



Council Report

For the Meeting of April 27, 2017

To: Council **Date:** April 13, 2017
From: Jonathan Tinney, Director, Sustainable Planning and Community Development
Subject: **Rezoning Application No. 00513 and Development Permit Application No. 000460 for 701 Belleville Street**

RECOMMENDATION

Rezoning Application No. 00513

1. That Council give first and second reading and direct staff to set the Public Hearing for attached Zoning Regulation Bylaw, Amendment Bylaw No. 17-034 for 701 Belleville Street.
2. That concurrent with first and second reading of the Zoning Regulation Bylaw, Amendment Bylaw No. 17-034, that Council give the necessary readings to Housing Agreement Bylaw No. 17-035, and that Council consider enacting Housing Agreement Bylaw No. 17-035 if Zoning Regulation Bylaw, Amendment Bylaw No. 17-034 is approved.

Development Permit Application No. 000460

That Council consider the following motion after the Public Hearing for Rezoning Application No.00513, if it is approved:

"That Council authorize the issuance of Development Permit Application No. 000460 for 701 Belleville Street, subject to a Statutory Right-of-Way being registered on the title of the property to the satisfaction of the Director of Engineering and Public Works, in accordance with:

1. Plans date stamped March 24, 2017.
2. Development meeting all Zoning Regulation Bylaw requirements.
3. The Development Permit lapsing two years from the date of this resolution."

EXECUTIVE SUMMARY

The purpose of this report is to provide an update on the Council conditions set out in the motion moved by Council on November 24, 2016 (attached). The staff recommendation has been updated in response to these conditions and Staff recommend for Council's consideration that the proposal is ready to proceed to a Public Hearing.

Housing Agreement

A Housing Agreement (attached) has been prepared to secure 131 market rental seniors' residential housing units in perpetuity.

Statutory Right-of-Way (SRW)

The required SRW (attached) has been prepared and must be registered prior to the issuance of the Development Permit, should Council choose to approve the Application. The SRW is required to facilitate transportation related improvements on each of the Douglas Street, Blanshard Street and Belleville Street frontages.

Design Revisions

The applicant has submitted revised plans (attached) which propose the following key changes to the proposed development:

- upper two-storeys stepped back from Blanshard Street and materials changed to emphasize this step-back
- larger window element introduced into the west facing elevation overlooking the plaza space proposed on the corner of Belleville Street and Douglas Street
- reconfigured/enlarged plaza space on the corner of Belleville Street and Douglas Street
- landscaped seating area and enlarged first floor canopy at the corner of Blanshard and Belleville Street.

The design revisions are provided in response to the Council motion and specifically in respect to comments relating to the Belleville and Douglas corner being a gateway to the Douglas Street corridor and the importance of the relationship between the development and the St. Ann's site. The applicant has provided a rationale for the proposed revisions in their letter to Mayor and Council (attached).

Affordable Housing Contributions

While not formally part of the Council motion, at the Committee of the Whole meeting on November 17, 2016, Council suggested that the applicant investigate opportunities to provide additional affordability either as part of this project or within the wider community. In response, the applicant has offered to make a voluntary additional contribution of \$118,642.64 towards the Affordable Housing Trust Fund. Added to the agreed amenity contribution of \$237,285.29, this results in a total amenity contribution of \$355,927.93.


CONCLUSIONS

The application has been updated in response to the conditions set out by Council. Staff recommend for Council's consideration that the proposal is ready to proceed to a Public Hearing.

Respectfully submitted,



Jim Handy
Senior Planner – Development Agreements
Development Services



Jonathan Tinney, Director
Sustainable Planning and Community
Development Department

Report accepted and recommended by the City Manager:



Date: April 13, 2017

List of Attachments:

- Letter to Mayor and Council dated March 24, 2017
- Plans dated March 24, 2017
- Committee of the Whole Reports (for Rezoning Application No.00513 and Development Permit Application No.000460) dated October 28, 2016
- Council Minutes dated November 24, 2016
- Housing Agreement
- Statutory Right-of-Way



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www.dysarchitecture.com

March 23, 2017

The City of Victoria
1 Centennial Square
Victoria BC V8W 1P6

Attention: Mayor and Council

**Re: 701 Belleville Street
Rezoning Application #00513 Development Permit #000460
Applicant Response to Committee of the Whole Resolution**

This letter is in response to the resolution passed at the November 17, 2016 Council meeting, specifically item 3:

"This application be referred to staff for further discussion with the applicant on the matters of the Belleville and Douglas corner as a gateway to the Douglas Street corridor and the relation to the St. Ann's site."

The Applicant and Design Team met with staff to discuss and develop design refinements to address the resolution. This letter will clarify the design refinements made to the proposed development in response to Council's resolution. Appended to this letter are graphic images that illustrate the changes described in the following rationale.

THE BELLEVILLE AND DOUGLAS CORNER

The proposed development emphasizes the importance of creating architectural interest and active indoor/ outdoor animated spaces at the corner of Douglas and Belleville Streets.

- The sense of the Belleville and Douglas corner being a special place is achieved through the enhanced pedestrian node created by the corner public plaza in concert with Thunderbird Park, Crystal Garden and the Empress Hotel.
- The unique massing and form of the west end of the podium, reaching out to the corner, emphasizes the grade level commercial spaces and the corner public plaza. The large residential window feature and the transparent ground level commercial space provide an active street interface and connection to the public realm.
- The approach from the west along the Belleville Street features the large window element and lower mass of the podium, allowing the proposed corner public

plaza and Thunderbird Park to be the dominant features of the pedestrian experience.

- The Douglas and Belleville Street corner public plaza is seen as an activity node providing a connection for north/south and east/west travel and a stopping place to enjoy the Belleville Street Esplanade experience. The corner public plaza has been enlarged by extending the paving to the south as far as the sloped grade on Douglas Street will accommodate.
- The landscape has been enhanced to respond to the neighbourhood context with the addition of natural boulder elements that recall the rock outcroppings of Beacon Hill Park. A number of these boulders will have tops sawn flat to create opportunities for seating.
- Natural rock elements have also been introduced into the Douglas Street Parkette to ensure a continuity of expression in the landscape and to visually expand the open space by reinforcing the sense of the park space flowing from the corner public plaza all the way up to the Parkette and the 'Q' Apartment's front landscape.
- Further consideration has been given to creating more opportunities for seating in the corner public plaza. There will be a variety of seating types for all ages that will include individual chair seats more suitable for seniors as well as wide wall tops and flat top rock elements for more natural and informal park-like seating.

THE RELATIONSHIP TO ST. ANN'S ACADEMY

In respect of the proximity to St. Ann's Academy, the proposed development incorporates visual elements that respond to the unique form and character of the adjacent wing of St. Ann's Academy.

The DCAP encourages new development to respect the *heritage values, architectural design, detail, scale, and appearance* of the notable buildings.

- St. Ann's Academy site is located on the east side of Blanshard Street, across from the proposed development. The buildings of St. Ann's Academy are south and east of the proposed development, across the street from the existing Q Apartments.
- St. Ann's Academy consists of two components; the original form fronting Humboldt, and a later addition to the west side of the original building. The formal entrance and frontage for St. Ann's grounds and building is oriented to Humboldt Street, emphasizing the north façade as the historical frontage and character.
- The west addition to St. Ann's Academy has a different form and character than the original building, and due to its siting it does not have a street wall presence

on Blanshard Street. The building's setback from Blanshard Street is approximately 30 meters, and incorporates a buffer of street trees and a surface parking lot.

- The proposed development massing is located across from the treed area of St. Ann's open space and is not directly facing the St. Ann's building.

The Blanshard Street façade of the proposed development responds to the character and materiality of the portion of St. Ann's that faces Blanshard Street. This is achieved in an abstract manner without replication and detailing that will take away from the unique qualities of the architecture and appearance of St. Ann's.

- The east façade of the proposed development consists of street wall elements that reflect the Blanshard Street character and texture of St. Ann's Academy.
- The brick street wall element, the cornice details, and the punched window pattern are reflective of the patterns seen in the St. Ann's Blanshard Street façade.
- The top two floors of the building are stepped back, and incorporate a material change to reflect the top treatment of the westerly wing of the St. Ann's addition.
- Shadow studies show the proposed massing minimizes the overshadowing of the St. Ann's Academy grounds, the Esplanade, the bowling green, and Cridge Park. The shadow that is cast on the St. Ann's open space occurs late in the day, and falls on the treed area along Blanshard Street with minimal impact on the open outdoor spaces and the buildings of St. Ann's.

FURTHER CONTEXTURAL CONSIDERATIONS

In addition to the considerations given to the immediate context of the site and the proposed development, the contextual "fit" of the development has been carefully considered in the overall broader context relative to the public realm and places of historical interest in proximity to the proposed development.

- The development acts as a terminus for the eastern end of the pedestrian corridor, and a gateway to St. Ann's Academy. The massing responds to pedestrian uses along the Esplanade and the importance of St. Ann's Academy.
- The lower scale of street wall and the connectivity to the walkway along Belleville Street enhances the pedestrian experience. The podium of the proposed development responds to the character and form of Crystal Garden. The brick façade and the light, glassy upper floor echo similar elements that are characteristic of Crystal Garden. Together the existing and proposed developments bracket the public spaces at the corner.

- The proposed development is inspired by the historical Aboriginal context presented by the built forms of Thunderbird Park. The long, low podium massing, anchored by a taller mass, and the columns supporting the podium are reflections of the built forms of Thunderbird Park; low linear buildings accented and identified by vertical elements. The scale and simplicity of the linear form echoes the character of the Park structures.
- The subject site spans between the ancient history and culture of Thunderbird Park, and the recent historical development and culture identified by St. Ann's Academy.

The Design Team believe these refinements respond to the resolution and comments from Council. The following appended graphics illustrate the changes from the previously submitted design.

FURTHER CONSIDERATION FOR AFFORDABLE HOUSING CONTRIBUTIONS

During the Committee of the Whole meeting on November 17, 2016, a motion was carried to *"allocate half of the amenity contribution to the Affordable Housing Trust Fund to be used in the James Bay neighbourhood"*. Furthermore, Council suggested the Applicant investigate opportunities to provide additional affordability either on-site or off-site.

Due to the nature of this project's operations, in which rental rates include a housing component and service component (accommodation, meals, housekeeping services, activities etc.), affordable units are unable to be provided on-site. The Applicant also investigated providing a level of affordable housing at an adjacent property (The Q Apartments), however due to legal constraints this option is not feasible.

In an effort to assist the City in addressing housing affordability, Concert would like to make a voluntary onetime contribution towards the Affordable Housing Trust Fund for an amount of \$118,643, matching the portion of the amenity contribution allocated towards the Affordable Housing Trust Fund, as indicated by Council's motion noted above.

We are hopeful this response letter adequately addresses Council's requests. We look forward to advancing our application to Public Hearing in the coming weeks.

Yours Very Truly,



Colin Shrubbs Architect AIBC MRAIC
Principal

CONCERT

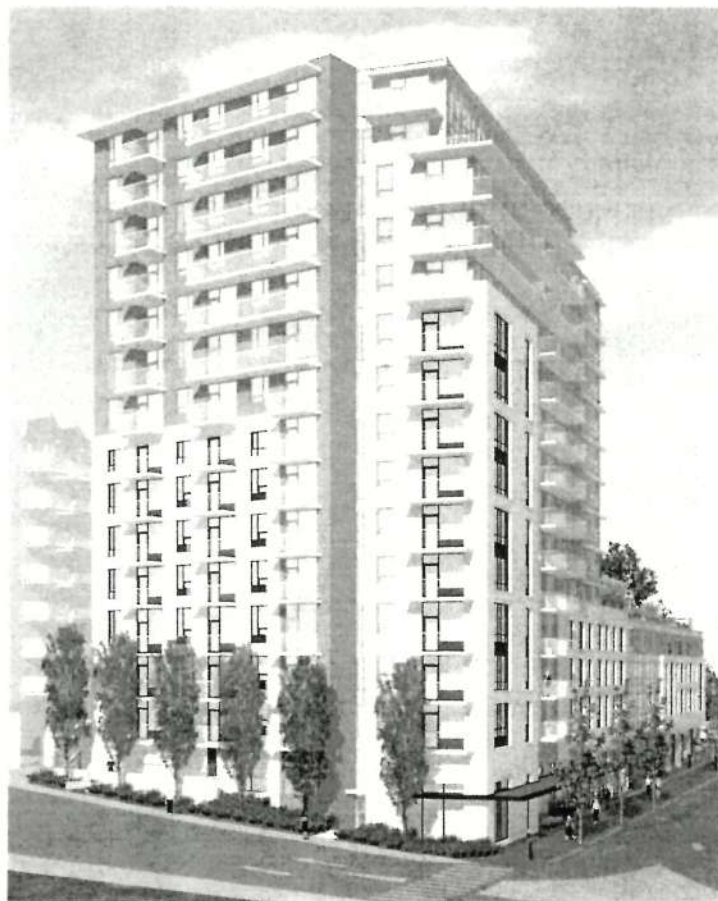
■ dys architecture

ST. ANN'S ACADEMY FACADE

Step back element

Light tone painted brick exterior wall

Rectangular window with mullion pattern



BLANSHARD ELEVATION PRESENTED TO COUNCIL COMMITTEE OF THE WHOLE NOV. 24, 2016



Add step back to East massing facing St. Ann's
Material change to building to emphasis step-back

Building materials and colours reflect the treatment of St. Ann's

BLANSHARD ELEVATION PROPOSED CHANGES IN RESPONSE TO COUNCIL RESOLUTION OF NOV. 24, 2016

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BELLEVILLE & DOUGLAS ST. PRESENTED TO COUNCIL
COMMITTEE OF THE WHOLE NOV. 24, 2016



— Larger window element overlooks
the public plaza and fronts the
corner and the Esplanade

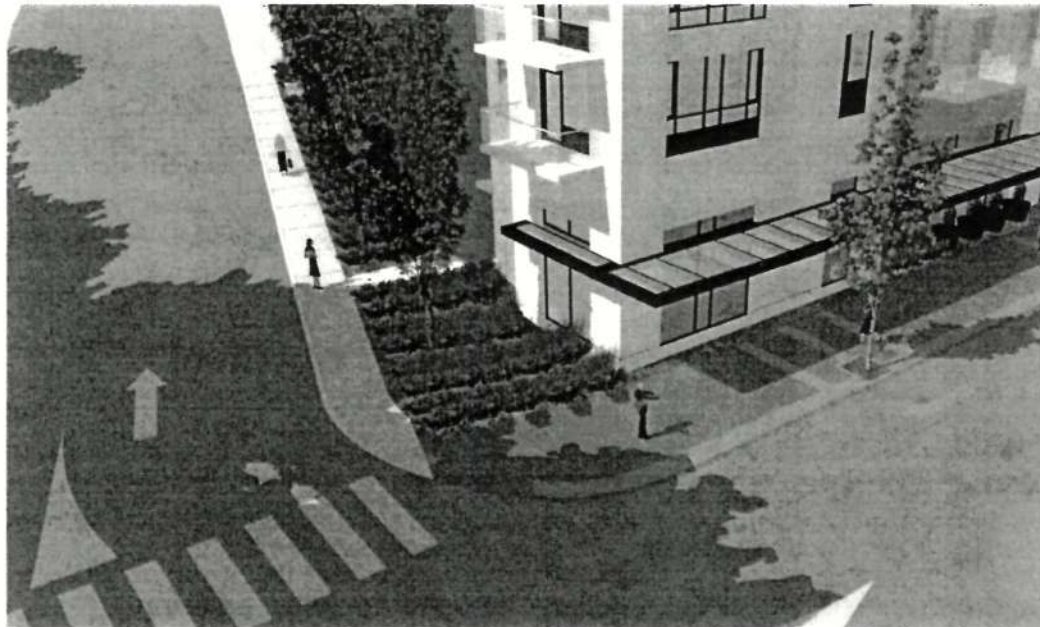
— Greater expression of natural
landscape with rock outcropping

— Increased plaza space and
seating opportunities

BELLEVILLE & DOUGLAS ST. PROPOSED CHANGES IN
RESPONSE TO COUNCIL RESOLUTION OF NOV. 24, 2016

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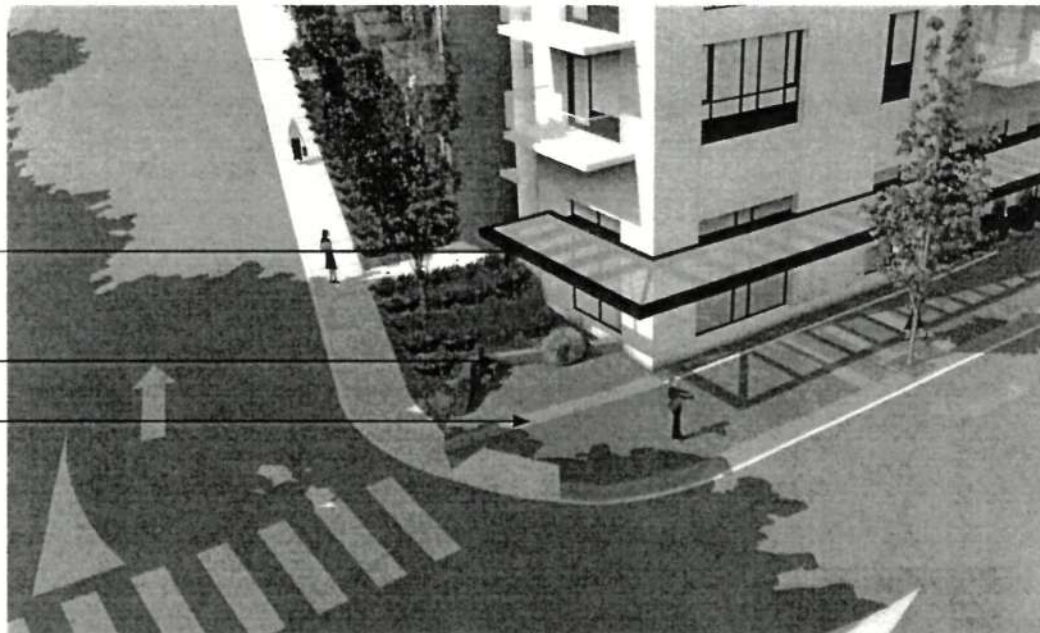


BLANSHARD & BELLEVILLE ST. PRESENTED TO COUNCIL
COMMITTEE OF THE WHOLE NOV. 24, 2016

Trellis feature extended to add
interest and emphasis to the
corner pedestrian space

Seating opportunities and rock
elements added

Corner walkway space & paving
enlarged to create a pedestrian
node at the crossing to St. Ann's



BLANSHARD & BELLEVILLE ST. PROPOSED CHANGES IN
RESPONSE TO COUNCIL RESOLUTION OF NOV. 24, 2016



701 BELLEVILLE Victoria BC

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Received
MAR 24 2017
 Planning Division
 City of Victoria

RE-ISSUED FOR REZONING & DEVELOPMENT APPLICATION 2017

A0.00

A214249
 2017 MAR 22
 P1A214249 - Concert - Belleville

PROJECT DATA

LEGAL ADDRESS
LOTS 30 THROUGH 26,
VICTORIA CITY, PLAN 780

CIVIC ADDRESS
701 BELLEVILLE STREET, VICTORIA, BC

CURRENT ZONING
T1 LIMITED TRANSIENT
ACCOMMODATION DISTRICT

PROPOSED ZONING
SITE SPECIFIC ZONING

FSR BREAKDOWN

	FSR Before Exclusion (SF)			Exclusion (SF)		Total	
	Area	Commercial	Amenity	Elev. Shaft	Avg. Grade		
Level 1	0	3,806	12,069	119	3,200	12,556.0 SF	1,166.49 SM
Mezz	900.5			0		900.5 SF	83.66 SM
Level 2	18,768.0			119		18,649.0 SF	1,732.55 SM
Level 3	18,768.0			119		18,649.0 SF	1,732.55 SM
Level 4	18,754.0			119		18,635.0 SF	1,731.25 SM
Level 5	7,340.5		4,032	119		11,253.5 SF	1,045.48 SM
Level 6	7,783.0			119		7,664.0 SF	712.01 SM
Level 7	7,783.0			119		7,664.0 SF	712.01 SM
Level 8	7,783.0			119		7,664.0 SF	712.01 SM
Level 9	7,783.0			119		7,664.0 SF	712.01 SM
Level 10	7,784.5			119		7,665.5 SF	712.15 SM
Level 11	7,654.0			119		7,535.0 SF	700.02 SM
Level 12	7,624.5			119		7,505.5 SF	697.28 SM
Level 13	7,624.5			119		7,505.5 SF	697.28 SM
Level 14	6,579.0			119		6,460.0 SF	600.15 SM
Level 15	6,579.0			119		6,460.0 SF	600.15 SM
Roof	1,275.0					1,275.0 SF	118.45 SM
Totals	140,783.5	3,806	16,101	1,785	3,200	155,705.5 SF	14,465.51 SM

*EXCLUDES 3200 SF (297.28 SM) OF GROUND LEVEL FLOOR AREA FROM THE TOTAL FLOOR AREA AS DEFINED IN SCHEDULE A OF THE VICTORIA ZONING BYLAW.

BUILDING FSR SUMMARY

RESIDENTIAL	139,118 SF	12,924.44 SM
COMMERCIAL	3,806 SF	353.59 SM
AMENITY at LEVEL 1	8,750 SF*	812.90 SM
AMENITY at LEVEL 5	4,032 SF	374.59 SM
TOTAL FSR AREA	155,705.5 SF	14,465.51 SM
PROPOSED FSR	3.92	
REZONING APPLICATION FSR	4.00	

*EXCLUDES APPROXIMATELY 3200 SF (297.28 SM) OF GROUND LEVEL FLOOR AREA FROM THE TOTAL FLOOR AREA AS DEFINED IN SCHEDULE A OF THE VICTORIA ZONING BYLAW.

SITE AREA	39,691 SF	3,687.41 SM
ALLOWABLE FSR AREA (4.00)	158,764 SF	14,749.66 SM

SITE COVERAGE	52.2 %	
OPEN SITE SPACE	39.8 %	
HEIGHT OF BUILDING	147.6 F	45 M
NUMBER OF STOREYS*	15	

*EXCLUDES MECHANICAL ROOF

BUILDING SETBACKS

FRONT	13.1 F	4 M
REAR	12.1 F	3.7 M
SIDE (EAST)	9.4 F	2.88 M
SIDE (WEST)	20.4 F	6.22 M

UNIT COUNT SUMMARY

TYPE	COUNT	% OF UNITS	AVG. UNIT SIZE	
CONDO				
1B + D	4	2.31%	615 SF	57.14 SM
2B	26	11.56%	934 SF	86.76 SM
2B + D	12	6.94%	1,030 SF	95.68 SM
TOTAL:	42			
RENTAL				
1B	60	37.57%	630 SF	58.57 SM
1B + D	11	6.36%	750 SF	69.71 SM
2B	21	12.14%	855 SF	79.42 SM
JR 1B	20	11.56%	535 SF	49.73 SM
STUDIO	14	8.09%	407 SF	37.79 SM
TOTAL:	131			

*There are no ground-oriented units

PARKING SUMMARY

PROVIDED PARKING		
RESIDENTIAL (INCLUDES 2 H/C)		80
VISITOR (INCLUDES 2 H/C)		10
COMMERCIAL		9
TOTAL		99
VAN		1
CLASS B LOADING		1
REQUIRED BIKE STORAGE	CLASS 1	CLASS 2
RESIDENTIAL BIKE STORAGE (1/15 UNITS)	8	4
COMMERCIAL BIKE STORAGE (1/205 SM)	1	1
TOTAL	9	5
PROVIDED BIKE STORAGE	CLASS 1	CLASS 2
RESIDENTIAL BIKE STORAGE (1/15 UNITS)	17	4
COMMERCIAL BIKE STORAGE (1/205 SM)	1	2
TOTAL	18	6

PROJECT TEAM

CLIENT

CONCERT PROPERTIES LTD
9th FLOOR, 1190 HORNBY STREET
VANCOUVER, BC, V6Z 2K5

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FAX (604) 688 6882

LANDSCAPE

PWL PARTNERSHIP INC
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FAX (604) 688 6112

SUSTAINABILITY

RECOLLECTIVE CONSULTING
109 - 5 WEST PENDER STREET
VANCOUVER, BC, V6B 1R3

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B.R. THORSON CONSULTING LTD
769 ROSLYN BLVD
NORTH VANCOUVER, BC, V7G 1P4

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280 - 1770 BURNARD STREET
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FAX (604) 689 6629

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220 - 645 TYEE ROAD
VICTORIA, BC, V9A 6X5

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FAX (250) 381 7900

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2009 WEST 4th AVENUE
VANCOUVER, BC, V6J 1N3

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WSP GROUP
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VICTORIA, BC, V8Z 1T3

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FAX (250) 474 7751

CIVIL

WSP GROUP
57 CADILLAC AVENUE
VICTORIA, BC, V8Z 1T3

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FAX (250) 474 7751

TRAFFIC

BUNT & ASSOCIATES
1550 - 1050 WEST PENDER STREET
VANCOUVER, BC, V6E 3S7

TEL (604) 685-6427
FAX (604) 685-6579

KITCHEN

GALLEYWORKS INC
214 20451 54TH AVENUE
LANGLEY, BC, V3A 5C6

TEL (604) 514 1777
FAX (604) 514 1778

GEOTECH

RYZYK GEOTECHNICAL
28 CREASE AVENUE
VICTORIA, BC, V8Z 1S3

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FAX (250) 475 3511

ACOUSTIC

BROWN STRACHAN ASSOCIATES
1200 HOWER STREET
VANCOUVER, BC, V6B 2Y5

TEL (604) 689 0514
FAX (604) 689 2703

DRAWINGS

ARCHITECTURAL

A0 00	COVER		
A0 01	PROJECT STATISTICS		
A0 02	CONTEXT PLAN		
A0 03	TOPOGRAPHIC SURVEY		
A0 04	SURVEY		
A1 01	SITE PLAN	1 200	
A2 01	PARKING LEVEL P1 FLOOR PLAN	1 200	
A2 02a	LEVEL 1 FLOOR PLAN	1 200	
A2 02b	LEVEL 1 AVERAGE GRADE CALC.	1 200	
A2 02c	LEVEL 1 TRUCK MANOEUVERING	1 200	
A2 03	MEZZANINE FLOOR PLAN	1 200	
A2 04	LEVEL 2 FLOOR PLAN	1 200	
A2 05	LEVEL 3 FLOOR PLAN	1 200	
A2 06	LEVEL 4 FLOOR PLAN	1 200	
A2 07	LEVEL 5 FLOOR PLAN	1 200	
A2 08	LEVEL 6 - 9 FLOOR PLAN	1 200	
A2 09	LEVEL 10 FLOOR PLAN	1 200	
A2 10	LEVEL 11 FLOOR PLAN	1 200	
A2 11	LEVEL 12 - 13 FLOOR PLAN	1 200	
A2 12	LEVEL 14 FLOOR PLAN	1 200	
A2 13	LEVEL 15 FLOOR PLAN	1 200	
A2 14	ROOF PLAN	1 200	
A2 20	PARKING LEVEL P1 - WEST	1 100	
A2 21	PARKING LEVEL P1 - EAST	1 100	
A2 22	LEVEL 1 - WEST	1 100	
A2 23	LEVEL 1 - EAST	1 100	
A2 24	LEVEL 2 - WEST	1 100	
A2 25	LEVEL 2 - EAST	1 100	
A2 26	LEVEL 3 - WEST	1 100	
A2 27	LEVEL 3 - EAST	1 100	
A2 28	LEVEL 4 - WEST	1 100	
A2 29	LEVEL 4 - EAST	1 100	
A2 30	LEVEL 5 - WEST	1 100	
A2 31	LEVEL 5 - EAST	1 100	
A2 32	LEVEL 6 - 9	1 100	
A2 33	LEVEL 10	1 100	
A2 34	LEVEL 11	1 100	
A2 35	LEVEL 12 - 13	1 100	
A2 36	LEVEL 14	1 100	
A2 37	LEVEL 15	1 100	
A3 01	ELEVATION - NORTH	1 150	
A3 02	ELEVATION - SOUTH	1 150	
A3 03	ELEVATION - EAST	1 150	
A3 04	ELEVATION - WEST	1 150	
A4 01	BUILDING SECTION A	1 200	
A4 02	BUILDING SECTION B	1 200	
A4 03	BUILDING SECTION C,D,E	1 200	
A4 04	PARTIAL SECTION F	1 200	
A5 01	STREET SCAPES	N.T.S.	
A5 02	SHADOW STUDY	N.T.S.	
A5 03	PERSPECTIVES	N.T.S.	
A5 04	PERSPECTIVES / MATERIALS	N.T.S.	
A5 05	CONTEXT VIEWS	N.T.S.	
A5 06	CONTEXT VIEWS	N.T.S.	
A5 07	CONTEXT VIEWS	N.T.S.	
A5 08	PUBLIC VIEWS	N.T.S.	
A5 09	PUBLIC VIEWS	N.T.S.	
A5 10	PUBLIC VIEWS	N.T.S.	
A5 11	PUBLIC VIEWS	N.T.S.	
A5 12	PUBLIC VIEWS	N.T.S.	
A5 13	PUBLIC VIEWS	N.T.S.	

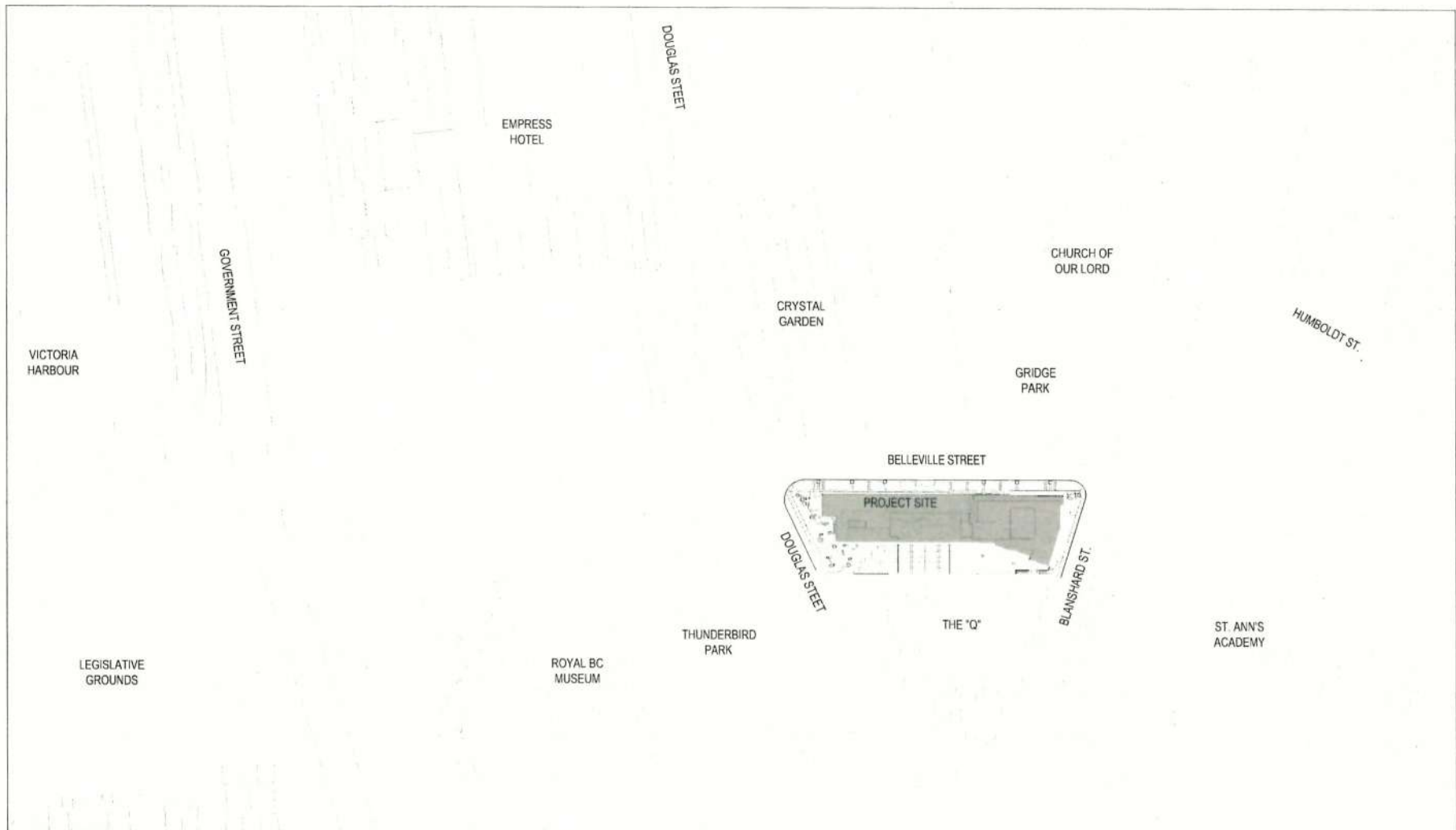
LANDSCAPE

L 0 00	LANDSCAPE COVER SHEET & LEGENDS
L 0 01	TREE MANAGEMENT PLAN
L 0 02	LANDSCAPE COLOUR PLAN L1
L 0 03	LANDSCAPE COLOUR PLAN L2 & L5
L 1 01	LANDSCAPE LAYOUT & MATERIALS L1 WEST
L 1 02	LANDSCAPE LAYOUT & MATERIALS L1 EAST
L 1 03	LANDSCAPE LAYOUT & MATERIALS L2 WEST
L 1 04	LANDSCAPE LAYOUT & MATERIALS L2 EAST
L 1 05	LANDSCAPE LAYOUT & MATERIALS L5
L 3 01	LANDSCAPE PLANTING PLAN L1 WEST
L 3 02	LANDSCAPE PLANTING PLAN L1 EAST
L 3 03	LANDSCAPE PLANTING PLAN L2 WEST
L 3 04	LANDSCAPE PLANTING PLAN L2 EAST
L 3 05	LANDSCAPE PLANTING PLAN L5
L 4 01	LANDSCAPE PRECEDENT IMAGES

701 BELLEVILLE Victoria BC

PROJECT STATISTICS

A0.01



CONCERT

dys architecture

701 BELLEVILLE Victoria BC

CONTEXT PLAN

A0.02

RE-ISSUED FOR REZONING & DEVELOPMENT APPLICATION 2017

Received

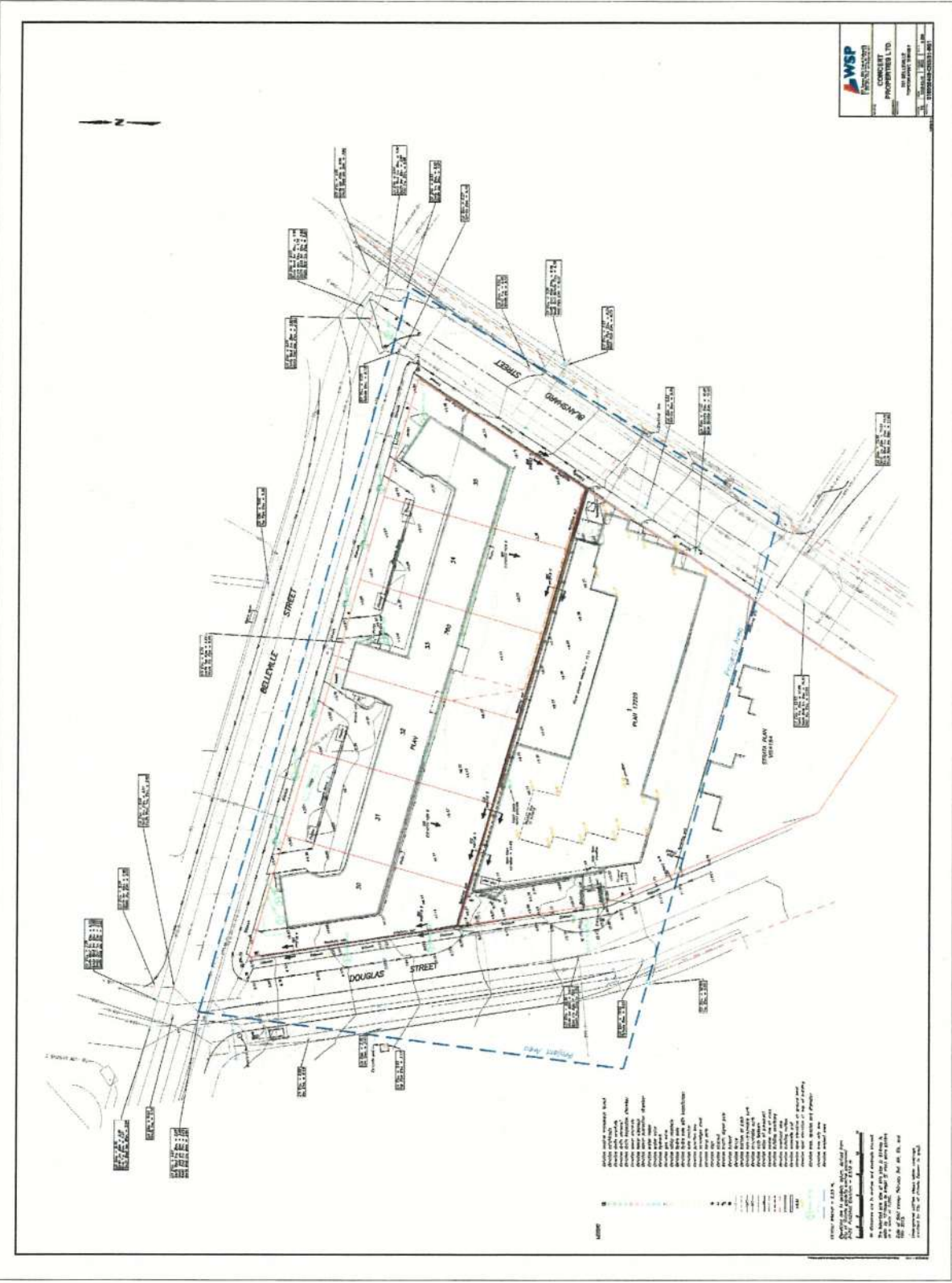
MAR 24 2017

Planning Division
City of Victoria



T-D: 1/04
A2142/03
2017-1/04/17: 22

P:\014249 - Concept - Belleville St



A0.03

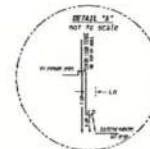
Received
MAR 24 2017
Planning Division
City of Victoria

B.C. LAND SURVEYOR'S SITE PLAN OF:
LOTS 30 THROUGH 35, VICTORIA CITY, PLAN 760

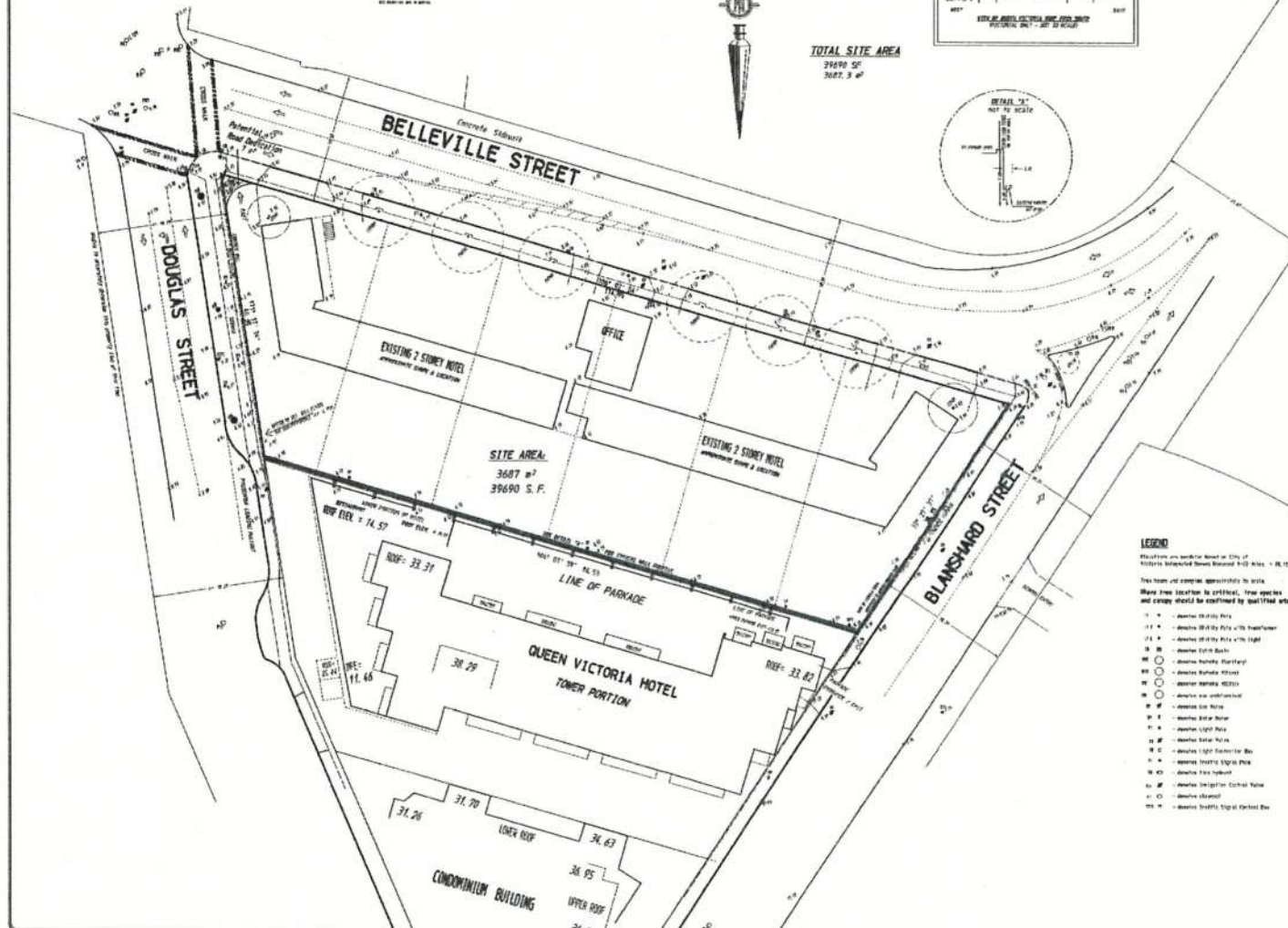
SCALE = 1:250



TOTAL SITE AREA
39690 SF
3687.3 sq



Real Estate Land Survey
2100 - 407 Scott Drive
Victoria, BC V8A 1S1
ph. 251-8000 ext. 204-200
Email: landsurvey@vnet.ca



LEGEND

Measurements are specified for Alloys in E70 of
Residual Deformation (Strain) Maximum 0.02 in/in. + 0.01%

Free items and samples approximately by weight

Where tree location is critical, true species and canopy should be examined by qualified arborist

- [illegible]

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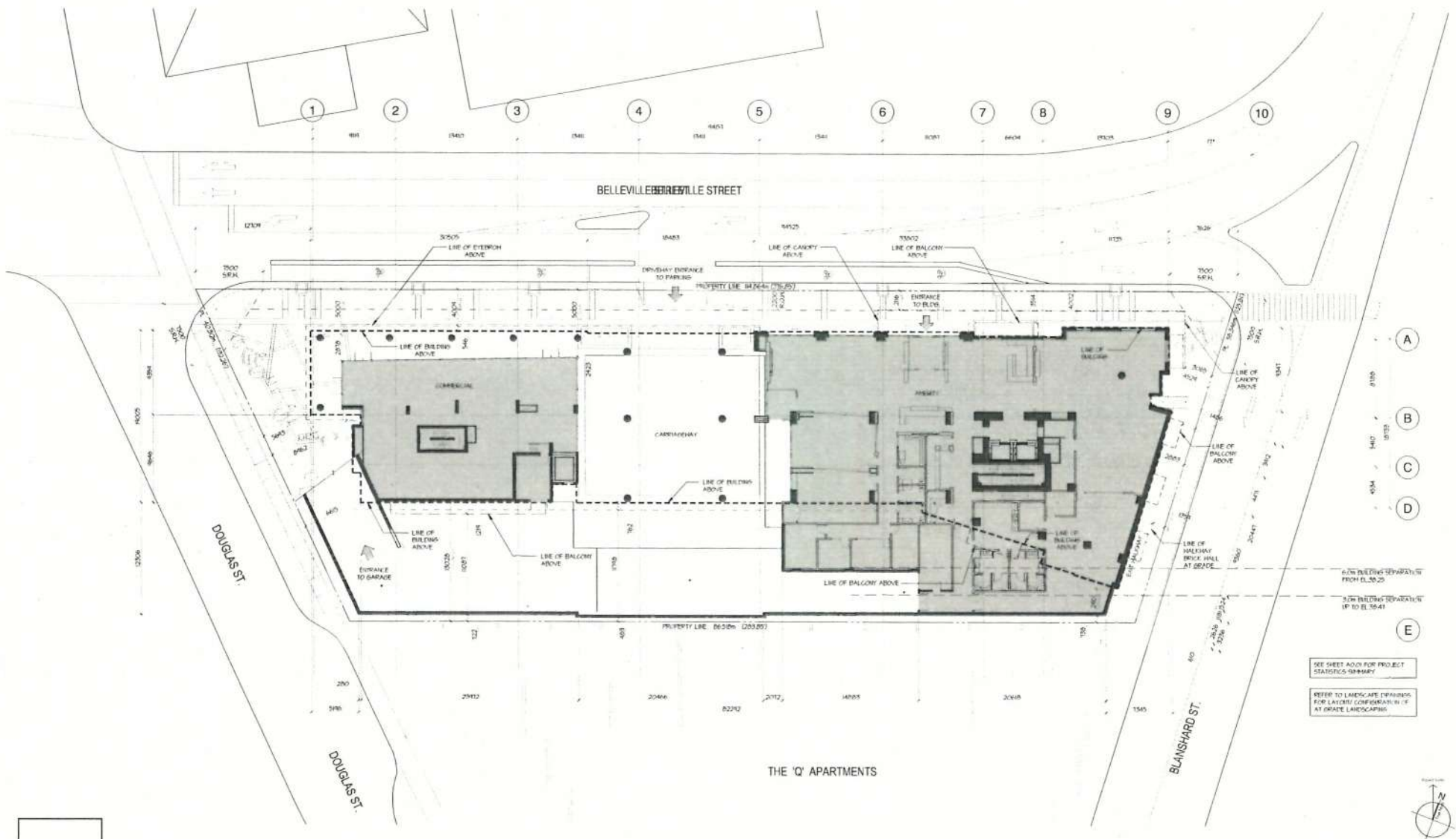
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A0.04



SEE SHEET A001 FOR PROJECT
STATISTICS SUMMARY

REFER TO LANDSCAPE DRAWINGS
FOR LANDSCAPE CONFIGURATION &
AT GRATE LANDSCAPING

THE 'Q' APARTMENTS



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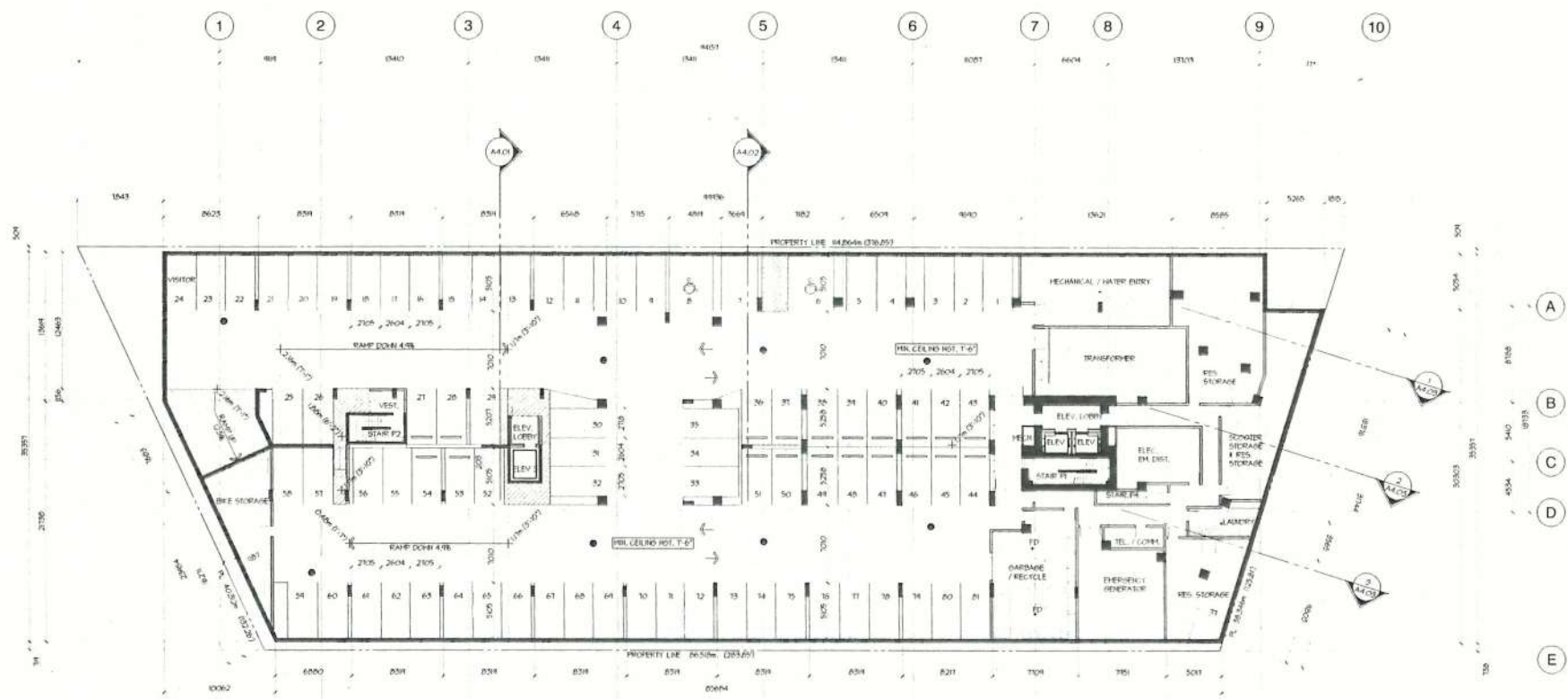
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SITE PLAN A1.01

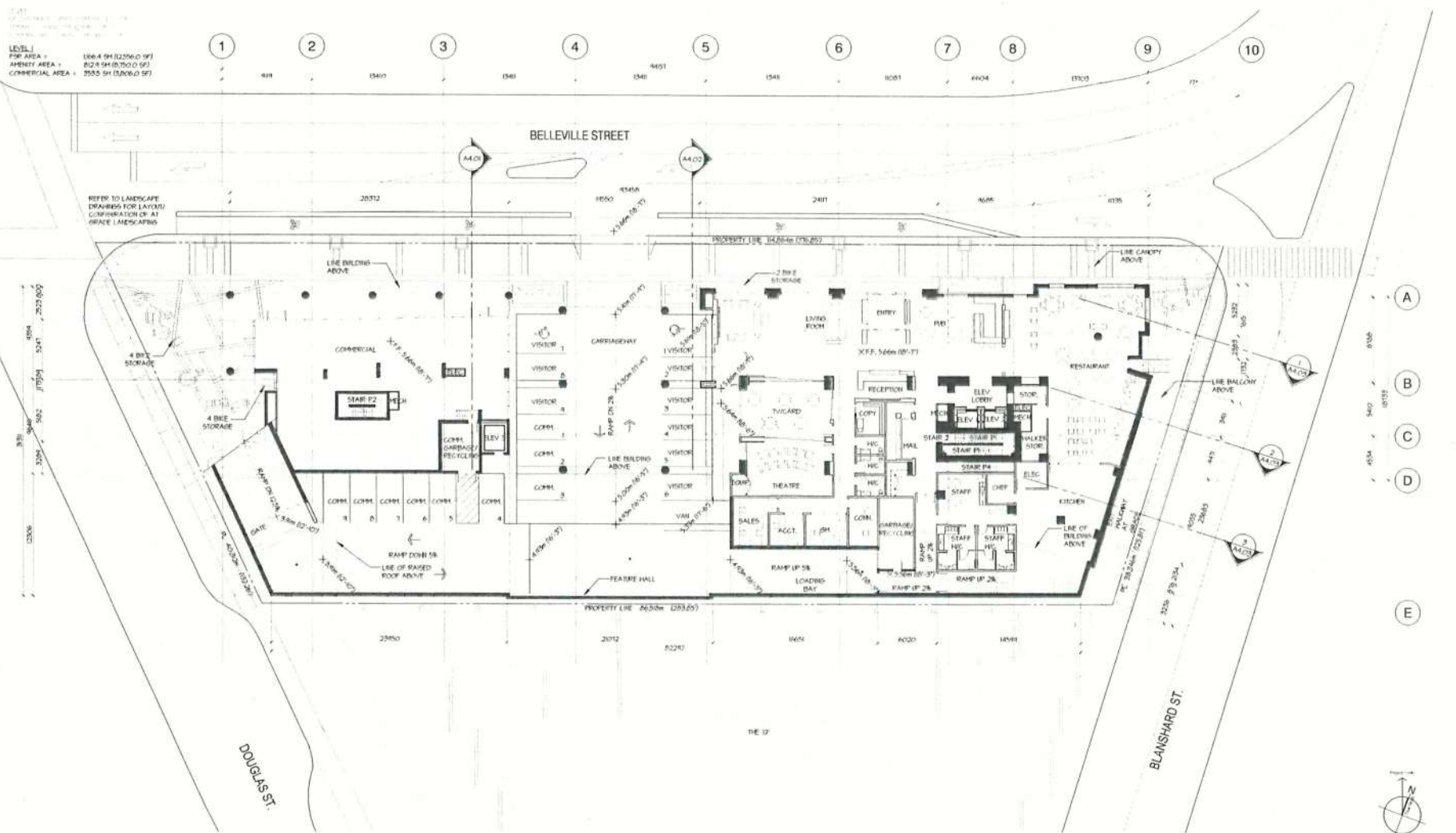
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LEVEL 1 PLAN A2.02e

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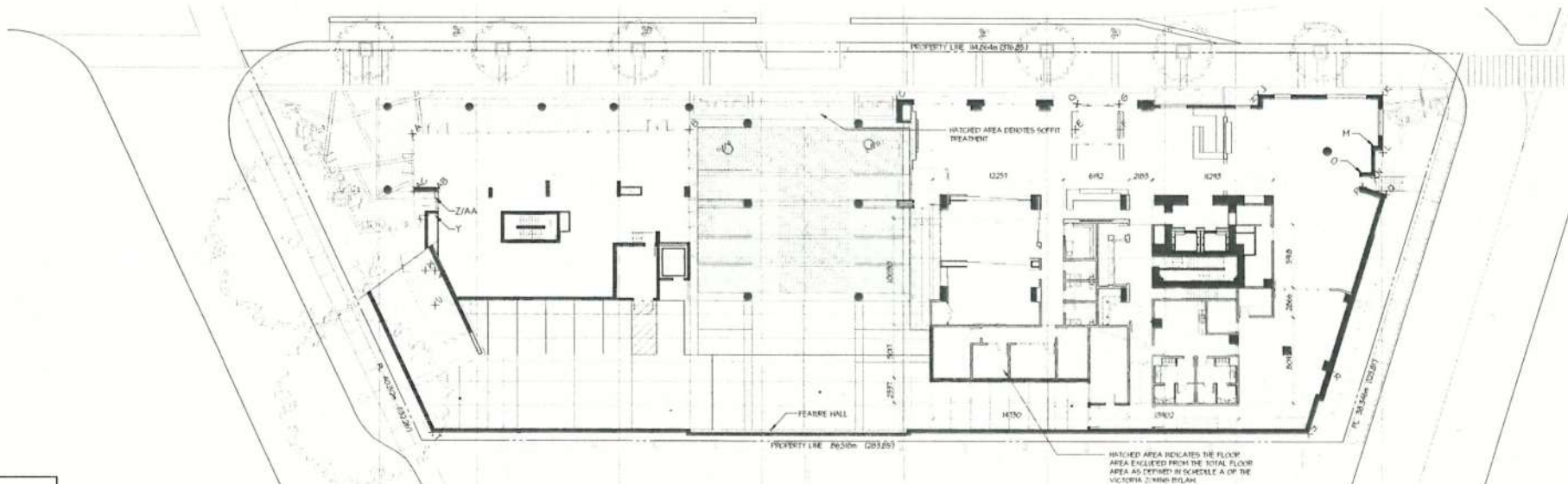
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Grade Points											
A	5.60	F	5.66	I	6.63	Q	6.88	V	7.75	AA	5.60
B	5.56	G	5.65	MA	6.63	R	8.26	W	7.75	AB	5.60
C	5.58	H	5.71	N	6.80	S	8.80	X	7.15	AC	5.60
D	5.65	J	5.70	O	6.80	T	8.50	Y	7.15		
E	5.66	K	5.76	P	6.88	U	8.41	Z	7.00		

Grade Points	Points	Avg.	X Distance Between Grade Points	Totals
Points A & B:	5.60	5.58	22.80	127.22
Points B & C:	5.56	5.58	25.39	141.42
Points C & D:	5.58	5.65	13.09	76.87
Points D & E:	5.65	5.66	1.64	9.27
Points E & F:	5.66	5.66	4.22	23.88
Points F & G:	5.66	5.65	1.64	9.27
Points G & H:	5.65	5.71	5.68	32.09
Points H & I:	5.71	5.70	1.40	7.99
Points I & J:	5.70	5.76	11.82	67.74
Points J & K:	5.76	6.63	6.20	30.17
Points K & L:	6.63	6.63	0.86	5.70
Points L & M:	6.63	6.80	6.72	37.12
Points M & N:	6.80	6.80	1.17	7.86
Points N & O:	6.80	6.88	1.25	8.55
Points O & P:	6.88	6.88	2.33	16.03
Points P & Q:	6.88	8.26	17.53	132.55
Points Q & R:	8.26	8.80	5.81	48.58
Points R & S:	8.80	8.50	84.38	739.89
Points S & T:	8.50	8.41	11.95	101.04
Points T & U:	8.41	7.75	3.29	26.58
Points U & V:	7.75	7.75	0.89	6.90
Points V & W:	7.75	7.15	5.18	38.59
Points W & X:	7.15	7.15	0.89	6.36
Points X & Y:	7.15	7.00	1.99	14.08
Points Y & Z:	7.00	5.40	0.00	0.00
Points Z & AA:	5.40	5.60	1.10	6.16
Points AA & AB:	5.60	5.60	1.56	8.34
Points AB & AC:	5.60	5.60	5.50	30.80
Points AC & A:	5.60	5.60	248.53	1773.41

Grade Calculation = (Totals / Distance between Grade Points) 1773.41 / 248.53 = 7.16



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LEVEL 1 - AVG. GRADE CALC.

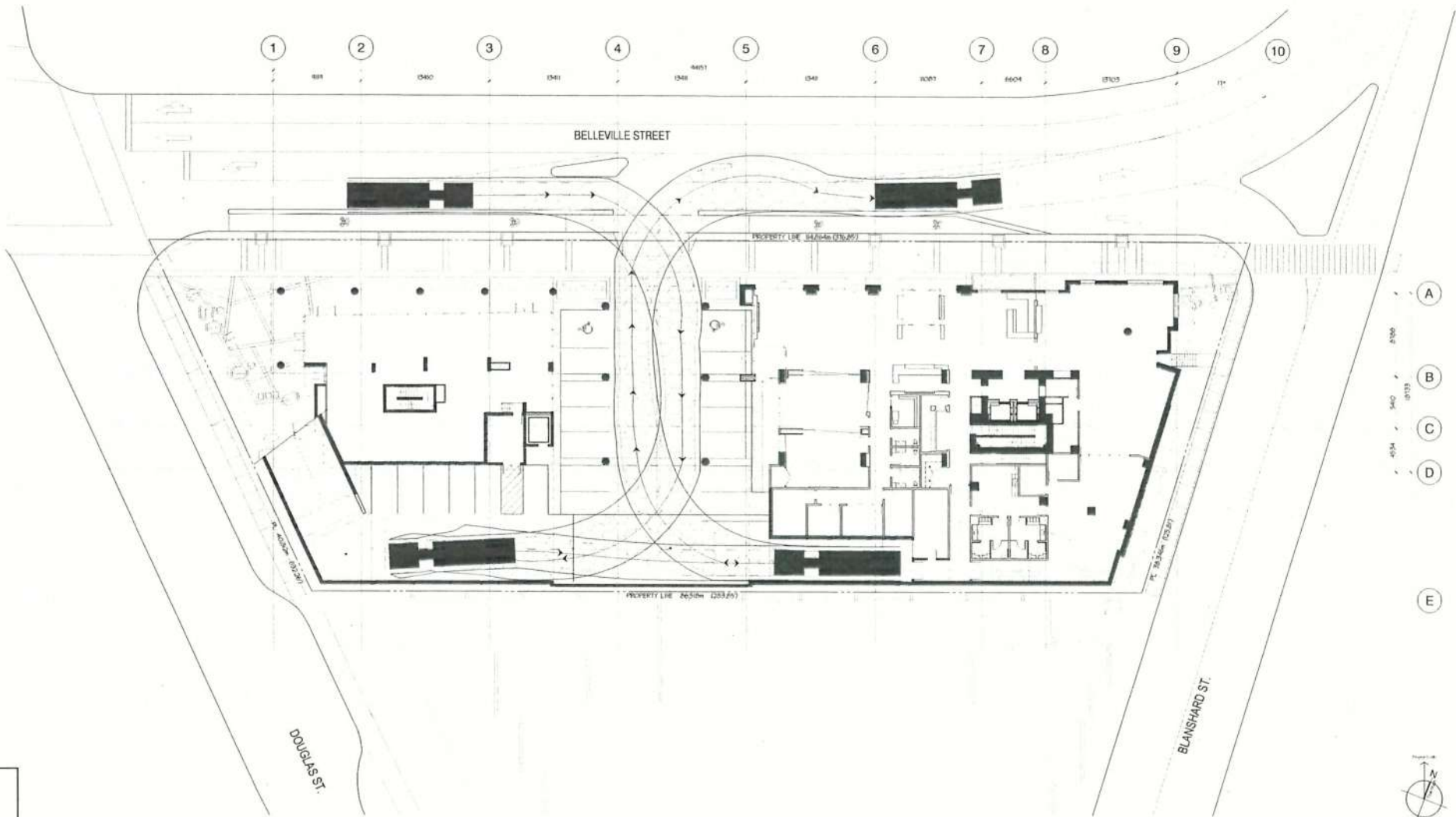
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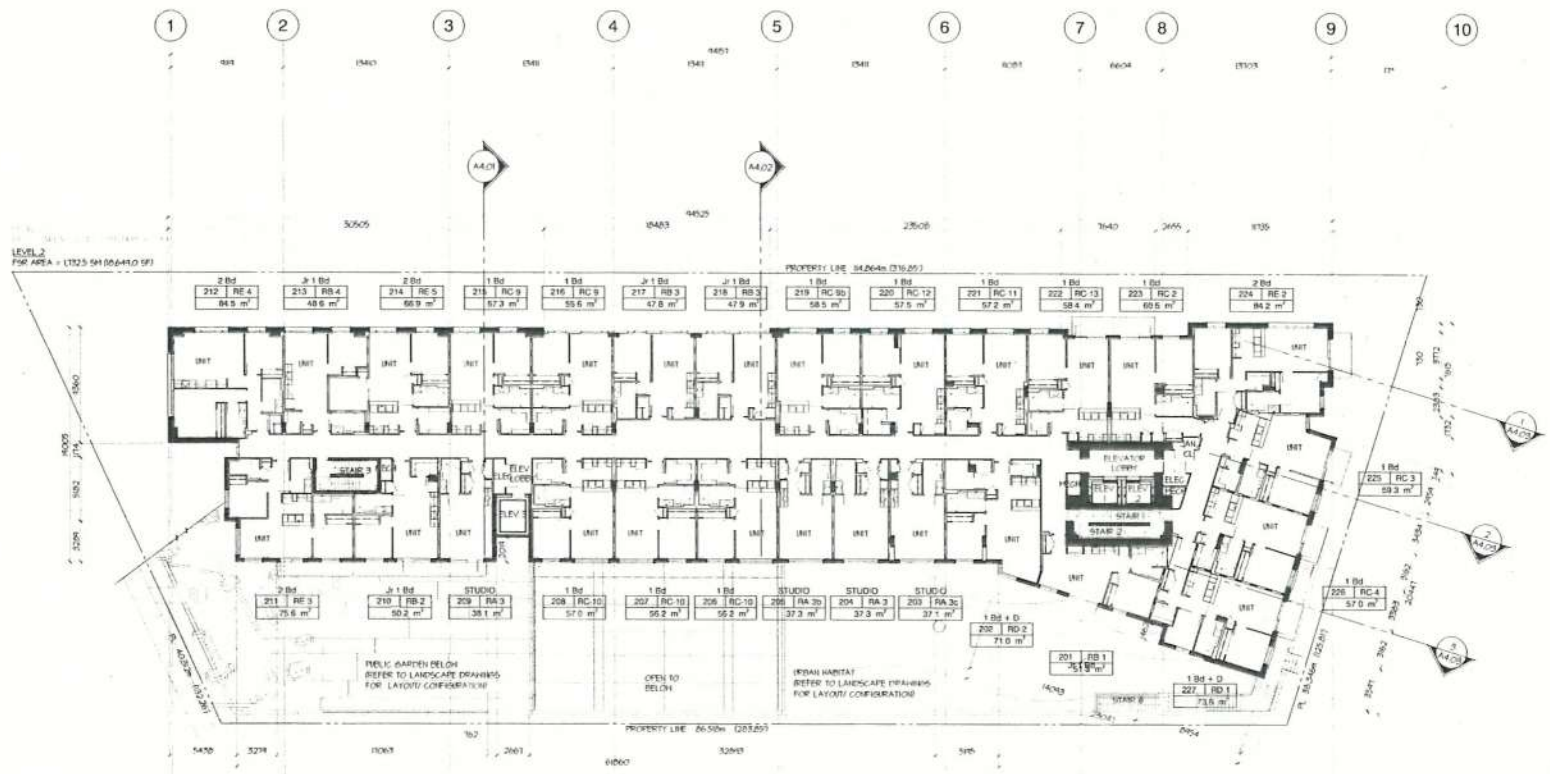
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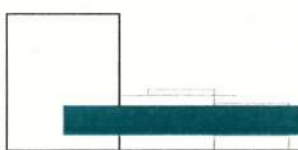
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- A
- B
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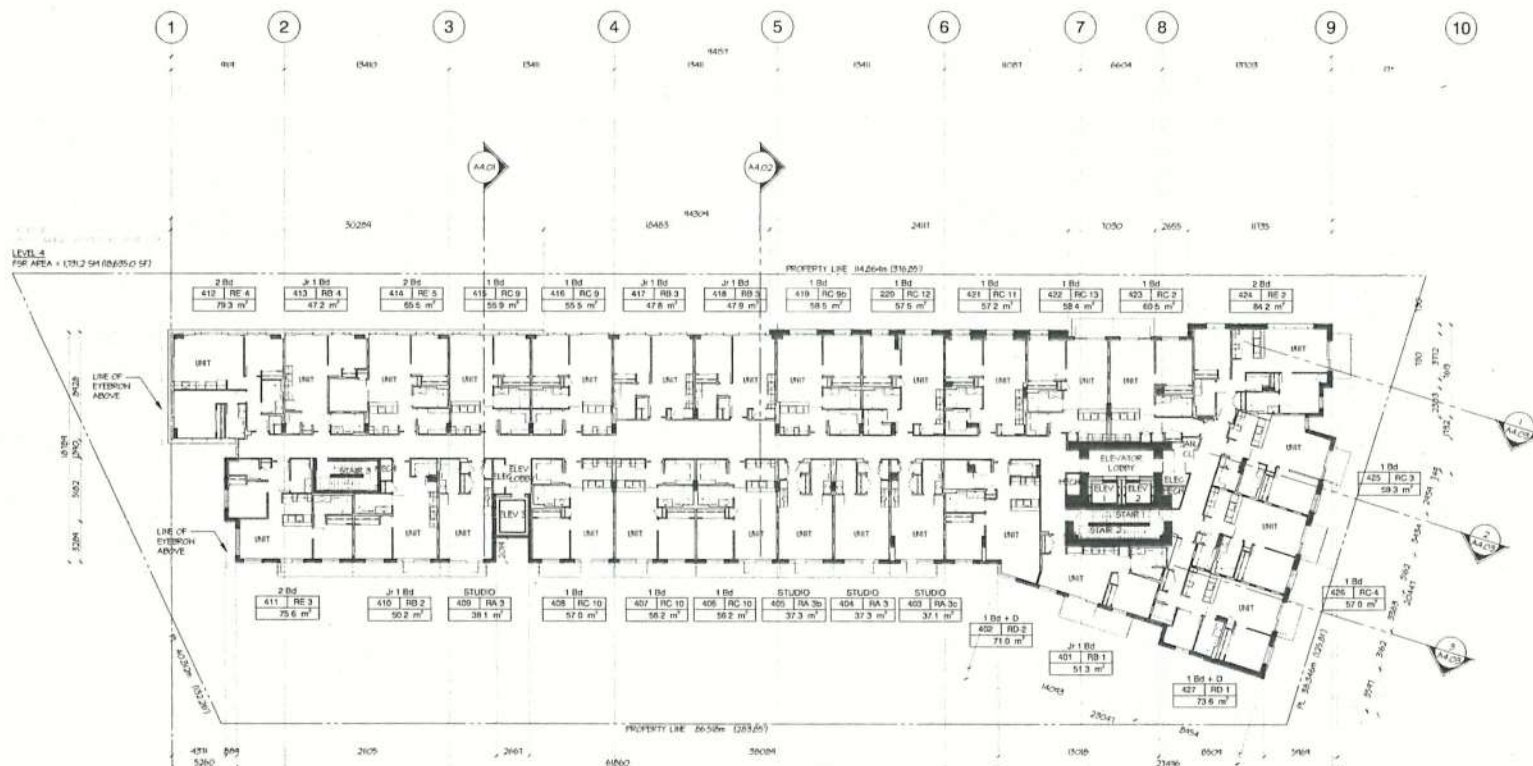
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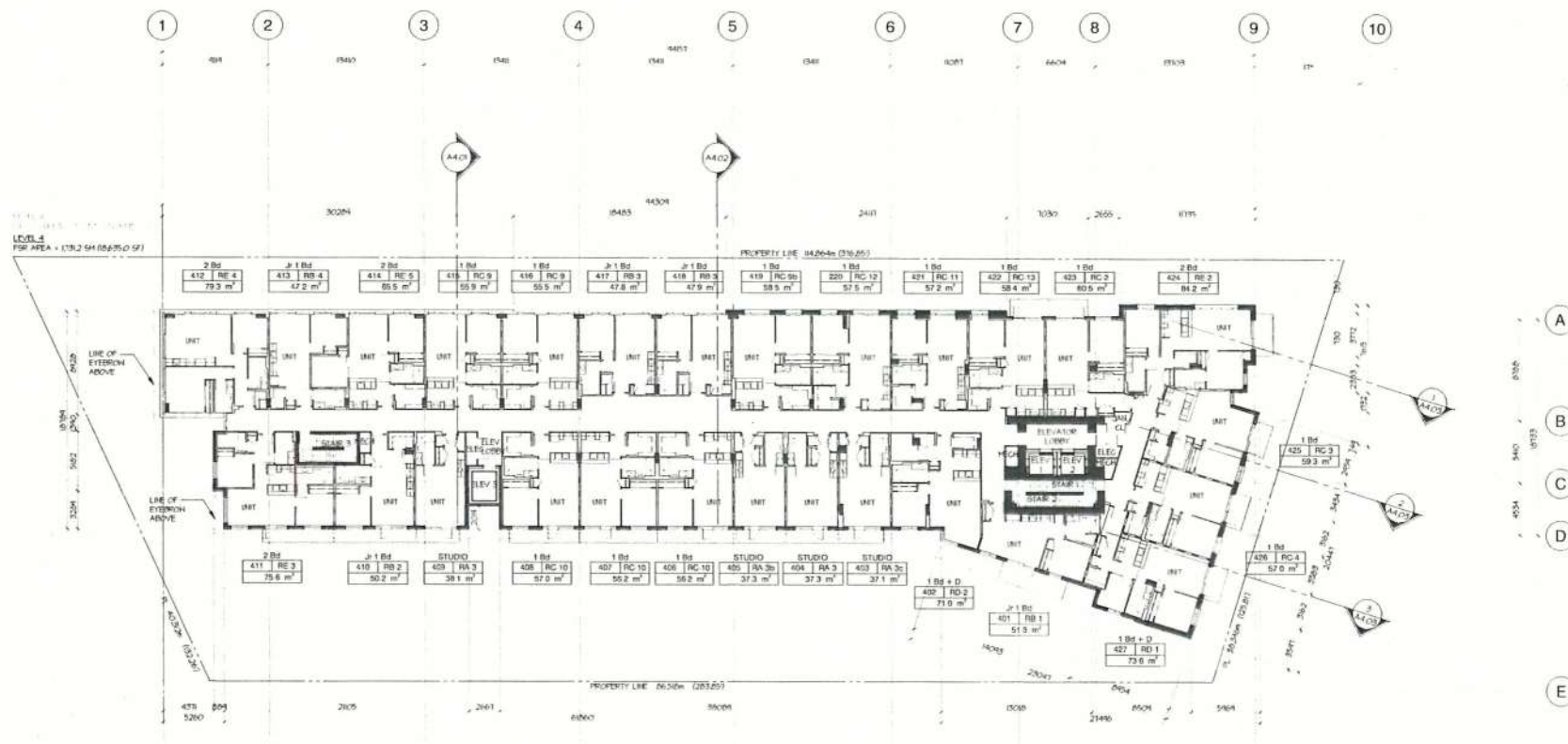
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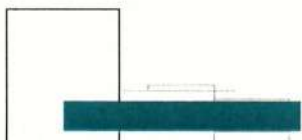
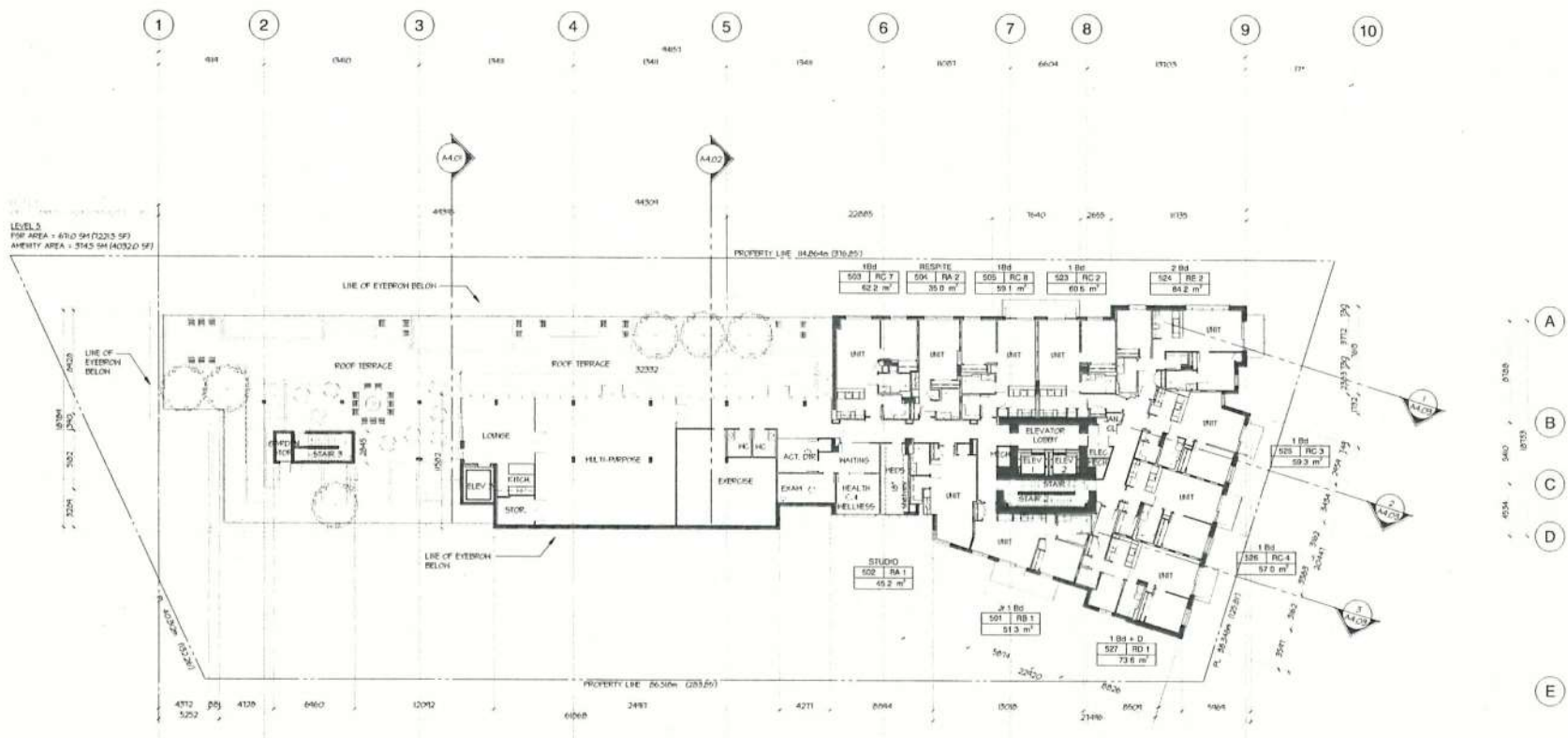
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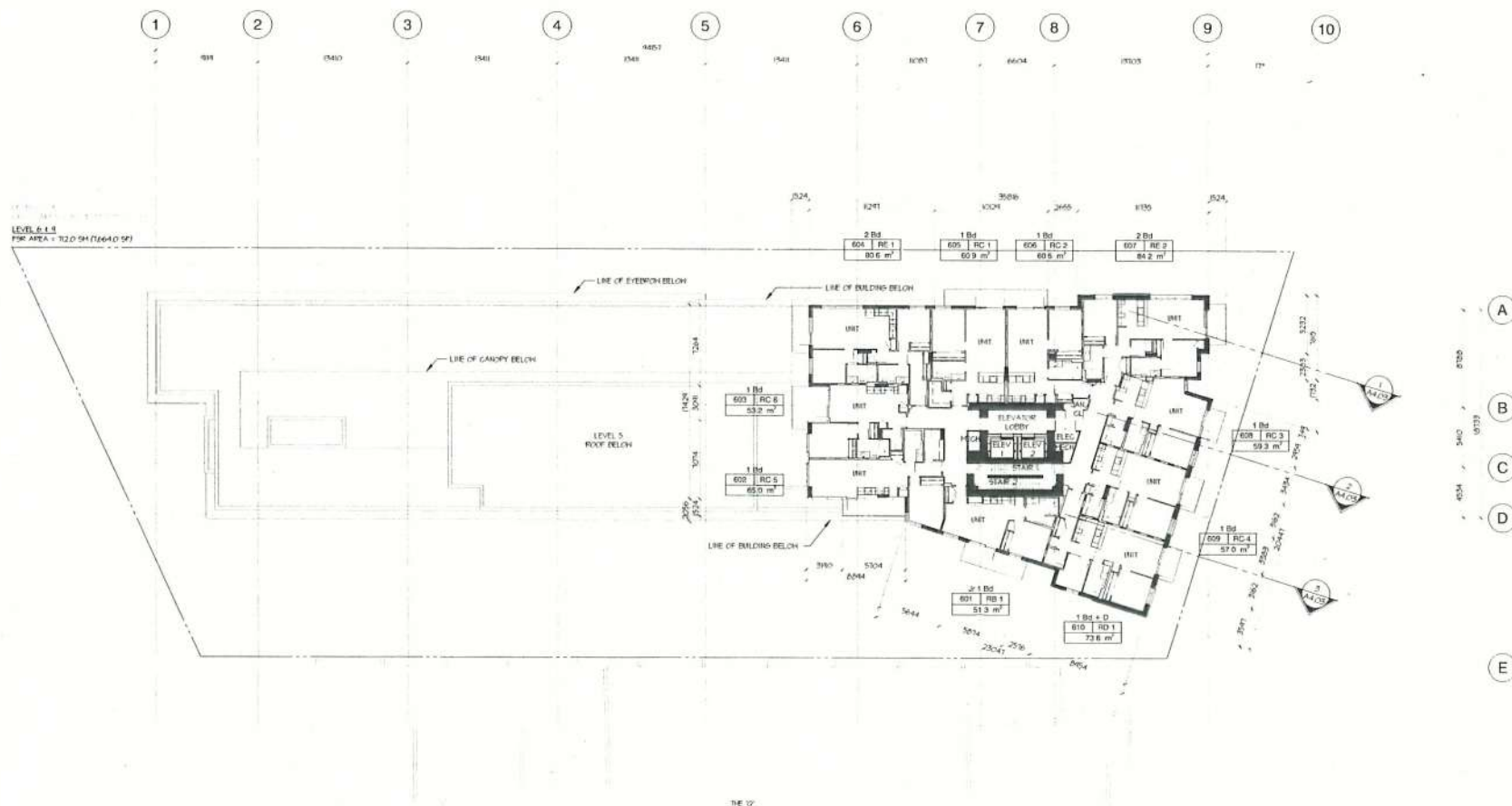
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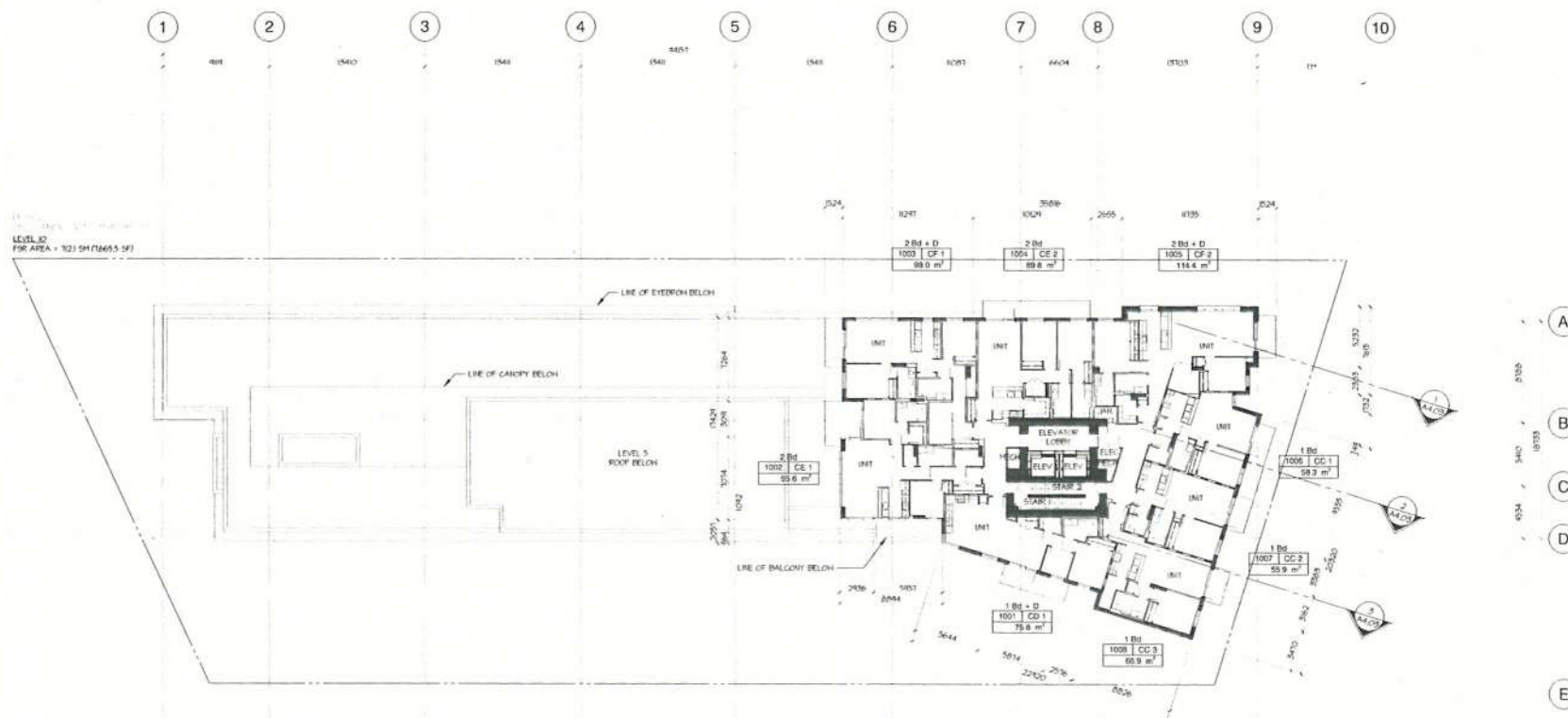


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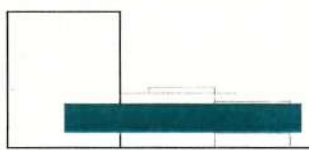
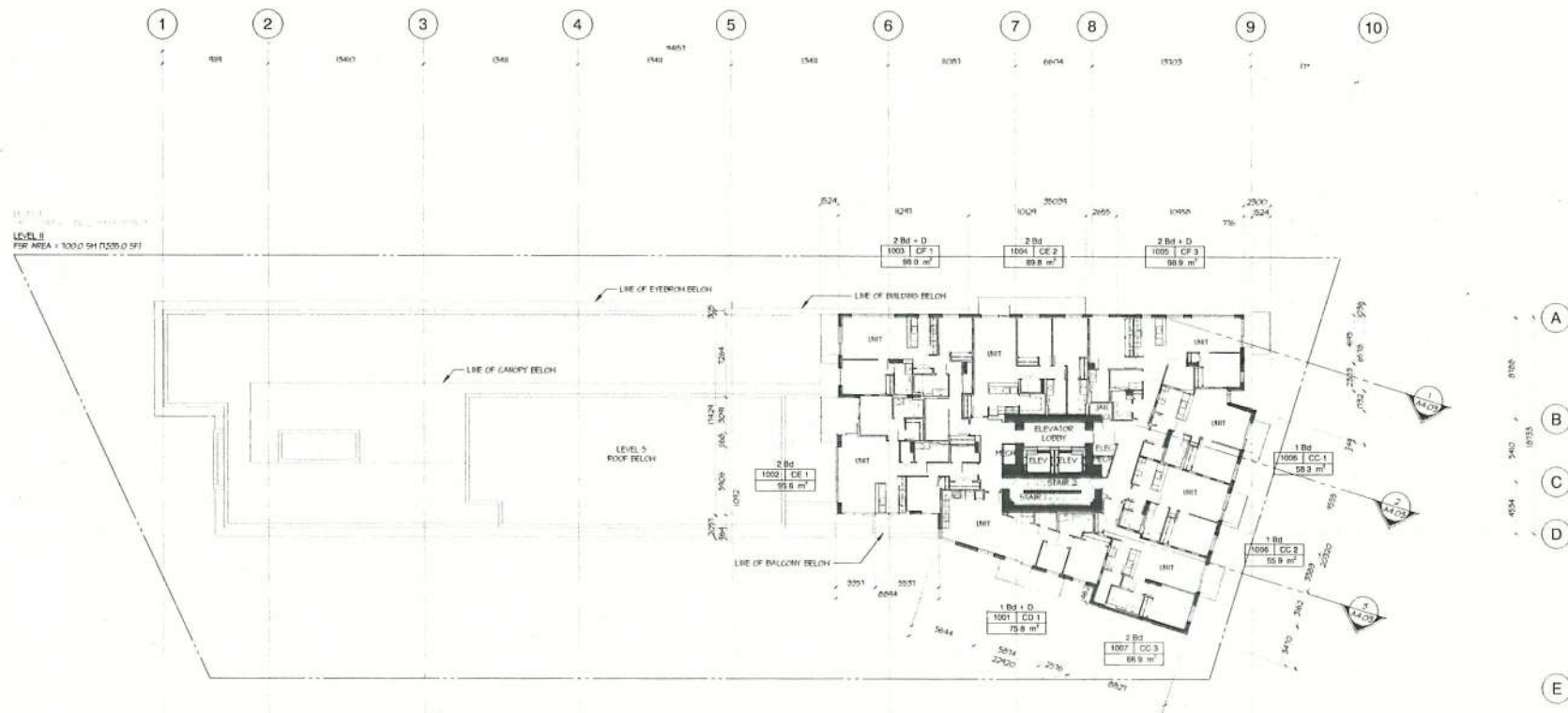
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LEVEL 11 PLAN

