



February 20th, 2023

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

Attention: Mayor, Council & Staff

**Re: Camosun and Pandora – Application for Rezoning and Development Permit – Revision 3
(Property addresses: 1516 Camosun Street, 1270 & 1286 Pandora Avenue)**

Introduction & Overview

H Development, Cascadia Architects, Biophilia Design Collective, and the entire Consultant Team are pleased to present you with our application for this proposed multi-residential development, including 46 mid-range strata condominiums ranging from studios to three-bedroom units. The proposal will include 3 affordable homeownership units on site. We are requesting to amend the property from the current R3-2 Zoning to a new site-specific zoning. As a local development team, we understand the significance of this site to the neighbourhood and our growing city. This application is a product of an extensive study of the property, our experienced Consultant Team, correspondence with City of Victoria Planners and Staff, the relevant Official Community Plan (OCP) objectives, and Fernwood Neighbourhood Plan Design Guidelines, Fernwood Community Association Land Use Committee, and the Advisory Design Panel (ADP).

Policy Context & Site Characteristics

The three parcels encompassed by the proposal are 1725m² in total area. The subject site is located in Fernwood, within the Urban Residential Urban Place Designation as outlined in the OCP. This envisages low-rise and mid-rise multi-unit residential buildings up to 6 storeys with densities up to 2:1. Notwithstanding the above, the site is zoned R3-2 Multiple Dwelling District which permits densities ranging up to 1.6:1. The Fernwood Neighbourhood Plan is also relevant. This suggests that 3-4 storey apartment buildings may be appropriate at this location. The proposal neighbours an existing 4-storey building along its West, an existing 3-storey building to its North and single-family dwellings across the street to the East and a mix of 2-storey commercial buildings across Pandora Avenue to the South.

Site Layout & Building Form

This proposal seeks to provide a more urban, ground-oriented building that is compatible with the evolving neighbourhood. The building steps back from Pandora Avenue, matching the apparent height of neighbouring buildings to maintain the character and continuity of the street 'wall', while also providing a livelier urban connection to the street than the older multi-unit buildings along Pandora Avenue. The garden entry typology of the building at grade matches similar traditional single family and rowhouse buildings in the neighbourhood and presents a friendly face to the street with trees and landscaping along the West, East and South sides of the building. While the building is 5-storeys at the center of the lot, the South and North ends of the building step to 3 storeys. The building's stepped massing and laneway serve to reduce the apparent scale of the building from the street and maximize the views and sunlight for neighbouring properties. In this way it is designed to fit in with the varied scale of its immediate neighbours, while creating terraces with outdoor space for tenants and opportunities for potted landscaping and play areas at upper floors. By strategically setting upper floors back where it is beneficial for neighbouring buildings, this

building concentrates its mass where it is best suited. The building also sits at an angle to the property lines and neighbouring buildings to minimize overlook conflict and maximize light and views.

Advancement of Plan Objectives & Public Amenities

H Development is committed to developing a quality project and to contributing to the long-term neighbourhood amenities and municipal goals. This proposal can achieve a greater number of plan objectives and public amenities, including:

Strategic Location

- The subject site is located on Pandora Avenue, a secondary arterial. Pandora avenue is a walkable major street with pedestrian activated signals, a frequent transit route, a proposed two-way protected bike lane, and located within 1.0 km of a rapid transit route.
- Central location with access between neighbourhoods, the urban core, and large urban villages. Fernwood Village and North Park Village are within 500m.

Housing Amenities

- Range of housing types and sizes, from studios to 3-bedroom family sized units. The project includes 10 ground-oriented units with exterior doors, gardens and patios increases the ground-level activity.
- Projected number of new households needed by 2025 is estimated to be 2900. The project addressed projected demand with a focus on mid-range and diverse housing types (65% studios to 1-bedroom) while ensuring adequate provision of larger family homes as well (35% 2-bedroom to 3-bedroom).
- Rental covenants will be registered, allowing for long-term rentals.

