

## **UNFINISHED BUSINESS**

### **1. Development Permit with Variances Application No. 000404 for 701 Tyee Road**

Council received a report dated February 25, 2016 that provided information on revised plans and the pre-conditions required for Development Permit with Variances Application No. 000404 for 701 Tyee Road.

#### **Motion:**

It was moved by Councillor Madoff, seconded by Councillor Alto, that Council, after giving notice and allowing an opportunity for public comment, Council consider the following motion:

"That Council authorize the issuance of Development Permit with Variances Application No. 000404 for 701 Tyee Road in accordance with:

1. Plans date stamped February 9, 2016.
2. Development meeting all Zoning Regulation Bylaw requirements, except for the following variances:
  - a. reduce the north setback (Gaudin Road) from 3.5m to nil;
  - b. reduce the south setback from 4m to nil for Phases 1 and 2;
  - c. reduce the south setback from 4m to 3.5m;
  - d. increase the height in DA-H from 24m to 25.49m for Phase 2;
  - e. increase the height in DA-J from 31m to 33m for Phase 3;
  - f. reduce parking from 50 stalls to 49 stalls for Phase 1;
  - g. reduce parking from 185 stalls to 178 stalls;
  - h. reduce the bicycle storage (Class 1) from 40 stalls to 28 stalls for Phase 1.
3. The Development Permit lapsing two years from the date of this resolution.
4. The amendment to the Railyards Master Development Agreement being registered on title, to the satisfaction of staff.
5. That Council authorize staff to execute an Encroachment Agreement for a fee of \$750 plus \$25 per m2 of exposed shored face during construction, in a form satisfactory to staff."

**Carried Unanimously**



## Council Report

For the Meeting of March 10, 2016

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**To:** Council

**Date:** February 25, 2016

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

**Subject:** Development Permit with Variances Application No. 000404 for 701 Tyee Road (Railyards)

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### RECOMMENDATION

That after giving notice and allowing an opportunity for public comment, Council consider the following motion:

"That Council authorize the issuance of Development Permit with Variances Application No. 000404 for 701 Tyee Road in accordance with:

1. Plans date stamped February 9, 2016.
2. Development meeting all *Zoning Regulation Bylaw* requirements, except for the following variances:
  - a. reduce the north setback (Gaudin Road) from 3.5m to nil;
  - b. reduce the south setback from 4m to nil for Phases 1 and 2;
  - c. reduce the south setback from 4m to 3.5m;
  - d. increase the height in DA-H from 24m to 25.49m for Phase 2;
  - e. increase the height in DA-J from 31m to 33m for Phase 3;
  - f. reduce parking from 50 stalls to 49 stalls for Phase 1;
  - g. reduce parking from 185 stalls to 178 stalls;
  - h. reduce the bicycle storage (Class 1) from 40 stalls to 28 stalls for Phase 1.
3. The Development Permit lapsing two years from the date of this resolution.
4. The amendment to the Railyards Master Development Agreement being registered on title, to the satisfaction of staff.
5. That Council authorize staff to execute an Encroachment Agreement for a fee of \$750 plus \$25 per m<sup>2</sup> of exposed shored face during construction, in a form satisfactory to staff."

### EXECUTIVE SUMMARY

The purpose of this report is to inform Council that, in accordance with Council's motion of October 1, 2015, the Application has been referred to the Advisory Design Panel (ADP) and the applicant has provided revised plans in response to the ADP recommendations. The applicant has also addressed the pre-conditions recommended in the staff report to the Planning and Land Use Committee (PLUC) dated October 1, 2015. The PLUC report along with the meeting minutes are attached.

This report also responds to the Council direction that staff investigate “the feasibility of retaining the provision in the Master Development Agreement of the City acquiring ownership title to the public access from Tyee Road to Central Spur Road, including the legal mechanism and pros and cons”.

### **Referral to Advisory Design Panel**

The Application was referred to the Advisory Design Panel meeting on October 28, 2015. A copy of the Panel minutes and the applicants’ response to the Panel recommendations (letter dated December 11, 2015) are attached to this report and can be summarized as follows:

- the southern termination of Central Spur Road has been designed to maximize space allocated to “Bridges Park and Tot Lot”, provide a safer environment adjacent to the Park and provide better access to the Park and connection to the Galloping Goose Trail for pedestrians and cyclists
- the applicant has proposed interim tree planting along the southern edge of Phases 1 and 2 to soften the appearance of the development prior to the commencement of construction on the subsequent Phase
- to reduce the potential risk of conflict between an operational Park and childrens play area with a major construction site, the applicant proposes that the “Bridges Park and Tot Lot” be constructed with Phase 3 of the development
- the building entrances on Tyee Road have been designed to collaborate with the landscaping proposed as part of the “Victoria West Entry Park” to create the atmosphere of a “City in the Park”.

### **Revised Plans**

As required by the Council motion dated October 1, 2015, revised plans have been submitted that:

- screen the proposed garbage enclosure adjacent to Gaudin Road
- provide details of the proposed grass pave finish
- provide comprehensive details relating to landscaping for Phases 1 and 2
- reduce annual landscaping maintenance costs within Bridges Park and along Tyee Road (see section relating to Resource Impacts below).

### **Amendment to Master Development Agreement**

A draft amendment to the Railyards Master Development Agreement (MDA) has been prepared and, based on the remaining development proceeding in three phases, the key revisions to the existing Agreement are as follows:

- the northerly section of the “Victoria West Entry Park” will be constructed as part of Phase 1
- the area defined as “Bridge Dedication and Landscaping” will be dedicated to the City with the deposit of the phased strata plan for Phase 1
- the “Bridges Park and Tot Lot”, southerly section of the “Victoria West Entry Park”, public pathway from Tyee Road to Central Spur Road and landscaping of the bridge dedication area must be completed before any building associated with Phase 3 is occupied
- public parking in conjunction with “Bridges Park and Tot Lot” is no longer required

- the Developer will provide the City with a security equivalent to 120% of the total cost of constructing an amenity before obtaining a Building Permit for the Phase of development in which the amenity occurs
- a Statutory Right-of-Way (SRW) will be registered over the lands for the accommodation of the public pathways from Tyee Road to Central Spur Road and associated with the "Victoria West Entry Park" with the deposit of the phased strata plan for Phase 1.

Staff recommend that, after giving notice and allowing an opportunity for public comment, Council consider issuing the Development Permit with Variances Application subject to the amendment to the MDA being first registered on title, to the satisfaction of staff.

### **Public Footpath from Tyee Road to Central Spur Road**

Under the terms of the MDA, the Developer is required to construct a public pathway through the site connecting Tyee Road with Central Spur Road and dedicate this land as City Park. The applicant is proposing a pathway design that is consistent with this MDA requirement, however, the Application proposes an underground parkade structure under the land earmarked for this pathway. Due to liability and maintenance concerns resulting from the underground parkade being located directly under the pathway, staff have recommended that Council consider securing public access along this corridor by means of an SRW.

One underground parkade, serving all three phases of the proposed residential development is considered to be a preferable design solution for the project. If Phase 3 of the development were to have a self-contained underground parkade allowing for a strip of land not encumbered with an underground structure, then it would be necessary to construct an additional parkade entrance and, critically, Central Spur Road would have to be extended to provide vehicular access to the parkade potentially impacting the size and design of Bridges Park. In addition, an extended Central Spur Road may conflict with pedestrian movements from the new pathway to Bridges Park (the current design shows the pathway connecting directly to Bridges Park and the Galloping Goose Trail).

Acquisition of the land by the City and dedication of the pathway as a park would make the arrangements for the parkade underneath unnecessarily complicated as it would require complex legal agreements and would still leave the City potentially exposed to liability in relation to the underground parkade. On the other hand, the same public rights of access could be easily secured through a SRW in favour of the City with the strata retaining ownership of the property. Subject to Council's directions, the SRW could make the City responsible for all surface operations and maintenance, while the strata would be responsible for the underground structure only. The strata would have no ability to limit public use or access to the pathway except where reasonably required for construction or maintenance of the underground structure. Rather, the pathway would be subject to City regulations under the *Parks Regulation Bylaw*. Thus, for all practical purposes, the pathway would be the same as a City Park, notwithstanding that the ownership of it would remain with the strata. A properly drafted SRW offers all the advantages, without most of the disadvantages, of actually acquiring the property.

### **Resource Impacts**

There are resource impacts anticipated with this proposal. As per the MDA, several public amenities will be provided as part of the of the Railyards development. Once completed, the maintenance of Bridges Park, the Tot Lot as well as the Tyee Road improvements will rest with the Parks Division. Based on the plans presented to Council on October 1, 2015, it was estimated that the annual maintenance of the landscaping and play structures would add

approximately \$60,000.00 in annual maintenance costs. In an effort to reduce annual maintenance costs, staff recommended that Council consider requesting that the applicant provide revised plans that will reduce the annual maintenance costs. The applicant responded and new plans have reduced the estimated annual maintenance costs by \$18,050.00 (revised annual cost of \$41,950.00). This estimate is based on 2015 rates and the operational impact is expected in 2018. The ongoing cost of this amenity equals a 0.03% tax increase. The breakdown is as follows:

- shrub beds: \$18,750.00 (weed, mulch, fertilize and prune)
- new trees: \$5,000.00 (fertilize and prune)
- turf areas: \$6,000.00 (mow, trim and fertilize)
- irrigation infrastructure: \$1,200.00 (water meter fees, spring/winter maintenance)
- playground maintenance: \$ 6,700.00 (repairs and fiber surface grading)
- garbage pickup: \$4,300.00.

Additional capital implications are that the playground will require replacement in 15 years at an estimated cost of \$150,000.00 (plus inflation) and a full time employee (FTE) of 0.75 will be required to maintain this additional inventory. This capital implication equals a 0.12% tax increase.

### Conclusion

Staff recommend that, after giving notice and allowing an opportunity for public comment, Council consider issuing the Development Permit with Variances Application subject to the amendment to the MDA being first registered on title, to the satisfaction of staff.

Respectfully submitted,

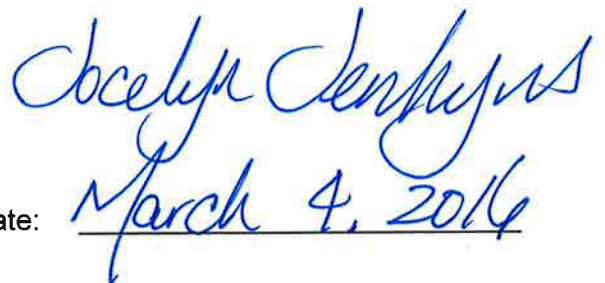


Jim Handy, Senior Planner –  
Development Agreements  
Development Services Division



Jonathan Tinney, Director  
Sustainable Planning and Community  
Development Department

Report accepted and recommended by the City Manager:



Date:

March 4, 2016

### List of Attachments

- PLUC Report dated October 1, 2015
- PLUC Minutes dated October 1, 2015
- Council Minutes dated October 1, 2015
- Advisory Design Panel Minutes dated October 28, 2015
- Letters from applicant dated December 11, 2015
- Revised plans dated February 9, 2016
- Draft Amendment to Master Development Agreement.



## Planning and Land Use Committee Report

### For the Meeting of October 1, 2015

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**To:** Planning and Land Use Committee                      **Date:** September 17, 2015

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

**Subject:** Development Permit with Variances Application No. 000404 for 701 Tyee Road (Railyards)

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### RECOMMENDATION

Staff recommend that Committee forward this report to Council and that after giving notice and allowing an opportunity for public comment, that Council consider the following motion:

"That Council authorize the issuance of Development Permit Application No. 000404 for 701 Tyee Road, in accordance with:

1. Plans date stamped August 24, 2015.
2. Development meeting all *Zoning Regulation Bylaw* requirements, except for the following variances:
  - i. reduce the north setback (Gaudin Road) from 3.5m to nil;
  - ii. reduce the south setback from 4m to nil for Phases 1 and 2;
  - iii. reduce the south setback from 4m to 3.5m;
  - iv. increase the height in DA-H from 24m to 25.49m for Phase 2;
  - v. increase the height in DA-J from 31m to 33m for Phase 3;
  - vi. reduce parking from 50 stalls to 49 stalls for Phase 1;
  - vii. reduce parking from 185 stalls to 178 stalls;
  - viii. reduce the bicycle storage (Class 1) from 40 stalls to 28 stalls for Phase 1.
3. The Development Permit lapsing two years from the date of this resolution.
4. Revised plans to the satisfaction of staff that:
  - i. either enclose or screen the proposed garbage enclosure adjacent to Gaudin Road;
  - ii. provide further details of the proposed grass pave finish;
  - iii. provide comprehensive details relating to landscaping for Phases 1 and 2;
  - iv. provide reduced annual landscaping maintenance costs within Bridges Park and along Tyee Road.
5. Referral to the Advisory Design Panel for a comprehensive review and with particular attention to the following issues:
  - i. the design of building entrances facing Tyee Road;
  - ii. the design and appearance of the "Sky Home" end units;
  - iii. the treatment of parkade walls that project above grade.

6. An amendment to the Railyards Master Development Agreement, to the satisfaction of staff, to:
  - i. address proposed revisions to the public parking required in conjunction with Bridges Park and the path from Tyee Road to Central Spur Road;
  - ii. secure cost estimates for all required on-site services, off-site services and public amenities prior to any building in proposed Phase 1 being occupied.
7. A Public Access Easement registered on title, to the satisfaction of staff, to secure public access through the site from Tyee Road to Central Spur Road.
8. A Statutory Right-of-Way registered on title, to the satisfaction of staff, to secure public access to the Victoria West Entry Park and public pathways located on private land adjacent to Tyee Road.
9. That Council authorize staff to execute an Encroachment Agreement for a fee of \$750 plus \$25 per m<sup>2</sup> of exposed shored face during construction, in a form satisfactory to staff.

## LEGISLATIVE AUTHORITY

In accordance with Section 920(2) of the *Local Government Act*, Council may issue a Development Permit in accordance with the applicable guidelines specified in the *Official Community Plan, 2012*. A Development Permit may vary or supplement the *Zoning Regulation Bylaw* but may not vary the use or density of the land from that specified in the Bylaw.

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

Pursuant to Section 920(8) of the *Local Government Act*, where the purpose of the designation is the establishment of objectives for the form and character of commercial, industrial and multi-family residential development, a Development Permit may include requirements respecting the character of the development including landscaping, siting, form, exterior design and finish of buildings and other structures.

## EXECUTIVE SUMMARY

The purpose of this report is to present Council with information, analysis and recommendations for a Development Permit with Variances Application for the property located at 701 Tyee Road. The proposal is to construct 144 residential units in three phases on Lots H and J (the undeveloped portions) of the Railyards development.

The Application proposes the following variances from the *Zoning Regulation Bylaw*:

- reducing the north setback (Gaudin Road) from 3.5m to nil
- reducing the south setback from 4m to nil for Phases 1 and 2; this setback variance will be 3.5m on completion of the development
- increasing the maximum allowable building height in DA-H from 24m to 25.49m for Phase 2
- increasing the maximum allowable building height in DA-J from 31m to 33.01m for Phase 3
- reducing the bicycle storage (class 1) from 40 stalls to 28 stalls for Phase 1; the number of bicycle stalls will exceed the number required by the *Zoning Regulation Bylaw* for the entire project following the completion of Phase 2

- reducing parking from 50 stalls to 49 stalls for Phase 1
- reducing parking for the completed project from 185 stalls to 178 stalls.

The following points were considered in assessing this Application:

- The applicant wishes to develop the site in three phases and, as each phase must be reviewed against the *Zoning Regulation Bylaw*, this results in some variances that will not exist, or will not exist to the extent proposed, at the completion of the project.
- The proposal is generally consistent with the *Railyards Development Guidelines*, however, staff recommend that some minor revisions are made to the plans to address issues relating to garbage areas and landscaping.
- An amendment to the Railyards Master Development Agreement (MDA) is required to address proposed revisions to the required public amenities, namely the public parking associated with Bridges Park and the path from Tyee Road to Central Spur Road. The MDA should also be amended to ensure that any necessary cost estimates and security is provided before the proposed Phase 1 building is occupied.
- The Application proposes 195 parking stalls, however, 17 of the stalls are either small car stalls or tandem stalls and do not meet the requirements of Schedule C of the *Zoning Regulation Bylaw*. The parking requirement for this project is 185 stalls, therefore, the proposal would result in a seven stall parking variance.

## BACKGROUND

### Description of Proposal

The proposal is for 144 residential units on the undeveloped portions of the Railyards development. Specific details include:

- The development would be constructed in three phases. Phase 1 would be located at the corner of Gaudin Road and Central Spur Road and would consist of 40 residential units. Phase 2 would be located immediately to the south of Phase 1 and would consist of 38 residential units. The final Phase would be located immediately to the north of the Point Ellice Bridge and would consist of 66 units.
- The tallest buildings would be located on Tyee Road with the building heights ranging from three to seven storeys. Building elements fronting Central Spur Road would range from two to three storeys in height.
- The proposed 144 units would be in the form of apartments units ranging from studios with a floor area of 36.7m<sup>2</sup> to two bedroom plus den units with a floor area of 130.4m<sup>2</sup>.
- The development would have the appearance of several individual buildings above a shared underground parkade.
- Access to the underground parkade would be provided in two locations directly off Central Spur Road.
- The proposed finishing materials include corrugated metal cladding and fiber cement panels
- As required by the Railyards MDA, the plans indicate that the land located immediately to the north of the Point Ellice Bridge will be dedicated to the City for future bridge improvements/expansion
- The proposal includes the construction of a Park and Tot Lot between Central Spur Road and the Galloping Goose Trail. A "parkette" and neighbourhood signage will be provided at the corner of Bay Street and Tyee Road.

The proposed variances are as follows:

- reducing the north setback (Gaudin Road) from 3.5m to nil as a result of the underground parkade projecting above grade
- reducing the south setback from 4m to nil for Phases 1 and 2; this setback variance will be 3.5m on completion of the development
- increasing the maximum allowable building height in Development Area H from 24m to 25.49m
- increasing the maximum allowable building height in Development Area J from 31m to 33.01m
- reducing the bicycle storage (class 1) from 40 stalls to 28 stalls for Phase 1; the number of bicycle stalls will exceed the number required by the *Zoning Regulation Bylaw* for the entire project by 15 stalls following the completion of Phase 2
- reducing parking from 50 stalls to 49 stalls for Phase 1
- reducing parking for the completed project from 185 stalls to 178 stalls (7 stall variance).

### **Sustainability Features**

As indicated in the applicant's letter dated August 20, 2015, the following sustainability features are associated with this Application:

- energy efficiency through orientation of windows
- reduced water use through xeriscaping in the plant selection and low-flush/dual-flush toilets with low-flow features
- installation of energy-star appliances
- provisions for future electrical charging station
- motion sensor lighting within parkade and corridor locations
- energy saving lighting in public space locations.

### **Active Transportation Impacts**

The Application proposes the following features which support active transportation:

- 159 Class 1 (secure storage) bicycle stalls
- 18 Class 2 bicycle racks
- new public footpath from Tyee Road to Central Spur Road
- new public footpath (which can accommodate bicycles) from Central Spur Road to the Galloping Goose Trail.

### **Public Realm Improvements**

The following public realm improvements are proposed and are required by the Railyards MDA:

- the construction of a Park and Tot Lot between Central Spur Road and the Galloping Goose Trail
- the construction of a "parkette," public footpaths and neighbourhood signage at the corner of Bay Street and Tyee Road.

In addition to the above, the applicant will also be constructing a new bus stop on Tyee Road.

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

The Application site is located within Development Areas H and J of the CD-5 Zone, Railyards Residential Commercial District, which permits apartments, live/work and park uses with a maximum floor space ratio (FSR) of 2.25:1 in Development Area H and 2.35:1 in Development Area J.

### **Data Table**

The data table is attached as Appendix 1 and compares each phase of the proposal with the regulations for Development Areas H and J in the existing C-5 Zone, Railyards Residential Commercial District. An asterisk is used to identify where the proposal is less stringent than the existing zone.

### **Community Consultation**

Consistent with the *Community Association Land Use Committee (CALUC) Procedures for Processing Rezoning and Variances Applications*, on August 25, 2015, the Application was referred for a 30-day comment period to the Victoria West CALUC. At the time of writing this report, a letter from the CALUC had not been received.

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

## **ANALYSIS**

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

The *Official Community Plan (OCP)* identifies this property within Development Permit Area 13: Core Songhees. The applicable Design Guidelines are the Railyards Development Guidelines. The proposal is consistent with these Guidelines as follows:

- the proposed design reflects the industrial nature of the site and is complimentary to the completed phases of the Railyards development
- the proposal contributes to the public park system in the Victoria West Neighbourhood by providing a park, children's play area and several public footpaths through and adjacent to the site
- the buildings with the highest residential density are located adjacent to the Point Ellice Bridge
- the development includes a variety of expressive roof forms
- architectural features such as balconies and recesses have been used to articulate the proposed buildings
- strong colours are proposed to add visual interest to the buildings
- the use of corrugated metal and fiber cement panels is consistent with the recommended wall cladding materials listed in the Design Guidelines
- a mix and range of unit types are proposed with the floor area of individual units ranging from 36.7m<sup>2</sup> to 130.4m<sup>2</sup>.

Notwithstanding the above, staff recommend that Council consider referring the Application to the Advisory Design Panel for a comprehensive review with particular attention being made to the following issues:

- the design of building entrances facing Tyee Road
- the design and appearance of the "Sky Home" end units
- the treatment of parkade walls that project above grade.

## Proposed Variances

### Parking

The Application proposes a total of 195 parking stalls within an underground parkade. However, 17 of these stalls are either identified as small car stalls or tandem stalls and do not meet the requirements outlined in Schedule C of the *Zoning Regulation Bylaw*. As the proposal requires 185 parking stalls and only 178 stalls meet the Schedule C requirements, the Application technically results in a seven stall parking variance. The total breakdown of parking stalls is outlined in the table below and an asterisk marks where a variance occurs:

PROPOSED PARKING														
Phase 1					Phase 1 & 2					Phase 1, 2 & 3				
Regular Stalls	Zone Standard	Small Stalls	Tandem Stalls	Total	Regular Stalls	Zone Standard	Small Stalls	Tandem Stalls	Total	Regular Stalls	Zone Standard	Small Stalls	Tandem Stalls	Total
49*	50	5	3	57	100	99	8	5	113	178*	185	12	5	195

Notwithstanding the above, the proposal would result in parking ratio of approximately 1.2 parking spaces per dwelling unit which is considered appropriate to address parking demand for an apartment development in this location. In addition, the small car and tandem stalls will still be available for use by residents.

### Height

The Application seeks a height variance in Development Area H from 24m to 25.49m and in Development Area J from 31m to 33.01m. The building elements exceeding the maximum allowable building heights are solely parapet roof elements on the tallest feature buildings situated adjacent to Tyee Road. These parapet features have been included to address the Railyards Development Guidelines that recommends that buildings are designed with expressive roof forms.

### Bike Parking

The applicant proposes to provide the majority of the bicycle storage in Phase 2 of the development. Therefore, at the completion of Phase 1 a 12 stall Class 1 bicycle parking variance is proposed. When the entire project is complete, the bike storage provided will exceed the *Zoning Regulation Bylaw* requirements by providing storage for 159 bicycles.