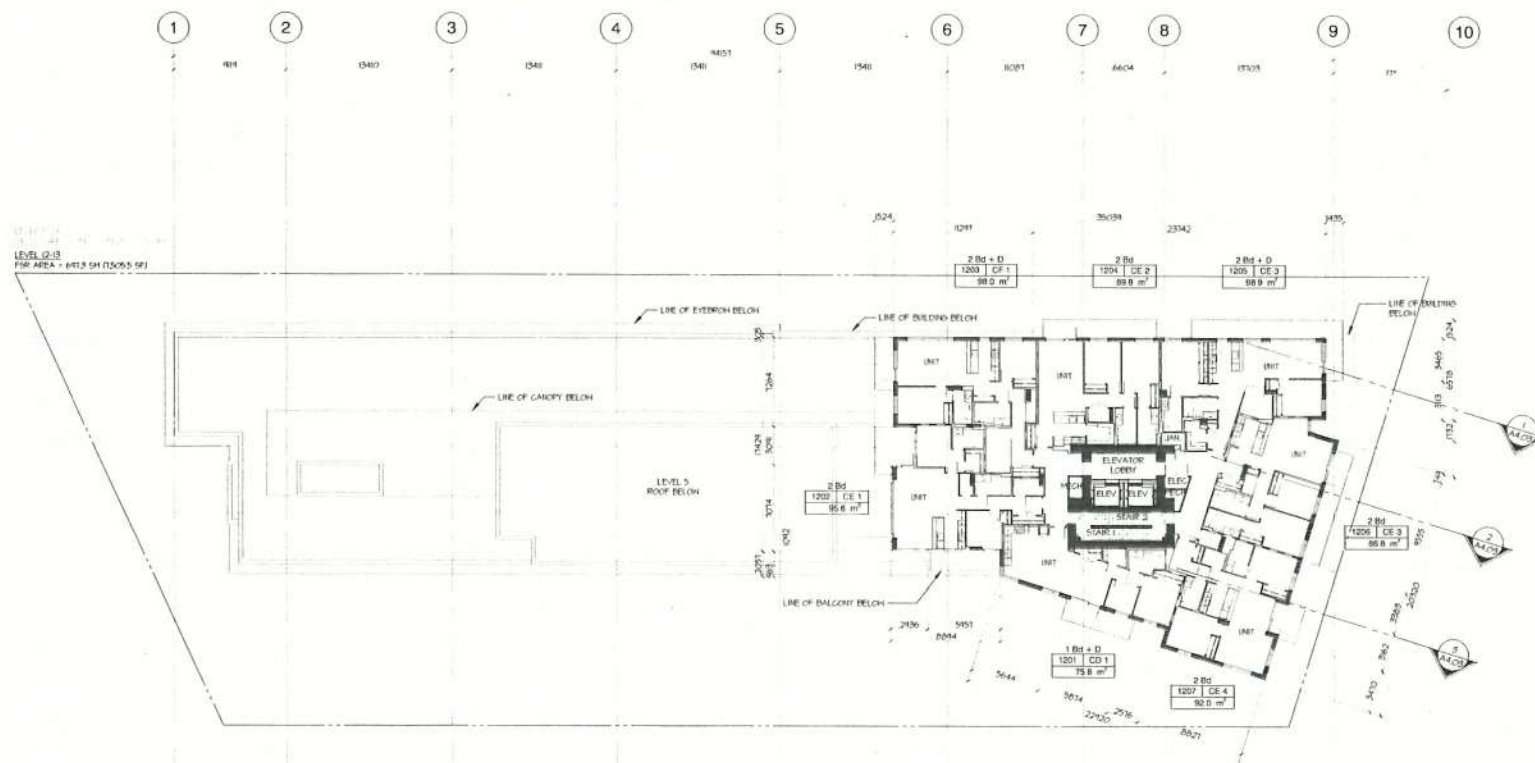
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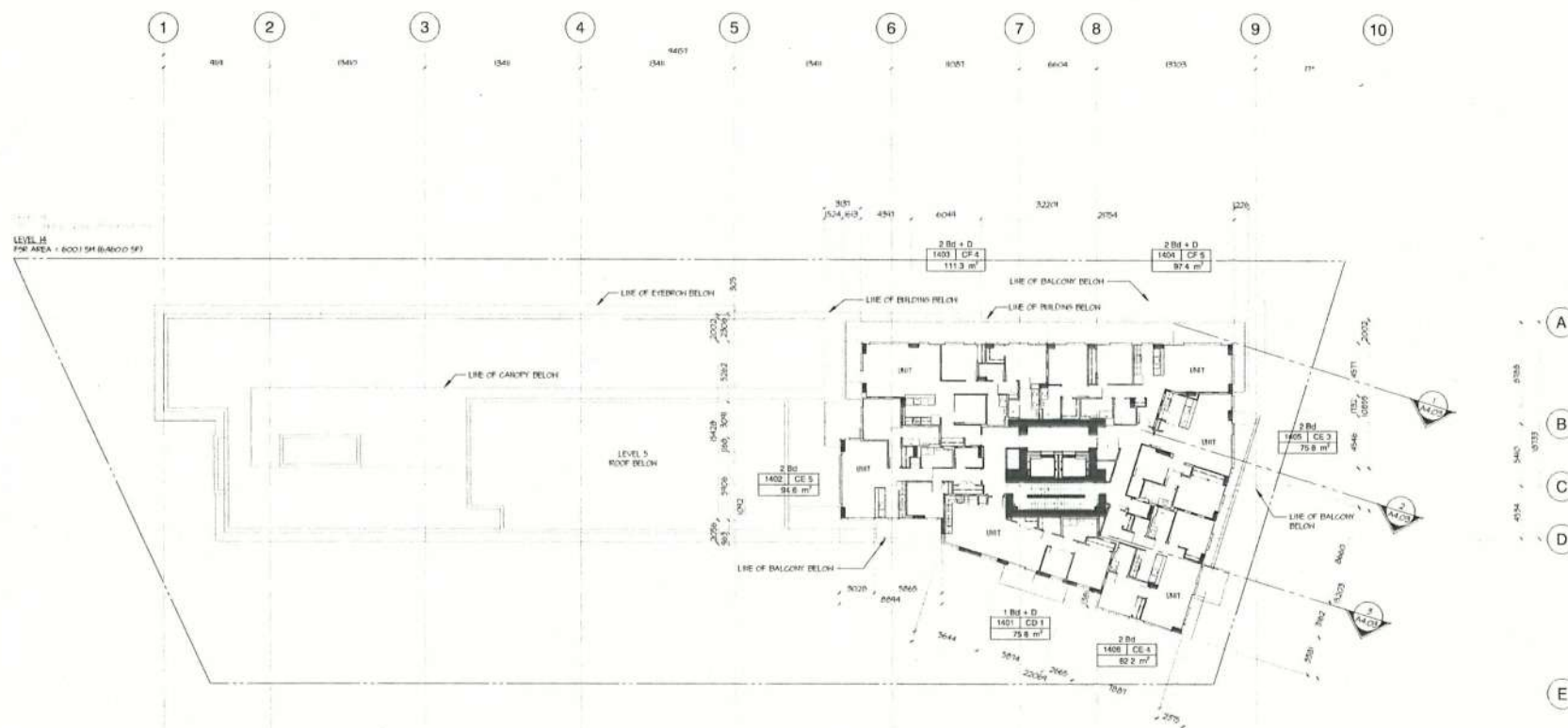


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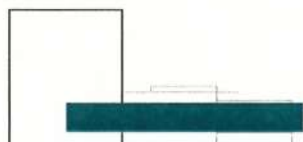
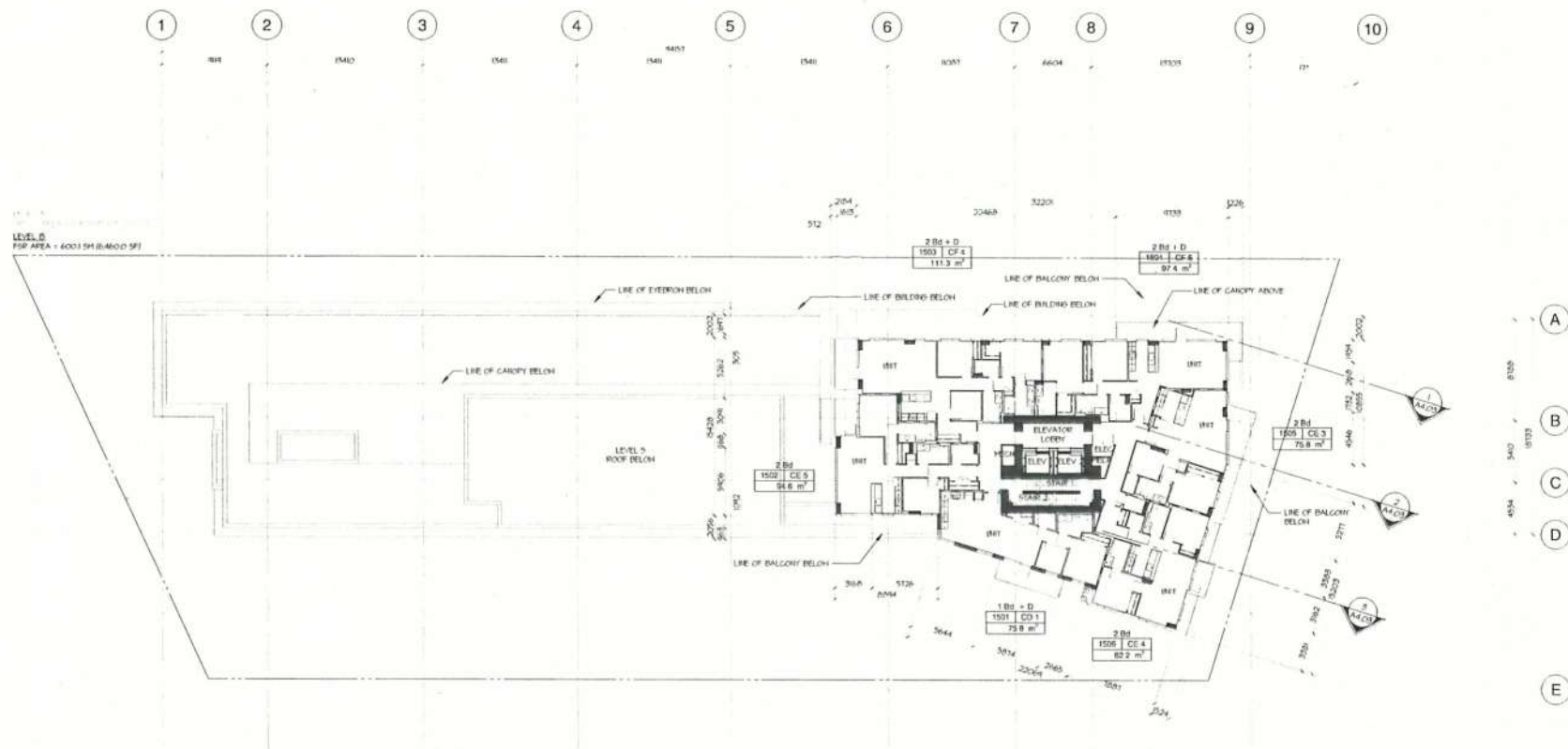
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LEVEL 15 PLAN

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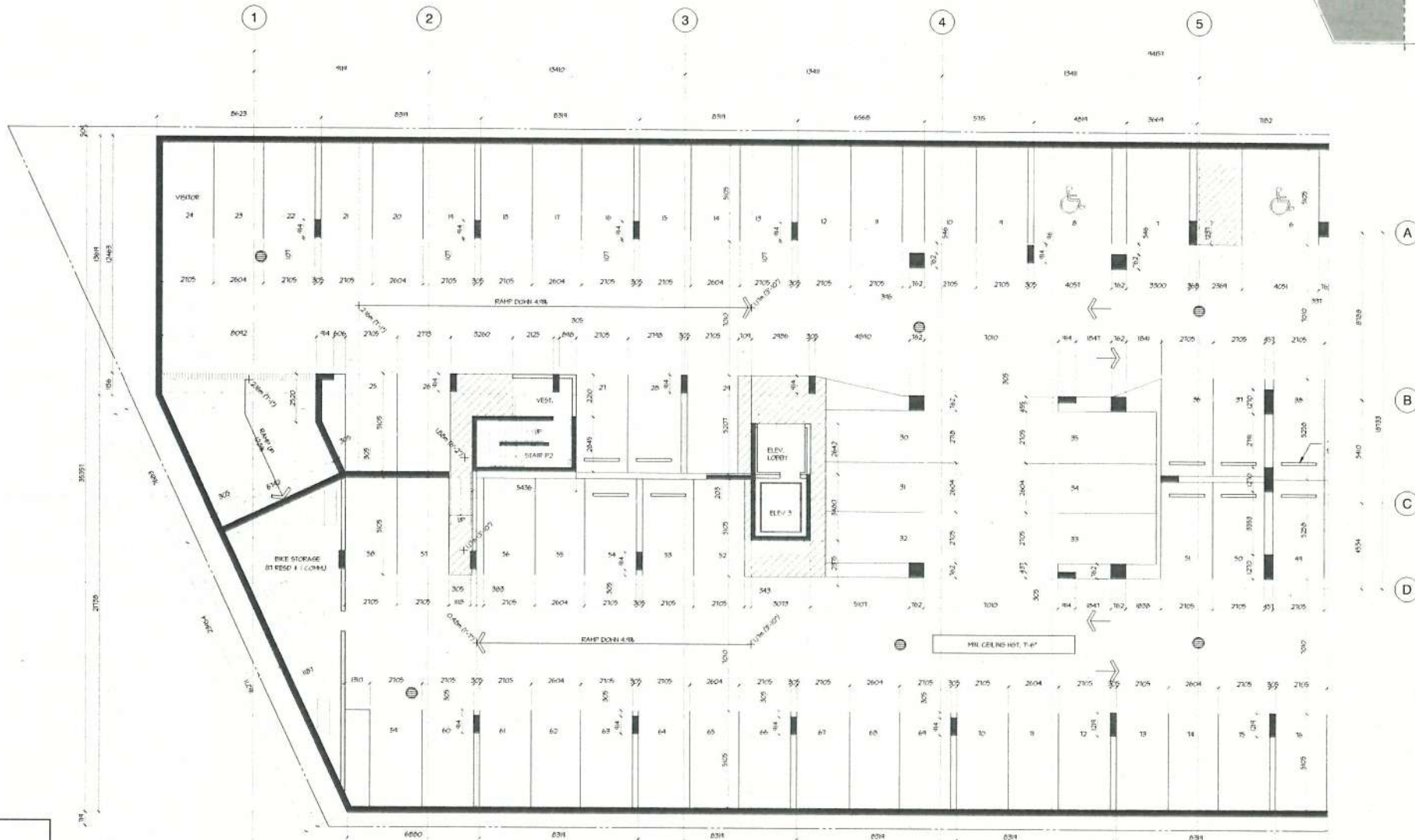
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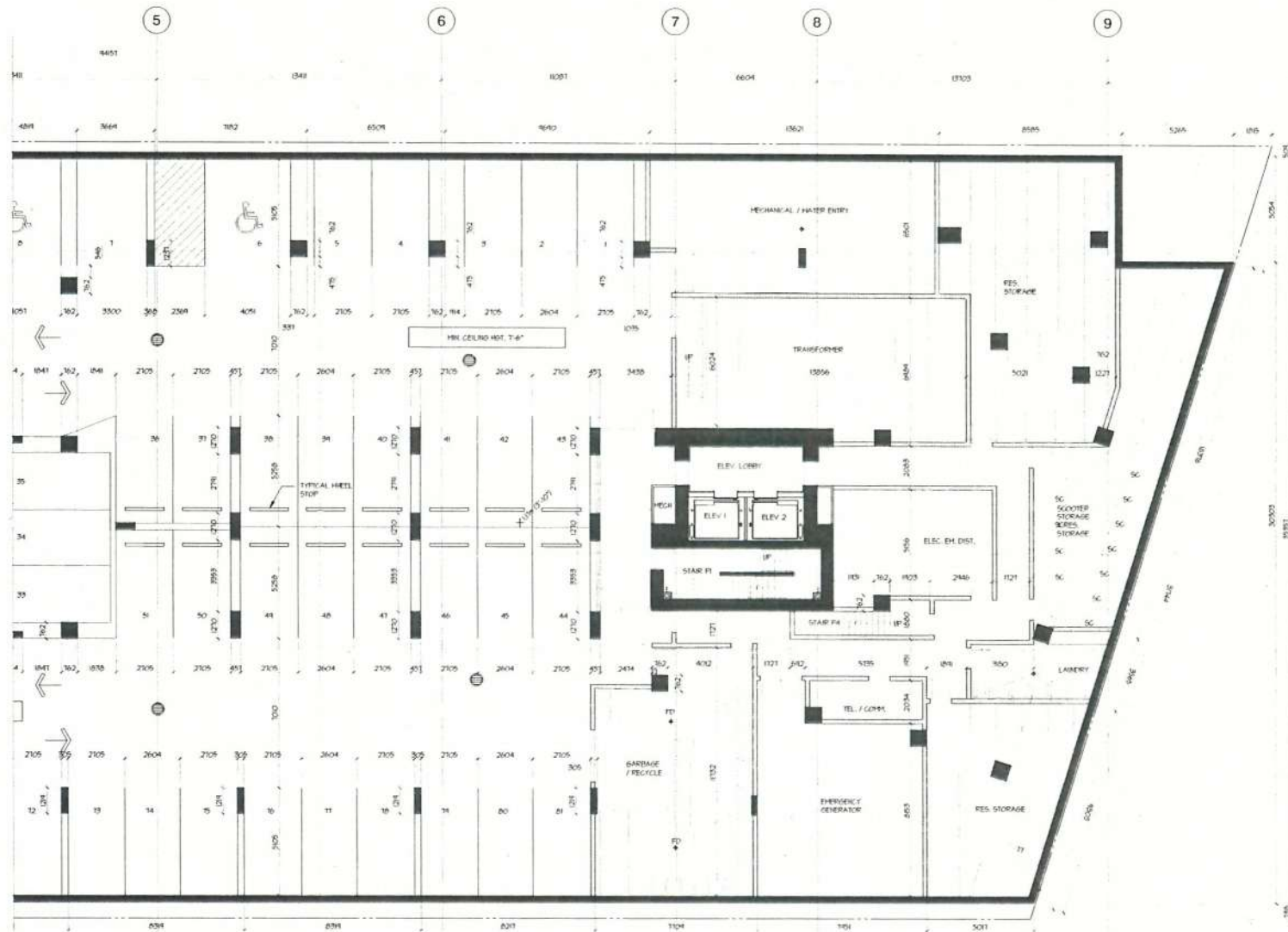


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PARKING PLAN - WEST

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PARKING PLAN - EAST

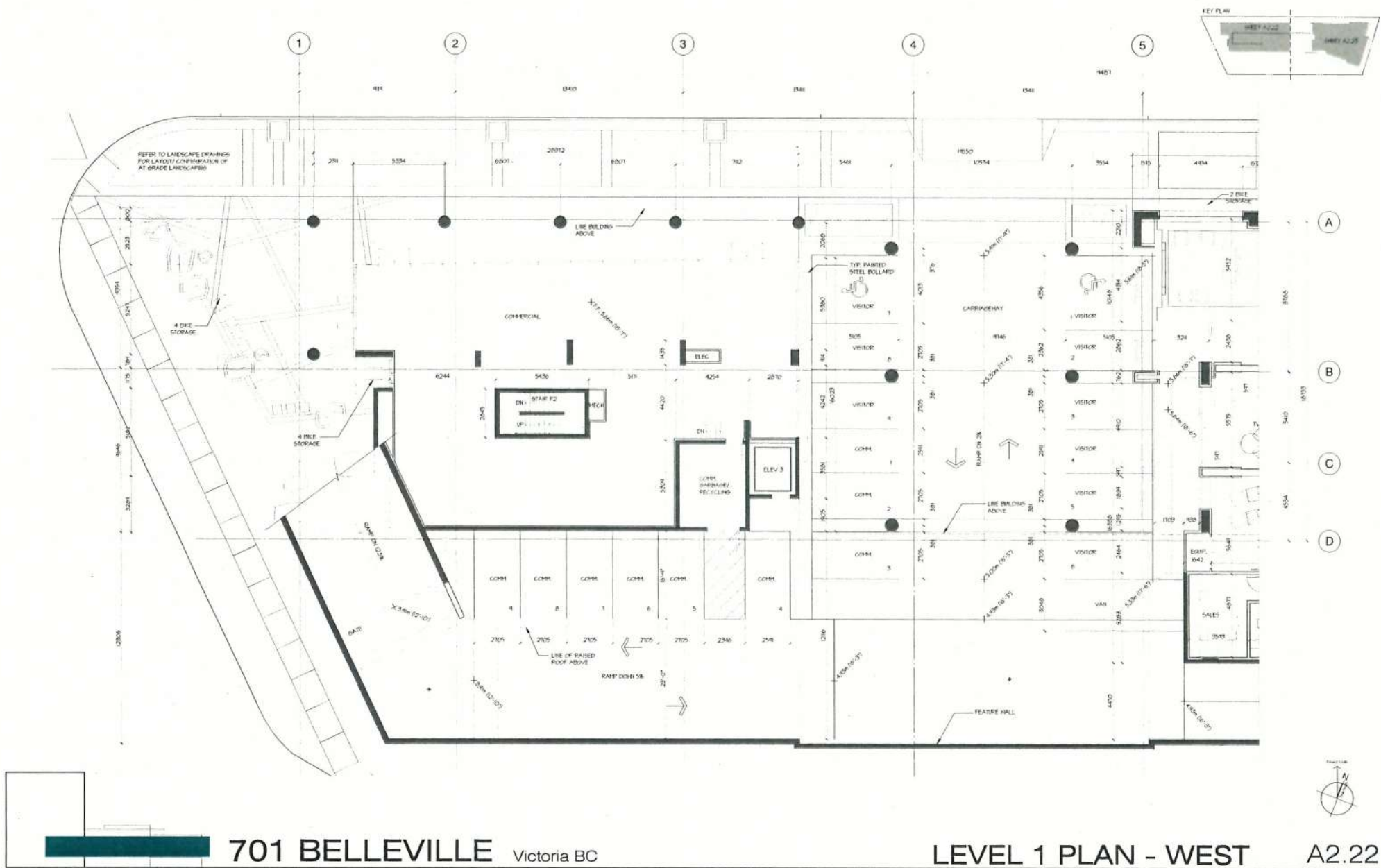
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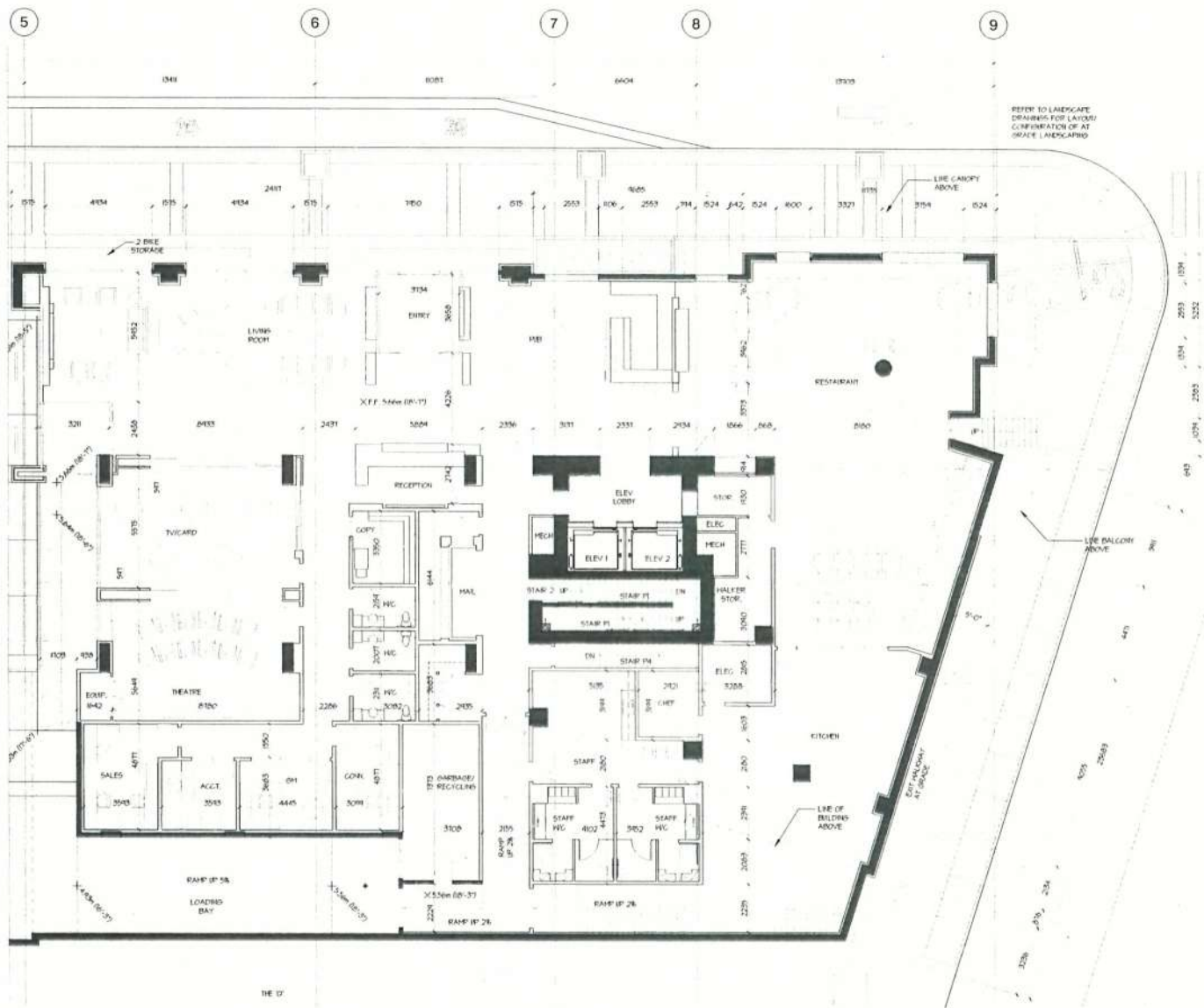
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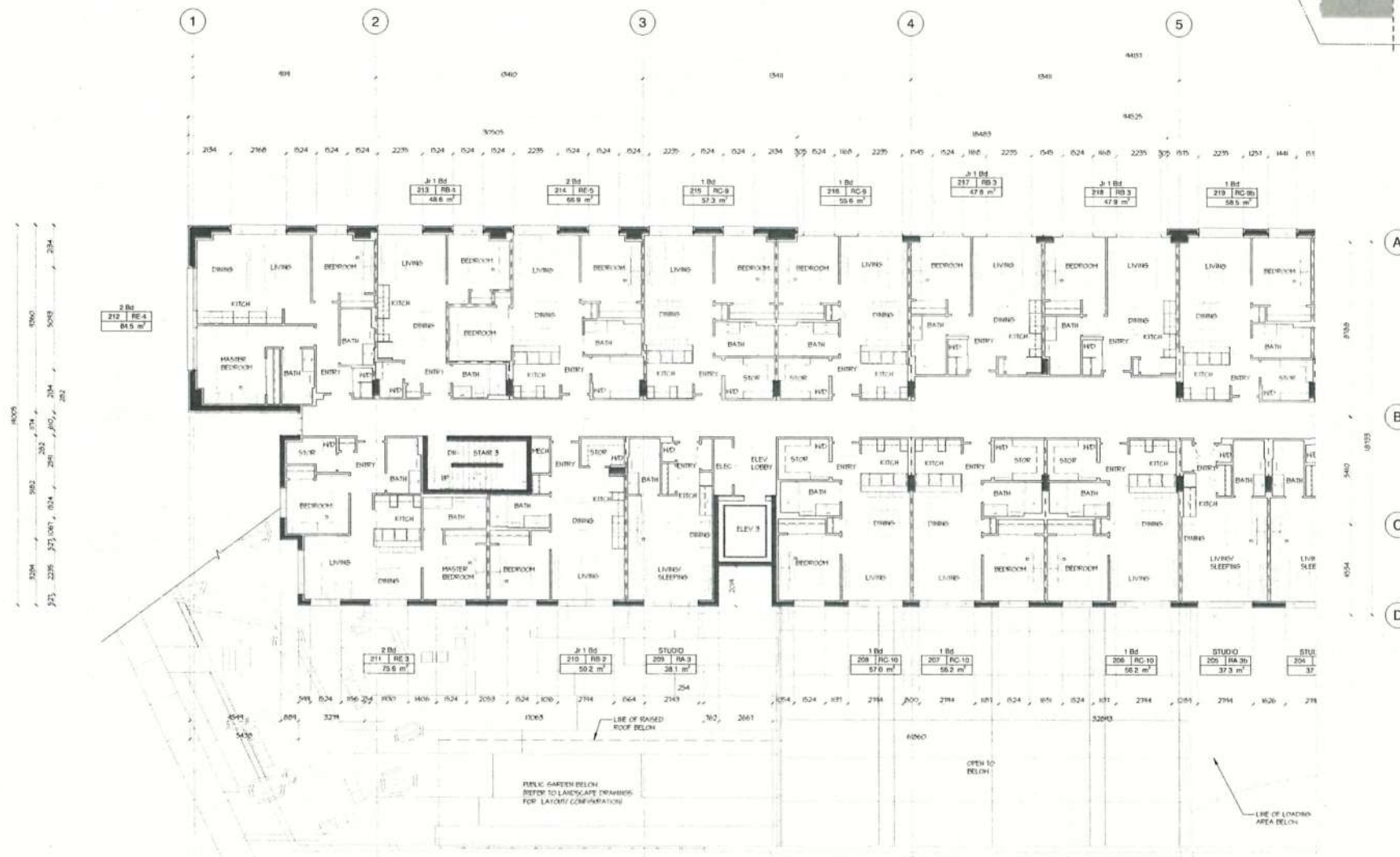
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LEVEL 1 PLAN - EAST

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LEVEL 2 PLAN - WEST

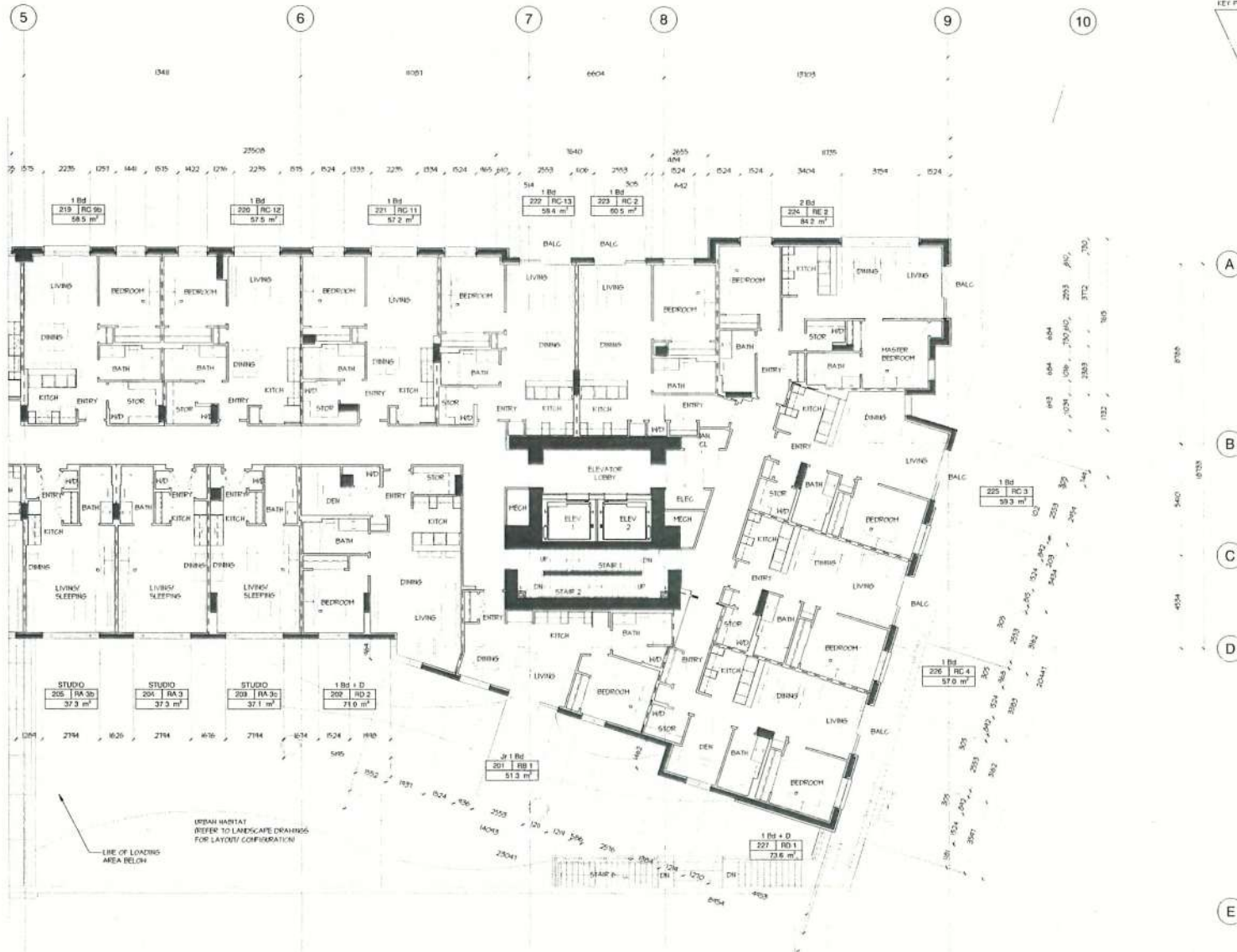
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LEVEL 2 PLAN - EAST

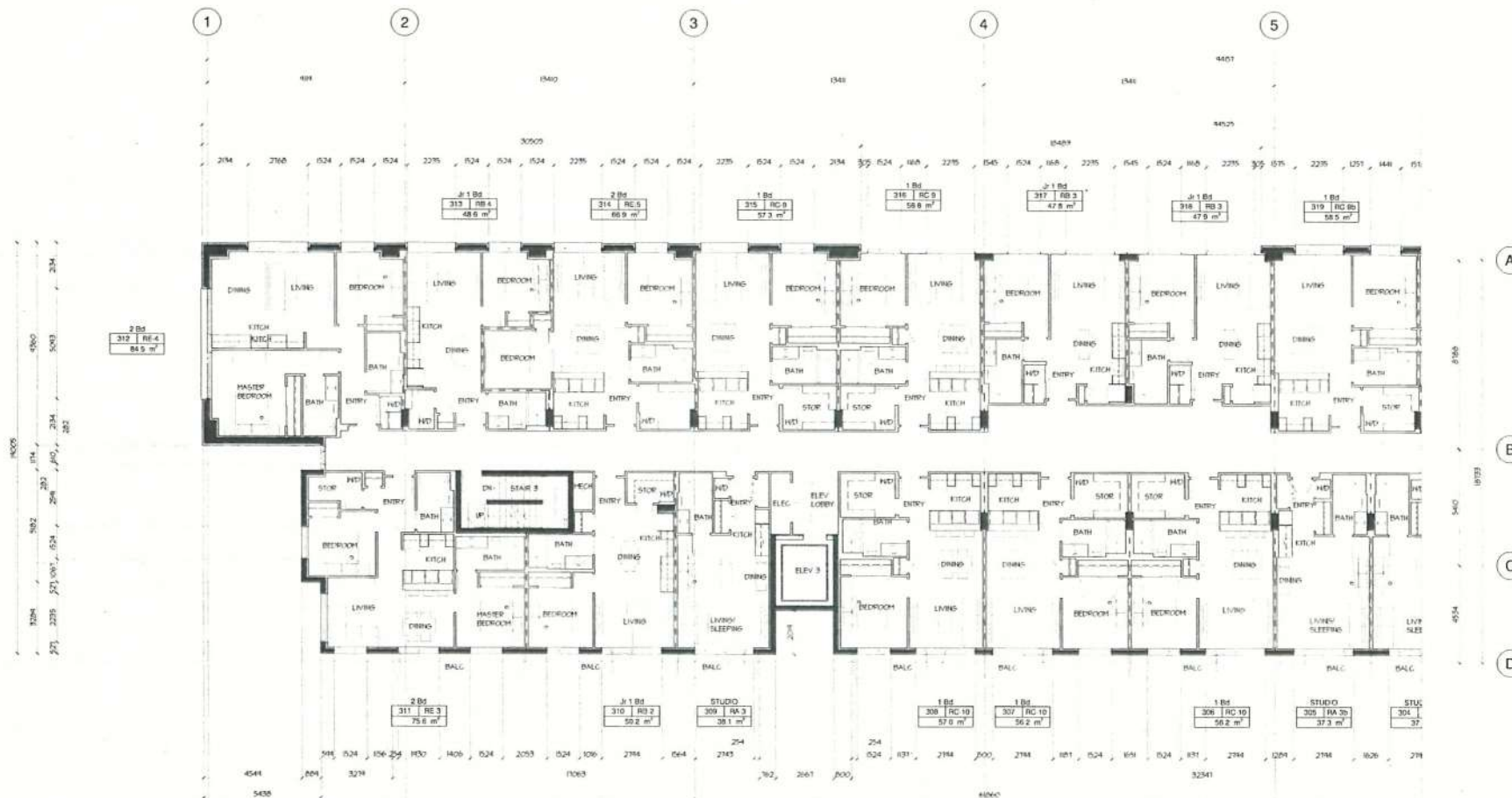
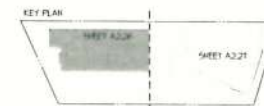
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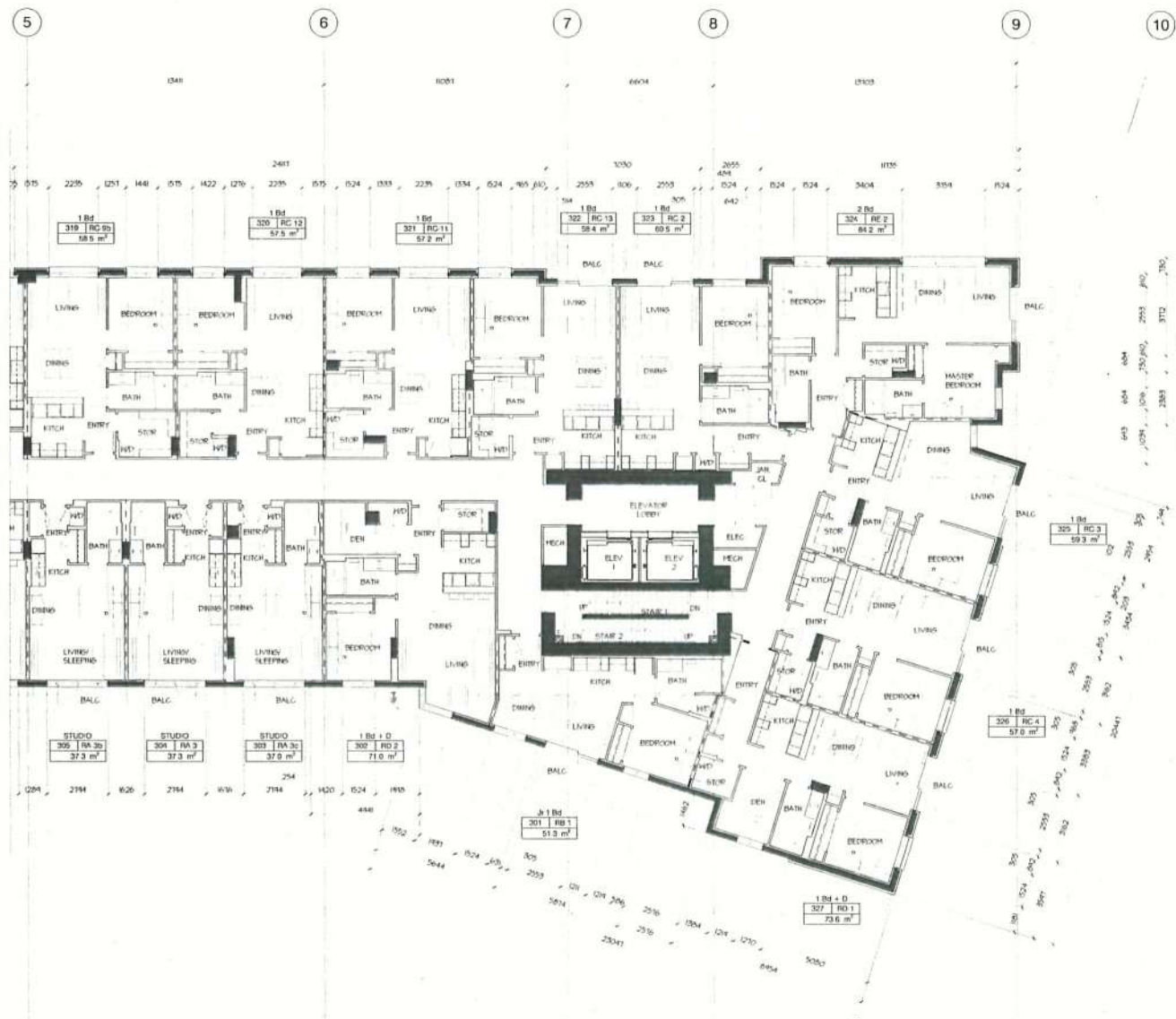
LEVEL 3 PLAN - WEST

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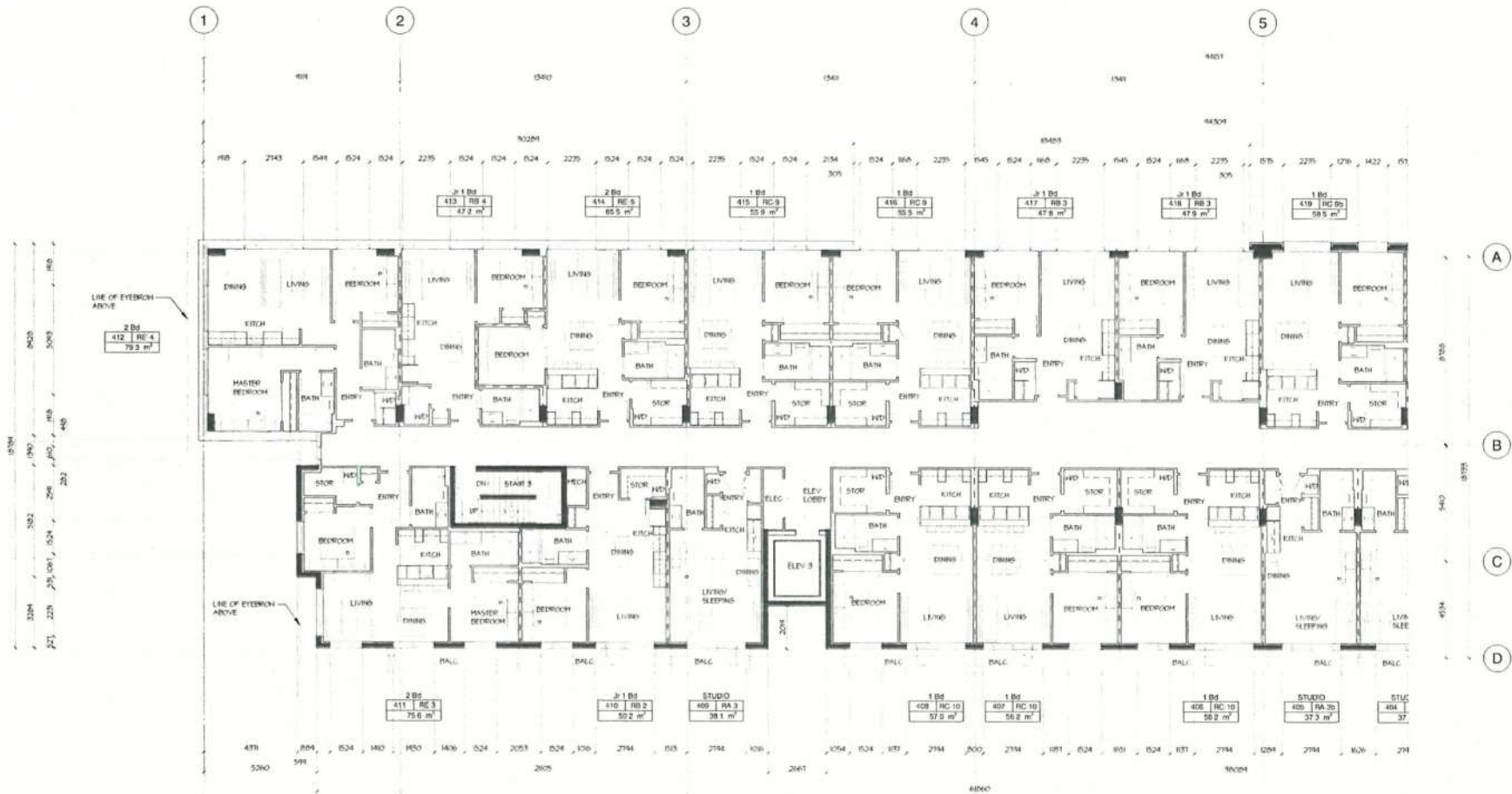
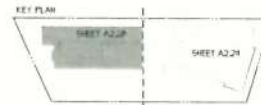
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LEVEL 4 PLAN - WEST

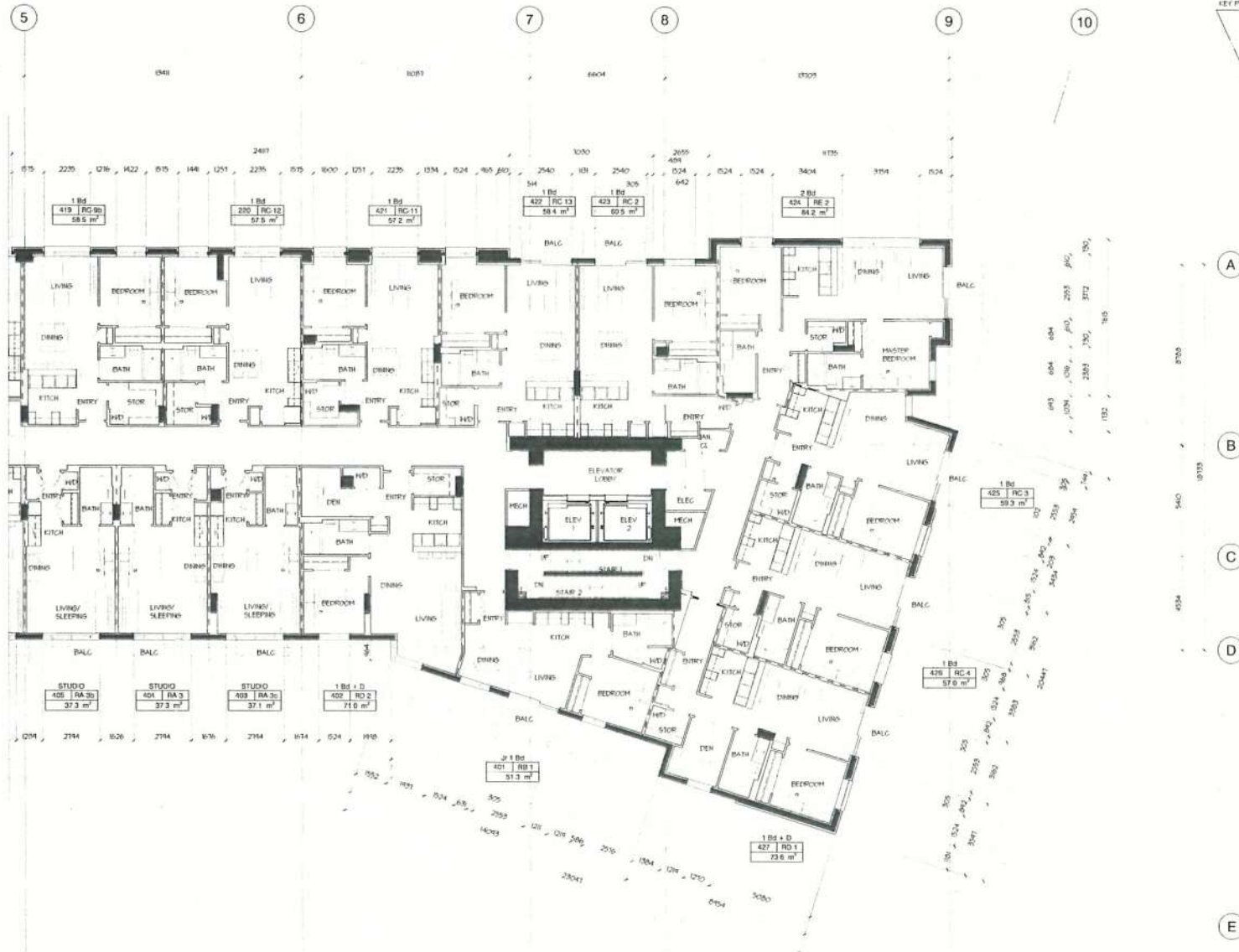
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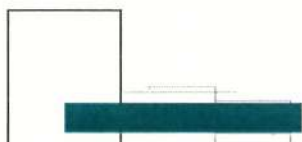
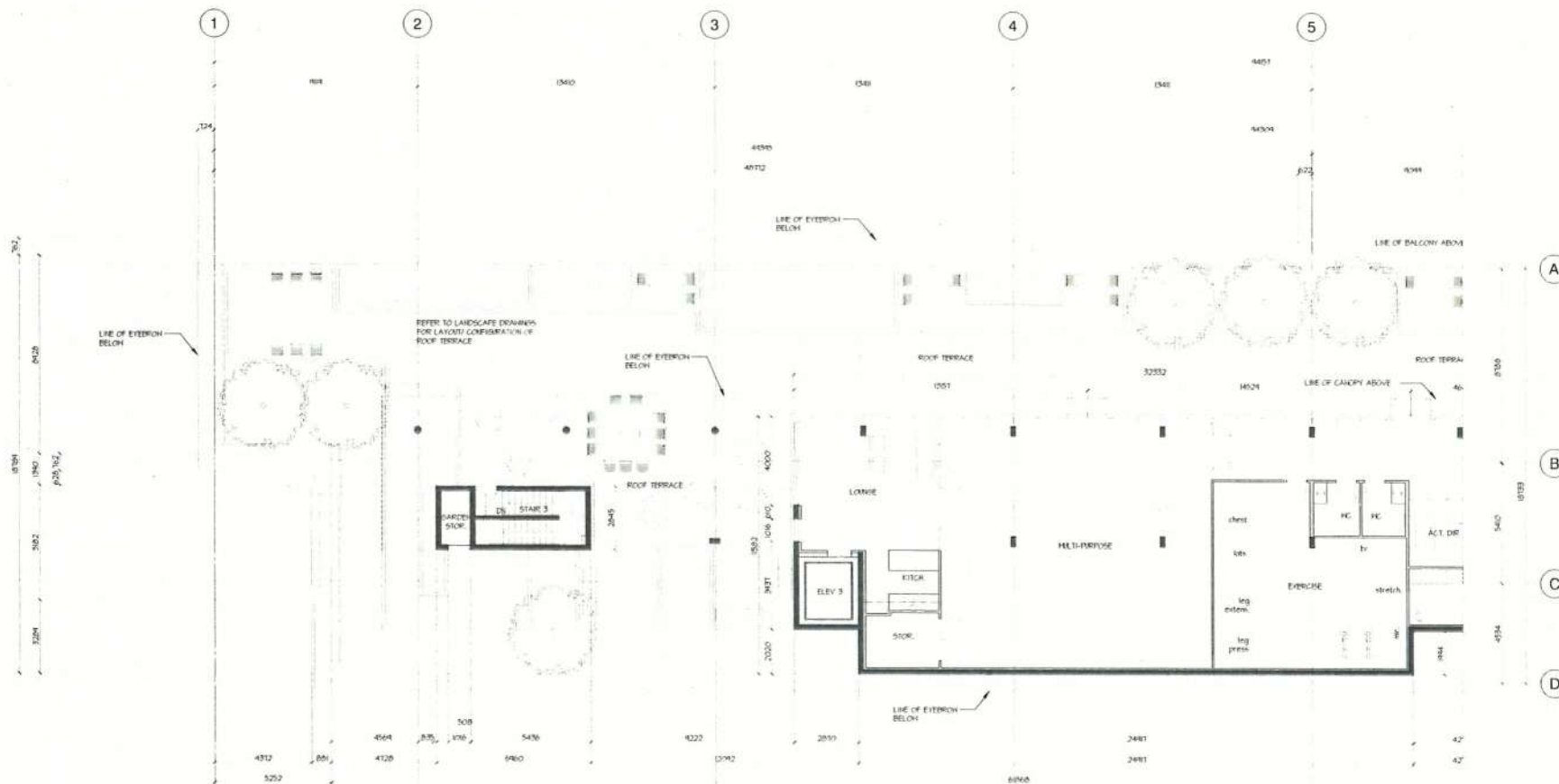
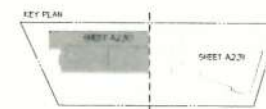
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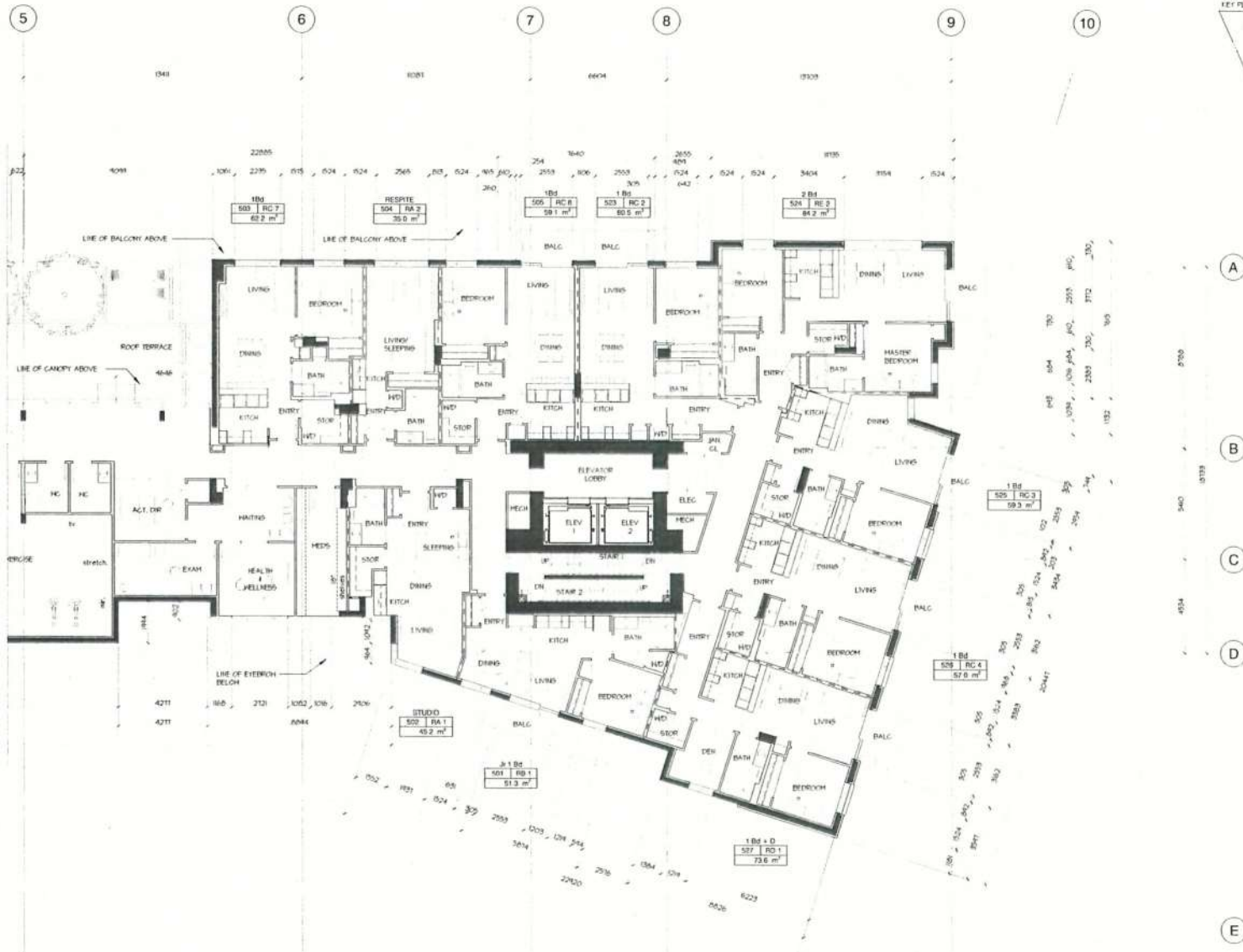
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LEVEL 5 PLAN - WEST

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LEVEL 5 PLAN - EAST

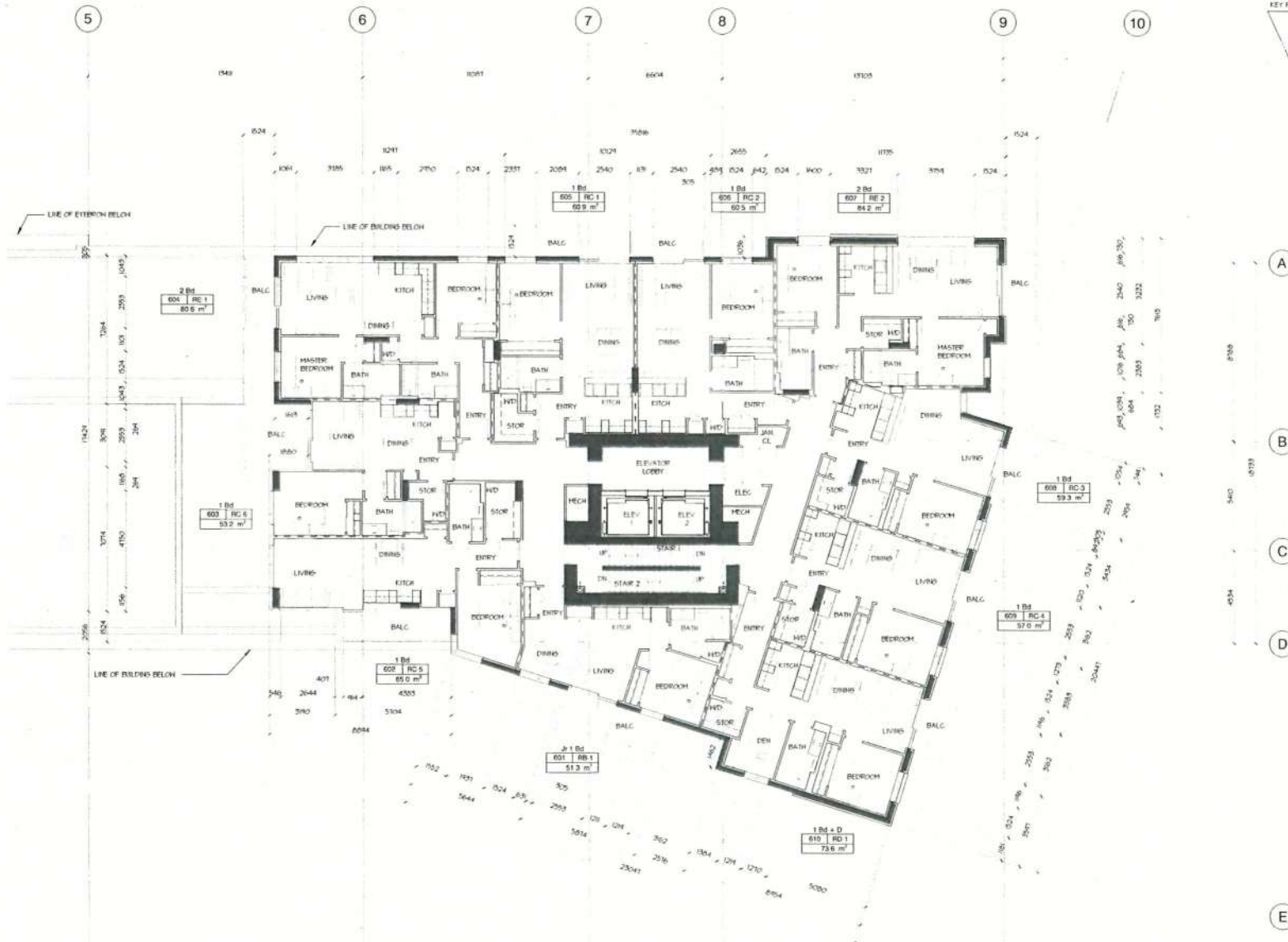
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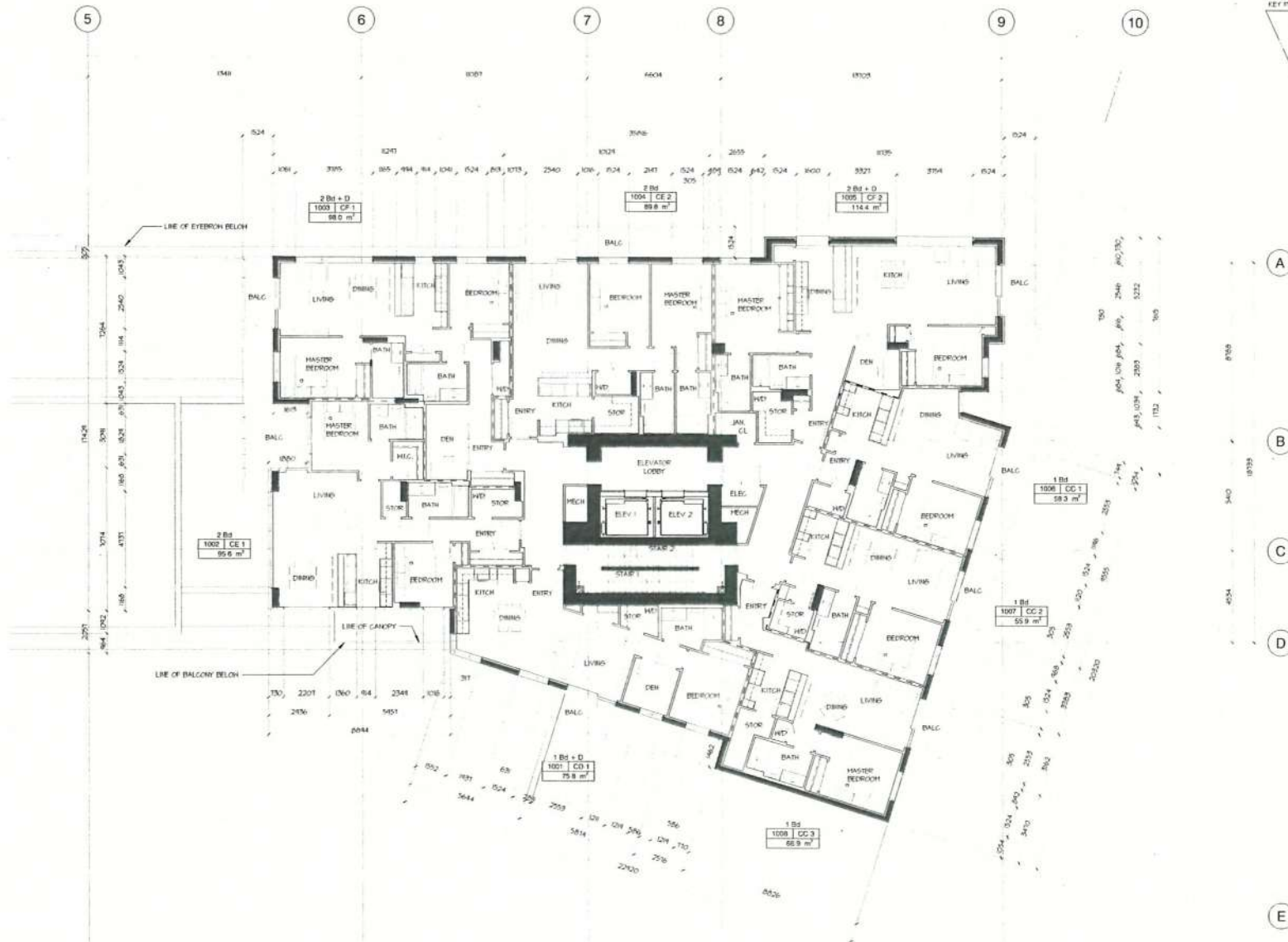
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LEVEL 6 - 9 PLAN - EAST

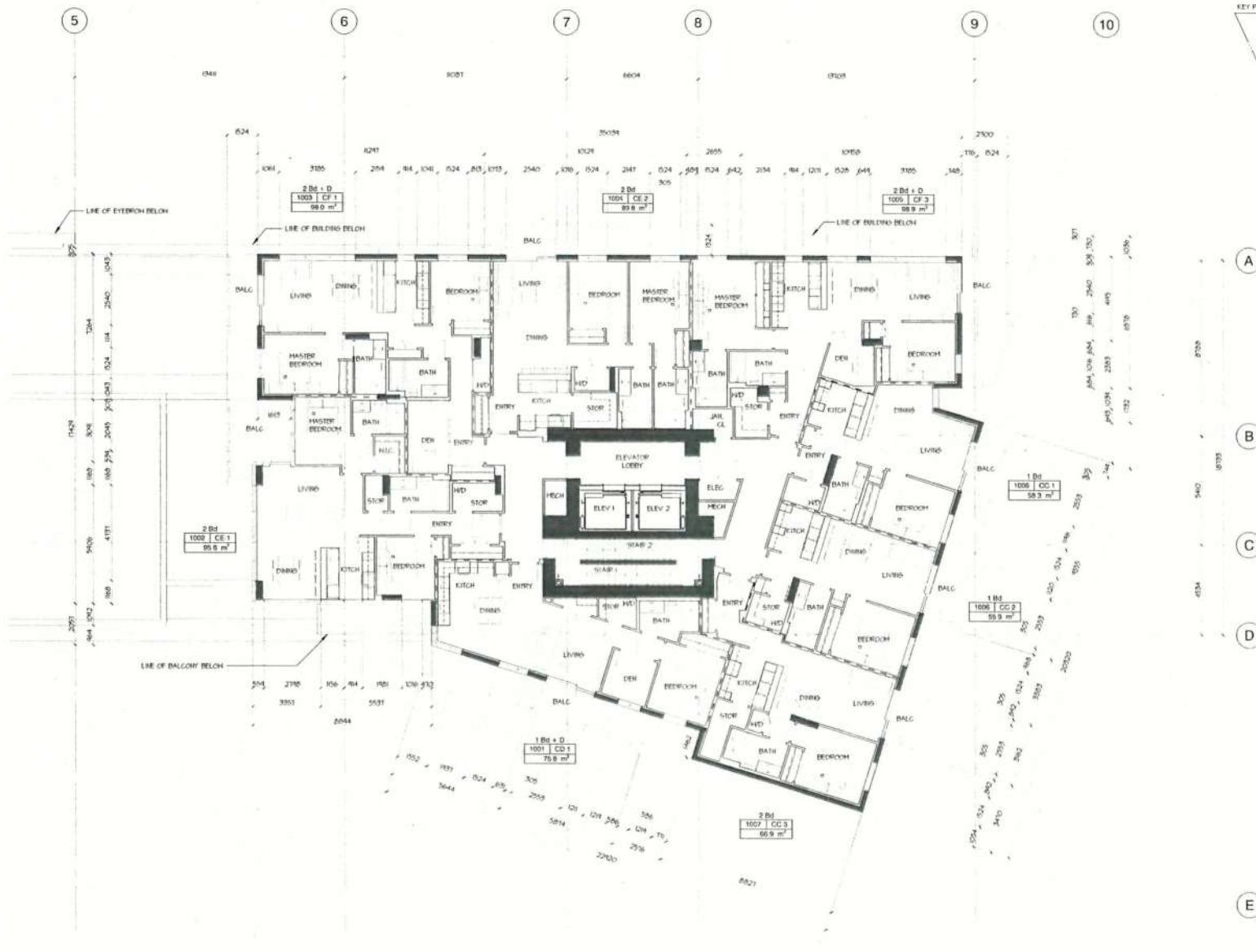
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LEVEL 10 PLAN

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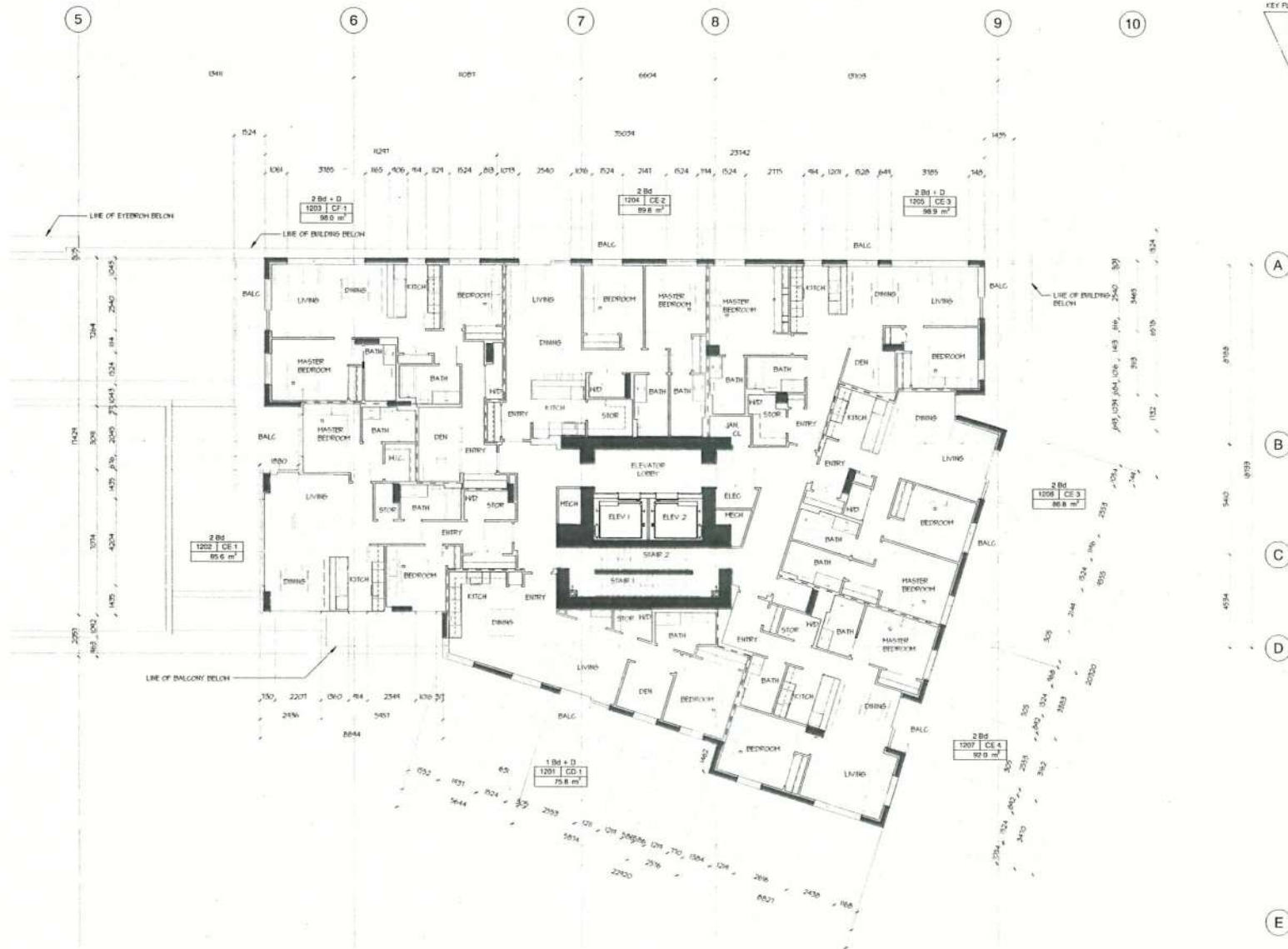
LEVEL 11 PLAN

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LEVEL 12-13 PLAN

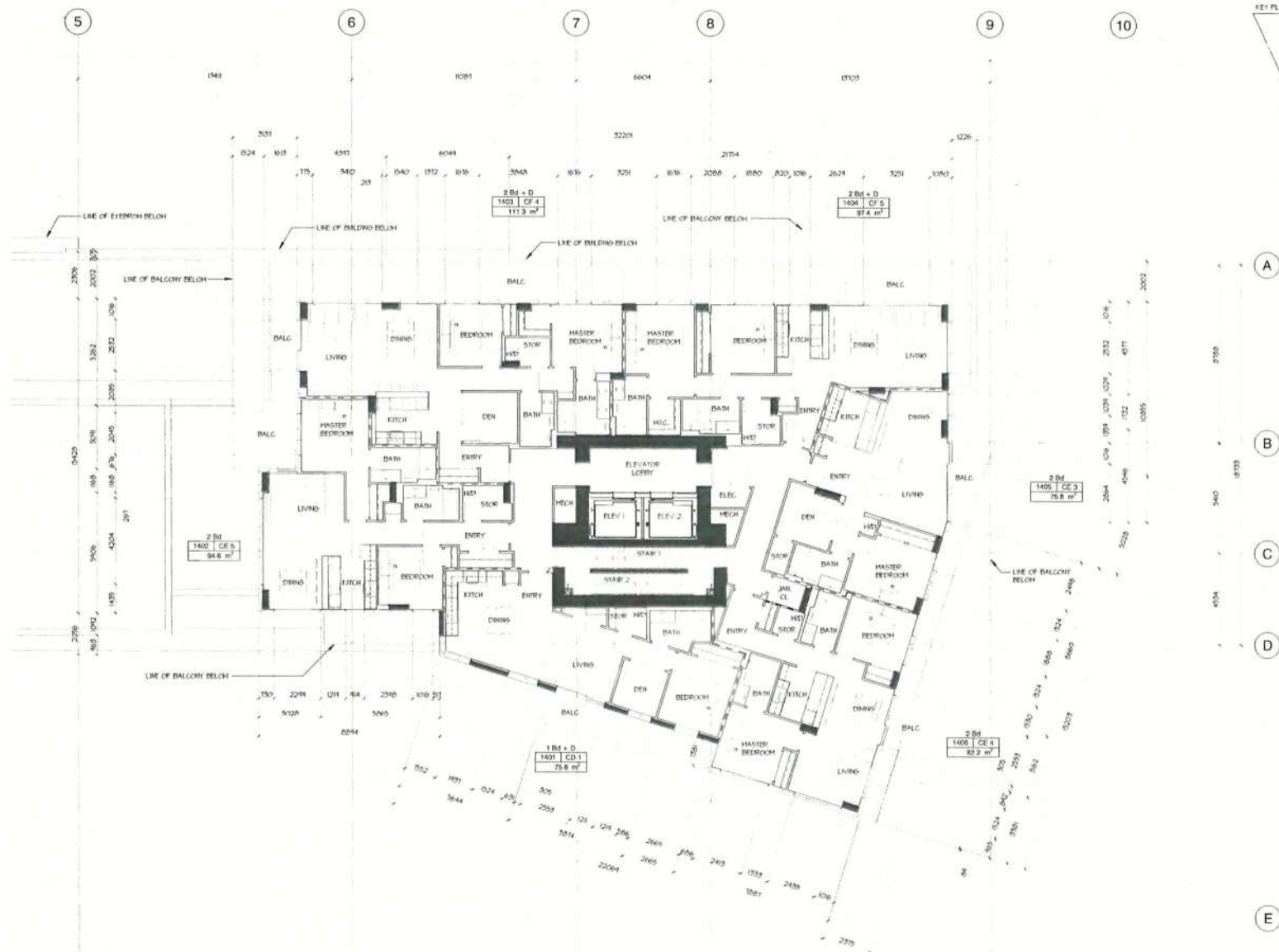
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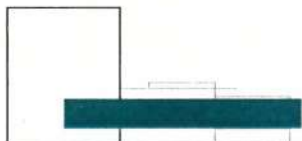
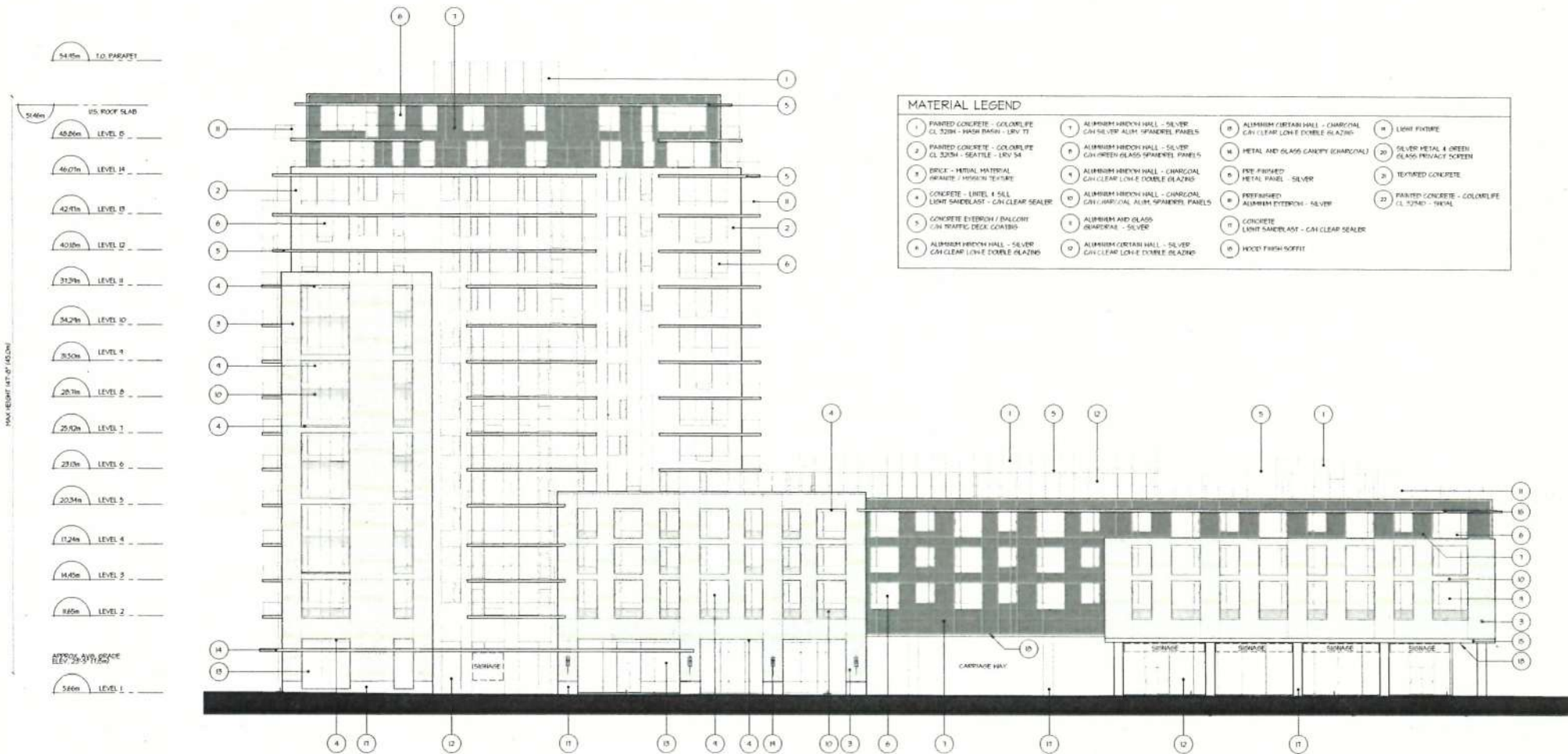
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NORTH ELEVATION

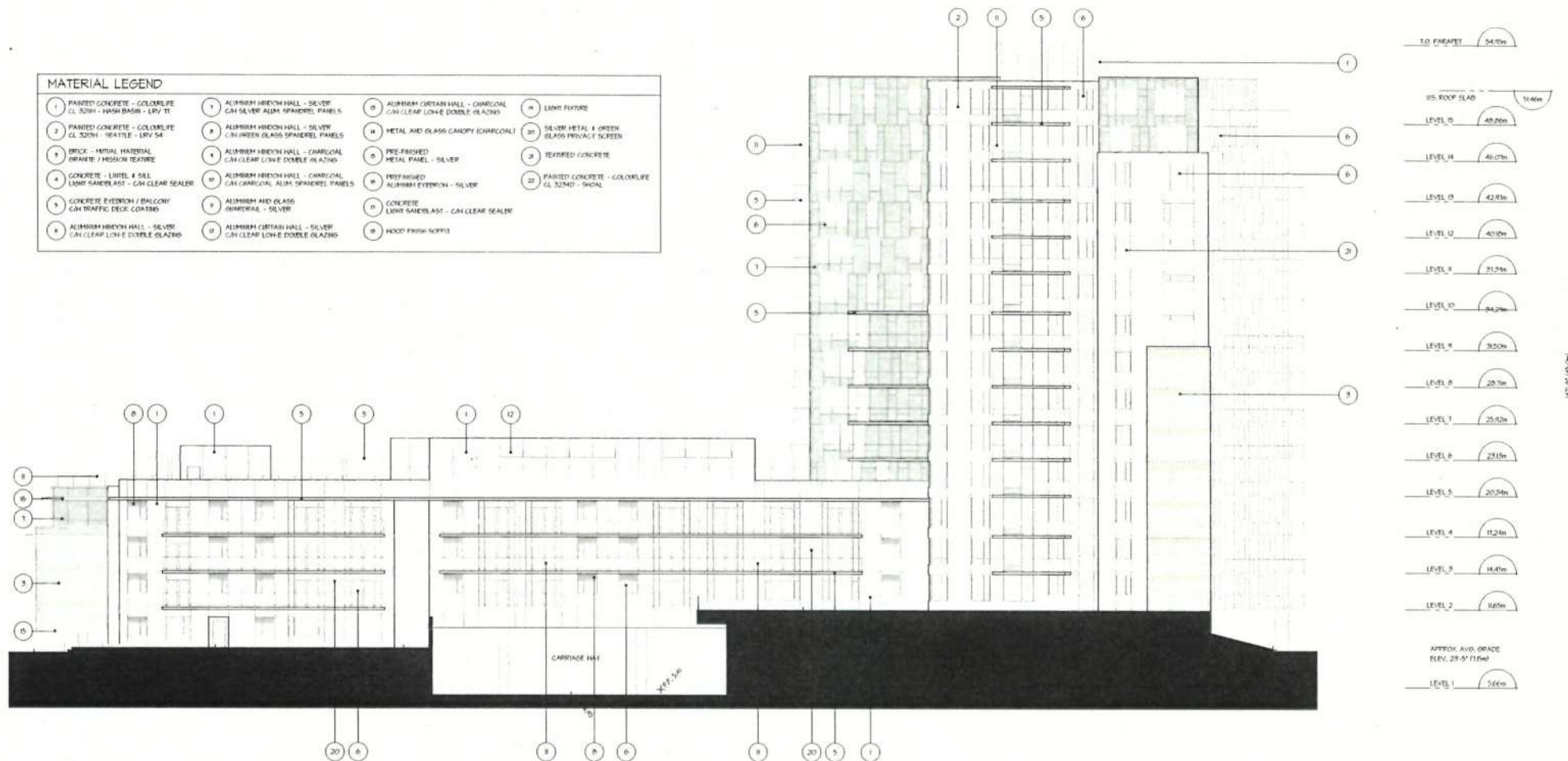
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MATERIAL LEGEND

1 PAINTED CONCRETE - COLOURLITE CL 320H - HASH BASIN - LRV 11	1 ALUMINUM HIDDEN HALL - SILVER CAN CLEAR LOWE DOUBLE GLAZING	10 ALUMINUM CURTAIN HALL - CHARCOAL CAN CLEAR LOWE DOUBLE GLAZING	18 LIGHT FIXTURE
2 PAINTED CONCRETE - COLOURLITE CL 320H - SEATTLE - LRV 54	8 ALUMINUM HIDDEN HALL - SILVER CAN GREEN GLASS SPANDREL PANELS	14 METAL AND GLASS CANOPY (CHARCOAL)	20 SILVER METAL & GREEN GLASS PRIVACY SCREEN
3 BRICK - NATURAL MATERIAL GRANITE / HISSON TEXTURE	1 ALUMINUM HIDDEN HALL - CHARCOAL CAN CLEAR LOWE DOUBLE GLAZING	5 PRE-FINISHED METAL PANEL - SILVER	2 TEXTURED CONCRETE
4 CONCRETE - LITTEL & SILL LIGHT SANDBLAST - CAN CLEAR SEALER	10 ALUMINUM HIDDEN HALL - CHARCOAL CAN CHARCOAL ALUM SPANDREL PANELS	16 PRE-FINISHED ALUMINUM EXTERIOR - SILVER	22 PAINTED CONCRETE - COLOURLITE CL 320H - SEATTLE
5 CONCRETE EXTERIOR / BALCONY CAN TRAFFIC DECK COATING	8 ALUMINUM AND GLASS SPANDREL - SILVER	11 CONCRETE LIGHT SANDBLAST - CAN CLEAR SEALER	
6 ALUMINUM HIDDEN HALL - SILVER CAN CLEAR LOWE DOUBLE GLAZING	10 ALUMINUM CURTAIN HALL - SILVER CAN CLEAR LOWE DOUBLE GLAZING	19 WOOD FINISH SCOTTS	



