# Applicant Response

Application Review Summary
REZ No. 00746 & DPV No. 00155
December 3, 2020

TELUS ocean


TELUS
COFFEE

**Development Services Division Comments**

1 Scale and Massing

1A "The density distribution to provide significant building separation to the adjacent residential building is positively noted, however, the overall density results in a significantly long and unbroken building length along Douglas Street and a building height that exceeds what is envisioned for the area. Given the critical and iconic views outlined in the design guidelines for the Inner Harbour, it is difficult to support a height variance for the length of building in excess of the maximum height at this location. Design revisions to reduce the amount of massing that exceeds the maximum building height and to break up the perceived length of building along Douglas Street are required. The building separation to the adjacent residential building should be maintained with these revisions, which will likely result in a reduced overall density."

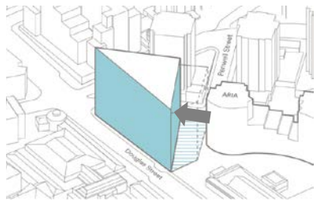
Density distribution on site is based on three key factors: creating a spacious public realm, balancing building separation distances from neighbouring development, and responding to the apex condition of the parcel. As a result, the massing is shifted to the north end of the site and elevated to allow for wide sidewalks on Douglas and open plazas at both the north and south ends.

The site is positioned as a natural urban node and crossroads – for people, transportation networks, varied urban densities and building heights. Contemporary and historic architecture coexist here, with uses in the area transitioning from cultural and commercial to institutional and residential, with a diverse mix of hotels, gathering spaces, apartment buildings, and local businesses.

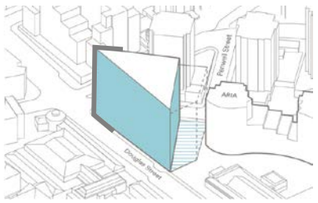
The central and gateway nature of the site - as a crossroads for many city flows, as the start of downtown's south edge, and as an area rich in city attractions - makes it a natural location to create a generous, high quality public realm. The proposal can be considered a catalyst to enhance the public realm of its immediate context. Rather than occupy most of the site with the interior space, the project gives back to the public realm by reducing the footprint of the building to a functional minimum.

Two important project amenities - the public 'City Room' lobby and the roof deck - elevate the main mass of the building, resulting in additional height required to accommodate the proposal.

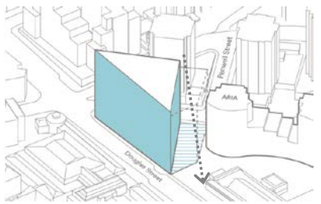
The main lobby of the building is intended to be a continuation of the exterior public realm as a large 'City Room' with a variety of spaces for individual and group visitors. The other key amenity space at the rooftop deck will be open to the occupants of the building as well as community and business groups for events, offering a unique opportunity to overlook the Harbour. The heights of both the lobby space and the windbreak/guardrail around the perimeter of the roof deck contribute to additional height on site.



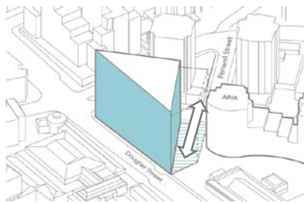

Move away from the Aria to enhance access to views and daylight



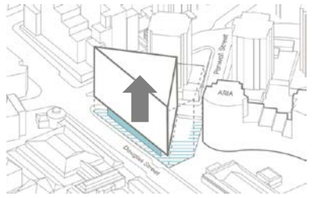

Emphasize a flatiron effect at an important view terminus by shifting the mass north and west



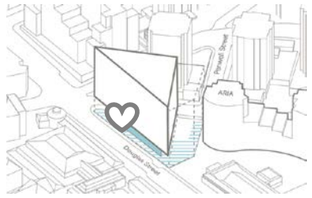

Provide a view corridor for the neighbouring site



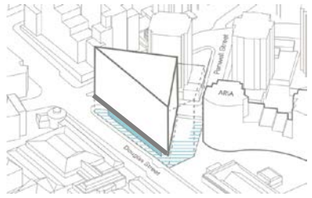

Open up mid-block to let in light along Humboldt and to create a generous mid-block connection



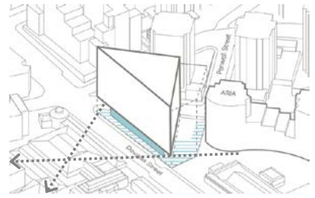

Lift the mass to create a rich and engaging public realm on Douglas and at the north and south ends of the site.



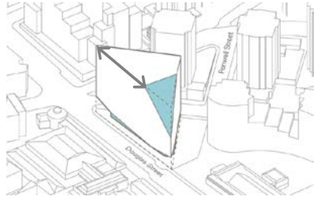

Lift the mass to create a welcoming and spacious atrium lobby that is meant to become a city amenity: a 'City Room'.



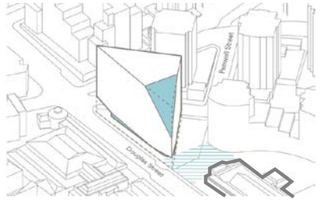

Lift the mass to create weather protection for pedestrians



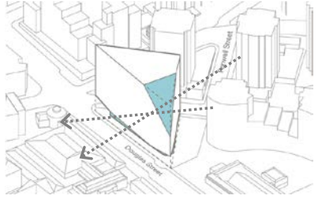

Lift the mass to create views along pedestrian paths to the Empress



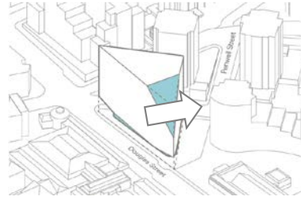

Reduce upper building mass to reduce effect on the skyline




Reduce scale of the south corner to address the lower forms to the south and the south plaza




Cut back on south corner to allow more views through for the neighbourhoods




Reduce scale to improve daylight access to the Aria

## Building Height and Building Separation

Though the TELUS Ocean site continues to be underutilized as a surface parking lot, the existing zoning has been in place prior to many of the rezoning and redevelopment applications that have been approved and constructed in the Humboldt Valley area over the last twenty years.

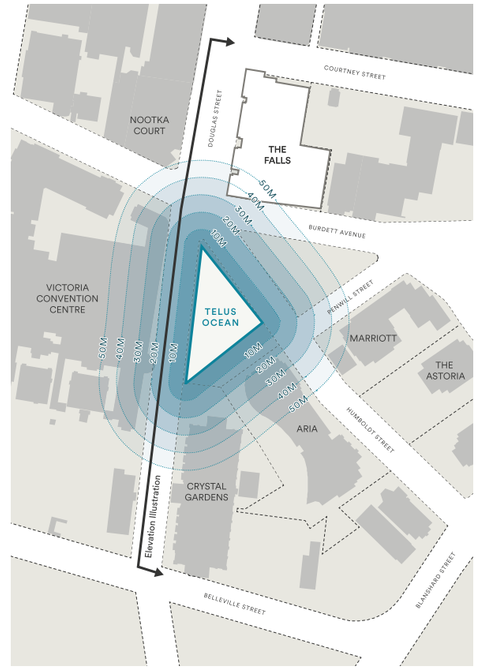
The existing zoning means that a tall building is already possible here and has been for quite some time. In order to realize the TELUS Ocean development vision, we're proposing a variation on that tall building potential that provides more appropriate building separation.

The design of TELUS Ocean is a considered response to the existing site size, shape, its employment-use, and surrounding area tall building context. We responded to some key direct building adjacencies where we could balance the practical building needs of the project with greater building separations. The effort of balancing building separation, height and mass was focused on a better interface, reduced sightline and privacy impacts, as well as viewshed considerations.

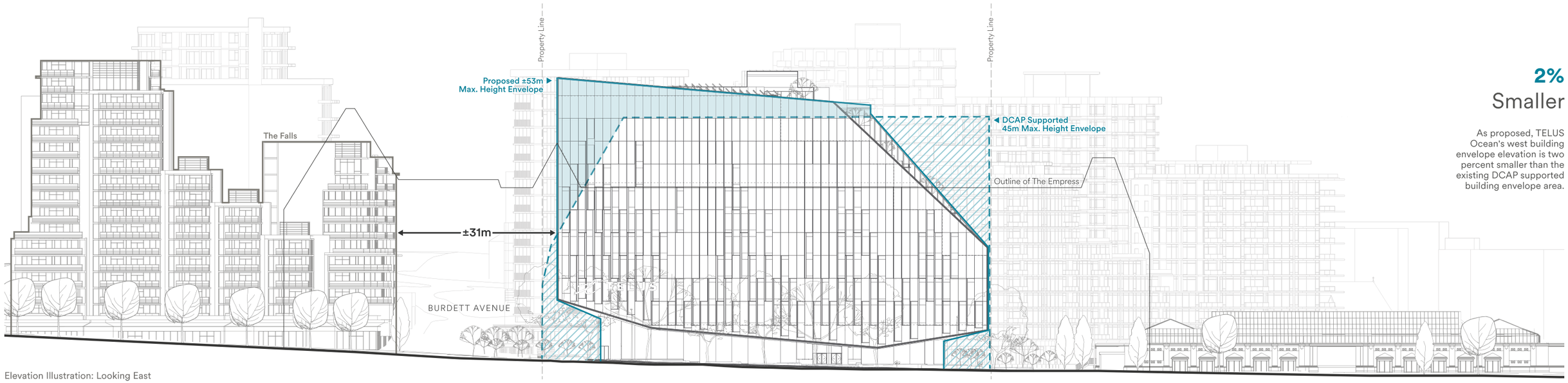
## Looking East

The greatest mass, building width and gross square footage have been located toward the south — the widest and most developable portions of the site. The highest portion of the building has been oriented toward the most northern portion of the site where both the tallest buildings and most generous building separation distances exist. The building design descends in part toward the south where the lowest neighbouring building heights exist.

At its closest point, TELUS Ocean is over 30m away from The Falls to the north and is separated by two public road right of ways — Burdett Avenue and Humboldt Street.
The distribution of height and mass has also been designed to carve away and maximize the extent of the public realm at-grade resulting in further re-balancing at upper storeys to reach the floor area space required to make this proposal economically viable.




Building Separation Distance Key Plan




Elevation Illustration: Looking East

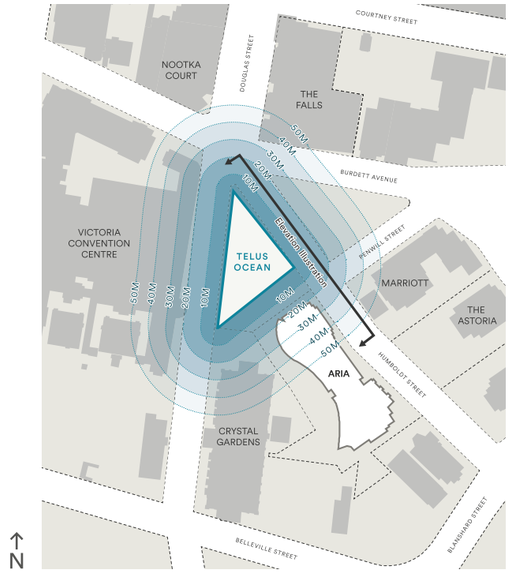
**2%**
## Smaller

As proposed, TELUS Ocean's west building envelope elevation is two percent smaller than the existing DCAP supported building envelope area.

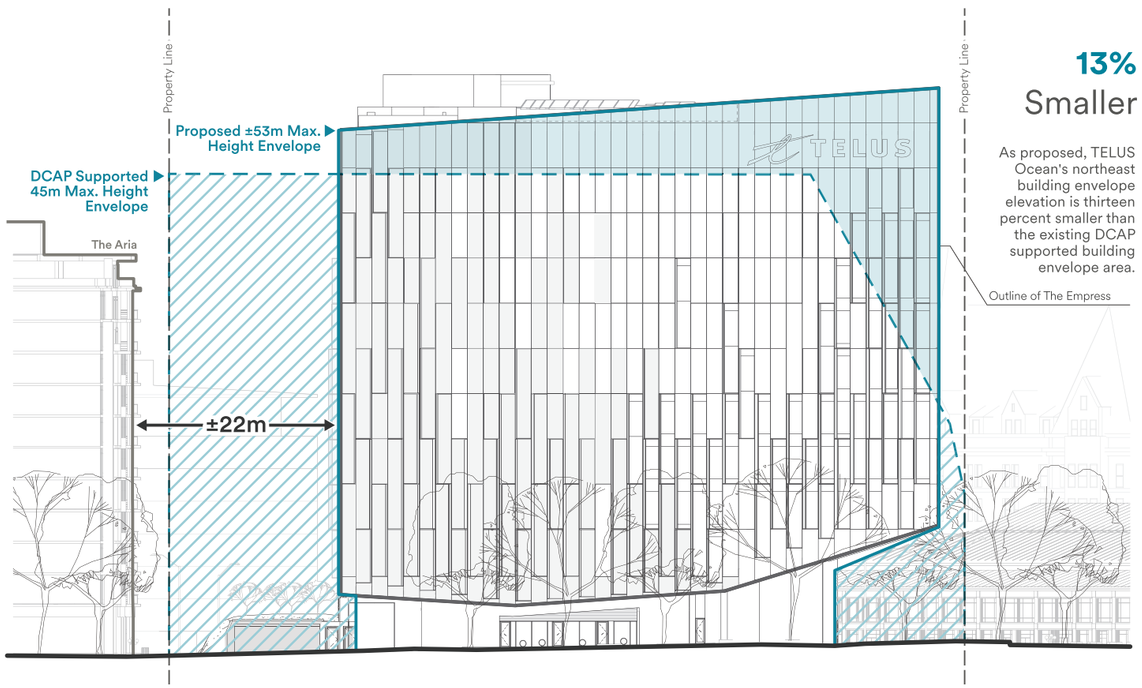
Looking South West

The applicant's team has tried to balance a series of spatial separations from the existing area built form. With no road right of way separation between TELUS Ocean and the Aria, a new building could be placed on the shared property line within 3m of the Aria's north building face. The proposed design aims to push the mass away from the Aria to create an appropriate building separation distance similar to those created by adjacent road right of ways like Humboldt Street and Burdett Avenue.

The building's 'prow' lifts up to its apex creating additional public realm space at-grade toward the north while the sloping roof parapets screen mechanical equipment from view.




Building Separation Distance Key Plan



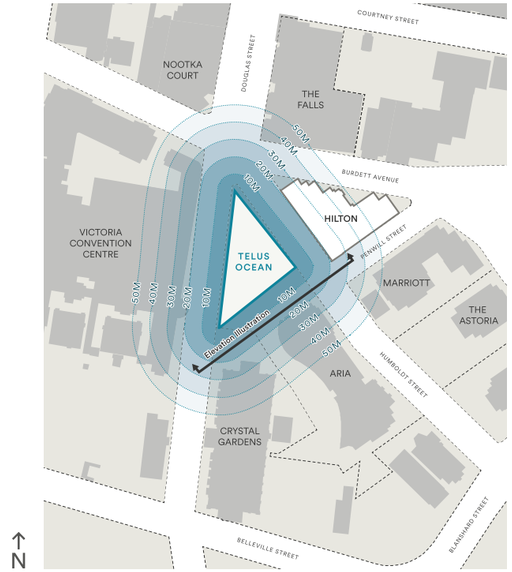

**13%**
Smaller

As proposed, TELUS Ocean's northeast building envelope elevation is thirteen percent smaller than the existing DCAP supported building envelope area.

