



November 18th., 2025

Development Services  
City of Victoria  
1 Centennial Square  
Victoria, B.C.  
V8W 1P6

**RE: 600 Dallas Road - Application Review Summary Response [REZ00890]**

To whom it may concern,

This letter is written in conjunction with the set of drawings dated November 12th., 2025, being resubmitted for a Development Permit at 600 Dallas Road. The TRG and Zoning Plan check comments are attached in Appendix 1 and, for ease of reference, we have numbered each item in those documents. We note those revisions below that are specifically relevant and instrumental in improving the alignment of our proposal with the recently approved OCP and zoning regulation bylaws.

From the Technical Requirements and Regulations Application Review Summary (TRG) (see Appendix 1):

**0.0 Conditions to be met prior to Committee of the Whole**

We acknowledge and understand the OCP Designation: Local Villages, the Development Permit Areas: DPA-1: General Urban Design, TDPA1: Tenant Protection, and Zoning: Local Village District -1 Zone . We do not anticipate any variances will be required.

**1.0 Planning Review**

**1.1 Official Community Plan Guidance: Local Villages**

To address these items we have introduced a new CRU, or potential "Office Area" on the S.W. corner of the site which has a lock-off door to an adjacent one bed-room suite. This "office" could be run as a separate entity or as a "Live/Work Studio" with the interconnecting doors between the two spaces.

**2.0 Development Permit Area 1: General Urban Design (General Urban Design Guidelines)**

- 2.1** We have modified the building façades at the ground floor level to provide greater
- 2.2** variability to the building/sidewalk interface. We have relocated the main entry to
- 2.3** face Government St. but have set it back approximately 4 feet. We have also relocated the long term Bike Room to face Government St. and set back its entry which is located between two planting beds. Similarly, at the south end where we have introduced an office space (as noted above), we've again setback the façade and located a planting bed between the sidewalk and the building face.

Michael Jon Moody, Architect AIBC, MRAIC, LEED® A.P. Principal  
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- 2.4** After much consideration of the parking requirements for this project during the  
**2.5** initial design phase, underground (or below-grade) parking, was considered  
unviable for a number of reasons; the site dimensions were too restrictive to  
**2.13** accommodate the necessary ramps, the costs would not be recuperated in  
**2.14** the number of stalls we would have been able to provide, and the required  
**2.15** blasting would be too disruptive to the neighbourhood, particularly the adjacent 4  
**2.16** storey condominium. The current design shows no sign of a parkade except for  
the overhead door on the north face of the building, which is also partially shielded  
by the increased setback and landscaped amenity areas being provided. We have  
also relocated the short-term bicycle parking in this area which is covered, will be  
well lit, and easily visible from the street and main entry. We are able to retain 7  
parking spaces in the at-grade, covered parking area on the ground floor
- 2.6** Further to design changes noted in items 2.1 to 2.3 above, we have redesigned  
**2.7** the ground floor by breaking up the apparent length of the façade. We feel we  
**2.8** have achieved this with the the recessed areas and planting beds mentioned  
**2.9** above, and by varying the materiality with the introduction dark gray stucco  
**2.10** portions of wall which contrast with the exposed concrete structure. The additional  
**2.11** glazed doors and windows along Government St. give pedestrians and passers-by  
**2.12** glimpses of the interior spaces which fosters a greater interaction between the  
two. Moving on to the Dallas Road frontage, this scheme continues and is  
enhanced with a 3m setback which includes lush landscaping and individual patio  
areas for the commercial space, on the S.W. corner, and the more private dwelling  
unit to the east. Each patio space is enclosed with a 1m high black aluminum  
picket fence, delineating the line between public and private realms.

### **3.0 TDPA; Tenant Protection**

The only current tenant in the existing duplex is the Owner's father. There are already plans in place to temporarily house this gentleman in a nearby apartment.

### **3.2 Tax Exemptions for Rental Housing**

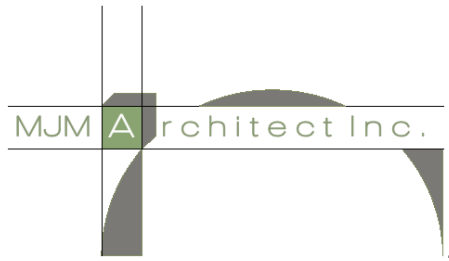
The Owner will be exploring how best to leverage the tax exemptions on his own accord.