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SOUTH ELEVATION

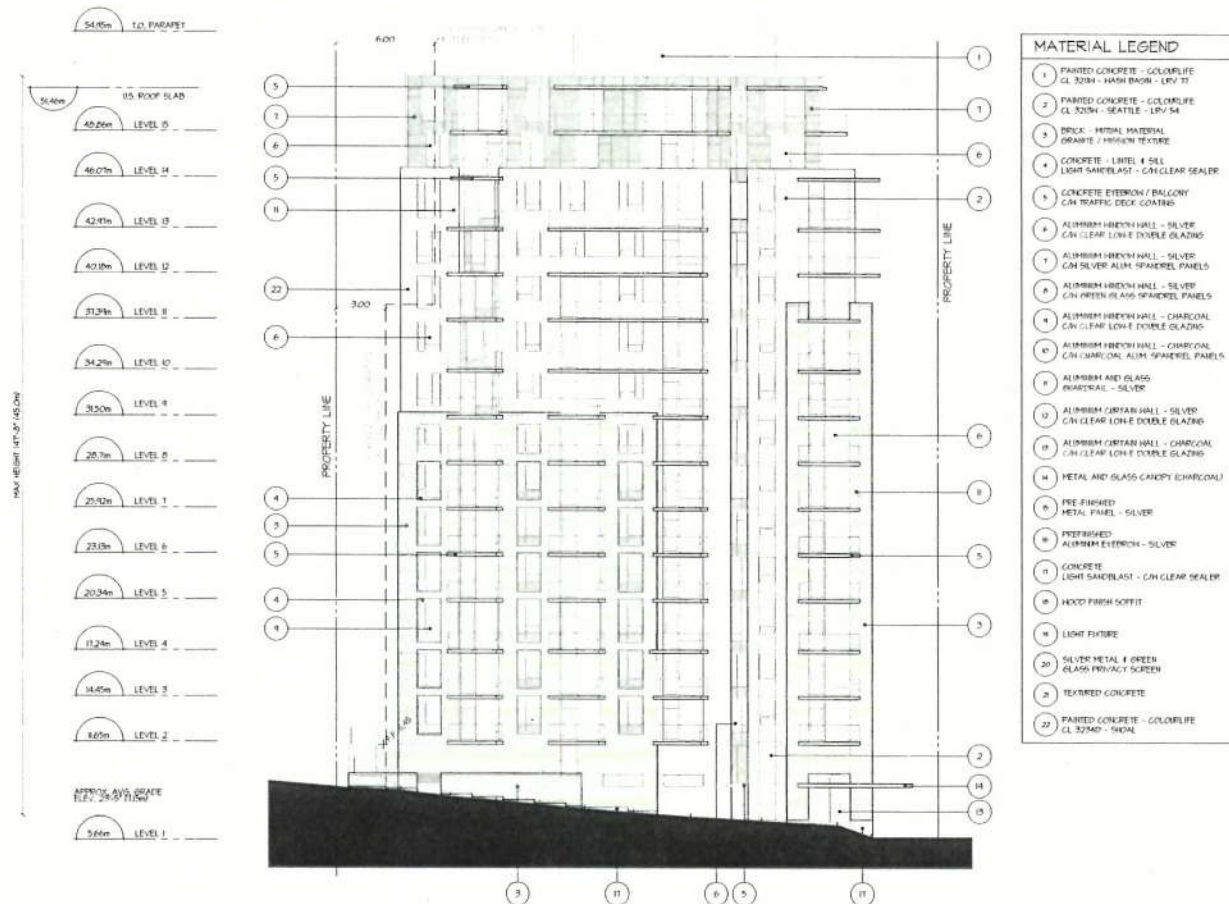
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EAST ELEVATION

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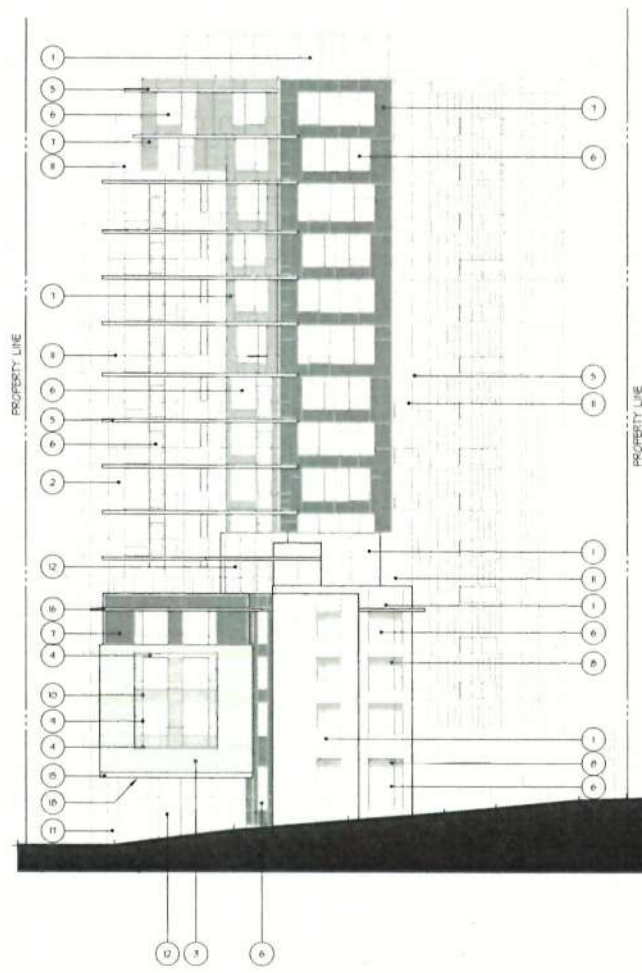
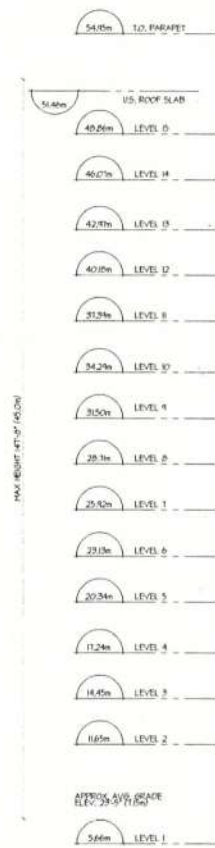
CONCERT ■ dys architecture

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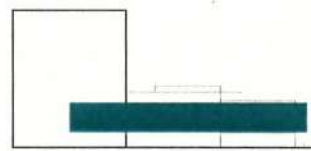
MAR 24 2017

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City of Victoria

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2017 MAR 22
P:\A214249 - Concor - Belleville St



MATERIAL LEGEND	
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2	PAINTED CONCRETE - COLOMELITE (L. 320) - SEATTLE - LRV 54
3	BRICK - METAL MATERIAL (GRAVITE / MASONRY TEXTURE)
4	CONCRETE - UNTIL 4 SILL LIGHT SANDBLAST - CAN CLEAR SEALER
5	CONCRETE EXTERIOR / BALCONY CAN TRAFFIC DECK COATING
6	ALUMINUM WINDOW HALL - SILVER CAN CLEAR LOW-E DOUBLE GLAZING
7	ALUMINUM WINDOW HALL - SILVER CAN SILVER ALUM. SPANDREL PANELS
8	ALUMINUM WINDOW HALL - SILVER / AN GREEN GLASS SPANDREL PANELS
9	ALUMINUM WINDOW HALL - CHARCOAL CAN CLEAR LOW-E DOUBLE GLAZING
10	ALUMINUM WINDOW HALL - CHARCOAL CAN CHARCOAL ALUM. SPANDREL PANELS
11	ALUMINUM AND GLASS (CHARCOAL) - SILVER
12	ALUMINUM CURTAIN HALL - SILVER CAN CLEAR LOW-E DOUBLE GLAZING
13	ALUMINUM CURTAIN HALL - CHARCOAL CAN CLEAR LOW-E DOUBLE GLAZING
14	METAL AND GLASS CANOPY (CHARCOAL)
15	PRE-FINISHED METAL PANEL - SILVER
16	PRE-FINISHED ALUMINUM EXTERIOR - SILVER
17	CONCRETE LIGHT SANDBLAST - CAN CLEAR SEALER
18	HOOD FINISH SOFFIT
19	LIGHT FIXTURE
20	SILVER METAL & GREEN GLASS PRIVACY SCREEN
21	TEXTURED CONCRETE
22	PAINTED CONCRETE - COLOMELITE (L. 320) - SEAL



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WEST ELEVATION

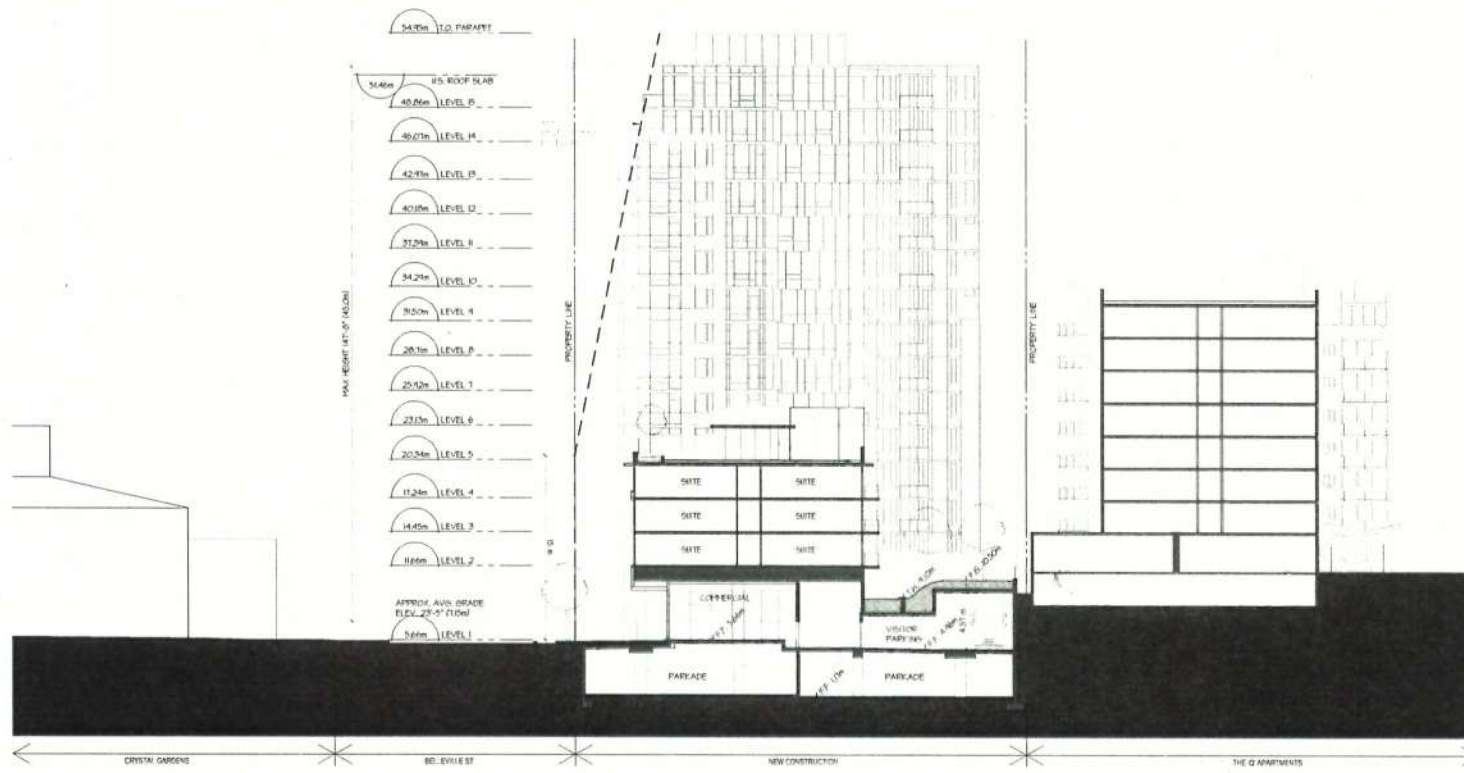
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P1A214249 - Concert - Belleville St



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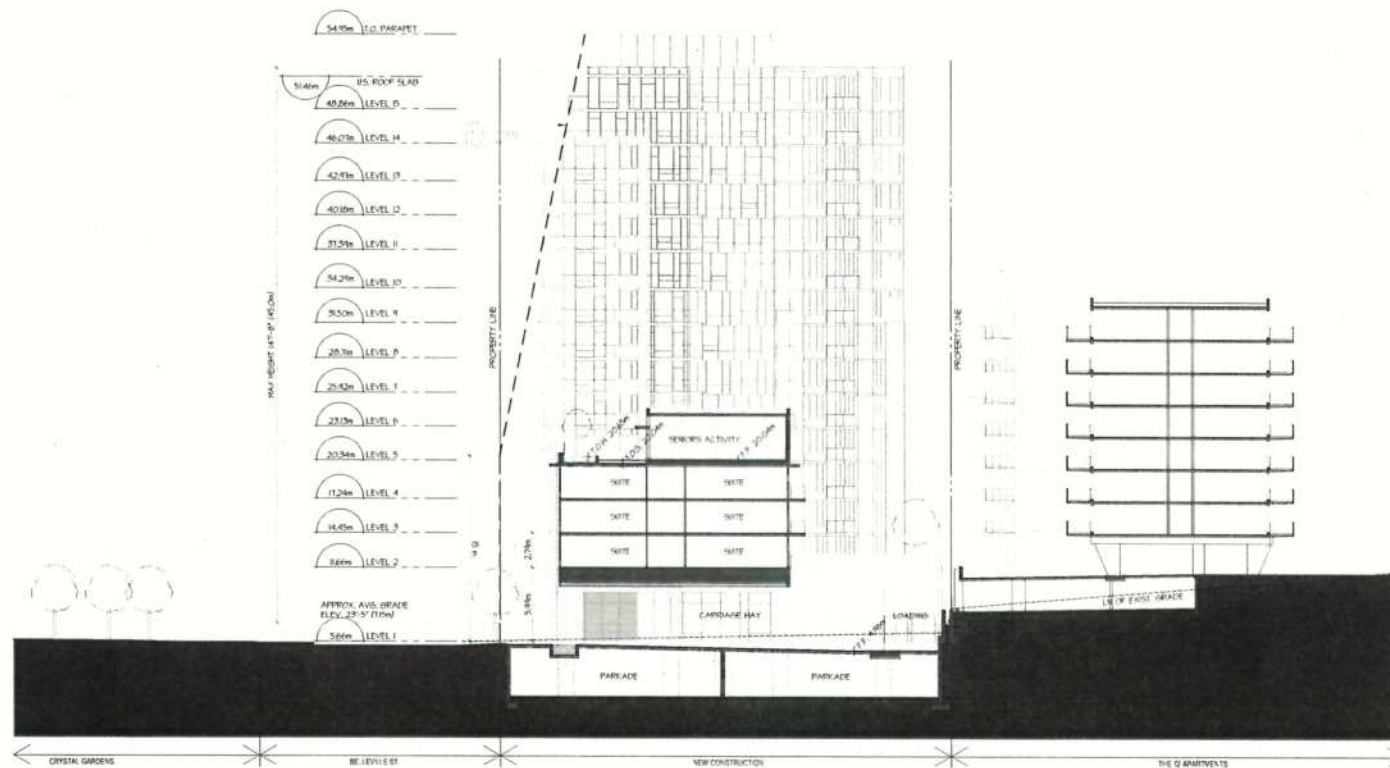
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SECTION A A4.01

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SECTION B

A4.02

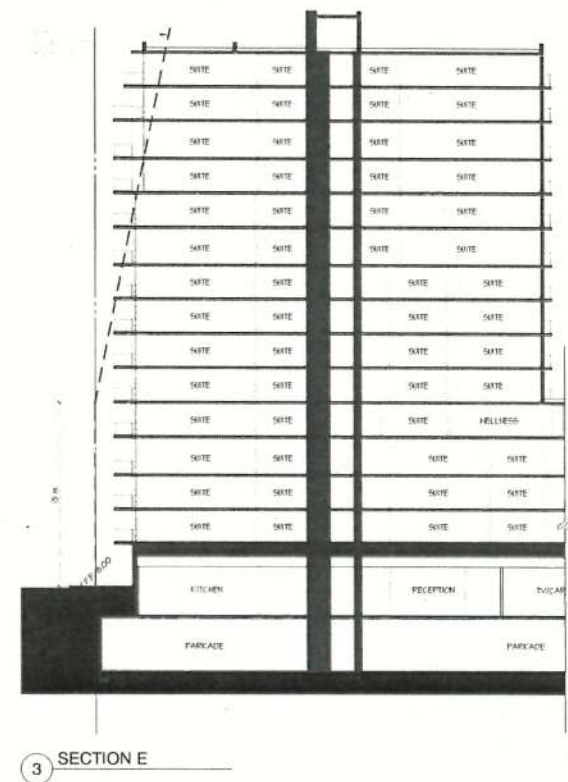
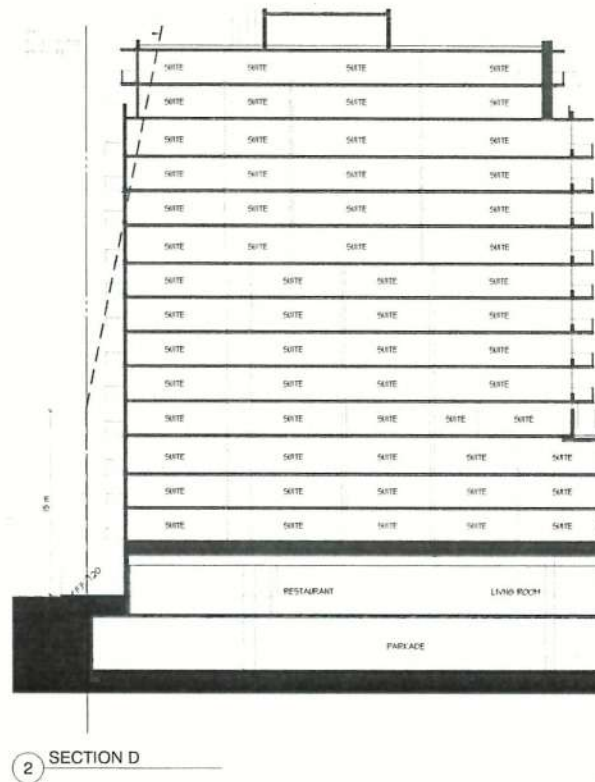
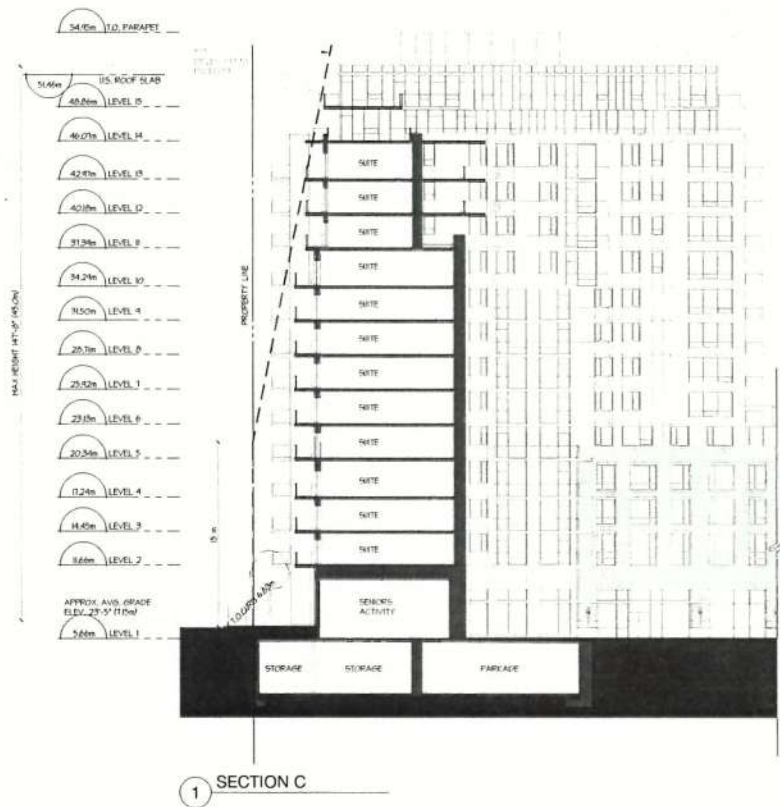
Received

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A2142419
2017 MAR 22
P142142419 Concert - Belleville St



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CONCERT ■ dys architecture

SECTION C,D,&E

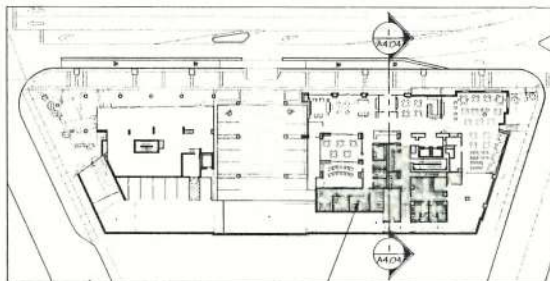
A4.03

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1:200
A214249
2017 MAR 22
P\214249 - Concert Belleville

KEY PLAN



HATCHED AREA INDICATES THE FLOOR AREA EXCLUDED FROM THE TOTAL FLOOR AREA AS DEFINED IN SCHEDULE A OF THE VICTORIA ZONING BYLAW.

21.24m LEVEL 11

34.29m LEVEL 10

18.50m LEVEL 9

28.7m LEVEL 8

25.10m LEVEL 7

27.13m LEVEL 6

20.34m LEVEL 5

17.24m LEVEL 4

14.45m LEVEL 3

11.66m LEVEL 2

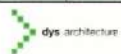
MAX. CEILING HEIGHT OF EXCLUDED AREA

APPROX. AVUL. GRADE ELEV. 23'-5" (7.06m)

5.66m LEVEL 1



CONCERT



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SECTION F

ADDITIONAL INFORMATION FOR RZ & DP

A4.04

1/100
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1 DOUGLAS STREET



2 BELLEVILLE STREET



3 BLANSHARD STREET



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STREETSCAPE

A5.01

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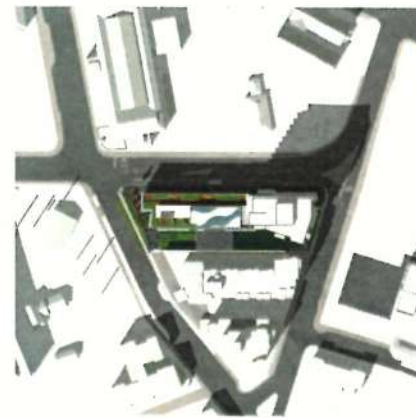
NTS
A214249
2017 MAR 22
P\A214249 - Concept - Belleville St



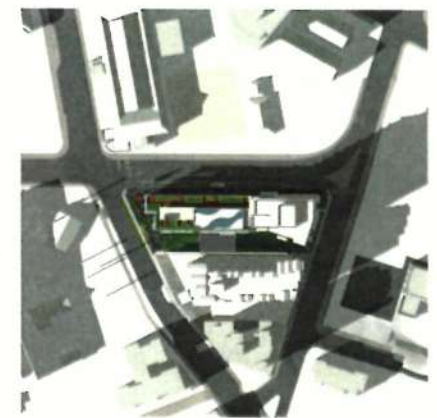
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10:00 AM



2 SPRING EQUINOX - MARCH 20
12:00 PM



3 SPRING EQUINOX - MARCH 20
2:00 PM



4 SPRING EQUINOX - MARCH 20
4:00 PM



5 SUMMER SOLSTICE - JUNE 20
10:00 AM



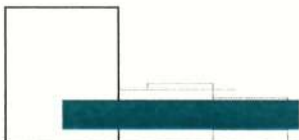
6 SUMMER SOLSTICE - JUNE 20
12:00 PM



7 SUMMER SOLSTICE - JUNE 20
2:00 PM



8 SUMMER SOLSTICE - JUNE 20
4:00 PM



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SHADOW STUDY

A5.02

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N.T.S.
A214249
2017 MAR 22
PVA24249 - Concert - Belleville St





Belleville St + Douglas St Plaza



Douglas St Parkette



Corner of Belleville St + Douglas St Looking East



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PERSPECTIVES

A5.03

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P:\A214249 - Concert - Belleville St

PAINTED CONCRETE

19 CL 3234D - SHOAL



Corner of Blanshard St +
Belleville St Looking Southwest



Corner of Blanshard St +
Douglas St Looking North



Blanshard St
Looking West



BELLEVILLE STREET

Carriageway



PAINTED CONCRETE

1 CL 3213W - Seattle



ALUMINUM WINDOW AND SPANDREL

2 Silver



ALUMINUM WINDOW AND SPANDREL

3 Charcoal



PAINTED CONCRETE

4 CL 3211W - Wash Basin



GLASS

5 Green Glass Spandrel



BRICK

6 Granite / Mission Texture



NATURAL CONCRETE

7 Light Sandblast



ALUMINUM CURTAIN WALL

8 Clear Anodized Aluminum



SOFFIT

9 Wood Finish



701 BELLEVILLE

Victoria BC

PERSPECTIVES/MATERIALS

A5.04



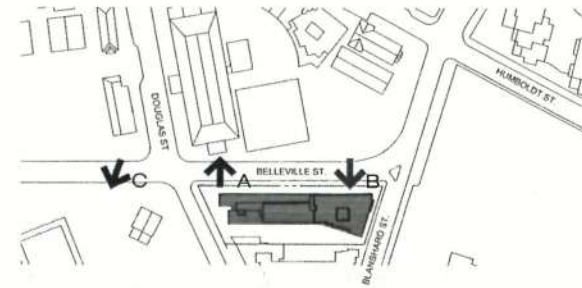
1 VIEW A - BELLEVILLE ST.
NORTH



2 VIEW B - BELLEVILLE ST.
SOUTH



3 VIEW C - BELLEVILLE ST.
WEST OF DOUGLAS ST.



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CONTEXT VIEWS

A5.05

N.T.B.
A214240
2017 MAR 22
P1521420 - Context - Belleville St.



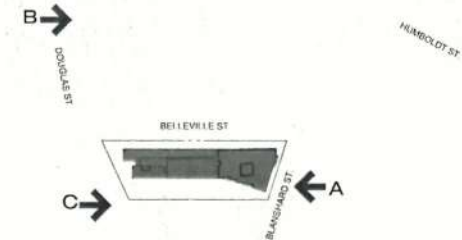
1 VIEW A - BLANSHARD ST.
SOUTH OF BELLEVILLE ST



2 VIEW B - DOUGLAS ST.
EAST - NORTH OF BELLEVILLE ST



3 VIEW C - DOUGLAS ST.
EAST - SOUTH OF BELLEVILLE ST



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CONTEXT VIEWS

A5.06

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N.T.S.
A214249
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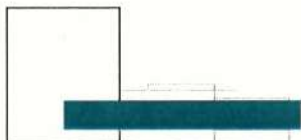
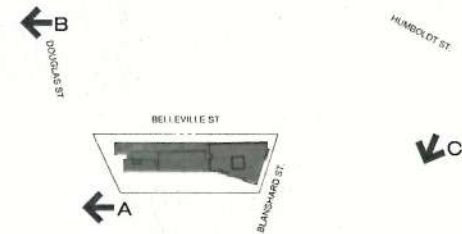
1 VIEW A - DOUGLAS ST.
WEST - SOUTH OF BELLEVILLE ST



2 VIEW B - DOUGLAS ST.
WEST - NORTH OF BELLEVILLE ST



3 VIEW C - ST. ANN'S ACADEMY



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CONCERN architecture

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CONTEXT VIEWS

A5.07

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N.T.S.
A214249
2017 MAR 28
P1424249 - Concept - Belleville St.



1 SONGHEES POINT



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PUBLIC VIEWS

A5.08

N.T.S.
A514249
2017 MAR 22
P1A214249 - Concert - Belleville St.



1 SONGHEES POINT - BEACH
APPROX 40 NORTH OF SONGHEES POINT



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PUBLIC VIEWS

A5.09

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N.T.S.
A214249
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1 LAUREL POINT



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PUBLIC VIEWS

A5.10

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N.T.D.
A514249
2017 MAR 22
PWA24269 - Concert - Belleville St



① JOHNSON STREET BRIDGE



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PUBLIC VIEWS

A5.11

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A214249
2017 MAR 22
P1424249 Concept Belleville St



① SHIP POINT



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"Carson Duggan"
City of Victoria

PUBLIC VIEWS

A5.12

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N.T.B.
A514249
2017 MAR 22
FV0214249 - Concert - Belleville St



1 BELLEVILLE STREET

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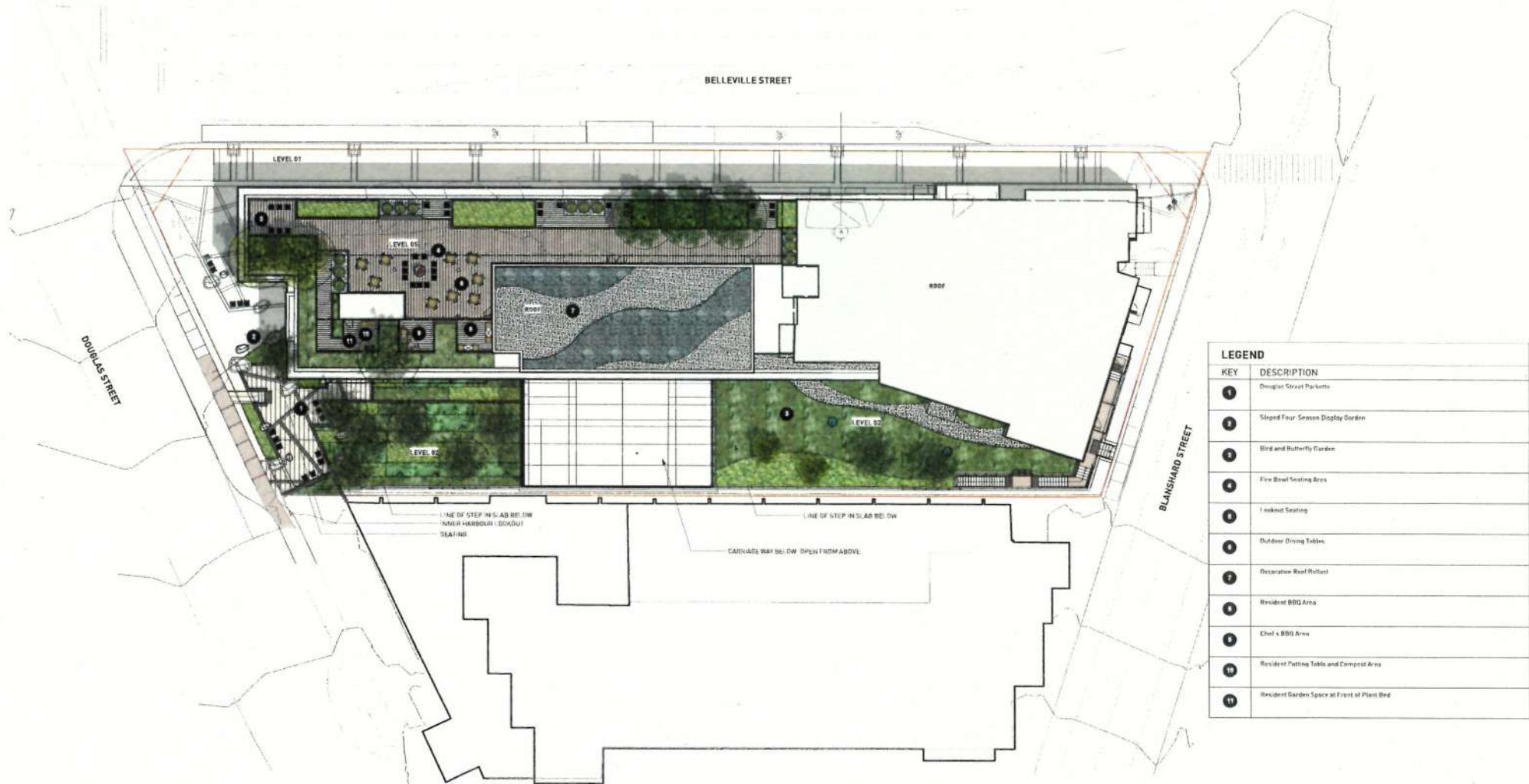
PUBLIC VIEWS

A5.13

RE-ISSUED FOR REZONING & DEVELOPMENT APPLICATION 2017

N.T.S.
A214240
2017 MAR 22
PVA214240 - Concert - Belleville St

[illegible]



LEGEND	
KEY	DESCRIPTION
1	Douglas Street Parkette
2	Sloped Four-Season Display Garden
3	Bird and Butterfly Garden
4	Fire Bowl Seating Area
5	Lookout Seating
6	Outdoor Dining Table
7	Recreational Roof Ballast
8	Resident BBQ Area
9	Chili & BBQ Area
10	Resident Petting Table and Compost Area
11	Resident Garden Space at Front of Plant Bed

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Landscape Colour Plan L2 & L5

1:200
L0.03

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City of Victoria

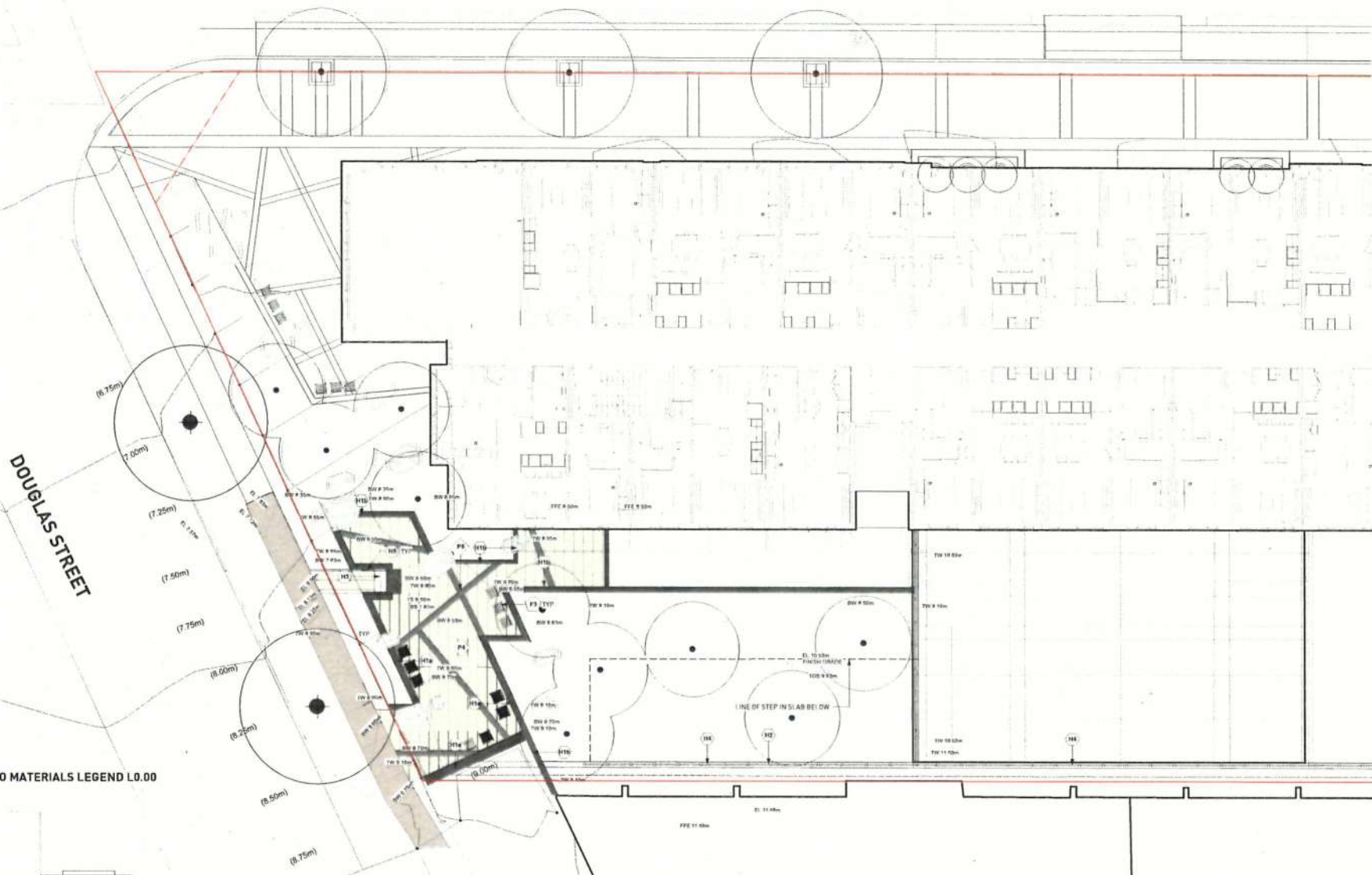


PWL partnership CONCERT PROPERTIES



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SEE ALSO MATERIALS LEGEND L0.00

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Landscape Layout & Materials L2 West

1:100
L1.03



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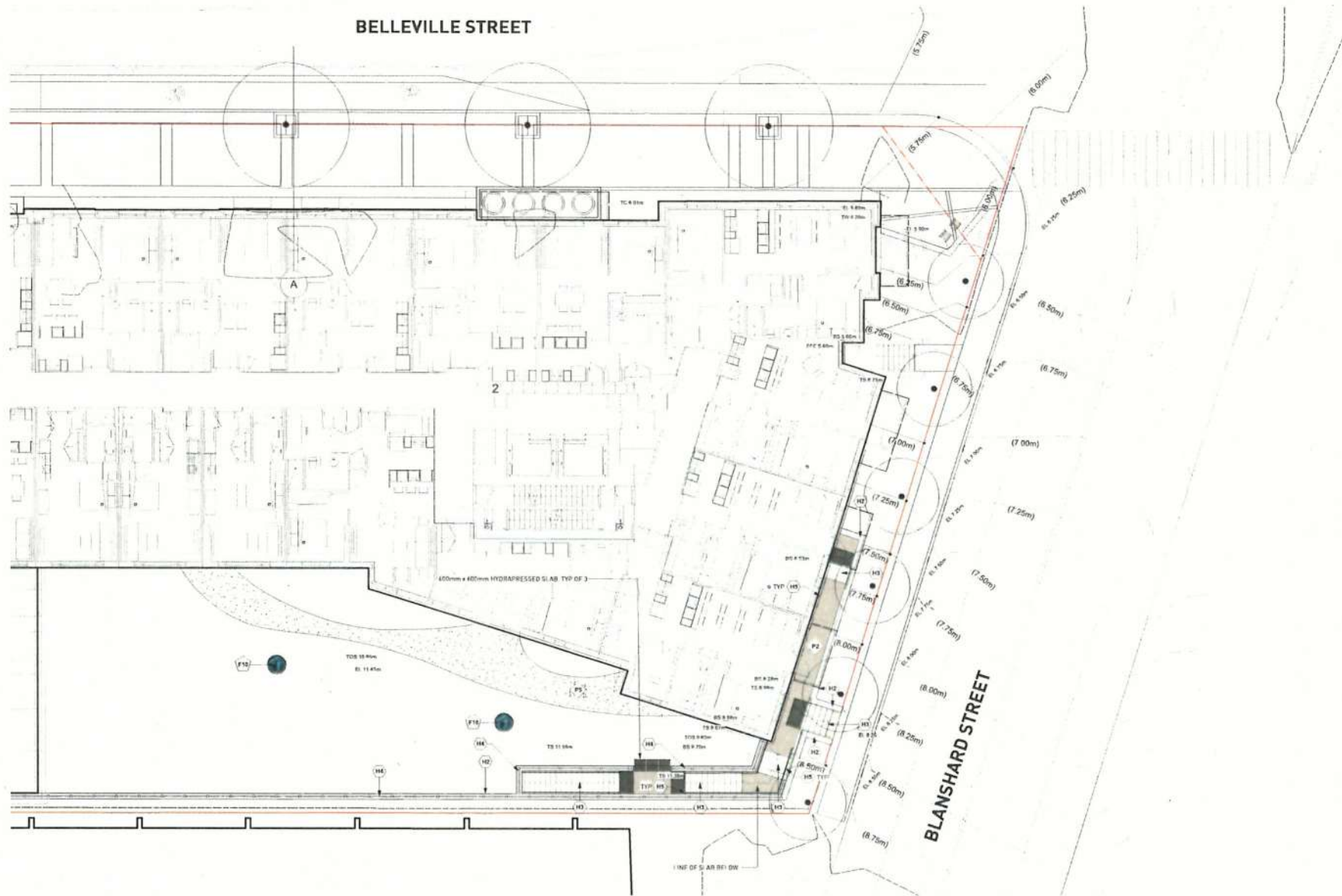
CONCERT PROPERTIES



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20150724

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SEE ALSO MATERIALS LEGEND L0.00

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Landscape Layout & Materials L2 East

1:100
L1.04

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CONCERT PROPERTIES



15512
29110724

PROJECT: 701 BELLEVILLE
DESIGNED BY: [redacted]
DRAWN BY: [redacted]
CHECKED BY: [redacted]
APPROVED BY: [redacted]
DATE: 2017-03-24
PROJECT: 701 BELLEVILLE
DESIGNED BY: [redacted]
DRAWN BY: [redacted]
CHECKED BY: [redacted]
APPROVED BY: [redacted]
DATE: 2017-03-24

BELLEVILLE STREET



1. ALL PLANTS ARE TO CONFORM TO THE STANDARD SPECIFIED IN THE LATEST EDITION OF THE BC LANDSCAPE STANDARD. THE STANDARD IS PUBLISHED BY THE BC SOCIETY OF LANDSCAPE ARCHITECTS AND BC LANDSCAPE AND NURSERY ASSOCIATION.
2. ALL PLANTS TO BE WATERED WITH AUTOMATIC HIGH EFFICIENCY IRRIGATION SYSTEM

SEE ALSO PLANT LIST L3.05

701 BELLEVILLE Victoria BC

Landscape Planting Plan L1 East

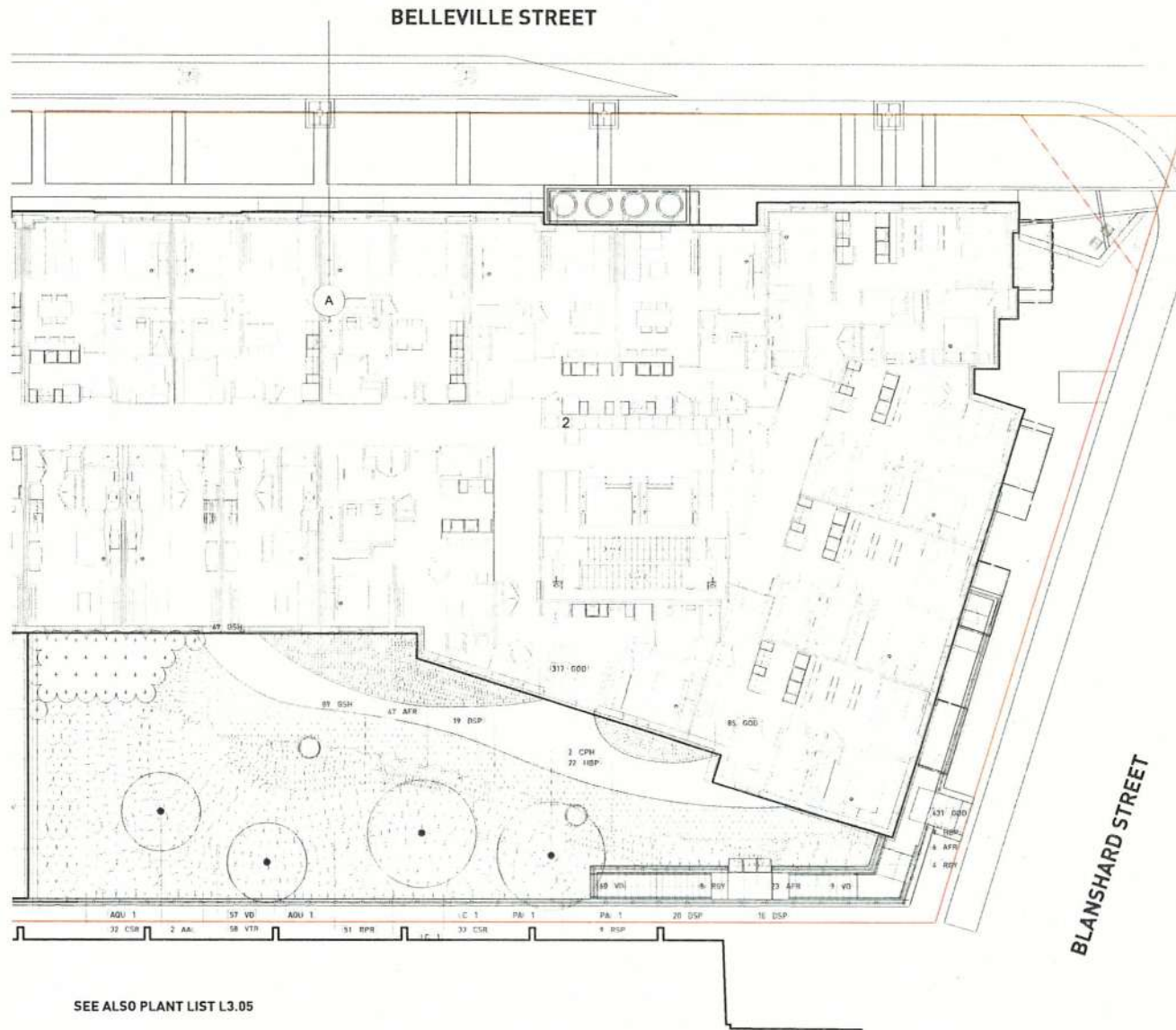
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L3.02

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CONCERT PROPERTIES

15312
20150724[illegible]



SEE ALSO PLANT LIST L3.05

PLANTING GENERAL NOTES

1. ALL PLANTS ARE TO CONFORM TO THE STANDARD SPECIFIED IN THE LATEST EDITION OF THE BC LANDSCAPE STANDARD. THE STANDARD IS PUBLISHED BY THE BC SOCIETY OF LANDSCAPE ARCHITECTS AND BC LANDSCAPE AND NURSERY ASSOCIATION.
2. ALL PLANTS TO BE WATERED WITH AUTOMATIC HIGH EFFICIENCY IRRIGATION SYSTEM.

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Landscape Planting Plan L2 East

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L3.04

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CONCERT PROPERTIES



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20150824
DESIGNED BY: [illegible]
DRAWN BY: [illegible]
CHECKED BY: [illegible]
DATE: [illegible]
PROJECT: [illegible]
SHEET: [illegible]
SCALE: [illegible]
BY: [illegible]
DATE: [illegible]



Committee of the Whole Report

For the Meeting of November 17, 2016

To: Committee of the Whole **Date:** October 28, 2016

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

Subject: Rezoning Application No.000513 for 701 Belleville Street

RECOMMENDATION

1. That Council direct staff to prepare the necessary *Zoning Regulation Bylaw* Amendment including the provision of public amenities as outlined in the staff report, that would authorize the proposed development outlined in Rezoning Application No.000513 for 701 Belleville Street and prepare a *Housing Agreement Bylaw* to secure 131 market rental seniors' residential housing units in perpetuity, and that the introductory readings of these Bylaws be considered by Council and a Public Hearing date be set.
2. That final adoption of the Bylaws be considered subject to:
 - a. registration of a 2.2m Statutory Right-of-Way over the Belleville Street frontage on title of the lands
 - b. registration of a 7.5m x 7.5m Statutory Right-of-Way at the corners of Douglas and Belleville and Douglas and Blanshard on title of the lands.

LEGISLATIVE AUTHORITY

In accordance with Section 479 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 482 of the *Local Government Act*, a zoning bylaw may establish different density regulations for a zone, one generally applicable for the zone and the others to apply if certain conditions are met.

In accordance with Section 483 of the *Local Government Act*, Council may enter into a *Housing Agreement* which may include terms agreed to by the owner regarding the occupancy of the housing units and provided such agreement does not vary the use of the density of the land from that permitted under the zoning bylaw.

EXECUTIVE SUMMARY

The purpose of this report is to present Council with information, analysis and recommendations for a Rezoning Application for the property located at 701 Belleville Street. The proposal is to rezone from the T-1 Zone, Limited Transient Accommodation District, to a new zone in order to permit seniors housing for independent and assisted living uses, increase building height and density, and reduce required setbacks.

The following points were considered in assessing this application:

- consistency with OCP Core Inner Harbour land use designation which envisions buildings up to approximately 15-stories in height and densities up to 4.0:1 FSR.
- consistency with Downtown Core Area Plan Core Inner Harbour/Legislative Precinct which does not set out maximum building heights or densities for this area as they should be reviewed on a case-by-case basis. This precinct supports the proposed residential and commercial uses that are proposed.

BACKGROUND

Description of Proposal

This Rezoning Application is to permit seniors' housing, independent and assisted living uses, increase building height and density, and reduce required setbacks.

The following changes from the current zone are being proposed and would be accommodated in the new zone:

- increase in permitted density from 1.2 FSR to 4:1 FSR
- increase in permitted height from 21.5 m to 45.0m
- increase in permitted site coverage from 20% to 52.2 %
- decrease in required front yard setback from 18.0m to 3.96m
- decrease in required rear yard setback from 7.5m to 3.86m
- decrease in required side yard setback (west) from 7.5m to 5.51m
- decrease in required side yard setback (east) from 7.5m to 1.52m
- decrease in required vehicle parking from 173 spaces to 99 spaces.

Affordable Housing Impacts

The applicant proposes the creation of 131 new market residential seniors' rental units and 42 market seniors' strata titled residential units which would increase the overall supply of housing in the area. A Housing Agreement is also being proposed which would secure the proposed seniors' rental units in perpetuity.

Sustainability Features

As indicated in the applicant's letter dated August 9, 2016 the following sustainability features are associated with this application:

- redevelopment of an underutilized urban site in an area that is well served by transit and highly accessible by pedestrians and cyclists
- demolition of existing building - target 75% diversion rate (by weight) from landfill (excluding all environmentally hazardous materials)
- passive Design Considerations – solar shading strategies to minimize heat gains during summer and support desirable heat gains during winter

- high performance building envelope and mechanical systems
 - 3rd party energy modelling to meet or exceed ASHRAE 90.1 2010 or NECB 2011
 - Heat recovery systems within amenity areas
- energy efficient lighting and electrical systems
- water efficient plumbing fixtures
- bicycle storage and shower and changing facilities for staff of the seniors operation
- Energy Star appliances for residential homes
- electrical vehicle charging infrastructure
- low VOC interior finishes
- building designs optimized for interior daylighting
- indigenous landscape materials that are adaptive and require less intensive landscape maintenance
- permeable surfaces to be specified where practicable
- urban agriculture – provision of garden plots for residents and kitchen staff to cultivate vegetables and herbs
- operational sustainability:
 - building wide recycling and waste diversion program – multiple recycling streams and food waste collection
 - environmentally friendly cleaning products used where possible
 - bicycle sharing program
 - transportation services provided by dedicated bus
- other sustainability strategies under consideration by the design team include:
 - provision of fruit trees
 - solar ready – provision for addition of both hot water and photovoltaics connection at a later date if/when products become commercially viable.

Active Transportation Impacts

The application proposes the following features which support active transportation:

- bicycle sharing program
- bicycle storage and shower and changing facilities for staff of the seniors operation
- frontage improvements include a new grade separated cycle track on the Belleville Street frontage.

Public Realm Improvements

The grade separate cycle track on Belleville Street and other frontage works associated with this Rezoning Application would be secured as a condition of a separate Building Permit Application, in accordance with Section 506 of the *Local Government Act*.

Land Use Context

The area is characterized by a mix of adjacent land uses including public parks, government offices, Royal BC Museum, retail, restaurants and rental housing.

Existing Site Development and Development Potential

Under the current T-1 Zone, Limited Transient Accommodation District, the property could be developed for a hotel use at a density of 1.2:1 FSR and a building height of 21.5m.

Data Table

The following data table compares the proposal with the CA-9 Zone, Queen Victoria Hotel District, which is the zone on the neighbouring property to the south, the Q Apartments. An asterisk is used to identify where the proposal is less stringent than the existing zone.

Zoning Criteria	Proposal	Zone Standard CA-9 Zone
Site area (m ²) - minimum	3,687.00	n/a
Density (Floor Space Ratio) - maximum	4.0:1*	3.0:1
Total floor area (m ²) - maximum	14,748.00*	11,062.23
Height (m) - maximum	48.0*	24.0
Site coverage % - maximum	52.20*	50
Open site space % - minimum	39.8%*	n/a
Setbacks (m) - minimum		
Front (Belleville Street)	4.00*	nil - below 10m 7.0m above 10m
Rear (South)	3.69	0m
Side (west)	6.21*	4.5 - below 10m 7.00 - above 10m
Side (east)	2.88*	0 m below 10m 7.00 m above 10m
Parking - minimum	99*	173
Visitor parking (minimum) included in the overall units	10	12
Bicycle parking Class 1 (minimum)	18	174 *Schedule C Requires 18 stalls for Seniors Housing
Bicycle parking Class 2 (minimum)	6	5

Community Consultation

Consistent with the *Community Association Land Use Committee (CALUC) Procedures for Processing Rezoning and Variances Applications*, the applicant has consulted the James Bay CALUC at a Community Meeting held on June 10, 2015. A letter dated June 15, 2015 is attached to this report.

ANALYSIS

Official Community Plan

The subject lands are located within Core Inner Harbour/Legislative Urban Place Designation. This designation anticipates buildings up to approximately 15-storeys at a density of up to 1:1 with densities up to 4:1 to be considered in strategic locations for the advancement of plan objectives. Both commercial and residential land uses are anticipated in this area.

The applicant proposes to increase the density up to the maximum envisioned in the OCP at 4:1 FSR. The proposal meets the location criteria as it is located within the Downtown Core Area. The proposed mix of seniors' rental and owned units supports several OCP policies including policies which recommend support for the provision of a range of seniors' housing and innovative care options within close proximity to the urban core.

Downtown Core Area Plan (DCAP)

The subject lands are located in the Inner Harbour District. This area does not set out density or height objectives; rather changes to density or height in this area must be considered in light of the local historic context, public realm context and other relevant plans, policies and design guidelines. Staff have provided a robust analysis of the proposed massing and increase in building height in the Development Permit Application report.

DCAP policy 4.18 states that any rezoning application within the Downtown Core Area that is seeking an increase in density should result in the provision of public amenities or monetary contributions that support the policies of the plan. In accordance with this policy direction, staff engaged a third party consultant to complete an economic analysis of the proposal to determine the land lift that would be created as a result of the proposed increase in density. A letter from G.P. Rollo and Associates is attached to this report. The analysis determined that a monetary contribution of \$244,650 could be supported by the project to help off-set the impacts of increased residential density in this area.

Council adopted a revised density bonus policy on October 27, 2016. If this new policy were to be applied in this case, a charge of \$129.17 per square meter would be applied for the amount of proposed bonus density. This would equate to \$237,285.29. Given this policy change that is of benefit to the applicant, staff recommend for Council's consideration that Council remain consistent with the new policy and accept the slightly lower amount. In accordance with DCAP policies this would result in that \$177,963.50 be contributed to the Downtown Core Area Public Realm Improvement Fund and \$59,321.32 to the Downtown Heritage Buildings Seismic Upgrade Fund.

Since this policy change has happened only recently, staff have not had the opportunity to have meaningful discussion with the applicant regarding the possible provision of non-market seniors' housing units' in-lieu of the proposed monetary contribution. However, the applicant has indicated that the introduction of non-market units within the development does not fit in well with their operating model and has further indicated a preference to allocate the appropriate contributions to the Downtown Core Area Public Realm Improvement Fund and the Downtown Heritage Buildings Seismic Upgrade Fund.

James Bay Neighbourhood Plan

The James Bay Neighbourhood Plan identifies the subject lands as the "Tourist District" and recommends maintaining the areas currently zoned for hotel/motel uses. This direction has

been superseded by policies within the OCP and DCAP which support a broader range of uses including seniors' housing.

Regulatory Considerations

Requested Reduction in Vehicle Parking

The applicant proposes a decrease in the number of required parking stalls from 173 stalls to 99 stalls. These stalls are located both underground and at grade. To support this request, the applicant has provided a parking study prepared by Bunt & Associates. Staff have reviewed the study and are satisfied with the proposed supply of vehicle parking and further recommend that Council consider supporting the proposed reduction.

Statutory Rights-of-Way

In order to facilitate transportation related improvements on each of the Douglas Street, Blanshard Street and Belleville Street frontages staff recommend that Council consider requiring the following Statutory Rights-of-Way over the site:

- a 2.2m Statutory Right-of-Way over the Belleville Street frontage on title of the lands;
- a 7.5m x 7.5m Statutory Right-of-Way at the corners of Douglas Street and Belleville Street and Douglas Street and Blanshard Street.

Housing Agreement

Staff recommend that Council consider requiring a Housing Agreement, as authorised by Section 483 of the *Local Government Act*, to secure the proposed 131 market seniors' rental housing units in perpetuity.

CONCLUSIONS

The proposal is to rezone from the T-1 Zone, Limited Transient Accommodation District to a new zone in order to permit seniors housing independent and assisted living uses, increase building height and density and reduce required setbacks. The proposed mix of seniors' rental and owned units supports several OCP policies which recommend support for the provision of a range of seniors housing and innovative care options within close proximity to the urban core.

ALTERNATE MOTION

That Council decline Rezoning Application No. 000510 for the property located at 701 Belleville Street.

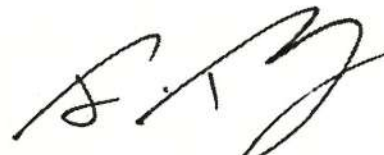
Respectfully submitted,



Mike Wilson
Senior Planner – Urban Design
Development Services Division




Jonathan Tinney, Director
Sustainable Planning and Community
Development Department



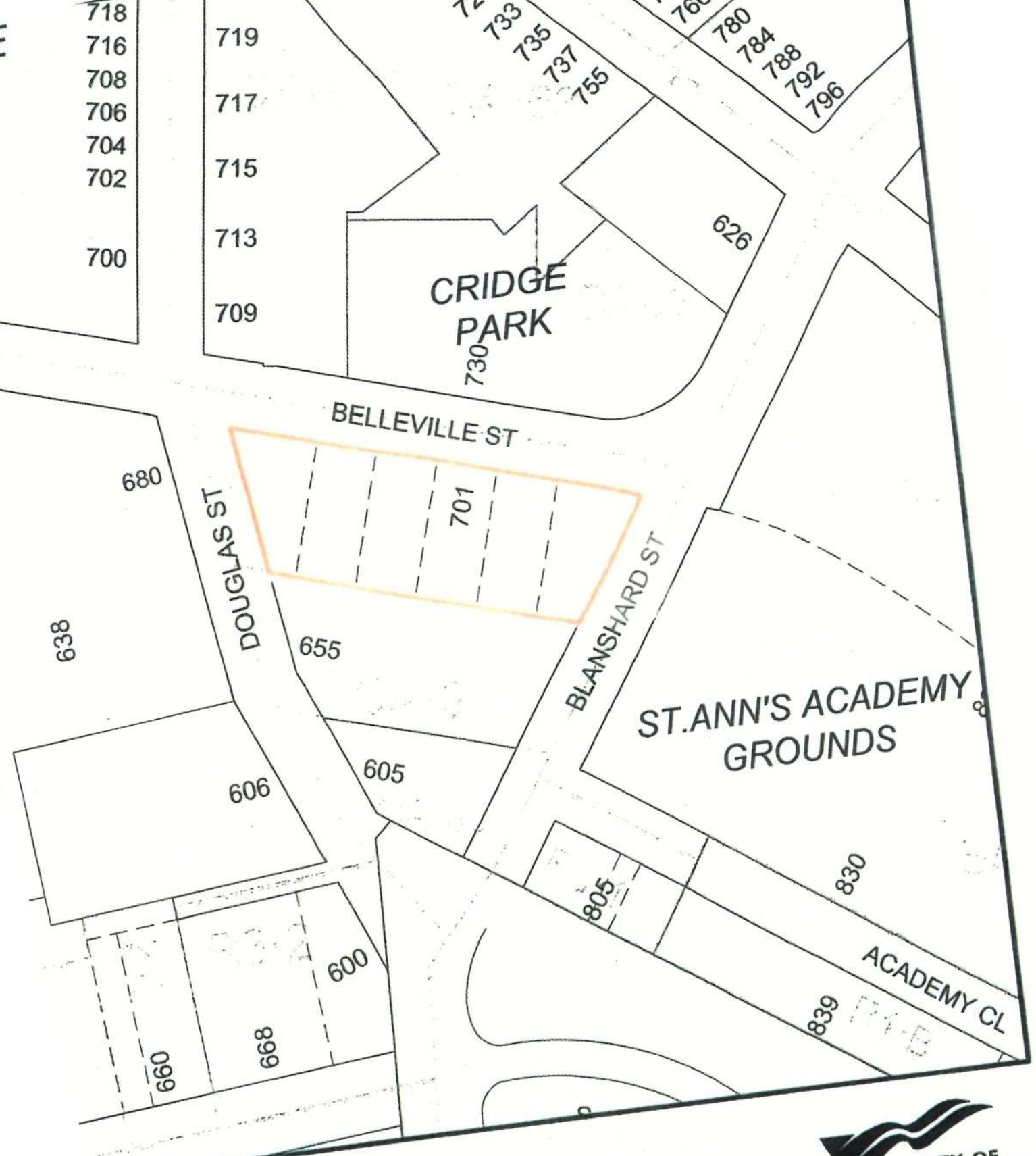
Report accepted and recommended by the City Manager:

Date:


November 9, 2016

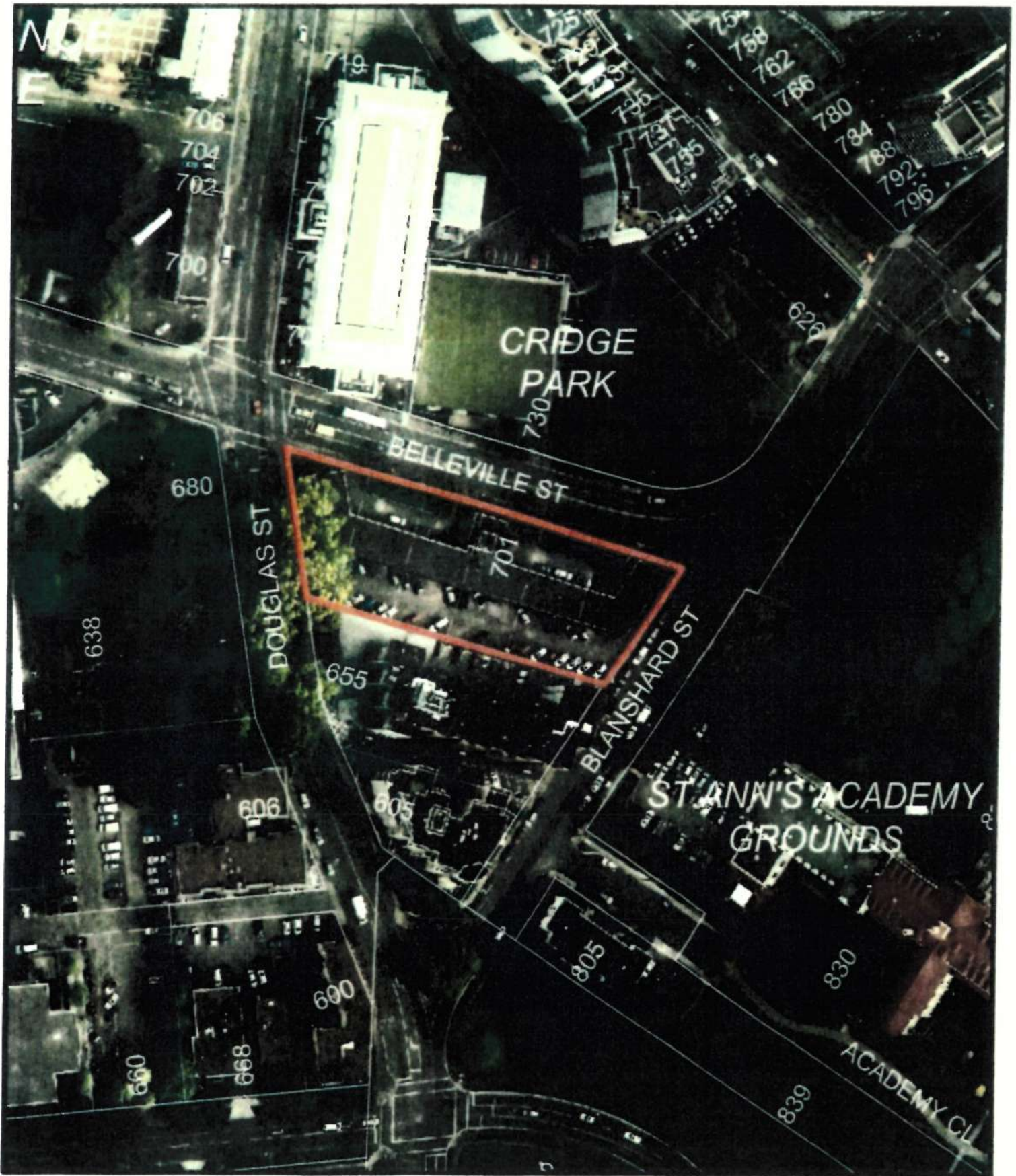
List of Attachments

- Aerial
- Zoning
- Plans dated October 18, 2016
- Letter from Applicant dated August 9, 2016
- Letter from GP. Rollo dated October 6, 2016
- Letter from James Bay CALUC dated June 15, 2015
- Transportation Impact Study date March 7, 2016



701 Belleville Street
Rezoning No.00513





701 Belleville Street
Rezoning No.00513





CONCERT

701 BELLEVILLE Victoria BC

A0.00

RE-ISSUED FOR REZONING & DEVELOPMENT APPLICATION

2014-2015
 2016-2017

DRAWINGS

ARCHITECTURAL

A0.01	CONTR	1:500
A0.02	PROJECT STATISTICS	1:500
A0.03	CONTEXT PLAN	1:500
A0.04	TOPOGRAPHIC SURVEY	1:500
A0.05	SURVEY	1:500
A0.06	SITE PLAN	1:500
A0.07	PARKING LEVEL 1 FLOOR PLAN	1:500
A0.08	LEVEL 1 FLOOR PLAN	1:500
A0.09	LEVEL 1 AVERAGE GRADE CALC	1:500
A0.10	LEVEL 1 TRUCK MANOEUVERING	1:500
A0.11	MEZZANINE FLOOR PLAN	1:500
A0.12	LEVEL 2 FLOOR PLAN	1:500
A0.13	LEVEL 3 FLOOR PLAN	1:500
A0.14	LEVEL 4 FLOOR PLAN	1:500
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A0.99	LEVEL 89 FLOOR PLAN	1:500
A1.00	LEVEL 90 FLOOR PLAN	1:500

LANDSCAPE

L0.01	LANDSCAPE CONCEPT SHEET & LEGENDS	1:500
L0.02	THIR MANAGEMENT PLAN	1:500
L0.03	LANDSCAPE COLOUR PLAN 1	1:500
L0.04	LANDSCAPE COLOUR PLAN 2	1:500
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L1.00	LANDSCAPE LAYOUT & MATERIALS LIST EAST	1:500

PROJECT DATA

CLIENT

701 BELLEVILLE STREET VICTORIA BC V8N 1A5

PROJECT TEAM

CLIENT

CONCRETE CONSTRUCTION LTD
1111 11TH AVENUE
VICTORIA BC V8N 1A5

LANDSCAPE

LANDSCAPE ARCHITECTURE
1111 11TH AVENUE
VICTORIA BC V8N 1A5

SUSTAINABILITY

RECYCLING CONSULTING
1111 11TH AVENUE
VICTORIA BC V8N 1A5

CODE & C.P.

616 THOMSON CONSULTING LTD
1111 11TH AVENUE
VICTORIA BC V8N 1A5

BUILDING ENVELOPE

CONCRETE CONSTRUCTION LTD
1111 11TH AVENUE
VICTORIA BC V8N 1A5

GEOTECH

1111 11TH AVENUE
VICTORIA BC V8N 1A5

TRAFFIC

1111 11TH AVENUE
VICTORIA BC V8N 1A5

CIVIL

1111 11TH AVENUE
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ARCHITECT

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ELECTRICAL

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LAND SURVEYOR

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ACOUSTIC

1111 11TH AVENUE
VICTORIA BC V8N 1A5

KITCHEN

1111 11TH AVENUE
VICTORIA BC V8N 1A5

BUILDING FSR SUMMARY

RESIDENTIAL	139,441 SF	12,954.45 SM
COMMERCIAL	1,800 SF	359.50 SM
AMENITY AT LEVEL 1	2,740 SF	812.72 SM
AMENITY AT LEVEL 5	4,043 SF	375.61 SM
TOTAL FSR AREA	148,024 SF	14,498.28 SM
PROPOSED FSR	3.00	
REZONING APPLICATION FSR	4.00	

*EXCLUDES APPROXIMATELY 300 SF (287.28 SM) OF GROUND LEVEL FLOOR AREA WHICH IS BELOW GRADE AS DEFINED BY THE ZONING BYLAW DEFINITION OF BASEMENT CEILING HEIGHT

SITE AREA	16,491 SF	1,667.41 SM
ALLOWABLE FSR AREA (4.00)	158,794 SF	14,799.66 SM

SITE COVERAGE	52.2 %	
OPEN SITE SPACE	38.8 %	
HEIGHT OF BUILDING	147.6 F	45 M
NUMBER OF STOREYS *	15	

*EXCLUDES MECHANICAL ROOF

BUILDING SETBACKS

FRONT	13.1 F	4 M
REAR	12.1 F	3.7 M
SIDE (EAST)	9.4 F	2.8 M
SIDE (WEST)	20.4 F	6.2 M

UNIT COUNT SUMMARY

TYPE	COUNT	% OF UNITS	AVERAGE UNIT SIZE
GROUND			
1B	4	2.51%	615 SF
1B + D	5	3.47%	615 SF
2B	20	11.96%	615 SF
2B + D	21	12.14%	615 SF
TOTAL	40		

RENTAL			
1B	60	37.51%	615 SF
1B + D	21	13.25%	615 SF
2B	21	13.25%	615 SF
2B + D	20	12.50%	615 SF
STUDIO	18	11.06%	477 SF
TOTAL	130		

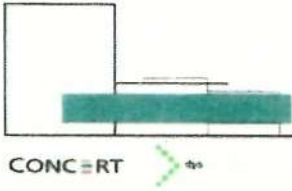
*There are no ground-oriented units

PARKING SUMMARY

PROVIDED PARKING		
RESIDENTIAL (INCLUDES 2 HVCS)		80
VISITOR (INCLUDES 2 HVCS)		10
COMMERCIAL		9
TOTAL		99
VAN		1
CLASS B LOADING		1
REQUIRED BIKE STORAGE		
RESIDENTIAL BIKE STORAGE (1/15 UNITS)	CLASS 1	CLASS 2
COMMERCIAL BIKE STORAGE (1/205 SM)	8	4
TOTAL	1	1
PROVIDED BIKE STORAGE		
RESIDENTIAL BIKE STORAGE (1/15 UNITS)	CLASS 1	CLASS 2
COMMERCIAL BIKE STORAGE (1/205 SM)	17	4
TOTAL	1	2

PROJECT STATISTICS

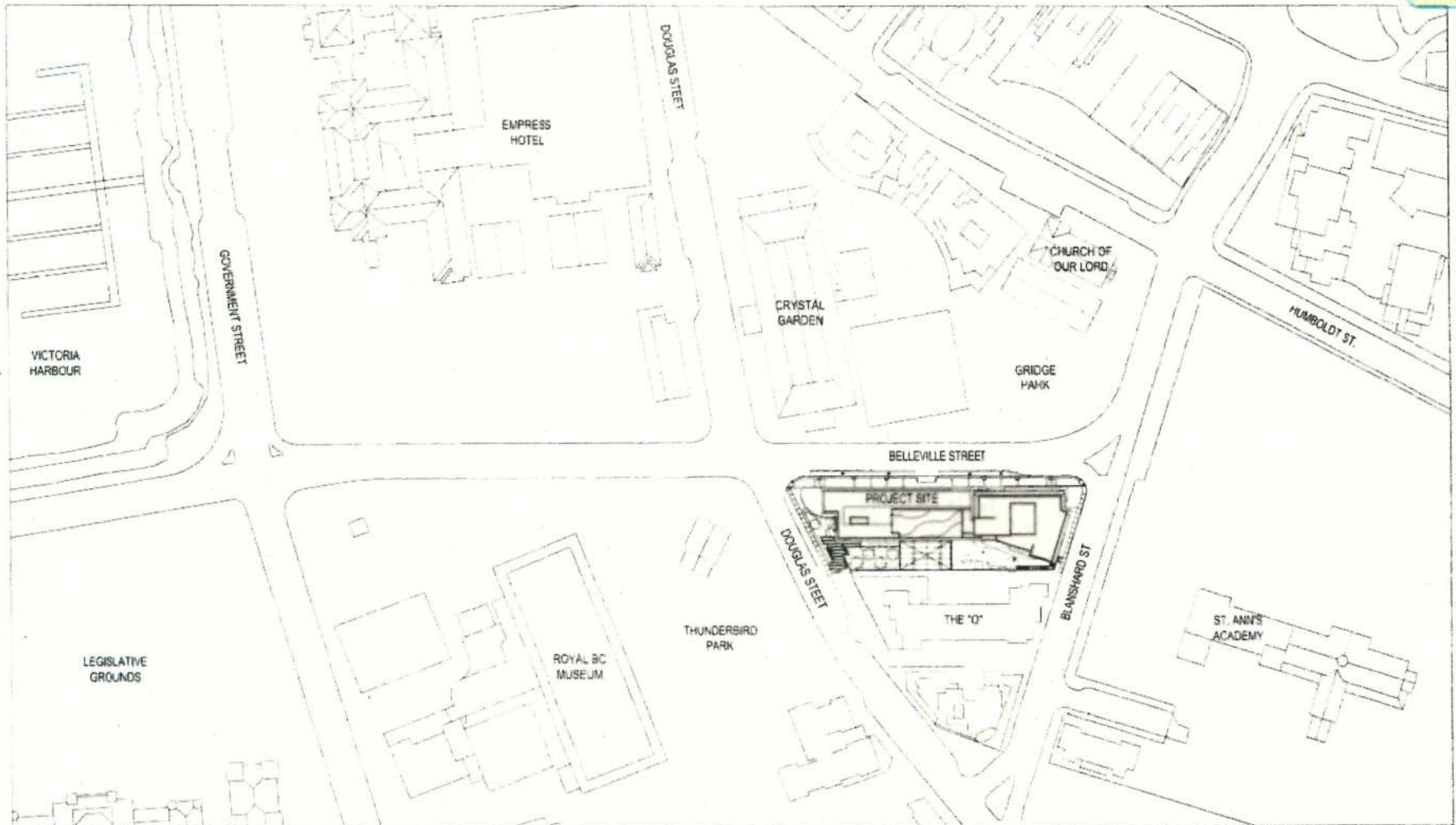
A0.01



701 BELLEVILLE Victoria BC

RE-ISSUED FOR REZONING & DEVELOPMENT APPLICATION

2016-07-17



CONCERT



701 BELLEVILLE Victoria BC

CONTEXT PLAN

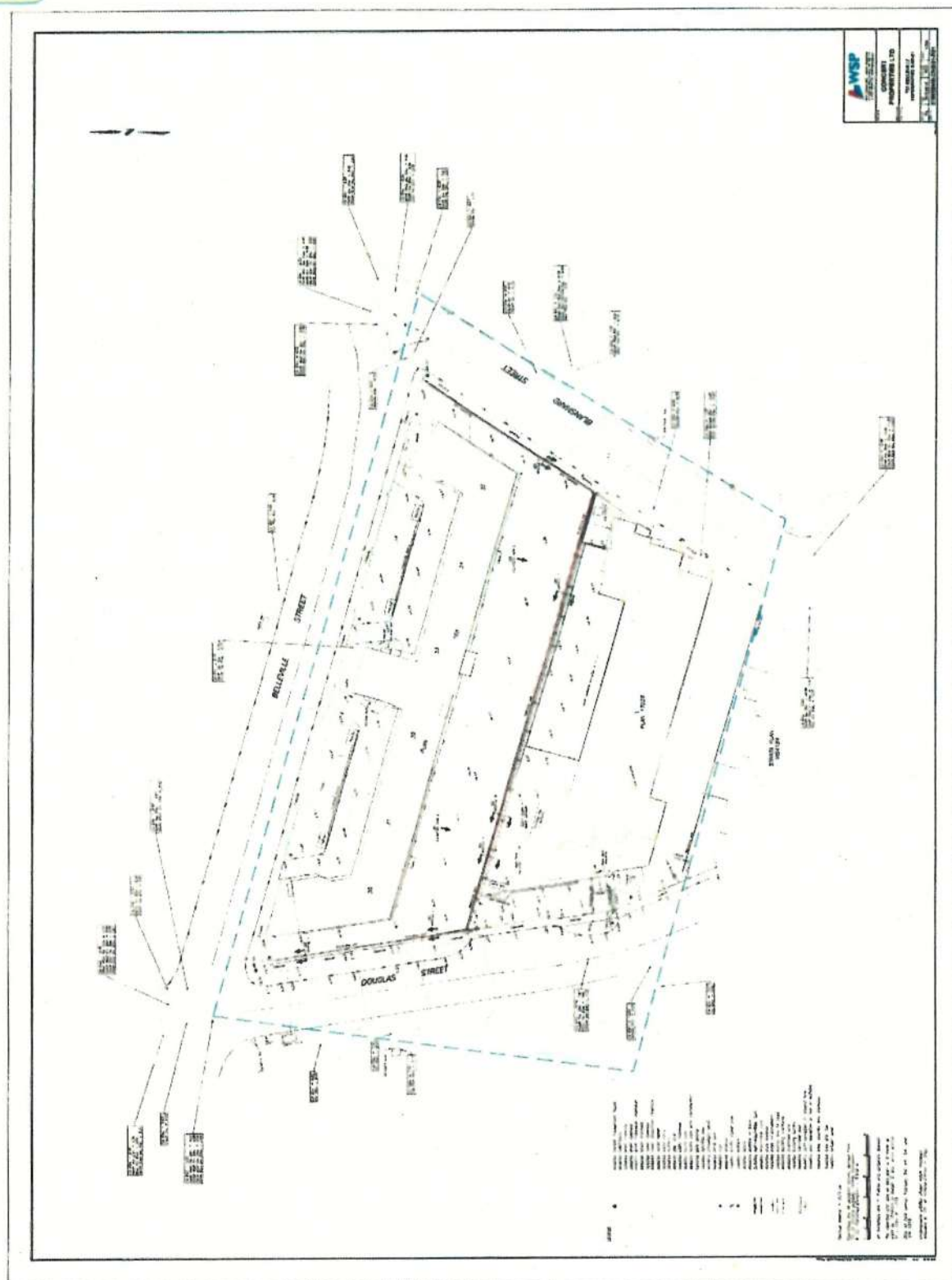
RE-ISSUED FOR REZONING & DEVELOPMENT APPLICATION



A0.02

10/15/18
 10/15/18

Map Scale: 1:10,000



B. C. LAND SURVEYOR'S SITE PLAN OF:
LOTS 30 THROUGH 35, VICTORIA CITY, PLAN 760

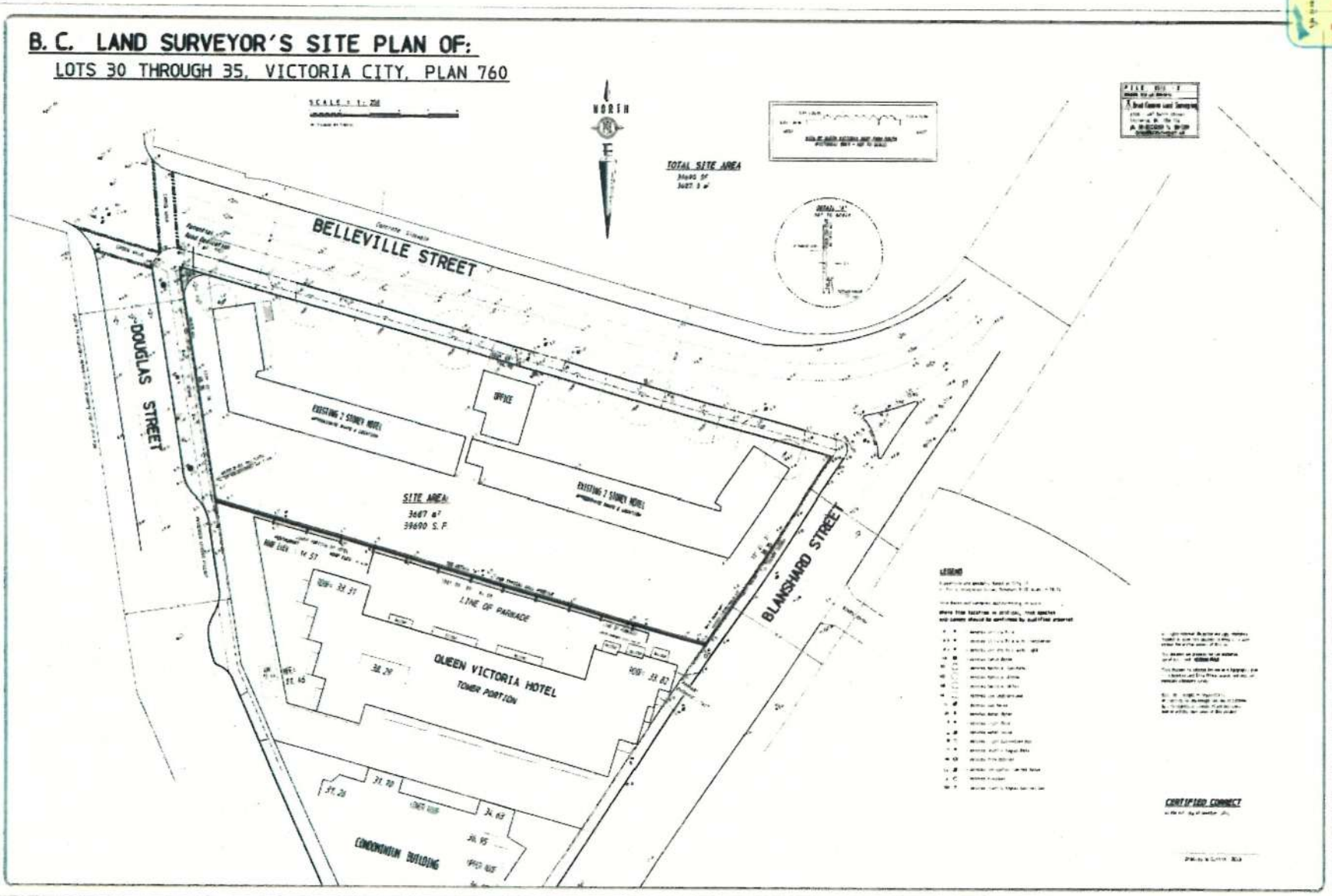
SCALE: 1" = 20'



TOTAL SITE AREA
 3467 S.F.
 3467 S.F.



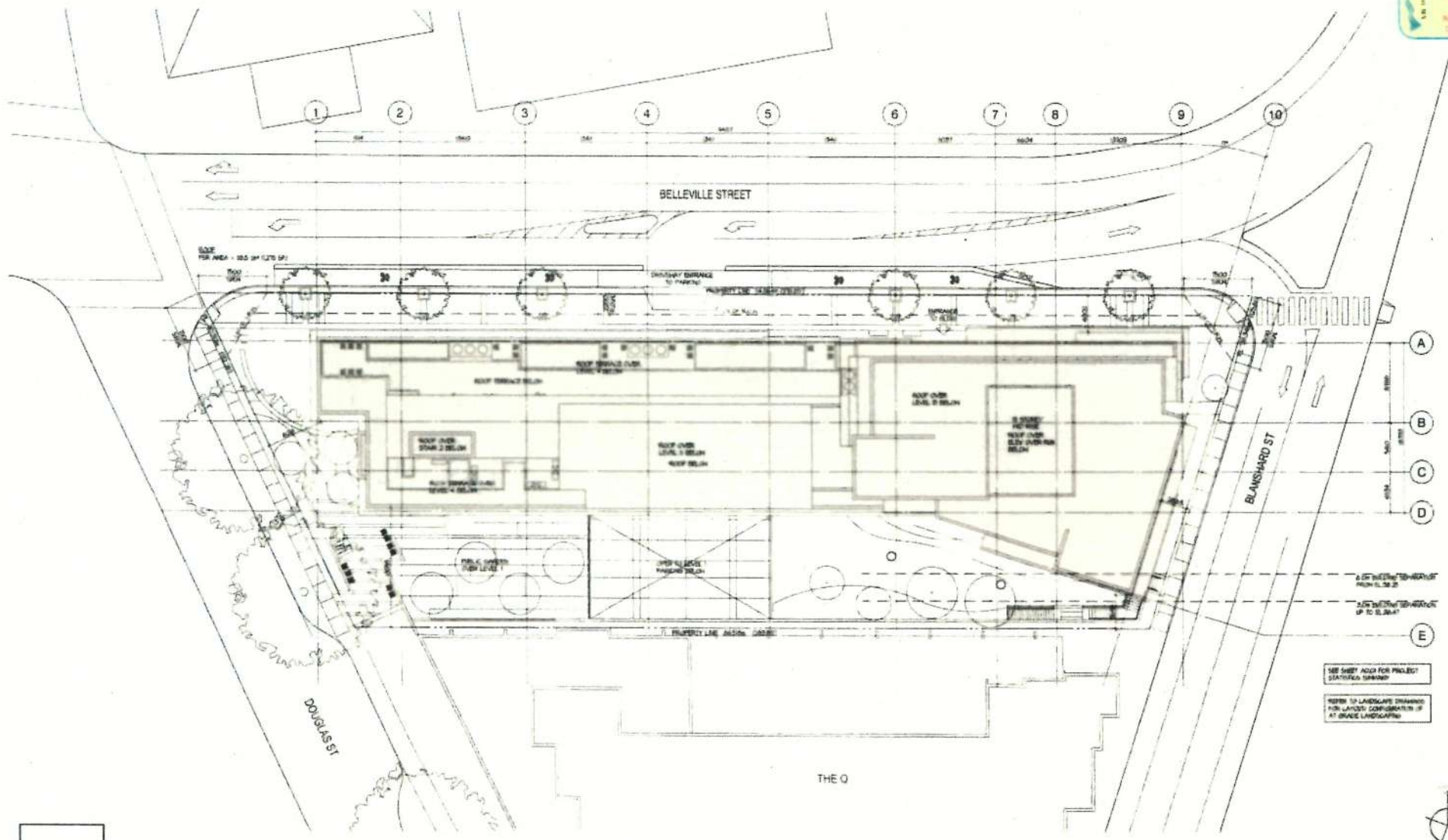
FILE NO. 1
 1. Final Survey and Mapping
 2. Final Survey and Mapping
 3. Final Survey and Mapping
 4. Final Survey and Mapping



LEGEND

- 1. Lot 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

CERTIFIED CORRECT
 in the City of Victoria, B.C.



