TOWN OF VIEW ROYAL
COUNCIL REPORT

TO:	Council	**DATE:**	October 29, 2020
FROM:	J. Chow, MCIP RPP Senior Planner	**MEETING DATE:**	November 3, 2020
		FILE NO.:	3440-20-2020/01 3360-20-2020/04

OFFICIAL COMMUNITY PLAN BYLAW NO. 811, 2011 AMENDMENT BYLAW NO. 1060, 2020 AND ZONING BYLAW NO. 900, 2014, AMENDMENT BYLAW NO. BYLAW NO. 1061, 2020 – 298 ISLAND HIGHWAY

RECOMMENDATION

THAT, coincident with final reading of Zoning Bylaw No. 900, 2014, Amendment Bylaw No. Bylaw No. 1061, 2020, a covenant be registered on the lands at 298 Island Highway for the provision of a community amenity contribution of $3,500 per residential unit prior to issuance of a building permit.

CHIEF ADMINISTRATIVE OFFICER'S COMMENTS

I concur with the recommendation.

DIRECTOR OF DEVELOPMENT SERVICES' COMMENTS

I concur with the recommendation.

DIRECTOR OF ENGINEERING'S COMMENTS

I concur with the recommendation.

PURPOSE OF REPORT

1. To introduce two bylaws to create a new OCP land use designation and a new zone to permit redevelopment of the property at 298 Island Highway for commercial and residential use
2. To set a public hearing date for the two bylaws
3. To register a covenant for the provision of a cash community amenity contribution coincident with fourth reading of the zoning amendment bylaw

BACKGROUND

The 1853 m^2 subject property is located at the east corner of the Island Highway / Helmcken Road intersection. A single storey restaurant building with surface parking has occupied the lot since the early 1980s.

PROJECT INFORMATION

The purposes of the proposed bylaws are as follows:

1. *Official Community Plan Bylaw Amendment Bylaw No. 1060*
   To change the Official Community Plan land use designation for the subject property from *Neighbourhood Mixed Use* (1.5:1 Floor Space Ratio) to a new *Neighbourhood Centre* land use designation that would permit commercial and residential use. The difference from the *Neighbourhood Mixed Use* designation is that *Neighbourhood Centre* land use designation would support buildings up to six storeys and 3.0:1 Floor Space Ratio.

2. *Zoning Bylaw No. 900, 2014, Amendment Bylaw No. Bylaw No. 1061, 2020*
   To change the zoning of the subject property from *C-1: Community Commercial* to a new *CD-26: Island Highway/Helmcken Comprehensive Development* zone permitting commercial and residential use. The rezoning bylaw addresses zoning issues of land use, density, and standards for lot coverage, percentage of impervious surface, the height and siting of buildings in general.

   The permitted *Mixed Commercial and Residential Use* would permit a building with ground floor commercial use and require that residential uses to be on the upper floors. Commercial use means retail store, wholesale sales, service store, office, or other business use.

   The permitted building height of 21m would allow sufficient height for a six storey building. The zone would permit buildings to be located close to the front and flanking lot lines to engage the street but would require the fifth and six storeys to be set back at least 2.0m from those lot lines. This is to avoid rectangular, boxy building forms.

Official Community Plan Amendment Application 2020/01 and Rezoning Application 2020/04 were introduced at the September 8, 2020 Committee of the Whole meeting and discussed at the September 15, 2020 Council meeting. Issues regarding traffic impacts, servicing, and public consultation have been addressed and are discussed in the corresponding sections of this report.

The Director of the Provincial Land Remediation Section (formerly Contaminated Sites Branch) provided a letter dated September 15, 2020 allowing the Town to move forward with the zoning application pursuant to s.557(2)(b) of the *Local Government Act* and not require a site investigation for the zoning application. In accordance with section 7(1) of the *Contaminated Sites Regulation*, the Director will require a preliminary site investigation following completion of the rezoning.

Development Concept

The development concept has not changed since it was introduced at the September 8, 2020 Committee of the Whole meeting, aside from an updated transportation impact assessment. The proposal (Attachments 5-7) is for a six-storey building with the upper two storeys set back as

shown in Figures 1-3. The ground floor would be 560m^2 commercial use with 54 apartment units on the five upper floors. Two levels of underground parking are proposed.

The following attachments to this report provide more information on the proposal:

1. Subject Property Map
2. Subject Property Orthophoto
3. Letter from Applicant
4. Open House letters
5. Design Rationale
6. Architectural Drawings
7. Landscape Plan
8. Traffic Impact Assessment ***updated***
9. Water, Storm and Sanitary Review

Figure 1. Perspectives from Island Highway

Figure 2. Island Highway frontage (proposed boulevard trees not shown)

Figure 3. Helmcken Road frontage (proposed boulevard trees not shown)

The average depth of the boulevard along Island Highway is over 6m, which would allow the creation of a pedestrian plaza as shown in Figures 4 and 5.

There are two small trees on the property and bushes along shared property lines. The landscape plan (Attachment 7) proposes more trees to screen adjacent Eltham Road properties.

Figure 4. Plaza rendering

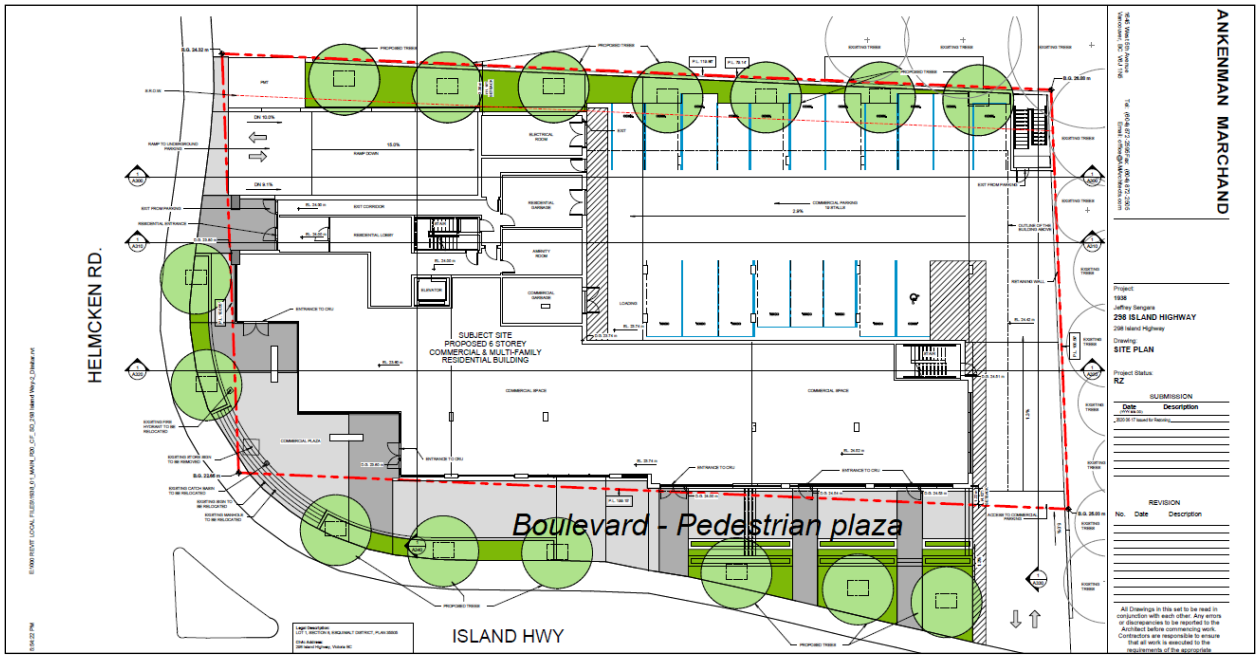


Figure 5. Site Plan

Site Data Summary

	Required (New CD-26 Zone)	Proposed
Lot Size	1500m^2	1853m^2
Floor Area	-	5559 m^2
Floor Space Ratio	3.0:1	3.0:1
Units/Hectare		292
Building Height	21.0m	20.3m
Storeys	6	6
Site Coverage	80%	75%
Units Proposed		54
Vehicle Parking	102 + 1 loading	102 + 1 loading
Secure Bicycle Parking	56	62

Unit Mix
The proposed residential unit mix is as follows:

- 16 one-bedroom units
- 37 two-bedroom units
- 1 three-bedroom unit

Building Height
The building is proposed to be 20.3m and six storeys as measured from the base of the building. The final heights from (calculated) average grade would be finalized at time of Development Permit.

ANALYSIS AND DISCUSSION

Official Community Plan and Land Use Context
The subject property is within the Helmcken-Harbour Community Corridor which separates the Helmcken and Harbour Neighbourhoods. The proposal is consistent with OCP policy LU9.1 (Attachment 10) for the corridor as follows:

1. Mixed-use intensification and public space improvement would be concentrated at the Helmcken Intersection.
2. The applicant's concept for a neighbourhood grocery/deli is consistent with the policy that commercial uses should be neighbourhood-serving and limited to properties located near the Helmcken Intersection.
3. The plaza would provide extra space for pedestrian safety and support connections across Island Highway and Helmcken Road.
4. The proposal would provide a high-quality built environment. The building and pedestrian plaza would become a landmark for this neighbourhood centre.
5. Strong and safe connections would be provided to surrounding residential areas, the waterfront, Helmcken Road, View Royal Elementary School and the planned Town Centre.
6. Higher residential densities fronting the Island Highway are supported.
7. The proposed commercial use would complement and not compete with the future Town Centre and would not inhibit eventual development of the Town Centre desired for the Fort Victoria site.

The policy also states consideration should be made on whether the mixed-use intensity would be appropriate for the corridor's lots sizes and adjacent residential areas. The proposal may seem dense in terms of residential units per hectare as shown in following table, but in comparison to the other two similar sized recent development sites with 37 units, this proposal translates into an additional 17 units plus the commercial space.

Development	**Address**	**Units**	**Lot Area**	**Units per hectare**
Current proposal	*298 Island Highway*	*54*	*0.1853 ha*	*291.4*
Lions Cove	288/290 Island Highway	66	0.8275 ha	80.0
Maija London	280 Island Highway	37	0.1677 ha	220.6
<DP approved, not built>	242-244 Island Highway	37	0.1860 Ha	198.9

The current land use designation is *Neighbourhood Mixed Use*, which supports commercial uses with townhouses and apartments up to four storeys with a maximum Floor Space Ratio of 1.5:1. The proposed new *Comprehensive Development Area* land use designation and new *CD-26:*

Island Highway/Helmcken Comprehensive Development zone would accommodate the development concept with a maximum FSR of 3.0:1 and sufficient building height for six storeys.

The site has been developed and substantially altered for decades and there are no sensitive ecosystems on the property.

Design comment
While the form and character of the development would be addressed at the development permit stage, the application provides a level of detail in the development concept that illustrates their intent. Council will formally review the form and character of the project when considering the Development Permit.

Stepping back the upper two floors of the building will reduce massing and provide a human scale at the street level. The terraced and articulated facade is a complementary interface to the adjacent Lion Cove Apartment and the taller building at a lower starting grade will provide a consistent skyline. A line of trees is proposed to provide some screening for adjacent residential properties on Eltham Road that have Neighbourhood Mixed Use OCP land use designations and are zoned commercial. The proposed public plaza in and along the Island Highway frontage would create a vibrant pedestrian-oriented street realm.

Transportation Impact
The Engineering Department reviewed the updated Traffic Impact Assessment (Attachment 8) with comments (Attachment 12) as follows:

- The proposed development is forecasted to add approximately 3% impact to the volume of automobile traffic moving through the Island Highway / Helmcken Road intersection. The assessment suggests long term (>10 years) lane changes to the Island Highway at the Helmcken Road intersection as shown in Figure 6. Staff does not support this concept because:
    - Although more vehicles would move through the intersection on each signal cycle, it would not improve the traffic volume through other intersections of the Island Highway.
    - It does not reflect the current Town philosophy regarding commuter through-traffic.
    - It would not conform to the Town's intended cross section for Island Highway.

Figure 6. Proposed intersection lane modifications

- There are no left turns in/out on Island Highway and Helmcken.
    - On Helmcken this can be achieved by installing a small concrete median with a few knock down posts for delineation.
    - On Island Highway it will be more problematic depending on the frontage design works and how they are achieved especially if the Island Highway work is sequential on the north and south side of island Highway.

- For Transportation Demand Management, staff recommends that bicycle parking be located at the ground level to support alternative transportation (instead of on both levels of underground parking) and that a bike repair station be incorporated in the bike room to further encourage mode shift as the close proximity to the E&N rail trail is ideal. This can be explored further at the development permit stage.

- The study examined the Town's 2017 traffic counts and conducted another count in June 2020. It should be noted the more recent counts may be atypical due to influences from summer, the COVID-19 pandemic, and the construction of the Trans Canada Highway / McKenzie interchange.

- There is a discrepancy between Section 5.1 of the Transportation Impact Assessment (Attachment 8) and architect's allocations for commercial parking, but the overall number of spaces meets Zoning Bylaw requirements and will be clarified at the DP stag.

BC Transit indicates that the proposed land uses are consistent with the Frequent Transit Network (FTN) corridor and supports continued redevelopment on Island Highway because it would grow ridership and in turn, be supported with increased service levels.

There is a two-seat transit shelter (Stop ID 101051) for the 14 Vic General route just north of the Helmcken Road site frontage. BC Transit supports an upgrade to a T-3 type (i.e. moderate volume) shelter as the development can be expected to produce an increase in ridership at this stop.

Site Servicing

Subdivision and Development Servicing Bylaw No. 985, 2017 includes servicing requirements such for offsite works and services such as roads, sanitary sewer and storm drainage. Servicing reviews at the rezoning stage are to determine whether there is adequate offsite infrastructure capacity.

The Engineering Department has reviewed the Servicing Concept (Attachment 9) and is satisfied that that the additional sewer demand would be within the Town's allocation for discharge to the regional sanitary sewer system and that there is adequate capacity in the Helmcken Bay sanitary sewer lift station to accommodate the proposed development. A more detailed servicing concept will be required at the development permit stage if the bylaws are approved.

Fire Protection

The Protective Services Department has no issues or concerns about providing fire service for the land uses in the proposed rezoning.

Community Amenity Contribution

The Community Amenity Contribution Policy target rate is $3,500 per multifamily residential unit. For this proposal, the contribution would be $189,000 based on 54 units and would be provided prior to building permit issuance. It is recommended that the community amenity contribution provision rate be secured in a covenant.

OCP Policy HS1.4 Housing Amenity Contributions also supports a housing amenity contribution to the Town, which could be directed to the CRD Regional Housing Trust Fund. A portion of the cash community amenity contributions could be used for this purpose.

Public Consultation

The *Local Government Act* has requirements for early and ongoing consultation of Official Community Plan amendments. The application was referred to the relevant agencies as part of the application review process with no major concerns noted. The applicant has notified the neighbourhood as follows:

- April 2020 – door knocking campaign for residences within three blocks of the site
- May 2020 - open house for 288/290 Island Highway (Lions Cove). Comment letters are provided in Attachment 4.
- October 2020 – over 500 flyers distributed to properties within the 400m public hearing notification radius, with website/email address setup to receive comments. Three questions have been received by the applicant to date (see Attachment 11).

RECOMMENDATION

THAT, coincident with final reading of Zoning Bylaw No. 900, 2014, Amendment Bylaw No. Bylaw No. 1061, 2020, a covenant be registered on the lands at 298 Island Highway for the provision of a community amenity contribution of $3,500 per residential unit prior to issuance of a building permit.

SUBMITTED BY: _____
J. Chow MCIP RPP, Community Planner

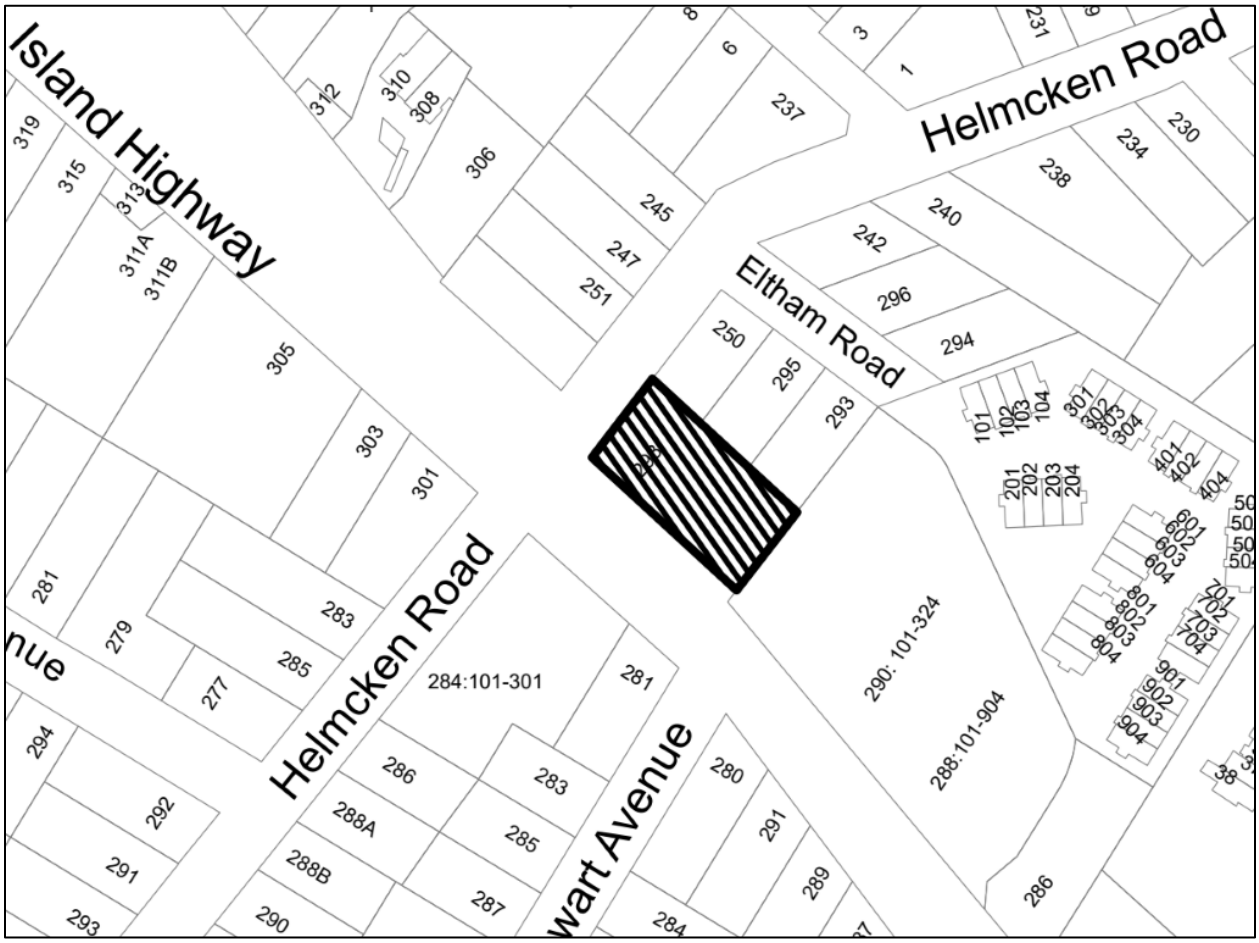
REVIEWED BY: _____
L. Chase MCIP RPP, Director of Development Services

ATTACHMENTS:

1. Subject Property Map
2. Subject Property Orthophoto
3. Letter from Applicant, May 27, 2020 (13 pages)
4. Open House - Letters (22 pages)
5. Design Rationale - Ankenman Marchand Architects, (3 pages)
6. Architectural Drawings – Ankenman Marchand Architects, June 17-Aug. 31, 2020 (35 pages)

7. Landscape Plan - Lombard North Group, June 12, 2020
8. Traffic Impact Assessment – Addoz Engineering Inc. – October 8, 2020 (47 pages)
9. Water, Storm and Sanitary Review - JE Anderson, August 27, 2020 (20 pages)
10. OCP excerpt: Policy LU9.1 Helmcken-Harbour Community Corridor
11. October 2020 public notification – communications with application (2 pages)
12. Bunt & Associates Review of Addoz Traffic Impact Assessment (5 pages)

Attachment 1. Location Map



Attachment 2. Orthophoto

A N K E N M A N M A R C H A N D

A R C H I T E C T S

May 27th, 2020

The Town of View Royal
45 View Royal Ave,
View Royal, BC
V9B 1A6

Attention: Mayor & Council

Dear View Royal Mayor and Council:

Re: Potential Redevelopment/Rezoning - Corner Old Island Highway & Helmcken – View Royal – Current Namaste Restaurant Location

As you may recall I have reached out to you on a few separate occasions to offer the opportunity to review our schematic design and preliminary ideas our firm has created for the above-named project with the intent of receiving initial feedback from Council on our proposal prior to submitting an application to ensure that all questions can be answered and any concerns addressed prior to the application.

In last week's discussions with Mayor Screech it was determined that in lieu of current health issues and the lack of ability to appear before Council as a delegation, that I write this summation letter regarding our proposal as the best way to communicate with you that will then be placed on the Agenda for the next Council meeting with the intent that comments be forwarded to me directly following the meeting. Please note these ideas and associated drawing package are quite preliminary in nature allowing us all the opportunity to "Workshop" this proposal to ensure we take full advantage of the site's potential. The following is the project summary complete of where we currently stand along with associated images:

The Site:

Ankenman Marchand Architects
Timothy Ankenman, Architect AIBC, MRAIC - Principal
François Marchand, Architect AIBC - Principal

1645 West 5th Avenue, Vancouver, BC, V6J 1N5
Tel: (604) 872-2595 FAX: (604) 872-2505
EMAIL: tim@amarchitects.com

This highly visible corner site provides a tremendous opportunity to create a landmark, gateway building that, if designed correctly, will set an outstanding precedent for future development along this corridor. To that end, as mentioned, should the Community and Council support this project (in whatever form it ends up being), as long as it's financially viable, my Client intends on purchasing other sites along this corridor, allowing everyone to initiate a larger urban design exercise that will optimally provide positive change to the View Royal streetscape and community.

Uses:

Consistent with View Royal's OCP and to ensure activation of the pedestrian streetscape we are proposing a mixed-use development with commercial use at grade, with a variety of multiple unit residential uses above.

Site Planning:

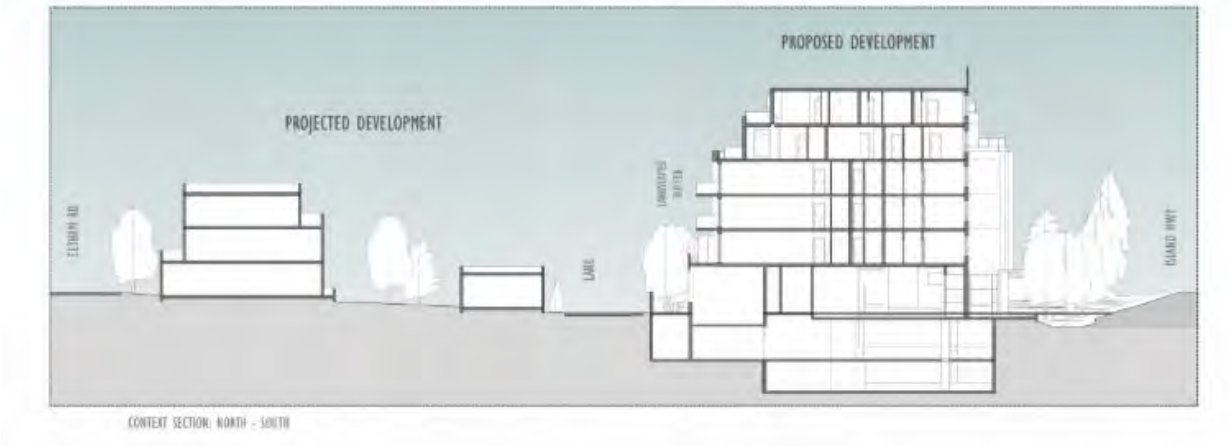
As you will note on the Site Plan below, we are very intentionally providing "First Principle Urban Design: considerations listed as follows:

1. Hide all parked vehicles from the main two streets/arterials:

   We have intentionally split the two parking uses – the parking for commercial use has been placed behind the building fronting onto Old Island Highway yet it has been designed as convenient parking for the commercial users providing direct access from their vehicles into the main commercial use. This is proposed to be accessed via a convenient right-in right out access for those heading west along the highway.

   You will also note on the site plan above that we have introduced a large landscaped buffer between the surface parking and the 3 properties fronting onto Eltham Road c/w a high hedge and large trees to ensure adequate buffering between our proposal and the rear of the future townhouses proposed for those three sites once consolidated.

   All residential parking, for security purposes is proposed as being housed in a secured underground parkade accessed along the more benign street, Helmcken.



2. Activate streetscape for pedestrian vs. vehicular uses:

As you will note, by placing the commercial convenience parking behind the building where it is not visible, a tremendous streetscape opportunity emerges as ample room is now allocated to a very large, activated public gathering plaza in front of the commercial use. We envision this space to become very well used, as long as an active retailer is selected for the commercial use. We envisage (as per the renderings below), opportunities for this space to become a meeting place for friends and family, spillover areas for the retail use (ie, outdoor seating, benches and a place to simply relax after having for example walked from your home to this gathering area. Naturally, post-Covid it will be designed as smaller, outdoor rooms to ensure no large gathering can take place in this otherwise vast public offering.

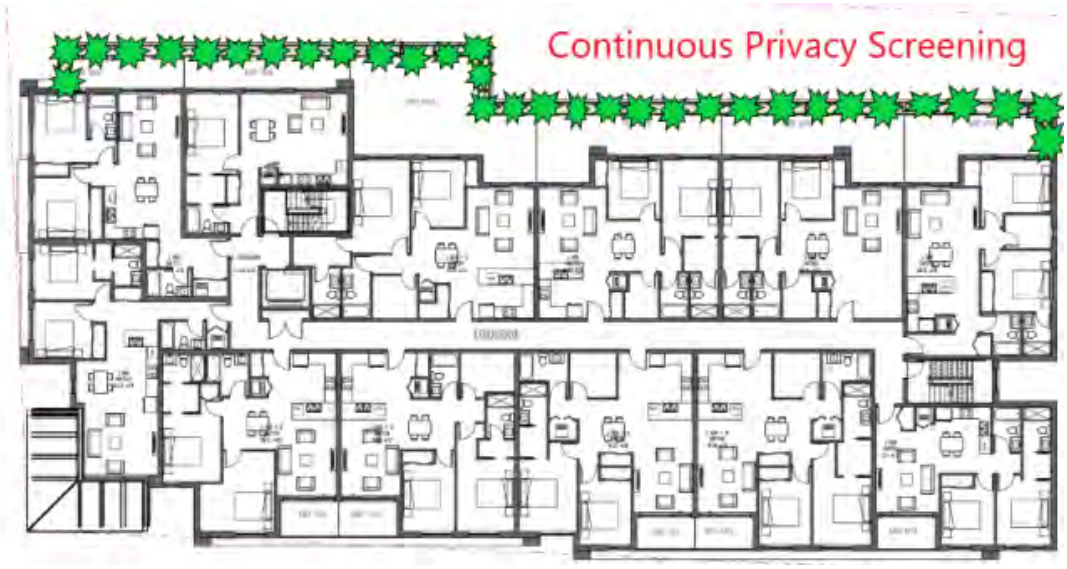
Commercial Use:

In selecting a commercial user, we wanted to seek out a tenant that provides a convenience offering for both the residents for the project, as well as the community at large, and further, a tenant that would assist in aiding towards the active and colourful streetscape activities described above. To that end, our Client has been in discussions with Red Barn Market who have expressed a strong interest in this location and the size of the retail component being offered. If we are successful in soliciting a small boutique grocery retailer to this site, we believe it will provide all the active streetscape opportunities that are envisaged for this important site as reflected in the following renderings, and will include outdoor colourful fruit and vegetable displays, overhead doors allowing the transition between the store and sidewalk/plaza to become seamless, a coffee bar with outdoor seating, outdoor flower displays, outdoor seating and the like:

Residential Uses:

In order to designate ground floor of the Old Island Highway frontage as purely pedestrian-activated, we have located the main residential entry adjacent the residential parkade entry along the west side of the building on Helmcken where the pedestrian activity will be much more benign.

Again, we are proposing a very wide variety of units ranging from one-bedroom units for first time purchasers and investors for rental to 3-bedroom family units. This wide variety is intended to appeal to all socio-economic demographics as possible including renters, first time purchaser's young families, empty-nesters, seniors and the disabled.



Proposed Second Floor Plan

Proposed Third Floor Plan

Proposed Fourth Floor Plan

Proposed Fifth Floor Plan

Proposed Sixth Floor Plan

Common Amenities:

While the “standard and typical” strata meeting room has been conveniently placed on the ground flor adjacent the building’s entry, a large area on the roof of the building has been allocated for other common amenity uses (to be defined) but is not limited to an exercise studio, yoga room, common work place/offices, etc. It is also located on the roof to provide direct access to large outdoor patio and urban agricultural gardening plots for the residents, as the views from this terrace will be outstanding and will capture water views as well as maximizing sun exposure for growing medium for the proposed resident gardening plots.

And, of course, ample bicycle storage, EV charging stations and the like are implemented into the parkade design and ample room has been reserved for other amenities desired from future residents when our marketing team are able to solicit feedback from end-users such as a workshop, kayak storage (similar to the Glen now under construction), common office work spaces etc. We always make an attempt to include common work spaces as we have learned (like communal veggie plots) this provides a tremendous opportunity to bring a community together to share ideas, increases affordability (those that typically need to purchase an additional bedroom or den for their workspace no longer need to do so), and of course less reliance on the automobile (or given this site’s immediate proximity to public transit many users may not require an automobile) but regardless providing this use on site precludes many from having to drive to work on a daily basis!

Partial Sixth Floor Plan (Common Amenity)

Massing & Height:

As you will note in the following renderings, the massing has been very intentionally designed so the building in its entirety reads as 3 stories of residential around the building's commercial floor with the top two floors of residential set far back from the main façade:

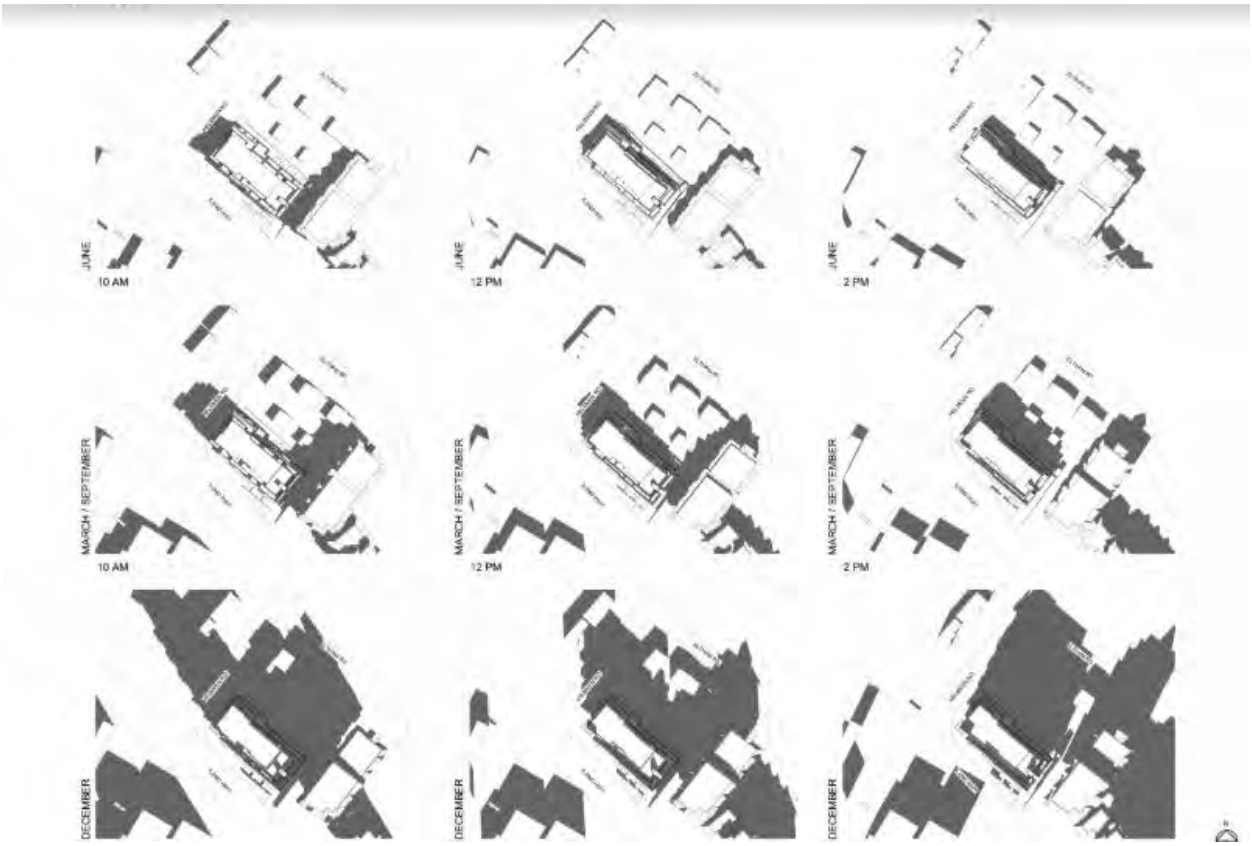
Upper Floor only visible from across Highway

The only exception to this guiding principle is the corner element, which we believe is appropriate given the site's gateway location and can be supplemented with signage that may read "*Welcome to View Royal"* if desired by Council.

This form of terracing also ensures no overlooking, privacy nor overshadowing will occur between the proposal and the adjacent multiple-unit residential project named "Lion's Cove" which is also well set back from the common property line and has a significant existing tree buffer separating the two buildings.

Overshadowing:

As seen in the shadow diagrams below, no spilling of shadows shall occur onto the Lion's Cove neighbouring property – in fact, that project spills shadows onto the subject site:



Community Consultation:

As noted in my previous correspondence with Council, in lieu of our historic ability to host Public Open Houses, my Client's Team have initiated an ongoing door-knocking campaign c/w our proposal in-hand in an effort to solicit feedback from View Royal residents, including our immediate neighbours. It is our intention once this neighbourhood survey is complete to provide all associated correspondence with our rezoning application, but in order to allow you a preliminary viewing of responses so far, I provide you with the following sampling as follows:

May 15th, 2020

View Royal Town Hall
45 View Royal Ave,
Victoria, BC V9B 1A6

Attention: **Mayor and Council**

Re: 298 Island Highway, Victoria, B.C.

Dear Worship & Council:

I am writing to you to express my full support for the development plans that have been prepared by Ankenman Marchand.

I appreciate all the design work that has gone into the fronts and sides of the building- the ideas for signage, the custom canopies that will provide protection from the rain, and the plaza in front! Brilliant! It seems that we will all finally have a place to go and gather outside for coffee and a snack!

This in my opinion is exactly what our town needs and I therefore offer my full support as this project moves ahead.

Sincerely,

Jason Boyd

Name

24 May 2020

Date

May 21st, 2020

View Royal Mayor and Council
45 View Royal Ave,
Victoria, BC V9B 1A6

Re: Corner Old Island Highway & Helmcken, View Royal

I have been approached by a member of the Development Team that are responsible for the above project and have reviewed the plans that have been prepared for this location where the existing Namaste Indian Restaurant is currently located. They have asked for my opinion on their proposal which I am happy to share.

I believe this is precisely the type of development that View Royal needs: it is a very high quality design, it offers a wide variety of much needed housing in our town, and is located on major road where this type of development is appropriate.

Please support this project as it moves forward as this is a project that our entire town will be very proud of!!!

Adam Pedersen

President
Governors Point Strata
View Royal, BC

298 Island Hwy, Victoria Inbox

Margie and Derek <margieandderek@shaw.ca>
to tim

Hi Timothy, I am a resident at 290 Island Hwy and was very excited to hear about your proposal for the site now occupied by the Indian Restaurant.

I'm not sure if you know that the adjacent property at 250 Helmken is now for sale. If you are interested in this one as well for your project the Realtor is:

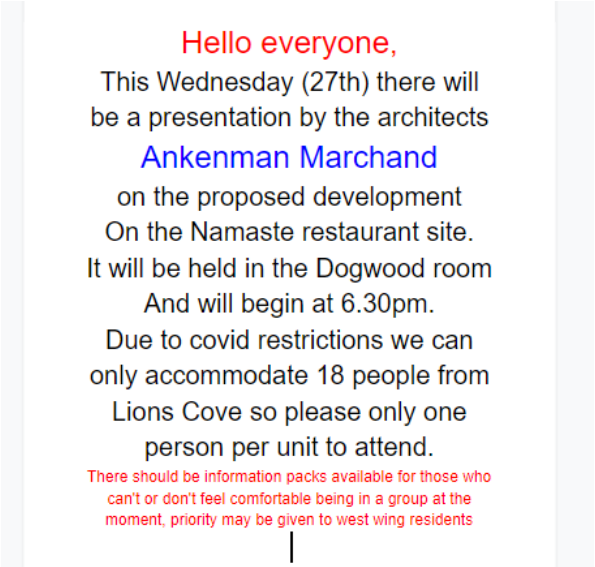
Linda Brown (Remax)

250-213-7194

Looking forward to the start up

Margie Hayes-Holgate

Again Covid also precluded our ability to host a private Open House for the residents of the adjacent Lion's Cove project that we had previously organized and since then offered their strata and residents a virtual open house to which we received no response until a few days ago. We have now though managed to coordinate an Open House with those Residents for this evening and the Strata Presiden sent me a copy of the notification that was sent to all residents.



Naturally, we will notify Council as part of our Community Consultation package the results of that meeting.

Summary:

We believe that consistent with the glowing feedback we have received from the View Royal Community we have received thus far as well as View Royal's Planning Staff that caliber of the project being proposed and the benefits it will bring to the community will become a project that we can all be proud of and will raise the bar for future development along the Old Island Corridor. We do however believe that it is those members of the community including Council who live in View Royal that have a far better "pulse" on what's needed and will be deemed appropriate hence our efforts in reaching out to everyone pre-application to assist us in ensuring that this project can be the best it can possibly be and will meet the needs of the community as much as possible. We look very forward to your feedback and thank you so much in advance for your efforts in reviewing this project.

Yours truly,

ANKENMAN MARCHAND Architects

Per:

Timothy Ankenman
Architect AIBC | MRAIC | M. Arch. | AIA| **Founding Principal**

ANKENMAN MARCHAND

ARCHITECTS

May 27th, 2020

OLD ISLAND HIGHWAY & HELMCKEN PROPOSAL
EXIT SURVEY – LION'S COVE RESIDENTS

☑ I HAVE REVIEWED THE PRELIMINARY PROPOSAL FOR THIS SITE PREPARED BY ANKENMAN MARCHAND ARCHITECTS AND AM IN GENERAL SUPPORT OF THIS PROJECT

☑ I HAVE REVIEWED THE PRELIMINARY PROPOSAL FOR THIS SITE PREPARED BY ANKENMAN MARCHAND ARCHITECTS AND AM IN GENERAL SUPPORT OF THIS PROJECT BUT WOULD LIKE THE FOLLOWING CONSIDERED AS THE PROJECT MOVES FORWARD:

there needs to be sufficient guest parking for the strata section, at least 6 stalls.

☐ I HAVE REVIEWED THE PRELIMINARY PROPOSAL FOR THIS SITE PREPARED BY ANKENMAN MARCHAND ARCHITECTS AND AM NOT IN SUPPORT OF THIS PROJECT FOR THE FOLLOWING REASONS:

S. WAGNER 305-290 ISLAND HWY (LIONS COVE)

Signed (optional)

Ankenman Marchand Architects
Timothy Ankenman, Architect AIBC, MRAIC - Principal
François Marchand, Architect AIBC - Principal

1645 West 5th Avenue, Vancouver, BC, V6J 1N5
Tel: (604) 872-2595 FAX: (604) 872-2505
EMAIL: tim@amarchitects.com

ANKENMAN MARCHAND

ARCHITECTS

May 27th, 2020

OLD ISLAND HIGHWAY & HELMCKEN PROPOSAL
EXIT SURVEY – LION'S COVE RESIDENTS

[X] I HAVE REVIEWED THE PRELIMINARY PROPOSAL FOR THIS SITE PREPARED BY ANKENMAN MARCHAND ARCHITECTS AND AM IN GENERAL SUPPORT OF THIS PROJECT

[ ] I HAVE REVIEWED THE PRELIMINARY PROPOSAL FOR THIS SITE PREPARED BY ANKENMAN MARCHAND ARCHITECTS AND AM IN GENERAL SUPPORT OF THIS PROJECT BUT WOULD LIKE THE FOLLOWING CONSIDERED AS THE PROJECT MOVES FORWARD:

_____

_____

_____

_____

[ ] I HAVE REVIEWED THE PRELIMINARY PROPOSAL FOR THIS SITE PREPARED BY ANKENMAN MARCHAND ARCHITECTS AND AM NOT IN SUPPORT OF THIS PROJECT FOR THE FOLLOWING REASONS:

Charles La Vertu
104-290 Island Highway, Victoria, BC V9B1G5

_____

Signed (optional)

Ankenman Marchand Architects
Timothy Ankenman, Architect AIBC, MRAIC - Principal
François Marchand, Architect AIBC - Principal

1645 West 5th Avenue, Vancouver, BC, V6J 1N5
Tel: (604) 872-2595 FAX: (604) 872-2505
EMAIL: tim@amarchitects.com

From: Timothy Ankenman <timothy@amarchitects.com>
Subject: Old Island
Date: May 29, 2020 at 12:38:38 PM PDT
To:
Cc: JEFFREY SENGARA < >, Dimitar Bojadziev <dimitar@amarchitects.com>, Misha Sydorenko <misha@amarchitects.com>

Hi, Kitty!!! Thank you for reaching out! I was thrilled with the outcome of the meeting and was so very happy to feel the excitement around the room for what we're proposing. As mentioned in the meeting successful development needs to be a win-win for all stakeholders and early workshops are the best way to communicate to gauge support and had I heard any concerns or complaints, it would have been clearly an appropriate time for us to retool, and represent but honestly - having a standing ovation at the end of our Workshop from our immediate neighbours was both humbling and exciting!!

I will also address your points as follows:

The presentation and information last night at Lions cove was great and easy to understand and totally in favour of this improvement to our area Again fantastic and SO exciting! In the height of my excitement though I neglected to leave exit surveys which I dropped off yesterday to the Strata President Chris Perry and I am hoping that some or all of you can fill in as it will be important as we move forward to allow Council the ability to understand the support we have gained for this project. As noted in our meeting, in all of our door-knocking and outreach program we have come across not one person that has any issues with what we're proposing which in my line of work is very unusual (albeit highly refreshing!!). Perhaps I've learned a thing or two over my 40 years in this profession? Ha ha

> A dog wash and maybe outlet for scooped poop to exit thru sewer system would be very modern and desirable Yes, consistent with our post-meeting chat we will ensure that these dog-waste disposal bins are placed in various areas around the building, including the plaza where it could become more of an issue for non-residents visiting the market and spending time at the gathering areas designed for the public plaza - .I have cc'd my Project Manager here to ensure these are included and will form part of our application package and will be coordinated into our landscape architect's work.
> I don't own and dog but am vehemently opposed to dog droppings in plastic bags tossed all over the world as am I but at least slghtly better than 10 years ago when no-one even picked up (ha ha).
> Keep well and keep up the progressive work Thank you! I extend the same wishes to you, your family and all the lovely people living in Lion's Cove!
> PS in your plans to you included locked cages for bikes? Sure wish our council would change our cable lock area as have had 3 bikes stolen in the past few years and they are never the dusty flat tired bikes (we have e bikes we use almost exclusively and sure do envy good lockup's) As noted in our presentation, some people are spending more money on bikes now than then they spend on their cars, and ever soince the chordless riciprocating saws were invented the problem has become far worse. What we do (and what we're doing up on the "Glen" for example), is instead of leaving a large number of bikes parked in one room leaving them vulnerable to theft, we instead create smaller rooms that are monitored and they are built with concrete block, steel doors, steel strike plates and the like and (finger's crossed) have had no issues with those bike rooms that we have built in that manner. Cages as you suggest unfortunately can be cut through and further, thieves can see what's behind them, so we do go far above and beyond. If residents don't feel comfortble that their $5-$10,000 bike investment is secured they of course drag it (often wet and muddy) through the lobby, up the elevator and down the corridor to their suites and lock it onto their balcony guard rail all of which cause major issues including overall building asthetics so we do take bike lockers very seriously.

Should you have any further questions or concerns please do not hesitate to reach out at this email address which comes to me directly vs. our general mailbox at my Vancouver offices.!!!!

Kitty Chavarie

Timothy Ankenman Architect | AIBC | MRAIC | M.Arch. | AIA | **Founding Principal**

AMA_STACKED_SMALL-01

ANKENMAN MARCHAND
A R C H I T E C T S

Dimitar Bojadziev <dimitar@amarchitects.com>

Re: Namaste Developement corner of Island Highway and Helmcken, View Royal, BC Exit survey Shumey

1 message

Timothy Ankenman <timothy@amarchitects.com> Sat, May 30, 2020 at 9:36 AM
To: Bea Shumey
Cc: JEFFREY SENGARA , Dimitar Bojadziev <dimitar@amarchitects.com>

Hi Bea and thank you for reaching out!! I am sorry that you were unable to make the presentation the other night but happy we can communicate electronically!