## North Setback

The main north-facing building elevation is setback 3.5m from Gaudin Road. However, the underground parkade wall projects over 2m above grade and is located immediately adjacent to the property line. The plans indicate that the exposed wall would have a "green wall" treatment. Staff recommend that Council consider referring the application to the ADP to review, amongst other elements of proposal, the treatment of the exposed parkade walls that are clearly visible from public vantage points.

## South Setback

Both Phases 1 and 2 would be constructed up to the proposed phasing line but the subsequent phase of development would occur immediately to the south of the preceding phase. The CD-5 Zone requires a 4.5m south setback, however, the completed project would be setback 3.5m from the property line. This is a result of the land immediately to the south of the development being dedicated to the City for the purpose of future improvement to the Point Ellice Bridge.

## Recommended Plan Revisions

### Garbage Area

Initial plans submitted by the applicant indicated a garbage pickup location on Central Spur Road. However, to accommodate garbage truck manoeuvres, a turning head would likely have been required that would have had a significant impact on the proposed Bridges Park. As such, the plans now indicate that a garbage pick-up area will be provided immediately adjacent to Gaudin Road. The Railyards Development Guidelines state that recycling and garbage areas should be fully enclosed within buildings, rather than in an open air location. Therefore, it is recommended that Council consider requesting revised plans that enclose the garbage area or satisfactorily screen it from public views.

### Surface Treatment and Landscaping

The Application proposes extensive areas of grass pave surface treatment to accommodate emergency fire truck access adjacent to Tyee Road. Staff recommend that Council consider requesting that the applicant provide further details of the grass pave treatment to ensure it is both visually acceptable and has long term durability.

In addition, the revised plans should include all landscaping elements associated with each phase of the project regardless of whether that landscaping is temporary in nature. The plans submitted do not comprehensively illustrate this level of landscaping detail.

With particular regard to Bridges Park and along Tyee Road, in an effort to reduce annual maintenance costs, staff recommend that Council consider requesting that the applicant provide revised plans that will reduce the annual maintenance costs. This can be achieved by reducing the shrub bed areas and revising the plant palette.

## Railyards Master Development Agreement

The Railyards MDA requires that the following public amenities be constructed in conjunction with Lots H & J:

- Bridges Park and Tot Lot

- Public Parking (Bridges Park – 6 stalls)
- Bridge Dedication Landscaping
- Victoria West Entry Park (Tyee & Bay)
- Path from Tyee Road to Central Spur Road.

The Application responds to the above as follows:

#### Bridges Park and Tot Lot

The Bridges Park and Tot Lot would be constructed at the southern end of the site, adjacent to the Galloping Goose Trail, consistent with the MDA requirements and the Railyards Development Guidelines.

#### Public Parking (Bridges Park)

The applicant is no longer proposing parking spaces specifically for Bridges Park. Instead the Application proposes to use this space for additional park area which allows for a public footpath link to the Galloping Goose Trail with a gradient of less than 5% making it accessible to cyclists. Staff recommend that Council consider supporting this solution as it encourages modes of active transportation and, given the location of the park, visitors are likely to cycle or walk to it.

#### Bridge Dedication Landscaping

The applicant proposes to dedicate a landscaped area immediately to the north of the Point Ellice Bridge to the City, consistent with the MDA.

#### Victoria West Entry Park

The Victoria West Entry Park is proposed on the corner of Tyee Road and Bay Street and would consist of a small "parkette" with seating, pedestrian pathways, an improved transit stop and a new neighbourhood sign. The design and layout of these features are considered to be generally consistent with the Railyards Development Guidelines, however, the "parkette" and some of the pathways are located on private land and public access to these must be secured by a Statutory Right-of-Way.

#### Path from Tyee Road to Central Spur Road

A public pathway is proposed between Tyee Road and Central Spur Road consistent with the MDA. The MDA requires that the pathway be dedicated as Park, however, due to liability and maintenance concerns resulting from the underground parkade being located directly under the pathway, staff recommend that Council consider securing public access along this corridor by means of a Public Access Easement.

#### MDA Amendments

In light of the above, staff recommend that Council consider that the proposed design solution for the required public amenities are acceptable and that the MDA be amended to address the changes relating to the public parking for Bridges Park and the path from Tyee Road to Central Spur Road.

In addition, the MDA envisaged that the cost estimates and securities for required on-site services, off-site services and public amenities be linked to subdivision approval. As the Application now proposes a different approach to site subdivision, staff recommend that the MDA be amended to secure the necessary cost estimates and securities before the proposed Phase 1 building is occupied.

### **Encroachment Agreement**

With any project of this scale that has significant excavation adjacent the road Right-of-Way, construction methods often require a form of underpinning which can result in material being left in the public Right-of-Way. The resulting material (typically rock anchors) present no concerns to the public interest, however, an Encroachment Agreement between the City and the developer is required. The staff recommendation that is provided for Council's consideration includes direction to allow staff to enter into an agreement, if the Development Permit Application is approved by Council and if underpinning is deemed necessary to facilitate the construction.

### **Community Garden**

When considering an earlier phase (Lot E) of the Railyards development, Council made the following motion:

*That staff be directed to explore with the applicant and the Victoria West Community Association the possibility of including a community garden with the phasing of Lots H and J.*

In discussions with the applicant, it is apparent that the provision of a community garden is not feasible for the following reasons:

- The developer is required to complete Bridges Park and Tot Lot, Victoria West Entry Park, the final sections of Central Spur Road and dedicate land to the City adjacent to the Point Ellice Bridge in conjunction with Lots H and J.
- There is a substantial grade change from the east to west property boundary.
- The most logical location for a community garden, on the land least affected by the change in grade, would be where the Bridges Park and Tot Lot is proposed. Converting part of this area to a community garden would likely compromise the ability to provide a satisfactory footpath link from Central Spur Road to the Galloping Goose Trail or would result in the loss of the Tot Lot.

It should be noted that neither the MDA, the applicable CD-5 Zone nor the Railyards Design Guidelines identify the need for, or require that the Developer provide, a community garden at this location.

### **Resource Impacts**

There are resource impacts anticipated with this proposal. As per the MDA, several public amenities will be provided as part of the of the Railyards development. Once completed, the maintenance of Bridges Park, the Tot Lot as well as the Tyee Road improvements will rest with the Parks Division. It is estimated that the annual maintenance of the landscaping and play structures will add approximately \$60,000.00 in annual maintenance costs. This estimate is based on 2015 rates and the operational impact is expected in 2018. The breakdown is as follows:

- shrub beds: \$37,000.00 (weed, mulch, fertilize and prune)
- new trees: \$5,000.00 (fertilize and prune)
- turf areas: \$4,000.00 (mow, trim and fertilize)
- irrigation infrastructure: \$2,000.00 (water meter fees, spring/winter maintenance)
- playground maintenance: \$7,000.00 (repairs and fiber surface grading)
- garbage pickup: \$5,000.00.

Additional capital implications are that the playground will require replacement in 15 years at an estimated cost of \$150,000.00 (plus inflation) and a full time employee (FTE) of 0.75 will be required to maintain this additional inventory.

The landscape areas in Bridges Park and along Tyee Rd are extensive. In an effort to reduce annual maintenance costs, staff recommend that Council consider requesting that the applicant provide revised plans that will reduce the annual maintenance costs.

### CONCLUSIONS

The proposal to construct 144 residential units on the undeveloped portions of the Railyards development is considered generally consistent with the Railyards Development Guidelines. However, it is recommended that Council consider referring the Application to the ADP for a comprehensive design review.

The applicant wishes to develop the site in three phases and, as each phase must be reviewed against the *Zoning Regulation Bylaw*, this results in some variances that will not exist, or will not exist to the extent proposed, at the completion of the project.


An amendment to the MDA is required to address proposed revisions to the required public amenities, namely the public parking associated with Bridges Park and the path from Tyee Road to Central Spur Road. The MDA should also be amended to ensure that any necessary cost estimates and security is provided before the proposed Phase 1 building is occupied.

### ALTERNATE MOTION

That Council decline Development Permit with Variances Application No. 000404 for the property located at 701 Tyee Road.

Respectfully submitted,

  
Jim Handy, Senior Planner – Development  
Agreements, Development Services  
Division

  
Jonathan Tinney, Director  
Sustainable Planning and Community  
Development Department

Report accepted and recommended by the City Manager:



Date: Sept. 25/15

## **List of Attachments**

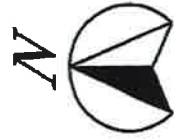
- Appendix A – Data Table
- Aerial plan
- Zoning plan
- Letter from Architect dated August 16, 2015
- Letter from applicant dated August 20, 2015
- Plans dated August 24, 2015.

Appendix 1: Data Table

<b>Zoning Criteria</b>	<b>Phase 1 (DA-H)</b>	<b>Phases 1 &amp; 2 (DA-H)</b>	<b>Zone Standard (DA-H)</b>	<b>Phase 3 (DA-J)</b>	<b>Zone Standard (DA-J)</b>	<b>Total Project (Phases 1, 2 and 3)</b>
Site Area (m <sup>2</sup> )	2366.83	4372.59	n/a	2395.14	n/a	6767.73
Total Floor Area (m <sup>2</sup> ) – max.	2771.15	5683.02	9855.85	5067.42	n/a	10750.44
Density (Floor Space Ratio) – max.	1.17	1.3	2.25	2.12	2.35	1.59
Geodetic Height (m) – max.	22.55	<b>25.29*</b>	24	<b>33.01*</b>	31	n/a
Storeys	3	4	n/a	7	n/a	n/a
Site coverage (%)	47	45	n/a	43	n/a	43
Open site space (%)	53	55	n/a	57	n/a	57
Setbacks (m) – min. Front (Tyee Road) Rear (Central Spur Road) Side (Gaudin Road) Side (Bay Street)	7.25 3.5 <b>Nil*</b> <b>Nil*</b>	11 3.5 <b>Nil*</b> <b>Nil*</b>	2 3.5 3.5 4	7.25 3.5 <b>Nil*</b> <b>3.5*</b>	2 3.5 4 4	n/a
Parking provided	<b>49*</b>	100		<b>78*</b>		178 (does not include the proposed 17 small car and tandem stalls)
Parking required – min.	50	99	99	86	86	185

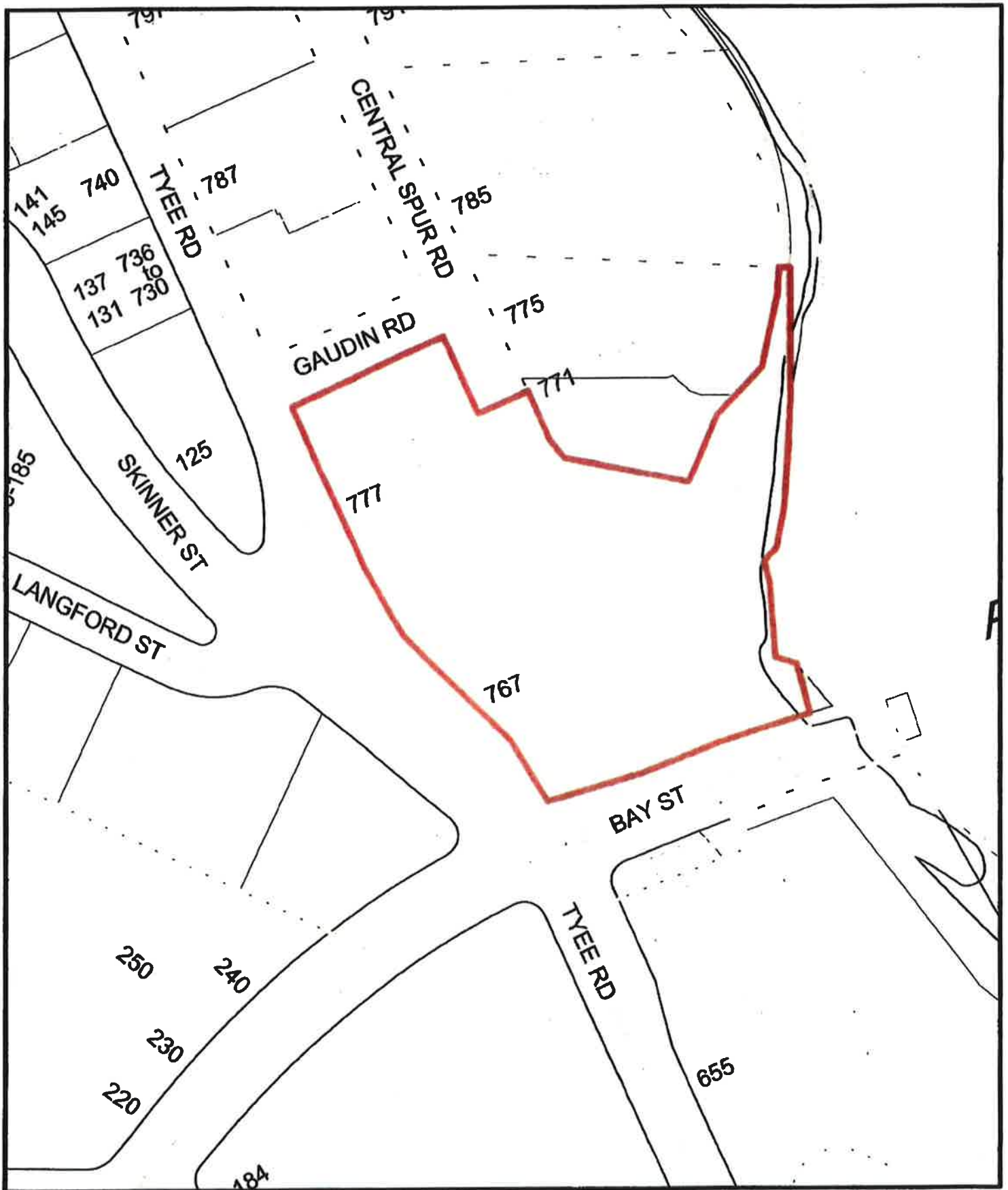
# Appendix 1: Data Table

Visitor parking provided	6	17		2		19
Visitor parking required – min.	6	10	10	9	9	19
Bicycle Storage (Class 1) provided	28*	159		0		159
Bicycle Storage (Class 1) required – min.	40	89	89	53	53	144
Bicycle Rack (Class 2) provided	6	18		0		18
Bicycle Rack (Class 2) required – min.	6	12	12	6	6	18



701 Tye Road  
Development Permit #000404





701 Tyee Road  
Development Permit #000404



406 - 611 Alexander Street  
Vancouver, BC, V6A 1E1  
TEL 604.255.1169

300 - 124 11th Avenue SE  
Calgary, Alberta, T2G 0M5  
TEL 403.245.5501

100 - 10237 104th Street  
Edmonton, Alberta T5J 1B1  
TEL 780.429.1580

1000 - 2 Bloor Street East  
Toronto, Ontario, M4W 1A8  
TEL 416.966.0220

DIALOG

16 August 2015

City of Victoria  
Sustainable Planning and Community Development Department  
1 Centennial Square  
Victoria  
BC V8W 1P6

Attention: Jim Handy, MCIP RPP Senior Planner

Dear Jim,

**Re: 701 Tyee Road  
Development Permit No. 000404**

In response to our revised DP submission dated Aug 14, 2015, this letter contains our response for the design rationale of variances that we are requesting:

***. Variance on maximum building height of Building 3,***

See the Architectural drawing, A3.11. The Building 3 rooftop finishes at geodetic height, 31.00m, the maximum allowable height. The only elements built above are the elevator mechanical room and parapet walls for roofscape articulation. All the habitable space will be under the maximum allowable height. To create a meaningful gateway feature at the base of the bridge head, we strongly believe that these roof articulations are necessary from the urban design perspective and worth supporting.

***. Variance on bike storage in Phase 1,***

See the Architectural drawings, Phasing Plans, A0.05B, A0.06B, A 0.06C. The project will be built in phases for healthy market absorption. The 28 stalls bike storage room is temporary for Phase 1 residents. Upon the completion of Phase 2, the permanent bike storage room will be provided with surplus amount of bike storage capacity, better connection to bike lane on Tyee Road, and better access from building main entries.

***. Variance on interior setback,***

See the Architectural drawings, A0.02, A0.04. The project will be developed in phases and when completed will be seen as a fully integrated development across the original legal boundaries of Lot H and J. For creative public pedestrian access thru the site utilizing an intimate scale of pathways and building forms, the design provides an unique urban scale within the site. In light of this urban enhancement, the original interior side setback requirement should not restrict the innovation process and should not apply to this unique project.

**PRINCIPALS**

HEM ANDERSON, AIBC, A.S.N. OAA, LEED® AP  
FRANCIS APPENDY, B.S.N., B.O.B.A. A.A.A. LEED® AP  
HAILESH ARORA, B. ENG.  
JACQUELYN BARNES, AIBC, A.A.A. OAA, SAA  
ALAN BONIFACE, AIBC, A.A.A. AIA  
GERALD CANSON, P. ENG.  
DOUG CHAMBERLAIN, AIBC, A.A.A.

JEFFREY BATTISTO, P. ENG., LEED® AP  
RASHI CHANDRASEKAR, M. ENG., P. ENG., STRIKE PIANO, MASTERP, INC.  
JIM CRODDY, AIBC, A.A.A. OAA, SAA  
RALPH HENRISSANDT, P. ENG., LEED® AP  
KORNAI HOSSEIN, AIBC, A.A.A. OAA  
DARIA KHACH, P. ENG.  
ADRIAN LAO, S.A.A. M.A.S.C., LEED® AP

JANICE LORR, AIBC, A.A.A. OAA, LEED® AP  
TIM MERRICK, P. ENG., LEED® AP  
DAVID MINER, AIBC, A.A.A. OAA, SAA, LEED® AP  
JAN MONTGOMERY, P. ENG., LEED® AP  
MASTIN WELSH, AIBC, P. ENG.  
MARTIN SPANOW, AIBC, A.A.A. OAA, LEED® AP  
TOM SUTHERLAND, AIBC, A.A.A. OAA, LEED® AP

LYNN WEBSTER, AIBC, A.A.A. OAA, LEED® AP  
THOMAS WU, P. ENG., P. ENG., STRIKE PIANO, INC., B.S.  
ROD YOUNG, B.A., B.S., P. ENG., P.E., LEED® AP, B.S.C.  
• DENOTES "ARCHITECT AIBC" OR "ARCHITECT A.A.A."

DIALOG BC  
ARCHITECTURAL ENGINEERING  
INTERIOR DESIGN PLANNING INC.

DIALOGDESIGN.CA

Mr. Jim Handy  
City of Victoria  
August 16, 2015  
Page 2 of 2

**DIALOG®**

We trust that this response, including all attachments, will satisfy the prior-to conditions and requested clarifications for this project. We look forward to the timely issuance of the approved application.

Yours truly,

DIALOG BC Architecture Engineering Interior Design Planning Inc.

A handwritten signature in black ink, appearing to read 'J. Bakker', with a stylized flourish at the end.

Joost Bakker, Architect AIBC, AAA, SAA, OAA, FRAIC, RCA  
Principal, DIALOG

c.c.	Chris Le Fevre,	The Railyards Development Ltd.
	Michael Cheung,	DIALOG
	Matthew Thomson,	DIALOG



PROPERTY AGENTS LTD.

Aug 20<sup>th</sup>, 2015

Mayor Lisa Helps  
Members of Council

**RE: RAILYARDS FINAL DEVELOPMENT PERMIT APPLICATION AREAS H & J**

The development of these areas will see to the perfection of the Railyards.

---

The application honours the principals of the original M.D.A without variance and similarly respects all original design guidelines endowed for the project.

---

The matrix of units that will be realized in this DP application before you will be as follows:

**Phase I**

- 3 storey wood frame apartment building
- 40 suites
- 57 parking

**Phase I + II**

- 4 storey wood frame apartment building
- 78 suites
- 113 parking

**Phase I + II + III**

- 4 storey wood frame and 7 storey concrete frame apartment buildings
  - 144 suites
  - 190 parking
- 

The Railyards project is a major contribution to Victoria's overall community sustainability.

The redevelopment of this industrial site into a compact and vibrant community is trend setting. These last phases of development on parcels H&J will contribute an array of green building features including the following:

**Transit friendly development**

- convenient access and proximity to transit
- car sharing parking opportunity
- major bike storage zones

**Energy efficiency**

- with the utilization of focussed window locations, the project will provide a high performance building envelope

**Reduced Water Use**

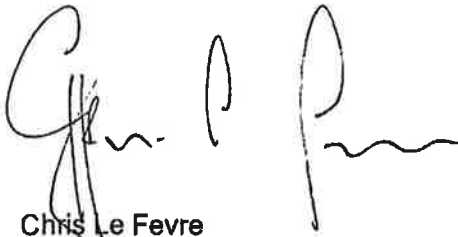
- xeriscaping in the plant selection to reduce water utilization
- low-flush / dual-flush toilets low flow fixtures

**Electrical efficiency**

- CFL lighting at public space locations
- motion sensor lighting within parkade and corridor locations
- Energy-star appliances
- provisions for future electrical charging station

Respectfully submitted.

Yours,

A handwritten signature in black ink, appearing to read 'Chris Le Fevre', with a stylized, cursive script.

Chris Le Fevre  
President & CEO  
Le Fevre & Company Property Agents Ltd.