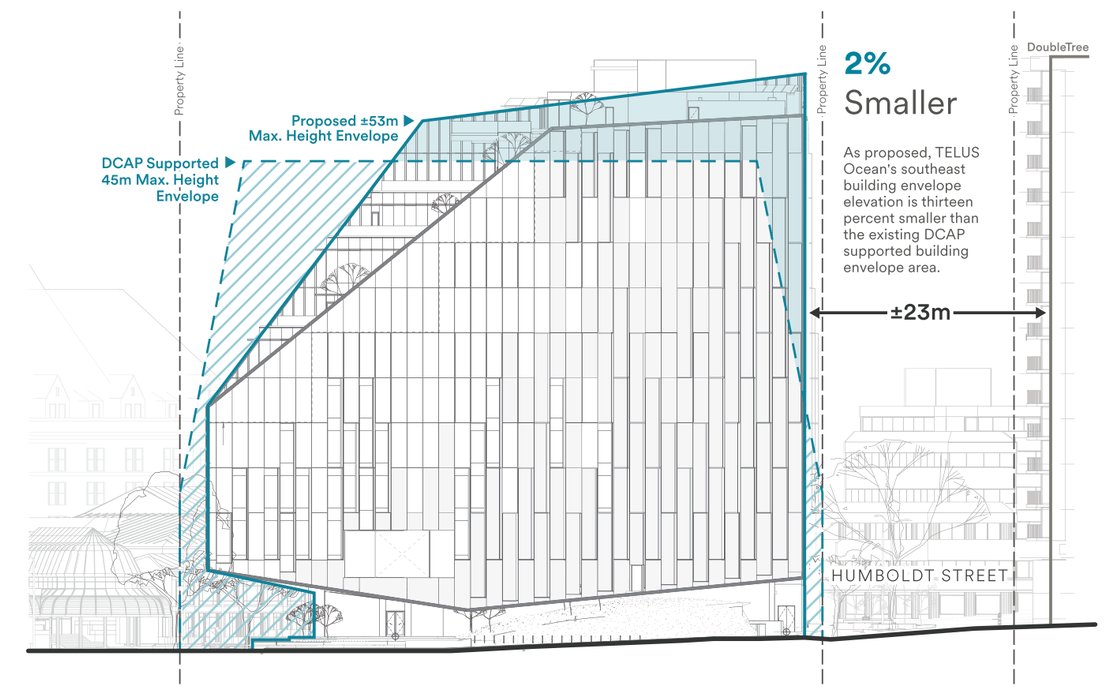
Elevation Illustration: Looking South West

Looking North West

The width of Humboldt Street creates approximately the same building separation distance that is provided along the shared property line with the Aria, while the greatest building separation distances are seen toward the northern apex of the site where several public road right of ways converge and the building mass reaches its most narrow footprint.



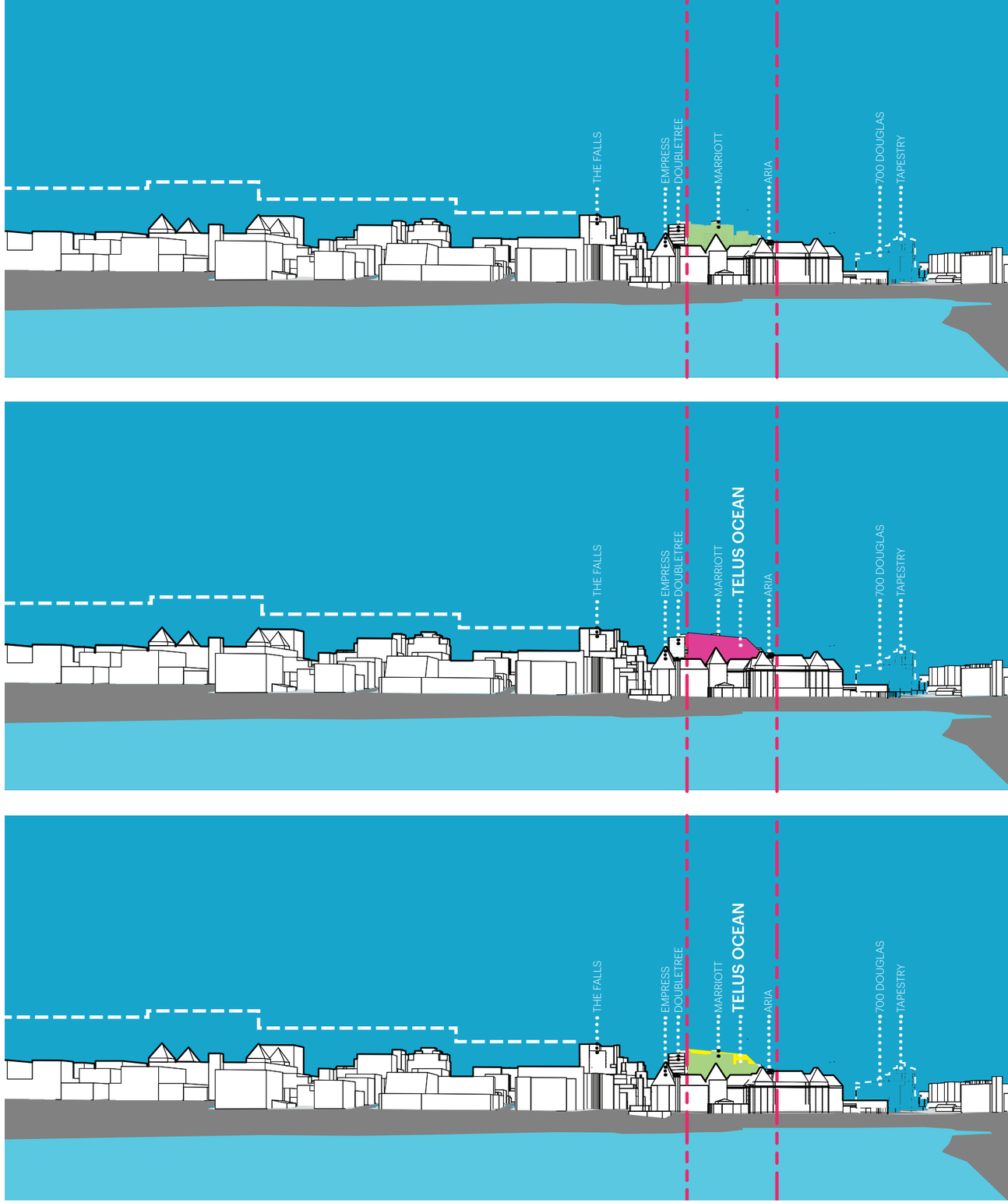

Building Separation Distance Key Plan




**2%**
Smaller

As proposed, TELUS Ocean's southeast building envelope elevation is thirteen percent smaller than the existing DCAP supported building envelope area.

Elevation Illustration: Looking North West




**Legend**

- Existing buildings within site's boundary lines
- Proposed building within site's boundary lines
- Proposed building extents beyond existing buildings within site's boundary lines
- Extent of allowed future downtown building heights

The overall height of the building also responds to the natural rise of the downtown skyline and to the planned concept of the ‘urban amphitheatre’, and rises toward the north to emphasize the rise of the ‘flat-iron’ form. The roofline slopes to emphasize the general rise toward the north of the Empress rooflines as well as the mid- and background fabric of downtown. The southern edge of the form features a shear transition down to the Crystal Garden, and to echo the mansard roof of the Empress. The height of the proposal is calibrated to not exceed the existing buildings when the skyline is seen from afar - such as from Songhees or Laurel points. While the proposed design rises beyond the current limits, future downtown buildings are meant to rise much higher than the current skyline. The height and alignment of this building will suit both present and future form as the downtown evolves.

The composition of the Douglas Street facade was influenced by several factors. The site shape and context dictated the location of the vehicular entrance and the parking layout below grade. The distribution of program in the building was driven by the intent to reduce privacy concerns adjacent to the Aria and the Doubletree Hilton. In addition, the intent to keep the mass away from the Aria, resulted in the building core and service areas located along Humboldt with the main office space areas located along Douglas Street.

The length of the building along Douglas Street mirrors a similar singular approach taken by the design of the Victoria Conference Centre. The revised design takes cues from both the Conference Centre and the Falls by breaking up the singular expression of the ‘wave’ facade articulation into a pattern that references the same scale.

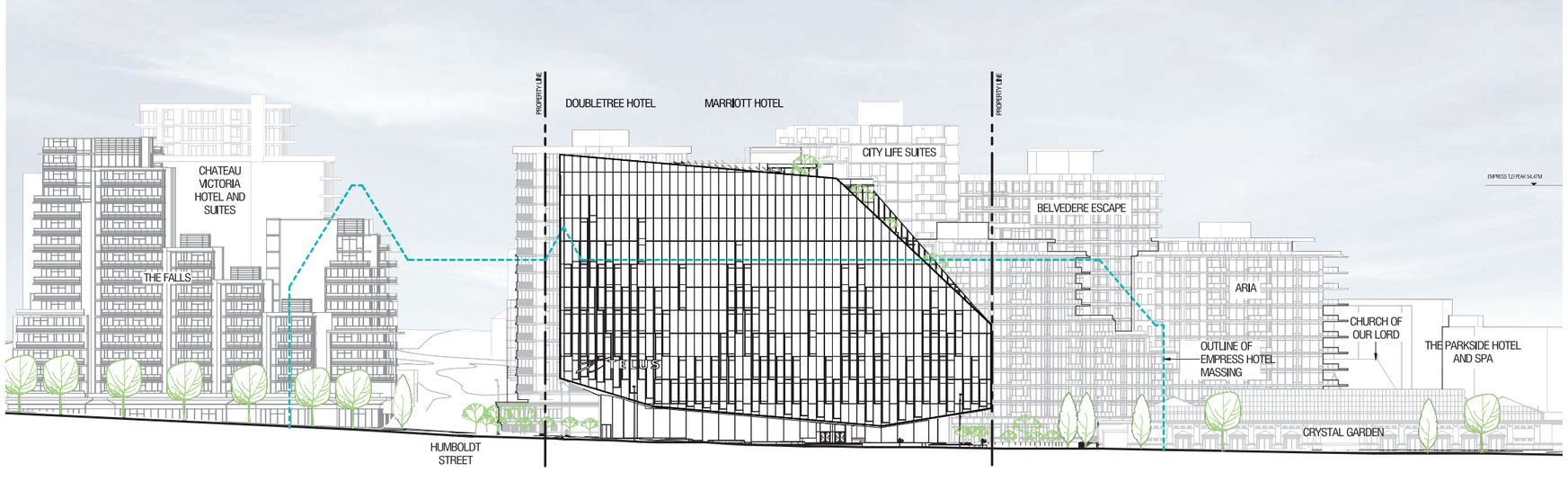
The ‘wave’ pattern is distributed in a way that enhances short and long range views. The majority of variation in the texture of the facade is located at lower levels closer to the at-grade environment and pedestrians. The texture dissolves as the building rises to create a cohesive reflective backdrop for the sculptural silhouette of the Empress. A highly articulated façade would only add to the cluttered background beyond the Empress diluting its character.

*The Douglas Street streetscape illustrates the downtown skyline and relationship to the Empress roofline:*

- *The facade pattern is revised to reference the scale and pattern of the Falls.*
- *The facade pattern is intentionally developed more at lower elevations - to provide more interest at the street level; and less at upper elevations - to act as a clean backdrop to the roofline of the Empress.*

*View of the Empress from Laurel Point*

*View of the Empress from Laurel Point and proposed building beyond*



Development Services Division Comments

1 Scale and Massing

1B “To reduce the perceived scale and length of building along Douglas St. please consider introducing a building recess, shifts in building plane, or other architectural design approaches to break up the length of building while still maintaining a cohesive overall architectural composition.”

## Douglas Street Facade Expression

The upper portion of the building provides a clean uncluttered backdrop to the silhouette of the Empress roofline.  By making the upper mass a singular form, its reflective nature, and uniform distribution of the angled panels invoke a wave moving across the water’s surface.

To further break up the perceived length of the building along Douglas Street, the revised design modulates the facade further. Rather than a large singular sweeping gesture, a composition has been developed with a set of middle-scale groups of angled panels introducing a more detailed and articulated facade approach. In addition to referencing tidal forms, the groupings are scaled to reflect both the ‘main street’ commercial grain as well as the pattern of The Falls building immediately to the north. Along with the revised mid-scale pattern, the small scale - the angled panels that make up the ‘wave’ - were revised to achieve a finer grain in the facade articulation that is more suited to the compositional hierarchy.

All elevations of the building have been revised to complement the new configuration of the Douglas Street elevation. This approach provides desired variation while still maintaining the singular cohesive architectural composition.


*Exterior rendering - Douglas Facade.*
*High reflectivity of the facade is intentional:*

- *reflection of the sky emphasizes the rooflines of Empress from afar*
- *the facade reflects the Empress - a mirror to the Grand Dame, enhancing the pedestrian experience and reflecting it back to the city.*

Development Services Division Comments

1 Scale and Massing

1C “The Downtown Core Area Plan’s landmark building policies direct buildings within the 180 metre radius of a heritage landmark to respect the visual prominence and character defining importance of the buildings through sensitive massing, height etc. Please provide photographic renderings and a 3D model so that staff can assess the visual impact of the development on views of the Empress Hotel, which is identified as a Heritage Landmark Building. To respect the intent of the Heritage Landmark Building policies, the new building should not be visible above the roofline of the Empress when viewed from Inner Harbour Area, particularly the walkway around the Steamship Terminal, or the lawn of the Legislature. The above changes will protect important character-defining elements of the Empress Hotel, including the “imposing presence” of the Empress Hotel at the head of the Inner Harbour, and the distinctive profile of the roofline defined by steeply pitched copper roofs, ornate gables and dormers and domed, polygon turrets silhouetted against the sky.”

# Inner Harbour Views

The height, roofline, and shaping of the proposed upper building mass was driven by how the building would be seen from near and distant views from the Inner Harbour and other key viewpoints.

When viewed from the Inner Harbour, the proposed design is either not visible at all or narrowly visible above the Empress particularly from the walkway at the Steamship Terminal. When viewed from the BC Legislature lawn, the building forms a natural background to the Empress, without infringing visually on its silhoette.

Renderings from the above noted view points demonstrate this - these photomontages can be further verified by City staff using the provided model. The model has been constructed based on the City of Victoria GIS data planometric data.

Additional renderings - from Songhees and Laurel viewpoints - demonstrate even though the building is more visible above the roofline of the Empress, the building provides a backdrop to the sculptural silhouette of the Empress’s roofline. The highly reflective glass of the facade will reflect the sky from certain angles and will provide a more unified backdrop compared to existing condition, further amplifying the imposing prominence of this existing historic landmark.

*View of the proposal from from the Steamship Terminal; part of the elevator shaft and some landsaping are visible*

*View of the proposal from from the lawn of BC Legislature*

Development Services Division Comments

2 Materiality

"The reflective and transparent glazed design intent is noted, however, Staff have a variety of concerns with this approach. The City of Victoria has declared a climate emergency, and glass clad buildings notoriously perform poorly in terms of energy efficiency, user comfort, bird collisions and often symbolize a lack of sustainability. This is particularly true for a predominantly west facing building. Furthermore, the existing form and character of the area is transitional and disparate. As such, instead of introducing a highly juxtaposed building and yet another contrasting design into this milieu, a more harmonizing architectural approach and energy efficient wall to window ratio is required to meet form and character policy objectives. This includes reconsidering the extent of glazing, a higher wall to window ratio and/or introduction of screens or some form of solar shading."