## **4. Zoning Review**

- 4.1** Notes have been added to our drawings regarding the need for operable (egress)  
windows but we would like to point out that this is a BCBC 2024 requirement  
and would need to have been incorporated into the design irregardless of a zoning  
bylaw.

### **4.2, 4.3, 4.4, 4.5, 4.6, 4.7**

We have updated the entire site and data statistics on drawing SK-0



- 4.8 We have reduced all projections into any setbacks to within the maximum as permitted in the LVD-1 zone and therefore do not anticipate any need for legal agreements.
- 4.9 The roof top plan on drawing SK-2.5 now illustrates the new zoning requirements for roof structures (uninhabitable elements) relative to the maximum 20% roof area coverage and the 3m setbacks.
- 4.10 Stall dimensions have been corrected. Please refer to drawing SK-2.1

## **5.0 Land Development Review**

- 5.1. We have confirmed with BC Hydro that a PMT is not required for this project. Please see attached documentation.

**From:** Design, SVI <[design.svi@bchydro.com](mailto:design.svi@bchydro.com)>  
**Sent:** Wednesday, September 17, 2025 1:46 PM  
**To:** Singh, Gurhasanpreet <[Gurhasanpreet.Singh@stantec.com](mailto:Gurhasanpreet.Singh@stantec.com)>  
**Cc:** [dwpedd@gmail.com](mailto:dwpedd@gmail.com)  
**Subject:** RE: [External] RE: Project #0005104465: 600 Dallas Rd, VICTORIA, BC, V8V 1B5

Hi Gurhasanpreet,

A PMT is not required by BCH on site for a 600A 120/208V service. This service can be supplied by an overhead transformer bank (provided OH clearances can be maintained) and ultimately it is up to the municipality to confirm servicing routes.

Regarding the proposed service dip, yes the pole in your screenshot below is the adjacent pole I was referring to. Both the location of the existing pole / anchor and source of the 3ph secondary dip will all need to be confirmed by the assigned designer after visiting the site and determine how best to provide this service. I would expect the existing pole at the north lot line of your site can remain in place, just the anchors relocated. However, I cannot say for sure. Hope this helps for now!

Cheers,

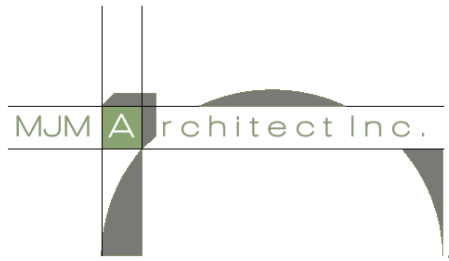
**Mike Dunham**

Design Technician Workleader, Distribution

**M** (778) 584-4462

- 5.2. Prior to Bylaw approval the Owner will secure by a registered legal agreement that the 1.91m road dedication will be provided.

We are not aware of any TDM measures required for this project.



**In Conclusion:**

We trust the brief letter of itemized responses is satisfactory for its intended purpose but, should you require any further information or explanations, we are always eager and happy to respond.

Sincerely,

A handwritten signature in black ink, reading 'Michael Jon Moody'. The signature is fluid and cursive, with a large, sweeping 'M' and 'J'.

Architect AIBC, MRAIC, LEED® A.P.



## **APPENDIX 1**

### **0.0**

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

As of October 2<sup>nd</sup>, 2025, the OCP Designation, Development Permit Area, and Zoning of this property have changed. The land use details of this property are now as follows:

- OCP Designation: *Local Village*
- Development Permit Areas: *DPA 1: General Urban Design, TDPA 1: Tenant Protection*
- Zoning: *Local Village District – 1 Zone*

Should the proposal be brought into alignment with the new LVD-1 Zone and the design guidelines thoroughly satisfied, a rezoning may no longer be required. However, should a rezoning still be a required, the proposal will be reviewed against the newly approved [Rezoning & Development Policy](#). This property is now considered part of Holland Point Village – see page 99 of the policy for details on the land use and density supported through a rezoning. Up to six storeys and 2.5:1 FSR could be supported through rezoning. Specific guidance exists for providing ‘active uses’ at the ground floor along Dallas Road.