Planning & Development Department  
Development Services Division

**A0.01**



PROJECT INFORMATION		NUMBER OF STOREYS	3 STOREYS + 4 STOREYS + 3 STOREYS
PROJECT ADDRESS	701 VUE RD, VICTORIA BC	BUILDING SETBACKS (m)	FRONT (FIVE ROADS) 3m SIDE (SOUTH AT GARDEN) 2.5m SIDE (SOUTH AT BAYVIEW) 2.5m REAR (CENTRAL) 3.0m REAR (AT BAYVIEW) 3.0m
PROJECT/OWNER	VICTORIA VEH	PARKING SPACES ON SITE	PARKING REQUIRED UNDER FUTURE C STUDIED 124 (FURNIT) + 13 RESIDENTIAL 121 (FURNIT) + 170 S REQUIRED TOTAL 140 S TOTAL 153
DEVELOPMENT PERMIT AREA	DA 8, DA 1	VEHICLE STORAGE	CLASS 1 PARKING REQUIRED UNDER SCHEDULE C CLASS 2 (RESIDENTIAL) 144 (FURNIT) + 13 CLASS 2 PARKING REQUIRED UNDER SCHEDULE C 6-SPACE RACK AT EACH RESIDENTIAL ENTRY
LEGAL DESCRIPTION	LOT 761 & 777	STORAGE LOCKERS PROVIDED	154
ZONING	CD 5 - BAYVIEW RESIDENTIAL COMMERCIAL DISTRICT		
SITE AREA	32,716 sq m (77,520 sq ft)		
SITE COVERAGE	47%		
OPEN SITE SPACES	57%		
TOTAL FLOOR AREA	10,750 sqm		
FLOOR SPACE RATIO	12,750 sqm / 77,520 sq ft = 1.64		
AVERAGE GRADE	10.4m & 11.6m		
HEIGHT OF BUILDING	ALLOWED UNDER CD 5 ZONING 72.5m (238 ft)		

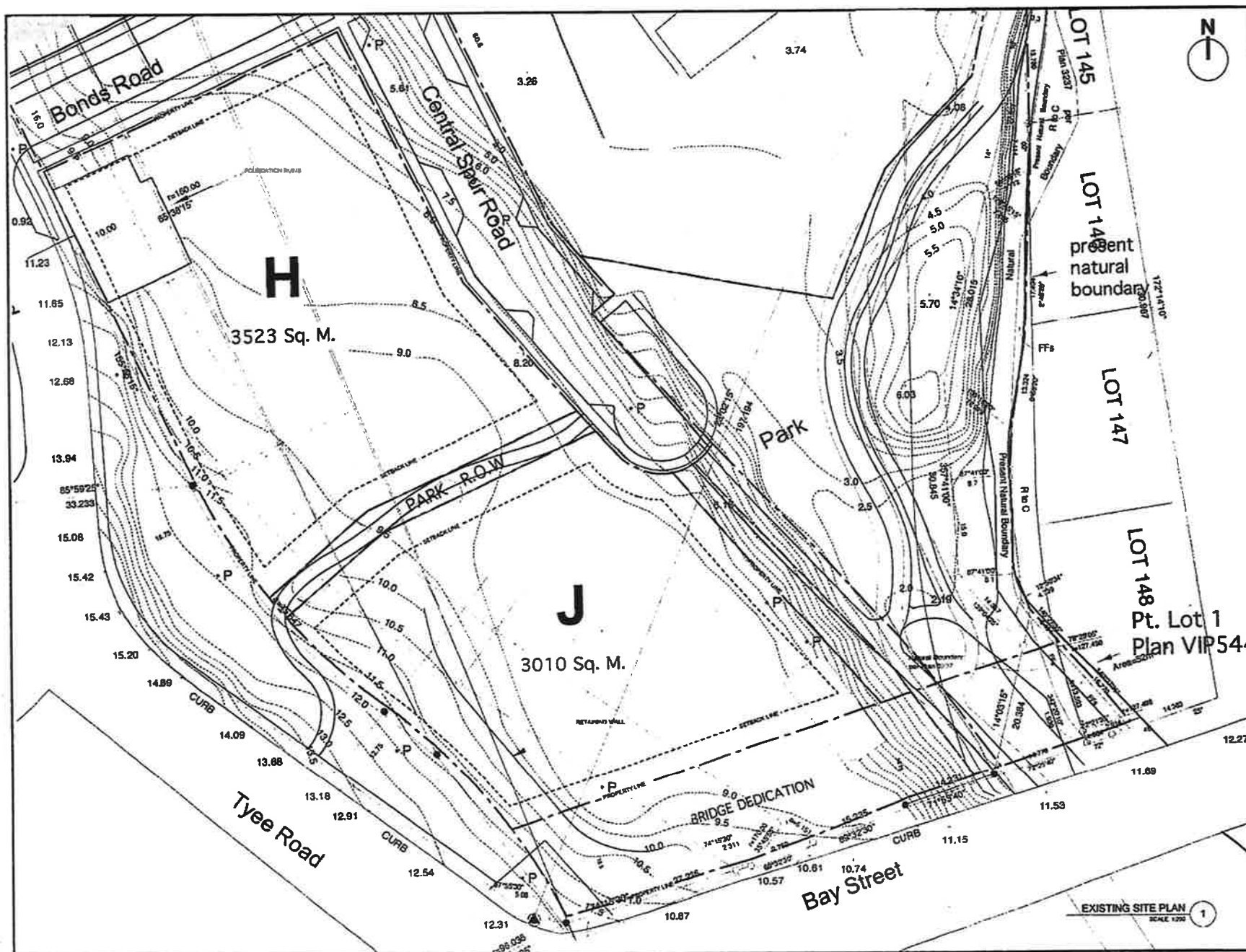
SUITE TYPES		COUNTY	AMT
TYPE	RANGE		
STUDIO	395-40031 (39.5 - 3.3 2 SAs)	13	9
1 BEDROOM	530-53431 (53.0 - 3.3 3 SAs)	77	91
2 BEDROOM	755-86831 (75.5 - 8.0 5 SAs)	30	21
3 BEDROOM & DEN	812-89231 (76.4 - 8.2 9 SAs)	3	4
CLANDIN & SKY HOMES	1230-140431 (123.0 - 13.0 4 SAs)	13	11
TOTAL		166	136

BUILDING INFORMATION (METRIC)						
CODE	DESCRIPTION	UNIT				
		1-1000	1000-1	1000-2	1000-3	1000-4
001	1.13	0	0	0	0	
002	1.201	2	13	4	0	
003	2.530	1	23	4	0	
004	1.397	4	23	4	0	
005		2	2	5	4	
006	6.60	1	3			
007	600	3	3	1	3	
008	6.60	1	1	5	0	
009	65.0	0	2	4	0	
TOTAL		13	73	22	7	
TOTAL	10.870			144		
SUBTOTALS BY AREA						

[illegible]



# DIALOG



## NOTED FOR

- A 25 JANUARY DEVELOPMENT PLAN
  - B 14 AUGUST DEVELOPMENT PLAN REVISIONS
- FOR INFORMATION ONLY  
NOT FOR CONSTRUCTION

## METRIC

THIS DRAWING IS A DEVELOPMENT PLAN AND NOT A CONSTRUCTION DRAWING. ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SPECIFIED. THE DIMENSIONS SHOWN ON THIS DRAWING ARE FOR INFORMATION ONLY AND ARE NOT TO BE USED FOR CONSTRUCTION. THE DIMENSIONS SHOWN ON THIS DRAWING ARE NOT TO BE USED FOR CONSTRUCTION.

## ARCHITECT & PRIME CONSULTANT

DESIGNED BY ARCHITECTURE PARTNERS  
ARCHITECTURE PARTNERS  
1000 WEST 10TH AVENUE  
VANCOUVER, BC V6H 1A1  
Tel: 604-255-1700  
Fax: 604-255-1701

## OWNER

BRITISH COLUMBIA  
TRANSPORTATION  
MINISTRY  
1000 WEST 10TH AVENUE  
VANCOUVER, BC V6H 1A1  
Tel: 604-255-1700  
Fax: 604-255-1701

1000

RAILYARDS, LOT H & J

VICTORIA, BC

EXISTING SITE PLAN

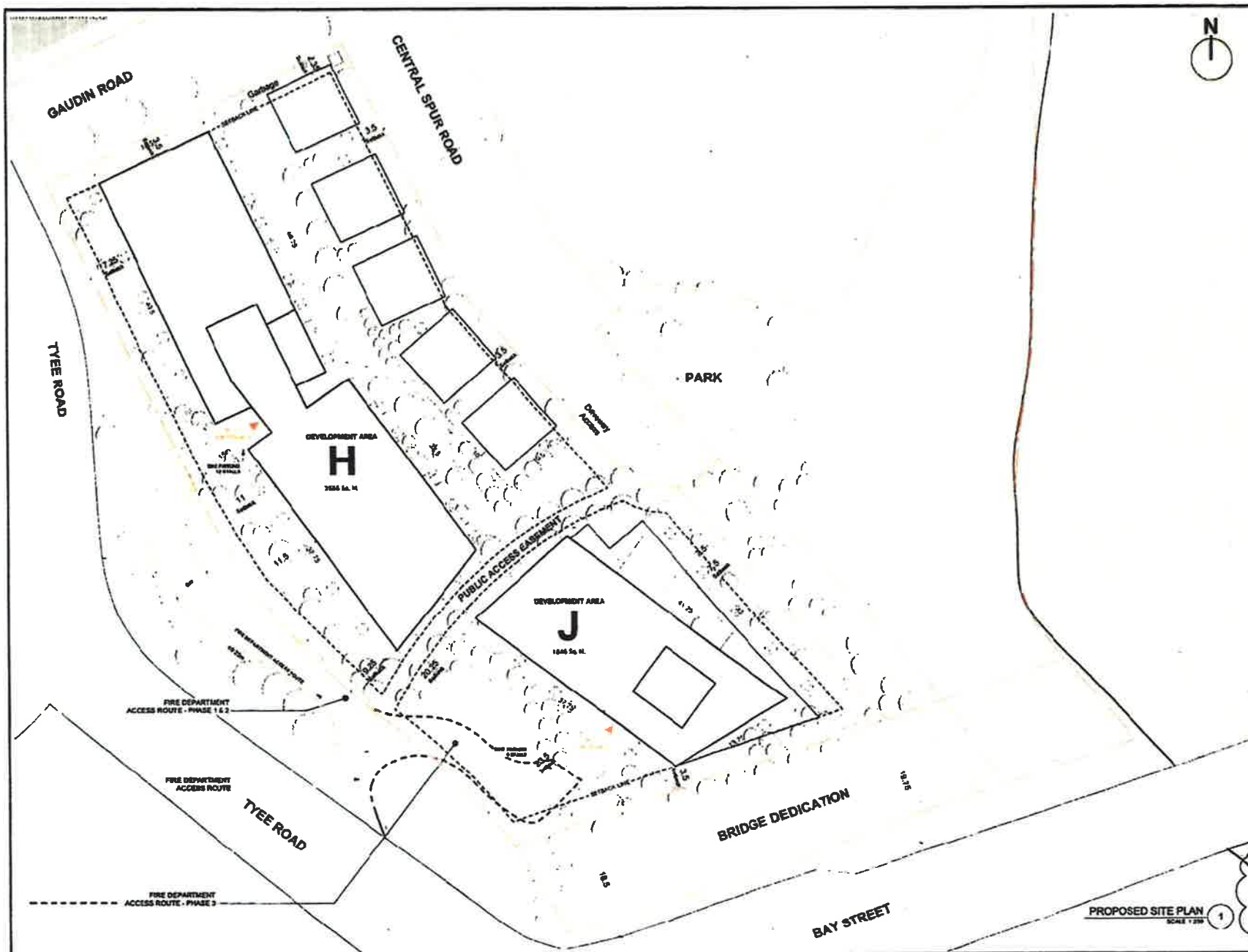
OWNER  
PLCY DATE 01/01/03

CHECKED

# A0.03

EXISTING SITE PLAN  
SCALE 1:200

1



**DIALOG**

**DESIGNED FOR**  
 A 28 JANUARY DEVELOPMENT PERMIT  
 B 14 AUGUST DEVELOPMENT PERMIT REVISIONS  
 FOR INFORMATION ONLY  
 NOT FOR CONSTRUCTION

**NOTES:**  
 1. ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SPECIFIED.  
 2. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE SPECIFIED.  
 3. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE SPECIFIED.  
 4. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE SPECIFIED.  
 5. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE SPECIFIED.

**ARCHITECT & PRIME CONSULTANT**  
 DIALOG ARCHITECTURE  
 400-400-4000  
 VANCOUVER, BC V6B 1A1  
 Tel: 604-681-1000 Fax: 604-681-1001

**OWNER**  
 RAILYARDS  
 400-400-4000  
 VANCOUVER, BC V6B 1A1  
 Tel: 604-681-1000 Fax: 604-681-1001

CSA

**RAILYARDS, LCT H & J**

VICTORIA, BC

**PROPOSED SITE PLAN**

DESIGN: [ ] DATE: [ ] CHECKED: [ ]

**A0.04**

PROPOSED SITE PLAN  
 SCALE: 1:200



A 28 JANUARY DEVELOPMENT POINT  
B 14 AUGUST DEVELOPMENT POINT SUMMARY

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED

**METRIC:**  
Two identical 15 cm containers must not be used  
simultaneously (without additional warning signs).

**ALL CONTAINERS ARE IN AN INFINITE CHAIN OF IDENTICAL  
IDENTICAL CONTAINERS**

**REPORT INCONSIDERABLE CHALLENGES TO THE OFFICIALS IN  
FOR CLAIMING ANNUAL PULSE CONSIDERING FROM THE STATE**

**ARCHITECT & PRIME CONSULTANT**  
**DAVID M. ARCHITECTS INC.**  
 10000 University Blvd. #200  
 Dallas, TX 75243  
 Tel: (214) 343-1111 Fax: (214) 343-1111

**OWNER:**  
LESTER AND COMPANY  
CHANDLER STREET  
WILMINGTON, DELAWARE  
Tel. 372-2111

100

1

### RAILYARDS, LOT H & J

VICTORIA, BC

**PHASING PLAN  
MASTER SITE PLAN  
PHASE 1**

DATE  
PLOT DATE 8/27/73

**A0.05A**



**PHASING PLAN**  
SCALE 1/200

**G**



# DIALOG

ISSUE B FOR

A 29 JAN15 DEVELOPMENT PERMIT  
B 14 AUG15 DEVELOPMENT PERMIT REVISIONS

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NOT FOR CONSTRUCTION

METRIC

THIS DRAWING IS A PRELIMINARY DESIGN AND NOT BE USED FOR CONSTRUCTION. IT IS SUBJECT TO CHANGE WITHOUT NOTICE. ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE NOTED. VERTICAL DIMENSIONS TO 1:100 SCALE. HORIZONTAL DIMENSIONS TO 1:500 SCALE. THIS DRAWING IS NOT TO BE USED FOR CONSTRUCTION.

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE NOTED. VERTICAL DIMENSIONS TO 1:100 SCALE. HORIZONTAL DIMENSIONS TO 1:500 SCALE. THIS DRAWING IS NOT TO BE USED FOR CONSTRUCTION.

ARCHITECT & PRIME CONSULTANTS  
DIALOG ARCHITECTURE & INTERIOR DESIGN  
100-1000 BROADVIEW AVE. 1ST FLOOR  
VICTORIA, BC V8W 2E1  
Tel: 250-383-1100 Fax: 250-383-1101  
www.dialog.ca

OWNER  
VICTORIA TRANSPORTATION  
100-1000 BROADVIEW AVE. 1ST FLOOR  
VICTORIA, BC V8W 2E1  
Tel: 250-383-1100

90%

RAILYARDS, LOT H & J

VICTORIA, BC

PHASING PLAN  
MASTER SITE PLAN  
PHASE 1 + 2

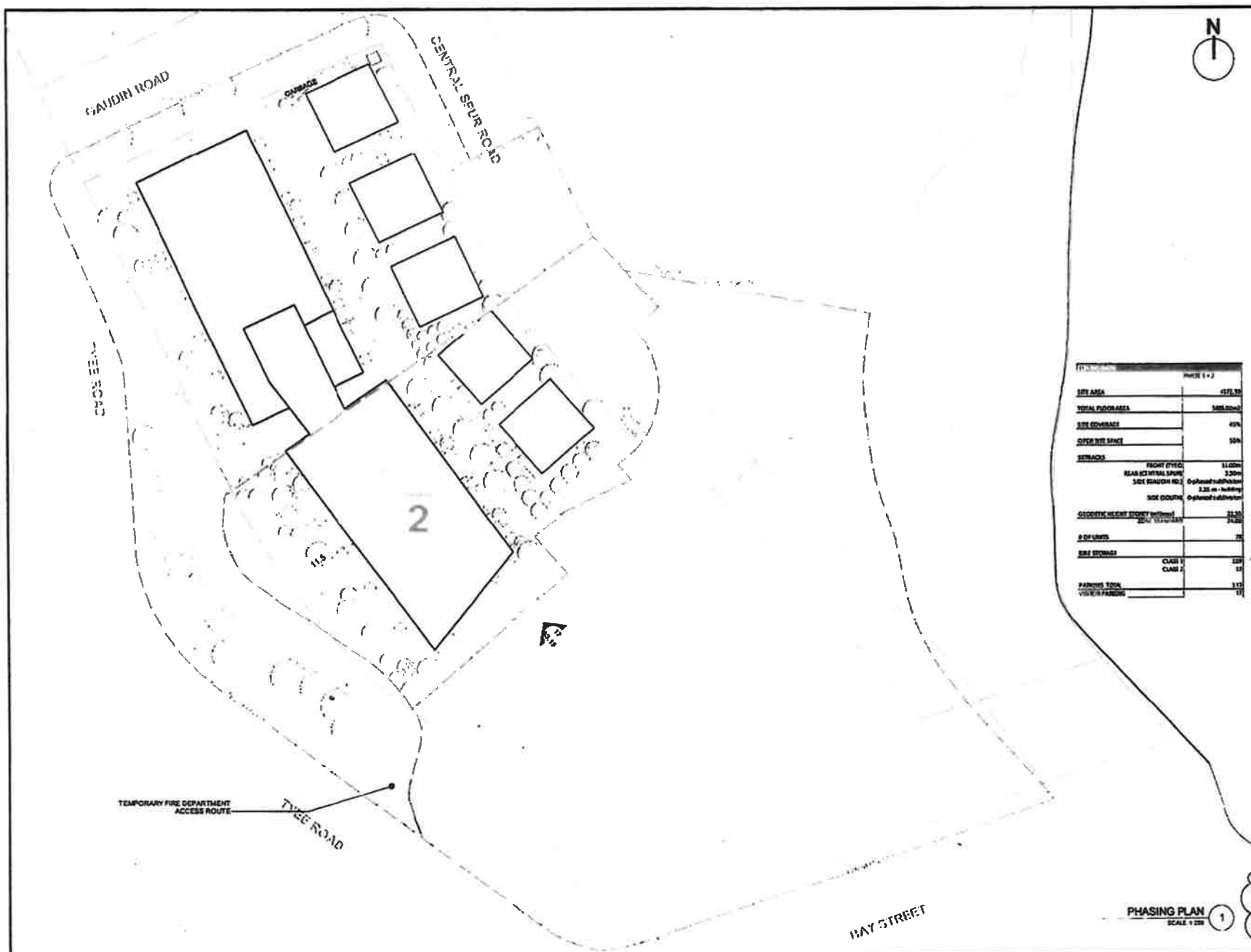
PLANT DATE: 200715

CREATOR

A0.06A

PHASING PLAN  
SCALE 1:200

1



ITEMS	
Phase 1 + 2	
SITE AREA	4175.50
TOTAL FLOOR AREA	5865.00m <sup>2</sup>
SITE COVERAGE	43%
OVER SITE SPACE	55%
STAIRS	
FRONT STYED	11.00m
REAR CENTRAL STYED	1.30m
SIDE GROUND RD.	Optional subdivision
SIDE GROUND	1.25 m - building
SIDE GROUND	Optional subdivision
GEOTECHNICAL BOREHOLE INTERVAL	21.30
	21.30
# OF UNITS	70
USE ZONING	
	CLASS 1
	CLASS 2
PARKING TOTAL	112
VEHICLE PARKING	11



A 29 JAN 15 DEVELOPMENT PERMIT  
 B 14 AUG 15 DEVELOPMENT PERMIT RENEWAL  
 FOR INFORMATION ONLY  
 NOT A FOR CONSTRUCTION

## METRIC

**ARCHITECT & PRIME CONSULTANT**  
GRANDS DE ARCHITECTURE ENGINEERING  
INTERIOR DESIGN, P.C. INC.  
400 J.W. ALLEN DRIVE  
WATSONVILLE, CA 95070  
Tel: 408/255-1100 Fax: 408/255-0726

**OWNER:**  
MORTON AND MARION  
MORTON-SONNET  
14110 10TH AVE  
S.E. ALBUQUERQUE, NM 87111

— 524 —

RAILYARDS, LOT H &amp; J

**Verona, NJ**

PHASING PLAN  
PARKADE PLAN  
PHASE 1 + 2

DEPT  
PLT DATE SHTS

**A0.06B**

PHASE 1 + 3	
SITE AREA	4375.35
TOTAL FLOOR AREA	3862.00
SITE COVERAGE	88%
OVERLAP SPACE	330'
RETENACE	
FRONT SETBACK	15.00'
REAR SETBACK	23.00'
SIDE SETBACK	0-35.00' (varies)
200' (2000')	0-35.00' (varies)
GEOMETRIC HEIGHT RESTRICTION	35.00'
200' (2000')	35.00'
# OF UNITS	
BASE STORIES	
CLAS 3	130'
CLAS 2	130'
PUMPING TOWER	31'

**PARKADE PLAN - PHASE 2**  
1.250

# DIALOG



ISSUED FOR

A 25 JAN 15 DEVELOPMENT PERMIT

B 14 AUG 15 DEVELOPMENT PERMIT REVISIONS

FOR INFORMATION ONLY  
NOT FOR CONSTRUCTION

**METRIC**

Notwithstanding to the contrary, all measurements shall be in metric units and shall be rounded to the nearest millimetre or the nearest square millimetre or the nearest cubic millimetre as the case may be.

Architectural drawings shall be in metric units and shall be rounded to the nearest millimetre or the nearest square millimetre or the nearest cubic millimetre as the case may be.

Architectural drawings shall be in metric units and shall be rounded to the nearest millimetre or the nearest square millimetre or the nearest cubic millimetre as the case may be.

