



**AMENDED AGENDA
PLANNING AND LAND USE COMMITTEE
MEETING OF DECEMBER 10, 2015, AT 9:00 A.M.
COUNCIL CHAMBERS
CITY HALL, 1 CENTENNIAL SQUARE**

Page

CALL TO ORDER

APPROVAL OF AGENDA

CONSENT AGENDA

ADOPTION OF MINUTES

- | | | |
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| 1. | Minutes from the meeting held November 26, 2015. | 5 - 20 |
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COMBINED APPLICATION REPORTS

- | | | |
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| 2. | Rezoning Application No. 00492 for 2972 Doncaster Drive
--J. Tinney, Director - Sustainable Planning and Community Development | 21 - 65 |
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An application to rezone the property to subdivide one existing lot into two new small lots and construct a new single family dwelling. A Public Hearing is required prior to Council making a final decision on the application.

Staff Recommendation: *To advance the application to a Public Hearing.*

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| 3. | Development Permit with Variances No. 00492 for 2972 Doncaster Drive
--J. Tinney, Director - Sustainable Planning and Community Development | 67 - 105 |
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An application to create two lots, retaining the existing single family house and constructing one new small lot house.

Staff Recommendation: *Following the Public Hearing for the rezoning, that Council consider authorizing the development permit.*

DEVELOPMENT APPLICATION REPORTS

4. Development Permit with Variances Application No. 000447 for 941 - 943 Fort Street 107 - 127
--J. Tinney, Director - Sustainable Planning and Community Development

A proposal for the retention and renovation of an existing retail space to allow office use within the front 6m of the building for a maximum of 3 years. A hearing is required prior to Council making a final decision on the application.

Staff Recommendation: That Council consider authorizing the permit.
5. Development Permit Application No. 000439 for 1101 Fort Street 129 - 266
--J. Tinney, Director - Sustainable Planning and Community Development

An application to construct a six-storey, mixed-use building with 81 residential units and ground-floor commercial/retail.

Staff Recommendation: That Council consider authorizing the permit.
6. **LATE - Correspondence:** Development Permit with Variances Application No. 000440 for 1 Cooperage Place and 2 Paul Kane Place 267 - 369
--J. Tinney, Director - Sustainable Planning and Community Development

An application to authorize the construction of a building on a dock, to remove rip-rap along the shoreline and to install a new harbor wall to facilitate a paddle route. A hearing is required prior to Council making a final decision on the application.

Staff Recommendation: That Council consider authorizing the permit.
- [Addenda]
7. Development Variance Permit Application No. 00164 for 2540 Quadra Street 371 - 384
--J. Tinney, Director - Sustainable Planning and Community Development

An application to waive the Clean Hands Policy to allow the two illegal suites to remain occupied while the Development Variance is under consideration. Prior to Council considering the application the applicant must file a covenant on title that all illegal construction will be removed should the application be refused. A hearing is required prior to Council making a final decision on the application.

Staff Recommendation: That Council consider authorizing the permit.
8. **LATE - Correspondence:** Development Variance Permit Application No. 00163 for 1066 and 1070 Finlayson Street 385 - 405
--J. Tinney, Director - Sustainable Planning and Community Development

An application to allow a rear yard setback variance in order to facilitate a subdivision. A hearing is required prior to Council making a final decision on the application.

Staff Recommendation: *That Council consider authorizing the permit.*

9. Heritage Alteration Permit Application No. 00209 for 737 Fort Street (British American Trust Company Building) 407 - 429
--J. Tinney, Director - Sustainable Planning and Community Development

An application to allow for modifications to the front stairs of the building and a ramp on City sidewalk.

Staff Recommendation: *That Council consider authorizing the permit.*

10. Heritage Designation Application No. 000154 for 727 Yates Street 431 - 445
--J. Tinney, Director - Sustainable Planning and Community Development

An application to designate the property as a Municipal Heritage Site.

Staff Recommendation: *That Council consider designating the property as a Municipal Heritage Site.*

REPORTS FOR CONSIDERATION

11. Official Community Plan - Annual Review 447 - 526
--J. Tinney, Director - Sustainable Planning and Community Development

A report to provide Council with the third Official Community Plan Annual Review.

Staff Recommendation: *That Committee receive the report for information and communicate the findings and highlights from the Annual Review to the public.*

ADJOURNMENT

**MINUTES OF THE
PLANNING & LAND USE COMMITTEE MEETING
HELD THURSDAY, NOVEMBER 26, 2015, 9:00 A.M.**

1. THE CHAIR CALLED THE MEETING TO ORDER AT 9:00 A.M.

Committee Members Present: Mayor Helps (Chair); Councillors Alto, Coleman, Isitt, Lucas, Loveday, Madoff, Thornton-Joe and Young.

Staff Present: J. Johnson – City Manager; J. Jenkyns – Deputy City Manager; J. Tinney – Director, Sustainable Planning & Community Development; A. Hudson – Assistant Director, Community Planning, J. MacDougall – Assistant Director, Parks; F. Work – Director, Engineering; R. Battalas – Senior Planner; J. Handy – Senior Planner; M. Miller – Senior Heritage Planner; B. Sikstrom – Senior Planner; C. Wain – Planner; C. Coates – City Clerk; Your Name - Recording Secretary.

2. APPROVAL OF AGENDA

Action: It was moved by Councillor Coleman, seconded by Councillor Alto, that the Agenda of the November 26, 2015, Planning and Land Use Committee meeting be approved.

The Chair canvassed Committee, which approved bringing forward the following items for approval:

- Item #1 - Minutes from the Meeting held on November 12, 2015
- Item #4 – Victoria Housing Reserve Fund Application for 120 Gorge Road East
- Item #5 – Amendment to the Housing Agreement for 1035 Oliphant Street
- Item #8 – Rezoning Application No. 00495 for 863 / 865 Villance Street
- Item #9 – Development Permit with Variances Application No. 00495 for 863 / 865 Villance Street

Amendment: It was moved by Councillor Alto, seconded by Councillor Coleman, that the agenda of the November 26, 2015 meeting be approved as amended.

On the amendment:
CARRIED UNANIMOUSLY 15/PLUC

On the main motion as amended:
CARRIED UNANIMOUSLY 15/PLUC

3. CONSENT AGENDA

3.1 Minutes from the Meeting held on November 12, 2015.

Action: It was moved by Councillor Alto, seconded by Councillor Coleman, that the Minutes from the November 12, 2015, Planning and Land Use Committee meeting be approved.

CARRIED UNANIMOUSLY 15/PLUC

3.1 Victoria Housing Reserve Fund Application for 120 Gorge Road East

Committee received a report regarding a request from the Victoria Native Friendship Centre seeking funding for the development of two additional supportive affordable housing units as part of phase two of the Siem Lelum project located at 120 Gorge Road East.

Action: It was moved by Councillor Alto, seconded by Councillor Coleman, that Committee recommends that Council consider approving a grant from the Victoria Housing Reserve Fund in the amount of \$20,000 to the Victoria Native Friendship Centre (VNFC) to assist in the development of two additional units of supportive affordable rental housing as part of the phase two development of Siem Lelum at 120 Gorge Road East, on the following conditions:

1. The grant will be eligible for payment to the Victoria Native Friendship Centre upon approval of the grant by Council and once a Housing Reserve Fund Grant Agreement has been executed with the City of Victoria.
2. The grant is to be repaid by the Victoria Native Friendship Centre if the project is not completed.
3. The Victoria Native Friendship Centre will ensure that the City of Victoria receives public recognition for its role as a financial contributor to this housing project by identifying the City of Victoria as a contributor on publications and documents related to the project and at public events related to the development, completion and operation of the project.
4. Upon project completions, the applicant submits a final report to the Sustainable Planning and Community Development.

CARRIED UNANIMOUSLY 15/PLUC

3.2 Amendment to the Housing Agreement for 1035 Oliphant Street

Committee received a report regarding 1035 Oliphant Street. The property contains four strata lots that are subject to a Housing Agreement with the City. The owners of the property have requested an amendment to the Agreement to change the Strata Lot that will be designated as a rental unit.

- Action:** It was moved by Councillor Alto, seconded by Councillor Coleman, that Committee recommends that Council:
1. Authorize the Mayor to execute a section 219 Covenant wherein the owner of Strata Lot 4, Fairfield Farm Estate, Victoria City District, Strata Plan EPS690 agrees to use the strata lot only as rental housing for a period of five (5) years from the date of an occupancy permit in a form satisfactory to staff.
 2. Authorize the Mayor to execute a discharge of the section 219 Covenant (CA4303499) from Strata Lot 2, Fairfield Farm Estate Victoria City District Strata Plan EPS690, in a form satisfactory to staff.
 3. Adopt Bylaw No. to authorize the Mayor and Corporate Administrator to execute the Amendment to the Housing Agreement.

CARRIED UNANIMOUSLY 15/PLUC

3.3 Rezoning Application No. 00495 for 863 / 865 Villance Street

Committee received a report regarding an application for 863 and 865 Villance Street. The proposal is to rezone the property in order to permit the existing legal non-conforming duplex to be strata titled and to alter and construct an addition to the building.

- Action:** It was moved by Councillor Alto, seconded by Councillor Coleman, that Committee recommends that Council instruct staff to prepare the necessary *Zoning Regulation Bylaw Amendment* that would authorize the proposed development outlined in Rezoning Application No. 00495 for 863 and 865 Villance Street, that first and second reading of the Zoning Regulation Bylaw Amendment be considered by Council and a Public Hearing date be set.

CARRIED UNANIMOUSLY 15/PLUC

3.4 Development Permit with Variance Application No. 00495 for 863 / 865 Villance Street

Committee received a report regarding an application for 863 and 865 Villance Street. The proposal is to strata title an existing legal non-conforming duplex and to alter and construct an addition to the building.

- Action:** It was moved by Councillor Alto, seconded by Councillor Coleman, that Committee recommends that after giving notice and allowing an opportunity for public comment and after the Public Hearing for Rezoning Application No. 00495, if it is approved, Council consider the following motion:

“That Council authorize the issuance of Development Permit with Variances Application No. 00495 for 863 and 885 Villance Street, in accordance with:

1. Plans date stamped October 20, 2015.
2. Development meeting all *Zoning Regulation Bylaw* requirements, except for the following variances:
 - a. Part 2.1.5(a): Reduce the front yard setback from 7.5m to 1.58m.
 - b. Part 2.1.5(b): Reduce the rear yard setback from 10.7m to 2.89m.

3. The Development Permit lapsing two years from the date of this resolution.”

CARRIED UNANIMOUSLY 15/PLUC

4. DECISION REQUEST

4.1 Delegated Authority and Exemptions for Development Permits

Committee received a report regarding the public input received on a proposed initiative to exempt certain forms of development from a development permit and to delegate approval authority to staff for certain types of developments.

Committee discussed:

- Concerns that the public will not have an opportunity to provide input.
- Clarification of the types of applications that will be affected by delegating authority.

Action: It was moved by Councillor Alto, seconded by Councillor Lucas, that Committee recommends that Council direct staff to:

1. Prepare an Official Community Plan (OCP) Amendment Bylaw:
 - a. To exempt buildings and structures with a floor area no greater than 9.2m² (100ft²) from requiring development permits in the following designated areas:
 - i. DPA 4: Town Centres
 - ii. DPA 5: Large Urban Villages
 - iii. DPA 6A: Small Urban Villages
 - iv. DPA 10A: Rock Bay
 - v. DPA 10A: Rock Bay
 - vi. DPA 13: Core Songhees
 - vii. DPA 14: Cathedral Hill Precinct
 - viii. DPA 15A: Intensive Residential Small Lot
 - ix. DPA 15B: Intensive Residential Panhandle
 - x. DPA 15D: Intensive Residential Duplex
 - xi. DPA 16: General Form and Character
 - b. To exempt changes to existing landscaping (where the landscaping does not form part of an approved plan) from requiring development permits in the following designated areas:
 - i. DPA 5: Large Urban Villages
 - ii. DPA 6A: Small Urban Villages
 - iii. DPA 7A: Corridors
 - iv. DPA 10A: Rock Bay
 - v. DPA 11: James Bay and Outer Harbour
 - vi. DPA 13: Core Songhees
 - vii. DPA 14: Cathedral Hill Precinct
 - viii. DPA 15A: Intensive Residential Small Lot
 - ix. DPA 15B: Intensive Residential Panhandle Lot
 - x. DPA 15D: Intensive Residential Duplex
 - xi. DPA 16: General Form and Character

- c. To clarify language in Appendix A of the OCP so it is clear when a permit is not required (an exemption) versus when a permit is required, to improve its user-friendliness.
2. Prepare a Land Use Procedures amendment bylaw to delegate approval authority to staff for the following types of development applications, when consistent with relevant policy:
 - a. New buildings, building additions, structures and equipment in Development Permit Area (DPA) 16: General Form and Character, DPA 10A: Rock Bay and DPA 10B (HC): Rock Bay Heritage.
 - b. New buildings, building additions, structures and equipment that do not exceed 100m² floor area in:
 - i. DPA 2 (HC): Core Business
 - ii. DPA 3 (HC): Core Mixed-Use Residential
 - iii. DPA 4: Town Centres
 - iv. DPA 5: Large Urban Villages
 - v. DPA 6A: Small Urban Villages
 - vi. DPA 6B (HC): Small Urban Villages Heritage
 - vii. DPA 7A: Corridors
 - viii. DPA 7B (HC): Corridors Heritage
 - ix. DPA 10A: Rock Bay
 - x. DPA 10B (HC): Rock Bay Heritage
 - xi. DPA 11: James Bay and Outer Harbour
 - xii. DPA 12 (HC): Legislative Precinct
 - xiii. DPA 13: Core Songhees
 - xiv. DPA 14: Cathedral Hill Precinct
 - c. Accessory Building in:
 - i. DPA 15A: Intensive Residential Small Lot
 - ii. DPA 15B: Intensive Residential Panhandle Lot
 - iii. DPA 15D: Intensive Residential Duplex
 - d. Floating buildings, floating building additions and floating structures in DPA 11: James Bay and Outer Harbour located in the FWM Zone, Fisherman's Wharf Marine District.
 - e. Floating buildings, floating building additions and floating structures that do not exceed 100m² in floor area in all DPAs.
 - f. Renewals of up to two years for previously approved (unlapsed and unchanged) Development Permits where there have been no intervening policy changes.
 - g. Renewals of up to two years for previously approved (unlapsed and unchanged) Heritage Alteration Permits where there have been no intervening policy changes.
 - h. Replacement of exterior materials on existing buildings.
 - i. Temporary buildings and structures that do not exceed 100m² in floor area and where removal is secured by a legal agreement limiting permanence to two years.

- j. Temporary construction trailers on private property where a legal agreement is in place to secure its removal within six months of receiving an Occupancy Permit or within six months of a Building Permit expiring.
 - k. Temporary residential unit sales trailers on private property where a legal agreement is in place to secure its removal within six months of receiving an Occupancy Permit or within six months of a Building Permit expiring.
 - l. Changes to landscaping where applicable design guidelines exist or where identified within an approved plan.
3. Develop and implement a process to monitor and evaluate the effectiveness and benefits of the proposed delegation authority and report to Council at six months and one year on the effectiveness of the system.

Committee discussed:

- Concerns that by delegating authority it will prevent public oversight and input.
- If by expediting the process Council will not be hearing what the public has to say.
- If the delegation process is unsuccessful, there should be the ability to return to the current process.
- All applications will still be subject to current design criteria, zoning regulations and bylaws.

Amendment: It was moved by Councillor Loveday, seconded by Councillor Lucas, that the motion be amended as follows:

1. Prepare an Official Community Plan (OCP) Amendment Bylaw:
 - a. To exempt buildings and structures with a floor area no greater than 9.2m² (100ft²) from requiring development permits in the following designated areas:
 - i. DPA 4: Town Centres
 - ii. DPA 5: Large Urban Villages
 - iii. DPA 6A: Small Urban Villages
 - iv. DPA 10A: Rock Bay
 - v. DPA 10A: Rock Bay
 - vi. DPA 13: Core Songhees
 - vii. DPA 14: Cathedral Hill Precinct
 - viii. DPA 15A: Intensive Residential Small Lot
 - ix. DPA 15B: Intensive Residential Panhandle
 - x. DPA 15D: Intensive Residential Duplex
 - xi. DPA 16: General Form and Character
 - b. To exempt changes to existing landscaping (where the landscaping does not form part of an approved plan) from requiring development permits in the following designated areas:
 - i. DPA 5: Large Urban Villages
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 - iii. DPA 7A: Corridors
 - iv. DPA 10A: Rock Bay
 - v. DPA 11: James Bay and Outer Harbour
 - vi. DPA 13: Core Songhees
 - vii. DPA 14: Cathedral Hill Precinct
 - viii. DPA 15A: Intensive Residential Small Lot

- ix. DPA 15B: Intensive Residential Panhandle Lot
 - x. DPA 15D: Intensive Residential Duplex
 - xi. DPA 16: General Form and Character
- c. To clarify language in Appendix A of the OCP so it is clear when a permit is not required (an exemption) versus when a permit is required, to improve its user-friendliness.
2. Prepare a Land Use Procedures amendment bylaw to delegate approval authority to staff for the following types of development applications, when consistent with relevant policy:
- a. New buildings, building additions, structures and equipment in Development Permit Area (DPA) 16: General Form and Character, DPA 10A: Rock Bay and DPA 10B (HC): Rock Bay Heritage.
 - b. New buildings, building additions, structures and equipment that do not exceed 100m² floor area in:
 - i. DPA 2 (HC): Core Business
 - ii. DPA 3 (HC): Core Mixed-Use Residential
 - iii. DPA 4: Town Centres
 - iv. DPA 5: Large Urban Villages
 - v. DPA 6A: Small Urban Villages
 - vi. DPA 6B (HC): Small Urban Villages Heritage
 - vii. DPA 7A: Corridors
 - viii. DPA 7B (HC): Corridors Heritage
 - ix. DPA 10A: Rock Bay
 - x. DPA 10B (HC): Rock Bay Heritage
 - xi. DPA 11: James Bay and Outer Harbour
 - xii. DPA 12 (HC): Legislative Precinct
 - xiii. DPA 13: Core Songhees
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 - c. Accessory Building in:
 - i. DPA 15A: Intensive Residential Small Lot
 - ii. DPA 15B: Intensive Residential Panhandle Lot
 - iii. DPA 15D: Intensive Residential Duplex
 - d. Floating buildings, floating building additions and floating structures in DPA 11: James Bay and Outer Harbour located in the FWM Zone, Fisherman's Wharf Marine District.
 - e. Floating buildings, floating building additions and floating structures that do not exceed 100m² in floor area in all DPAs.
 - f. Renewals of up to two years for previously approved (unlapsed and unchanged) Development Permits where there have been no intervening policy changes.
 - g. Renewals of up to two years for previously approved (unlapsed and unchanged) Heritage Alteration Permits where there have been no intervening policy changes.
 - h. Replacement of exterior materials on existing buildings.

- i. Temporary buildings and structures that do not exceed 100m² in floor area and where removal is secured by a legal agreement limiting permanence to two years.
 - j. Temporary construction trailers on private property where a legal agreement is in place to secure its removal within six months of receiving an Occupancy Permit or within six months of a Building Permit expiring.
 - k. Temporary residential unit sales trailers on private property where a legal agreement is in place to secure its removal within six months of receiving an Occupancy Permit or within six months of a Building Permit expiring.
 - l. Changes to landscaping where applicable design guidelines exist or where identified within an approved plan.
3. Develop and implement a process to monitor and evaluate the effectiveness and ~~benefits~~ **impacts** of the proposed delegation authority and report to Council at six months and one year on the effectiveness of the system.

On the amendment:
CARRIED UNANIMOUSLY 15/PLUC

Committee discussed:

- The need for an annual review.
- The importance of receiving feedback from all stakeholders.

Amendment: It was moved by Councillor Loveday, seconded by Councillor Lucas, that the motion be amended as follows:

1. Prepare an Official Community Plan (OCP) Amendment Bylaw:
 - a. To exempt buildings and structures with a floor area no greater than 9.2m² (100ft²) from requiring development permits in the following designated areas:
 - i. DPA 4: Town Centres
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 - vi. DPA 13: Core Songhees
 - vii. DPA 14: Cathedral Hill Precinct
 - viii. DPA 15A: Intensive Residential Small Lot
 - ix. DPA 15B: Intensive Residential Panhandle
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 - iii. DPA 7A: Corridors
 - iv. DPA 10A: Rock Bay
 - v. DPA 11: James Bay and Outer Harbour
 - vi. DPA 13: Core Songhees
 - vii. DPA 14: Cathedral Hill Precinct
 - viii. DPA 15A: Intensive Residential Small Lot

- ix. DPA 15B: Intensive Residential Panhandle Lot
 - x. DPA 15D: Intensive Residential Duplex
 - xi. DPA 16: General Form and Character
- c. To clarify language in Appendix A of the OCP so it is clear when a permit is not required (an exemption) versus when a permit is required, to improve its user-friendliness.
2. Prepare a Land Use Procedures amendment bylaw to delegate approval authority to staff for the following types of development applications, when consistent with relevant policy:
- a. New buildings, building additions, structures and equipment in Development Permit Area (DPA) 16: General Form and Character, DPA 10A: Rock Bay and DPA 10B (HC): Rock Bay Heritage.
 - b. New buildings, building additions, structures and equipment that do not exceed 100m² floor area in:
 - i. DPA 2 (HC): Core Business
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 - iii. DPA 4: Town Centres
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 - vi. DPA 6B (HC): Small Urban Villages Heritage
 - vii. DPA 7A: Corridors
 - viii. DPA 7B (HC): Corridors Heritage
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 - x. DPA 10B (HC): Rock Bay Heritage
 - xi. DPA 11: James Bay and Outer Harbour
 - xii. DPA 12 (HC): Legislative Precinct
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 - d. Floating buildings, floating building additions and floating structures in DPA 11: James Bay and Outer Harbour located in the FWM Zone, Fisherman's Wharf Marine District.
 - e. Floating buildings, floating building additions and floating structures that do not exceed 100m² in floor area in all DPAs.
 - f. Renewals of up to two years for previously approved (unlapsed and unchanged) Development Permits where there have been no intervening policy changes.
 - g. Renewals of up to two years for previously approved (unlapsed and unchanged) Heritage Alteration Permits where there have been no intervening policy changes.
 - h. Replacement of exterior materials on existing buildings.

- i. Temporary buildings and structures that do not exceed 100m² in floor area and where removal is secured by a legal agreement limiting permanence to two years.
 - j. Temporary construction trailers on private property where a legal agreement is in place to secure its removal within six months of receiving an Occupancy Permit or within six months of a Building Permit expiring.
 - k. Temporary residential unit sales trailers on private property where a legal agreement is in place to secure its removal within six months of receiving an Occupancy Permit or within six months of a Building Permit expiring.
 - l. Changes to landscaping where applicable design guidelines exist or where identified within an approved plan.
3. Develop and implement a process to monitor and evaluate the effectiveness and impacts of the proposed delegation authority and report to Council at six months and one year on the effectiveness of the system. **After one year, that Council will consider an annual review.**

On the amendment:
CARRIED UNANIMOUSLY 15/PLUC

On the main motion as amended:
CARRIED 15/PLUC

For: Mayor Helps; Councillors Alto, Coleman, Loveday, Lucas, Madoff, Thornton-Joe and Young
Against: Councillor Isitt

4.2 Victoria Housing Reserve Fund Application for 4351 West Saanich Road

Committee received a report regarding a request for funding from the Society of Saint Vincent de Paul to assist in the development of 42 units of supportive affordable rental housing as part of the Rosalie's Village project at 4351 West Saanich Road.

Committee discussed:

- Homelessness is a regional issue.
- The original request for \$420,000 is based on the Housing Trust Fund provision of \$10,000 per unit (42 units).

Action: It was moved by Councillor Isitt, seconded by Councillor Thornton-Joe, that Committee recommends that Council consider approving a grant from the Victoria Housing Reserve Fund in the amount of \$200,000, to the Society of Saint Vincent de Paul to assist in the development of 42 units of supportive affordable rental housing as part of Rosalie's Village project at 4351 West Saanich Road within the District of Saanich, subject to the following conditions:

1. The grant will be eligible for payment to the Society of Saint Vincent de Paul upon approval by Council and once a Housing Reserve Fund Grant Agreement has been executed with the City of Victoria.
2. The grant is to be repaid by the Society of Saint Vincent de Paul if the project is not completed.

3. The Society of Saint Vincent de Paul will ensure that the City of Victoria receives public recognition for its role as a financial contributor to this housing project by identifying the City of Victoria as a contributor on publications and documents related to the project and at public events related to the development, completion and operation of the project.
4. Upon project completion, the applicant submits a final report to the Sustainable Planning and Community Development Department.

Committee discussed:

- The need for guidelines and policies for what may be contributed to applications outside of the City and whether funding should match the host municipality's contribution or by a formula to determine what the monetary support should be.
- The need a policy in place: matching contribution up to a maximum amount, or match up to 50% depending on the type of project. Victoria will benefit but what is equitable.

Amendment: It was moved by Councillor Alto, seconded by Councillor Lucas, that Committee recommends that Council consider approving a grant from the Victoria Housing Reserve Fund in the amount of up to **\$170,262** to the Society of Saint Vincent de Paul to assist in the development of 42 units of supportive affordable rental housing as part of Rosalie's Village project at 4351 West Saanich Road within the District of Saanich, subject to the following conditions:

1. The grant will be eligible for payment to the Society of Saint Vincent de Paul upon approval by Council and once a Housing Reserve Fund Grant Agreement has been executed with the City of Victoria.
2. The grant is to be repaid by the Society of Saint Vincent de Paul if the project is not competed.
3. The Society of Saint Vincent de Paul will ensure that the City of Victoria receives public recognition for its role as a financial contributor to this housing project by identifying the City of Victoria as a contributor on publications and documents related to the project and at public events related to the development, completion and operation of the project.
4. Upon project completion, the applicant submits a final report to the Sustainable Planning and Community Development Department.

On the amendment:
CARRIED UNANIMOUSLY 15/PLUC

Amendment to amendment: It was moved by Councillor Isitt, seconded by Mayor Helps that Committee recommends that Council consider approving a grant from the Victoria Housing Reserve Fund in the amount of up to \$200,000, **but not exceeding the host municipality's contribution**, to the Society of Saint Vincent de Paul to assist in the development of 42 units of supportive affordable rental housing as part of Rosalie's Village project at 4351 West Saanich Road within the District of Saanich, subject to the following conditions:

1. The grant will be eligible for payment to the Society of Saint Vincent de Paul upon approval by Council and once a Housing Reserve Fund Grant Agreement has been executed with the City of Victoria.
2. The grant is to be repaid by the Society of Saint Vincent de Paul if the project is not competed.

3. The Society of Saint Vincent de Paul will ensure that the City of Victoria receives public recognition for its role as a financial contributor to this housing project by identifying the City of Victoria as a contributor on publications and documents related to the project and at public events related to the development, completion and operation of the project.
4. Upon project completion, the applicant submits a final report to the Sustainable Planning and Community Development Department.

On the amended amendment:
CARRIED UNANIMOUSLY 15/PLUC

Committee discussed:

- If it is appropriate to just match the host municipality's contribution.

Amendment: It was moved by Councillor Isitt, seconded by Councillor Loveday, that the motion be amended as follows:

That Committee recommends that Council consider approving a grant from the Victoria Housing Reserve Fund in the amount of up to \$200,000 **\$297,000**, but not exceeding the host municipality's contribution, to the Society of Saint Vincent de Paul to assist in the development of 42 units of supportive affordable rental housing as part of Rosalie's Village project at 4351 West Saanich Road within the District of Saanich, subject to the following conditions:

1. The grant will be eligible for payment to the Society of Saint Vincent de Paul upon approval by Council and once a Housing Reserve Fund Grant Agreement has been executed with the City of Victoria.
2. The grant is to be repaid by the Society of Saint Vincent de Paul if the project is not completed.
3. The Society of Saint Vincent de Paul will ensure that the City of Victoria receives public recognition for its role as a financial contributor to this housing project by identifying the City of Victoria as a contributor on publications and documents related to the project and at public events related to the development, completion and operation of the project.
4. Upon project completion, the applicant submits a final report to the Sustainable Planning and Community Development Department.

Mayor Helps withdrew from the meeting at 10:09 a.m. and Councillor Isitt assumed the chair.

- The Victoria Housing Reserve allocates \$10,000 per unit of affordable housing.

Mayor Helps returned to the meeting at 10:11 a.m.

- By supporting the motion it sends a message of goodwill from the City.
- This is not about helping Saanich, it's about helping those in need.

On the amendment:
CARRIED 15/PLUC

For: Mayor Helps; Councillors Alto, Isitt, Loveday, Lucas, Madoff, and Thornton-Joe

Against: Councillors Coleman and Young

On the main motion:

- The need to develop a policy to deal with applications made from outside of the City.
- Housing is a regional problem and holds no boundaries.

On the main motion as amended:

CARRIED 15/PLUC

For: Mayor Helps; Councillors Alto, Isitt, Loveday, Lucas, Madoff, and Thornton-Joe

Against: Councillors Coleman and Young

Action: It was moved by Councillor Thornton-Joe, seconded by Councillor Isitt, that Committee recommends that Council:

1. Direct that until staff have the opportunity to review the Victoria Housing Trust in relation to applicants outside the City of Victoria, but within our Capital Region, the City of Victoria contribution shall be no more than equal to the contribution from the host municipality and not exceeding the amount distinct from the Trust Fund guidelines of \$10,000 per door.
2. The Victoria Housing Trust Fund, in relation to providing funding to projects outside the City of Victoria will be reviewed in five years.

CARRIED 15/PLUC

For: Councillors Alto, Coleman, Isitt, Loveday, Lucas, Madoff, Thornton-Joe and Young

Against: Mayor Helps

4.3 BC Lottery Commission (BCLC) Request for Expressions of Interest for Siting of New Casino Facility

Committee received a report regarding the proposed scope and size of a potential casino facility within the City and to prepare a draft response to BCLC's request for Expression of Interest.

Committee discussed:

- Parking challenges for any site that may be chosen.
- If the City would be required to revenue share with other municipality's in Capital Region.
- Any site that would be considered would still need to go through the standard rezoning and development permit process.

Action: It was moved by Councillor Alto, seconded by Councillor Lucas, that Committee recommends that Council direct staff to submit a response to the British Columbia Lottery Corporation's Request for Expressions of Interest indicating that the City of Victoria would consider a casino proposal consistent with City policies and guidelines.

Committee discussed:

- If the negative impacts outweigh the financial benefit.
- If the City should be in the business of regulating behavior.
- The boost to tourism that would be created and entertainment for visitors.
- The benefits versus risks.

CARRIED 15/PLUC

For: Councillors Alto, Coleman, Lucas, Madoff, Thornton-Joe and Young
Against: Mayor Helps; Councillors Isitt and Loveday

5. DEVELOPMENT APPLICATION REPORTS

5.1 Development Permit Application No. 000443 for 257 Belleville Street

Committee received a report regarding an application for 257 Belleville Street. The proposal is to construct an eight-storey residential building.

Action: It was moved by Councillor Lucas, seconded by Councillor Coleman, that Committee recommends that Council consider the following motion.
 "That Council authorize the issuance of Development Permit Application No. 000443 for 257 Belleville Street in accordance with.

1. Plans date stamped November 9, 2015.
2. Development meeting all *Zoning Regulation Bylaw* requirements.
3. The Development Permit lapsing three years from the date of this resolution."

CARRIED 15/PLUC

For: Mayor Helps; Councillors Alto, Coleman, Loveday, Lucas, Thornton-Joe and Young
Against: Councillor Isitt and Madoff

6. THE CHAIR CALLED THE MEETING TO ORDER AT 11:20 A.M.

Action: It was moved by Councillor Coleman, seconded by Councillor Lucas, that the Governance & Priorities Committee convene a Closed meeting that excludes the public under Section 12(6) of the *Council Bylaw* for the reason that the following agenda item deals with matters specified in Sections 12(3) and/or (4) of the Council Bylaw, namely:

- Section 12(3)(e) The acquisition, disposition or expropriation of land or improvements, if the Council considers that disclosure might reasonably be expected to harm the interests of the City.
- Section 12(3)(g) - Litigation or potential litigation affecting the City.
- Section 12(e)(i) The receipt of advice that is subject to solicitor-client privilege, including communications necessary for that purpose.

Committee Members Present: Mayor Helps (Chair); Councillors Alto, Coleman, Isitt, Lucas, Loveday, Madoff, Thornton-Joe and Young.

Staff Present: J. Johnson – City Manager; J. Jenkyns – Deputy City Manager; J. Tinney – Director, Sustainable Planning & Community Development; K. Hamilton – Director, Citizen Engagement & Strategic Planning; A. Hudson – Assistant Director, Community Planning, F. Work – Director, Engineering; T. Zworski – City Solicitor; C. Coates – City Clerk; J. Appleby - Recording Secretary.

Guest: L. Hutcheson, General Manager of Parks and Environmental Services, Capital Regional District

7. APPROVAL OF AGENDA

Action: It was moved by Councillor Coleman, seconded by Councillor Lucas, that the November 26, 2015, Planning and Land Use Committee meeting be approved.

CARRIED UNANIMOUSLY 15/PLUC

8. Minutes from the Closed Meeting held October 15, 2015.

Action: It was moved by Councillor Loveday, seconded by Councillor Lucas, that the Closed Minutes from the Meeting held October 15, 2015, be approved.

CARRIED UNANIMOUSLY 15/PLUC

9. Legal Advice

Committee received legal advice from the City Solicitor.

The discussion and motion was recorded and kept confidential.

CARRIED UNANIMOUSLY 15/PLUC

10. Update on Capital Regional District Core Area Sewage Treatment Facility Siting Options within the City of Victoria

Committee received an update on the Capital Regional District Core Area Sewage Treatment Facility Siting Options within the City of Victoria.

The discussion and motion was recorded and kept confidential.

11. ADJOURNMENT

Action: It was moved by Councillor Loveday, seconded by Councillor Coleman, that the Planning and Land Use Committee meeting of November 26, 2015, be adjourned at 12:39 p.m.

CARRIED UNANIMOUSLY 15/PLUC

Mayor Helps, Chair



Planning and Land Use Committee Report

For the Meeting of December 10, 2015

To: Planning and Land Use Committee **Date:** November 26, 2015

From: Jonathan Tinney, Director, Sustainable Planning and Community Development

Subject: Rezoning Application No. 00492 for 2972 Doncaster Drive

RECOMMENDATION

That Committee forward this report to Council and that Council instruct staff to prepare the necessary Zoning Regulation Bylaw Amendment that would authorize the proposed development outlined in Rezoning Application No. 00492 for 2972 Doncaster Drive, that first and second reading of the Zoning Regulation Bylaw Amendment be considered by Council and a Public Hearing date be set.

LEGISLATIVE AUTHORITY

In accordance with Section 903 (c) of the *Local Government Act*, Council may regulate within a zone the use of land, buildings and other structures, the density of the use of the land, building and other structures, the siting, size and dimensions of buildings and other structures as well as the uses that are permitted on the land and the location of uses on the land and within buildings and other structures.

EXECUTIVE SUMMARY

The purpose of this report is to present Council with information, analysis and recommendations for a Rezoning Application for the property located at 2972 Doncaster Drive. The proposal is to rezone from the R1-B Zone, Single Family Dwelling District, to the R1-S2 Zone, Restricted Small Lot (Two Storey) District, to permit the subdivision of one lot into two new small lots, retain an existing single family dwelling and construct a new single family dwelling.

The following points were considered in assessing this Application:

- The proposal is consistent with the Traditional Residential Urban Place Designation and objectives for sensitive infill in the *Official Community Plan, 2012 (OCP)*.
- The proposal is consistent with the policies and design guidelines specified in the *Small Lot House Rezoning Policy, 2002*.
- The subject property is a corner lot and is a suitable location for this form of housing.

BACKGROUND

Description of Proposal

This Application is to rezone the subject property from the R1-B Zone, Single Family Dwelling District, to the R1-S2 Zone, Restricted Small Lot (Two Storey) Dwelling District. The proposal is to create two lots, retain the existing single family dwelling on one lot and construct one new small lot house on the other. Variances related to both the existing and new houses would be required to facilitate this development and will be discussed in relation to the concurrent Development Permit with Variances Application.

Affordable Housing Impacts

The applicant proposes the creation of one new residential unit which would increase the overall supply of housing in the area.

Sustainability Features

The applicant has identified a number of sustainability features which will be summarized in association with the concurrent Development Permit with Variances Application for this property.

Active Transportation Impacts

The applicant has not identified any active transportation impacts associated with this Application.

Public Realm Improvements

No public realm improvements are proposed in association with this Rezoning Application.

Land Use Context

The area is characterized by single family houses and the Hillside Shopping Centre is located one block away.

Existing Site Development and Development Potential

The site is presently a single family house. Under the current R1-B Zone, the property could be redeveloped as a single family house with secondary suite. If the property is rezoned to the R1-S2 Zone, secondary suites would no longer be permitted.

Data Table

The following data table compares the proposed two lots with the R1-S2 Zone. A single asterisk is used to identify where a variance is being proposed.

Zoning Criteria	Proposed Lot A Existing House	Proposed Lot B New House	Zone Standard R1-S2
Single Family Dwelling			
Site area (m ²) - minimum	409.25	289.45	260
Density (Floor Space Ratio) - maximum	0.37:1	0.53:1	0.6:1
Total floor area (m ²) - maximum	152.15	151.17	190
Lot width (m) - minimum	22.37	15.83	10.00
Height (m) - maximum	4.90	7.48	7.50
Storeys - maximum	2	2	2
Site coverage % - maximum	25.75	36.86	40.00
Setbacks (m) - minimum Front (Oakland Ave) Rear (south) Side (west) Side (east) Side-flanking street (Doncaster Dr)	5.54* 1.63* 6.00 (windows) N/A 7.67	4.50* 6.02 2.4 (windows) 1.52 (no windows) N/A	6.0 6.0 2.4 (windows) 1.5 (no windows) 2.4
Parking - minimum	1	1	1
Parking – Location	Front yard*	Garage inside house	Not permitted in front yard
Accessory Building			
Location	Side yard*	Rear yard	Rear yard
Height (m) – maximum	4.00	4.00	4.00
Setbacks (m) - minimum Front (Oakland Ave) Rear (south) Side	14.72* 0.60 0.60	14.72* 0.60 0.60	18.00 0.60 0.60
Rear yard site coverage	10.22	11.41	30
Separation space between buildings (within the site) (m) - minimum	3.35	2.45	2.4

Community Consultation

Consistent with the *Community Association Land Use Committee (CALUC) Procedures for Processing Rezoning and Variances Applications*, the applicant has consulted with the Oaklands CALUC at a Community Meeting held on June 22, 2015. The CALUC has supplied the minutes of this meeting which are attached to this report.

In accordance with the City's *Small Lot House Rezoning Policy*, the applicant has polled the immediate neighbours and reports that 100% support the Application. Under this policy, "satisfactory support" is considered to be support in writing for the project by 75% of the neighbours. The required Small Lot House Rezoning Petitions, Summary and illustrative map provided by the applicant are attached to this report.

ANALYSIS

Official Community Plan

The *Official Community Plan* (OCP) Urban Place Designation for the subject property is Traditional Residential. In accordance with the OCP, small lots are subject to DPA 15A: Intensive Residential – Small Lot. The proposal is consistent with the objectives of DPA 15A: to achieve new infill development that respects the established character in residential areas.

Small Lot House Rezoning Policy (2002)

The *Small lot House Rezoning Policy* encourages sensitive infill development with an emphasis on ground-oriented housing that fits in with the existing character of a neighbourhood. The Policy refers to a "Small Lot House" with a minimum lot size of 260m² and a minimum lot width of 10m. The small lots meet the minimum lot size and lot width requirements in the R1-S2 Zone.

Tree Preservation Requirements

The applicant has provided an arborist report outlining the impact mitigation measures required to successfully retain the boulevard trees located on Oakland Avenue during the construction phase (attached).

CONCLUSIONS

The proposal to rezone the subject property to the R1-S2 Zone, retain the existing single family house and construct one new small lot house is consistent with the objectives in the OCP and the *Small Lot House Rezoning Policy* for sensitive infill development. Staff recommend that Council consider supporting this Application.

ALTERNATE MOTION

That Council decline Rezoning Application No. 00492 for the property located at 2972 Doncaster Drive.

Respectfully submitted,



Rob Bateman
Planner
Development Services Division




Jonathan Tinney, Director
Sustainable Planning and Community
Development Department

Report accepted and recommended by the City Manager:

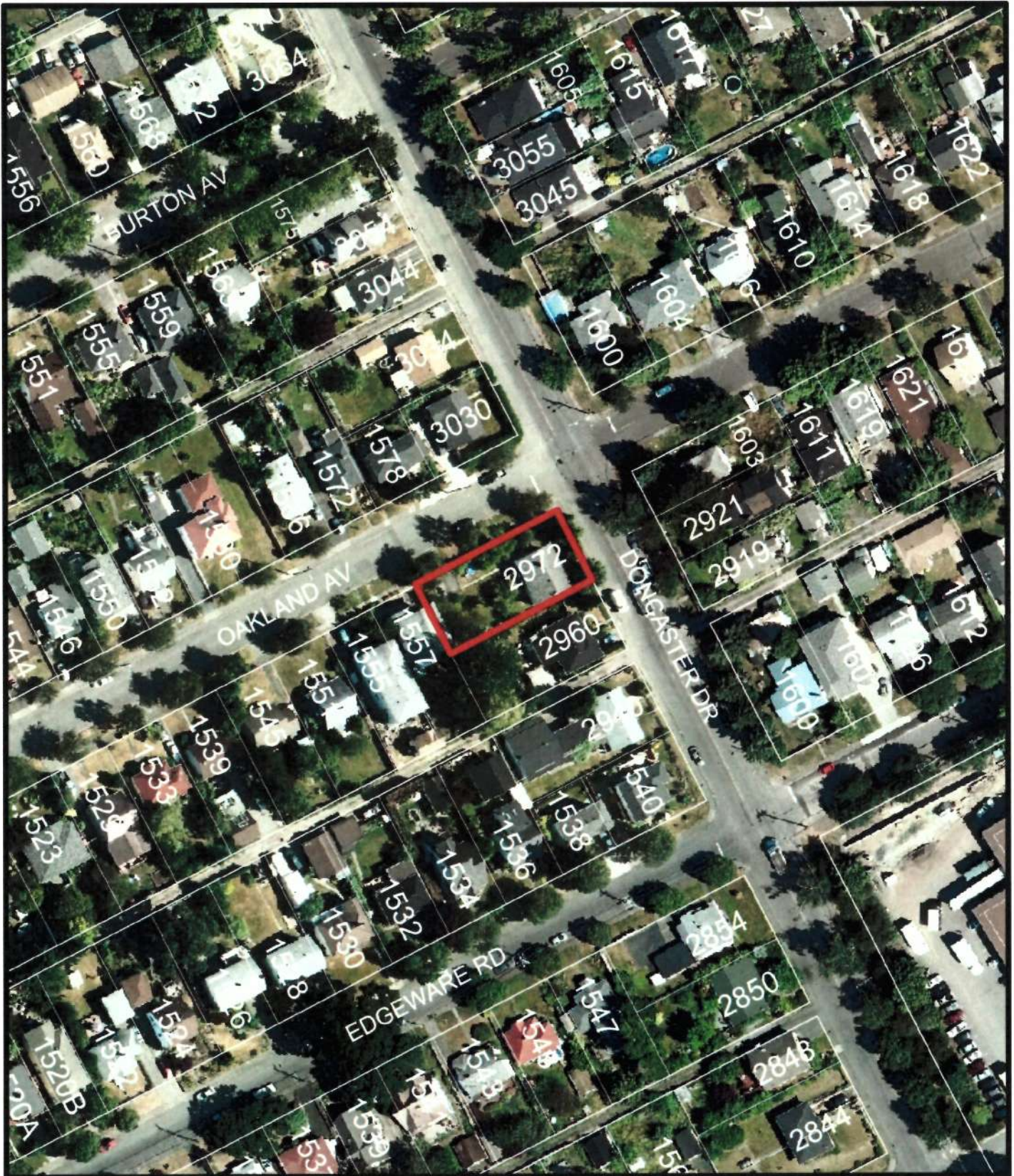


Date: December 2, 2015

List of Attachments

- Zoning map
- Aerial map
- Applicant's letter to Mayor and Council dated October 15, 2015
- Minutes from Oaklands Community Association meeting (June 22, 2015)
- Arborist report dated October 14, 2015
- Small Lot Housing Rezoning Petition
- Summary of Green Initiatives dated June 15, 2015
- Plans dated November 10, 2015.





2972 Doncaster Drive
Rezoning #00492
Bylaw #





October 15, 2015

#1 Centennial Square
Victoria, B.C.
V8W 1P6

Re: 2972 Doncaster Drive, Victoria BC

Dear Mayor Helps and Members of Victoria City Council,

We are applying for Rezoning and for Development Permit with variances, for the above mentioned property, on behalf of our client Greg Chwelos. The corner lot, currently zoned R1-B, would be rezoned and subdivided into two R1-S2 lots – retaining the existing home on the corner, facing Doncaster, with a new small lot single family home proposed for the new lot, facing Oakland Avenue.

Prior to beginning the rezoning and new home design project, neighbours in the area were consulted to see if they would support a project of this nature and, if so, whether a contemporary or traditional design would be favoured. Very positive reception was encountered and the new home design process of a house with traditional form – in accordance with the preference of those canvassed – followed. Once the design was completed, further neighbor canvassing was done. Formal petition results showed 100% support with one property abstaining from the petition. Reception at the Neighbourhood Association meeting was also very positive.

ZEBRA DESIGN & INTERIORS GROUP INC.
• 1161 NEWPORT AVENUE, VICTORIA BC V8S 5E6
PHONE: (250) 360-2144 FAX: (250) 360-2115
Email: info@zebragroup.ca Website: www.zebragroup.ca

When this project reached the technical review stage recently, the Planning Department pointed out that Oakland Avenue is 5.42 centimeters wider than Doncaster Drive at this intersection. This technically makes the Oakland Avenue side the street frontage even though the existing house faces Doncaster and has a Doncaster Drive address. As a result, two existing setbacks of Lot A will become non-conforming and require variances, and three additional new variances will be required for this lot, while Lot B has two variances. A brief description and summary list of these follows:

- It has been suggested by City staff that this proposal include the footprints for future accessory buildings for both lots. Because of the shape and depth of our lots, it is impossible to locate the future shed at the required setback from the front property line on Oakland Avenue, and for this we are requesting variances for front yard setback for both lots. Additionally, we are requesting a variance for locating the accessory building in the side yard of Lot A (which is a direct result of the street frontage change to Oakland Ave).
- Parking is not normally allowed in the front yard of a property for R1-S2 lots. Because Doncaster Drive is technically no longer the front of the Lot A, the proposed new parking pad requires a variance to be located in what is now designated the front yard on Oakland Avenue.
- Further variances for both the front and rear setbacks of the existing house on Lot A are requested, again as a direct result of the front yard being changed to Oakland Ave. However, these variances are existing non-conforming situations.
- Additionally, a 1.5 M front yard setback relaxation is requested for the newly created R1-S2 Lot B. This relaxation is counter-balanced in the proposed plan by an increased right side setback (1.5 M over required), which provides increased distance from the neighbouring house on the right, which is in close proximity to the shared property line.

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Summary of variances requested for Lot A, all due to the technical change of street frontage:

- Variances for Front and Rear Setbacks to the Existing House (0.46 M and 4.37 M respectively).
- Allowing parking to be located in Front Yard
- Allowing accessory building to be located in Side Yard
- Variance for accessory front yard setback of 3.28 M

Summary of variances requested for Lot B:

- Front yard setback relaxation of 1.5 M
- Variance for accessory front yard setback of 3.28 M

We hope that this is clear and understandable. As mentioned in our previous letter, we are of the opinion that this proposal is very in line with recent developments in the area and we appreciate the support we have received from the community and from the City.

Thank you for your consideration of our proposal.

Sincerely,

Rus Collins

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Oaklands Community Association Land Use Committee
June 22, 2015
2629 Victor Street.

In attendance: Greg Chwelos, Applicant for Doncaster, Alex Angus, City Staff, OCALUC Committee Members Jeff Lougheed, Ben Clark, Kim Walker
15 Community Members attended

The Chair welcomed everyone and introduced the role of the committee, advising that this committee facilitates the meeting and introduces the proponent to the community in order to work together and exchange ideas on the proposed project. The Chair then called the meeting to order and requested that Greg Chwelos make his presentation regarding the subdivision on Doncaster Road.

1. 2972 Doncaster Road

The experienced firm Zebra has done the design work for this property.
The applicant spoke with the OCALUC in the fall about the initial design. They have designed a traditional looking house in accordance with the wishes of the neighbours. As part of the initial process the 12 adjacent neighbours were surveyed and the design received unanimous support. Approximately 60 broader neighbours were sent the notice of this meeting.

No variances are required for the existing house on lot A.

More setback than necessary was added to the new house on lot B because the existing house on the adjacent property is close to the property line.

Both lots contain off street parking and permeable paving stones.

Question about parking. These are single family dwellings without suites in accordance with the desired zoning.

There are a variety of green initiatives that have been suggested by the city that are included in

Discussed timeline for construct: 6 to 8 months.

Questions from attendance:

Question on the impact on parking in the neighbourhood.

Is the old house being updated? Yes it is getting repainted and refreshed.

2. City of Victoria crosswalk near Kiwanis Pavilion

Alex Angus from the City's transportation and engineering dept

There have already been discussions with the Kiwanis Pavilion about the requirements and design of the crosswalk.

Design is a centre median crosswalk. This allows people to cross each direction of traffic separately. Lateral taper design will also encourage traffic to slow down. A similar design has been used on Burnside Road East and other locations in the city.

The lighting is a bright white light that will stand out from the other yellow streetlights on the street.

Some parking is being shifted to accommodate moving a bus stop.

Two stalls are being added on the east side of the street which results in no net loss of parking.

Questions and comments

Oswald Park currently has no restriction on parking on Oswald St leading to the park. Some concern about parking for Oswald Park being negatively affected. Also some concern about visibility of vehicles turning out of the park.

One person pointed out that this crosswalk leads to a trail through Kiwanis Pavilion and across Cook St.

One person pointed out that if the bus stop on the south side is closer to the crosswalk, the Kiwanis residents that are getting off the bus will be more likely to use the crosswalk.

Comment from Oak Bay City Councillor and Kiwanis Board Member commended the city and the community association and Kiwanis for their proactive process and said that this is a model of consultation that Oak Bay is aspiring to.

Introduction of Doncaster Path

There is no design yet, but the city is still introducing a preliminary idea for the expansion of the cycling and accessible facilities at this path.

One neighbour voiced their concern about the cycling facilities needing to be widened for cyclists crossing Hillside at Doncaster.

There was a group that met with the city on May 22. They have prepared design work. Handed out

Concern about left hand turn for cars because of a new cross walk. Traffic patterns and signal timing will be looked at.

One person wanted to new cross walks with push button control to be changed back to no push button or pedestrian control.

Question asking why there is not a left hand turn signal along Doncaster

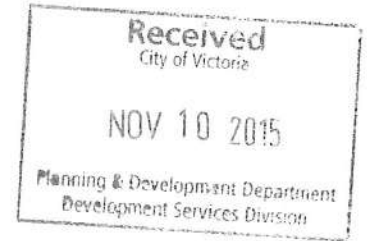
Point from attend that a larger group should be included in the process, broader engagement in the process.

Person from group wanted to talk about Booker Creek. Wanted to make sure it is considered.

One attendant wanted to know if the city is open to making the access with more than one path, one for bikes and one for walking, not a single shared path.

Presenter suggested that Park staff will be involved in the process.

Closing:



October 14, 2015

Greg Chwelos
1369 Charles Place
Victoria, BC V8P 5M6

Re: 2972 Doncaster Drive

Assignment: To review the potential impacts that two new driveway entrances may have on the existing boulevard trees located on the Oakland Avenue frontage of the above mentioned address. Prepare a report giving recommendations for mitigating any potential impacts.

Methodology: On October 9, 2015 using the plans supplied, we visited the site and visually examined the existing boulevard trees and the current growing conditions.

Tree Resource: See attached spreadsheet.

Observations: The plans reviewed require that two new driveway entrances be installed within the critical root zones of two of the existing municipal trees on the boulevard. The proposed driveway into Lot A will be located 1.53 metres from the 25 cm d.b.h. Birch tree identified as tree #2, and the proposed driveway to Lot B will be located 1.0 metres from the 43.0 cm d.b.h. Hawthorn tree identified as tree #3 on the attached site plan. We anticipate there will be additional room required for forming and preparing for the driveway installation. It is our understanding that due to additional constraints that are dictating the driveway locations, the proposed driveways have been located as far away from the municipal trees as possible and the driveway flares have been reduced in size to help to minimize the potential impacts. Generally we recommend that driveways be constructed using permeable surfaces, such as pavers when being installed over critical root zones of trees to be retained. It is our understanding that this is not an option in this situation.

In our experience, we have successfully installed driveways similar distances from smaller boulevard trees such as these, but it is impossible to quantify the full extent of the impacts until the excavation is completed. Based on a visual examination, we anticipate that some root pruning will be necessary, but feel that if the excavation can be minimized in areas where any significant roots are encountered, the potential impacts can likely be mitigated. If significant roots are encountered during the excavation that we feel are critical to the stability and survival of the trees, and construction techniques cannot be used that will retain the roots, it may be necessary to remove trees to eliminate the potential risk associate with them.

.../2

Box 48153 RPO Uptown
Victoria, BC V8Z 7H6
Ph: (250) 479-8733 ~ Fax: (250) 479-7050
Email: treehelp@telus.net

Recommendations:

- **Barrier fencing:** The areas, surrounding the trees to be retained, should be isolated from the construction activity by erecting protective barrier fencing. Where possible, the fencing should be erected at the perimeter of the critical root zones. The barrier fencing to be erected must be a minimum of 4 feet in height, of solid frame construction that is attached to wooden or metal posts. A solid board or rail must run between the posts at the top and the bottom of the fencing. This solid frame can then be covered with plywood, or flexible snow fencing (see attached diagram). The fencing must be erected prior to the start of any construction activity on site (i.e. demolition, excavation, construction), and remain in place through completion of the project. Signs should be posted around the protection zone to declare it off limits to all construction related activity. The project arborist must be consulted before this fencing is removed or moved for any purpose.
- **Arborist supervision:** Any excavation that is proposed within the critical root zone of the trees to be retained must be supervised by the project arborist. Any roots critical to the trees survival must be retained and any non critical roots in direct conflict with the excavation must be pruned to sound tissue to encourage new root growth. It may be necessary to excavate using a combination of hand digging, small machine excavation and hydro excavation to expose roots that are in conflict with the proposed excavation and then determined if they can be pruned or not without having a significant impact on the trees. If it is found that large structural roots must be pruned to accommodate the proposed construction, it may be necessary to remove additional trees to eliminate any risk associated with them.
- **Alternative construction techniques:** If significant structural roots are encountered during the excavations that are in direct conflict with the proposed driveway locations, it will likely be necessary to minimize the proposed excavation. This may require that the finished grades be slightly higher than proposed or a geotextile layer or steel reinforcement be implemented into the concrete to allow for a thinner layer of concrete than is proposed. If alternative construction techniques such as these cannot be implemented, and structural roots that we feel are critical to the stability or survival of the trees must be pruned, we may recommend that trees be removed to eliminate the risk associated with them.
- **Concrete work:** Provisions must be made to ensure that no concrete wash or left over concrete material is allowed to wash into the root zone of the trees. This may involve using plastic or tarps or similar methods to temporarily isolate the root zones of the trees from any of the concrete installation or finishing work.
- **Services:** There are no services shown on the plans provided. We recommend that any proposed new services be located outside of the critical root zones of trees to be retained.

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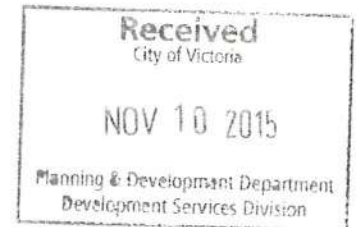
October 14, 20152972 Doncaster DrivePage 3

Please do not hesitate to call us at 250-479-8733 should you have any further questions. Thank you.

Yours truly,
Talbot Mackenzie & Associates



Graham Mackenzie & Tom Talbot
ISA Certified, & Consulting Arborists



Enclosures: 1-page site plan, 1-page barrier fencing specifications, 1 page tree resource spreadsheet, 1-page floating driveway and pathway specifications.

Disclosure Statement

Arborists are professionals who examine trees and use their training, knowledge and experience to recommend techniques and procedures that will improve the health and structure of individual trees or group of trees, or to mitigate associated risks.

Trees are living organisms, whose health and structure change, and are influenced by age, continued growth, climate, weather conditions, and insect and disease pathogens. Indicators of structural weakness and disease are often hidden within the tree structure or beneath the ground. It is not possible for an arborist to identify every flaw or condition that could result in failure nor can he/she guarantee that the tree will remain healthy and free of risk.

Remedial care and mitigation measures recommended are based on the visible and detectable indicators present at the time of the examination and cannot be guaranteed to alleviate all symptoms or to mitigate all risk posed.

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Victoria, BC V8Z 7H6
Ph: (250) 479-8733 ~ Fax: (250) 479-7050
Email: treehelp@telus.net

October 15, 2015

TREE RESOURCE
for
2972 Doncaster Road

<i>Tree #</i>	<i>d.b.h. (cm)</i>	<i>CRZ</i>	<i>Species</i>	<i>Crown Spread</i>	<i>Condition Health</i>	<i>Condition Structure</i>	<i>Relative Tolerance</i>	<i>Remarks / Recommen</i>
1	35	3.0	Hawthorn	8.0	Fair	Fair	good	No impacts anticipated.
2	25	3.0	Birch	8.0	Good	Fair	poor	Driveway to Lot A is proposed within tree's critical root zone.
3	43	4.0	Hawthorn	10.0	Fair	Fair	good	Driveway to Lot B is proposed within tree's critical root zone. Existing driveway inhibited some root growth in this area.

Prepared by:
Talbot Mackenzie & Associates
ISA Certified, and Consulting Arborists
Phone: (250) 479-8733
Fax: (250) 479-7050
email: Treehelp@telus.net

60.35 M² (649.60 FT²)
 45.28 M² (1025.54 FT²)

4.50 M (14.76') PROPOSED 1.50M VARIANCE
 6.02 M (19.75')
 2.40 M (7.87')
 1.52 M (4.99')

22.78 M (74.74')
 7.48 M (24.54')
 2 STOREYS + BASEMENT

84.84 M² (913.72 FT²)
 84.84 M² (913.72 FT²)
 -18.60 M² (-200.21 FT²)
 55.48 M² (597.22 FT²)
 151.17 M² (1627.22 FT²)
 206.66 M² (2224.44 FT²)
 151.17 M² (1627.22 FT²)

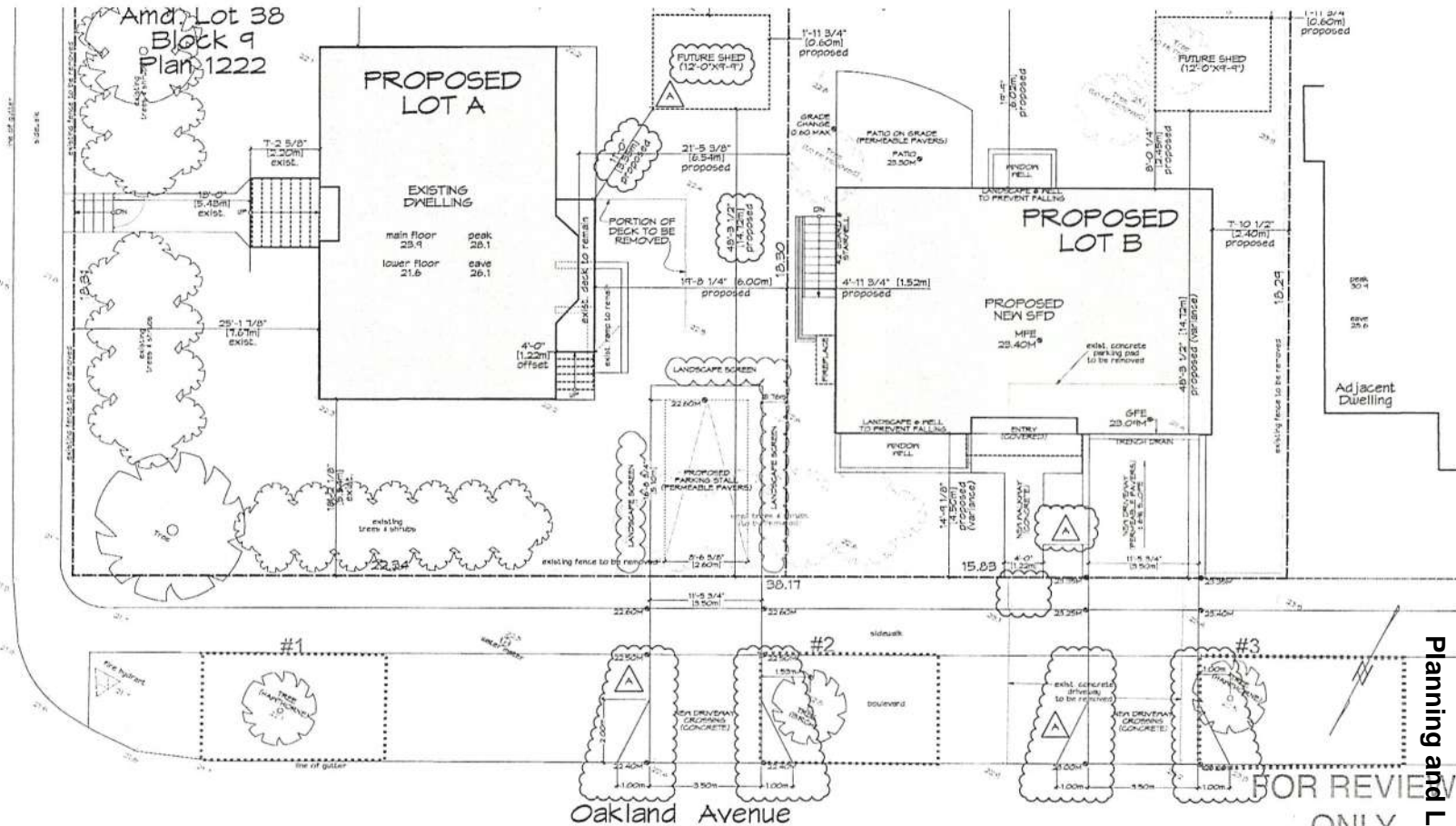
0.52
 36.86 % INCLUDING FUTURE ACCESSORY BLDG.
 1 SPACE

PROPOSED

2.45 M (8.04')
 14.72 M (48.29') PROPOSED 3.28M VARIANCE
 0.60 M (1.97')
 0.60 M (1.97')
 11.56 M (37.93')
 TBD
 TBD
 8.79 M² (94.61 FT²)
 11.41 % OF REAR YARD

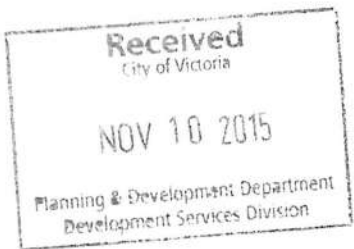
PROPOSED	VARIANCE
4.50 M	1.50 M
14.72 M	3.28 M

Doncaster Drive



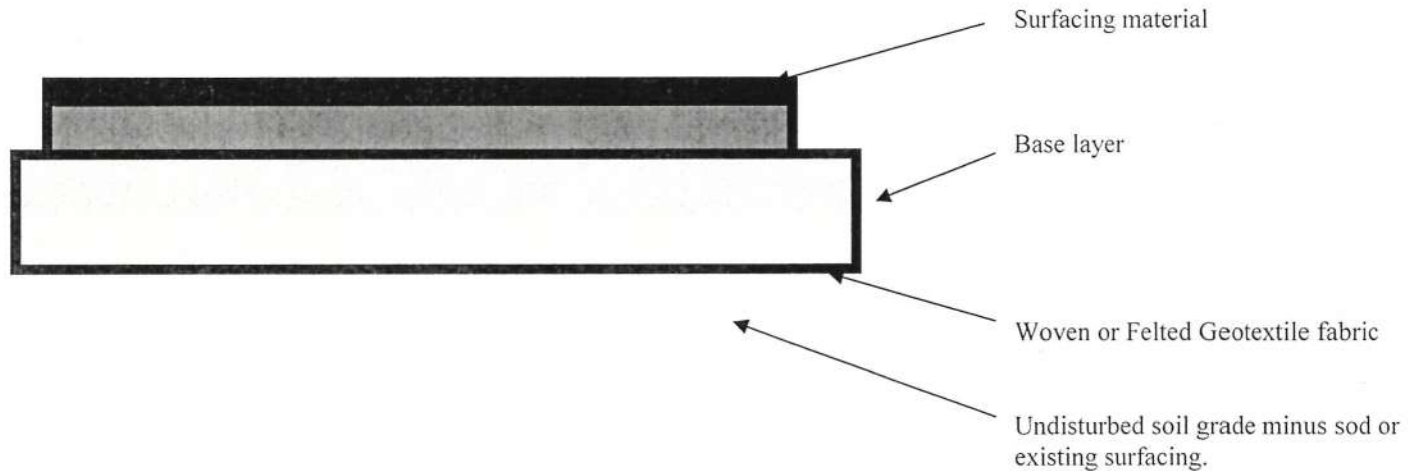
Proposed Site Plan
 Scale: 1:100

Barrier fencing location



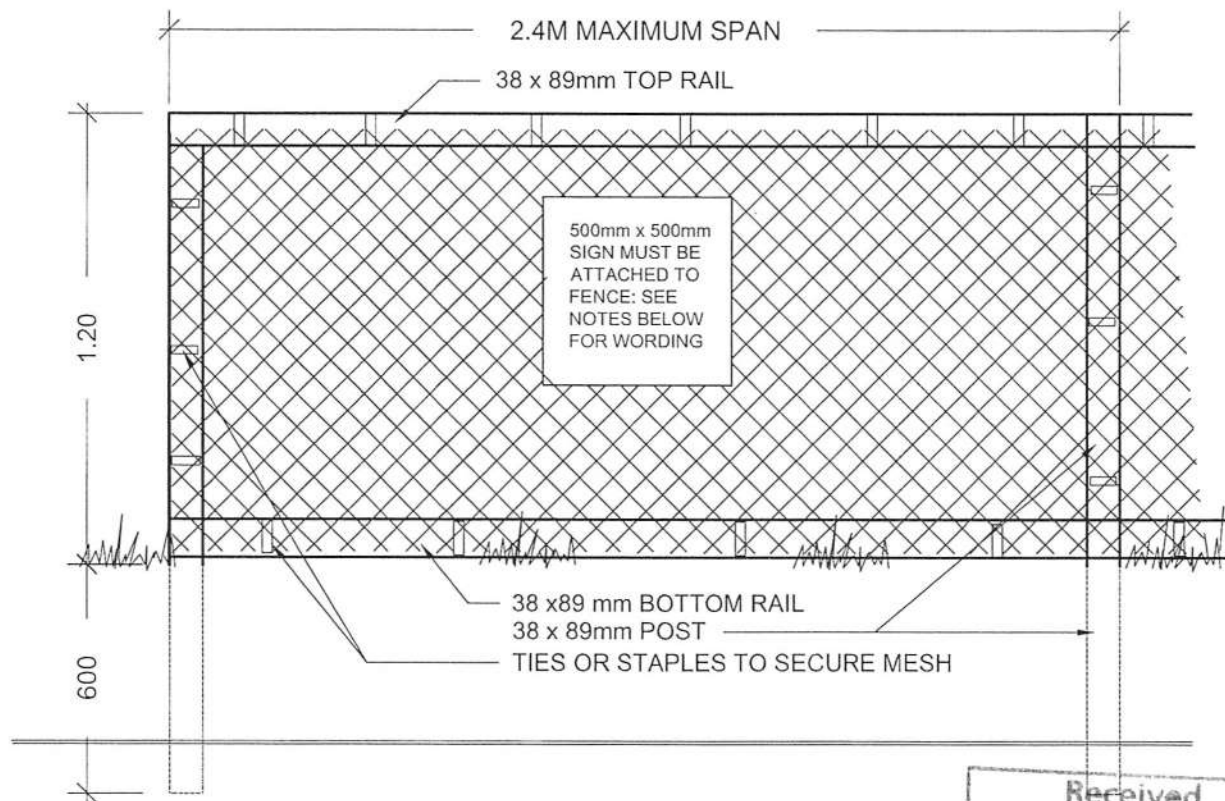
Planning and Land Use Committee 10 Dec 2015
 FOR REVIEW ONLY
 RE-ISSUED FOR
 REZONING & DEVELOPMENT
 OCT. 02, 2015
 ZEBRADESIGN
 1464 NEWPORT AVE

Diagram – Site Specific Floating Sidewalk Areas



Specifications for Floating Sidewalk Areas

1. Excavation for sidewalk construction must remove the sod layer or existing surface material only, where the proposed sidewalk is to be installed, to protect the roots of the protected trees
2. A layer of medium weight felted (Nilex 4535) woven (Tensar BX 1200) Geotextile fabric or similar is to be installed for the sidewalk bed. Each piece of fabric must overlap the adjoining piece by approximately 30 centimeters.
3. The bedding and sidewalk surfacing can be installed directly on top of the Geotextile base. An aeration layer should be installed as a layer of 6 mm crushed angular chip stone (optional where space permits) as the base layer will improve aeration beneath the sidewalk.

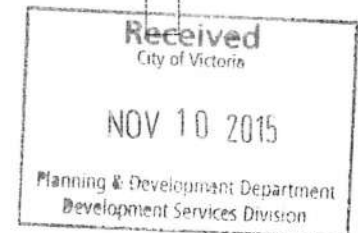


TREE PROTECTION FENCING

NOTES:

1. FENCE WILL BE CONTRUCTED USING 38 X 89 mm (2"X4") WOOD FRAME: TOP, BOTTOM AND POSTS. *
USE ORANGE SNOW-FENCING MESH AND SECURE TO THE WOOD FRAME WITH "ZIP" TIES OR GALVANIZED STAPLES.
2. ATTACH A 500mm x 500mm SIGN WITH THE FOLLOWING WORDING:
WARNING-HABITAT PROTECTION AREA. THIS SIGN MUST BE AFFIXED ON EVERY FENCE FACE OR AT LEAST EVERY 10 LINEAR METRES.

* IN ROCKY AREAS, METAL POSTS (T-BAR OR REBAR) DRILLED INTO ROCK WILL BE ACCEPTED



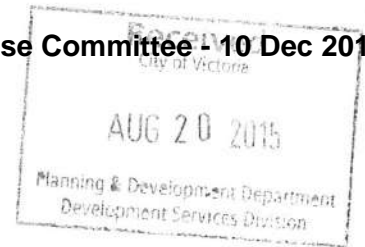
DETAIL NAME:

TREE PROTECTION FENCING

DATE: March/08
DRAWN: DM
APP'D: RR
SCALE: N.T.S.

H:\shared\parks\Tree Protection Fencing.pdf

SUMMARY SMALL LOT HOUSE REZONING PETITION



I, J. Greg Chwelos, have petitioned the adjacent neighbours* in compliance with _____
(applicant)

the *Small Lot House Rezoning Policies* for a small lot house to be located at 2972 Doncaster Dr
(location of proposed house)

and the petitions submitted are those collected by June 16, 2015 **
(date)

Address	In Favour ✓	Opposed ✓	Neutral (30-day time expired) ✓
2960 Doncaster Dr.	✓		
1557 Oakland Ave.	✓		
1603 Oakland Ave	✓		
1603 Oakland Ave.	✓		
2921 Doncaster Dr.	✓		
1578. Oakland Ave.	✓		
3030 Doncaster Dr.	✓		
3030 Doncaster Dr.	✓		
3030 Doncaster Dr.	✓		
3030 Doncaster Dr.	✓		
1600 Oakland Ave			✓

SUMMARY	Number	%
IN FAVOUR	10	100
OPPOSED	0	0
TOTAL RESPONSES	10	100%

*Do not include petitions from the applicant or persons occupying the property subject to rezoning.

**Note that petitions that are more than six months old will not be accepted by the City. It is the applicant's responsibility to obtain new petitions in this event.

Map showing neighbouring lots petitioned



SMALL LOT HOUSE REZONING PETITION

In preparation for my rezoning application to the City of Victoria, I,

Greta Chivale
(print name)

, am conducting the petition requirements for the

property located at 2972 Doncaster Drive

to the following Small Lot Zone: R1-S2

The City of Victoria's Small Lot Rezoning Policy requires that the applicant poll voting age residents and owners of neighbouring lots to determine the acceptability of the proposal. Please note that all correspondence submitted to the City of Victoria in response to this Petition will form part of the public record and will be published in a meeting agenda when this matter is before Council. The City considers your address relevant to Council's consideration of this matter and will disclose this personal information. However, if for personal privacy reasons you do not wish to include your name, please indicate your address and indicate (yes or no) if you are the registered owner. **Please do not include your phone number or email address.**

Please review the plans and indicate the following:

NAME: (please print) _____ (see note above)

ADDRESS: 2960 DONCASTER

Are you the registered owner? Yes ☐ No ☒

I have reviewed the plans of the applicant and have the following comments:

☒ I support the application.

☐ I am opposed to the application.

Comments:

June 21/2015
Date

[Signature]
Signature



SMALL LOT HOUSE REZONING PETITION

In preparation for my rezoning application to the City of Victoria, I,

Glen Chubb, am conducting the petition requirements for the
(print name)

property located at 2972 Doncaster Drive

to the following Small Lot Zone: R1-S2

The City of Victoria's Small Lot Rezoning Policy requires that the applicant poll voting age residents and owners of neighbouring lots to determine the acceptability of the proposal. Please note that all correspondence submitted to the City of Victoria in response to this Petition will form part of the public record and will be published in a meeting agenda when this matter is before Council. The City considers your address relevant to Council's consideration of this matter and will disclose this personal information. However, if for personal privacy reasons you do not wish to include your name, please indicate your address and indicate (yes or no) if you are the registered owner. **Please do not include your phone number or email address.**

Please review the plans and indicate the following:

NAME: (please print) _____ (see note above)

ADDRESS: 1557 OAKLAND AVENUE

Are you the registered owner? Yes ☒ No ☐

I have reviewed the plans of the applicant and have the following comments:

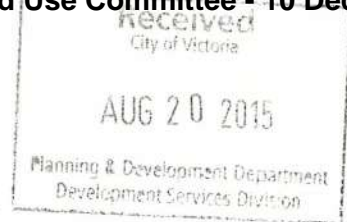
☒ I support the application.

☐ I am opposed to the application.

Comments:

2015 | JUNE | 02
Date

[Signature]
Signature



SMALL LOT HOUSE REZONING PETITION

In preparation for my rezoning application to the City of Victoria, I,

Cyren Chwelos, am conducting the petition requirements for the
(print name)

property located at 2972 Doncaster Drive

to the following Small Lot Zone: R1-S2

The City of Victoria's Small Lot Rezoning Policy requires that the applicant poll voting age residents and owners of neighbouring lots to determine the acceptability of the proposal. Please note that all correspondence submitted to the City of Victoria in response to this Petition will form part of the public record and will be published in a meeting agenda when this matter is before Council. The City considers your address relevant to Council's consideration of this matter and will disclose this personal information. However, if for personal privacy reasons you do not wish to include your name, please indicate your address and indicate (yes or no) if you are the registered owner. **Please do not include your phone number or email address.**

Please review the plans and indicate the following:

NAME: (please print) Kirsten Quinn (see note above)

ADDRESS: 1603 Oakland Ave

Are you the registered owner? Yes ☐ No ☒

I have reviewed the plans of the applicant and have the following comments:

☒ I support the application.

☐ I am opposed to the application.

Comments:

June 17/15
Date

Kirsten Quinn
Signature



SMALL LOT HOUSE REZONING PETITION

In preparation for my rezoning application to the City of Victoria, I,

Evea Chubb, am conducting the petition requirements for the
(print name)

property located at 2972 Doncaster Drive

to the following Small Lot Zone: R1-S2

The City of Victoria's Small Lot Rezoning Policy requires that the applicant poll voting age residents and owners of neighbouring lots to determine the acceptability of the proposal. Please note that all correspondence submitted to the City of Victoria in response to this Petition will form part of the public record and will be published in a meeting agenda when this matter is before Council. The City considers your address relevant to Council's consideration of this matter and will disclose this personal information. However, if for personal privacy reasons you do not wish to include your name, please indicate your address and indicate (yes or no) if you are the registered owner. **Please do not include your phone number or email address.**

Please review the plans and indicate the following:

NAME: (please print) Denise Lawrence (see note above)

ADDRESS: 1603 Oakland Ave

Are you the registered owner? Yes ☐ No ☒

I have reviewed the plans of the applicant and have the following comments:

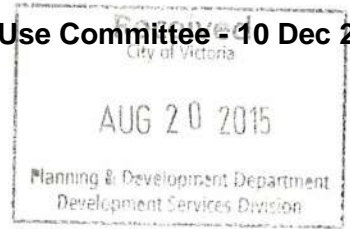
☒ I support the application.

☐ I am opposed to the application.

Comments:

June 14/15
Date

Denise Lawrence
Signature



SMALL LOT HOUSE REZONING PETITION

In preparation for my rezoning application to the City of Victoria, I,

CHEN CHANG, am conducting the petition requirements for the
(print name)

property located at 2972 DONCASTER DR

to the following Small Lot Zone: R1-CL

The City of Victoria's Small Lot Rezoning Policy requires that the applicant poll voting age residents and owners of neighbouring lots to determine the acceptability of the proposal. Please note that all correspondence submitted to the City of Victoria in response to this Petition will form part of the public record and will be published in a meeting agenda when this matter is before Council. The City considers your address relevant to Council's consideration of this matter and will disclose this personal information. However, if for personal privacy reasons you do not wish to include your name, please indicate your address and indicate (yes or no) if you are the registered owner. **Please do not include your phone number or email address.**

Please review the plans and indicate the following:

NAME: (please print) MANUEL MARTINEZ (see note above)

ADDRESS: 2972 DONCASTER DR

Are you the registered owner? Yes ☐ No ☒

I have reviewed the plans of the applicant and have the following comments:

☒ I support the application.

☐ I am opposed to the application.

Comments:

June 19/13
Date

[Signature]
Signature



SMALL LOT HOUSE REZONING PETITION

In preparation for my rezoning application to the City of Victoria, I,

Cheng Chueh, am conducting the petition requirements for the
(print name)

property located at 2972 Doncaster Drive

to the following Small Lot Zone: R1-S2

The City of Victoria's Small Lot Rezoning Policy requires that the applicant poll voting age residents and owners of neighbouring lots to determine the acceptability of the proposal. Please note that all correspondence submitted to the City of Victoria in response to this Petition will form part of the public record and will be published in a meeting agenda when this matter is before Council. The City considers your address relevant to Council's consideration of this matter and will disclose this personal information. However, if for personal privacy reasons you do not wish to include your name, please indicate your address and indicate (yes or no) if you are the registered owner. **Please do not include your phone number or email address.**

Please review the plans and indicate the following:

NAME: (please print) Pei Wu (see note above)

ADDRESS: 1578 Oakwood Ave

Are you the registered owner? Yes ☒ No ☐

I have reviewed the plans of the applicant and have the following comments:

☒ I support the application.

☐ I am opposed to the application.

Comments:

13/08/2015 Date Pei Wu Signature



SMALL LOT HOUSE REZONING PETITION

In preparation for my rezoning application to the City of Victoria, I,

Glen Charles
(print name)

, am conducting the petition requirements for the

property located at 2972 Doncaster Drive

to the following Small Lot Zone: R1-1S2

The City of Victoria's Small Lot Rezoning Policy requires that the applicant poll voting age residents and owners of neighbouring lots to determine the acceptability of the proposal. Please note that all correspondence submitted to the City of Victoria in response to this Petition will form part of the public record and will be published in a meeting agenda when this matter is before Council. The City considers your address relevant to Council's consideration of this matter and will disclose this personal information. However, if for personal privacy reasons you do not wish to include your name, please indicate your address and indicate (yes or no) if you are the registered owner. **Please do not include your phone number or email address.**

Please review the plans and indicate the following:

NAME: (please print) ALLISTER WHYTE (see note above)

ADDRESS: 3030 DONCASTER DRIVE

Are you the registered owner? Yes ☐ No ☒

I have reviewed the plans of the applicant and have the following comments:

☒ I support the application.

☐ I am opposed to the application.

Comments:

05/15/2015
Date

[Signature]
Signature



SMALL LOT HOUSE REZONING PETITION

In preparation for my rezoning application to the City of Victoria, I,

Greg Chalkos, am conducting the petition requirements for the
(print name)

property located at 2972 Doncaster Drive

to the following Small Lot Zone: R1-S2

The City of Victoria's Small Lot Rezoning Policy requires that the applicant poll voting age residents and owners of neighbouring lots to determine the acceptability of the proposal. Please note that all correspondence submitted to the City of Victoria in response to this Petition will form part of the public record and will be published in a meeting agenda when this matter is before Council. The City considers your address relevant to Council's consideration of this matter and will disclose this personal information. However, if for personal privacy reasons you do not wish to include your name, please indicate your address and indicate (yes or no) if you are the registered owner. **Please do not include your phone number or email address.**

Please review the plans and indicate the following:

NAME: (please print) Tori Whyte (see note above)

ADDRESS: 3030 DONCASTER DR

Are you the registered owner? Yes ☐ No ☒

I have reviewed the plans of the applicant and have the following comments:

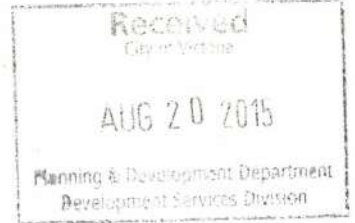
☒ I support the application.

☐ I am opposed to the application.

Comments:

AUG 16 2015
Date

Tori Whyte
Signature



SMALL LOT HOUSE REZONING PETITION

In preparation for my rezoning application to the City of Victoria, I,

Craig Charles, am conducting the petition requirements for the
(print name)

property located at 2972 Doncaster Drive

to the following Small Lot Zone: R-152

The City of Victoria's Small Lot Rezoning Policy requires that the applicant poll voting age residents and owners of neighbouring lots to determine the acceptability of the proposal. Please note that all correspondence submitted to the City of Victoria in response to this Petition will form part of the public record and will be published in a meeting agenda when this matter is before Council. The City considers your address relevant to Council's consideration of this matter and will disclose this personal information. However, if for personal privacy reasons you do not wish to include your name, please indicate your address and indicate (yes or no) if you are the registered owner. **Please do not include your phone number or email address.**

Please review the plans and indicate the following:

NAME: (please print) Brooke Caza (see note above)

ADDRESS: 3030 Doncaster Drive

Are you the registered owner? Yes ☐ No ☒

I have reviewed the plans of the applicant and have the following comments:

☒ I support the application.

☐ I am opposed to the application.

Comments:

Dec 16th 2015
Date

Brooke Caza
Signature

Received
City of Victoria

AUG 20 2015

Planning & Development Department
Development Services Division

SMALL LOT HOUSE REZONING PETITION

In preparation for my rezoning application to the City of Victoria, I,

Greg Chubb
(print name)

, am conducting the petition requirements for the

property located at 2972 Doncaster Driveto the following Small Lot Zone: R1-S2

The City of Victoria's Small Lot Rezoning Policy requires that the applicant poll voting age residents and owners of neighbouring lots to determine the acceptability of the proposal. Please note that all correspondence submitted to the City of Victoria in response to this Petition will form part of the public record and will be published in a meeting agenda when this matter is before Council. The City considers your address relevant to Council's consideration of this matter and will disclose this personal information. However, if for personal privacy reasons you do not wish to include your name, please indicate your address and indicate (yes or no) if you are the registered owner. **Please do not include your phone number or email address.**

Please review the plans and indicate the following:

NAME: (please print) _____ (see note above)

ADDRESS: 3030 DoncasterAre you the registered owner? Yes ☐ No ☒

I have reviewed the plans of the applicant and have the following comments:

☒ I support the application.☐ I am opposed to the application.

Comments:

June 16 2015
DateM. P. Zong
Signature



Date: June 15, 2015

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

**RE: Small Lot Rezoning (2 Lots - 1 Renovation, 1 New SFD)
2972 Doncaster Drive, Victoria**

Attn: Leanne Taylor

The proposed residential renovation and development will strive to incorporate 'Green Initiatives' in an effort to increase the energy efficiency, to improve indoor air quality and reduce the impact of construction on our environment.

The 'Green Initiatives' focus on:

- Energy efficiency
- Indoor air quality
- Resource use
- Overall environmental impact.

The following list contains items the developer is considering employing for the existing home (where applicable) and the new home:

Operational Systems:

- Installation of high efficiency, direct vent, gas fuelled fireplaces with electronic ignition
- All windows to be Energy Star labeled
 - Newly replaced windows on the main floor of the existing home
- All appliances to be Energy Star labelled
- New home is built 'Solar Ready' providing for a rough-in of 3"(75mm) thermal run from mechanical room to attic
- Minimum 50% of recess lights to use halogen bulbs
- Use of Air tight contact insulation on recessed lights to prevent air leakage

Building Materials:

- Use of finger-jointed non structural framing material
- Use of advanced sealing non HCFC expanding foam around window and door openings

Zebra Design & Interiors Group Inc. • 1161 Newport Avenue, Victoria BC V8S 5E6
Phone: (250) 360-2144 • Fax: (250) 360-2115
Email: info@zebragroup.ca • Website: www.zebragroup.ca

Interior and Exterior Finishes:

- Some exterior doors manufactured from fiberglass
- Use of natural cementitious exterior siding
- Minimum 30 year manufacturer warranty of roofing material
- MDF casing and baseboard trim (reducing reliance on old growth forest products)

Indoor Air Quality:

- Installation of hardwired carbon monoxide detector
- Central Vac system vented to exterior
- All insulation in home to be third party certified with low formaldehyde
- Low formaldehyde subfloor sheathing, exterior sheathing, insulation, carpet underlayment and cabinetry (less than 0.18 ppm)
- All wood or laminate flooring to be factory finished
- Interior paints to have low VOC (Volatile Organic Compounds) content (less than 250 grams/ litre)

Ventilation:

- Programmable Energy Star thermostat
- Ventilation fans to meet or exceed Energy Star Requirements

Waste Management:

- Trees and natural features to be protected during construction
- Install a built-in recycling centre with two or more bins
- Provide composter
- Existing dwelling maintained as much as possible

Water Conservation:

- CSA approved single flush toilet averaging 1.6 GPF (gallons per flush) or less installed in all bathroom locations
- Insulate hot water lines with pipe insulation on all hot water lines
- Install hot water recirculation line
- Install low flow faucets in kitchen, on lavatories and shower valves
- Plant drought tolerant vegetation
- Supply a minimum of 8" (200mm) of topsoil or composted yard waste at finish grade throughout the site

Sincerely,



Kathryn Koshman

Per Greg Chwelos (Development Proposal applicant)

Zebra Design & Interiors Group Inc. • 1161 Newport Avenue, Victoria BC V8S 5E6

Phone: (250) 360-2144 • Fax: (250) 360-2115

Email: info@zebragroup.ca • Website: www.zebragroup.ca

[illegible]

LOCATION MAP

- DRAWING LIST:**
- | | |
|-------|--------------------------|
| SK0.1 | SITE PLAN & DATA |
| SK0.2 | LANDSCAPE PLAN |
| SK1.1 | LOT A PLANS & ELEVATIONS |
| SK2.1 | LOT B PLANS & ELEVATIONS |
| SK3.1 | STREETSCAPES |

Received
City of Victoria

NOV 10 2015

Planning & Development Department
Development Services Division

RE-ISSUED FOR
REZONING & DP
OCT. 09, 2015

ZEBRADESIGN

1161 NEWPORT AVE
Victoria, B.C. V8S 5E6
Phone: (250) 360-2141
Fax: (250) 360-2115
Dean B. K. KOSMAN

Drawn By: K. KOSHYMAN

Date: LINE 15 2018

Author: M. N. ROSE

Scale: AS NOTED

Project: PROPOSED 21 LOT

PROPOSED 2-LOT
SUBDIVISION

RENOVATION

8 NEW SFD

Title:

SITE PLAN 4

SITE DATA

—

Revision:	Sheet:
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1ST SUBMISSION SK I

REV A

DGT, QMVB 01

9.1	0
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Proj. No. TB

[illegible]

50

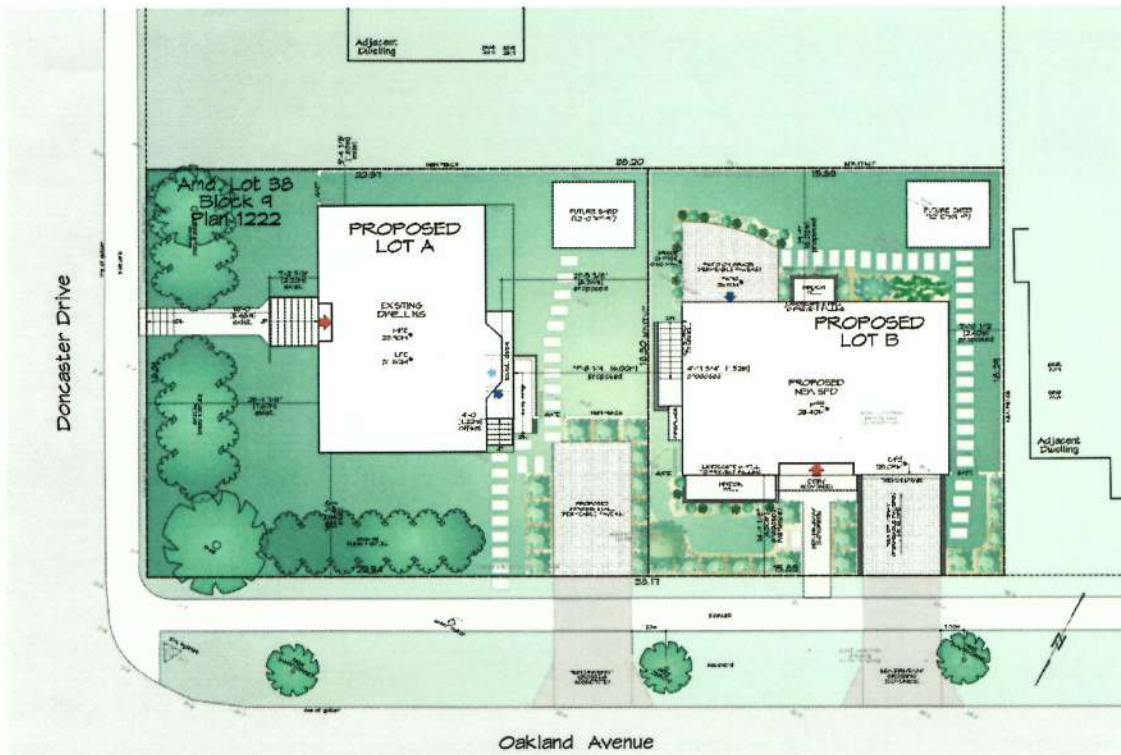
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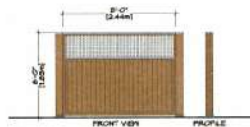
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14

10



Proposed Landscape Plan
Scale: 1:100



Fence Design
Scale: 1/4" = 1'-0"

LANDSCAPE PLAN LEGEND

TREES/SHRUBS



EXISTING TREE



NEW TREE



NEW SHRUBS

GROUNDCOVER



LAWN

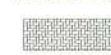


PLANTED AREA (MULCH)

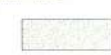


GROUNDCOVER PLANTS

HARD LANDSCAPING



PERMEABLE PAVERS



CONCRETE



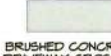
PAVED SIDEWALK



RETAINING WALL



WOOD PRIVACY FENCE



BRUSHED CONCRETE DRIVEWAY CROSSING

EGRESS



MAIN ENTRY



SECONDARY ENTRY



CONCRETE PAVERS

NOTES:

1. LANDSCAPING INDICATED IS CONCEPTUAL ONLY AND REQUIRES INSTALLATION BY A QUALIFIED LANDSCAPING CONTRACTOR.
2. CONTRACTOR TO IDENTIFY UTILITIES PROVIDED THROUGH UNDERGROUND PIPING AND AVOID CONFLICT WITH EXCAVATIONS.
3. ALL LANDSCAPING SHALL BE PERFORMED TO BCSLA, BCLNA STANDARDS.
4. ALL EXISTING TREES TO REMAIN, UNLESS NOTED OTHERWISE.
5. WOOD FENCE TO BE MAX HEIGHT OF: 1.20M (4'-0") BETWEEN FRONT PROPERTY LINE AND FRONT OF BUILDING 1.80M (6'-0") BETWEEN FRONT OF BUILDING AND REAR PROPERTY LINE.

RE-ISSUED FOR
REZONING & DP
OCT. 04, 2015

ZEBRADESIGN

1161 NEWPORT AVE
Victoria, B.C. V8S 5E5
Phone: (250) 360-2115
Fax: (250) 360-2115

Drawn By: K. KOSHMAN

Date: JUNE 15, 2015

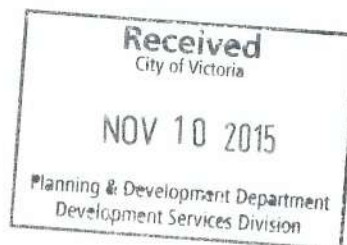
Scale: AS NOTED

Project:
PROPOSED 2-LOT
SUBDIVISION,
RENOVATION
& NEW SFD

Title:
LANDSCAPE PLAN

REV. NO.	DESCRIPTION	DATE
A	REDUCE DRIVEWAY PLANS, REVISE DRIVEWAY PLANS ON NEW HOUSE, REVISE ACCESSORY BLDG ON LOT A	OCT. 04/15

Revision:	Sheet:
1ST SUBMISSION JUNE 15/15	SK 0.2
REV. A OCT. 04/15	Proj./No. T5

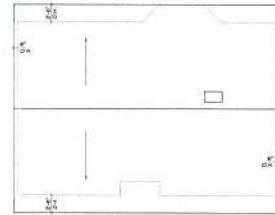




Lot A - Lower Floor Plan
Scale: 1/8" = 1'-0"



Lot A - Main Floor Plan
Scale: 1/8" = 1'-0"



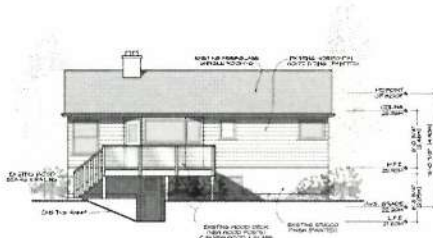
Lot A - Roof Plan
Scale: 1/8" = 1'-0"



Lot A - Doncaster Dr Elevation
Scale: 1/8" = 1'-0"



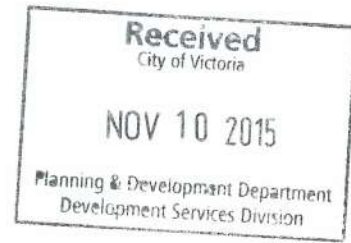
Lot A - Oakland Ave Elevation
Scale: 1/8" = 1'-0"



Lot A - Southwest Elevation
Scale: 1/8" = 1'-0"



Lot A - Southeast Elevation
Scale: 1/8" = 1'-0"



REV. NO.	DESCRIPTION	DATE
A	RENAME ELEVATION DRAWING TITLES	OCT. 04/15

RE-ISSUED FOR
REZONING & DP
OCT. 04, 2015

ZEBRADESIGN

1161 NEWPORT AVE
Victoria, B.C. V8S 5E5
Phone: (250) 360-2144
Fax: (250) 360-2115
Drawn By: K. KOSHMAN
Date: JUNE 15, 2015
Scale: AS NOTED
Project:
PROPOSED 2-LOT
SUBDIVISION,
RENOVATION
& NEW SFD

Title:
LOT A
FLOOR PLANS
& ELEVATIONS

Revision:	Sheet:
1ST SUBMISSION JUNE 15/15	SK 1.1
REV A OCT. 04/15	
Proj. No. T8	



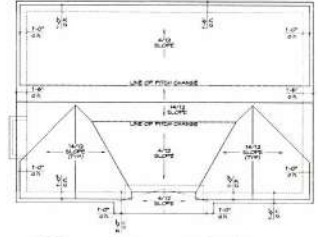
Lot B - Lower Floor Plan
Scale: 1/8" = 1'-0"



Lot B - Main Floor Plan
Scale: 1/8" = 1'-0"



Lot B - Upper Floor Plan
Scale: 1/8" = 1'-0"



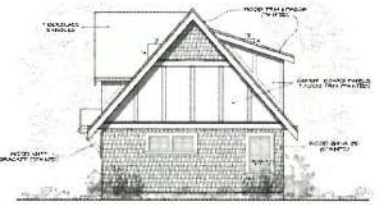
Lot B - Roof Plan
Scale: 1/8" = 1'-0"



Lot B - Side (Northeast) Elevation
Scale: 1/8" = 1'-0"



Lot B - Front (Oakland Ave) Elevation
Scale: 1/8" = 1'-0"



Lot B - Side (Southwest) Elevation
Scale: 1/8" = 1'-0"



Lot B - Rear Elevation
Scale: 1/8" = 1'-0"



REV. NO.	DESCRIPTION	DATE	Revision:	Sheet:
A	ENHANCING CONNECTION ON ROOF PLAN TO SHOW FRONT SLOPED ROOF	OCT. 04/15	1ST SUBMISSION JUNE 15/15	SK 2.1

RE-ISSUED FOR
REZONING & DP
OCT. 04, 2015

ZEBRADESIGN

1161 NEWPORT AVE.
Victoria, B.C. V8S 5E5
Phone: (250) 360-2145
Fax: (250) 360-2115

Drawn By: K. KOSHMAN
Date: JUNE 15, 2015
Scale: AS NOTED

Project:
PROPOSED 2-LOT
SUBDIVISION,
RENOVATION
& NEW SFD

Title:
LOT B
FLOOR PLANS
& ELEVATIONS

Proj. No. TB



Streetscape - Doncaster Dr.
Scale: 1/8" = 1'-0"



Streetscape - Oakland Ave.
Scale: 1/8" = 1'-0"

Received
City of Victoria

NOV 10 2015

Planning & Development Department
Development Services Division

REV. NO.	DESCRIPTION	DATE
A	NO CHANGES	OCT. 04/15

Revision: 1st Submission JUNE 15/15	Sheet: SK 3.1
Rev'd OCT. 04/15	Proj. No. TB

RE-ISSUED FOR
REZONING & DFP
OCT. 04, 2015

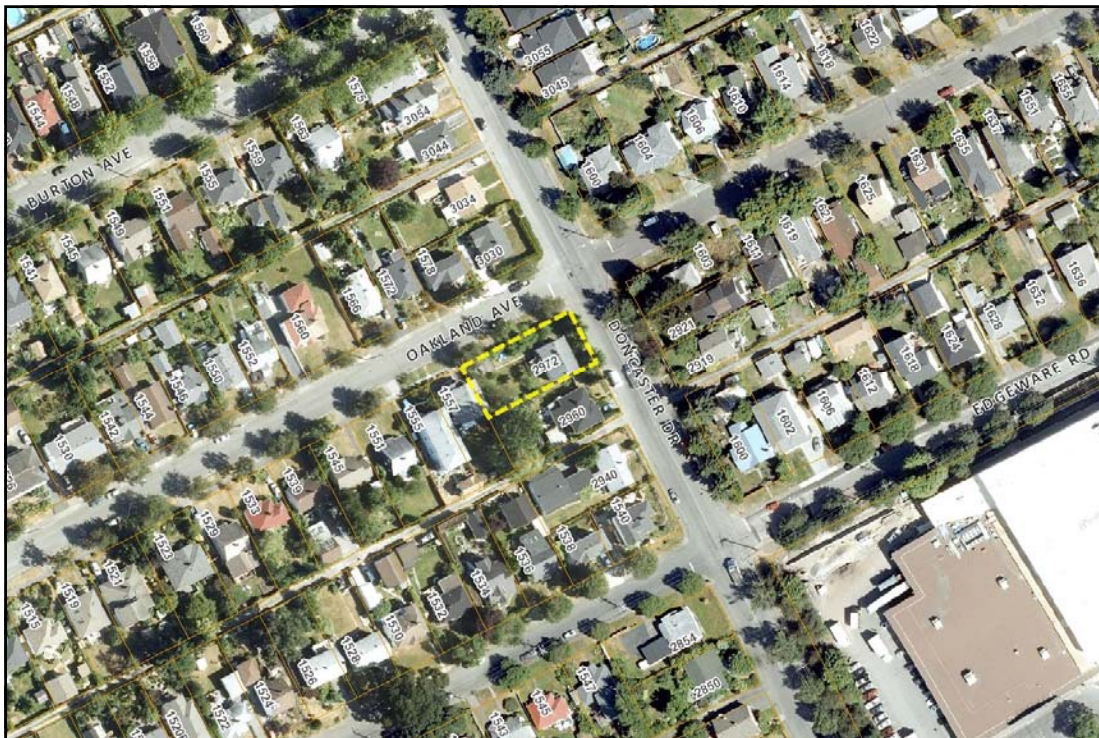
ZEBRADESIGN

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Drawn By: K. KOSHMAN
Date: JUNE 15, 2015
Scale: AS NOTED
Project:
PROPOSED 2-LOT
SUBDIVISION,
RENOVATION
& NEW SFD

Title:
STREETSCAPES

Rezoning & Development Permit Application for 2972 Doncaster Drive





Doncaster Dr & Oakland Ave



Proposed Lot A (on Doncaster)



Proposed Lot A (on Oakland)



Proposed Lot B (on Oakland)



1557 Oakland Ave



1555 Oakland Ave

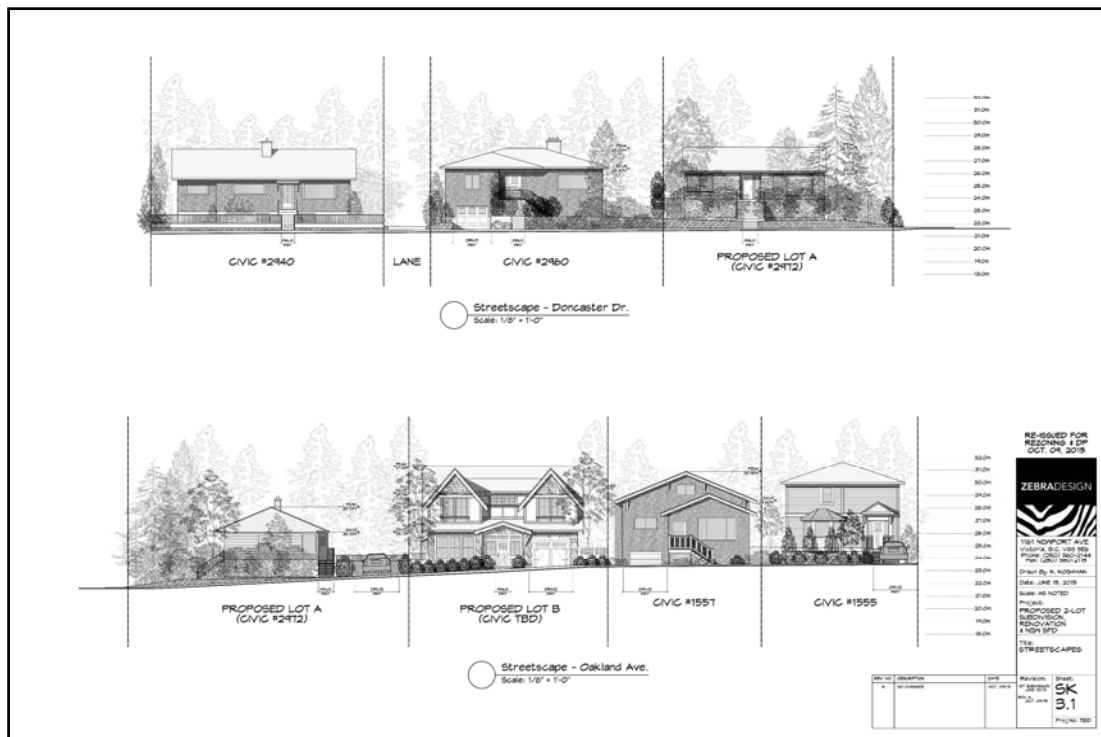
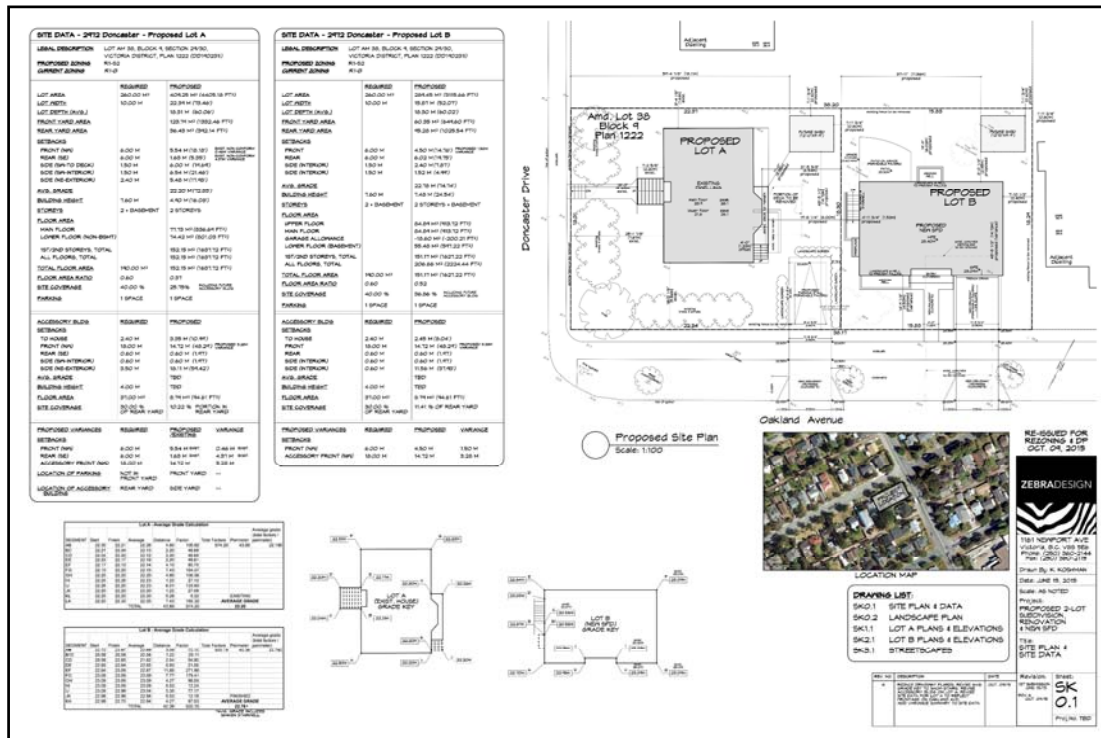


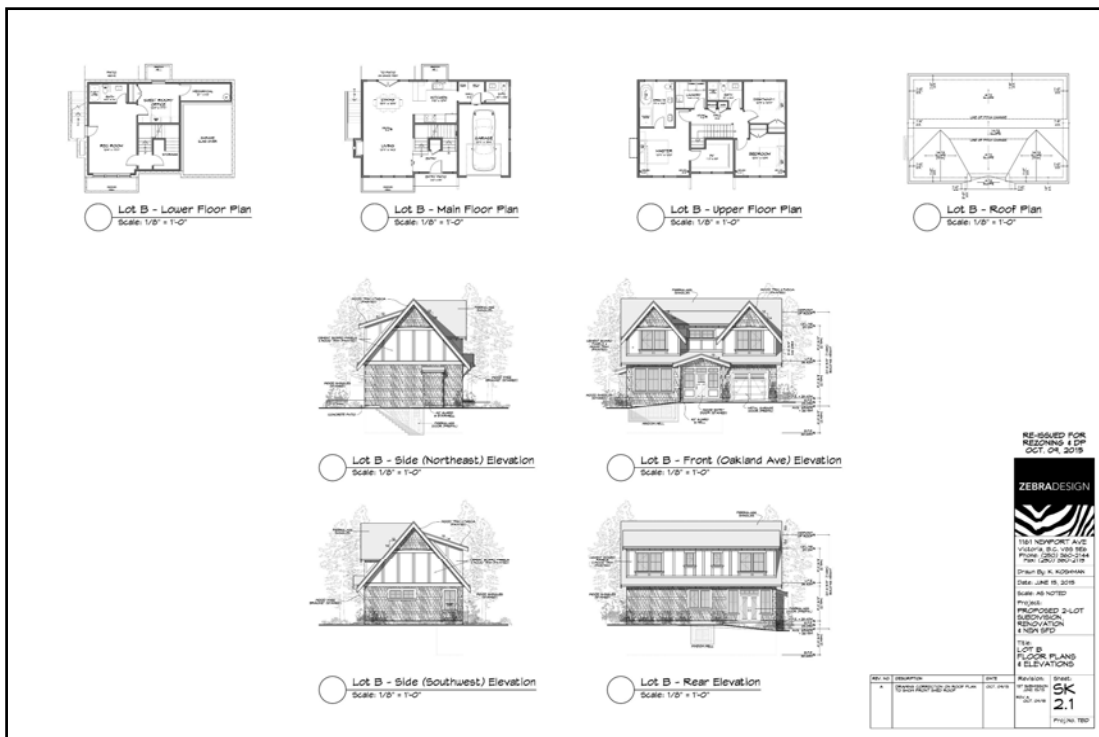
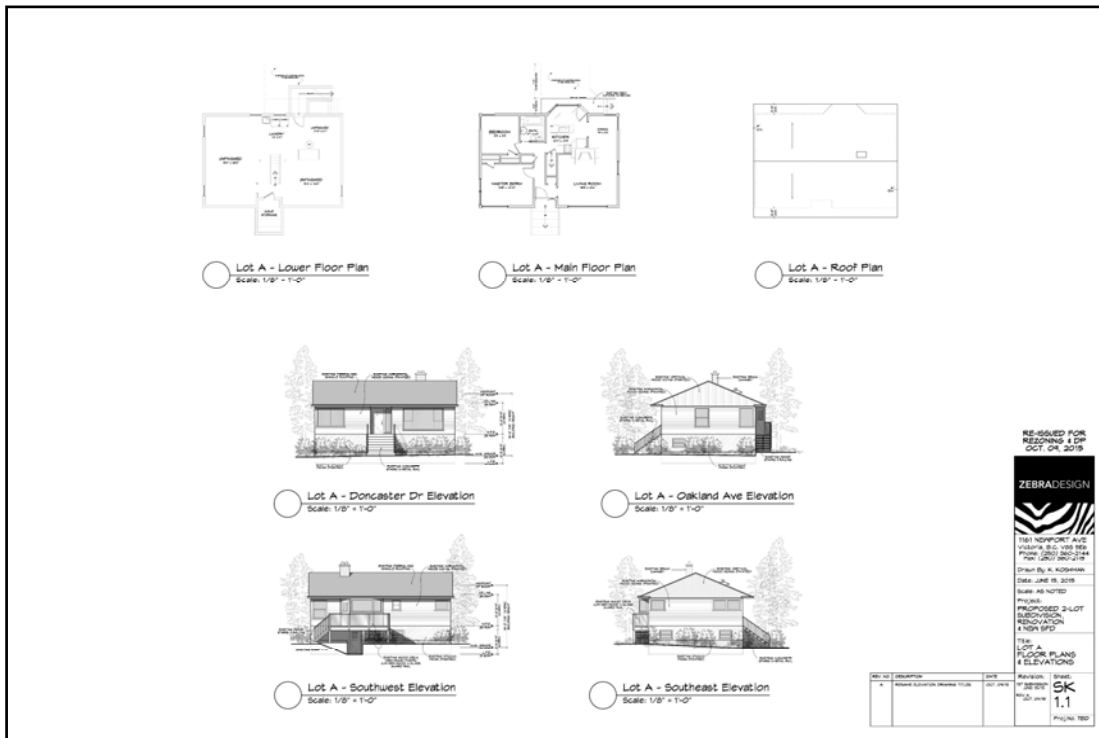
2940 Doncaster Drive

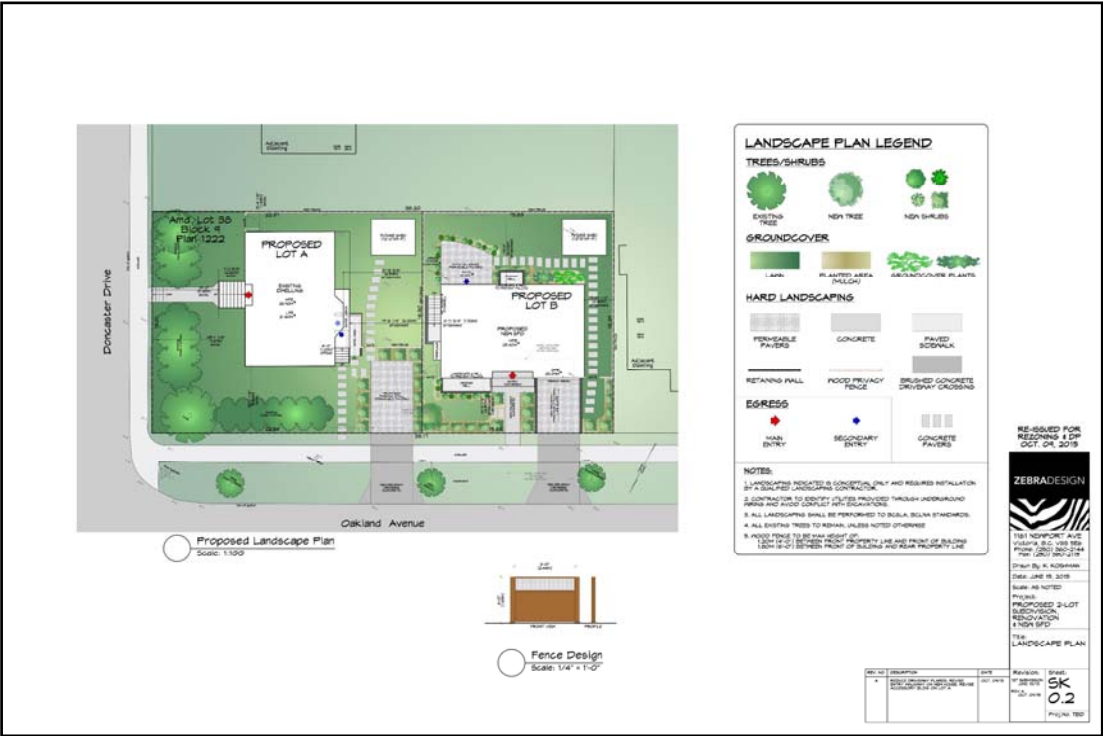


2960 Doncaster Drive

Neighbouring properties









Planning and Land Use Committee Report

For the Meeting of December 10, 2015

To: Planning and Land Use Committee **Date:** November 26, 2015

From: Jonathan Tinney, Director, Sustainable Planning and Community Development

Subject: Development Permit with Variances Application No. 00492 for 2972 Doncaster Drive

RECOMMENDATION

That Committee forward this report to Council and that, after giving notice and allowing an opportunity for public comment and after the Public Hearing for Rezoning Application No. 00492, if it is approved, Council consider the following motion:

"That Council authorize the issuance of Development Permit Application No. 00492 for 2972 Doncaster Drive, in accordance with:

1. Plans date stamped November 10, 2015.
2. Development meeting all *Zoning Regulation Bylaw* requirements, except for the following variances:

Existing House (Proposed Lot A)

- i. Part 1.23 (8)(a): Reduce the front yard setback of the main structure from 6m to 5.54m;
- ii. Part 1.23 (8)(b): Reduce the rear yard setback of the main structure from 6m to 1.63m;
- iii. Part 1.23 (9): Permit accessory buildings to be located in the side yard;
- iv. Part 1.23 (13)(a): Reduce the front yard setback of the accessory building from 18m to 14.72m;
- v. Schedule "C" (3): Permit parking to be located between the building and the front lot line;

New House (Proposed Lot B)

- vi. Part 1.23 (8)(a): Reduce the front yard setback of the main structure from 6m to 4.5m;
- vii. Part 1.23 (13)(a): Reduce the front yard setback of the accessory building from 18m to 14.72m.

3. The Development Permit lapsing two years from the date of this resolution."

LEGISLATIVE AUTHORITY

In accordance with Section 920(2) of the *Local Government Act*, Council may issue a Development Permit in accordance with the applicable guidelines specified in the *Official Community Plan*. A Development Permit may vary or supplement the *Zoning Regulation Bylaw* but may not vary the use or density of the land from that specified in the Bylaw.

Pursuant to Section 920 (8) of the *Local Government Act*, where the purpose of the designation is the establishment of objectives for the form and character of intensive residential development, a Development Permit may include requirements respecting the character of the development including landscaping, siting, form, exterior design and finish of buildings and other structures.

EXECUTIVE SUMMARY

The purpose of this report is to present Council with information, analysis and recommendations for a Development Permit Application for the property located at 2972 Doncaster Drive. The proposal is to create two lots, retaining the existing single family house and constructing one new small lot house. Because both the new lot and the lot for the existing house would be rezoned to the R1-S2 Zone, Restricted Small Lot (Two Storey) District, both properties would be subject to Development Permit Areas 15A: Intensive Residential – Small Lot. The variances being requested to facilitate the two-lot subdivision are related to front and rear yard setbacks, parking location and accessory building siting.

The following points were considered in assessing this Application:

- The proposal is consistent with the objectives and guidelines for sensitive infill contained in Development Permit Area 15A: Intensive Residential – Small Lot of the *Official Community Plan*, 2012 (OCP).
- The requested variances associated with the existing house are to reduce the front and rear setbacks for the house, to reduce the setback to the proposed accessory building, to permit the accessory building in the side yard and to permit parking in the front yard. These variances are the result of the existing house facing the side lot line instead of the front lot line (as defined in the *Zoning Regulation Bylaw*) and are of a technical nature only.
- The requested variances associated with the new house are to reduce the front setbacks to the principal and accessory buildings. These variances are due to the short depth of the proposed small lot and would have a minimal impact on the neighbouring properties.

BACKGROUND

Description of Proposal

The proposal is to alter an existing house and construct a new small lot house.

Existing House (Proposed Lot A)

Specific details include:

- an existing two-storey building with no basement
- existing design elements such as a pitched roofline and a distinctive front entryway
- existing exterior materials include wood siding, stucco siding and fiberglass shingle roofing
- proposed removal of a portion of the existing deck
- proposed parking stall surfaced with permeable pavers and screened with landscaping.

New House (Proposed Lot B)

Specific details include:

- a two-storey building with a basement
- design elements such as a pitched roofline, dormers, distinctive front entryway and traditional-style windows
- the exterior materials include wood shingle siding, cement board panel siding, wood trim and fascia and fiberglass shingle roofing
- parking would be provided in a garage inside the building
- new hard and soft landscaping would be introduced, including a driveway and patio surfaced with permeable pavers.

Sustainability Features

As indicated in the applicant's letter dated June 15, 2015, the applicant is considering incorporating sustainability features focussed on energy efficiency, indoor air quality and resource use. In addition, permeable pavers are proposed for portions of the landscaping.

Active Transportation Impacts

The applicant has not identified any active transportation impacts associated with this Application.

Public Realm Improvements

No public realm improvements are proposed in association with this Development Permit Application.

Community Consultation

Consistent with the *Community Association Land Use Committee (CALUC) Procedures for Processing Rezoning and Variances Applications*, the applicant has consulted the Oaklands CALUC regarding the rezoning proposals at a Community Meeting held on August 21, 2015. The CALUC has supplied the minutes of this meeting which are attached to this report.

This Application proposes variances; therefore, in accordance with the City's *Land Use Procedures Bylaw*, it requires notice, sign posting and a meeting of Council to consider the variances.

ANALYSIS

Development Permit Area and Design Guidelines

The *Official Community Plan (OCP)* identifies this property within Development Permit Area 15A: Intensive Residential – Small Lot. The proposed alterations to the existing house and design of a new house are consistent with the *Design Guidelines for Small Lot Houses* (2002).

Existing House (Proposed Lot A)

The proposal would alter the existing single family dwelling by removing a portion of the deck. The applicant is also proposing a parking stall surfaced with permeable pavers and screened

with landscaping. These changes are minor and the existing exterior design and materials of the house are in keeping with the character of the neighbourhood.

New House (Proposed Lot B)

The proposal is for a two-storey dwelling unit with a basement. The design of the small lot house incorporates architectural elements, such as a pitched roofline, dormers, a distinctive front entryway and traditional-style windows. These elements are similar to features of other houses in the neighbourhood. Although the massing of the new house is quite large compared to the existing house on Lot A, it is in keeping with the house on the adjacent property and other buildings on Oakland Avenue.

Windows are maximized on the front and rear elevations, and the windows on the side elevations are smaller and carefully located to respect the privacy of adjacent neighbours.

The applicant is proposing a mix of hard and soft landscaping on the lot of the new house, including a patio and driveway surfaced with permeable pavers, concrete foot paths, including the addition of new trees, shrubs and groundcover.

Regulatory Considerations

Existing House (Proposed Lot A) Setback Variances

The applicant is requesting variances for an accessory building on Lot A as follows:

- reducing the front yard setback of the existing house from 6m to 5.54m
- reducing the rear yard setback of the existing house from 6m to 1.63m.

These variances are the result of the existing house facing the side lot line instead of the front lot line (as defined in the *Zoning Regulation Bylaw*) and would facilitate the retention of an existing building.