# Materiality: Sustainability

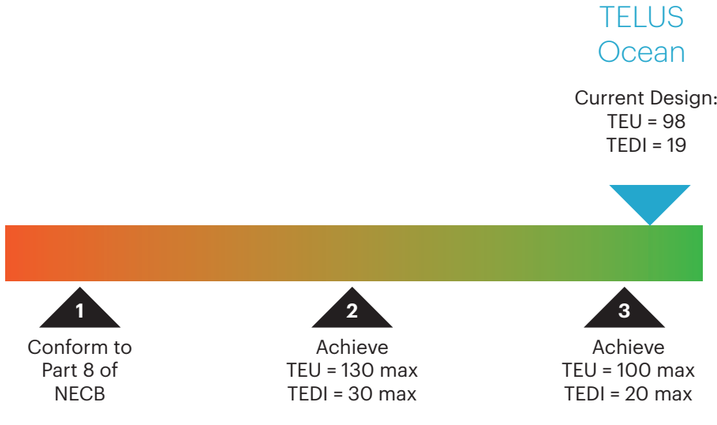
Large portions of the building's envelope are triple-glazed insulated curtainwall that outperforms many of the traditional double-glazed assemblies that are widely considered culprits leading to poor performance. As glazed envelopes look similar from the outside, only the actual product details, characteristics and installation attest to the insulative value, presence of thermal breaks, and airtightness of the envelope: a proverbial cover of the proverbial book that belies the full picture.

TELUS Ocean project will address many aspects of sustainability and the design will be targeting several third-party verified certifications to ensure implementation of the design's ambitious goals. While additional information can be found in the updated Sustainable Design narrative, in summary the design will potentially target:

- CaGBC's Zero Carbon Building Program
- LEED V4 - targeting Platinum
- Well Building Standard Core & Shell
- Salmon Safe BC

The design will satisfy requirements of Step Code 2 of the BC Building Code and aspire to achieve targets set out in Step 3 of the BC Building Code for office buildings, the highest target set out for this occupancy by the code to date (current design is modelled to exceed Step 3 requirements - per diagram).

*Diagram showing three steps in BC Building Code currently set out for office buildings (Section 10.2.3.3 Compliance Requirements) and performance of the TELUS Ocean project in second energy modelling excercise (per current resubmitted drawings).*




All measurements are in *kWh/m² x year*

The preliminary energy modelling demonstrates that the design can achieve a relatively comparable energy performance, while providing significant sustainability and wellness benefits for building occupants such as access to daylight, exterior views and providing a visual connection between the interior and exterior environment. Sustainable features must be balanced when considering the overall envelope - such as how much daylight can reach the occupants, the positive impacts of views on occupants, and desirability of solar heat gain through glazing.

The majority of occupiable space is located to one side due to site conditions and the realities of constructing a large seismic structural core. This arrangement results in deeper floor plate and more difficulty in ensuring that daylight reaches well into interior floor plates. As Victoria is a heating-driven climate, solar heat gain through the glazing is a positive outcome during colder months and on the balance of the entire year, reduces energy demand by the building. Access to views is also considered a significant benefit to occupant well-being.

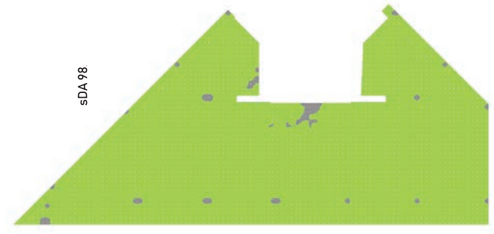



*Diagram from daylight access study (level 8 shown)*

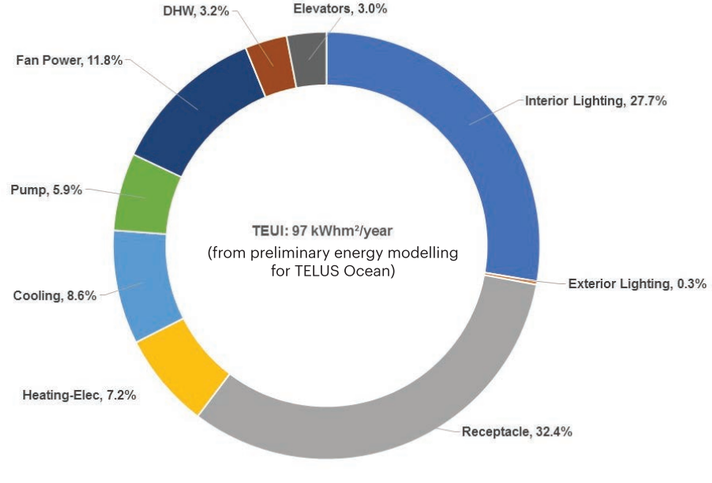
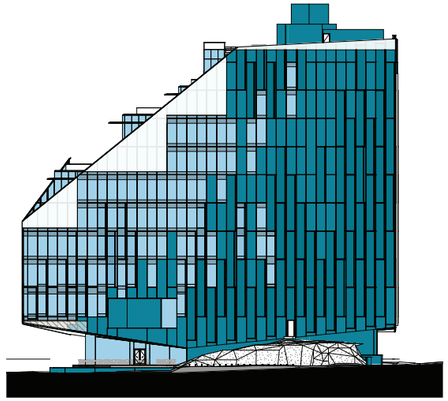


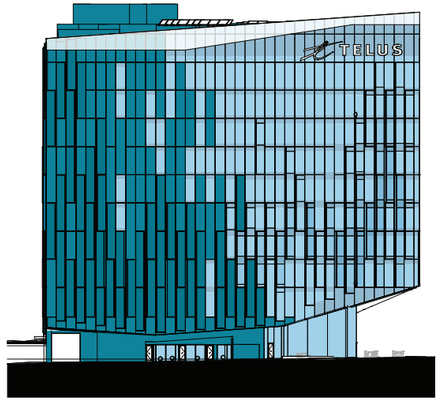

*Diagram showing total energy use intensity at preliminary modelling stage.*

*For example, interior lighting energy use intensity is higher than that of both heating and cooling combined.*

To balance concerns around material use and perceived environmental detriments, the revised design will substantially increase the area of spandrel panel and solid building envelope. Angled panels will receive a solid wall return on all three upper facades - Douglas, Humboldt, and Penwill. On Penwill and Humboldt, significant portions of the façade will be solid angled panels echoing the glazed panels and tying into the overall language and texture of the building. These solid panels replace glazed and spandrel panels to further address privacy concerns from the neighbouring buildings.



Penwill elevation showing opaque envelope




Humboldt elevation showing opaque envelope

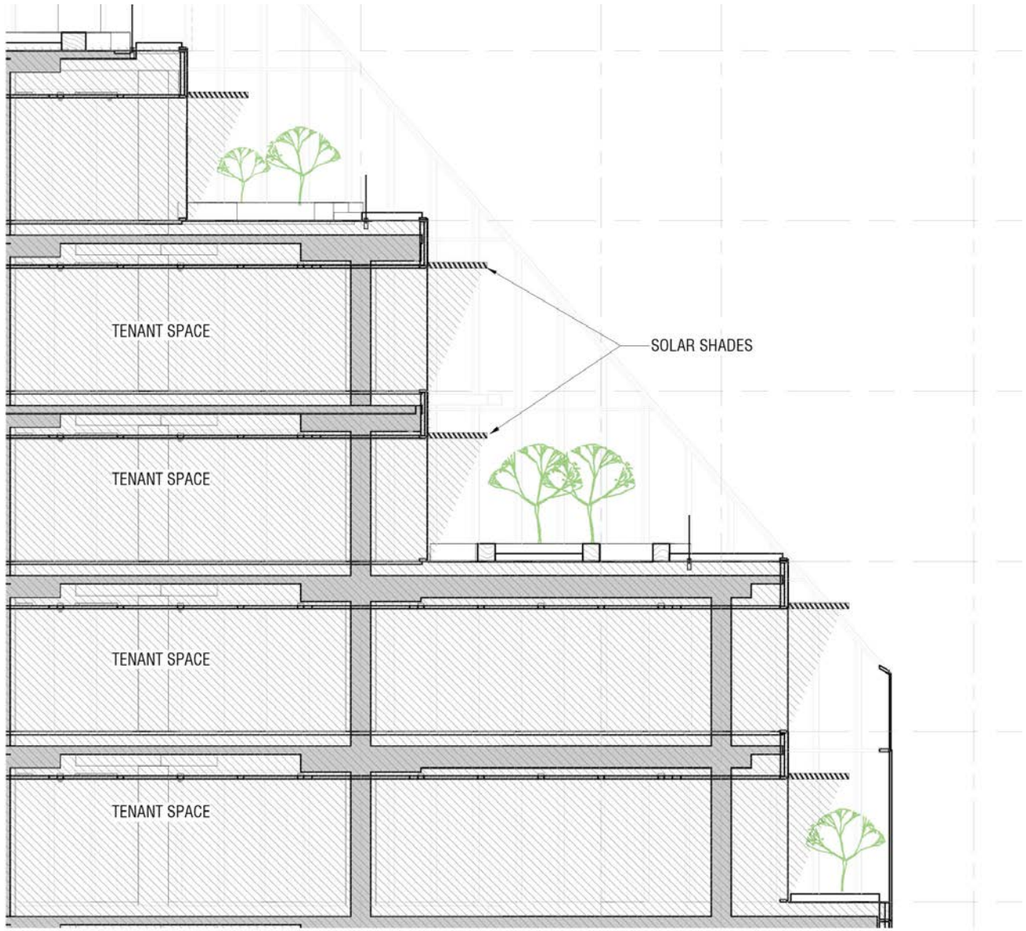
Rendering of Penwill and Humboldt exteriors

Rendering along  Humboldt Street

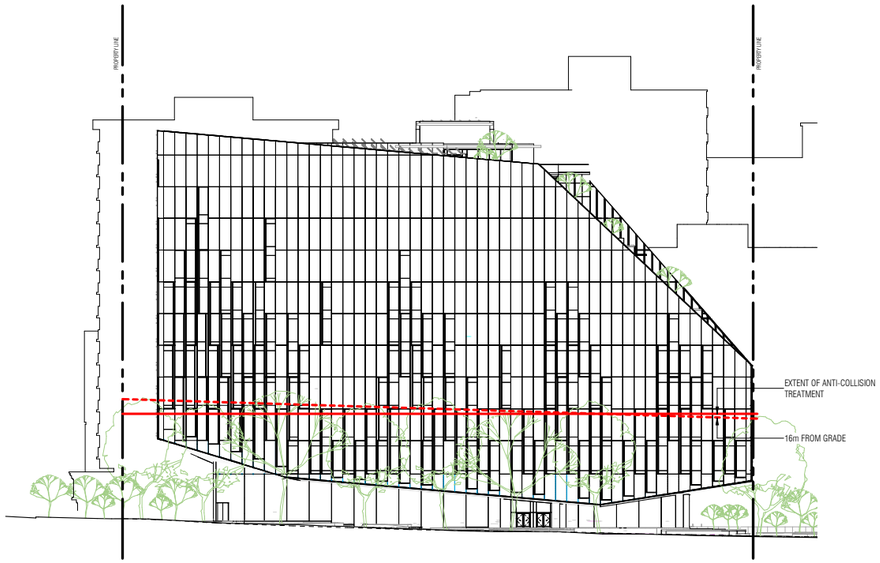
The updated window-to-wall ratio is **48:52.**
To address glare and heat gain concerns, solar shading devices and plantings have been added along south-facing glazing on the terraces, improving occupant comfort and reducing cooling demand during the summer. Horizontal metal louvres shade nearly the full height of the south facing glazed units.

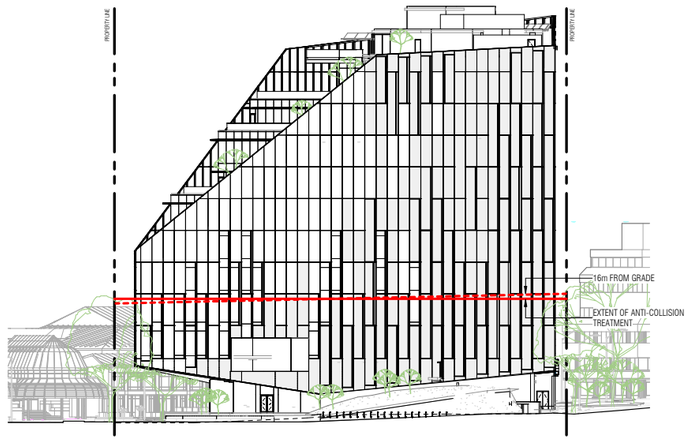
Several strategies will be used to reduce bird collisions. Glazing in proximity to the terrace trees will be treated with frit or film that is only visible to birds (such as Orilux). To reduce the appeal of the interior spaces to birds as potential perches, careful consideration will be given to the  location of exterior and interior planting to reduce confusion. Overall lighting levels will be reduced at night time to avoid confusion of migratory birds.

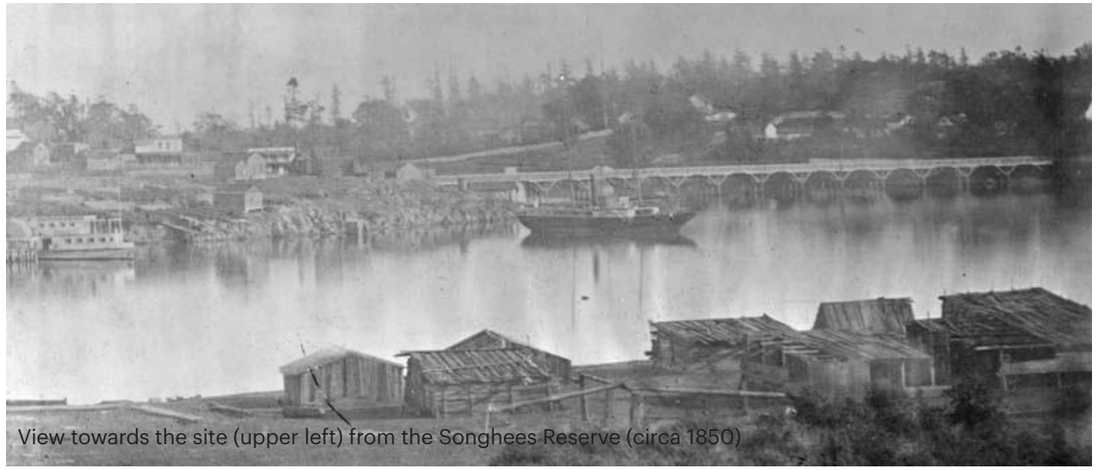
Section diagram showing solar shades




Elevations showing the extent of anti-collision treatment





View towards the site (upper left) from the Songhees Reserve (circa 1850)

## Materiality: Contextual Fit

Creating a contextual fit at this site is a challenge not simply because of the size and the shape of the parcel, but also due to its location - close to several notable heritage buildings, yet the site is arguably much more so a part of the high-rise mixed residential and hotel neighbourhood just east of Douglas Street. As a result there are three contexts to consider:

- The heritage area* (part of an OCP-designated 'Urban Place': Core Inner Harbour / Legislative);
- the mixed high-rise neighbourhood with primarily contemporary built fabric;
- and the transition between these two areas as a terminal vista into the core business district.

Whether the design should satisfy one, other, or all of these is a critical decision that impacts the architectural cohesiveness of the proposed design.