**ARCHITECT & PRIME CONSULTANT**

Architectural Services  
100-1000 100th Avenue  
Richmond, BC V6V 1K1  
Tel: 604-276-1000  
Fax: 604-276-1001

**OWNER**

Metropolitan Vancouver  
100-1000 100th Avenue  
Richmond, BC V6V 1K1  
Tel: 604-276-1000  
Fax: 604-276-1001

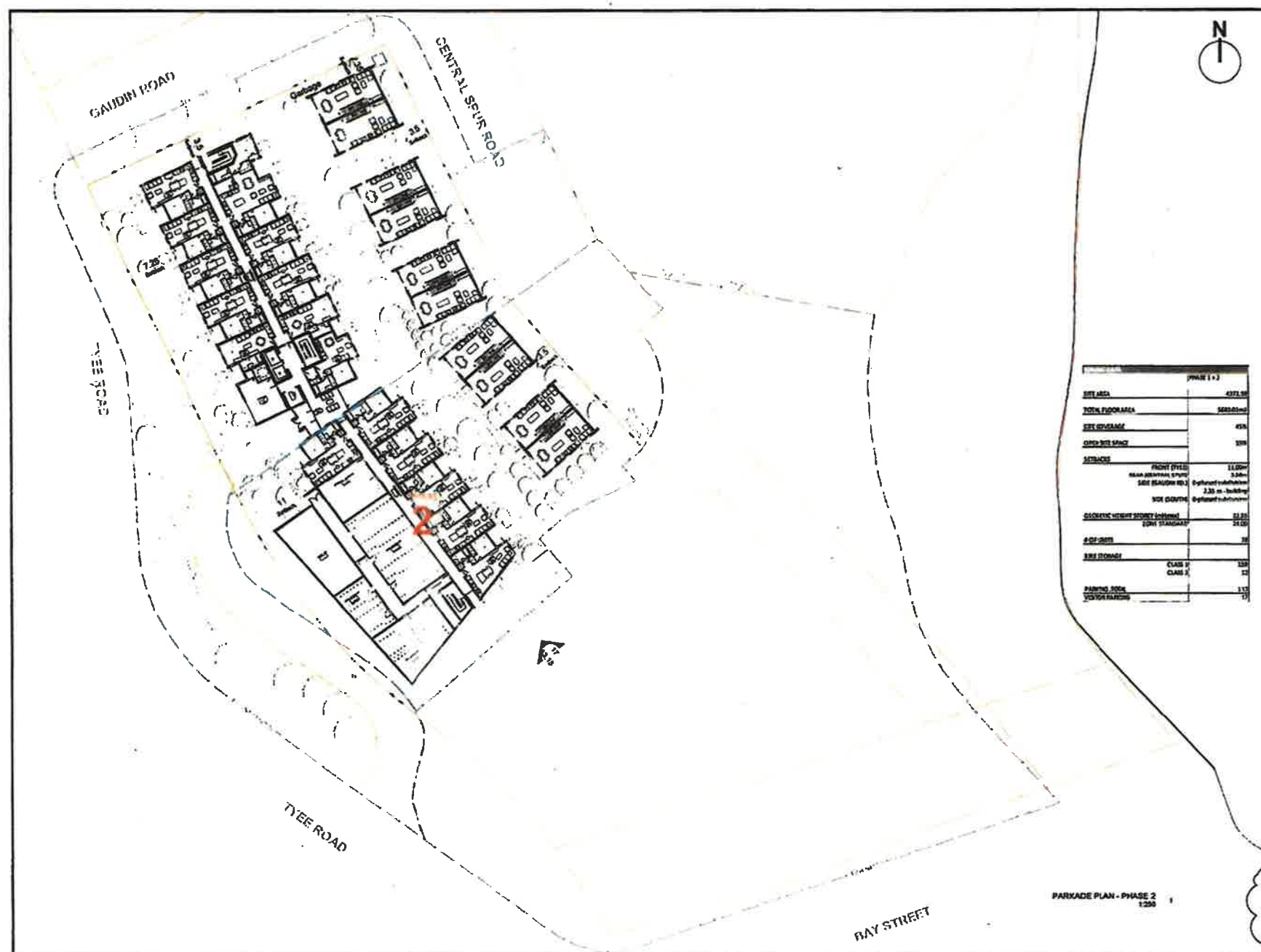
PHASE 1 + 2	
<b>SITE AREA</b>	4371.00
<b>TOTAL FLOOR AREA</b>	5280.00
<b>GROSS FLOOR AREA</b>	4371.00
<b>NET FLOOR AREA</b>	3000.00
<b>NET SITE SPACE</b>	1000.00
<b>ATTACHMENT</b>	
FRONT (FIVE)	11.00m
REAR (SEVEN)	11.00m
SIDE (SEVEN)	11.00m
SIDE (SEVEN)	11.00m
SIDE (SEVEN)	11.00m
<b>GEOMETRIC HEIGHT (METRES)</b>	11.00
<b># OF STORIES</b>	11
<b>STORY HEIGHT</b>	11.00
<b>CLASS 1</b>	11.00
<b>CLASS 2</b>	11.00
<b>PLANNED TOTAL</b>	11.00
<b>VISION PLANNING</b>	11.00

**RAILYARDS, LOT H & J**

VICTORIA, BC

**PHASING PLAN**  
**PARKADE PLAN**  
**PHASE 1 + 2**

**A0.06C**



PARKADE PLAN - PHASE 2  
1:200



REVISED FOR

A 25 JANUARY DEVELOPMENT PERIOD

B 14 AUGUST DEVELOPMENT PERIOD REVISIONS

FOR INFORMATION ONLY  
NOT FOR CONSTRUCTION

**METRIC**  
 THESE RESULTS ARE PRELIMINARY AND SHOULD NOT BE USED  
 FOR CLINICAL OR POLICY DECISION-MAKING PURPOSES  
 ALL STUDY PARTICIPANTS WILL BE FOLLOWED UP TO DETERMINE LONG-TERM  
 EFFECTS OF THE TREATMENT  
 STUDY COORDINATORS ARE AVAILABLE TO THE COMMUNITY  
 FOR MORE INFORMATION AND TO ASSIST WITH THE STUDY  
 PARTICIPATION PROCESS  
 STUDY COORDINATORS ARE AVAILABLE TO THE COMMUNITY  
 FOR MORE INFORMATION AND TO ASSIST WITH THE STUDY  
 PARTICIPATION PROCESS

**ARCHITECT & PRIME CONSULTANT**  
DIVISION OF INFRASTRUCTURE DEVELOPMENT  
STATION COUNCIL OF INDIA  
100-101, RAJENDRA P. STREET  
CHENNAI, 600 002  
Tel: 044-266 2462 Fax: 044-235 1799

**CHARGE:**  
LAWSON, JAMES  
DANIELA SHAW  
VINCENT DOUGLAS  
10 000 000 000

1

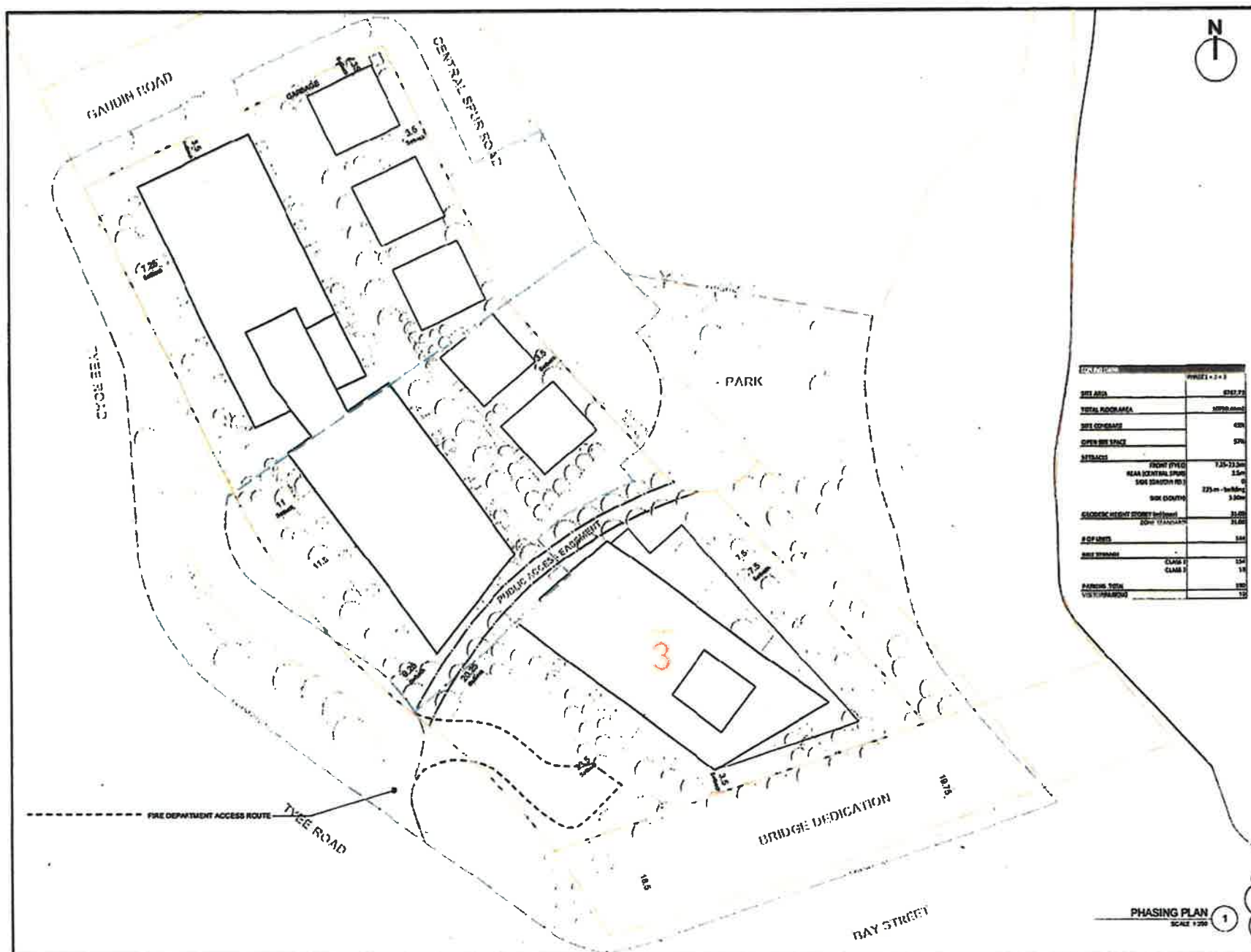
RAILYARDS, LOT H &amp; J

VICTORIA, BC

PHASING PLAN  
MASTER SITE PLAN  
PHASE 1 + 2 + 3

**DATE**

**A0.07A**



**PHASING PLAN**  
SCALE: 1/2"=1'-0"

# DIALOG

## SUBJECT FOR

- 1. 25 JANUARY DEVELOPMENT PERMIT
- 2. 14 AUGUST DEVELOPMENT PERMIT REVISION

FOR INFORMATION ONLY  
NOT FOR CONSTRUCTION

## NOTES

THIS DRAWING IS A DEVELOPMENT PERMIT APPLICATION  
SUBMITTED TO THE CITY OF VICTORIA FOR REVIEW AND  
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## SCALE

RAILYARDS, LOT H & J

VICTORIA, BC

RENDERING

DATE: 2013

A0.08

RENDERING OF PROJECT  
VIEW NORTH FROM CORNER OF BAY ST. & TYEE RD.

1





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RAILYARDS, LOT H &amp; J

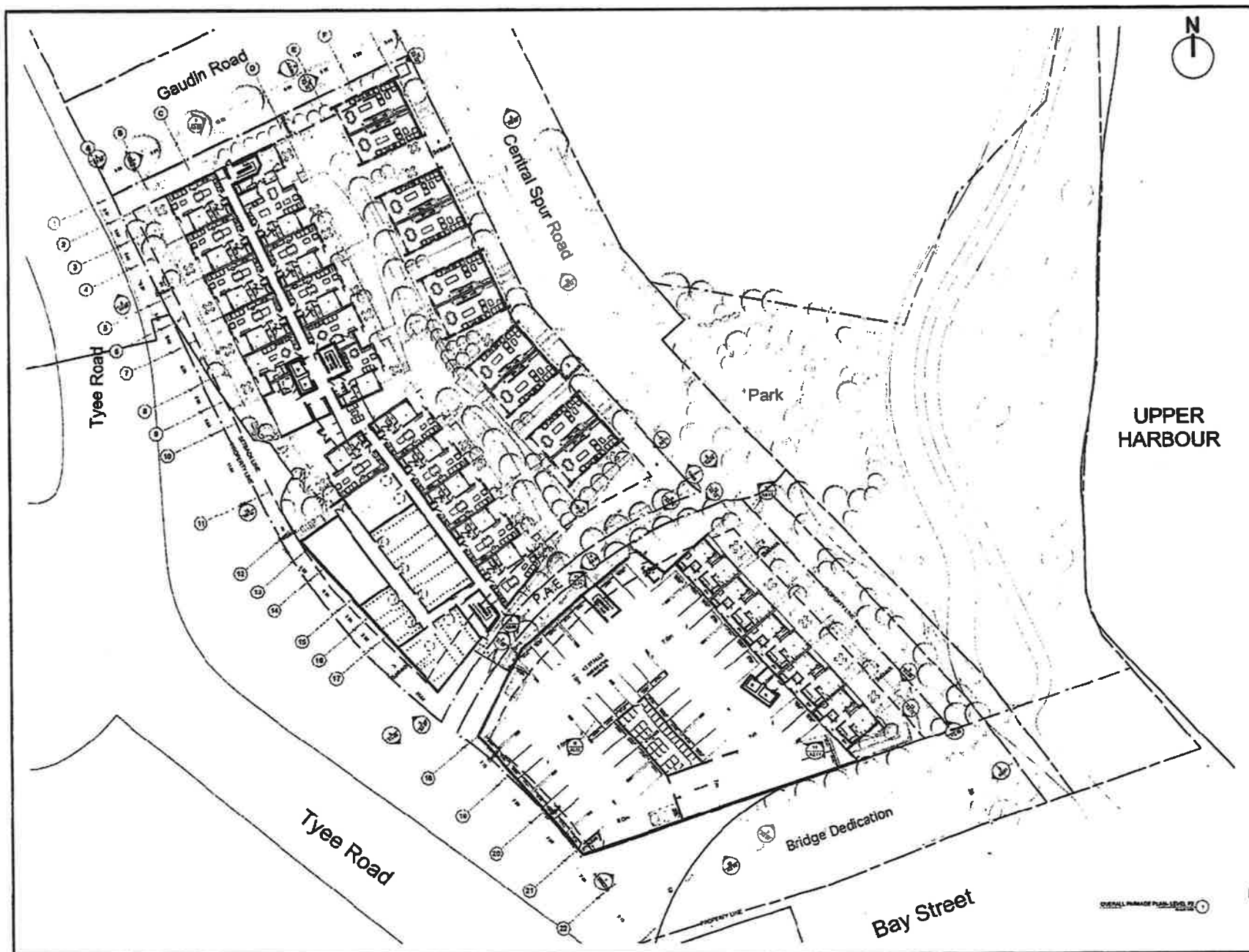
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## RENDERING

DATE DATE (DAY)

## A0.10





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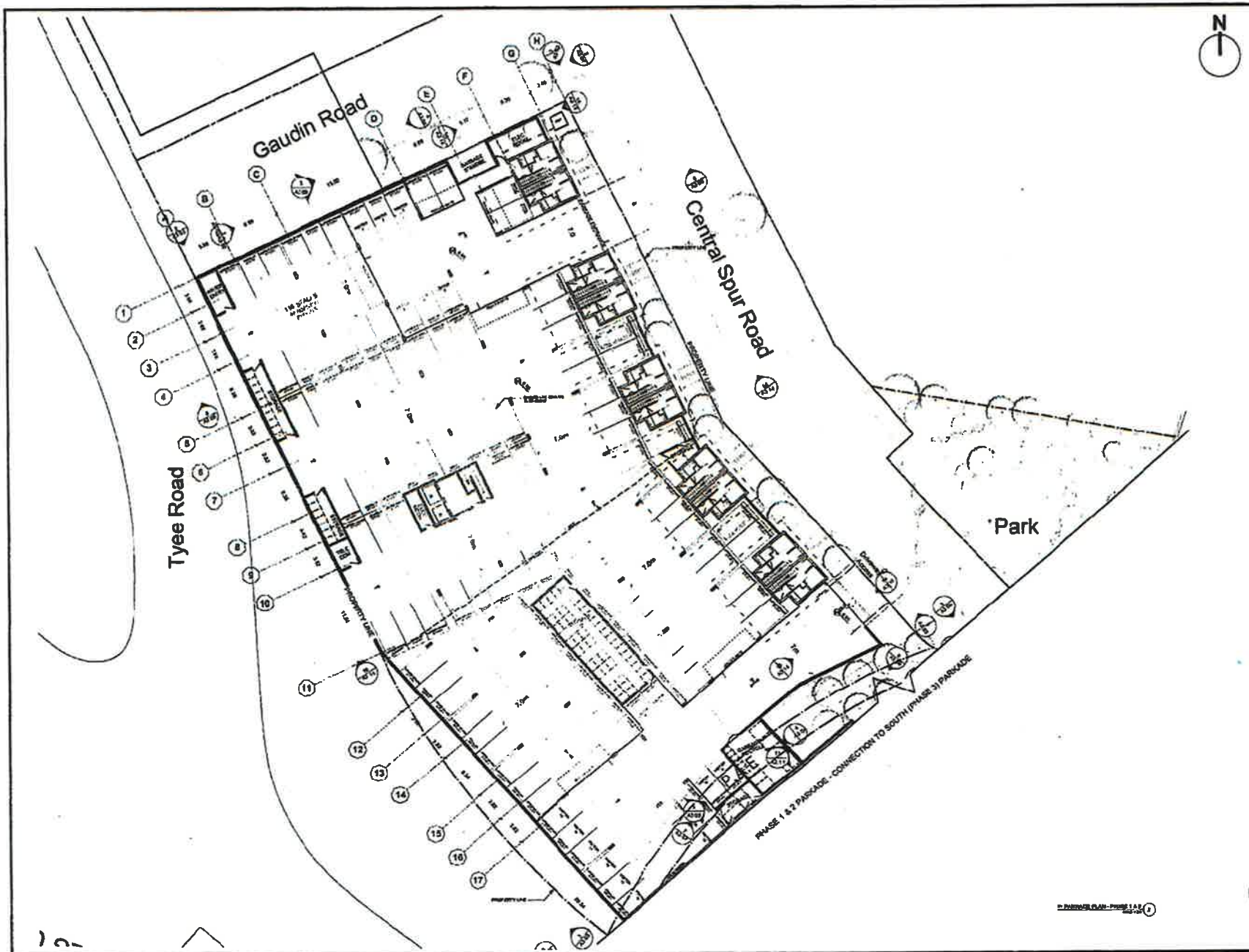
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OVERALL PARKADE PLAN LEVEL P2

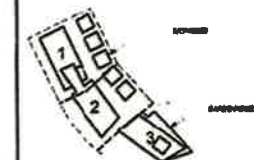
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B. HAZARD DEVELOPMENT PERMIT STUDY

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SEA

RAILYARDS, LOT H & J

VICTORIA, BC

PARKADE PLAN - LEVEL P1  
PHASE 1 & 2

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**A2.03**

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**Wages**

- 28 JANUARY 2005  
14 AUGUST 2005

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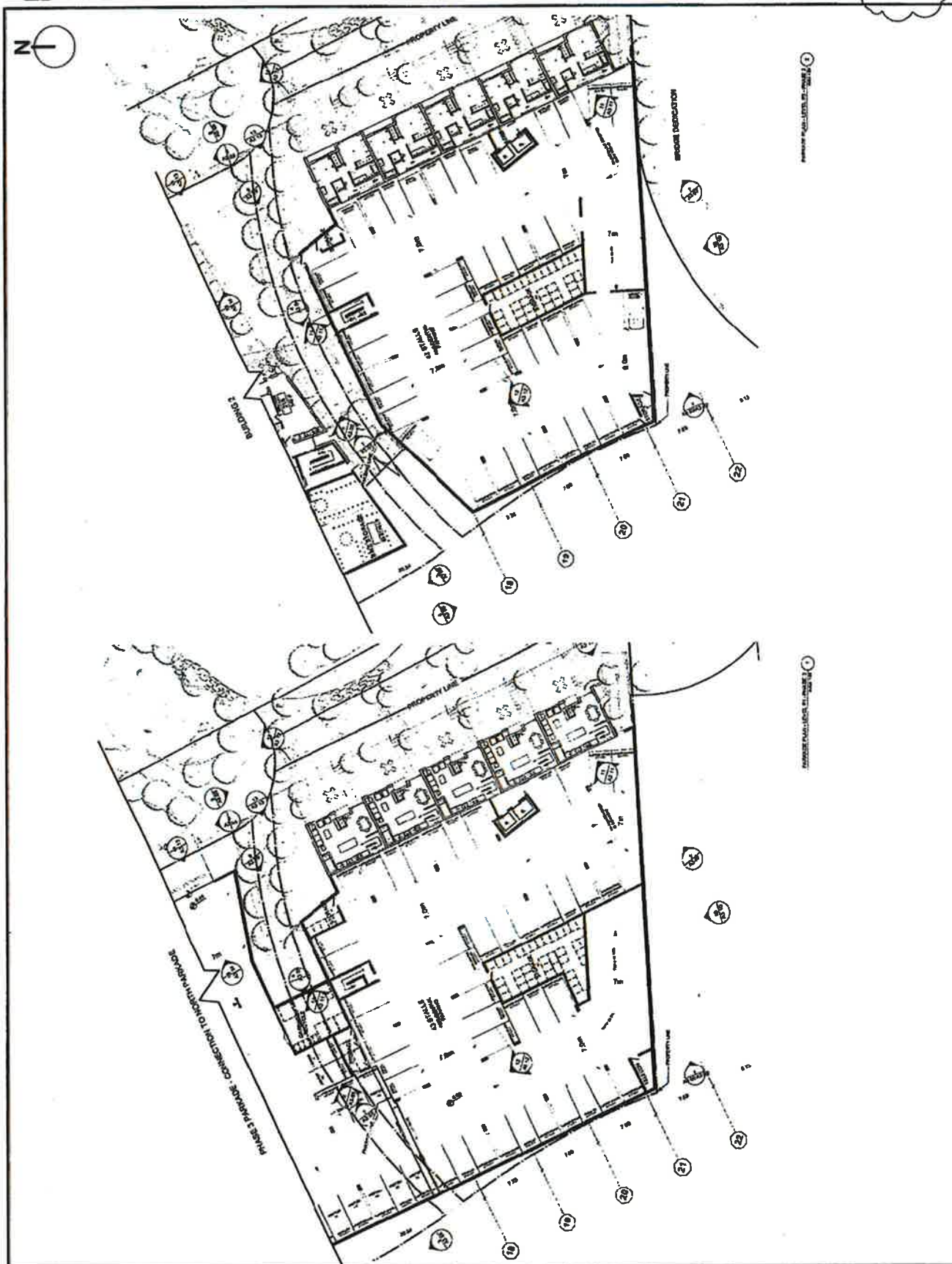
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**PARKADE PLAN - LEVELS P1 &  
PHASE 3**

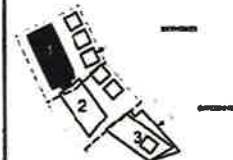
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RAILYARDS, LOT H & J