I will try to address your comments as follows:

Although I was unable to attend the meeting at Lion's Cove and was unaware of the virtual meeting, I have read through your presentation and have filled out the exit survey as requested. Thank you!!! Overall the proposal looks amazing with striking architecture. I greatly appreciate that! I only worry about the impact on traffic as it is a very busy corner with a bus stop just by the property. Traffic is raised as a concern on virtually every project we do and I can't at this time provide any proper answers for you at this time. We study traffic through science meaning we hire a traffic consultant / engineer who surveys how many vehicles currently use both the highway and Helmcken, and at what times of the day peak traffic flows are the highest, how the bus stop operates and whether it's in the ideal location, how much new traffic is being generated from both the commercial and residential components, locations of our proposed crossings, what we have done to minimize traffic counts (ie, shared work opportunities on-site, shared vehicle parking, alternate forms of transportation, who will be living there (for example retirees vs a couple n their 30s working downtown) etc. So as we wanted to reach out to the community before we locked our plans, spent money on various consultants (including traffic) and formalized an application it has been our goal despite Covid to reach out and see if we're on the right track. Once we have a traffic report finalized, depending on the results of that report, changes may be required. These may include moving crossings, including more shared vehicles, moving the bus stop etc. Once we have the traffic study complete and we have made the necessary revisions (if any) we will of course circulate that report and any associated changes, but at this time it's a bit of a cart in front of the horse, but please understand that your concerns are noted and we will definitely address them as we move along. The thought of cars turning into the development to access the parkade, and bus stopping while I am trying to exit Eltham turning left is of concern, especially during peak periods. I completely understand the potential conflict, and while the current restaurant crossing location is also near this conflict we fully recognize it does not create as much conflict due to hours of operation and reduced vehicle counts currently using that crossing, so again this will be thoroughly studied as we move forward. I simply don't have the answers for you right now. I have attached the survey and shared the link. Again fantastic and thank you so much. Enjoy your weekend!!!
Thank you for taking the time to be so inclusive. It was truly a pleasure!!
Cheers

Timothy Ankenman Architect | AIBC | MRAIC | M.Arch. | AIA | **Founding Principal**

1645 W 5 Avenue, Vancouver B.C.

Canada V6J 1N5

604.872.2595 (28)

timothy@amarchitects.com

www.amarchitects.com

PLEASE NOTE !! Due to the Corona Virus outbreak, our Team at AMA is working remotely during these trying times. Please call Timothy Ankenman on his cell phone @ (604) 506-9689, not the office number above until further notice.

On Fri, May 29, 2020 at 1:12 PM Bea Shumey < > wrote:

Hi There

Although I was unable to attend the meeting at Lion's Cove and was unaware of the virtual meeting, I have read through your presentation and have filled out the exit survey as requested. Overall the proposal looks amazing with striking architecture. I only worry about the impact on traffic as it is a very busy corner with a bus stop just by the property. The thought of cars turning into the development to access the parkade, and bus stopping while I am trying to exit Eltham turning left is of concern especially during peak periods. I have attached the survey and shared the link.

Thank you for taking the time to be so inclusive.

Cheers

Bea Shumey

103-290 Island Highway (Lion's Cove)

2 attachments

image002.jpg
3K

image001.jpg
3K

ANKENMAN MARCHAND
ARCHITECTS

Dimitar Bojadziev <dimitar@amarchitects.com>

Fwd: letter of support from 1

1 message

Timothy Ankenman <timothy@amarchitects.com> Wed, Jun 10, 2020 at 11:28 AM
To: Dimitar Bojadziev <dimitar@amarchitects.com>

Timothy Ankenman Architect | AIBC | MRAIC | M.Arch. | AIA | **Founding Principal**

AMA_STACKED_SMALL-01

1645 W 5 Avenue, Vancouver B.C.

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604.872.2595 (28)

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www.amarchitects.com

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25 YEAR LOGO-02

---------- Forwarded message ---------
From: **Jeffrey Sengara** < >
Date: Tue, Jun 9, 2020 at 10:07 PM
Subject: letter of support from 1
To: Timothy Ankenman <timothy@amarchitects.com>

Letter of support from Lions Cove

---------- Forwarded message ---------
From: **S.Wagner** < >
Date: Sun., May 31, 2020, 9:17 a.m.
Subject: support for view royal project
To: <tim@amarchitects.com>

Hi Tim, I was in the peanut gallery the other night when you presented to the Lions Cove owners. It was a pleasure to meet you and the project developers.

You have my full support, see attached letter, for View Royal Council.

My only concern is having sufficient guest parking stalls, so as to have minimal impact on the neighbourhood.
Depending on the operation hours of the retail section, their stalls could be used for evening strata guest stalls.

I'm happy to provide strata training to the strata council once they are formed, looking ahead.

Sandy Wagner

Strata Treasurer - Lions Cove
Past President - Vancouver Island Strata Owners Association

3 attachments

image002.jpg
3K

image001.jpg
3K

Scan 2020-5-31 09.08.37.pdf
287K

May 18nd , 2020
View Royal Mayor and Council
45 View Royal Ave,
Victoria, BC V9B 1A6
Re: Corner Old Island Highway & Helmcken, View Royal

I was recently approached by the Lewis Ratcliff, who is a member of the Development & Sales team responsible for the above project. After careful review of the plans for the corner of Helmcken & Old Island Highway, I wanted to share my thoughts.

This location could not be a better suited for a condo building and, in my opinion, is exactly the type of development that View Royal needs! I believe that View Royal is in desperate need of a 'rebranding' and needs a downtown hub of some kind. View Royal is overrun with industrial & commercial properties and without a real heart of the city that its residents can be proud of. I believe this building will be seen as the hub to our town and the design response to this site is amazing. It offers a big gathering plaza along the entire length of the building, all parking is hidden away from the roads, and having the ground floor use as commercial will allow many surrounding residents to walk to this location to pick up their groceries or other items that may be sold.

Please support this project as it moves forward. View Royal is in desperate need!

Madelyn McWatt

Name

May. 19, 2020

Date

May 19th, 2020
View Royal Town Hall
45 View Royal Ave,
Victoria, BC V9B 1A6

Attention: Mayor and Council
Re: 298 Island Highway, Victoria. B.C.

Dear Council:

I am writing to you to express my full support for the development plans that have been prepared by Ankenman Marchand Architects for the corner of Helmcken & Old Island Hwy.

I must to say this development looks amazing and is just what View Royal needs. The aesthetic look of the building is beautiful and the way the building looks like a 4 story building, with the top two floors setback, is stunning. The Developers attention to detail is clear and the use of wood elements around the base of the building and around its façade that gives it a true West Coast & View Royal look. I also really appreciate all the design work that has gone into the fronts and sides of the building- the ideas for signage, the custom canopies that will provide protection from the rain, and the plaza in front!

This could be an amazing meeting place and create a downtown core for us in View Royal.This is exactly what our town needs and I therefore offer my full support as this project moves ahead.

Thank you for listening!!

Name

MAY 19, 2020

Date

May 19th, 2020
View Royal Town Hall
45 View Royal Ave,
Victoria, BC V9B 1A6

Attention: Mayor and Council
Re: 298 Island Highway, Victoria. B.C.

Dear Council:

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This could be an amazing meeting place and create a downtown core for us in View Royal.This is exactly what our town needs and I therefore offer my full support as this project moves ahead.

Thank you for listening!!

April Thompson
Name

May 19/20
Date

May 18th, 2020
The Town of View Royal
45 View Royal Ave,
View Royal, BC
V9B 1A6

Attention: Mayor Doug Screech, Councillors Damian Kowalewich, Gery Lemon, Ron Mattson & amp; John Rogers

Regarding Existing Indian Restaurant - Corner Island Highway and Helmcken:

Our Mayor & Council:

I have been approached by Lewis Ratcliff who is a member of the team putting together their plans for a project at the Indian restaurant site. Honestly though the restaurant offers great food and we go there from time to time, the project that is on the drawings that I was shown would be a massive improvement over what's there now.

I was originally worried about the height of the building but then realized when looking at the drawing package that as the grades of this site are so much lower than the 4 story condo building located to the north the actual height of the building is very compatible to the condo building and will look amazing. I also really appreciate the sensitivity to the condo building to the north as the design steps back significantly from that property line which allows all the sunlight to remain onto that building's south face without any shadowing. I would like to voice my full support for this project as it moves forward and encourage our Mayor and Council to do the same please.

Ken Leclair

May 18, 2020

May 18th, 2020
The Town of View Royal
45 View Royal Ave,
View Royal, BC
V9B 1A6

Attention: Mayor Doug Screech, Councillors Damian Kowalewich, Gery Lemon, Ron Mattson & amp; John Rogers

Regarding Existing Indian Restaurant - Corner Island Highway and Helmcken:

Our Mayor & Council:

I have been approached by Lewis Ratcliff who is a member of the team putting together their plans for a project at the Indian restaurant site. Honestly though the restaurant offers great food and we go there from time to time, the project that is on the drawings that I was shown would be a massive improvement over what's there now.

I was originally worried about the height of the building but then realized when looking at the drawing package that as the grades of this site are so much lower than the 4 story condo building located to the north the actual height of the building is very compatible to the condo building and will look amazing. I also really appreciate the sensitivity to the condo building to the north as the design steps back significantly from that property line which allows all the sunlight to remain onto that building's south face without any shadowing. I would like to voice my full support for this project as it moves forward and encourage our Mayor and Council to do the same please.

Jacqueline Ratcliff

May 18, 2020

May 15th, 2020

View Royal Town Hall
45 View Royal Ave,
Victoria, BC V9B 1A6

Attention: **Mayor and Council**

Re: 298 Island Highway, Victoria, B.C.

Dear Worship & Council:

I am writing to you to express my full support for the development plans that have been prepared by Ankenman Marchand.

I appreciate all the design work that has gone into the fronts and sides of the building- the ideas for signage, the custom canopies that will provide protection from the rain, and the plaza in front! Brilliant! It seems that we will all finally have a place to go and gather outside for coffee and a snack!

This in my opinion is exactly what our town needs and I therefore offer my full support as this project moves ahead.

Sincerely

Susan Boyd

Name

24 MAY 2020

Date

May 20th, 2020

The Town of View Royal
45 View Royal Ave,
View Royal, BC
V9B 1A6

Attention: Mayor Doug Screech, Councillors Damian Kowalewich, Gery Lemon, Ron Mattson & John Rogers

Regarding Existing Indian Restaurant – Corner Island Highway and Helmcken:

Our Mayor & Council:

I would like to voice my full support for this project as it moves forward.

I think View Royal is in need of some development that will continue to keep the small town feel. Having a building that increases density while improving the look of the area and providing some small commercial space is exactly what I would be looking for.

The design is very impressive and hopefully a market of some kind will fill the space on the ground floor. It would fit right in with the existing buildings on the south side of Old Island Hwy and will hopefully start a change north as well.

Turning the corner into an area where all amenities are available by walking would be an excellent change.

CHRIS CAVAGHAN
Name

20 MAY 2020
Date

May 19th, 2020
View Royal Town Hall
45 View Royal Ave,
Victoria, BC V9B 1A6

Attention: Mayor and Council
Re: 298 Island Highway, Victoria. B.C.

Dear Council:

I am writing to you to express my full support for the development plans that have been prepared by Ankenman Marchand Architects for the corner of Helmcken & Old Island Hwy.

I must say, this development looks amazing and is just what View Royal needs. The aesthetic look of the building is beautiful and the way the building looks like a 4 story building, with the top two floors setback, is stunning. The Developers attention to detail is clear and the use of wood elements around the base of the building and around its façade that gives it a true West Coast & View Royal look. I also really appreciate all the design work that has gone into the fronts and sides of the building- the ideas for signage, the custom canopies that will provide protection from the rain, and the plaza in front!

This could be an amazing meeting place and create a downtown core for us in View Royal. This is exactly what our town needs and I therefore offer my full support as this project moves ahead.

Thank you for listening!!

Mitch McMichael, Jessyca McMichael
Name

May 19, 2020
Date

May 19th, 2020
View Royal Town Hall
45 View Royal Ave,
Victoria, BC V9B 1A6

Attention: Mayor and Council
Re: 298 Island Highway, Victoria. B.C.

Dear Council:

I write to you to extend my full support in regards to the development plans that have been prepared by Ankenman Marchand Architects for the corner of Helmcken & Old Island Hwy. I am more than happy to so as I see this as a very important, and needed progression for our community.

The building looks absolutely amazing! The thoughtfully designed the exterior is nothing I have ever seen before, the top floors of the building are very modern, and the plans to have a plaza below would be an exceptional addition for residents of the building, and locals within View Royal as well! View Royal does not have a central area, and I believe every town should have one. It brings people in, and provides amenities for those who are already residing in the area.
This could be an amazing addition to our town and I truly believe it is needed. I push forth my full support of this new development and am very excited to see the what else is to come in our beautiful town. I sincerely thank you for taking the time to listen to what I have to say, all the best!

Jacques Belanger
Name

May 22, 2020
Date

May 24st, 2020

View Royal Mayor and Council
45 View Royal Ave,
Victoria, BC V9B 1A6

Re: Corner Old Island Highway & Helmcken, View Royal

I have been approached by a member of the Development Team that are responsible for the above project and have reviewed the plans that have been prepared for this location where the existing Namaste Indian Restaurant is currently located. They have asked for my opinion on their proposal which I am happy to share.

I believe this is precisely the type of development that View Royal needs: it is a very high quality design, it offers a wide variety of much needed housing in our town, and is located on major road where this type of development is appropriate.

Please support this project as it moves forward as this is a project that our entire town will be very proud of!!!

Adam Mikasko
Name

MAY 24 2020
Date

May 26th, 2020

The Town of View Royal
45 View Royal Ave,
View Royal, BC
V9B 1A6

Attention: Mayor Doug Screech, Councillors Damian Kowalewich, Gery Lemon, Ron Mattson & John Rogers

Regarding Existing Indian Restaurant – Corner Island Highway and Helmcken:

Our Mayor & Council:

We have been living in View Royal since 2005 and have loved the gradual development. The next step seems to be this corner and this design would look great. The amenities provided will enhance the neighbourhood and bring a nice feel to our municipality which we feel is a hidden gem in Victoria.

I would like to voice my full support for this project as it moves forward and encourage our Mayor and Council to do the same please.

Shannon Gaughan
Name

26 MAY 20
Date

May 20st, 2020

View Royal Mayor and Council
45 View Royal Ave,
Victoria, BC V9B 1A6

Re: Corner Old Island Highway & Helmcken, View Royal

In my opinion, I think this would be a positive development in this community. I would definitely be looking forward to the amenities that will be provided.

The whole corner is in need of improving and this would be a great start.

I will support this project.

Mark Cacovic
Name

2020-05-26
Date

May 21st, 2020

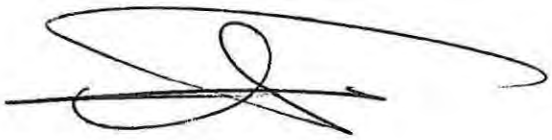
View Royal Mayor and Council
45 View Royal Ave,
Victoria, BC V9B 1A6

Re: Corner Old Island Highway & Helmcken, View Royal

I have been approached by a member of the Development Team that are responsible for the above project and have reviewed the plans that have been prepared for this location where the existing Namaste Indian Restaurant is currently located. They have asked for my opinion on their proposal which I am happy to share.

I believe this is precisely the type of development that View Royal needs: it is a very high quality design, it offers a wide variety of much needed housing in our town, and is located on major road where this type of development is appropriate.

Please support this project as it moves forward as this is a project that our entire town will be very proud of!!!



Adam Pedersen

President
Governors Point Strata
View Royal, BC

May 21, 2020

May 19th, 2020
View Royal Town Hall
45 View Royal Ave,
Victoria, BC V9B 1A6

Attention: Mayor and Council
Re: 298 Island Highway, Victoria. B.C.

Dear Council:

The reason we are writing to you today is in regards to the new development plans that have been prepared by Ankenman Marchand Architects. We would personally like to extend our full, enthusiastic support for this new development.

The building itself is absolutely beautiful by design but furthermore, if we may say so, a necessary addition to our town. We have so much potential here to grow and expand and we believe this new development is the perfect first step in the right direction. It has the potential to be a central "downtown" for us here in View Royal, and with this said, both myself, and my partner pledge our full endorsement of this project. This development looks amazing and is just what View Royal needs. View Royal's need for growth aside, the aesthetic of the buildings exterior is breathtaking. We think that a 4 story building is a great and the architecture of the top floors is captivating. With having a plaza central to the building itself will be a huge asset for residents in the surrounding areas.

Thank you for taking the time to read this letter. All the best.

Carolyn Cooper
Name

May 25, 2020
Date

May 19th, 2020
View Royal Town Hall
45 View Royal Ave,
Victoria, BC V9B 1A6

Attention: Mayor and Council
Re: 298 Island Highway, Victoria. B.C.

Dear Council:

I write this letter in respect to the development plans that have been prepared by Ankenman Marchand Architects for the corner of Helmcken & Old Island Hwy. I want to extend my endorsement verbally.

This Development, in my opinion, seems to be exactly what View Royal needs! The structure of the building is stunning. The sense of style displayed by the Developers is prominent in the way they have designed the infrastructure itself. The thoughtfully designed exterior is something to be appreciated, I absolutely love the West Coast feel to the building and the attention to detail is very clear.
The plaza in the front of the building is going to be a great asset to the residents of the building and View Royal. I believe View Royal is in need of a Downtown area to push View Royal to progress into a central hub for businesses and residents.
This could be an amazing opportunity for View Royal to grow and expand. A new building, central located in View Royal is exactly what our town needs, and for this reason I offer my full support as this project moves ahead.

Thank you for listening!!
Keith Thompson Shirley Thompson

Name

May 22, 2020

Date

A N K E N M A N M A R C H A N D

A R C H I T E C T S

DESIGN RATIONALE - 289 ISLAND HIGHWAY, VIEW ROYAL

The Site:

This site is currently used by Namaste restaurant with a large surrounding parking lot and is located on the north-east corner of Island Highway and Helmcken Road. The site is bordered by Island Highway, a busy corridor on the south and Helmcken Road on the west, that connects the ocean front with View Royal Elementary school and Helmcken Central Park. On the north and east of the site are residential buildings.

This highly visible corner site provides a tremendous opportunity to create a landmark, gateway building that, if designed correctly, will set an outstanding precedent for future development along this corridor.

The Context:

Across Island Highway on the south-east corner is View Royal Square, a two-story commercial use building. To the west, on the south side is one-story residential building and the Salvation Army Thrift store. Across Helmcken Road to the west on the north side, there is an undeveloped site. To the immediate north, at the slightly higher elevation, there are single family buildings that potentially are going to be developed into townhomes. To the immediate east of the site, there is Lion's Cove, a three-story residential building seated at a visibly higher elevation then the subject site. The site is also in close proximity to the ocean front, parks and schools.

The Proposal:

Consistent with View Royal's OCP and to ensure activation of the pedestrian streetscape, we are proposing a mixed-use development with commercial use at grade with a variety of multiple unit residential uses above.

The two parking uses are intentionally split – the parking for commercial use has been placed behind the building fronting onto Island Highway yet it has been designed as convenient parking for the commercial users providing direct access from their vehicles into the main commercial use. This is proposed to be accessed via a convenient right-in right out access for those heading west along the highway.

A large landscaped buffer is introduced between the surface parking and the 3 properties fronting onto Eltham Road c/w a high hedge and large trees to ensure adequate buffering

Ankenman Marchand Architects
Timothy Ankenman, Architect AIBC, MRAIC – Principal
François Marchand, Architect AIBC – Principal
1645 West 5th Avenue, Vancouver, BC, V6J 1N5
Tel: (604) 872-2595 FAX: (604) 872-2505
EMAIL: tim@amarchitects.com

between our proposal and the rear of the future townhouses proposed for those three sites once consolidated.

All residential parking, for security purposes are proposed as being housed in a secured underground parkade accessed along the more benign street, Helmcken.

The commercial convenience parking is placed behind the building where it is not visible. A tremendous streetscape opportunity emerges here as ample room is now allocated to a very large, activated public gathering plaza in front of the commercial use.
This space is envisioned to become very well used when an active retailer is selected for the commercial use. This space will become a meeting place for friends and family, spillover areas for the retail use (ie, outdoor seating, benches, and a place to simply relax at this gathering area.

Commercial Use:

In selecting a commercial user, we envision a tenant that provides a convenience offering for both the residents for the project, as well as the community at large, and further, a tenant that would assist in aiding towards the active and colourful streetscape activities.
We believe that a small boutique grocery retailer to this site, will provide all the active streetscape opportunities that are envisaged for this important site and will include outdoor colourful fruit and vegetable displays, overhead doors allowing the transition between the store and sidewalk/plaza to become seamless, a coffee bar with outdoor seating, outdoor flower displays, outdoor seating and the like.

Residential Uses:

In order to designate the ground floor of the Island Highway frontage as purely pedestrian-activated, we have located the main residential entry adjacent to the residential parkade entry along the west side of the building on Helmcken where the pedestrian activity will be much more benign.

The proposal consists of a very wide variety of units ranging from one-bedroom units for first time purchasers and investors for rental to 3-bedroom family units. This wide variety is intended to appeal to all socio-economic demographics as much as possible including renters, first time purchaser's, young families, empty-nesters, seniors and the disabled.

Common Amenities:

While the "standard and typical" strata meeting room has been conveniently placed on the ground floor adjacent the building's entry, a large area on the roof of the building has been allocated for other common amenity uses (to be defined) but is not limited to an exercise studio, yoga room, common work place/offices, etc. It is also located on the roof to provide direct access to large outdoor patio and urban agricultural gardening plots for the residents, as the views from this terrace will be outstanding and will capture water views as well as maximizing sun exposure for growing medium for the proposed resident gardening plots.

Ample bicycle storage, EV charging stations and the like are implemented into the parkade design and ample room has been reserved for other amenities desired from future residents like, kayak storage, etc.

Massing:

The massing has been very intentionally designed so the building in its entirety reads as 3 stories of residential around the building's commercial floor with the top two floors of residential set far back from the main façade:
This form of terracing also ensures no overlooking, privacy nor overshadowing will occur between the proposal and the adjacent multiple-unit residential project named "Lion's Cove" which is also well set back from the common property line and has a significant existing tree buffer separating the two buildings.

The accent is intentionally given to the corner element, taking in consideration the site's gateway location to View Royal.

Summary:

It is anticipated that the building design will be highly enjoyed by the building's ultimate users, the public and visitors alike, will be harmonious at the same time distinct from the surrounding context.

298 ISLAND HIGHWAY, VICTORIA, B.C.

MIXED-USE - COMMERCIAL / RESIDENTIAL DEVELOPMENT

Issued for Rezoning - June 17, 2020

Client
Royale Development Corp.
1151 West 32nd Avenue
Vancouver, BC, V6H 2H8
Contact: Jeffrey Sengara
Email: budandblues@shaw.ca
Tel: 604.716.0173

Architect
Ankenman Marchand Architects
1645 West 5th Avenue
Vancouver, BC V6J 1N5
Contact: Timothy Ankenman
Email: tim@amarchitects.com
Tel: 604.872.2595

Surveyor
Glen Mitchell Land Surveying Inc.
1030 North Park Street
Victoria , BC V8T 1C6
Contact: Glen Mitchell
Email: glen@mitchellsurvey.ca
Tel: 250.385.17112

Landscape
Lombard North Group
836 Cormorant Street
Victoria, BC V8W 1R1
Contact: James Partlow
Email: lombardnorthgroup@gmail.com
Tel: 250.386.3336 Fax: 250.386.4132

Traffic
ADDOZ Engineering Inc.
4128 Fraser Street
Vancouver, BC V5V 4E8
Contact: Emad Ealsaidi
Email: ealsaidi@addozeng.ca
Tel: 587.315.3610 Fax: 587.315.3604

SHEET NUMBER	SHEET NAME
A001	COVER PAGE & DRAWING LIST
A002	STATISTICS
A030	CONTEXT
A040	STREETSCAPE
A041	STREETSCAPE
A050	BUILDING CODE DATA
A090	SHADOW STUDY
A100	SURVEY
A101	SITE PLAN
A105	PARKING LEVEL - P2 FLOOR PLAN
A107	PARKING LEVEL - P1 FLOOR PLAN
A110	GROUND FLOOR PLAN
A120	LEVEL 2 FLOOR PLAN
A130	LEVEL 3 FLOOR PLAN
A140	LEVEL 4 FLOOR PLAN
A150	LEVEL 5 FLOOR PLAN
A160	LEVEL 6 FLOOR PLAN
A170	ROOF PLAN

SHEET NUMBER	SHEET NAME
A200	ELEVATION - SOUTH
A210	ELEVATION - WEST
A220	ELEVATION - NORTH
A230	ELEVATION - EAST
A300	SECTION 1 - EAST & WEST - MAIN RAMP
A310	SECTION 2 - EAST & WEST - STAIR
A320	SECTION 3 - EAST & WEST
A330	SECTION 4 - NORTH & SOUTH - RAMP
A340	SECTION 5 - NORTH & SORTH
A600	3D REPRESENTATIONS
A610	3D REPRESENTATIONS
A810	AREAS - LEVEL 1
A820	AREAS - LEVEL 2
A830	AREAS - LEVEL 3
A840	AREAS - LEVEL 4
A850	AREAS - LEVEL 5
A860	AREAS - LEVEL 6

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Project:
1938
Jeffrey Sengara
298 ISLAND HIGHWAY
298 Island Highway

Drawing:
COVER PAGE & DRAWING LIST

Project Status:
RZ

SUBMISSION

Date (YYYY-MM-DD)	Description
2020-06-17	Issued for Rezoning

REVISION

No.	Date	Description

Scale:

DWG. NO:
A001

2020-06-17 5:52:30 PM

Plot Date: 2020-06-17 5:52:30 PM
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298 ISLAND HIGHWAY, VICTORIA, B.C.

MIXED-USE - COMMERCIAL / RESIDENTIAL DEVELOPMENT

Issued for Rezoning - June 17, 2020

STATISTICS:

Legal Description:
LOT 1, SECTION 8, ESQUIMALT DISTRICT,
PLAN 35505, PID 000-348-554

Civic Address:
298 Island Highway, Victoria, BC

Zoning:
Current: C-1 (Community Commercial

Proposed Use:
Proposed: CD (Comprehensive Devolpment - Mixed Use)

Survey Information:
Based on survey information by Glen Mitchell Land Surveying Inc. Victoria, B.C.
Dated: January 13th, 2020

FSR CALCULATION		GROSS FLOOR AREA			EXCLUSIONS					
	# OF UNITS	UNITS FLOOR AREA	CIRCULATION FLOOR AREA	GROSS FLOOR AREA PER USE	AMENITY/SERVICE Amenity, Mezzanine,Mech./Elec., at or below grade (Excluded)	WALL AREA (Excluded)	NET FLOOR AREA for total FSR calc.	FSR	OPEN BALCONY AREA	OPEN BALCONY
		m2	m2	m2	m2	m2	m2		m2	%
		A	B	C	D = B+C+E	E	F	H = D-E-F	G	H	I
LEVEL 1										
RESIDENTIAL			80.34	126.72	46.38	0.00	80.34	0.04		
COMMERCIAL - RETAIL	1	559.31	46.66	654.49	48.52	0.00	605.97	0.33		
LEVEL 2										
RESIDENTIAL	12	1,051.53	111.36	1,164.58	1.69	0.00	1,162.89	0.63	0.00	0.00%
LEVEL 3										
RESIDENTIAL	12	1,051.54	111.36	1,164.59	1.69	0.00	1,162.90	0.63	72.34	6.21%
LEVEL 4										
RESIDENTIAL	12	985.37	111.36	1,098.42	1.69	0.00	1,096.73	0.59	79.50	7.24%
LEVEL 5										
RESIDENTIAL	11	760.14	113.15	874.98	1.69	0.00	873.29	0.47	18.15	2.07%
LEVEL 6										
RESIDENTIAL	7	477.60	98.44	604.25	28.21	0.00	576.04	0.31	0.00	0.00%
TOTAL RESIDENTIAL	54	4,326.18	626.01	5,033.54	81.35	0.00	4,952.19	2.67	169.99	3.38%
TOTAL COMMERCIAL	1	559.31	46.66	654.49	48.52	0.00	605.97	0.33		
TOTAL	55	4,885.49	672.67	5,688.03	129.87	0.00	5,558.16	3.00		
						FSR =	5,558.16	3.00		

DEVELOPMENT DATA SUMMARY:

Site Area:
1,853.00 m2 (19,945.53 SF)

Permitted FSR:
Per C-1 = 0.8 — 1,482.40 m2 (15,956.42 SF)

Proposed Gross FSR:
Proposed per CD = 3.0 — 5,559.00 m2 (59,836.58 SF)

Permitted Site Coverage:
Per C-1 = 50% — 926.50 m2

Proposed Site Coverage:
Proposed per CD = 75% — 1,391.00 m2

HEIGHT:

Permitted Height:
Per C-1 — 9 m
Proposed Height:
Proposed per CD — 20.23 m (6 Storeys)

SETBACKS:

Required per C-1:

Front lot line	min.	7.5m
Rear lot line	min.	7.5m
Side lot line	min.	6m
Flanking lot line	min.	3m

Proposed per CD:

Front lot line	0m
Rear lot line	varies 3.12m to 3.95m
Side lot line	0m
Flanking lot line	varies 3.12m to 4.33m

PARKING:

PARKING REQUIRED PER 5.10 (TABLE 5.2):

Residential:

Studio or One Bedroom 1 stall per dweling unit:	16 units x 1 slatll	=	16 stalls
Two Bedroom 1.5 stall per dweling unit:	37 units x 1.5 stall	=	56 stalls
Three Bedroom or more 2 stalls per dweling unit:	1 unit x 2 stalls	=	2 stalls

Total Residential number of stalls required: 74 stalls

Commercial:

Retail store: 1 per 20m2 of floor area — 559.3 m2 / 20 m2 = 28 stalls

Total Commercial number of stalls required: 28 stalls

TOTAL NUMBER OF STALLS REQUIRED: 102 STALS

1

PARKING PROPOSED:

Residential:

Parallel:	2	stalls
Standard parking stalls:	21	stalls
Small parking stalls:	51	stalls
Disability parking stalls	2	stalls

Total Residential parking proposed: 76 stalls

Commercial:

Paraellel:	2	stalls
Standard parking stalls:	12	stalls
Small parking stalls:	13	stalls
Disability parking stalls:	1	stall

Total Commercial number of stalls proposed: 28 stalls

Standard stalls total: 40 (40%) (30% allowed)
Small stalls total: 64 (60%)
TOTAL NUMBER OF STALLS PROPOSED: 104 STALLS
Seeking relaxation on Standard v.s. Small stalls ratio.

BICYCLE PARKING:

REQUIRED PER 5.11 (TABLE 5.4):

Residential:

1 stall per dweling unit (Class 1):	54 units x 1 slatll	=	54 stalls (Class 1)
6-space rack per entrance (Class 2):	six space rack	=	1 Rack (Class 2)

Commercial:

Retail store: 1 per 250m2 of floor area	654.49 m2 / 250 m2	=	2.6 stalls
Class 1 (50%) = 2 stalls			
Class 2 (50 %) = 1 stalls			

1

PROPOSED:

Residential:

Classs 1 Horizontal stalls:	32	stalls
Classs 1 Vertical stalls:	30	stalls
Class 2 Rack:	6	stalls

Total Residential stalls proposed: 68 stalls

Commercial:

Classs 1 Horizontal stalls:	2	stalls
Class 2 Rack:	6	stalls

Total Commercial number of stalls proposed: 8 stalls

TOTAL NUMBER OF STALLS PROPOSED: 76 STALLS

LOADING:

LOADING SPACES REQUIRED PER 5.10 (TABLE 5.3):

Commercial:

Retail store:
One for up to 500m2 floor ara;
Two for 500m2 to 2,500 m2 floor area:

Commercial floor area = 656 m2
Total Commercial number of stalls required: 2 stalls

Total Commercial number of stalls proposed: 1 stall

Seeking relaxation on 1 loading stall.

RESIDENTIAL AREA BREAKDOWN

LEVEL	UNIT #	UNIT TYPE	AREA (m2)	AREA (SF)
LEVEL 2		RES. CIRCULATION	111.36 m²	1,198.7 SF
LEVEL 2	201	2 BDR + D	103.29 m²	1,111.76 SF
LEVEL 2	202	2 BDR	90.44 m²	973.49 SF
LEVEL 2	203	2 BDR	90.44 m²	973.49 SF
LEVEL 2	204	2 BDR	91.75 m²	987.6 SF
LEVEL 2	205	2 BDR	74.34 m²	800.23 SF
LEVEL 2	206	2 BDR + D	100.99 m²	1,087.02 SF
LEVEL 2	207	2 BDR + D	98.36 m²	1,058.69 SF
LEVEL 2	208	2 BDR + D	92.91 m²	1,000.08 SF
LEVEL 2	209	2 BDR + D	88.14 m²	948.74 SF
LEVEL 2	210	2 BDR	85.62 m²	921.58 SF
LEVEL 2	211	2 BDR	80.8 m²	869.75 SF
LEVEL 2	212	1 BDR	54.45 m²	586.14 SF
LEVEL 2			1,162.89 m²	12,517.27 SF
LEVEL 3		RES. CIRCULATION	111.36 m²	1,198.7 SF
LEVEL 3	301	2 BDR + D	103.29 m²	1,111.76 SF
LEVEL 3	302	2 BDR + D	90.44 m²	973.49 SF
LEVEL 3	303	2 BDR + D	90.44 m²	973.49 SF
LEVEL 3	304	2 BDR	91.75 m²	987.6 SF
LEVEL 3	305	2 BDR	74.34 m²	800.23 SF
LEVEL 3	306	2 BDR + D	100.99 m²	1,087.02 SF
LEVEL 3	307	2 BDR + D	98.36 m²	1,058.69 SF
LEVEL 3	308	2 BDR	92.91 m²	1,000.08 SF
LEVEL 3	309	2 BDR	87.9 m²	946.14 SF
LEVEL 3	310	2 BDR	85.87 m²	924.26 SF
LEVEL 3	311	2 BDR	80.8 m²	869.75 SF
LEVEL 3	312	1 BDR	54.45 m²	586.14 SF
LEVEL 3			1,162.9 m²	12,517.35 SF
LEVEL 4		RES. CIRCULATION	111.36 m²	1,198.7 SF
LEVEL 4	401	2 BDR + D	103.29 m²	1,111.76 SF
LEVEL 4	402	2 BDR	90.44 m²	973.49 SF
LEVEL 4	403	1 BDR + D	77.84 m²	837.81 SF
LEVEL 4	404	1 BDR	64.04 m²	689.28 SF
LEVEL 4	405	1 BDR	48.32 m²	520.07 SF
LEVEL 4	406	2 BDR + D	101.17 m²	1,089 SF
LEVEL 4	407	2 BDR + D	98.36 m²	1,058.69 SF
LEVEL 4	408	2 BDR + D	92.91 m²	1,000.08 SF
LEVEL 4	409	2 BDR + D	88.14 m²	948.73 SF
LEVEL 4	410	2 BDR	85.62 m²	921.64 SF
LEVEL 4	411	2 BDR	80.8 m²	869.75 SF
LEVEL 4	412	1 BDR	54.45 m²	586.14 SF
LEVEL 4			1,096.73 m²	11,805.15 SF
LEVEL 5		RES. CORRIDOR	113.15 m²	1,217.89 SF
LEVEL 5	501	2 BDR	74.31 m²	799.87 SF
LEVEL 5	502	1 BDR	58.61 m²	630.86 SF
LEVEL 5	503	1 BDR	58.61 m²	630.86 SF
LEVEL 5	504	1 BDR	60.36 m²	649.75 SF
LEVEL 5	505	2 BDR	83.57 m²	899.57 SF
LEVEL 5	506	1 BDR	62.32 m²	670.81 SF
LEVEL 5	507	1 BDR	62.32 m²	670.81 SF
LEVEL 5	508	1 BDR + D	72.71 m²	782.61 SF
LEVEL 5	509	1 BDR + D	70.3 m²	756.72 SF
LEVEL 5	510	2 BDR	74.29 m²	799.64 SF
LEVEL 5	511	2 BDR + D	82.73 m²	890.52 SF
LEVEL 5			873.28 m²	9,399.91 SF
LEVEL 6		CORRIDOR	85.63 m²	921.75 SF
LEVEL 6	601	2 BDR	71.85 m²	773.41 SF
LEVEL 6	602	2 BDR + D	63.52 m²	683.69 SF
LEVEL 6	603	3 BDR	108.88 m²	1,171.94 SF
LEVEL 6	604	1 BDR + D	60.46 m²	650.8 SF
LEVEL 6	605	1 BDR	46.78 m²	503.57 SF
LEVEL 6	606	1 BDR	56.45 m²	607.66 SF
LEVEL 6	607	2 BDR	69.66 m²	749.8 SF
LEVEL 6			563.23 m²	6,062.6 SF
TOTAL			4,859.04 m²	52,302.29 SF

UNIT MIX:

RESIDENTIAL UNITS BREAKDOWN	
UNIT TYPE	COUNT
1 BDR	12
1 BDR + D	4
2 BDR	20
2 BDR + D	17
3 BDR	1
RESIDENTIAL UNITS TOTAL	54

COMMERCIAL UNITS BREAKDOWN	
UNIT TYPE	COUNT
COMMERCIAL	1
COMMERCIAL UNITS TOTAL	1

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Project:
1938
Jeffrey Sengara
298 ISLAND HIGHWAY
298 Island Highway

Drawing:
STATISTICS

Project Status:
RZ

SUBMISSION

Date (YYYY-MM-DD)	Description
2020-06-17	Issued for Rezoning

REVISION

No.	Date	Description
1	2020-08-25	Revision per City comments

Scale:

DWG. NO:
A002

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SITE - 298 ISLAN HIGHWAY

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Project:
1938
Jeffrey Sengara
298 ISLAND HIGHWAY
298 Island Highway

Drawing:
CONTEXT

Project Status:
RZ

SUBMISSION

Date (YYYY-MM-DD)	Description
2020-06-17	Issued for Rezoning

REVISION

No.	Date	Description

Scale: 1 : 800

DWG. NO: **A030**

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Plot Date: 2020-06-17 5:52:43 PM

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EXISTING STREET SCAPE ALONG ISLAND HWY

PROPOSED STREET SCAPE ALONG ISLAND HWY

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Project:
1938
Jeffrey Sengara
298 ISLAND HIGHWAY
298 Island Highway

Drawing:
STREETSCAPE

Project Status:
RZ

SUBMISSION

Date (YYYY-MM-DD)	Description
2020-06-17	Issued for Rezoning

REVISION

No.	Date	Description

Scale: 1 : 192

DWG. NO: **A040**

Plot Date: 2020-06-17 5:53:09 PM
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EXISTING STREET SCAPE ALONG HELMCKEN ROAD

PROPOSED STREET SCAPE ALONG HELMCKEN ROAD

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Project:
1938
Jeffrey Sengara
298 ISLAND HIGHWAY
298 Island Highway

Drawing:
STREETSCAPE

Project Status:
RZ

SUBMISSION

Date (YYYY-MM-DD)	Description
2020-06-17	Issued for Rezoning

REVISION

No.	Date	Description

Scale: 1 : 192

DWG. NO: **A041**

Plot Date: 2020-06-17 5:53:31 PM
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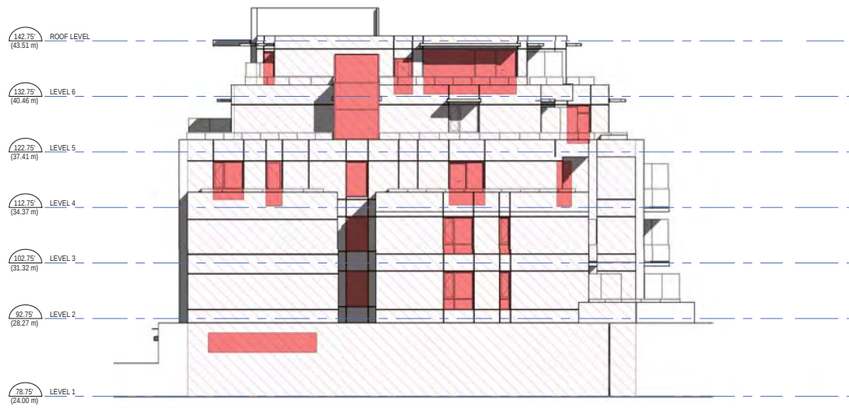
CALCULATION OF SPRINKLERED BLDG EXPOSING BLDG FACE:
BCBC 2018 TABLE 3.2.3.1.D
EAST ELEVATION
LIMITING DIST.: 3.31 m
WALL AREA: 448.89 m2
OPENING AREA: 66.32 m2
ALLOWED %: 24.5%
PROPOSED %: 15%
BASED ON BCBC 2018 Table 3.2.3.7
ALLOWED CONSTR+CLADDING:
1 HR Combust. or Noncombust. constr. + Noncombust. Clad
PROPOSED CONSTR+CLADDING:
1HR Combust. Constr. + Noncombust. Clad

CALCULATION OF SPRINKLERED BLDG EXPOSING BLDG FACE:
BCBC 2018 TABLE 3.2.3.1.D
NORTH ELEVATION
LIMITING DIST.: 6.3 m
WALL AREA: 844.0 m2
OPENING AREA: 317.73 m2
ALLOWED %: 56.2%
PROPOSED %: 38%
BASED ON BCBC 2018 Table 3.2.3.7
ALLOWED CONSTR+CLADDING:
45 min Combust. or Noncombust. constr. + Combustable or Noncombust. Clad
PROPOSED CONSTR+CLADDING:
45 min Combust. Constr. + Noncombust. Clad



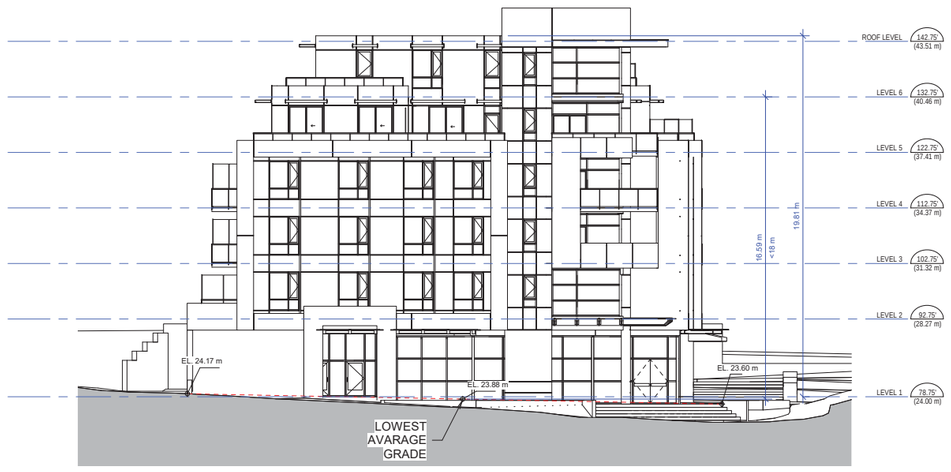
1 EAST ELEVATION - EXPOSING BLDG FACE
1 : 150

2 NORTH ELEVATION - EXPOSING BLDG FACE
1 : 150

LEGEND:

EXPOSED AREA

OPENING



3 WEST ELEVATION - BUILDING HEIGT
1 : 150

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Project:
1938
Jeffrey Sengara
298 ISLAND HIGHWAY
298 Island Highway

Drawing:
BUILDING CODE DATA

Project Status:
RZ

SUBMISSION

Date (YYYY-MM-DD)	Description
2020-06-17	Issued for Rezoning

REVISION

No.	Date	Description

Scale: As indicated

DWG. NO: **A050**

2020-06-17 5:53:50 PM

Plot Date: 2020-06-17 5:53:50 PM
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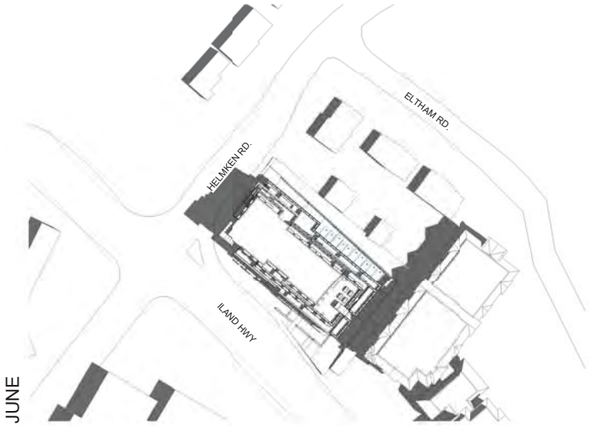
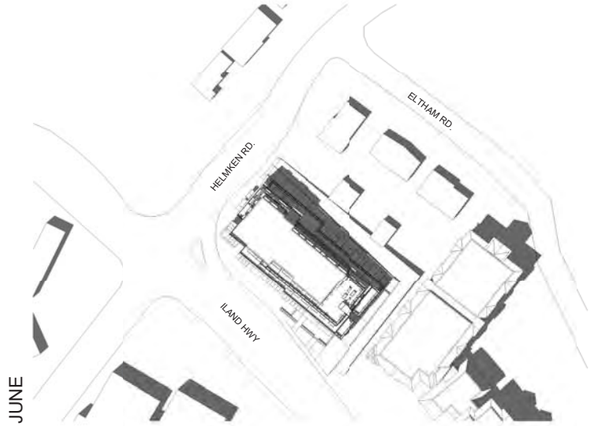


