



**AMENDED AGENDA
PLANNING AND LAND USE COMMITTEE
MEETING OF JULY 3, 2014, AT 9:00 A.M.
COUNCIL CHAMBERS
CITY HALL, 1 CENTENNIAL SQUARE**

Page

CALL TO ORDER

APPROVAL OF AGENDA

CONSENT AGENDA

ADOPTION OF MINUTES

1. Minutes from the Meeting held June 19, 2014.

DECISION REQUEST

2. Rezoning Application # 00441 and Development Permit Application # 000353
for 105 and 109 Wilson Street
--D. Day, Director of Sustainable Planning & Community Development

Neighbourhood: VicWest Recommendation: Forward to Public Hearing 5 - 51
3. Rezoning Application #00437 for 1314 Pembroke Street 53 - 120
--D. Day, Director of Sustainable Planning & Community Development

Neighbourhood: Fernwood Recommendation: Forward to Public Hearing
4. Rezoning Application # 00404 and Development Permit # 000323 121 - 153
for 2636, 2638 & 2642 Shelbourne Street
--D. Day, Director of Sustainable Planning & Community Development

Neighbourhood: Oaklands Recommendation: Forward to Public Hearing
5. Rezoning Application # 00445 for 1670 Richardson Street 155 - 176
--D. Day, Director of Sustainable Planning & Community Development

Neighbourhood: Rockland Recommendation: Forward to Public Hearing

6. Development Permit with Variances # 000360 for 787 Tyee Road 177 - 224
--D. Day, Director of Sustainable Planning & Community Development

Neighbourhood: Victoria West Recommendation: Forward to Public Hearing

7. Development Permit Application with Variances # 000343 for 860 225 - 267
Queens Avenue
--D. Day, Director of Sustainable Planning & Community Development
Late Correspondence

Neighbourhood: North Park Recommendation: Forward to Public Hearing

[Addenda]

8. Development Permit Application # 000350 with Variances for 2810 269 - 300
Shelbourne Street
--D. Day, Director of Sustainable Planning & Community Development

Neighbourhood: Oaklands Recommendation: To Decline

9. Development Permit # 000358 with variances for 988 Topaz Avenue 301 - 313
--D. Day, Director of Sustainable Planning & Community Development

Neighbourhood: Hillside/Quadra Recommendation: Proceed to Hearing

10. Development Permit Application # 000373 for 530 Discovery Street 315 - 324
--D. Day, Director of Sustainable Planning & Community Development

Neighbourhood: Burnside Recommendation: Issue Development Permit

11. Development Permit Application # 000363 for 1498 Myrtle Street 325 - 347
--D. Day, Director of Sustainable Planning & Community Development

Neighbourhood: Oaklands Recommendation: Issue Development Permit

12. ~~Development Permit Application # 000371 for 1 Dallas Road-~~ 349 - 357
DEFERRED
~~--D. Day, Director of Sustainable Planning & Community Development~~

Neighbourhood: James Bay Recommendation: Issue Development Permit

PROPERTY MAINTENANCE BYLAW HEARING 10:30 AM

13. Work Without Permit - 201 Ontario Street 359 - 371
--R. Woodland, Director of Legislative & Regulatory Services

Neighbourhood: James Bay Recommendation: File Notice on Title

**MOTION TO CLOSE THE JULY 3, 2014, PLANNING & LAND USE
STANDING COMMITTEE MEETING TO THE PUBLIC**

That the Planning & Land Use 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.

CLOSED MEETING

14. Master Development Agreement Amendment - 253 / 259 Esquimalt Road
--D. Day, Director of Sustainable Planning & Community Development

ADJOURNMENT

Planning and Land Use Committee Report

For Meeting of July 3, 2014

Date: June 19, 2014 **From:** Mike Wilson Senior Planner – Urban Design

Subject: **Rezoning Application #00441 and Development Permit Application #000353 for 105 and 109 Wilson Street** - Application to increase the permitted density and to permit construction of a 10-storey, multi-unit residential building with one level of underground parking

Executive Summary

The purpose of this report is to provide information, analysis and recommendations regarding a Rezoning Application and Development Permit Application for the property located at 105 and 109 Wilson Street. The proposal is to rezone the property from the SMD-13 Zone (Songhees Social/Residential District) to a new zone to permit an increase in density for the construction of a 10-storey, multi-unit residential building with one level of underground parking. A concurrent Development Permit Application has also been submitted.

The following points were considered in assessing these applications:

- The applicant proposes an increase in density from the current zoning entitlement of 2.37:1 floor space ratio (FSR) to 2.73:1 FSR.
- The *Official Community Plan* (OCP) provides policy direction within this designation to consider increases in density up to a FSR of approximately 2.5:1.
- The proposal is generally consistent with the Design Guidelines for the Songhees Area of Victoria West and provides a positive relationship with the public realm and utilizes a range of high-quality materials that successfully breaks up the building massing.
- The applicant has provided a parking study which supports the proposed reduction in vehicle parking based on the expected parking demand.
- The applicant has offered to enter into a Housing Agreement with the City to ensure that all of the units in the development are secured as rental housing and that 84 units will be designated as non-market rental housing.

In comparison with the existing zone, the applicant proposes changes related to density; height; site coverage; building setbacks and parking, necessitating the formulation of a new zone. Staff have evaluated each of the proposed changes and recommend that Council support the proposal.

The proposed construction of 108 residential dwelling units in this location is generally consistent with the *Official Community Plan*. Given the proposed increase in density, staff typically recommend the provision of a third-party economic analysis to determine the value of a public amenity contribution. Due to the non-market rental housing being proposed and the applicant's willingness to enter into a Housing Agreement, staff are not recommending that Council require a third-party land lift analysis in this instance.

Staff recommend that Council support this application.

Recommendations


1.
 - a. That staff be instructed to prepare the necessary *Zoning Regulation Bylaw* amendment that would authorize the proposed development outlined in Rezoning Application #00441 for 105 and 109 Wilson Street;
 - b. That Council consider giving first and second reading to the *Zoning Regulation Bylaw* amendment after the bylaws have been drafted;
 - c. That Council schedule a Public Hearing after the *Zoning Regulation Bylaw* amendment has received first and second reading, subject to the completion of the following:
 - plan revisions to be completed to the satisfaction of the Director of Sustainable Planning and Community Development to address outstanding technical requirements attributed to the proposed parking layout and to refine the landscape plan,
 - the provision of a sewer attenuation study, prior to Public Hearing to the satisfaction of the Director of Engineering and Public Works,
 - if it is determined by the Director of Engineering and Public Works that sewer attenuation measures are required, registration of a legal agreement against the title of the property, prior to Public Hearing, securing the owner's commitment to install sewer attenuation measures, to the satisfaction of the City Solicitor and the Director of Engineering and Public Works.
 - the registration of a legal agreement to secure a 0.86 m statutory right-of-way on the Wilson Street frontage to the satisfaction of the City Solicitor and the Director of Engineering and Public Works.
2.
 - a. That staff be instructed to prepare the necessary *Housing Agreement Bylaw* that would secure the rental tenure of all of the proposed residential dwelling units within Phase 2 at 105 and 109 Wilson Street and designate a total of 78 units for non-market rental housing;
 - b. That Council consider giving first and second reading to the *Housing Agreement Bylaw* after the bylaws have been drafted;
 - c. That Council schedule a Public Hearing after the *Housing Agreement Bylaw* has received first and second reading.
3. Following the Hearing, and subject to adoption of the *Zoning Regulation Bylaw* amendments and *Housing Agreement Bylaw* for 105 and 109 Wilson Street, that Council authorize the issuance of the Development Permit generally in accordance with:
 - a. plans for Rezoning Application #00441, stamped June 6, 2014, development meeting all *Zoning Regulation Bylaw* requirements;
 - b. final plans to be generally in accordance with plans identified above to the satisfaction of the Director of Sustainable Planning and Community Development.

Respectfully submitted,


 Mike Wilson
 Senior Planner – Urban Design
 Development Services Division


 Deb Day, Director
 Sustainable Planning and Community
 Development Department

Report accepted and recommended by the City Manager:


 Jason Johnson
 Date: June 25, 2014

MW:aw

S:\TEMPEST_ATTACHMENTS\PROSPERO\PL\REZ\REZ00441\PLUSC PLANNING REPORT TEMPLATE REZ2.DOC

1.0 Purpose

The purpose of this report is to provide information, analysis and recommendations regarding a Rezoning Application and Development Permit Application for the property located at 105 and 109 Wilson Street.

2.0 Background

2.1 Description of Proposal

The proposal is to rezone the property from the SMD-13 Zone (Songhees Social/Residential District) to a new zone to permit an increase in density for the construction of a 10-storey, multi-unit residential building with one level of underground parking. An existing multi-unit residential building is located at the rear of the site with driveway access from Wilson Street. Foundations for the second phase of the project were poured and ultimately abandoned. The proposal is to demolish the existing foundations and start with new construction.

A Development Permit Application was also submitted for consideration of the proposed detailed design, finish and landscape. The following materials and features contribute to the exterior design and finish of the proposed development.

Exterior building materials include:

- Exterior Insulation Finishing System (EIFS)
- colored EIFS accent panels
- EIFS canopy with wooden soffits
- masonry brick planters
- concrete planters with natural finish.

Landscaping materials in common open space areas include:

- various tree and shrub species (noted on planting plan)
- concrete unit pavers.

2.2 Green Building Features

The applicant is proposing a number of green building features which are outlined in a letter from the applicant attached to this report. These features include:

- Low flow plumbing fixtures
- High efficiency lighting
- High performance glazing

2.3 Existing Site Development and Development Potential

The site currently includes an existing multi-unit residential development which includes 4,479 m² of residential floor area. The zoning entitlement on the property has been partially utilized by the Phase 1 building. The remaining floor area entitlement is 4,849 m².

2.4 Data Table

The following data table compares the proposal with the existing SMD-13 Zone. An asterisk is used to identify where the proposal is less stringent than the existing zone. A double asterisk is used to identify where the proposal has an approved variance from the existing zone.

| Zoning Criteria | Phase 1 (Existing) | Phase 2 (Proposed) | Total (Phase 1 & 2) | SMD-13 Zone Standards |
|---|--------------------------|---|------------------------|------------------------------------|
| Site area (m ²) | See total | See total | 3935.90 | n/a |
| Total floor area (m ²) (maximum) | 4479.10 | 6276.70* | 10755.80 | 9327.90 |
| Floor space ratio (maximum) | 1.14:1 | 1.59:1* | 2.73:1* | 2.37 |
| Height (m) (maximum) | 18.75 | 27.25 | 27.25 | 28.00 |
| Site coverage (%) (maximum) | 24.00 | 24.60 | 48.60 | 50.00 |
| Storeys (maximum) | 4 (+2 Mezzanines.) | 10* | | 8 |
| Setbacks (m) | | | | |
| Front (Wilson St.) | 55.90 | 4.77* bldg. face 4.32 balcony 3.00* parkade | | 6.00 building face 4.00 balcony |
| Rear (South) | 3.10** | 30.60 | | 5 |
| Side (East) | 6.00 | 6.00 bldg. face 4.32 balcony 3.00* parkade | | 6.00 building face 4.00 balcony |
| Side (West) | 3.00** | 15.23 bldg. face 13.55 balcony | | 6.00 building face 4.00 balcony |
| Parking (minimum) | | | | |
| Vehicle Parking | 43** | 48* | 91* | 223 |
| Visitor parking (10% of total provided) | 4 | 5 | | 9 (10% of total provided) |
| Bicycle Parking (minimum) | | | | |
| Class 1 | 64 | 98 | 162 | 159 |
| Class 2 | 1 Rack (6 units) | 1 Rack (6 units) | 2 Racks (12 units) | 2 Racks (12 units) |

2.5 Land Use Context

The property includes an existing multi-unit residential building to the west. To the east across Wilson Street is a City-owned park. To the north is a multi-residential development including an apartment building and townhouses located in the SMD-5 Zone, Songhees Multiple Dwelling District. To the south is a multi-unit residential co-operative housing complex in the R-H-1 Zone, Rowhouse Dwelling District.

2.6 Legal Description

Lot A, District Lot 119, Esquimalt, Plan 76124.

2.7 Relevant History

The proposal is the second phase of a two phase project. The first phase is run as a non-market rental housing project by a non-profit housing provider. A second building on-site was approved and foundations were poured; however, the foundations were later abandoned. The current proposal is to demolish these foundations and start with new construction.

2.8 Consistency with other City Policy

2.8.1 Official Community Plan, 2012

The *Official Community Plan* (OCP) designates the subject lands as "Core Songhees". This designation supports multi-unit residential development up to 22 storeys with a floor space ratio up to approximately 2.5:1 FSR. Place character features in this designation include landscaped front yard setbacks with primary doorways facing the street and off-street parking located in the rear yard or underground. The current proposal is generally consistent with this designations; since the increase in density being deemed consistent with the general direction contained in the OCP because it is a relatively minor intensification.

2.8.2 Victoria West Plan, 2008

Policies related to this site in the *Victoria West Plan* that redevelopment in this area envisions housing in an apartment or townhouse form. Housing policies within the Plan support the accommodation of a balanced mix of housing types, price and tenure that reflects the City's diversity. The current proposal is generally consistent with the *Victoria West Plan*.

2.8.3 Songhees Policy Plan, 2008

The *Songhees Policy Plan* envisions a multi-unit residential building on this site. The building height is envisioned at three to five storeys with a floor space ratio of 1.5:1. The current SMD-13 Zone for the property entitles the property owner to a higher density and building height than is envisioned in this *Plan*. Moreover, the OCP provides direction for increased density and building height on the Songhees peninsula.

2.9 Consistency with Design Guidelines

The subject property is designated within Development Permit Area 13, Core Songhees. The objectives of the designation are to achieve a high quality of architecture, landscape and urban design that is unique to the Songhees peninsula and its special places, reflecting its former

industrial uses and geographic features. The applicable design guidelines include the *Advisory Design Guidelines for Buildings, Signs and Awnings (1981)* and the *Policy Plan and Design Guidelines for the Songhees Area of Victoria West (2008)*.

2.9.1 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 these general aspects: design approach, relevancy of expression, context, pedestrian access, massing, scale, roofline, street relationship and landscape plan. The application is generally consistent with the guidelines.

2.9.2 Design Guidelines for the Songhees Area of Victoria West (2008)

The intent of these Guidelines is to ensure new development is integrated into the existing neighbourhood in a sensitive manner. The Guidelines provide direction to animate the street frontage with lush landscaping and entrances to residential units that are easily identifiable and celebrated. The application is generally consistent with the Guidelines, however, staff have provided further analysis on minor design-related issues in Section 4 of this report.

2.10 Community Consultation

In compliance with the *Community Association Land Use Committee (CALUC) Procedures for Processing Rezoning Applications*, the applicant met with the Victoria West CALUC. At the time of writing this report, staff have not received any correspondence from the CALUC.

3.0 Issues

The following issues are associated with this application:

- increase in density
- increase in number of storeys
- reduction in parking
- reduction in front yard setback and street relationship
- landscaping
- non-market rental housing.

4.0 Analysis

4.1 Increase in Density

The existing zoning entitlement permits a maximum floor space ratio (FSR) of 2.37:1. This application proposes to increase the FSR to 2.73:1. The relevant City policy is the *Official Community Plan* which designates the site within the Core Songhees land use designation. This designation envisions buildings up to approximately 2.5:1 FSR. The proposal is generally consistent with the OCP and does not necessitate an OCP Amendment because the proposed increase in density above the amount identified in the OCP is relatively minor.

However, staff would typically recommend the provision of a third-party economic analysis to determine the value of a public amenity contribution through a land lift analysis. A recent land

lift analysis for a market rental building at 1075 Pandora Avenue yielded no increase in land value as a result of the increase in density. Due to the non-market rental housing being proposed and the applicant's willingness to enter into a Housing Agreement, staff are not recommending that Council require a third-party land lift analysis in this instance and overall recommend that Council support the proposed increase in density.

4.2 Increase in Number of Storeys

The applicant proposes an increase in the maximum number of storeys from eight to ten. However, it should be noted that the tenth storey is relatively small in size and only acts as an elevator over-run and mechanical room access. From the public realm, the building will be perceived as a nine-storey structure. The OCP envisions buildings up to 22-storeys in the Songhees area. The applicant has successfully broken up the building massing through the use of various materials, textures and colours. Staff recommend that Council support the increase in the number of storeys.

4.3 Reduction in Parking

The first phase of the development, received a variance to reduce the parking requirement attributed to this phase from 1.4 stalls per dwelling unit to 0.8 stalls per dwelling unit. This translated to the provision of 43 parking stalls for the 51 units on site. With the second phase, the applicant proposes a further reduction in parking from 151 stalls to 48 stalls. The proposed parking is summarized in the table below.

| Parking | Units | Required | Proposed | Stalls per Unit |
|---------|-------|----------|----------|-----------------|
| Phase 1 | 51 | 43* | 43 | 0.8 |
| Phase 2 | 108 | 151 | 48 | 0.44 |
| Total | 159 | 194 | 91 | 0.57 |

* Reduction in parking approved by previous variance

By comparison, there is no parking requirement attributed to affordable housing at Dockside Green (CD-9 Zone, Dockside District). The applicant has also submitted a parking study prepared by a transportation consultant which concluded that the expected parking demand for the new units is 0.44 stall per unit, which is consistent with the number of stalls being proposed. Staff, therefore, recommend that Council support the proposed reduction in parking.

4.5 Reduction in Front Yard Setback and Street Relationship

The SMD-13 Zone requires a front yard setback of 6 m to the building face while the proposal is for a 4.77 m front yard setback. In order to mitigate the impact of the reduced front yard setback, the proposed three doorways facing the street would provide a more direct access and be more interesting for pedestrians passing by. Two individual unit entries and entry steps are proposed with direct access to the public sidewalk. An exit doorway from an internal stairwell is also proposed for the front facade. The exit door includes a canopy and a street address sign but will not function as a primary entry to the development.

Through the design review process, staff encouraged the applicant to move the main building lobby to this frontage, rather than at the rear of the building. However, for building management reasons, the housing operator preferred to site the main entrance in a location that is more central to the project as a whole. As a result, the applicant has focused on accentuating the

entrance features described in the previous paragraph to help establish a pedestrian-friendly street frontage.

Given the context of multi-unit residential buildings in the area, staff recommend that the Committee support this design approach.

4.6 Landscaping

Staff are generally satisfied with the soft landscaping proposed on the site, however, hardscape finishes have not been identified. Staff have requested that the applicant identify appropriate materials for the hardscaping and the applicant has expressed a willingness to refine this aspect of the proposal prior to a Public Hearing.

4.7 Non-Market Rental Housing

The current proposal includes 84 units of non-market rental housing and 24 units of near ("at" or slightly below) market rental. The unit mix includes 42 bachelor units, 28 one-bedroom units and 14 three-bedroom units which results in a total of 108 units. With respect to rental rates, the applicant has agreed to enter into a Housing Agreement with the City to secure all of the 108 units as rental tenure. Additionally, a total of 84 units will be non-market rental units.

5.0 Resource Impacts

There are no resource impacts anticipated with this development.

6.0 Conclusions

The proposed construction of 108 residential dwelling units in this location is generally consistent with the *Official Community Plan*. Given the proposed increase in density, staff typically recommend the provision of a third-party economic analysis to determine the value of a public amenity contribution. Due to the non-market rental housing being proposed and the applicant's willingness to enter into a Housing Agreement, staff are not recommending that Council require a third-party land lift analysis.

The proposed building massing has been broken up through the use of a varied materials palette. At the street level, the applicant has provided two at-grade unit entries fronting the street. This presents a positive contribution to the public realm and satisfies the applicable design guidelines. Staff recommend that Council support this application.

7.0 Recommendations

7.1 Staff Recommendations

1.
 - a. That staff be instructed to prepare the necessary *Zoning Regulation Bylaw* amendment that would authorize the proposed development outlined in Rezoning Application #00441 for 105 and 109 Wilson Street;
 - b. That Council consider giving first and second reading to the *Zoning Regulation Bylaw* amendment after the bylaws have been drafted;
 - c. That Council schedule a Public Hearing after the *Zoning Regulation Bylaw* amendment has received first and second reading, subject to the completion of the following:

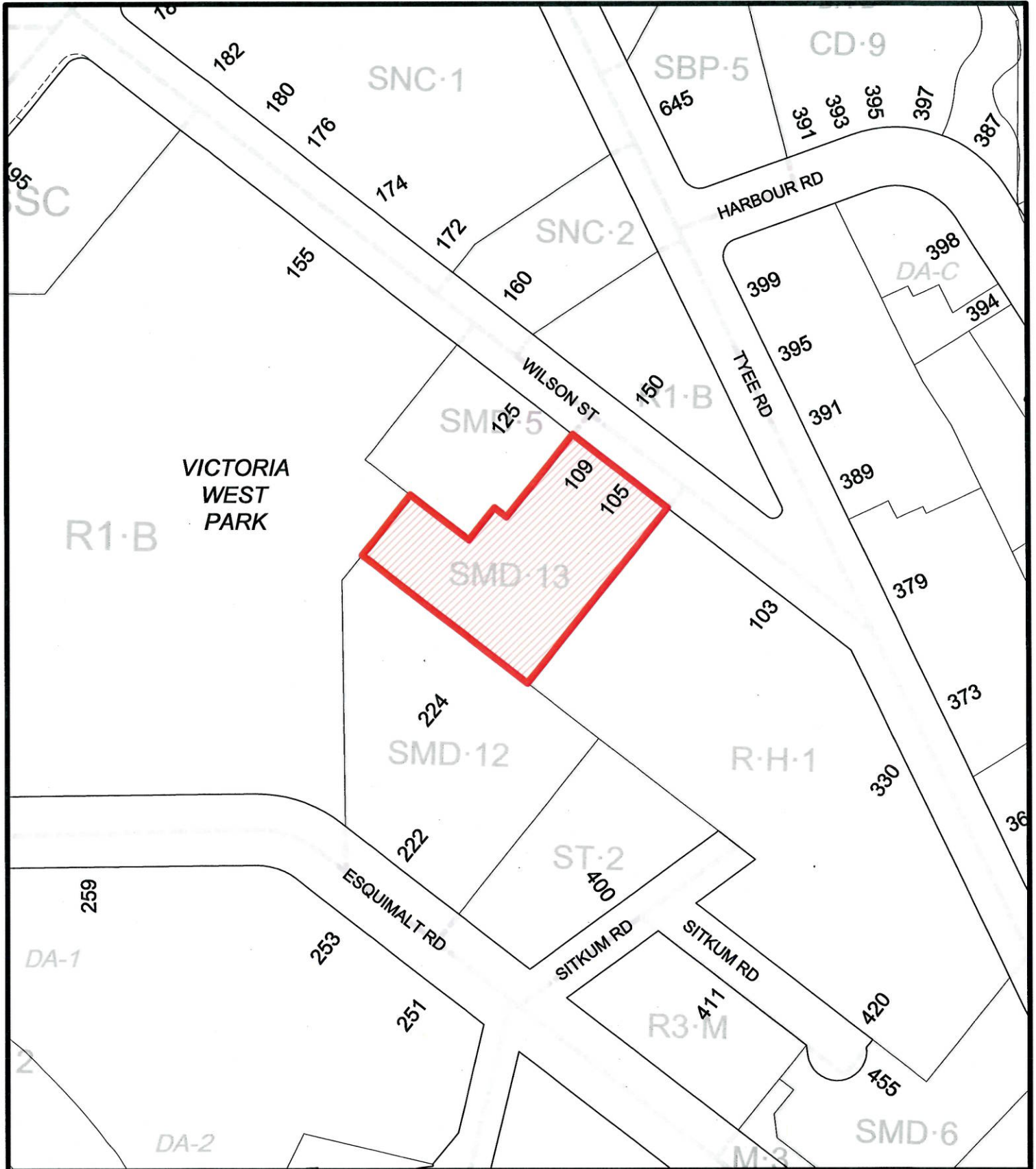
- plan revisions to be completed to the satisfaction of the Director of Sustainable Planning and Community Development to address outstanding technical requirements attributed to the proposed parking layout and to refine the landscape plan,
 - the provision of a sewer attenuation study, prior to Public Hearing to the satisfaction of the Director of Engineering and Public Works,
 - if it is determined by the Director of Engineering and Public Works that sewer attenuation measures are required, registration of a legal agreement against the title of the property, prior to Public Hearing, securing the owner's commitment to install sewer attenuation measures, to the satisfaction of the City Solicitor and the Director of Engineering and Public Works,
 - the registration of a legal agreement to secure a 0.86 m statutory right-of-way on the Wilson Street frontage to the satisfaction of the City Solicitor and the Director of Engineering and Public Works.
2.
 - a. That the staff be instructed to prepare the necessary *Housing Agreement Bylaw* that would secure the rental tenure of all of the proposed residential dwelling units within Phase 2 at 105 and 109 Wilson Street and designate a total of 78 units for non-market rental housing;
 - b. That Council consider giving first and second reading to the *Housing Agreement Bylaw* after the bylaws have been drafted;
 - c. That Council schedule a Public Hearing after the *Housing Agreement Bylaw* has received first and second reading.
 3. Following the Hearing, and subject to adoption of the *Zoning Regulation Bylaw* amendments and *Housing Agreement Bylaw* for 105 and 109 Wilson Street, that Council authorize the issuance of the Development Permit generally in accordance with:
 - a. plans for Rezoning Application #00441, stamped June 6, 2014, development meeting all *Zoning Regulation Bylaw* requirements;
 - b. final plans to be generally in accordance with plans identified above to the satisfaction of the Director of Sustainable Planning and Community Development.

7.2 Alternate Recommendation (Decline)

That Council decline Rezoning Application #00441 and Development Permit Application #000353 for 105 and 109 Wilson Street.

8.0 List of Attachments

- Zoning Map
- Aerial Map
- Letter from Applicant dated June 4, 2014 and June 6, 2014
- Plans date stamped June 6, 2014
- Transportation Study by Boulevard Transportation Group dated June 19, 2014.



105-109 Wilson Street
Rezoning #00441
Bylaw #





105-109 Wilson Street
Rezoning #00441
Bylaw #



Rezoning Application # 00441 and Development Permit Applicat...



LOW
HAMMOND
ROWE
ARCHITECTS



04 June 2014

City of Victoria
Centennial Square
Victoria BC, V8W 1P6

Attention: Mayor and Council

Re: Development Permit #000353 and Rezoning Application #00441
Wilson's Walk Affordable Rental Housing 105-109 Wilson Street, Victoria, BC

Dear Mayor Fortin and Members of Council;

Please accept this letter and supporting documentation as Pacifica Housing Advisory Association's (PHAA) formal request to the City of Victoria for consideration of our Rezoning and Development Permit applications for our affordable housing initiative to construct 84 units of affordable housing and 24 units of "near market" housing at 105 Wilson Street in Victoria. This housing initiative constitutes the second and final phase of the development on the subject property known as The Wing.

The following summary will provide you with some background information regarding our "Wilson's Walk" affordable housing proposal along with the findings that forms part of our preliminary due diligence and design work that we have recently completed.

PHAA entered into a 60 year land lease with the Provincial Rental Housing Corporation (PRHC) in 2009 relative to the subject property to operate and maintain a 51 unit affordable rental housing project that had been financed through BC Housing. The City of Victoria was a significant partner in that housing initiative through the provision of \$510,000 from the City's Housing Fund and by granting a 10 year permissive tax exemption.

The site is currently zoned SMD-13 Zone Songhees Social/Residential District, which includes SMD-5 Zone Multiple Dwelling District, and is located in the Vic West neighbourhood area proximal to the downtown area of the City of Victoria. Development of the site has always contemplated a second phase/building as permitted under the current zoning and density allowance for the site based on the existing site configuration. Currently the site exhibits a 51 unit 4-storey wood frame apartment building, which includes two mezzanine levels (at ground and 4th floors), consisting of 4479.1 m² (48,213sf) founded on an underground parkade and an exposed and incomplete portion of the parkade structure for the second phase of development.

PHAA's vision for the development and operation of a second phase for the site required the assembly of a team of professionals to conduct and coordinate certain investigations to determine the feasibility of this affordable housing opportunity. PHAA has engaged Atcorr Development Consulting (Andy Orr)

Development Permit #000353 and Rezoning Application #00441
 Wilson's Walk Project 105-109 Wilson Street, Victoria, BC

04 June 2014

and teamed together with a Design Build contractor (TL Housing Solutions) and their architect, Low Hammond Rowe Architects (Paul Hammond), formerly Chow Low Hammond Architects, including Landscape Architect, Lombard North Group (James Partlow) to assist with facilitating, coordinating and design of an outstanding affordable rental housing project on behalf of Pacifica Housing Advisory Association.

PHAA's own experience with the Phase 1 project and other properties in their portfolio, along with the provision of a Need and Demand analysis, has verified that bachelor units are the most sought after and affordable type suite and they typically do not remain vacant long. Unfortunately, Phase 1 does not have a large percentage of bachelor units. Accordingly, the proposed "Wilson's Walk" project contemplates the provision of 84 units of affordable rental and 24 units of near ('at' or slightly below) market rental. The affordable unit mix is comprised of 42 bachelor units, 28 one-bedroom units and 14 three-bedroom units. The market rental component of the project would consist of 12 bachelor units, 8 one-bedroom units and 4 three-bedroom units. This results in a total of 108 units in Phase 2. It is proposed and confirmed through Pacifica Housings's underwriting analysis submission to BC Housing for construction financing that the rents for the 84 affordable units will be at or below the 2013 HIL rates for Victoria based on a 5% take out interest rate. We strongly believe that the commercial interest rate at project completion will be significantly less than 5% and therefore anticipate that we will provide rents that are well below the current 2013 HIL's rates. Consequently, we intend to rent a bachelor unit below the \$712 HIL's at \$600 to \$650 per month, a one-bedroom unit below the \$850 HIL's at \$800 to \$825 per month and a three-bedroom unit below the \$1,425 HIL's at \$1,325 to \$1,375 per month. We will finalize our rent schedule approximately 90 days before project completion.

Design Principles:

The new 9 storey Phase II 'Wilson's Walk' project will enhance the neighbourhood through sensitive building design that responds to the contextual scale and architectural character of the new developments in the surrounding Songhees area. Wilson's Walk will also complement the existing 51 unit Phase 1 building ("The Wing") by creating a common entry plaza for both buildings that share oversight, drop-off and entrance proximity, which improves site visibility and safety. The neighbourhood consists of a variety of multi-unit residential condominium buildings ranging in height from 5 to 10 stories, as well as other forms of rental housing that is enhanced by their proximity to parks, bicycle paths and green space. Our immediate neighbours, Tyee Housing Coop and Edith Gunning Court (Capital Mental Health Association) are 4 and 3 storeys respectively and both organizations are supportive of this new development. The site is located directly opposite Triangle Park and our Phase II building forms a tripartite relationship with the 10 storey 'Parc Residence' to the north and the 5 & 8 storey 'Synergy' condominiums to the east, all overlooking Triangle park.

The design of the building façade addresses the street and pedestrian sidewalk with a formal 'entrance portico' that divides the building into two parts, each with a distinctive organization and colour palette, which serves to address the massing of the building by creating different identities as seen from both the east and west approach. With the narrow end of the building facing Wilson street, the change in colour of these two 'halves' create a playful juxtaposition and a well-balanced composition offering a variety of colour, texture, rhythm and proportion; all valuable attributes for a well-integrated building

Development Permit #000353 and Rezoning Application #00441
 Wilson's Walk Project 105-109 Wilson Street, Victoria, BC

04 June 2014

within the Songhees area. Brighter colour mix is reserved for the west half of the façade, linking the entrance with Wilson Street.

The streetscape is enhanced with boulevard trees, stepped entrances providing direct street access to two (2) first floor level suites along Wilson Street, and a multi-height cascading landscaping terrace that varies in proportion, depth and materiality along the width of the building as it integrates with the sloping Wilson Street sidewalk, opening up towards an entrance portico serving the main building that is punctuated with a canopy and coloured accent panel. This entrance portico is visually connected around the west corner, extending to the 'main' entrance of the building located adjacent to the Phase I building entrance. This connection is made through colour consistency at the ground floor level and matching canopy colour and signage at both locations.

The building consists of a concrete structure, metal stud infill walls, high performance EIFS cladding system that wraps the building studs & structure with high R-value insulation, thermally broken glazing system for a consistently energy efficient building envelope. Each unit is equipped with a private balcony or ground level patio as an extension of the primary living space. These 'outdoor rooms' are integrated into the building façade to create variety in colour, shadow and rhythm once again, in an effort to provide 'unit individuality' while remaining in balance with the whole. This is achieved through a weaving of dual-coloured glass panels, coloured accent panels in the guards & privacy screens and various coloured accent panels in the cladding. This interplay of colour, transparency and shadow allows for an ever-changing experience of the façade as one passes by the Wilson's Walk building, providing 3-dimensional articulation of the façade that serves to alleviate the building mass and repetitive nature of 'affordable' housing. The larger three-bedroom suites are located on the north end of the building, with the living areas overlooking the street and park beyond, allowing for bedroom windows along each side to receive sunlight. The two ground floor suites have direct access from the living room to the street, as well as internal entry doors from the corridor. With the development of the Phase I Wing building all necessary servicing infrastructure was installed in the public boulevard in anticipation of a Phase II development, while some minor modifications will be necessary on-site to connect to this new Phase. Sustainable Design initiatives for this project are outlined under separate cover and we note that our consultant team has been involved during the preliminary planning of this project to ensure all interested parties have contributed through an integrated design process that will continue throughout the project development. Sustainable Design initiatives will be followed, as described under separate cover, in lieu of obtaining actual LEED Silver certification.

The Vic West Community Association has also indicated their support for the project. This was demonstrated through a presentation to the Vic West Community Association Land Use Committee in the Fall of 2013 and more recently at a public meeting with the Vic West Community Association Land Use Committee meeting on February 18, 2014. Along with the general support of the project, certain items were identified at our meeting, including the amount of parking being proposed with the requested variance and the density of the proposed development. During our presentation we confirmed 85 parking spaces were being proposed while the site specific parking demand study prepared by Boulevard Transportation Group for this development (*see attachments*) indicates that less parking is supportable when considering the nature of this development. However, since our community presentation we have endeavoured to increase the proposed parking to 89 stalls, including



Development Permit #000353 and Rezoning Application #00441
 Wilson's Walk Project 105-109 Wilson Street, Victoria, BC

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five (5) visitor stalls and two (2) 'small car' stalls. The concern raised about the overall density of the proposed development (108 units) relates to our requested variance for one additional storey, from 8 to 9 stories. While it was explained that the overall building height is less than allowable, it was noted that the building could be higher than proposed even with an 8 storey limit. However, this development relies on the 'ninth' storey to achieve the 108 units and the economic viability of providing 'affordable' rents for 84 of the units.

The new Phase II development requires some variances to the existing zoning bylaw in order to resolve the existing site constraints inherited from Phase I and to ensure that the development meets the stringent criteria for 'affordable' rents, while also creating a development that fits well within the neighbourhood context.

The four variances requested with this application are as follows:

- **Number of Stories** – Requesting a variance of one (1) storey to allow for an additional 12 units to achieve the economic viability threshold of 108 units. We note that although one additional storey is sought, the overall 'building height' is below allowable.
- **FSR** – Maximum allowable FSR for the entire site is 2.37:1 which equates to 9328.1 m². The Phase I Wing building represents 1.14:1 FSR and the Proposed Phase II building requires 1.59:1 (6276.7 m²), for a total site FSR of 2.73:1 (10,755.8 m²). Therefore, our requested variance is 1427.7 m².
- **Set Back at Parking Garage** – The proposed building setback and balcony setbacks comply with required zoning. However, the parking garage, which will be constructed to align with the existing underground parking level, becomes exposed above grade as the natural grade of the site slopes toward the street. Therefore, the parking garage on the North East corner (Wilson Street) projects above grade by 1.6 m within a 3 m setback from the North and East property line. Therefore, we are requesting a variance to the setback of 3 m on the North and East side, as it pertains to the parking garage. We are concealing the exposed portion with cascading landscaping walls and planters. Also, at the two ground floor suites facing Wilson Street, each unit has a projecting bay window, to underside of balcony above, that projects into the 6.0 m building set-back by 1.3 m, thus requiring a variance of 1.3m for a building face setback of 4.7m at the ground floor only.
- **Number of Parking Stalls** – Due to the existing site constraints of building onto the existing underground parking garage; location of existing ramp & driveway; difficulties, both physically and financially, of building a second lower level of parking; and confirmations from our independent parking demand study, we are asking for a variance on the number of parking stalls provided. Although the parking demand study indicates that 85 parking stalls is more than enough to accommodate the anticipated demand for parking on this site, including Phase I & II, we were able to accommodate a total of 89 parking stalls on the site, which includes five (5) visitor stalls and two (2) small car parking stalls. In addition, one loading bay is provided for moving / deliveries. Current zoning requires 1.4 parking spaces per unit, which equals 159 units x 1.4 = 222.6 = 223 stalls. Therefore, we are requesting a parking variance of (223-89)=134 stalls and the inclusion of 2 small car parking stalls.



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In summary, Pacifica Housing Advisory Association (PHAA) has a long standing reputation in Victoria for developing and maintaining safe, sustainable and affordable housing that is well managed, integrated and accepted into diverse residential neighbourhoods such as the Songhees area. We respectfully ask for your consideration in approving our application as presented, to allow PHAA to develop this affordable rental housing project that will improve the existing site conditions of the Wing building; complement the surrounding neighbourhood through sustainable and contextual design; and provide much needed 'affordable' housing rental units that are proximal to neighbourhood parks, amenities and the downtown core, all within walking distance.

Yours Truly,

LOW HAMMOND ROWE ARCHITECTS INC



Paul Hammond
Architect AIBC, MRAIC,
Principal

/ enclosures

Cc. Karyn French, Executive Director, Pacifica Housing Advisory Association
Craig Lochhead, Vice President, Town Line Housing Solutions
Andy Orr, Atcorr Development Consulting



LOW
HAMMOND
ROWE
ARCHITECTS



04 June 2014

City of Victoria
Centennial Square
Victoria BC, V8W 1P6

Attention: Mr Mike Wilson, Senior Planner, Urban Design
Development Services Division

Re: **Development Sustainability Initiatives**
Wilson's Walk Affordable Rental Housing 105-109 Wilson Street, Victoria, BC

The following sustainability initiatives are proposed for this project:

Site

Urban Redevelopment:

- o Redevelopment of a previously built-up site – Phase II

Building Orientation:

- o Optimize orientation for natural daylighting to all residential units. North units all have east or west side exposures as well

Storm water management:

- o Reduce Site runoff

Transportation:

- o Universal access that encourages all modes of transportation
- o Location is ideal for community infrastructure, proximity to local paths, parks, bus routes, bike trails
- o Provide secure bike lockup
- o Bus stop located in front of building

Water

Reduce use of potable water:

- o Low flow fixtures
- o Faucet aerators

Energy

Reduce Carbon footprint and consumption of fossil fuels, through electric powered heating/cooling and hot water, or high efficient fossil fuel system:

- o Reduced openings in building to reduce solar heat gains

Development Sustainability Initiatives
Wilson's Walk Project 105-109 Wilson Street, Victoria, BC

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Lighting:

- High efficient lighting and occupancy sensors can contribute to a significant reduction in energy consumption
- Light pollution reduction

Envelope Insulation:

- Meet Part 10 of BCBC to wall and roof insulation (overall performing U-values for reduced energy requirements to heat and cool spaces)
- Reduce thermal bridging of structural elements through the building envelope by wrapping building with exterior insulation system (EIFS)

High Performance Glazing:

- Reduce heat loss and gains, reduce energy requirements to condition space, increase day lighting and views
- Increased performance of thermally broken spacers, double glazed, argon filled, 'low e' coating on glazing to reduce solar gains

Materials

On-Site Recycling Collection and Storage Area:

- Provide an area, storage bins and loading access for glass, plastic, paper, cardboard, metal for recycling

Construction Waste Management:

- divert 75% of new construction and demolition of the existing building waste from the landfill
- Contractor to source local recycling facilities (glass, plastic), return waste to manufacturers (steel, carpet, gypsum board, insulation), salvaging materials for reuse (wood, formwork, asphalt)

Recycled Content:

- Steel and Concrete have high recycled content
- Other materials can be sought/specified such as carpets, sheet flooring and drywall

Local Materials:

- Reduce transportation emissions by choosing locally harvested and/or manufactured materials and products where practical and/or possible
- Concrete
- Wood
- Millwork

Durability:

- Design Construction details to protect exterior materials, to prevent premature failure of the building and its components
- Detailing to allow for replacement of materials with shorter life span, eg. Flashings
- Choose durable, quality materials for a long building performance life



Development Sustainability Initiatives
Wilson's Walk Project 105-109 Wilson Street, Victoria, BC

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Indoor Environmental Quality

Low Volatile Organic Compounds in Materials, Paints, Adhesives and Sealants, Particle board, carpets:

- To reduce occupants exposure to harmful carcinogenic off gassing found in manufactured materials
- Low VOC flooring such as ceramic tile, hardwoods, marmoleum, linoleum, select carpets, Greenguard certified synthetic flooring

Increased Ventilation:

- Improve the indoor air quality for the health of the occupants, and reduce humidity
- Operable windows can increase the amount of natural air supplied, and may reduce the heating and cooling requirements
- Provision of personal exterior patios or balconies for each suite promote natural ventilation and comfort.

Flush-out Building prior to Occupancy:

- After construction and prior to occupancy, move a high volume of air through the building to remove airborne contaminants from construction (dust, formaldehyde, VOC's, carbon monoxide)



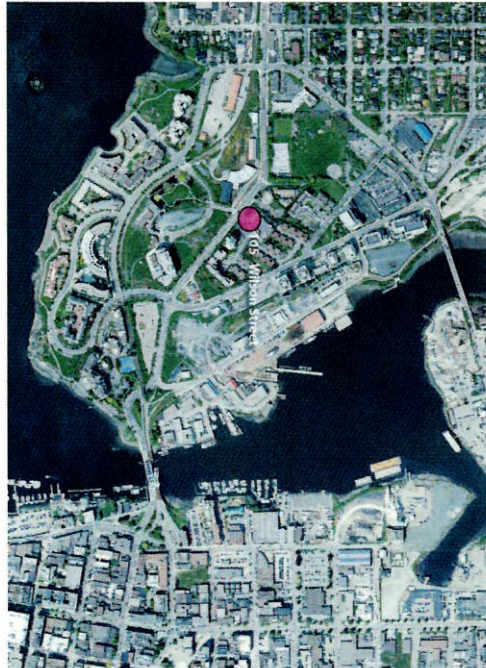
WILSON'S WALK - AFFORDABLE RENTAL HOUSING
1 0 5 W I L S O N S t r e e t , V i c t o r i a , B C



DRAWING LIST

- A1 LOCATION MAP AND CONTEXT PHOTOS
- A2 LOCATION PLAN AND SURVEY
- A3 SITE PLAN AND PROJECT DATA
- A4 PARTIAL SITE PLAN AND PARKADE FLOOR PLAN
- A5 FLOOR PLANS
- A6 FLOOR PLANS
- A7 ROOF PLAN AND SECTION
- A8 SECTION
- A9 BUILDING ELEVATIONS
- A10 BUILDING ELEVATIONS
- A11 CONTEXT ELEVATIONS
- A12 SHADOW STUDIES
- A13 RENDERINGS
- A14 LANDSCAPE PLAN
- A15 RENDERINGS
- A16 RENDERINGS
- SITE SURVEY PLAN
- CIVIL ENGINEERING PLANS

WILSON'S WALK - AFFORDABLE RENTAL HOUSING
105 WILSON STREET, VICTORIA, B.C.



LOCATION MAP 1:5000



CONTEXT PLAN 1:2500



1. View of The Wing Phase 1



2. View of 125 Wilson Street



3. View of 180 Wilson Street



4. View of 103 Wilson Street and 373 Tyne Road



5. View of 105 Wilson Street



6. View of 381-373 Tyne Road



7. View of 381-373 Tyne Road



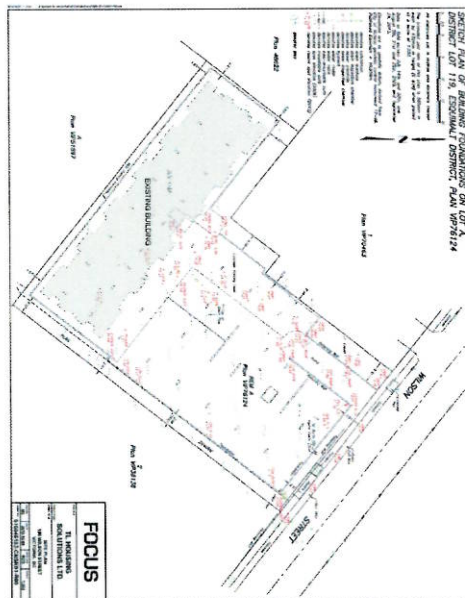
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WILSON'S WALK - AFFORDABLE RENTAL HOUSING 105 WILSON STREET, VICTORIA, B.C.



LOCATION PLAN 1:500



SURVEY



SURVEY WITH PROPOSED BUILDING FOOTPRINT



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WILSON'S WALK - AFFORDABLE RENTAL HOUSING

105 WILSON STREET, VICTORIA, B.C.



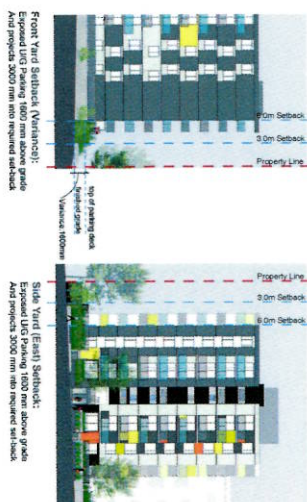
SITE DATA

Project Civic Address: 105 Wilson Street, Victoria, BC
Project Legal Address: LOT A, District Lot 119, Esquimalt District, Plan V/P 76124
Name of Institution: TL Housing / Pacific Housing
Project Description: Wilson Street Rental Housing
 108 apartment units, consisting of 84 units of affordable, below market rental and 24 units of near (at or slightly below) market rental on the upper floors. Units are a mix of bachelor, one bedroom and three bedroom suites over nine floors.

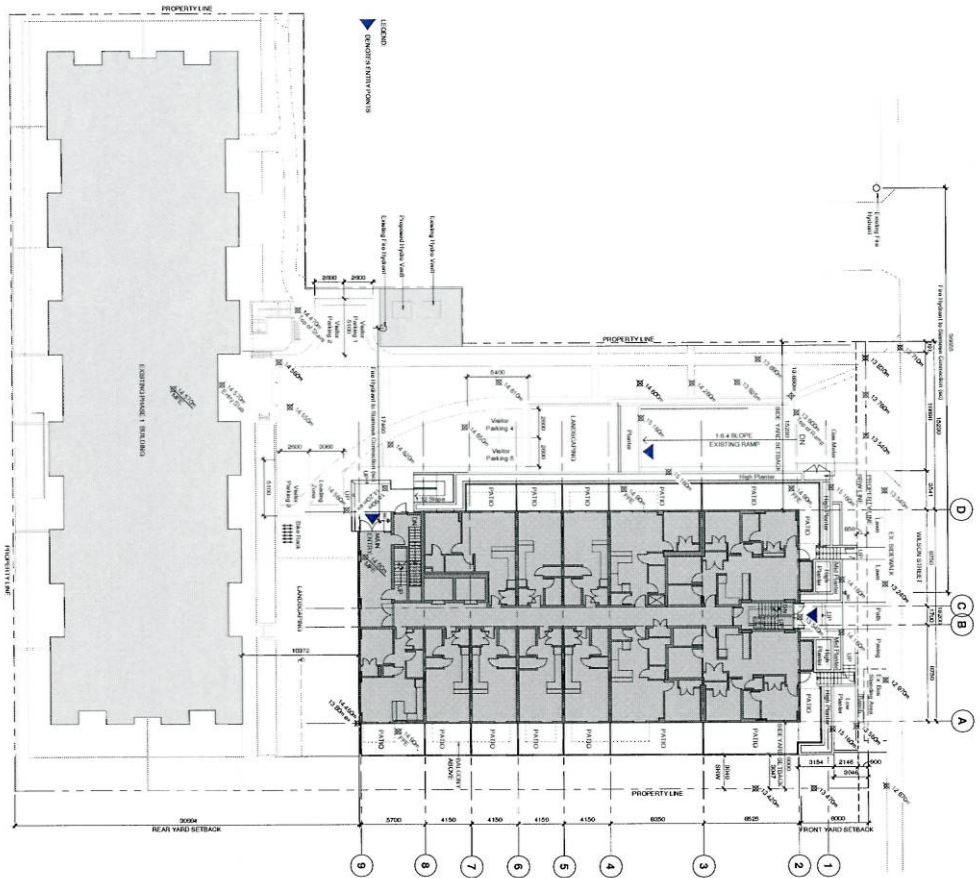
PROJECT INFORMATION TABLE

| EXISTING ZONING | PHASE I | PHASE II | PROPOSED TOTALS | NOTES |
|----------------------------|--|--|---|--|
| RESIDENTIAL | 5000-13 | 5000-13 | 5000-13 | |
| ALLOWING | \$400-13 | \$400-13 | \$400-13 | |
| SITE AREA | 3993.9 m ² (92385 ft ²) | 3993.9 m ² (92385 ft ²) | 3993.9 m ² (92385 ft ²) | |
| BUILDING FOOTPRINT | 5928.1 m ² MAX. | 4679.1 m ² (50524 m ²) | 10597.2 m ² (113548 m ²) | |
| SITE COVERAGE | 50% | 24.0% | 64.0% | |
| TOTAL FLOOR AREA | 5928.1 m ² MAX. | 4679.1 m ² (50524 m ²) | 10597.2 m ² (113548 m ²) | |
| FLOOR SPACE RATIO | 1.5:1 | 1.5:1 | 1.5:1 | |
| HEIGHT OF BUILDING | 20m MAX. | 25.0m | 25.0m | |
| NUMBER OF STOREYS | 8 STOREYS MAX. (1+7 MAX.) | 9 STOREYS | 9 STOREYS | |
| SETBACKS TO PROPERTY LINE | | | | |
| FRONT - BUILDING FACE | 6.0m | 55.3m | 6.0m* | * 4.2m LEVEL 18m WINDOW SETBACK |
| FRONT - 1ST FLOOR CLADDING | 6.0m | 3.0m | 3.0m | VALUANCE REQUIRED FOR DETAIL 18m WINDOW 1.7m |
| EAST - BUILDING FACE | 6.0m | 6.0m | 6.0m | VALUANCE REQUIRED 2.0m |
| WEST - BUILDING FACE | 6.0m | 3.0m | 3.0m | VALUANCE REQUIRED 3.0m |
| REAR - BUILDING FACE | 6.0m | 15.2m | 6.0m | |
| STREET TO BUILDING | 4.0m | 3.1m | 3.1m | |
| OPEN LOT SPACE | N/A | N/A | N/A | |
| OFF STREET PARKING STALLS | 1.4 SPACES PER UNIT * 1.4 X 199 = 223 | 38 | 51 (46 + 5) | * INCLUDES 3 SMALL CAR STALLS & VISITOR STALLS AT GARAGE |
| BICYCLE PARKING STALLS | CLASST 1 | 51 | 111 | INCLUDES 184 STALLS WITH ALLOWANCE TO INCLUDE 2 SMALL CAR STALLS |
| RESIDENTIAL UNITS | CLASST 1 | 1 | 1 | |
| | CLASST 2 | 51 | 111 | |
| | CLASST 3 | 1 | 1 | |
| | CLASST 4 | 1 | 1 | |
| | CLASST 5 | 1 | 1 | |
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| | CLASST 100 | 1 | 1 | |

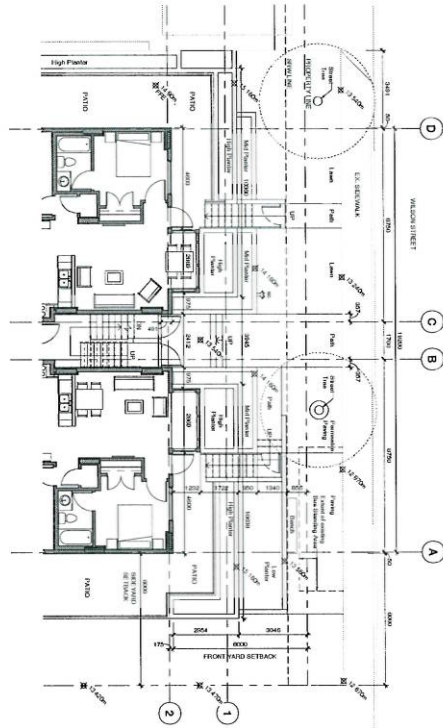
SETBACKS VARIANCE



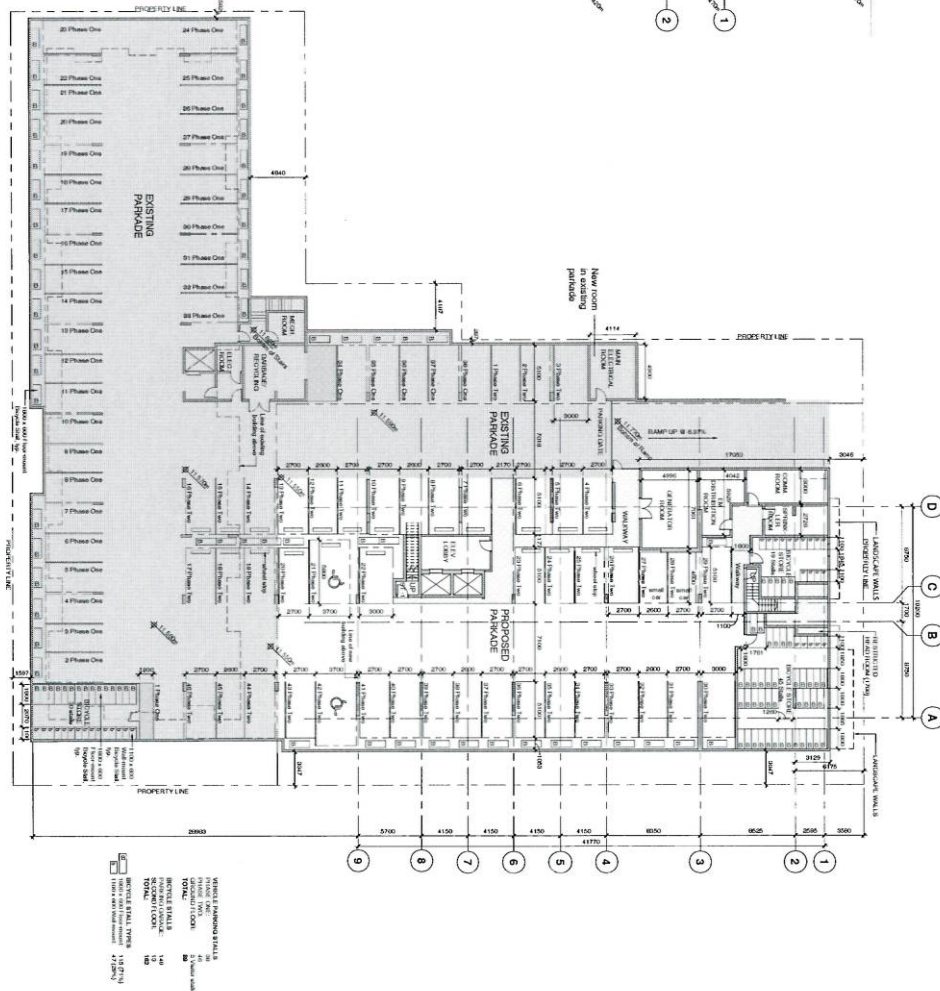
SITE PLAN 1:200



WILSON'S WALK - AFFORDABLE RENTAL HOUSING
105 Wilson Street, Victoria, B.C.



