

2. *Improve the sense of address by adding front doors and individual pedestrian access and walkways to each of the sixplex units facing College Street;*
3. *Improve the triplex patio areas by:*
 - *extending the rear patios;*
 - *providing a divide between individual patios, and*
 - *including more native plantings and trees along the back of the lot to compliment the cedar hedge;*
4. *Choose one architectural style for consistency throughout the site;*
5. *Encourage measures to reduce sound and vibration within the floors and between units;*
6. *Increase permeable surfaces particularly in hardscaping, wherever possible;*
7. *Create a welcoming community amenity area at both ends of the driveway access, delineated by different textures of paving stones;*
8. *Increase landscaping at the north and south ends of the driveway access;*
9. *Add a cover/rooftop to secure the garbage/recycling enclosure;*
10. *Add texture to the pavers along the western side of the driveway access to create a pedestrian walkway to discourage stacked parking and promote garage use.*

Discussion on how the ADP recommendations are addressed in the current site plan and other design drawings is included in the Analysis section of this report.

VARIANCES:

This project will require Council approved variances for to Zoning Bylaw No. 3166, 2017 for parking, interior side, front and rear yard setbacks.

VARIANCES FOR COUNCIL CONSIDERATION		
	Requirement	Proposed
1. PARKING	3.28.3 Parking spaces shall be laid out so as to permit unobstructed access to and egress from each parking space at all times.	That the nine surface parking spaces outside of the garages for the triplex buildings be permitted, and be permitted to be counted towards the total number of spaces.
<p>Comments: The total required number of parking spaces is 25. If parking is not permitted outside of the triplex garages, the total number of parking spaces would be 22 (one for each unit and one visitor space), which would require a variance of three spaces. With parking permitted outside of the garages, there are a total of 31 parking spaces.</p>		
2. VISITOR PARKING	<p>2 STALLS</p> <p>3.30.1 Where a <i>parcel</i> contains <i>multi-unit dwellings</i>, one (1) space of every 20 required parking spaces or portion thereof, shall be identified and maintained as visitor parking.</p>	1 STALL
		One surface parking space for visitors is provided near the middle triplex building.

<p>3. EV CHARGING</p>	<p>2 LEVEL-2 CHARGING STATIONS</p>	<p>0</p> <p>The applicant proposes to provide 220-volt garage service outlets ready for EV plugs in each of the seventeen garages and conduit for one future Level-2 EV Charging Station in the surface parking area.</p>
<p>4. FRONT YARD SETBACK</p>	<p>3 m</p>	<p>To permit open decks on the second storey of Buildings 1 and 2 to be located the following distances from the front property line:</p> <p>1.25 m – 4 open decks 2.25 m – 2 open decks 2 m – 2 open decks</p> <p>The building faces meet setbacks.</p>
<p>5. INTERIOR SIDE YARD SETBACK FOR ACCESSORY USES</p>	<p>1 m</p>	<p>0 m</p> <p>For the garbage and recycling enclosure.</p>
<p>6. REAR YARD SETBACK</p>	<p>10 m where driveway access and parking is located behind the principal building 4 m where 100% of the parking is provided beneath the principal building</p>	<p>5 m for Building 3; and 5.75 m for Buildings 4 and 5</p>

Discussion on the Variances is included in the Analysis section, in conjunction with ADP feedback and rationale from the applicant.

***NOTE* - An additional variance to Works and Services Bylaw 3185, 2017 is being requested and will be presented to Council at an upcoming meeting.**

Works and Service Bylaw 3185, 2017 requires that the development provide an upgrade to the sanitary main from the existing 150 mm diameter sewer main to a 200 mm diameter sewer main. The applicant submitted an engineering report from McElhanney Consulting and Engineering Services justifying the sewer main remain at the same size. City staff are satisfied with the results of the engineering report.

As a result, staff are supportive of receiving a \$35,000 contribution for future replacement of the existing sewer main at a time when the rest of the College Street sewer main is replaced. However, this Works and Services Bylaw variance was inadvertently not included in the City’s required public notification or the developer’s signage at the subject property, and therefore will require separate notification. The variance request will be presented to Council at an upcoming meeting. As the Works and Services Bylaw variance was not included in the current recommendation and notification due to staff oversight, the applicant will not be required to pay additional application fees and the notification costs will be paid for by the City.

ANALYSIS:

Planning Rationale

As the proposed application is a multi-family residential project, a Development Permit is required. DPA-1 - Multi-family Residential Areas was established to ensure that new multi-family residential developments meet the following objectives:

- *Provides a healthy safe and livable environment for residents;*
- *Minimizes its impact on the local environment;*
- *Provides for vehicular as well as pedestrian needs in a safe manner;*
- *Is compatible with surrounding land uses;*
- *Complements the social and environmental goals of the OCP; and,*
- *Is constructed to high standards, both materially and aesthetically.*

Design Rationale

The proposed development was designed by Ellins Architect Inc., based on Gabriola Island. The applicant has submitted several design rationale letters (Appendix B of this report). The first considers how the proposed development will fit into the Cairnsmore Neighborhood, and proposes that the heritage style of the proposed buildings and landscaping is in-keeping with the architecture style of the neighborhood. After the applicant received recommendations from the ADP a second letter and two follow-up letters were submitted outlining responses to the recommendations. A revised site plan and landscape plan were also submitted, incorporating some changes in response to the ADP feedback.

It should be noted that the applicant originally submitted a concept plan for a thirty-two unit stand-alone apartment building in the spring of 2018. This concept exceeded the allowable Floor Area Ratio (density) requirements for the site, and the applicant was asked to resubmit a new design as the City cannot vary use or density. At that time, the City had begun the Cairnsmore Neighbourhood Plan engagement and suggested to the applicant that they resubmit a design that is compatible with the wishes of the community.

Since then, the applicant has made efforts to design the site in keeping with the *Cairnsmore Neighbourhood Plan, Summary of Feedback from Phases One and Two*, where the community has shown a strong desire to maintain the heritage “*feel of the community*” and to introduce new housing near the “*neighbourhood heart*” that fits with the existing residential areas.

Orientation, Form and Character

A number of older (circa 1915) character homes with large lots, well kept gardens, and established stands of trees remain on the street and add to the traditional *garden suburb* character of the street and neighbourhood. The proposed multi-unit ‘houseplexes’ present a pod-style strata development consisting of two six-plexes and three tri-plexes with a total of 21 units that has been conceptualized to fit into the existing form and character of the neighbourhood.

The layout and design of the proposed buildings has considered the heritage buildings in the surrounding neighbourhood as suggested through the community engagement exercises held with regard to the on-going Cairnsmore Neighbourhood Planning process. The applicant has worked to design the site and scale the proposed structures to blend and reflect with the character of the neighborhood.

The Development Permit Guidelines state:

- *New buildings should respond to a human scale, and the character of neighbouring areas, considering the intent of the adjacent zoning, with a goal to achieve some visual harmony at the street level.*
- *Variations in the character of rooflines (e.g. gables and dormers).*
- *Where development is proposed adjacent to a lower-density zone, the size and siting of buildings should be sympathetic to the size and scale of adjacent development and complement the surrounding uses*

Setback Variances

Front setbacks

A variance is requested for the second floor open decks for Buildings 1 and 2, from 3 m to 1.25 m for four open decks, 2.25 m for two open decks, and 2 m for two open decks. The main portions of the sixplex buildings meet the setbacks, but the Zoning Bylaw does not include provisions for open decks on the front of a building to extend into the setback (although open decks at the rear of a building may) and there will also be a grassed boulevard with street trees and sidewalk separating the buildings from the street.

Interior side yard setback for accessory structures

The garbage and recycling enclosure is located against the fence at a 0 m setback, not meeting the 1 m setback. However, this is a minor structure and is adjacent to a commercial use. The location and layout of the enclosure maximizes open space for the development.

Rear setback

A variance is requested for the triplex buildings from 10 m to 5 m for Building 3 and 5.75 m for Buildings 4 and 5. The minimum setback for this zone for buildings with all of their parking located in underground or structured parking is 4 m. The applicant provides the rationale that 80% of the total units have parking located within the buildings, so they should be permitted a lesser setback. Open decks in rear yards are permitted to extend up to 2 m into the setback, so would be permitted to extend up to 2 m into the varied setback. The rear property line is adjacent to the parking lot for the Gala Vista apartments, so there is ample separation between the proposed development and existing residential development and fencing and landscaped screening to provide privacy at the ground level.

Staff comment: Staff are satisfied with the proposed setbacks.

ADP Comments

Advisory Design Panel Recommendation:

- **Explore building form and the transition of the building scale between single-storey and multi-storey buildings;**

Applicant Response (March 26, 2019):

“The panel suggests that we explore building form and transition of the building scale between the single storey neighbour to the north and the multi-storey buildings of the proposed site. We are unable to revise the building form to have a partial single or 2 storey design at the north end of the property as this would have a detrimental effect on the size and number of units in the development making it untenable for the developer. They have already changed the design from a 4-storey 32 unit condominium project down to the 3 storey townhouse style development. It should also be noted that there is an existing apartment complex that runs along the west length of the subject property and the neighbouring property which sits well above the proposed height of the townhouses. In effect, the townhouse project is a transition between this existing development and the single family next door.”

- **Choose one architectural style for consistency throughout the site;**

Applicant Response:

“We are unsure as to the reasoning for the request of one architectural style to create consistency throughout the site. We are trying NOT to be the typical development where everything is the same. We have specifically tried to make the buildings facing College Street look different. The concept is in keeping with the Cairnsmore Community of having varied traditional architecture. We are specifically trying to not appear like a “development” but rather like two, albeit large, single family residences.

The interior buildings are of a more cohesive style but feature three different cladding and colour schemes for the same reason.”

Staff Comment:

While the applicant altered their original concept and design to fit with the surrounding structures, the ADP’s concerns are for the ‘fit’ to be integrated into the streetscape and not so much like the Gala Vista which faces Government Street. The intent of the recommendation is to break down and soften the massing with the addition of character defining elements such as trellis’s, staircases, landscaping, porches etc.

While the ADP appreciated the variation in materials and styles because this will obviously be one development, a common design theme was suggested, with variation in color and textures. The ADP would have preferred enhanced variation in rooflines and overall massing integration.

Building Materials

The applicant has proposed a unique color scheme for each of the five buildings. The exteriors are finished with various types of fiber cement siding (Hardie board) including: horizontal fiber cement siding, wide panel batten fiber cement siding, shingle fiber cement siding and fiber cement trim. The buildings will also feature painted metal railings, wooden posts and laminated roof shingles.

ADP Comments

Advisory Design Panel Recommendation:

- **Encourage measures to reduce sound and vibration within the floors and between units;**

Applicant Response:

“We can assure the panel that the 2018 Building Code will be followed and that this latest iteration of Code does address the reduction of sound and vibration within floors and between units.”

Staff Comment:

Staff is content with this response as this is a Building Code issue and not related to the form and character.

Landscaping

The site will be well landscaped. Eighteen large cedar trees were recently planted to buffer the rear property line fence and to provide a 1.5m visual barrier to the rear of the development.

A selection of native and drought tolerant trees and plantings is included in the design. Four large red maple trees are proposed along the property frontage. Front and side yard areas have a mix of trees and shrubs, including Pacific dogwood, Japanese maple, rhododendrons, Mexican mock orange, mugo pine and lily-of-the-valley plantings. A mixture of plantings will provide color, primarily focused to distinguish the front and rear sections of the property.

Rain gardens filled with plants such as sword ferns, Oregon grape, salal, golden sweet flag, kinnikinnick, creeping dogwood, and Mexican feather grass will run between the three townhouse structures. Irrigation will be provided for the entire site and integrated into a stormwater management system.

The site plan indicates screened and enclosed garbage/recycling facility will be sited mid-way along the southern interior lot line. A variance will be required to permit its close proximity to the property line (required to be a 1 m setback).

ADP Comments

Advisory Design Panel Recommendation:

- **Increase permeable surfaces particularly in hardscaping, wherever possible;**

Increase landscaping at the north and south ends of the driveway access;

Applicant Response:

“We propose to create a welcoming community area at the north end of the property by creating a patterned area of paving stones. This achieves an increase in permeable surfaces as well”

“We will add the paver demarked amenity space at the south end of the plaza as well. The wood screening around the garbage enclosure and the “open roof” trellis covering with climbing plants will enhance this area. Site lighting will be reviewed to ensure CPTED principles are used.”

“We propose to amend the driveway access to the rear triplex buildings by creating two 2’ wide concrete tracks separated by grass and/or ground cover at each garage driveway. This will increase permeability and landscaped green areas.”

- **Add a cover/rooftop to secure the garbage/recycling enclosure;**

Applicant Response:

“We will cover the garbage / recycling enclosure with a trellis which can incorporate additional (climbing) planting. A roof structure may tend to prevent air circulation and additionally could provide shelter for unwanted visitors.”

Staff Comment:

Staff is content with this response. Updated site plans and landscape plans incorporate the noted changes.

Access

The primary access to all twenty-one residential units is through one common driveway located off College Street, between the two six-plex buildings. This access also serves pedestrians with two concrete paver sidewalks. The common driveway will be used by commercial vehicles for garbage and recycling collection.

The applicant has proposed grade level pedestrian paver walkways to delineate safe walking areas that also provide increased informal access space within the site.

ADP Comments

Advisory Design Panel Recommendation:

- **Improve the sense of address by adding front doors and individual pedestrian access and walkways to each of the six-plex units facing College Street;**

Applicant Response:

“We agree that adding pedestrian access to the sixplex units along College Street will improve the sense of address. We will add 3 ft. wide paver paths from the sidewalk to a gate and trellis feature in the front yard fence at each of the four lower floor units, two on each building.”

“We are not able to add access to the upper units of the 6 plexes from College Street. This would require a complete redesign of the buildings and would make the lower floor units smaller and create more internal hall space for the upper units. The 4 street level units have walkways from College Street as is appropriate.”

Staff Comment:

While the applicant provides individual access to the four ground-level units fronting College Street, access to

each of the twelve sixplex units is not provided from the street. The intent of the ADP was to include private access via staircases from the street front of the structure to individual units instead of from the rear of the building (where accesses are attached to the parking garages). The theory of access from the street is to encourage reduction in automobile dependence, improve pedestrian access and promote safety.

Parking and Storage Structures

Multi-Family Development Permit Area Guidelines include:

- *Parking areas should be located away from the street, whenever feasible, to create a more aesthetic and functional design.*
- *Private parking areas must be designed with the following features:*
 - *close access to building entrances;*
 - *clearly marked, well-lit pedestrian routes;*
 - *appropriate signage to assist people in locating pathways and building entrances;*
 - *adequate lighting that eliminates dark or shadow areas; and*
 - *opportunity for casual surveillance from a number of locations.*
- *Parking areas and internal access roads should be constructed using a permeable surface*
- *Parking areas should be made attractive by:*
 - *Breaking up surface parking areas and other large areas of paved surfaces with landscape planting*
- *Using contrasting paving materials to mark clear pedestrian routes through large parking lots, or from the street to the building and placing special emphasis on points of conflict between people and cars to improve visibility, enhance safety, and provide aesthetic appeal.*
- *Spaces should be defined through design features to differentiate private, semiprivate, and public use areas within and around the project. This may be achieved through use of material changes, grade changes, exterior walls, screening, and landscaping.*

Parking Variances

Stacked Parking

Zoning Bylaw 3166, Section 3.28.3 requires that “parking spaces shall be laid out so as to permit unobstructed access to and egress from each parking space at all times”.

Applicant Response:

“We argue that the bylaw ... is intended for larger development and parking lot configurations and not smaller residential buildings. It seems unreasonable that a bylaw would restrict a homeowner from having a visitor or a second car park in their driveway. Presumably they manage their own timetable and can move their cars as needed. Other municipalities including Courtenay, Nanaimo and North Cowichan allow the driveway for this type of building form to be counted as a parking spot.”

Visitor Parking

Section 3.30.1 requires that “where a *parcel* contains *multi-unit dwellings*, one (1) space of every 20 required parking spaces or portion thereof, shall be identified and maintained as visitor parking”. Two spaces are required, and the applicant will provide one visitor parking space. If the parking spaces outside of the garages are permitted, this will reduce the demand for visitor parking.

EV Charging

Zoning Bylaw 3166 Section 3.31.2 requires that “multi-unit *residential*, commercial, or community *uses* must install one (1) *electric vehicle charging station*, minimum Level-2, for every 20 required *off-street parking spaces*”. The applicant proposes to provide charging outlets in the seventeen parking garages, and conduit for a future Level 2 EV Charging Station in the surface parking area so the strata can easily install a charging station in the future.