VICTORIA, BC

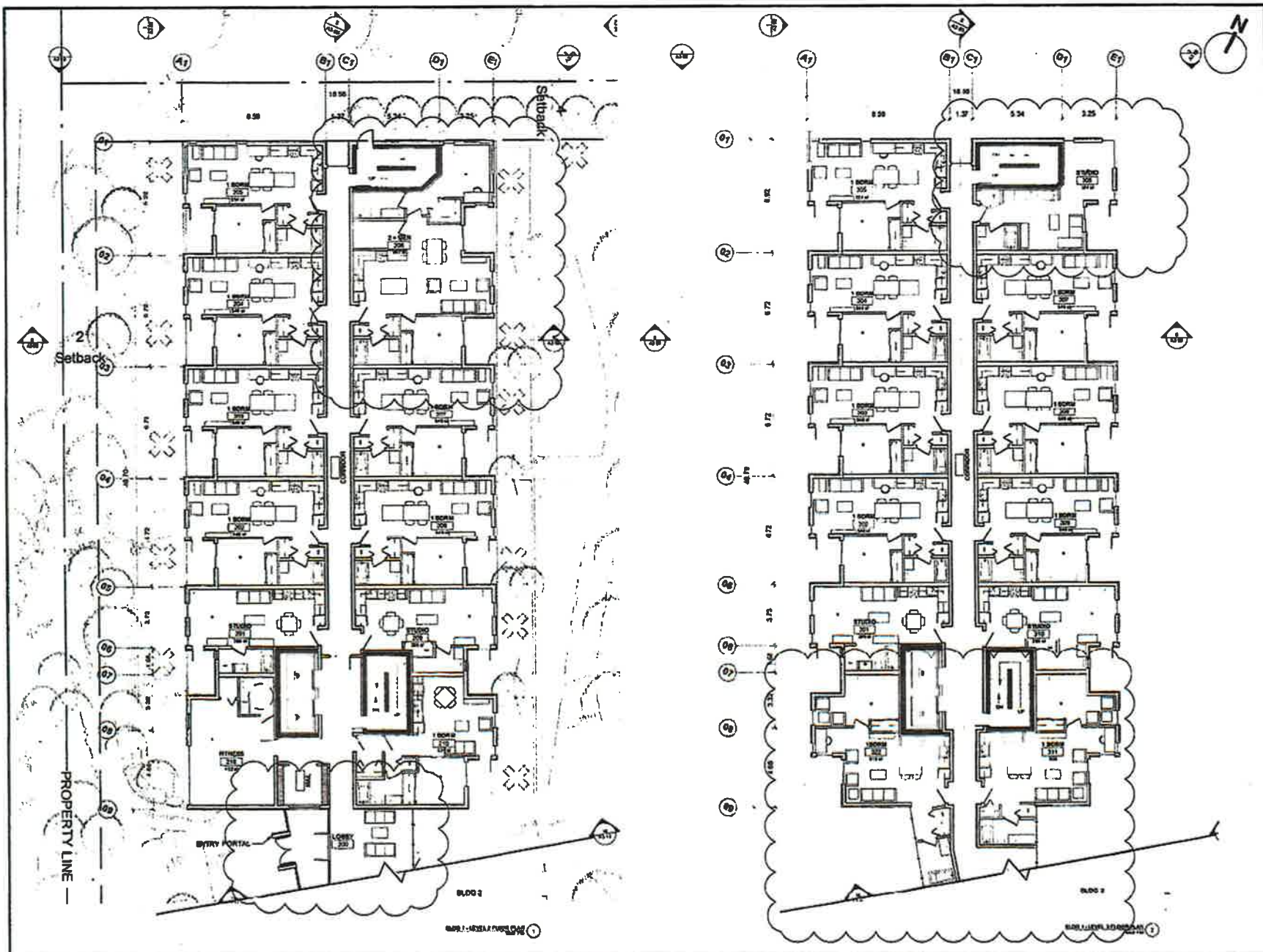
BLDG 1 - LEVELS 2 & 3  
FLOOR PLANS

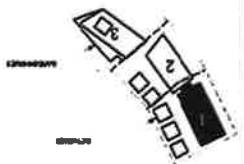
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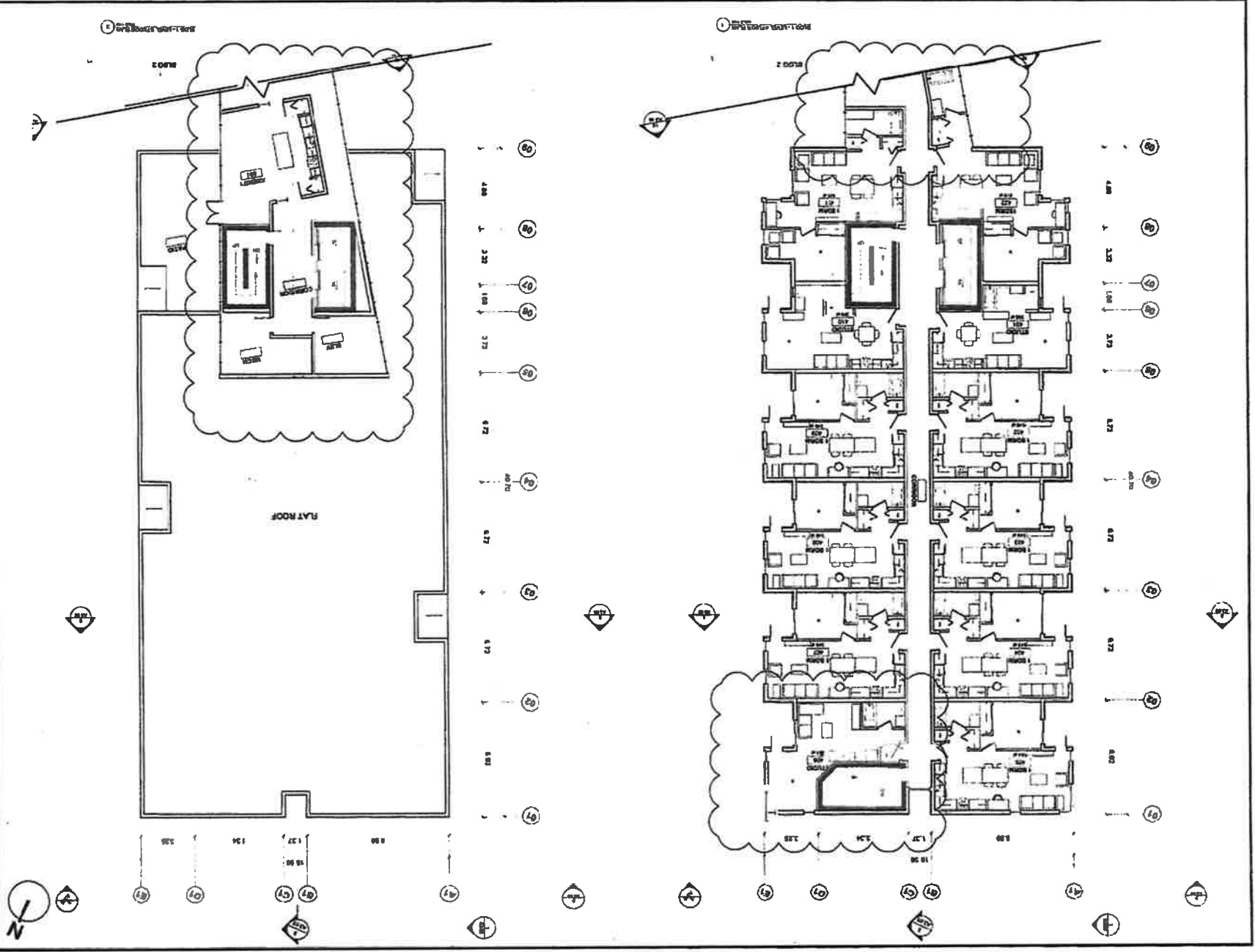


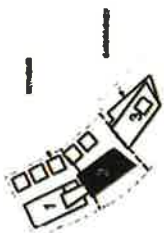


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BLDG 1 - LEVELS 4 & 5  
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FIRM: [Firm Name]

DATE: [Date]

**RAIL YARDS, LOT H & J**

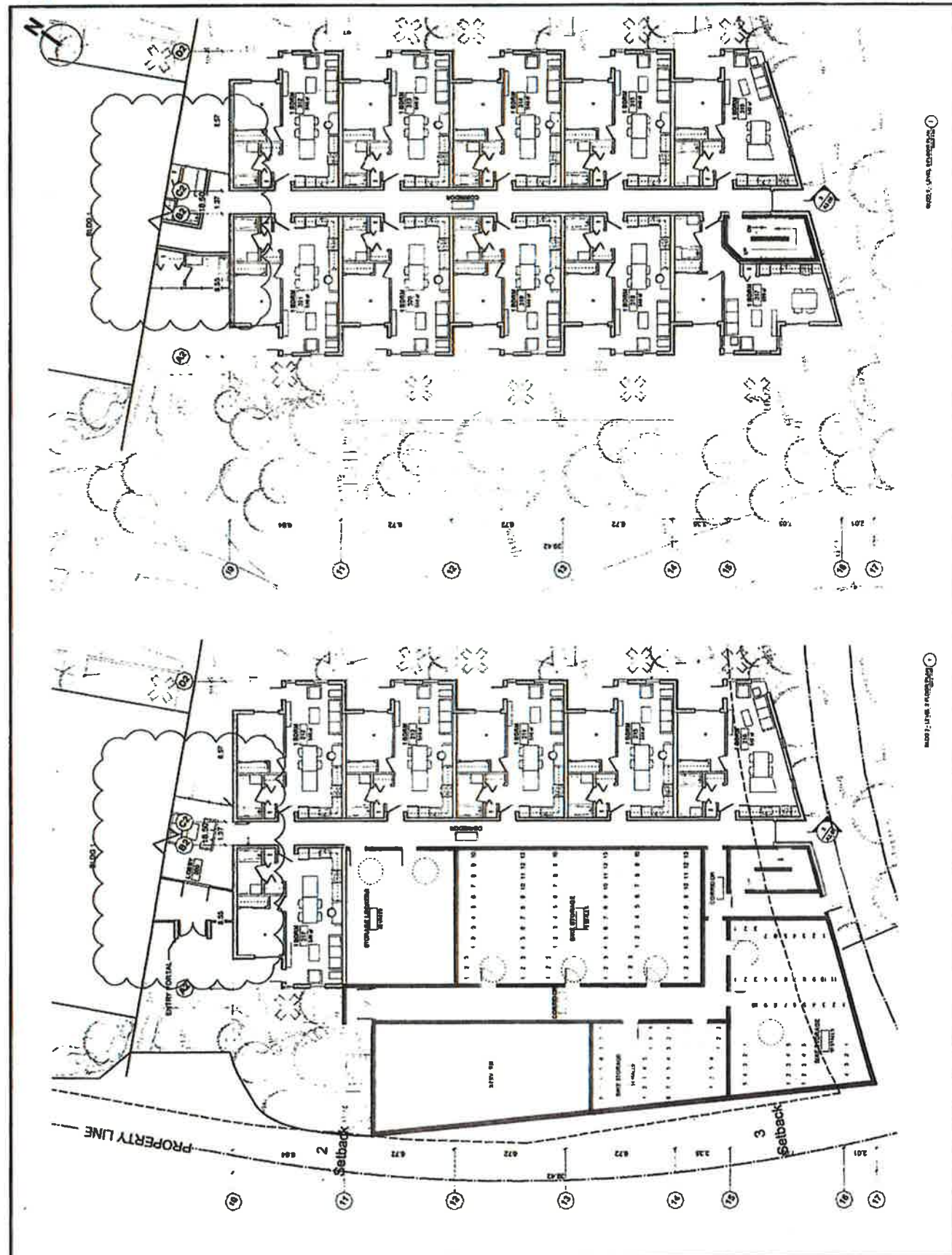
**BLDG 2 - LEVELS 2 & 3**

**FLOOR PLANS**

DATE: [Date]

DESIGNED BY: [Name]

## A2.21



# DIALOG



DESIGNED FOR  
 A. 21 LANE DEVELOPMENT PROJECT  
 B. (LAWSON) DEVELOPMENT PROJECT  
 FOR THE DEVELOPMENT OF  
 101 FORT COCKER STREET

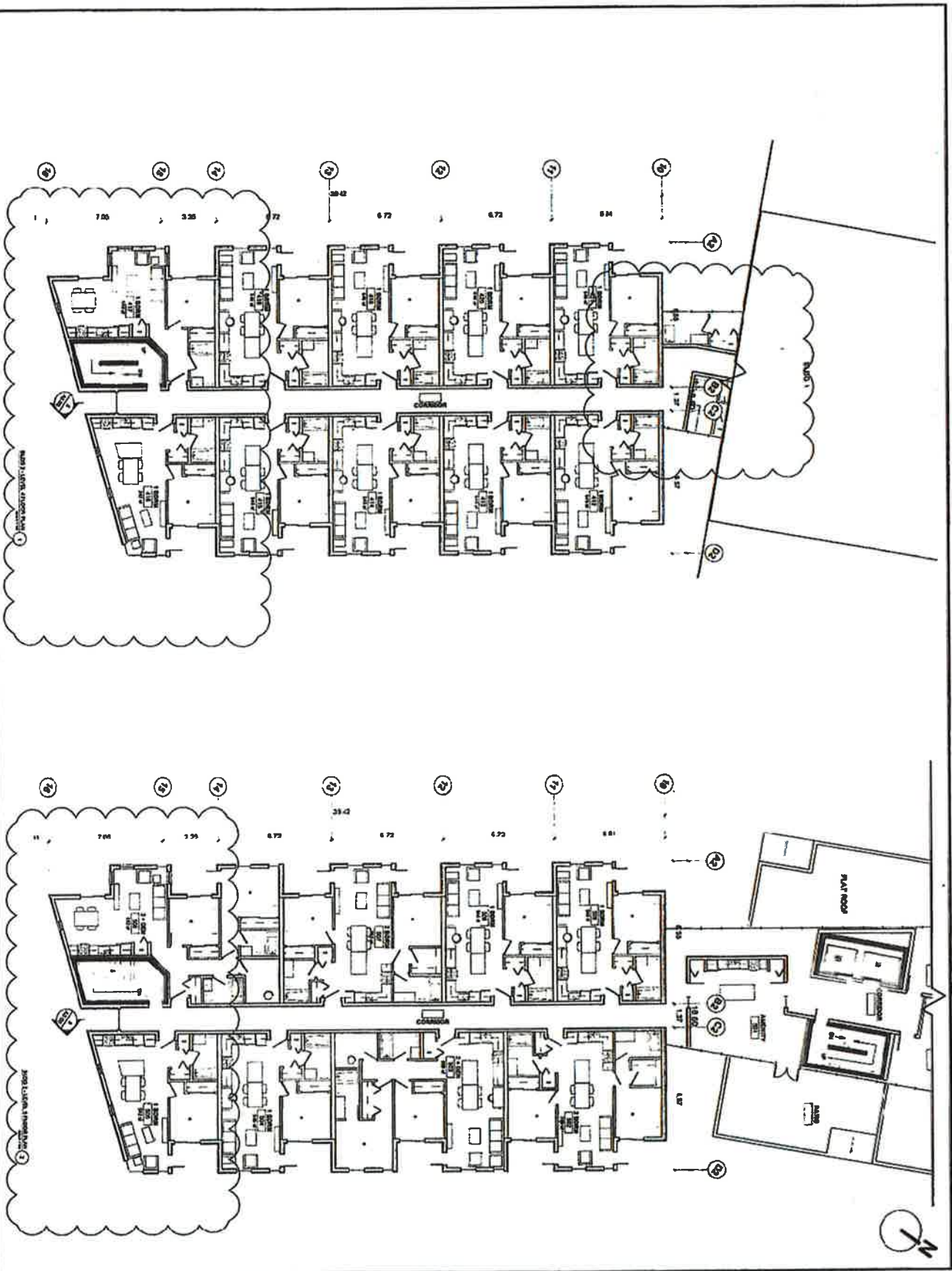
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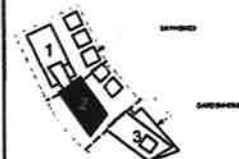
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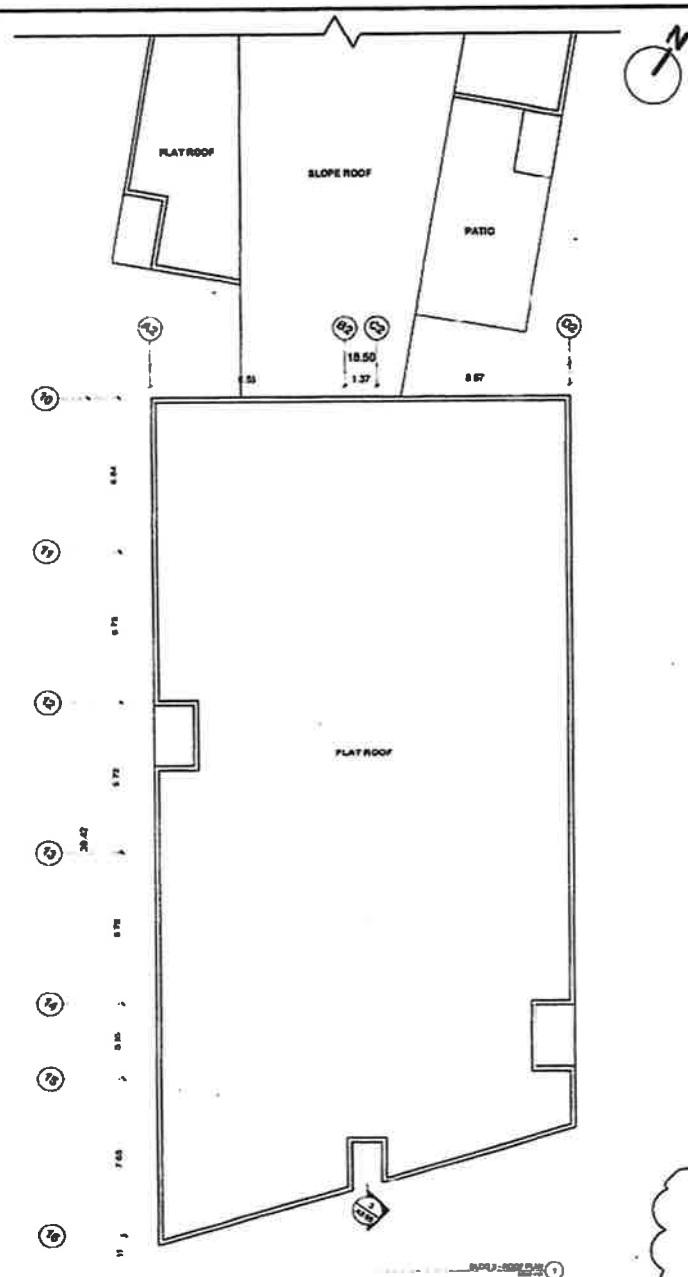
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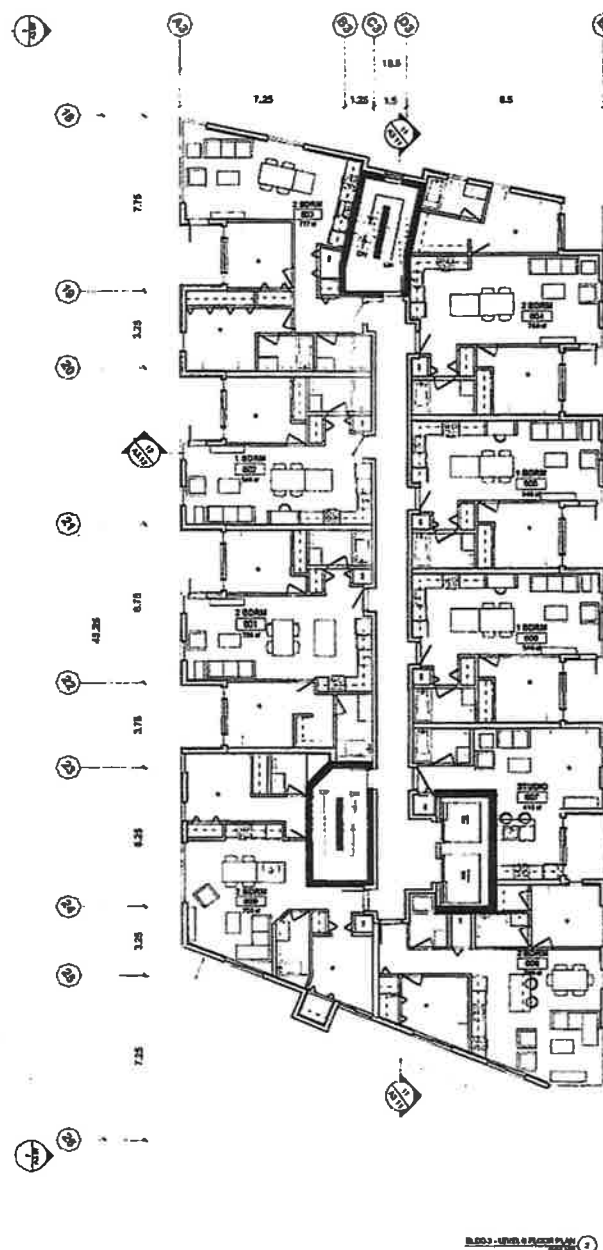
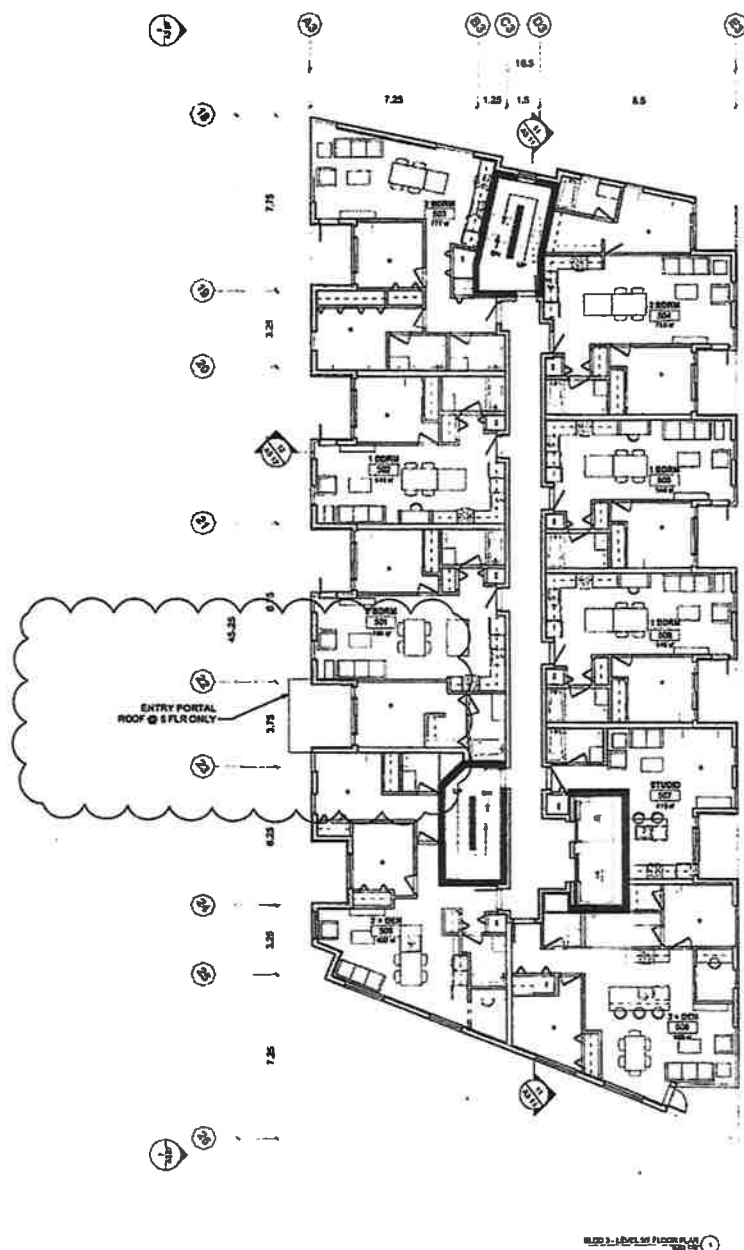