JUNE
10 AM

JUNE
12 PM



JUNE
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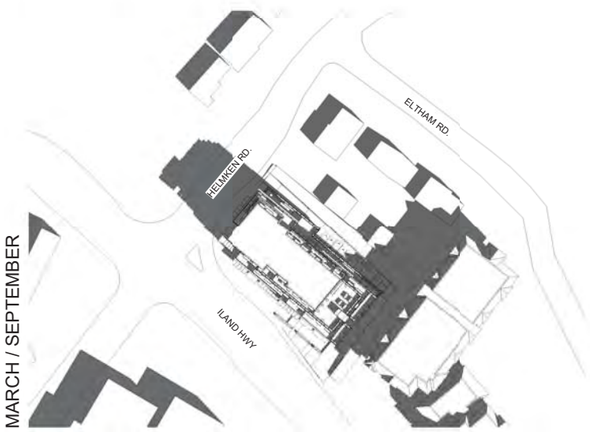
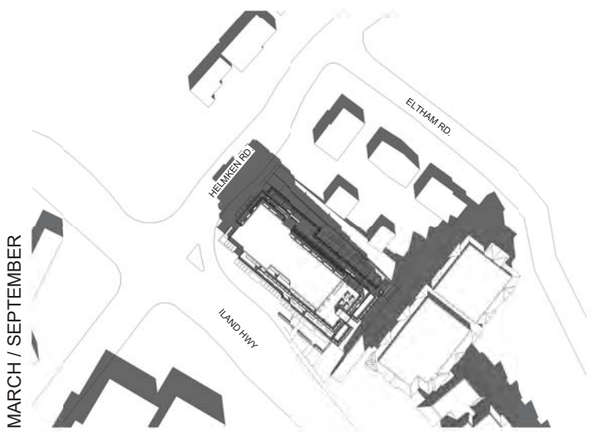
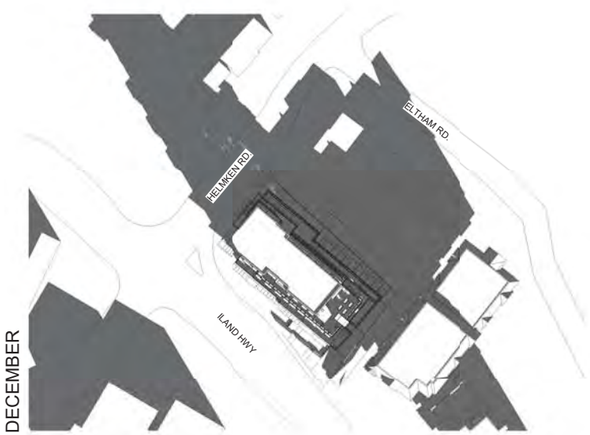


MARCH / SEPTEMBER
10 AM



MARCH / SEPTEMBER
12 PM

MARCH / SEPTEMBER
2 PM



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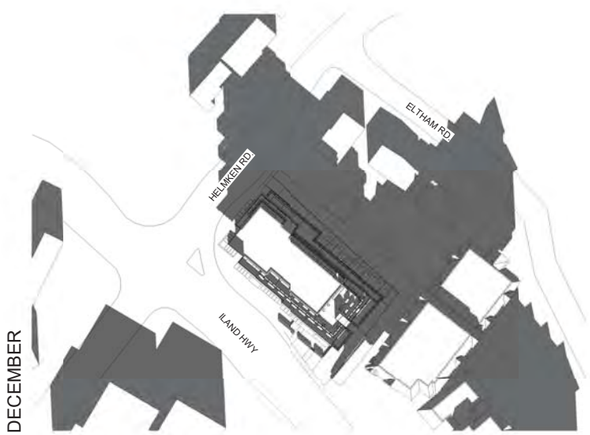

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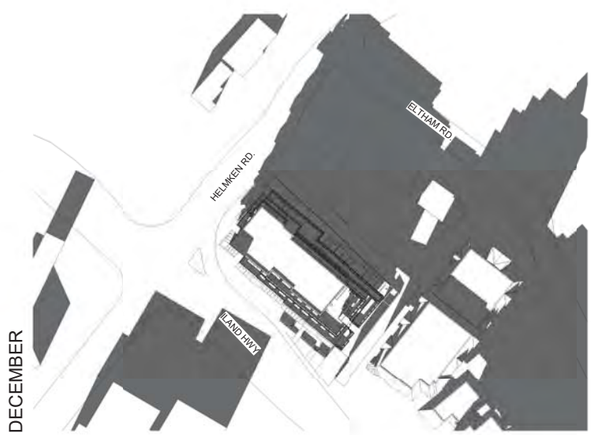

DECEMBER
2 PM

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Project:
1938
Jeffrey Sengara
298 ISLAND HIGHWAY
298 Island Highway

Drawing:
SHADOW STUDY

Project Status:
RZ

SUBMISSION

Date (YYYY-MM-DD)	Description
2020-06-17	Issued for Rezoning

REVISION

No.	Date	Description

Scale: 1 : 960

DWG. NO: **A090**

2020-06-17 5:54:11 PM

Plot Date: 2020-06-17 5:54:11 PM
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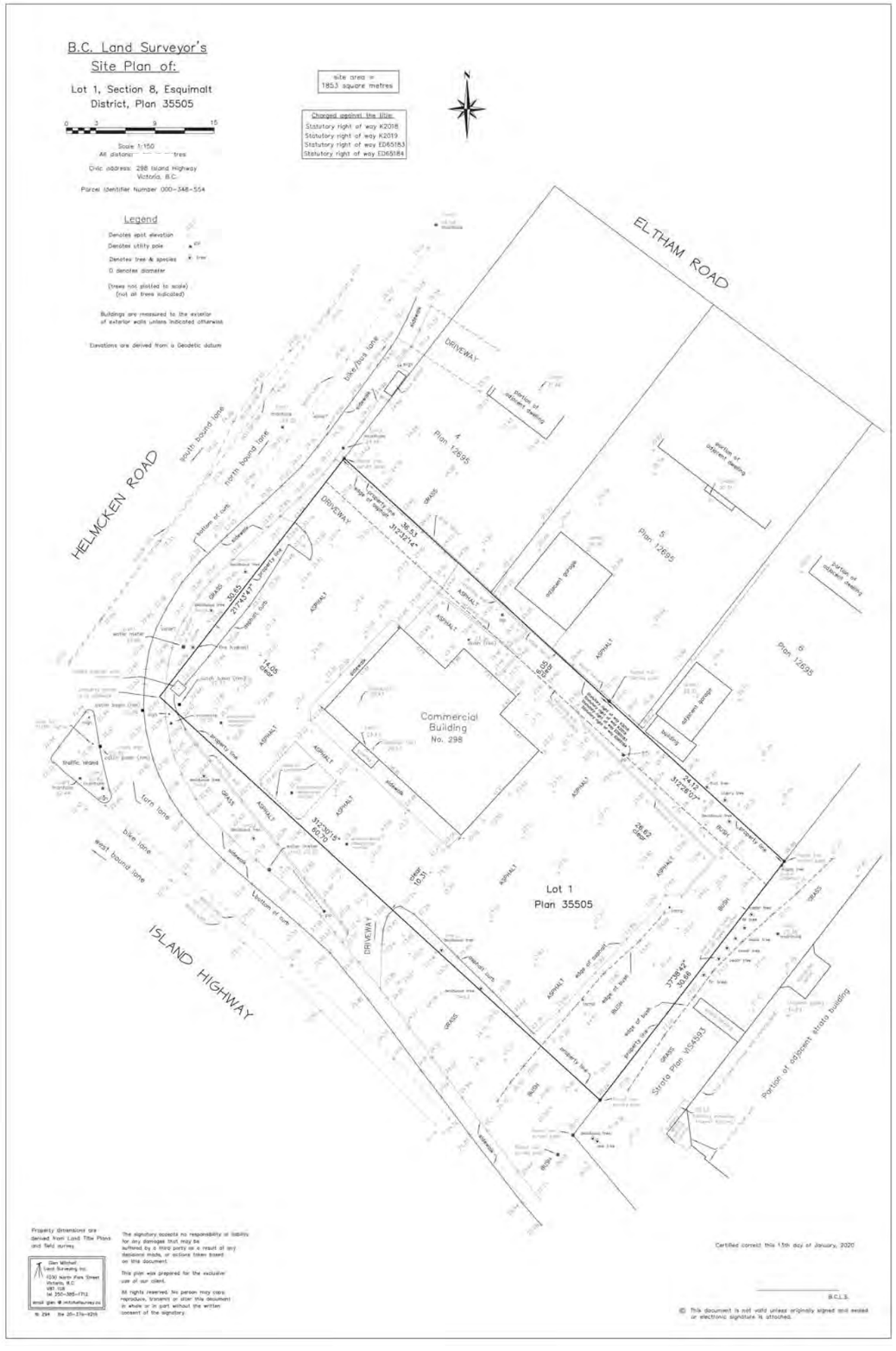

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Project:
1938
Jeffrey Sengara
298 ISLAND HIGHWAY
298 Island Highway

Drawing:
SURVEY

Project Status:
RZ

SUBMISSION

Date (YYYY-MM-DD)	Description
2020-06-17	Issued for Rezoning

REVISION

No.	Date	Description

N

Scale: 1 : 240

DWG. NO: **A100**

Plot Date: 2020-06-17 5:54:17 PM
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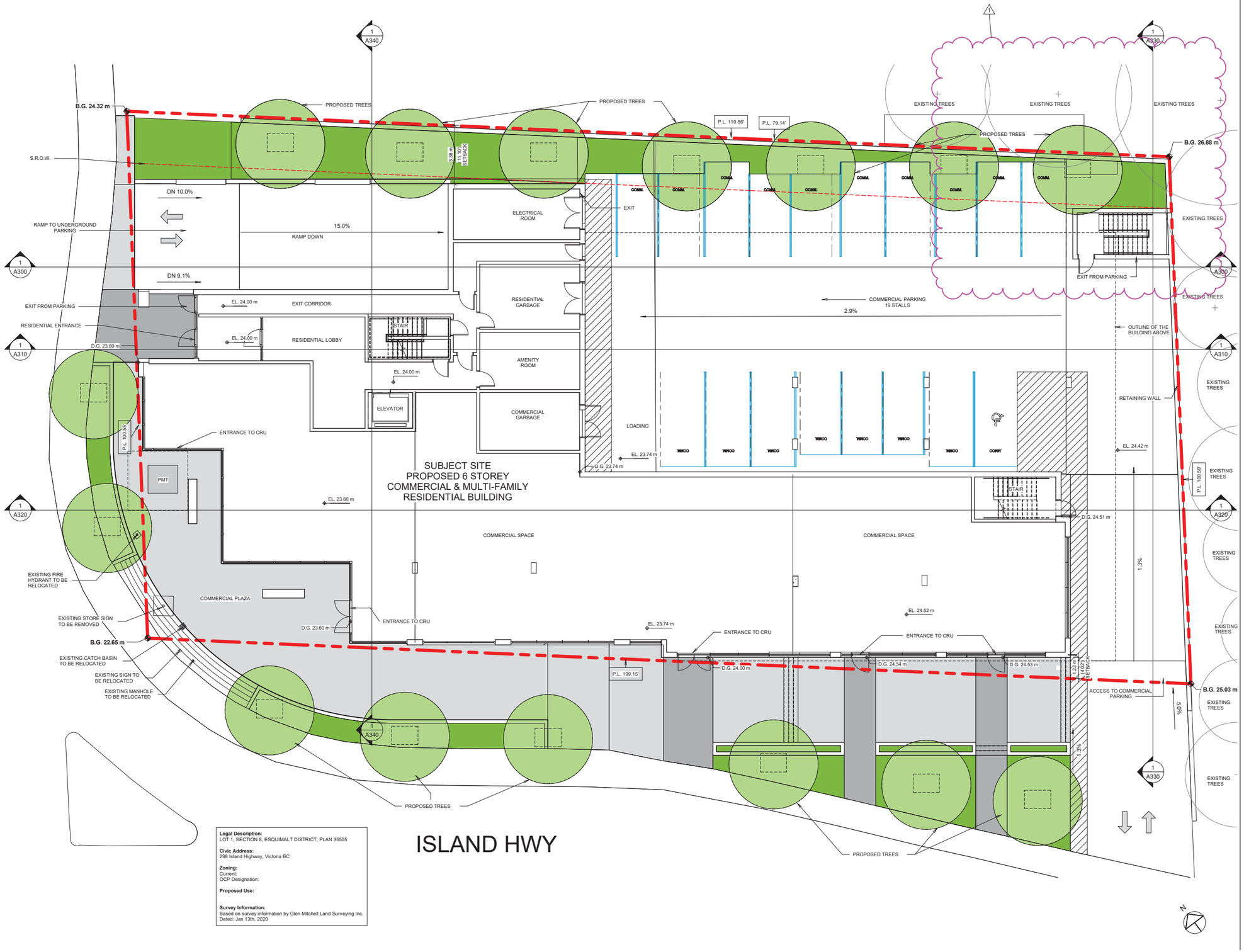

Legal Description:
LOT 1, SECTION 8, ESQUIMALT DISTRICT, PLAN 35505

Civic Address:
298 Island Highway, Victoria BC

Zoning:
Current:
OCP Designation:

Proposed Use:

Survey Information:
Based on survey information by Glen Mitchell Land Surveying Inc.
Dated: Jan 13th, 2020

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Email: office@AMArchitects.com

Project:
1938
Jeffrey Sengara
298 ISLAND HIGHWAY
298 Island Highway

Drawing:
SITE PLAN

Project Status:
RZ

SUBMISSION

Date (YYYY-MM-DD)	Description
2020-06-17	Issued for Rezoning
2020-08-31	Re-Issued for Rezoning

REVISION

No.	Date	Description
1	2020-08-25	Revision per City comments

Scale: 1 : 100

DWG. NO: **A101**

2020-08-30 11:38:07 PM

Plot Date: 2020-08-30 11:38:07 PM
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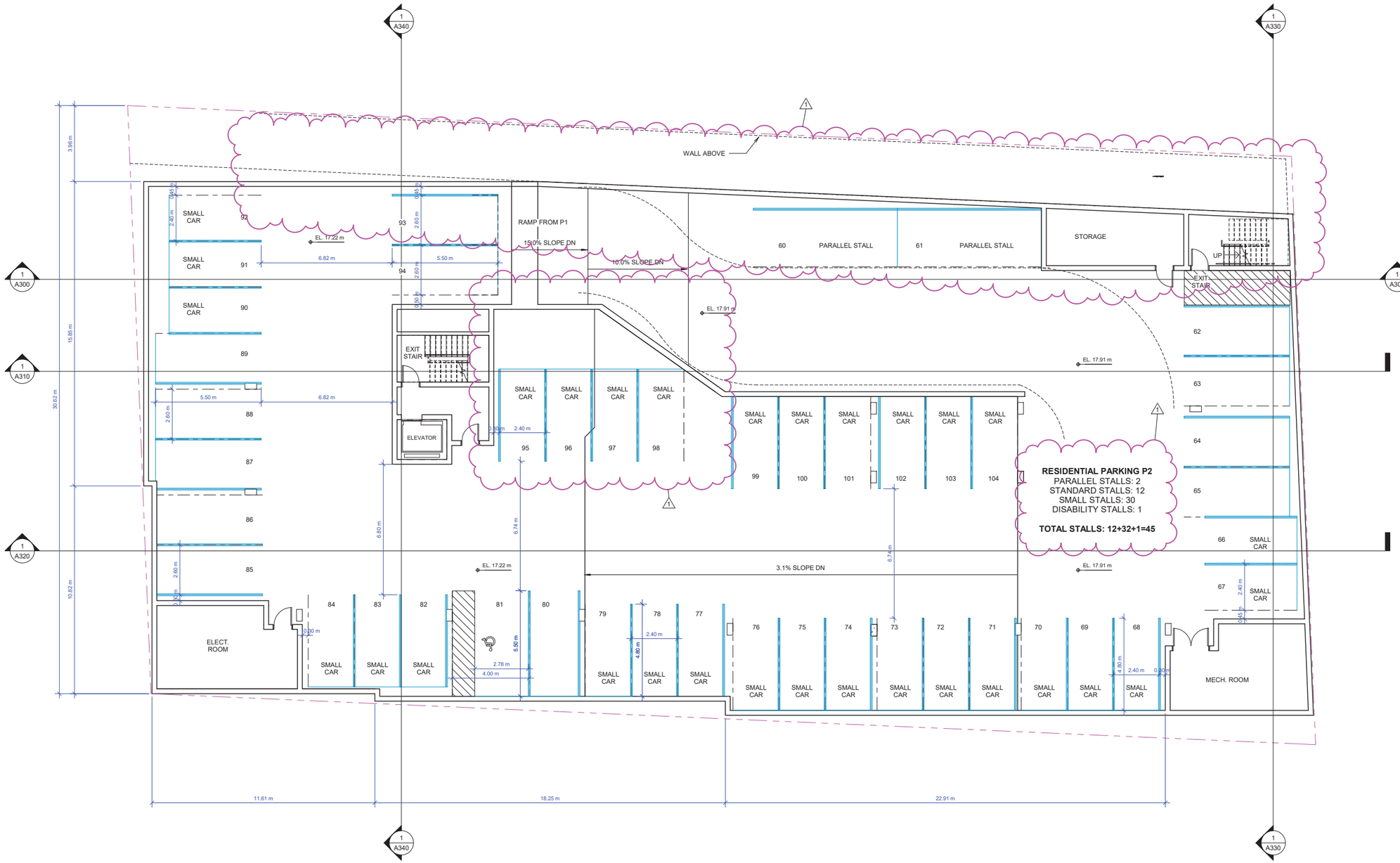

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Project:
1938
Jeffrey Sengara
298 ISLAND HIGHWAY
298 Island Highway

Drawing:
PARKING LEVEL - P2 FLOOR PLAN

Project Status:
RZ

SUBMISSION

Date (YYYY-MM-DD)	Description
2020-06-17	Issued for Rezoning
2020-08-31	Re-Issued for Rezoning

REVISION

No.	Date	Description
1	2020-08-25	Revision per City comments

Scale: 1 : 100

DWG. NO: **A105**

Plot Date: 2020-08-30 11:38:08 PM
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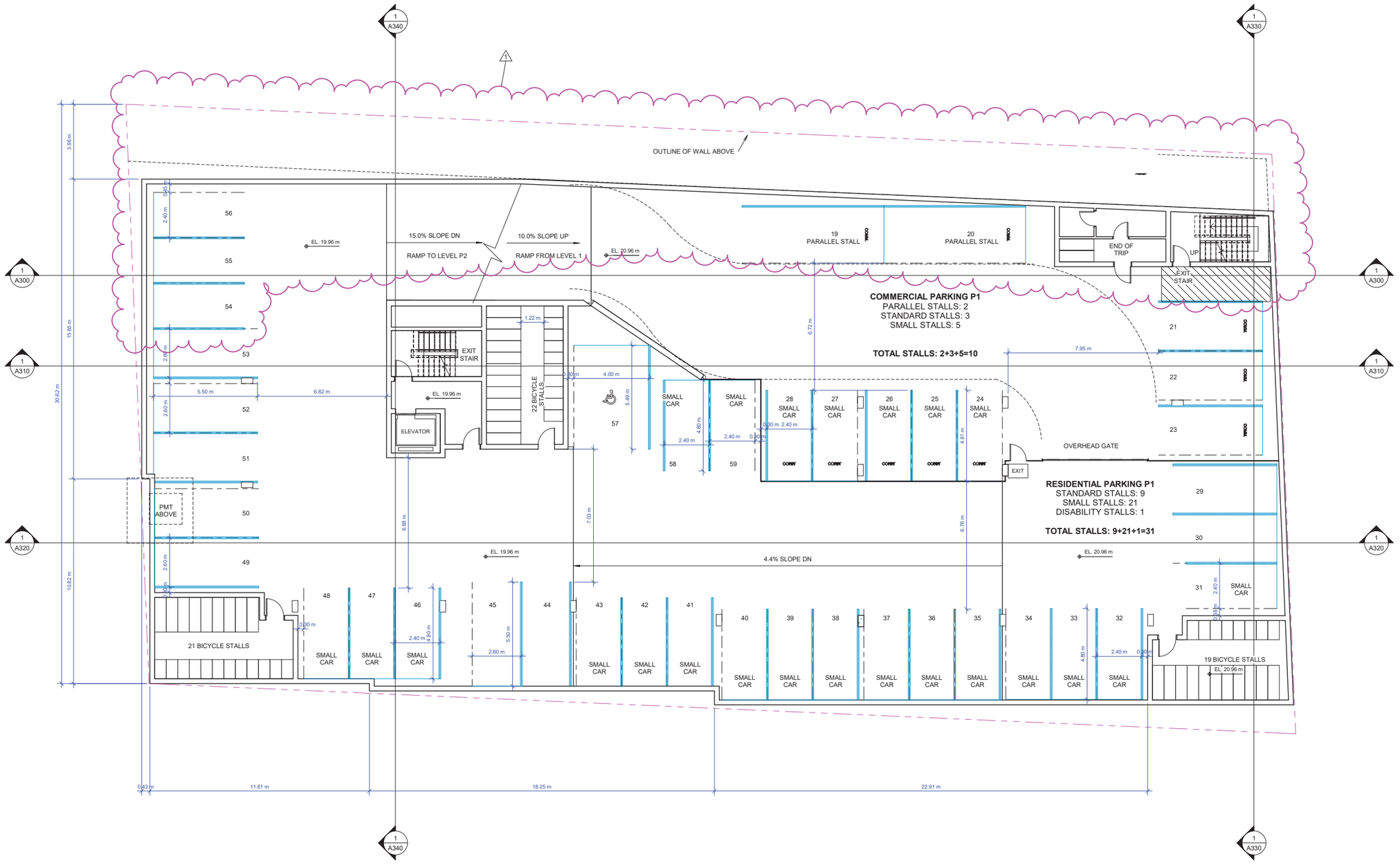

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Project:
1938
Jeffrey Sengara
298 ISLAND HIGHWAY
298 Island Highway

Drawing:
PARKING LEVEL - P1 FLOOR PLAN

Project Status:
RZ

SUBMISSION

Date (YYYY-MM-DD)	Description
2020-06-17	Issued for Rezoning
2020-08-31	Re-Issued for Rezoning

REVISION

No.	Date	Description
1	2020-08-25	Revision per City comments

Scale: 1 : 100

DWG. NO: **A107**

Plot Date: 2020-08-30 11:38:09 PM
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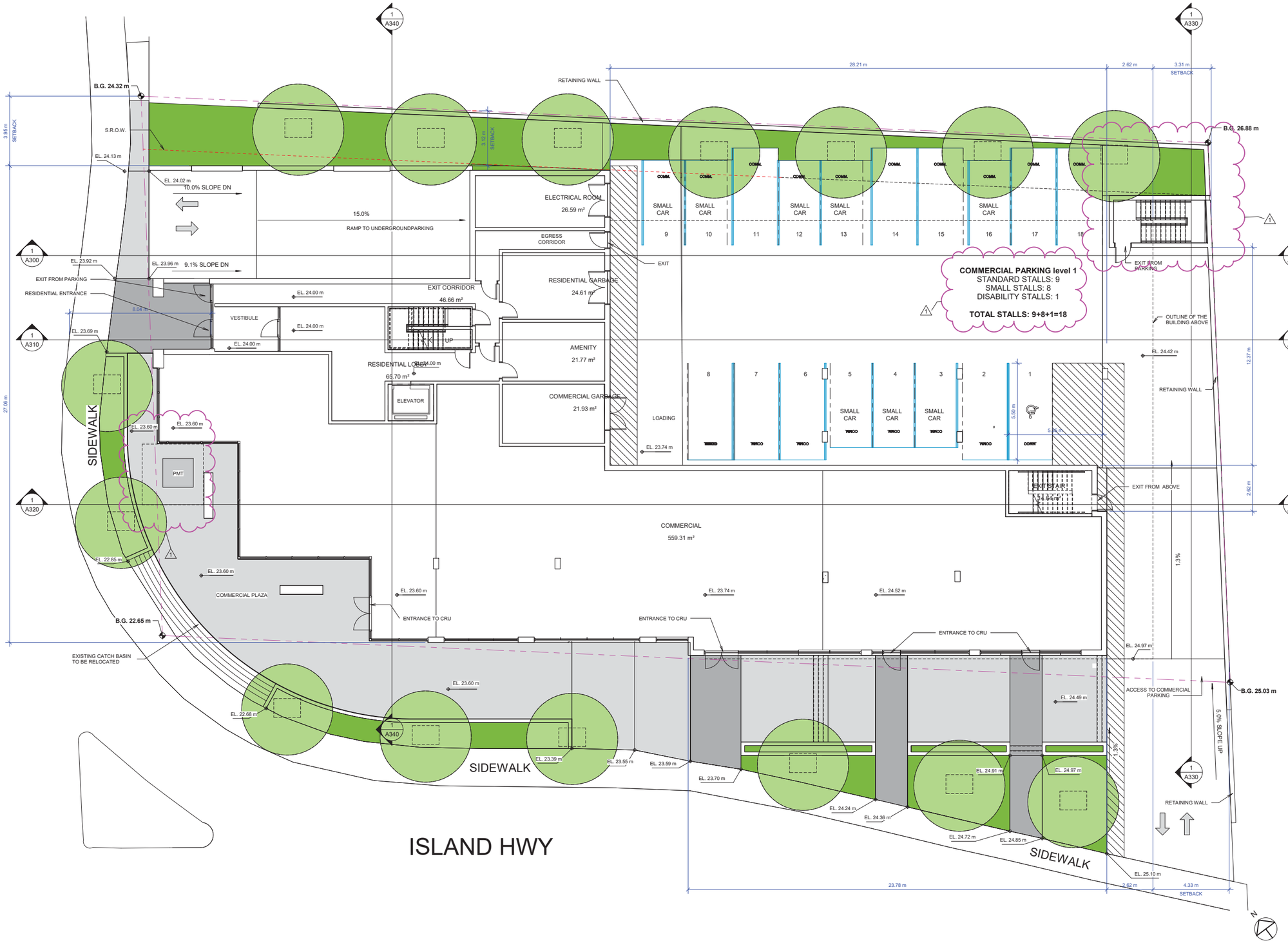

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Email: office@AMArchitects.com

Project:
1938
Jeffrey Sengara
298 ISLAND HIGHWAY
298 Island Highway

Drawing:
GROUND FLOOR PLAN

Project Status:
RZ

SUBMISSION

Date (YYYY-MM-DD)	Description
2020-06-17	Issued for Rezoning
2020-08-31	Re-Issued for Rezoning

REVISION

No.	Date	Description
1	2020-08-25	Revision per City comments

Scale: 1 : 100

DWG. NO: **A110**

2020-08-30 11:38:12 PM

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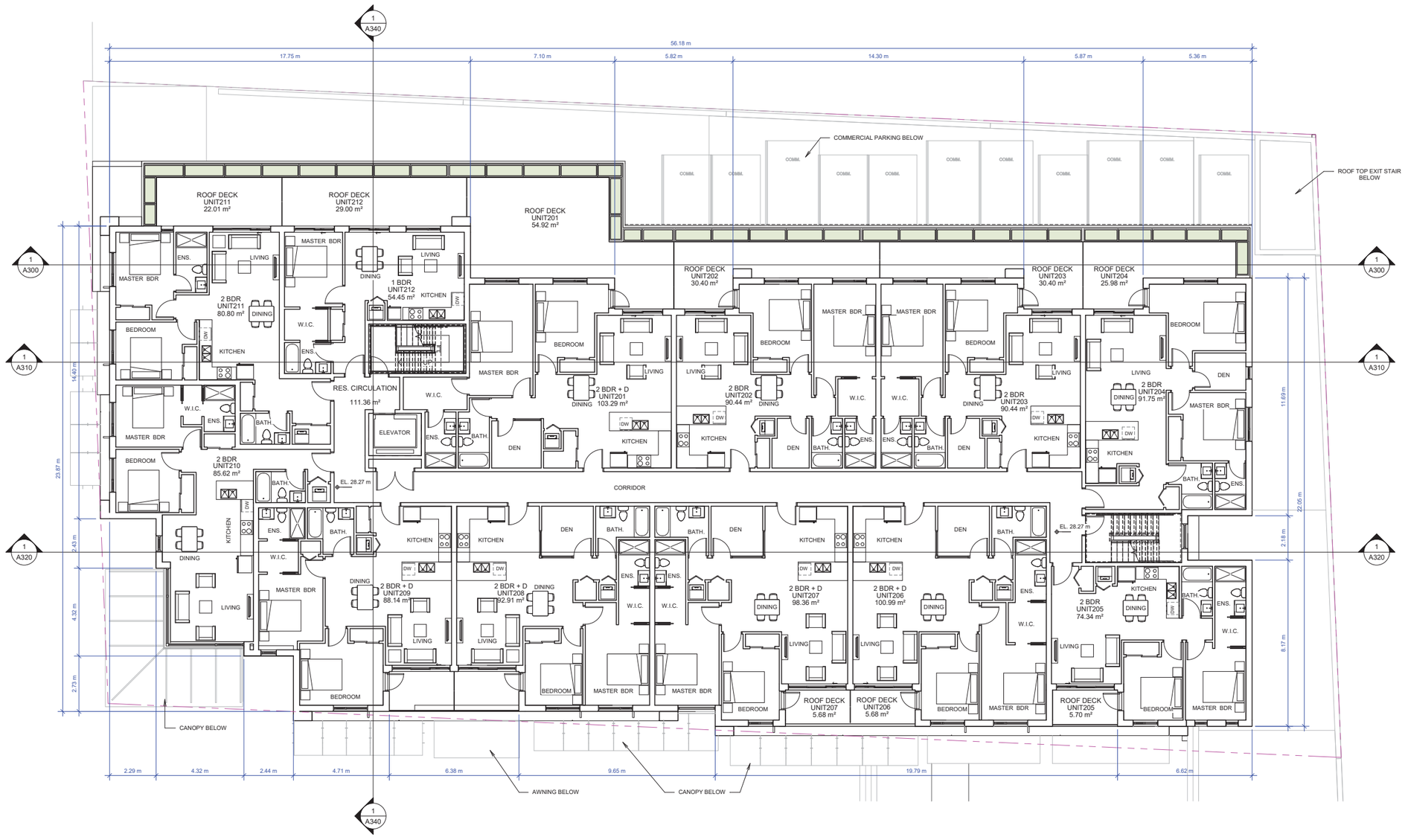

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Project:
1938
Jeffrey Sengara
298 ISLAND HIGHWAY
298 Island Highway

Drawing:
LEVEL 2 FLOOR PLAN

Project Status:
RZ

SUBMISSION

Date (YYYY-MM-DD)	Description
2020-06-17	Issued for Rezoning

REVISION

No.	Date	Description

Scale: 1 : 100

DWG. NO: **A120**

2020-06-17 5:54:32 PM

Plot Date: 2020-06-17 5:54:32 PM
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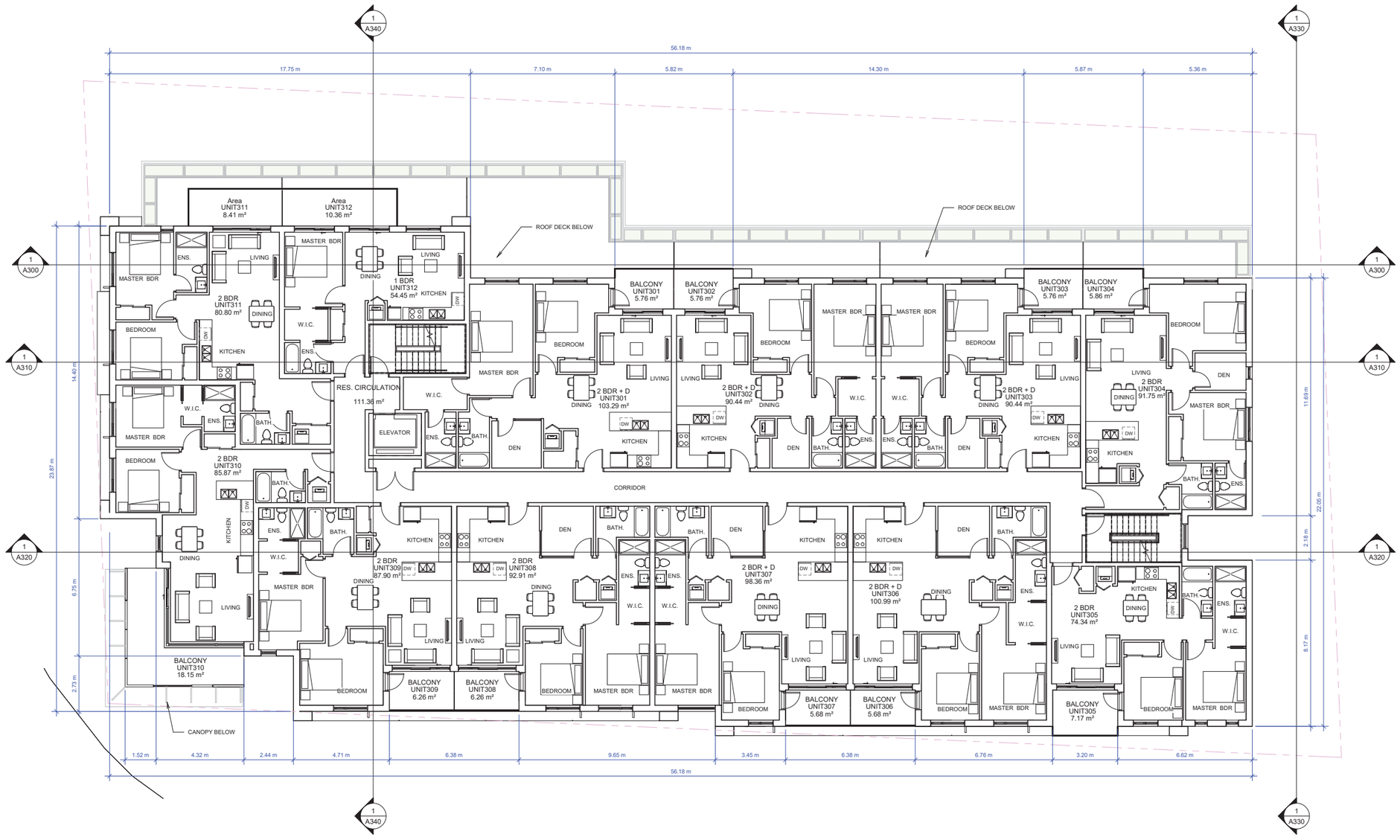

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Project:
1938
Jeffrey Sengara
298 ISLAND HIGHWAY
298 Island Highway

Drawing:
LEVEL 3 FLOOR PLAN

Project Status:
RZ

SUBMISSION

Date (YYYY-MM-DD)	Description
2020-06-17	Issued for Rezoning

REVISION

No.	Date	Description

Scale: 1 : 100

DWG. NO: **A130**

2020-06-17 5:54:35 PM

Plot Date: 2020-06-17 5:54:35 PM
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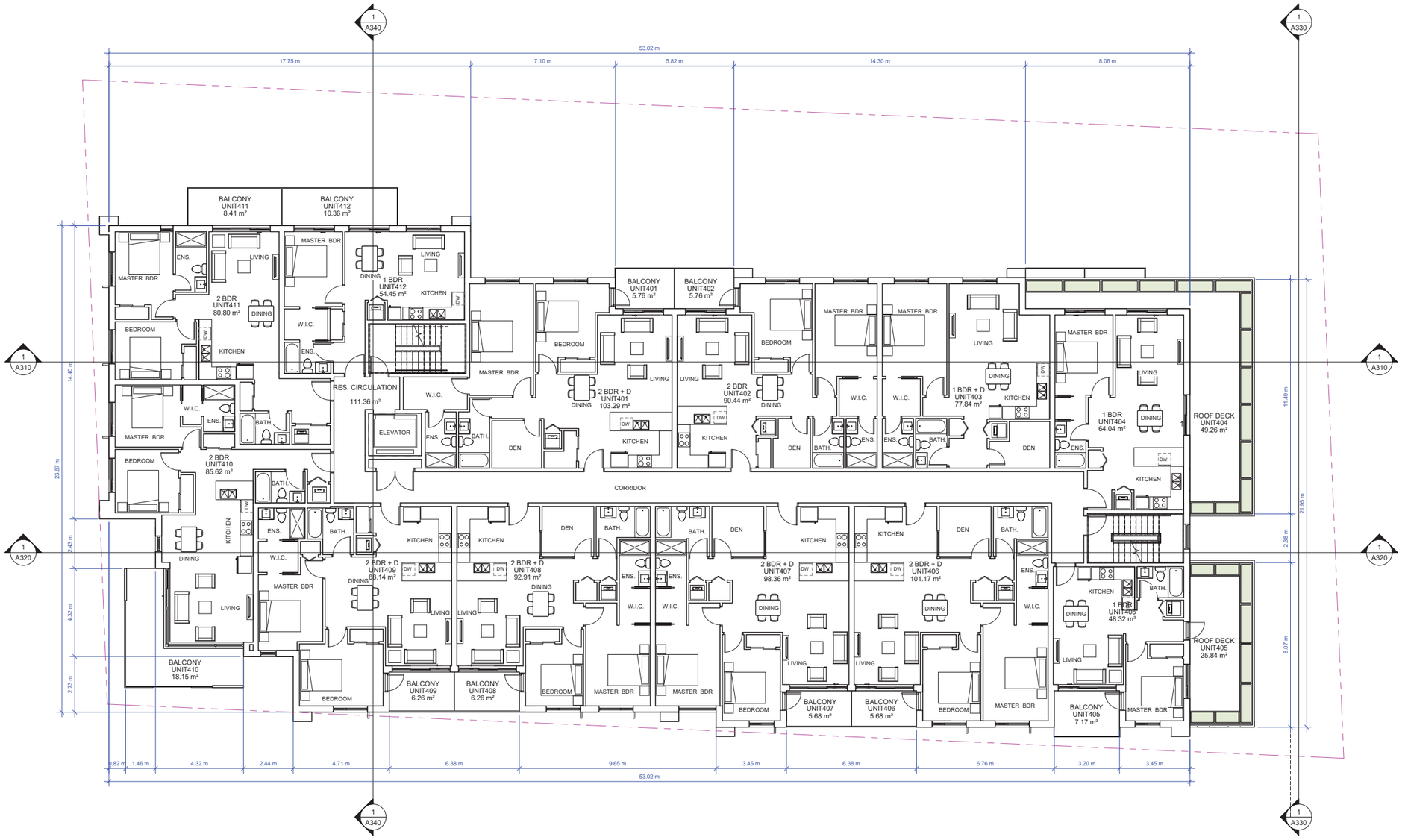

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Project:
1938
Jeffrey Sengara
298 ISLAND HIGHWAY
298 Island Highway

Drawing:
LEVEL 4 FLOOR PLAN

Project Status:
RZ

SUBMISSION

Date (YYYY-MM-DD)	Description
2020-06-17	Issued for Rezoning

REVISION

No.	Date	Description

Scale: 1 : 100

DWG. NO: **A140**

2020-06-17 5:54:38 PM

Plot Date: 2020-06-17 5:54:38 PM

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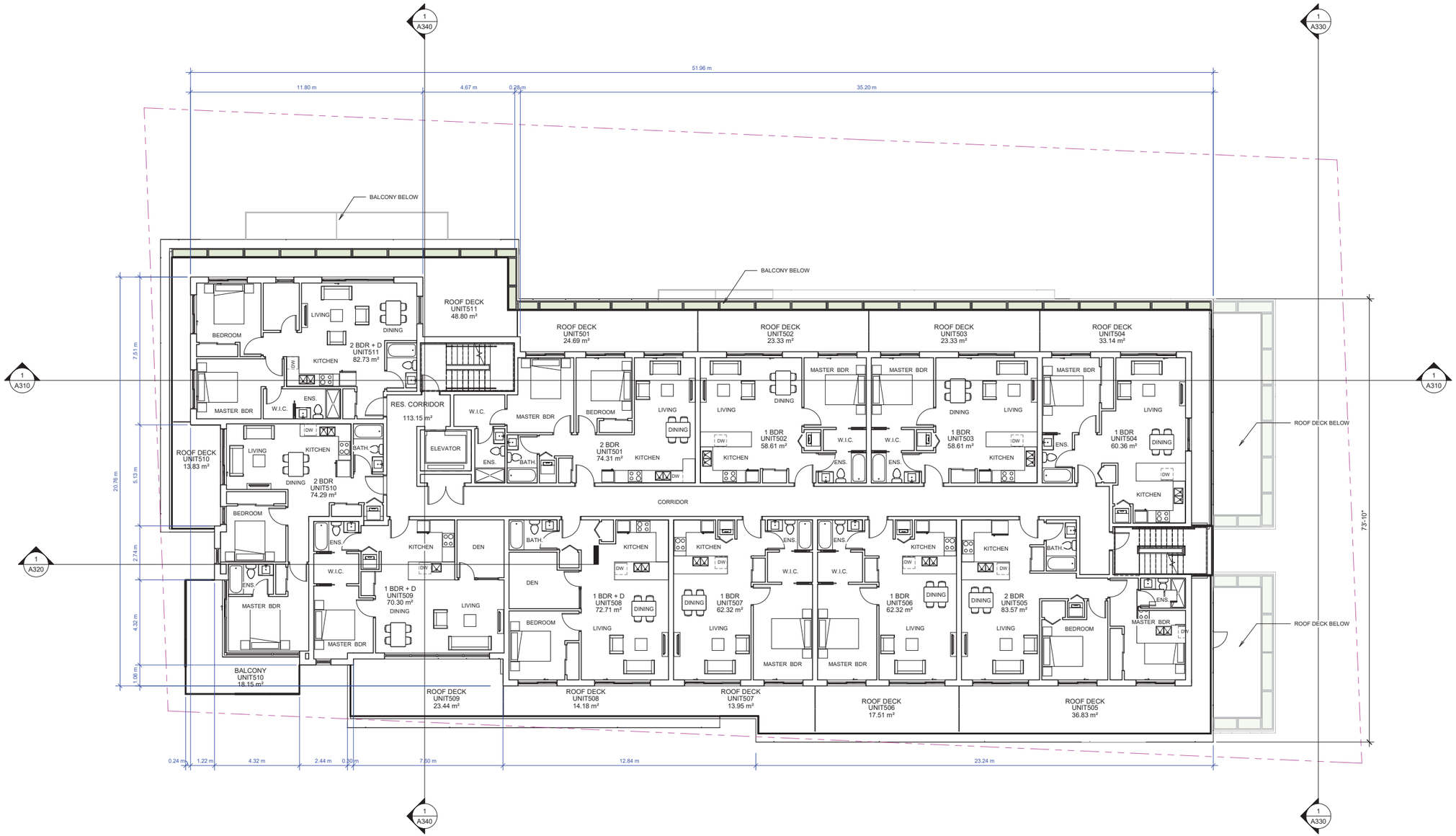

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Plot Date: 2020-06-17 5:54:40 PM

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Project:
1938
Jeffrey Sengara
298 ISLAND HIGHWAY
298 Island Highway

Drawing:
LEVEL 5 FLOOR PLAN

Project Status:
RZ

SUBMISSION

Date (YYYY-MM-DD)	Description
2020-06-17	Issued for Rezoning

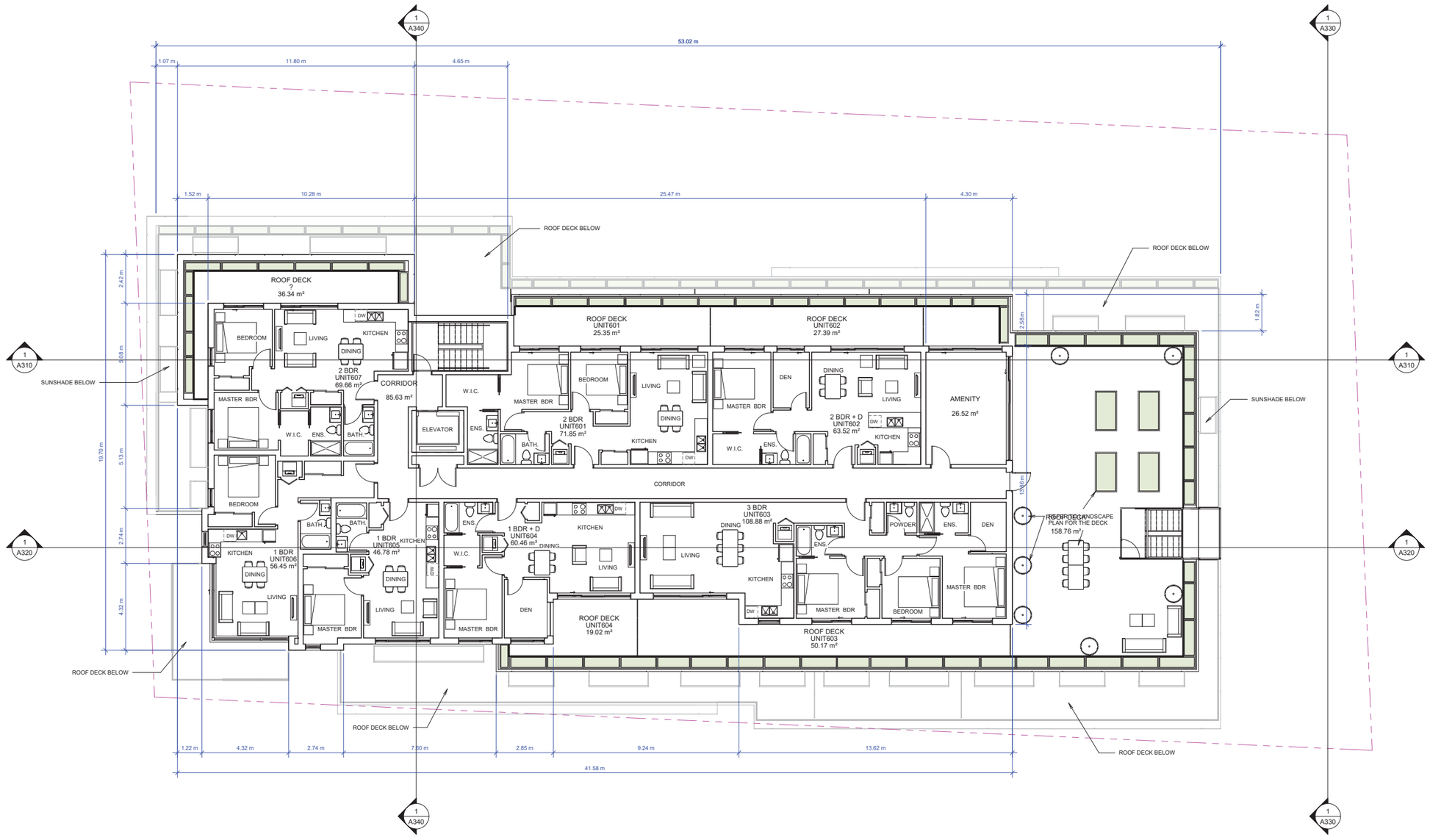
REVISION

No.	Date	Description

Scale: 1 : 100

2020-06-17 5:54:40 PM

DWG. NO: **A150**



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Project:
1938
Jeffrey Sengara
298 ISLAND HIGHWAY
298 Island Highway

