A R Y Z E

May 17, 2019

City of Victoria 1 Centennial Square Victoria BC V8W 1P6 Attn: Leanne Taylor

Dear Leanne,

RE: Revised Development Permit Submission DPV No. 00115, 605-629 Speed Avenue, 606-618 Frances Avenue

On behalf of Mike Geric Construction, Aryze is pleased to resubmit a revised development permit package including our formal response to the April 2 TRG comments.

As discussed, we will provide an updated Letter to Mayor and Council after the Advisory Design Panel meeting in June and prior to Committee of The Whole. One item to note is that we are proposing that 10 units be dedicated as affordable rental units in the six-storey building in response to the restrictions on subdividing the project through an air space parcel. We believe this will provide a significant impact to housing in the City of Victoria and will ensure project viability.

If you require any further information at this time, please do not hesitate to contact us.

Sincerely

Luke Mari and The Aryze Team

Response to April 2 - TRG Comments DPV No. 00115 605-629 Speed Avenue, 606-618 Frances Avenue

General Comments

Staff have concerns with the amount of surface parking on the site and the lack of common amenity space or outdoor open space allocated to the six-storey building and the site as a whole. Planning and Transportation would like to discuss these concerns with you and come up with a solution that works for everyone.

An outdoor amenity and green space has been created on the south side of the six-storey building, this was achieved through a reduction of 8 surface parking stalls and an adjustment of the building program including the addition of two units in the six storey building. This revision is in response to both the TRG comments and discussion with City staff on April 24 that a further reduction to parking would be supported by Staff beyond the parking variance requested as outlined in the original DP submission. An electronic copy of a revised Traffic Impact Assessment (TIA) has also been included as part of the submission.

Identify the two car-share parking spaces on the site plan.

The MODO car shares spaces have been identified on the plan, one surface parking stall on the project site will be reserved and the second stall is proposed to be located on Speed Street as discussed at the April 24 meeting with City Staff.

Please remove trees from the elevation plans as they block the building at the ground-level.

As requested, trees have been removed from the Building Elevation Drawings (A3.1 and 3.2). The trees have been left on the context elevations (A3.0).

Please clarify all soffit materials on both buildings.

Soffit materials are now consistently keyed onto the building elevations. As an overview, the West Building has three soffit materials: warm white metal panels, (in locations where the wall clad wraps around to the soffits to support a clear massing expression); wood-look Trespa panels (at canopies and at the Level 2 window heads); and painted metal at the balcony 'boxes'. The East Building has a similar material vocabulary and incorporates painted metal at the angled window frames, and wood-look Trespa panels at canopy soffits.

Provide a window overlay between the west elevation of the six-storey building and the east elevation of the thirteen-storey building.

As requested, a window overlay diagram has been provided (refer to 5/A3.2). Please note that there is significant separation (18.5 - 20m) between the two buildings and overlook between buildings is mitigated by landscape as well as by the position of potentially affected units. Units that face towards the adjacent building are located at the corners of the buildings, where there are additional windows along a second frontage.

Identify all trees to be retained and removed on the site plan and landscape plan.

Please refer to updated landscape drawings which have been accurately coordinated with the architectural drawing package.

Please provide sketches of the proposed fence and cable system for growing vines to be installed around the perimeter of the site

Please refer to updated landscape drawings

Provide information on the type of lighting to be installed at the front entryways, surface parking lot and landscaped areas.

Please refer to the included ASK 1: Concept Site Lighting for information on exterior lighting. Issues of CPTED and light trespass have been considered in the fixture type selection and placement of light fixtures.

Indicate the location of the "pedestrian pathway" for public access on the landscape plan in accordance with the Section 219 Covenant. It is important that this pathway feels welcoming and safe for the general public.

Pedestrian pathway and connection through the site has been identified on the site plan A1.1 and Landscape Plan L1. The pathway runs along a landscaped strip adjacent to the tower and provides connectivity to both buildings.

Provide more information on the "affordable home ownership units" and which program will be applied to these units.