Staff comment: Staff are satisfied with the proposed variances. Further comments are in the ADP review table, below.

An effort has been made by the applicant to meet the parking needs of the project while addressing DPA guidelines by creating a hardscaped courtyard for residents that doubles as a driveway. With delineated walkway pavers, there is potential to create a safe, pedestrian friendly area. While safety and security are important, the aesthetics, and sound abatement should also be considered in the design of the parking area. Unlike asphalt, the patio pavers assist in reducing the sound echo as well as with the overall site drainage.

ADP Comments
<p>Advisory Design Panel Recommendation:</p> <ul style="list-style-type: none">▪ Increase permeable surfaces particularly in hardscaping, wherever possible; and▪ Add texture to the pavers along the western side of the driveway access to create a pedestrian walkway to discourage stacked parking and promote garage use. <p>Applicant Response: <i>“We propose to amend the driveway access to the rear triplex buildings by creating two 2’ wide concrete tracks separated by grass and/or ground cover at each garage driveway. This will increase permeability and landscaped green areas.”</i></p>
<p>Staff Comment:</p> <p>The driveways to the triplexes, and the five additional surface parking spaces were revised after the ADP meeting to have concrete tracks with landscaping in between, and textured pavers were added to the western side of the internal driveway area. However, the ADP discussed discouraging stacked parking (parking inside garages as well as outside of the garages for the tri-plex buildings), as it is not permitted in the Zoning Bylaw, and surface parking encloses or narrows the plaza area. While it would be ideal to eliminate surface parking in front of the nine triplex units, there would still be five surface parking spaces for other units in the sixplexes and the visitor parking space. If the stacked parking variance is denied by Council, a covenant would be required to prohibit parking outside of the triplex garages, which would be difficult for staff to monitor and enforce.</p>

Open Space and Amenity Areas

While all units are proposed to have either a balcony or private patio area, a courtyard atmosphere would help increase the overall feeling of safety of the site, help to slow traffic and should encourage people to park in their garages instead of on the street. As a strata development, the entire driveway area has the opportunity to create a courtyard feel for residents with the use of patio pavers and stamped concrete finishing, along with landscape plantings.

Relevant DPA guidelines include:

- *Open space should be provided that allows for active play areas and/or passive activities such as enjoying sunlight, views, and landscaping.*
- *The provision and location of play and recreation areas should reflect the needs of the anticipated residential population.*
- *Design features such as entry courts or seating in open areas should be encouraged to foster social interaction and a sense of community.*

- Spaces should be defined through design features to differentiate private, semiprivate, and public use areas within and around the project. This may be achieved through use of material changes, grade changes, exterior walls, screening, and landscaping.

ADP Comments
<p>Advisory Design Panel Recommendation:</p> <ul style="list-style-type: none"> ▪ Improve the triplex patio areas by: <ul style="list-style-type: none"> • extending the rear patios; • providing a divide between individual patios, and • including more native plantings and trees along the back of the lot to compliment the cedar hedge; <p><u><i>Applicant Response:</i></u> <i>“We agree that the patio areas of the triplex buildings can be improved and will extend them, add dividers and incorporate more native planting along the rear hedge area.”</i></p> <p>Other related ADP recommendations related to Open Space and Amenity Areas are addressed in the comment box under the Landscaping section.</p>
<p>Staff Comment:</p> <p>Staff is content with this response, which is reflected in the revised site plan and landscape plan. In recent revisions, the garbage and recycling enclosure was also revised to orient it along the fenceline, creating a more open area between it and the southern triplex building.</p>

Accessibility and Safety

Relevant DPA Guidelines include:

- Accessible travel routes to building entrances, parking, and/or recreational areas should have a hard, slip resistant surface with a defined border of alternate material or texture to distinguish the sides or ends of paths, and shall meet the requirements of the current British Columbia Building Code.
- The basic principles of Crime Prevention through Environmental Design (CPTED) should be incorporated into building and site planning/ design (e.g. avoid recesses, dark alcoves, the creation of hiding spots, and isolated areas).

The applicant has worked to include elements that improve safety and access on the site including maintaining existing fencing and landscaping the main driveway areas. While the applicant has worked to improve screening with landscaping, there is no reference to a new or higher fence being constructed

Comments
<p><u><i>Applicant Comment:</i></u> <i>Site lighting is achieved by use of 7 pole downlights, at the entry roadway, one at the north end of the internal spine roadway, two at the south end and two in the green spaces between the triplexes. Additionally, there are motion sensor lights mounted on the garages, one at each triplex and two at each sixplex. Each dwelling will also have its own exterior lighting adjacent its front door and at rear patio areas.</i></p>
<p>Staff Comment:</p> <p>Staff are satisfied with the lighting provided.</p>

Environmental Impact

The proposed development will considerably alter how the site interacts with the environment. There will be a significant amount of new impervious surface incorporated in the development, with little natural space in comparison to the now vacant site.

The applicant submitted a sustainability checklist, after the ADP meeting. Sustainability features include Energy Star appliances and low consumption fixtures, heat recovery ventilators, recycling programs during construction and use of recycled materials, EV charging within garages, landscaping and minimizing impervious surfaces, and construction of sidewalks and landscaped boulevards. The applicant states that the project will achieve a green building standard but has not specified which program. The Sustainability Checklist score is 61.5, which is under the minimum target score which would qualify the development for a Development Cost Charge reduction.

Public Feedback

One email response was received in response to the public notification (appendix F). The person is a resident of the Gala Vista apartment building in a unit facing the rear of the subject property, and “strongly objects” to the proposed development due to concerns about the scale of the proposed development in relation to the size of the lot, and potential loss of privacy and noise issues. The resident of the single family dwelling on the small lot immediately to the north of the subject property reviewed the proposal with staff at City Hall, and wants to ensure that removal of the large tree near the northern property line and construction would not damage her house, which is in a non-conforming location at the property line.

IMPLICATIONS

Financial: The applicant has paid a \$2,000.00 Development Permit Application with variances. Development Cost Charges will be collected at Building Permit issuance if this development proceeds. A Works and Services estimate has been provided and fees and securities will be required prior to Building Permit issuance.

Legal Implications As per the *Local Government Act*, and the City of Duncan Public Hearing Bylaw No. 1004, variance applications require public notification. Property owners and occupants within 122 metres (400 feet) have been notified.

Strategic Priority: *Encourage a business and development friendly environment*

Sustainability: *Furtheres the City’s Official Community Plan goal - To accommodate and manage population growth to meet the needs of Duncan’s residents, build on and enhance the City’s attributes, and work towards a more sustainable built and natural environment. The Integrated Community Sustainability Plan supports the creation of new housing within walking distance of neighbourhood services*

Communication: A summary of internal and external referrals is attached to this report and was provided to the applicant in February 2019. Public notification was distributed by staff and a sign was posted on the property by the applicant. Information on the application is available on the City website and at City Hall. If Council approves DP-2019-10, staff will work with the applicant to meet the required conditions. The DP will be registered on Title at the

provincial Land Title Office.

ATTACHMENTS:

Appendix A: Project location

Appendix B: Project Rationale Letters

Appendix C: Draft Development Permit

Appendix D: Referral summary

Appendix E: Public Notification

Appendix F: Public Responses to Notification



Aerial Perspective of Subject Property

APPENDIX C: Project Rationale Letters



REVISED FEBRUARY 22, 2019

Design Rationale for College Street Multi-Family Development **Proposed 21 Unit Townhouse Development at** **College Street, Duncan, BC**

Project Overview:

The proposed development is located on existing bare land on the west side of College Street, one block north of Cairnsmore Street. The neighbouring property to the south is a C-3 commercial development (7-Eleven). To the north is a single family residential property. Across the road to the east is a large undeveloped P1 property. The zoning category has been designated by the Municipality as MDR (Medium Density Residential) The proposed development is a 21 unit townhouse development organized in 5 buildings, 3 triplexes and 3 sixplexes. All are three storey in height.

Project Siting and Organization:

The subject property is 2,716.88 square metres (29,245.3 sq. ft.), trapezoid in shape with the narrower side fronting on College Street. The property is relatively flat, sloping from College street up about 2 feet.

The development is totals 3,215.5 square metres (34,613 square feet) in gross area and complies with the F.A.R, for the zoning which allows 3,260.3 square metres (35,094.36 square feet). Vehicular access to the development is from College Street entering the property centred on the development with an internal roadway that then “tee’s” and goes in two directions in the middle of the lot.

General orientation of the dwellings is facing toward College Street. This east / west alignment takes advantage of sun movement and also the best view towards “open space” across the road at the school.

A covered parking is provided for one car for 17 of the 21 units. The 4 ground floor units in the 6 plexes have parking dedicated off the internal spine road. The zoning requires 25 parking spots. The development provides only 22 and we are asking for a Variance. The site is close to bus routes. The 3 additional required spots will be purchased at 8,000.00 each

There is pedestrian and bicycle access from College Street along the north side of the entry roadway. Each unit has pedestrian access from a sidewalk leading to their door.

Each unit has enclosed bicycle storage. Those with garages have room there and the 4 without garages have a bike room under the stairs accessible from their private sidewalks. Secure and covered bicycle racks are provided against Building 2 in a central, easily visible location.

Garbage and recycling bins are provided in a screened area fenced to match the property line fencing, at the south end of the internal spine roadway against the 7/11 property.

Site lighting is achieved by use of 7 pole downlights, at the entry roadway, one at the north end of the internal spine roadway, two at the south end and two in the green spaces between the triplexes. Additionally, there are motion sensor lights mounted on the garages, one at each triplex and two at each sixplex. Each dwelling will also have its own exterior lighting adjacent its front door and at rear patio areas.

Building Design:

In keeping with the Cairnsmore Neighbourhood Plan, the concept is heritage in style, employing unique architectural character and details. Although there are 21 units in 5 buildings, the design is created to have the appearance of 5 large heritage-style single family buildings. Each has its own character created by changing up cladding and colour schemes. (Refer to “streetscapes”)

Each building is articulated to break up the massing of the building. Use of varied cladding materials also provide interest and minimize the scale. Each building has its own unique colour scheme as well. (Refer to coloured elevations and actual colourchips on finishes lists.)

The organization of the units is as follows:

3 storey townhouse style dwellings for the 3 triplex buildings. Building # 3 is a 3

bedroom and buildings 4 and 5 are 2 bedroom plus den.

In the 6plexes there are 2 ground floor suites in each building and then 4, 2-storey dwellings above.

Variances:

The front yard setback is 3 metres. We require a relaxation for the posts of the decks only. From 3m to 1.85m for 4 posts, to 1.95 m for 4 posts and to 2.8m for 6 posts.

The rear yard setback utilized is 4 metres. According to the bylaw, this is allowed when all of the required parking is covered. In our case 80% of the units have covered parking and 69% of the required (25) parking spots are covered. We are asking for a relaxation of the parking requirement for the 4 metre setback. OR a relaxation of the 10 metre setback to 4m for building 3 and to 5m for buildings 4 and 5.

The side yard setback on the south side is encroached by the fencing around the garbage and recycling bins only. This is the best location for this function, and abuts the adjacent commercial property. We ask that the enclosure be deemed fencing and not a “structure”

The City is requiring 2 accessible parking spots as per the bylaw, 3.38.2. We read the bylaw as 3.38.1 where it states that accessible parking be provided where the use is required to be accessible by the BC building code. And then further, 3.38.2. Not regardless, 3.38.2 Residential uses are not required to be accessible.

If indeed these are required we propose to provide 2 dedicated, marked accessible parking spots in the boulevard area of College Street in front of the project.



March 26, 2019

Danica Rice, Manager of Planning
200 Craig Street, Duncan, BC

Dear Danica:

**Response to Advisory Design Panel Review of
1027 College Street, 21 Unit Multi-family Development, Duncan, BC**

We thank the Advisory Design Panel for their substantial support and offer the following response to their comments and concerns.

1. The panel suggests that we explore building form and transition of the building scale between the single storey neighbour to the north and the multi-storey buildings of the proposed site.
We are unable to revise the building form to have a partial single or 2 storey design at the north end of the property as this would have a detrimental effect on the size and number of units in the development making it untenable for the developer. They have already changed the design from a 4-storey 32 unit condominium project down to the 3 storey townhouse style development.
It should also be noted that there is an existing apartment complex that runs along the west length of the subject property and the neighbouring property which sits well above the proposed height of the townhouses. In effect, the townhouse project is a transition between this existing development and the single family next door.
2. We agree that adding pedestrian access to the sixplex units along College Street will improve the sense of address. We will add a 3 ft. wide paver paths from the sidewalk to a gate and trellis feature in the front yard fence at each of the four lower floor units, two on each building.
3. We agree that the patio areas of the triplex buildings can be improved and will extend them, add dividers and incorporate more native planting along the rear hedge area.
4. We are unsure as to the reasoning for the request of one architectural style to create consistency throughout the site. We are trying NOT to be the typical

development where everything is the same. We have specifically tried to make the buildings facing College Street look different. The concept is in keeping with the Cairnsmore Community of having varied traditional architecture. We are specifically trying to not appear like a “development” but rather like two, albeit large, single family residences. The interior buildings are of a more cohesive style but feature three different cladding and colour schemes for the same reason.

5. We can assure the panel that the 2018 Building Code will be followed and that this latest iteration of Code does address the reduction of sound and vibration within floors and between units.
6. See 7. & 8. as these recommendations are related.
7. We propose to create a welcoming community area at the north end of the property by creating a patterned area of paving stones. This achieves an increase in permeable surfaces as well. We do not see the south end near the garbage enclosure as an appropriate area for community amenity.
8. We propose to amend the driveway access to the rear triplex buildings by creating two 2' wide concrete tracks separated by grass and/or ground cover at each garage driveway. This will increase permeability and landscaped green areas.
9. We will cover the garbage / recycling enclosure with a trellis which can incorporate additional (climbing) planting. A roof structure may tend to prevent air circulation and additionally could provide shelter for unwanted visitors.
10. See answer to 8.

Thank you, Jerry Ellins for Nick Woywitka



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April 8, 2019

Danica Rice, Manager of Planning
200 Craig Street, Duncan, BC

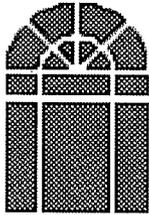
Dear Danica

**Further Consideration Regarding
1027 College Street, 21 Unit Multi-Family Development, Duncan, BC.**

Thank you for reviewing our initial Response to the ADP. Below we have detailed how we will address your further comments.

1. Regarding the tri-plex driveways, in order to encourage people to park in their garages we will add a sidewalk in front of the tri-plex driveways using pavers to delineate. This will create a “full circle” in the plaza with an amenity area at both ends. See attached Site Plan
2. We will add the paver demarcated amenity space at the south end of the plaza as well. The wood screening around the garbage enclosure and the “open roof” trellis covering with climbing plants will enhance this area. Site lighting will be reviewed to ensure CPTED principles are used. See attached Site Plan
3. We will replace the columnar flowering cherry trees with a more shade providing specimen. (A revised Landscape Plan is coming)
4. We are not able to add access to the upper units of the 6 plexes from College Street. This would require a complete redesign of the buildings and would make the lower floor units smaller and create more internal hall space for the upper units. The 4 street level units have walkways from College Street as is appropriate.
5. We will more clearly address the EV charging stations and the bicycle storage. See attached Site Plan.

Thank you, Jerry Ellins for Nick Woywitka



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August 6, 2019

To: Mayor & Council,
Peter de Verteuit CAO,
Danica Rice, Planner, City of Duncan

**RE: Parking for 21 Unit Multi-Family Development
1027 College Street, Duncan, BC**

Please consider the following analysis for parking requirements in relation to the above noted project.

Basic calculation: 21 units x 1.2 cars = 25 parking spots

Breakdown:

12 Units in 6-Plex Buildings: 12 x 1.2=14

9 Units in Triplex Buildings: 9 x 1.2 =11

Other Municipalities require that we count the driveway if it is long enough, as a 2nd parking space. As such, we provide 31 parking stalls, 17 in garages and 14 in outside stalls.

Analysis:

We provide 8 parking spaces in enclosed garages and 5 in open parking spaces allocated for the 6 plexes. We agree we are short by 1 stall

We provide 9 parking stalls in garages for the triplexes. We disagree that we are short 2 stalls and argue that we also provide 9 spots parking in the driveways in front of the garages and that at very least we should be allowed to count 2 of the driveway spaces to fulfill the required 14 .