Existing House (Proposed Lot A) Accessory Building Variances

The applicant is requesting variances for an accessory building on Lot A as follows:

- reducing the front yard setback of the proposed accessory building from 18m to 14.72m
- permitting the proposed accessory building to be located in the side yard.

These variances are again the result of the existing house facing the side lot line instead of the front lot line and are of a technical nature only; from the street the accessory building will appear to be located in the rear yard.

Existing House (Proposed Lot A) Parking Location Variance

The applicant is requesting a variance for Lot A permitting the proposed parking stall to be located in the front yard. This variance is the result of the existing house facing the side lot line instead of the front lot line (as defined in the *Zoning Regulation Bylaw*). In relation to the orientation of the existing house, the parking stall would appear to be in the side yard. Therefore, this variance would not have a substantial impact.

New House (Proposed Lot B) Setback Variances

The applicant is requesting variances to the front setbacks of the new house and accessory building as follows:

- reducing the front yard setback of the new house from 6m to 4.5m
- reducing the front yard setback of the proposed accessory building from 18m to 14.72m.

These variances are due to the short depth of the proposed small lot and would have a minimal impact on the neighbouring properties.

CONCLUSIONS

The proposal to alter an existing house and construct a new house and the associated variances is consistent with Development Permit Area 15A: Intensive Residential - Small Lot. The small lot houses would be a form of sensitive infill development and fit in with the existing neighbourhood. Staff recommend that Council consider supporting this Application.

ALTERNATE MOTION

That Council decline Development Permit with Variances Application No. 00492 for the property located at 2972 Doncaster Drive.

Respectfully submitted,



Rob Bateman
Planner
Development Services Division

am



Jonathan Tinney, Director
Sustainable Planning and Community
Development Department

Report accepted and recommended by the City Manager:

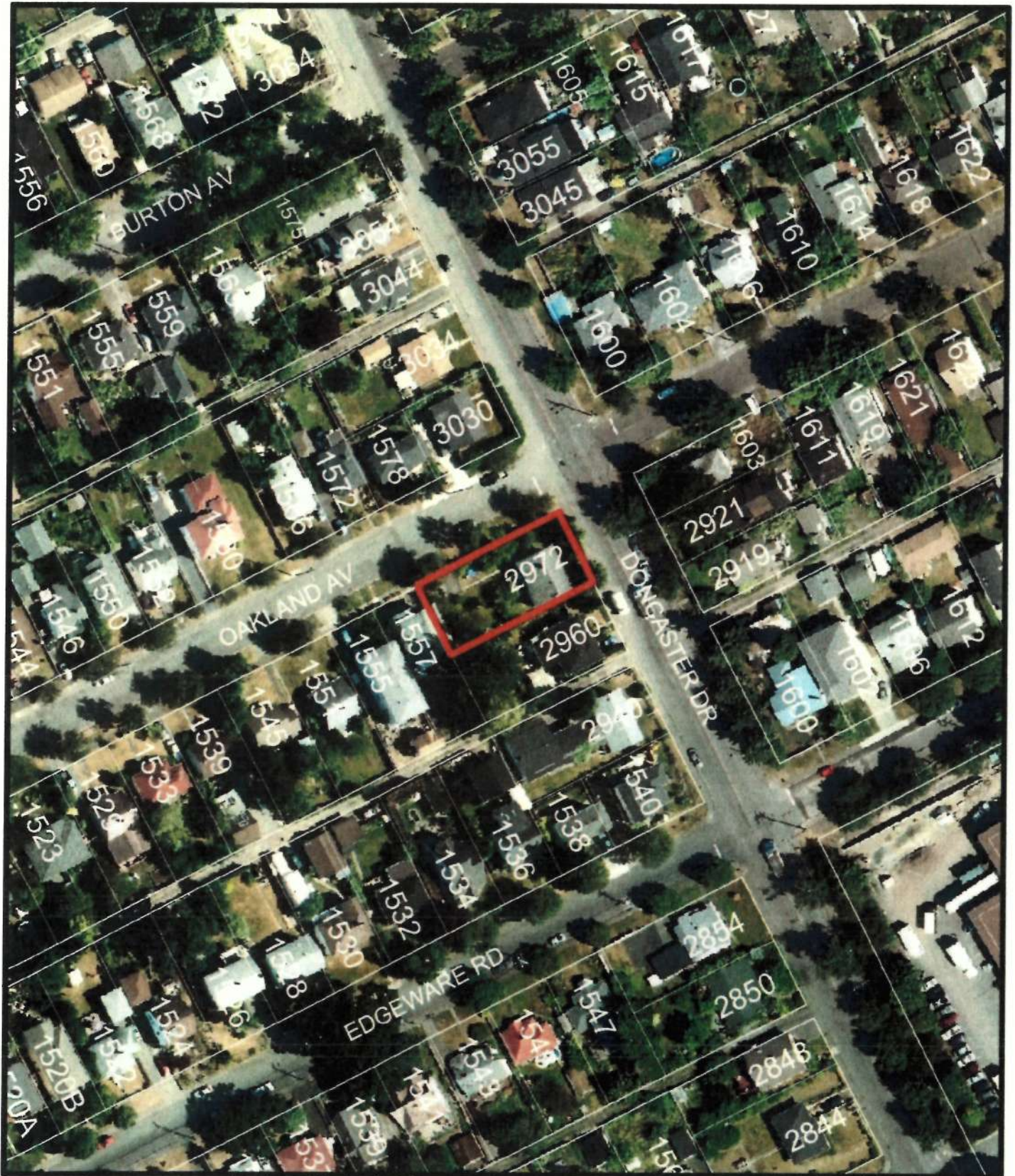


Date: December 2, 2015

List of Attachments

- Zoning map
- Aerial map
- Applicant's letter to Mayor and Council dated October 15, 2015
- Minutes from Oaklands Community Association meeting (June 22, 2015)
- Arborist report dated October 14, 2015
- Small Lot Housing Rezoning Petition
- Summary of Green Initiatives dated June 15, 2015
- Plans dated November 10, 2015.





2972 Doncaster Drive
Rezoning #00492
Bylaw #





October 15, 2015

#1 Centennial Square
Victoria, B.C.
V8W 1P6

Re: 2972 Doncaster Drive, Victoria BC

Dear Mayor Helps and Members of Victoria City Council,

We are applying for Rezoning and for Development Permit with variances, for the above mentioned property, on behalf of our client Greg Chwelos. The corner lot, currently zoned R1-B, would be rezoned and subdivided into two R1-S2 lots – retaining the existing home on the corner, facing Doncaster, with a new small lot single family home proposed for the new lot, facing Oakland Avenue.

Prior to beginning the rezoning and new home design project, neighbours in the area were consulted to see if they would support a project of this nature and, if so, whether a contemporary or traditional design would be favoured. Very positive reception was encountered and the new home design process of a house with traditional form – in accordance with the preference of those canvassed – followed. Once the design was completed, further neighbor canvassing was done. Formal petition results showed 100% support with one property abstaining from the petition. Reception at the Neighbourhood Association meeting was also very positive.

ZEBRA DESIGN & INTERIORS GROUP INC.
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Email: info@zebragroup.ca Website: www.zebragroup.ca

When this project reached the technical review stage recently, the Planning Department pointed out that Oakland Avenue is 5.42 centimeters wider than Doncaster Drive at this intersection. This technically makes the Oakland Avenue side the street frontage even though the existing house faces Doncaster and has a Doncaster Drive address. As a result, two existing setbacks of Lot A will become non-conforming and require variances, and three additional new variances will be required for this lot, while Lot B has two variances. A brief description and summary list of these follows:

- It has been suggested by City staff that this proposal include the footprints for future accessory buildings for both lots. Because of the shape and depth of our lots, it is impossible to locate the future shed at the required setback from the front property line on Oakland Avenue, and for this we are requesting variances for front yard setback for both lots. Additionally, we are requesting a variance for locating the accessory building in the side yard of Lot A (which is a direct result of the street frontage change to Oakland Ave).
- Parking is not normally allowed in the front yard of a property for R1-S2 lots. Because Doncaster Drive is technically no longer the front of the Lot A, the proposed new parking pad requires a variance to be located in what is now designated the front yard on Oakland Avenue.
- Further variances for both the front and rear setbacks of the existing house on Lot A are requested, again as a direct result of the front yard being changed to Oakland Ave. However, these variances are existing non-conforming situations.
- Additionally, a 1.5 M front yard setback relaxation is requested for the newly created R1-S2 Lot B. This relaxation is counter-balanced in the proposed plan by an increased right side setback (1.5 M over required), which provides increased distance from the neighbouring house on the right, which is in close proximity to the shared property line.

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Summary of variances requested for Lot A, all due to the technical change of street frontage:

- Variances for Front and Rear Setbacks to the Existing House (0.46 M and 4.37 M respectively).
- Allowing parking to be located in Front Yard
- Allowing accessory building to be located in Side Yard
- Variance for accessory front yard setback of 3.28 M

Summary of variances requested for Lot B:

- Front yard setback relaxation of 1.5 M
- Variance for accessory front yard setback of 3.28 M

We hope that this is clear and understandable. As mentioned in our previous letter, we are of the opinion that this proposal is very in line with recent developments in the area and we appreciate the support we have received from the community and from the City.

Thank you for your consideration of our proposal.

Sincerely,

Rus Collins

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Oaklands Community Association Land Use Committee
June 22, 2015
2629 Victor Street.

In attendance: Greg Chwelos, Applicant for Doncaster, Alex Angus, City Staff, OCALUC
Committee Members Jeff Lougheed, Ben Clark, Kim Walker
15 Community Members attended

The Chair welcomed everyone and introduced the role of the committee, advising that this committee facilitates the meeting and introduces the proponent to the community in order to work together and exchange ideas on the proposed project. The Chair then called the meeting to order and requested that Greg Chwelos make his presentation regarding the subdivision on Doncaster Road.

1. 2972 Doncaster Road

The experienced firm Zebra has done the design work for this property.
The applicant spoke with the OCALUC in the fall about the initial design. They have designed a traditional looking house in accordance with the wishes of the neighbours. As part of the initial process the 12 adjacent neighbours were surveyed and the design received unanimous support. Approximately 60 broader neighbours were sent the notice of this meeting.

No variances are required for the existing house on lot A.

More setback than necessary was added to the new house on lot B because the existing house on the adjacent property is close to the property line.

Both lots contain off street parking and permeable paving stones.

Question about parking. These are single family dwellings without suites in accordance with the desired zoning.

There are a variety of green initiatives that have been suggested by the city that are included in

Discussed timeline for construct: 6 to 8 months.

Questions from attendance:

Question on the impact on parking in the neighbourhood.

Is the old house being updated? Yes it is getting repainted and refreshed.

2. City of Victoria crosswalk near Kiwanis Pavilion

Alex Angus from the City's transportation and engineering dept

There have already been discussions with the Kiwanis Pavilion about the requirements and design of the crosswalk.

Design is a centre median crosswalk. This allows people to cross each direction of traffic separately. Lateral taper design will also encourage traffic to slow down. A similar design has been used on Burnside Road East and other locations in the city.

The lighting is a bright white light that will stand out from the other yellow streetlights on the street.

Some parking is being shifted to accommodate moving a bus stop.

Two stalls are being added on the east side of the street which results in no net loss of parking.

Questions and comments

Oswald Park currently has no restriction on parking on Oswald St leading to the park. Some concern about parking for Oswald Park being negatively affected. Also some concern about visibility of vehicles turning out of the park.

One person pointed out that this crosswalk leads to a trail through Kiwanis Pavilion and across Cook St.

One person pointed out that if the bus stop on the south side is closer to the crosswalk, the Kiwanis residents that are getting off the bus will be more likely to use the crosswalk.

Comment from Oak Bay City Councillor and Kiwanis Board Member commended the city and the community association and Kiwanis for their proactive process and said that this is a model of consultation that Oak Bay is aspiring to.

Introduction of Doncaster Path

There is no design yet, but the city is still introducing a preliminary idea for the expansion of the cycling and accessible facilities at this path.

One neighbour voiced their concern about the cycling facilities needing to be widened for cyclists crossing Hillside at Doncaster.

There was a group that met with the city on May 22. They have prepared design work. Handed out

Concern about left hand turn for cars because of a new cross walk. Traffic patterns and signal timing will be looked at.

One person wanted to new cross walks with push button control to be changed back to no push button or pedestrian control.

Question asking why there is not a left hand turn signal along Doncaster

Point from attend that a larger group should be included in the process, broader engagement in the process.

Person from group wanted to talk about Booker Creek. Wanted to make sure it is considered.

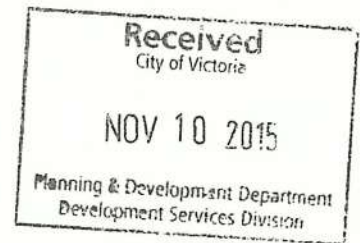
One attendant wanted to know if the city is open to making the access with more than one path, one for bikes and one for walking, not a single shared path.

Presenter suggested that Park staff will be involved in the process.

Closing:



Consulting Arborists



October 14, 2015

Greg Chwelos
1369 Charles Place
Victoria, BC V8P 5M6

Re: 2972 Doncaster Drive

Assignment: To review the potential impacts that two new driveway entrances may have on the existing boulevard trees located on the Oakland Avenue frontage of the above mentioned address. Prepare a report giving recommendations for mitigating any potential impacts.

Methodology: On October 9, 2015 using the plans supplied, we visited the site and visually examined the existing boulevard trees and the current growing conditions.

Tree Resource: See attached spreadsheet.

Observations: The plans reviewed require that two new driveway entrances be installed within the critical root zones of two of the existing municipal trees on the boulevard. The proposed driveway into Lot A will be located 1.53 metres from the 25 cm d.b.h. Birch tree identified as tree #2, and the proposed driveway to Lot B will be located 1.0 metres from the 43.0 cm d.b.h. Hawthorn tree identified as tree #3 on the attached site plan. We anticipate there will be additional room required for forming and preparing for the driveway installation. It is our understanding that due to additional constraints that are dictating the driveway locations, the proposed driveways have been located as far away from the municipal trees as possible and the driveway flares have been reduced in size to help to minimize the potential impacts. Generally we recommend that driveways be constructed using permeable surfaces, such as pavers when being installed over critical root zones of trees to be retained. It is our understanding that this is not an option in this situation.

In our experience, we have successfully installed driveways similar distances from smaller boulevard trees such as these, but it is impossible to quantify the full extent of the impacts until the excavation is completed. Based on a visual examination, we anticipate that some root pruning will be necessary, but feel that if the excavation can be minimized in areas where any significant roots are encountered, the potential impacts can likely be mitigated. If significant roots are encountered during the excavation that we feel are critical to the stability and survival of the trees, and construction techniques cannot be used that will retain the roots, it may be necessary to remove trees to eliminate the potential risk associated with them.

.../2

Box 48153 RPO Uptown
Victoria, BC V8Z 7H6
Ph: (250) 479-8733 ~ Fax: (250) 479-7050
Email: treehelp@telus.net

Recommendations:

- **Barrier fencing:** The areas, surrounding the trees to be retained, should be isolated from the construction activity by erecting protective barrier fencing. Where possible, the fencing should be erected at the perimeter of the critical root zones. The barrier fencing to be erected must be a minimum of 4 feet in height, of solid frame construction that is attached to wooden or metal posts. A solid board or rail must run between the posts at the top and the bottom of the fencing. This solid frame can then be covered with plywood, or flexible snow fencing (see attached diagram). The fencing must be erected prior to the start of any construction activity on site (i.e. demolition, excavation, construction), and remain in place through completion of the project. Signs should be posted around the protection zone to declare it off limits to all construction related activity. The project arborist must be consulted before this fencing is removed or moved for any purpose.
- **Arborist supervision:** Any excavation that is proposed within the critical root zone of the trees to be retained must be supervised by the project arborist. Any roots critical to the trees survival must be retained and any non critical roots in direct conflict with the excavation must be pruned to sound tissue to encourage new root growth. It may be necessary to excavate using a combination of hand digging, small machine excavation and hydro excavation to expose roots that are in conflict with the proposed excavation and then determined if they can be pruned or not without having a significant impact on the trees. If it is found that large structural roots must be pruned to accommodate the proposed construction, it may be necessary to remove additional trees to eliminate any risk associated with them.
- **Alternative construction techniques:** If significant structural roots are encountered during the excavations that are in direct conflict with the proposed driveway locations, it will likely be necessary to minimize the proposed excavation. This may require that the finished grades be slightly higher than proposed or a geotextile layer or steel reinforcement be implemented into the concrete to allow for a thinner layer of concrete than is proposed. If alternative construction techniques such as these cannot be implemented, and structural roots that we feel are critical to the stability or survival of the trees must be pruned, we may recommend that trees be removed to eliminate the risk associated with them.
- **Concrete work:** Provisions must be made to ensure that no concrete wash or left over concrete material is allowed to wash into the root zone of the trees. This may involve using plastic or tarps or similar methods to temporarily isolate the root zones of the trees from any of the concrete installation or finishing work.
- **Services:** There are no services shown on the plans provided. We recommend that any proposed new services be located outside of the critical root zones of trees to be retained.

.../3

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October 14, 2015

2972 Doncaster Drive

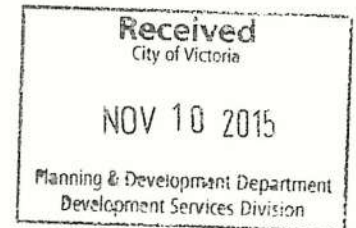
Page 3

Please do not hesitate to call us at 250-479-8733 should you have any further questions. Thank you.

Yours truly,
Talbot Mackenzie & Associates



Graham Mackenzie & Tom Talbot
ISA Certified, & Consulting Arborists



Enclosures: 1-page site plan, 1-page barrier fencing specifications, 1 page tree resource spreadsheet, 1-page floating driveway and pathway specifications.

Disclosure Statement

Arborists are professionals who examine trees and use their training, knowledge and experience to recommend techniques and procedures that will improve the health and structure of individual trees or group of trees, or to mitigate associated risks.

Trees are living organisms, whose health and structure change, and are influenced by age, continued growth, climate, weather conditions, and insect and disease pathogens. Indicators of structural weakness and disease are often hidden within the tree structure or beneath the ground. It is not possible for an arborist to identify every flaw or condition that could result in failure nor can he/she guarantee that the tree will remain healthy and free of risk.

Remedial care and mitigation measures recommended are based on the visible and detectable indicators present at the time of the examination and cannot be guaranteed to alleviate all symptoms or to mitigate all risk posed.

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Ph: (250) 479-8733 ~ Fax: (250) 479-7050
Email: treehelp@telus.net

October 15, 2015

TREE RESOURCE
for
2972 Doncaster Road

<i>Tree #</i>	<i>d.b.h. (cm)</i>	<i>CRZ</i>	<i>Species</i>	<i>Crown Spread</i>	<i>Condition Health</i>	<i>Condition Structure</i>	<i>Relative Tolerance</i>	<i>Remarks / Recommen</i>
1	35	3.0	Hawthorn	8.0	Fair	Fair	good	No impacts anticipated.
2	25	3.0	Birch	8.0	Good	Fair	poor	Driveway to Lot A is proposed within tree's critical root zone.
3	43	4.0	Hawthorn	10.0	Fair	Fair	good	Driveway to Lot B is proposed within tree's critical root zone. Existing driveway inhibited some root growth in this area.

Prepared by:
Talbot Mackenzie & Associates
ISA Certified, and Consulting Arborists
Phone: (250) 479-8733
Fax: (250) 479-7050
email: Treehelp@telus.net

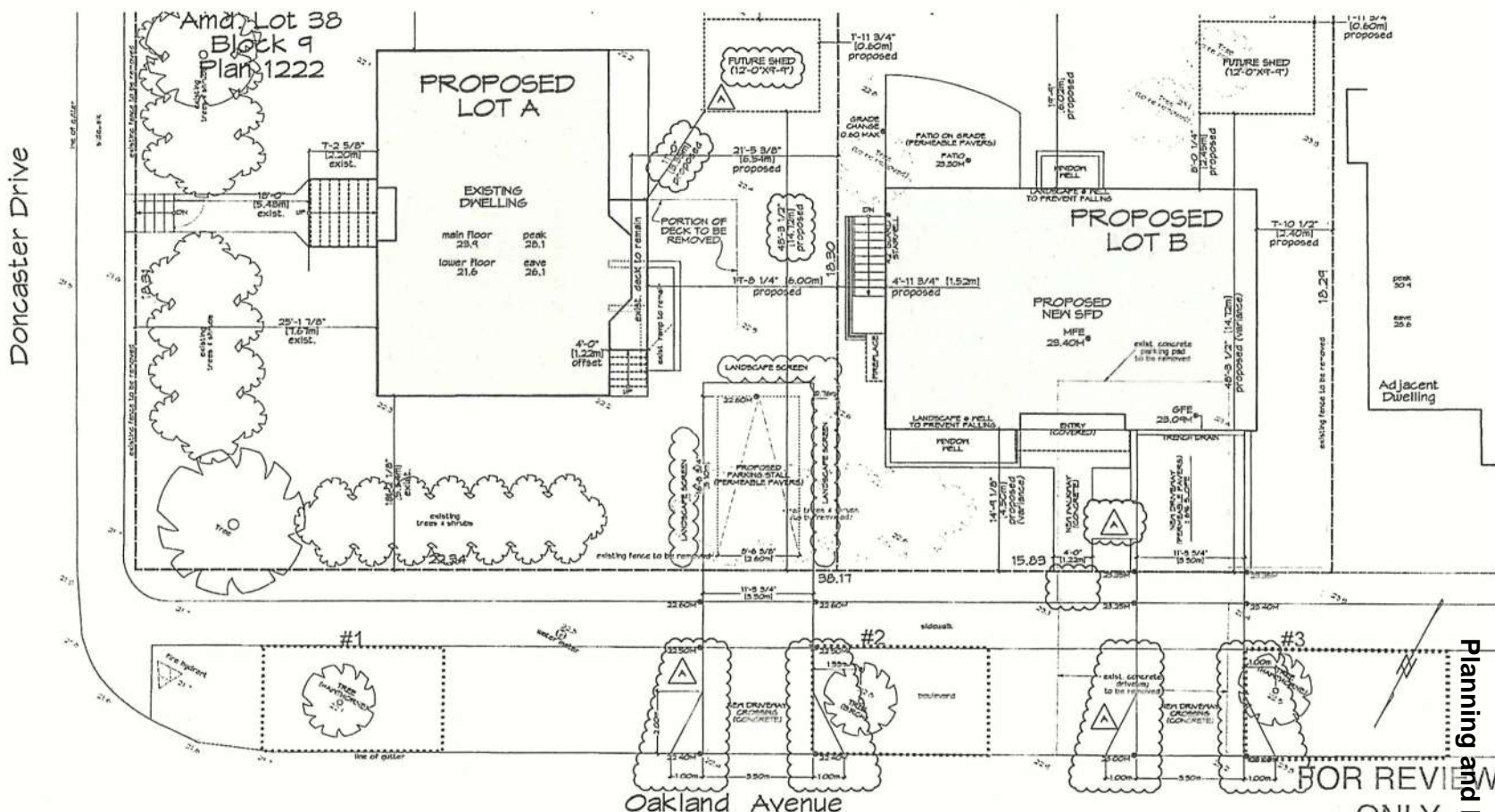
2 STOREYS + BASEMENT

0.52
36.86 % INCLUDING FUTURE
ACCESSORY BLDG
1 SPACE

PROPOSED

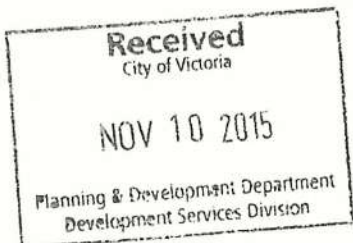
2.45 M (8.04')	
14.72 M (48.29')	PROPOSED 5.28M VARIANCE
0.60 M (1.97')	
0.60 M (1.97')	
11.56 M (37.93')	
TBD	
TBD	
8.79 M ² (94.61 FT ²)	
11.41 % OF REAR YARD	

<u>PROPOSED</u>	<u>VARIANCE</u>
4.50 M	1.50 M
14.72 M	3.28 M



Proposed Site Plan
Scale: 1:100

Barrier fencing location

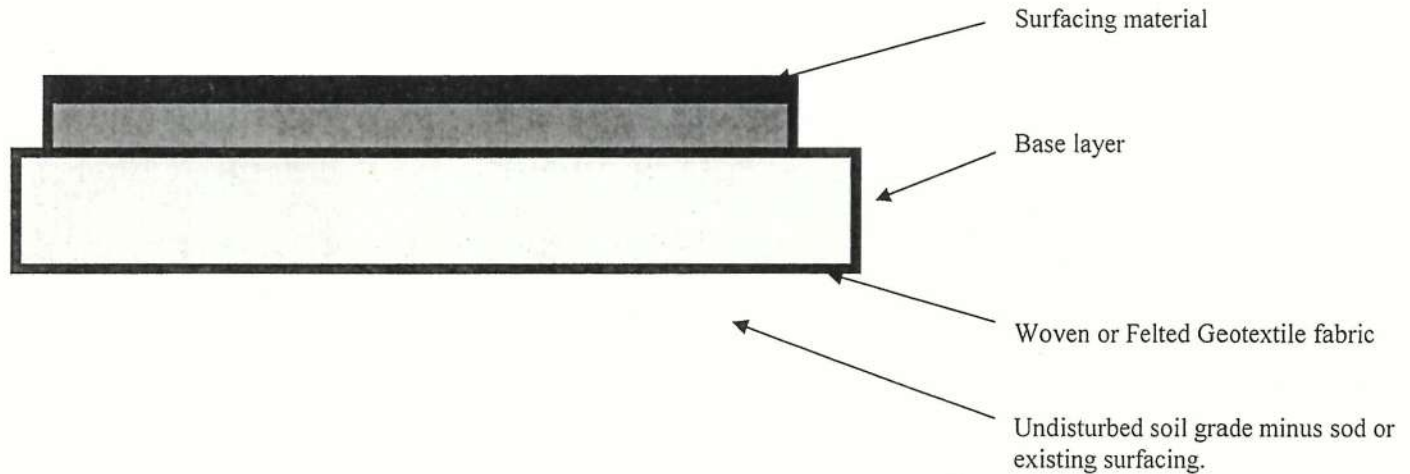


ONLY
RE-ISSUED FOR
REZONING & D
OCT. 02, 2015

ZEBRADESIGN

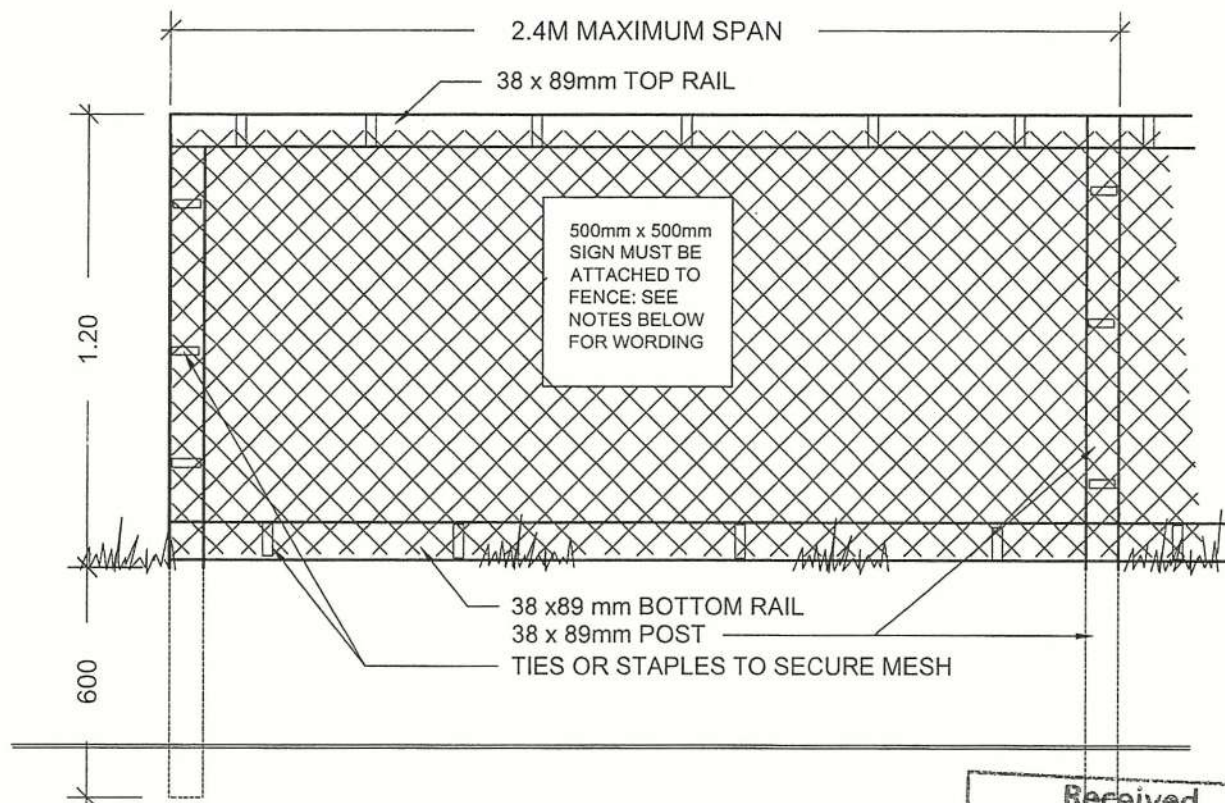
Planning and Land Use Committee - 10 Dec 2015

Diagram – Site Specific Floating Sidewalk Areas



Specifications for Floating Sidewalk Areas

1. Excavation for sidewalk construction must remove the sod layer or existing surface material only, where the proposed sidewalk is located, to protect the roots of the protected trees.
2. A layer of medium weight felted (Nilex 4535) woven (Tensar BX 1200) Geotextile fabric or similar is to be installed for the sidewalk bed. Each piece of fabric must overlap the adjoining piece by approximately 30 centimeters.
3. The bedding and sidewalk surfacing can be installed directly on top of the Geotextile base. An aeration layer should be installed as a layer of 6 mm crushed angular chip stone (optional where space permits) as the base layer will improve aeration beneath the sidewalk.



TREE PROTECTION FENCING

NOTES:

1. FENCE WILL BE CONTRUCTED USING 38 X 89 mm (2"X4") WOOD FRAME: TOP, BOTTOM AND POSTS. *
USE ORANGE SNOW-FENCING MESH AND SECURE TO THE WOOD FRAME WITH "ZIP" TIES OR GALVANZIED STAPLES.
2. ATTACH A 500mm x 500mm SIGN WITH THE FOLLOWING WORDING:
WARNING-HABITAT PROTECTION AREA. THIS SIGN MUST BE AFFIXED ON EVERY FENCE FACE OR AT LEAST EVERY 10 LINEAR METRES.

* IN ROCKY AREAS, METAL POSTS (T-BAR OR REBAR) DRILLED INTO ROCK WILL BE ACCEPTED



DETAIL NAME: **TREE PROTECTION FENCING**

DATE: March/08
DRAWN: DM
APP'D: RR
SCALE: N.T.S.

H:\shared\parks\Tree Protection Fencing.pdf

SUMMARY SMALL LOT HOUSE REZONING PETITION



I, J. Greg Chwelos, have petitioned the adjacent neighbours* in compliance with _____
(applicant)

the *Small Lot House Rezoning Policies* for a small lot house to be located at 2972 Doncaster Dr
(location of proposed house)

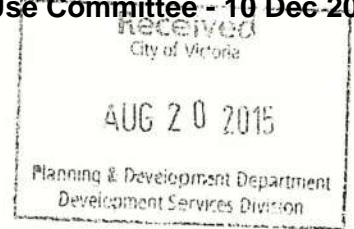
and the petitions submitted are those collected by June 18, 2015 **
(date)

Address	In Favour ✓	Opposed ✓	Neutral (30-day time expired) ✓
2960 Doncaster Dr.	✓		
1557 Oakland Ave.	✓		
1603 Oakland Ave.	✓		
1603 Oakland Ave.	✓		
2921 Doncaster Dr.	✓		
1578. Oakland Ave.	✓		
3030 Doncaster Dr.	✓		
3030 Doncaster Dr.	✓		
3030 Doncaster Dr.	✓		
3030 Doncaster Dr.	✓		
1600 Oakland Ave			✓

SUMMARY	Number	%
IN FAVOUR	10	100
OPPOSED	0	0
TOTAL RESPONSES	10	100%

*Do not include petitions from the applicant or persons occupying the property subject to rezoning.

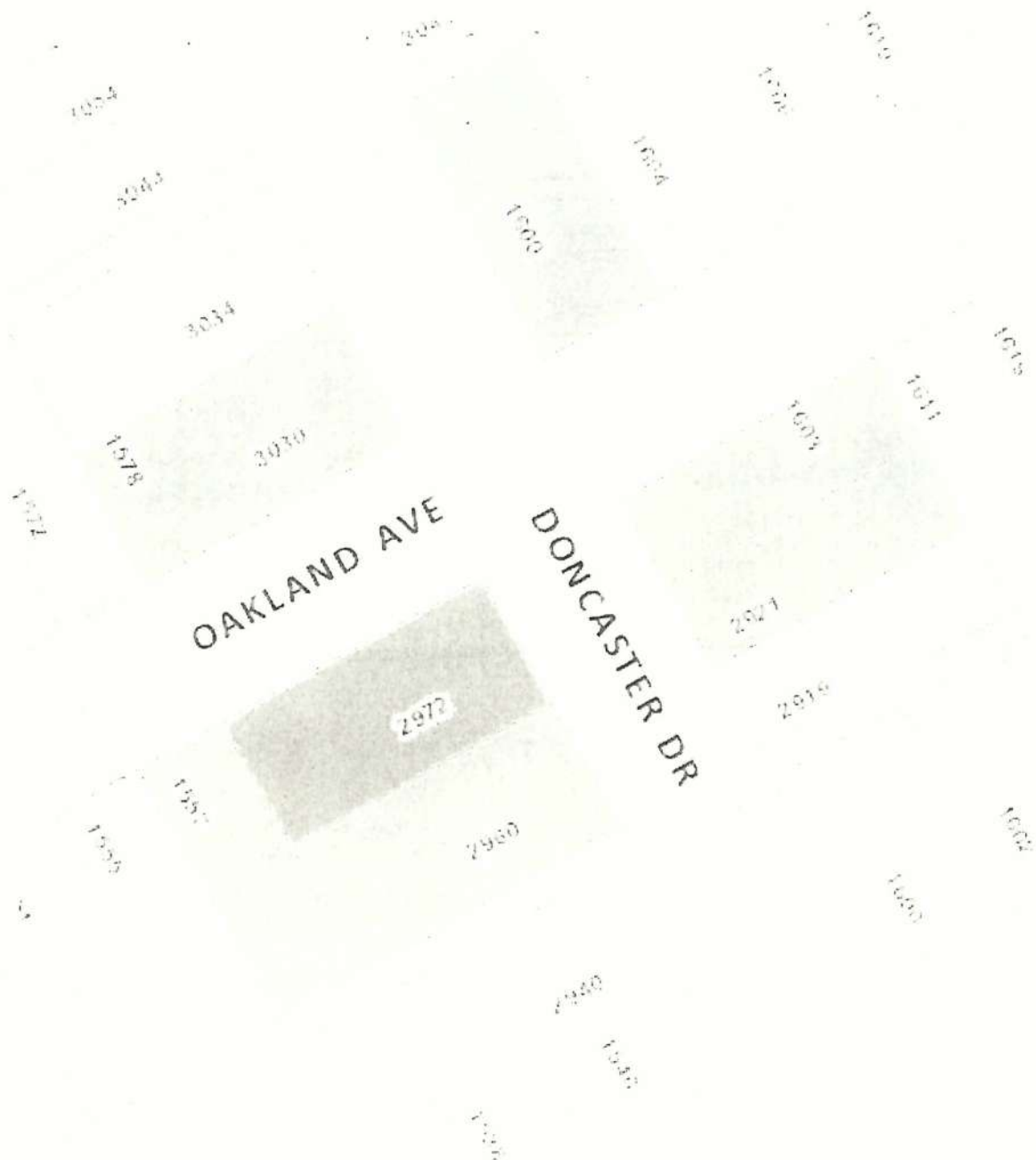
**Note that petitions that are more than six months old will not be accepted by the City. It is the applicant's responsibility to obtain new petitions in this event.



2972 Doncaster Drive

Neighbourhood Support Petition

Map showing neighbouring lots petitioned





SMALL LOT HOUSE REZONING PETITION

In preparation for my rezoning application to the City of Victoria, I,

Glen C. Smith, am conducting the petition requirements for the
(print name)

property located at 2972 Doncaster Drive

to the following Small Lot Zone: R1-SC

The City of Victoria's Small Lot Rezoning Policy requires that the applicant poll voting age residents and owners of neighbouring lots to determine the acceptability of the proposal. Please note that all correspondence submitted to the City of Victoria in response to this Petition will form part of the public record and will be published in a meeting agenda when this matter is before Council. The City considers your address relevant to Council's consideration of this matter and will disclose this personal information. However, if for personal privacy reasons you do not wish to include your name, please indicate your address and indicate (yes or no) if you are the registered owner. **Please do not include your phone number or email address.**

Please review the plans and indicate the following:

NAME: (please print) _____ (see note above)

ADDRESS: 2960 DONCASTER

Are you the registered owner? Yes ☐ No ☒

I have reviewed the plans of the applicant and have the following comments:

☒ I support the application.

☐ I am opposed to the application.

Comments:

June 21/2015
Date

[Signature]
Signature

AUG 20 2015

Planning & Development Department
Development Services Division

SMALL LOT HOUSE REZONING PETITION

In preparation for my rezoning application to the City of Victoria, I,

Eric Charles
(print name)

, am conducting the petition requirements for the

property located at 2972 Doncaster Driveto the following Small Lot Zone: R1-52

The City of Victoria's Small Lot Rezoning Policy requires that the applicant poll voting age residents and owners of neighbouring lots to determine the acceptability of the proposal. Please note that all correspondence submitted to the City of Victoria in response to this Petition will form part of the public record and will be published in a meeting agenda when this matter is before Council. The City considers your address relevant to Council's consideration of this matter and will disclose this personal information. However, if for personal privacy reasons you do not wish to include your name, please indicate your address and indicate (yes or no) if you are the registered owner. **Please do not include your phone number or email address.**

Please review the plans and indicate the following:

NAME: (please print) _____ (see note above)

ADDRESS: 1557 OAKLAND AVENUEAre you the registered owner? Yes ☒ No ☐

I have reviewed the plans of the applicant and have the following comments:

☒ I support the application.☐ I am opposed to the application.

Comments:

2015 / JUNE / 02
Date

Signature



SMALL LOT HOUSE REZONING PETITION

In preparation for my rezoning application to the City of Victoria, I,

Sybil Chwelow, am conducting the petition requirements for the
(print name)

property located at 2972 Doncaster Drive

to the following Small Lot Zone: R1-62

The City of Victoria's Small Lot Rezoning Policy requires that the applicant poll voting age residents and owners of neighbouring lots to determine the acceptability of the proposal. Please note that all correspondence submitted to the City of Victoria in response to this Petition will form part of the public record and will be published in a meeting agenda when this matter is before Council. The City considers your address relevant to Council's consideration of this matter and will disclose this personal information. However, if for personal privacy reasons you do not wish to include your name, please indicate your address and indicate (yes or no) if you are the registered owner. **Please do not include your phone number or email address.**

Please review the plans and indicate the following:

NAME: (please print) Kirsten Quinn (see note above)

ADDRESS: 1603 Oakland Ave

Are you the registered owner? Yes ☐ No ☒

I have reviewed the plans of the applicant and have the following comments:

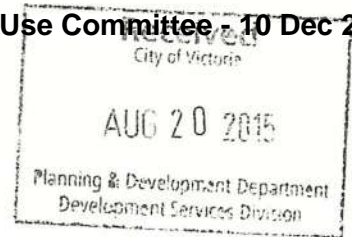
☒ I support the application.

☐ I am opposed to the application.

Comments:

June 14/15
Date

Kirsten Quinn
Signature



SMALL LOT HOUSE REZONING PETITION

In preparation for my rezoning application to the City of Victoria, I,

Gregory Smith, am conducting the petition requirements for the
(print name)

property located at 2972 Doncaster Drive

to the following Small Lot Zone: R1-S2

The City of Victoria's Small Lot Rezoning Policy requires that the applicant poll voting age residents and owners of neighbouring lots to determine the acceptability of the proposal. Please note that all correspondence submitted to the City of Victoria in response to this Petition will form part of the public record and will be published in a meeting agenda when this matter is before Council. The City considers your address relevant to Council's consideration of this matter and will disclose this personal information. However, if for personal privacy reasons you do not wish to include your name, please indicate your address and indicate (yes or no) if you are the registered owner. **Please do not include your phone number or email address.**

Please review the plans and indicate the following:

NAME: (please print) Denise Lawrence (see note above)

ADDRESS: 1603 Oakland Ave

Are you the registered owner? Yes ☐ No ☒

I have reviewed the plans of the applicant and have the following comments:

☒ I support the application.

☐ I am opposed to the application.

Comments:

June 14 / 15
Date

Denise Lawrence
Signature

AUG 20 2015

Planning & Development Department
Development Services Division

SMALL LOT HOUSE REZONING PETITION

In preparation for my rezoning application to the City of Victoria, I,

MANUEL MARTINEZ, am conducting the petition requirements for the
(print name)property located at 2921 DONCASTER RDto the following Small Lot Zone: R1-12

The City of Victoria's Small Lot Rezoning Policy requires that the applicant poll voting age residents and owners of neighbouring lots to determine the acceptability of the proposal. Please note that all correspondence submitted to the City of Victoria in response to this Petition will form part of the public record and will be published in a meeting agenda when this matter is before Council. The City considers your address relevant to Council's consideration of this matter and will disclose this personal information. However, if for personal privacy reasons you do not wish to include your name, please indicate your address and indicate (yes or no) if you are the registered owner. **Please do not include your phone number or email address.**

Please review the plans and indicate the following:

NAME: (please print) MANUEL MARTINEZ (see note above)ADDRESS: 2921 DONCASTER RDAre you the registered owner? Yes ☐ No ☒

I have reviewed the plans of the applicant and have the following comments:

☒ I support the application.☐ I am opposed to the application.

Comments:

Aug 19/15
Date[Signature]
Signature



SMALL LOT HOUSE REZONING PETITION

In preparation for my rezoning application to the City of Victoria, I,

Chris Chwalick, am conducting the petition requirements for the
(print name)

property located at 2972 Doncaster Drive

to the following Small Lot Zone: R1-S2

The City of Victoria's Small Lot Rezoning Policy requires that the applicant poll voting age residents and owners of neighbouring lots to determine the acceptability of the proposal. Please note that all correspondence submitted to the City of Victoria in response to this Petition will form part of the public record and will be published in a meeting agenda when this matter is before Council. The City considers your address relevant to Council's consideration of this matter and will disclose this personal information. However, if for personal privacy reasons you do not wish to include your name, please indicate your address and indicate (yes or no) if you are the registered owner. **Please do not include your phone number or email address.**

Please review the plans and indicate the following:

NAME: (please print) Pat Wh (see note above)

ADDRESS: 1578 Oakland Ave

Are you the registered owner? Yes ☒ No ☐

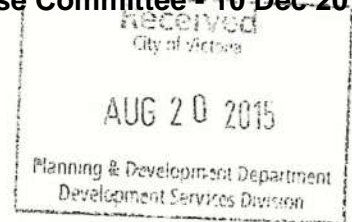
I have reviewed the plans of the applicant and have the following comments:

☒ I support the application.

☐ I am opposed to the application.

Comments:

12 July 2015 [Signature]
Date Signature



SMALL LOT HOUSE REZONING PETITION

In preparation for my rezoning application to the City of Victoria, I,

Glen Charles
(print name)

, am conducting the petition requirements for the

property located at

2972 DONCASTER DRIVE

to the following Small Lot Zone:

R1-52

The City of Victoria's Small Lot Rezoning Policy requires that the applicant poll voting age residents and owners of neighbouring lots to determine the acceptability of the proposal. Please note that all correspondence submitted to the City of Victoria in response to this Petition will form part of the public record and will be published in a meeting agenda when this matter is before Council. The City considers your address relevant to Council's consideration of this matter and will disclose this personal information. However, if for personal privacy reasons you do not wish to include your name, please indicate your address and indicate (yes or no) if you are the registered owner. **Please do not include your phone number or email address.**

Please review the plans and indicate the following:

NAME: (please print) ALLISTER WHYTE (see note above)

ADDRESS: 3070 DONCASTER DRIVE

Are you the registered owner? Yes ☐ No ☒

I have reviewed the plans of the applicant and have the following comments:

☒ I support the application.

☐ I am opposed to the application.

Comments:

05/15/2015
Date

[Signature]
Signature



SMALL LOT HOUSE REZONING PETITION

In preparation for my rezoning application to the City of Victoria, I,

Greg Charles, am conducting the petition requirements for the
(print name)

property located at 2972 Doncaster Drive

to the following Small Lot Zone: R1-S2

The City of Victoria's Small Lot Rezoning Policy requires that the applicant poll voting age residents and owners of neighbouring lots to determine the acceptability of the proposal. Please note that all correspondence submitted to the City of Victoria in response to this Petition will form part of the public record and will be published in a meeting agenda when this matter is before Council. The City considers your address relevant to Council's consideration of this matter and will disclose this personal information. However, if for personal privacy reasons you do not wish to include your name, please indicate your address and indicate (yes or no) if you are the registered owner. **Please do not include your phone number or email address.**

Please review the plans and indicate the following:

NAME: (please print) TORI WHYTE (see note above)

ADDRESS: 3030 DONCASTER DR

Are you the registered owner? Yes ☐ No ☒

I have reviewed the plans of the applicant and have the following comments:

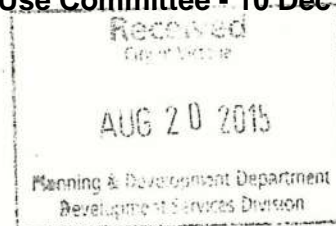
☒ I support the application.

☐ I am opposed to the application.

Comments:

JUNE 16 2015
Date

Tori Whyte
Signature



SMALL LOT HOUSE REZONING PETITION

In preparation for my rezoning application to the City of Victoria, I,

Greta Chivers
(print name)

, am conducting the petition requirements for the

property located at 2972 Doncaster Drive

to the following Small Lot Zone: R1-S2

The City of Victoria's Small Lot Rezoning Policy requires that the applicant poll voting age residents and owners of neighbouring lots to determine the acceptability of the proposal. Please note that all correspondence submitted to the City of Victoria in response to this Petition will form part of the public record and will be published in a meeting agenda when this matter is before Council. The City considers your address relevant to Council's consideration of this matter and will disclose this personal information. However, if for personal privacy reasons you do not wish to include your name, please indicate your address and indicate (yes or no) if you are the registered owner. **Please do not include your phone number or email address.**

Please review the plans and indicate the following:

NAME: (please print) Bronke Coza (see note above)

ADDRESS: 3050 Doncaster Drive

Are you the registered owner? Yes ☐ No ☒

I have reviewed the plans of the applicant and have the following comments:

☒ I support the application.

☐ I am opposed to the application.

Comments:

Dec 16th 2015
Date

Bronke Coza
Signature



SMALL LOT HOUSE REZONING PETITION

In preparation for my rezoning application to the City of Victoria, I,

GREG CHWELBS, am conducting the petition requirements for the
(print name)

property located at 2972 Doncaster Drive

to the following Small Lot Zone: R-SC

The City of Victoria's Small Lot Rezoning Policy requires that the applicant poll voting age residents and owners of neighbouring lots to determine the acceptability of the proposal. Please note that all correspondence submitted to the City of Victoria in response to this Petition will form part of the public record and will be published in a meeting agenda when this matter is before Council. The City considers your address relevant to Council's consideration of this matter and will disclose this personal information. However, if for personal privacy reasons you do not wish to include your name, please indicate your address and indicate (yes or no) if you are the registered owner. **Please do not include your phone number or email address.**

Please review the plans and indicate the following:

NAME: (please print) _____ (see note above)

ADDRESS: 3030 Doncaster

Are you the registered owner? Yes ☐ No ☒

I have reviewed the plans of the applicant and have the following comments:

☒ I support the application.

☐ I am opposed to the application.

Comments:

June 16 2015
Date

MP Wong
Signature



Date: June 15, 2015

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

**RE: Small Lot Rezoning (2 Lots - 1 Renovation, 1 New SFD)
2972 Doncaster Drive, Victoria**

Attn: Leanne Taylor

The proposed residential renovation and development will strive to incorporate 'Green Initiatives' in an effort to increase the energy efficiency, to improve indoor air quality and reduce the impact of construction on our environment.

The 'Green Initiatives' focus on:

- Energy efficiency
- Indoor air quality
- Resource use
- Overall environmental impact.

The following list contains items the developer is considering employing for the existing home (where applicable) and the new home:

Operational Systems:

- Installation of high efficiency, direct vent, gas fuelled fireplaces with electronic ignition
- All windows to be Energy Star labeled
 - Newly replaced windows on the main floor of the existing home
- All appliances to be Energy Star labelled
- New home is built 'Solar Ready' providing for a rough-in of 3"(75mm) thermal run from mechanical room to attic
- Minimum 50% of recess lights to use halogen bulbs
- Use of Air tight contact insulation on recessed lights to prevent air leakage

Building Materials:

- Use of finger-jointed non structural framing material
- Use of advanced sealing non HCFC expanding foam around window and door openings

Zebra Design & Interiors Group Inc. • 1161 Newport Avenue, Victoria BC V8S 5E6
Phone: (250) 360-2144 • Fax: (250) 360-2115
Email: info@zebragroup.ca • Website: www.zebragroup.ca

Interior and Exterior Finishes:

- Some exterior doors manufactured from fiberglass
- Use of natural cementitious exterior siding
- Minimum 30 year manufacturer warranty of roofing material
- MDF casing and baseboard trim (reducing reliance on old growth forest products)

Indoor Air Quality:

- Installation of hardwired carbon monoxide detector
- Central Vac system vented to exterior
- All insulation in home to be third party certified with low formaldehyde
- Low formaldehyde subfloor sheathing, exterior sheathing, insulation, carpet underlayment and cabinetry (less than 0.18 ppm)
- All wood or laminate flooring to be factory finished
- Interior paints to have low VOC (Volatile Organic Compounds) content (less than 250 grams/ litre)

Ventilation:

- Programmable Energy Star thermostat
- Ventilation fans to meet or exceed Energy Star Requirements


Waste Management:

- Trees and natural features to be protected during construction
- Install a built-in recycling centre with two or more bins
- Provide composter
- Existing dwelling maintained as much as possible

Water Conservation:

- CSA approved single flush toilet averaging 1.6 GPF (gallons per flush) or less installed in all bathroom locations
- Insulate hot water lines with pipe insulation on all hot water lines
- Install hot water recirculation line
- Install low flow faucets in kitchen, on lavatories and shower valves
- Plant drought tolerant vegetation
- Supply a minimum of 8" (200mm) of topsoil or composted yard waste at finish grade throughout the site

Sincerely,



Kathryn Koshman

Per Greg Chwelos (Development Proposal applicant)

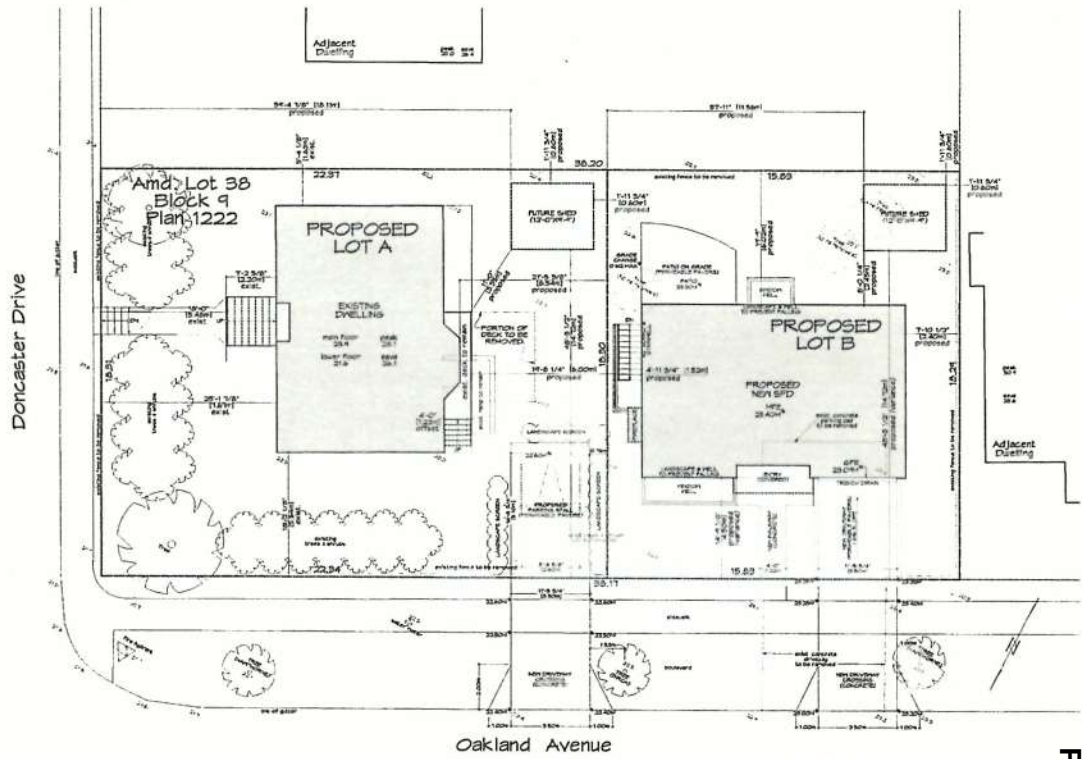
Zebra Design & Interiors Group Inc. • 1161 Newport Avenue, Victoria BC V8S 5E6

Phone: (250) 360-2144 • Fax: (250) 360-2115

Email: info@zebragroup.ca • Website: www.zebragroup.ca

SITE DATA - 2972 Doncaster - Proposed Lot A				
LEGAL DESCRIPTION	LOT 48, BLOCK 9, SECTION 24/30, VICTORIA DISTRICT, PLAN 1222 (DD1402911)			
PROPOSED ZONING	R1-S2			
CURRENT ZONING	R1-B			
LOT AREA	260.00 M ²	PROPOSED	409.25 M ² (4405.16 FT ²)	
LOT WIDTH	10.00 M	PROPOSED	23.34 M (76.48')	
LOT DEPTH (AVG.)		PROPOSED	18.31 M (60.06')	
FRONT YARD AREA		PROPOSED	123.74 M ² (1332.46 FT ²)	
REAR YARD AREA		PROPOSED	36.43 M ² (392.14 FT ²)	
SETBACKS		PROPOSED		
FRONT (NW)	6.00 M	PROPOSED	5.54 M (18.18')	
REAR (SE)	6.00 M	PROPOSED	1.65 M (5.39')	
SIDE (SW-TO DECK)	1.50 M	PROPOSED	6.00 M (19.67')	
SIDE (SW-INTERIOR)	1.50 M	PROPOSED	6.54 M (21.46')	
SIDE (NE-INTERIOR)	2.40 M	PROPOSED	5.48 M (17.98')	
AVG. GRADE		PROPOSED	22.20 M (72.83')	
BUILDING HEIGHT	1.60 M	PROPOSED	4.40 M (14.45')	
STORIES	2 + BASEMENT	PROPOSED	2 STOREYS	
FLOOR AREA		PROPOSED		
MAIN FLOOR		PROPOSED	71.73 M ² (773.64 FT ²)	
LOWER FLOOR (NON-BST)		PROPOSED	14.42 M ² (155.03 FT ²)	
1ST/2ND STOREYS, TOTAL		PROPOSED	152.15 M ² (1628.72 FT ²)	
ALL FLOORS, TOTAL		PROPOSED	152.15 M ² (1628.72 FT ²)	
TOTAL FLOOR AREA	140.00 M ²	PROPOSED	152.15 M ² (1628.72 FT ²)	
FLOOR AREA RATIO	0.60	PROPOSED	0.57	
SITE COVERAGE	40.00 %	PROPOSED	25.75 %	
PARKING	1 SPACE	PROPOSED	1 SPACE	
ACCESSORY BLDG.		PROPOSED		
SETBACKS		PROPOSED		
TO HOUSE	2.40 M	PROPOSED	3.35 M (10.99')	
FRONT (NW)	18.00 M	PROPOSED	14.72 M (48.28')	
REAR (SE)	0.60 M	PROPOSED	0.60 M (1.97')	
SIDE (SW-INTERIOR)	0.60 M	PROPOSED	0.60 M (1.97')	
SIDE (NE-INTERIOR)	3.50 M	PROPOSED	10.11 M (33.16')	
AVG. GRADE		PROPOSED	TBD	
BUILDING HEIGHT	4.00 M	PROPOSED	TBD	
FLOOR AREA	37.00 M ²	PROPOSED	8.74 M ² (94.61 FT ²)	
SITE COVERAGE	30.00 % OF REAR YARD	PROPOSED	10.32 % OF REAR YARD	
PROPOSED VARIANCES	REQUIRED	PROPOSED	VARIANCE	
SETBACKS		PROPOSED		
FRONT (NW)	6.00 M	PROPOSED	5.54 M REAR	0.46 M REAR
REAR (SE)	6.00 M	PROPOSED	1.65 M REAR	4.37 M REAR
ACCESSORY FRONT (NW)	18.00 M	PROPOSED	14.72 M	3.28 M
LOCATION OF PARKING	NOT IN FRONT YARD	PROPOSED	FRONT YARD	-
LOCATION OF ACCESSORY BUILDING	REAR YARD	PROPOSED	SIDE YARD	-

SITE DATA - 2972 Doncaster - Proposed Lot B				
LEGAL DESCRIPTION	LOT 48, BLOCK 9, SECTION 24/30, VICTORIA DISTRICT, PLAN 1222 (DD1402911)			
PROPOSED ZONING	R1-S2			
CURRENT ZONING	R1-B			
LOT AREA	260.00 M ²	PROPOSED	284.45 M ² (3075.66 FT ²)	
LOT WIDTH	10.00 M	PROPOSED	15.81 M (52.02')	
LOT DEPTH (AVG.)		PROPOSED	18.30 M (60.02')	
FRONT YARD AREA		PROPOSED	60.35 M ² (654.60 FT ²)	
REAR YARD AREA		PROPOSED	45.28 M ² (488.54 FT ²)	
SETBACKS		PROPOSED		
FRONT	6.00 M	PROPOSED	4.50 M (14.78')	
REAR	6.00 M	PROPOSED	6.02 M (19.75')	
SIDE (INTERIOR)	1.50 M	PROPOSED	2.40 M (7.87')	
SIDE (INTERIOR)	1.50 M	PROPOSED	1.52 M (4.98')	
AVG. GRADE		PROPOSED	22.75 M (74.74')	
BUILDING HEIGHT	1.60 M	PROPOSED	1.40 M (4.59')	
STORIES	2 + BASEMENT	PROPOSED	2 STOREYS + BASEMENT	
FLOOR AREA		PROPOSED		
UPPER FLOOR		PROPOSED	84.84 M ² (913.72 FT ²)	
MAIN FLOOR		PROPOSED	84.84 M ² (913.72 FT ²)	
GARAGE ALLOWANCE		PROPOSED	-10.80 M ² (-116.21 FT ²)	
LOWER FLOOR (BASEMENT)		PROPOSED	55.48 M ² (597.22 FT ²)	
1ST/2ND STOREYS, TOTAL		PROPOSED	151.11 M ² (1627.22 FT ²)	
ALL FLOORS, TOTAL		PROPOSED	206.66 M ² (2234.44 FT ²)	
TOTAL FLOOR AREA	140.00 M ²	PROPOSED	151.11 M ² (1627.22 FT ²)	
FLOOR AREA RATIO	0.60	PROPOSED	0.52	
SITE COVERAGE	40.00 %	PROPOSED	36.86 %	
PARKING	1 SPACE	PROPOSED	1 SPACE	
ACCESSORY BLDG.		PROPOSED		
SETBACKS		PROPOSED		
TO HOUSE	2.40 M	PROPOSED	2.45 M (8.04')	
FRONT	18.00 M	PROPOSED	14.72 M (48.28')	
REAR	0.60 M	PROPOSED	0.60 M (1.97')	
SIDE (INTERIOR)	0.60 M	PROPOSED	0.60 M (1.97')	
SIDE (INTERIOR)	0.60 M	PROPOSED	11.56 M (37.92')	
AVG. GRADE		PROPOSED	TBD	
BUILDING HEIGHT	4.00 M	PROPOSED	TBD	
FLOOR AREA	37.00 M ²	PROPOSED	8.74 M ² (94.61 FT ²)	
SITE COVERAGE	30.00 % OF REAR YARD	PROPOSED	11.41 % OF REAR YARD	
PROPOSED VARIANCES	REQUIRED	PROPOSED	VARIANCE	
SETBACKS		PROPOSED		
FRONT (NW)	6.00 M	PROPOSED	4.50 M	1.50 M
ACCESSORY FRONT (NW)	18.00 M	PROPOSED	14.72 M	3.28 M



Proposed Site Plan
Scale: 1:100

Oakland Avenue



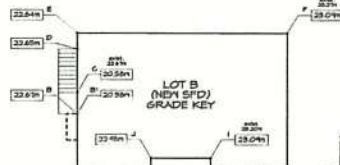
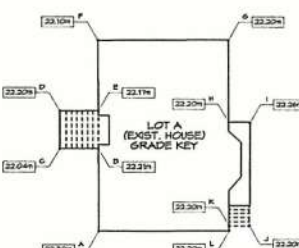
LOCATION MAP

- DRAWING LIST:**
- SKO.1 SITE PLAN & DATA
 - SKO.2 LANDSCAPE PLAN
 - SK1.1 LOT A PLANS & ELEVATIONS
 - SK2.1 LOT B PLANS & ELEVATIONS
 - SK3.1 STREETSCAPES

Received
City of Victoria
NOV 10 2015
Planning & Development Department
Development Services Division

Lot A - Average Grade Calculation						
SEGMENT	Start	Finish	Average	Distance	Factor	Total Factors
AB	22.21	22.24	22.23	2.20	40.88	
BC	22.24	22.25	22.25	2.20	40.88	
CD	22.25	22.27	22.26	2.20	40.88	
DE	22.27	22.28	22.28	2.20	40.88	
EF	22.28	22.29	22.29	2.20	40.88	
FG	22.29	22.30	22.30	2.20	40.88	
GH	22.30	22.31	22.31	2.20	40.88	
HI	22.31	22.32	22.32	2.20	40.88	
IJ	22.32	22.33	22.33	2.20	40.88	
JK	22.33	22.34	22.34	2.20	40.88	
KL	22.34	22.35	22.35	2.20	40.88	
LA	22.35	22.36	22.36	2.20	40.88	
TOTAL				22.29		40.88

Lot B - Average Grade Calculation						
SEGMENT	Start	Finish	Average	Distance	Factor	Total Factors
AB	22.70	22.71	22.71	3.09	70.11	
BC	22.71	22.72	22.72	3.09	70.11	
CD	22.72	22.73	22.73	3.09	70.11	
DE	22.73	22.74	22.74	3.09	70.11	
EF	22.74	22.75	22.75	3.09	70.11	
FG	22.75	22.76	22.76	3.09	70.11	
GH	22.76	22.77	22.77	3.09	70.11	
HI	22.77	22.78	22.78	3.09	70.11	
IJ	22.78	22.79	22.79	3.09	70.11	
JK	22.79	22.80	22.80	3.09	70.11	
KL	22.80	22.81	22.81	3.09	70.11	
LA	22.81	22.82	22.82	3.09	70.11	
TOTAL				22.78		70.11



RE-ISSUED FOR
REZONING & DEDICATION
OCT. 09, 2015

ZEBRADISIGN

1161 NEWPORT AVE
Victoria, B.C. V8S 5E5
Phone: (250) 360-2111
Fax: (250) 360-2111

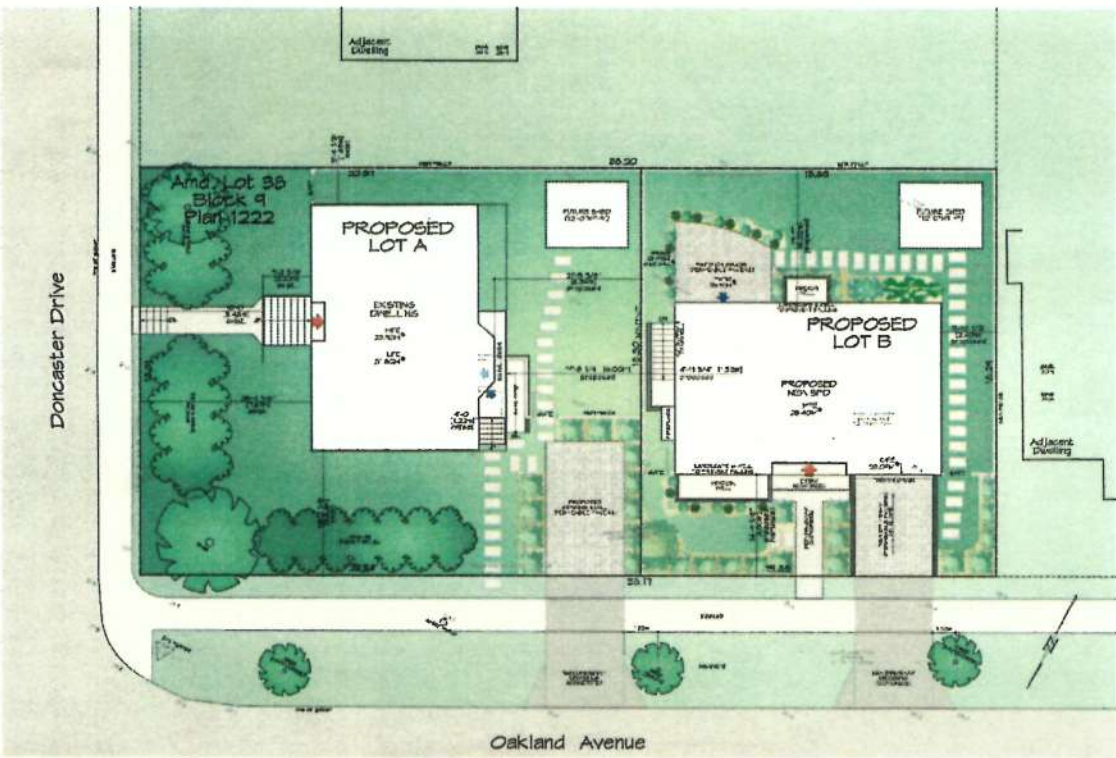
Drawn By: K. KOSHMAN
Date: JUNE 15, 2015
Scale: AS NOTED

Project:
PROPOSED 2-LOT
SUBDIVISION,
RENOVATION
& NEW SPD

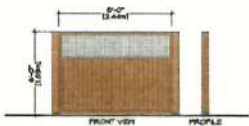
Title:
SITE PLAN &
SITE DATA

Revision: Sheet:
1ST SUBMISSION SK
OCT. 09/15 0.1
Rev A
OCT. 09/15
Proj No. TBD

Planning & Development Committee - 10 Dec 2015



Proposed Landscape Plan
Scale: 1:100



Fence Design
Scale: 1/4" = 1'-0"

LANDSCAPE PLAN LEGEND

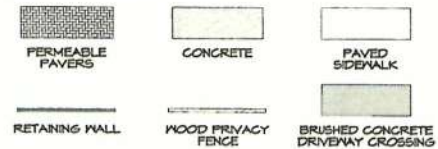
TREES/SHRUBS



GROUNDCOVER



HARD LANDSCAPING

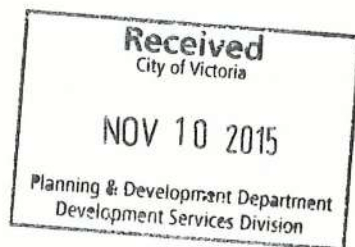


EGRESS



NOTES:

1. LANDSCAPING INDICATED IS CONCEPTUAL ONLY AND REQUIRES INSTALLATION BY A QUALIFIED LANDSCAPING CONTRACTOR.
2. CONTRACTOR TO IDENTIFY UTILITIES PROVIDED THROUGH UNDERGROUND PIPES AND AVOID CONFLICT WITH EXCAVATIONS.
3. ALL LANDSCAPING SHALL BE PERFORMED TO BCGLA, BCMA STANDARDS.
4. ALL EXISTING TREES TO REMAIN, UNLESS NOTED OTHERWISE
5. WOOD FENCE TO BE MAX HEIGHT OF:
1.20M (4'-0") BETWEEN FRONT PROPERTY LINE AND FRONT OF BUILDING
1.80M (6'-0") BETWEEN FRONT OF BUILDING AND REAR PROPERTY LINE



REV. NO.	DESCRIPTION	DATE	Revision:	Sheet:
A	REMOVE DRIVEWAY PLANTING, REVISE ENTRY WALKWAY ON LOT B, REVISE ACCESSORY BUILDING ON LOT A	OCT. 04/15	1ST SUBMISSION JUNE 15/15	SK 0.2
			REV. A OCT. 04/15	

RE-ISSUED FOR REZONING & D. OCT. 04, 2015

ZEBRADesign

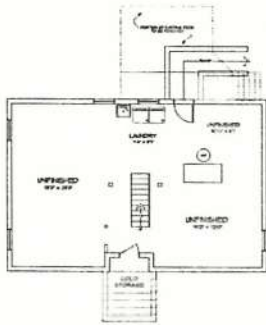
1161 NEWPORT AVE
Victoria, B.C. V8S 1
Phone: (250) 360-2
Fax: (250) 360-211

Drawn By: K. KOSHNI
Date: JUNE 15, 2015
Scale: AS NOTED

Project:
PROPOSED 2-LG SUBDIVISION, RENOVATION & NEW SFD

Title:
LANDSCAPE PLAN

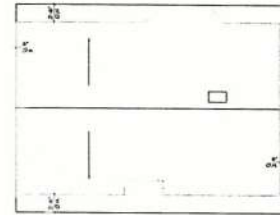
Revision: Sheet: SK 0.2
1st Submission June 15/15
Rev. A Oct. 04/15
Proj. No. 10 Dec 2015



Lot A - Lower Floor Plan
Scale: 1/8" = 1'-0"



Lot A - Main Floor Plan
Scale: 1/8" = 1'-0"



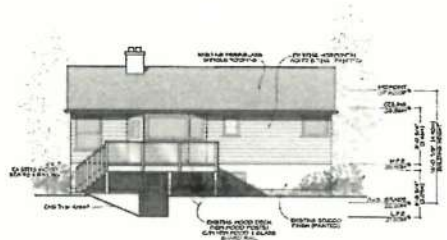
Lot A - Roof Plan
Scale: 1/8" = 1'-0"



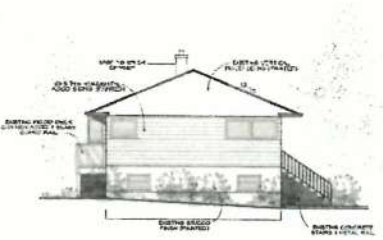
Lot A - Doncaster Dr Elevation
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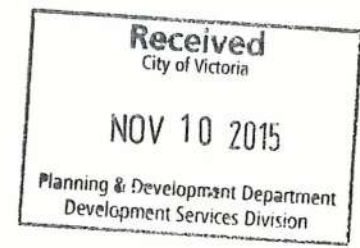
Lot A - Oakland Ave Elevation
Scale: 1/8" = 1'-0"



Lot A - Southwest Elevation
Scale: 1/8" = 1'-0"



Lot A - Southeast Elevation
Scale: 1/8" = 1'-0"



REV. NO.	DESCRIPTION	DATE	Revision:	Sheet:
A	RENAME ELEVATION DRAWING TITLES	OCT. 04/15	1ST SUBMISSION JUNE 15/15	SK 1.1
REV A		OCT. 04/15		Proj. No. 100

RE-ISSUED FOR
REZONING & DEVELOPMENT
OCT. 04, 2015

Planning and Land Use Committee - 10 Dec 2015

ZEBRADESIGN

1161 NEWPORT AV.
Victoria, B.C. V8S 5E5
Phone: (250) 360-2111
Fax: (250) 360-2115

Drawn By: K. KOSHMAN
Date: JUNE 15, 2015
Scale: AS NOTED

Project:
PROPOSED 2-LOT
SUBDIVISION,
RENOVATION
& NEW SFD

Title:
LOT A
FLOOR PLANS
& ELEVATIONS



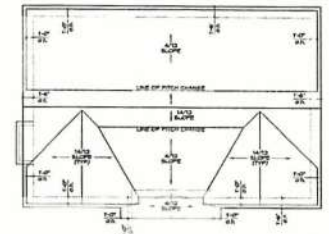
Lot B - Lower Floor Plan
Scale: 1/8" = 1'-0"



Lot B - Main Floor Plan
Scale: 1/8" = 1'-0"



Lot B - Upper Floor Plan
Scale: 1/8" = 1'-0"



Lot B - Roof Plan
Scale: 1/8" = 1'-0"



Lot B - Side (Northeast) Elevation
Scale: 1/8" = 1'-0"



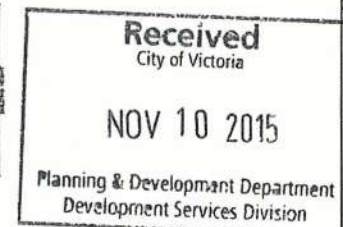
Lot B - Front (Oakland Ave) Elevation
Scale: 1/8" = 1'-0"



Lot B - Side (Southwest) Elevation
Scale: 1/8" = 1'-0"



Lot B - Rear Elevation
Scale: 1/8" = 1'-0"



REV. NO.	DESCRIPTION	DATE	Revision:	Sheet:
A	DRAWING CORRECTION ON ROOF PLAN TO EACH FRONT GABLE ROOF	OCT. 04/15	1ST SUBMISSION JUNE 15-15 REV A OCT. 04/15	SK 2.1

RE-ISSUED FOR
REZONING 4 D
OCT. 04, 2015

Planning and Land Use Committee - 10 Dec 2015

3161 NEWPORT AV
Victoria, B.C. V8S 5E
Phone: (250) 360-2111
Fax: (250) 360-2115

Drawn By: K. KOSHMAN
Date: JUNE 15, 2015
Scale: AS NOTED

Project:
PROPOSED 2-LOT
SUBDIVISION,
RENOVATION
NEW SFD

Title:
LOT B
FLOOR PLANS
& ELEVATIONS

Proj. No. 1002



Received
City of Victoria

NOV 10 2015

Planning & Development Department
Development Services Division

REV. NO.	DESCRIPTION	DATE	Revision:	Sheet:
A	NO CHANGES	OCT. 04/15	1ST SUBMISSION AND 15/15	SK 3.1
REV. A		OCT. 04/15		Proj. NO. TBD

RE-ISSUED FOR
REZONING 4 DPF
OCT. 04, 2015

ZEBRADESIGN

1161 NEWPORT AVE
Victoria, B.C. V8S 5E6
Phone: (250) 360-2141
Fax: (250) 360-2115

Drawn By: K. KOSHMAN
Date: JUNE 15, 2015
Scale: AS NOTED

Project:
PROPOSED 2-LOT
SUBDIVISION,
RENOVATION
& NEW SFD

Title:
STREETSCAPES

Planning and Land Use Committee - 10 Dec 2015



Planning and Land Use Committee Report

For the Meeting of December 10, 2015

To: Planning and Land Use Committee **Date:** November 26, 2015

From: Jonathan Tinney, Director, Sustainable Planning and Community Development

Subject: Development Permit with Variances Application No. 000447 for 941–943 Fort Street

RECOMMENDATION

Staff recommend that Committee forward this report to Council and that after giving notice and allowing an opportunity for public comment at a meeting of Council, that Council consider the following motion:

"That Council authorize the issuance of Development Permit Application with Variances No. 000447 for 941 to 943 Fort Street in accordance with:

1. Plans date stamped October 30, 2015.
2. Development meeting all *Zoning Regulation Bylaw* requirements, except for the following variances:
 - a. Part 6.55 1.(2) allowing office use to locate within 6m of the building street frontage
 - b. Schedule C Section 16.C.5 - reduction of 1 parking stall for the change of use from retail to office.
3. Registration of a Section 219 Covenant restricting office use on the ground floor to a maximum of three years, to the satisfaction of City staff.
4. The Development Permit lapsing two years from the date of this resolution."

LEGISLATIVE AUTHORITY

In accordance with Section 920(2) of the *Local Government Act*, Council may issue a Development Permit in accordance with the applicable guidelines specified in the *Official Community Plan*. A Development Permit may vary or supplement the *Zoning Regulation Bylaw* but may not vary the use or density of the land from that specified in the bylaw.

Pursuant to Section 920(8) of the *Local Government Act*, where the purpose of the designation is the revitalization of an area in which a commercial use is permitted, a Development Permit may include requirements respecting the character of the development, including landscaping, and the siting, form, exterior design and finish of buildings and other structures.

EXECUTIVE SUMMARY

The purpose of this report is to present Council with information, analysis and recommendations for a Development Permit Application for the property located at 941 to 943 Fort Street. The proposal is to change the use from retail to office on the ground floor.

The following points were considered in assessing this application:

- the proposed building is subject to regulation under Development Permit Area 7B (HC) and is consistent with the applicable Design Guidelines in the *Official Community Plan* (OCP) and the *Downtown Core Area Plan* (DCAP)
- a variance is required to allow office use to locate within six meters of the building frontage
- office use will be limited to a maximum of three years and will be secured through a Section 219 Covenant
- the site is located Downtown and is within close proximity to walking, cycling and public transit facilities so the effect of the parking variance will be minimal.

BACKGROUND

Description of Proposal

The proposal is for the retention and renovation of an existing retail space into offices. Specific details include:

- provision of privacy film to the storefront windows consisting of a high-resolution image of the former Neon Products building that previously occupied the site
- existing retail access directly off of Fort Street will be secured and primary access will be gained via the lobby at 947 Fort Street.

The proposed variances are related to:

- allowing the siting of offices to be within six meters of a building frontage
- a reduction in the required parking from 50 to 49 stalls to facilitate the change in use to office.

Sustainability Features

The applicant has not identified any sustainability features associated with this proposal.

Active Transportation Impacts

The applicant has not identified any active transportation impacts associated with this application. However, the building contains 12 publicly accessible bike racks on Fort Street and 14 secure bike lockers located in the underground parkade.

Public Realm Improvements

No public realm improvements are proposed in association with this Development Permit Application.

Existing Site Development and Development Potential

The site is presently occupied by retail units on the ground floor and office uses above. Three residential units are located at street level fronting Meares Street.

Data Table

The following data table compares the proposal with the existing CA-58, Harris Green (947 Fort Street) District Zone. An asterisk (*) is used to identify where the proposal is less stringent than the existing zone.

Zoning Criteria	Proposal	Zone Standard CA-58
Site area (m ²) - minimum	1,272	1,200.00
Density (Floor Space Ratio) – maximum	3.54:1	3.55:1
Total floor area (m ²) - maximum	4509.00	4515.6
Height (m) - maximum	20.10	20.50
Storeys – maximum	7.00	7.00
Parking Existing Use - minimum	49	49
Parking Proposed Use - minimum	49*	50
Bicycle storage (Class 1) – minimum	14 (existing)	N/A
Bicycle rack (Class 2) – minimum	12 (existing)	N/A

Relevant History

A parking variance for 15 stalls was approved on May 14, 2009, at the time of the original Development Permit Application for the building. The applicant proposed secure bike storage within the building (14 stalls) and publicly accessible bike racks for 16 bikes at the lobby entrance along Fort Street. These facilities are in existence today.

Community Consultation

Consistent with the *Community Association Land Use Committee (CALUC) Procedures for Processing Rezoning and Variances Applications*, on November 13, 2015, the Application was referred for a 30-day comment period to the Downtown Residents Association CALUC. At the time of writing this report, a letter from the CALUC had not been received.

This Application proposes variances, therefore, in accordance with the City's *Land Use Procedures Bylaw*, it requires notice, sign posting and a meeting of Council to consider the variances.

ANALYSIS

Development Permit Area and Design Guidelines

The *Official Community Plan 2012* (OCP) identifies this property in Development Permit Area 7B (HC) Corridors. The objectives of this designation are to revitalize Fort Street and to strengthen commercial viability while improving the pedestrian experience at the street level. The proposal will not have a positive effect on the street frontage along Fort Street through the removal of active uses along the ground floor. However, as the change of use to office will be temporary in nature and will be secured through a Section 219 Covenant, restricting the time period to a maximum of three years, staff recommend for Council's consideration that this be approved.

Downtown Core Area Plan

With respect to local area plans, the *Downtown Core Area Plan, 2011* (DCAP) applies to the subject site. Within the DCAP, the subject property is identified in the Residential Mixed Use District which encourages multi-residential development appropriate to the context that respects the allowable building heights in the neighbourhood. Active commercial street-level uses are encouraged to help increase pedestrian activity.

The DCAP provides both broad urban design objectives for the Downtown Core and more detailed design guidelines for specific districts. The DCAP also includes policies related to the design of buildings including built form and setbacks. Overall, the proposal is consistent with these policies as it helps to achieve the broad objectives related to community vitality by strengthening the employment base by providing suitable office space. However, the Application is not consistent with the Guidelines as it relates to active street-level uses, which is of particular importance along Fort Street (policy 3.17). Due to the nature of the tenant that would occupy the space, the applicant proposes to include a privacy film to the storefront windows consisting of a high-resolution image of the former Neon Products building that previously occupied the site. This design solution was prepared in consultation with the Downtown Victoria Business Association. As this does provide some visual interest at the pedestrian level and is for a temporary period, staff recommend for Council's consideration that this deviation from the Guidelines is supportable.

Advisory Design Guidelines for Buildings Signs and Awnings (1981)

These Guidelines state that an acceptable application will include consideration of an attractive streetscape and that the architecture and landscaping of the immediate area be identified and acknowledged. In evaluating a design, particular emphasis will be placed on the solution to these general aspects: comprehensive design approach, relevancy of expression, context, pedestrian access, massing, scale, roofline, detailing, street relationship, vistas, landscaping plan, colours and textures. The Application is consistent with these Guidelines and includes visual references to the building that previously occupied the site.

Regulatory Considerations

The current CA-58, Harris Green (947 Fort Street) District Zone prevents office and financial institutional uses from locating within six meters of the building frontage. The intent of this regulation is to ensure an active street at the ground level. Given the temporary nature of the office use, and the provision of alternative screening along the street level as mentioned earlier

in this report, staff recommend for Council's consideration that the proposed variance be approved.

Proposed Parking Variance

A Transportation Demand Management study was not considered necessary for this parking variance due to the fact that the variance request is minor in nature, no additional floor space will be added as part of the proposal and the building is located downtown within close proximity to transit facilities. It is anticipated that the majority of staff will use alternative modes of travel to the proposed office. Bicycle parking requirements under Schedule C of the *Zoning Regulation Bylaw* are not applicable in this case, as the proposal is not a newly constructed building, although bicycle racks do currently exist within the building. In addition, the surrounding on-street parking is metered, and will not affect residential parking. Staff therefore recommend for Council's consideration that the proposed parking variance be approved.

CONCLUSIONS

Due to the minor nature of the proposed variances, and given that the proposal is time limited, the impact on surrounding properties is expected to be minimal. The applicant is proposing high-resolution images along the street frontage that will provide some visual interest at the pedestrian level, while meeting the office space requirements of the proposed tenant.

Staff have reviewed the proposal and for the reasons noted above, staff recommend for Council's consideration that the application be approved.

ALTERNATE MOTION

That Council decline Development Permit with Variances Application No. 000447 for the property located at 941 to 943 Fort Street.

Respectfully submitted,



Charlotte Wain
Senior Planner – Urban Design
Development Services Division




Jonathan Timney, Director
Sustainable Planning and Community
Development Department

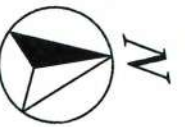
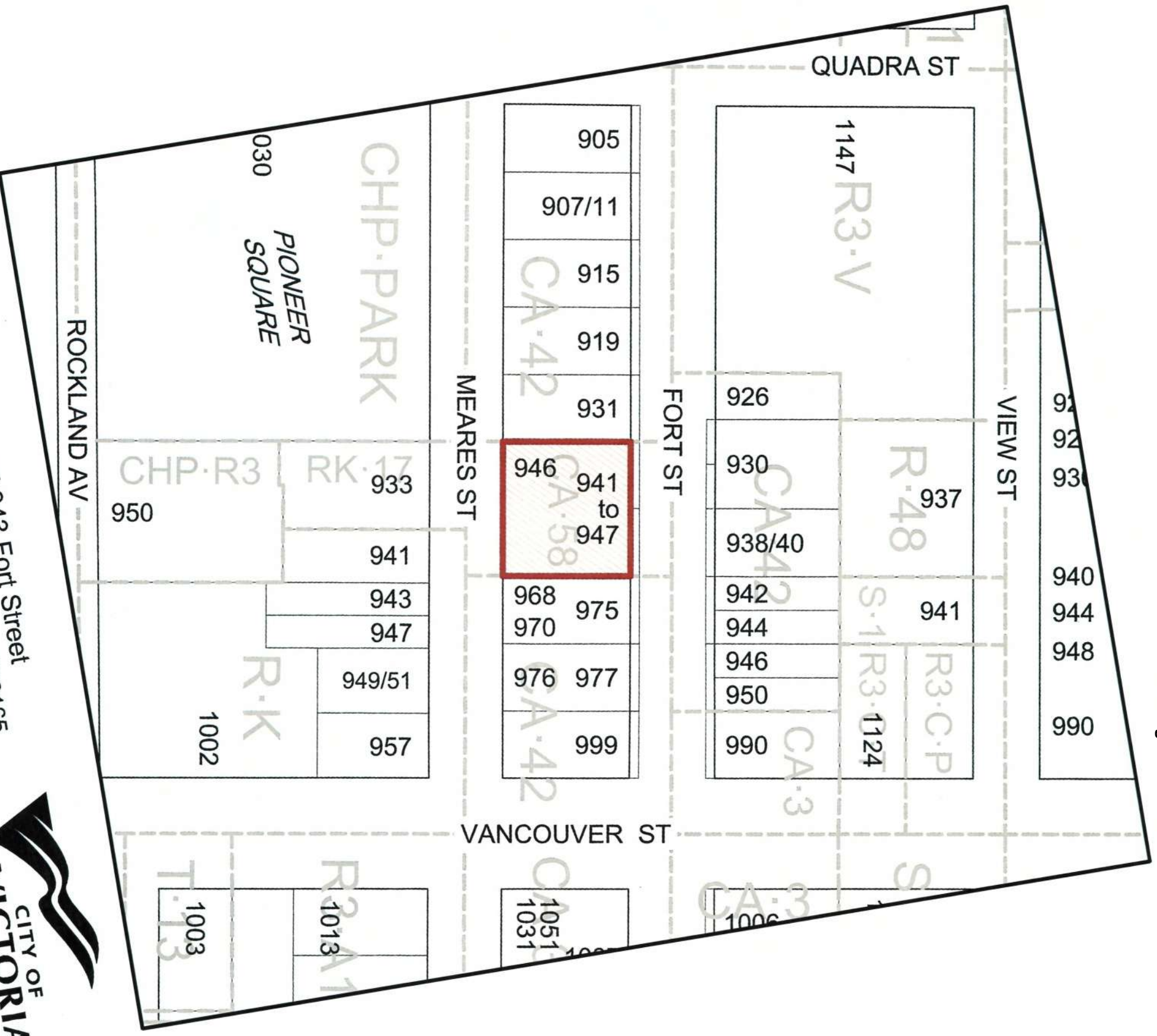
Report accepted and recommended by the City Manager:



Date: December 3, 2015

List of Attachments

- Zoning map
- Aerial photo
- Letter from applicant dated November 13, 2015
- Plans for Development Permit Application with Variances No. 000447, dated November 13, 2015



941 and 943 Fort Street
Development Variance Permit #00165





941 and 943 Fort Street
Development Variance Permit #00165



Friday, November 13, 2015

Mayor and Council
City of Victoria
#1 Centennial Square
Victoria BC



re : 941 & 943 Fort Street - DP Variance Application



de Hoog & Kierulf architects

Victoria

977 Fort Street V8V 3K3

T 250-658-3367

F 250-658-3397

Nanaimo

102-5190 Dublin Way V9T 2K8

T 250-585-5810

mail@dhk.ca

www.dhk.ca

Dear Mayor and Council ;

We are writing to explain the application for variance for the retail suites located at 941 and 943 Fort Street.

The Zoning by-law permits Retail and related uses on the ground floor but restricts Office use within 6 metres of the storefront facing Fort Street.

One of the main tenants in the office building above is the office of the Ombudsperson. This office has been charged by the Provincial Government to conduct a special investigation which requires the hiring of additional staff and the establishment of a separate and secure investigation office. Locating this office within the vacant premises at 941 and 943 Fort Street will utilize existing resources and infrastructure that already exists in the offices above.

This variance application is requesting a temporary relaxation of the restriction of Office use within the first 6 metres of the main floor space to allow this office to be established. The relaxation will be time-limited by means of a covenant limiting the relaxation to a three year term. Although it is not expected that the special investigation will take as long as that to be concluded it is difficult to predict the exact length of time it will take so the term has been set at three years to provide some flexibility in this regard.

A one stall variance is also being requested - the Office use requires 3 stalls and the existing retail space required 2. This will not create any issues as the existing parking lot is under-utilized and there is excess parking capacity available to be allocated to the Office users.

Finally, the proposal includes the application of privacy film to the storefront windows to prevent any breach of privacy. The film will consist of large-scale high resolution graphic images of the former Neon Products building that previously occupied the site and the Menzies Plumbing building that was located at 911 Fort Street, similar to the historic image 'wraps' that are used on utility boxes in the neighbourhood.

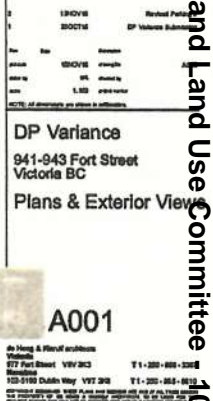
We trust that Council will recognize the importance of co-locating this special investigation unit within the Fort street space, the significance of the public service this office has been tasked to provide, and the time sensitive nature of this application to allow this important work to begin.

Sincerely Yours,

de Hoog & Kierulf architects

A handwritten signature in black ink, appearing to read "Charles Kierulf". The signature is written in a cursive, flowing style. Below the signature, the name "Charles Kierulf" is printed in a small, sans-serif font, followed by the titles "architect AIBC MRAIC" and "Principal" on separate lines.

Charles Kierulf architect AIBC MRAIC
Principal



Development Permit with Variances Application for 941 to 943 Fort Street



DPA 7B (HC) Corridors



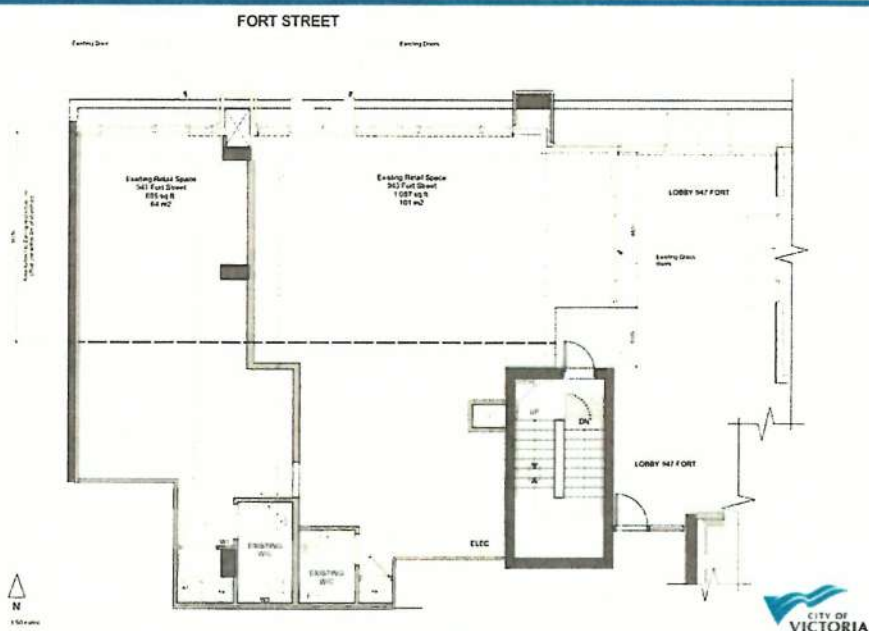
Existing Site

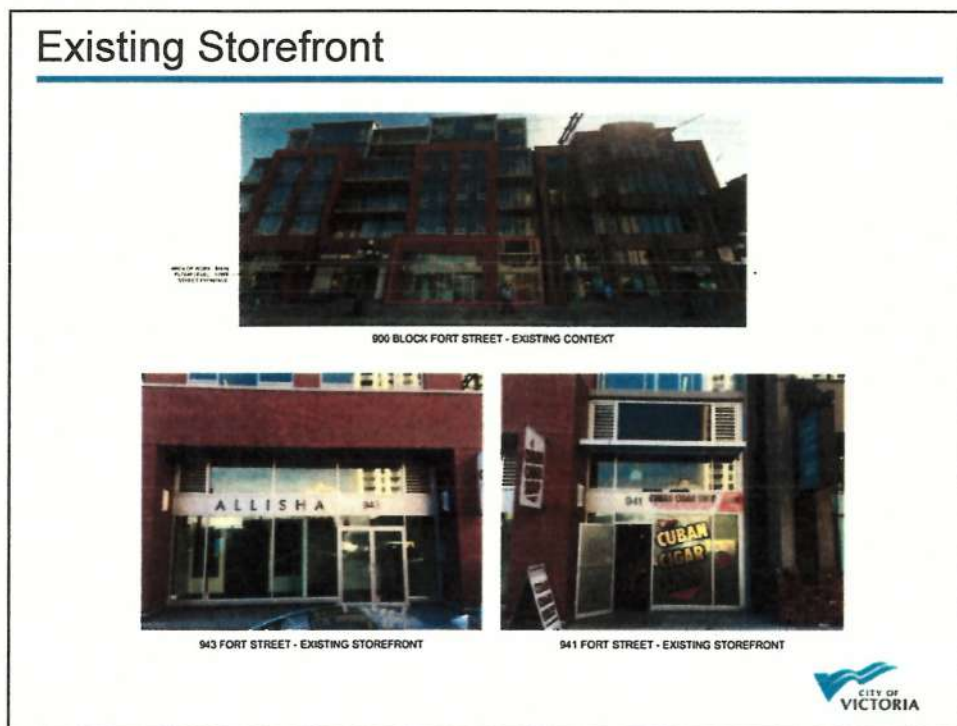
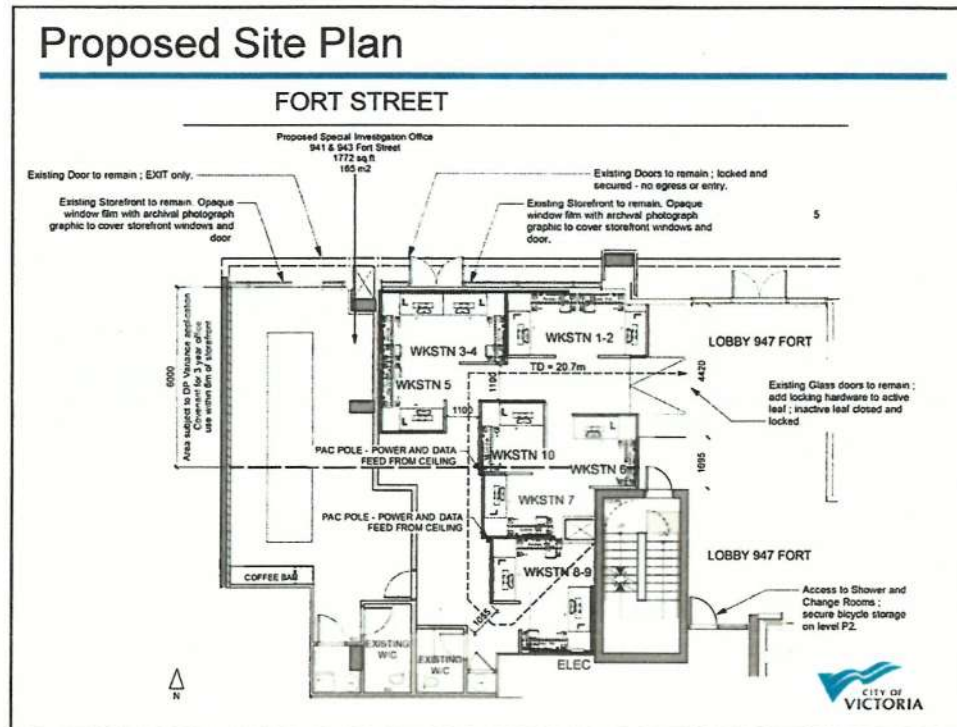


Neighbouring Properties



Existing Site Plan





Proposed Storefront



943 FORT STREET - PROPOSED STOREFRONT



941 FORT STREET - PROPOSED STOREFRONT



Development Permit with Variances Application for 941 to 943 Fort Street



DPA 7B (HC) Corridors



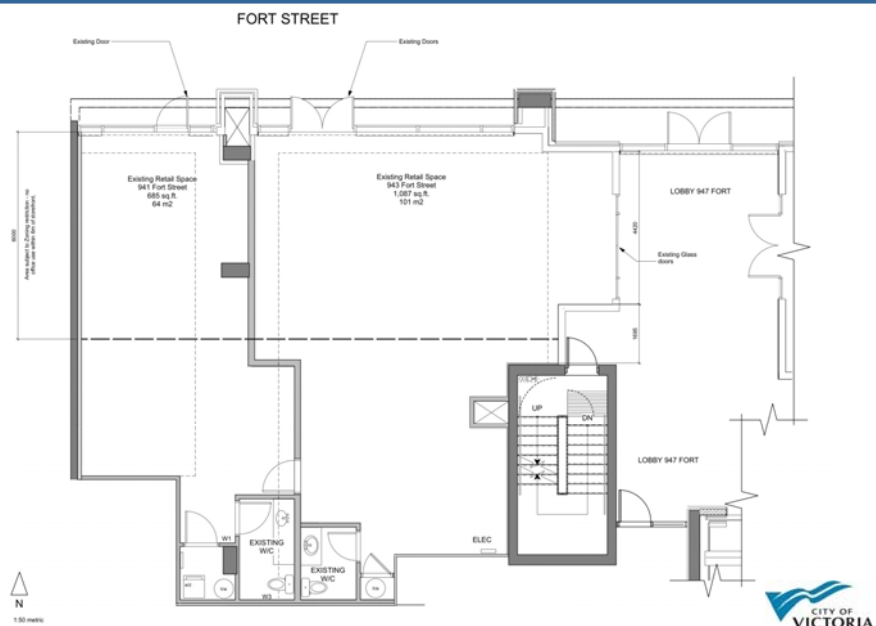
Existing Site



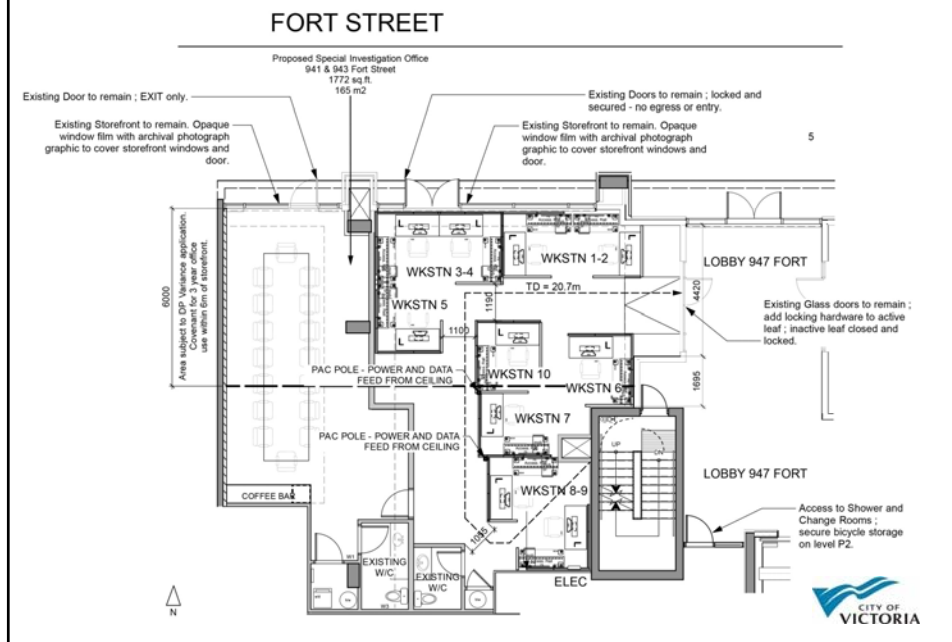
Neighbouring Properties



Existing Site Plan



Proposed Site Plan



Existing Storefront



900 BLOCK FORT STREET - EXISTING CONTEXT



943 FORT STREET - EXISTING STOREFRONT



941 FORT STREET - EXISTING STOREFRONT

Proposed Storefront





Planning and Land Use Committee Report

For the Meeting of December 10, 2015

To: Planning and Land Use Committee **Date:** November 26, 2015

From: Jonathan Tinney, Director, Sustainable Planning and Community Development

Subject: Development Permit No. 000439 for 1101 Fort Street

RECOMMENDATION

Staff recommend that Committee forward this report to Council and that Council consider the following motion:

"That Council authorize the issuance of Development Permit Application No. 000439 for 1101 Fort Street in accordance with:

1. Plans date stamped November 4, 2015.
2. Development meeting all *Zoning Regulation Bylaw* requirements.
3. That Council authorize City of Victoria staff to execute an Encroachment Agreement for a fee of \$750 plus \$25 per m² of exposed shored face during construction, in a form satisfactory to City staff.
4. Registration of the following:
 - a. Statutory Rights-of-Ways for the bus shelter on Fort Street and sidewalk on Meares Street to the satisfaction of City staff;
 - b. Section 219 Covenant for the public realm improvements associated with the landscape planters and pavers along Cook Street and Meares Street to the satisfaction of City staff.
5. Final plans to be generally in accordance with the plans identified above to the satisfaction of City staff.
6. The Development Permit lapsing two years from the date of this resolution."

LEGISLATIVE AUTHORITY

In accordance with Section 920(2) of the *Local Government Act*, Council may issue a Development Permit in accordance with the applicable guidelines specified in the Community Plan. A Development Permit may vary or supplement the *Zoning Regulation Bylaw* but may not vary the use or density of the land from that specified in the bylaw.

Pursuant to Section 920(8) of the *Local Government Act*, where the purpose of the designation is the revitalization of an area in which a commercial use is permitted, a Development Permit may include requirements respecting the character of the development, including landscaping, siting, form, exterior design and finish of buildings and other structures.

EXECUTIVE SUMMARY

The purpose of this report is to present Council with information, analysis and recommendations for a Development Permit Application for the property located at 1101 Fort Street. The proposal is to construct a mixed-use building comprising of ground-floor commercial and five storeys of residential above. There are no variances associated with this Application.

The following points were considered in assessing this Application:

- The proposed building is subject to regulation under Development Permit Area 7B (HC) Corridors and is generally consistent with the applicable Design Guidelines in the *Official Community Plan* (OCP) although not as it relates to the street wall height specified for this site in the Core Residential designation.
- The proposed design is consistent with a number of the guidelines in the *Advisory Design Guidelines for Buildings, Signs and Awnings* and the *Guidelines for Fences, Gates and Shutters*.

BACKGROUND

Description of Proposal

The proposal is to construct a six-storey, mixed-use building with ground-floor retail fronting Fort Street and Cook Street with residential uses above. Specific details include:

- private balconies for all residential units
- two live/work units located on the ground floor fronting Meares Street
- underground parking for 71 stalls (which is in excess of the minimum requirements under Schedule C of the *Zoning Regulation Bylaw*) accessed off Meares Street
- reconfigured boulevard along Meares Street to allow for short-term on-street parking for 10 vehicles
- bicycle storage for 84 bikes located at parking level two
- publicly accessible bicycle parking is available for 16 bicycles located on Cook Street
- a landscaped green space fronting Meares Street
- incorporation of an existing bus stop with new seating area towards the east of the property along Fort Street
- bicycle kitchen on Meares Street
- raised planters and boulevard planting as detailed in the landscape plan and the 3D visualisation package
- exterior building materials consisting of:
 - a mixture of white (floors two, three and six) and black (floors four and five) stacked bond brick
 - composite wood panels for balcony projections
 - combination of white and black framed vinyl windows
 - glass guardrails,

Sustainability Features

The applicant has not identified any sustainability features associated with this proposal.

Active Transportation Impacts

The Application supports active transportation with the inclusion of bicycle storage facilities in the parkade, publicly available bike racks along Cook Street and a bike repair station on Meares Street.

Public Realm Improvements

The proposal includes frontage improvements and landscaping features within the public Right-of-Way, which are discussed in more detail later in this report.

Existing Site Development and Development Potential

The site is presently occupied by single storey commercial units and surface parking.

Data Table

The following data table compares the proposal with the existing CA-72 Zone, Fort Street Commercial – Residential District. There are no variances associated with the Application.

Zoning Criteria	Proposal	Zone Standard CA-72
Site area (m ²) - minimum	1893.00	1890
Density (Floor Space Ratio) - maximum	3.9:1	3.9:1
Total floor area (m ²) - maximum	7350.00	7350.00
Height (m) - maximum	21.80	23.70
Storeys - maximum	6	N/A
Site coverage % - maximum	78	89
Open site space % - minimum	27	8
Setbacks (m) - minimum		
Front (Fort Street)	Nil	Nil
Rear (Meares Street)	Nil	Nil
Side (east)	Nil	Nil
Side (west, Cook Street)	Nil	Nil
Parking - minimum	70	55
Visitor parking (minimum) included in the overall count	5	5
Commercial parking (minimum) included in the overall count	4	4
Bicycle storage (Class 1) - minimum	84	84
Bicycle rack (Class 2) - minimum	16	9

Relevant History

A Rezoning Application and concurrent Development Permit Application for 88 residential units and ground-floor retail was approved by Council on February 13, 2014. This Development Permit will expire on February 13, 2016, although the development rights associated with the Rezoning Application remain in effect. The staff recommendation at the time was to decline the Application, based on the proposed density exceeding the maximum prescribed in the *Official Community Plan* (OCP), the lack of a third party land lift analysis for the increased density and the development not meeting the applicable guidelines as they relate to street wall height. Although the density is no longer a consideration for the current Development Permit Application, the street wall height is still applicable and further detail on how the current application meets these guidelines is provided in the analysis section below.

Community Consultation

The Application does not include variances; therefore, consistent with the Community Association Land Use Committee (CALUC) procedures related to development applications, it was not circulated to the Downtown Residents Association for comment.

ANALYSIS

Development Permit Area and Design Guidelines

The *Official Community Plan 2012* (OCP) identifies this property in Development Permit Area 7B (HC) Corridors. The objectives of this designation are to revitalize Fort Street and to strengthen commercial viability while improving the pedestrian experience at the street level. Achieving a cohesive design and enhanced appearance through high-quality architecture, landscape and urban design through sensitive and innovative interventions is also an important objective of this Development Permit Area (DPA).

The OCP designation for this site envisions street wall heights from three to five storeys. The applicant proposes a six-storey street wall (21.8m high) along Fort Street and Cook Street. One of the primary objectives of this DPA is to achieve cohesive and high-quality architecture and urban design that is responsive to its historic context. The corridor consists of predominantly lower-scale buildings with highly articulated retail frontages. Where taller buildings have been introduced, upper-storey setbacks have generally been provided in order to provide buildings that do not overwhelm the Right-of-Way and are respectful of the public realm.

The building is on the edge of multiple neighbourhood boundaries, particularly the Downtown Core Area (Harris Green). Although not directly applicable to the subject property, the area west of Cook Street is subject to the guidelines within the *Downtown Core Area Plan*, which recommend a maximum primary street wall height of 15m for Fort Street and 20m for Cook Street. In terms of the immediate context, the three-storey apartment building across Cook Street is Heritage-Designated so it could be anticipated that the existing scale of the street wall would remain as the neighbouring condition.

The proposed building façades are articulated horizontally by rotating the floor plates at the fourth and sixth floor levels, which the applicant cites as being a creative and unique response to the design guideline recommendations to vary the setback of the street façades, in lieu of the traditional stepping back of upper storeys. Staff concur with this rationale and are also supportive of the change in materials at each of the floorplate shifts, which also helps to visually break down the perceived massing of the building. The use of darker brick at the fourth and fifth

storeys provides a visual connection to the adjacent Zen building at 1121 Fort Street, with a lighter colour being used to reduce the perceived massing on the sixth storey. In addition, the increased setbacks, commercial ground-floor modulation with high-quality architectural finishes, splayed corners and weather-protective canopy at the ground level help to enliven the pedestrian experience.

The issue of street wall heights was noted as an issue by staff in the previous Development Permit Application approved in February 2014. The previous proposal included brick cladding and aluminum windows that extended vertically up to the sixth storey, which accentuated the perceived height of the building as there was no change in materials for the upper storey. The current Application provides a successful design solution for mitigating the perceived impact of the sixth storey through horizontal elements and architectural features as described previously. All these architectural elements combined help support the rationale for the deviation in the Design Guidelines.

Advisory Design Guidelines for Buildings Signs and Awnings (1981)

These Guidelines state that an acceptable application will include consideration of an attractive streetscape and that the architecture and landscaping of the immediate area be identified and acknowledged. In evaluating a design, particular emphasis will be placed on the solution to these general aspects: comprehensive design approach, relevancy of expression, context, pedestrian access, massing, scale, roofline, detailing, street relationship, vistas, landscaping plan, colours and textures. The Application is consistent with these Guidelines.

Guidelines for Fences, Gates and Shutters (2010)

The objective of these Guidelines is to ensure that where fences, gates and shutters are required, they are designed well and complement their surroundings. The Application is consistent with these Guidelines.

Advisory Design Panel Review

The Application was referred to the Advisory Design Panel (ADP) at a meeting on October 28, 2015, and the applicant's detailed response to staff comments and the Panel recommendations (dated November 3, 2015) are attached to this report. The key refinements to the proposal are summarized below.

With regard to the impacts on the neighbouring Zen building to the east, the applicant has included additional detail on the east elevation to demonstrate the condition at the zero lot line. Additional plans have also been included in the 3D render package, which show the relationship between the proposed building and the adjacent light wells along with the overall shadowing effects. The applicant has responded to staff concerns with the east elevation that protrudes above the Zen building by expanding the black brick banding along this edge to provide greater visual interest when viewed along Fort Street. The ADP did not provide any comment on the transition to the adjacent building or the height of the street walls along Cook Street and Fort Street.

A design rationale has been submitted to illustrate the evolution of the building massing and how the proposal fits with the neighbouring context. Illustrations have been included to demonstrate the differences between the "previous proposal" approved by Council on February 13, 2014, and the current proposal before the Committee.

The applicant has responded to staff and ADP comments related to the blank east elevation that overlooks the green space by including a window and door on the south west corner of the building. Additional comments were raised by the ADP in relation to improving the activity in the greenspace and the applicant has responded by increasing the size of the private amenity space for the live-work units.

Staff commented on the functionality and convenience of the bike storage room, currently proposed in the lower parking level two of the building. No comment was made by the ADP in relation to this issue. The applicant has not revised this aspect of the proposal and has indicated in the supporting letter that this may be reviewed at a later date based on market demand. Other revisions to the proposal are detailed in the applicant's letter.

Public Realm Improvements

The Application proposes frontage improvements immediately adjacent to the property using a combination of concrete unit pavers and cast in place concrete. The type of pavers used will be to City standards and to the satisfaction of City staff. In addition, the applicant is proposing to include planting and seating within the boulevard. This includes replacement of the street trees along Cook Street and Meares Street and provision of two additional trees along Fort Street. The existing Chestnut tree at the corner of Cook Street and Meares Street is proposed to be maintained. This construction would be at the applicant's expense and would be secured through a Section 219 Covenant. The applicant is amenable to entering into this agreement.

Statutory Right-of-Way

To secure a space for waiting transit patrons, a Statutory Right-of-Way (SRW) is required on the Fort Street frontage for the length of the property where the public will have access. The SRW was registered at the time of the previous Rezoning Application, although staff require confirmation that the alignment is still applicable to the current proposal. This SRW is to accommodate waiting bus passengers and other pedestrians.

A sidewalk currently exists along Meares Street. The applicant is proposing to reconfigure the boulevard and include 10 on-street paid parking stalls. This will result in the sidewalk being rerouted onto private property. A SRW is required to secure public access over private property for the realigned sidewalk.

Sewage Attenuation

As part of the original Rezoning Application, a Section 219 Covenant for sewage attenuation was registered to address infrastructure improvements to support the increase in density at the time. A report from a qualified engineer has since been submitted and confirms that sewage attenuation is required on the property. A location has been identified on parking level two and is shown on the attached plans.

Resource Impacts

Resource impacts are associated with this proposal, although it is not envisaged additional staffing will be required. The pavers and landscaping elements proposed on the frontage will have higher maintenance costs than the typical City standards. Staff recommend for Council's consideration that the proposed pavers, seating and planting are supported since this would provide for a more high quality public realm.

The Applicant proposes to construct shrub plantings within the City-owned Right-of-Way. Once the project is complete (anticipated to be in 2018), the maintenance of these shrub areas will rest with the Department of Parks, Recreation and Facilities. The pavers, seating and bike repair station will be the responsibility of the Department of Engineering and Public Works. It is estimated that the annual maintenance of these public realm features will cost approximately \$9,500. This estimate is based on 2015 rates. The breakdown is as follows:

- shrub plantings: \$4,800
- trees: \$600
- irrigation infrastructure: \$780 (water meter fees and spring/winter maintenance)
- pavers: \$250
- benches: \$500
- bike repair station: \$1000
- dog station: \$1000
- bike racks: \$500
- angled parking area wheel stops: \$250.

CONCLUSIONS

The applicant has presented an innovative response to the immediate context. Although there are inconsistencies between the proposed street wall height and the guidelines, overall staff are satisfied with the unique design response. The Application has been reviewed by the ADP and minimal comments were made on the proposal. The applicant has responded to the majority of staff and the Advisory Design Panel suggestions, which has resulted in an overall improved proposal and staff, therefore, recommend for Council's consideration that the Application is approved.

ALTERNATE MOTION

That Council decline Development Permit Application No. 000439 for the property located at 1101 Fort Street.

Respectfully submitted,

C.R. Wain

am

Charlotte Wain
Senior Planner – Urban Design
Development Services Division

[Signature]

Jonathan Tinney, Director
Sustainable Planning and Community
Development Department

Report accepted and recommended by the City Manager:

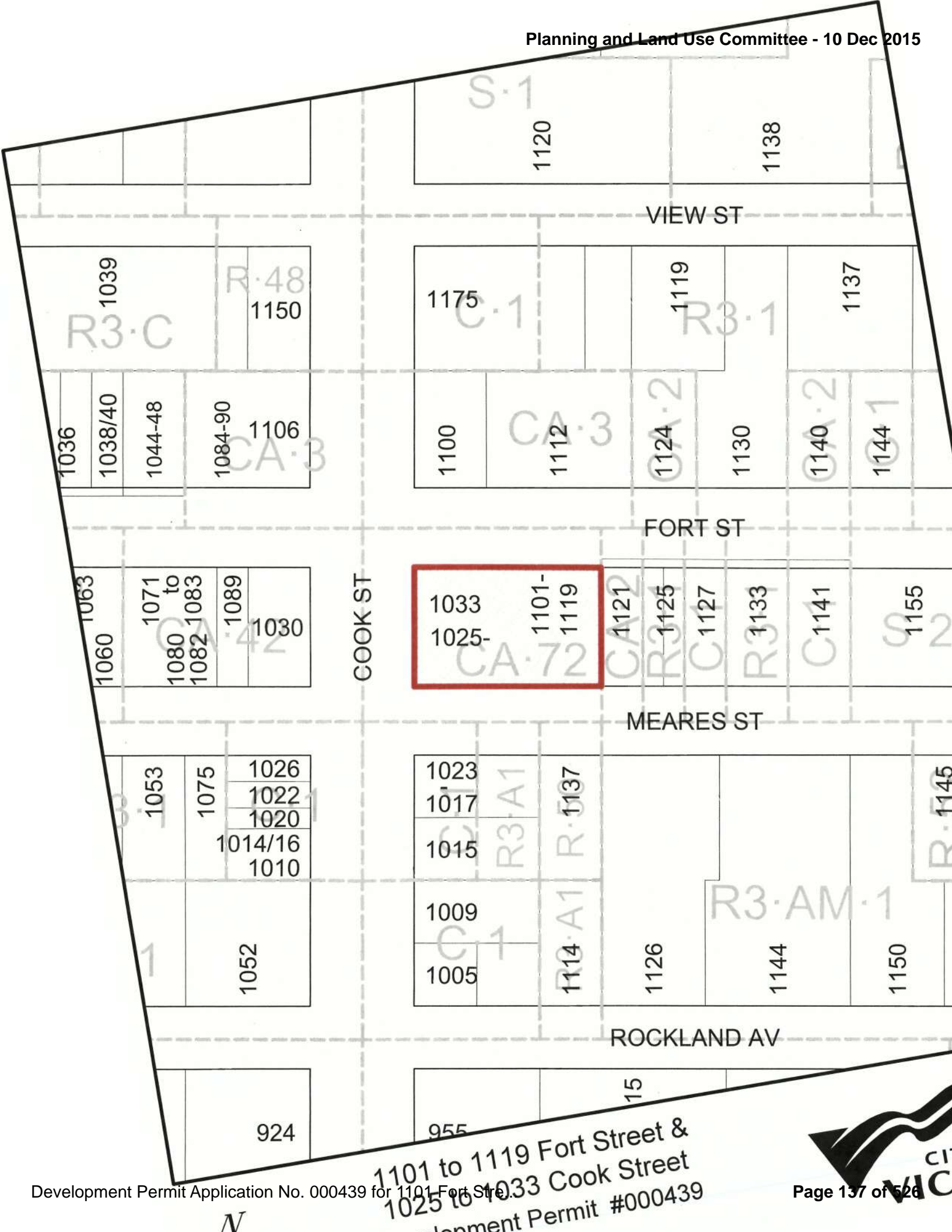
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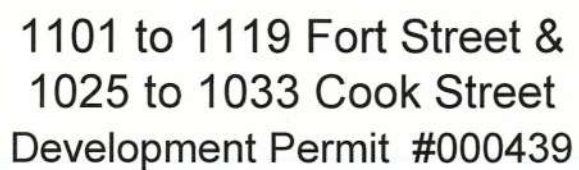
Date:

December 2, 2015

List of Attachments

- Zoning map
- Aerial photo
- Letter from applicant, date stamped October 21, 2015
- ADP report, dated October 22, 2015
- Draft ADP minutes from the meeting of October 28, 2015
- Letter from applicant detailing the response to ADP comments, dated November 3, 2015
- Traffic Study, dated November 12, 2014
- Plans for Development Permit Application No. 000439 dated November 3, 2015
- Design rationale and 3D render package dated November 3, 2015.





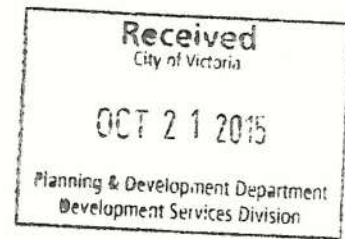
CITY OF
VICTORIA

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CASCADIA ARCHITECTS

09 September 2015

City of Victoria
No.1 Centennial Square
Victoria BC
V8W 1P6



Attn.: Mayor & Council

Re: 1101 Fort Street Development Permit Application

We are pleased to submit this Development Permit application for 1101 Fort Street on behalf of Abstract Developments Inc. The current development permit for a 6 storey mixed-use building with FSR 3.9:1 as permitted under the CA-72 Zoning was granted in 2014 after a 2 year review and approval process.

This new DP application conforms to all the CA-72 requirements with regards to uses, FSR, setbacks, and parking provisions, but adjusts the unit mix, massing, and exterior design to respond to market and building code changes that have occurred since the project was initiated in 2012. The fundamental benefits of the proposal remain or are improved as follows:

Neighbourhood

Use of the site remains as originally proposed, with 5 levels of residential condominiums above ground floor commercial uses. The number of residential units has been reduced from 88 to 81, with the balance shifted from a majority of smaller studio and 1 bedroom units, towards a balanced range of studio, 1 bedroom & 1 bedroom + den, and 2 bedroom & 2 bedroom + den. This residential component represents the primary benefit of the proposal, bringing a new population to the upper end of Fort Street. These residents will use the surrounding streets as circulation routes to and from work and entertainment opportunities downtown. Their presence and activity in this car-optional location will boost the local businesses and help to solidify this area as a vital component of a healthy and sustainable downtown for Victoria.

The building massing is altered but continues to respond to each frontage (Fort / Cook / Meares) as appropriate to the individual character of the different streets.

Design & Development Permit Guidelines

The revised massing of the building continues to respond to the specific characteristics of the site and context as well as the development area guidelines:

- Density, height and setbacks conform to the zoning and no variances are required for the proposal.
- The 6 storey massing at Fort and Cook Streets is maintained as per the previous design, to respond to the 6 Storey, 5.5:1 FSR massing that is anticipated on the west



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A Corporate Partnership

Principals

GREGORY DAMANT
Architect AIBC, LEED AP

PETER JOHANNKNECHT
Architect AIBC, LEED AP
Interior Architect AKNV Germany

side of Cook Street by the Downtown Area Plan (DAP). This balance of size, density and use defines the public spaces at a scale that is appropriate to the Right-of-Way widths of both Fort and Cook Streets. This massing also creates a street wall along Fort Street and Cook Street in accordance with the design guidelines.