10 units are to be dedicated in perpetuity as affordable rentals in the six-storey building. These units will be owned and managed by the developer and rented at rates set by the City of Victoria Housing Strategy targets for

Six-Storey Building (East Building)

Please provide additional renderings of the six-storey building, especially at street level and show how thi1s building fits in with the existing and proposed streetscape. Show the relationship between the building and ramp to the underground parkade.

The relationship of the building to the Speed Avenue frontage is illustrated in the additional sketch view (refer to 4/A0.3). While the building is set back from the Speed Avenue frontage to provide necessary clearance to the London Planes trees, the sidewalk edge is defined by plantings, garden walls and entry arbors to the private residential patios. The relationship of the parking entrance to the 6-storey building and the bike storage pavilion is illustrated in sketch view 6/A0.3.

The street relationship is very important here. Please reconsider how the building is landing on the ground on all four sides. Greater building articulation is strongly encouraged on all four sides, especially transition between the ground level and the upper storeys.

The architecture is contemporary, shaped into two slender wings that are offset in plan and separated by vertical reveals (bringing daylight into the corridors). The wings are proportioned and composed as two stacked volumes: the richly coloured, brick-clad base, and the light-toned, luminous upper stories at levels 3-6. The upper volume is enlivened by deep window frame

elements, with playful alternating angles and a contrasting, warm painted finish. The paneled surface is an intentional foil to the more dynamic angled window frames and, as such, it is important that these planes be visually calm.

Please incorporate some subtle visually interesting architectural elements to enhance the flat roofline.

It is the opinion of D'Ambrosio Architecture and Urbanism (DAU) that further articulation of the wall planes or parapet lines would detract from the composition of the facades and the clarity of the building expression.

The design guidelines encourage prominent front entryways. Please enhance the front entryway of the six-storey building and this may result in a revision to the ground-level floor plan.

The main building entrance is the primary element on this frontage, and as such is accentuated by a gracious canopy that extends to the front property line (refer to sketch view 4/A0.3).

Please consider providing a common amenity room for residents in the east building.

An outdoor amenity spaces adjacent to the six-storey building has been added to the project plan. This outdoor area will provide gathering space for residents and will be programmed with a Mass Timber Pavilion which will provide shade and seating areas. Given the objective to provide affordable rental units within the building, allocating internal space for an amenity room is not feasible.

Fourteen-Storey Building (West Building)

The mezzanine level is considered a storey in accordance with the *Zoning Regulation Bylaw*. Please ensure letters to Mayor and Council refers to the west building as fourteen-storeys.

The letter to council has been amended so that the building is described as 14 storeys, consistent with the Zoning Regulation Bylaw.

In preliminary meetings, staff expressed concerns with the approach of not stepping back the upper storeys of the building as strongly encouraged in the design guidelines. In response to these concerns, some relief has been applied at the eighth floor. Please consider further accentuating and increasing the recessed area at the eighth floor and wrap it around the entire building as well as consider reducing the affect of the slab by introducing some sort of other breaks in the building to soften the massing.

Engineered as a mass timber tower, the West Building has been conceptualized as an optimal massing for its structural system, meaning the structural column grid is aligned from top to bottom. The Level 8 reveal was introduced to proportion the East-facing façade into two horizontally proportioned volumes. At level 8, the building enclosure is pulled into the footprint so that the structural columns are engaged into the exterior wall, creating as much physical depth as possible while maintaining the integrity of the structural and enclosure systems. The apparent depth of the reveal floor is enhanced by the contrasting dark wall cladding and the increased area of glazing. On the West façade, the design resolution has taken a different approach that integrates the exit stairs as strongly vertical elements. The Level 8 reveal terminates at each stair, and the façade between the stairs is animated by vertical groupings of alternating balcony boxes. In this way, the East and West views of the building each have a distinct personality, in particular as viewed from a distance.

Blank windowless walls visible from the public realm, especially at street level is strongly discouraged. Please soften the ground level façade along the Speed Avenue frontage and accentuate the ground level. The renderings show vertical plant materials along the building face; however, the landscape plan does not specify any landscaping at this location.

The ground floor façade facing Speed Avenue has been refined in response to Planning comments, now incorporating a glazed door and additional windows.