Rationale: We argue that the bylaw 3166, 3.28.3 "Parking spaces shall be laid

out so as to permit unobstructed access to and egress from each parking space at all times” is intended for larger developments and parking lot configurations and not smaller residential buildings. It seems unreasonable that a bylaw would restrict a homeowner from having a visitor or a second car park in their driveway. Presumably they manage their own timetable and can move their cars as needed. Other municipalities including Courtenay, Nanaimo and North Cowichan allow the driveway for this type of building form to be counted as a parking spot. It makes little sense to require additional space to be taken away from open green space for parking when the reality is that the parking space already exists (in the driveway)

In addition, as per bylaw 3166, 3.38.2 “One (1) parking space for persons with disabilities must be provided for the first 20 required parking spaces and one (1) additional space for every 40 required spaces thereafter.” Our reading is that 1 is required, but find that 5 cars representing .08% of 40 is not a reasonable number to require a 2nd stall for. We are prepared to provide and maintain 1 dedicated, marked accessible parking spot in the boulevard area of College Street in front of the project.

Thank you for your consideration.
Jerry Ellins, Architect AIBC



CITY of DUNCAN DEVELOPMENT PERMIT - WITH VARIANCES (DRAFT)

Permit No: DP-2018-10

Registered Owner: Woywitka’s Building Supplies, Ltd., Inc. No. C0240026
 1747 Westlock Road, Duncan, BC V9L 0B8

Subject Property: 1027 College Street

Description of Land:
 Parcel Identifier: 023-302-437
 Legal Description: LOT A, SECTION 19, RANGE 5, QUAMICHAN DISTRICT, PLAN VIP62519

Proposal: TWENTY-ONE UNIT MULTI-FAMILY RESIDENTIAL DEVELOPMENT WITH FIVE BUILDINGS

Conditions of Permit:

1. This permit is issued subject to compliance with all relevant City of Duncan bylaws, except as specifically varied or supplemented by this Permit.
2. This permit applies to the lands described above, and any buildings, structures, and other development thereon (hereinafter called ‘the Lands’).
3. The Lands and building which are subject to this Permit shall be developed strictly in accordance with the terms and conditions of this Permit and in accordance with the following schedules:

- Attachment A: Site Plan**
- Attachment B: Elevations, Floor Plans and Materials**
- Attachment C: Landscape Plan**

4. This Development Permit includes the following variances to Zoning Bylaw 3166, 2017, as shown in Attachment A:

VARIANCES FOR COUNCIL CONSIDERATION		
	Requirement	Proposed
1. PARKING BYLAW SECTION: 3.28.3	Parking spaces shall be laid out so as to permit unobstructed access to and egress from each parking space at all times.	That the nine surface parking spaces outside of the garages for the triplex buildings be permitted, and be permitted to be counted towards the total number of spaces.
2. VISITOR PARKING BYLAW SECTION: 3.30.1	2 STALLS <i>Where a parcel contains multi-unit dwellings, one (1) space of every 20 required parking spaces or portion thereof, shall be identified and maintained as visitor parking.</i>	1 STALL One surface parking space for visitors is provided near the middle triplex building.

3. EV CHARGING BYLAW SECTION 3.31.2	2 LEVEL-2 CHARGING STATIONS	0 The applicant will provide 220-volt garage service outlets ready for EV plugs in each of the seventeen garages and conduit for one future Level-2 EV Charging Station in the surface parking area.
4. FRONT YARD SETBACK BYLAW SECTION 4.7.1	3 m	To permit open decks on the second storey of Buildings 1 and 2 to be located the following distances from the front property line: 1.25 m – 4 open decks 2.25 m – 2 open decks 2 m – 2 open decks The building faces meet setbacks.
5. INTERIOR SIDE YARD SETBACK FOR ACCESSORY STRUCTURES BYLAW SECTION 4.7.1	1 m	0 m For the garbage and recycling enclosure.
6. REAR YARD SETBACK BYLAW SECTION 4.7.1	10 m where driveway access and parking is located behind the principal building 4 m where 100% of the parking is provided beneath the principal building	5 m for Building 3; and 5.75 m for Buildings 4 and 5

5. As a condition to varying the Zoning Bylaw and prior to Occupancy Permit issuance, the applicant must provide the following:
 - a. The applicant will provide 220-volt garage service outlets ready for EV plugs in each of the seventeen garages and conduit for one future Level-2 EV Charging Station in the surface parking area.
6. Approval of a stormwater management plan based on the Water Balance Model and a Geotechnical Assessment by the Director of Public Works and Development is a requirement of this permit prior to issuance of a Building Permit. A \$10,000.00 security deposit is required for completion of this work and proposed parking area.
7. Provision of an agreement to construct and install required works and services in accordance with City of Duncan, Engineering/Public Works Department requirements including roadwork and access, water servicing, sanitary sewer, storm drainage, electrical and telecommunications, and administration and inspection, and related securities and fees is a requirement prior to issuance of a Building Permit.
8. Pursuant to section 504(2) of the *Local Government Act*, this permit will lapse two years from the date of the Development Permit approval unless construction, in accordance with the terms and conditions of this permit, has substantially started.

9. This permit is not a building permit.
10. Further to condition 7, construction is considered to be substantially started when a valid building permit for the development has been issued and shall not have lapsed; and excavation or construction works associated with the development hereby approved must have commenced to the satisfaction of the Director of Development Services. Demolition does not constitute construction.
11. As a condition of the issuance of this Permit, Council requires a security, in an amount of \$118,625.00, equal to 125% of the proposed hard and soft landscaping costs of \$94,900, as authorized by Section 502 of the *Local Government Act*, to ensure that any conditions with respect to landscaping are satisfied or to ensure that no conditions of the Permit are being breached resulting in an unsafe condition of the Land.
12. Where any security is required by the City of Duncan, the security provided by the Permit holder in the amount agreed to by the Director of Public Works and Development Services is to be submitted prior to Building Permit issuance.
13. Where the City of Duncan considers that:
 - a) *A condition in the Permit with respect to landscaping has not been satisfied, or*
 - b) *where, as a result of the contravention of a condition in a Permit, an unsafe condition has resulted.*The City of Duncan may undertake and complete the works required to satisfy the landscaping condition or carry out any construction required to correct the unsafe condition, at the cost of the Permit holder, and may apply the security in payment of the cost of the works with any excess to be returned to the Permit holder.
14. Where the development authorized by this Permit has lapsed prior to commencement of any work pursuant to this Permit, the security shall be returned to the Permit holder.

Date of Development Permit Approval/Issue by Council or its Delegate:

This permit was approved and issued on

This permit expires on **(2 years from date of approval/issuance)**.

The City of Duncan

Designated Municipal Officer

I HEREBY CERTIFY that I have read the terms and conditions of the Development Permit contained herein. I understand and agree that the City of Duncan has made no representations, covenants, warranties, guarantees, promises, or agreements (verbal or otherwise) with [REDACTED]. other than those contained in this Permit.

Owner/Agent (signature)

Witness (signature)

Print Name

Print Name

Date

Date

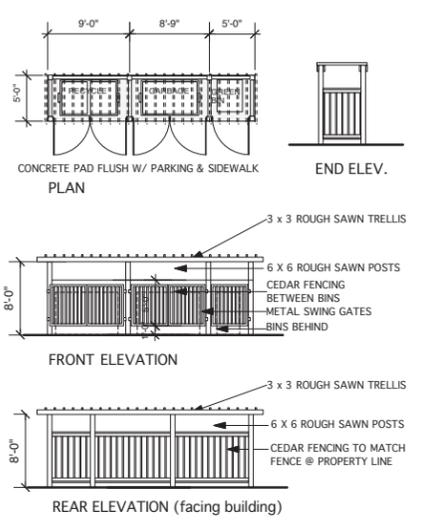
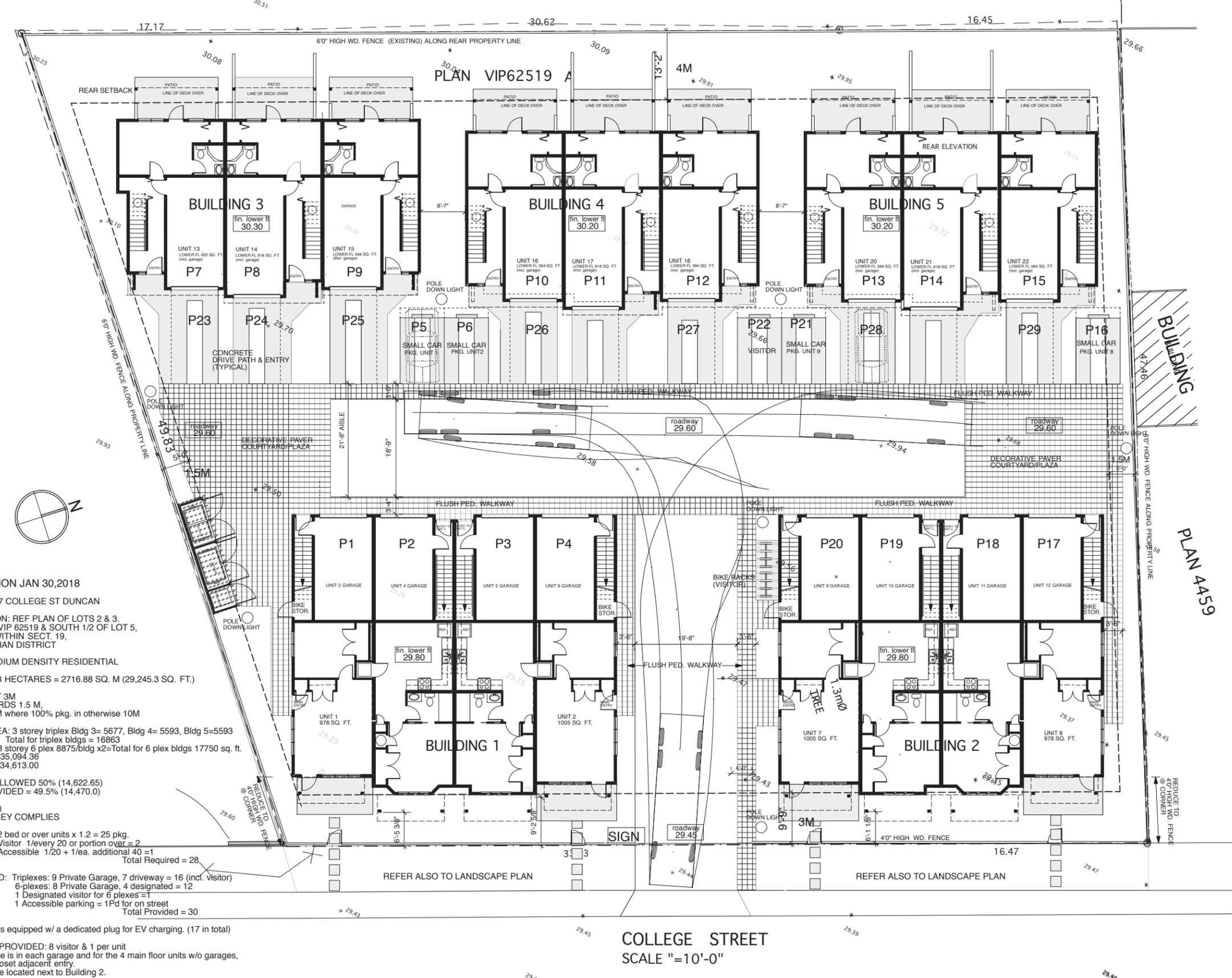
Advisory Comments

The following comments are provided for information purposes only:

1. An inspection of the application site by Development Services staff will take place prior to the issuance of an Occupancy Permit to ensure that the development is in complete accordance with the approved Development Permit plans. The applicant is responsible for contacting the Development Services Division to arrange the inspection at least two weeks prior to applying for an Occupancy Permit. Additional site inspections by Development Services staff may occur during the construction phase of the project.
2. This Permit does not constitute a building, sign or awning permit or a subdivision approval. The applicant may contact Development Services to determine whether further permits are required in association with the development hereby approved.
3. This Permit does not authorize altering an archaeological site. The owner/applicant is responsible for ensuring compliance with the *Heritage Conservation Act*, including steps to determine whether or not a site is an archaeological site. Under s.36 of the *Heritage Conservation Act* it is an offence to alter an archaeological site without first obtaining a permit to do so from the Province of British Columbia.

DP-2018-10 (with Variances) - Attachment A: SITE PLAN

NO.	DATE	REVISION:
FEB 22, 2018		4 STOREY
DEC 03, 2018		triplex / 6 plex
DEC 12, 2018		FOR PLANNING RE
DEC 20, 2018		FOR REVIEW
JAN 2, 2019		FOR CO-ORD
JAN 15, 2019		FOR ADP
FEB 1 2019		REV. PARKING
FEB 5 2019		REV. EXT SIDING / LIG
MAR 27 2019		RESPONSE TO ADP
APR 9 2019		RESPONSE 2 TO ADP
OCT 22 2019		PREP. FOR COUNCIL



GARBAGE ENCLOSURE: SCALE 1/8"=1'-0"



SITE INFORMATION JAN 30, 2018
 CIVIC ADDRESS: 1027 COLLEGE ST DUNCAN
 LEGAL DESCRIPTION: REF PLAN OF LOTS 2 & 3, PLAN 4459 & PLAN VIP 62519 & SOUTH 1/2 OF LOT 5, PLAN 1265-A. ALL WITHIN SECT. 19, RANGE 5, QUAMICHAN DISTRICT
 ZONING: MDR - MEDIUM DENSITY RESIDENTIAL
 SITE AREA : 0.27168 HECTARES = 2716.88 SQ. M (29,245.3 SQ. FT.)
 SET BACKS: FRONT 3M, SIDE YARDS 1.5 M, REAR 4M where 100% pkg. in otherwise 10M
 GROSS FLOOR AREA: 3 storey triplex Bldg 3= 5677, Bldg 4= 5593, Bldg 5=5593
 Total for triplex bldgs = 16863
 3 storey 6 plex 8875/bldg x2=Total for 6 plex bldgs 17750 sq. ft.
 F.A.R.: MAX 1.2:1 = 35,094.36
 PROVIDED F.A.R. = 34,613.00
 SITE COVERAGE: ALLOWED 50% (14,622.65)
 PROVIDED = 49.5% (14,470.0)
 MAX HEIGHT : (14M)
 PROPOSED 3 STOREY COMPLIES
 PARKING REQ: 21 2 bed or over units x 1.2 = 25 pkg.
 Visitor 1/very 20 or portion over = 2
 Accessible 1/20 + 1/ea. additional 40 = 1
 Total Required = 28
 PARKING PROVIDED: Triplexes: 9 Private Garage, 7 driveway = 16 (incl. visitor)
 6-plexes: 8 Private Garage, 4 designated = 12
 1 Designated visitor for 6 plexes = 1
 1 Accessible parking = 1Pd for on street
 Total Provided = 30

NOTE: Each garage is equipped w/ a dedicated plug for EV charging. (17 in total)
 BICYCLE PARKING PROVIDED: 8 visitor & 1 per unit
 Private bicycle storage is in each garage and for the 4 main floor units w/o garages, in a secure outside closet adjacent entry.
 8 visitor bike racks are located next to Building 2.
 NOTE: Garbage Pick Up is curbside by private company

COLLEGE STREET
 SCALE " = 10'-0"

21 UNIT MULTI FAMILY
 NICON DEVELOPMENTS

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 Business: (250) 247-85

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DRAWING: Site Plan

DRAWN BY:
 DATE:
 SCALE:

PROJECT NO. 2016-15	DRAWING NO. A1.0
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DP-2018-10 (with Variances) - Attachment B: Elevations, Floor Plans & Materials



FRONT ELEVATION BUILDING 1

FRONT ELEVATION BUILDING 2

PROPOSED STREETSCAPE COLLEGE STREET



FRONT ELEVATION BUILDING 3

FRONT ELEVATION BUILDING 4

FRONT ELEVATION BUILDING 5

PROPOSED STREETSCAPE INTERNAL ROADWAY



EXISTING SITE



EXISTING SITE



EXISTING STREET VIEW RIGHT



ACROSS STREET



EXISTING STREET VIEW LEFT

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FEB 5 2019		REV. EXT SIDING / LIGHTING

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DRAWING:

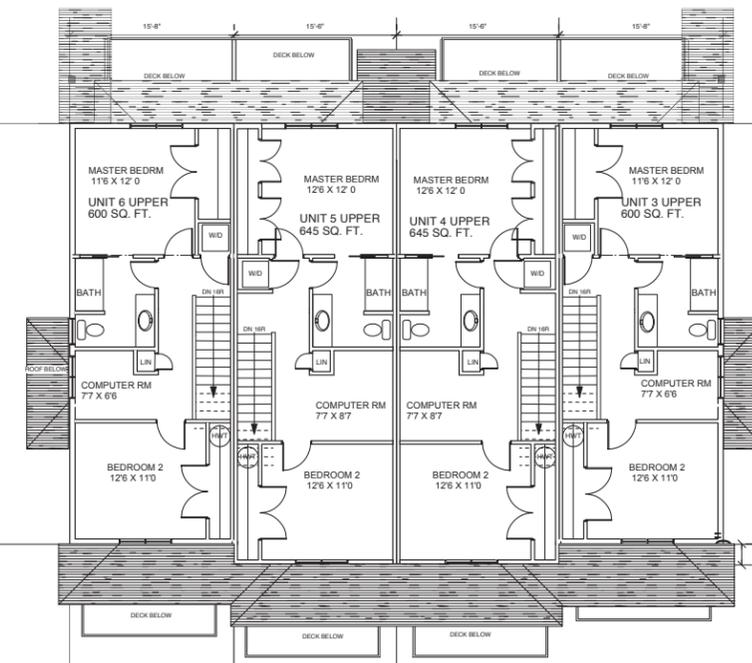
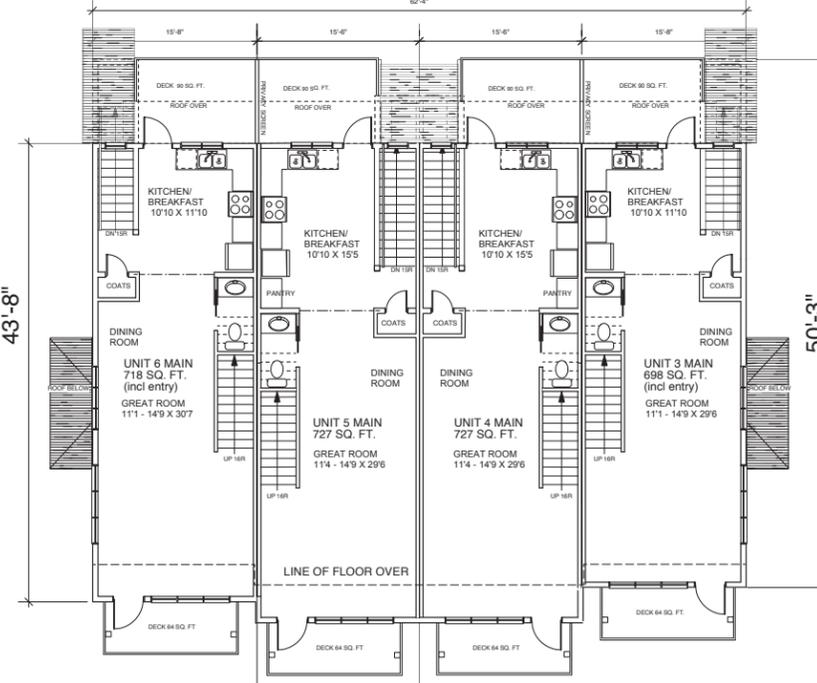
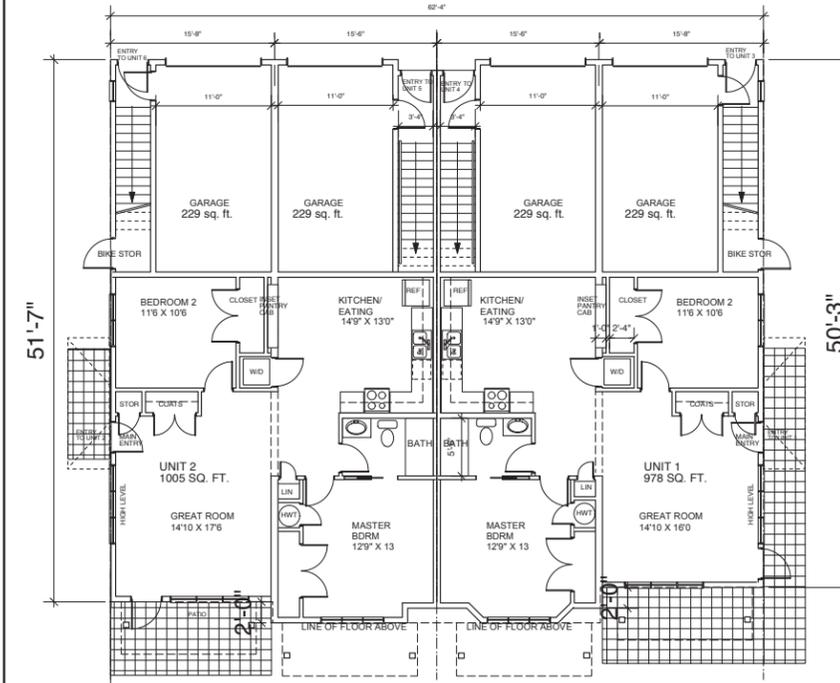
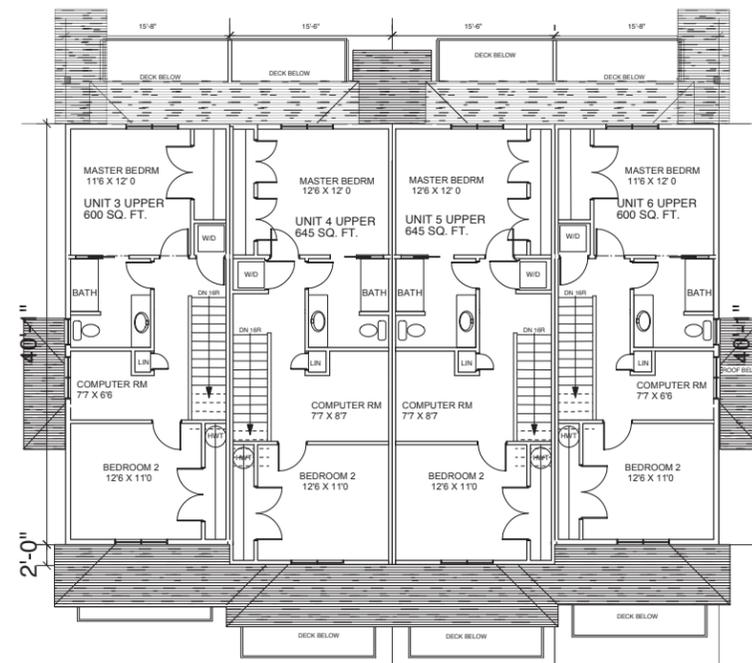
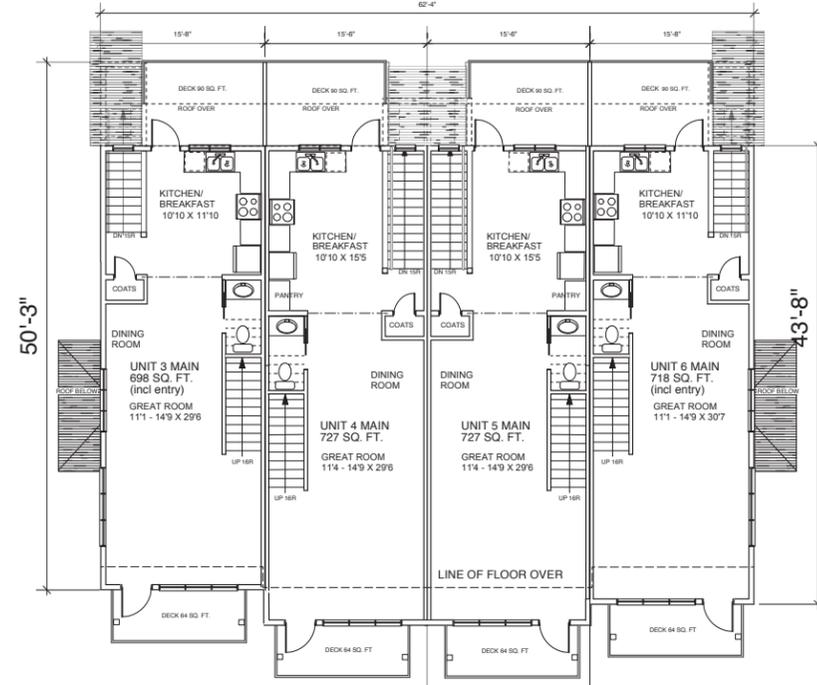
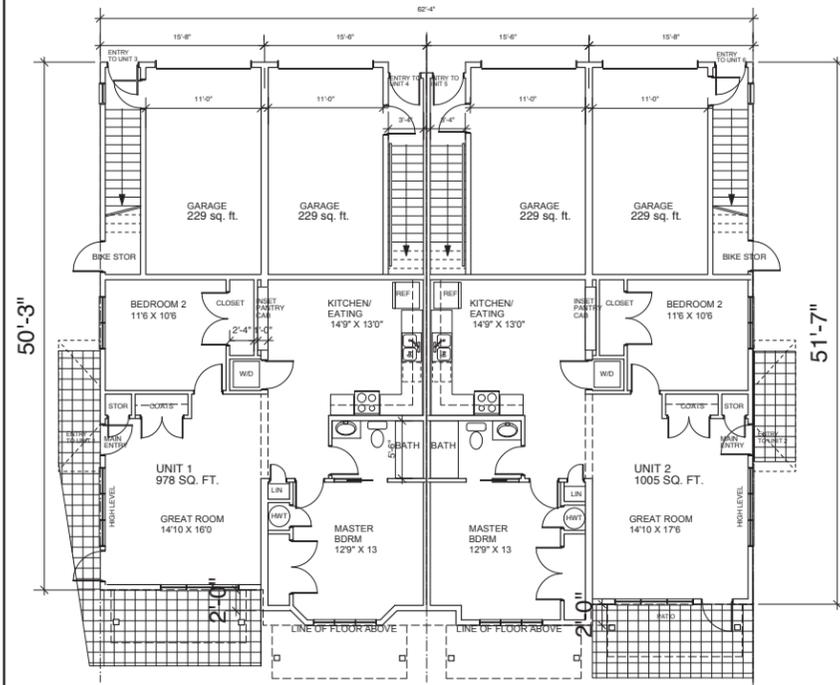
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2016-15

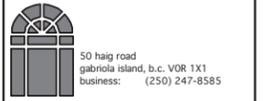
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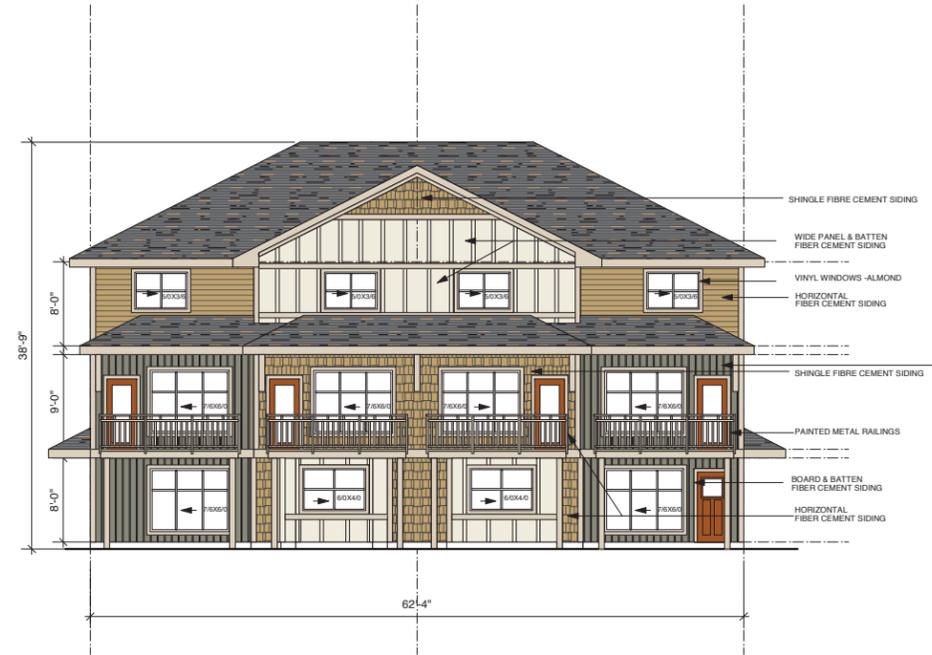
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DRAWING:
BUILDING 1 & 2
 6 plex Plans

DRAWN BY:
 DATE:
 SCALE:
 PROJECT NO. 2016-15
 DRAWING NO. A2.0

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FEB 5 2019		REV. EXT SIDING / LIGHTING



FRONT ELEVATION BUILDING 1
SCALE 1/8"=1'-0"
BUILDING 1 SIX PLEX



REAR (INTERIOR ROAD) ELEVATION BUILDING 1
SCALE 1/8"=1'-0"



LEFT SIDE ELEVATION BUILDING 1
SCALE 1/8"=1'-0"



RIGHT SIDE ELEVATION BUILDING 1
SCALE 1/8"=1'-0"

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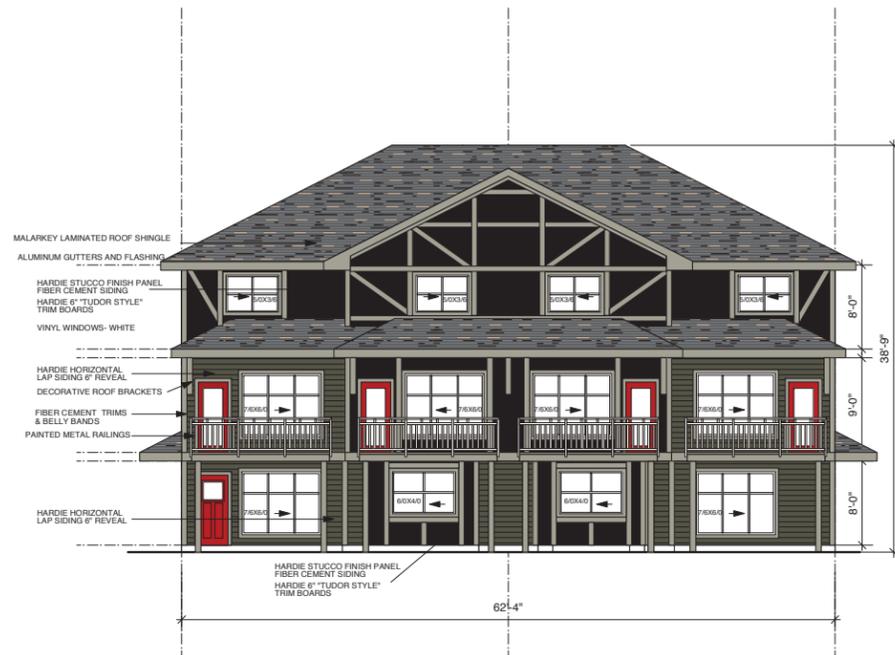
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DRAWING:
**BUILDING 1
SIX PLEX
ELEVATIONS**

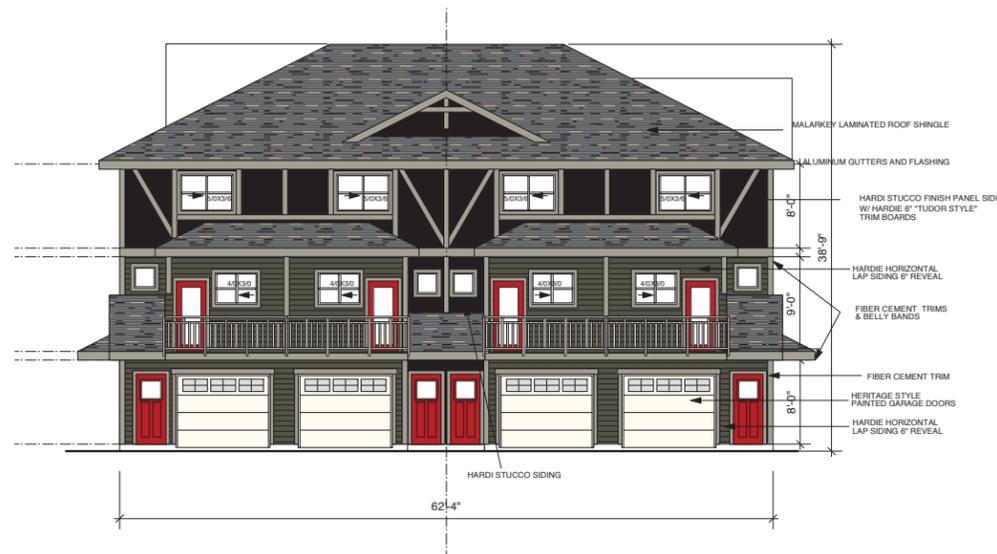
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SCALE:
PROJECT NO. 2016-15
DRAWING NO. **A2.1**