Drawing:
LEVEL 6 FLOOR PLAN

Project Status:
RZ

SUBMISSION

Date (YYYY-MM-DD)	Description
2020-06-17	Issued for Rezoning

REVISION

No.	Date	Description

Scale: 1 : 100

DWG. NO: **A160**

Plot Date: 2020-06-17 5:54:42 PM
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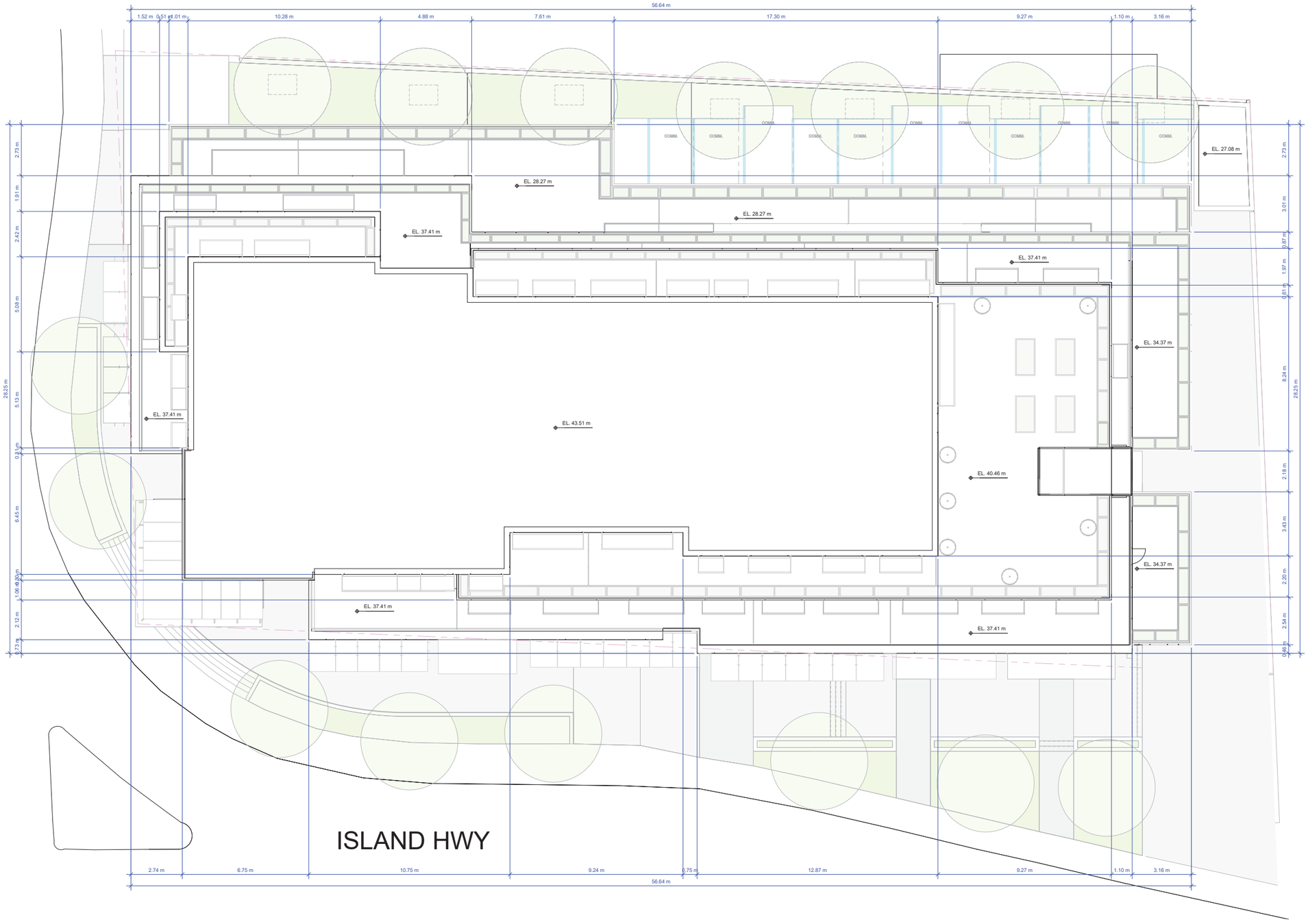

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Project:
1938
Jeffrey Sengara
298 ISLAND HIGHWAY
298 Island Highway

Drawing:
ROOF PLAN

Project Status:
RZ

SUBMISSION

Date (YYYY-MM-DD)	Description
2020-06-17	Issued for Rezoning

REVISION

No.	Date	Description

Scale: 1 : 100

DWG. NO: **A170**

2020/06/17 5:54:46 PM

Plot Date: 2020-06-17 5:54:46 PM

E:\000 REVIT LOCAL FILES\1938_01_MAIN_R20_CF_SD_298 Island Way-2_Dimitar.rvt

MATERIAL LEGEND	
1	FIBRE CEMENT PANEL SYSTEMS. COLOR: LIGHT GREY.
2	FIBRE CEMENT PANEL SYSTEMS. COLOR: DARK GREY.
3	FIBRE CEMENT PANEL SYSTEMS. COLOR: WHITE.
4	FIBRE CEMENT PANEL. COLOR: ASH, WOOD TEXTURE.
5	FIBER CEMENT PANEL. COLOR: MAHOGANY, WOOD TEXTURE.
6	FIBRE CEMENT PANEL SYSTEMS. COLOR: LIGHT BEIGE.
7	FABRIC AWNING. COLOUR: RED.
9	STOREFRONT GLASS & ALUMINIUM. COLOR: ALUMINUM.
10	METAL & AND GLASS GUARD RAIL. COLOR: ALUMINUM.
11	VINYL WINDOWS COLOR: CHARCOAL.
17	CAST-IN-PLACE CONCRETE.
18	ALUMINUM WINDOW. COLOR: CHARCOAL.
19	METAL SUNSHADE. COLOR: ALUMINUM.
20	WOOD & AND GLASS CANOPY.
22	METAL AND GLASS CURTAIN WALL.COLOR: ALUMINUM.
23	METAL AND GLASS CURTAIN WALL.COLOR: CHARCOAL

1 SOUTH ELEVATION
1 : 100

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Project:
1938
Jeffrey Sengara
298 ISLAND HIGHWAY
298 Island Highway

Drawing:
ELEVATION - SOUTH

Project Status:
RZ

SUBMISSION

Date (YYYY-MM-DD)	Description
2020-06-17	Issued for Rezoning

REVISION

No.	Date	Description

Scale: 1 : 100

DWG. NO: **A200**

Plot Date: 2020-06-17 5:55:09 PM
E:\000 REVIT LOCAL FILES\1938_01_MAIN_R20_CF_SD_298 Island Way-2_Dimitar.rvt

MATERIAL LEGEND	
1	FIBRE CEMENT PANEL SYSTEMS. COLOR: LIGHT GREY.
2	FIBRE CEMENT PANEL SYSTEMS. COLOR: DARK GREY.
3	FIBRE CEMENT PANEL SYSTEMS. COLOR: WHITE.
4	FIBRE CEMENT PANEL. COLOR: ASH, WOOD TEXTURE.
5	FIBER CEMENT PANEL. COLOR: MAHOGANY, WOOD TEXTURE.
6	FIBRE CEMENT PANEL SYSTEMS. COLOR: LIGHT BEIGE.
7	FABRIC AWNING. COLOUR: RED.
9	STOREFRONT GLASS & ALUMINIUM. COLOR: ALUMINUM.
10	METAL & AND GLASS GUARD RAIL. COLOR: ALUMINUM.
11	VINYL WINDOWS COLOR: CHARCOAL.
17	CAST-IN-PLACE CONCRETE.
18	ALUMINUM WINDOW. COLOR: CHARCOAL.
19	METAL SUNSHADE. COLOR: ALUMINUM.
20	WOOD & AND GLASS CANOPY.
22	METAL AND GLASS CURTAIN WALL.COLOR: ALUMINUM.
23	METAL AND GLASS CURTAIN WALL.COLOR: CHARCOAL

1 WEST ELEVATION
1 : 100

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Project:
1938
Jeffrey Sengara
298 ISLAND HIGHWAY
298 Island Highway

Drawing:
ELEVATION - WEST

Project Status:
RZ

SUBMISSION

Date (YYYY-MM-DD)	Description
2020-06-17	Issued for Rezoning

REVISION

No.	Date	Description

Scale: 1 : 100

DWG. NO: **A210**

2020-06-17 5:55:24 PM

Plot Date: 2020-06-17 5:55:24 PM
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MATERIAL LEGEND	
1	FIBRE CEMENT PANEL SYSTEMS. COLOR: LIGHT GREY.
2	FIBRE CEMENT PANEL SYSTEMS. COLOR: DARK GREY.
3	FIBRE CEMENT PANEL SYSTEMS. COLOR: WHITE.
4	FIBRE CEMENT PANEL. COLOR: ASH, WOOD TEXTURE.
5	FIBER CEMENT PANEL. COLOR: MAHOGANY, WOOD TEXTURE.
6	FIBRE CEMENT PANEL SYSTEMS. COLOR: LIGHT BEIGE.
7	FABRIC AWNING. COLOUR: RED.
9	STOREFRONT GLASS & ALUMINIUM. COLOR: ALUMINUM.
10	METAL & AND GLASS GUARD RAIL. COLOR: ALUMINUM.
11	VINYL WINDOWS COLOR: CHARCOAL.
17	CAST-IN-PLACE CONCRETE.
18	ALUMINUM WINDOW. COLOR: CHARCOAL.
19	METAL SUNSHADE. COLOR: ALUMINUM.
20	WOOD & AND GLASS CANOPY.
22	METAL AND GLASS CURTAIN WALL.COLOR: ALUMINUM.
23	METAL AND GLASS CURTAIN WALL.COLOR: CHARCOAL

1 NORTH ELEVATION
1 : 100

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Project:
1938
Jeffrey Sengara
298 ISLAND HIGHWAY
298 Island Highway

Drawing:
ELEVATION - NORTH

Project Status:
RZ

SUBMISSION

Date (YYYY-MM-DD)	Description
2020-06-17	Issued for Rezoning

REVISION

No.	Date	Description

Scale: 1 : 100

DWG. NO: **A220**

2020-06-17 5:55:46 PM

Plot Date: 2020-06-17 5:55:46 PM
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MATERIAL LEGEND	
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2	FIBRE CEMENT PANEL SYSTEMS. COLOR: DARK GREY.
3	FIBRE CEMENT PANEL SYSTEMS. COLOR: WHITE.
4	FIBRE CEMENT PANEL. COLOR: ASH, WOOD TEXTURE.
5	FIBER CEMENT PANEL. COLOR: MAHOGANY, WOOD TEXTURE.
6	FIBRE CEMENT PANEL SYSTEMS. COLOR: LIGHT BEIGE.
7	FABRIC AWNING. COLOUR: RED.
9	STOREFRONT GLASS & ALUMINIUM. COLOR: ALUMINUM.
10	METAL & AND GLASS GUARD RAIL. COLOR: ALUMINUM.
11	VINYL WINDOWS COLOR: CHARCOAL.
17	CAST-IN-PLACE CONCRETE.
18	ALUMINUM WINDOW. COLOR: CHARCOAL.
19	METAL SUNSHADE. COLOR: ALUMINUM.
20	WOOD & AND GLASS CANOPY.
22	METAL AND GLASS CURTAIN WALL.COLOR: ALUMINUM.
23	METAL AND GLASS CURTAIN WALL.COLOR: CHARCOAL

1 EAST ELEVATION
1 : 100

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Project:
1938
Jeffrey Sengara
298 ISLAND HIGHWAY
298 Island Highway

Drawing:
ELEVATION - EAST

Project Status:
RZ

SUBMISSION

Date (YYYY-MM-DD)	Description
2020-06-17	Issued for Rezoning

REVISION

No.	Date	Description

Scale: 1 : 100

DWG. NO: **A230**

Plot Date: 2020-06-17 5:56:03 PM
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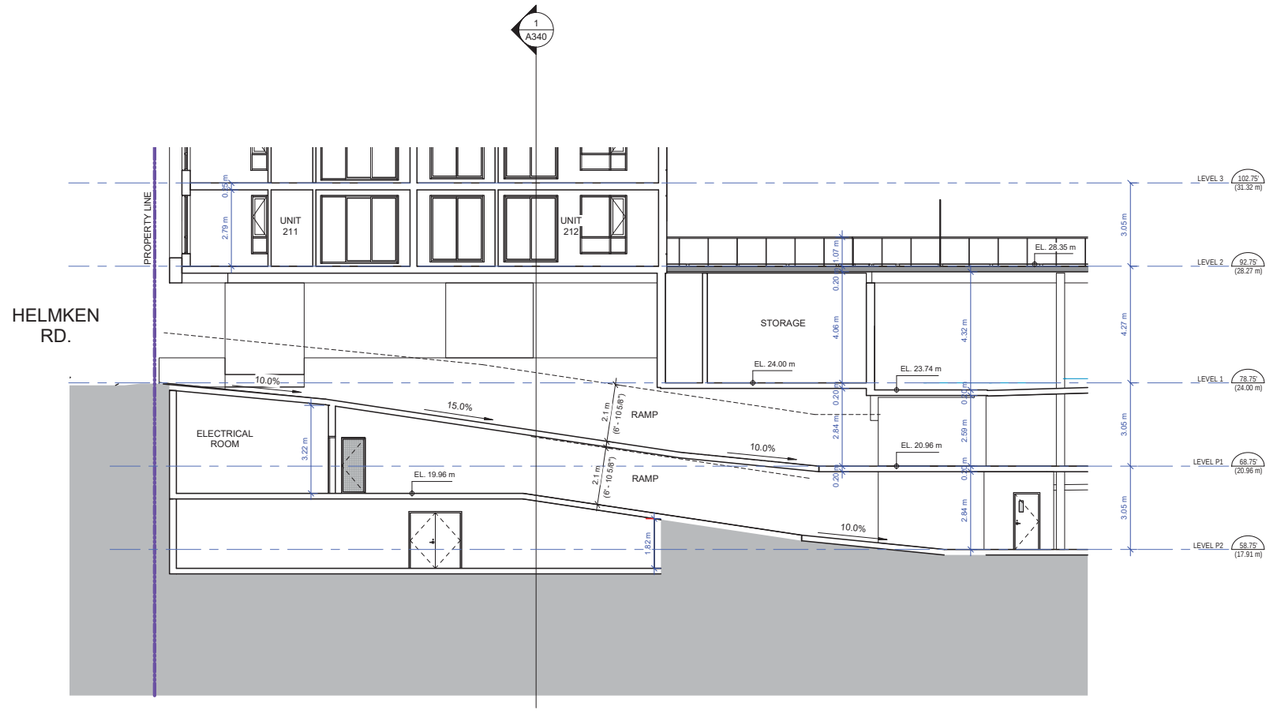

1 SECTION - EAST & WEST - MAIN RAMP
1 : 100

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Email: office@AMArchitects.com

Project:
1938
Jeffrey Sengara
298 ISLAND HIGHWAY
298 Island Highway

Drawing:
SECTION 1 - EAST & WEST - MAIN RAMP

Project Status:
RZ

SUBMISSION

Date (YYYY-MM-DD)	Description
2020-06-17	Issued for Rezoning

REVISION

No.	Date	Description

Scale: 1 : 100

DWG. NO: **A300**

2020-06-17 5:56:04 PM

Plot Date: 2020-06-17 5:56:04 PM
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1 SECTION - EAST & WEST - STAIR
1 : 100

E:\000 REVIT LOCAL FILES\1938_01_MAIN_R20_CF_SD_298 Island Way-2_Dimitar.rvt

Plot Date: 2020-06-17 5:56:05 PM

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Project:
1938
Jeffrey Sengara
298 ISLAND HIGHWAY
298 Island Highway

Drawing:
SECTION 2 - EAST & WEST - STAIR

Project Status:
RZ

SUBMISSION

Date (YYYY-MM-DD)	Description
2020-06-17	Issued for Rezoning

REVISION

No.	Date	Description

Scale: 1 : 100

DWG. NO: **A310**

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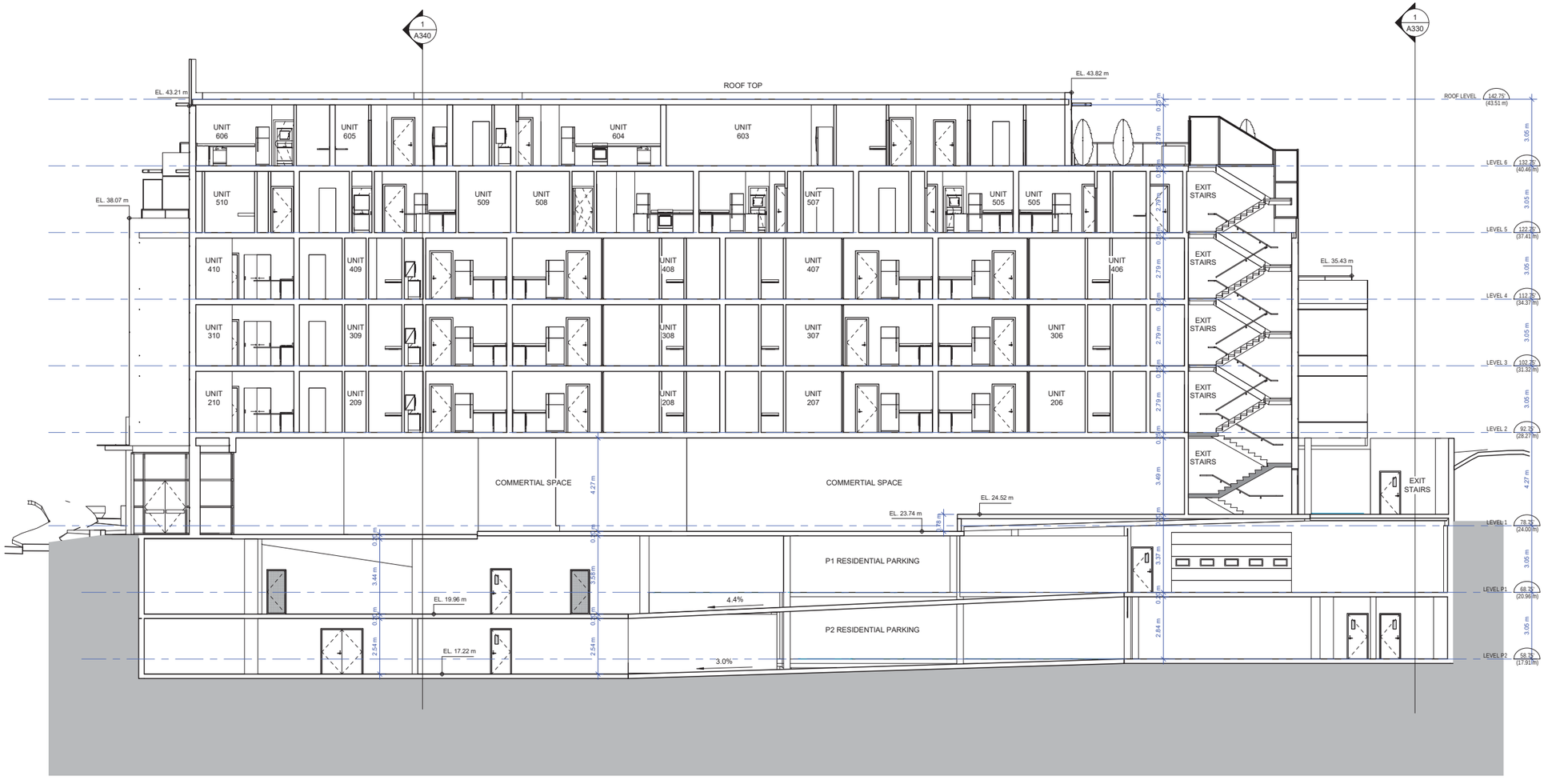

1 SECTION - EAST & WEST
1 : 100

ARCHITECTS
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Email: office@AMArchitects.com

Project:
1938
Jeffrey Sengara
298 ISLAND HIGHWAY
298 Island Highway

Drawing:
SECTION 3 - EAST & WEST

Project Status:
RZ

SUBMISSION

Date (YYYY-MM-DD)	Description
2020-06-17	Issued for Rezoning

REVISION

No.	Date	Description

Scale: 1 : 100

DWG. NO: **A320**

2020-06-17 5:56:07 PM

Plot Date: 2020-06-17 5:56:07 PM
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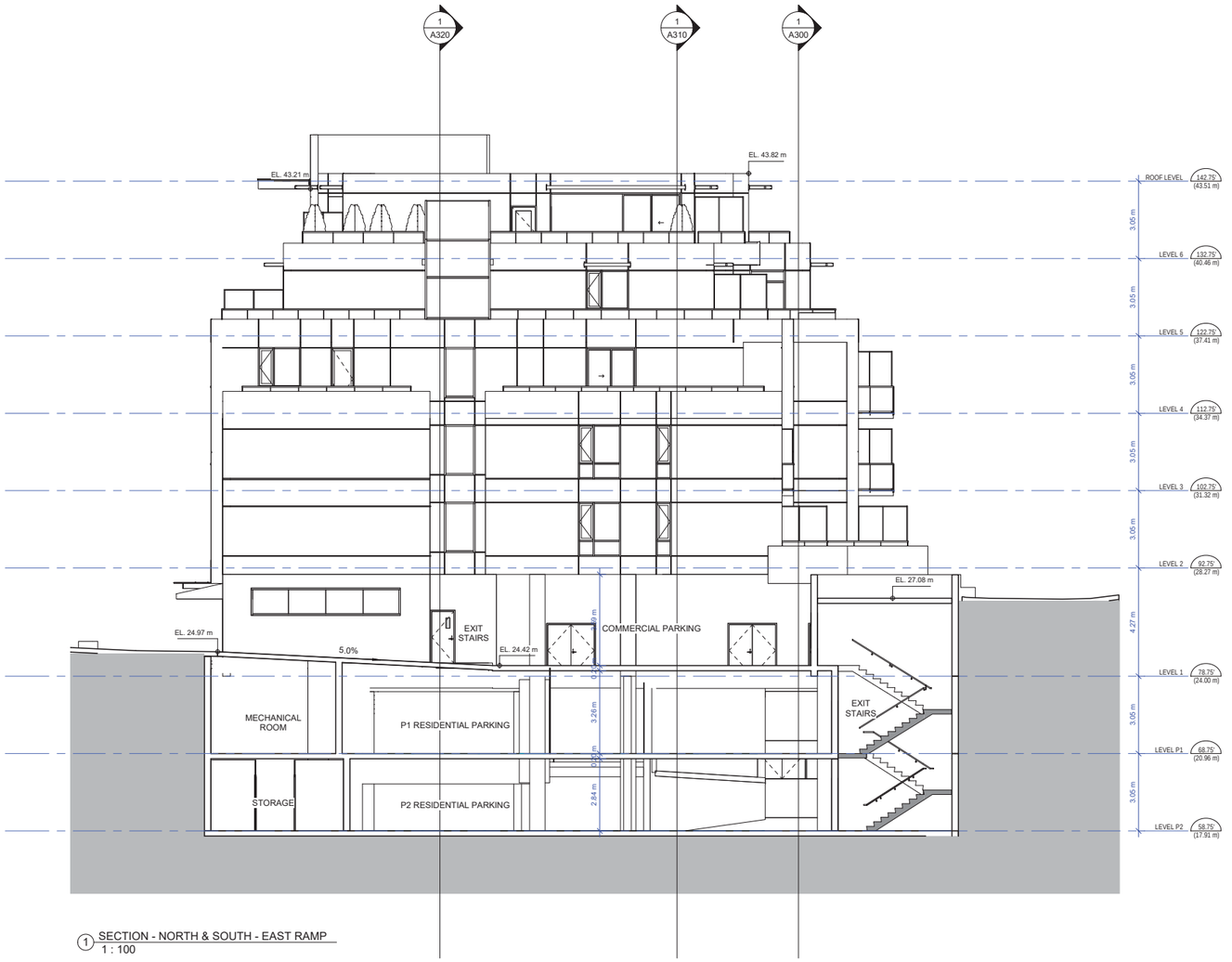

1 SECTION - NORTH & SOUTH - EAST RAMP
1 : 100

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Tel: (604) 872-2595 Fax: (604) 872-2505
Email: office@AMArchitects.com

Project:
1938
Jeffrey Sengara
298 ISLAND HIGHWAY
298 Island Highway

Drawing:
SECTION 4 - NORTH & SOUTH - RAMP

Project Status:
RZ

SUBMISSION

Date (YYYY-MM-DD)	Description
2020-06-17	Issued for Rezoning

REVISION

No.	Date	Description

Scale: 1 : 100

DWG. NO: **A330**

2020-06-17 5:56:09 PM

Plot Date: 2020-06-17 5:56:09 PM
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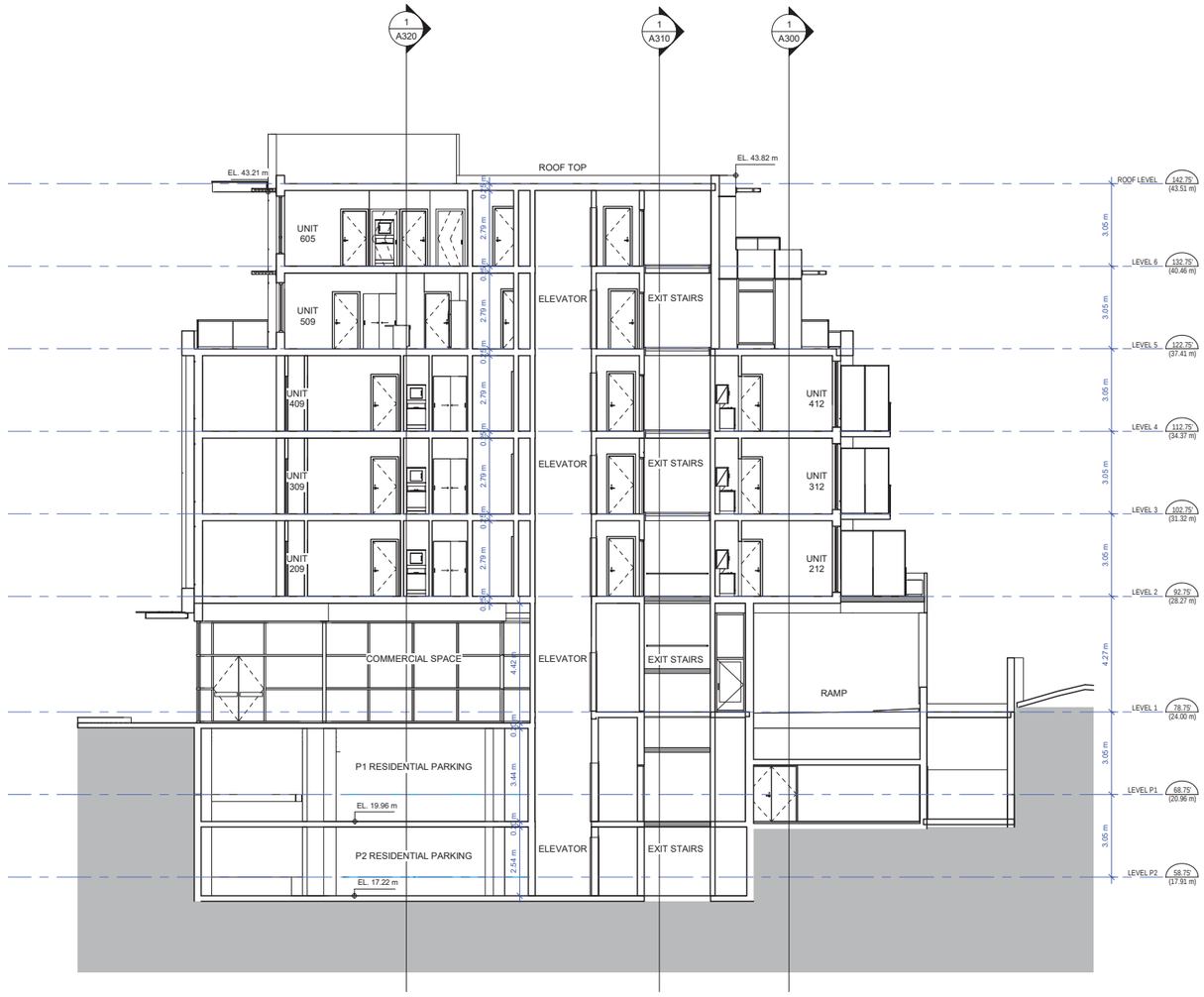

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ARCHITECTS
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Tel: (604) 872-2595 Fax: (604) 872-2505
Email: office@AMArchitects.com

Project:
1938
Jeffrey Sengara
298 ISLAND HIGHWAY
298 Island Highway

Drawing:
SECTION 5 - NORTH & SORTH

Project Status:
RZ

SUBMISSION

Date (YYYY-MM-DD)	Description
2020-06-17	Issued for Rezoning

REVISION

No.	Date	Description

Scale: 1 : 100

DWG. NO: **A340**

Plot Date: 2020-06-17 5:56:11 PM
E:\000 REV\T LOCAL FILES\1938_01_MAIN_R20_CF_SD_298 Island Way-2_Dimitar.rvt

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ARCHITECTS
1645 West 5th Avenue
Vancouver, BC V6J 1N5
Tel: (604) 872-2595Fax: (604) 872-2505
Email: office@AMArchitects.com

Project:
1938
Jeffrey Sengara
298 ISLAND HIGHWAY
298 Island Highway

Drawing:
3D REPRESENTATIONS

Project Status:
RZ

SUBMISSION

Date (YYYY-MM-DD)	Description
2020-06-17	Issued for Rezoning

REVISION

No.	Date	Description

Scale:

DWG. NO:
A600

2020-06-17 5:56:16 PM

Plot Date: 2020-06-17 5:56:16 PM
E:\000 REVIT LOCAL FILES\1938_01_MAIN_R20_CF_SD_298 Island Way-2_Dimitar.rvt

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ARCHITECTS
1645 West 5th Avenue
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Project:
1938
Jeffrey Sengara
298 ISLAND HIGHWAY
298 Island Highway

Drawing:
3D REPRESENTATIONS

Project Status:
RZ

SUBMISSION

Date (YYYY-MM-DD)	Description
2020-06-17	Issued for Rezoning

REVISION

No.	Date	Description

Scale:

DWG. NO:
A610

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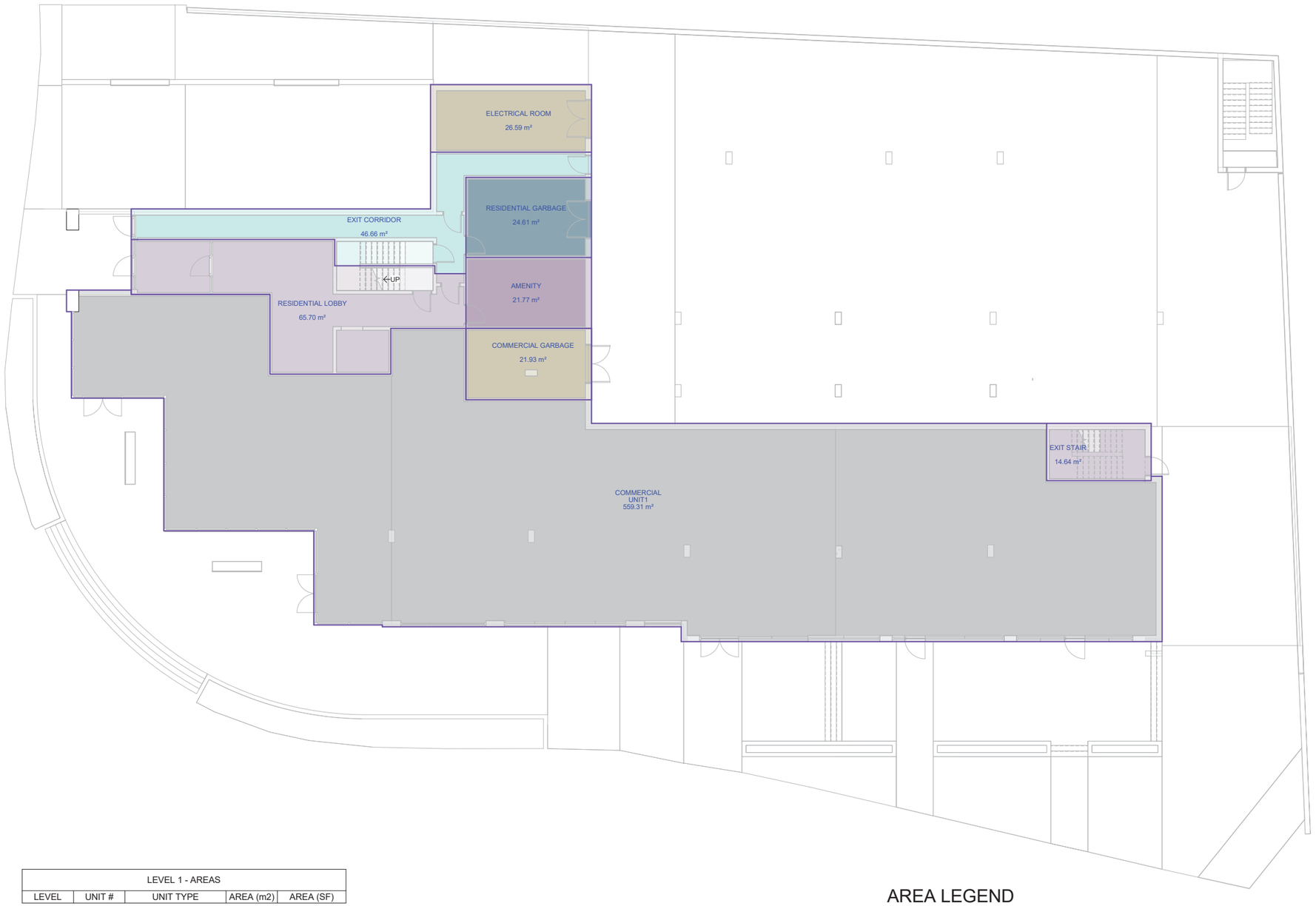

LEVEL 1 - AREAS				
LEVEL	UNIT #	UNIT TYPE	AREA (m2)	AREA (SF)
LEVEL 1		RESIDENTIAL LOBBY	65.7 m²	707.18 SF
LEVEL 1		EXIT CORRIDOR	46.66 m²	502.29 SF
LEVEL 1		EXIT STAIR	14.64 m²	157.57 SF
LEVEL 1	1	COMMERCIAL	559.31 m²	6020.4 SF
TOTAL			686.32 m²	7387.44 SF

AREA LEGEND

- Amenity
- Commercial Circulation
- Commercial Service
- Commercial Unit
- Residental Circulation
- Residential Service

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Drawing:
AREAS - LEVEL 1

Project Status:
RZ

SUBMISSION

Date (YYYY-MM-DD)	Description
2020-06-17	Issued for Rezoning

REVISION

No.	Date	Description

Scale: 1 : 100

DWG. NO: **A810**

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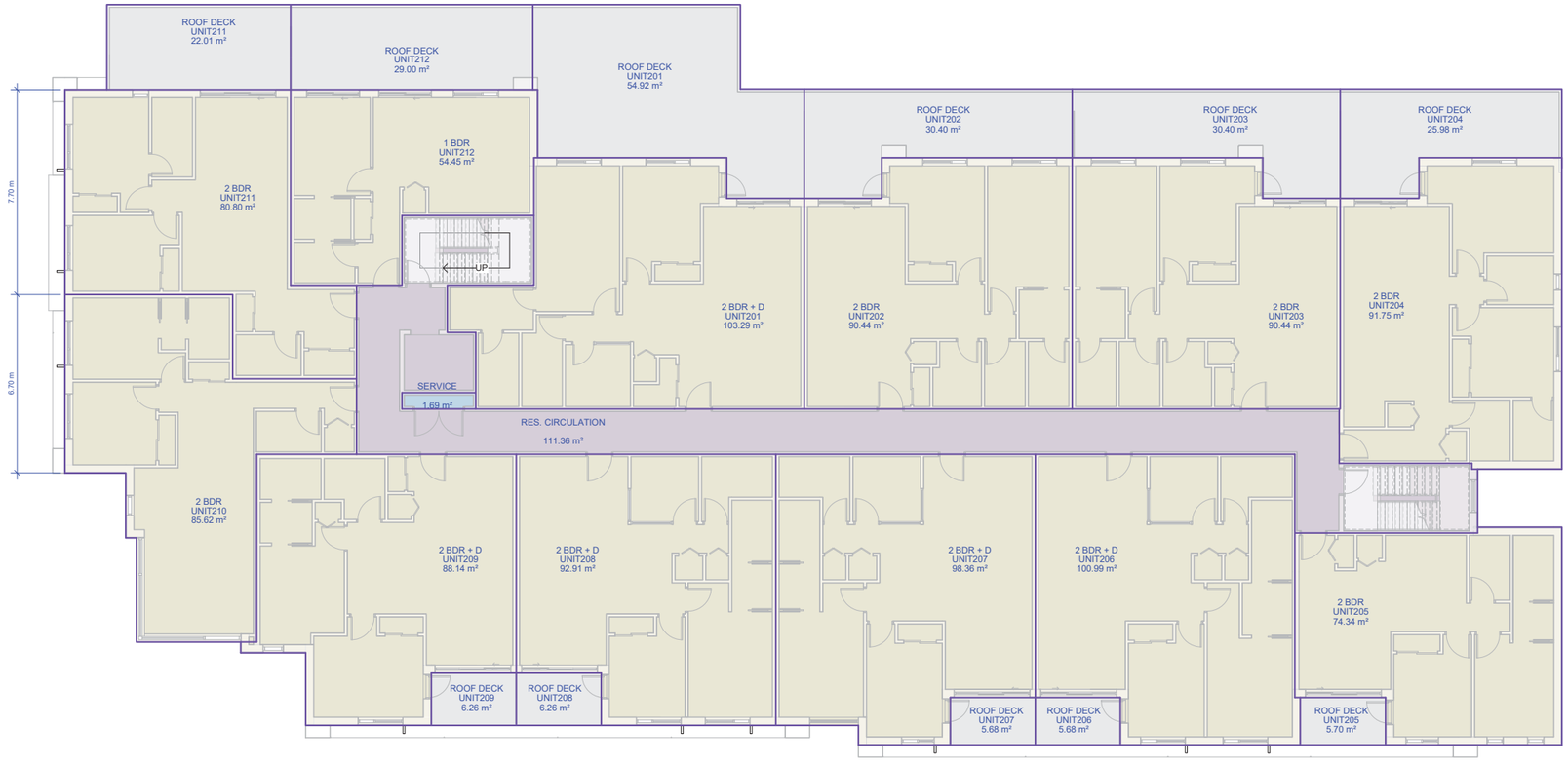

LEVEL 2 - AREAS - INCLUDED				
LEVEL	UNIT #	UNIT TYPE	AREA (m2)	AREA (SF)
LEVEL 2		RES. CIRCULATION	111.36 m²	1,198.7 SF
LEVEL 2	201	2 BDR + D	103.29 m²	1,111.76 SF
LEVEL 2	202	2 BDR	90.44 m²	973.49 SF
LEVEL 2	203	2 BDR	90.44 m²	973.49 SF
LEVEL 2	204	2 BDR	91.75 m²	987.6 SF
LEVEL 2	205	2 BDR	74.34 m²	800.23 SF
LEVEL 2	206	2 BDR + D	100.99 m²	1,087.02 SF
LEVEL 2	207	2 BDR + D	98.36 m²	1,058.69 SF
LEVEL 2	208	2 BDR + D	92.91 m²	1,000.08 SF
LEVEL 2	209	2 BDR + D	88.14 m²	948.74 SF
LEVEL 2	210	2 BDR	85.62 m²	921.58 SF
LEVEL 2	211	2 BDR	80.8 m²	869.75 SF
LEVEL 2	212	1 BDR	54.45 m²	586.14 SF
TOTAL			1,162.89 m²	12,517.27 SF

LEVEL 2 - UNITS MIX		
LEVEL	UNIT TYPE	COUNT
LEVEL 2	1 BDR	1
LEVEL 2	2 BDR	6
LEVEL 2	2 BDR + D	5
TOTAL		12

AREA LEGEND

- Residental Circulation
- Residental Unit
- Residental Service Shaft
- Roof Deck

N

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1938
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298 Island Highway

Drawing:
AREAS - LEVEL 2

Project Status:
RZ

SUBMISSION

Date (YYYY-MM-DD)	Description
2020-06-17	Issued for Rezoning

REVISION

No.	Date	Description

Scale: 1 : 100

DWG. NO: **A820**

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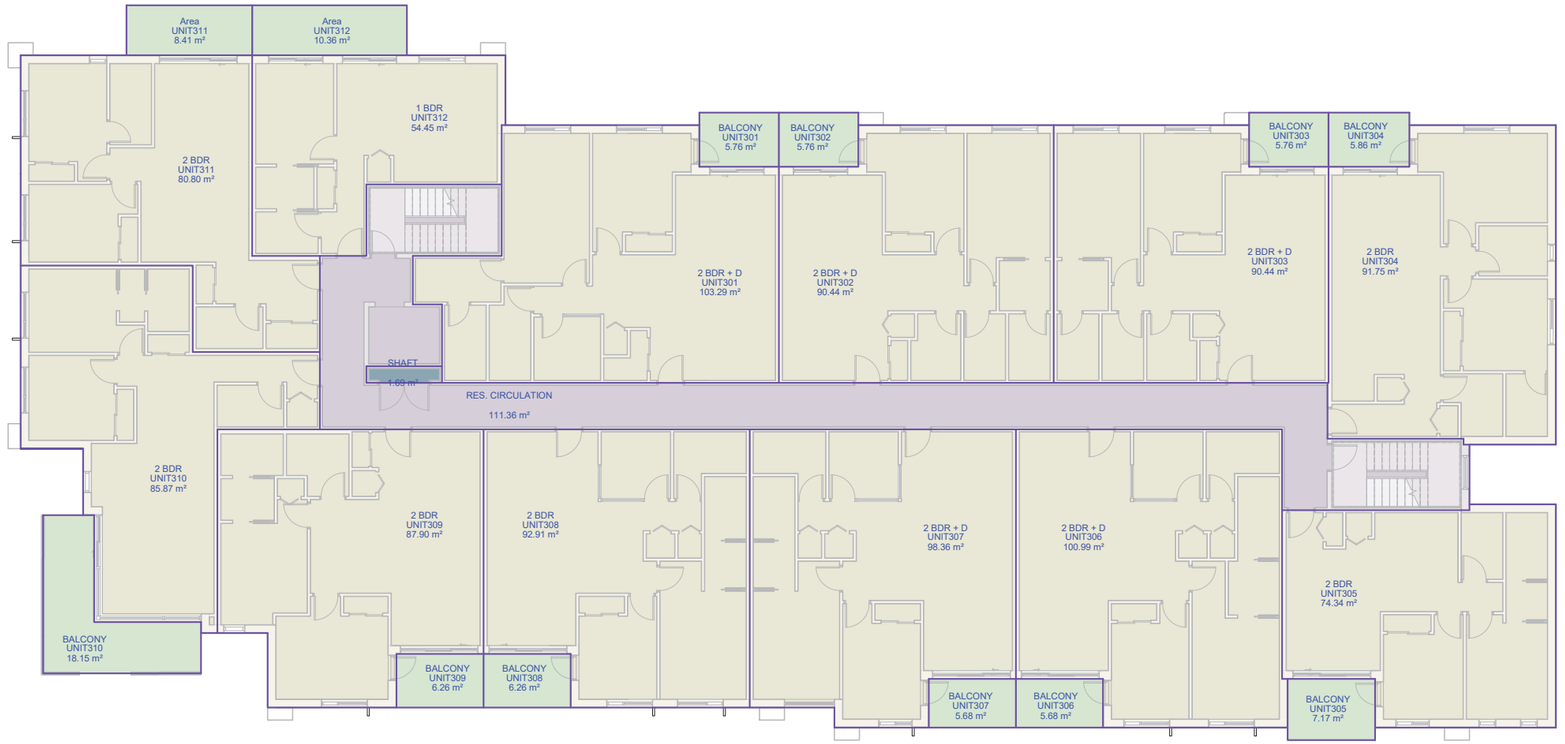

AREA LEGEND

- Balcony
- Residental Circulation
- Residental Unit
- Residental Service

LEVEL 3 - AREAS				
LEVEL	UNIT #	UNIT TYPE	AREA (m2)	AREA (SF)
LEVEL 3		RES. CIRCULATION	111.36 m²	1198.7 SF
LEVEL 3	301	2 BDR + D	103.29 m²	1111.76 SF
LEVEL 3	302	2 BDR + D	90.44 m²	973.49 SF
LEVEL 3	303	2 BDR + D	90.44 m²	973.49 SF
LEVEL 3	304	2 BDR	91.75 m²	987.6 SF
LEVEL 3	305	2 BDR	74.34 m²	800.23 SF
LEVEL 3	306	2 BDR + D	100.99 m²	1087.02 SF
LEVEL 3	307	2 BDR + D	98.36 m²	1058.69 SF
LEVEL 3	308	2 BDR	92.91 m²	1000.08 SF
LEVEL 3	309	2 BDR	87.9 m²	946.14 SF
LEVEL 3	310	2 BDR	85.87 m²	924.26 SF
LEVEL 3	311	2 BDR	80.8 m²	869.75 SF
LEVEL 3	312	1 BDR	54.45 m²	586.14 SF
TOTAL			1162.9 m²	12517.35 SF