Affordability

- H Development proposes to contribute \$20 per square foot of bonus floor space (above the existing zoning density of 1.6:1). In the current proposal, this would amount to \$150,000.
- H Development proposes to include three (3) affordable home ownership units in addition to the required cash-in-lieu contribution. This exceeds the affordable housing and amenity contribution targets outlined in the Inclusionary Housing and Community Amenity Policy. The proposed affordable home ownership units would be comprised of two (2) Jr. 1-Bedroom units and one (1) Studio unit sold at fifteen (15%) percent below-market prices. Based on current market conditions (i.e., interest rates, real estate sales, strata fees, property tax & utilities) and stress test parameters, prospective buyers could attain financing for these homes, while meeting the city target moderate household income thresholds for smaller units. H Development has started preliminary discussions with the Capital Region District (CRD) to administer the units under their existing program that targets moderate household income levels (<\$99,000 annually), first-time homebuyers, preferred purchasers those without a vehicle, principal residence, rental restriction covenant and CRD residents (1 year minimum). H Development is exploring opportunities to allow for qualifying purchasers, to include co-signors helping aid increased stress test constraints. H Development received an initial letter from CRD outlining the proposed housing agreement. H Development continues to explore other emergent programs as it works toward the goal of delivering affordable homeownership units on-site.

Neighbourhood Amenities

- One public bench along Pandora Avenue and one public bench on Camosun Street, to sit and enjoy a coffee, to socialize while out walking the dog, or walking home from school with classmates, to tie your shoe while out for a run, or take a moment's rest from a walk through the Fernwood neighbourhood.
- Monetary incentives for residents to support local cycling stores.
- Streetscape improvements near a busy intersection.

Urban Design

- Integration of high-quality urban design, architecture, and landscape.
- Terraced design that suits the neighbourhood and an added back lane; the building will contribute significantly to the green space on the street and around the edges of the site.
- Common patio space allowing for dining at a large table and more casual seating along a bar top; with a BBQ connecting the two spaces. This area will also be covered for year-round use while still enjoying natural light, as the cover is proposed to be a combination of glass with wood frame. In addition, there will be a heated lounging area.
- The parkade is designed to allow for large trees on undisturbed soil along the West side of the site. While 15 trees are being removed, 26 new trees will be planted contributing 11 additional trees to the urban forest.
- The building's materials reflect the architectural features and character of the neighbourhood. This will enhance the public realm along Pandora Avenue and Camosun Street via the quality of design, materials, and detailing.
- Addition of rain gardens, to assist with stormwater and rainwater management. This will create a natural water cycle to protect our waterways and keep our water clean.

Sustainability

- Adding new homes in accessible locations strengthens the City's fight against climate change, as reducing automobile trips is the most significant component of reducing greenhouse gas and emissions.
- The building will be designed and constructed to BC Step Code 3.

Transportation

- Provision of Modo Plus memberships and driving credits.
- Welcome package including BC Transit Map, CRD Bike Map, BC Transit tickets and designated bike store gift cards.
- At-grade long-term bicycle parking, exceeding expected bicycle parking demand for all uses on the site: there are also ground floor cargo bike stalls, charging for e-bikes, bike kitchen and dog/bike wash station conveniently accessible for residents. Short-term bicycle parking is in front of the building, and under an overhang to provide shelter. These provisions will service individuals, family cyclists and visitors.
- Installation of a proposed two-way protected bike lane and new proposed crosswalk at the corner of Pandora Avenue and Camosun Street to further improve walkability.

Safety and Security

- The creation of resident population is the primary factor in creating a safe pedestrian environment, through the placement of 'eyes on the street'.
- Installation of a new proposed crosswalk will slow down vehicle traffic to create a safer environment for pedestrians and cyclists, around a high-traffic artery such as Pandora Avenue.
- Ample exterior lighting around the site will promote safety and visibility.

The density increase is requested based on the advancement of local area plan and OCP plan objectives outlined above.