- The architectural expression is contemporary but takes its cues from the historic massing and materiality of the nearby residential buildings on Fort and Cook Streets, with an over-height, glazed commercial ground floor distinguished from the residential uses above by a change to brick cladding above a continuous entablature / canopy at the second floor. Beneath the canopy the ground floor is set back on the Cook and Fort Street frontages to create a generous and sheltered pedestrian zone with strong visual connection between the public space and the animation of the ground floor interiors.
- Above the canopy the facades are articulated horizontally by the simple device of rotating the floor plates at the 4th and 6th floor levels. This is done to respond in a creative and unique way to the design guideline recommendations to vary the setback of the street facades along their length and step back from the street as the building rises. In this case, the horizontal rotations serve to step the upper floors of the building back at the east end of the site on Fort, deferring to the Zen and residential scale of the buildings further up Fort, while maintaining a sense of height and drama at the Fort and Cook intersection and creating a unique visual landmark that acknowledges this gateway point between the neighbourhoods of Downtown and Fairfield.
- Additionally, the massing has now been pulled away from Meares Street at the SE corner, in order to respond to the stepped down, residential scale of Meares Street and to provide more daylight to the rooftop deck of the adjacent Zen building – an issue that was noted during Council and neighbourhood review of the previous scheme.
- The two ground level Live / Work units on Meares Street have been maintained from the previous design as a use appropriate to the character of the street, and have been improved by reconfiguration of the short-term commercial parking, which has been moved from the site to the street right-of-way. In place of the previous 9 stall parking area a landscaped green space now fronts Meares Street, enhancing the public pedestrian experience along the site.
- Vehicle and service access to the site from Meares is improved by addition of a designated loading bay for garbage and deliveries,

Transportation & Infrastructure

- The project is well situated and fully serviced by City of Victoria infrastructure. Schools, parks and recreation facilities are all located within walking distance of the site. In addition, the nearby work and shopping opportunities available downtown make this site suitable for an increased population density.
- This population will be well serviced with regard to transportation options, including immediate proximity to major Transit routes on both Fort and Cook Streets as well as vehicle and bicycle parking and storage provisions.
- The proposal provides for 16 bicycle and 10 vehicle off-site convenience parking spaces as well as 84 secure Class A bicycle lockers (in excess of the 81 required) and 70 vehicle parking stalls underground (in excess of the 55 required). Further amenities related to transportation are described in the Project Amenities.

CASCADIA ARCHITECTS

Project Amenities

In addition to the improved pedestrian treatment along Meares Street the project maintains previous and adds new amenities within the design:

- Fort Street Bus Stop – The covered bus stop that was added during the consultation process of the rezoning has been included under the canopy along Fort Street in the new design as a public amenity.
- Bicycle kitchen on Meares Street bike route –The project proposes to locate a public 'bike kitchen' at the corner of Meares and Cook Streets. The immediate proximity to the likely café or restaurant space in the building's ground floor, and within one block of two local bike shops, make this an ideal location for this kind of amenity.
- Building Amenity Space & Public Art - Typically building amenity space is provided in the least sellable area, or on the roof where it provides benefit only to the building residents. This proposal includes a two-storey high common amenity space at the second floor corner of Cook and Meares, taking full advantage of the exposure and proximity to the commercial uses below and across the street. This space will include hanging landscaping elements and an environmentally interactive lighting design that will contribute an art amenity to the public realm, animate the façade, and hopefully integrate the life of the building with that of the larger community in a way that strengthens the ambiance and activity of the distinctive small commercial center that exists at the four corners of that intersection.

In preparing this design and development permit application package the team has carefully reviewed the City's comments and input related to the previous design, as well as the relevant OCP objectives and DP Area Design Guidelines. The design maintains the urban fit that is appropriate to the site and proposes a bold and distinctive architecture that will create a landmark gesture at this important location. It will invigorate this end of Fort Street and hopefully strengthen the emerging character of this neighbourhood as a contemporary arts and design center. We look forward to presenting the project to Council. If you have any questions or require further clarification of any part of this application please do not hesitate to contact our office.

Sincerely,

CASCADIA ARCHITECTS INC.



Peter Johannknecht, Architect AIBC, LEED AP
Principal



Gregory Damant, Architect AIBC LEED AP
Principal

CASCADIA ARCHITECTS



Advisory Design Panel Report

For the Meeting of October 28, 2015

To: Advisory Design Panel **Date:** October 22, 2015
From: Charlotte Wain, Senior Planner – Urban Design
Subject: Development Permit No. 000439 for 1101 Fort Street

RECOMMENDATION

Recommend to Council that Development Permit Application No. 000439 for 1101 Fort Street be approved with changes recommended by the Advisory Design Panel (ADP).

EXECUTIVE SUMMARY

The Advisory Design Panel (ADP) is requested to review a Development Permit Application for 1101 Fort Street and provide advice to Council.

The purpose of this report is to present the ADP with information, analysis and recommendations regarding a Development Permit Application for the property located at 1101 Fort Street. The proposal is to construct a six-storey, mixed-use building containing 81 residential units and three ground-floor commercial units. There are no variances associated with this Application.

The following policy documents were considered in assessing this Application:

- *Official Community Plan (OCP, 2012)*
- *Suburban Neighbourhoods Plan: Excerpts Relating to Fairfield (1984)*
- *Guidelines for Fences, Gates and Shutters (2010)*
- *Advisory Design Guidelines for Buildings, Signs and Awnings (2006)*

COUNCIL DIRECTION

The application has not yet been presented to Planning and Land Use Committee (PLUC). As there are no variances associated with the application, the key issue is the consistency with the relevant guidelines.

Staff have identified a number of issues with the application that require revisions. These are technical in nature and do not significantly affect the proposed design. It is the applicant's intent to address both staff and ADP comments prior to the application progressing to PLUC.



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For the Meeting of October 28, 2015

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Staff have identified a number of issues with the application that require revisions. These are technical in nature and do not significantly affect the proposed design. It is the applicant's intent to address both staff and ADP comments prior to the application progressing to PLUC.

BACKGROUND**Project Details**

Applicant: Greg Demant (on behalf of Abstract Properties)
Cascadia Architects Inc.

Architect: Greg Demant
Cascadia Architects Inc.

Development Permit Area: Development Permit Area 7B (HC) Corridors Heritage

Heritage Status: N/A

The following data table compares the proposal with the existing CA-72 Zone, Fort Street Commercial – Residential District.

Zoning Criteria	Proposal	Zone Standard CA-72
Site area (m ²) - minimum	1893.30	1890.00
Total floor area (m ²) – maximum	7350.00	7350.00
Density (Floor Space Ratio) - maximum	3.9:1	3.9:1
Height (m) - maximum	21.82	23.7
Storeys - maximum	6	N/A
Site coverage % - maximum	78	89
Open site space % - minimum	27	8
Setbacks (m) – minimum		
North	Nil	Nil
South	Nil	Nil
East	Nil	Nil
West	Nil	Nil
Parking - minimum	70	55
Visitor parking (minimum) included in the overall units	5	5
Bicycle storage (Class 1) – minimum	84	84
Bicycle rack (Class 2) – minimum	16	9

Relevant History

A previous Development Permit for 88 residential units and ground-floor retail was approved by Council on February 13, 2014. The previously approved Development Permit expires on February 13, 2016 and is unrelated to the application before the Panel.

Description of Proposal

The Application is to construct a six-storey, mixed-use building with ground-floor retail fronting Fort Street and Cook Street and residential uses above.

The proposal includes the following components:

- a total of 81 residential units
- private balconies for all residential units
- two live/work units located on the ground floor fronting Meares Street
- three commercial retail units on the ground floor
- underground parking for 70 stalls (which is in excess of the minimum requirements under Schedule C of the *Zoning Regulation Bylaw*), accessed via a ramp off Meares Street
- reconfigured boulevard along Meares Street to allow for short-term on-street parking for 10 vehicles
- bicycle storage for 84 bikes located at parking level 2
- publicly accessible bicycle parking is available for 16 bicycles located on Cook Street and Fort Street
- a landscaped green space fronting Meares Street
- incorporation of an existing bus stop with new seating area towards the east of the property along Fort Street
- bicycle kitchen on Meares Street
- raised planters and boulevard planting as detailed in the landscape plan and the 3D visualisation package.

Exterior building materials include:

- mixture of white (floors two, three and six) and black (floors four and five) stacked bond brick
- tongue and groove wood panelling for the ground floor and wall treatment for the recessed balconies
- composite wood panels for balcony projections
- architectural board form concrete with planting and vertical cable system on the ground floor east elevation, fronting the landscaped green space
- combination of white and black framed vinyl windows
- glass guardrails
- exterior aluminum blinds.

Sustainability Features

The applicant has not indicated any sustainability features at this stage.

Consistency with Design Guidelines

The *Official Community Plan 2012* (OCP) identifies this property in Development Permit Area 7B (HC) Corridors. The objectives of this designation are to revitalize Fort Street and to strengthen commercial viability while improving the pedestrian experience at the street level. Achieving a cohesive design and enhanced appearance through high-quality architecture, landscape and urban design through sensitive and innovative interventions is also an important objective of this DPA. Design guidelines that apply to Development Permit Area 7B (HC) are the *Official Community Plan (OCP, 2012)*, *Suburban Neighbourhoods Plan: Excerpts Relating to Fairfield (1984)*, *Guidelines for Fences, Gates and Shutters (2010)* and *Advisory Design Guidelines for Buildings, Signs and Awnings (2006)*

ISSUES

The issues associated with this project are:

- the potential impact on the adjacent Zen building
- the height of the six storey street wall along Cook and Fort Street
- the blank east elevation as viewed from Meares Street
- location of bike racks

ANALYSIS

Impacts on Adjacent Zen Building

Staff originally raised concerns with the potential impact on the adjacent Zen building at 1121 Fort Street, including the height transition from the adjacent existing four storey building to the proposed six storeys. The applicant has responded by stepping back a portion of the unit fronting Fort Street at the sixth storey and including a deck on the north east part of the building. The provision of this building separation does provide some "breathing room" between the proposed development and the Zen building, but does not address the difference in height. In addition, staff requested further details on the potential impact to the light wells of the adjacent building, although it should be noted that these light wells do not affect habitable space of the adjacent units, only circulation space leading to the unit entrances. Staff welcome ADP's comments on the potential impacts on the adjacent Zen building including any design interventions that could help improve this relationship.

Street Wall Height

The OCP designation for this site envisions street wall heights from three to five storeys. The applicant proposes a six-storey street wall at the corner of Fort Street and Cook Street. One of the primary objectives of this Development Permit Area (DPA) is to achieve cohesive and high quality architecture and urban design that is responsive to its historic context. The corridor consists of predominantly lower-scale buildings with highly articulated retail frontages. Where taller buildings have been introduced, upper-storey setbacks have generally been provided in

order to provide buildings that do not overwhelm the Right-Of-Way and are respectful of the public realm.

The Guidelines state that particular attention should be given to the context in which the proposed building is being introduced. The building is on the edge of multiple neighbourhood boundaries, particularly the Downtown Core Area (Harris Green). This area is subject to guidelines within the *Downtown Core Area Plan*, which recommend a maximum primary street wall height of 15 m for Fort Street and 20 m for Cook Street. In terms of the immediate context, the three-storey apartment building across Cook Street is Heritage-Designated so it could be anticipated that the existing scale of the street wall would be remain as the neighbouring condition.

The applicant's rationale for the proposed building form includes reference to some of the existing residential buildings in the immediate context along Fort and Cook Street. The facades are articulated horizontally by rotating the floor plates at the 4th and 6th floor levels, which the applicant cites as being a creative and unique response to the design guideline recommendations to vary the setback of the street facades, in lieu of the traditional stepping back of upper storeys. Staff concur with this rationale and are also supportive of the change in materials at each of the floorplate shifts, which also helps to visually break down the perceived massing of the building. In addition, the increased setbacks, commercial ground floor modulation with high quality architectural finishes, splayed corners and weather-protective canopy at the ground level help to enliven the pedestrian experience. All these architectural elements combined help support the rationale for the deviation in the design guidelines, and ADP is invited to comment on this aspect of the design.

Blank East Elevation

A small portion of the building includes a blank wall consisting of architectural concrete on the east elevation facing the green landscaped area. Vertical cables and planting help to soften this façade, although there may be opportunity for high-level horizontal transom windows to provide more visual interest along Meares Street. ADP is invited to comment on this element of the building design.

Location of the Bicycle Storage

Staff have expressed concern to the applicant on the current location of the secure bicycle storage on the second parkade level. It is strongly recommended the required bicycle parking be relocated to the upper parking level close to the parkade entrance to ensure a more convenient location for cyclists in compliance with the recommended guidelines in the Bicycle Parking Strategy.

OPTIONS

1. Recommend to Council that Development Permit Application No. 000439 be approved as presented.
2. Recommend to Council that Development Permit Application No. 000439 be approved with changes recommended by the Advisory Design Panel.

3. Recommend to Council that Development Permit Application No. 000439 does not sufficiently meet the applicable design guidelines and polices and should be declined.

CONCLUSION

The applicant has presented an innovative response to the immediate context. Although there are inconsistencies between the proposed street wall height and the guidelines, overall staff are satisfied with the unique design response. The application can benefit from a review by ADP in relation to the issues outlined in this report.

ATTACHMENTS

- Aerial Map
- Zoning Map
- Applicants letter dated October 21, 2015
- Plans date stamped October 21, 2015.

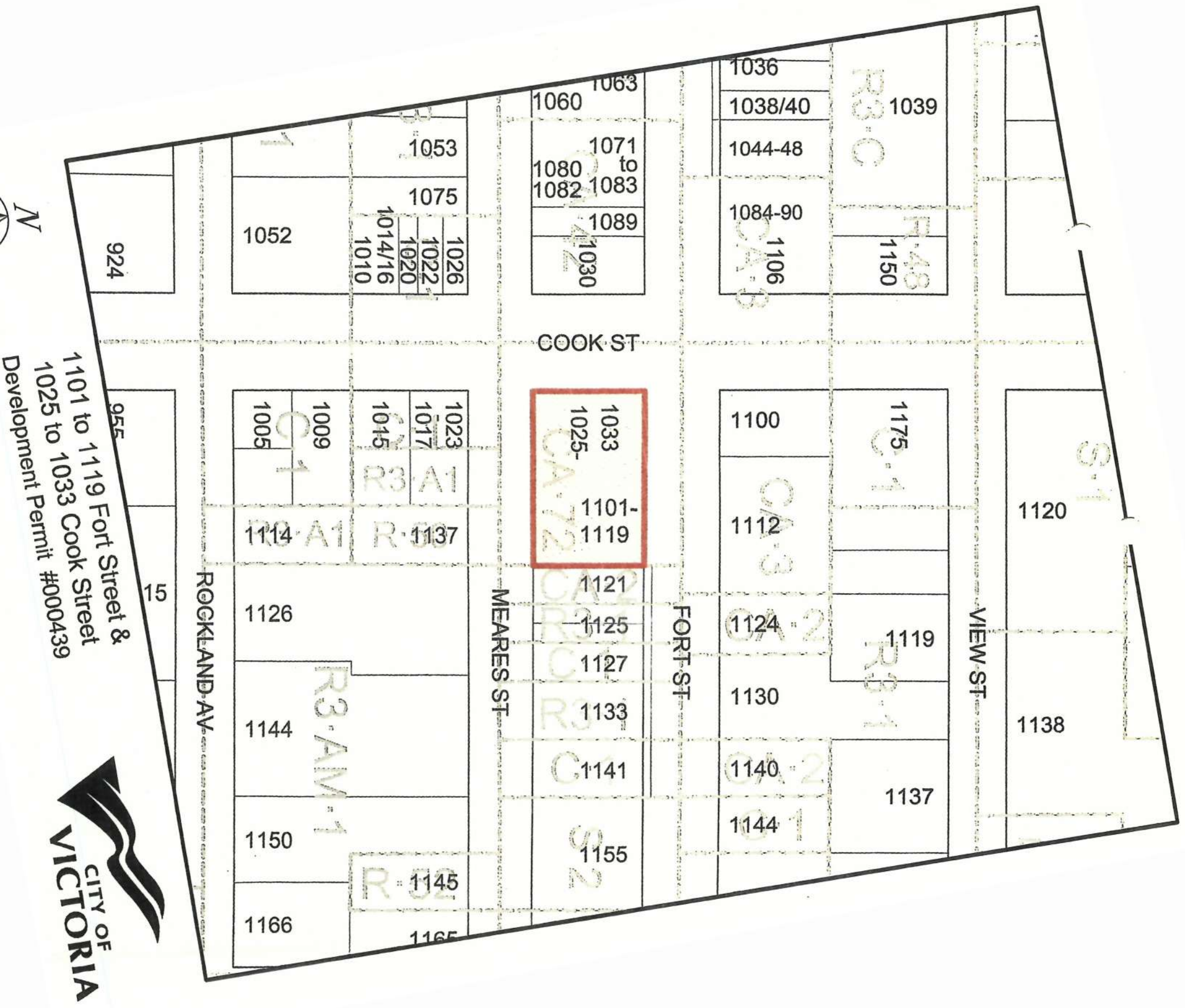
cc: Applicant

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CITY OF
VICTORIA

CITY OF VICTORIA
Page 149 of 51



CASCADIA ARCHITECTS

09 September 2015

Updated 19 October 2015

City of Victoria
No.1 Centennial Square
Victoria BC
V8W 1P6



Attn.: Mayor & Council

Re: 1101 Fort Street Development Permit Application

We are pleased to submit this Development Permit application for 1101 Fort Street on behalf of Abstract Developments Inc. The current development permit for a 6 storey mixed-use building with FSR 3.9:1 as permitted under the CA-72 Zoning was granted in 2014 after a 2 year review and approval process.

This new DP application conforms to all the CA-72 requirements with regards to uses, FSR, setbacks, and parking provisions, but adjusts the unit mix, massing, and exterior design to respond to market and building code changes that have occurred since the project was initiated in 2012. The fundamental benefits of the proposal remain or are improved as follows:

Neighbourhood

Use of the site remains as originally proposed, with 5 levels of residential condominiums above ground floor commercial uses. The number of residential units has been reduced from 88 to 81, with the balance shifted from a majority of smaller studio and 1 bedroom units, towards a balanced range of studio, 1 bedroom & 1 bedroom + den, and 2 bedroom & 2 bedroom + den. This residential component represents the primary benefit of the proposal, bringing a new population to the upper end of Fort Street. These residents will use the surrounding streets as circulation routes to and from work and entertainment opportunities downtown. Their presence and activity in this car-optional location will boost the local businesses and help to solidify this area as a vital component of a healthy and sustainable downtown for Victoria.

The building massing is altered but continues to respond to each frontage (Fort / Cook / Meares) as appropriate to the individual character of the different streets.

Design & Development Permit Guidelines

The revised massing of the building continues to respond to the specific characteristics of the site and context as well as the development area guidelines:

- Density, height and setbacks conform to the zoning and no variances are required for the proposal.
- The 6 storey massing at Fort and Cook Streets is maintained as per the previous design, to respond to the 6 Storey, 5.5:1 FSR massing that is anticipated on the west



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A Corporate Partnership

Principals

GREGORY DAMANT
Architect AIBC, LEED AP

PETER JOHANNKNECHT
Architect AIBC, LEED AP
Interior Architect AKNW Germany

side of Cook Street by the Downtown Area Plan (DAP). This balance of size, density and use defines the public spaces at a scale that is appropriate to the Right-of-Way widths of both Fort and Cook Streets. This massing also creates a street wall along Fort Street and Cook Street in accordance with the design guidelines.

- The architectural expression is contemporary but takes its cues from the historic massing and materiality of the nearby residential buildings on Fort and Cook Streets, with an over-height, glazed commercial ground floor distinguished from the residential uses above by a change to brick cladding above a continuous entablature / canopy at the second floor. Beneath the canopy the ground floor is set back on the Cook and Fort Street frontages to create a generous and sheltered pedestrian zone with strong visual connection between the public space and the animation of the ground floor interiors.
- Above the canopy the facades are articulated horizontally by the simple device of rotating the floor plates at the 4th and 6th floor levels. This is done to respond in a creative and unique way to the design guideline recommendations to vary the setback of the street facades along their length and step back from the street as the building rises. In this case, the horizontal rotations serve to step the upper floors of the building back at the east end of the site on Fort, deferring to the Zen and residential scale of the buildings further up Fort, while maintaining a sense of height and drama at the Fort and Cook intersection and creating a unique visual landmark that acknowledges this gateway point between the neighbourhoods of Downtown and Fairfield.
- Additionally, the massing has now been pulled away from Meares Street at the SE corner, in order to respond to the stepped down, residential scale of Meares Street and to provide more daylight to the rooftop deck of the adjacent Zen building – an issue that was noted during Council and neighbourhood review of the previous scheme.
- The two ground level Live / Work units on Meares Street have been maintained from the previous design as a use appropriate to the character of the street, and have been improved by reconfiguration of the short-term commercial parking, which has been moved from the site to the street right-of-way. In place of the previous 9 stall parking area a landscaped green space now fronts Meares Street, enhancing the public pedestrian experience along the site.
- Vehicle and service access to the site from Meares is improved by addition of a designated loading bay for garbage and deliveries,

Transportation & Infrastructure

- The project is well situated and fully serviced by City of Victoria infrastructure. Schools, parks and recreation facilities are all located within walking distance of the site. In addition, the nearby work and shopping opportunities available downtown make this site suitable for an increased population density.
- This population will be well serviced with regard to transportation options, including immediate proximity to major Transit routes on both Fort and Cook Streets as well as vehicle and bicycle parking and storage provisions.
- The proposal provides for 16 bicycle and 10 vehicle off-site convenience parking spaces as well as 84 secure Class A bicycle lockers (in excess of the 81 required) and 70 vehicle parking stalls underground (in excess of the 55 required). Further amenities related to transportation are described in the Project Amenities.

Project Amenities

In addition to the improved pedestrian treatment along Meares Street the project maintains previous and adds new amenities within the design:

- Fort Street Bus Stop – The covered bus stop that was added during the consultation process of the rezoning has been included under the canopy along Fort Street in the new design as a public amenity.
- Bicycle kitchen on Meares Street bike route –The project proposes to locate a public 'bike kitchen' at the corner of Meares and Cook Streets. The immediate proximity to the likely café or restaurant space in the building's ground floor, and within one block of two local bike shops, make this an ideal location for this kind of amenity.
- Building Amenity Space & Public Art - Typically building amenity space is provided in the least sellable area, or on the roof where it provides benefit only to the building residents. This proposal includes a two-storey high common amenity space at the second floor corner of Cook and Meares, taking full advantage of the exposure and proximity to the commercial uses below and across the street. This space will include hanging landscaping elements and an environmentally interactive lighting design that will contribute an art amenity to the public realm, animate the façade, and hopefully integrate the life of the building with that of the larger community in a way that strengthens the ambiance and activity of the distinctive small commercial center that exists at the four corners of that intersection.

In preparing this design and development permit application package the team has carefully reviewed the City's comments and input related to the previous design, as well as the relevant OCP objectives and DP Area Design Guidelines. The design maintains the urban fit that is appropriate to the site and proposes a bold and distinctive architecture that will create a landmark gesture at this important location. It will invigorate this end of Fort Street and hopefully strengthen the emerging character of this neighbourhood as a contemporary arts and design center. We look forward to presenting the project to Council. If you have any questions or require further clarification of any part of this application please do not hesitate to contact our office.

Sincerely,

CASCADIA ARCHITECTS INC.



Peter Johannknecht, Architect AIBC, LEED AP
Principal



Gregory Damant, Architect AIBC LEED AP
Principal

CASCADIA ARCHITECTS

Sheet No.	Sheet Title
A000	Cover
A002	Survey and Building Code
A003	Site Plan
A100	Parking Level 2
A101	Parking Level 1
A201	Ground Floor
A202	Second Floor
A204	Fourth Floor
A206	Penthouse
A207	Roof Plan
A300	Elevations
A301	Elevations
A302	Context Elevations
A400	Sections
A401	Sections
L1.01	Landscape Plan
L2.01	Planting Plan
L3.01	Landscape Details



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Contact:
Gregory Damant MAIBC LEED AP
greg@cascadiaarchitects.ca

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Victoria, British Columbia
V8B 6G2
250.474.2662

Contact:
Steve Hoel, P.Eng, Struct.Eng.
jsheng@telus.net

MECHANICAL ENGINEER

AVALON MECHANICAL
CONSULTANTS LTD
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Victoria, B.C. V9A 3P2
250-364-4128 ex. 102

Contact:
Mirek Demitow, PEng
mirek@avalonmechanical.com

ELECTRICAL ENGINEER

APPLIED ENGINEERING SOLUTIONS LTD.
3rd Floor, 1815 Blanshard Street
Victoria, B.C.
V8T 5A4
250.381.6121

Contact:
Bal Klear, ASCT
bklear@appliedengineering.ca

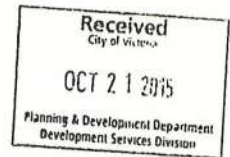
LANDSCAPE ARCHITECT

MURDOCH DE GREEFF INC.
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250.412.2891

Contact:
Scott Murdoch, Landscape Architect, R.P. Bio.
scott@mdidesign.ca



PROJECT LOCATION PLAN
1:2000



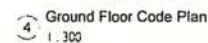
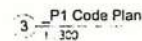
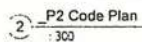
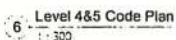
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OCTOBER 21, 2015

OCTOBER 21, 2015
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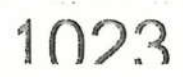
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1050 Meares Street
Victoria BC V8V 3J6
T: 250.590.3223 F: 250.590.3224
W: www.cascadiaarchitects.ca






Occupancy Group:
 Description:
 Min. Exp. Val.
 2143





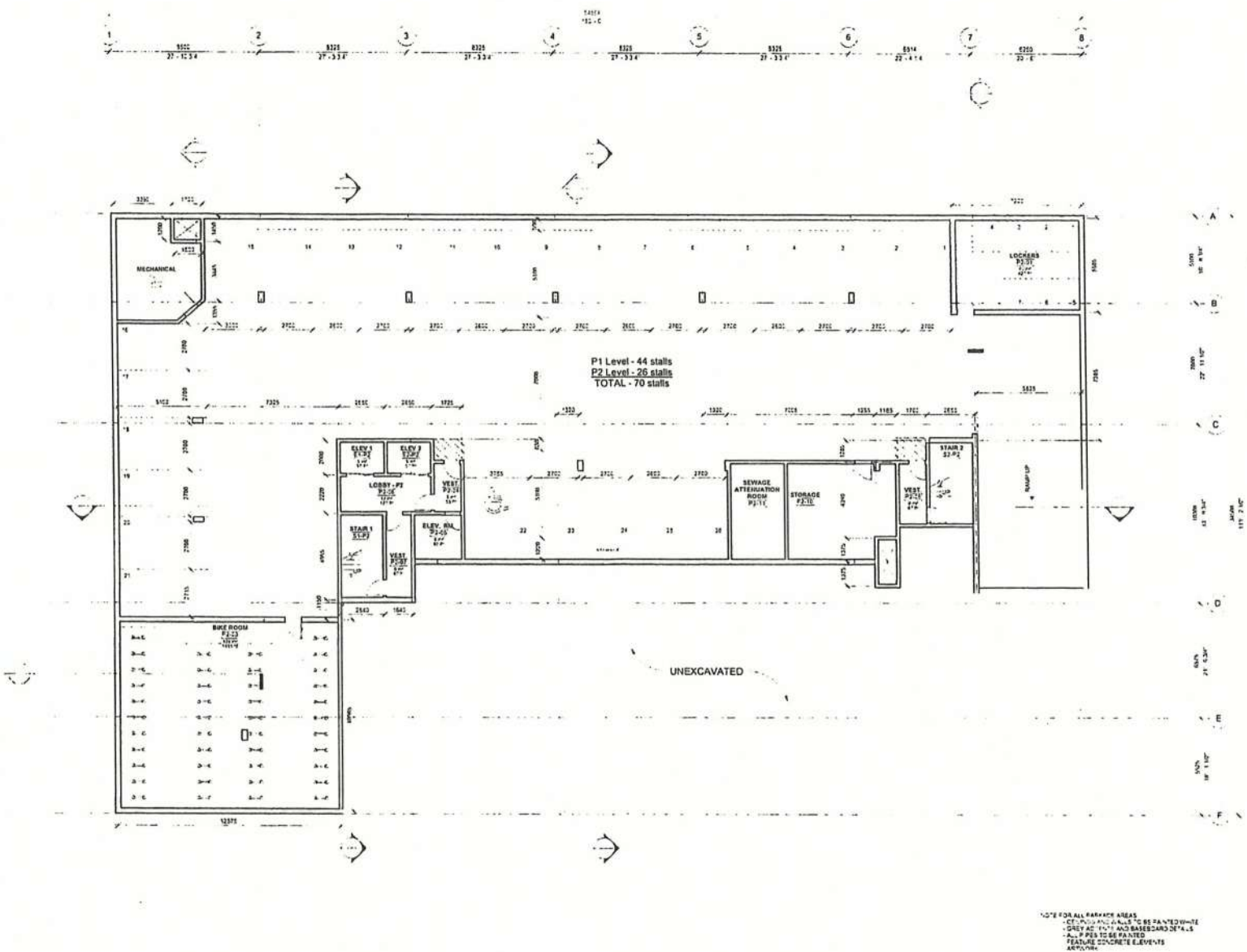
1. Site Plan
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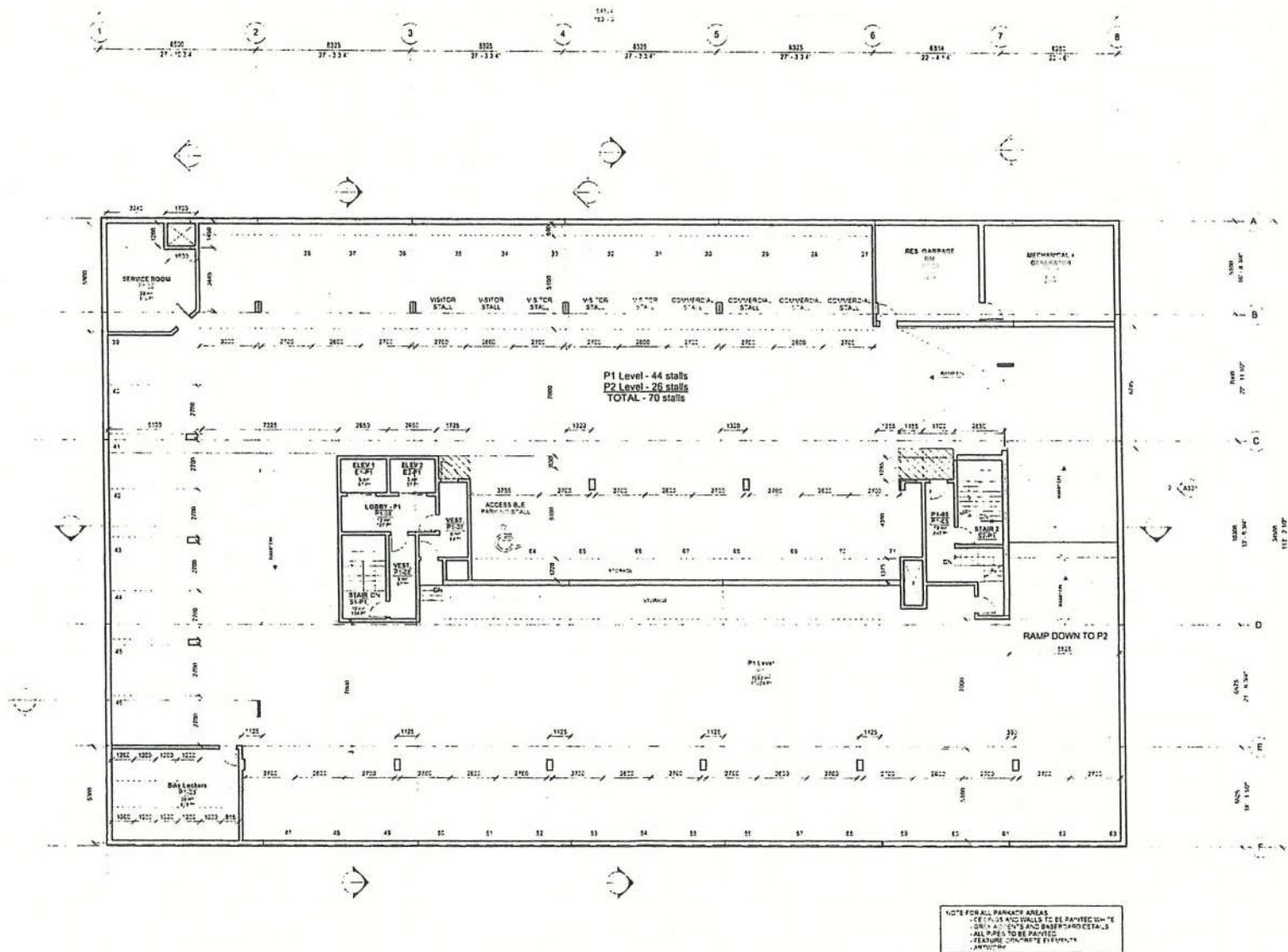
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NO	DESCRIPTION	DATE
Parking Level 2		
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NO DESCRIPTION DATE

Parking Level 1

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1101 FORT STREET
VICTORIA BC

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FLOOR PLAN LEGEND
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NOTES: REFERENCE TO GLAZING PANELS SHOWN ON SECTIONS, ELEVATIONS AND FLOOR PLANS.
 PANEL IDENTIFICATION

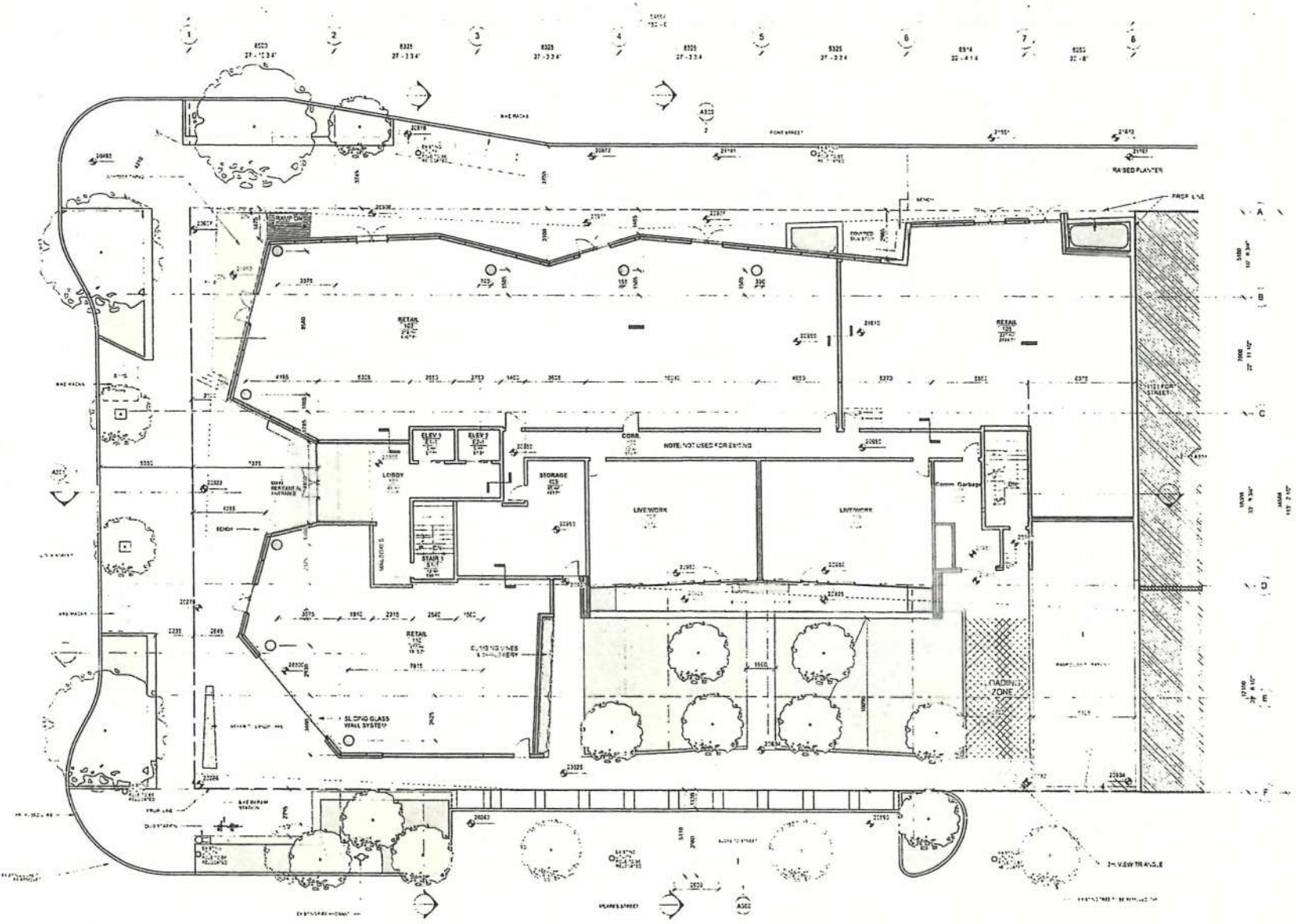
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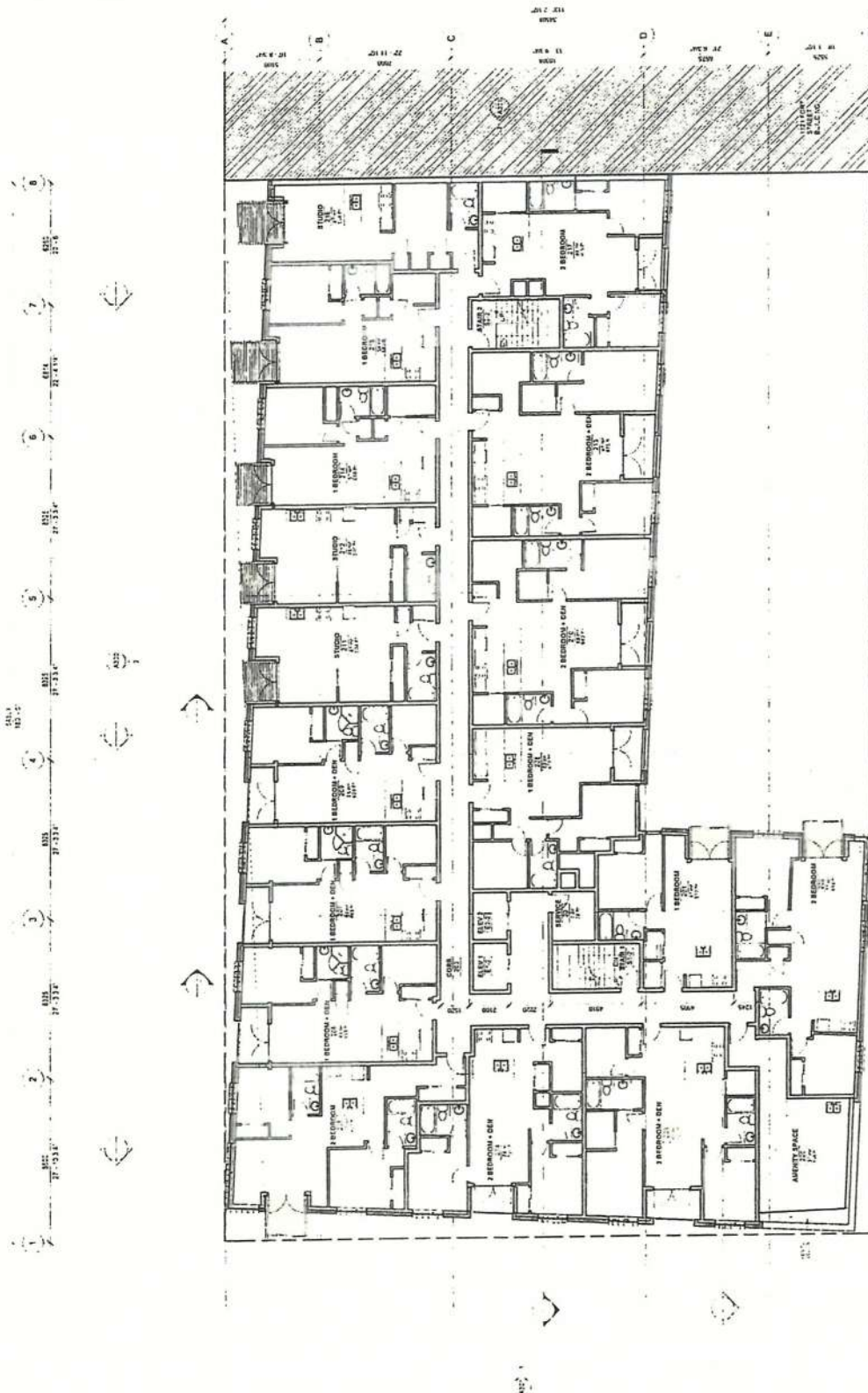
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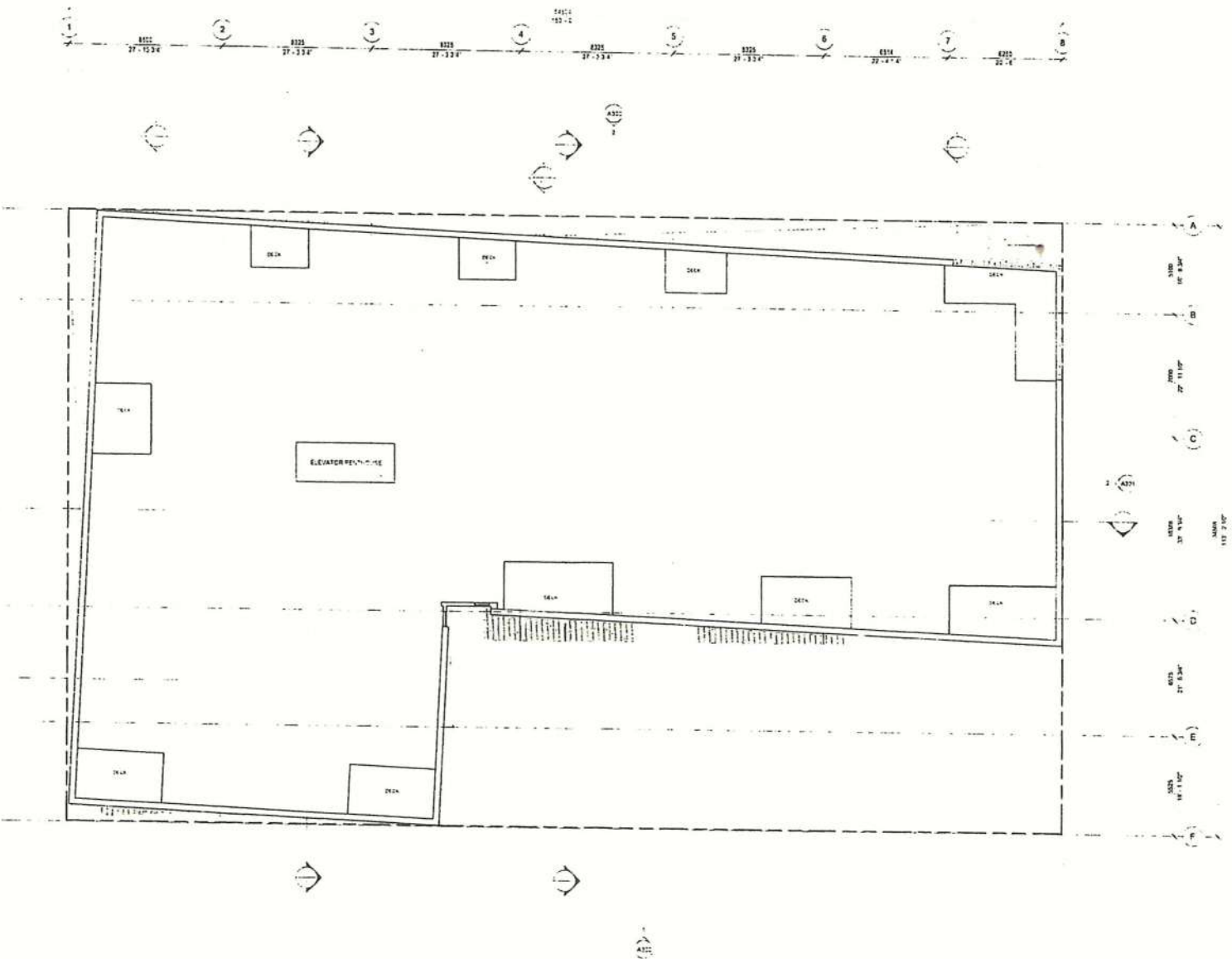
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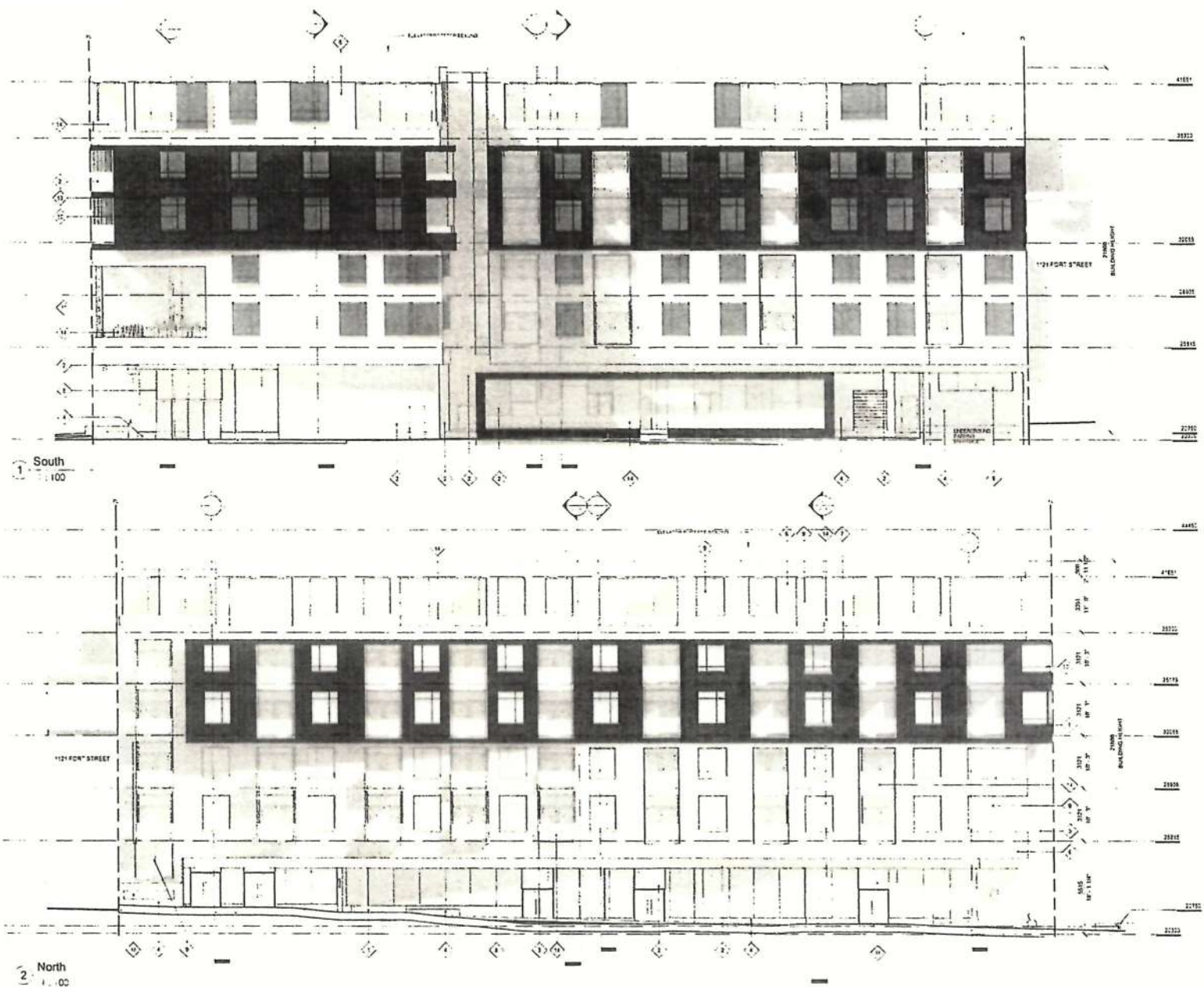




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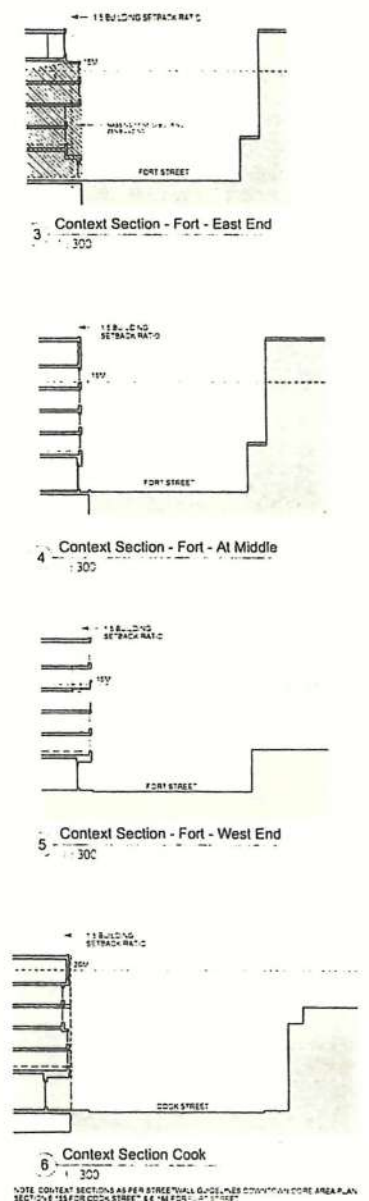
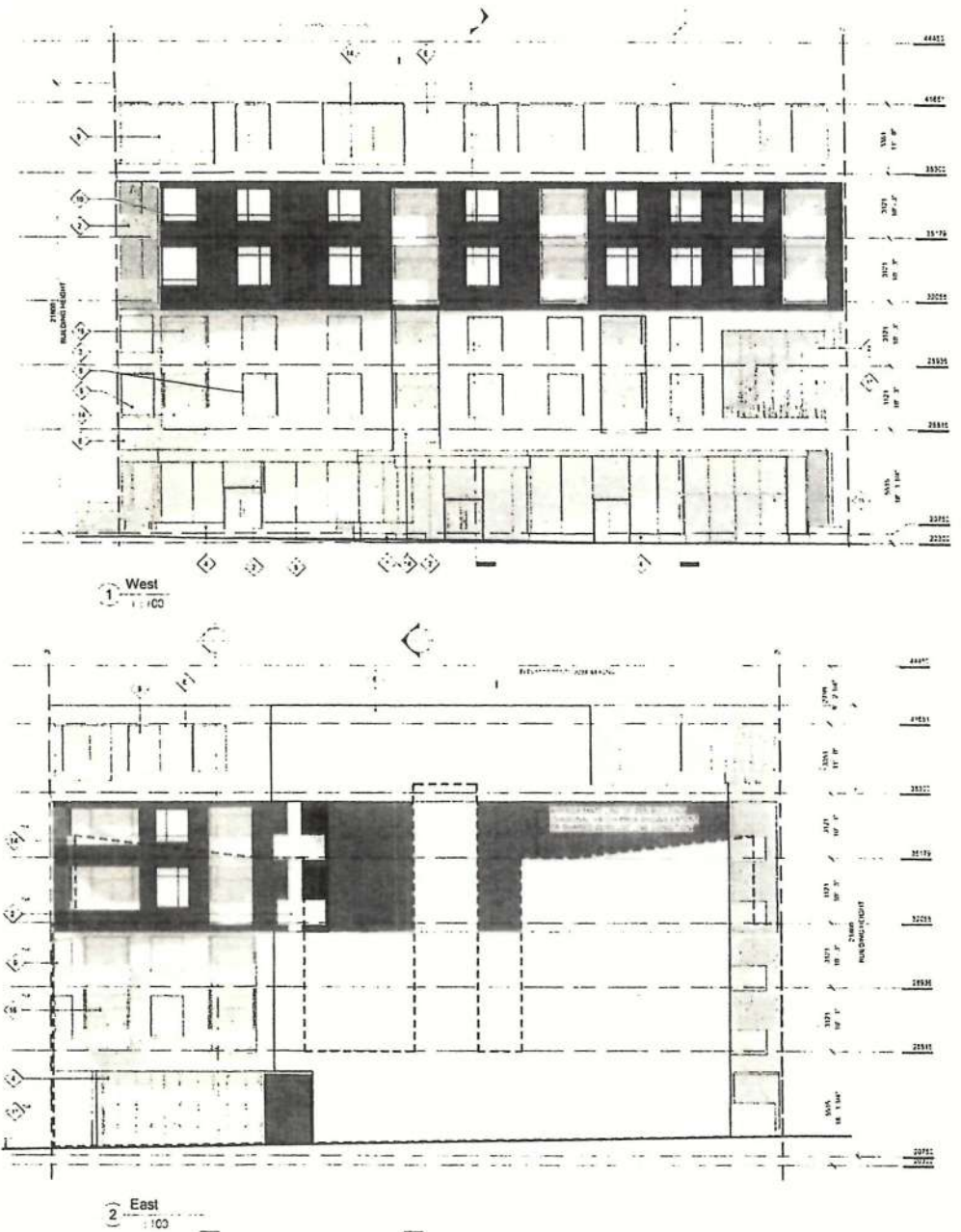
CASCADIA ARCHITECTS INC.
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- Exterior Materials**
- 1 Solid Stone
 - 2 Solid Wood
 - 3 Composite Stone
 - 4 Composite Stone
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- Exterior Materials**
- 1. Dark Stain
 - 2. T&G Shingles
 - 3. Concrete Panels
 - 4. Rough-hewn Stone
 - 5. Smooth-hewn Stone
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NOTE: CONTEXT SECTIONS AS PER STREET WALL GUIDELINES CONTAIN CORE AREA PLAN SECTION OVER 15' FOR FORT STREET & 14' FOR COOK STREET



Fort Street East from North-South



Fort Street East from South-North



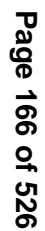
Cook Street East from North-South

Existing Building Height
 Proposed Building Height
 Zoning Height Restriction

NO.	DESCRIPTION
1	Context Elevations
2	1101 FORT STREET
3	ADDITIONAL ELEVATIONS
4	EXISTING BUILDING HEIGHT
5	PROPOSED BUILDING HEIGHT
6	ZONING HEIGHT RESTRICTION

A30





PRELIMINARY
NOT FOR CONSTRUCTION

DRAWING NOTES

1. 在 1997 年 12 月 31 日, 某公司有一笔 100 万元的应付账款, 账龄为 1 年。根据以往的经验, 账龄在 1 年以内的应付账款, 有 1% 的可能性无法支付。因此, 该公司在 1997 年 12 月 31 日资产负债表上, 应付账款项目下应列示的金额是 () 万元。
 A. 99 B. 99.9 C. 100 D. 101

2. 某公司 2007 年 12 月 31 日应收账款余额为 1000 万元, 坏账准备的计提比例为 5%。2008 年 1 月 1 日, 该公司计提坏账准备 50 万元。2008 年 1 月 1 日, 该公司资产负债表上, 应收账款项目下应列示的金额是 () 万元。
 A. 950 B. 900 C. 1000 D. 1050

3. 某公司 2007 年 12 月 31 日应收账款余额为 1000 万元, 坏账准备的计提比例为 5%。2008 年 1 月 1 日, 该公司计提坏账准备 50 万元。2008 年 1 月 1 日, 该公司资产负债表上, 坏账准备项目下应列示的金额是 () 万元。
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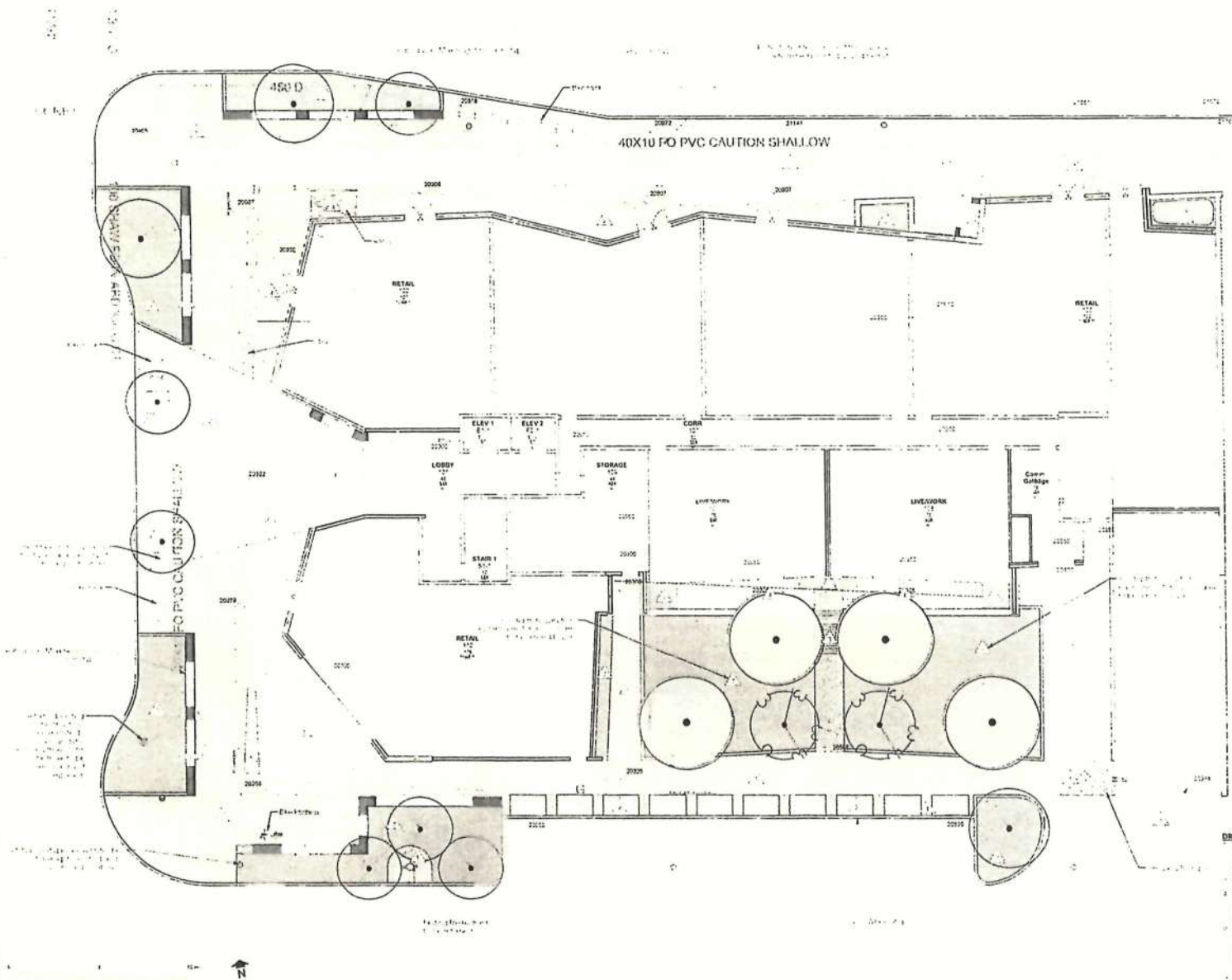
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Murdoch
de Greeff

34024-09 Sodium
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Planting Plan

DRAWING NO.15

3 L2.01

PRELIMINARY
NOT FOR CONSTRUCTION



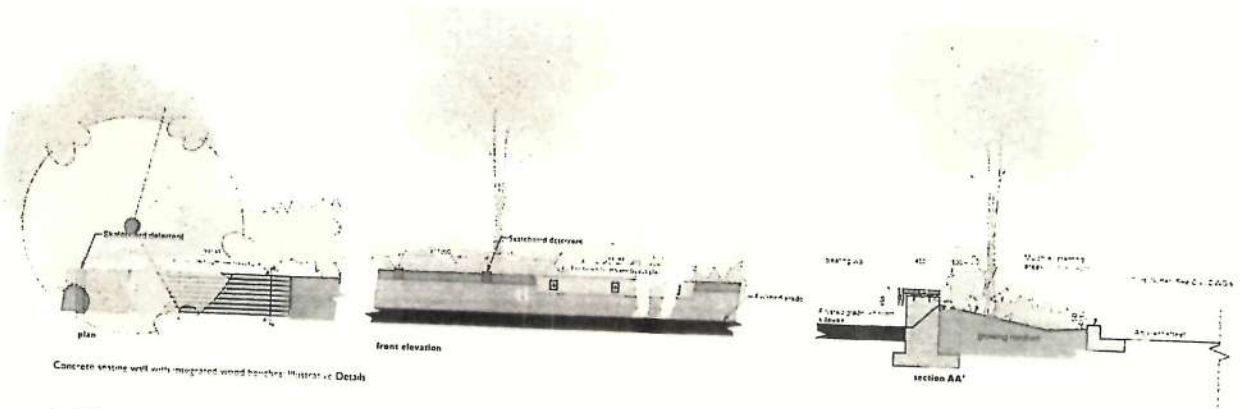
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Fax: 415.774.1001
www.abstractdevelopment.com

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Fax: 415.774.1001
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Landscape Details

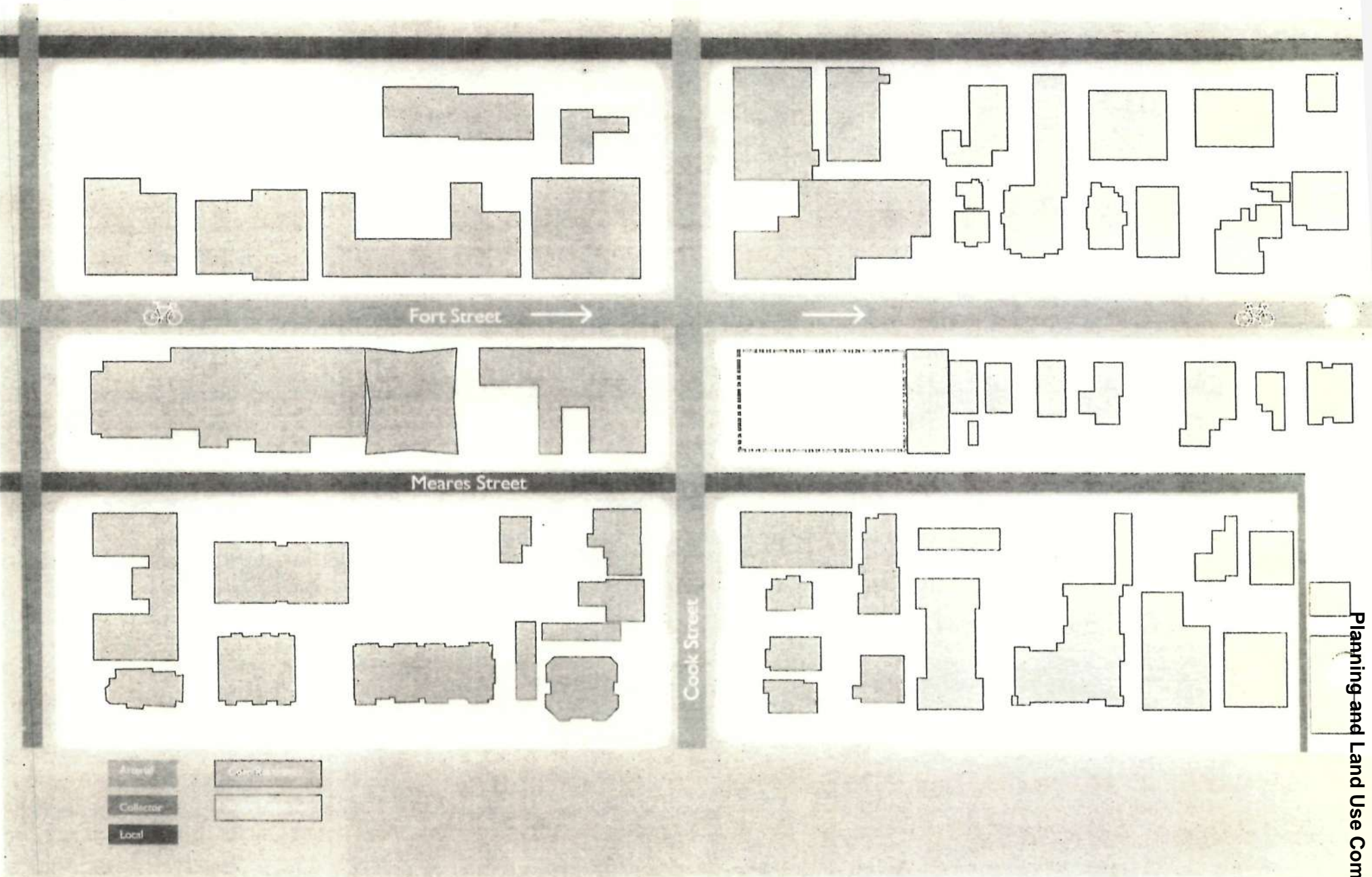
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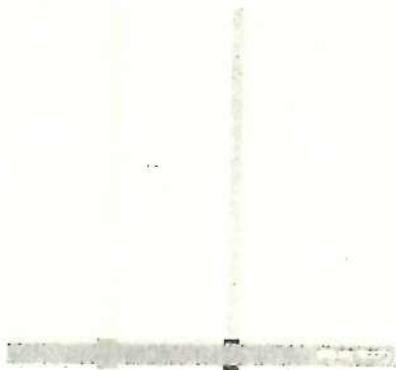
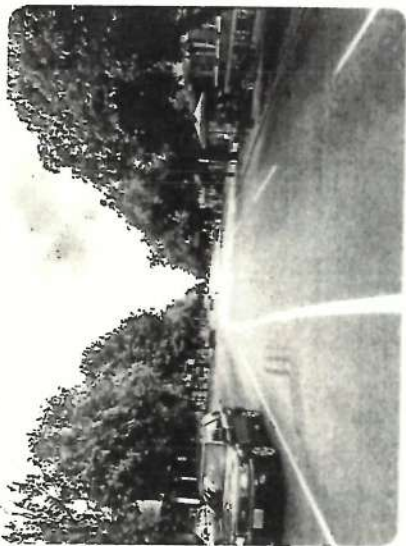
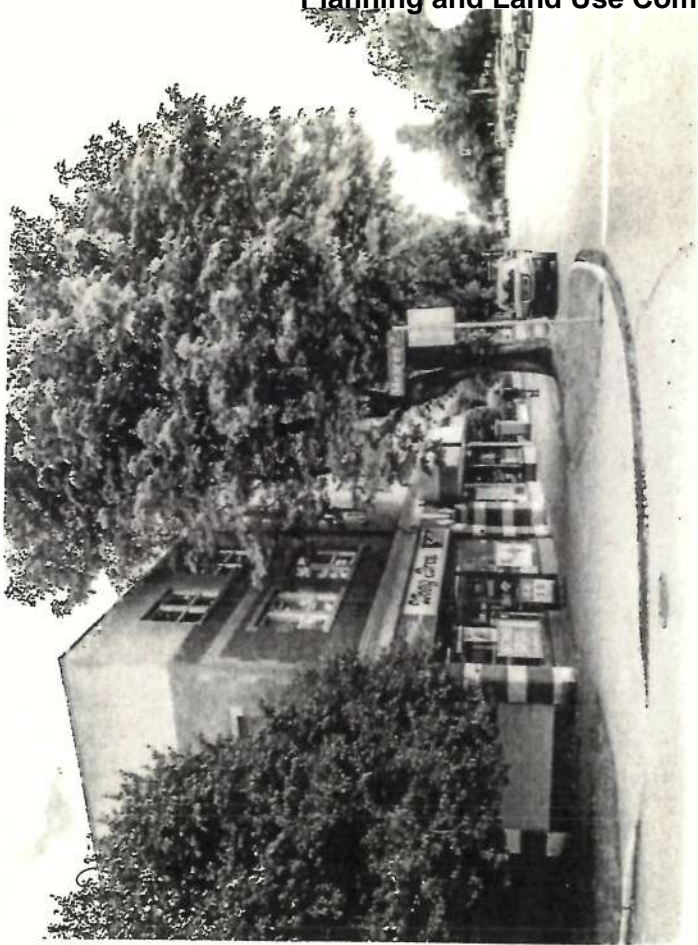
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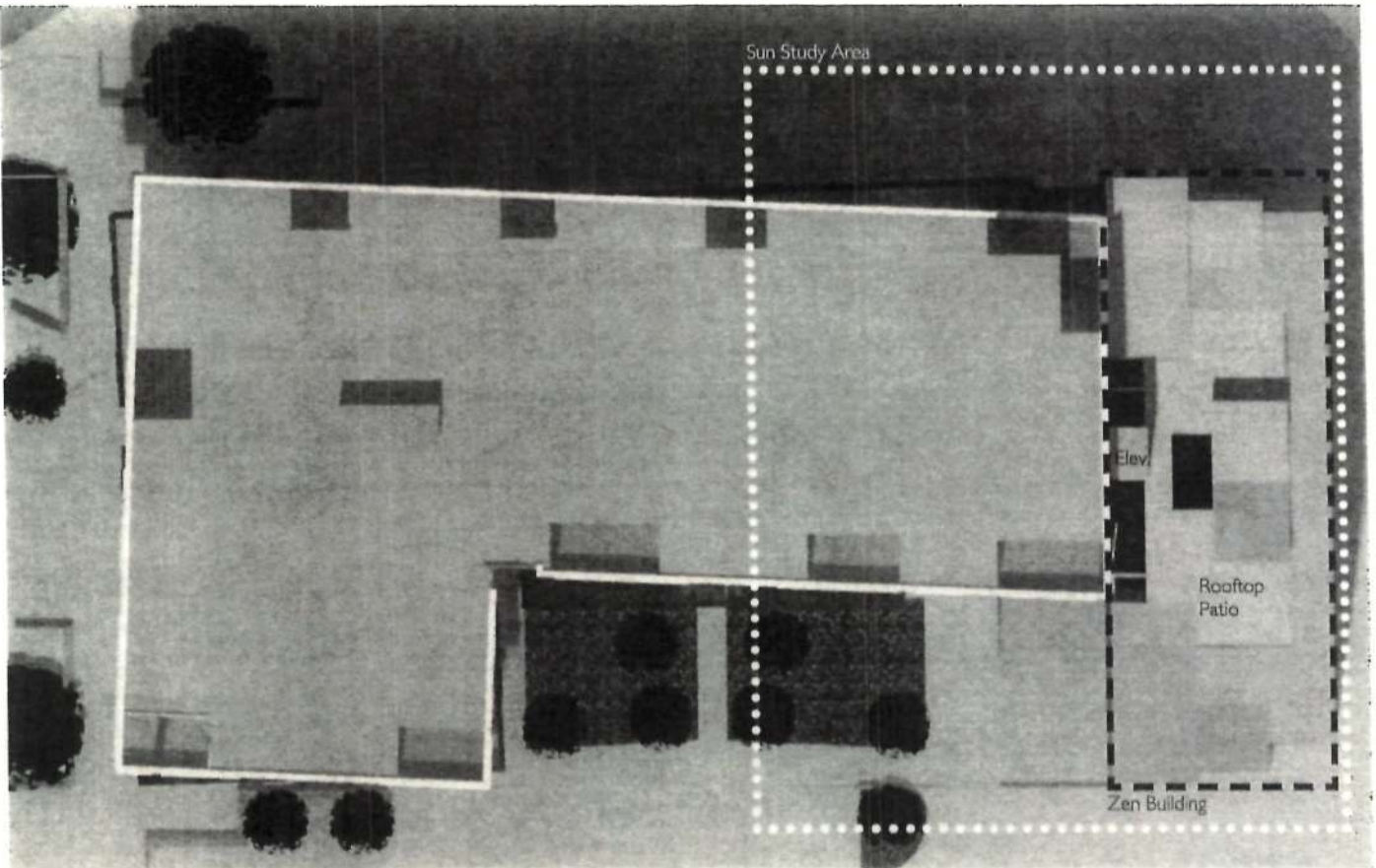
Concrete seating wall with integrated wood benching - Illustrative Details

This sheet is for design illustration only.



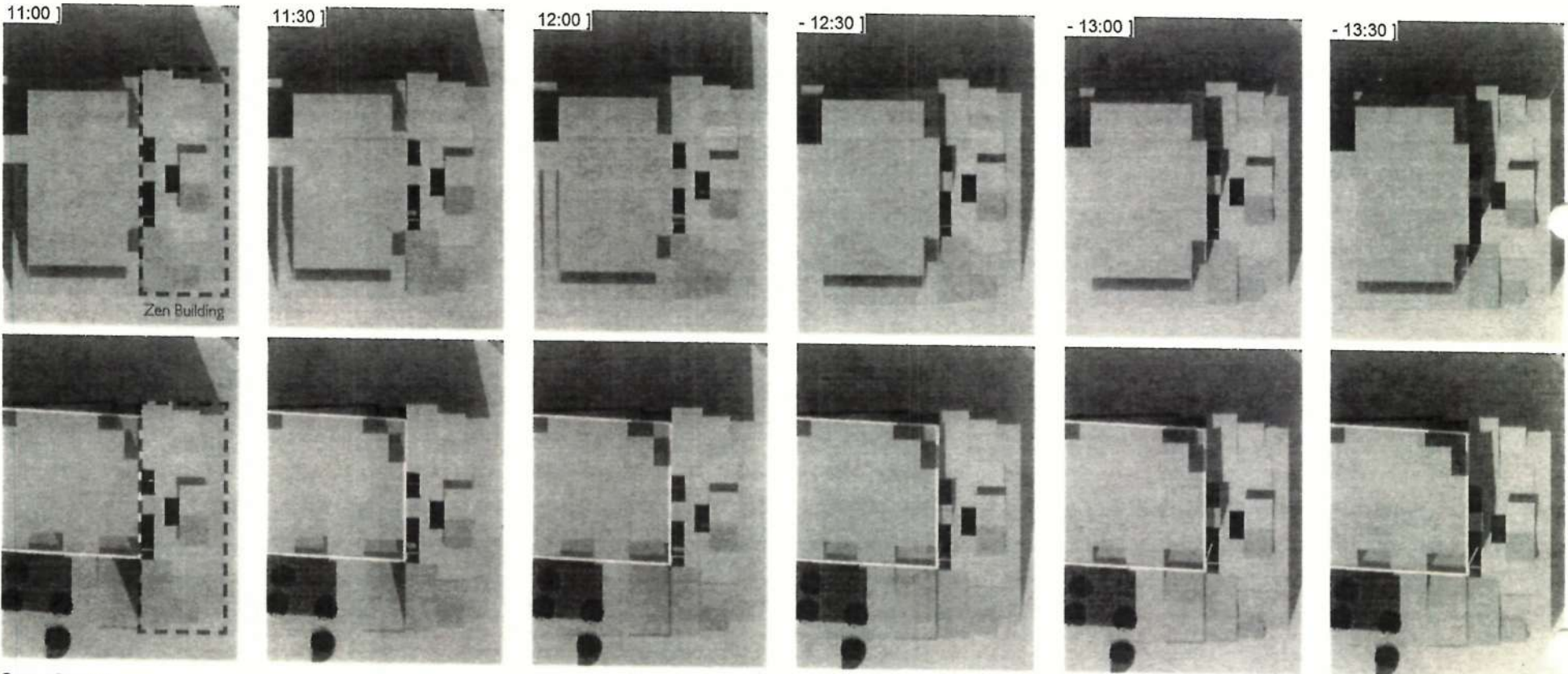






Solar Study - Impact on Zen Building

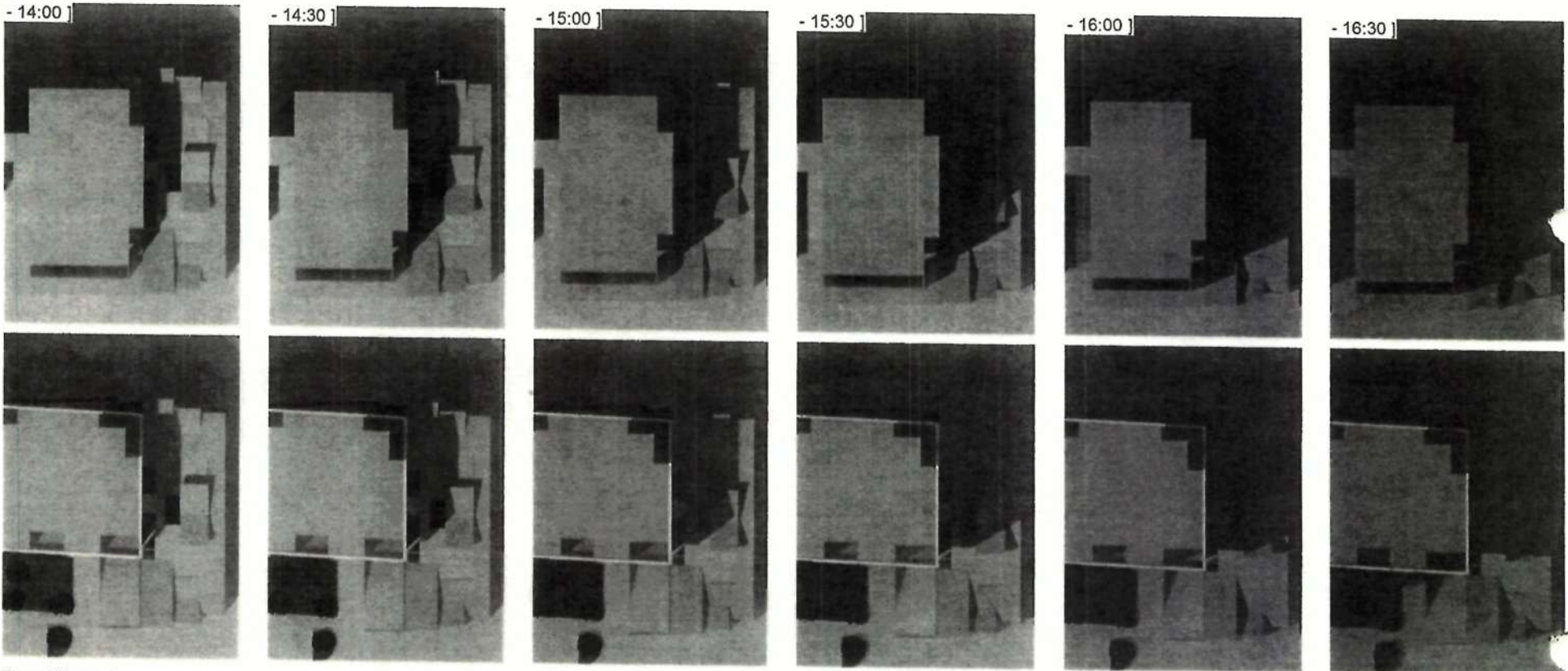
Previous Proposal



Current Proposal

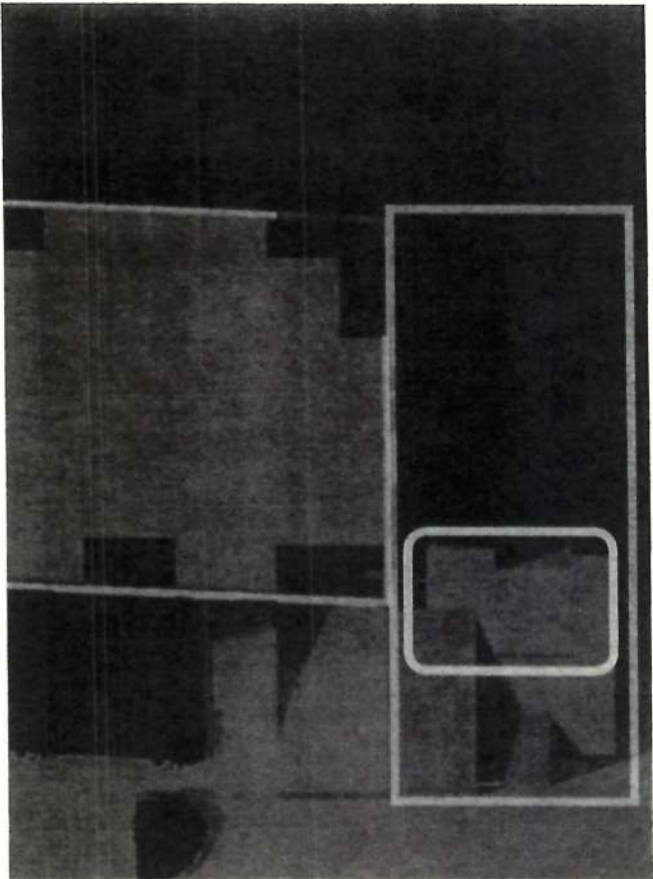
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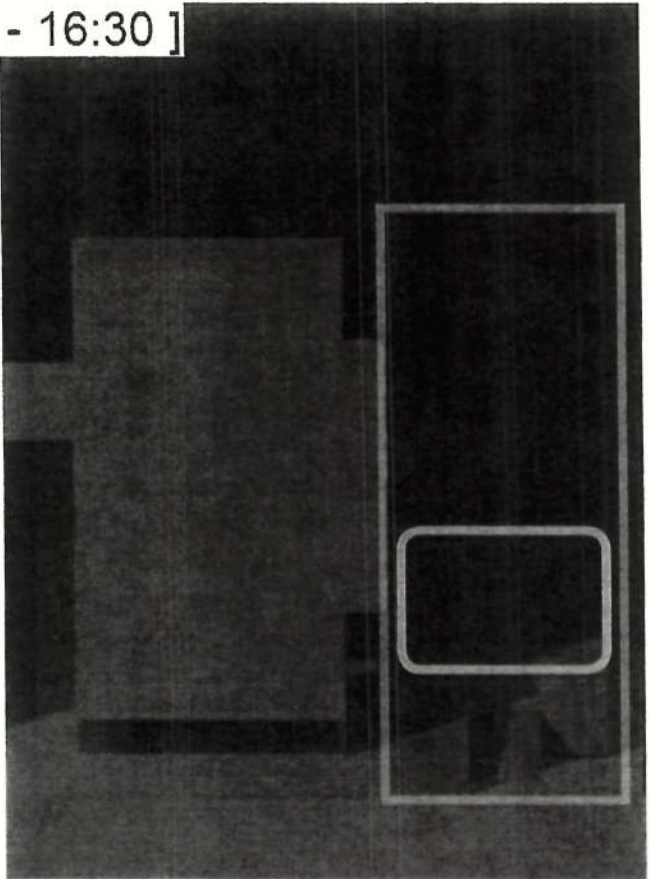


Current Proposal

Solar Study



Current Proposal



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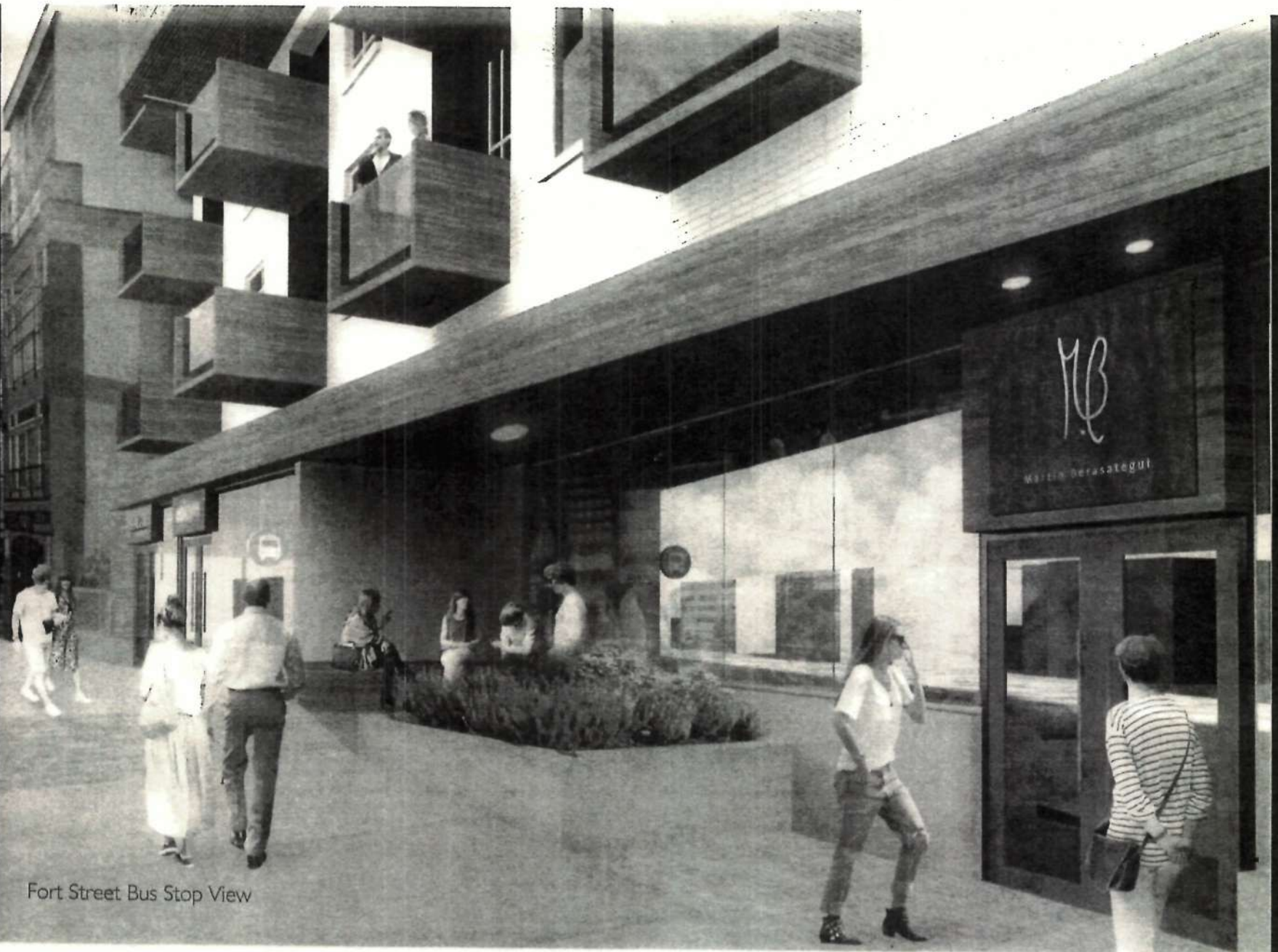
Solar Study



Development Permit Application No. 000459 for 1101 Fort Street

Fort Street View

Planning and Land Use Committee - 10 Dec 2015



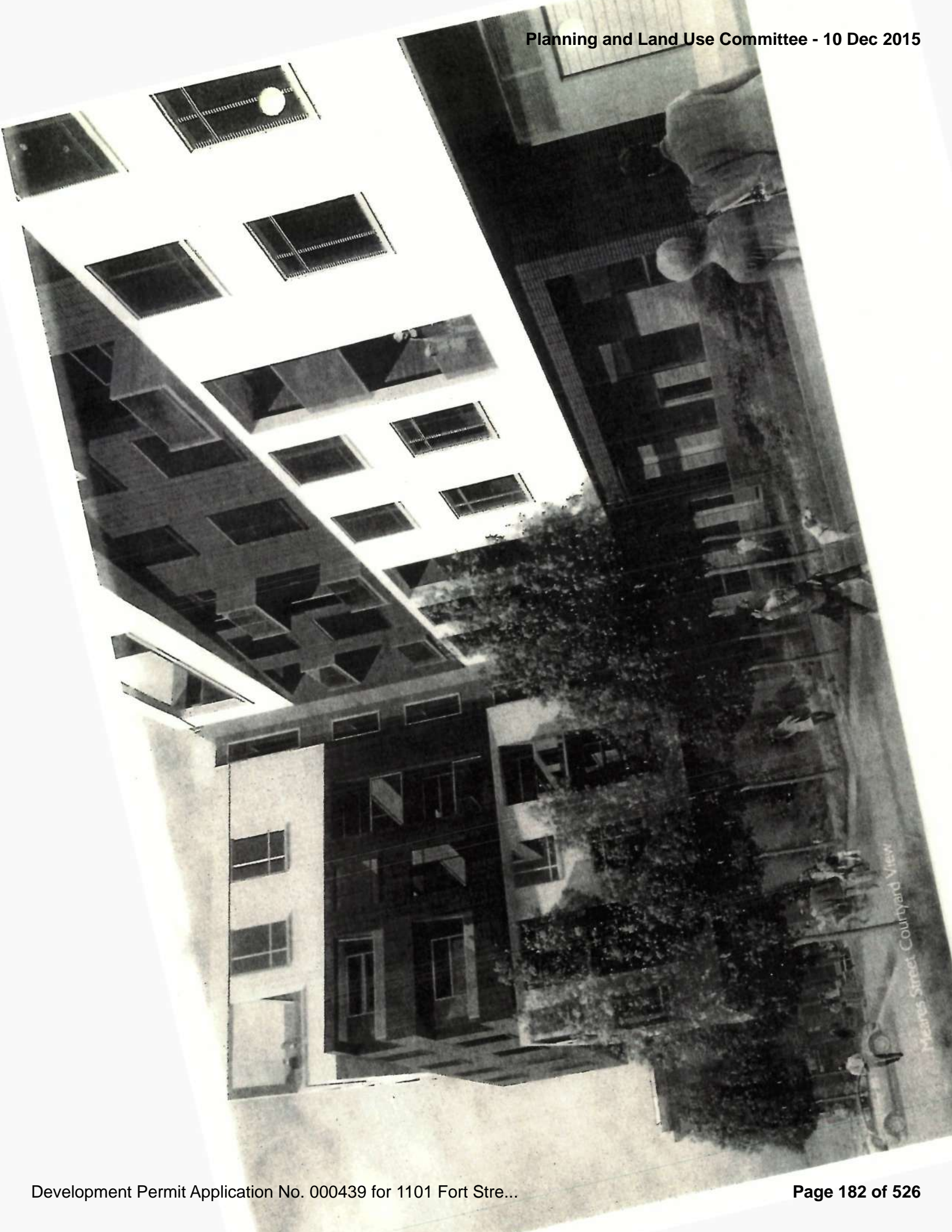
Fort Street Bus Stop View



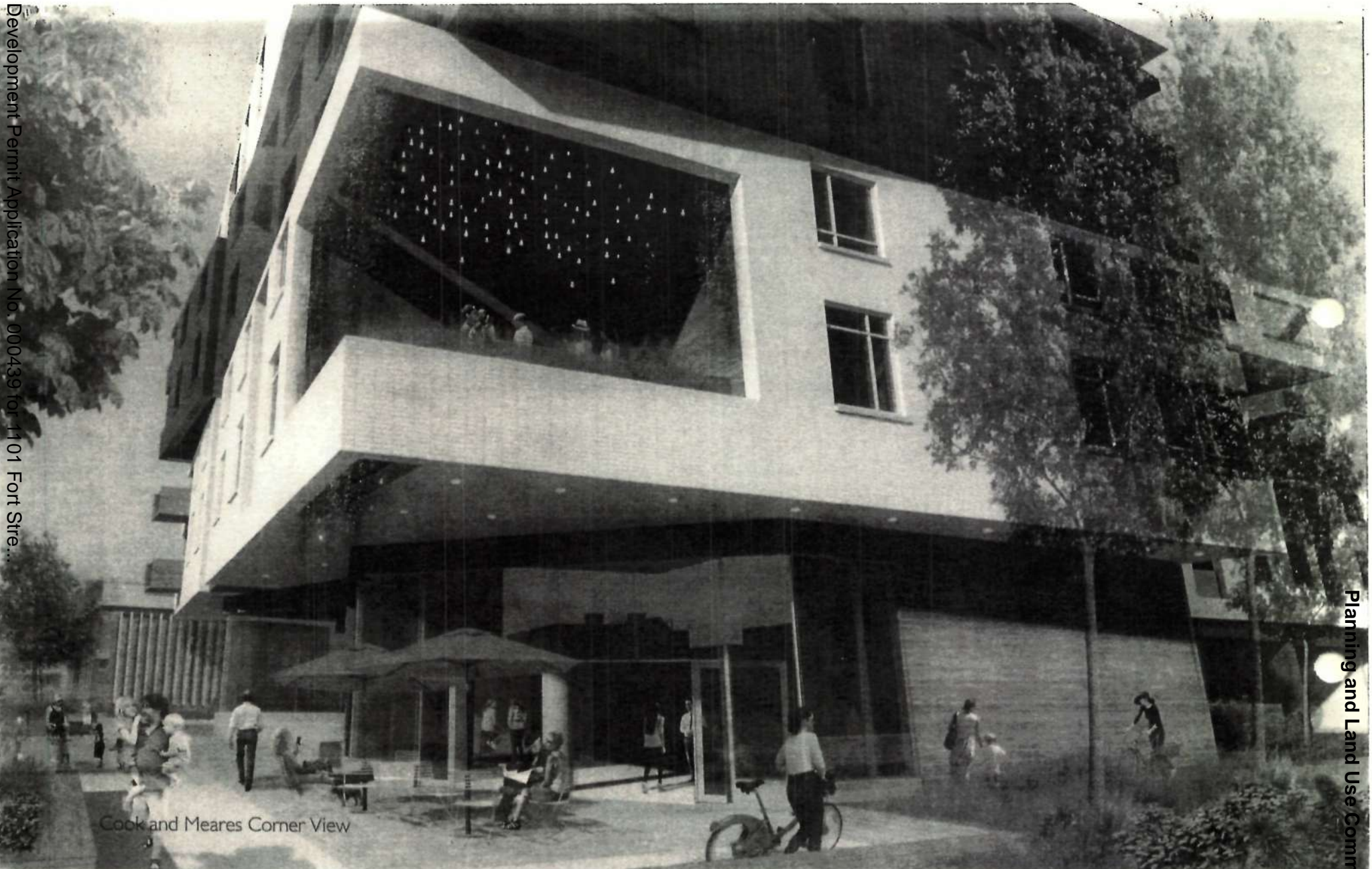


View from Zen





Mearns Street Courtyard View



**MINUTES OF THE
ADVISORY DESIGN PANEL
HELD WEDNESDAY, OCTOBER 28, 2015, 12 P.M.**

1. THE CHAIR CALLED THE MEETING TO ORDER AT 12:05 P.M.

Panel Members Present: Rod Windjack (Chair); Brad Forth; Cynthia Hildebrand; Mickey Lam; Ann Katherine Murphy; Christopher Rowe

Absent: Barry Cosgrave; Gerald Gongos; Mike Miller

Staff Present: Mike Wilson – Senior Planner - Urban Design;
Jim Handy– Senior Planner - Development Agreements;
Charlotte Wain – Senior Planner - Urban Design;
Quinn Anglin - Secretary

Barry Cosgrave joined the meeting at 12:07 P.M.

2. APPLICATIONS

2.1 Development Permit No. 000404 for 701 Tyee Road

The proposal is to construct 144 residential units on the undeveloped portion of the Railyards.

Applicant Meeting attendees: Mr. Joost Bakker, DIALOG
Mr. Matthew Thomson, DIALOG

Mr. Handy provided the Panel with a brief introduction of the Application and the areas that Council is seeking advice on, including the following:

- Design of building entrances facing Tyee Road.
- Design and appearance of the "Sky Home" end units.
- Treatment of the parkade walls that project above grade.

Mr. Thomson and Mr. Bakker then provided the Panel with a detailed presentation of the proposal.

Panel Members discussed:

- Views of the eight-storey building from the Bay Street Bridge, particularly in relation to the architectural design and treatment of the south east corner of the building.
- The visibility of the main building entrances from Tyee Road.
- Landscape treatment of the undeveloped areas between phases of construction.
- The proposed crushed limestone finish for pathways and its practicality for strollers, wheelchairs, and pedestrians. Building entrance canopies should be increased to provide for adequate weather protection and improve visibility from Tyee Road.
- The lack of dedicated parking stalls for the proposed park.

- The application of colour, particularly on Building 3 to improve the expression of building volumes.
- The proposed screening of the garbage and recycling area and the proposed access for garbage pickup.
- Concerns relating to the terminus of Central Spur Road as an adequate vehicle turn around and on-street parking has not been proposed.
- The expression of the east elevation of the 8-storey building.
- The delivery of the public park is proposed as part of Phase 3 of the development. Panel members discussed delivering the public park as part of Phase 2.
- Major public pathway between the street and site down is not constructed until the construction of the final phase.
- The landscape design within the area of the bridge dedication should be considered by the City prior to the completion of the first phase.
- The proposed landscape screening of the exposed parking garage walls is acceptable.
- The treatment of the Sky Home end units is acceptable.

Action:

MOVED / SECONDED

It was moved by Rod Windjack, seconded by Brad Forth, that the Advisory Design Panel recommend to Council that Development Permit Application No. 000404 for 701 Tyee Road be approved with consideration of the following:

- Further consideration of the layout and resolution at the end of Central Spur Road.
- Reconsideration of the scale, building finish, landscape materiality, and accessibility of entrances on Tyee Road.
- Provision of the playground as part of the Phase 2 development.
- Provision of landscape treatment between Phases as they are completed.

Amendment:

MOVED / SECONDED

It was moved by Christopher Rowe, seconded by Brad Forth, that the motion be amended as follows:

That the Advisory Design Panel recommend to Council that Development Permit Application No. 000404 for 701 Tyee Road be approved with consideration of the following:

- Further consideration of the layout and resolution at the end of Central Spur Road.
- Reconsideration of the scale, building finish, landscape materiality, and accessibility of entrances on Tyee Road.
- Provision of the playground as part of the Phase 2 development.
- Provision of landscape treatment between Phases as they are completed.
- **Recommend to City staff that they explore the opportunities for providing access from Tyee Road to Central Spur Road through the Bridge Dedication lands.**

On the amendment:
CARRIED UNANIMOUSLY

On the main motion as amended:
CARRIED UNANIMOUSLY

2.2 Development Permit No. 000439 for 1101 Fort Street

The proposal is to construct a six-storey, mixed-use building with 81 residential units and ground-floor commercial/retail

Applicant Meeting attendees: Mr. Korbin Dasilva, Abstract Developments
Mr. Sam Ganong, Abstract Developments
Greg Damant, Cascadia Architects Inc.
Andy Guiry, Cascadia Architects Inc.
Peter Johannknecht, Cascadia Architects Inc.
Scott Murdoch, Murdoch de Greef Inc. Landscape Architects

Ms. Wain provided the Panel with a brief introduction of the Application and the areas that staff are seeking advice on, including the following:

- The potential impacts on the neighbouring Zen building to the east.
- The height of the six-storey street wall along Cook Street and Fort Street
- The blank east elevation as viewed from Meares Street.
- Location of bicycle racks.

Ms. Wain also advised the Panel that this application has not yet been presented before the Planning and Land Use Committee as it does not require any variances.

Mr. Damant and Mr. Ganong then provided the Panel with a detailed presentation of the proposal.

Panel Members discussed:

- The proposal is a contemporary approach but is different to the existing approach along Fort Street.
- How the building relates to the character of Fort Street to the west and the design of retail frontages to respect pedestrian scale at the street level.
- The proposed wood detailing is appreciated, the applicant should explore increasing this along the retail frontage to aid in breaking up long expansions of glass and to add warmth to the expression of the building.
- Opportunities to reduce CPTED concerns associated with the east facing blank wall fronting the rear courtyard and consideration of adding window openings to the wall.
- The landscaped area fronting Meares Street could be improved to offer increased outdoor amenity space for occupants of the proposed live/work units.
- Opportunities to refine the window placement and increase the recess on the second and third floors.

Action:

MOVED / SECONDED

It was moved by Christopher Rowe, seconded by Barry Cosgrave, that the Advisory Design Panel recommend to Council that Development Permit Application No. 000439 for 1101 Fort Street be approved with consideration of the following:

- Revisions to the design of the outdoor amenity space associated with the live/work units to provide for increased private outdoor space.

CARRIED UNANIMOUSLY

3. Approval of Comments on the Proposed Delegation/Exemption Process

- Panel members did not offer any additional comments to those already provided.

4. ADJOURNMENT

The Advisory Design Panel meeting of October 28, 2015 adjourned at 2:20 P.M.

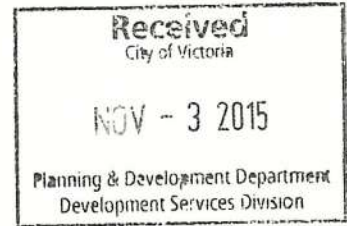
Rod Windjack, Chair

DRAFT

CASCADIA ARCHITECTS

03 November 2015

City of Victoria
No.1 Centennial Square
Victoria BC
V8W 1P6



Attn.: Ms. Charlotte Wain, Senior Planner – Urban Design

Re: 1033 Cook Street (1101 Fort Street) Development Permit Application
Revisions to Application reflecting Staff and ADP input

We are pleased to submit revised set of drawings for the Development Permit application for 1033 Cook Street (1101 Fort Street) on behalf of Abstract Developments Inc. This letter summarizes the extent of revisions, and purpose of each change. It should be read in conjunction with the application rationale letter provided September 09 2015. The application has been refined in the following areas:

PLANNING & ADP REVIEW

1. **Illustration in greater detail and refinement of the building interface with the Zen project immediately to the east, including relationship of balconies on the north face; relationship with the Zen exterior corridors; and shadowing:**

Refer to drawing A301 which shows the east elevation of the building with the outline of the salient features of the Zen project overlaid. As demonstrated by this drawing, the brick cladding of the upper floors is extended onto the east elevation where it is visible above or outside the Zen building. Portions of the building that are only exposed to the exterior walkways of the Zen will be painted concrete. This drawing also indicates how the 4th and 5th floors are recessed at the south side and create an overlap where the Zen hallways will retain their view and access to light.

Additionally, based on staff feedback the penthouse level has been pulled away from the Zen building at the NE corner. This achieves a more sympathetic stepped profile along Fort Street, and reduces the building mass when viewed from the Zen. Additional shading studies have been provided that show the clear benefit to the Zen rooftop garden that is the result of this design change from the previously approved scheme. Now the south half of the Zen's rooftop patio remains in the sun for more than 2 hours longer into the evening when calculated at the solar equinoxes.

2. **Additional seating area at bus stop on Fort Street:**

The seating bench for the bus stop on Fort Street has been extended to more than 4m of sitting length. As demonstrated by the rendered view of the bus stop area, the planter adjacent is a low, bench height structure, providing excellent visibility to / from the stop for both bus drivers and waiting passengers. The bus stop remains sheltered under the ground floor canopy.



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Canada

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www.cascadiaarchitects.ca
office@cascadiaarchitects.ca

A Corporate Partnership

Principals

GREGORY DAMANT
Architect AIBC, LEED AP

PETER JOHANNKNECHT
Architect AIBC, LEED AP,
Interior Architect AKNV Germany

3. Additional detail regarding mechanical and elevator penthouse:

The mechanical and elevator enclosure, housing the elevator overrun and building hot water boiler has been added to the building elevations for clarity. It is not visible from any of the rendered perspective views.

4. Description of massing rationale and design process:

An additional page of massing diagrams has been provided to illustrate the evolution of the building massing as a response to the site and the City's design guidelines. The diagrams describe a massing that maintains the street walls on Fort Street and Cook Street, while pulling away from Meares Street to reduce the apparent size there, and to open the landscaped courtyard to the south orientation. The alternating rotation of the floor plates pushes the building mass back from the corner of the Zen at Fort Street, creating a niche reveal there to soften that transition. At the same time it creates a moment of structural drama at the corner of Fort and Cook Street where it will serve to highlight this gateway from Downtown to Fairfield. What the diagrams demonstrate is that the building facades are constantly shifting and changing along the perimeter, adjusting the way the building addresses the streets in order to respond best to the particular requirements of each different location and condition.

5. Additional window from CRU into landscaped courtyard & expanded private amenity space for Live / Work units:

An additional window from the SW corner CRU has been added to provide a view onto the courtyard and along the sidewalk on Meares in response to Planning comments regarding overlook of that space. Additionally, a low fence wall has been added around the landscape, and the porch space of the Live/Work units has been re-shaped to expand the private exterior amenity space for those Live / Work units as suggested by the ADP.

ENGINEERING REVIEW

6. Include sightline triangles at driveway:

Sightline triangles have been added on the ground floor plan A201 to demonstrate the visibility for vehicles exiting the parkade ramp and crossing the sidewalk.

BUILDING CODE REVIEW

7. Provide a preliminary Alternative Solution Report, and confirm height of uppermost occupied floor. Show travel distances at P2. Provide East elevation spatial separation:

Please find attached a preliminary Alternative Solution Report prepared by GHJ Consultants as requested. The uppermost floor of the building is confirmed to be max. 18m above the building average grade as calculated by the BC Building Code. The max. travel distance at P2 from the bike storage has also been added to drawing A100. Refer to attached spatial separation calculations for East Elevation.

8. Synchronize Plan Check Data & Main Floor Occupant Load calculation with City of Victoria information. Separate Garbage Room:

Drawing A002 project criteria has been adjusted to reflect City of Victoria calculations for Occupant Load at the ground floor and total area. The garbage room at the main floor has been separated from the corridor.

9. Misc. Parking Changes:

CASCADIA ARCHITECTS

At this time Abstract Developments will maintain the bicycle parking in the P2 location shown pending market feedback. Other parking area misc. changes include the removal of Small Car references against the west wall at P1 and addition of a sewage attenuation chamber as well as glazing over the access ramp for the CRU at L1.

PARKS REVIEW

Additional Landscape Details: Additional information has been added to Landscape drawings as follows:

1. Bench/Planter Detail, See L 3.01 Detail #1 On-street Seating Wall and Planter.
2. Bench/Planter Detail, See L 3.01 Detail #1 On-street Seating Wall and Planter.
3. Tree grate locations moved to match Site Plan.
4. Bench/Planter Detail, See L 3.01 Detail #1 On-street Seating Wall and Planter.
5. Bench/Planter Detail, See L 3.01 Detail #1 On-street Seating Wall and Planter. Tree layout revised to be outside 7m radius of Stop Sign and one tree removed.
6. Planting Beds removed and replaced with concrete unit paving.
7. Door moved and vine planter shortened.
8. Western planting area specified to have 600-900mm growing medium (depth varies based on underground parking slab), with a total soil volume to be at least 44 cu m. Deck area revised, and garden wall added along sidewalk (see Architect's drawing for grading).
9. Eastern planter specified to have 600-900mm growing medium (depth varies based on underground parking slab), with a total soil volume to be at least 50 cu m. Deck area revised, and garden wall added along sidewalk (see Architect's drawing for grading).
10. Covered bus stop area revised, with longer seating bench.
11. Parking ramp revised widened.
12. Tree species changed from Liriodendron tulipifera to Zelkova serrata.
13. Tree species changed from Aesculus hippocastanum to Zelkova serrata.
14. Tree grate locations moved to match Site Plan.
15. All planting adjusted to be below 600mm.
16. Liriodendron tulipifera removed and Magnolia x 'Daybreak' layout revised.
17. All planting removed from North of parking stalls.
18. Tree species changed from Liriodendron tulipifera to Zelkova serrata.
19. Schematic details for landscape planters and seating wall on public right of way.
20. General: Base plans have been updated so all bicycle and tree grates match site plan locations. Scale of plans are as noted on drawings.

If you have any questions or require further clarification of any part of this application please do not hesitate to contact our office.

Sincerely,

CASCADIA ARCHITECTS INC.



Peter Johannknecht, Architect AIBC, LEED AP
Principal



Gregory Damant, Architect AIBC LEED AP
Principal

CASCADIA ARCHITECTS



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Abstract Developments

By email: kdasilva@abstractdevelopments.com

Attention: Korbin DaSilva

RE: TRAFFIC REVIEW FOR PROPOSED 1101 FORT STREET DEVELOPMENT, VICTORIA, BC

Boulevard Transportation, a division of Watt Consulting Group, was retained by Abstract Developments to conduct a traffic and parking configuration review for the proposed development at 1101 Fort Street in Victoria. The proposed site access (to the underground parkade) is located on Meares Street, east of Cook Street. Ten perpendicular on-street parking stalls are also proposed along the Meares Street frontage of the site.

This study assesses traffic conditions along Meares Street only (including the Cook Street intersection) along with a review of the proposed perpendicular parking in terms of safety considerations. See **Figure 1** for the study area.



Figure 1 – Development Location Map

GREAT!
transportation solutions for communities

To: Korbin DaSilva, Abstract Developments
 Re: Traffic Review for Development at 1101 Fort Street

November 12, 2015
 page 2

1.0 TRAFFIC REVIEW - MEARES ST

Traffic impacts along Meares St were reviewed in consideration of the existing traffic plus the impacts of added site trips.

Site Traffic

The proposed development consists of 81 residential units on top of ground level commercial. The perpendicular parking is proposed on Meares Street, which is intended for use for short-term parking users. Trip estimates for the site are based on the proposed land uses of 81 residential units plus 10 on-street stalls, and are considered for the PM peak hour, which is the typically-recurring busiest traffic period. Note that there is currently a parking lot on-site that accounts for some of the existing Meares St traffic.

The site trips were estimated based on the ITE's Trip Generation Manual 9th Edition. The proposed development is estimated to generate 52 vehicle trips during the PM peak hour. Note that this is a conservative (high volume) estimate, since the development is located in the core urban area, where walking, cycling, and transit are all viable for many trip purposes. **Table 1** summarizes trip generation for the new development.

Table 1: PM Peak Hour Trip Generation (Proposed Development)

ITE Code	Land Use	Unit	Trip Rate	Trips In	Trips Out	Total Trips
230	Multi-family	81 units	0.52/unit	28	14	42
826	Commercial	10 Stalls	10 trips/hour	5	5	10
Total				33	19	52

Existing and Post Development Traffic Volumes

Traffic counts were undertaken by Boulevard Transportation on Meares Street at Cook Street during the PM peak hour on November 2, 2015. Traffic volumes on Meares Street were measured as 63 vehicles (two-way) during the PM peak hour. With the development traffic, the volumes on Meares Street will increase to 115 vehicles in total (two-way, with 74 vehicles eastbound and 41 vehicles westbound) during the PM peak hour. The increase in volume, however, will be restricted to the development frontage (50m) between Cook Street and the site access. There is very limited road network connectivity to the east, with only eastbound traffic having a possible exit on a very narrow/constrained lane. Because of this the vast majority of site drivers will use Cook St for egress. East of the site, Meares St will operate as

To: Korbin DaSilva, Abstract Developments
 Re: Traffic Review for Development at 1101 Fort Street

November 12, 2015
 page 3

it currently does. Even along the building frontage, Meares St will continue to operate as a local road, and will have volumes comparable to those currently experienced along the west leg of Meares St on the other side of Cook St. See **Figure 2** for a comparison between the existing and post development traffic volumes on Meares Street during the PM peak hour.

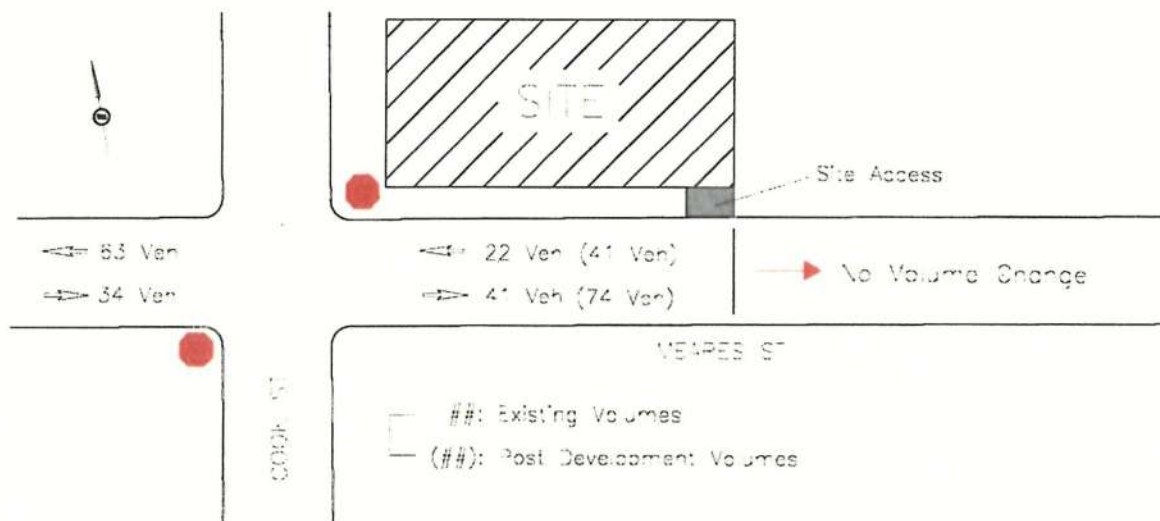


Figure 2 - Volume Comparison on Meares Street

Traffic Conditions at Cook Street / Meares Street

The intersection of Cook Street / Meares Street is located between two signalized intersections (Cook St / Fort St and Cook St / Rockland Ave). At the intersection, there are left turn lanes on Cook Street. It was observed that the northbound queues from the Fort Street signal sometimes blocked Meares Street during the PM peak hour.

Traffic conditions were analysed for the PM peak hour for the Cook Street / Meares Street intersection. New site trips were assigned to the intersection based on the existing trip distribution. At the intersection, the westbound movement (from the development frontage) is currently operating at a LOS C (delay: 20.2 sec). With the development, the additional delay will be 4.9 seconds per vehicle and the westbound movement will be operating at a LOS D (delay: 25.1 sec), which is still acceptable from a capacity perspective in peak periods.

Table 2 summarizes the traffic conditions at the key intersection: Cook St/Meares St. Analysis results include delays, LOS and queue lengths. See **Figure 3** for traffic conditions at Cook Street / Meares Street.

To: Korbin DaSilva, Abstract Developments
 Re: Traffic Review for Development at 1101 Fort Street

November 12, 2015
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Table 2: Traffic Conditions at Cook St / Meares St

	Westbound (On Meares Frontage)	Eastbound (On Other Side St)	Southbound Left (On Cook St)
Average Delay (s)	20.2 (25.1)	55.8 (71.5)	9.7 (10.0)
LOS	C (D)	F (F)	A (B)
95 th Queue (veh)	0.4 (1.0)	2.1 (2.6)	0.1 (0.3)

*Note: ## indicates Existing Conditions; (##) indicates (Post Development)

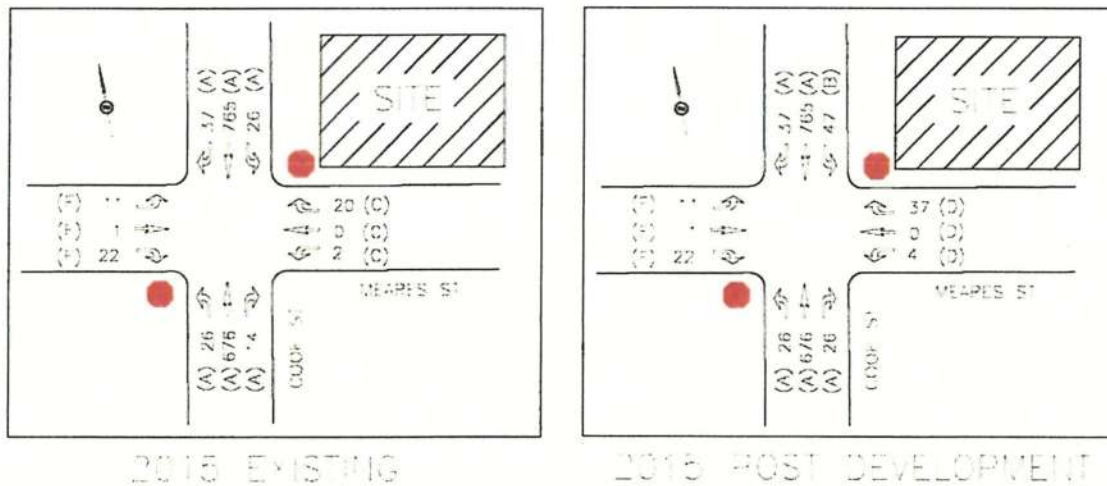


Figure 3 - PM Peak Hour Traffic Conditions at Cook Street / Meares Street

2.0 ON-STREET PERPENDICULAR PARKING REVIEW

Guidelines for On-street Perpendicular Parking

A number of design guidelines, jurisdictional specifications, and research papers were reviewed regarding the feasibility and appropriateness of on-street perpendicular parking. Sources that were reviewed include the Transportation Association of Canada (TAC) *Geometric Design Guide for Canadian Roads*, municipal design guides and specifications, ITE journals and manuals, among others. There is limited information in terms of actual specifications or guidelines for where on-street perpendicular parking is viable (and if so, under what design parameters). One source¹ did identify that consideration for on-street perpendicular parking should be based on slow speed, low volume environments, along with

¹ *Angle Parking on Iowa's Low Volume Primary Extensions in Small Towns*, Centre for Transportation Research and Education, Iowa State University, Jan 2003

To: Korbin DaSilva, Abstract Developments
 Re: Traffic Review for Development at 1101 Fort Street

November 12, 2015
 page 5

suitable geometry and consideration of the type of area (e.g. a commercial plaza / urban / CBD slow zone may be conducive environments where parking manoeuvres are not unexpected).

Meares St is, at a high level, potentially a conducive environment for on-street perpendicular parking since it is a slow, low volume local road, an (effectively) non-through road, and in a mixed-use development area within / at the edge of Victoria's CBD.

Geometry of the Proposed Parking

Geometrically, the proposed parking matches the City of Victoria's off-street perpendicular parking stall length and "aisle width" requirements (5.1m long stall, and a clear width of 7.0m on Meares, on the far side of which is 2.4m wide parallel parking in the eastbound direction). Note that the City does not have a formal "on-street" perpendicular specification. The proposed perpendicular parking is 16m spaced from the existing stop bar on Meares Street.

The 16m clearance exceeds the expected queue lengths for the peak hours with the development. Sight lines were also not noted as a constraint. As this matches the City's specifications it is a workable configuration. See **Figure 4** for the site plan with perpendicular parking on Meares Street, and stall and roadway dimensions.

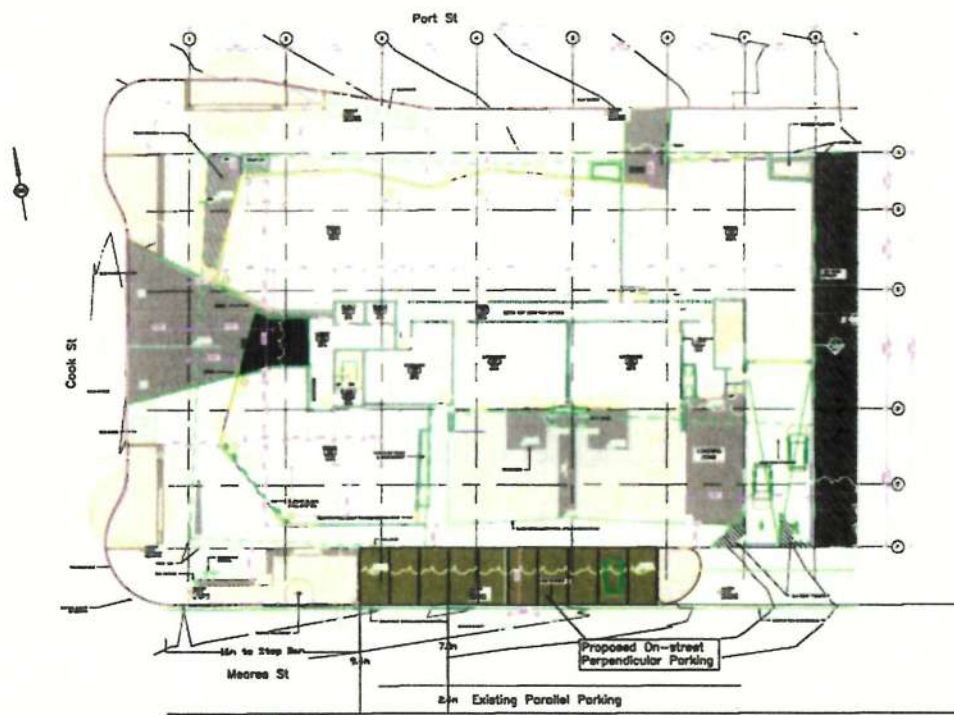


Figure 4 – Proposed Site Plan with Perpendicular Parking and Roadway Dimensions

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 Re: Traffic Review for Development at 1101 Fort Street

November 12, 2015
 page 6

Other Examples of On-street Perpendicular Parking

While this is not a typical on-street parking configuration in Victoria or the CRD, there are some local precedents. One example that is very similar to this site is on Bryn Maur Rd, in Langford. It has nearly the same volume (100 vehicles in the PM peak hour) and a slow speed / virtually non-through-road type of character, in an "urban core" environment. The adjacent buildings are ground level commercial with condominiums above. And there is on-street perpendicular parking on one side, and parallel parking on the other side.



On-street Perpendicular Parking on Bryn Maur Road, Langford BC

3.0 CONCLUSIONS

The following conclusions are made regarding the Meares St traffic and perpendicular parking review for the proposed development at 1101 Fort St.