Designing in a heritage context can be problematic - from balancing the response between respect and imitation to implicitly favouring a fit with one heritage context over another*. The OCP acknowledges part of this inherent conflict between old and the new:

> *Victoria will continue to face the challenges of accommodating development that will create new memorable places that broaden Victoria's image beyond its identity as a provincial capital with an iconic harbour, while contributing to the goals of sustainability, and retaining the character of Victoria's existing special places.*

With this as a baseline, the language used in the OCP is highly subjective when talking about development in the heritage areas, typically using open-ended phrasing.

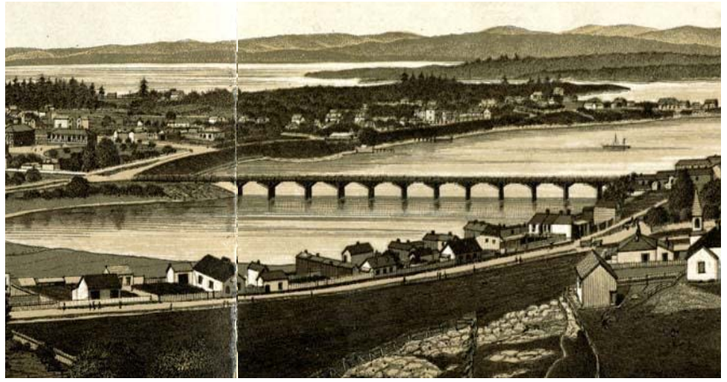
The OCP is not prescriptive with respect to what should be the language of the site's heritage response or to which period of heritage the new development should be aligned. The value of heritage areas and individual properties is determined by using the Victoria Heritage Framework that is based on key themes (Coastal Settlement, Gateway Economy, Capital City, Community of Neighbourhoods, and Cultural Exchange). The site falls within several of these themes as it has a rich history that includes its natural history of the James Bay mudflats, First Nations land, early settlements by newcomers, and early commercial and industrial heritage. As such the sense of place on this site is not limited to a singular aspect of its heritage and while the design of the project is inspired primarily by the natural heritage (the site is on a bank of a shoreline and was often partially submerged with tides), the design works to sensitively respond to themes by the shape of the massing by its materiality and detailing. Similarly, newer buildings such as the Aria, Tapestry, and Capital Park campus can be seen as interpreting this sense of place in a contemporary way - all part of the Core Inner Harbor/ Legislative Urban Place, and all within 180m or 90m radius of significant heritage buildings - setting a precedent in the interpretation of OCP intent.

*It is worth noting that the site lies outside Old Town Area Guidelines area when interpreting the appropriate response within DPA 9 (OTDG p.16,18).

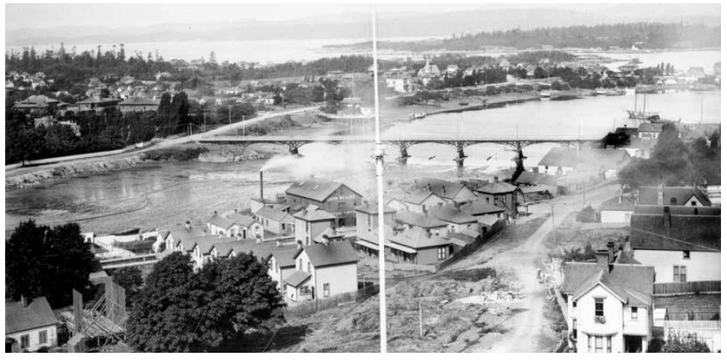


Views of the site from Church Hill: the site is in the foreground, immediately beyond the road that will be Humboldt Street. Only the eastern and highest portion of the site is visible - the western portion is a mudflat.


circa 1860



circa 1880



circa 1890

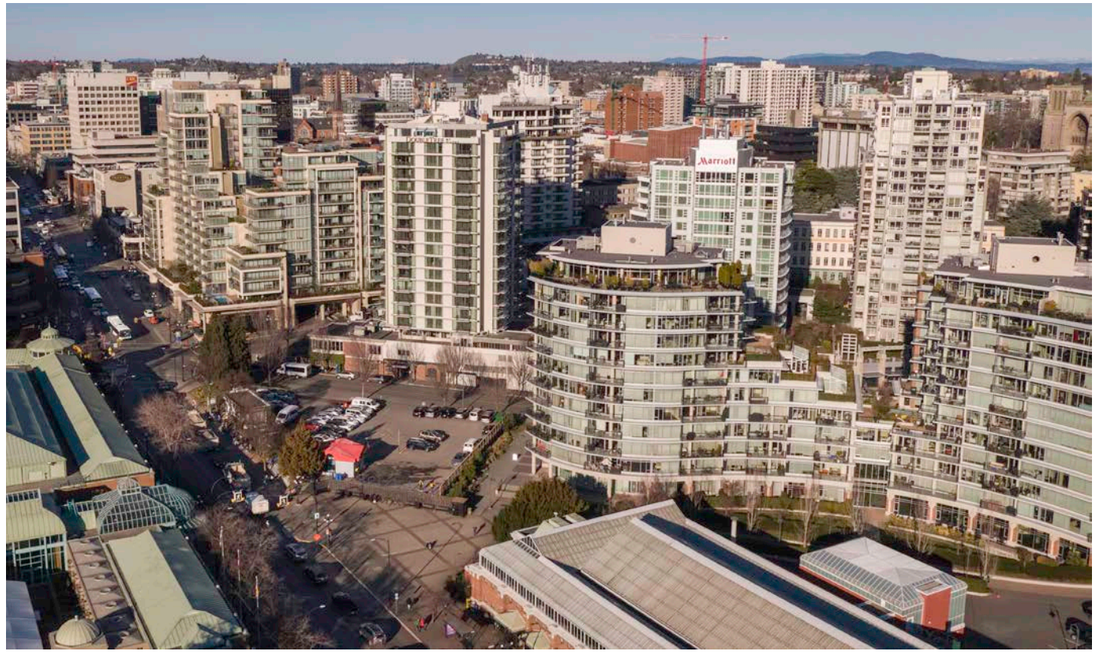
circa 1920;
the area between Douglas and Government Streets has been infilled, and the first part of the Empress Hotel has been constructed


View of the site from Douglas and Humboldt Street intersection occupied by the Empress Laundry (1930)

The site in the upper left quadrant (just below the Crystal Gardens), occupied primarily by the Empress Laundry (1954)

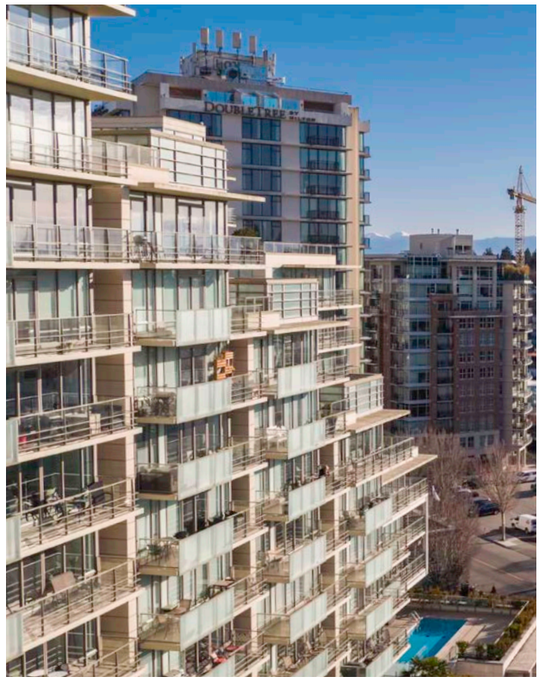

An aerial view of the site - the hotel has been constructed immediately to the north of the the historic houses, now a site of another hotel (1970)






Current view of the site - the last parcel left to be developed in the contemporary fabric of Humboldt Valley

All of the adjacent buildings are primarily glazed on the west facades - oriented to the views of the Harbour




Arguably the other context - the newer neighbourhood east of Douglas - is more relevant to this development as was noted in the Advisory Design Panel review of the proposal. While both the Falls and the Aria have a strong horizontal expression, they have an affinity with the proposal that have very large areas of glazing. Setting energy concerns aside, these building do set a precedent for materiality through the extensive use of glazing. The Falls and the Aria orient significant amount of glazing to the west - as do other buildings in the area - creating a largely glazed urban mass oriented towards the Empress and the Inner Harbour. The site is currently a negative void within this mass of glazing, and an infill development with a glazed form would be an appropriate contextual response.

The third context is that of creating an “iconic and well-designed” building at a terminated vista where there is a desire for “emphasizing significant shifts in the street pattern with a deliberate placement and design of buildings and landmarks” for both historic and modern buildings. The DCAP policies call for design features that serve as landmarks to emphasize the prominent location, augment the local skyline and provide a focal point to welcome pedestrians.

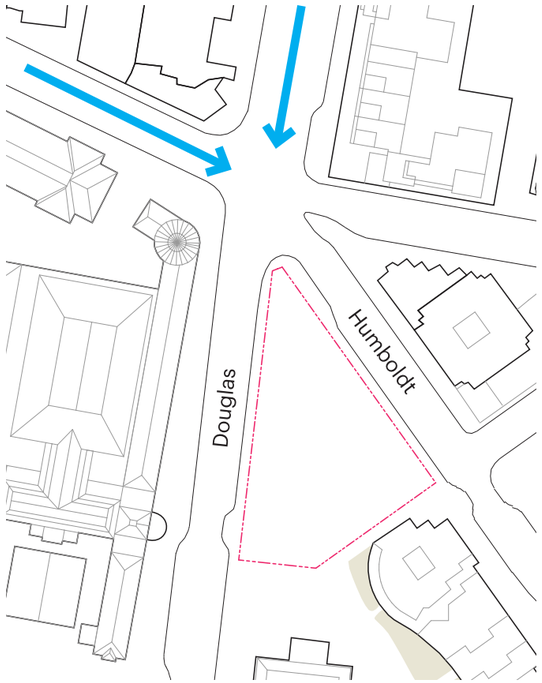
The apex site serves as a terminated vista for both Humboldt and Douglas - and as such is not a transitional site between neighbourhoods but a unique site where a design could stand out from the urban fabric.

The approach taken with the exterior appearance of TELUS Ocean in negotiating this varied and complex context is one that respects views of the Empress, takes cues from the contemporary residential fabric nearby for materiality and scale, and emphasizes the form at the two terminated vistas:

Respecting the views of the Empress:

- The views of the Empress are enhanced from the public realm by lifting the mass of the building to reveal its rooflines (albeit the visibility is affected by the trees).
- The views of the Empress from the Inner harbour are protected by minimizing the extent of the proposal visible from the key public view points.
- For the long views of the Empress - Songhees and Laurel point - the proposal is intended to create a back drop to the silhouette of the landmark's rooflines by using a reflective glass field beyond it. This backdrop is in contrast to the currently rather 'busy' fabric of existing buildings that do not specifically address their impact on the skyline especially in regards to the rooflines of the Empress.
- The slopes the of the parapets and windbreaks are designed to reference the overall and elemental angles of the Empress's roofline

*Plan diagram of terminated vistas*




Residential fabric materiality and scale:

- The glazing is contextual to this urban fabric.
- The revision of the design recalibrates the level of detailing on the main façade that is more fitting to this context and provides previously absent scales in architectural composition:  the 'wave' element on the Douglas Street façade is reconfigured to reference the Falls in pattern and in scale. This approach is carried around the building. This led to reconfiguration of the smaller scale detail: reducing the width of the angled panels.
- The revisions to the design incorporate use of natural stone at-grade, referencing the use of stone on the neighbouring buildings (The Falls, Aria, Crystal Gardens)
- The soffit of the overhang along Douglas has been revised to wood panels echoing the soffits of the Falls.
- The revised angled panels - both glazed and solid - are updated with additional detail providing more interest to the façade for the pedestrians and neighbours.
- The pattern is extended in a way that engages the edges, softening these:  similar to the approach taken by the residential buildings (The Falls, Aria).

Emphasis on the form at the terminated vistas:

- While placemaking relies on a certain amount of homogeneity,  landmark buildings stand out due to a unique character - here the singular cohesion of the form, the capless curtainwall system, and the verticality of the detail elements intentionally provide just enough of a departure from the neighbouring architectural language to set the design apart.
- In addition to shaping the building to amplify the 'flat iron' effect, the form is further emphasized by using capless glazing system to clad the main volume
- Angled panels at the lower half provide scale and texture closer to the pedestrian realm.
- Flat panels closer to the top emphasize the clean and strong roof lines (at the top of of the windbreak guards).




*Terminated vista along Douglas*


*Terminated vista along Humboldt*

Wood soffit lifts at the entry

Fundamentally, this proposal has been created by TELUS in the context of “a vision for a sustainable, influential city that will build a strong innovation ecosystem” as outlined by the City of Victoria in OCP companion document, the Victoria 3.0 Economic Action Plan.

The applicants strongly believe that this particular proposal - in the commercial centre of the city, at a strategic gateway to downtown, near transportation and amenities, near the conference centre and hospitality industry, as well as major cultural assets - will be a significant catalyst for the future economy of Victoria 3.0. As TELUS will occupy part of the building and lease the remainder, the team has carefully considered how this building’s design can amplify the role TELUS can play in this new phase in Victoria.

From materiality to massing, all design aspects were considered not only for contextual fit but also for the future of Victoria as a place for change and innovation. For Victoria to become an innovation hub, it needs to attract innovators - TELUS Ocean is intended to help attract these businesses, entrepreneurs and talent with high sustainability targets, smart building features, and overall building aesthetic.



Development Services Division Comments

3 Additional Information Required

3A “A Land lift analysis is required, details should include value of public amenity contributions vs lift in land value for density above 3:1 FSR”

Acknowledged. The City process called for an iconic building and envisioned density levels that are aligned with this proposal.

Development Services Division Comments

3 Additional Information Required

3B “Please provide an additional evening rendering from the Laurel point view point to illustrate how the application provides a sensitive and appropriate illumination of the building facade and architectural features to complement the night time views of the harbour without detracting from the lighting prominence of the Empress Hotel.”

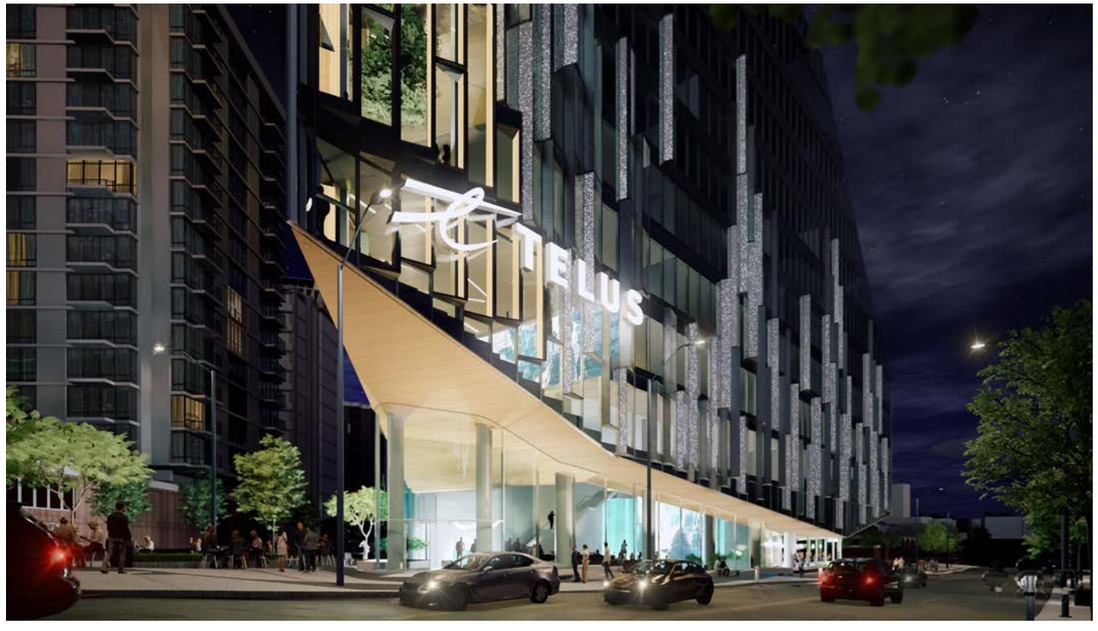
Most of the lighting will be located in the areas well below the roofline of the Empress hotel and will not detract from the architectural lighting of the Empress, the Victoria Conference Centre, and the Crystal Gardens.

