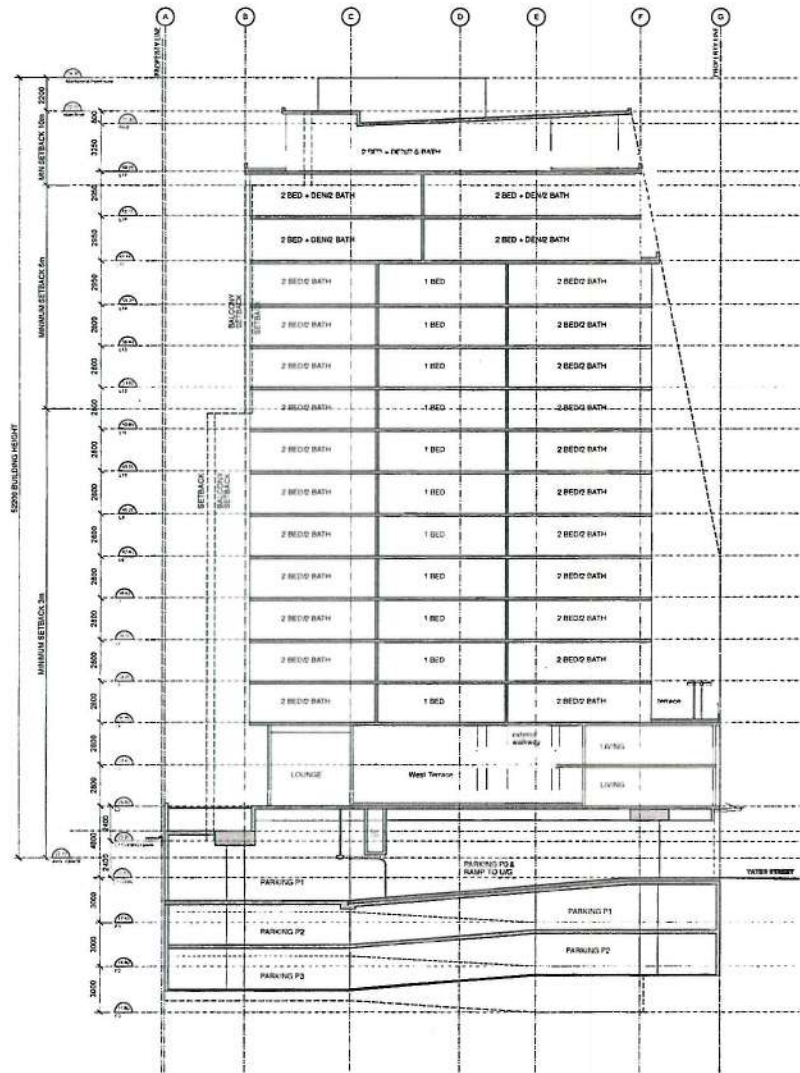
2 Concept for Decorative Screen
A303/ NTS

Project Name	660 Yates Street
Client	Veritas BC
Architect	de Hoog & Kieruff architects
Signage Details	A303