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FEB 5 2019		REV. EXT SIDING / LIGHTING



FRONT ELEVATION BUILDING 2
SCALE 1/8"=1'-0"
BUILDING 2 SIX PLEX



REAR (INTERIOR ROAD) ELEVATION BUILDING 2
SCALE 1/8"=1'-0"



LEFT SIDE ELEVATION BUILDING 2
SCALE 1/8"=1'-0"



RIGHT SIDE ELEVATION BUILDING 2
SCALE 1/8"=1'-0"

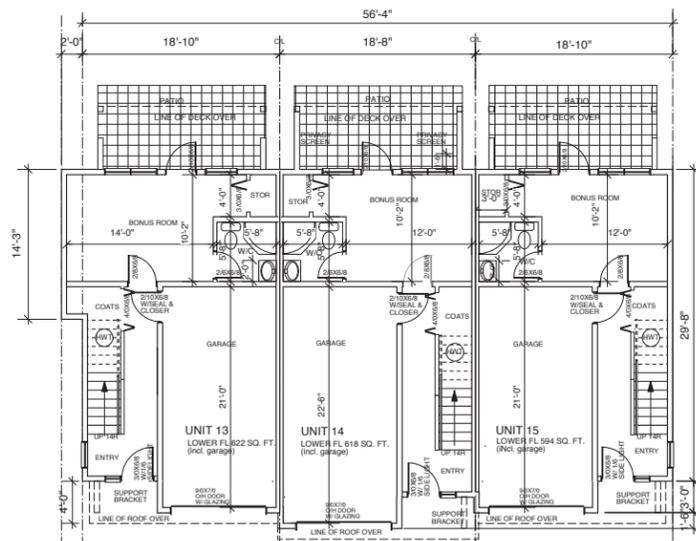
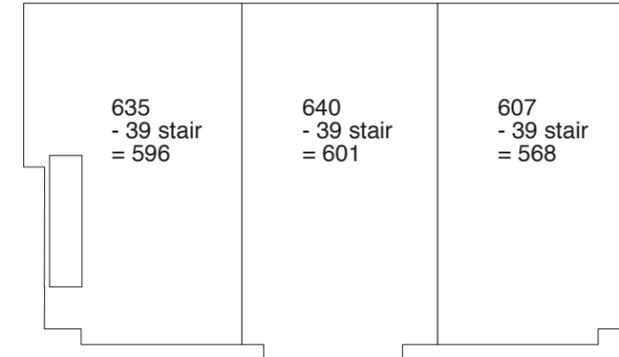
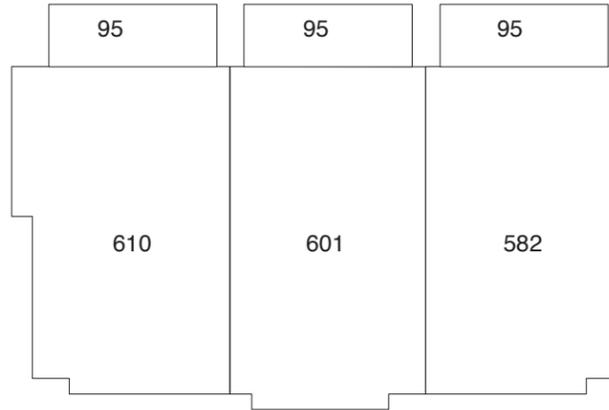
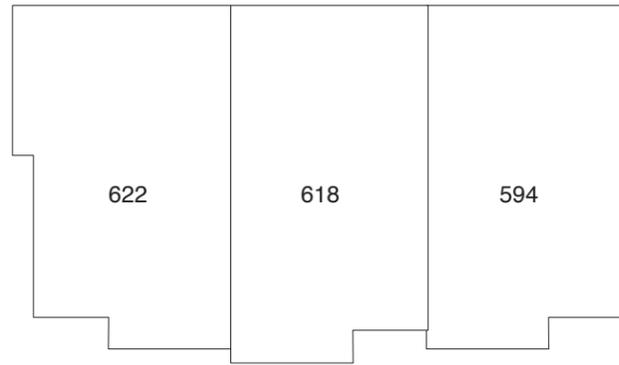
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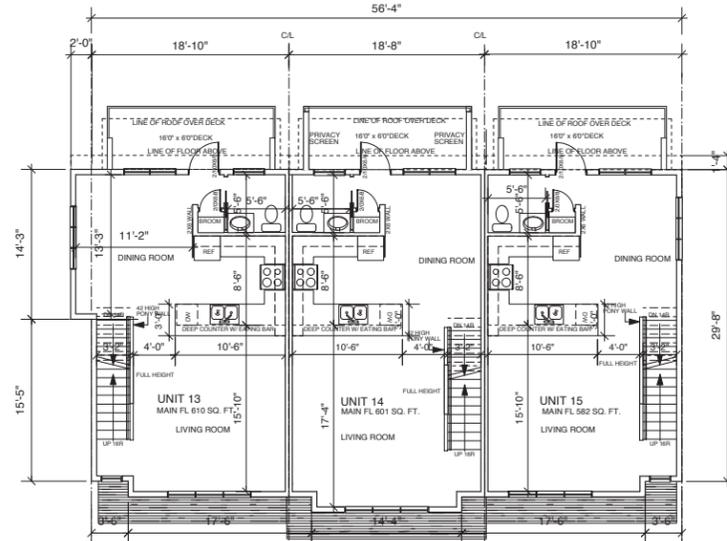
DRAWING:
**BUILDING 2
SIX PLEX
ELEVATIONS**

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DATE:	
SCALE:	
PROJECT NO. 2016-15	DRAWING NO. A2.2

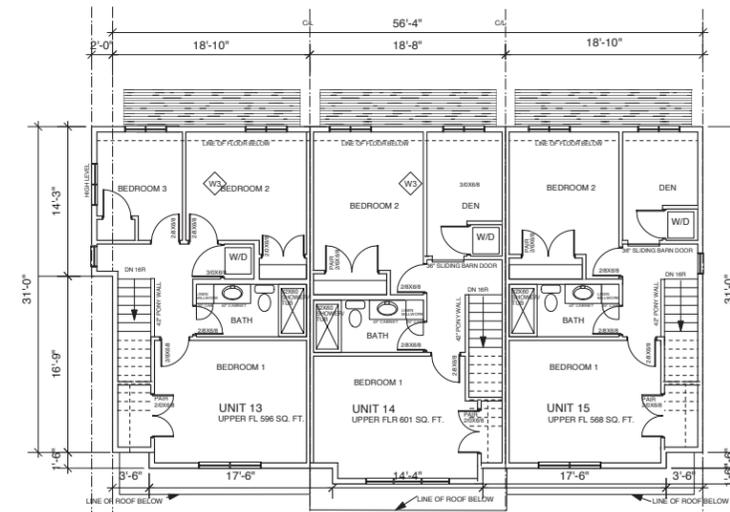
LIMITING DISTANCE FOR GLAZING...ELEVATION IS 29'8 X 26' = 771 SQ. FT. =235 M2
@ 1.2 M TO CL. ALLOWED 7%
ALLOWED = 54 SQ. FT.



TRIPLEX LOWER FLOOR PLAN (BLDG 3, UNITS 13, 14 & 15)
SCALE 1/4"=1'-0"



TRIPLEX MID FLOOR PLAN (BLDG 3, UNITS 13, 14 & 15)
SCALE 1/4"=1'-0"



TRIPLEX UPPER FLOOR PLAN (BLDG 3, UNITS 13, 14 & 15)
SCALE 1/4"=1'-0"

BUILDING 3 TRIPLEX

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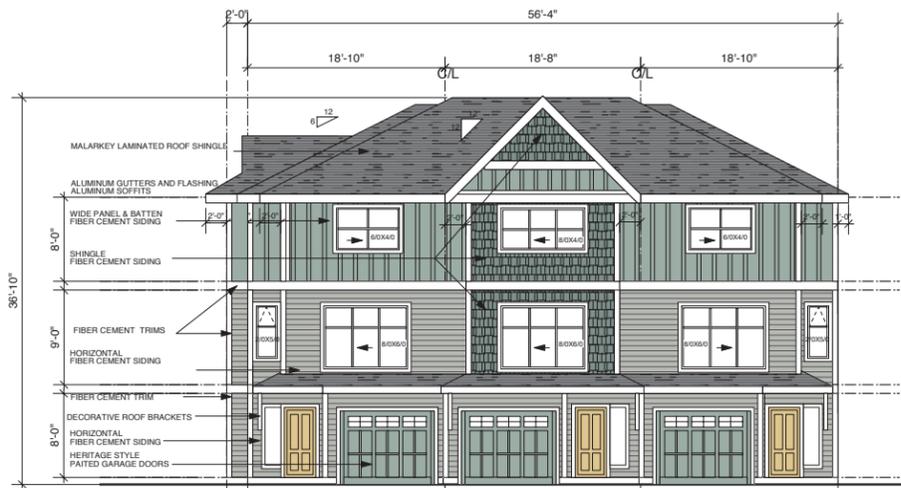
DRAWING:
BUILDING 3
TRIPLEX PLANS

DRAWN BY:
DATE:

SCALE:
PROJECT NO. 2016-15
DRAWING NO. A3.0

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NO:	DATE:	REVISION:
FEB 22, 2018		4 STOREY
DEC 03, 2018		triplex / 6 plex
DEC 12, 2018		FOR PLANNING REVIEW
DEC 20, 2018		FOR REVIEW
JAN 2, 2019		FOR CO-ORD
JAN 15, 2019		FOR ADP
FEB 1 2019		REV. PARKING
FEB 5 2019		REV. EXT SIDING / LIGHTING



FRONT ELEVATION BUILDING 3 (W/LEFT/BUMP OUT)
SCALE 1/8"=1'-0"



REAR ELEVATION - BUILDING 3 (W/BUMP OUT)
SCALE 1/8"=1'-0"

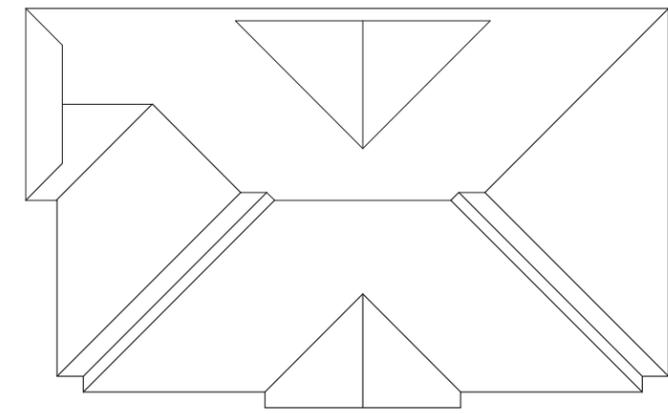
BUILDING 3 TRIPLEX



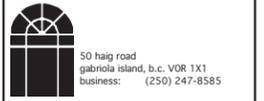
LEFT SIDE ELEVATION BUILDING 3
SCALE 1/8"=1'-0"



RIGHT SIDE ELEVATION BUILDING 3
SCALE 1/8"=1'-0"



21 UNIT MULTI FAMILY
NICON DEVELOPMENTS



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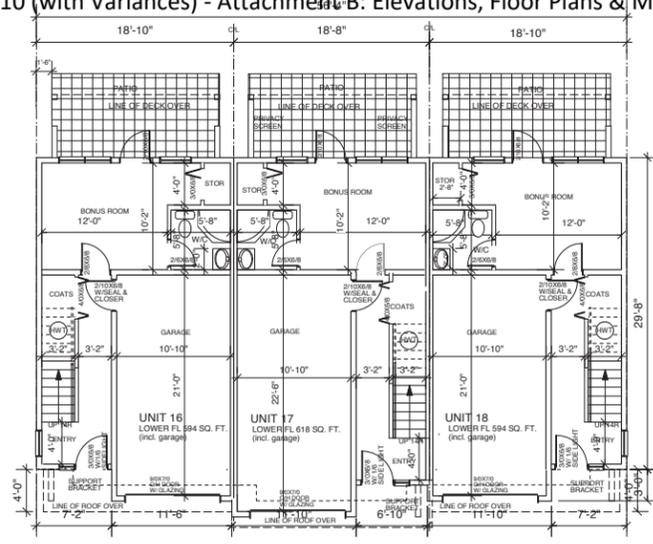
DRAWING:
**TRIPLEX ELEVATIONS
BUILDING 3**

DRAWN BY:	
DATE:	
SCALE:	
PROJECT NO. 2016-15	DRAWING NO. A3.1

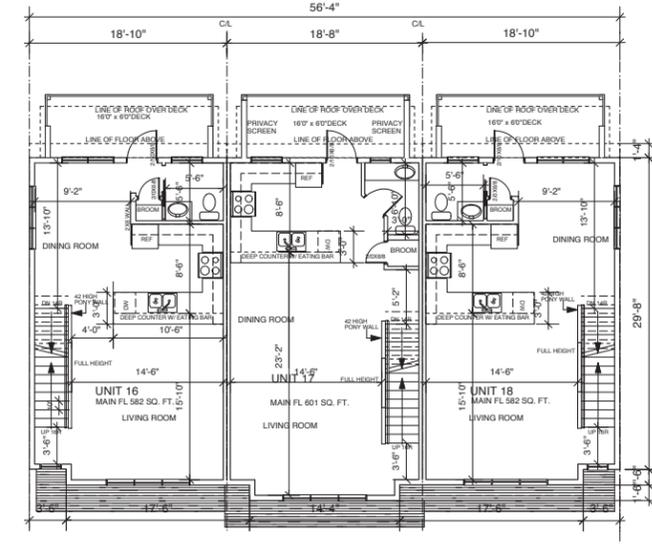
DP-2018-10 (with Variances) - Attachment B: Elevations, Floor Plans & Materials

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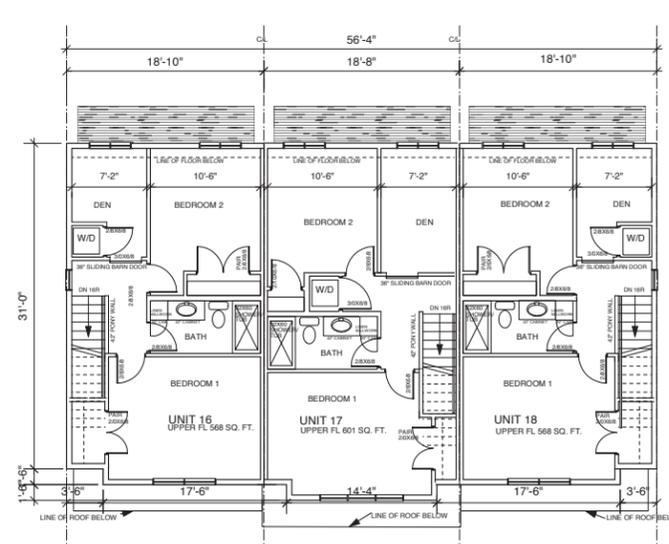
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FEB 5 2019		REV. EXT SIDING / LIGHTING



TRIPLEX LOWER FLOOR PLAN (BLDG 4, UNITS 16, 17 & 18)
SCALE 1/4"=1'-0"