SITE PLAN w/ LEVEL 1 PLAN at Wilson Street 1:100



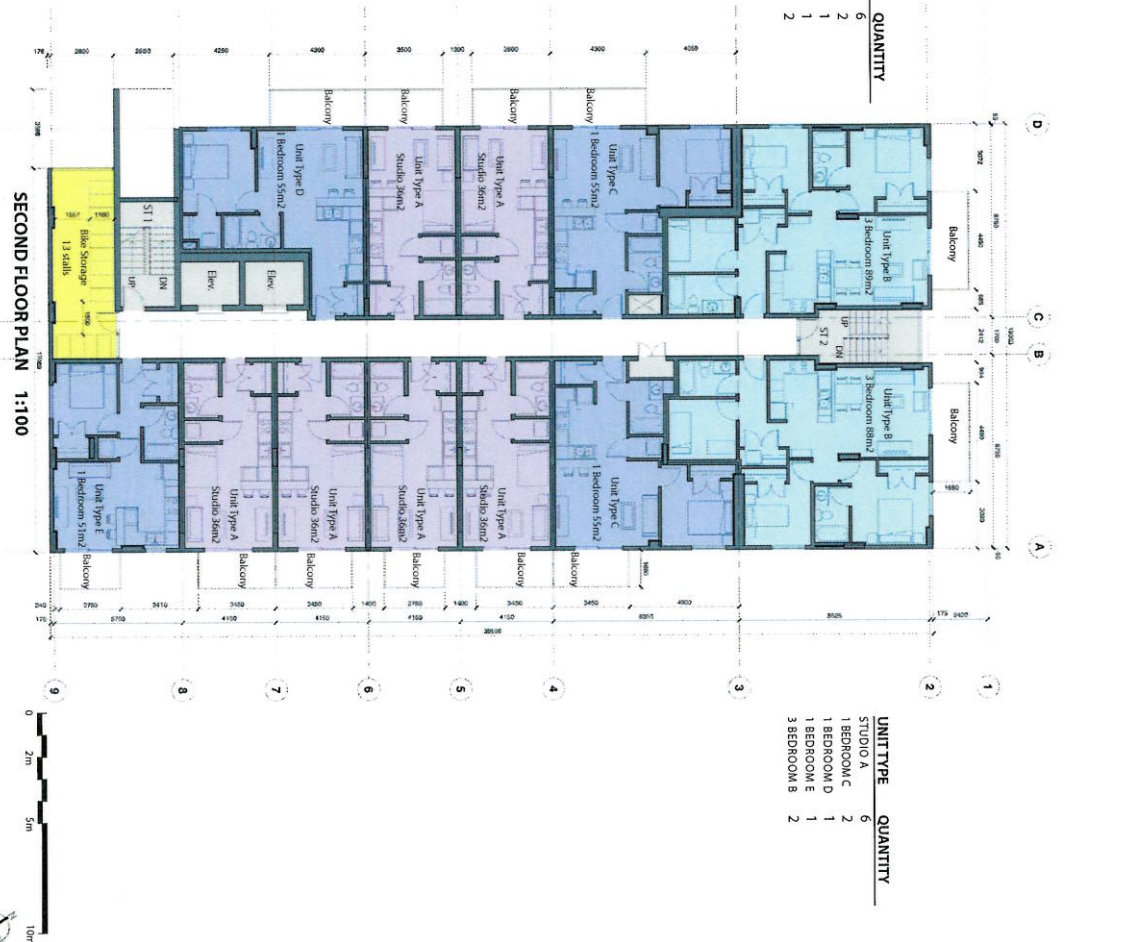
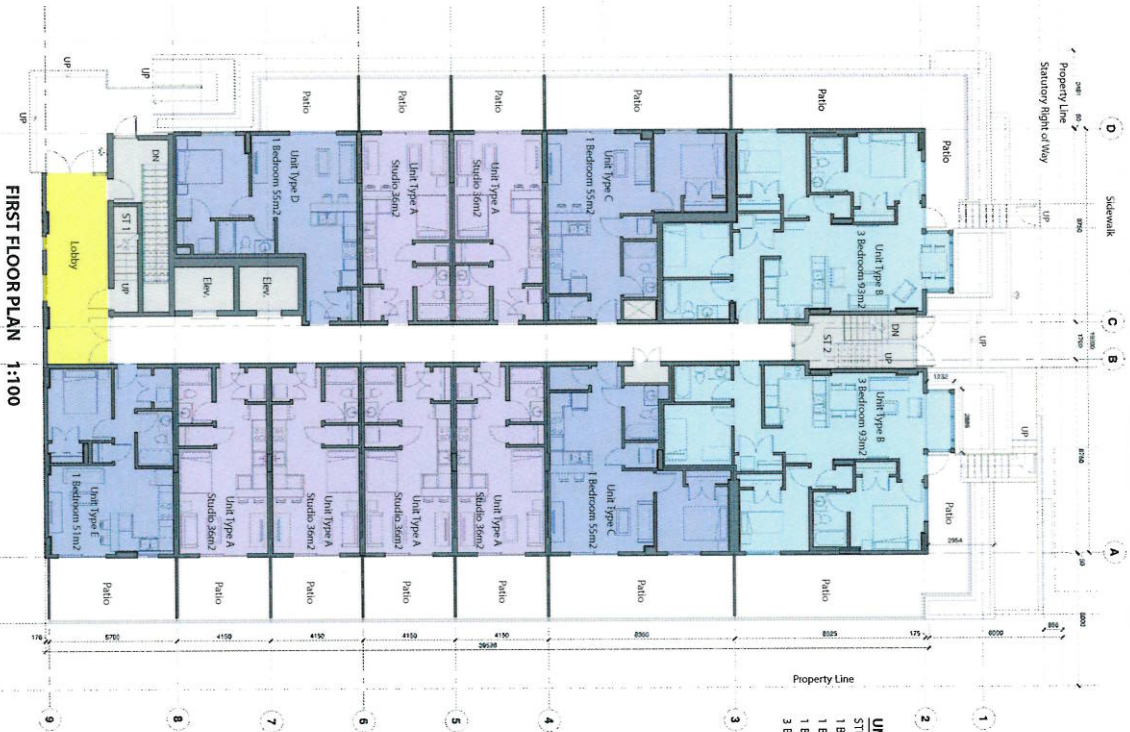
PARKADE FLOOR PLAN 1:200

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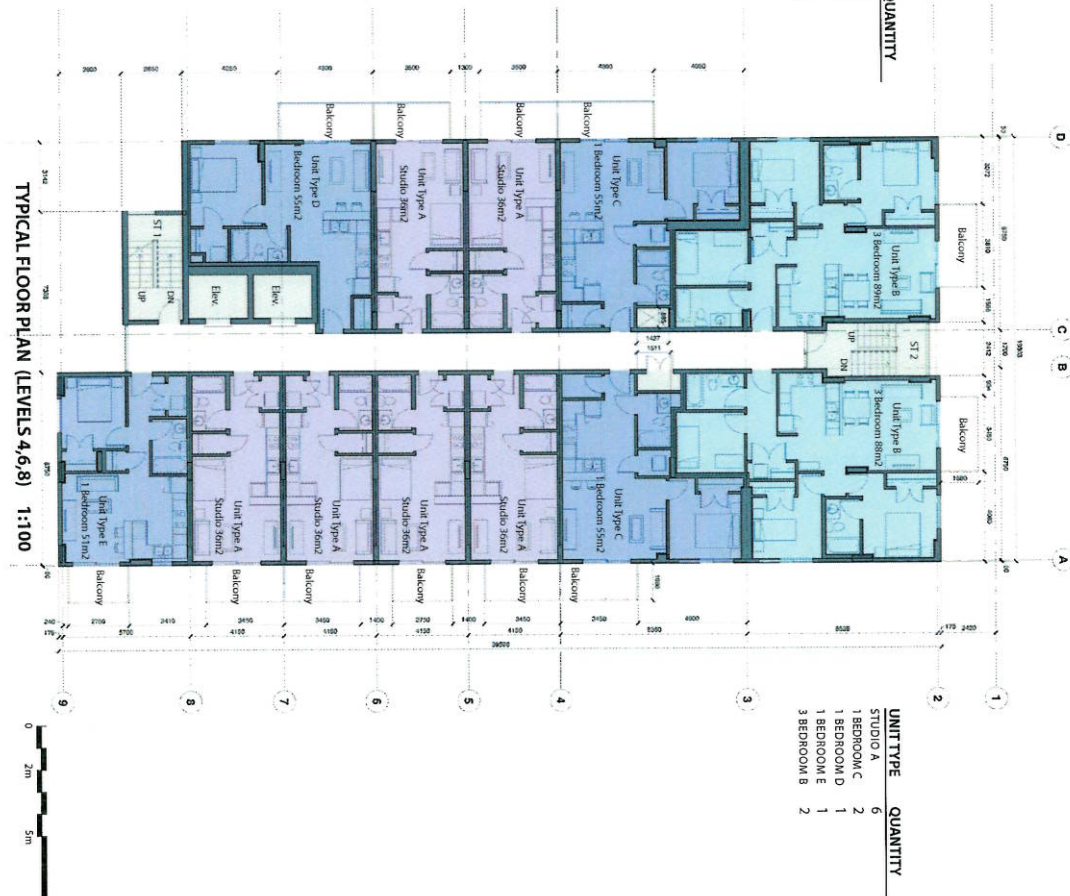
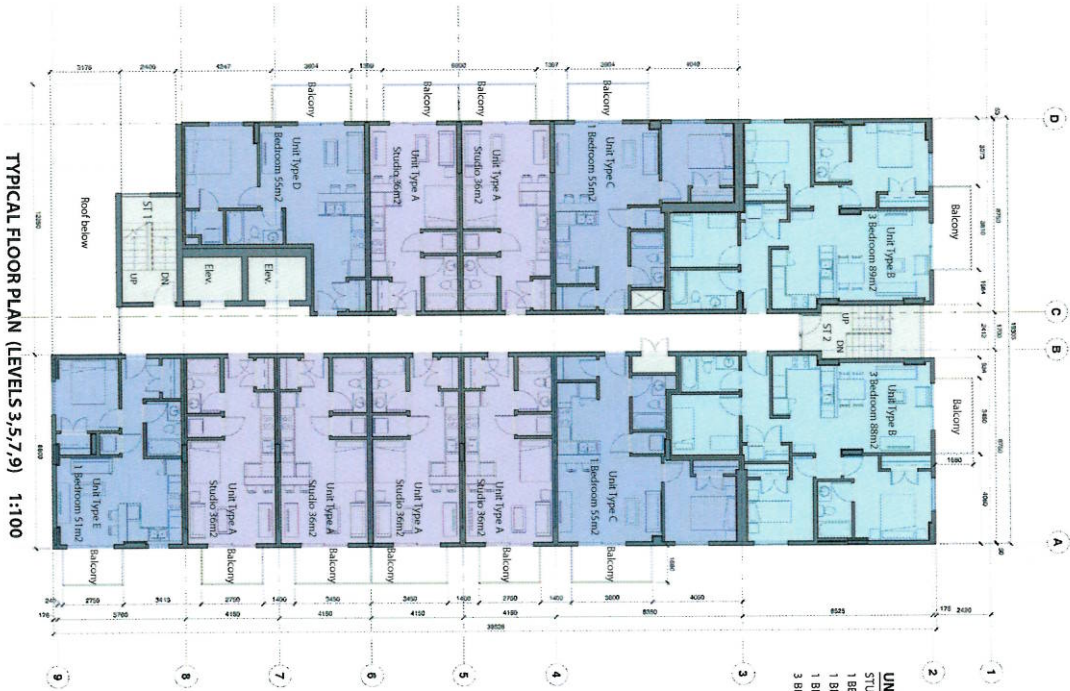
WILSON'S WALK - AFFORDABLE RENTAL HOUSING



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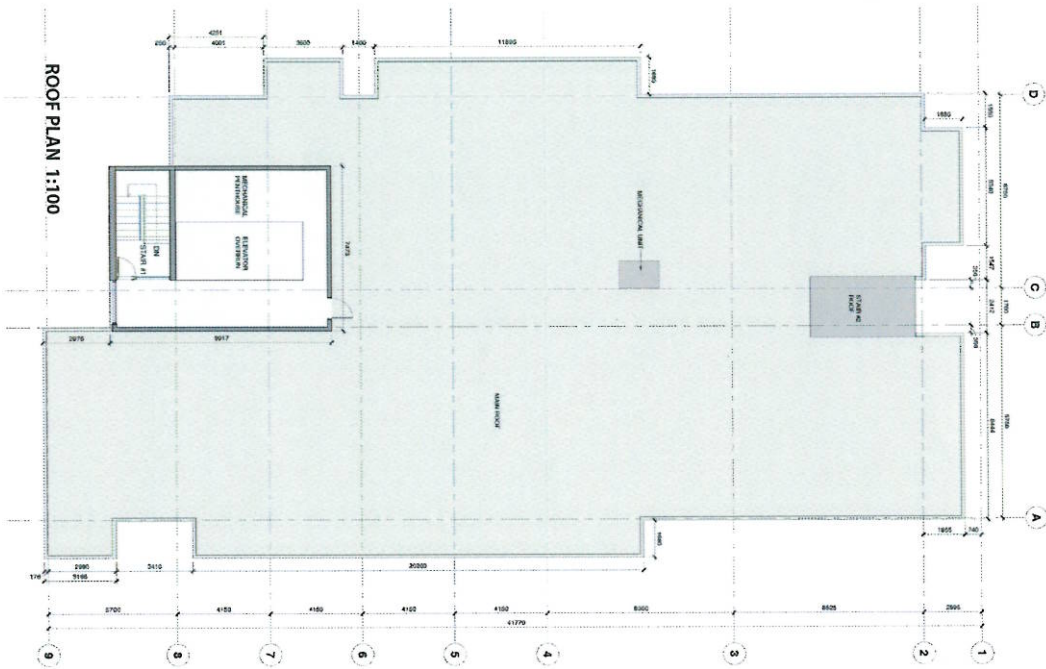
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WILSON'S WALK - AFFORDABLE RENTAL HOUSING
1 0 5 W I L S O N S T R E E T , V I C T O R I A , B C

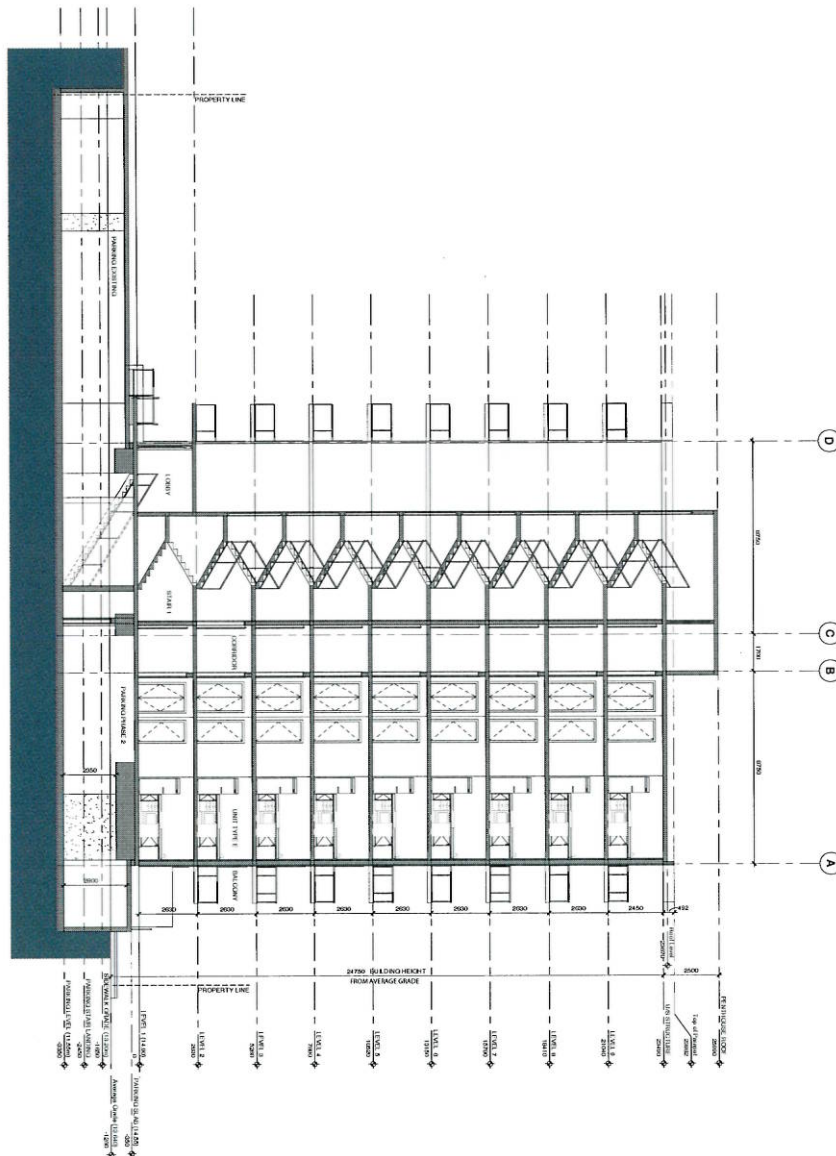


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1 0 5 W i l s o n S t r e e t , V i c t o r i a , B C



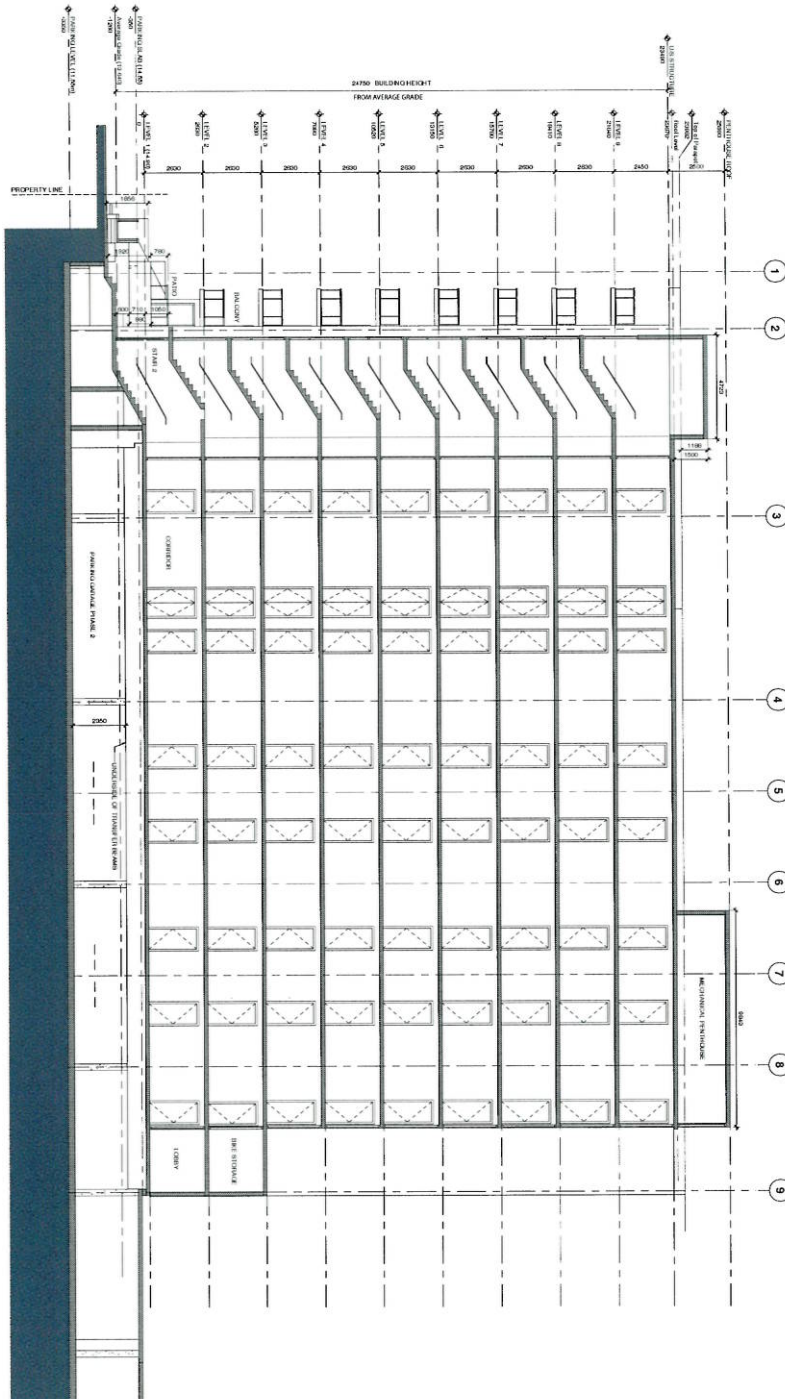
EAST WEST SECTION THROUGH STAIR 1 1:100



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WILSON'S WALK - AFFORDABLE RENTAL HOUSING
1 0 5 W i l s o n S t r e e t , V i c t o r i a , B C



NORTH SOUTH SECTION THROUGH STAIR 2 1:100



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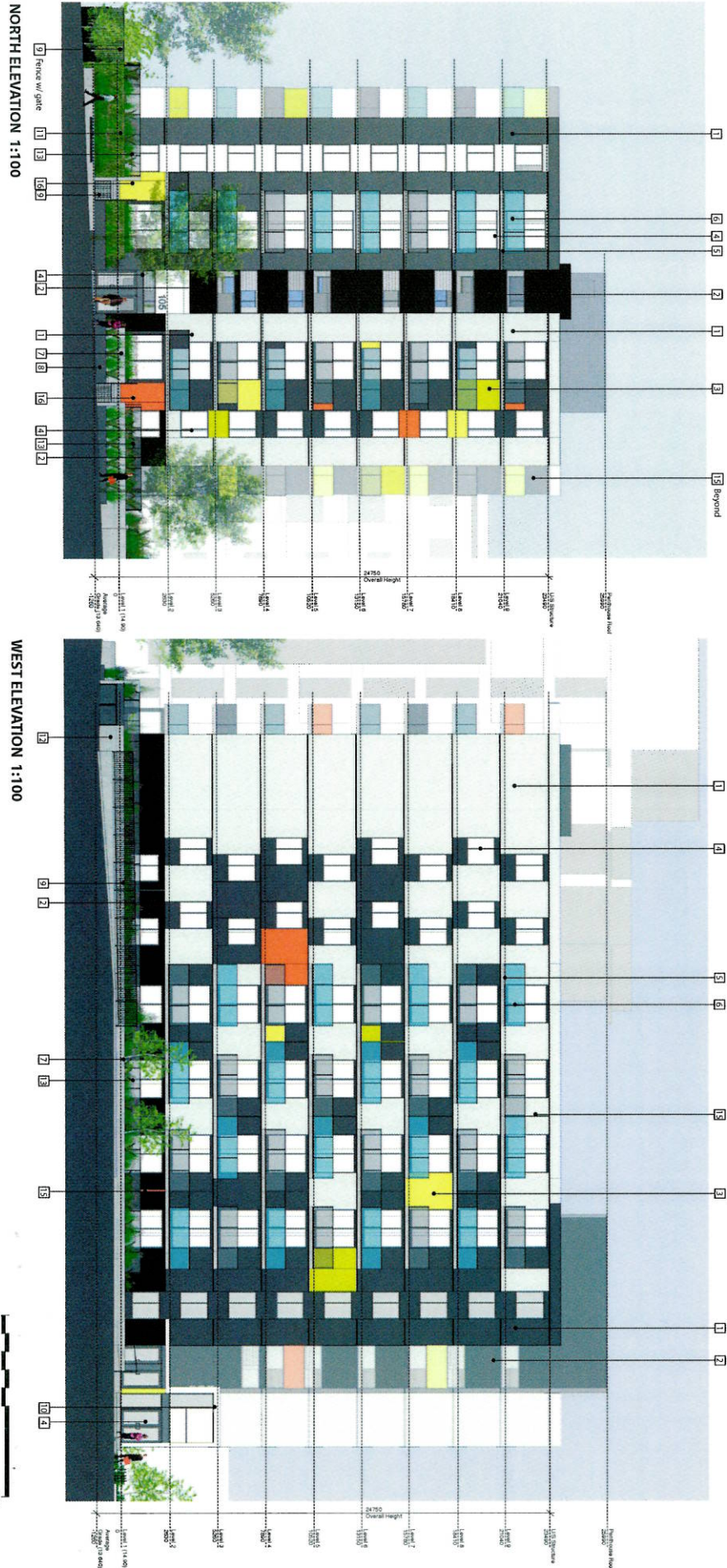
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WILSON'S WALK - AFFORDABLE RENTAL HOUSING

1 0 5 W I L S O N S T R E E T, V I C T O R I A, B C



- 1 Exterior Insulation Finishing System (EIFS)
- 2 EIFS w/ grooves
- 3 Coloured accent panels in EIFS w/ ultra smooth and reflective finish
- 4 Thermally broken Window and Door Systems
- 5 Painted concrete balcony
- 6 Prefinished metal railings w/ tinted glass guards and prefinished metal panel guards.
- 7 Concrete planters w/ natural finish
- 8 Masonry brick planters
- 9 Prefinished metal railings w/ gate
- 10 EIFS canopy w/ wood soffit
- 11 Climbing plants on metal mesh on concrete planter
- 12 Concrete wall w/ natural finish
- 13 Prefinished metal railings w/ glass guard
- 14 Painted wood railings and guard
- 15 Prefinished metal screen (between adjacent patios and balconies)
- 16 Painted side entry door w/ side panel



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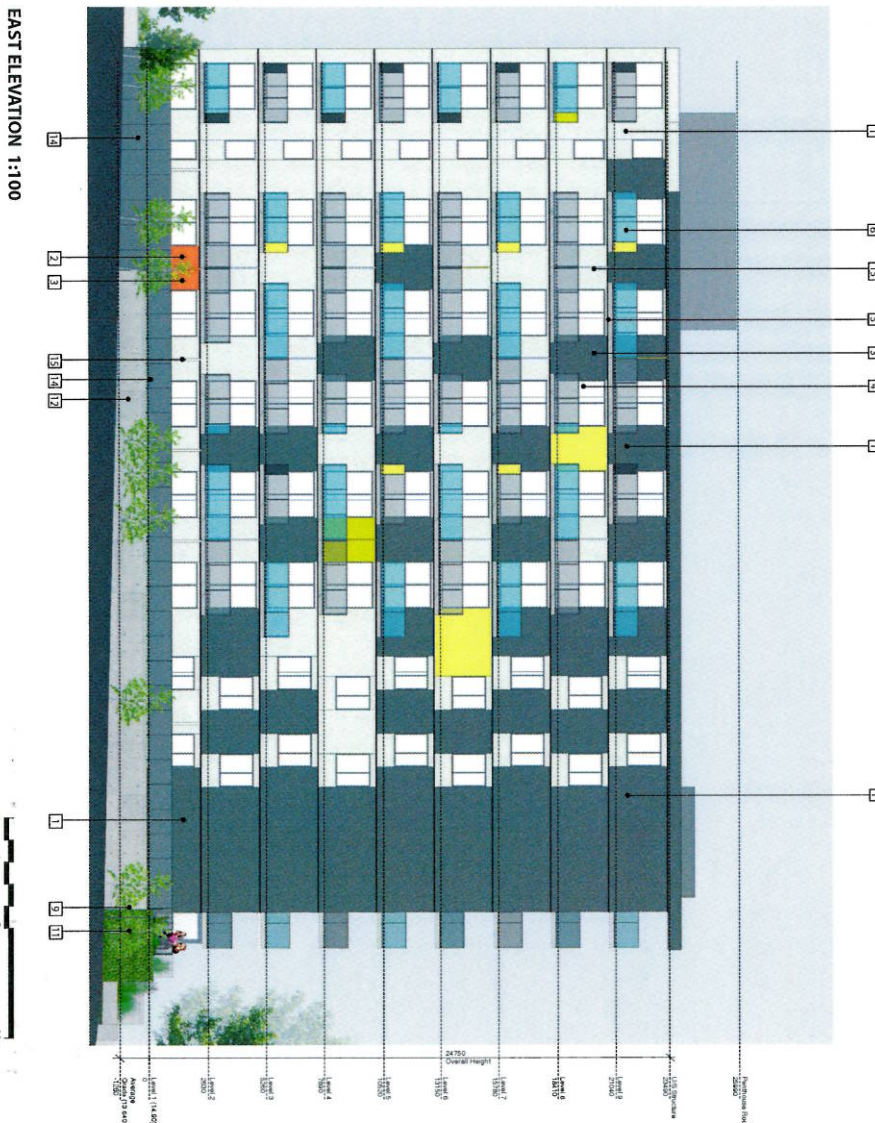
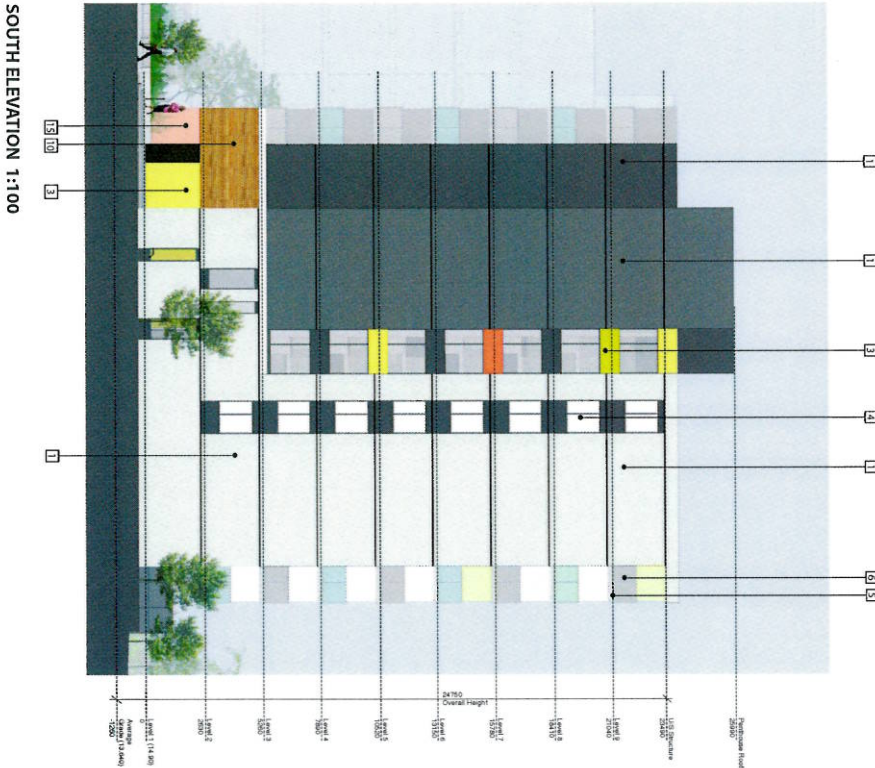
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WILSON'S WALK - AFFORDABLE RENTAL HOUSING

1 0 5 W I L S O N S t r e e t , V i c t o r i a , B C



- 1 Exterior Insulation Finishing System (EIFS)
- 2 EIFS w/ grooves
- 3 Coloured accent panel in EIFS w/ ultra smooth and reflective finish
- 4 Thermally broken Window and Door Systems
- 5 Painted concrete balcony
- 6 Prefinished metal railings w/ tinted glass guards and prefinished metal panel guards
- 7 Concrete planters w/ natural finish
- 8 Masonry brick planters
- 9 Prefinished metal railings or gate
- 10 EIFS canopy w/ wood soffit
- 11 Climbing plants on metal mesh on concrete planter
- 12 Concrete wall w/ natural finish
- 13 Prefinished metal railings w/ glass guard
- 14 Painted wood railings and guard
- 15 Prefinished metal screen (between adjacent patios and balconies)
- 16 Painted side entry door w/ side panel



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WILSON'S WALK - AFFORDABLE RENTAL HOUSING

1 0 5 W i l s o n S t r e e t , V i c t o r i a , B C



CONTEXT ELEVATIONS



SOUTH ELEVATION



NORTH ELEVATION



EAST ELEVATION



WEST ELEVATION

LOW HAMMOND ROWE ARCHITECTS R E Z O N I N G + D E V E L O P M E N T P E R M I T | 0 5 M A R C H 2 0 1 4

Revision: 04 June 2014

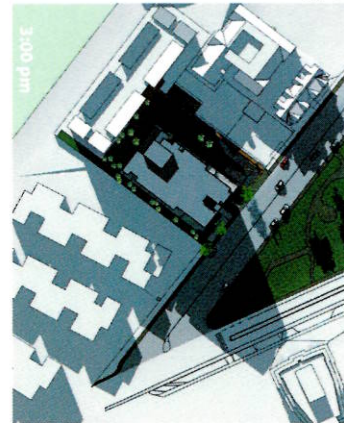
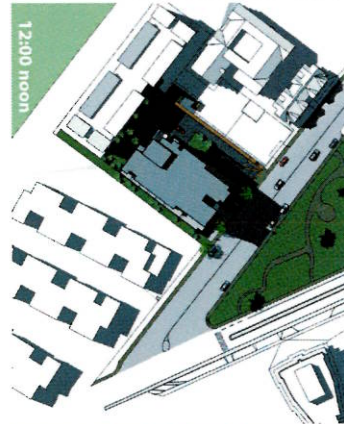
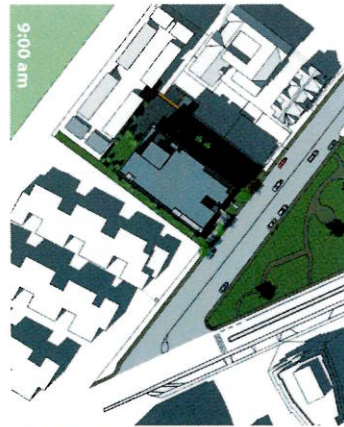
A11

WILSON'S WALK - AFFORDABLE RENTAL HOUSING
1 0 5 W i l s o n S t r e e t , V i c t o r i a , B C

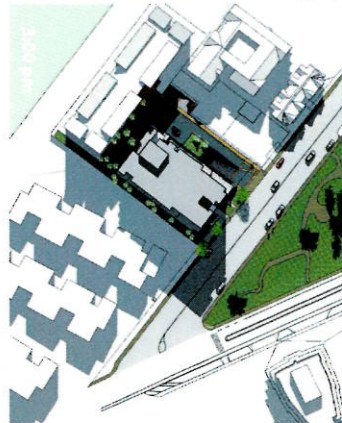
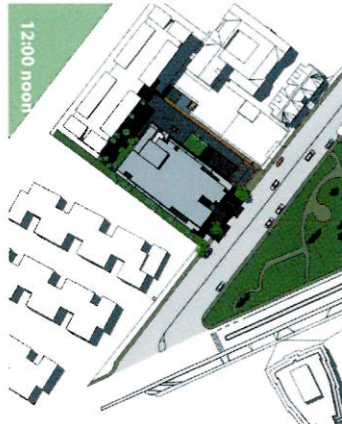
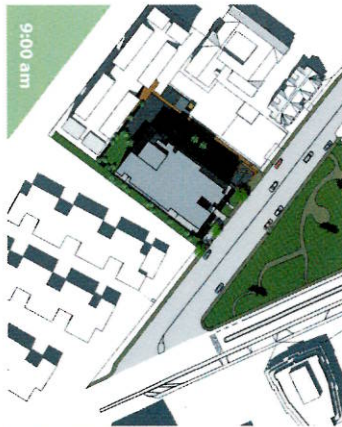


SHADOW STUDIES

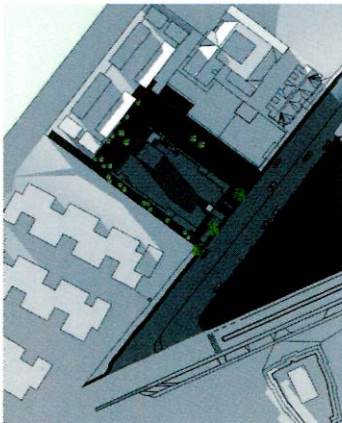
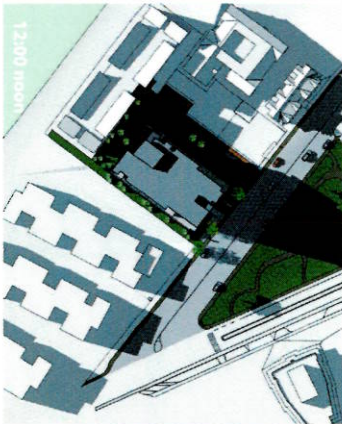
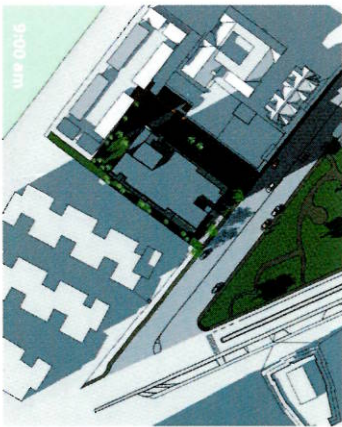
FALL EQUINOX SEPTEMBER 21



SUMMER SOLSTICE JUNE 21



WINTER SOLSTICE DECEMBER 21



LOW HAMMOND ROWE ARCHITECTS REZONING + DEVELOPMENT PERMIT | 105 MARCH 2014
Revision: 04 June 2014

A12

WILSON'S WALK - AFFORDABLE RENTAL HOUSING
1 0 5 W i l s o n S t r e e t , V i c t o r i a , B C



VIEW of NORTH and WEST ELEVATIONS from Wilson Street



VIEW of WEST ELEVATION along Wilson Street



VIEW of WEST ELEVATION and Main Entry



VIEW of SOUTH and EAST ELEVATIONS



LOW HAMMOND ROWE ARCHITECTS R E Z O N I N G + D E V E L O P M E N T P E R M I T | 1 0 5 M A R C H 2 0 1 4

Revision: 04 June 2014

A13

WILSON'S WALK - AFFORDABLE RENTAL HOUSING
1 0 5 W i l s o n S t r e e t , V i c t o r i a , B C



VIEW of NORTH ELEVATION from Wilson St



AERIAL VIEW of NORTH ELEVATION and WILSON STREET



VIEW of NORTH ELEVATION from Wilson St on East side



VIEW of NORTH ELEVATION ENTRY on Wilson Street



VIEW of NORTH ELEVATION from Wilson St on West side

LOW HAMMOND ROWE ARCHITECTS REZONING + DEVELOPMENT PERMIT | 105 MARCH 2014
Revision: 04 June 2014

A1

WILSON'S WALK - AFFORDABLE RENTAL HOUSING
105 WILSON STREET, VICTORIA, B.C.



VIEW of NORTH and WEST ELEVATIONS from WILSON STREET



VIEW of SOUTH and EAST ELEVATIONS w/ Existing Phase 1 adjacent building



LOW HAMMOND ROWE ARCHITECTS REZONING + DEVELOPMENT PERMIT | 105 MARCH 2014
Revision: 04 June 2014

A16

**SKETCH PLAN OF BUILDING FOUNDATIONS ON LOT A,
DISTRICT LOT 119, ESQUIMALT DISTRICT, PLAN VIP76124**

All distances are in metres and decimals thereof.
The intended plot size of this plan is 560mm in width by 432mm in height (C size) when plotted at a scale of 1:250.

Date of field survey: July 14th and 30th, and August 5th, 21st and 25th, 2009, and September 24, 2013.

Elevations are to geodetic datum, derived from City of Victoria geodetic control monument 17-66. Published Elevation = 10.356m.

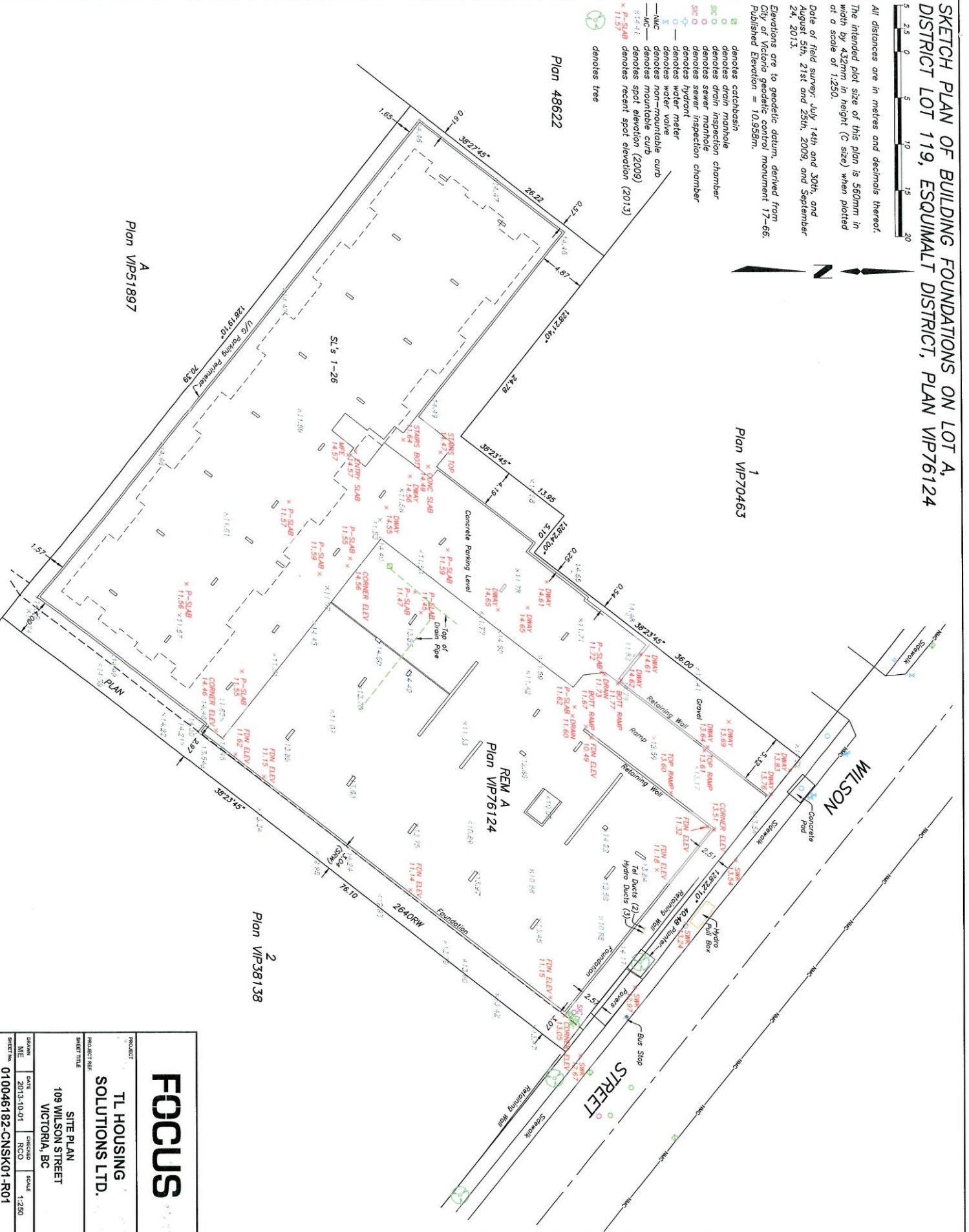
- denotes catchbasin
- denotes drain manhole
- denotes sewer inspection chamber
- denotes water meter
- denotes water valve
- denotes non-mountable curb
- denotes mountable curb
- denotes spot elevation (2009)
- denotes recent spot elevation (2013)

denotes tree

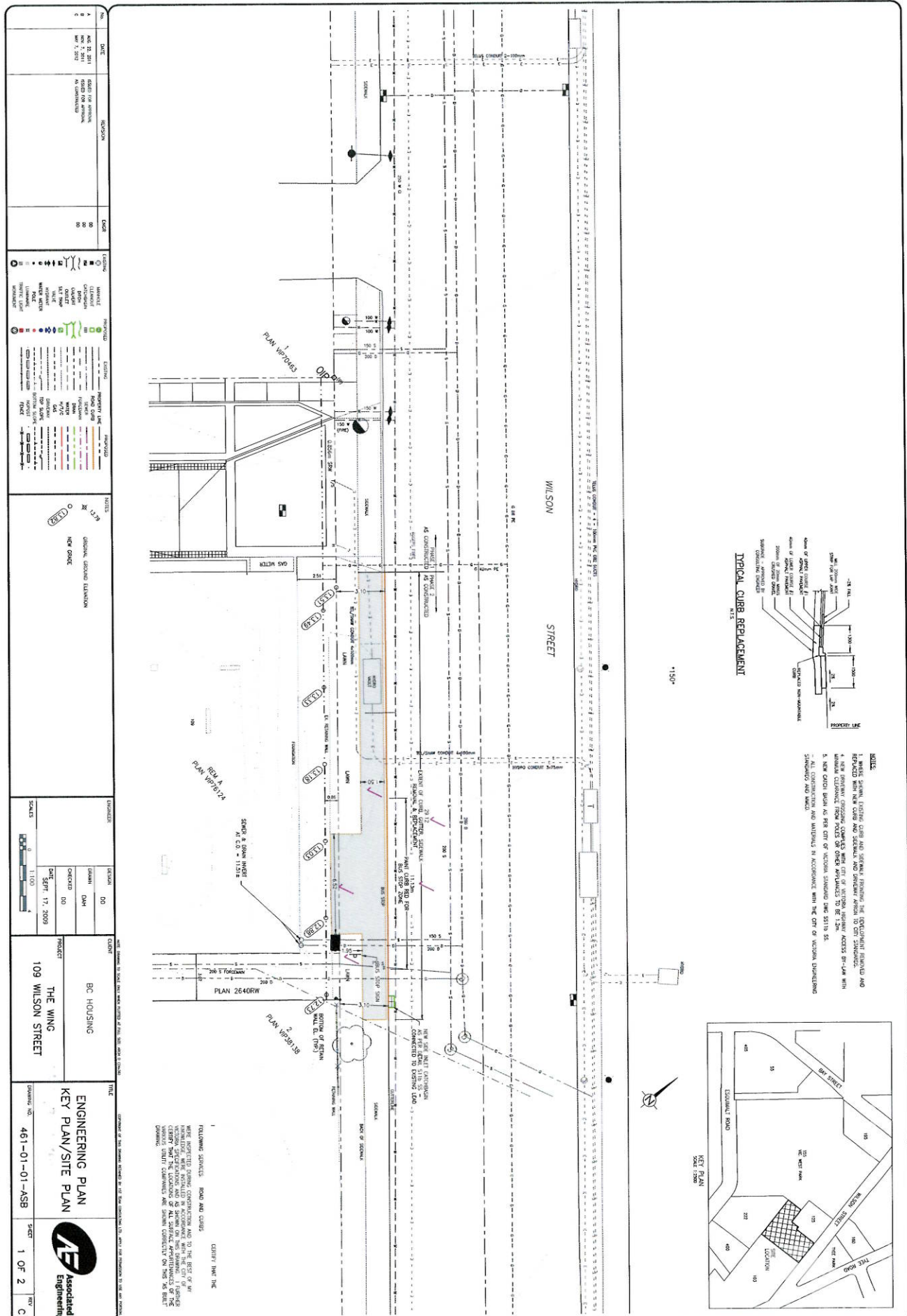
Plan VIP70463

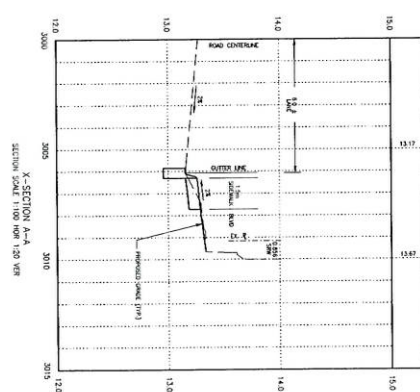
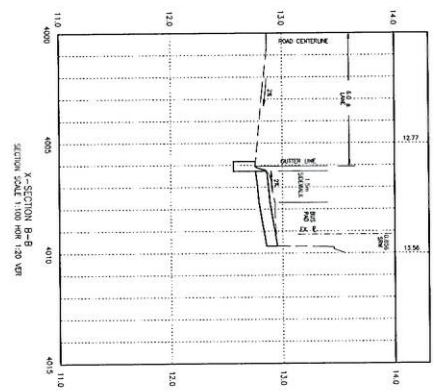
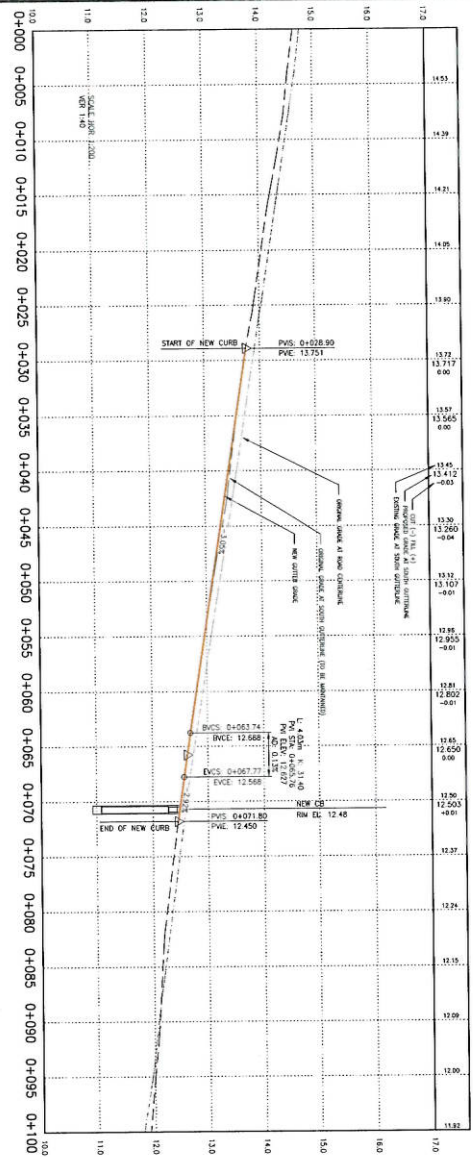
Plan 48622

Plan VIP51897



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| TL HOUSING SOLUTIONS LTD. | | | |
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| 109 WILSON STREET | | | |
| VICTORIA, BC | | | |
| SHEET TITLE: | | | |
| SITE PLAN | | | |
| DRAWN: | | | |
| DATE: | | | |
| 2013-10-01 | | | |
| CHECKED: | | | |
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| 1:250 | | | |
| SHEET No: | | | |
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FOLLOWING SERVICES: ROAD AND CURBS

WERE INSPECTED DURING CONSTRUCTION AND TO THE BEST OF MY KNOWLEDGE, WERE INSTALLED IN ACCORDANCE WITH THE CITY OF WICHITA SPECIFICATIONS AND AS SHOWN ON THE PLANS. I PURPOSE CERTIFY THAT THE LOCATIONS OF ALL INSPECTED PORTLANDS OF THE VARIOUS UTILITIES COMPANIES ARE SHOWN CORRECTLY ON THIS AS BUILT DRAWING.

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#201, 791 Goldstream Ave
Victoria, BC V9B 2X5
T 250.388.9877
F 250.388.9879
E: nking@blvdgroup.ca
wattconsultinggroup.com
blvdgroup.ca

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

June 19, 2014
Our File: 1661
Rev No. 2

Attention: Steve Hutchinson

RE: 105 WILSON STREET PARKING CLARIFICATIONS

The following letter provides clarification on several parking items related to the 105 Wilson Street Parking Variance Letter dated June 11, 2014

Item #1 – Small Parking Stalls

The parking for 105 Wilson Street includes two small car parking stalls (4.6m depth). The City of Victoria's off street parking does not currently have a provision for small car parking stalls; however, numerous municipalities in Greater Victoria have a provision for small cars including Oak Bay, Esquimalt, Saanich, and Langford. Esquimalt, Saanich, and Langford define small car stalls as having a depth of 4.5m which is slightly less than the proposed depth for the stalls at 105 Wilson Street. These municipalities allows for 25 to 50% of the stalls at a site to be small car. Less than 5% of the parking stalls at 105 Wilson Street are proposed to be small car stalls; well below the 25-50% allowed in other municipalities.

It could be expected that these communities (Saanich, Langford, Esquimalt) have similar or higher numbers of large passenger vehicles (large cars and pick-up trucks) wanting to park on a site compared to Victoria. Therefore if sites, within these neighbouring municipalities, can handle 25+% small cars then this site can accommodate the proposed 5% (2 stalls) small car parking. The allocation of small car stalls is acceptable and could be counted towards the number of total stalls for the site.

The structural engineer has advised the team that the shear wall, at the end of the small car stalls, can be reduced by 0.5m to allow for these two small car stalls to be standard full sized parking stalls and therefore counted towards the parking total on site.

Item #2 – Visitor Parking

The developer will provide a total of nine visitor parking stalls (4 for phase 1 and 5 for phase 2) from the proposed parking supply for 105 Wilson Street. Seven of the visitor stalls are proposed to be on the surface and two in the parkade.

Updated parking layout drawings of the visitor parking and elimination of small car stalls will be provided to the City through the applicant.

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Attention: Steve Hutchinson, City of Victoria
 RE: 105 Wilson Street Parking Clarifications

June 19, 2014
 page 2

Item #3 – Parking Demand for Affordable vs. Near Market

Our letter of June 11, 2014 utilized highest ownership rates for similar (affordable rental) sites as determined from ICBC to calculate the demand for the site. This calculated the ownership rates for 105 Wilson to be between 28 and 40. (See letter dated June 11, 2014 for details on the calculations). A further review of parking ownership between affordable and near market ownership is outlined in Table 1.

TABLE 1: BREAKDOWN OF VEHICLE OWNERSHIP BY UNIT SIZE AND RENTAL TYPE

| Type | # of Units | Ownership Rate | Number of Vehicles |
|--|------------|----------------------|---------------------------|
| Affordable Bachelor + 1 Bedroom | 70 | 0.22 per unit* | 15.4 |
| Affordable 3 Bedroom | 14 | 0.66 per unit* | 9.2 |
| Near Market Bachelor + 1 Bedroom + 3 Bedroom | 24 | 0.68 per unit**, *** | 16.3 |
| Totals | 108 | | 40.9 (round to 41) |

* The rates for parking ownership rates for the affordable units are based on the average for sites with similar breakdown of unit types. See Table 4 of the June 11, 2014 for these ownership rates.

**Data from previous studies on rental (market) apartment buildings in Greater Victoria was gathered and utilized for the Near Market Rate. This data is based on permit data (from owner/operators) and not vehicle ownership. A breakdown by unit size was unavailable; however the data set includes buildings with bachelor, 1 bedroom, 2 bedroom, and 3 bedroom units.

***The rate utilized for this calculation is based on the permits issued for the market apartments; however, field observations at the sites found that the parking demand was less than the number of permits issues. Based on the field data the market apartments would generate demand for 12.5 stalls.

Based on these calculations the vehicle ownership for 105 Wilson Street will be 41 vehicles accounting for the affordable versus near market units. This parking demand may be slightly reduced (up to 4 vehicle stalls) based on field observations results versus permit demand and the fact that these units are near market and not market rental.

A review of the parking layout, on-site, identified two additional surface parking stalls. Therefore the parking for 105 Wilson Street is comprised of 9 visitor stalls (for both phases), and 44 full sized residential stalls for a total of 53 stalls.

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Attention: Steve Hutchinson, City of Victoria
RE: 105 Wilson Street Parking Clarifications

June 19, 2014
page 3

The provision of 53 stalls (44 residential stalls and 9 visitor stalls) is considered acceptable for the 105 Wilson Street development.

If there are any questions regarding the above clarifications please feel free to contact me at 250-388-9877.

Sincerely,
Boulevard Transportation
... a division of Watt Consulting Group
per,



Nadine King, P.Eng., PTOE
Senior Engineer / Project Manager



June 19, 2014

Encl. Parking Permit / Field Occupancy Counts for Market Apartments

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Attention: Steve Hutchinson, City of Victoria
 RE: 105 Wilson Street Parking Clarifications

June 19, 2014
 page 4

PARKING PERMIT DATA FOR MARKET APARTMENTS IN GREATER VICTORIA

| Location | Units | Permits | Permit Demand (vehicles/unit) |
|------------------------|-------|---------|-------------------------------|
| 948 Esquimalt Road | 136 | 107 | 0.79 |
| 980 Wordsley Street | 65 | 47 | 0.72 |
| 1126 Rockland Avenue | 35 | 27 | 0.77 |
| 1030 Pendergast Street | 57 | 42 | 0.74 |
| 1035 Pendergast Street | 57 | 41 | 0.72 |
| 710 Vancouver Street | 52 | 26 | 0.50 |
| 3255 Quadra Street | 31 | 19 | 0.61 |
| 1500 Chambers Street | 24 | 14 | 0.58 |
| Average | | | 0.68 |

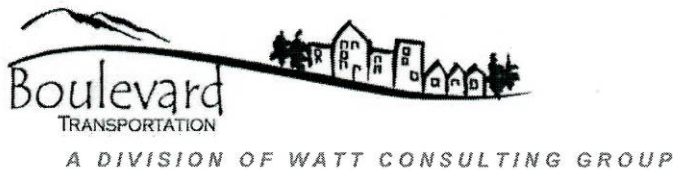
FIELD OCCUPANCY COUNTS FOR MARKET APARTMENTS IN GREATER VICTORIA

| Location | Units | Observation 1 | Observation 2 | Average Demand (vehicles/unit) |
|------------------------|-------|---------------|---------------|--------------------------------|
| 980 Wordsley Street | 65 | 50 | 56 | 0.82 |
| 1030 Pendergast Street | 57 | 26 | 36 | 0.54 |
| 1035 Pendergast Street | 57 | 21 | 23 | 0.39 |
| 710 Vancouver Street | 52 | n/a | 22 | 0.42 |
| 3255 Quadra Street | 31 | 12 | 14 | 0.42 |
| 1500 Chambers Street | 24 | 14 | 12 | 0.54 |
| Average | | | | 0.52 |

These apartment buildings have 1, 2 and 3 bedroom units depending on the building.

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June 11, 2014

File No. 1661

City of Victoria
1 Centennial Square
Victoria BC V8W 1P6
Attn: Steve Hutchison, Transportation Planner

RE: 105 WILSON STREET PARKING STUDY, UPDATE

Dear Sir:

The following is an update to the 105 Wilson Street Parking Study submitted by Boulevard Transportation on March 14 2014. This update clarifies information in the March 2014 report and provides new information to address comments in the City's March 26 2014 staff report.

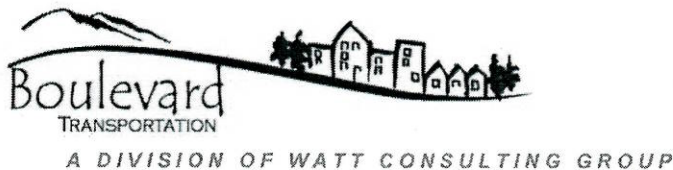
1. HOUSING TYPE

Section 2.3 of the March 2014 report incorrectly states the proposal is for market rental apartment units when it should have stated the proposal is for affordable units. This distinction is significant in terms of the anticipated tenants and their vehicle ownership characteristics.

The proposal includes 108 units at two levels of affordability. 84 "affordable" units are proposed (78% of units) that will be rented to tenants below the Household Income Limits (HILs) set by BC Housing for low- to moderate-income earners¹. Rent levels will be at or below 2013 HILs rates (bach \$650, 1-bed \$836, 3-bed \$1425) and units will be registered with BC Housing to remain affordable rental in perpetuity. The remaining 24 units (22% of units) will be "near market" rental units available at 90% of average market rents² - \$800 for bachelor units to \$1600 for 3-bedroom units. See *Table 1*.

¹ More on HILs available at - www.bchousing.org/Options/Subsidized_Housing/Apply/Eligibility/Income_requirements

² Average market rent is derived from Canada Housing Corporation's (CMHC) annual Rent Market Survey



2.2 Size

Unit sizes and number of bedrooms are generally larger in Phase 1 than Phase 2. Phase 1 is comprised of primarily one- and two-bedroom units, with only a small number of bachelor units. By contrast, half of Phase 2 is bachelor units and an additional one-third are one-bedroom units. See *Table 2*. A Metro Vancouver study⁶ of strata apartment sites found that vehicle ownership rates are 24% higher in one-bedroom units than bachelors, 55% higher in two-bedroom units, and 78% higher in three-bedroom units. It is expected that the smaller units in Phase 2 will appeal to smaller households and result in lower vehicle ownership rates than Phase 1.

Table 2. Phase 1 vs Phase 2 Comparison⁷

| Unit Type | Phase 1 | Phase 2 |
|--------------|-----------|------------|
| Bachelor | 3 (6%) | 54 (50%) |
| 1-bedroom | 21 (41%) | 36 (33%) |
| 2-bedroom | 25 (49%) | 0 (0%) |
| 3-bedroom | 2 (4%) | 18 (17%) |
| Total | 51 | 108 |

3. PARKING DEMAND DATA

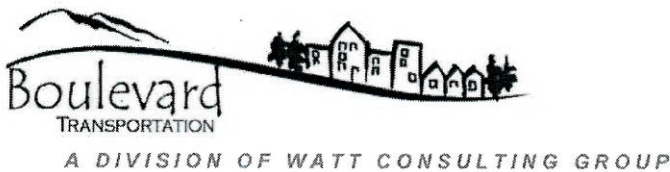
Additional parking demand information has been obtained to supplement the information provided in the March 2014 report.

3.1 Pacifica Housing Parking Permits

Parking permit allocation data was obtained for four Pacifica Housing sites with a similar affordability level (low- to moderate-income tenants) and location as the subject site. See *Table 3*. All have on-site parking capacity and none charge an additional fee to park on-site.

⁶ Metro Vancouver, *Metro Vancouver Apartment Parking Study: Technical Report*, September 2012, p47, available at: public.metrovancouver.org/planning/development/strategy/RGSDocs/Apartment_Parking_Study_TechnicalReport.pdf

⁷ Based on information provided from the development team by email, May 12 2014



Ownership information was obtained for additional affordable rental sites identified on BC Housing's Affordable Housing Registry⁹. See *Table 4*. Results demonstrate that sites comprised of bachelor and one-bedroom units have lower vehicle ownership rates than sites with two-, three-, and four-bedroom units. 829 Fisgard Street and 2558 Quadra Street are representative of the subject site due to their high proportion of one-bedroom units and these sites have vehicle ownership rates of 0.17 and 0.26 vehicles per unit, which suggests vehicle ownership will be no more than 28 vehicles when applied to the subject site.

Other sites consisting primarily of two-, three-, and four-bedroom units have higher vehicle ownership rates ranging from 0.41 to 0.91 vehicle per unit. If vehicle ownership for the subject site is based on a rate of 0.91 vehicles per unit for three-bedroom units and 0.26 vehicles per unit for bachelor and 1-bedroom units, the resulting ownership is approximately 40 vehicles.

Table 4. ICBC Vehicle Ownership Information

| Site | Units | Owned Vehicles | Ownership Rate (per unit) |
|---|-------|----------------|---------------------------|
| 1134 Queens St ("Queens") affordable units - 5 bach, 14 1-bed, 9 2-bed | 28 | 17 | 0.61 |
| 1253 Johnson St ("Briarwood") affordable units - 11 2-bed, 10 3-bed | 21 | 12 | 0.62 |
| 1130 Fort St ("Langham Terrace") affordable units - 1 1-bed, 5 2-bed, 15 3-bed | 21 | 10 | 0.48 |
| 829 Fisgard St ("The Pacifica") affordable units - 6 bach, 24 1-bed | 30 | 5 | 0.17 |
| 2558 Quadra St ("Forest Heights") affordable units - 16 1-bed, 3 2-bed | 19 | 5 | 0.26 |
| 1855 Quadra St ("Rotary House") affordable units - 25 2-bed | 25 | 15 | 0.60 |
| 921 North Park St ("Balmoral Garden Court") affordable units - 34 2-bed, 11 3-bed | 45 | 29 | 0.64 |
| 1150 Yates St ("James Yates Gardens") affordable units - 8 2-bed | 8 | 7 | 0.88 |
| 1132 Johnson St ("Village on the Green") affordable units - 24 2-bed, 10 3-bed | 34 | 31 | 0.91 |
| 450 Superior St ("Kew Gardens") affordable units - 29 2-bed, 3 3-bed | 32 | 25 | 0.78 |
| 3230 Irma St ("Rudd Park") affordable units - 24 2-bed, 4 3-bed | 28 | 5 | 0.18 |
| 2980 Jutland Rd ("LeBlond Place") affordable units - 12 2-bed, 1 3-bed, 4 4-bed | 17 | 7 | 0.41 |

⁹ BC Housing Registry available at - www.bchousing.org/resources/Housing_Listings/zone8_family.pdf



We trust this update is helpful in clarifying the March 2014 report and bringing forward new information in response to the City's comments. Please do not hesitate to contact us directly if you have questions.

Yours truly,

BOULEVARD TRANSPORTATION,
a division of Watt Consulting Group

per,



Daniel Casey, MCIP, RPP
Transportation Planner

Nadine King, P.Eng, PTOE
Transportation Engineer

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www.wattconsultinggroup.com | www.blvdgroup.ca



Planning and Land Use Committee Report

For Meeting of July 3, 2014

Date: June 19, 2014 **From:** Helen Cain, Senior Planner

Subject: **Rezoning Application #00437 for 1314 Pembroke Street**
 Application to rezone lands from the R-2 Zone to a new zone that permits small-lot house development and Development Permit for subdivision and the construction of three new small-lot single-family dwellings.

Executive Summary

The purpose of this report is to present Council with information, analysis and recommendations regarding a Rezoning Application and Development Permit for the property at 1314 Pembroke Street. The applicant proposes to rezone the property from the R2-Zone (Two Family Dwelling District) to a new zone that would permit a small-lot development, to subdivide the land and to construct three new small-lot houses.

The current proposal is identical to the previous Rezoning Application and Development Permit for the subject property that Council declined on June 13, 2013 (Minutes attached). However, Council later voted on October 10, 2013 (Minutes attached), to "waive the requirement that the applicant must wait one year before being allowed to re-submit a revised application for the same property".