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**A2.31**



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12.4

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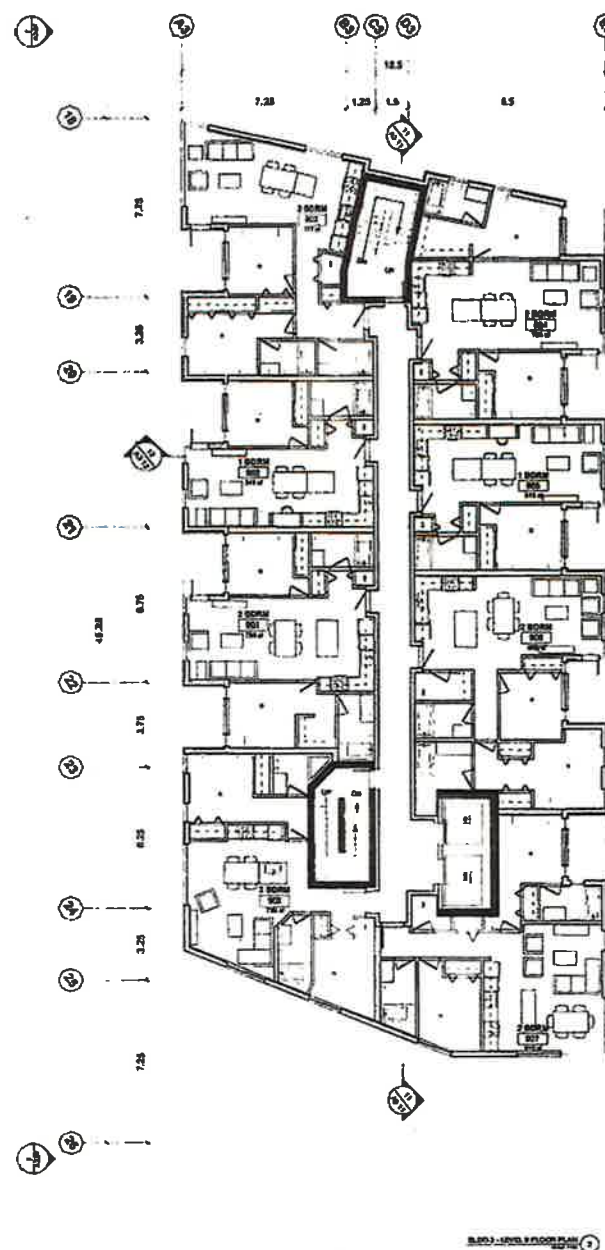
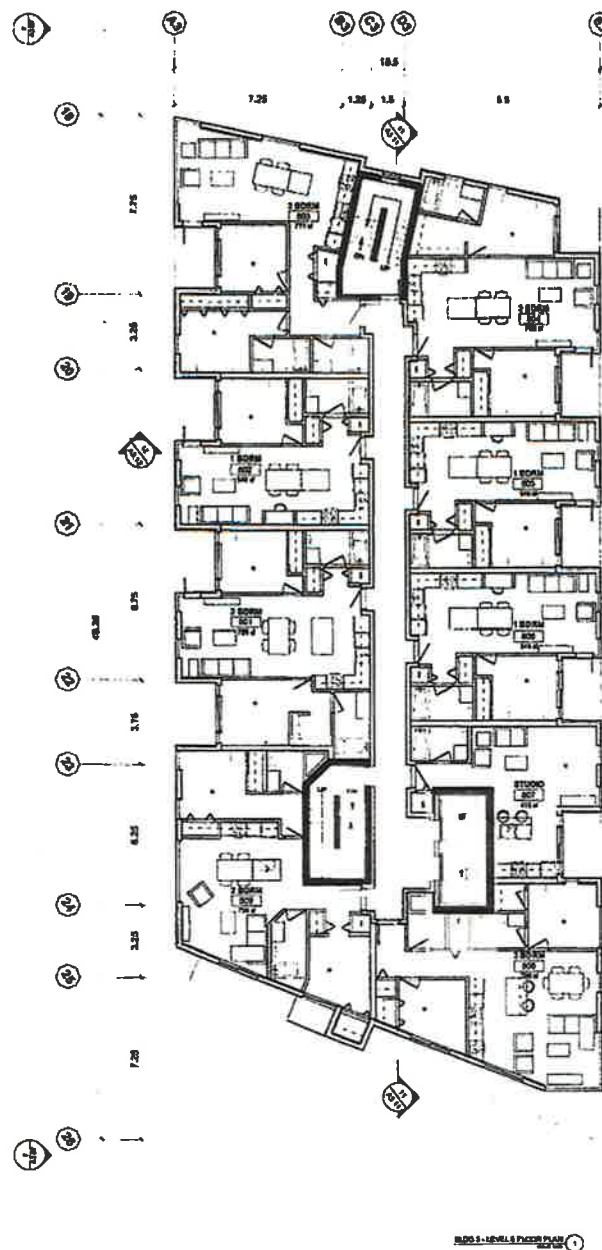
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**BLDG 3 - LEVEL 5-7  
FLOOR PLANS**

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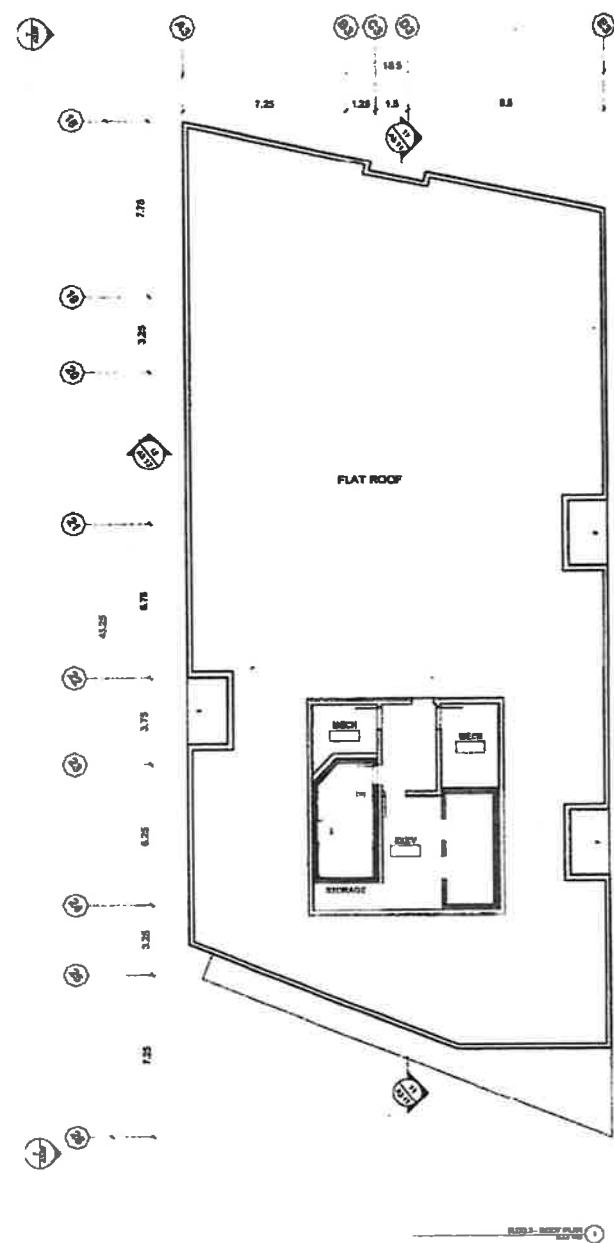
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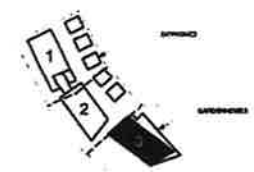
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FLOOR PLANS**

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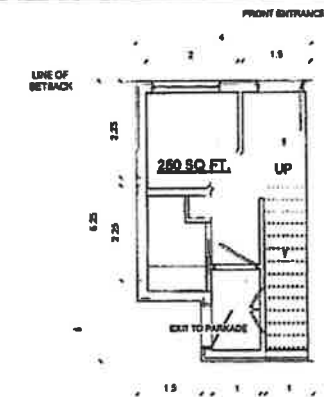
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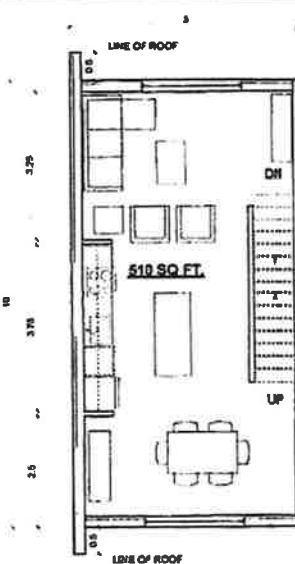
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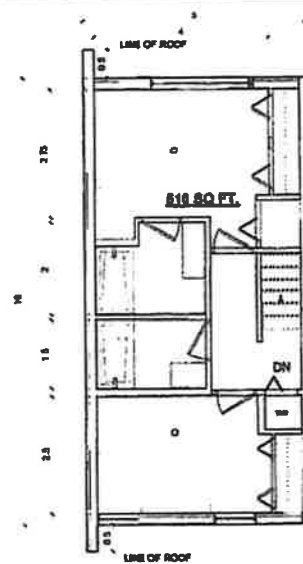
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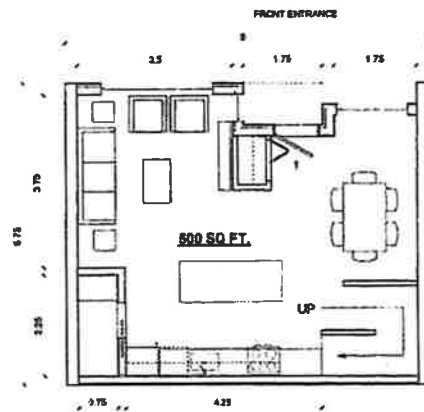
GARDEN APT - LEVEL 1 FLOOR PLAN  
SCALE 1:100 1



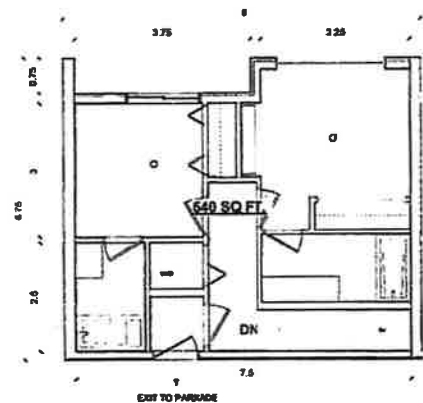
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SCALE 1:100 2



GARDEN APT - LEVEL 3 FLOOR PLAN  
SCALE 1:100 3

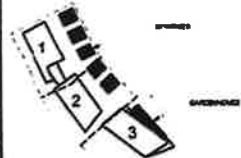


SKYHOME - LEVEL 1 FLOOR PLAN  
SCALE 1:100 4



SKYHOME - LEVEL 2 FLOOR PLAN  
SCALE 1:100 5

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RAILYARDS, LOT H & J

TYPICAL UNIT PLANS  
GARDEN APT - LVLS 1-3  
SKY HOMES - LVLS 1-2

DATE: 10/20/2010  
PLUTON: 10/20/2010  
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**EAST ELEVATION**

**WEEKLY AD  
FLIGHT DATE (Y/M/D)**

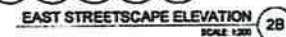
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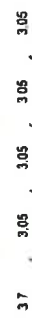


**EAST ELEVATION - LEGEND** (2A)  
SCALE 1/200





WEST ELEVATION 1 - BLDG 1



WEST ELEVATION 1 - BLDG 2 (1D)  
SCALE: 1/8" = 1'-0"

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[illegible]

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500-222-2222  
VICTORIA, BRITISH COLUMBIA  
74 000 000 000

REAL

**RAILYARDS, LOT H & J**

VICTORIA, BC

**WEST ELEVATION**

BLDG 1 &amp; 2

☒ DRAWN MG
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### A3.02

**STUDY OBJECTIVES:**

—

A 28 DAYS DEVELOPMENT PERMIT  
B 14 DAYS DEVELOPMENT PERMIT REVIEW

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METRIC

**RESEARCHERS** have developed a new way of using the Internet to help people with mental health problems. The researchers, from the University of Manchester, have developed a new way of using the Internet to help people with mental health problems. The researchers, from the University of Manchester, have developed a new way of using the Internet to help people with mental health problems.

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11

RAIL YARDS, LOT H &amp; J

## References

**NORTH & SOUTH ELEVATION**

BIDG 1 &amp; 2

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RAILYARDS, LOT H &amp; J

VICTORIA, BC

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BLOG 1

EXPENSE AD  
FLIGHT DATE: 8/20/04

**ORDER NO.**

**A3.06**

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ISSUED FOR

A 26 JANUARY DEVELOPMENT PERMIT

B 14 AUGUST DEVELOPMENT PERMIT REVISIONS

FOR REORIENTATION OF  
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**REAL**

RAILYARDS, LOT H &amp; J

VICTORIA, BC

WEST ELEVATION

BLDG 3

**A3.07**



WEST ELEVATION - BLDG 3 (7)

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RAIL YARDS, LOT H &amp; J

VICTORIA, BC

**NORTH ELEVATION**

BLDG 3

DRINK AS  
MUCH WATER AS YOU CAN

**✓**

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**NORTH ELEVATION - BLDG 3** 8

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**EAST ELEVATION**

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26	25	24	23	22	21	20	19	18
7.32	3.11	6.19	3.79	6.71	6.71	3.6	7.01	

**EAST ELEVATION - BLDG 3**  
SCALE 1/8" = 1'-0"

DRAWING NO. \_\_\_\_\_ CHECKED BY \_\_\_\_\_

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15

RAILYARDS, LOT H &amp; J

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**SOUTH ELEVATION**

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### A3.10

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For a full list of the authors' affiliations, please see the end of this article.



100%

111

1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 26

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1000

65

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2.

4

2

10

“

2

**GARDEN  
APARTMENTS**

**GRACE  
DEDICATION**

**SOUTH ELEVATION - BLDG 3** (10)  
SCALE: 1/8" = 1'-0"

FOR INFORMATION ONLY  
NOT FOR CONSTRUCTION

ALL INFORMATION CONTAINED HEREIN IS UNCLASSIFIED  
DATE 08-11-2010 BY 60322 UCBAW

**ARCHITECT & PRIME CONSULTANT**  
 600 50th Street, Suite 200  
 Westfield, MA 01095  
 Tel: 413/253-4100 Fax: 413/253-4101  
[design@prtg.com](mailto:design@prtg.com)

**OWNER:**  
 1. \_\_\_\_\_  
 2. \_\_\_\_\_  
 3. \_\_\_\_\_  
 4. \_\_\_\_\_

1.

RAILYARDS, LOT H &amp; J

**VETERAN**

## BUILDING SECTION

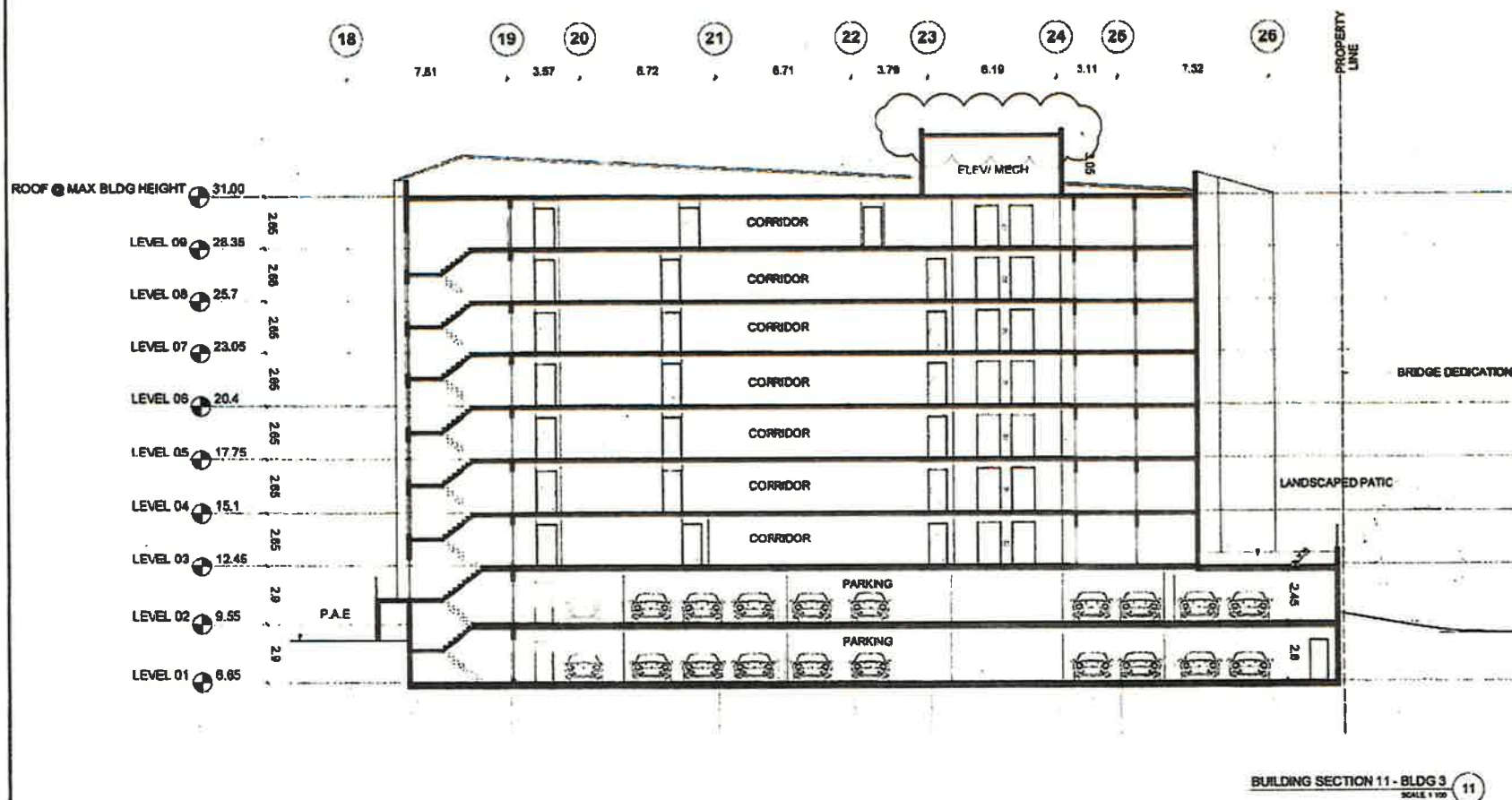
BLDG 3

**CRIMINAL AG  
PLOT EXPOSED**

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### A3.11

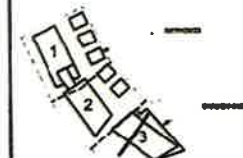
**Abstract**



BUILDING SECTION 11 - BLDG 3

SCALE 1:10"

3



REVIEW FOR  
 A 25 JANUARY DEVELOPMENT PERMIT  
 B 14 AUGUST DEVELOPMENT PERMIT  
 FOR INFORMATION ONLY  
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**METRIC**  
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 DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED.

**ARCHITECT & PRIME CONSULTANT**  
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 Tel: 604-273-1100 Fax: 604-273-1101  
 Email: info@architect.ca

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 RAILYARDS  
 10000 100th Avenue, Suite 100  
 Richmond, BC V6V 1K1  
 Tel: 604-273-1100

SEA

RAILYARDS, LOT H & J

VICTORIA, BC

BUILDING SECTION

BLDG 3

DESIGN BY  
 ARCHITECT & PRIME CONSULTANT

CHECKED BY

A3.12

SECTION 12 - BLDG 3

ROOF @ MAX BLDG HEIGHT 31.00

LEVEL 09 28.35

LEVEL 08 26.7

LEVEL 07 23.05

LEVEL 06 20.4

LEVEL 05 17.75

LEVEL 04 15.1

LEVEL 03 12.45

LEVEL 02 9.55

LEVEL 01 6.65

PROPERTY LINE

A3

7.25

B3 C3 D3

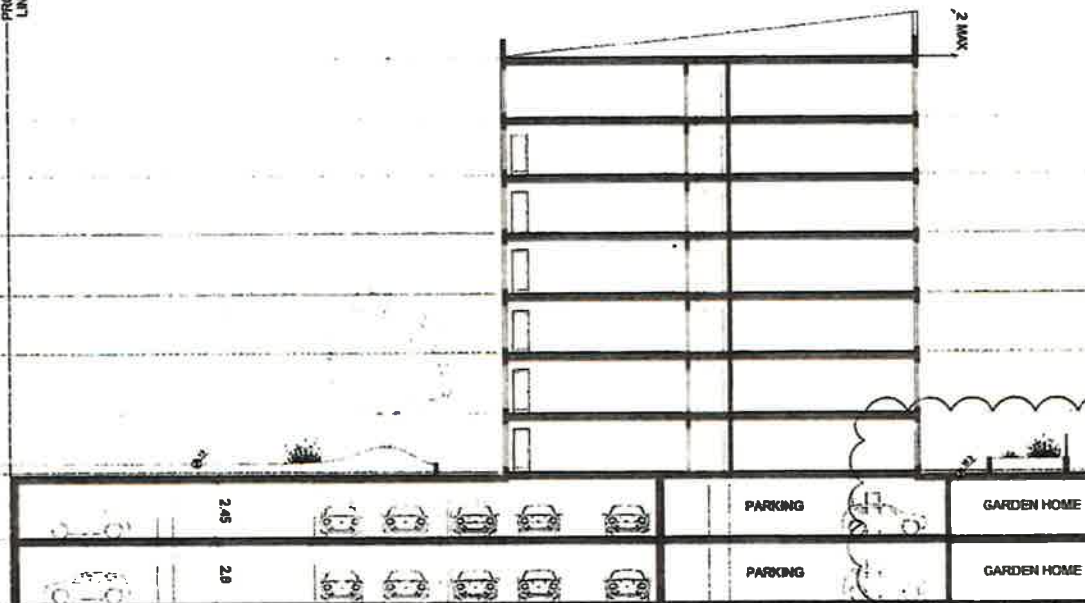
(1.31)(1.37)

8.58

E3

PROPERTY LINE

2 MAX



BUILDING SECTION 12 - BLDG 3  
 SCALE 1/100

12

4. 20,000-S DEVELOPMENT PERMIT  
5. 14,000-S DEVELOPMENT PERMIT REVOKED

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STATION FROM THE CONTRACT DEDUCTIBLE WHICH  
SPECIFICALLY, FROM THE COMS, FOR THE SALE OF  
CONNECTION OF THE CONTRACT WITH THE LINE

ARCHITECT &amp; PRIME CONSULTANT

1-800-225-0000 Fax 603/225-0000  
www.merck.com

**DINNER:**  
Lentils, lamb, and  
vegetables  
with bread  
and salad

11

RAIL YARDS, LOT H &amp; J

10

**EAST ELEVATIONS -  
GARDEN HOMES  
& SKY HOMES**

DRINK AD  
NOT DATE BIRTH

**CHECKED BY**

**A3.13**



**A 28 JANUARY DEVELOPMENT PERMIT**  
**B 14 AUGUST DEVELOPMENT PERMIT REVISION**  
**FOR INFORMATION ONLY**  
**NOT FOR CONSTRUCTION**

RECEIVED: 1997-09-15  
 REVISION: 1997-10-15  
 ACCEPTED: 1997-11-15

**THE UNIVERSITY OF CHICAGO**

**OWNER:**  
MORTIMER & MORTIMER  
10000 100TH AVE  
FLYING SALES  
1-800-368-3688

—

RAILYARDS, LOT H &amp; J

**VERBA**

WEST ELEV. - SKY HOMES  
SOUTH ELEV. - PHASE 1

DRAWN AND  
PLOT DATE 8/28/82

A3.14

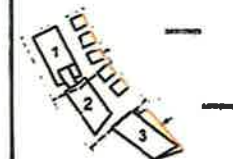


**PARTIAL CONCRETE CORROSION**



**Abstract**

# DIALOG



DESIGNED FOR  
 A 25 JANUARY DEVELOPMENT PERMIT  
 B 14 AUGUST DEVELOPMENT PERMIT REVISIONS  
 FOR 25 JANUARY OR  
 AOT FOR COORDINATION

**METRIC**  
 All dimensions are in millimetres unless otherwise stated.  
 All dimensions are to the face of the material unless otherwise stated.  
 All dimensions are to the centre of the material unless otherwise stated.  
 All dimensions are to the centre of the material unless otherwise stated.  
 All dimensions are to the centre of the material unless otherwise stated.  
 All dimensions are to the centre of the material unless otherwise stated.