The lighting, integrated into the returns of the angled panels, is intended to 'glow' or 'shimmer' - a subdued approach.

*Twilight photomontage showing absense of artifical facade illumination above the Empress roofline.*



*Bioluminescence-inspired lighting in integrated into the return of the angled panels on the Douglas facade, creating a shimmering effect*

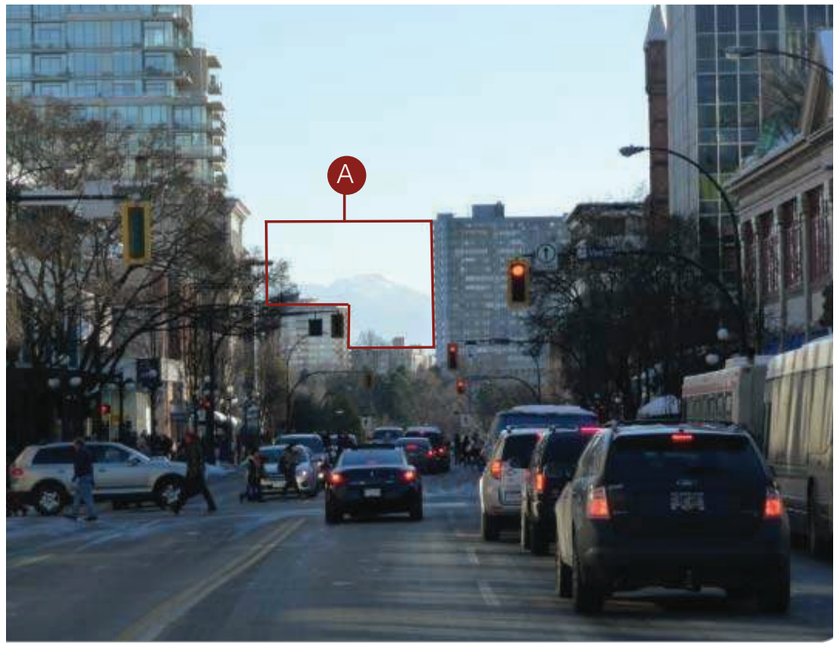


Development Services Division Comments

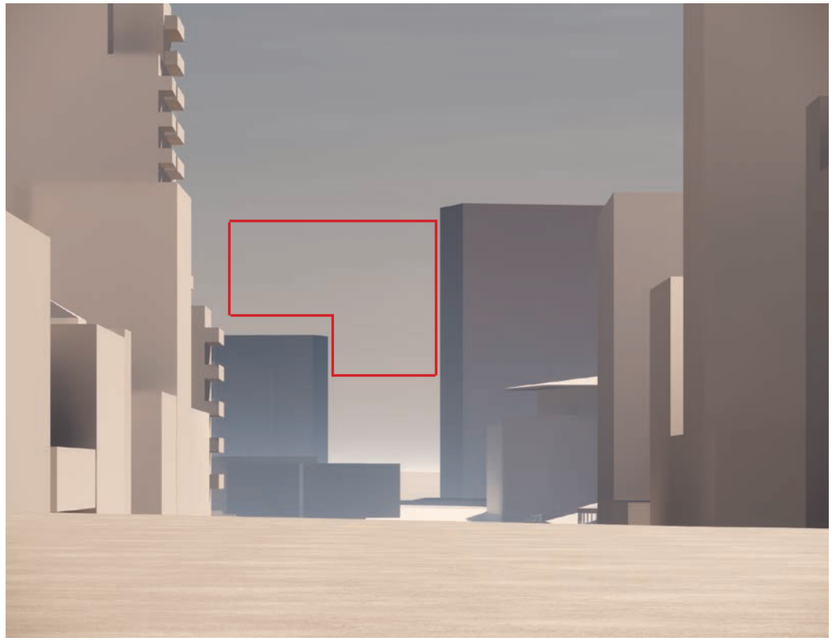
3 Additional Information Required

3C “Please provide a rendering/ view analysis from View 5: Olympic Mountains from Douglas Street per appendix 1 in DCAP”

DCAP: View 5 of Olympic Mountains from Douglas Street ( at Yates)




DCAP: View 5 without proposal ( for reference)



DCAP: View 5 showing the proposal

Development Services Division Comments

3 Additional Information Required

3D “Please provide a rendering/ view analysis from View 2: Inner Harbour from Songhees Point per appendix 2 in DCAP”

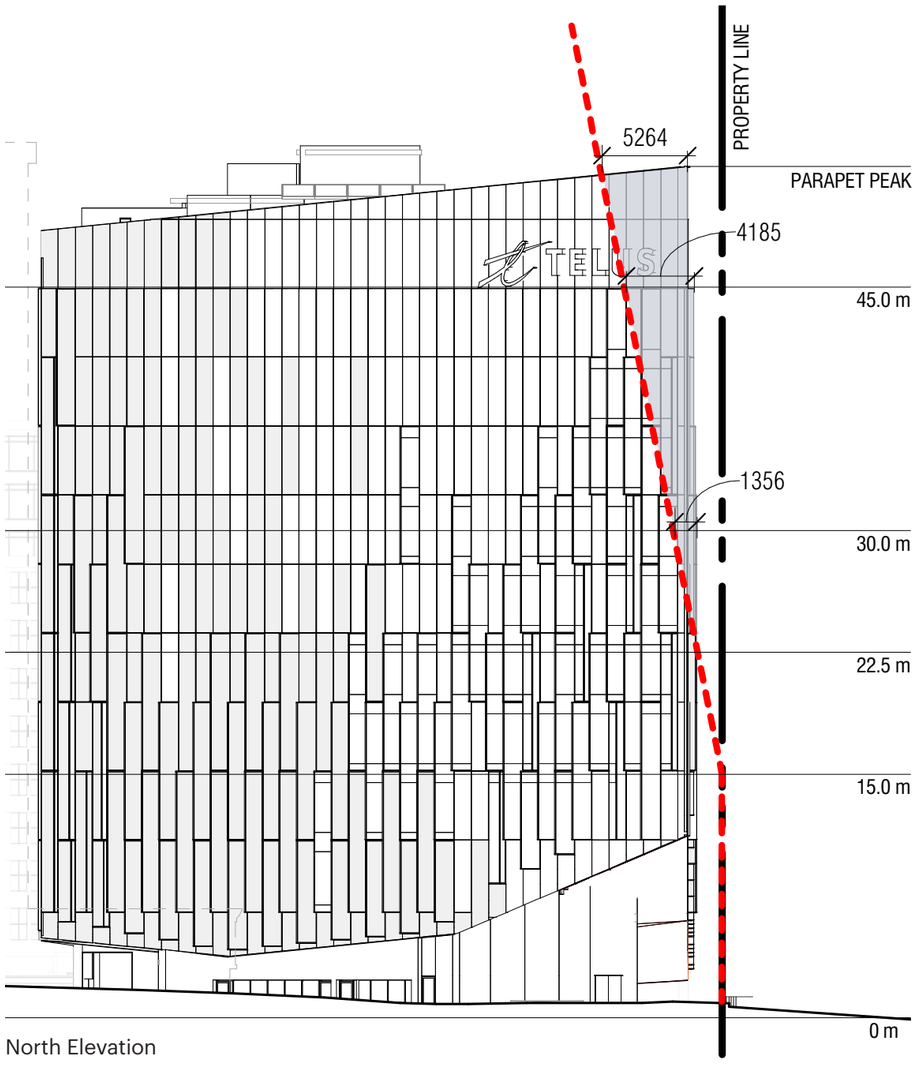
View from Songhees Point

**Development Services Division Comments**

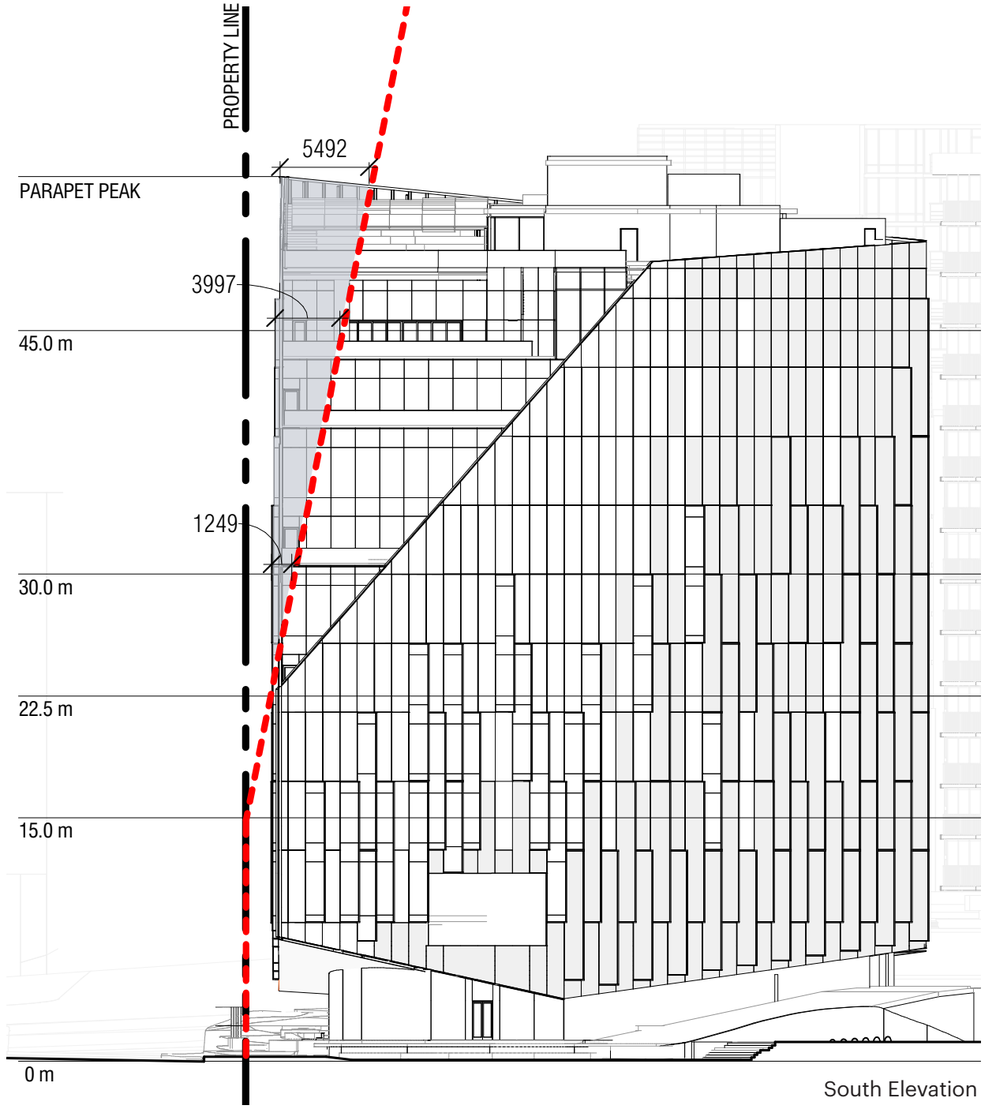
3 Additional Information Required

3E “On the north building elevation, please indicate where the 1:5 step back ratio above 15m from Douglas St. would land per DCAP policy 6.184.6 and dimension the infringement into the step back”

Acknowledged. Please refer to the elevations below for indication of 1:5 step back ratio from Douglas St.




North Elevation




South Elevation

Development Services Division Comments

3 Additional Information Required

3F “Please provide a wind study which evaluates pre and post development wind levels at the pedestrian level and comments on pedestrian comfort”

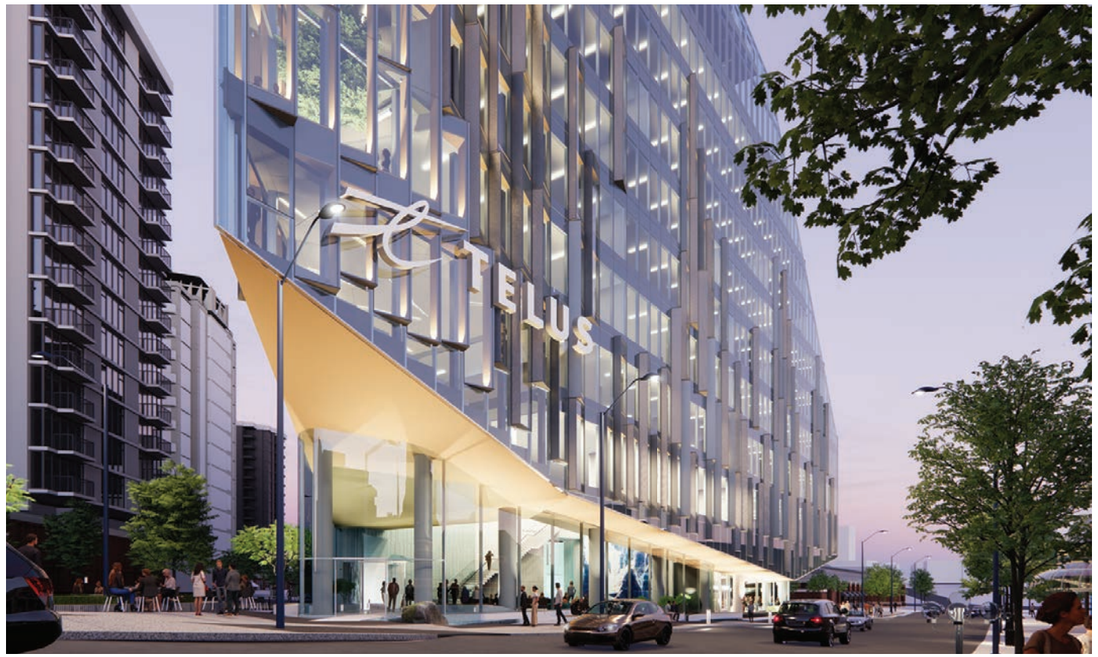
Wind study is enclosed.

Development Services Division Comments

3 Additional Information Required

3G “Signage above the ground level is not supported at this location, within a landmark heritage radius. Please revise with the subsequent submission”

Signage has been lowered to ensure that it is not visible over the Empress.