### **1.0**

#### **Planning Review**

#### **1.1**

Official Community Plan Guidance: Local Villages

- *“Primarily multi-unit residential and commercial mixed uses, with an emphasis on retail and community-serving uses.”*
- *“These areas are home to additional community-serving uses for residents... contribute to local community identity and support car-light living.”*
- *“New and emerging Local Villages should thoughtfully consider the inclusion of public spaces and the experience of the village as a local destination.”*

### **2**

Development Permit Area 1: General Urban Design (General Urban Design Guidelines)

#### **2.1**

- 2.1.1 (h) On corner sites, develop both street facing facades as front elevations. This may entail the use of L-shaped massing and floorplate configurations, supported by potential variances to side yard and rear yard requirements.

#### **2.2**

- 2.1.1 (i)(vi) For properties that include a road dedication, consider setbacks from the new property line; Variances to setbacks to enable public realm objectives may be considered.

Though you are permitted now to construct to 0m from the Government and Dallas property lines, it is recommended to setback the ground floor slightly to create a transition zone between the public realm and the dwelling unit(s). See the diagram below for details.

- 2.3** • 2.1.2 (a) Design and locate parking, circulation and access to minimize impacts on adjacent streets and open spaces including the urban forest.  
**The parkade continues to negatively impact the streetscapes long both Government Street and Dallas Road. As shown in the diagram below, it is highly encouraged to further activate the edges of the ground floor with another dwelling unit and/or a commercial retail unit. Expanses of blank wall in the public realm adjacent to parking is not supportable. Setting the ground floor back from the Government Street property line as noted above would further support this experience.**
- 2.4** • 2.1.2 (b) Parking should be located underground or tucked near the rear or side of buildings so as to minimize the impact on streetscape appearance, pedestrian circulation and to maximize ground level and underground space for trees and landscaping and appropriate soil volumes. Consolidate driveway access points where possible, to minimize curb cuts and impacts on the pedestrian realm or common open spaces.  
**Further support for design revisions in previous comment.**
- 2.5** • 2.1.2 (j) Bicycle parking areas should be visible and secure. Short-term bicycle parking should be sheltered, in well-lit and highly visible locations, accommodate a range in bicycle types, and be clearly visible from a main building entrance and/or public street. Long-term bicycle parking areas should be in a well-lit common room, easily accessible and nearby pedestrian activity.
- 2.6** • 2.2.1 (a) Design building facades to support pedestrian activity, sociable open spaces and 'eyes on the street' by integrating and orienting entryways, windows, patios and

- 2.7** • 2.2.2 (e) Incorporate a high proportion of transparent glazing at the street level to enhance the visual presence of ground floor uses and increase the interactions between pedestrians and interior spaces. Consider bird-safe glazing or treatment to minimize bird collisions.
- 2.8** • 2.2.2 (i) Avoid at-grade blank walls over 5 m in length. Where blank walls are unavoidable along a street, mitigate them through screening, landscaping, public art, patios, special materials or other solutions to make them more visually interesting.  
**There is currently an at-grade blank wall approximately 9.4m in length directly adjacent to the public sidewalk. This is not supportable, please revise.**





- to the public realm. This is not appropriate, please review.
- 2.9 • 2.2.3 (a) Residential use at street level should have strong entry features and building designs that encourage interaction with the street while considering privacy and liveability for individual homes.
  - 2.10 • 2.2.3 (b) For ground floor homes, incorporate individual entrances oriented towards and connecting to adjacent public sidewalks, courtyards or other open spaces.
  - 2.11 • 2.2.3 (f) Porches, steps, alcoves, raised terraces, forecourts, landscaping or other design features are encouraged to make transitions from the public realm of the street and sidewalk to the private realm of residences.
  - 2.12 • 2.4.1 (b) Landscape treatments, including use of front patios, accented paving treatments, plantings, fence and gate details and other approaches are encouraged to help call out a residential entry and add interest along the street and sidewalk.
  - 2.13 • 2.4.1 (e) Design and landscape rear yards to create shared outdoor amenity spaces that are integrated with the urban forest, stormwater management facilities and other ecological functions.
  - 2.14 • 2.4.1 (h) Incorporate permeable surface materials for driveways, pathways, patios and other hard surface areas, where feasible.
  - 2.15 • 2.4.1 (q) The rear yard and, where possible, side yards of buildings adjacent to lower-scale residential development should provide landscaping and trees that mitigate the appearance of massing and contribute to a transition in scale.
  - 2.16 • 2.4.1 (r) Incorporation of common gardens, fruit bearing trees, beekeeping, and other forms of urban food production are encouraged to support social interaction and general health and well being.