LEVEL 3 - UNITS MIX		
LEVEL	UNIT TYPE	COUNT
LEVEL 3	1 BDR	1
LEVEL 3	2 BDR	6
LEVEL 3	2 BDR + D	5
LEVEL 3	Area	2
TOTAL		14

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1938
Jeffrey Sengara
298 ISLAND HIGHWAY
298 Island Highway

Drawing:
AREAS - LEVEL 3

Project Status:
RZ

SUBMISSION

Date (YYYY-MM-DD)	Description
2020-06-17	Issued for Rezoning

REVISION

No.	Date	Description

Scale: 1 : 100

DWG. NO: **A830**

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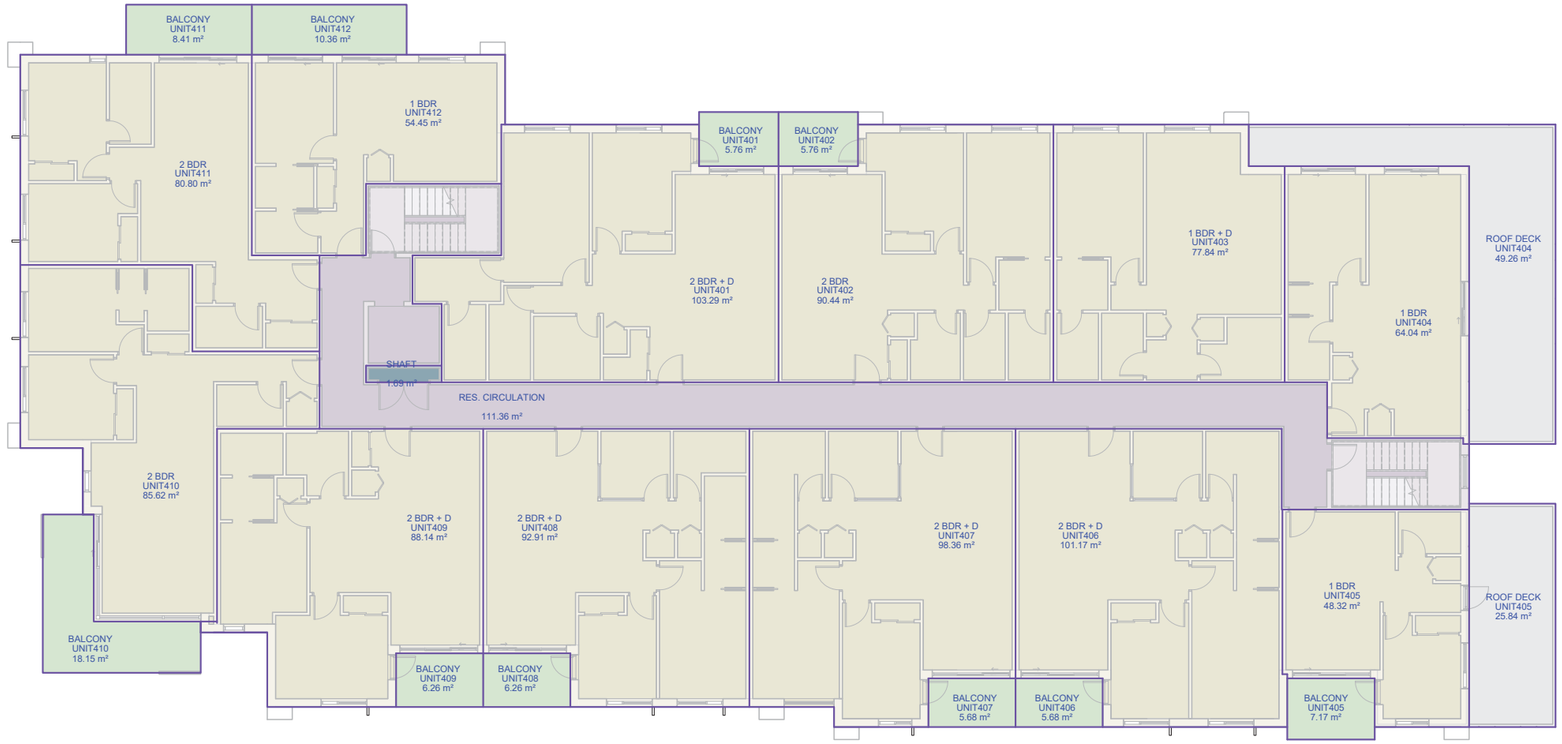

LEVEL 4 - AREAS				
LEVEL	UNIT #	UNIT TYPE	AREA (m2)	AREA (SF)
LEVEL 4		RES. CIRCULATION	111.36 m²	1198.7 SF
LEVEL 4	401	2 BDR + D	103.29 m²	1111.76 SF
LEVEL 4	402	2 BDR	90.44 m²	973.49 SF
LEVEL 4	403	1 BDR + D	77.84 m²	837.81 SF
LEVEL 4	404	1 BDR	64.04 m²	689.28 SF
LEVEL 4	405	1 BDR	48.32 m²	520.07 SF
LEVEL 4	406	2 BDR + D	101.17 m²	1089 SF
LEVEL 4	407	2 BDR + D	98.36 m²	1058.69 SF
LEVEL 4	408	2 BDR + D	92.91 m²	1000.08 SF
LEVEL 4	409	2 BDR + D	88.14 m²	948.73 SF
LEVEL 4	410	2 BDR	85.62 m²	921.64 SF
LEVEL 4	411	2 BDR	80.8 m²	869.75 SF
LEVEL 4	412	1 BDR	54.45 m²	586.14 SF
TOTAL			1096.73 m²	11805.15 SF

LEVEL 4 - UNITS MIX		
LEVEL	UNIT TYPE	COUNT
LEVEL 4	1 BDR	3
LEVEL 4	1 BDR + D	1
LEVEL 4	2 BDR	3
LEVEL 4	2 BDR + D	5
TOTAL		12

AREA LEGEND

- Balcony
- Residental Circulation
- Residental Unit
- Residential Service
- Roof Deck

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1938
Jeffrey Sengara
298 ISLAND HIGHWAY
298 Island Highway

Drawing:
AREAS - LEVEL 4

Project Status:
RZ

SUBMISSION

Date (YYYY-MM-DD)	Description
2020-06-17	Issued for Rezoning

REVISION

No.	Date	Description

Scale: 1 : 100

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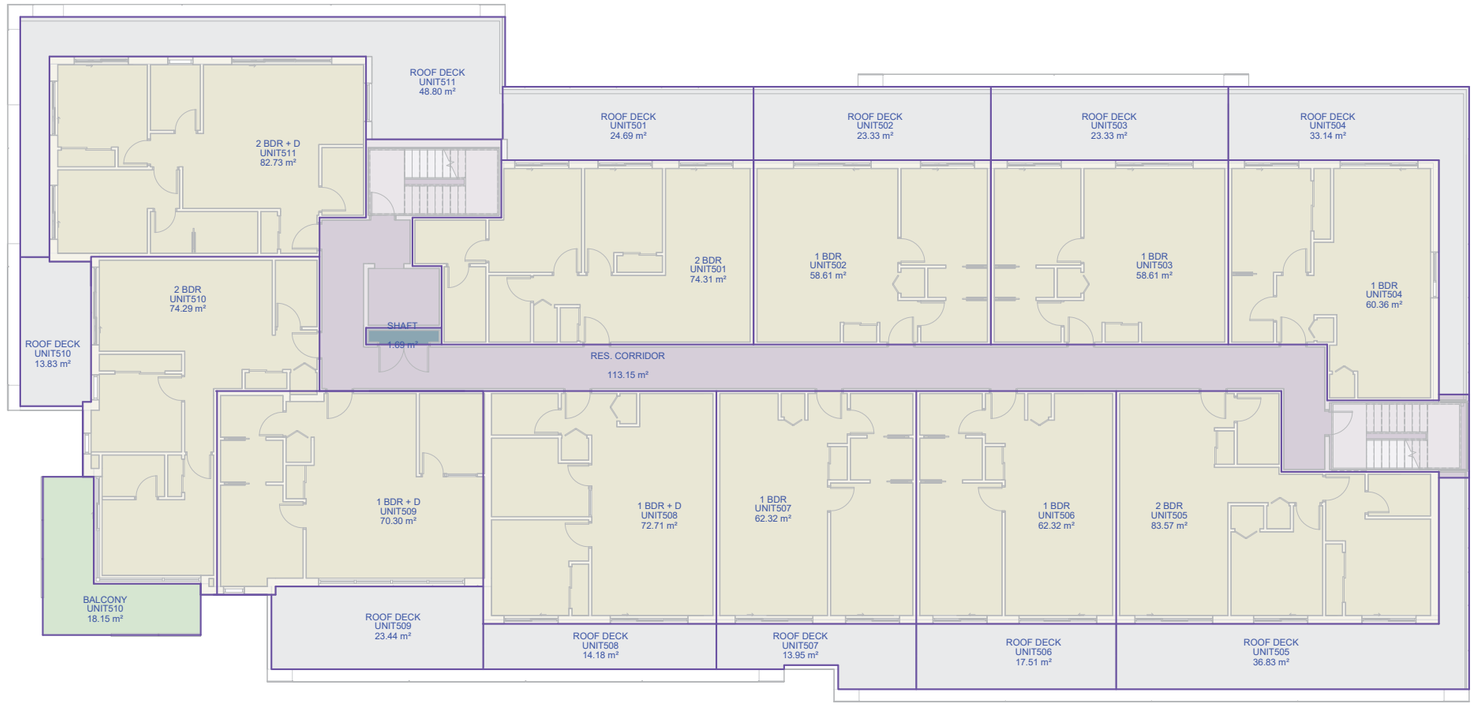

LEVEL 5 - AREAS				
LEVEL	UNIT #	UNIT TYPE	AREA (m2)	AREA (SF)
LEVEL 5		RES. CORRIDOR	113.15 m²	1217.89 SF
LEVEL 5	501	2 BDR	74.31 m²	799.87 SF
LEVEL 5	502	1 BDR	58.61 m²	630.86 SF
LEVEL 5	503	1 BDR	58.61 m²	630.86 SF
LEVEL 5	504	1 BDR	60.36 m²	649.75 SF
LEVEL 5	505	2 BDR	83.57 m²	899.57 SF
LEVEL 5	506	1 BDR	62.32 m²	670.81 SF
LEVEL 5	507	1 BDR	62.32 m²	670.81 SF
LEVEL 5	508	1 BDR + D	72.71 m²	782.61 SF
LEVEL 5	509	1 BDR + D	70.3 m²	756.72 SF
LEVEL 5	510	2 BDR	74.29 m²	799.64 SF
LEVEL 5	511	2 BDR + D	82.73 m²	890.52 SF
TOTAL			873.28 m²	9399.91 SF

LEVEL 5 - UNITS MIX		
LEVEL	UNIT TYPE	COUNT
LEVEL 5	1 BDR	5
LEVEL 5	1 BDR + D	2
LEVEL 5	2 BDR	3
LEVEL 5	2 BDR + D	1
TOTAL		11

AREA LEGEND

- Balcony
- Residental Circulation
- Residental Unit
- Residential Service
- Roof Deck

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1938
Jeffrey Sengara
298 ISLAND HIGHWAY
298 Island Highway

Drawing:
AREAS - LEVEL 5

Project Status:
RZ

SUBMISSION

Date (YYYY-MM-DD)	Description
2020-06-17	Issued for Rezoning

REVISION

No.	Date	Description

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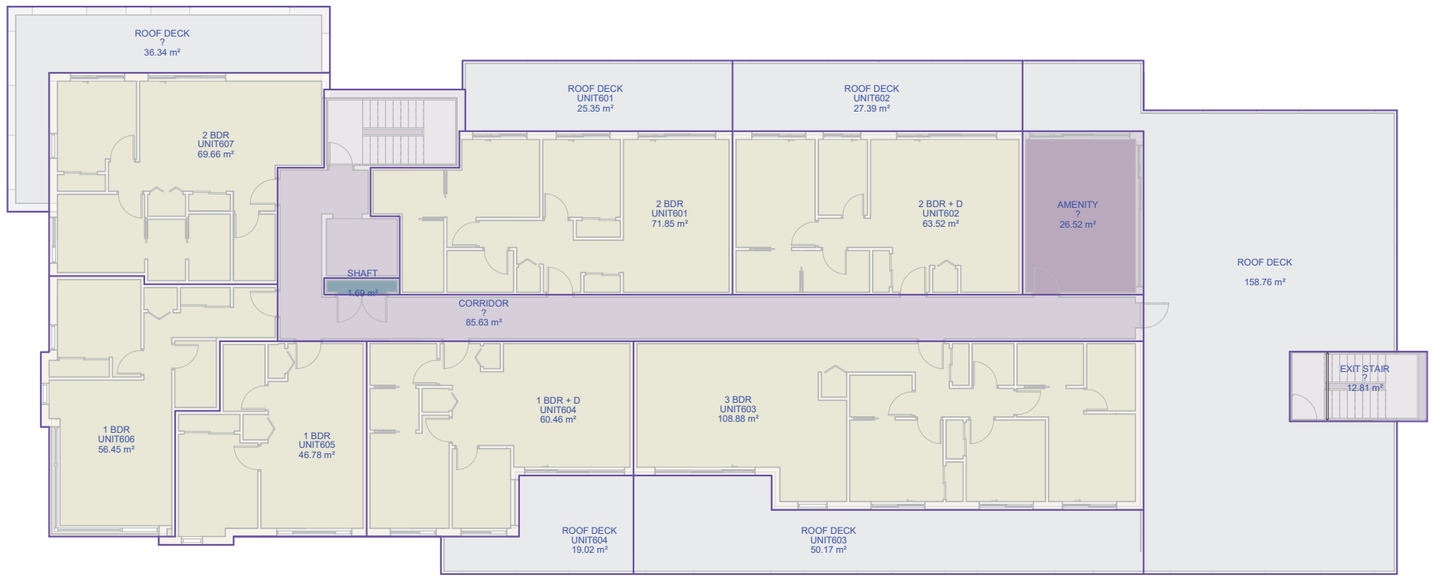

AREA LEGEND

- Amenity
- Residental Circulation
- Residental Unit
- Residential Service
- Roof Deck

LEVEL 6 - AREAS				
LEVEL	UNIT #	UNIT TYPE	AREA (m2)	AREA (SF)
LEVEL 6		CORRIDOR	85.63 m²	921.75 SF
LEVEL 6	601	2 BDR	71.85 m²	773.41 SF
LEVEL 6	602	2 BDR + D	63.52 m²	683.69 SF
LEVEL 6	603	3 BDR	108.88 m²	1171.94 SF
LEVEL 6	604	1 BDR + D	60.46 m²	650.8 SF
LEVEL 6	605	1 BDR	46.78 m²	503.57 SF
LEVEL 6	606	1 BDR	56.45 m²	607.66 SF
LEVEL 6	607	2 BDR	69.66 m²	749.8 SF
TOTAL			563.23 m²	6062.6 SF

LEVEL 6 - UNITS MIX		
LEVEL	UNIT TYPE	COUNT
LEVEL 6	1 BDR	2
LEVEL 6	1 BDR + D	1
LEVEL 6	2 BDR	2
LEVEL 6	2 BDR + D	1
LEVEL 6	3 BDR	1
TOTAL		7

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Project:
1938
Jeffrey Sengara
298 ISLAND HIGHWAY
298 Island Highway

Drawing:
AREAS - LEVEL 6

Project Status:
RZ

SUBMISSION

Date (YYYY-MM-DD)	Description
2020-06-17	Issued for Rezoning

REVISION

No.	Date	Description

Scale: 1 : 100

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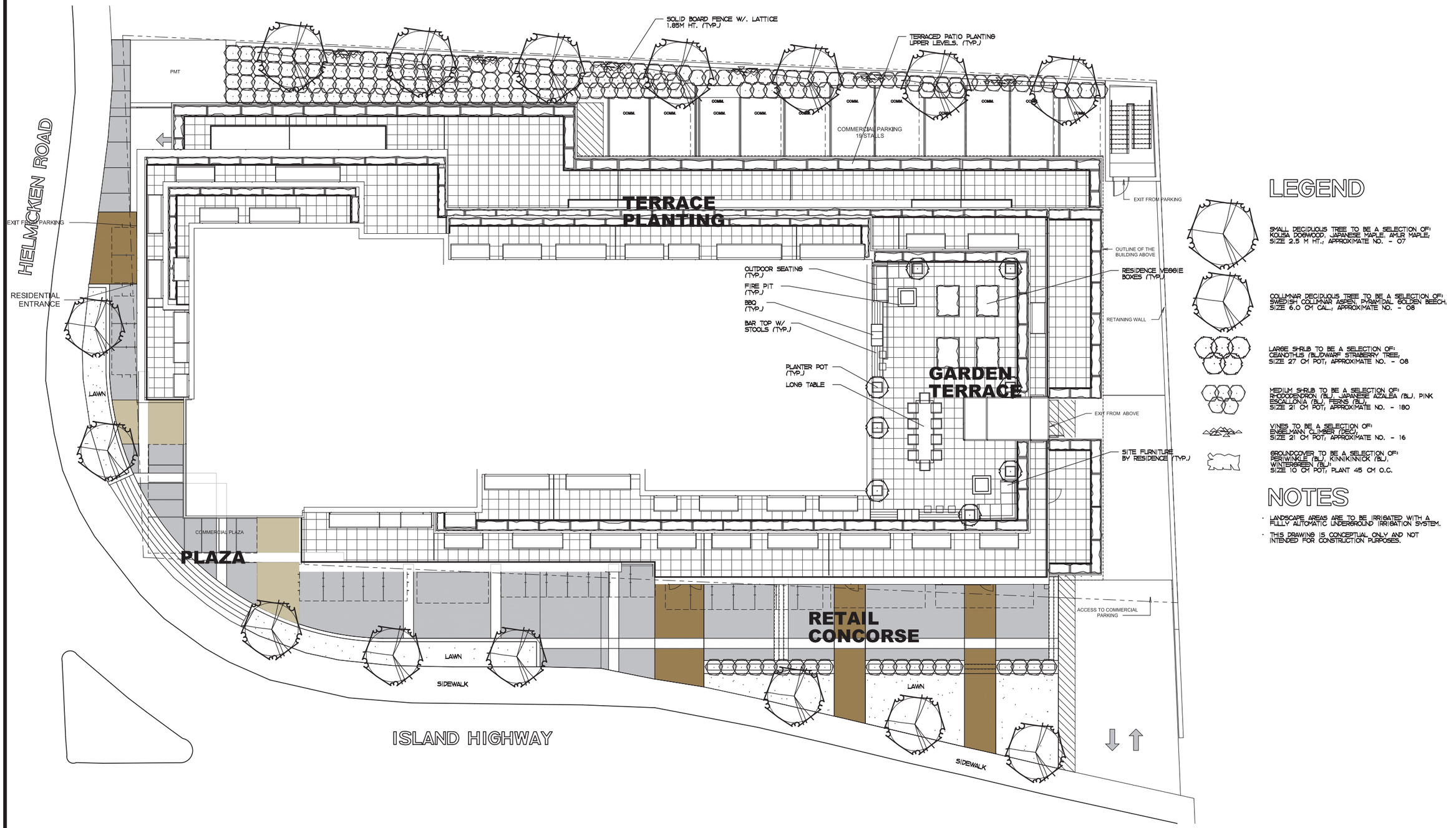

LEGEND

SMALL DECIDUOUS TREE TO BE A SELECTION OF:
KOUSA DOGWOOD, JAPANESE MAPLE, AMUR MAPLE;
SIZE 2.5 M HT.; APPROXIMATE NO. - 07

COLUMNAR DECIDUOUS TREE TO BE A SELECTION OF:
SWEDISH COLUMNAR ASPEN, PYRAMIDAL GOLDEN BEECH,
SIZE 6.0 CM CAL.; APPROXIMATE NO. - 08

LARGE SHRUB TO BE A SELECTION OF:
CEANOTHUS (BL)DWARF STRABERRY TREE,
SIZE 27 CM POT; APPROXIMATE NO. - 08

MEDIUM SHRUB TO BE A SELECTION OF:
RHODODENDRON (BL), JAPANESE AZALEA (BL), PINK ESCALLONIA (BL), FERNS (BL),
SIZE 21 CM POT; APPROXIMATE NO. - 180

VINES TO BE A SELECTION OF:
ENGELMANN CLIMBER (DEC),
SIZE 21 CM POT; APPROXIMATE NO. - 16

GROUNDCOVER TO BE A SELECTION OF:
PERIWINKLE (BL), KINNIKINNICK (BL), WINTERGREEN (BL),
SIZE 10 CM POT; PLANT 45 CM O.C.

NOTES

- LANDSCAPE AREAS ARE TO BE IRRIGATED WITH A FULLY AUTOMATIC UNDERGROUND IRRIGATION SYSTEM.
- THIS DRAWING IS CONCEPTUAL ONLY AND NOT INTENDED FOR CONSTRUCTION PURPOSES.

SUBMITTED FOR REZONING JUNE 17, 2020

NO.	DATE	BY	REVISION

DRAWN: S.P.
CHECKED: J.P.
DATE: JUNE 12, 2020
DRAWING: 298 IH-P1.DWG
FILE:

1 : 100

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JOB NAME

298 ISLAND HIGHWAY
VICTORIA, B.C.

CONSULTANT

LANDSCAPE PLAN

SHEET NO. P1

A Traffic Impact Assessment (TIA) Report

For

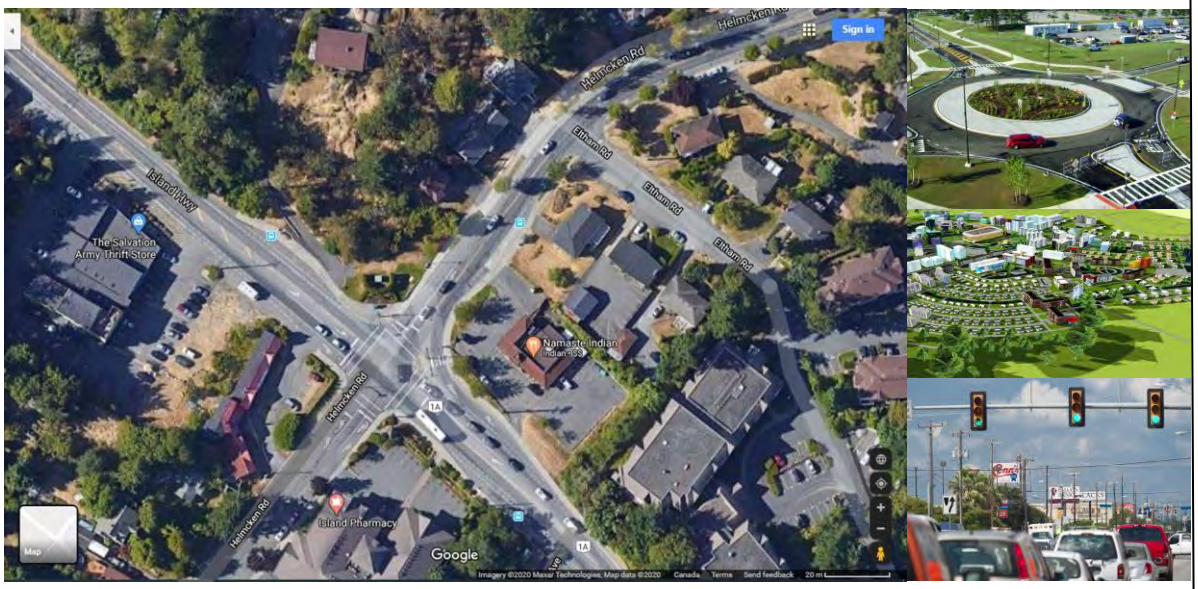
MIXED USE, COMMERCIAL & RESIDENTIAL DEVELOPMENT

View Royal, British Columbia

Prepared for

Jeffery Sengara

July 9, 2020
Revised on October 8, 2020



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1.0 INTRODUCTION

1.1 General

Jeffery Sengara retained Addoz Engineering Inc. to prepare a traffic impact assessment (TIA) in support of the proposed Mixed Use, Commercial & Residential Development, View Royal, British Columbia. The proposed project will be built on a 19,945 Sq. Ft. lot. The development will be located on the northeastern quadrant of Island Highway and Helmcken Road intersection. This traffic impact assessment is being prepared to assess potential transportation impacts of the proposed development and to satisfy the Town of View Royal requirements for such a study as a result of the proposed development.

Figure 1a presents a site map that shows the general location of the proposed development, and **Figure 1b** presents a local context aerial map.

1.2 Planned Development

The proposed development will be a 6 storey high building with two underground parking levels. Access to the development will be provided via two access points, one access point on Helmcken Road that would lead to the two parking levels and a second access point on Island Highway that would lead to the commercial parking area. The development will have a maximum of 59 residential units and 6,014 Sq. Ft. of retail space on the first floor. The proposed site plan is attached in **Appendix A** of this report.

1.3 Purpose of Study

The primary purposes of this traffic impact assessment study are:

- To evaluate the traffic operations and levels of service (LOS) at the following intersections (please refer to Figure 1):
    - Island Highway and Helmcken Road intersection (Signalized);
    - First Site Access and Helmcken Road intersection; and
    - Second Site Access and Island Highway intersection.
- To evaluate any potential project traffic impacts of the proposed development to the surrounding roadway network, and to determine if the roadways, site accesses and traffic circulations in the project vicinities would be suitable for the intended development and the amount of development traffic volumes anticipated.
- To identify suitable intersection control and geometric configurations that would be required to properly service the proposed development.
- Also, to identify needed short-term and long-term roadway improvements in the areas to enable acceptable traffic operations that would satisfy View Royal's requirements.

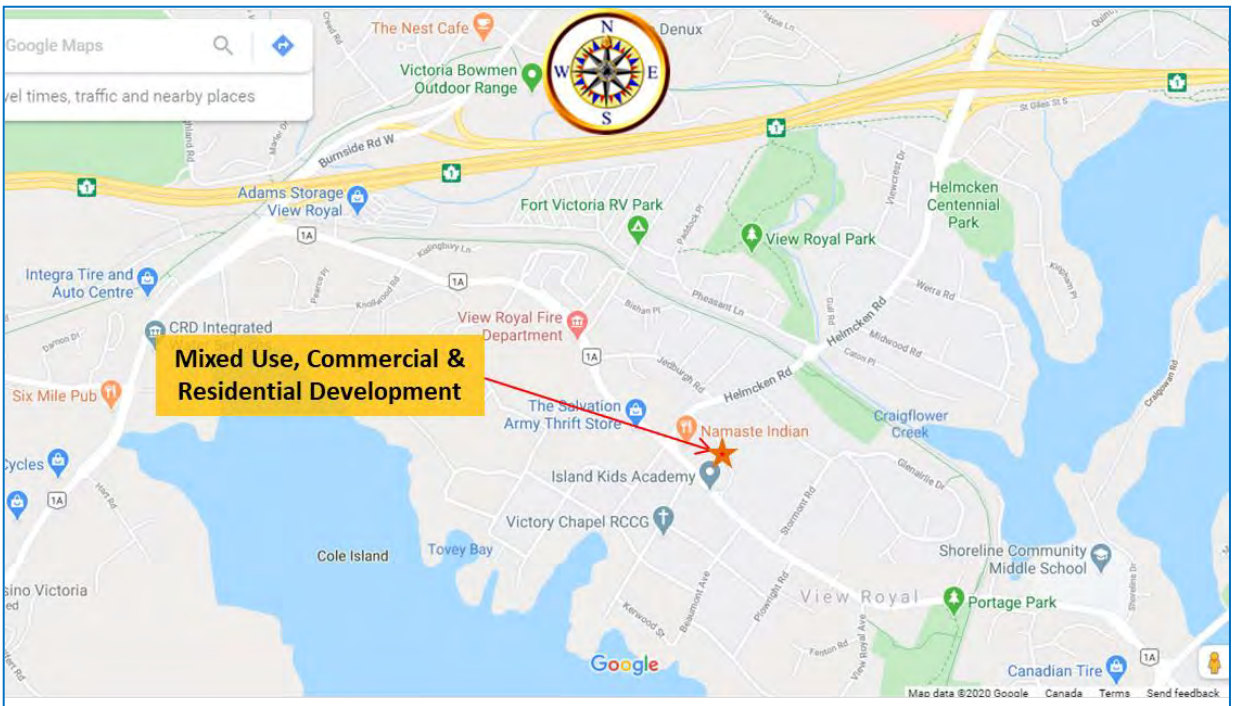


Figure 1a: Site Location Map

Figure 1b: Local Context Aerial Map

1.4 Methodologies

This traffic impact assessment utilizes the following evaluation methodologies:

- Data collection including but not limited to existing roadway and intersection geometric characteristic, pavement markings, traffic control types, and intersection turning movement traffic counts.
- The forecast of background peak hour traffic volumes without the site traffic for the 2023 (Opening) and 2033 (Opening + 10 year) horizons.
- Trip generation estimate for the proposed development based on appropriate ***Trip Generation*** land use categories and corresponding trip generation rates by the Institute of Transportation Engineers (ITE).
- Distribution of the site generated trips to/from the development site based on population, land uses, roadway network, and existing traffic patterns in the project vicinities.
- Assignment of the project trips to the adjacent roadways based on the proposed project site plan and the estimated roadway trip distribution characteristics.
- Existing, background, Opening and future traffic capacity analysis for the study area intersections and roadways to identify possible capacity constraints and to assess overall traffic impacts of the proposed development, which is based on the latest ***Highway Capacity Manual (HCM)*** methodologies by the Transportation Research Board, the US National Academies of Sciences, Engineering and Medicine.

2.0 EXISTING CONDITIONS

2.1 Area Road Network

There are two roadways providing access to the site as described below. These roadways are Island Highway and Helmcken Road. A brief description of each of these roadways follows.

Island Highway is a two-lane two-way undivided highway that runs in the southeast / northwest directions in the vicinity of the proposed development. Island Highway is a major highway within View Royal with raised median sections east of View Royal Avenue. The speed limit of Island Highway in the vicinity of the proposed development is posted at 50 Km/hr. Bicycle lanes exist on the two sides of Island Highway west of Helmcken Road. However, bicycle lane exist only on the westbound direction east of Helmcken Road.

Helmcken Road is a two-lane two-way undivided roadway that runs in the north / south directions in the vicinity of the proposed development site and intersects with Island Highway. This road connects the areas south of Island Highway to provincial Highway 1 and the areas to the north of Highway 1. The speed limit on Helmcken Road is posted at 40 Km / hr. to the north of Island Highway and posted at 30 Km/hr. to the south of Island Highway.

The intersection of Island Highway and Helmcken Road is a four-leg signalized intersection with exclusive left-turn only lanes on all approaches. The detailed lane configuration for each approach along with the available storage lengths for the right-only and left-only lanes are presented on **Figure 1c**. The westbound right-turn only lane is channelized with a Yield traffic control sign.

2.2 Historical Roadway Traffic Volumes

The Town of View Royal was contacted to provide their recent counts available for the study roadways. The available recent counts were performed in 2017 at two locations along Helmcken Road. The AM and PM northbound (NB) and southbound (SB) peak hour volumes are presented in **Table 1** below.

Table 1: Historical Traffic Volumes along Helmcken Road

Land Use	Helmcken Road Observed 2017 at 225 Helmcken Rd			Helmcken Road Observed 2017 at 168 Helmcken Rd		
	NB	SB	Total	NB	SB	Total
AM Peak Hour	238	239	477	258	313	571
PM Peak Hour	249	202	451	260	317	577

Note that the 225 Helmcken Road data was collected from 5/26/2017 9:31:19 AM through 6/5/2017 9:56:21 AM and the 168 Helmcken Road data was collected from 6/23/2017 11:01:12 AM through 7/5/2017 2:21:42 PM. The 225 Helmcken Road is closer to study intersection.

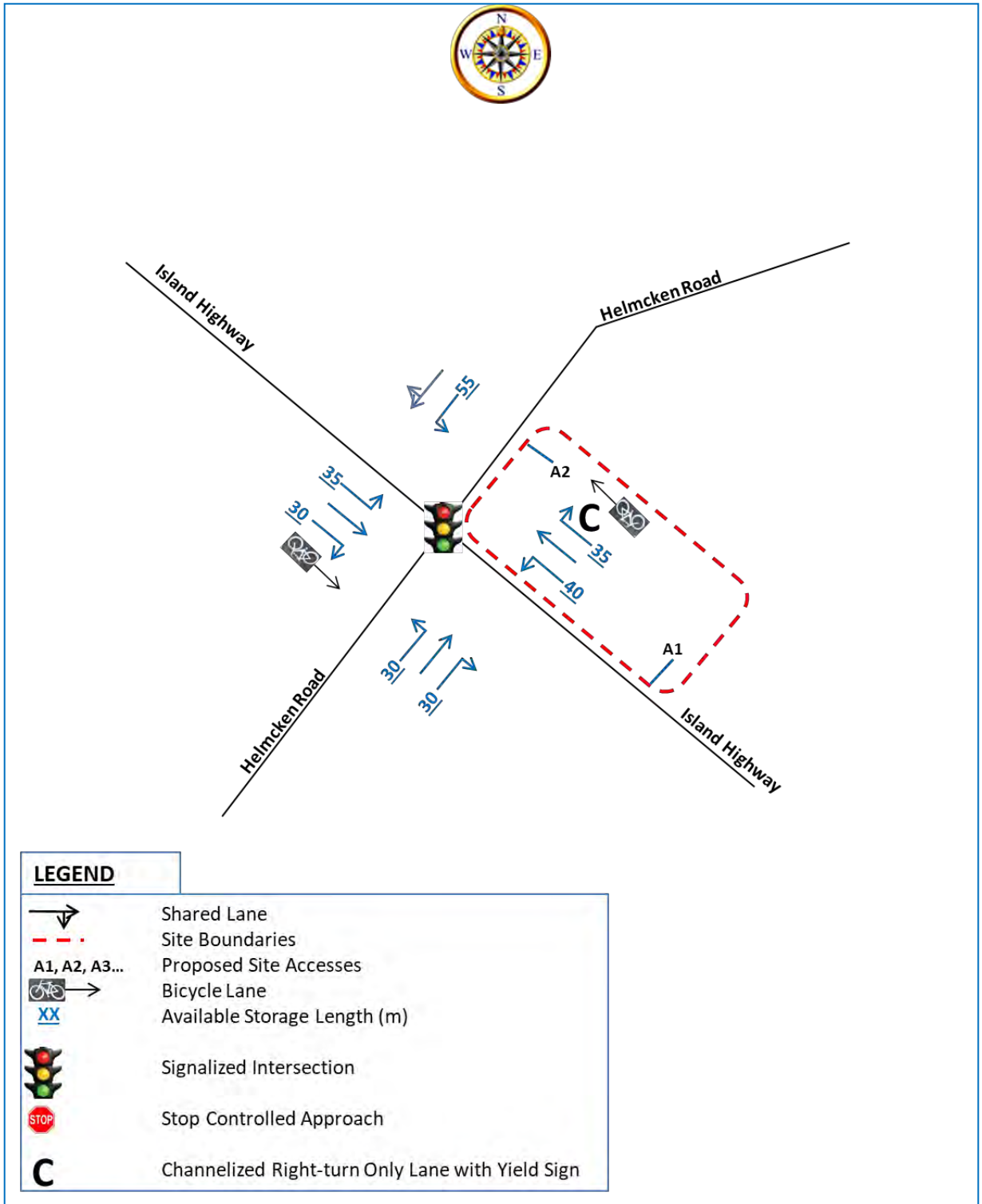


Figure 1c: Existing Study Area Intersection Lane Configuration and Control Types

2.3 Existing Traffic Volumes and Conditions

A field reconnaissance of the site and its surroundings was conducted to establish a database of the existing conditions. The peak period for the proposed residential and commercial Development would typically occur during the weekday morning and the late afternoon periods.

Turning movement traffic count data was collected on Wednesday June 3, 2020 from 7:00 AM to 9:00 AM and from 3:00 PM to 6:00 PM for the a.m. and p.m. peak periods respectively at the following study intersection:

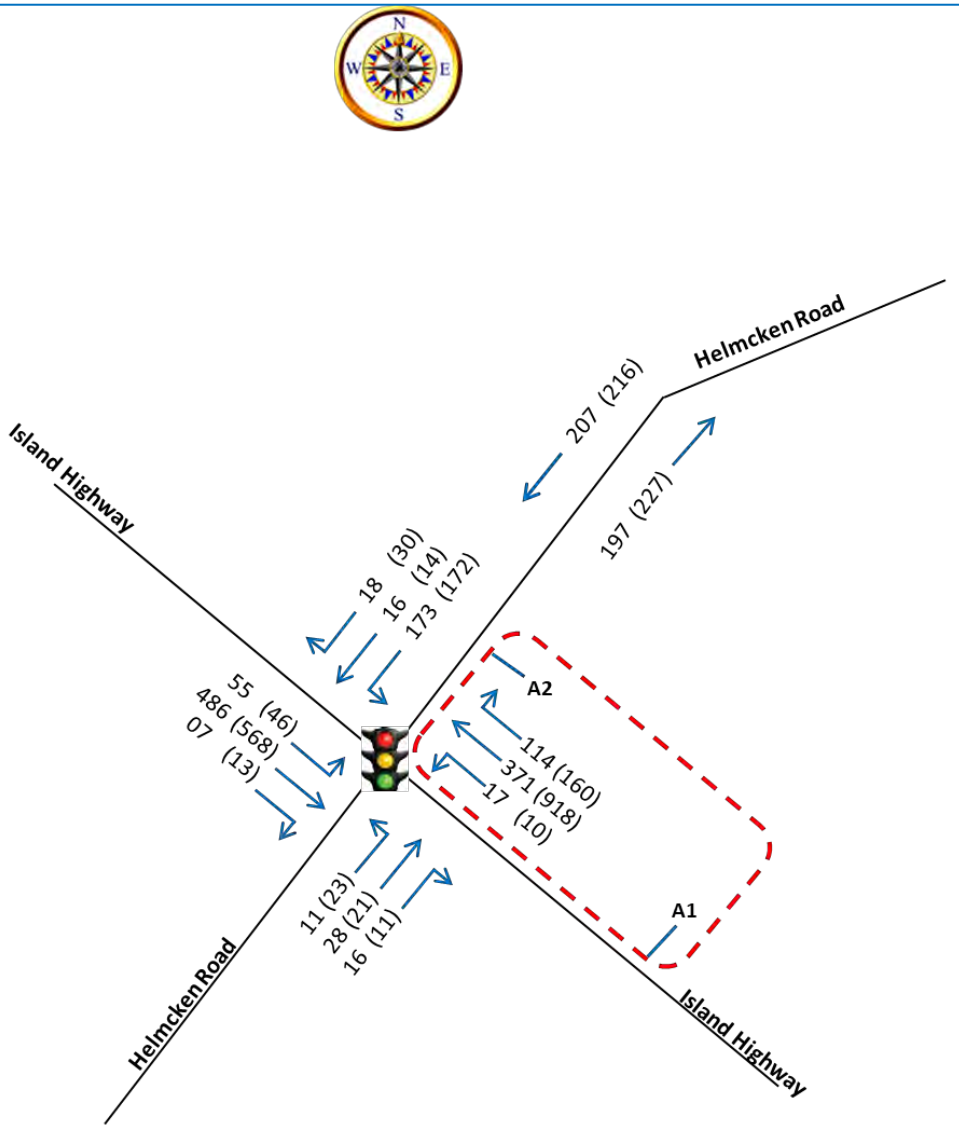
- Island Highway and Helmcken Road Intersection.

The observed AM and PM peak-hour traffic volumes for the above intersection are illustrated on **Figure 2**. The AM and PM peak hours of traffic occurred from 8:00 AM to 9:00 AM, and from 3:00 PM to 4:00 PM, respectively. Details of the collected traffic count data for the study intersection are contained in **Appendix B**.

Due to the current COVID-19 conditions the observed traffic would not properly represent the typical volumes in 2020 regular condition. Therefore, Addoz Engineering Inc. utilized the Town of View Royal's 2017 traffic count data collected along Helmcken Road in order to determine the appropriate factors to estimate 2020 volumes. The historical 2017 traffic counts presented under section 2.2 were utilized.

The process utilized for the estimation is described below:

1. Since the available counts were performed in 2017 an appropriate annual traffic growth factor should be used to determine what these volumes would become in 2020.
2. An annual traffic growth factor of 1.4 % has been utilized that was applied on 2017 data for 3 years to estimate 2020 volumes. Note that this factor has been determine after reviewing Town of View Royal's Transportation Master Plan (TMP) completed by BUNT & ASSOCIATES that utilized a 1.5% annual growth factor.
3. The following tables were prepared:
    a. **Table 2** presents the traffic volumes related to the 225 Helmcken Road Data.
    b. **Table 3** presents the traffic volumes related to the 168 Helmcken Road Data.
4. These tables present four groups, the first shows the 2017 observed volumes, the second shows the 2020 grown volumes after applying 1.4% growth per year for 3 years, the third presents observed 2020 Helmcken Road volumes collected as part of this TIA, and the last column presented the calculated growth factor.
5. The Growing factors were calculated by dividing the Estimated 2020 Volumes / Observed 2020 Volumes for each peak hour and for each count location.
6. Since the 225 Helmcken Road location is closer to this TIA study intersection, these factors should be used. However, to be conservative the two locations' factors were averaged, and the resulted values were utilized.



LEGEND

XX	AM Peak Hour Volume
(YY)	PM Peak Hour Volume
- - -	Site Boundary

Figure 2: Observed 2020 Peak Hour Traffic Volumes

Table 2: Historical 225 Helmcken Road & Observed Counts to Determine Growth Factors

Peak Hour	Helmcken Road Observed 2017 at 225 Helmcken Rd			Helmcken Road Estimated 2020 (Est.20) (with 1.4% Annual Growth Applied on 2017 Data)			Helmcken Road Observed 2020 (Obs.20)			(Est.20 / Obs.20) Rate for Growing Observed
	NB	SB	Total	NB	SB	Total	NB	SB	Total	
AM	238	239	477	248	249	497	197	207	404	**1.23**
PM	249	202	451	259	211	470	227	216	443	**1.06**

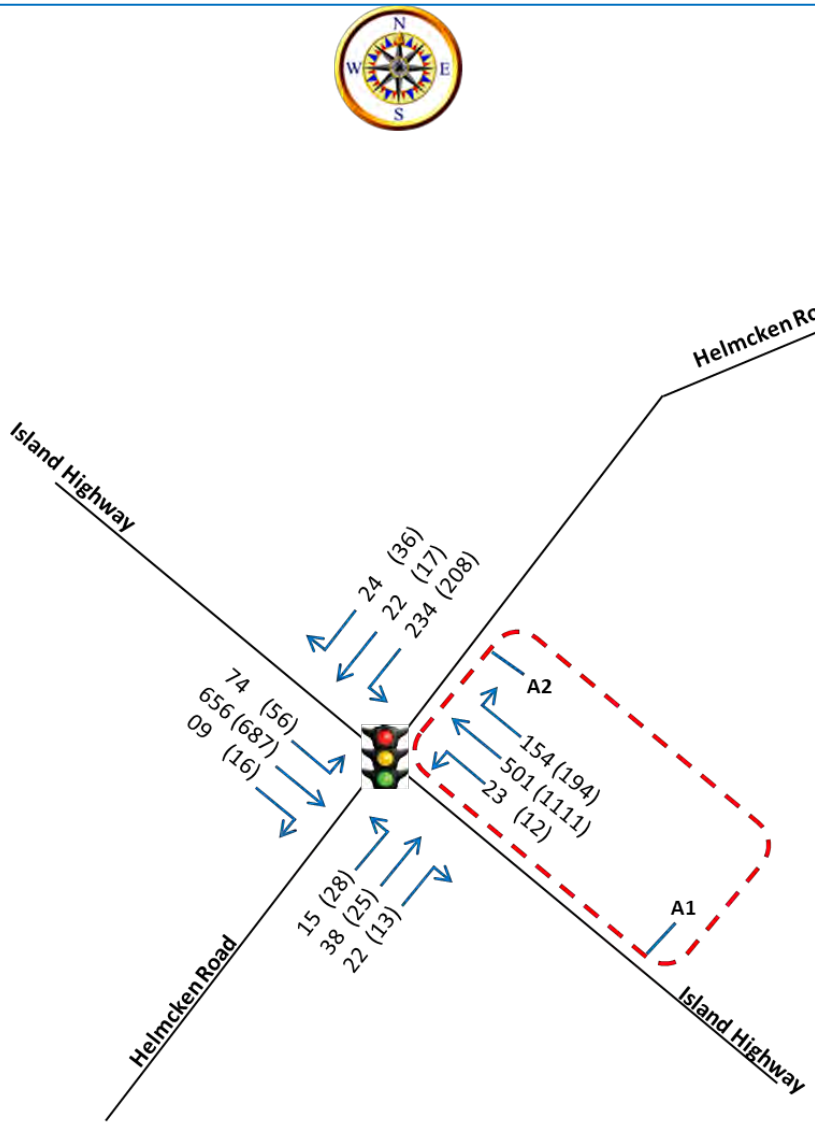
Table 3: Historical 168 Helmcken Road & Observed Counts to Determine Growth Factors

Peak Hour	Helmcken Road Observed 2017 at 168 Helmcken Rd			Helmcken Road Estimated 2020 (Est.20) (with 1.4% Annual Growth Applied on 2017 Data)			Helmcken Road Observed 2020 (Obs.20)			(Est.20 / Obs.20) Rate for Growing Observed
	NB	SB	Total	NB	SB	Total	NB	SB	Total	
AM	258	313	571	269	326	595	197	207	404	**1.47**
PM	260	317	577	271	330	601	227	216	443	**1.36**

Based on the above table results and discussion, the combined Growth Factors, which are the averages of the factors at the two Helmcken Road Count Locations, are presented below:

AM Average Growth Factor = **1.35**
PM Average Growth Factor = **1.21**

The above two factors were applied on **Figure 2**, the 2020 study intersection observed peak hour traffic volumes, to determine the estimated 2020 Existing peak hour traffic volumes, which are presented on **Figure 3**.