The following points were considered in the staff recommendation to Council:

- The subject property is designated "Traditional Residential" in the *Official Community Plan, 2012* (OCP). The proposed rezoning and development are compatible with this Urban Place Designation, "Fernwood Strategic Directions" in the OCP and applicable policies in the *Fernwood Neighbourhood Plan, 1997*.
- Should Council approve this application, a 1.41 m road dedication along both Pembroke Street and Sayward Street would be required at subdivision, which should be anticipated in the necessary *Zoning Regulation Bylaw* amendments.
- The *Small Lot House Policy* defines a "small lot" as a minimum of 260 m². All three proposed small lots are less than 260 m². Two lots would be slightly less (255.19 m²) than standard due to road dedication requirements at subdivision, but the corner lot at Pembroke Street and Sayward Street is smaller (219.99 m²) because road dedications would reduce the site area along two frontages.
- With respect to the immediate land use context and associated place character, the existing pattern of lots is fine-grained. A total of 13 lots are either adjacent to the subject property, directly across the street or otherwise within 10 m. All lots are located in the R1-B Zone (Single Family Dwelling District) or the R-2 Zone (Two Family Dwelling District) but have legally non-conforming lot sizes. Of the R1-B Zone lots, five are less than 360 m² whereas the required minimum site area is 460 m².
- After future road dedication, all lots would also have front yard setbacks (4.29 m) that do not meet the R1-S2 Zone where the required setback is greater (6.00 m). Also, one lot is deficient for the side yard setback along a flanking street. However, the place character along the Pembroke Street and Sayward Street streetscapes has houses set closer to the street than the proposal.

- While the proposed development would not meet the minimum lot size standard, all other aspects of this proposal comply with the relevant design guidelines for Development Permit Area 15A - Intensive Residential Small Lot Development.

Given the fine-grained land-use pattern along the immediate block of Pembroke Street, and that the proposal complies with all other aspects of the *Small Lot House Policy and Design Guidelines*, staff recommend that Council advance this application to a Public Hearing.

Recommendations

1. a. That Council instruct staff to prepare the necessary *Zoning Regulation Bylaw* amendments that would authorize the proposed development outlined in Rezoning Application #00437 for 1314 Pembroke Street;
b. That Council consider giving first and second reading to the *Zoning Regulation Bylaw* amendments;
c. That Council schedule a Public Hearing after the *Zoning Regulation Bylaw* amendment has received first and second reading.
2. Subject to the adoption of the *Zoning Regulation Bylaw* amendment for 1314 Pembroke Street, that Council authorize the issuance of the Development Permit for 1314 Pembroke Street, in accordance with:
 - a. plans for Rezoning Application #00437 stamped January 21, 2014;
 - b. development meeting all *Zoning Regulation Bylaw* requirements;
 - c. final plans to be generally in accordance with plans identified above.

Respectfully submitted,

Helen Cain
Helen Cain
Senior Planner
Development Services Division

D. E. Day
Deb Day, Director
Sustainable Planning and Community
Development Department

Report accepted and recommended by the City Manager:

Jason Johnson
Jason Johnson

Date: June 25, 2014

HC:aw

S:\TEMPEST_ATTACHMENTS\PROSPERO\PL\REZ\REZ00437\PLUC_PEMBROKESTREET_1314_JUNE19_2014.DOC

1.0 Purpose

The purpose of this report is to present Council with information, analysis and recommendations regarding a Rezoning Application and a concurrent Development Permit for the property at 1314 Pembroke Street.

2.0 Background

2.1 Relevant History

2.1.1 Council Decline of Earlier Application

The current proposal is identical to the previous Rezoning Application and Development Permit for the subject property that Council declined on June 13, 2013 (Minutes attached). However, Council later voted on October 13, 2013 (Minutes attached), to permit the applicant to reapply for the same proposal, waiving the requirement in the *Land Use Procedures Bylaw* to wait for one year from the date of refusal prior to reapplication. The applicant reapplied earlier this year with the same application, which is the subject of this report.

2.1.2 Condition and Demolition of Single Family Dwelling

In the previous Rezoning Application, the proposal included the removal of a single-family dwelling that existed on the property. At that time, the applicant provided third-party reports on the condition of the existing house, which assessed the structure to have major deficiencies in relation to the *British Columbia Electrical Code* and *British Columbia Building Code* requirements. A Building Permit for demolition of the house was issued in April, 2013 and the land is currently vacant.

2.2 Description of Proposal

The proposal is to rezone the property at 1314 Pembroke Street from the R2-Zone (Two-Family Dwelling District) to a new zone that permits small-lot houses. The development proposed is to subdivide the parcel into three lots and construct three single-family dwellings. On one of the lots (Lot 3), the proposed house is 0.66:1 FSR, which exceeds the maximum permitted density of 0.6:1 FSR in the R1-S2 Zone (Restricted Small Lot House Two Storey District). Given that density cannot be varied, a custom zone is required for the development.

To enable the implementation of multi-modal streets over time, a road dedication of 1.41 m along both Pembroke Street and Sayward Street would be required at subdivision, should Council approve this application. Accordingly, the new zone for the subject property must reflect the dimensions for each lot after road dedication. Two lots would be slightly less (255.19 m²) than the standard, but the corner lot at Pembroke Street and Sayward Street would be 40 m² less than the requirement (219.99 m²) because road dedication would reduce the site area along two frontages. All three lots would also be substandard with regard to front yard setbacks and the corner lot (Lot 3) would also have a reduced side yard setback to the flanking street (Sayward Street).

The proposed site plan, house design and landscaping for each house would include:

- Exterior finishes in mixed materials with siding in HardiePlank or HardiePlank with wooden batten combined with HardiePlank shingles. There are also wood trim details along the rooflines, above porches and around entryways and

windows. Each house has a distinctive and custom appearance and overall the paint palette is neutral, including white, grey, beige, tan, green ("sage") and brown ("brick").

- Doors are wood, windows are vinyl (white) and railings on the balconies, porches and stairs are either metal or wood.
- Landscaping includes soft and hard surfaces with lawn, shrubs and groundcover in the front yard of each lot and lawn, as well as existing and new trees planted in rear yards.

With respect to streetscape improvements, two trees would be removed from the Pembroke Street frontage but replaced with a total of four new trees sited near the front property lines to provide a net increase in the tree canopy along Pembroke Street and Sayward Street.

2.2 Existing Site Development and Development Potential

The subject property is located in the R-2 Zone (Two-Family Dwelling District). This Zone permits two-family dwellings (duplexes) and all uses permitted in the R1-B Zone (Single-Family Dwelling District), subject to regulations in that Zone. The data table (below) compares the proposal with the R1-S2 Zone (Restricted Small Lot (Two Storey) District). Each proposed small-lot house is less stringent than the standard zone in criteria identified with an asterisk.

| Zoning Criteria | Proposed Lot 1 | Proposed Lot 2 | Proposed Lot 3 | Zone Standard R1-S2 |
|--|----------------|----------------|----------------------------|-------------------------------|
| Site area (m ²) – minimum | 255.19* | 255.19* | 219.99* | 260.0 |
| Lot width (m) – minimum | 10.22 | 10.22 | 8.82* | 10.0 |
| Total floor area (m ²) – maximum | 149.67 | 149.27 | 145.3 | 190.0 |
| Density (Floor Space Ratio) – maximum | 0.59:1 | 0.59:1 | 0.66:1* | 0.6 |
| Height (m) – maximum | 7.48 | 7.34 | 7.25 | 7.5 |
| Site coverage (%) – maximum | 39.95 | 39.95 | 47.16* | 40.0 |
| Open site space (%) – minimum | n/a | n/a | n/a | n/a |
| Storeys – maximum | 2 | 2 | 2 | 2 |
| Setbacks (m) – minimum | | | | |
| Front (Pembroke Street) | 4.29* | 4.29* | 4.59* | 6.0 |
| Rear (North) | 6.0 | 6.0 | 6.8 | 6.0 |
| Side (East) | 1.52 | 1.52 | 0.61* (flanking street) | 1.5.0/2.40 flanking street |
| Side (West) | 1.53 | 1.53 | 1.5 | 1.4 |
| Vehicular Parking – minimum | 1 space | 1 space | 1 space | 1 space |

2.3 Land Use Context

The property is located at the corner of Pembroke Street and Sayward Street in an area where the residential character is primarily low-density single-family dwellings. Fernwood Village and Victoria High School are within walking distance (i.e. 200 m) to the south, forming a cluster of commercial, public facility and school uses. Infill that is low-density, ground-oriented housing is well-suited to the streetscape along Pembroke Street, Sayward Street and northeast Fernwood Road.

The immediate land use context includes:

- the block of Sayward Street between Denman Street and Pembroke Street, where 19 land parcels are in the R-2 Zone (Two Family Dwelling District)
- the block of Pembroke Street between Fernwood Road and Sayward Street, where seven parcels are in the R1-B Zone (Single Family Dwelling District) and three parcels are in the R-2 Zone (Two Family Dwelling District).

2.4 Legal Description

Lot C (DD F40858), Section 75, Victoria District, Plan 200.

2.5 Consistency with City Policy

2.5.1 Regional Growth Strategy

The proposal contributes to the *Regional Growth Strategy* goal of adding to the supply of ground-oriented housing within the boundaries of the City.

2.5.2 Official Community Plan, 2012

The proposed development is consistent with land use policies in the *Official Community Plan 2012* (OCP). The property at 1314 Pembroke Street is designated as Traditional Residential in the OCP, where small lot houses are considered an appropriate form of new infill.

In accordance with the OCP, the new small-lot dwellings are subject to DPA15A Intensive Residential - Small Lot. The objectives of DPA 15A are:

4. (a) *To accommodate 10% of Victoria's anticipated population growth and associated housing growth in Small Urban Villages and residential areas to encourage and support future and existing commercial and community services.*
- (b) *To accommodate housing growth in Traditional Residential areas in a manner that is gradual, of a small scale and adaptive to the local contexts.*
- (c) *To integrate more intensive residential development in the form of single-family dwellings on relatively small lots within existing Traditional Residential areas in a manner that respects the established character of neighbourhoods.*
- (d) *To achieve a high quality of architecture, landscape and urban design to enhance neighbourhoods.*
- (e) *To integrate infill development in Traditional Residential areas that is compatible with existing neighbourhoods through considerations for privacy, landscaping and parking.*

The proposed development at 1314 Pembroke Street is broadly consistent with DPA 15A objectives for small-scale infill with high-quality design that respects established character.

2.5.3 Small Lot House Policy, 2002

Under the *Small Lot House Policy 2002*, a "Small Lot House" refers to a minimum lot size of 260 m² and "a minimum width of 10 m". Based on this City policy, rezoning proposals for small-lot developments should include a lot that is 260 m² or greater under normal circumstances unless an acceptable rationale is given to justify a substandard lot.

In this proposal, all three lots are less than 260 m² in area as determined on the basis of future road dedication. However, the lot pattern in the immediate context is fine-grained: out of 13 parcels adjacent to the subject property, directly across the street or otherwise within 10 m, six are 360 m² or less, nine are 440 m² or less and all 13 lots are less than 460 m². Six of the lots are located in the R1-B Zone (Single Family Dwelling District) and seven are in the R2-Zone (Two Family Dwelling District) where the minimum required lot area for a single-family dwelling is 460 m². Given this particular setting and that two of the three proposed small lots are slightly less (255.19 m²) than the policy identifies, staff consider the proposal to be acceptable. However, it should be noted that most land parcels in Victoria with potential for intensive residential development in the form of small-lot houses would need a minimum lot size of 260 m² in order to respect the established place character of each neighbourhood and to help to ensure sensitive infill.

2.6 Consistency with Design Guidelines

The proposal is subject to review under DPA 15A, Intensive Residential Small Lot Development. Building form, character, exterior finishes and landscaping details are controlled and regulated in relation to the *Design Guidelines for Small Lot Houses, 2002*. Staff assessment of this small lot house proposal for compliance with applicable guidelines is summarized as below.

2.6.1 Siting, Location and Topography

The property at 1314 Pembroke Street is a corner lot where the three proposed small-lot houses would be sited with their rear and side yards adjacent to rear and side yards of neighbouring dwellings. Privacy for the neighbours would be protected through retention of a large cedar tree on Lot 1 and on Lots 1 and 2 new trees would be planted close to the rear property lines. Lot 3, at the corner of Pembroke Street and Sayward Street, is deficient in side yard setbacks along Sayward Street, but this would have no impact on privacy because the garage would be located next to the property line and not the main dwelling.

2.6.2 Architectural Envelope

The two houses on Lots 1 and 2 are smaller in massing than on Lot 3, which is appropriate to their respective context along Pembroke Street and Sayward Street. Each dwelling is well-balanced in the proportion of glazing to solid-wall surfaces, has a roof shape and pitch similar to adjacent houses, and is typical in the wider context of both streetscapes.

2.6.3 Openings

The number, size and composition of windows are similar to older homes in the area, are detailed with wood trim and a neutral palette that fits into the historic context. Principal entryways of the small-lot houses are clearly visible from the street and include roofed porches that draw attention away from garage doors, which sit close to the front of Lots 1 and 2. Shrubbery is planted adjacent to the principal entryways and between the houses to further lessen the visual impacts of the garages and their driveways.

2.6.4 Textures and Detail

The three dwellings have architectural references to the Arts and Crafts style, prevalent in the Fernwood area and throughout Victoria, but have compositions and exterior finishes that are contemporary. The proposed palette is neutral with a mix of materials and textures, such as HardiePlank siding, cedar shingle, stone facing and metal elements for the railings on the balconies, porches and stairs. It should also be noted that the new house on Lot 3, at the corner of Pembroke Street and Sayward Street, has dual frontages with a cohesive design and continuity in the type and high quality of finishes (e.g. texture, colour).

2.6.5 Landscaping

Two trees would be removed from the Pembroke Street frontage and replaced with new trees at the front of each property line that would provide a net increase in the tree canopy in the public-private interface along Pembroke Street and Sayward Street. There would also be the introduction of shrubs set close to the houses. Rear yard plantings would include an existing large cedar tree, new maple trees and a deciduous species that would serve as screening from neighbouring properties.

2.7 Community Consultation

The applicant consulted with the Fernwood Community Association on January 8, 2014. A letter from the Land Use Committee is attached to this report. With respect to the Small House Rezoning Policy petition, the required poll of neighbours was conducted in 2014 and achieved a high level (96%) of support.

3. Issues

The key issues related to this application are:

- transportation planning for multi-modal streets
- setback variances and streetscape character
- small lots and sensitive infill.

4. Analysis

4.1 Transportation Planning for Multi-Modal Streets

Planning for multi-modal traffic and circulation in the City's road system requires the widening of public Rights-of-Way (ROW) through the transfer of private land for public purposes. Specifically, transportation objectives and requirements can be met through a ROW width of 15.0 m along both the Pembroke Street and the Sayward Street frontages.

To achieve this minimum for the portion of Pembroke Street and Sayward Street that includes 1314 Pembroke Street, a road dedication of 1.41 m would be required as a condition of the subdivision pending Council approval of this rezoning. Future road dedication will have impacts to the lot sizes, property lines and associated zoning criteria, such as front setbacks. The applicant has provided plans that include the dimensions of the small-lot development after the road dedication and staff reviewed the proposal on the basis of these conditions at subdivision.

4.2 Setback Variances and Streetscape Character

After future road dedication, all lots would have front yard setbacks (4.29 m) that do not meet the R1-S2 Zone where the required setback is greater (6.0 m). Additionally, one lot is deficient for the side yard setback along a flanking street. However, the established character along both the Pembroke Street and Sayward Street streetscapes has houses with smaller front yard setbacks. The proposed site plan would permit the small-lot houses to fit into the streetscape context.

4.3 Small Lots and Sensitive Infill

All three proposed lots are substandard with respect to the minimum site area for small-lot houses as identified in the existing policy and zoning regulation requirements. However, the established pattern of lots surrounding the subject property is fine-grained, where most of the land parcels in the immediate area have a site area significantly less than is required for a single-family dwelling. Given these conditions and that two small lots would be close to 260 m², which is the identified "small lot" size in the existing City policy, staff consider the proposal to be acceptable.

5. Resource Impacts

There are no resource impacts associated with this development.

6.0. Conclusions

A custom zone would be required for this proposed development because one of the three small-lot houses exceeds the R1-S2 Zone with respect to allowable density. Additionally, all three lots would have a site area less than the minimum permitted in that Zone. However, two lots are almost of the standard size and the existing land use pattern along Pembroke Street is particularly fine-grained. Specifically, all lots in the immediate vicinity of the subject property do not meet the standard for lot size for single family dwellings. Given these existing conditions and the overall high quality of the proposed design, staff recommend that Council approve the Rezoning Application and authorize the issuance of a Development Permit for the three small-lot houses as presented in this report.

7.0 Recommendation

7.1 Staff Recommendations

1.
 - a. That Council instruct staff to prepare the necessary *Zoning Regulation Bylaw* amendments that would authorize the proposed development outlined in Rezoning Application #00437 for 1314 Pembroke Street;
 - b. That Council consider giving first and second reading to the *Zoning Regulation Bylaw* amendment;
 - c. That Council schedule a Public Hearing after the *Zoning Regulation Bylaw* amendment has received first and second reading.
2. Subject to the adoption of the *Zoning Regulation Bylaw* amendment for 1314 Pembroke Street, that Council authorize the issuance of the Development Permit for 1314 Pembroke Street, in accordance with:

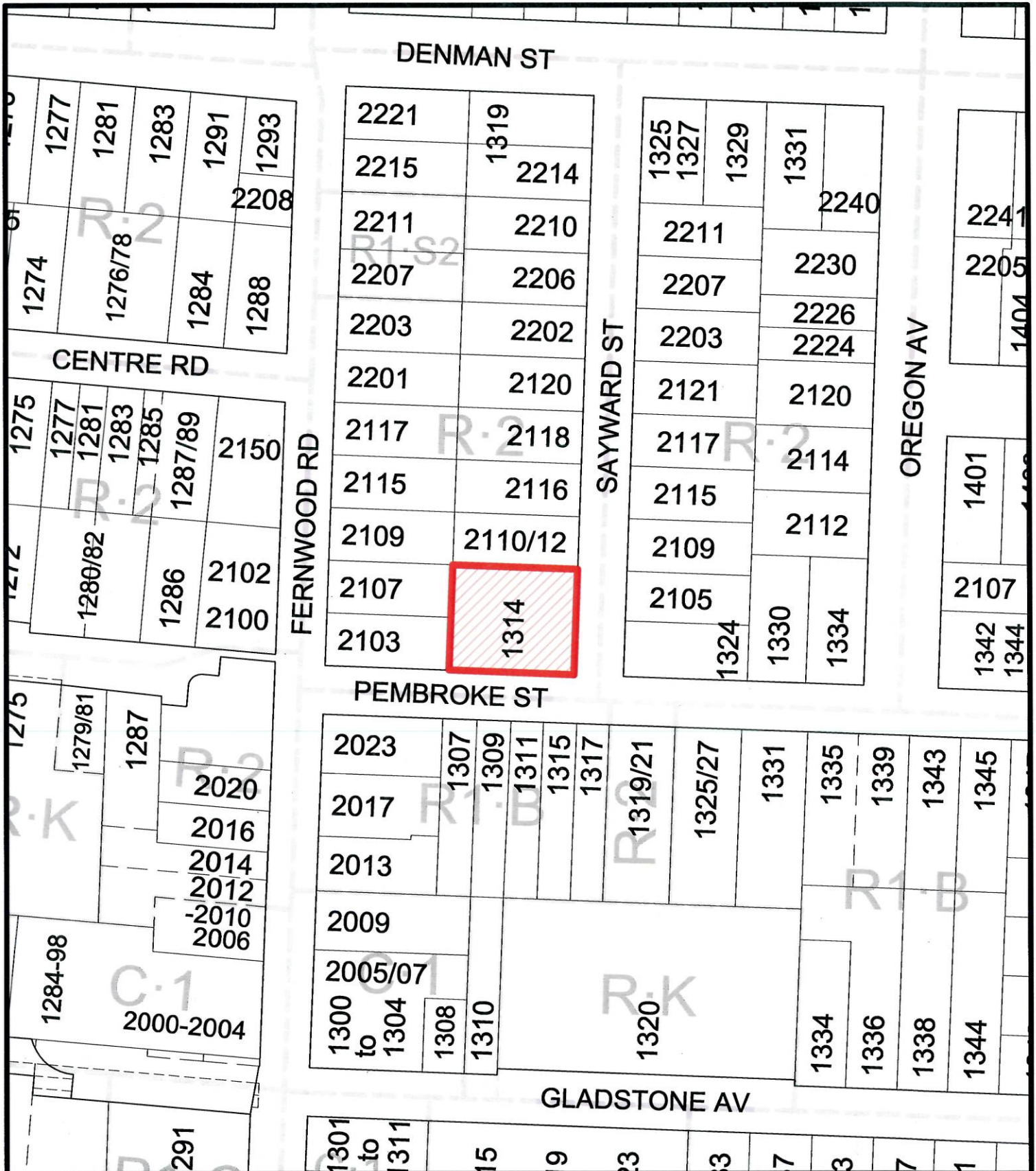
- a. plans for Rezoning Application #00437 stamped January 21, 2014;
- b. development meeting all *Zoning Regulation Bylaw* requirements;
- c. final plans to be in accordance with plans identified above.

7.2 Alternate Recommendation (decline)

That Council decline Rezoning Application #00437 for the property at 1314 Pembroke Street.

8.0 List of Attachments

- Zoning map
- Aerial photo
- Council Meeting Minutes, October 10, 2013
- Planning and Land Use Standing Committee Minutes, June 13, 2013
- Letter from Earl Large stamped January 21 2014
- Revised plans for Rezoning Application #000147 stamped January 21, 2014.
- Fernwood Community Association letter stamped February 24, 2014
- Summary and Responses to Small Lot House Rezoning Petition, 2013-2014
- Planning and Land Use Standing Committee report dated January 31, 2014.



1314 Pembroke Street
Rezoning #00437
Bylaw #



Bylaw #



Rezoning Application #00437 for 1314 Pembroke Street--D. Day...

NEW BUSINESS

1. Notice of Motion – Waive One Year Requirement for Re-submission of Rezoning Application

Council received a letter dated August 7, 2013 from Mr. Earl Large of Large & Co. Developers regarding his rezoning application for the property known as 1314 Pembroke Street.

Motion

It was moved by Councillor Alto, seconded by Councillor Helps, that:

"WHEREAS at the City Council meeting of June 13, 2013, Council rejected an application to rezone 1314 Pembroke Street;

WHEREAS the applicant is prepared to resubmit an application for this property in the very near future;

THEREFORE BE IT RESOLVED THAT that the City waive the requirement that the applicant must wait one year before being allowed to re-submit a revised application for the same property.

Councillor Alto said that the application was denied on a four-four vote and the applicant is interested in making changes to the design and applying earlier than the one year requirement in bylaw. The fees and other costs would not be waived.

Councillor Madoff said that staff have the ability to waive the one year waiting period if there is substantive change to the application, has that been done?

Councillor Alto said that she does not know if the staff have had discussions with the applicant. They were aware of the motion and no one raised any concerns.

Councillor Gudgeon said if there is a process in place we need to know if it was followed.

Mayor Fortin said if it is a different application, then it can come forward, but if it is the same, then the one year rule applies.

Councillor Madoff said staff have to make the determination if the application is completely new or if a significant change has been made.

Councillor Alto said that it is her impression that it is not the same application.

Councillor Young said that he is prepared to support this. If the proposal had been changed it would not be in front of us. Are we prepared to have another look at this as Mr. Large feels that some points were not given enough consideration.

Carried Unanimously

REZONING APPLICATION PUBLIC HEARING

1. Rezoning Application No. 00377 for property known as 1314 Pembroke Street

1. Zoning Regulation Bylaw, Amendment Bylaw (No. 958)

To amend the Zoning Regulation Bylaw:

- (a) to create a R1-S23 Zone, Pembroke Small Lot (Two Storey) District;
- (b) to rezone land known as 1314 Pembroke Street to a new R1-S23 Zone, Pembroke Small Lot (Two Storey) District, to permit the land to be subdivided to be used for single-family dwellings and accessory buildings, home occupation and garage sales.

New Zone: R1-S23 Zone, Pembroke Small Lot (Two Storey) District
 Legal Description: Lot C (DD F40858), Section 75, Victoria District, Plan 200
 Existing Zone: R2 Zone, Two Family Dwelling District

Mayor Fortin opened the public hearing at 7:49 p.m.

Kim Colpman (Applicant): The proposal is for three new homes which will be created with a creative use of the land in question. Strategies in the Official Community Plan (OCP) are supported by creating new and compact homes near an urban village on small residential lots. Fernwood Village is listed as a priority planning area and the proposal is 150 meters from the centre of the Village. The proposal is also close to Jubilee Hospital and on walking, biking and bus routes to UVic and downtown. They have used a green approach and varied architecture in their design to reflect the community. An important design feature will be the installation of natural gas in all three homes. They have 92% support of the neighbours through their consultation.

Robert Boelens (Sayward Street): He lives beside the proposed development and has concerns about the project. He was aware of the old property beside his house and that it might be developed and he is not opposed to it being developed, but he does have concerns about this proposal. A number of issues were raised with the development at the public meetings and with the neighbours, which are not included in this package. The main concern is that this proposal is not for three units, but five. There is a backdoor, just like the front door and placement for a full bathroom. He thinks that Council has the opportunity to ensure that the zoning is carried out and reflects your intention to have three units. Council can have a condition that there is a sliding patio door and only one bathtub on one floor. His other concern is the majority of these petition forms that were distributed to the neighbourhood were based on a plan that was not as detailed as these. He has had subsequent discussions with the developer cancelling his support which is not included in the package. There is also frustration about increased parking and traffic if the development occurs.

Councillor Thornton-Joe confirmed with staff that the development does not include suites, and if they wanted to put them in, would they have to come back to Council.

Brian Sikstrom (Senior Planner): That is correct; suites are not permitted in small lot developments.

Gary Greenspoon (Pembroke Street): He lives across the street from the proposed development. He has been aware of the proposal for a long time, but this is the first time he has seen the specifics. It was his understanding that the developer wanted three units with a basement suite, which means there would be six suites. When he attended the community meeting he heard there would be two units with a suite each; this is the first time he has heard about three units with no suites. He lives across the street and he has never been given literature or approached by the developer. He left his email at the community association meeting to be contacted. He also did not see a public notice on

the sign. This would also produce more construction more noise. Parking is also an issue. He has no problem with Belfry patrons' use of the street, but three units disturb him as there will be at least six more vehicles on the street. When he moved to Victoria it had a reputation of being quiet; how many View Towers do you want in Victoria? You move to an area because of the quiet and quality of life it provides. When development goes on like this it diminishes that.

Councillor Madoff asked what the notification area was.

Brian Sikstrom: 100 meters from the property and a notice posted on the property.

Devin Palmer (Pembroke Street): Is there a height variance?

Brian Sikstrom: No there is no height variance as the houses are within the zoning height limit for small lots.

Mayor Fortin closed the public hearing at 8:04 p.m.

2. Bylaw Motion – Consideration of Third Reading

It was moved by Councillor Helps, seconded by Councillor Alto, that the following bylaw be given third reading:

Zoning Regulation Bylaw, Amendment Bylaw (No. 958)

13-031

Councillor Young said that he is not able to support this proposal. Small lot rezonings are always a tough issue. He believes in infill zoning and he agrees that is an important part of our planning policies. However, he thinks it has to be used only in circumstances to stabilize neighbourhoods. As we gradually densify neighbourhoods we must also be cautious of the potential of sending a signal that we are encouraging speculative holding of property and subdivision. He is concerned we are carrying the process of sub-division too far and that there is a danger people will begin to allow older houses to run down and require redevelopment. Some of the comments in the applicant's letter about the old house could be made about any old house in the City. People have a choice of how much money they invest in their properties and it is natural that over time upgrades will be made. A small lot subdivision minimum site area is 260 meters is already sufficiently small and a couple of these lots are just short of that and one substantially short. He shares the concerns of the neighbours that there was an expectation that the lot would be developed, but the development should reflect the neighbourhood conditions and this one is going a little bit too far.

Councillor Madoff said that she concurs with Councillor Young's comments. We have to be mindful when looking at small lot zone requirements and how they are applied. When considering the variances it was never anticipated that there would be three lots. There is an opportunity for development and the corner property would lend itself to two houses; doubling density is a reasonable outcome.

Councillor Helps said that she supports the proposal and thanks the neighbours for coming out. At a function she attended recently, they discussed the future of residential development and that no one is building single family homes anymore. This proposal represents the best possible in urban neighbourhoods. With respect to traffic, people who are 35 or younger may not own a car and this is building for the future not the past.

Defeated

For:

Mayor Fortin, Councillors Alto, Coleman and Helps

Against:

Councillors Gudgeon, Madoff, Thornton-Joe and Young

3. **Bylaw Motion – Receive and File**

It was moved by Councillor Young, seconded by Councillor Madoff, that the following bylaw **be received and filed**:

Zoning Regulation Bylaw, Amendment Bylaw (No. 958)

13-031

Carried

For:

*Councillors Coleman, Gudgeon, Madoff,
Thornton-Joe and Young*

Against:

Mayor Fortin, Councillors Alto and Helps

4. **Motion – File Development Permit**

It was moved by Councillor Young, seconded by Councillor Madoff, that Council receive and file the Development Permit for the property known as 1314 Pembroke Street.

Carried

For:

*Councillors Coleman, Gudgeon, Madoff,
Thornton-Joe and Young*

Against:

Mayor Fortin, Councillors Alto and Helps

Council meeting
June 13, 2013



Telephone: (250) 480-2894
Fax: (250) 480-2895

January 17, 2014

City of Victoria
Mayor and Council
1 Centennial Square
Victoria, BC V8W 1P6

Dear Mr. Mayor and Councilors:

Re: Rezoning Application - 1314 Pembroke Street

Thank you for allowing me to bring this application to you once more.

When it was originally presented on June 13, 2013 it was rejected. This was a result of me not making a proper, detailed presentation to you that resulted in a misinterpretation of the project.

The points to clarify are:

1. Was the existing building worth saving?

The building was vacant when we purchased the property and it was un-rentable. We of course try to get rental income during process, but this building was condemned. Also it was rat infested, needles etc. and the neighbours requested that we remove it.

2. The lot size appeared to be too small.

This was because highways take a designated amount for potential road widening. The fact is, the roads will never be widened and this provision should not stop logical development.

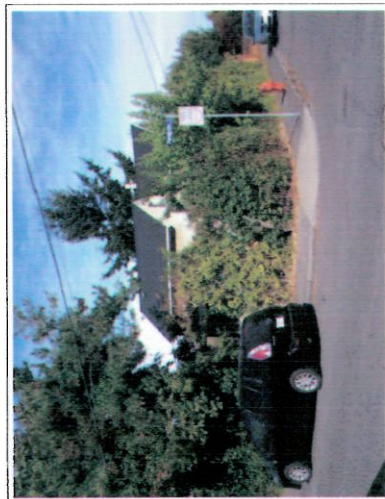
The neighbours are heavily in favour of this project (see survey of immediate neighbours 94.4%) including all contiguous neighbours. The community report is very favorable as well and the Planning Department recommends that this application be approved.

Yours truly,

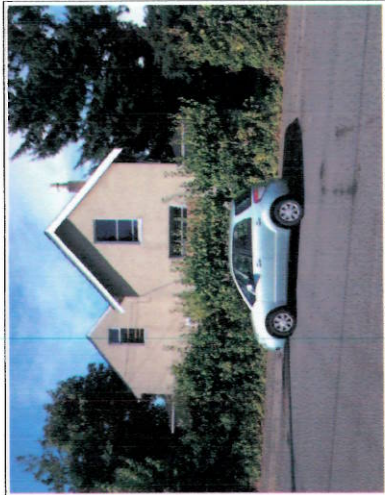


Earl Large

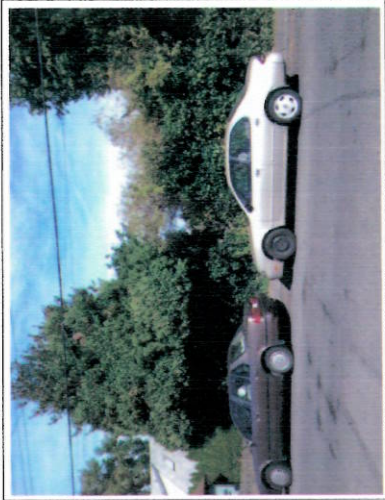
.....
Building Homes for Today's Families



SUBJECT PROPERTY VIEWED FROM CORNER OF PEMBROKE & SAYWARD STREET



SUBJECT PROPERTY VIEWED FROM SAYWARD STREET



BACK OF SUBJECT PROPERTY VIEWED FROM PEMBROKE STREET



ADJACENT PROPERTY TO THE WEST OF SUBJECT PROPERTY ON PEMBROKE STREET



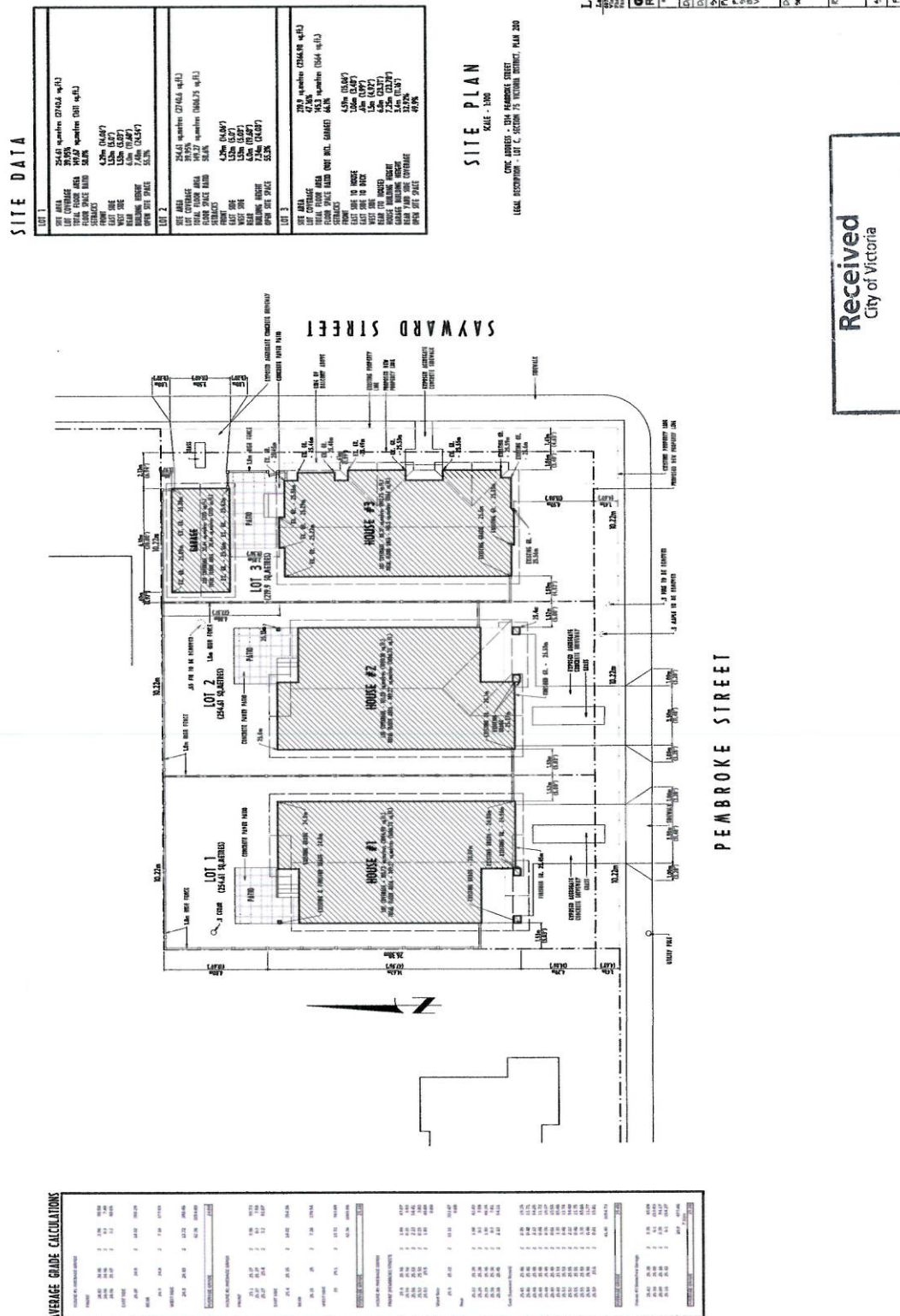
ADJACENT PROPERTIES TO THE NORTH OF SUBJECT PROPERTY ON SAYWARD STREET

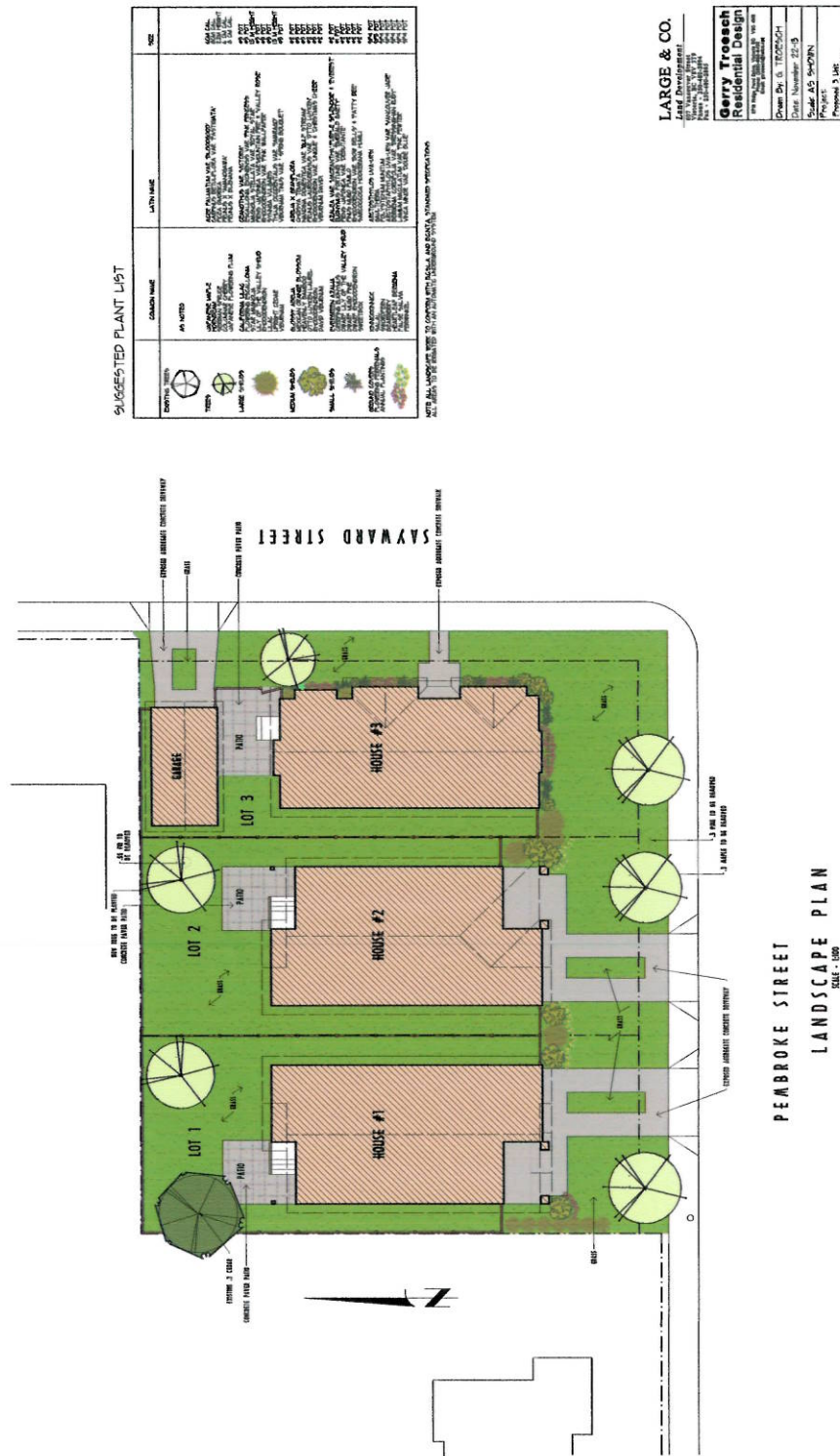
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|---|--|--|--|--|--|
| LARGE & CO. | | | | | |
| Lead Development | | | | | |
| 1000 N. Wacker Drive Suite 1000 Chicago, IL 60606 Phone: 312-467-1000 Fax: 312-467-1001 | | | | | |
| Gerry Troesch Residential Design | | | | | |
| 1000 N. Wacker Drive, Suite 1000 Chicago, IL 60606 Phone: 312-467-1000 Fax: 312-467-1001 | | | | | |
| Draftsman: D. G. Troesch | | | | | |
| Dated: November 22, 2003 | | | | | |
| Scale: A5 5'-0"=1" | | | | | |
| Project: | | | | | |
| Proposed 5 Unit Apartment Building 300 Franklin Street Vermont, NC | | | | | |
| Drawing: | | | | | |
| SITE PHOTOS | | | | | |
| Revised: | | | | | |
| Sheet 1 of 7 | | | | | |
| Plan No. | | | | | |

Received
City of Victoria

JAN 21 2014

Planning & Development Department
Development Services Division





LARGE & CO.

Gerry Troesch
Residential Design

THE UNIVERSITY OF CHICAGO

| |
|----------------------|
| Drawn By: A. TROESCH |
| Date: November 22-83 |

Grade AS SHOWN

Proposed 3 List:
Small List Submittal
Mid-Production Screen

University of Victoria
Victoria, BC

Drawing

WINDSWEPT PLAINS

Revisions:

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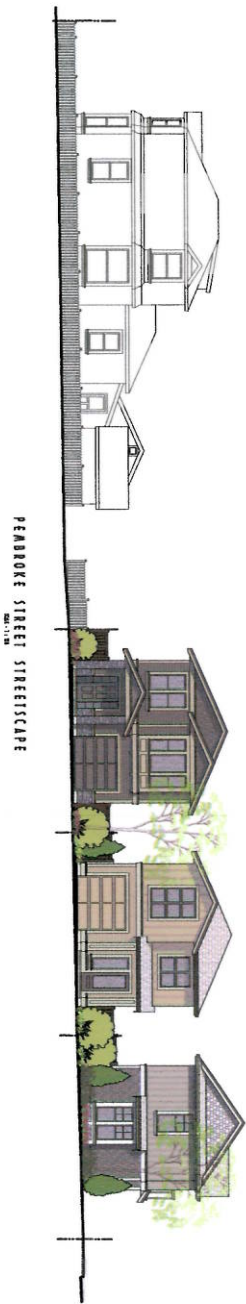
Sheet 3 of 7

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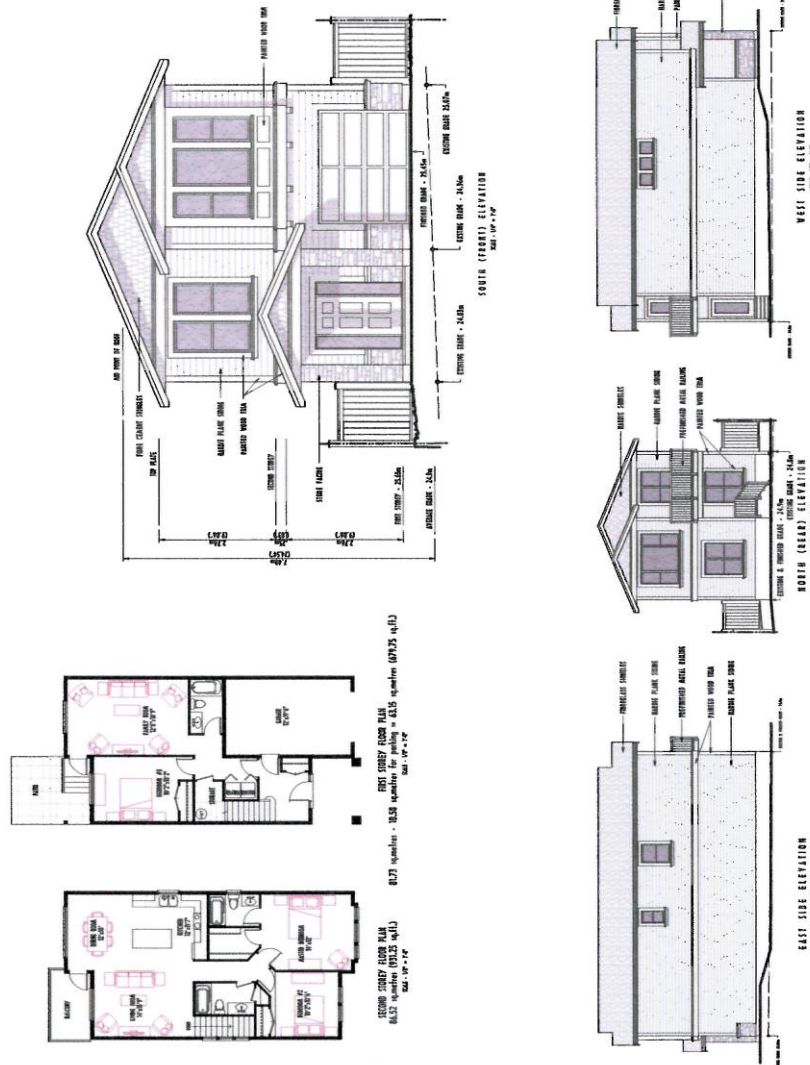
JAN 21 2014

Planning & Development Department
Development Services Division



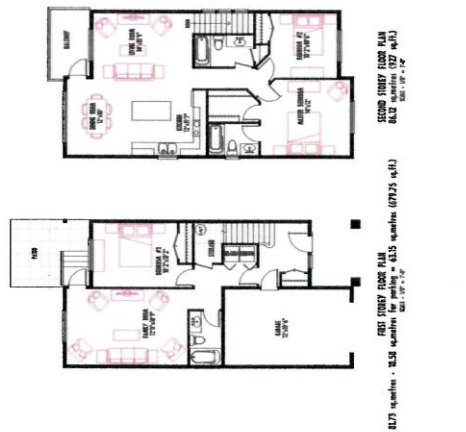
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City of Victoria
JAN 21 2014
Planning & Development Department
Development Services Division

| | |
|--|----------|
| LARGE & CO. | |
| 1000 14th Street, Suite 100 Oakland, CA 94612 Tel: 415.778.1100 Fax: 415.778.1101 | |
| Gerry Treasch Residential Design | |
| 1000 14th Street, Suite 100 Oakland, CA 94612 Tel: 415.778.1100 Fax: 415.778.1101 | |
| Drawn By: G. TREASCH | |
| Date: November 21, 2013 | |
| Scale: AS SHOWN | |
| Project: 1000 14th Street, Suite 100 Oakland, CA 94612 Tel: 415.778.1100 Fax: 415.778.1101 | |
| Drawing: STREETSCAPE | |
| Revisions: | |
| Sheet 4 of 7 | Plan No. |



Proposed House - Lot #1

| | |
|---|--|
| LARGE & CO. | |
| Architectural Services | |
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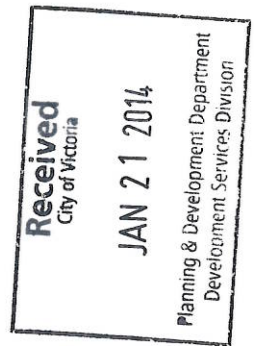
LARGE & CO.
 Lead Development
 1314 Pembroke Street
 Victoria, BC V8M 1A1
 Tel: 250-383-1111
 Fax: 250-383-1112

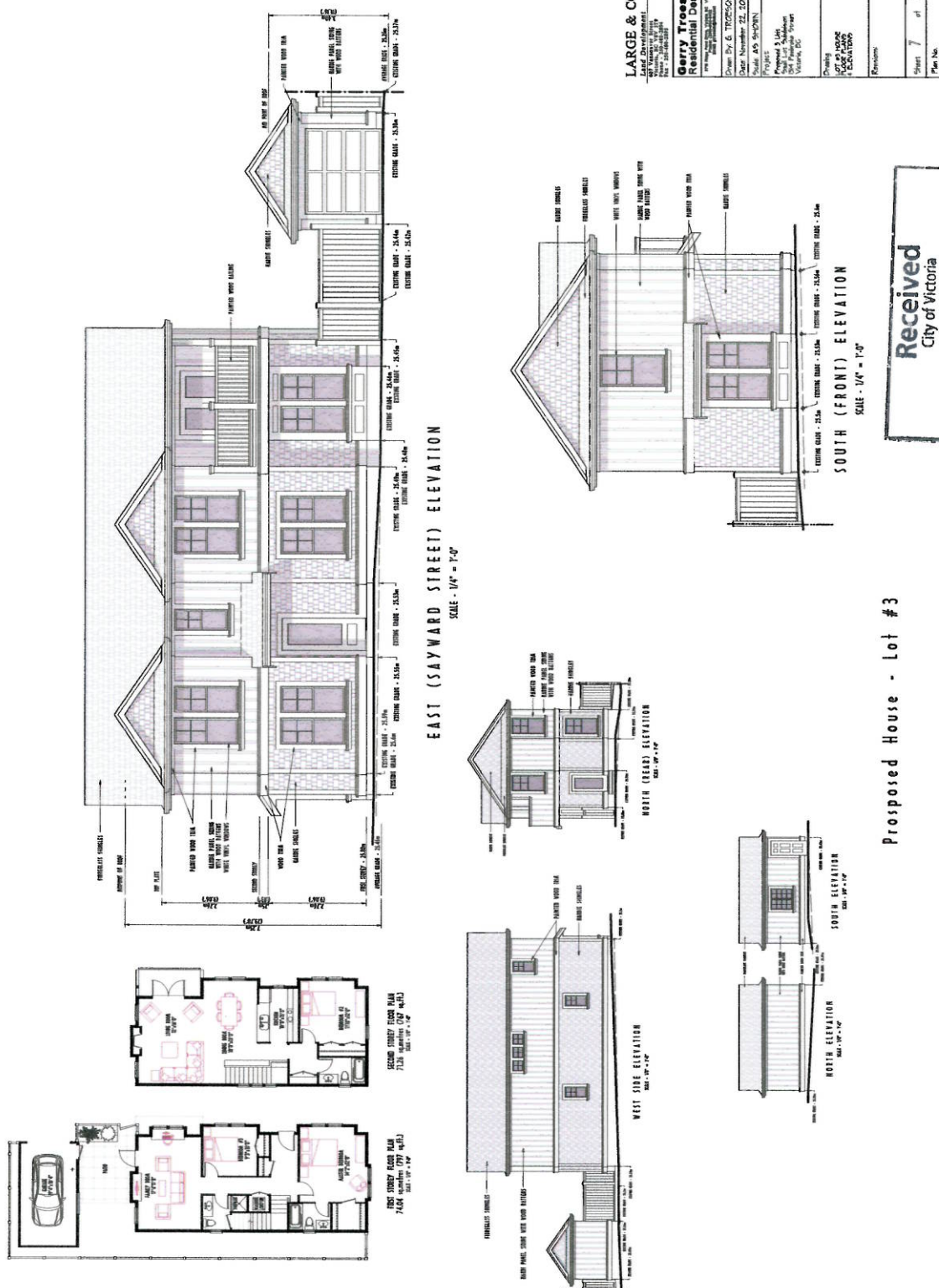
Garry Troesch
 Residential Design
 1314 Pembroke Street
 Victoria, BC V8M 1A1
 Tel: 250-383-1111
 Fax: 250-383-1112

Drawn By: G. Troesch
 Date: November 22, 2013
 Scale: AS NOTED
 Project: Approved 3 Unit
 Development
 1314 Pembroke Street
 Victoria, BC

Sheet: 6 of 7
 Plan No.

Proposed House - Lot #2







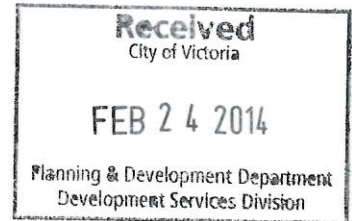
1923 Fernwood Road
Victoria, BC V8T 2Y6

Phone: (250) 384-7441
Email: landuse@fernwoodvic.ca

February 22, 2014

Mayor and Council
City of Victoria

Re: 1314 Pembroke Street



On January 8, 2014 the proposed rezoning of 1314 Pembroke Street was presented at the Fernwood Community Association Land Use Committee meeting. Approximately 20 people plus the developer and some of his staff attended the meeting.

This was the second official community meeting to discuss the proposal to rezone the property from R-2 (two family dwelling district - duplex) to R1-S2 (Restricted Small Lot - two storey). The proposal to subdivide the lot into three small lots will require two setback variances. The first official community meeting was held September 5, 2012.

The proposal for three two story small lot houses was generally received favourably by those attending both official community meetings.

A number of comments were made at the September 5, 2012 meeting regarding parking and traffic safety issues that currently exist for the first two blocks of Pembroke Street. The inclusion of two new driveways on Pembroke Street and the subsequent reduction in street parking were seen as compounding the safety issues for the intersections at both Pembroke and Fernwood and Pembroke and Sayward. Comments were made about the two new driveways reducing street parking even further, this is especially critical when Belfry Theatre patrons park on the street.

Sincerely yours,

David Maxwell, Chair
Land Use Committee
Fernwood Community Association

Pc: Planning and Development Department, City of Victoria

**SUMMARY
SMALL LOT HOUSE REZONING PETITION**

I, EARL LARGE (applicant), have petitioned the adjacent neighbours* in compliance with

the *Small Lot House Rezoning Policies* for a small lot house to be located at 1314 Pembroke (location of proposed house)

and the petitions submitted are those collected by Jan 15, 2014 (date) .**

| Address | In Favour ✓ | Opposed ✓ | Neutral (30-day time expired) ✓ |
|---------------|----------------|--------------|---------------------------------------|
| 2110 SAYWARD | ✓✓ | | |
| 2112 SAYWARD | ✓✓ | | |
| 2109 FERNWOOD | ✓✓ | | |
| 2107 FERNWOOD | ✓✓ | | |
| 2103 FERNWOOD | ✓✓✓ | | |
| 1315 PEMBROKE | ✓✓✓ | | |
| 1317 PEMBROKE | ✓✓ | | |
| 1307 PEMBROKE | ✓✓✓ | | |
| 1311 PEMBROKE | ✓ | | |
| 2109 SAYWARD | ✓✓ | | |
| 1309 PEMBROKE | | ✓ | |
| 1314 PEMBROKE | | | ✓ |
| 2023 FERNWOOD | ✓✓ | | |

| SUMMARY | Number | % |
|-----------------|--------|------|
| IN FAVOUR | 24 | 96% |
| OPPOSED | 1 | 4% |
| TOTAL RESPONSES | | 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.

CITY OF VICTORIA

SMALL LOT HOUSE REZONING PETITION

In preparation for my rezoning application to the City of Victoria, I EARL LARGE
 (print name)
 am conducting the petition requirements for the property located at 1314 Pembroke St, Victoria
 to the following Small Lot Zone: _____

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) TONY BRAID (see note above)

ADDRESS: 2023 FERNWOOD RD

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:

OCT 7, 2013

Date

[Signature]

Signature

SMALL LOT HOUSE REZONING PETITION

In preparation for my rezoning application to the City of Victoria, I EARL LARGE,
 (print name)
 am conducting the petition requirements for the property located at 1314 Pembroke St, Victoria
 to the following Small Lot Zone: _____

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) MATHEW ENGELHARDT (see note above)

ADDRESS: 2023B Fernwood 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:

Aug 14 2013
 Date


 Signature

SMALL LOT HOUSE REZONING PETITION

In preparation for my rezoning application to the City of Victoria, I ENCL. LARGE Gabrielle Lavoie
(print name)
am conducting the petition requirements for the property located at 1314 Pembroke St, Victoria
to the following Small Lot Zone: 2103 Fernwood rd.

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) Gabrielle Lavoie (see note above)

ADDRESS: 2103 Fernwood rd. 3TB

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:

16 / August
Date

[Signature]
Signature

09/02/2012 10:50 FAX

Planning and Land Use Standing Committee, 21 Feb ...

002/002

Earl Long
750 480 7895

SMALL LOT HOUSE REZONING PETITION

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

Earl Long, am conducting the petition requirements for the
(print name)

property located at 1314 Pembroke

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) Robert Bingen (see note above)

ADDRESS: 2103 Fernwood Road

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:

Feel the site is better suited to 2 units

9-1-2012
Date

Robert Bingen
Signature

* Several attempts to contact to no avail - so resubmit his original support.

SMALL LOT HOUSE REZONING PETITION

In preparation for my rezoning application to the City of Victoria, I EARL LARGE,
 (print name)
 am conducting the petition requirements for the property located at 1314 Pembroke St, Victoria
 to the following Small Lot Zone: _____

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) Via Lavoie - Bartlett (see note above)

ADDRESS: 2103 Fernwood Rd. Suite C

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:

August 17th
 Date

[Signature]
 Signature

On Wed, Oct 3, 2012 at 3:14 AM, Carrol Ann Smedley [REDACTED] wrote:

Dear Mr. Surtees,

I have reviewed the new plan for the proposed dwelling at 1314 Pembroke, and am happy to say that I am

IN FAVOR of the development proceeding as now planned.

I have also observed other constructions, and re-constructions, done by your company in many locations in the Victoria area. I am happy to add that your building styles, and green space considerations always seem pleasing, and in keeping with the nature of their surroundings. From your letter it appears that you are well aware of the historic nature of the Fernwood area, and the importance we residents attach to our unique "place" within the greater urban plan.

I do hope this letter reaches you in time to add my "YES" vote for the plan.

I have sent a copy to my daughter Danielle, so that if an actual signature is required, she can do that on my behalf.

Sincerely,

Carrol Ann Smedley

OWNER
2109 FERNWOOD

Sent from my iPhone

SMALL LOT HOUSE REZONING PETITION

In preparation for my rezoning application to the City of Victoria, I EARL LARGE,
 (print name)
 am conducting the petition requirements for the property located at 1314 Pembroke St, Victoria
 to the following Small Lot Zone: _____

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) Matthew Busby-O'Connor (see note above)

ADDRESS: 2107 Fernwood

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:

17/08/13
 Date

Matthew Busby-O'Connor
 Signature

SMALL LOT HOUSE REZONING PETITION

In preparation for my rezoning application to the City of Victoria, I EARL LARGE
 (print name)
 am conducting the petition requirements for the property located at 1314 Pembroke St, Victoria
 to the following Small Lot Zone: _____

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) Sean McNeil (see note above)

ADDRESS: 2109 Fernwood Road

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:

Leave the trees to provide privacy for our lot.

Aug 17, 2013
 Date

[Signature]
 Signature

SMALL LOT HOUSE REZONING PETITION

In preparation for my rezoning application to the City of Victoria, I EARL LARGE,
 (print name)
 am conducting the petition requirements for the property located at 1314 Pembroke St, Victoria
 to the following Small Lot Zone: _____

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) Margo Meilleur (see note above)

ADDRESS: 2109 Fernwood Road

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:

Please leave existing trees to provide privacy for our lot.

Aug 17, 2013
 Date

[Signature]
 Signature

SMALL LOT HOUSE REZONING PETITION

In preparation for my rezoning application to the City of Victoria, I EAILE LARGE
 (print name)
 am conducting the petition requirements for the property located at 1314 Pembroke St, Victoria
 to the following Small Lot Zone: _____

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) Amelia Villeneuve (see note above)

ADDRESS: 1307 Pembroke St.

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:

Oct. 7 2013

Date

[Signature]
 Signature

SMALL LOT HOUSE REZONING PETITION

In preparation for my rezoning application to the City of Victoria, I EARL LARGE
 (print name)
 am conducting the petition requirements for the property located at 1314 Pembroke St, Victoria
 to the following Small Lot Zone: _____

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) Michael Smith (see note above)

ADDRESS: 1307 Pembroke

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:

Oct 7/2013

Date

[Signature]

Signature

SMALL LOT HOUSE REZONING PETITION

In preparation for my rezoning application to the City of Victoria, I EARL LARGE
 (print name)
 am conducting the petition requirements for the property located at 1314 Pembroke St, Victoria
 to the following Small Lot Zone: _____

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) STEPHAN SCOTT (see note above)

ADDRESS: 1307 PEMBROKE CAVIN

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:

IM FOR IT!

OCT 7 2013

Date

Stephan

Signature

SMALL LOT HOUSE REZONING PETITION

In preparation for my rezoning application to the City of Victoria, I _____ (print name)
 am conducting the petition requirements for the property located at 1314 Pembroke St, Victoria
 to the following Small Lot Zone: _____

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: 1309 Pembroke

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:

Said he now likes it
NO
DID NOT COMPLETE FORM
BUT STATED AGAINST

Date

Signature

SMALL LOT HOUSE REZONING PETITION

In preparation for my rezoning application to the City of Victoria, I EARL LARGE
 (print name)
 am conducting the petition requirements for the property located at 1314 Pembroke St, Victoria
 to the following Small Lot Zone: _____

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) Neil E. McCarthy (see note above)

ADDRESS: 1311 Pembroke St.

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:

10/04/13
 Date

Neil McCarthy
 Signature

SMALL LOT HOUSE REZONING PETITION

In preparation for my rezoning application to the City of Victoria, I EARL LARGE
 (print name)
 am conducting the petition requirements for the property located at 1314 Pembroke St, Victoria
 to the following Small Lot Zone: _____

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) Emily Agopsowicz (see note above)

ADDRESS: 1315 Pembroke St.