A 15' TYPICAL TYPICAL
 FROM 11.38.25
 3.0M EXISTING TYPICAL
 UP TO 11.38.47

SEE SHEET A01 FOR PROJECT
 STATISTICS SUMMARY

NOTES TO LANDSCAPE DRAWING
 FOR LANDSCAPE CONSULTANTS IF
 AT GRADE LANDSCAPING



701 BELLEVILLE Victoria BC

SITE PLAN A1.01

RE-ISSUED FOR REZONING & DEVELOPMENT APPLICATION

7/2018
 14/2018
 20/18 ONLY



A2.01

\rightarrow O_2

RE-ISSUED FOR REZONING & DEVELOPMENT APPLICATION

Revisions

1

2

3

4

5

6

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8

9

10

11/11/2019

12/11/2019

13/11/2019

14/11/2019

15/11/2019

16/11/2019

17/11/2019

18/11/2019

19/11/2019

20/11/2019

21/11/2019

22/11/2019

23/11/2019

24/11/2019

25/11/2019

26/11/2019

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30/11/2019

31/11/2019

01/12/2019

02/12/2019

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23/12/2019

24/12/2019

25/12/2019

26/12/2019

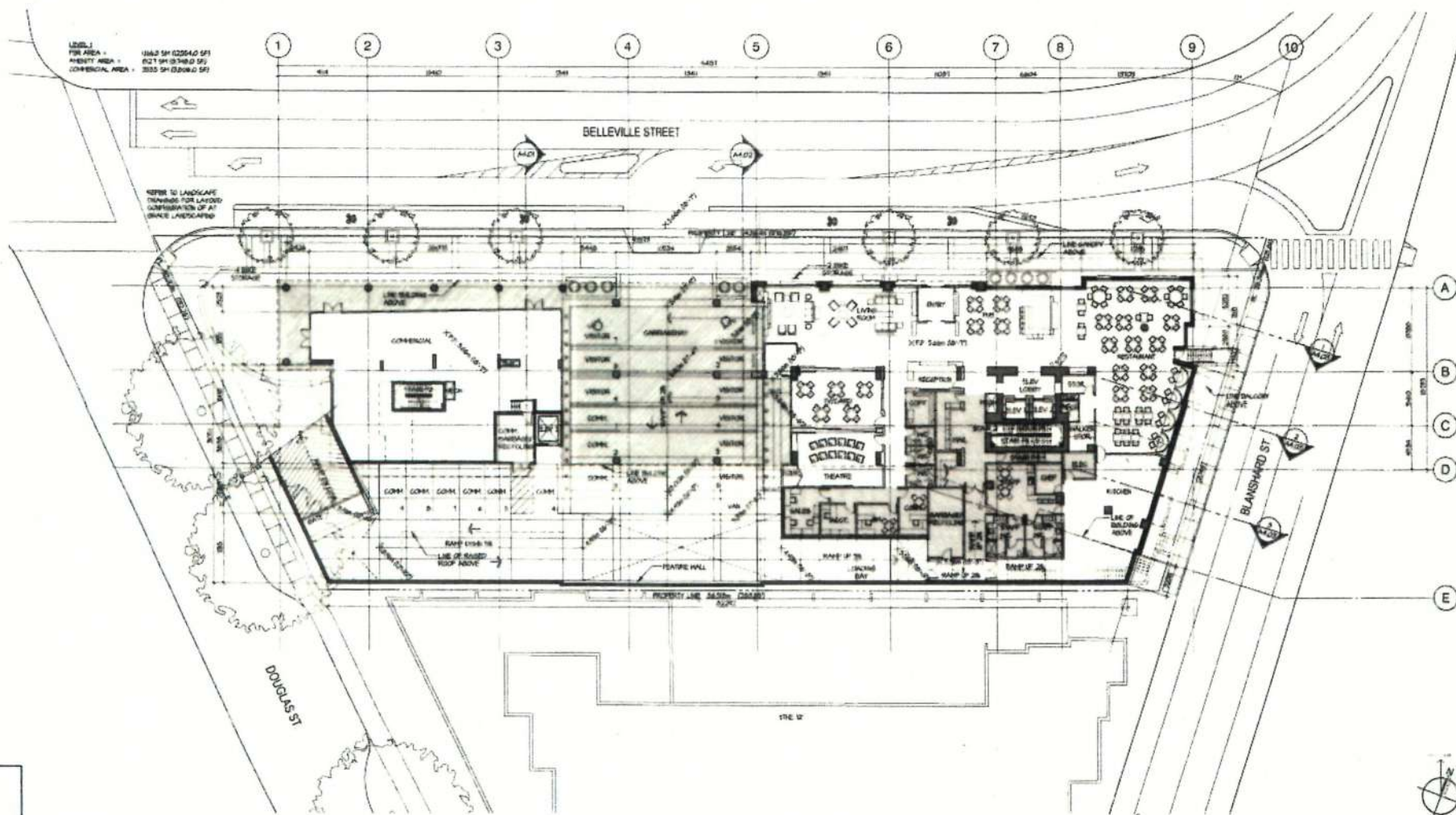
27/12/2019

28/12/2019

29/12/2019

30/12/2019

31/12/2019



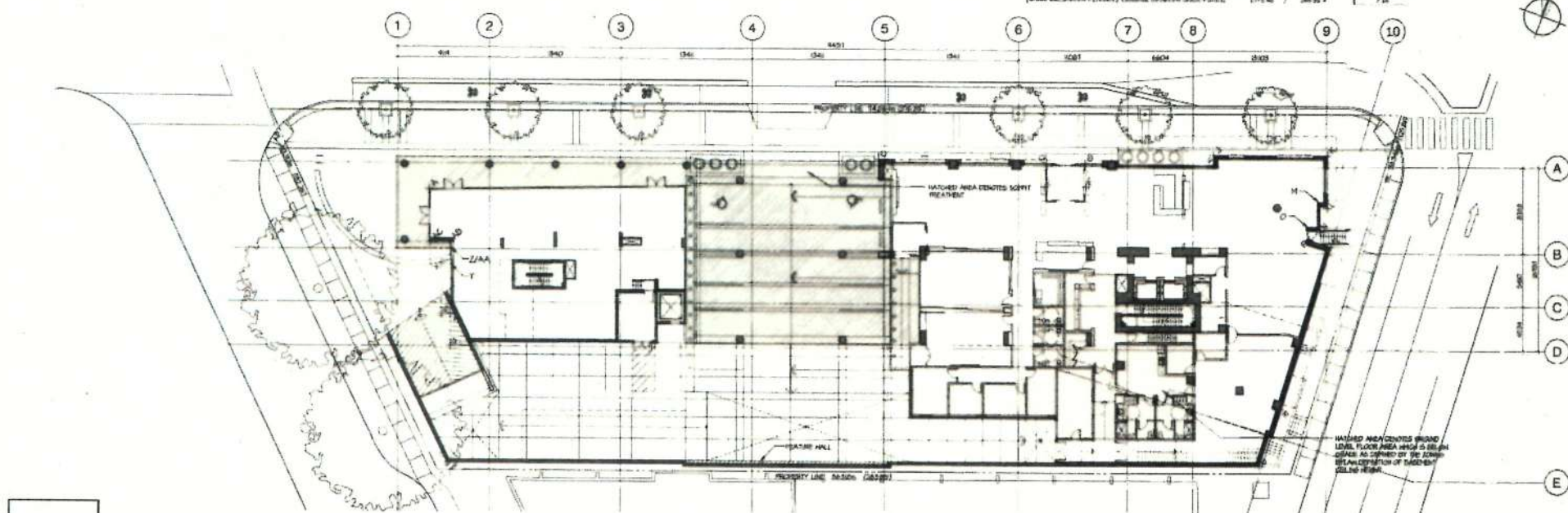
701 BELLEVILLE Victoria BC

LEVEL 1 PLAN A2.02a

Grade Points									
A	5.00	F	5.65	I	6.03	L	6.00	V	7.75
B	5.54	G	5.65	J	6.03	M	6.20	W	7.75
C	5.54	H	5.72	N	6.00	X	6.00	Y	7.15
D	5.65	I	5.75	O	6.00	Z	6.50	Y	7.15
E	5.66	K	5.75	P	6.00	U	6.02	Z	7.00

Grade Points	Points	Avg	A Minimum Best Grade Points	Results
Points A & B	5.00 5.54	5.27	22.80	127.21
Points B & C	5.54 5.54	5.54	25.30	141.43
Points C & D	5.54 5.65	5.60	23.40	76.87
Points D & E	5.65 5.66	5.66	1.64	9.27
Points E & F	5.66 5.65	5.66	4.22	22.89
Points F & G	5.65 5.65	5.65	1.64	9.27
Points G & H	5.65 5.72	5.69	12.70	72.99
Points H & I	5.72 5.75	5.74	1.64	7.99
Points I & J	5.75 5.75	5.75	11.42	67.73
Points J & K	5.75 5.65	5.70	4.87	30.17
Points K & L	5.65 5.62	5.64	0.00	5.20
Points L & M	6.03 6.00	6.02	2.10	17.12
Points M & N	6.00 6.00	6.00	1.17	7.39
Points N & O	6.00 6.00	6.00	1.21	8.36
Points O & P	6.00 5.65	5.83	2.51	16.06
Points P & Q	6.00 5.26	5.63	17.51	102.56
Points Q & R	6.20 6.00	6.10	5.81	40.16
Points R & S	6.00 6.50	6.25	34.36	219.89
Points S & T	6.50 6.43	6.47	11.95	101.04
Points T & U	6.43 5.75	6.09	1.29	26.56
Points U & V	5.75 5.75	5.75	0.00	6.00
Points V & W	5.75 5.75	5.75	5.18	36.59
Points W & X	5.75 5.75	5.75	0.00	6.30
Points X & Y	5.75 7.00	6.38	1.90	14.00
Points Y & Z	7.00 6.00	6.50	0.00	0.00
Points AA & AB	5.00 5.00	5.00	1.10	6.16
Points AB & AC	5.00 5.00	5.00	1.35	8.74
Points AC & AD	5.00 5.00	5.00	1.30	8.00
Points AD & AE	5.00 5.00	5.00	1.30	8.00

Grade Calculations = (Details / Distance between Points) 1771.48 148.55 7.16



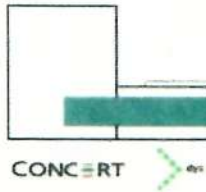
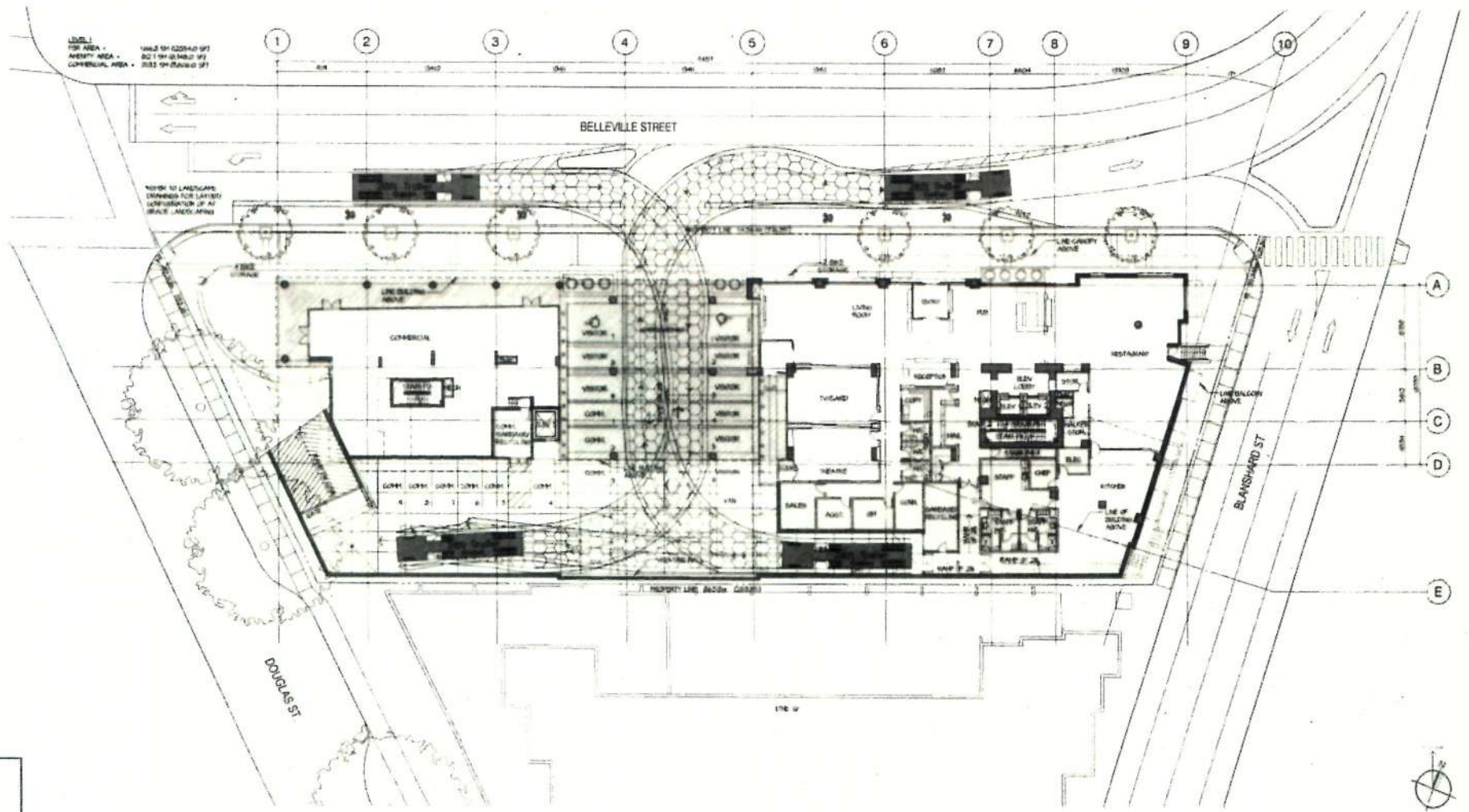
701 BELLEVILLE Victoria BC

LEVEL 1 - AVG. GRADE CALC.

A2.02b

RE-ISSUED FOR REZONING & DEVELOPMENT APPLICATION

1/20/19
REVISION
2019-01-27



701 BELLEVILLE Victoria BC

LEVEL 1 - TRUCK MANOUVERING

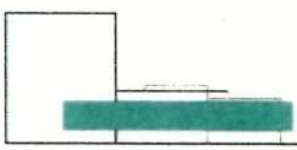
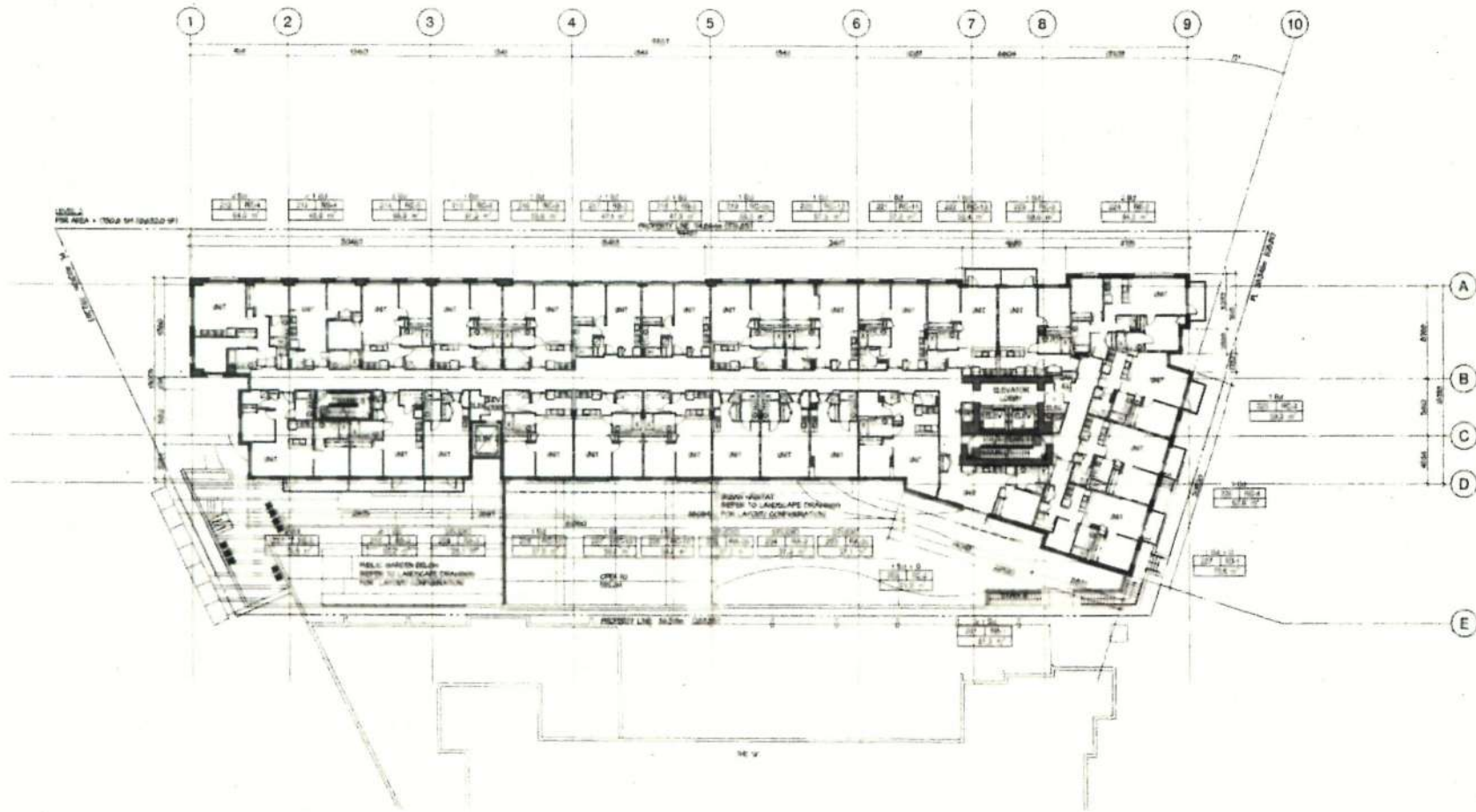
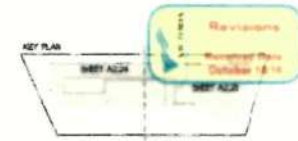
A2.02c

RE-ISSUED FOR REZONING & DEVELOPMENT APPLICATION

18-02
 12-1-2018
 0016-1017

A2.03

2015 OCT 27



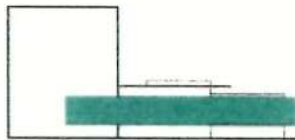
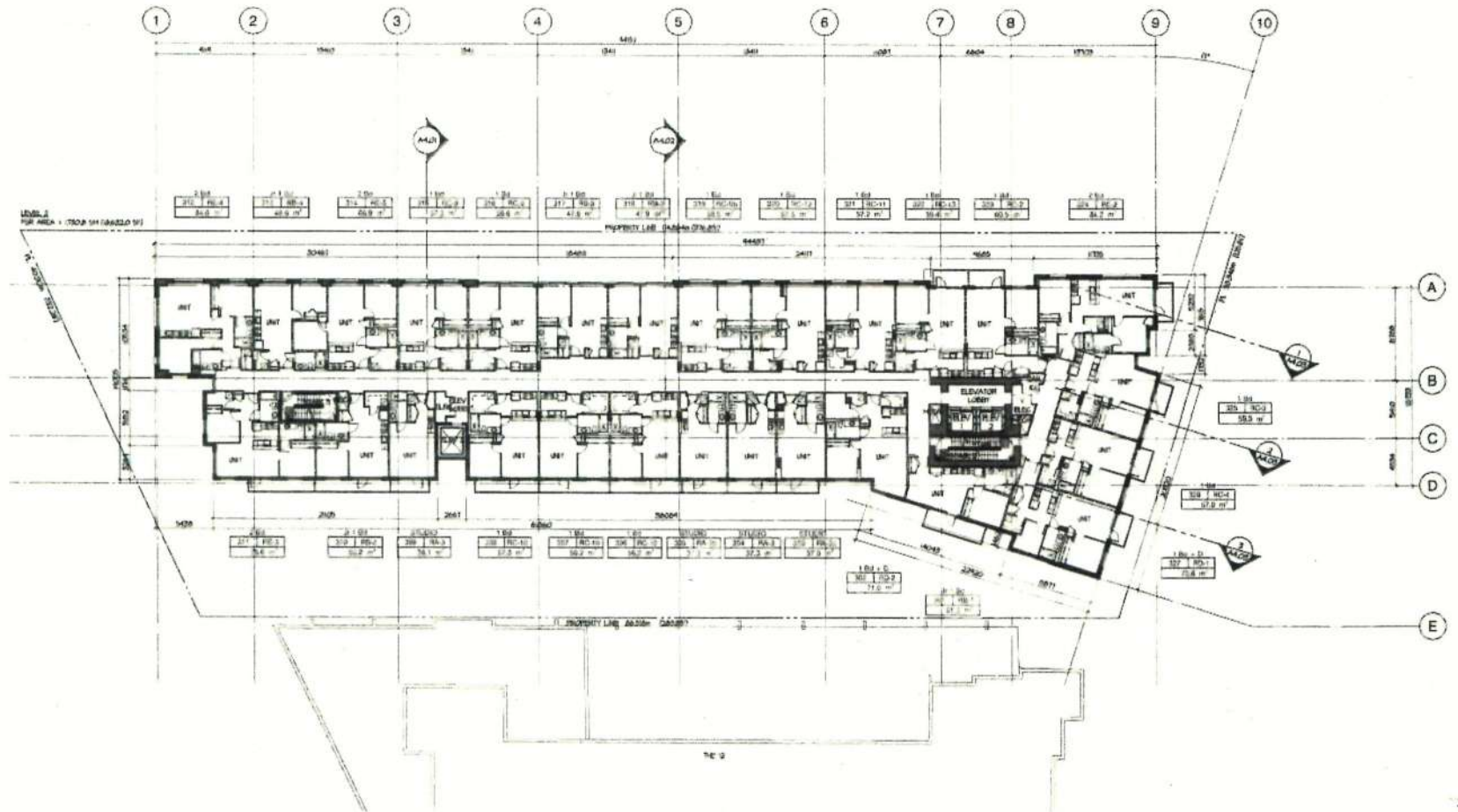
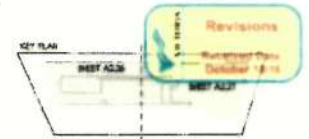
701 BELLEVILLE Victoria BC

LEVEL 2 PLAN

A2.04

RE-ISSUED FOR REZONING & DEVELOPMENT APPLICATION

1/2004
1/2/2006
02/18/2017
REVISIONS



701 BELLEVILLE Victoria BC

LEVEL 3 PLAN

A2.05

RE-ISSUED FOR REZONING & DEVELOPMENT APPLICATION

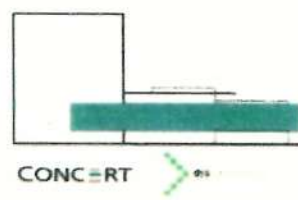
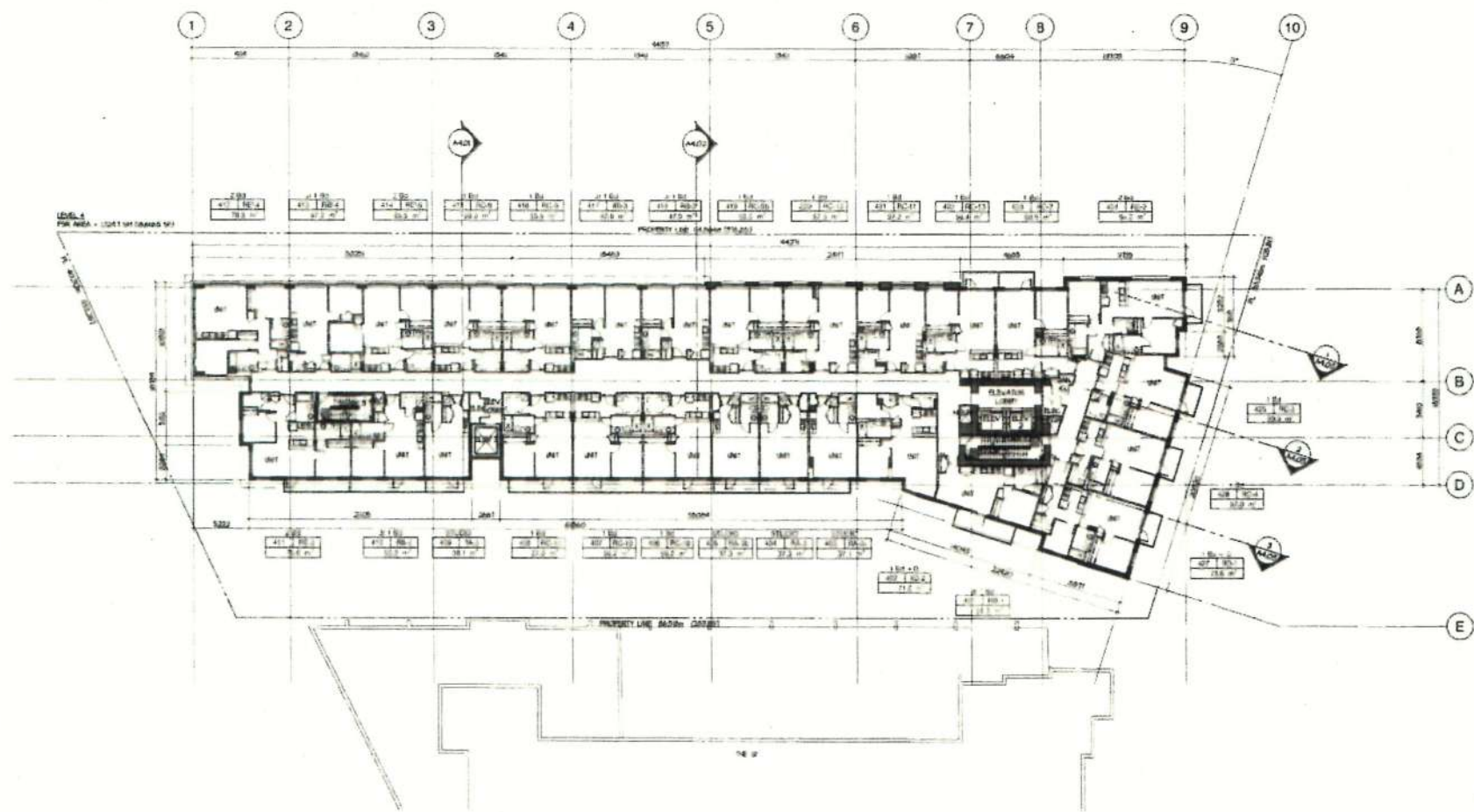


1-2017
12-1-2017
22-10-2017
Full Name: [Name]
Full Name: [Name]

KEY PLAN

Revisions

Revised Date: October 1994



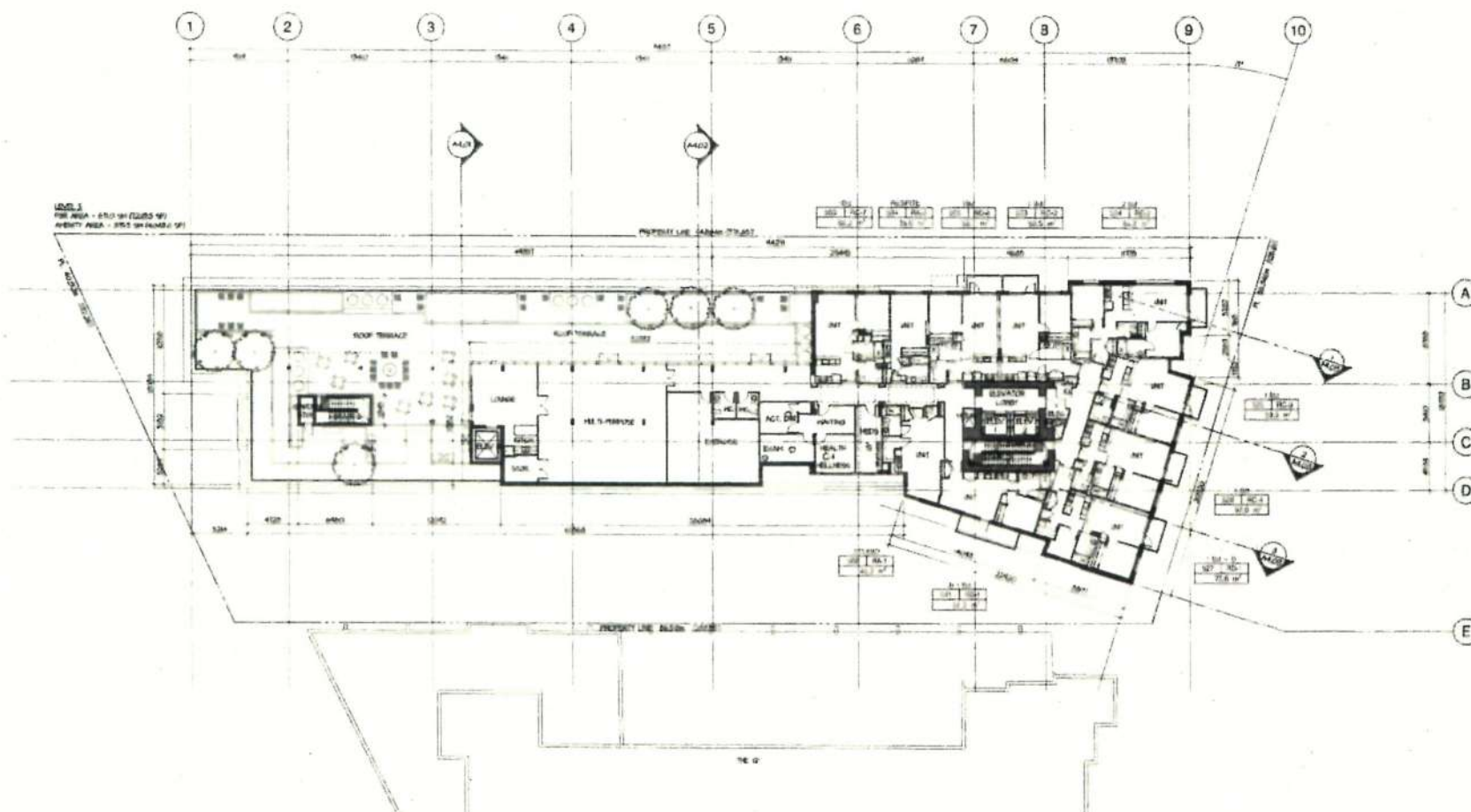
701 BELLEVILLE Victoria BC

LEVEL 4 PLAN

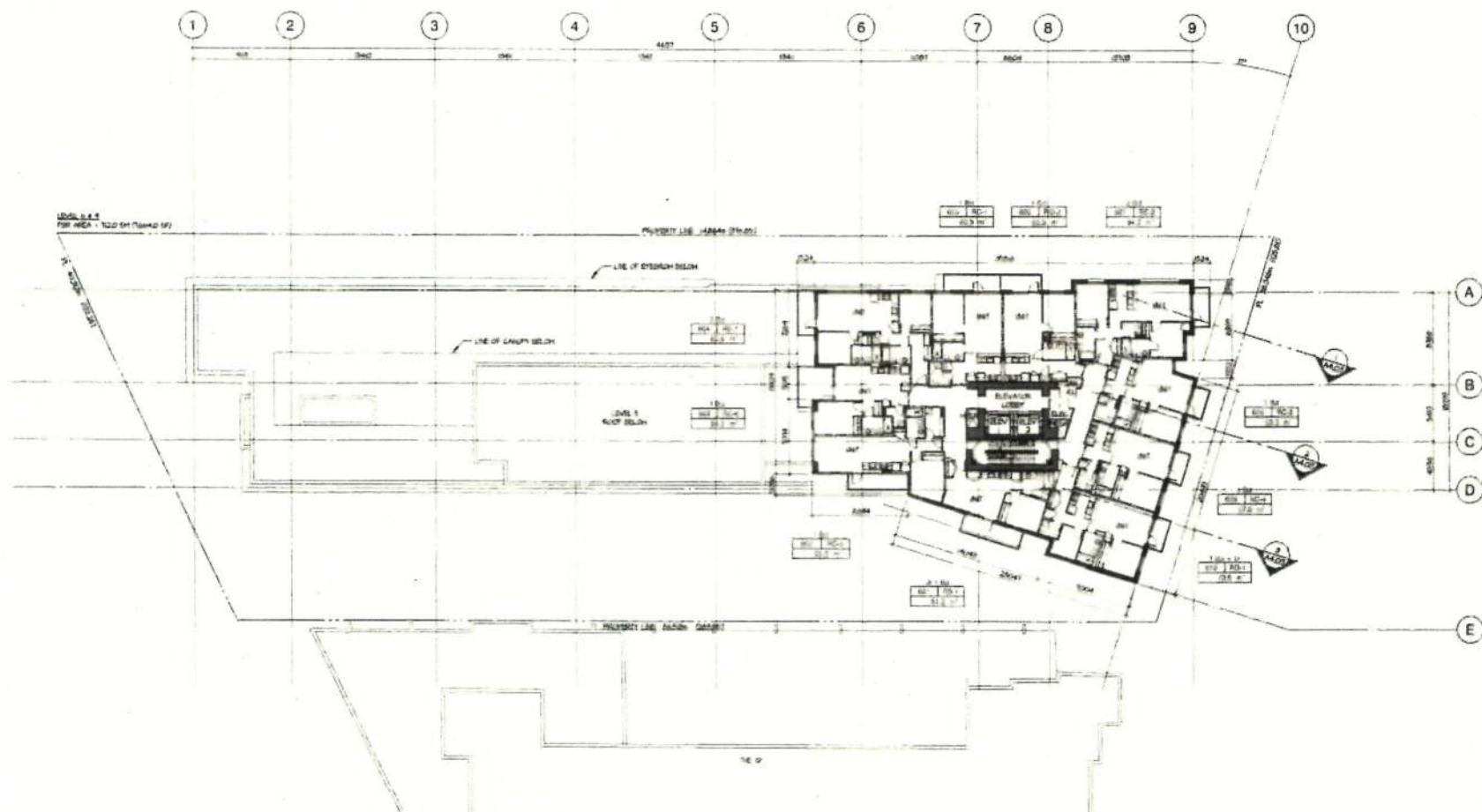
A2.06

RE-ISSUED FOR REZONING & DEVELOPMENT APPLICATION





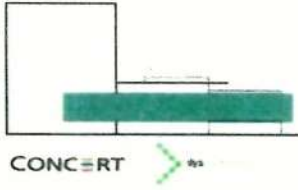
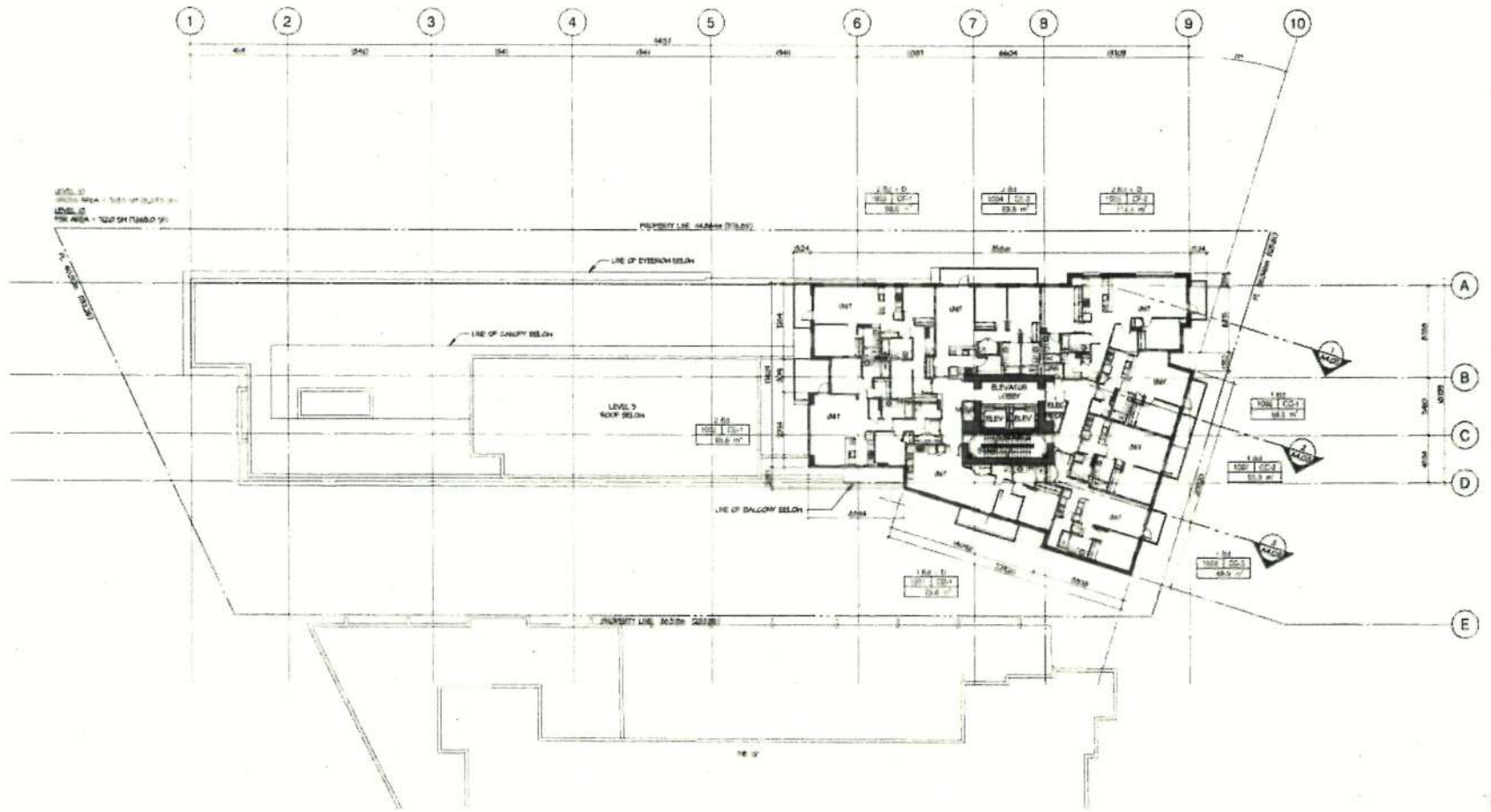
7/20/2016
12:14 PM
2016 OCT 17



A2.08

RE-ISSUED FOR REZONING & DEVELOPMENT APPLICATION

1990



701 BELLEVILLE Victoria BC

LEVEL 10 PLAN **A2.09**

RE-ISSUED FOR REZONING & DEVELOPMENT APPLICATION

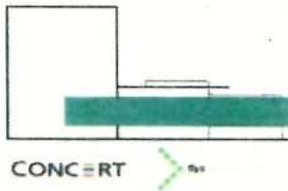
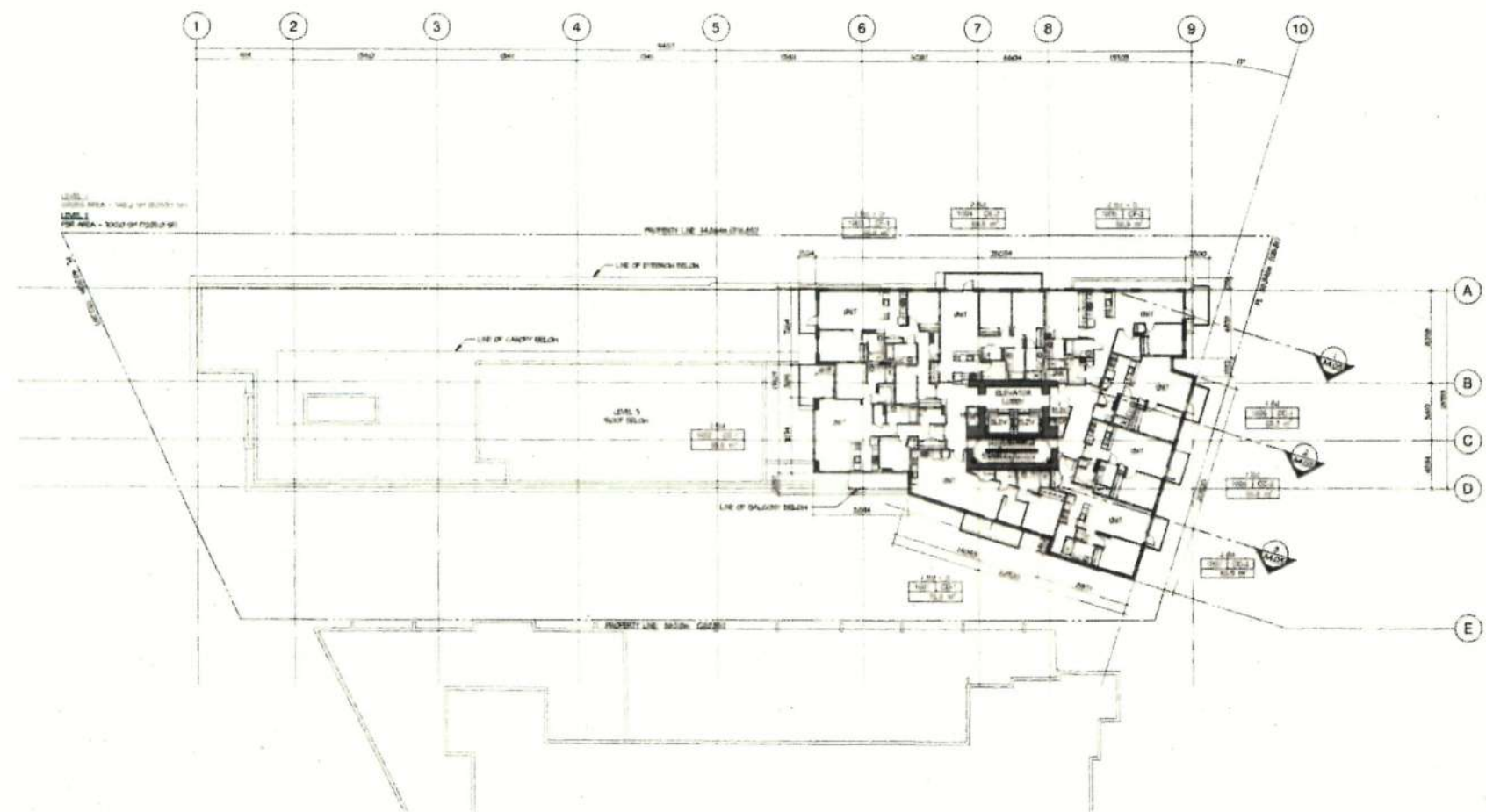


1:200
1/2" = 1'-0"
2516 GUT 11
Highland Construction Ltd.

Revisions

Revised Date: October 18-19

Revised By: [Signature]



701 BELLEVILLE Victoria BC

LEVEL 11 PLAN

A2.10

RE-ISSUED FOR REZONING & DEVELOPMENT APPLICATION

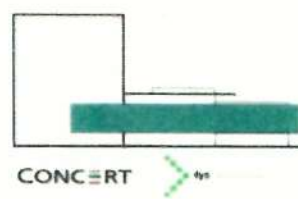
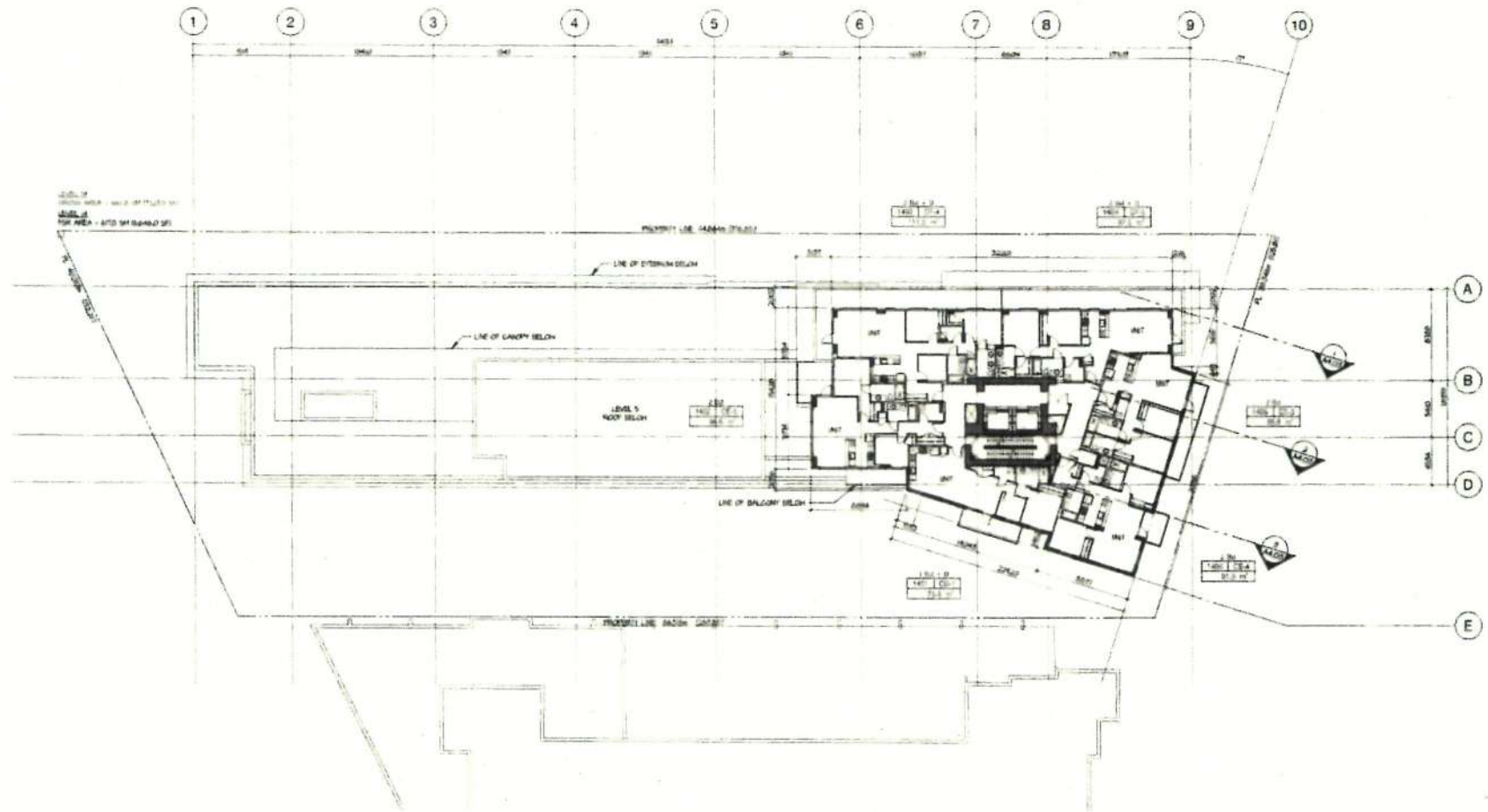
1/2020
10/18/2019
10/18/2019



Revisions

NO.	DESCRIPTION	DATE
1	Revised Plan	October 18, 19

MEET A2.12



701 BELLEVILLE Victoria BC

LEVEL 14 PLAN A2.12

RE-ISSUED FOR REZONING & DEVELOPMENT APPLICATION

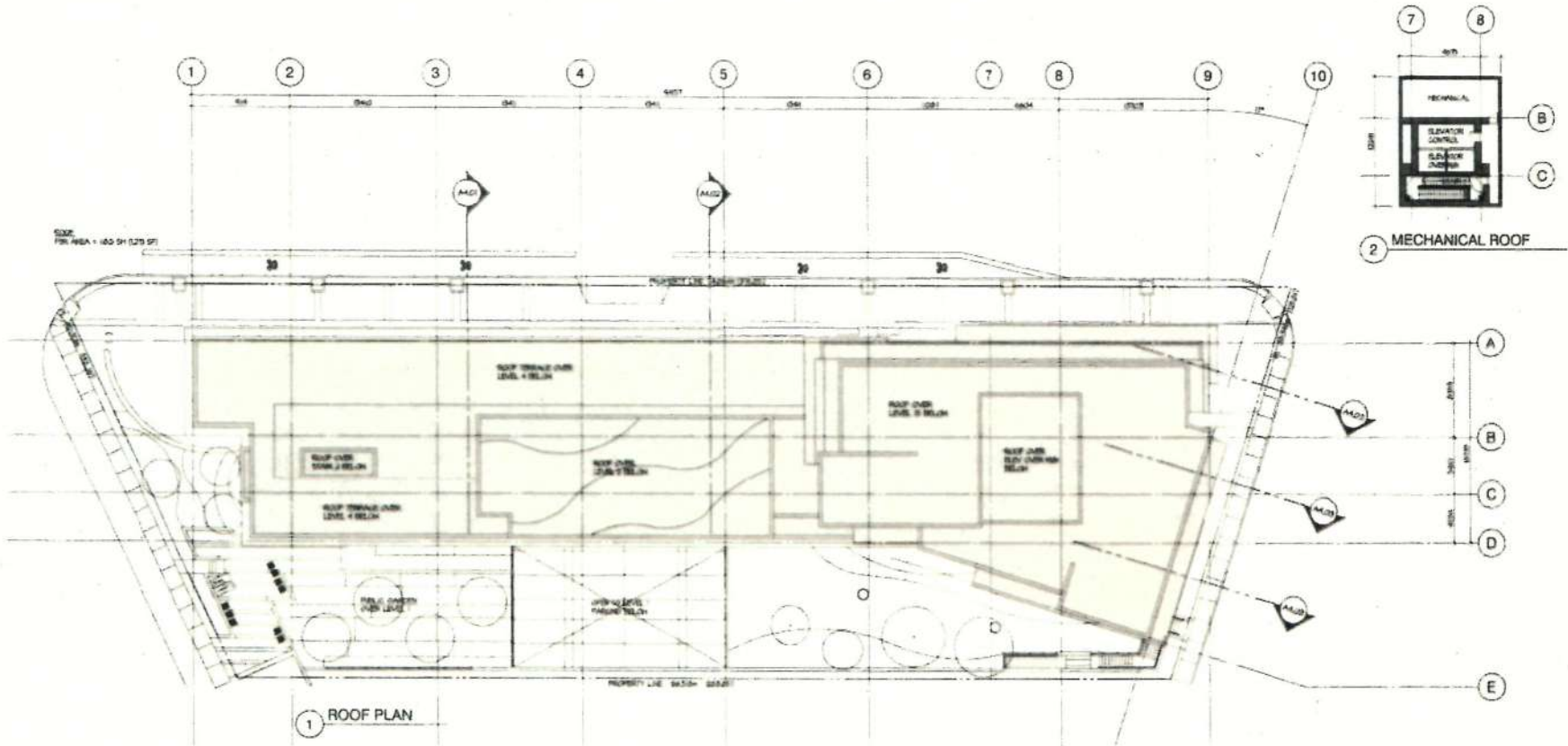
1:200
1/27/2019
2019-0001-17
Project Name: 701 Belleville - 14th Floor



A2.13

RE-ISSUED FOR REZONING & DEVELOPMENT APPLICATION

2000
2001
2002



CONCERT

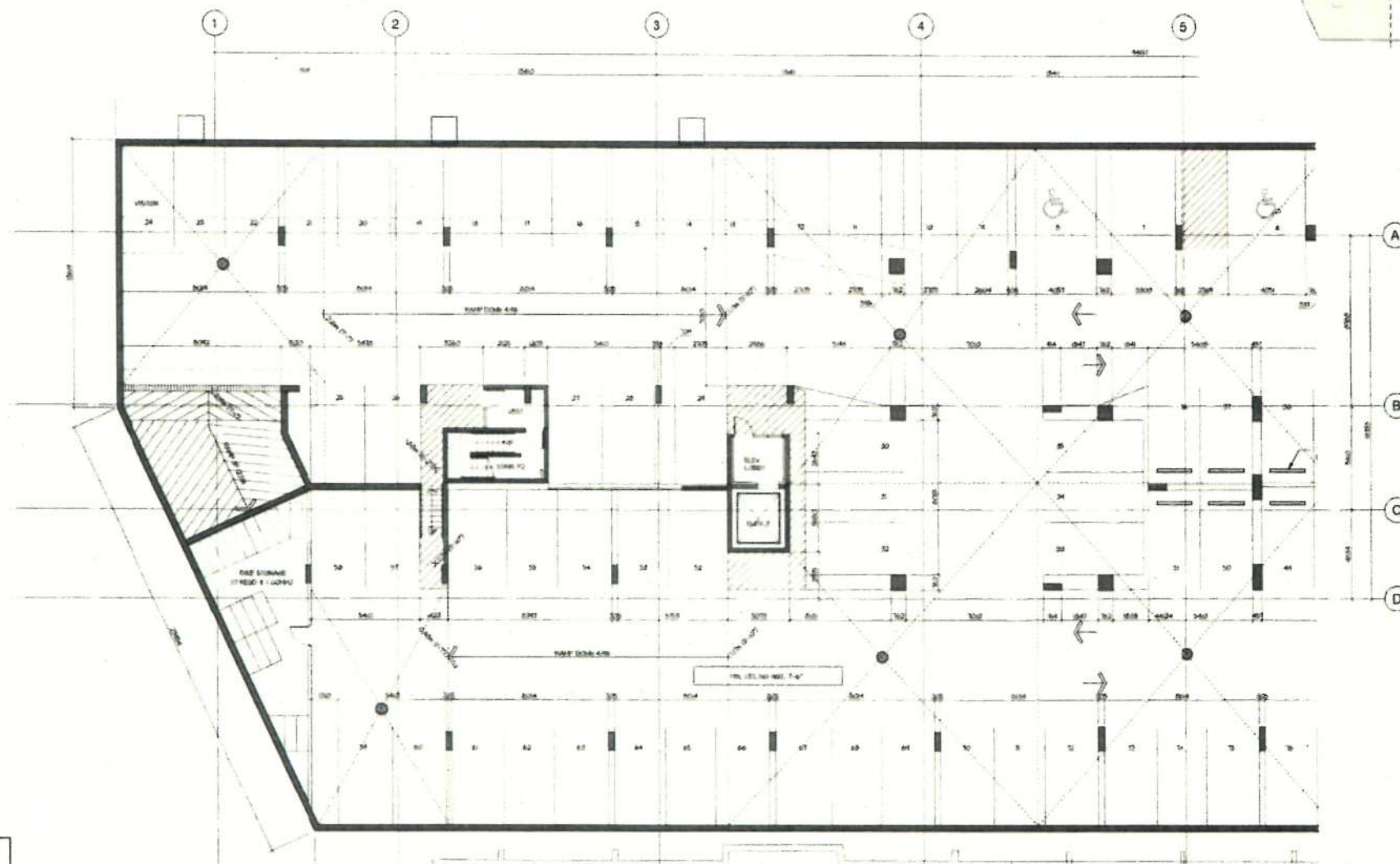
701 BELLEVILLE Victoria BC

ROOF PLAN A2.14

RE-ISSUED FOR REZONING & DEVELOPMENT APPLICATION



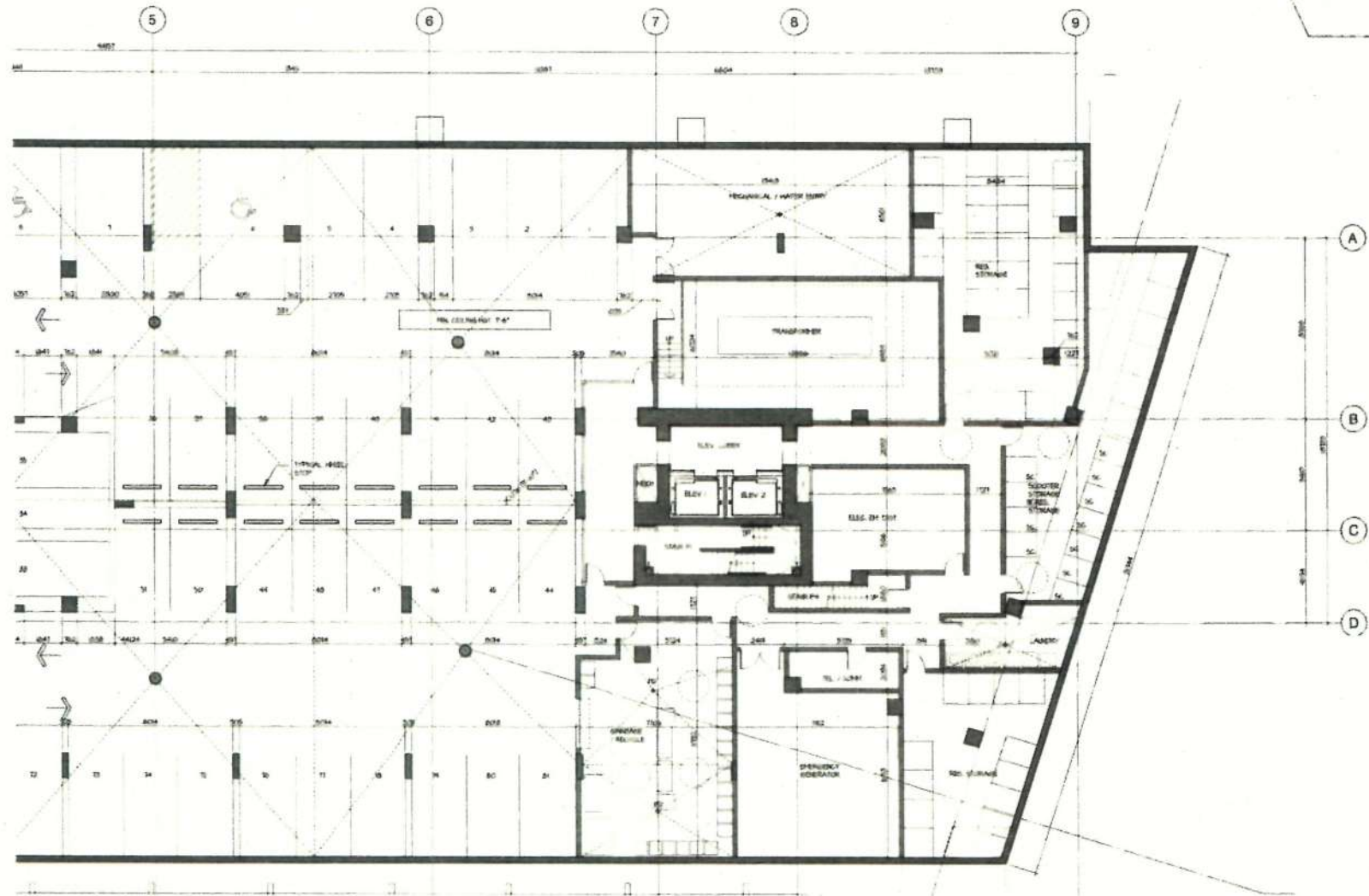
10/15
 10/16/15
 10/16/15



A2.20

RE ISSUED FOR REZONING & DEVELOPMENT APPLICATION

2015 OCT



701 BELLEVILLE Victoria BC

PARKING PLAN - EAST

A2.21

CONC=RT

RE-ISSUED FOR REZONING & DEVELOPMENT APPLICATION

Author's address: Department of Computer Science,
University of Illinois at Chicago, Chicago, IL 60607-7159,
USA.
E-mail: shankar@cs.uic.edu

42" PLAN

WEST AS22

42" PLAN

Revisions

1

2

3

10/1/2018

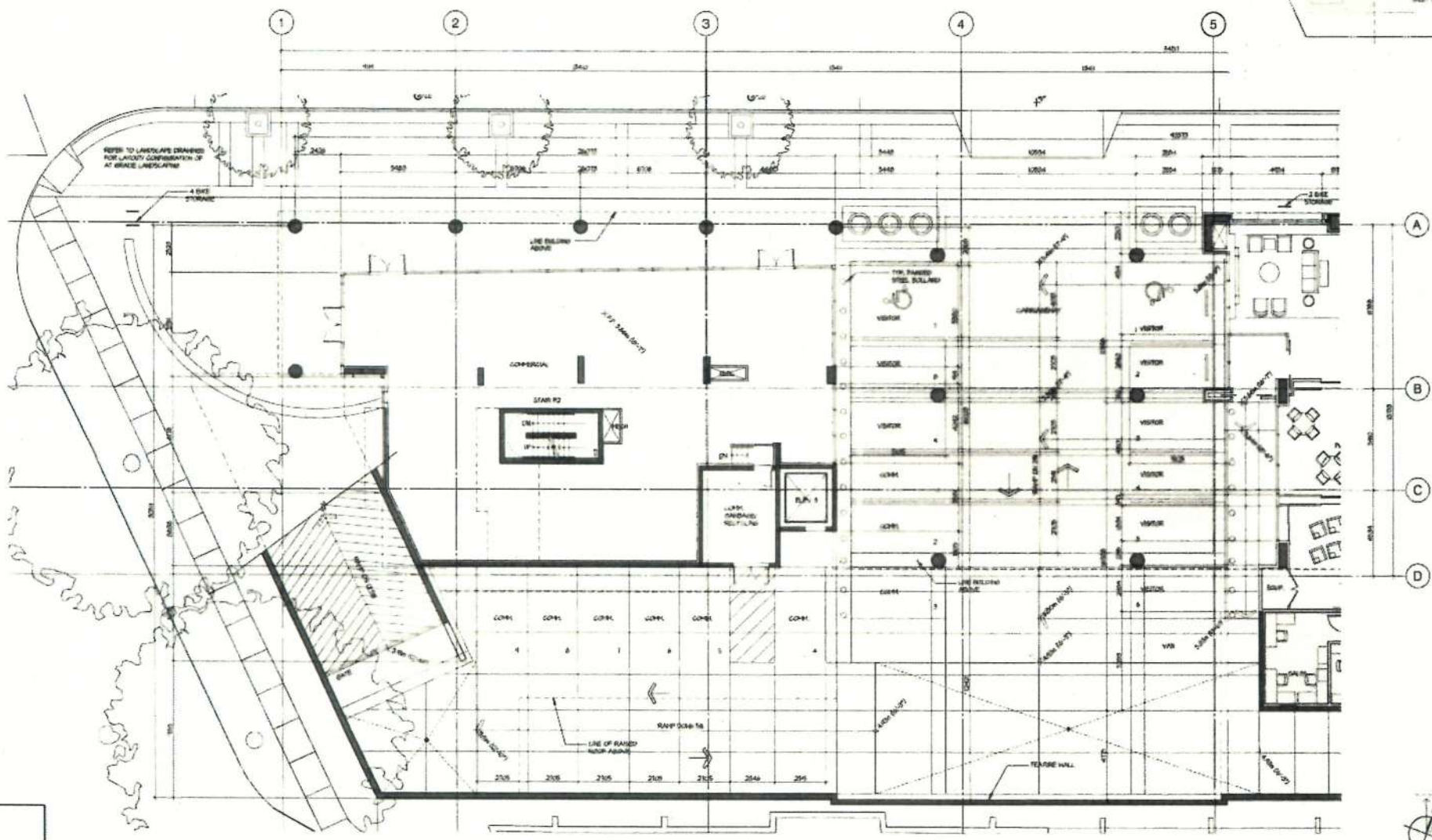
10/1/2018

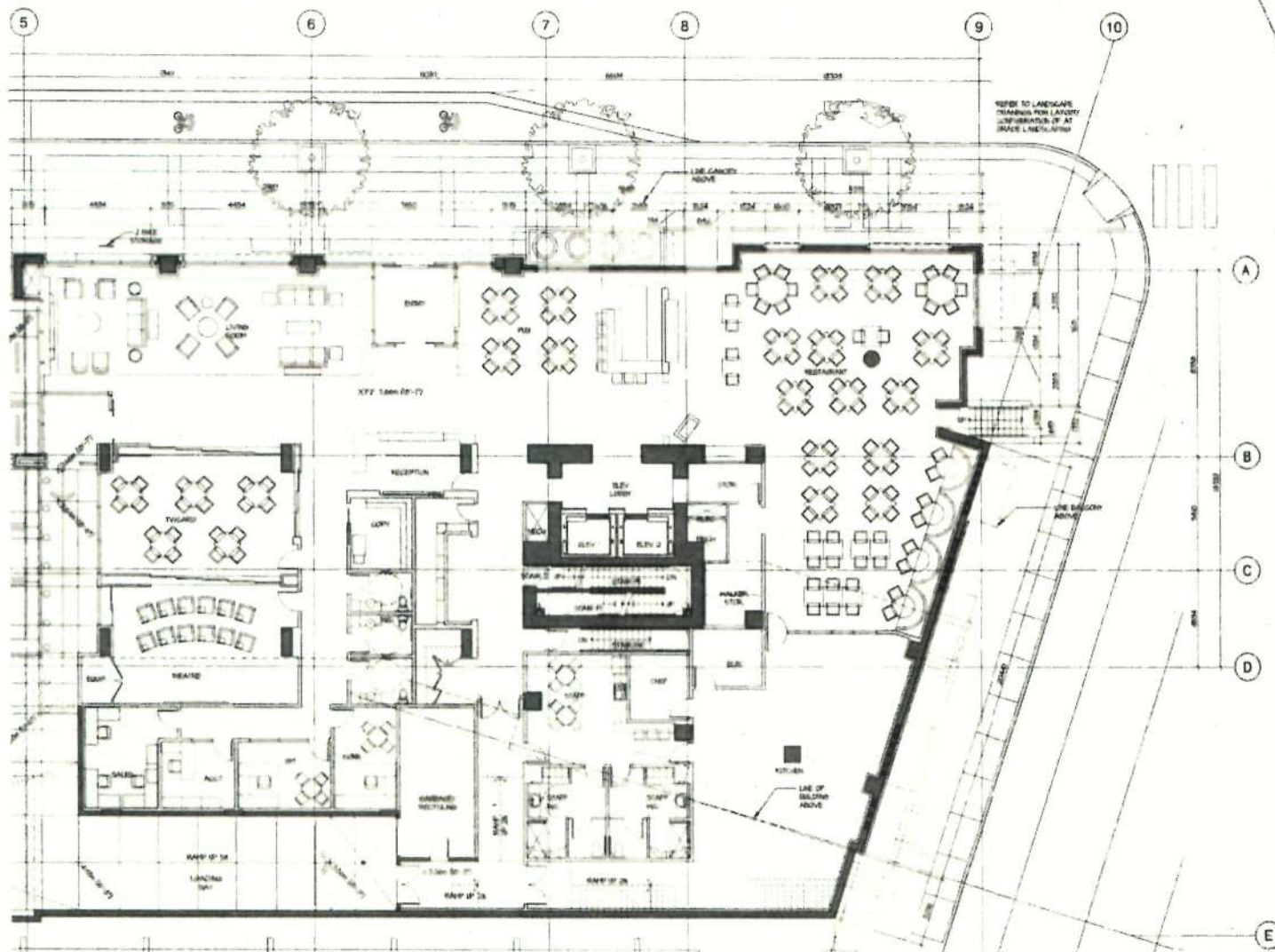
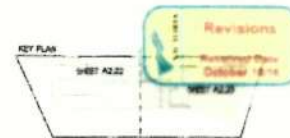
10/1/2018

10/1/2018

10/1/2018

10/1/2018





701 BELLEVILLE Victoria BC

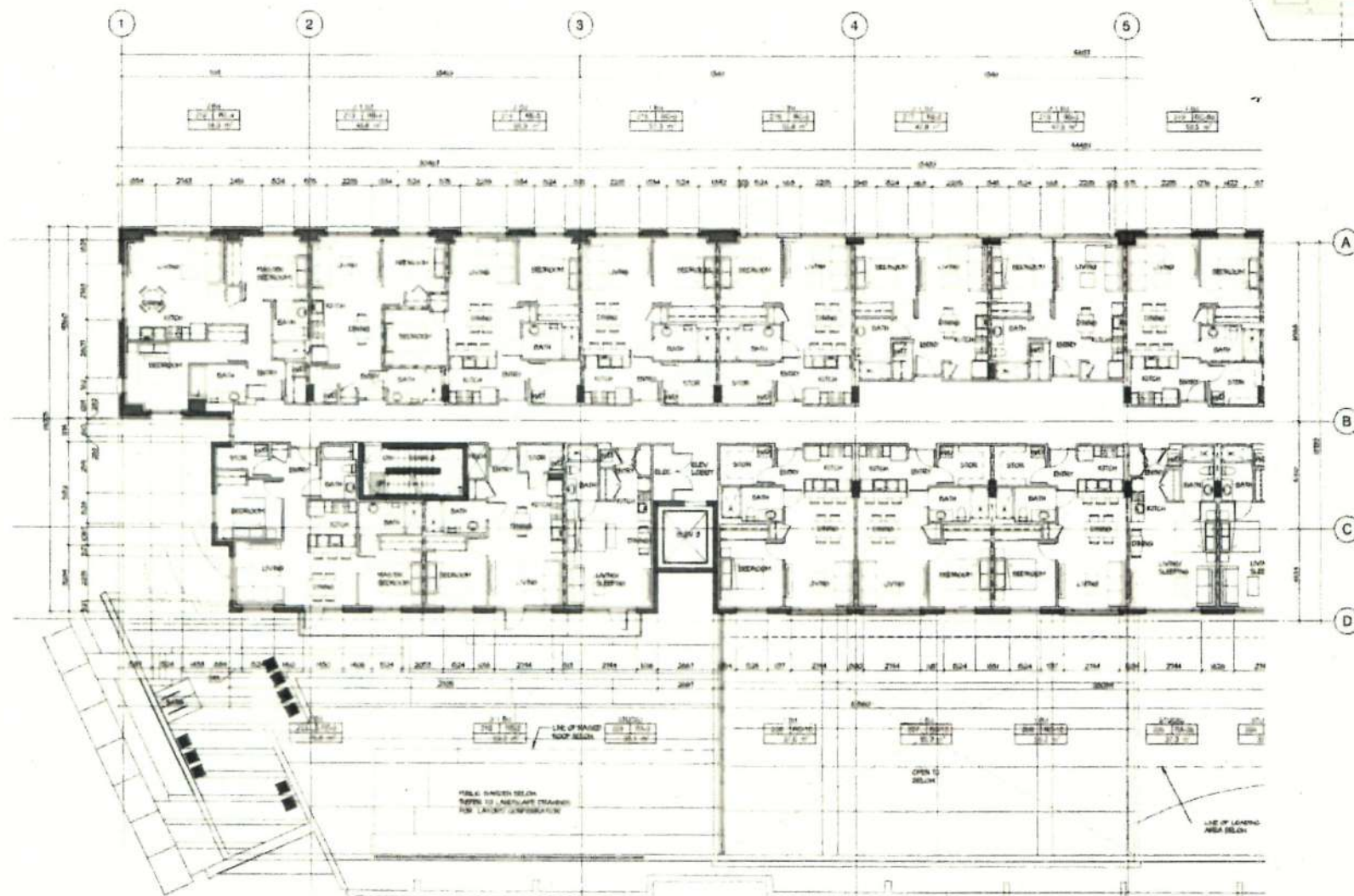
LEVEL 1 PLAN - EAST

A2.23

CONC=RT

RE-ISSUED FOR REZONING & DEVELOPMENT APPLICATION

DATE: 10/10/2010
BY: [Signature]
SCALE: 1/8" = 1'-0"



CONCERT



701 BELLEVILLE Victoria BC

LEVEL 2 PLAN - WEST

A2.24

RE-ISSUED FOR REZONING & DEVELOPMENT APPLICATION

2018.08.15
2018.08.15
2018.08.15

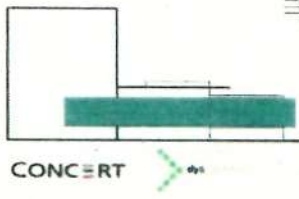
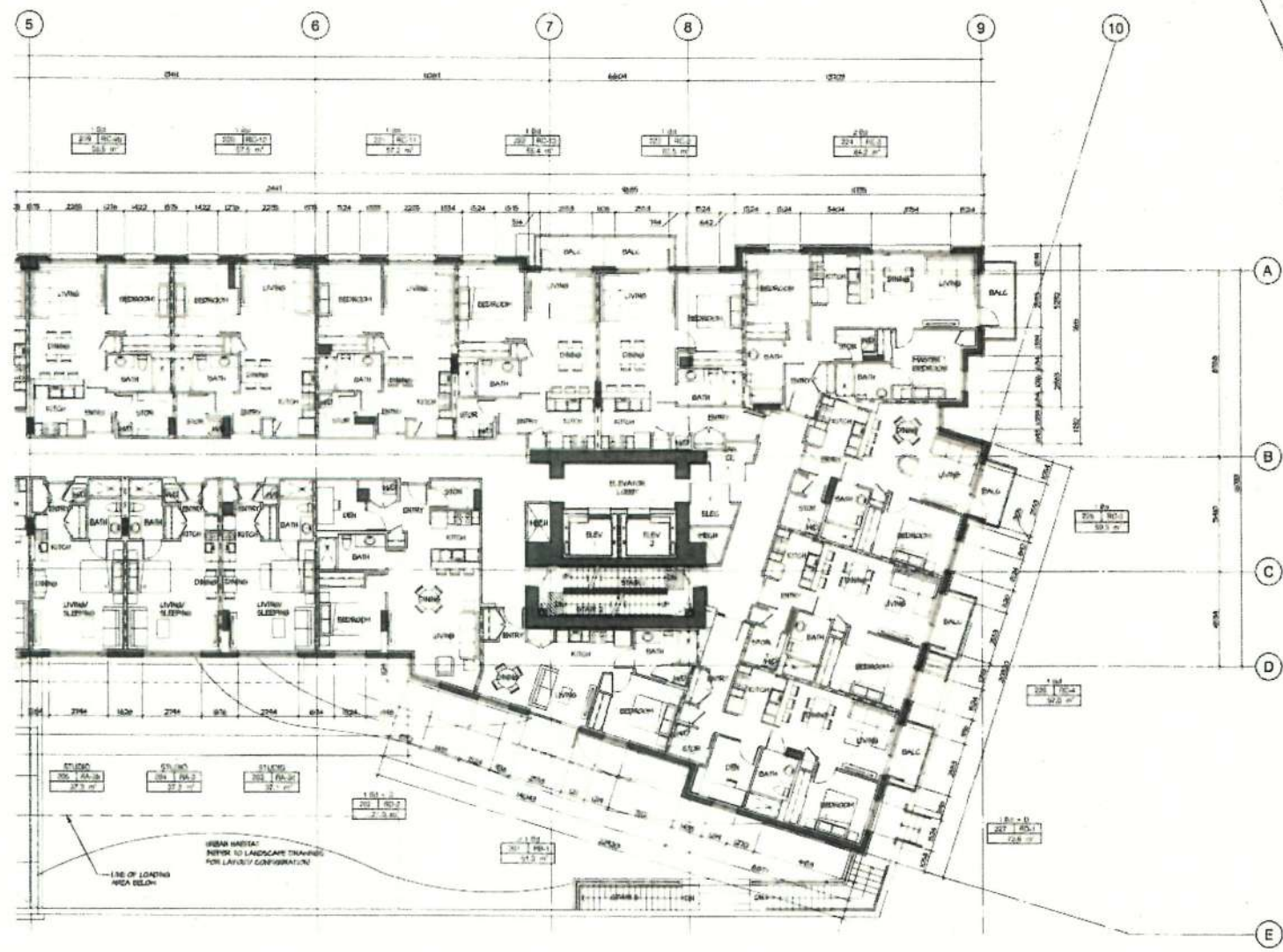
KEY PLAN

SHEET A2.25

Revisions

Revised By: October 18, 15

SHEET A2.25



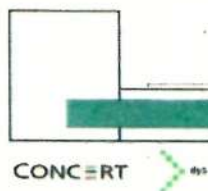
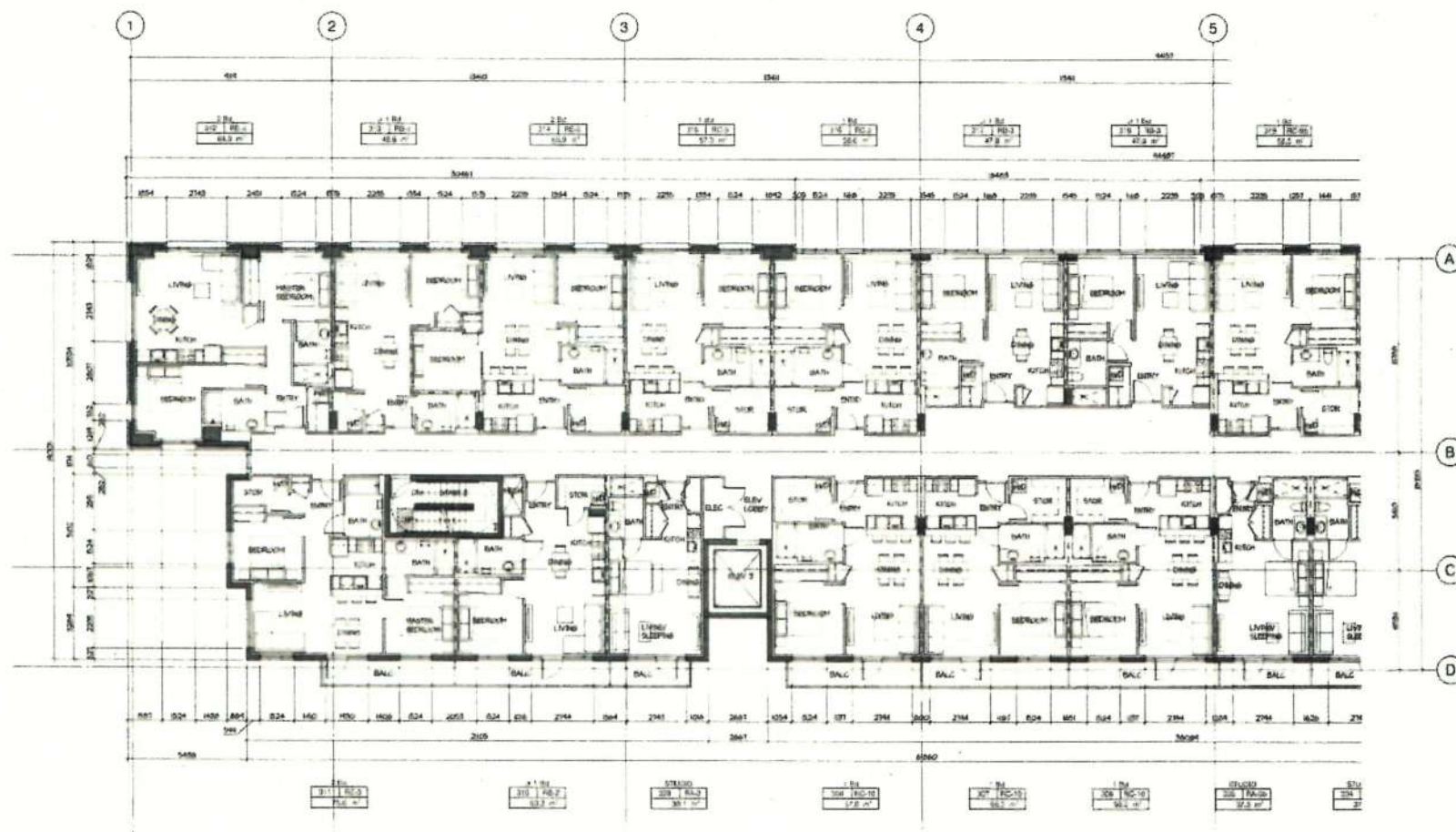
701 BELLEVILLE Victoria BC

LEVEL 2 PLAN - EAST

A2.25

RE-ISSUED FOR REZONING & DEVELOPMENT APPLICATION

1/200
10/12/2015
2015 OCT 17
Project: 15-0001-15-0001



701 BELLEVILLE Victoria BC

LEVEL 3 PLAN - WEST

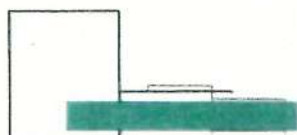
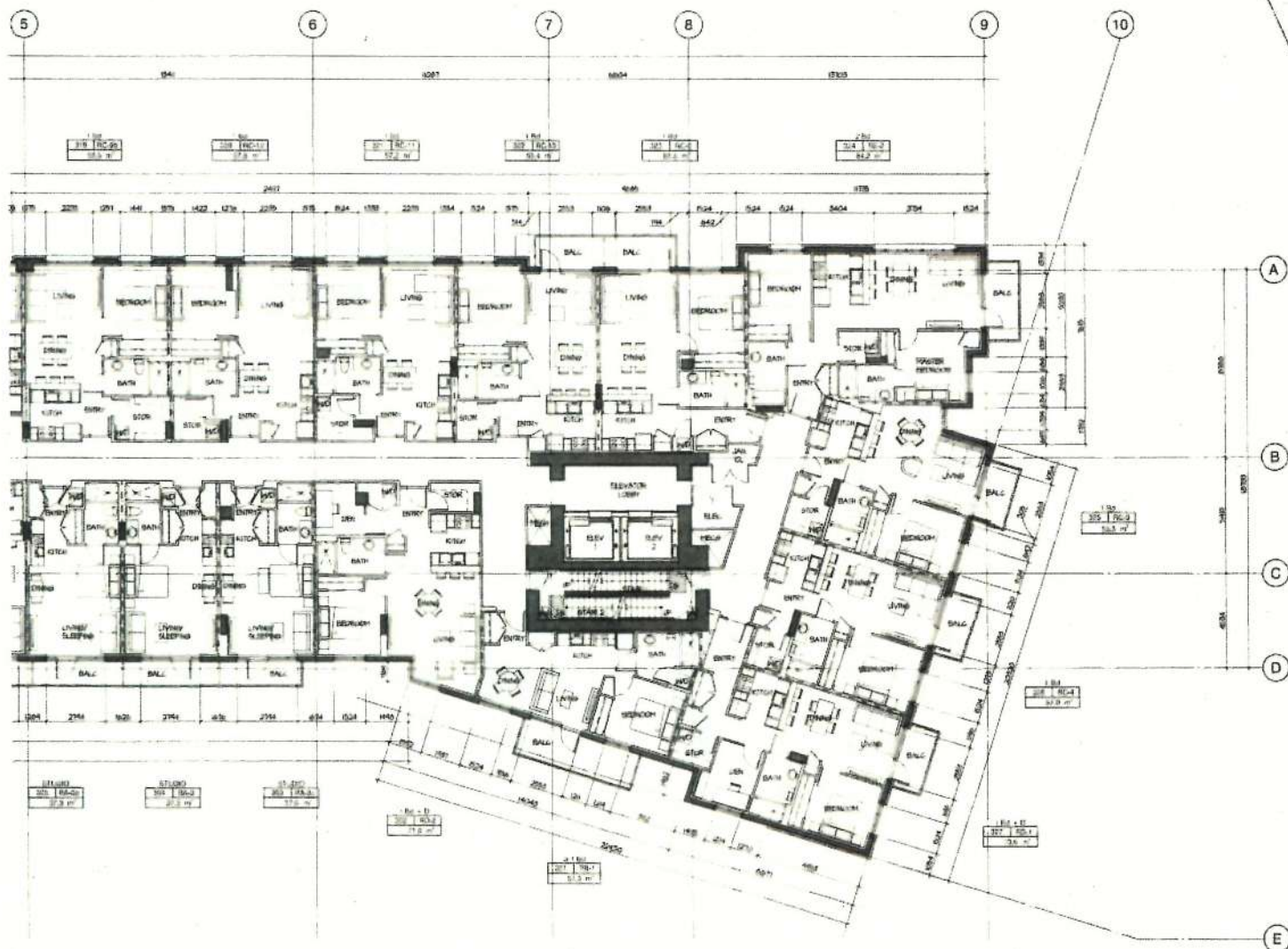
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RE-ISSUED FOR REZONING & DEVELOPMENT APPLICATION

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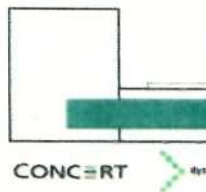
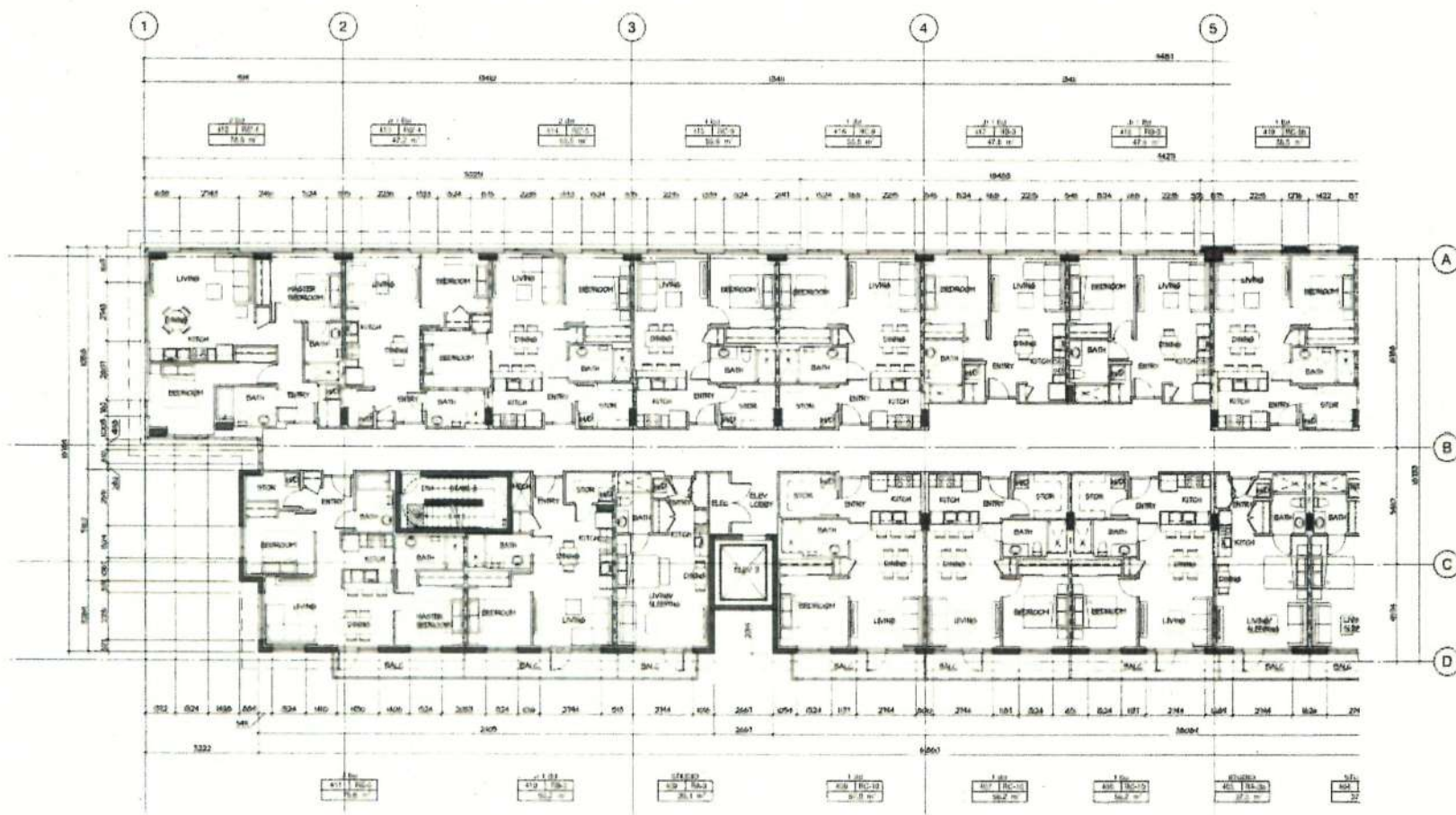
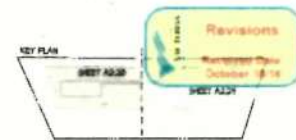
701 BELLEVILLE Victoria BC