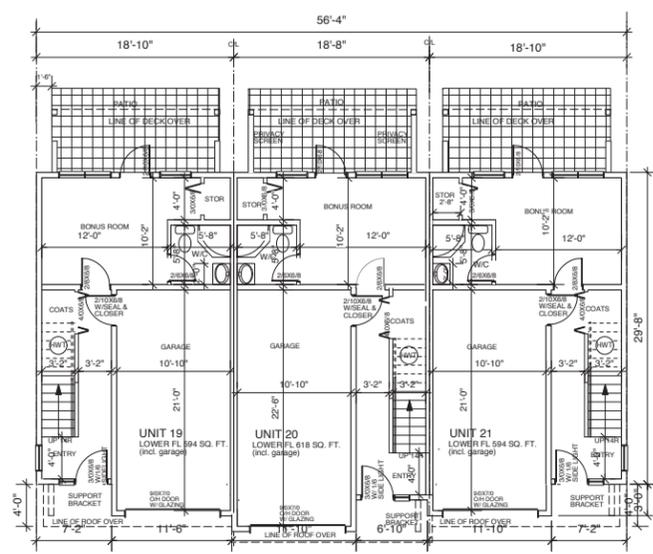
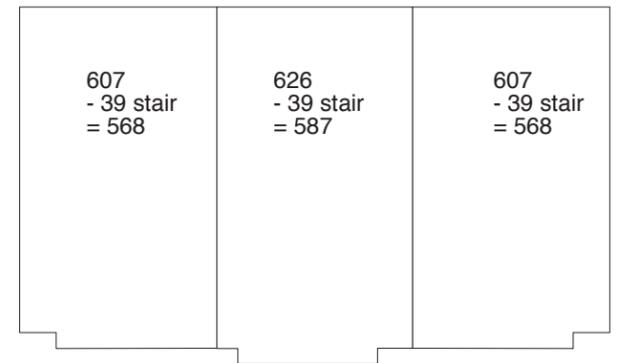
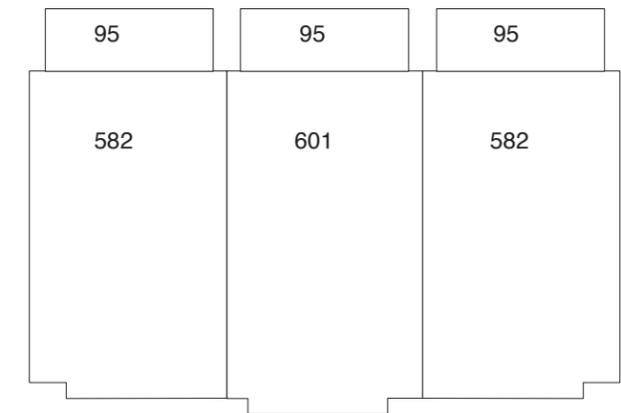


TRIPLEX MID FLOOR PLAN (BLDG 4, UNITS 16, 17 & 18)
SCALE 1/4"=1'-0"

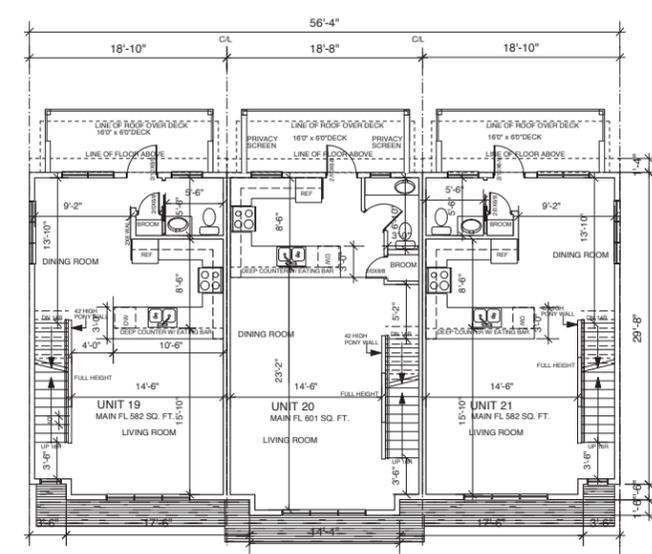


TRIPLEX UPPER FLOOR PLAN (BLDG 4, UNITS 16, 17 & 18)
SCALE 1/4"=1'-0"

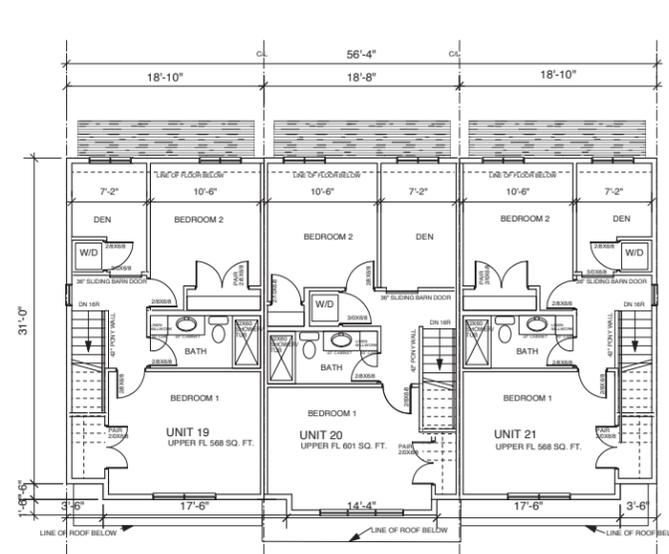
BUILDING 4 TRIPLEX



TRIPLEX LOWER FLOOR PLAN (BLDG 5, UNITS 19, 20 & 21)
SCALE 1/4"=1'-0"



TRIPLEX MID FLOOR PLAN (BLDG 5, UNITS 19, 20 & 21)
SCALE 1/4"=1'-0"



TRIPLEX UPPER FLOOR PLAN (BLDG 5, UNITS 19, 20 & 21)
SCALE 1/4"=1'-0"

BUILDING 5 TRIPLEX

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DRAWING:
BUILDING 4 & 5
TRIPLEX FLOOR PLANS

DRAWN BY:
DATE:
SCALE:

PROJECT NO. 2016-15
DRAWING NO. A3.2

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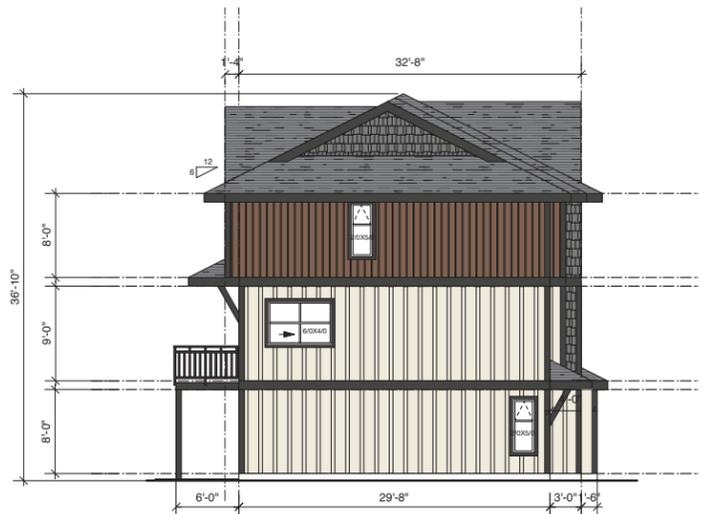
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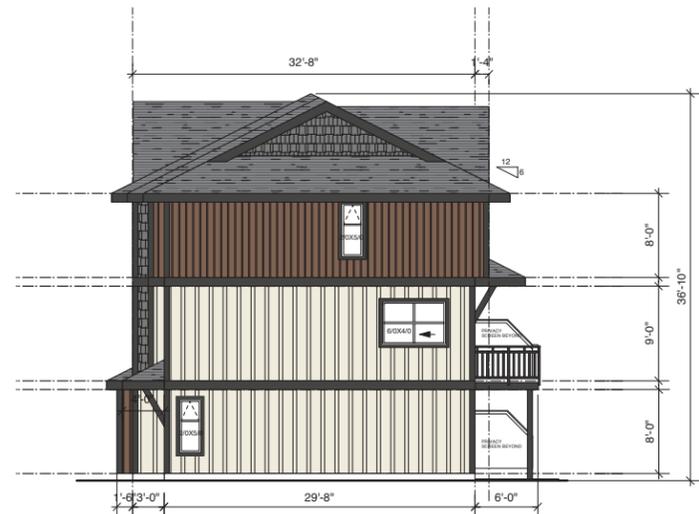
FRONT ELEVATION BUILDING 4
SCALE 1/8"=1'-0"



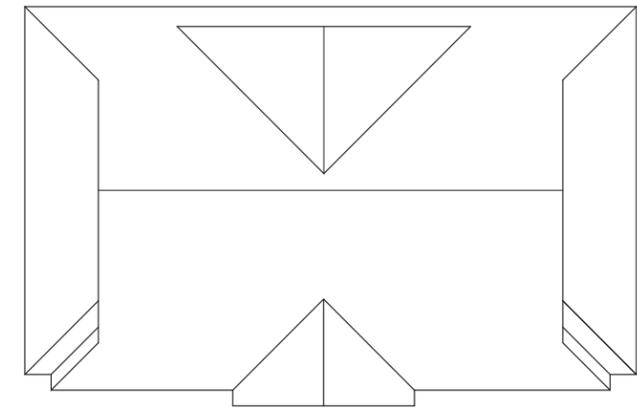
REAR ELEVATION - BUILDING 4
SCALE 1/8"=1'-0"



LEFT SIDE ELEVATION BUILDING 4
SCALE 1/8"=1'-0"



RIGHT SIDE ELEVATION BUILDING 4
SCALE 1/8"=1'-0"



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DRAWING:
TRIPLEX ELEVATIONS
BUILDING 4

DRAWN BY:
DATE:
SCALE:

PROJECT NO. 2016-15
DRAWING NO. A3.3

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FRONT ELEVATION BUILDING 5
SCALE 1/8"=1'-0"
BUILDING 5 TRIPLEX



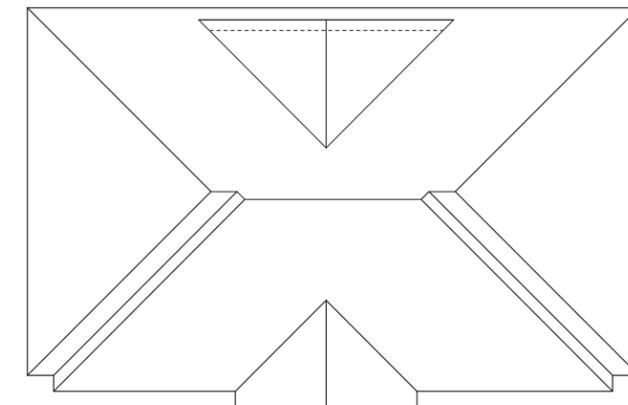
REAR ELEVATION - BUILDING 5
SCALE 1/8"=1'-0"



LEFT SIDE ELEVATION BUILDING 5
SCALE 1/8"=1'-0"



RIGHT SIDE ELEVATION BUILDING 5
SCALE 1/8"=1'-0"



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gabriola island, b.c. V0R 1X1
business: (250) 247-8585
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DRAWING:
TRIPLEX ELEVATIONS
BUILDING 5

DRAWN BY:
DATE:
SCALE:

PROJECT NO. 2016-15
DRAWING NO. A3.4

COLLEGE ST. - 21 UNIT MULTI FAMILY DEVELOPMENT
EXTERIOR FINISHES BUILDING 1 - SIX-PLEX JANUARY 14, 2019

REFER ALSO TO ARCHITECTURAL DRAWINGS / COLOUR ELEVATIONS / SAMPLE BOARDS

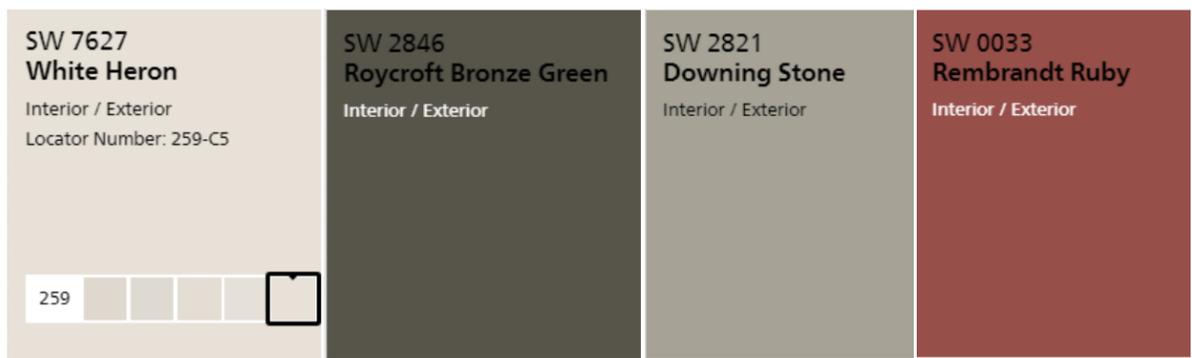
ASPHALT SHINGLE ROOFING	MALARKEY WEATHERED WOOD	
ALUMINUM FLASHINGS	KAYCAN SANDALWOOD	
VINYL SOFFITS VENTED	KAYCAN COLOUR SANDALWOOD	
HARDIE FIBER CEMENT SHINGLE SIDING	PAINT FINISH SHERWIN WILLIAMS SW 2803 ROOKWOOD TERRACOTTA	①
HARDIE FIBER CEMENT BOARD & BATTEN	PAINT FINISH SHERWIN WILLIAMS SW 9131 CORNWALL SLATE	②
HARDIE FIBER CEMENT SIDING WIDE PANEL W/ WIDE BATTEN PROFILE	PAINT FINISH SHERWIN WILLIAMS SW 7567 NATURAL TAN	③
HORIZONTAL TRIMS, BELLY BANDS, FASCIAS POSTS, BRACKETS, CORNER TRIM & WINDOW / DOOR TRIMS	PAINT FINISH SHERWIN WILLIAMS SW 7547 SANDBAR	④
METAL RAILINGS	FACTORY PAINT FINISH TO MATCH SW 7547 SANDBAR	
VINYL WINDOWS	ALMOND	
MAIN ENTRY DOORS & DECK DOORS OUTER 2 UNITS	PAINT FINISH SHERWIN WILLIAMS SW 2803 ROOKWOOD TERRACOTTA	
DECK DOORS CENTRE UNITS	PAINT FINISH SHERWIN WILLIAMS SW9131 CORNWALL SLATE	
METAL RAILINGS	FACTORY PAINT FINISH TO MATCH SW 7547 SANDBAR	
GARAGE DOORS	SW 7567 NATURAL TAN	



COLLEGE ST. - 21 UNIT MULTI FAMILY DEVELOPMENT
EXTERIOR FINISHES BUILDING 2 - SIX-PLEX JANUARY 14, 2019

REFER ALSO TO ARCHITECTURAL DRAWINGS / COLOUR ELEVATIONS / SAMPLE BOARDS

ASPHALT SHINGLE ROOFING	MALARKEY HEATHER	
ALUMINUM FLASHINGS	KAYCAN CACTUS	
VINYL SOFFITS VENTED	KAYCAN COLOUR LINEN	
HARDIE FIBER CEMENT PANEL - STUCCO FINSH WITH 6" "TUDOR STYLE" BATTENS	PAINT FINISH SHERWIN WILLIAMS SW 7627 WHITE HERON	①
HARDIE FIBER CEMENT SIDING HORIZONTAL LAP 6"	PAINT FINISH SHERWIN WILLIAMS SW2846 ROYCROFT BRONZE GREEN	②
HORIZONTAL TRIMS, TUDOR BATTENS, BELLY BANDS, FASCIAS, POSTS, BRACKETS, CORNER TRIM & WINDOW / DOOR TRIMS	PAINT FINISH SHERWIN WILLIAMS SW 2821 DOWNING STONE	③
METAL RAILINGS	FACTORY PAINT FINISH TO MATCH SW 7627 WHITE HERON	
VINYL WINDOWS	WHITE	
MAIN ENTRY DOORS & DECK DOORS	PAINT FINISH SHERWIN WILLIAMS SW 0033 REMBRANDT RUBY	④
GARAGE DOORS	PAINT FINISH SHERWIN WILLIAMS SW 7627 WHITE HERON	



COLLEGE ST. - 21 UNIT MULTI FAMILY DEVELOPMENT
EXTERIOR FINISHES BUILDING 3 - TRI-PLEX JANUARY 14, 2019

REFER ALSO TO ARCHITECTURAL DRAWINGS / COLOUR ELEVATIONS / SAMPLE BOARDS

ASPHALT SHINGLE ROOFING	MALARKEY RUSTIC SLATE	
ALUMINUM FLASHINGS	KAYCAN WHITE	
VINYL SOFFITS VENTED	KAYCAN COLOUR WHITE	
HARDIE FIBER CEMENT SHINGLE SIDING	PAINT FINISH SHERWIN WILLIAMS SW 6228 REFUGE	①
HARDIE FIBER CEMENT SIDING WIDE PANEL W/ WIDE BATTEN PROFILE	PAINT FINISH SHERWIN WILLIAMS SW 2863 POWDER BLUE	②
HARDIE FIBER CEMENT SIDING HORIZONTAL LAP 6"	PAINT FINISH SHERWIN WILLIAMS SW 2850 CHESEA GRAY	③
HORIZONTAL TRIMS, BELLY BANDS, FASCIAS POSTS, BRACKETS, CORNER TRIM & WINDOW / DOOR TRIMS	PAINT FINISH SHERWIN WILLIAMS SW 7757 HIGH REFLECTIVE WHITE	④
METAL RAILINGS	FACTORY PAINT FINISH WHITE	
VINYL WINDOWS	WHITE	
MAIN ENTRY DOORS & DECK DOORS	PAINT FINISH SHERWIN WILLIAMS SW 2834 BIRDSEYE MAPLE	⑤
GARAGE DOORS	PAINT FINISH SHERWIN WILLIAMS SW 2863 POWDER BLUE	