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:

5 Oct 13

Date

[Signature]

Signature

SMALL LOT HOUSE REZONING PETITION

In preparation for my rezoning application to the City of Victoria, I EARL LARGE,
 (print name)
 am conducting the petition requirements for the property located at 1314 Pembroke St, Victoria
 to the following Small Lot Zone: _____

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) Alec Young (see note above)

ADDRESS: 1315 Pembroke St.

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:

Date

Signature

Alec Young

SMALL LOT HOUSE REZONING PETITION

In preparation for my rezoning application to the City of Victoria, I EARL LARGE
 (print name)
 am conducting the petition requirements for the property located at 1314 Pembroke St, Victoria
 to the following Small Lot Zone: _____

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) Mitchell Hamilton (see note above)

ADDRESS: 1315 pembroke st A

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:

17/07/13

Date

Mitchell Hamilton

Signature

SMALL LOT HOUSE REZONING PETITION

In preparation for my rezoning application to the City of Victoria, I EARL LARGE,
 (print name)
 am conducting the petition requirements for the property located at 1314 Pembroke St, Victoria
 to the following Small Lot Zone: _____

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) MEGHAN BOWES (see note above)

ADDRESS: 1317 PEMBROKE STREET

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:

17 August, 2013

Date

NBrew

Signature

SMALL LOT HOUSE REZONING PETITION

In preparation for my rezoning application to the City of Victoria, I EARL LARGE,
 (print name)
 am conducting the petition requirements for the property located at 1314 Pembroke St, Victoria
 to the following Small Lot Zone: _____

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) BEN HYMAN (see note above)

ADDRESS: 1317 PEMBROKE STREET

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:

17 August/2013

Date

Earl Large

Signature

SMALL LOT HOUSE REZONING PETITION

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

EMRI LARGE, am conducting the petition requirements for the
(print name)

property located at 1314 Pembroke

to the following Small Lot Zone: small lot subdivision

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: 1324 PEMBROKE

Are you the registered owner? Yes ☐ No ☐ — NEUTRAL

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

☐ I support the application.

☐ I am opposed to the application.

Comments:

He did not complete form
BUT STATED AS NEUTRAL

Date

Signature

SMALL LOT HOUSE REZONING PETITION

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

Earl Large (print name), am conducting the petition requirements for the

property located at 1314 Pembroke

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) DAVID BENNETT (see note above) *and wife Both in title*

ADDRESS: 2109 SAYWARD STREET

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:

Nov 22/13
Sept 19 2012
Date

David Bennett
Signature

SMALL LOT HOUSE REZONING PETITION

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

EARL LARGE
(print name)

, am conducting the petition requirements for the

property located at 1314 PEMBROKE ST

to the following Small Lot Zone: SMALL LOT SUBDIVISION

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) RYAN VIEIRA (see note above)

ADDRESS: 2110 SAYWARD

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:

Jan 13 2014 [Signature]
Date Signature

SMALL LOT HOUSE REZONING PETITION

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

EARL LARGE
(print name)

, am conducting the petition requirements for the

property located at

1314 Pembroke

to the following Small Lot Zone:

small lot subdivision

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) Chantelle Sutton (see note above)

ADDRESS: 2110 Seymour St

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:

Jan 8/14
Date

[Signature]
Signature

SMALL LOT HOUSE REZONING PETITION

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

EMIL LARGE

(print name)

, am conducting the petition requirements for the

property located at

1314 Pembroke

to the following Small Lot Zone:

small lot subdivision

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) SHIHO ASADA (see note above)

ADDRESS: 2112 Sayward St

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:

Jan. 8 2014

Date

[Signature]

Signature

SMALL LOT HOUSE REZONING PETITION

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

EMRI LARGE

(print name)

, am conducting the petition requirements for the property located at 1314 Pembroke

to the following Small Lot Zone: small lot subdivision

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) Robert Boeune (see note above)

ADDRESS: 2112 SAWARD ST

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:

Jan 6 2014

Date

[Signature]

Signature



Planning and Land Use Standing Committee Report

Date: January 31, 2013

From: Helen Cain, Senior Planner

Subject: Rezoning Application #00377 for 1314 Pembroke Street

Application to rezone lands from the R-2 Zone to a new zone that permits small-lot house development. Concurrent Development Permit for the subdivision and construction of three new small-lot single-family dwellings.

Executive Summary

The purpose of this report is to present Council with information, analysis and recommendations regarding a Rezoning Application and Development Permit Application for the property at 1314 Pembroke Street. The application is to rezone to a new zone that permits small-lot houses, to subdivide into three lots and construct three new single-family dwellings. The proposal includes the demolition of an existing single-family dwelling justified by condition assessment reports.

The following points were considered in assessing this application:

- The proposed rezoning and development is broadly consistent with the Traditional Residential Urban Place Designation and Fernwood Neighbourhood Directions in the *Official Community Plan, 2012* and the *Fernwood Neighbourhood Plan, 1997*.
- Development of the three small-lot single-family dwellings is subject to DPA 15A Intensive Residential - Small Lot which controls subdivision, exterior design, finishes and landscaping. The design of all three dwellings is consistent with DPA 15A objectives for form and character, and the *Small Lot House Design Guidelines, 2002*, which apply under this City-wide Development Permit Area.
- Road dedication requirements at subdivision will have impacts to lot areas, front property lines and associated zoning criteria.
- A site-specific zone is required to address the proposed density of this development because it exceeds the standard of the R1-S2 Zone (Restricted Small Lot Two Storey District).

Staff recommends that this application be approved because it is broadly consistent with the land use policy, DPA 15A objectives and *Small Lot House Design Guidelines*.

Recommendation

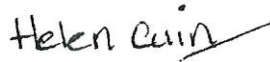
1. That Rezoning Application #00377 for 1314 Pembroke Street proceeds for consideration at a Public Hearing and that City staff prepare the necessary *Zoning Regulation Bylaw* amendments.

Planning and Land Use Standing Committee
Rezoning Application #00377 for 1314 Pembroke Street

January 31, 2013
Page 2 of 8

2. Subject to adoption of the *Zoning Regulation Bylaw* amendment, that Council authorize the issuance of a Development Permit for the three proposed small lot dwellings, in accordance with:
- a. Plans date stamped November 14, 2012;
 - b. Development meeting all *Zoning Regulation Bylaw* requirements;
 - c. Final Plans to be in accordance with plans identified above.

Respectfully submitted,



Helen Cain
Senior Planner
Development Services



Deb Day
Director
Planning and Development



Peter Sparanese
General Manager
Operations

Report accepted and recommended by the City Manager:


Gail Stephens

HC:aw

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1. Purpose

The purpose of this report is to present Council with information, analysis and recommendations regarding a Rezoning Application and Development Permit for the property at 1314 Pembroke Street. The application is to rezone to a new zone that permits small-lot houses, to subdivide into three lots and to construct three new single-family dwellings. The proposal includes the demolition of an existing single-family dwelling justified by condition assessment reports.

2. Background**2.1 Description of Proposal**

The land use proposed is to rezone the property at 1314 Pembroke Street from the R2-Zone (Two-Family Dwelling District) to a new zone that permits small-lot houses. The development proposed is to subdivide the parcel into three lots and to construct three single-family dwellings. A 1.5 m road dedication along the Pembroke Street and Sayward Street frontages would be required as a condition of subdivision, pending Council's approval of the Rezoning. The subdivision requirements for road dedication will have impacts on the lot sizes, front property lines and the associated zoning criteria such as front setbacks.

The new zone for 1314 Pembroke Street must be consistent with the dimensions of the small-lot development after road dedication. Two of the three houses would comply with the R1-S2 (Restricted Small Lot Two Storey District) Zone standard prior to the 1.5 m dedication on the Pembroke Street and Sayward Street frontages, but none meet all the regulations in that Zone once the road dedication is factored into the development. Each house is deficient in relation to the R1-S2 standards for one or more criteria including: site area, site coverage, density and front and side yard setbacks.

The proposal also includes the removal of a vacant single-family dwelling in poor condition on the property. Third-party reports on significant Electrical and Building Code deficiencies were provided to justify the demolition.

2.2 Land Use Context

The property is located at the corner of Pembroke Street and Sayward Street in an area where the residential character is primarily low-density single-family dwellings. Fernwood Village and Victoria High School are within walking distance to the south, forming a cluster of commercial, public facility and school uses. New infill that is low-density and ground-oriented housing is well-suited to the streetscape along Pembroke Street, Sayward Street and northeast Fernwood.

2.3 Community Consultation

The applicant consulted with the Fernwood Community Association on September 5, 2012. A letter from the Land Use Committee is attached to this report.

With respect to the Small House Rezoning Policy petition, the required poll of neighbours was conducted in 2012. The applicant's Summary of Small Lot Housing Rezoning Petitions indicates a high level of support for the proposal. The main concerns expressed in the comments were landscaping to provide screening for privacy for neighbours and impact of the development on street parking. Both issues are addressed in the plan revisions.

2.4 Existing Site Development and Development Potential

The subject property is located in the R-2 Zone (Two-Family Dwelling District). This Zone permits two-family dwellings (duplexes) and all of the uses permitted in the R1-B Zone (Single-Family Dwelling District) subject to the regulations in that Zone.

The data table (below) compares the proposal with the standard R1-S2 Zone (Restricted Small Lot (Two Storey) District). Each of the proposed small-lot single-family dwellings is less stringent than the standard zone in one or more criteria identified with an asterisk (*) below.

| Zoning Criteria | Proposed Lot 1 | Proposed Lot 2 | Proposed Lot 3 | Zone Standard R1-S2 |
|---|----------------|----------------|----------------|---------------------|
| Site area (m ²) – min. | 254.61* | 254.61* | 219.9* | 260 |
| Total floor area (m ²) – max. | 149.67 | 149.27 | 145.3 | 190 |
| Density (Floor Space Ratio) – max. | 0.59 | 0.59 | 0.66* | 0.6 |
| Height (m) – max. | 7.48 | 7.34 | 7.25 | 7.5 |
| Site coverage (%) – max. | 39.95 | 39.95 | 47.16* | 40 |
| Open site space (%) – min. | n/a | n/a | n/a | n/a |
| Storeys – max. | 2 | 2 | 2 | 2 |
| Setbacks (m) – min. | | | | |
| Front | 4.29* | 4.29* | 4.59* | 6 |
| Rear | 6 | 6 | 6.8 | 6 |
| Side | 1.52 | 1.52 | 0.6* | 1.5 |
| Side | 1.53 | 1.53 | 1.4 | 1.4 |
| Vehicular Parking – min. | 1 space | 1 space | 1 space | 1 space |

2.5 Legal Description

Lot C (DD F40858), Section 75, Victoria District, Plan 200.

2.6 Consistency with City Policy**2.6.1 Regional Growth Strategy**

The proposal contributes to the *Regional Growth Strategy* goal of adding to the supply of ground-oriented housing within the boundaries of the City.

2.6.2 Official Community Plan, 2012

The proposed development is consistent with the relevant land use policies of the *Official Community Plan 2012* (OCP). The property at 1314 Pembroke Street is designated as Traditional Residential in the OCP where single-family dwellings are enabled and appropriate forms of infill.

In accordance with the OCP, the new small-lot dwellings are subject to DPA15A Intensive Residential - Small Lot. The objectives of DPA 15A are:

4. (a) *To accommodate 10% of Victoria's anticipated population growth and associated housing growth in Small Urban Villages and residential area to encourage and support future and existing commercial and community services.*
- (b) *To accommodate housing growth in Traditional Residential areas in a manner that is gradual, of a small scale and adaptive to the local contexts.*
- (c) *To integrate more intensive residential development in the form of single-family dwellings on relatively small lots within existing Traditional Residential areas in a manner that respects the established character of neighbourhoods.*
- (d) *To achieve a high quality of architecture, landscape and urban design to enhance neighbourhoods.*
- (e) *To integrate infill development in Traditional Residential areas that is compatible with existing neighbourhoods through considerations for privacy, landscaping and parking.*

The proposed development at 1314 Pembroke Street is broadly consistent with DPA 15A objectives for small-scale infill with high-quality design that respects established character.

2.7 Consistency with Design Guidelines

The proposal is subject to review under DPA 15A Intensive Residential - Small Lot. Building form, character and finishes and landscaping details are controlled and regulated in relation to DPA 15A guidelines. These are identified as the *Small Lot House Design Guidelines, 2002*, and include guidance related to: siting, location and topography; architectural envelope; openings; textures, details and landscaping.

Each of the proposed small-lot dwellings is unique in design and all respond well to the relevant design considerations, as summarized below.

2.7.1 Siting, Location and Topography

1314 Pembroke Street is a corner lot where the three proposed small-lot dwellings are sited with their rear and side yards adjacent to rear and side yards of neighbouring dwellings. Privacy for neighbours is protected through the retention of a large cedar tree on Lot 1 with new trees on Lots 1 and 2 being planted close to the rear property lines. The dwelling on Lot 3, at the corner of Pembroke Street and Sayward Street, has dual frontages with a cohesive design and continuity in the type and high quality of finishes (e.g. texture, colour). Lot 3 is deficient in its side yard setbacks on Sayward Street, but this will have no impact on privacy because the garage is next to the property line, not the main dwelling.

2.7.2 Architectural Envelope

The two dwellings on Lots 1 and 2 are smaller in massing than the dwelling on Lot 3, which is appropriate to their respective context along Pembroke Street and Sayward Street. Each dwelling is well-balanced in the proportion of glazing to solid-wall surfaces and has a roof shape and pitch similar to adjacent houses and typical in the wider context of both streetscapes.

2.7.3 Openings

The number, size and composition of windows are similar to older homes in the area, and are detailed with wood trim and neutral palette that fit into the historic context. Principal entryways of the small-lot houses are clearly visible from the street and made apparent with roofed porches that draw attention away from garage doors, which sit close to the front of Lot 1 and 2. Shrubbery is planted adjacent to the principal entryways and between houses to further lessen visual impacts of front-sited garages and their driveways.

2.7.4 Textures and Detail

The three dwellings have architectural references to Arts and Crafts styles, prevalent in the Fernwood area and throughout Victoria, but have compositions and finishes that are contemporary. The proposed palette is neutral with a mix of materials and textures, such as Hardi-Plank siding, cedar shingle, stone facing and metal elements for railings on balconies, porches and stairs.

2.7.5 Landscaping

Two trees will be removed from the Pembroke Street frontage and will be replaced with new trees at the front of each property line that will provide a net increase in the street tree canopy in the public-private interface along Pembroke Street and Sayward Street, combined with shrubbery set close to the dwellings. Rear yard plantings include an existing large cedar tree and new maple trees, a deciduous species that will serve as effective screening from neighbouring properties.

3. Issues

The key issues related to this application are:

- demolition of the existing single-family dwelling
- transportation planning for multi-modal streets
- sub-standard small lots.

4. Analysis

4.1 Demolition of the Existing Single-Family Dwelling

The applicant has provided two independent opinions of the condition of the single-family dwelling at 1314 Pembroke Street, which assess the structure to have major deficiencies in relation to British Columbia Electrical Code and Building Code requirements. The proposal to demolish the existing house is justified and supportable.

4.2 Transportation Planning for Multi-Modal Streets

Planning for multi-modal traffic and circulation in the City's road system requires the widening of public rights-of-way over time through the transfer of private land to public purposes. Transportation objectives and requirements can be met through a right-of-way (ROW) width of 15.0 m along both the Pembroke Street and Sayward Street frontages.

To achieve this minimum for the portion of Pembroke Street and Sayward Street that includes 1314 Pembroke Street, a road dedication of 1.41 m would be required as a condition of subdivision pending Council approval of this Rezoning. Future road dedication will have impacts to lot sizes, property lines and associated zoning criteria, such as front setbacks. The applicant has provided plans that include the dimensions of the small-lot development after the road dedication, and staff reviewed the proposal on the basis of these conditions at subdivision.

4.3 Sub-standard Small Lots

Lot 3 has a floor space ratio of 0.66:1, which exceeds the allowance in the R1-S2 Zone of 0.6:1. Given that density cannot be varied, a site-specific zone is required for the development.

There are eight variances from the R1-S2 Zone standards. All three lots are sub-standard for lot area. Lot 3 has further deficiencies for site coverage, front, rear and east side yard setbacks for the main building, and side yard setback to flanking street (i.e. Sayward Street) for a garage.

However Lots 1 and 2 satisfy the standards, with no variances, prior to the requirement for a road dedication. Variances that are required for Lot 3 would exist prior to this condition at subdivision. Given the existing pattern of relatively small lots with single-family dwellings sited close to the street along Pembroke Street, and comparatively larger houses on Sayward Street as well as the overall high quality of the design and landscaping, the proposal for three small-lot houses is reasonable in this particular context.

5. Resource Impacts

There are no resource impacts that are associated with this development.

6. Options

1. That Rezoning Application #00377 for 1314 Pembroke Street proceed for consideration at a Public Hearing and that City staff prepare the necessary *Zoning Regulation Bylaw* amendments; and

Subject to adoption of the *Zoning Regulation Bylaw* amendment, that Council authorize the issuance of a Development Permit for the three proposed small lot dwellings, in accordance with:

- a. Plans date stamped November 14, 2012;
- b. Development meeting all *Zoning Regulation Bylaw* requirements;
- c. Final Plans to be in accordance with plans identified above.

2. That Council decline the application.

7. Conclusions

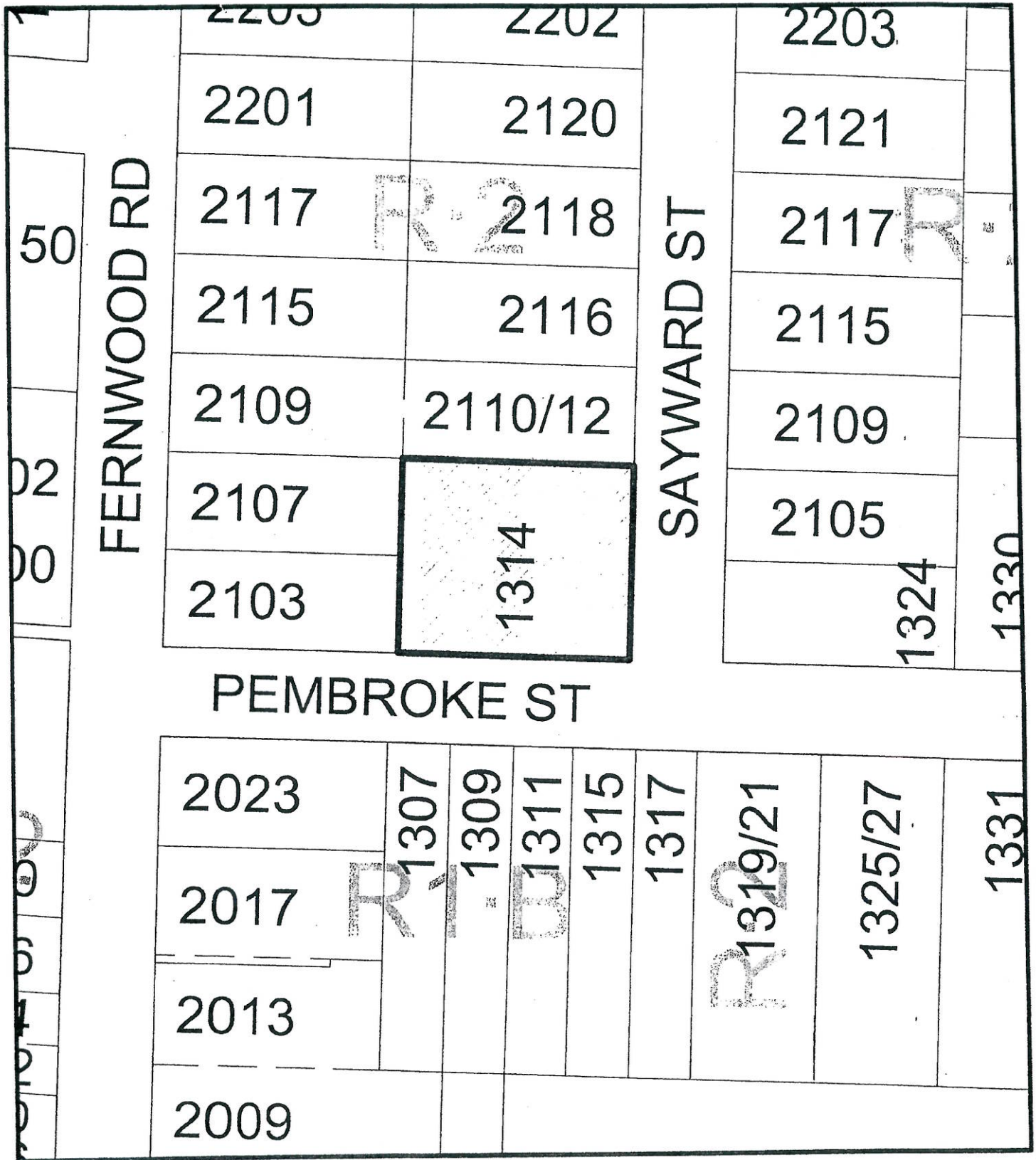
A site-specific zone is required for this Rezoning Application because the development proposed exceeds the R1-S2 Zone with respect to density, which cannot be varied. Given the compliance of two of the three houses with regulations in that Zone prior to road dedication at subdivision, the land use pattern of Pembroke Street and Sayward Street and overall quality of design, the proposal for three small-lot houses is reasonable and supportable.

8. Recommendation

1. That Rezoning Application #00377 for 1314 Pembroke Street proceed for consideration at a Public Hearing and that City staff prepare the necessary *Zoning Regulation Bylaw* amendments.
2. Subject to adoption of the *Zoning Regulation Bylaw* amendment, that Council authorize the issuance of a Development Permit for the three proposed small lot dwellings, in accordance with:
 - a. Plans date stamped November 14, 2012;
 - b. Development meeting all *Zoning Regulation Bylaw* requirements;
 - c. Final Plans to be in accordance with plans identified above.

9. List of Attachments

- Zoning map
- Aerial photo
- Letters from Large and Co. Developers dated December 7, 2012 and October 9, 2012
- Letter from Bernie Osbourne Electric (2008) Ltd. dated November 14, 2012
- Letter from Aspen Grove Construction dated November 15, 2012
- Fernwood Community Association letter dated November 11, 2012
- Summary and Responses to Small Lot House Rezoning Petition
- Revised plans dated stamped November 14, 2012.

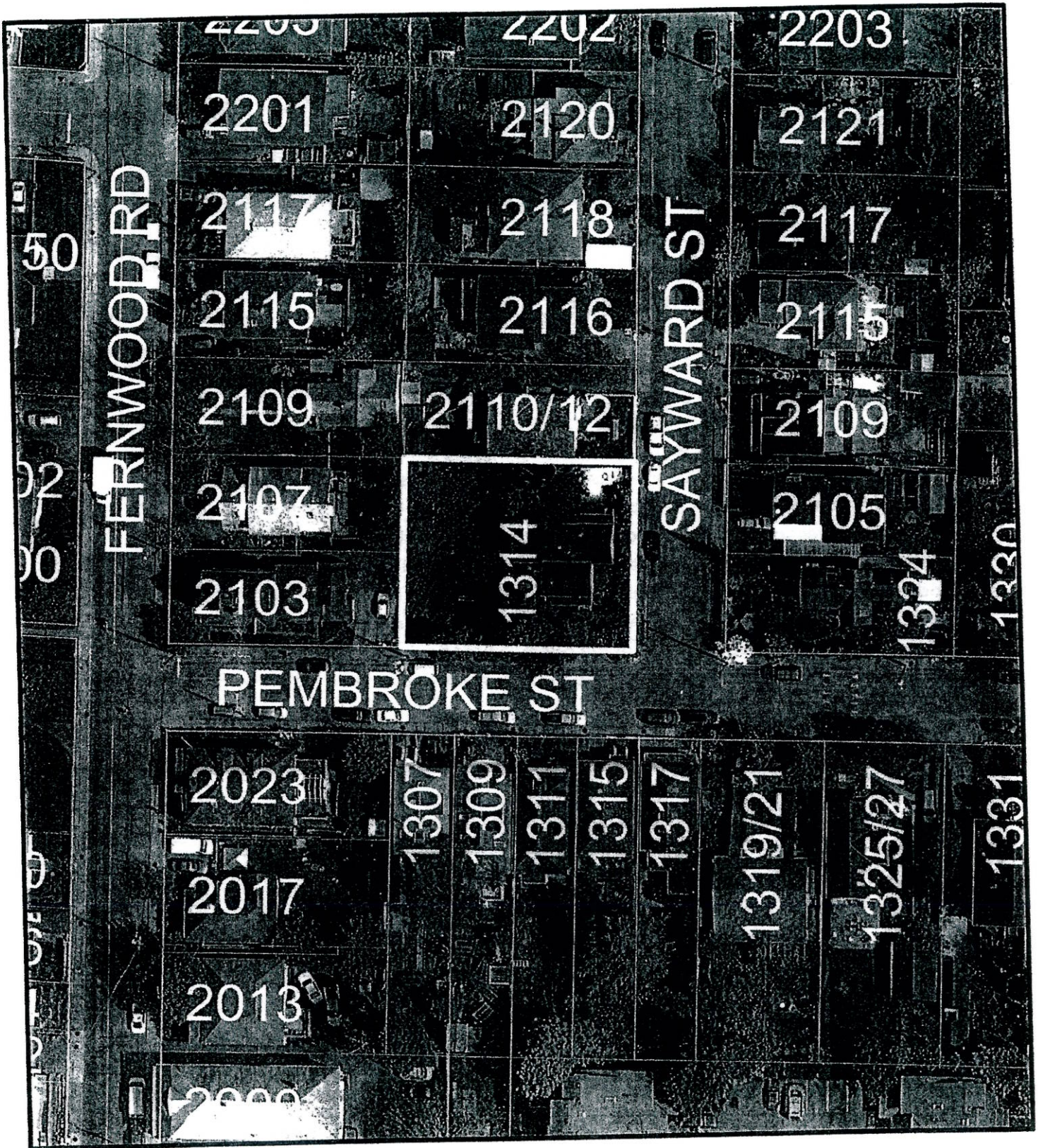


1314 Pembroke Street

Rezoning #00377

Bylaw #





1314 Pembroke Street

Rezoning #00377

Bylaw #



Zoning Regulation Bylaw, Amendment Bylaw (No. 958) To amend t...



Dear Mayor Dean Fortin and Council

Victoria, BC

Application to Re-Zone 1314 Pembroke

Received
City of Victoria

DEC - 7 2012

Planning & Development Department
Development Services Division

We are pleased to present you with a building plan that will help meet the dire need for family housing in the City of Victoria. This plan for three houses was met with overwhelming approval from the contiguous neighbors (92.7 %) and received high praise during the CALUC consultation process. These ground oriented homes are a suitable size for families and feature private backyards to provide safe areas for children and pets. The easy access to schools, parks and Fernwood village means that this area is in extremely high demand. This location encourages alternative transport simply by being central to many amenities and is located on a major bus route. When the support of the community and suitability of the location is evaluated, one can see that this project represents a great step forward for the Fernwood area.

Design Features

- Architecturally complimentary to surrounding neighborhood
- Fee Simple lots for pride of ownership
- Private yards and excellent floor plan for families
- Density is in line with neighborhood and future needs
- Project was extremely well supported by neighborhood at CALUC meeting and petition signing
- Increased density without being overbearing
- Close to Victoria High School
- Adjacent to DPA 6B, an area marked for future infill

Addressing Design Concerns from Planning**Issue 1: Garages too obvious**

We have added a porch roof over the main entrance to draw the eye away from the garage and towards the entrance. This visually emphasizes the front door as the entryway to the home

Issue 2: Privacy Issues for Rear Neighbors

High growing deciduous trees will be planted to shield rear neighbors from backyard and rear windows. Also, on the west side of the property, all possible trees will be retained.

Issue 3: Grade Level Entry

We have examined the adjacent and surrounding houses and found a raised entry only to be the norm on the north side of Pembroke. Grade level entry does not deviate from neighborhood norms. No design changes have been made in this respect.

Issue 4: Roofline and Gable concerns on Home #3

Pitch of roof has been altered and cosmetic changes made. See plans for details

Other Variances

Prior to the request for road dedication, there was only two variances required from the R1-S2 zoning standard. The out building on lot #3 is situated closer to the road than the neighboring house. However, the fence will obscure the building from neighbors and will have no impact on area residents.

The other variance is required on the deck on home #3. The deck sits 0.5M too close to the lot line. The limited size and range of this variance will have no impact on neighbors. The actual distance from the lot line will be 1.5M instead of 2M

Existing Building and Demolition

We understand that the small lot subdivision process is not intended to facilitate the demolition of existing buildings. However, we submit that regardless of what occurs on this site in the future, the building is simply so deficient that it will be demolished anyways. The work that would be required to bring this building up to code far exceeds the value of the building. These deficiencies are not merely cosmetic. Substantial structural problems exist as well. Below is a small sample of some of the major deficiencies of the site

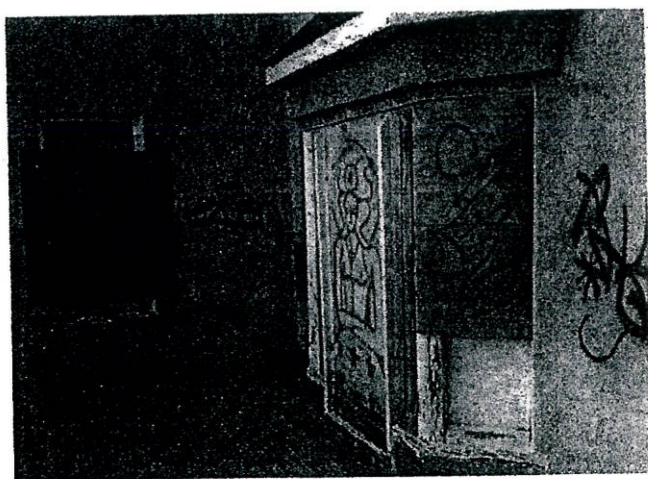
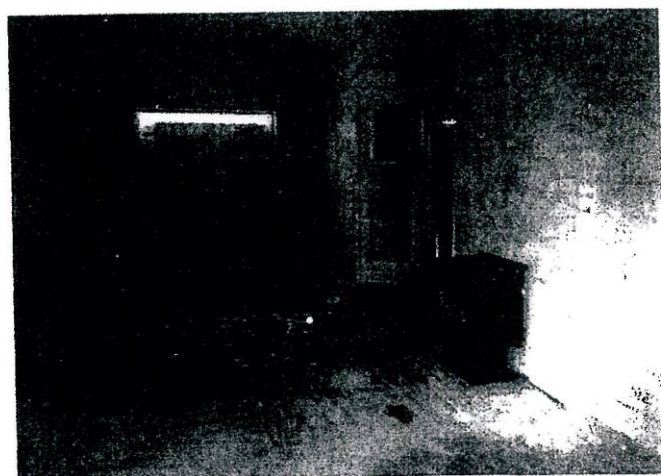
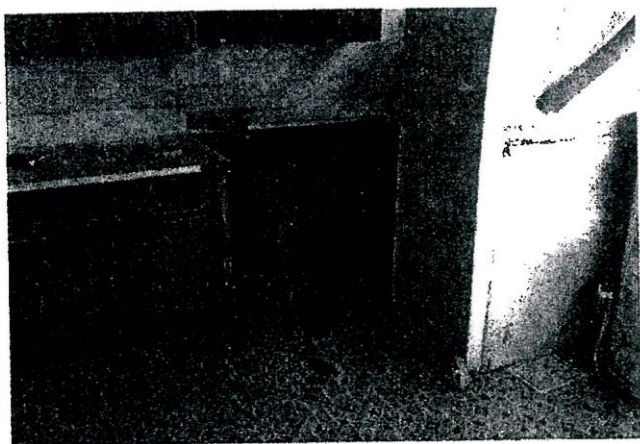
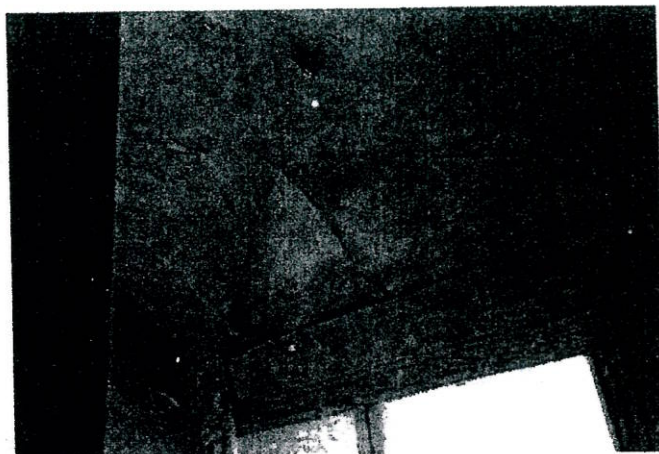
- Foundation has been poured without footings onto dirt
- Sections of the foundation are simply missing and soil erosion undermining the integrity of the building
- Posts, beams and joists are undersized for load and spans. Entire base structure would need replacement
- Subfloor on main floor is rotted in areas
- Stairway to upper floor is both too narrow and too low to meet code
- Roof has leaked causing water damage and rot in the upper floor
- It appears numerous renovations have been made in a haphazard and deficient manner
- Wiring is knob and tube and hosts a 60 amp service. Most outlets are ungrounded. The entire house would need to be rewired

In short, we believe that this building is overdue for demolition. By the time all the deficient items were addressed, there would be little remaining of the house. I have included letters from two independent contractors as further evidence as well as pictures in Appendix 1

Addressing Variances Created by Road Dedication

The City has requested road dedication of 1.4M on both Pembroke and Sayward. Given the well-established nature of the neighborhood, future development in the area will be sparse. This means it is unlikely that the city will ever be able to reclaim the land required to widen the road. In fact, wider roads could be a detriment to the character of the neighborhood. Given this scenario and the impact it has on a development that has otherwise been very well received, we believe that the dedications are unnecessary. We respectfully request that these dedications not be imposed on this development.

In our updated plans, we have shown the proposed dedication as a dotted line *for reference only*.



VICTORIA CITY COUNCIL - 13 JUN 2013



Dear Mayor Dean Fortin and Council
Victoria, BC

Application to Re-Zone 1314 Pembroke into 3* R1-S2 Small Lots



Introduction

Large and Co is pleased to provide the City with this development proposal for 1314 Pembroke St. We believe this project will be a vibrant addition that will continue to promote the strong community values of the area near the small urban village of Fernwood. The enclosed plans were developed after reviewing Victoria's new *Official Community Plan: April 2012* (from here forward referenced as "OCP") that has been compiled to offer builders and government the new direction for urban planning in the Victoria region. This extensive document notes specifically the need for new and compact development around urban villages and the metropolitan area to accommodate the estimated 20 000 new people that will move to the area in the next 30 years (Figure 3.3). In this proposal, we will detail how this development is congruent with the OCP and will reference key points that support our project.

Victoria is consistently rated as one the best cities in the world to live. However, it also carries some of the most expensive real estate in the nation. In order to make Victoria more affordable for families and better use the land that is available, innovative building and planning practices are necessary. With this in mind, we propose that 1314 Pembroke Street be rezoned to a small lot subdivision designated R1-S2. The result would be three detached, ground oriented units that could provide homes for 3 families. A key component of the OCP is to "to create a diversity of housing types such as...the creation of small residential lots"(13.34). This development fits right in line with this goal and will help Victoria meet its future housing needs.

Fernwood Village: A Great Area for Families

Fernwood Village is an area that is ready to grow to the next level. It is identified in the OCP as a priority planning area (6.18) that is slated to host "expanded business and community

services for residents within walking distance" (21.8.3). The proposed building site resides less than 150m from the centre of Fernwood village, helping Victoria achieve its goal of having 90% of all dwelling units reside" within 400m of either the urban core, town centre or urban village by 2041" (6.33.5). The goal to grow the commercial area of Fernwood Village is contingent on having a local population to support it. Using the land effectively to house more residents will be crucial to the success of this growth strategy. A strong consumer base will ensure that new businesses can thrive and provide a healthy tax base for future infrastructure and improvement.

Development at 1314 Pembroke offers more to growing families than just a commercial centre. The site resides less than 250m from Victoria High School which means children can walk there both safely and comfortably. For recreation, William Stevenson Park and Alexander Park are both within 250m. Nearby facilities also include a Yoga Centre, a meditation centre, five churches and a service centre for seniors.

Current Use

The site is currently home to a single family dwelling that is approximately 250sqm on a lot that is 807sqm. The house has fallen into disrepair and is currently uninhabitable. There are a few small fruit trees on the lot and one large tree near the rear of the lot.

Traffic and Transportation

A key component of the OCP is the need to encourage green transit and make it easy for people to get around the city without their cars. Aside from being situated near parks and schools, 1314 Pembroke close to key bus stops that make it easy to get to both Downtown (13min) and Hillside Mall (10min)* for both shopping and entertainment. When a vehicle is required, the site is just next to Fernwood Rd, which has been identified as a primary collector street. This will make the traffic impact on local lanes and roads negligible. Also, in conducting informal interviews with local residents, it was noted that having parking on both sides of Pembroke St between Sayward and Fernwood, causes the road to be too narrow to be safely navigated by two way traffic.

*time estimates provided by google maps

Exterior design and Landscaping

Fernwood Village is an area with rich architecture and great blend of heritage and new building design. Chapter 8 of the OCP is written to provide direction on "placemaking" and making new building design "Human scale." Large and Co is pleased to have developed a plan that will accent the surrounding buildings and provide a great streetscape for the area residents. The three buildings have varied facades and heights to contribute to that "sense of

place" that is called for by the OCP. Although two of the building share the same floor plans, great efforts have been made to vary the roofs, windows, exterior finish and colour of the buildings so that each of them has a totally unique feel. . In keeping with CPTED, private areas will be clearly delineated. The two western units will have totally fenced rear yards. The third unit will have visible accesses from both Sayward and Pembroke to both the home and the outbuilding.

The green space provided by this site will be exquisite. Each property will be fronted by a large tree and will have manicured ground cover around the base of each building. The fenced rear yard of each building will be ample and spacious, yet easily maintained. The left two buildings host 50 square meters of uninterrupted lawn that will be both private and comfortable to the residents. The corner lot, having its detached garage/workshop in the rear, will have its green space primarily in the front yard providing a splendid view for the homeowner and the neighbors. As part of each back yard, a patio is provided making them the perfect spot to host BBQs and potlucks for friends and family. The area surrounding the site has a unique feel that would be enhanced by this development. Large and Co. submits that the desired sense of place is achieved (8.30) given the low height, unique façade and refreshing landscaping proposed by this development. In term of green features, there will be a net increase in the number of trees and permeable sections on all driveways.

Layout and Suitability

The OCP encourages plans that promote multigenerational neighborhoods. The aging population must also be considered when designing homes for Victoria families. The ground level nature of these units makes them more accessible for those in wheelchairs and for the elderly, particularly if an aged parent is residing with the home owning family. The interior of the homes is designed to be multifunctional and highly adaptable to growing families. The buildings host an unfinished ground floor that can be purpose built and tailored precisely to the homeowners needs. To further eliminate that "basement" feel 8ft ceilings are present at ground level to truly make to space comfortable. On the second floor, vaulted ceilings make full use of the height of the building providing a wide open feeling that is spacious and luxurious. Included in each home will be a natural gas range and gas-fired hot water making cooking in the ample kitchen a pleasure. This also means that should the homeowner wish to convert to a gas furnace in the future, the piping will already be present

Summary

The development plan for 1314 Pembroke offers much to potential homeowners and the neighborhood alike. The area is ideally situated for a modest increase in density and could provide the pride of homeownership to three growing families. The surrounding commercial and community services make the Fernwood Village a great place to live. Large and Co submits that rezoning this property to R1-S2 would allow people to afford a beautiful and unique modern home in a fantastic neighborhood.



Planning and Land Use Committee Report

For the Meeting on July 3, 2014

Date: June 11, 2014 **From:** Lucina Baryluk, Senior Process Planner
Subject: Rezoning Application #00404 and Development Permit #000323 for 2636, 2638 & 2642 Shelbourne Street – Application for a 12-unit townhouse project

Executive Summary

The purpose of this report is to present Council with information, analysis and recommendations regarding a Rezoning Application and a Development Permit Application for the properties located at 2636, 2638 and 2642 Shelbourne. The proposal is to rezone the three lots from the R1-B Zone, Single Family Dwelling District, to a new zone that would permit the construction of a 12-unit townhouse development.

The following points were considered in assessing this application:

- The *Official Community Plan, 2012* places the subject properties in the Traditional Residential designation. This designation envisions multi-unit buildings up to three storeys, at a maximum floor space ratio (FSR) of 1:1. As Shelbourne Street is classified as secondary arterial, the proposed townhouse built-form is anticipated.
- The application is subject to Development Permit Area 7A, Corridors. One of the primary objectives of this Development Permit Area is to ensure that development along corridors is compatible with adjacent and nearby lower-density residential neighbourhoods. This development is generally consistent with these objectives; however, the transition to the properties to the west (Scott Street) is compromised due to the height of the buildings and a setback of less than 4.0 m. In order to ensure that this element is given careful consideration, staff is recommending that the landscaping in this area be refined prior to issuance of a Building Permit for the proposal.
- One of the main issues associated with this application is the “orphaning” of the lot at 2646 Shelbourne Street. The applicant has provided details on their attempts to acquire this lot, however, securing the lot has not been possible. To help alleviate concerns, the applicant is willing to enter into an easement agreement to provide alternative access to this property, thus providing additional options for future redevelopment.

Staff recommends that the Planning and Land Use Committee advance this application.

Recommendation

1. That Council instruct the City Staff to prepare the necessary *Zoning Regulation Bylaw* amendments that would authorize the proposed development outlined in Rezoning Application #00404 for 2636, 2638 and 2642 Shelbourne Street.
2. That Council consider giving first and second reading to this bylaw amendment after the bylaws have been drafted.
3. That Council schedules a Public Hearing after the bylaw as received second reading subject to:

- a. registration of a 7.0 m Statutory Right-of-Way;
 - b. registration of an easement agreement to allow access to 2646 Shelbourne Street, to the satisfaction of the City Solicitor.
4. Following the Hearing, and subject to the adoption of the Bylaw amendment for 2636, 2638 and 2642 Shelbourne Street, that Council considers passing the following resolution to authorize the issuance of Development Permit Application #00323 in accordance with:
- a. plans date stamped March 12, 2014;
 - b. development meeting all Zoning Regulation Bylaw requirements;
 - c. landscaping refinements to the rear yard and the addition of permeable paving for the main drive aisle, to the satisfaction of the Director of Sustainable Planning and Community Development;
 - d. final improvements in the public Right-of-Way (sidewalk and boulevard) to the satisfaction of the Director of Engineering and Public Works;
 - e. final plans to be generally consistent with the plans identified above, to the satisfaction of the Director of Sustainable Planning and Community Development.

Respectfully submitted,



Lucina Baryluk
Senior Process Planner
Development Services Division



Deb Day, Director
Sustainable Planning and Community
Development Department

Report accepted and recommended by the City Manager:


Jason Johnson

Date: June 25, 2014

1.0 Purpose

The purpose of this report is to present Council with information, analysis and recommendations regarding a Rezoning Application and a Development Permit Application for the properties located at 2636, 2638 and 2642 Shelbourne. The proposal is to rezone the three lots from the R1-B Zone, Single Family Dwelling District, to a new zone that would permit the construction of a 12-unit townhouse development.

2.0 Background

2.1 Description of Proposal

The site is located on the west side of Shelbourne Street between Haultain Street and Kings Road. Currently, each of the three subject properties is occupied by a single family dwelling, all built between 1913 and 1914.

The applicant is proposing to construct four buildings (two buildings with two units and two buildings with four units). Each unit is three storeys in height, with an in-unit garage and a flex room on the ground floor. The main living area is on the second storey and three bedrooms are on the third floor. The materials include a fibreglass shingle roof, cement board siding on the upper floor and cedar shingle siding on the first two storeys. In response to the Rezoning Application Information requirements on Green Building features, the applicant has provided a list of green building features (Appendix B of their letter).

In addition to the parking provided within the garage for each unit, there are four additional surface stalls for visitor parking. It is noted that in the initial application, an independent suite was proposed for each unit, which would have triggered a significant parking variance. As the suites have been eliminated, the parking ratio is no longer a concern. The driveway is shown as a mix of concrete strips and concrete unit pavers. The landscape plan shows patios at grade for each unit, with ornamental trees marking the separation between the units. Fencing and a mix of shrubs create a privacy buffer between the adjacent properties. The only lawn area (non-hardscape) is along Shelbourne Street. A stone entry feature marks the entrance to the project. In terms of boulevard tree protection of the London Plane trees, construction of the driveway and utility placement would be supervised by an Arborist.

2.2 Existing Site Development and Development Potential

The current zoning of the subject properties is R1-B, Single Family Dwelling District, and would allow construction of a dwelling unit of up to 300 m² on each lot with provisions for a secondary suite. Each lot is 12 m wide and 50 m in length. Due to this configuration, redevelopment of the lots is challenging without lot consolidation.

2.3 Community Consultation

The Oaklands Community Association Land Use Committee (CALUC) hosted a Community Meeting regarding this application on May 21, 2013. The attached record provides details of this discussion. Since that time, the applicant has refined the development, the details of which are captured in the applicant's letter. Consistent with the normal process, updated plans have been sent to the CALUC.

2.4 Data Table

The following data table compares the proposal with the RK-3 Zone, Shelbourne Townhouse District, and the R-K Zone, Medium Density Attached Dwelling District, which are generally higher density townhouse zones. An asterisk is used to identify where the proposal is less stringent than the comparatives. Although there are deficiencies noted in relation to the comparative zones, a site-specific zone would be created if Council chooses to advance this application.

| Zoning Criteria | Proposal | Zone Standard R-K, RK-3 |
|--|--|----------------------------|
| Site area (m ²) | 1837.00* | 2700.00 |
| Site area per unit (m ²) - minimum | 183.00* | 225.00 |
| Number of units - maximum | 12* | 8 |
| Density (Floor Space Ratio) - maximum | 1.0:1* (OCP considers up to 1:1 density) | 0.6:1 |
| Total floor area (m ²) - maximum | 1837.00* | 1100.00 |
| Lot width (m) - minimum | 36.00 | 18.00 |
| Height (m) - maximum | 8.24 (ceiling) 10.20 to mid-point of roof | 8.50 (ceiling) |
| Storeys - maximum | 3* (OCP considers up to 3 storeys) | 2 1/2 |
| Site coverage % - maximum | 42* | 33 |
| Open site space % - minimum | 35* | 45 |
| Number of dwellings units in an attached dwelling | 4 | 4 |
| Separation space between buildings (within the site) (m) - minimum | 3.00* | 8.00 |
| Setbacks (m) - minimum | | |
| Front (Shelbourne) | 10.70 | 10.70 |
| Rear | 3.66* | 4.00 |
| Side (north) | 2.50* | 4.00 |
| Side (south) | 2.50* | 4.00 |
| Parking - minimum | 16* (will be reduced to 15 if easement is used) | 18 (1.5 stalls per unit) |
| Visitor parking (minimum) Included in the overall units | 4 (will be reduced to 3 if easement is used) | 2 |
| Bicycle parking stalls (minimum) | 6 spaces provided | 6 space rack |

In reviewing this data table, it is noted that a custom zone would be created to reflect the proposal including the aspects marked with an asterisk, if Council chooses to advance the application to a Public Hearing.

2.5 Land Use Context

The Shelbourne Street corridor has seen significant changes over the last decade. The key characteristics of the neighbourhood are:

- The east side of Shelbourne Street, between Haultain Street and Kings Road, is dominated by townhouse developments, while the west side of Shelbourne Street is dominated by single family dwellings, with some exceptions as described below.
- On the west side of Shelbourne Street, three lots south of the proposed development, a new seven-unit townhouse project (Greystoke) is nearing completion at 2614-2622 Shelbourne Street. It is noted that the approvals for this project pre-date the current *Official Community Plan* and consequently have a density in keeping with the R-K Zone.
- Directly south of the proposed development, there are two single family lots (2628 and 2632 Shelbourne Street).
- The lot to the north of the proposed development (2646 Shelbourne Street) is a single-family dwelling constructed in 1960.
- There is a three-unit redevelopment at 2650 Shelbourne Street (two lots north of the proposed development) which dates from 2002.
- There are three commercially-zoned lots at 2672, 2670 and 2668 Shelbourne Street with mixed commercial-residential uses.
- Single family housing adjoins the subject site (west) on Scott Street.

2.6 Legal Description

Lots 7, 8 and 9, Block 5, Section 8A, Victoria District, Plan 881A.

2.7 City Policies and Regulations

2.7.1 Official Community Plan (OCP) 2012 and Oaklands Neighbourhood Plan

The *Official Community Plan 2012* designates the area as Traditional Residential. As Shelbourne Street is classified as a secondary arterial, the anticipated built form for residential uses ranges from ground-oriented to multi-unit buildings up to three storeys, including both attached residential and apartment building forms. The corresponding density is up to approximately 1:1 FSR. The *Oaklands Strategic Directions* includes a policy to maintain and enhance the ground-oriented general residential character in the majority of the neighbourhood.

The *Oaklands Neighbourhood Plan* includes this site within an area of potential change with consideration of rezonings for townhouses with up to 18 units per acre with a 2.5 storey height limit. The site area required per townhouse unit is 225 m², which is the standard in the RK-3 Zone, Shelbourne Townhouse District.

2.7.2 Design Guidelines

The property is within Development Permit Area 7A, Corridors, Shelbourne Street, which provides guidance to form and character of multi-unit residential development. The Guidelines referenced for all corridors is the *Advisory Design Guidelines for Buildings, Signs and Awnings* (1981). In addition, specific Guidelines from the *Oaklands Neighbourhood Plan* are applicable to the analysis.

2.8 Transportation Considerations

A 1989 Shelbourne Corridor Study, prepared for the City of Victoria by the Delcan Corporation, recommended securing a widened Right-of-Way of 7.0 m along the west side of Shelbourne Street as part of staged improvement strategy. The purpose of the Study was to develop a transportation strategy, which provided a balance between future traffic needs, right-of-way impacts of various road widening alternatives and land use impacts along the Shelbourne Street corridor. The RK-3 Zone, Shelbourne Townhouse District, is the Zone created in response to this Corridor Study. It has a 10.7 m setback requirement on the west side of Shelbourne Street to ensure a larger front yard setback in the event that Right-of-Way improvements are made along Shelbourne Street. The City has secured this Right-of-Way on all other properties that have undergone redevelopment on the west side of Shelbourne Street.

The applicant has sited the buildings to meet this 10.7 m setback from Shelbourne Street. Should the Right-of-Way improvements be undertaken, this development would have a 3.7 m front yard.

3.0 Issues and Analysis

3.1 Issues

The following issues were identified with this application:

- density
- limiting development on adjacent properties
- compliance with design guidelines and setback variances
- landscaping
- off-street parking requirements.

3.2 Analysis

3.2.1 Density

The *Official Community Plan 2012* designates the area as Traditional Residential. As Shelbourne Street is classified as a secondary arterial, the anticipated built form for residential uses ranges from ground-oriented to multi-family residential buildings up to three storeys, including attached residential and apartments. The corresponding density is up to approximately 1:1 FSR. The proposed development reaches the maximum density considered under the OCP policies for Traditional Residential.

As the *Zoning Regulation Bylaw* does not have a zone standard for townhouses that approaches this density, a site-specific zone will be required that is based on the R-K Zone. The RK-3 Zone, that is typically used on the west side of Shelbourne Street, does not provide an FSR but does specify that 225 m² of lot area is required for each townhouse unit.

While this project is a higher density than other townhouse projects on Shelbourne Street, the architectural style and massing is in keeping with the existing broader context. The alternative to achieve this density is an apartment type of building. However, the townhouse building form is seen as providing more opportunity for housing suitable for families in comparison to an apartment type of building, noting that both types of multi-unit housing are considered supportable in the OCP.

3.2.2 Limiting Development on Adjacent Properties

The *Official Community Plan* and the *Oaklands Neighbourhood Plan* both recognize that the Shelbourne Street corridor is suitable for higher densities. This development potential (subject to rezoning) also applies to the remaining single-family residential properties. The two lots to the south of the proposal (2628 and 2632 Shelbourne Street) have a combined total parcel size of 1532 m². Both of these lots have wider frontage than the subject lots (15 m frontage versus 10 m frontage) and as the lots are very deep, there would be adequate area for redevelopment of these lots if consolidated.

However, the proposal limits the development potential for the lot to the north (2646 Shelbourne Street), essentially "orphaning" this lot, as the lot to the north at 2650 Shelbourne Street has already been redeveloped. The highest redevelopment potential of 2646 Shelbourne Street without alternative access is a duplex. In Section 6, Land Development and Management, the OCP encourages the logical assembly of development sites that enable the best realization of permitted development potential for the area (Policy 6.8). In the letter from the applicant, it is indicated that an attempt was made to purchase this property, however, the owner wishes to remain in this family home.

In order to maintain options for future redevelopment of 2646 Shelbourne Street, the applicant is willing to provide an easement through the development to allow access should this property redevelop. The conceptual plan is to allow access between townhouse blocks 3 and 4, which is an area that will be used as visitor parking until such time as the access is required. Should this easement be used, it will eliminate another access to Shelbourne Street and provide more flexibility in site planning.

As the proposal has consolidated three lots, thereby reducing the number of individual accesses on Shelbourne Street, this does represent an assembly of development sites. Additionally, the potential of a more integrated redevelopment at 2646 Shelbourne Street is maintained with the provision of the access easement through the subject property.

3.2.3 Compliance with Design Guidelines

The property is within Development Permit Area 7A, Corridors, Shelbourne Street, which provides guidance to the form and character of multi-family residential development. The main objective of this Development Permit Area is to ensure that development along corridors is compatible with adjacent and nearby lower-density residential neighbourhoods through human-scaled urban design and a sensitive transition in building form and place character.

The surrounding properties currently contain single family dwellings and as a result over the short term the proposed development will seem larger than the surrounding buildings. However, over time this area will likely be redeveloped to larger buildings and the proposed buildings would fit in. In the wider context, the scale is appropriate for the Shelbourne Street corridor; most recent projects have built 2½ storeys, although many of these buildings often present as three storeys in height.

To lessen the visual impact of the proposal, the upper storey is a lighter colour with a different type of siding material than the first and second storeys. The applicant has also adjusted the mass of the roof to decrease the volume of the buildings.

The more challenging transition is between the proposal and the adjacent buildings on Scott Street. The buildings are 3.66 m from this common rear property line (west). The minimum standard for this setback is generally 4 m. The site planning issues that arise are a result of creating functional buildings with adequate drive aisles and parking and the need to accommodate the 10.7 m setback requirement from Shelbourne Street.

The visual presence of the proposed buildings from the Scott Street residences would be somewhat softened by the hard and soft landscaping. In order to ensure that this component of the design is given careful consideration, staff recommend that the landscaping in this area be further reviewed prior to issuance of a Development Permit for the proposal.

The preferred form of housing along Shelbourne Street is townhouses, with the intent of creating a strong residential presence along the street. The siting of the two buildings, separated by a driveway with the main entrances for 10 of the units facing the interior driveway, does not create a strong relationship with the street. Staff requested that the applicant review the layout to have more units facing the street; however, the applicant provided a rationale for the proposed layout stating that the current site plan is in response to the neighbourhood input to lessen opportunities for shadowing and privacy impacts. It is noted that the overlook opportunities into the rear yards of the Scott Street residences are minimized due to room type and window placement.

Although the Shelbourne Street elevation will only have two units that provide a front entrance feature onto Shelbourne Street, this elevation is also characterized by varied fenestrations and gables as well as changes in finishes. Additionally, these façades provide architectural interest with a main door and patio door relating to the street.

3.2.4 Landscaping

There are two issues associated with the landscaping. First, the rear yard of the property would benefit from design refinements to ensure that potential privacy issues and the relationship with the neighbouring houses on Scott Street are handled in a sensitive manner.

Second, the project is dominated by the main drive aisle which introduces a large amount of hard surface. In compliance with the direction of the OCP to promote sustainable site design that reduces peak runoff volumes (Policy 11.20), it is recommended that the landscape plan specify that the hard surface driveway area be constructed with permeable pavers to increase the pervious surfaces on the site. The staff recommendation contains wording to address both issues associated with landscaping.

3.2.5 Off-Street Parking Requirements

Overall the development has a two stall parking variance: 16 stalls are provided and 18 are required. Each unit has a parking stall and there are four guest parking stalls provided which exceeds the requirement for two stalls. The parking variance is considered supportable as the area is well-served by transit. In the event that the easement is used to allow alternative access to the property to the north, the total parking will be reduced to 15 stalls and the guest parking requirement will continue to be satisfied. The site-specific zone will capture these aspects so a further variance will not be required.

4.0 Resource Impacts

There are no resource impacts anticipated.

5.0 Conclusions

Within the neighbourhood context, the precedent for a multi-unit ground-oriented townhouse development has been set along Shelbourne Street. This type of building provides more opportunity for ground-oriented family housing in comparison to an apartment type of building, noting that both types of multi-unit housing are considered in the OCP directions. To accommodate the higher density envisioned by the OCP, the site planning requires careful attention to ensure that the impact on adjacent properties is minimized and the human-scale of the proposal is maintained.

The architectural details, massing and materials of the project make it compatible with and complementary to the established context along Shelbourne Street. On balance, the proposal meets the objectives of the relevant policy and staff recommend that Committee advance the application to a Public Hearing.

The technical issues associated with this application have been resolved, with the consolidation of three lots, thereby eliminating two driveway crossings onto Shelbourne Street, and provides the City with an additional Right-of-Way for future improvements to the Shelbourne Street corridor. An easement will be provided through the property to provide additional options for future redevelopment of the property to the north. The minor parking variance is supportable. Landscaping refinements are anticipated to include permeable paving and increase the screening between the development and the rear yards of the single family homes along Scott Street.

6.0 Recommendations

6.1 Staff Recommendations

1. That Council instruct City Staff to prepare the necessary *Zoning Regulation Bylaw* amendments that would authorize the proposed development outlined in Rezoning Application #00404 for 2636, 2638 and 2642 Shelbourne Street.
2. That Council consider giving first and second reading to this bylaw amendment after the bylaws have been drafted.
3. That Council schedules a Public Hearing after the bylaw as received second reading subject to:
 - a. registration of a 7.0 m Statutory Right-of-Way;
 - b. registration of an easement agreement to allow access to 2646 Shelbourne Street, to the satisfaction of the City Solicitor.
4. Following the Hearing, and subject to the adoption of the Bylaw amendment for 2636, 2638 and 2642 Shelbourne Street, that Council considers passing the following resolution to authorize the issuance of Development Permit Application #00323 in accordance with:
 - a. plans date stamped March 12, 2014;
 - b. development meeting all Zoning Regulation Bylaw requirements;
 - c. landscaping refinements to the rear yard and the addition of permeable paving for the main drive aisle, to the satisfaction of the Director of Sustainable Planning and Community Development;

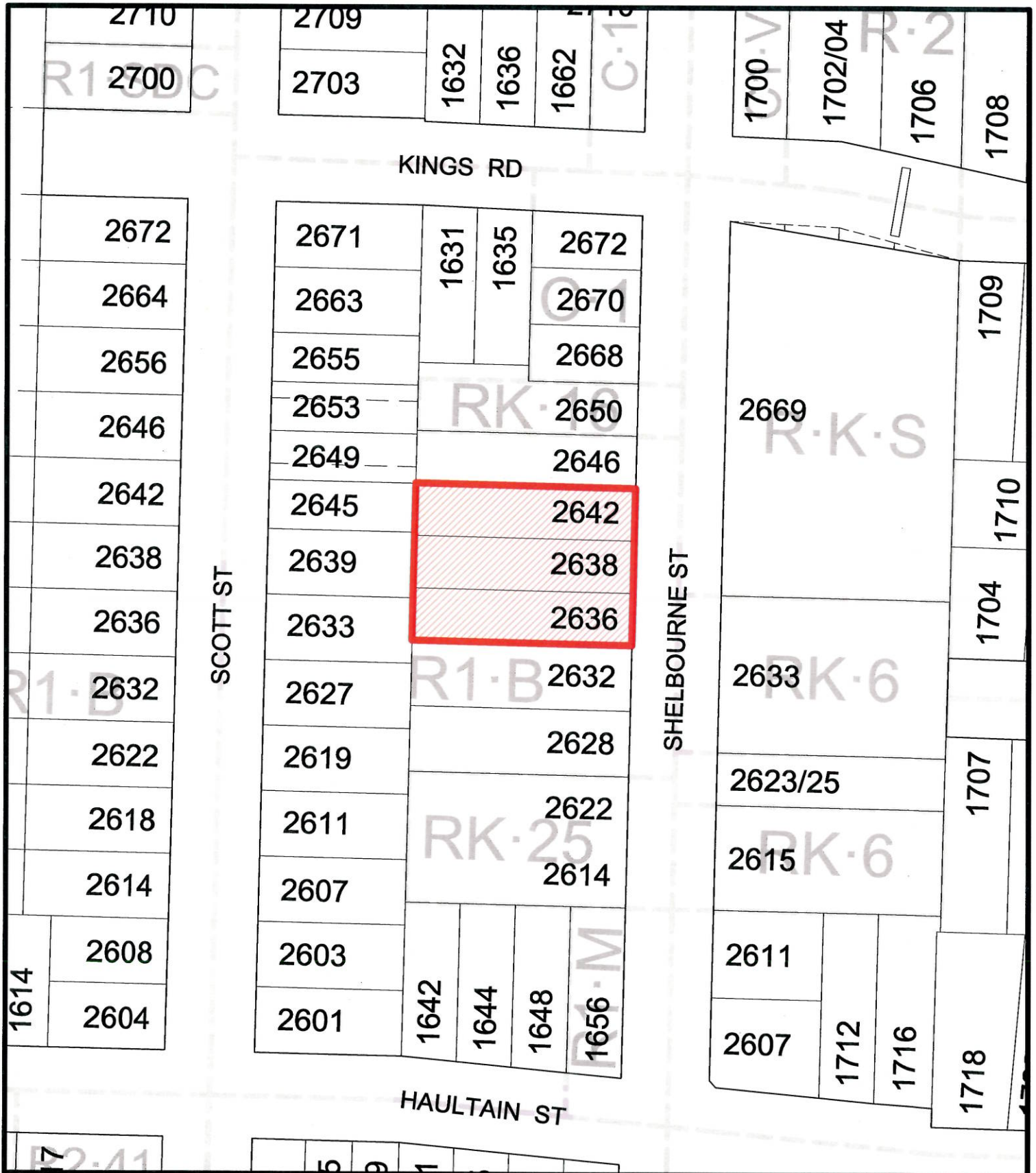
- d. final improvements in the public Right-of-Way (sidewalk and boulevard) to the satisfaction of the Director of Engineering and Public Works;
- e. final plans to be generally consistent with the plans identified above, to the satisfaction of the Director of Sustainable Planning and Community Development.