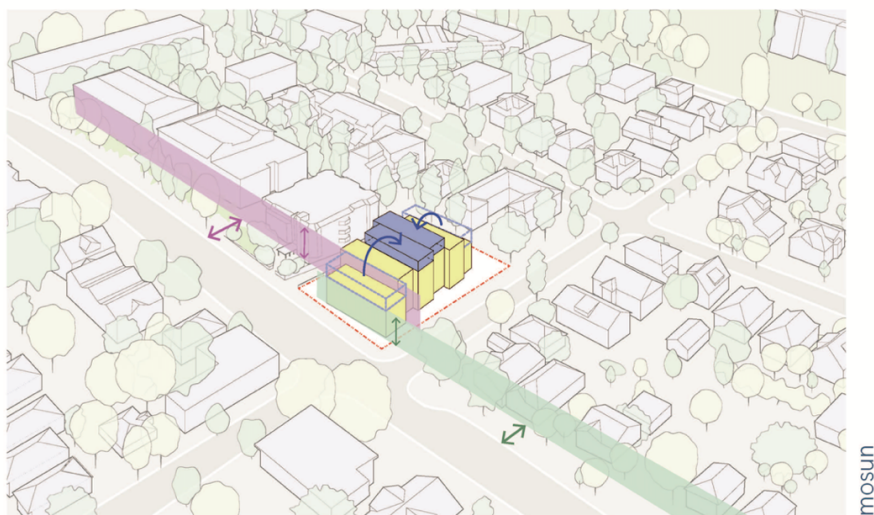
Consultation

Since land acquisition, the project team's top priority has been consultation with the Fernwood Community and City of Victoria Planners and Staff. To gather feedback, the public consultation and review process includes the following prior meetings:

- Fernwood Neighbourhood Meetings – April 1st, 2021 & July 8th, 2021
- Planning Meeting – Senior Planner, Victoria Parks, Transportation and Engineering – July 23rd, 2021
- Official Community Meeting (CALUC) – December 2nd, 2021
- Planning Meeting – Senior Planner – October 19th, 2022
- Advisory Design Panel – November 22nd, 2022

Following input obtained through the neighbourhood and planning meetings, various aspects of the project were adjusted:

- The building massing was adjusted from a four-storey massing to a stepped building to achieve a smooth transition into the 3-storey building to its North, single family dwellings across the street to the East, and a mix of 2-story commercial buildings across Pandora Avenue to the South. The fourth-floor step is responding to the 'street wall' and existing 4-storey buildings to the West. The building concentrates its mass where its best suited.



CASCADIA ARCHITECTS
GENERAL ARCHITECTS

Contextual Stepped Massing

Pandora &

Camosun

- The site layout responds to comments from residents of 1252 Pandora Avenue (existing 4-storey building to the West). The building sits at an angle to the property lines (and neighbouring buildings) to minimize overlook conflict and maximize light and views.



CASCADIA ARCHITECTS
GENERAL ARCHITECTS

Angled Massing - Views

Pandora &

Camosun

- The West property line was adjusted in response to overlook conflict from the neighbouring property located at 1252 Pandora Avenue. The parkade is designed to allow for large trees on undisturbed soil along the West side of the site to help minimize overlook. The development team also added a lane way.



- City Planners encouraged more articulation of the façade along Pandora Avenue. Sunshade and vine structures were added to increase the depth and variety of the façade and vegetation. The corner balcony at Pandora and Camosun was reconfigured to provide a distinctive urban moment at the corner. A landscape feature installation at the corner will highlight the adjustments.



- The City of Victoria requested the parkade entrance on Camosun Street, to avoid disturbing the proposed two-way protected bike lane on Pandora Avenue or the flow of vehicle traffic on Pandora Avenue.
- In response to the Fernwood Community and City of Victoria Planners, this development improved the low-rise portion and increased the number of ground-oriented units. The improved landscape plan included extensive front gardens and patios to increase the visible activity and community connection around the building. The garden entry typology of the building at-grade matches similar traditional single family and rowhouse buildings in the neighbourhood. The adjustments made are designed to achieve a smooth transition into the single-family dwellings across the street to the East, while enhancing accessibility.
- Feedback from City of Victoria Planners and BC Hydro relocated the PMT (Pad-Mounted Transformer), from the Southwest property line to the East property line, adjacent to the parkade driveway. This will enable access for BC Hydro.