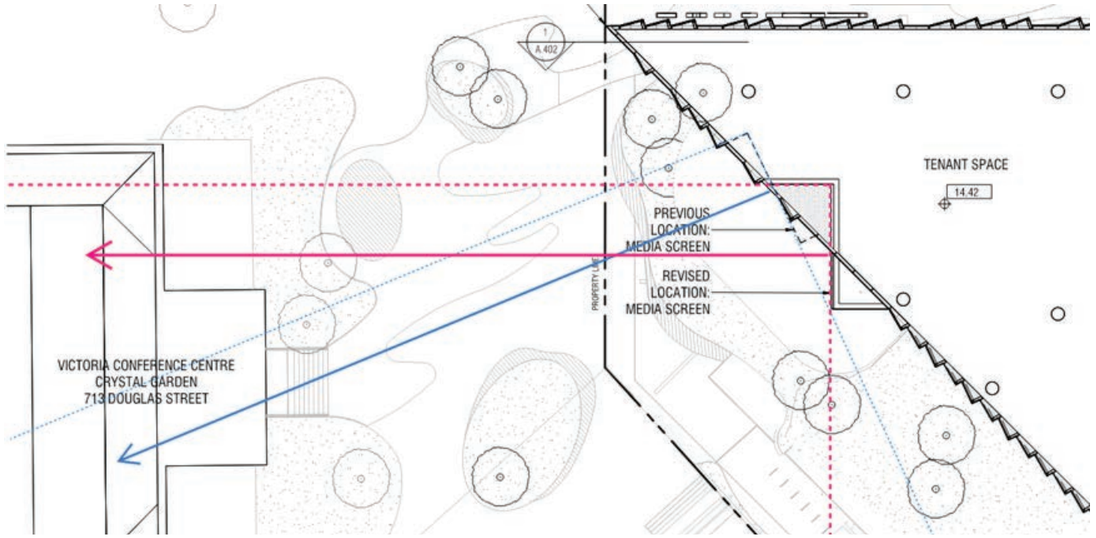

Development Services Division Comments

4 Additional Comments

4A “The proposed location of the media screen seems to face into adjacent residential units. Please revise.”

The digital installation is not intended to broadcast televised events or similar live streamed events. The primary purpose is to have the screen operate as a digital art installation and community event notice board. Based on previous installation in Calgary, the proposal to the City of Victoria would model the usage and content parameters for this digital installation on the City of Calgary Bylaw enclosed.

Plan view of potential location for a media screen




Rendering of potential location of the media screen

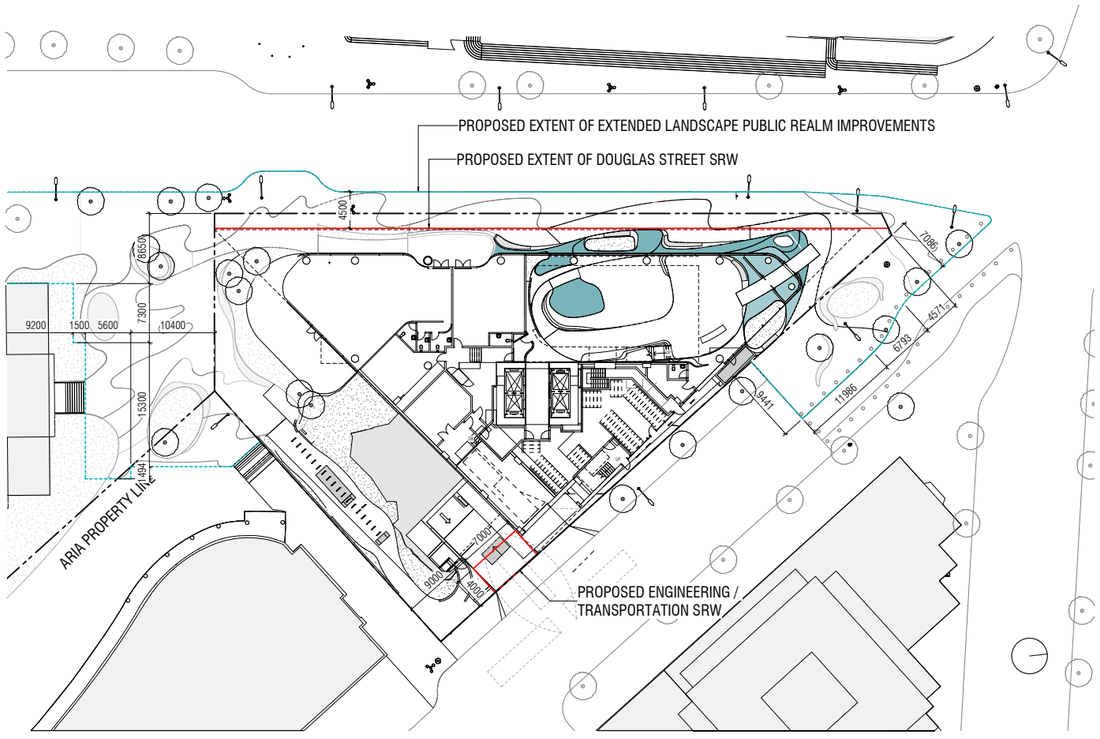
Development Services Division Comments

4 Additional Comments

4B “A legal agreement is required to secure the off site works and landscaping proposed.”

Plan delineating potential extent of scope of offsite works and landscaping as well as SRW’s is below.

*Plan delineating scope of offsite works and landscaping*






Development Services Division Comments

4 Additional Comments

4D “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.”

Revised project information table can be found in the revised technical drawing set.

Engineering and Public Works Department Comments

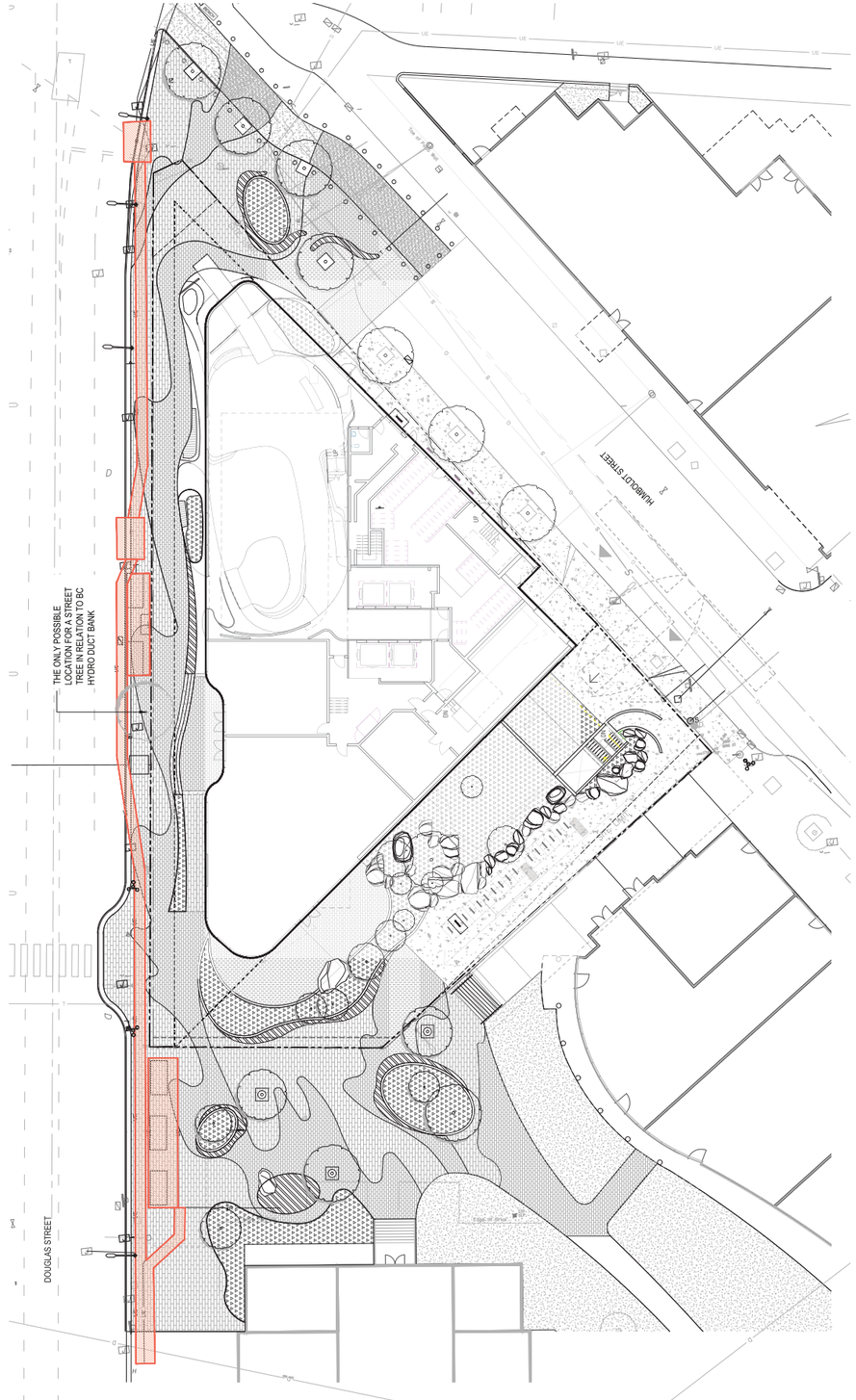
5 “Please confirm if an air space subdivision for this development is being considered.”

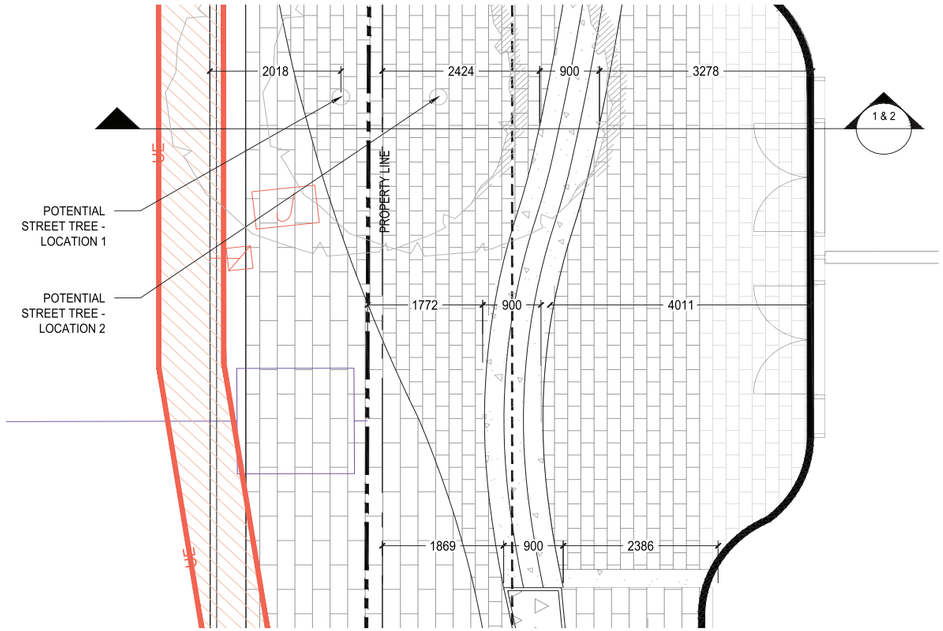
No air space subdivision is being considered for this development.

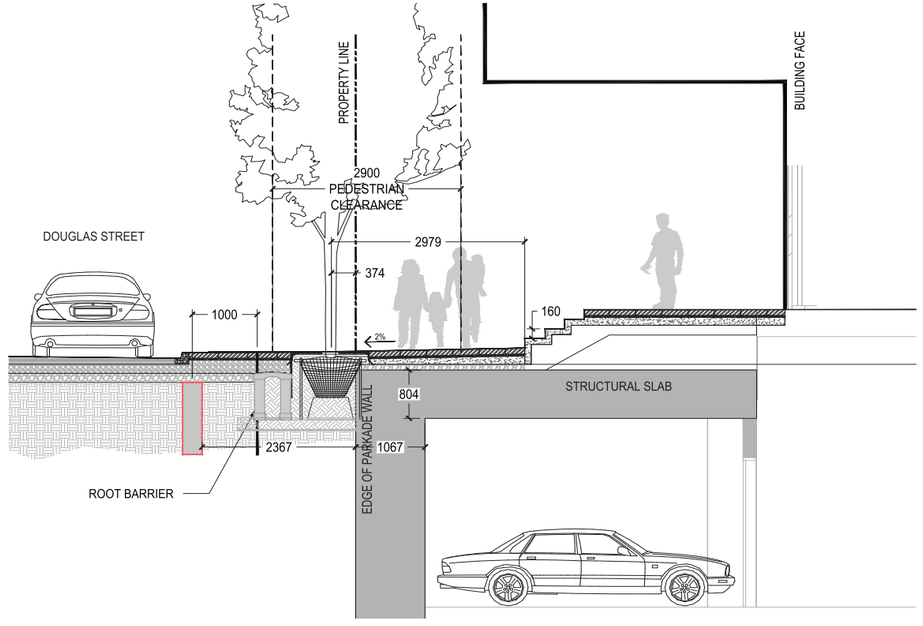
Engineering and Public Works Department Comments

6 “Thank you for submitting the Preliminary Site Servicing Concept. Please confirm that there are no potential conflicts with City infrastructure in the City right of way, such as proposed and existing trees, with the existing and proposed third-party underground and aboveground infrastructure. Confirmation is required that the trees shown on the Douglas Street frontage can be planted with the existing BC Hydro infrastructure in that area. Note that as per Section 22 of the Victoria Subdivision and Development Servicing Bylaw No. 12-042, all third-party utility services supplied through wires to the property shall be installed underground in ducts. Also, please confirm whether or not there is a requirement for a BC Hydro PMT for this development. Note that all third- party utility Pad Mounted Transformers (PMTs) shall be situated on private property and must follow the BC Hydro Specification ES54 F3-06.01 for PMTs on private property. The PMT, if deemed to be required, should be shown across all plans in the next submission, including the Preliminary Site Servicing Concept.”

Trees have been removed from the Douglas Street frontage due to conflict with BC Hydro Infrastructure. The applicant has confirmed that PMT is not required for this project.  All electrical service to this development are within the building at P1 as per BC Hydro.