The proposed development will generate an estimated 52 vehicle trips (combined in/out) during the PM peak hour, along the Meares St frontage of the building. These trips will be almost entirely confined to the building frontage, between the underground parking access and Cook St. East of the building, there will be effectively no increase in traffic volumes due to this site due to limited network connectivity and a constrained one-way lane at the east end of Meares St. Even along the site frontage, Meares St will continue to operate as a local road. At the intersection of Cook Street / Meares Street, the westbound movement (exiting with stop control) will be operating at an acceptable peak hour level of service with a 25 percent increase (5 seconds) in average delay per vehicle in the PM peak hour.

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page 7

The review of the proposed perpendicular parking found that there is little guidance in regards to on-street perpendicular parking. However, sites that are considered should have low-volumes, slow vehicle speeds, an appropriate area type (where perpendicular parking manoeuvres may be expected), and suitable geometry. Meares St meets these high-level criteria, with a perpendicular parking design that meets the City's off-street perpendicular parking layout standards. While such on-street perpendicular parking configurations are rare within the City of Victoria and the CRD, there are some similar examples, on in particular on Bryn Maur Rd in Langford that has very similar characteristics in terms of built environment, development type, road volume, and parking design. The proposed perpendicular parking concept is, therefore, a viable consideration in this instance.

Please do not hesitate to contact me if you have any questions.

Sincerely,

Boulevard Transportation

... a division of Watt Consulting Group

Per,



Mitchell Jacobson, M.Sc., PEng
Transportation Engineer

D 250.388.9877 ext 427
E mjacobson@blvdgroup.ca

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Sheet No.	Sheet Title
A000	Cover
A002	Survey and Building Code
A003	Site Plan
A100	Parking Level 2
A101	Parking Level 1
A201	Ground Floor
A202	Second Floor
A204	Fourth Floor
A206	Penthouse
A207	Roof Plan
A300	Elevations
A301	Elevations
A302	Context Elevations
A400	Sections
A401	Sections
L1 01	Landscape Plan
L2 01	Landscape Plan
L3 01	Landscape Details



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250.590.3223
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greg@cascadiaarchitects.ca

STRUCTURAL ENGINEER
JSH ENGINEERING LTD.
685 Esplanade
Victoria, British Columbia
V8B 6G2
250.474.2662

Contact:
Steve Hoel, P.Eng. Struct. Eng.
jsheng@jshs.net

MECHANICAL ENGINEER
AVIATION MECHANICAL
CORPORATION LTD.
300 - 1246 Esplanade Rd.
Victoria, B.C. V8A 3P2
250-384-4128 ex.102

Contact:
Nigel Jamilow, P.Eng.
nigel@aviationmechanical.com

ELECTRICAL ENGINEER
APPLIED ENGINEERING SOLUTIONS LTD.
308 Fox, 1815 Blanchard Street
Victoria, B.C.
V8T 5M4
250.381.6121

Contact:
Bill Neer, ASCE
billneer@apeengineering.ca

LANDSCAPE ARCHITECT
MURDOCH DE GREFF INC.
524 Courbeil Rd, Suite 200,
Victoria, BC
V8Z 1G1
250.412.8891
Contact:
Scott Murdoch, Landscape Architect, R.P. Bio.
scott@mddesign.ca



PROJECT LOCATION PLAN
1:2000

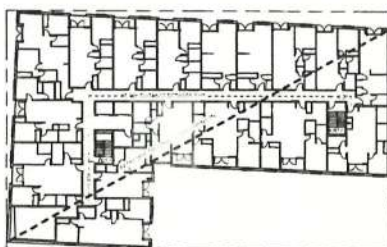
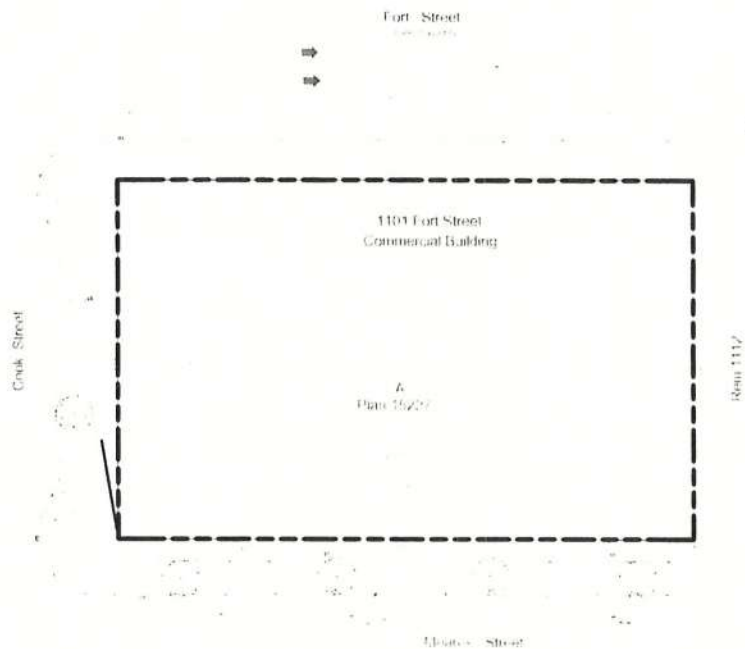
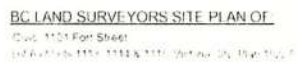


CASCADIA ARCHITECTS INC.
1080 Meares Street
Victoria BC V8V 3J6 Canada
T 250 590 3223 F 250 580 3228
W cascadiarchitects.ca

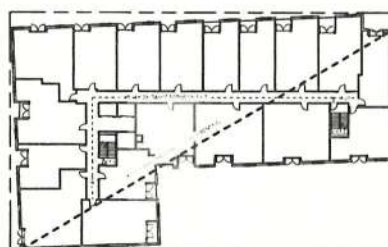
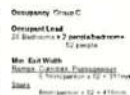


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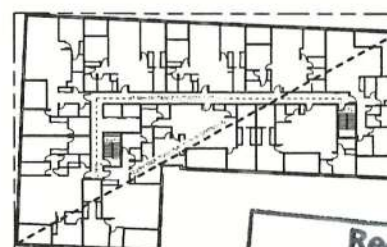
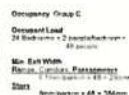
ABSTRACT DEVELOPMENTS
1101 FORT STREET
ISSUED FOR DEVELOPMENT PERMIT - November 3, 2015



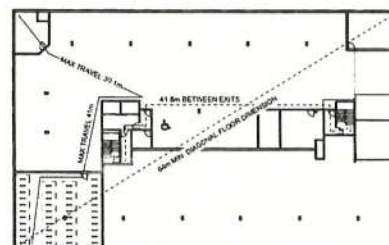
5 Level 2&3 Code Plan
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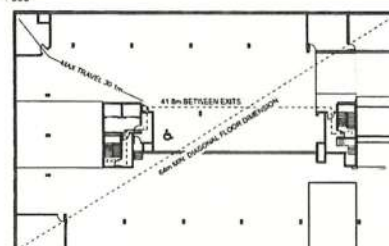
6 Level 4&5 Code Plan
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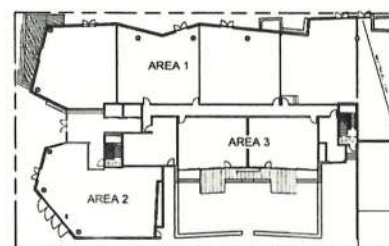
7 Level 6 - PENTHOUSE Code Plan
1 : 300



② P2 Code Plan
1 : 300



③ P1 Code Plan
1: 300



4 Ground Floor Code Plan

Min. Separation of Exits 320
Max. Travel 40m
Occupancy # Div 2 - Storage Garage
Occupant Load 1225 sq m
Storage Garage 48 sq m/person
1225/48 = 27 people
Min. Exit Width
Ramps, Stairs, Passageways
8 m/person x 27 = 16m
Stairs

Min. Separation of Exits 22m
Max Travel 45m
Occupancy F Div 3 - Storage Garage
Occupant Load
Total Area 1041 sq.m
Storage Garage 45 sq.m per person
1041/45 = 23 persons
Min. Exit Width
Hazardous Corridor
C Corridor width = 4m = 144cm
Stairs
Stair width = 4m = 144cm

Occupancy: A2 or D or E JARPA 1 & 2

AREA 1

Occupant Load

Net Area	680 sqm
Maximum	27 sqm/person
680/27 =	158 people

Min. Exit Width

Fluxus, Corridor, Reception

27 sqm/person x 152 = 1122sqm

Stairs

Assembly x 154 = 1472sqm

AREA 2
Occupant Load
Total Area 228 sq m
Dining 17 sq m per person
228 ÷ 17 = 13 people

Max. Exit Width
Men, Women, Passengers
1 Occupant = 274 = 107 mm

107 mm
Assembly = 274 = 310 mm

AREA 3 Group C Occupant

Occupancy Group C

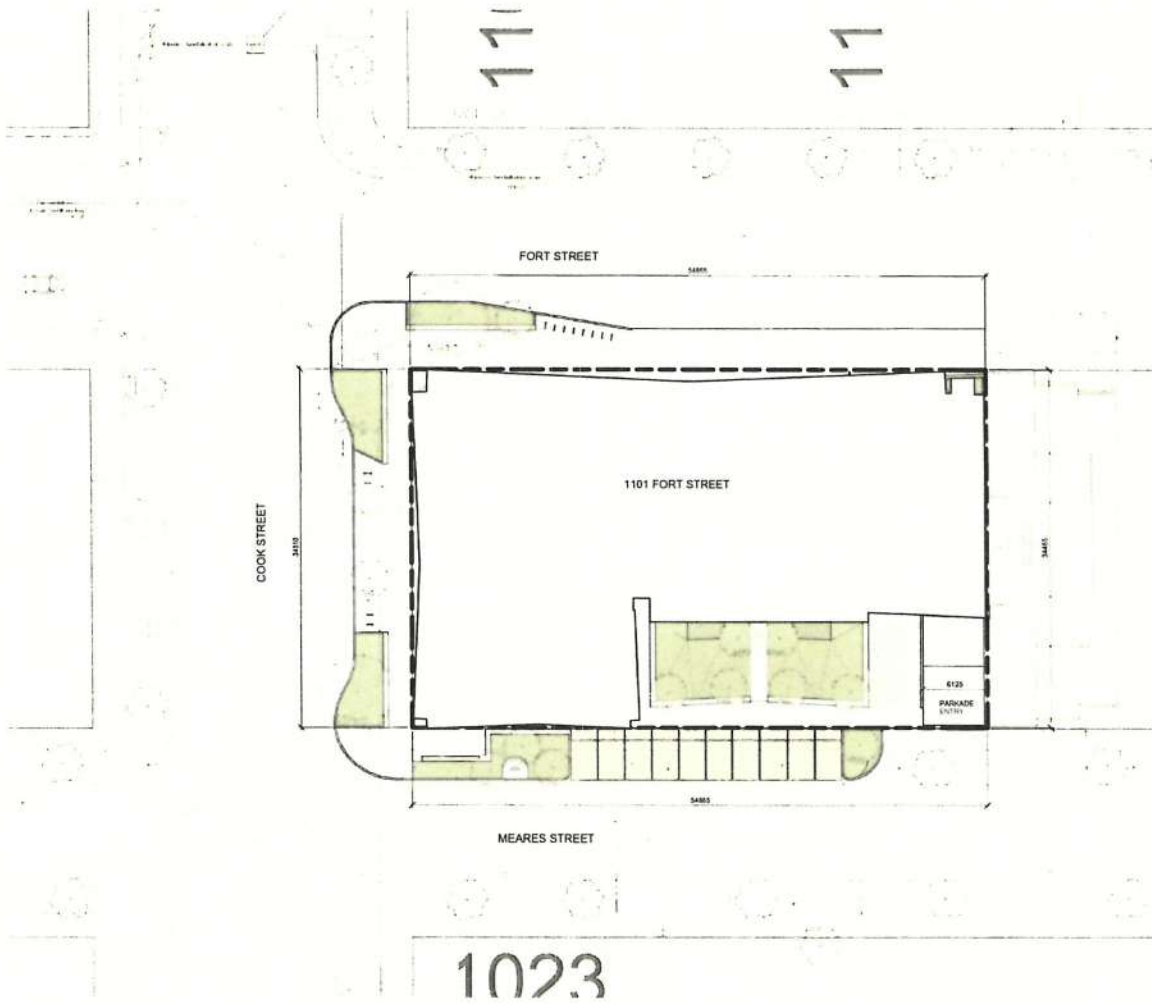
Occupant Load
17 Bedrooms x 2 people/bedroom
34 people

Min. Exit Width
Range Corridor, Passageway
= 30 inches x 36 inches

Stairs
Stairway openings = 36 x 72 inches

Received





1 Site Plan
1:200

PROJECT INFORMATION TABLE	
Zone description	CA-72
Site area (m ²)	1893 m ²
Site floor area (m ²)	7350 m ²
Commercial floor area (m ²)	1009 m ²
Floor space ratio	3.9:1
SEI coverage %	78%
Open side space %	27%
Height	21.6 m
Number of stories	6
Number of parking spaces	21 (10 car spaces, 11 about turn commercial spaces)
Reserve parking spaces (through north park 1)	64 CLASS 1 underground + 16 at grade = 100
Building Setbacks (m)	
Front yard	0 m
Rear yard	0 m
Side yard (minimum width option)	0 m
Side yard (minimum width option)	0 m
Front/rear side yards	0 m
Residential Use Details	
Total number of units	81
Unit type & sq. ft. breakdown	24 1BD, 11 1BD+den, 21 2BD, 12 2BD+den, 11 Studio, 2 LUT
Classified residential units	24 one-beds
Minimum total floor area (m ²)	48 m ²
Total residential floor area (m ²)	6371 m ²

NOTE: HIGH HIGHLIGHTED CELLS HAVE BEEN UPDATED FROM ORIGINAL SUBMISSION.



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1081 Meares Street
Victoria BC V8W 2A6 Canada
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F 250 381 1022 www.cascadiaarchitects.ca

NO.	DESCRIPTION	DATE
1	Site Plan	2015.10.27
2	1101 FORT STREET	2015.10.27
3	ABSTRACT DEVELOPMENTS	2015.10.27
4	1101 FORT STREET	2015.10.27
5	VICTORIA, BC	2015.10.27
6	1:200	2015.10.27
7	1508	November 3, 2015
8	PJGD	AG
9	A003	

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 1101 Marine Street
 Victoria BC V8W 2L8 Canada
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 F 250 681 1226 www.cascadiaarchitects.com

NO	DESCRIPTION	DATE
1	1101 FORT STREET	
2	ABSTRACT DEVELOPMENT	
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4	VICTORIA BC	
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 ABSTRACT DEVELOPMENT
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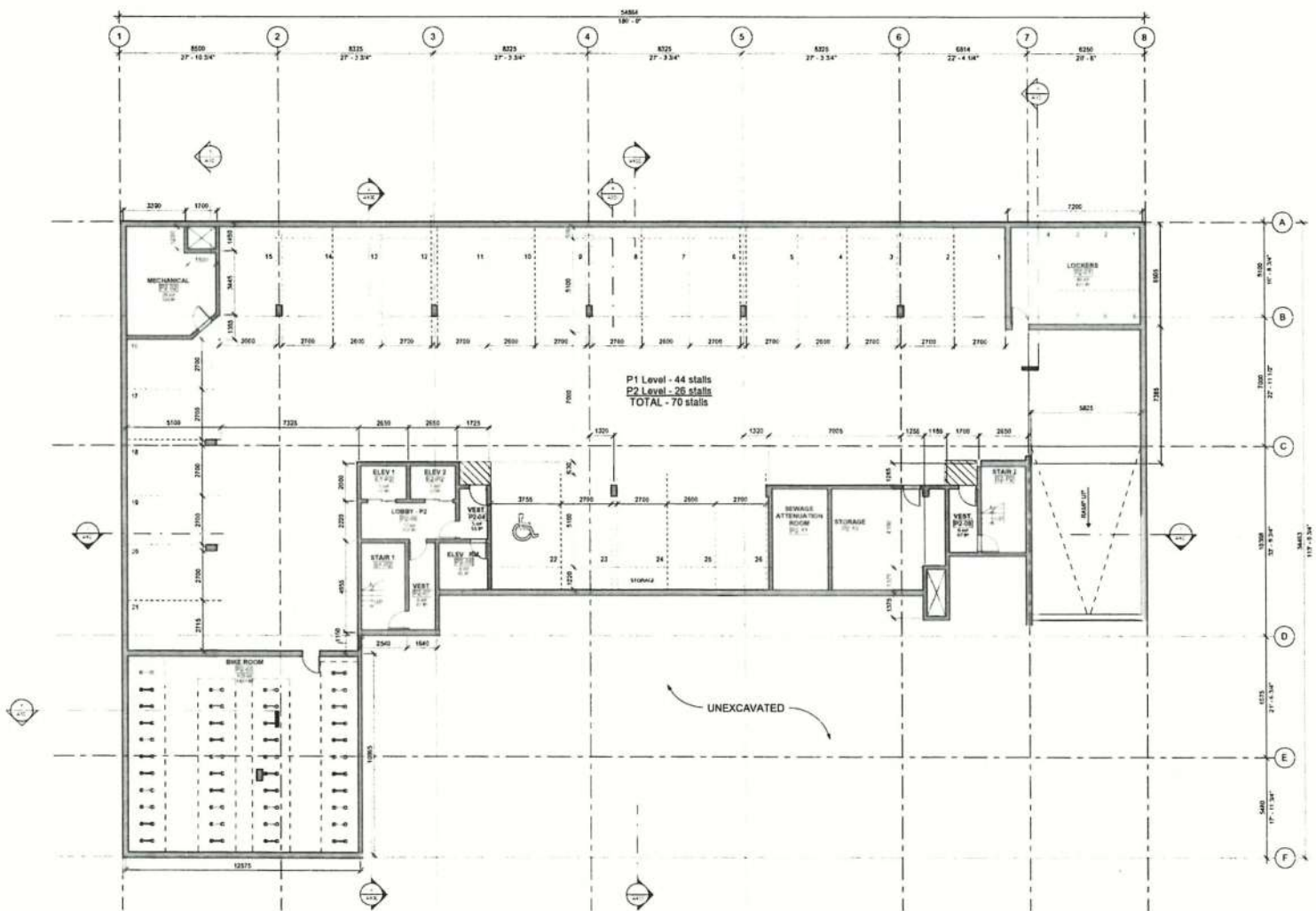
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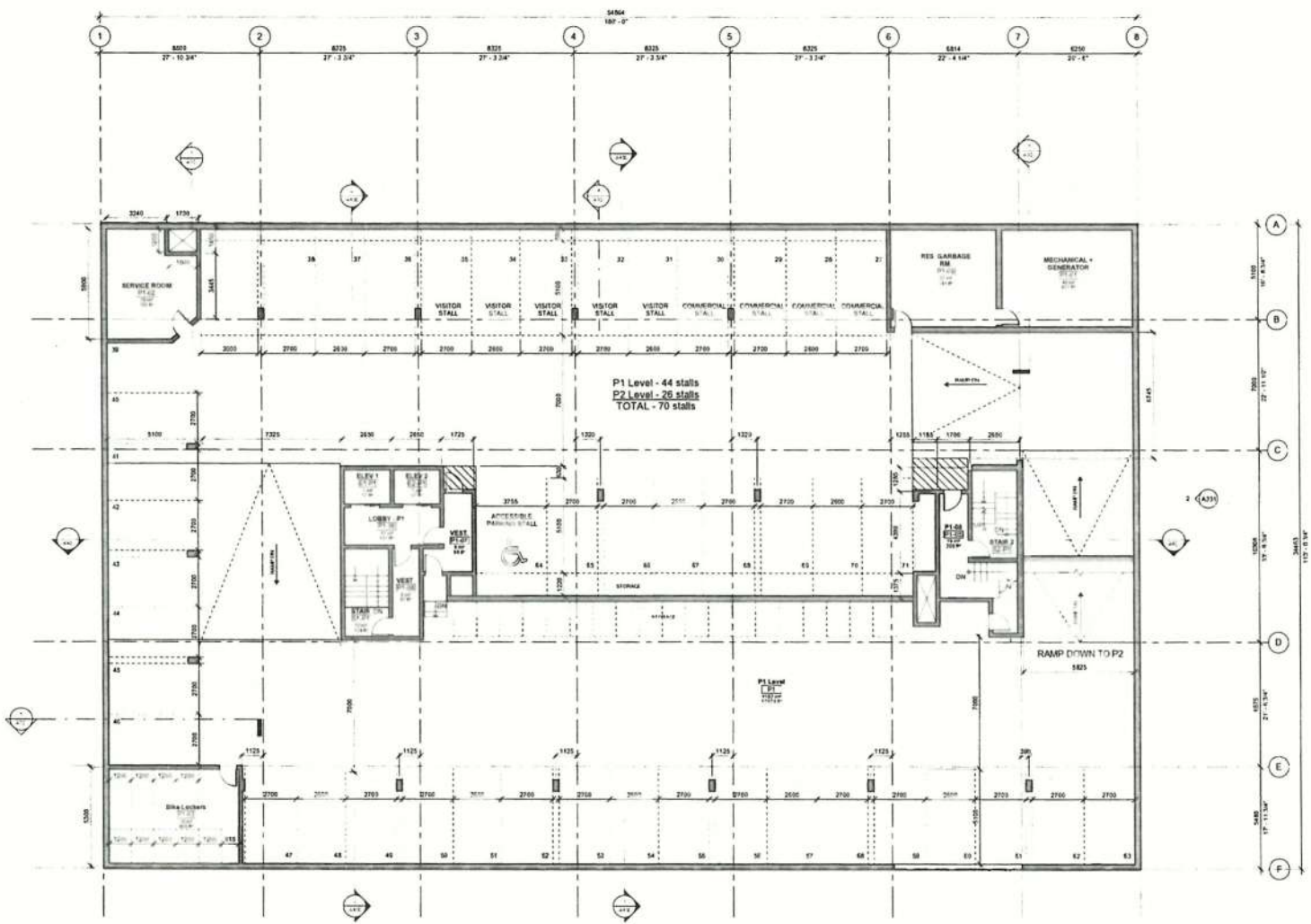
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NOTE FOR ALL PARKING AREAS:
 - CEILING AND WALLS TO BE PAINTED WHITE
 - GYPSUM ACCENTS AND BASEBOARD TO PAINT
 - ALL PIPES TO BE PAINTED
 - FEATURE FINISHES TO ELEMENTS
 - ARTWORK

CASCADIA ARCHITECTS INC.
 1107 Mendenhall Road
 Victoria BC V8W 1A6 Canada
 T: 250.591.1021 F: 250.591.1022
 www.cascadiaarchitects.ca



NOTE FOR ALL PARKING AREAS:
 - CEILING AND WALLS TO BE PAINTED WHITE
 - GROUND SURFACES AND BASES OF ALL
 - ALL FLOORING TO BE PAINTED
 - FLOORING TO BE PAINTED
 - FLOORING TO BE PAINTED

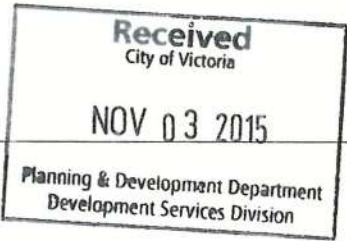
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NO.	DESCRIPTION	DATE
1	Parking Level 1	

1101 FORT STREET
 ABSTRACT DEVELOPMENTS
 1101 FORT STREET
 VICTORIA BC

Scale: 1" = 100'

1508 November 3, 2015
 P. J. D. AG
 1
 A101



Planning and Land Use Committee - 10 Dec 2015

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 Victoria BC V8V 4A8 Canada
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 F 250 601 3225 www.cascadiarchitects.ca

NO	DESCRIPTION	DATE
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2	ABSTRACT DEVELOPMENTS	
3	1101 FORT STREET	
4	VICTORIA BC	

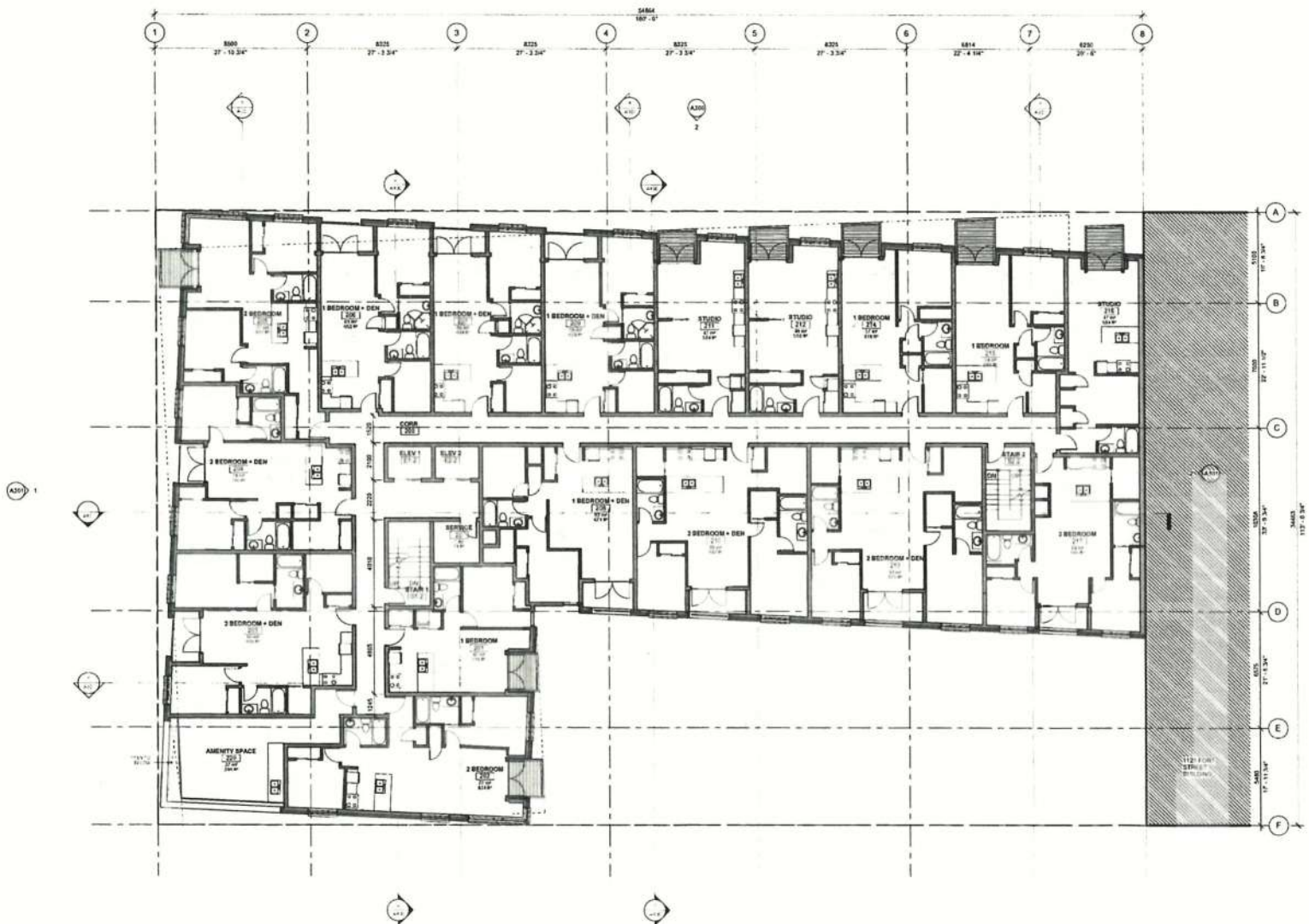
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1506 November 3, 2015

PJ/SD AG

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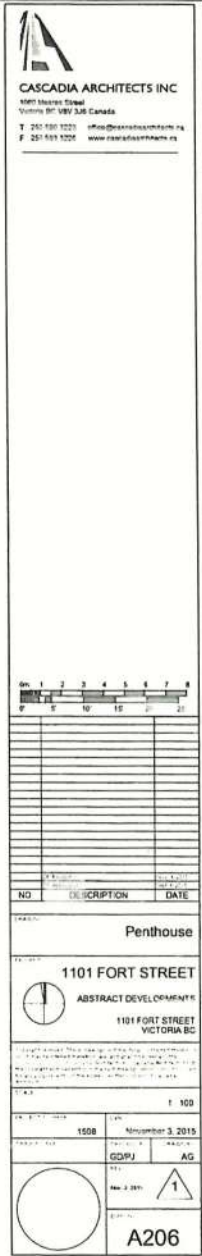
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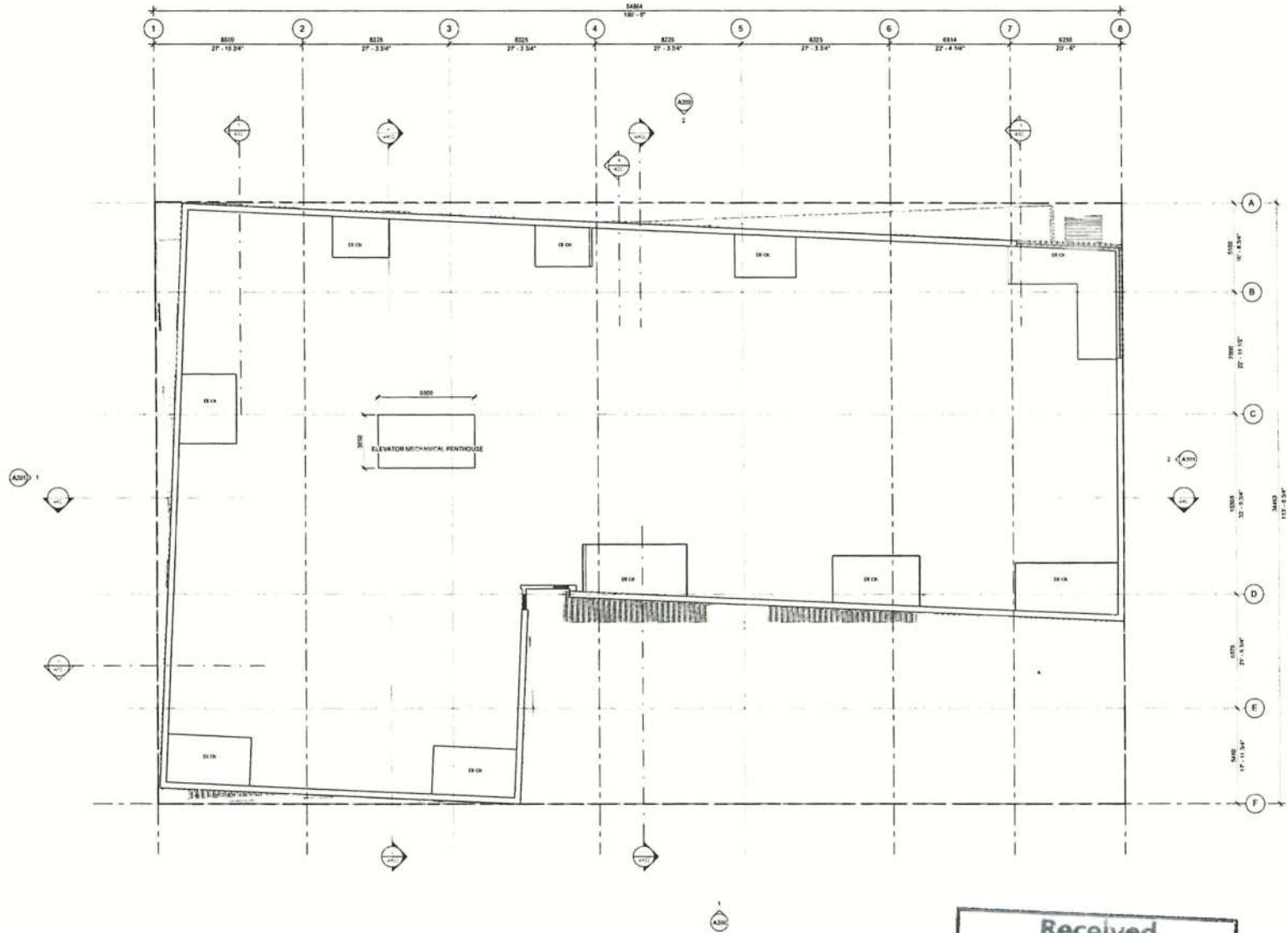
CASCADIA ARCHITECTS INC.
 1001 Steeles Street
 Victoria BC V8V 3J8 Canada
 T: 250-681-1221 office@cascadiaarchitects.ca
 F: 250-681-1222 www.cascadiaarchitects.ca

Roof Plan

1101 FORT STREET
 ABSTRACT DEVELOPMENTS
 1101 FORT STREET
 VICTORIA BC

NO	DESCRIPTION	DATE
1	1:100	November 3 2015

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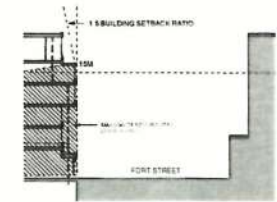
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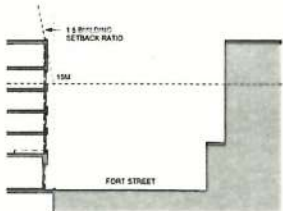
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 Development Services Division



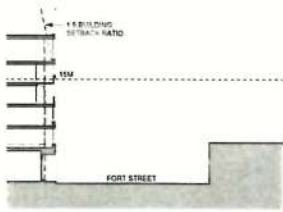
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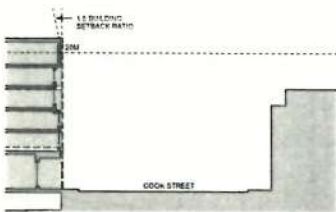
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4 Context Section - Fort - At Middle
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5 Context Section - Fort - West End
1 : 300

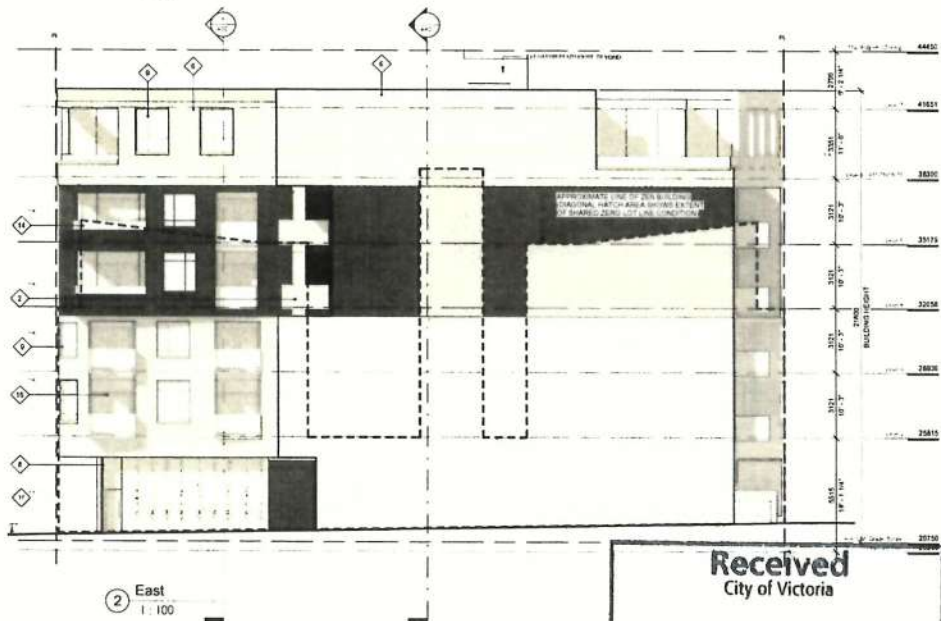


6 Context Section Cook
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NOTE: CONTEXT SECTIONS AS PER STREETWALL GUIDELINES: 1101 FORT STREET SECTION 1:184 FOR COOK STREET & 1:184 FOR FORT STREET.



1 West
1 : 100



2 East
1 : 100

 CASCADIA ARCHITECTS INC. 1905 Hayes Street Victoria BC V8W 2J6 Canada T: 250.606.9270 info@cascadiaarchitects.ca F: 250.606.9222 www.cascadiaarchitects.ca		
Exterior Materials 1 Solid Wood 2 T&G Board 3 Composite Panel 4 Architectural Concrete 5 Industrial Metal Finishing 6 White Brick 7 Black Brick 8 Aluminum Composite Wall 9 Olive Flamed Vinyl Siding 10 Black Flamed Vinyl Siding 11 Commercial Signage 12 Mechanical Service Unit 13 Exterior Aluminum Blinds 14 Glass Door/Window 15 Solid Aluminum Door 16 Vinyl Balcony Door 17 Railing on Vertical Cable System		
NO.	DESCRIPTION	DATE
Elevations 1101 FORT STREET ABSTRACT DEVELOPMENTS 1101 FORT STREET VICTORIA BC		
AS INDICATED 1508 November 3, 2015 PJG/AG Nov 3, 2015 A301		

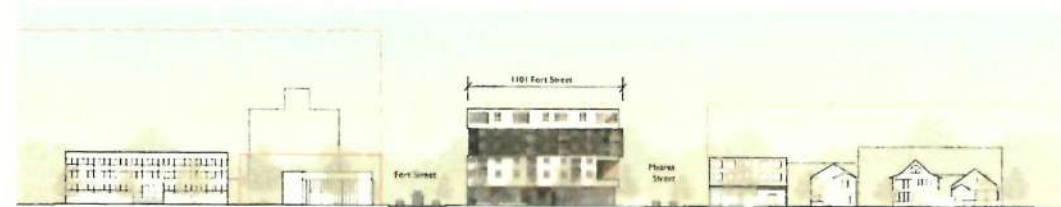
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Fort Street Elevation Looking South



Phoenix Street Elevation Looking North



Cook Street Elevation Looking East

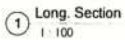
- Existing Building Footprint
- Zoned Height Allowance - Probable Future Building Height
- Zoned Height Allowance
- Proposed Building Footprint



CASCADIA ARCHITECTS INC.
 1007 Houston Street
 Victoria BC V8W 3J9 Canada
 T 250 530 3223 office@cascadiarchitects.ca
 F 250 533 1225 www.cascadiarchitects.ca

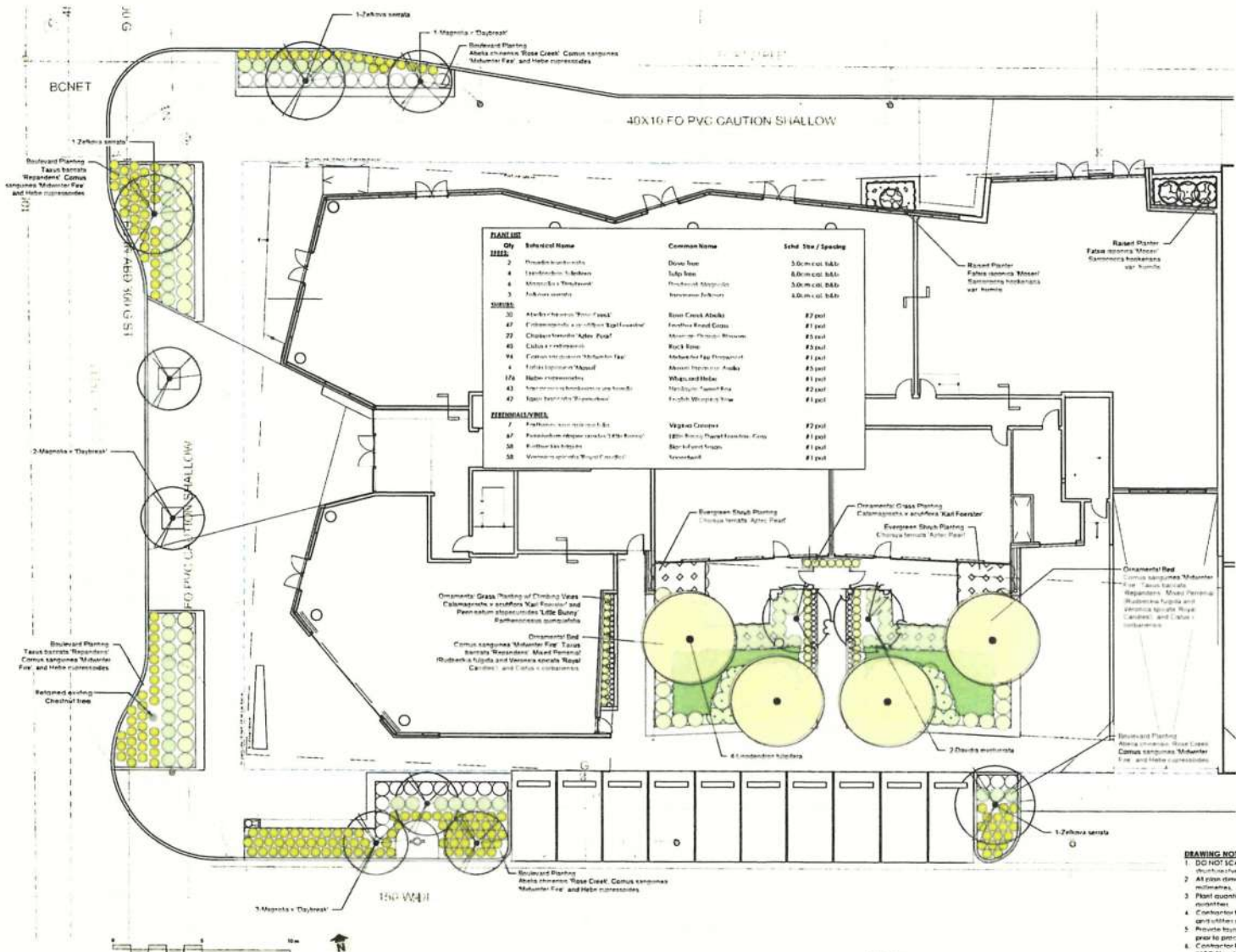
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1	Context Elevations	
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- DRAWING NOTES**
1. DO NOT SCALE DRAWING. Work of property lines and existing structures shall be verified by owner prior to construction.
 2. All plant dimensions are in metres and all depths are in millimetres.
 3. Plant quantities on Plans shall take precedence over plant list quantities.
 4. If necessary to confirm location and elevation of all existing structures and utilities prior to start of construction.
 5. Provide layout of all work for approval by Landscape Architect prior to proceeding with work.
 6. Contractor to provide irrigation system for all plants to meet IBCS standards and Council's requirements.
 7. Landscape installation to carry a 1 year warranty from date of acceptance.
 8. Plant material: submittals and performance to conform to the current edition of the BC/LA/CLSA Landscape Standards.
 9. Contractor to provide evidence of compliance with the standards for all plants related to production and submission to consultant of all landscape submittal information and design.
 10. Final selection of landscape trees to be determined through consultation with City of Victoria staff.

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NOV 03 2015
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**PRELIMINARY
NOT FOR CONSTRUCTION**

Rev	Description	Date
1	Revised Plan Sheet	15.11.05
2	Client Review	15.09.10
3	Design	15.09.10

Murdoch de Greeff
Landscape Planning & Design

Client: **Abstract Developments Inc.**
1101 Fort Street
Victoria, BC V8P 1E2

Project: **1101 Fort Street**
Victoria, BC

Drawing: **Planting Plan**

Item	Quantity	Unit	Price
1	111.24	m ²	1.100
2	1.000	m ²	1.000
3	1.000	m ²	1.000
4	1.000	m ²	1.000
5	1.000	m ²	1.000
6	1.000	m ²	1.000
7	1.000	m ²	1.000
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13	1.000	m ²	1.000
14	1.000	m ²	1.000
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25	1.000	m ²	1.000
26	1.000	m ²	1.000
27	1.000	m ²	1.000
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29	1.000	m ²	1.000
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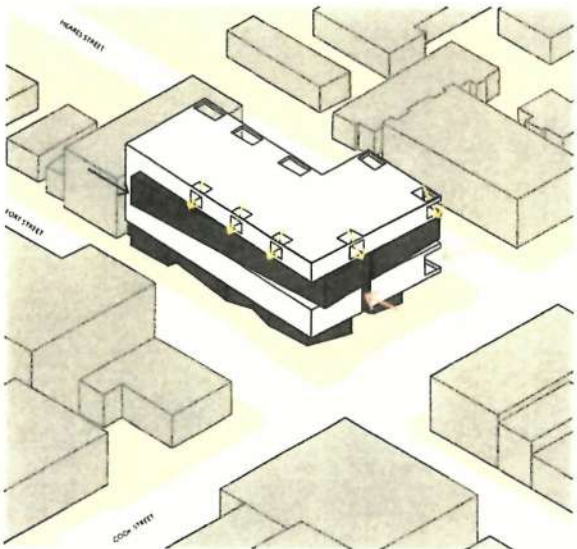
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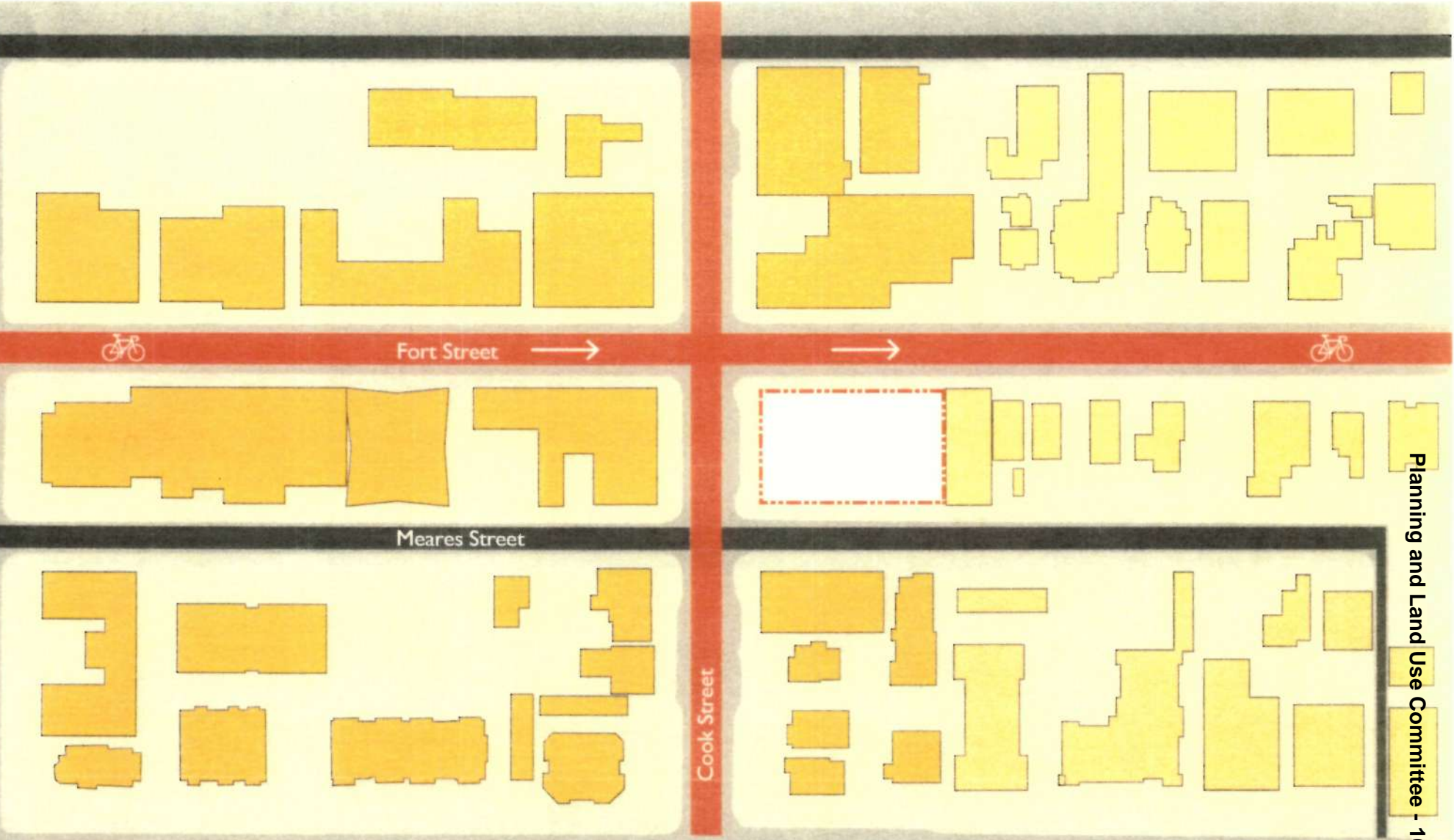


PRELIMINARY NOT FOR CONSTRUCTION			
3	Revised Data Form	15.11.03	
2	Final Revision	14.10.03	
1	Data Form	15.09.03	
revision	description	date	
 Murdoch de Greeff PRC Landscape Planning & Design 1111 Fort Street Victoria, BC V8M 1E2			
Abstract Developments Inc 1974 Oak Bay Ave Victoria, BC V8M 1E2			
project # 1101 Fort Street Victoria, BC			
sheet # (of 10) Landscape Details			
project #	111.24		
status	as noted		
revision by	SWP		
checked by	SM		
sheet no.			
		L3.01	

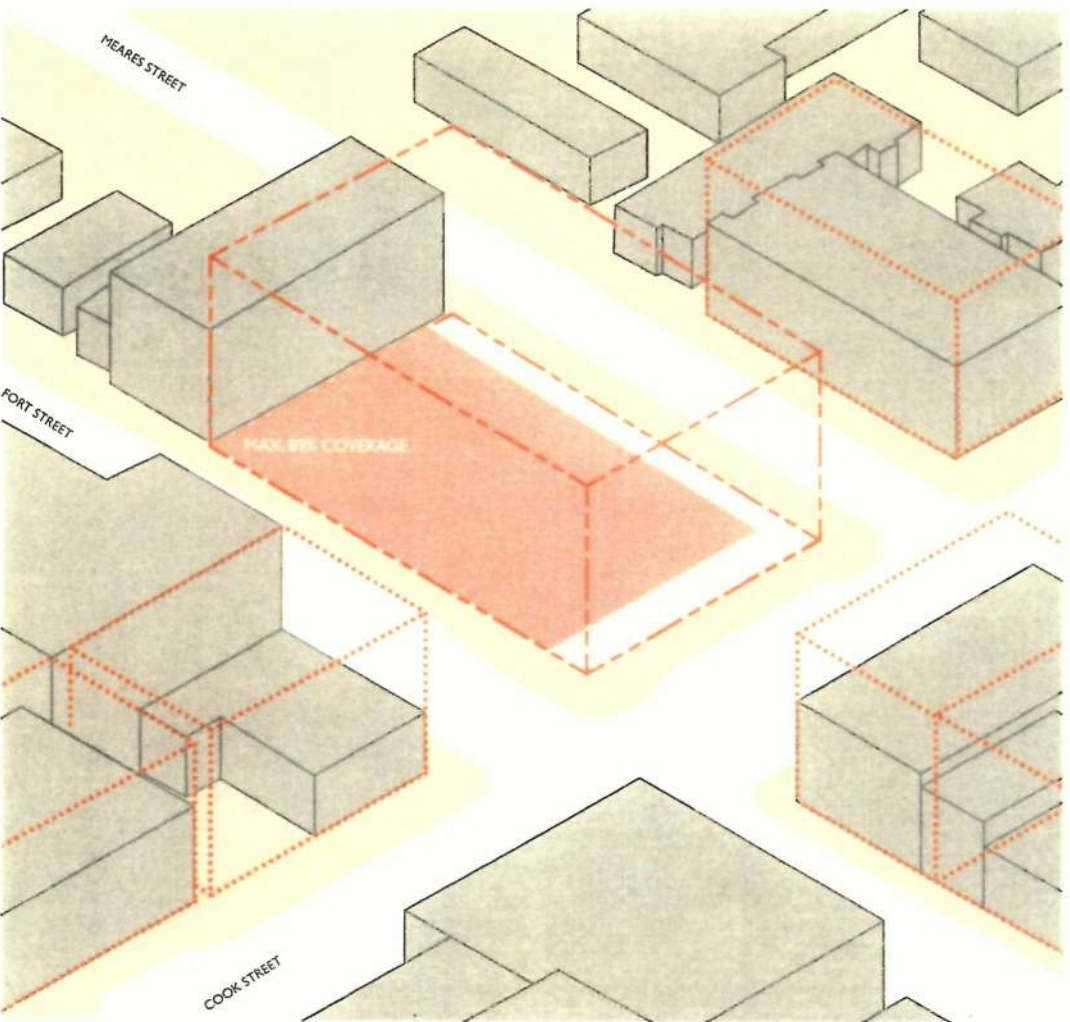
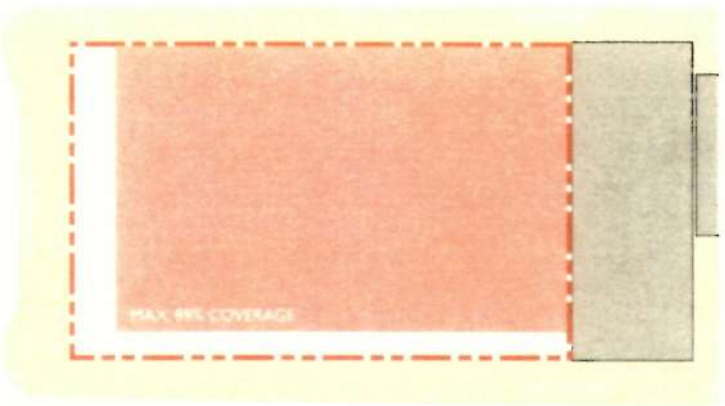


ABSTRACT
developments

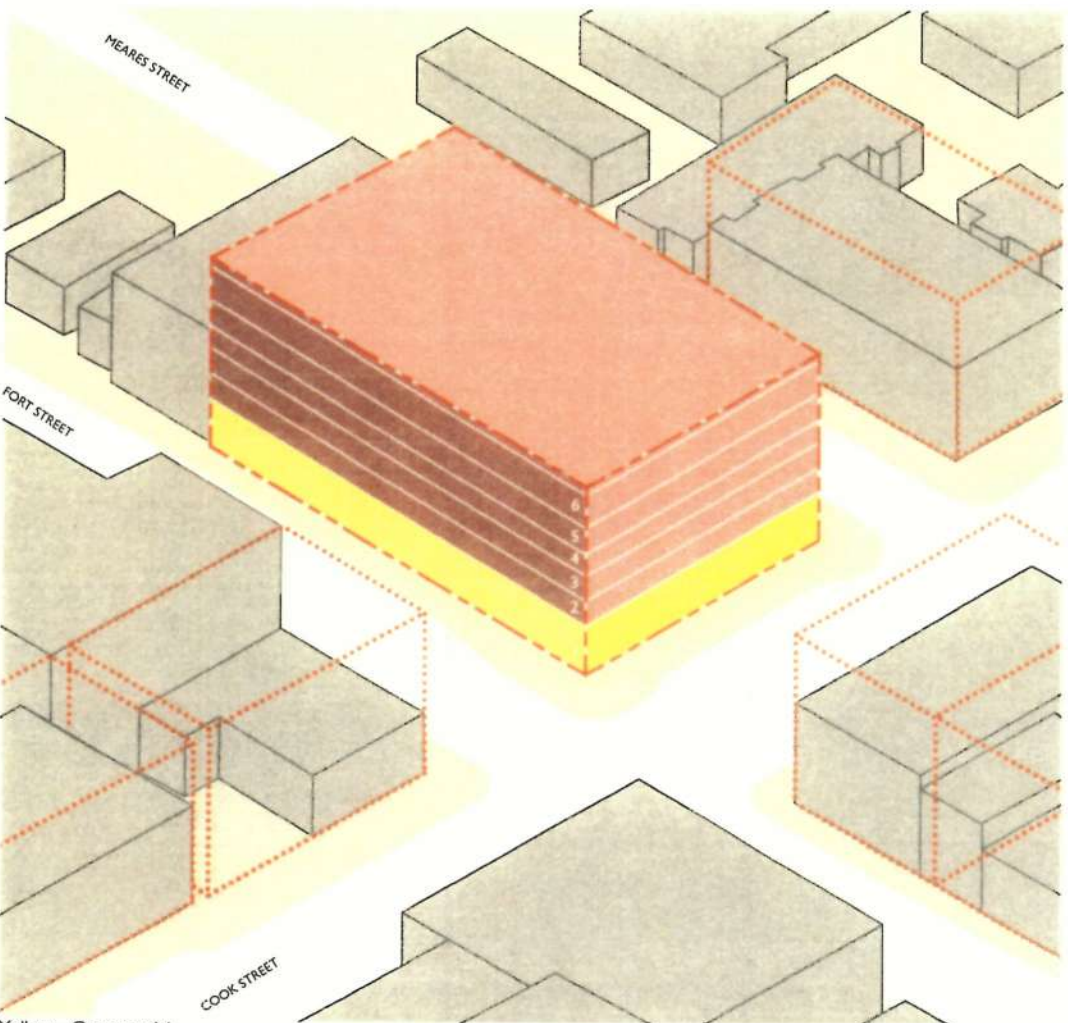




- | | |
|-----------|-------------------|
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| Collector | Urban Residential |
| Local | |

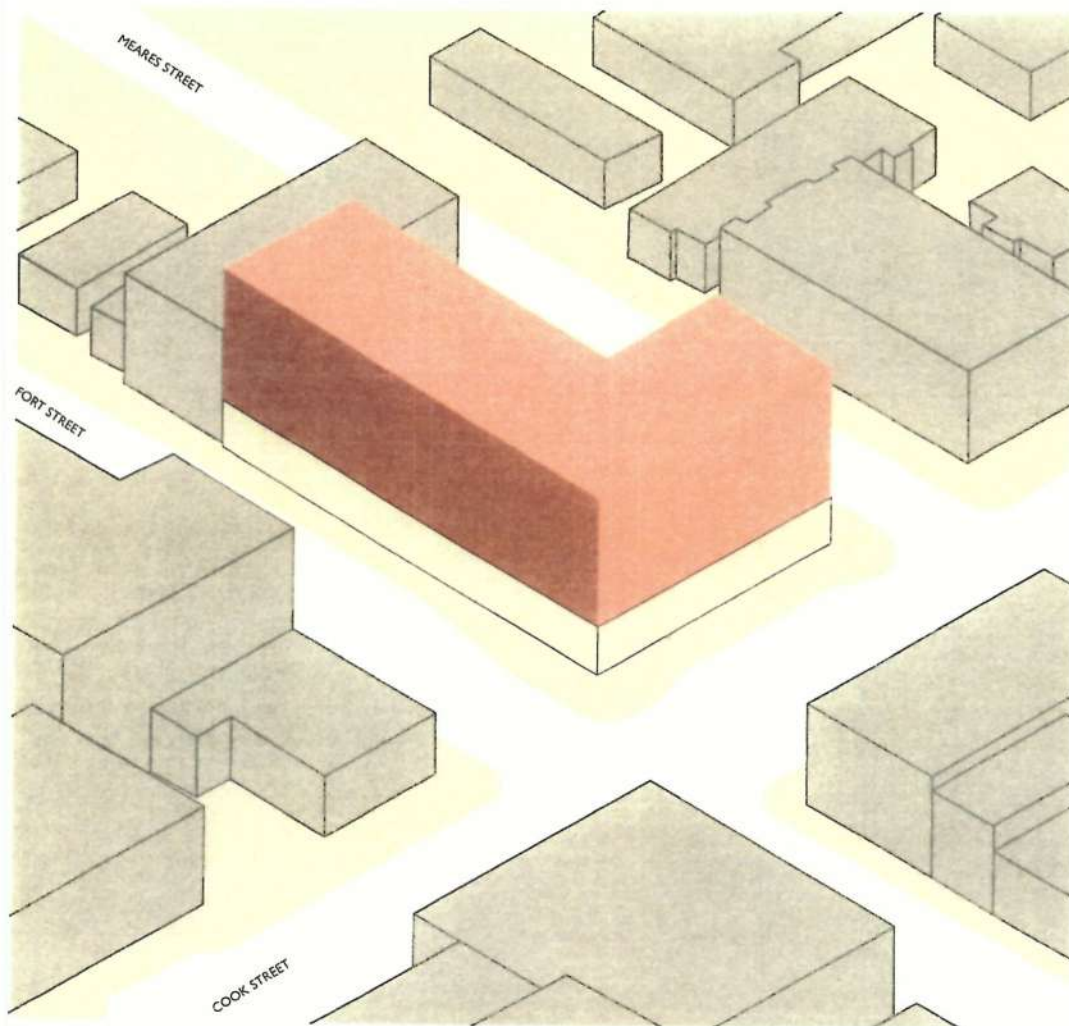


Zoning Envelope - OCP Potential Build-out

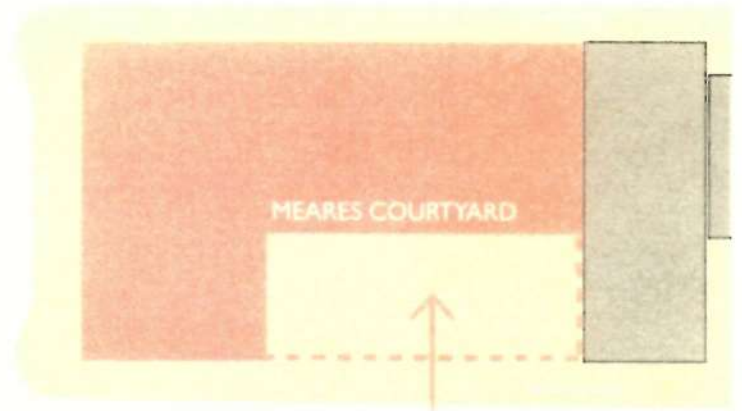


Yellow - Commercial
Red - Residential

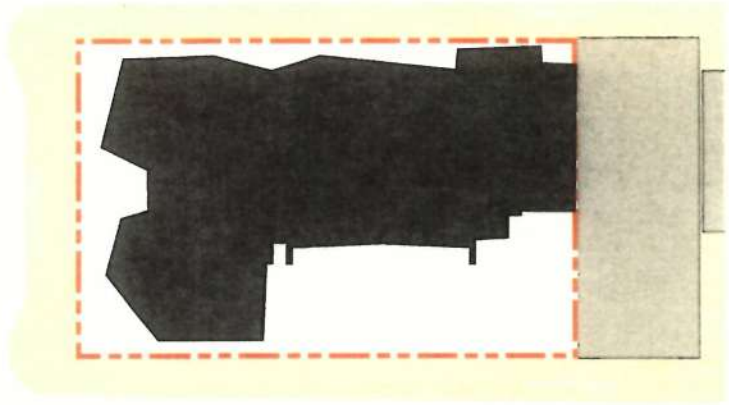
Zoning - Use



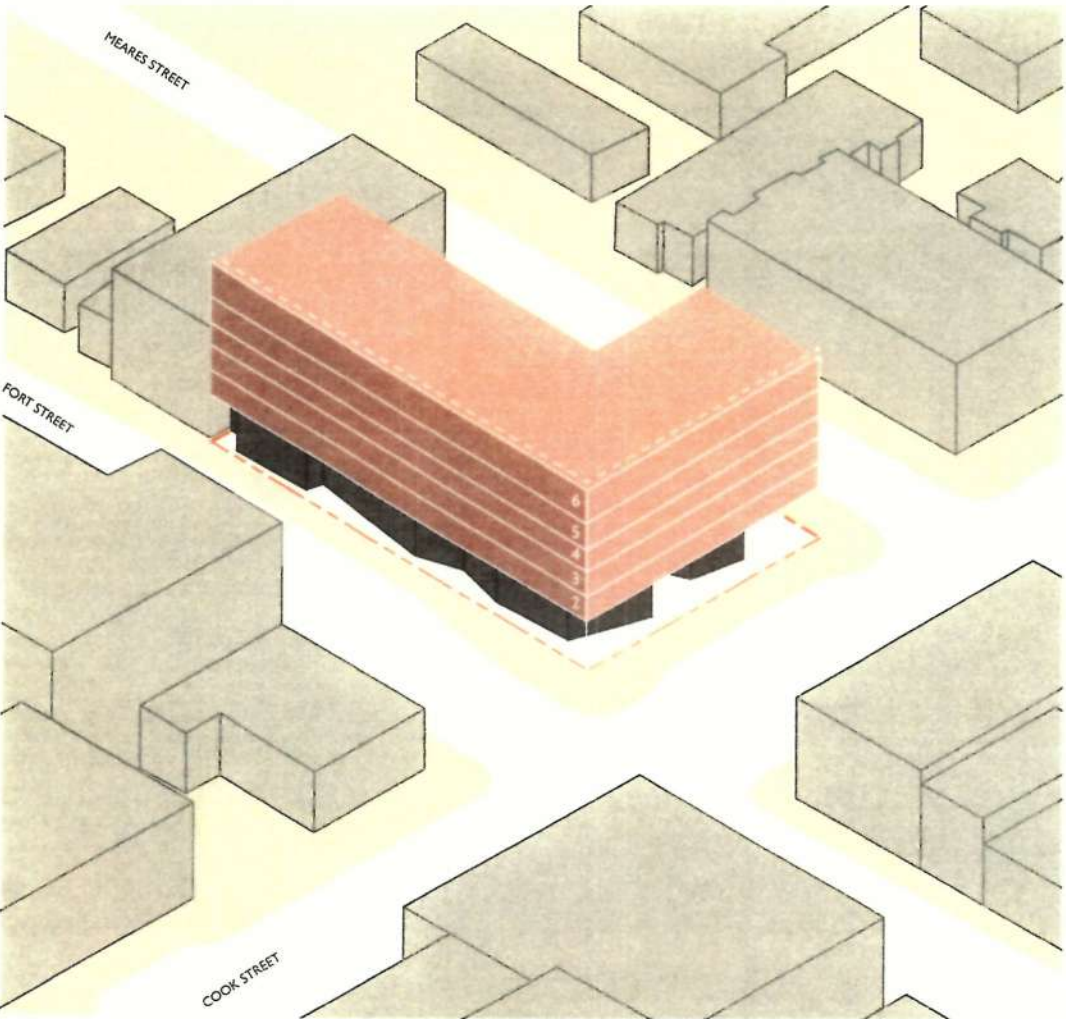
Courtyard Setback



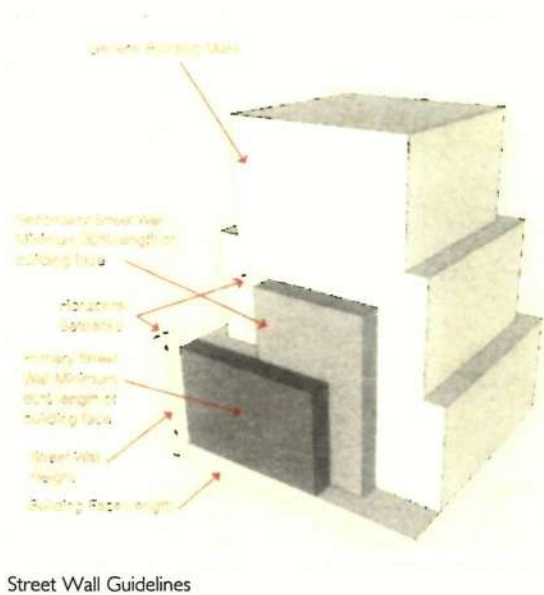
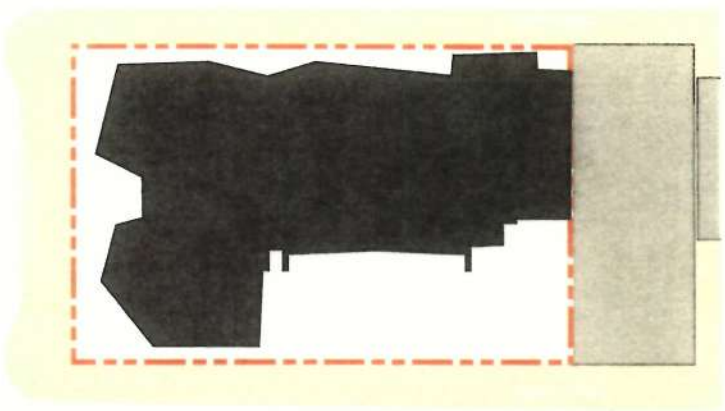
View of Meares Street, looking East from Cook Street.



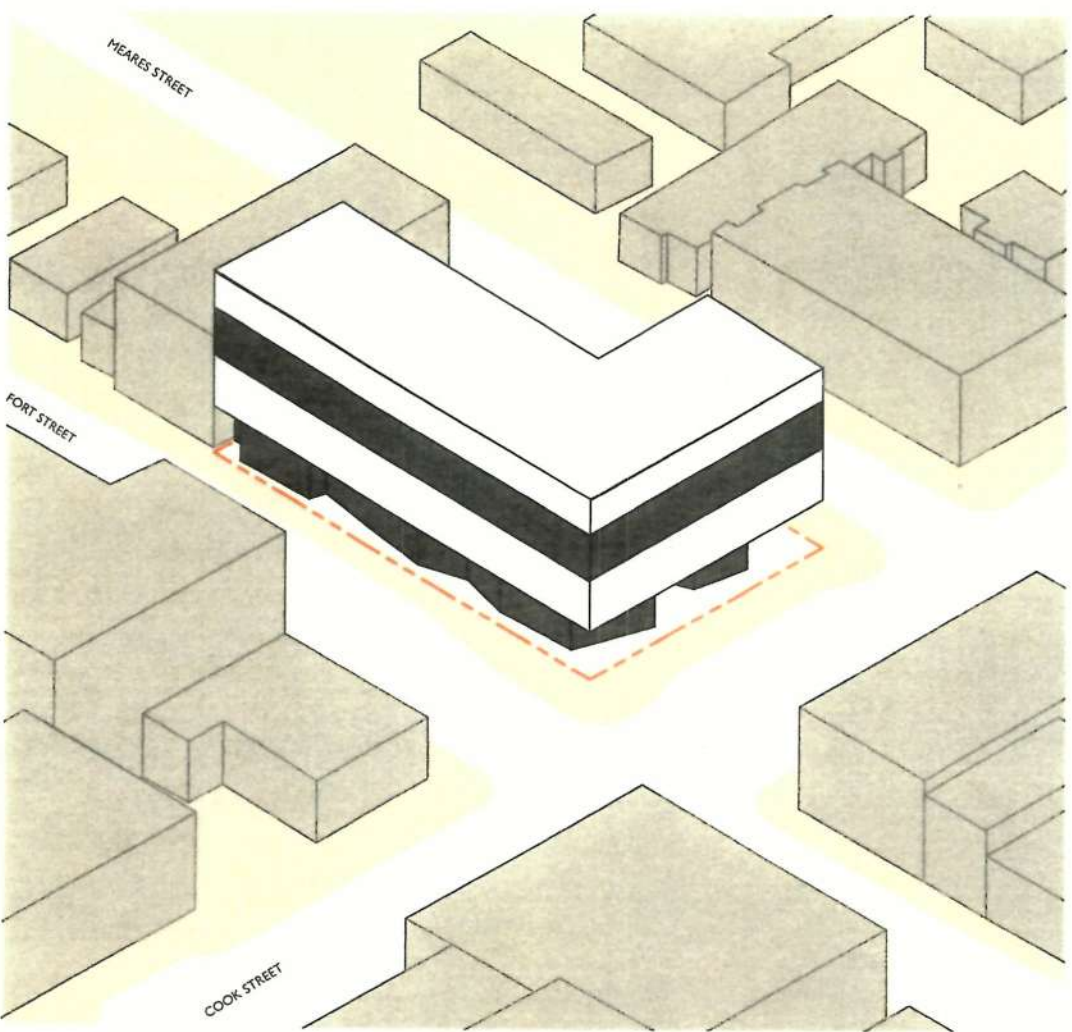
Ground Floor Footprint



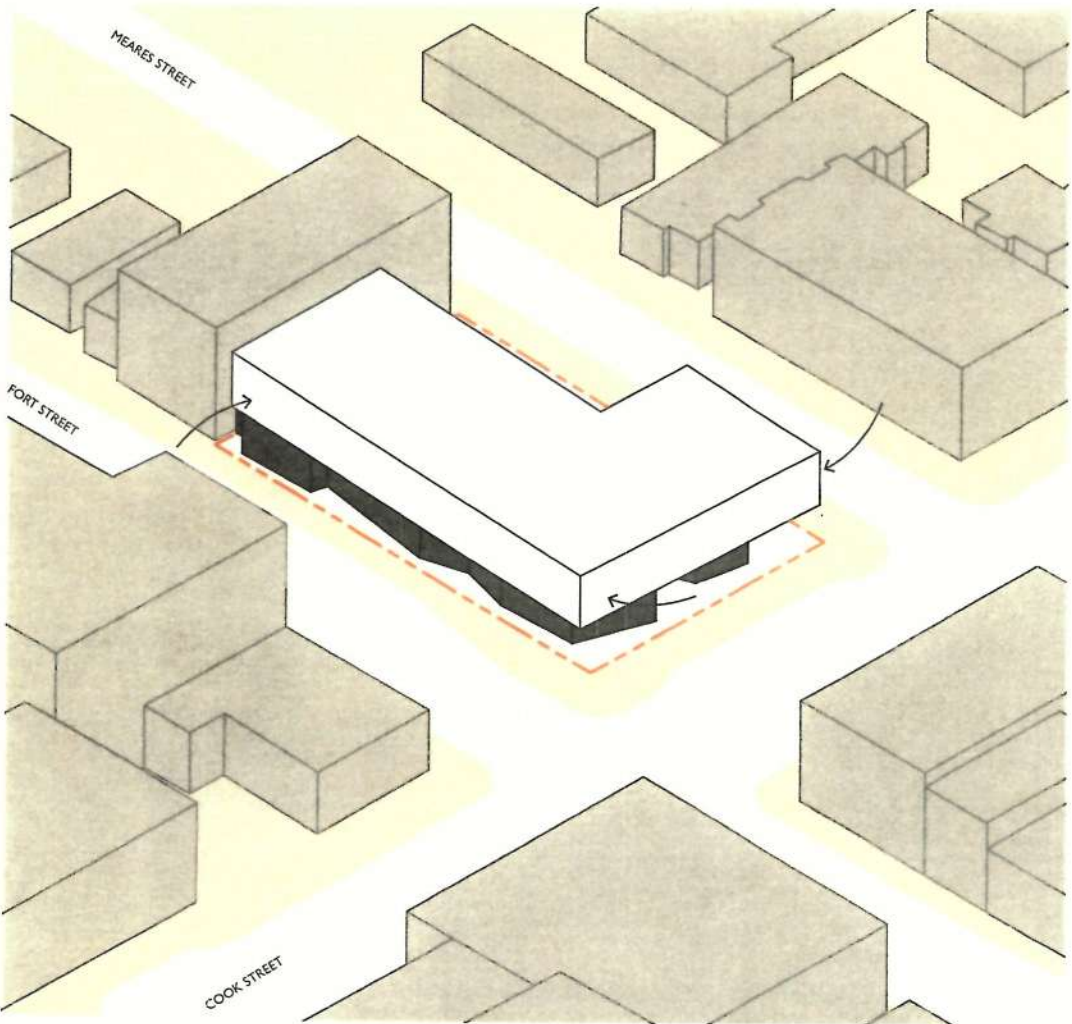
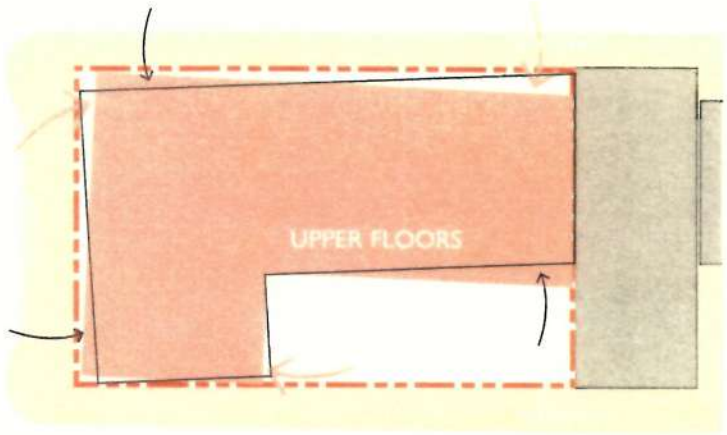
Ground Floor



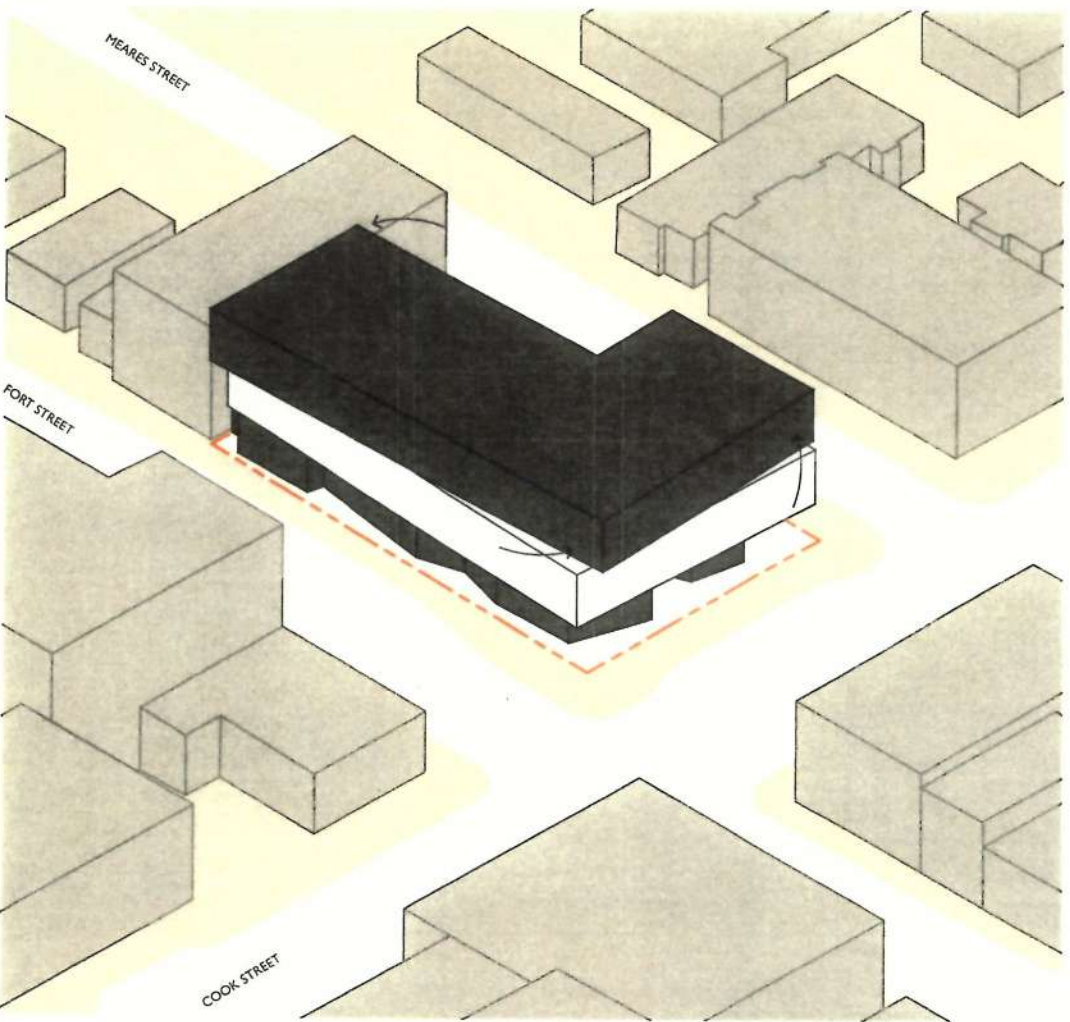
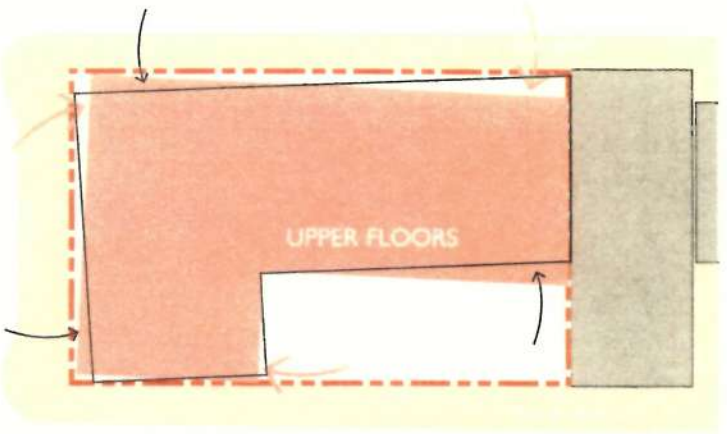
Street Wall Guidelines



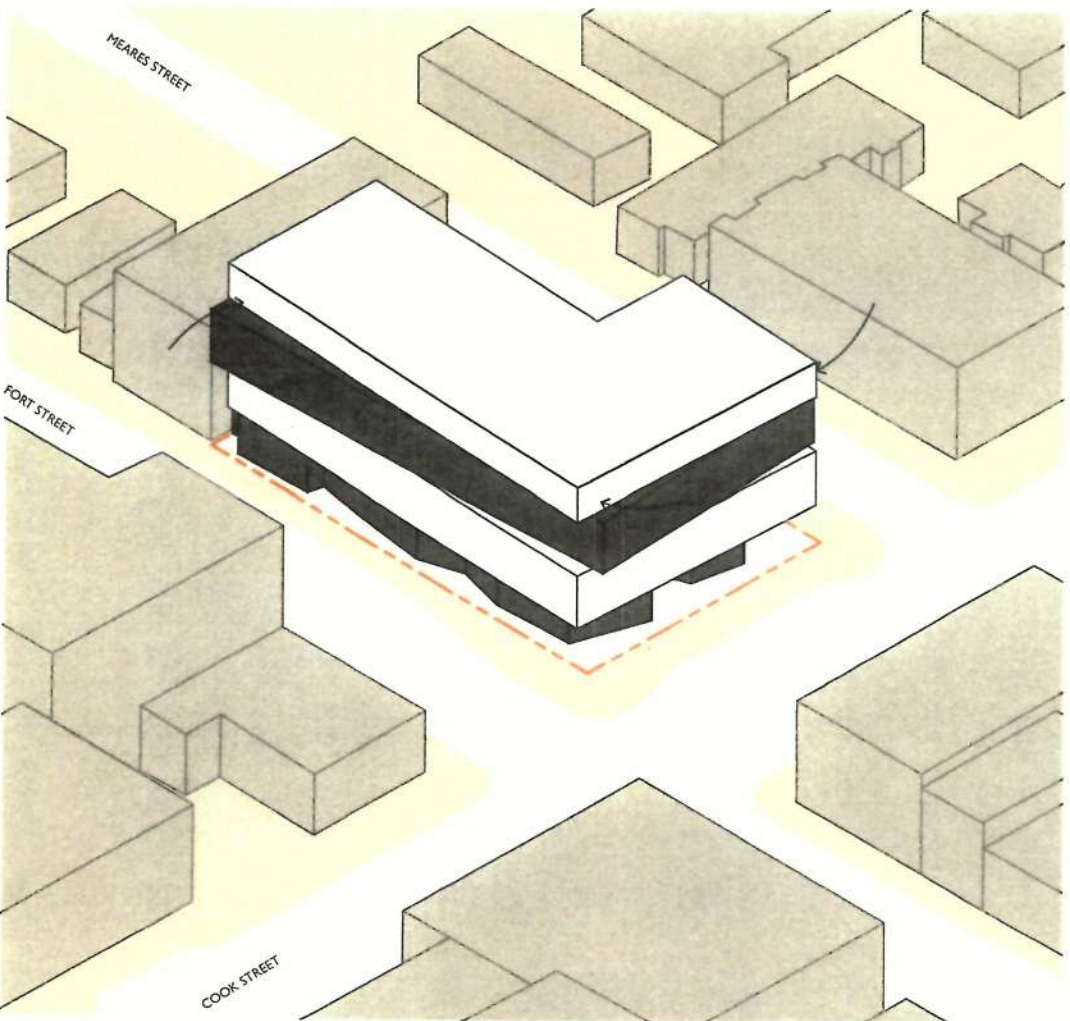
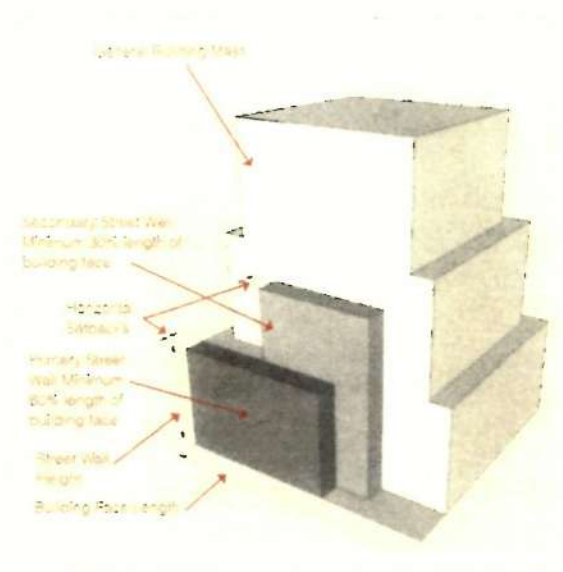
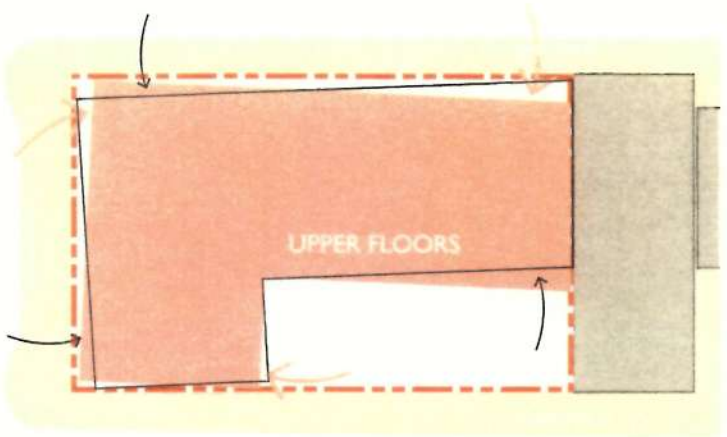
Massing Strategy - 2 Storey Horizontal Blocks



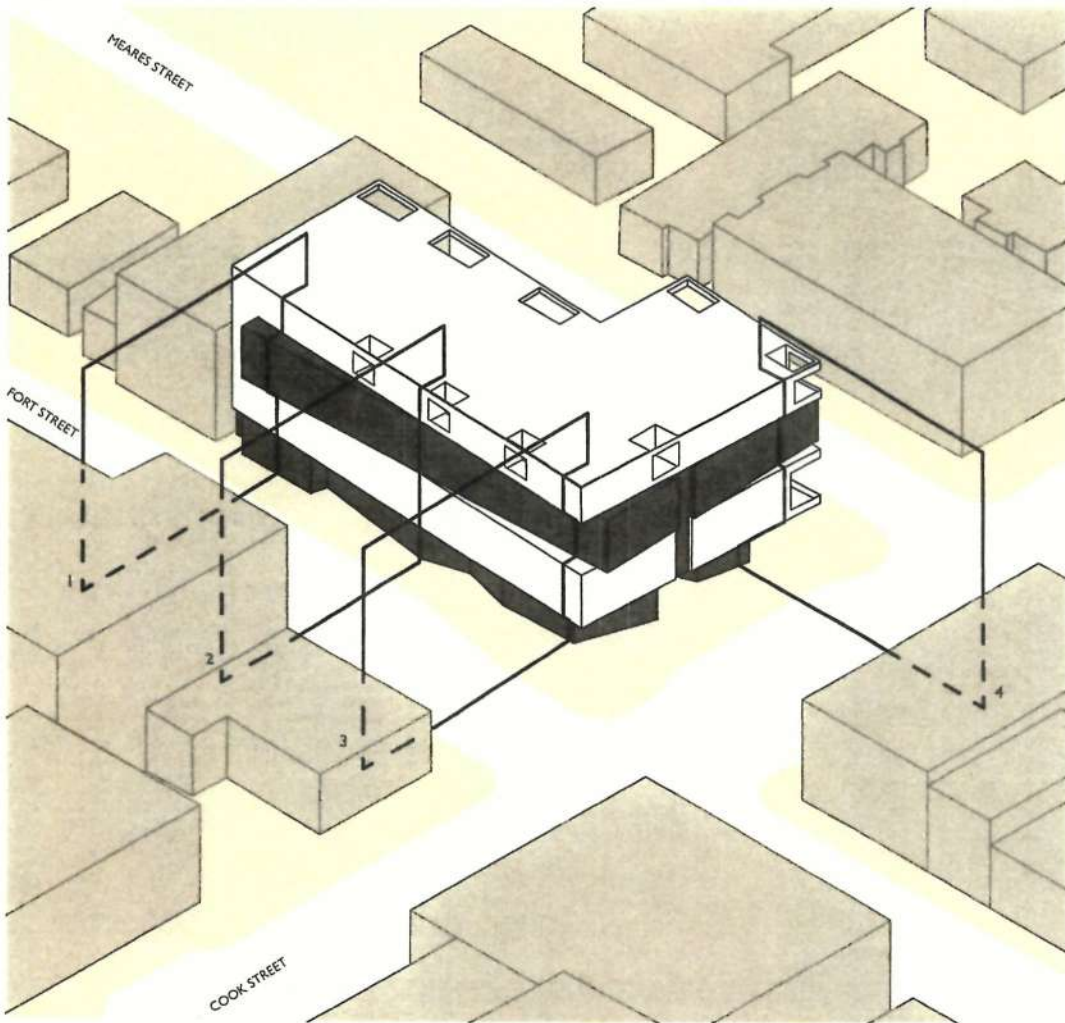
Shifting the Blocks - Floors 2&3



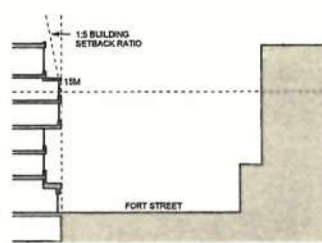
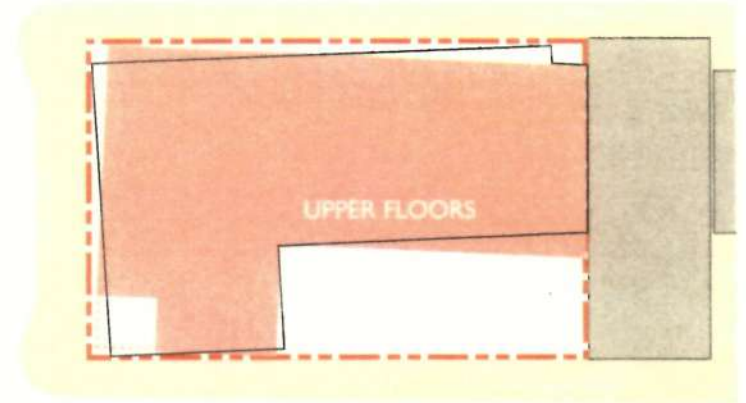
Shifting the Blocks - Floors 4&5



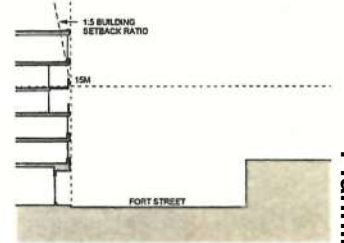
Shifting the Blocks - Varied Street Wall Approach



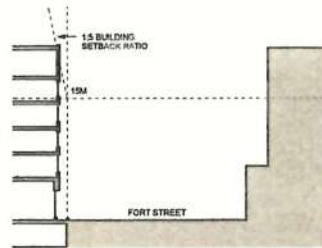
Street Wall Sections



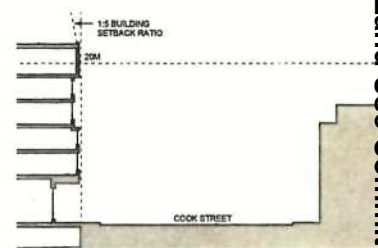
1. Context Section - Fort - East End



3. Context Section - Fort - West End

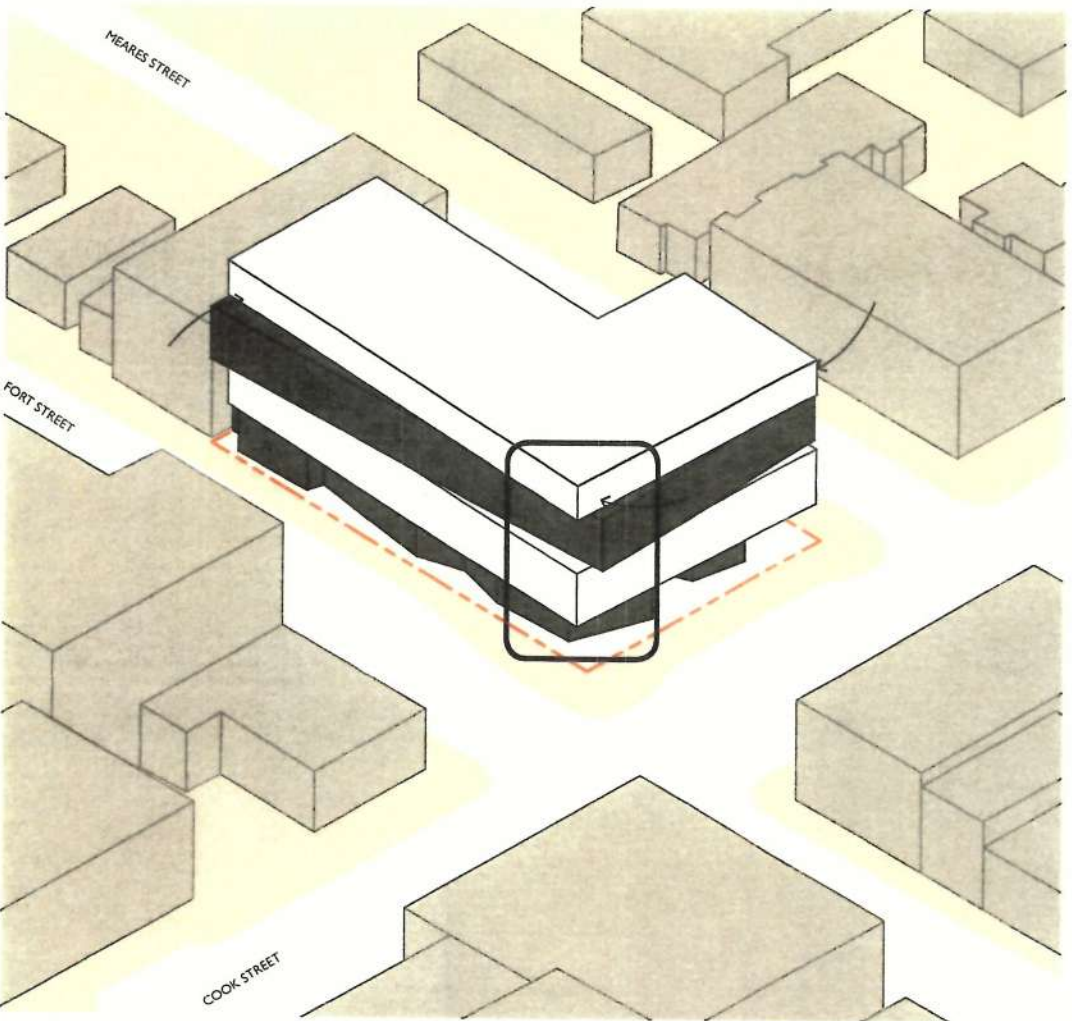
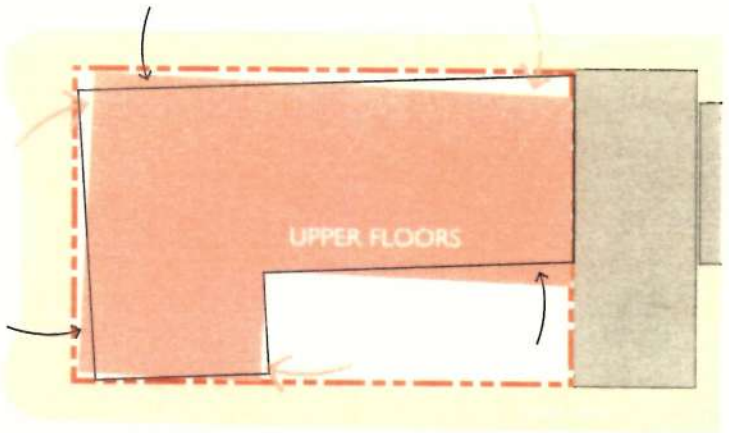


2. Context Section - Fort - At Middle

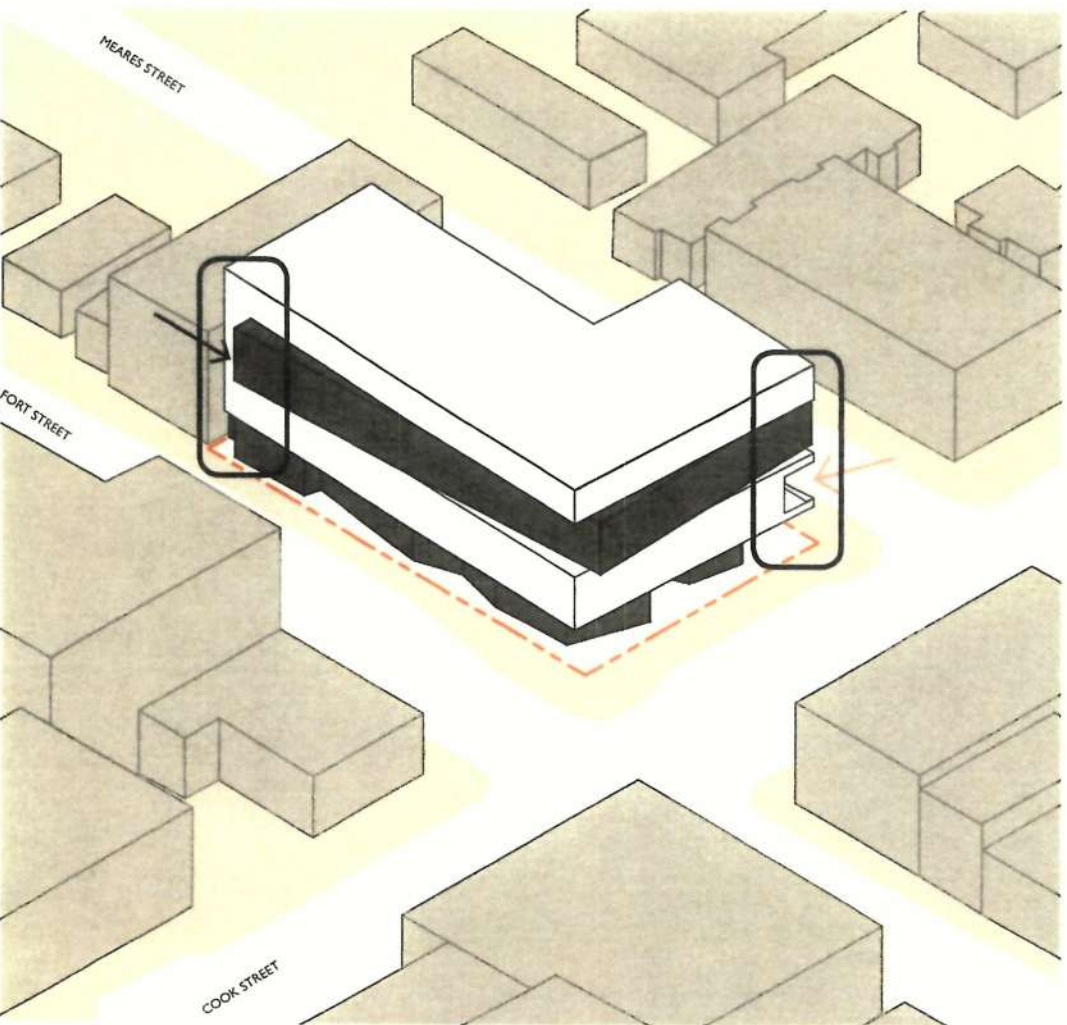
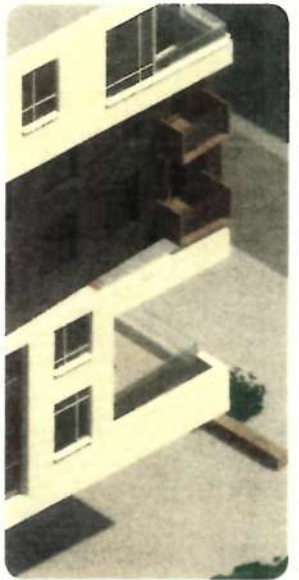
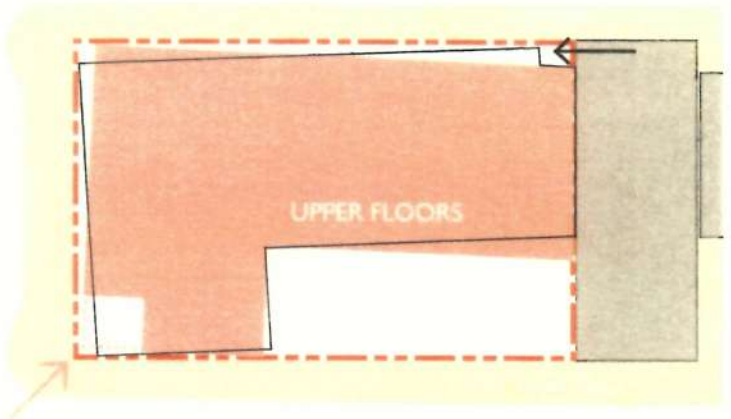


4. Context Section Cook

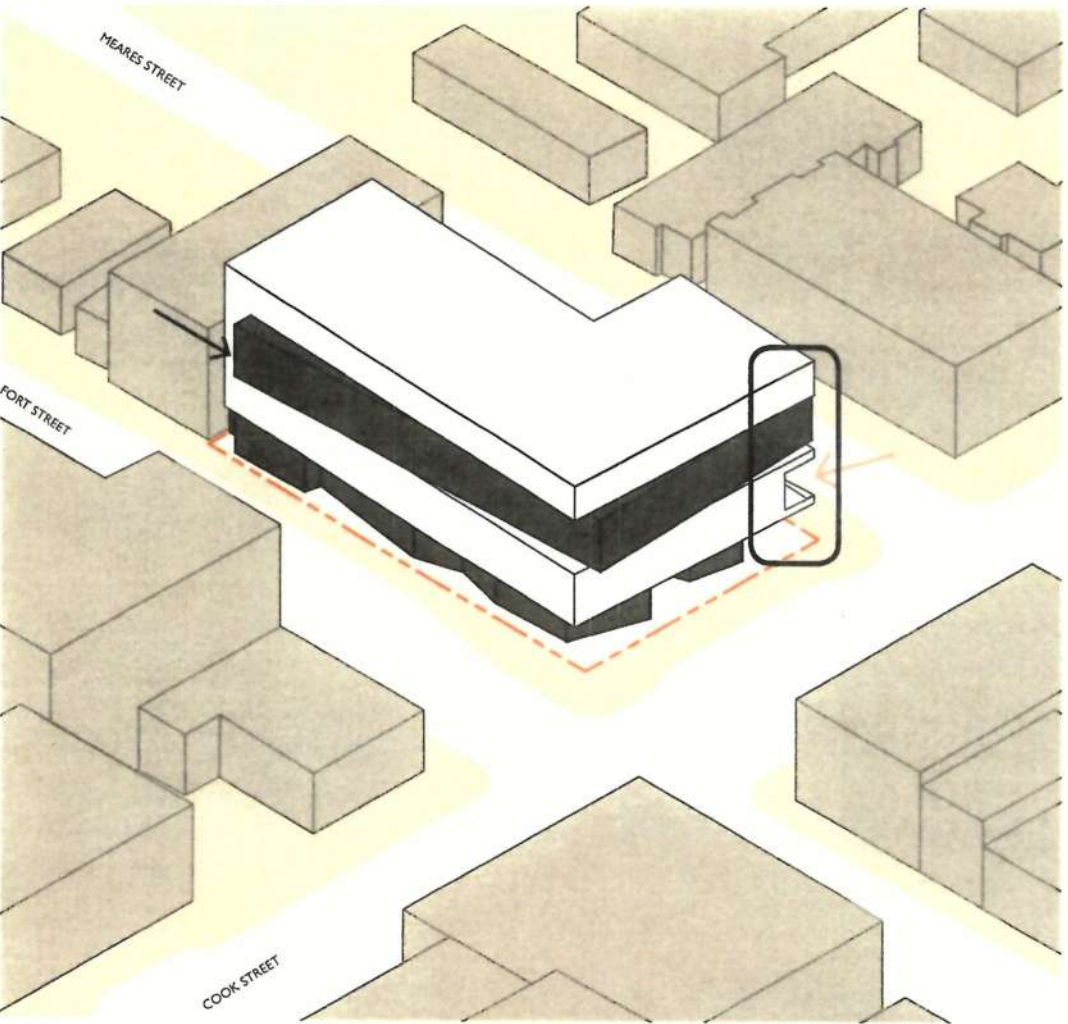
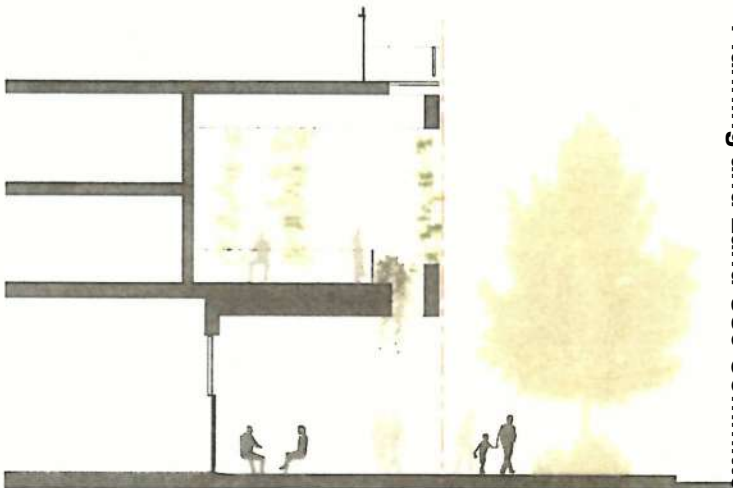
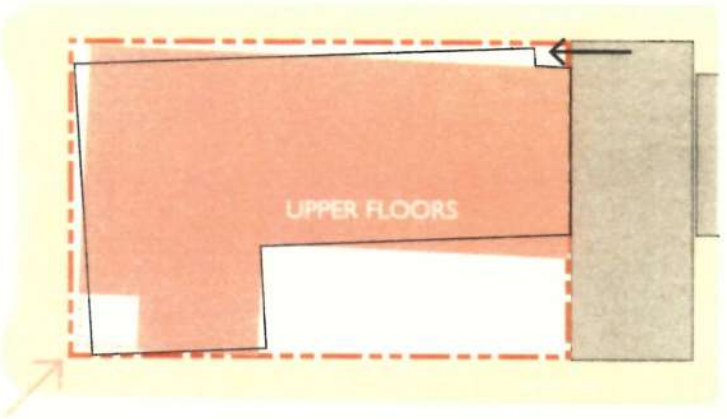
NOTE: CONTEXT SECTIONS AS PER STREETWALL GUIDELINES DOWNTOWN CORE AREA PLAN SECTION 8.185 FOR COOK STREET & 8.181 FOR FORT STREET



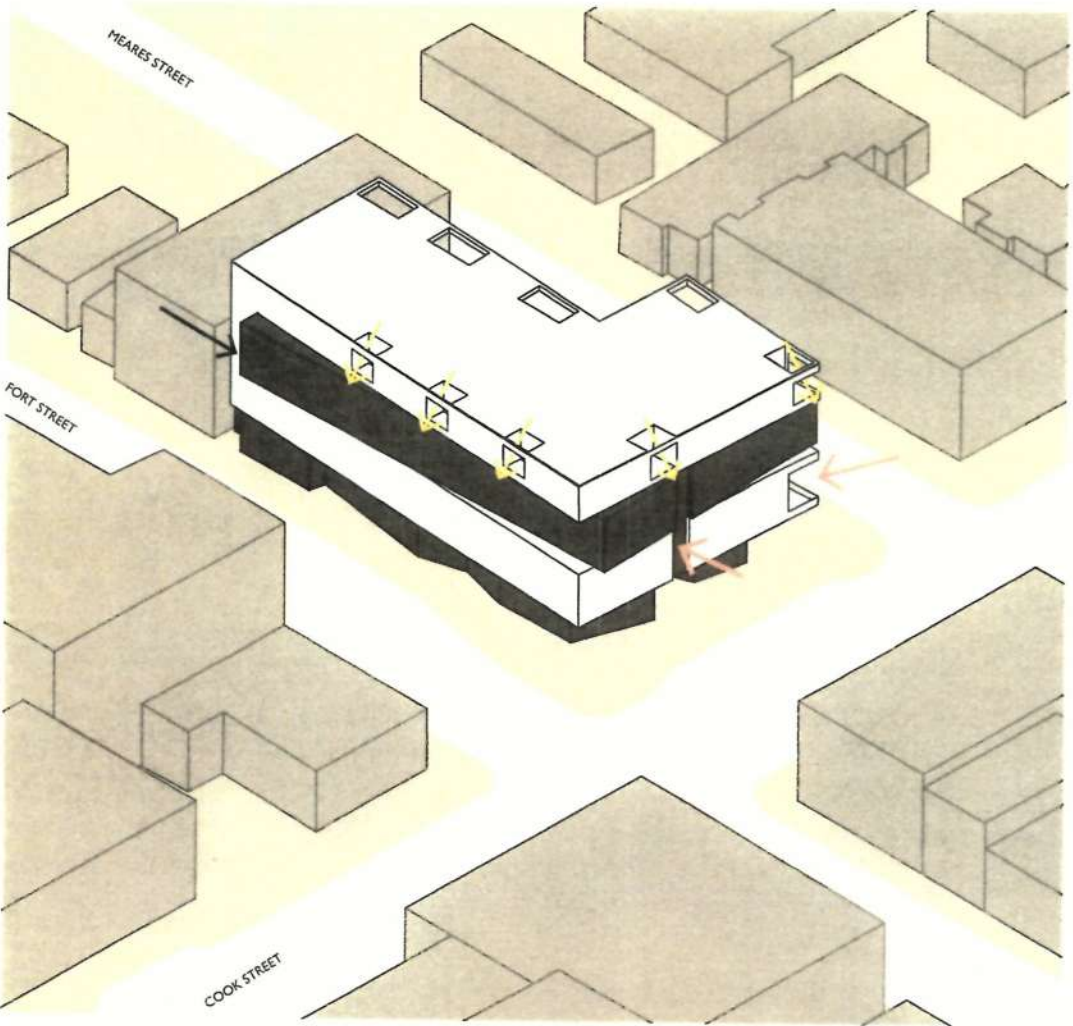
Fort and Cook Model Detail of Corner Condition



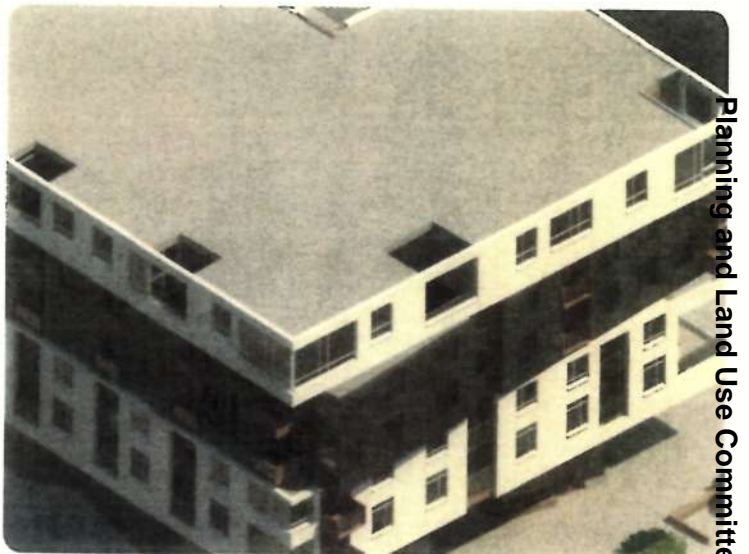
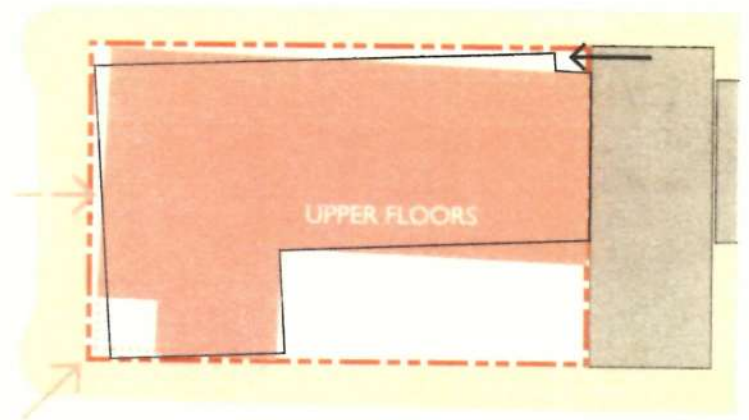
Cook Street Model Detail of 2nd and 3rd Floor Outdoor Communal Space

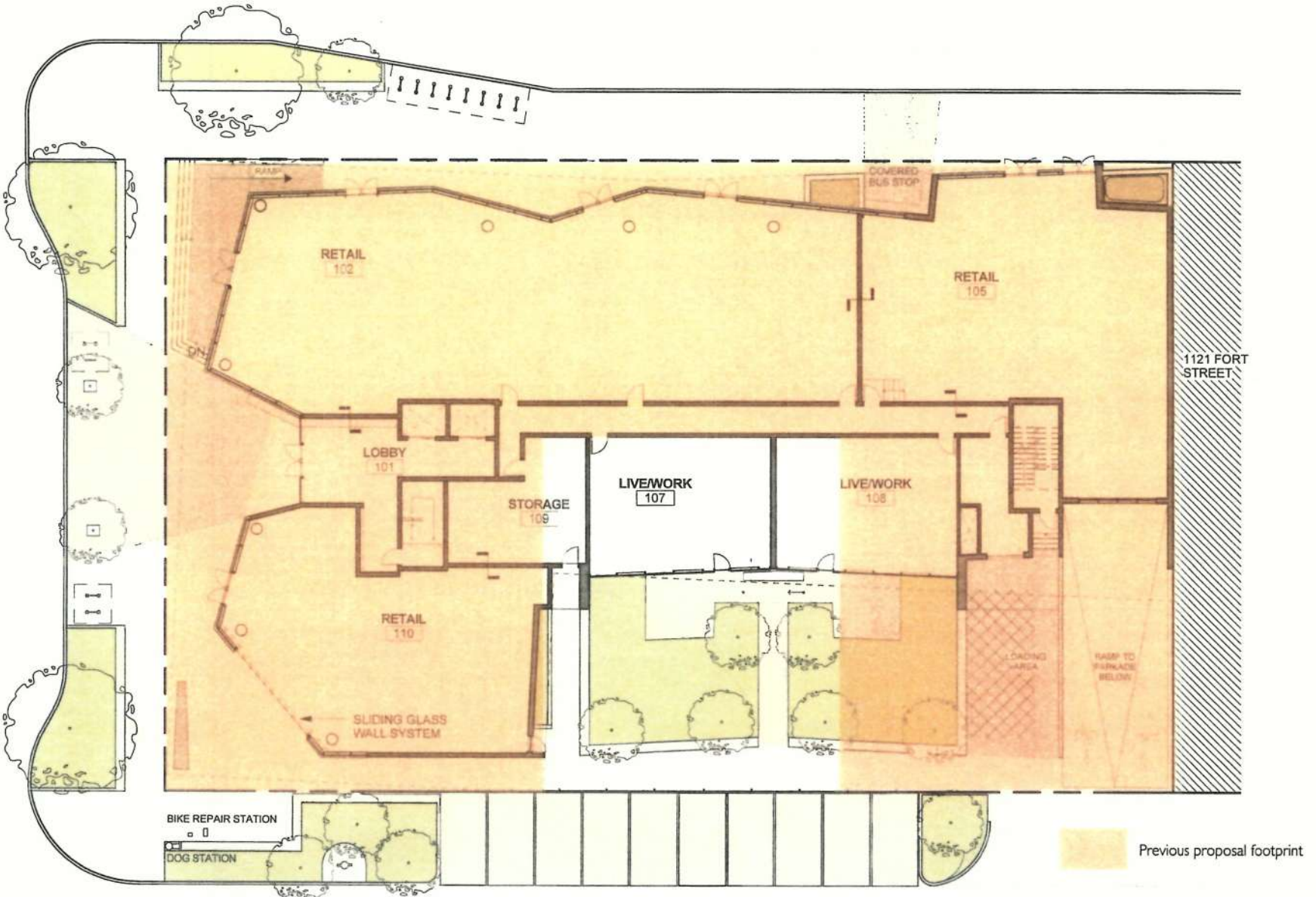


Meares and Cook Street Model Section of Corner Condition

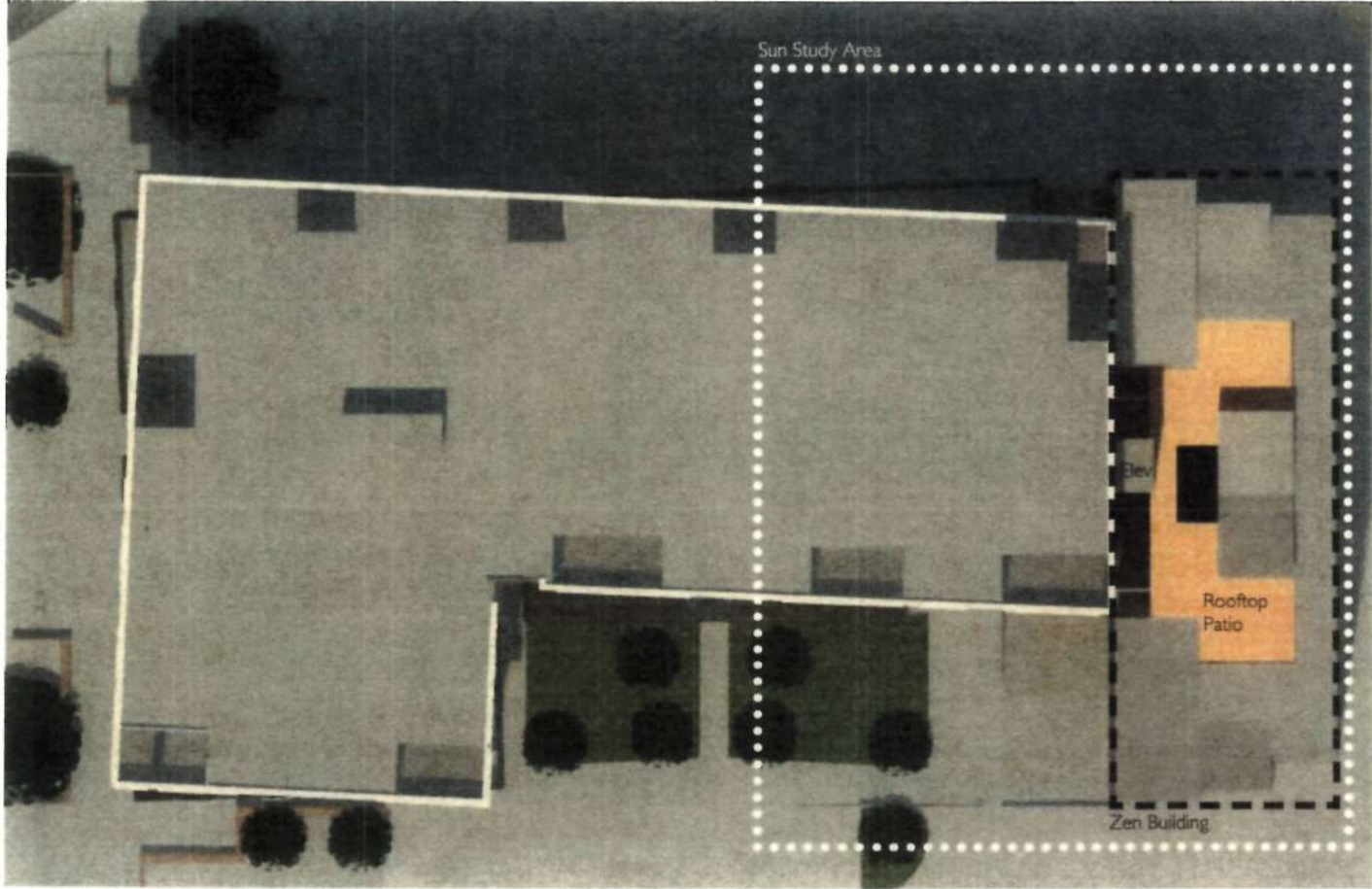


Penthouse Level Roof Cut-backs



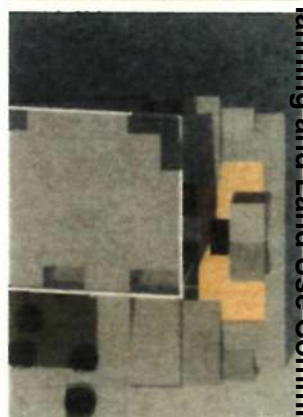
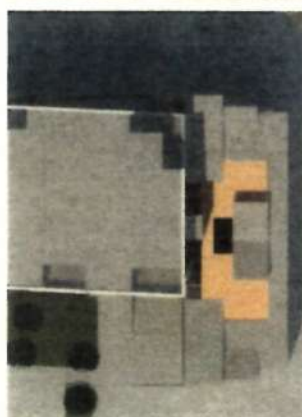
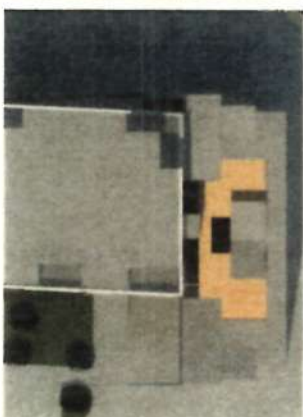
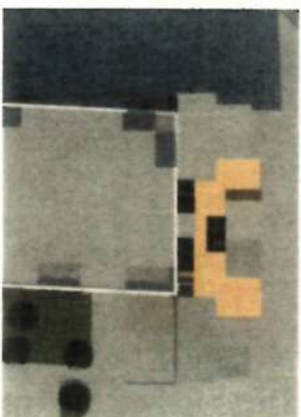
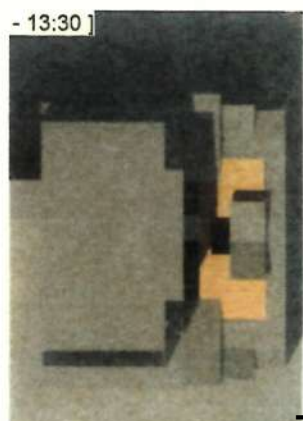
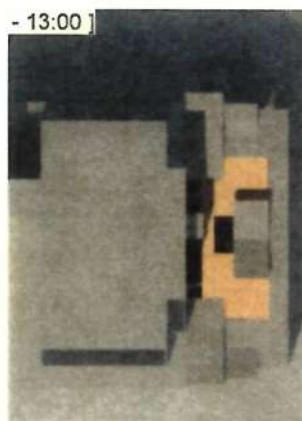
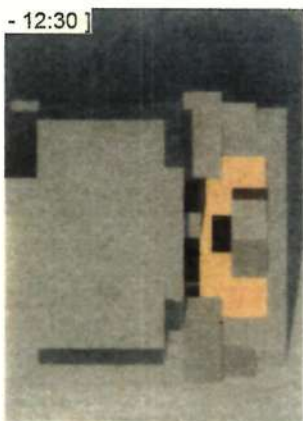
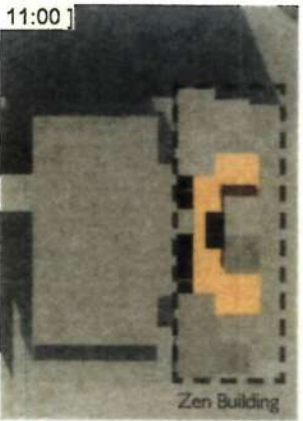


Ground Floor Plan



Solar Study - Impact on Zen Building

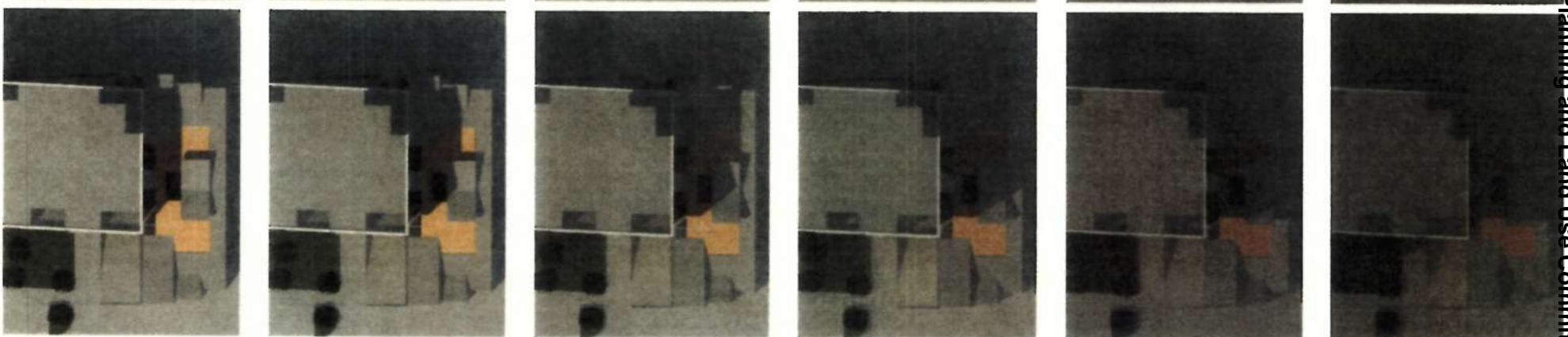
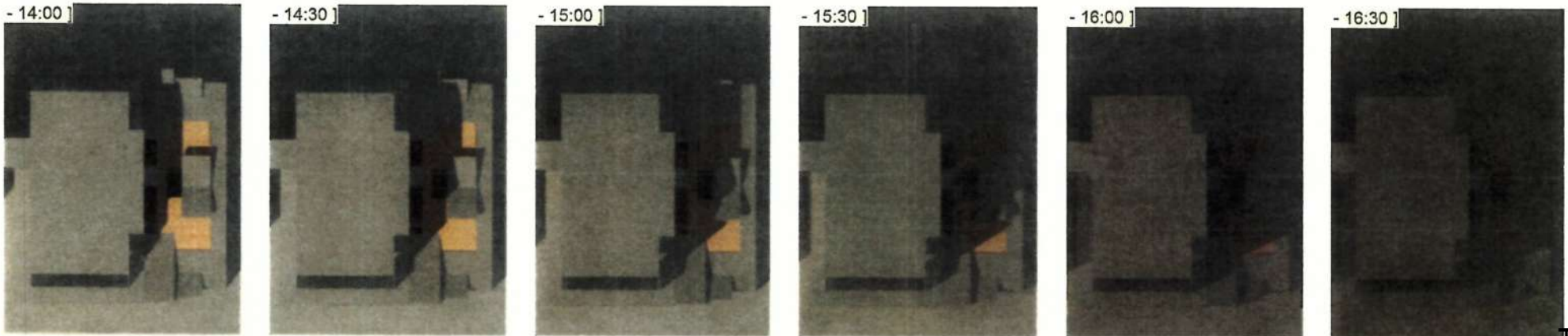
Previous Proposal



Current Proposal

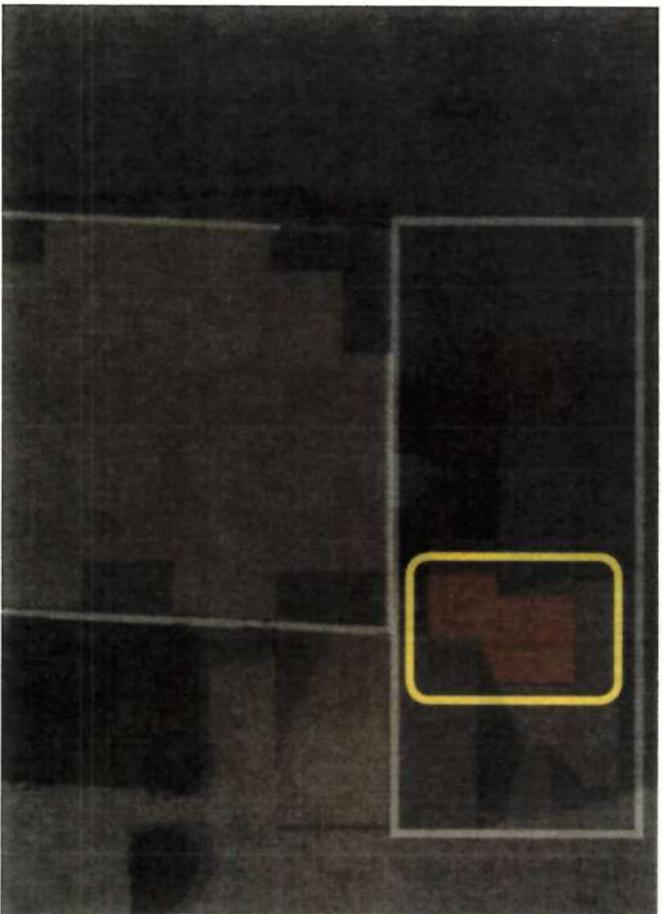
Solar Study

Previous Proposal

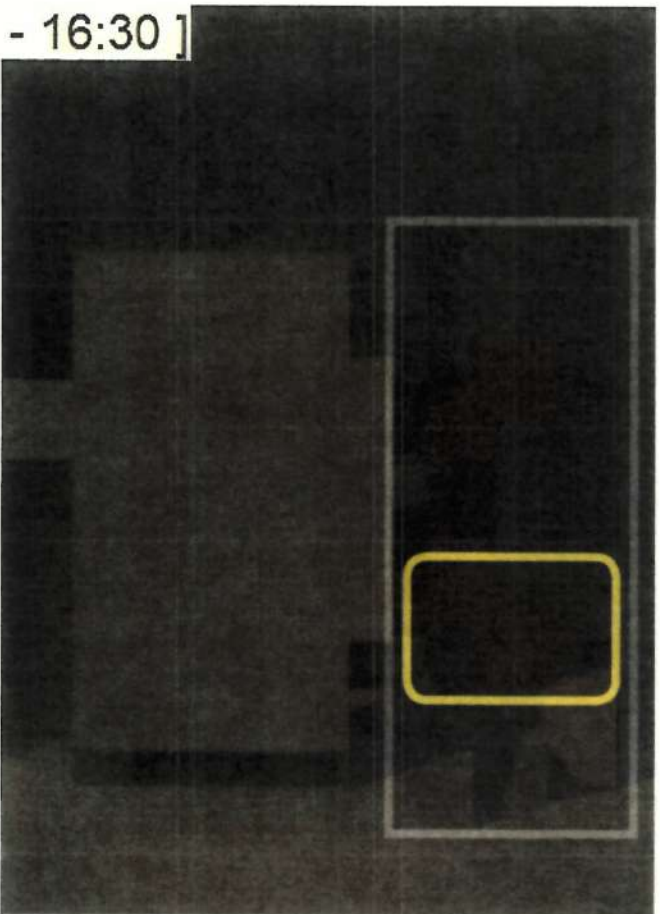


Current Proposal

Solar Study



Current Proposal



Previous Proposal





Fort Street Bus Stop View



Port and Cook Corner View





Cook Street View



Meares Street View





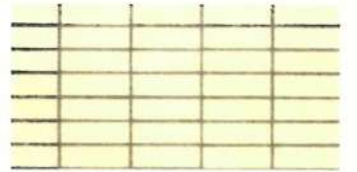
Cook and Meares Street View



Cook and Meares Corner View



1 STACKED BOND BRICK



2 STACKED BOND BRICK



3 WOOD CLADDING



4 BOARD FORM CONCRETE



5 COMPOSITE PANEL



6 CLIMBING/HANGING PLANTS



November 4, 2015

Re: Letter of support for 1101 Fort Street,
Mixed Use Development Proposed by Abstract Development

Dear Mayor and Council, City of Victoria,

In February of 2014, we wrote to the City in support of the development proposed by Abstract for 1101 Fort Street. It is our understanding that several modifications have been made to the proposed project in the intervening time period in response to changes in the market and in building code. Our support for this project, however, remains consistent as the essentials of the development and the positive changes it would bring to the Fort Street community remain unchanged.