The rough sketch on the following page reflects a few of the comments above. It also shows a



### 3.0

#### TDPA 1: Tenant Protection

**\*\*applicable if there are tenants in the existing duplex.**

DP Applications: A DP is required for any residential, commercial, and industrial development that will result in the displacement of any residential tenants from their rental unit.

##### Guidelines:

- Mitigate impacts of the relocation process for displaced tenants by considering financial compensation and relocation supports that reflect renter household preferences wherever possible.
- Prioritize assistance for displaced tenants who need it most by considering providing support to find alternate affordable housing provision for those with low income or other housing barriers.
- Initiate early and maintain ongoing communication about the intent to redevelop and the supports available.
- Consider providing displaced tenants an opportunity to return to a unit in the new development at below-market rents.
- Compliance with the City's [Tenant Protection During Redevelopment Bylaw](#)
- Please connect with our Tenant Assistance Planner – Jelena Putnik at [jputnik@victoria.ca](mailto:jputnik@victoria.ca) if you have questions.

Tax Exemptions are available to any new rental housing development as outlined in the [RTE Bylaw](#).

- There are two streams (Non-market and Market) for secured rental housing applications. Details on program requirements can be found online at: [Tax Exemptions for Affordable Rental Housing](#)
- Applicants are eligible for a 10-year tax exemption on the increase in assessed value on land and improvements
- If you have any questions, please contact Housing Planners at [housing@victoria.ca](mailto:housing@victoria.ca)

If significant design revisions are proposed in the next submission, include an updated letter to Mayor and Council providing more details on the proposal.





#### 4 Zoning Review

Contact: Nicole McKay at nmckay@victoria.ca

Zoning Bylaw 2018: Local Village District – 1 Zone

- 4.1 • All bedrooms must include at least one operable window to the outside, add notes indicating these on the floor plans
- 4.2 • Provide Site Area post road dedication
- 4.3 • Elevator areas and shaft are not excluded from Floor Area, please recalculate Floor Area and Floor Space Ratio
- 4.4 • Recalculate without area of Road Dedication
- 4.5 • Provide Landscape Area calculation
- 4.6 • Average grade calculation incorrect. Please revise, i.e. left corner of North elevation, Average Grade Calculation points do not match. Lowest points of either existing or proposed to be used in calculation, please show both existing and proposed on all

Page 5 of 10

- 4.7 points. On the back side of the building, include points at the top of the retaining wall and at the bottom.
- 4.8 • 'Rear Yard' labeled on all setbacks on site plan. Please revise. Rear setback to be taken from 2nd storey building face to property line (nearest setback), balcony may project up to 2m into setback. Please note distance.
- 4.9 • Legal agreement required for projection into City property. Label setbacks on all plans accordingly, i.e. fin walls (check projection allowances)
- 4.10 • Rooftop structures (elevator, mechanical) are subject to roof coverage and setbacks
- 4.10 • Stall dimension to be 3.0m per Part 5

Not included in this submission



## 5.0 Engineering and Public Works Department Comments

Review comments provided below are divided into sections: Land Development, Transportation, Underground Utilities and Stormwater Management

Items that are recommended for Council consideration as a condition of rezoning and secured in a legal agreement (whether involving Land Development, Underground, Transportation, or Stormwater Management) are contained in the Land Development Review section.

## 5.0 Land Development Review

Contact:

- Primary – Kevin Smitten, Supervisor – Land Development, at 250.361.0300, or email at [ksmitten@victoria.ca](mailto:ksmitten@victoria.ca) or
- Secondary – Brent Molnar, Manager – Land Development at 250.361.0300, or email at [bmolnar@victoria.ca](mailto:bmolnar@victoria.ca)
- General Engineering – 250.361.0300 Central email at [eng@victoria.ca](mailto:eng@victoria.ca)

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

- Please show the location of the on site BC Hydro PMT. If a PMT is not required, please provide supporting documentation from BC Hydro indicating a PMT is NOT required for your project. Correspondence provided from BC Hydro did not provide confirmation.

### 5.2 It is recommended that, as a condition of rezoning, and secured in a legal agreement which is registered prior to bylaw approval:

- 1.91m road dedication is required along Government St frontage as indicated on the plans
- All TDM measures as requested by the Transportation Department to the satisfaction of the Director of Planning

For Information prior to Building Permit Submission/Approval:

Not included in this submission