LEGEND

XX	AM Peak Hour Volume
(YY)	PM Peak Hour Volume
- - -	Site Boundary

Figure 3: Existing 2020 Peak Hour Traffic Volumes
(With **1.35** AM Factor and **1.21** PM Factor Applied on Observed 2020 Volumes)

2.4 Existing Heavy Vehicle Composition

The AM peak hour and PM peak hour heavy vehicle compositions were determined from the intersection turning movement traffic count performed at the study intersection and are presented in **Table 4**. Note that the sum of Single Unit Trucks and the Tractor Trailer Unit were considered to represent heavy vehicle traffic and their percentages are presented in the below table.

Table 4: Adjacent Highway Heavy Vehicle Composition (in %)

Description	2020 Traffic Count Data			
	Island Highway		Helmcken Road	
	West of Helmcken Road	East of Helmcken Road	North of Island Highway	South of Island Highway
AM Peak Hour	1%	1%	0%	2%
PM Peak Hour	0%	1%	2%	2%

A review of **Table 2** indicates that Island Highway as well as Helmcken Road carries low amounts of heavy vehicle traffic. Based on the above results, the capacity analysis for the study intersection utilized the 2020 observed heavy vehicle percentages as noted in Table 4. Noting that for the approaches where the observed percentage was less than 2% a heavy vehicle percentage of **2%** was utilized in the capacity analysis software for that approach.

2.5 Planned Roadway Improvements

Town of View Royal was contacted to find out if there are any plans for any roadway improvements within the study area in the near future. The Town provided Addoz Engineering Inc. with their plan for improvements of the Island Highway starting from Helmcken Road to the east. Here is a description of the planned improvements compared to existing conditions for this roadway section:

1. A raised median island separating EB and WB movements will be constructed.
2. Bicycle lane will be installed on the south side of Island Highway for EB direction.
3. Pedestrian sidewalks would continue to exist on both sides of Island Highway but there will be some modifications and portions of the sidewalks will have buffers between the paved roads and sidewalks.
4. Intersection lane configuration will not change.

3.0 PROJECTED TRAFFIC VOLUMES

3.1 Trip Generation for Known Background Developments

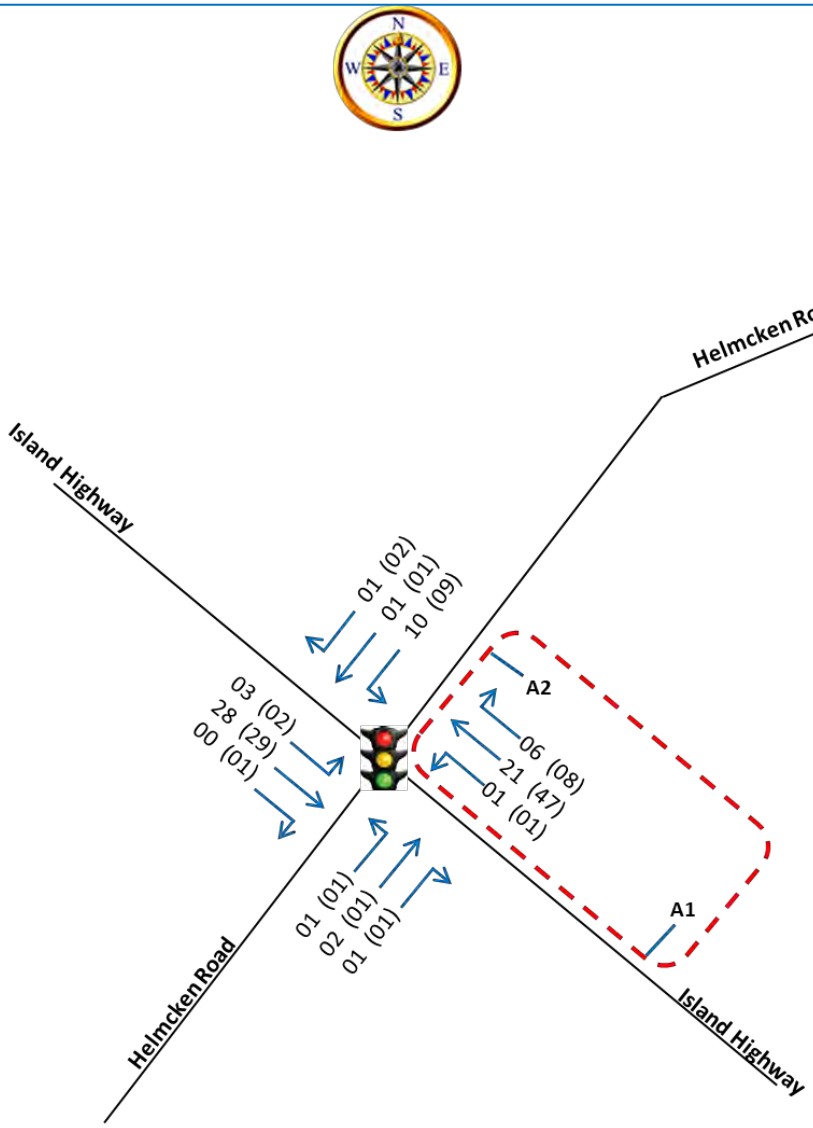
Background traffic takes into account additional traffic on the roadway systems that will be generated by approved developments in the area that may be completed by the time of the site build-out. The current project is projected to be built-out within the coming 3 years. Based on Addoz Engineering Inc.'s discussions with the Town of View Royal staff, there are no approved developments in the vicinity of the project site that are being developed. Therefore, known background development traffic has not been considered for this TIA.

3.2 Historical Traffic Growth Rate

To account for inherited growth in traffic and those traffic generated by other unknown developments that may occur at the build-out of the proposed project, a traffic growth factor was applied to the existing traffic volumes to forecast the future traffic conditions. A 1.4% annual growth rate was used to estimate traffic growth for the 3-year opening horizon as well as the 10-year after opening horizon, which was applied to the 2020 existing traffic volumes to derive the 2023 and 2033 background growth traffic volumes for future development impact analyses. Note that the 1.4 annual growth factor has been determine after reviewing Town of View Royal's Transportation Master Plan (TMP) completed by BUNT & ASSOCIATES that utilized a 1.5% annual growth factor. The background growth only peak hour traffic volumes for the 2023 and 2033 scenarios are presented on **Figure 4 and Figure 5,** respectively.

3.3 Total 2023 and 2033 Background Traffic

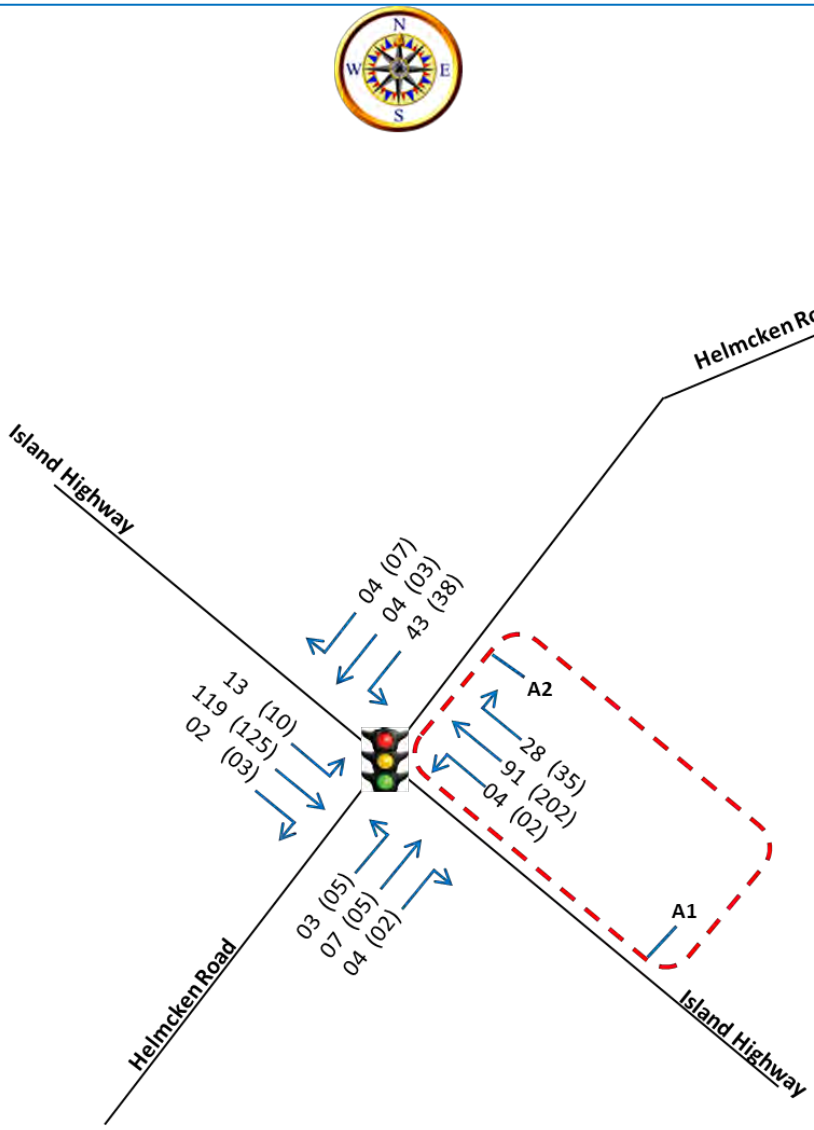
The background growth due to unknown developments presented on **Figure 4** and **Figure 5** were added to the existing 2020 peak hour traffic volumes shown on **Figure 3**, creating the 2023 and 2033 total background traffic scenarios as illustrated on **Figure 6 and Figure 7,** respectively**.**



LEGEND

XX	AM Peak Hour Volume
(YY)	PM Peak Hour Volume
- - -	Site Boundary

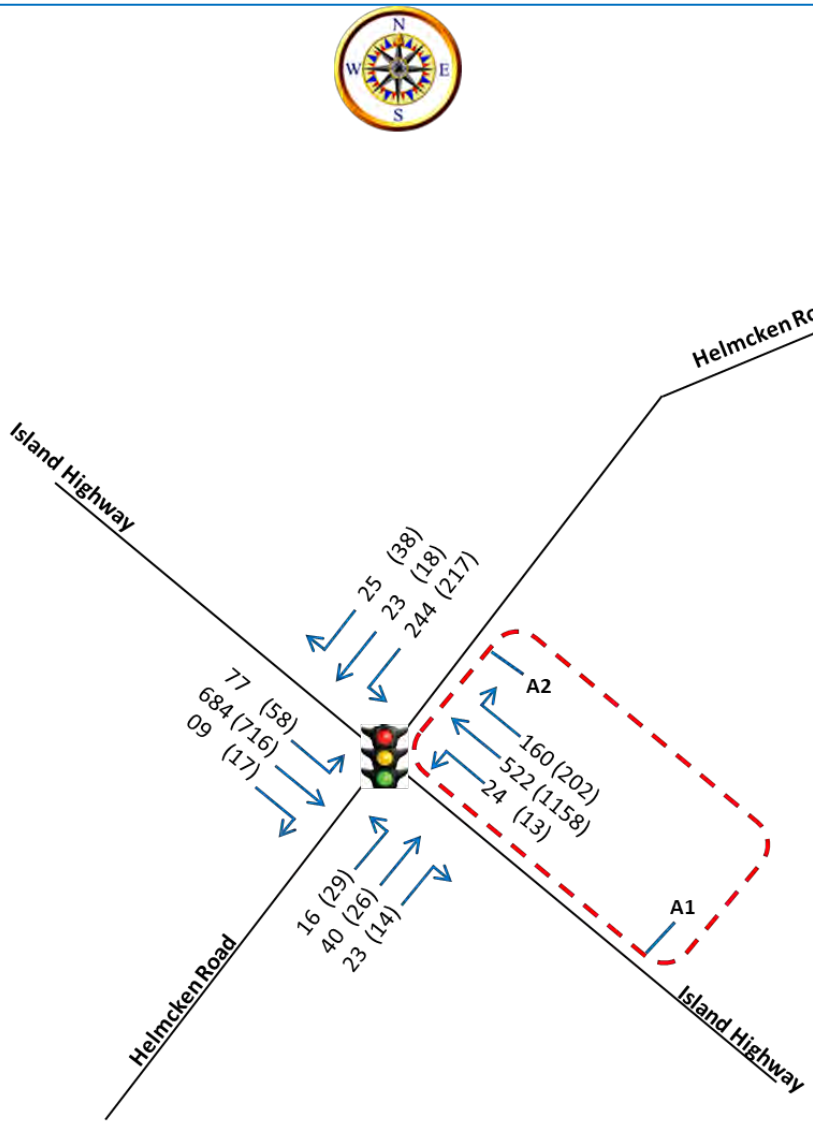
Figure 4: Background 2023 Growth Only Peak Hour Traffic Volumes
(1.4% Growth Rate Applied on Existing for 3 Years)



LEGEND

XX	AM Peak Hour Volume
(YY)	PM Peak Hour Volume
- - -	Site Boundary

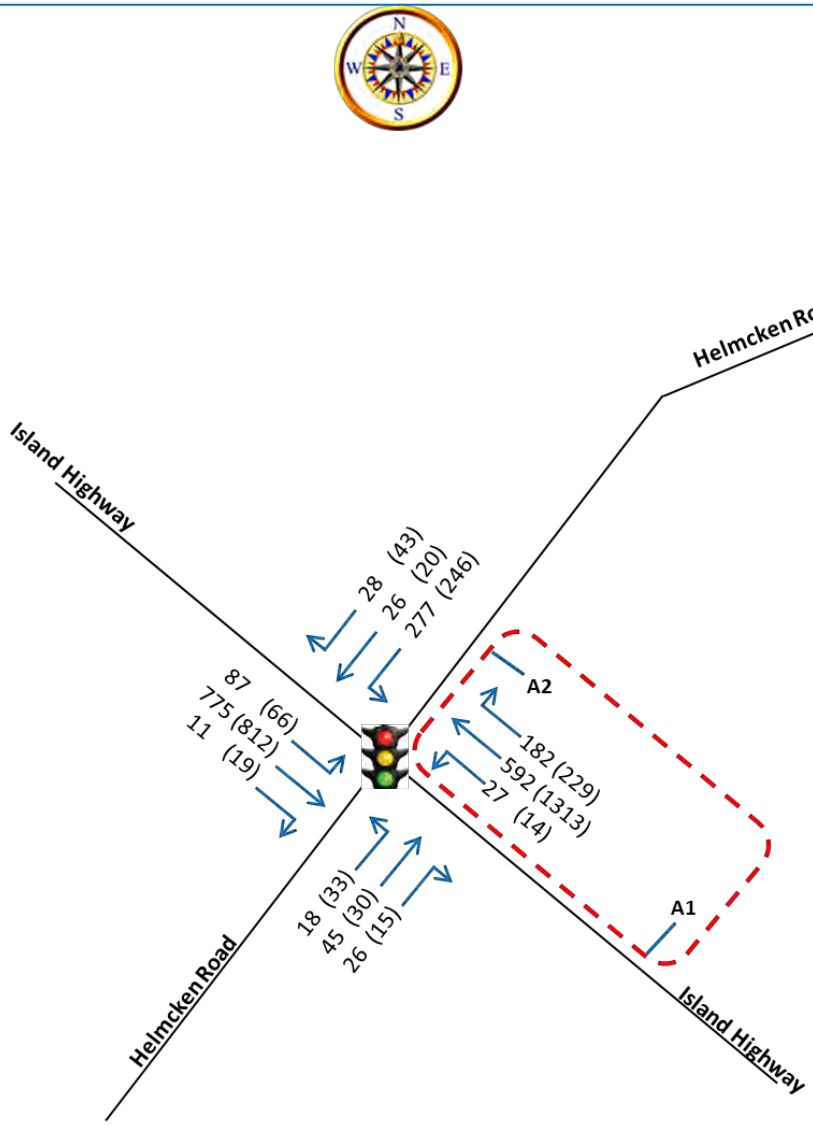
Figure 5: Background 2033 Growth Only Peak Hour Traffic Volumes
(1.4% Growth Rate Applied on Existing for 13 Years)



LEGEND

XX	AM Peak Hour Volume
(YY)	PM Peak Hour Volume
- - -	Site Boundary

Figure 6: Total Background 2023 Peak Hour Traffic Volumes
(Figure 3 + Figure 4)



LEGEND

XX	AM Peak Hour Volume
(YY)	PM Peak Hour Volume
- - -	Site Boundary

Figure 7: Total Background 2033 Peak Hour Traffic Volumes
(Figure 3 + Figure 5)

3.4 Site Generated Trips

To estimate the number of vehicle trips expected to be generated by a development, trip generation rates are applied based on the proposed land uses and intensity. The number of trips that would be generated by a proposed development would be estimated based on the rates published in ***Trip Generation Manual, 10th Edition*** by the Institute of Transportation Engineers (ITE). The trip generation rates along with the proposed land uses and the corresponding ITE land use codes are presented in **Table 5**. The proposed development's generated trips are presented in **Table 6**. The Pass-by and internal capture trip generation are discussed in the following subsections.

Table 5: Trip Generation Rates – ITE Trip Generation Manual 10th Edition

Land Use	ITE Code	Unit	AM Peak Hour			PM Peak Hour		
			in	out	total	in	out	total
Mid-Rise Residential with 1st-Floor Commercial	231	Number of Dwelling Units	28%	72%	0.30	70%	30%	0.36

Table 6: Projected Site-Generated Peak-Hour Traffic Volumes

Land Use	ITE Code	Density (# of Units)	AM Peak Hour			PM Peak Hour		
			In	out	total	in	out	total
6 Storey building with 1st-Floor Commercial	231	59	5	13	18	15	7	22

3.4.1 Pass-by Trips

Pass-by trips are not new trips, but they are the trips that are attracted from the traffic passing the site on adjacent roadways. While pass-by trips are new trips at the access points to the site, they are not new trips on the adjacent roadway systems. Since the proposed development will include residential and commercial components pass-by trips may be expected for such development. However, to be conservative in this analysis, no reduction for pass-by trips considered.

3.4.2 Internal Trips

An internal trip is a trip that has both its origin and destination within a multi-use development area under investigation, which should be deducted from the total number of trips departing and entering the study site. The appropriate internal trip reduction rates are based on the

characteristics of the mixed land uses. Since the proposed development will include residential and commercial components internal trips would be expected for such development. However, since the land use category, ITE #231 was utilized, which is as follows: "Mid-rise residential with 1st-floor commercial are mixed-use multifamily housing buildings that have between three and 10 levels (floors) and include retail space on the first level." Therefore, internal trip generations have already been accounted for, and therefore, no additional reduction for internal trips required.

3.5 Trip Distribution

The directions from which vehicles will approach and depart a site is a function of several variables, including the population and employment distribution within the development's area of influence, the operational characteristics of the road system, and the ease with which drivers can travel over various sections of the roadway network without encountering congestion. The directional distribution of new project trips by the proposed Mixed Use, Commercial & Residential Development was estimated based on the consideration of all the pertinent factors above including existing traffic patterns. The resulting directional distributions are as follows:

- 38% of site generated trips will travel to and from the west on Island Highway;
- 46% of site generated trips will travel to and from the east on Island Highway;
- 13% of site generated trips will travel to and from the north on Helmcken Road; and
- 03% of site generated trips will travel to and from the south on Helmcken Road.

The resulting final direction of approach and site access distribution is illustrated on **Figure 8.**

3.6 Trip Assignment

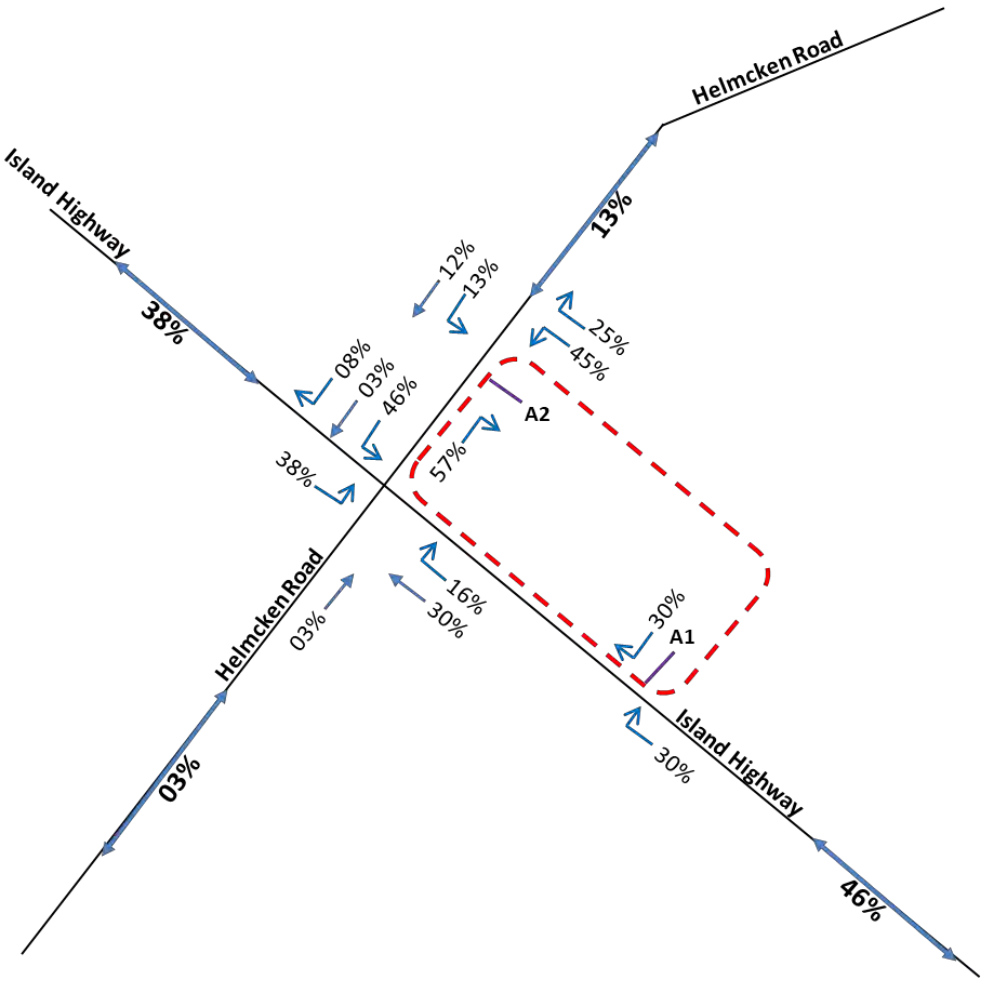
3.6.1 Opening 2023 Volumes (Project Built-Out)

The projected peak-hour traffic volumes for the proposed Residential and Commercial development were assigned to the adjacent roadways based on the estimated directional distribution as shown on **Figure 8**. The resulted site generated AM peak hour and PM peak hour trips are illustrated on **Figure 9.**

The development site-generated trips shown on **Figure 9** were then added to the 2023 total background peak-hour traffic volumes shown on **Figure 6** to arrive at the Opening 2023 peak-hour traffic volumes, which are illustrated on **Figure 10**.

3.6.2 Future 2033 Volumes

The development site-generated trips shown on **Figure 9** were added to the 2033 total background peak-hour traffic volumes shown on **Figure 7** to arrive at the Ultimate Future 2033 peak-hour traffic volumes, which are illustrated on **Figure 11**.



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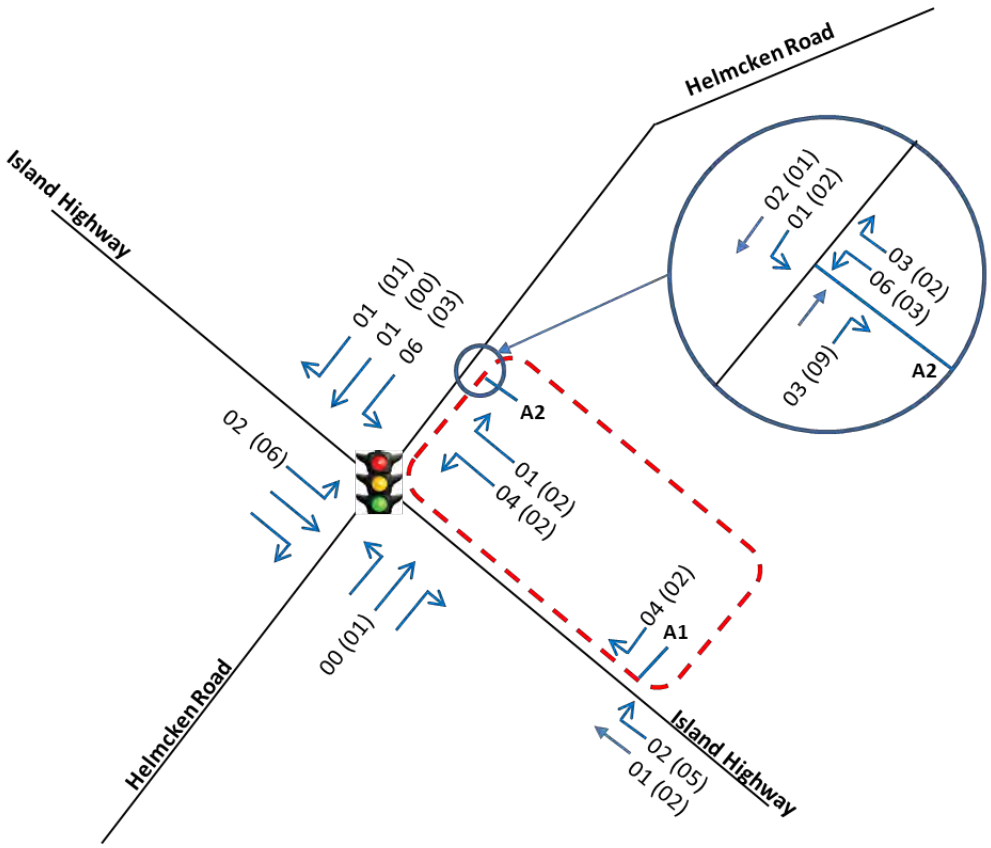
XX% External Roads Direction of Approach
XX% Site Access Distribution
Site Boundary
Site Access Point

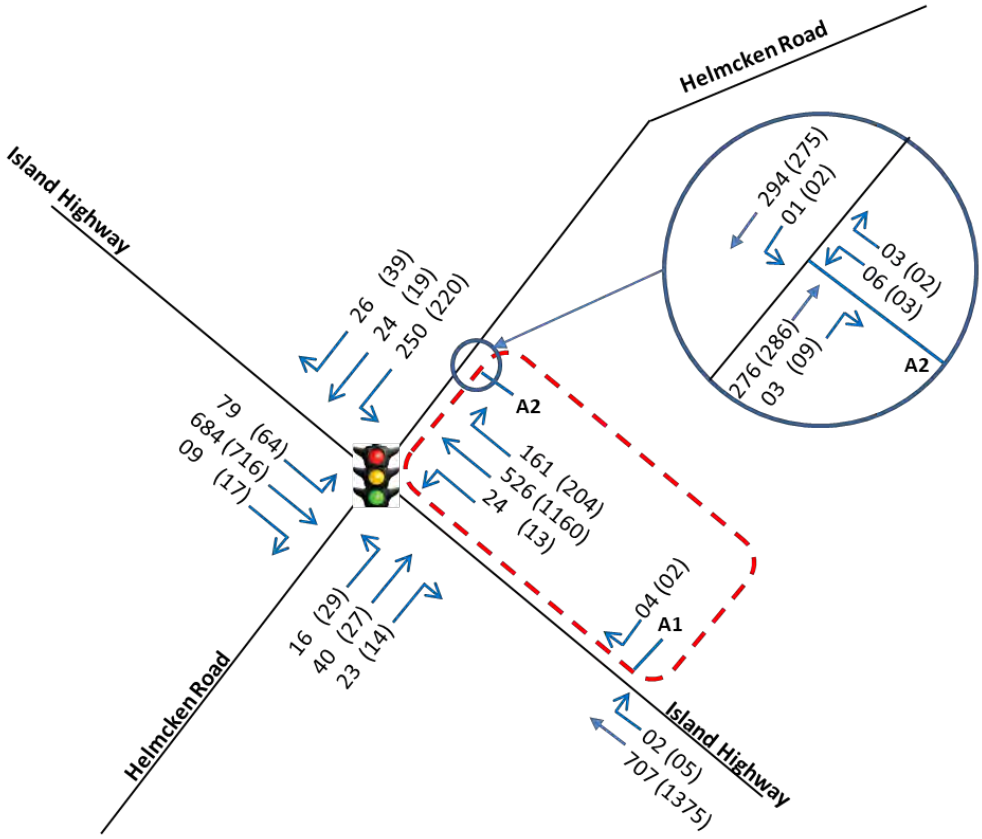
Figure 8: Direction of Approach and Site Access Distribution



LEGEND

XX	AM Peak Hour Volume
(YY)	PM Peak Hour Volume
- - -	Site Boundary

Figure 9: Site Generated Peak Hour Traffic Volumes
(Based on Figure 8 Distribution)



LEGEND

XX	AM Peak Hour Volume
(YY)	PM Peak Hour Volume
- - -	Site Boundary

Figure 10: Opening 2023 Peak Hour Traffic Volumes
(Figure 6 + Figure 9)

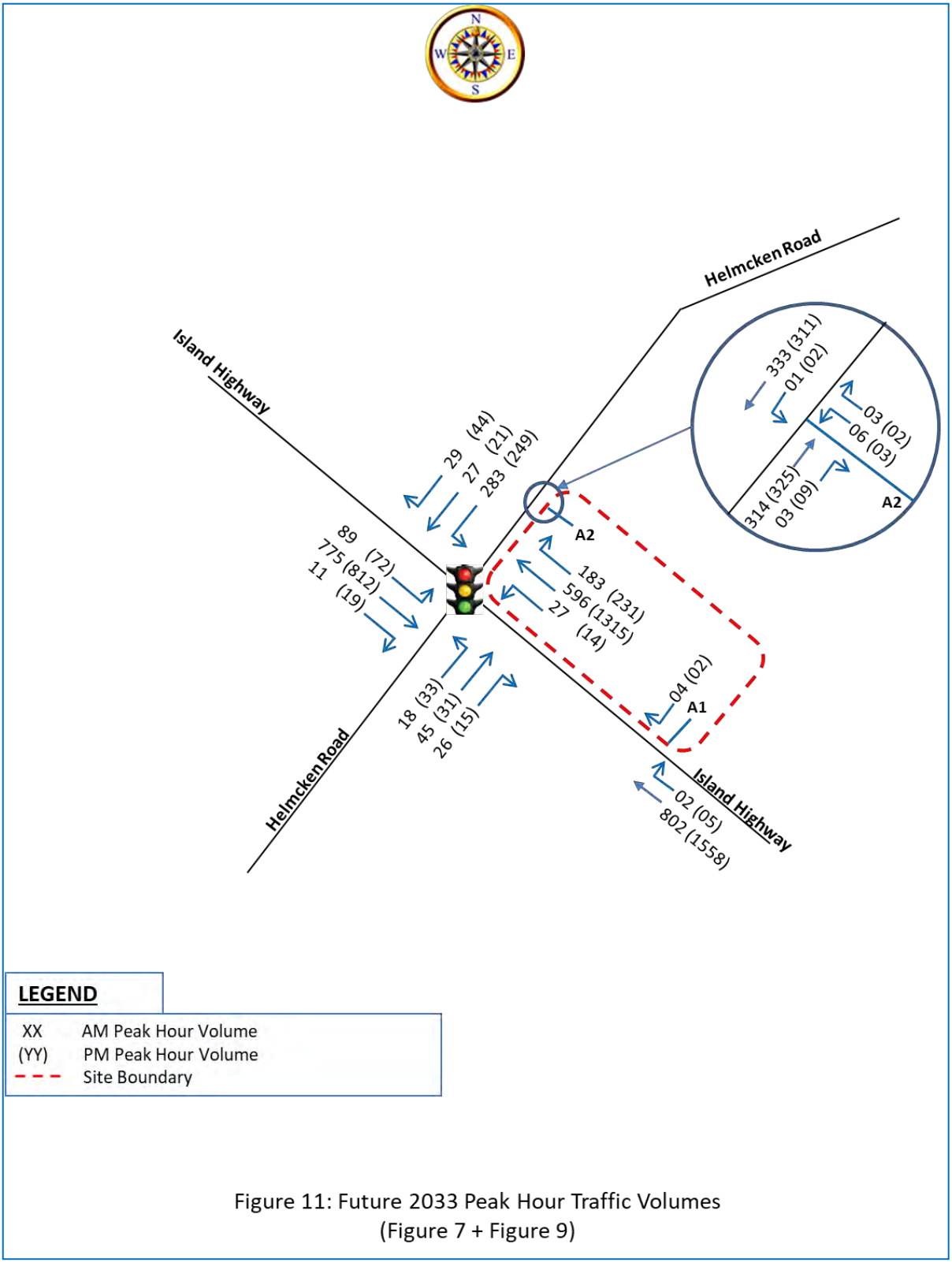


Figure 11: Future 2033 Peak Hour Traffic Volumes
(Figure 7 + Figure 9)

4.0 EVALUATION AND RECOMMENDED IMPROVEMENTS

4.1 Level of Service Criteria for Intersections

The intersection identified for the study was analyzed according to the methodologies presented in the ***2016 Highway Capacity Manual (HCM 6th Edition)***. The analysis determines the "Level of Service (LOS)" of signalized and unsignalized intersections considering the factors including but not limited to number and types of lanes, traffic volumes, heavy vehicle composition, peak hour factors, pedestrian activities, etc. Levels of service are expressed in a range from "A" through "F," with "A" being the highest level of service, and "F" representing the lowest level of service. **Table 7** shows the thresholds for Levels of Service "A" through "F" for unsignalized intersections and, **Table 8** presents the LOS criteria for signalized intersections.

Table 7: Level of Service Criteria for Unsignalized Intersections *

Level of Service	Delay/Vehicle (seconds)	Description
A	≤ 10.0	Little or no delay, very low main street traffic.
B	10.1 to 15.0	Short traffic delays, many acceptable gaps.
C	15.1 to 25.0	Average traffic delays, frequent gaps still occur.
D	25.1 to 35.0	Long traffic delays, limited number of acceptable gaps.
E	35.1 to 50.0	Very long traffic delays, very small number of acceptable gaps.
F	> 50.0	Extreme traffic delays, virtually no acceptable gaps in traffic.

* Note: Capacity analysis for two-way stop-controlled intersection provides the LOS for the critical movements, not of the overall intersection.

Table 8: Level of Service Criteria for Signalized Intersections

Level of Service	Delay/Vehicle (seconds)	Description
A	≤ 10.0	Most vehicles do not stop at all.
B	10.1 to 20.0	Some vehicles stop.
C	20.1 to 35.0	The number of vehicles stopping is significant, although many passes through without stopping.
D	35.1 to 55.0	Many vehicles stop. Individual cycle failures are noticeable.
E	55.1 to 80.0	Considered to be the limit of acceptable delay. Individual cycle failures are frequent.
F	> 80.0	Unacceptable delay.

4.2 Capacity and Level of Service Analyses

Capacity and level of service analyses were conducted for the following conditions:

- Existing 2020 Conditions;
- Existing 2020 Mitigated Conditions;
- Background 2023 Conditions (without site traffic);
- Background 2033 Conditions (without site traffic);
- Background 2033 Mitigated Conditions (without site traffic);
- Opening 2023 Conditions (with site traffic); and
- Future 2033 Conditions (with site traffic).

The software package Synchro 10 was utilized for the capacity analyses of all study intersections and site accesses. The Synchro software utilizes ***Highway Capacity Manual (6th Edition)*** methodologies for the evaluations.

Note that the observed heavy vehicle percentages and peak hour factors (PHF) were utilized in the capacity analysis of study intersection.

4.2.1 Existing 2020 Unmitigated and Mitigated Conditions

Existing 2020 capacity and level of service analysis results for the study intersection are presented in **Table 9**. These results were taken from the HCM 6th Edition Un-Signalized Intersection Capacity Analyses Reports produced by Synchro software. The detailed capacity and LOS analyses reports for all analyses scenarios are contained in **Appendix C** of this report.

Table 9: Capacity Analysis for Existing 2019 Traffic Conditions

Intersection	App.	AM Peak Hour				PM Peak Hour			
		V/C[a] Ratio	95th % Queue (m)	Delay "Sec"	LOS	V/C[a] Ratio	95th % Queue (m)	Delay "Sec"	LOS
Island Highway and Helmcken Road (**Signalized**)	**Overall**	**-**	**-**	**19.1**	**B**	**-**	**-**	**47.2**	**D**
	EB	0.73	122.7	16.5	B	0.59	132.4	12.9	B
	WB	0.73	127.2	21.1	C	1.07	430.4	69.9	E
	NB	0.22	12.9	28.0	C	0.25	15.5	53.9	D
	SB	0.51	40.1	20.1	C	0.70	75.3	47.9	D

A review of **Table 9** indicates that the study intersection is currently operating at acceptable levels of service during the AM peak hour. However, during the PM peak hour the westbound is operating at capacity conditions with the volume to capacity ratio (V/C) exceeding 1.0. Therefore, mitigation is needed under existing traffic conditions.

The proposed mitigation is to the optimization of signal cycle length and splits. The AM and PM peak hour Synchro files were optimized utilizing Synchro's optimization tool and the optimized capacity analyses results are presented in **Table 10**.

Table 10: Capacity Analysis for Existing 2019 Mitigated Traffic Conditions (Optimized)

Intersection	App.	AM Peak Hour				PM Peak Hour			
		V/C[(a)] Ratio	95th % Queue (m)	Delay "Sec"	LOS	V/C[(a)] Ratio	95th % Queue (m)	Delay "Sec"	LOS
Island Highway and Helmcken Road (**Signalized**)	**Overall**	**-**	**-**	**16.8**	**B**	**-**	**-**	**36.3**	**D**
	EB	0.67	95.1	12.7	B	0.55	126.5	11.5	B
	WB	0.66	88.2	16.6	B	0.99	441.5	43.8	D
	NB	0.22	11.9	26.8	C	0.28	18.6	62.0	E
	SB	0.64	53.0	25.1	C	0.84	101.1	69.5	E

A review of **Table 10** indicates that the overall intersection operation improved significantly during the PM peak hour as the overall intersection average delays reduced by 23%. Therefore, no further mitigation is needed under existing conditions.

4.2.2 Background 2023 and 2033 Unmitigated and Mitigated Conditions

LOS and capacity analyses results for the **background 2023** traffic conditions, without site development generated traffic and with the existing cycle length and split optimization, for the study intersection are presented in **Table 11**.

Table 11: Capacity Analysis for Background 2023 Traffic Conditions (with Optimization)

Intersection	App.	AM Peak Hour				PM Peak Hour			
		V/C[(a)] Ratio	95th % Queue (m)	Delay "Sec"	LOS	V/C[(a)] Ratio	95th % Queue (m)	Delay "Sec"	LOS
Island Highway and Helmcken Road (**Signalized**)	**Overall**	**-**	**-**	**17.6**	**B**	**-**	**-**	**42.9**	**D**
	EB	0.70	102.7	13.5	B	0.58	136.8	11.9	B
	WB	0.69	103.9	17.4	B	1.03	472.7	55.2	E
	NB	0.23	12.6	26.8	C	0.29	18.8	62.1	E
	SB	0.67	57.2	26.2	C	0.88	108.2	74.6	E

A review of **Table 11** indicates that intersection operation would deteriorate with the growth of traffic but may still be considered acceptable. Therefore, no mitigation is being considered background 2023 conditions.

LOS and capacity analyses results for the **background 2033** traffic conditions, without site development generated traffic and with existing cycle length and split optimization, for the study intersection are presented in **Table 12**.

Table 12: Capacity Analysis for Background 2033 Traffic Conditions (with Optimization)

Intersection	App.	AM Peak Hour				PM Peak Hour			
		V/C[(a)] Ratio	95th % Queue (m)	Delay "Sec"	LOS	V/C[(a)] Ratio	95th % Queue (m)	Delay "Sec"	LOS
Island Highway and Helmcken Road (**Signalized**)	**Overall**	**-**	**-**	**21.1**	**C**	**-**	**-**	**72.6**	**E**
	EB	0.79	148.3	16.6	B	0.66	176.7	13.5	B
	WB	0.79	127.2	21.7	C	1.17	576.3	106.9	F
	NB	0.25	13.6	26.8	C	0.33	21.1	62.6	E
	SB	0.76	70.7	30.4	C	1.01	131.4	99.5	F

A review of **Table 12** indicates that intersection operation would deteriorate significantly by 2033 with the increased traffic volumes; also, WB approach would operate at LOS "F". Therefore, mitigation measures must be considered under the background 2023 conditions.

Suggested Mitigations for the Background 2033 Conditions:

1. Convert the WB left turn only lane to a shared through/left lane
2. Convert the currently EB left turn only lane to become a receiving through WB lane
3. Convert the currently EB Through only lane to become an EB Left turn only lane
4. Convert the currently EB right-turn only lane to become a shared through/right lane
5. Construct a receiving downstream EB through lane to receive traffic from the now shared through/right lane.

An illustration diagram of the above suggested improvements is presented on **Figure 12**. The capacity analyses result for the Background 2033 mitigated traffic conditions are presented in Table 13.

Table 13: Capacity Analysis for Background 2033 Mitigated Traffic Conditions

Intersection	App.	AM Peak Hour				PM Peak Hour			
		V/C[(a)] Ratio	95th % Queue (m)	Delay "Sec"	LOS	V/C[(a)] Ratio	95th % Queue (m)	Delay "Sec"	LOS
Island Highway and Helmcken Road (**Signalized**)	**Overall**	**-**	**-**	**20.3**	**C**	**-**	**-**	**25.5**	**C**
	EB	0.78	158.3	18.0	B	0.83	206.5	19.7	B
	WB	0.43	54.4	16.0	B	0.86	172.2	27.6	B
	NB	0.31	17.0	36.3	D	0.21	14.2	35.9	D
	SB	0.68	66.4	29.9	C	0.67	64.8	31.3	C

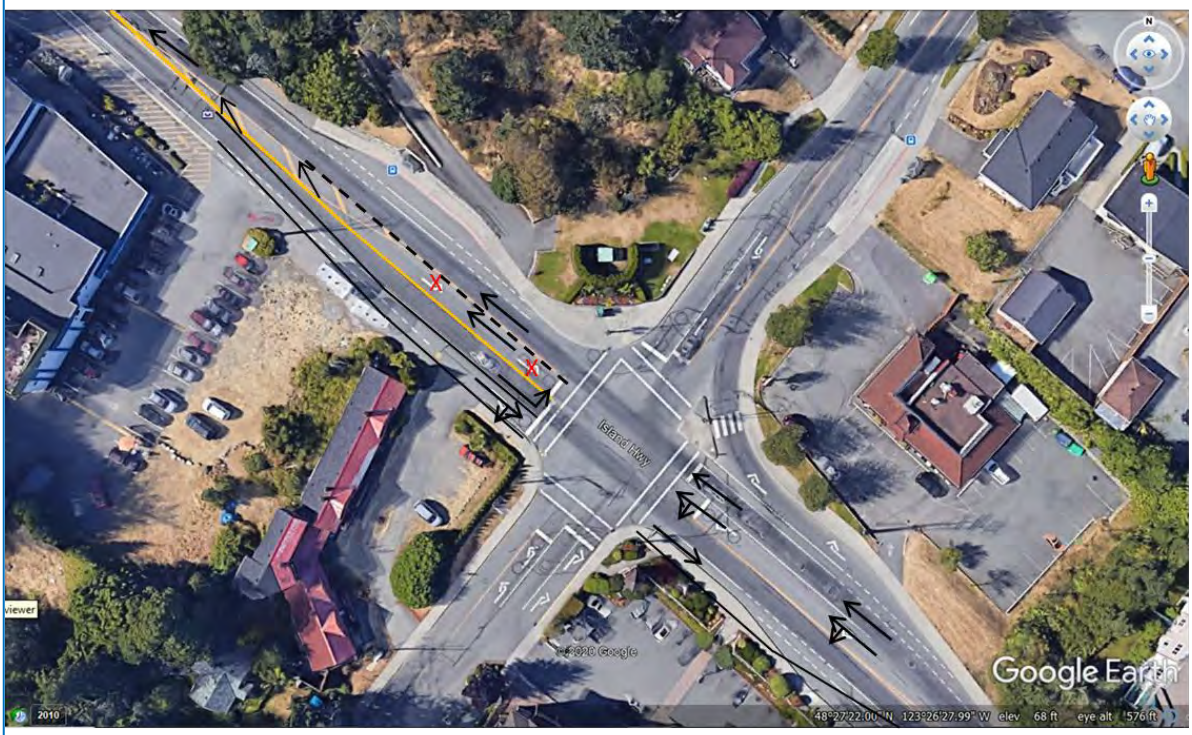


Figure 12: Illustration of the Proposed Intersection Improvements Needed Under Background 2033 Traffic Conditions

It should be noted that the above suggested improvements would require additional 3.5 m right of way (ROW) width to be acquired along the south side of Island Highway. The required length would be approximately 70m west of Helmcken Road and 35m east of it. This additional ROW would allow maintaining the bicycle lane continuity on both sides of the intersection. Also, the pedestrian sidewalk would be maintained as well. Hence cycling and pedestrian crossings would not be impacted. The suggested improvements would not impact Town of View Royal's planned Island Highway frontage improvements except along the westerly 35 metres on the south side (east of Helmcken Road).

A review of **Table 13** indicates that the study intersection of Island Highway and Helmcken Road would improve significantly with the suggested intersection improvements and would operate at acceptable levels of service. In fact, the PM peak hour overall intersection delay would be reduced 65% and the WB queue length would be reduced more than 70% compared to without improvement conditions. Therefore, no additional mitigation would be needed under background 2033 conditions.