Good urban design principles have been observed at every stage in the design of this development. The current design offers a generous and enlivened pedestrian zone, aesthetic sensitivity to the surrounding neighborhood, supports alternative transportation options for residents, and provides a mix of units to encourage the resilience and diversity of its occupant population. This population, in turn, is needed to play a critical role in the ecosystem of our downtown neighborhood.

Downtown Victoria is characterized by hardworking and talented local business people in the food, services, and retail businesses populating our streets. Every day we see the many financial challenges faced by these businesses in the form of high taxes, operating fees, and challenging approval processes. Additionally, mundane issues such as parking, street vandalism, and the lure of suburban competition undermine their viability. A downtown residential population is a vital part of a thriving urban ecosystem, in that these residents require services, use amenities, eat local food, and in doing so build strong relationships with the business people who make up their neighborhood. Their pedestrian presence on our streets after work hours supports a cultural change on the streets, fostering the sustainability and vibrancy of our city.

We are strongly in support of this proposal.

Sincerely,

Suzanne Bradbury
Director, Fort Properties Ltd.

fortrealty.com
hello@fortrealty.com
@fortprop

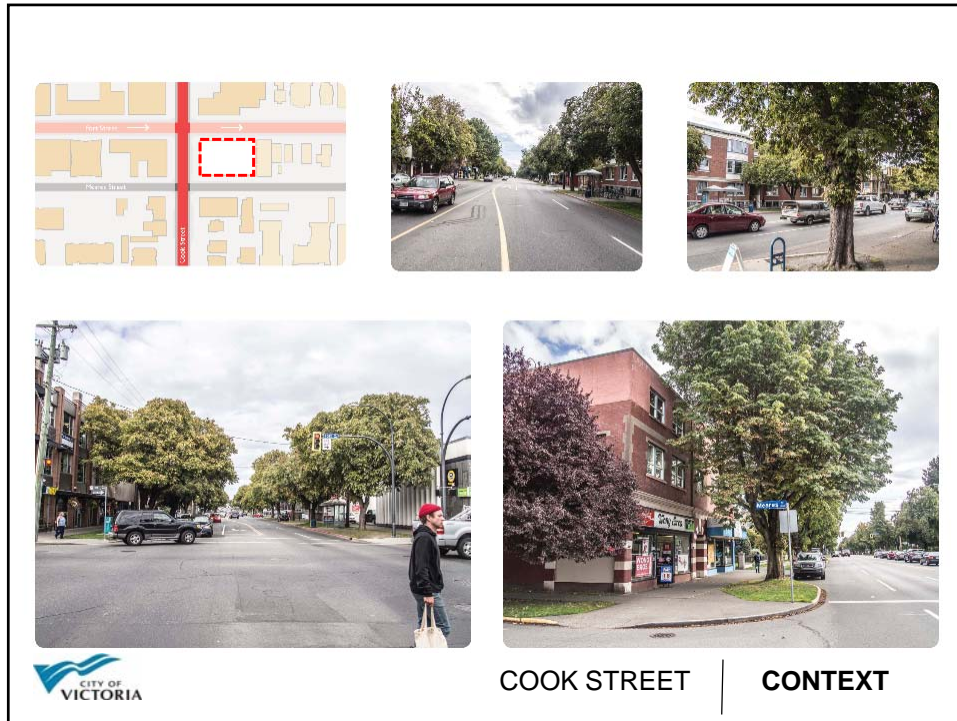
T 250 383 7412
F 250 385 7500

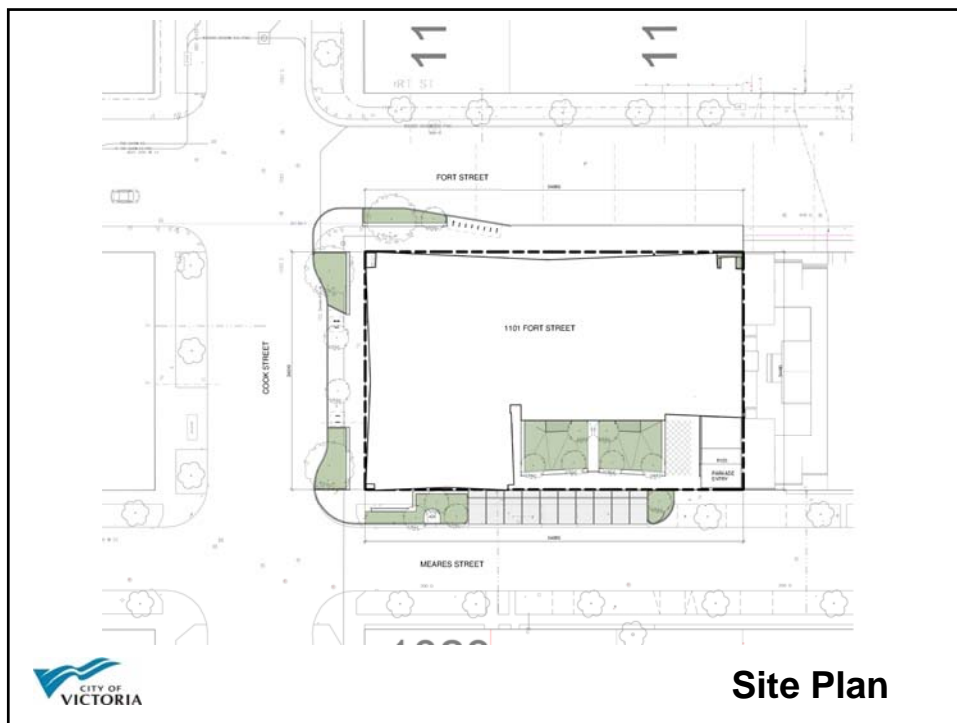
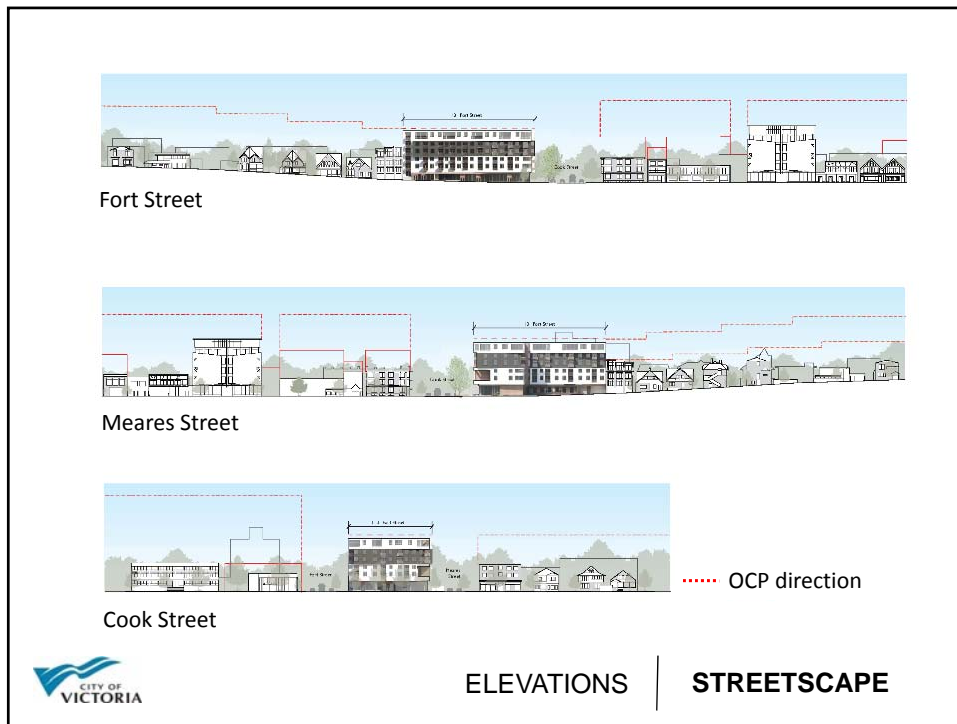
814 Broughton Street
Victoria, BC V8W 1E4

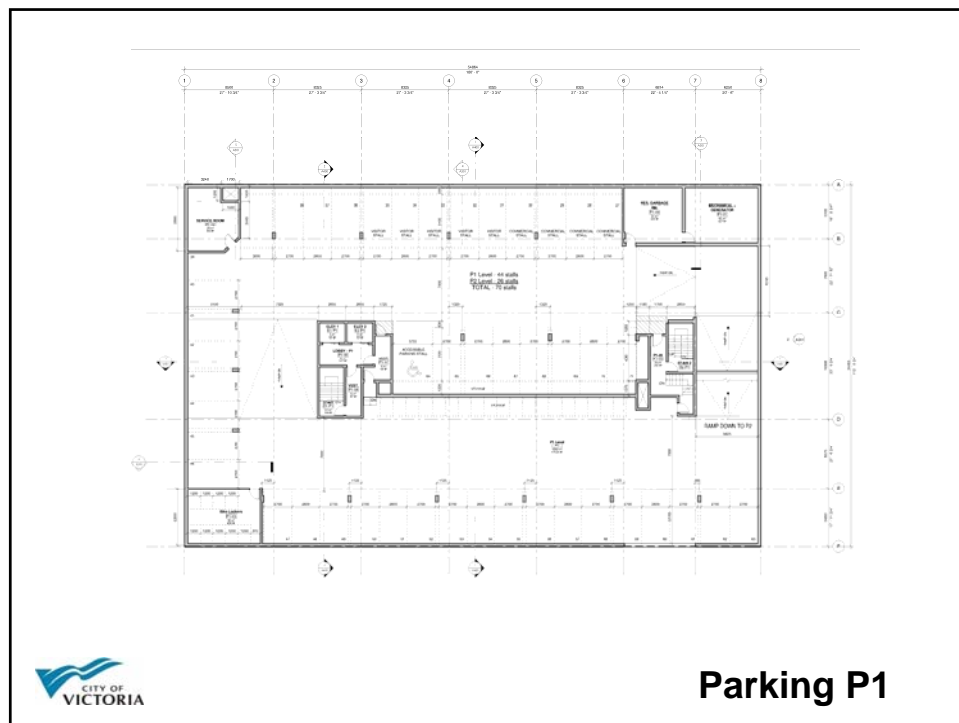
Development Permit for 1101 Fort Street

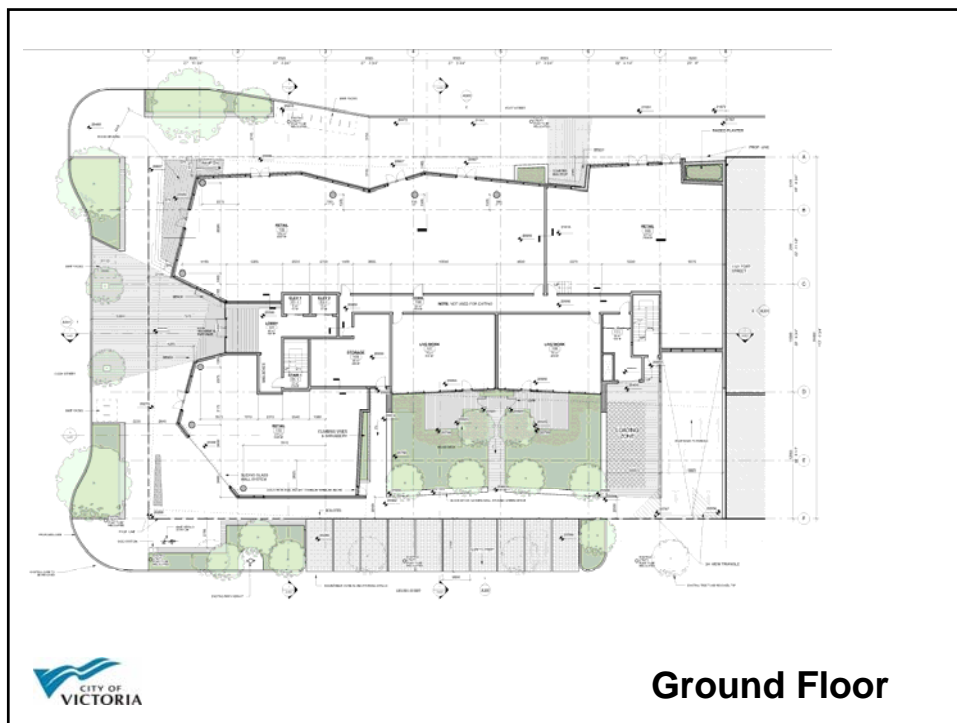
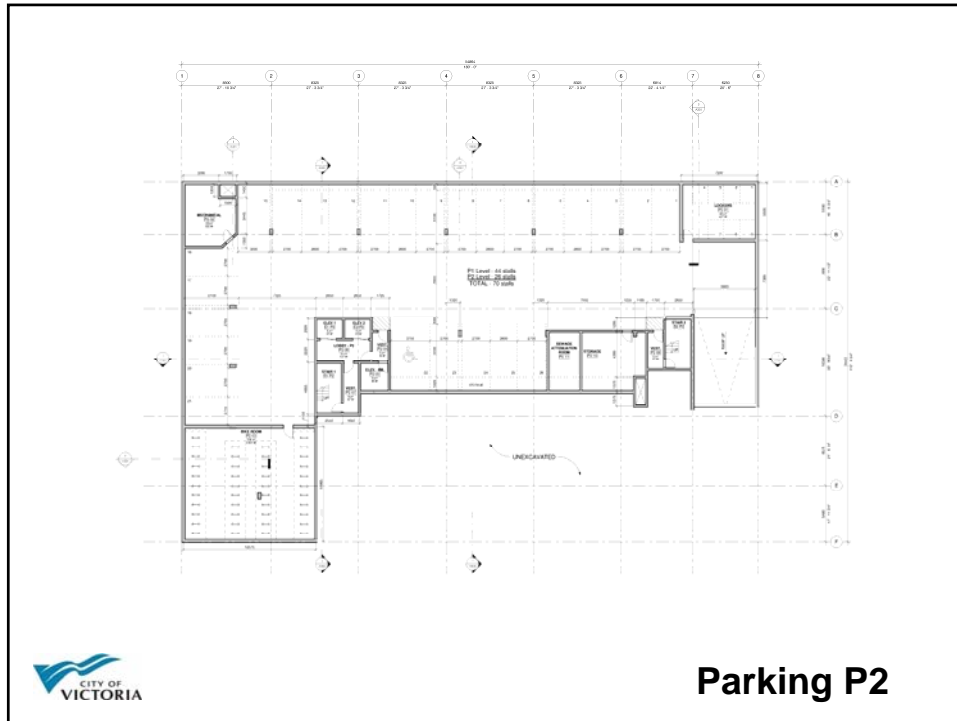


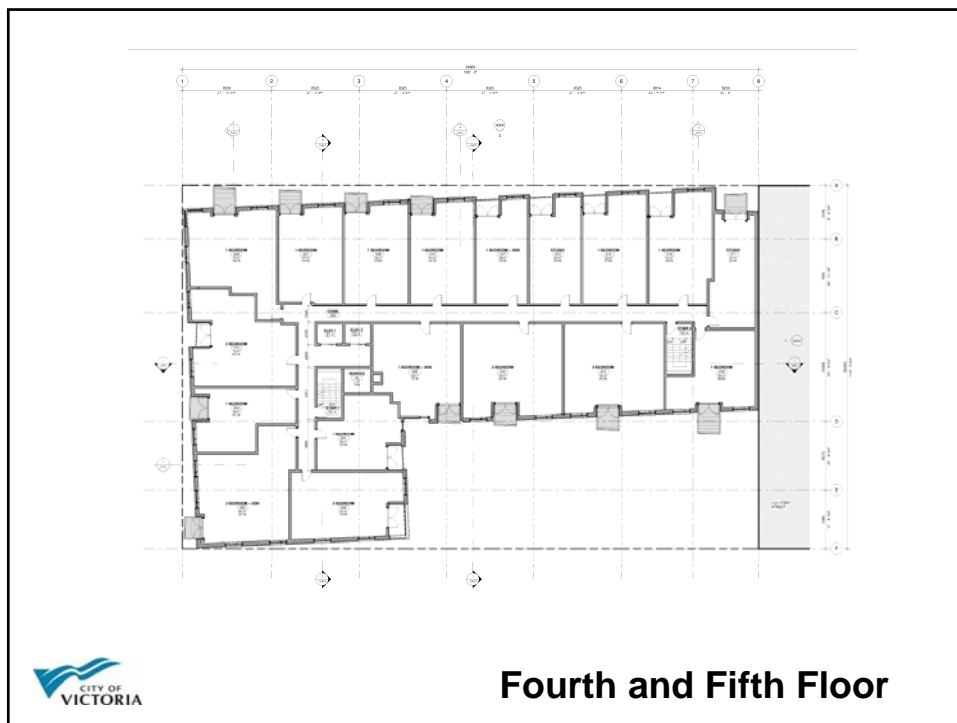
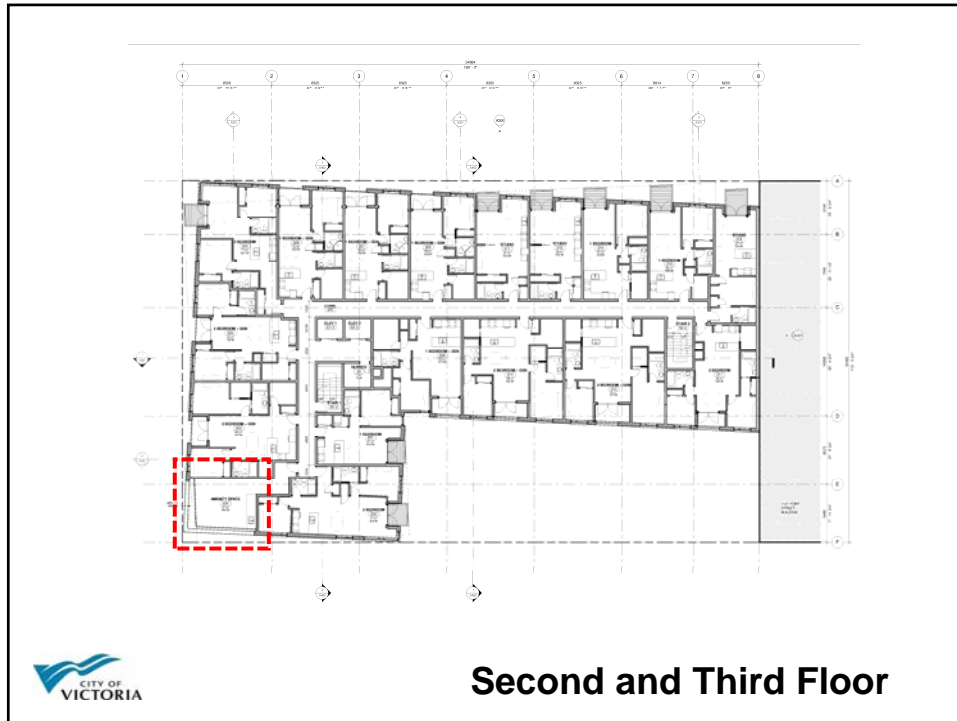


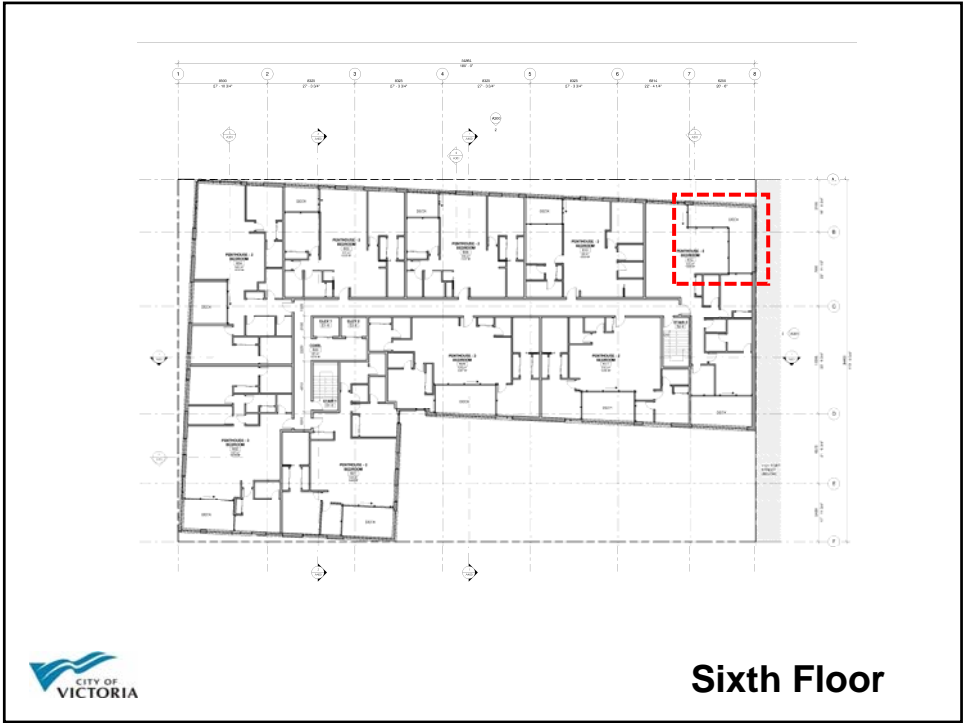


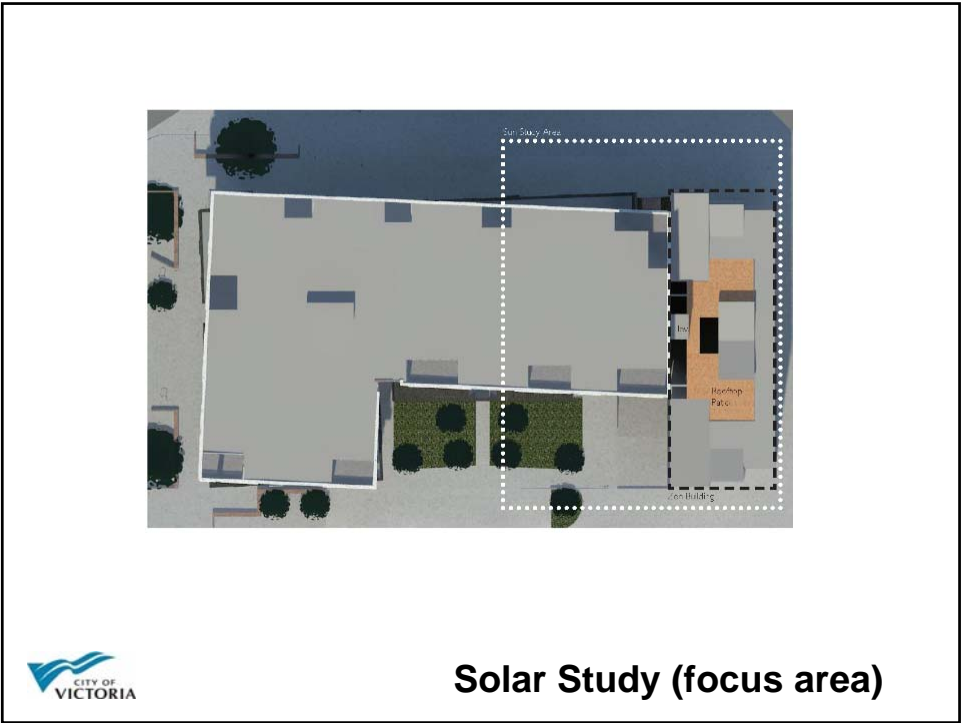


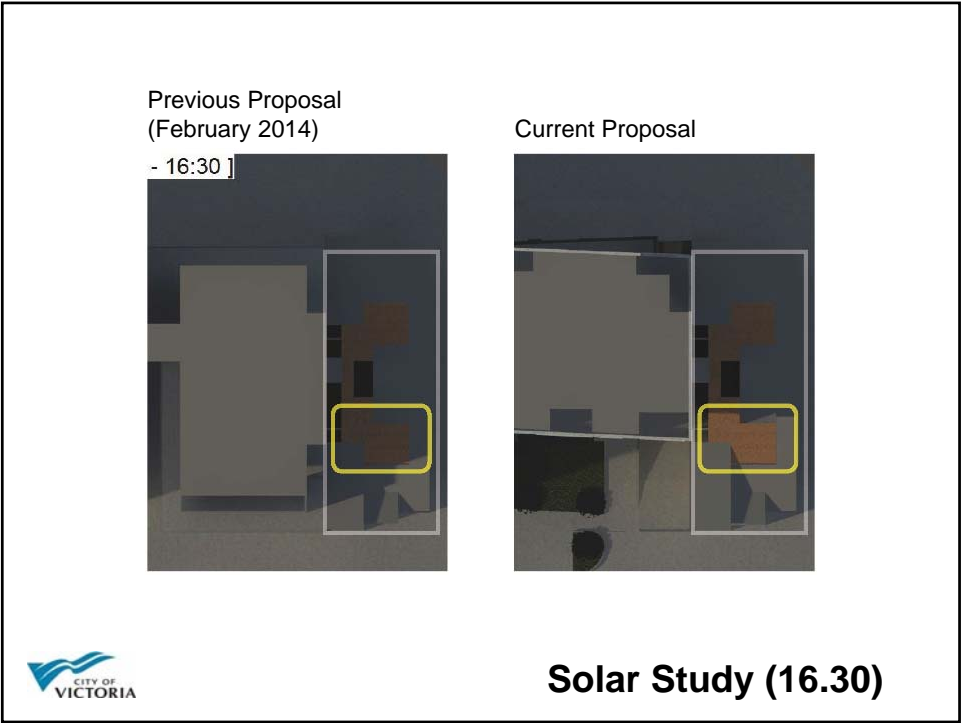




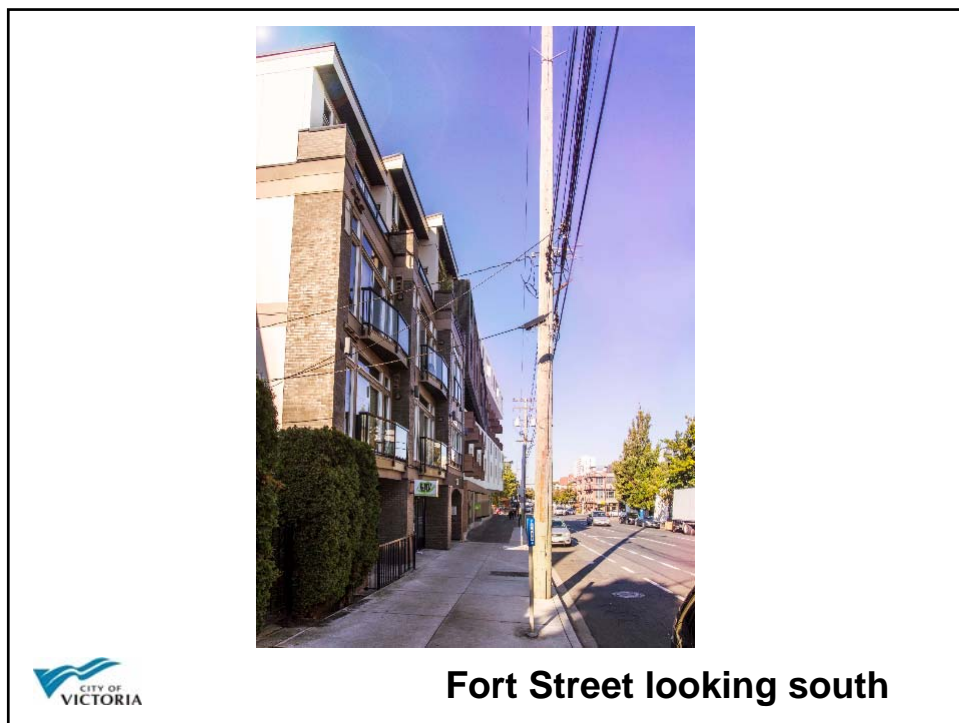














Cook Street at night



Meares Street





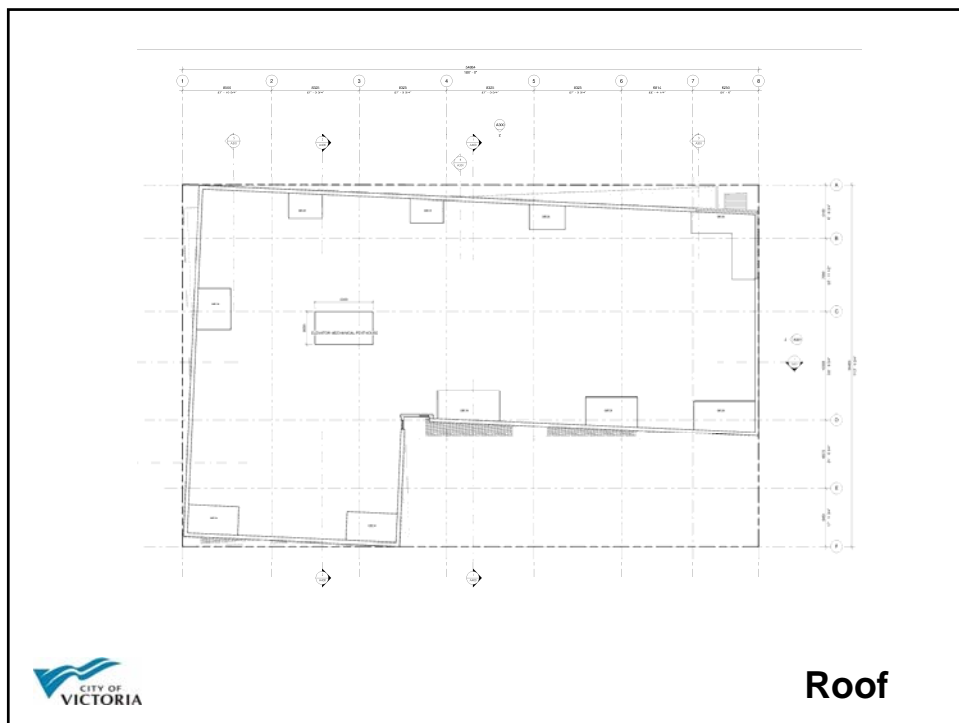
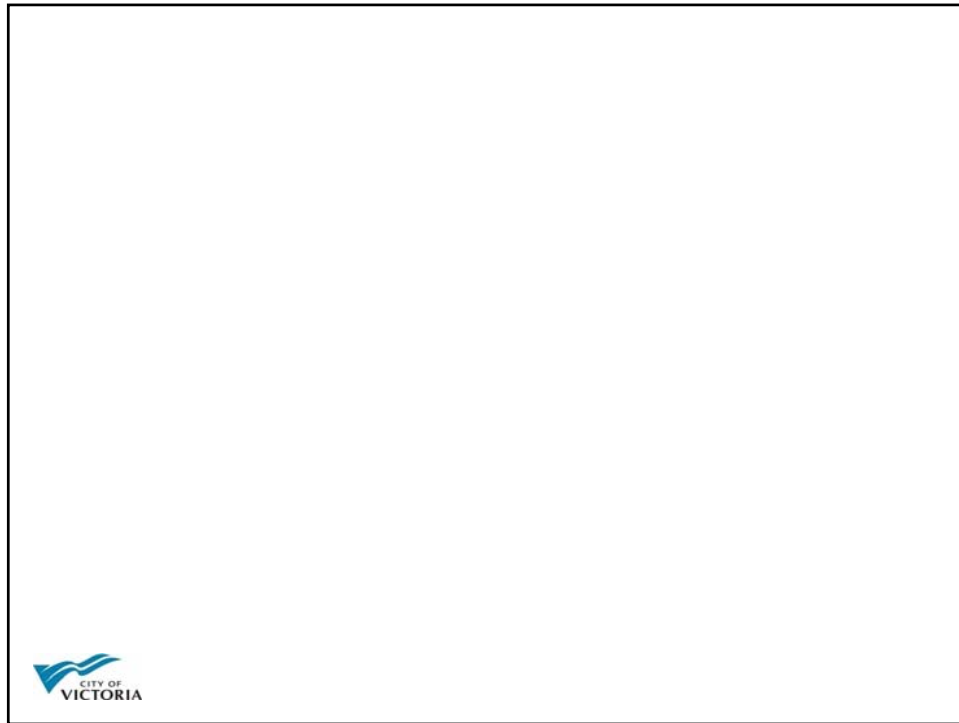
Cook and Meares Corner View

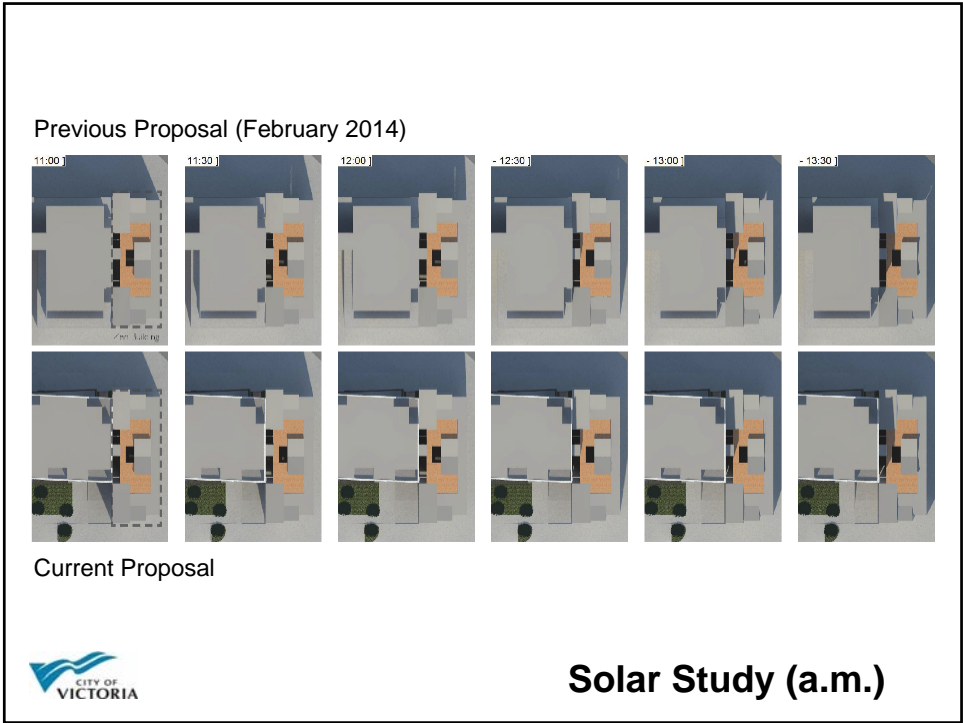


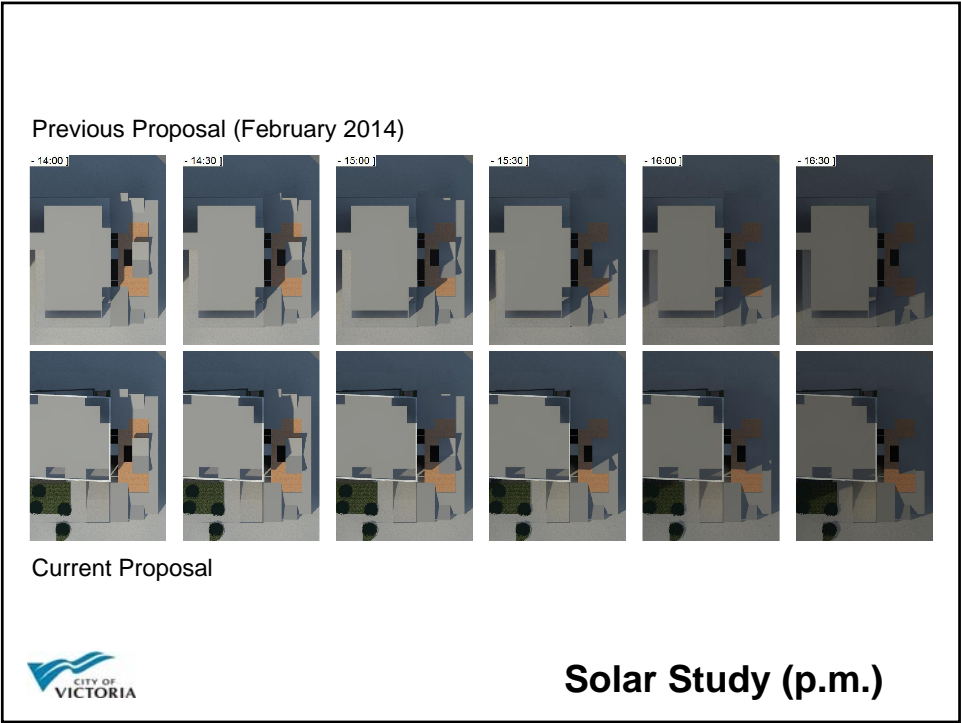
Cook and Meares Street corner



Cook and Meares Street









Planning and Land Use Committee Report

For the Meeting of December 10, 2015

To: Planning and Land Use Committee **Date:** November 26, 2015

From: Jonathan Tinney, Director, Sustainable Planning and Community Development

Subject: Development Permit with Variances Application No. 000440 for 1 Cooperage Place and 2 Paul Kane Place

RECOMMENDATION

Staff recommend that, subject to all pre-conditions being addressed to the satisfaction of staff and that the applicant has secured unconditional approval from City Council to allow the proposed work in the City Park and Right-of-Way, that Committee forward this report to Council and that after giving notice and allowing an opportunity for public comment at a meeting of Council, that Council consider the following motion:

"That Council authorize the issuance of Development Permit Application No. 000440 for 1 Cooperage Place, in accordance with:

1. Plans date stamped November 26, 2015.
2. Development meeting all *Zoning Regulation Bylaw* requirements, except for the following variances:
 - a. Section 10.21.6 - Building setback (easterly lot line) reduced from 6.0m to 0.6m;
 - b. Section 10.21.7 - Building setback (southerly lot line) reduced from 6.0m to 0.87m.
3. Submission of revised plans that:
 - a. demonstrate that the proposed substation will be satisfactorily screened from public view and will not adversely impact the important view corridor along Cooperage Place to the satisfaction of staff;
 - b. provide a design for the proposed seawall and railing design within the City Park to the satisfaction of staff and apply this design along all parts of the affected seawall;
 - c. remove any stone columns, landscaping and boulders associated with the new harbour wall that project above grade in the Paul Kane Place or Cooperage Place view corridors;
 - d. provide detailed elevations of any proposed gates or free-standing security related structures that will be constructed on the docks or associated gangways.
4. Referral to Advisory Design Panel, with a request that the Panel pay particular attention to the following:
 - a. the siting and appearance of the hydro substation and any proposed screening;

- b. the design, colour and finish of the proposed new harbour wall, railings and any associated landscaping.
5. The applicant provide further details of how they will be providing unobstructed access to the required parking stalls located within the adjacent Royal Quays building.
6. The Developer having the necessary unconditional approval from the City to undertake work to the harbour wall in the City Park and to place a hydro substation in the City Right-of-Way.
7. The Development Permit lapsing two years from the date of this resolution.”

LEGISLATIVE AUTHORITY

In accordance with Section 920(2) of the *Local Government Act*, Council may issue a Development Permit in accordance with the applicable guidelines specified in the *Official Community Plan*. A Development Permit may vary or supplement the *Zoning Regulation Bylaw* but may not vary the use or density of the land from that specified in the Bylaw.

Pursuant to Section 920(8) of the *Local Government Act*, where the purpose of the designation is the revitalization of an area in which a commercial use is permitted, a Development Permit may include requirements respecting the character of the development, including landscaping, siting, form, exterior design and finish of buildings, and other structures.

EXECUTIVE SUMMARY

The purpose of this report is to present Council with information, analysis and recommendations for a Development Permit with Variances Application for the property located at 1 Cooperage Place. The proposal is to construct a building on a dock in association with a proposed marina development and to remove rip-rap (i.e. boulders that protect the shoreline) along the shoreline and install a new harbour wall to facilitate a paddle route. The Application also proposes the construction of a hydro substation in the City Right-of-Way at the southern end of Cooperage Place. The applicant is seeking setback variances (south and east) to support the location of the proposed marina building.

The following points were considered in assessing this application:

- the proposal is consistent with the *Official Community Plan* which identifies marina and moorage as acceptable uses and place character features within the Working Harbour Urban Place Designation
- the proposed marina building is consistent with the *Victoria Harbour Plan* and the *Policy Plan and Design Guidelines for the Songhees Area of Victoria West* which both contemplate a marina at this location
- details relating to the proposed substation design and harbour wall treatment are not considered to be consistent with the applicable Design Guidelines
- the proposed variances are considered to be acceptable as encroachment of the proposed building into the south and east setbacks would not impact views from the Cooperage Place view corridor or result in a demonstrable impact upon neighbouring properties
- the Application proposes work in a dedicated City Park and in the Right-of-Way and this work requires City Council approval before the Development Permit with Variances Application advances to a meeting of Council.

It is important to note that this Application relates to the construction of the new marina related building, removal of rip-rap, new harbour wall treatment, hydro substation and proposed setback variances only. The docks and slips associated with the proposed marina are permitted under the applicable Zone for the site and do not require a Development Permit Application or any other consent from the City. Furthermore, the City does not have any jurisdiction over the number of vessels that can be moored at the marina, the size of those vessels or the proposed paddle route.

BACKGROUND

Description of Proposal

The proposal is to construct a building on a dock in association with a proposed marina development and to remove rip-rap along the shoreline and install a new harbour wall to facilitate a paddle route. The Application also proposes the construction of a hydro substation in the City Right-of-Way at the southern end of Cooperage Place. Specific details include:

- A single-storey marina building with a floor area of 765m² and would comprise of a restaurant, a coffee house, a marine commercial centre and ancillary facilities. Access to the building would be provided from Westsong Way via a gangway.
- 48 parking stalls are available in the adjacent Royal Quays building to serve the proposed development.
- Removal of existing rip-rap along the shoreline to facilitate a proposed paddle route
- A new harbour wall in areas where rip-rap is removed. The vertical treatment of the wall would be comprised of concrete piles with a concrete cap, stone columns and railings.
- A hydro substation with a footprint off approximately 10m² is proposed on the City Right-of-Way. The substation would be approximately 2.4m tall and would be partially screened by the proposed landscaping. The exact dimensions and details of this substation are still being determined.

The proposed variances are as follows:

- setback to the easterly lot line is reduced from 6.0m to 0.6m
- setback to the southerly lot line is reduced from 6.0m to 0.87m.

Sustainability Features

As indicated in the applicant's letter dated September 17, 2015, the following sustainability features are associated with this Application:

- mechanical systems will be designed to allow fan-assisted fresh air ventilation for cooling
- the building envelope will be air tight and impermeable to moisture
- the building has been designed and wall insulation will minimize heat loss
- glazing has been designed to take advantage of passive solar heating
- installation of low-flow fixtures to reduce water usage
- installation of a high-reflectance roof to reduce heat island effect
- water-efficient landscaping materials
- building systems (plumbing and HVAC) will be designed to be highly efficient with less than conventional energy and water consumption

- the contractor will implement a construction waste management plan
- the building design will utilize materials with recycled content that are sourced regionally
- low-emission emitting building materials would be used.

Active Transportation Impacts

The Application proposes the following features which support active transportation:

- four-space Class 2 bike racks
- four-space Class 1 bike storage (within adjacent Royal Quays building).

Public Realm Improvements

The Application proposes the following changes to the public realm:

- construction of a new harbour wall in the City Park
- installation of new railings, to the City standard railing design, along the portions of the new harbour wall being constructed in City Park.

Existing Site Development and Development Potential

The site is presently characterized by shoreline and open water. The proposed marina and associated moorage is spread over three distinct Zones, namely:

- the marina building would be located within the SCR-2 Zone, Songhees Commercial District
- docks and moorage would be located in the SCR-1 Zone, Songhees Commercial District
- docks and moorage would also be located in the MS-6 Zone, Lime Bay District.

Under the current Zoning the property could be developed as follows:

SCR-1 Zone and SCR-2 Zone

A building is permitted in each of the SCR-1 Zone and SCR-2 Zone with floor area not exceeding 864m² and not exceeding 6m or one storey in height measured from an elevation of 3m geodetic. Permitted uses in each Zone include restaurants, public buildings, clubs, docks and accessory uses.

MS-6 Zone

A building is permitted with a maximum floor space ratio of 1.5:1 with a maximum height of 6m or one storey. Permitted uses include clubs (limited to those principally engaged in water related activities), docks, wharves, piers, restaurants, ship chandlers, storage, repair and supply of marine equipment, parks and their accessory uses.

Data Table

The proposed marina building would be located within the SCR-2 Zone, Songhees Commercial District. The following data table compares the proposal with the SCR-2 Zone. An asterisk is used to identify where the proposal is less stringent than the existing zone.

Zoning Criteria	Proposal	Zone Standard SCR-2: Songhees Commercial District
Site area (m ²) - minimum	1904	1400
Density (Floor Space Ratio) - maximum	0.4	n/a
Total floor area (m ²) - maximum	765	864
Height (m) - maximum	6.9m measured from dock	6m measured from 3m geodetic
Storeys - maximum	1	1
Setbacks (m) - minimum North South East West	10.7 0.87* 0.6* 22	2m above 3m geodetic 6m above 3m geodetic 6m above 3m geodetic 22
Parking – minimum	41	41 (Restaurant = 30 stalls Coffee Shop = 9 stalls Office = 2 stalls)
Bicycle parking stalls (minimum)	4 Class 1 stalls 4 Class 2 stalls	3 Class 1 stalls 3 Class 2 stalls

Relevant History

On September 8, 2011, Council approved a Development Permit Application to allow the construction of two marina buildings on piers at 1 Cooperage Place and 2 Paul Kane Place. The Developer commenced work within the two-year statutory deadline and the Development Permit remains valid and effective.

Community Consultation

Consistent with the *Community Association Land Use Committee (CALUC) Procedures for Processing Rezoning and Variances Applications*, on October 9, 2015, the Application was referred for a 30-day comment period to the Victoria West CALUC. Additional letters were sent on November 9, 2015, and November 27, 2015, to advise the CALUC that the City had received revised plans. At the time of writing this report, a letter from the CALUC had not been received.

This Application proposes variances, therefore, in accordance with the City's *Land Use Procedures Bylaw*, it requires notice, sign posting and a meeting of Council to consider the variances.

ANALYSIS

Development Permit Area and Design Guidelines

The *Official Community Plan* (OCP) identifies this property within Development Permit Area (DPA) 13: Core Songhees. The applicable Design Guidelines for the Songhees and Lime Point sub-area of DPA13 are the *Policy Plan and Design Guidelines for the Songhees Area of Victoria West* and the *Advisory Design Guidelines for Buildings, Signs and Awnings*. The three main components of their proposal and their consistency with the applicable Design Guidelines are discussed in turn below.

Proposed Marina Building

The design of the proposed marina building is consistent with the aforementioned guidelines. The building would have a feature roofline and the walls would be predominantly glazed to maximize views across the Outer Harbour.

Proposed Substation

The Application proposes the construction of a substation at the southwest end of Cooperage Place. City Policy and Design Guidelines identify Cooperage Place as an important view corridor. Furthermore, the *Policy Plan and Design Guidelines for the Songhees Area of Victoria West* specifically state that hydro kiosks be concealed from public view, especially along streets, paths and the waterfront area.

The proposed substation would be located on a grass area adjacent to the Westsong Way. As currently depicted, the structure would stand approximately 2.4m tall with a footprint of approximately 10m². The structure would be positioned so as not to impede pedestrian movement along the Westsong Way. The applicant has submitted photomontages to demonstrate that the proposed structure would not interrupt views across the Harbour from the Cooperage Place view corridor. The Application proposes extensive planting around the structure which largely screens it from public view. However, the plan drawings of the substation show an exposed transformer building that staff understand, for safety reasons, would need to be situated within a structure or within a fenced compound. As the applicant has not provided adequate detail, staff cannot satisfactorily assess the visual impact of the proposed structure.

It should be noted that staff have requested that the applicant consider placing the substation underground in a vault. The applicant has stated that this is not feasible for the following reasons:

- the unit will be susceptible to water ingress, needing drainage
- draining the underground manhole will require an oily-water separator for which there is no physical space
- pumping will be required, unless the outflow of the oily-water separator can drain into the ocean
- the underground chamber needed to fit the unit sub-station is very large and may not fit on the site
- an underground unit will cost in the \$250,000 range

- maintenance to an underground unit is difficult and requires specialized breathing apparatus as it is a confined space.

Proposed Harbour Wall Design

The proposed harbour wall is required as a result of the removal of the existing rip-rap and would primarily consist of concrete piles that would secure the shoreline. Part of the new wall would be located on private property at 1 Cooperage Place and 2 Paul Kane Place respectively and part would be located in a City Park located at each end of a semi-circular harbour feature located in front of the Royal Quays residential development. The applicant proposes different wall treatments for the privately-owned portion and for the City-owned portion.

For the privately-owned parcels, a concrete vegetated wall cap is proposed above the concrete piles with railings above and interspersed with stone columns. The columns would project approximately 1m above grade. For the City-owned portion, the Applicant proposes the construction of the City standard railing above the concrete cap. The design treatment on the City-owned land is a response to staff direction to the applicant that they implement a comprehensive design approach for the whole area that conforms with City standards and does not impede views over the water. The applicant wishes to introduce additional features such as the landscaping and stone columns on their property.

This proposed design raises two key concerns, namely the visual impact of having a piecemeal approach to the wall design in a prominent location along the Westsong Walkway and the fact that elements of the wall, such as the proposed stone columns and planting which project above grade, could obscure views of the harbour.

In light of the above concerns relating to the proposed harbour wall and substation, staff recommend that Council consider requiring the applicant to provide revised plans that:

- clearly depict the final dimensions of the substation and any related enclosing structures and demonstrate that it will be satisfactorily screened from public view and will not adversely impact the important view corridor along Cooperage Place
- provide one consistent high-quality design for the proposed seawall
- with the exception of railings, remove any other feature associated with the new harbour wall that projects above grade in the Paul Kane Place or Cooperage Place view corridors
- provide detailed elevations of any proposed gates or free-standing security-related structures that will be constructed on the docks or associated gangways.

In addition to the above, staff recommend that Council consider referring the Application to the Advisory Design Panel (ADP). In particular, review by ADP could add valuable input into the issue of the harbour wall and railing design.

Victoria Harbour Plan

The *Victoria Harbour Plan* includes specific policies and strategies for development along the Songhees South Shore. The Plan notes the potential for a marina development in front of the Royal Quays is outlined in the *Policy Plan and Design Guidelines for the Songhees Area of Victoria West*. The Plan goes on to state that the City will continue to permit a water lot development for restaurants, related commercial activities and marina uses and, furthermore, there is support for places of interest and activity for residents and visitors along the waterfront.

The Plan seeks to formalize Easements and Rights-of-Way along Westsong Way and, as a strategy to meet this objective, it states that path Rights-of-Way will be obtained as applications for development are made to the City. The previous Development Permit Application proposed public walkways around the two proposed piers that would have been located at 1 Cooperage Place and 2 Paul Kane Place. Public access to those walkways were secured by Statutory Right-of-Way (SRW). If the current proposal proceeds, there will be no public walkway at 2 Paul Kane Place and, while public access will be available to the marina building and associated coffee shop and restaurant at 1 Cooperage Place, the applicant is not proposing to secure this access by way of an SRW.

The applicant has not formally proposed the discharge of the existing SRW's, presumably because the previous Development Permit, approved in 2011, is still valid.

Variances

In order to accommodate the proposed kayak route along the shoreline the applicant has positioned the proposed marina building in the south-east corner of the property located at 1 Cooperage Place which results in setback variances. The setback from the easterly lot line is reduced from 6.0m to 0.6m and the setback to the southerly lot line is reduced from 6.0m to 0.87m. It should be noted that the setback only applies to roof elements of the building that project above 3m geodetic.

By virtue of moving the building to the southwest corner of the lot, the building is moved further away from the adjacent residential properties located to the north. In addition, the proposed building does not interrupt the Cooperage Place view corridor. Staff recommend that Council consider approving the proposed variances to the *Zoning Regulation Bylaw*.

Other Considerations

Parking

The Application requires unobstructed access to 41 parking stalls to comply with the requirements of Schedule C of the *Zoning Regulation Bylaw*. The applicant has provided evidence demonstrating that they have access to 48 parking stalls within the adjacent Royal Quays building. This is consistent with the current zoning which states that required parking may be located on nearby properties. As part of the previous Development Permit approval, the applicant had indicated that the gate to the Royal Quays parkade would remain open during restaurant business hours (for customer access and use). The gate would be closed after hours and staff would be provided with access security fobs. In discussions with City staff, the applicant has since indicated that access to the parking area would be via a valet service. Staff recommend that Council consider requiring that the applicant provide more details relating to the proposed parking strategy, to determine whether it satisfies the *Zoning Regulation Bylaw* requirement to provide unobstructed access to the parking stalls and to ascertain, if a valet service is being proposed, whether this would require any valet stations and, if so, where these would be located and what would they look like.

Resource Impacts

The applicant has requested that work be undertaken within the City Park to facilitate the proposed kayak route and that a substation be constructed on a City Right-of-Way. This work

would be subject to the property owner agreeing to carry out the work at their expense and maintaining any new structures in perpetuity. Therefore, there are no resource impacts associated with this proposal.

CONCLUSIONS

The design of the proposed marina building is consistent with applicable City Design Guidelines. Furthermore, the proposed setback variances are also considered acceptable as the proposed building location would have minimal impacts on neighbouring properties or the Cooperage Place view corridor. However, staff recommend that Council consider requesting revised plans to address concerns relating to the proposed substation and new harbour wall treatment. Staff also recommend that Council consider referring the Application to the ADP for review.

In addition to the above, staff recommend that Council consider requiring that the applicant provide more details relating to the proposed parking strategy.

Finally, it is important to note that the Application should not advance to a meeting of Council until the applicant has secured unconditional approval from City Council to allow the proposed work in the City Park and Right-of-Way.

ALTERNATE MOTION

Option 1 (no referral to Advisory Design Panel)

Staff recommend that, subject to all pre-conditions being addressed to the satisfaction of staff and that the applicant has secured unconditional approval from City Council to allow the proposed work in the City Park and Right-of-Way, that Committee forward this report to Council and that after giving notice and allowing an opportunity for public comment at a meeting of Council, that Council consider the following motion:

"That Council authorize the issuance of Development Permit with Variances Application No. 000440 for 1 Cooperage Place, in accordance with:

1. Plans date stamped November 26, 2015.
2. Development meeting all *Zoning Regulation Bylaw* requirements, except for the following variances:
 - a. Section 10.21.6 - Building setback (easterly lot line) reduced from 6.0m to 0.6m;
 - b. Section 10.21.7 - Building setback (southerly lot line) reduced from 6.0m to 0.87m
3. Submission of revised plans that:
 - a. demonstrate that the proposed substation will be satisfactorily screened from public view and will not adversely impact the important view corridor along Cooperage Place to the satisfaction of staff;
 - b. provide a design for the proposed seawall and railing design within the City Park to the satisfaction of staff and apply this design along all parts of the affected seawall;
 - c. remove any stone columns, landscaping and boulders associated with the new harbour wall that project above grade in the Paul Kane Place or Cooperage Place view corridors;
 - d. provide detailed elevations of any proposed gates or free-standing security related structures that will be constructed on the docks or associated gangways;

4. The applicant provide further details of how they will be providing unobstructed access to the required parking stalls located within the adjacent Royal Quays building;
5. The Developer having the necessary unconditional approval from the City to undertake work to the harbour wall in the City Park and to place a hydro substation in the City Right-of-Way;
6. The Development Permit lapsing two years from the date of this resolution.

Option 2 (decline)

That Council decline Development Permit with Variances Application No. 000440 for the property located at 1 Cooperage Place.

Respectfully submitted,


Jim Handy
Senior Planner – Development Agreements
Development Services Division


Jonathan Tinney, Director
Sustainable Planning and Community
Development Department

Report accepted and recommended by the City Manager:



Date: December 2, 2015

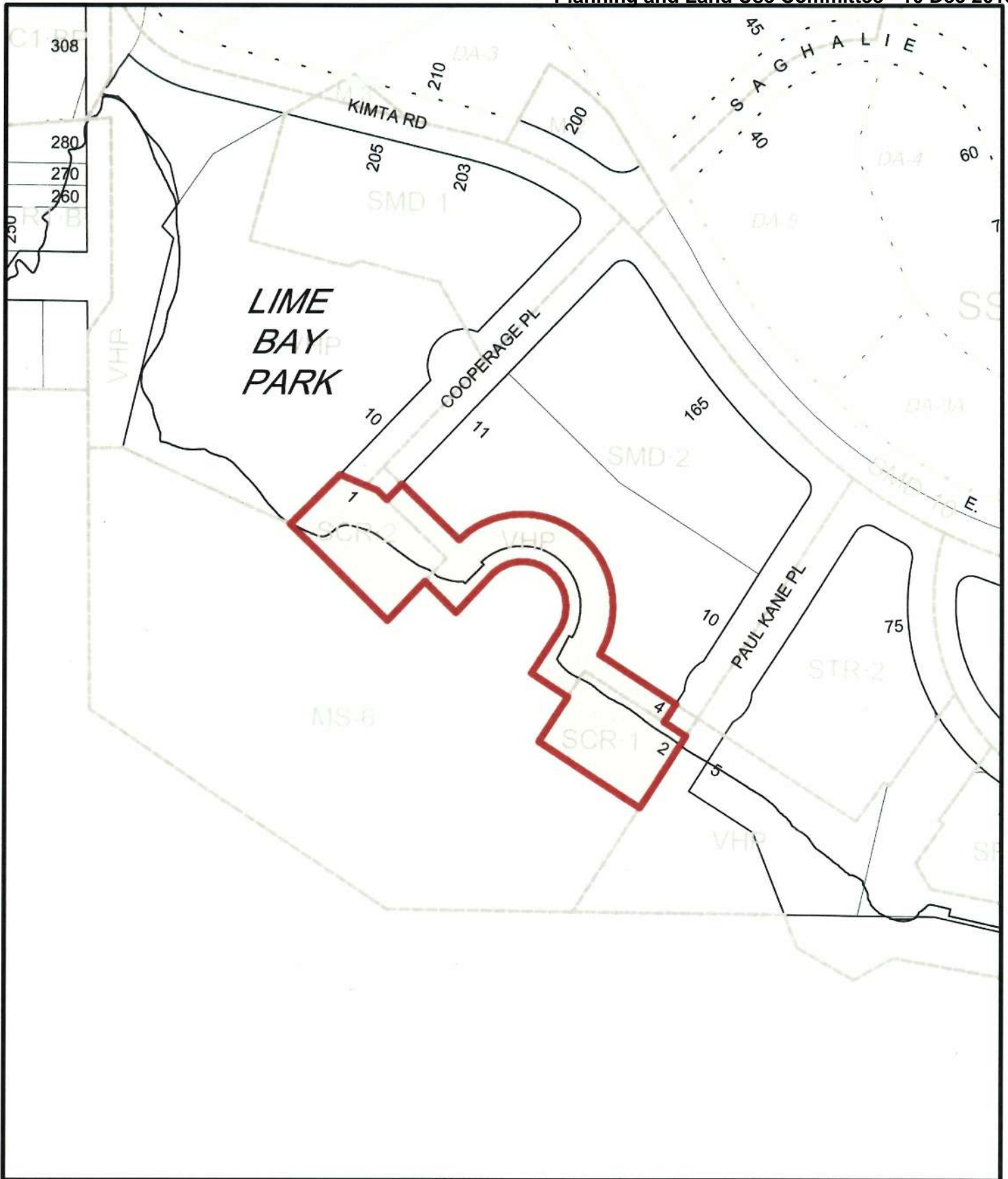
List of Attachments

- Aerial photo
- Zoning map
- Applicant letter dated September 17, 2015
- Plans dated November 26, 2015
- Correspondence.



1 Cooperage Place &
2 and 4 Paul Kane Place
Development Permit #000440

LATE Correspondence: Development Permit with Variances App...



1 Cooperage Place &
2 and 4 Paul Kane Place
Development Permit #000440





September 15, 2015

Mayor and Council
City of Victoria
1 Centennial Square, Victoria B.C. V8W 1P6

Dear Mayor and Council;

**Re: Victoria International Marina
LOT 3 Plan 47008 and those 48 parking spaces leased from strata plan 1889 to Pacific
National Investments Ltd., otherwise known as 1 Cooperage Place, Victoria B.C.**

Further to our meetings with the City of Victoria, as described below and with the supporting documentation contained within the existing Development Permit on the said lands, Community Marine Concepts Ltd. (CMCL) is pleased to submit the following Application for Development Permit (with Relaxation) to the City of Victoria for approval.

Further to our most recent meeting with the City on September 8, 2015, we are asking the City to consider the significant effort that has already gone in to the planning and regulatory consultation on this project over the past 30 years and respectfully requests that the City move towards this final approval using the quickest means at their disposal. The ability for CMCL to meet its commitment to the Federal Government, the Province and First Nation associations on the entire marina development hinges on a focussed approval with no delays (i.e., <10 weeks). CMCL is available to provide any and all assistance it can in supporting the City in their update and processing of the documents.

Description of the Proposal

The City has already issued a Development Permit on the site (Active Permit DP 000104, copy included as **Appendix I**), which includes a building on piers and at grade on both Lot 3 and Lot 4 of Plan 47008. The two buildings form part of a larger marina development plan, which includes docks and piers located on the adjacent water-lot lease held between the Province and CMCL. The nature of the development and its location on the harbour required that multiple overlapping approvals be sought at all levels of government, including agreements with the local First Nations. In reaching these approvals, extensive project elements, outside of those required by the City, were needed. The element with the most significant impact on the marina plan is the Transport Canada requirement for CMCL to provide a seven-meter wide safety-focused water route for small paddle vessels that cuts through the marina. The aforementioned approved Development Permit has this paddle route running beneath both buildings (see plans associated with the DP approval in **Appendix I**).

CMCL is currently proposing the following key modifications, already approved by senior governments (see attached Approval from Transport Canada in **Appendix H**), to the existing approved development permit proposal:

1. The building on Lot 3 no longer be placed on piers and at grade (i.e., ~3m geodetic). Instead, the building will float on the water, secured on the sides by piles and let to rise and fall with the tide. A low-freeboard dock and wave attenuator would also be added to the west side of the building to accommodate the potential for launching and storing of smaller paddle vessels.
2. The paddle canal no longer travel underneath the site's building(s); rather, the entire marina plan, including the modified building mentioned in #1 above, be pushed-back a minimum of 7m off the north property line to accommodate a 7m-wide water corridor spanning the entire length of the marina. The seawall proposed in the initial existing development permit would need to be slightly extended at both Lots 3 and 4 to properly secure the foreshore to accommodate the paddle canal. A diagram showing the new paddle corridor and seawall is provided in **Appendix L**.
3. The building proposed on Lot 4 is to be removed from the plan. Marina moorage infrastructure (i.e., floats and piles) will replace the building in order to offset the loss of slips resulting from changes #1 and #2. Transport Canada has approved this plan modification thus no further approvals on this item are required.

An overall conceptual design of the entire marina project showing these changes is provided in **Appendix J** for your information. Letter-sized copies of the current Develop Permit drawings are also included in **Appendix B** for reference.

Zoning Variances

The zoning for Lot 3 and Lot 4 are unique to each lot (i.e., no other properties share their current zoning designation). CMCL requests a variance to the setbacks listed in the SCR-2 Zone, the zone that applies only to Lot 3. No variances are being pursued for Lot 4.

The setbacks listed in the current SCR-2 zoning were developed under the properties original zoning, in 1992/93, which allowed for a three-storey building at grade (~3m Geodetic). The setbacks were in place to decrease the impact on distant views from the upper floors of neighbouring buildings to the north (i.e., the Royal Quays) from a three-storey building on the property. By dropping the building to one floor and moving it to the water seven-meters off the front property line, any impact to these upper views is eliminated and the east and south setbacks no longer serve their original purpose; thus, needlessly restricting the land owner to very limited site coverage (i.e., <28%). We are asking that the City adjust the south and west setbacks from 6m to 0.9m and 0.6m respectively in order to accommodate the proposed (more resident-favoured) lower floating building. A figure depicting the current and proposed setback arrangement is included in **Appendix K**.

Project Benefits and Amenities

The capital cost for constructing the marina property (workers' wages, consultants, architects, development permits and materials) including facilities such as a harbour club, marina concierge, floating restaurant, marine commercial, and coffee house will be approximately \$24 million. The gross economic impact is expected to be approximately \$50 million and to employ about 150 skilled people. These latter estimates have been determined by third party professionals.

The restaurant and coffee house are being planned to service the Victoria community in addition to marina patrons, offering residents and visitors the opportunity to experience world-class water-front dining accompanied by extraordinary views of the Victoria Harbour and the strait of Juan da Fuca. The coffee and tea house will be a welcome addition to growing number of pedestrians using the Songhees walkway and the large number of residents in neighbouring high-density developments.

By moving the building to the water, CMCL was able to include an additional low-freeboard float, able to accommodate paddle boat users by offering a safe and secure launch point, as well as boat storage for paddle clubs (at the time of application there are two paddle clubs that have secured an interest in using the space). We have received a considerable amount of unsolicited support for this concept, which has led to us to also consider providing a valet kayak storage service.

Neighbourhood

The plans for a marina at this location have been part of the overall master plan for the community since the first plans were conceptualization in the early 1980's. Although its scope has been downsized considerably over the years, the owners have put substantial resources in to assessing every potential viable option and believe that the currently proposed design forms the highest and best use for this property. The neighbourhood has already provided considerable input to the marina project through the first Development Permit application, which the City approved. The removal of one building and locating the other on to the water has simply made the project more welcomed by the neighbours, as they will still enjoy the amenities offered by the marina, while also receiving additional set back breathing room between the marina and themselves.

Recent feedback from neighbouring community members has been consistent, they would rather see the floating building on Lot 3 than have two buildings at grade. Feedback from the paddle community has also been consistent in its support of an *open* paddle corridor over one that meanders under the buildings.

We believe this marina building will be a beautiful landmark in our harbour. Together with the marina itself, the project is something that the neighbours and Victoria will be proud of, one that will provide an integrated, interesting and fitting opportunity for the public, local residents, visitors and recreational boat owners to access the water of our harbour.

Design and Development Permit Guidelines

The two properties fall within Development Permit Area 13, Core Songhees within the City of Victoria's Official Community Plan (OCP). In Appendix A, DPA 13 - Core Songhees of the OCP is listed a

number of guidelines to be considered when applying for Development Permit with Area 13. The following were considered and applied with respect to the Marina and this application: (1) Victoria Harbour Plan (2001), and; (2) Policy Plan and Design Guidelines for the Songhees Area of Victoria West (2008).

The project is within a sub-area designated "Marina", as indicated in Figure 1 of the Policy Plan and Design Guidelines for the Songhees Area of Victoria West. With respect to the development's proposed uses, the project responds very well to the Policy Plan's Concept Objectives in a number of ways:

1. The project will provide an activity node along the Westsong waterfront walkway, reinforcing the objective of the Policy that *"the waterfront should not become simply a sterile place which people visit, but should, in compatible fashion, incorporate business, commercial and residential uses which complement public and community needs."* (Page 6). The floating building is proposed to accommodate three primary commercial businesses; (1) a Tea and Coffee House; (2) A Signature Restaurant, and; (3) Marina Business Commercial Centre to house Marina operations.
2. The project will celebrate the integration of land uses as encouraged by the Policy where it stated *"Land uses should not be arbitrarily separated into residential, business or commercial uses, but should be integrated in ways which provide variety and texture to the activities of this development."* (Page 6). The marina will introduce marina-related businesses (e.g., large recreational boat moorage and paddle boating) to the neighbourhood in a format that is fitting to the area's master planning. In addition, the restaurant and coffee house combine the marine experience together with casual and fine dining, to create a truly unique amenity for all to enjoy.
3. The project is incorporated into the adjacent Westsong waterfront walkway, providing publically accessible experiences directly off the walkway including the coffee and tea house, the restaurant, and the paddle dock, as well as the several floating walkways associated with them. Visiting these spaces will bring people down to the water for an experience unique to walking on the shoreline, an activity made particularly difficult at the current time due to heavy rip-rapped shorelines. The Policy stated *"Waterfront development should incorporate continuous linear public space, provide access to the water's edge..."* (Page 6)
4. Marinas, restaurants, bistros etc. are diversities promoted by the Policy Plan (Page 9).

With respect to the design concept, the following are our design responses to some of the applicable design guidelines contained in the Policy plan:

1. Streets and Pedestrian Ways

- While this development does not technically front onto a street, the interface between the proposed buildings and the Westsong Way will be provided with landscaped planters with species that echoes those along the existing Royal Quays Condominium.
- The promenade decks will be finished in stamped concrete paving with a distinctive pattern and colour that is reminiscent of traditional wharves and piers (Page 24, Paving Materials).

- Entrances to the promenade decks will be denoted by glazed entry portals which will help to create *"...distinct identity, celebrate its entrance and add that special note through increased awareness and enjoyment."* (Page 24, Gateways).
- The widths of the publicly accessible promenade decks will range between 7.5' to 16', widths that will accommodate two couples to walk by each other comfortably (Page 25, Walkways).
- The promenade decks are handicap accessible directly from the Westsong Way (Page 25, Handicap Access).
- This development's pedestrian connections possess all of the features: different paving materials, walkway widths, activity nodes, and planted areas, as outlined in the Policy Plan (Page 25, Variety).
- Landscape planters have been broken up into sections to allow for clear, direct and welcoming accesses to the building entrances and the promenade decks.
- Landscape trees along this interface will be of a similar species as those planted along the Royal Quays condominiums, creating a pleasant streetscape and a change in experience for pedestrians using the Westsong Way.

2. Variety of Built Forms

- While the building's exterior pays strong homage to their nautical setting, the juxtaposition of free curvilinear forms with the more traditional rectilinear elements will create a design that reflects the interface of water and land and the convergence of marine and residential activities (Page 26).
- We believe the design of the building will not only provide "A visual and architectural harmony ... with all areas of development" (Page 30), but it also will embrace and speak to the dynamicism of the harbour in all its diversity.

3. Building facades

- The buildings will be clad largely in glass and aluminum panels, materials that will maintain well and provide longevity in the marine environment.

4. Building colours

- Aside from the clear Low-E glazing, the buildings will be predominantly white (curved roofs) and clear aluminum in colour with reddish brown flat roofs and blue aluminum panels to function as accents.
- These colours have been chosen from a palette of local hues: white – Royal Quays and Shutters; blue – the water and skies; red – Royal Quays roofs; clear aluminum – marine riggings; clear glass – changing kaleidoscope of reflected colours.

5. Quality of materials

- The architectural building and landscape materials have been selected to denote quality and permanence.

6. Rooftop mechanical

- All rooftop equipment and vents will be screened by integral rooftop enclosures.
- The enclosures will be designed to deflect both noise and smell away from land side residences.

7. Transportation/ Parking Garages

- Provisions for parking have been allowed for within the Royal Quays' underground parkade through a long term lease agreement (Lease documents and associated Schedules can be found attached to this submission as **Appendix G**. These documents will illustrate the easements in the parkade in favour of the marina proponent.)
- There are a total of 48 parking stalls within the Royal Quays parkade (i.e., stalls represented by lot areas 30-77) available for use by customers and visitors to the development either through a planned valet or self-park with access approval.
- Of note: The Owner, previously acting as Principal of Pacific National Investments (PNI), had negotiated in good faith with the City of Victoria in 1987 and 1988 as part of its subdivision application which resulted in PNI paying for the additional costs of constructing wider road sections to accommodate expanded parking (90 degree stalls) as part of the servicing bonded contract between the City and PNI. These stalls were located on Cooperage Place and Paul Kane Place for the purposes of providing sufficient parking for Lots 3 and 4 over the water and the marina. Layout for these parking stalls are shown on the attached plan in **Appendix G**.
- In addition, the Owner is prepared to meet the City's reasonable costs of line marking these 90 degree parking spaces on Cooperage and Paul Kane Places to facilitate the creation of this additional parking capacity.

8. Garbage

- All garbage and recycling will be stored within the buildings.

9. Privacy

- The more public oriented activities such as the coffee shop and the restaurant are placed facing the water and away from the existing land based buildings to facilitate privacy for the area's residents.
- As the building will be floating down on the water, floor levels of the one storey high building will well below the lowest habitable floor levels of the existing residential buildings behind (Royal Quays), further increasing the degree of privacy for the residents.

Green Building Features

Appendix F outlines several of the "Green" features of the building proposal.

Infrastructure

Infrastructure needs for the building and the marina were conceived as part of the original Songhees Development and installed by the Developer at the time. All required service lines terminate and are accessible at the southern end of Cooperage Place. Electrical needs of the marina and commercial

building will require a unit substation. CMCL has commenced discussions with Engineering Department at the City to secure an appropriate location for this. A copy of a preliminary servicing plan is included as **Appendix E**.

Discussion of Application Declaration Items

Title and Ownership

A current **Certificate of Title** is provided in **Appendix C** of this application package.

There is one **Registered Owner** of the property noted on title, that being the applicant, otherwise known as **COMMUNITY MARINE CONCEPTS LTD, INC. NO. BC0736657**.

There is one title restriction on the property in the form of a Statutory Right of Way (SRW PLAN 46683). The SRW Plan document is included as **Appendix D** of this package. From discussion with the City Solicitor and the planning department, we understand that the language within the SRW Plan will eventually need to be revisited to properly reflect the results of the proposed design changes. Most likely at the time that operational and safety programs for the marina are developed.

Site Profiles for Contaminated Sites

Pursuant to the Waste Management Act, the Province of British Columbia requires an applicant to submit a Site Profile Form on properties that are or were used for commercial or industrial purposes as defined within the provincial regulations, i.e., Schedule 2 Activities. As far as the applicant is aware, none of the industrial and commercial activities listed in Schedule 2 – Activities, have occurred or are occurring on this site. A Completed and Signed, Site Profile form is included in **Appendix M**.

It is worth noting that sediment testing was completed on the site as part Environmental Canada permitting of the dredging program. Sediment analytical data from this work universally met the CSR Industrial/Commercial (I/C) generic land use standards, and the data from some samples met the CSR Residential (CSR RL) land use standards. As the majority of the dredging at the site is complete and revealed no significant contamination findings, we do not anticipate any additional reason for concern around site contamination.

Archaeological Sites

CMCL understands that Pursuant to the BC Heritage Conservation Act of the province of British Columbia, they responsible for ensuring compliance with the BC Heritage Conservation Act, including steps to determine whether or not a site is an archaeological site. CMCL also acknowledges that it is against the law to alter an archaeological site without first obtaining a permit to do so from the Province of British Columbia.

A preliminary archaeological assessment of the project area resulted in no evidence of cultural or heritage remains being noted within the proposed work area. However, due to the cultural history of Victoria Harbour there remains some potential for the presence of cultural or historical artefacts to

be buried deep within marine substrates. As such, the Environmental Monitor (EM) assigned to the project, pursuant to the project's Construction Environmental Management Plan (CEMP), will be responsible for reporting any cultural or heritage artefacts that may be uncovered during dredging operations to the contractor and the project manager; and, if artefacts are uncovered during dredging, work will be temporarily suspended and an archaeological consulting firm will be contacted and brought in to take appropriate action.

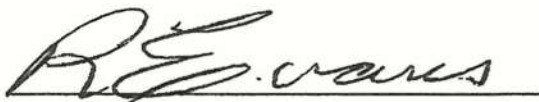
Plans

Appropriate copies of the following drawings have been submitted in support of the Development Permit Application and copies of included in **Appendix B**:

- **A001 Project Data** (Including, Location Plan, Survey Plan, and Project Information Table)
- **A101 Site Plan**
- **A201 Floor Plan**
- **A301 Building Elevations (East and South)**
- **A302 Building Elevations (West and North)**
- **A401 Schematic Building Sections**
- **Schematic Perspectives/ Views**

We look forward to working with City staff council and the mayor on the moving this project through the municipal develop permit process in due haste. Thank you for your consideration.

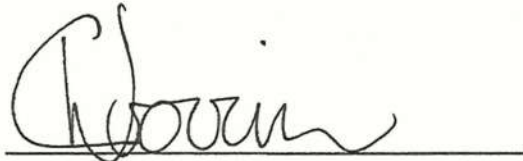
Yours Sincerely,



Robert G. Evans

Director

Community Marine Concepts Ltd.



Craig E. Norris

Director Strategic Planning

Community Marine Concepts Ltd.

CC:

John Alexander – Cox Taylor Lawyers

Bruce Halsor – Crease Harman LLP

Tom Zworski – City Solicitor

Jonathan Tinney – Director of Sustainable Planning and Community Development

Jim Handy – Senior Planner



Green Building Features - Victoria International Marina

Energy Reduction:

Glazing is limited to 40% of exterior surface area; this average is reduced on the north side which is subject to greater heat loss and increased on the south side.

Thermal Bridging - no uninsulated structural elements penetrate the exterior of the building.

Average wall insulation is increased to R22 to reduce heat loss.

The building mass has been kept relatively simple with minimal stepping and exposed wings helping to reduce thermal losses.

The building envelope will be air tight and impermeable to moisture.

Natural Ventilation:

Mechanical systems will be designed to allow fan assisted fresh air ventilation for cooling. The marine location will allow this system to provide effective free cooling most of the year. This fresh air promotes healthy indoor air quality and reduce the potential for moisture build up and condensation especially in the winter months when windows tend to be kept shut.

Urban impacts:

The project is near a transit stop.

The project intensifies the use of existing city services.

The project will enhance the economic viability of the inner harbour.

In addition to these design features, and in order to support the City of Victoria's green initiatives, the design team has targeted a number of LEED compliant points for this building, with the possibility of achieving 38 points by incorporating the following aspects:

Sustainable Sites – 6 points:

Pre-requisite – Construction activity pollution prevention

Credit 4.2 – Alternative Transportation – bicycle parking and proximity to transit

Credit 4.4 – Alternative Transportation - size parking stall requirements to be less than local zoning requirements.

Credit 6.1 – Storm water design – quantity control (1)

Credit 6.2 – Storm water design – quality control (1)

Credit 7.2 – Heat island effect – roof – 75% high reflectance roof (1)

Credit 8.0 - Light Pollution Reduction - minimize light trespass from building and site (1)

Water Efficiency - 4 points :

Pre-requisite – water use reduction – use of low flow fixtures

Credit 1 – water efficient landscaping – native and adaptive species (2)

Credit 3 – water use reduction of 30% (2)

Energy and Atmosphere – 7 points:

Credit 1 – Optimize energy performance – Building systems (plumbing and HVAC) will be designed to be highly efficient, with less than conventional energy and water consumption.

This is supported by the Owners because it results in reduced operating costs in the long term.

(7)

Materials and Resources - 6 points:

Pre-requisites – There will be provision for storage and collection of recyclables.

Credit 2 – The contractor will implement a construction waste management plan (2)

Credit 4 – The building design will utilize materials with recycled content (2)

Credit 5 - The building design will utilize materials that are sourced regionally (2)

Indoor Environmental Quality -15 points:

Pre-requisites of minimum indoor air quality performance and environmental tobacco smoke control will be addressed.

Credit 1 – there will be monitoring of outdoor air delivery (1)

Credit 2 – the building design will provide increased ventilation (1)

Credit 3 – there will be a construction indoor air quality management plan in place, both during construction and before occupancy (2)

Credit 4 – low emitting materials, specifically adhesives and sealants, paints and coatings, flooring systems, and composite wood and agrifibre products will be specified (4)

Credit 5 – indoor chemical and pollutant source control will be provided (1)

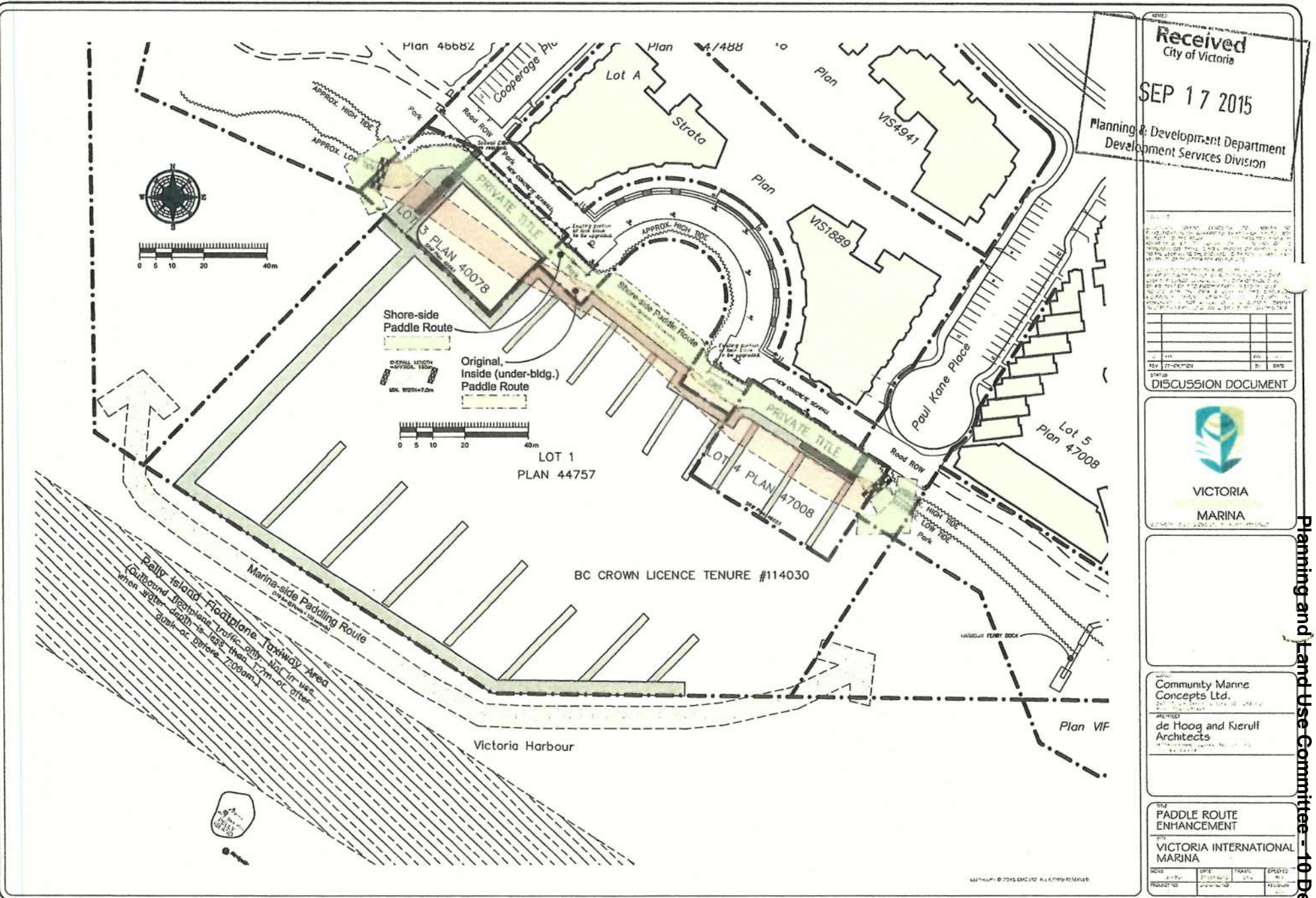
Credit 6 – controllability of lighting and thermal comfort systems will comply with LEED credit requirements (2)

Credit 7 – the design of the thermal comfort systems will comply with the LEED credit requirements (2)

Credit 8 – provision of daylight and views from areas inside the building will comply with credit requirements (2)



Victoria
977 Fort Street V8V 3K3
T 250-658-3367
F 250-658-3397
Nanaimo
102-5190 Dublin Way V9T 2K8
T 250-585-5810
info@dihk.ca
www.dihk.ca



Received
City of Victoria

SEP 17 2015

Planning & Development Department
Development Services Division

DATE	2015.09.17
TIME	10:00 AM
BY	STAFF
FOR	STAFF
REMARKS	

DISCUSSION DOCUMENT



VICTORIA
MARINA

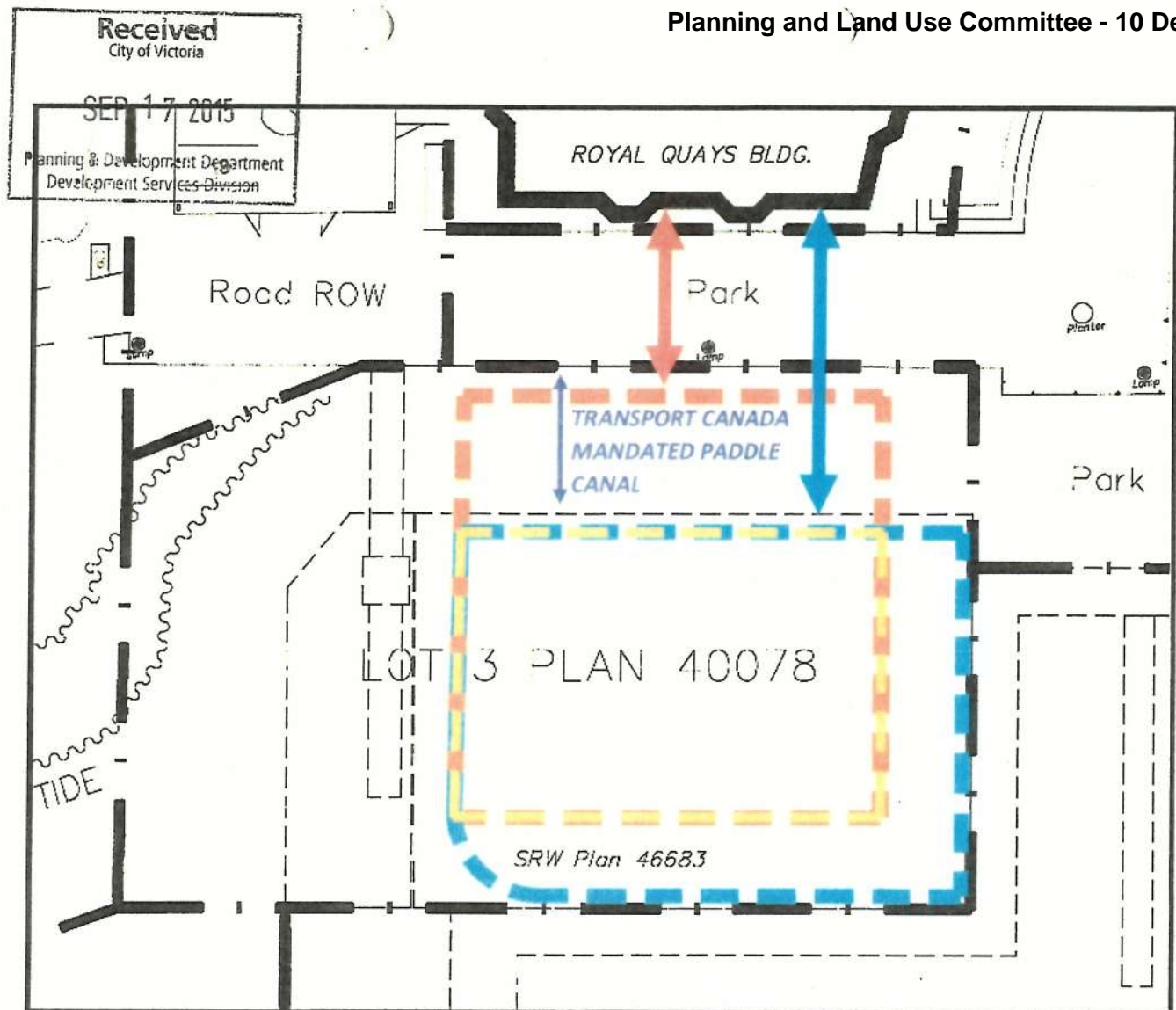
Community Marine
Concepts Ltd.

ARCHITECT
de Hoog and Kierulff
Architects

PADDLE ROUTE
ENHANCEMENT

VICTORIA INTERNATIONAL
MARINA

DATE	2015.09.17	DATE	2015.09.17
PROJECT NO.	2015.09.17	PROJECT NO.	2015.09.17



LOT AREA: 20 495ft ² /1 904m ²		Current		Proposed		Option (unbuildable)	
Buildable Area		8030ft ²	746m ²	8234ft ²	767m ²	5450ft ²	506m ²
Coverage		39 %		40 %		27 %	
Setback from Royal Quays		42ft	13m	71ft	22m	71ft	22m
Setback from North Property		6.5ft	2m	35ft	10.7m	35ft	10.7m
Setback from South Property		19.7m	6m	3ft	0.9m	19.7m	6m
Setback from East Property		19.7m	6m	2ft	0.6m	19.7m	6m
Setback from West Property		71ft	22m	71ft	22m	71ft	22m
Floor Elevation		Up at Pathway Grade		Down on the Water		Down on the Water	
Roof Elevation	above Sea-level	30ft	9m	15-26ft	4.5-8m	19-30ft	5.5-9m
	above Grade	20ft	6m	5-16ft	1.5-5m	9-20ft	2.5-6m





Navigation Protection Program
Suite 620 – 800 Burrard Street
Vancouver, BC V6Z 2J8

Our file Notre référence
2010-500008 (8200-06-8949)

July 8, 2015

Community Marine Concepts Ltd.
240-730 View Street
Victoria, BC V8W 1J8



Attention: Huaiyin Zheng

RE: Notice to the Minister under the *Navigation Protection Act* for Approval a Marina, located on unsurveyed foreshore or land covered by water being part of the bed of Victoria Harbour, Parcel Identifier: 011-570-253, Lot 3, DL 119, Esquimalt District, Plan 47008; and, Parcel Identifier: 011-570-270, Lot 4, DL 119, Esquimalt District, Plan 47008, in the Province of British Columbia.

Enclosed please find the Approval for the above-noted work issued by the Minister of Transport in accordance with subsection 6(1) Placement, of the *Navigation Protection Act* (NPA).

Pursuant to Sec. 34 of the Navigation Protection Act, the owner shall provide unimpeded access to the Minister or their representatives for inspection purposes.

Pursuant to Sec. 5 of the Navigable Waters Works Regulations, all temporary piles, false works, silt curtains, construction material or debris, etc. are to be completely removed from the waterway.

Please note that the attached document relates only to the effect of your work on navigation under the NPA. It is the owner's responsibility to comply with any other applicable laws and regulations.

Should you have any questions, please do not hesitate to contact our office in Vancouver by phone (604) 775-8867 or e-mail NPPAC-PPNPAC@tc.gc.ca.

Respectfully,

Brent Magee
Officer
Navigation Protection Program
Transport Canada
Pacific Region

BM/co

Enclosures Approval Document and reviewed plans

cc: Craig Norris, Community Marine Concepts Ltd, cnorris@vimarina.ca
Crease Harmon LLP, Bruce Hallsor, Hallsor@crease.com
Jim Chan, Manager Operations and Technical Services, jim.chan@tc.gc.ca
Rod Nelson, RD TC Communications, rod.nelson@tc.gc.ca
Carol Unwin, Victoria Harbour Master, carol.unwin@tc.gc.ca
Bonita Wallace, Land Technical Officer, Bonita.Wallace@gov.bc.ca
Kevin Carrigan, Superintendent of MNS, kevin.carrigan@dfo-mpo.gc.ca
Michelle Bigg, Fisheries Protection Biologist Michelle.Bigg@dfo-mpo.gc.ca
CHS-DFO, chsdatacentre@dfo-mpo.gc.ca

Canada



NAVIGATION PROTECTION ACT
Section 6 (1)

2010-500008 (8200-06-8949)

Approval

APPLICANT: Community Marine Concepts Ltd.
240-730 View Street
Victoria, BC V8W 1J8

WORK: Marina

SITE LOCATION: Located at Approximately 48° 25' 38.00" N x 123° 22' 56.00" W, Victoria Harbour, located on unsurveyed foreshore or land covered by water being part of the bed of Victoria Harbour, Parcel Identifier: 011-570-253, Lot 3, DL 119, Esquimalt District, Plan 47008; and, Parcel Identifier: 011-570-270, Lot 4, DL 119, Esquimalt District, Plan 47008, in the Province of British Columbia.

Regarding the application (detailed above) to the Minister of Transport, submitted pursuant to the *Navigation Protection Act*, for an approval of the work per the attached plan (1), the Minister hereby approves the work pursuant to subsection s.6(1) Construction in accordance with the following terms and conditions:

1. Construction must start within 2 years and be completed within 4 years of the issuance of the approval.
2. A yellow flashing light must be placed on the southwest and southeast corners of the facility at a height of no less than 2 metres above the water level as identified on the approved plan. The light will display a 0.5 second flash every 4 seconds (FL 4s), with a minimum range of 2.0 nautical miles.
3. A white strobe light must be placed at the marina entrance to indicate arriving and departing vessels, it shall be at a height of no less than 2 metres above the water level.
4. Signs clearly identifying entrance to the Inside Paddling Route must be installed at locations identified on the approved plan. Final wording and size of signs must be approved by Transport Canada prior to operation of the marina.
5. Signs detailing the inbound and outbound procedures for vessels must be installed at the locations identified on the approved plan. Final wording and size of signs must be approved by Transport Canada prior to operation of the marina.
6. Public access to the Inside Paddling Route must be provided at all times.
7. The Inside Paddling Route must be kept clear of debris that may restrict or pose a hazard to navigation.
8. No part of any vessels moored in slips 1 to 7 as identified on the approved plan may be higher than 41.24 metres above the water level.
9. A Marina Operational Plan outlining inbound and outbound call in procedures and an education plan for users and staff must be submitted and approved by Transport Canada prior to operation. This plan must be provided to all vessels that will operate in the marina.
10. No vessels are to be moored to the outside of the wave attenuator at any time.
11. Safety stations must be installed on the floats along the Inside and Outside Paddling Routes. Stations must have a safety ladder, life ring and heaving line. The locations of the safety stations are identified on the approved plan.
12. Safety ladders must be installed on the floats along the Inside and Outside Paddling Routes. The locations of the ladders are identified on the approved plan.
13. Any temporary or test piles must be completely extracted to remove the entire length of the pile from the bed of the waterway. Where physical conditions result in the breakage of piles best efforts shall be made to remove entire pile stubs with the least amount of disturbance to the bed of the waterway.



14. Notice to Shipping action must be taken by contacting the agency below at least 10 days in advance of your intended date of commencement. The proponent must ensure that the active Notice accurately reflects the construction activities.

Victoria Marine Communications & Traffic Services
P.O. Box 60009860 West Saanich Road
Sidney, BC, Canada, V8L 4B2
mctsvictoria@dfo-mpo.gc.ca Phone 250-363-6333

15. In the event that the operation of the above work is terminated, it will be the proponent's responsibility to remove the work and associated equipment in its entirety.
16. The silt current shall be marked with yellow cautionary buoys at a distance of no greater than 50m. The buoys shall be no less than 40cm in diameter and have horizontal bands of yellow reflective tape not less than 10 cm in width and 15 cm in length so as to be visible from all directions.
17. Equipment used during construction must remain within the lease area when not in use.

SIGNED in two copies on July 8, 2015 in, Vancouver BC

A handwritten signature in blue ink, reading "Brent Magee", written over a horizontal line.

Brent Magee
Officer
Navigation Protection Program
Programs Group
Transport Canada
Pacific Region
for the Minister of Transport



NAVIGATION PROTECTION ACT
Section 6 (1)

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Transport
Canada

Transports
Canada

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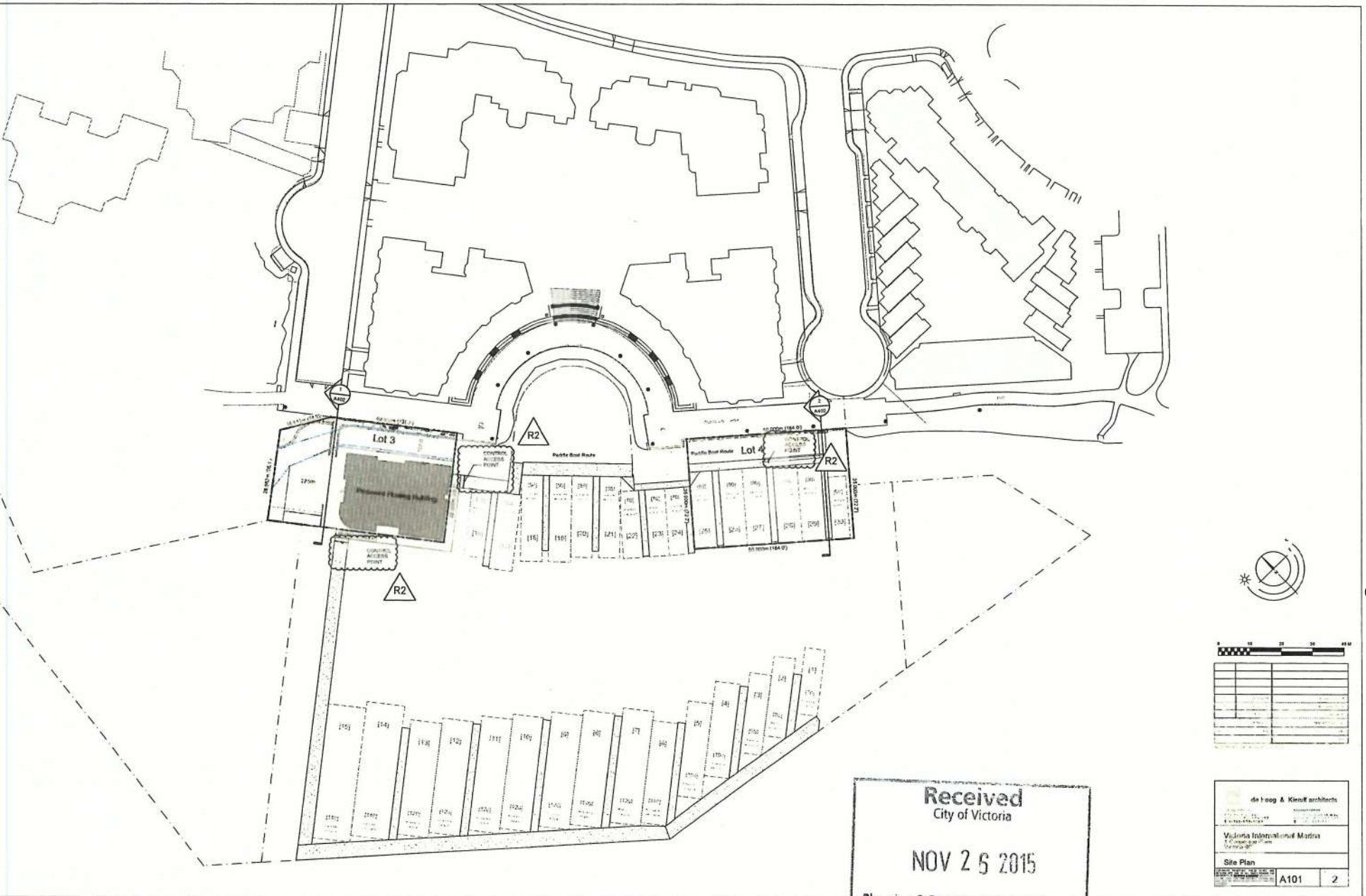
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SIGNED in two copies on July 8, 2015 in, Vancouver BC

Brent Magee
Officer
Navigation Protection Program
Programs Group
Transport Canada
Pacific Region
for the Minister of Transport

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NOV 25 2015
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Development Services Division

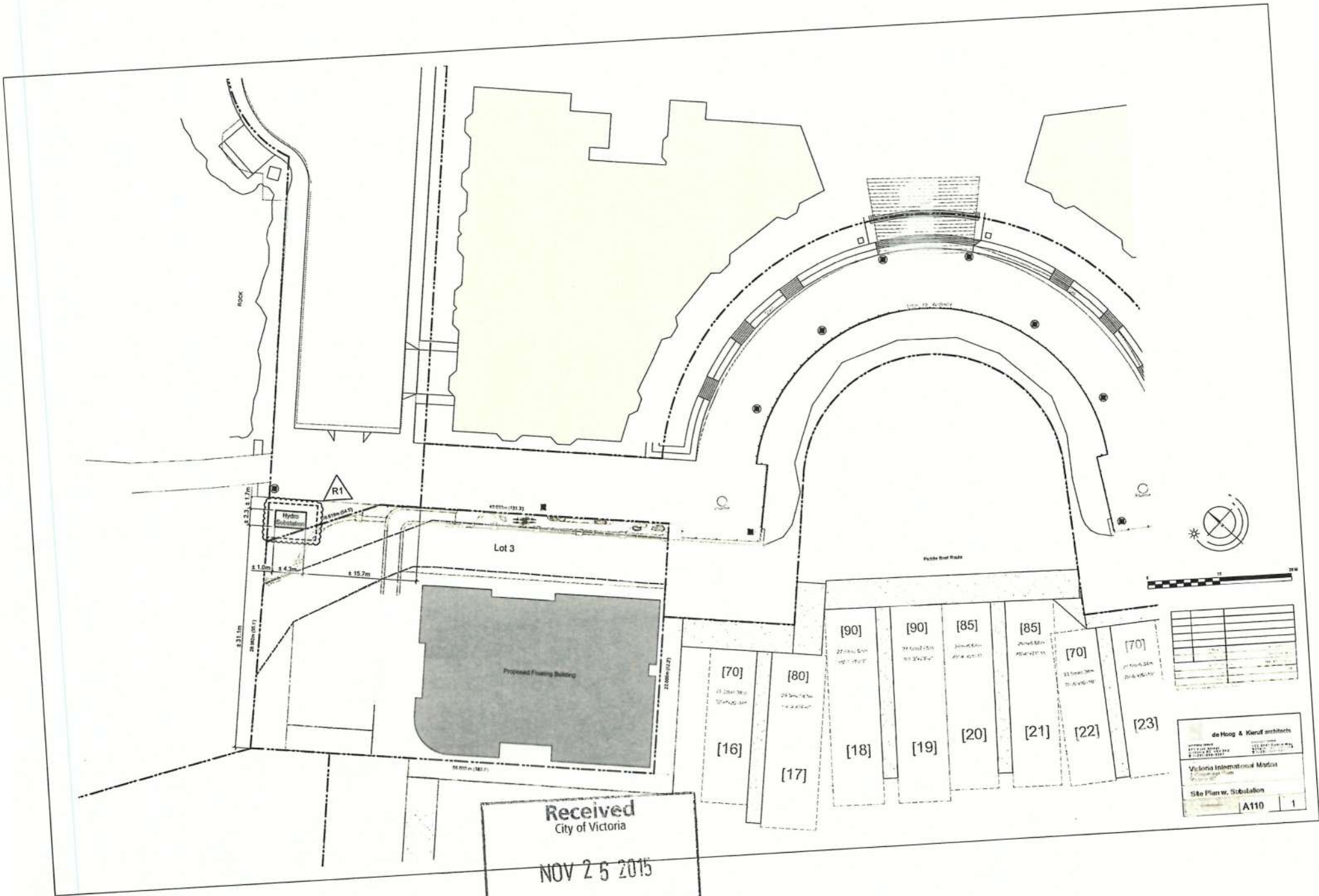
North Arrow

Scale Bar

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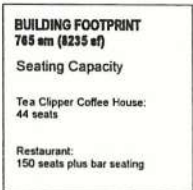
Site Plan

A101 2



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Development Services Division

de Hoog & Kerul architects
VICTORIA BRANCH
1111 BAY STREET, SUITE 200
VICTORIA, BC V8W 2E6
TEL: 250-383-1111
FAX: 250-383-1112
www.dehoog.com
Site Plan w. Substation
A110 1



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- ### Materials
- 1 Silver Crossed Raynshield Panels
 - 2 Concrete Wall Curb - Painted
 - 3 White Coloured PVC Roofing
 - 4 Aluminium Fascia
 - 5 Thermally Broken Curtain Wall System
 - 6 Double glazed Vision Panel
 - 7 Aluminium Doors with Double glazed Panels
 - 8 Metal Louvers
 - 9 Engineered Concrete Flooring Deck
 - 10 Vinyl Sails
 - 11 Anodized Metal Screen

[illegible]

de Hoog & Kienf architects
 architectenbureau
 1017 CA Amsterdam
 Tel. 020 612 3333
 Fax 020 612 3334

Victoria International Marina
 2 Choussy-sur-Rhône
 France 69500

Building Elevations

© 1994 de Hoog & Kienf architects
 1017 CA Amsterdam
 Tel. 020 612 3333
 Fax 020 612 3334

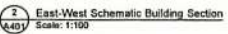
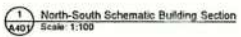
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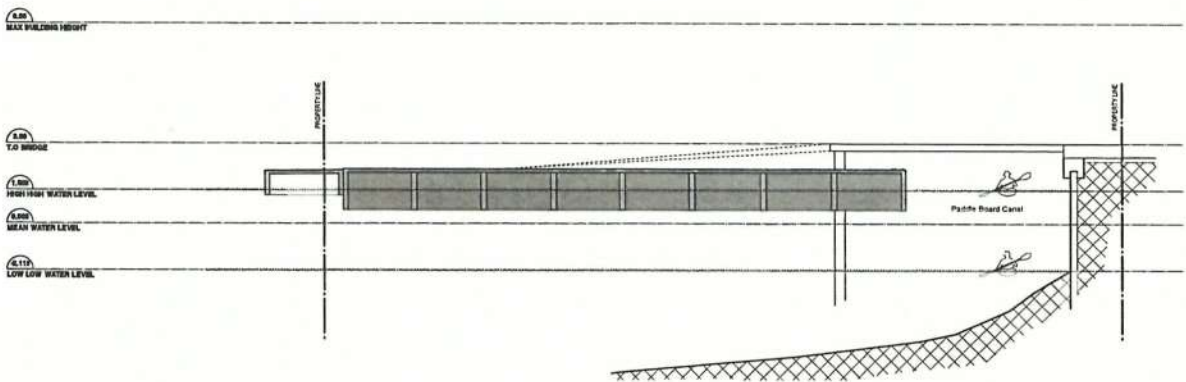
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- 1 Silver Coloured Reinforced Panels
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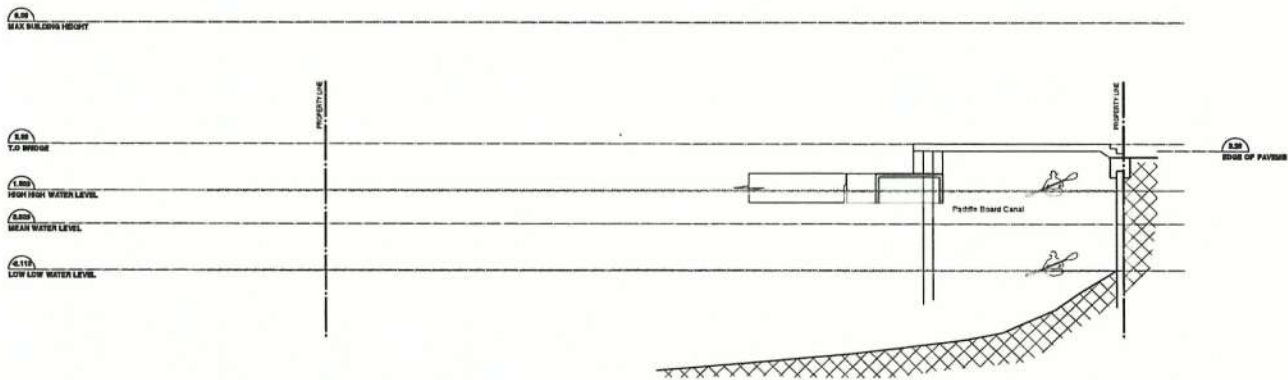
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Page 304 of 526



1 Lot 3 Schematic Bridge Section
Scale: 1:100

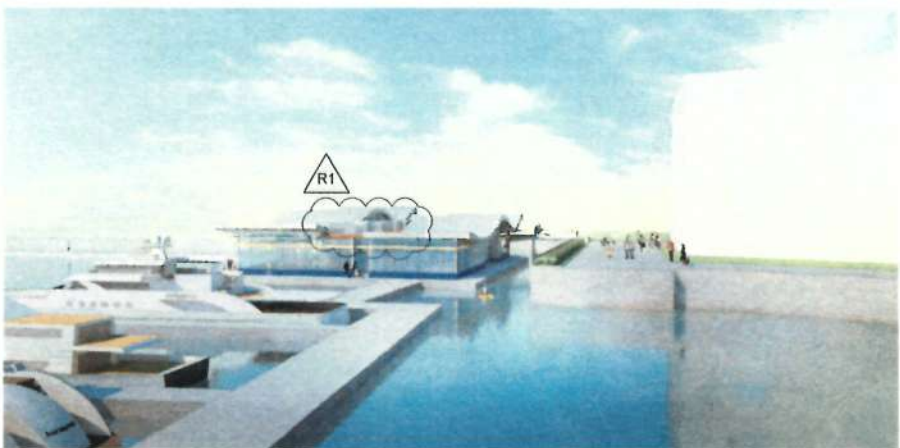


2 Lot 4 Schematic Bridge Section
Scale: 1:100



de Hoog & Kierulff architects	
Victoria International Marina	
Schematic Bridge Sections	
A402	0

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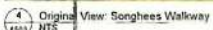
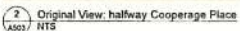
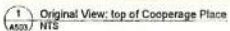


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Received
City of Victoria

NOV 25 2015

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Development Services Division

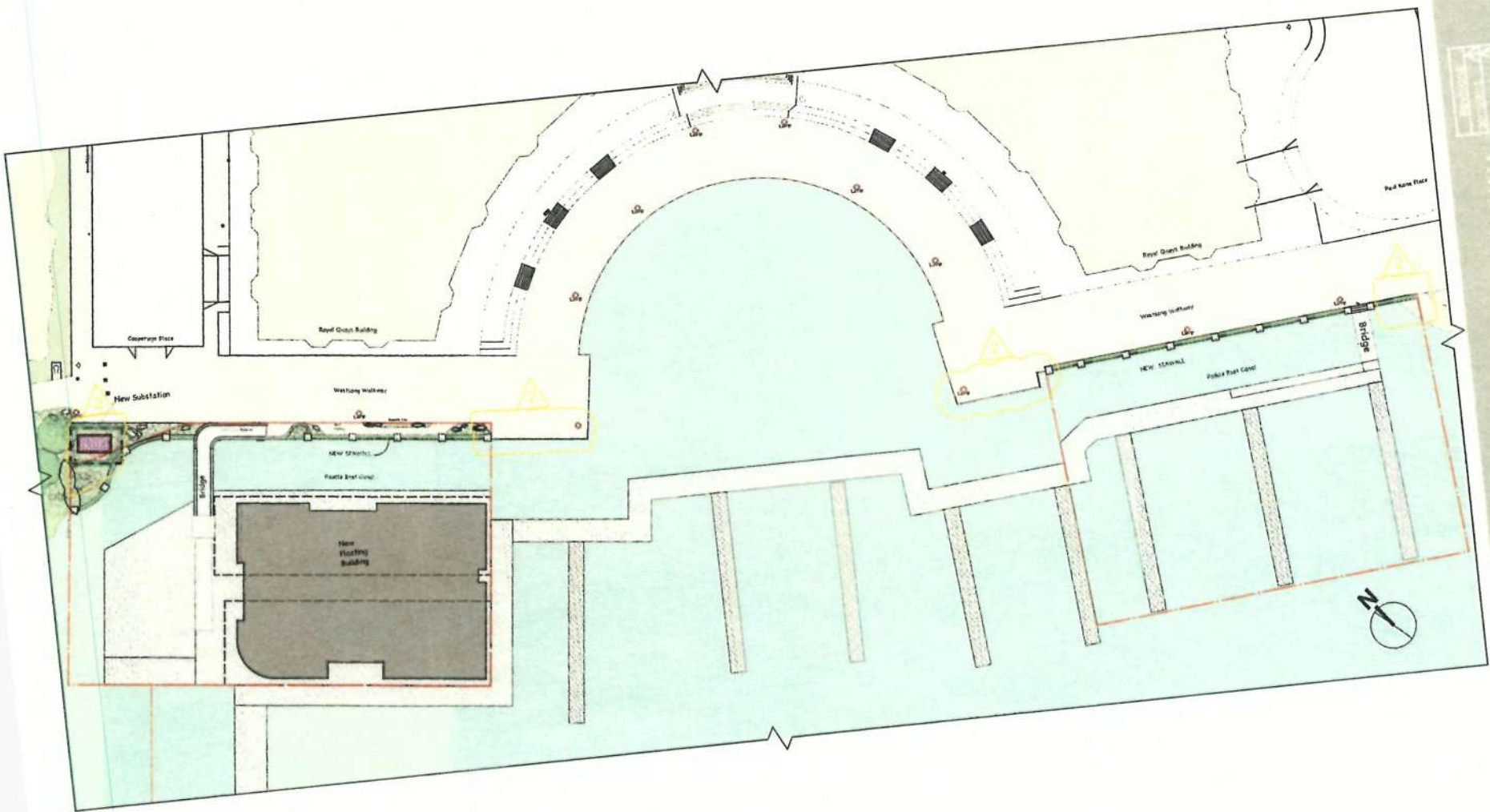
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de Hoog & Kieniff architects architectenbureau de Hoog & Kieniff architects 1017 CA Amsterdam T +31 (0)20 634 2222		architectenbureau de Hoog & Kieniff architects 1017 CA Amsterdam T +31 (0)20 634 2222	
Victoria International Marina 1017 CA Amsterdam T +31 (0)20 634 2222		Original Views 1017 CA Amsterdam T +31 (0)20 634 2222	
A503		1	

City of Victoria

NOV 25 2015

Planning & Development Department
Development Services Division



1 Proposed Seawall Plan
Scale: 1:500

Received
City of Victoria

NOV 26 2015

Planning & Development Department
Development Services Division

LANDSTORY VICTORIA INTERNATIONAL MARINA

L-1

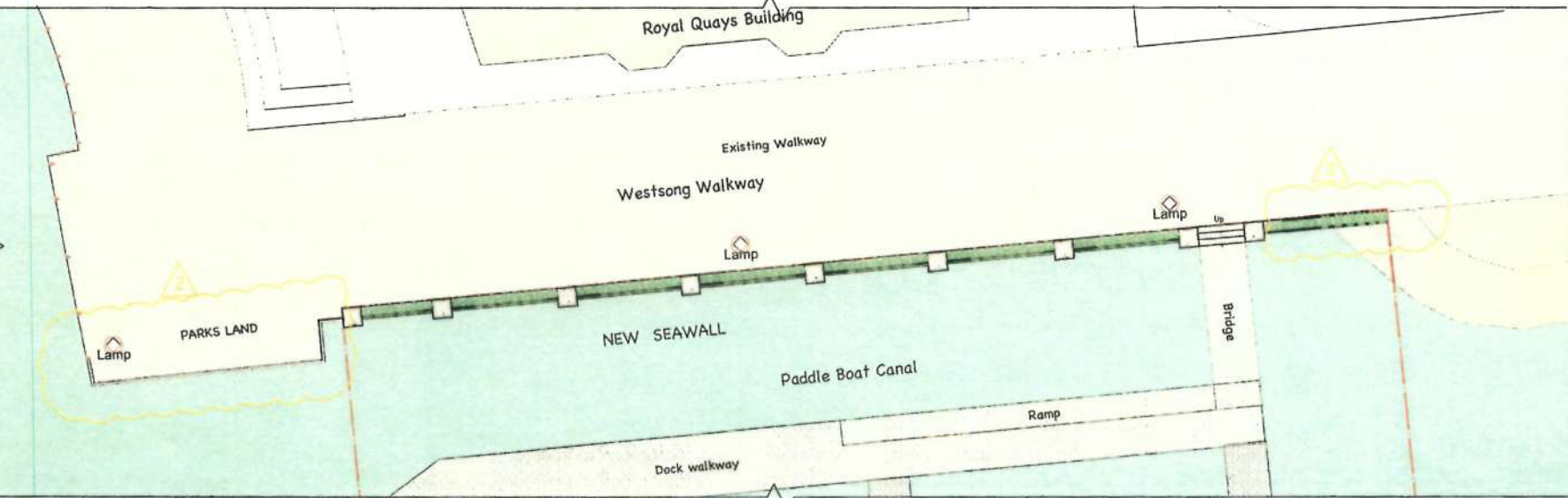
November 26, 2015

240 730 View Street
Victoria BC V8W 3K7

DESIGNED BY
LANDSTORY INC. 111
VICTORIA BC V8W 3K7
TEL: 250-688-8888



1 Proposed Seawall Plan (west side)
Scale: 1:200



2 Proposed Seawall Plan (east side)
Scale: 1:200

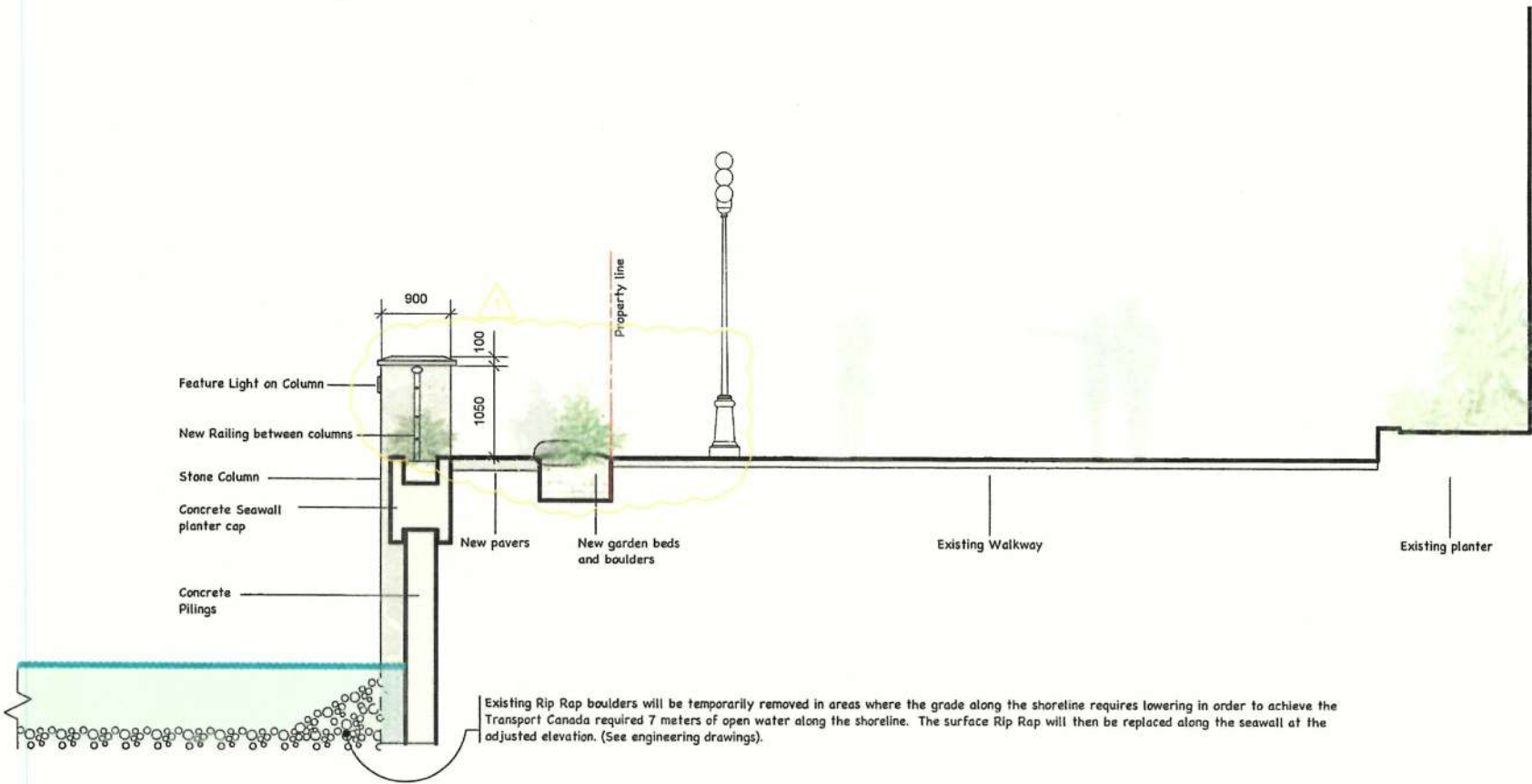
L-2

LANDSTORY VICTORIA INTERNATIONAL MARINA

Design Associates

240 - 7301 View Street
Victoria, BC V8M 3Y7

3117 W. 24th Avenue
Victoria, BC V8L 4C1



1 Proposed Seawall Section
Scale: 1:50

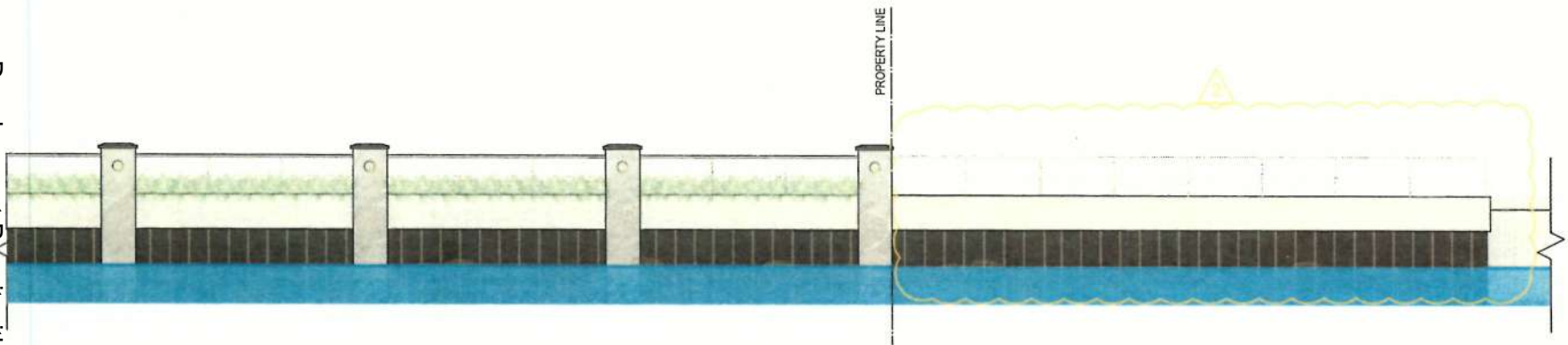


Section A
A
A

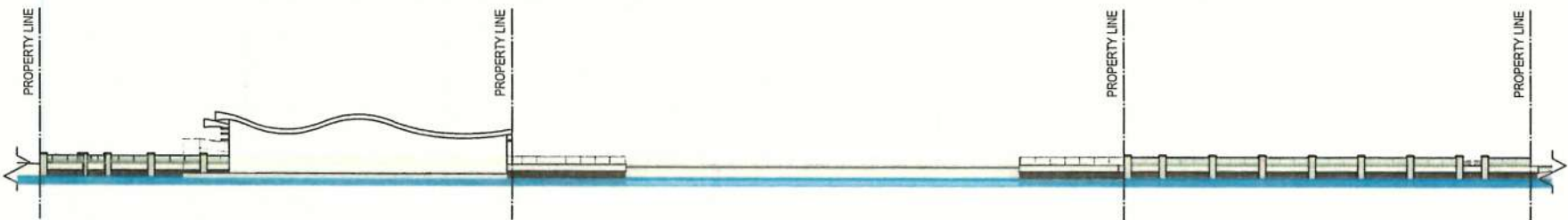
L-4
November 26, 2015

LANDSTORY
DESIGN ASSOCIATES
4885 Smeaton Road
Victoria, BC V8N 1Y9
250.683.1179

VICTORIA INTERNATIONAL MARINA
240 - 730 View Street
Victoria, BC V8W 3Y7



1 Proposed Seawall Elevation with concrete pilings, concrete vegetated wall cap and stone columns
Scale: 1:100



2 Proposed Seawall Elevation viewed from the water
Scale: 1:500



1: The stone for the columns to be native and similar the stone walls on the Songhees walkway.