6.2 Alternate Recommendation

That Council decline Rezoning Application #00404 and Development Permit Application #00323 for 2636, 2638 and 2642 Shelbourne Street.

7.0 List of Attachments

- Subject map
- Air photograph
- Development Plans date stamped March 12, 2014
- Letter from applicant dated March 12, 2014, and revised June 10, 2014
- Comments from Oaklands Community Association dated May 21, 2013



2636, 2638, 2642 Shelbourne Street

Rezoning #00404

Bylaw #





2636, 2638, 2642 Shelbourne Street

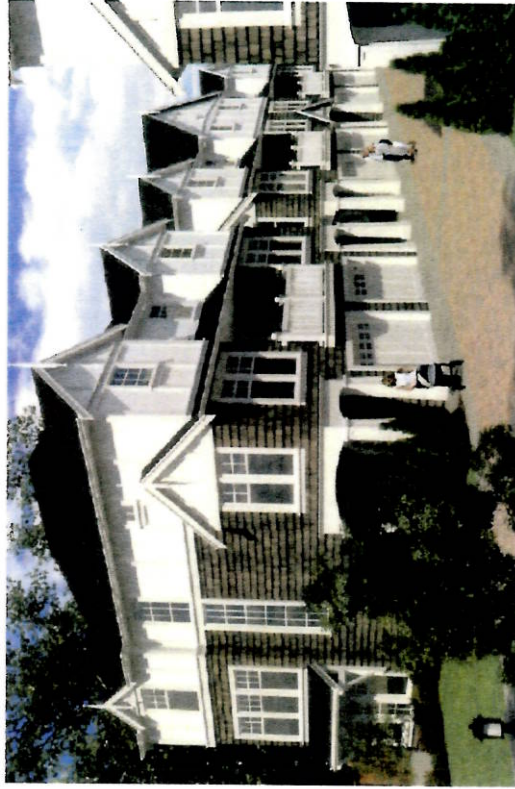
Rezoning #00404

Bylaw #



Rezoning Application # 00404 and Development Permit # 000323...

2636-2642 SHELBOURNE STREET
Victoria, BC



PROJECT TEAM

Applicant
Abstract Developments Inc.
1976 Oak Bay Avenue
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E: sganong@abstractdevelopments.com

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E: info@zebragroup.ca

Landscape Architect
LADR Landscape Architects
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Victoria, BC V8Z 1B8
P: (250) 598-0105
E: bwin@ladr.ca

REZONING & DEVELOPMENT PERMIT APPLICATION

Original Submission: 07/24/2013
Revised Submission: 03/11/2014

DRAWING LIST

SK-1 Project Data
SK-2 Site and Ground Floor Plan
SK-3 Main Floor Plan
SK-4 Upper Floor Plan
SK-5 Roof Plan
SK-6 Elevations
SK-7 Elevations
SK-8 Streetscape and Cross Section
SK-9 Rendering - View from NE
SK-10 Rendering - View from SE
L-1 Landscape Concept Plan





SK-1

Received
City of Victoria
MAR 12 2014
Planning & Development Department
Development Services Division

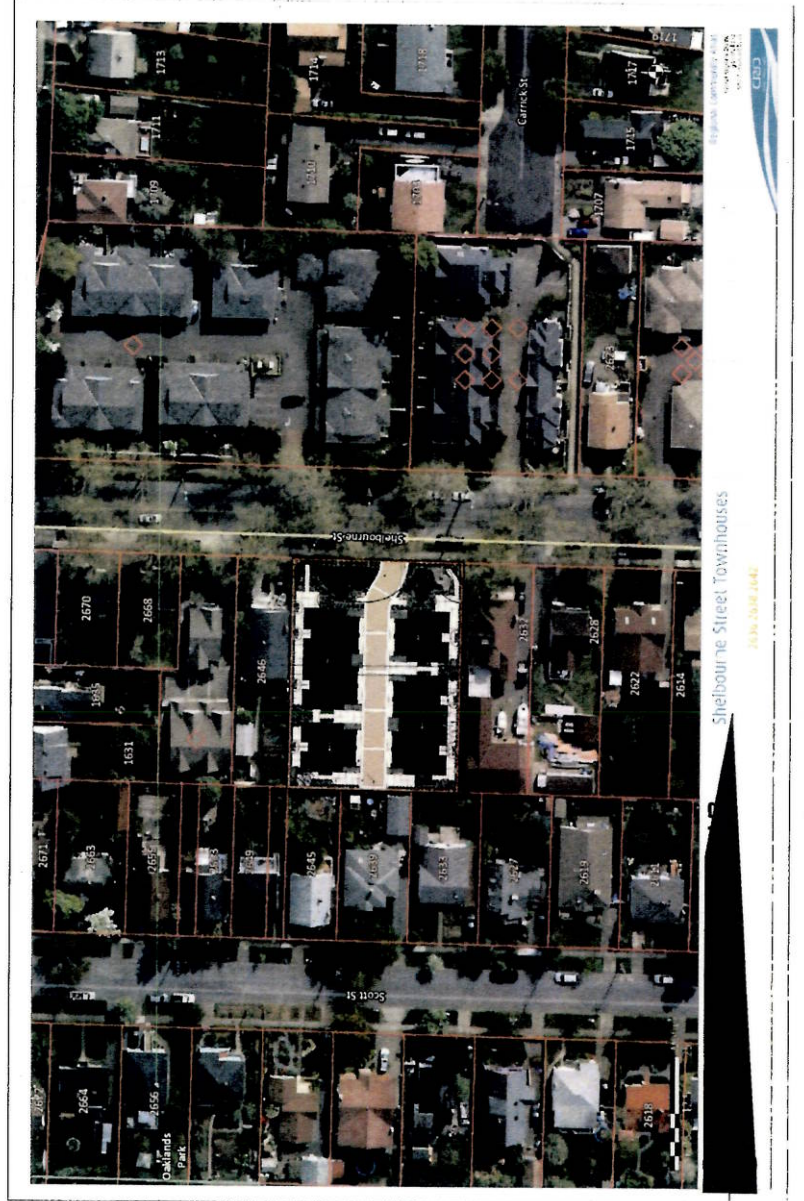
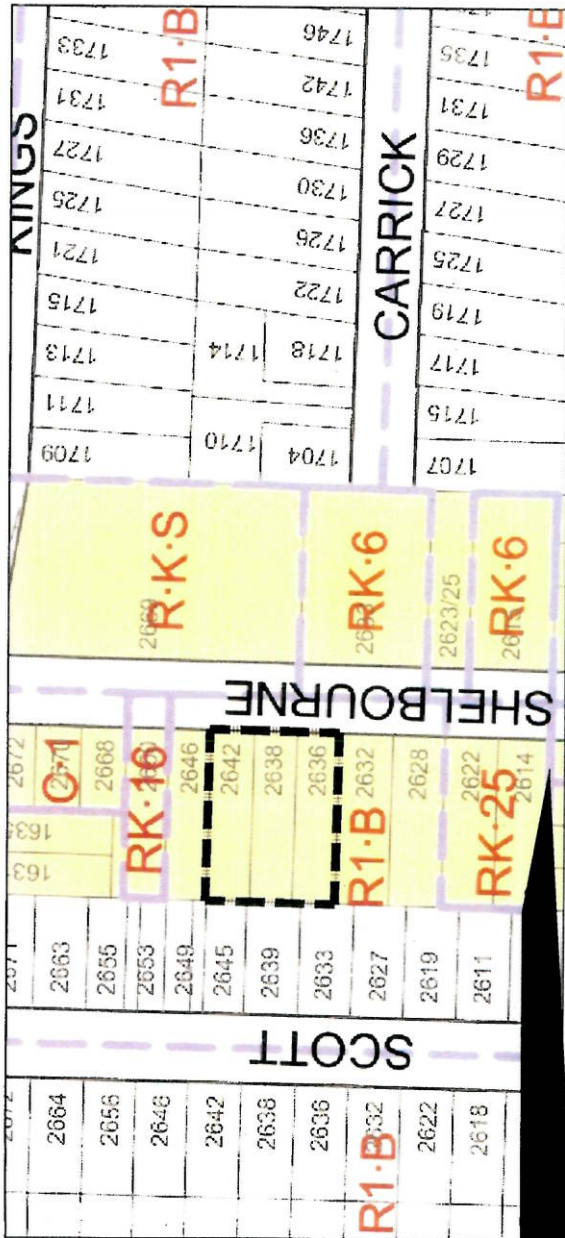
REVISED OCT 30 2013

PROJECT DATA

LEGAL DESCRIPTION
CITY: 2642 SHELBOURNE STREET
LOT 1, BLOCK 5, SECTION 8A, VICTORIA DISTRICT, PLAN 89A
PARCEL IDENTIFIER: 009-202-894
CITY: 2688 SHELBOURNE STREET
LOT 1, BLOCK 5, SECTION 8A, VICTORIA DISTRICT, PLAN 89A
PARCEL IDENTIFIER: 009-202-894
CITY: 2636 SHELBOURNE STREET
LOT 4, BLOCK 5, SECTION 8A, VICTORIA DISTRICT, PLAN 89A
PARCEL IDENTIFIER: 009-202-894

| | |
|-----------------------|--|
| CURRENT ZONING | R1-B |
| SITE AREA | 1697.0 m ² (1718.5 SQ. FT.) |
| NO. OF UNITS | 12 |
| PSR | 1716/1718 = 1.0 |
| BLOCK 1 | LOWER FLOOR MAIN FLOOR UPPER FLOOR 1709 SQ. FT. 1204 SQ. FT. 1294 SQ. FT. |
| BLOCK 2 | LOWER FLOOR MAIN FLOOR UPPER FLOOR 1620 SQ. FT. 2466 SQ. FT. 2566 SQ. FT. |
| BLOCK 3 | LOWER FLOOR MAIN FLOOR UPPER FLOOR 1415 SQ. FT. 1195 SQ. FT. 1325 SQ. FT. |
| BLOCK 4 | LOWER FLOOR MAIN FLOOR UPPER FLOOR 1645 SQ. FT. 2411 SQ. FT. 1715 SQ. FT. |
| TOTAL 6025 FLOOR AREA | 1983.1 SF 2183.1 SF 1863.5 SF 2010.5 SF = 428 |

| | |
|-----------------------|--|
| SITE COVERAGE | BLOCK 1 BLOCK 2 BLOCK 3 BLOCK 4 TOTAL |
| COVERAGE = 8932/17182 | 1983.1 SF 2183.1 SF 1863.5 SF 2010.5 SF = 428 |
| SETBACKS | BLOCK 1 NORTH EAST SOUTH WEST BLOCK 2 NORTH EAST SOUTH WEST BLOCK 3 NORTH EAST SOUTH WEST BLOCK 4 NORTH EAST SOUTH WEST |
| PARKING | COVERED 13 STALLS UNCOVERED 4 STALLS TOTAL 17 STALLS |
| FRONT YARD COVERAGE | TBA |
| HEIGHT | BLOCK 1 10.65 m (34.97) BLOCK 2 10.65 m (34.97) BLOCK 3 10.9 m (35.45) BLOCK 4 10.9 m (35.45) |





VIEW FROM SHELBOURNE, from SOUTH EAST
SHELBOURNE TOWNHOUSES
VICTORIA, B.C.
SCALE = 1/8"=1'-0"

ISSUED 21/05/13

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MAR 12 2014
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 Development Services Division

SK-10



Received
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MAR 12 2014
SK-2
Planning & Development Department
Development Services Division

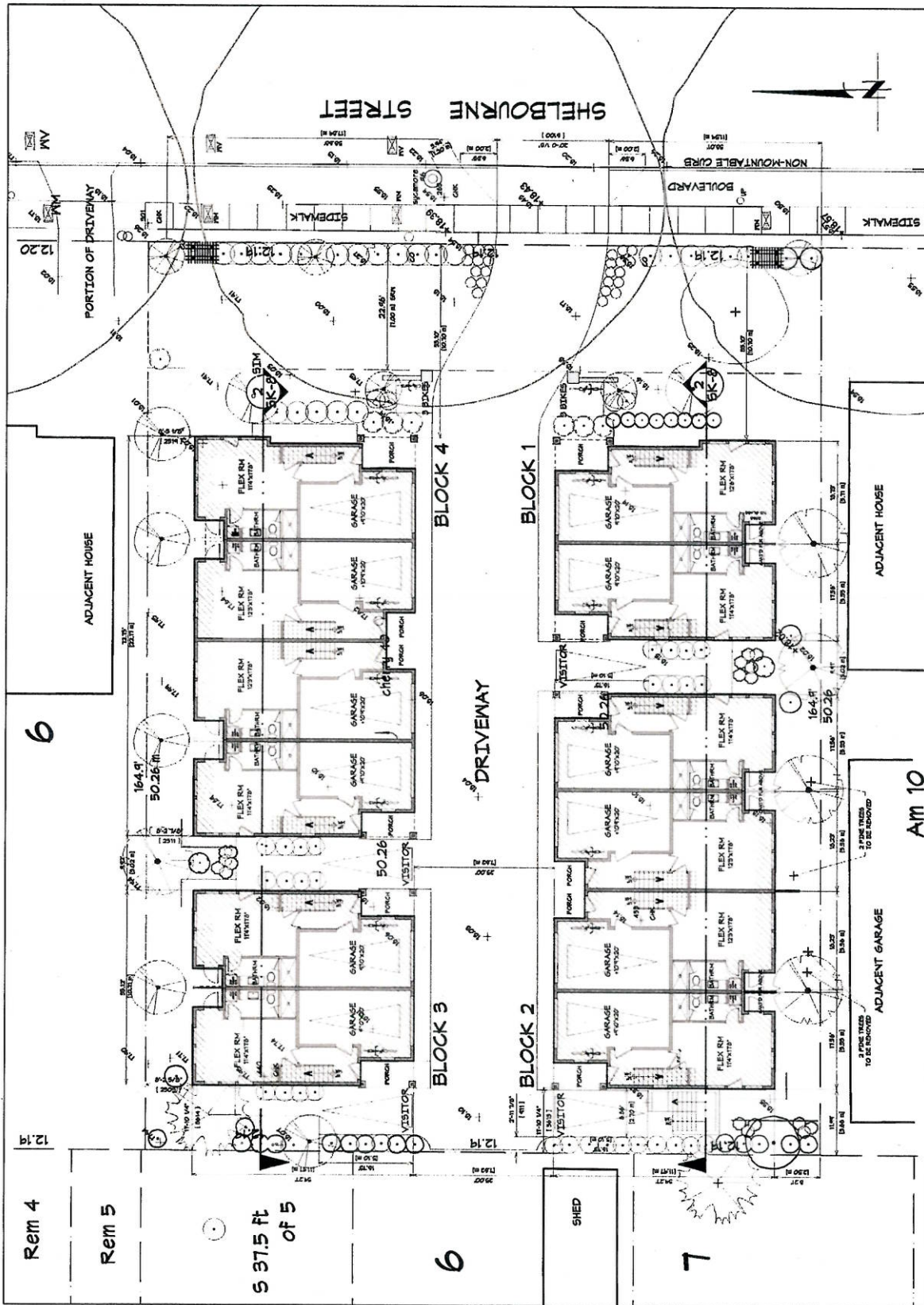
REVISED 07/01/14

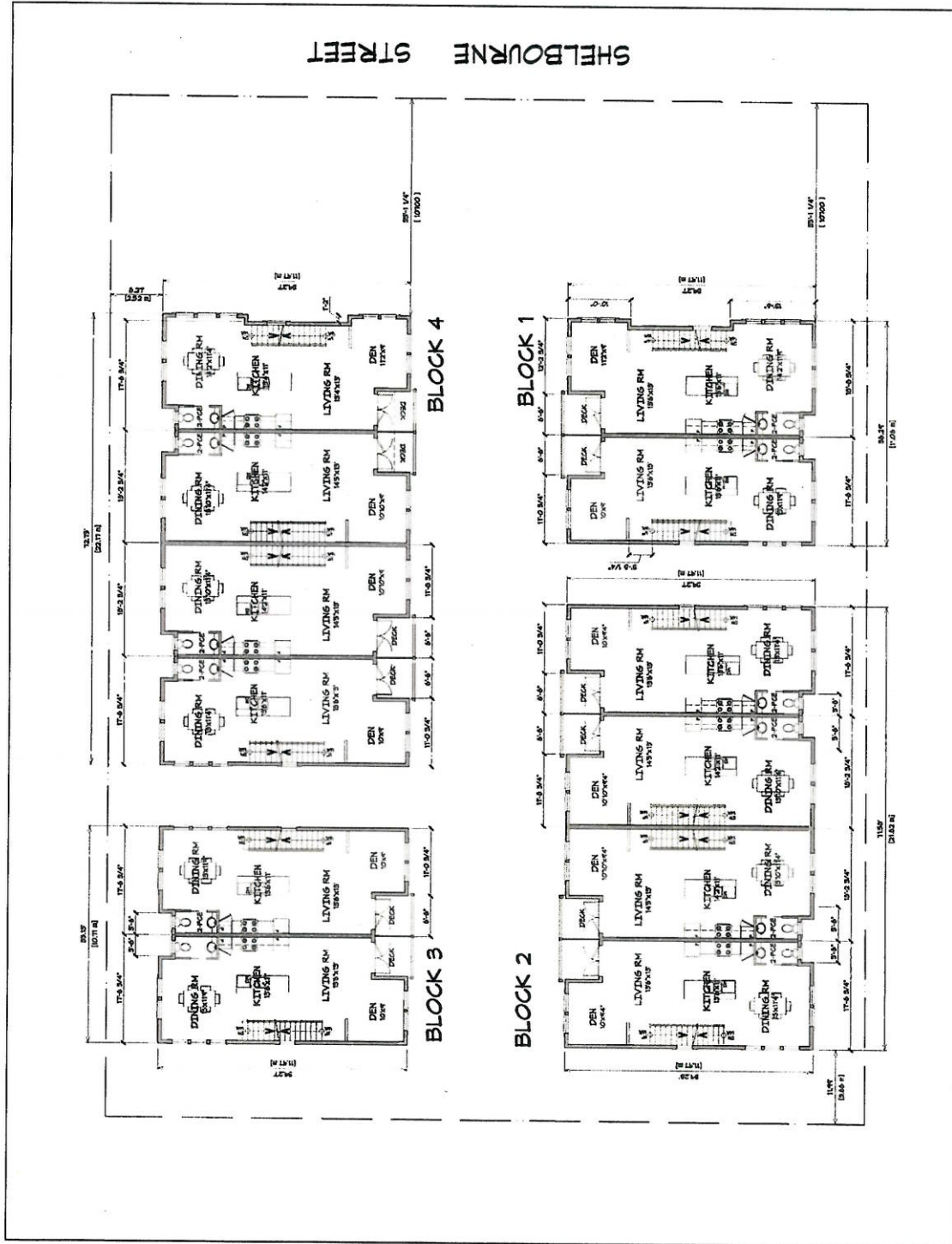
SITE & GROUND FLOOR PLAN

SHELBOURNE TOWNHOUSES

VICTORIA, B.C.

SCALE = 1:100





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 Development Services Division
SK-3

ISSUED 22/07/13

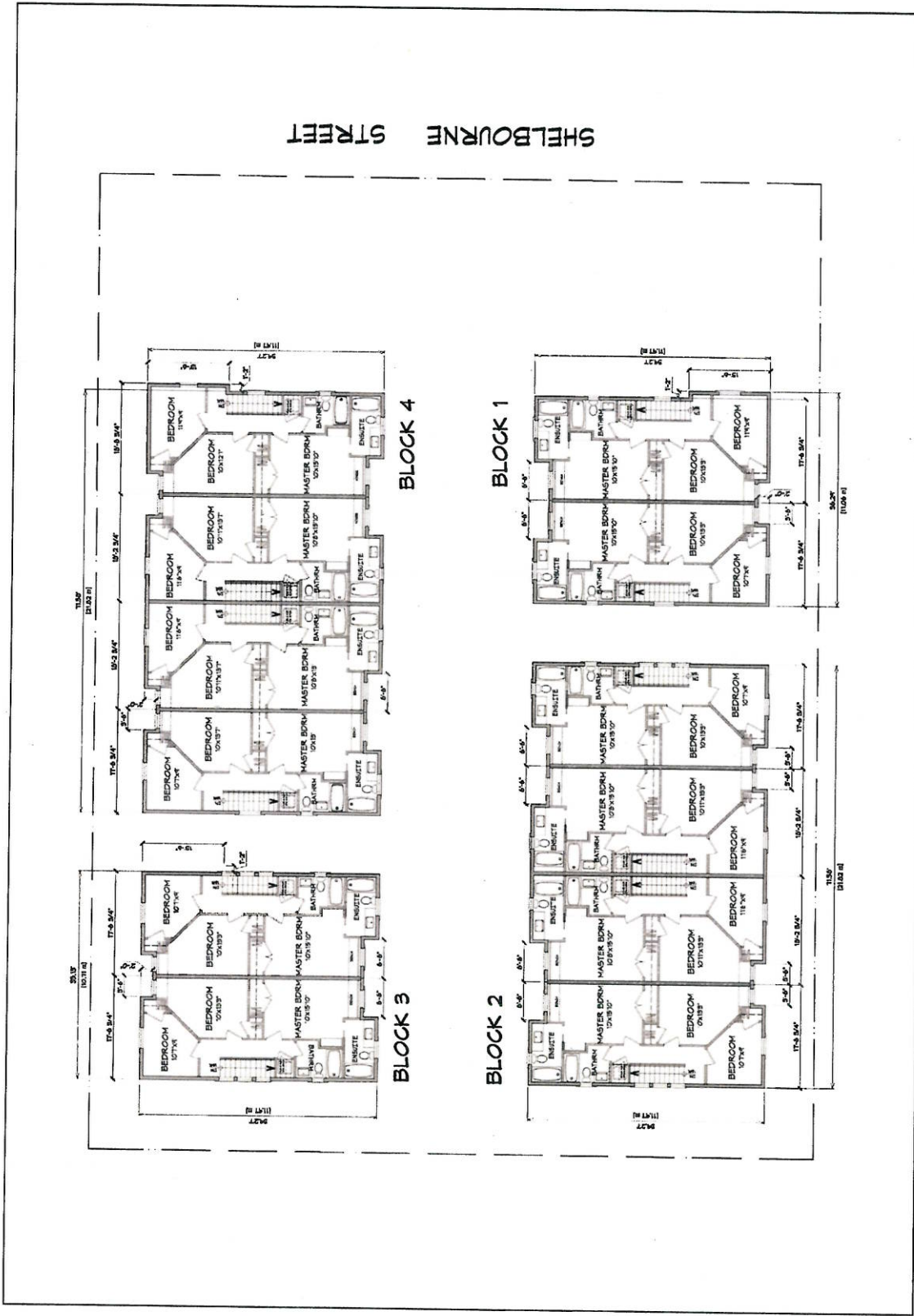


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Development Services Division

SK-4

ISSUED 22/07/13

UPPER FLOOR PLAN
SHELBOURNE TOWNHOUSES
VICTORIA, B.C.
SCALE = 1/8"=1'-0"



Received
City of Victoria

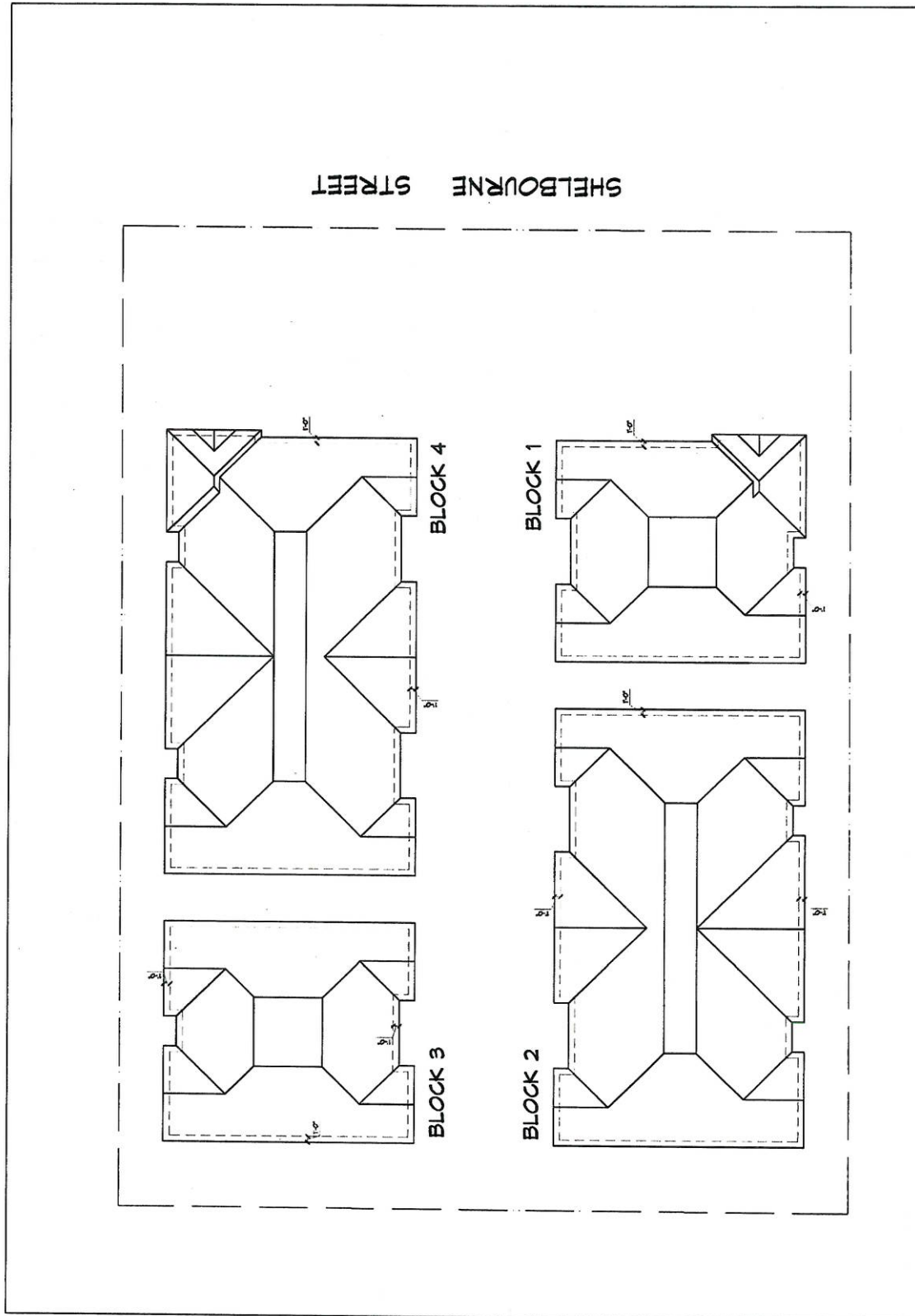
MAR 12 2014

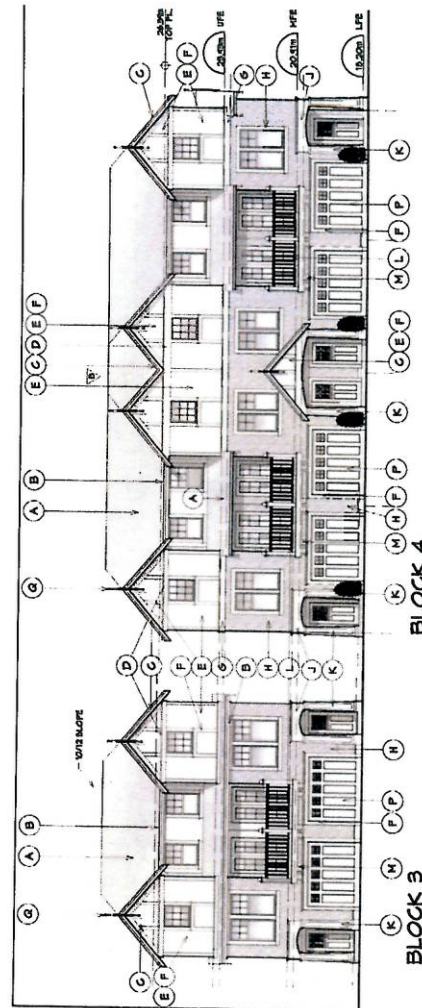
SK-5

Planning & Development Department
Development Services Division

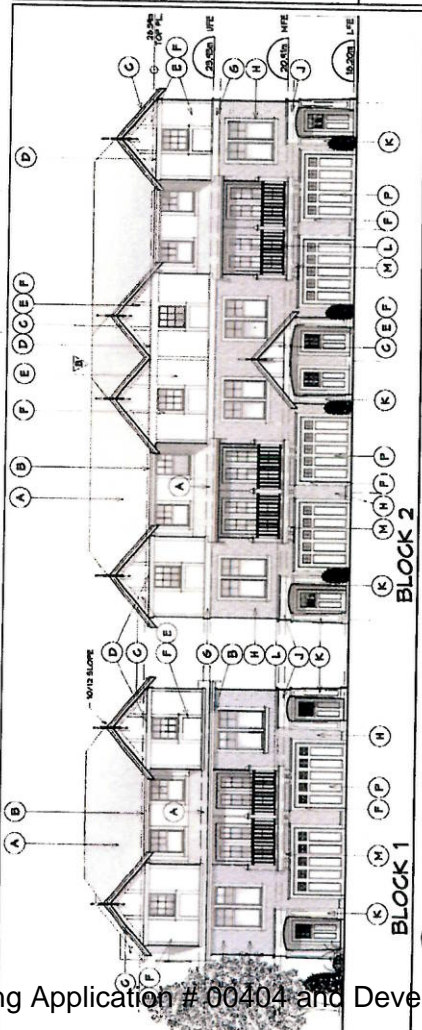
ISSUED 22/07/13

ROOF PLAN
SHELBOURNE TOWNHOUSES
VICTORIA, B.C.
SCALE = 1/8"=1'-0"

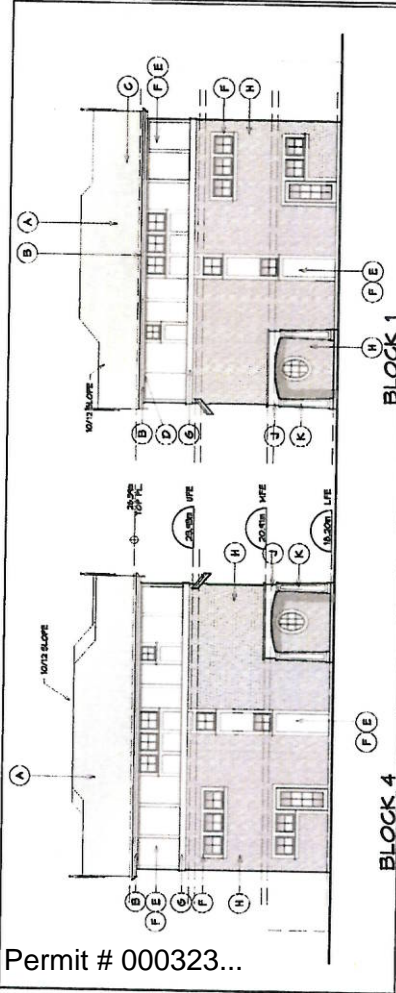




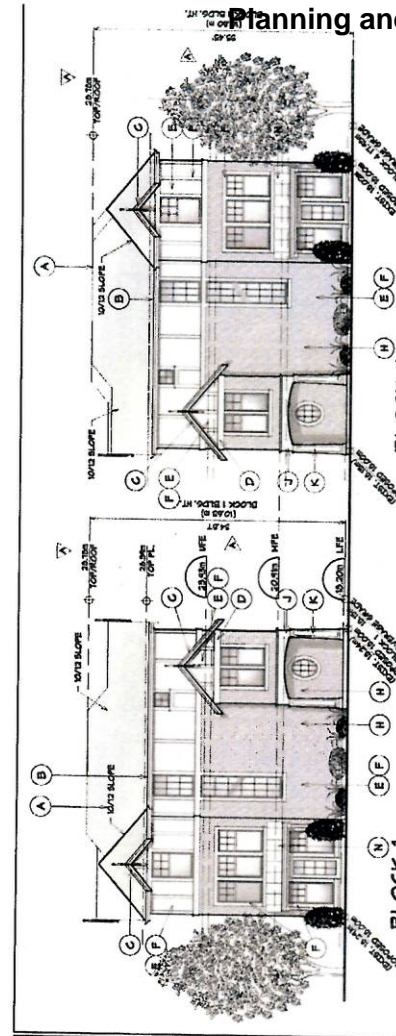
1 NORTH ELEVATION BLOCKS 1 & 2
SK-6 SCALE: 1/8"=1'-0"



2 SOUTH ELEVATION BLOCKS 3 & 4
SK-6 SCALE: 1/8"=1'-0"



3 WEST ELEVATION BLOCKS 1 & 4
SK-6 SCALE: 1/8"=1'-0"



4 EAST ELEVATION BLOCKS 1 & 4 AT SHELBOURNE ST.
SK-6 SCALE: 1/8"=1'-0"

| FINISH SCHEDULE | FINISH SCHEDULE CONTD |
|---|---|
| TYPE MATERIAL | K GABED COLUMN |
| A FIBREGLASS SHINGLES | L HANDRAIL R. BIG PICKETS & 1/2" X 1/2" METAL POSTS C/W BALL FINISH |
| B PREFINISHED METAL GRITER | M CONSOLE BRACKET |
| C TRIM ON 2X6 FACIA C/W FINIAL AT GABLE | N PREFIN. MET. ROOF |
| D 2X6 FRIEZE BAND | P PANELLED GARAGE DR |
| E CERAMITIC TILE | |
| F 2X6 TRIM | |
| G 2X4 BELLY BAND C/W GATED MATERIALS | |
| H CEDAR SHINGLES | |
| J ARCH AND CORNICE | |

ELEVATIONS SHOWN AS SECTIONS THRU SITE
SHELBOURNE TOWNHOUSES
VICTORIA, B.C.
SCALE = 1/8"=1'-0"

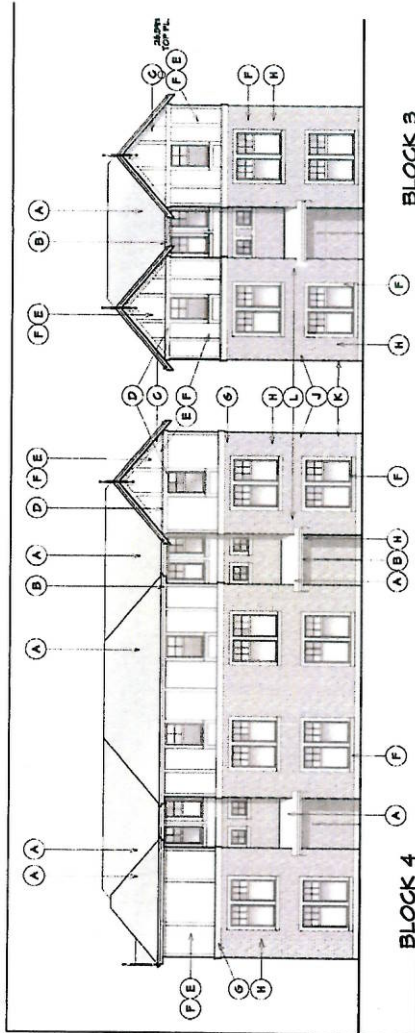
ISSUED 11/03/14

Received
City of Victoria
MAR 12 2014
Planning & Development Division
Development Services Division

REVISIONS & ISSUES
DATE
11/03/14
11/03/14

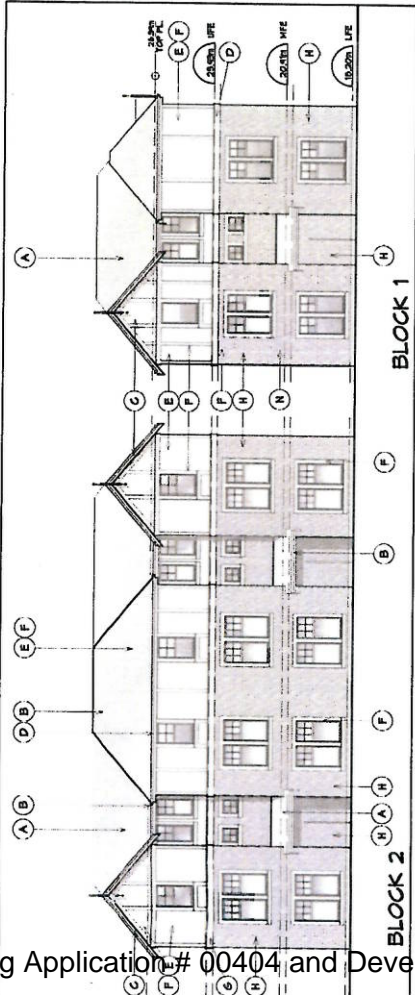


SK-6



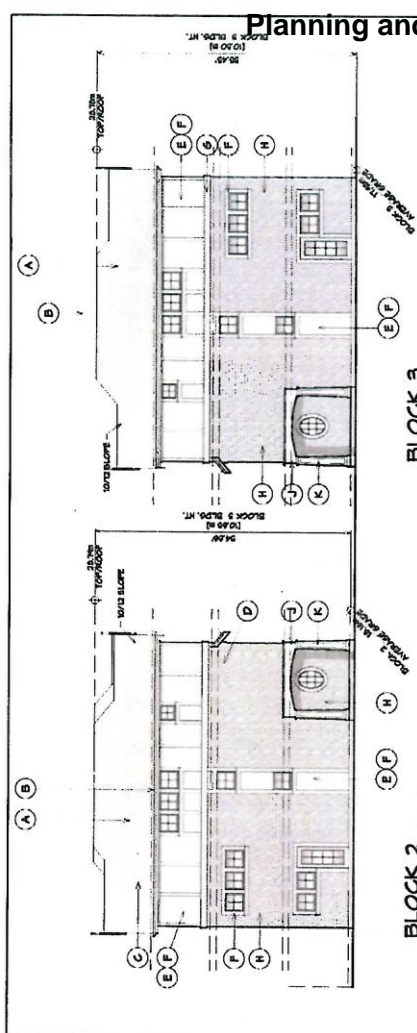
2 NORTH ELEVATION BLOCKS 3 & 4

SK-7 SCALE: 1/8"=1'-0"



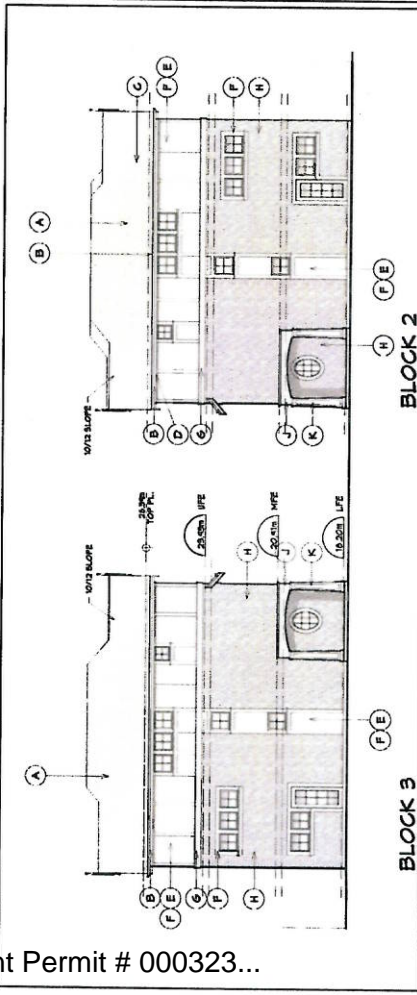
1 SOUTH ELEVATION BLOCKS 1 & 2

SK-7 SCALE: 1/8"=1'-0"



2 EAST ELEVATION BLOCKS 2 & 3

SK-7 SCALE: 1/8"=1'-0"



3 WEST ELEVATION BLOCKS 2 & 3

SK-7 SCALE: 1/8"=1'-0"

| FINISH SCHEDULE | | FINISH SCHEDULE CONT'D | |
|-----------------|--|------------------------|--|
| TYPE | MATERIAL | | |
| A | FIBREGLASS SHINGLES | K | CASED COLUMN |
| B | PREFINISHED METAL GUTTER | L | HANDRAIL AT 3/8" PICKETS & 6X6 NEWEL POSTS C/W BALL FINIAL |
| C | TRIM ON 2X6 FASCIA C/W FINIAL AT GABLE | M | CONSOLE BRACKET |
| D | 2X6 FREEZE BAND | N | PREFIN. MTL. ROOF |
| E | CERAMITIC TILE PANEL | P | PANELLED GARAGE DR |
| F | 2X6 TRIM | | |
| G | 2X10 BELLY BAND C/W GANTID WATERLINE | | |
| H | CEDAR SHINGLES | | |
| J | ARCH AND CORNICE | | |

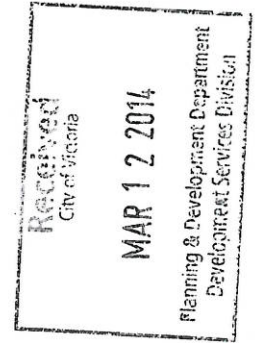
ELEVATIONS

SHELBOURNE TOWNHOUSES
VICTORIA, B.C.

SCALE = 1/8"=1'-0"

SHOWN AS SECTIONS THRU SITE

REVISED 30/10/13



SK-7

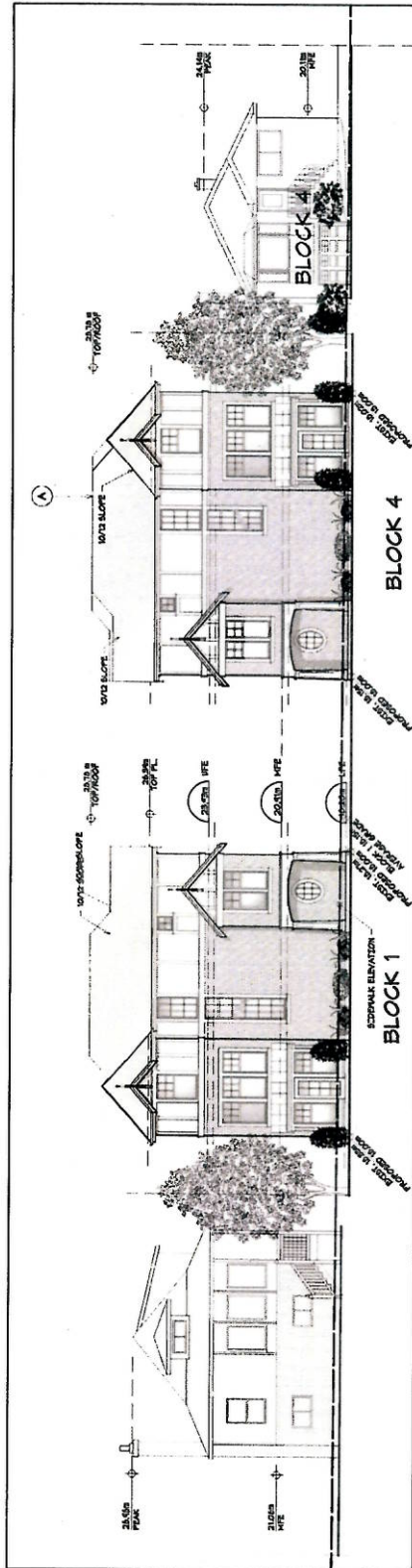




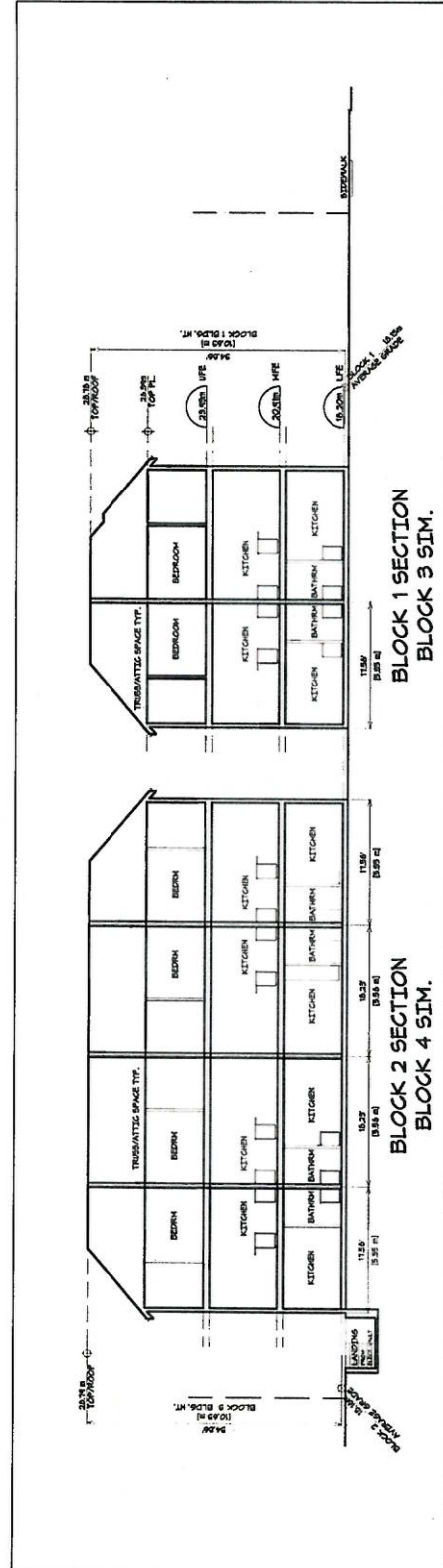
SK-8

Received
City of Victoria
MAR 12 2014
Planning & Development Department
Development Services Division

STREETSCAPE & CROSS-SECTIONS
SHELBOURNE TOWNHOUSES
VICTORIA, B.C.
SCALE = 1/8"=1'-0"
REV 22/01/14



1 SHELBOURNE STREETSCAPE
SK-8 SCALE: 1/8"=1'-0"



2 SITE AND BUILDING SECTIONS
SK-8 SCALE: 1/8"=1'-0"



SK-9



VIEW FROM SHELBOURNE, from NORTH EAST

SHELBOURNE TOWNHOUSES

VICTORIA, B.C.

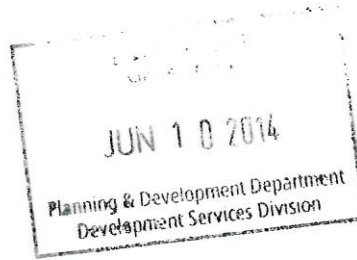
SCALE = 1/8"=1'-0"

Received
City of Victoria
MAR 12 2014
Planning & Development Department
Development Services Division

ISSUED 21/05/13

March 12, 2014
 Revised: June 10, 2014

City of Victoria
 #1 Centennial Square
 Victoria, BC V8W 1P7



Attn: Mayor and Members of Council

Re: Rezoning and Development Permit Application
 2636-2642 Shelbourne Street, Victoria, BC

Dear Mayor and Members of Council,

We are pleased to submit the enclosed revised Rezoning and Development Permit Application for a twelve unit townhouse proposal located at 2636-2642 Shelbourne Street. The original application was submitted on July 24, 2013, and subsequently underwent a Technical Review on August 28, 2013. This revised application responds to the comments made by each department through their review, and a detailed summary of the revisions is included in this letter as Appendix A.

Our primary guidance for this proposal comes from the recently adopted Official Community Plan as well as recognizing the emerging development pattern along this corridor. Located in the Oaklands Neighbourhood, this area offers amenities which can be utilized and enjoyed by new and existing residents while benefitting from densifying the *Shelbourne Avenue Corridor* in a sensitive manner.

PREAMBLE

Abstract Developments acquired the subject site in March, 2012, and over the past 15 months have been working diligently with the project team, the neighbours and community, and the area planner on a well-designed and appropriate development proposal. Close attention has been given towards the land use policies and objectives established within the recently adopted Official Community Plan providing direction for growth and change in Victoria over the next 30 years.

Located in the Oaklands Neighbourhood, the *Shelbourne Avenue Corridor* has been redeveloped over the past decades with a range of multi-family and commercial uses including townhouses, condominiums, retirement homes, offices and retail uses. As a result, and considering the subject site's immediate context, we felt a townhouse proposal would be best suited for the emerging built-form and character of the neighbourhood. Our proposal's traditional architectural approach will assist in further establishing the sense-of-place of not only the *Shelbourne Avenue Corridor* but also the Oaklands Neighbourhood as a whole.

DESCRIPTION OF PROPOSAL

The subject Rezoning Application is requesting to rezone the property from the current R1-B (Single-Family Dwelling District) zone to a site specific zone in order to support the land use policies and objectives established within the new Official Community Plan (OCP). The subject site is located along Shelbourne Street, classified as a "Secondary Arterial" road, with surrounding and nearby properties including townhouses, single-family dwellings, apartment and condominium developments, and retail/commercial uses. The proposed development is also within walking distance to a variety of amenities: Oaklands and Richmond Elementary Schools, Lansdowne Middle School, David Spencer Park, Oaklands Park, Hillside Centre, Royal Jubilee Hospital, and the Haultain Corners Village (designated as a "Small Urban Village" within the OCP). These nearby amenities will make it easy for residents to make the decision to use alternative modes of transportation other than vehicles on a regular basis.

After studying the neighbourhood and the surrounding residential uses and built forms, we engaged Zebra Design Group to come up with some preliminary concepts for a townhouse proposal. We have held two community meetings to give the Community Association and neighbours a chance to provide their feedback on our proposal, and have met with surrounding neighbours individually who either share a property line or are in close proximity to our proposal. The overall response and feedback we received was positive, and we have been able to address all of the concerns raised through our community consultations.

The traditional design of our proposal, as well as the floor plans and landscaping, has been thoughtfully considered in order to build upon the sense-of-place within the *Shelbourne Avenue Corridor* while appealing to a range of demographics including young couples and families. The 12 townhouse units will offer 3 bedrooms, 3.5 bathrooms, with a flex space on the ground floor, and will range in size from 1,358 square feet up to 1,464 square feet. Residents will also have oversized single-car garages, and an additional 4 surface parking stalls will be provided for on-site visitor use. Each unit will also offer outdoor patio space with attractive landscaping for privacy and comfort.

GOVERNMENT POLICIES

While undergoing the planning and design of our proposal, we have ensured conformity to the objective and policies of the Official Community Plan, including the *Advisory Design Guidelines*, *Guidelines for Fences, Gates, and Shutters*, and the relevant guidelines from the *Oaklands Neighbourhood Plan*.

Official Community Plan (OCP)

The Official Community Plan designates the subject site as "Traditional Residential." Under this designation, and with the subject site being located along a "Secondary Arterial" road, the Urban Place Guidelines establish a built form of multi-unit buildings up to three storeys, including attached residential and apartments, and a density of up to approximately 1.0:1 (FSR). Taking into consideration the emerging built form of the neighbourhood and the guidelines of the OCP, our proposal is for 12 townhouse units with a height of 3 storeys and a density of 1.0:1 FSR. These parameters fall within the guidelines of the OCP.

In addition, this neighbourhood is well serviced by a range of amenities all within walking distance:

- Hillside Mall, designated as a "Town Centre" within the OCP, is only a few minutes to the north;
- Royal Jubilee Hospital, designated as "General Employment" within the OCP, is located only a few minutes to the southeast; and,
- Haultain Corners Village, designated as a "Small Urban Village" within the OCP, is only a few blocks to the west.

With additional parks, schools, shopping, and easy access to major public transit routes, our proposal is being designed with young professional couples and young families in mind.

Development Permit Area 7A: Corridors

The subject development proposal is captured within the *Shelbourne Avenue Corridor* of Development Permit Area 7A (DPA 7A). This Development Permit Area sets out specific objective and guidelines to be considered by new development proposals. Of the four objectives established for DPA 7A, the following two are of the most relevant:

- (i) To enhance the function of Shelbourne Street as a frequent transit corridor through transit-oriented streetscaping, with the design of adjacent development to support and advance this objective; and,
- (ii) To ensure corridors are compatible with adjacent and nearby lower density residential neighbourhoods through human-scaled urban design and a sensitive transition in building form and place character.

Our proposal has been designed to support both of the objectives stated above. In particular, our proposed front yard setback of 10.7m provides a substantial buffer between the dwelling units and Shelbourne Street. This large front yard setback, consistent with all new developments along Shelbourne Street, is provided to accommodate anticipated road widening along this corridor. The existing sidewalk location will also benefit from a large boulevard directly adjacent to the street in order to separate pedestrians from the frequent transit corridor, and an additional landscape buffer between the sidewalk and our property line will give pedestrians more room to maneuver away from the street.

Our low-lying landscape features and new trees along Shelbourne Street allow for an open landscape concept while at the same time providing adequate screening for the residences. All of these design features support a transit-oriented streetscape through providing a comfortable pedestrian environment away from the frequent-transit corridor. We have also reviewed and incorporated the *Advisory Design Guidelines* in order to ensure our proposal is compatible with the surrounding neighbourhood.

Advisory Design Guidelines for Buildings (1981)

While undergoing preliminary conceptual designs for our development proposal, we consulted the *Advisory Design Guidelines* to ensure compatibility with the surrounding neighbourhood's built form, place character, and urban design.

The overall architectural approach is of a traditional shingle style design melded with subtle classical panel and column details. We feel this approach is an appropriate expression for the existing and growing character of the neighbourhood while enhancing its sense of place. The exterior facades of the ground and main floor levels will be finished with traditional cedar shingles stained in a warm medium grey. The uppermost portion of exterior and the gables incorporate classic paneling in a contrasting white colour. The painted window trims, fascia, columns, and balcony railings will also be painted white. Additional detailing such as the multi-paned windows, paneled garage doors, the arch and cornice detail resting upon the columns, and the picketed balcony railings with ball finial detailing all contribute to an attractive and relevant architectural expression.

The proposal's site layout and context within the surrounding neighbourhood has also been thoughtfully considered. We have held two community meetings and have met individually with adjacent and immediately surrounding neighbours to ensure our proposal meets their satisfaction as well. The twelve townhouse units are separated into four blocks: blocks 1 and 3 offer two units each in a duplex style townhome, and blocks 2 and 4 offer four units each. Separating the townhomes into varying blocks helps to maintain differing site lines and to allow for differing building forms, both of which add visual interest from residents' and pedestrians' viewpoints. The four townhome blocks are separated by a common driveway which is perpendicular to Shelbourne Street. Given the fact that our proposal is to the direct east of several single-family dwelling, this site layout maximizes the amount of sunlight on the adjacent dwellings ensuring their livability is maintained. The proposal's floor plans have also been designed to mitigate any unnecessary privacy impacts on existing adjacent residential uses: all of the balconies and principal living areas face towards the interior of the site.

We have also designed the proposal to present an attractive streetscape along Shelbourne Street. The façade articulates through the use of window bays, with two smaller window bays grounded with white columns framing the driveway to add visual and architectural interest. Patio doors fronting Shelbourne Street, with pathways leading up to them from the public sidewalk, give the sense of a front door. This eastern orientation is further enhanced with the use of attractive trellises with gates at the pathway entrances coming off of Shelbourne Street.

Lastly, the proposal's landscape plan has been well thought-out to provide residents with both private and common outdoor spaces while responding to pedestrian's interests. Landscaping surrounding and throughout the development will ensure privacy for adjacent neighbours is maintained while providing a comfortable environment for the residents to enjoy. Each townhome will offer private outdoor patio space with trees and landscaping with lawn areas in the property's front yard providing common outdoor space for the residents. Separating this lawn area from the sidewalk and Shelbourne Street is a variety of plantings and landscape features:

- An entry feature utilizing natural B.C. stone and soft exterior lights has been designed to clearly distinguish the driveway entrance;
- A low-lying Escallonia hedge mixed with Magnolia trees provides an attractive pedestrian environment along the public sidewalk; and,
- A trellis and gate feature is incorporated at either side of the site to add connection points between the private realm of residences and the public sidewalk.

Overall, we feel the proposed traditional architecture, design details, massing, and landscape design present a character relevant to the Oaklands Neighbourhood and respond well to the adjacent dwellings.

Oaklands Neighbourhood Plan (1993)

In addition to the *Advisory Design Guidelines*, DPA 7A also refers to specific excerpts from the *Oaklands Neighbourhood Plan* to be considered when applying for Development Permits. We have ensured our proposal's scale and massing relates to adjacent buildings through the use of architectural features and exterior finishes. The focus of our proposal along Shelbourne Street is on the ground and main floors, having more windows, a two-storey window bay and gable feature, and a transition from cedar shingles to a panel finish on the upper floor. In order to transition from the cedar shingles to the paneling above, a belly band separates the two exterior along the bottom of the upper windows; in effect, giving the impression of a two-and-a-half storey massing rather than a full three-storey height. The use of these varied exterior finishes and features as well as the proposal's siting also assist in avoiding a monotonous appearance. While the frontage along Shelbourne Street is symmetrical in design, repetition is avoided through separating these two blocks as well as the rear blocks into blocks of two and four units, rather than simply having four blocks of three units. This allows the design to vary the massing, rooflines, and site lines.

CONCLUSION

We feel this proposal will benefit the Oaklands Neighbourhood as a whole through setting a standard for future developments through high-quality construction and attractive architecture within the *Shelbourne Avenue Corridor*. The objectives established within the Official Community Plan are supported through our proposal, and we have consulted with the Oaklands Community Association and surrounding neighbourhood on numerous occasions; as a result, we are excited to be submitting this Rezoning and Development Permit Application. We are dedicated to building homes with uncompromising standards, and this project will be no different.

Sincerely,



Mike Miller
President

APPENDIX "A"

Summary of Plan Revisions

Development Services Division:

- Application results in an orphaned lot which will make it unlikely that staff will be able to support this application.

The property located directly to the north of our proposed development, at 2646 Shelbourne Street, is currently a single-family dwelling. Since acquiring our property in March, 2012 we have spoken with the owner of the adjacent property on several occasions to see if they would be willing to sell. Our efforts were unsuccessful, and the owner of 2646 Shelbourne will unlikely be selling in the near future. We feel, however, redevelopment potential of their property as a stand-alone development is still likely to occur based on the redevelopment pattern of the Shelbourne Avenue Corridor. We have drafted up a preliminary site plan to illustrate the redevelopment potential of a front-to-back duplex which is a prevalent land-use strategy along Shelbourne Street. This preliminary plan is attached to this letter for reference.

In addition, we are willing to provide an easement to 2646 Shelbourne Street through our development to provide further redevelopment options for this property in the future. This easement will be located between blocks 3 and 4 and will be a minimum 3.0m in width. It is understood that until such time as the easement rights are exercised by the City of Victoria this area will be used as a visitor parking stall as indicated within the rezoning drawings. The specific details of this easement will be sorted out prior to Public Hearing.

- Proposal does not adequately respond to the design guidelines, DPA 7A: Corridors. With respect to these guidelines reconsider transition with neighbouring properties. The massing is too intense for the site. Consider stepping back the upper floors. Consider reducing the volume of attic space to reduce perception of massing.

In order to provide a more sensitive transition into the adjacent single-family dwellings, we have reduced the overall height of our proposal by 1.5m (4'-11"). The exterior finishings of our proposal also help to emphasize the base of the townhouses, in turn, reducing the perceived massing. The lower floors are finished with grey cedar shingles and the exterior of the upper floors are finished with a soft white stucco and batten detail. We also considered the future built form of the adjacent parcels as envisioned within the new Official Community Plan, and feel our proposal is fitting for both the existing and future built form of these properties.

- Enhance relationship with street by reorienting units and ensuring design features that provide a good connection to the public realm.