Please consider replacing the circular (nautical-style) windows with a window style that is more complimentary to the contemporary window approach applied to the rest of the building.

The circular windows within the exit stair are an intentional feature of the West façade. The position within the façade, the window diameter and the spacing between the windows have been refined to improve their functional location relative to the stair.

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.

Plan check clarifications: additional and updated information has been provided in the resubmitted plans including the number of storeys, front and rear yard setbacks, open site space calculation, and bicycle parking clearances.

Engineering and Public Works Department Comments:

For general enquiries, please contact Deb Becelaere, Land Development Technologist, at 250.361.0355 or dbecelaere@victoria.ca.

General Comments

As a condition of building permit approval, please note that the developer is financially responsible for full frontage works, to the satisfaction of the Director of Engineering. This includes full frontage reconstruction of the curb, gutter and sidewalk, street lighting, pavement restoration to the centre line of the adjacent roadways (Speed Avenue and Frances Avenue), drainage works, sewage collection, water supply (including fire hydrants if required), and boulevard improvements to current City of Victoria standards. As part of the submission requirements for the building permit, a detailed civil drawing prepared by a professional civil engineer shall be submitted for approval, detailing the scope of work, including a site plan and profile.

Noted - Item for design coordination and BP approval

With regards to third party utilities, such as BC Hydro and Telus, it is the developer's responsibility to determine infrastructure requirements associated with the development. It is recommended that the developer contact BC Hydro well in advance of submitting for building permit to expedite the site servicing plan review and building permit approval process. Note that utility permit approval will not be given by City staff until the detailed site servicing plan at building permit stage has been signed off and approved by the utility company and City staff.

Also, all new above-ground utility company kiosks are required to be entirely covered in an approved anti-graffiti wrap photo at the developer's cost.

Noted - Item for design coordination and BP approval

It is recommended that the developer meet with City Engineering Department staff a minimum of six weeks prior to the detailed plan submission for the building permit to discuss items that are required prior to building permit approval. Please contact Deb Becelaere to arrange the meeting.

Noted - Item for design coordination and BP approval

TRANSPORTATION REVIEW:

The submitted plans and Bunt's Transportation Impact Assessment have conflicting parking data, which must be confirmed and then recirculated to the Engineering Department for review. As per Schedule C of the Zoning Bylaw No. 80-159, as well asBunt's TIA, 213 stalls are required, however 181 are proposed; therefore a parking shortfall of 32 stalls is anticipated for this development. This parking shortfall may impact surrounding residents and businesses through increased competition for the limited on- street parking available in the area. To help offset this shortfall the developer has offered two car share vehicles and two on-site car share parking spaces. The developer must also provide car share memberships to future residents. Please provide the quantity of proposed memberships and usage credits to be purchased for the property. A minimum of 64 memberships (one for each unit without a parking stall) and \$100 usage credits for each membership is recommended, however this number will be re-reviewed and may change when the parking data is confirmed.

The updated plans and Transportation Impact Assessment are consistent in this resubmission package

A 3.0m x 3.0m site triangle is required to be illustrated on each side of the driveway crossing to ensure pedestrian safety and visibility for motorists when entering and leaving. This triangle is to be located within the private property, not from the curb edge. Please confirm that the proposed retaining walls at the easternmost driveway crossing on Speed Avenue do not exceed 1.0 metre above the sidewalk within the site triangles. See Schedule C of the Highway Access Bylaw No. 91-038 for additional information. Please ensure that this site triangle is included on the revised plan.

The parking layout has been adjusted to provide visibility triangles at the Speed and Frances Avenues driveways (refer to resubmitted Site Plan).

With regards to the easternmost driveway crossing on Speed Avenue, please revise thecrossing on City property to be perpendicular to the property line, as per the City'sstandard driveway crossing, with 1.5 metre flares. The location of the roots of the adjacent London Plane tree #6 shall be confirmed in the area of the proposed driveway by a certified consulting arborist. See the comment from Parks Division staff regarding this. If the arborist determines that straightening the driveway will adversely affect the tree, another solution or location for the driveway crossing will be required.