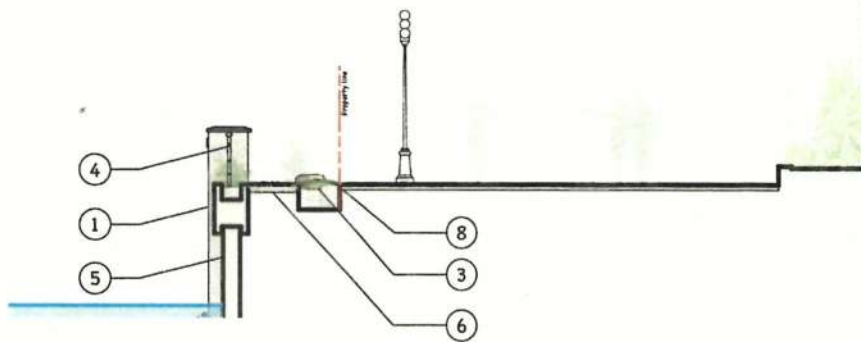
2: Soft ornamental vegetation example for the landscaped areas near the seawall.



3: Boulders for sitting in the landscaped areas.



4: Low profile, clean railing design example for between the stone columns.



7: Hedge vegetation example for screening the substation.

5: Concrete Pilings painted black to be used for the Seawall



6: Bluestone pavers to be used on landscaped path, bike parking and ramp entry.



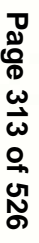
8: Vegetation example for the landscaped areas near the seawall.

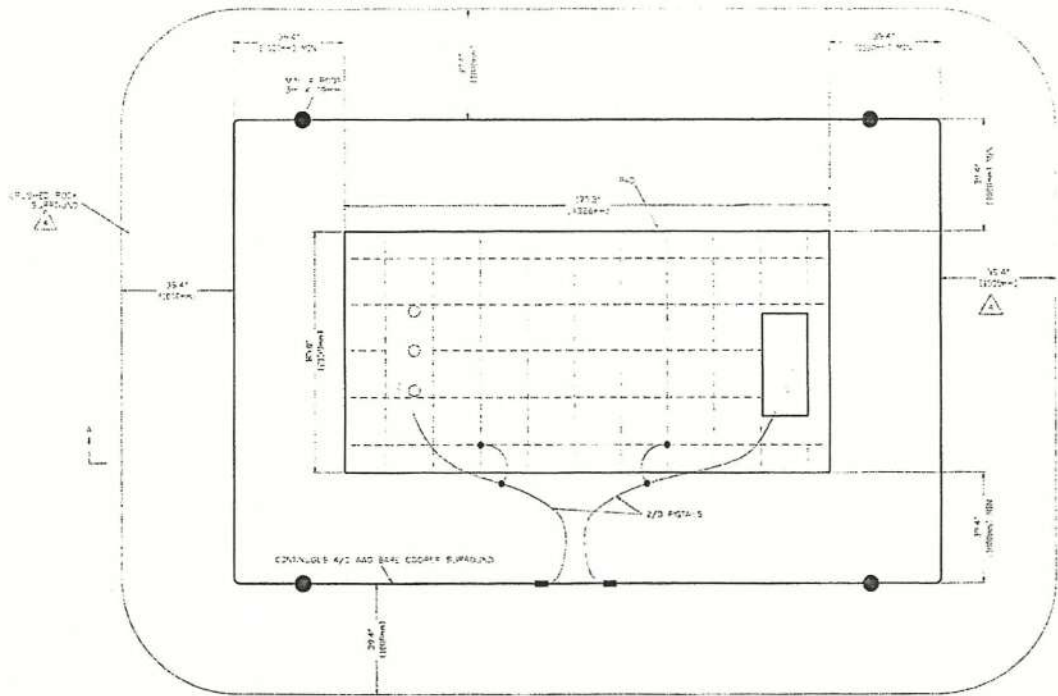


Received
City of Victoria

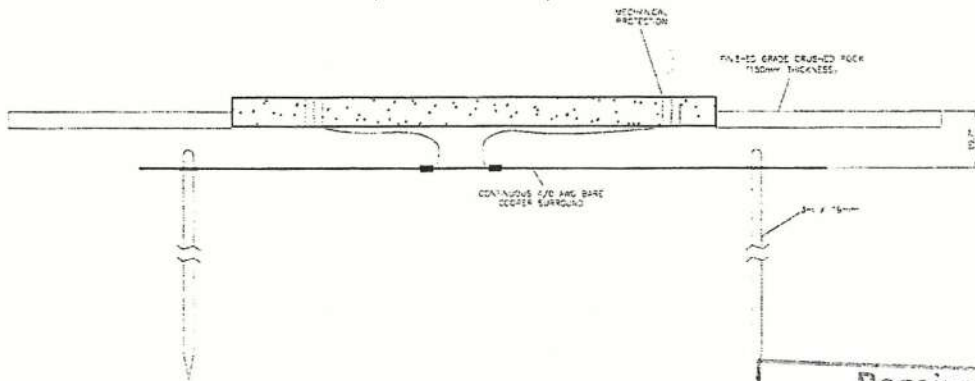
NOV 25 2015

Planning & Development Department
Development Services Division





PAD GROUNDING PLAN VIEW
(EARTH NOT SHOWN)



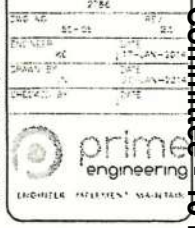
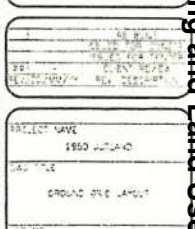
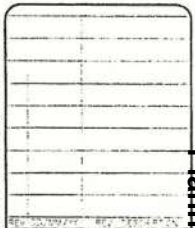
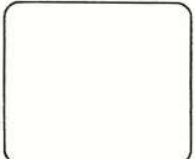
SECTION A-A
GROUNDING DETAILS

NOTES:

1. GROUND RODS TO BE SPACED TO 10' MAX. THE ROD LENGTH SHALL BE 6' MIN.
2. REBAR SHALL BE BENT TO FORM CONNECTION AT 90° TO THE SPACING. THE REBAR SHALL BE ELECTRICALLY CONTINUOUS. A COPPER JUMPER SHALL BE INSTALLED.
3. ENDS OF BOTH 2/0 AWG BARE COPPER AND TRANSFORMER GROUND PACE ARE BENT TO GROUND ON 2/0 AWG POTENTIAL SHOWN.
4. CRUSHED ROCK SHALL EXTEND 1" MAX. 4/0 COPPER SURROUNDING SUBSTATION, WHERE PRACTICABLE. WHERE NOT PRACTICABLE, CRUSHED ROCK MUST EXTEND TO 4/0 COPPER SURROUNDING SUBSTATION.
5. PAD REBAR & STRUCTURAL DESIGN IS THE RESPONSIBILITY OF THE CIVIL ENGINEER OR CIVIL CONTRACTOR.
6. FENCE OR PROTECTION BALLARDS, IF REQUIRED, SHALL BE BONDED TO THE GROUND GRID AS PER THE METHODS SHOWN ON DRAWING SC-80. IF FENCE OR BALLARDS ARE INSTALLED, AN ADDITIONAL GROUND LOOP OF 4/0 COPPER SHALL BE INSTALLED 1" OUTSIDE THE FENCE OR BALLARD PERIMETER, AND BONDED TO THE 4/0 COPPER LOOP SURROUNDING THE CONCRETE PAD.
7. ADDITIONAL GROUNDING DETAILS AVAILABLE ON DRAWING SC-80.
8. IF INSTALLED, FENCE SHALL BE BONDED TO GRID AT CORNERS AND AT INTERVALS NOT EXCEEDING 12'. SEE FENCE GROUNDING DETAIL FOR TYPICAL FENCE CONNECTIONS (DRAWING SC-80).
9. GROUND CONDUCTOR TO BE BURIED 600mm BELOW FINISHED GRADE.
10. ENTIRE GROUNDING INSTALLATION TO BE IN ACCORDANCE WITH CANADIAN ELECTRICAL CODE LATEST EDITION.
11. ALL CONNECTIONS TO BE PRE-FILLED WITH GROUT IMMEDIATELY PRIOR TO COMPLETION.
12. ENTIRE SUBSTATION TO BE COVERED WITH 100mm (4") SUBSTATION GRADE CRUSHED ROCK.

GROUNDING LEGEND:

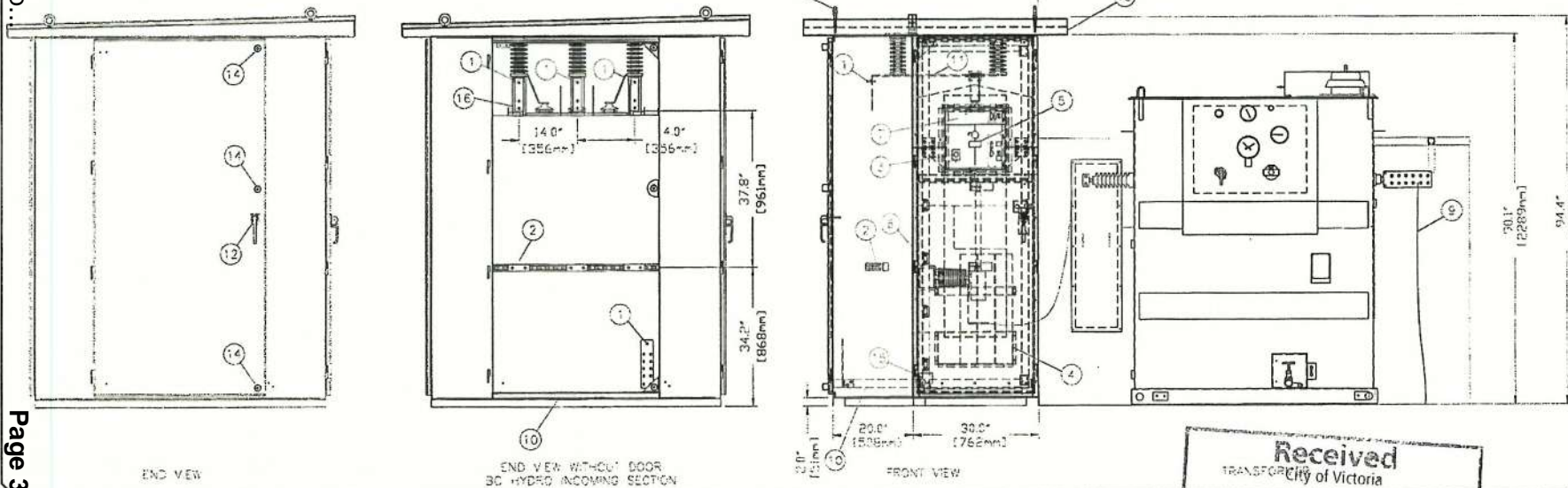
- COPPER 2/0 AWG POTENTIAL
- COPPER 4/0 AWG
- GROUND ROD 3/4" x 6" - COPPER PLATED STEEL
- COPPER GROUND JUMPER
- MECHANICAL TYPE COMPRESSION CONNECTOR
- PAD REBAR



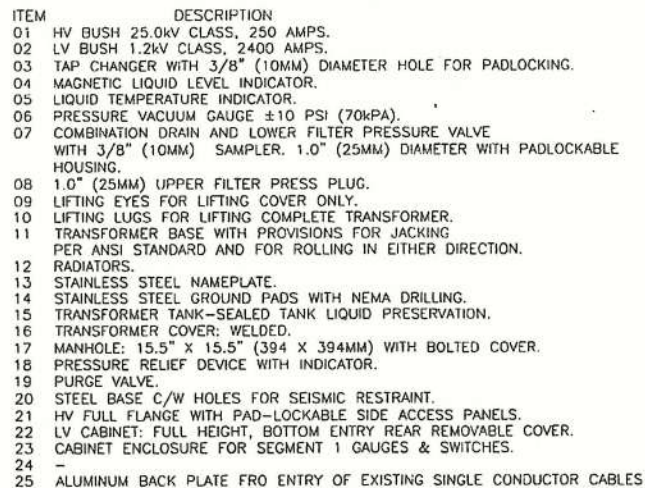
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NOV 25 2015

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Development Services Division



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NOTES:

1. DIMENSIONS SHOWN IN INCHES [MM].
2. UNIT SHIPPED WITH 3PSI NITROGEN BLANKET AT TIME OF MANUFACTURE.
3. STAINLESS STEEL HARDWARE
4. UNIT SHIPPED WITH 2 AEROSOL CANS OF TOUCH-UP PAINT

30 POWER TRANSFORMER

1000kVA KNAN 65°C
HV: 12470X24940 DELTA
LV: 600Y/347
MINERAL OIL FILLED
PAINT: ANSI #61

THIS DRAWING MUST BE STAMPED,
SIGNED AND DATED TO BE
APPROVED FOR CONSTRUCTION. YOU
ALL DRAWINGS BEARING AN EARLIER
DATE OR REVISION NUMBER

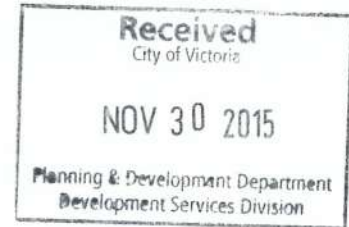


PROJECT NAME	
2660 JUTLAND	
DRAW TITLE	
TRANSFORMER LAYOUT	
JOB NO	2786
DRAW NO	50-02
ENGINEER	REV
DATE	DATE
17-JUN-78	17-JUN-78
10-JUN-78	10-JUN-78
DATE	DATE
DATE	DATE



Planning and Land Use Committee • 10 Dec 2015

Received
City of Victoria
NOV 26 2015
Planning & Development Department
Development Services Division



November 30, 2015

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

Attention: Mayor and Council

**Re: Development Variance Permits No. 000440, dated October 9 and November 9 for:
1 Cooperage Place**

For both variance permit notifications we have been unable to arrange a meeting with the applicant.

In both cases, neither Community Marine Concepts Ltd, nor their architect has been available. The Victoria West Land Use Committee is disappointed with their lack of cooperation and can offer no further comments.

Regards,

A handwritten signature in black ink, appearing to be "Doran Musgrove", written over a circular stamp.

Doran Musgrove, Chair
Vic West Land Use Committee

Janice Appleby

From: Monica Dhawan
Sent: Tuesday, December 01, 2015 4:01 PM
To: Janice Appleby
Subject: FW: THE MARINA NOBODY WANTS
Attachments: 0011155810.PDF

Can you please attach this one as well?

Thanks,
Monica

From: Terry Milne [REDACTED]
Sent: Friday, November 27, 2015 8:44 PM

[REDACTED]

Subject: THE MARINA NOBODY WANTS

Please find (below) a letter sent to Minister Steve Thomson, and also (attached above) an Open Letter to the Minister in the Sunday Victoria Times Colonist, sponsored by numerous local clubs, organizations and individuals.

Victoria Harbor falls under three levels of government but neither former federal nor provincial authorities held a public meeting to address citizens' concerns. Representations and questions were ignored or given short shrift and it seemed personal connections and paid lobbyists ruled the day. All is described below.

The section of Harbour involved is heavily used by local people, visitors, tourists and many paddle boating individuals and clubs. The area will be swallowed up by a commercial marina with a profit motive, The people who use the water lot and walkway area are virtually all are opposed to this project. For this reason we urge Victoria's Mayor and Council to thoroughly review the latest marina design (which we have heard exceeds boundaries) and to hold a public meeting and hear citizen's concerns before any decisions are made.

PLEASE READ ON.

VICTORIA HARBOUR DEFENCE ALLIANCE (VHDA)

2777 Benson Plc

Honourable Steve
Thomson

Victoria BC. V8N 1S5

Minister of Forests, Lands and Natural Resources
(FLNR) 23 November 2015

Dear Minister Thomson,

We are a group of Victoria citizens, including former Victoria Mayor Peter Pollen, deeply concerned over an unfolding travesty, namely the mega-yacht marina in Victoria Harbour promoted by Robert Evans. We know, and you must know, this use of Crown Land is contrary to the wishes and benefit of the many Victorians who use and enjoy the area, and this in turn is contrary to the Crown Land Allocation Principles, of which you are the Steward designated to protect the public interest,

This project is rife with concerns over improper lobbying, and procedures, conflict of interest, lack of transparency, lack of due diligence and public accountability, disregard of riparian rights, and a failure to ensure the public benefit. Victorians have consistently declared overwhelming opposition to the project with a petition containing 7,000 signatures and many protest gatherings by hundreds of citizens and boaters. Despite this FLNR blessed the project, without identifying any meaningful public benefit or calling a meeting to address the many public concerns. When the City held the one and only government sponsored public meeting on the issue FLNR ducked out and assigned its speaking time to the developer to promote the project. Did this equate with public transparency and accountability?

To boating experts the proponent's business plan of selling off long term slip leases to store large luxury yachts in a highly exposed part of the harbour was doomed from the start, It seemed a dubious stab at making a quick profit at the expense of the only dedicated public recreational area in the harbor. FLNR was so advised but ignored our input. Obviously the plan failed and since then FLNR has been quietly rubber stamping a revolving door of lease owners and marina designs. With the latest design FLNR's Project Officer ruled a new application would be required. However after the developer's lawyer-lobbyist, Mr. Bruce Hallsor raised objections evidently, your Chief of Staff intervened and changed your own Project Officers ruling, Perhaps this resulted from Hallsor's erroneous claim that Victoria Mayor Lisa Helps fully endorsed the new marina plan. We question what due diligence was done to assess the proponent's first business plan before leasing away the public water lot, and ask whether FLNR is about to support a similar circumstance.

Since FLNR may have breached many of the Crown Land Allocation Principles under which it is supposed to operate an investigation by the Provincial Ombudsperson has been initiated. However as the developer has abandoned the original marina plan there is an opportunity to review the whole project. Victoria has a very small and busy harbour. It is packed with shipping activity and infrastructure, and is one of the busiest water airports in the world. There is no room for a Stanley Park here, only one small area left, one place reserved for people and non-powered boaters to enjoy the quiet ambiance of the North Shore of the harbour. Is this to be lost to an unneeded development in which an actual public benefit has

still to be identified? Design dithering by the developer has provided one last chance to return the North Shore walk ways, shoreline and water reserve to the people of Victoria, where they rightfully belong. Minister, we strongly urge you to do so.

Terrence Milne
Secretary VHDA

Peter Pollen
President VHDA



VIA EMAIL: [REDACTED]

October 10, 2015

To Whom It May Concern:

RE: VICTORIA HARBOUR MARINA PROTEST

I am an extremely concerned paddler from the Ocean River Paddling Club Society ("ORPC") who adamantly disapproves the proposed development of the Victoria Harbour Marina. The goals of our paddling club are to foster the development of recreational and competitive paddling sports in the Victoria area and to encourage and facilitate learning opportunities for all paddlers, which includes safe access to inner/outer harbour waters and the open ocean.

ORPC offers coached paddling programs six days a week. The only time we are not on the water is when it is not safe due to adverse weather conditions. On a daily basis, since 2000, ORPC has safely traversed paddlers through the proposed development area to train in the open ocean in preparation for competing in local, provincial, national and international races. Over the years, many of our paddlers have received accolades in our local media regarding their racing achievements including medaling at world championship events.

In order for ORPC to continue to provide paddling opportunities to Victorians of all ages, we require a safe environment to pursue our sport. The location of this marina, and in particular the newly proposed "paddling canal", will place our paddlers in an unsafe environment each time they traverse through these waters. The "paddling canal", being only seven meters in width, will not be wide enough to safely handle our six-person outrigger canoes or multiple solo canoes, especially when we often have four six-person outrigger canoes paddling through these waters. For example if a White Hull row boat, being 5.5 meters in width (including oars), attempts to pass through the paddling canal and meets an outrigger canoe, being 3 meters in width, the two cannot pass each other. One would need to hold up, or potentially back up. This would be further compounded by current, tide or waves providing an unsafe environment and leading to possible equipment damage. Lastly at low tide this route may not be safely passable due to lack of water and rocks.

The size and location of this new marina needs to be reconsidered, especially the location and width of the proposed "paddling canal".

Paddler Name Tin HoulahanAddress: Box 8692 Victoria BC V8N 3S3

P.S. the attached plan shows the proposed marina located on the Port of Victoria Traffic Management Scheme, and the Non motorized space that paddlers, rowers & SUP users will use.

1627 Barksdale Drive, Victoria, BC V8N 5A8 SUP users



The Marina Nobody Wants

**To the Honourable Steve Thomson,
Minister of Lands and Forests**

Dear Minister,

We are a group of Victoria citizens, including former Mayor Peter Pollen deeply concerned over the mega-yacht marina to be built on the North Shore of Victoria Harbour. We know, as you must, this assignment of Crown Land is against the wishes of countless Victorians and that ignoring the public interest violates the Crown Land Allocation Principles you are charged to uphold.

Victorians have declared overwhelming opposition to a marina that will disrupt walkers, displace boaters and infringe on resident's property rights. Hundreds of citizens launched protests and more than 7000 signed a petition opposing this project. However the Land Agency ignored all dissent, spurned a meeting to address citizen's concerns and leased the area to a developer, apparently without an adequate review of the business plan. Marina slip sales have totally failed, and since then your staff has been quietly rubber stamping a revolving door of lease owners and marina plans, all testifying to the Agency's lack of due diligence and public accountability in the first place.

From the start this project has been rife with concern over improper lobbying, conflict of interest, lack of transparency and accountability and disregard for property rights, all contrary to Land Policies, and all under investigation by the Provincial Ombudsperson. However since the developer has now abandoned the original marina plan you have an opportunity to reconsider the project.

Victoria has a small busy harbor packed with shipping and one of the busiest water airports in the world. There is no room for a Stanley Park here! There is however one small place left for people and non-powered boaters to enjoy the quiet ambiance and views of the North Shore. Is this to be despoiled by the travesty of an unneeded commercial development for which no actual public benefit has been identified? There is one last chance to return the North Shore walk ways, shoreline and boat water reserve to the people of Victoria, where they belong. Minister, we strongly urge you to do so!

Victoria BC V8W 1P6

Dear Ladies and Gentlemen:

I am writing in respect of the proposed Victoria International Marina. I am writing as an individual, but please be assured my concerns reflect those of many Royal Quays residents.

It has been reported to us that Mr. Robert Evans, a principal of the proponent, has been telling all who would listen that the City has approved his new plans which include a single floating platform for the business facilities at the marina instead of the two pile-supported platforms specified in the current development permit. Shortly thereafter your senior planner, Mr. Jim Handy, advised us that no such new plans had even been received by the City, let alone approved. Given the history of the project and the individual, Mr Evans being a little in front of the facts is not surprising. Nonetheless, the revised project is of no less concern to us than the one currently approved.

Presumably, the revised plans have now been submitted for approval. But, regardless of whether or not that is the case, we would like to remind you/make you aware that those new plans – like the old ones – propose a large restaurant immediately adjacent to one of the buildings comprising Royal Quays. As such, its entrances, patio and kitchen exhausts will be situated mere feet away from the living room and bedroom windows of ten suites in Royal Quays (including mine). Further, while, perhaps, the disturbance from the noise may be restricted largely to those ten suites, given the predominant light southwest winds in the summer, the kitchen odours will envelope the entire neighbourhood.

We would hope that when considering the revised plans, assuming they now have been or soon will be submitted for your approval, you will bear in mind the significant negative impact this facility will have on those living nearby and will impose the strictest standards available to every aspect of the operation of that facility should you see fit to approve the new plans or any subsequent revision to them.

Respectfully,

Don Grovestine



ROYAL QUAYS
Strata Plan VIS 1889
c/o Proline Management Ltd.
201 Burnside Road West
Victoria BC V9A 1B3

August 4, 2105

Mr. Jim Handy, Senior Planner
City of Victoria
1 Centennial Square
Victoria BC V8W 1P6

Subject: Victoria International Marina

Dear Jim:

Further to your recent meeting with our Walter Creed and Mike Marley, we have received information via Freedom of Information from the Province and other reports that certain inaccurate claims involving Royal Quays have been made by or on behalf of the proponent.

In respect of the 48 parking spaces at Royal Quays leased by the proponent, the proponent's consultant advised the Province on April 14, 2014:

"The final stages of a working agreement with the Strata Corporation are in progress. This includes a shared cost to secure parking spaces so marina users will not have access to the condo building spaces."

We are concerned similar claims may have been made to City representatives. While there were some early discussions in that timeframe to explore potential alternative techniques for securing the residential space, portrayal as "final stages of a working agreement" and cost-sharing seems little more than wishful thinking – especially in light of the decision in the suit the proponent brought against Royal Quays regarding those parking spaces. There are currently no such negotiations underway nor have we been approached by the proponent to open any.

We also understand that the proponent claims now to have the support of a majority of Royal Quays owners and has tendered to the Province an e-mail of dubious origin justifying that claim. The facts of the matter are, at their annual general meeting on May 20, 2009, Royal Quays owners approved the following motion:

"That the strata council be directed to send a letter of opposition to particular government officials responsible for the oversight of the water lots and the harbour to express the opposition of the Royal Quays owners to the proposed Victoria International Marina."

No question of support for or opposition to the marina has been put to the owners since nor has there been any attempt otherwise to assess any change in their general sentiment. While

many owners are undoubtedly relieved that one of the previously-proposed buildings is no longer planned, there is no basis to indicate the owners' position towards the proposed marina generally has softened.

For your information.

Yours truly,

Donald G. Grovestine, President
Strata Plan VIS 1889 ("Royal Quays")

Cc: Alison Meyer, Assistant Director, Development Services
Councillor Chris Coleman



VIA EMAIL: [REDACTED]

October 10, 2015

To Whom It May Concern:

RE: VICTORIA HARBOUR MARINA PROTEST

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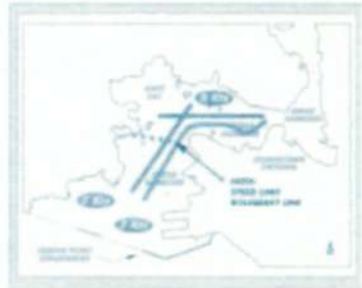
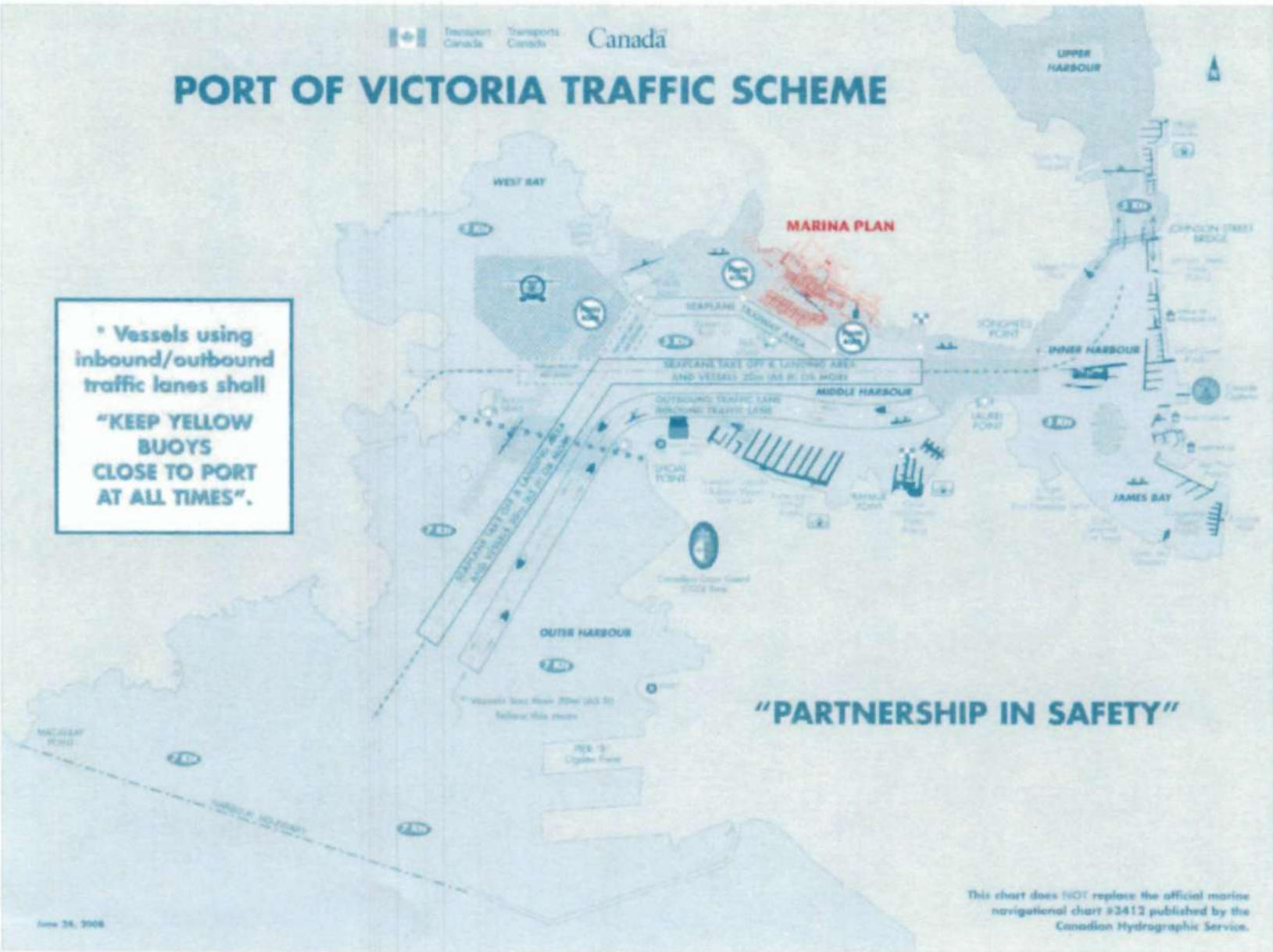
ORPC offers coached paddling programs six days a week. The only time we are not on the water is when it is not safe due to adverse weather conditions. On a daily basis, since 2000, ORPC has safely traversed paddlers through the proposed development area to train in the open ocean in preparation for competing in local, provincial, national and international races. Over the years, many of our paddlers have received accolades in our local media regarding their racing achievements including medaling at world championship events.

In order for ORPC to continue to provide paddling opportunities to Victorians of all ages, we require a safe environment to pursue our sport. The location of this marina, and in particular the newly proposed "paddling canal", will place our paddlers in an unsafe environment each time they traverse through these waters. The "paddling canal", being only seven meters in width, will not be wide enough to safely handle our six-person outrigger canoes or multiple solo canoes, especially when we often have four six-person outrigger canoes paddling through these waters. For example if a White Hull row boat, being 5.5 meters in width (including oars), attempts to pass through the paddling canal and meets an outrigger canoe, being 3 meters in width, the two cannot pass each other. One would need to hold up, or potentially back up. This would be further compounded by current, tide or waves providing an unsafe environment and leading to possible equipment damage. Lastly at low tide this route may not be safely passable due to lack of water and rocks.

The size and location of this new marina needs to be reconsidered, especially the location and width of the proposed "paddling canal".

Paddler Name Or PC. Tim Houlahan.Address: Box 8692 Victoria BC V8W 3S3.

P.S. the attached plan shows the proposed marina located on the Port of Victoria Traffic Management Scheme and the Non motorized space that paddlers, rowers &



LEGEND

Centre Line Buoy	Red Aid To Navigation Light
Buoyline	Buoyline Commencement Point
Fender Pile	Seaplane Arrival And Departure Route
Smart Aid To Navigation Light	Seaplane Berths
Heavy Traffic - See Estimated Condition	Seaplane Holding Area
Helicopter Landing Pad	Seaplane Landing Operations
Information Buoy	Seaplane Tide Marker
Pumpout Facility	Bridge Light
Recommended Area For Motor Power Driven Vessels	Windsock
Speed Limit Boundary Line	

NOT TO SCALE



VIA EMAIL: [REDACTED]

October 16, 2015

To Whom It May Concern:

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The size and location of this new marina needs to be reconsidered, especially the location and width of the proposed "paddling canal".

Paddler Name

Address:



VIA EMAIL: [REDACTED]

October 16, 2015

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RE: VICTORIA HARBOUR MARINA PROTEST

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The size and location of this new marina needs to be reconsidered, especially the location and width of the proposed "paddling canal".

Paddler Name

Julie Kippen

Address:

4238 Cedar Hill Rd, Victoria, BC V8N 3C5

1627 Barksdale Drive, Victoria, BC V8N 5A8



VIA EMAIL: FLNR.Minister@gov.bc.ca; Bonita.Wallace@gov.bc.ca; mintc@tc.gc.ca;
ryan

October 16, 2015

To Whom It May Concern:

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Paddler Name Trent Ronak

Address: 768 Head Str. Victoria BC

1627 Barksdale Drive, Victoria, BC V8N 5A8



VIA EMAIL: [REDACTED]

October 16, 2015

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Paddler Name Sandra RengeAddress: 768 Head St. Victoria, BC

1627 Barksdale Drive, Victoria, BC V8N 5A8



VIA EMAIL: [REDACTED]

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Paddler Name

D Barry

Address:

Blenheim Sop 3673



VIA EMAIL: [REDACTED]

October 16, 2015

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Paddler Name

BRENDA JACKMAN [Signature]

Address:

4335 Cedar Hill, Victoria BC

1627 Barksdale Drive, Victoria, BC V8N 5A8



VIA EMAIL:

October 16, 2015

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Paddler Name Jordan PilonAddress: 1627 Barksdale Drive, Victoria BC V8N 5A8

1627 Barksdale Drive, Victoria, BC V8N 5A8



VIA EMAIL: [REDACTED]

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Paddler Name Paul PilonAddress: 1627 Barksdale Drive, Victoria BC V8N 5A8



VIA EMAIL: [REDACTED]

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Paddler Name RICHARD MAAS

Address: #39-10520 MACDONALD PARK ROAD
SIDNEY, B.C.

1627 Barksdale Drive, Victoria, BC V8N 5A8



VIA EMAIL: [REDACTED]

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Paddler Name Marianne PilonAddress: 1627 Barksdale Drive, Victoria BC V8N 5A8

1627 Barksdale Drive, Victoria, BC V8N 5A8



VIA EMAIL: [REDACTED]

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Paddler Name LISE BUGEAUD Address: 1694E Central Saanich Rd Victoria BC
V8Z 5B2

1627 Barksdale Drive, Victoria, BC V8N 5A8



VIA EMAIL: [REDACTED]

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Paddler Name Airhe SturrockAddress: 844 Gannet Court Victoria BC

1627 Barksdale Drive, Victoria, BC V8N 5A8



VIA EMAIL: [REDACTED]

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Paddler Name

Michelle Mouchy

Address:

277 Bessborough Ave Victoria, BC V8B 1T4

1627 Barksdale Drive, Victoria, BC V8N 5A8



VIA EMAIL:

October 16, 2015

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Paddler Name

Jane Jackson-Berry

Address:

3673 Blenkinsop Rd,
Victoria,

1627 Barksdale Drive, Victoria, BC V8N 5A8

Jim Handy

From: mayorandcouncil@victoria.ca
Sent: Friday, Sep 18, 2015 3:32 PM
To: 'Glenda Ducharme'
Subject: RE: Marina

Dear Ms. Ducharme,

Thank you for your email, it has been shared with Mayor and Council.

The City has not yet received a formal submission for this site; however, staff understand the applicant is expecting to finalize their submission soon. I have filed your email to ensure it is stored with all public feedback received on the application.

Sincerely,

Monica Dhawan
Correspondence Coordinator
Citizen Engagement and Strategic Planning
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6

T 250.361.0516



-----Original Message-----

From: Glenda Ducharme [REDACTED]
Sent: Sunday, September 13, 2015 9:51 PM
To: mayorandcouncil@victoria.ca
Subject: Marina

Hi. I am in favour of the changes Mr. Evans proposed regarding the marina. This is very important to me as my condo will be looking out at the marina. Thanks. G.Ducharme resident of The a Royal Quays

Sent from my iPhone

November 3, 2009

Mr. Ryan Greville
Area Officer
Navigable Waters Protection Division
Transport Canada
Pacific Region
820 – 800 Burrard Street
Vancouver, BC V6Z 2J8

Your file: 8200-05-8949

Email: ryan.greville@tc.gc.ca

Mr. Greville,

Thank you for your letter of October 2, 2009 giving South Island Sea Kayaking Association (SISKA) this opportunity to respond to the revised plans for Victoria International Marina. While we appreciate this opportunity to comment, we are concerned that other stakeholders and the public have not had the same opportunity. Given the significant impacts of this revised plan the appropriate process would have been for NWPP to require the proponent to deposit this revised plan at the land titles office with an advertisement and a reasonable period for public comment.

In our opinion, the latest drawings continue to raise navigational, access and safety concerns for a wide range of non-powered vessels, not just kayakers. Standards under the Navigable Waters Protection Program (NWPP) require that the review officers and the public are given access to a set of plans that is clear, accurate and complete, with supporting documentation. A review of the revised plans and earlier versions of the site plan indicates that this standard has not been met. In order to act with due diligence, Transport Canada must address the concerns raised in this letter as well as concerns raised in earlier submissions that have not yet been adequately addressed. Please note that in July, 2009 NWPP agreed that the proposed marina site plan should be overlaid on a Canadian Hydrographic Services (CHS) navigational chart so that the impacts on navigation and safety of the proposed work could be clearly and accurately assessed. To date we have not been provided with this document. Has NWPP obtained this from the proponent? When will this document be made available to stakeholders and the public?

If Transport Canada required the proponent to overlay the proposed marina site plan onto Chart 3412 and to report the clearances in navigable water definitions, not as surveyor data references under each structure, stakeholders and NWPP could use the CHS Current and Tide Table, Volume 5 for the Victoria harbour to determine if there is sufficient clearance under the buildings and sufficient water under the vessels to safely use the proposed paddle corridor. By using chart datum, it will be possible to NWPP and stakeholders to determine if the clearances under the structures will be safe for all non-powered vessels including outrigger canoes, stand up paddle board users and row boats.

The proponent's schematics of the ramp leading to the docks should show the clearances based on chart datum at both the land end and the dock end of the ramp for all structures. This method removes the ambiguity about the sea floor contour from the foreshore out under the marina and in particular, along the proposed paddle corridor. This information combined with data from the Current and Tide tables is essential to determine the feasibility of the corridor for all types of non-powered vessels.

Fisheries and Oceans web site defines datum as follows:

"Datum - For navigational safety, depths on a chart are shown from a low-water surface or a low-water datum called chart datum. Chart datum is selected so that the water level will seldom fall below it and only rarely will there be less depth available than what is portrayed on the chart."

Reference: <http://www.dfo-mpo.gc.ca/regions/central/issues-questions/index-eng.htm>

It appears that NWPP has not taken under consideration that clearance under the buildings will decrease over time as a result of changes in sea level due to climate change. According to recent studies, at the current rate of change in sea level the clearances through this corridor could decrease to a point where navigation may not be feasible for the duration of the license of occupancy of the water lots. Refer to Dr. Gordon Greeniaus' letter to NWPP in November 2009.

The clearance under the structures (buildings and bridges) according to the proponent's material is based on geodetic datum. Clearances on a Canadian Hydrographic Chart (CHS) are based on chart datum and not the level of the land as in geodetic datum. Therefore, the clearances under structures need to be measured according to recognized standards for navigable water, chart datum. For example, CHS Chart 3412 of the Victoria Harbour shows clearances under structures such as the Johnson Street Bridge at 5.9 m and the Point Ellice Bridge at 9 m. The NWPP has a duty to assess the proposed work in accordance with the established marine navigational standards. When will clearances based on chart datum be made available to stakeholders and the public?

According to the renderings attached to your letter, the two buildings are supported by pilings within the boundary of the corridor and therefore the paddling corridor appears to be obstructed by pilings. The pilings present safety risks to all non-powered vessels by restricting maneuverability and line of sight.

The limited corridor width of approximately 8 m requires careful maneuvering given its non-linear configuration. The curves require agility and good pilotage by kayakers. Since the majority of kayakers paddle in groups passage becomes difficult with increased risk of an accident in the corridor and especially under the buildings. Furthermore, the narrow corridor is inadequate for non-powered vessels to maneuver when there is opposing traffic. Since there are several sets of pilings, the potential safety risk increases further when the paddlers are negotiating the pilings on each side of the two buildings due to the further reduction of space.

In order to navigate this narrow corridor, paddlers operating larger non-powered vessels are presented an extreme hazard. A six person outrigger canoe (OC6) is 15 m long and 2.5 m wide. Paddlers of these large vessels attempting to transit the corridor need to be very highly skilled as they are extremely difficult to steer in the best of conditions and respond relatively slowly to the helm. The proposed paddle route leaves little space to allow for steering difficulties and opposing traffic to transit safely within the corridor and under the buildings.

The revised plan lacks detailed measurements on the separation between the pilings. When will this information be made available to stakeholders and the public? Doug Linton, Director Safety and Standards, Victoria Canoe and Kayak Club (VCKC) has stated that it is unlikely an OC6 could safely navigate through this corridor. He states in his email of October 14, 2009 to NWPP "...many steerspersons will opt to go around the marina on the outside in order to avoid being caught between the proverbial 'rock and the hard place', thereby entering the [approximately] 5m wide zone adjacent to the aircraft taxiway ...". SISKA concurs with the concerns raised by VCKC, an organization of over 400 members who operate large non-powered vessels on the north shore of the Victoria harbour on a year round basis.

Other navigational concerns have been raised by operators of non-powered vessels who are forced to proceed around the marina between the aircraft taxiway on the north side of Pelly Island and the perimeter of the marina structure. Earlier submissions have provided evidence of serious safety concerns with respect to this mix of marine and aircraft traffic in the congested area, complicated by the effects of the wave attenuator and mega-yacht traffic. Will NWPP and Lori Young as part of the operational review respond to the navigational and safety issues raised by stakeholders including Harbour Air Seaplanes, Victoria Harbour Ferries, Ocean River Sports, VCKC and other organizations? Refer to Irene Faulkner's letter of September 21, 2009.

The alternative is to paddle around the exterior of the marina next to the taxiway. The distance between the marina and the edge of the taxiway appears to be approximately 8m. This creates unacceptable risks associated with mixing powered vessels, aircraft and non-powered vessels in a restricted space. These risks of congested traffic in a restricted area were previously documented in SISKA's submissions between December 2008 and August 2009 to NWPP. Evidence of these navigational and safety concerns are contained in the letter from Irene Faulkner dated September 21, 2009 on behalf of SISKA to Jim Prentice, Minister of the Environment, a copy of which was forwarded to Transport Canada Minister, John Baird. At the public meeting in Victoria on September 22, 2009, Ms. Faulkner presented a copy of the letter to the panel chair in the presence of Lori Young, Regional Director, Programs – Pacific, who is in charge of the operational review of the proposed marina. Will NWPP and Lori Young respond publicly to the submissions of September 21 and 22, 2009 as part of Transport Canada's operational review?

Paddling under the two buildings presents additional safety risks beyond the issue of the pilings. Visibility becomes an issue as a paddler's vision must quickly adjust from bright sunlight to the darkness under the buildings several times during their transit. Low light days and evenings will add to the risk to paddlers. Under both lighting conditions, it could be difficult to recognize and avoid other paddlers.

There is the strong probability debris and sea plant material will collect behind the marina driven by prevailing winds and tides. The accumulation of the debris will eventually create a navigational hazard to paddlers and could block access to the paddlers. This could force paddlers out around the marina and the mixed traffic issue arises once again. How will NWPP address this navigational hazard as part of their review process?

With the larger non-powered vessels unable to navigate safely through the narrow corridor, the effects of the wave attenuator come to the forefront for vessels paddling around the exterior of the marina structure. We refer you to earlier submissions to NWPP authored by Dr. Gordon Greeniaus regarding the measurement of the reflective wave particularly when westerly winds are blowing against the attenuator. In July 2009 Transport Canada agreed to obtain a peer review of the proponent's wave attenuator study and the negative impacts on navigational safety. At the public meeting on September 22, 2009, Lori Young reiterated Transport Canada's commitment to this peer review. What is the status of the review and when will Transport Canada release this information to stakeholders and the public?

In an earlier submission, SISKA raised concerns about effects on navigation and safety of this marina if the use of this marina were to change in use from a marina for mega-yachts to a marina for a larger number of smaller boats. Evidence was provided earlier that Transport Canada officials are on record as stating that such a change in use would raise serious concerns with respect to traffic safety. This is because the current Victoria Harbour traffic scheme requires smaller boats to use the traffic separation lanes on the south side of the harbour. Previous requests for information on what conditions Transport Canada would put in place to prevent this change in use have not been answered. Due diligence requires that Transport Canada puts conditions in place to prevent such a change in use. What are Transport Canada's intentions to ensure that the best interests of stakeholders and public are protected with respect to this issue?

Although SISKA is responding in detail to this revised plan, our position on the revised marina has not changed. The scope and the location of the proposed marina are such that attempts to mitigate concerns by making minor changes to the site plan are not effective. This project will substantially impede safe navigation and public access to these waters. The plan attached to your letter of October 2, 2009 does not adequately mitigate stakeholder's concerns regarding navigation nor does it protect public access to these waters. The approval of the project proposed by Community Marine Concepts LP on the north shore of the Victoria harbour will effectively alter the use of this area from the current public use to private use. The approval of this project is counter to the stated mission of the Navigable Waters Protection Division to preserve the public right of unimpeded safe navigation. This protection applies equally to all vessels including a wide range of small non-powered vessels. It is not consistent with NWPP's mandate to focus on mitigation of concerns from kayakers only.

According to the NWPP guidelines, the public is entitled to access a set of clear, accurate and complete plans and to participate in a fair and transparent public consultation process. In order to restore our trust in the review and approval process, the integrity, transparency and accountability are of primary importance. It is SISKA's contention that Transport Canada has not responded effectively to requests for information from stakeholders or effectively addressed concerns about navigation and safety that have been identified. Therefore Transport Canada has not met its obligations.

It is our expectation that the serious concerns raised by SSKA and other stakeholders will be seriously considered and acted upon. This is how Transport Canada can demonstrate that NWPP and the Pacific Region Programs Branch that is carrying out the operational review will fulfill their mandates to protect public access to these navigable waters and maintain operational safety of Victoria Harbour.

Attached is a site plan of the proposed marina overlaid on the current Port of Victoria Traffic Scheme that demonstrates the extent to which navigation by non-powered vessels could be impeded by this project. See Appendix A.

Respectfully,

Gary Allen
President
South Island Sea Kayaking Association
Email: gd.allen@shaw.ca

Copies to:

Lori Young, Regional Director,
Programs – Pacific
Transport Canada
Email: lori.young@tc.gc.ca

Michael Henderson, Regional Director General
Transport Canada
Email: michael.henderson@tc.gc.ca

Bob Gowe, Manager
Navigable Waters Protection
Transport Canada
Email: bob.gowe@tc.gc.ca

John Baird
Minister, Transport Canada
Email: john.baird@tc.gc.ca

Jim Prentice
Minister, Environment Canada
Email: Minister@ec.gc.ca

Pat Bell,
Minister of Forests and Range
Email: Pat.Bell.MLA@leg.bc.ca

Gary Townsend, ADM
Regional Operations Division, Forests
Email: gary.townsend@gov.bc.ca

Patricia Eng, Manager
Integrated Land Management Branch
Forest and Range
Email: Patricia.Eng@gov.bc.ca

Dave Lutes, First Nations Land Officer
Integrated Land Management Branch
Forest and Range
Email: Dave.Lutes@gov.bc.ca

Maurine Karagianis, MLA
Esquimalt-Royal Roads
Email: Maurine.Karagianis.MLA@leg.bc.ca

Denise Savoie, MP
Victoria
Email: SavoieD@parl.gc.ca

Keith Martin, MP
Esquimalt-Juan de Fuca
Email: MartiK@parl.gc.ca

Mayor Dean Fortin and members of Victoria City Council

Appendix A

The following embedded file (pvts08_megamarina_detail.pdf) uses the existing Port of Victoria Vessel Traffic Scheme with the proposed Victoria International Marina overlaid.



December 4, 2015

The Honourable Steve Thomson, Minister of Forest Resources and Lands, Province of British Columbia

The Honourable Bonnie Raitt, Minister of Transport, Infrastructure and Communities, Canada

The Honourable Gail Shea, Minister of Fisheries and Oceans, Canada

Her Worship Mayor Lisa Helps and Council, City of Victoria

Honourable Ministers, Mayor and Council:

I am writing on behalf of the South Island Sea Kayaking Association (SISKA) in regard to the proposed Victoria International Marina (VIM) development in Victoria Harbour.

SISKA represents over 200 active local sea kayakers who regularly paddle the waters off our coast as well as inland waterways including the Gorge, Esquimalt and Victoria Harbours. We are very familiar with the proposed marina site and continue to have a number of serious concerns for the safety of boaters if this development proceeds.

The planned transit channel between the proposed floating VIM dock and the shore, intended for passage by non-powered boaters would feature blind entrances at both ends, insufficient clearance at high tides under the gangway, the likelihood of considerable floating debris obstacles and a width that would not permit the safe passage of OC6s or similar-sized boats inadvertently meeting there. This could well result in marine accidents and injuries.

If the proposed marina complex were to be located further offshore to widen the transit channel, there would be insufficient room for powered vessels to pass around the perimeter without infringing on the floatplane taxiway on the north side of Pelly Island. The result of these navigational challenges would very likely be the mixing of marine traffic in the area and the potential for additional marine accidents.

In November 2009, SISKA made a detailed submission to the various authorities outlining our concerns about a previous version of this proposed development (attached). Despite the very significant concerns expressed at that time by ourselves, a number of other organizations and the public at large, the governing authorities permitted this development planning process to continue without any public consultation and the current flawed marina proposal is the result.

Regrettably, we have been given no opportunity for feedback on the current proposal, but note from the VIM website (<http://vimarina.ca>) that two local companies involved in rowing and kayaking have apparently been given concessions to operate at the marina. However, it is absolutely essential, before the proposed marina development proceeds any further in this public waterway, that the views and concerns of the much broader community of local kayakers, canoeists and small boaters be fully heard and safely accommodated.

We therefore call upon the provincial, regional and municipal authorities to ensure that the public is properly protected in our local marine environment.

Sincerely,



Alan Campbell

Vice-President, South Island Sea Kayaking Association

Victoria, British Columbia

Copies:

Ryan Greville, Manager, Navigation Protection Program, Transport, Infrastructure and Communities, Canada

Susan Farlinger, Regional Director General, Pacific Region, Fisheries and Oceans Canada

Bonnie Antcliffe, Regional Director, Ecosystems Management Branch, Fisheries and Oceans Canada

Alain Magnan, A/Manager, Regulatory Reviews, Fisheries Protection Program, Fisheries and Oceans Canada

Jonathan Tinney, Director, Sustainable Planning and Community Development, City of Victoria

Jim Handy, Senior Planner, Development Agreements, City of Victoria

Jason Johnson, City Manager, City of Victoria

Tom Zworski, City Solicitor, City of Victoria

Murray Rankin, MP

Randall Garrison, MP

Maurine Karagianis, MLA

Carole James, MLA

Gary Holman, MLA

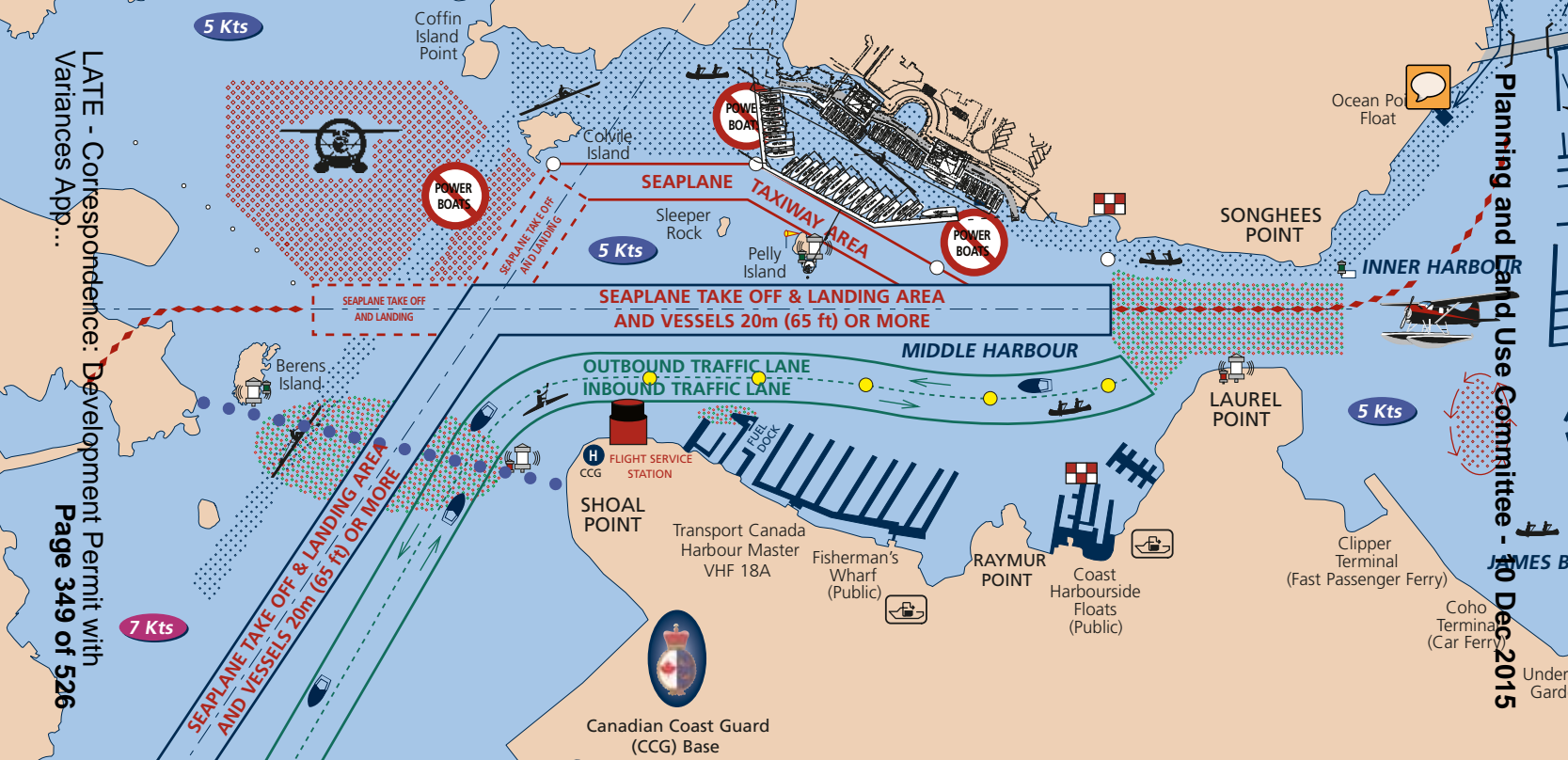
Chandra Herbert, MLA

Alyssa Zhang, Financial Manager, Victoria International Marina

Peter Harris, Pacifica Paddle Sports

Harold Aune, Whitehall Rowing

Executive, South Island Sea Kayaking Association



December 8, 2015

To: City of Victoria Planning and Land Use Committee
Mayor and Council

Re: Development Permit Application
Vancouver International Marina

As you consider this application, we want to make sure you are aware of a few important points:

- Valid development permits are currently in place for an earlier iteration of this marina. We believe the current version (one building instead of two, a much lower building profile, greater collaboration with/accommodation of other harbour users, etc.) provides a superior outcome in all respects;
- The present marina design provides safe passage for kayaks and other paddle boats between the marina and the shore. As well, an approximately 100-foot channel for safe passage of paddle boats exists between the offshore edge of the marina and the taxiing corridor reserved for float planes. These considerations have been vetted and approved by Transport Canada, the regulator for Victoria's harbor traffic.
- All levels of government have worked closely with us in planning this project. We have acted and continue to act upon all requirements and suggestions of these agencies.
- We have undertaken extensive community and harbour user consultation, including meetings with Royal Quays Strata Corporation (incl., current and past council members), Vic West CALUC, several paddlers, three leading paddle companies, interested citizens, representatives of City Council, all levels of government, communication through several newspaper and direct mail updates, and continued communication with our First Nations partners. While we have not been able to satisfy the desire of those who simply don't want to see the marina, we have worked diligently to amend our plans to satisfy almost all harbour users and stakeholders.
- We have completed extensive engagement with the Vic West CALUC, even to the degree of communicating several minor changes requested in the last several days by the city Planning Department.

Planning & Land Use
Standing Committee

DEC 10 2015

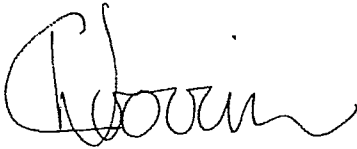
Late Item # 351 of 526

Page#

- We look forward to undertaking the marina project (there is strong market interest in these berths evidenced through numerous slip-reservations), and anticipate making a solid and significant contribution to the Victoria economy.

All of us associated with this project hope the marina project merits your support and approval of this development permit application.

Sincerely,

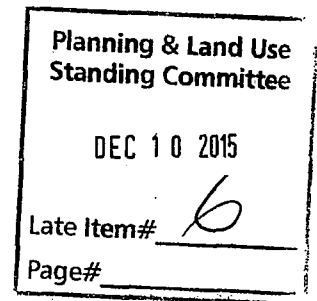
A handwritten signature in black ink, appearing to read 'C. Norris', with a stylized, flowing script.

Craig E. Norris
Director, Strategic Planning
Community Marine Concepts Ltd.

email: cnorris@vimarina.ca
phone: 778-432-0477

Janice Appleby

From: mayorandcouncil@victoria.ca
Sent: Wednesday, December 09, 2015 1:32 PM
To: Janice Appleby
Subject: FW: Proposed Songhees Marina Development



FYI - Late correspondence

Thanks,
 Monica

From: dougevans@telus.net [mailto:]
Sent: Wednesday, December 09, 2015 12:32 PM
To: mayorandcouncil@victoria.ca
Cc: Council Royal Quays
Subject: Proposed Songhees Marina Development

Dear Mayor and Council,

I am Doug Evans, owner of the condominium unit 106 in Royal Quays which will be adjacent to the proposed Songhees Marina development.

I have long been concerned about the potential negative impact this development will have on the usage, life style, and property value of my condominium unit.

I purchased this unit to take advantage of the beauty of the inner harbour, and the ambiance of the condominium community that runs adjacent to the harbour walkway.

I have not contacted Council prior to this as proposals have continually changed including the nature of the development.

I am now led to believe that the proposed Marina development is being considered by Council and that the new proposal includes a restaurant will be **situated approximately 100 feet from my bedroom**. Obviously, I am concerned that this will cause considerable down grading in the value of my property, but more importantly, will totally disturb what has been a treasured location for the last 20+ years.

In particular, I would like to bring to council member's attention the following concerns:

- Exhaust fumes and smells (from a restaurant) blowing into the condo units all day,
- Garbage storage and collection (especially if not monitored often) which will have visual and odour impact on residents of the condominium,
- Potential littering of grounds around the development and blowing onto condominium property,
- Noise emanating from the facilities and disturbing condo units residents daily,
- Hours of operation (i.e. 9 am to 11 pm ?) - must be quiet time for the condo units,
- Light pollution from signs and facility lighting shining into condo units both night and day,
- Impact of ingress, egress and traffic patterns that need to be addressed to minimize noise and impact on condo units and adjacent streets,
- Parkade and Songhees walkway security including camera security to avoid problems and potential disputes regarding traffic and people actions,
- Secure parking impacts which will affect the current secure parking for the condominium and owner's vehicles, as well as increasing in//out congestion.

I am sure there are other items that I have missed like the size of vehicles allowed in the parkade, not to mention vehicles leaking fluids, exhaust fumes, etc. without proper mitigation.

Perhaps there are City by-laws to address some of these concerns, but the City should examine what issues have arisen with other restaurants in residential areas, and there resolution.

Please consider the above concerns when evaluating this proposal and **keep in mind the local residents**, not just the commercial entrepreneurs and their not guaranteed proposal propaganda.

Thank you.

Doug Evans
Victoria BC Canada
[REDACTED]

Craig Norris

From: Doran Musgrove <[REDACTED]>
Sent: December 9, 2015 12:38 PM
To: Anita Walper; Craig Norris
Subject: To Mayor & Council, Development permit #000440 for 1 Cooperage Place

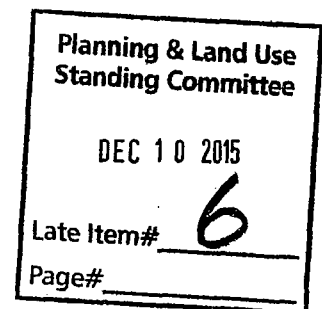
Anita:

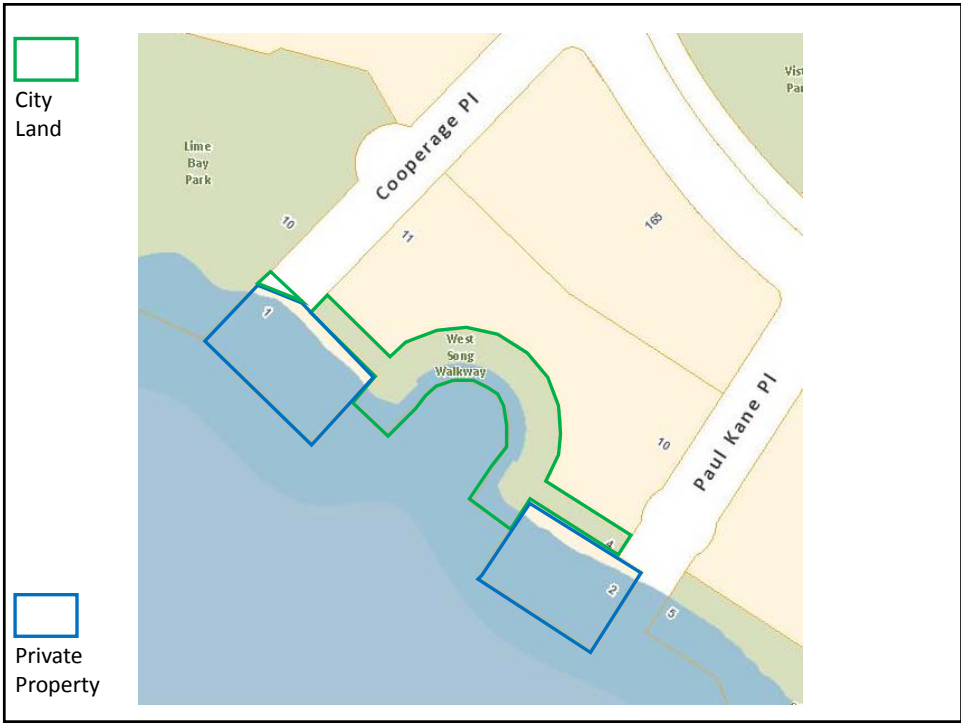
Further to my letter of November 30th, I have since met with Craig Norris, Director of Strategic Planning of Community Marine Concepts Ltd.. The purpose of the meeting was to (a) review the plans in general and (b) to review the easterly & southerly setbacks of the building. The proposed floating building design and location appear satisfactory and although the setback reductions are substantial, they are in keeping with the requirement to provide a protected kayak route.

With regard to the City of Victoria letter of November 27th, there is no objection to the decreased setbacks as shown.

Doran Musgrove
Vic West Community Association
Chair - Land Use Committee

Sign up for the VWCA newsletter [here](#)!
Live in Vic West and not a VWCA member? Join [here](#) for free!





View East, Application Site



1 Cooperage Place



2 Paul Kane Place



City Park

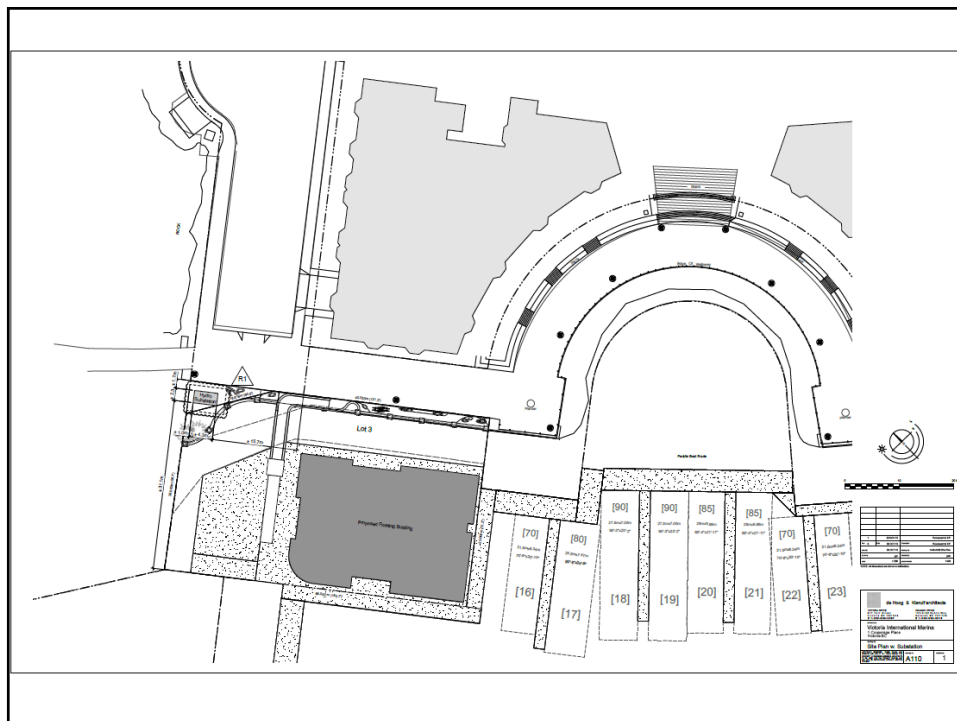


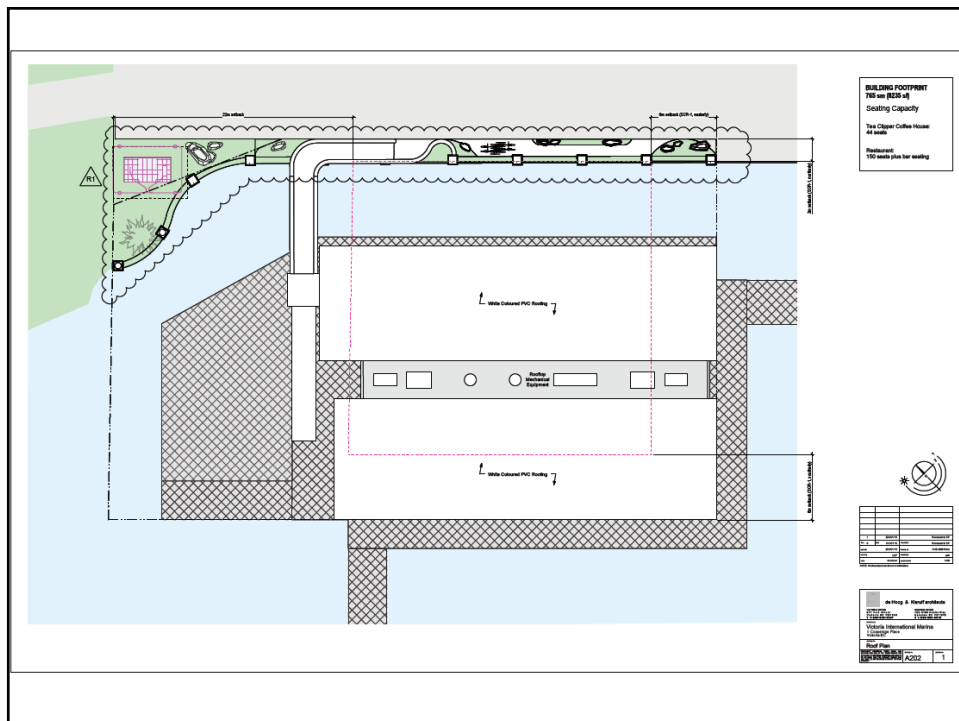
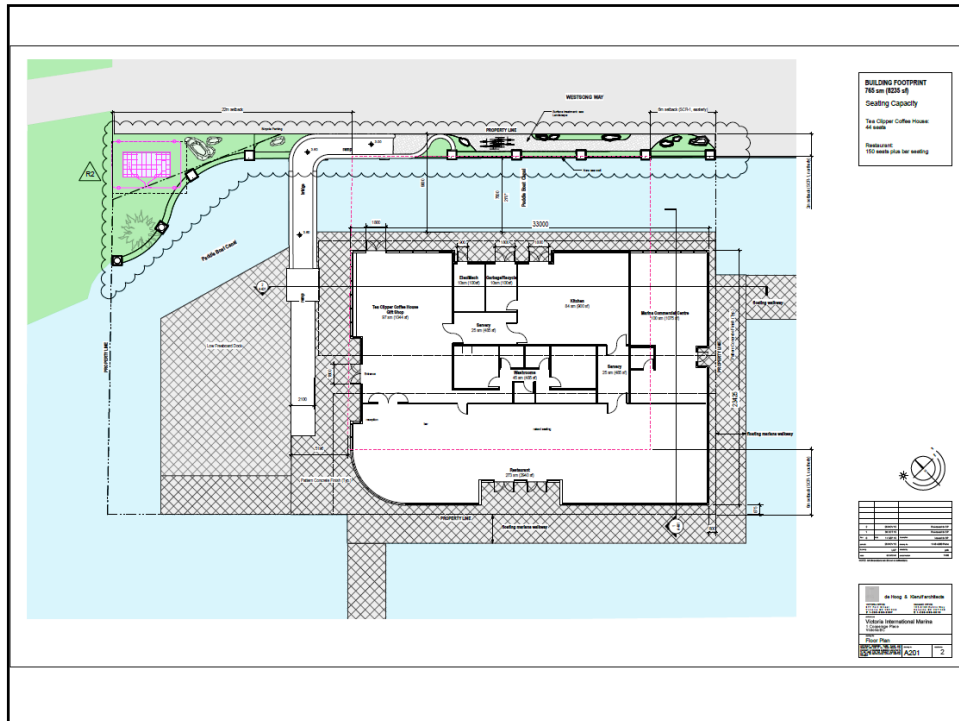
City Right-of-Way



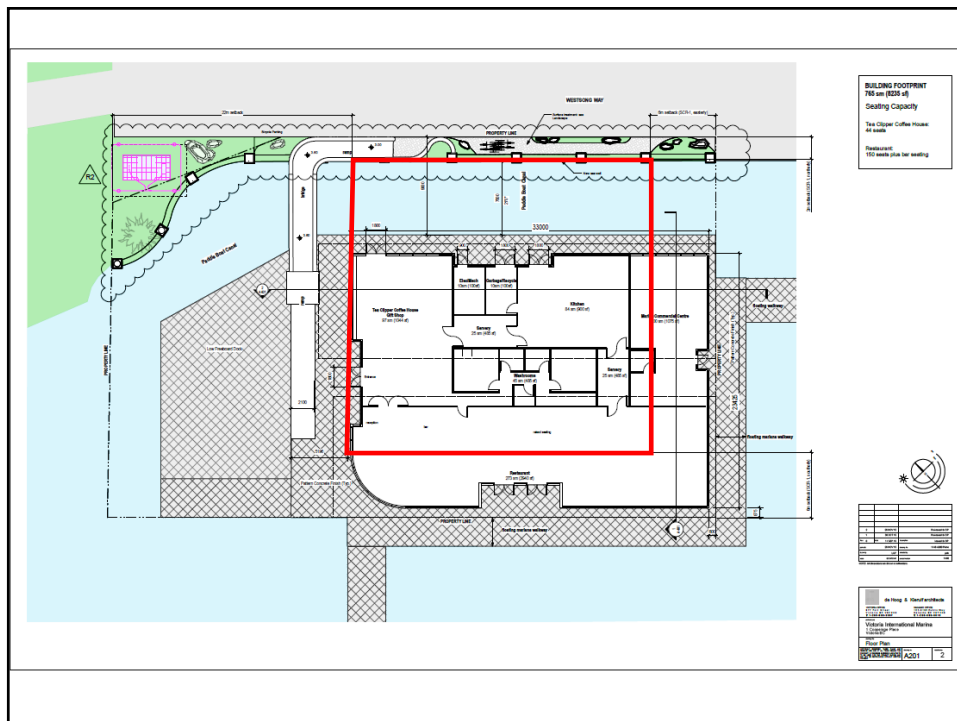
Matters for Consideration:

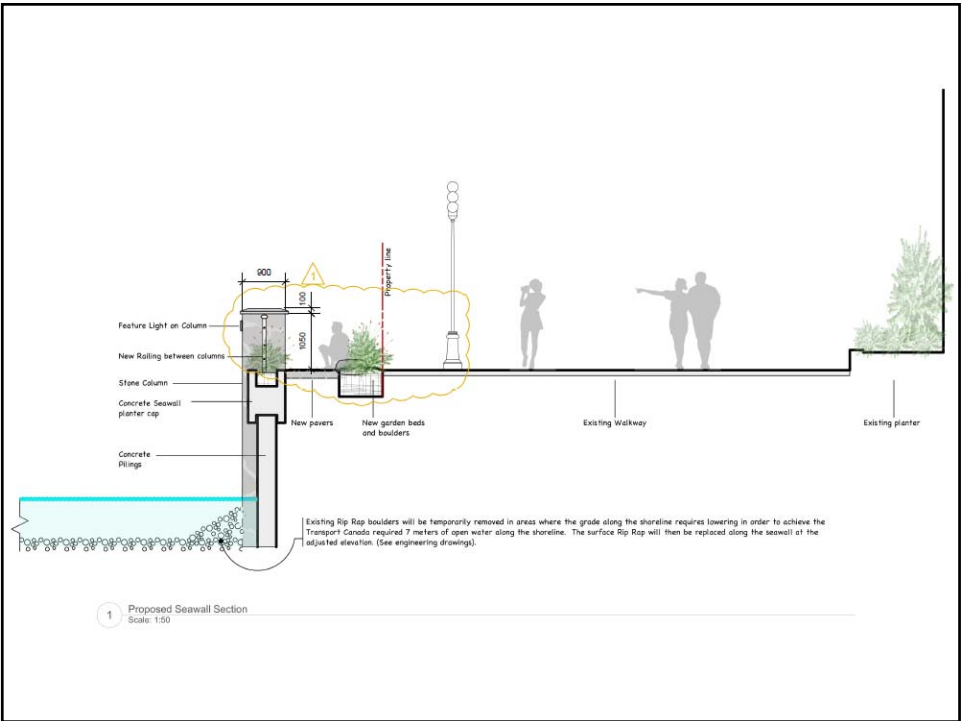
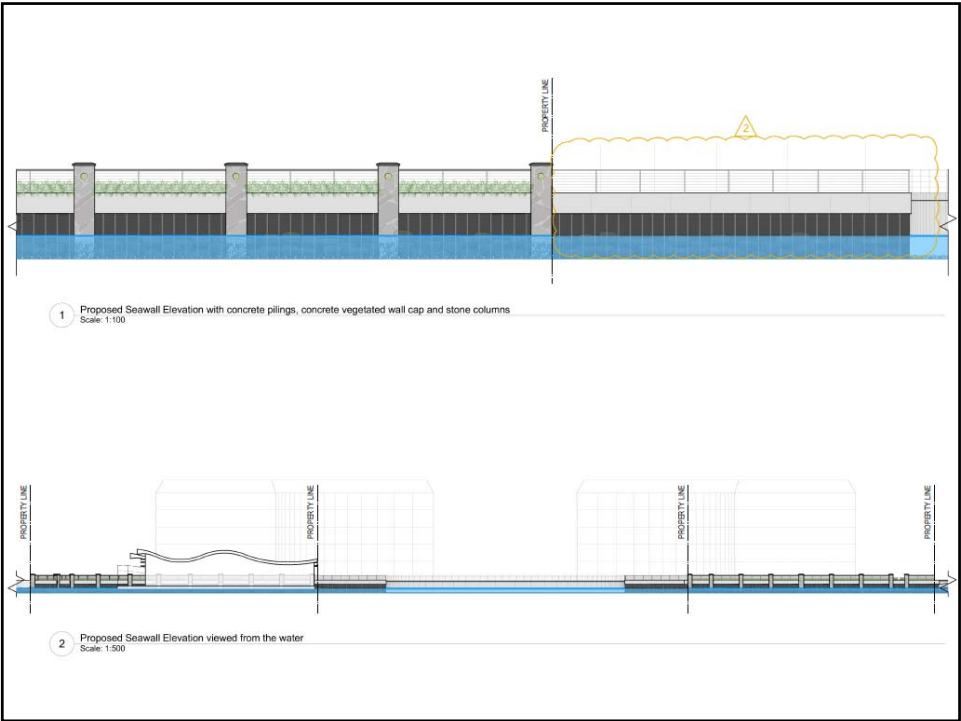
- Proposed marina building
- Setback variances associated with location of marina building
- Removal of rip-rap and new harbour wall
- Proposed hydro substation

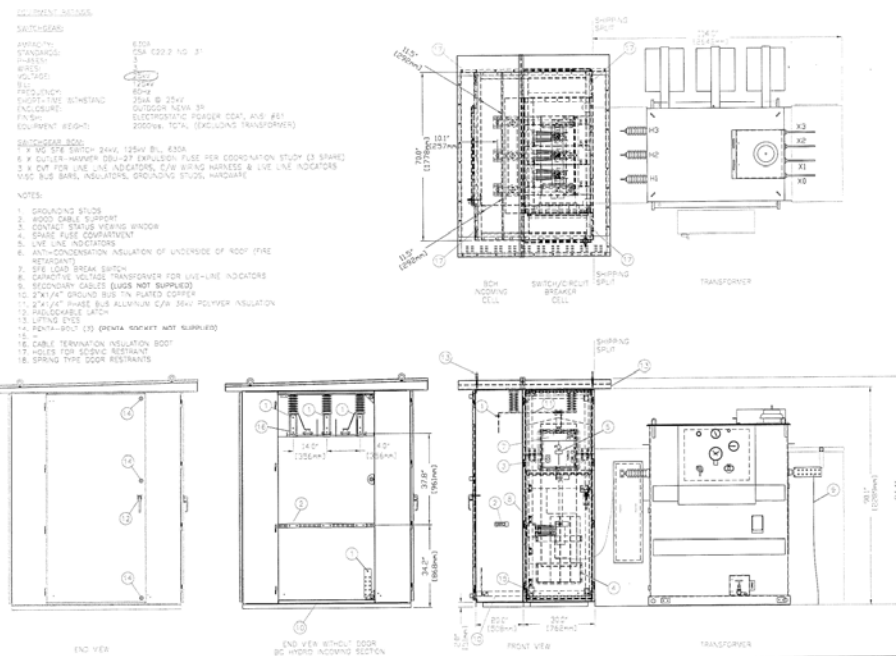
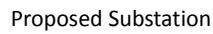












Existing View



Proposed View

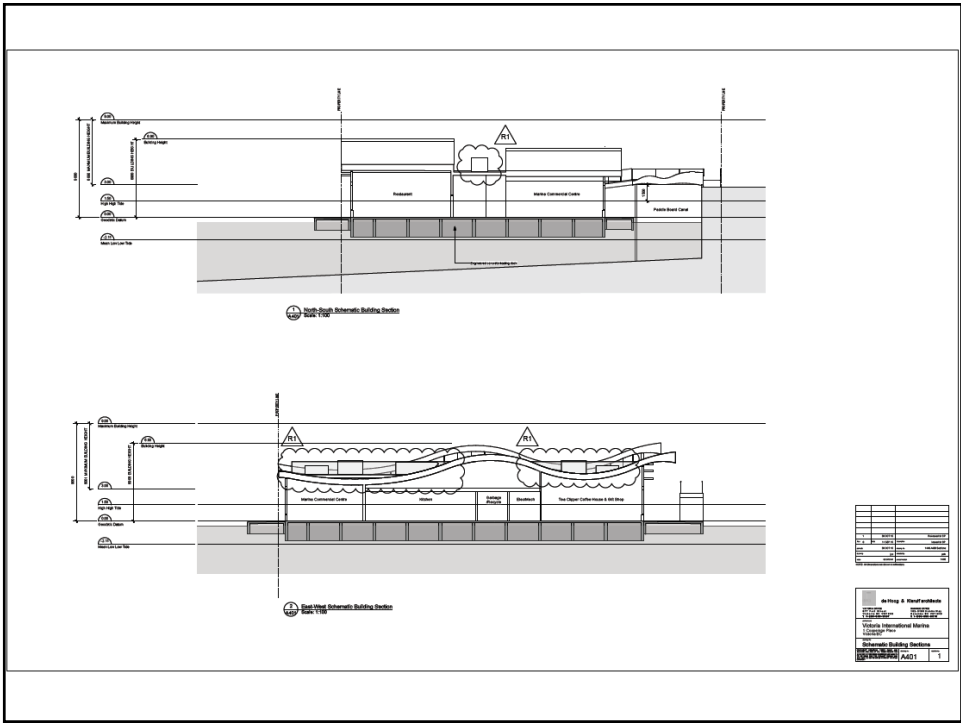


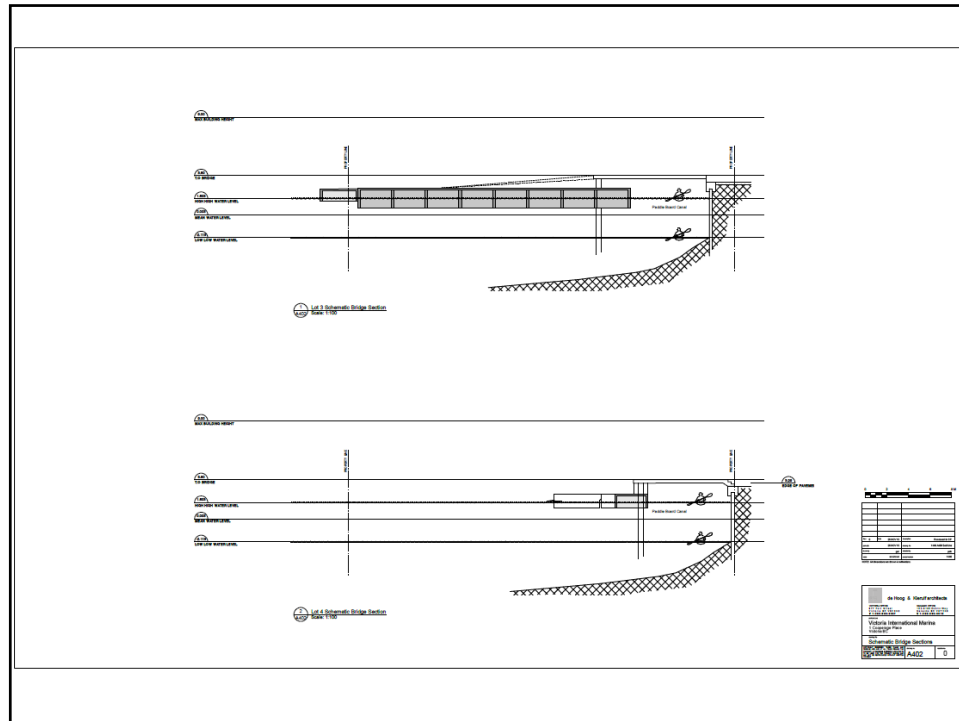
Existing View



Proposed View









Planning and Land Use Committee Report

For the Meeting of December 10, 2015

To: Planning and Land Use Committee **Date:** November 23, 2015

From: Jonathan Tinney, Director, Sustainable Planning and Community Development

Subject: Development Variance Permit No. 00164 for 2540 Quadra Street

RECOMMENDATION

Staff recommend that Committee forward this report to Council and that Council waive the Clean Hands Policy for Planning Approvals for 2540 Quadra Street to allow the two illegal suites to remain occupied while the Development Variance Permit No. 00164 is under consideration; however, prior to the setting of the date of the meeting of Council to consider this application, the applicant be required to file a covenant on the title specifying that all illegal construction will be removed if the application is refused and that after giving notice and allowing an opportunity for public comment at a meeting of Council, that Council consider the following motion:

"That Council authorize the issuance of Development Permit Application No. 00164 for 2540 Quadra Street, in accordance with:

1. Plans date stamped October 28, 2015.
2. Development meeting all *Zoning Regulation Bylaw* requirements, except for the required number of parking stalls reduced from 29 vehicle parking stalls to 17 stalls (Schedule C).
3. A six space bike rack be provided at the front entrance to the building.
4. Two vehicle parking stalls to be allocated for visitor parking.
5. The Development Permit lapsing two years from the date of this resolution."

LEGISLATIVE AUTHORITY

In accordance with Section 922 of the *Local Government Act*, council may issue a Development Variance Permit that varies a *Zoning Regulation Bylaw* provided the permit does not vary the use or density of land from that specified in the *Zoning Regulation Bylaw*.

EXECUTIVE SUMMARY

The purpose of this report is to present Council with information, analysis and recommendations for a Development Variance Permit Application for the property located at 2560 Quadra Street. The proposal is to reduce the overall parking requirement from 29 vehicle parking stalls to 17 stalls for an existing 22 unit rental apartment building. The proposal would facilitate the retention of two existing suites that were constructed without the benefit of City permits or approvals.

The following point was considered in assessing this application:

- The parking variance is supportable as the ratio of car ownership is approximately equivalent to the number of parking stalls provided.

BACKGROUND

Description of Proposal

The proposal is to reduce the overall vehicle parking requirement from 29 stalls to 17 stalls for an existing rental apartment. This parking variance will enable the retention of two existing suites.

Sustainability Features

The applicant has not identified any sustainability features associated with this application.

Active Transportation Impacts

As part of the approval process, staff is recommending that Council consider requiring a six space bike rack at the front of the building.

Public Realm Improvements

No public realm improvements are proposed in association with this Development Variance Permit Application.

Existing Site Development and Development Potential

Under the current R3-2 Zone, Multiple Dwelling District, the property could be redeveloped at a density of up to 1.6:1 Floor Space Ratio (FSR) for a multiple dwelling development; however, this would be dependent on satisfying a number of other bylaw requirements for enclosed parking, site coverage and open site space.

Data Table

The following data table compares the proposal with the Schedule C requirements for parking. As the same building footprint is being maintained and no new floor area is added, the other zoning standards remain the same.

An asterisk is used to identify where the proposal is less stringent than the existing zone.

Zoning Criteria	Proposal	Zone Standard Multiple Dwelling District
Parking - minimum	17*	29 (see Relevant History)
Visitor parking (minimum) included in the overall units	2	10% of total number of parking stalls

Relevant History

The rental apartment occupying the site was constructed in 1967. At the time of construction, 20 units were approved for the building and the number of parking stalls associated with the development is difficult to ascertain. However, sometime after that date, an additional two units were added within the undeveloped basement, which were constructed without the appropriate permits. The new owners, who purchased the property in 2015, wish to legalize this situation. However, in order to allow the additional two units, a parking variance is required.

Community Consultation

Consistent with the *Community Association Land Use Committee (CALUC) Procedures for Processing Rezoning and Variances Applications*, on November 4, 2015, the application was referred for a 30-day comment period to the Hillside-Quadra Neighbourhood Action Group. At the time of writing this report, a letter from the CALUC had not been received.

This application proposes variances; therefore, in accordance with the City's *Land Use Procedures Bylaw*, it requires notice, sign posting and a meeting of Council to consider the variances.

ANALYSIS

Zoning Regulation Bylaw, Schedule C - Off-Street Parking Requirements

Number of Off-Street Parking Stalls

The parking requirements for each unit in a rental building is 1.3 vehicle parking spaces per unit, and the applicant is requesting that this ratio be reduced to 0.77 vehicle parking spaces per unit. This ratio is recommended as acceptable based on the following:

- The proponents for 2560 Quadra Street commissioned Adept Transportation Solutions to undertake a parking demand study and the results indicated that average resident vehicle ownership rates for rental apartments in the general area is 0.51 per unit.
- The applicant maintains that only 50% of the occupants own cars.
- The area is well-served by transit and within walking distance of the Quadra Village.

Dimensions of Off-Street Parking Stalls

At the current time, there are 18 vehicle parking stalls located in the rear yard parking lot. The dimensions of these stalls do not meet the dimensions specified in Schedule C. In order for the existing stalls to satisfy the current standards, the lines will be repainted. While this is seen as improvement to the overall maneuverability for the users, this will result in the loss of one stall.

Bicycle Parking Requirements

As this building was constructed prior to the introduction of Off-Street Bicycle Parking requirements, the building is exempt from these regulations. However, the owner has agreed to install a six space bike rack in the front of the building. The inclusion of this bike rack creates further support for the parking variance.

Other Considerations

British Columbia Building Code Compliance

Two units within the building were constructed and occupied without building, plumbing and electrical permits. The new owner wishes to rectify this situation by applying for the appropriate permits. By working through this process, both the City and the owner will have the assurance that the two suites are in compliance with the appropriate construction standards, ensuring the health and safety of the occupants.

Clean Hands Policy Compliance

The Clean Hands Policy for Planning Approvals is in place to deal with situations on properties where there is a development application which requires Council's approval and where there is an outstanding enforcement issue. In this case there is illegal construction and therefore, illegal occupancy of the two suites.

The Policy requires that the illegal occupancy be vacated and that a covenant is in place indicating that if the application is declined, the illegal construction will be removed before Council considers the matter. The applicant is requesting that Council waive this policy with respect to vacating the premises, noting that it would be disruptive for the residents to vacate the units until this issue is resolved. However, the filing of a covenant would still be required to provide clarity for bylaw compliance should the application be declined.

CONCLUSIONS

Adequate parking is available on-site to satisfy the demand generated by the occupants of the building and the location of the building near transit and Quadra Village merits consideration of the reduced parking ratio. The approval of the parking variance will enable the legalization of two rental suites, with assurances through legal agreements that the suites will meet current construction codes.

ALTERNATE MOTION

That Council decline Development Variance Permit Application No. 00164 for the property located at 2540 Quadra Street and further, that the City of Victoria commence proceedings to ensure the two illegal suites are removed from the building.

Respectfully submitted,

Lucina Baryluk
Senior Process Planner
Development Services Division


Jonathan Tinney, Director
Sustainable Planning and Community
Development Department

Report accepted and recommended by the City Manager:

Date: December 3, 2015

List of Attachments

- Subject maps
- Plans date stamped October 28, 2015
- Letter from applicant dated November 19, 2015.



2540 Quadra Street
Development Variance Permit #00164





2540 Quadra Street
Development Variance Permit #00164

Development Variance Permit Application No. 00164 for 2540 Q...



GRAYSON APARTMENTS LTD
SUITE 110 1110 HOMER ST
VANCOUVER BC



2 SITE AERIAL MAP SHOWING SUBJECT PROPERTY
NTS

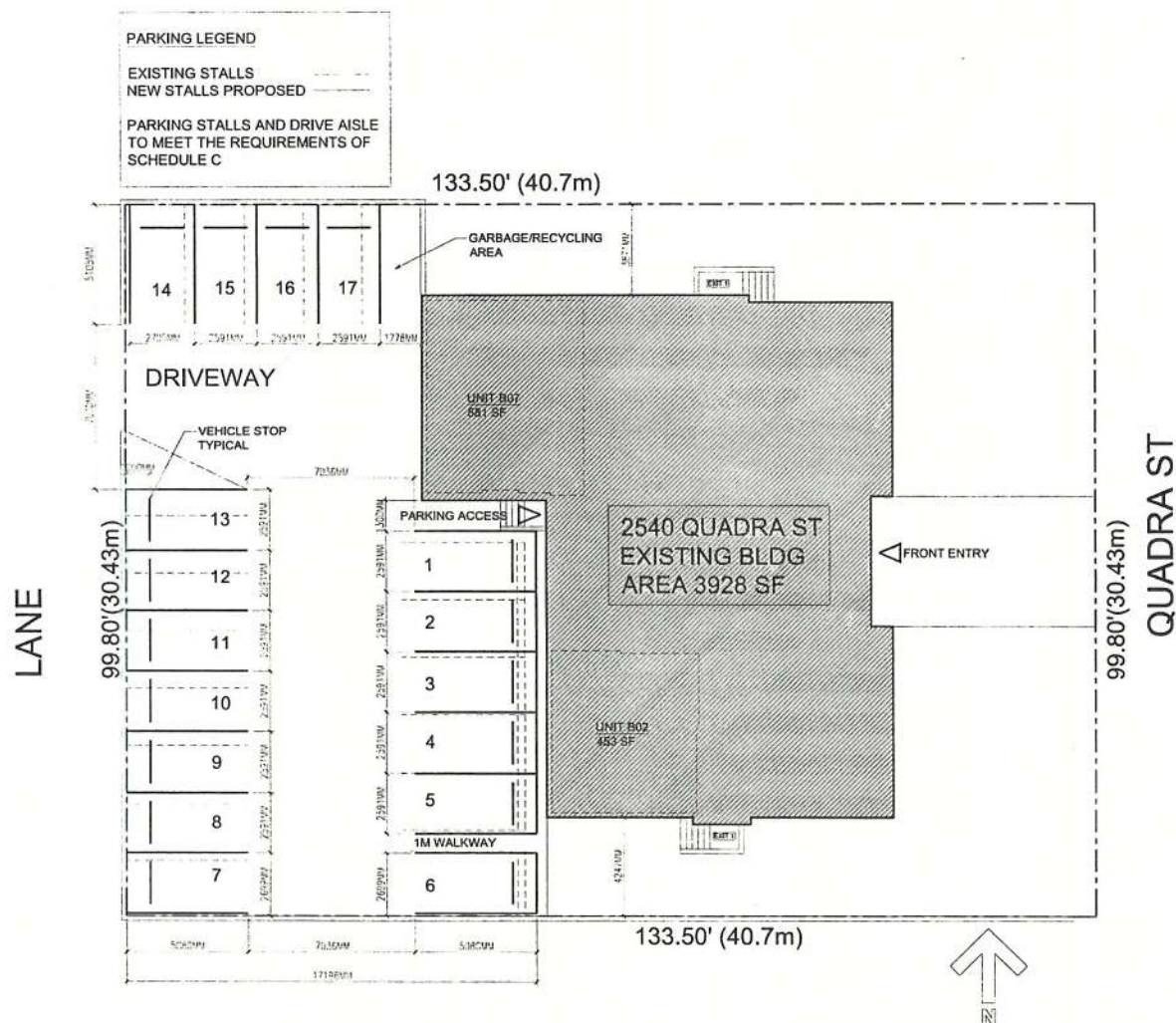
1 ZONING ANALYSIS AND SITE INFORMATION

SHEET TITLE

**SITE PLAN AND
AREA CONTEXT**

SHEET NO.

A1.1

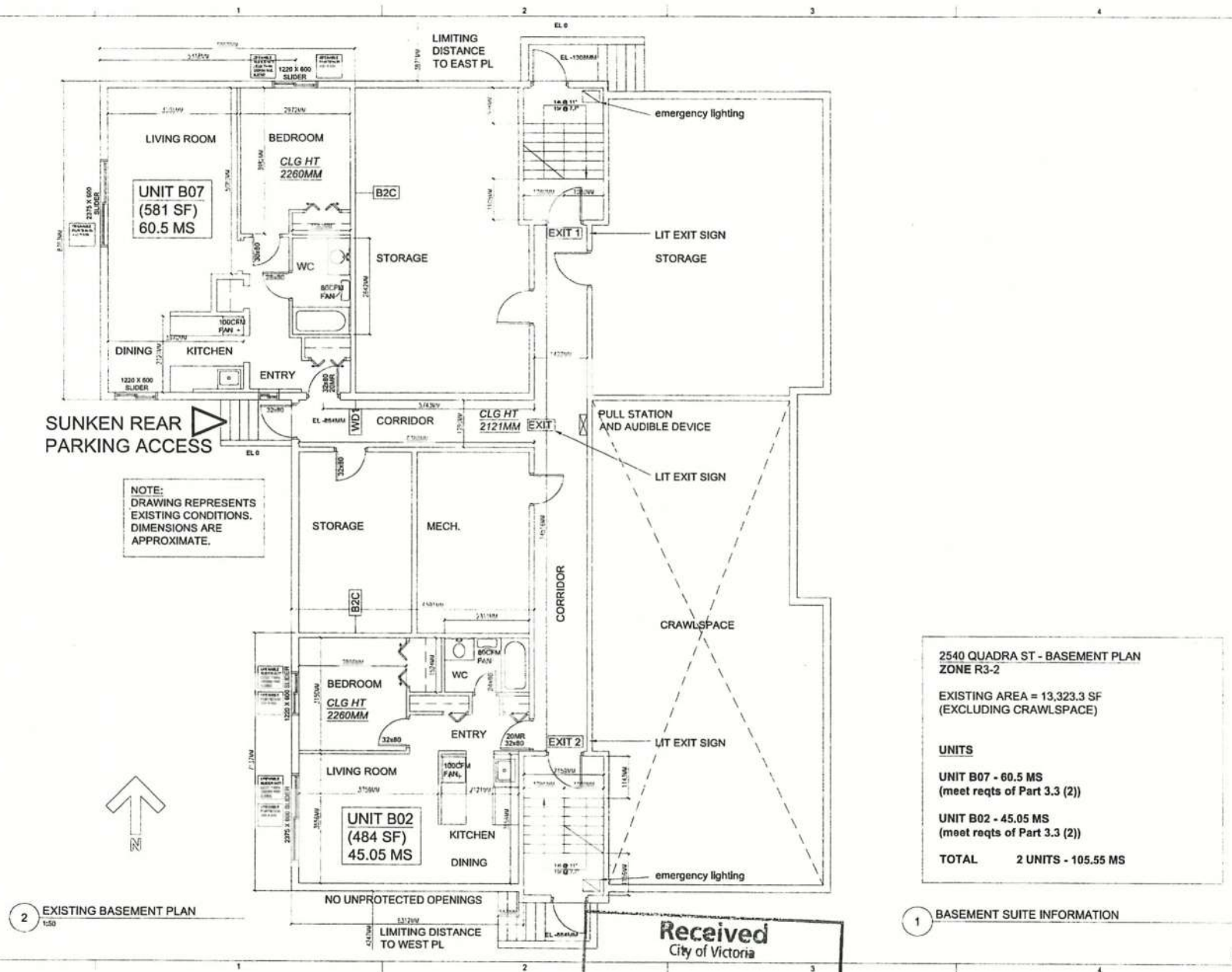


3 SITE PLAN
1:100

Received
City of Victoria

OCT 28 2015

Planning & Development Department
Development Services Division



d|p
architecture

CLP ARCHITECTURE INC.
1100 1118 HOMER ST
VANCOUVER BC V6E 1A1

PROJECT:
**2540 QUADRA ST
GRAYSON HOUSE**

PROJECT NUMBER:
2540 QUADRA ST
VICTORIA BC

OWNER:
GRAYSON APARTMENTS LTD
SUITE 110 1118 HOMER ST
VANCOUVER BC

ARCHITECT'S SEAL

MARK DATE DESCRIPTION
REVISIONS

MARK DATE DESCRIPTION
ISSUE INFORMATION
PLOT DATE: OCT 28 2015

PROJECT NO. 15-04
DRAWN BY: JH
CHECKED BY: JH
PROJECT MANAGER: Lorne Pearson ABC

SHEET TITLE
**BASEMENT PLAN
EXISTING CONDITIONS**

SHEET NO.
A2.0

GRAYSON
APARTMENTS LTD.

CITY OF VICTORIA
1 Centennial Square
Victoria, BC
V8W 1P6

November 19, 2015

Dear Mayor & Council:

**RE: GRAYSON HOUSE APARTMENTS,
2540 QUADRA STREET, VICTORIA**

We acquired the apartment building referenced above on April 15th of this year. The building was originally approved and built as 20 units in 1967. Sometime after construction, two additional units were constructed in the basement. It is our corporate responsibility to ensure these units will be legalized through the building permit process. However before a building permit can be issued a parking variance is required. In good faith, we will be submitting for a building permit at the same time as we make this development permit application.

Further units could only be accommodated with a parking variance. We have completed a professional site plan which is attached and shows 18 parking stalls. This is 11 short of the legislated requirement of 1.3 spaces per dwelling unit under the R3-2 Zoning. To mitigate the parking shortfall we would endeavor to enter into a Zip Car partnership; we are currently an affiliation with Zipcar through Mark Pribula, GM, that our tenants have access to their car-share program at a discounted rate. Our plan would be to deal with this as a "subject to" for approval. Only approximately half the tenants currently have vehicles, so we have capacity to devote +/-6 stalls to car share &/or visitor parking.

In addition, we respectfully request that the Clean Hands Policy be waived that requires the unauthorized units be vacated during the process. As the unauthorized units are occupied, we do not want to disrupt the tenants, so we ask if the units can remain in place while the variance is resolved.

We are underway with renovations / upgrades to three suites (all turnovers). We have retained a designer; we are spending \$15,000 - \$20,000 / unit to provide top quality accommodations. We plan to renovate all suites as they turnover in order to do our part in rejuvenation of the rental stock in the Victoria market. Additionally, we will upgrade common areas and landscaping to improve the aesthetics and curb appeal of the property.

Trusting this is in order. We look forward to working with you. Feel free to contact us with any queries.

Yours truly,

GRAYSON APARTMENTS LTD.

Tony Kalla, President & Secretary

GRAYSON APARTMENTS LTD.

Suite 110 – 1118 Homer Street, Vancouver, BC V6B 6L5 Tel: (604) 687-3100 Fax: (604) 683-4736

Development Variance Permit Application for 2540 Quadra



Subject property – 2540 Quadra Street



2540 Quadra – Lane access



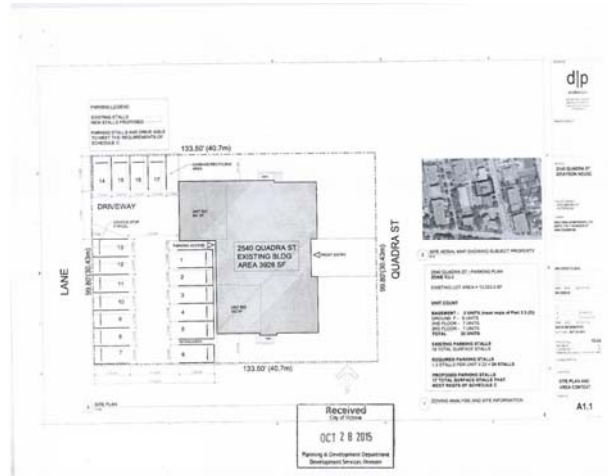
2560 Quadra – Parking lot



Floor Plan



Parking layout





Planning and Land Use Committee Report

For the Meeting of December 10, 2015

To: Planning and Land Use Committee **Date:** November 26, 2015

From: Jonathan Tinney, Director, Sustainable Planning and Community Development

Subject: Development Variance Permit No. 00163 for 1066 and 1070 Finlayson Street

RECOMMENDATION

Staff recommend that Committee forward this report to Council and that after giving notice and allowing an opportunity for public comment at a meeting of Council, that Council consider the following motion:

"That Council authorize the issuance of Development Variance Permit Application No. 00163 for 1066 and 1070 Finlayson Street, in accordance with:

1. Plans date stamped October 26, 2015.
2. Development meeting all *Zoning Regulation Bylaw* requirements, except for the following variances:
 - i. reduce the rear yard setback of 1070 Finlayson Street from 8.98m to 4.67m.
3. Final plans to be in accordance with the plans identified above to the satisfaction of City staff.
4. The Development Permit lapsing two years from the date of this resolution."

LEGISLATIVE AUTHORITY

In accordance with Section 922 of the *Local Government Act*, Council may issue a Development Variance Permit that varies a *Zoning Regulation Bylaw* provided the Permit does not vary the use or density of land from that specified in the *Zoning Regulation Bylaw*.

EXECUTIVE SUMMARY

The purpose of this report is to present Council with information, analysis and recommendations for a Development Variance Permit Application for the properties located at 1066 and 1070 Finlayson Street. The proposal is to reduce the rear yard setback of the property located at 1070 Finlayson Street in order to facilitate a subdivision to create a new lot.

The following points were considered in assessing this Application:

- each of the proposed three lots would be larger than the minimum site area required in the R1-B Zone (Single Family Dwelling District)

Zoning Criteria	1066 Finlayson	1070 Finlayson	Proposed New Lot on Jackson	R1-B Zone Standard
Site area (m ²) – minimum	575.20	575.20	496	460
Lot width (m) - minimum	16.52	16.52	15	15
Total floor area (m ²) – maximum	300	180	n/a	300
Height (m) – maximum	6.40	5.60	n/a	7.6
Site coverage (%) – maximum	20	30	n/a	40
Storeys – maximum	2.5**	2	n/a	2
Setbacks (m) – minimum				
Front	6.19**	12.32	n/a	7.5
Rear	10.67	4.67*	n/a	8.98/8.98/8.27
Side (west)	3.42	1.55**	n/a	3.0 or 10% of the lot width
Side (east)	1.72	n/a	n/a	1.65
Side on flanking street (east)	n/a	3.43**	n/a	3.5
Combined side yards	5.14	4.98	n/a	4.5
Parking – minimum	1	1	n/a	1

Relevant History

In August 2014, the applicants applied for a Development Variance Permit to reduce the lot width of a proposed new lot from 15m to 14m and to reduce the rear yard setback at 1070 Finlayson Street to facilitate a similar subdivision under the R1-B Zone. At the Council meeting on January 15, 2015, Council declined the Application. The applicants have revised the proposal so that only one variance is required for 1070 Finlayson Street and no variances are required for the proposed new lot.

Community Consultation

Consistent with the *Community Association Land Use Committee (CALUC) Procedures for Processing Rezoning and Variances Applications*, on November 10, 2015, the Application was referred for a 30-day comment period to the Hillside-Quadra Neighbourhood Action Group. At the time of writing this report, a letter from the CALUC had not been received.

This Application proposes variances, therefore, in accordance with the City's *Land Use Procedures Bylaw*, it requires notice, sign posting and a meeting of Council to consider the variances.

ANALYSIS

Official Community Plan

The *Official Community Plan 2012* (OCP) Urban Place Designation for the subject property is Traditional Residential. The strategic direction in the OCP for Hillside-Quadra Neighbourhood encourages the preservation of the ground-oriented Traditional Residential character in the majority of the neighbourhood. The proposal is consistent with the goals and objectives of infill development in the OCP.

Hillside-Quadra Neighbourhood Community Plan

The Application is consistent with the *Hillside-Quadra Neighbourhood Community Plan (1996)*, which recommends that much of the neighbourhood should be kept as low-density housing, such as single family homes with secondary suites, single family homes on small lots and duplexes.

Regulatory Considerations

The applicants are requesting to reduce the rear yard setback at 1070 Finlayson Street from 8.98m to 4.67m in order to subdivide 1070 Finlayson Street to create one new R1-B lot. The proposed rear yard setback would reduce the area of the rear yard space associated with the existing property, however, there is extensive landscaping and private amenity space in the front yard of this property. An existing carport, deck and a portion of concrete driveway located in the rear yard would be removed and replaced with new landscaping, which will provide additional useable private amenity space on the lot.

If a new dwelling unit is constructed on the subject property in the future, the rear yard setback variance, should it be approved, would no longer apply and the new dwelling unit would have to comply with the setbacks in the R1-B Zone.

Other Considerations

The applicants have an alternative subdivision plan that does not require any variances and can proceed through the subdivision approval process without requiring any Council permissions. However, the proposed new lot is "L-shaped" and the proposed frontage is approximately 11m. The lot width requirement in the R1-B Zone is a minimum average of 15m and this average can be achieved with the wider area of the lot being located in the rear lot of 1066 Finlayson Street. This lot configuration does not fit as well with the overall streetscape and lot pattern of the neighbourhood.

The proposed new lot associated with this Application is a much better fit for the neighbourhood. With a 15m wide frontage, the streetscape pattern and visual character of the neighbourhood would be maintained. Whereas, an "L-shaped" lot would detract from the existing streetscape pattern and residential character, and impose limitations on building design where the massing and proportion of a dwelling unit would not resemble the existing character of the neighbourhood.

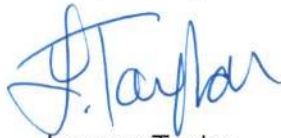
CONCLUSIONS

This proposal to facilitate a subdivision is consistent with the goals and objectives for infill development in the *Official Community Plan* and the *Hillside-Quadra Neighbourhood Community Plan*. The proposed rear yard setback variance at 1070 Finlayson Street would reduce the area of the rear yard space associated with the existing property, however, there is extensive landscaping and private amenity space in the front yard of this property. Staff recommend that Council consider supporting this Application.

ALTERNATE MOTION

That Council decline Develop Variance Permit Application No. 00163 for the property located at 1066 and 1070 Finlayson Street.