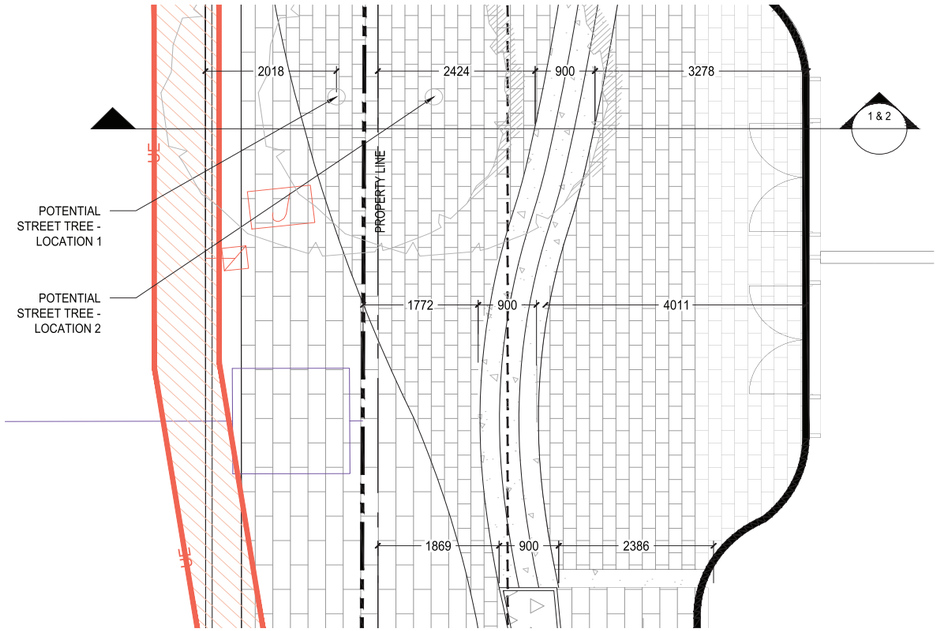


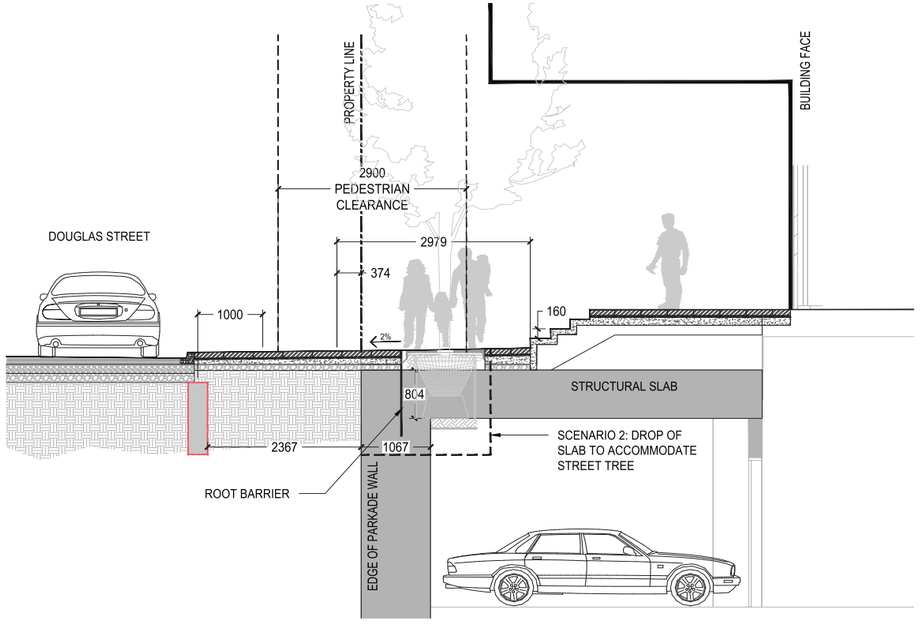



1 LANDSCAPE SECTION - SCENERIO 1

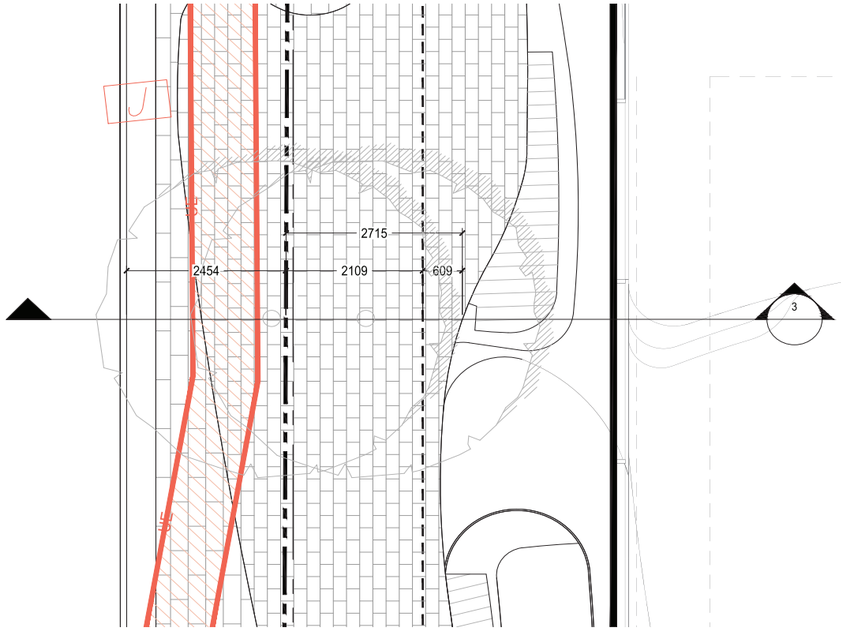
SCALE: 1:40

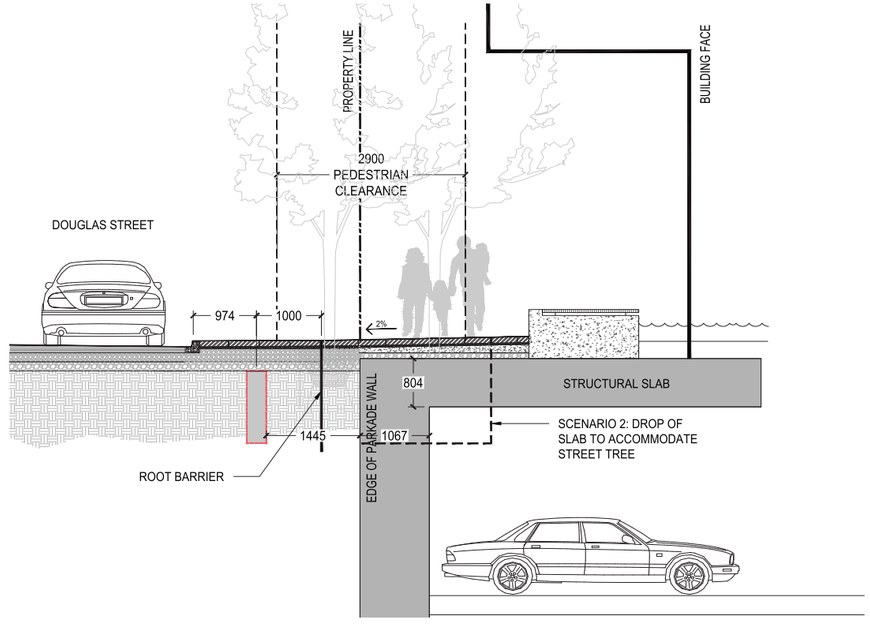


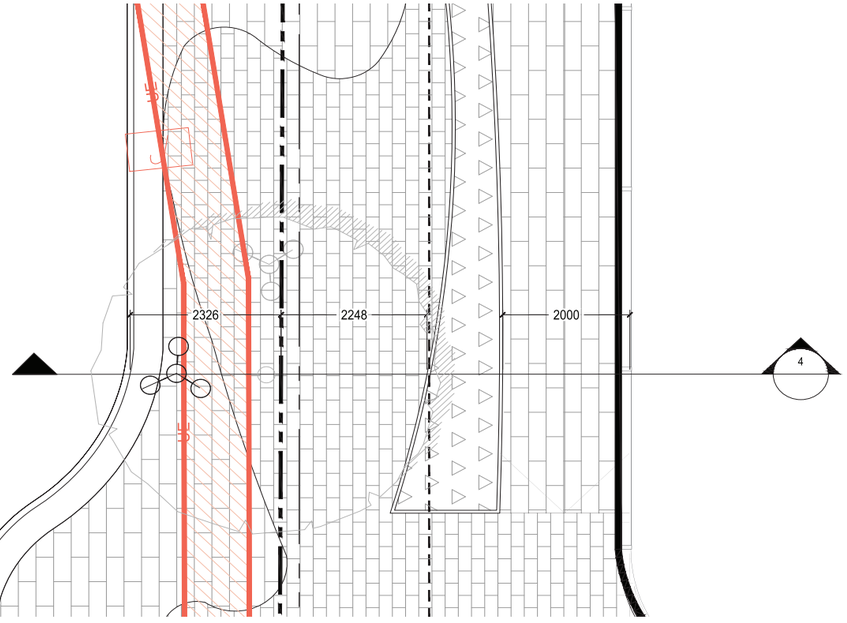

2 LANDSCAPE SECTION - SCENERIO 2

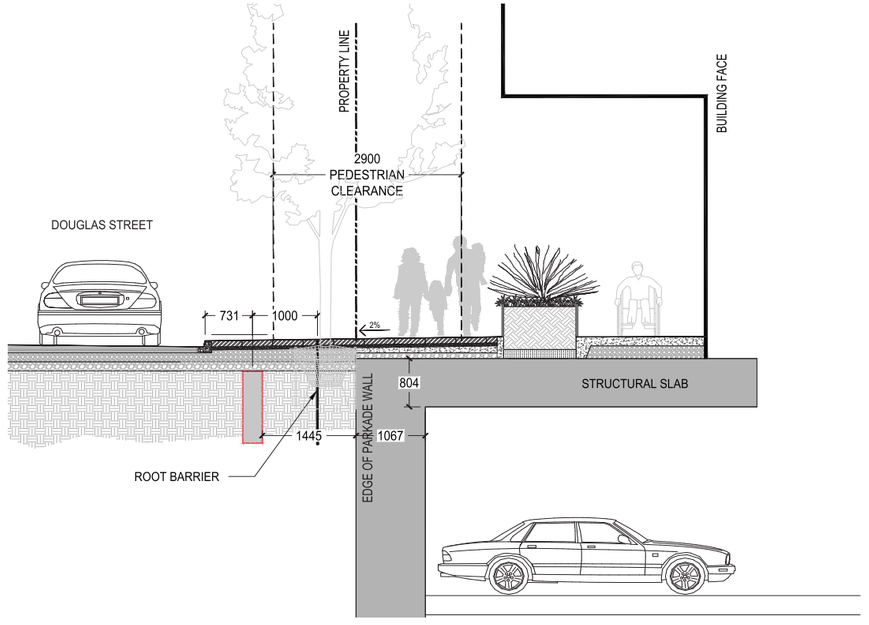
SCALE: 1:40




3 LANDSCAPE SECTION
SCALE: 1:40




4 LANDSCAPE SECTION
SCALE: 1:40

Engineering and Public Works Department Comments

7 “The development site falls under the scope of the City’s Downtown Public Realm Plan and Streetscape Standards (DPRP) (specifically, the ‘Inner Harbour District’). However, given the significance and prominence of this site and the two public plazas associated with its redevelopment, it is important to confirm the broader design framework based on City policies and goals. Below are a set of design objectives, themes and strategies for your consideration. These are based on the type of experience, activities and ecological function we would like to explore for the different public spaces associated with this project within a cohesive open space environment.

South Plaza:
- opportunities for integrating play and public art
- flexibility and adaptability (open, clean and simple, programmable for small events, etc.)
- a strong connection (visual and physical connections) between the proposed restaurant patio and south public plaza
- comfort (seating, trees for shade, prospect)
- facilitating easy/direct through movements for pedestrians
- maintainability and accessibility (furniture, surface materials, lighting, etc.)
- ecology (healthy large canopy trees with soil cells, and showcasing/integrating storm water and placemaking)

North Plaza:
- shared space allowing through movement for bikes and pedestrians associated with the lobby entryway and significant pedestrian activity plaza
- seamless integration with the Douglas Street and Humboldt Street sidewalk treatments
- recent sidewalk and plaza improvements at Douglas Street and Humboldt Street (materials, pavers, trees, furnishings, ping pong table(?), etc.).
- location of bike lane and corner plaza seating and amenities

Douglas Street and Humboldt Street Sidewalks:
- a continuation of the public open space network and materials as per the DPRP
- a defined furnishing zone with street trees, furnishings, pedestrian lights, etc.
- ensure underground infrastructure allows for extent of tree plantings shown
- use of soil cells (potentially integrated with storm water management where possible) on sidewalks and within plazas
- minimum 4 metre pedestrian clear zone on Douglas Street (to be confirmed prior to next plan submission)
- minimum 1.5 metre clear zone on Humboldt (to be confirmed prior to next plan submission)
- integration of the Douglas Street bus stop/shelter”

South Plaza:
The landscape design in the South Plaza has a dynamic and playful nature to create an inviting environment for everyday use while maintaining a flexible space for small community events and gatherings. In order to achieve this, planters, trees and other plaza features have bee placed with the aim of allowing for a high level of flexibility and adaptability. Additional canopy trees within the paved plaza area (installed using soil cells) have been added to the design to enhance the urban canopy and provide shade and pedestrian comfort. These trees will compensate to some extent the loss of trees on Douglas Street.

North Plaza and Humboldt:
The bublic realm design intends to maintain the two-way bike route in the plan in coordination with City of Victoria’s plans for Humboldt Street. The design team is in the process of locating the recently added public amenity elements to the intersection of Douglas and Humboldt Streets for incorporation into the design where feasible.

Douglas Street:
The Douglas Street frontage design has been revised to incorporate numerous seating opportunities along the sidewalk to facilitate a flexible area adjacent to the existing bus stop. These seating elements are located



under the building overhang and can function as bus stop seating. To that effect, we are proposing to remove the existing bus shelter while maintaining the current bus stop location for an increase in flexible open space next to the bus stop while providing covered seating. Soffit lighting will also be provided for an enhanced public realm experience and illumination of the sidewalk without the need for additional light poles that would interfere with bus operations. After studying the existing hydro duct location, it has been determined that installation of street trees at a minimum of 2m away from the curb, is not feasible. Installation of trees along the back of the sidewalk was also studied however the conflict with the building overhang, makes this option not viable.

Engineering and Public Works Department Comments

8 “Staff proposes a meeting/workshop with the applicant’s design team prior to the next plan submission to refine the concept based on the above design objectives and strategies, as well as to discuss the underground utility conflicts and tree placement and other off-site details, prior to the next plan submission. Please contact Deb Becelaere to arrange the meeting time.”

Acknowledged. This meeting occurred October 8, 2020.

Engineering and Public Works Department Comments

9 “Please indicate Statutory Rights of Way widths on the Douglas Street and Humboldt Street frontages across all plans in the next plan submission once confirmed (see Transportation Review comments below). Also, indicate the bus stop / shelter area on the Preliminary Site Servicing Concept.”

Acknowledged. Proposed Statutory Rights of Way widths have been accepted in principle and indicated across the plans but the owner will require the ability to control these areas for security purposes. The existing stop ID sign has been noted on the landscape drawings and is intended to be maintained in the current location.

Engineering and Public Works Department Comments

10 “Thank you for identifying the tunnel under the roadway on Douglas Street in the Preliminary Site Servicing Concept. The tunnel is what staff considers similar to an under- sidewalk basement in the City’s inventory. The property is subject to City policy related to the phasing out of under-sidewalk basements. We may require that the portion of the tunnel under the frontage portion be filled to the centre line of the Douglas Street roadway, as per City specifications, as a condition of building permit approval. Staff will discuss this further with the applicant in the meeting prior to the next plan submission..”

Acknowledged.

Engineering and Public Works Department Comments

11 “The development site has potential geotechnical challenges that could impact the buildings, underground parkade and City frontage/right-of-way design, as well as impact excavation, de-watering and construction. For the building permit submission, the applicant shall be required to provide a signed and sealed report, prepared by a qualified professional engineer, outlining the geotechnical impacts of the development as well as required mitigation measures for the site and adjacent roadway, as this may impact the underground parkade and site servicing/frontage works design and construction. Although this report will be a requirement for building permit, staff highly recommends that the report be done at the rezoning stage due to potential impacts to site planning.”

Acknowledged. To be submitted under separate cover at the time of building permit submission.

Engineering and Public Works Department Comments

12 “Note that adjacent impacted business owners on Humboldt Street should be consulted prior to finalizing the public realm/bike lane design.”

Acknowledged. Impacted business owners have been and will continue to be consulted on the ultimate public realm / bike lane design.