Parkade access driveway crossing: the root location for the adjacent London Planes tree had not been determined at the time of DVP resubmission. The driveway crossing has been updated

so that it is perpendicular to the street, then angles East to the ramp location. The site plan also indicates a potential crossing location that is in line with the ramp, which will be implemented subject to confirmation that this location will not negatively impact the adjacent tree.

For Future Information Prior to Building Permit Approval:

Please provide a profile drawing illustrating the existing and proposed road centre line, gutters, and sidewalk elevations for both frontages, which will be reviewed by staff prior to building permit approval. On Speed Avenue, cross sections illustrating existing and proposed elevations at several points will be useful to illustrate the impacts to the existing street trees. Staff supports the grading change on Speed Avenue as per "G" on JE Anderson's Servicing Concept plan, however please ensure that the consulting arborist works with the civil engineer on proposed grades to ensure there are no adverse effects on the existing trees. See comments from Parks Division staff.

Noted - Item for design coordination and BP approval

Impacts to roadway drainage on both frontages are to be investigated and a proposed detailed design submitted to address drainage requirements.

Noted - Item for design coordination and BP approval

To encourage turnover of parking and ensure short term on-street parking availability, the resident-only parking restrictions on Speed Avenue will be changed to time-limited parking restrictions as a result of this development. Please include this information on the building permit plan submission.

The revision from residential parking to time-limited parking has been included on the architectural site plan for reference

There is a requirement for new street lighting on both the Speed Avenue and Frances Avenue frontages. Prior to building permit plan submission, the developer will be required to submit a computerized lighting calculation, completed by a professional electrical consultant registered with the Association of Professional Engineers and Geoscientists of BC and in accordance with IESNA RP-8-00 roadway lighting standards, to indicate required street lighting for both frontages. It is recommended that the lighting calculation be submitted a minimum of six weeks prior to building permit plan submission.

Noted - Item for design coordination and BP approval

UNDERGROUND UTILITIES REVIEW:

For Future Information Prior to Building Permit Approval:

The revised sewage attenuation report, dated March 13, 2019, has been received and is being reviewed. Note that an existing 2014 covenant (CA4127813) is in place for sewer system attenuation as a result of a previous attenuation report in 2012. Please contact Jack Hu, Sewer and Stormwater Quality T echnologist, at 250.361.0551 or atJHu@victoria.ca, for discussion if required.

Noted - Item for design coordination and BP approval

Installation of new municipal underground service connections for sewer and drain to the proposed development are required. A detailed site servicing plan is required to show the location and sizing of the proposed sewer and storm drain connections. The design must take into consideration the recommendations of the consulting arborist and must not disturb or adversely affect the existing trees and tree roots on Speed Avenue. All new services, which are to be installed by City crews, must be purchased at the expense of the developer. New service connection fees will be charged to the developer as per the fee schedule in the Sanitary Sewer and Stormwater Utilities Bylaw No. 14-071 (and any amendments to the Bylaw).

Noted - Item for design coordination and BP approval

With regards to "H" of JE Anderson's Servicing Concept, the City does not want the storm drain replaced in the SRW area at this time. The existing storm main was lined in 2009. The existing service connections to this storm main are to be capped at the main due to issues with roots. The existing storm main will need to be protected during excavation and construction of the building and parkade. A pre-and post-construction inspection video of the main will be required.

Contractor will make it's best effort to preserve the storm drain during construction. If the infrastructure cannot be retained, developer will replace the line at its cost.

Water service upgrades will be required based on new loads. Sizing is to be determined by the consulting engineer. Water service connections, which are to be installed by City crews, must be purchased at the expense of the developer. Service connection fees will be charged to the developer as per the fee schedule in the Waterworks Bylaw No. 07- 030 (and any amendments to the Bylaw, specifically Bylaw Amendment No. 16-079).

Noted

With regards to "C" of JE Anderson's Servicing Concept, the developer's contractor (notthe City) shall cap and abandon the existing services on private property at thedeveloper's expense.

Noted

Please ensure plans are consistent with comments from Parks Division staff.

The City recommends that the existing Statutory Right of Way (SRW) #108241G for storm and sanitary sewer be updated and revised with correct terms, addressing and dimensions, as well as include an appropriate explanatory plan.