Respectfully submitted,



Leanne Taylor
Senior Planner
Development Services Division

am



Jonathan Tinney, Director
Sustainable Planning and Community
Development Department

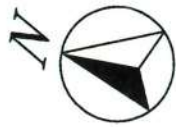
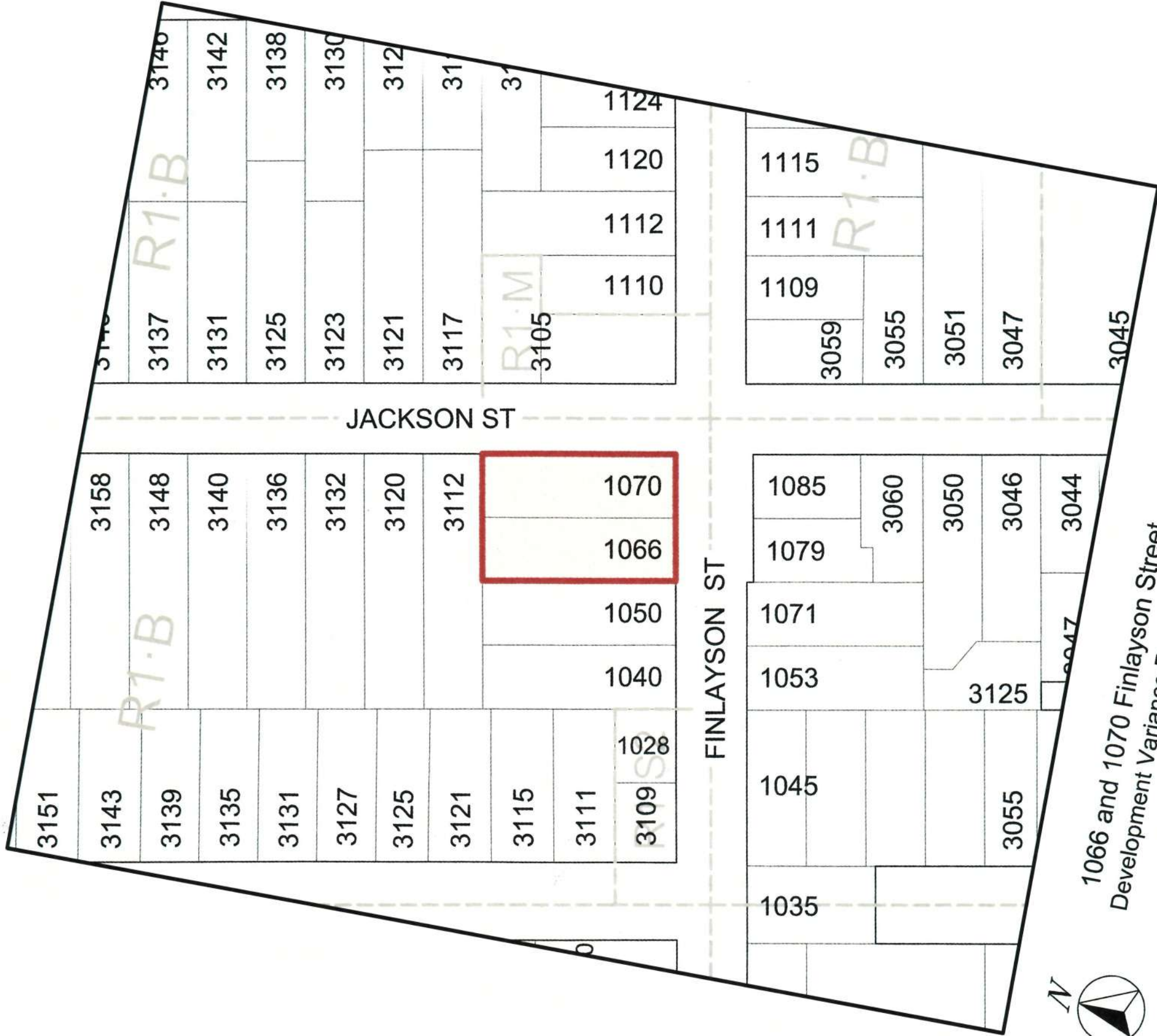
Report accepted and recommended by the City Manager:



Date: December 3, 2015

List of Attachments

- Zoning map
- Aerial map
- Letter from applicant dated October 26, 2015
- Plans dated October 26, 2015.



1066 and 1070 Finlayson Street
Development Variance Permit #00163





1066 and 1070 Finlayson Street
Development Variance Permit #00163



Lissa Laing Punnett
Christopher David Punnett
1066 Finlayson Street
Victoria, BC
V8T 2T7
250-701-7089

C.J. Van Elslande
Gordon Van Elslande
1070 Finlayson Street
Victoria, BC
V8T 2T7
250-384-4862

October 26, 2015

Hand Delivered

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



Dear Mayor and Council:

Re: 1066 and 1070 Finlayson Street, Victoria, BC
Development Variance Permit Application

Enclosed please find our application for a development variance permit regarding the properties located at 1066 and 1070 Finlayson Street, Victoria.

To accommodate the creation of the new lot, we are requesting Council's approval for one internal variance, and that is to allow a reduction in the size of the rear yard at 1070 Finlayson Street from 8.98M to 4.67M.

Council may recall that our first application requested Council's approval to allow us to create a third R1B (Single Family) lot from portions of the rear yards of the above noted properties, (both R1B). To accommodate the creation of a new lot, two variances were requested: to reduce from 15M to 14M the Jackson Street frontage for the new lot and to reduce the size of the standard rear yard at 1070.

At the beginning of the process in the fall of 2012, we discussed our proposal with all of the adjacent neighbours and with their support in hand, we presented the initial plan to the Land Use and Transportation committee at Hillside-Quadra. The committee expressed no concerns. After a lengthy delay due to illness, we presented the completed development variance permit application to City Planning in September 2014. City Planning recommended that Council approve our application indicating that the proposal met all of the requirements of the Hillside Quadra Community Plan and the Official Community Plan. Council's Planning Committee forwarded the application to Public Hearing.

After the date for public hearing was set, our adjacent neighbours expressed concerns about our proposal. We met with those neighbours to discuss their concerns, however no agreement was reached.

The public hearing was held in January 2015. Several Jackson Street residents spoke against our application, including the adjacent neighbour who presented Council with a petition signed by some residents who objected to the proposed variance to reduce the Jackson Street frontage. Council declined our development variance permit application and as a result we are re-submitting an amended application which increases the Jackson Street frontage for the proposed lot to the standard 15M. (As the width variance was the primary objection to our first application, we trust that this new proposal will not meet with further objection.)

Additionally, we would like to inform Council that should this development variance permit application be declined, we will proceed with a straightforward subdivision application, which would create an L-shaped irregular lot meeting the standards of the R1B zone even though Jackson street frontage would be reduced to 10.15M. We believe that an, irregularly shaped would not be as desirable an option given the neighbours' objection to the 14M frontage previously proposed.

All three properties resulting from the development variance permit application process or from a subdivision process, would exceed the area standards of R1B zoning, would require no re-zoning and would retain the neighbourhood's traditional residential flavour as envisioned in the HQ neighbourhood plan and in the OCP.

We provided our adjacent neighbours with the above information in writing, together with our contact information. We then presented our new plans to the Hillside-Quadra Neighbourhood Action Group on October 5th, 2015. A copy of our letter to our neighbours is attached for your reference.

For further background information, we have enclosed our April 2014 letter to Council, which was submitted with the original application.

Should further clarification be needed, please contact us.

Respectfully submitted.



Lissa Laing Punnett

Owner and spokesperson for Owner Group – Authority letter on file
250-896-7087

Copy of original April 2014 letter:

Lissa Laing Punnett
Christopher David Punnett
1066 Finlayson Street
Victoria, BC
V8T 2T7
250-701-7089

C.J. Van Elslande
Gordon Van Elslande
1070 Finlayson Street
Victoria, BC
V8T 2T7
250-384-4862

April 9, 2014

COPY

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

Dear Mayor and Council:

Re: 1066 and 1070 Finlayson Street, Victoria, BC
Development Variance Permit Application

Enclosed herein please find our completed Development Variance Permit Application, together with all required documentation, for your consideration. We are the owners of the above-noted properties and the applicants herein.

It is our intention, upon receipt of the approved variance, to follow through with a subdivision and create three full sized R1B lots out of our existing two R1B lots. We are not requesting a rezoning of the lots. The proposed subdivision is consistent with the City's Official Community Plan (OCP) which envisions the Hillside-Quadra community as maintaining its primarily "traditional residential nature". The OCP also indicates that within the traditional residential area, new development, infill and redevelopment will be considered providing it complies with the plan for the area.

We provide the following information for your reference:

1. 1066 and 1070 are located at the northwest corner of Finlayson Street at Jackson Street. Both 1066 and 1070 are significantly larger lots than the minimum required under the current R1B zoning. From these two properties we propose to create three lots, with all three exceeding the minimum lot size required under the current zoning.
2. Similar subdivision has occurred in the immediate neighbourhood with no apparent negative impact; namely, at northeast corner, (directly across Jackson Street from 1070), where the side yard of 3105 Jackson Street was combined with the backyard of 1110 Finlayson Street to create a new lot facing Jackson Street.

At the southwest corner, directly across from 1066 and 1070 Finlayson Street, the backyards of 1079 and 1085 Finlayson Street were also combined to create a new lot, facing Jackson Street.

3. The home at 1066 faces Finlayson Street, whereas the home at 1070 faces Jackson Street. The proposed new lot will front on Jackson Street. A variance will be requested to relax the new lot's width from 15m to 14m. We feel that this variance request is reasonable given that, in the adjacent block of Finlayson Street, there are several properties with approx. 14m. frontages; namely at 1124, 1126, 1130, and 1132 Finlayson Street. There is another at 3125 Fifth Street.
4. The home at 1070 faces the 3100 block of Jackson Street. Both its front and rear yards appear to be side yards. A variance will be requested to relax its rear yard setback from 7.5m to approximately 5.67m, which will allow for a single driveway and a strip of landscaping between it and the proposed new lot.

We feel that these variance requests are reasonable given that most of the homes along this block of Jackson Street are separate from each other by a similar distance, that being a single driveway and a narrow strip of landscaping. A home on the proposed new lot would not therefore look out of place. We have enclosed a "proposed" workup photo of how a home may look on the lot, as well as actual photos of how the property looks today.

The proposal has been discussed with all immediate neighbours - those who abut the proposed lot and those who are directly across from 1066 and 1070. None of those contacted oppose the proposed subdivision, although the neighbour abutting the north lot line indicated that he is not opposed providing the privacy in his backyard is preserved. Currently there is an almost 20' established hedge between his backyard and the proposed lot and there are no plans to remove that hedge which will provide for privacy for both lots.

There are no significant trees on the property.

The City's utilities are nearby.

The proposed subdivision is within easy walking distance of both Quadra Village centre and Tolmie Village at Quadra.

Jackson Street is the City's designated bike route.

Finlayson at Jackson is serviced by Transit bus #8 on Finlayson and #6 on Quadra.

Over the years there have been several re-zonings and development in the immediate neighbourhood.

At the northeast end of the 3100 block of Jackson Street, 3149 Jackson Street was rezoned and it now supports a large front to back duplex. The duplex at 3159 Jackson Street was converted to 4 strata titled units. Neither of these developments appear to have had a negative impact on our community. We as applicants also live on the properties and participate in this community with our families.

Currently, there is a townhouse development being proposed for Tolmie Avenue, between Fifth and Jackson.

We presented preliminary plans to the Neighbourhood Action Group at the Blanshard Community Association on November 4, 2013.

Thank you for your consideration of our development variance permit application. Please do not hesitate to contact us should you require any further information or clarification of materials provided.

Respectfully submitted,

Per: **COPY**

Lissa Laing Punnett

On behalf of all registered owners – see Letter of Authority on File

B. C. LAND SURVEYOR'S SITE PLAN TO ACCOMPANY SUBDIVISION PROPOSAL FOR:

THE EAST AND WEST HALVES of LOT 29,
SECTION 4, VICTORIA DISTRICT, PLAN 796

SCALE = 1 : 200



All distances are in metres AND decimals thereof.

LEGEND

Elevations are geodetic based on The City of Victoria
Integrated Survey Monument 32-25 Elev. = 38.160m

Grade shot are taken at the point marked X,
grade shots at a curb line are in gutter.

Tree bases and canopies approximately to scale.
Where tree location is critical, tree species
and canopy should be confirmed by qualified arborist.

SITE AREA

1646, 4m²
17721 s. f.

MUNICIPALITY

Victoria

ZONING

R1-B

PID No.

E'y 1/2 Lot 29 - 001-885-464
W'y 1/2 Lot 29 - 003-224-198

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transmit or alter this document in whole or in part
without the written consent of BCIS Inc.

This document was prepared for the exclusive
use of our client, Panel / Estate

This document is intended for use as a topographic plan.
It is based on Land Title Office records, and does not
represent a boundary survey. Critical lot dimensions
and areas must be confirmed by a proper cadastral survey.

BCIS, INC., accepts no responsibility
or liability for any damages that may be suffered
by a third party as a result of any decisions
made or actions taken based on this document.

FILE: 10945 - 32

DRAWN: 10/05/2012 / 2015-05-15

Brad Cumlin Land Surveying
4100 - 407 Swift Street
Victoria, BC V8M 1S2
ph 381-825220 fx 381-2289

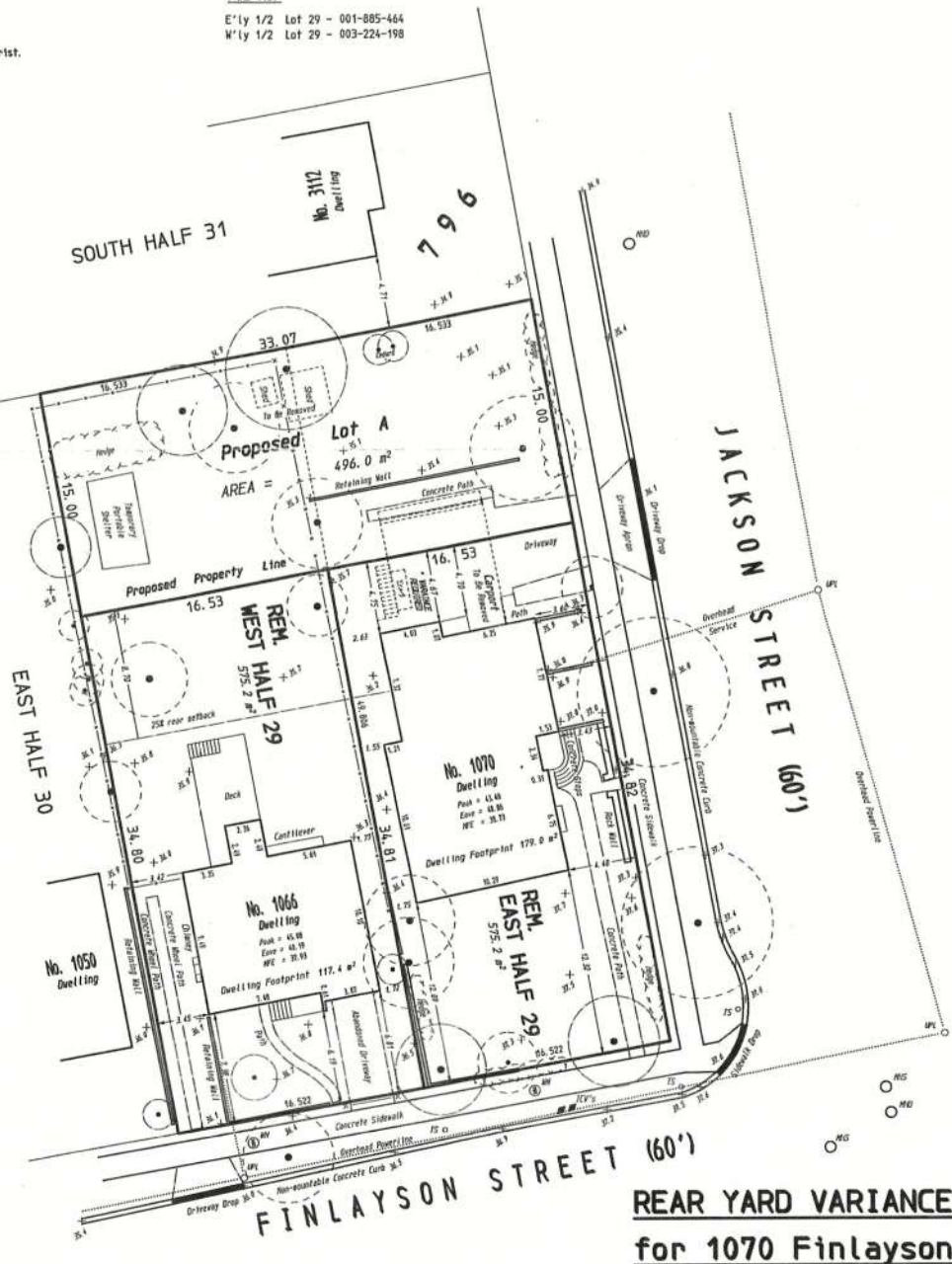
- UPE ○ - denotes Utility Pole with Light
- CB ■ - denotes Catch Basin
- MS ○ - denotes Manhole (Sanitary)
- MB ○ - denotes Manhole (Storm)
- WV ○ - denotes Water Meter
- TS ○ - denotes Traffic Sign
- ICV ■ - denotes Irrigation Control Valve
- denotes fence-line



PLAN

CERTIFIED CORRECT

[Signature]
Bradley W. Cumlin, BCIS
Field Survey - 8 November, 2013.
Dated this 20th day of May, 2015.
This document is not valid unless originally signed by Brad W.
This document is copyrighted and may not be copied, transmitted
or altered in whole or part without the consent of the signatory.
The signatory accepts no responsibility or liability for any damages
that may be suffered by a third party as a result of any
decisions made, or actions taken based on this document.



By email to the City of Victoria at caluc@victoria.ca
And to Leanne Taylor ltaylor@victoria.ca

30 November 2015

To Whom it May Concern:

Re: 1066 & 1070 Finlayson Avenue

This letter confirms that the proponents, Catharina Van Elslande and Lissa Laing-Punnett, participated in October an informal meeting with members of the Hillside Quadra Neighbourhood Action Group and the broader community. At that meeting they informed participants that the City Approving Officer would likely approve the creation of an irregularly-shaped lot that would meet all the requirements of the R1B zone. This lot would not require a variance, and would not proceed to a public hearing. The proponents also stated their preference for creating a rectangular lot with a 15 metre frontage on Jackson Street that would also meet all the requirements of the R1B zone. This option requires a variance and would therefore proceed to a public hearing. Given the history of this proposal, we do not see the need for an additional community meeting.

Sincerely,

Jenny Fraser
CALUC Co-Chair, Hillside Quadra

cc. Catharina Van Elslande and Lissa Laing-Punnett

Aaron Post & Elizabeth Post
3112 Jackson Street
Victoria B.C., V8X 1E3
December 09, 2015

Leanna Taylor
Planner
Sustainable Planning and Community Development
1 Centennial Square
Victoria B.C., V8W 1P6

Dear Leanna Taylor:

I am writing to state my opinion of the proposed subdivision of the 1066 & 1070 Finlayson properties to create a third lot that will neighbor our own. We acknowledge that the owners of the two properties can create a third lot that requires no variances. What is being proposed is an alternate configuration of lot that does require a variance. We are in talks with the owners of 1066 and 1070 Finlayson to find a solution, largely involving screening along the common property line, that will be agreeable to all parties. Should these talks not come to an agreeable solution we feel we need to oppose the currently proposed variance in favor of the "L" shaped lot that requires no variances. We are optimistic that the discussions will lead to a solution that will lead to us supporting the currently proposed variance.

Sincerely,

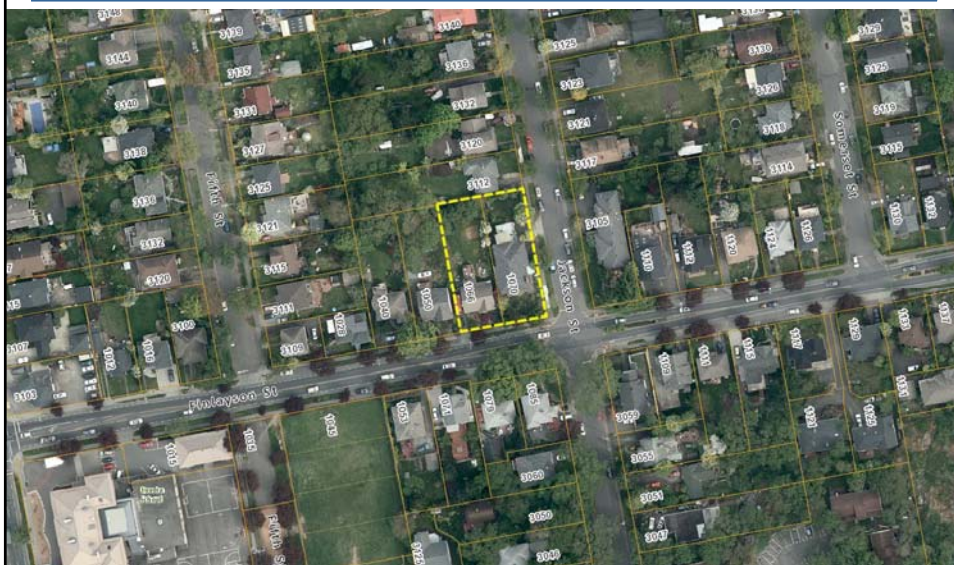
A handwritten signature in blue ink, appearing to read 'Aaron Post', with a stylized flourish extending from the end.

Aaron Post & Elizabeth Post

Development Variance Permit
Application
for
1066/1070 Finlayson Street,
Victoria, BC



Aerial Photo of 1066 and 1070 Finlayson Street



Property to the North



Property to the East



Property to the West



Subject Property - 1060 Finlayson Street



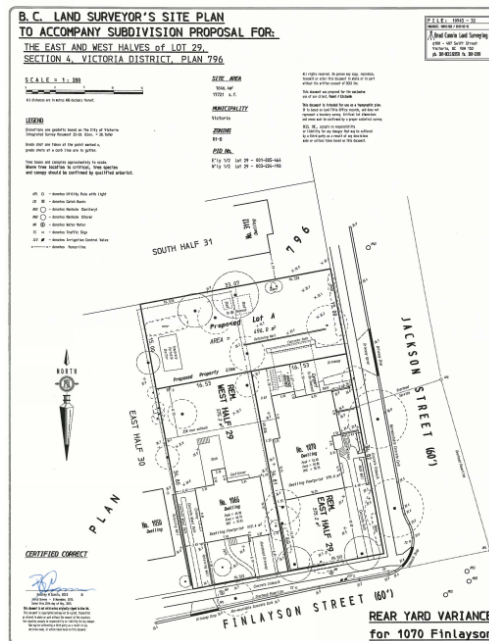
Subject Property – 1070 Finlayson Street



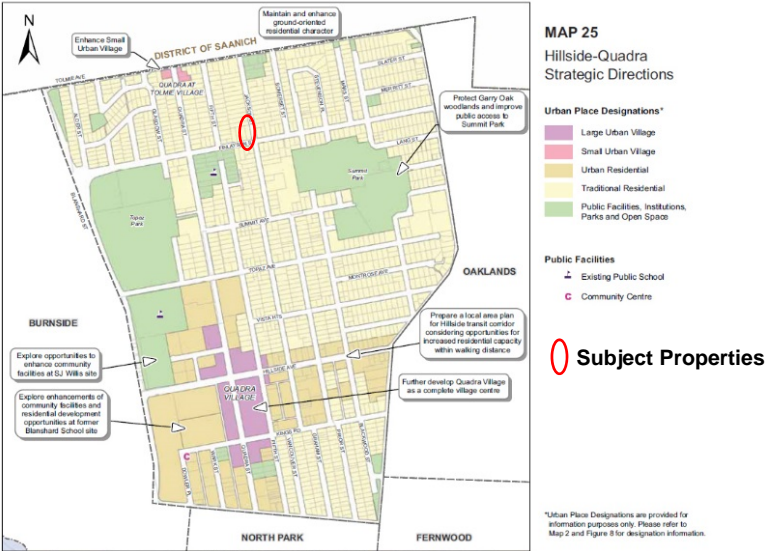
Location of
Proposed New Lot



Proposed Site Plan



OCP Strategic Directions





Planning and Land Use Committee Report

For the Meeting of December 10, 2015

To: Planning and Land Use Committee **Date:** November 26, 2015

From: Jonathan Tinney, Director, Sustainable Planning and Community Development

Subject: **Heritage Alteration Permit Application No. 00209 for 737 Fort Street
(British American Trust Company Building)**

RECOMMENDATION

Staff recommend that Committee forward this report to Council and that Council consider the following motion:

"That Council authorize the issuance of Heritage Alteration Permit (HAP) Application No. 00209 for the property at 737 Fort Street, in accordance with:

1. Plans, date stamped October 20, 2015
2. Development meeting all *Zoning Regulation Bylaw* requirements
3. That Council authorize City of Victoria staff to execute an Encroachment Agreement in a form satisfactory to City staff.
4. Final plans to be generally in accordance with the plans identified above to the satisfaction of the Director, Sustainable Planning and Community Development."

LEGISLATIVE AUTHORITY

In accordance with Sections 972 and 973 of the *Local Government Act*, Council may issue a Heritage Alteration Permit which may be subject to terms consistent with the purpose of the heritage protection of the property, including: (i) conditions respecting the sequencing and timing of construction, (ii) conditions respecting the character of the alteration or action to be authorized, including landscaping and the siting, form, exterior design and finish of buildings and structures and (iii) security. Council may refuse to issue a Heritage Alteration Permit for an action that, in the opinion of Council, would not be consistent with the purpose of the heritage protection of the property.

EXECUTIVE SUMMARY

The purpose of this report is to present Council with information, analysis and recommendations for a Heritage Alteration Permit Application regarding the property located at 737 Fort Street. The proposal is to construct a removable steel-frame ramp to make the building accessible.

The following points were considered in assessing this application:

- general consistency with the *Official Community Plan* (OCP)
- consistency with the relevant guidelines of DPA 2 (HC): Core Business
- general consistency with the relevant policies in the *Downtown Core Area Plan* (DCAP)
- Statement of Significance.

The proposed work is generally consistent with relevant City policies except with regard to the recommended minimum sidewalk width that would result from the placement of the proposed ramp. Since the property boundary essentially aligns with the outside edge of the existing steps, the placement of the ramp would rest upon the public right-of-way. The alternatives for providing access to the building are limited and the options that were considered would have an adverse effect on the details of the heritage façade of the building. One option for providing an accessible entrance included the removal of the front stairs and newel posts for a ramp and landings. Another option included the installation of a mechanical lift set into the façade of the building. These options were deemed by staff to be detrimental to the heritage characteristics of the building's façade. Staff therefore recommend that Council authorize the Heritage Alteration Permit for 737 Fort Street.

BACKGROUND

Description of Proposal

The proposal is to construct a temporary steel-frame ramp with granite facing to make the building accessible.

Heritage Advisory Panel Recommendation

The application was reviewed by the Heritage Advisory Panel at its November 10, 2015 meeting and the Panel recommended that Council consider authorizing the Heritage Alteration Permit with the following motion:

"That the Heritage Advisory Panel commends the applicant for the careful consideration involved in the designing of a removable ramp, the use of compatible materials, the retention of all existing building materials, and the reversibility of the solution, and recommends that Council consider authorizing the issuance of Heritage Alteration Permit (HAP) Application No. 00209 for the property at 737 Fort Street, in accordance with plans, date stamped October 20, 2015; and

That the handrail detail be reviewed at the Building Permit stage by the Senior Heritage Planner."

ANALYSIS

The following sections provide a summary of the application's consistency with the relevant City policies and guidelines.

Official Community Plan

From a heritage standpoint, the proposal is generally consistent with the OCP because it conserves the heritage value and special features of the British American Trust Company Building. However, the installation of an accessible ramp at this location could potentially compromise the unimpeded footpath area between the building and the sidewalk's edge.

Maintaining an unimpeded and obstruction-free pedestrian walking path on all sidewalks is a policy objective of the OCP (7.17.1). In this circumstance there are competing policy goals. The addition of a ramp does assist in meeting the heritage conservation objectives of the OCP and supporting accessible access into the building, but this comes at the cost of hampering pedestrian transportation and sidewalk design objectives adjacent to the building.

Development Permit Area (DPA 2 (HC): Core Business)

The OCP identifies this property within DPA 2 (HC): Core Business, which includes a requirement to consider the *Standards and Guidelines for the Conservation of Historic Places in Canada* (Standards and Guidelines) and the *Downtown Core Area Plan* (DCAP). In relation to the Standards and Guidelines, the following guidelines have been considered:

Standards and Guidelines for the Conservation of Historic Places in Canada

General Standards for Preservation, Rehabilitation and Restoration

Conserve heritage value by adopting an approach calling for minimum intervention.

Additional Standards Relating to Rehabilitation

Create any new additions so that the essential form and integrity of an historic building will not be impaired if the new work is removed in the future.

Guidelines for Buildings

Exterior Form - Accessibility Considerations

Finding solutions to meet accessibility requirements that are compatible with the exterior form of the historic building.

Entrances, Porches and Balconies - Accessibility Considerations

Respecting the location of existing entrances, and porches when providing new accessibility-related features, such as a ramp.

The proposal to construct the steel-frame ramp to make the building accessible is considered the minimum intervention, given the physical constraints of the site. The proposed work would amount to new construction that if removed in the future, the essential form and integrity of the British American Trust Company Building would not be impaired. This solution has evolved as a result of the exploration of options that would meet accessibility requirements. It should be noted, that in the case of this building staff have determined an accessible ramp is not a requirement of the British Columbia Building Code (BCBC). This construction is owner-initiated.

While the ramp will have a visual impact on the entrance and the narrow frontage of the building, including the front steps, the physical impact on the historic fabric will be minor. The design of the ramp and the use of compatible finishes respects the exterior form of the British American Trust Company Building to the greatest extent practical by ensuring that the Edwardian era Temple Bank design, with its giant order Corinthian columns, granite base blocks and symmetrical form, are conserved. The design of the ramp also respects the exterior form of the historic place where it safeguards the multi-coloured tile inset with Greek key border at the front entry, retains the historic granite steps in situ, and proposes the minimum required construction for meeting accessibility requirements.

Downtown Core Area Plan

The proposal is generally consistent with relevant Policies and Actions outlined in the DCAP where it conserves the form and features of the British American Trust Company Building;

however, the available space to construct a ramp would reduce the recommended sidewalk width at an area that is close to a bus stop on a high volume pedestrian sidewalk. There is also a trade-off occurring between accessibility improvements for wheelchair accessibility and accessibility for the visually impaired. The potential ramp would improve wheelchair accessibility into the building, but may negatively affect accessibility for the visually impaired passing in front of the building by reducing the width of the unimpeded pedestrian area.

The portion of Fort Street that the subject property abuts is classified as a primary commercial street, where the recommended minimum sidewalk width is 4m - 6m. The existing sidewalk width at this location is 3.76m. The effective dimension of the sidewalk is further reduced to 1.3m when the locations of the nearest street lamp standard and cluster light post are taken into account. The proposed construction would result in separation distances between obstacles with the following dimensions:

- a. 2.77m between the west newel post and the existing cluster light post; and
- b. 2.87m between the east newel post and the existing street lamp standard.

The option of relocating the cluster lamp post was considered by the applicant; however, this would not address other encumbrances on the sidewalk along the building frontage at this location. The removal or relocation of all or some of the sidewalk encumbrances in front of the building, e.g. the cluster lamp post, parking meter, and street light standard, at the cost of the property owner, are potential options for improving the unimpeded footpath area around a potential ramp installation. Relocating or removing these lighting features on the sidewalk would have an impact on night time illumination levels and visibility.

The ramp would also require an encroachment agreement between the City and the property owner. The agreement could be structured as a fixed term agreement, e.g. five years in length, or may require annual renewal. A condition of the agreement would include immediate removal of the ramp, provided a notice period, if Council were to decide in the future that it was not effectively meeting City policy objectives.

CONCLUSIONS

The proposed work to construct a steel-frame ramp with granite facing to make the building accessible, depicted in drawings prepared by Zeidler Partnership, is generally consistent with relevant City policies and guidelines except with regard to the recommended minimum sidewalk width that would result from the placement of the proposed ramp. The alternatives for providing access to the building are limited and the options that were considered would have an adverse effect on the heritage characteristics of the building. Staff, therefore, recommend that Council authorize the Heritage Alteration Permit for 737 Fort Street.

ALTERNATE MOTIONS

1. That Council refer the Heritage Alteration Permit Application No. 00209 for the property located at 737 Fort Street, to the Accessibility Working Group for comment.
2. That Council decline Heritage Alteration Permit Application No. 00209 for the property located at 737 Fort Street.

Respectfully submitted,



for

Murray G. Miller
Senior Heritage Planner
Community Planning

Alt.



Jonathan Tinney
Director
Sustainable Planning and Community
Development

Report accepted and recommended by the City Manager:



Date: December 3, 2015

List of Attachments

- Subject Map
- Statement of Significance
- Letter from applicant, date stamped September 21, 2015
- Plans, date stamped October 20, 2015.



CITY OF VICTORIA DOWNTOWN STATEMENTS OF SIGNIFICANCE 2009

BRITISH AMERICAN TRUST COMPANY BUILDING 737 FORT STREET

Owner: British American Trust Company Ltd.

Architect: A. Arthur Cox

Date: 1912

Description of Historic Place

The British American Trust Company Building is a two-storey, Edwardian-era *Beaux-Arts* commercial building located mid-block on the south side of Fort Street in downtown Victoria. Designed in the manner of a Temple Bank, it is distinguished by its stone cladding, giant order Corinthian columns, narrow façade, and symmetrical massing.

Heritage Value of Historic Place

The British American Trust Company Building, constructed in 1912, is a superior example of a Temple Bank design. During the Edwardian era, it was typical of financial institutions to draw from Classical styles in order to project an image of security and permanence, particularly desirable characteristics for a financial institution. This structure displays an academically-correct version of the Classical Revival style, displaying two giant order Corinthian columns enclosed within recessed porch walls, surmounted by a pediment. This gives a strong vertical emphasis to its relatively-narrow street frontage. It was designed by Vancouver-based architect Alfred Arthur Cox (1860-1944), an English-trained architect who brought a refined aesthetic to a series of landmark structures built in Vancouver and Victoria before the outbreak of the First World War. Cox was a member of the Royal Institute of British Architects and immigrated to Montreal in 1892. Following the opportunities offered by the western boom, he moved to Vancouver in 1908 and met with considerable success over the next few years. In 1912, Cox designed both the Union Bank, 1205 Government Street/612-618 View Street and this building in downtown Victoria, illustrating his command of the *Beaux Arts* tradition.

Further value is attained through its affiliation with the British American Trust Company Limited, illustrating the presence of United States and British investors in Victoria at the pinnacle of the Edwardian-era boom; this overseas investment drove the city's burgeoning gateway economy. It is additionally valued as a tangible reminder of Fort Street's importance as a commercial corridor, reflecting a prominent period of the street's history when it was the financial, commercial and retail centre of downtown. This building served as the company's local office in Victoria and was later used as a branch of Yorkshire Trust.

Character-Defining Elements

Key elements that define the heritage character of the British American Trust Company Building include its:

- mid-block location on the south side of Fort Street
- continuous commercial use
- formal, monumental and symmetrical form, scale and massing as expressed by its narrow frontage, two-storey height, flat roof and stepped side parapets, built to the property lines with no setbacks
- Edwardian era Temple Bank design as expressed in its: two giant order Corinthian columns flanking the entry between framing pilasters; triangular pediment with carved shield; projecting cornice with block modillions; multi-coloured mosaic tile inset with Greek key border at front entry; recessed arched

Donald Luxton & Associates

- 36 -

CITY OF VICTORIA DOWNTOWN STATEMENTS OF SIGNIFICANCE 2009

entry flanked by engaged pilasters with keystone and multi-paned transom; double-hung wooden sash windows with Roman cross motif in the upper sash; and cast iron light standards flanking the entry - masonry construction, including granite base blocks and front steps, andesite block cladding on the front façade, and board-formed concrete side walls



Yorkshire & Canadian Trust, 1947 [BC Archives I-01869]

Donald Luxton & Associates

- 37 -

392975 B.C. Ltd.

C/o 10690 Blue Heron Road, North Saanich, B.C. V8L5S6

t: 250-656-0497 f: 250-656-0483 e: holmesrns@shaw.ca

Mayor & Councilors

City of Victoria,

Re: Wheelchair Accessible Ramp proposed for 737 Fort St.

Your Worship, Members of Council,

We recently purchased 737 Fort St. and are in the process of improving it in order to bring it back to being a productive commercial building in the 700 Block Fort St.

Amongst the design challenges we are facing is the essential need to protect and respect the important heritage aspect of the Fort St. façade which also serves as the single entrance, whilst at the same time making the building accessible, safe and closer to modern code standards. With respect to wheelchair accessibility we have considered several options in detail and finally come to the attached solution that we respectfully request you support and approve.

In the process of approaching this design issue we have recognized that no person should be prevented from having access to a building due to inaccessible design. In this case three granite steps at the entrance present an obstacle to access.

To remove the granite steps is not an option.

Instead our design is based on using the City sidewalk in a manner similar to City of Victoria Sidewalk Café's which are designed as temporary structures on City property. In our case we propose to erect a steel frame ramp with granite facing, approachable from either end. The structure would be modular so that if necessary it could be removable.

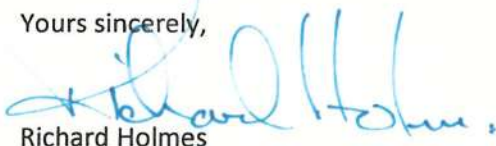
At the same time, we do not wish to make any irreversible alteration to the valuable century old classical design and so, out of respect for the existing Heritage granite steps leading to the entrance, we plan to leave the existing stone in place and to place large granite blocks on top of the steps to complete the flat surface required to allow for wheel chair maneuverability. We intend the visual impact to blend into the heritage façade.

This is all detailed more specifically on the attached plans.

This is the first step to provide accessibility to the entire building for the long term. With your approval we will next plan to provide a fully accessible washroom in the vault area on the main floor thus bringing the entire main floor up to accessible standards.

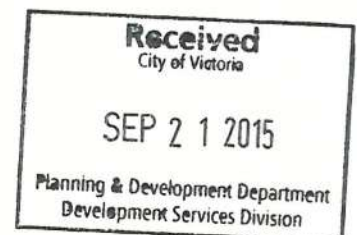
We respectfully request your attention to this plan and will be pleased to provide any further information, or site visits if you wish.

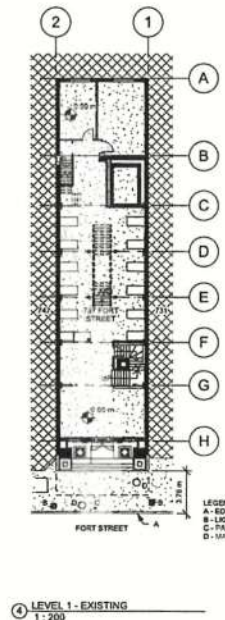
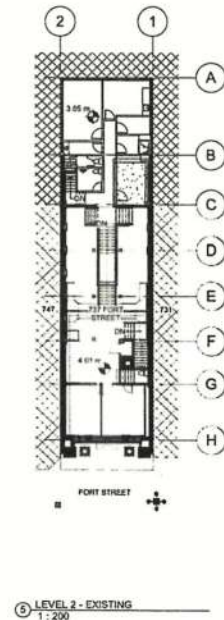
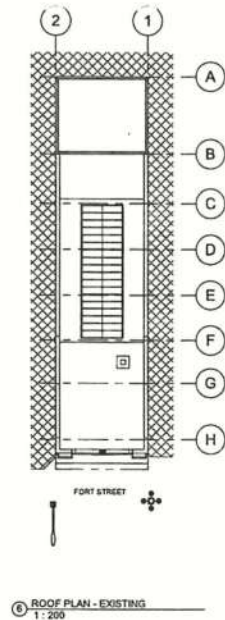
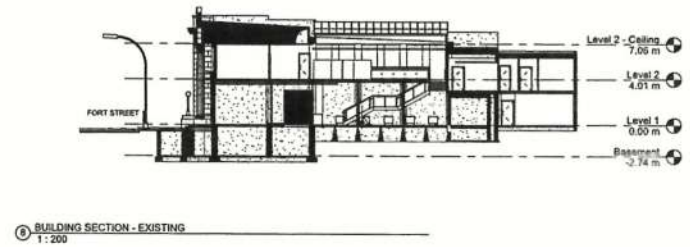
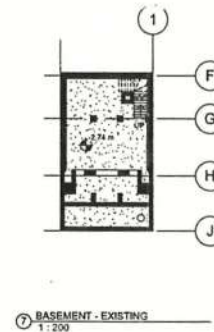
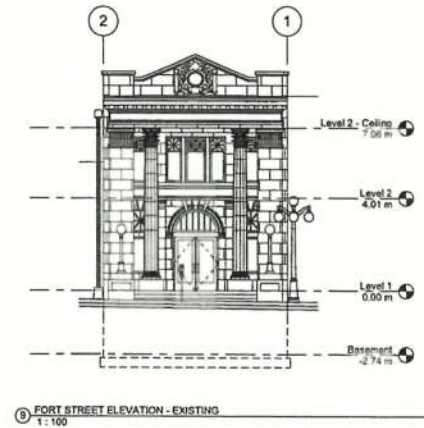
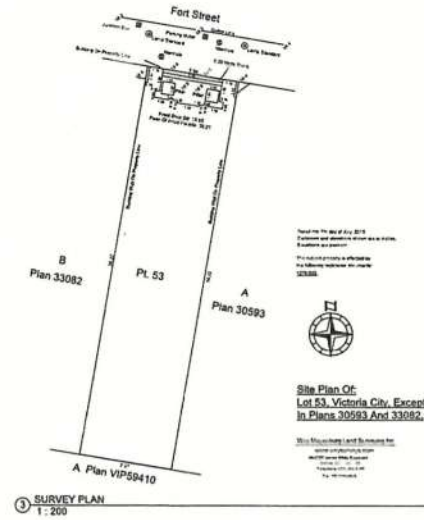
Yours sincerely,



Richard Holmes

Director: 392975 B.C.Ltd.





LEGAL DESCRIPTION: LOT 53, EXCEPT PLAN 30593 11052 TID: 001-043-600
737 FORT STREET, VICTORIA, BC
ZONE: CA-4 ZONE - CENTRAL AREA COMMERCIAL OFFICE DISTRICT

APPLICABLE DESIGN GUIDELINES: STANDARDS AND GUIDELINES FOR THE CONSERVATION OF HISTORIC PLACES IN CANADA
DOWNTOWN CORE AREA PLAN
COMMERCIAL - ENVIRONMENTAL OFFICE

OCCUPANCY RECORD: DPA 2 (H) COMMERCIAL BUSINESS
HERITAGE CONSERVATION AREA: THE BRITISH AMERICAN TRUST COMPANY BUILDING
BUILDING ORIGINAL NAME: 1912
CONSTRUCTION DATE: 1912
HERITAGE DESIGNATION ID: DCH-501

CHARACTER-DEFINING ARCHITECTURAL ELEMENTS:
1. FORMAL, MONUMENTAL AND SYMMETRICAL FORM, SCALE AND MASSING AS EXPRESSED BY ITS NARROW FRONTAGE, TWO-STORY HEIGHT, FLAT ROOF AND STEPPED SIDE PARAPETS, BUILT TO THE PROPERTY LINES WITH NO SETBACKS
2. CONSERVATION FOR TRIPLE BANK DESIGN AS EXPRESSED IN ITS TWO GIANT CORINTHIAN COLUMNS FLANKING THE ENTRY BETWEEN FRAMED PLASTERS, TRIANGULAR PEDIMENT WITH CARVED SHIELD, TWO-LEVEL CORNICE WITH BLOCK AND LOUVER MULTI-COLOURED MOSAIC TILE INSET WITH GREEN KEY BORDER AT FRONT ENTRY, RECESSED ARCHED ENTRY FLANKED BY ENGAGED PLASTERS WITH KEYSTONE AND MULTI-PANED TRANSPARENT DOUBLE WINDOW BANK WINDOWS WITH ROMAN CROSS MOTIF IN THE UPPER BANK, AND CAST IRON LIGHT STANDARDS FLANKING THE ENTRY
3. MASONRY CONSTRUCTION, INCLUDING GRANITE BASE BLOCKS AND FRONT STEPS, ANDERITE BLOCK CLADDING ON THE FRONT FACADE, AND FORMED CONCRETE SIDE WALLS

1. PROJECT DATA
1:1

SHEET LIST		
Sheet Number	Sheet Name	Current Revision Date
A1.00	PROJECT DATA	SEP. 19/2015
A1.01	BUILDING ENTRANCE - PROPOSED	SEP. 19/2015
A1.02	BUILDING ENTRANCE - EXISTING	SEP. 19/2015
A1.03	DETAILS	SEP. 19/2015
Grand total: 4		



PROJECT TEAM
Zeidle Architects
11052 Blue Heron Road, Suite 101, Victoria, BC V8N 4A4
Tel: 250.383.1111
Fax: 250.383.1112
www.zeidlearchitects.com

UNIT SYSTEM: METRIC

NO.	DESCRIPTION	DATE
1	RE-DESIGNED FOR "H.A." PERMIT	SEP. 19/2015
2	RE-DESIGNED FOR "H.A." PERMIT	SEP. 19/2015



zeidle architects

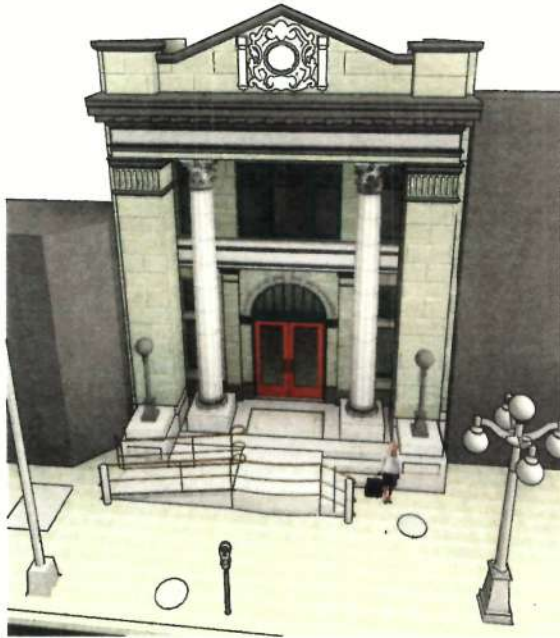
PROVISION OF BARRIER FREE ENTRANCE - REMOVABLE RAMP
737 FORT STREET
VICTORIA, BC

PROJECT DATA

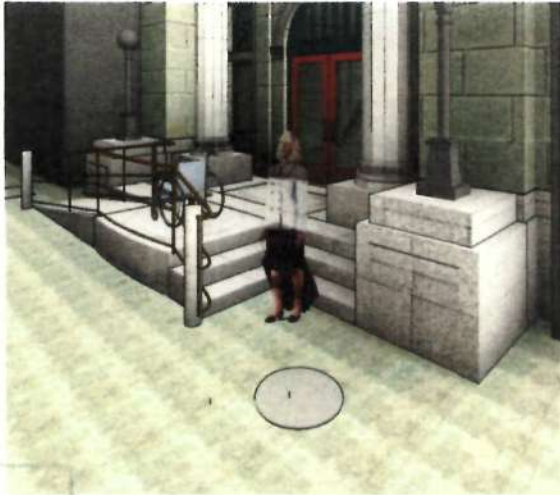
Project number: 14-3-5
Date: SEP. 17, 2015
Drawn by: M. Zeidle
Checked by: M. Zeidle

A1.00

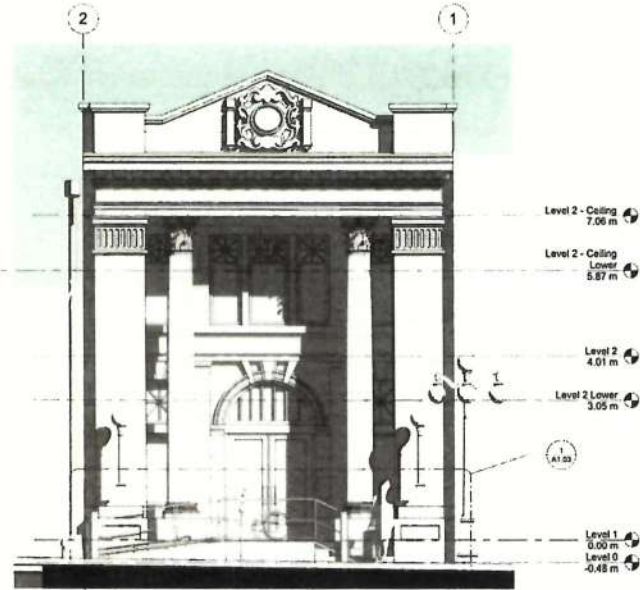
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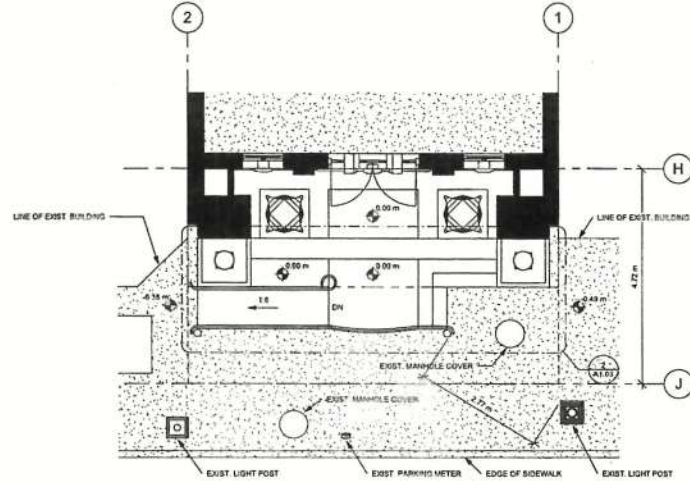
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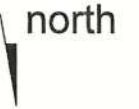
③ 3D VIEW - PROPOSED 1



② FORT STREET ELEVATION - PROPOSED
1:50



① FORT STREET LEVEL - PROPOSED
1:50



PROJECT TEAM
Initiated by:
S2019 B.C. L.A.
1000 Blue Heron Street, Surrey, BC V4A 5Z8
Architectural, engineering and interior:
Zeilner Partnership
2nd Floor 438 St. James Street, Victoria, BC V8W 1Y2
Phone: (250) 383-3838
Fax: (250) 383-3838
www.zeilnerpartnership.com
Structural:
KAC Consulting Engineers
Suite 111, 421 Yates Road, Victoria, BC V8S 1Y2
Phone: (250) 383-1111

UNIT SYSTEM: METRIC

NO.	DESCRIPTION	DATE
1	REVISED FOR "A1.0" PERMIT	SEP 17, 2015
2	REVISED FOR "A1.0" PERMIT	SEP 17, 2015



zeidler

in Vancouver, Seattle, Portland and other cities in the Pacific Northwest
we are a part of the Zeilner Partnership, a group of architects, engineers and interior designers who work together to create a better built environment.

PROVISION OF BARRIER FREE
ENTRANCE - REMOVABLE RAMP
737 FORT STREET
VICTORIA, BC

**BUILDING ENTRANCE -
PROPOSED**

Project number: 14-3-5
Date: SEP. 17, 2015
Drawn by: M. Zeilner
Checked by: M. Zeilner

A1.0

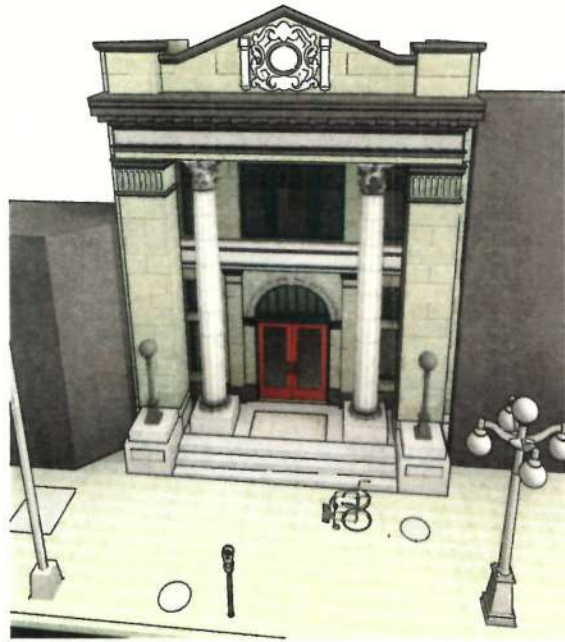
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Planning and Land Use Committee - 10 Dec 2015

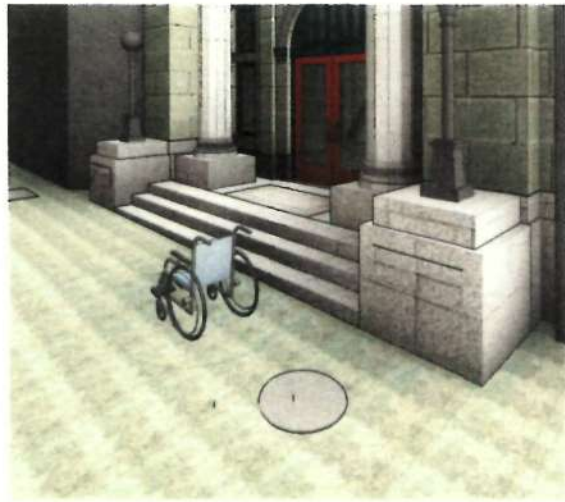
Received
City of Victoria

OCT 20 2015

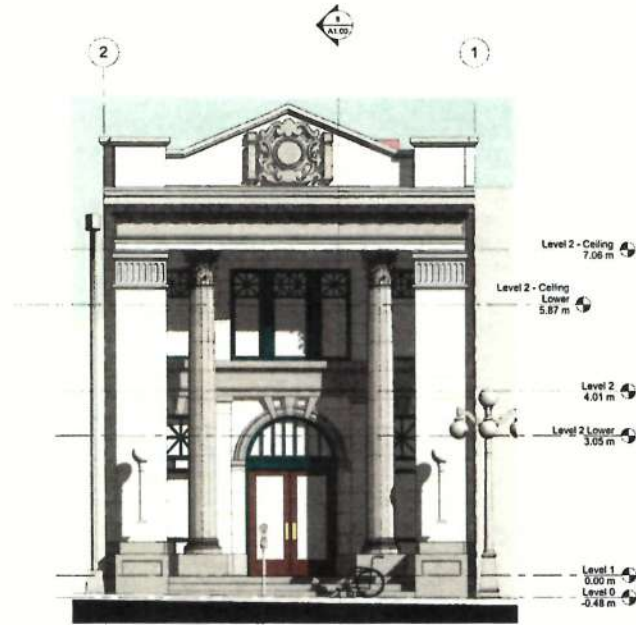
Planning & Development Department
Development Services Division



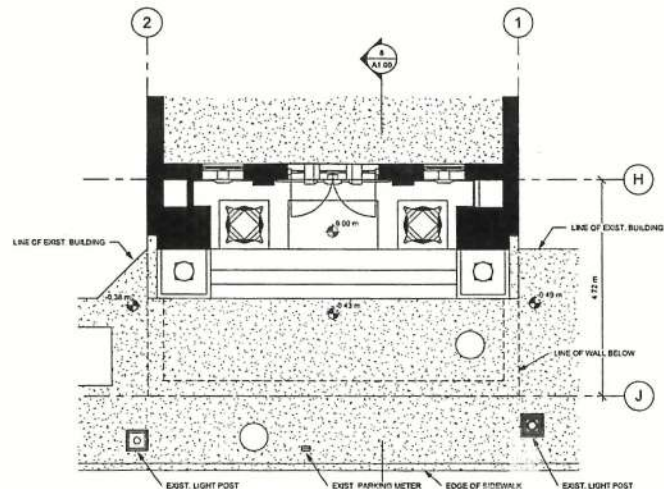
④ 3D VIEW - EXISTING 2



③ 3D VIEW - EXISTING 1



② FORT STREET ELEVATION
1:50



① FORT STREET LEVEL - EXISTING
1:50



PROJECT TEAM

Building owner:
SERRIS & C. LTD.
10000 St. John Street, Suite 100, Richmond, BC V6V 1K8
architectural, coordinating professional:
Zeidler Partnership
2nd Floor, 100, Burrard Street, Victoria, BC V8W 1C6
phone: 250 361 2416
fax: 250 361 2416
www.zeidlerpartnership.com
draftsman:
A/E/C Consulting Engineers
Suite 101, 1411 Yates Road, Victoria, BC V8M 0T1
phone: 250 361 1111

UNIT SYSTEM: METRIC

NO.	DESCRIPTION	DATE
1	ISSUED FOR "N.A." PERMIT	SEP. 13/2015
2	RE-ISSUED FOR "N.A." PERMIT	SEP. 18/2015



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PROVISION OF BARRIER FREE
ENTRANCE - REMOVABLE RAMP
737 FORT STREET
VICTORIA, BC

BUILDING ENTRANCE -
EXISTING

Project number 14-3-51
Date SEP. 17, 2015
Drawn by M
Checked by M

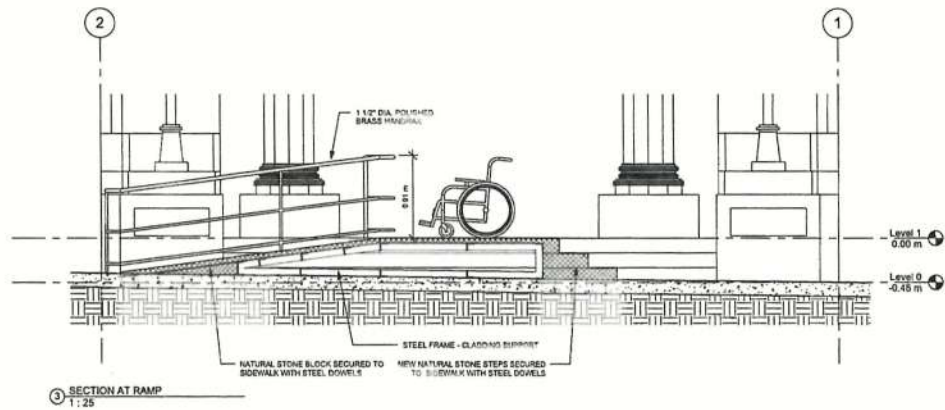
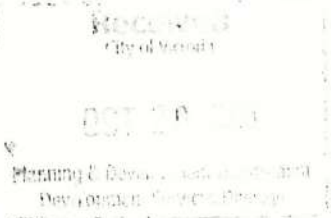
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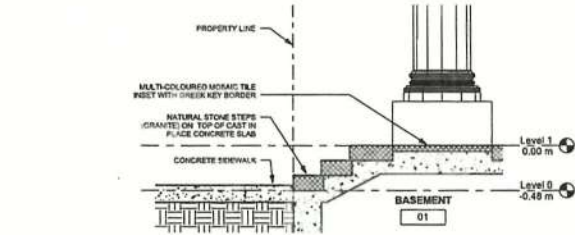
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OCT 20 2015

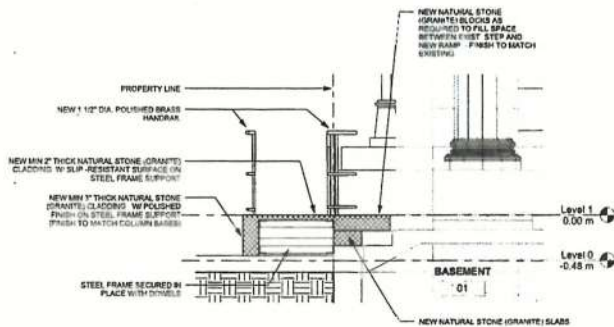
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Development Services Division



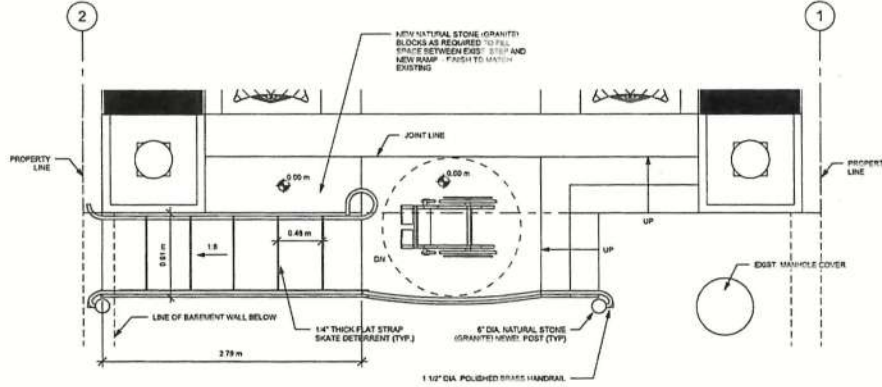
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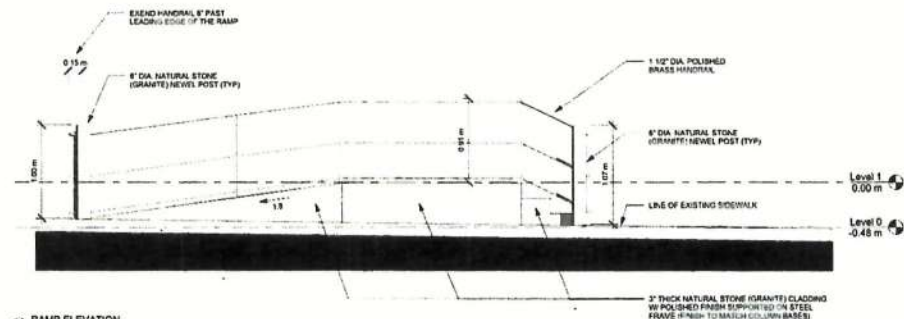
PARTIAL SECTION - EXISTING
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PARTIAL SECTION - PROPOSED
1:25



RAMP PLAN
1:25



RAMP ELEVATION
1:25



PROJECT TEAM

Building owner:
10075 B.C. Ltd.
10075 B.C. Road, Suite 100, 80 V.A. Rd.
Victoria, British Columbia V8N 1A1
Owner's Representative:
David Patterson
2nd Floor, 100 Broughton Street, Victoria, B.C. V8W 1G6
Phone: 250.683.1234
Fax: 250.683.1235
www.mcclelland.ca
Architect:
RAC Consulting Engineers
Suite 100, 10075 B.C. Road, Suite 100, 80 V.A. Rd.
Victoria, B.C. V8N 1A1

UNIT SYSTEM - METRIC

NO.	DESCRIPTION	DATE
1	RE-ISSUED FOR "V.A." PERMIT	SEP 17, 2015
2	RE-ISSUED FOR "V.A." PERMIT	SEP 17, 2015



zeidler

Provision of Barrier Free Entrance - Removable Ramp

737 FORT STREET
VICTORIA, BC

DETAILS

Project number 14-3-514
Date SEP. 17, 2015
Drawn by MF
Checked by MF

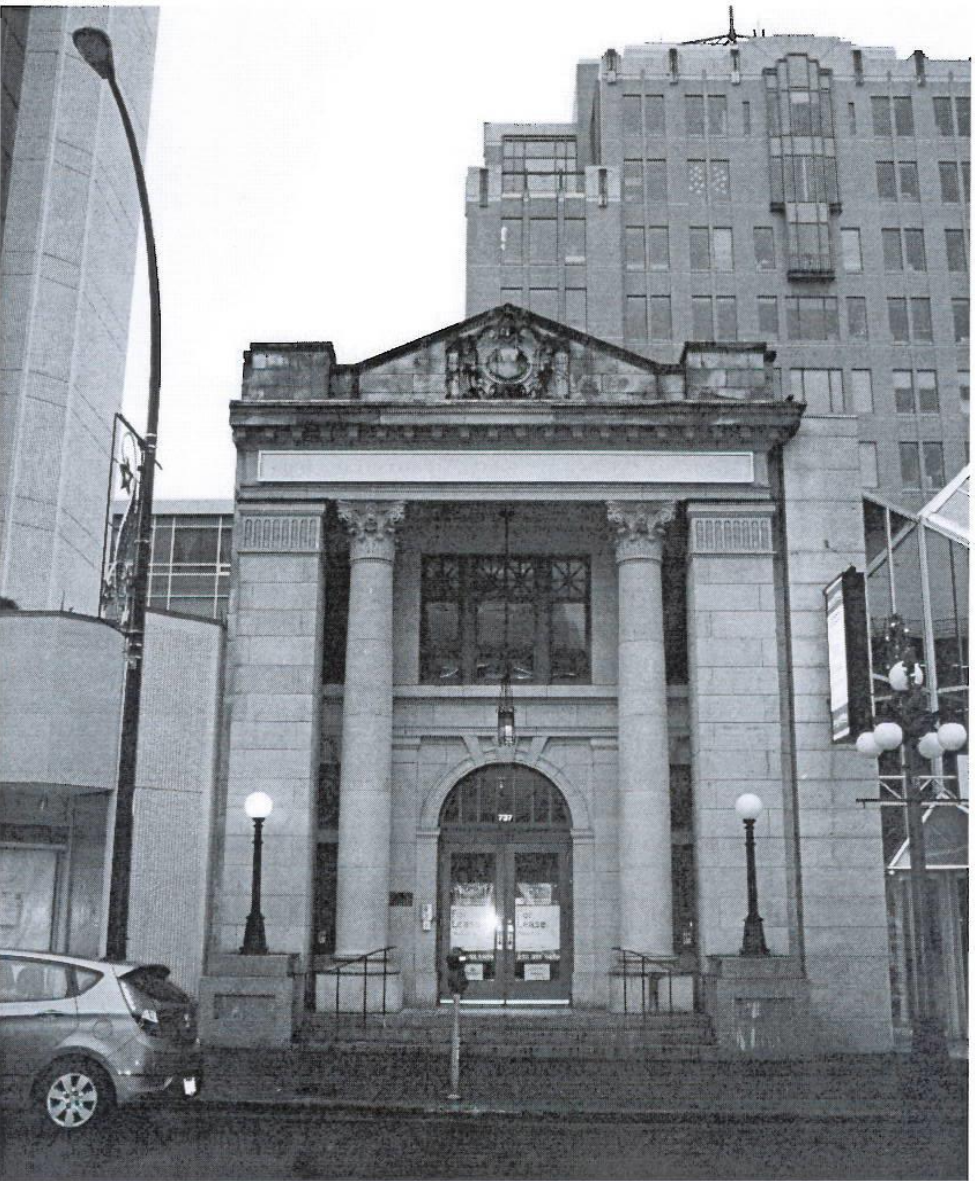
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Heritage Alteration Permit Application

737 Fort Street

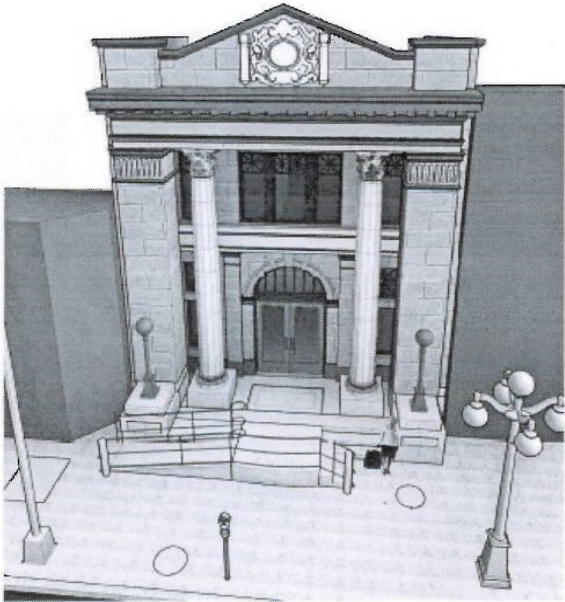




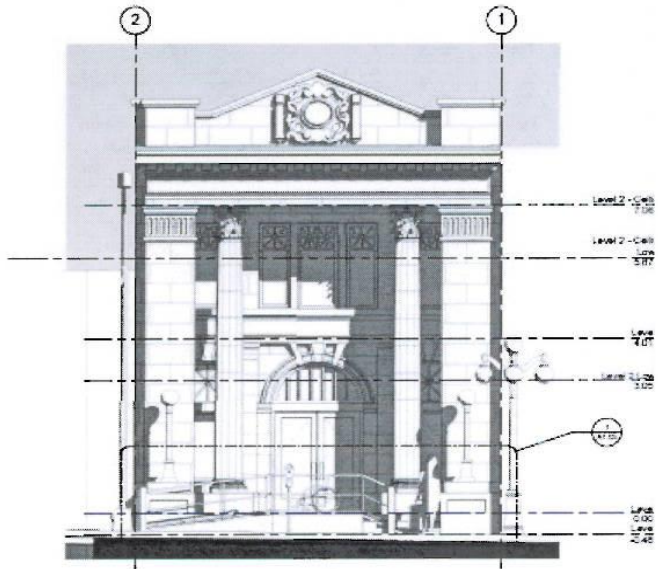
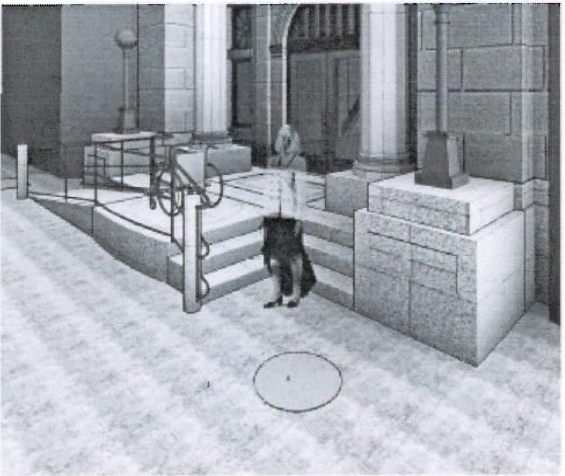
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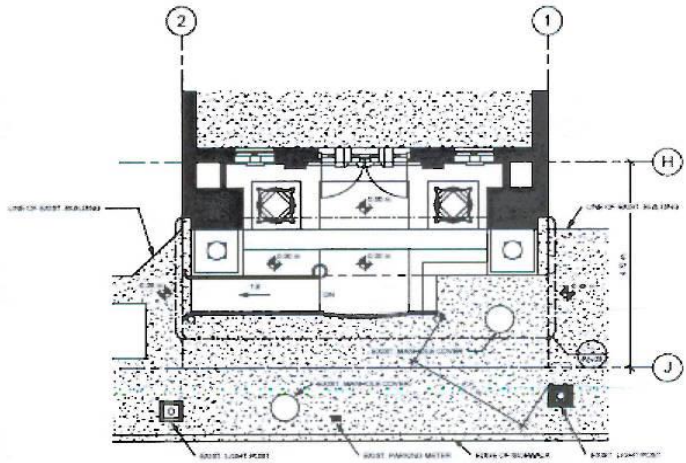
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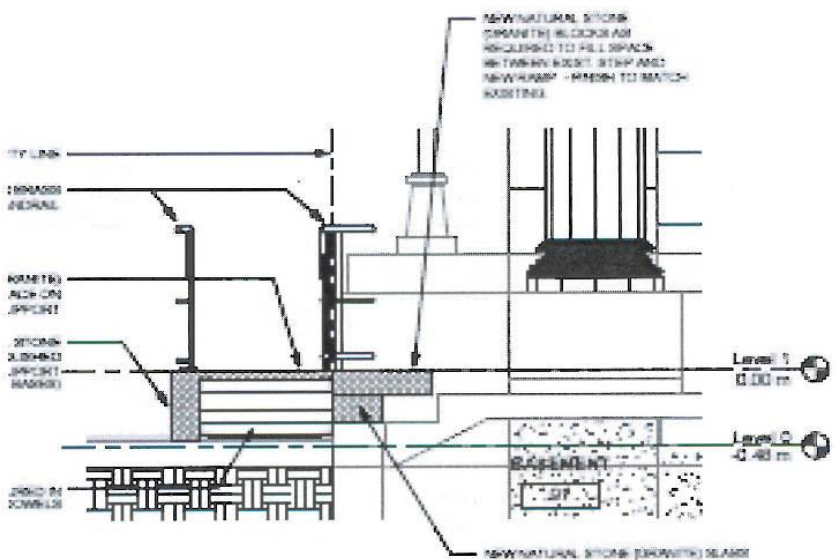
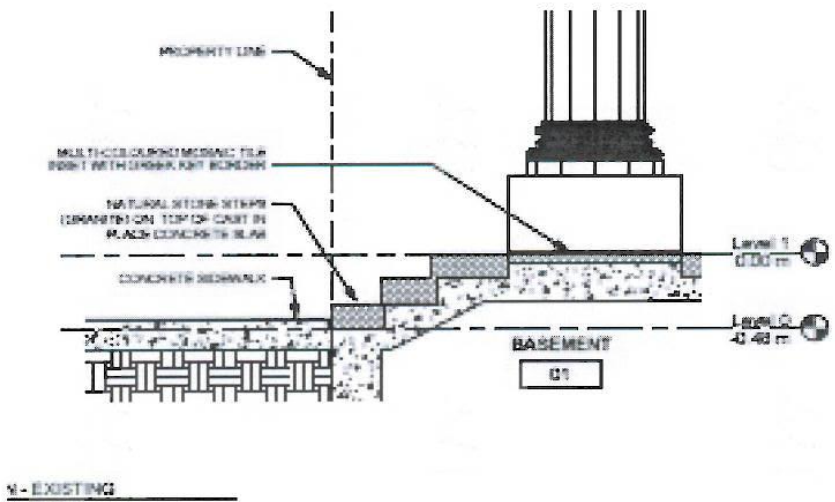
4 3D VIEW - PROPOSED 2



2. FORT STREET ELEVATION - PROPOSED
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737 FORT STREET



737 FORT STREET

Heritage Alteration Permit Application

737 Fort Street

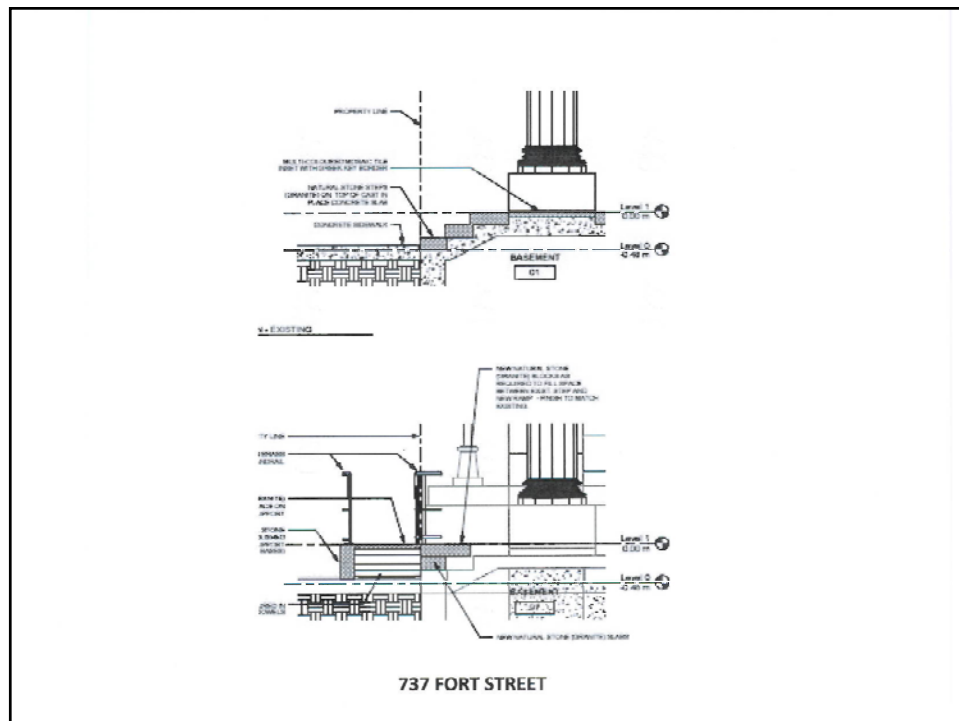
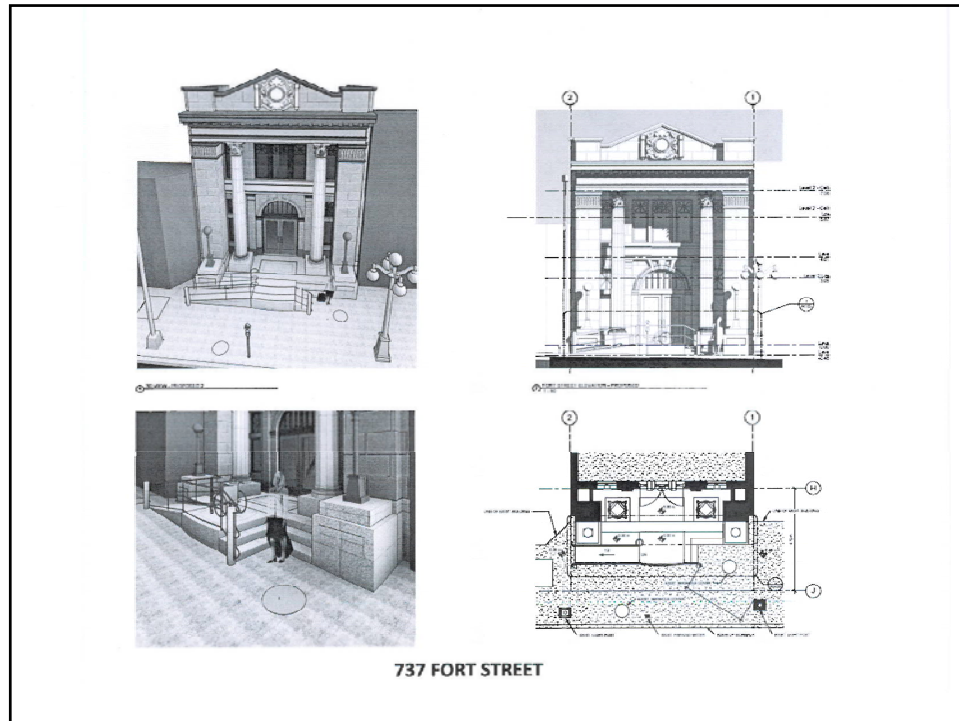




737 FORT STREET



737 FORT STREET





Planning and Land Use Committee Report

For the Meeting of December 10, 2015

To: Planning and Land Use Committee **Date:** November 17, 2015
From: Jonathan Tinney, Director, Sustainable Planning and Community Development
Subject: Heritage Designation Application No. 000154 for 727 Yates Street

RECOMMENDATION

Staff recommend that Committee forward this report to Council and that Council consider the following motion:

“That Council consider the designation of the property located at 727 Yates Street pursuant to Section 967 of the *Local Government Act* as a Municipal Heritage Site.”

LEGISLATIVE AUTHORITY

In accordance with section 967 of the *Local Government Act*, Council may designate real property, in whole or in part, as protected property.

EXECUTIVE SUMMARY

The purpose of this report is to present Council with information, analysis and recommendations regarding an owner request to designate the exterior of the heritage-registered property located at 727 Yates Street.

The following points were considered in assessing this application:

- general consistency with the *Official Community Plan* (OCP)
- Statement of Significance.

The application was reviewed by the Heritage Advisory Panel at its November 10, 2015 meeting and was recommended for approval.

This report fulfils the requirements of Section 968(5) of the *Local Government Act*.

BACKGROUND

The heritage status of the subject property was formally recognized on January 1, 1995.

Description of Proposal

An application to designate the exterior of the 1897 heritage-registered property located at 727 Yates Street as a Municipal Heritage Site was received from Duck Hyun (Noah) Jung and Jung Ok (Hannah) Jung, Hindol Enterprises, on October 13, 2015.

Zoning/Land Use

The proposed designation is consistent with the CA-4: Central Area Commercial Office District and surrounding land uses.

Condition/Economic Viability

The exterior fabric appears to be in sound condition. The viability of the property will be strengthened by the owner's intention to seismically upgrade the building.

Heritage Advisory Panel Recommendation

The Heritage Advisory Panel considered the applicant's request for heritage designation at its regular meeting on November 10, 2015, and recommended the following:

"That Council consider the designation of the property located at 727 Yates Street as a Municipal Heritage Site."

ANALYSIS

The following sections provide a summary of the application's consistency with the relevant City policies and guidelines.

Official Community Plan

This application is consistent with the OCP because it contributes to the identification of the heritage value of districts and individual properties, it contributes to the goal of protecting and celebrating Victoria's cultural and natural heritage resources, and in accordance with a key strategic direction of the Downtown, aims to conserve the historic character of Old Town and Chinatown.

The OCP encourages the consideration of tools available under legislation to protect heritage property such as heritage designation. The application is consistent with the OCP where it considers the heritage value of individual properties.

Statement of Significance

A Statement of Significance, describing the historic place, outlining its heritage value and identifying its character-defining elements, is attached to this report.

Resource Impacts

The applicant has indicated their intention to seek financial assistance through the Tax Incentive Program to seismically strengthen the building.

CONCLUSIONS

This application for the designation of the property located at 727 Yates Street as a Municipal Heritage Site is for a building that is a good example of the type of modest commercial building erected in the late nineteenth century. It was designed by architect John Teague, one of the City's most prolific architects of the nineteenth century, who is best remembered for his design of Victoria City Hall. The subject building is one of the oldest surviving structures on this block of Yates Street and it is important to Victoria's commercial downtown. It exemplifies the heritage character of the City before the turn of the twentieth century, making it a significant contributor to the integrity of the historic streetscape in this area.

Staff therefore recommend that Council consider the designation of the property located at 727 Yates Street as a Municipal Heritage Site.

ALTERNATE MOTION

That Council decline Heritage Designation Application No. 000154 for the property located at 727 Yates Street.

Respectfully submitted,

A blue ink signature of Murray G. Miller, featuring a stylized 'M' and 'G' followed by a horizontal line ending in an arrowhead. Below the signature is the handwritten text 'Alt.'.

Murray G. Miller
Senior Heritage Planner
Community Planning

A blue ink signature of Jonathan Tinney, consisting of a series of loops and a long horizontal stroke.

Jonathan Tinney
Director
Sustainable Planning and Community
Development

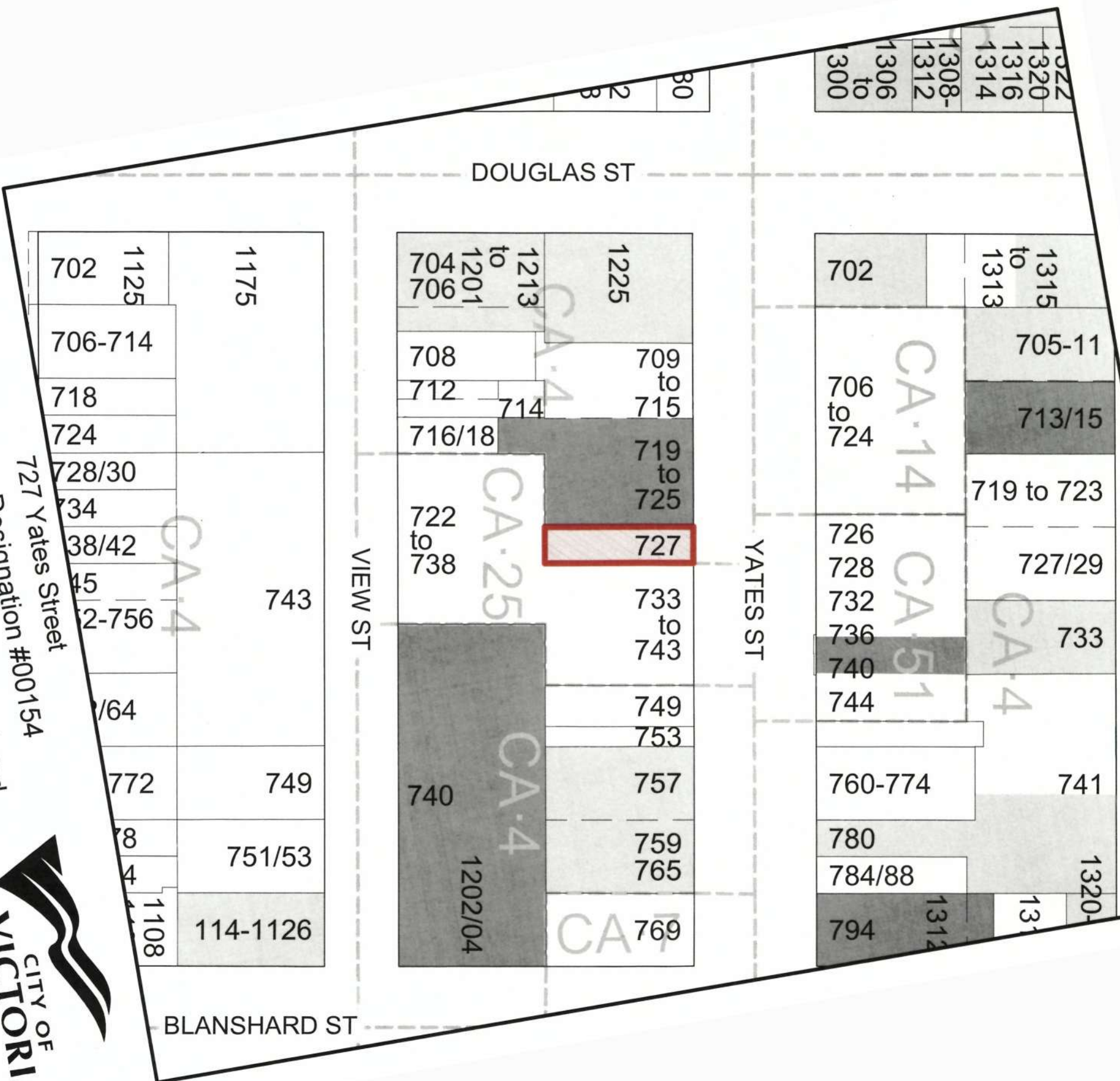
Report accepted and recommended by the City Manager:

A black ink signature of the City Manager, featuring a stylized 'C' and 'M' followed by a horizontal line.

Date: December 3, 2015

List of Attachments

- Subject map
- Aerial map
- Photographs
- Applicant's letter, date stamped October 13, 2015
- Statement of Significance.





727 Yates Street

Heritage Designation #00154

727 Yates Street



727 Yates Street



October 12th, 2015

Mayor Lisa Helps and Victoria City Council
1 Centennial Square
Victoria, BC Canada
V8W 1P6



Re: Heritage Designation of 727 Yates Street Building

Dear Mayor and Council,

My name is Duck Hyun (Noah) Jung and along with my wife, Jung Ok (Hannah) Jung, we are the owners of Hindol Enterprises that owns the registered heritage building at 727 Yates Street. I am writing this letter to request for a heritage designation of the 727 Yates Street building. The reason for requesting heritage designation is so that the building would be eligible for the incentive programs that the city offers. We hope to make use of these incentive programs for the sake of seismic strengthening and improving the earthquake resistance of the 727 Yates Street building in order that this heritage building in the Downtown Core Area may be preserved.

Thank you for your time and consideration.

Sincerely,

Duck Hyun (Noah) Jung

A handwritten signature in black ink, appearing to be "Duck Hyun" followed by a stylized surname.

Jung Ok (Hannah) Jung

A handwritten signature in black ink, appearing to be "Jung Ok" followed by a stylized surname.

727-729 Yates Street

Statement of Significance

Description of Historic Place

This historic place is a small, two-storey brick commercial building located on the south side of Yates Street. It is articulated by two decorative cornice panels, and an arched central upper-storey window.

Heritage Value

727-729 Yates Street is valued as a good example of the type of modest commercial building erected in the late nineteenth century as the city grew steadily eastward, away from the waterfront. Designed by architect John Teague and built in 1897 for local developer Dr. F. W. Hall, this small yet decorative 1897 building is one of the oldest surviving structures on this block of Yates Street. It is important to Victoria's commercial downtown because it exemplifies the heritage character of the City before the turn of the twentieth century, making it a significant contributor to the integrity of the historic streetscape in this area.

Character-Defining Elements

The character-defining elements of 727-729 Yates Street include:

- two-storey stature.
- architectural elements relevant to its 1897 design by architect Teague, including its finely articulated brick and stone facade, upper-storey double-hung wooden sash windows, and decorative cornice.
- its contribution to the continuity of the urban fabric of the street wall, seen in lack of front and side setbacks.
- interior elements relevant to its 1897 design.
- the integrity of the 1897 building envelope.

Heritage Designation Application

727 Yates Street



727 YATES STREET



727 YATES STREET



727 YATES STREET



727 YATES STREET



Planning and Land Use Committee Report

For the Meeting of December 10, 2015

To: Planning and Land Use Committee **Date:** November 26, 2015
From: Jonathan Tinney, Director, Sustainable Planning and Community Development
Subject: Official Community Plan Annual Review 2015

RECOMMENDATION

Staff recommends that Committee forward this report to Council and that Council receive the Official Community Plan Annual Review 2015 for information and direct staff to communicate the findings and highlights from the Annual Review to the public.

EXECUTIVE SUMMARY

The Official Community Plan Annual Review 2015 (Annual Review) provides the third annual snapshot of progress towards achieving the *Official Community Plan* (OCP). It presents 17 indicators related to the OCP and reports key findings from the 2014 calendar year. The preparation of the Annual Report is guided by the OCP adaptive management approach, which establishes a regular cycle of plan implementation, monitoring and adjustment. Over time, once more information has been collected and analyzed, the Annual Review will help identify emerging trends and issues that may have an impact on the OCP and will inform potential changes to the OCP and other plans, policies and practices.

Overall, the indicators for the 2014 calendar year show that targets are mostly being met or exceeded, with several indicators also experiencing shifts that are worth noting. These include:

- exceeded targets for regional share of new housing
- improved bicycle network by increasing cycling lanes
- greater vibrancy through increased activities in public spaces
- a shift in the housing rental market, including the creation of fewer new rental units and a lower vacancy rate in 2014 compared with past years
- a shift in retail vacancy rate, due to the loss of several large retailers such as Staples and Empire Theatres.

PURPOSE

To present the results of the OCP Annual Review 2015. This is the third annual snapshot of progress towards achieving the OCP since its adoption in 2012.

BACKGROUND

On July 30, 2012, Council adopted a new *Official Community Plan* (OCP). One of the distinguishing features of the OCP is its adaptive management approach, which establishes a regular cycle of plan implementation, monitoring and adjustment that measures the progress towards achieving the OCP's long-term goals and objectives and ensures that the OCP responds to emerging issues and opportunities. The *OCP Implementation Strategy*, approved by Council on September 12, 2013, also identifies the development of an OCP monitoring program and associated indicators as short-term actions to support and realize an adaptive management approach.

The OCP monitoring program includes both annual and five-year reporting. The annual status report (OCP Annual Review) will evaluate the progress towards plan implementation, goals and objectives and reporting on key annual indicators (Policy 22.9). The Five-Year Monitoring Report, featuring a comprehensive set of indicators and a more detailed evaluation of the plan progress towards the OCP implementation, goals, objectives and local area planning (Policy 22.11), will be prepared approximately every five years, as resources allow.

OCP Annual Indicators

The OCP Annual Review 2015 (Attachment) presents the third annual snapshot of progress towards achieving the OCP. It monitors annual indicators related to the OCP and, in conjunction with the *OCP Annual Review 2014 and 2013*, provides a reference point against which progress can be measured in future years.

The following annual OCP indicators are reported in the OCP Annual Review. The annual indicators are focused primarily on land management and development and are limited to those where data is available on an annual basis:

- | | |
|-----------------------------------------------------------|---------------------------------------------|
| 1. New housing units | 9. Activities in public spaces |
| 2. Share of new housing units located within target areas | 10. New trees on City lands |
| 3. Regional share of new housing units | 11. New housing units by tenure |
| 4. New commercial and industrial space in target areas | 12. New housing units by type |
| 5. Improvements to Greenways network | 13. Rental housing vacancy rate |
| 6. Improvements to sidewalk network | 14. Emergency shelter use |
| 7. Improvements to cycling network | 15. Retail, office and industrial vacancies |
| 8. Improvements to underground infrastructure | 16. Official Community Plan amendments |
| | 17. Contributions from development |

ISSUES & ANALYSIS

Overall, the indicators for the 2014 calendar year show that targets are mostly being met or exceeded, with several indicators experiencing shifts that are worth noting. The following is a high level summary of several targets. More specific details on each indicator are included in the Annual Review (Attachment):

- Exceeded targets for regional share of new housing:** The regional share of new housing units applied for in the City as a whole has exceeded targets since 2012. Regional share for housing in the City's Urban Core fell below target in 2014, however, the cumulative figures for 2012-2014 exceed the target for 2041. New housing growth within

the Urban Core supports the economic vibrancy of Downtown and ensures that it retains its predominant role in the regional economy.

- **Improved bicycle network by increasing provision of dedicated cycling lanes:** There was a significant annual increase in on-street cycling lanes between 2013 and 2014, helping increase the proportion of people making more sustainable transportation choices.
- **Greater vibrancy through increased number of activities in public spaces:** The number of permits issued for activities in public spaces has increased every year since 2012. These activities, including markets, festivals and street vending, help make streets and neighbourhoods lively and vibrant. They also generate economic activity and contribute to the City's arts and cultural life.
- **Shift in housing rental market:** Fewer new rental units were created and a lower rental housing vacancy rate was experienced in 2014 compared with past years, suggesting there is a lag in supply. However, it should be noted that net new housing unit creation was also lower overall for 2014, which would contribute to this decrease. As well, several new rental development projects are in the planning phase in 2015 so this may be a temporary shift and it is too early to say if it is a trend.
- **Shift in retail vacancy:** City-wide and Downtown the street front vacancy rate increased in 2014. This was largely due to the loss of several large retailers such as Staples and Empire Theatres, and it is too early to say if it represents a trend in retail vacancy rates overall.
- **Forthcoming data for Emergency Shelter Use:** Data for Indicator 14: Emergency Shelter Use, is referenced from an annual report prepared by the Victoria Coalition to End Homelessness. This report is expected to be published in the first week of December 2015, after which the data will be added to the Annual Report. The data will be added to the Annual Report before it is shared with the public.

OPTIONS & IMPACTS

2015 – 2018 Strategic Plan

The Annual Review provides an annual snapshot of progress towards achieving the OCP and the data presented can be used to contribute to the identification of future priorities in the Strategic Plan.

Impacts to 2015 – 2018 Financial Plan

The Annual Review is not expected to impact the *2015 – 2018 Financial Plan*.

Official Community Plan Consistency Statement

The Annual Review is consistent with Policy 22.7 of the OCP, which calls for the development of an OCP monitoring and evaluation program that identifies: outcomes and targets, measurable indicators, methods for data collection and analysis, considerations for data interpretation, and methods for reporting and dissemination.

CONCLUSIONS

The Annual Review presents the third annual snapshot of progress towards achieving the OCP. This report presents data from the 2014 calendar year, which can be compared to the 2013 and 2012 baseline to begin to understand if trends are developing. However, most of the OCP indicators do not yet show conclusive trends within this limited time frame.

Respectfully submitted,



Devon Miller
Planning Analyst
Community Planning Division

Alt.



Jonathan Tinney, Director
Sustainable Planning & Community Development

Report accepted and recommended by the City Manager:



Date: December 2, 2015

List of Attachments

- Official Community Plan Annual Review 2015



OFFICIAL COMMUNITY PLAN Annual Review 2015



Publishing Information

Title: City of Victoria Official Community Plan – 2015 Annual Review
Prepared By: City of Victoria – Sustainable Planning and Community Development Department
Community Planning Division
December 2015

For More Information

Contact Details: City of Victoria
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Introduction

The purpose of the Official Community Plan (OCP) Annual Review is to provide an annual snapshot of progress towards achieving the OCP, which Council approved in July 2012. The OCP Annual Review 2015 is the third annual review and presents key indicators related to the OCP for the 2014 calendar year. Data collected in future years will allow progress to be measured as the indicators show trends over time.

The preparation of the Annual Report is guided by the OCP, which establishes a regular cycle of plan implementation, monitoring and adjustment as part of an adaptive management approach. More details regarding the OCP monitoring program were outlined in the Annual Review 2013, approved by Council in December 2013.

The Annual Review will be used to help identify emerging trends and issues that may have an impact on the OCP and to inform potential changes to the OCP and other policies, plans or practices.

The Annual Review indicators are focused primarily on land management and development, and are limited to those where data is available on an annual basis. A more comprehensive monitoring report will be produced approximately every five years, as resources allow, and provide a more complete review of progress towards achieving the OCP. These reports will feature an extensive list of indicators, covering all topics in the OCP.



KEY MONITORING FINDINGS

Overall, the indicators for the 2014 calendar year show that targets are mostly being met or exceeded, with several indicators also experiencing shifts that are worth noting. These include:

- › Exceeded targets for regional share of new housing
- › Improved bicycle network by increasing provision of dedicated cycling lanes
- › Greater vibrancy through increased number of activities in public spaces
- › A shift in the housing rental market, including the creation of fewer new rental units and a lower vacancy rate in 2014 compared with past years
- › A shift in retail vacancy rate, due to the loss of several large retailers such as Staples and Empire Theatres



Victoria's Official Community Plan

BACKGROUND

An *Official Community Plan* (OCP) is one of the most important guiding bylaws for a community. Victoria's current OCP was adopted by Council in July 2012 after two and a half years of public consultation with more than 6,000 people.

Guided by the *Local Government Act*, an OCP is a set of high-level objectives and policies that guide land use planning; social, economic and environmental policies; and civic infrastructure investments. Victoria's OCP provides direction for growth and change over the next 30 years, guiding Victoria to become a more sustainable community. Victoria's OCP encourages a strong downtown core and a network of vibrant walkable villages and town centres. It also emphasizes sustainable transportation and a greater range of housing options.

RELATIONSHIP TO THE OCP IMPLEMENTATION STRATEGY

The *OCP Implementation Strategy*, approved by City Council in September 2013, identifies 174 different actions to achieve the OCP. For each action, the *OCP Implementation Strategy* lists the responsibility, funding status, time frame and how it supports other priorities of the organization. At the time the OCP Implementation Strategy was created, it was intended that the status of implementation actions be reported as part of future OCP Annual Reviews. Since that time, OCP implementation actions supporting the *2015-2018 Strategic Plan* and *2015 Operational Plan* have been (and will continue to be) reported on a quarterly basis. In future OCP Annual Reviews, particularly at milestone years (i.e. the Five-Year Monitoring Report), staff can highlight outstanding or upcoming OCP implementation items to inform priority setting by Council in following years.



Targets

The following list presents those targets identified in the OCP, along with the frequency with which their progress can be measured:

LAND MANAGEMENT AND DEVELOPMENT

› Victoria accommodates a minimum of 20,000 additional residents from 2011 to 2041	Measured every 5 years
› The Urban Core accommodates a minimum of 10,000 additional residents from 2011 to 2041	Measured every 5 years
› Victoria accommodates a minimum of 20% of the region's cumulative new housing units to 2041	Measured annually
› The Urban Core accommodates a minimum of 10% of the region's cumulative new housing units to 2041	Measured annually
› A minimum 90% of all housing units are within 400 metres of either the Urban Core, a Town Centre or an Urban Village by 2041	Measured every 5 years

TRANSPORTATION

› At least 70% of journey to work trips by Victoria residents take place by walking, cycling and public transit by 2041	Measured every 5 years
› A minimum of 60% of all trips by Victoria residents take place by walking, cycling and public transit by 2041	Measured every 5 years
› A minimum of 99% of Victoria residents live within 400 metres of a transit stop by 2041	Measured every 5 years

CLIMATE CHANGE AND ENERGY

› Victoria's greenhouse gas emissions are reduced by a minimum of 33% below the 2007 levels by 2020	Measured every 5 years
-----------------------------------------------------------------------------------------------------	------------------------

ECONOMY

› Victoria accommodates a minimum of 20% of the region's new employment by 2041	Measured every 5 years
› Victoria's employment has increased by a minimum of 10,000 jobs by 2041	Measured every 5 years

FOOD SYSTEMS

› A minimum of 90% of residents are within 400 metres of a full service grocery store by 2041	Measured every 5 years
› All organic food waste generated within Victoria is diverted from the regional landfill by 2041	Measured every 5 years

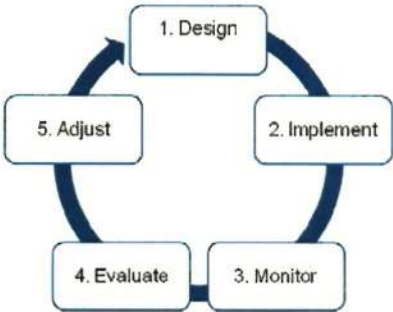


Monitoring the Official Community Plan

OVERVIEW

A community's ability to prepare and respond to change is an indication of its resiliency and sustainability. The OCP is based on an adaptive management approach, where an institution learns from implementation successes and failures in order to improve subsequent policies and actions over time. A regular system of review, monitoring and adjustment will measure progress towards achieving the OCP's long-term goals and objectives and ensure that the OCP responds to emerging trends, issues, and opportunities.

OCP ADAPTIVE MANAGEMENT FRAMEWORK



Source: Policy 22.1, City of Victoria *Official Community Plan*, 2012

MONITORING REPORTS

- The OCP Monitoring Program will produce two different reports*:
1. An Annual Review, presenting a snapshot of implementation progress and reporting on key annual indicators
 2. A Five-Year Monitoring Report containing a comprehensive set of indicators and evaluation of implementation progress

*OCP policies 22.3, 22.7, 22.9, 23.1 – 23.8 provide more detailed guidance for the OCP Monitoring Program and reporting.

INDICATOR CRITERIA

The OCP monitoring program collects data for nearly 100 indicators. Seventeen of these indicators are measured on an annual basis with the remaining indicators measured approximately every five years. The list of indicators will be reviewed regularly. New indicators may be added and others may be adjusted or removed.

The indicators were selected with close attention to existing City monitoring initiatives. The final indicators were chosen based on the following criteria:

Criteria	Description
Meaningful	Does the indicator provide useful and relevant information about reaching OCP goals and objectives?
Readily available	Is the data needed to measure the indicator readily available? If not, can a new system to measure the indicator be easily set up? Is the indicator reported on a regular basis?
Outcome-oriented	Does the indicator measure results and not just the resources invested?
Reliable	Are the methods used to measure the indicator standardized and reliable? Is the data of a good quality?
Accepted	Is the indicator seen by other municipalities as a valid, reliable and verifiable measure?
Spatial	If possible, is the indicator spatially-oriented and able to be mapped?

ANNUAL INDICATORS

The following indicators are measured on an annual basis and reported in the OCP Annual Review:

OCP Section	Annual OCP Indicators
Land Management and Development	1. New housing units 2. Share of new housing units in growth target areas 3. Regional share of new housing units 4. New commercial and industrial space in target areas
Transportation and Mobility	5. Improvements to Greenways network 6. Improvements to sidewalk network 7. Improvements to cycling network
Placemaking	8. Activities in public spaces
Parks and Recreation	9. New trees on City lands
Infrastructure	10. Improvements to underground infrastructure
Housing and Homelessness	11. New housing units by tenure 12. New housing units by type 13. Rental housing vacancy rate 14. Emergency shelter use
Economy	15. Retail, office and industrial vacancies
Plan Administration	16. <i>Official Community Plan</i> amendments 17. Contributions from development

FIVE-YEAR INDICATORS

The OCP Five-Year Monitoring Report will include indicators that cover all topic areas in the OCP. The final selection of five-year indicators will be based on resource availability and the quality of the data. For a list of proposed five-year indicators, see Appendix A.

Trends and Issues

One of the objectives of the Annual Review is to identify observable trends from the findings of the monitoring program. The Annual Review also aims to recognize other emerging issues, new knowledge and information that may be relevant to the implementation of the OCP. This information will be used to review and update relevant policies and practices in a coordinated and timely manner.

KEY MONITORING FINDINGS

This report presents data from the 2014 calendar year, which can be compared to the 2012 baseline and 2013 data to begin to understand if trends are developing. However, most of the OCP indicators do not yet show conclusive trends within this limited time frame. Additional data added in future years will allow more thorough analysis of trends as they develop.

Overall, the indicators for the 2014 calendar year show that targets are mostly being met or exceeded, with several indicators experiencing shifts that are worth noting. The following is a high level summary of several targets:

- **Exceeded targets for regional share of new housing:** The regional share of new housing units applied for in the City as a whole has exceeded targets since 2012. Regional share for housing in the City's Urban Core fell below target for 2014, however the cumulative figures for 2012-2014 exceed the target for 2041. New housing growth within the Urban Core supports the economic vibrancy of downtown and ensures that it retains its predominant role in the regional economy.
- **Improved bicycle network by increasing provision of dedicated cycling lanes:** There was a significant annual increase in on-street cycling lanes between 2013 and 2014, helping increase the proportion of people making more sustainable transportation choices.
- **Greater vibrancy through increased number of activities in public spaces:** The number of permits issued for activities in public spaces has increased every year since 2012. These activities, including markets, festivals and street vending, help make streets and neighbourhoods lively and vibrant. They also generate economic activity and contribute to the city's arts and cultural life.



- **Shift in housing rental market:** Fewer new rental units were created and a lower rental housing vacancy rate was experienced in 2014 compared with past years, suggesting there is a lag in supply. However, it should be noted that net new housing unit creation was lower overall for 2014, which would contribute to this decrease. As well, several new rental development projects are in the planning phase in 2015, so this may be a temporary shift reflecting the cycle of planning and construction phases and it is too early to say if it is a trend.
- **Shift in retail vacancy:** City-wide and Downtown streetfront vacancy rate increased in 2014. This was largely due to the loss of several large retailers such as Staples and Empire Theatres, and it is too early to say if it represents a trend in retail vacancy rates overall.

EMERGING TRENDS AND ISSUES

As more data is collected over the next few years, this section will provide a summary of any emerging trends, issues or new information that may have an impact on the implementation and success of the OCP.



OCP Indicators

The indicators presented in this report are based on data for the 2014 calendar year, except where noted. Results from earlier years were included for some indicators where the data was available. In many cases, this data was not available and it will be several years before conclusive trends can be determined.

Many of the OCP indicators in this report were first measured for the 2012 baseline year. This has meant finding reliable data sources and developing standard methods to collect and analyze the data. The monitoring methods for some indicators are still under development and these results will be reported in future OCP Annual Reviews. Those annual indicators are shown in the table at right.

Note: Unless otherwise noted, all data provided by the City of Victoria.

Annual Indicators Under Development	
Indicator	Details
1. New housing units	Will be expanded to include new housing units completed, through Development Database Project (in progress)
2. Share new housing units located within target areas	Will be expanded to include new housing units completed, through Development Database Project (in progress)
3. Regional share of new housing units	Will be expanded to include new housing units completed, through Development Database Project (in progress)
5. New commercial and industrial space in target areas	Under development, as part of Development Database Project (in progress)
6. Greenways network	Will be expanded in the future to measure the percentage of the Greenways network that is complete
9. New trees on City lands	Will be expanded in 2015 to include a map based on the new City of Victoria Tree Inventory
10. New housing units by tenure	Will be expanded to include new housing units completed, through Development Database Project (in progress)
11. New housing units by structure type	Will be expanded to include new housing units completed, through Development Database Project (in progress)
16. Contributions from development	Under development, as part of Development Database Project (in progress)



New Housing Units

WHAT IS BEING MEASURED?

This indicator measures the number and geographic distribution of net new housing units in the City of Victoria. Net new housing units are calculated from building permits at time of application. The number of housing units that will be lost (through demolition) are subtracted from the number of housing units that will be gained.

WHY IS THIS INDICATOR IMPORTANT?

Victoria is anticipated to grow by a minimum of 20,000 people over the next 30 years. This indicator measures how well the new housing supply is meeting the projected demand.

TARGET/DESIRED TREND:  increase sought

HOW ARE WE DOING?

A total of 306 net new housing units were applied for construction in 2014. The neighbourhood with the largest number of housing units applied for was Downtown, followed by Victoria West (MAP 1).

In total, this represents 117 fewer net new housing units than those applied for construction in 2013. Despite the fact that building permit approvals in the downtown nearly tripled, the drop in overall building permits is due to the fact that the number of multi-unit developments in other neighbourhoods declined significantly this past year.

The net gain in 2014 of 306 units is below the average net gain experienced since 2006. Note that the 2012 baseline was higher than usual due to a spike in strata apartment units applied for through some larger projects downtown (e.g. three developments with over 100 units each).

Building permit records indicate that 55 units were lost due to demolition or alteration in 2014, with Fernwood seeing the highest number of units lost (17) followed by James Bay (9). These were mainly permits for demolition of detached dwellings. This figure is higher than in previous years, when 48 units (2013) and 36 units (2012) were lost due to demolition.

Net New Housing Units in the City of Victoria



Note: New housing units are calculated from building permits at time of application.



SOURCE: CITY OF VICTORIA

MAP 1:

Net New Housing Units by Neighbourhood

2014 Total Net New Housing Units in Victoria = 306

Note: Net new housing units are calculated from building permits at time of application. The number of housing units that will be lost (through demolition) are subtracted from the number of housing units that will be gained.



Share of New Housing Units in Growth Target Areas

WHAT IS BEING MEASURED?

This indicator measures the annual share of new housing units located in the OCP's growth target areas. Housing growth is measured in three different target areas:

- 1) the Urban Core
- 2) located in or within walking distance (400 m) of a Town Centre or Large Urban Village
- 3) Small Urban Villages and the remainder of residential areas

Housing units are calculated from building permits at time of application, and categorized by OCP target growth areas.

WHY IS THIS INDICATOR IMPORTANT?

The OCP designates certain areas of the city for accommodating new population and associated housing growth. The Urban Core should accommodate 50% of the population growth, and areas in and near Town Centres and Large Urban Villages should accommodate 40% of the growth. Remaining growth is targeted for Small Urban Villages and other residential areas (10%). Concentrating housing and population growth in certain areas can provide the critical population mass to support better transit, local businesses, more efficient use of infrastructure, and better use of cycling and pedestrian facilities. It also reduces pressure on other residential parts of Victoria, where change is less desirable. A large share of Victoria's housing growth will be concentrated downtown to support the development of a strong urban core that retains its predominant role in the regional economy.

TARGET/DESIRED TREND:

- › To accommodate at least 20,000 new residents and associated housing growth over the next 30 years in the following approximate proportions: 50% in the Urban Core; 40% in or within close walking distance of Town Centres and Large Urban Villages; and 10% in Small Urban Villages and the remainder of residential areas

HOW ARE WE DOING?

Of the new units applied for in 2012, 2013 and 2014, 55% were located in the Urban Core; 26% were located in or within walking distance of a Town Centre or Large Urban Village; and 19% were located in a Small Urban Village or the remainder of the residential areas. In 2014 alone, the percentages were 33%, 48%, and 19%, respectively (MAP 2).

Progress towards the target cannot be conclusively measured until more information has been compiled in future years.

Share of New Housing Units in Growth Target Areas					
Growth Area	2012	2013	2014	2012-2014 Cumulative	Target for 2041
Urban Core	73%	33%	33%	55%	50%
In or within walking distance of a Town Centre or Large Urban Village	17%	28%	48%	26%	40%
Small Urban Village or the remainder of the residential areas	10%	39%	19%	19%	10%

SOURCE: CITY OF VICTORIA

MAP 2:

New Housing Units in Target Growth Areas

-  New Housing Unit (single unit)
-  New Housing Unit (# of units)
-  Urban Core – 118 units (33%)
-  400m walking distance from Town Centres/Large Urban Villages – 173 units (48%)
-  Small Urban Villages and remainder of residential areas – 70 units (19%)

Note: New housing units are calculated from building permits at time of application.



SOURCE: CITY OF VICTORIA

3 Regional Share of New Housing Units

WHAT IS BEING MEASURED?

This indicator measures the annual share of new housing units throughout the Capital Regional District that are located in the City of Victoria. It shows the share of the regional total that was in: 1) the City of Victoria as a whole, and 2) Victoria's Urban Core. New units are calculated from building permits at time of application.

WHY IS THIS INDICATOR IMPORTANT?

An increased share of new housing units within Victoria's Urban Core has potential impacts for the whole region: more efficient use of infrastructure and facilities, better access to transit services, decreased air pollution, less reliance on car travel, and less development pressure on agricultural and other rural lands. Within Victoria, encouraging new housing growth within the Urban Core will support the economic vibrancy of downtown and ensure that it retains its predominant role in the regional economy.

TARGET/DESIRED TREND:

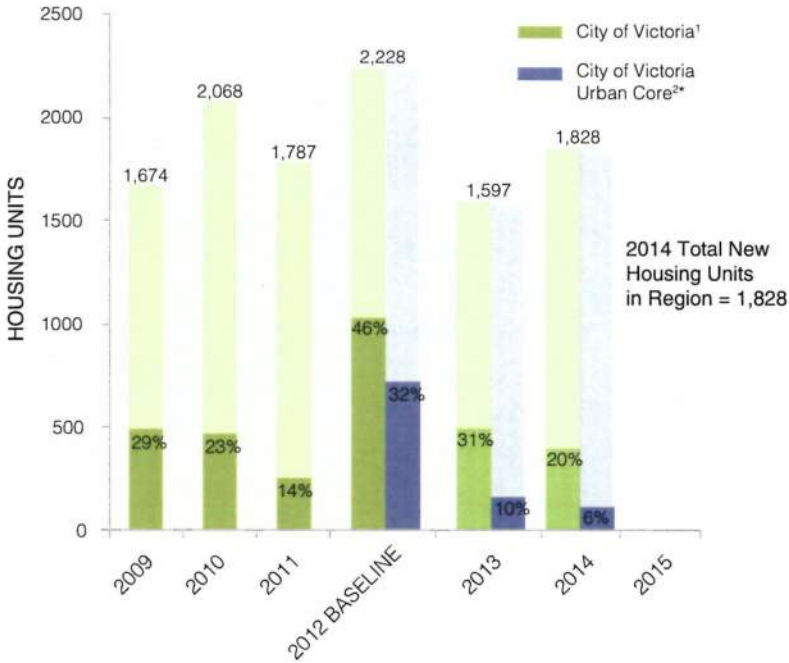
- › Victoria accommodates a minimum of 20% of the region's cumulative new housing units to 2041
- › The Urban Core accommodates a minimum of 10% of the region's cumulative new housing units to 2041

HOW ARE WE DOING?

In 2014, Victoria accommodated 20% of the region's new housing units, while the Urban Core accommodated 6%.

The cumulative figures for 2012-2014 meet or exceed the targets for 2041. From 2012-2014, 32% of new units in the Capital Regional District were within the City of Victoria; 18% of the new units in the Capital Regional District were within Victoria's Urban Core.

Annual Share of New Regional Housing Units in the City of Victoria



SOURCE: CRD MONTHLY PERMIT REPORTING TOOL, 2009-2014¹
CITY OF VICTORIA²
^{*} % new units in Urban Core was not measured prior to 2012

4 New Commercial and Industrial Space

WHAT IS BEING MEASURED?

This indicator will measure the amount of new commercial and industrial floor area that is approved on an annual basis.

WHY IS THIS INDICATOR IMPORTANT?

A strong economic base is an essential component of a complete community. A diverse economy, including industrial, commercial and office sectors, not only provides increased stability, but also offers citizens the opportunity to access goods and services locally. The OCP focuses new employment growth in the Urban Core, Town Centres, in employment districts and along corridors served by frequent and rapid transit. New office development will be concentrated downtown to support the development of a strong downtown core that retains its predominant role in the regional economy. Outside of downtown, the concentration of employment growth in certain areas will maximize the use of municipal infrastructure, develop densities that allow for district energy, reduce commercial traffic, as well as increase the use of public transit by employees. Concentrating new employment growth in certain areas will also preserve the traditional residential character of other parts of the city.

TARGET/DESIRED TREND:  increase sought

HOW ARE WE DOING?

Data collection methods for this indicator are under development.

5 Greenways Network

WHAT IS BEING MEASURED?

This indicator measures the length of the Greenways network that is added or receives major upgrades on an annual basis. It also measures the total length of Greenways that have been added or upgraded since the inception of the *Greenways Plan* in 2004. This indicator will be expanded in the future to measure the percentage of the identified Greenways network that has been completed.

WHY IS THIS INDICATOR IMPORTANT?

Victoria's Greenways network encourages active transportation, recreation, and the restoration of native and aquatic habitat and places of cultural importance. The OCP encourages completing the Greenways network to the standards in the *Greenways Plan*, including features such as street trees and wayfinding. The OCP also supports using the Greenways network to link the Urban Core, Town Centres and Urban Villages with common destinations such as major parks, places of employment, schools, and recreational and cultural attractions.

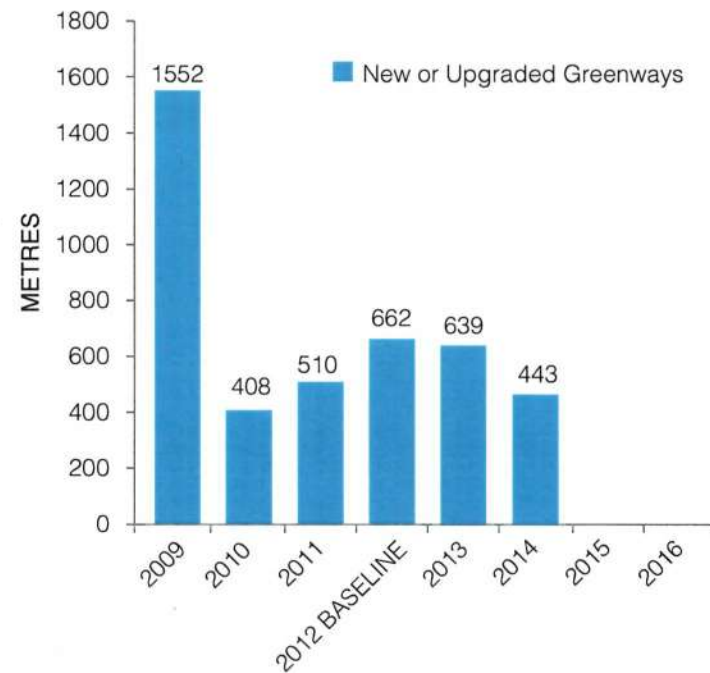
TARGET/DESIRED TREND:  increase sought

HOW ARE WE DOING?

The total length of the identified Greenways network measures 99.6 kilometres (MAP 3). A total of 443 metres (300 metres new, 143 metres upgraded*) of the Greenways network was added or upgraded in 2014. New additions included the Oaklands Park Pathway, and upgrades included boulevard improvements to Cook Street, including drainage improvements, pavers to widen the sidewalk and new turf. Since 2004, a total of 9.3 kilometres have been added or upgraded.

The total length of the Greenways network added or improved in 2014 was lower than the previous three years, but higher than the 2010 low of 408 metres.

Annual Greenways Network Improvements



SOURCE: CITY OF VICTORIA

* Upgrades include additions such as drainage improvements, pavement replacement, sidewalk improvements, new turf, bollard installation, and signage installation.



SOURCE: CITY OF VICTORIA

MAP 3:
Improvements to
Greenways Network
(2004 – 2014)

- Greenway Improvements (2014)
- Greenway Improvements (2004 - 2013)
- Designated Greenway

Length of new or major upgrades
to Greenways network (since 2004) – 9.3 km
Total length of designated Greenways
network (2014) – 99.6 km



Sidewalk Network

WHAT IS BEING MEASURED?

This indicator measures the length of the sidewalk network that is added or receives major upgrades on an annual basis. It also measures the total length of sidewalks that have been added or upgraded since the inception of the *Pedestrian Master Plan* in 2009. New sidewalks are added where no sidewalk existed previously; a major upgrade includes work such as widening the sidewalk or making other improvements for pedestrians. The indicator was expanded this year to measure the percentage of City blocks that have a sidewalk.

WHY IS THIS INDICATOR IMPORTANT?

Creating walkable, pedestrian-friendly neighbourhoods is a central focus of Victoria's OCP. Pedestrians are the top priority in future transportation planning. Walkability has many benefits for air quality, the reduction of greenhouse gases, public health and the life and vitality of neighbourhoods. A continuous, high quality sidewalk network is important in making a street comfortable, safe and inviting for pedestrians.

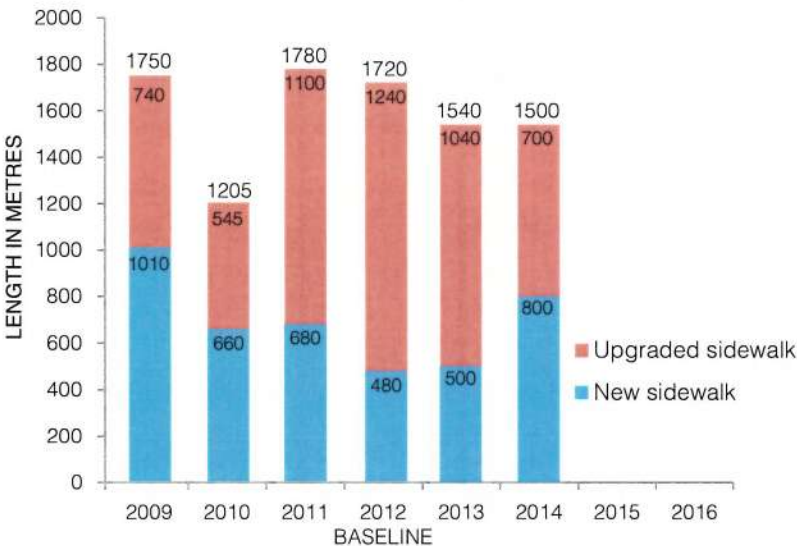
TARGET/DESIRED TREND:  increase sought

HOW ARE WE DOING?

The total length of the designated sidewalk network is approximately 525 linear kilometres. In 2014, 0.80 kilometres of new sidewalks and 0.7 kilometres of upgraded sidewalks were added to Victoria's sidewalk network, for a total of 1.5 linear kilometres.

The percentage of City blocks that have a sidewalk is 88% (unchanged from 2013, which was the first year this percentage was measured).