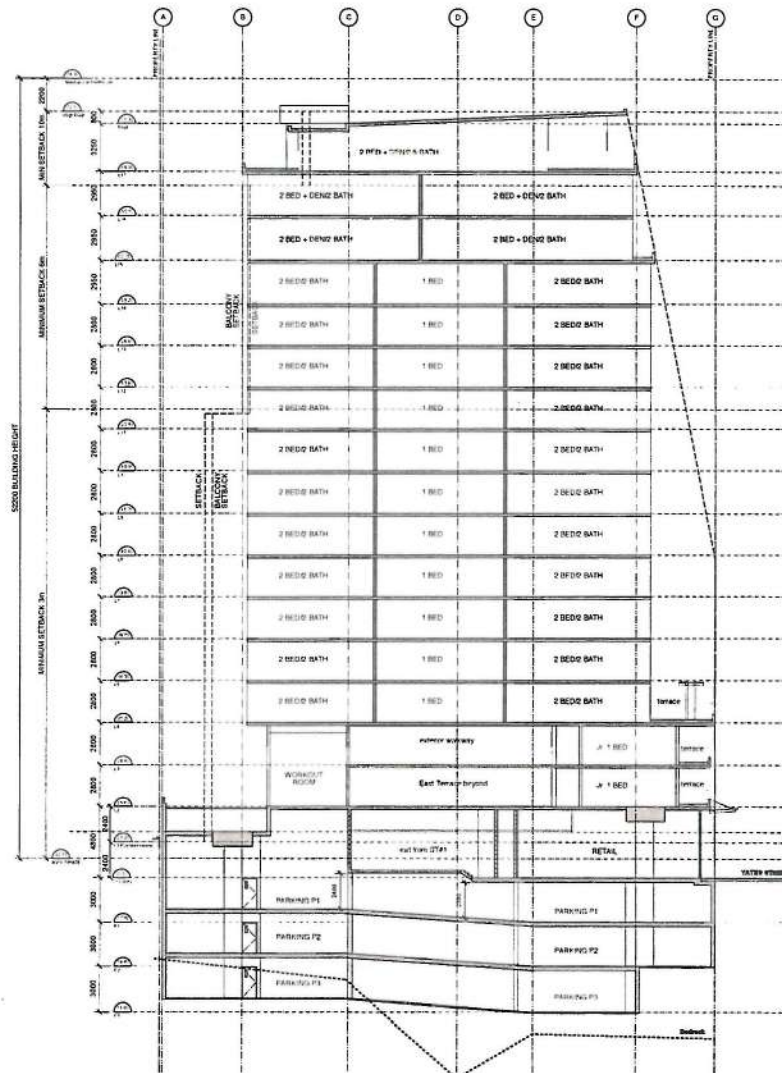
de Hoog & Kieruff architects	
660 Yates Street	Veritas BC
Signage Details	
A303	

DEC 03 2014

Planning & Development Department
City of Vancouver



1 Building Section Through Ramp
A401 1:150



2 Building Section Through Retail
A401 1:150

NO.	REVISION	DATE	BY	CHKD.
1	ISSUED FOR PERMIT	2018-03-15	de Hoog & Kierulff	de Hoog & Kierulff
2	ISSUED FOR PERMIT	2018-03-15	de Hoog & Kierulff	de Hoog & Kierulff
3	ISSUED FOR PERMIT	2018-03-15	de Hoog & Kierulff	de Hoog & Kierulff
4	ISSUED FOR PERMIT	2018-03-15	de Hoog & Kierulff	de Hoog & Kierulff
5	ISSUED FOR PERMIT	2018-03-15	de Hoog & Kierulff	de Hoog & Kierulff

de Hoog & Kierulff architects	
960 Yates Street Victoria BC	2018-03-15
Building Sections	
A401	1:150

Planning & Development Department
Geographic Information Systems
2018-03-15



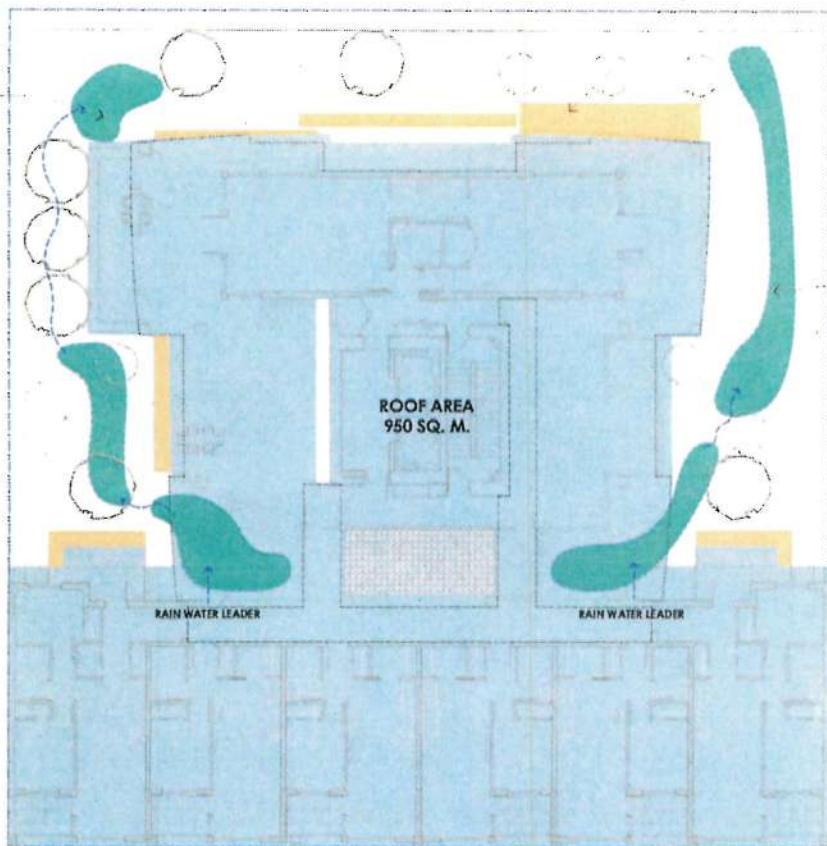
de Hoog & Kerulf architects 277 Park Street New York, NY 10017 Tel: 212-696-1001 Fax: 212-696-1002	
960 Yates Street Vienna, VA	
Building Sections	
A402	-