Further adjustments to the design have been made in response to the Application Review Summary dated January 11th, 2022. These adjustments are outlined in a separate letter included in this resubmission and identified on a bubbled set of revised drawings.

Some of the highlighted adjustments include:

- The PMT has been adjusted to be accessed off the parking ramp. Planters have also been added to reduce visual impacts and improve pedestrian experience.
- Tall planters along the sides of the rooftop patios have been added that demonstrably reduce the privacy overlook issue by preventing people on the rooftop from standing at the building edge where views to neighbouring properties are present.
- Municipal tree (M-46) near the proposed driveway on Camosun Street will require removal to make way for parkade entrance return and the main hydro connection. In response, two (2) replacement municipal trees are proposed; one (1) replacement tree on Camosun Street and one (1) replacement tree on Pandora Avenue.
- Benches have been relocated and reconfigured to sit 50cm into private property.

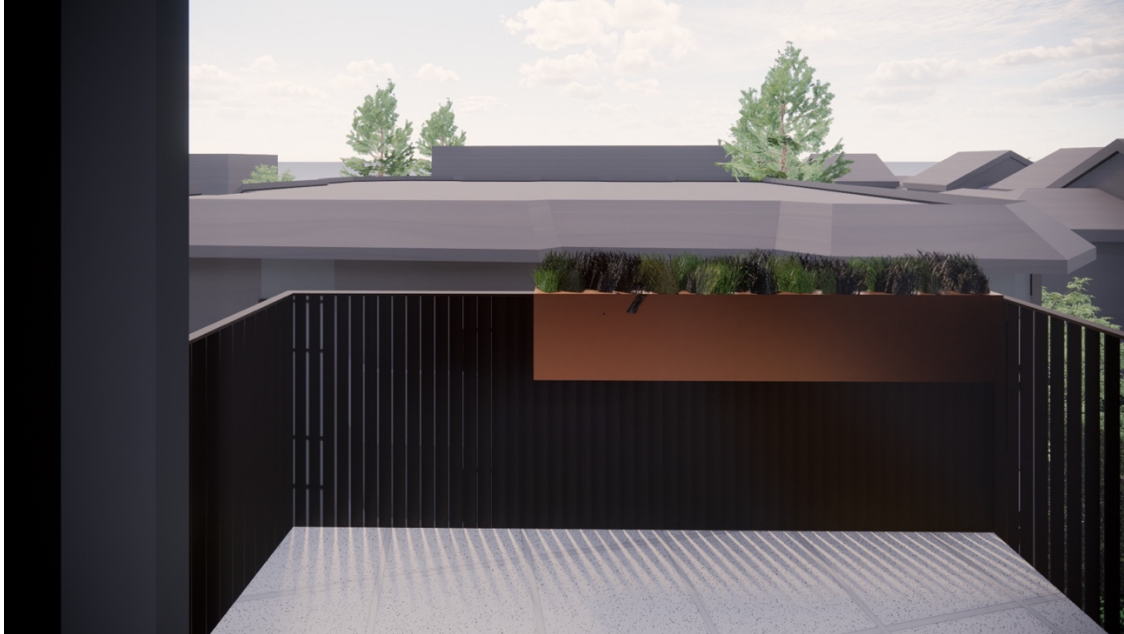
Meaningful adjustments to the design were implemented in response to Design Review (from email dated October 14th, 2022), Land Development Review (from file dated October 14th, 2022), Transportation Review (from file dated October 14th, 2022), Underground Utilities Review (from file dated October 14th, 2022), Stormwater Management Review (from file dated October 14th, 2022), Parks Review (from file dated October 31st, 2022) and Draft ADP Comments (from email dated November 24th, 2022).

