LOW
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ARCHITECTS

DP | REZONING REVIEW COMMENTS

Crosstown Development
584 Burnside Rd East | 3020 Douglas St, Victoria BC

Date of Planning Report: Dec 18, 2018
Date of LHRA Summary: Feb 20, 2019
LHRa Project No. 18.06

Re: Crosstown Development - Response to Planning Comments | DP Submission

Thank you for your review of our DP | Rezoning proposal for 584 Burnside Rd E | 3020 Douglas St. received Dec 18, 2018. We have provided a response below, to each item noted in the Planning Comments and the Plan Check. Please note the numbers correspond to the numbered bubbles on the DP drawings. Landscape and Civil Consultants have also provided their responses and revised drawings in a separate document.

1. Provide lot dimensions on the site plan.
   See drawing Site Plans DP07- DP09.

2. Label the floor areas of the CRU's and the residential units on the floor plans on each unit.
   See floor plans - DP12-DP17.

3. The average grade number differs on the elevations and the calculation table.
   The values are actually the same – one is in geodedic and the other is based on L1 = 0m. See Note 9 – average grade has been revised to incorporate the parking structure.

4. The height of the building differs on the average grade page and the data table.
   We are providing a construction buffer. We will ensure they match.
   Note: Height has been revised due to change in average grade calculation.

5. Include the geodetic elevations on the elevations for all levels including parkade.
   Noted. Refer to elevations.

6. Provide outline of the existing grade on-site on all elevations.
   Noted. Refer to elevations.

7. The front setback differs on the plans and data table.
   We are providing a construction buffer. We will ensure they match.

8. The rear setback differs on the plans and data table.
   We are providing a construction buffer. We will ensure they match.

9. The building (parkade) projects above the natural grade. All portions that project above natural grade are subject to site coverage and setbacks. The setback appears to be 0.00m.
   Noted. Please see revised average grade calculations on DP35.

10. It appears that there is a slight setback at the north side yard.
    We are providing a construction buffer at the property line. Setback will be 0m.

11. The south side setback differs on the plans and data table.
    We are providing a construction buffer. We will ensure they match.

12. Dimension parking stalls on level P1 and the parking stalls on the site plan. Provide driveway and aisle slopes.
    Noted. See Parking Floor Plans DP10 + DP11.

13. Label the residential, visitor and commercial vehicle parking stalls.
    Noted. See Parking Floor Plans DP10 + DP11.

14. Label the number of short term bicycles per rack can accommodate. Provide dimensions of the stalls.
    Noted. See L1 Floor Plan DP12.

15. Dimension long term bicycle parking stalls including length and width per Schedule C requirements.
    Noted. See Parking Floor Plans DP10 + DP11.

16. Any component of the building, including the parkade that projects above the natural grade is subject to site coverage and setbacks.
    Noted. See revisions on data table DP05.

17. Update all data tables and plans to match revisions and corrections.
    Noted. See revisions on data table DP05.

18. Phase 2 foundation crosses over the property line.
    See revised section on DP22.

19. Floor areas noted for CRU's on the parking calculation and the floor area sheets do not match.
    See clarifications on Parking Floor Plans DP10 + DP11.

20. Provide clearance dimensions of parkade levels as well as geodetic elevation points at floor level on the sections.
    Noted. See clarifications on DP22 - DP24.

21. Provide more details on the mechanical units, such as screen types and elevations with dimensions.
    Noted. See clarifications on roof plan DP18 and elevations DP19 - DP21.

22. Bicycle parking per the new bylaw is short term and long term, revise wording on plans.
    Noted.

23. Work-Live parking calculated as retail, please ensure this is captured in the parking calculation.
Noted. See clarifications on DP10 + DP11.

24. Include the unit floor areas with resubmission sets (pg. DP 38, 39, 40).
Noted.

25. Please provide additional long illustrative views North on Douglas and West on Burnside in order to show the context and how the proposal fits within the neighborhood.
Noted. Additional views have been included.

26. Residential uses are supportable on the adjacent property to the north should it redevelop in the future. Is there an opportunity to provide some detailing on the blank wall to reduce its visual impact?
Yes. See revised elevations DP20 & rendering DP30.

27. Provide the separation distance between the connecting ribbon and mid-block.
Noted. See dimension on floor plans DP14.

28. The exposed undersides of buildings visible from a street or public walkway should be cladded with exterior materials that result in a finished appearance and which complement the palette or exterior materials used on the rest of the building. Please label the material of the undersides of the building visible from the street and public areas.
Noted. See clarification on elevations DP19 - DP21.

29. Please provide information on the type of lighting to be installed on-site. Human-scaled lighting is encouraged for night time visibility, comfort and security.