Annual Sidewalk Network Improvements



SOURCE: CITY OF VICTORIA

Total length of designated sidewalk network (2014): approx. 525 km
Total length of completed sidewalk network (2014): 464 km
Length of new or major upgrades to sidewalk network (2009 – 2014): 9.5 km
Percentage of City blocks with a sidewalk: 88%

7 Cycling Network

WHAT IS BEING MEASURED?

This indicator measures the length of the cycling infrastructure that is added or receives major upgrades on an annual basis. It also measures the total length of cycling infrastructure that has been added or upgraded since the inception of the *Bicycle Master Plan* in 1995. Cycling infrastructure includes off-street multi-user trails, on-street painted cycling lanes, on-street separated cycling lanes and on-street signed cycling routes.

WHY IS THIS INDICATOR IMPORTANT?

Victoria's compact size and mild climate make it well-suited for cycling, an efficient, low-impact mode of transportation. The OCP encourages the expansion of the cycling network and infrastructure such as bike lanes and bike parking in order to further increase the proportion of people making more sustainable transportation choices. Cycling lanes in particular can increase convenience and the perception of safety of cyclists, both of which contribute to increased ridership. Cycling routes that connect to shops, services and workplaces is an important feature in encouraging people to cycle on a regular basis.

TARGET/DESIRED TREND:  increase sought

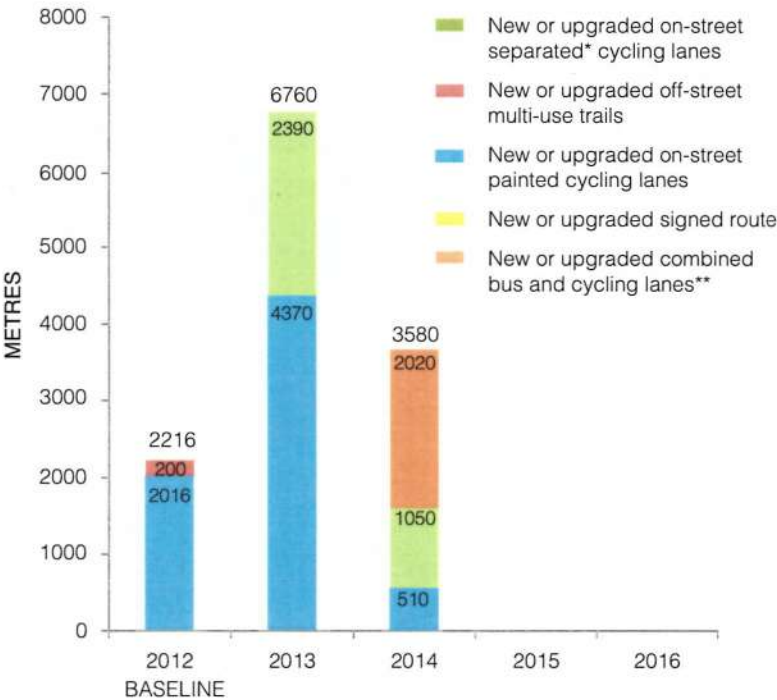
HOW ARE WE DOING?

The total lane length of the designated cycling network is 222 kilometres (MAP 4). In 2014, a total of 0.51 kilometres of on-street painted bicycle lanes and 1.05 kilometres of separated* cycling lanes were added or upgraded. No off-street multi-user trails or signed routes were added or upgraded in 2014. 2.02 kilometres of combined bus and bike lanes were added in 2014 (this figure was measured for the first time this year).

In 2014, 3.6 kilometres of on-street cycling lane improvements were made compared to 6.8 in 2013 and 2.2 kilometres in 2012.

*On-street separated cycling lanes are separated from roads and sidewalks by parked cars, bollards, physical barriers, or painted buffer areas.

Annual Cycling Network Improvements



SOURCE: CITY OF VICTORIA

**Combined bus and cycling lanes were a new category of on-street cycling lanes created and measured in 2014

CYCLING NETWORK



SOURCE: CITY OF VICTORIA

MAP 4:

Improvements to Cycling Network (1995–2014)

- On-street cycling lane¹ (2014)
- On-street cycling lane (1995 - 2013)
- Off-street multi-use trail (1995 - 2013)
- Signed cycle route (1995 - 2013)
- Designated network² (2014)

Total lane length of off-street multi-use trail (2014): 4.4 km

Total lane length of improvements (to date) to on-street cycling lanes (2014): 43.15 km

Total length of signed cycling routes (2014): 41 km

Total lane length of designated cycling network² (2014): 222 km

¹ No off-street multi-use trails or signed cycle routes were added or upgraded in 2014.

² The cycling network was revised in 2014 as part of the *Bicycle Master Plan* update, thus the change in total lane length of cycle network from 2013 (2013 length = 134 km)

8

Underground Infrastructure

WHAT IS BEING MEASURED?

This indicator measures the length of water, stormwater and sanitary sewer mains that are replaced or rehabilitated on an annual basis. It also measures the total length of each network. Rehabilitation includes physical improvements such as the relining of pipes in order to extend the life of the infrastructure.

WHY IS THIS INDICATOR IMPORTANT?

Underground infrastructure for drinking water, stormwater and sanitary sewers are vital to the economic, environmental and public health of a community. The location, condition and capacity used in these systems can influence development patterns. Like many municipalities across the country, Victoria is challenged with repairing and replacing aging infrastructure, while meeting new population and employment growth over the next 30 years. The OCP encourages improvements to water, stormwater and sanitary sewer systems and services to meet current and future demand. At the same time, it identifies the need to continue to make physical improvements to existing infrastructure. The OCP focuses population and employment growth in the Urban Core, Town Centres and Urban Villages in order to make use of existing infrastructure, and minimize the need for new infrastructure.

TARGET/DESIRED TREND:  increase sought*

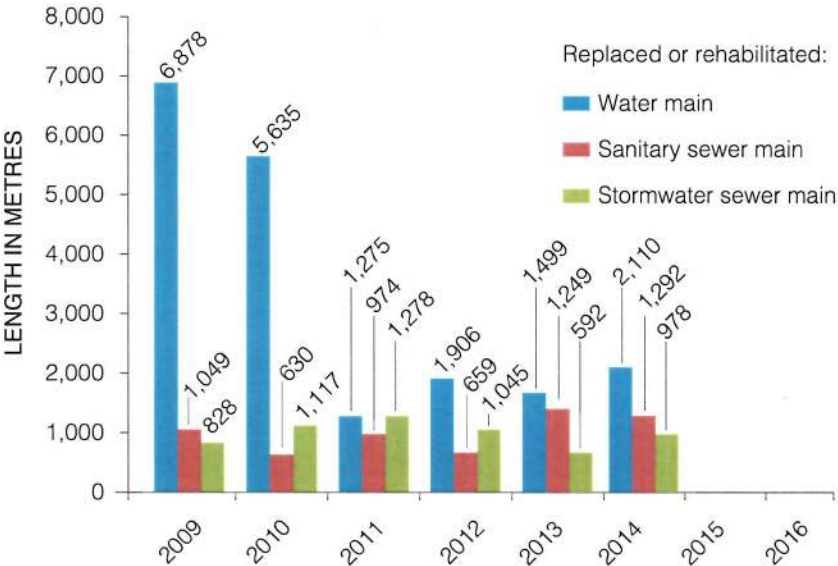
HOW ARE WE DOING?

The total length of the water main network is 330.7 kilometres, the total length of the sanitary sewer network is 236 kilometres, and the total length of the stormwater sewer network is 256 kilometres.

In 2014, 2,110 metres of the water main network were replaced or rehabilitated. This represents a decrease from 2009 and 2010 when a significant amount of the steel water main was rehabilitated with the support of external funding. In 2014, 1,292 metres of the sanitary sewer network were replaced or rehabilitated, and 978 metres of the stormwater sewer network was replaced or rehabilitated. The annual improvements for the networks have been fairly consistent over the last three years.

*An increase is sought in the length of mains that are added or upgraded on an annual basis but, in keeping with OCP direction, not to the total length of the overall network.

Annual Improvements to Water, Stormwater and Sanitary Sewer Mains



Total length of water main network (2014): 330 km
Total length of sanitary sewer network (2014): 236 km*
Total length of stormwater sewer network (2014): 256 km*

SOURCE: CITY OF VICTORIA

* differences in network length from 2013 due to data clean up and corrections regarding "active" versus "abandoned" mains, and their confirmed lengths

9 Activities in Public Space

WHAT IS BEING MEASURED?

This indicator measures the number of permits issued for a variety of activities that happen in outdoor and public spaces: markets, block parties, mobile food carts, sidewalk cafes, special events and street entertainers. Special events include festivals, sporting events, rallies and a variety of other public gatherings.

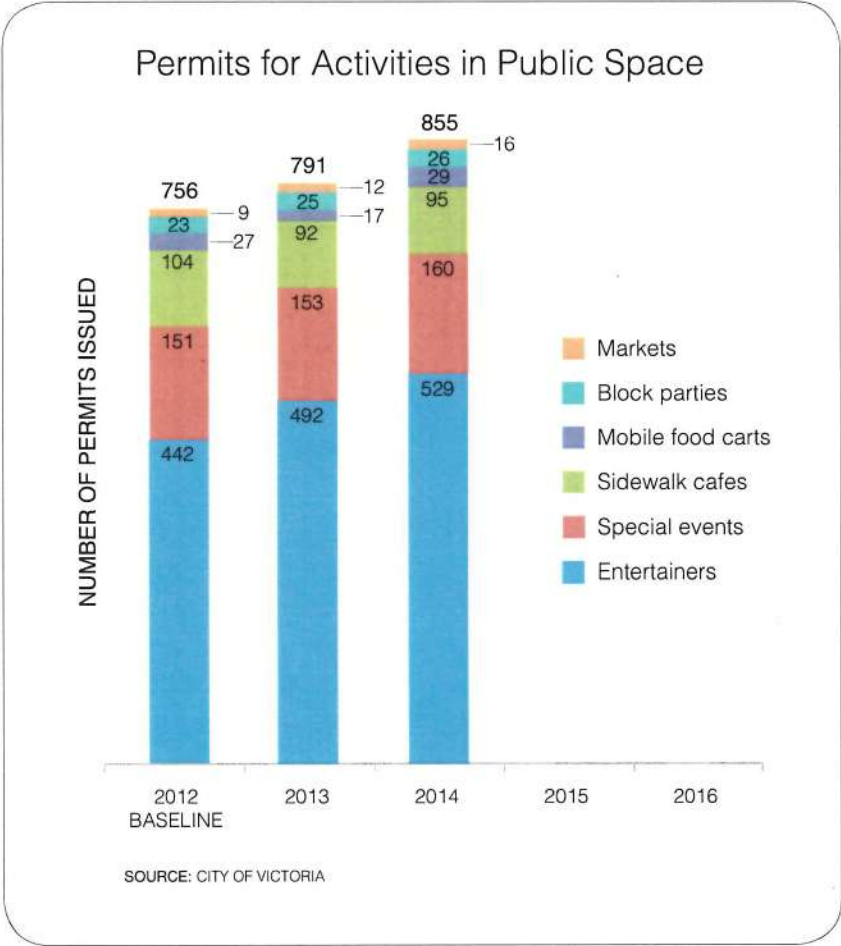
WHY IS THIS INDICATOR IMPORTANT?

Activities such as markets, festivals and street vending help make streets and neighbourhoods lively and vibrant. They also generate economic activity, contribute to the city's arts and cultural life, reflect Victoria's unique identity, and help local residents feel more connected to each other. The OCP encourages more outdoor festivals, celebrations, concerts and special events to continue to animate the city's public spaces, streets and parks.

TARGET/DESIRED TREND:  increase sought

HOW ARE WE DOING?

A total of 855 permits were issued for different activities in public space in 2014. This number increased slightly from 2013 and is substantially higher than the 2012 baseline of 756. This is largely due to an increase of 37 permits issued for street entertainers, and increase of 9 permits for mobile food carts and moderate increases in each of the other activity types. Of the total, 62% of the permits were issued for street entertainers (529) and 19% of the permits were issued for special events.



10 New Trees on City Land

WHAT IS BEING MEASURED?

This indicator measures the number of net new trees planted on City lands on an annual basis (trees planted minus trees removed). City lands include parks, boulevards and other City-owned public spaces.

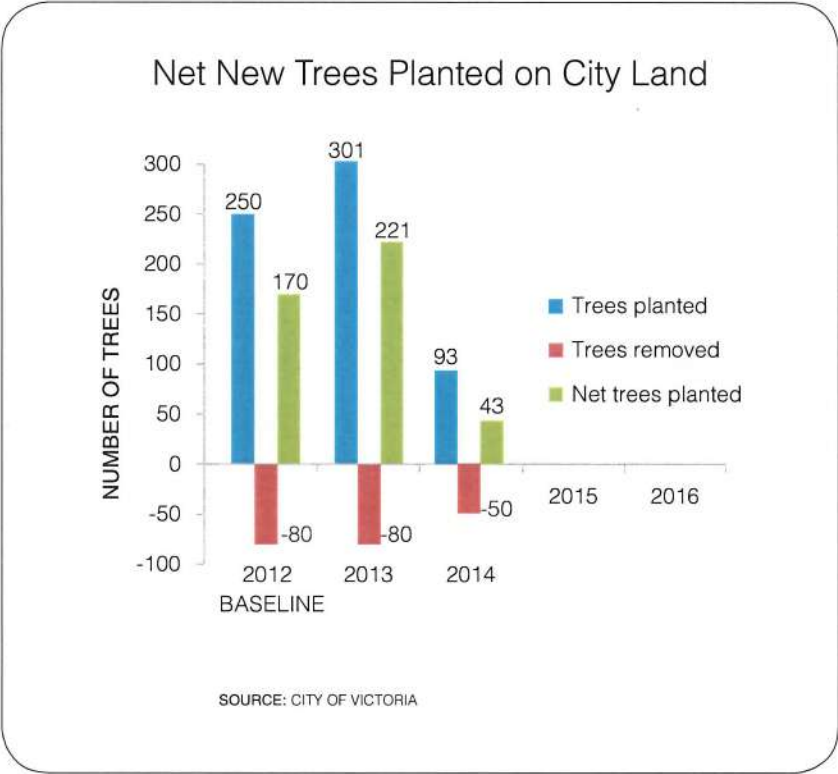
WHY IS THIS INDICATOR IMPORTANT?

The urban forest provides many ecological and community benefits. Trees reduce stormwater runoff, filter air and water pollution, and provide important habitat for birds, insects and other wildlife. In addition to their beauty, trees protect people from weather, provide privacy and buffer sound. Trees add beauty to public spaces and along roads and sidewalks, making walking and cycling more enjoyable. The OCP aims to enhance the urban forest to continue to support the many benefits that an urban forest provides.

TARGET/DESIRED TREND:  increase sought

HOW ARE WE DOING?

In 2014, 93 trees were planted and 50 trees were removed, for a net total of 43 trees planted. This represents a decrease in trees planted relative to 2013 and the 2012 baseline. However, this is largely due to a change in reporting period. 2014 data was collected for the calendar year, whereas past years have reported on planting seasons that cover multiple calendar years (e.g., January-March 2014 would have been counted toward the 2013 data). There are a total of 33,000 trees on City lands.





New Housing Units by Tenure

WHAT IS BEING MEASURED?

This indicator measures the total number of new rental¹, strata² and fee simple³ housing units at time of application of building permit on an annual basis. It also measures the new housing units gained by tenure for each neighbourhood. New units are calculated from building permits at time of application.

WHY IS THIS INDICATOR IMPORTANT?

Providing a mix of rental and ownership (strata and fee simple) housing is important for building a diverse community. Providing options for rental and ownership housing within the same neighbourhood can accommodate people at a variety of life stages and income levels. The OCP encourages a wide range of housing types, tenures and prices in each neighbourhood. It also aims to maintain and expand Victoria's supply of aging rental housing through upgrades and regeneration.

TARGET/DESIRED TREND:

No target

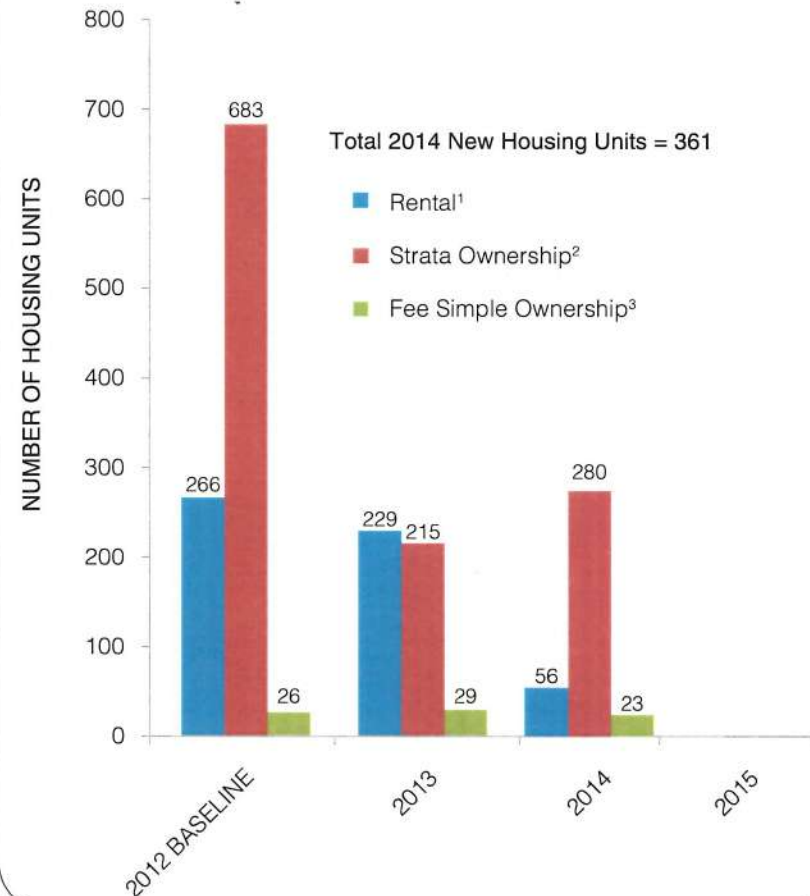
HOW ARE WE DOING?

Of the 361 new units that were applied for in Victoria in 2014, 16% were identified as rental units, 78% as strata ownership, and 6% as fee simple ownership. Fee simple ownership figures are similar to those in 2012 and 2013, but rental figures are significantly lower than in past years. Strata ownership units have increased over 2013 figures, but remain fewer than the unusually high number of 683 units in 2012 (which was due to a spike in strata apartment units through some larger, +100 unit projects downtown).

Map 5 shows the distribution of new housing units by tenure across the City. Most new rental housing units were in Burnside followed by Gonzales. New strata units were concentrated in Downtown, Victoria West, Fernwood, and Burnside. As in 2012 and 2013, fee simple ownership units make up a small proportion of the total new units.

SOURCE: CITY OF VICTORIA

New Housing Units Applied for in the City of Victoria by Tenure



¹Rental: includes purpose-built rental apartments, secondary suites, garden suites

²Strata: includes strata duplexes, triplexes and fourplexes; strata townhouses; strata units in apartment, mixed-used and other multi-unit buildings

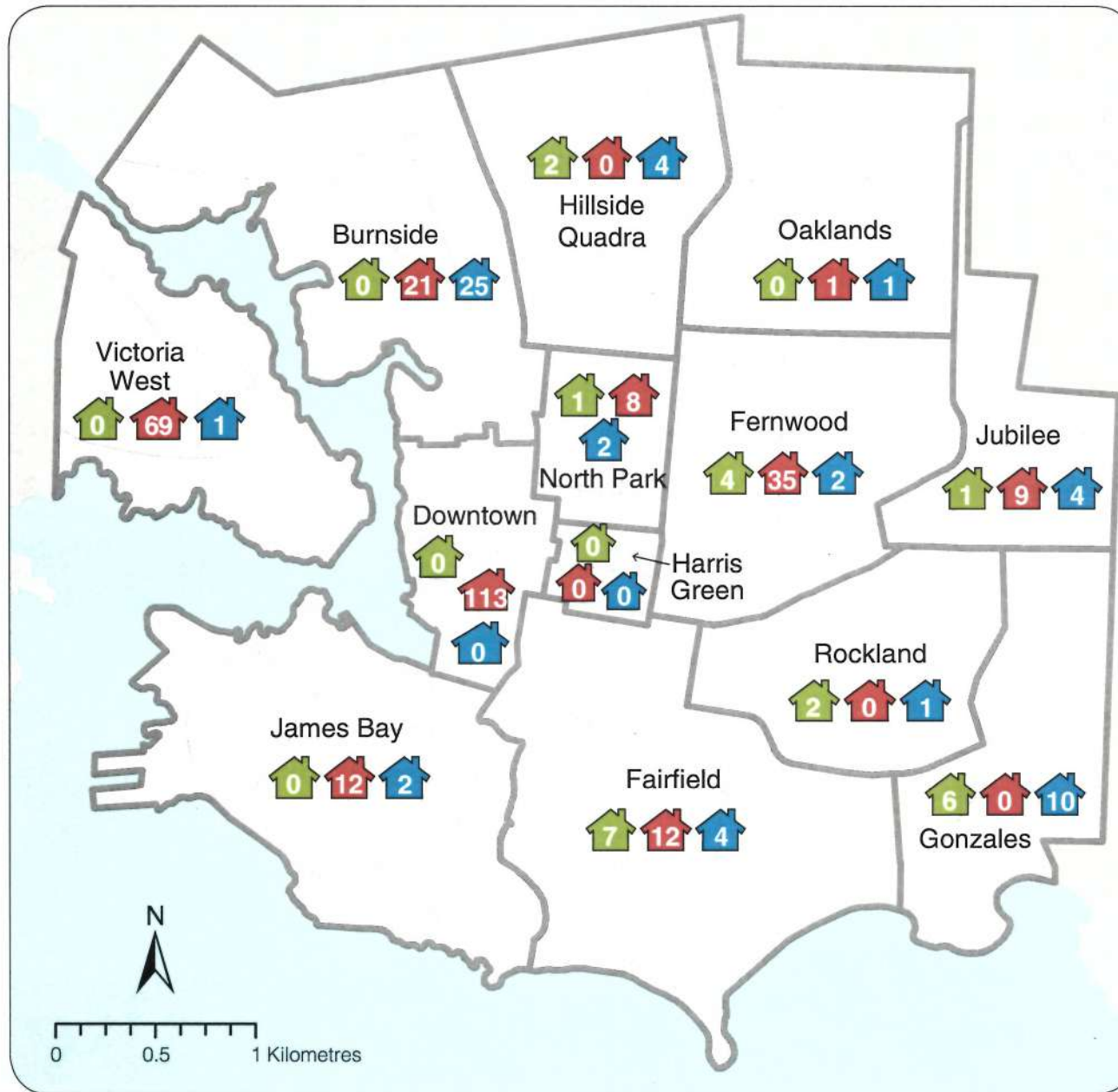
³Fee Simple: includes single family dwellings and non-strata attached houses

MAP 5:
New Housing Units
by Tenure

- Fee Simple – 23 units
- Strata – 280 units
- Rental – 56 units

Total 2014 New Housing Units = 361

Note: New housing units are calculated from building permits at time of application.



12 New Housing Units by Type

WHAT IS BEING MEASURED?

This indicator measures the total number of new housing units by type of housing (townhouse, duplex, secondary suites, etc.) on an annual basis. It also measures the number of new housing units by type of housing in each neighbourhood. New housing units are calculated from building permits at time of application.

WHY IS THIS INDICATOR IMPORTANT?

The OCP encourages a wide range of housing types to support a diverse, inclusive and multigenerational community. Neighbourhoods with a wide range of housing types – such as townhouses, duplexes, single family dwellings, apartment buildings, special needs housing and secondary suites – can support a diverse population that includes students, families, seniors, group housing, singles or couples. This mix reinforces neighbourhood stability by allowing people to stay in the same neighbourhood throughout different stages of their life. It can also encourage social and economic diversity and different levels of affordability.

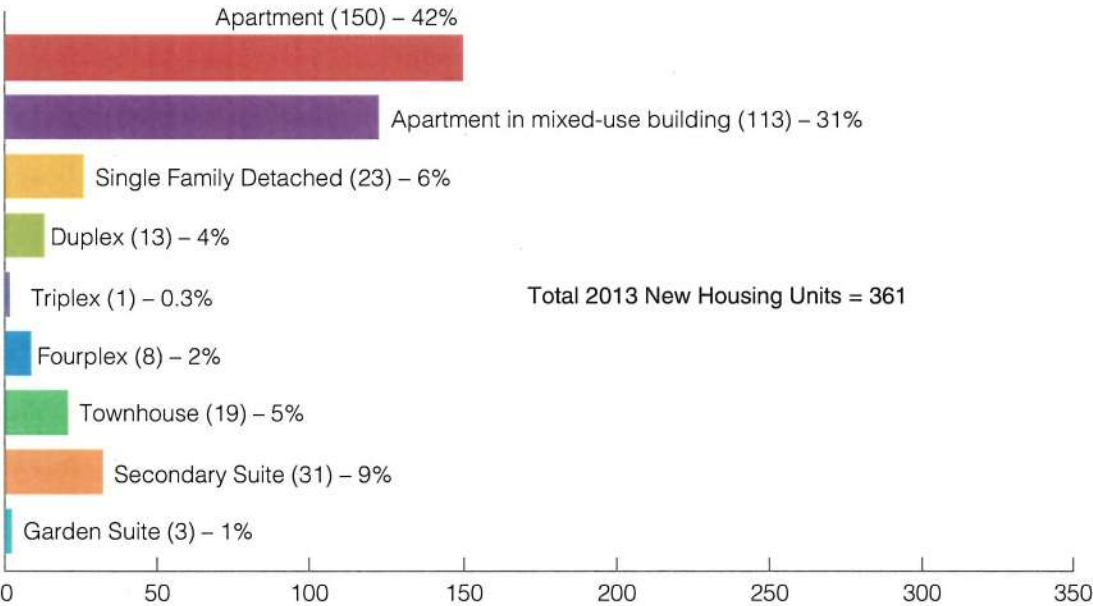
TARGET/DESIRED TREND:

No target

HOW ARE WE DOING?

In 2014, "attached" types of housing comprised a significant proportion of Victoria's new housing units. Of the 361 new units in Victoria, 73% of the total new units were apartments, either in all-residential or mixed-use buildings. Only 6% of new units were single family detached and 9% were secondary suites. Other types of attached housing, including duplexes, triplexes, fourplexes, and townhouses, collectively accounted for an additional 11% of the new units.

2013 New Housing Units by Type



SOURCE: CITY OF VICTORIA

Note: New housing units are calculated from building permits at time of application.

The table on the following page shows that Downtown had the largest number of apartment units (113), followed by Victoria West (49) and Burnside (44). The largest number of single family detached units were in Fairfield (7), followed by Gonzales (6). Most neighbourhoods had secondary suites, with Gonzales having the highest number (9). Only three garden suites were applied for in 2014. These were in Fairfield, Gonzales and Oaklands.

2014 New Housing Units by Type of Housing										
Type	Apartment	Mixed-use*	Single Family Dwelling	Duplex	Triplex	Fourplex	Townhouse	Secondary Suite**	Garden Suite	New Units
Burnside	44				1			1		46
Downtown		113								113
Fairfield	8		7			4		4	1	24
Fernwood	34		4	1				3		42
Gonzales			6					9	1	16
Harris Green										0
Hillside Quadra			2					4		6
James Bay				8		4		2		14
Jubilee	9		1					4		14
North Park	6		1	2				2		11
Oaklands				1					1	2
Rockland			2					1		3
Victoria West	49			1			19	1		70
Total	150	113	23	13	1	8	19	31	3	361

SOURCE: CITY OF VICTORIA

* Mixed-use: Building that includes both residential and commercial units

**Secondary Suite: A legal suite, located within a single family detached house

Note: New housing units are calculated from building permits at time of application.

13 Rental Housing Vacancy Rate

WHAT IS BEING MEASURED?

This indicator measures the average annual vacancy rate for purpose-built rental housing buildings with three or more units. It does not include the secondary rental market (secondary suites, private condominiums, or other private housing that is rented) which forms an important part of Victoria's rental housing market.

WHY IS THIS INDICATOR IMPORTANT?

The demand for rental housing is affected by the combination of employment growth, income levels and migration levels (people moving in and out of the city). In Victoria, the demand for rental housing is also influenced by the high cost of home ownership in the region. The OCP policies encourage an increase in the city's supply of rental housing through upgrades and re-investment, and that a wide variety of housing types, tenures and prices gives residents choice. A balanced rental market would have affordable prices for a diversity of household incomes and a vacancy rate between 2 to 3%.

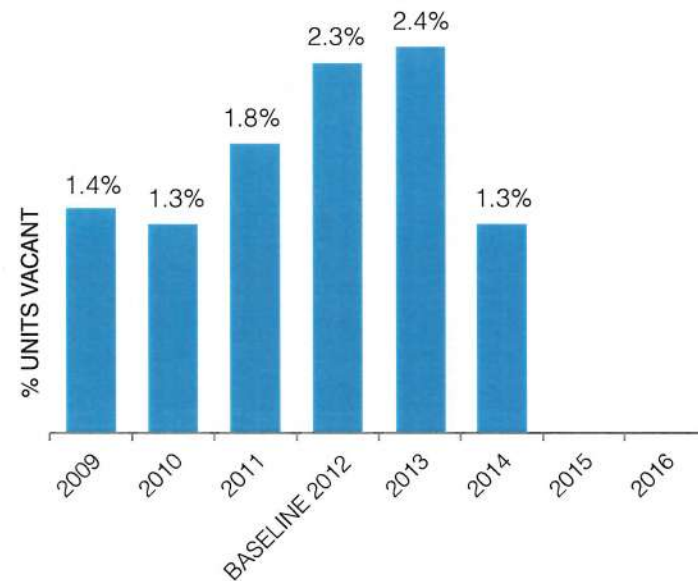
TARGET/DESIRED TREND:

No target

HOW ARE WE DOING?

Victoria's rental vacancy rate declined to 1.3% in October 2014 from 2.4% in October 2013. This is a shift from what is considered a balanced rental market (2 – 3 %), and is a significant decrease from the vacancy percentages reported in 2012 and 2013.

Overall Vacancy Rate for Purpose-built Rental Housing Units



SOURCE: CMHC 2014 FALL RENTAL MARKET REPORT



Emergency Shelter Use

WHAT IS BEING MEASURED?

This indicator measures the number of people who have used one or more emergency shelters in Greater Victoria at least one time over the preceding year. In 2012/2013, all of the emergency shelters surveyed (5) were located within the City of Victoria. The indicator does not show how many times people stayed in the shelters over the year, nor how long they stayed. The numbers are measured from April to March of the next year.

WHY IS THIS INDICATOR IMPORTANT?

One of the core principles of the OCP is that housing is a basic human need: all people deserve access to housing that is safe, stable and affordable, and supports personal health. Homelessness results from a complex set of circumstances such as the high cost of housing, unstable or inadequate income, and other factors such as illness or violence. Emergency shelter use presents only one dimension of homelessness, which includes a combination of people who are living on the street, living in a shelter, and those who live in insecure or inadequate housing. The OCP recommends that the City work with other community partners to enable stable housing for all people and to increase the supply of affordable crisis, transitional, supported and non-market rental housing so that people who are homeless have more options for stable housing.

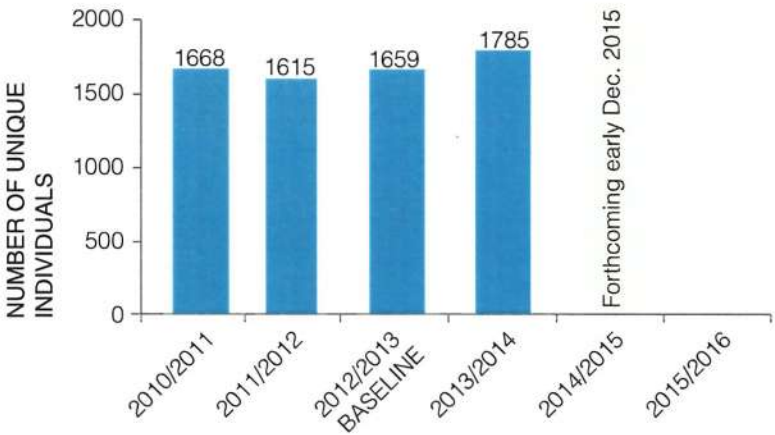
TARGET/DESIRED TREND:

No target

HOW ARE WE DOING?

This information is forthcoming, as the latest edition of the report from which this indicator is referenced will be published in early December, 2015.

Number of Unique Individuals Using Greater Victoria Emergency Shelters



SOURCE: VICTORIA COOL AID SOCIETY, 2014 AND BC HOUSING, 2014, IN GREATER VICTORIA COALITION TO END HOMELESSNESS; PATTERNS OF HOMELESSNESS IN GREATER VICTORIA, 2014. TIME PERIOD MARCH TO APRIL.



Retail, Office and Industrial Vacancies

WHAT IS BEING MEASURED?

This indicator measures the vacancy rate for industrial, retail shopping centres¹, and downtown office properties. It also measures the vacancy rate for downtown streetfront retail properties.

WHY IS THIS INDICATOR IMPORTANT?

The availability of office, retail and industrial space is important for fostering a dynamic and competitive economy. The office, retail and industrial vacancy rate is a measure of Victoria's market strength and economic performance, showing the current balance between demand and supply. The OCP encourages Victoria to attract a reasonable share of regional growth in employment and new commercial and industrial development, to enhance the city's retail sector, and to increase the supply of downtown office space.

TARGET/DESIRED TREND:

No target

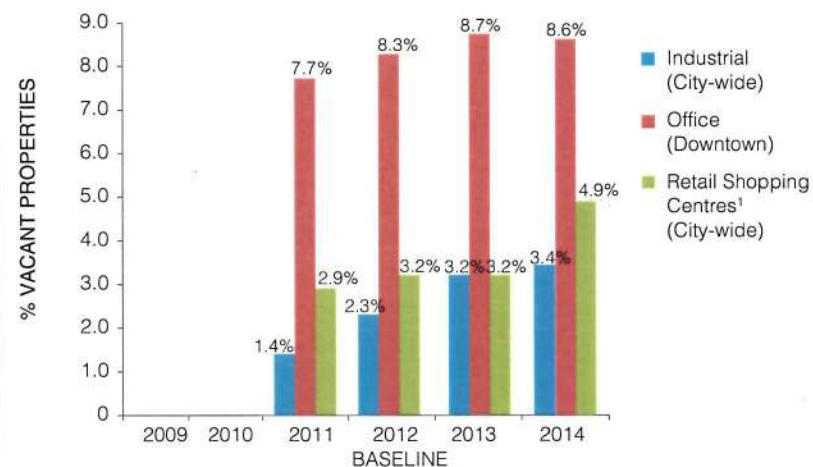
HOW ARE WE DOING?

The city-wide industrial vacancy rate increased marginally from 3.2% in 2013 to 3.4% in 2014. The office vacancy rate for Downtown Victoria decreased marginally from 8.7% in 2013 to 8.6% in 2014. City-wide shopping centre vacancy increased from 3.2% in 2013 to 4.9% in 2014.

The Downtown streetfront vacancy rate increased from 6.2% in 2013 to 10.2% in 2014, with the departure of several major retailers contributing to the increase (Empire Theaters, Staples, Atmosphere, a Starbucks, Levi's and Philip Nyren Menswear vacated their premises in 2014).

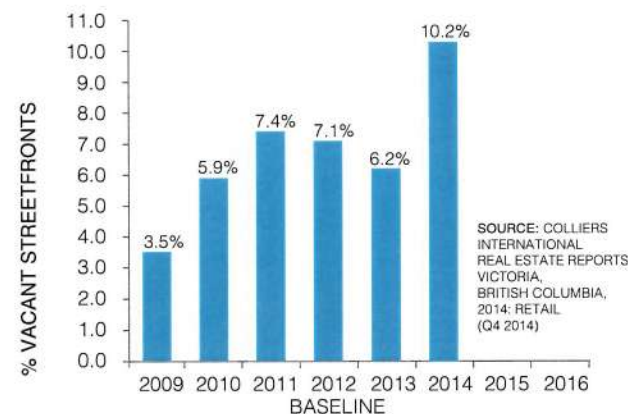
¹Retail Shopping Centres: a group of retail and commercial establishments that is planned, developed, owned and managed as a single property (International Council of Shopping Centres, 2010)

Retail, Commercial and Industrial Vacancy Rates



SOURCE: COLLIERS INTERNATIONAL REAL ESTATE REPORTS VICTORIA, BRITISH COLUMBIA, 2014: INDUSTRIAL (Q3 2014); OFFICE (Q4 2014); RETAIL (Q4 2014)

Downtown Streetfront Vacancy Rate



SOURCE: COLLIERS INTERNATIONAL REAL ESTATE REPORTS VICTORIA, BRITISH COLUMBIA, 2014: RETAIL (Q4 2014)

16 OCP Amendments

WHAT IS BEING MEASURED?

This indicator measures the number of amendments to the OCP approved by Council. The amendments are categorized by the type of amendment.

WHY IS THIS INDICATOR IMPORTANT?

The OCP provides direction on how Victoria should grow and change over the next 30 years. While all City policy, projects, and spending should be broadly consistent with the OCP, the OCP is intended to be flexible and adaptable. The number of OCP amendments measures when Council has approved a change to the OCP policy or land use framework.

TARGET/DESIRED TREND:

No target

HOW ARE WE DOING?

Two land use amendments to the OCP were approved by Council in 2014.

Official Community Plan Amendments – Administrative		
Bylaw Number and Location	Date	Purpose of Amendment
n/a	n/a	n/a

Official Community Plan Amendments – Land Use		
Bylaw Number and Location	Date	Purpose of Amendment
#14-021	22-May-2014	Amend Appendix A: Development Permit Areas and Heritage Conservation Areas to reference the Fisherman's Wharf Plan Design Guidelines, 2014, in Development Permit Area 11, James Bay and Outer Harbour
#14-007	24-Jul-2014	Change the Urban Place Designation for 1802 Chambers Street and 1147-1163 North Park Street to Urban Residential



Contributions from Development

WHAT IS BEING MEASURED?

This indicator will report the total value of community benefits contributed through new development.

WHY IS THIS INDICATOR IMPORTANT?

Physical features such as greenways, pedestrian improvements, and public spaces contribute to the livability of a community. New development can play an important role in funding these and other features to serve new residents and employees, and in off-setting some of the impacts of growth.

TARGET/DESIRED TREND:

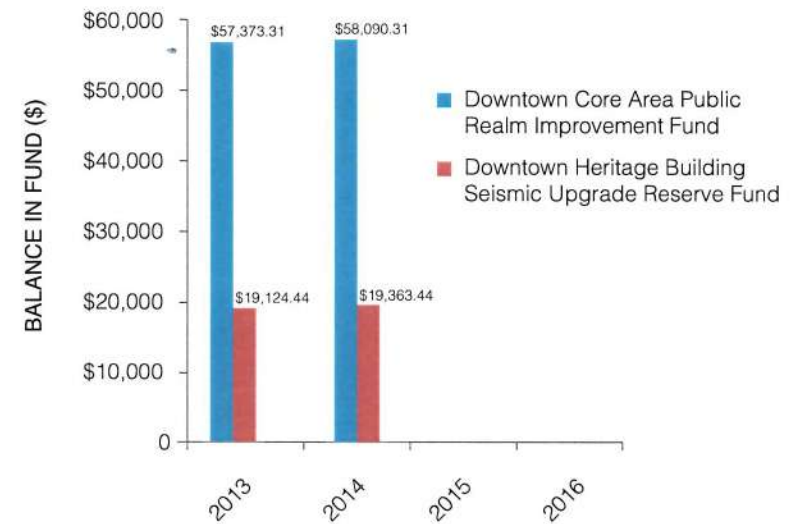
No target

HOW ARE WE DOING?

The scope of this indicator is under development to track contributions from development City-wide. As an interim indicator, contributions to the Downtown Core Area Public Realm Improvement Fund and the Downtown Heritage Building Seismic Upgrade Reserve Fund are presented.

As of end of year 2014, there is a total of \$58,090.31 in the Downtown Core Area Public Realm Improvement Fund, and \$19,363.44 in the Downtown Heritage Building Seismic Upgrade Reserve Fund. These figures are made up of contributions from projects in 2013, and interest allocation in 2014 (there were no contributions to these funds from development in 2014).

Contributions from Development





Appendix A: Proposed Five-Year OCP Indicators

The OCP monitoring program includes both annual and five-year indicators. The table below lists the proposed five-year indicators. These were identified in close collaboration with other City departments and consider ongoing City monitoring initiatives and other municipal, planning and sustainability monitoring systems. It is proposed that the indicators be monitored approximately every five years, as resources permit. The list of indicators will be reviewed regularly to consider changes in data availability, data quality, and the availability of City resources.

OCP Section ¹	Proposed Five-Year Indicators (80)
Land Management and Development (10)	<ol style="list-style-type: none"> 1. Population growth 2. Share of population growth in target areas 3. New housing units 4. Share of new housing units located in target areas 5. Net new housing units by tenure 6. Net new housing units by structural type 7. Remaining residential capacity 8. Regional share of new housing units 9. New commercial and industrial space in target areas 10. Share of housing units within walking distance of Town Centres and Urban Villages
Transportation and Mobility (11)	<ol style="list-style-type: none"> 11. Percentage of all trips by mode 12. Percentage of journey to work trips by mode 13. Length of greenways network 14. Length of sidewalk network 15. Length of cycling network 16. Kilometres driven per capita 17. Share of housing within walking distance of a frequent or rapid transit stop 18. Transit service hours 19. Response time for emergency services 20. New car share parking spaces 21. New bicycle parking spaces in private development

¹Indicators in this table are organized by the most relevant section in the OCP. However, it is recognized that each indicator may also be relevant to a number of other sections in the OCP. For example, "Library use" (#73) is classified as an indicator related to Arts and Culture, but is also relevant with respect to the Community Well-Being, Parks and Recreation, and Economy sections.

APPENDIX A



Appendix A: Proposed Five-Year OCP Indicators

OCP Section ¹	Proposed Five-Year Indicators (80)
Placemaking (6)	22. Number of new and improved street furnishings 23. Number of street trees 24. Activities in public spaces 25. Level of pedestrian activity 26. Number of heritage properties 27. Number of artworks in public spaces
Parks and Recreation (6)	28. Percentage of land that is park and public open space 29. Share of housing within walking distance of park or open space 30. New and upgraded parks 31. Percentage tree canopy cover 32. Indoor recreation space per capita 33. Participation in recreational programs
Environment (4)	34. Percentage of park land base that is natural area or ecological habitat 35. Abundance and diversity of bird species 36. Water quality 37. Air quality
Infrastructure (4)	38. Length of upgraded storm, water and sewer mains 39. Consumption of potable water 40. Solid waste collected 41. Percentage impervious surface cover
Climate Change and Energy (2)	42. Greenhouse gas emissions 43. Energy consumption

¹Indicators in this table are organized by the most relevant section in the OCP. However, it is recognized that each indicator may also be relevant to a number of other sections in the OCP. For example, "Library use" (#73) is classified as an indicator related to Arts and Culture, but is also relevant with respect to the Community Well-Being, Parks and Recreation, and Economy sections.



Appendix A: Proposed Five-Year OCP Indicators

OCP Section ¹	Proposed Five-Year Indicators (80)
Housing and Homelessness (9)	<ul style="list-style-type: none"> 44. Average purchase price for residential unit 45. New rental housing units 46. Rental vacancy rate 47. Households spending more than 30% of income on housing 48. Required income to purchase a first home 49. New strata units with no restrictions on rental 50. New affordable and accessible units secured by housing agreement 51. Size of new housing units 52. Emergency shelter use
Economy (8)	<ul style="list-style-type: none"> 53. Net jobs 54. Employment growth in target areas 55. Share of total regional jobs by sector 56. Remaining capacity for employment lands 57. Value of business assessment growth 58. Percentage of population living in poverty 59. Annual unemployment rate 60. Percentage of businesses who believe Victoria is good for business

¹Indicators in this table are organized by the most relevant section in the OCP. However, it is recognized that each indicator may also be relevant to a number of other sections in the OCP. For example, "Library use" (#73) is classified as an indicator related to Arts and Culture, but is also relevant with respect to the Community Well-Being, Parks and Recreation, and Economy sections.

APPENDIX A



Appendix A: Proposed Five-Year OCP Indicators

OCP Section ¹	Proposed Five-Year Indicators (80)
Community Well-Being (10)	61. Age of population 62. Household income 63. Household size 64. Enrolment numbers at Victoria public schools 65. Participation in neighbourhood events 66. Number of block party permits 67. Attendance at civic meetings 68. Municipal voter participation rate 69. Crime rate 70. Feeling of safety
Arts and Culture (4)	71. Number of arts and cultural venues 72. Local visits to an arts or cultural facility 73. Library use 74. Events at Centennial Square
Food Systems (3)	75. Allotment garden plots per capita 76. Commercial urban agriculture business licences 77. Share of housing within walking distance of a food store
Emergency Management (3)	78. Percentage of civic buildings that meet seismic standards 79. Number of heritage buildings with seismic upgrades 80. Percentage of population prepared for an emergency

¹Indicators in this table are organized by the most relevant section in the OCP. However, it is recognized that each indicator may also be relevant to a number of other sections in the OCP. For example, "Library use" (#73) is classified as an indicator related to Arts and Culture, but is also relevant with respect to the Community Well-Being, Parks and Recreation, and Economy sections.

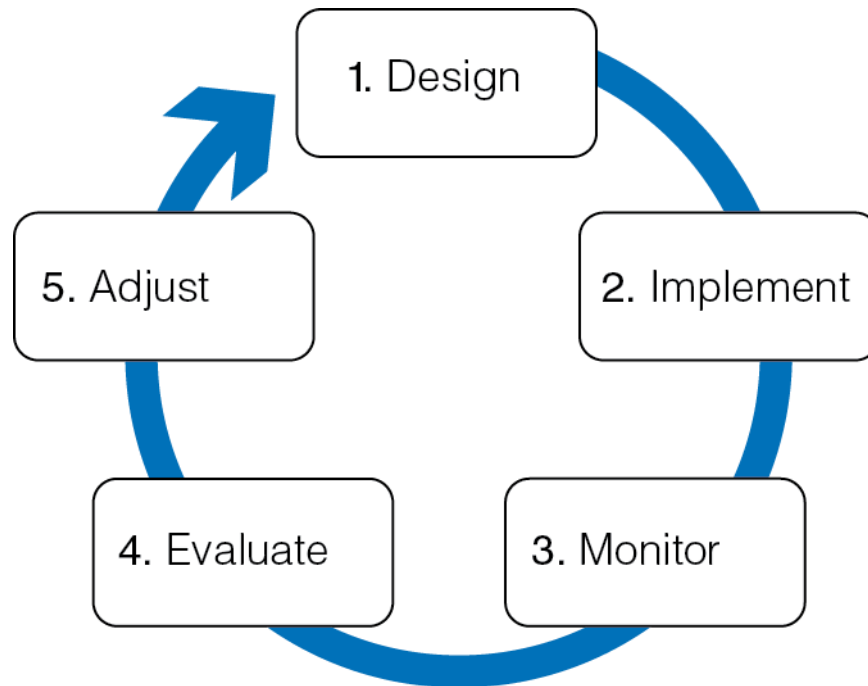
Official Community Plan Annual Review 2015

Presentation Outline

1. OCP Monitoring Program
2. OCP Annual Review 2015
3. Recommendation

OCP Monitoring Program (1)

- Council approved OCP on July 30, 2012
- Adaptive Management Framework



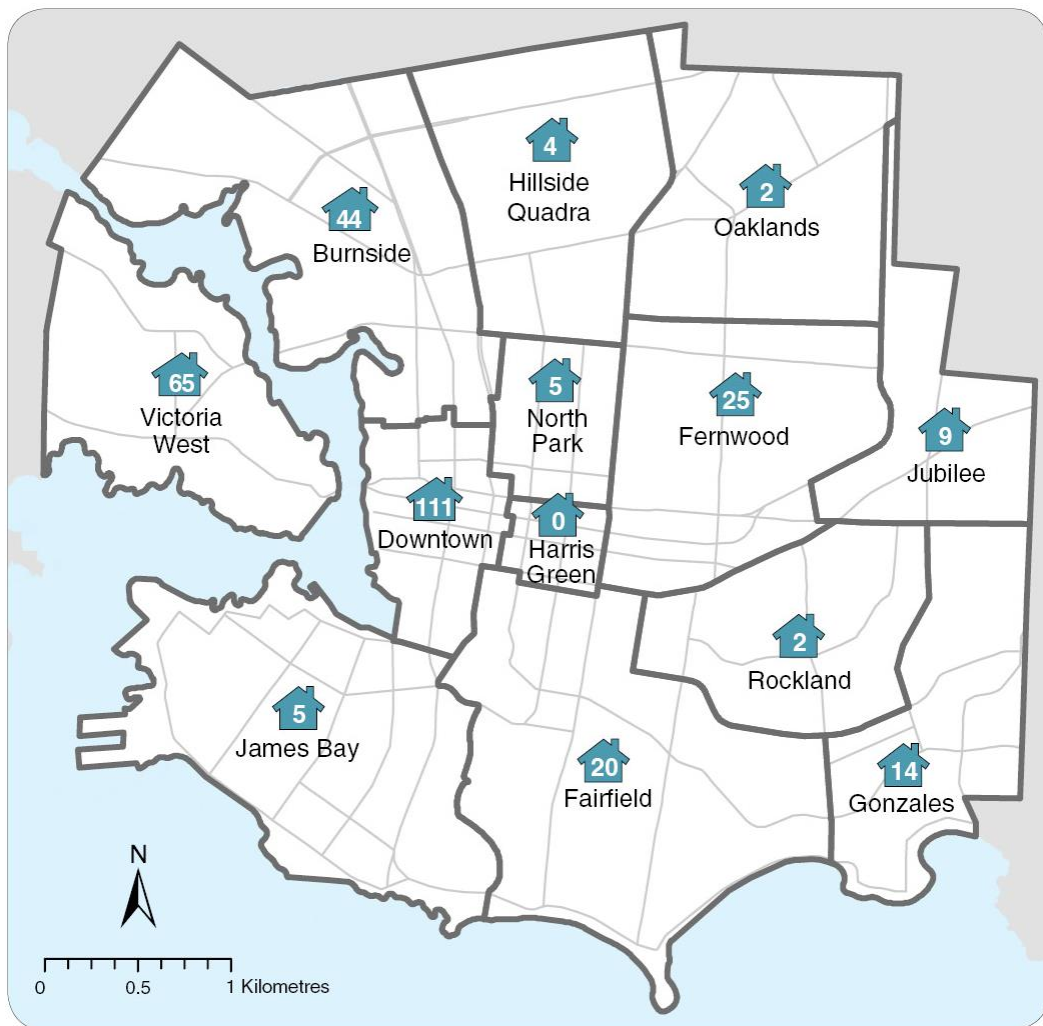
OCP Monitoring Program (2)

- Annual Review:
 - Snapshot of progress
 - Key annual indicators (17)
- Five Year Monitoring Report
 - Comprehensive set of indicators (80)
 - Detailed evaluation of implementation progress

OCP Annual Review 2015

OCP Section	Annual OCP Indicators
Land Management and Development	1. New housing units 2. Share of new housing units in growth target areas 3. Regional share of new housing units 4. New commercial and industrial space in target areas
Transportation and Mobility	5. Improvements to Greenways network 6. Improvements to sidewalk network 7. Improvements to cycling network
Placemaking	8. Activities in public spaces
Parks and Recreation	9. New trees on City lands
Infrastructure	10. Improvements to underground infrastructure
Housing and Homelessness	11. New housing units by tenure 12. New housing units by type 13. Rental housing vacancy rate 14. Emergency shelter use
Economy	15. Retail, office and industrial vacancies
Plan Administration	16. <i>Official Community Plan</i> amendments 17. Contributions from development

Net New Housing Units

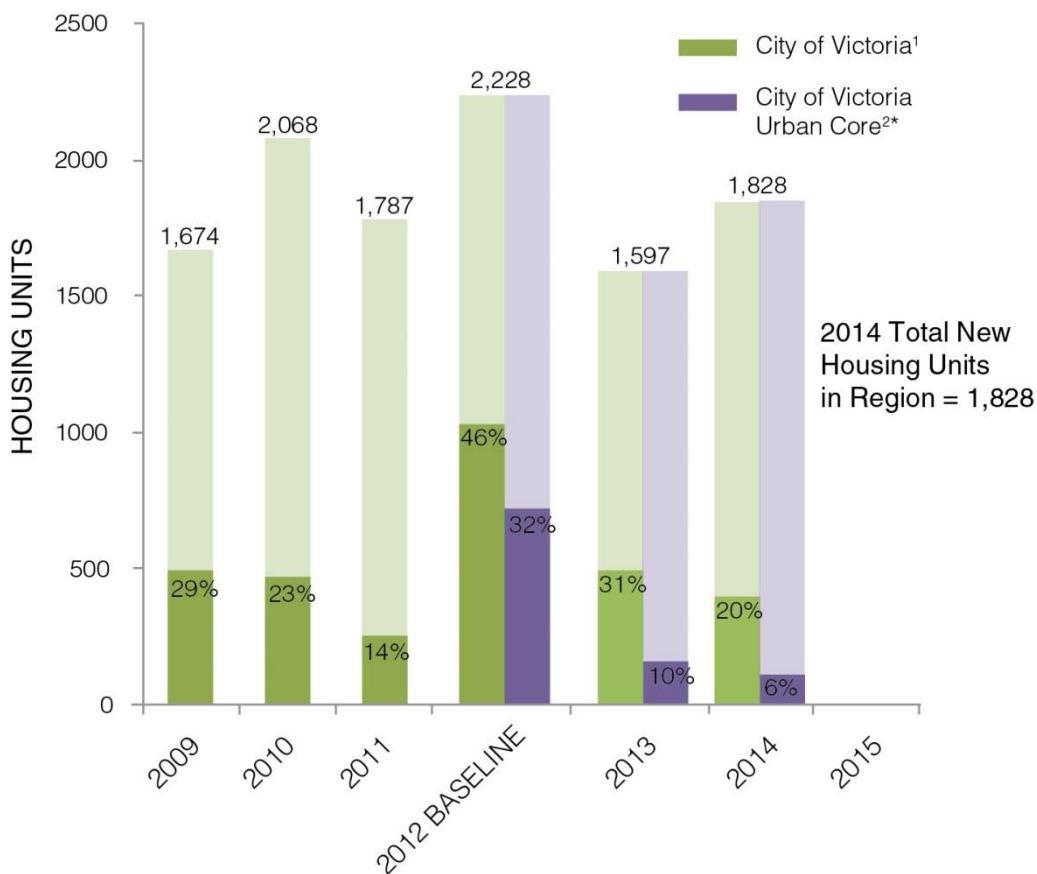


2014 Total Net
New Housing Units
in Victoria = 306

SOURCE: CITY OF VICTORIA

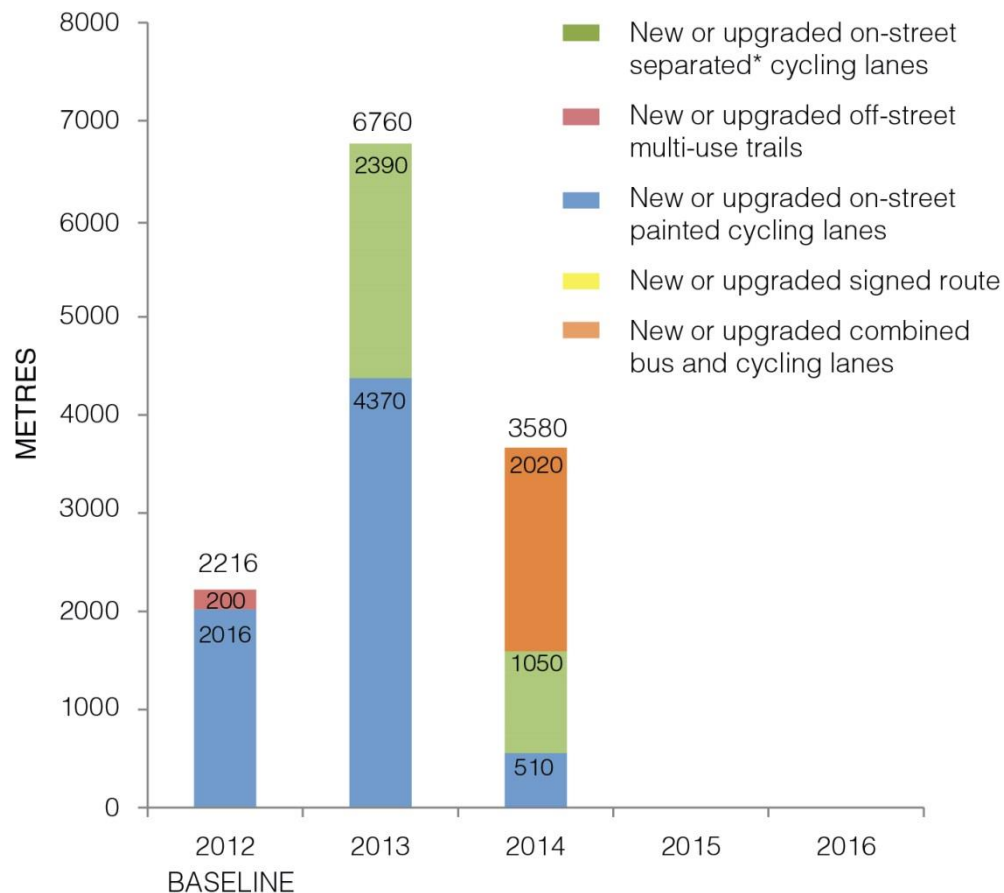
Regional Share of New Housing Units

Annual Share of New Regional Housing Units in the City of Victoria



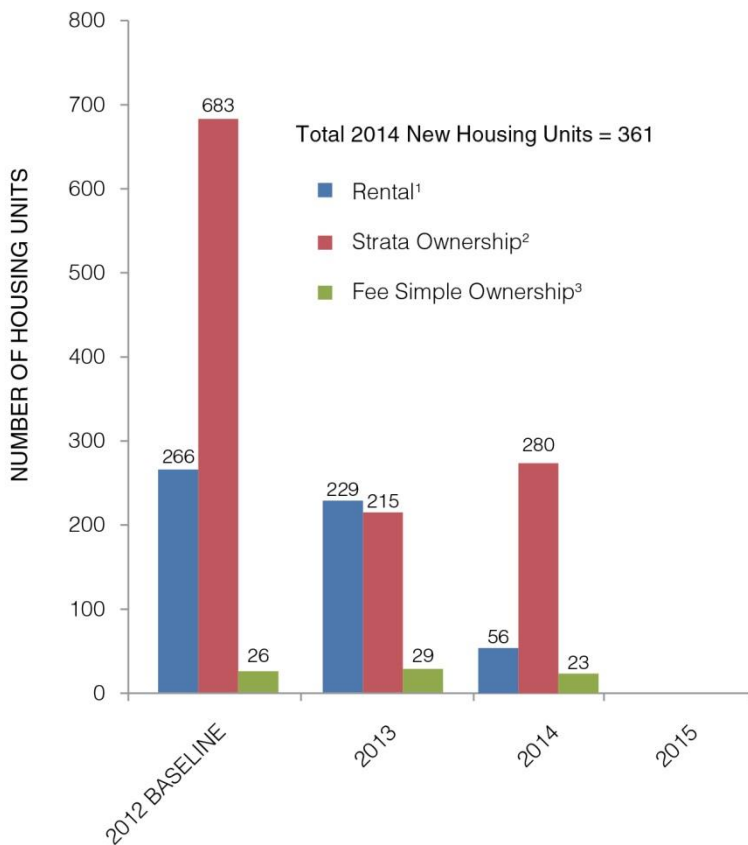
Cycling Network

Annual Cycling Network Improvements

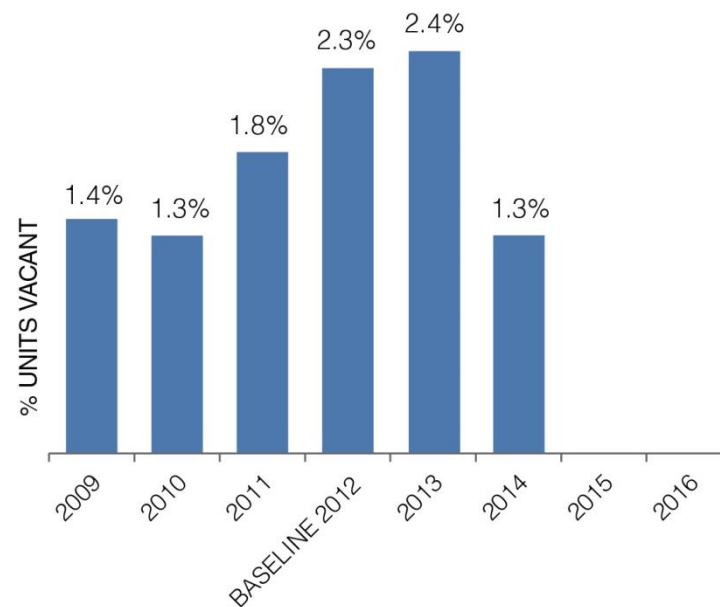


Rental Housing

New Housing Units Applied for in the City of Victoria by Tenure

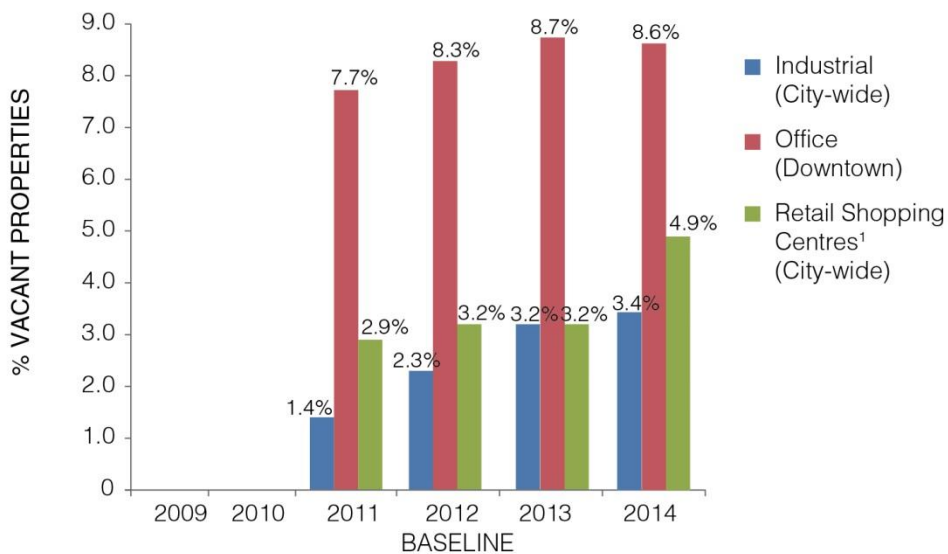


Overall Vacancy Rate for Purpose-built Rental Housing Units

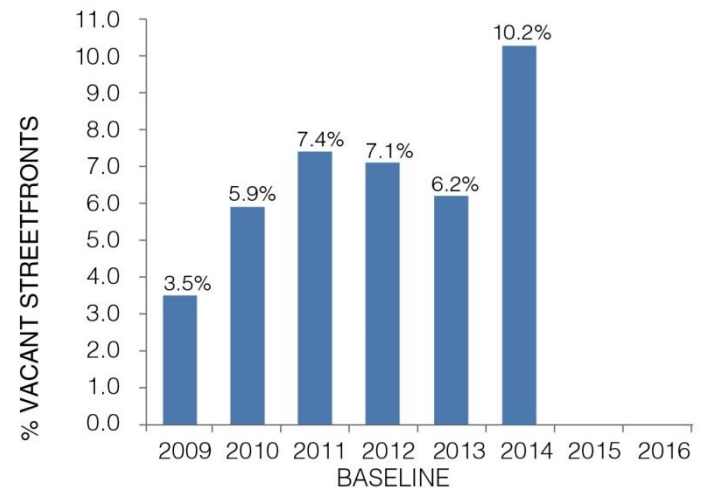


Retail Vacancy Rate

Retail, Commercial and Industrial Vacancy Rates

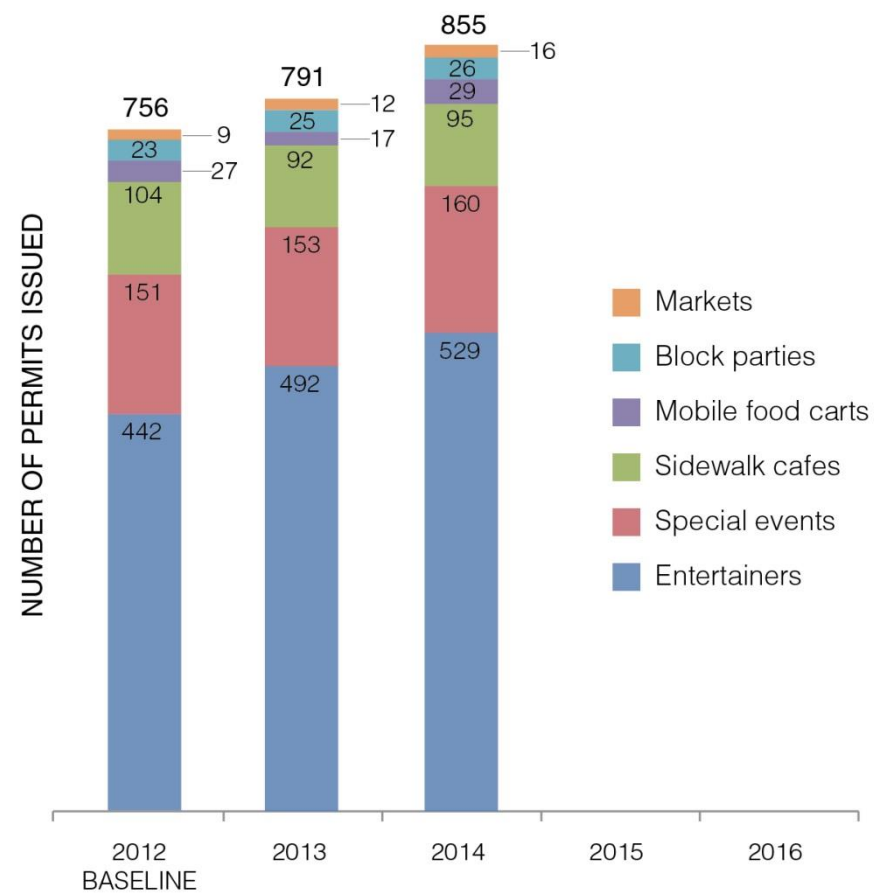


Downtown Streetfront Vacancy Rate



Activities in Public Space

Permits for Activities in Public Space



Recommendation

Staff recommend that:

- Committee forward this report to Council
- Council receive the Official Community Plan Annual Review 2015 for information
- Council direct staff to communicate the findings and highlights from the Annual Review to the public



New Housing Units

WHAT IS BEING MEASURED?

This indicator measures the number and geographic distribution of net new housing units in the City of Victoria. Net new housing units are calculated from building permits at time of application. The number of housing units that will be lost (through demolition) are subtracted from the number of housing units that will be gained.

WHY IS THIS INDICATOR IMPORTANT?

Victoria is anticipated to grow by a minimum of 20,000 people over the next 30 years. This indicator measures how well the new housing supply is meeting the projected demand.

TARGET/DESIRED TREND: ↑ increase sought

HOW ARE WE DOING?

A total of 306 net new housing units were applied for construction in 2014.

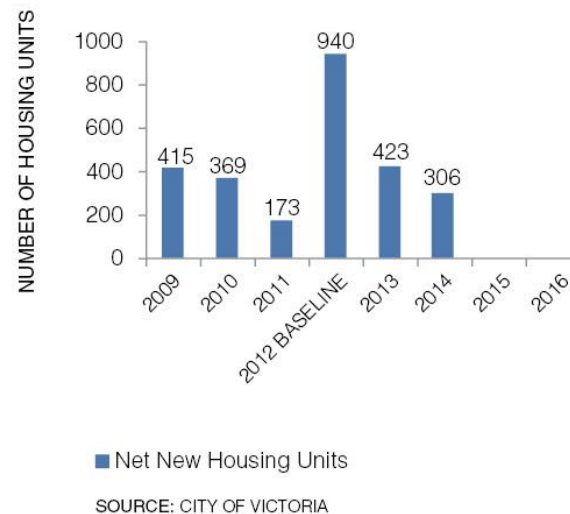
The neighbourhood with the largest number of housing units applied for was Downtown, followed by Victoria West (MAP 1).

In total, this represents 117 fewer net new housing units than those applied for construction in 2013. Despite the fact that building permit approvals in the downtown nearly tripled, the drop in overall building permits is due to the fact that the number of multi-unit developments in other neighbourhoods declined significantly this past year.

The net gain in 2014 of 306 units is below the average net gain experienced since 2006. Note that the 2012 baseline was higher than usual due to a spike in strata apartment units applied for through some larger projects downtown (e.g. three developments with over 100 units each).

Building permit records indicate that 55 units were lost due to demolition or alteration in 2014, with Fernwood seeing the highest number of units lost (17) followed by James Bay (9). These were mainly permits for demolition of detached dwellings. This figure is higher than in previous years, when 48 units (2013) and 36 units (2012) were lost due to demolition.

Net New Housing Units in the City of Victoria



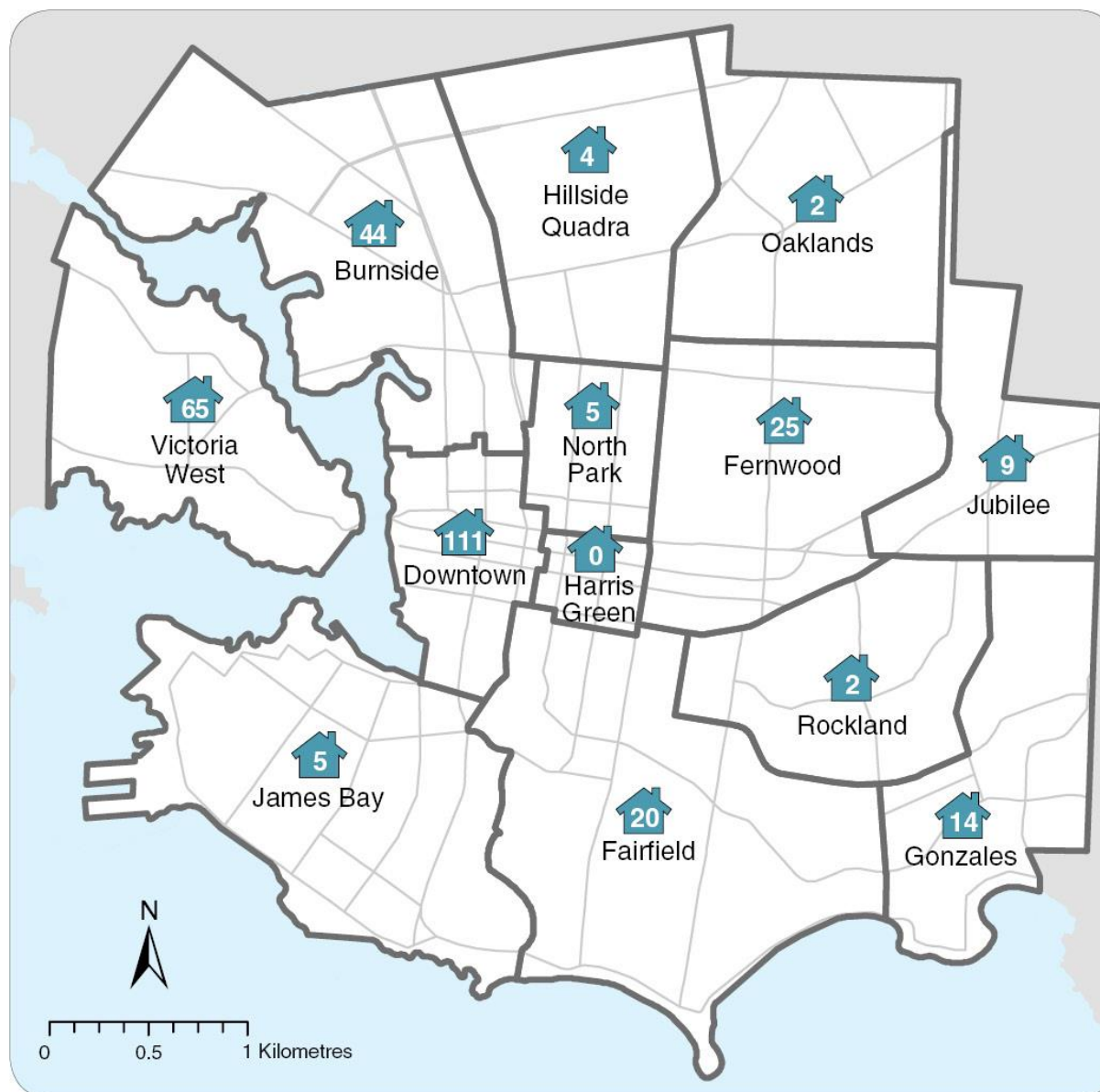
Note: New housing units are calculated from building permits at time of application.

MAP 1:

Net New Housing Units
by Neighbourhood

2014 Total Net New Housing Units
in Victoria = 306

Note: Net new housing units are calculated from building permits at time of application. The number of housing units that will be lost (through demolition) are subtracted from the number of housing units that will be gained.



SOURCE: CITY OF VICTORIA



Share of New Housing Units in Growth Target Areas

WHAT IS BEING MEASURED?

This indicator measures the annual share of new housing units located in the OCP's growth target areas. Housing growth is measured in three different target areas:

- 1) the Urban Core
- 2) located in or within walking distance (400 m) of a Town Centre or Large Urban Village
- 3) Small Urban Villages and the remainder of residential areas

Housing units are calculated from building permits at time of application, and categorized by OCP target growth areas.

WHY IS THIS INDICATOR IMPORTANT?

The OCP designates certain areas of the city for accommodating new population and associated housing growth. The Urban Core should accommodate 50% of the population growth, and areas in and near Town Centres and Large Urban Villages should accommodate 40% of the growth. Remaining growth is targeted for Small Urban Villages and other residential areas (10%). Concentrating housing and population growth in certain areas can provide the critical population mass to support better transit, local businesses, more efficient use of infrastructure, and better use of cycling and pedestrian facilities. It also reduces pressure on other residential parts of Victoria, where change is less desirable. A large share of Victoria's housing growth will be concentrated downtown to support the development of a strong urban core that retains its predominant role in the regional economy.

TARGET/DESIRED TREND:

- › To accommodate at least 20,000 new residents and associated housing growth over the next 30 years in the following approximate proportions: 50% in the Urban Core; 40% in or within close walking distance of Town Centres and Large Urban Villages; and 10% in Small Urban Villages and the remainder of residential areas

HOW ARE WE DOING?

Of the new units applied for in 2012, 2013 and 2014, 55% were located in the Urban Core; 26% were located in or within walking distance of a Town Centre or Large Urban Village; and 19% were located in a Small Urban Village or the remainder of the residential areas. In 2014 alone, the percentages were 33%, 48%, and 19%, respectively (MAP 2).

Progress towards the target cannot be conclusively measured until more information has been compiled in future years.

Share of New Housing Units in Growth Target Areas					
Growth Area	2012	2013	2014	2012-2014 Cumulative	Target for 2041
Urban Core	73%	33%	33%	55%	50%
In or within walking distance of a Town Centre or Large Urban Village	17%	28%	48%	26%	40%
Small Urban Village or the remainder of the residential areas	10%	39%	19%	19%	10%

SOURCE: CITY OF VICTORIA

MAP 2:

New Housing Units in Target Growth Areas



- New Housing Unit (single unit)
- New Housing Unit (# of units)
- Urban Core – 118 units (33%)
- 400m walking distance from Town Centres/Large Urban Villages – 173 units (48%)
- Small Urban Villages and remainder of residential areas – 70 units (19%)

Note: New housing units are calculated from building permits at time of application.

SOURCE: CITY OF VICTORIA

3 Regional Share of New Housing Units

WHAT IS BEING MEASURED?

This indicator measures the annual share of new housing units throughout the Capital Regional District that are located in the City of Victoria. It shows the share of the regional total that was in: 1) the City of Victoria as a whole, and 2) Victoria's Urban Core. New units are calculated from building permits at time of application.

WHY IS THIS INDICATOR IMPORTANT?

An increased share of new housing units within Victoria's Urban Core has potential impacts for the whole region: more efficient use of infrastructure and facilities, better access to transit services, decreased air pollution, less reliance on car travel, and less development pressure on agricultural and other rural lands. Within Victoria, encouraging new housing growth within the Urban Core will support the economic vibrancy of downtown and ensure that it retains its predominant role in the regional economy.

TARGET/DESIRED TREND:

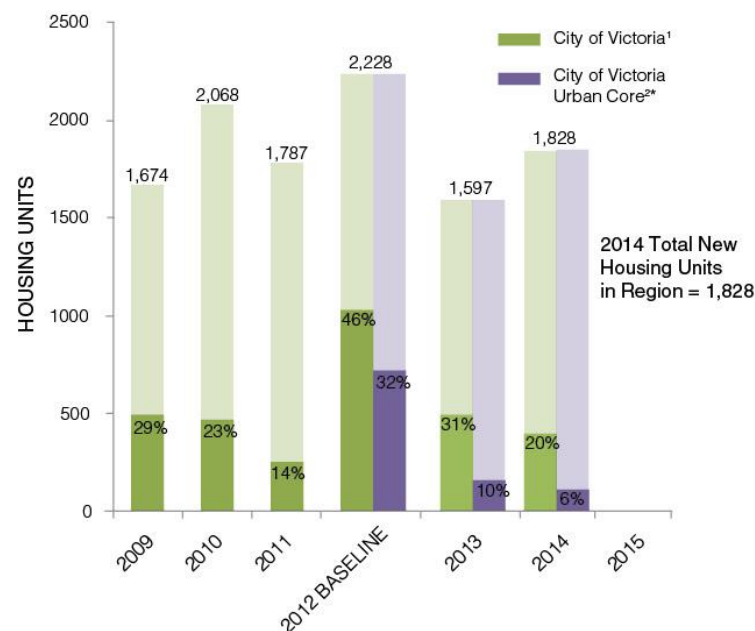
- Victoria accommodates a minimum of 20% of the region's cumulative new housing units to 2041
- The Urban Core accommodates a minimum of 10% of the region's cumulative new housing units to 2041

HOW ARE WE DOING?

In 2014, Victoria accommodated 20% of the region's new housing units, while the Urban Core accommodated 6%.

The cumulative figures for 2012-2014 meet or exceed the targets for 2041. From 2012-2014, 32% of new units in the Capital Regional District were within the City of Victoria; 18% of the new units in the Capital Regional District were within Victoria's Urban Core.

Annual Share of New Regional Housing Units in the City of Victoria



SOURCE: CRD MONTHLY PERMIT REPORTING TOOL, 2009-2014¹
CITY OF VICTORIA²

* % new units in Urban Core was not measured prior to 2012

4 New Commercial and Industrial Space

WHAT IS BEING MEASURED?

This indicator will measure the amount of new commercial and industrial floor area that is approved on an annual basis.

WHY IS THIS INDICATOR IMPORTANT?

A strong economic base is an essential component of a complete community. A diverse economy, including industrial, commercial and office sectors, not only provides increased stability, but also offers citizens the opportunity to access goods and services locally. The OCP focuses new employment growth in the Urban Core, Town Centres, in employment districts and along corridors served by frequent and rapid transit. New office development will be concentrated downtown to support the development of a strong downtown core that retains its predominant role in the regional economy. Outside of downtown, the concentration of employment growth in certain areas will maximize the use of municipal infrastructure, develop densities that allow for district energy, reduce commercial traffic, as well as increase the use of public transit by employees. Concentrating new employment growth in certain areas will also preserve the traditional residential character of other parts of the city.

TARGET/DESIRED TREND:  increase sought

HOW ARE WE DOING?

Data collection methods for this indicator are under development.

5 Greenways Network

WHAT IS BEING MEASURED?

This indicator measures the length of the Greenways network that is added or receives major upgrades on an annual basis. It also measures the total length of Greenways that have been added or upgraded since the inception of the *Greenways Plan* in 2004. This indicator will be expanded in the future to measure the percentage of the identified Greenways network that has been completed.

WHY IS THIS INDICATOR IMPORTANT?

Victoria's Greenways network encourages active transportation, recreation, and the restoration of native and aquatic habitat and places of cultural importance. The OCP encourages completing the Greenways network to the standards in the *Greenways Plan*, including features such as street trees and wayfinding. The OCP also supports using the Greenways network to link the Urban Core, Town Centres and Urban Villages with common destinations such as major parks, places of employment, schools, and recreational and cultural attractions.

TARGET/DESIRED TREND:  increase sought

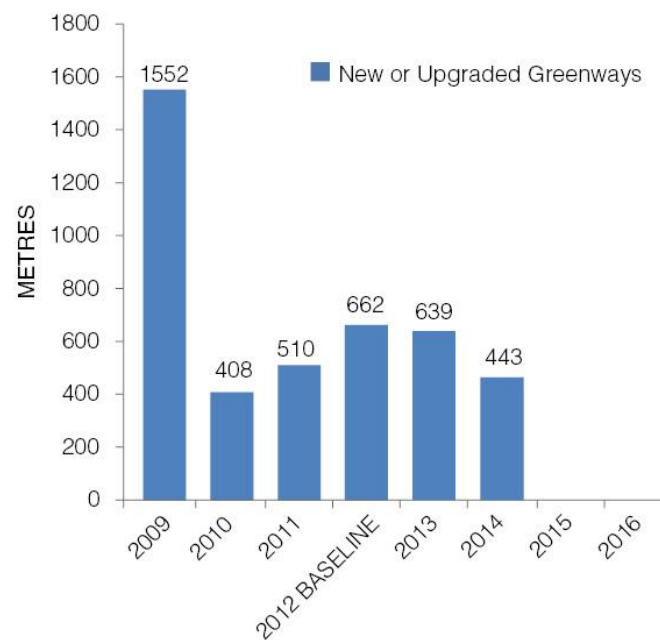
HOW ARE WE DOING?

The total length of the identified Greenways network measures 99.6 kilometres (MAP 3). A total of 443 metres (300 metres new, 143 metres upgraded*) of the Greenways network was added or upgraded in 2014. New additions included the Oaklands Park Pathway, and upgrades included boulevard improvements to Cook Street, including drainage improvements, pavers to widen the sidewalk and new turf. Since 2004, a total of 9.3 kilometres have been added or upgraded.

The total length of the Greenways network added or improved in 2014 was lower than the previous three years, but higher than the 2010 low of 408 metres.

* Upgrades include additions such as drainage improvements, pavement replacement, sidewalk improvements, new turf, bollard installation, and signage installation.

Annual Greenways Network Improvements



SOURCE: CITY OF VICTORIA

MAP 3:

Improvements to Greenways Network (2004 – 2014)

- Greenway Improvements (2014)
- Greenway Improvements (2004 - 2013)
- Designated Greenway

Length of new or major upgrades to Greenways network (since 2004) – 9.3 km

Total length of designated Greenways network (2014) – 99.6 km



SOURCE: CITY OF VICTORIA

6 Sidewalk Network

WHAT IS BEING MEASURED?

This indicator measures the length of the sidewalk network that is added or receives major upgrades on an annual basis. It also measures the total length of sidewalks that have been added or upgraded since the inception of the *Pedestrian Master Plan* in 2009. New sidewalks are added where no sidewalk existed previously; a major upgrade includes work such as widening the sidewalk or making other improvements for pedestrians. The indicator was expanded this year to measure the percentage of City blocks that have a sidewalk.

WHY IS THIS INDICATOR IMPORTANT?

Creating walkable, pedestrian-friendly neighbourhoods is a central focus of Victoria's OCP. Pedestrians are the top priority in future transportation planning. Walkability has many benefits for air quality, the reduction of greenhouse gases, public health and the life and vitality of neighbourhoods. A continuous, high quality sidewalk network is important in making a street comfortable, safe and inviting for pedestrians.

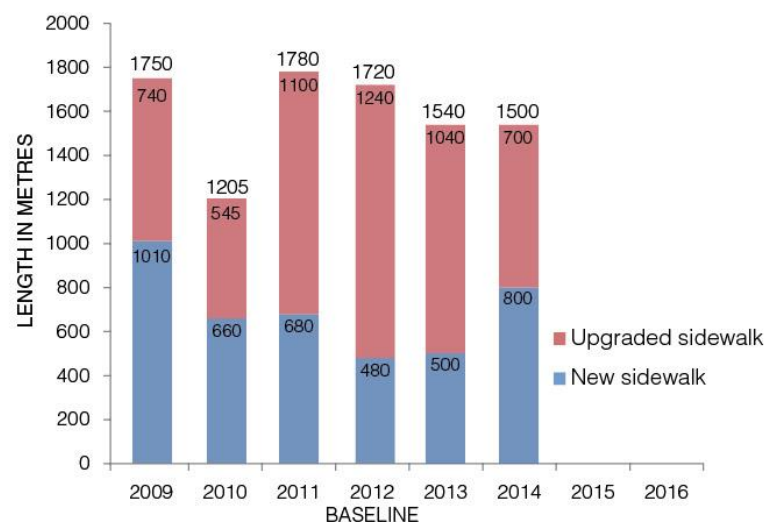
TARGET/DESIRED TREND:  increase sought

HOW ARE WE DOING?

The total length of the designated sidewalk network is approximately 525 linear kilometres. In 2014, 0.80 kilometres of new sidewalks and 0.7 kilometres of upgraded sidewalks were added to Victoria's sidewalk network, for a total of 1.5 linear kilometres.

The percentage of City blocks that have a sidewalk is 88% (unchanged from 2013, which was the first year this percentage was measured).

Annual Sidewalk Network Improvements



SOURCE: CITY OF VICTORIA

Total length of designated sidewalk network (2014): approx. 525 km
 Total length of completed sidewalk network (2014): 464 km
 Length of new or major upgrades to sidewalk network (2009–2014): 9.5 km
 Percentage of City blocks with a sidewalk: 88%

7 Cycling Network

WHAT IS BEING MEASURED?

This indicator measures the length of the cycling infrastructure that is added or receives major upgrades on an annual basis. It also measures the total length of cycling infrastructure that has been added or upgraded since the inception of the *Bicycle Master Plan* in 1995. Cycling infrastructure includes off-street multi-user trails, on-street painted cycling lanes, on-street separated cycling lanes and on-street signed cycling routes.

WHY IS THIS INDICATOR IMPORTANT?

Victoria's compact size and mild climate make it well-suited for cycling, an efficient, low-impact mode of transportation. The OCP encourages the expansion of the cycling network and infrastructure such as bike lanes and bike parking in order to further increase the proportion of people making more sustainable transportation choices. Cycling lanes in particular can increase convenience and the perception of safety of cyclists, both of which contribute to increased ridership. Cycling routes that connect to shops, services and workplaces is an important feature in encouraging people to cycle on a regular basis.

TARGET/DESIRED TREND:  increase sought

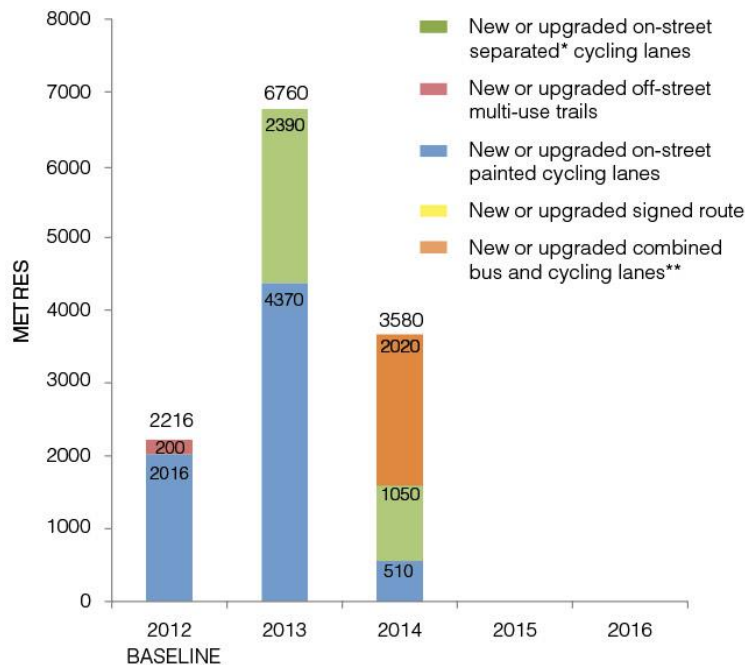
HOW ARE WE DOING?

The total lane length of the designated cycling network is 222 kilometres (MAP 4). In 2014, a total of 0.51 kilometres of on-street painted bicycle lanes and 1.05 kilometres of separated* cycling lanes were added or upgraded. No off-street multi-user trails or signed routes were added or upgraded in 2014. 2.02 kilometres of combined bus and bike lanes were added in 2014 (this figure was measured for the first time this year).

In 2014, 3.6 kilometres of on-street cycling lane improvements were made compared to 6.8 in 2013 and 2.2 kilometres in 2012.

*On-street separated cycling lanes are separated from roads and sidewalks by parked cars, bollards, physical barriers, or painted buffer areas.

Annual Cycling Network Improvements



SOURCE: CITY OF VICTORIA

**Combined bus and cycling lanes were a new category of on-street cycling lanes created and measured in 2014



SOURCE: CITY OF VICTORIA

MAP 4:

Improvements to Cycling Network (1995–2014)

- On-street cycling lane¹ (2014)
- On-street cycling lane (1995 - 2013)
- Off-street multi-use trail (1995 - 2013)
- Signed cycle route (1995 - 2013)
- Designated network² (2014)

Total lane length of off-street multi-use trail (2014): 4.4 km

Total lane length of improvements (to date) to on-street cycling lanes (2014): 43.15 km

Total length of signed cycling routes (2014): 41 km

Total lane length of designated cycling network² (2014): 222 km

¹ No off-street multi-use trails or signed cycle routes were added or upgraded in 2014.

² The cycling network was revised in 2014 as part of the *Bicycle Master Plan* update, thus the change in total lane length of cycle network from 2013 (2013 length = 134 km)

8 Underground Infrastructure

WHAT IS BEING MEASURED?

This indicator measures the length of water, stormwater and sanitary sewer mains that are replaced or rehabilitated on an annual basis. It also measures the total length of each network. Rehabilitation includes physical improvements such as the relining of pipes in order to extend the life of the infrastructure.

WHY IS THIS INDICATOR IMPORTANT?

Underground infrastructure for drinking water, stormwater and sanitary sewers are vital to the economic, environmental and public health of a community. The location, condition and capacity used in these systems can influence development patterns. Like many municipalities across the country, Victoria is challenged with repairing and replacing aging infrastructure, while meeting new population and employment growth over the next 30 years. The OCP encourages improvements to water, stormwater and sanitary sewer systems and services to meet current and future demand. At the same time, it identifies the need to continue to make physical improvements to existing infrastructure. The OCP focuses population and employment growth in the Urban Core, Town Centres and Urban Villages in order to make use of existing infrastructure, and minimize the need for new infrastructure.

TARGET/DESIRED TREND:  increase sought*

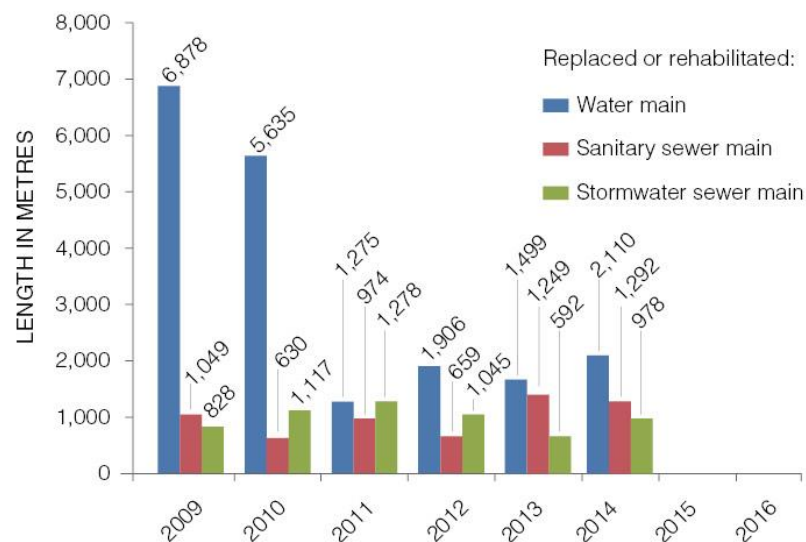
HOW ARE WE DOING?

The total length of the water main network is 330.7 kilometres, the total length of the sanitary sewer network is 236 kilometres, and the total length of the stormwater sewer network is 256 kilometres.

In 2014, 2,110 metres of the water main network were replaced or rehabilitated. This represents a decrease from 2009 and 2010 when a significant amount of the steel water main was rehabilitated with the support of external funding. In 2014, 1,292 metres of the sanitary sewer network were replaced or rehabilitated, and 978 metres of the stormwater sewer network was replaced or rehabilitated. The annual improvements for the networks have been fairly consistent over the last three years.

*An increase is sought in the length of mains that are added or upgraded on an annual basis but, in keeping with OCP direction, not to the total length of the overall network.

Annual Improvements to Water, Stormwater and Sanitary Sewer Mains



Total length of water main network (2014): 330 km
 Total length of sanitary sewer network (2014): 236 km*
 Total length of stormwater sewer network (2014): 256 km*

SOURCE: CITY OF VICTORIA

* differences in network length from 2013 due to data clean up and corrections regarding "active" versus "abandoned" mains, and their confirmed lengths

9 Activities in Public Space

WHAT IS BEING MEASURED?

This indicator measures the number of permits issued for a variety of activities that happen in outdoor and public spaces: markets, block parties, mobile food carts, sidewalk cafes, special events and street entertainers. Special events include festivals, sporting events, rallies and a variety of other public gatherings.

WHY IS THIS INDICATOR IMPORTANT?

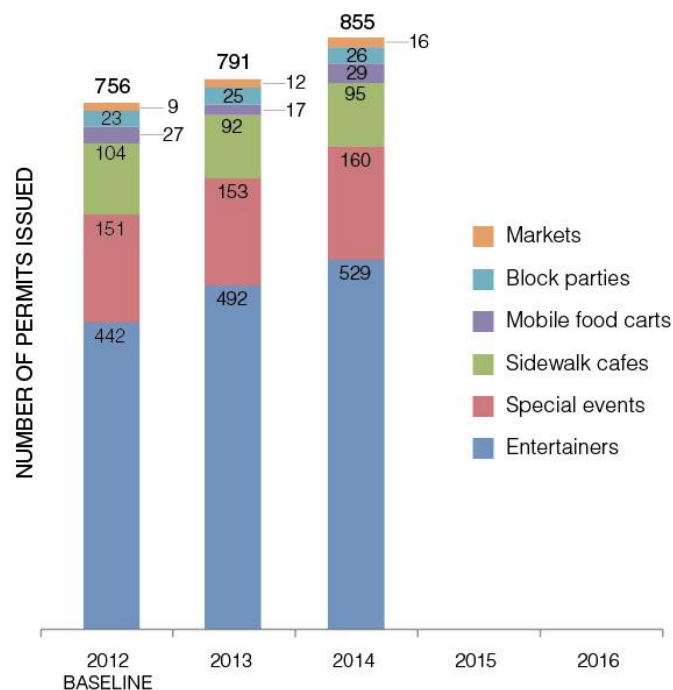
Activities such as markets, festivals and street vending help make streets and neighbourhoods lively and vibrant. They also generate economic activity, contribute to the city's arts and cultural life, reflect Victoria's unique identity, and help local residents feel more connected to each other. The OCP encourages more outdoor festivals, celebrations, concerts and special events to continue to animate the city's public spaces, streets and parks.

TARGET/DESIRED TREND: ↑ increase sought

HOW ARE WE DOING?

A total of 855 permits were issued for different activities in public space in 2014. This number increased slightly from 2013 and is substantially higher than the 2012 baseline of 756. This is largely due to an increase of 37 permits issued for street entertainers, and increase of 9 permits for mobile food carts and moderate increases in each of the other activity types. Of the total, 62% of the permits were issued for street entertainers (529) and 19% of the permits were issued for special events.

Permits for Activities in Public Space



SOURCE: CITY OF VICTORIA

10 New Trees on City Land

WHAT IS BEING MEASURED?

This indicator measures the number of net new trees planted on City lands on an annual basis (trees planted minus trees removed). City lands include parks, boulevards and other City-owned public spaces.

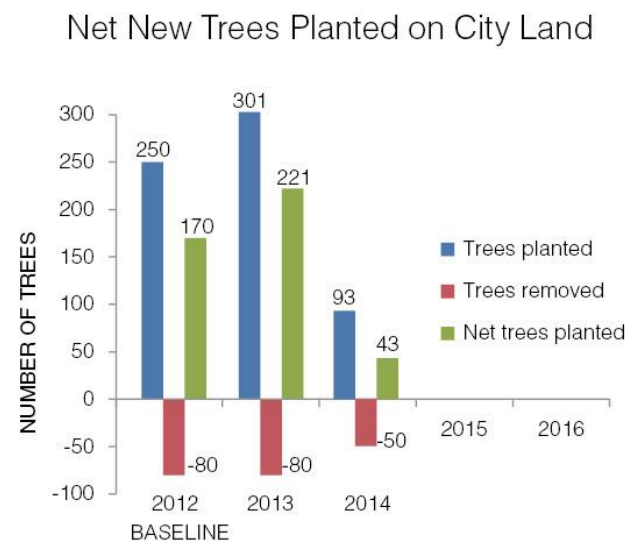
WHY IS THIS INDICATOR IMPORTANT?

The urban forest provides many ecological and community benefits. Trees reduce stormwater runoff, filter air and water pollution, and provide important habitat for birds, insects and other wildlife. In addition to their beauty, trees protect people from weather, provide privacy and buffer sound. Trees add beauty to public spaces and along roads and sidewalks, making walking and cycling more enjoyable. The OCP aims to enhance the urban forest to continue to support the many benefits that an urban forest provides.

TARGET/DESIRED TREND:  increase sought

HOW ARE WE DOING?

In 2014, 93 trees were planted and 50 trees were removed, for a net total of 43 trees planted. This represents a decrease in trees planted relative to 2013 and the 2012 baseline. However, this is largely due to a change in reporting period. 2014 data was collected for the calendar year, whereas past years have reported on planting seasons that cover multiple calendar years (e.g., January-March 2014 would have been counted toward the 2013 data). There are a total of 33,000 trees on City lands.



SOURCE: CITY OF VICTORIA



New Housing Units by Tenure

WHAT IS BEING MEASURED?

This indicator measures the total number of new rental¹, strata² and fee simple³ housing units at time of application of building permit on an annual basis. It also measures the new housing units gained by tenure for each neighbourhood. New units are calculated from building permits at time of application.

WHY IS THIS INDICATOR IMPORTANT?

Providing a mix of rental and ownership (strata and fee simple) housing is important for building a diverse community. Providing options for rental and ownership housing within the same neighbourhood can accommodate people at a variety of life stages and income levels. The OCP encourages a wide range of housing types, tenures and prices in each neighbourhood. It also aims to maintain and expand Victoria's supply of aging rental housing through upgrades and regeneration.

TARGET/DESIRED TREND:

No target

HOW ARE WE DOING?

Of the 361 new units that were applied for in Victoria in 2014, 16% were identified as rental units, 78% as strata ownership, and 6% as fee simple ownership. Fee simple ownership figures are similar to those in 2012 and 2013, but rental figures are significantly lower than in past years. Strata ownership units have increased over 2013 figures, but remain fewer than the unusually high number of 683 units in 2012 (which was due to a spike in strata apartment units through some larger, +100 unit projects downtown).

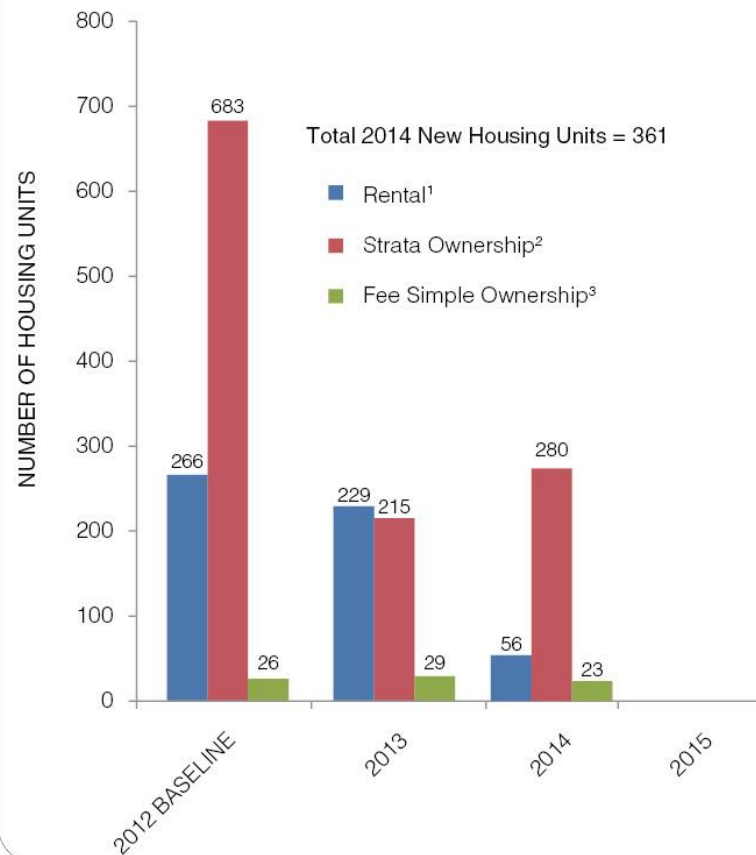
Map 5 shows the distribution of new housing units by tenure across the City.

Most new rental housing units were in Burnside followed by Gonzales. New strata units were concentrated in Downtown, Victoria West, Fernwood, and Burnside.

As in 2012 and 2013, fee simple ownership units make up a small proportion of the total new units.

SOURCE: CITY OF VICTORIA

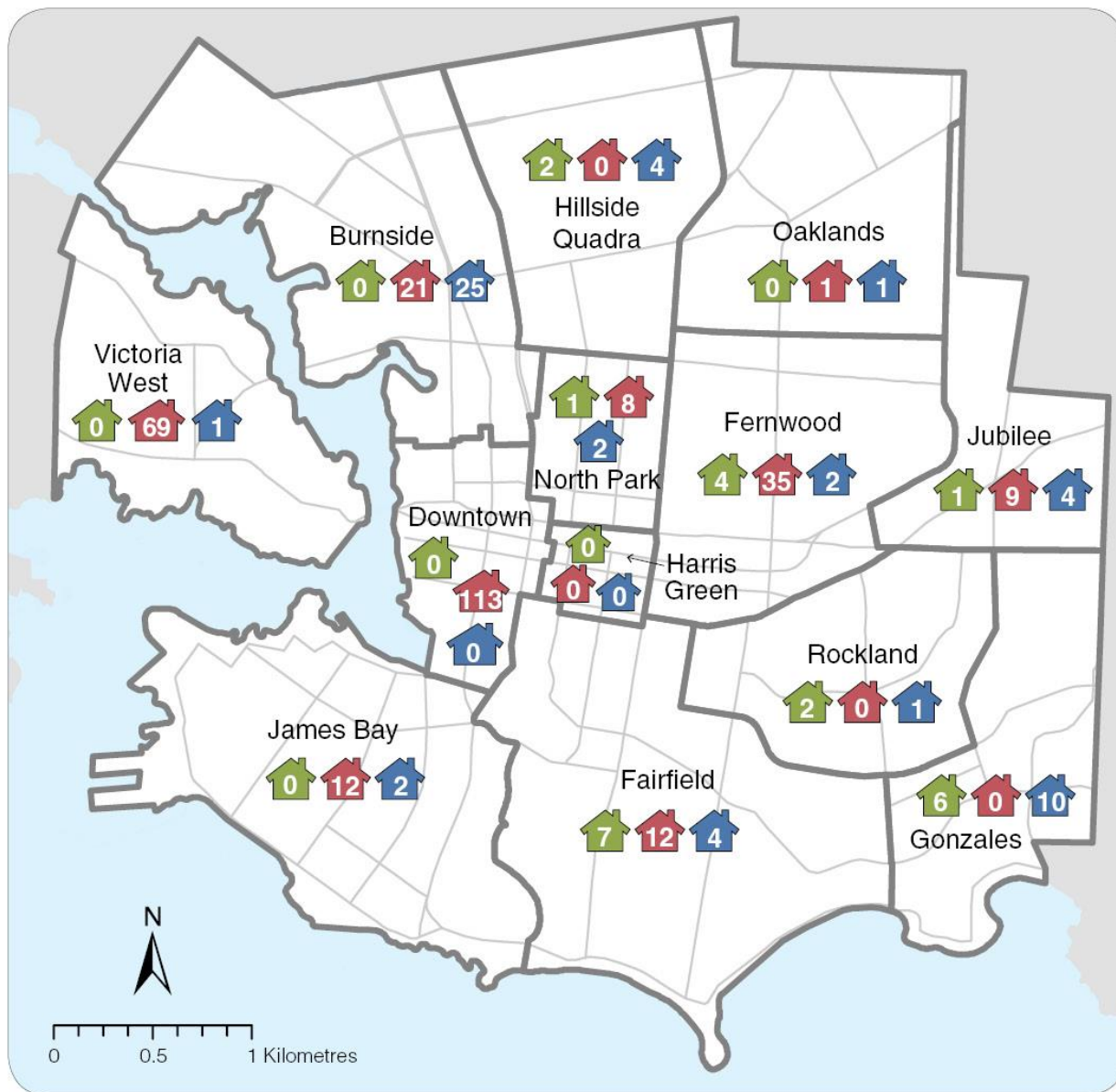
New Housing Units Applied for in the City of Victoria by Tenure



¹ Rental: includes purpose-built rental apartments, secondary suites, garden suites

² Strata: includes strata duplexes, triplexes and fourplexes; strata townhouses; strata units in apartment, mixed-used and other multi-unit buildings

³ Fee Simple: includes single family dwellings and non-strata attached houses





New Housing Units by Type

WHAT IS BEING MEASURED?

This indicator measures the total number of new housing units by type of housing (townhouse, duplex, secondary suites, etc.) on an annual basis. It also measures the number of new housing units by type of housing in each neighbourhood. New housing units are calculated from building permits at time of application.

WHY IS THIS INDICATOR IMPORTANT?

The OCP encourages a wide range of housing types to support a diverse, inclusive and multigenerational community. Neighbourhoods with a wide range of housing types – such as townhouses, duplexes, single family dwellings, apartment buildings, special needs housing and secondary suites – can support a diverse population that includes students, families, seniors, group housing, singles or couples. This mix reinforces neighbourhood stability by allowing people to stay in the same neighbourhood throughout different stages of their life. It can also encourage social and economic diversity and different levels of affordability.

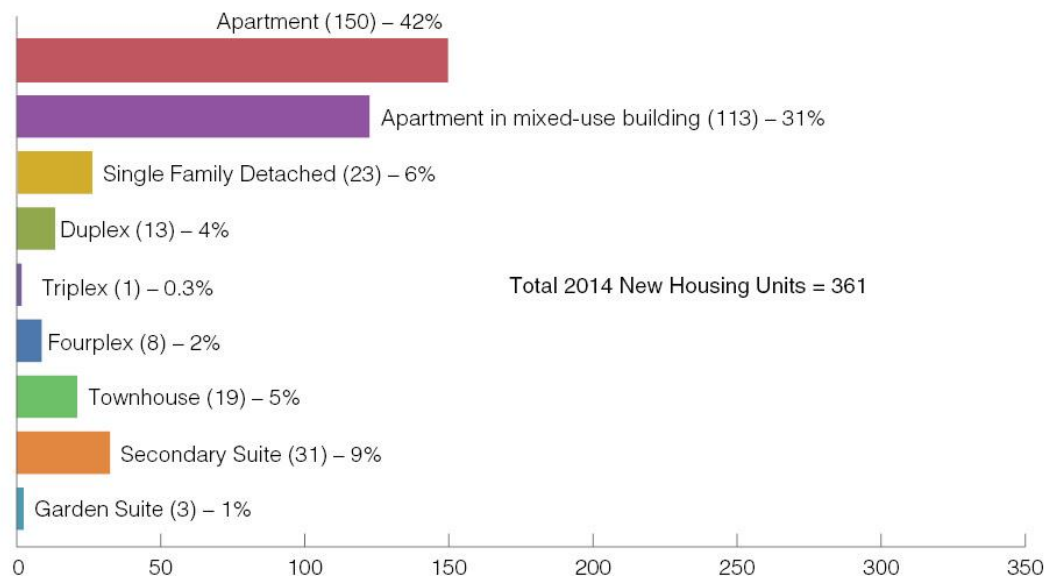
TARGET/DESIRED TREND:

No target

HOW ARE WE DOING?

In 2014, “attached” types of housing comprised a significant proportion of Victoria’s new housing units. Of the 361 new units in Victoria, 73% of the total new units were apartments, either in all-residential or mixed-use buildings. Only 6% of new units were single family detached and 9% were secondary suites. Other types of attached housing, including duplexes, triplexes, fourplexes, and townhouses, collectively accounted for an additional 11% of the new units.

2014 New Housing Units by Type



SOURCE: CITY OF VICTORIA

Note: New housing units are calculated from building permits at time of application.

The table on the following page shows that Downtown had the largest number of apartment units (113), followed by Victoria West (49) and Burnside (44). The largest number of single family detached units were in Fairfield (7), followed by Gonzales (6). Most neighbourhoods had secondary suites, with Gonzales having the highest number (9). Only three garden suites were applied for in 2014. These were in Fairfield, Gonzales and Oaklands.

2014 New Housing Units by Type of Housing										
Type	Apartment	Mixed-use*	Single Family Dwelling	Duplex	Triplex	Fourplex	Townhouse	Secondary Suite**	Garden Suite	New Units
Burnside	44				1			1		46
Downtown		113								113
Fairfield	8		7			4		4	1	24
Fernwood	34		4	1				3		42
Gonzales			6					9	1	16
Harris Green										0
Hillside Quadra			2					4		6
James Bay				8		4		2		14
Jubilee	9		1					4		14
North Park	6		1	2				2		11
Oaklands				1					1	2
Rockland			2					1		3
Victoria West	49			1			19	1		70
Total	150	113	23	13	1	8	19	31	3	361

SOURCE: CITY OF VICTORIA

* Mixed-use: Building that includes both residential and commercial units

**Secondary Suite: A legal suite, located within a single family detached house

Note: New housing units are calculated from building permits at time of application.



Rental Housing Vacancy Rate

WHAT IS BEING MEASURED?

This indicator measures the average annual vacancy rate for purpose-built rental housing buildings with three or more units. It does not include the secondary rental market (secondary suites, private condominiums, or other private housing that is rented) which forms an important part of Victoria's rental housing market.

WHY IS THIS INDICATOR IMPORTANT?

The demand for rental housing is affected by the combination of employment growth, income levels and migration levels (people moving in and out of the city). In Victoria, the demand for rental housing is also influenced by the high cost of home ownership in the region. The OCP policies encourage an increase in the city's supply of rental housing through upgrades and re-investment, and that a wide variety of housing types, tenures and prices gives residents choice. A balanced rental market would have affordable prices for a diversity of household incomes and a vacancy rate between 2 to 3%.

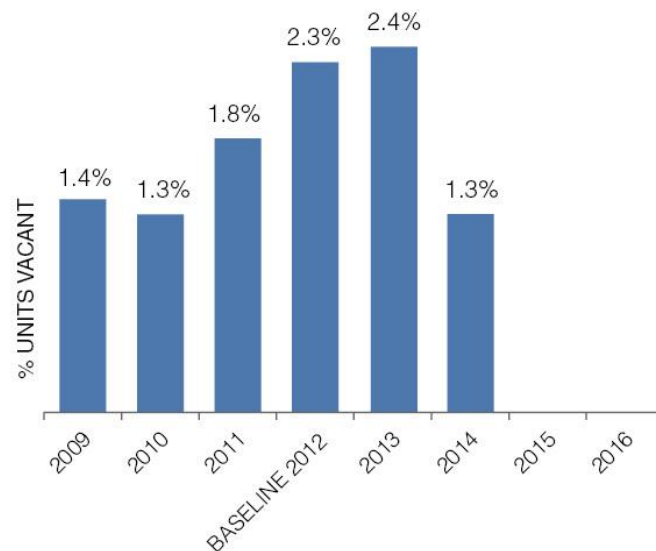
TARGET/DESIRED TREND:

No target

HOW ARE WE DOING?

Victoria's rental vacancy rate declined to 1.3% in October 2014 from 2.4% in October 2013. This is a shift from what is considered a balanced rental market (2 – 3 %), and is a significant decrease from the vacancy percentages reported in 2012 and 2013.

Overall Vacancy Rate for Purpose-built Rental Housing Units



SOURCE: CMHC 2014 FALL RENTAL MARKET REPORT

14 Emergency Shelter Use

WHAT IS BEING MEASURED?

This indicator measures the number of people who have used one or more emergency shelters in Greater Victoria at least one time over the preceding year. In 2012/2013, all of the emergency shelters surveyed (5) were located within the City of Victoria. The indicator does not show how many times people stayed in the shelters over the year, nor how long they stayed. The numbers are measured from April to March of the next year.

WHY IS THIS INDICATOR IMPORTANT?

One of the core principles of the OCP is that housing is a basic human need: all people deserve access to housing that is safe, stable and affordable, and supports personal health. Homelessness results from a complex set of circumstances such as the high cost of housing, unstable or inadequate income, and other factors such as illness or violence. Emergency shelter use presents only one dimension of homelessness, which includes a combination of people who are living on the street, living in a shelter, and those who live in insecure or inadequate housing. The OCP recommends that the City work with other community partners to enable stable housing for all people and to increase the supply of affordable crisis, transitional, supported and non-market rental housing so that people who are homeless have more options for stable housing.

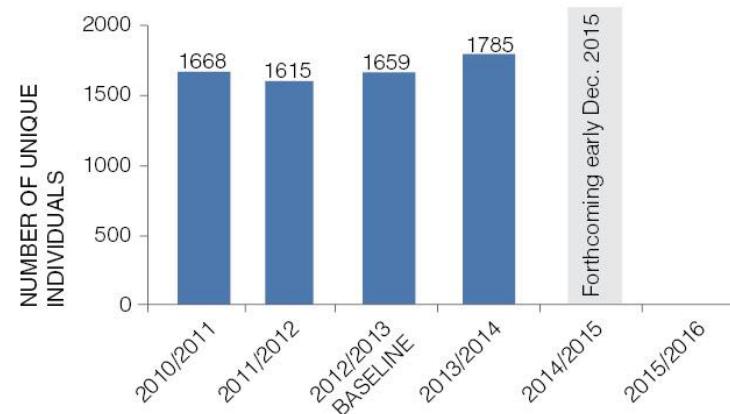
TARGET/DESIRED TREND:

No target

HOW ARE WE DOING?

This information is forthcoming, as the latest edition of the report from which this indicator is referenced will be published in early December, 2015.

Number of Unique Individuals Using Greater Victoria Emergency Shelters



SOURCE: VICTORIA COOL AID SOCIETY, 2014 AND BC HOUSING, 2014, IN GREATER VICTORIA COALITION TO END HOMELESSNESS; PATTERNS OF HOMELESSNESS IN GREATER VICTORIA, 2014. TIME PERIOD MARCH TO APRIL.

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Retail, Office and Industrial Vacancies

WHAT IS BEING MEASURED?

This indicator measures the vacancy rate for industrial, retail shopping centres¹, and downtown office properties. It also measures the vacancy rate for downtown streetfront retail properties.

WHY IS THIS INDICATOR IMPORTANT?

The availability of office, retail and industrial space is important for fostering a dynamic and competitive economy. The office, retail and industrial vacancy rate is a measure of Victoria's market strength and economic performance, showing the current balance between demand and supply. The OCP encourages Victoria to attract a reasonable share of regional growth in employment and new commercial and industrial development, to enhance the city's retail sector, and to increase the supply of downtown office space.

TARGET/DESIRED TREND:

No target

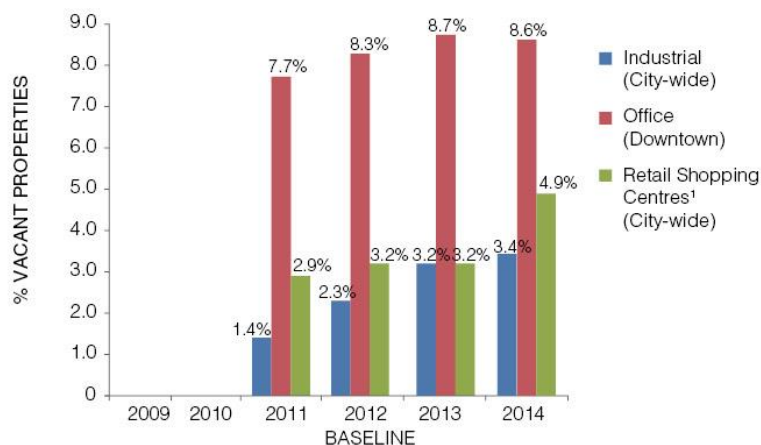
HOW ARE WE DOING?

The city-wide industrial vacancy rate increased marginally from 3.2% in 2013 to 3.4% in 2014. The office vacancy rate for Downtown Victoria decreased marginally from 8.7% in 2013 to 8.6% in 2014. City-wide shopping centre vacancy increased from 3.2% in 2013 to 4.9% in 2014.

The Downtown streetfront vacancy rate increased from 6.2% in 2013 to 10.2% in 2014, with the departure of several major retailers contributing to the increase (Empire Theaters, Staples, Atmosphere, a Starbucks, Levi's and Philip Nyren Menswear vacated their premises in 2014).

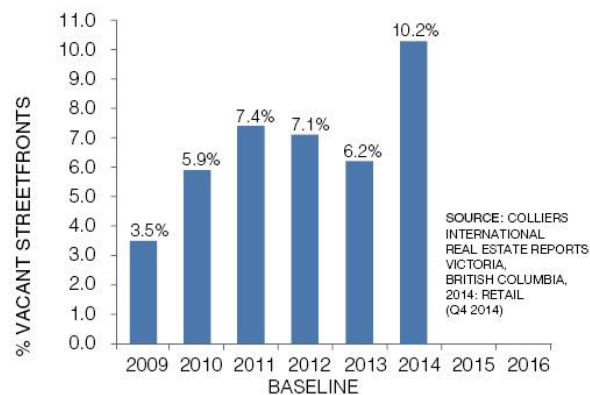
¹Retail Shopping Centres: a group of retail and commercial establishments that is planned, developed, owned and managed as a single property (International Council of Shopping Centres, 2010)

Retail, Commercial and Industrial Vacancy Rates



SOURCE: COLLIERS INTERNATIONAL REAL ESTATE REPORTS VICTORIA, BRITISH COLUMBIA, 2014: INDUSTRIAL (Q3 2014); OFFICE (Q4 2014); RETAIL (Q4 2014)

Downtown Streetfront Vacancy Rate



SOURCE: COLLIERS INTERNATIONAL REAL ESTATE REPORTS VICTORIA, BRITISH COLUMBIA, 2014: RETAIL (Q4 2014)

16 OCP Amendments

WHAT IS BEING MEASURED?

This indicator measures the number of amendments to the OCP approved by Council. The amendments are categorized by the type of amendment.

WHY IS THIS INDICATOR IMPORTANT?

The OCP provides direction on how Victoria should grow and change over the next 30 years. While all City policy, projects, and spending should be broadly consistent with the OCP, the OCP is intended to be flexible and adaptable. The number of OCP amendments measures when Council has approved a change to the OCP policy or land use framework.

TARGET/DESIRED TREND:

No target

HOW ARE WE DOING?

Two land use amendments to the OCP were approved by Council in 2014.

Official Community Plan Amendments – Administrative		
Bylaw Number and Location	Date	Purpose of Amendment
n/a	n/a	n/a

Official Community Plan Amendments – Land Use		
Bylaw Number and Location	Date	Purpose of Amendment
#14-021	22-May-2014	Amend Appendix A: Development Permit Areas and Heritage Conservation Areas to reference the Fisherman's Wharf Plan Design Guidelines, 2014, in Development Permit Area 11, James Bay and Outer Harbour
#14-007	24-Jul-2014	Change the Urban Place Designation for 1802 Chambers Street and 1147-1163 North Park Street to Urban Residential



Contributions from Development

WHAT IS BEING MEASURED?

This indicator will report the total value of community benefits contributed through new development.

WHY IS THIS INDICATOR IMPORTANT?

Physical features such as greenways, pedestrian improvements, and public spaces contribute to the livability of a community. New development can play an important role in funding these and other features to serve new residents and employees, and in off-setting some of the impacts of growth.

TARGET/DESIRED TREND:

No target

HOW ARE WE DOING?

The scope of this indicator is under development to track contributions from development City-wide. As an interim indicator, contributions to the Downtown Core Area Public Realm Improvement Fund and the Downtown Heritage Building Seismic Upgrade Reserve Fund are presented.

As of end of year 2014, there is a total of \$58,090.31 in the Downtown Core Area Public Realm Improvement Fund, and \$19,363.44 in the Downtown Heritage Building Seismic Upgrade Reserve Fund. These figures are made up of contributions from projects in 2013, and interest allocation in 2014 (there were no contributions to these funds from development in 2014).

Contributions from Development