<p>SW 6228 Refuge Interior / Exterior Locator Number: 220-C5</p> 	<p>SW 2863 Powder Blue Interior / Exterior</p>	<p>SW 2850 Chelsea Gray Interior / Exterior</p>	<p>SW 7757 High Reflective White Interior Locator Number: 256-C1</p> 	<p>SW 2834 Birdseye Maple Interior / Exterior</p>
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COLLEGE ST. - 21 UNIT MULTI FAMILY DEVELOPMENT
EXTERIOR FINISHES BUILDING 4 - TRI-PLEX JANUARY 14, 2019

REFER ALSO TO ARCHITECTURAL DRAWINGS / COLOUR ELEVATIONS / SAMPLE BOARDS

ASPHALT SHINGLE ROOFING	MALARKEY RUSTIC SLATE	
ALUMINUM FLASHINGS	KAYCAN RUSTIC GRANITE	
VINYL SOFFITS VENTED	KAYCAN COLOUR SANDALWOOD	
HARDIE FIBER CEMENT BOARD & BATTEN SIDING	PAINT FINISH SHERWIN WILLIAMS SW 2836 QUARTERSAWN OAK	①
HARDIE FIBER CEMENT SIDING WIDE PANEL W/ WIDE BATTEN PROFILE	PAINT FINISH SHERWIN WILLIAMS SW 7569 STUCCO	②
HARDIE FIBER CEMENT SHINGLE SIDING	PAINT FINISH SHERWIN WILLIAMS SW 2849 WESTCHESTER GRAY	③
HORIZONTAL TRIMS, BELLY BANDS, FASCIAS POSTS, BRACKETS, CORNER TRIM & WINDOW / DOOR TRIMS	PAINT FINISH SHERWIN WILLIAMS SW 7069 IRON ORE	④
METAL RAILINGS	FACTORY PAINT FINISH MATCH SW 7069 IRON ORE OR BLACK	
VINYL WINDOWS	ALMOND / TAN	
MAIN ENTRY DOORS & DECK DOORS	PAINT FINISH SHERWIN WILLIAMS SW 2836 QUARTERSAWN OAK	
GARAGE DOORS	PAINT FINISH SHERWIN WILLIAMS SW 2849 WESTCHESTER GRAY	

<p>SW 2836 Quartersawn Oak Interior / Exterior</p>	<p>SW 7569 Stucco Interior / Exterior Locator Number: 286-C2</p> <div style="display: flex; align-items: center; margin-top: 10px;"> <div style="border: 1px solid black; padding: 2px 5px; margin-right: 5px;">286</div> <div style="display: flex; gap: 5px;"> <div style="width: 20px; height: 15px; background-color: #8B4513;"></div> <div style="width: 20px; height: 15px; background-color: #A08060;"></div> <div style="width: 20px; height: 15px; background-color: #C8A27A;"></div> <div style="width: 20px; height: 15px; background-color: #E0D0B0;"></div> </div> </div>	<p>SW 2849 Westchester Gray Interior / Exterior</p>	<p>SW 7069 Iron Ore Interior / Exterior Locator Number: 251-C7</p> <div style="display: flex; align-items: center; margin-top: 10px;"> <div style="border: 1px solid black; padding: 2px 5px; margin-right: 5px;">251</div> <div style="display: flex; gap: 5px;"> <div style="width: 20px; height: 15px; background-color: #333333;"></div> <div style="width: 20px; height: 15px; background-color: #444444;"></div> <div style="width: 20px; height: 15px; background-color: #555555;"></div> <div style="width: 20px; height: 15px; background-color: #666666;"></div> </div> </div>
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COLLEGE ST. - 21 UNIT MULTI FAMILY DEVELOPMENT
EXTERIOR FINISHES BUILDING 5 - TRI-PLEX JANUARY 14, 2019

REFER ALSO TO ARCHITECTURAL DRAWINGS / COLOUR ELEVATIONS / SAMPLE BOARDS

ASPHALT SHINGLE ROOFING	MALARKEY WEATHERED WOOD	
ALUMINUM FLASHINGS	KAYCAN WHITE	
VINYL SOFFITS VENTED	KAYCAN COLOUR WHITE	
HARDIE FIBER CEMENT SHINGLE SIDING	PAINT FINISH SHERWIN WILLIAMS SW 2833 ROYCROFT VELLUM	①
HARDIE FIBER CEMENT SIDING WIDE PANEL W/ WIDE BATTEN PROFILE	PAINT FINISH SHERWIN WILLIAMS SW 2834 BIRDEYE MAPLE	②
HARDIE FIBER CEMENT SIDING HORIZONTAL LAP 6"	PAINT FINISH SHERWIN WILLIAMS SW 2812 ROOKWOOD JADE	③
HORIZONTAL TRIMS, BELLY BANDS, FASCIAS POSTS, BRACKETS, CORNER TRIM & WINDOW / DOOR TRIMS	PAINT FINISH SHERWIN WILLIAMS SW 7757 HIGH REFLECTIVE WHITE	④
METAL RAILINGS	FACTORY PAINT FINISH WHITE	
VINYL WINDOWS	WHITE	
MAIN ENTRY DOORS & DECK DOORS	PAINT FINISH SHERWIN WILLIAMS SW 0016 BILLIARD GREEN	⑤
GARAGE DOORS	PAINT FINISH SHERWIN WILLIAMS SW 2834 BIRDEYE MAPLE	





PLANT SCHEDULE

REF.	QTY.	BOTANICAL/Common NAME	SIZE/REMARKS
TREES			
t	3	ACER PALMATUM 'TROMPENBURG' / JAPANESE MAPLE	2m B&B
v	2	ACER CIRCINATUM / VINE MAPLE	2m B&B
s	4	ACER RUBRUM / RED MAPLE	7m CAL.
s	2	CHAMAECYPARIS NOOTKA CYPRESS / WEeping NOOTKA CYPRESS	2m B&B
s	11	CORNUS HUTTALII / PACIFIC DOGWOOD	6m CAL.
SHRUBS			
ch	20	CHOISYA 'AZTEC PEARL' / MEXICAN MOCK ORANGE	#5
ch	20	NANDINA DOMESTICA 'HARBOR DWARF' / DWARF HEAVENLY BAMBOO	#3
ch	90	MAHONIA AQUIFOLIUM 'ATROPURPUREA' / PURPLE OREGON GRATE	#2
ch	4	ENKIATHUS COMPANULATUS / REDVINE ENKIATHUS	#6
ch	140	PIERIS JAPONICA 'VARIEGATA' / LILY-OF-THE-VALLEY SHRUB	#3
ch	25	PINUS MUCRO / MUCHO PINE	#3
ch	50	RHODODENDRON 'HONOURABLE JEAN MARIE MONTAGNE'	#7
ch	12	RHODODENDRON 'GOLD PLUMMER'	#7
ch	8	LONICERA 'MANDARIN' / CLIMBING HONEYSUCKLE	#2
GRASSES, FERNS, GROUNDCOVERS			
g	200	ARCTOSTAPHYLOS 'VANCOUVER JADE' / KINKIKINICK & CORNUS CANADENSIS / CREEPING DOGWOOD	#1
g	150	ARCTOSTAPHYLOS 'VANCOUVER JADE' / KINKIKINICK & CORNUS CANADENSIS / CREEPING DOGWOOD	#1
g	30	NASSELLA TENNISIENSIS / MEXICAN FEATHER GRASS	#1
g	50	POLYSTICHUM MINUTUM / SWORD FERN	#1
g	50	PLECHNUM SPICANT / DEER FERN	#1
g	25	ACORUS GRAMINEUS 'OGON' / GOLDEN SWEET FLAG	#1
g	20	CAULOTHEA SHALON / SALAL	#1

NOTES

1. ALL PLANTS AND PLANTINGS TO BE TO BC LANDSCAPE STANDARDS, LATEST EDITION.
2. ALL PLANTED AREAS TO BE MULCHED WITH FINE FIR BARK MULCH.
3. NATIVE SOIL TO BE AMENDED WITH SEA SOIL OR EQUIVALENT ORGANIC SOIL IN PLANTING POCKETS AROUND ALL TREES AND SHRUBS.
4. AREA OF PLANTINGS & LAWN AREAS SHALL BE IRRIGATED TO I.L.A.C. STANDARDS.
5. PLANT MATERIAL SUBJECT TO AVAILABILITY. DESIGNER MAY SUBSTITUTE SIMILAR.
6. EXACT PLANT LOCATION MAY VARY TO SUIT SITE. DO NOT SCALE DRAWING. CONFIRM LOCATION OF EXISTING SITE SERVICES, EASEMENTS, SIDEWALKS, & STRUCTURES PRIOR TO PLACING TOPSOIL.
7. SEE SITE SURVEY & DEVELOPMENT LAYOUT PLANS FOR GRADING, EXISTING & PROPOSED ELEVATIONS & CONTOURS.
8. ALL PATIOS, DRIVEWAYS AND PARKING AREAS SHALL BE CONCRETE. PEDESTRIAN WALKWAYS WILL BE PAVERS AS INDICATED. ROADWAY SURFACE WILL BE ASPHALT.

21 UNIT MULTI FAMILY NICON DEVELOPMENTS
1027 COLLEGE STREET, DUNCAN BC

PROPOSED LANDSCAPE PLAN

DESIGNED & DRAWN BY: JANICE NEW
NEW LANDSCAPES 250.701.7649

DATE: JAN. 2019

SCALE: 1" = 10' (APPROX.)

REVISIONS: FEB 7, 2019 jn
APRIL 2, 2019 jn
APRIL 11, 2019 jn
NOV. 7, 2019 jn

APPENDIX D: Referral Summary



Dear Mr. Woywitka

February 25th, 2019

The following summary of referral comments has been prepared for you by the City of Duncan Planning staff. Please note that these comments were provided by the referral agencies with regard to your initial plan of development and feedback has been provided as a guide for your project. You are responsible for contacting and providing information to each of the listed agencies should your application require it. Please feel free to contact us should you have any questions.

Sincerely,

Danica Rice, MEDes, RPP, MCIP
Manager of Planning

200 Craig Street
Duncan, BC
V9L 1W3

**SUMMARY OF COMMENTS RECEIVED FOR 1027 College Street
IN RESPONSE TO THE CITY OF DUNCAN REFERRAL SENT July 19th, 2018**

EXTERNAL REFERRALS

AGENCY	COMMENTS
Vancouver Island Health Authority	<p>I greatly appreciate the opportunity to review this referral.</p> <ul style="list-style-type: none">• Are there any plans to include sidewalks along College Street for this development? As this condominium will be right across the street from Duncan Elementary school could there be improvements made (community contributions considered) to provide for 'pedestrian needs in a safe manner'? From a health perspective when you clearly differentiate (bike and) pedestrian pathways you reduce the rate of injury and collision.• Will bicycle storage be provided onsite? This health related intervention (from an improvement in physical activity for future condo residents & their visitors) supports active transportation, multiple modalities, and the amenities to do so.• I imagine parking will be underground? Will street trees or landscape plan be factored into the proposal? These built environment considerations can help to mitigate (localized) urban heat island effect by expanding natural elements across the landscape (rather than extending paved areas) which in turn provides areas of shade, heat refuge on hot days like today, and ultimately has a population health outcome of reducing heat related mortality and morbidity.

BC Hydro	Has not provided comment. Please contact them directly.
Ministry of Transportation	<p>The Ministry’s official response to Duncan Development Permit Referral for 1027 College Street, MOTI File 2018-04760. The Ministry does not have any comments or questions pertaining to the proposed development.</p> <p>Haley Leech Development Approvals Technician Saanich Area Office Ph: 778-974-3752 Em: haley.leech@gov.bc.ca</p>
Canada Post	<p>Based on this referral, this applicant will require a lock box assembly and micro switch in the entry panel to allow for delivery. There is a requirement of 1 parcel compartment per 8 residential units. The attached link contains all the specs required. https://www.canadapost.ca/cpo/mc/assets/pdf/business/standardsmanual_en.pdf Developer can contact the Kim Jordan at the local office to arrange for lock installs.</p> <p>Rob Binning Delivery Planning (250) 739 - 3527 robert.binning@canadapost.ca</p>
BC Transit	<p>Overall Transit Impact The following local route provides transit service between Village Green Mall and Cowichan Commons. Route 2 – Mt. Prevost The nearest bus stops are located approximately 200 meters from the subject property, along Cairnsmore Road near the Nagle Road intersection.</p> <p>HandyDART Service: This development area also falls within the service boundary for handyDART service. HandyDART offers accessible door-to-door shared transit service for registered users with permanent or temporary disabilities that prevent them from using fixed route transit without assistance. Design considerations should be given to ensuring this site is accessible for service, by a community-sized handyDART bus and potential clientele living or using commercial and residential developments if applicable. For details on design considerations including customer loading areas as well as vehicle design requirements for site access and ramp/lift deployment, please refer to the BC Transit Infrastructure Design Guidelines available at: https://bctransit.com/servlet/documents/1403640670226.</p> <p>Land Use The subject property is a vacant lot and is designated “Medium Density Residential” (City of Duncan Zoning Bylaw No. 3166) and “Multi-family Residential” within the City of Duncan Official Community Plan. The intent of this application is to obtain a development permit for a 32 unit strata condominium. This development may generate more transit trips, specifically on Route 2, with the nearest bus stops for this route located within 200 meters of the proposed development.</p> <p>Bus Stops and Stations The proposed development is located within 400m of the nearest bus stop. However, no pedestrian infrastructure exists on College Street connecting to Cairnsmore Street which may be a consideration for safety and accessibility between this development and nearby bus stops. Future development in this area may also increase use of the existing bus stops placing higher demand on the westbound bus stop for additional infrastructure (i.e. bench or shelter amenities). Thank you for the opportunity to review this proposed development. If you have any questions or would like further comments on this proposal, please contact:</p>

Melissa Coates, Transit Planning Coordinator BC Transit, 520 Gorge Road East, Victoria BC
V8W 2P3 Melissa_Coates@BCtransit.com
1-250-995-5712

**Cowichan Tribes
First Nation**

At this time, Cowichan Tribes requests further information (if available) about planned archaeological and environmental considerations being included in this proposal. More specifically, Cowichan Tribes would like to see the applicant include Cowichan Tribes input/monitoring for archaeological and environmental aspects of the design and, should the proposal be approved by City of Duncan, construction of the development.

We also request further clarity on whether the applicant's intent will be to construct affordable/low-income housing. In general a lack of affordable/accessible housing is a huge concern for our members (some of whom live off-reserve), and of course this is a concern for the rest of the community/surrounding communities.

To summarize, Cowichan Tribes' primary areas of concern are:

- 1) Archaeological potential in the area
- 2) Environmental factors
- 3) Affordability and accessibility of final development

North Cowichan

No concerns from North Cowichan, looks like a great project to be coming through.

The use is compatible with surrounding residential, private institutional, and public use land designations, and the adjacent MNC lands are within our Urban Containment Boundary, therefore areas of anticipated growth.

The following OCP policies support the application:

1.3.3 Smart growth Adopting the principle of “smart growth”¹ means encouraging vibrant communities by planning for development including redevelopment, infill, mixed use and more compact communities. It aims to enhance quality of life, preserve the natural environment and, over time, save money.

2.5.1.2 c) The Municipality supports infill density through the sensitive, appropriately scaled design of multi-family and/or commercial development.

2.5.1.5 a) The Municipality will encourage development that makes North Cowichan a more walkable community.

2.5.2.8 The Municipality encourages sensitive integration of increased density in growth centres through the use of multi-unit housing.

Our GIS mapping system does indicate potential aquifer vulnerability in that area including College Street.

This is my first inter-jurisdictional referral, so I hope that I have addressed your referral requirements, and again apologies for the late comments.

