



## REVISIONS TO REZONING DOCUMENTS (DPV 00055)

### REVISION 2 – Based on Staff Comments

The project drawings have been revised to address the concerns as per the Application Review Summary from the City of Victoria dated Tuesday March 27th 2017. The following revisions have been made:

Conditions to be met prior to the Committee of the Whole:

- Please provide signage for clarity to access the rear units from the street.
  - RESPONSE: A unit map for wayfinding is proposed at the sidewalk entry to the proposed project
- Please consider screening and/or obscuring glass guardrails along the sides of the roof decks to mitigate against potential privacy concerns.
  - RESPONSE: The guards between the upper roof terraces and lower, the partition has been raised to 1.5m (5'-0") to increase sense of privacy. The wrapping guards on the upper end units have been pulled back to help reduce the sightline issues for privacy between upper and lower decks. The glass on all privacy guards and screens is proposed to be obscured glass.
- Please consider obscuring windows on side elevations to provide more privacy between existing adjacent apartment building units and proposed units.
  - RESPONSE: Some mitigation has been achieved simply due to a flipping of the ground floor units, where some windows have been removed from the side elevations. On the Charter House side of the building, the situation is that the buildings are offset from one another, and separated by 11m. The layouts of each building is such that the windows facing each other are smaller, secondary windows, not the primary viewing windows. On the Regent Tower side of the building, the buildings have a similar offset, and again the end elevation has smaller, secondary windows. The separation distance in this case is greater at a little over 17m, which we feel is adequate. Window coverings can also be used to control privacy, if it's an issue. The impact of obscured glass in the proposed units would have an effect on the views from the living space, and reduce the overall sense of space.
- Please provide real wood (as described in the letter to Mayor and Council) not aluminum soffit that imitates wood (as shown on the elevations).
  - RESPONSE: This was discussed with staff, and providing that a true sample was submitted as part of the material



board, the aluminum cladding material would be acceptable. Design panel was also supportive, especially based on the low maintenance aspect of the material compared to real wood over time.

- Please provide a material board with sample materials on it.
  - RESPONSE: A material board has been submitted and received.
- Please consider providing additional soft landscaping on the site.
  - RESPONSE: A portion of the hardscape is proposed to be removed around the pool deck, and additional planting and trees are proposed.
- Please provide information on lighting that will be provided for the entrances stairs and sunken entrances.
  - RESPONSE: A lighting plan has been added to the Landscape drawings

NOTE: The Plan Check for the proposal has significant outstanding issues/ missing/ or incorrect information. Please ensure that your resubmission addresses these items. If you need clarification on any of the items contained in the Plan Check, please contact the Zoning Administration staff as noted on the Plan Check.

- RESPONSE: Based on the Zoning Plan Check form, the highlighted comments pertained to making sure the new accessory building was included in the site coverage stats, and a request for some clarity between the elevation and section at the stairs.
  - To help clarify the site coverage comment, we've added diagrams to A0.01. The accessory building had been included.
  - Stair sections have been added to the section drawings on A4.01, which should help clarify any confusion.

## Engineering and Public Works Department Comment

### TRANSPORTATION REVIEW

Conditions to be met prior to the Committee of the Whole:

- REQUIRED: The intent of the 2005 revision to the Zoning Regulation Bylaw to required bicycle parking was to increase the use of bicycles as a mode of transportation. Prior to 2005 most multi family dwellings were already providing individual storage lockers for residents which did not satisfy this purpose. These areas were frequently difficult to access and already full of personal objects due to the limited storage space available in small apartments. Common bicycle rooms encourages the use of bicycles for transportation by preventing the use of bicycle parking areas for general storage. Considering the anticipated parking shortfall at this development high quality bicycle parking will be recommended by staff. A plan revision is required.



- RESPONSE: Plan revised. The bike storage room has also been revised to show the bike parking requirements as described in the draft version of the new Schedule C. The Class 1 bike parking provided has also been increased to 48 bikes (2 bikes / unit) from 32. **See A1.05**
- REQUIRED: The anticipated parking shortfall for this development is 98 stalls. To offset a portion of this shortfall the applicant must make firm commitments to Transportation Demand Management (TDM) programs. Staff will recommend these TDM programs be made a condition of rezoning by Council. For this application to become supportable by staff these TDM programs must include a car share membership for each of the 219 units, one car share vehicle, one on-site dedicated car share parking space, a \$100 car share usage credit for each unit, and one secure weather protected bicycle parking stall in a common dedicated bicycle parking room for each unit.
- REQUIRED: A common bicycle room (as opposed to individual lockers) helps meet the intent of the bylaw by discouraging general storage in bicycle parking areas and may provide residents/families with more than one bicycle space to park their 2nd or 3rd bicycle. A plan revision is required.
  - RESPONSE: Plan revised. The term “locker” has been removed and was never intended to be an actual locker. The bike storage room has also been revised to show the bike parking requirements as described in the draft version of the new Schedule C. The Class 1 bike parking provided has also been increased to 48 bikes from 32 previously. **See A1.05**
- INFO: To determine the anticipated parking demand for this development the applicant’s transportation consultant has relied on observations of parking occupancy rather than more reliable vehicle ownership rates for comparable developments. These observed rates did not account for the 24 vacant units, vehicles currently in use by residents, and made assumptions about which vehicles parked on-street may be attributed to the site. This same transportation consultant has recommended the City require a minimum parking supply of 236 stalls for this development considering the unit sizes, location, and tenure through the recent update of the Zoning Regulation Bylaw. The anticipated parking shortfall will have impacts on parking availability for existing units on the site and surrounding properties.