RECEIVED
 City of Victoria
 DEC 03 2014
 Planning & Development Department
 Development Services Division



RAIN GARDEN

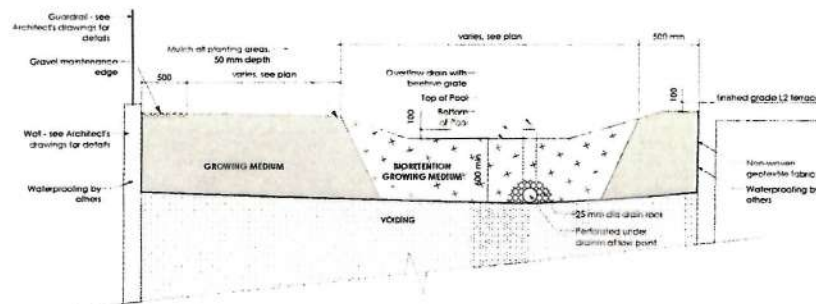
PAVING AREA 31 SQ. M. TOTAL



LEGEND



RAIN GARDEN



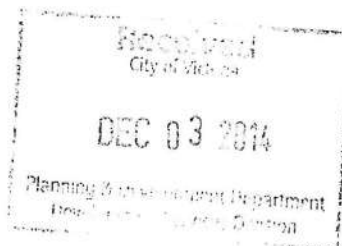
1 Rain garden detail
Scale: 1:25



Catchment Area	Contributing Impervious Area	Design Storm Runoff Volume Contributing to Rain Garden	Planter Growing Medium Depth	Stormwater Treatment Capacity per sq. m. of Rain Garden	Rain Garden Area	Rain Garden Capacity	Excess (+) or Deficient (-) Capacity
(sq. m.)	(sq. m.)	(cu. m./day)	(m.)	(cu. m./day)	(sq. m.)	(cu. m./day)	(cu. m./day)
Catchment A	950.0	46.6	0.60	0.7	77.5	54.3	7.7

Assumptions

- Design storm is a 2 year storm event which equals 5 cm of water, in a 24 hr period.
- Rain Garden design based on 100 mm live ponding plus 20% of the runoff treated growing medium volume (assuming growing medium has 20% void space) with a minimum infiltration rate of 2 cm/hour (or 48 cm per day), via perforated underdrain.



DRAWING NOTES

- DO NOT SCALE DRAWING: Verify all property lines and existing structures/vegetation to terrain prior to commencing work.
- All plan dimensions in metres and all detail dimensions in millimetres.
- Plant quantities on Plans shall take precedence over plant list quantities.
- Contractor to coordinate and elevation of all existing services and utilities prior to start of construction.
- Provide layout of all work for approval by Landscape Architect prior to proceeding with work.
- Contractor to provide irrigation system for all plants and containers, to meet RANC Standards and Contract specifications.
- Landscape maintenance to carry a 1 year warranty from date of acceptance.
- Plant material: installation and maintenance to conform to the current edition of the BCSA/BCSNA Landscape Standards.
- General Contractor and/or sub-contractors are responsible for all costs related to production and submission to consultant of all landscape or built information including vegetation.
- Tree protection fencing, for existing trees, to be installed prior to commencement of all site work.