**ARCHITECT & DESIGN CONSULTANT**  
 ARCHITECT & DESIGN CONSULTANT  
 ARCHITECT & DESIGN CONSULTANT  
 ARCHITECT & DESIGN CONSULTANT  
 ARCHITECT & DESIGN CONSULTANT  
 ARCHITECT & DESIGN CONSULTANT

**OWNER**  
 OWNER  
 OWNER  
 OWNER  
 OWNER  
 OWNER

SEA

RAILYARDS, LOT H & J

VICTORIA, BC

SOUTH ELEVATION - PHASE 2

DRAWN BY  
 PLOT DATE 2015  
 CHECKED BY

A3.15

2015 01 20 10:00 AM

PAINTED CONCRETE

CORRUGATED METAL CLADDING

PAINTED FIBRE CEMENT PANEL

PAINTED ALUMINIUM

PAINTED FIBRE CEMENT PANEL

A7

182 172

182 172

8 65

1 42

8 91

2 04



FUTURE P.A.C

CONCEALED LIGHTING BY PLANTER

SOUTH ELEVATION - PHASE 2 - BLDG 2

SCALE 1:100

17

1.05  
 3.05  
 3.05  
 1.05  
 3.7



# DIALOG

ISSUED FOR

A 28 JAN 95 DEVELOPMENT PERMIT  
B 24 JUL 95 DEVELOPMENT PERMIT REVISIONS

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DIALOG ARCHITECTS  
100-1000 RAILROAD AVENUE  
SUITE 100  
VICTORIA, BC V8N 1A1  
TEL: 250-383-1100  
FAX: 250-383-1101  
info@dialog.ca

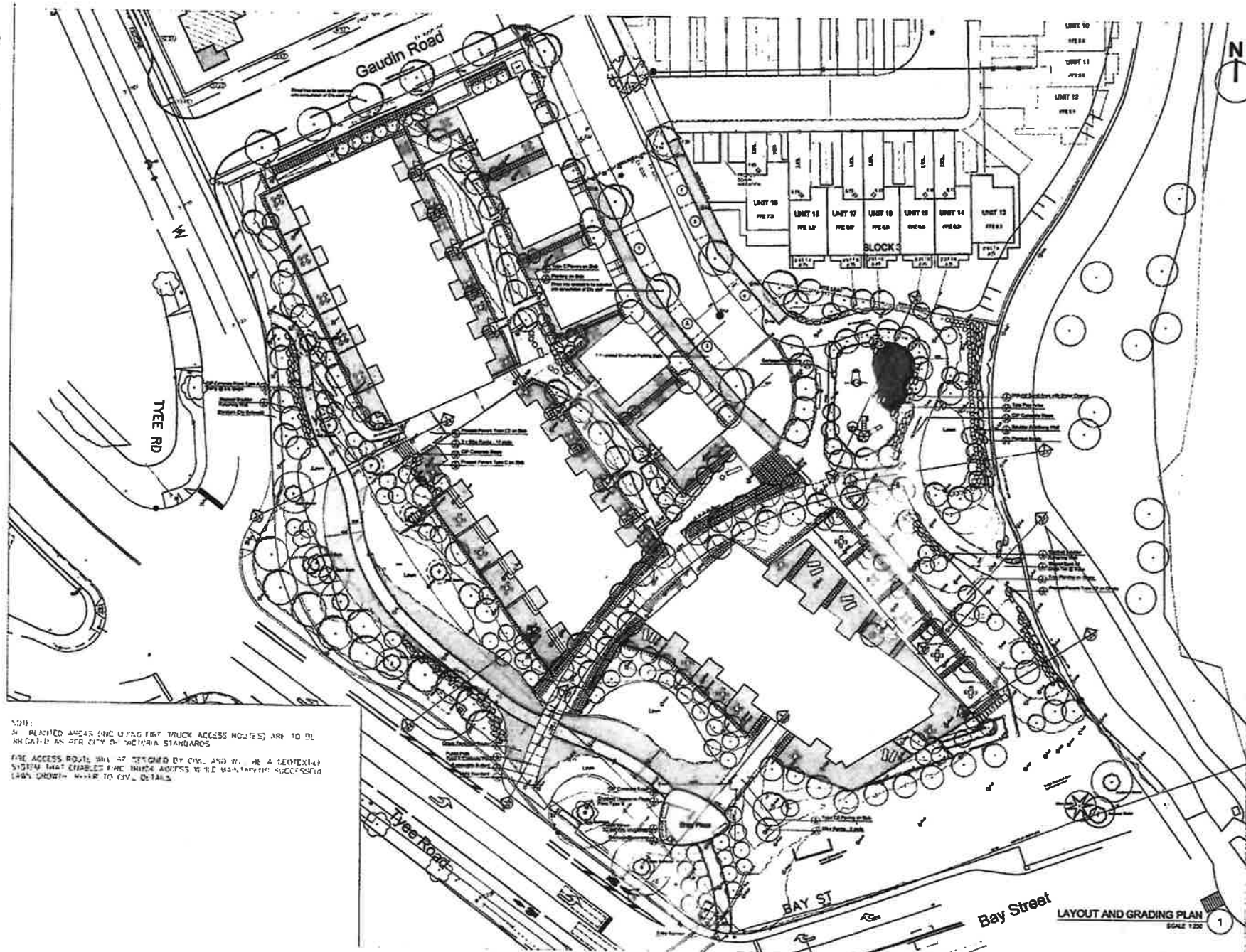
**OWNER:**  
VICTORIA RAIL YARDS  
20-0000 RAILROAD AVENUE  
VICTORIA, BC V8N 1A1  
TEL: 250-383-1100  
FAX: 250-383-1101

**RAILYARDS, LOT H & J**

VICTORIA, BC  
**LAYOUT AND GRADING PLAN**

OWNER  
PLOT DATE: 09/95  
CHECKED

**L0.02**

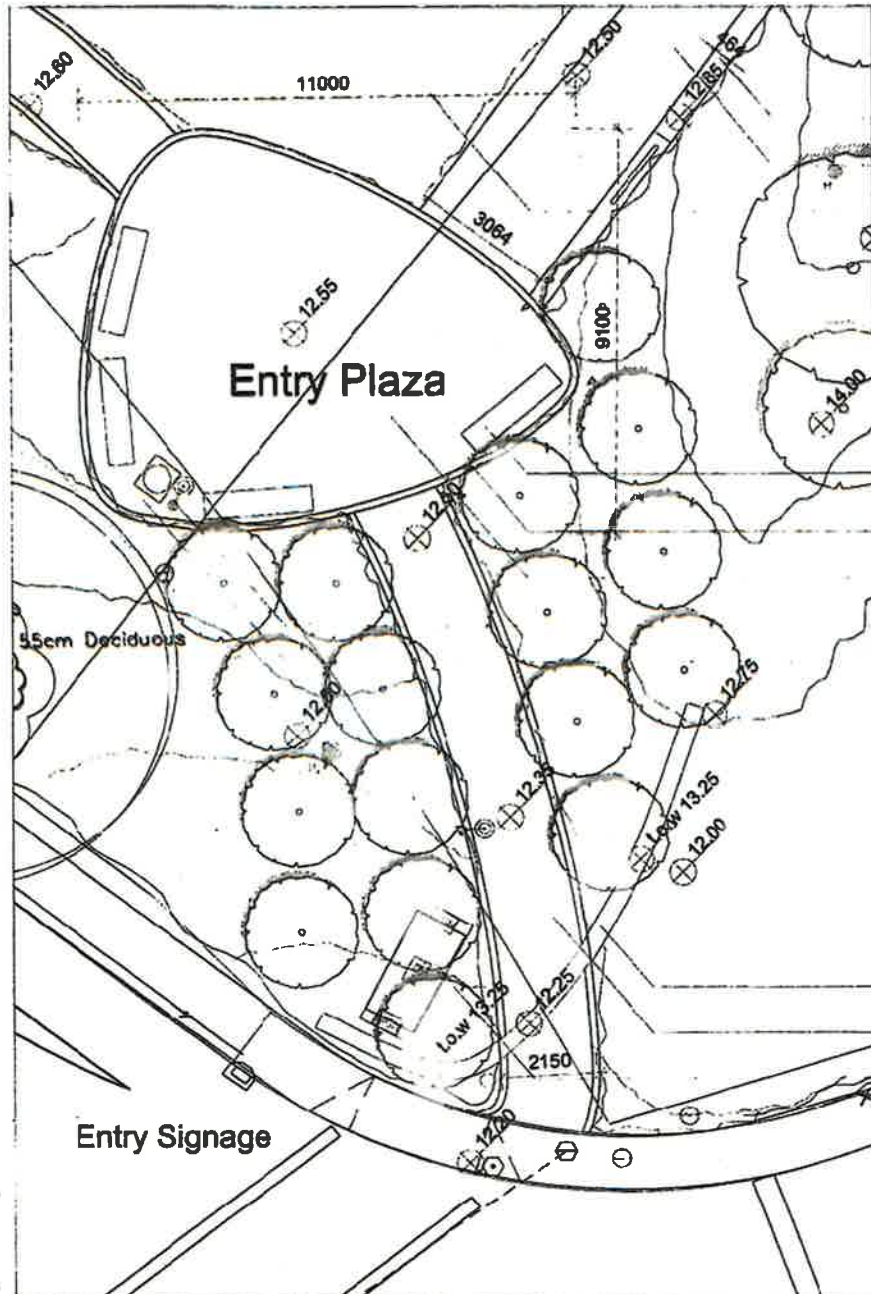


LAYOUT AND GRADING PLAN  
SCALE 1:200









RESIDENTIAL ENTRY PLATING WALL  
CAST IN PLACE CONCRETE WITH FINISH  
REFER TO LANDSCAPE DETAILS

RESIDENTIAL ENTRY PATH TO LIGHT  
TREATMENT - SEE PLANTING SCHEDULE  
REFER TO LANDSCAPE DETAILS

NEW ENTRY PLANTING AREA - SEE PLANTING  
SCHEDULE - SEE PLANTING SCHEDULE  
REFER TO LANDSCAPE DETAILS

PUBLIC PARK BENCH (TYP) ON CUR CONCRETE PAD  
AS PER CITY STANDARDS

CONCRETE FACING TO PARK AND PATHWAYS (TYP)  
REFER TO LANDSCAPE DETAILS

NEW ROAD ENTRANCE PLAZA AS PER ADA  
COMPLY WITH ADA REQUIREMENTS  
REFER TO LANDSCAPE DETAILS

LIGHT STANDARDS AS PER CITY STANDARDS  
FINAL LAYOUTS TO BE DETERMINED

TRASH RECEPTACLE ON CUR CONCRETE PAD (TYP)  
AND AS PER CITY STANDARDS  
REFER TO LANDSCAPE DETAILS

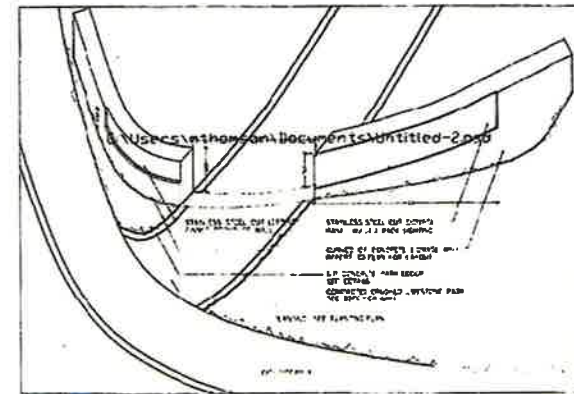
CONCRETE ENTRY SIGNAGE WALL WITH STEEL  
LETTERS/SIGNAGE ELEMENTS AND LED LIGHTING

ENTRY PATHWAY CRUSHED LUMPEN PATHWAY WITH CONCRETE  
FACING

EXISTING SIGNAGE TO BE REMOVED



PROPOSED SIGNAGE WALL



ISSUED FOR

A. 20.0000 DEVELOPMENT PERMIT  
B. 20.0000 DEVELOPMENT PERMIT STUDY

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NOT FOR CONSTRUCTION

METRIC

ALL DIMENSIONS ARE IN METERS AND DECIMALS THEREOF  
ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED  
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ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED

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ARCHITECT & PRIME CONSULTANT  
ARCHITECT & PRIME CONSULTANT  
ARCHITECT & PRIME CONSULTANT

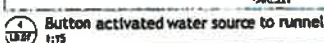
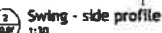
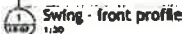
OWNER

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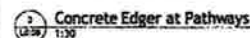
RAILYARDS, LOT H & J

ENTRY PLAZA & NEW SIGNAGE

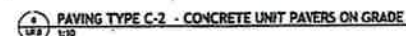
L0.06



**LO.07**



PAVING TYPE A - C.I.P. CONCRETE PAVING ON SLAB



**L0.08**

**L0.09**

2" REINFORCED CONCRETE  
 SHOT BLAST FINISH ON EACH  
 FACE, TOP AS PER SPEC

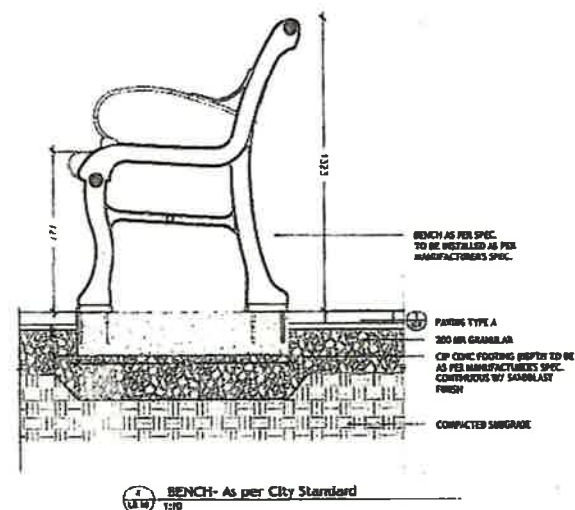
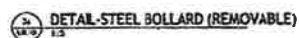
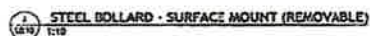
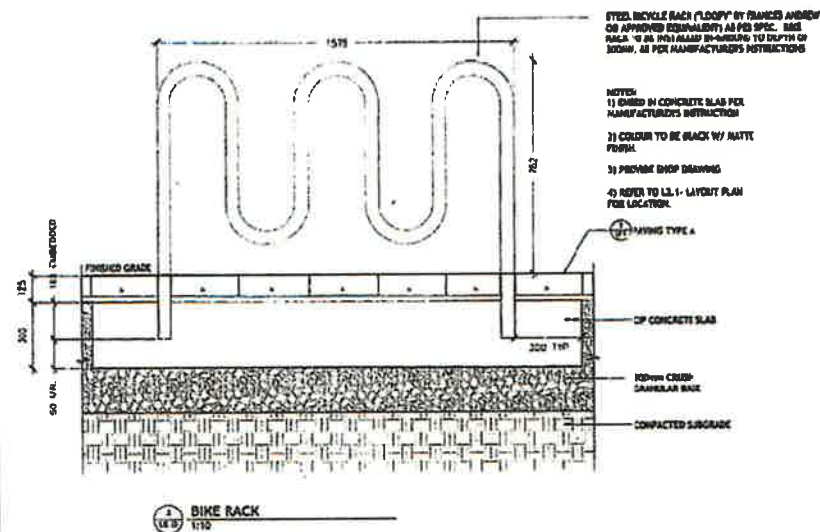
255. ONE FIBER 10" WIDE

"FACILE REINFORCED"  
 CONCRETE  
 AS PER BIDDING  
 REQUIREMENTS

1/8"

SLOPED EDGE AT STAIRS

(10-87)

[illegible]

RAILYARDS, LOT H &amp; J

## SITE FURNISHINGS

DRAWN  
FOOT DATE, REVISION

**CHOCOLATE**

**L0.10**



**LO.11**

ISSUED FOR  
 A 20 JUNE DEVELOPMENT PERMIT  
 B 24 JULY DEVELOPMENT PERMIT REVISIONS  
 FOR INFORMATION ONLY  
 NOT FOR CONSTRUCTION

**METRIC**  
 THIS DOCUMENT IS FOR INFORMATION ONLY AND MUST NOT BE USED  
 FOR CONSTRUCTION. ALL DIMENSIONS AND LEVELS ARE IN METRIC UNLESS OTHERWISE  
 STATED. DIMENSIONS ARE TO FACE UNLESS OTHERWISE STATED.  
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**ARCHITECT & PRIME CONSULTANT**  
 DIALOG ARCHITECTS  
 100/100 STREET  
 MELBOURNE VIC 3000  
 TEL: 03 9594 1000  
 WWW.DIALOGARCHITECTS.COM

**OWNER**  
 RAILYARDS  
 100/100 STREET  
 MELBOURNE VIC 3000  
 TEL: 03 9594 1000

SEA

RAILYARDS, LOT H & J

VICTORIA, VIC

LANDSCAPE SECTIONS 1-4

DESIGN  
 DATE 20/06/2018

CHECKED

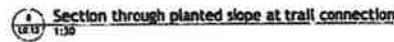
L0.12

1 Section through Public trail at entry to Building 1.  
 1:30

2 Section through Public Trail at new Bus stop location  
 1:30

3 Section through top of Public connection/ROW between Buildings 2 & 3  
 1:30

4 Section through Public Entry Plaza and entry to Building 3  
 1:30

[illegible]

— Seal

RAILYARDS, LOT H &amp; J

**VERBODEN**

LANDSCAPE SECTIONS 5-8

**GRAPHIC  
FLOW CHART, 2007**

**L0.13**

## REPORTS OF THE COMMITTEES

### **2. Planning and Land Use Committee – October 1, 2015**

#### **1. Development Permit with Variances Application No. 000404 for 701 Tyee Road (Railyards)**

It was moved by Councillor Thornton-Joe, seconded by Councillor Alto, that after giving notice and allowing an opportunity for public comment, that Council consider the following motion:

*"That Council authorize the issuance of Development Permit Application No. 000404 for 701 Tyee Road, in accordance with:*

- 1. Plans date stamped August 24, 2015.*
- 2. Development meeting all Zoning Regulation Bylaw requirements, except for the following variances:*
  - a. Reduce the north setback (Gaudin Road) from 3.5m to nil;*
  - b. Reduce the south setback from 4m to nil for Phases 1 and 2;*
  - c. Reduce the south setback from 4m to 3.5m;*
  - d. Increase the height in DA-H from 24m to 25.49m for Phase 2;*
  - e. Increase the height in DA-J from 31m to 33m for Phase 3;*
  - f. Reduce parking from 50 stalls to 49 stalls for Phase 1;*
  - g. Reduce parking from 185 stalls to 178 stalls; and*
  - h. Reduce the bicycle storage (Class 1) from 40 stalls to 28 stalls for Phase 1.*
- 3. The Development Permit lapsing two years from the date of this resolution.*
- 4. Revised plans to the satisfaction of staff that:*
  - a. Either enclose or screen the proposed garbage enclosure adjacent to Gaudin Road;*
  - b. Provide further details of the proposed grass pave finish;*
  - c. Provide comprehensive details relating to landscaping for Phases 1 and 2; and*
  - d. Provide reduced annual landscaping maintenance costs within Bridges Park and along Tyee Road.*
- 5. Referral to the Advisory Design Panel for a comprehensive review and with particular attention to the following issues:*
  - a. The design of building entrances facing Tyee Road;*
  - b. The design and appearance of the "Sky Home" end units; and*
  - c. The treatment of parkade walls that project above grade.*
- 6. An amendment to the Railyards Master Development Agreement, to the satisfaction of staff, to:*
  - a. Address proposed revisions to the public parking required in conjunction with Bridges Park and the path from Tyee Road to Central Spur Road; and*
  - b. Secure cost estimates for all required on-site services, off-site services and public amenities prior to any building in proposed Phase 1 being occupied.*
- 7. A Public Access Easement registered on title, to the satisfaction of staff, to secure public access through the site from Tyee Road to Central Spur Road.*
- 8. A Statutory Right-of-Way registered on title, to the satisfaction of staff, to secure public access to the Victoria West Entry Park and public pathways located on private land adjacent to Tyee Road.*
- 9. That Council authorize staff to execute an Encroachment Agreement for a fee of \$750 plus \$25 per m<sup>2</sup> of exposed shored face during construction, in a form satisfactory to staff."*

Carried Unanimously

#### **2. Development Permit with Variances Application No. 000404 for 701 Tyee Road (Railyards)**

It was moved by Councillor Thornton-Joe, seconded by Councillor Alto, that Council direct that staff report back to Council after the application is reviewed by the Advisory Design Panel, on the feasibility of retaining the provision in the Master Development Agreement of the City acquiring ownership title to the public access from Tyee Road to Central Spur Road, including the legal mechanism and pros and cons.

Carried Unanimously

#### 4. DEVELOPMENT APPLICATION REPORTS

##### 4.1 Development Permit with Variances Application No. 000404 for 701 Tyee Road (Railyards)

Committee received a report regarding an application for 701 Tyee Road (Railyards). The application is to authorize the design, siting and landscaping for a 144 unit apartment to be constructed in three phases.

Committee discussed:

- Concerns regarding the smaller vehicle parking spots and the type of vehicles that could be accommodated.
  - Affordability and the range of housing types that will be built.
  - Sustainability features and if there is an opportunity to request that LEED standards be incorporated.
- Concerns from the Community Association regarding the lack of community gardens and affordable housing.
- The pathway and if there was a way to ensure the City will retain the right-of-way.

**Action:** It was moved by Councillor Young, seconded by Councillor Coleman, that Committee recommends this report be forwarded to Council and that after giving notice and allowing an opportunity for public comment, that Council consider the following motion:

Committee discussed:

- Why the park cannot be built at the onset.
  - The area will be under construction and the land will be used as a staging area for equipment.
- The lack of affordability options and inclusionary zoning. There are no legal requirements built in.
- The public wants more sustainability features looked at.
- The timing of amenities.
- The need to develop policies to ensure that any amenities desired be requested at the beginning of the application process instead of at the time of the public hearing.
- If there is a mechanism by which the City remains the owner of the public pathway.

That Council authorize the issuance of Development Permit Application No. 000404 for 701 Tyee Road, in accordance with:

1. Plans date stamped August 24, 2015.
2. Development meeting all *Zoning Regulation Bylaw* requirements, except for the following variances:
  - a. Reduce the north setback (Gaudin Road) from 3.5m to nil;
  - b. Reduce the south setback from 4m to nil for Phases 1 and 2;
  - c. Reduce the south setback from 4m to 3.5m;
  - d. Increase the height in DA-H from 24m to 25.49m for Phase 2;
  - e. Increase the height in DA-J from 31m to 33m for Phase 3;
  - f. Reduce parking from 50 stalls to 49 stalls for Phase 1;

- g. Reduce parking from 185 stalls to 178 stalls; and
- h. Reduce the bicycle storage (Class 1) from 40 stalls to 28 stalls for Phase 1.
- 3. The Development Permit lapsing two years from the date of this resolution.
- 4. Revised plans to the satisfaction of staff that:
  - a. Either enclose or screen the proposed garbage enclosure adjacent to Gaudin Road;
  - b. Provide further details of the proposed grass pave finish;
  - c. Provide comprehensive details relating to landscaping for Phases 1 and 2;
  - d. Provide reduced annual landscaping maintenance costs within Bridges Park and along Tyee Road.
- 5. Referral to the Advisory Design Panel for a comprehensive review and with particular attention to the following issues:
  - a. The design of building entrances facing Tyee Road;
  - b. The design and appearance of the "Sky Home" end units; and
  - c. The treatment of parkade walls that project above grade.
- 6. An amendment to the Railyards Master Development Agreement, to the satisfaction of staff, to:
  - a. Address proposed revisions to the public parking required in conjunction with Bridges Park and the path from Tyee Road to Central Spur Road;
  - b. Secure cost estimates for all required on-site services, off-site services and public amenities prior to any building in proposed Phase 1 being occupied.
- 7. A Public Access Easement registered on title, to the satisfaction of staff, to secure public access through the site from Tyee Road to Central Spur Road.
- 8. A Statutory Right-of-Way registered on title, to the satisfaction of staff, to secure public access to the Victoria West Entry Park and public pathways located on private land adjacent to Tyee Road.
- 9. That Council authorize staff to execute an Encroachment Agreement for a fee of \$750 plus \$25 per m<sup>2</sup> of exposed shored face during construction, in a form satisfactory to staff.