Adjustments included:

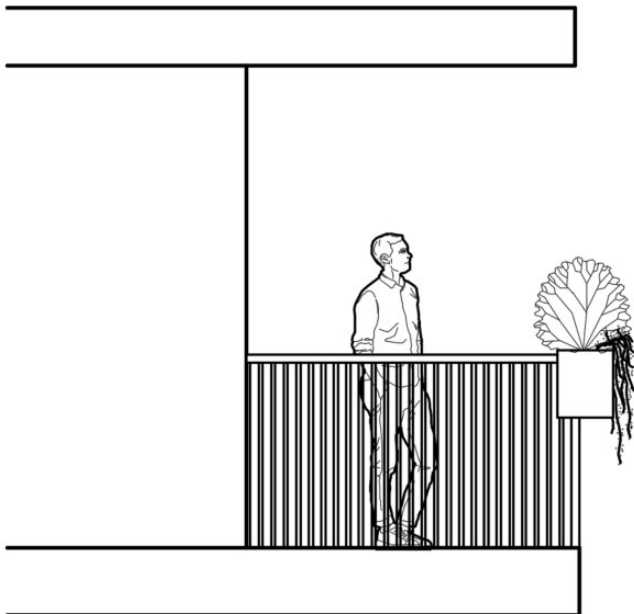
- Addition of detailed schematic information regarding on-street charger and EV charging stalls.
- Revision of the main lobby entrance to emphasize presence on the street.



- Removed landscape feature located on the corner of Pandora and Camosun to not impede sight triangles, as per Engineering feedback.
- Relocated boulevard trees on both Pandora and Camosun frontages, in response to Parks feedback.
- The tree species along the west interior lot line have been revised to a Freeman Maple, this more robust species will help to increase height and width responding the privacy concerns at ground level and overlook impacts on the 4th and 5th floors.
- Installation of angled vertical picket guards to block direct views between buildings.



- Linear planters along balconies and guards.



RAILING PLANTER SECTION

Tenant Assistance Plan

Renters account for a significant portion of the City of Victoria's population (61% of the total population). We understand any loss of rental stock and displacement of existing tenants, is a serious challenge. The entire development team is determined to help mitigate the potential impacts of displacement of tenants.

The Tenant Assistance Plan was approved by City Staff on December 29, 2021. H Development since shared the final approved plan with all tenants. H Development will implement and continue to keep records of communication with tenants. H Development will submit a final Tenant Assistance Report prior to issuance of an occupancy permit.

Tenant Assistance Plan:

- Communication with tenants outlined in the City of Victoria's Tenant Assistance Policy.
- Follow standard four month notice to end tenancy provisions for demolition.
- Financial compensation in the amount of three to six months' rent based on length of tenancy.
- An insured moving company will be hired by H Development, with all arrangements and costs covered within Greater Victoria. When a tenant is exercising the Right of First Refusal, moving expenses will be provided for both the move out and return to the new building.
- A Tenant Relocation Coordinator will be assigned to all tenants. At least three comparable housing options will be presented to the tenant(s). As similar as the current accommodation as possible. At least one prospective unit will be sought in the Fernwood neighborhood.
- First right of refusal will be offered, to all tenants, to purchase a unit at market in the new proposed development.
- Additional financial compensation or support will be provided to tenants requiring additional assistance, in accordance with the City of Victoria's Tenant Assistance Policy.

The Tenant Assistance Plan incorporates all aspects of the City of Victoria's Tenant Assistance Policy. In addition, the proposal will support all eligible and non-eligible tenants at date of submission, which exceeds the City of Victoria's Tenant Assistance Policy. The site currently hosts seven tenants and support will be offered to all.

Existing Buildings

The site currently consists of two single-family dwellings and a single-family dwelling, converted into a 6-plex. This application does not have a heritage component. Nickel Brothers completed an assessment of all three properties, to determine if the buildings are salvageable and if structural moving is feasible. Upon request, a feasibility letter from Nickel Brothers is available. The assessment indicated that only the existing building on 1286 Pandora Avenue has the potential to be moved, albeit with significant constraints due to the height of structure. H Development will collaborate with Nickel Brothers, in reasonable best efforts, to salvage and find a new location for the existing building located at 1286 Pandora Avenue. H Development is committed to the City of Victoria's deconstruction initiative towards achieving Zero Waste Victoria and will adhere to the Building Material Salvage Regulation with respect to the existing buildings.