The proposed site layout (i.e. having the driveway perpendicular to Shelbourne Street) is preferred by the residents living directly behind our proposal on Scott Street. It has been expressed that if the units were to be reoriented to be parallel to Shelbourne Street, the impact on their livability through shadowing and privacy impacts would be undesirable. As a result, and to meet the preference of having units oriented to offer a positive relationship to the streetscape, we have made a concerted effort to design the units fronting Shelbourne Street to offer this positive relationship. Pathways leading from the sidewalk, with arbour detailing distinguishing the entrances, have been designed to connect the public streetscape to the private realm. Bay windows, gabled rooflines, and patio doors have also been designed to animate the streetscape and provide visual relief to the massing.

- There is a sizable parking variance. No justification/rationale has been provided for the parking variance.

The sizable parking variance was a result of the proposed flex suites on the ground level of each unit. We have now removed the legal flex suites as a potential option, and our proposed parking variance is now only two spaces.

Engineering and Public Works Department:

- A 7.0m Statutory Right-of-Way (SRW) is required on the Shelbourne Street frontage. Please label this SRW on the site plan.

The SRW is now shown on the site plan.

- The proposed parking variance for this development is significant.

The sizable parking variance was a result of the proposed flex suites on the ground level of each unit. We have now removed the legal flex suites as a potential option, and our proposed parking variance is now only two spaces.

- Please remove the concrete pillars from each side of the driveway. Permanent structures will not be permitted within the SRW.

The concrete pillars (entry feature) have now been moved out of the SRW.

- A 3.0m x 3.0m site triangle is required on each side of the driveway crossing. This site triangle is measured into the lot.

The appropriate site triangle is now provided.

- The maximum driveway crossing width permitted is 6.0m.

As per Schedule B of the Highway Access Bylaw, and Shelbourne Street being a Secondary Arterial Road, the driveway crossing width is to be a minimum 6.0m and a maximum 7.0m. Our proposed driveway crossing width of 6.1m complies with the Highway Access Bylaw.

- Indicate the location of the required Class 1 and Class 2 bicycle parking. Please label the 4 visitor parking stalls on the site plan as "Visitor Parking." Please label the SRW on the site plan.

Each of these items are now shown on the site plan.

Parks Division:

- An arborist report is required to determine the impacts of this development proposal and the mitigation measures required to protect and successfully retain the London Plane tree.

An arborist report has been completed and is attached to this letter for reference.

Permits and Inspections Division:

- The permits and inspections review was completed on the basis of the townhouses each having one small bachelor dwelling on the ground floor and one two-storey dwelling unit above that. As a result, the 4 buildings were reviewed as a multi-unit dwelling.

Our proposal no longer includes secondary suites in the townhouses.

APPENDIX "B"

Green Building Strategy

The following information outlines the Green Building Strategy for the proposed development of twelve townhouses located at 2636-2642 Shelbourne Street. This information follows and responds to the Green Building Checklist provided by the City of Victoria within the Rezoning Application documentation.

Rating System

Abstract Developments, acting as the developer, project manager and general contractor for the proposed development is a registered Green Builder with BuiltGreen® British Columbia. The subject development will be registered, constructed, and certified to a minimum Built Green® Silver standard.

Site Selection & Design

The subject property is oriented east/west and our townhouse units are oriented north/south. Situating the units in this manner offers the opportunity to capitalize on passive solar energy in a few different ways. With long building faces oriented to the south, solar gain through the winter months will be maximized. The landscaping has also been designed to be complimentary to the principles of passive solar energy. The four new Japanese Stewartia trees planted along the south property line are situated to not block solar gain in the winter months, while the foliage in the summer months will assist in reducing solar gain in the summer months. Blocks 3 and 4 also take advantage of the lower sun angle in the winter months while at the same time mitigating solar gain in the summer months. The oversized south facing balconies of Blocks 1 and 2 are recessed to with a built-in overhang, providing necessary shading when the sun travels along its summer axis. At the same time, since the sun is lower in the winter months, the recessed balconies will capture more direct sunlight and the overhang will not be as effective in the winter.

Innovation & Design

Abstract Developments and Zebra Design are committed to work collaboratively with the consultant team to ensure the design development of the project results in a project offering an integrated design approach. There are numerous green strategies that will be incorporated into the design which will provide greater energy efficiency, enhanced indoor air quality, better use of resources, and generally reduce the overall environmental impact of the project. Some of these green strategies include:

- High performance building envelope materials including rain screen
- Dual flush toilets
- Energy star rated appliances
- Clear, low-e glazing in high performance double-paned windows
- Durable exterior finishing materials
- Every effort will be made to utilize locally manufactured materials
- Oil separator to reduce surface pollution from penetrating into the storms system

Building Retention & Reuse

The subject property is currently occupied by three older wood-frame single-family dwelling, one of which is unoccupied. With each of our projects where existing dwelling occupy the site, we first contact local house recycling and moving companies to see if there is any interest from third parties to either reuse the building materials or purchase the entire dwelling and move it to a new location. If these efforts are unsuccessful, we employ our construction waste management plan to ensure recyclable materials generated during the deconstruction are diverted from landfills.

Transportation

Our proposal incorporates niches within each unit which are identified for the specific storage of bicycles. In addition to the bicycle storage space within each unit, we are providing a total of six visitor bicycle parking spaces which are easily accessible from the driveway entrance. Our proposal is also located along a secondary arterial road providing good access to public transit networks. This corridor is also identified as a "Frequent Transit" route in the Victoria Region 25 Year Transit Future Plan.

Water

Our design will incorporate faucets and shower heads with maximum flow rates of 8L/min and dual flush toilets with ultra-low flow flushing. The clothes washing and drying machines will also be high efficiency.

Landscaping

There are currently six existing trees on site, of which two will be retained. We will also be planting 18 new trees resulting in a net gain of 14 on-site trees.

Oaklands Community Association Land Use Committee
May 21, 2013– 7 p.m.
2629 Victor Street.

In attendance: Jeff Loughheed, Land Use Chair
By Invitation: Abstract Development, Mike Miller
1 community residents signed in

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 and that Mike Miller and Abstract Development had conducted the voluntary public meeting on April 4, 2013. The Chair then called the meeting to order and requested that Mike Miller address any questions from the one attendant.

Given the small number of attendance to the second community meeting regarding the above development notes from the voluntary public meeting have also been included below.

1- 2636-2642 Shelbourne Street

The sign resident who was in attendance asked Mike to review the landscaping plan for the north side of the project and asked a number of questions regarding tree types and height. These questions were the only ones asked of Mike at this meeting.

There being no further discussions regarding this issue, the discussed ended at 7:35 p.m.

The first public meeting hosted by Abstract Development and Mike Miller occurred on April 4, 2013 at 7:00 pm at the Oaklands Community Center.

Mike Miller presented the project to about 14 individuals from the neighbourhood. Mike reviewed the project telling those in attendance that the project is a three lot rezoning and development project that encompasses (Townhouses) with lock off suites on the lower floor.

Questions from those in attendance:

How is parking going to be address within the development? Attendees expressed some concerns over the amount of additional street parking that may occur as a result of the increased density. Mike addressed the question by discussing the number of on-site parking stalls and attached garages.

There were some questions and concerns regarding excavation on the site and how that would impact the neighbours and for how long. Mike provided comments on timing and explained the required amount of site excavation.

Questions over building height

Comments on setbacks along the sides of the development.

There being no further discussions regarding this issue, the discussed ended at 8:35 p.m. Mike Miller and Sam Ganong stayed behind to discuss the project with those who were interested in knowing more.

Planning and Land Use Committee Report

For the Meeting of July 3, 2014

Date: June 19, 2014

From: Helen Cain, Senior Planner

Subject: **Rezoning Application #00445 for 1670 Richardson Street**

Application to rezone from the R1-B Zone (Single Family Dwelling District) to a new zone to permit a house conversion to a kindergarten use in a building that was constructed after 1931.

Executive Summary

The purpose of this report is to present Council with information, analysis and recommendations regarding a Rezoning Application for the property at 1670 Richardson Street. The proposal is to rezone from the R1-B Zone (Single Family Dwelling District) to permit the conversion of a single family dwelling to kindergarten use in a house built after 1931. Specifically, the Anglican Diocese is seeking to permit the use of St. Matthias Rectory located at 1670 Richardson Street as a kindergarten with capacity for up to 40 children. A rezoning is required because the R1-B Zone refers to Schedule "G" (House Conversions) of the *Zoning Regulation Bylaw* which only permits conversion of a single family dwelling to a kindergarten in a building built prior to 1931.

The following points were considered in staff recommendations to Council:

- The proposed kindergarten use is broadly consistent with the *Official Community Plan, 2012*, which enables community services in every urban place designation, and the *Rockland Neighbourhood Plan, 1987* which encourages house conversions for childcare facilities.
- Other than the age of the building, which was constructed in 1962, the proposal would comply with all criteria in the R1-B Zone (Single Family Dwelling District) as well as Schedule "C" (Vehicle Parking Requirements) and Schedule "G" (House Conversions) of the *Zoning Regulation Bylaw*.

Staff recommend that this application advance to a Public Hearing because the new use would be broadly consistent with the relevant land use policies in the OCP and local area plan.

Recommendations

1. That Council instruct the staff to prepare the necessary *Zoning Regulation Bylaw* amendment that would authorize the proposed development outlined in Rezoning Application #00445 for 1670 Richardson Street.
2. That Council consider giving first and second reading to the *Zoning Regulation Bylaw* amendment.

3. That Council schedule a Public Hearing, after first and second reading of the *Zoning Regulation Bylaw* amendment, and subject to preparation, execution and registration of a Section 219 Covenant to secure an easement for vehicle parking access through the property at 1680 Richardson Street, to the satisfaction of the Director of Sustainable Planning and Community Development, Director of Engineering and Public Works and the City Solicitor.

Respectfully submitted,



Helen Cain
Senior Planner
Development Services Division





Deb Day, Director
Sustainable Planning and Community
Development Department

Report accepted and recommended by the City Manager:


Jason Johnson

Date: June 26, 2014

HC:aw

S:\TEMPEST_ATTACHMENTS\PROSPERO\PL\REZ\REZ00445\PLUC__RICHARDSONSTREET_1670_JUNE19_2014.DOC

1.0 Purpose

The purpose of this report is to present Council with information, analysis and recommendations regarding a Rezoning Application for the property at 1670 Richardson Street.

2.0 Background

2.1 Relevant History

2.1.1 Required Community Meeting

The City's *Land Use Procedures Bylaw* requires applicants to hold a Community Meeting with the applicable Community Association Land Use Committee (CALUC), prior to submitting any Rezoning Application to the City. On February 13, 2014, Council passed a motion (Minutes attached) to permit submission of this application in advance of holding the required Community Meeting with Rockland Neighbourhood Association. The application was submitted to the City on February 26, 2014, and the Community Meeting was held on March 26, 2014, as described in "Section 2.6 – Community Consultation" of this report.

2.2 Description of Proposal

The proposal is to rezone the property at 1670 Richardson Street (St. Matthias Rectory) from the R1-B Zone (Single Family Dwelling District) to a new zone to permit conversion of the existing building, which was built as a single family dwelling in 1962, to kindergarten use. The Anglican Diocese of British Columbia owns the property and wishes to operate a kindergarten for up to 40 children. It should be noted that a kindergarten with this number of children would require five staff and seven vehicle parking stalls to meet Schedule "C" (Vehicle Parking) requirements, which are one stall per employee and two visitor parking stalls. The proposal includes the necessary total of seven parking stalls with two sited along the front driveway and five in the rear and east side yards, but vehicle access and egress to the latter would not be provided on the site. However, the existing driveway along the west side of the adjacent property at 1680 Richardson Street, which the Anglican Diocese also owns, would enable access and egress to the side and rear yard parking and should be secured by a Section 219 Covenant.

A rezoning is required for two reasons. First, the R1-B Zone permits house conversions to kindergarten use, but refers to Schedule "G" which restricts the latter use to buildings that were constructed as single family dwellings prior to 1931. Additionally, the St. Matthias Rectory has an existing total floor area (367.52 m²), which exceeds the maximum permitted in the R1-B Zone (280 m²). A custom zone would be required to address this density issue and changed use.

2.3 Existing Site Development and Development Potential

The subject property is located in the R1-B Zone (Single Family Dwelling District). The data table (below) compares the proposal with the R1-B Zone. The proposal is less stringent than the standard zone in criteria identified with an asterisk (*). Also, existing conditions that do not comply with the zoning standard are marked with a double asterisk (**).

| Zoning Criteria | Proposal | Zone Standard R1-B |
|--|-----------------|---|
| Site area (m ²) - minimum | 1604.63 | 460.00 |
| Lot width (m) - minimum | 32.30 | 15.00 |
| Total floor area (m ²) - maximum | 367.52** | 280.00 |
| Density (Floor Space Ratio) - maximum | 0.23:1 | n/a |
| Height (m) - maximum | 6.70 | 7.60 |
| Site coverage (%) - maximum | 10.30 | 40 |
| Storeys - maximum | 2 | 2 |
| Setbacks (m) - minimum | | |
| Front | 13.72 | 7.50 |
| Rear | 19.12 | 13.30 |
| Side (east) | 7.74 | 3.24 |
| Side (west) | 7.62 | 3.24 |
| Vehicle parking stalls - minimum | 7 | 7 (1 per 5 staff plus 2 additional stalls) |
| Vehicle parking access/egress | on adjacent lot | on lot |
| Bicycle storage | 1 | n/a |
| Bicycle rack | 2 | n/a |
| Construction year (latest) | 1962* | prior to 1931 |

2.4 Land Use Context

The subject property is located along the southern boundary of the Rockland neighbourhood in an area where the existing place character is primarily residential uses in the forms of single family dwellings, single family dwelling with garden suite, small lot house and duplexes. One multiple dwelling, which is seniors' housing, is adjacent to the east. St. Matthias Church is nearby at the corner of Richardson Street and Richmond Avenue.

The immediate land use context includes:

- along the north side of the 1600-block of Richardson Street, 13 parcels are R1-B Zone (Single Family Dwelling District), one parcel is R1-B-GS2 Zone (Single Family Dwelling with Garden Suite District) and one parcel is R3-G Zone (Garden Apartment District)
- along the south side of the 1600-block of Richardson Street, 19 parcels are R1-G Zone (Gonzales Single Family Dwelling District), two parcels are R-2 Zone (Two Family Dwelling District) and one parcel is R1-S2 Zone (Restricted Small Lot Two Storey District)

2.4 Legal Description

Lot 1, Section 68, Victoria District, Plan 24610.

2.5 Consistency with City Policy

2.5.1 Regional Growth Strategy

The proposal contributes to the *Regional Growth Strategy* strategic direction to “build complete communities” through co-location of housing, employment, community services and recreation.

2.5.2 Official Community Plan, 2012

The proposed development is consistent with the land use policies in the *Official Community Plan 2012* (OCP). The property at 1670 Richardson Street is designated as Traditional Residential in the OCP where house conversions are entertained and enabled as appropriate forms of infill. Additionally, OCP includes general guidance for planning and development in all designations:

Section 6 – Land Management and Development

6.4: *Parks, schools, public facilities and utilities, public assembly, community services, pathways, open space, urban food production, institutional and recreational uses are permitted in all designations as determined in accordance with zoning.*

Section 15 – Community Well-Being

15.8 *Encourage the development of quality, accessible, affordable daycare, including preschool, out-of-school care and elder daycare spaces to support families and employers by:*

15.8.1 *Considering the provision of non-profit daycare spaces as an amenity in new residential, mixed-use and commercial developments to be secured through agreement; and*

15.8.2 *Encouraging new childcare and eldercare spaces throughout the city.*

The proposed house conversion to kindergarten use would comply with the OCP because it provides a community service and would have the appearance of low-density residential infill.

2.5.2 Rockland Neighbourhood Plan, 1987

The proposal for a site-specific zone to permit a house conversion to kindergarten use in a building constructed after 1931 is also consistent with the general spirit of housing policies in the *Rockland Neighbourhood Plan, 1987*:

2.1 Housing Objectives and Policies

2.1.4 *Most of Rockland's existing single family dwellings should be retained and enhanced.*

2.1.9 *The conversion of houses built before 1931 to adult and child care facilities in the R1-A and R1-B zoned areas of Rockland should continue to be permitted.*

2.6 Community Consultation

The applicant consulted with Rockland Neighbourhood Association on March 26, 2014. A letter from the Land Use Committee is attached to this report.

3. Issues

The key issues related to this application:

- conversion of a post-1931 building
- vehicle parking access and egress.

4. Analysis

4.1 Conversion of a Post-1931 Building

Although the proposed conversion of the St. Matthias Rectory to a kindergarten does not technically comply with the zoning regulations related to the building construction date, the proposal is broadly consistent with the OCP and local area plan policies for housing and childcare facilities. Given the house conversion would contribute to the Citywide OCP objectives for community well-being, staff are recommending that Council advance this application to a Public Hearing.

4.2 Vehicle Parking Access and Egress

Vehicle access and egress to five side and rear yard parking stalls is made possible through an existing easement along the west property line of the adjacent lot at 1680 Richardson Street. The Anglican Diocese is also the owner of the latter property, where an apartment building is located that is non-profit seniors' housing. An existing driveway at 1680 Richardson Street would be shared among residents, kindergarten staff and visitors to both of the properties. In order to secure the vehicle access and egress in perpetuity, the staff recommendation includes a requirement for a Section 219 Covenant to be registered prior to scheduling a Public Hearing.

5. Resource Impacts

There are no resource impacts that are associated with this development.

6.0. Conclusions

This proposal to convert the St. Matthias Rectory to a kindergarten is not technically compliant with zoning regulations that restrict house conversions in purpose-built single family dwellings to buildings constructed prior to 1931. However, the OCP and *Rockland Neighbourhood Plan* have policies and enable house conversions to childcare facilities. Given the proposed conversion would contribute to the OCP objectives for community well-being across the City and in local areas, staff recommend that Council advance this Rezoning Application to a Public Hearing.

7.0 Recommendation

7.1 Staff Recommendations

1. That Council instruct the staff to prepare the necessary *Zoning Regulation Bylaw* amendment that would authorize the proposed development outlined in Rezoning Application #00445 for 1670 Richardson Street.
2. That Council consider giving first and second reading to the *Zoning Regulation Bylaw* amendment.
3. That Council schedule a Public Hearing, after first and second reading of the

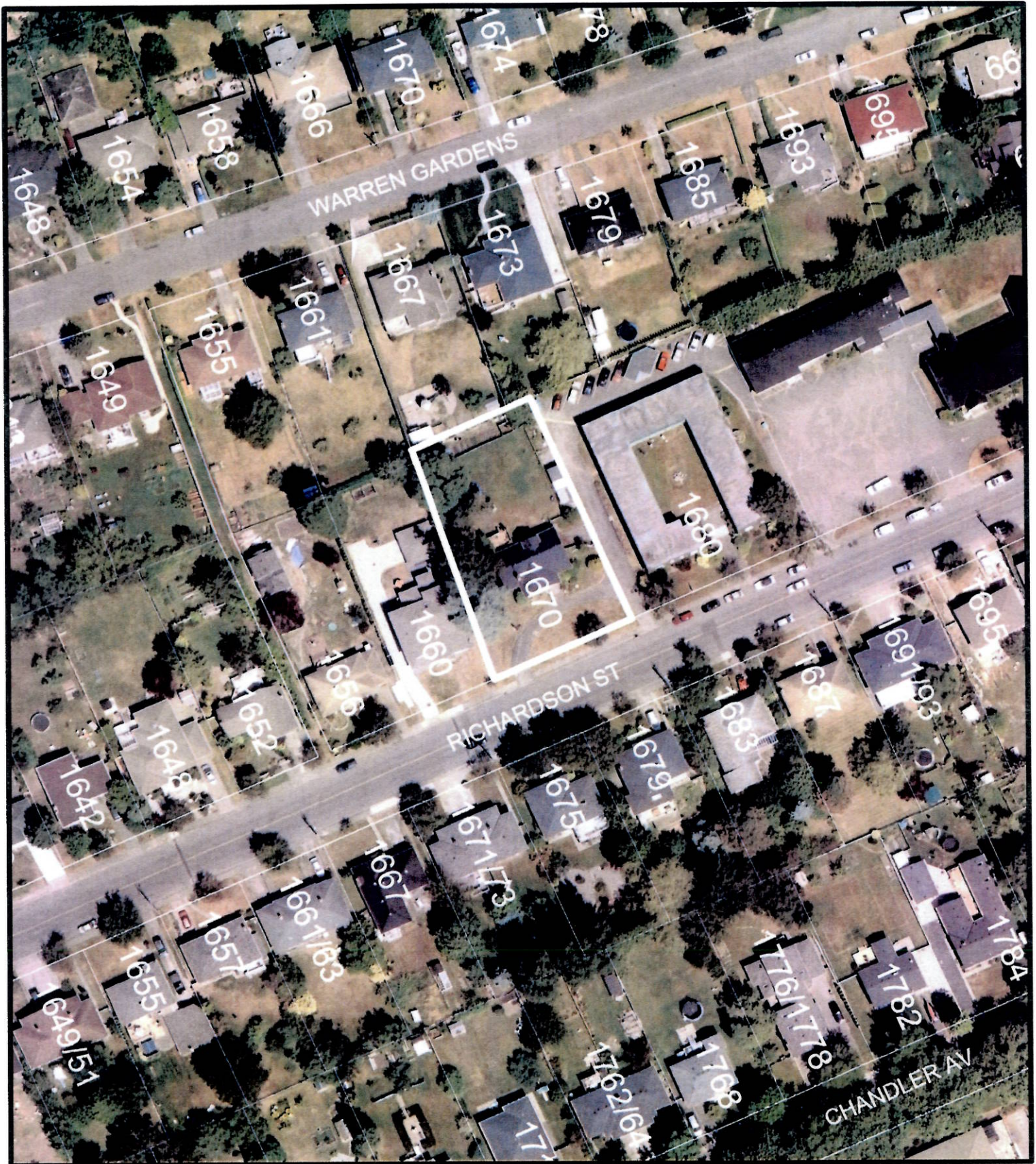
Zoning Regulation Bylaw amendment, and subject to preparation, execution and registration of a Section 219 Covenant to secure an easement for vehicle parking access and egress along the west side of the property at 1680 Richardson Street to the satisfaction of the Director of Sustainable Planning and Community Development, Director of Engineering and Public Works and the City Solicitor.

7.2 Alternate Recommendation

That Council decline Rezoning Application #00445 for 1670 Richardson Street.

8.0 List of Attachments

- Zoning map
- Aerial photo
- Letters from Peter Daniels, stamped June 17, 2014, and February 26, 2014
- Plans for Rezoning Application #00455, stamped June 17, 2014
- Rockland Neighbourhood Association letter stamped April 2, 2014.



1670 Richardson Street
Rezoning #00445
Bylaw #



Rezoning Application # 00445 for 1670 Richardson Street--D. ...



CITY OF
VICTORIA

Page 163 of 371





To: Mayor and Council

Rezoning 1670 Richardson Street, Victoria R1-B zone to allow interior conversion of this residence to accommodate kindergarten as defined in the City of Victoria Bylaws

Rezoning is required to conform to Schedule G of City of Victoria Bylaws which requires residential conversion to "kindergarten" use to be limited to pre-1931 buildings.

This property has been owned by the Anglican Diocese of BC since its construction in 1962. It has always been used for residential purposes.

Plans do not contemplate any changes in density, site coverage or FSR change.

On successful rezoning the Diocese plans for interior refit of the residence to accommodate pre-school students (all under school age) daily for 5 days per week.

The facility will provide for 40 children with 5 required staff (according to the Community Care and Assisted Living Act Regulations). The facility will be accommodated on the Basement level and the Main level of the existing Rectory building. Based on staff count, the resulting parking required is 7 (per City of Victoria Parking Bylaw Schedule C).

An existing easement on the lot at 1680 Richardson Street provides access to the driveways on the Lot at 1670 Richardson Street

The residence will continue to be owned by the Anglican Diocese of BC.

Conversion for this use conforms to the OCP and the Neighbourhood Precinct Plan.

The Social benefits of this project will be introduction of pre-school age children in this location adjacent to a senior's building (Rogers Court – 24 affordable rental units) and interaction with area neighbours and these "independent living" neighbours. In addition, the location of this pre-school will benefit the Church as music, theatre and presentations are planned in the Church and adjacent St. Matthias Hall.

Importantly, the planned use on this property will bring with it parent and guardian vehicle drop off and pick up activities. The pre-school has staggered hours for drop off from 7:30 AM to 9:00 AM and it has staggered hours for pick up from 3:00 PM to 5:30 PM during its 5 day per week operation. Traffic congestion is minimal due to the staggered hours. A similar operation in the City offers 2

parking spaces for parent and guardian drop off and pick up and operates well with good neighbour relations.

This project will offer off street parking for staff as required in City regulations. It has a convenient off street drive through to accommodate parent and guardian visits. The adjacent St. Matthias Hall and Church property offers significant additional parking availability if and when needed.

The property has no Heritage status and all municipal services are connected to the existing residence.

We are already engaged with the Community Association and we have prepared all of the site plans and building drawings for our application in accordance with direction that we are receiving from Planning.

We are hosted a neighbour meeting at the Church in March 11, 2014 to fully advise neighbours of our plans. The Community Association hosted its own Neighbour meeting on March 26. All written submissions from neighbours (28) support this application.

We are submitted this application out of sequence with normal policy on the advice of the City that this may be permitted to shorten the rezoning time frame.

We need to do interior renovations this fall to accommodate pre-schoolers moving from one unsafe building and moving from another location that is closing down due to loss of their playground area.

Thank you for considering dealing with this application as a priority.

In summary, only issue for us appears to be that Schedule G of the zoning bylaw requires residences converting to kindergarten to be pre-1931. Our rectory is of a 1962 vintage. All other requirements for conforming to use are either in place or easily manageable.

Sincerely,

A handwritten signature in black ink, appearing to read 'Peter Daniel', written over the printed name.

Peter Daniel,
Asset Manager
Diocese of BC

The Most Reverend Caleb J. Lawrence
Assistant Bishop and Administrator
Telephone 250 386 7781, ext. 250
Email: bishop@bc.anglican.ca



THE DIOCESAN OFFICE
900 Vancouver Street
Victoria, BC, Canada, V8V 3V7
Telephone: (250) 386 7781



THE DIOCESE OF BRITISH COLUMBIA

To: Mayor and Council

Rezoning 1670 Richardson Street, Victoria R1-B zone to allow interior conversion of this residence to accommodate kindergarten as defined in the City of Victoria Bylaws

Rezoning is required to conform to Schedule G of City of Victoria Bylaws which requires residential conversion to “kindergarten” use to be limited to pre-1931 buildings.

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Plans do not contemplate any changes in density, site coverage or FSR change.

On successful rezoning the Diocese plans for interior refit of the residence to accommodate pre-school students (all under school age) daily for 5 days per week.

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The Social benefits of this project will be introduction of pre-school age children in this location adjacent to a senior’s building (Rogers Court – 24 affordable rental units) and interaction with area neighbours and these “independent living” neighbours. In addition, the location of this pre-school will benefit the Church as music, theatre and presentations are planned in the Church and adjacent St. Matthias Hall.

Importantly, the planned use on this property will bring with it parent and guardian vehicle drop off and pick up activities. The pre-school has staggered hours for drop off from 7:30 AM to 9:00 AM and it has staggered hours for pick up from 3:00 PM to 5:30 PM during its 5 day per week operation. Traffic congestion is minimal due to the staggered hours. A similar operation in the City offers two

parking spaces for parent and guardian drop off and pick up and operates well with good neighbour relations.

This project will offer off street parking for staff as required in City regulations. It has a convenient off street drive through to accommodate parent and guardian visits. The adjacent St. Matthias Hall and Church property offers significant additional parking availability if and when needed.

The property has no Heritage status and all municipal services are connected to the existing residence.

We are already engaged with the Community Association and we have prepared all of the site plans and building drawings for our application in accordance with direction that we are receiving from Planning.

We are hosting a neighbour meeting at the Church in March 11, 2014 to fully advise neighbours of our plans. The Community Association is planning to host its Own neighbour meeting on March 26. Plans are for that meeting to be in the St. Matthias Church building.

We are submitting this application out of sequence with normal policy on the advice of the City that this may be permitted to shorten the rezoning time frame. We need to do interior renovations this summer to accommodate pre-schoolers moving from one unsafe building and moving from another location that is closing down due to loss of their playground area.

Thank you for considering dealing with this application as a priority.

In summary, only issue for us appears to be that Schedule G of the zoning bylaw requires residences converting to kindergarten to be pre-1931. Our rectory is of a 1962 vintage. All other requirements for conforming to use are either in place or easily manageable.

Sincerely,



P.J. Daniel

Asset Manager Anglican Diocese of BC

The Most Reverend Caleb J. Lawrence
Assistant Bishop and Administrator
Telephone 250 386 7781, ext. 250
Email: bishop@bc.anglican.ca



THE DIOCESAN OFFICE
900 Vancouver Street
Victoria, BC, Canada, V8V 3V7
Telephone: (250) 386 7781

THE DIOCESE OF BRITISH COLUMBIA
The Anglican Church of Canada



February 21, 2014

Re: 1670 Richardson Street, Victoria, Lot 1 Plan 24610 Victoria – Rezoning

Dear Sirs:

This letter authorizes the Diocesan Asset Manager, Mr. Peter Daniel to execute a rezoning application for the above property as agent to permit residential conversion of this R1-B zoned property for kindergarten use as defined in the City of Victoria Bylaws.

Sincerely,

The Most Reverend Caleb Lawrence
Assistant Bishop and Diocesan Administrator

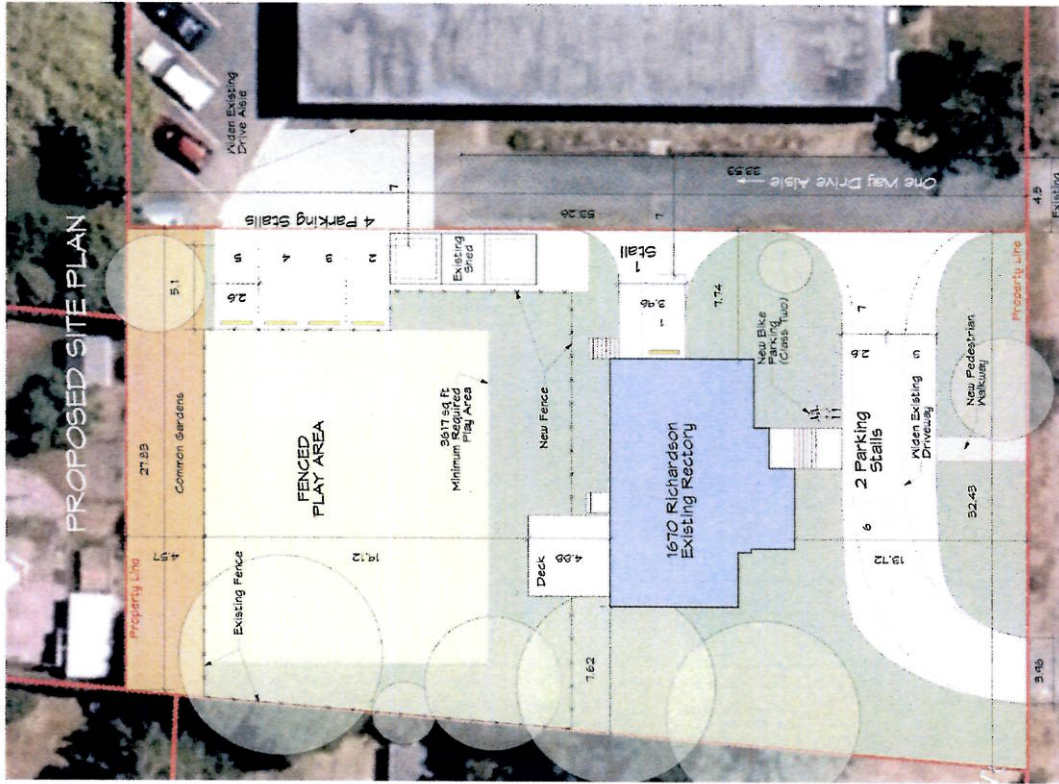
February 13, 2014



Planning & Development Department
Development Services Division

1670 Richardson St | Site Context & Project Data

number 10
A-01 number TEN
2014-06-16
3/32/14
2014501



RICHARDSON STREET

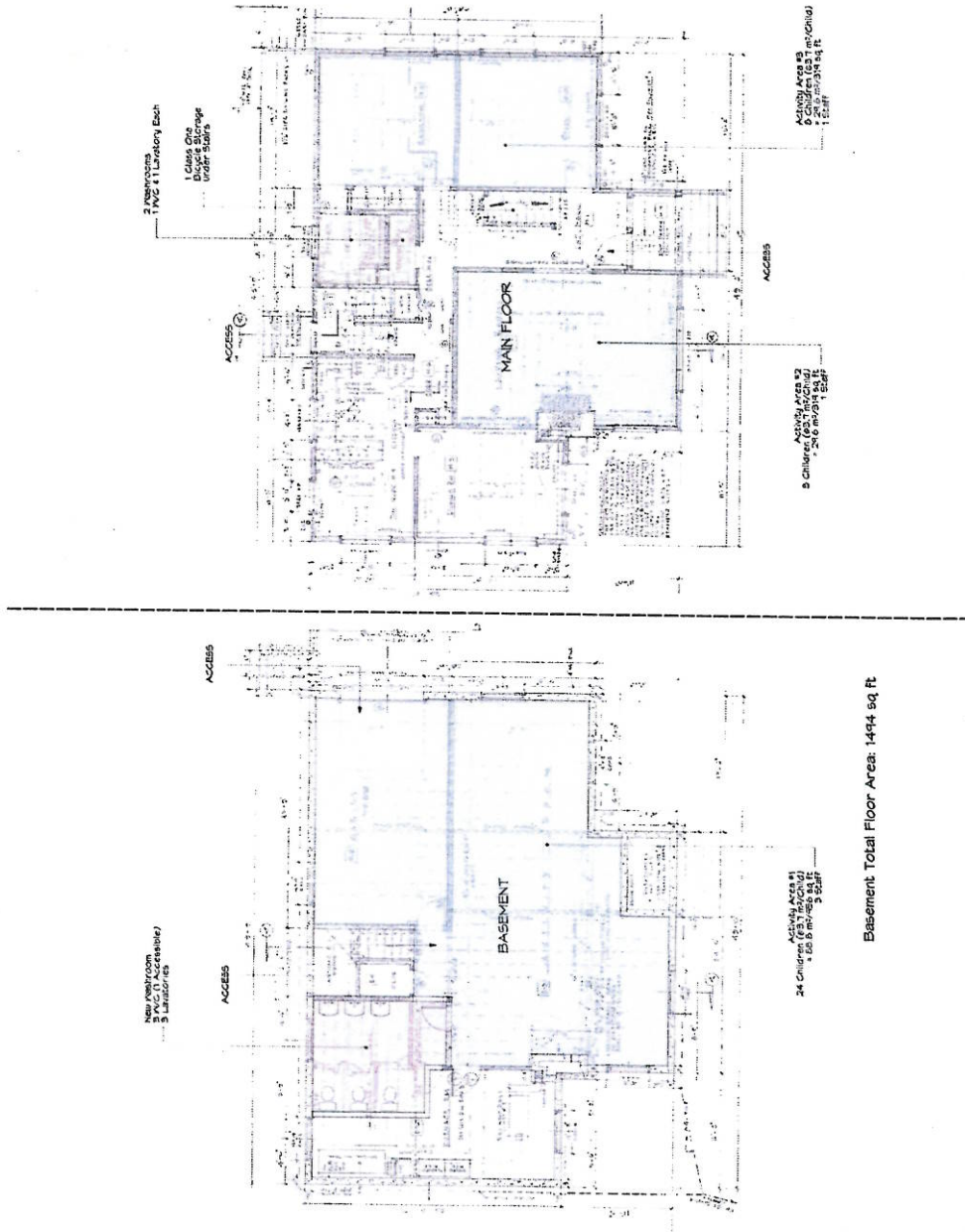
1670 Richardson St | Existing & Proposed Site Plan



RICHARDSON STREET

Received
City of Victoria
JUN 17 2014
Planning & Development Department
Development Services Division

THE number TEN number
A-03 number TEN number
2014-06-18
3/16-11-07
2014501



1670 Richardson St | Proposed Floor Plans

Received
City of Victoria
JUN 17 2014
Planning & Development Department
Development Services Division

number TEN
A-04
2014-06-16
NTS
2014501



Richardson Street View



Rear Lot View



Garage door
to be replaced
with man door
and windows

1670 Richardson St | Context Photos

Received
City of Victoria
JUN 17 2014
Planning & Development Department
Development Services Division

NEW BUSINESS

Councillor Coleman withdrew from Council Chambers at 10:26 p.m. due to an indirect pecuniary conflict of interest in the following item as his wife works for the Anglican Diocese.

1. Rezoning Application for St. Mathias Property - Motion

Council received a Notice of Motion from Mayor Fortin requesting that Council consider accepting a rezoning application for the St. Mathias Church property prior to the applicant holding a community meeting with the Rockland Neighbourhood Association Land Use Committee. This will allow the diocese to advance their proposal to permit daycare/preschool uses at the site through the municipal review process concurrently with the CALUC procedures for processing rezoning applications being fulfilled.

It is the expectation that the applicant ensures that a community meeting with the CALUC occurs prior to the application being reviewed by Council's Planning and Land use Committee.

Motion:

It was moved by Councillor Gudgeon, seconded by Councillor Helps, that Council direct staff to accept a rezoning application for the St. Mathias Church property prior to the applicant holding a Community Meeting with the Rockland Community Association Land Use Committee (CALUC).

Amendment:

It was moved by Councillor Madoff, seconded by Mayor Fortin, that the motion be amended as follows:

Rezoning Application for St. Matthias Property - Motion

That Council direct staff to accept a rezoning application for the St. **Matthias** Church property prior to the applicant holding a Community Meeting with the Rockland Community Association Land Use Committee (CALUC).

Carried Unanimously

On the main motion as amended:

Carried Unanimously

Councillor Coleman returned to the meeting at 10:38 p.m.

2. Thanks

Mayor Fortin gave his thanks to Jocelyn Jenkyns who has been Acting City Manager for the past five months.



ROCKLAND NEIGHBOURHOOD ASSOCIATION

April 22, 2014

Mayor and Council
Helen Cain, Senior Planner
City of Victoria

Re: Rezoning Application: 1670 Richardson Street

At a community meeting on March 26, representatives of the Anglican Diocese presented a proposal to convert the subject property for use as a pre-school facility. Eleven area residents, three RNA directors and a representative from FGCA attended the meeting. As a result, we recommend that

- motor traffic speed and safety concerns for Richardson Street be mitigated and that Richardson Street be included in the city-wide transportation initiative that is proposing a reduced speed limit on specific streets
- title to restrict property from being used for other than R1B residential or kindergarten/pre-school be covenanted
- concerns raised by owner of 1667 Warren Gardens, which shares the rear property line of the subject property, be addressed to the satisfaction of that owner.

Our rationale for the recommendations is based on the following:

Traffic: There is widespread support among the residents of the 1600 block of Richardson Street including a signed petition representing 88% of the residents of that block and five individual letters to the City Manager for measures to reduce motor vehicle speed and improve safety for all users of the road and sidewalks. Present motor vehicle speed and volumes inhibit the ability of residents to move safely in and out of driveways, park along curbs and walk to nearby facilities. Given the nature of the pre-school proposal, the proponents are also in full agreement with the local community on this issue.

Covenant: Concern was expressed for other possible uses permitted under the Bylaws when and if the property should cease operation as a pre-school. We recommend that the proponents be bound to their agreement to have covenant placed on title.

Dispute with neighbour: The proponents indicated that while a starting enrollment of 32 children was anticipated, the proposed pre-school facility would be licensed for up to 48 children. The resident of 1667 Warren Gardens expressed his concern for the potentially excessive noise of 48 children playing outside at one time in the yard that his home overlooks. We subsequently learned of his unhappiness with the Diocese at its earlier felling along that common property line of a mature cedar hedge which both protected his privacy and offered some noise protection. We concur with his grievance and agree that it is the responsibility of the proponents to resolve the dispute with this particular neighbour.

Respectfully submitted,

A handwritten signature in black ink, appearing to read 'J. Simpson', with a stylized flourish at the end.

Janet Simpson, President
Rockland Neighbourhood Association



ROCKLAND NEIGHBOURHOOD ASSOCIATION

Received
City of Victoria

JUN 16 2014

Planning & Development Department
Development Services Division

June 16, 2014

Mayor and Council

Helen Cain, Senior Planner

Development Services Division

Re: 1670 Richardson Street/St. Matthias Rectory Conversion

We accept the proposal as presented in the plan and remarks of May 26, 2015, and we would like to express our appreciation of the reduction in the number of students to forty. This should help to mitigate some of the neighbours' concerns regarding noise.

However, further to the CALUC meeting and the neighbours' input, we are concerned that

1. There is no privacy border (as discussed) between the school yard and the adjacent neighbours.
2. Permanent parking may happen in the drop-off driveway.
3. Traffic speed and volume on Richardson and Richmond must be addressed to provide a safe environment.
4. Confirmation is required as to what would happen if the property is no longer to be used as a school.

Therefore, on behalf of the neighbours, the RNA LUC asks that

1. privacy hedging be installed along the rear of the yard. We would also ask that any concerns of the adjacent side neighbour be addressed.
2. all staff and service parking be restricted to the rear of the site,
3. the speed issues on the adjacent streets be addressed, including school zone signage, and
4. the property be used only as a preschool going forward.

Sincerely,

Janet Simpson, president
Rockland Neighbourhood Association



Planning and Land Use Committee Report

For the Meeting on July 3, 2014

Date: June 19, 2014 **From:** Jim Handy
Development Agreement Facilitator

Subject: **Development Permit with Variances #000360 for 787 Tyee Road**
Application to construct a 49-unit multi-family residential building (Bonds Landing Phase 3).

Executive Summary

The purpose of this report is to present Council with information, analysis and recommendations regarding a Development Permit Application for the property located at 787 Tyee Road, part of the Railyards development known as Bonds Landing. The application is to construct a 49-unit multi-family residential building as Phase 3 of the Bonds Landing development. The application proposes parking variances.

The following points were considered while reviewing this proposal:

- The proposal is generally consistent with the *Railyards Development Guidelines*, however, design refinements to the lower levels of the east elevation should be considered to help enhance the street relationship in light of the parkade structure protruding above the grade of Central Spur Road.
- A Parking Study has been submitted to support the proposed parking variance.

In accordance with the City's *Land Use Procedures Bylaw*, because the Development Permit Application has variances, it requires notification, sign posting and a Hearing.

Recommendations

That Council schedule a Hearing to consider Development Permit with Variances #000360 for 787 Tyee Road, in accordance with plans date stamped June 3, 2014, subject to:

1. Development meeting all *Zoning Regulation Bylaw* requirements, except for the following variances:
 - a. Section 12.5.6(e) - Relaxation from 1.3 parking spaces per residential unit (74 parking spaces) to 1.11 parking spaces per residential unit (63 parking spaces) for phases two and three;
 - b. Schedule C, Section 7.2(g) – Relaxation for visitor parking stalls from 10 visitor parking spaces to 6 visitor parking spaces.
2. The submission of revised plans refining the parkade level of the east elevation of the proposed building to ensure a positive street relationship with Central Spur Road.

3. Final plans to be in accordance with the plans identified above to the satisfaction of the Director of Sustainable Planning and Community Development.

Respectfully submitted,

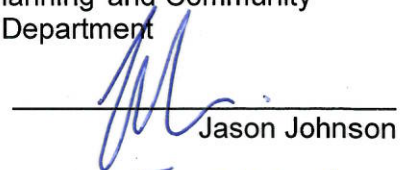


Jim Handy
Development Agreement Facilitator
Development Services Division



Deb Day, Director
Sustainable Planning and Community
Development Department

Report accepted and recommended by the City Manager:


Jason Johnson
Date: June 24, 2014

JH:aw

S:\TEMPEST_ATTACHMENTS\PROSPERO\PL\DP\DP000360\PLUSC PLANNING REPORT TEMPLATE DP & DVP3.DOC

1.0 Purpose

The purpose of this report is to present Council with information, analysis and recommendations regarding a Development Permit Application for the property located at 787 Tyee Road, which is part of the Railyards development known as Bonds Landing.

2.0 Background

2.1 Description of Proposal

The proposed development would be four storeys in height and the exterior design of the project is consistent with the existing Bonds Landing development as well as the industrial character that exists in the Railyards development. Exterior finishing materials include corrugated steel siding, stucco and concrete fibre board panels.

The application proposes 49 residential units consisting of 12 studios, 33 one-bedroom units and 4 two-bedroom units.

The *Zoning Regulation Bylaw* requires that the development provide for 1.3 parking stalls per residential unit (74), 10 of which should be for visitors. The proposal indicates that 1.11 stalls per residential unit (63) would be provided, of which only 6 are designated for visitors. As such, the applicant is seeking a parking variance for 11 parking stalls overall and 4 visitor stalls which is also comprised of a variance for four stalls.

2.2 Green Building Features

The applicant is proposing a number of green building design features which are outlined in a letter from the applicant attached to this report. These features include:

- stormwater discharge through a bioswale
- permeable surfaces
- measures to reduce heat island effect
- green roof
- water conservation measures
- energy efficiency features
- resource-efficient and local materials.

2.3 Existing Site Development and Development Potential

The existing site is currently occupied by Phases 1 and 2 of Bonds Landing, comprising 96 multi-family residential units in two four-storey buildings with a shared underground parkade. The application site is located within Development Area G of the CD-5 Zone, Railyards Residential Commercial District, which permits apartments, live/work and park uses with a maximum floor space ratio (FSR) of 2.35:1.

2.4 Data Table

The following data table compares the proposal with the existing C-5 Zone, Railyards Residential Commercial District, in Development Area G. An asterisk is used to identify where the proposal is less stringent than the existing zone.

| Zoning Criteria | Proposal (Phase 3) | Combined Phases 1, 2 and 3 | Zone Standard |
|---|-----------------------|--|------------------|
| Site area (m ²) – minimum | 3770.00 | n/a | n/a |
| Total floor area (m ²) – maximum | 3324.02 | 6749.04 | 8859.50 |
| Density (Floor Space Ratio) – maximum | 0.88:1 | 1.83:1 | 2.35:1 |
| Height (m) – maximum | 24.00 | 24.00 | 24.00 |
| Site coverage (%) – maximum | 48.01 | n/a | n/a |
| Open site space (%) – minimum | 50.17 | n/a | n/a |
| Storeys – maximum | 4 | 4 | n/a |
| Setbacks (m) – minimum | | | |
| Front (West) | 2.00 | 2.00 | 2.00 |
| Rear (East) | 3.50 | 3.50 | 3.50 |
| Side (North) | n/a | 4.00 | 4.00 |
| Side (South) | 3.50 | 3.50 | 3.50 |
| Parking – minimum | 56* | 76* (Phase 2 and 3 only as a 13 stall parking variance for Phase 1 was previously approved and parking in Phase 1 is unaffected by this development) | 87 |
| Visitor parking – minimum (% of total requirement) | 4* | 6* | 10 |
| Bicycle storage – minimum | 58 | 96 | 96 |
| Bicycle rack – minimum | 12 | 18 | 18 |

2.5 Land Use Context

The application proposes Phase 3 of the Bonds Landing multi-family dwelling development located within Lot G of the Railyards development. Phases 1 and 2 of Bonds Landing are located immediately to the north of the subject site, Tyee Road lies to the west, Gaudin Road to the south and Central Spur Road to the east.

2.6 Legal Description

Lot 1, District Lot 119, Esquimalt District, Plan VIP88377, Except Part in Strata Plan VIS7017 (Phase 1 & 2).

2.7 Relevant History

Phase 1 of Bonds Landing was approved by Council on July 16, 2009, and comprised of 26 multi-family residential units in a four-storey building. A 13-stall parking variance was approved as part of the Phase 1 development. Phase 2 was approved by Council on September 22, 2011 and comprised of a further 21 multi-family residential units in a further four-storey building.

2.8 Consistency with Design Guidelines

The *Railyards Development Guidelines* are applicable in this instance and the proposal complies with the Guidelines as follows:

- the proposed building design is consistent with the existing industrial architectural style that has been developed at the Railyards
- durable and low-maintenance wall cladding is proposed in the form of corrugated steel siding, metal roofing and concrete panels
- the proposed building exteriors include a strong colour palette consistent with Phases 1 and 2 of Bonds Landing
- the multi-family residential units are shown to have a range of floor areas from 42.1 m² suites to 88.3 m² two-bedroom apartments
- the application proposes a number of green building features
- the proposed building is articulated with balconies, recesses and roof form elements which add interest to the building and helps break up the length and massing of each building façade
- the main entrance to the building and courtyard access are both clearly identified through the use of entrance canopies.

The proposal includes elements of stucco as an exterior finishing material. The aforementioned Guidelines state that the use of stucco is not acceptable, however, this is not the primary wall cladding and its use is consistent with the exterior finishing of earlier Phases of Bonds Landing.

However, staff are concerned with the relationship between the proposed building and Central Spur Road. As a result of site grade and the existing parkade access design and location, the proposed parkade level of the building would be raised above Central Spur Road. The application indicates that this exposed parkade wall will be finished with concrete. Staff recommend that Council require revisions to the satisfaction of the Director of Sustainable Planning and Community Development, refining the exposed parkade wall, to ensure an attractive sidewalk on Central Spur Road, prior to the issuance of the Development Permit.

2.9 Community Consultation

In compliance with the Community Association Land Use Committee Procedures for Processing Variances, the application was referred to the Victoria West Community Association on June 10, 2014, for a 30-day comment period. No comments were received at the time of writing this report.

This Development Permit Application has variances, therefore, it requires notification, sign posting and a Hearing.

3.0 Issues

The key issues related to this application are:

- parking variances
- building design.

4.0 Analysis

4.1 Parking Variances

Parking for all Phases of the development are accommodated within a shared underground parkade accessed from Central Spur Road. The parking situation for this three-phased development can be summarized as follows:

- A 13-stall parking variance was approved as part of the Phase 1 development and parking associated with this Phase is unaffected by the proposed development.
- Parking was provided in accordance with the requirements of Schedule C of the *Zoning Regulation Bylaw* for Phase 2 of this development; however, some of this parking would be removed or reconfigured to accommodate the Phase 3.
- The combined parking requirement for Phases 2 and 3 would be a total of 87 stalls while the proposal is to provide of 76 parking stalls.
 - Thirteen of these stalls are attributable to “studio suites”, which are defined in the CD-5 Zone as being less than 46 m² and having no separate bedroom.
 - This leaves 63 stalls for the remaining “residential units”, defined as units that are not studio, townhouse or live/work units, which require 74 stalls.
- A parking variance must be connected to a specific regulation in the Bylaw. In this instance, since there are multiple categories of units requiring differing parking standards, the parking variance is being linked to the predominant housing form which is “residential units”. Therefore, a parking variance reducing this parking requirement for residential units by 11 stalls is being requested.
- In addition to the above, the proposal indicates that there will be six visitor parking stalls whereas the *Zoning Regulation Bylaw* requires that 10 of the parking stalls being provided be reserved for visitors. Therefore, a four-stall visitor parking variance is also requested.

The applicant has submitted a Parking Study prepared by Boulevard Transportation to support the proposed parking variances. The study, which is attached to this report, concludes that the proposed parking supply is appropriate for the site based on vehicle ownership rates at similar sites. It also concludes that visitor parking demand is expected to exceed the supply by one vehicle. It is recommended that this can be accommodated by on-street parking on Tyee Road or Central Spur Road without significantly impacting neighbourhood parking availability.

Staff have reviewed the Parking Study and concur with its conclusions that the proposed parking variance is acceptable and any additional parking demand that may occur on the adjacent streets will be minimal and will not have a negative impact on the neighbourhood. The previously approved parking space variance for Phase 1 (0.8 spaces/unit) has not resulted in on-street resident or visitor parking problems.

4.2 Proposed Building Design

The proposal is consistent with the existing development at Bonds Landing in terms of scale, architectural vernacular, finishing materials and colour palette. The proposed design is generally consistent with the *Railyards Development Guidelines* with the exception being that stucco is proposed as a finishing material. However, in this instance, the proposed use of stucco is considered acceptable as it is not a primary wall cladding and its use is consistent with the exterior finishing of earlier Phases of Bonds Landing.

The proposed development would be served by an underground parkade utilizing an existing access from Central Spur Road. The parkade design and site grades are such that part of the parkade is protruding above Central Spur Road. This results in a significant area of exposed concrete at street level on the east elevation of the proposed new building. This issue was addressed in an earlier phase of development by providing townhouses adjacent to the street with an underground parkade immediately to the rear of the units, however, replicating this solution in Phase 3 would result in the loss of several parking stalls. While the applicant has indicated that some landscaping would be provided to soften the impact of the exposed concrete elements, staff recommend that Council require design refinements to the east elevation of the building to ensure a positive street relationship with Central Spur Road. These refinements could include the use of alternative finishing materials, colour treatment and additional landscaping. The staff recommendation includes this requirement.

5.0 Resource Impacts

There are no resource impacts anticipated.

6.0 Conclusions

The proposed Development Permit Application is generally consistent with the *Railyards Development Guidelines* and the proposed building design is similar to Phases 1 and 2 of Bonds Landing; however, design refinements to the lower levels of the east elevation would be a positive improvement.

The proposed parking variances are acceptable and any additional visitor parking demand that may occur on the adjacent streets will be minimal with little impact on the neighbourhood. Staff, therefore, recommend that Council advance this application to a Hearing.

7.0 Recommendations

7.1 Staff Recommendations

That Council schedule a Hearing to consider Development Permit with Variances #000360 for 787 Tyee Road, in accordance with plans date stamped June 3, 2014, subject to:

1. Development meeting all *Zoning Regulation Bylaw* requirements, except for the following variances:
 - a. Section 12.5.6(e) - Relaxation from 1.3 parking spaces per residential unit (74 parking spaces) to 1.11 parking spaces per residential unit (63 parking spaces) for phases two and three;
 - b. Schedule C, Section 7.2(g) – Relaxation for visitor parking stalls from 10

- visitor parking spaces to 6 visitor parking spaces.
2. The submission of revised plans refining the parkade level of the east elevation of the proposed building to ensure a positive street relationship with Central Spur Road.
3. Final plans to be in accordance with the plans identified above to the satisfaction of the Director of Sustainable Planning and Community Development.

7.2 Alternate Recommendation (Without Design Refinements)

That Council schedule a Hearing to consider Development Permit with Variances #000360 for 787 Tyee Road, in accordance with plans date stamped June 3, 2014, subject to:

1. Development meeting all *Zoning Regulation Bylaw* requirements, except for the following variances:
 - a. Section 12.5.6(e) - Relaxation from 1.3 parking spaces per residential unit (74 parking spaces) to 1.11 parking spaces per residential unit (63 parking spaces) for phases two and three;
 - b. Schedule C, Section 7.2(g) – Relaxation for visitor parking stalls from 10 visitor parking spaces to 6 visitor parking spaces.
2. Final plans to be in accordance with the plans identified above to the satisfaction of the Director of Sustainable Planning and Community Development.

7.3 Alternate Recommendation (Decline)

That Council decline the application.

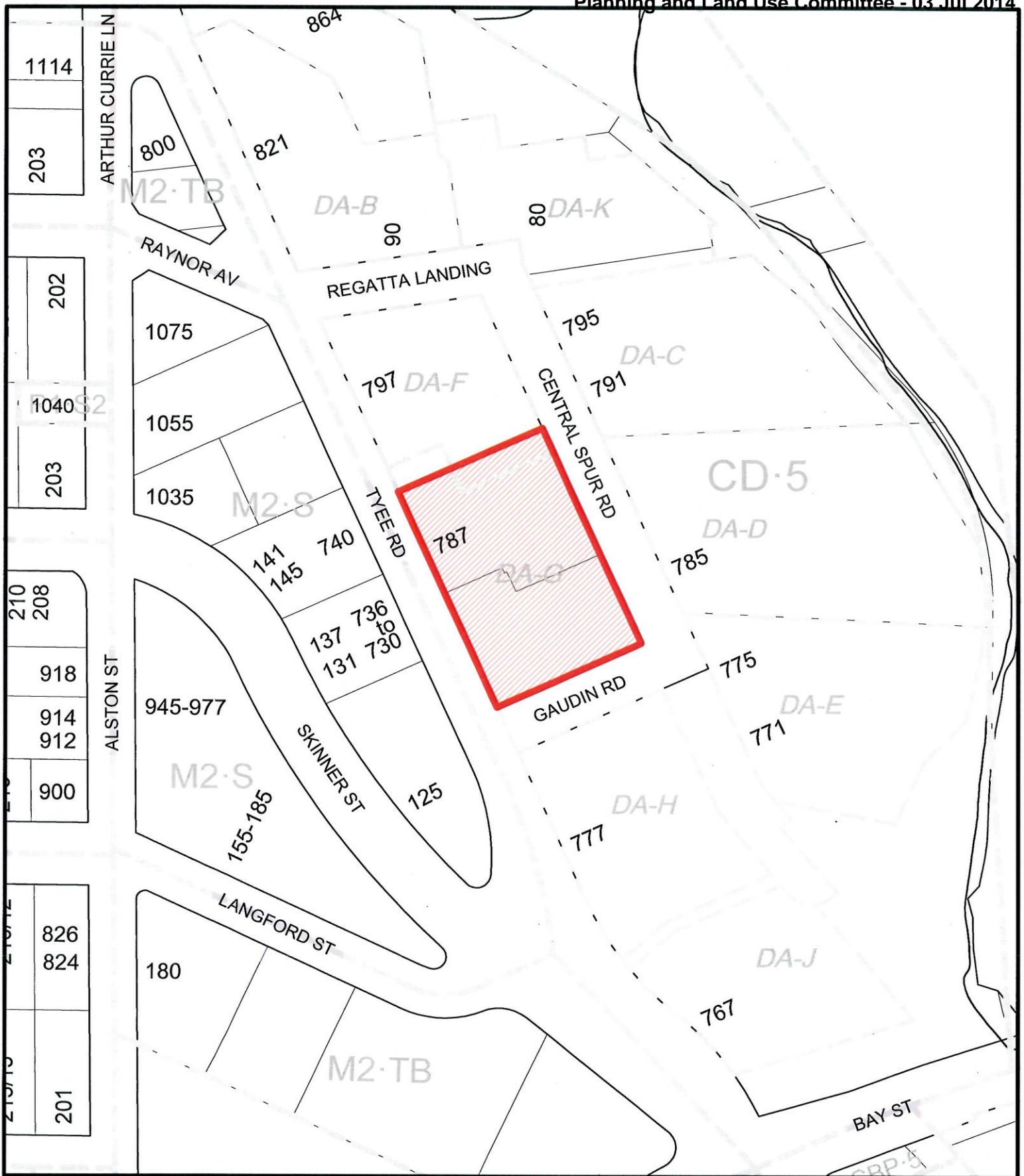
8.0 List of Attachments

- Zoning map
- Aerial map
- Letter from applicant dated March 31, 2014
- Letter identifying Green Building Design Features dated March 31, 2014
- Plans dated June 3, 2014
- Parking Study dated June 3, 2014.



787 Yee Road Development Permit #000360

Development Permit with Variances # 000360 for 787 Yee Road...



787 Tyee Road Development Permit #000360

Development Permit with Variances # 000360 for 787 Tyee Road...



de Hoog & Kierulf architects

dHka

March 24, 2014

Mayor and Members of Council

City of Victoria,
c/o Planning & Development Department
#1 Centennial Square
Victoria, B.C.
V8W 1P6

**Re: Development Permit Application.
Railyards Development, Phase III Bonds Landing
787 Tyee Road**

Your Worship and Members of Council:

On behalf of our client, Lefevre and Company Railyards Development Inc., we are pleased to submit this application for development permit for the above captioned address.

1. Background

The proposed development is the final project in a phased development of Lot G of the Railyards site. Originally, the development of Lot G was to be constructed in four phases. Phase one application was approved by Council and constructed. The project was reduced to three phases at the application for Phase two, which was approved by Council, and has been constructed. This proposal is for phase three which will complete the 95 unit site.

2. Description of Proposed Development

The proposal is to construct a 48 unit multi-family residential project on Lot G of the Railyards site. Lot G is located on the west side of the Railyards site between Tyee Road and Central Spur road. The second of three phases was completed in October of 2013.

Phase three of Lot G will complete the development on Lot G. It will front onto Tyee Road, Central Spur Road and the new Gaudin Road. The proposed building is 4 stories in height, and will contain 48 residential units. The units consist of primarily one-bedroom units, with 4 two-bedroom units, and 6 studio units.

The floor area of the units ranges in size from 43m² to 90m². The proposed parking for phase three includes 56 stalls located under the building in two levels of parking. Secured bicycle parking for residents will be provided, plus an additional bicycle rack for visitors.

The project includes a landscaped common area above the parking structure. This area provides a common outdoor space for residents and serves as a view corridor between Tyee Road and the Railyards site. Phase two established the common garden, connection to Central Spur Road and the storm water feature on Central Spur Road. Phase three will complete the expansion of the Tyee road connection and the balance of the common area.