CARRIED UNANIMOUSLY 15/PLUC210

**Action:** It was moved by Councillor Isitt, seconded by Councillor Madoff, that Committee recommends that Council direct that staff report back to Council after the application is reviewed by the Advisory Design Panel, on the feasibility of retaining the provision in the Master Development Agreement of the City acquiring ownership title to the public access from Tyee Road to Central Spur Road, including the legal mechanism and pros and cons

CARRIED UNANIMOUSLY 15/PLUC211

PLUC meeting  
October 1, 2015

**MINUTES OF THE  
ADVISORY DESIGN PANEL  
HELD WEDNESDAY, OCTOBER 28, 2015, 12 P.M.**

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

**Panel Members Present:** Rod Windjack (Chair); Brad Forth; Cynthia Hildebrand; Mickey Lam; Ann Katherine Murphy; Christopher Rowe

**Absent:** Barry Cosgrave; Gerald Gogos; Mike Miller

**Staff Present:** Mike Wilson – Senior Planner - Urban Design;  
Jim Handy– Senior Planner - Development Agreements;  
Charlotte Wain – Senior Planner - Urban Design;  
Quinn Anglin - Secretary

*Barry Cosgrave joined the meeting at 12:07 P.M.*

**2. APPLICATIONS**

**2.1 Development Permit No. 000404 for 701 Tyee Road**

The proposal is to construct 144 residential units on the undeveloped portion of the Railyards.

**Applicant Meeting attendees:** Mr. Joost Bakker, DIALOG  
Mr. Matthew Thomson, DIALOG

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

- Design of building entrances facing Tyee Road.
- Design and appearance of the “Sky Home” end units.
- Treatment of the parkade walls that project above grade.

Mr. Thomson and Mr. Bakker then provided the Panel with a detailed presentation of the proposal.

Panel Members discussed:

- Views of the eight-storey building from the Bay Street Bridge, particularly in relation to the architectural design and treatment of the south east corner of the building.
- The visibility of the main building entrances from Tyee Road.
- Landscape treatment of the undeveloped areas between phases of construction.
- The proposed crushed limestone finish for pathways and its practicality for strollers, wheelchairs, and pedestrians. Building entrance canopies should be increased to provide for adequate weather protection and improve visibility from Tyee Road.
- The lack of dedicated parking stalls for the proposed park.

- The application of colour, particularly on Building 3 to improve the expression of building volumes.
- The proposed screening of the garbage and recycling area and the proposed access for garbage pickup.
- Concerns relating to the terminus of Central Spur Road as an adequate vehicle turn around and on-street parking has not been proposed.
- The expression of the east elevation of the 8-storey building.
- The delivery of the public park is proposed as part of Phase 3 of the development. Panel members discussed delivering the public park as part of Phase 2.
- Major public pathway between the street and site down is not constructed until the construction of the final phase.
- The landscape design within the area of the bridge dedication should be considered by the City prior to the completion of the first phase.
- The proposed landscape screening of the exposed parking garage walls is acceptable.
- The treatment of the Sky Home end units is acceptable.

**Action:**

**MOVED / SECONDED**

It was moved by Rod Windjack, seconded by Brad Forth, that the Advisory Design Panel recommend to Council that Development Permit Application No. 000404 for 701 Tyee Road be approved with consideration of the following:

- Further consideration of the layout and resolution at the end of Central Spur Road.
- Reconsideration of the scale, building finish, landscape materiality, and accessibility of entrances on Tyee Road.
- Provision of the playground as part of the Phase 2 development.
- Provision of landscape treatment between Phases as they are completed.

**Amendment:**

**MOVED / SECONDED**

It was moved by Christopher Rowe, seconded by Brad Forth, that the motion be amended as follows:

That the Advisory Design Panel recommend to Council that Development Permit Application No. 000404 for 701 Tyee Road be approved with consideration of the following:

- Further consideration of the layout and resolution at the end of Central Spur Road.
- Reconsideration of the scale, building finish, landscape materiality, and accessibility of entrances on Tyee Road.
- Provision of the playground as part of the Phase 2 development.
- Provision of landscape treatment between Phases as they are completed.
- **Recommend to City staff that they explore the opportunities for providing access from Tyee Road to Central Spur Road through the Bridge Dedication lands.**

On the amendment:  
**CARRIED UNANIMOUSLY**

On the main motion as amended:  
**CARRIED UNANIMOUSLY**

## 2.2 Development Permit No. 000439 for 1101 Fort Street

The proposal is to construct a six-storey, mixed-use building with 81 residential units and ground-floor commercial/retail

Applicant Meeting attendees: Mr. Korbin Dasilva, Abstract Developments  
Mr. Sam Ganong, Abstract Developments  
Greg Damant, Cascadia Architects Inc.  
Andy Guiry, Cascadia Architects Inc.  
Peter Johannknecht, Cascadia Architects Inc.  
Scott Murdoch, Murdoch de Greef Inc. Landscape Architects

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

- The potential impacts on the neighbouring Zen building to the east.
- The height of the six-storey street wall along Cook Street and Fort Street
- The blank east elevation as viewed from Meares Street.
- Location of bicycle racks.

Ms. Wain also advised the Panel that this application has not yet been presented before the Planning and Land Use Committee as it does not require any variances.

Mr. Damant and Mr. Ganong then provided the Panel with a detailed presentation of the proposal.

Panel Members discussed:

- The proposal is a contemporary approach but is different to the existing approach along Fort Street.
- How the building relates to the character of Fort Street to the west and the design of retail frontages to respect pedestrian scale at the street level.
- The proposed wood detailing is appreciated, the applicant should explore increasing this along the retail frontage to aid in breaking up long expansions of glass and to add warmth to the expression of the building.
- Opportunities to reduce CPTED concerns associated with the east facing blank wall fronting the rear courtyard and consideration of adding window openings to the wall.
- The landscaped area fronting Meares Street could be improved to offer increased outdoor amenity space for occupants of the proposed live/work units.
- Opportunities to refine the window placement and increase the recess on the second and third floors.

### **Action:**

### **MOVED / SECONDED**

It was moved by Christopher Rowe, seconded by Barry Cosgrave, that the Advisory Design Panel recommend to Council that Development Permit Application No. 000439 for 1101 Fort Street be approved with consideration of the following:

- Revisions to the design of the outdoor amenity space associated with the live/work units to provide for increased private outdoor space.

**CARRIED UNANIMOUSLY**

**3. Approval of Comments on the Proposed Delegation/Exemption Process**

- Panel members did not offer any additional comments to those already provided.

**4. ADJOURNMENT**

The Advisory Design Panel meeting of October 28, 2015 adjourned at 2:20 P.M.

---

Rod Windjack, Chair

DRAFT

405 - 611 Alexander Street  
Vancouver, BC, V6A 1E1  
TEL 604.255.1169

300 - 134 11th Avenue SE  
Calgary, Alberta, T2G 0X5  
TEL 403.245.5501

100 - 10237 104th Street  
Edmonton, Alberta T5J 1B1  
TEL 780.429.1580

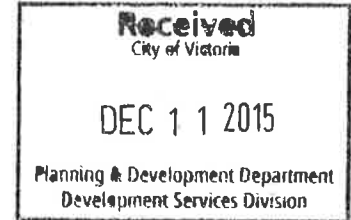
1000 - 2 Bloor Street East  
Toronto, Ontario, M4W 1A8  
TEL 416.966.0220

DIALOG

10 December 2015

City of Victoria  
Sustainable Planning and Community Development Department  
1 Centennial Square  
Victoria  
BC V8W 1P6

Attention: Jim Handy, MCIP RPP Senior Planner



Dear Jim,

**Re: 701 Tyee Road  
Development Permit No. 000404**

In response to our revised DP submission dated Dec 10, 2015, this letter contains our response to the ADP recommendations from your email dated, Nov 4, 2015, and Minutes of the ADP meeting dated, Oct 28, 2015:

***The email dated, Nov 4, 2015***

Revisions required by Council

*The Council motion of October 1 requires the following plan revisions:*

- *either enclose or screen the proposed garbage enclosure adjacent to Gaudin Road;  
Screen to be provided to hide the garbage enclosure, see A3.03*
- *provide further details of the grass pave finish;  
Attached are to supplementary details from Civil Engineer towards additional information for Fire truck lane. These will be developed further and stamped by Civil for the Building Permit.*
- *provide comprehensive details relating to landscaping for Phases 1 and 2; See L0.01 – L0.13*
- *provide reduced annual landscaping maintenance costs within Bridges Park and along Tyee Road.  
We have worked closely with City Parks Staff to develop a landscape treatment that effectively reduces the associated maintenance costs with these noted areas.*

Other recommended plan revisions

*As discussed, the revised plan package should also address the following:*

- *provide details of all exterior doors (for Garden Homes, Sky Homes and Garage Doors)  
See A3.13*
- *please ensure the labelling of plans is correct (i.e. the Garden Homes / Sky Homes seem to be mislabelled) Revised, see A2.41*
- *provide enhanced details of the green wall treatment, See L0.11*

PRINCIPALS

JIM ANDERSON, AIBC, AAA, OSA, LEED AP  
ERAY APPELBAUM, AIBC, PPOA, AAA, LEED AP  
HARISH ARORA, P.ENG  
JONAS BARNIN, AIBC, SAA, OSA, AAA  
ALAN BODOLAK, AIBC, AAA, AIA  
GERALD CALSON, P.ENG  
DDIS CONNOR, AIBC, AAA

JEFF GIBBARTISTA, PhD, P.ENG, LEED AP  
JAGDISH KAVAR, M.A.S., P.ENG, SIUCS ENG, ARCHITECT, REC  
JIM COOBWY, AIBC, AAA, OSA, HIAA  
WATSON HIGDON-PANDT, P.ENG, LEED AP  
NORMAN HODSON, AIBC, AAA, OSA  
DEEJA KHACHIL, P.ENG  
ASHIAN LAO, AAA, MRAIC, LEED AP

JANIS LEESE, AIBC, AAA, OSA, LEED AP  
JIM MCLUNE, P.ENG, LEED AP  
DAVID MINER, AIBC, AAA, OSA, LEED AP  
JIM MONTGOMERY, P.ENG, LEED AP  
MARK MONTGOMERY, AIBC, P.ENG  
MARTIN SPARROW, AIBC, AAA, OSA, LEED AP  
TOM SUTHERLAND, AIBC, AAA, OSA, LEED AP

LYNN WERTER, AIBC, AAA, OSA, LEED AP  
THOMAS WIL, PhD, P.ENG, SIUCS ENG, P.E., SE  
ROBYN WOOD, S.A., SC, P.ENG, P.E., LEED AP, P.O.C.

DIALOGUE  
ARCHITECTURE ENGINEERING  
INTERIOR DESIGN PLANNING INC.

\* DENOTES "ARCHITECT AIBC" OR "ARCHITECT AAA"

- the south elevation *drawing* indicates that the service room, bike storage area etc. *projects out* from the main face of the building. This is *illustrated* on the south elevation drawing of building 2 (retaining walls, planters and railing above). Please include details of this treatment on the west and north elevation drawings of building 2, The foundation / parkade wall to be covered by the landscape and earth, see A3.02, A3.03

### **Minutes of the ADP meeting dated, Oct 28, 2015**

Action:

*MOVED / SECONDED*

*It was moved by Rod Windjack, seconded by Brad Forth, that the Advisory Design Panel recommend to Council that Development Permit Application No. 000404 for 701 Tyee Road be approved with consideration of the following:*

- *Further consideration of the layout and resolution at the end of Spur Road*  
The proposed layout is based on the following rationales and merits to the public,
  - 1) Bigger Park and Tots Play Area,
  - 2) Better access and connections with park, Tyee Road and transit thru public access easement, bike lane, Galloping Goose trail, etc.
  - 3) Safer environment beside park,
  - 4) Reduced road asphalt surface resulted in less hot island area,
  - 5) Better barrier free access to park,
- *Reconsideration the scale, building finish, landscape materiality, and accessibility of entrances on Tyee Road*  
Building 1 & 2 are to be scaled as subtle and respect the massing of surrounding buildings while Building 3 is more iconic gateway pairing with other tall office building opposite to Bay Street. The introduction of Sky homes is to create a transition in scale between proposed lowrise Building 1 & 2 and existing townhouse community. Also, it creates better street presence for this vibrant neighbourhood.  
To be coherent with the character of Railyards, the building finishes has been carefully thought through and cautiously executed with some fun pop color panels. This is to create the sense of continuity and to reflect the vision for a diverse of residential community.  
Along Tyee Road, the invaluable park space is not only for public enjoyment, but it also acts a generous front yard for the adjacent buildings. The entrances collaborate with the landscape to create the atmosphere of "City in the park". Accessibility has been carefully planned.
- *Provision of the playground as part of Phase 2 development*  
We want to make sure the park and playground delivered to public in a safe context. The only and best option is to provide the playground in Phase 3 as a part of the completion of whole development. This will reduce the risk between park visitors and construction works.
- *Provision of landscape applications between Phases as completed in project over its duration of construction*  
Noted. There will be a screen of tree pots along the phase boundary between Phases, see phasing plans A0.05A, A0.06A

DIALOG

We trust that this response, including all attachments, will satisfy the prior-to conditions and requested clarifications for this project. We look forward to the timely issuance of the approved application.

Yours truly,

DIALOG BC Architecture Engineering Interior Design Planning Inc.

A handwritten signature in black ink, appearing to read 'J. Bakker', with a stylized flourish at the end.

Joost Bakker, Architect AIBC, AAA, SAA, OAA, FRAIC, RCA  
Principal, DIALOG

c.c.	Chris Le Fevre,	The Railyards Development Ltd.
	Michael Cheung,	DIALOG
	Matthew Thomson,	DIALOG



J.E. ANDERSON  
& ASSOCIATES  
SURVEYORS - ENGINEERS

DATE

Dec 10 / 2015

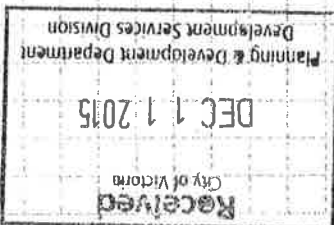
PREPARED BY

g.f.

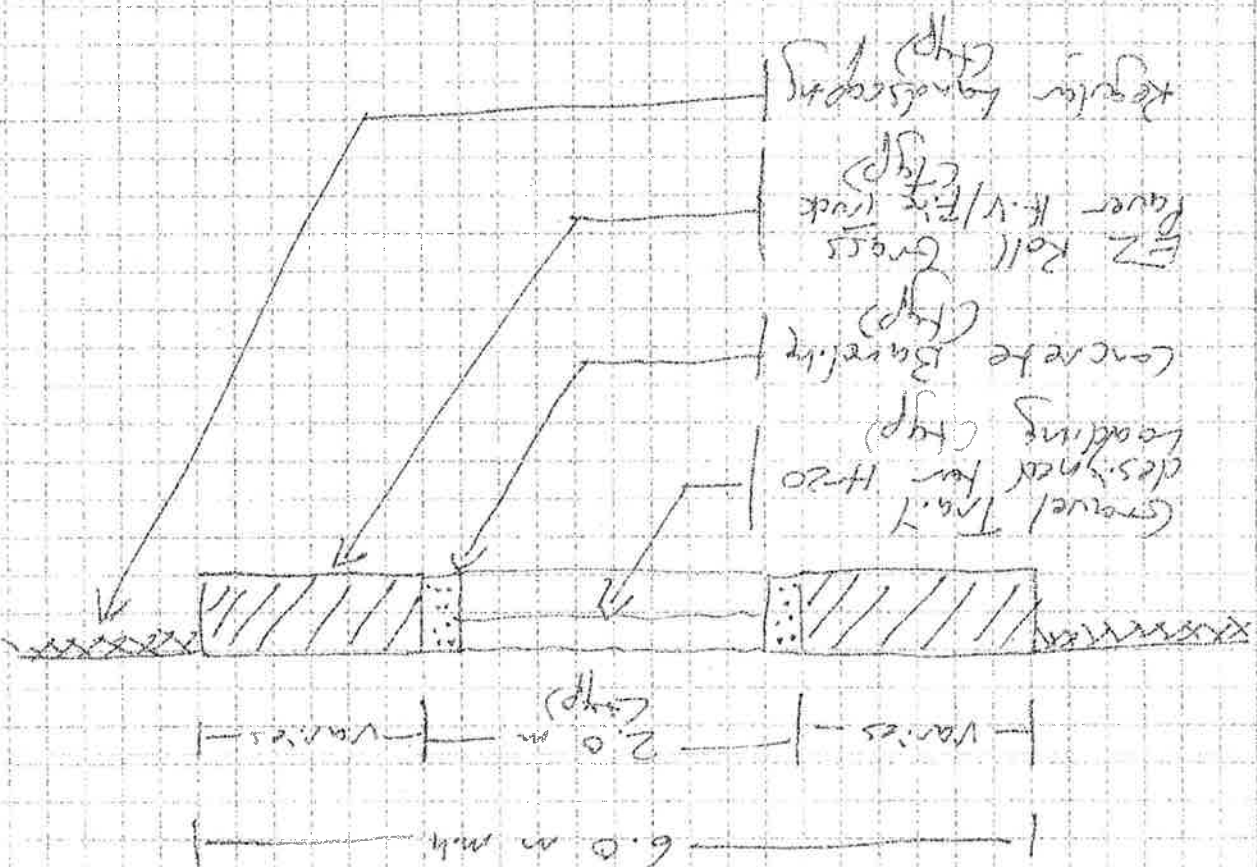
PROJECT No.

21291-6

Page No. 1 of 1



Kelly & H&J  
Fire Access / Trail Detail



# EZ ROLL™ GRASS PAVER PRODUCT DESCRIPTION

PANEL SIZE - 24" x 24" x 1"

CELLS PER PANEL - (72) - 2-1/4" HEXAGONAL CELLS

STOCK ROLL SIZE'S - 4' x 24' (96 sq. ft.)  
4' x 150' (600 sq. ft.)

CUSTOM SIZES AVAILABLE UPON REQUEST

1'-6" x 150' (225 sq. ft.)  
2' x 150' (300 sq. ft.)

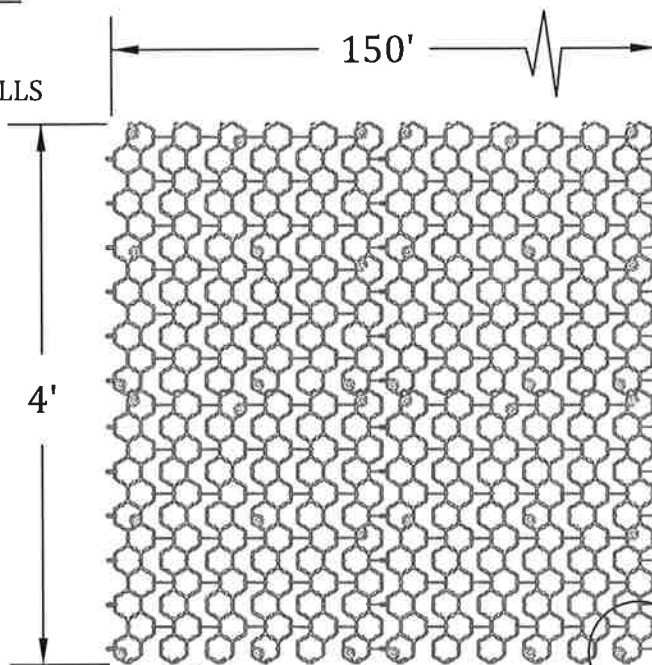
NESTED HONEYCOMB CELL LAYOUT

COMPRESSIVE STRENGTH (OPEN CELL NO FILL)

63,936 PSF

444 PSI

EXCEEDS H2O  
LOADING

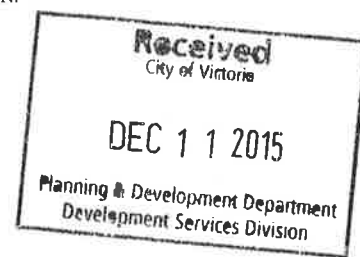
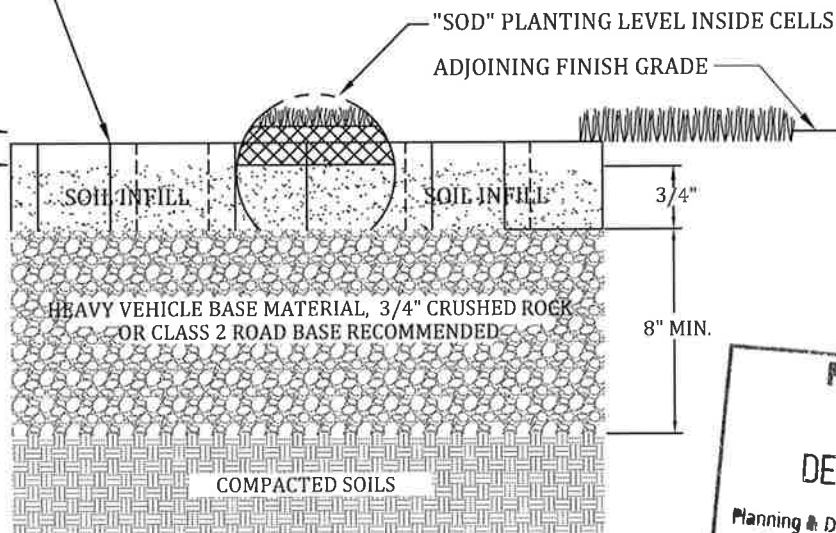


EZ ROLL GRASS ROAD PAVER

LATERAL SNAP LOCKS

ACTUAL FINISH GRADE

SOIL FILL LEVELS INSIDE  
PAVER GRIDWORK AFTER  
HEAVY WATER DOWN. THIS  
IS THE ACTUAL SOD PLANTING  
LEVEL.



SOIL INFILL THE COMPOSITION OF THE MATERIAL WILL BE BASED ON  
LOCAL CONDITIONS AND DETERMINED BY THE LANDSCAPE ARCHITECT  
OR AS SPECIFIED IN THE CONTRACT DOCUMENTS

GRASS SEED OR SOD TYPE TO BE AS SPECIFIED IN THE CONTRACT  
DOCUMENTS OR BY DESIGN LANDSCAPE ARCHITECT.



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