Building Layout

Underground Parkade

One level of underground parking. The parkade is accessed from Camosun Street and contains various building services: residential (vehicle, motorcycle, and scooter), accessible and visitor parking, waste, and recycling collection, storage, and utility rooms. An elevator and two separate staircases connect to the entrance lobby and residential floors above.

Ground Floor

The ground floor accommodates entrance lobby, mailroom, long-term bicycle parking, indoor common area amenities for residents and visitors and ground-oriented units along the West, East and South sides of the building. The ground level includes ten residential units. Outdoor areas include PMT, short-term visitor bicycle parking, outdoor common area amenities, patios, enhanced landscaping, and public benches.

Levels 2 – 3

Levels two and three are 'typical' floors with corner 2-bedroom units and 1-bedroom units in the centre. All units include an outdoor patio space. Each floor includes twelve residential units. These units are accessible via elevator and two separate staircases.

Level 4

The building massing steps back from the North and South. The building stepping creates generous secure outdoor areas via large balconies and terraces for the corner units on this level, this helps to support a diverse population including families. Level four includes corner 2 and 3-bedroom units, and 1-bedroom units in the centre. These units are accessible via elevator and two separate staircases. As proposed, the total number of residential units amounts to eight.

Level 5

Another step back from the North and South in the building massing helps minimize the impact to the pedestrian sightlines and shadow cast from the building. Level five includes four residential corner 2 and 3-bedroom units, with large outdoor balconies and terraces. These units are accessible via elevator and two separate staircases.

Roof

The roof accommodates a screened mechanical area, elevator overrun and potential solar panel areas. The building massing steps back from the North and South, to help minimize the impact to the pedestrian sightlines and shadow cast from the building.

Transportation & Infrastructure

Services

The proposed site benefits from direct access to several amenities. These amenities include a newly built Save-on-Foods grocery store (750m, approx. 10-minute walk), the Victoria Senior Secondary School (280m, approx. 4-minute walk), the Ecole Intermediaire Central Middle School (700m, approx. 9-minute walk), the Fernwood Community Gardens (550m, approx. 7-minute), as well as close proximity to medical offices, restaurants, a daycare, and institutional and retail services. The development is a short distance from the Royal Athletic Park (900m, approx. 11-minute walk), Downtown YMCA (1.5km) and Oak Bay Recreation Centre (2.2km), which can promote active trips and activities. North Park Village and Fernwood Square, which are less than 500m-1km away, both offer a variety of retail, restaurant, and employment opportunities close to the subject site.

Sewage

The peak sewage flow from the proposed development will be less than the sewage flow from a development under the highest use for the current zoning. Therefore, sewage attenuation is not proposed for the proposed development.

Transit

The subject site has excellent access to transit. It is within 600m, a seven-minute walking distance, to nine bus stops and located within 1.0 km of a rapid transit route.

Walking

The proposed development's walk score ranges from 84 to 86. Pandora Avenue is a walkable major street with pedestrian activated signals. This indicates that most errands do not require a car and therefore future residents will be able to complete utilitarian and discretionary trips on foot.

Cycling

A buffered bike lane is currently available on Pandora Avenue along the site frontage, with a proposed two-way protected bike lane improving the cycling infrastructure past the site. The bike lane on Pandora Avenue connects to many other protected bike lanes in the downtown core, which are providing All Ages and Abilities (AAA) infrastructure which will directly benefit the site.

Carsharing

There are eleven Modo vehicles located within 550m (6–8-minute walking distance) of the subject site.

Proposed Parking Supply

Vehicle Parking

The proposed off-street parking supply is 40 spaces, which includes residential, accessible and visitor parking. This results in a parking ratio of 0.87 spaces per unit. H Development is proposing to allocate 35 spaces as resident parking, and 5 spaces for visitors (1 accessible).

Bicycle Parking

The proposed bicycle parking supply includes 59 secured long-term spaces (1.28 spaces per unit) and 6 short-term spaces located at the entrance of the building. All long-term spaces will be in a secure, weather protected location. Two of the long-term spaces will be designed to accommodate larger bicycles such as cargo bikes, these provisions will service individuals as well as family cyclists. There is also a ground floor bike kitchen and dog/bike wash station for convenient access for tenants.