Thank you kindly, and I look forward to future referrals as our Municipalities continue to work together. Sincerely,

Larissa Barry-Thibodeau
Planning Technician
DEVELOPMENT SERVICES
Municipality of North Cowichan
7030 Trans-Canada Highway
Duncan, BC V9L 6A1 | Canada
www.northcowichan.ca
larissa.barrythibodeau@northcowichan.ca

	T 250.746.3260
CVRD	The CVRD has no concerns with this proposal.
Fortis BC	<p>I have reviewed the Proposal and don't foresee any conflicts. FortisBC does not have an existing or proposed gas main in the area.</p> <p>If the Developer requires gas servicing to the development they shall contact FortisBC at 1 888 224 2710, by the internet at www.fortisbc.com then select 'natural gas' or by submission by their Civil Consultant to gasservice@fortisbc.com supplying the required information for design. The Developer is to allow a minimum of 4 months lead time prior to installation.</p> <p>Jerid Letchford</p> <p>Planning and Design Technologist Victoria, B.C. Tel: 1-250-380-5706 Cell: 1-250-883-5092 jerid.letchford@fortisbc.com</p>
Archaeological Inventory Section of Ministry of Forests, Lands and Natural Resource Operations (FLNRO)	<p>Thank you for your referral regarding 1027 College Street, Duncan, PID 023302437 (L A SEC 19 R 5 QUAMICHAN PL VIP62519). According to Provincial records there are no known archaeological sites recorded on the subject property.</p> <p>Archaeological potential data for the area indicates that there are small areas of potential on the southwest and northwest corners of the property (shown as the brown area on the screenshot below). The areas of potential are not dense enough to warrant an archaeological investigation or permitting, but we mention potential so property owners know that there is a possibility, albeit a small one, of there being an archaeological site present.</p> <p>Archaeological sites (both recorded and unrecorded) are protected under the Heritage Conservation Act and must not be altered or damaged without a permit from the Archaeology Branch. If any land-altering development is planned for the property, owners and operators should be notified that if an archaeological site is encountered during development, activities must be halted and the Archaeology Branch contacted at 250-953-3334 for direction.</p> <p>Please review the screenshot of the property below (outlined in yellow). If this does not represent the property listed in the referral please contact me.</p> <p>Lucas Towstego</p> <p>Archaeology Branch Ministry of Forests, Lands, Natural Resource Operations and Rural Development 3-1250 Quadra St. Victoria BC V8W 2K7 PO Box 9816 Stn Prov Govt, Victoria BC V8W 9W3</p> <p>Visit our website at: http://www.for.gov.bc.ca/archaeology/</p>



**Ministry of Forests,
Lands and Natural
Resource Operations
(FLNRO)**

Our interests are “unaffected” by the application for a 32 unit strata condominium development to be located at 1027 College Street, Duncan.

Should you have any questions regarding our response, please contact the undersigned.

Sincerely,

Grant Bracher, Ph.D., P.Ag., R.P.Bio.
Ecosystem Biologist
Ministry of Forests, Lands and Natural Resource Operations
and Rural Development
2080 Labieux Road
Nanaimo BC V9T 6J9
Tel. 250 751-3221
Fax. 250 751-3103
Grant.Bracher@gov.bc.ca

**RCMP, Duncan
Detachment**

I don't see any major issues from the RCMP standpoint. Pedestrian and vehicle safety is always a concern at that busy, unconventional intersection.

S/Sgt. C.H. Swain
Operations NCO
North Cowichan/Duncan Royal Canadian Mounted Police (RCMP)/Government of Canada
chris.swain@rcmp-grc.gc.ca / Tel: 250-748-5522 / 250-746-2126

**Telus
Communications**

Telus has no issues with this development.

INTERNAL REFERRAL

**City of Duncan
Public Works**

In response to the DP referral for the proposed 32 Unit Strata Condominium Development on the above noted property, we have the following comments. This review is based on the DP referral document as well as the attached PDF site plan.

(January 17th plan

In response to the DP referral for the proposed 21 Unit Pod Style Townhouse Development

review)

on the above noted property, the City will require the following to be done at the developer's expense:

Road Works and Access:

- Removal of the existing Curb and Gutter along the entire frontage of the property and replacement with integral Curb and Gutter, and sidewalk, to the City of Duncan's standards.
- Removal and replacement of asphalt immediately adjacent to the newly installed Curb and Gutter to the centerline of College Street.

Water Servicing:

- Removal of any existing or temporary water service and installation of the appropriately sized service.
- Confirmation that fire flow requirements are equal to or less than those previously submitted.
- Upgrade that section of watermain identified by the Water Study.

Sanitary Sewer:

- Removal of the existing sanitary sewer service (if less than 150mm), and installation of one 150mm service to service the entire site.
- Additionally the, the Sanitary Sewer Main will need to be replaced from the south property line of the property in question to the northern boundary of the City of Duncan (approximately 315 lineal meters and at least four manholes) to minimum 200mm diameter PVC. Alternately, the City may allow the existing main to remain if the developer can prove, through a Capacity Study (reviewed and approved by the City), that the upgrade is not necessary for this development specifically and the developer make a proportional payment in the amount of a proportional frontage works for the cost of upgrading the sewer main between the northern and southern property line of the development (See Works and Services Bylaw 3185 Section 5.6).

Storm Drainage:

- Installation of a new Storm Service of sufficient size.
- An onsite Storm water Management Plan, conforming to Schedule D of the City of Duncan's Works and Services bylaw No. 3158, 2017, must be submitted for approval. This plan must clearly show the grading on the adjacent properties and that no ponding, puddling, or flooding will occur due to the proposed development.
- Removal and replacement of the catch basin immediately adjacent to the property.

Street Lighting:

- The developer will be required to create, and submit to the City of Duncan for review, a conceptual design of street light coverage of the entire street segment (from Cairnsmore Street to Holmes Dale Street) for which the development is adjacent, as per Schedule E of the Works and Services bylaw No. 3158, 2017.
- Install that equipment and those assets prescribed by such conceptual design for that portion of frontage for which the development is immediately adjacent. This installation may include, but is not limited to: conduit, wire, street light poles, luminaries, arms, and bases, junction boxes, and BC Hydro Connections. Alternatively the developer may make a proportional payment in the amount of a proportional frontage works for the cost of installing the works identified between the northern and southern property line of the development (See Works and Services Bylaw 3185 Section 5.6) AND install conduit for street lighting under the new sidewalk described above.

General and Fees:

All works must conform to the City of Duncan's Works and Services Bylaw No. 3158, 2017.

The following is a list of Fees, Deposits, and Securities and required from Public Works. This may not be complete nor exhaustive:

- Fee - Utility Pre-Connection Application - \$475
- Deposit - Utility Connection Application – Estimated Actual Cost
- Fee - Water Study/Fire Flow Analysis - \$600 + GST
- Fee - Administration and Inspection Fees – See Fee table in Schedule J of Fees and Charges Bylaw No. 2090
- Security – 115% of the cost of installing and paying for the works and services

If you have any questions about the above, or would like to discuss this project in greater detail, please feel free to contact me.

Chris Desautels,
Civil Technologist

**Building Department
(January 10, 2019
comments)**

Fire Department Access - The buildings meet the Fire Department access & hydrant location requirements of the BC Building Code. The Chief has no operational concerns regarding the site layout.

Building Design - The buildings will fall under Part 9 of the BC Building Code. The plans are not complete enough to determine all requirements of the BCBC however I can make these general comments:

- 1) The Civic address is 1027 College Street
- 2) The buildings would not be required to be sprinkled and there is no indication they are intended to be.
- 3) There appears to be no provision for either mechanical or electrical rooms in any of the 5 buildings.
- 4) The existing hydro pole has a single transformer on it and appears to be within 6m of the NE building. Confirmation that this meets BC Hydro & Electrical Code requirements is needed. A PMT on the boulevard would require Public Works approval. There is no PMT location shown onsite.
- 5) A 50 mm water service will meet the requirements of the BC Plumbing Code.
- 6) A 150 mm sanitary service will meet the requirements of the BC Plumbing Code.
- 7) A 150 mm storm service should be capable of meeting the requirements of the BC Plumbing Code.
- 8) The geotechnical report provided indicates that the site is suitable for onsite drainage dispersal.
- 9) Base fire-flow calculations are approximately 180 lps for each of the east 6-plexes and 260 lps for the three west 3-plexes (all included as one building). These calculations are based on the direct application of the FUS Water Supply for Public Fire Protection Guide (1999) which states that it is a "guide in the true sense of the word" and requires "knowledge and experience in fire protection engineering for its effective application". The requirements could be significantly reduced based on use by "surveyors experienced in this field" (fire protection engineers). The W & S Bylaw minimum for this project is 120 lps.
- 10) The west buildings (3/4/5) fall under 9.10.15 of the BCBC for spatial separation and construction type. They may be sited as shown with combustible construction. Not enough detail is provided to determine if the unprotected openings on the side elevations meet the BCBC.
- 11) The east buildings fall under 9.10.15 of the BCBC for spatial separation and construction type. They may be sited as shown with combustible construction and non-combustible cladding. Not enough detail is provided to determine if the unprotected openings on the side

elevations meet the BCBC.

12) All the buildings have limited eave projections. Combustible eave projections are regulated with respect to limiting distance (to the property line or adjacent buildings). Larger eaves can be constructed but must meet the prescriptive requirements of the BC Building Code or be approved under an alternative solution.

**Planning
Departments**

Please note that all agreements, covenants and development permit requirements must be met or approved by the Director of Development Services prior to issuance of a building permit.

Please refer to the following Bylaws for additional land development and Works and Services information:

- Building and Permit Fees- Fees and Charges Bylaw
- Engineering Requirements- Works and Services Bylaw



**NOTICE OF DEVELOPMENT PERMIT WITH VARIANCES
DP-2018-10 – 1027 COLLEGE STREET**

This notice is to advise that Council will consider a Development Permit with Variances respecting LOT A, PLAN VIP62519, SECTION 19, RANGE 5, QUAMICHAN DISTRICT, located at 1027 College Street, Duncan, BC.

The applicant has applied for a **Development Permit with Variances** to construct a twenty-one unit strata development, which consists of five structures: two six-plex and three tri-plex units.

The applicant is requesting the following variances to *Zoning Bylaw No. 3166, 2017*:

1. To vary the requirement for two Level-2 Electric Vehicle (EV) Charging Stations; for the applicant to provide 220-volt garage service outlets ready for EV plugs in each of the seventeen garages and conduit for one future Level-2 EV Charging Station in the surface parking area.
2. To vary the front yard setback from 3.0 m to 1.85 m for four (4) balcony posts, to 1.95 m for four (4) balcony posts, and to 2.8 m for six (6) balcony posts.
3. To vary the interior side yard setback for accessory uses from 1 m to 0 m for the garbage and recycling storage enclosure.
4. To vary the rear yard setback from 10 m to 4 m for the three tri-plex buildings.
5. To vary the parking regulation which requires that “parking spaces shall be laid out so as to permit unobstructed access to and egress from each parking space at all times”; to allow the surface parking spaces in front of the individual unit garages of the tri-plex buildings to be counted towards the total number of parking spaces.

A copy of the application and staff reports will be available for public review from **Monday, November 4th, 2019** to **Monday, November 18th, 2019** on the City’s website at www.duncan.ca and at:

Duncan City Hall,
200 Craig Street, Duncan, BC
8:30 a.m. to 4:00 p.m., Monday – Friday

Council will consider this application at the Regular Meeting scheduled for **Monday, November 18th, 2019, 6:00 p.m.** in Council Chambers, Duncan City Hall, 200 Craig Street, Duncan.

Any person who believes their interests may be affected by this proposed Development Variance Permit may appear in person, or by agent, the evening of the Regular Council meeting. Written comments will also be accepted by mail or email to *Director of Corporate Services, City of Duncan, 200 Craig Street, Duncan, BC V9L 1W3*; Email: duncan@duncan.ca, until 4:00 p.m., Wednesday, November 13th, 2019, to ensure their inclusion in the public record.

For more information on this application please contact Development Services, at (250) 746-6126 or DevelopmentServices@duncan.ca

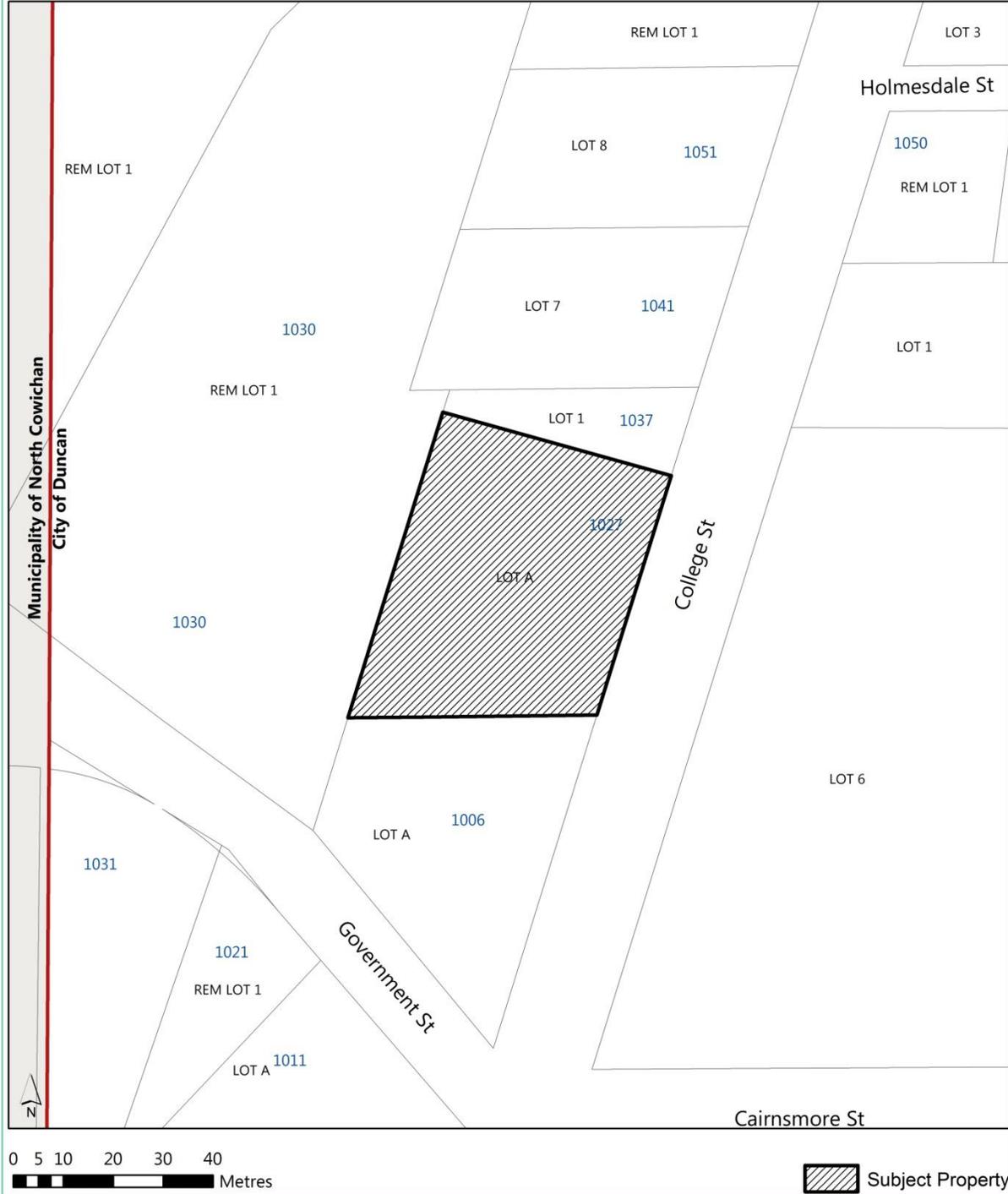
Date: November 1st, 2019

Subject Property Map



Subject Property Map

File: DP201810



Allison Boyd

From: [REDACTED]
Sent: November-06-19 11:08 AM
To: Duncan
Subject: 1027 collage street

Hello I would firstly like to strongly object to the development of this property I know we are in dire need of housing but I don't think this lot would be big enough to accommodate everything listed with out jeopardizing everyone's privacy. I'm a resident at 1030 government street and I fear that there will now be the possibility of someone seeing into my windows/balcony. I also worry about the school being feet from the development . I imagine noise complaints would come in as we have a really bad echo that carries down the apartment building. That being said I strongly object to this and I really hope some consideration goes into it this lot is smaller than a football field and in no way will it be able to house that many units and parking. It'll cause a lot of confusion and delay.