The suggested intersection improvements would mainly be required due to the background traffic growth not due to the proposed development's traffic. This fact will be discussed in detail under section 4.2.5 "Background 2033 and Future 2033 Without Intersection Improvement Analyses". The results indicated that proposed site traffic impact is very minimal ranging between 0.21% and 3.17% increases in the MOE's considered. Refer to section 4.2.5 for more details.

4.2.3 Opening Year 2023 Traffic Conditions

LOS and capacity analysis results for the Opening 2023, Built-Out traffic conditions with site development traffic, for the major study intersection and proposed site access intersections are presented in **Table 14**.

Table 14: Capacity Analysis for Opening 2023 Conditions (With Existing Optimization)

Intersection	App.	AM Peak Hour				PM Peak Hour			
		V/C[(a)] Ratio	95th % Queue (m)	Delay "Sec"	LOS	V/C[(a)] Ratio	95th % Queue (m)	Delay "Sec"	LOS
Island Highway and Helmcken Road (**Signalized**)	**Overall**	**-**	**-**	**17.8**	**B**	**-**	**-**	**43.7**	**E**
	EB	0.70	102.7	13.5	B	0.58	136.8	12.2	B
	WB	0.70	105.5	17.7	B	1.03	473.9	56.3	E
	NB	0.23	12.6	26.8	C	0.30	18.8	62.6	E
	SB	0.68	59.4	26.6	C	0.89	111.0	76.5	E
Access A1 and Island Highway	EB	-	-	0.0	A	0.014	0.0	29.4	D
	WB	-	-	0.0	A	-	-	0.0	A
	SB	0.011	0.0	14.1	B	-	-	0.0	A
Access A2 and Helmcken Road	WB	0.019	0.7	12.1	B	0.01	0.0	11.9	B
	NB	-	-	0.0	A	-	-	0.0	A
	SB	0.001	0.7	0.0	A	0.002	0.0	0.1	A

A review of **Table 14** indicates that the study intersection of Island Highway and Helmcken Road would continue to operate at levels of service comparable to those observed under

Background 2023 conditions without site traffic. No mitigation is being considered under Opening 2023 scenario.

A second review of **Table 14** with concentration on the site access intersection operations indicate that the two proposed site access intersections would operate at acceptable levels of service during the AM and PM peak hours of traffic. Therefore, no mitigations would be needed at these new intersections. Note that Addoz Engineering Inc. is assuming right-in/right-out for site Access A1 on Island Highway as a raised median will be constructed on Island Highway. However, for Access A2 on Helmcken Road, all movements are considered allowed.

4.2.4 Future 2033 Traffic Conditions

LOS and capacity analysis results for the future 2033 traffic conditions, with site development traffic and the recommended background 2033 improvements, are presented in Table 15 for the major study intersection and the proposed site access intersections.

Table 15: Capacity Analysis for Future 2033 Conditions (With Background Mitigation)

Intersection	App.	AM Peak Hour				PM Peak Hour			
		V/C[(a)] Ratio	95th % Queue (m)	Delay "Sec"	LOS	V/C[(a)] Ratio	95th % Queue (m)	Delay "Sec"	LOS
Island Highway and Helmcken Road (**Signalized**)	**Overall**	**-**	**-**	**20.4**	**C**	**-**	**-**	**25.8**	**C**
	EB	0.78	158.3	18.0	B	0.83	206.5	19.7	B
	WB	0.43	54.8	16.0	B	0.86	172.6	27.9	C
	NB	0.31	17.0	36.3	D	0.22	14.2	35.9	D
	SB	0.69	69.2	30.3	C	0.69	67.1	31.7	C
Access A1 and Island Highway	EB	-	-	0.0	A	-	-	0.0	A
	WB	-	-	0.0	A	-	-	0.0	A
	SB	0012	0.0	15.4	C	0.019	0.70	36.9	E
Access A2 and Helmcken Road	WB	0.021	0.70	12.9	B	0.011	0.0	12.5	B
	NB	-	-	0.0	A	-	-	0.0	A
	SB	0.001	0.0	0.0	A	0.002	0.0	0.1	A

A review of Table 15 indicates that all study intersections would operate at acceptable levels of service under this scenario. Therefore, no further mitigation would be need under the future 2033 traffic conditions.

4.2.5 Background 2033 and Future 2033 Without Intersection Improvement Analyses

LOS and capacity analysis results for Background 2033 without site development traffic and Future 2033 with site development traffic both WITHOUT improvements, are presented in Table 16 for the major study intersection.

Table 16: Analysis for Background 2033 and Future 2033 Traffic – No Improvements

Intersection	App.	AM Peak Hour				PM Peak Hour			
		V/C[(a)] Ratio	95th % Queue (m)	Delay "Sec"	LOS	V/C[(a)] Ratio	95th % Queue (m)	Delay "Sec"	LOS
BG 2033 Without Improvement & without Site Traffic	**Overall**	**-**	**-**	**21.1**	**C**	**-**	**-**	**72.6**	**E**
	EB	0.79	148.3	16.6	B	0.66	176.7	13.5	B
	WB	0.79	127.2	21.7	C	1.17	576.3	106.9	F
	NB	0.25	13.6	26.8	C	0.33	21.1	62.6	E
	SB	0.76	70.7	30.4	C	1.01	131.4	99.5	F
FU 2033 Without Improvement & with Site Traffic	**Overall**	**-**	**-**	**21.4**	**C**	**-**	**-**	**74.9**	**E**
	EB	0.79	148.3	16.6	B	0.66	176.7	13.9	B
	WB	0.80	128.3	22.1	C	1.18	577.5	110.1	F
	NB	0.25	13.6	26.8	C	0.35	21.1	62.7	E
	SB	0.77	72.9	31.3	C	1.03	133.6	104.1	F

A review of **Table 16** indicates that the V/C, the queue lengths, and the delays for **PM peak hour** are very similar to each other. In fact, the percentage increases in these three measures of effectiveness (MOE) have been calculated and presented below"

V/C % = 0.85% increase

95th %tile Queue = 0.21% increase

Delay for the worst movement = 2.99% increase

Overall Intersection Delay = 3.17% increase

The above percentage increases are very small and all of them are below 5%. Therefore, the proposed development's impact is considered insignificant. Hence, the improvements needed at the study intersection are mainly needed for the background general growth in traffic with minor contribution of the proposed development.

4.3 Merge Spillback Assessment

Addoz Engineering Inc. utilized SimTraffic simulation program, which is part of Synchro 10 software package to compare the future 2033 conditions operations with and without the proposed intersection improvements that are presented on **Figure 12**. The maximum queue length was the MOE utilized for this comparison. The maximum queue lengths for each scenario are presented in **Table 17** for each movement of the major study intersection.

Table 17: Future 2033 With and Without Improvement Simulation Queue Lengths

Movement	Island Highway and Helmcken Road Intersection – Future 2033 Maximum Queue Length in Metres			
	Without Improvements	With Improvements	Difference (with – without)	Percentages
EBL	32.7	37.0	-0.7	-2.1%
EBT	128.6	TR: 105.4	-23.2	-18.0%
EBR	32.4	NA	NA	NA
WBL	7.4	TL: 42.3	+34.9	+82.5%
WBT	154.1	66.3	-87.8	-56.9%
WBR	37.5	37.5	0	0%
NBL	32.1	28.4	-3.7	-11.5%
NBT	33.0	30.3	-2.7	-8.2%
NBR	32.4	15.7	-16.7	-51.5%
SBL	57.5	54.0	-3.5	-6.1%
SBTR	199.0	63.1	-135.9	-68.3%

A review of **Table 17** indicates that the majority of intersection movements' queue lengths shortened significantly compared to the without improvement scenario. The movements with higher that 50% queue length reduction are highlighted with green. Only the WBL turn lane queue length increased, highlighted with yellow, compared to the without improvement scenario. This is because this lane became a shared left/through lane. Therefore, queue length would be actually expected to increase; however, the maximum projected queue length would reach 42.3m, which is almost equal to the available WBL turn storage length, as per Town's proposed plan for Island Highway Frontage improvements. Therefore, no issues would be expected for this shared through/left movement.

There is one concern with regard to the creation of a two lane to one lane merge west of the intersection on Island Highway could result in merge spillback of traffic into the intersection. The SimTraffic simulation was visually reviewed with the proposed improvements and no traffic queues were observed spilling back into the intersection. Additionally, the fact that WBT queue lengths were reduced with the proposed improvements, as per the results in above Table, indicates that queues do not form past the intersection.

Also, note that the SB through/right queue length would decrease from 199m to 63m with the proposed improvements. If there were queues spilling back (or would be), then the SBTR queue length would not become shorter. Therefore, merge spillback would not be expected with the proposed improvements.

It should also be noted that the following simulation methodology was utilized in the Future 2033 traffic volume scenario for the 'With' and 'Without' improvements assessments:

- Network seeding for 30 minutes
- Network recording for 60 minutes
- Five runs completed for each scenario, for statistical randomness

The SimTraffic simulation summary reports as well as the queuing and blocking reports by each intersection movement are contained in **Appendix C** of this report.

4.4 Sightline and Sight Distance Review

Island Highway eastbound and westbound approaches to/from the proposed Site Access A1 were reviewed in the field to make sure no obstructions exist. The review covered approximately more than 175 metres to the east and more than 300 metres to the west of the site access intersection. The available sight distance east of Site Access A1 to/from the access point is 140 metres. Also, the available sight distance west of Site Access A1 is 240 metres. It should be noted that the minimum sight distance required to be available as per 2017 TAC standards for site access intersections is 125 metres.

Helmcken Road northbound and southbound approaches to/from the proposed Site Access A2 were reviewed in the field to make sure no obstructions exist. The available sight distance to the north of Site Access A2 is approximately 85 metres. Also, the available sight distance south of Site Access A2 is 165 metres. The minimum sight distance required to be available as per 2017 TAC standards for site accesses on this type of road is 83.5 metres.

4.5 Site Access on Helmcken Road Operation

A review of **Figure 9** that presents the site generated traffic volumes that would utilize the site access on Helmcken Road indicates that the projected left turns are very low, 6 vehicles during the AM peak hour and 3 vehicles during the PM peak hour. Even though these volumes are very low, the owner of the property would like to make this site access a right-in / right-out only access point. A right-turn only arrow pavement marking with the word 'ONLY' will be drawn on the exiting lane to inform users this is a right-turn only movement. Additionally, a right-turn only sign will be placed facing site's exiting traffic to Helmcken Road. Helmcken Road already has double solid yellow lines separating the NB and SB movements; drivers understand that these lines cannot be crossed. Please refer to proposed site access design and AutoTurn template designs in **Appendix D** for the details. AEI believes these measures would be adequate to manage site exiting traffic operations safely and smoothly.

However, in case issues were observed after the development opens; a solution would be to install **FG 300 posts** between the two double yellow lines along Helmcken Road facing the site access. A picture of these posts installed in a similar fashion follows for clarification purpose:

These FG 300 posts would prevent all left turn movements off the site as well as into the site safely and comfortably without any operational issues.

5.0 PARKING, LOADING AND TRAVEL DEMAND MANAGEMENT

5.1 Vehicle Parking Supply / Demand Analysis and Loading Requirement

A summary of the parking supply / demand for the proposed Residential Building with first floor commercial is presented in **Table 18**. The rates presented in the below table were taken from the Town of View Royal's 900 – Zoning Bylaw standards included in Section 5.10, "Parking and Loading Schedule". As far as the parking supply, the commercial area that is accessed via the site access located on Island Highway has a total of 19 parking spaces. Underground parking level (P1) has a total of 43 vehicle parking spaces and underground parking level (P2) has a total of 41 parking spaces. Therefore, the total parking spaces for the building is 103 spaces. It should be noted that retail customers would be allowed to utilize the 9 commercial spaces located in underground parking P1.

Table 18: Town of View Royal's Parking Requirements (Supply / Demand Analysis)

Development Detail	Description	Density	Parking Rate	Parking Requirement (Demand)	Supply
First Floor Retail	Retail in 1st Floor	559.31 m^2	1 per 20m^2 of floor area	28	**Comm.=** 19
Apartment Units	1 bedroom	16 units	1.0 per dwelling units	16	**P1=** 43
	2 bedrooms	37 units	1.5 per dwelling units	56	**P2=** 41
	3 bedrooms	1 unit	2.0 per dwelling units	2	
Totals		**54 units**		**102**	**103**

A review of **Table 18** indicates that the parking supply is meeting the parking bylaw requirement for all development portions with one surplus parking space. Therefore, the Town of View Royal's bylaw off-street parking requirements are satisfied.

Additionally, AEI reviewed the **loading requirements** for the proposed first floor commercial land use in the building. The Town of View Royal's loading bylaw states the following:

- **1 loading space** is required for up to 500 m^2 floor area
- **2 loading space are required** for 500 m^2 to 2500 m^2 floor area

Since the proposed development's floor area is 559.31 m^2 one loading space would be adequate for the retail use. Note that the 500 m^2 is only exceeded by 59.31 m^2, which is not considered significantly bigger than the 500 when compared to the 2,500 m^2. Therefore, loading space requirement has been met.

5.2 Bicycle Parking Supply / Demand Analysis

A summary of the bicycle parking supply / demand for the proposed Residential & Commercial Building is presented in **Table 19**. The rates presented in the below table were taken from the

Town of View Royal's 900 – Zoning Bylaw standards included in Section 5.11 under "Bicycle Parking" for Off-Street Bicycle Parking requirements.

Table 19: Town of View Royal's Bicycle Parking Requirements (Supply / Demand)

Description	Density / Number of Apartment Dwelling Units	Parking Rate	Required Bicycle Parking (Bylaw)	Supply
Commercial Portion Retail Stores	559.31 m^2	1 per 250m^2 of floor area for the first 5000m^2, plus one per 500m^2 of additional floor area	3	**P1=** 59
Residential Apartment Building	54 units	1 per unit, plus a 6-space rack at each entrance of an apartment Building	66	**P2=** 60
Total			**69**	**119**

A review of **Table 19** indicates that the number of bicycle parking spaces provided in the building is 119 spaces that would be available for the residential portion and the commercial of the building. The bicycle supply exceeds the Town of View Royal's bicycle parking requirements by 50 spaces. These extra bicycle racks would encourage the building residents as well as the customers to utilize the bicycle for their transportation needs. Therefore, Town of View Royal's bicycle parking requirements are met.

5.3 Travel Demand Management

Travel demand management (TDM) strategies were investigated as part of this study. This development encourages the utilization of alternative modes of transport. The following transportation management initiatives are being considered and implemented to encourage non-vehicle modes of transportation:

- Bicycle parking at a rate exceeding 1.0 per unit is being provided. The total bicycle spaces provided in the building with 50 spaces extra significantly exceeds Town's bicycle parking bylaw requirement.
- Bicycle parking will be provided indoors in a safe and secure locations in P1 and P2 parking levels.
- Ramps to the building will be provided for cyclists to access the bike storage facilities.
- Plenty of sidewalk areas are provided around the building to encourage walking to/from the building.
- The retail planned on the first floor of the building encourages less utilization of the vehicle as the tenants would be able to get the merchandise, they need without traveling outside the building.

5.4 Access Design and AutoTurn Templates

The loading vehicles, including commercial loading and garbage/recycling collection vehicles will access the site via the site access located on Island Highway. The largest vehicle that would be able to maneuver within the site was tested and it is the Light Single Unit (LSU) vehicle. Island Highway site access design was completed to accommodate the LSU vehicle. The design vehicle turn-paths have been confirmed with the AutoTurn software and the AutoTurn templates as well as Island Highway site access design plan are included in **Appendix D** of this report.

It should be noted that the site access on Helmcken Road will be dedicated to passenger car vehicle types. The retail customers will be allowed to enter/exit via this access to park on the designated parking spaces located in P1 parking level. Large loading vehicles will not use the Helmcken Road site access. Helmcken Road site access design plan as well as the AutoTurn templates for passenger vehicle are included in **Appendix D** of this report.

6.0 CONCLUSIONS AND RECOMMENDATIONS

This study analyzed the traffic impacts of the proposed Mixed Use, Commercial & Residential Development to be located in View Royal, British Columbia. The proposed project will be built on a 19,945 Sq. Ft. lot. The development will be located on the northeastern quadrant of Island Highway and Helmcken Road intersection. The estimated number of total site generated trips entering and exiting the development would be 18 trips during the AM peak hour and 22 trips during the PM peak hour. The following conclusions have been reached by this traffic impact assessment study:

- LOS and capacity analyses indicated that under the Existing 2020 traffic conditions, the study intersection of Island Highway and Helmcken Road located is currently operating at acceptable level of service during the AM peak hour and unacceptable level of service during the PM peak hour. Therefore, mitigations at this intersection are needed under existing 2020 conditions.

- The suggested mitigation is the optimization of signal cycle length and splits. The AM and PM peak hour Synchro files were optimized utilizing Synchro's optimization tool and the optimized capacity analyses results for existing mitigated conditions indicated acceptable operations.

- Background 2023 without the Project Site Traffic LOS analyses indicated that the study intersection would continue to operate at acceptable levels of service but with increased delays as a result of traffic growth. Traffic operation still considered acceptable and hence no mitigations would be needed under background 2023 conditions.

- Background 2033 without the Project Site Traffic LOS analyses indicated that the study intersection would deteriorate significantly, and WB approach would operate at LOS "F". Therefore, mitigations to this intersection must be considered under this scenario.

- The proposed intersection improvements to mitigate the unacceptable operations are listed below (refer to **Figure 12** for graphical illustration):
    1. Convert the WB left turn only lane to become a shared through/left lane
    2. Convert the currently EB left turn only lane to become a receiving through lane for the new WB shared through/left lane
    3. Convert the currently EB Through only lane to become an EB Left turn only lane
    4. Convert the currently EB right-turn only lane to become a shared through/right lane
    5. Construct a receiving downstream EB through lane to receive traffic from the now shared through/right lane

- The above suggested improvements would require additional 3.5m right of way (ROW) width to be acquired along the south side of Island Highway. The required length would be approximately 70m west of Helmcken Road and 35m east of it. This additional ROW would allow maintaining the bicycle lane continuity on both sides of the intersection. Also, the pedestrian sidewalk would be maintained as well. Hence cycling and pedestrian crossings would not be impacted.

- The suggested improvements would not impact Town of View Royal's planned Island Highway frontage improvements except along the westerly 35 metres on the south side of Island Highway (east of Helmcken Road).

- Background 2033 Mitigated conditions without the Project Site Traffic LOS analyses indicated that the study intersection would improve significantly, and all approaches would operate at acceptable levels of service with the proposed improvements. Therefore, no additional mitigation would be needed.

- A comparison was completed between Background 2033 without site development traffic and Future 2033 with site development traffic, both WITHOUT improvements, the results indicated that the MOE's impact of the development ranged between 0.21% and 3.17%; all of which are lower than 5%. Therefore, the proposed development's impact is considered insignificant.

- Future 2033 with Full Project Site Traffic LOS analyses indicated that the study intersection would continue to operate at acceptable levels of service with background 2033 mitigations. Also, all site access intersections would operate acceptable. Therefore, no additional mitigations would be needed under future 2033 conditions.

- Merge Spillback assessment was completed utilizing SimTraffic simulation and the simulated queue lengths were compared between the 'with' and 'without' improvement scenarios. The results indicated that overall intersection approach queue lengths would be shorter with the improvements and if queue spillback occur approach queue lengths would not become shorter.

- As part of this TIA, a sightline and sight distance review were completed for the proposed access points on Island Highway and Helmcken Road. The results of the review indicated that the available sight distances to/from both site access points meet TAC requirements. Therefore, no sightline issues would be expected.

- AEI completed an assessment of the Site Access on Helmcken Road. Even though site's exiting volumes to the left are very low, the owner of the property would like to make this site access a right-in / right-out only access point.

- A right-turn only arrow pavement marking with the word 'ONLY' will be drawn on the exiting lane to inform users this is a right-turn only movement. Additionally, a right-turn only sign will be placed facing site's exiting traffic to Helmcken Road.

- Helmcken Road already has double solid yellow lines separating the NB and SB movements; drivers understand that these lines cannot be crossed. AEI believes the proposed measures would be adequate to manage site exiting traffic operations safely and smoothly.

- However, in case issues were observed after the development opens; a solution would be to install FG 300 posts between the two double yellow lines along Helmcken Road facing the site access. These would prevent all left turn movements off the site as well as into the site safely and comfortably without any operational issues.

- Vehicle parking supply / demand analysis has been completed for the proposed Building Development. The results indicated that parking supply is meeting the parking requirement for all development portions with one surplus parking space. Therefore, the Town of View Royal's bylaw off-street parking requirements are satisfied.

- The proposed site plan has been reviewed by Addoz engineering Inc. and one loading space was found provided, which meets bylaw standards. Therefore, loading spaces requirements has been met.

- Bicycle parking supply / demand analysis for the proposed Building was completed. The results indicated that the number of bicycle parking spaces provided exceeds Town's bicycle parking requirements with 50 spaces.

- Travel demand management (TDM) strategies were investigated, and the following initiatives are being considered:
    - Bicycle parking at a rate exceeding 1.0 per unit is being provided. The total bicycle spaces provided in the building with 50 spaces extra significantly exceeds Town's bicycle parking bylaw requirement.
    - Bicycle parking will be provided indoors in a safe and secure locations in P1 and P2 parking levels.
    - Ramps to the building will be provided for cyclists to access the bike storage facilities.
    - Plenty of sidewalk areas are provided around the building to encourage walking to/from the building.

- The retail planned on the first floor of the building encourages less utilization of the vehicle as the tenants would be able to get the merchandise, they need without traveling outside the building.

- The loading vehicles, including commercial loading and garbage/recycling collection vehicles will access the site via the site access located on Island Highway. The largest vehicle that would be able to maneuver within the site was tested and it is the Light Single Unit (LSU) vehicle.

- Island Highway site access design was completed to accommodate the LSU vehicle. The design vehicle turn-paths have been confirmed with the AutoTurn software. The completed AutoTurn templates as well as Island Highway site access design plan are included in Appendix D.

In summary, this traffic impact assessment concludes that the proposed Mixed Use, Commercial & Residential Development will have some impact on the traffic operations of the future road network. However, this impact will be alleviated by implementing the improvements recommended above.

Yours truly,

ADDOZ ENGINEERING INC

Prepared by:

October 8, 2020

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(587) 703-9321
E-mail: ealsaidi@addozeng.ca
Web: www.addozeng.ca

Appendix A

Project Development Site Plan

Appendix B

Observed 2020 Intersection Turning Movement Traffic Counts

Appendix C

Synchro - HCM 6th Edition Capacity Analysis Reports / SimTraffic Reports

Appendix D

Site Access Design and AutoTurn Templates

LEGAL SURVEYS
MUNICIPAL ENGINEERING
LAND DEVELOPMENT AND MANAGEMENT

SINCE 1959
J.E. ANDERSON & ASSOCIATES
SURVEYORS - ENGINEERS

August 27, 2020

File No. 32668

Jeffrey Sengara
Glentanna Developments
Via Email

Re: Proposed Development at 298 Island Highway
Water, Storm and Sanitary Servicing Review

Further to the Town of View Royals request, JE Anderson and Associates (JEA) provides the following analysis of the existing water, storm and sanitary infrastructures capacity to support the proposed development at the above-noted address.

Water

The proposed development is located within the CRD Regional District Juan de Fuca water service area (CRD). The key CRD servicing requirement for new developments is the ability to provide the FUS fire flow to the site.

JEA estimates the FUS fire flow for the proposed building to be 167 L/s. The CRD provided hydrant curves for the two closest fire hydrants indicate a fire flow in excess of 900 L/s is available. Copies of JEA's calculations and the CRD information are enclosed in Appendix A.

It is JEA's opinion that the existing water system can service the proposed development and no further investigation is required at this time.

Storm Drainage

The Town of View Royal's Engineering specifications indicate that stormwater management is required to reduce the 5-year post-development flow to the pre-development rate.

The proposed development increases the impervious percentage of the site from 81% to 87%. It is JEA's opinion that onsite stormwater management will be required in order to meet the Town's stormwater management requirements.

JEA has also reviewed the Town of View Royal's Master Drainage Plan (Aplin Martin – Master Drainage Plan Update 2017 – Final Draft – August 18, 2017). The report indicates that an imperviousness of 85% was used in the model and there is no indication of capacity issues for the downstream drainage system. Copies of JEA's calculations and the relevant sections of the Master Drainage plan are enclosed in Appendix B.

It is JEA's opinion that with the implementation of the onsite stormwater management features, the existing drainage system can service the proposed development and no further investigation is required at this time.

Sanitary
JEA has also reviewed the Town of View Royal's Sewer Master Plan (McElhanney – View Royal Sanitary Master Plan – Working Draft – December 16, 2017). The report indicates that an FSR of 1.2 - 1.5 was applied to the site. JEA cursory calculations indicate that the proposed development will increase the Peak Wet Weather Flow (PWWF) by approximately 0.7 L/s over what was likely used in the sewer model.

Reviewing the Sewer Master Plan, it appears that the downstream pipes should have adequate capacity for the additional flow as the Sewer Master Plan indicates that the downstream pipes will flow with less than 50% depth for the Future Population with a 100 year storm. With respect to the sewage pump station, the sewer master plan indicates that pumpstation there should be capacity for the increased flow under the Q100 scenario; However, there is relatively little additional pumpstation capacity under the Q100 scenario.

Please note that JEA's calculations are relatively rudimentary in relation to the Town of View Royal's sewer model. It is JEA opinion that our calculations should be on the conservative side (estimating a higher flow due to the high peaking factor for such a small site), the Town may wish to consider updating the sewer model to confirm.

It is JEA's opinion that the existing sanitary system is capable of servicing the proposed development and however some additional investigation may be required to confirm the sewage pumpstation capacity.

If you have any questions regarding this report, please feel free to contact the undersigned at your convenience.

Yours truly,

J.E. Anderson and Associates

Ross Tuck, P.Eng
Principal

Appendix A

- FUS Calculations
- CRD Information

J.E. ANDERSON & ASSOCIATES
SURVEYORS - ENGINEERS

PROJECT 289 Fs/gncl. Date August 21/2020
CLIENT Glentanna File 32668

1. Type of Construction: Mixed
   Coefficient (C) based on type of construction = 1.2.
   Total Floor Area: _____ ft² 4,886 m²

   Fire Flow From Formula ($F = 220\ C\ A^{0.5}$): 18,453 L/min. (a) ⇒ 18,000

2. Type of Occupancy: low Hazard:
   Hazard Allowance: <25%> (a) = <4,500> L/min. 13,500
   Sub-Total: _____ L/min. (b)

3. Automatic Sprinklers: Yes
   Sprinkler Allowance: 50% x (b) = 6,750 L/min. (c)

4. Exposures:

	m[1]	Exposure[2]
1. North	15	7 percent
2. South	7.5 m	4
3. East	20	10
4. West	>20	10

   Exposure Allowance (75% Maximum): 27 x (b) = 3,645 L/min. (d)

   TOTAL FIRE FLOW REQUIRED: (rounded*) 10,395 L/min. (b-c+d) ⇒ 10,000

TOTAL FIRE FLOW REQUIRED: 167. L/s

Engineer's Seal

R. TUCK
#29072
PROFESSIONAL ENGINEER

August 21/2020.

Construction Coefficient

C=1.5, Wood Frame

C=1.0, Ordinary (brick or other masonary walls, combustible floor and interior)

C=0.8, Non-Combustible (unprotected metal structural components, masonry or metal walls)

C=0.6, Fire-Resistive (fully protected frame, floors, roof)

Floor Area includes all storeys, excluding basements at least 50% below grade

Hazard Allowance	(1) Separation	(2) Max. Charge
-25% dwellings, apartments	0 to 3 m	25%
-20% hospitals, elem. schools	3.1 to 10 m	20%
-15% high schools	10.1 to 20 m	15%
(*) Values to nearest L/minute	20.1 to 30 m	10%
	30.1 to 45 m	5%

298 ISLAND HIGHWAY, VICTORIA, B.C.

MIXED-USE - COMMERCIAL / RESIDENTIAL DEVELOPMENT

Issued for Rezoning - June 17, 2020

STATISTICS:

Legal Description:
LOT 1, SECTION 8, ESQUIMALT DISTRICT, PLAN 35505, PID 000-348-554

Civic Address:
298 Island Highway, Victoria, BC

Zoning:
Current: C-1 (Community Commercial

Proposed Use:
Proposed: CD (Comprehensive Devolpment - Mixed Use)

Survey Information:
Based on survey information by Glen Mitchell Land Surveying Inc. Victoria, B.C.
Dated: January 13th, 2020

DEVELOPMENT DATA SUMMARY:

Site Area:
1,853.00 m2 (19,945.53 SF)

Permitted FSR:
Per C-1 = 0.8 — 1,482.40 m2 (15,956.42 SF)

Proposed Gross FSR:
Proposed per CD = 3.0 — 5,559.00 m2 (59,836.58 SF)

Permitted Site Coverage:
Per C-1 = 50% — 926.50 m2

Proposed Site Coverage:
Proposed per CD = 75% — 1,391.00 m2

HEIGHT:

Permitted Height:
Per C-1 — 9 m

Proposed Height:
Proposed per CD — 20.23 m (6 Storeys)

SETBACKS:

Required per C-1:

Front lot line	min. 7.5m
Rear lot line	min. 7.5m
Side lot line	min. 6m
Flanking lot line	min. 3m

Proposed per CD:

Front lot line	0m
Rear lot line	varies 3.12m to 3.95m
Side lot line	0m
Flanking lot line	varies 3.12m to 4.33m

FSR CALCULATION		GROSS FLOOR AREA			EXCLUSIONS					
	# OF UNITS	UNITS FLOOR AREA	CIRCULATION FLOOR AREA	GROSS FLOOR AREA PER USE	AMENITY/SERVICE Amenity, Mezzanine,Mech./Elec., at or below grade (Excluded)	WALL AREA (Excluded)	NET FLOOR AREA for total FSR calc.	FSR	OPEN BALCONY AREA	OPEN BALCONY
		m2	m2	m2	m2	m2	m2		m2	%
		A	B	C	D = B+C+E	E	F	H = D-E-F	G	H	I
LEVEL 1										
RESIDENTIAL			80.34	128.72	46.38	0.00	80.34	0.04		
COMMERCIAL - RETAIL	1	559.31	46.66	654.49	46.52	0.00	605.97	0.33		
LEVEL 2										
RESIDENTIAL	12	1,051.53	111.36	1,164.58	1.69	0.00	1,162.89	0.63	0.00	0.00%
LEVEL 3										
RESIDENTIAL	12	1,051.54	111.36	1,164.59	1.69	0.00	1,162.90	0.63	72.34	6.21%
LEVEL 4										
RESIDENTIAL	12	985.37	111.36	1,096.42	1.69	0.00	1,096.73	0.59	79.50	7.24%
LEVEL 5										
RESIDENTIAL	11	760.14	113.15	874.98	1.69	0.00	873.29	0.47	18.15	2.07%
LEVEL 6										
RESIDENTIAL	7	477.60	98.44	604.25	28.21	0.00	576.04	0.31	0.00	0.00%
TOTAL RESIDENTIAL	54	4,326.18	626.01	5,033.54	81.35	0.00	4,052.19	2.87	169.99	3.38%
TOTAL COMMERCIAL	1	559.31	46.66	654.49		0.00	605.97	0.33		
TOTAL	55	4,885.49	672.67	5,688.03	81.35	0.00	5,558.16	3.00		
							FSR =	3.00		

PARKING:

PARKING REQUIRED PER 5.10 (TABLE 5.2):

Residential:

Studio or One Bedroom 1 stall per dweling unit:	16 units x 1 statll	=	16 stalls
Two Bedroom 1.5 stall per dweling unit:	37 units x 1.5 stall	=	56 stalls
Three Bedroom or more 2 stalls per dweling unit:	1 unit x 2 stalls	=	2 stalls

Total Residential number of stalls required: 74 stalls

Commercial:

Retail store: 1 per 20m2 of floor area — 559.3 m2 / 20 m2 = 28 stalls

Total Commercial number of stalls required: 28 stalls

TOTAL NUMBER OF STALLS REQUIRED: 102 STALS

PARKING PROPOSED:

Residential:

Standard parking stalls:	26	stalls
Small parking stalls:	49	stalls
Disability parking stalls	2	stalls

Total Residential parking proposed: 77 stalls

Commercial:

Standard parking stalls:	18	stalls
Small parking stalls:	13	stalls
Disability parking stalls:	1	stall

Total Commercial number of stalls proposed: 32 stalls

Standard stalls total: 44 (40%) (30% allowed)
Small stalls total: 62 (57%)
TOTAL NUMBER OF STALLS PROPOSED: 109 STALLS
Seeking relaxation on Standard v.s. Small stalls ratio.

LOADING:

LOADING SPACES REQUIRED PER 5.10 (TABLE 5.3):

Commercial:

Retail store:
One for up to 500m2 floor ara;
Two for 500m2 to 2,500 m2 floor area:

Commercial floor area = 656 m2
Total Commercial number of stalls required: 2 stalls

Total Commercial number of stalls proposed: 1 stall

Seeking relaxation on 1 loading stall.

BICYCLE PARKING:

REQUIRED PER 5.11 (TABLE 5.4):

Residential:

1 stall per dweling unit (Class 1):	54 units x 1 statll	=	54 stalls (Class 1)
6-space rack per entrance (Class 2):	six space rack	=	1 Rack (Class 2)

Commercial:

Retail store: 1 per 250m2 of floor area — 654.49 m2 / 250 m2 = 2.6 stalls
Class 1 (50%) = 2 stalls
Class 2 (50 %) = 1 stalls

PROPOSED:

Residential:

Classs 1 Horisontal stalls:	27	stalls
Classs 1 Vertical stalls:	39	stalls
Class 2 Rack:	6	stalls

Total Residential stalls proposed: 73 stalls

Commercial:

Classs 1 Horisontal stalls:	2	stalls
Class 2 Rack:	6	stalls

Total Commercial number of stalls proposed: 8 stalls

TOTAL NUMBER OF STALLS PROPOSED: 66 STALLS

RESIDENTIAL AREA BREAKDOWN				
LEVEL	UNIT #	UNIT TYPE	AREA (m2)	AREA (SF)
LEVEL 2		RES. CIRCULATION	111.36 m²	1,198.7 SF
LEVEL 2	201	2 BDR + D	103.29 m²	1,111.76 SF
LEVEL 2	202	2 BDR	90.44 m²	973.49 SF
LEVEL 2	203	2 BDR	90.44 m²	973.49 SF
LEVEL 2	204	2 BDR	91.75 m²	987.6 SF
LEVEL 2	205	2 BDR	74.34 m²	800.23 SF
LEVEL 2	206	2 BDR + D	100.99 m²	1,087.02 SF
LEVEL 2	207	2 BDR + D	98.36 m²	1,058.69 SF
LEVEL 2	208	2 BDR + D	92.91 m²	1,000.08 SF
LEVEL 2	209	2 BDR + D	88.14 m²	948.74 SF
LEVEL 2	210	2 BDR	85.62 m²	921.58 SF
LEVEL 2	211	2 BDR	80.8 m²	869.75 SF
LEVEL 2	212	1 BDR	54.45 m²	586.14 SF
LEVEL 2			1,162.89 m²	12,517.27 SF
LEVEL 3		RES. CIRCULATION	111.36 m²	1,198.7 SF
LEVEL 3	301	2 BDR + D	103.29 m²	1,111.76 SF
LEVEL 3	302	2 BDR + D	90.44 m²	973.49 SF
LEVEL 3	303	2 BDR + D	90.44 m²	973.49 SF
LEVEL 3	304	2 BDR	91.75 m²	987.6 SF
LEVEL 3	305	2 BDR	74.34 m²	800.23 SF
LEVEL 3	306	2 BDR + D	100.99 m²	1,087.02 SF
LEVEL 3	307	2 BDR + D	98.36 m²	1,058.69 SF
LEVEL 3	308	2 BDR	92.91 m²	1,000.08 SF
LEVEL 3	309	2 BDR	87.9 m²	946.14 SF
LEVEL 3	310	2 BDR	85.87 m²	924.26 SF
LEVEL 3	311	2 BDR	80.8 m²	869.75 SF
LEVEL 3	312	1 BDR	54.45 m²	586.14 SF
LEVEL 3			1,162.9 m²	12,517.35 SF
LEVEL 4		RES. CIRCULATION	111.36 m²	1,198.7 SF
LEVEL 4	401	2 BDR + D	103.29 m²	1,111.76 SF
LEVEL 4	402	2 BDR	90.44 m²	973.49 SF
LEVEL 4	403	1 BDR + D	77.84 m²	837.81 SF
LEVEL 4	404	1 BDR	64.04 m²	689.28 SF
LEVEL 4	405	1 BDR	48.32 m²	520.07 SF
LEVEL 4	406	2 BDR + D	101.17 m²	1,089 SF
LEVEL 4	407	2 BDR + D	98.36 m²	1,058.69 SF
LEVEL 4	408	2 BDR + D	92.91 m²	1,000.08 SF
LEVEL 4	409	2 BDR + D	88.14 m²	948.73 SF
LEVEL 4	410	2 BDR	85.62 m²	921.64 SF
LEVEL 4	411	2 BDR	80.8 m²	869.75 SF
LEVEL 4	412	1 BDR	54.45 m²	586.14 SF
LEVEL 4			1,096.73 m²	11,805.15 SF
LEVEL 5		RES. CORRIDOR	113.15 m²	1,217.89 SF
LEVEL 5	501	2 BDR	74.31 m²	799.87 SF
LEVEL 5	502	1 BDR	58.61 m²	630.86 SF
LEVEL 5	503	1 BDR	58.61 m²	630.86 SF
LEVEL 5	504	1 BDR	60.36 m²	649.75 SF
LEVEL 5	505	2 BDR	83.57 m²	899.57 SF
LEVEL 5	506	1 BDR	62.32 m²	670.81 SF
LEVEL 5	507	1 BDR	62.32 m²	670.81 SF
LEVEL 5	508	1 BDR + D	72.71 m²	782.61 SF
LEVEL 5	509	1 BDR + D	70.3 m²	756.72 SF
LEVEL 5	510	2 BDR	74.29 m²	799.64 SF
LEVEL 5	511	2 BDR + D	82.73 m²	890.52 SF
LEVEL 5			873.28 m²	9,399.91 SF
LEVEL 6		CORRIDOR	85.63 m²	921.75 SF
LEVEL 6	601	2 BDR	71.85 m²	773.41 SF
LEVEL 6	602	2 BDR + D	63.52 m²	683.69 SF
LEVEL 6	603	3 BDR	108.88 m²	1,171.94 SF
LEVEL 6	604	1 BDR + D	60.46 m²	650.8 SF
LEVEL 6	605	1 BDR	46.78 m²	503.57 SF
LEVEL 6	606	1 BDR	56.45 m²	607.66 SF
LEVEL 6	607	2 BDR	69.66 m²	749.8 SF
LEVEL 6			563.23 m²	6,062.6 SF
TOTAL			4,859.04 m²	52,302.29 SF

UNIT MIX:

RESIDENTIAL UNITS BREAKDOWN	
UNIT TYPE	COUNT
1 BDR	12
1 BDR + D	4
2 BDR	20
2 BDR + D	17
3 BDR	1
RESIDENTIAL UNITS TOTAL	54

COMMERCIAL UNITS BREAKDOWN	
UNIT TYPE	COUNT
COMMERCIAL	1
COMMERCIAL UNITS TOTAL	1

ARCHITECTS
ANKENMAN MARCHAND
1645 West 5th Avenue
Vancouver, BC V6J 1N5
Tel: (604) 872-2595Fax: (604) 872-2505
Email: office@AMArchitects.com

Project:
1938
Jeffrey Sengara
298 ISLAND HIGHWAY
298 Island Highway

Drawing:
STATISTICS

Project Status:
RZ

SUBMISSION

Date (YYYY-MM-DD)	Description
2020-06-17	Issued for Rezoning

REVISION

No.	Date	Description

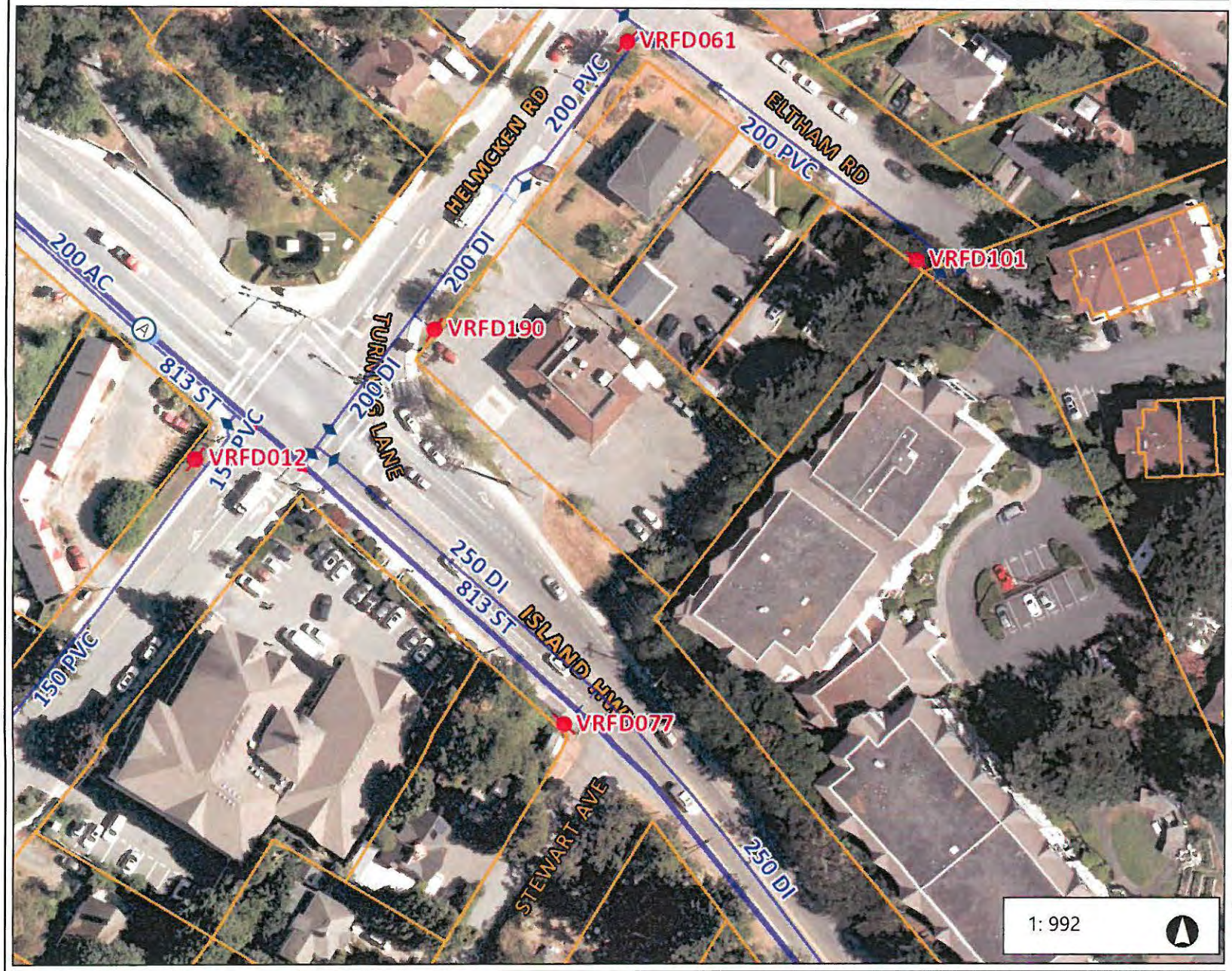
Scale:

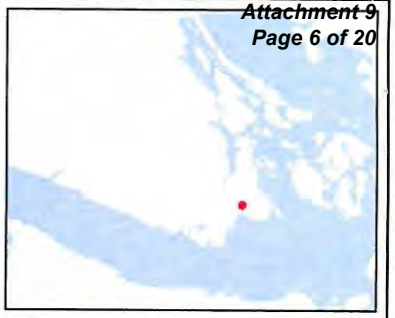
DWG. NO:
A002

Plot Date: 2020-06-17 5:52:32 PM
E:\000 REVIT LOCAL FILES\1938_01_MAIN_R20_CF_SD_298 Island Way-2_Dimitar.rvt

CRD
Making a difference...together

Map Title





Legend

Facility or Station
- Disinfection Facility
- Injection
- Pump Station
- Storage Facility

Bulk Meter
- Distribution Balancing Meter
- Supply Bulk Meter

Control Valve
- Altitude Valve
- Check Valve
- Pressure Control Station

Hydrant
- Bulk Water Station
- Hydrant
- Standpipe

System Valve
- Air Release, True
- Flush, True
- Lateral Valve, False; Valve, False
- Lateral Valve, True; Valve, True
- Valve Vault, False
- Valve Vault, True