The project will build Gaudin Road, the second access road from Tyee Road into the Railyards project and connects to Central Spur Road. Gaudin Road will form the southern property edge along Lot G.

The proposed building design continues with the existing industrial design scheme at Railyards. The ground-floor units along Tyee road will have direct ground-floor access and patios intended to create a positive street relationship. Each unit in the building will have a private balcony or

patio. The project continues the colour and material theme of the Railyards, incorporating silver and red corrugated steel siding, yellow stucco, and exposed concrete retaining walls that were used in Phase two.

3. Legal Description

Lot 1, District Lot 119, Esquimalt District, Plan VIP88377, except part in Strata Plan VIS7017 (Phase 1 & 2).

4. Conformance to Design Guidelines

The Railyards, are in Development Permit Area 23, and the design guidelines are part of the Master Development Agreement for the Railyards. The following are some examples of how the project proposes to meet the intent of the Guidelines.

Section 2.1 Planning Principles

Item 6: Establish a contemporary industrial architectural Vernacular.

The proposed development carries on the existing industrial vernacular that has been used at the Railyards and will use similar form and materials as used in Phase two of Lot G.

Section 2.2.2 Building Massing

- *The intermediate residential density will take the form of 3 to 4 story apartments. These structures will be located at or near street property lines such that they clearly define the streetscapes of the development.*

There is a 4 story building to the North of Lot G which fronts Tyee Road and Regatta Landing. Phase one & two Building on Lot G are also four-storey buildings. The proposed building conforms with the Zoning Regulation Bylaw in terms of building height.

- *Parking under apartment buildings will be fully buried into grade, or will be enclosed by other built space or landscape gardens.*

The proposed development will include a two level parking structure which will be located under the building. The parking structure will be below grade along Tyee Road. There will be a 2.8 meter grade change between Tyee Road and Central Spur along Guadin Road.

The parking garage along Central Spur Road will be enclosed by landscaped gardens with low retaining walls similar to those of Railyards Lot B, 821 Tyee Road. A street level Plaza with decorative stone paving and flowering evergreens on metal trellis will be located on Central Spur Road adjacent to the parking entrance. This is opposite the Phase two Plaza and storm water feature.

Section 2.2.3 Architectural Character

- *Buildings in the Railyards will exhibit an architectural expression that is reflective of the once industrial nature of this site.*
- *Expressive roof forms are encouraged.*

The proposed development will express the former industrial nature of the Railyards site by incorporating industrial-looking materials and a lively colour scheme which is prominent in many industrial areas. The project will include flat and sloped roof forms with large overhangs similar to those of Phase two.

- *Multiple units often result in long buildings. Articulation should be applied utilizing bay windows, recesses, balconies, or staggered plans to add variety to facades.*



The proposed building design includes balconies, awnings above balconies and building recesses to add interest to the building and to help break up the length and massing of the building façade.

- *Large glass areas are encouraged in dwelling units arranged to take advantage of water and city views.*

The building exterior for a typical one bedroom suite will be over 50% glazing as in Phase two units.

- *Colour is encouraged in the exterior treatment of buildings. Strong colours for accents and middle tone colours for larger plains are encouraged, while any use of pastel colours are strongly discouraged.*

The proposed building exterior will use the colour and material theme of the Railyards, incorporating silver and red corrugated steel siding, yellow stucco, and the exposed concrete retaining walls that were used in Phase two.

Section 2.2.7 Green Building Design

The Railyards Development Guidelines include green building design features. The proposed project will incorporate green features into this development project similar to those in Phase two. Refer to attached letter dated March 25, 2014.

Section 2.4.6 Parking

- *Parking for multi-unit apartment projects will be located underground, accessed by ramps located perpendicular to the street.*

The proposed Phase three building will add 56 stalls of parking to the existing Phase one and two underground parking with addition of a 2100 m² two level parking structure. The underground parking is accessed by a ramp from Central Spur Road. This ramp was completed in Phase two.

Section 3.2 Apartment Parcels

- *The design strategy for apartments is to recognize, to the greatest extent possible, the individuality of units. To this end, articulation will occur in wall surfaces and roof forms to break up the bulk of the predominately, four storey frame buildings.*

The building façade of the proposed development is articulated to break up the building face and to provide individuality to the units. Balconies and awnings which project outward from the building will help to break up the façade and giving the units more individuality. There are 11 main floor units with access to ground level patios, four units having direct access to the landscaped common area, and three units fronting onto Tyee Road have direct access doors.

- *Main entries to apartment buildings are to be clearly identified through the use of an entrance canopy, or other device, and related to their fronting street.*

The main entrance to the phase one building will serve as the main entrance to the entire development when it is completed. The main pedestrian entrance is off Tyee Road, providing a connection with the fronting street. The main entrance is accentuated with an entrance canopy supported by pillars, glass doors and windows, as well as landscaping features. The main entrance will also form the Tyee Road connection to the resident common landscaped area which connects through to Central Spur Road.



5. Proposed Variance

The proposed Phase three development on Lot G will provide 56 additional parking stalls in a two level parking structure under the building. This would be a total of 97 underground parking stalls for the 95 units, and will include 4 visitor parking stalls accessible on level P1.

Phase one of the project built 21 underground stalls for 28 units. The development proposal at that time requested a parking ratio of 0.745 to 1. The original project mix was 98 units, with a total parking requirement of 127.3 stalls. Phase one was granted a variance, and the project would eventually build out 73 stalls for the 97 units, with no visitor parking.

At Phase two, the project was re-designed, reducing the number of building phases from four to three, reducing the unit count from 98 to 95. During the Phase two submission the currently proposed Phase three scheme was presented to city planning staff, to clarify the overall project parking design for the completed project. This proposal was for a final total of 97 parking stalls.

Phase two, also built a temporary surface parking area of 8 stalls, located within the footprint of the Phase three project. In review with City of Victoria, it was determined it was easier at that time, to not adjust the entire site parking, and make Phase two compliant. The intention that these parking stalls would be moved at construction of Phase three, and be removed from the parking count once Phase three was complete.

5.1 Variance Request:

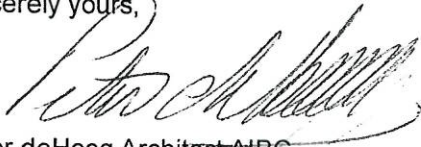
Parking - Remove 8 surface parking spaces from existing phase two.

5.1 Variance Request:

Parking - Phase three parking requirement reduced by six parking stalls from 61 to 55.

We look forward to the completion of the Bonds Landing Project on Lot G of the Railyards, and trust that the forgoing information is satisfactory.

Sincerely yours,



Peter deHoog Architect AIBC
de Hoog & Kierulf architects

cc Chris LeFevre, LeFevre & Company
File

March 25, 2014

Mr. Jim Handy
City of Victoria,
Planning & Development Department
#1 Centennial Square
Victoria, B.C.
V8W 1P6



de Hoog & Kierulf architects

dH/Ka

Dear Jim;

**Re: Development Permit Application.
Railyards Development, Phase 3 Lot G.**

Please note the following Green Building Design features from the Design Guidelines are included in the Proposal.

- A. Site Strategies**
 - Storm water management through retention in cisterns for irrigation of parkade area green roof. Storm water management "discharge through a bio-swale".
 - Permeable Surfaces – 75% of pavers on site will be self draining through a pea gravel base.
 - Light coloured roof membrane to reduce "heat island effect".
 - Greening strategy for site landscaping and roof (refer to Landscape plans) and large green roof area using "Live Roof" modular system.
- B. Water Conservation**
 - Extensive use of low water volume appliances and plumbing fixtures.
 - Irrigation of green roof with re-circulated storm water from storage cisterns.
- C. Energy Efficiency**
 - High efficiency glazing
 - Maximise daylight/passive solar gain in winter.
 - High efficiency appliances, including energy star rated combination washer/dryers.
 - Solar preheat of domestic hot water using the existing phase 1 roof mounted solar heating panels system, dependant on review of system capacity.
- D. Resource Efficient Materials**
 - Use of engineered wood products and local framing lumber using LEED principles.
 - Fly-ash to concrete to exceed 20% so as to lessen "new" cement ratio.
 - Construction waste and materials recycling.

Please contact the undersigned if any additional response or clarifications are required.

Yours truly,

Peter deHoog architect AIBC
de Hoog & Kierulf architects

cc Chris LeFevre, LeFevre & Company
File



the RailYards

Phase 3 • Bonds Landing

DEVELOPMENT PERMIT RESUBMISSION
23 May 2014

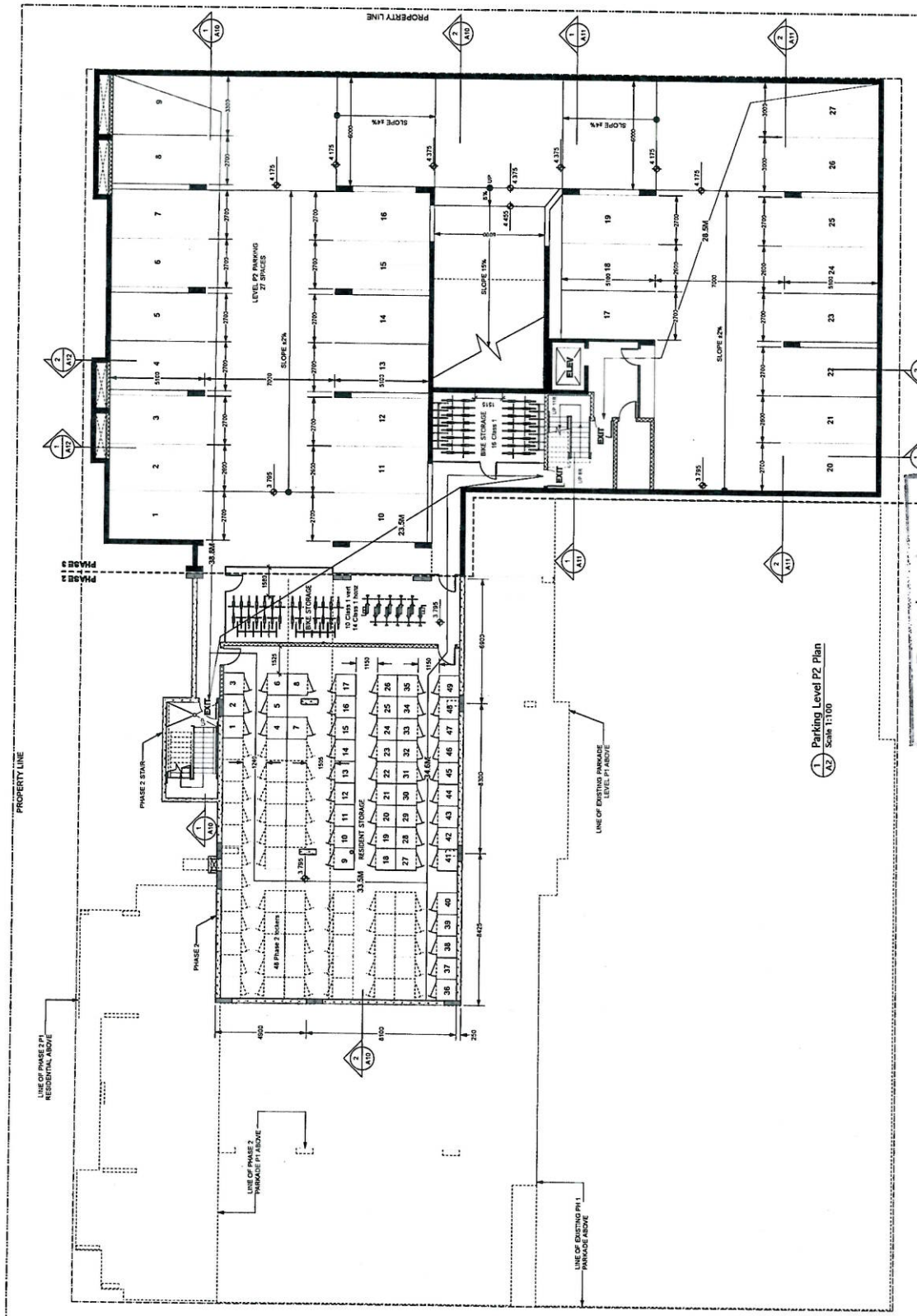
LIST OF DRAWINGS:

| ARCHITECTURAL | LANDSCAPE |
|---|--|
| A0 PROJECT SITE PLAN | L1 LANDSCAPE SITE PLAN |
| A1 PROJECT BEGINNING / LOCATION & CONTEXT PLANS | L2 LANDSCAPE MATERIAL AND LANDSCAPE PLAN |
| A2 LEVEL 1 PLAN | L3 LANDSCAPE PLANTING PLAN |
| A3 LEVEL 2 PLAN | L4 LANDSCAPE OFF SITE PLAN |
| A4 SECOND & THIRD FLOOR PLAN (L2/L3) | L5 LANDSCAPE SECTIONS |
| A5 FOURTH FLOOR & ROOF PLAN (L4) | C1 SITE SERVICES PLAN |
| A6 ELEVATIONS SUMMARY | |
| A7 ELEVATIONS | |
| A8 BUILDING SECTIONS | |
| A9 BUILDING SECTIONS | |
| A10 BUILDING SECTIONS | |
| A11 BUILDING SECTIONS | |
| A12 BUILDING SECTIONS | |
| A13 MATERIALS & COLOURS | |
| A14 VIGNETTES | |
| A15 VIGNETTES | |

PROJECT DIRECTORY:

| | | |
|---|---|--|
| PROPOSED OWNER La Pierre & Company Property Agents Ltd. 102-103 West 5th Ave Vancouver BC V6P 1T6 | LANDSCAPE ARCHITECT Dorinda Kordal Ltd. 102-103 West 5th Ave Vancouver BC V6P 1T6 | TEL 604 684 4511 FAX 604 684 4577 |
| ARCHITECT J.E. Anderson & Associates 877 First Street Victoria BC V8P 2K3 | CIVIL CONSULTANT/ENGINEER J.E. Anderson & Associates 877 First Street Victoria BC V8P 2K3 | TEL 250 377 7314 FAX 250 377 7396 |

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City of Victoria
JUN 03 2014
Planning & Development Department
Development Services Division



Project No. 1125
 Jay A. Fort
 de Hoog & Klenduff architects

LEVEL P2 PLAN A2

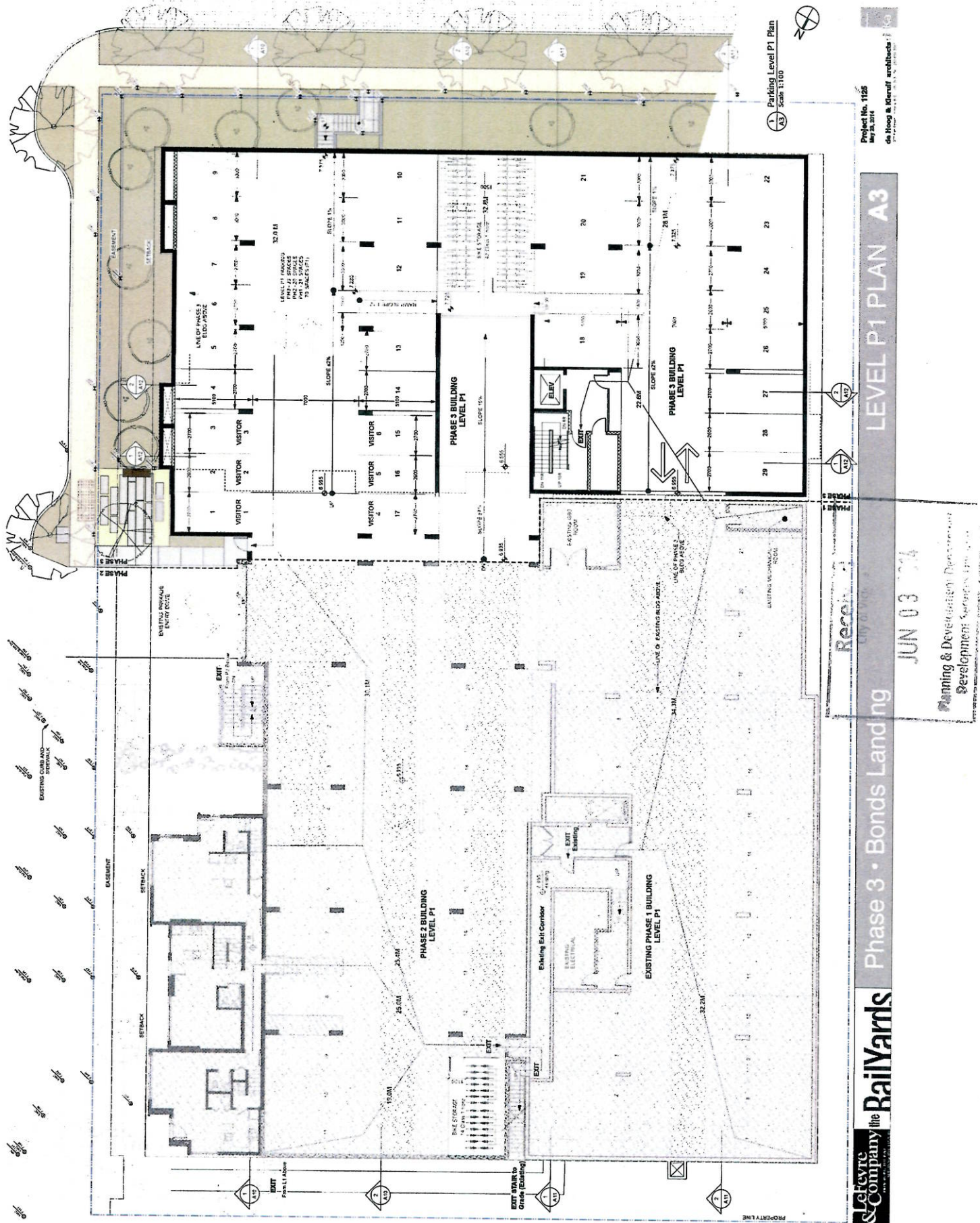
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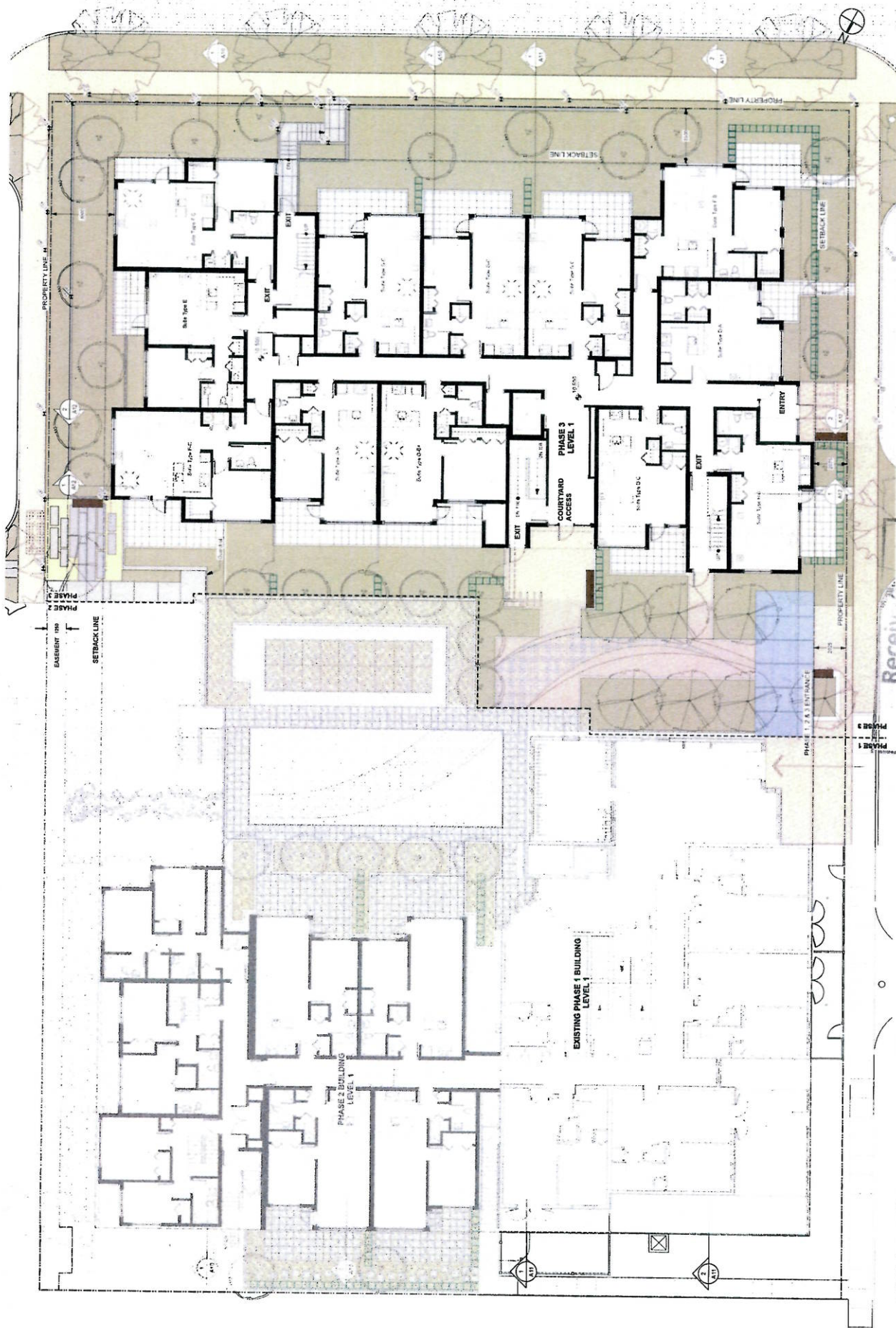
JUN 03 2014

Planning & Development Committee
 Development Committee

Phase 3 - Bonds Landing

Letourneau & Company Inc. the RailYards





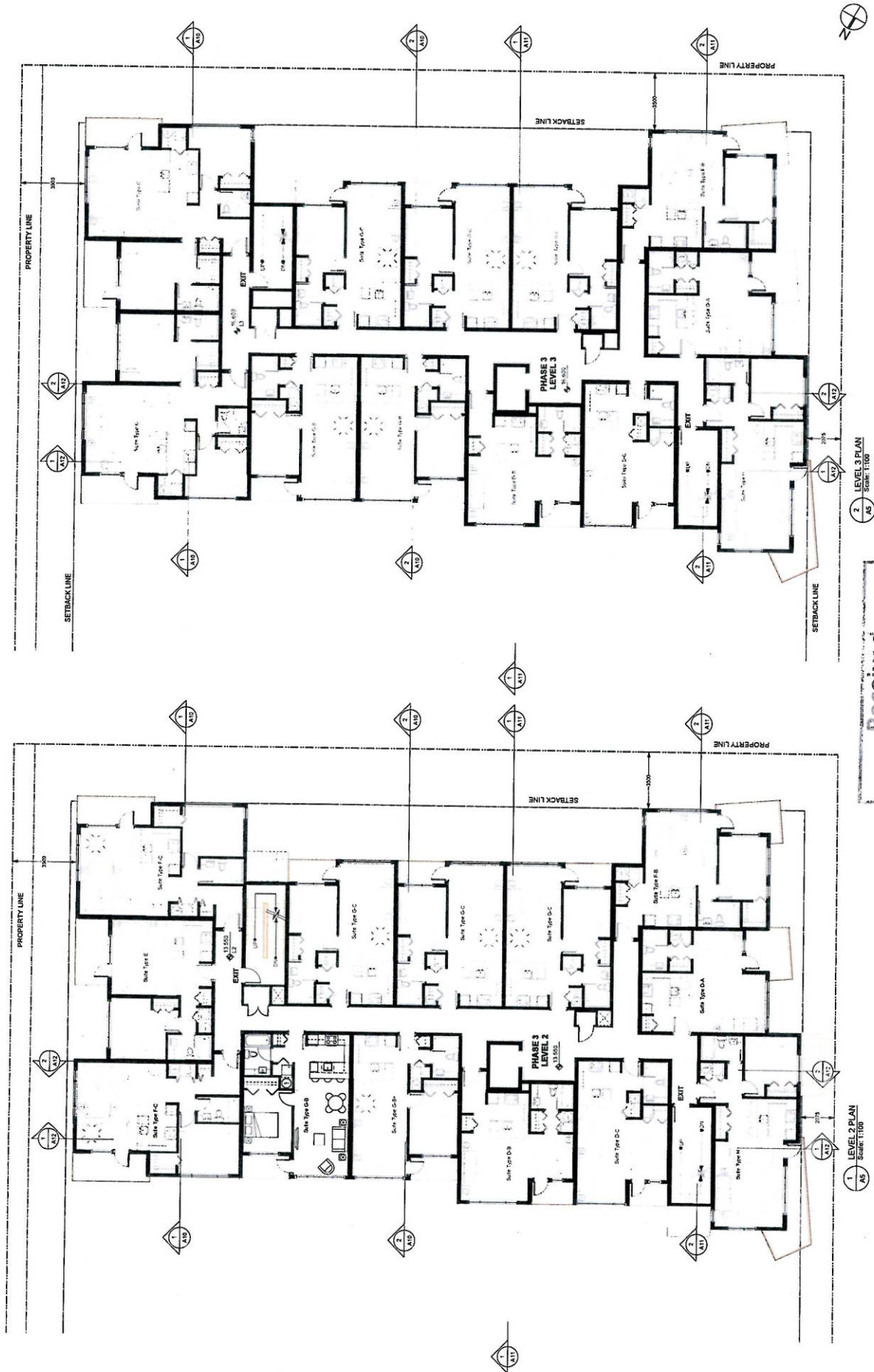
Project No. 1125
May 23, 2014
de Hoog & Kierulff architects
10000 14th Avenue S.W.
Edmonton, Alberta T6E 6K1

LEVEL 1 PLAN A4

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Phase 3 - Bonds Landing

LeFevre & Company Inc. **RailYards**

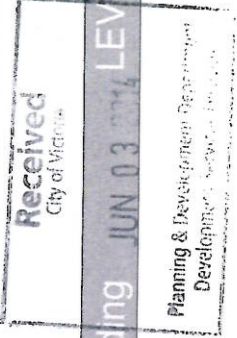


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10/15/2014
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10/15/2014

LEVELS L2 & L3 PLAN A5

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Phase 3 • Bonds Landing

Levee & Company, Inc.
RAILROADS
RailYards

[illegible]

| LINE | NET AREA (SQ. FT.) | | AREA (SQ.) | | # PANELS | NOTES |
|-------|--------------------|-------|------------|-------|----------|-------|
| | SOUTH | NORTH | SOUTH | NORTH | | |
| L1 | SOUTH S-2 | 475 | 416 | 1 | 11 | |
| | SOUTH S-3 | 475 | 416 | 1 | 11 | |
| | SOUTH S-4 | 310 | 310 | 1 | 11 | |
| | SOUTH S-5 | 310 | 310 | 1 | 11 | |
| | SOUTH S-6 | 660 | 613 | 2 | 11 | |
| | SOUTH S-7 | 547 | 558 | 1 | 11 | |
| L2 | SOUTH S-8 | 547 | 558 | 1 | 11 | |
| | SOUTH S-9 | 547 | 508 | 3 | 11 | |
| | SOUTH S-10 | 453 | 421 | 1 | 11 | |
| | SOUTH S-11 | 489 | 416 | 1 | 12 | |
| | SOUTH S-12 | 175 | 141 | 1 | 12 | |
| | SOUTH S-13 | 512 | 513 | 1 | 12 | |
| L3 | SOUTH S-14 | 512 | 513 | 1 | 12 | |
| | SOUTH S-15 | 460 | 413 | 3 | 12 | |
| | SOUTH S-16 | 147 | 513 | 2 | 12 | |
| | SOUTH S-17 | 175 | 173 | 1 | 12 | |
| | SOUTH S-18 | 175 | 173 | 1 | 12 | |
| | SOUTH S-19 | 460 | 416 | 1 | 12 | |
| L4 | SOUTH S-20 | 175 | 141 | 1 | 12 | |
| | SOUTH S-21 | 175 | 141 | 1 | 12 | |
| | SOUTH S-22 | 139 | 147 | 1 | 12 | |
| | SOUTH S-23 | 147 | 150 | 5 | 12 | |
| | SOUTH S-24 | 147 | 150 | 5 | 12 | |
| | SOUTH S-25 | 421 | 513 | 2 | 12 | |
| L5 | SOUTH S-26 | 421 | 513 | 2 | 12 | |
| | SOUTH S-27 | 350 | 383 | 2 | 12 | |
| | SOUTH S-28 | 350 | 383 | 2 | 12 | |
| | SOUTH S-29 | 351 | 441 | 1 | 12 | |
| | SOUTH S-30 | 175 | 441 | 1 | 12 | |
| | SOUTH S-31 | 175 | 441 | 1 | 12 | |
| L6 | SOUTH S-32 | 147 | 513 | 2 | 12 | |
| | SOUTH S-33 | 147 | 513 | 2 | 12 | |
| | SOUTH S-34 | 147 | 513 | 3 | 12 | |
| | SOUTH S-35 | 147 | 513 | 3 | 12 | |
| | SOUTH S-36 | 421 | 513 | 2 | 12 | |
| | SOUTH S-37 | 421 | 513 | 2 | 12 | |
| TOTAL | | | | | | 49 |

Notes: 11 Ground Occupied Area

SUITE D-A
STUDIO
1 BATH
469 SQ. FT.

SUITE D-B
STUDIO
1 BATH
481 SQ. FT.

SUITE D-C
STUDIO
1 BATH
475 SQ. FT.

SUITE H-B
2 BEDROOMS
1 BATH
453 SQ. FT.

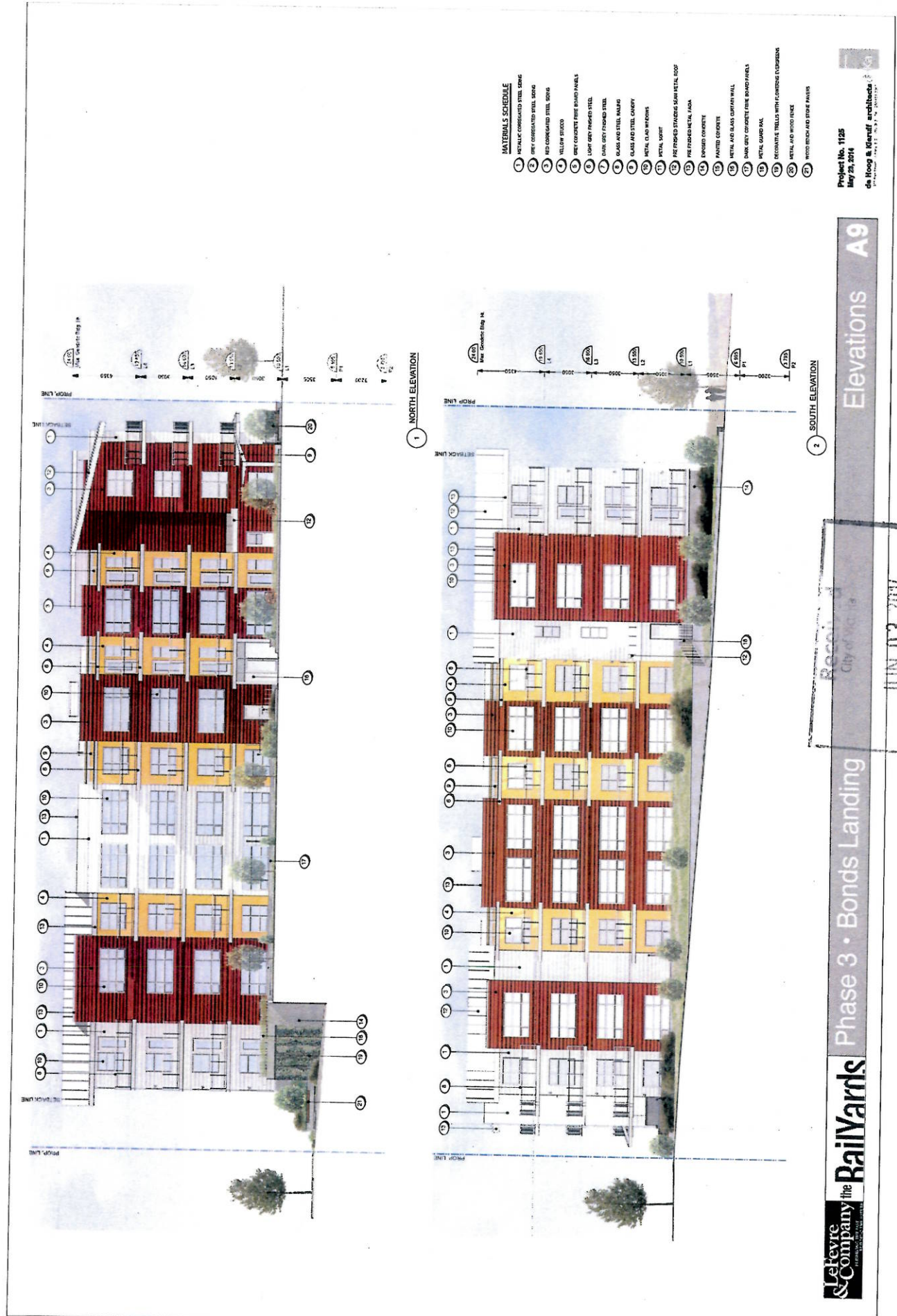
SUITE C-A
2 BEDROOMS
2 BATHS
598 SQ. FT.

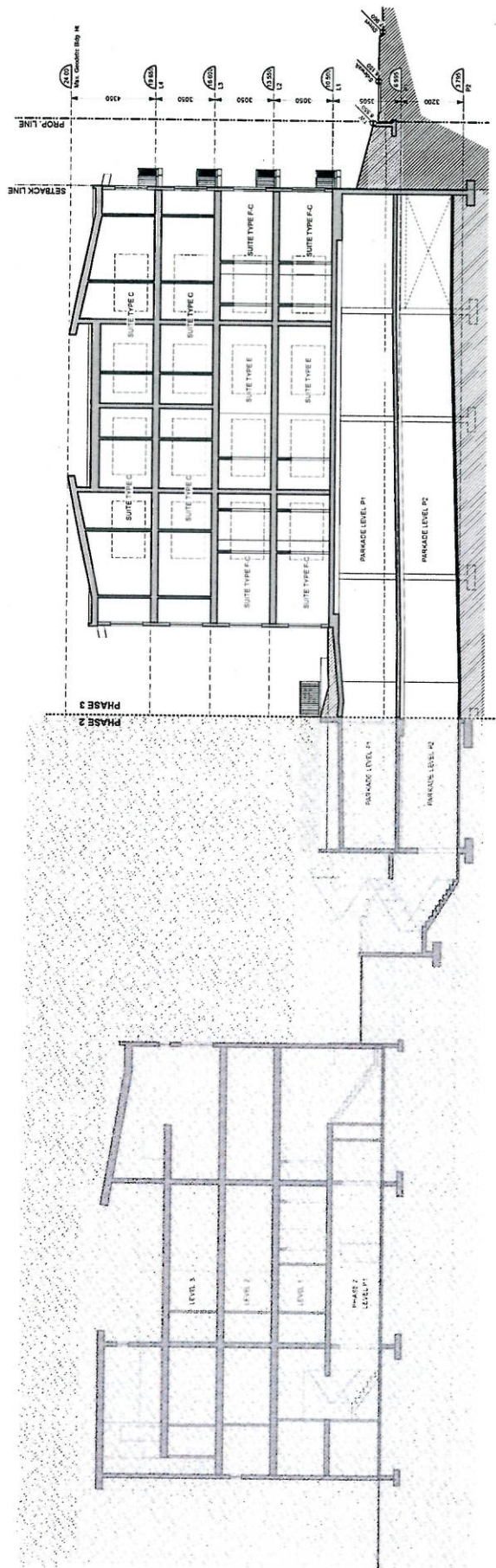
Labels in floor plans include: LIVING, KITCHEN, BATH, BEDROOM, STUDIO, BALCONY, ENTRY, HALL, and various closets (CLO, CLOSET).



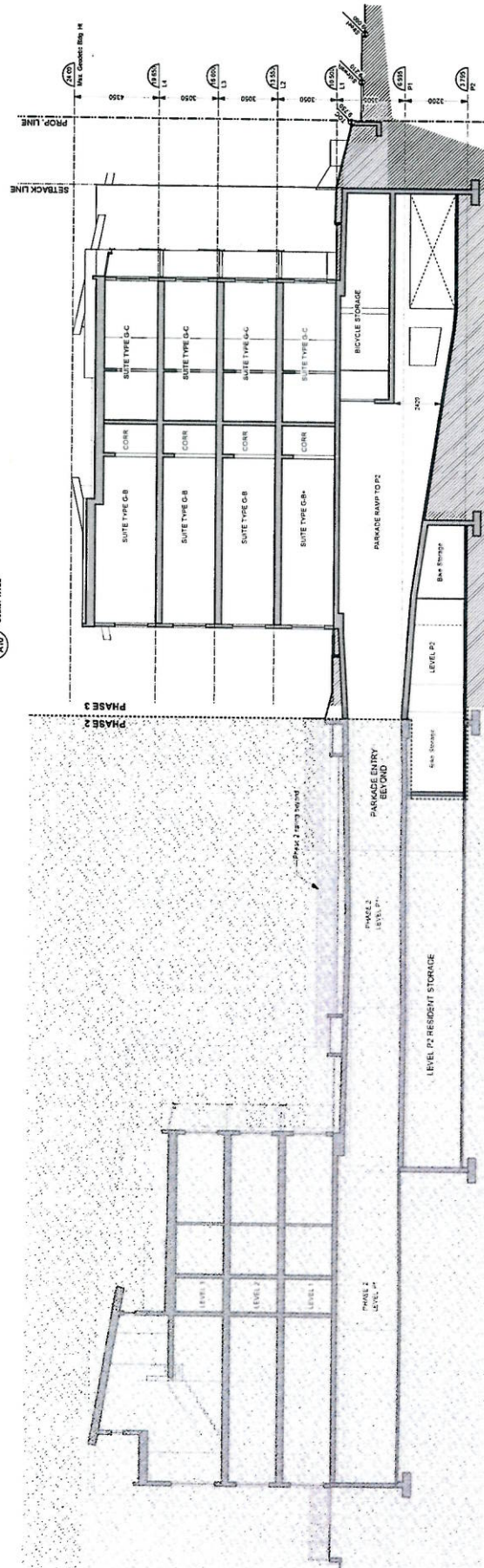
Project No. 1125
May 29, 2014
de Hoog & Harrell architects
PHASE 3 - BONDS LANDING

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City of Victoria
JUN 03 2014
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Development Services Division





SECTION D
A10
Scale: 1/8" = 1'-0"



SECTION A
A10
Scale: 1/8" = 1'-0"

Project No. 1125
May 29, 2014
de Hoog & Kuyf architects

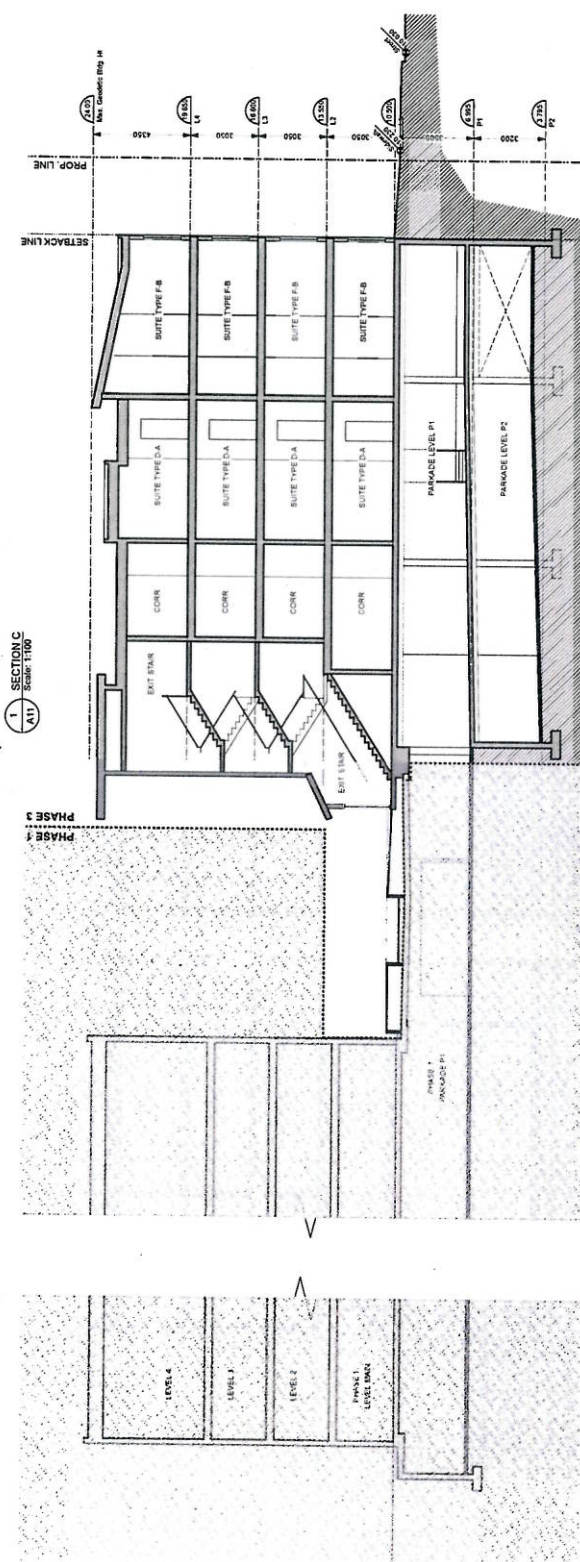
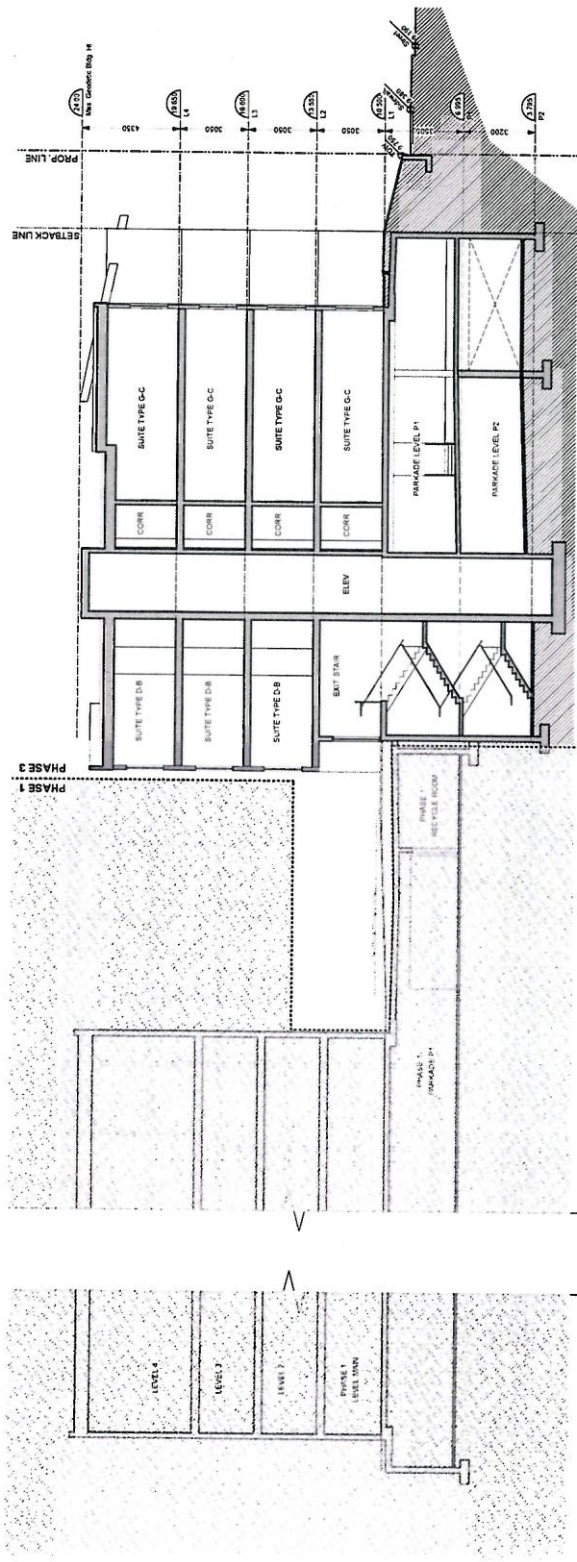
Sections A10

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JUN 03 2014

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LeFevre & Company the RailYards
Phase 3 • Bonds Landing



Project No. 1125
May 25, 2014
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Sections A11

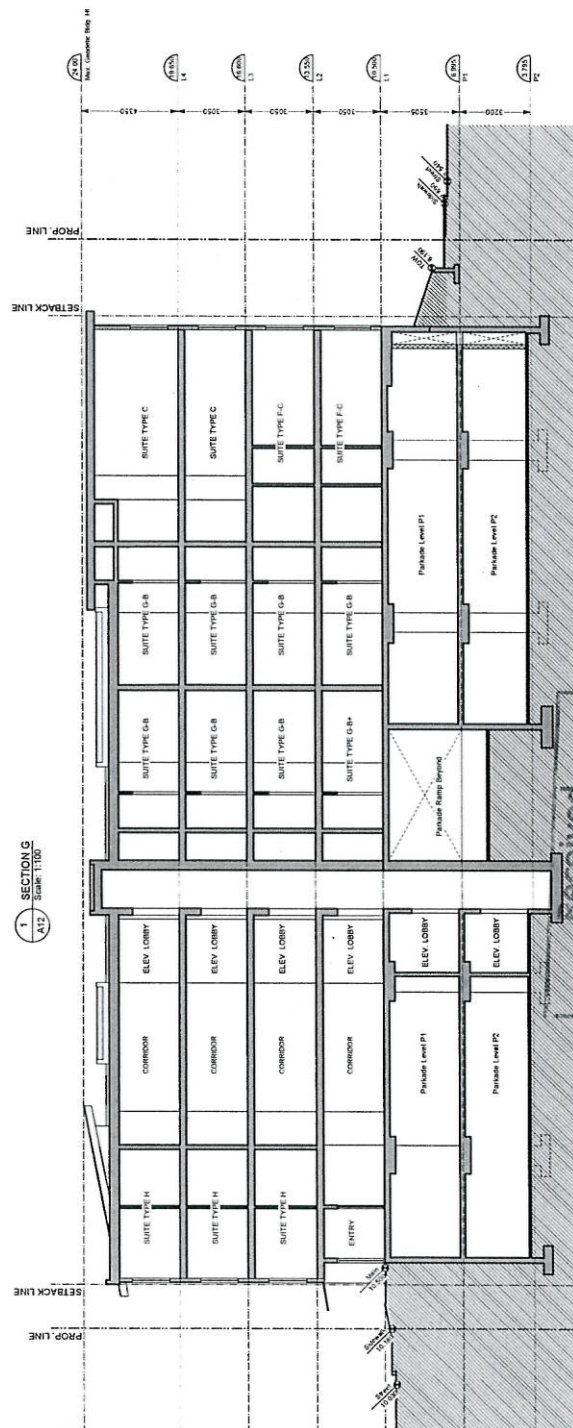
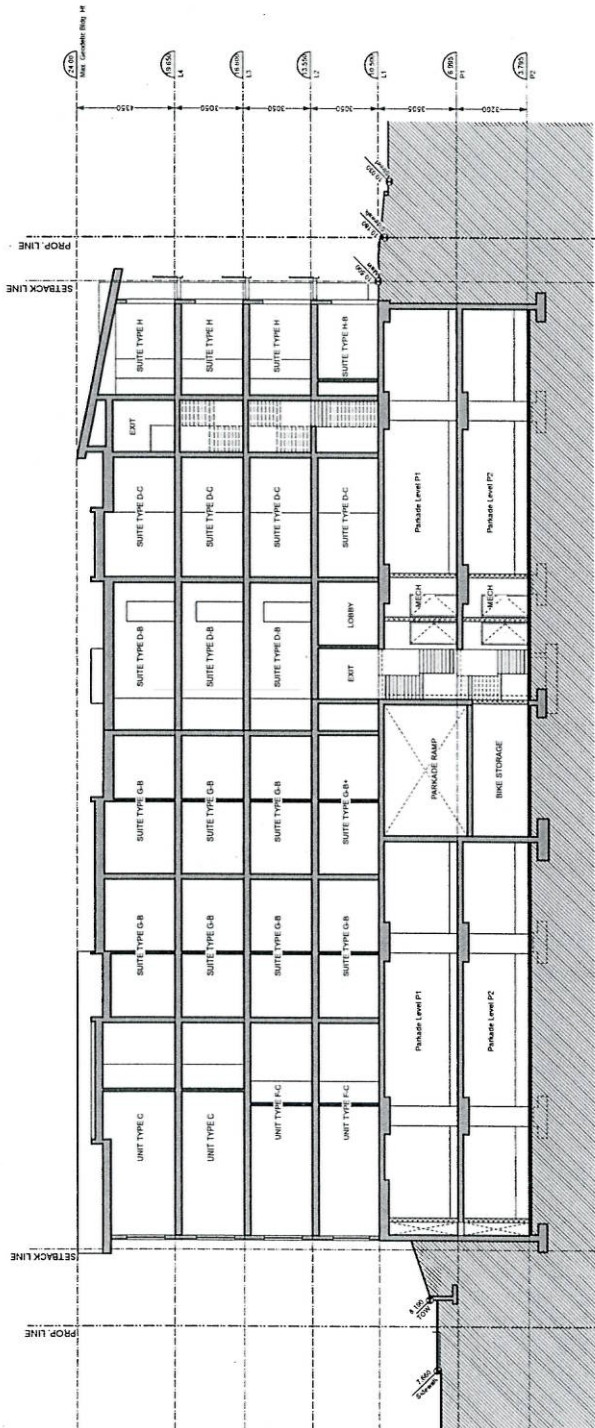
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JUN 03 2014

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Phase 3 - Bonds Landing

Levee Company the RailYards



Project No. 1125
May 24, 2014
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Sections A12

Phase 3 • Bonds Lancing 03 2014

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MATERIALS SCHEDULE

| | |
|-----|---------------------------------|
| 1 | METALIC CORRUGATED STEEL SIDING |
| 2 | RED CORRUGATED STEEL SIDING |
| 3 | RED CORRUGATED STEEL SIDING |
| 4 | YELLOW SIDING |
| 5 | RED CORRUGATED STEEL SIDING |
| 6 | RED CORRUGATED STEEL SIDING |
| 7 | RED CORRUGATED STEEL SIDING |
| 8 | RED CORRUGATED STEEL SIDING |
| 9 | RED CORRUGATED STEEL SIDING |
| 10 | RED CORRUGATED STEEL SIDING |
| 11 | RED CORRUGATED STEEL SIDING |
| 12 | RED CORRUGATED STEEL SIDING |
| 13 | RED CORRUGATED STEEL SIDING |
| 14 | RED CORRUGATED STEEL SIDING |
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| 26 | RED CORRUGATED STEEL SIDING |
| 27 | RED CORRUGATED STEEL SIDING |
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2 PERSPECTIVE LOOKING SOUTH EAST



3 BIRDS EYE VIEW TO THE WEST



1 TYEE RD ENTRANCE LOOKING EAST

LeVeque & Company the **RailYards**

Phase 3 • Bonds Landing

Received
City of Victoria

Vignettes A14

Project No. 1125
May 29, 2014
de Hoop & Kienitz architects
1000 West 10th Street, Suite 100
Victoria, BC V8W 2E1

JUN 03 2014

Planning & Development Department
Development Services Division



1 CENTRAL SPUR & GAUDIN RD. VIEW TO NORTH WEST



2 CENTRAL SPUR RD. VIEW TO SOUTH WEST

LeFevre & Company the RailYards
ARCHITECTS

Phase 3 • Bonds Landing

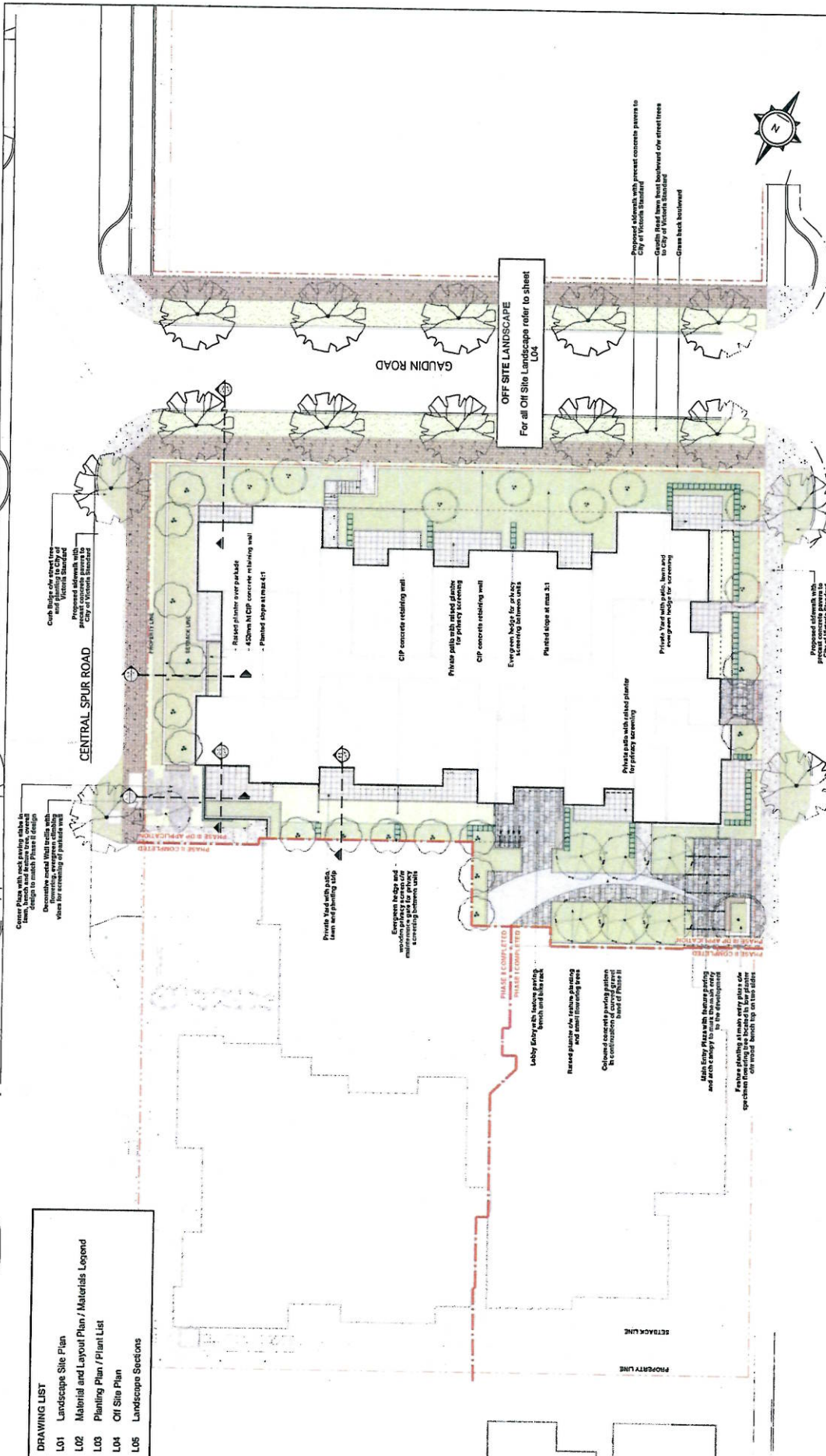
Received
 City of Victoria

JUN 03 2014

Planning & Development Department
 Development Services Division

Vignettes A15

Project No. 1125
 May 24, 2014
 de Hoog & Brouil architects
1000 West 10th Street, Suite 100, Victoria, BC V8W 2P5



D. K. Design Inc.
 100 - 1437 West 5th Avenue
 Victoria BC V8M 1G1
 Tel: 250-383-0077
 Fax: 250-383-0078
 Email: info@dkdesign.ca
 Website: www.dkdesign.ca

| NO. | DATE | DESCRIPTION |
|-----|------------|------------------|
| 1 | 2014-06-11 | Issue for Review |
| 2 | 2014-06-11 | Issue for Review |
| 3 | 2014-06-11 | Issue for Review |
| 4 | 2014-06-11 | Issue for Review |
| 5 | 2014-06-11 | Issue for Review |
| 6 | 2014-06-11 | Issue for Review |
| 7 | 2014-06-11 | Issue for Review |
| 8 | 2014-06-11 | Issue for Review |
| 9 | 2014-06-11 | Issue for Review |
| 10 | 2014-06-11 | Issue for Review |

Project No. 1105
 Issue No. 011
 de Hoog & Kienitz architects
 100 - 1437 West 5th Avenue
 Victoria BC V8M 1G1
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 Email: info@dkdesign.ca
 Website: www.dkdesign.ca

- DRAWING LIST**
- L01 Landscape Site Plan
 - L02 Material and Layout Plan / Materials Legend
 - L03 Planting Plan / Plant List
 - L04 Off Site Plan
 - L05 Landscape Sections

the RailYards

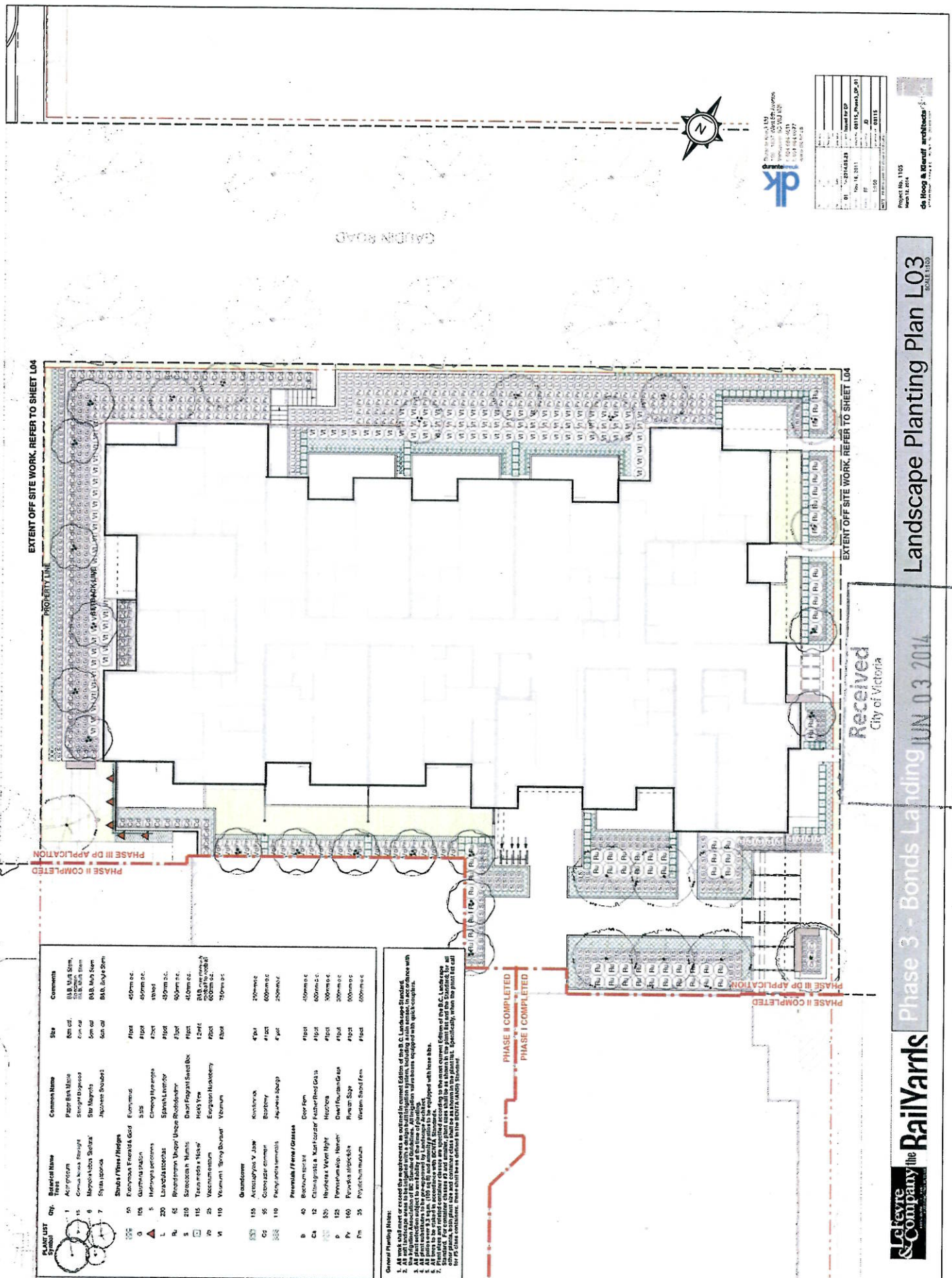
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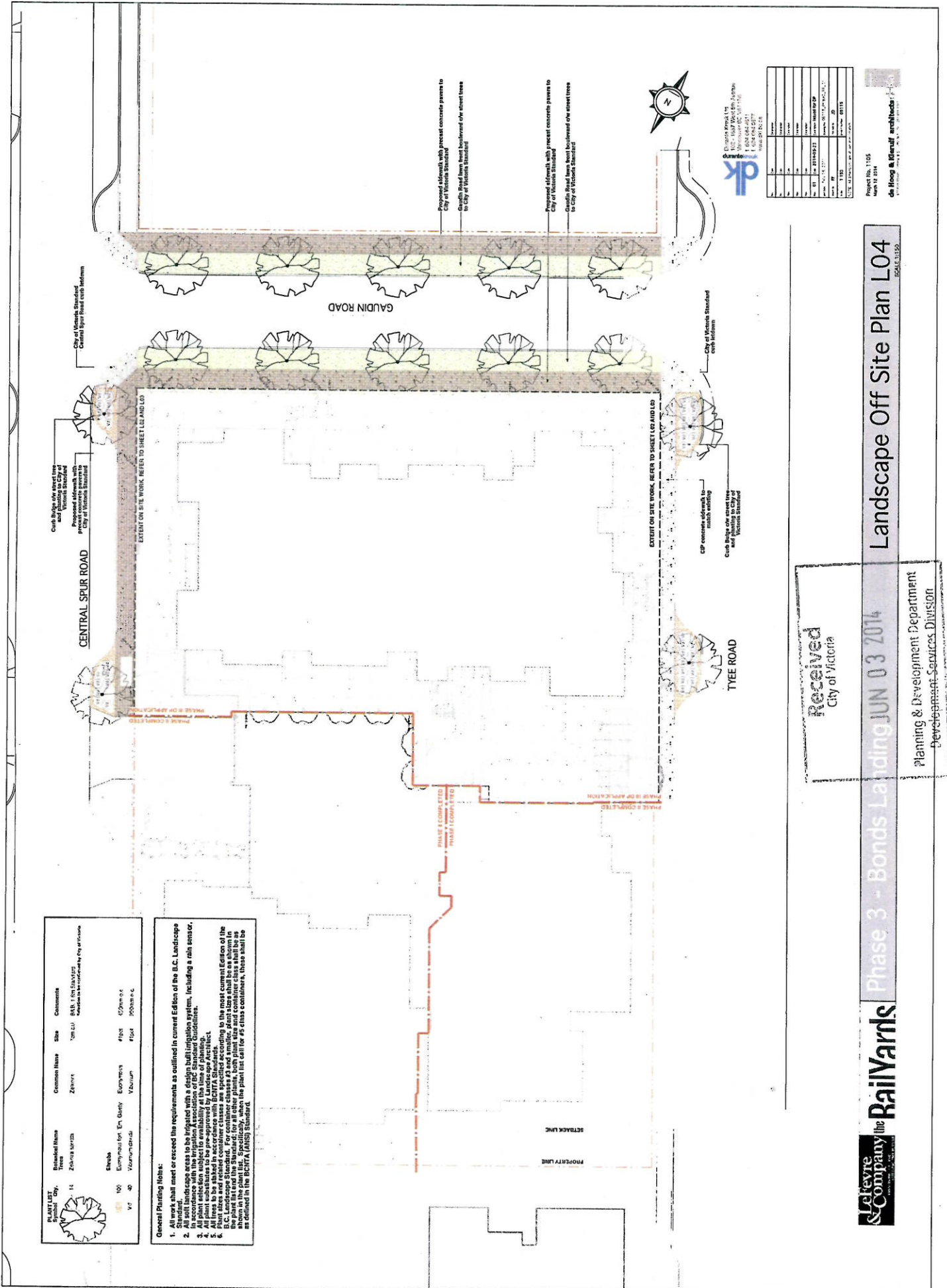
Received
City of Victoria
JUN 03 2014