LEVEL 3 PLAN - EAST

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RE-ISSUED FOR REZONING & DEVELOPMENT APPLICATION

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701 BELLEVILLE Victoria BC

LEVEL 4 PLAN - WEST

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RE-ISSUED FOR REZONING & DEVELOPMENT APPLICATION

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2016 OCT 17
REVISION 1.0

KEY PLAN

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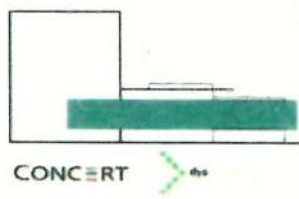
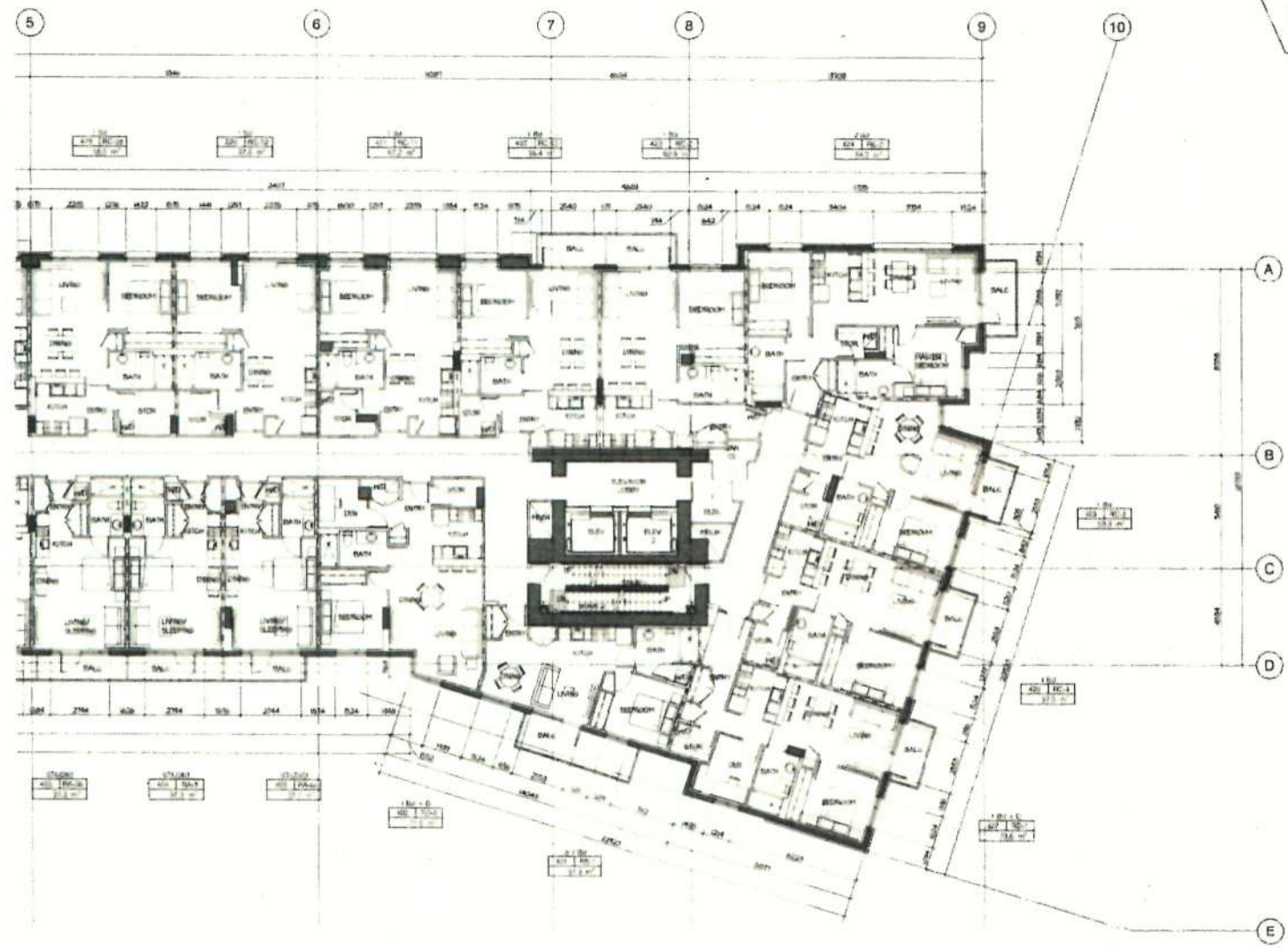
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701 BELLEVILLE Victoria BC

LEVEL 4 PLAN - EAST

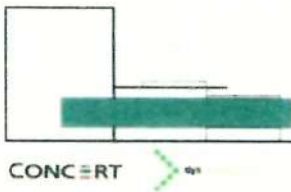
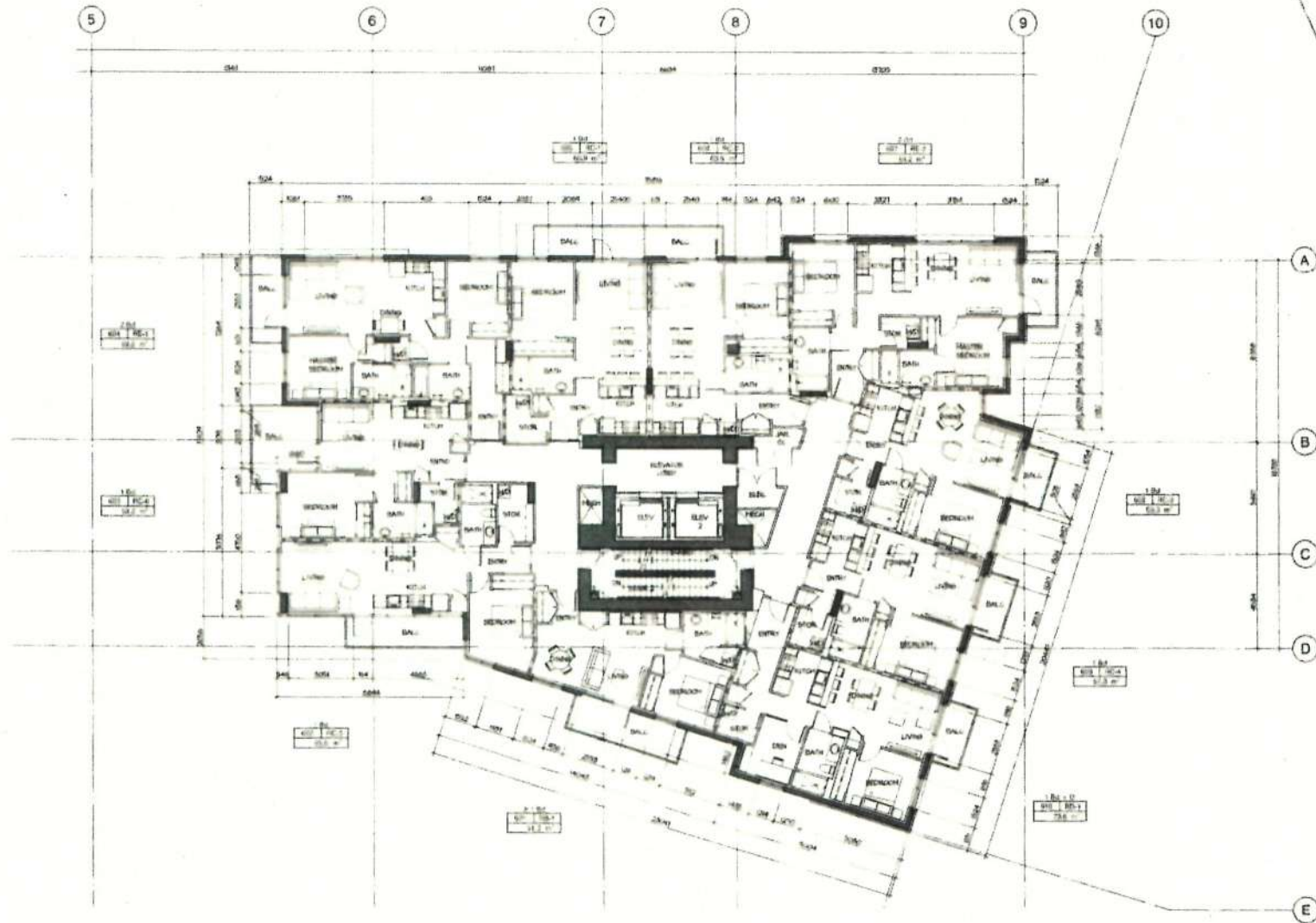
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RE-ISSUED FOR REZONING & DEVELOPMENT APPLICATION

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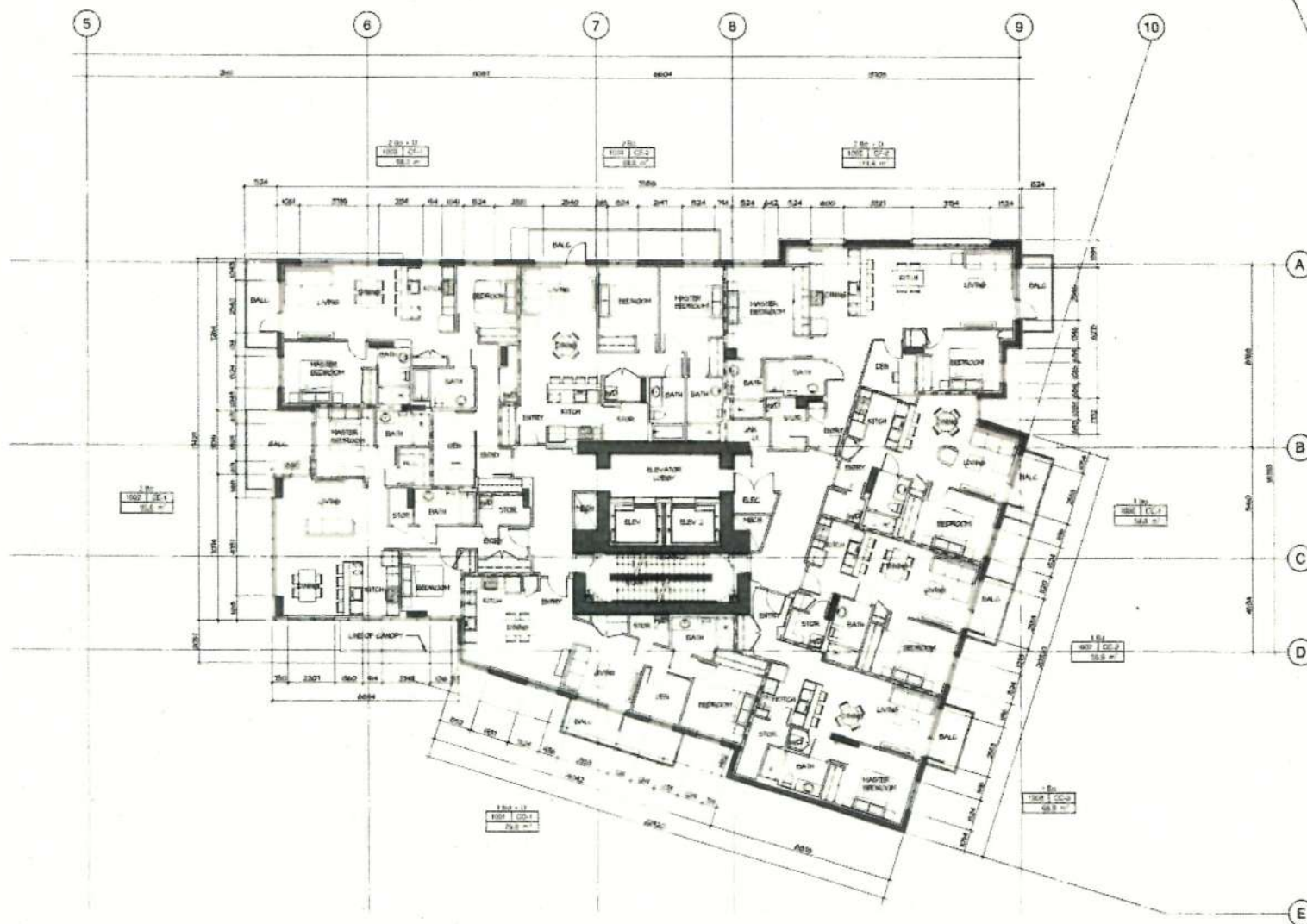
701 BELLEVILLE Victoria BC

LEVEL 6 - 9 PLAN - EAST

A2.32

RE-ISSUED FOR REZONING & DEVELOPMENT APPLICATION

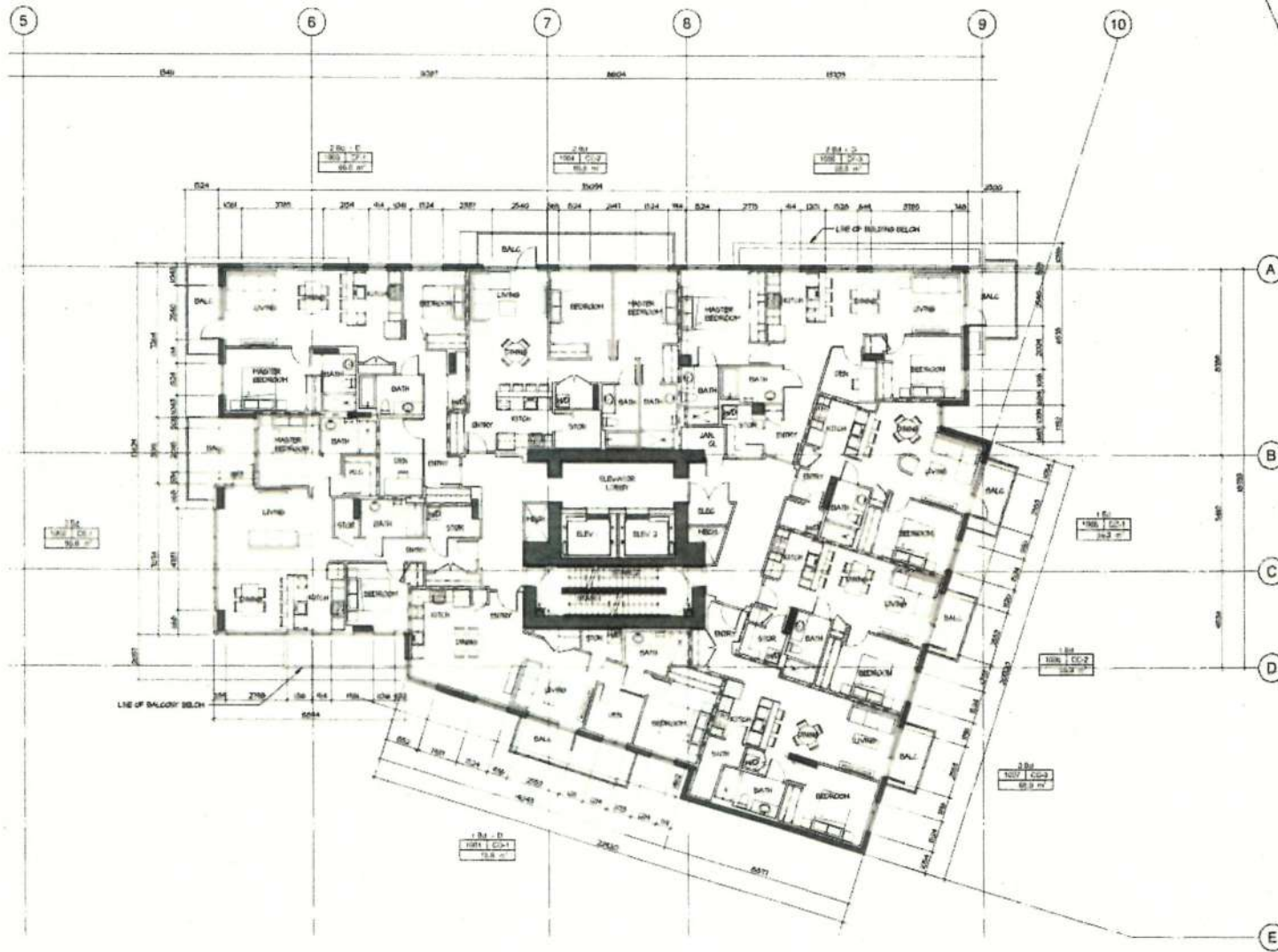
11/10/10
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11/10/10



Revisions

Revised Plan
October 18, 2016

REVISED



701 BELLEVILLE Victoria BC

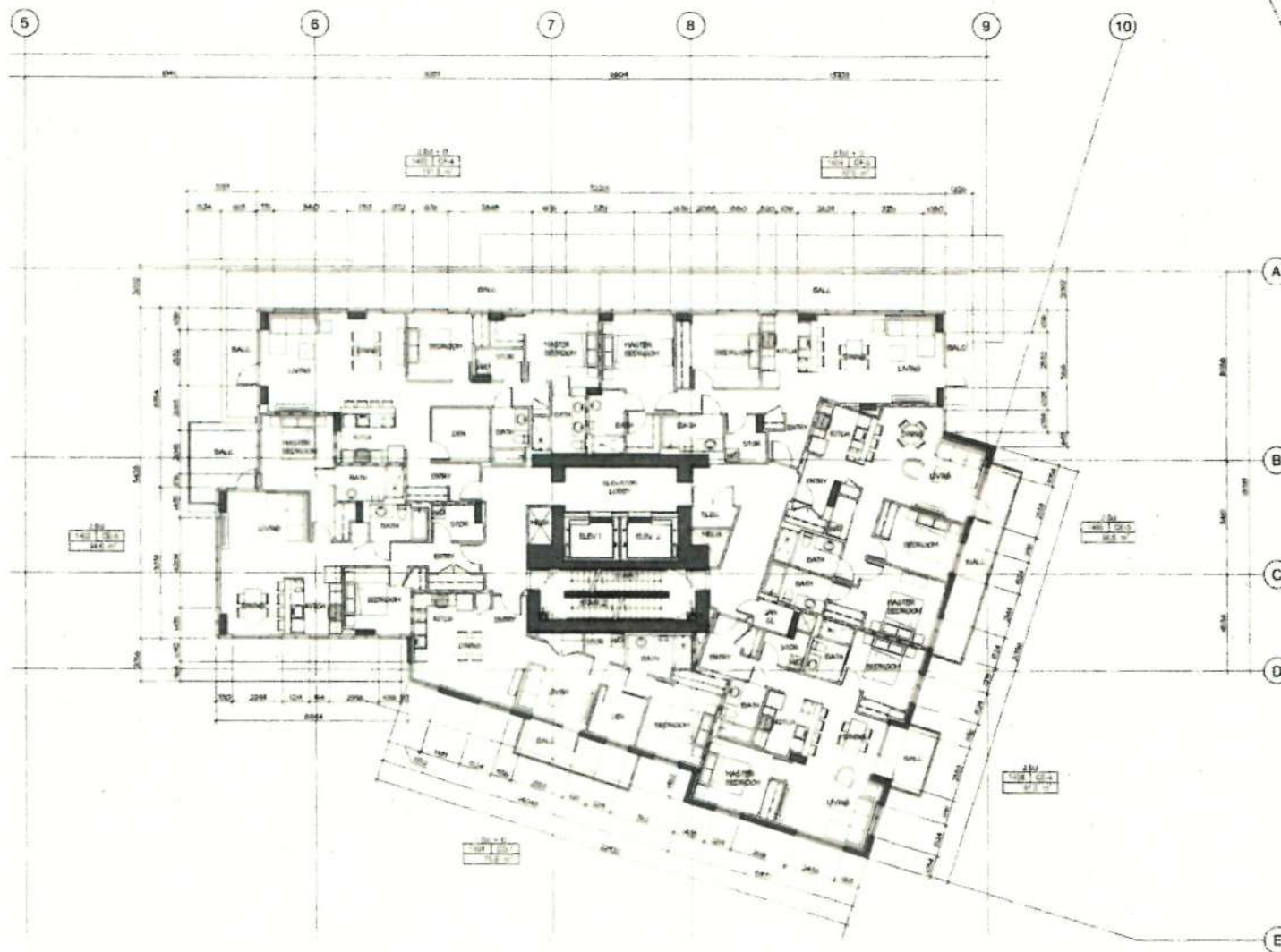
LEVEL 11 PLAN

A2.34

CONCERT

RE-ISSUED FOR REZONING & DEVELOPMENT APPLICATION

11-10
2016-07-27



701 BELLEVILLE Victoria BC

LEVEL 14 PLAN

A2.36

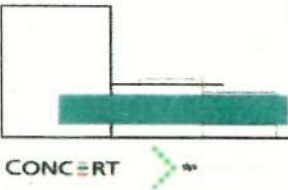
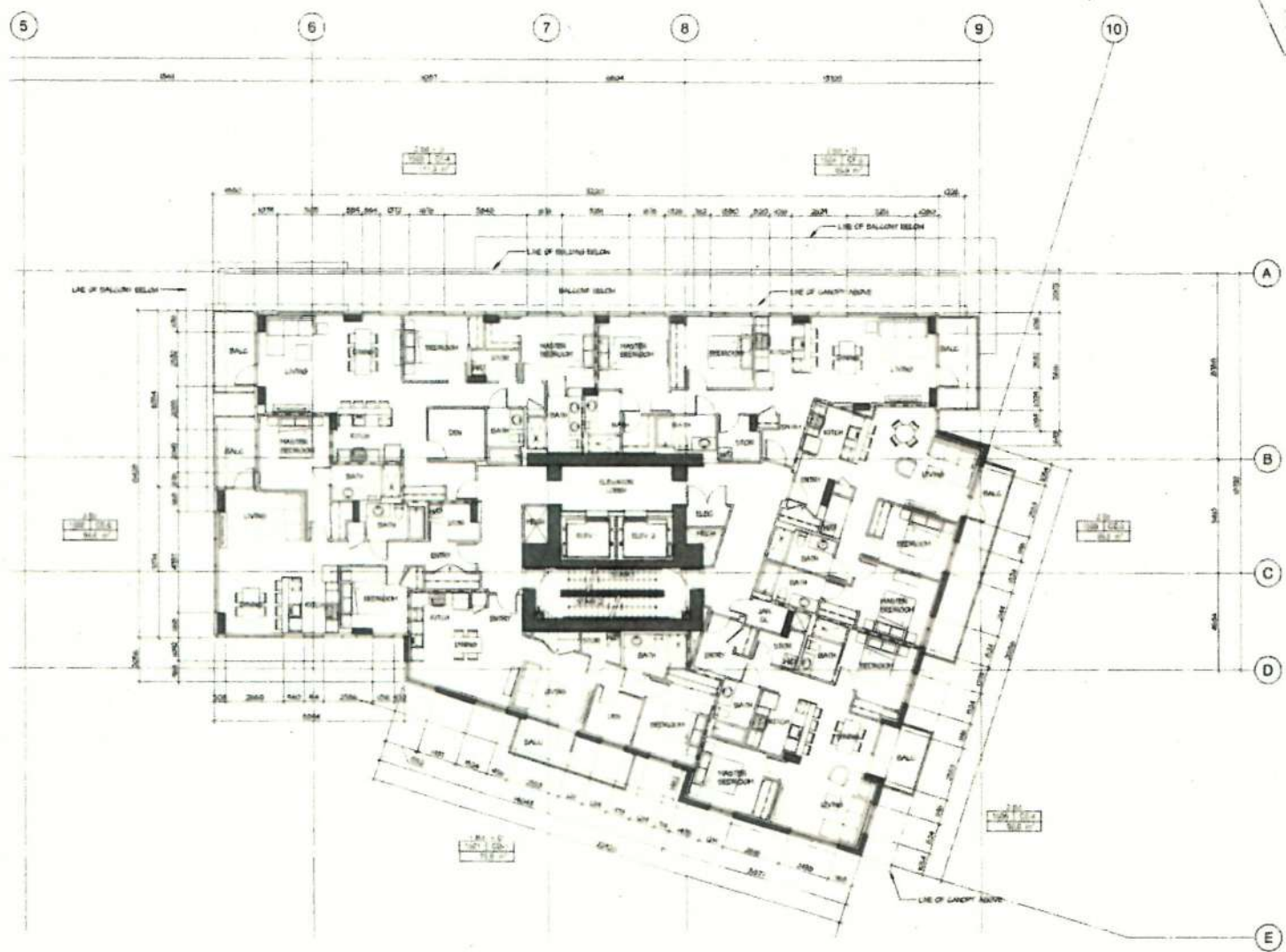
CONCERT 

RE ISSUED FOR REZONING & DEVELOPMENT APPLICATION



Revisions

No.	Description	Date
1	Revised	October 18/14



701 BELLEVILLE Victoria BC

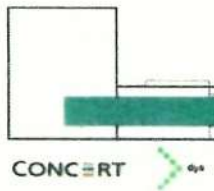
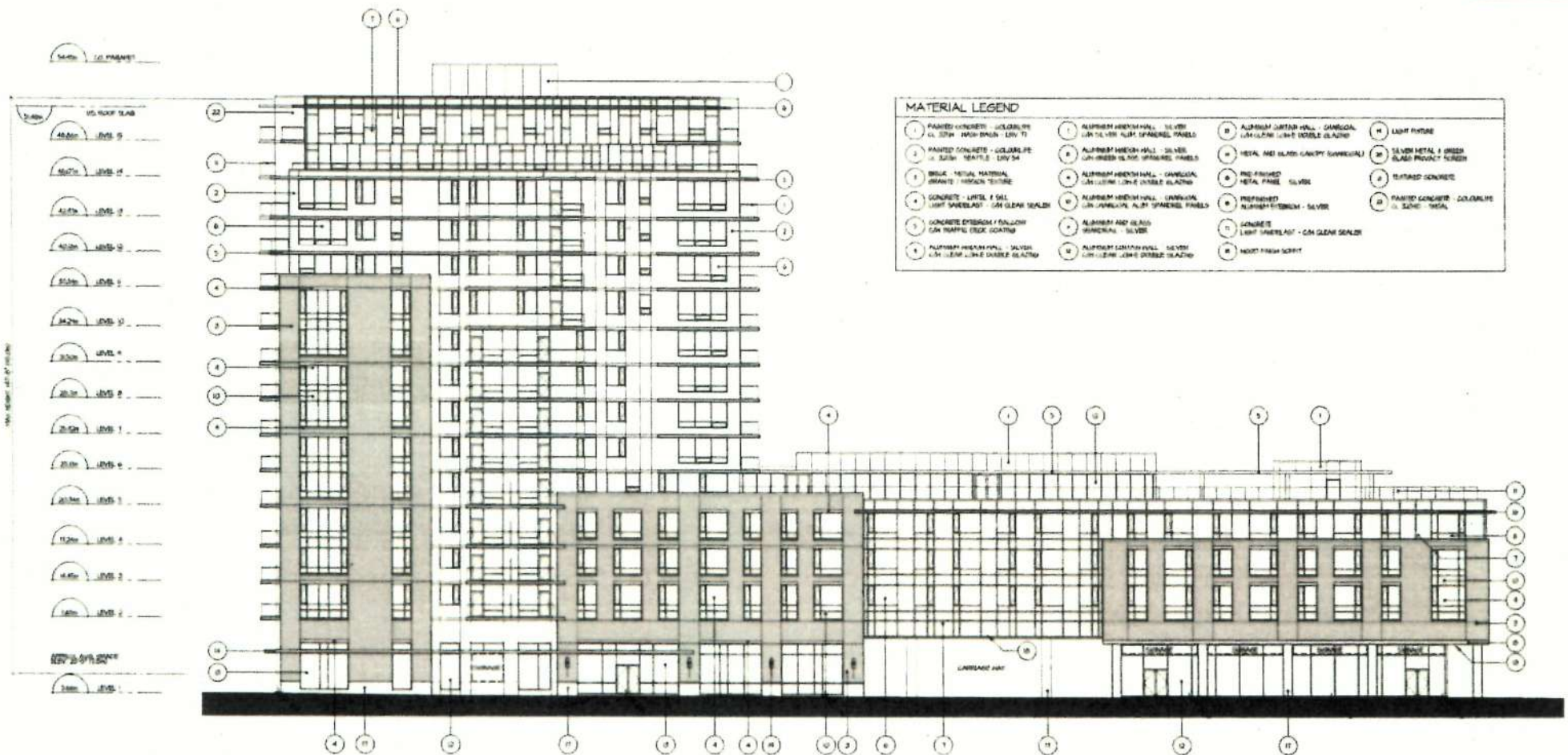
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RE-ISSUED FOR REZONING & DEVELOPMENT APPLICATION



1:100
12/04/14
20/10/14



701 BELLEVILLE Victoria BC

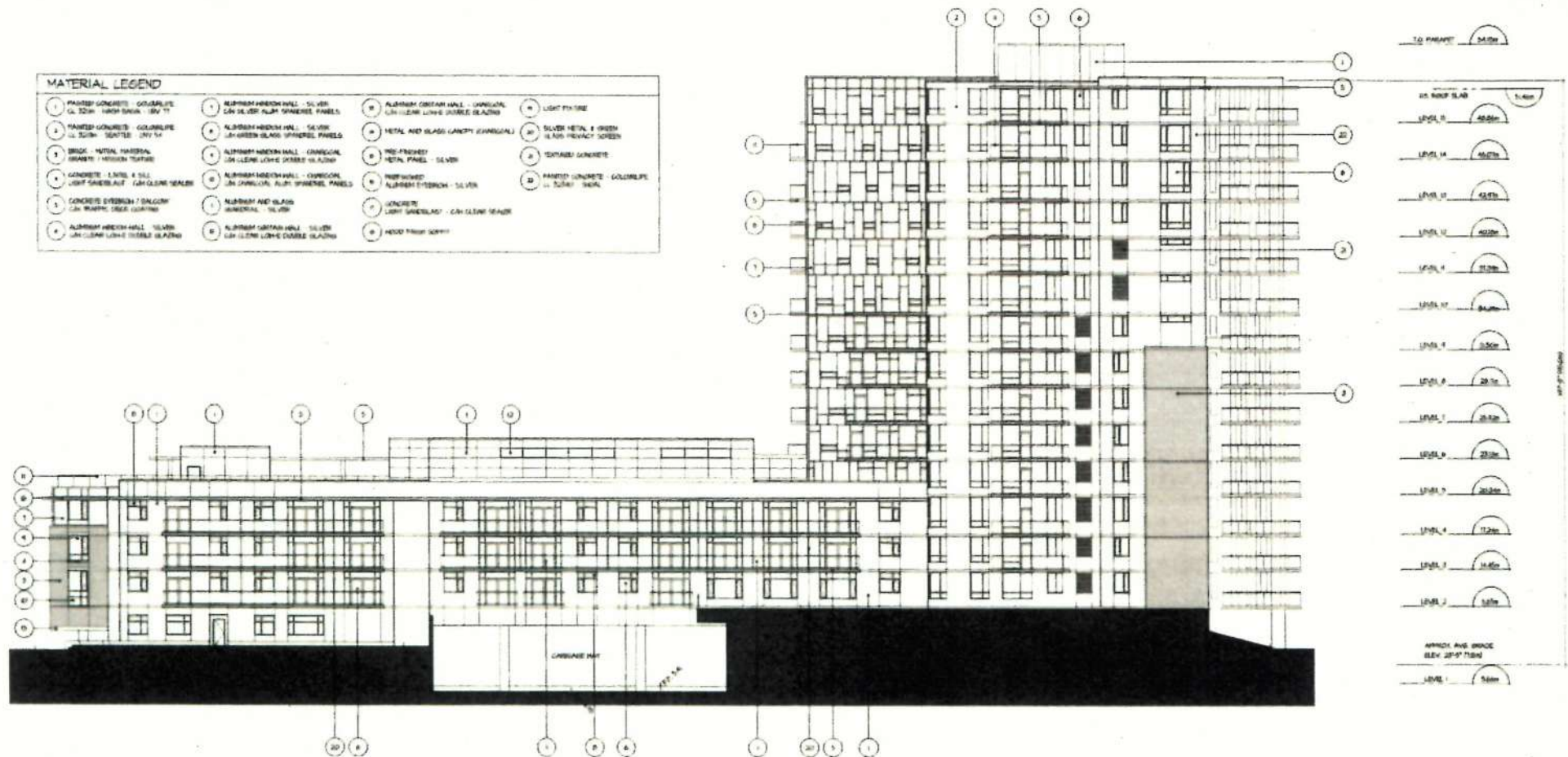
NORTH ELEVATION

A3.01

RE-ISSUED FOR REZONING & DEVELOPMENT APPLICATION

11/18
12/18
10/18

MATERIAL LEGEND			
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2 PAINTED CONCRETE - COLORPULE CL 3000 - HATCH 100% 10	2 ALUMINUM HIDDEN HALL - SILVER CAN GLASS LENS DOUBLE GLAZING	20 METAL AND GLASS CANOPY (KANGAROO)	20 SILVER METAL & GREEN GLASS HATCH SCREEN
3 BRICK - METAL MATERIAL BRICK - METAL MATERIAL	3 ALUMINUM HIDDEN HALL - CANTAIN CAN GLASS LENS DOUBLE GLAZING	30 METAL PANEL - SILVER	30 PAINTED CONCRETE - CL 3000 - HATCH 100% 10
4 CONCRETE - LITE & TALL LIGHT SANDBLAST - CAN GLASS LENS	4 ALUMINUM HIDDEN HALL - CANTAIN CAN GLASS LENS DOUBLE GLAZING	40 METAL PANEL - SILVER	40 PAINTED CONCRETE - CL 3000 - HATCH 100% 10
5 CONCRETE OVERBUSH / BALCONY CAN GLASS LENS DOUBLE GLAZING	5 ALUMINUM HIDDEN HALL - CANTAIN CAN GLASS LENS DOUBLE GLAZING	50 ALUMINUM HIDDEN HALL - SILVER CAN GLASS LENS DOUBLE GLAZING	50 PAINTED CONCRETE - CL 3000 - HATCH 100% 10
6 ALUMINUM HIDDEN HALL - SILVER CAN GLASS LENS DOUBLE GLAZING	6 ALUMINUM HIDDEN HALL - CANTAIN CAN GLASS LENS DOUBLE GLAZING	60 CONCRETE LIGHT SANDBLAST - CAN GLASS LENS	60 HEAD TRUSS SYSTEM



701 BELLEVILLE Victoria BC

SOUTH ELEVATION A3.02

CONCERT

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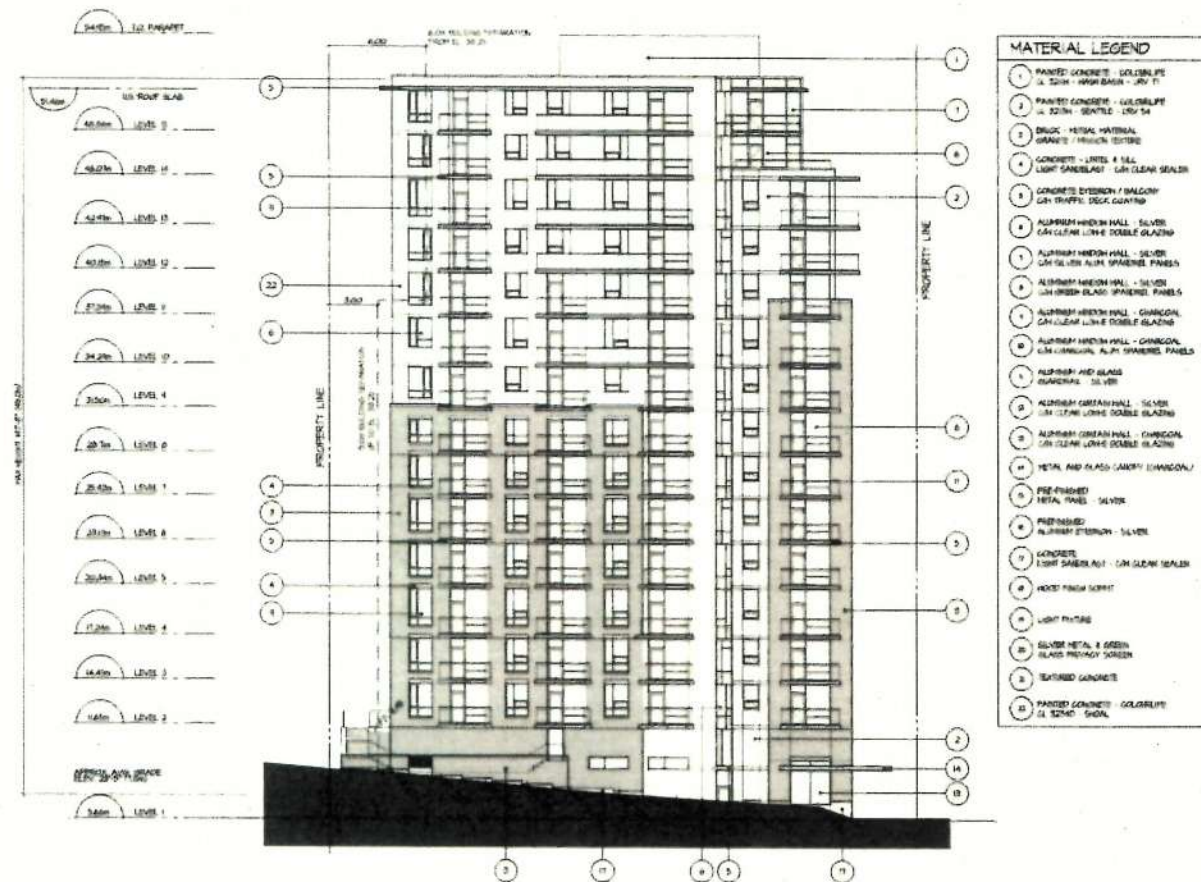
1/18/18
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Victoria BC

A3.03

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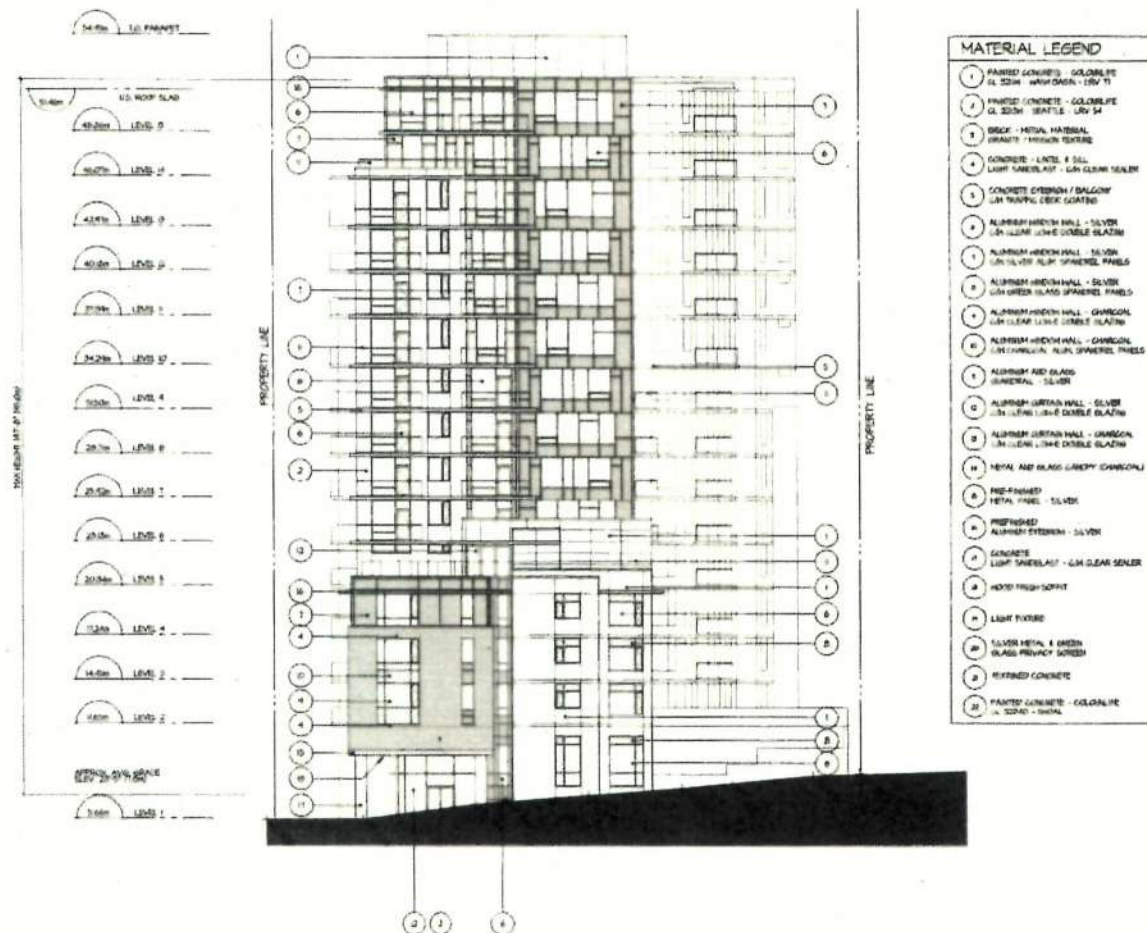
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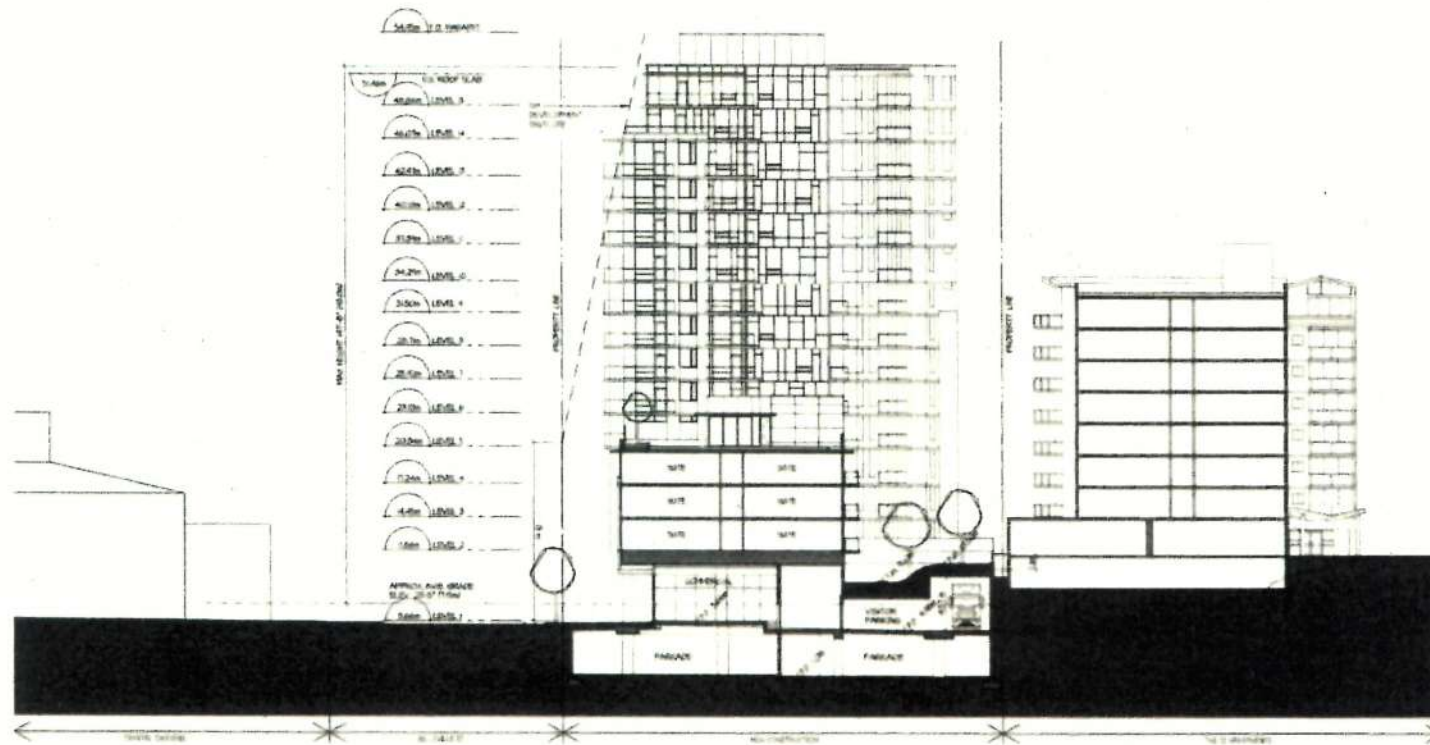


WEST ELEVATION

A3.04

RE-ISSUED FOR REZONING & DEVELOPMENT APPLICATION

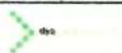




701 BELLEVILLE Victoria BC

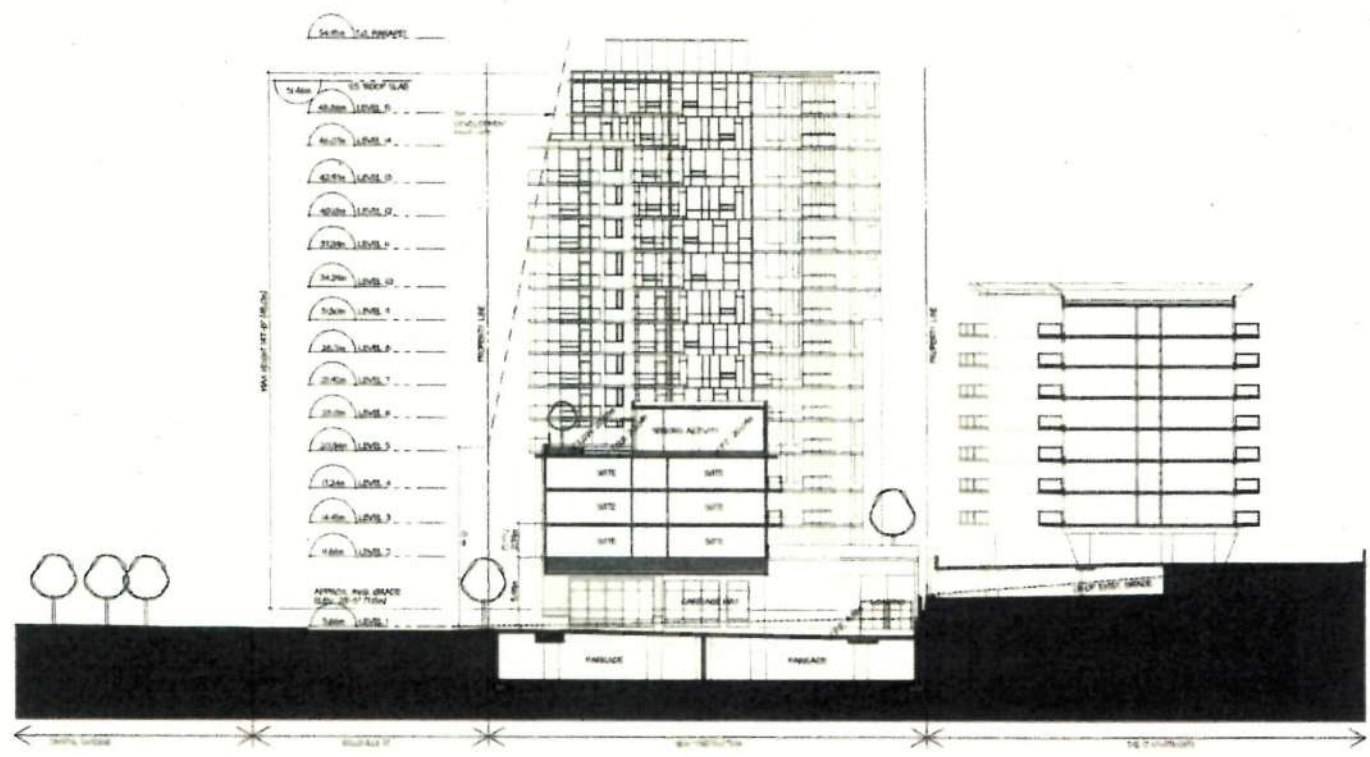
SECTION A A4.01

CONCERT



RE-ISSUED FOR REZONING & DEVELOPMENT APPLICATION

1.000
 10/12/2014
 2014 OCT 17



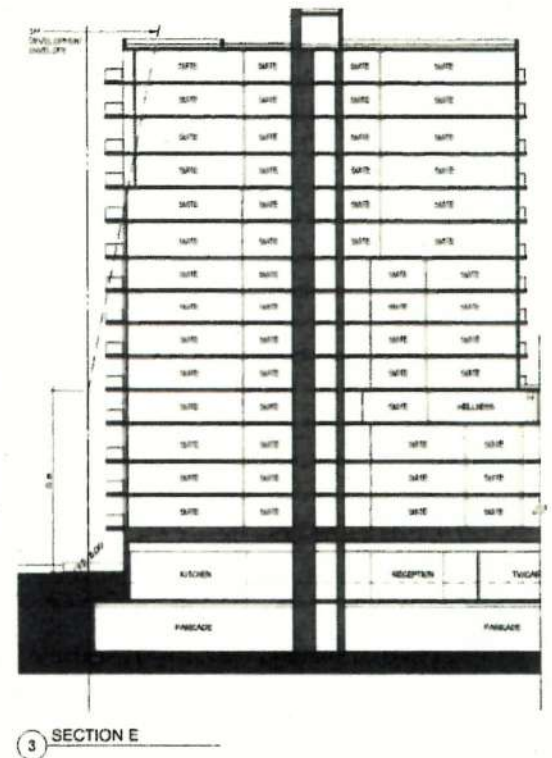
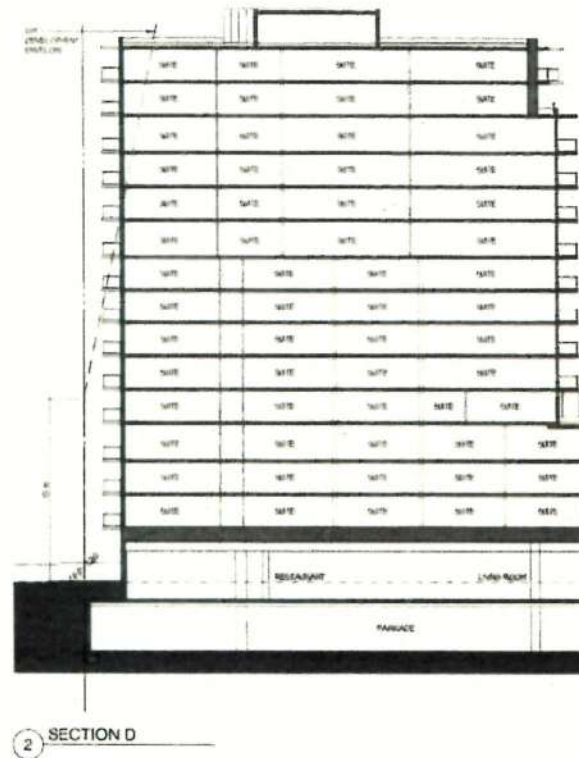
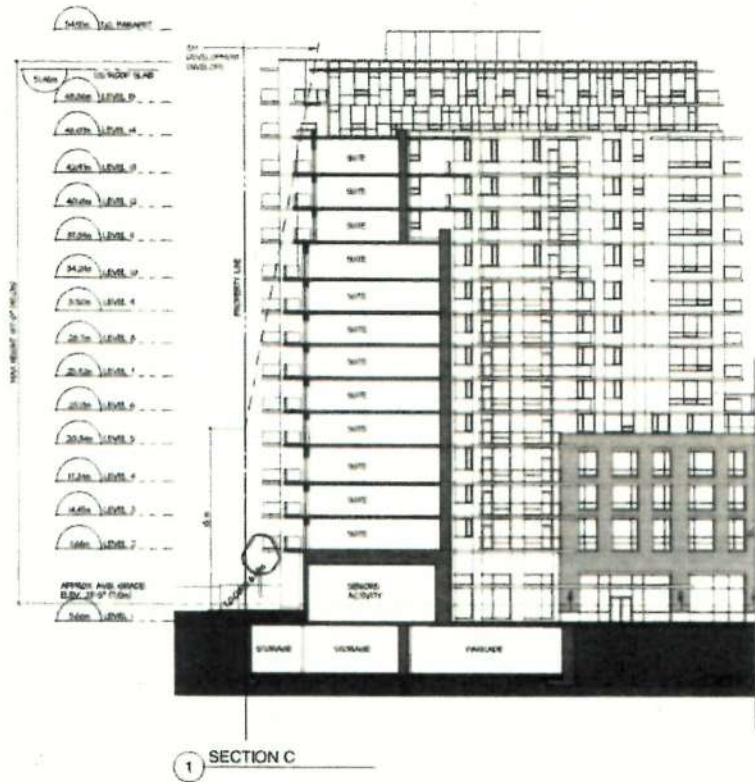
701 BELLEVILLE Victoria BC

SECTION B A4.02

CONCERT

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1/18/18
 2018-01-17
 *permitted to build



CONCERT

701 BELLEVILLE Victoria BC

SECTION C,D,E

A4.03

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10/18/2018
10/18/2018
10/18/2018



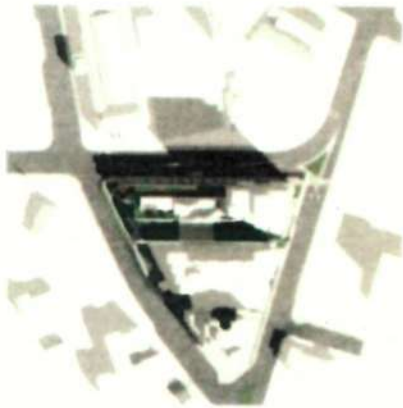
① DOUGLAS STREET



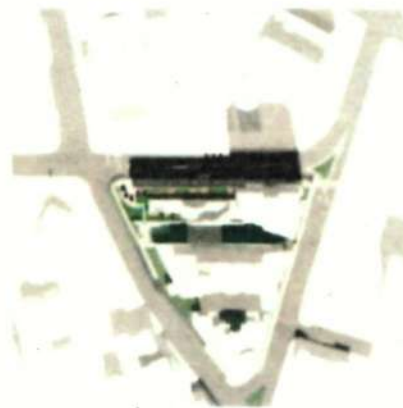
② BELLEVILLE STREET



③ BLANSHARD STREET



1 SPRING EQUINOX - MARCH 20
10:00 AM



2 SPRING EQUINOX - MARCH 20
12:00 PM



3 SPRING EQUINOX - MARCH 20
2:00 PM



4 SPRING EQUINOX - MARCH 20
4:00 PM



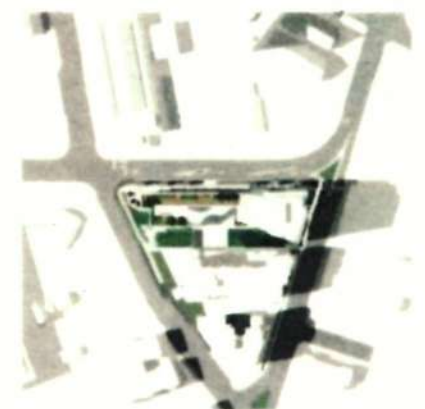
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10:00 AM



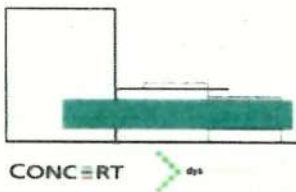
6 SUMMER SOLSTICE - JUNE 20
12:00 PM



7 SUMMER SOLSTICE - JUNE 20
2:00 PM



8 SUMMER SOLSTICE - JUNE 20
4:00 PM



701 BELLEVILLE Victoria BC



SHADOW STUDY

A5.02

RE-ISSUED FOR REZONING & DEVELOPMENT APPLICATION

10/18/18
Page 2 of 2
2018-0007-17



Looking East

PAINTED CONCRETE
CL 32140 - MICAL



Looking Southwest



Looking West



Looking North



Looking West



PAINTED CONCRETE
CL 3213W - Seattle



ALUMINUM WINDOW
AND SPANDREL
Silver



ALUMINUM WINDOW
AND SPANDREL
Charcoal



PAINTED CONCRETE
CL 3211W - Wash Basin



GLASS

Green Glass Spandrel



BRICK

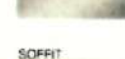
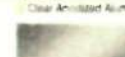
Orange - Modern Textured



NATURAL CONCRETE
Light Sandblast



ALUMINUM CURTAIN
WALL
Clear Anodized Aluminum

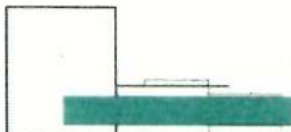


SOFFIT

Acorn Finish



Revisions
Revised Date
October 18, 18



701 BELLEVILLE Victoria BC

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PERSPECTIVES/MATERIALS

A5.04

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1/24/2018
2018 OCT 17
1/24/2018 OCT 17



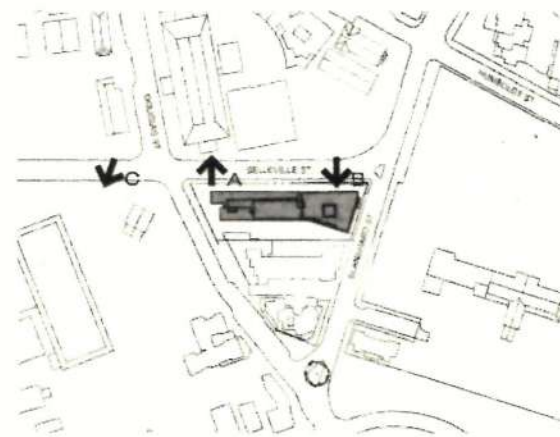
1 VIEW A - BELLEVILLE ST.



2 VIEW B - BELLEVILLE ST.



3 VIEW C - BELLEVILLE ST.



701 BELLEVILLE Victoria BC

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CONTEXT VIEWS

A5.05

RE-ISSUED FOR REZONING & DEVELOPMENT APPLICATION

DATE: 12/12/14
 2014.02.17
 PROJECT: 14-01-01



1 VIEW A - BLANSHARD ST.
SOUTH OF BELLEVILLE ST.



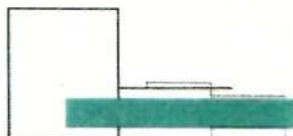
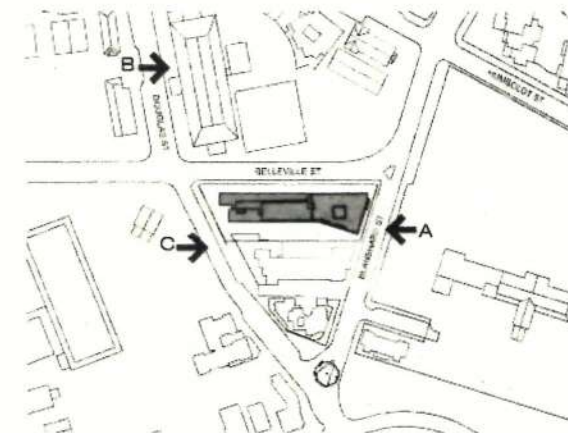
Revisions
Received Date October 18/15



2 VIEW B - DOUGLAS ST.
EAST - NORTH OF BELLEVILLE ST.



3 VIEW C - DOUGLAS ST.
EAST - SOUTH OF BELLEVILLE ST.



701 BELLEVILLE Victoria BC

CONTEXT VIEWS

A5.06



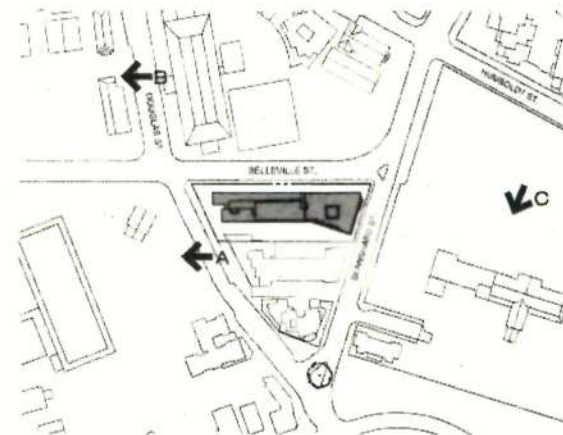
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 WEST - NORTH OF BELLEVILLE ST.



2 VIEW B - DOUGLAS ST.
 WEST - NORTH OF BELLEVILLE ST.



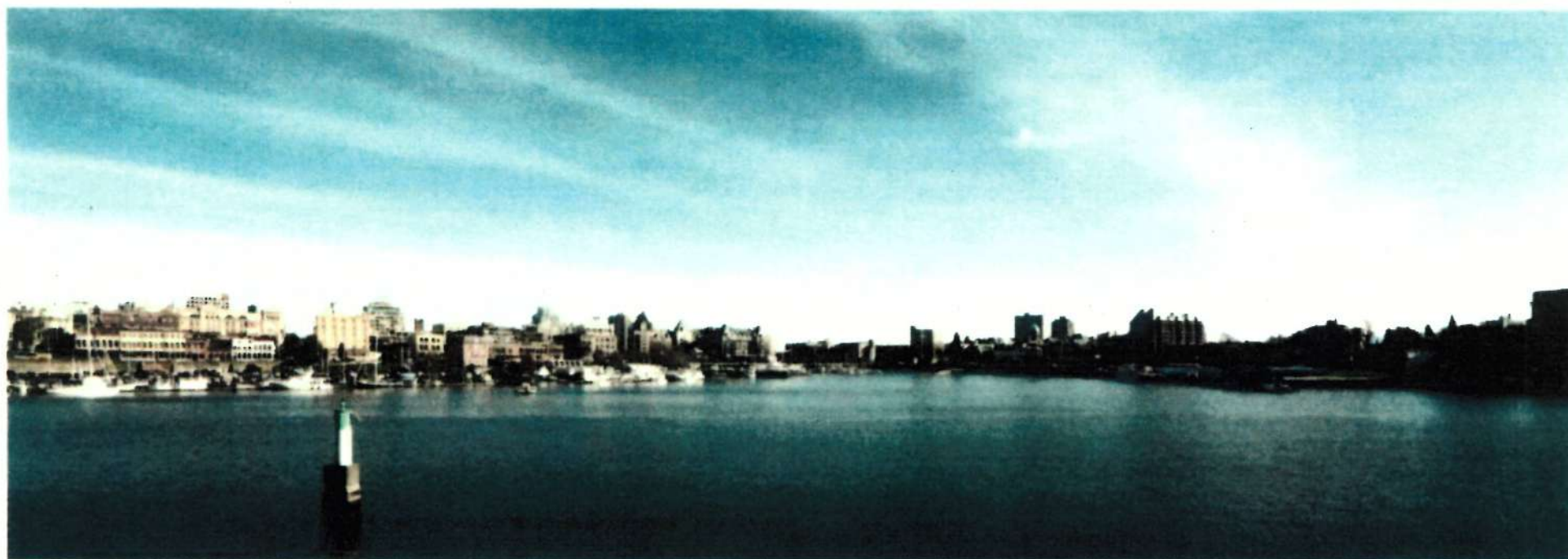
3 VIEW C - ST. ANN'S ACADEMY



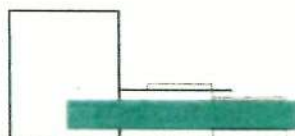
701 BELLEVILLE Victoria BC

CONTEXT VIEWS

A5.07



① SONGHEES POINT



701 BELLEVILLE Victoria BC

CONC=RT > dyo

PUBLIC VIEWS

A5.08

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2019-04-15
2019-04-15
2019-04-15



1 SONGHEES POINT - BEACH
LOOKING IN NORTH OF SONGHEES POINT



701 BELLEVILLE Victoria BC



PUBLIC VIEWS

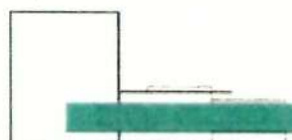
A5.09

RE-ISSUED FOR REZONING & DEVELOPMENT APPLICATION

DATE: 2016-04-11
BY: [illegible]
#276-0001-0001-0001-0001



1 LAUREL POINT



701 BELLEVILLE Victoria BC

PUBLIC VIEWS

A5.10

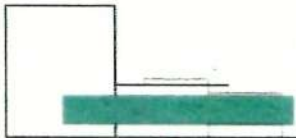


RE-ISSUED FOR REZONING & DEVELOPMENT APPLICATION

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2019 007 17
1201234 1201234



1 JOHNSON STREET BRIDGE



701 BELLEVILLE Victoria BC

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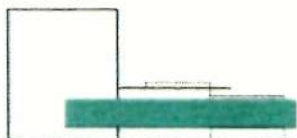
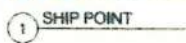


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PUBLIC VIEWS

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2019 OCT



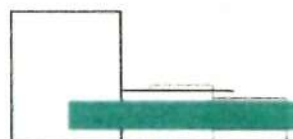
CONC=RT > 0.5

A5.12

2019年12月31日



① BELLEVILLE STREET



701 BELLEVILLE Victoria BC

PUBLIC VIEWS

A5.13

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2019 OCT 17



701 BELLEVILLE STREET victoria bc

REZONING and
DEVELOPMENT PERMIT
APPLICATION

2016 August 8

Prepared for **CONCERT**

by **dys** architecture
PWL Partnership



TABLE OF CONTENTS

00. Introduction	Pages	2 - 4
01. Applicable Policies – Vision	Pages	4 - 6
02. Project Overview	Pages	6 - 21
03. Special Density Area	Page	22
04. The Public Realm/Landscape Plan	Pages	22 - 26
05. Need and Demand	Pages	26 - 27
06. Safety and Security Considerations	Pages	27 - 28
07. Transportation	Page	28
08. Heritage Considerations	Page	29
09. Green Building Features	Pages	29 - 30
10. Infrastructure	Page	30
11. Project Phasing/Subdivision	Page	31
12. Public Benefits and Amenities	Pages	31 - 32
13. Conclusion	Page	32

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

Attention: Mayor and Council

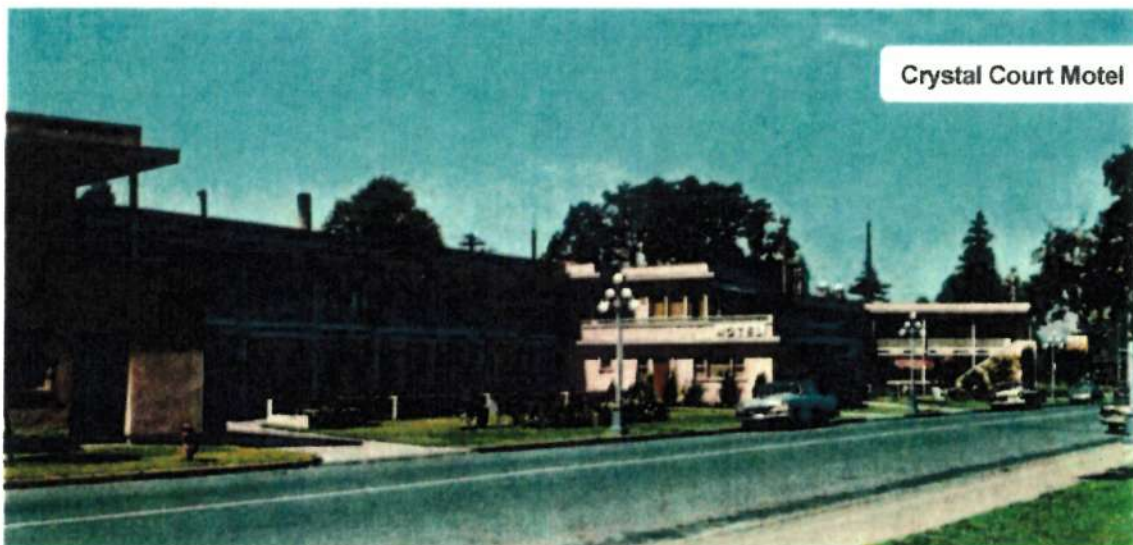
Re: Application for Rezoning to a New Comprehensive Development Zone with a concurrent Application for Development Permit for 701 Belleville Street (Lands commonly known as Crystal Court Motel Site)

00 INTRODUCTION

Concert Properties Ltd. ("the Applicant") is pleased to submit this letter and the enclosed documents in support of an application for Rezoning, concurrently with an application for Development Permit relating to 701 Belleville Street. This letter outlines the design philosophy and the principles set to guide the development of the proposed concept and key information regarding the overall project.

The Applicant has been proudly pioneering a new type of seniors independent living housing – a model known as Tapestry – since the opening of the first Tapestry retirement community ("Tapestry") over 12 years ago in Vancouver's Kitsilano neighbourhood. This development quickly gained notoriety as something beyond the expected and served to inspire two further Tapestry retirement communities, one in Toronto which opened in 2008 and a second opened in Vancouver in 2010. Tapestry retirement communities are uniquely focused on enhancing lifestyles through a commitment to preserving residents' independence and choice while at the same time offering support and integration within the broader community. The Applicant envisions the redevelopment of 701 Belleville Street as a fantastic opportunity to propose a new Tapestry retirement community in the City of Victoria.

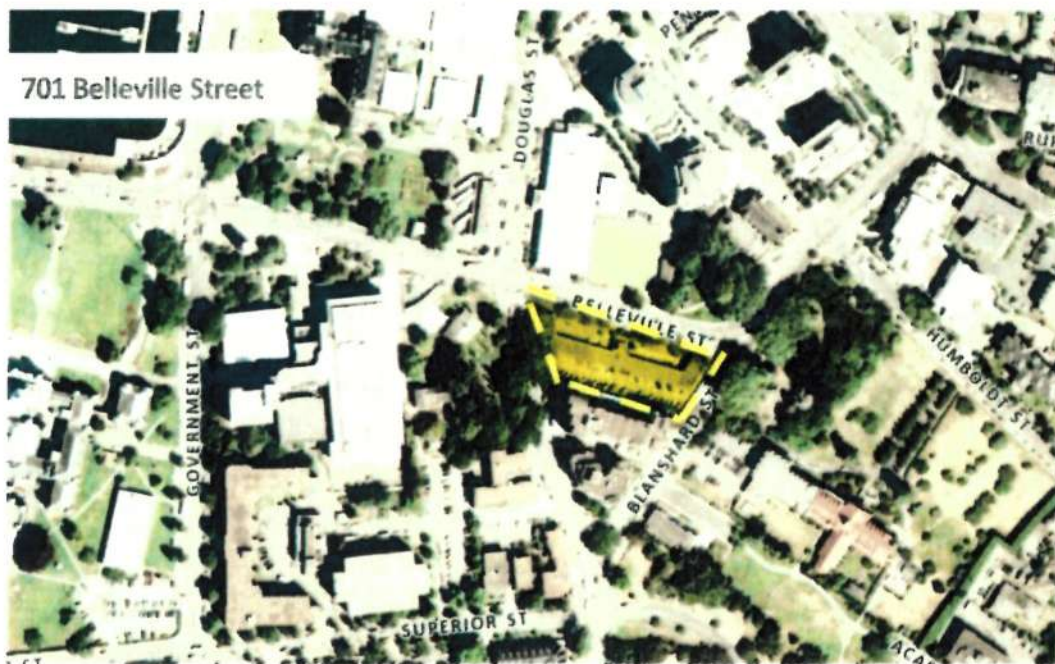
The Applicant also believes that changes to our urban environment are a progression from the history of place and the story of the journey taken to create change is critical to understanding the result. This letter illustrates the evolution of the design and how the design team arrived at the proposed plan submitted for approval in this application.



The Site

Development sites for seniors retirement communities are generally difficult to identify and secure. A delicate yet essential balance must be achieved between the depth of the market, the associated lease-up as well as operating efficiencies to allow for the necessary level of services and amenities for residents. In addition, the Tapestry retirement community model requires a 75% / 25% balance between seniors rental and condominium homes. At Tapestry, it is worth noting that all residents, regardless of type of tenure, have access to the same level of services. This location and the density being proposed with this application are both well suited to deliver a new Tapestry retirement community in today's ever challenging economic landscape. Both the density and form of development as proposed in this application are consistent with policy as well as being critical to the success of the Tapestry retirement community.

The property is located at 701 Belleville (lands commonly known as Crystal Court Motel Site) and legally described as Lots 30, 31, 32, 33, 34 and 35, District Lot 1269, Victoria, Plan 760 (the "Site"). Located in the James Bay neighbourhood, the Site totals 3,688.75 square meters (39,691 square feet) and is bordered by Blanshard Street, Belleville Street and Douglas Street. At its southern edge, the Site is bordered by a land parcel owned by the Applicant on which is located the Q Apartments, formerly the Queen Victoria Hotel acquired by the Applicant in April 2012 and converted from 146 room hotel to 124 rental apartments. Purchased by the Applicant in October 2014, the Crystal Court Motel built in 1949, currently sits vacant on the property. In addition, there are a number of surface parking stalls that continue to be rented on an hourly and monthly basis.



The character of James Bay is one of community; it has a unique composition of government uses, residential enclaves, harbour and tourist exposure, and public open spaces. The Esplanade and proposed development location is a particularly interesting element in the makeup of the community. This is where James Bay forms the edge to the Downtown and the Inner Harbour. The development proposal for the Site (the "Project") at 701 Belleville will create a gateway strengthening the connection between James Bay and the Downtown. The proposed building design is envisioned to make that connection a memorable place and a landmark for the James Bay Community.

This unique Site fronts three streets to the north, east, and west, all of which have public open spaces on their opposite sides. The closest adjacent building is the Q Apartments to the south abutting the proposed development. Next to the Q to the south is the Landmark condominiums and beyond that the neighbourhood expands in a variety of residential buildings and connects to Beacon Hill Park, another public open space.

Since acquisition, the Applicant and its design team, led by **dys** architecture, have been engaged in the formulation of a development proposal. This work has endeavoured to devise a high quality, Tapestry retirement community with vital grade-related retail amenities and a comprehensive range of improved and well-appointed public realm spaces. The Site is ideally located for a Tapestry retirement community due to a walkable, central location in close proximity to an array of amenities including arts, culture and recreation, services and shopping. This application will address the guiding policy documents including the Official Community Plan, Downtown Core Area Plan and James Bay Neighbourhood Plan in detail.

The Project design has evolved in response to the core principles and key urban design considerations outlined in the following sections of this letter. The components of the mixed-use development proposal which are the subject of this application incorporate a total of 14,496.36 SM (156,038 SF) of floor area.

01 APPLICABLE POLICIES - VISIONS



Official Community Plan - The City of Victoria's 2012 Official Community Plan (the "OCP") designates the Site as "Core Inner Harbour/Legislative" urban place and promotes mixed-use and multi-unit residential as possible uses. The development proposal is well aligned with the land uses identified in the urban place designation. Further, the proposed building typologies and public space characteristics are consistent with the place character features and built form directions identified in the OCP such as:

"buildings up to approximately 15 storeys east of the Empress Hotel to Blanshard Street and south of Belleville Street" "... Increased density up to a total of 4:1 may be considered in strategic locations for the advancement of plan objectives".

OCP Plan Objectives include: sustainable employment growth, provision of a variety of housing types, completion of cycling networks that include separate bicycle lands and generous pedestrian sidewalks, new buildings that contribute to the sense of place, fostering social vibrancy through human scale design of buildings, improved streetscapes and public places, creating a network of walkable parks and open spaces, utilizing green building features, and provision of a wide range of housing choices to support a multi-generational community.

The Project presents a notable opportunity to materially advance the objectives of the OCP within the James Bay neighbourhood.

Downtown Core Area Plan - The Site falls within the Inner Harbour District of the City of Victoria's 2011 Downtown Core Area Plan ("DCAP") and the James Bay Neighbourhood. It also occupies a key location as it is at the junction of three neighbourhoods; James Bay, Fairfield, and the Downtown. The DCAP vision is to offer a variety of urban neighbourhoods in a pedestrian friendly Downtown. The DCAP also provides direction on maximum building heights. According to this policy, the Site has a maximum building height of 45m (approximately 15 residential storeys). Building Design Guidelines outlined in the DCAP have also shaped the design of the Project. More specifically, the façade set-back and floor-plate sizes have been considered during design development. The Site is not located in an area in which a specific density bonus system applies. Furthermore, the Site is located in a Special Density Area in which proposals must be approved through a rezoning process that considers local policies, local historic context, public realm context and other relevant plans, policies and design guidelines.

James Bay Neighbourhood Plan – The Neighbourhood Plan's vision is for the community to be a diverse, human-scaled neighbourhood with a vibrant core, a strong connection to the waterfront, and to provide green space within the urban environment ("JBNP" - 1994). The JBNP has a strong commitment to improving the existing conditions surrounding this site. The location represents the connection to Downtown, the connection to the waterfront through the Esplanade and is a gateway to the James Bay Neighbourhood.

The Planning and Design Process

The Applicant team has undertaken a collaborative process with the James Bay Neighbourhood Association ("JBNA"), the City, and other key stakeholders to shape a development that meets the needs of the community and respects the guidelines for development within the OCP and DCAP vision. Following numerous planning studies and design iterations this process led to support for the development at the JBNA CALUC meeting.

The Applicant team facilitated a number of **workshops** and **presentations** during the design, including the following:

- **January – June 2015 Preliminary Community and City Discussions** | Series of discussions with JBNA Executive Committee and City Planning to discuss site considerations in addition to meetings with Downtown Residents Association and Fairfield-Gonzalez Community Association.
- **May 27th Stakeholder Open House** | Applicant held open house with invited community stakeholders
- **June 10th Open House** | Applicant held public open house
- **June 10th Community Association Land Use Committee** | JBNA held CALUC meeting
- **September 2nd Humboldt Valley Committee** | Applicant presentation to committee.

From this process a development concept evolved that meets the objectives of the community and the Applicant.

Project Goals

Taking into account feedback from community consultation and the guiding policy documents, the Applicant team has focused on the following six project goals to guide the Project design evolution to date:

- **Integration with Existing Context:** Complement the Site's unique context and respond in a harmonizing way to the surrounding heritage landmark buildings and the James Bay Neighbourhood. Create a sense of progression from the Belleville and Douglas Street corner to the entrance to St. Ann's Academy open space and help to define the adjacent open spaces.
- **High Quality Design and Livability:** Respect the adjacent urban context through sensitive and innovative design with specific consideration to livability and human scale qualities while maximizing sunlight to the public realm and creating social vibrancy thus strengthening the sense of place.

- **Belleville Terminus Pedestrian Experience:** Create a feature development signalling the terminus of the Belleville Esplanade. Complete the public pathway including reducing pedestrian/vehicle conflicts to create a memorable place that attracts people, and benefits the community through an enhanced pedestrian experience.
- **Streetscape Character:** Contribute to the local character and dynamic streetscape that benefits surrounding businesses with animated retail uses, amenity spaces and additional enhanced public spaces along both Belleville and Douglas Streets to create an enticing gateway and completion of the Esplanade.
- **Sustainability:** Strive to achieve high standards of Environmental Sustainability and operational efficiencies and contribute to enhancing the vitality and economic health of the area.
- **Housing Options:** Design the project to add to the range of housing choices within the neighbourhood and support a diverse, inclusive and multi-generational community.

02 PROJECT OVERVIEW

The Project consists of 173 Seniors Independent Living Residences in an environment that supports an active lifestyle for seniors. A large component of the proposed development is dedicated to spaces that provide gathering areas, dining, exercise and wellness for residents. This development is proposed to be an addition to the 'Tapestry' family of senior's residences developed and owned by the Applicant. The location is ideal for the purpose; its connection and easy access to the Esplanade, Downtown, and parks make it ideal for the lifestyle that is Tapestry's trademark. The Project is a mixed use community with street-level retail and incorporates of 14,496.36 SM (156,038 SF) of total floor area constructed in one single phase and comprised of the following primary components:

- **Retail**
Approximately 353.59 SM (3,806 SF) of at-grade retail space located at the corner of Douglas and Belleville Streets.
- **Residential**
12,954.45 SM (139,441 SF) 173 suites of seniors' residential in a four storey podium (three levels of residential) along the Belleville frontage and a 15 storey mid-rise component located at the corner of Belleville and Blanshard Streets. Providing seniors a choice of tenure, there will be 42 for-sale condominiums and 131 rental homes (including 1 respite suite) – all residents, regardless of tenure, will have access to the same services.
- **Seniors' Amenities**
Included within the seniors residential uses are 1,188.33 SM (12,791 SF) of amenity and support space designed specifically to meet the needs of the seniors community.
- **Seniors' Suites**
The suites have been designed with full kitchens, allowing residents to continue cooking in their home, while at the same time having access to multiple on-site venues that operate under a restaurant model with flexible dining times and a variety of options.
- **Esplanade**
An extensive network of pedestrian improvements including a wider sidewalk, new plaza, and landscaped courtyards all providing an improved pedestrian experience that contribute to a unique sense of place for the Project.

- **Off-street Parking**

All vehicular parking will be provided on the Site both within the at-grade carriageway (18 retail and visitor stalls) and in a below grade parking structure (80 resident and visitor stalls) that will accommodate a total of 99 spaces. The Project will also include bicycle/scooter storage as well as accommodate all loading and garbage off-street in the designated carriageway.

Form of Development

The proposed form of development for the project has evolved in direct response to the rich and varied aspects of the Site's unique urban context. In addition to the core principles listed previously, the development of the overall site plan has been informed by the following urban design considerations, the basis of which have been in response to the above applicable policies:

- The development should complete the Esplanade and be a feature that draws pedestrian traffic toward a focal point entry to the St. Ann's Academy open space.
- The ground level uses must animate the Esplanade experience.
- The development massing should define the open space and signal the terminus to the Esplanade.
- The building components should be arranged in a way that strengthens the Esplanade character and creates an edge to the open space.
- The new massing and uses should complete the Belleville/Douglas Street corner and create an enticing gateway to this unique segment of the Esplanade.
- The building forms and character should create a sense of progression from the Douglas/Belleville Street corner to the St. Ann's Academy open space focal point.



The site is unique for an urban development project site. The only building adjacent to the Site is the Q Apartments on the south side. The "Q" is also owned by the Applicant and opportunities to create urban space links between the two developments are being explored. The Site fronts on a street along each of the other three sides. The primary street frontage located along Belleville Street is the continuation of the waterfront Esplanade. Unique site characteristics include, open spaces across each of the fronting streets, Thunderbird Park to the west, Cridge Park and the Bowling Green to the north, and St. Ann's Academy grounds to the east.



Massing

The massing of the Project is in direct response to the project goals and applicable City guidelines and policy documents. These policies and guidelines specifically address the impact of new development on the public realm. The proposed building form is derived from a careful evaluation of the impact of the built form will have on the public realm and adjacent context.

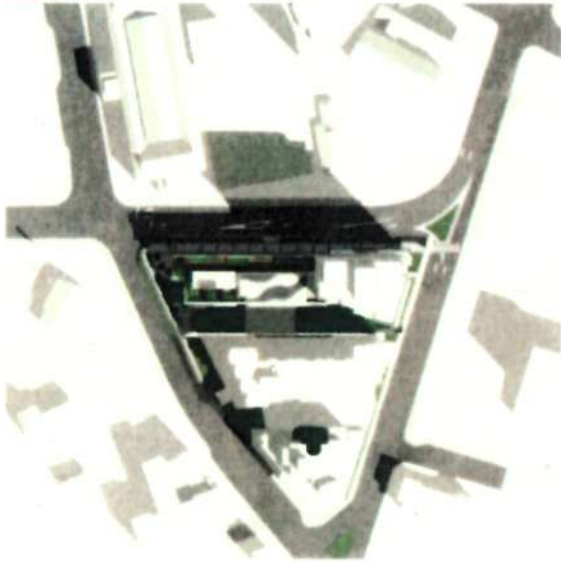
The major considerations for creating a building massing with the greatest benefit to the public realm are:

Overshadowing
Impact on adjacent residential
Context
Building Height
Public Views

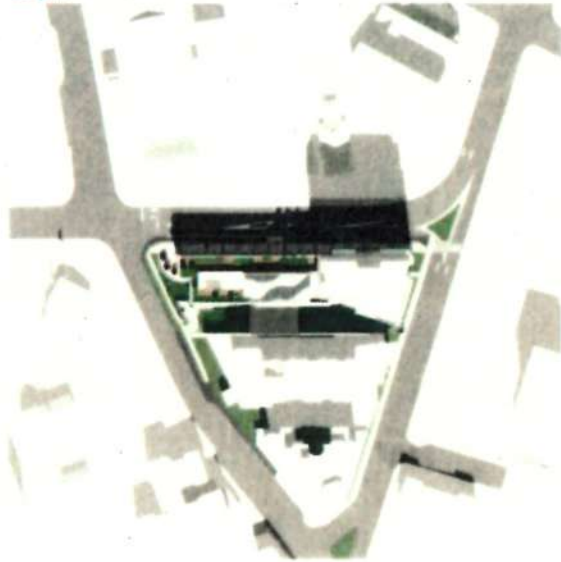
- Overshadowing** of the Esplanade, the Bowling Green Cridge Park and St. Ann's Academy.
Create a low building element along the Esplanade for the length of the Bowling Green that prevents overshadowing that is detrimental to the facility and provides good sun access to the walkway along the north side of Belleville. Place higher massing to the east in a slender form to minimize the impact on the public realm.