## UNDERGROUND UTILITIES

Conditions to be met prior to the Committee of the Whole:

- A change in zoning may allow for changes in permitted use and density resulting in increased sewage flow rates. The City’s sanitary sewer system may not, at present, be sufficient to accommodate the increased flow rates. If the anticipated peak flow rate produced by the new development is greater than the estimated peak flow rate of sewage that would normally be generated by permitted development under the existing zoning regulation, then attenuation of flows will be required. A report prepared by a qualified Engineer comparing pre and post development sewage flow rates shall be submitted to the Engineering Department. The report is to include measures that the developer intends to take to attenuate the sewage if required. Please contact Randy Chang 250-361-0512 if you require further information.



## Burrowes Huggins Architects

- If it is determined that sewage attenuation is required, the registration of a section 219 covenant will be necessary to secure the commitment to attenuate sewage. Registration of the covenant is required prior to Public Hearing; Information at Building Permit Stage
- If parking area exceeds 10 spaces, storm water treatment is required under Bylaw 14-071 Schedule H: Code of Practice for Automotive and Parking Lot Operations. Business or strata occupier to register under Schedule H at occupancy. Marcin Jedynak to contact at a later date.
- The City is offering financial incentives for properties to manage rainwater on-site. Visit [www.victoria.ca/stormwater](http://www.victoria.ca/stormwater) for more information.

### Parks Division Comments

Conditions to be met prior to the Committee of the Whole:

- FOR INFORMATION ONLY: Please note that the proposed yew hedge on Michigan is planted on city property. This hedge should be included on the private irrigation system at BP phase. The city will not maintain or irrigate this hedge.
- REQUIRED: Three bylaw protected trees are being removed for this proposed project. The landscape plans indicate that the bylaw replacement trees will be noted on the BP drawings. Please note these trees on the DP drawings, as these drawings are viewed by the public and Council.

### Permits and Inspections Division Comments

Conditions to be met prior to the Committee of the Whole:

- The proposed building crosses over a property line. Easement would be required.
  - RESPONSE: A Lot consolidation has been submitted
- Please see 9.9..9.1. of the BCBC for the window on the top floor.
  - RESPONSE: Egress sliders and juliet balconies have been added to one bedroom for each townhouse unit.

### Fire Department Comments:

- Min 6m wide access on both driveways required
  - RESPONSE: An alternative solution was discussed with the FD, and was addressed in our previous response to staff comments. A preliminary code report for this project addresses this as well, and is included in the resubmission.



### REVISION 3 – Based on Design Panel Comments

The project drawings have been revised to address the concerns and comments from the Advisory Design Panel on May 9<sup>th</sup>, 2017. The following revisions have been made:

**ADP Comment:** *Further exploration of utilizing the vertical elements of the building for rain water leaders and storage options.*

- 6 of the roofs will have a drainage system that directs runoff to the ends of the buildings where rain gardens are planned. The remaining 6 roofs will utilize the vertical elements for rain water leaders.
- Vertical elements between units have been widened at the ground level only to accommodate storage
  - A3.01 Ground Floor Plan

**ADP Comment:** *Consideration of flipping the layout of the studio suites to offset the alignment of the front door and the upper exterior stairs.*

- Studio units have been flipped so that entry door aligns with patio stairs. This change ensures more privacy between the upper and lower unit entries. Revisions can be seen on the following drawings:
  - A3.01 Ground Floor Plan
  - A5.01 Elevations
  - A5.02 Elevations

**ADP Comment:** *Consideration of the introduction of additional greenspace to the consolidated site.*

- A strip of planting/ trees have been added to the pool deck area to soften the transition between parking lot and the pool area. See the landscape plan for shrub species, and more information. Revisions can be seen on the following drawings:
  - A3.01 Ground Floor Plan
  - A-AD.10 Perspective views
  - Landscape Layout plans

**ADP Comment:** *Consideration of stair design revisions to maximize privacy, storage and liveability.*

- The stair treads have been changed from 50mm (2in.) to 75mm (3in.) to increase privacy, but still maintain daylight penetration. Revisions can be seen on the following drawings:
  - 3/5.02 Elevations: A detail has been added to illustrate.

**ADP Comment:** *Reconsideration of the building's end elevation design to respond to the massing shift in the building form.*

- The end elevations have a material change between units to break up the massing, respond to the shift in building form, and provide a scale better suited to the scale of townhouses. Revisions can be seen on the following drawings:
  - A5.01 Elevations
  - A5.02 Elevations