Transportation Review

13 “A broader conversation/workshop including Engineering, Parks, and Planning staff with the applicant’s team regarding the expectations and objectives for the broader public realm including the plazas is recommended.”

Acknowledged. This meeting occurred October 8, 2020.

Transportation Review

14 “A Statutory Right of Way (SRW) for public access to the areas of the property along Douglas Street is required. These areas should be accessible to those with mobility or visual impairments. The suggested workshop to discuss the plaza areas may be a good venue to discuss these issues”

Acknowledged. Please refer to comment 4.

Transportation Review

15 “An SRW for the purposes of turning vehicles at or near the terminus of Humboldt Street is required”

Acknowledged. Please refer to comment 4.

Transportation Review

16 “Due to the location of this project being on the Rapid Transit Corridor and adjacent an important bus stop and future transit station, this application has been forwarded to BC Transit for feedback. Comments have not yet been received from BC Transit on this proposal”

Acknowledged.

Transportation Review

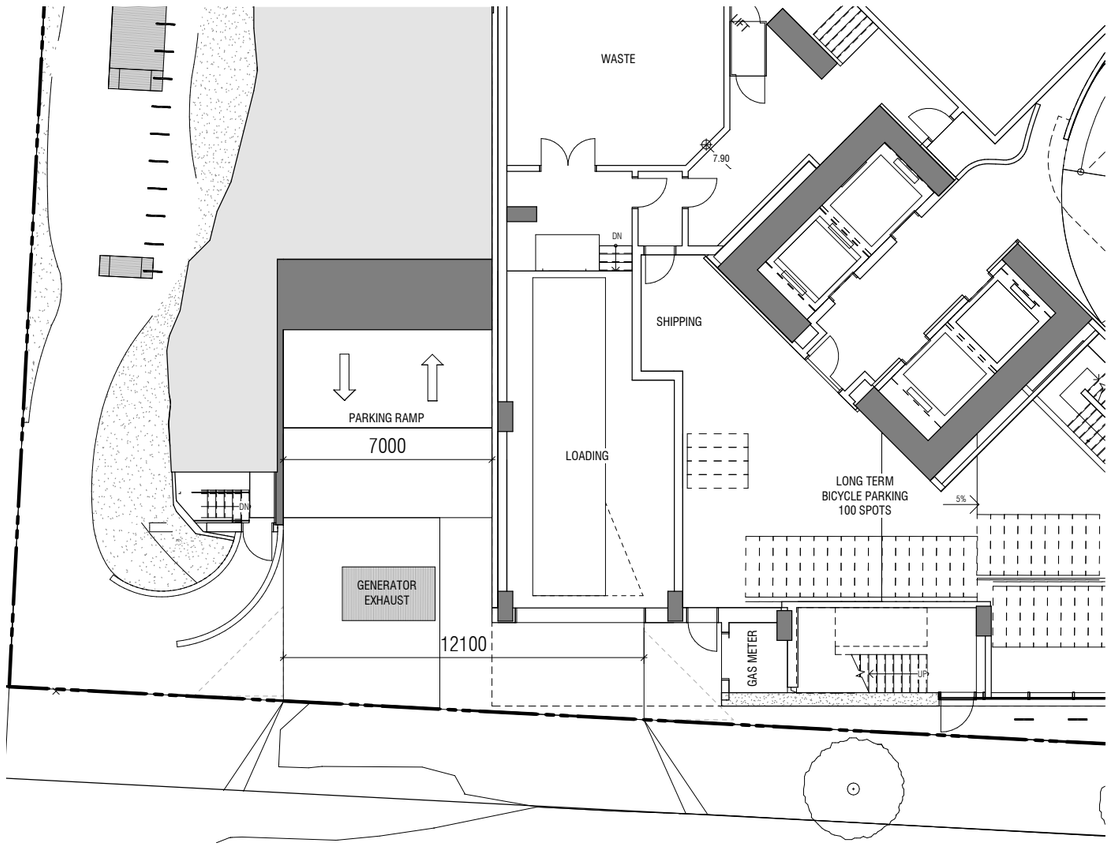
17 “The applicant’s team should consider and evaluate the realignment of the curb and extension of the plaza on Humboldt Street to increase the sidewalk width in this area, provide additional space for trees, and further enhance this public space. The evaluation should consider services (deliveries) required at this and nearby properties. Again, this would be a good topic for a joint meeting with City and Development teams.”

Acknowledged. This meeting occurred October 8, 2020. The applicant’s team is open to this consideration and evaluation and suggesting a follow-up meeting occur to to further discuss the larger Humboldt Street closure and redesign with City and Development team staff.

Transportation Review

18 “The minimum distance required between driveway crossings is 12.0 metres. A plan revision is required

Driveways have been consolidated into a single driveway per discussion with the City of Victoria.

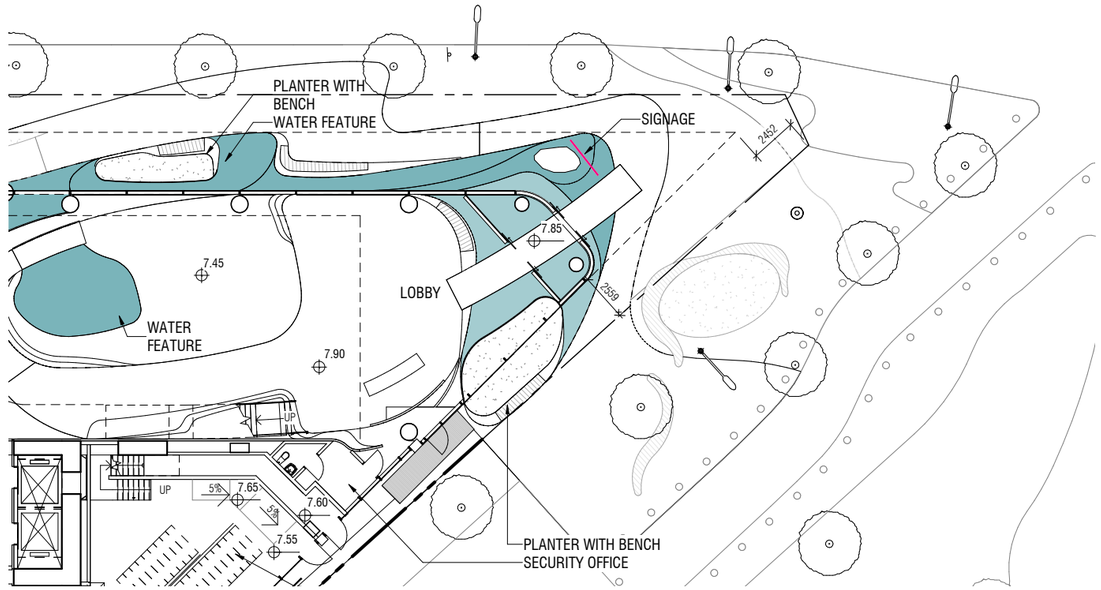





Transportation Review

19 “Corporate signage is not supported or permitted on the public right of way. Please remove”

Signage has been relocated onto the property.



### Transportation Review

20 “The proposed 49 stall parking variance for the development is significant. Based on the location of the property some reduction in parking may be supported. However, to support alternative transportation options at the property, an effective Transportation Demand Management (TDM) program is required. This program should include enhanced bicycle parking and end of trip facilities, an enhanced transit stop, transit pass subsidies for workers within the building, and other programs such as a developer funded travel allowance and framework. More details and firm commitments on TDM programs are required.”

Acknowledged. Please refer to the final TIA report to be submitted under separate cover for details on the TDM program.

### Underground Utilities Review

21 “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. Therefore, a report prepared by a qualified Engineer comparing pre- and post- development sewage flow rates shall be submitted to the Engineering Department (attention: Deb Becelaere at dbecelaere@victoria.ca) by the next plan resubmission as the report shall be reviewed by staff and the requirement for attenuation determined prior to Public Hearing. The report is to include measures that the applicant intends to take to attenuate the sewage if required. Please contact Jack Hu, Sewer and Stormwater Quality Technologist, at 250.361.0551 or at JHu@victoria.ca, if further information is required. 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 establishing a date for Public Hearing.”

Acknowledged. Please refer to the Sewage Flow Calculation Report (November 23, 2020) enclosed.



### Stormwater Management Review

22 “The City encourages Green Stormwater Infrastructure (GSI) and offers financial incentives for properties to manage rainwater on-site. We support and encourage the use of permeable surfaces for the parking stalls and other hard surfaces, rain gardens and green roofs and the preservation of as much green/open space as possible. Thank you for integrating GSI in the development, such as with the proposed green roof and cistern, which is strongly supported and will qualify for incentives. Please note that runoff from a minimum of 10% of the site’s impervious area must be treated to qualify for any stormwater credits. The property owner may be eligible for financial incentives if the designs meet requirements as per the City’s Rainwater Management Standards. Please visit www.victoria.ca/stormwater for more information..”

Acknowledged.

### Stormwater Management Review

23 “Please consider incorporating stormwater treatment for the roadway water for all frontages in the design, such as integration with the soil cell system through collection pipes. This will be a good opportunity for Telus to demonstrate the link between the ocean and off-site stormwater management (i.e., clean, treated water entering the ocean from the site).”

Acknowledged. The applicant’s team will study incorporation of stormwater into soil cells anticipated for trees along Humboldt Street.

### Parks Division Comments

23 “Please consider incorporating stormwater treatment for the roadway water for all frontages in the design, such as integration with the soil cell system through collection pipes. This will be a good opportunity for Telus to demonstrate the link between the ocean and off-site stormwater management (i.e., clean, treated water entering the ocean from the site).”

Acknowledged. The applicant’s team will study incorporation of stormwater into soil cells anticipated for trees along Humboldt Street.

Parks Division Comments

24 General

24A “Parks requests a post-submission meeting with the applicant to review the design intent as well as Urban Forest Services, Horticultural, and Infrastructure recommendations and requirements.”

Acknowledged. This meeting occurred October 8, 2020.

Parks Division Comments

24 General

24B “Maintenance and management responsibilities for Parks, specifically for Horticulture and Infrastructure, are required to be clearly defined before additional, specific comments can be made. Parks will require a follow up review of the resubmission to provide these comments.”

Acknowledged.

Parks Division Comments

25 Comments From Urban Forestry Services

25A “The use of soil cells in urban and hardscape environments is strongly encouraged. Growing larger canopy trees to enhance the urban forest is desirable for the Downtown area. Providing 35 cubic meters of soil per large canopy tree is required. Coordinate with Stormwater (Engineering) to achieve storm water management requirements and/or targets. Show the extent of soil cell area on Landscape and Civil Plans.”

Acknowledged. Soil cells are being considered to augment soil volumes around the planting islands to reach the required 35 cubic meters per tree level. The Applicant is curently investigating the use of soil cells for stormwater collection and management in the South Plaza as well as along Humboldt Street.



Parks Division Comments

25 Comments From Urban Forestry Services

25B “Require the proven ability to plant trees as proposed. Provide location of at grade and pad mounted utilities and indicate required offsets from utilities on the Landscape Plan. Additional information may be required and should be provided with coordination by the applicant and third-party utilities (BC Hydro, Fortis, etc.) to support the proposed Landscape and Planting Plans”

Upon further investigation it has become apparent that the existing underground infrastructure will not allow any tree planting 2m away from the curb. Relocating the trees closer to the building face is also not feasible due to the building overhang protection. Please refer to Comment 6.

Parks Division Comments

25 Comments From Urban Forestry Services

25C “Innovative ways in using soil cells to achieve soil volumes for tree planting is encouraged along Douglas as there is limited underground space with many existing utilities present.”

Please refer to Comment 25A and 25B above.

Parks Division Comments

25 Comments From Urban Forestry Services

25D “Provide an Arborist Report by an ISA Certified Arborist with TRAQ credentials. Since the property has already been purchased, some trees within the property are Bylaw protected.”

Acknowledged. Please refer to the Arborist Report to be submitted under separate cover.

Parks Division Comments

25 Comments From Urban Forestry Services

25E “Increasing Urban Tree Canopy in the Downtown area is important. The southern plaza on Douglas next to Crystal Gardens is a location suited for large canopy deciduous tree planting and the applicant is encouraged to increase this type of planting for ecological and human comfort reasons. Tree selection will require coordination with Parks and this should be noted on the Landscape and Planting Plans.”

Acknowledged. Trees have been added within paved areas of the southern plaza to increase tree canopy coverage. Please refer to the Planting Plan for the note: Final selection of the south plaza tree and plant species will be coordinated with the City of Victoria and Parks Departments.

Parks Division Comments

25 Comments From Urban Forestry Services

25F “The boulevard on Humboldt, if widened, could provide opportunity to grow large trees in planting beds. The applicant is encouraged to review the curb alignment in this location and coordinate with Transportation. Tree selection will require coordination with Parks and this should be noted on the Landscape and Planting Plans.”

Acknowledged. Please refer to Comment 17.

Parks Division Comments

26 Comments From Horticulture

26A “Provide a note that indicates shrub, grass, and perennial selection is to be coordinated with Parks. The plant palette provided at Rezoning/DP may not be accepted by Parks at BP and this needs to be communicated to all those reviewing the plans at the Rezoning/DP stage. Plant selection is dependent on maintenance and management requirements (please see General Comments above).”

Noted.



Parks Division Comments

26 Comments From Horticulture

26B “Provide the percentage of native, adaptive, and edible plants per the CoV Guideline.”

Noted.

Parks Division Comments

26 Comments From Horticulture

26C “Rain gardens are encouraged in the southern plaza to demonstrate sustainable storm water management and further strengthen the ‘ocean’ design theme. Consider ground swales that drain into beds and planters. Rain garden design must be coordinated with Stormwater (Engineering). Proven ability to connect the subsurface drainage to the municipal storm system is required.”

Acknowledged. Please refer to Comment 22.

Parks Division Comments

27 Comments From Infrastructure

27A “Irrigation Systems on City property shall comply to City of Victoria Supplementary Specifications for Street Trees and Irrigation Schedule C, Bylaw 12-042, Subdivision Bylaw.”

Acknowledged.

Parks Division Comments

27 Comments From Infrastructure

27B “Provide location of irrigation connection to municipal system. Parks will review this proposed location and may require relocation. At least one water service dedicated for the off-site landscape should be provided. Where possible the irrigation backflow prevention assembly, valves and related components shall be located in soft landscape, preferably in locations which will reduce the need for traffic control requirements for servicing the system.”

Acknowledge. The project will coordinate a water connection (complete with PRV and backflow preventer) for an independent irrigation system in South Plaza with an outdoor rated battery operated controller.

Parks Division Comments

27 Comments From Infrastructure

27C “Conduits are required for all irrigation piping and wiring installed under hard surfaces, unless approved otherwise. This should be shown on either the Landscape Plans or Civil Plans, but notes provided on both for coordination.”

Acknowledged: The project will coordinate a water connection (complete with PRV and backflow preventer) for an independent irrigation system in South Plaza with an outdoor rated battery operated controller.



Parks and Inspection Division Comments

28 “The designer is to ensure the spacial separations and unprotected openings to the PL are BCBC compliant.”

Acknowledged.

Parks and Inspection Division Comments

29 “Designer to review travel distances from terrace spaces for BCBC compliance.”

Acknowledged.

Parks and Inspection Division Comments

30 “All interconnected floor spaces to comply with the BCBC.”

Acknowledged.

Parks and Inspection Division Comments

31 “Designer to ensure the FDC is located in a location that will not cause a tripping hazard to the occupants that will be exiting the building.”

Acknowledged.