Spring Equinox – 20 March 2016

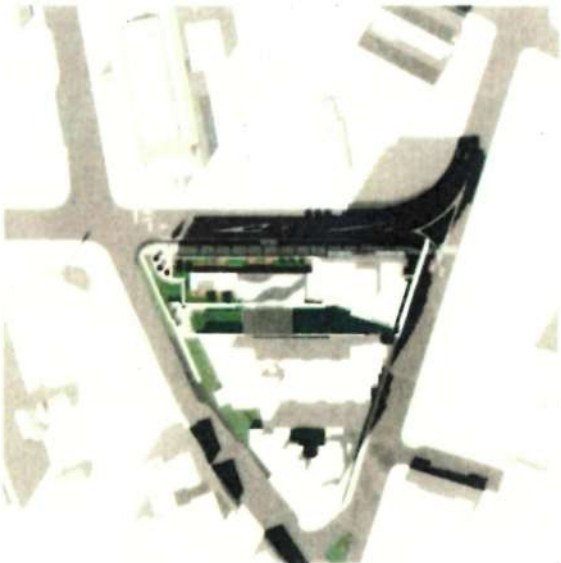
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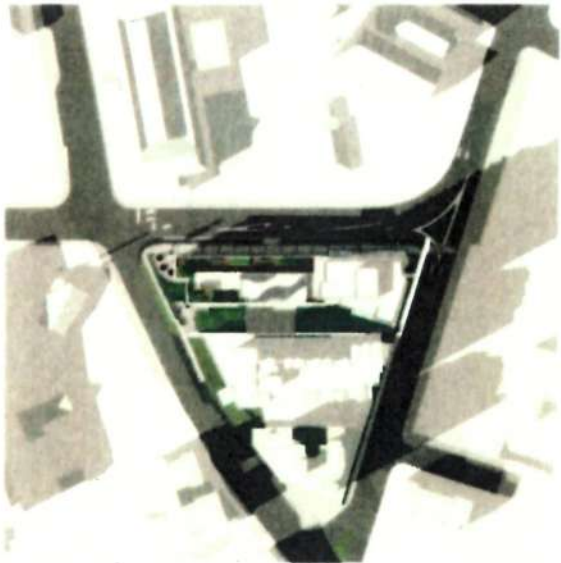
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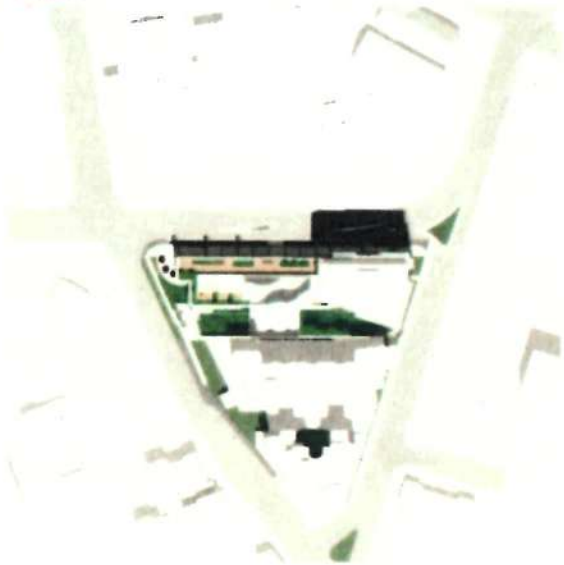


Summer Solstice – 21 June 2016

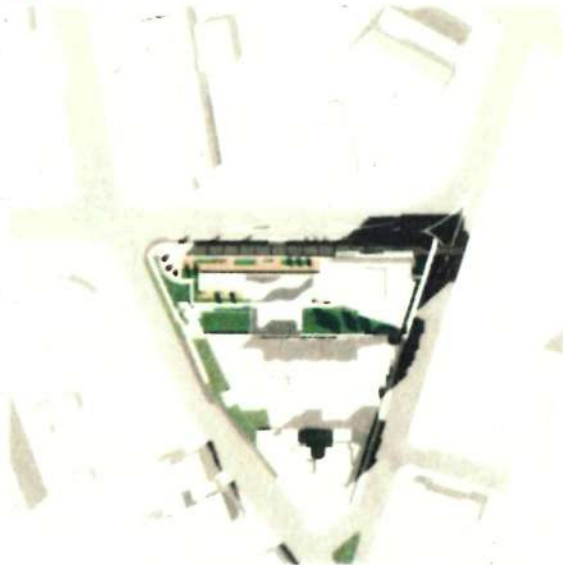
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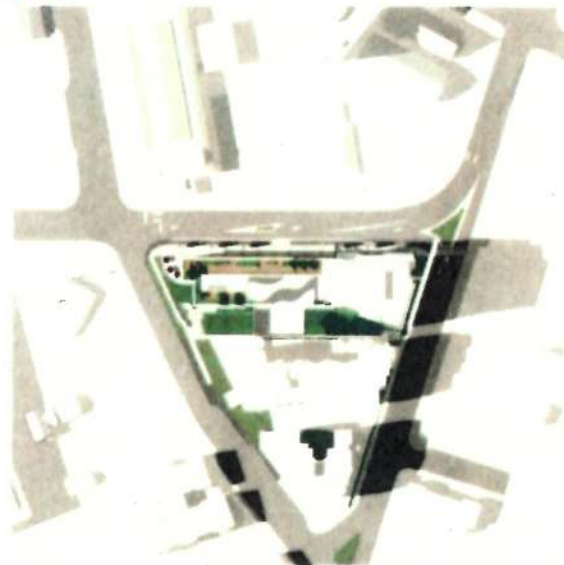
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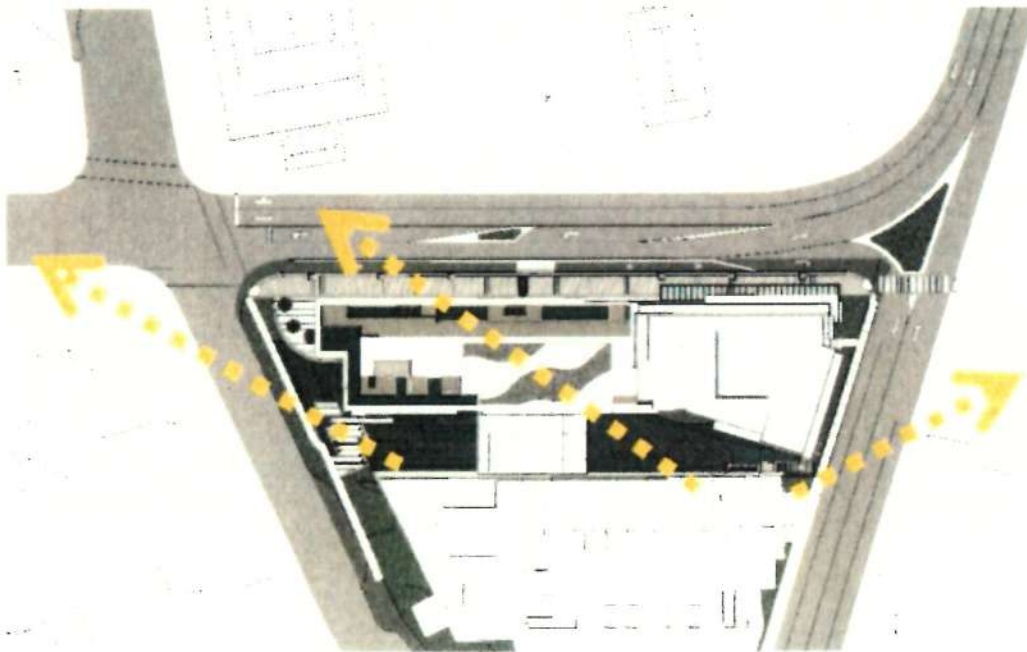


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- **Impact on adjacent residential**

Determine what height along the western two-thirds of the site frontage will have the least impact on the outlook and livability of the residents in the Q Apartments.



- **Context** with Crystal Garden, Thunderbird Park, and St. Ann's Academy.

Provide a massing that is in context and character with the horizontal form of Crystal Gardens along the Esplanade. Acknowledge the importance of the terminus of the Esplanade and St. Ann's Academy by placing the higher mass at the eastern end of the site.



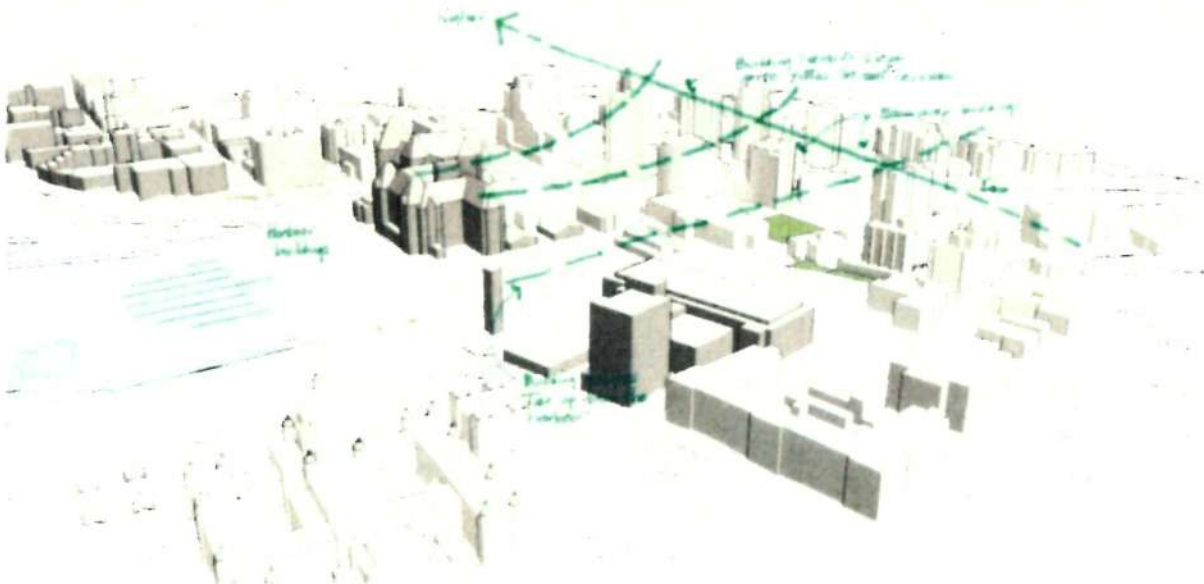
- **Building Height** is prescribed in the DCAP to be graduated from lower to higher away from the waterfront. The placement of the higher mass at the terminus of Belleville fulfills that guideline vision. This includes:

Cross Town Concept

Taller and denser buildings at the intersection of the Douglas and Blanshard Street up to the Yates Street corridor.

Urban Amphitheatre Concept

Building heights tier up from low at the Inner Harbour increasing further inland creating a series of backdrops to the buildings in the Inner Harbour with taller buildings in strategic locations to create a unique and varied skyline.



■ **Public Views**

By placing the higher mass at the East end of the site in a slender form there is very little view impairment for the surrounding residential buildings and from the prescribed public viewpoints. The placement of the low massing retains views to Thunderbird Park and the feature Oak trees on Douglas, for the towers to the north.

Songhees Point



Laurel Point



Primary Development Components

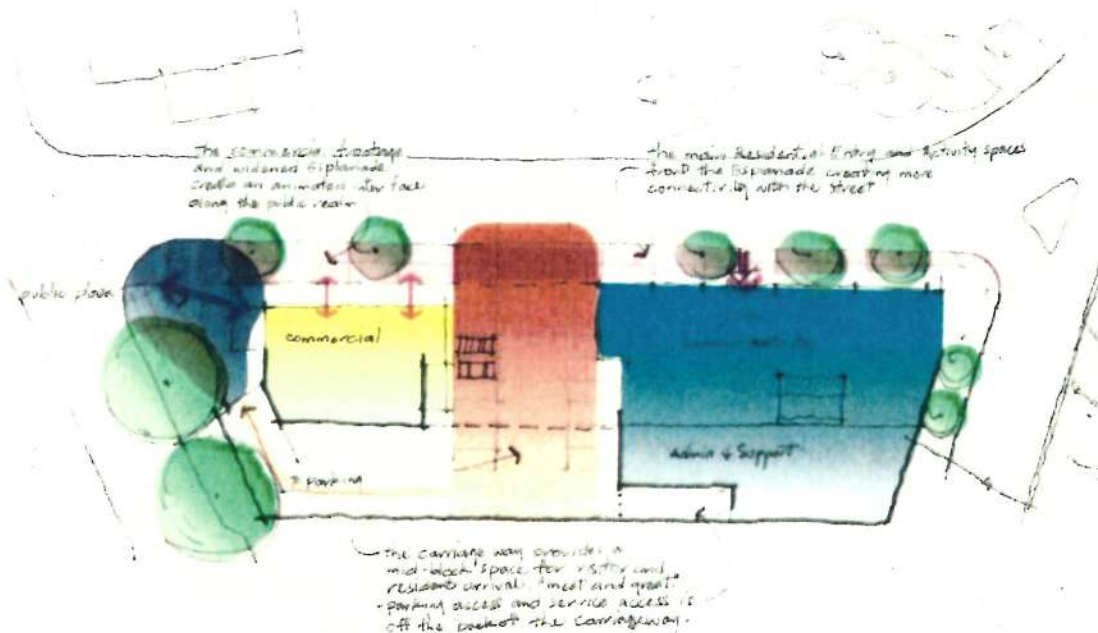
The Tapestry retirement community program in the proposed development requires that the functional space components are located within one structure. This provides easy and safe access for the residents to all the areas within the building and facilitates the operations for management and support staff. The main components of the Project each have their individual character and spatial requirements which make them distinct identifiable elements that comprise to make the overall development.

- **Commercial Corner Space**

The Belleville and Douglas Street corner is anchored by a highly visible and accessible retail space and public plaza. This enhances the experience at the intersection and creates a more active and public related interface to the Esplanade.

- **Seniors Activity Hub**

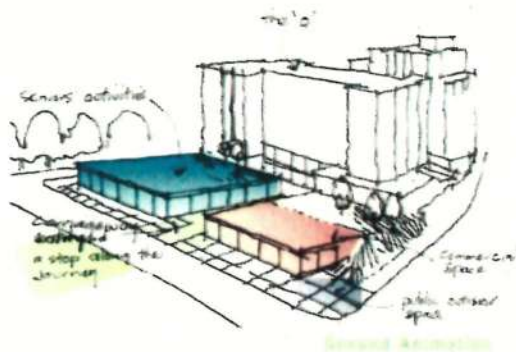
The main building entry and common area occupies the eastern portion of the Site at street level. The active areas in the building include the gathering spaces (dining, sitting, bistro), games and entertainment, and program administration offices. There is a strong connectivity with the street for this component which is reflected by the transparency between the indoor activities and the Esplanade.



The carriageway

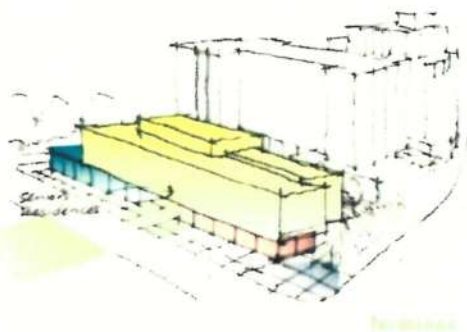
The entry to the Project is conceived to be a grand plaza space symbolic of the traditional carriageways typical of urban developments in historic tradition. This space provides for pedestrian and vehicular access, drop-off and waiting area, and outdoor functions at special events. The podium building spans across the space providing cover to a portion of the space.

The carriageway is a welcoming space providing animation and interest to the street. It is an important element that strengthens the connectivity and interface with the Esplanade.



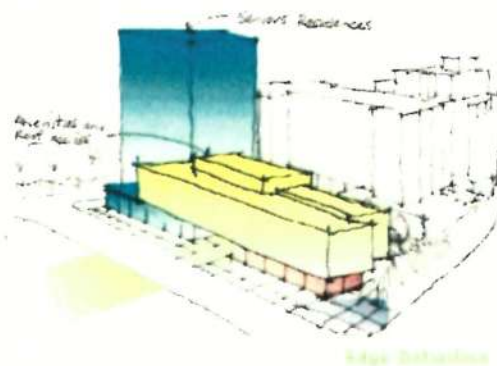
Podium

The podium is a residential wing that acts as the connector for all the building components. Its pedestrian-scaled street frontage spans west to east along the Esplanade announcing the progression along the Esplanade. It has a richly detailed character with strong contextual references emphasizing the importance of the Esplanade. The podium is crowned with a glazed pavilion and outdoor amenity space in acknowledgement of Crystal Garden across Belleville Street.



Feature Mid-Rise Building

The feature mid-rise building element contains the remaining suites that make up the residential component of the Project. It is located furthest from the Douglas and Belleville Street corner at the junction of the three neighbourhoods. It is the sentry for the entry to St. Ann's Academy grounds and the eastern terminus of the Esplanade.



Arrangement of Development Components

By expressing these components in the built form, the Project appears as a composition of forms and character thereby creating an image of multiple buildings along a streetscape. This adds interest to the street and reduces the visual impact of the massing.

1 Placement of Building Mass

Enhance the pedestrian scale on the Esplanade

- minimize shadowing to the north
- maintain views for adjacent residential
- relate in scale to Crystal Garden

Terminus Element

- Respect the 'Urban Amphitheater' concept
- Compliment the skyline
- Minimize shadowing (on the park and Bowling Green)



2 Expression of Street Level Uses

The Esplanade

- Active uses at street level
 - Plaza and street furniture
 - Commercial
 - Carriageway
 - Residential entry and living spaces

Douglas and Blanshard Local Streets

- Commercial and residential street level uses
- Residential expression, landscape, limited street furniture



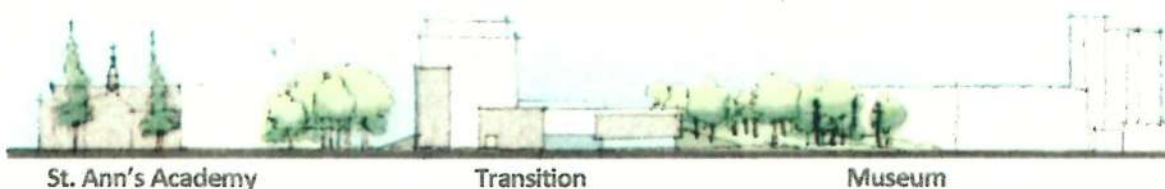
3 Street Interface

The Esplanade

- highly articulated building base
- visually interesting and detailed
- Street wall elements vary in response to uses

Character, Context, Scale

- Buildings on the street
- Historical References
- Character and quality of material



Architectural Expression and Materials

The **podium** is designed to enhance the experience along the Esplanade. The primary street wall elements express a transition along the Esplanade from the Douglas and Belleville Street corner toward the entry to St. Ann's Academy grounds. These elements are a reference to the character, scale, and materiality of the older historical buildings of the James Bay neighbourhood and the Downtown. Each element is an expression of the street level uses.

- At the corner of Belleville and Douglas Streets the base is opened up to provide transparency to the activities in the commercial space and on the plaza. The elevated form creates a contemporary expression at the corner, provides weather protection, and is a reference to the Museum with its heavier linear form supported on a lighter base of columns.
- The mid-block element is more traditional in character and has a scale that defines and adds interest to the residential entry and carriageway.

These elements are connected together by the podium element that spans the carriageway. The exterior finish is brick in reference to the older neighbourhood buildings, adding texture and detail quality at the street level. The transition in height of these elements from the Douglas Street plaza toward Blanshard Street adds interest to the public realm and encourages pedestrians to carry on along the Esplanade to St. Ann's Academy.



The **feature mid-rise** is a composition of vertical forms that is derived from the surrounding context including the museum tower, clock tower, and the taller buildings to the north across the Bowling Green. The mid-rise is the Backdrop Building Element that is referred to in DCAP vision. The top two floors of the mid-rise have been stepped back, a treatment that creates a variation of sense of diminishing of the upper portions of the building and also conforms specifically with the DCAP design guidelines.



The **Esplanade interface** expresses the pedestrian experience and the feature termination of the Esplanade. Here the principles of the urban design can be clearly seen from Belleville Street. The exterior treatment accentuates the low massing's relation to the pedestrian. Masonry has been used to give a texture and quality of material to highlight the primary street walls. These elements provide scale and historical reference to the older Victoria context.



The **James Bay facing element** is the connector to Downtown. It has a transition of exterior treatment and is reflective of the variety of forms and character in the James Bay Neighbourhood.



The **Fairfield frontage** is more robust, reflecting the character of the solid walls of St. Ann's Academy across Blanshard Street. The scale of the brick element, the solid walls, and punched windows create a façade and massing that complement St Ann's Academy's built form.



The Blanshard Street Corner Feature is an element at the Inflected Street intersection of Belleville and Blanshard Streets. The placement of this feature element with the taller massing is a design feature that emphasizes this prominent location at the terminus of the Esplanade. This corner feature is massed in concert with the masonry wall element that is a reflection of St. Ann's Academy. The corner element is taller, allowing the brick element to step down to meet the height of St Ann's Academy west wing.



Historical Progressive Architecture

Overall, this composition of massing and materials creates a development that focuses on the pedestrian experience and historical context and also expresses the modern urban city development seen in the new growth of the Downtown.



03 SPECIAL DENSITY AREA

The OCP indicates that density up to approximately 4:1 FSR may be allowable for this site. Based on this direction, the proposed development is not seeking any increase in density above the policy direction. The Site is located in a Special Density Area, as identified in the DCAP. The Project is also required to meet a number of the OCP's plan objectives to achieve the additional density. The Applicant believes the density increase contemplated in this proposal has been earned based on the combination of proposed project features and numerous public benefits and amenities as outlined.

It should be noted that 1,188.33 SM (12,791 SF) of density is dedicated to space that provides facilities in support of a healthy lifestyle for the senior residents and amenity for the community. This represents 8.2% of the overall floor space of the development density and massing, and is exclusive of the outdoor spaces at the Belleville/Douglas Street corner, the public garden adjacent to the Q Apartments, and the expansive roof terrace on the roof of the podium.

The following table shows the breakdown of development components:

Site Area: 3,688.75 SM (39,691 SF)

Residential	139,441	sf	12,954.45	sm
Commercial	3,806	sf	353.59	sm
Amenity at Level 1	8,748	sf*	812.72	sm
Amenity at Level 5	4,043	sf	375.61	sm
Total FSR Area	156,038	sf	14,496.36	sm
FSR	3.93			

*excludes approximately 3,200 sf (297.28 sm) of ground level floor area which is below grade as defined by the zoning bylaw definition of basement ceiling height

Site Area	39,691	sf	3,688.75	sm
Allowable FSR area (4.00)	158,764	sf	4,755.02	sm
Site Coverage	52.2	%		
Open Site Space	39.8	%		
Height of Building*	147.6	ft	45	m
Number of Storeys	15			

*excluding the rooftop mechanical

04 THE PUBLIC REALM/LANDSCAPE PLAN

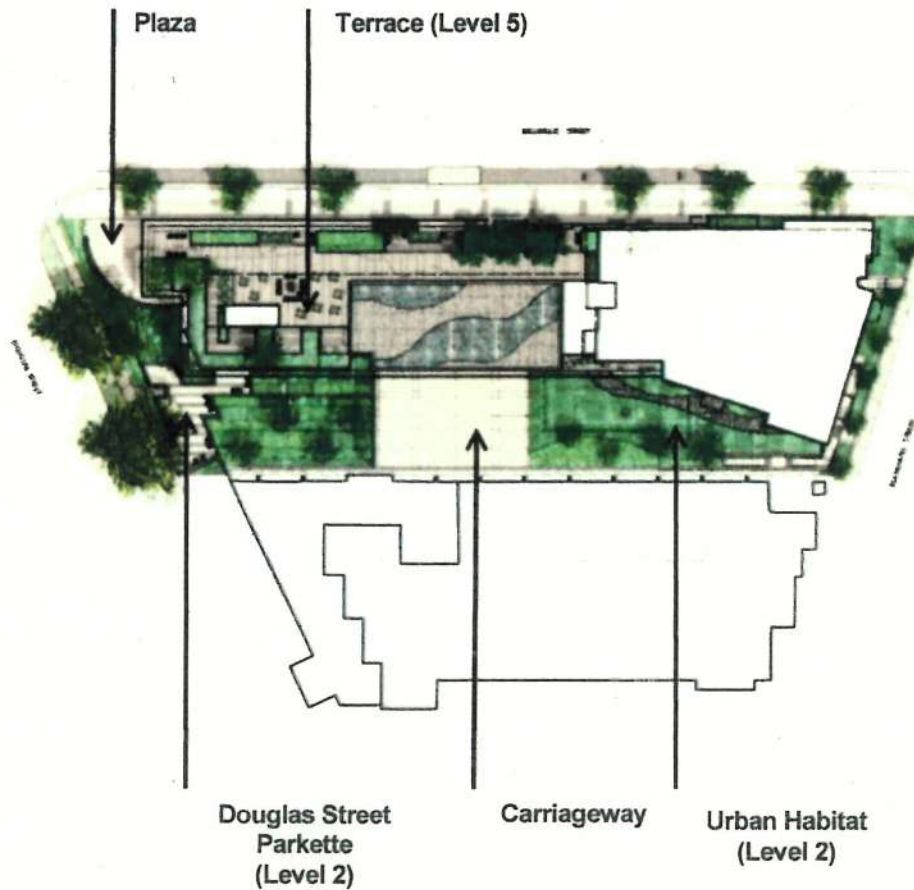
Street Edges

The Project site edge and its public realm streetscape design draw inspiration from the landscape spaces that are directly across the fronting streets. The character of Thunderbird Park on Douglas Street frontage, Lawn Bowls and Cridge Park on Belleville Street and St. Ann's Academy fronting Blanshard Street all provide character reference points for the public realm and landscape design.

The Belleville streetscape has been developed to reinforce the sense of the "promenade". Key ingredients to the urban design of this street edge will be developing an expression that reinforces the pedestrian experience, creates interest and ensures continuity of the public sidewalk appearance within the larger neighborhood precinct context. The Belleville Street edge will conform to City of Victoria Engineering requirements; incorporate new large-scale street trees in tree grates along scored concrete boulevard. The sidewalk surface treatment of concrete unit pavers and concrete bands draws from neighbouring streetscape expression.

The adjacent off street bikeway, which runs outboard of the street trees, will ensure a safe travel lane for neighbourhood cyclists.

Energy and activity along the Esplanade will be an important component to its success. Retail frontage at the corner of Belleville and Douglas streets, a key intersection, will extend east along Belleville Street to the Carriageway entrance providing an animated building edge that will draw pedestrians along the Belleville Street promenade. East of the Carriageway entrance the at-grade seniors' residential amenity spaces will continue the animated edge ensuring pedestrian interest along the balance of the Esplanade to the Blanshard Street/ St. Ann's Academy intersection.



Access to the at-grade Carriageway and below grade parking will be located mid-block on Belleville Street with all loading and parking located off-street and on-site. Large planter pots with columnar trees and seasonal evergreen planting located in low planters on either side of the carriageway parking screen the vehicles while softening the wide urban sidewalk.

An equally exciting opportunity exists along the Douglas Street frontage between the new residential building and the existing Concert-owned 'Q Apartments'. The space at the south edge of the development site that is currently a sub-grade surface parking lot is envisioned to be a landscaped area at the Douglas Street sidewalk level that provides a public open space. This open space will visually connect the two developments and Thunderbird Park as well as reinforcing the landscape green edge on Douglas Street that includes the existing mature boulevard Oak trees.

The Blanshard Street edge will retain the sidewalk adjacent to the curb. The landscape planting between the back face of sidewalk and the building face will provide seasonal interest with evergreen flowering shrubs, medium scale shade trees. This planting along the street edge responds to the more garden like landscape of St. Ann's Academy across the street. A row of trees will line the edge of the sidewalk providing an overhead tree canopy and improved pedestrian user experience.

Landscape Spaces

Urban Courtyards

The proposed development is envisioned to respect the existing Concert-owned Q Apartments. The Tapestry landscape space provides an opportunity to create passive courtyard spaces that provides visual benefits the residents in The Q as well as functional amenity for Tapestry residents. Each space will be unique in character.

- **Belleville and Douglas Street Plaza**

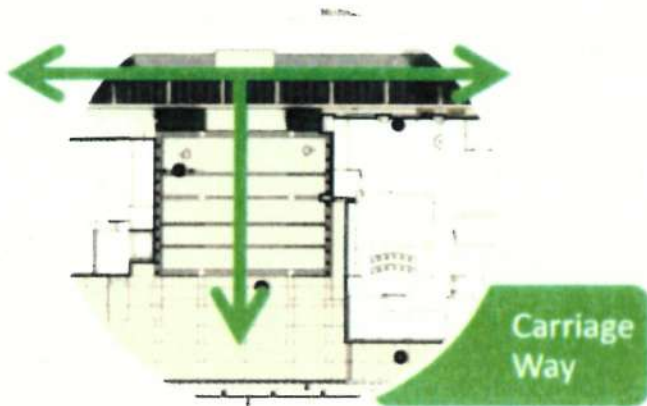
The Belleville Street promenade should provide opportunities for pause, seating and interaction with the neighbourhood. The key intersection of Douglas and Belleville will provide just such a space. The small plaza at the southwest corner of the Tapestry site creates an opportunity for seating, interaction with a retail patio and respite from the urban street.



- **Douglas Street Parkette**

The Douglas Street Parkette is located between the new development and The Q Apartments to the south. The publicly accessible parkette space is an urban extension of Thunderbird Park across the street. The parkette takes advantage of the mature Oak trees along the Douglas Street boulevard for shading and views to the inner harbour and The Empress. Seat walls, benches and chairs provide opportunities for quiet relaxation amidst the flower evergreen planting.



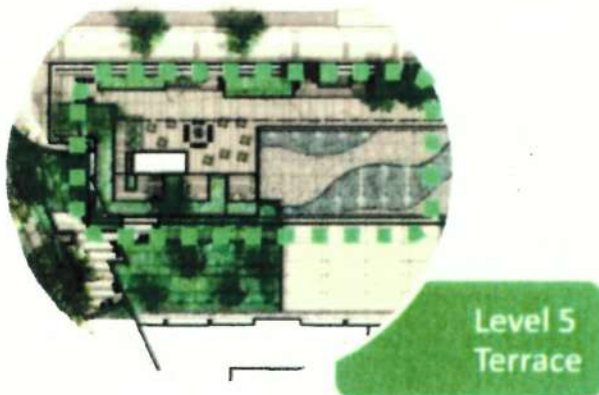
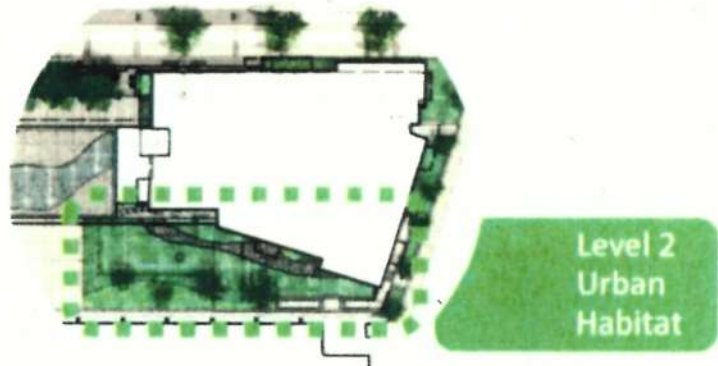


• The Carriageway

The mid-block Carriage way marks both the vehicle and pedestrian entrance to the Project. The Carriageway design with its decorative unit paver surface creates a pedestrian priority zone that allows a seamless transition for both pedestrian and vehicles from the adjacent Belleville Street and sidewalk. The image of the carriageway ensures that the integrity of the urban design is complete in the automobile area and pedestrian space. Landscaping screening at the entry to the carriageway will conceal parked cars but still provide the transparency needed for daylight and views out. The covered carriageway is designed to accommodate outdoor events such as festivals and markets for the residents and public.

• Level 2 Urban Habitat

The Level 2 courtyard space has been set-aside as a planted area for birds and insects. Seasonal flowering, habitat forming native and noninvasive species of trees, shrubs and perennials will not only provide visual interest all year round but urban habitat for birds and insects. This landscape space will also provide interesting overlook for the residents of the projects bordering the space.



• Level 5 Terrace

The Level Five private courtyard space is a comprised of a number of landscape rooms that provide a variety of activity opportunities for residents and guests. The seamless indoor-outdoor interface will ensure that the courtyard is always active.

The heart of the courtyard is the covered gathering space. This area includes a seating space centered around a fire bowl and a large area for gathering that will accommodate social functions, outdoor BBQs and events. Adjacent to this space is a resident BBQ area and urban agriculture and gardening space complete with potting bench and compost bins. Smaller seating areas tucked in between colourful planters have been placed along the north edge to take advantage of the views out to the neighbourhood. The northwest corner of the courtyard includes seating and the ability to stand at the guardrail edge to see the near and distant views of the neighbourhood and the inner harbor.

Landscape Materials

The landscape will be comprised of robust locally available plants and materials that respond to the surrounding landscape parks and open spaces. The intent is to create an integrated vocabulary of hard and soft landscape materials that create an identity for the development while ensuring a strong neighbourhood fit.

- Paving materials will include cast in place concrete and unit concrete paving in all of the landscape spaces.
- Miscellaneous site furnishings including bollards, bike racks, benches, guardrails and grates will make up a family of site elements that will contribute to the development identity.
- A palette of 'soft landscaping' trees, shrubs, ground cover, perennials, and ornamental grasses selected to reinforce the site and neighbourhood character will be used throughout the Tapestry site.



05 NEED AND DEMAND

In addition to the numerous community benefits of the development proposal noted above, the Project also responds to specifically identified demands and needs of the marketplace. As noted in the OCP, the population over the age of 65 is expected to increase substantially over the next 30 years. Migration patterns between 2006 and 2011 support this assumption, with 50% of the 18,555 individuals who migrated to Victoria being over 55 years of age. Over the next 21 years the number of older seniors (75+) is expected to double in the Capital Regional District. The proposed retirement community will help to accommodate the housing and support needs of a portion of this growing demographic in the years to come.

The seniors housing industry in the Capital Regional District area shows overall strong occupancy levels with operators achieving 90% or better. Very little new product has been added to the market, with Berwick Royal Oak being the newest project, opening its doors in 2009. A recent market study of seniors housing in Victoria shows that based on the current number of apartments provided, the industry will need to double in the next 20 years to accommodate the growing demand.

The location of the proposed development, will allow seniors in the James Bay, Fairfield and Downtown communities the opportunity to age within their neighbourhood and remain in close proximity to the shops and services they have been connected to over the years. As with other Tapestry communities, the residents and staff will engage with the local community not only for services but also for volunteer opportunities and will continually look for ways to link and support the greater neighbourhood. The operations team also looks for synergies with the surrounding neighbourhood in programming and support services, providing resident's access both inside and outside of the building.

Through thoughtful consideration, a mix of unit types, sizes and tenures has been designed into the retirement community to accommodate a wide range of seniors. The development proposal has also considered the needs of a younger, more active senior, by providing fully self-contained apartments with in-suite washers and dryers and full kitchens. The amenity space within the building is designed to provide flexibility and choice to the residents, offering multiple dining venues and programmable space to choose from.

One of the differentiators of the Tapestry model is allowing residents choice in tenure; to purchase or rent. Based on experience in previous projects, providing this choice helps expand the target market for this type of seniors housing. The condominiums are typically found to be in demand and absorb quickly.

For those choosing to purchase their home and sell their current home, the Victoria real estate market has seen consistent year over year sales growth in the last two years. In February 2016, the benchmark value for a single family home in the Victoria Core had increased an average of 14.7 percent year over year. This may be in part due to pent up demand over the past six or seven years, since the downturn in 2008, in combination with low interest rates. "Consumer confidence is improving; those that may have been hesitant to move over the last few years are making a change now" – Victoria Real Estate Board. As such, potential Tapestry purchasers may be looking now more than ever for a lifestyle change.

The corner of Douglas and Belleville Streets has been envisioned to be very active and dynamic. To complement and enhance this experience, animated grade level retail has been located on this corner. Retail is an ideal way to animate this public space and complete a corner of an intersection which has historically seemed uninviting to both local residents and tourist visitors. Adding high quality tenants with uses such as, service retail or, grab and go food use which would be used on a daily basis by the residents of the new building. The Q apartments and other could energize the area and draw visitors to the inner harbor who are exploring the Downtown Victoria.

06 SAFETY AND SECURITY CONSIDERATIONS

The Project design has considered factors impacting the safety and security of visitors and occupants of the buildings as well as members of the surrounding community. CPTED principles have been incorporated extensively including:

- The provision of surveillance opportunities at the ground level of the Tapestry staff on a 24/7 basis.
- The encouragement of natural surveillance by residents and staff through extensive windows at the ground level which look onto adjacent streets and sidewalks.
- Active retail uses at strategic street level frontages to promote natural surveillance as well as positive and desirable activity on Belleville and Douglas Streets.
- Overview from lower level resident windows and balconies to the streets.
- Views into the landscaped courts from windows and balconies from the adjacent Q Apartment building, and by the Project's residents.
- Views into the space between the Project and the Q Apartments from Douglas and Blanshard Streets for policing visibility.
- Locating the primary residential building entry lobby and amenity spaces adjacent to the Esplanade and the carriageway.
- Lighting design for interior and exterior public spaces so as to eliminate dark corners and encourage warmly lit, highly visible areas conducive to positive public activity.

- Carefully considered landscape design which minimizes visual barriers and hiding spots so as to ensure adequate surveillance, particularly in areas within the courtyards and proximate to building entrances.
- The provision of a high density project with active residential and retail uses which will offer natural surveillance and activity support from the many people expected to occupy and visit the Site each day.

07 TRANSPORTATION

In order to determine the impact of the development on the neighbourhood, Bunt & Associates, transportation consultants have been engaged by the Applicant to determine what impact the Project will have on the traffic patterns, and to provide input into the design of the parking and loading access for the development. A Traffic Impact Assessment prepared by the consultant for review by the City indicates the traffic generated by the Project will have minimal impact on the neighbourhood. As a Tapestry retirement community, the Project requires less parking and generates fewer vehicle trips than a typical residential complex.

The parking access is located midblock on Belleville Street. It is a single entry point for in and out traffic flow. To avoid the "dark hole" presented to the street by a typical parking entry, the parking entry for the Project is designed to be a welcoming carriageway space located under the building. It will function as an entry and drop-off for the residential and commercial uses. It will also provide access for the service vehicles necessary for the proposed development (kitchen deliveries, recycling and garbage pick-up) to enable all servicing to be completed on the site. All the residential parking is below ground with visitor and commercial parking neatly tucked away on-site, at grade. The carriageway can also become an outdoor room that can be used for special outdoor functions.

Based on recent conversations with the City's engineering department, it was expressed that the inclusion of an east bound cycle track on Belleville would be the preference of the City. However, the delivery of this cycle track is inextricably linked to the design and operation of the intersection of Belleville and Blanshard Streets. Currently, this intersection is not normalized (squared up with all traffic movements permitted) and operates with free flow conditions on all approaches. The intersection geometry does not permit southbound traffic on Blanshard Street to continue through into the James Bay Neighbourhood. City staff and Bunt and Associates concur that this intersection not be normalized until the intersection of Douglas Street and Belleville Street is re-aligned with the intersection of Superior Street and Douglas Street. These works are un-scheduled at this time however are part of a long-term strategy to divert traffic into James Bay along Blanshard Street to Superior Street rather than a Belleville to Douglas Street as it is presently.

Through consultation with the City and the Applicant, it is recommended by Bunt and Associates that the Applicant contemplates an east bound separated cycle track on Belleville Street in the proposed street cross-section. The introduction of the east bound cycle track has necessitated changes to the traffic pattern at Blanshard Street and Belleville Street. At this time, the intersection has been re-aligned to improve east-bound right turn movement. The proposed street cross-section will therefore contemplate these improvements.

In the interest of improving pedestrian safety, Bunt and Associates is recommending a normal cross-walk across Blanshard Street allowing pedestrians to travel along the sidewalk immediately in front of the subject property, east into the St. Ann's Academy open space. These upgrades are not necessitated by the development rather are a result of City required upgrades to the Belleville Street frontage (ie. Cycle track) included in the development.

08 HERITAGE CONSIDERATIONS

There are no heritage buildings directly impacted by the Project, and the development is not located within any of the heritage zones surrounding the nearest heritage buildings as identified in the DCAP. However, it is interesting to note that this new residential rental facility is replacing an older tourist residential use, the Crystal Court Motel. The character and scope of the Site will change with the new development, but the use remains similar, making this proposed development a natural fit with the community.

The building has been designed to meet the standards and expectations of today's technology, sustainability and livability standards for the future, and to project a progressive and contemporary character. The new image for the Site is a direct response to its urban context and is respectful of the notable heritage buildings that are part of the area's character.

The architecture is unique to the Project and does not try to replicate or be equal to the neighbouring heritage buildings. Instead, the building is conceived to be a backdrop to other notable structures in the Inner Harbour, and to reflect the forms of the existing context buildings and the skyline of the City so to compliment the urban image of the City.

The Proponent has plans to remove and keep the Crystal Court Motel sign, and to look for opportunities to incorporate the sign in the in the project through the design development process.

09 GREEN BUILDING FEATURES

The fundamental purpose of the development proposal is to support a healthy and sustainable environment. There are two aspects to the matter of sustainability; the social sustainability, and environmental sustainability. Social sustainability relates to the health and well-being of the residents and the community. This development provides an opportunity for seniors to continue to live in the community longer than might normally be possible. The building is designed to support seniors living in a residential setting. Environmental sustainability comes from the physical qualities of the new building and the ongoing operation. The proposed development will be designed to minimize energy usage through the use of high performance building envelope elements (walls, windows, roofs) and building systems.

In addition to the sustainable features noted above, the Applicant is committed to embracing green building principles in the Project's design and long term operations. For a number of years, the Applicant has developed buildings which adhere to different sustainability or green design programs depending on the community in which the buildings are developed. Through these experiences, three key aspects of green design have emerged as consistent focus points when designing and operating a sustainable/green building: Resident comfort, energy use and water conservation. The Applicant will be taking the experience and lessons learned over numerous projects to incorporate an appropriate and meaningful sustainability solution for the proposed development within a framework specifically developed for the Project.

The Applicant envisions for the design and construction of an environmentally responsible building including ongoing operations through the utilization of:

- Redevelopment of an underutilized urban site in an area that is well served by transit and highly accessible by pedestrians and cyclists
- Demolition of existing building - target 75% diversion rate (by weight) from landfill (excluding all environmentally hazardous materials)
- Passive Design Considerations – Solar shading strategies to minimize heat gains during summer and support desirable heat gains during winter
- High performance building envelope and mechanical systems
 - 3rd party energy modelling to meet or exceed ASHRAE 90.1 2010 or NECB 2011
 - Heat recovery systems within amenity areas

- Energy efficient lighting and electrical systems
- Water efficient plumbing fixtures
- Bicycle storage and shower and changing facilities for staff of the seniors operation
- Energy Star appliances for residential homes
- Electrical vehicle charging infrastructure
- Low VOC interior finishes
- Building designs optimized for interior daylighting
- Specifically selected indigenous landscape materials that are adaptive and require less intensive landscape maintenance.
- Permeable surfaces to be specified where practicable
- Urban Agriculture – provision of garden plots for residents and kitchen staff to cultivate vegetables and herbs
- Operational Sustainability:
 - Building wide recycling and waste diversion program – multiple recycling streams and food waste collection
 - Environmentally friendly cleaning products used where possible
 - Bicycle sharing program
 - Transportation services provided by dedicated Bus
- Other sustainability strategies under consideration by the design team include:
- Urban Agriculture – provisions of fruit trees
- Solar Ready – provision for addition of both hot water and photovoltaics connection at a later date if/when products become commercially viable.

10 INFRASTRUCTURE

Based on discussions with City of Victoria Engineering department, a 2.2m Right of Way (ROW) will be dedicated along Douglas and Belleville Streets. The Belleville Street frontage will be enhanced by incorporating a separated cycle track and an enhanced sidewalk to help encourage east/west pedestrian movement to and from St. Ann's Academy and the Inner Harbour. The 2.2m ROW on Douglas Street is being provided for potential future City improvements. Existing grades along project boundaries will be met.

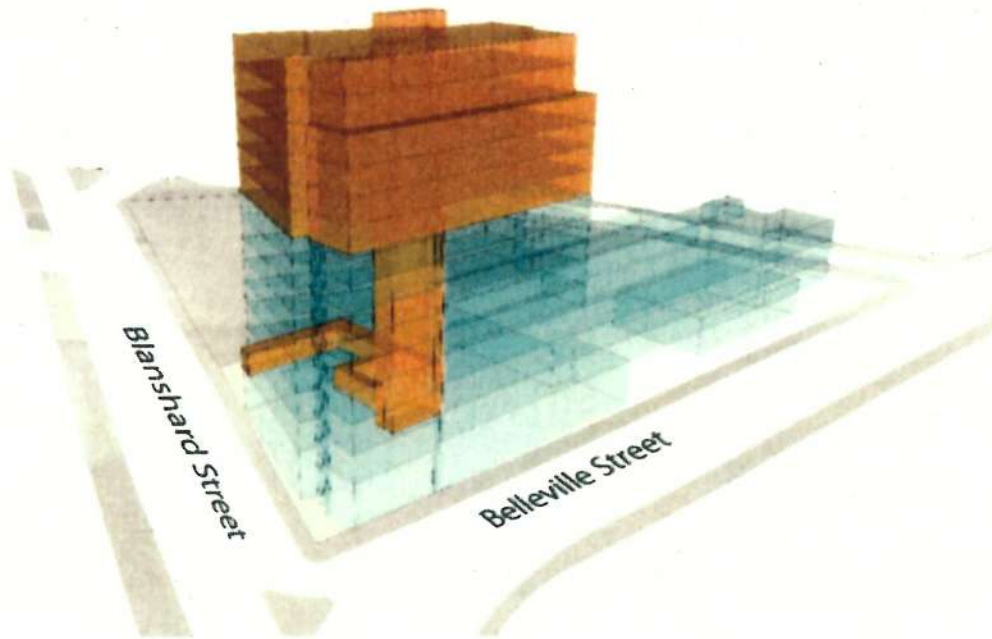
The Site is well serviced by both deep and shallow services. Water and sewer surround the Site on all three frontages with storm/drainage along both Blanshard and Belleville Streets. Preliminary servicing locations for the Site will be further refined at the building permit application stage. A sewage attenuation review will also be completed as part of the utility capacity review.

The existing structure is currently serviced with underground gas supply off Belleville and above-grade pole-mounted hydro and telephone services off the east side of Blanshard Street. The design team will initiate coordination with utility companies to review existing infrastructure. There are no existing overhead utilities bordering the Site therefore, no undergrounding of existing utilities will be required.

In keeping with other sustainable design priorities, detailed storm water management strategies are to be incorporated that will reduce the rate of storm water runoff from the overall Site, further minimizing the impact of the Project on City infrastructure.

11 PROJECT PHASING/SUBDIVISION

The Project itself will include both rental and condominium homes. The intention is to provide a separate legal air-space parcel for the top six floors of the mid-rise component that will include for-sale condominiums, with the balance of the building containing rental suites and amenity spaces. It is important to note that regardless of tenure, all residents will access the same level of services.



12 PUBLIC BENEFITS AND AMENITIES

The Applicant believes in the importance of maintaining connections with the broader neighbourhood, creating a community-made retirement residence. As such the focus is on ways to welcome community programs and organizations into Tapestry as well as finding ways for residents to explore beyond Tapestry and connect with the neighbourhood around them. Therefore, the proposed Tapestry retirement community will be a “made in James Bay” residence. In creating interconnectedness with the greater neighbourhood, Tapestry naturally becomes a resource for many local seniors and their families during times of distress or change; providing respite for seniors and caregivers, access to programs hosted within the nearly 13,000 square feet of proposed amenity space and hosting health fairs and clinics to name a few examples. The programs and services provided keep the residents active in the neighbourhood while creating employment opportunities in the city with approximately 50 full time equivalent jobs.

Similar to Tapestry at Wesbrook Village UBC, a respite suite has been incorporated into the building. The Vancouver team has worked very successfully to offer respite services not only to local physician’s patients and area residents but also to the local hospitals who are seeking interim supportive housing for patients ready to be released from hospital but not yet ready to return home. This community service has been so well received that the program was expanded in Vancouver to include additional suites in the building to assist in filling the local demand. The Project takes a similar approach to offering the service to local physicians and clinics as well as discharge planners at the hospital. This is one example of how the supportive nature of this operating business lends itself to being able to adapt to the needs of the community in this area.

Seniors represent a fast growing segment of the population. Housing options which allow residents to live healthier, happier, more engaging lives guides the Tapestry vision. The proposal supports the greater need and good of the community by providing residents access to these vital components of life.

In addition to the amenities provided to the residents and the surrounding senior's community, there are additional benefits provided in the proposal that have an everyday positive impact on the general public and neighbourhood residents. Generally, there are significant Public Realm upgrades included notably, the completion of the Esplanade and the associated improvement of the pedestrian sidewalk experience, eastbound bicycle lane, cross-walk improvements at Belleville and Blanshard, public open space and retail enhancement at the Belleville/Douglas Street corner and the Douglas Street Parkette being vast improvements from the existing conditions. The proposal has provided for Statutory Rights of Way (SRW) of 2.2m along Belleville and Douglas Streets, of which the Belleville Street ROW is to be utilized to realize the above improvements during redevelopment. The Douglas Street ROW will be provided in order to improve the streetscape should the City deem necessary at some time in the future. These quality improvements of additional public space will significantly improve the livability of a key section of Victoria's Tourism district.

In addition, the design excellence and public benefits proposed, include the social and economic sustainable considerations contemplated in the building design and operations providing green building features which not only benefit the residents of the Project but reduce the impact and intensity of resource use on a long-term basis.

In conclusion, the Applicant feels that the many public benefits and amenities, in addition to the building design with attention to the Site context, provided within the proposal meet a number of OCP Plan Objectives such as: sustainable employment growth, provision of a variety of housing types, completion of cycling networks that include separate bicycle lands and generous pedestrian sidewalks, new buildings that contribute to the sense of place, fostering social vibrancy through human scale design, improved streetscapes and public places, enhanced network of walkable parks and open spaces, utilization of green building features, provision of a wide range of housing choices to support a multi-generational community and therefore warrant the request for approvals of the form and density as proposed on July 26, 2016.

13 CONCLUSION

The Applicant has proudly developed each Tapestry retirement community from the ground up and remains committed to the long-term operation and ownership of these properties as well as maintaining the company's position as a market leader.

The location of the Site presents an exceptional opportunity to become an integral component in the revitalization of Belleville Street. The future Tapestry retirement community would be a fresh and progressive development that is sensitive to Victoria's image and at the same time, creates an economically-viable development that will truly give back to and benefit the James Bay and surrounding neighbourhoods. Having completed three similar communities across Canada since 2003, the Applicant is excited by the unique opportunity that this location provides to develop a new community and looks forward to working with all stakeholders to bring a Tapestry retirement community to the City of Victoria.

CONCERT PROPERTIES LTD.



Per: _____

Dean Johnson

October 5, 2016

Mike Wilson
City of Victoria
1 Centennial Square
Victoria, BC, V8W 1P6

Re: 701 Belleville Street Economic Analysis

G.P. Rollo & Associates (GPRA) has been retained by the City of Victoria to complete land lift and amenity contribution analysis for the proposed rezoning of 701 Belleville Street (the Site) from T1 – Tourist Accommodation with a development density of 1.0 FSR to a new zone that would allow for residential development for seniors housing up to a density of 3.95 FSR. Concert Properties has indicated that they are willing to enter into a housing agreement that would stipulate a minimum of 75% of the units in the seniors development be made available as market seniors rental units in perpetuity.

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 if developed under current planning at 1:1 FSR for residential strata with commercial at grade as well as the land value supported by the proposed new zone allowing for a multi-level seniors development at 3.95:1 FSR. GPRA used standard developer proformas for each case to model the economics of each density, with the 'Lift' then calculated as the difference in residual land values under both current planning and the proposed new zoning.

METHODOLOGY & ASSUMPTIONS

The Site is 3,687 square metres in area and could be developed under current planning at a density up to 1:1 FSR with 3,687 square metres in gross floor area split between commercial uses at grade and strata residential above. For the purposes of the base density analysis GPRA has estimated the residential to amount to 2,987 square metres in GBA (net saleable area of 2,689 square metres with 35 residential units) and the commercial at grade to be roughly 700 square metres. Parking at the base density is assumed to be a mix of at grade and a single level of underground parking. Under the proposed new zoning the site is to be developed with approximately 14,496 square metres of total GBA, with a proposed mix of strata and rental independent living units for seniors, along with roughly 331 square metres of commercial space at grade.

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 the analyses GPRA has determined the residual value for the residential strata based on the developer achieving an acceptable profit of 15% on total strata 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.

It is often the case that a developer cannot achieve a profit on the sale of a rental or commercial project immediately after completion and instead takes a long term perspective looking at value as an ongoing income stream with a potential disposition at some point in the future. As such, for the residual value of the commercial component of the development, as well as the portion of the project utilized for seniors rental GPRA has instead looked at the developer achieving an acceptable return on their investment measured as an Internal Rate of Return (IRR) and the maximum supported land value that would allow a developer to achieve a target IRR.

The residual land values determined from this analysis of the property developed as proposed under the rezoned density of 3.95:1 FSR as a seniors development is then compared to the residual land value of the Site if developed under current planning at 1:1 FSR as residential strata with commercial at grade to establish a 'lift' in value that arises from the change in use and 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 and not from development under current zoning 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 wood frame and of concrete construction within roughly 5 km of the Site, with a focus on projects that were deemed comparable to that which would likely be developed on the Site under current planning. Seniors strata pricing and rental rates were derived from a review of seniors developments offering a similar scope of supportive services in the Victoria region. Commercial rents were derived from a scan of commercial spaces for lease in the area. Project costs were derived from sources deemed reliable, including information readily available from quantity surveyors on average hard construction costs in the City, as well as from information provided by the proponent. 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 Estimates the lift from rezoning the Site from 1:1 FSR to 3.95:1 FSR with the uses discussed herein would be roughly \$326,200, with the City's 75% share totaling \$244,650.

It must be noted that the relatively small lift from a significant increase in density has to do with high cost for constructing the development in concrete and underground parking costs that are not likely to be translated into significantly higher selling prices and rents than in a lower density development. Specifically, the issue is that revenue increases at a lower rate than does the cost premium for the switch in construction. This will be more pronounced for the rents than for strata, but generally this holds true for strata as well in the City. For the last decade buyers generally are not paying a premium for that switch in materials that would make an economic case for doing concrete instead of wood. With rents the relationship between costs of construction and rental rates are almost completely disconnected, with rental rates only minimally increasing for a switch from wood frame to concrete construction. In fact, average rents may come down in a high rise rental projects with an increase in density due to the large number of units being made available at once.

I trust that our work will be of use in the City's decision on the rezoning of 701 Belleville Street Victoria. 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



James Bay Neighbourhood Association

234 Menzies St
Victoria, B.C.
V8V 2G7

www.jbna.org

June 15th, 2015

Mayor & Council,
City of Victoria,

Re: CALUC Community Meeting for 701 Belleville

The Concert Properties proposal for the development of a seniors complex at 701 Belleville was considered at the June 10th JBNA General Meeting.

Concert Property representatives had four discussions/meetings with the JBNA Board through our Development Review Committee from December through May. The June 10th JBNA General Meeting was well attended with **86** participants. A few of those present were from the Fairfield and Downtown neighbourhoods.

There was an opportunity for those who arrived early to view posters and a model and have questions answered before the meeting. Although Concert's *Tapestry* program was not the topic for review, it was understood that a seniors complex with both condo ownership and rental units was being proposed. The complex lower floor to include retail and restaurant.

JBNA also understood that the revised DCAP altered the zoning for this site. The proposal was well received with most concerns being related to traffic and traffic management at Belleville/Blanshard, the height and greenspace.

Following please find an excerpt from the meeting with the Q/A section:

7. 701 Belleville: Crystal Court Transformation

Brian McCauley, President & COO, Concert, introduced members of the project team: Ken Bogress, Senior VP Development, Concert Properties, Dean Johnson, Development Manager, Concert Properties, Adena Waffle, Director, Seniors housing, Concert Properties, David Simpson, Design Principal, DYS Architecture, Colin Shrubbs, Principal, DYS Architecture, Bruce Hemstock, PWL Partnership Landscape Architects, and Peter Joyce, President, Bunt & Associates.

Dave Simpson of DYS Architecture presented the project design, including: site location, project plan relative to the site being a meeting point of 3 communities – Downtown, Fairfield, and James Bay. Six design principles were presented:

- The development will complete the block to create a comprehensive plan that draws pedestrian traffic toward a focal point entry to St. Ann's Academy.
- The ground level uses must animate the Esplanade experience.

... 2

- The development massing should define the open space and signal the terminus of the Esplanade. It should be the focal point for the converging 3 neighbourhoods.
- The building components should be arranged in a way that strengthens the Esplanade character and creates an edge to the adjacent open space.
- The new massing and uses should complete the Belleville/Douglas corner and create an enticing gateway to this unique segment of the Esplanade.
- The building forms and character should create a sense of progression from the Douglas/Belleville corner to the Saint Anne's open space focal point.

Information was presented about the building massing and shadowing:

- 4 stories along Bellville – 1 commercial and 3 residential
- 15 stories of residential at the corner of Bellville and Blanchard
- The building was kept low along Bellville to reduce shadows, preserve sightlines from building behind, and match the scale of the street.
- A wide pedestrian Esplanade will be constructed along Bellville to enhance street level activity and amenities as well as to separate pedestrians from the street.

Bruce Hemstock, landscape architect, presented the landscape design:

- Public garden space between the new building and the Q helping to improve the attractiveness of the surface parking and services area for trucks and waste.
- There will be a rainwater garden and trees along the esplanade between the sidewalk and the street.

Q/A:

Question: Will the traffic barrier at Belleville and Blanchard remain (the triangle)? People driving in need to turn in – awkward turn.

A: That corner is being discussed with the City as they have some long term plans for that intersection and related streets as well as the intersection of Blanchard, Douglas, and Superior.

Question: Landmark building resident – 15 storeys is twice the height of the two existing adjacent buildings and will block the view of St. Ann's.

A: The proposed building complies with the City's recently approved OCP and DCAP plans that outline a maximum height of 15 storeys. The massing of height into the very east end of the property with the balance being only 4 stories is the best option for overall sightlines.

Question: The amount of parking, 80 for 170 residents, seems inadequate.

A: Concert owns 3 similar seniors properties in Vancouver and Toronto. Based on that experience the number of parking spaces is sufficient for expected demand. The number of parking spaces planned meets the City's planning/zoning requirements.

Question: Entrance to the parking is off Belleville. Drivers traveling west on Belleville must make a left turn on a very busy street.

A: Vehicle traffic with this type of building is very light, 80 vehicles/hour. The old motel site had several driveways off Belleville and the proposed project will have only one which is very flat and open making it very safe. Other locations for the driveway were considered but only the Bellville location was feasible. The Tapestry program has a shuttle for residents.

Question: Sandra from Parry Street – Residents of Parry St. have experienced problems with garbage pick trucks dropping numerous bins on Parry St. for the compacting truck to service later. How will waste management be handled in the proposed building?

A: All waste bins will be serviced on site by the compacting truck in the carriageway. There will not be any off-site bin drops.

Question: Betty from Fairfield - A concern was raised about the amount of park space for the population density of the building. What is the ratio of park space to residents?

A: Don't know the proportion. There is a large amount of park space along Bellville so this area is well served by park space.

Question: What are the planned setbacks for the building?

A: The setback at Douglas is 10 feet and the Belleville/Blanchard corner it is 13 to 14 feet.

Question: What is the intention for the large wall on the building's west end facing Douglas? Will it be conservative or gaudy?

A: Materials on the large solid wall facing Douglas will be something that matches with the Empress such as tyndall stone that creates a conservative elegant appearance. It will not be gaudy.

Question: What will it cost to live in the building?

A: Prices are not yet set.

Respectfully Submitted,



Co-Chair, Co-Chair CALUC
President, JBNA



Co-Chair, JBNA CALUC

Cc: Jim Handy, Planning

234 Menzies St
Victoria, B.C.
V8V 2G7

Mayor & Council,
City of Victoria

Re: JBNA Development Review Committee

A week ago we received from the City the revised
Concert's 701 Belleville development proposal.

Late timing of distribution/notice of the revised
review; hence the three comments are from the JBNA

1. Belleville promenade: The Belleville promenade
project. If there can be any give on the bike
absence of linkages may not be well-used, the
promenade to better serve pedestrians and
mobility scooters.
2. The plaza on Douglas: The plaza is the second
project, contributing to the public realm. There
discern, but we anticipate that the area will be
pedestrian impediments between Douglas and
3. Design: There is disappointment in the design
more of an apartment building, as seen in the
signature building anticipated by the original
the open house events.

For your consideration,

Cc: Dean Johnson, CONCERT
CoV Planning



James Bay Neighbourhood Association

234 Menzies St
Victoria, B.C.
V8V 2G7

www.jbna.org

September 26th, 2016

Mayor & Council,
City of Victoria

Re: JBNA Development Review Committee comment; 701 Belleville CALUC

A week ago we received from the City the revised documentation regarding Concert's 701 Belleville development proposal.

Late timing of distribution/notice of the revised plans did not permit community review; hence the three comments are from the JBNA Board only:

1. Belleville promenade: The Belleville promenade area is of great importance to the project. If there can be any give on the bike lane, which given its location and absence of linkages may not be well-used, thought should be given to widening the promenade to better serve pedestrians and the growing cadre of residents using mobility scooters.
2. The plaza on Douglas: The plaza is the second important "public" element of the project, contributing to the public realm. The schematics were somewhat difficult to discern, but we anticipate that the area will be open from Douglas, without visual or pedestrian impediments between Douglas walkway and the inner plaza.
3. Design: There is disappointment in the design of the complex in that it has become more of an apartment building, as seen in the Humboldt Valley area, than a signature building anticipated by the original concepts as presented to the public in the open house events.

For your consideration,

Marg Gardiner,
President, JBNA
CALUC Co-Chair

Cc: Dean Johnson, CONCERT
CoV Planning

Wednesday, Nov. 16, 2016

Mayor Lisa Helps & City Council
Council Chambers, City Hall
1 Centennial Square
Victoria, B.C.

Mayor Helps & City Council,

- Re' Concert Properties "Tapestry" project on Nov. 17th: it's a "con by Concert", in perpetuity for seniors, if the rental units are at "market rates", without "affordability conditions". The "Q" was the same — a "fraud of affordability for seniors" — those suites are at market rates, & most seniors can't pay them. Gross incomes are \$12,000 to \$25,000: attached.
- Both Isabel Mackenzie, BC Senior's Advocate & David Eby, N.D.P. Housing person, have been written about the "Housing Agreement Bylaws" the City seems to have been using since 2014. They are suppose to foster affordability of rents, not market rates, & not in perpetuity. See attached.
- The City Council seems to be doing everything they can with rezoning, development permits, & Housing Agreement Bylaws, to harm all the renters in Fairfield, James Bay, et al. Cease & desist!
Sharon Roe

P.S. Was Bylaw No.16-081 for 1016 Southgate adopted Nov 10??

P.S. S. The "Tapestry" project should go to a public hearing too — no more condo towers on Belleville — there's the "Q" & Humboldt Valley!

⊗ We need the "Crystal Court" revitalized, at a "Hotel Zed" — affordable motels on inner harbour for families & all. Others — The "Helm's Inn", The "J.B.I." & the renovated "Hilton Double Tree"....

Retro "Crystal Gardens Motel" & add maybe 1 floor.... That's what we need to transition from the other corners to St. Ann's Academy grounds. An architectural style that is not modern & cold, & keep gardens. All Concert builds is high-end towers — go to Toronto!!

Not anymore here, than what have already done: Waterfront, Astoria, Belvedere. And, the Chelsea design lounge is "luxury" in Fairfield where all around are struggling renters.

- WHERE'S THE 'Q'?

- A "CON" BY CONCERT, & IN PERPETUITY..... NOT AFFORDABLE: RENTALS AT MARKET VALUE.



The proposed Tapestry building on the former Crystal Court Motel site will include 131 rental units and 42 condos. CONCERT PROPERTIES

Seniors rental pitched for motel site

NOV. 15, 2016

CARLA WILSON
Times Colonist B1

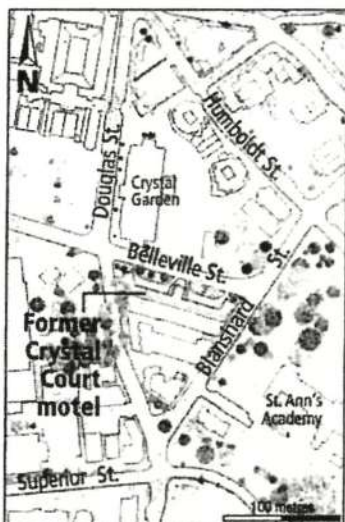
Concert Properties' plan for a seniors building on the site of the former Crystal Court Motel goes before Victoria councillors on Thursday.

The mixed-use concept features rental units, condominiums, a commercial kitchen with restaurant, fitness centre, bistro-pub and a variety of other services to allow people to age in place. A bike share program would likely feature large tricycles.

A multi-purpose rooftop gathering place with tables and chairs, as well as garden plots, would be built on top of the project's five-storey podium.

The Vancouver-based company paid \$10 million last year for the 701 Belleville St. property with plans for a 15-storey tower. The tower plan remains, at the east end of the property, with the podium running toward Douglas and Belleville streets.

Called Tapestry, the concrete building would create 131 rental units, to be priced at market rates, and another 42 condominiums. Concert has built three other Tapestry themed projects in Vancouver and Toronto.



"Whether you are a condominium owner or a renter, it doesn't matter. Everybody is treated the same. Everybody gets the same access to services," Dean Johnson, Concert's development manager for this project, said from Vancouver on Monday. "It really is a complete community."

Victoria councillors will view the proposal Thursday and decide whether to recommend that coun-

cil hold a public hearing. If that happens, the developer and citizens have the opportunity speak on the plan, followed by a vote by council.

Concert has applied for rezoning and a development permit.

A housing agreement bylaw, to ensure the 131 units remain rental in perpetuity, would also be included, as would a bike lane on Belleville Street.

If approved, construction would start in early 2018, said Ken Bogress, Concert's senior vice-president of development.

It is too soon to know the cost for construction, expected to take between two and three years.

The project would tie in with Q Apartments, next door at 655 Douglas St., also owned by Concert and also a seniors rental building. The 701 Belleville St. property now holds the vacant and deteriorating Crystal Court Motel building, which has been shut down for more than a decade.

Concert has spent months talking to local residents, Johnson said.

Condos would be located in the top six floors of the tower, where there are beautiful views, Johnson said.

Bogress said that many rental

units will also have good views.

Slightly less than 4,000 square feet of ground floor commercial space facing Belleville Street is planned. Johnson pointed to the success of the Fol Epi Organic Bread and Pastry business in the Concert-built Era condo project in the 700 block of Yates St. He would like to see something that brings a similar vibrancy in the Tapestry project.

The project would bring sought-after seniors rental units into the Victoria market. The Q Apartments is full. *(not of seniors)*

Victoria's rental vacancy rate is tight, at 0.6 per cent, according to a report from the Canada Mortgage and Housing Corp. The next rental update is being released on Nov. 28.

The James Bay Neighbourhood Association submitted a letter to the city in which board members expressed "disappointment" with the design, stating it looks more like an apartment building than a "signature building."

The association suggested some "give" on the bike lane in order to widen the promenade for pedestrians and to accommodate the growing number of people using mobility scooters.

cjwilson@timescolonist.com

COMMENT

Scientists and policy wonks now need to come down from the clouds

SEND US YOUR LETTERS

■ **Mail:** Letters to the Editor, Times Colonist,

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All seniors are not 'old, rich and spoiled'

ISOBEL MACKENZIE

Ageism can take many forms; however, like any discrimination it has, at its core, a desire to stereotype an entire group of people.

Last month we celebrated the United Nations International Day of the Older Person. This year's theme, Leaving No One Behind: Promoting a Society for All, should be a reminder to practise inclusion by resisting the temptation to stereotype anyone, including seniors.

To this end, there has been much discussion in the media recently about the increased and relative affluence of seniors. Some, such as *Maclean's* magazine, have baited divisiveness with the headline "Old. Rich. Spoiled."

In various articles and headlines of late, I have struggled to find the voice of actual seniors reflected. What I have found instead is incomplete information that has resulted in a misrepresentation of the economic plight of many seniors.

Statistics Canada pegs the 2011

median income for those over 65 at \$23,700. This means that 50 per cent of seniors in Canada are living on less than \$23,700 per year, with the majority living alone. Compare this to the median income for 35- to 44-year-olds at \$43,300, with the overwhelming majority living in a two-person household sharing costs that are often borne by the single senior. Here in British Columbia, we have more than 52,000 seniors who are living on \$16,300 per year or less.

While it is true that some low-income seniors live in a home with no mortgage, they still face property tax, insurance and maintenance and repair costs, all on a fixed income that is often not guaranteed to keep pace with inflation.

Their equity in some cases has either been borrowed against or is an insurance policy for future care costs. And let's not forget the 20 per cent of senior households that are renting and face annual increases against often-stagnant incomes. Seniors face health-care costs related to drugs,

mobility aids, dental care, eyeglasses and hearing aids, with no workplace benefit plans to defray costs.

Householders today are enjoying record-low interest rates. While this is a boon for some homeowners, it can be a hardship for the overwhelming majority of seniors, who do not receive a defined-benefit pension plan and must produce an adequate retirement income from savings and investments.

It is important to remember that, whatever wealth seniors might have (outside of their primary residence) they are usually required to produce an income from it, unlike people who receive their income from employment and can allow their wealth to compound.

The issue of the low income and poverty of some seniors is only one part of the picture. Seniors also make significant contributions to our communities and our health-care system.

We know that the greatest amount of volunteering is done by seniors.

More significantly, perhaps, is the millions of hours of care that is provided every year in this country by seniors to their spouses and, in some cases, their parents.

If seniors didn't step up each and every day to the needs of their community, the cost to all levels of government would be staggering. The contribution of unpaid caregivers over 65 alone is an estimated \$4 billion in savings to the Canadian health-care system.

In addition to their contributions of unpaid labour, seniors also contribute to the costs of their care. In B.C., seniors pay 80 per cent of their income toward the cost of residential care to a maximum of \$3,092.66; 70 per cent of their income toward the cost of government-subsidized assisted living with a maximum that varies according to local market conditions; and they copay the costs of their home support on a sliding scale based on income.

While it might be fair to question whether a minority of higher-income seniors should benefit

from the caps, it is also very evident that the majority of seniors are surrendering significant amounts of their income to subsidize their care needs.

The seniors of today, like the seniors of tomorrow, are unique individuals. Some have money; some do not. Some have good health; some do not. Some contribute to their community; others less so. Some need our help; others do not.

What is most important is that we value the uniqueness of seniors just as we do those who are not yet 65 and, in so doing, ensure we leave no one behind and create a society for all.

Isobel Mackenzie was appointed as seniors advocate for B.C. in March. Before taking this role, she spent two decades working with seniors in home care, licensed dementia care, assisted living and volunteer and community services. She also served with the Canadian Home Care Association, B.C. Care Providers and the Medical Services Commission of B.C.

Some B.C. seniors give up basic needs to afford housing: advocate

TAMSYN BURGMANN
The Canadian Press

VANCOUVER — Even as Lorraine Logan and her partner chip away at their condominium mortgage in New Westminster, the 70-year-old recognizes they could lose their security and comfort.

"If something happens to one of us?" she said, slapping one hand against the other. "It's got to be sold. Two incomes supporting the mortgage, right? So we're just trying to build up equity before I die!"

The couple is among the 93 per cent of British Columbia seniors who are living independently as an aging population faces systemic challenges.

On Thursday, the province's seniors' advocate released a comprehensive report that found housing for older British Columbians must be more affordable, appropriate and available.

Isobel Mackenzie urged the government to accept 18 recommendations after canvassing thousands of seniors across B.C. over the past year.

"I really have made it my mission to disabuse people of this notion that all seniors out there are living high off the hog, on a beach in Barbados, and sucking dry all the hardworking British Columbians," she told a news



Seniors' advocate Isobel Mackenzie: "I really have made it my mission to disabuse people of this notion that all seniors out there are living high off the hog." — JONATHAN HAYWARD, CP

conference packed with seniors.

"There are seniors who need a lot of help and who are in desperate need. That's what happens when you look at the data instead of just deciding what the situation is by looking around at the people you know."

The report outlines the major challenges weighing on seniors living in each of three situations — independent, assisted living and residential care — and found the support people need most is financial.

Among about 820,000 British Columbians age 65 or

older, half live on incomes of \$24,000 per year or less, according to the report.

Mackenzie found some low-income seniors forgo basic health care, from dentistry to hearing aids, compression stockings or incontinence supplies.

"So, great. You live in a house that's worth a million dollars in Vancouver," she said.

"If your income is only \$22,000 a year, it actually doesn't matter how much your house is worth because what you actually need is money to pay the bills."

Among other recommen-

dations, the report calls on the province to:

- Increase subsidies through the Shelter Aid for Elderly Renters program.
- Develop a strategy for more rural housing.
- Implement a program allowing homeowners to defer paying hydro, home insurance and for major repairs until their home is sold.
- Redesign the Registered Assisted Living program to accommodate more seniors, including palliative care.
- Commit to providing a single room with ensuite bathroom for 95 per cent of residential care beds by 2025.

Housing Minister Rich Coleman declined an interview, but a statement from the ministry said the report is being reviewed.

"Many of the recommendations, if adopted, would require extensive policy work and possibly, changes to legislation," said the statement, which did not provide a time frame.

Brian Dodd, with the Seniors Services Society, said the report is meaningful, though it didn't provide immediate solutions for homeless seniors.

"It gives us hope, because if some of these things are acted on, there will be more tools for us to take someone from homelessness to home."

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in consideration of the premises and covenants contained to secure rental housing.

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www.victoria.ca/.../Schedule%20E%20-%20Subdivision%20and%20Development%2...
The City of Victoria Subdivision and Development Servicing Bylaw No. covenants, agreements
and obligations of the Owner under this Agreement, the

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The Transferee is the Corporation of the City of Victoria: C... now acknowledged by the
Transferor), and in consideration of the covenants and conditions

→ [PDF] NO. 15-068 A BYLAW OF THE CITY OF VICTORIA The purpose of t... 10 Sept 2015 (16pp)
www.victoria.ca/assets/Default/15-058_370%20384%20Harbour_Housing.PDF
Corporation of the City of Victoria in an open meeting enacts the following 2.3 The Owner
covenants and agrees that the rent for each Affordable Rental Unit

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https://victoria.civicweb.net/document/115358
Oct 28 2016 - Corporation of the City of Victoria in an open meeting enacts the 2.1 The Owner
covenants and agrees that the Owner shall not take any - market Rates
Bylaw No. 16-081

[PDF] Keeping it Green Through Covenants and ... - McCarthy Tétrault
www.mccarthy.ca/pubs/Keeping_it_Green_through_Covenants_and_Easements.pdf
Jan 29, 2009 - Restrictive covenants registered under section 219 of the Land Title Act are master
development agreement in favour of the City of Victoria

[PDF] AGREEMENT THE CORPORATION OF THE CITY OF VICTORIA A...
www.lrb.bc.ca/cas/WFN7.pdf
covenants hereinafter contained, agree each with the other as follows: ... holidays proclaimed by the
City of Victoria, the Province of British Columbia and/or the

An Act Relating to the Corporation of the City of Victoria - BC Laws
www.bclaws.ca/civix/document/id/consol17/consol17/00_53057_01
AND WHEREAS The Corporation of the City of Victoria has by its petition prayed Grain
Terminals, Limited, of the covenants and conditions therein contained

[PDF] covenants - Golden Belt Bank
www.goldenbeltbank.com/home/fiFiles/static/documents/Covenants.pdf
VICTORIA KNIGHTS 1ST ADDITION TO THE CITY OF VICTORIA held and shall be conveyed
subject to the reservations, restrictions and covenants herein set

→ [PDF] Housing Agreement Bylaw - Victorian Analysis Bylaw No. 14-069. "Affordable" for
victoriananalysis.ca/wp-content/uploads/.../June-2015-Housing-Agreement-Bylaw.pdf
Jun 8, 2015 - The Corporation of the City of Victoria enacts the following provisions: ... 2.2 The
Owner covenants and agrees that it shall not take any steps, 10 years only, on
11 units...
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West Coast Environmental Law



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Housing Agreements

Several municipalities help to create affordable housing using public-private partnerships as part of comprehensive development zoning, rezoning and density bonus processes. The developer agrees to dedicate a percentage of the units for rental or non-market housing, and municipalities enter into a housing agreement with the developer to spell out the details of the housing terms. Housing agreements can also include other parties such as non-profit housing organizations, and are registered as a notice on the title to the land.

Terms and conditions of housing agreements can address:

- Tenure of the units (who owns them and how long they will be rental or non-market);
- Availability of the units to specific groups such as seniors or persons with disabilities;
- Amount of rent; and
- Management of the units.

A frequent municipal strategy is to require developers to include rental and non-market housing in market-rate and strata-ownership developments. For example, the City of Vancouver obtained 30 units of affordable rental housing as part of the rezoning approval for a downtown housing development titled The Edge in which the other 120 units are strata-title market units. The rezoning was from industrial to residential live/work and the City obtained 22 of the units as part of the rezoning. It purchased the other eight units with a 25-year mortgage that will be paid off by the rental income from the 30 units. In effect, the City is obtaining public benefits with no public subsidy. Fifteen of the units are rented to low income tenants at the BC shelter allowance rate and the other 15 are rented at low market rates.

(Adapted from *Rental Housing Planning Guide* (http://www.housing.gov.bc.ca/housing/docs/guide_2002.pdf) 2002)

Many municipalities do not own and manage the units but transfer the units to non-profit housing societies to manage and/or own.

Examples of Municipal Policies Supporting Rental Housing Using Housing Agreements:

Downtown District and IC-3 District Policies and Procedures for Low Cost Rental Artists Studios

(<http://vancouver.ca/commsvcs/Guidelines/D004.pdf>) (Vancouver)

Downtown District Low Cost Housing Policies and Procedures (<http://vancouver.ca/commsvcs/Guidelines/D005.pdf>) (Vancouver)

Draft Density Bonus Policy (Victoria)

City of Revelstoke Housing Agreement Bylaw #1573, 1998 (<http://www.cityofrevelstoke.com/bylaws/bylaws/1573.htm>)

Examples of Housing Agreements:

Housing Agreement for 596 East Hastings – **Report to Council** (<http://vancouver.ca/ctyclerk/cclerk/020723/a1.htm>) & **Housing Agreement**

(<http://vancouver.ca/ctyclerk/cclerk/020723/a1.pdf>)

Housing Agreement for 727 Keefer Street – **Report to Council** (<http://vancouver.ca/ctyclerk/cclerk/021210/a1.htm>)

For More Information:

Density Bonus (<http://wcel.org/density-bonus>)

• Support Rental Housing (/support-rental-housing)

up
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 rental-
 housing)

Conversion & Demolition Control • (/conversion-demolition-control)



Proposed Seniors' Residential Development
701 Belleville Street, Victoria, BC

Transportation Impact Assessment

Final Report (Draft)

Prepared for
Concert Properties

Date
March 7, 2016

Prepared by
Bunt & Associates

Project No.
4025.37

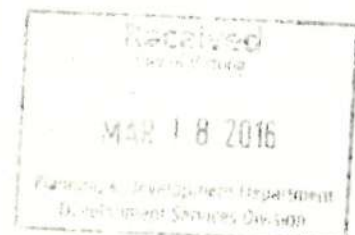


TABLE OF CONTENTS

EXECUTIVE SUMMARY	1
1. INTRODUCTION	1
1.1 Background	1
1.2 Study Scope	1
2. EXISTING CONDITIONS	4
2.1 Existing Street Network	4
2.2 Existing Traffic Volumes	6
2.3 Safety Observations	6
2.4 Existing Traffic Performance	10
2.5 Belleville/Blanshard Intersection - Improved Safety for Pedestrians and Cyclists	14
3. PROPOSED DEVELOPMENT	16
3.1 Development Traffic	16
3.1.1 Trip Generation	16
3.1.2 Trip Distribution and Assignment	17
3.2 Pedestrian, Cyclist and Transit Connectivity	20
3.2.1 Pedestrian	20
3.2.2 Cycling	20
3.2.3 Transit	20
3.3 Parking and Loading	23
3.3.1 Vehicle Parking	23
3.3.2 Bicycle Parking	25
3.3.3 Loading	26
4. FUTURE CONDITIONS	27
4.1 Future Total Traffic Forecast	27
4.2 Future Total Traffic Performance	27
5. CONCLUSIONS AND RECOMMENDATIONS	31
APPENDIX A Traffic Flow Diagrams	1
APPENDIX B Synchro Output Files	3

EXHIBITS

Exhibit 1.1: Site Context.....	3
Exhibit 2.1: Existing Road Classification, Lane Configuration, and Traffic Control	5
Exhibit 2.2: Existing Weekday AM and PM Peak Hour Traffic Volumes	7
Exhibit 2.3: Existing Weekday AM Peak Hour Traffic Performance	12
Exhibit 2.4: Existing Weekday PM Peak Hour Traffic Performance	13
Exhibit 2.5: Proposed Improvements to the Blanshard Street / Belleville Street Intersection	15
Exhibit 3.1: Proposed Site Plan	18
Exhibit 3.2: Weekday AM and PM Peak Hour Site-Generated Traffic Volumes	19
Exhibit 3.3: Existing Cycling Network	21
Exhibit 3.4: Existing Transit Facilities	22
Exhibit 4.1: Future Total Weekday AM and PM Peak Hour Traffic Volumes	28
Exhibit 4.2: Future Total Weekday AM Peak Hour Traffic Performance	29
Exhibit 4.3: Future Total Weekday PM Peak Hour Traffic Performance	30

TABLES

Table 2.1: Intersection Level of Service Thresholds.....	10
Table 3.1: ITE Trip Rates	16
Table 3.2: Bunt Observed Trip Rates.....	17
Table 3.3: Bylaw Parking Requirements	23
Table 3.4: Existing Tapestry Parking Supply	24
Table 3.5: Tapestry Developments Parking Supply & Demand	24
Table 3.6: Bylaw Bicycle Parking Requirements	25

EXECUTIVE SUMMARY

Concert Properties is proposing to develop a 173 unit independent living seniors' residential building at 701 Belleville Street in downtown Victoria; this is the site of the former Crystal Court Motel that closed for business in 2007. The seniors' housing will include 131 rental units and 42 condominium units. The project is also planned to have a neighbourhood serving commercial use on the ground floor (approximately 3,500 square feet) fronting the intersection of Belleville Street and Douglas Street.

Bunt & Associates has prepared a Traffic Impact Assessment (TIA) report for review by the City that indicates that the traffic generated by the project will have minimal impact on the neighbourhood. As a seniors' community, the project will require less parking and generate fewer vehicle trips than a typical residential complex. On this basis, only a single parking access is required and is planned for a midblock location on Belleville Street. This driveway access has been specifically designed to look and function as a welcoming 'carriageway' space located under the building. In addition to operating as an entry and drop off for the residential and commercial uses, it will also provide access for service vehicle traffic associated with the project (kitchen deliveries, recycling and garbage pick-up). All the residential parking is below ground with visitor and commercial parking provided on surface just off the carriageway entry. The carriageway can also become an outdoor room that can be used for special outdoor functions.

Through consultation with the City's engineering department, it was determined that a one-way (eastbound) separated cycle track is desired on the south side Belleville. As well, the City has determined that the existing traffic laning geometry and channelizing island at the intersection of Belleville Street and Blanshard Street should remain as is for the foreseeable future. Currently this intersection is not normalized (squared up with all traffic movements permitted) and with the channelizing island operates with free flow conditions on all approaches. The existing intersection geometry does not permit southbound traffic on Blanshard to continue through into the James Bay community. City staff and Bunt and Associates concur that this intersection should not be normalized until the intersection of Douglas Street and Belleville Street can be re-aligned with the intersection of Superior Street and Douglas Street. These works are contemplated by the City as a longer term strategy to divert traffic into James Bay along Blanshard Street to Superior Street rather than via Belleville to Douglas Street as is the case presently.

To improve pedestrian safety and convenience at the Belleville/Blanshard intersection, Bunt and Associates is recommending an upgrade to the existing pedestrian crossing on the Blanshard Street 'south leg' of the intersection. The proposed crosswalk would feature a marked and signed crossing directly aligned with the new sidewalk along Belleville planned with the seniors' development, providing clear access to the east side of Blanshard Street and the St. Ann's Academy open space. These upgrades are not necessitated by the development rather are a result of City required upgrades to the Belleville Street frontage included in the development. A conceptual design showing the eastbound cycle track and upgraded pedestrian crossing across the Blanshard Street 'south leg' of the intersection is shown in **Exhibit E.1**.


bunt
 associates

1. INTRODUCTION

Bunt & Associates Engineering Ltd. (Bunt) has been retained by Concert Properties to provide transportation planning and engineering input for a proposed seniors' residential development on the site of the former Crystal Court Motel at 701 Belleville Street in downtown Victoria, BC. Bunt has conducted a Transportation Impact Assessment (TIA) to understand the potential transportation impacts of the proposed development on the adjacent road network.

1.1 Background

The Crystal Court site is situated along Belleville Street in Downtown Victoria, bounded by Douglas Street to the west and Blanshard Street to the east, and the Q Apartments building to the south. Given its location among various historic buildings and tourist sites, including the Royal B.C. Museum, the Empress Hotel and Convention Centre, and St. Ann's Academy, the development site is integral to the Downtown Victoria area.

The site is presently occupied by the Crystal Court Motel, which closed in 2007. The surface parking lots for the motel are currently being used as hourly and monthly parking operated by Robbins Parking. In addition to the parking lot behind the motel (accessed via driveways located adjacent to the intersections of Belleville Street & Douglas Street and Belleville Street & Blanshard Street), the site features two pick-up drop-off areas at the front, adding four more driveways along the relatively short Belleville Street frontage. The existing Crystal Court Motel building and all of the existing driveway access points would be demolished to make way for the proposed new development on the site.

1.2 Study Scope

The study area for this TIA includes four key intersections including the proposed site access driveway, as illustrated in Exhibit 1.1:

- Douglas Street & Belleville Street;
- Site Access & Belleville Street;
- Blanshard Street & Belleville Street; and,
- Douglas Street & Superior Street.

Traffic conditions have been analyzed for the weekday morning (AM) and afternoon (PM) peak hour periods as well as the Opening Day condition (2017). This Transportation Impact Assessment is structured as follows:

- **Section 1** provides a brief introduction to the proposed development and scope for the transportation impact assessment.

- Section 2 provides a review of the existing street network and traffic conditions in the study area;
- Section 3 provides a summary of the proposed development;
- Section 4 provides a review of the future traffic forecasts and assessment of future traffic conditions; and,
- Section 5 provides a summary of the overall findings of the study and our recommendations on measures to mitigate the transportation impacts of this proposed development.



Exhibit 1.1 Site Context

701 Belleville Transportation Impact Assessment
4025 37 April 2015



2. EXISTING CONDITIONS

2.1 Existing Street Network

The Crystal Court development site is long and narrow with the long and level edge (approximately 110 metres) along the Belleville Street frontage and narrow ends (less than 40 metres) along the Douglas and Blanshard Street edges, both of which grade up sharply to the south from Belleville Street.

Exhibit 2.1 highlights the existing road classifications, lane configurations, and traffic controls for the study area intersections.

Belleville Street is an east-west arterial road extending along the Inner Harbour waterfront of the James Bay community to the southern edge of the Downtown Core. Along the site frontage, the road has a three-lane cross-section with sidewalks on both sides and is within the Downtown Core's 40 km/hr speed limit zone. Belleville Street is also identified as being part of the City's Truck Route network. While there are currently no plans to implement Belleville Street as part of the City's bicycle network, the City is reviewing the Bicycle Master Plan for potential updates and this will be considered in this report.

Douglas Street is classified as a secondary arterial road and is a part of the Trans-Canada Highway (Highway 1), providing a connection between Victoria and Saanich and the Western Communities beyond. Within the study area, Douglas Street has two travel lanes south of Belleville Street with sidewalks on both sides of the roadway. The posted speed limit along Douglas Street is 40 km/hr and is part of the City's Truck Route network. The City's 2014 Recommended Bicycle Network and 2003 Greenways Map include Douglas Street as part of the future bike network.

Blanshard Street is a north-south arterial road running parallel to Douglas Street. As part of the Patricia Bay Highway (Highway 17), it provides a connection to Saanich and communities to the north. Along the subject site's frontage, this roadway has a 2-lane cross section with a 40 km/hr speed limit, but transitions to a three-lane roadway with a posted 50 km/hr speed limit beyond that. Similar to Douglas Street, Blanshard Street is a designated truck route within the study area and is identified as part of the future bike network.