Parking Requirement

Vehicle Parking

The proposed development currently falls in the 'Other Area' category per Figure 1 of Schedule C and includes 'Condominium' and 'Affordable' uses as per Table 1. Due to the current excellent access to active modes of transportation, economic advancement, and community features and amenities, the site's geographic location should be redefined as a 'Village / Centre', regarding the parking requirements. As expansion of the area continues and if more densified employment opportunities become available, the area could be considered a part of the 'Core Area' in the future. Therefore, parking demand for the site is expected to be 47 off-street parking spaces, of which 42 will be resident parking spaces and 5 will be visitor parking spaces. The proposed supply is 7 spaces short of the expected parking demand and therefore TDM measures are presented to reduce parking demand to meet the parking supply.

Bicycle Parking

Per Table 2 of Schedule C, the subject site is required to provide 57 long-term bicycle parking spaces. The proposal exceeds the expected bicycle parking demand. The subject site is also required to provide a minimum of six (6) short-term bicycle parking spaces, which is met in this proposal.

EV Vehicle Parking

The applicant will be providing one EV charging outlet per resident parking space.

Transportation Demand Management (TDM)

Carsharing

As indicated in Transportation & Infrastructure, there are eleven Modo vehicles within 550m of the subject site. This is providing the area with adequate car-sharing service and availability. Further, according to the 2017 CRD Regional Household Travel Survey, Victoria South, where the subject site is located, has one of the highest shares of households in the region with one vehicle (60%), which can make carsharing an even more viable option for families who may require a vehicle for only select trips.

A recent 2018 study from Metro Vancouver analyzed 3,405 survey respondents from carsharing users in the region and found that the users of Car2go and Modo reported reduced vehicle ownership after joining a carsharing service. The impact was larger for Modo users; households joining Modo reduced their ownership from an average of 0.68 to 0.36 vehicles. Further, Modo members were close to five times more likely to reduce car ownership compared to Car2go users.

Based on the research above, and the number of Modo vehicles in proximity to the site H Development will be entering into a legal agreement with Modo to purchase a multi-user membership (\$500 non-refundable membership per unit). The membership will be valid for the lifetime of the proposed development, allowing 46 residents to simultaneously benefit from Modo memberships, privileges and lowest usage rates. Modo will provide a promotional incentive worth \$100 of driving credits to each resident joining Modo for the first time. A 15% parking demand reduction (3 spaces) would be proposed.

Welcome Package

Travel behavior research has shown moving results in a behavioral change opportunity, as people determine travel options and more willing to try new modes of transportation. It is an opportunity to create new behavior, rather than change an existing habit. The purpose of a TDM-focused welcome package is educating new residents with transportation options available. On-going contests (i.e., bike to work week), promotions and incentives can be used to maintain awareness of the available TDM programs.

A 2% reduction is proposed for the provision of a TDM-focused welcome package that includes at minimum the following:

- BC Transit Map
- 30 BC Transit tickets per unit (equivalent to one month's worth of tickets)
- CRD Bike Map
- Minimum of \$500 per unit, provided in the form of either 1) a gift card incentive for the purchase of a bike (available only for use at designated bike stores in the City of Victoria), OR 2) towards the purchase of BC Transit tickets/ passes, OR 3) towards car-share driving credits (i.e., Modo, Evo Car Share)
- Information on other TDM programs offered on site.

Improved Access to Long-Term Bike Parking

Allocating an entrance that is accessible to cyclists and separated from vehicular traffic increases the safety and convenience of cycling as an everyday mode of travel. Best practice dictates that secure bicycle parking be located at grade and have dedicated entrance for cyclists.

H Development intends to provide secure bike room at-grade, next to the main entrance of the building, controlled by electronic access with automated doors, with CCTV cameras, ample visibility to the street and heating. A 3% reduction would be proposed, since 100% of the long-term bicycle parking spaces will be provided at-grade.