    All site lighting would be accomplished with building mounted lights, pedestrian scale post top lights and recessed step lights. All lighting would be LED and be dark sky compliant (no light shining into the sky).

30. Confirm if the rooftop mechanical rooms would have exterior access and the location of gas and electrical utility cabinets on-site. The utility cabinets should be carefully integrated into building and site design.
The Pad Mounted Transformer is located at the north-west of the site, adjacent to the loading bay. See plan DP12.
The rooftop mechanical rooms are accessible from the roof via a stair at the south-east corner of the building. See Roof Plan DP18.

31. Label the exterior materials of the mechanical rooms.
Refer to elevations DP 19-21.

32. A material board is required.
Noted. A material sample board will be provided at ADP.

33. Provide more information on the green cable system on the south elevation, including the type of vines, planting medium, maintenance, etc., to understand the long-term viability of this cable system.
The cable system and planting have been deleted as per the owner's request.

34. The pathway along the rear of the site adjacent to the work-live units appears narrow. Please identify the width on the site plan and consider widening it slightly.
Noted. Refer to DP12.

35. The rendering of the north east corner view (DP30) shows grassy outdoor space for the work-live units; however, on the landscape plan it identifies the surface material as wood decking on pedestals. Please confirm the surface material and ensure drawings are consistent.
The patios at the east work-live units are a combination of wood decking and pavers, with raised planters. Refer to clarifications DP12, Landscape L1 and DP30.

36. Confirm if the north facing patio on level two will be shared between the daycare employees and residents.
The patios between the daycare and two bedroom rental unit are divided by a privacy fence and not shared. Refer to L2 Floor Plan DP13.

37. There are some CPTED concerns associated with the loading bay area on the north side of the building. Would it be possible to add some windows or incorporate other design elements to mitigate CPTED concerns?
We have added windows at the north wall of CRU 01 for improved surveillance. There will also be security cameras installed throughout the site. Refer to L1 Floor Plan DP12.

38. Show the dimensions of the loading bay area on the site plan.
Refer to Site Plan DP09 and L1 Floor Plan DP12.

39. Confirm the driveway location for Phase 2. A reciprocal access easement may be required if a shared driveway with Phase 1 is required.
The driveway at the north side of the property will be shared between Phase 1 and Phase 2. A reciprocal access easement will be provided as required.

40. Provide more information on the accessibility of the pedestrian pathway, specifically in Phase 2 where stairs are shown on the site plan.
Refer to revisions on DP08. A lift at phase 2 can provide access from the pedestrian pathway from the Burnside Plaza, to the Douglas Street level.

ENGINEERING AND PUBLIC WORKS DEPARTMENT COMMENTS:

41. A well designed long term bicycle parking facility typically provides approximately 2 square meters per bike. The proposed bicycle parking area has allocated approximately 22cm of width for each bicycle. The City of Victoria Zoning Regulation Bylaw requires a minimum of 90 cm between double loaded inverted U or staple style bicycle racks. Providing a reduced stall width will impact the function and attractiveness of the use of bicycles as a mode of transportation. A stall width of 22cm will cause handlebar, gear levers, brake levers, and

attached bags to become entangled and will hamper the ability to lock bicycles. Staff will not support a variance to the minimum bicycle parking dimensions. A plan revision is required.
The plans have been revised to show each stall. The stalls are spaced 900mm apart, to provide 450mm width per bike. Refer to P1 Parking Level Floor Plan DP11.

PERMITS AND INSPECTIONS DIVISION COMMENTS:

42. Vestibules required in the parkade stairs connected to the above floors
Noted. The stair at the North East corner exits at the plaza level for both the parkade and the upper levels (there is no connection to upper levels so we have not included a vestibule). The stair at the south west corner has been revised to exit also at the plaza level (the underground and upper level stairs have been separated).

43. Fire Department Access Routes shall comply with 3.2.5.4. -within 15m from the principal entrance to the building
Noted. Fire Truck Access is provided into the site, along the driveway at the south side of the site. The length of the driveway is 47.5m long, and it is situated within 15m of both building entrances.

FIRE DEPARTMENT COMMENTS:

44. Fire Department Access Routes shall comply with 3.2.5.4-within 15m from the principal entrance to the building.
Refer to Item 43.

45. FDC within 45 meters of a fire hydrant
There is an existing fire hydrant directly across the street from this property, along Burnside Rd East. The location of our FDC will be confirmed during detailed design, but has been tentatively proposed north of the surface parking driveway (at the south west of the site).

We trust we have provided the clarifications & revisions requested.

Sincerely,
Low Hammond Rowe Architects Inc

Paul Hammond, Architect AIBC