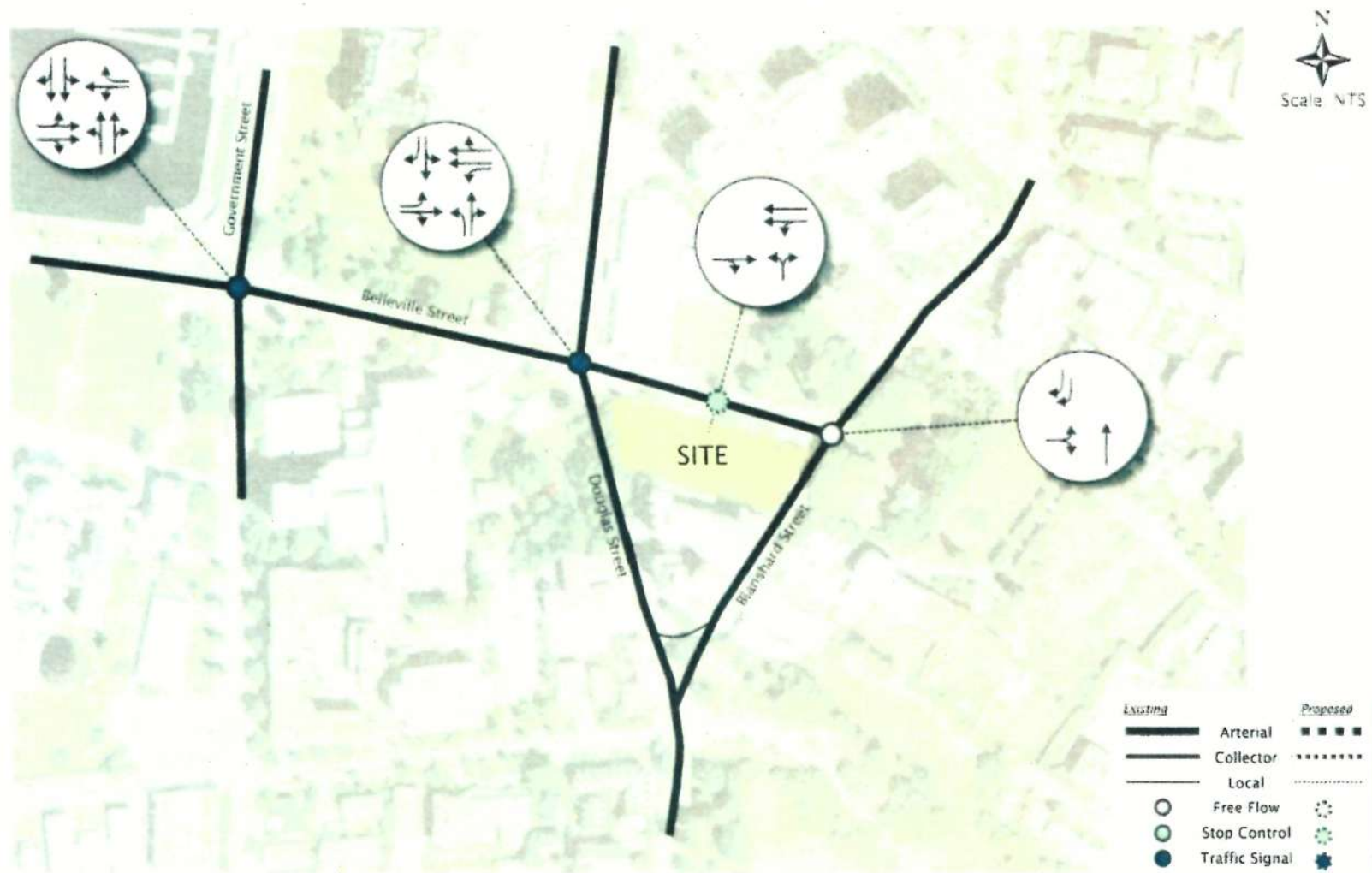


Exhibit 2.1
Existing Road Classification, Lane Configuration, and Traffic Control

2.2 Existing Traffic Volumes

Weekday AM and PM peak hour traffic volumes at the study area intersections were provided from the City of Victoria. Bunt also conducted spot traffic counts to collect additional traffic volume data and observe the operations and safety at the Belleville Street and Blanshard Street intersection. As the traffic data was collected on different dates, adjustments were made by Bunt to produce reasonably balanced traffic volumes throughout the study network.

Exhibit 2.2 summarizes the existing weekday AM and PM peak hour traffic volumes. All traffic flow diagrams are provided in **Appendix A**.

2.3 Safety Observations

City staff has expressed some concern regarding the safety of pedestrians crossing at the Blanshard Street and Belleville Street intersection with its current curving geometry, travel speeds and atypical configuration for pedestrian crossings. **Figure 1** below shows the southbound Blanshard Street approach to the intersection, **Figure 2** the northbound Blanshard Street approach, and **Figure 3** the eastbound Belleville Street approach to the intersection. **Figure 4** shows the existing raised channelizing island at the intersection and how this island is presently used as a refuge area for pedestrians and cyclists.



Figure 1: Southbound Blanshard 1



Figure 2 Northbound Blanshard Street



Figure 3 Eastbound Belleville Street

Geometric factors to consider include the vertical, albeit minor, grade differences along Blanshard Street as well as the free flow operations of vehicles along the horizontal curve as Belleville Street transitions to Blanshard Street contributing to increased speeds approaching the intersection.

Despite the road geometry and parked cars along Blanshard Street, sight lines are relatively good for all crossing movements except the eastbound/southbound movement from the north side of Belleville Street. This movement requires the pedestrian to view a wide angle to see vehicles coming southbound from Blanshard Street and eastbound from Belleville Street.

In several instances during the survey periods, vehicles were observed to perform illegal southbound through movements along Blanshard Street, ignoring the raised median, and potentially causing a hazard to unsuspecting pedestrians.



Figure 4 Existing Raised Median 1

Given the location of the intersection relative to the surrounding residential uses and public parking lots (at the Crystal Court site and St. Ann's Academy), the intersection faces considerable pedestrian crossings (nearly 20 and 60 pedestrians during the weekday AM and PM peak hours, respectively). During the morning and afternoon survey periods, almost all pedestrians were observed to be able to cross safely. However, one near-incident was observed in which a vehicle making an eastbound right turn along Belleville Street had to quickly stop for a westbound pedestrian from the east side of Blanshard Street. It should be noted that this pedestrian did not follow the proper crossing path (utilizing the raised island at the centre of the intersection as shown in Figure 4), thus, limiting the driver's vision of the pedestrian around the curve.

In consultation with the City of Victoria Engineering Department, a conceptual design has been developed for the Belleville/Blanshard intersection to improve safety for cyclists and pedestrians. This proposed upgrade to the intersection design is discussed in more detail in Section 2.5.

2.4 Existing Traffic Performance

Intersection capacity analysis was conducted at the study intersections to assess the existing peak-period operational conditions. Signal timing plans for the study intersections were obtained from the City of Victoria.

All intersections and site access points were assessed based on methods outlined in the 2000 Highway Capacity Manual (HCM 2000) using Trafficware's Synchro 8.0 traffic analysis software package.

Traffic operations were assessed using the performance criteria (calculated by Synchro) for Level of Service (LOS) and volume-to-capacity (v/c) ratio. LOS rating is based on average vehicle delay and ranges from "A" to "F" based on the quality of operation at the intersection: LOS "A" represents optimal, minimal delay conditions and LOS "F" represents an over-capacity condition with considerable congestion and/or delay.

Delay is calculated in seconds based on the average intersection delay per vehicle. Table 2.1 summarizes the five 'Levels of Service' thresholds, both for signalized and un-signalized intersections.

Table 2.1: Intersection Level of Service Thresholds

Level of Service	Average Control Delay per Vehicle (seconds)	
	Signalized	Unsignalized
A	≤ 10	≤ 10
B	> 10 and ≤ 20	> 10 and ≤ 15
C	> 20 and ≤ 35	> 15 and ≤ 25
D	> 35 and ≤ 55	> 25 and ≤ 35
E	> 55 and ≤ 80	> 35 and ≤ 50
F	> 80	> 50

Source: Highway Capacity Manual

Volume-to-capacity (v/c) ratio of an intersection represents the ratio between the demand volume and the available capacity. A v/c ratio at less than 0.85 indicates sufficient capacity to accommodate demands and generally represents very acceptable traffic conditions. A v/c value between 0.85 and 0.95 indicates an intersection approaching practical capacity, while a v/c ratio over 0.95 indicates demand is at near capacity resulting in saturated conditions.

For the purpose of this study, the intersection is considered acceptable if it meets the performance thresholds as follows:

Signalized Intersections:

- Overall intersection: v/c ratio of 0.85 or less, and LOS D or better
- Individual movement: v/c ratio of 0.90 or less, and LOS E or better

Un-signalized Intersections:

- The movement with stop control should not exceed LOS E.

With these performance thresholds, the current traffic operations of the study intersections during the weekday AM and PM peak hours are summarized in **Exhibit 2.3**. Where the desired performance thresholds are not met, the traffic performance measures are highlighted. It should be noted that there are no results shown for the Belleville Street and Blanshard Street intersection given all movements are free flow without stop sign or yield sign control.

Overall, levels of service at the study area intersections are satisfactory, ranging from LOS 'A' to 'C'. In addition, all movements are shown to operate well within capacity and queues within physical storage space. It should be noted that the westbound left turn queues at the Belleville Street and Douglas Street intersection currently extend beyond the left turn storage space into the taper space during the PM peak hour. However, this is not considered to substantially impact the operations of traffic along Belleville, since there is currently a secondary through lane that would be used by through traffic when westbound left queues extend beyond the available storage.

No improvements are required to the existing road network from a capacity standpoint.

Exhibits 2.3 and 2.4 summarize the Weekday AM and PM peak hour traffic operations, respectively. All Synchro output files are provided in **Appendix B**.

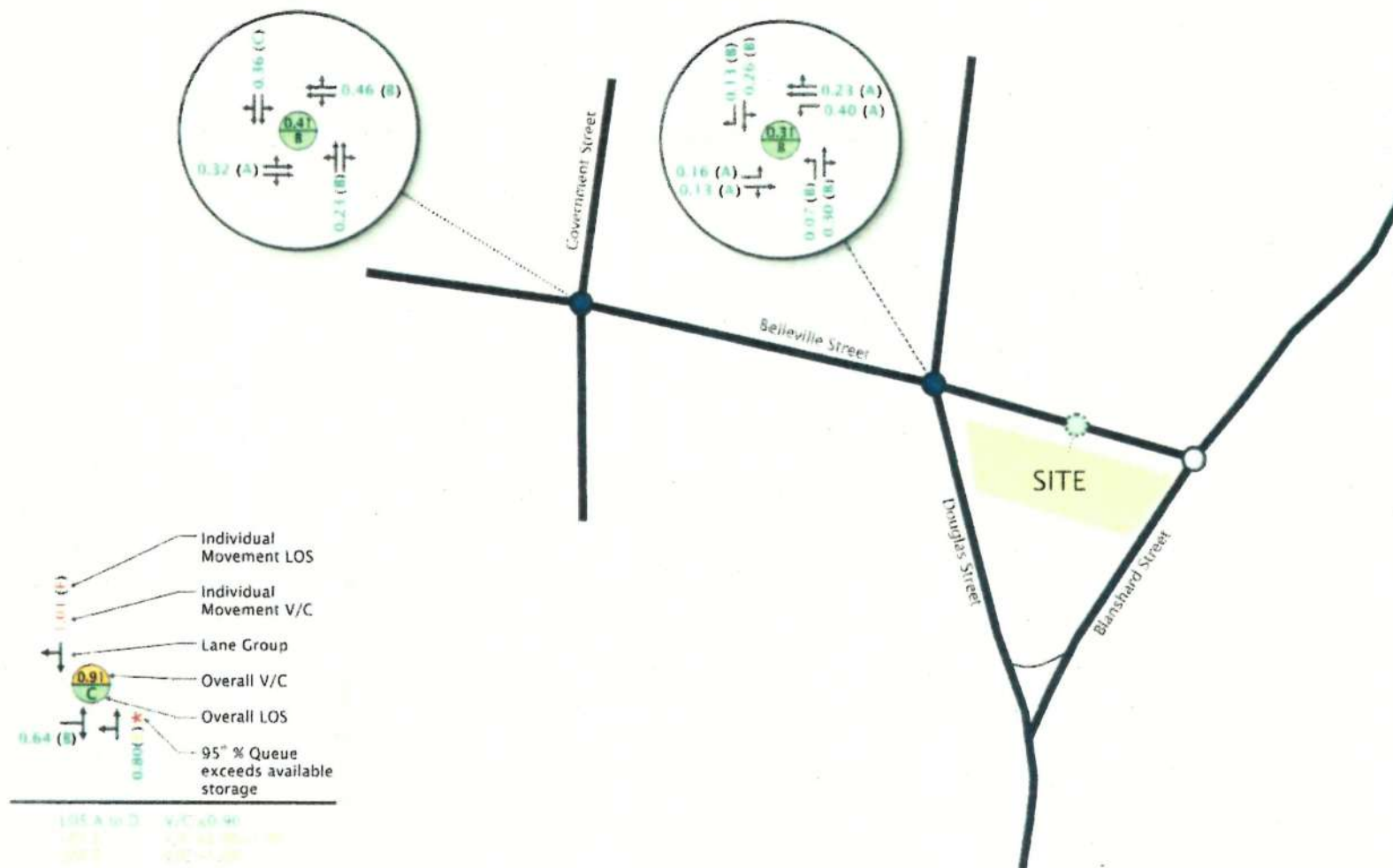


Exhibit 2.3 Existing Weekday AM Peak Hour Traffic Performance

701 Belleville Transportation Impact Assessment
4025.37
April 2015



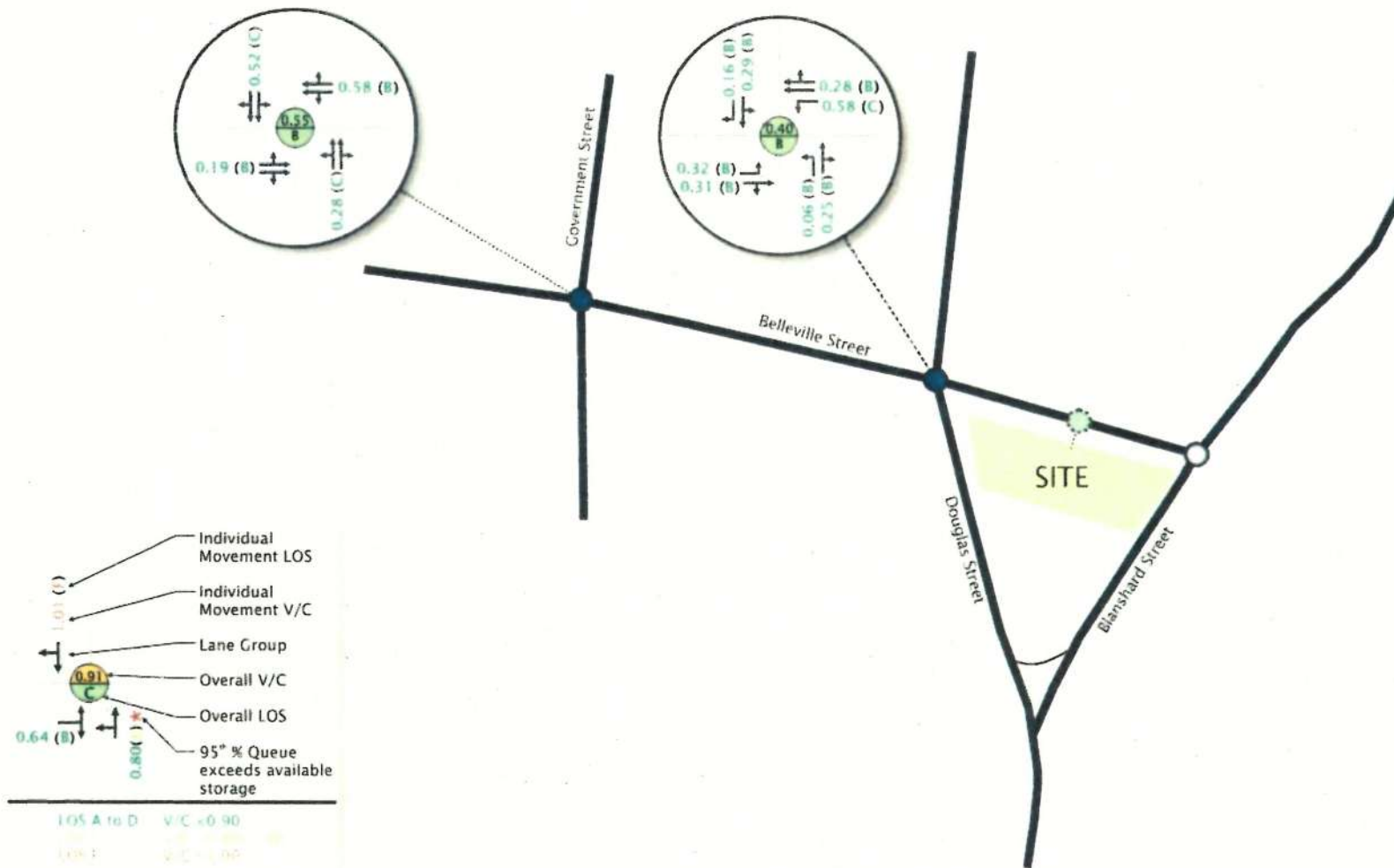


Exhibit 2.4 Existing Weekday PM Peak Hour Traffic Performance

701 Belleville Transportation Impact Assessment
4025-37 April 2015



2.5 Belleville/Blanshard Intersection - Improved Safety for Pedestrians and Cyclists

As discussed in Section 2.3, the design and operation of the existing Belleville Street intersection with Blanshard Street was reviewed to identify potential safety improvements for pedestrians and cyclists.

One option would involve a conversion the intersection to a more conventional or 'normalized' "T intersection" configuration, providing for all traffic movements and operating under full traffic signal control. While this is technically feasible and would create more clearly delineated and traffic signal protected pedestrian crossings of all three legs of the intersection, it is the shared opinion of both Bunt and the City Engineering Department that this treatment is premature until such time that the southern leg of Blanshard Street south of Belleville can be more efficiently connected to the Douglas Street/ Superior Street/Southgate Street intersection. While this has been identified as future road network improvement objective for the City, considerable property acquisition will be required and most likely this will be a longer term improvement option.

In consultation with the City Engineering Department, an alternative design treatment has been developed as shown in Exhibit 2.5. This treatment maintains the basic geometry and vehicle traffic laning configuration as well as the existing raised channelizing island; however, now incorporates a marked bicycle lane for eastbound Belleville Street.

In addition to the bike improvements, more clearly marked "zebra style" pedestrian crosswalks and signage will be provided to more safely accommodate pedestrians crossing the Blanshard Street south leg of the intersection. The improvements include posted "no parking" signage on the east side of the south leg of Blanshard Street that in effect removes up to two street parking spaces and improves vehicle sight lines on this approach for pedestrians using the south leg crosswalk.

3. PROPOSED DEVELOPMENT

Concert Properties is proposing to develop a 173 unit independent care level seniors' residential building (131 rental units and 42 condominium units) together with a 3,500 ft² (325 m²) commercial component on the former Crystal Court Motel site. For the purposes of the traffic analysis, the planned 3,500 ft² commercial use is assumed to consist of a variety of retail shops (potentially apparel, small office, or neighbourhood café/coffee shop) and anticipated to generate a mix of walking/cycling trips as well as customers accessing the development by vehicles that will require parking on the site.

A single driveway access is planned to be provided midblock on Belleville Street between Douglas Street and Blanshard Street, replacing the existing six (6) driveways on Belleville that provided access to the former Crystal Court Motel. This single access to Belleville Street will provide access to an at-grade parking area, which connects to an underground parking level. This access is particularly important for the proposed seniors' residential use as a number of the residents will benefit from having a level access driveway with good sight lines for drivers turning from the site onto Belleville. The proposed site plan is shown in Exhibit 3.1.

3.1 Development Traffic

3.1.1 Trip Generation

Based on the Institute of Transportation Engineers' (ITE) Trip Generation Handbook (9th Edition), the proposed development is anticipated to generate approximately 92 vehicles (inbound and outbound trips combined) during the weekday AM peak hour traffic period, and 79 vehicle trips (inbound and outbound combined) during the weekday PM peak hour traffic period. This amounts to slightly more than one vehicle per minute during the busiest traffic periods of the day.

Table 3.1 summarizes the trip rates and site-generated trips based on the ITE trip rates.

Table 3.1: ITE Trip Rates

Use	Source	Size	Trip Rate		Vehicle Trips	
			AM	PM	AM	PM
Senior Residential	ITE	173 units	0.39 ⁽¹⁾	0.35 ⁽¹⁾	68	61
Commercial Retail	ITE	3,500 ft ²	6.84 ⁽²⁾	5.02 ⁽²⁾	24	18
Totals					92 veh/hr	79 veh/hr

Note: (1) Trips per unit

(2) Trips per 1,000 ft²

To further substantiate the assumed seniors' residential care vehicle trip rate assumptions in Table 3.1, Bunt collected driveway vehicle trip volume data for two of Concert Properties' existing Tapestry Retirement Communities developments in Vancouver. These counts indicated lower trip rates than those found in the ITE handbook. Table 3.2 compares the observed trip rates from Bunt's data collection exercise.

Table 3.2: Bunt Observed Trip Rates

Location	Use	Source	Size	Calculated Trip Rate ⁽¹⁾		Observed Vehicle Trips	
				AM	PM	AM	PM
Arbutus Walk	Senior Residential	Bunt	183 units	0.06	0.05	11	10
Wesbrook Village	Senior Residential	Bunt	200 units	0.10	0.16	19	31

Note: (1) Trips per unit

The trip generation rates found for the existing Tapestry Retirement developments are approximately 75% lower than the rates suggested by ITE. As such, the transportation analysis results presented in this report are considered to be conservatively high as they reflect substantially higher trip generation estimates.

3.1.2 Trip Distribution and Assignment

The projected site traffic was assigned to the study area road network based largely on the existing traffic patterns observed together with consideration of key trip origins and destinations in the downtown area and beyond.

Exhibit 3.2 illustrates the site-generated traffic distributed along the study area intersections.

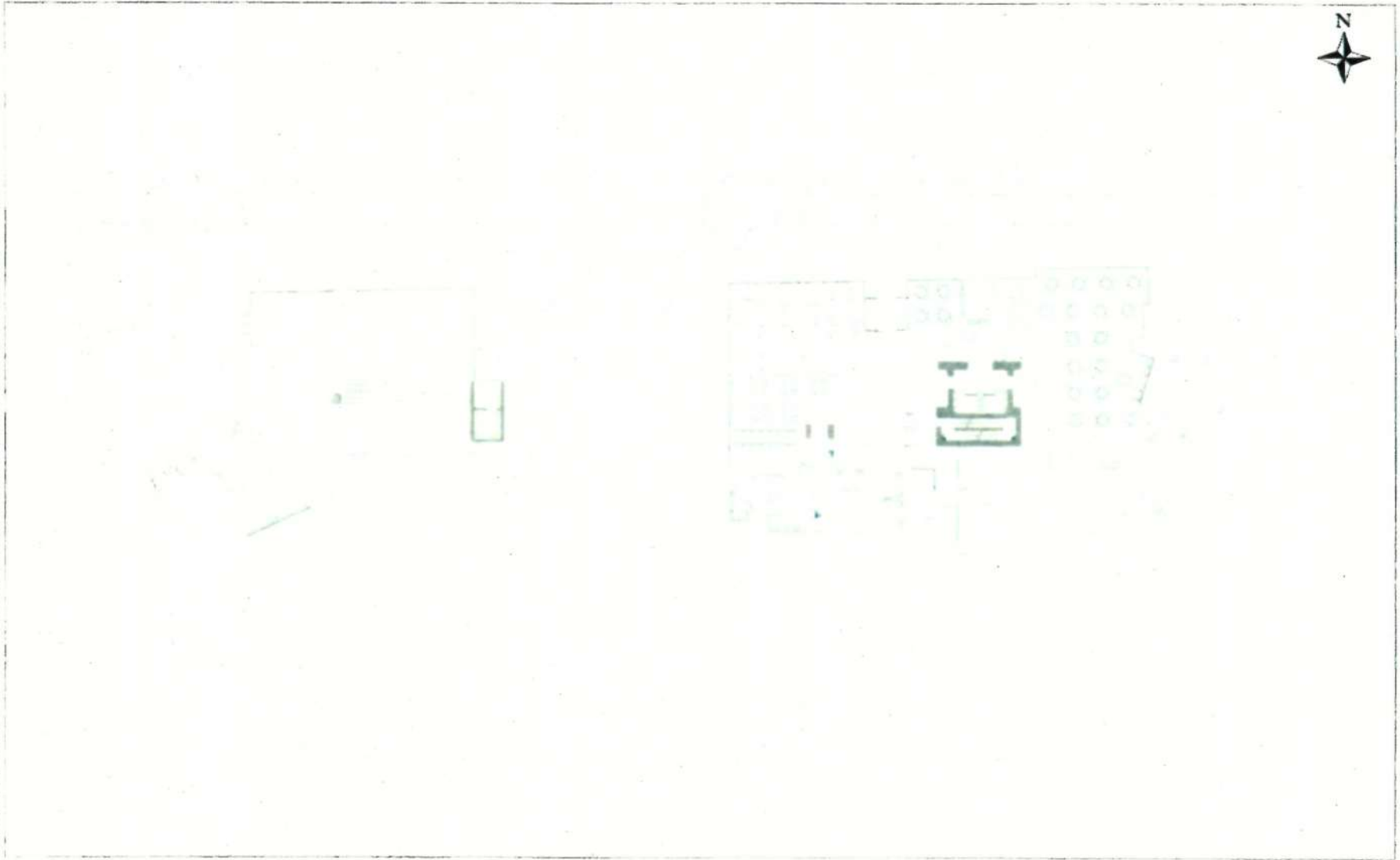


Exhibit 3.1
Proposed Site Plan

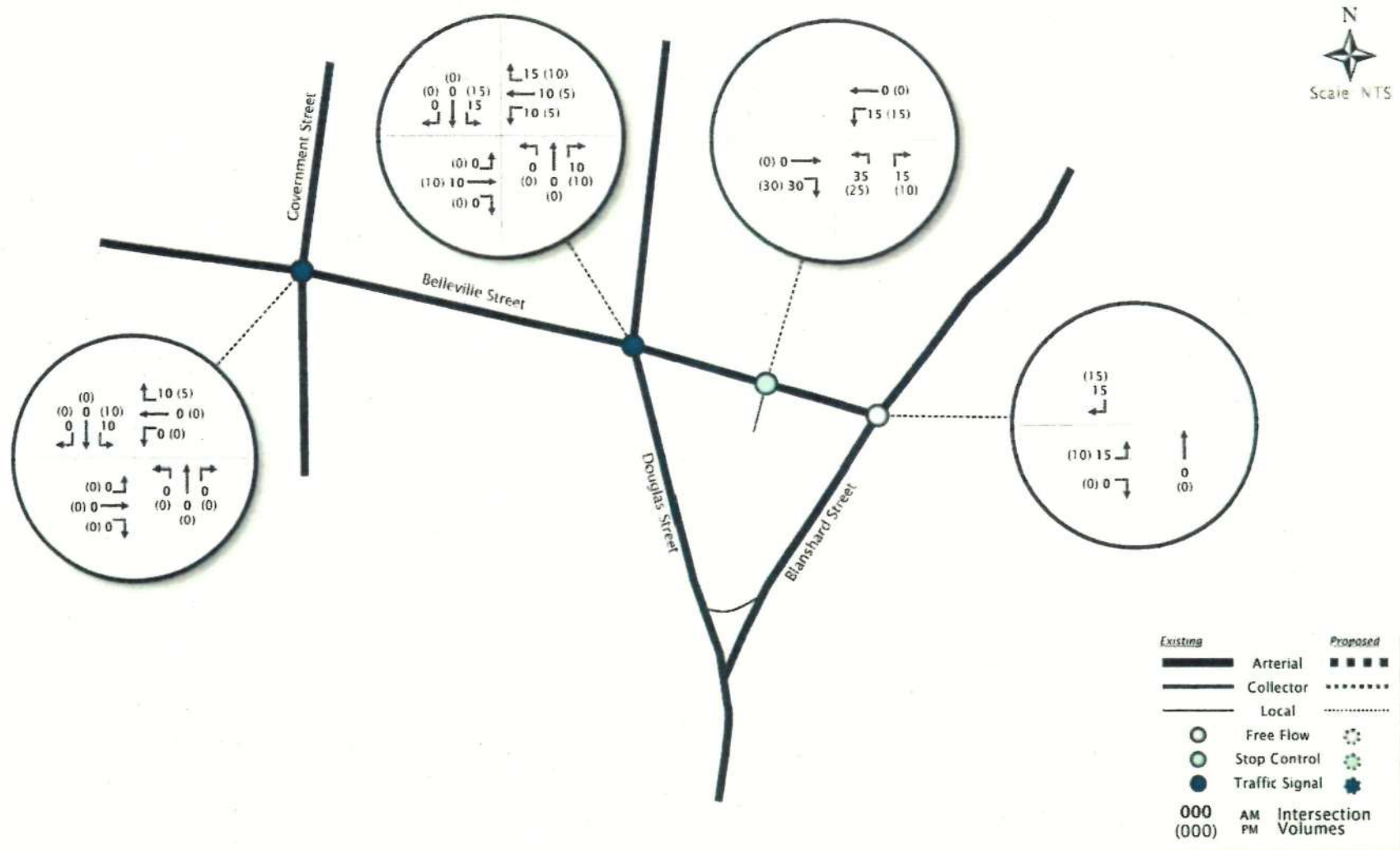


Exhibit 3.2
Future Weekday AM and PM Peak Hour Site-Generated Traffic Volumes

3.2 Pedestrian, Cyclist and Transit Connectivity

3.2.1 Pedestrian

Adjacent to the site, there are convenient pedestrian connections to major destinations within the downtown area. Sidewalks are located on both sides of the streets adjacent to the site, as well as in the surrounding area.

The site is located within a standard street grid system with good block permeability and short block distances, which are favorable for pedestrians. The site is surrounded by streets with relatively low vehicle speeds (40 km/hr), and major touristic and local attractions.

3.2.2 Cycling

While there is an existing dense network of bicycle routes in the area there are no marked bike lanes in the immediate vicinity of the site. **Exhibit 3.3** depicts the bicycle network within the vicinity of the development site.

As set out in the 2014 Bicycle Network Plan, Douglas Street and Blanshard Street are part of the 2014 recommended bicycle network, but Belleville (from Government to Blanshard) is not. The City's Bicycle Master Plan does not identify any short-term plans for bike facilities upgrades within the study area. Notwithstanding this, the City of Victoria Engineering Department has indicated that a one-way eastbound cycle track facility is to be constructed along the south side of the Belleville Street frontage as part of the Crystal Court redevelopment project. The cycle track itself will be constructed to be 1.8 metres wide and be separated from the adjacent eastbound Belleville curb traffic lane with a narrow 0.5m wide curb. A 3.0m sidewalk will be positioned directly adjacent the cycle track and border the development site. The proposed design concept for the eastbound Belleville Street one-way cycle track and pedestrian sidewalk is illustrated in **Exhibit 2.5**.

3.2.3 Transit

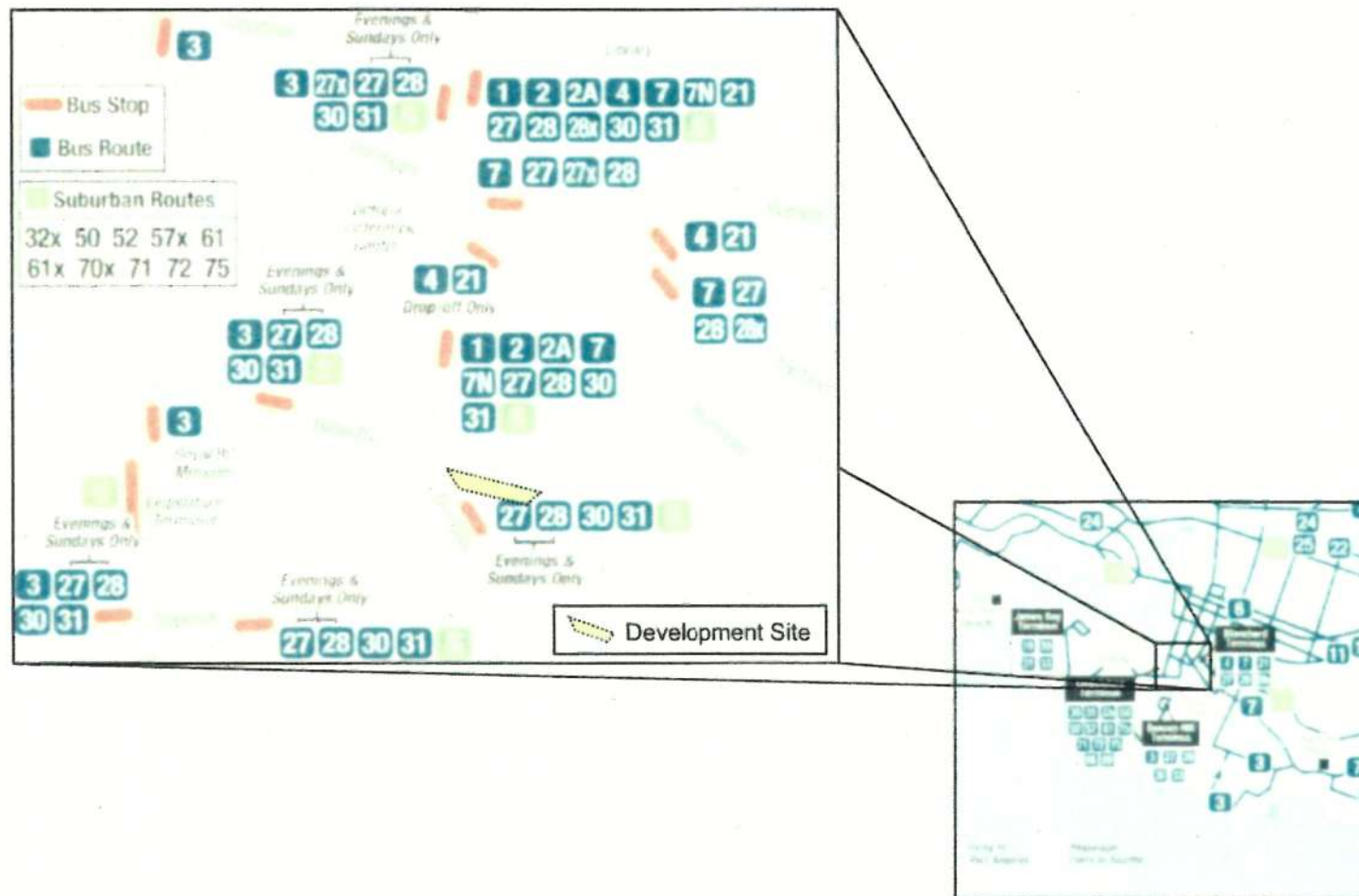
The site is situated within close proximity of multiple bus stops along Belleville Street and Douglas Street. There are over 20 bus routes servicing the area with connections to the University of Victoria, Swartz Bay, Langford, and Downtown Victoria.

Exhibit 3.4 highlights the existing transit facilities within the area.



Exhibit 3.3 Existing Cycle Facilities

701 Belleville Transportation Impact Assessment
4025.37
April 2015



Source: BC Transit

Exhibit 3.4 Existing Transit Facilities

3.3 Parking and Loading

3.3.1 Vehicle Parking

The proposed development includes the provision 99 off street parking spaces, including 80 residential parking spaces (78 regular stalls and 2 disability stalls) in the underground parking area, and 19 residential visitor and commercial parking spaces (17 regular stalls and 2 disability stalls) on the ground surface parking level. Of the 19 parking spaces provided on the surface level, 9 will be designated for commercial use, with the remaining 10 spaces serving as residential visitor parking.

Residential parking access is secured and located underground, while visitors/retail parking and loading spaces are located on the ground level.

Bylaw Requirements

Based on Schedule C of the City's Zoning Bylaw, the proposed senior housing component requires 0.35 spaces per senior citizens' unit, resulting in a requirement of 61 parking spaces (Note – the proposed development site borders Belleville Street which is the southern boundary of this seniors' housing specific Bylaw parking supply rate). A minimum of 10% of the total residential parking spaces are to be provided for residential visitors, resulting in a requirement of 6 visitor spaces and 61-6=55 spaces for resident use.

For the proposed commercial uses, a requirement of 1 parking space per 37.5 m² of commercial gross floor area is specified in the Bylaw, resulting in a requirement of 9 parking spaces. This brings the total requirement to 70 parking spaces.

The development is proposing a total of 99 spaces, which is well above the minimum off-street parking requirements established in the Zoning Bylaw. Table 3.3 summarizes the required and supplied parking spaces for the development.

Table 3.3: Bylaw Parking Requirements

Use	Size	Bylaw Rate	Parking Required	Parking Supplied
Residential	173 units	0.35 spaces per unit	61 (incl. 6 visitors spaces)	90
Commercial	325 m ² (3,500 ft ²)	1 space per 37.5m ² of GFA	9	9
Total			70	99

To further evaluate the adequacy of the proposed parking supply, Bunt reviewed the parking characteristics of the two existing Tapestry buildings in Vancouver, BC. **Table 3.4** summarizes the composition of parking spaces provided for the two existing Tapestry developments in Vancouver while **Table 3.5** compares the parking statistics of the existing Tapestry developments in Vancouver and the proposed site.

Table 3.4: Existing Tapestry Parking Supply

Development	Parking Supply					
	Condo	Rental	Visitor	Staff Spaces & Operations	Vacant	Total
2799 Yew Street (Arbutus)	42	27	10	11	13	103
3338 Wesbrook Mall (Wesbrook)	46	42	18	9	22	137

Table 3.5: Tapestry Developments Parking Supply & Demand

Development	Residential Units			Parking Supply ⁿ	Observed Demand
	Condo	Rental	Total		
701 Belleville	42	133	175	90 (0.51/unit)	-
2799 Yew Street (Arbutus)	42	141	183	103 (0.56/unit)	88 (0.48/unit)
3338 Wesbrook Mall (Wesbrook)	46	154	200	137 (0.69/unit)	115 (0.58/unit)

Note: 1) Residential parking only

The residential parking supply for 701 Belleville consists of 90 parking spaces from a total of 99 parking spaces, of which 9 are provided for commercial uses. The commercial parking was removed to ensure the supply numbers are comparable to those from the other Tapestry facilities which do not include a commercial component.

As shown, the residential parking supply rate for the proposed development at 701 Belleville is slightly below the two existing Tapestry developments in the Vancouver area. Given the proposed development's similarity to the Arbutus Tapestry development in terms of urban location with good transit connectivity which can reduce parking demand, particularly for staff, the parking supply can reasonably accommodate the anticipated demand (0.48 stalls per unit)

Shared parking operations can be considered for scenarios with increased residential units or commercial space if suitable commercial uses are in place. Given senior residential land uses typically see peak visitor activities during the early evening; a specialty retail store with customers arriving throughout the day is compatible. A neighbourhood café or coffee shop is likely to require fewer parking spaces and would add to the residential parking supply.

3.3.2 Bicycle Parking

Bylaw Requirements

The City's Zoning Bylaw specifies a requirement of 1 bicycle space per 15 senior citizens' units, resulting in a requirement of 12 bicycle parking spaces for residential uses. Of those spaces, 70% are required to be Class 1 (long-term parking) and 30% are required to be Class 2 (short-term parking).

Based on a requirement of 1 parking space per 205 m² of commercial gross floor area (for the first 5,000 m²), a total of 2 parking spaces are needed for commercial uses, with 50% as Class 1 and 50% as Class 2 spaces.

This brings the total requirement to 14 bicycle parking spaces, consisting of 9 Class 1 and 5 Class 2 spaces. Table 3.6 summarizes the bicycle parking requirements.

Table 3.6: Bylaw Bicycle Parking Requirements

Use	Size	Bylaw	Class 1	Class 2
Residential	173 units	1 per 15 units (70% Class 1, 30% Class 2)	8	4
Commercial	3,500 sqft	1 per 205 sqm (50% Class 1, 50% Class 2)	1	1
Total			9	5

The 12 required bicycle parking spaces for resident use are proposed to be provided in a secure bicycle parking room in the P1 parking level for resident use.

Provision of bicycle parking for the commercial uses is proposed to be provided on the ground level in a visible location that is protected from weather. The bicycle rack should provide means to secure the bicycle frame and wheels.

3.3.3 Loading

The development will provide one parking space for a shuttle bus and one loading space for a larger truck.

The loading design vehicle (truck with 28' trailer) anticipated to be used for commercial loading was tested utilizing the loading space. This design vehicle can be accommodated, however, the site access was recommended to be widened to provide more space for the eastbound right turn entry movement onto the site (inbound from Belleville Street). In addition, one of the surface visitor parking spaces must be kept clear when a larger delivery truck of the type described above is anticipated to provide sufficient clearance for loading space access and egress.

4. FUTURE CONDITIONS

4.1 Future Total Traffic Forecast

City of Victoria staff has advised that no background traffic growth is anticipated in the study area. Consequently, site generated traffic has been superimposed on existing traffic to obtain future total traffic volumes.

Weekday AM and PM peak hour traffic volumes for the future total scenario are shown in **Exhibit 4.1**.

4.2 Future Total Traffic Performance

Exhibits 4.2 and 4.3 summarize the future total weekday AM and PM peak hour traffic conditions, respectively.

Operations with the additional site traffic remain largely unchanged from existing conditions, with intersection traffic levels of service ranging from LOS 'A' to 'C'. As described previously for the existing peak period traffic conditions, the westbound left turn queues along Belleville Street at Douglas Street occasionally extend beyond the left turn storage space and into the left-turn bay taper space. This queue reaches the location of the proposed access. As described in the existing PM peak conditions, the extended queues do not impact westbound through traffic along Belleville. Minor delays are expected for outbound vehicles turning left onto Belleville Street. If necessary, limiting outbound movements at the access to right-turn out only would reduce delay for traffic departing the proposed development.

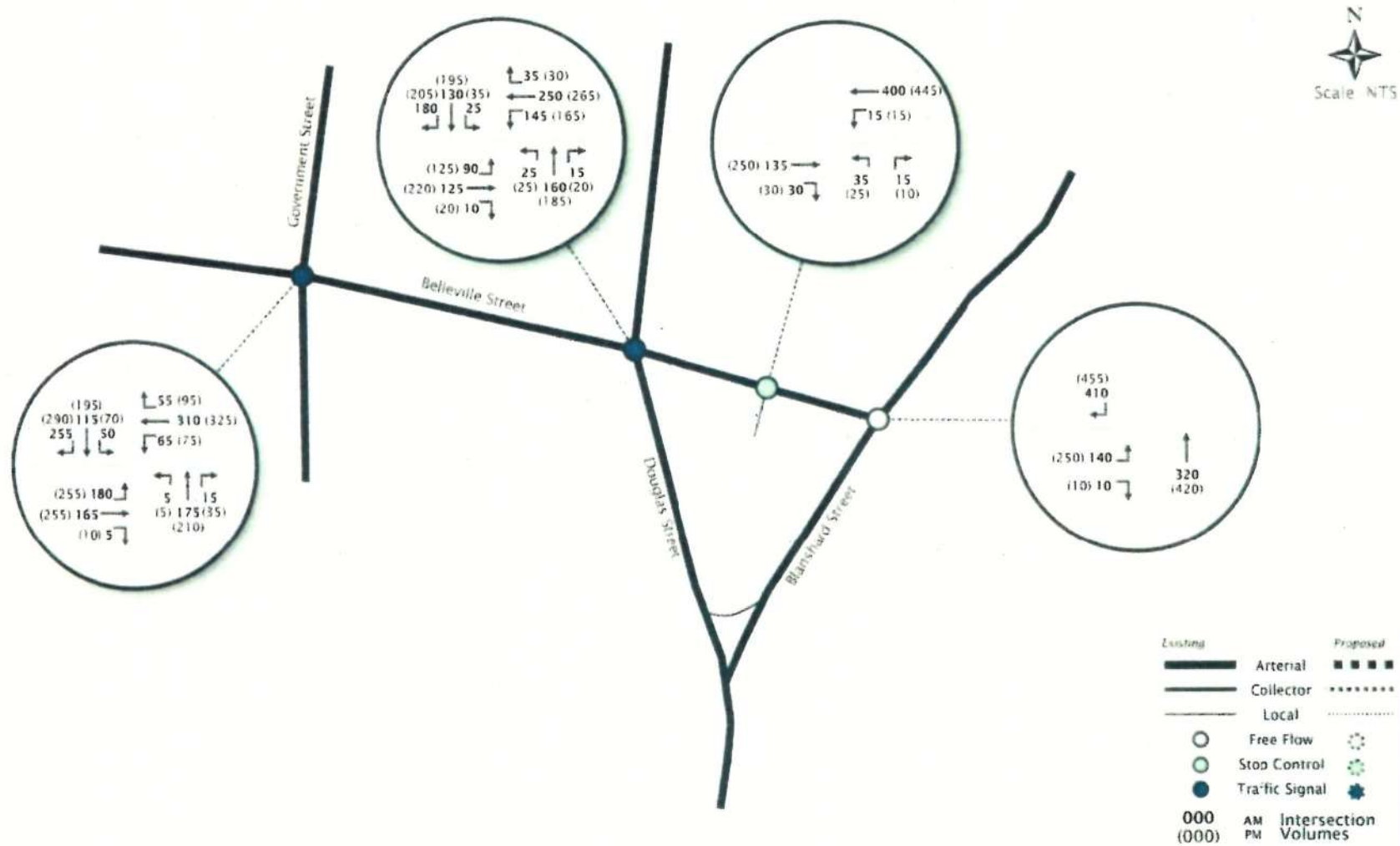


Exhibit 4.1
Future Total Weekday AM and PM Peak Hour Traffic Volumes

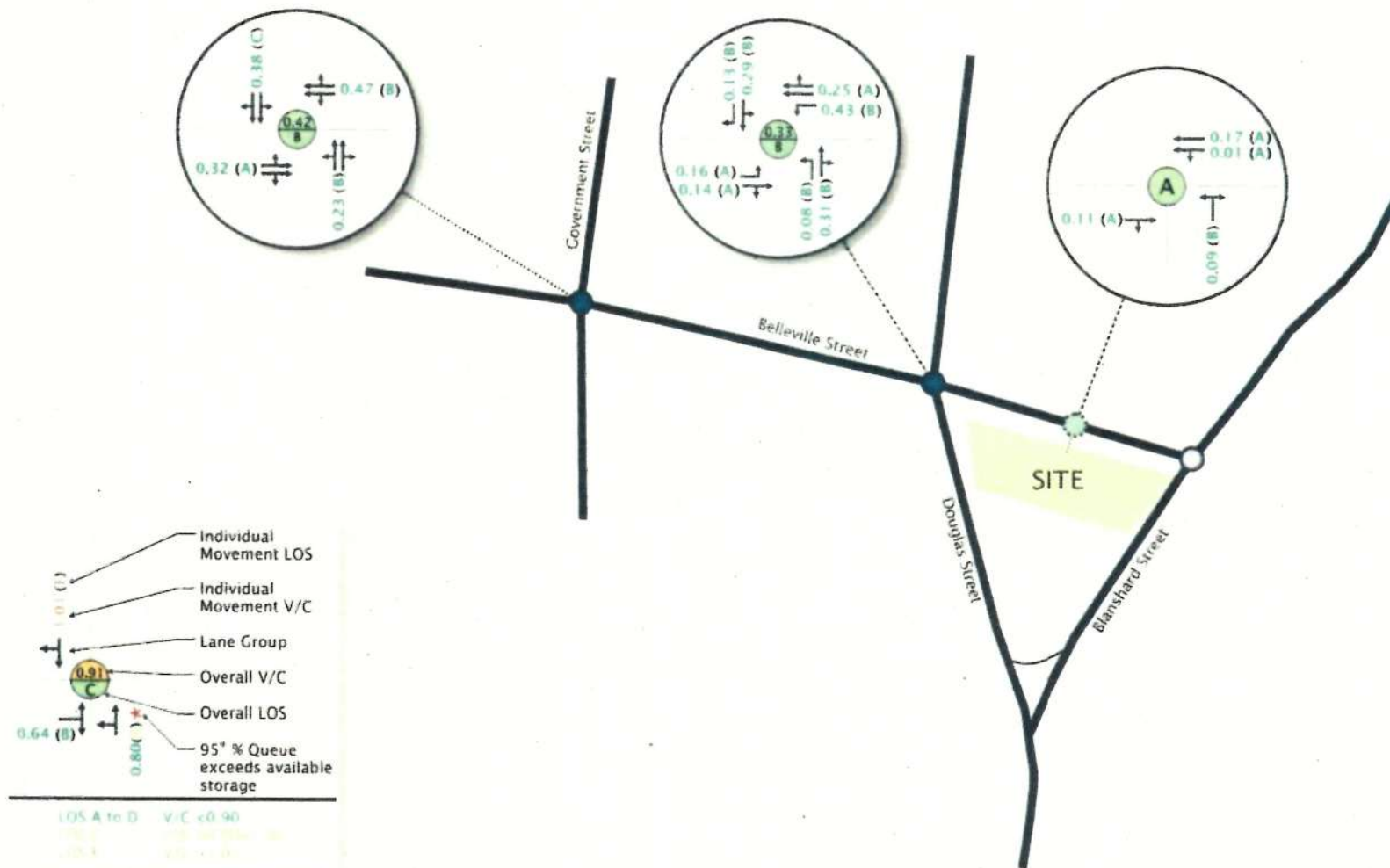


Exhibit 4.2 Future Total Weekday AM Peak Hour Traffic Performance

701 Belleville Transportation Impact Assessment
4025 37
May 2015



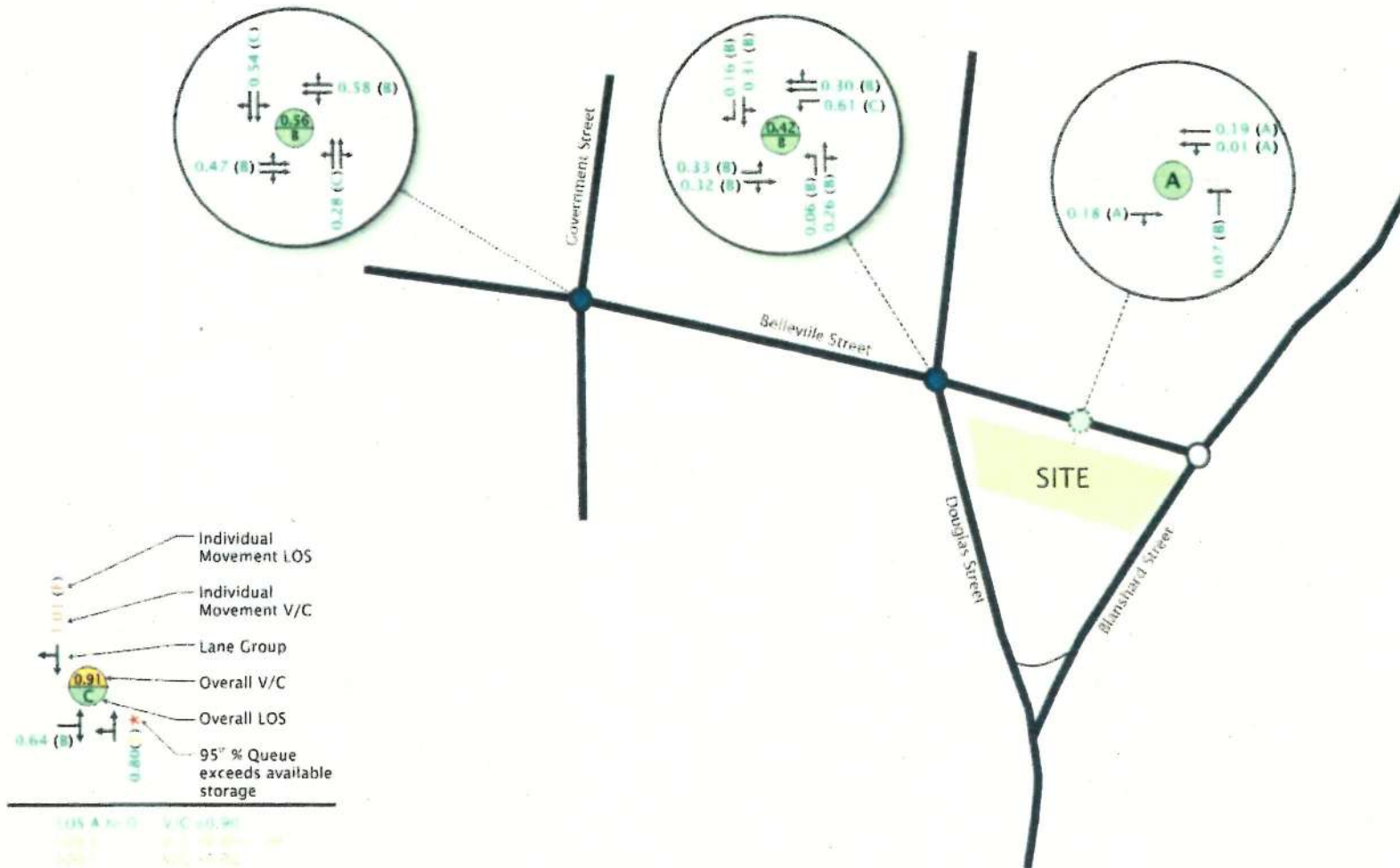


Exhibit 4.3
Future Total Weekday PM Peak Hour Traffic Performance

5. CONCLUSIONS AND RECOMMENDATIONS

Concert Properties is proposing the development of a seniors' residential building with 173 independent living residential units (131 rental units and 42 condominium units), and approximately 3,500 sf of commercial space. The proposed development is located on the site of the former Crystal Court Motel, which closed in 2007. The development plan proposes the consolidation of the existing site accesses to a single driveway access on Belleville Street roughly midway between the Douglas Street and Blanshard Street intersections. This driveway will provide right-turn in/out access and left-turn entry access to the site and connect to ground floor parking (for retail and residential visitors) and to parking beneath the new building for use by residents and staff. Left-turn exits from the site onto westbound Belleville Street will not be permitted on account of the limited spacing to the intersection of Belleville Street and Douglas Street.

Traffic analysis for the existing and future conditions with the additional site traffic indicate no significant capacity issues for the area road network. Westbound queues along Belleville Street extending back from the intersection of Douglas Street have been observed to occasionally queue beyond the location of the proposed access driveway. However, this is not considered to significantly impact traffic operations along Belleville Street as there are two westbound lanes that allow for traffic to continue through even if westbound left turn queues extend beyond the available storage.

City of Victoria engineering staff have expressed concern about existing pedestrian and cyclist safety at the intersection of Belleville Street and Blanshard Street. Higher vehicle travel speeds through the Blanshard / Belleville curve and less than ideal driver sightlines around this corner contribute to this concern. In consultation with City staff, a number of intersection design modifications have been considered including the prospect of 'normalizing' the intersection to square up all approaches and provide for all traffic movements, possibly operating under traffic signal control.

While this is technically feasible and would create more clearly delineated and traffic signal protected pedestrian crossings of all three legs of the intersection, it is the shared opinion of both Bunt and the City Engineering Department that this treatment is premature until such time that the south leg of Blanshard Street south of Belleville can be more efficiently connected to the Douglas Street/ Superior Street/Southgate Street intersection. While this has been identified as future road network improvement objective for the City, considerable property acquisition will be required and most likely this will be a longer term improvement option.

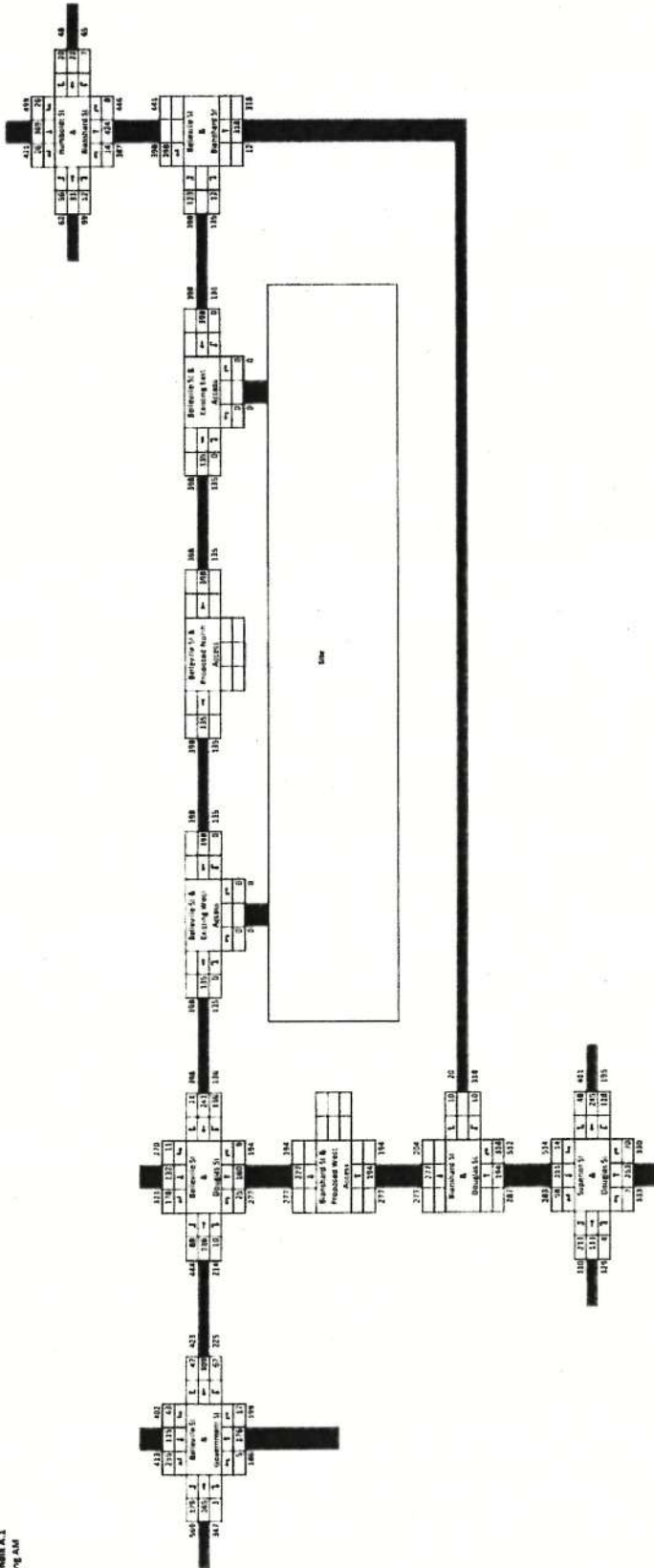
The site plan provides for a total of 99 parking spaces including 90 stalls for residential uses and 9 for retail/commercial uses. The bylaw requires a minimum of 70 parking spaces (61 spaces for residents and 9 spaces for the retail component). Thus, the proposed parking supply is well above the minimum requirements by the City. The site plan includes a loading space in the ground floor level and an additional space for a van for loading operations.

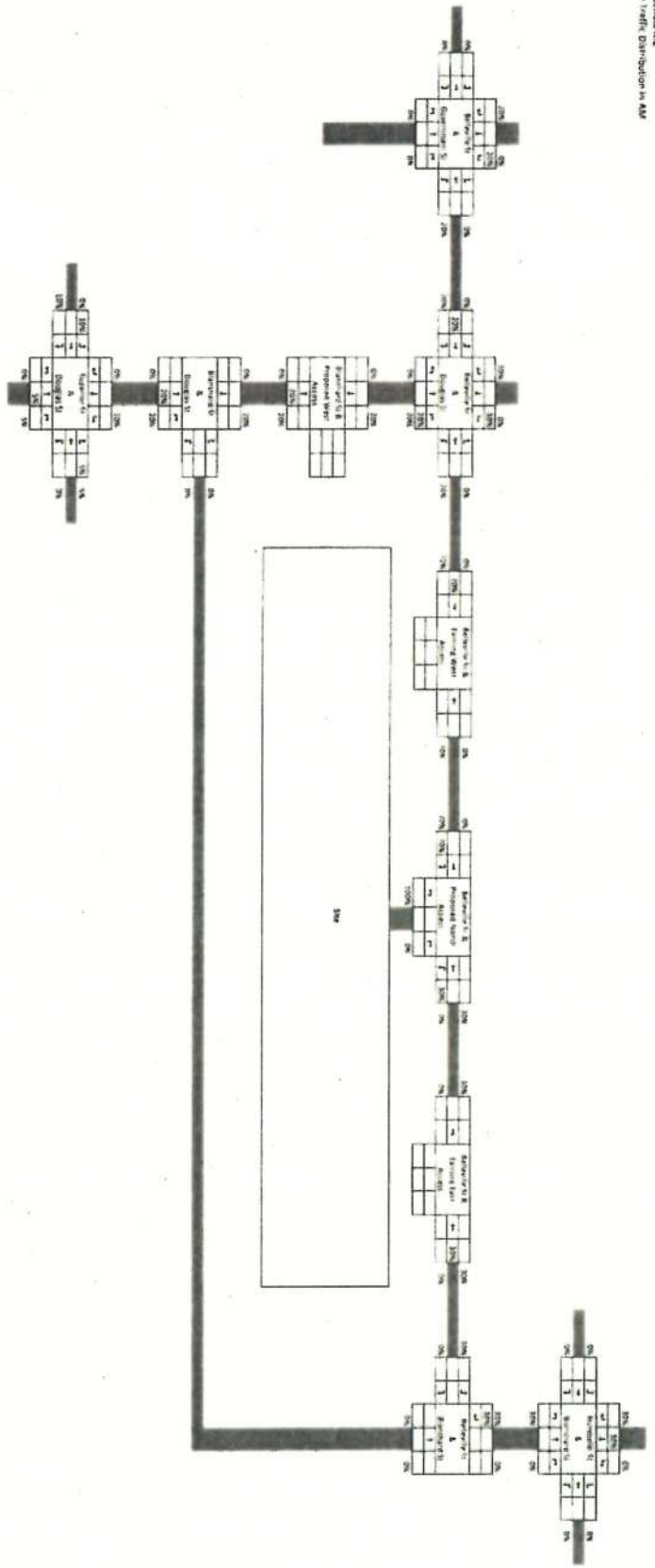
In conclusion, the proposed development traffic is not expected to substantially impact the adjacent road network. The site plan complies with the minimum off-street parking and loading requirements as per the current Zoning Bylaw.

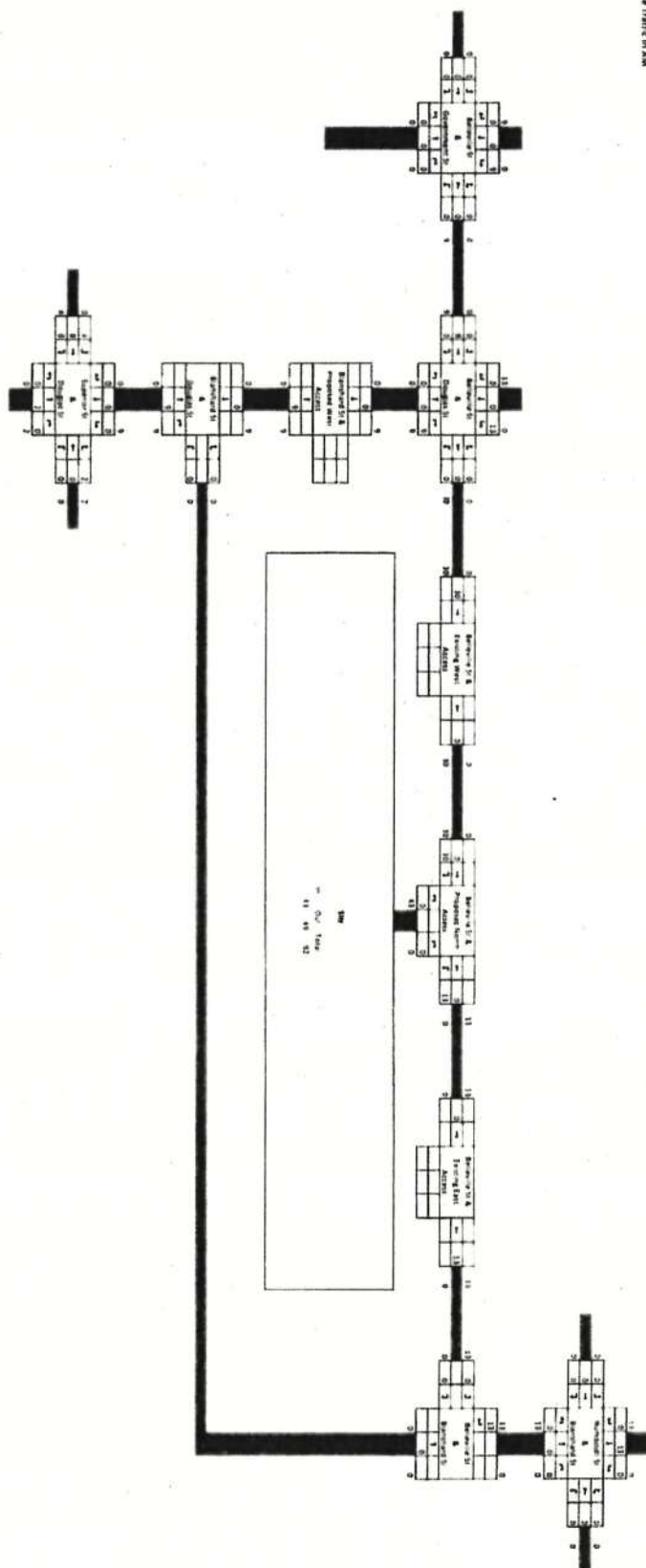
APPENDIX A

Traffic Flow Diagrams

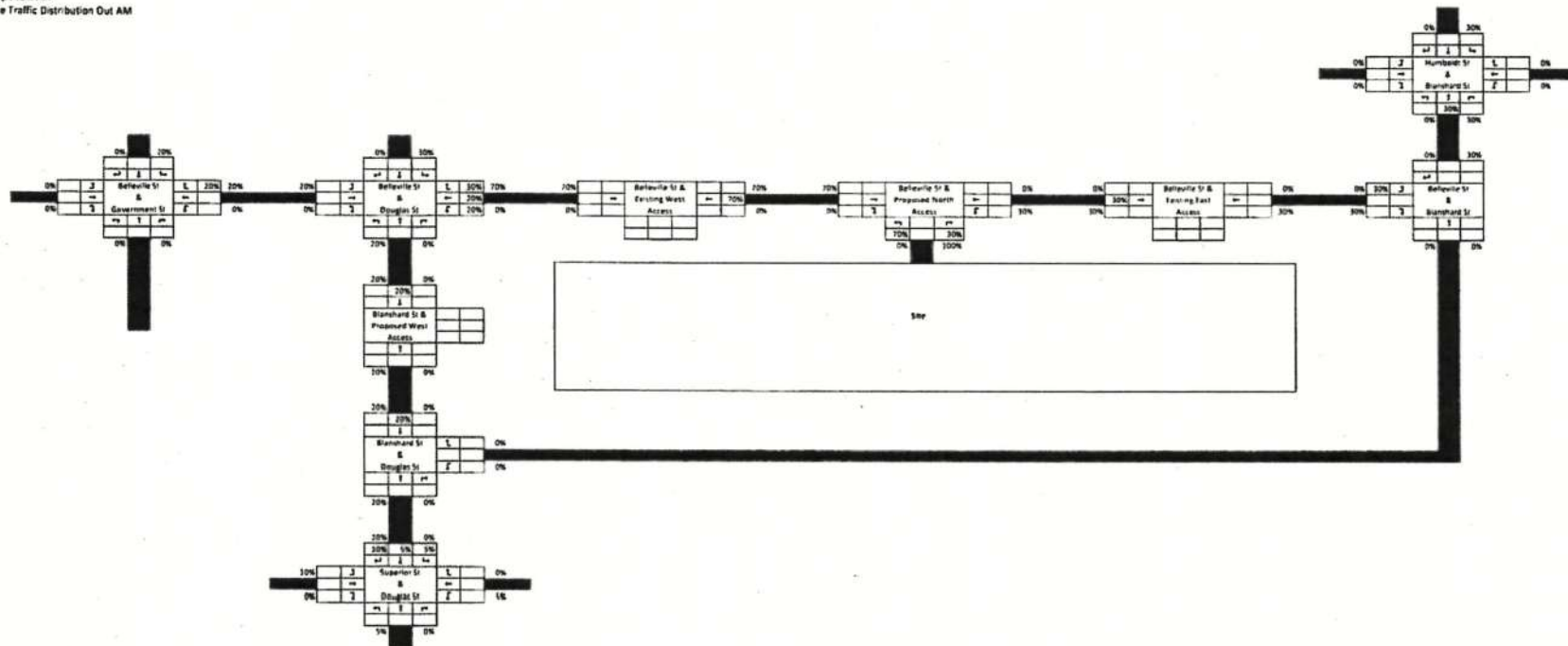
Appendix A.1
Existing AM

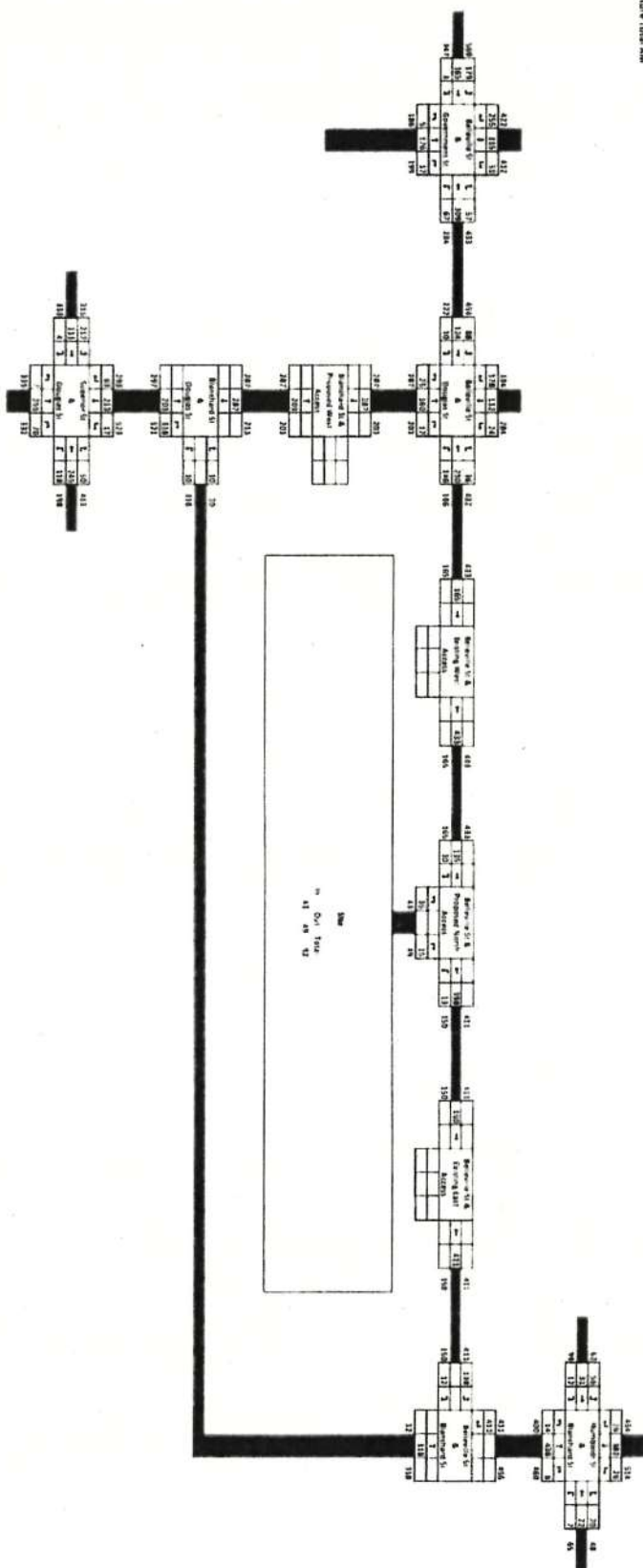


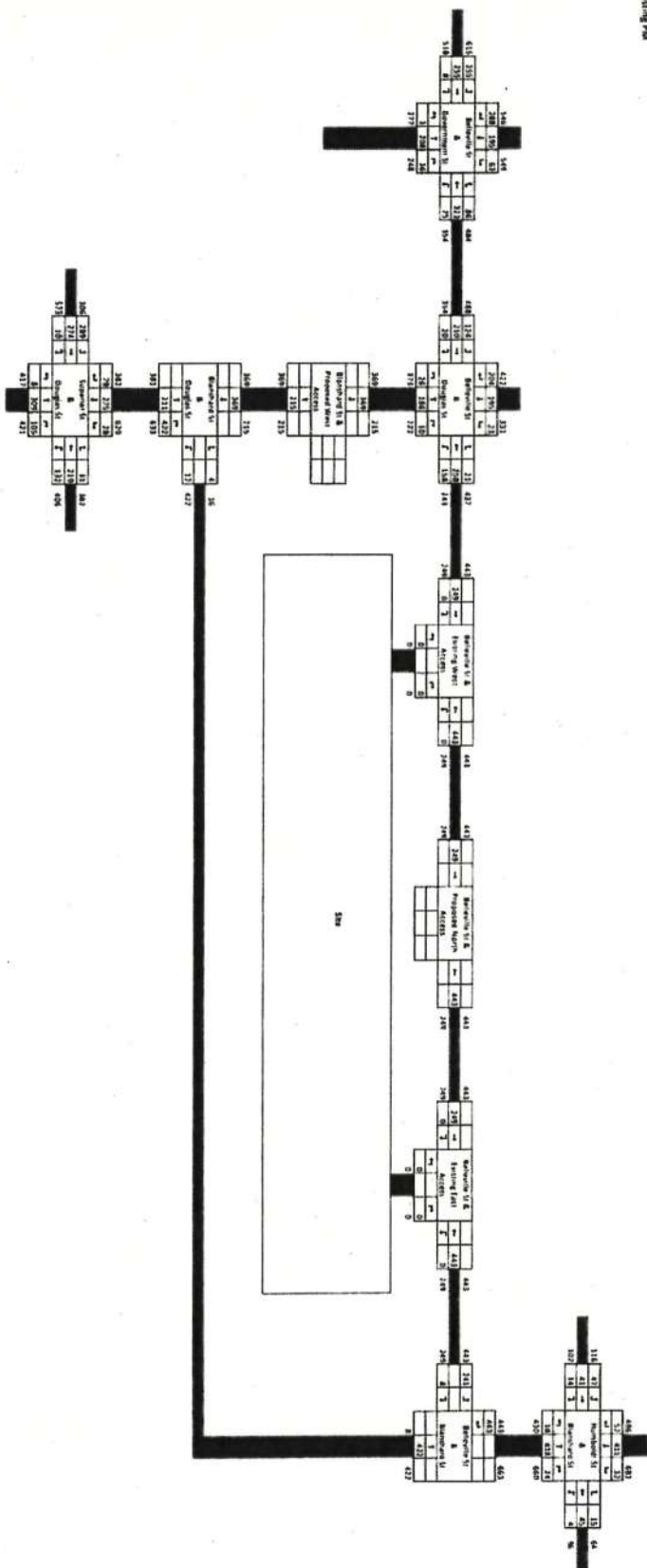


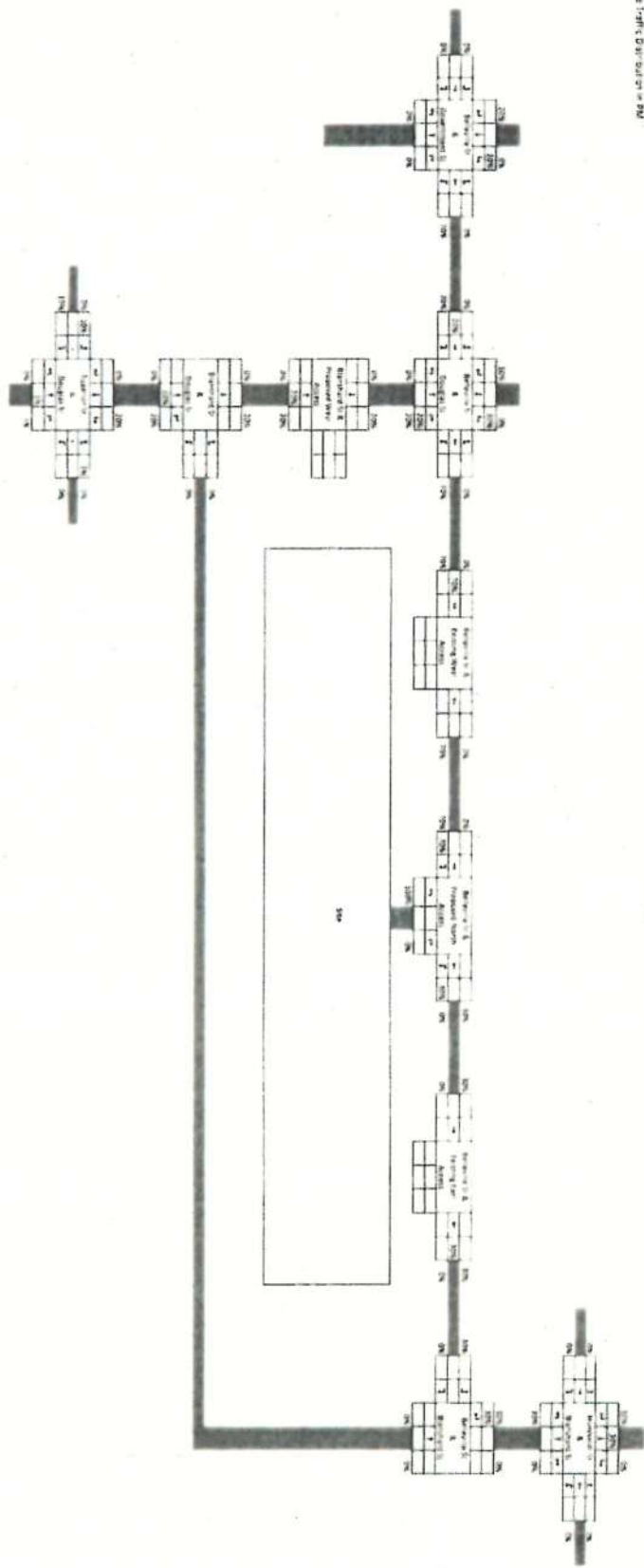


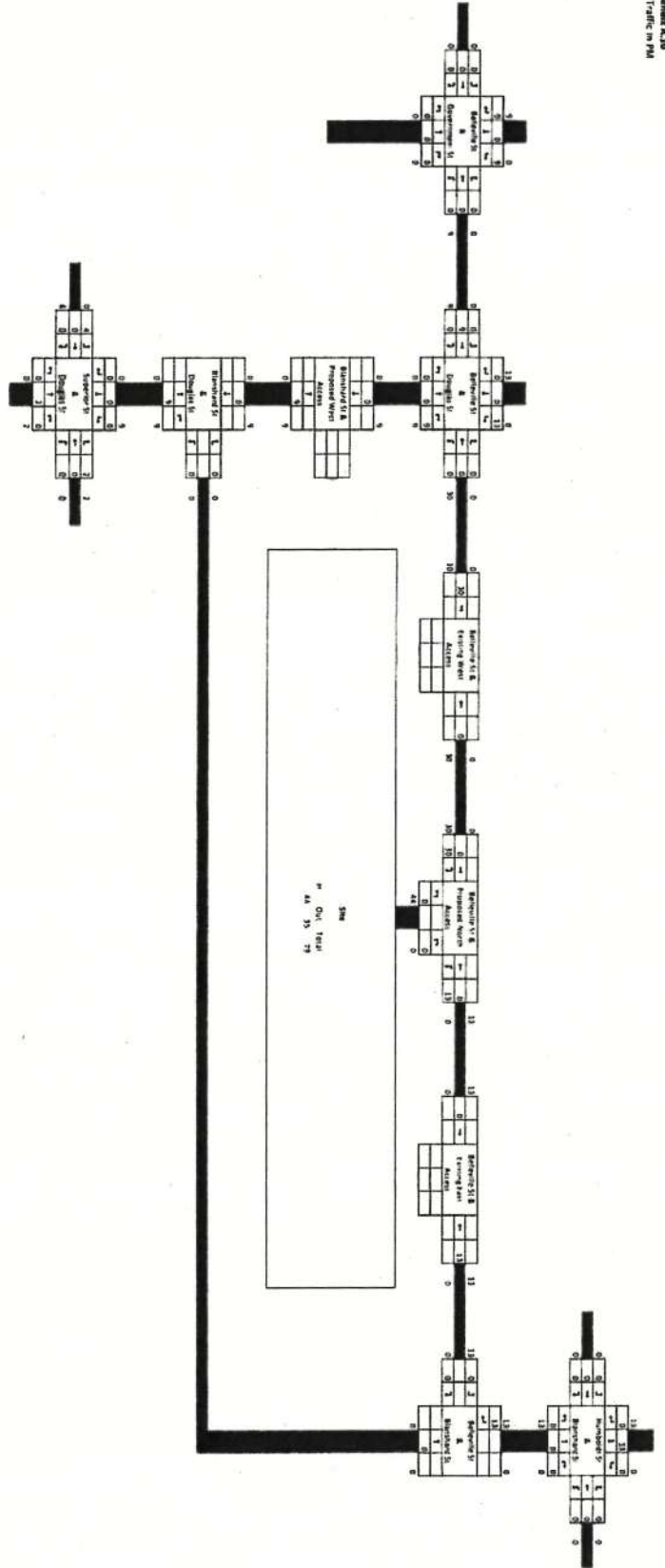
Appendix A.4
Site Traffic Distribution Out AM