Bicycle Maintenance Facility

Residential developments can provide dedicated on-site bicycle maintenance facilities, such as bicycle repair tools, pumps, wash stations, etc., to support ongoing bicycle use among building users. This is particularly beneficial for residents living in smaller dwelling units where space is at a premium and/or access to a bicycle repair service may be inaccessible or present a financial barrier. The following amenities will be included:

- Repair Tools: Bicycle repair tools including hex wrenches, tire levers, and a tire pump.
- Bike Wash Station: A station with a hose, drain, and supplies which can assist a resident in cleaning their bicycle.
- Lighting and surveillance: The facility will be well-lit (inside and out), with consideration for surveillance systems to address possible personal security issues.
- Information: Cycling network maps, information on bicycle shops, and an advertising space for scheduled events.

The addition of these elements to the development could result in a parking demand reduction as they would promote cycling for residents by providing accessible and functional facilities. A 2% reduction (1 space) would be proposed.

Infrastructure Improvements

Contributions towards off-site pedestrian and cycling infrastructure that completes gaps in the active transportation system can support walking and cycling. A two-way protected bike lane is being proposed on Pandora Avenue along the site frontage. This facility will greatly improve connection in the network for active modes and increase the accessibility of cycling to residents of the development and neighbourhood. Improved infrastructure can further encourage modal shift for residents of this development and neighbourhood. In addition, one EV public parking stall with an EV charging station, located on the Camosun frontage, accessible curb let-downs and a crosswalk are

proposed on the leg of the Pandora Avenue and Camosun Street intersection. A 2% reduction (1 space) would be proposed.

The subject site is located on a secondary arterial and close proximity to the North Park Village, Stadacona Village, and the downtown core area. Additionally, the proposed development is in close proximity to frequent transit, within 1.0 km of a rapid transit route, AAA cycling infrastructure, and accessible wide pedestrian infrastructure that is suitable for walking or rolling. The assessment of the site characteristics supports a change of the site from 'Other' to 'Village / Centre' geographical area to better reflect parking demand for the site. Therefore, parking demand is expected to be 47 parking spaces (42 resident, 5 visitor). Due to the fact that the expected parking demand exceeds parking supply, a suite of TDM measures is proposed. The total expected parking demand, if all TDM measures are adopted will be 40 parking spaces (35 resident, 5 visitor), which the applicant is meeting.

Green Building Features

The following is a list of green building initiatives that will be deployed within the project:

- Meeting Step 3 of the BC Energy Step Code
- Storm water retention along west side of property.
- Densification in an existing urban location, utilizing existing infrastructure
- Directly metered suites with multiple thermostatically controlled heating zones within each residence.
- Solar Ready Conduit from Electrical Room to roof.
- LED lighting throughout.
- Low-VOC paint in all interior areas.
- Low flow plumbing fixtures used throughout all units.
- Secure, heated bike storage at ground level with cargo bike and e-bike parking.
- A bike wash station and repair stand are to be located in at-grade bike room.
- Provide electrical outlets for electric bicycle charging locations within bicycle storage.
- A Modo carshare is to be purchased and available on the street outside of the building.
- EV charging outlets will be provided in the parkade.
- Heat Recovery Ventilation for the building.
- High efficiency centralized domestic hot water boiler system.
- Construction waste diverted from landfill during construction through smart on-site waste management.
- City of Victoria's deconstruction initiative towards achieving Zero Waste Victoria, adhering to the Building Material Salvage Regulation.
- Collaboration with Nickel Brothers, in reasonable best efforts, to salvage and find a new location for the existing building located at 1286 Pandora Avenue.
- To further reduce the carbon footprint, we intend to use CarbonCure's CO2 embodied carbon capture mineralization innovation for a sustainable concrete solution.

Conclusion

The proposed development project at Pandora Avenue and Camosun Street, through careful consideration, embodies the Official Community Plan (OCP) objectives and Fernwood Neighbourhood Plan Design Guidelines. H Development and the entire Consultant Team believe the application presents a significant opportunity to help bring new life to the neighbourhood of Fernwood. At this stage we feel that our proposal is even stronger, and we remain committed to continue working with our experienced Consultant Team, City Planners & Staff, and the Fernwood Community Association Land Use Committee to advance this application.

Sincerely,



Elliot Hersant
H Development