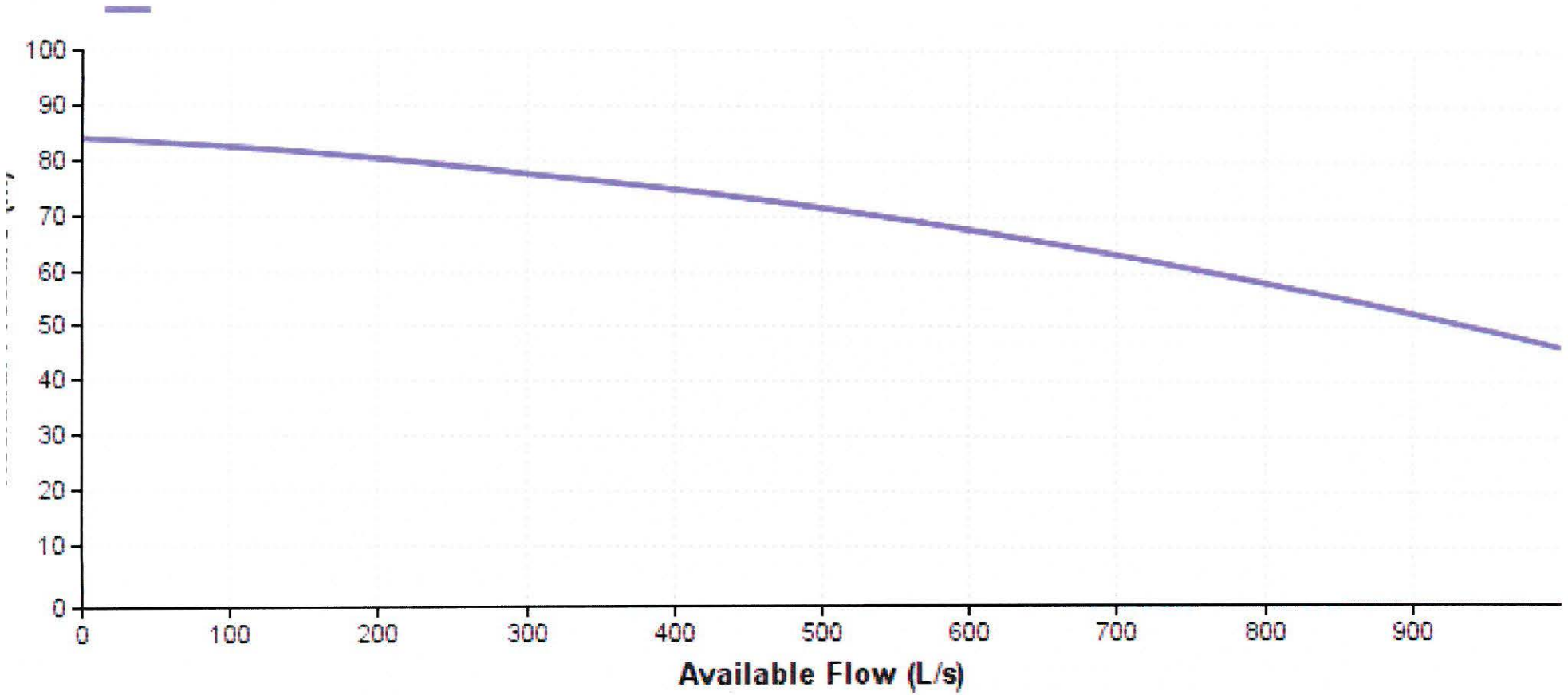
Fitting
- Cap
- Reducer

Notes

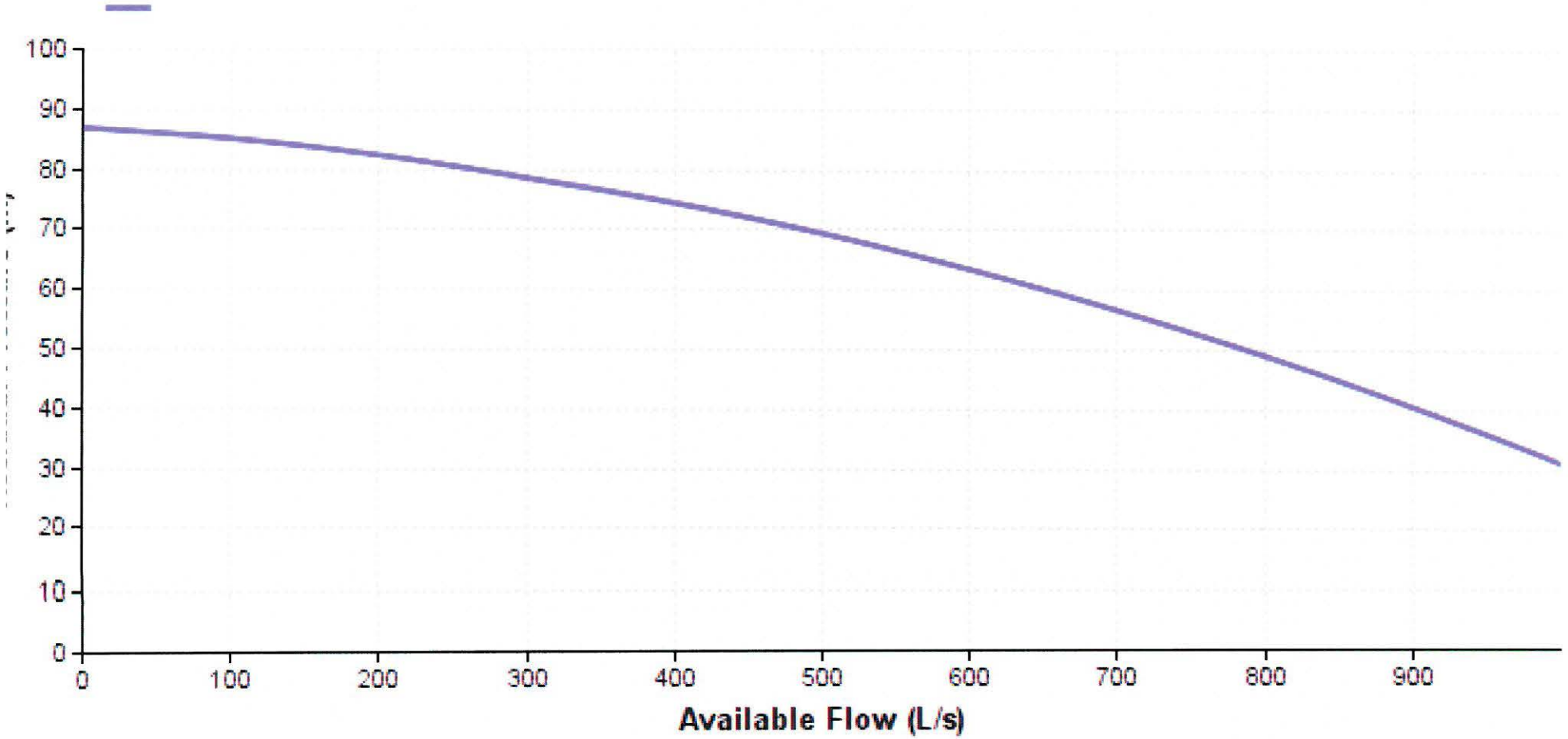
50.4 0 25.2 50.4 Meters

NAD_1983_UTM_Zone_10N

Hydrant Curve for VRFD077 on Island Hwy



Hydrant Curve for VRFD190 at Island Hwy and Helmcken Rd



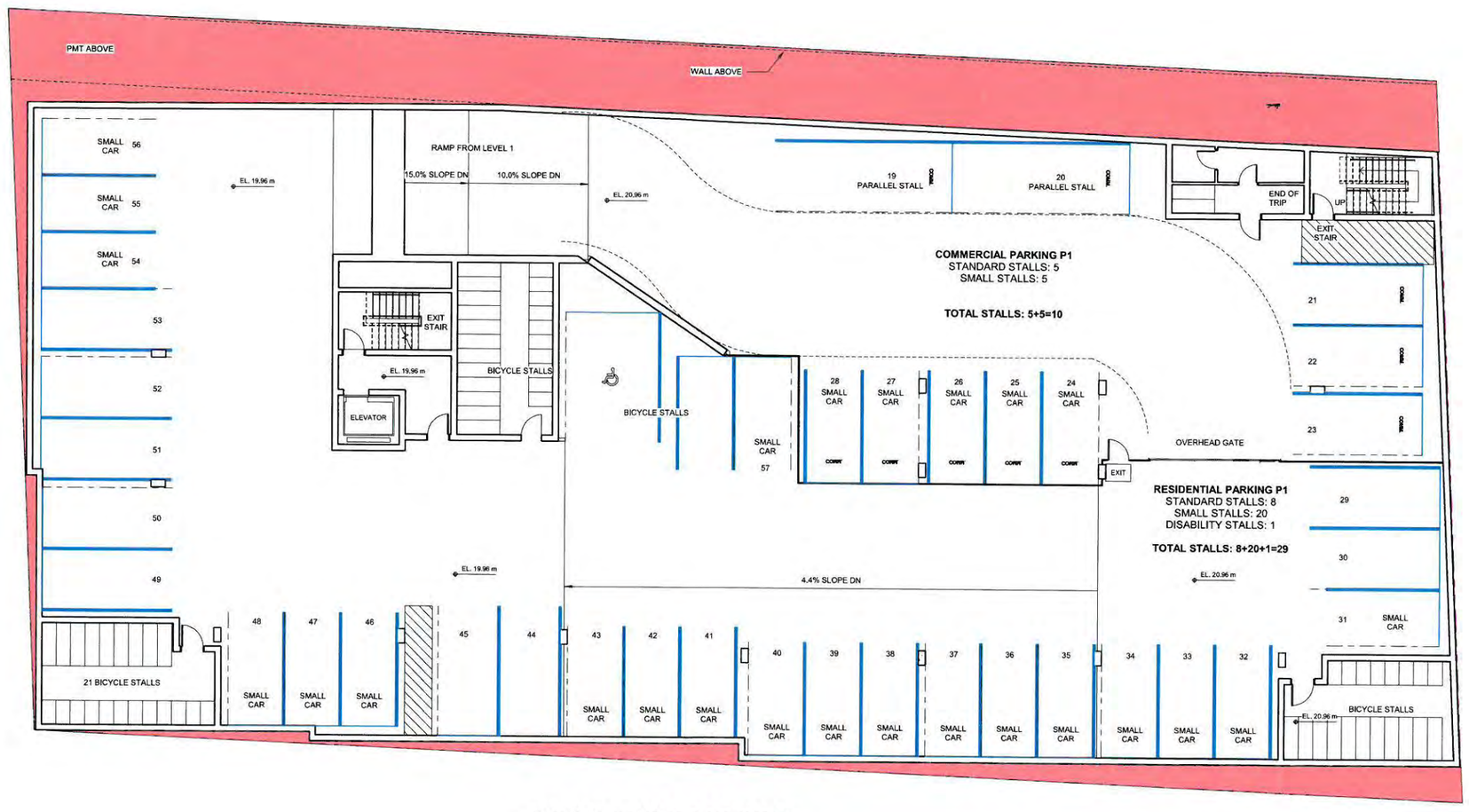
Appendix B

- Relevant Master Storm Drain Information

PRE DEVELOPMENT:

SITE AREA: 1,853 m2

PERVIOUS AREA: 345 m2 (18.6%)



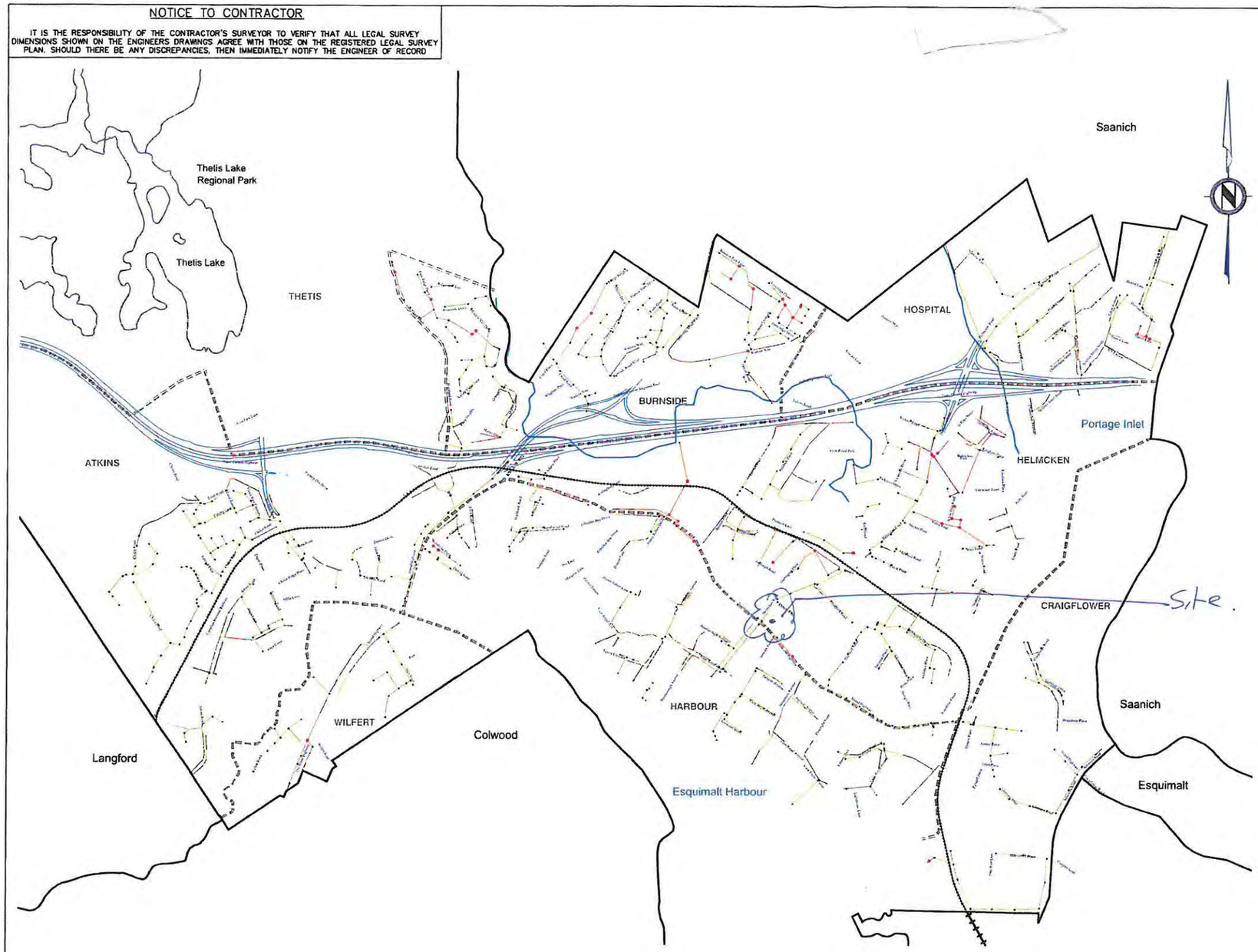
POST DEVELOPMENT:

SITE AREA: 1,853 m2

PERVIOUS AREA: 240 m2 (13%)

NOTICE TO CONTRACTOR

IT IS THE RESPONSIBILITY OF THE CONTRACTOR'S SURVEYOR TO VERIFY THAT ALL LEGAL SURVEY DIMENSIONS SHOWN ON THE ENGINEERS DRAWINGS AGREE WITH THOSE ON THE REGISTERED LEGAL SURVEY PLAN. SHOULD THERE BE ANY DISCREPANCIES, THEN IMMEDIATELY NOTIFY THE ENGINEER OF RECORD



LEGEND

- 25 YEAR STORM FLOODED MANHOLE
- 25 YEAR STORM SURCHARGED MANHOLE
- MANHOLE
- STORAGE
- OUTFALL
- STORM SEWERS & CULVERTS
- DITCH
- 25 YEAR STORM SURCHARGED PIPE (>900mm)
- 25 YEAR STORM SURCHARGED PIPE (≤900mm DIA.)
- SURCHARGED PIPES UNDER HIGH TIDE BOUNDARY CONDITION
- LEGAL LINES
- MUNICIPAL BOUNDARY
- TRANS CANADA HWY
- STREAM
- RAILWAY
- NEIGHBORHOOD BOUNDARY

LEGAL DESCRIPTION:

B.M. LOCATED AT: MONUMENT NO. ELEVATION:

REV. NO.	DESCRIPTION	DR	CH	DATE	APP
1	FOR REVIEW	JS	VL	14/07/2017	WY

APLIN MARTIN
ENGINEERING ARCHITECTURE PLANNING SURVEYING
201 - 12448 82 Avenue, Surrey, B.C. Canada V3W 3E9
Tel: (604) 597-9058, Fax: (604) 597-9061, Email: general@aplinmartin.com

CLIENT: TOWN OF VIEW ROYAL
45 VIEW ROYAL AVENUE, VICTORIA, BC V9B 1A6

PROJECT: TOWN OF VIEW ROYAL
MASTER DRAINAGE PLAN 2016-2017

TITLE: 25 YEAR EVENT FUTURE LAND USE
STORM SEWER ASSESSMENT

DESIGN: VL CHECK: VL
DRAWN: JS APPR: WY
A & M FILE: 16-282

PROJECT NO. 16-282
SCALE : HORZ. 1:7,500 VERT. N/A
DRAWING DATE: JULY 2017
DRAWING NO.
A & M DRAWING NO. FIGURE 6
SHEET NO. 02 OF 03
REV. 1

0 75 1:7,500 225

Aug 18 2017 - 11:35am \\vf0060\AMProjects\2016\16-282\ENGINEERING\DWG\OFFSITE\PRODUCTION DWGS\16-282 FIGURE 4_5_6 MODEL NETWORK.dwg/06 FIGURE 6 25 Yr STORM SEWER JOH

3.1.2 Land Use Plans and Imperviousness Values

Percent of imperviousness value were determined for each catchment based on land uses in the catchment to properly simulate the corresponding land coverage. For the existing condition, the Town's zoning map and latest orthophotos were referenced to develop the existing land-use map. For the future condition, the land use designations illustrated in the Town's Official Community Plan (OCP) were adopted. The existing and future land-use maps for the study area can referenced in **Figure 2** and **Figure 3**.

The imperviousness for each catchment was determined by reviewing its land use composition and typical values assigned for various land use types. Typical imperviousness values were developed from a review of the Town's zoning bylaw and airphotos showing land coverage composition for various land uses. For catchments with multiple land use designations, the imperviousness values were calculated by pro-rating the area fraction of each land use within the catchment. **Table 3** shows the typical imperviousness values assigned for various land use types.

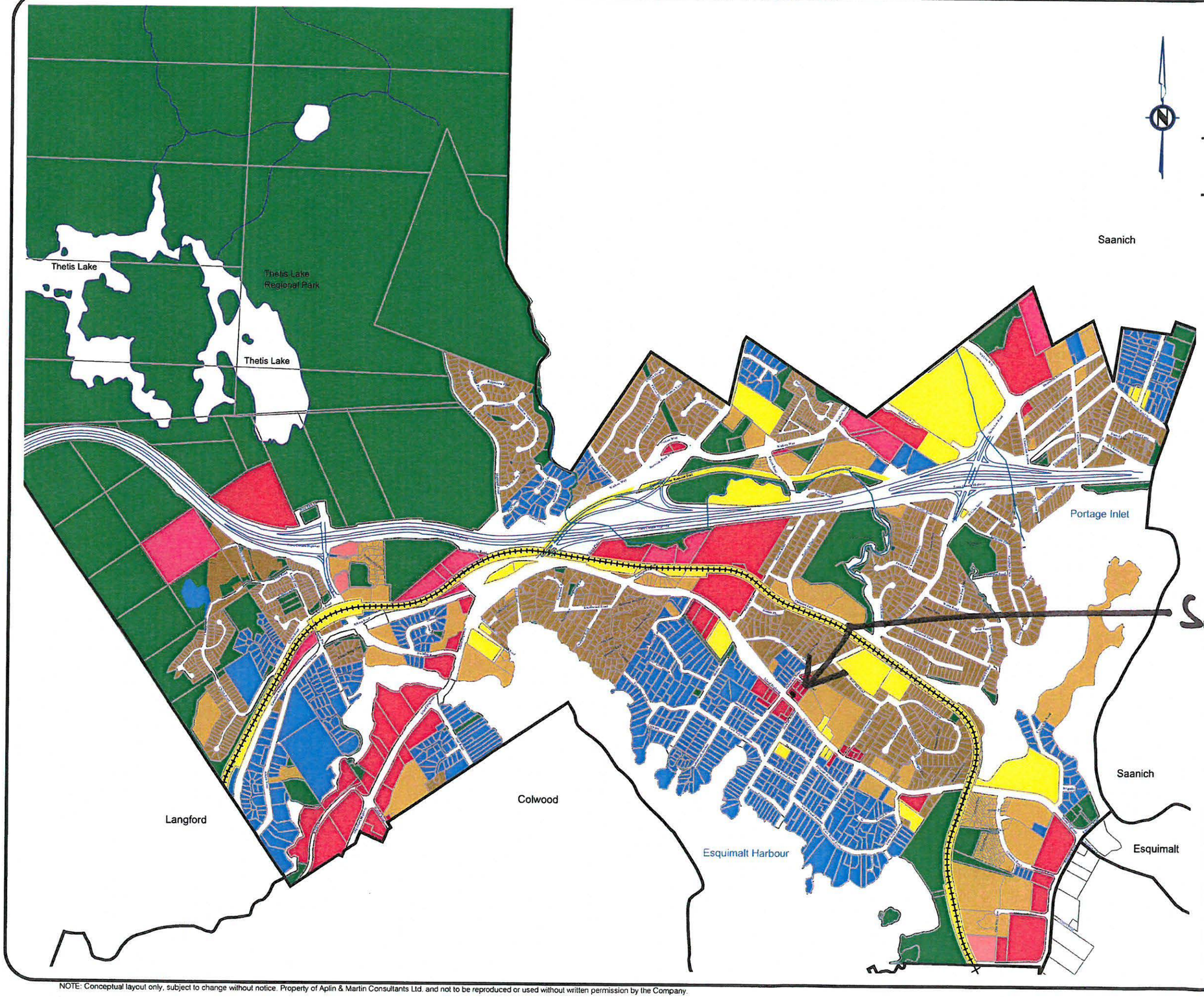
Table 3 - Typical Imperviousness Values

Land Use Designations	Imperviousness
Commercial (C)	85%
Intensive Mixed Use (IMU)	80%
Mixed Residential (M-R)	80%
Neighbourhood Mixed Use (NMU)	80%
Community Facility (CF)	75%
Road	70%
Residential (R)	60%
Large Lot Residential (R-L)	25%
Rural (RU)	10%
Park, Open Space, Recreation (P)	10%

Based on the values in **Table 3**, the Town has an overall imperviousness of 39.7% under the existing land use condition and 41.7% under the future land use condition. A list of the modelled catchments and their basic parameters can be referenced in **Appendix B**.

TOWN OF VIEW ROYAL
MASTER DRAINAGE PLAN
UPDATE 2017

EXISTING LAND USE MAP



LEGEND

- COMMERCIAL
- COMMUNITY FACILITY
- MIXED RESIDENTIAL
- NEIGHBORHOOD MIXED-USE
- PARK, OPEN SPACE
- RESIDENTIAL
- LARGE LOT RESIDENTIAL
- RURAL
- MUNICIPAL BOUNDARY
- RAILROAD
- STREAM

0 150 1:15,000 750m

APLIN MARTIN

Project 16-282
18/08/2017

Figure 2

Appendix C

- Sanitary Calculations
- Relevant Sewer Master Plan Information

JEA J.E. ANDERSON & ASSOCIATES SURVEYORS - ENGINEERS

DATE August 24/2020 PROJECT No. 3268

PREPARED BY RT Page No. 1 of 2

298 Island.

Sewage Calculations.

Proposed Building.

Assumptions

- 300 L/c/d (mmcd)
- 1.8 cap/unit (CRD - for high density).
- 5 L/m² for retail/commercial (VIHA)
- Rest as per mmcd design guidelines.

Given

- 54 units.
- 655 m² retail/commercial.

Calc's

ADWF

$$54 \text{ units} \times \frac{1.8 \text{ cap}}{\text{unit}} \times 300 \text{ L/cap/day} = 29,160 \text{ L/day}.$$

$$655 \text{ m}^2 \times \frac{5 \text{ L}}{\text{m}^2} = 3,275 \text{ L/day}$$

$$32,435 \text{ L/day}.$$

$$\Rightarrow 0.375 \text{ L/s}.$$

Calc Peaking Factor

$$\text{Pop equivalent} = \frac{32,435 \text{ L/day}}{300 \text{ L/cap/day}} = 108 \text{ cap}.$$

J.E. ANDERSON & ASSOCIATES
SURVEYORS - ENGINEERS

DATE _____ PROJECT No. _____
PREPARED BY _____ Page No. 2 of _____

$$PF = 6.75\, P^{-0.11} = 6.75(10^{-0.11})$$
$$= 4.032.$$

PWWF

* Assume no I/I since building take whole site.

$$\therefore = 4.032(0.375\ L/s) = 1.512\ L/s.$$

J.E. ANDERSON & ASSOCIATES
SURVEYORS - ENGINEERS

DATE _____ PROJECT No. _____
PREPARED BY _____ Page No. 3 of _____

298 Island.

Compare to Sewer Master Plan.

Given:
- Site area = 1,853 m².
- Section 4.3 indicates mixed use properties used a FSR of 1.2 – 1.5
  - ↳ assume 298 Island has FSR of 1.5 in sewer model.

Assumptions:
- Proposed sewage is portional to FSR/gross area.

Calculations.

Proposed Gross area = 5,559 m².
Master sewer plan = 1.5 × 1,853 = 2,779.5 m².

$\therefore \frac{5,559}{2,779.5} = 2.$

Master Sewer Plan should have assumed approximately 1/2 the sewage flow based on floor area.

∴ approximately 0.756 L/s more flow (1/2 PWWF)

or Floor Space Ratios (FSR) for these areas. A range of FSRs were provided (e.g. 1.2 - 1.5) and the lowest value was used to estimate the size of the dwelling during the model build. These future land use areas were the first to receive population changes in the model; if the population did not reach 16,900 after these changes, the remaining difference was spread out evenly throughout the Town.

After receiving this information and inputting these changes into the model, the residential population summed to 20,488. This increased value (compared to the original estimate of 16,900) may be due to the future model using the existing population density values, as these values were calculated with the 2016 Census data and may not match with future conditions. This may lead to an overestimation, for example, if an existing neighbourhood that is predominantly single-family homes with a population density of 3-4 people/dwelling changes to a multi-family property in the future where the population density most likely reduces to 1-2 people/dwelling. Although the future PC-SWMM model accounts for the increased number of dwellings, the 2016 population density is still used, which may inflate the total number of people in this location for some of the catchment areas.

4.4. Existing Conditions

4.4.1. Existing System

Refer to *Figures 1* and *2*, showing the Town's existing sanitary infrastructure and the existing pump station catchment areas respectively.

4.4.2. Population

Existing cadastral shape files were received from the Town. Once imported into the model, each parcel was assigned a number of dwellings for single family homes and multi-family residences, while the ICI locations calculated equivalent populations based on the lot area or other factors as described in *Section 2.2.1*. The number of dwellings were then multiplied by the catchment-specific population density to yield the total population for that parcel.

Refer to *Figure 3* for the Town's current land use map.

4.4.3. System Age

The Town's sanitary infrastructure ranges from 5 to 46 years old, with the majority of it having been installed between 1971 and 1981. *Figure 4* provides further details on the age of the Town's sanitary sewers.

Sanitary Master Plan

Legend

Force Main
- Velocity < = 3m/s
- Velocity > 3m/s

Junctions
- No Surcharge
- Surcharge Locations

Wet Well Depth
- < = 0.3m Above Lag Pump Start Depth
- > 0.3m Above Lag Pump Start Depth

Gravity Main - Max/Full Depth
- 0.0 - 0.5
- 0.5 - 0.7
- 0.7 - 1
- 1

McElhanney

0 160 320 640 960 (m)

1:15,000

Coordinate System: NAD 1983 UTM Zone 10N

Project No.	Date
2243-17101-00	Oct 13, 2017

Model Results with Upgrades - Future Population with 100

Figure 12

Attachment 10. OCP Policy excerpt

Policy LU9.1 Harbour-Helmcken Community Corridor

Support the development of the Harbour-Helmcken Community Corridor along the portion of the Island Highway located between Burnett Road and Beaumount Avenue.

The Community Corridor area includes lots fronting the Island Highway and some adjoining lots on the north side of the Island Highway. Limited mixed-use intensification and public space improvement should be concentrated at the Helmcken Intersection, with residential uses occupying the other portions of the corridor.

Development in the Harbour-Helmcken Community Corridor should be carefully reviewed to consider the following:

- Mixed-use intensities appropriate for the corridor's lots sizes and adjacent residential areas.
- Commercial uses should be neighbourhood-serving and limited to properties located near the Helmcken Intersection.
- Circulation, access and parking.
- Right-of-way conditions and pedestrian safety, including connections across the Island Highway and Helmcken Road.
- Placemaking and the quality of the built environment.
- Strong and safe connections to surrounding residential areas, the waterfront, Helmcken Road, View Royal Elementary School and the planned Town Centre.
- Opportunities to consolidate and rezone lots fronting the Island Highway to higher residential densities.

The Harbour-Helmcken Community Corridor should be planned to compliment [sic] and not compete with the future Town Centre. Planning decisions in the Harbour and Helmcken neighbourhoods should recognize the community's aspiration for the development of the Town Centre and ensure that land use planning in other areas does not inhibit eventual development of the Fort Victoria site. Development outside the Community Corridor shall be discouraged.

Comments from October 2020 mailout

Communication 1 of 3

From: **Timothy Ankenman** <timothy@amarchitects.com>
Date: Mon, Oct 26, 2020 at 10:27 AM

Thanks, S_____! I don't know if you have access to or renderings but the building "reads" as a four-storey project albeit we do have 2 partial floors terraced back from the main facades. The overall height of the building (even with the top two floors) will be at the approximate height of the building right next door (Lion's Cove) so I am very confident the building will blend in very suitably with the existing and future context.

Please do not hesitate to contact me should you have any further questions or if you don't have access to the renderings.

We really appreciate your support!!!!
Timothy Ankenman Architect | AIBC | MRAIC | M.Arch. | AIA | **Founding Principal**

On Mon, Oct 26, 2020 at 7:47 AM S_____ wrote:
Thanks Timothy, my initial question is regarding the proposed height of the building, how many stories are currently being planned? I'm happy to see the next phase of redevelopment of this intersection, the vision as I understand it has long been for the area to become the equivalent of a village centre. Increasing foot traffic and a sense of community whilst simultaneously shifting away from the growing feeling of Craigflower/ Helmcken being a secondary highway would be positive.

Thanks for your time, S_____

From: Timothy Ankenman <timothy@amarchitects.com>
Sent: October 23, 2020 2:38 PM
To:
Subject: Island Highway and View Royal

Hi, S____!! Thank you so much for your email and your interest on this project! Now that we are directly connected you can ask me any questions or raise any concerns you might have.

Regarding public input from a municipal level we are hoping for this project to be brought forth to Council in the coming weeks. That is the formal forum for you to voice your support or concerns.

Now that we have your contact information we will be sure to notify you when the Public Hearing is scheduled but again - in the interim please feel free to contact me if you have any questions or concerns regarding this exciting project!!
Timothy Ankenman Architect | AIBC | MRAIC | M.Arch. | AIA | **Founding Principal**

Comments from October 2020 mailout

Communication 2 of 3

From: **Timothy Ankenman** <timothy@amarchitects.com>
Date: Fri, Oct 23, 2020 at 12:24 PM

Thank you so much for your email and interest in this project, C____!! We are very familiar with the parking issues surrounding the site. To that end, we are proposing 19 surface parking stalls behind the neighborhood grocery store, and 2 levels of underground parking which includes additional parking for the grocery store employees, visitor parking for the residential units, and ample parking for the residential units themselves.

If you have any further questions or concerns please do not hesitate to contact me directly!!!
Again thank you!!

Timothy Ankenman Architect | AIBC | MRAIC | M.Arch. | AIA | **Founding Principal**

Date: October 23, 2020 at 11:42:03 AM PDT

Hello. I'm wondering about parking arrangements for this development. As neighbours, we have a big problem with the development across the Old Island Highway from there: cars parking in no parking areas, on boulevards, and on yellow lines. What provisions will be made to avoid this in your proposed development?
Thank you. C_____

Communication 3 of 3

From: **Timothy Ankenman** <timothy@amarchitects.com>
Date: Fri, Oct 23, 2020 at 6:15 PM

I am humbled!! Thank you so much for the compliment and your support! It's truly appreciated.

Timothy Ankenman Architect | AIBC | MRAIC | M.Arch. | AIA | **Founding Principal**

On Fri., Oct. 23, 2020, 3:01 p.m. M_____ wrote:

Hello, I live around the corner from this location and want to say I love your design and idea! You have our support, I truly hope this project is pushed forward. It would be an excellent addition to the community!

Thank you.

TRANSPORTATION PLANNERS AND ENGINEERS

October 30, 2020
Bunt File #: 04-20-0296

John Rosenberg
Director of Engineering& Parks
Town of View Royal
45 View Royal Ave.
Victoria, BC
V9B 1A6

VIA E-MAIL: JRosenberg@viewroyal.ca

Dear John:

Re: 298 Island Highway Traffic Impact Assessment Report - Review Letter

As requested, Bunt & Associates have conducted a review of Addoz Engineering Inc.'s October 8, 2020 Traffic Impact Assessment (TIA) report. The TIA report was revised from a previous July 9, 2020 report.

The TIA report was prepared for a proposed 59 residential unit plus approximately 6,300 Sq. Ft. of retail area on the ground floor. The site is located on the northwest corner of the Helmcken Road & Island Highway intersection in View Royal, BC.

Planned road alterations to site's Island Highway frontage were also examined, these were prepared by Westbrook Consulting Group (attached as **Appendix A)**.

Comments based on our review of the report are provided below.

1. The report acknowledges that the Town of View Royal has plans for Helmcken Road & Island Highway intersection improvements and that no alterations from these plans are being considered. They then however proceed to recommend and analyze in detail significant road alignment and laning alterations.

2. It is recommended that the Town maintain its current plans for the intersection as illustrated in Westbrook's attached drawing. This is preferred over the report's recommended laning alterations for the following reasons:

- Adding second Island Highway through lanes at the intersection does indicate better intersection performance when examining the intersection in isolation, however the operation and safety impacts of introducing merge points is not fully considered within the analysis.

- The report indicates the intersection will encounter reduced queue lengths, however it is noted that these reduced queues are largely due to the second storage lane being added at the intersection and therefore they are not a product of fewer queuing vehicles or more vehicles traveling through the intersection.

- The Town proposed alignment creates important consistency along the Island Highway corridor which has a one lane cross section at both approaches to the intersection.

3. The report discusses various options to enforce the no-left turn regulations at each site driveway. While the report does not recommend the addition of physical barriers we would suggest the Town consider requesting that the applicant provide flex posts on pin-curbs or a similar physical barrier system (with both curb and flex posts) to ensure vehicles do not attempt potentially dangerous left-out/in turn movements.

4. The proposed parking supply as shown in Table 18 is compliant with bylaw for residential vehicle spaces, but it is not compliant with commercial space requirements. The report does note that commercial visitors may use nine parking spaces within the parkade structure, however this is not illustrated in the report (area would need to be outside of parkade gate) or in Table 18. The Town should seek confirmation that nine spaces marked as visitor spaces, that are accessible for commercial and residential visitors will be provided within the parking structure. These additional nine commercial spaces not being outside of resident parking gates, would represent a variance from Town bylaw.

5. All bicycle parking should be provided at the P1 level for easier cyclist access to encourage mode shift towards more sustainable forms of transportation.

6. Loading vehicle turn paths and design vehicles appear appropriate for the proposed land uses.

7. It is recommended that the development seek more substantive Transportation Demand Management (TDM) initiatives to offset its impact to the adjacent transportation network and to promote non-single occupant vehicle transportation. The report's offer of bicycle parking over Bylaw requirement is considered a minimal offering. Additional TDM should be offered, items to consider are:

    - Contribution to proposed active transportation elements of the planned frontage improvements;

- Engage with BC Transit to explore opportunities to improve adjacent bus stop(s), improvements may include shelters from rain and wind, benches, and/or real-time transit information displays.
- A bicycle repair station provided within the buildings bicycle parking room can help promote resident cycling.

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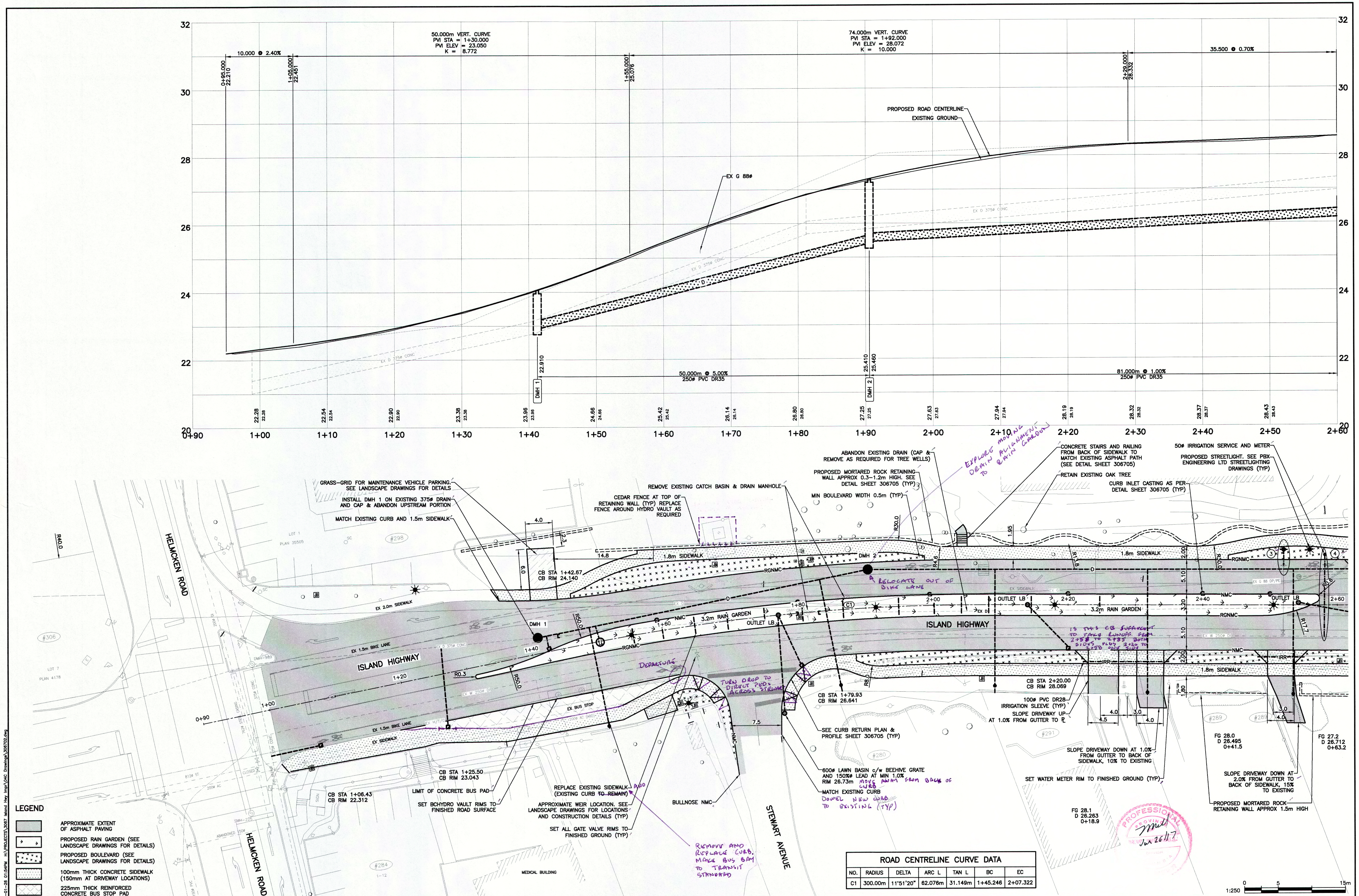
Thank you for the opportunity to provide comment on this report. Please contact the undersigned should you have any questions.

Best regards,
Bunt & Associates

Jason Potter, M.Sc. PTP
Senior Transportation Planner

APPENDIX A: WESTBROOK CONSULTING INC. ISLAND HIGHWAY IMPROVEMENTS DRAWING # 306702


50.000m VERT. CURVE
PVI STA = 1+30.000
PVI ELEV = 23.050
K = 8.772
74.000m VERT. CURVE
PVI STA = 1+92.000
PVI ELEV = 28.072
K = 10.000
10.000 @ 2.40%
35.500 @ 0.70%
PROPOSED ROAD CENTERLINE
EXISTING GROUND
EX G 88Ø
50.000m @ 5.00%
250Ø PVC DR35
81.000m @ 1.00%
250Ø PVC DR35
DMH 1
DMH 2
GRASS-GRID FOR MAINTENANCE VEHICLE PARKING. SEE LANDSCAPE DRAWINGS FOR DETAILS
INSTALL DMH 1 ON EXISTING 375Ø DRAIN AND CAP & ABANDON UPSTREAM PORTION
MATCH EXISTING CURB AND 1.5m SIDEWALK
CEDAR FENCE AT TOP OF RETAINING WALL (TYP) REPLACE FENCE AROUND HYDRO VAULT AS REQUIRED
REMOVE EXISTING CATCH BASIN & DRAIN MANHOLE
ABANDON EXISTING DRAIN (CAP & REMOVE AS REQUIRED FOR TREE WELLS)
PROPOSED MORTARED ROCK RETAINING WALL APPROX 0.3-1.2m HIGH. SEE DETAIL SHEET 306705 (TYP)
MIN BOULEVARD WIDTH 0.5m (TYP)
CONCRETE STAIRS AND RAILING FROM BACK OF SIDEWALK TO MATCH EXISTING ASPHALT PATH (SEE DETAIL SHEET 306705)
RETAIN EXISTING OAK TREE
CURB INLET CASTING AS PER DETAIL SHEET 306705 (TYP)
50Ø IRRIGATION SERVICE AND METER
PROPOSED STREETLIGHT. SEE PBX ENGINEERING LTD STREETLIGHTING DRAWINGS (TYP)
HELMCKEN ROAD
ISLAND HIGHWAY
STEWART AVENUE
3.2m RAIN GARDEN
1.8m SIDEWALK
CB STA 1+42.67
CB RIM 24.140
CB STA 1+25.50
CB RIM 23.043
CB STA 1+06.43
CB RIM 22.312
CB STA 1+79.93
CB RIM 26.641
CB STA 2+20.00
CB RIM 28.069
LIMIT OF CONCRETE BUS PAD
SET BCHYDRO VAULT RIMS TO FINISHED ROAD SURFACE
REPLACE EXISTING SIDEWALK (EXISTING CURB TO REMAIN)
APPROXIMATE WEIR LOCATION. SEE LANDSCAPE DRAWINGS FOR LOCATIONS AND CONSTRUCTION DETAILS (TYP)
SET ALL GATE VALVE RIMS TO FINISHED GROUND (TYP)
BULLNOSE NMC
SEE CURB RETURN PLAN & PROFILE SHEET 306705 (TYP)
600Ø LAWN BASIN c/w BEEHIVE GRATE AND 150Ø LEAD AT MIN 1.0%. RIM 26.73m
MATCH EXISTING CURB
100Ø PVC DR28 IRRIGATION SLEEVE (TYP)
SLOPE DRIVEWAY UP AT 1.0% FROM GUTTER TO ℄
SLOPE DRIVEWAY DOWN AT 1.0% FROM GUTTER TO BACK OF SIDEWALK, 10% TO EXISTING
SET WATER METER RIM TO FINISHED GROUND (TYP)
SLOPE DRIVEWAY DOWN AT 2.0% FROM GUTTER TO BACK OF SIDEWALK, 15% TO EXISTING
PROPOSED MORTARED ROCK RETAINING WALL APPROX 1.5m HIGH
EXPLORE MOVING DRAIN ALIGNMENT TO RAIN GARDEN
RELOCATE OUT OF BIKE LANE
DEPARTURE
TURN DROP TO DIRECT PEDS ACROSS STEWART
REMOVE AND REPLACE CURB. MAKE BUS BAY TO TRANSIT STANDARD
DOWEL NEW CURB TO EXISTING (TYP)
MEDICAL BUILDING
1:250

ROAD CENTRELINE CURVE DATA

NO.	RADIUS	DELTA	ARC L	TAN L	BC	EC
C1	300.00m	11°51'20"	62.076m	31.149m	1+45.246	2+07.322

LEGEND

- APPROXIMATE EXTENT OF ASPHALT PAVING
- PROPOSED RAIN GARDEN (SEE LANDSCAPE DRAWINGS FOR DETAILS)
- PROPOSED BOULEVARD (SEE LANDSCAPE DRAWINGS FOR DETAILS)
- 100mm THICK CONCRETE SIDEWALK (150mm AT DRIVEWAY LOCATIONS)
- 225mm THICK REINFORCED CONCRETE BUS STOP PAD

THE LOCATION AND ELEVATION OF EXISTING UNDERGROUND SERVICES ON THIS DRAWING MAY NOT BE ACCURATE OR COMPLETE. THE ACTUAL HORIZONTAL AND VERTICAL LOCATIONS MUST BE CONFIRMED BY UTILITY COMPANIES AND THE CONTRACTOR PRIOR TO THE START OF ANY EXCAVATIONS

LEGEND – Proposed services shown bold

WATER, SEWER, DRAIN, NATURAL GRADE, CULVERT, HEADWALL, GAS, CURB, SIDEWALK, EDGE PAVE., BUSHLINE, TREE, EXISTING U/G UTL., PROPOSED U/G UTL., LIGHT STANDARD, POWER POLE, ANCHOR, MANHOLE, CLEANOUT, CATCHBASIN, ROAD SIGN, HYDRANT, VALVE, METER, REDUCER, MONUMENT, LOT PIN, LEAD PLUG

REVISIONS

No.	DESCRIPTION	DATE	SIGN
0	ISSUED FOR 90% REVIEW	17-01-26	BB

DESIGNED	RD
DRAWN	BB
CHECKED	
DATE	DEC 2016
B.M.	
ELEV.	
SCALE Horz.	1:250
Vert.	1:50

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PROJECT
ISLAND HIGHWAY IMPROVEMENTS
TOWN OF VIEW ROYAL

PLAN AND PROFILE
STATION 1+00 TO 2+60

WESTBROOK PROJECT No. 3067
GOVERNING AUTHORITY FILE No.
SHEET 2 OF 10 REV. 0
WESTBROOK DRAWING No. 306702