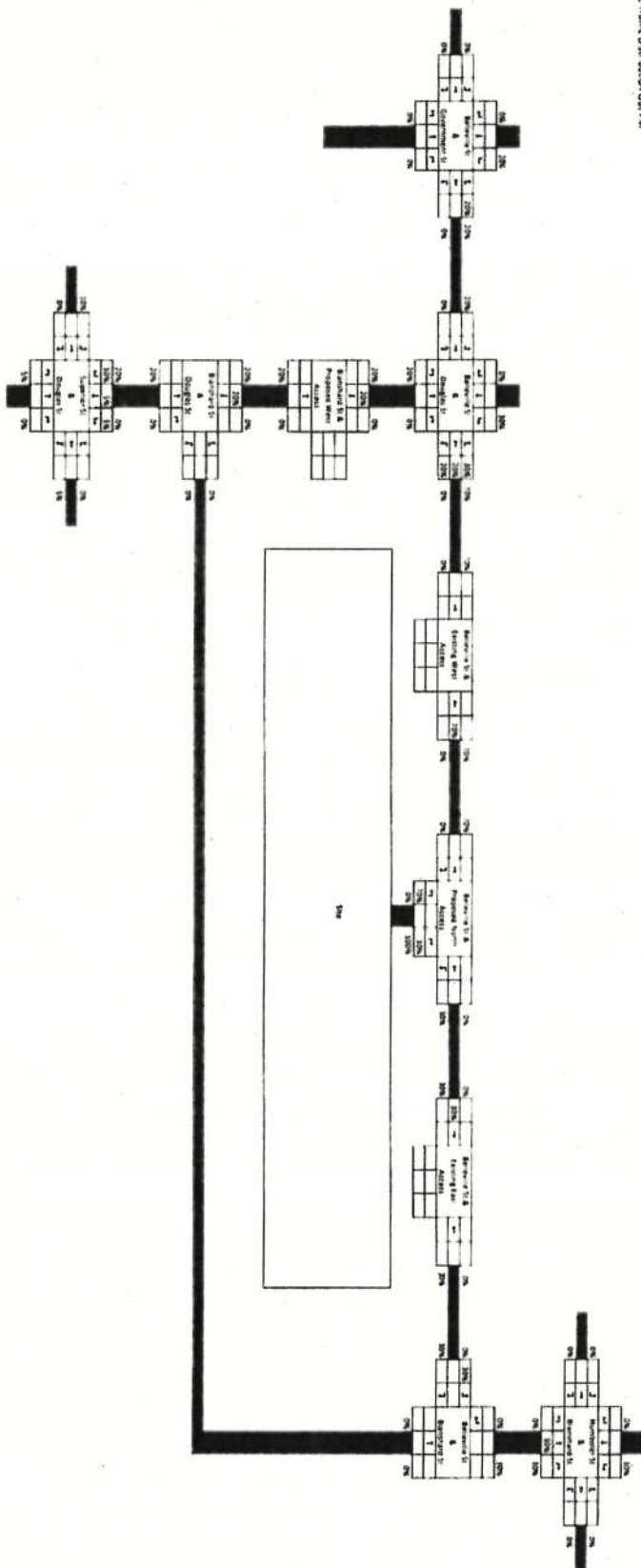


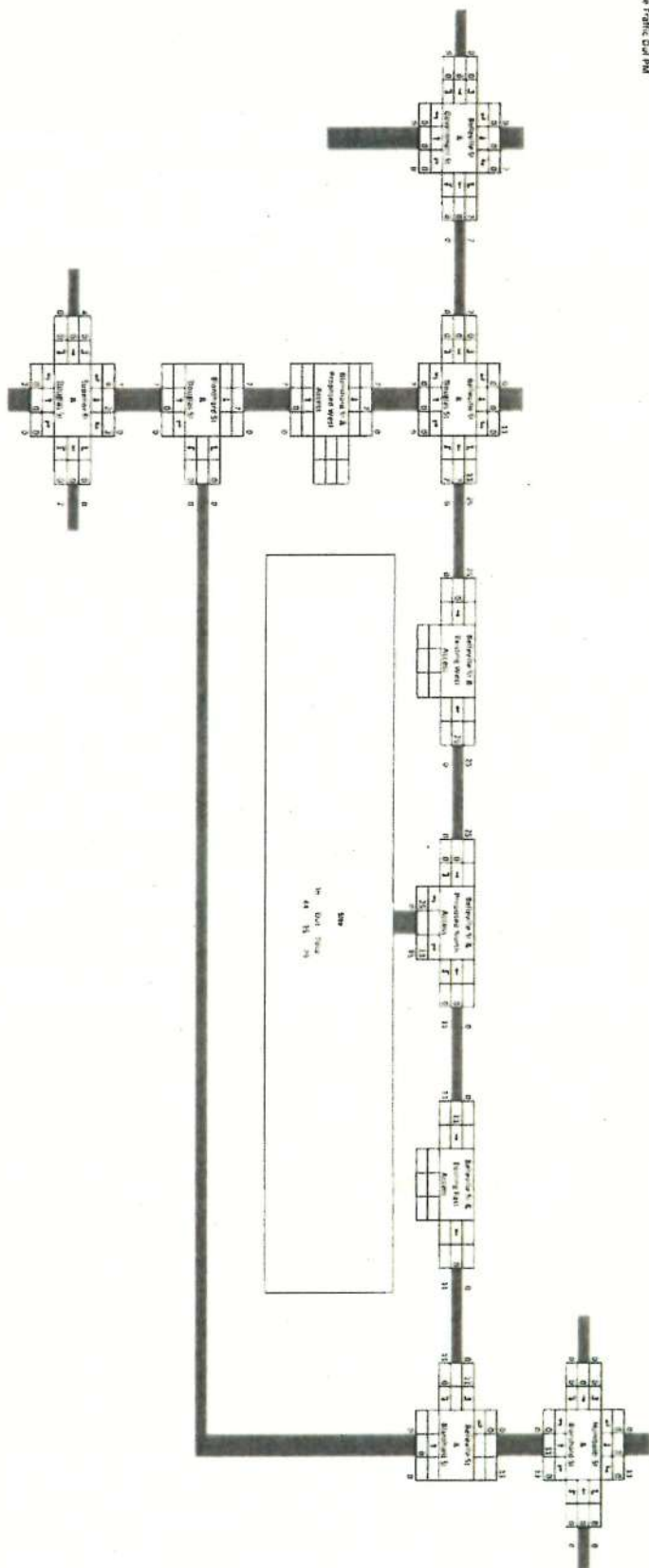


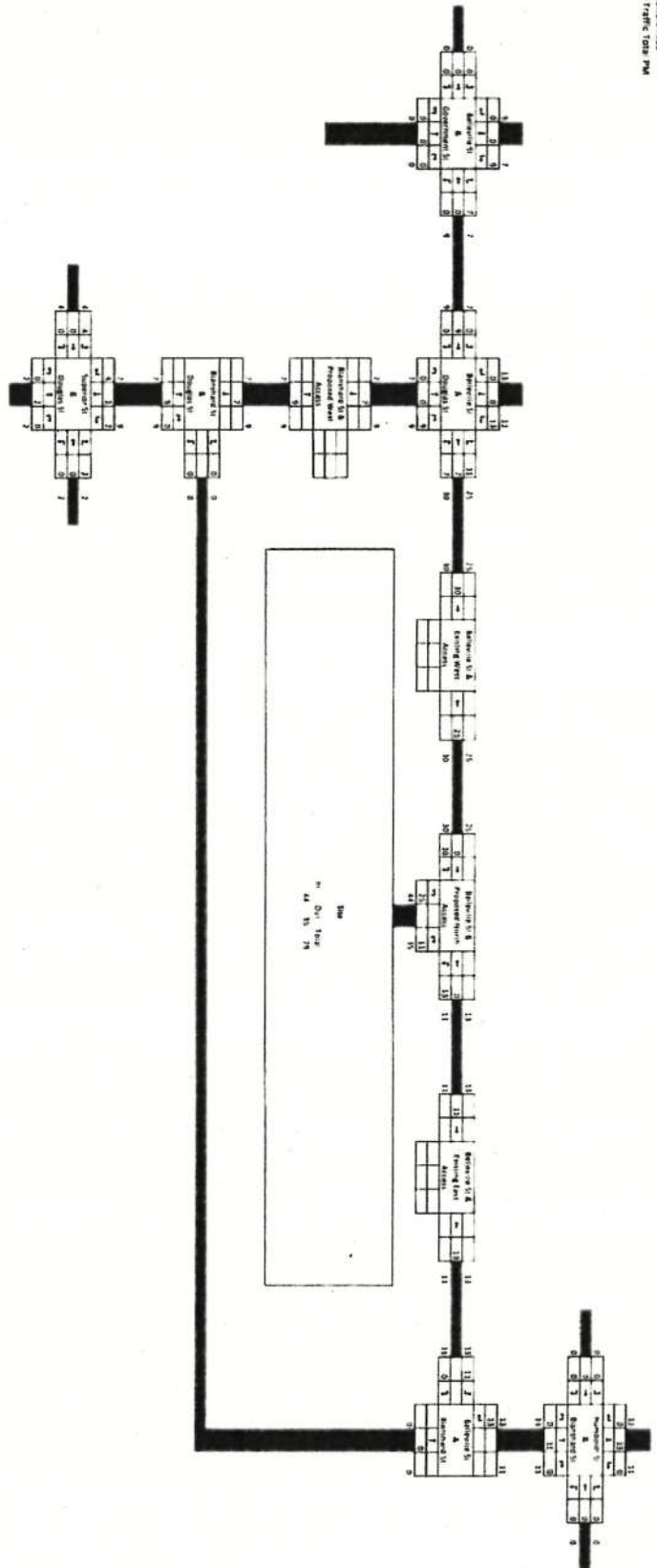


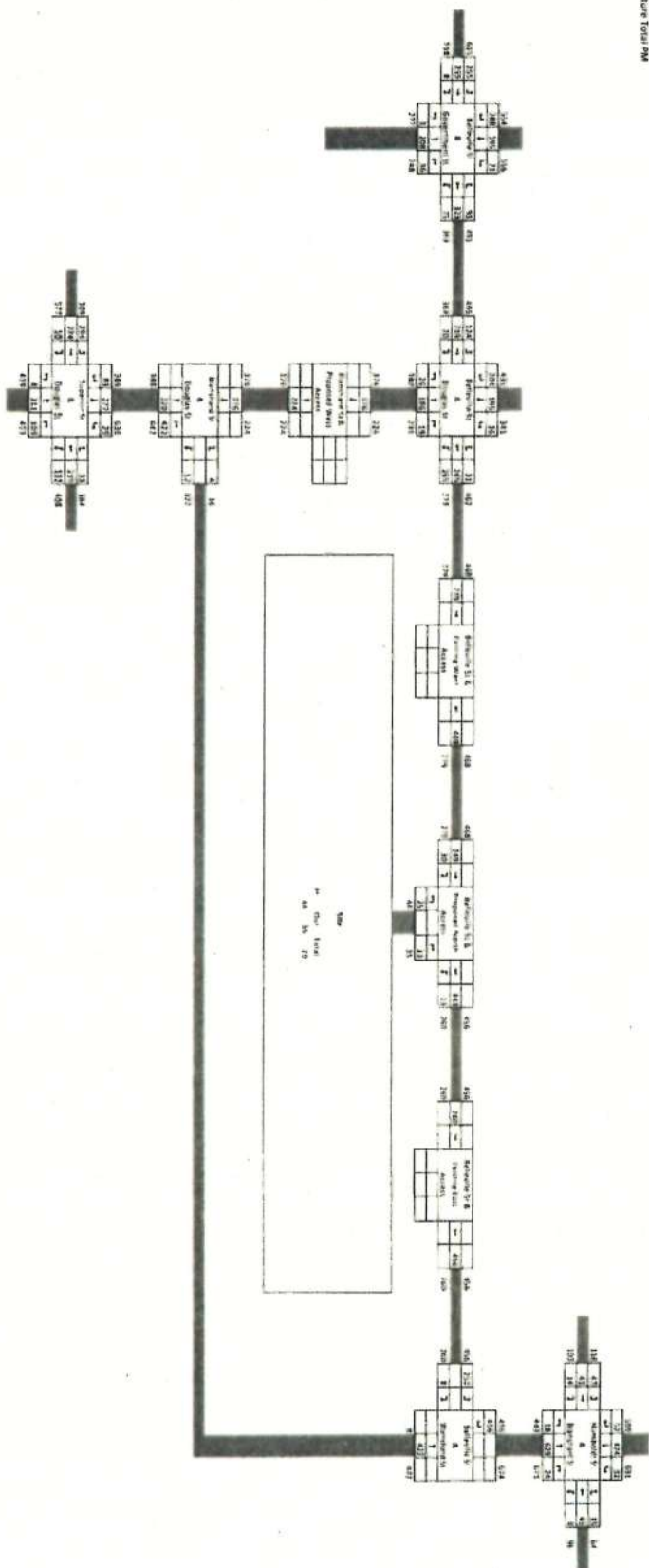












APPENDIX B

Queues

Existing AM

708: Government Street & Belleville Street













4/16/2015

	→	←	↑	↓
Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	377	460	214	449
v/c Ratio	0.32	0.47	0.24	0.50
Control Delay	8.2	14.5	17.5	9.4
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	8.2	14.5	17.5	9.4
Queue Length 50th (m)	11.4	14.6	10.0	8.6
Queue Length 95th (m)	17.7	26.5	17.6	20.2
Internal Link Dist (m)	116.7	53.0	44.3	134.8
Turn Bay Length (m)				
Base Capacity (vph)	1173	988	898	903
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.32	0.47	0.24	0.50

Intersection Summary

HCM Signalized Intersection Capacity Analysis
708: Government Street & Belleville Street

Existing AM
4/16/2015









												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		TT			TT			TT			TT	
Volume (vph)	179	165	3	67	309	47	5	176	17	43	115	255
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.2	3.3	3.7	3.7	3.5	3.7	3.7	3.3	3.7	3.7	3.3	3.7
Total Lost time (s)		4.0			4.0			4.0			4.0	
Lane Util. Factor		0.95			0.95			0.95			0.95	
Frpb, ped/bikes		1.00			0.99			0.99			0.91	
Flpb, ped/bikes		0.99			0.99			1.00			0.99	
Frt		1.00			0.98			0.99			0.91	
Flt Protected		0.97			0.99			1.00			0.99	
Satd. Flow (prot)		2956			3008			2989			2509	
Flt Permitted		0.59			0.83			0.94			0.90	
Satd. Flow (perm)		1795			2528			2827			2270	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	195	179	3	73	336	51	5	191	18	47	125	277
RTOR Reduction (vph)	0	1	0	0	14	0	0	10	0	0	190	0
Lane Group Flow (vph)	0	376	0	0	446	0	0	204	0	0	259	0
Confl. Peds. (#/hr)	75		61	61		75	95		119	119		95
Confl. Bikes (#/hr)			10			10			10			10
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases	7	4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		39.0			26.0			21.0			21.0	
Effective Green, g (s)		40.0			27.0			22.0			22.0	
Actuated g/C Ratio		0.57			0.39			0.31			0.31	
Clearance Time (s)		5.0			5.0			5.0			5.0	
Lane Grp Cap (vph)		1191			975			888			713	
v/s Ratio Prot		c0.05										
v/s Ratio Perm		0.14			c0.18			0.07			c0.11	
v/c Ratio		0.32			0.46			0.23			0.36	
Uniform Delay, d1		7.8			16.0			17.7			18.6	
Progression Factor		1.00			0.83			1.00			1.00	
Incremental Delay, d2		0.7			1.5			0.6			1.4	
Delay (s)		8.5			14.8			18.3			20.0	
Level of Service		A			B			B			C	
Approach Delay (s)		8.5			14.8			18.3			20.0	
Approach LOS		A			B			B			C	

Intersection Summary

HCM 2000 Control Delay	15.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.41		
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	70.7%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Queues
719: Douglas Street & Belleville Street

Existing AM
4/16/2015

								
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	96	137	148	285	27	184	155	193
v/c Ratio	0.16	0.13	0.40	0.24	0.07	0.30	0.26	0.32
Control Delay	6.5	5.8	9.3	4.2	17.0	18.8	18.7	4.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	6.5	5.8	9.3	4.2	17.0	18.8	18.7	4.6
Queue Length 50th (m)	4.7	6.3	2.1	1.4	2.4	17.3	14.7	0.0
Queue Length 95th (m)	9.1	11.5	3.9	2.5	7.4	31.8	27.7	12.2
Internal Link Dist (m)		89.0		123.4		175.2	111.9	
Turn Bay Length (m)	40.0		26.0		30.0			
Base Capacity (vph)	599	1026	373	1197	369	612	599	600
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.16	0.13	0.40	0.24	0.07	0.30	0.26	0.32
Intersection Summary								

HCM Signalized Intersection Capacity Analysis 719: Douglas Street & Belleville Street

Existing AM
4/16/2015

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	88	116	10	136	241	21	25	160	9	11	132	178
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0			4.0	4.0
Lane Util. Factor	1.00	1.00		1.00	0.95		1.00	1.00			1.00	1.00
Frpb, ped/bikes	1.00	0.99		1.00	0.98		1.00	0.99			1.00	0.89
Flpb, ped/bikes	0.94	1.00		0.86	1.00		0.92	1.00			0.99	1.00
Frt	1.00	0.99		1.00	0.99		1.00	0.99			1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00			1.00	1.00
Satd. Flow (prot)	1679	1834		1545	3466		1654	1854			1864	1432
Flt Permitted	0.49	1.00		0.67	1.00		0.65	1.00			0.98	1.00
Satd. Flow (perm)	862	1834		1089	3466		1125	1854			1825	1432
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	96	126	11	148	262	23	27	174	10	12	143	193
RTOR Reduction (vph)	0	4	0	0	9	0	0	3	0	0	0	130
Lane Group Flow (vph)	96	133	0	148	276	0	27	181	0	0	155	63
Confl. Peds. (#/hr)	116		85	85		116	77		57	57		77
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases	7	4			8			2			6	
Permitted Phases	4			8			2			6		6
Actuated Green, G (s)	38.0	38.0		23.0	23.0		22.0	22.0			22.0	22.0
Effective Green, g (s)	38.0	39.0		24.0	24.0		23.0	23.0			23.0	23.0
Actuated g/C Ratio	0.54	0.56		0.34	0.34		0.33	0.33			0.33	0.33
Clearance Time (s)	4.0	5.0		5.0	5.0		5.0	5.0			5.0	5.0
Lane Grp Cap (vph)	596	1021		373	1188		369	609			599	470
v/s Ratio Prot	c0.03	0.07			0.08			c0.10				
v/s Ratio Perm	0.06			c0.14			0.02				0.08	0.04
v/c Ratio	0.16	0.13		0.40	0.23		0.07	0.30			0.26	0.13
Uniform Delay, d1	7.9	7.4		17.5	16.4		16.2	17.5			17.2	16.5
Progression Factor	0.81	0.79		0.34	0.24		1.00	1.00			1.00	1.00
Incremental Delay, d2	0.6	0.3		3.0	0.4		0.4	1.2			1.0	0.6
Delay (s)	6.9	6.1		9.0	4.3		16.6	18.7			18.3	17.1
Level of Service	A	A		A	A		B	B			B	B
Approach Delay (s)		6.4			5.9			18.5			17.6	
Approach LOS		A			A			B			B	

Intersection Summary

HCM 2000 Control Delay	11.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.31		
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	55.4%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Queues

708: Government Street & Belleville Street


Existing PM

4/16/2015

	→	←	↑	↓
Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	563	526	268	593
v/c Ratio	0.48	0.59	0.29	0.63
Control Delay	10.4	13.8	19.2	13.8
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	10.4	13.8	19.2	13.8
Queue Length 50th (m)	21.4	14.4	14.2	17.4
Queue Length 95th (m)	30.6	24.4	23.4	34.5
Internal Link Dist (m)	116.7	53.0	44.3	105.7
Turn Bay Length (m)				
Base Capacity (vph)	1177	897	920	941
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.48	0.59	0.29	0.63
Intersection Summary				

HCM Signalized Intersection Capacity Analysis 708: Government Street & Belleville Street

Existing PM
4/16/2015









												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		TT			TT			TT			TT	
Volume (vph)	255	255	8	75	323	86	3	208	36	63	195	288
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.2	3.3	3.7	3.7	3.5	3.7	3.7	3.3	3.7	3.7	3.3	3.7
Total Lost time (s)		4.0			4.0			4.0			4.0	
Lane Util. Factor		0.95			0.95			0.95			0.95	
Frpb, ped/bikes		1.00			0.98			0.97			0.92	
Flpb, ped/bikes		0.99			0.99			1.00			0.99	
Frt		1.00			0.97			0.98			0.92	
Flt Protected		0.98			0.99			1.00			0.99	
Satd. Flow (prot)		2959			2950			2925			2550	
Flt Permitted		0.57			0.78			0.95			0.88	
Satd. Flow (perm)		1727			2333			2779			2248	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	277	277	9	82	351	93	3	226	39	68	212	313
RTOR Reduction (vph)	0	1	0	0	23	0	0	17	0	0	211	0
Lane Group Flow (vph)	0	562	0	0	504	0	0	251	0	0	382	0
Confl. Peds. (#/hr)	75		61	61		75	95		119	119		95
Confl. Bikes (#/hr)			10			10			10			10
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases	7	4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		45.0			29.0			25.0			25.0	
Effective Green, g (s)		46.0			30.0			26.0			26.0	
Actuated g/C Ratio		0.58			0.38			0.32			0.32	
Clearance Time (s)		5.0			5.0			5.0			5.0	
Lane Grp Cap (vph)		1193			874			903			730	
v/s Ratio Prot		c0.08										
v/s Ratio Perm		0.19			c0.22			0.09			c0.17	
v/c Ratio		0.47			0.58			0.28			0.52	
Uniform Delay, d1		9.9			19.9			20.0			22.0	
Progression Factor		1.00			0.58			1.00			1.00	
Incremental Delay, d2		1.3			2.7			0.8			2.7	
Delay (s)		11.2			14.3			20.8			24.6	
Level of Service		B			B			C			C	
Approach Delay (s)		11.2			14.3			20.8			24.6	
Approach LOS		B			B			C			C	

Intersection Summary

HCM 2000 Control Delay	17.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.55		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	80.8%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Queues
719: Douglas Street & Belleville Street

Existing PM
4/16/2015





















								
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	135	250	172	303	28	213	237	222
v/c Ratio	0.33	0.31	0.58	0.29	0.06	0.25	0.29	0.29
Control Delay	12.9	12.0	25.7	14.0	12.5	13.7	14.5	3.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	12.9	12.0	25.7	14.0	12.5	13.7	14.5	3.0
Queue Length 50th (m)	9.7	17.6	24.0	19.4	2.3	18.3	21.3	0.0
Queue Length 95th (m)	m16.9	28.2	45.9	30.2	6.5	31.7	36.0	10.7
Internal Link Dist (m)		89.0		123.4		115.8	123.8	
Turn Bay Length (m)	40.0		26.0		30.0			
Base Capacity (vph)	412	802	295	1047	460	860	827	771
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.33	0.31	0.58	0.29	0.06	0.25	0.29	0.29

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized Intersection Capacity Analysis 719: Douglas Street & Belleville Street

Existing PM
4/16/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	124	210	20	158	258	21	26	186	10	23	195	204
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0			4.0	4.0
Lane Util. Factor	1.00	1.00		1.00	0.95		1.00	1.00			1.00	1.00
Frpb, ped/bikes	1.00	0.98		1.00	0.98		1.00	0.99			1.00	0.88
Flpb, ped/bikes	0.94	1.00		0.87	1.00		0.93	1.00			0.99	1.00
Frt	1.00	0.99		1.00	0.99		1.00	0.99			1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00			0.99	1.00
Satd. Flow (prot)	1680	1825		1550	3465		1660	1854			1855	1411
Flt Permitted	0.45	1.00		0.60	1.00		0.57	1.00			0.96	1.00
Satd. Flow (perm)	801	1825		986	3465		995	1854			1789	1411
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	135	228	22	172	280	23	28	202	11	25	212	222
RTOR Reduction (vph)	0	5	0	0	8	0	0	3	0	0	0	119
Lane Group Flow (vph)	135	246	0	172	295	0	28	210	0	0	237	103
Confl. Peds. (#/hr)	116		85	85		116	77		57	57		77
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases	7	4			8			2			6	
Permitted Phases	4			8			2			6		6
Actuated Green, G (s)	34.0	34.0		23.0	23.0		36.0	36.0			36.0	36.0
Effective Green, g (s)	34.0	35.0		24.0	24.0		37.0	37.0			37.0	37.0
Actuated g/C Ratio	0.42	0.44		0.30	0.30		0.46	0.46			0.46	0.46
Clearance Time (s)	4.0	5.0		5.0	5.0		5.0	5.0			5.0	5.0
Lane Grp Cap (vph)	417	798		295	1039		460	857			827	652
v/s Ratio Prot	0.03	c0.13			0.09			0.11				
v/s Ratio Perm	0.11			c0.17			0.03				c0.13	0.07
v/c Ratio	0.32	0.31		0.58	0.28		0.06	0.25			0.29	0.16
Uniform Delay, d1	14.6	14.6		23.8	21.4		11.9	13.0			13.3	12.5
Progression Factor	0.79	0.76		0.72	0.64		1.00	1.00			1.00	1.00
Incremental Delay, d2	1.8	0.9		7.7	0.6		0.3	0.7			0.9	0.5
Delay (s)	13.3	12.1		24.8	14.4		12.1	13.7			14.2	13.0
Level of Service	B	B		C	B		B	B			B	B
Approach Delay (s)		12.5			18.1			13.5			13.6	
Approach LOS		B			B			B			B	

Intersection Summary

HCM 2000 Control Delay	14.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.40		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	63.3%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

HCM Unsignalized Intersection Capacity Analysis 4: Site Access & Belleville Street

Future AM
5/19/2015

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑↑	↘	
Volume (veh/h)	135	30	13	398	35	15
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	150	33	14	442	39	17
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (m)	79					
pX, platoon unblocked			1.00		1.00	1.00
vC, conflicting volume			183		417	167
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			178		412	161
tC, single (s)			4.2		6.9	7.0
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		93	98
cM capacity (veh/h)			1368		552	842
Direction, Lane #	EB 1	WB 1	WB 2	NB 1		
Volume Total	183	162	295	56		
Volume Left	0	14	0	39		
Volume Right	33	0	0	17		
cSH	1700	1368	1700	615		
Volume to Capacity	0.11	0.01	0.17	0.09		
Queue Length 95th (m)	0.0	0.2	0.0	2.3		
Control Delay (s)	0.0	0.8	0.0	11.4		
Lane LOS		A		B		
Approach Delay (s)	0.0	0.3		11.4		
Approach LOS				B		

Intersection Summary

Average Delay	1.1			
Intersection Capacity Utilization	30.4%	ICU Level of Service	A	
Analysis Period (min)	15			

















Queues
708: Government Street & Belleville Street

Future AM
5/19/2015

	→	←	↑	↓
Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	377	471	214	457
v/c Ratio	0.32	0.48	0.24	0.51
Control Delay	8.2	14.5	17.5	9.8
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	8.2	14.5	17.5	9.8
Queue Length 50th (m)	11.4	14.8	10.0	9.1
Queue Length 95th (m)	17.7	27.2	17.6	21.0
Internal Link Dist (m)	116.7	53.0	44.3	134.8
Turn Bay Length (m)				
Base Capacity (vph)	1168	989	898	896
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.32	0.48	0.24	0.51
Intersection Summary				

HCM Signalized Intersection Capacity Analysis
708: Government Street & Belleville Street

Future AM
5/19/2015




												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	179	165	3	67	309	57	5	176	17	51	115	255
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.2	3.3	3.7	3.7	3.5	3.7	3.7	3.3	3.7	3.7	3.3	3.7
Total Lost time (s)		4.0			4.0			4.0			4.0	
Lane Util. Factor		0.95			0.95			0.95			0.95	
Frpb, ped/bikes		1.00			0.98			0.99			0.92	
Flpb, ped/bikes		0.99			0.99			1.00			0.99	
Frt		1.00			0.98			0.99			0.91	
Flt Protected		0.97			0.99			1.00			0.99	
Satd. Flow (prot)		2957			2992			2989			2511	
Flt Permitted		0.59			0.84			0.94			0.89	
Satd. Flow (perm)		1784			2520			2827			2247	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	195	179	3	73	336	62	5	191	18	55	125	277
RTOR Reduction (vph)	0	1	0	0	17	0	0	10	0	0	190	0
Lane Group Flow (vph)	0	376	0	0	454	0	0	204	0	0	267	0
Confl. Peds. (#/hr)	75		61	61		75	95		119	119		95
Confl. Bikes (#/hr)			10			10			10			10
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases	7	4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		39.0			26.0			21.0			21.0	
Effective Green, g (s)		40.0			27.0			22.0			22.0	
Actuated g/C Ratio		0.57			0.39			0.31			0.31	
Clearance Time (s)		5.0			5.0			5.0			5.0	
Lane Grp Cap (vph)		1187			972			888			706	
v/s Ratio Prot		c0.05										
v/s Ratio Perm		0.14			c0.18			0.07			c0.12	
v/c Ratio		0.32			0.47			0.23			0.38	
Uniform Delay, d1		7.9			16.1			17.7			18.7	
Progression Factor		1.00			0.84			1.00			1.00	
Incremental Delay, d2		0.7			1.6			0.6			1.5	
Delay (s)		8.6			15.0			18.3			20.2	
Level of Service		A			B			B			C	
Approach Delay (s)		8.6			15.0			18.3			20.2	
Approach LOS		A			B			B			C	

Intersection Summary

HCM 2000 Control Delay	15.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.42		
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	71.4%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Queues
719: Douglas Street & Belleville Street

Future AM
5/19/2015










								
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	96	146	159	311	27	192	169	193
v/c Ratio	0.16	0.14	0.43	0.26	0.08	0.32	0.29	0.32
Control Delay	6.6	5.9	10.8	4.8	17.0	18.6	19.3	4.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	6.6	5.9	10.8	4.8	17.0	18.6	19.3	4.6
Queue Length 50th (m)	4.9	7.0	3.2	2.0	2.4	17.7	16.2	0.0
Queue Length 95th (m)	m9.2	12.3	26.8	3.7	7.4	32.6	30.1	12.2
Internal Link Dist (m)		89.0		55.0		175.2	111.9	
Turn Bay Length (m)	40.0		26.0		30.0			
Base Capacity (vph)	587	1027	370	1182	359	607	574	600
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.16	0.14	0.43	0.26	0.08	0.32	0.29	0.32

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized Intersection Capacity Analysis
719: Douglas Street & Belleville Street

Future AM
5/19/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	88	124	10	146	250	36	25	160	17	24	132	178
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0			4.0	4.0
Lane Util. Factor	1.00	1.00		1.00	0.95		1.00	1.00			1.00	1.00
Frpb, ped/bikes	1.00	0.99		1.00	0.97		1.00	0.99			1.00	0.89
Flpb, ped/bikes	0.94	1.00		0.87	1.00		0.93	1.00			0.99	1.00
Frt	1.00	0.99		1.00	0.98		1.00	0.99			1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00			0.99	1.00
Satd. Flow (prot)	1689	1837		1548	3405		1658	1833			1844	1432
Flt Permitted	0.47	1.00		0.66	1.00		0.63	1.00			0.94	1.00
Satd. Flow (perm)	830	1837		1082	3405		1092	1833			1748	1432
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	96	135	11	159	272	39	27	174	18	26	143	193
RTOR Reduction (vph)	0	4	0	0	16	0	0	5	0	0	0	130
Lane Group Flow (vph)	96	142	0	159	295	0	27	187	0	0	169	63
Confl. Peds. (#/hr)	116		85	85		116	77		57	57		77
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases	7	4			8			2			6	
Permitted Phases	4			8			2			6		6
Actuated Green, G (s)	38.0	38.0		23.0	23.0		22.0	22.0			22.0	22.0
Effective Green, g (s)	38.0	39.0		24.0	24.0		23.0	23.0			23.0	23.0
Actuated g/C Ratio	0.54	0.56		0.34	0.34		0.33	0.33			0.33	0.33
Clearance Time (s)	4.0	5.0		5.0	5.0		5.0	5.0			5.0	5.0
Lane Grp Cap (vph)	585	1023		370	1167		358	602			574	470
v/s Ratio Prot	c0.03	0.08			0.09			c0.10				
v/s Ratio Perm	0.06			c0.15			0.02				0.10	0.04
v/c Ratio	0.16	0.14		0.43	0.25		0.08	0.31			0.29	0.13
Uniform Delay, d1	7.9	7.4		17.7	16.5		16.2	17.6			17.5	16.5
Progression Factor	0.81	0.79		0.39	0.27		1.00	1.00			1.00	1.00
Incremental Delay, d2	0.6	0.3		3.5	0.5		0.4	1.3			1.3	0.6
Delay (s)	7.0	6.2		10.5	5.0		16.6	18.9			18.8	17.1
Level of Service	A	A		B	A		B	B			B	B
Approach Delay (s)		6.5			6.9			18.6			17.9	
Approach LOS		A			A			B			B	

Intersection Summary

HCM 2000 Control Delay	11.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.33		
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	60.5%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

HCM Unsignalized Intersection Capacity Analysis 4: Site Access & Belleville Street

Future PM
5/19/2015

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑↑	↘	
Volume (veh/h)	249	30	13	443	25	11
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	271	33	14	482	27	12
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (m)	78					
pX, platoon unblocked			0.92		0.92	0.92
vC, conflicting volume			303		556	287
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			198		473	181
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		94	98
cM capacity (veh/h)			1261		473	764
Direction, Lane #	EB 1	WB 1	WB 2	NB 1		
Volume Total	303	175	321	39		
Volume Left	0	14	0	27		
Volume Right	33	0	0	12		
cSH	1700	1261	1700	535		
Volume to Capacity	0.18	0.01	0.19	0.07		
Queue Length 95th (m)	0.0	0.3	0.0	1.8		
Control Delay (s)	0.0	0.7	0.0	12.3		
Lane LOS		A		B		
Approach Delay (s)	0.0	0.3		12.3		
Approach LOS				B		
Intersection Summary						
Average Delay			0.7			
Intersection Capacity Utilization			31.6%	ICU Level of Service		A
Analysis Period (min)			15			

Queues

708: Government Street & Belleville Street













Future PM

5/19/2015

	→	←	↑	↓
Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	563	534	268	602
v/c Ratio	0.48	0.59	0.29	0.65
Control Delay	10.4	13.8	19.2	14.3
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	10.4	13.8	19.2	14.3
Queue Length 50th (m)	21.4	14.4	14.2	18.3
Queue Length 95th (m)	30.6	24.4	23.4	35.8
Internal Link Dist (m)	116.7	53.0	44.3	105.7
Turn Bay Length (m)				
Base Capacity (vph)	1174	898	920	933
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.48	0.59	0.29	0.65
Intersection Summary				

HCM Signalized Intersection Capacity Analysis
708: Government Street & Belleville Street

Future PM
5/19/2015









												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇄			⇄			⇄			⇄	
Volume (vph)	255	255	8	75	323	93	3	208	36	71	195	288
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.2	3.3	3.7	3.7	3.5	3.7	3.7	3.3	3.7	3.7	3.3	3.7
Total Lost time (s)		4.0			4.0			4.0			4.0	
Lane Util. Factor		0.95			0.95			0.95			0.95	
Frpb, ped/bikes		1.00			0.97			0.97			0.92	
Flpb, ped/bikes		0.99			0.99			1.00			0.98	
Frt		1.00			0.97			0.98			0.92	
Flt Protected		0.98			0.99			1.00			0.99	
Satd. Flow (prot)		2959			2940			2925			2551	
Flt Permitted		0.57			0.79			0.95			0.87	
Satd. Flow (perm)		1720			2329			2779			2221	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	277	277	9	82	351	101	3	226	39	77	212	313
RTOR Reduction (vph)	0	1	0	0	25	0	0	17	0	0	211	0
Lane Group Flow (vph)	0	562	0	0	509	0	0	251	0	0	391	0
Confl. Peds. (#/hr)	75		61	61		75	95		119	119		95
Confl. Bikes (#/hr)			10			10			10			10
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases	7	4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		45.0			29.0			25.0			25.0	
Effective Green, g (s)		46.0			30.0			26.0			26.0	
Actuated g/C Ratio		0.58			0.38			0.32			0.32	
Clearance Time (s)		5.0			5.0			5.0			5.0	
Lane Grp Cap (vph)		1190			873			903			721	
v/s Ratio Prot		c0.08										
v/s Ratio Perm		0.19			c0.22			0.09			c0.18	
v/c Ratio		0.47			0.58			0.28			0.54	
Uniform Delay, d1		9.9			20.0			20.0			22.1	
Progression Factor		1.00			0.58			1.00			1.00	
Incremental Delay, d2		1.3			2.8			0.8			2.9	
Delay (s)		11.3			14.3			20.8			25.0	
Level of Service		B			B			C			C	
Approach Delay (s)		11.3			14.3			20.8			25.0	
Approach LOS		B			B			C			C	

Intersection Summary

HCM 2000 Control Delay	17.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.56		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	81.3%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Queues
719: Douglas Street & Belleville Street

Future PM
5/19/2015










								
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	135	260	179	322	28	223	251	222
v/c Ratio	0.33	0.32	0.61	0.31	0.06	0.26	0.31	0.29
Control Delay	13.0	12.2	27.3	14.3	12.5	13.6	14.9	3.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	13.0	12.2	27.3	14.3	12.5	13.6	14.9	3.0
Queue Length 50th (m)	9.9	18.7	25.2	20.4	2.3	19.0	22.9	0.0
Queue Length 95th (m)	m16.7	29.7	#48.6	31.6	6.5	32.7	38.5	10.7
Internal Link Dist (m)		89.0		54.2		110.8	123.8	
Turn Bay Length (m)	40.0		26.0		30.0			
Base Capacity (vph)	404	803	294	1037	449	851	800	771
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.33	0.32	0.61	0.31	0.06	0.26	0.31	0.29

Intersection Summary

- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized Intersection Capacity Analysis 719: Douglas Street & Belleville Street

Future PM
5/19/2015

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	124	219	20	165	265	31	26	186	19	36	195	204
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0			4.0	4.0
Lane Util. Factor	1.00	1.00		1.00	0.95		1.00	1.00			1.00	1.00
Frpb, ped/bikes	1.00	0.98		1.00	0.97		1.00	0.99			1.00	0.88
Flpb, ped/bikes	0.94	1.00		0.87	1.00		0.93	1.00			0.99	1.00
Frt	1.00	0.99		1.00	0.98		1.00	0.99			1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00			0.99	1.00
Satd. Flow (prot)	1689	1827		1554	3420		1664	1830			1842	1411
Flt Permitted	0.44	1.00		0.60	1.00		0.56	1.00			0.93	1.00
Satd. Flow (perm)	776	1827		979	3420		972	1830			1729	1411
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	135	238	22	179	288	34	28	202	21	39	212	222
RTOR Reduction (vph)	0	4	0	0	11	0	0	5	0	0	0	119
Lane Group Flow (vph)	135	256	0	179	311	0	28	218	0	0	251	103
Confl. Peds. (#/hr)	116		85	85		116	77		57	57		77
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases	7	4			8			2			6	
Permitted Phases	4			8			2			6		6
Actuated Green, G (s)	34.0	34.0		23.0	23.0		36.0	36.0			36.0	36.0
Effective Green, g (s)	34.0	35.0		24.0	24.0		37.0	37.0			37.0	37.0
Actuated g/C Ratio	0.42	0.44		0.30	0.30		0.46	0.46			0.46	0.46
Clearance Time (s)	4.0	5.0		5.0	5.0		5.0	5.0			5.0	5.0
Lane Grp Cap (vph)	409	799		293	1026		449	846			799	652
v/s Ratio Prot	0.03	c0.14			0.09			0.12				
v/s Ratio Perm	0.11			c0.18			0.03				c0.15	0.07
v/c Ratio	0.33	0.32		0.61	0.30		0.06	0.26			0.31	0.16
Uniform Delay, d1	14.6	14.7		24.0	21.6		11.9	13.1			13.5	12.5
Progression Factor	0.79	0.76		0.74	0.66		1.00	1.00			1.00	1.00
Incremental Delay, d2	1.9	0.9		8.7	0.7		0.3	0.7			1.0	0.5
Delay (s)	13.4	12.2		26.4	14.9		12.2	13.9			14.5	13.0
Level of Service	B	B		C	B		B	B			B	B
Approach Delay (s)		12.6			19.0			13.7			13.8	
Approach LOS		B			B			B			B	

Intersection Summary

HCM 2000 Control Delay	15.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.43		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	65.8%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

100



Committee of the Whole Report

For the Meeting of November 17, 2016

To: Committee of the Whole **Date:** October 28, 2016

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

Subject: Development Permit Application No. 000460 for 701 Belleville Street

RECOMMENDATION

That Council consider the following motion after the Public Hearing for Rezoning Application No.00513, if it is approved:

"That Council authorize the issuance of Development Permit Application No. 000460 for 701 Belleville Street in accordance with:

1. Plans date stamped October 18, 2016.
2. Development meeting all *Zoning Regulation Bylaw* requirements.
3. The Development Permit lapsing two years from the date of this resolution."

LEGISLATIVE AUTHORITY

In accordance with Section 489 of the *Local Government Act*, Council may issue a Development Permit in accordance with the applicable guidelines specified in the *Community Plan*. A Development Permit may vary or supplement the *Zoning Regulation Bylaw* but may not vary the use or density of the land from that specified in the Bylaw.

Pursuant to Section 491 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 701 Belleville Street. The proposal is to construct a 15-storey mixed use building including seniors' housing and commercial uses.

The following points were considered in assessing these applications:

- the building tower massing, setbacks and floorplate are generally consistent with the guidelines

- the location of the tower massing on the site presents trade-offs for some of the City's policy objectives including view protection and response to heritage conservation area. The key benefit to having the tower massing at the easterly end of the site is the improved contextual response of the building podium to the Crystal Garden building (both in scale and massing) and to the adjacent greenspace at the Royal BC Museum grounds.

BACKGROUND

Description of Proposal

The Application is to construct a 15-storey, mixed-use building with ground floor retail fronting on Belleville Street and seniors' residential uses above.

The proposal includes the following components:

- a 15-storey tower and 5-storey podium
- 173 residential units
- private balconies for some units and a rooftop common amenity area
- one retail unit on the ground floor
- 19 surface parking stalls and 81 underground parking stalls all accessed via a driveway from Belleville Street
- bicycle storage for 18 bikes located at parking level 1
- a landscaped plaza at the corner of Belleville and Douglas Streets
- a landscaped parkette on the Douglas Street frontage.

Exterior building materials include:

- painted concrete
- brick
- aluminium window wall and aluminium curtain wall
- metal and glass pedestrian canopies
- pre-finished metal panels
- wood soffit
- silver metal and green glass privacy screen.

ANALYSIS

Development Permit Area and Design Guidelines

The *Official Community Plan (OCP)*, 2012 identifies this property in Development Permit Area (DPA) 9 (HC) Inner Harbour. The objectives of this designation are to conserve the heritage value, special character, significant historic buildings, and the features and characteristics of the Inner Harbour Area. "Achieving high quality architecture, landscape and urban design which reflect the area's function as a marine entry and working harbour, as well as a community amenity in the scale, massing and character while responding to its context including surrounding heritage landmark buildings" are also important objectives of this DPA. Design guidelines that apply to Development Permit Area 9 include the *Downtown Core Area Plan (2011)*, *Guidelines for Fences, Gates and Shutters (2010)*, and *Advisory Design Guidelines for Buildings, Signs and Awnings (2006)*.

Proposed Increase in Building Height

The applicant proposes to increase the permitted height in the Zoning Regulation Bylaw from 21.5m to 45m. The OCP supports buildings up to approximately 15-storeys in this area. The DCAP does not prescribe maximum building heights in this area and recommends that building heights should be considered on a case-by-case basis given the location of the building and the relevant design guidelines. In this case, the size and massing of the tower is generally consistent with the applicable guidelines in the DCAP. However, the location, size and orientation of the subject lands presents challenges in respecting other policies such as the Public External View guidelines in Appendix 2 of the DCAP and the Heritage Landmark Building policies, also in the DCAP.

The applicant's rationale for the arrangement of the components of the building, namely the tower massing at the easterly end of the site and the podium stepping down toward the site's westerly edge, can be summarized as attempting to:

- minimize shadowing to the north (Crystal Garden, lawn bowling club and public park)
- maintain a positive relationship, in scale, to the Crystal Garden
- respect the "Urban Amphitheatre" concept where taller buildings should be sited further east
- maintain views of adjacent residential buildings.

In reviewing the application staff, note that this configuration of building components includes trade-offs with other relevant policies within the DCAP. The external view guidelines in Appendix 2 of the DCAP identify a view from Songhees Point to the Inner Harbour. This vista includes a clustering of landmark buildings including The Empress Hotel.

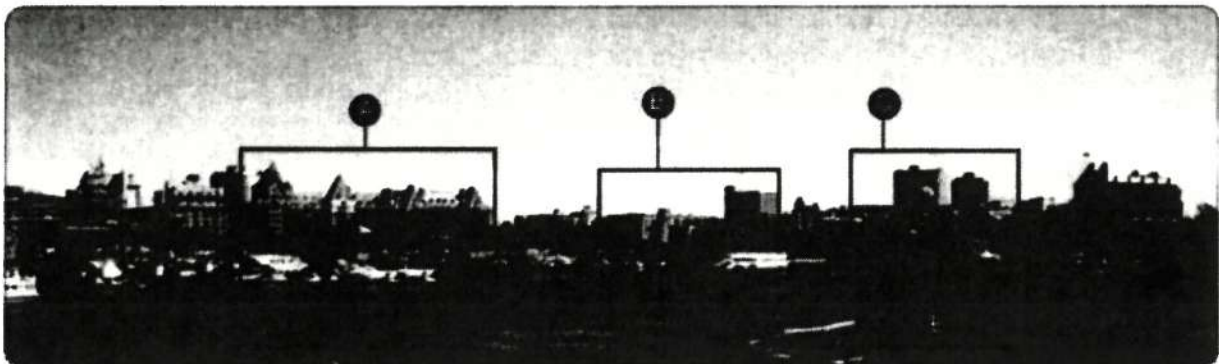


Figure 1: View 2 from Downtown Core Area Plan (2011)

The guidelines recommend that the visual dominance of the Parliament Building and Empress Hotel rooflines be maintained. Both the OCP and DCAP guidelines present some conflict as it is likely very difficult to obtain the maximum height supported by the OCP without having an impact on the roofline of the Empress Hotel.

While the silhouette of the Parliament Building roofline has been diminished by high-rise development in James Bay, the Empress Hotel roofline remains largely uninterrupted from this vantage point.



Figure 2: Proposed Development as seen from View 2: Inner Harbour from Songhees Point

The proposed tower impacts the silhouette of the Empress Hotel roofline. Staff have previously recommended a reduction in building height to help mitigate the impact on this view; however, the applicant opted to modify the design of the upper-storeys by reducing the size of the floor plate on the 14th and 15th storeys. This gesture has improved the form and massing of the tower; however, mitigation of the impact on this view corridor are minimal. Staff brought this issue to the attention of the Advisory Design Panel (ADP). The ADP did not recommend any changes to the building design in light of this issue.

Another trade-off with this configuration of building components is the shading impacts on the neighbouring property to east (St. Anne's Academy at 835 Humboldt Street). St. Anne's is a Heritage Designated Building and its grounds are often used by the general public. The DCAP guidelines recommend that tall buildings be oriented to limit sun shadowing, particularly on adjacent public realm locations such as sidewalks, parks, plazas, and open spaces. In this case the building will cast shadows on this property. A shadow analysis has been provided and is attached to this report.

The key benefit to having the tower massing at the easterly end of the site is the improved contextual response of the building podium to the Crystal Garden building (both in scale and massing) and to the adjacent greenspace at the Royal BC Museum grounds.

Advisory Design Panel Review

The application was presented to the ADP on August 24, 2016. Minutes of the meeting are attached to this report for information. The Panel raised concerns with respect to the finishing materials and treatments of the Blanshard Street elevation and how it could respond more positively in scale to the historic context. The applicant has provided a letter, attached to this report, explaining the changes made to the Blanshard Street elevation in response to comments from the ADP. These changes include the addition of a top cap and parapet to the brick clad façade of the tower and a greater colour change between the brick façade and the taller mass of the tower.

CONCLUSIONS

The proposal is generally consistent with the relevant design guidelines established in the OCP. The proposed building height and massing present trade-offs as it is difficult to meet all of the relevant guidelines on this particular site. Overall, staff recommend that Council consider supporting the application.

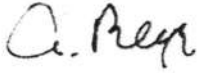
ALTERNATE MOTION

That Council decline Development Permit Application No. 000460 for the property located at 701 Belleville Street.

Respectfully submitted,



Mike Wilson
Senior Planner – Urban Design
Development Services Division



Jonathan Tinney, Director
Sustainable Planning and Community
Development Department



Report accepted and recommended by the City Manager:



Date:

November 9, 2016

List of Attachments

- Subject Map
- Aerial Map
- Plans date stamped October 18, 2016
- ADP Minutes of August 24, 2016
- Letter from Architect dated September 29, 2016.

**MINUTES OF THE
ADVISORY DESIGN PANEL MEETING
HELD WEDNESDAY AUGUST 24, 2016 AT 12 P.M.**

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

Panel Members Present: Cynthia Hildebrand; Renee Lussier; Erica Sangster,
Patricia Graham, Ann Katherine Murphy; Gerald
Gongos; Justin Gammon

Absent: Christopher Rowe; Mike Miller

Staff Present: Charlotte Wain - Senior Planner, Urban Design
Quinn Anglin - Secretary, Advisory Design Panel
Councillor Charlayn Thornton Joe

2. MINUTES

2.1 Minutes from the Meeting held July 27, 2016.

Action:

It was moved by Cynthia Hildebrand, seconded by Anne Katherine Murphy, that the Minutes of the Meeting of Advisory Design Panel held July 27, 2016 be approved.

CARRIED UNANIMOUSLY

3. APPLICATIONS

3.1 Development Permit #000460 and Rezoning #00513 for 701 Belleville Street

To permit rezoning for the construction of a 15 storey mixed-use building, that would include seniors' residential use on the upper storeys and commercial uses on the ground floor.

Applicant Meeting attendees:

DEAN JONHSON
KEN BOGRESS
COLIN SHRUBB
DAVID SIMPSON
MARGOT LONG

CONCERT PROPERTIES
CONCERT PROPERTIES
DYS ARCHITECTURE
DYS ARCHITECTURE
PWL PARTNERSHIP

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

- proposed urban design response of the podium to Belleville Street including ;
 - the architectural response to the prominent street corner at Douglas Street and Belleville Street
 - the size and scale of the proposed driveway opening
- impact of the proposed tower height on the character defining roof line of the Empress Hotel as experienced in views from the inner Harbour.

Dean Johnson then provided the Panel with a detailed description of the proposal.

David Simpson then provided the panel with a detailed presentation of the site and context of the proposal.

Margot Long then provided the Panel with a detailed presentation of the landscape plan proposal.

Questions of clarification were asked by the Panel on the following;

- the safety and security of the lighting – located in the soffit and seating of the design. 24 hour management for security
- the distance between the planted trees on boulevard – dictated by the City
- floor level between L1 and L2 is a transfer slab
- massing of the tower and relationship to Saint Anns Academy
- opportunities for alternative materials for the tower
- the shared space between the parking area and space used for events etc. - space is managed 100% of the time and easy to block off temporarily if need be for special functions
- the relationship of the shared space being open to the public.

Panel Members discussed:

- the architectural response to the corner at Douglas and Belleville is successful and fits well for the City without being a showy response
- the massing and bulkiness of the tower poses some difficulty, especially in relation to the small scale of the Saint Anns building that steps down from it and also in relation to the smaller portion of the project on the adjacent side. There seems to be a disconnect to the proportions of these pieces to each other and the podium is not well integrated into the tower
- the more complete renderings of the project that include tones help to relate the bulkiness of the tower to the rest of the project and surrounding buildings

- the separation from the commercial to the residential sections of the project are clearly and cleanly expressed
- if the lineage of balconies that go up 15 stories were considered to be a different color or shade that may assist to visually setback or break up the massing as a whole
- the simple palette is successful and although there are a number of materials, they marry well together
- that a very thoughtful resolution that has gone into these pieces
- there are no issues with the size and scale of the carriageway
- the views from the Harbour in respect to the color and toning of the project have a successful cloudy feel and merge well with the skyline. This ensures that it isn't distracting from any of the buildings around it and connects well to its surroundings.
- the opportunity to have more embellishment in the landscaping on the Blanshard Street frontage.
- the opportunity or usability of more inviting spaces to sit along Belleville Street
- the function of Belleville Street being a street for movement not lingering.

Action:

MOVED / SECONDED

It was moved by Gerald Gongos, seconded by Anne Katherine Murphy, that the Advisory Design Panel recommend to Council Development Permit #000460 and Rezoning #00513 for 701 Belleville Street be approved with recommendations as proposed;

- **Review the elevation treatments of the tower to respond in scale to the historic context most prominently along Blanshard Street**

Carried

Opposed – 2

3.2 Development Permit #000462 and Rezoning #00516 for 1120 - 1128 Burdett Avenue

To permit rezoning to construct a 4-storey, 36 multi-unit residential building.

Applicant Meeting attendees:

PAUL HAMMOND
KEVIN LIN
BEV WINDJACK
LUKE HARRISON
KARL ROBERTSON

LOW HAMMOND ROWE ARCHITECTURE
LOW HAMMOND ROWE ARCHITECTURE
LADR LANDSCAPE ARCHITECTURE
EMPRESSA PROPERTIES
EMPRESSA PROPERTIES

Renee Lussier recused herself with pecuniary conflict of interest from the application.

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

- massing, height and transition in relation to the context
- interface on the north and east elevations
- opportunities for greater roof articulation
- rear access path and potential for Crime Prevention Through Environmental Design.

Paul Hammond provided the panel with a detailed presentation of the proposed guidelines.

Bev Windjack then provided the Panel with a detailed presentation of the landscape plan proposal.

Questions of clarification were asked by the Panel on the following;

- the functionality and purpose of the rear maintenance path – used for access, but mainly for maintenance purposes as well as a dog walk path
- the application of the two story framing marking the entryways on the south façade and its relationship to the setback in the balconies when viewing it from an angle – intended to bridge the two through color and visually connect them
- expression on the west facade of the pairs of balconies being grouped together and the full height screening – used as a sun shade
- application of materials and color on the 4 story wall on the north façade
- the location of the two trees at the entrance to the building and possible opportunities to have these moved slightly
- the opportunity to emulate the sloped roof of the rear elevation on the rest of the project – not possible without lowering the ceiling heights or digging further down.

Panel Members discussed;

- south façade is articulated to the extreme but the remaining façades are quite simple
- north façade requires a calmer, vertical palette as it is not relating to rest of project. The wood material could potentially stretch from top to bottom to be more relative to the complete project
- nice composition of materials for a development within the city
- the opportunity for the townhouse units to be two story apartments should have been considered
- there are projecting white volumes and deep projecting balconies on the west façade which feel unbalanced. Having the one large overhang to tie them together doesn't work well as it seems heavy, alternatively, a lighter trellis could help to better connect them
- the soffits are all made of wood on the north and west façades which project a feeling of warmth when looking up which also helps to carry this material around the building

- opportunities to extend the wood cladding to the fourth floor and lighten the canopy on the north elevation
- the 3-D dimension renderings of the development help in visually connecting how the project and materials that are applied tie together.

Action:

It was moved by Patricia Graham, seconded by Gerald Gongos, that the Advisory Design Panel recommend to Council that Development Permit #000462 and Rezoning #00516 for 1120 - 1128 Burdett Avenue be approved with recommendations as proposed;

- **Refinement of the secondary facades towards a clarified expression of the building form**

Carried Unanimously

4. ADJOURNMENT

The Advisory Design Panel meeting of August 24, 2016 adjourned at 2:31pm.

Erica Sangster, Acting Chair

DRAFT



260 - 1770 Burrard Street
Vancouver, BC V6J 3G7
604 669 7710 tel
604 669 6629 fax
www.dysarchitecture.com

September 29, 2016

The City of Victoria
1 Centennial Square
Victoria BC V8W 1P6

Attention: Mayor and Council

Re: 701 Belleville Street
Rezoning Application #00513 Development Permit #000460
Applicant Response to the Advisory Design Panel Recommendation

This letter is in response to the ADP minutes of the meeting held August 24, 2016 at 12:05 pm at City Hall. The Applicant and Design Team appreciate this opportunity to present our understanding of the discussions that took place at the Panel meeting, and to present our response to the recommendation that was passed.

Background

The Applicant and Design Team are very appreciative of the Panel's positive comments in respect of the development. Their comments regarding the overall planning and design were very supportive, and the matters of the Use, Density, Massing, and Character of the development were well received.

The Panel discussion was focused on a few detail items, including input on the treatment of the Blanshard Street frontage. The Panel requested we review the elevational treatment of the Blanshard façade to demonstrate how it relates to the adjacent frontage of the St. Ann's Academy building, and passed a recommendation that the elevational treatment be reviewed.

As the matter was very subjective, and there was no prescribed changes called for, it was moved the project be approved with a recommendation that the Applicant review the elevational treatments on the Blanshard frontage.

The recommendation was not fully supported resulting in what appears to be two votes opposed to the project rather than two votes opposed to attaching the proposed recommendation; preferring instead the project be approved as presented with no conditions. The Panel was unanimously in support of the project overall.

As set out in the recommendation, the Development Team has reviewed the design of the proposed Blanshard elevation in relation to the Architectural treatment of St. Ann's Academy.

Design Response

The Blanshard façade is intended to respond to the character and materiality of St. Ann's in an abstracted manner without attempting to incorporate replication and detailing that takes away the unique qualities of the existing architecture of ST. Ann's Academy.

The proposed east elevation consists of a street wall element to reflect the scale, colour, materiality and texture of the adjacent building component of St. Ann's Academy. The Advisory Design Panel acknowledged this to be the right approach, but felt that it could be improved if the street wall element was to become more visually distinct from the rest of the building with the use of colour and a stronger brick definition.

After further review of the Blanshard elevation we have refined the elevation to provide a more defined wall element in response to the character of St. Ann's Academy. The changes are illustrated on the

flowing pages and include making a greater colour change between the brick wall and the taller mass, and the addition of a brick parapet at the top to provide an upper termination to the brick. The balconies up the side of the brick element have been separated from the brick mass so the edge of the brick wall can be seen.

A heavier top cap that projects from the wall has been incorporated to accentuate the top detail that will create a shadow line and a horizontal band that reflects the cornice concept on the St. Ann's Academy façade. In addition, the brick carries through under the balcony to provide a strong parapet condition at the top.

Throughout our design process we have strived to respond to the surrounding context without being too literal. We feel the best approach is to avoid replication of character elements on new buildings when they are in close context with existing heritage buildings. Our design reflects the brick street wall component and the horizontal lines of the cornice of St. Ann's in a way that fits with our contemporary building design.

The design team and the Owner feel that this is an appropriate gesture to acknowledge the context of St. Ann's Academy while retaining the character of the new development. We trust you will find these larger images helpful to understanding how the detail will appear from the street. We will follow up with a phone in case you have more questions, and to confirm what you need from us for the resubmission of updated material.

These two changes make the brick wall stand out from the overall mass of this elevation in response to the scale of St. Ann's Academy. In addition, the light tone of the brick with the darker colour of the remaining massing reflects the use of light tones for the base of St. Ann's with the dark colour of the upper roof.

There is further reference made by the proposed fenestration. The rectangular punched windows set in the brick with their dark coloured frames, and the pattern of the window mullions is also reminiscent of the windows in St. Ann's.

We believe these changes respond to the ADP comments and provide a successful refinement to the Panel's recommendation, and to the building design overall. Appended is illustrative material that graphically shows the changes and the references made by the proposed development to St. Ann's Academy.

Yours very truly,

A handwritten signature in black ink, appearing to read 'Colin Shrubb', written in a cursive style.

Colin Shrubb Architect AIBC, MRAIC
Principal

CONCERT



ST. ANN'S ACADEMY FACADE

dark roof element

light tone painted brick
exterior wall

rectangular windows with
mullion pattern



BLANSHARD ELEVATION PRESENTED TO
ADVISORY DESIGN PANEL

darker tone reflects
St. Ann's upper level
and highlights
brick street wall

brick cornice strengthens
top termination of brick
wall

rectangular window and
mullion pattern reflects
St. Ann's fenestration



balcony pulled
back to emphasize
brickmassing

BLANSHARD ELEVATION PROPOSED CHANGES IN
RESPONSE TO ADVISORY DESIGN PANEL RECOMMENDATION

CONC=RT

ST. ANN'S ACADEMY FACADE



**SOUTH EAST VIEW
BLANSHARD STREET**



**NORTH EAST VIEW
BLANSHARD STREET**



**BLANSHARD STREET WALL ELEMENT
VIEW FROM SOUTH EAST**

CONC=RT



BLANSHARD STREET WALL ELEMENT
VIEW FROM SOUTH EAST

CONCERT



BLANSHARD STREET WALL ELEMENT
VIEW FROM EAST

CONCERT



**BLANSHARD STREET WALL ELEMENT
VIEW FROM NORTH EAST**

REPORTS OF COMMITTEES

1. Committee of the Whole – November 17, 2016

4. Rezoning Application No. 000513 and Development Permit Application No. 000460 for 701 Belleville Street

Motion:

It was moved by Councillor Lucas, seconded by Councillor Alto:

Rezoning Application No. 000513 for 701 Belleville Street

That Council direct staff to prepare the necessary *Zoning Regulation Bylaw* Amendment including the provision of public amenities as outlined in the staff report, that would authorize the proposed development outlined in Rezoning Application No.000513 for 701 Belleville Street and prepare a Housing Agreement Bylaw to secure 131 market rental seniors' residential housing units in perpetuity, and that the introductory readings of these Bylaws be considered by Council and a Public Hearing date be set.

1. That final adoption of the Bylaws be considered subject to:
 - a. registration of a 2.2m Statutory Right-of-Way over the Belleville Street frontage on title of the lands
 - b. registration of a 7.5m x 7.5m Statutory Right-of-Way at the corners of Douglas and Belleville and Douglas and Blanshard on title of the lands
2. Direct staff to allocate a portion of the new assessed revenue in order to make pedestrian improvements to the intersection of Belleville and Blanshard, including connections from the subject parcel to Cridge Park and from Cridge Park to the St Ann's Academy grounds.
3. This application be referred to staff for further discussion with the applicant on the matters of the Belleville and Douglas corner as a gateway to the Douglas Street corridor and the relation to the St Ann's site.
4. Allocate half of the amenity contribution to the affordable housing trust fund to be used in the James Bay neighbourhood with the second half to be split 50/50 between the downtown public realm and seismic upgrading.

Development Permit Application No. 000460 for 701 Belleville Street

That Council consider the following motion after the Public Hearing for Rezoning Application No.00513, if it is approved:

"That Council authorize the issuance of Development Permit Application No. 000460 for 701 Belleville Street in accordance with:

1. Plans date stamped October 18, 2016.
2. Development meeting all *Zoning Regulation Bylaw* requirements.
3. The Development Permit lapsing two years from the date of this resolution."

Council discussed the following:

- *The area in which neighbours and the public are notified of the public hearing date due to park areas.*

Amendment:

It was moved by Councillor Madoff, seconded by Councillor Isitt, that notification be extended to Quadra Street.

Amendment to the amendment:

It was moved by Councillor Isitt, seconded by Councillor Thornton-Joe, that the amendment be amended as follows:

That notification be extended to a **200-meter radius Quadra Street**.

On the amendment to the amendment:

Carried

For: Mayor Helps, Councillors Isitt, Loveday, Madoff, Thornton-Joe, and Young
Opposed: Councillors Alto and Lucas

On the amendment:
Defeated

For: Councillors Isitt, Loveday, Madoff, and Thornton-Joe
Opposed: Mayor Helps, Councillors Alto, Lucas, and Young

On the main motion:
Carried

For: Mayor Helps, Councillors Alto, Loveday, Lucas, Thornton-Joe, and Young
Opposed: Councillors Isitt and Madoff

HOUSING AGREEMENT
(Pursuant to Section 483 of the *Local Government Act*)

BETWEEN:

THE CORPORATION OF THE CITY OF VICTORIA
#1 Centennial Square
Victoria, B.C. V8W 1P6

(the "City")

OF THE FIRST PART

AND:

CONCERT REAL ESTATE CORPORATION (INC. NO. C0424436)
9th Floor, 1190 Hornby Street
Vancouver, BC V6Z 2K5

(the "Owner")

OF THE SECOND PART

WHEREAS:

A. Under section 483 of the *Local Government Act* the City may, by bylaw, enter into a Housing Agreement with an owner regarding the occupancy of the housing units identified in the agreement, including but not limited to terms and conditions referred to in section 483(2) of the *Local Government Act*.

B. The Owner is the registered owner in fee simple of lands in the City of Victoria, British Columbia, with a civic address of 701 Belleville Street, Victoria, B.C. and legally described as:

PID: 008-661-855	Lot 30, District Lot 1269, Victoria City, Plan 760
PID: 008-661-863	Lot 31, District Lot 1269, Victoria City, Plan 760
PID: 008-661-880	Lot 32, District Lots 576 And 1269, Victoria City, Plan 760
PID: 008-661-898	Lot 33, District Lots 576 And 1269, Victoria City, Plan 760
PID: 008-661-901	Lot 34, District Lot 1269, Victoria City, Plan 760
PID: 008-661-910	Lot 35, District Lot 1269, Victoria City, Plan 760

(collectively, the "Lands");

C. The Owner has applied to the City to rezone the Lands to permit 131 housing units for seniors within the Development, which will include assisted living and independent living housing, as well as associated accessory facilities in accordance with this Agreement.

D. For clarity, the development of the Lands may also include the construction of 42 other housing units for seniors within an airspace parcel, which may be stratified under the *Strata Property Act*, but the intent of this Housing Agreement is to ensure the perpetual availability of rental units for seniors on the Lands.

- E. The City and the Owner wish to enter into this Agreement, as a Housing Agreement pursuant to section 483 of the *Local Government Act*, to secure the agreement of the Owner to provide rental housing for seniors, and that all Dwelling Units within the Development on the Lands will be used and held only as rental housing for seniors.

NOW THIS AGREEMENT WITNESSES that pursuant to section 483 of the *Local Government Act*, and in consideration of the premises and covenants contained in this agreement (the "**Agreement**") and other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged by the parties, the parties agree each with the other as follows:

1.0 DEFINITIONS

1.1 In this Agreement:

"Accessory Facilities" means, collectively, all of the following: commercial grade kitchen, commercial dining area, entertainment room, recreation and hobby rooms, lounges, administrative office space and landscaped outdoor gathering area, for the exclusive use of Seniors who occupy Dwelling Units and their permitted guests but does not mean or include any other commercial space, as permitted within the Zoning Regulation Bylaw No. 80-159, to be constructed by the Owner within the Development;

"Assisted Living Unit" means a dwelling unit within a building where regular care or supervision is given to the occupant of that dwelling unit by a health care professional, as well as assistance with the performance of the personal functions and activities necessary for daily living;

"Development" means the new 131 unit building consisting of residential housing and related facilities on the Lands;

"Dwelling Units" means any or all, as the context may require, of the 131 self-contained residential dwelling units within the Development and includes any Assisted Living Unit, any Independent Unit and any dwelling unit that is developed on the Lands (excluding the Airspace Parcel, as defined below, once created) in future, whether as part of the Development or otherwise;

"Dwelling Unit" means any of such residential dwelling units located on the Lands (excluding the Airspace Parcel, as defined below, once created);

"Immediate Family" includes a person's husband, wife, child, mother, father, brother, sister, mother-in-law, father-in-law, grandparent, brother-in-law, sister-in-law, niece and nephew;

"Independent Living Unit" means a dwelling unit within a building that includes ancillary common areas and accessory personal service and convenience uses, for the exclusive use of residents and tenants of the building and their permitted guests;

"Non-owner" means a person other than the Owner and other than a member of the Owner's Immediate Family, who occupies a Dwelling Unit for residential purposes;

"Owner" includes a person who acquires an interest in the Lands or any part of the Lands and is thereby bound by this Agreement, as referred to in section 7.3;

"Senior" means a person of the age of at least 65 years;

"Subdivision" means the division of land into two (2) or more parcels, whether by plan, strata plan, or otherwise, and includes subdivision under the *Strata Property Act*;

"Subdivide" has the corresponding meaning; and

"Tenancy Agreement" means a written tenancy agreement.

1.2 In this Agreement:

- (a) reference to any enactment includes any regulations, orders or directives made under the authority of that enactment; and
- (b) reference to any enactment is a reference to that enactment as consolidated, revised, amended, re-enacted or replaced, unless otherwise expressly provided.

2.0 DWELLING UNITS TO BE USED AND OCCUPIED ONLY AS SENIORS HOUSING

- 2.1 The Owner covenants and agrees that all Dwelling Units shall be used only as Assisted Living Units or Independent Living Units.
- 2.2 The Owner further covenants and agrees that all Dwelling Units shall only be occupied by an individual who is a Senior.
- 2.3 Notwithstanding section 2.2, one additional person is permitted to live in a Dwelling Unit with a Senior.
- 2.4 If the permanent occupant of an Independent Living Unit who is a Senior dies or is institutionalized, then the individual who regularly cohabited with the Senior immediately prior to the death or institutionalization of the Senior may continue to occupy the Independent Living Unit until that person's death or until such person ceases to occupy the Independent Living Unit as his or her principal residence for thirty (30) days, whichever occurs first. When that individual ceases to occupy the Independent Living Unit as a permanent residence the restrictions in sections 2.1 and 2.2 will continue to apply to any subsequent occupancy.
- 2.5 The Owner shall construct the Accessory Facilities within the Development, which Accessory Facilities (excluding the landscaped outdoor gathering area) shall occupy not less than ten percent (10%) of the gross building area of all buildings constructed upon the Lands (excluding the Airspace Parcel, as defined below, once created), and shall otherwise be constructed to the satisfaction of the City's Director of Sustainable Planning and Development.
- 2.6 To the extent applicable, the Owner will obtain and maintain all registration required under the *Community Care and Assisted Living Act* as it may be amended from time to time, or any replacement Act thereto, with respect to the occupancy of a Dwelling Unit.

3.0 DWELLING UNITS TO BE USED AND OCCUPIED ONLY AS RENTAL UNITS

- 3.1 The Owner covenants and agrees that all Dwelling Units shall only be used as rental housing in perpetuity, and for that purpose shall only be occupied by a Non-owner under the terms of a Tenancy Agreement between the Owner and the Non-owner who

occupies the Dwelling Unit.

- 3.2 The City acknowledges that the Owner intends to Subdivide the Lands to create an airspace parcel (the "**Airspace Parcel**"), in which for-sale market condominiums will be constructed, and a remainder parcel (the "**Remainder Parcel**"), which will comprise the Development, and the parties agree as follows:
- (a) Upon such Subdivision being completed, the City will execute and deliver to the Owner a registrable release of the covenant included in this Agreement from title to the Airspace Parcel, with full authority to proceed with registration of same.
 - (b) From and after such Subdivision, the covenant granted in this Agreement shall remain in full force and effect with respect to the Remainder Parcel and all references in this Agreement to the "Lands" will be deemed to refer to the Remainder Parcel only.
 - (c) Any Subdivision of the Lands is subject to all applicable bylaws and regulations, and the provisions of this section 3.2 do not constitute permission or approval in any way for such Subdivision, nor does this section limit, impair, fetter or derogate from the statutory powers of the Approving Officer or the City with respect to any proposed Subdivision.

4.0 REPORTING

- 4.1 The Owner covenants and agrees to provide to the City, upon written request from the City's Director of Sustainable Planning and Development, a report in writing confirming:
- (a) that all Dwelling Units that are rented are being used and occupied by a Senior, or by an individual who regularly cohabited with a Senior in accordance with section 2.4, and in compliance with this Agreement; and
 - (b) that all Dwelling Units that are rented are being rented to Non-owners.
- 4.2 The Owner hereby authorizes the City to make such inquiries as it considers necessary in order to confirm that the Owner is complying with this Agreement.
- 4.3 The Owner acknowledges that it is within the City's sole discretion to consent or not to consent to modifications of this Agreement and that such consent may be withheld for any reason.

5.0 NOTICE TO BE REGISTERED IN LAND TITLE OFFICE

- 5.1 Notice of this Agreement (the "**Notice**") will be registered in the Land Title Office by the City at the cost of the Owner in accordance with section 483 of the *Local Government Act*, and this Agreement is binding on the parties to this Agreement as well as all persons who acquire an interest in the Lands after registration of the Notice.

6.0 LIABILITY

- 6.1 The Owner agrees to indemnify and saves harmless the City and each of its elected and appointed officials, employees and agents and their respective administrators, successors and permitted assigns, of and from all claims, demands, actions, damages, costs and liabilities, which all or any of them shall or may be liable for or suffer or incur or

be put to by reason of or arising out of failure of the Owner to comply with the terms and conditions of this Agreement.

- 6.2 The Owner hereby releases and forever discharges the City and each of its elected and appointed officials, employees and agents and their respective administrators, successors and permitted assigns, of and from any and all claims, demands, actions, damages, economic loss, costs and liabilities which the Owner now has or hereafter may have with respect to or by reason of or arising out of the fact that the Lands are encumbered by and affected by this Agreement.

7.0 GENERAL PROVISIONS

- 7.1 **NOTICE.** If sent as follows, notice under this Agreement is considered to be received

- (a) seventy-two (72) hours after the time of its mailing (by registered mail) or faxing, and
- (b) on the date of delivery if hand-delivered,

to the City:

City of Victoria
#1 Centennial Square
Victoria, BC V8W 1P6

Attention: Director of Sustainable Planning and
Community Development
Fax: 250-361-0386

to the Owner:

Concert Real Estate Corporation
9th Floor, 1190 Hornby Street
Vancouver, BC V6Z 2K5

Attention: President
Fax: 604-688-6882

If a party identifies alternate contact information in writing to another party, notice is to be given to that alternate address.

If normal mail service or facsimile service is interrupted by strike, work slowdown, force majeure, or other cause,

- (b) notice sent by the impaired service is considered to be received on the date of delivery, and
- (c) the sending party must use its best efforts to ensure prompt receipt of a notice by using other uninterrupted services, or by hand-delivering the notice.

- 7.2 **TIME.** Time is of the essence of this Agreement.

- 7.3 **BINDING EFFECT.** This Agreement will enure to the benefit of and be binding upon the parties hereto and their respective heirs, administrators, executors, successors, and permitted assignees. In accordance with section 483(6) of the *Local Government Act*, this Agreement and all obligations hereunder is binding on all who acquire an interest in the Lands, and the Owner only during the Owner's ownership of any interest in the Lands, and with respect only to that portion of the Lands of which the Owner has an interest.
- 7.4 **WAIVER.** The waiver by a party of any failure on the part of the other party to perform in accordance with any of the terms or conditions of this Agreement is not to be construed as a waiver of any future or continuing failure, whether similar or dissimilar.
- 7.5 **HEADINGS.** The headings in this Agreement are inserted for convenience and reference only and in no way define, limit or enlarge the scope or meaning of this Agreement or any provision of it.
- 7.6 **LANGUAGE.** Wherever the singular, masculine and neuter are used throughout this Agreement, the same is to be construed as meaning the plural or the feminine or the body corporate or politic as the context so requires.
- 7.7 **EQUITABLE REMEDIES.** The Owner acknowledges and agrees that damages would be an inadequate remedy for the City for breach of this Agreement and that the public interest strongly favours specific performance, injunctive relief (mandatory or otherwise), or other equitable relief, as the only adequate remedy for a default under this Agreement.
- 7.8 **CUMULATIVE REMEDIES.** No remedy under this Agreement is to be deemed exclusive but will, where possible, be cumulative with all other remedies at law or in equity.
- 7.9 **ENTIRE AGREEMENT.** This Agreement when executed will set forth the entire agreement and understanding of the parties as at the date it is made.
- 7.10 **FURTHER ASSURANCES.** Each of the parties will do, execute, and deliver, or cause to be done, executed, and delivered all such further acts, documents and things as may be reasonably required from time to time to give effect to this Agreement.
- 7.11 **AMENDMENT.** This Agreement may be amended from time to time, by consent of the Owner and a bylaw duly passed by the Council of the City and thereafter if it is signed by the City and the Owner.
- 7.12 **LAW APPLICABLE.** This Agreement is to be construed in accordance with and governed by the laws applicable in the Province of British Columbia.
- 7.13 **NO DEROGATION FROM STATUTORY AUTHORITY.** Nothing in this Agreement shall:
- (a) limit, impair, fetter or derogate from the statutory powers of the City all of which powers may be exercised by the City from time to time and at any time to the fullest extent that the City is enabled and no permissive bylaw enacted by the City, or permit, licence or approval, granted, made or issued thereunder, or pursuant to statute, by the City shall estop, limit or impair the City from relying upon and enforcing this Agreement; or
 - (b) relieves the Owner from complying with any enactment, including the City's bylaws, or any obligation of the Owner under any other agreement with the City.

- 7.14 **JOINT AND SEVERAL.** The Owner, if more than one, are jointly and severally obligated to perform and observe each and every of the covenants, warranties and agreements herein contained by the Owner to be observed and performed.
- 7.15 **COUNTERPARTS.** This Agreement may be executed in counterparts and delivered by facsimile or emailed PDF file, each of which will have the same effect as if all parties had signed the same document. Each counterpart shall be deemed to be an original. All counterparts shall be construed together and shall constitute one and the same Agreement.
- 7.16 **EFFECTIVE DATE.** This Agreement is effective as of the date of the signature of the last party to sign.

IN WITNESS WHEREOF the parties hereto have set their hands and seals as of the day and year last below written.

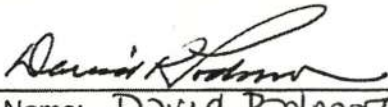
THE CORPORATION OF THE CITY OF)
VICTORIA by its authorized signatories:)

MAYOR _____)

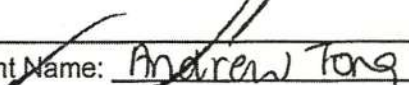
CITY CLERK _____)

Date signed: _____)

CONCERT REAL ESTATE CORPORATION)
by its authorized signatory(ies):)



Print Name: David Redmont)



Print Name: Andrew Tong)

Date signed: March 29, 2017)

LAND TITLE ACT
FORM C (Section 233) CHARGE
GENERAL INSTRUMENT - PART 1 Province of British Columbia

PAGE 1 OF 11 PAGES

Your electronic signature is a representation that you are a subscriber as defined by the Land Title Act, RSBC 1996 c.250, and that you have applied your electronic signature in accordance with Section 168.3, and a true copy, or a copy of that true copy, is in your possession.

1. APPLICATION: (Name, address, phone number of applicant, applicant's solicitor or agent)

Lynn Copeland, TERRA LAW CORPORATION
Suite 2800 - 650 West Georgia Street
PO Box 11506
Vancouver BC V6B 4N7

Phone 604-628-8978
Client No. 12544 Doc No. 643176
File No. 133930/500568 (SRW Public Walkway)

Deduct LTSA Fees? Yes ☒

2. PARCEL IDENTIFIER AND LEGAL DESCRIPTION OF LAND:
[PID] [LEGAL DESCRIPTION]

SEE SCHEDULE

STC? YES ☐

3. NATURE OF INTEREST

CHARGE NO.

ADDITIONAL INFORMATION

SEE SCHEDULE

4. TERMS: Part 2 of this instrument consists of (select one only)

(a) ☐ Filed Standard Charge Terms D.F. No.(b) ☒ Express Charge Terms Annexed as Part 2

A selection of (a) includes any additional or modified terms referred to in Item 7 or in a schedule annexed to this instrument.

5. TRANSFEROR(S):

CONCERT REAL ESTATE CORPORATION, INC. NO. C0424436

6. TRANSFEREE(S): (including postal address(es) and postal code(s))

THE CORPORATION OF THE CITY OF VICTORIA

#1 CENTENNIAL SQUARE

VICTORIA

BRITISH COLUMBIA

V8W 1P6

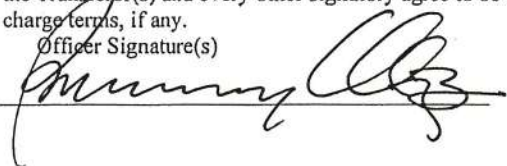
CANADA

7. ADDITIONAL OR MODIFIED TERMS:

N/A

8. EXECUTION(S): This instrument creates, assigns, modifies, enlarges, discharges or governs the priority of the interest(s) described in Item 3 and the Transferor(s) and every other signatory agree to be bound by this instrument, and acknowledge(s) receipt of a true copy of the filed standard charge terms, if any.

Officer Signature(s)



Beverly G. Ellingson
Barrister & Solicitor
Terra Law Corporation
Suite 2800 - 650 West Georgia St.
Vancouver, BC V6B 4N7
604-628-8992

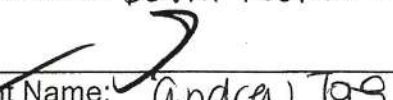
Execution Date

Y	M	D
17	3	29

Transferor(s) Signature(s)

CONCERT REAL ESTATE
CORPORATION by its authorized
signatories:


Print Name: David Podmore


Print Name: Andrew Tag

OFFICER CERTIFICATION:

Your signature constitutes a representation that you are a solicitor, notary public or other person authorized by the *Evidence Act*, R.S.B.C. 1996, c.124, to take affidavits for use in British Columbia and certifies the matters set out in Part 5 of the *Land Title Act* as they pertain to the execution of this instrument.

LAND TITLE ACT
FORM D

EXECUTIONS CONTINUED

PAGE 2 of 11 PAGES

Officer Signature(s)

Execution Date

Transferor / Borrower / Party Signature(s)

Y M D

17

THE CORPORATION OF THE CITY
OF VICTORIA by its authorized
signatory/ies:

Print Name:

Print Name:

OFFICER CERTIFICATION:

Your signature constitutes a representation that you are a solicitor, notary public or other person authorized by the *Evidence Act*, R.S.B.C. 1996, c.124, to take affidavits for use in British Columbia and certifies the matters set out in Part 5 of the *Land Title Act* as they pertain to the execution of this instrument.

LAND TITLE ACT
FORM E

SCHEDULE

PAGE 3 OF 11 PAGES

2. PARCEL IDENTIFIER AND LEGAL DESCRIPTION OF LAND

STC for each PID listed below? YES ☐

[PID]	[LEGAL DESCRIPTION – must fit in a single text line]
008-661-855	LOT 30, DISTRICT LOT 1269, VICTORIA CITY, PLAN 760
008-661-863	LOT 31, DISTRICT LOT 1269, VICTORIA CITY, PLAN 760
008-661-880	LOT 32, DISTRICT LOTS 576 AND 1269, VICTORIA CITY, PLAN 760
008-661-898	LOT 33, DISTRICT LOTS 576 AND 1269, VICTORIA CITY, PLAN 760
008-661-901	LOT 34, DISTRICT LOT 1269, VICTORIA CITY, PLAN 760
008-661-910	LOT 35, DISTRICT LOT 1269, VICTORIA CITY, PLAN 760

LAND TITLE ACT
FORM E

SCHEDULE

PAGE 4 OF 11 PAGES

NATURE OF INTEREST	CHARGE NO.	ADDITIONAL INFORMATION
Statutory Right of Way		over part shown outlined in bold black on Explanatory Plan EPP66858, Section 1.0, page 6

NATURE OF INTEREST	CHARGE NO.	ADDITIONAL INFORMATION
Covenant		Section 219 Restrictive Covenant Section 2.0, Page 7

NATURE OF INTEREST	CHARGE NO.	ADDITIONAL INFORMATION
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NATURE OF INTEREST	CHARGE NO.	ADDITIONAL INFORMATION
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NATURE OF INTEREST	CHARGE NO.	ADDITIONAL INFORMATION
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NATURE OF INTEREST	CHARGE NO.	ADDITIONAL INFORMATION
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**Statutory Right of Way – Public Walkway
s.219 Covenant**

TERMS OF INSTRUMENT - PART 2

WHEREAS:

- A. The Transferor is the registered owner of the following land in the Province of British Columbia:

PID 008-661-855
LOT 30, DISTRICT LOT 1269, VICTORIA CITY, PLAN 760

PID 008-661-863
LOT 31, DISTRICT LOT 1269, VICTORIA CITY, PLAN 760

PID 008-661-880
LOT 32, DISTRICT LOTS 576 AND 1269, VICTORIA CITY, PLAN 760

PID 008-661-898
LOT 33, DISTRICT LOTS 576 AND 1269, VICTORIA CITY, PLAN 760

PID 008-661-901
LOT 34, DISTRICT LOT 1269, VICTORIA CITY, PLAN 760

PID 008-661-910
LOT 35, DISTRICT LOT 1269, VICTORIA CITY, PLAN 760

(collectively, the "**Lands**")

- B. The Transferee is The Corporation of the City of Victoria;
- C. The Transferee wishes to be able to access, for itself and all members of the public, a public pedestrian walkway to be constructed and maintained in perpetuity over that portion (the "**Right of Way Area**") of the Lands at street grade level shown outlined in bold black on Explanatory Plan EPP66858, a reduced copy which is attached hereto as Schedule A.
- D. The Transferor has agreed to grant a Statutory Right of Way on the terms hereinafter set forth.
- E. It is necessary for the operation and maintenance of the Transferee's undertaking of a public pedestrian walkway (the "**Public Walkway**") for the enjoyment of the

general public that a right of way be established in accordance with this document.

- F. The Transferor has agreed to register the herein restrictive covenant under Section 219 of the *Land Title Act*, on the title to the Lands to secure the commitment of the Transferor to construct and maintain the Public Walkway in accordance with the terms set out herein.
- H. The Transferee has the authority to accept the covenant under s.219 of the *Land Title Act*.

NOW, THEREFORE, THIS INDENTURE WITNESSES that in consideration of the sum of Ten (\$10.00) Dollars of lawful money of Canada, now paid by the Transferee to the Transferor and other valuable consideration (the receipt and sufficiency of which is hereby acknowledged by the Transferor), and in consideration of the covenants hereinafter contained:

1.0 STATUTORY RIGHT OF WAY

- 1.1 Pursuant to Section 218 of the *Land Title Act*, the Transferor does hereby grant, convey, confirm and transfer, in perpetuity, to the Transferee, its successors and assigns, and all of its employees, agents, servants, licensees and invitees including all members of the public who might so desire, at all times by day or night, the full, free and uninterrupted right, licence, liberty, privilege, permission and right of way, to enter, use, go, return, pass over and across the Right of Way Area at street grade level for the purpose of the Public Walkway.
- 1.2 The Transferor will permit the Transferee and every member of the public to peaceably hold and enjoy the rights hereby granted.
- 1.3 The Transferor covenants with the Transferee:
 - (a) not to, and not to allow any other person to, make, place, effect or maintain any building, structure, foundation, excavation, well, or obstruction of any other description which does nor may interfere with the enjoyment of the Right of Way;
 - (b) that the Transferor will not do or knowingly permit to be done any act or thing which in the opinion of the Transferee will interfere with or obstruct the enjoyment of the Right of Way; and
 - (c) that the Transferor will not diminish the soil cover over any portion of the Right of Way.

- 1.4 Notwithstanding the foregoing, the Transferor and those claiming authority through the Transferor, and their respective agents may bar entry to or eject from the Lands, including the Right of Way Area, any person who:
- (a) acts in a disorderly or offensive manner, or interferes with, threatens or obstructs any other person, appears intoxicated or commits or appears to commit an illegal act;
 - (b) presents an apparent threat to the safety of others or to the security of any landscaping or any improvements on the Right of Way Area or the Lands;
 - (c) takes up abode overnight in the Right of Way Area between the hours of 10:00 p.m. and 7:00 a.m. (or such other hours between dusk and dawn as are stipulated by the Transferee), or erects a tent, shelter or other type of structure or accommodation in the Right of Way Area;
 - (d) lights any fires or burns any material in the Right of Way Area; or
 - (e) otherwise creates a nuisance.
- 1.5 The Transferor may, upon written notice to the Transferee, suspend the exercise of the rights of the Transferee and its officers, employees, contractors, licensees and invitees (including members of the general public), during the course of construction of the Public Walkway, and for such temporary periods as are necessary from time to time to maintain or repair the improvements on the Lands or the Public Walkway.
- 1.6 Notwithstanding any other term of this Agreement, the Transferor shall have and retain the right to construct, operate, maintain and replace from time to time as required or desired below-grade buildings, improvements, services, connections or other equipment located, in part, under the Right of Way Area (collectively, the "**Below-Grade Improvements**") provided that there is at least 450mm vertical clearance between such Below-Grade Improvements and the underside of the Public Walkway's sidewalk. In exercising any of its rights under this Agreement, the Transferee shall use reasonable efforts to avoid causing any damage to such Below-Grade Improvements, including without limitation the waterproof membrane and waterproofing system forming part of the below-grade parking facility to be located, in part, under the Public Walkway.

2.0 SECTION 219 RESTRICTIVE COVENANT

- 2.1 Pursuant to Section 219 of the *Land Title Act*, in respect of the use of the Lands, the Transferor will construct, develop and improve the Public Walkway on the Right of Way, and keep and maintain the Public Walkway in good condition and

repair in accordance with the Transferee's standards and policies, as amended from time to time.

- 2.2 The Transferor covenants and agrees that it will not occupy or use the building to be constructed on the Lands for any purpose until it has constructed and installed the Public Walkway, at the Transferor's sole cost and to the satisfaction of the Transferee.
- 2.3 The Transferee will, as far as reasonably possible, carry out all work on or to the Public Walkway in a proper and workmanlike manner so as to do as little injury to the Lands as possible.

3.0 GENERAL

- 3.1 The Transferor and the Transferee agree that enforcement of this Agreement shall be entirely within the discretion of the Transferee and that the execution and registration of this Agreement against title to the Lands shall not be interpreted as creating any duty on the part of the Transferee to the Transferor or to any other person to enforce any provision or prevent or restrain the breach of any provision of this Agreement.
- 3.2 The Transferor shall indemnify and save harmless the Transferee from any and all claims, causes of action, suits, demands, fines, penalties, costs or expenses or legal fees whatsoever which anyone has or may have, whether as owner, occupier or user of the Lands, or by a person who has an interest in or comes onto the Lands, or otherwise, which the Transferee incurs as a result of any loss or damage or injury arising out of or connected with:
 - (a) the breach by the Transferor of any covenant in this Agreement;
 - (b) the use of the Lands contemplated under this Agreement in accordance with this Agreement; and
 - (c) restrictions or requirements under this Agreement.
- 3.3 The Transferor hereby releases and forever discharges the Transferee of and from any claims, causes of action, suits, demands, fines, penalties, costs or expenses or legal fees whatsoever which the Transferor can or may have against the Transferee for any loss or damage or injury, including economic loss, that the Transferor may sustain or suffer arising out of or connected with:
 - (a) the breach of any covenant in this Agreement;
 - (b) the use of the Right of Way Area contemplated under this Agreement; and

- (c) restrictions or requirements under this Agreement.
- 3.4 At the Transferor's expense, the Transferor must do everything necessary to secure priority of registration and interest for this Agreement over all registered and pending charges and encumbrances of a financial nature against the Lands.
- 3.5 This Agreement does not
- (a) affect or limit the discretion, rights or powers of the Transferee under any enactment (as defined in the *Interpretation Act*, R.S.B.C. 1996, c. 238, on the reference date of this Agreement) or at common law in relation to the Transferor or the Lands all of which may be exercised or enforced by the Transferee as if this Agreement did not exist,
 - (b) affect or limit any enactment relating to the use or subdivision of the Lands, or
 - (c) relieve the Transferor from complying with any public or private enactment, including in relation to the use or subdivision of the Lands.
- 3.7. Where the Transferee is required or permitted by this Agreement to form an opinion, exercise a discretion, express satisfaction, make a determination or give its consent, the Transferor agrees that the Transferee is under no public law duty of fairness or natural justice in that regard and agrees that the Transferee may do any of those things in the same manner as if it were a private party and not a public body, provided that the Transferee will act in a commercially reasonable manner.
- 3.8 No part of the title in fee simple to the soil shall pass to or be vested in the Transferee under or by virtue of these presents and the Transferor may fully use and enjoy all of the Lands subject only to the rights and restrictions herein contained.
- 3.9 If the Transferor is in breach of any provision of this Agreement, including section 2.0, the Transferee may but is under no obligation to inspect, repair and maintain the Right of Way and Public Walkway, including removal of any buildings, structures or improvements placed without consent, at the expense of the Transferor.
- 3.10 The covenants herein shall be covenants running with the Lands upon which the Right of Way is situated and none of the covenants herein contained shall be personal or binding upon the parties hereto, save and except during the Transferor's ownership of any interest in the Lands, and with respect only to that

portion of the Lands of which the Transferor shall have an interest, but that the Lands, nevertheless, shall be and remain at all times charged herewith.

- 3.11 The parties hereto shall do and cause to be done all things and execute and cause to be executed all documents which may be necessary or desirable to give proper effect to the intention of this instrument.
- 3.12 This Agreement shall enure to the benefit of and be binding upon the parties hereto and their successors and assigns and their heirs and administrators respectively.
- 3.13 Whenever the singular or masculine are used they shall be construed as including the plural, feminine or body corporate where the context requires.

The parties hereto acknowledge that this Agreement has been duly executed and delivered by the parties executing Forms C and D attached hereto.