Item was discussed at April 26th meeting with City staff. Deb Becelaere in Engineering confirmed via email on April 30 that the SRW could be left as is.

Parks Division Comments:

Please provide an ISA certified Arborist Report with a Tree Risk Assessment Qualification (TRAQ) to provide a written report of a Tree Preservation Plan, to assess potential impacts to trees on the municipal frontage and bylaw-protected trees on the subject lot. The report must follow the Terms of Reference for a Tree Preservation Plan. The arborist must review the proposed building plans, all hardscape and landscape proposed, and all proposed underground and overhead services and utilities.

Updated Arborist report has been included with the revised DP submission.

The Tree Preservation Plan shall make recommendations for tree protection fencing, arborist supervision, site access, material storage areas, pruning that may be required to provide clearance, and any other mitigation necessary.

Noted

Consulting arborist to comment on the landscape features in front of the Speed Street ground level units that may encroach into protected root zones (patios, retaining walls, steps, etc.)

Please refer to updated report

Please have the consulting arborist perform an exploratory dig to verify root locations of London Plane #6 to ascertain if the parkade driveway can be constructed perpendicular to Speed Street – as requested by Transportation Engineering.

Exploratory work has been completed and information was shared with the design team. Parkade driveway will be revised to a cross slope design which will help protect roots of the noted tree.

March 2018 arborist report includes a 114cm DBH Willow tree on the subject site. It looks to be on the Motel Z property. Please clarify its correct location.

Noted and corrected

Please indicate and label all private and public trees "to be retained" or "to be removed" on the landscape plan.

Please refer to updated Arborist report

The architectural plan includes 37 proposed new trees and the landscape plan indicates 57 proposed trees. Please make these plans consistent.

Please refer to updated landscape plans

Please provide a detail on the landscape plan that indicates adequate soil volumes for the trees planted on the parkade slab roof.

Please refer to updated landscape plans

FOR INFORMATION: Consulting arborist to work with civil engineer on proposed sidewalk grades and provide alternative sidewalk paving materials **if needed** for London Plane root zones where excavation to replace the sidewalk impacts roots.. (i.e. permeable pavers, asphalt, Romex, etc.) City would like to strive for a "no dig" approach to the Speed Streetpublic trees critical root areas

Noted

Permits and Inspections Division Comments:

The East building has a dead end corridor over 6 m in length.

The East Building plans have been updated to eliminate the dead-end corridor condition.

Cladding to be of non combustible construction.

All cladding is confirmed as non-combustible, with the exception of potential combustible soffit materials that may be proposed as an Alternative Solution.

Sheet A3.1 shows combustible posts. Please see 3.1.5. of the BCBC.

With respect to combustible posts on the building exterior, the West Tower is proposed to be a mass timber high-rise building and as such will be subject to either a Site Specific Regulation (SSR) or Jurisdiction Specific Regulation (JSR). The allowable exposure of combustible elements will be determined as part of the SSR or JSR process; if it is determined that no exposure is allowable, the posts will be clad in non-combustible material.

The 6 storey would not be permitted to have combustible cladding.

Noted and revised

The buildings will be considered one high building as per 3.2.6. of the BCBC unless over a parkade as a separate building meeting the requirements of 3.2.6. of the BCBC.

The underground parkade is a separate building per 3.2.1.2 of BCBC 2018, meaning the project is comprised of three separate buildings. The West Tower is a high building and will conform to 3.2.6 of BCBC 2018. The East Tower is of conventional 6-Story combustible construction and will conform to 3.2.2.50 of BCBC 2018. Please note there are no direct connections between the parkade and the East Building.

If all of the buildings are one building, the windows in the 6 storey would not be permitted to be of fiberglass.

Please refer to above comment.

Designer to ensure the special separations and unprotected openings comply with the BCBC.

Analysis of spatial separations: Please refer to the attached diagram (ASK 2) that demonstrates conformance to the allowable unprotected openings for the West frontage of the West Building. The limiting distance for all other frontages of both buildings is 9m or more, permitting 100% unprotected openings (for residential occupancy in fully sprinklered buildings).