Landscape Site Plan L01
SCALE: 1:100

Planning & Development Department
Development Services Division



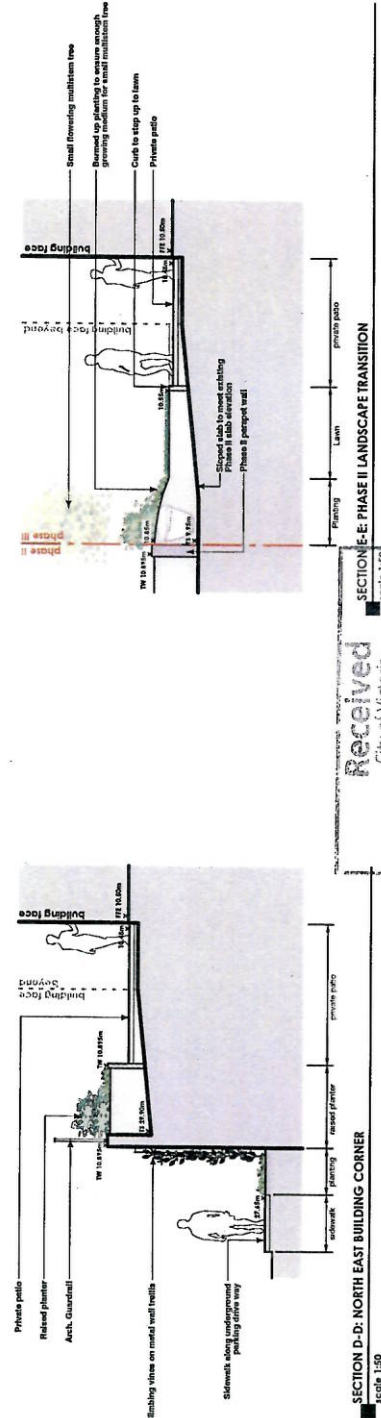
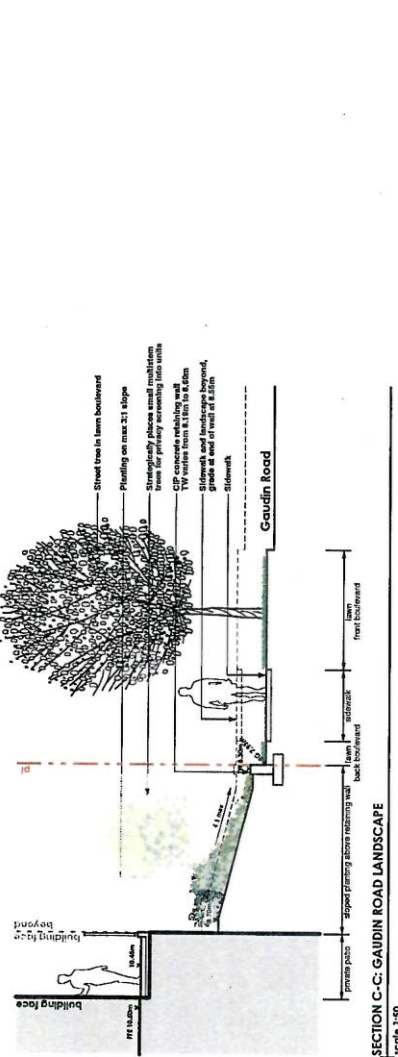
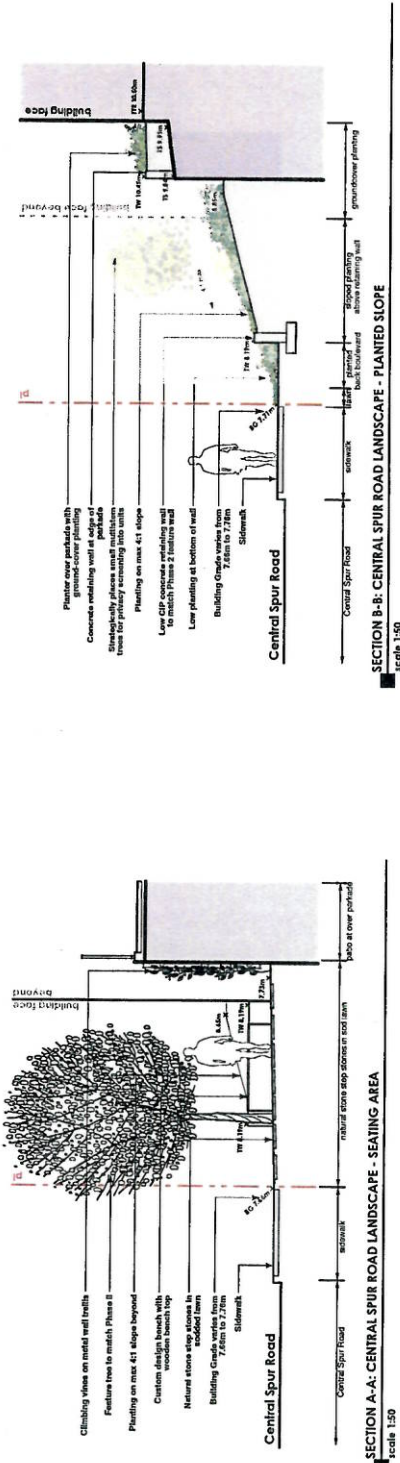




Project No. 1105
Date: 11/11/2014

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|----------|--|
| Client | City of Victoria |
| Project | Phase 2 - Bonds Landing |
| Location | 1000-1001 West 5th Avenue, Victoria BC V8M 1H5 |
| Scale | 1:50 |
| Author | DK |
| Checker | DK |
| Appr. | DK |
| Date | 08/11/2014 |
| Drawn | DK |
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| Appr. | DK |
| Date | 08/11/2014 |

Project No. 1105
Date: 11/11/2014
de Hoog & Kienit architects



DeJevre Company the RailYards Phase 2 - Bonds Landing Landscape Sections L05 SCALE 1:50

Received
City of Victoria
JUN 03 2014
Planning & Development Department
Development Services Division



787 TYEE ROAD PARKING STUDY
City of Victoria, BC

May 29 2014
File no.1705



201-791 Goldstream Ave | Victoria BC | V9B 2X5
250 388 9877 | www.blvdgroup.ca | www.wattconsultinggroup.com

787 TYEE ROAD PARKING STUDY
CITY OF VICTORIA, BC

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*787 TYEE ROAD PARKING STUDY
CITY OF VICTORIA, BC*

1.0 INTRODUCTION

Boulevard Transportation was retained by LeFevre & Company to undertake a parking study for the proposed multi-family building at 787 Tyee Road in the Railyards development. The purpose of this study is to identify the site parking requirement, determine expected parking demand based on survey of similar sites, and outline transportation demand management (TDM) options.

The 787 Tyee Road development consists of three phases. The first phase was completed in 2010 and received a parking variance. The second phase was completed in 2013 and met its parking requirement with an underground facility and adjacent surface parking. The third phase is proposed to eliminate the second phase surface parking area and provide a new underground facility. This study considers parking adequacy for the second and third phases.

2.0 BACKGROUND

2.1 Location

The development site is located at 787 Tyee Road, part of the Railyards development in the City of Victoria. See *Map 1*.

Map 1. Subject Site



PAGE 1

787 TYEE ROAD PARKING STUDY
CITY OF VICTORIA, BC

The site is an approximately 25 minute walk to downtown Victoria. Transit serves the area with five routes 6, 10, 14, 24 and 25; closest bus stops for each route are located on Tyee Road, Bay Street, Wilson Street, and Esquimalt Road. Both the Galloping Goose Regional Trail and E&N Rail Trail are nearby the site and provide walking and cycling corridors to the rest of the region. The closest Harbour Ferry stop is less than a one minute walk and provides service throughout the Inner Harbour.

2.2 Current Land Use

The site is zoned CD-5, Railyards Residential Commercial District. The first phase of development was completed in 2010, second phase in 2013, and Phase 3 is currently being proposed.

2.3 Proposed Development

The existing phase 2 building consists of 21 units and the proposed phase 3 building consists of 49 units. The majority of units are one-bedroom. See *Table 1*.

Table 1. Proposed Development, by unit type

| | Number of Units | | |
|--------------|-----------------|-----------|-----------|
| | Phase 2 | Phase 3 | Total |
| Studio | 1 | 12 | 13 |
| 1-bedroom | 13 | 33 | 46 |
| 2-bedroom+ | 7 | 4 | 11 |
| Total | 21 | 49 | 70 |

2.3.1 Proposed Parking Supply

The proposal identifies that the phase 2 building will retain 20 parking spaces and the phase 3 building will include 56 parking spaces. The total between the two phases will be 76 parking spaces (1.08 spaces per unit), with 6 spaces assigned for visitors and 70 spaces for residents (1 per unit).

The proposal also includes one Class I bicycle parking space per unit (70 total) and Class II bicycle racks at the building entrances.

3.0 PARKING REQUIREMENT

The Railyards Residential Commercial District (CD-5) zone requires parking at 1.0 spaces per studio unit and 1.3 spaces per larger multi-family unit. Accordingly, the required parking supply is 87 spaces, 11 more than proposed. See *Table 2*.

The Zoning Bylaw also requires one bicycle parking space per unit and a six-space rack at each building entrance. The proposal meets the bicycle parking requirement.

787 TYEE ROAD PARKING STUDY
CITY OF VICTORIA, BC

Table 2. Parking Requirement

| | Phase 2 | | Phase 3 | | Total Required |
|-------------------------|---------|---------------------|---------|---------------------|-------------------|
| | Units | Required Parking | Units | Required Parking | |
| Studio | 1 | 1 | 12 | 12 | 13 |
| Non-Studio (1-bedroom+) | 20 | 26 | 37 | 48 | 74 |
| Total | | 27 | | 60 | 87 |

4.0 EXPECTED PARKING DEMAND**4.1 Vehicle Ownership (Residents)**

Vehicle ownership data was obtained from ICBC for ten similar strata condominium sites. See *Table 3*. Sites were chosen that are representative of the subject site based on ownership, location, and type/size of units. More information on study sites is available in *Appendix A*.

Vehicle ownership rates vary from 0.40 to 1.06 vehicles per unit. Average vehicle ownership for the ten sites is 0.80 vehicles per unit, which results in 56 vehicles when applied to the subject site (phase 2 and 3). Average vehicle ownership for three existing Railyards sites (787 Tyee Road¹, 797 Tyee Road, 90 Regatta Landing) is 0.75 vehicles per unit, resulting in 53 vehicles when applied to the subject site.

Table 3. Summary of Vehicle Ownership at Similar Sites

| Site | Units | Insured Vehicles | Ownership Rate (vehicles/unit) |
|-------------------------|-------|---------------------|--------------------------------------|
| 787 Tyee Road | 47 | 26 | 0.55 |
| 797 Tyee Road | 62 | 59 | 0.95 |
| 90 Regatta Landing | 78 | 59 | 0.76 |
| 391 Tyee Road | 41 | 34 | 0.83 |
| 160 Wilson Street | 123 | 130 | 1.06 |
| 455 Sitkum Road | 51 | 53 | 1.04 |
| 365 Waterfront Crescent | 84 | 73 | 0.87 |
| 356 Gorge Road East | 23 | 20 | 0.87 |
| 1030 Yates Street | 45 | 18 | 0.40 |
| 932 Johnson Street | 40 | 25 | 0.63 |
| Average | | | 0.80 |

¹ Accounts for Phase 1 and Phase 2, assuming fully occupation as of April 30 2014

*787 TYEE ROAD PARKING STUDY
CITY OF VICTORIA, BC*

4.1.1 Rates from Other Studies

Vehicle ownership information was obtained for multi-family strata sites located in the Fairfield/Cook Street Village area for a February 2014 report submitted to the City. Results suggest an average vehicle ownership rate of 0.76 vehicles per unit, which is consistent with rates identified for the subject site.

4.2 Visitor Parking

Vehicle ownership information does not account for visitor parking. A Metro Vancouver study² recommends a visitor parking supply rate of 0.1 spaces per unit for downtown locations (consistent with recommended visitor rates in previous studies). The result is seven spaces when applied to the subject site (phase 2 and 3), while the proposal only include six visitor spaces. Accordingly, one vehicle is expected to seek parking on-street during peak visitor demand periods.

4.3 Summary of Demand

Total phase 2 and 3 parking demand is expected to be 63 vehicles (56 resident, 7 visitor), which is 13 fewer vehicles than proposed parking spaces (17% less). The proposed six visitor parking spaces is expected to fall short of peak visitor parking demand by one space and result in visitors occasionally seeking parking on Tyee Road or Central Spur Road.

5.0 NEIGHBOURHOOD PARKING CONDITIONS

Observations were conducted mid-day weekday, evening weekday, and mid-day Saturday to determine on-street parking utilization on Tyee Road and Central Spur Road. See *Appendix B*. Observations demonstrate that the peak demand period for on-street parking is mid-day Saturday with an occupancy rate of 63% (24 spaces unoccupied). Tyee Road observations resulted in a minimum of 16 spaces unoccupied, suggesting that any spillover from the site could be accommodated on Tyee Road. Tyee Road is primarily unrestricted parking with a to 2 hour restriction (8am-6pm, Mon-Fri) in certain locations.

6.0 DEMAND MANAGEMENT

Transportation demand management (TDM) refers to strategies that influence individual travel choice most commonly to reduce single-occupant vehicle travel. TDM provides an opportunity to enhance resident travel options at the subject site and reduce parking demand, but is not required as parking supply is expected to meet demand.

² Metro Vancouver, *Metro Vancouver Apartment Parking Study*, 2012,
http://public.metrovancouver.org/planning/development/strategy/RGSDocs/Apartment_Parking_Study_TechnicalReport.pdf

787 TYEE ROAD PARKING STUDY
CITY OF VICTORIA, BC

6.1 Carshare

The Victoria Car Share Co-operative provides car share vehicles in Greater Victoria. Participants pay a one-time membership fee and registration fee, monthly fee, and a usage fee. A vehicle is stationed at Dockside Green, approximately 500 meters from the subject site (5 minute walk). The following options may be considered to encourage car share use among residents:

1. Provide residents with information on the Co-operative and the location of nearby vehicle(s)
2. Provide one membership for each unit
3. Provide a car share vehicle to be stationed on-site (research suggests that one car share vehicle eliminates up to five personal vehicles³)
4. Subsidize car share use among residents

6.2 BC Transit

The subject site is well served by transit (routes 6, 10, 14, 24 and 25). The following options may be considered to developer may consider the following options to encourage transit among residents:

1. Provide transit information to new residents – Riders Guide, locations to buy tickets/passes
2. Subsidize resident transit by providing vouchers or monthly passes to new residents, consider using BC Transit's Developer Pass Program (research suggests that a transit pass may decrease resident parking demand by 5-10%⁴)

6.3 Bicycle Parking

The proposed bicycle parking supply meets City's requirement. Bicycle parking will consist of one Class space per unit and Class II racks at building entrances.

6.4 Walking

The study site is located within 200m of a grocery store, coffee shop and small-scale retail. Downtown Victoria is a 25 minute walk and contains employment, shopping/services, restaurants, and entertainment. The study site is characterized by a walk score of 80 out of 100 on Walkscore.com⁵, defined as being very walkable and most errands can be accomplished on foot.

³ Litman, T., *Parking Management: Strategies, Evaluation and Planning*, Victoria Transport Policy Institute, 2013

⁴ Bort, J., *Reforming Parking Policies to Support Smart Growth, Parking Best Practices & Strategies for Supporting Transit Oriented Development*, 2007

⁵ Walkscore. 2014. Retrieved from, <http://www.walkscore.com/>

787 TYEE ROAD PARKING STUDY
CITY OF VICTORIA, BC

7.0 SUMMARY

The proposal includes 70 multi-family strata units and 76 parking spaces for phase 2 and phase 3 combined (70 resident spaces, 6 visitor spaces). The proposed parking supply is 11 spaces less than the City requirement.

Vehicle ownership rates were obtained for representative sites and suggest that resident parking demand will be no more than 56 vehicles. Findings from a previous study in the Fairfield/Cook Street Village area support these findings. Visitors will generate additional demand of up to seven vehicles, suggesting that total demand will be approximately 63 vehicles. The proposed parking supply is 76 spaces and can accommodate overall parking demand, although only six visitor parking spaces and is expected to result in one visitor vehicle seeking parking on-street during peak periods. Neighbourhood parking observations concluded that there is unoccupied parking on Tyee Road and any visitor parking spillover can be accommodated on-street without significantly impacting neighbourhood parking availability.

Although TDM is not required to meet parking demand, options are identified that would increase resident travel options, including varying levels of investment in supporting carsharing among residents and encouraging transit ridership by providing information and/or subsidizing use.

8.0 RECOMMENDATIONS

1. Parking supply of 76 spaces is considered appropriate for this site and it is recommended that a variance is granted
2. Visitor parking demand is expected to exceed supply by one vehicle, but it is recommended that spillover can be accommodated in on-street parking on Tyee Road or Central Spur Road without significantly impacting neighbourhood parking availability

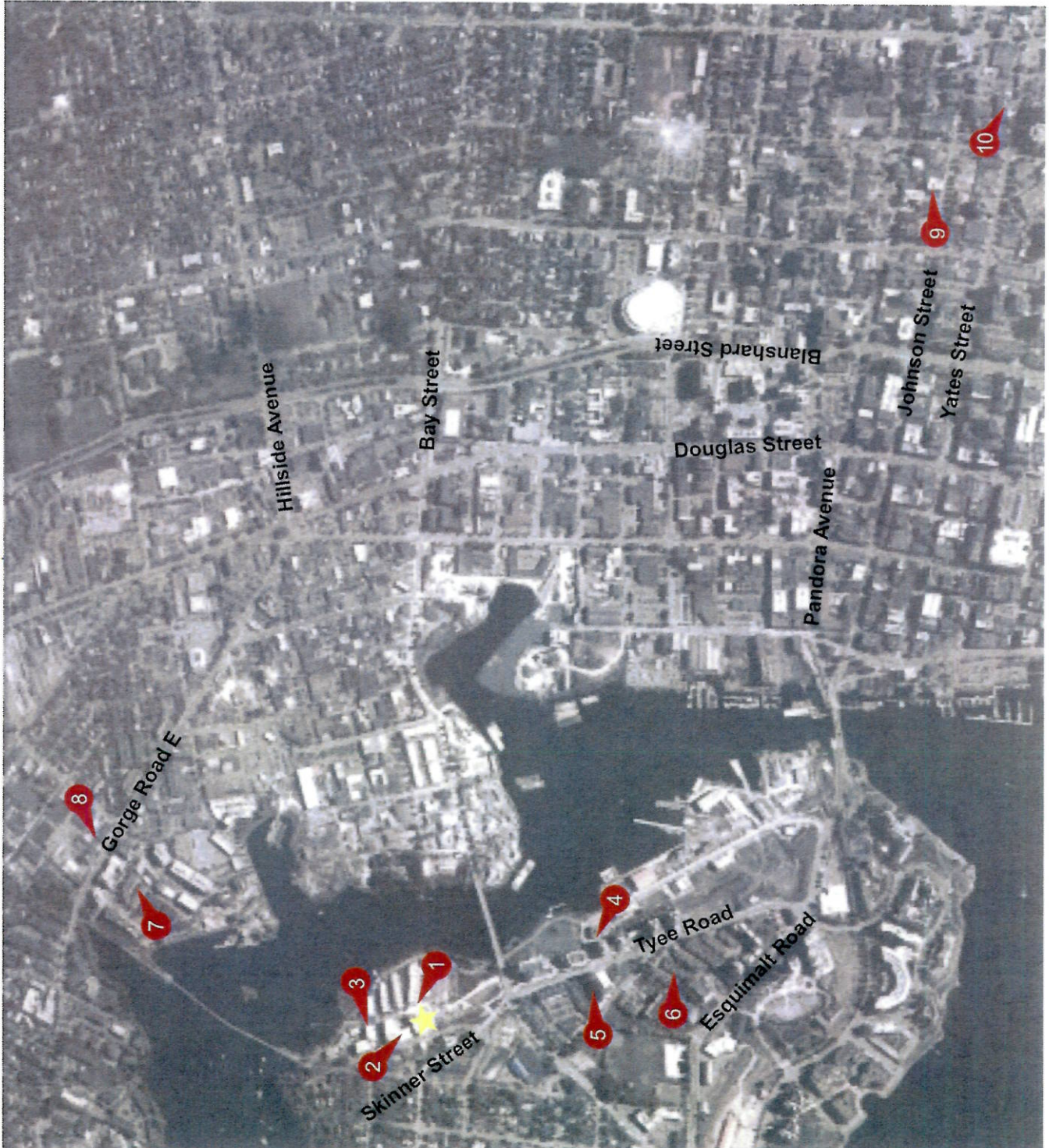
Summary of Study Sites

787 Tyee Road Parking Study

| Location | Type | Context | Unit Types* | | | | Total Units | Walkscore | Comments |
|-------------------------|--------|----------|-------------|-----------|-----------|-------------|-------------|-----------|---|
| | | | Studio | 1 bedroom | 2 bedroom | 3 bedroom + | | | |
| 356 Gorge Road East | Strata | Urban | | ✓ | ✓ | | 23 | 80 | Completed in 2008 |
| 932 Johnson Street | Strata | Downtown | ✓ | ✓ | ✓ | | 40 | 100 | The Urban, completed in 2004, commercial on first floor-Café |
| 90 Regatta Landing | Strata | Urban | ✓ | ✓ | ✓ | | 78 | 75 | The Railyards, completed in 2004 |
| 455 Sitkum Road | Strata | Urban | | ✓ | ✓ | | 51 | 83 | Completed in 1999 |
| 391 Tyee Road | Strata | Urban | ✓ | ✓ | ✓ | | 41 | 77 | Commercial on first floor, completed in 2008 |
| 787 Tyee Road | Strata | Urban | ✓ | ✓ | ✓ | | 47 | 80 | The Railyards, Phase 1 was completed in 2010, Phase 2 was completed in 2013 |
| 797 Tyee Road | Strata | Urban | ✓ | ✓ | ✓ | | 62 | 75 | The Railyards, completed in 2007 |
| 365 Waterfront Crescent | Strata | Urban | | ✓ | ✓ | | 84 | 82 | Selkirk Development, units are slightly larger, completed in 2009 |
| 160 Wilson Street | Strata | Urban | | ✓ | ✓ | | 123 | 77 | Parc Residences, completed in 2005 |
| 1030 Yates Street | Strata | Downtown | | ✓ | | | 45 | 95 | Completed in 2004 |

*Note: exact unit configuration is unknown

| LEGEND | |
|---------------------------|--|
| 1- 787 Tyee Road | |
| 2- 797 Tyee Road | |
| 3-90 Regatta Landing | |
| 4-391 Tyee Road | |
| 5-160 Wilson Street | |
| 6- 455 Sitkum Road | |
| 7-365 Waterfront Crescent | |
| 8-356 Gorge Road E | |
| 9-932 Johnson Street | |
| 10-1030 Yates Street | |
| ★ Proposed Site | |



787 TYEE ROAD PARKING STUDY
CITY OF VICTORIA, BC

Appendix B

Summary of Neighbourhood Parking Observations

Neighbourhood On-Street Parking Conditions

787 Tyee Road Parking Study

| Location | Side | Parking Supply | Notes, Restrictions | Tuesday May 6, 3:45 pm | | Saturday May 10, 1:15 pm | | Tuesday May 13, 9:00 pm | |
|---------------------------------------|------|----------------|---|---------------------------|----------------|-----------------------------|----------------|----------------------------|----------------|
| | | | | Observed Vehicles | Occupancy Rate | Observed Vehicles | Occupancy Rate | Observed Vehicles | Occupancy Rate |
| Tyee Road, Regatta Landing-Skinner | E | 25 | No Restrictions, 2 hour 8-6 Monday-Friday | 15 | 60% | 15 | 60% | 10 | 40% |
| | W | 17 | No Restrictions, Commercial Truck Loading | 11 | 65% | 8 | 47% | 6 | 35% |
| Regatta Landing, Tyee-Central Spur | | | No Parking | | | | | | |
| Central Spur Road | E | 12 | No Restrictions | 7 | 58% | 9 | 75% | 6 | 50% |
| | W | 10 | No Restrictions | 5 | 50% | 8 | 80% | 7 | 70% |
| Total | | 64 | | 38 | 59% | 40 | 63% | 29 | 45% |

Planning and Land Use Committee Report

For the Meeting on July 3, 2014

Date: June 19, 2014 **From:** Charlotte Wain, Senior Planner – Urban Design
Subject: **Development Permit with Variances #000343 for 860 Queens Avenue**
Application for a six-unit multi-family building constructed to Passive House standards

Executive Summary

The purpose of this report is to present Council with information, analysis and recommendations regarding Development Permit Application #000343 with Variances for the property located at 860 Queens Avenue. The application is to construct a three-storey, six-unit apartment building, which is proposed to be built to Passive House standards for energy efficiency.

The proposal will replace an existing fire-damaged six-unit single family house conversion currently located on the property.

The following factors were considered in reviewing this application:

- While the subject property is designated as Traditional Residential in the *Official Community Plan (2012)*, the existing zone allows multiple dwellings.
- The proposed density of 0.89:1 Floor Space Ratio is consistent with the current R3-1 Zone, Multiple Dwelling District, which allows for multiple dwellings up to six storeys in height.
- The proposal is considered generally consistent with DPA 16 (General Form and Character).
- Requested variances related to site area, site coverage, open space and setback conditions are important considerations because the subject property is located adjacent to R-2 Zone dwellings to the west and south along Queens Avenue. These variances are generally supportable given that the impact on adjacent properties is minimal.
- A variance to the parking standards is also requested, reducing the requirement from seven stalls to four stalls. This reduction is seen as supportable because the subject property is located within close proximity to Quadra Street which is designated an arterial and transit corridor, and the Transportation Demand Management (TDM) measures proposed by the applicant will help offset the impact of the reduced number of parking stalls.
- The applicant is proposing the project would be built to Passive House standards for energy efficiency, which achieves significantly greater energy conservation over conventional construction methods.
- The applicant is willing to enter into an agreement with the City to ensure the development is built to the Passive House standards as proposed.


For the above reasons, staff recommend that the Committee support this application.

In accordance with the City's *Land Use Procedures Bylaw*, this Development Permit Application has variances, therefore, it requires notification, sign posting and a Hearing.

Recommendations


1. That Council schedule a Hearing to consider Development Permit with Variances #00343 for 860 Queens Avenue subject to:
 - (a) Confirmation of participation in Victoria Car Share by way of security deposited with the Victoria Car Share Cooperative.
 - (b) A legal agreement being registered on title regarding the building being constructed to Passive House standards, to the satisfaction of the City Solicitor and Director of Sustainable Planning and Community Development.
 - (c) Refinements to the south elevation to address the upper-floor window treatment above the entrance, to the satisfaction of Director of Sustainable Planning and Community Development.
2. Following the Hearing, that Council consider passing the following resolution to authorize the Development Permit with Variances #00343, subject to:
 - (a) plans stamped June 6, 2014 for Development Permit with Variances #00343;
 - (b) development meeting all *Zoning Regulation Bylaw* requirements, except for the following:
 - (i) Section 3.3.4(1) - Relaxation for the maximum site coverage from 30% to 43%,
 - (ii) Section 3.3.9 - Relaxation for the minimum lot area for a multiple dwelling from 920 m² to 474 m²,
 - (iii) Section 3.3.10 - Relaxation for the minimum setback from a street boundary (Queens Avenue) from 9.0 m to 2.47 m,
 - (iv) Section 3.3.11 - Relaxation for the minimum setback for entrance steps from 4.5 m to 1.35 m,
 - (v) Section 3.3.12 - Relaxation for the interior side yard setback from 4.61 m to 3.03 m (east),
 - (vi) Section 3.3.15 - Relaxation for the horizontal distance between a dwelling unit and a parking space from 6.0 m to 0.0 m (nil),
 - (vii) Section 3.3.19 - Relaxation for the minimum setback from the centre line of a street boundary (Lane) from 7.5 m to 2.76 m,
 - (viii) Schedule C, Section 16.A.11(a) - Relaxation for the number of parking spaces from 1.2 spaces per dwelling unit (7) to 0.67 spaces per dwelling unit (4);
 - (c) final plans to be in accordance with the plans identified above to the satisfaction of the Director of Sustainable Planning and Community Development.

Respectfully submitted,


 Charlotte Wain
 Senior Planner – Urban Design
 Development Services


 Deb Day, Director
 Sustainable Planning and Community
 Development Department

Report accepted and recommended by the City Manager:


 Jason Johnson
 Date: June 25, 2014

CW:aw

S:\TEMPEST_ATTACHMENTS\PROSPERO\PL\DP\DP000343\PLUSC PLANNING REPORT TEMPLATE DP & DVP3.DOC

1.0 Purpose

The purpose of this report is to provide Council with information, analysis and recommendations regarding a Development Permit with eight Variances for 860 Queens Avenue.

2.0 Background

2.1 Description of Proposal and Green Building Features

The proposal is for a three-storey, six-unit apartment building at 860 Queens Avenue constructed to Passive House standards for energy efficiency. Passive House (also referred to as Passivehaus) is a standard and scientific design tool that achieves exceptionally comfortable living conditions combined with low energy demand minimal carbon emissions. Much of this is realized through building orientation, insulation and draught-free construction and can result in a 90% reduction on heating and cooling requirements compared to standard buildings. The building has a Floor Space Ratio of 0.89:1. The apartments are comprised of two two-bedroom, ground-oriented units accessed off the east and west elevations, with four additional two-bedroom units on the upper floors accessed off the front of the building on Queens Avenue. Surface parking for four vehicles is located at the rear of the building.

This proposal complies with the R3-1 Zone, Multiple Dwelling District, for land use and density, and includes eight variances for the following:

- minimum site area for a multiple dwelling
- maximum site coverage
- minimum setback in front yard
- minimum setback from front entrance steps
- minimum setback from street centreline to lane
- minimum setback for side yards
- minimum horizontal distance between a dwelling unit and a parking space
- minimum vehicle parking stalls.

The proposed architecture and landscape design for the apartment building include:

- form and massing: three-storey apartment with large windows and balcony projections on the south elevation to maximize solar gain
- siding: mix of wood siding on the ground-level entry and fibre-cement siding panels as primary materials with board and batten details at the building base on all elevations
- entrances: separate entrances are provided for each of the units on the ground floor, four raised entrances at the front of the building facing Queens Avenue and two sunken entrances on the flanking corners on the east and west facades. A covered canopy and raised porch are provided on the south elevation.
- balconies: slatted-wood panels provide solar shading on the south elevation
- windows and doors: vinyl windows
- pathways and patios: individual units at grade with patios surfaced in concrete with rear parking surfaced in a combination of materials including concrete, permeable pavers and planted beds.
- trees and plantings: both the maple tree within the property and on the boulevard are intended to be retained as part of the proposed development. Semi-private open space is provided with garden plots on the east and south sides of the building.

The proposed green building features for the apartment building include:

- Passive House standards for energy efficiency through passive solar heat gain, high quality thermal insulation, airtightness and low carbon dioxide emissions (CO₂)
- high quality glazing and solar shading during summer months
- low energy lighting
- low flow plumbing fixtures and energy-efficient appliances
- heat recovery ventilation
- rainwater management
- recycling of building materials (all materials with the exception of the asphalt shingles will be re-used or recycled)
- waste reduction and landfill diversion
- solar electric ready or "future-proofing" of the building
- native and drought-tolerant landscaping
- urban agriculture
- membership to car share co-operatives.

While it is not guaranteed the building will achieve Passive House certification, the applicant is willing to enter into an agreement with the City to ensure the intent of providing energy-efficient features is maintained. The exact details of this agreement have not yet been finalized, but it may include evidence that the applicant has entered into the Passive House Certification Program. Staff recommend Council consider the inclusion of a legal agreement as a condition of the approval. Language is included in the recommendation to this effect.

2.2 Existing Site Development and Development Potential

The site has an area of 475 m² and is occupied by a fire-damaged, six-unit single family house conversion. The current R3-1 Zone (Multiple Dwelling District) permits multiple dwellings and densities of up to 0.9:1 Floor Space Ratio for three-storey buildings.

2.3 Data Table

The following data table compares the proposal with the existing R3-1 Zone, Multiple Dwelling District. An asterisk is used to identify where the proposal is less stringent than the zone standard.

| Zoning Criteria | Proposal | Zone Standard |
|--|----------|---------------|
| Site area (m ²) – minimum | 474.80* | 920.00 |
| Total floor area (m ²) – maximum | 424.00 | 527.56 |
| Density (Floor Space Ratio) – maximum | 0.89:1 | 0.9:1 |
| Height (m) – maximum | 9.28 | 18.50 |
| Site coverage (%) – maximum | 43* | 30 |
| Open site space (%) – minimum | 30 | 30 |
| Storeys – maximum | 3 | N/A |

| Zoning Criteria | Proposal | Zone Standard |
|--|--------------|----------------------|
| Setbacks (m) – minimum | | |
| Front (Queens) | 2.47* | 9.00 |
| Entrance Steps | 1.35* | 4.50 |
| Rear (north) | 6.20 | 4.64 |
| Side (east) | 3.03* | 4.64 |
| from street centreline to lane | 2.76* | 7.50 from centreline |
| Horizontal distance between a dwelling unit and parking spaces (m) – minimum | Nil* | 6.00 |
| Parking – minimum | 4* | 7 |
| Bicycle storage – minimum | 11 | 6 |
| Bicycle rack – minimum | 6 (one rack) | 6 (one rack) |

2.4 Land Use Context

The site is situated on the north side of Queens Avenue in a predominantly residential area within the North Park District. The property is on the corner of a laneway between Wark Street and Quadra Street that provides a pedestrian-only connection from Queens Avenue to Bay Street.

The immediate land use context includes:

- to the east is a single family house conversion, containing offices and a coffee shop, zoned C1-QA, Queens Avenue Limited Commercial District
- to the south on Queens Avenue is a restaurant, zoned C1-CR Commercial Residential District
- to the north at the rear of the property along Quadra Street is a four-storey multi-family building, zoned R3-1, Multiple Dwelling District
- to the west is a vertical duplex, zoned R-2, Two Family Dwelling District.

2.5 Legal Description

The west ½ of Lot 9, Block 6, Section 3, Victoria District, Plan 804.

2.6 Consistency with City Policy

2.6.1 Official Community Plan, 2012

The proposed development is consistent with the relevant land use policies of the *Official Community Plan* (OCP). In accordance with the OCP, the new apartment building is subject to DPA16 General Form and Character. The objectives of DPA 16 are:

4. (a) *To support commercial, industrial and multi-unit residential developments that provide a sensitive transition to adjacent and nearby areas with built form that is often three storeys, or lower.*
- (b) *To integrate commercial, industrial and multi-unit residential*

developments in a manner that is complementary to established place character in a neighbourhood or other areas, including its heritage character.

- (c) *To enhance the place character of established areas and their streetscapes through high quality of architecture, landscape and urban design that responds to each distinctive setting through sensitive and innovative interventions.*
- (d) *To achieve more livable environments through considerations for human-scaled design, quality of open spaces, privacy impacts, safety and accessibility.*

The proposed development at 860 Queens Avenue generally complies with DPA 16 objectives for residential infill with a high quality of design that is complimentary to the place character of Queens Avenue.

2.6.2 North Park Local Plan, 1996

The *North Park Local Plan* contains broad goals to maintain the variety of housing forms and conserve existing housing where redevelopment is not envisioned. The Plan specifically notes that the subject property is predicted for minor change because the current form of existing development is a close fit with what is envisioned in the future. The Plan envisions the subject property for primarily residential use in the form of townhouses up to 2.5 storeys in height.

Where residential use is envisioned in new development, the Plan encourages height that is appropriate to its neighbours, and townhouses are a supported building typology in multi-unit projects. The Plan also encourages the provision of recreational meeting space for residents in apartment projects. The proposed development is consistent with the neighbourhood policy.

2.7 Consistency with Design Guidelines

The proposal is subject to review under DPA 16 General Form and Character. Building form, character, finishes and landscaping details are controlled and regulated in relation to the *Design Guidelines for Multi-Unit Residential, Commercial and Industrial Development (2012)*. Of particular relevance to this application are the following issues:

- context and transition between areas
- streetscape
- scale and massing
- safety (Crime Prevention Through Environmental Design)
- exterior finishes
- landscaping.

It is considered that the proposal is generally compliant with the applicable policies and design guidelines under DPA 16.

2.8 Community Consultation

In compliance with the Community Association Land Use Committee Procedures for Processing Variances, the application was referred to the North Park Community Association on January 28, 2014, for a 30-day comment period. Comments were not received at the time of writing this

report. Should comments be received, they will be forwarded to Council prior to a Hearing (if this application proceeds).

This Development Permit Application has variances; therefore, it requires notification, sign posting and a hearing.

3.0 Issues

The key issues related to this Development Permit with Variances Application are:

- impact of siting variances
- neighbourhood context and transition between areas
- streetscape
- design, massing and finishing of proposed building
- crime prevention through environmental design (CPTED)
- landscaping
- parking variance
- proposed passive design.

4.0 Analysis

4.1 Impact of Siting Variances

The proposal includes eight variances related to parking, site area, site coverage, open space and setbacks. The building scale and massing of the proposal are in keeping with the immediate context and are significantly under the maximum height restriction of the R3-1 Zone. The building footprint is also similar to the existing building that will be replaced, but has been rotated 90°, resulting in an increased setback at the rear and a reduced setback from the property to the east. A reduced setback to the east is considered acceptable due to the adjacent commercial use, mitigating any privacy issues, while the lane provides a buffer for the duplex to the west. The variance requested for the front setback is considered supportable as it provides an appropriate response to the adjacent properties, which also have similar setbacks from Queens Avenue. Although the increase in site coverage results in limited amenity space for residents, this has been mitigated through upper-floor balconies and the provision of shared raised garden beds at ground-floor level.

4.2 Neighbourhood Context and Transition

The form and massing of the proposed apartment is comparable to the scale and height of the adjacent buildings. To the west is a two-storey duplex and to the east is a single-family dwelling converted to commercial use.

In DPA 16, new infill should be sensitive to its context. Policy 1.2 states that “where new development is directly abutting lands in a different OCP Urban Place Designation, or it directly abuts a different Development Permit Area, the design should provide a transition between areas in ways that respond to established form and character, and that anticipate any future development”. While the subject site is zoned for multiple dwellings, it is designated as Traditional Residential, which is also the case for all parcels adjacent to the west and south along Queens Avenue. To the rear of the property is land designated as Urban Residential that contains a four-storey apartment building. The proposed building also provides an adequate visual transition to the Queens Avenue single family houses through a modest ground-oriented

apartment design. Given the heights that could be realized in the current zone, the proposed development is considered a sensitive fit within the immediate neighbourhood.

4.3 Streetscape

The proposed apartment building would add variety to the streetscape along Queens Avenue and the adjoining lane through massing and architectural elements. The south elevation would be long when compared to the surrounding streetscape, which has predominantly single family residences (or conversions) fronting the street; this is seen as advantageous as it helps maximize the solar gain through windows for the Passive House features and provides a positive street relationship to Queens Avenue. Four separate entrances for the upper units face Queens Avenue helping to add vibrancy to the streetscape, while ground-floor units are accessed off the east and west elevations, providing animation to the flanking sides of the building. The interface between the private and public realm is defined through the entrance steps and softened through private patios and planted beds.

4.4 Human-Scaled Massing, Height and Architectural Features

Policy 2.1.3 of the Design Guidelines states that “new development that is located on a corner site should be designed to contribute to both streetscapes”. In DPA 16, where infill is often introduced in a low-scale, low-density context such as Traditional Residential areas, key considerations include human-scaled massing, height and architectural features. Elements of the proposed design contribute to human-scale, such as the balcony projections that break up the south façade and identify the individual units. The proposed massing on the west elevation has a three-storey street wall, which is approximately the height of the adjacent house to the west, and is visually broken up with the secure bicycle parking at ground level. The perceived mass of the southern elevation is reduced through the use of visually interesting architectural elements and rooflines such as the entrance canopy, balconies, sloped roofs and dormers that complement the form and character of the buildings in the immediate context, without replicating their architectural styles. However, there may be opportunities to further refine the fenestration detail of the louvers above the main entrances, both from an aesthetic perspective and to satisfy the Passive House requirements for solar gain.

4.5 Crime Prevention Through Environmental Design (CPTED)

Applicable design guidelines encourage safety through design features, including “eyes on the street” and avoiding large areas of blank walls. The proposed development includes ground-floor entrances along Queens Avenue as well as the west and east elevations, providing activity on these two flanking sides. Windows are included on all facades of the building and of particular importance is the west elevation along the lane, which has the potential to be an “entrapment spot” although the windows of the adjacent property mitigate any opportunities for crime. Motion sensor lighting adjacent to the bicycle storage area enhances the safety and security in this area.

4.6 Exterior finishes

The proposed mix of exterior finishes includes: fibre cement siding, board and batten as the primary materials with wood siding for the entrance feature on Queens Avenue. The materials have been selected to compliment adjacent properties. Windows are vinyl with wood trim and balcony doors and railings are metal with wood slats that act as sun canopies for the upper units.

4.7 Landscaping

The landscape design includes the retention of a maple tree in the southeast (front) corner of the lot, as well as retention of an existing maple and hawthorn tree on the boulevard frontage. Shrubs and groundcover will be planted within all setbacks near the property lines and around the edge of private patio areas. Shared planted beds intended for urban agriculture purposes are proposed in the east setback; permeable paving and planted beds mitigate surface runoff on the parking area. The proposed amenity space for each unit is considered supportable for an apartment building of this scale.

4.8 Parking Variance

A parking rate of 0.67 stalls per unit has been proposed, resulting in a three stall parking variance under the *Zoning Regulation Bylaw*. The applicant has provided an analysis for vehicle ownership in the neighbourhood. This rate does not include demand generated from visitors to the property. The applicant is proposing to mitigate the parking variance of three stalls through the provision of additional bicycle facilities, in excess of the minimum requirements of Schedule C of the *Zoning Regulation Bylaw*. To this end, 11 Class 1 secure bicycle facilities are provided along the west elevation adjacent to the lane, as well as under the entrance steps for the ground-floor units. Publicly accessible Class 2 stalls are provided along the front of the property. The applicant is also proposing membership in the Victoria Car Share Cooperative for all units of the development; wording is contained in the staff recommendations to ensure that, if Council chooses to support this proposal, the necessary agreements are put in place prior to holding a Hearing on the application.

The applicant has not justified the proposed parking variance with vehicle ownership data from comparable developments. However, based on the relatively small unit sizes (47 m² to 65 m²) and the proposed TDM measures listed above, a parking demand of five spaces (6 units x 0.75 spaces per unit) is anticipated. This anticipated parking demand exceeds the parking supply by one stall. As this anticipated one stall shortfall will have a relatively minor impact on neighbouring residents and businesses, the proposed parking variance is recommended for Council consideration.

5.0 Resource Impacts

There are no anticipated resource impacts associated with this proposal.

6.0 Conclusions

The proposal for a three-storey apartment building in the R3-1 Zone (Multiple Dwelling District) is recommended to Council as it provides a sensitive transition from larger-scale buildings along Quadra Street to single family residences and conversions along Queens Avenue. The proposed building would help create a positive street frontage within the existing context.

While the parking standard is reduced for the proposed development, it is supportable with the provision of more bicycle facilities and proposed participation in the Victoria Car Share Cooperative, provided that an agreement is in place prior to a Hearing being held.

Staff recommend that the Committee support this application.

7.0 Recommendations

7.1 Staff Recommendation

1. That Council schedules a Hearing to consider Development Permit with Variances #00343 for 860 Queens Avenue subject to:
 - (a) confirmation of participation in Victoria Car Share by way of security deposited with the Victoria Car Share Cooperative;
 - (b) a legal agreement being registered on title regarding the building being constructed to Passive House standards, to the satisfaction of the City Solicitor and Director of Sustainable Planning and Community Development;
 - (c) refinements to the south elevation to address the upper-floor window treatment above the entrance to the satisfaction of Director of Sustainable Planning and Community Development.
2. Following the Hearing, that Council consider passing the following resolution to authorize the Development Permit with Variances #00343 subject to:
 - (a) plans stamped June 6, 2014, for Development Permit with Variances #00343;
 - (b) development meeting all *Zoning Regulation Bylaw* requirements, except for the following:
 - (i) Section 3.3.4(1) - Relaxation for the maximum site coverage from 30% to 43%,
 - (ii) Section 3.3.9 - Relaxation for the minimum lot area for a multiple dwelling from 920 m² to 474 m²,
 - (iii) Section 3.3.10 - Relaxation for the minimum setback from a street boundary (Queens Avenue) from 9.0 m to 2.47 m.
 - (iv) Section 3.3.11 - Relaxation for the minimum setback for entrance steps from 4.5.m to 1.35 m,
 - (v) Section 3.3.12 - Relaxation for the interior side yard setback from 4.61 m to 3.03 m (east),
 - (vi) Section 3.3.15 - Relaxation for the horizontal distance between a dwelling unit and a parking space from 6.0 m to 0.0 m (nil),
 - (vii) Section 3.3.19 - Relaxation for the minimum setback from the centre line of a street boundary (Lane) from 7.5 m to 2.76 m,
 - (viii) Schedule C, Section 16.A.11(a) - Relaxation for the number of parking spaces from 1.2 spaces per unit (7) to 0.67 spaces per dwelling unit (4);
 - (c) final plans to be in accordance with the plans identified above to the satisfaction of the Director of Sustainable Planning and Community Development.

7.2 Alternate Recommendation (Referral to Advisory Design Panel)

1. That Council schedules a Hearing to consider Development Permit with Variances #00343 for 860 Queens Avenue subject to:
 - (a) Development Permit Application #000343 being reviewed by the Advisory Design Panel, with specific attention to Development Permit Area 16 Guidelines, Design Guidelines for Multi-Unit Residential, Commercial and Industrial;

- (b) confirmation of participation in Victoria Car Share by way of security deposited with the Victoria Car Share Cooperative prior to Public Hearing;
 - (c) a legal agreement being registered on title regarding the building being constructed to Passive House standards, to the satisfaction of the City Solicitor and Director of Sustainable Planning and Community Development.
2. Following the Hearing, that Council consider passing the following resolution to authorize the Development Permit with Variances #00343, subject to:
- (a) plans stamped June 6, 2014 for Development Permit with Variances #00343;
 - (b) development meeting all *Zoning Regulation Bylaw* requirements, except for the following:
 - (i) Section 3.3.4(1) - Relaxation for the maximum site coverage from 30% to 43%,
 - (ii) Section 3.3.9 - Relaxation for the minimum lot area for a multiple dwelling from 920 m² to 474.80 m²,
 - (iii) Section 3.3.10 - Relaxation for the minimum setback from a street boundary (Queens Avenue) from 9.0 m to 2.47 m,
 - (iv) Section 3.3.11 - Relaxation for the minimum setback for entrance steps from 4.5 m to 1.35 m,
 - (v) Section 3.3.12 - Relaxation for the interior side yard setback from 4.61 m to 3.03 m (east),
 - (vi) Section 3.3.15 - Relaxation for the horizontal distance between a dwelling unit and a parking space from 6.0 m to 0.0 m (nil),
 - (vii) Section 3.3.19 - Relaxation for the minimum setback from the centre line of a street boundary (Lane) from 7.5 m to 2.76 m,
 - (viii) Schedule C, Section 16.A.11(a) - Relaxation for the number of parking spaces from 1.2 spaces per unit (7) to 0.67 spaces per dwelling unit (4);
 - (c) final plans to be in accordance with the plans identified above to the satisfaction of the Director of Sustainable Planning and Community Development.

8.0 List of Attachments

- Zoning map
- Aerial map
- Letter from applicant dated June 6, 2014
- Plans dated June 6, 2014
- Supporting transportation analysis
- Letter of support from CALUC date stamped June 9, 2014
- Letters of support from neighbours (four letters) date stamped June 9, 2014.



860 Queens Avenue
Development Permit #000343

Development Permit Application with Variances # 000343 for 8...





860 Queens Avenue
Development Permit #000343

Development Permit Application with Variances # 000343 for 8...

Friday June 6, 14

To: Mayor Dean Fortin and Victoria City Council
Victoria City Hall 1 Centennial Square
Victoria BC V8W 1P6

Re: Development Permit Application for 860 Queens Avenue



Dear Mayor Fortin and Victoria City Council,

The information below summarizes our revised proposal to develop a new six-unit residential strata building at 860 Queens Avenue. It targets the international Passive House standard of energy efficiency and requires variances to the existing R3-1 Zone, Multiple Dwelling District regulations, which we believe are reasonable in the context.

We submitted our application in December of 2013 and have been through two rounds of staff review and comment. The feedback we have received has helped refine and improve our proposal. We have actively consulted with our neighbours and the North Park Neighbourhood Association from the beginning of our process, and are pleased that we have received their support in writing.

It is very important for us to get started before the significant fall rains. To that end, we look forward to presenting our proposal at a Public Hearing as soon as it can be scheduled and working as expeditiously as possible through the building permit process.

Project Purpose

We believe buildings can transform our energy consumption, making our country more environmentally sustainable and our communities more resilient. Collaboration in design and construction enables the built environment to be comfortable and attractive while also being affordable and sustainable. Thoughtful design and careful construction can ensure the buildings of tomorrow are vastly better than those of the past. These are the tenants that drove Bernhardt Contracting Ltd. to finance and build the first building on Vancouver Island targeting the international Passive House standard and to undertake the design & construction of the first market multi-family building in British Columbia. We wish to demonstrate such buildings are not only more comfortable & sustainable, but more economical - and achievable right here, right now.

The Passive House approach to building is a fabric first approach, emphasizing thoughtful design, super insulation, high quality components and high efficiency heat recovery ventilation. By designing and building a higher quality building envelope, and installing efficient ventilation, some mechanical equipment can be eliminated and the building can be heated primarily by passive solar and internal heat gains. The result is a high quality, durable building with reduced mechanical requirements and low operating costs. The International Passive House Standard is the world leader in building energy efficiency. Such buildings are known for unsurpassed thermal comfort and indoor air quality with minimal operating costs.

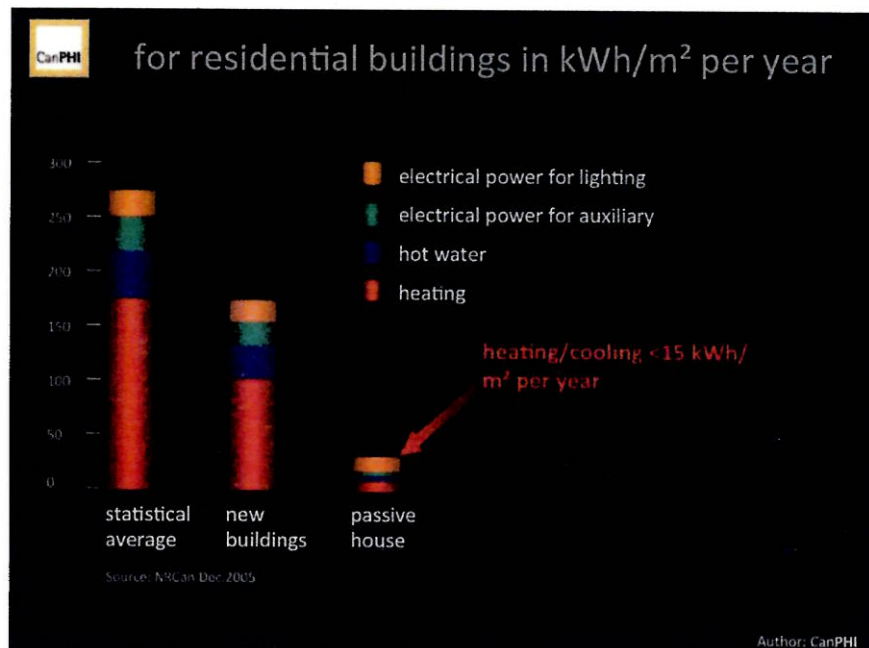


NORTH PARK
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Friday June 6, 14

Passive House is becoming the standard for building construction in Europe and is rapidly being adopted around the world. The Passive House standard is suitable to all building types – single-family, multi-family, commercial, and institutional – and increases in efficiency with the construction of larger buildings. It achieves energy efficiency by capturing solar heat through windows and retaining that heat in the building through architectural detailing and a highly insulated and airtight building envelope. In addition to energy conservation Passive House construction provides a continual supply of fresh air with a high efficiency heat recovery ventilation (HRV) system, resulting in low CO₂ levels and particulate pollution, a high standard of thermal comfort, a very durable long-lasting envelope and a quiet interior environment.



“What if we got serious about energy conservation, and instead of aiming at 30% savings for one house on the block, aim at 90% savings, whilst making it affordable for all?”

Dr. Wolfgang Fiest,
originator of the Passive
house Standard

Figure 1 Comparative energy consumption of buildings

This project is the second demonstration project undertaken by Bernhardt Contracting Ltd. to illustrate the feasibility and market appeal of high performance buildings in the local market. The first project was not accessible to the public (but was none the less was seen by approximately 1,000 industry and public sector representatives) and was not offered for sale. This project will be open for public viewing with units being offered for sale to establish a market value for high performance housing. Government staff, the construction sector & the public will be given the opportunity to observe and experience this standard of construction through the hosting of project tours, speaking engagements and media coverage.



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A number of building owners, developers and public agencies have shown interest in the project, with funds being committed by BC Housing and Vancity to support a research project on the business case for Passive House construction in the Canadian market using this project as the primary example. Construction costs, operating costs and market returns are to be compared to comparable conventionally designed buildings. An analysis will be conducted on the applicability to larger buildings using data from cooperating owners or recently constructed larger multi-family developments.

Building Description

Our proposal is to build a six-unit Passive House strata building to replace the existing six-unit house conversion destroyed by fire. In addition to targeting the world's most stringent energy efficiency standard, the owners wish to install a photo-voltaic array generating as much energy as the building consumes and, to the extent feasible, use sustainable construction materials such as FSC certified wood products.

The property is currently zoned R3-1, Multiple Dwelling District, which allows multiple dwellings up to six storeys in height. Our proposal is a three-story building with six units averaging 75.25 m² (810 ft²) in size. Each unit is well lit with natural light, has a separate entrance, private outdoor space and individual laundry facilities.

Project Rationale

Our goal in developing this project is to create a building that sensitively integrates with the neighbourhood while providing an environmentally responsible building. We studied the character of the neighbourhood and have taken time to walk the streets and meet our neighbours.

The area of North Park in which our project site is located contains a diversity of uses, lot sizes and buildings. In the immediate vicinity of 860 Queens Avenue, 76% of the structures are multiple dwelling buildings, 14% are single-family dwellings, 5% are commercial and 5% are institutional. Most of the multiple dwelling buildings that dominate this neighbourhood are small apartment buildings between six and 19 units or older buildings that have been rebuilt or converted into multi-unit condos or multi-unit rentals.

In addition to the current context of the neighbourhood, we considered the population and development projections in the North Park Neighbourhood Plan and the Official Community Plan. Both indicate steady growth and modest densification of North Park. The North Park Neighbourhood plan identifies appropriate changes to this particular property as *'new buildings similar in size and functions to those they replace'*. Prior to the fire in 2012 the property was operating as a six-unit rental, providing our proposal with both historical context and consistency with the Neighbourhood Plan policy direction.

Project Design

The following section describes briefly how the proposal complies with the Design and Development Permit Guidelines and responds to the neighbourhood character. For a more comprehensive review of the design guidelines please refer to Appendices 1 through 5.



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Layout

The layout is supported by the DPA16 Design Guidelines for Multi-Unit Residential, the design guidelines in the Local Area Plan, the Passive Solar Guidelines, and Crime Prevention through Environmental Design Guidelines. We have taken the existing footprint of the building, rotated it 90 degrees to maximize solar access to the building and oriented the units within the building to have their living space face the street and the sun. Arranging the lot in this manner allows the proposal to comply with the DPA16 and North Park Local Plan design guidelines for placing parking in the rear yard and the Highway Access Bylaw requirement to access parking off the laneway frontage.

Scale

The scale of the proposed building is moderate for the neighbourhood. It is similar or smaller in size to many of the buildings on Wark St., similar or slightly larger than many of the buildings on Queens, and smaller than the buildings on Quadra with whom we share the alley. The footprint of the building is nearly identical in size to the footprint of the existing building and the lot coverage is slightly less than the neighbouring buildings. All the design guidelines encourage keeping the scale and massing of the building contextual to the neighbourhood; every effort has been made to do so.

Architectural Design

The architectural design combines neighbourhood context, program requirements and Passive House principles and for the most part the different influences tend to be complimentary rather than contrary. The second floor entrance is raised a short flight of steps up from the street, leading to four front doors which is a comfortable entry sequence and quite traditional for residential buildings in any neighbourhood. The ground floor units are accessed directly via private lowered patios on the east and west side of the building thereby providing additional eyes on the side yards. Prominent street-facing balconies provide outdoor living space for residents as well as carefully calculated overhangs to avoid overheating for windows below. In order to avoid thermal bridging at the building exterior (requirement of building a Passive House) the balconies are not cantilevered and are instead supported by columns that have informed the essential look of the building.

Deep set windows and doors are a result of Passive House required detailing and simply through their inherent quality will appear more like the windows of early 1900's houses with detailing and shadow lines rather than more recent houses that incorporate nail on windows, flush with cladding materials. Contemporary detailing such as vertical slats on the sides of the balconies and horizontal slats on the sliding barn doors will distinguish the building as a 21st Century building. Accent colour on the front doors and clear finish cedar siding at walls and soffits nearby will focus the eye and attention to these entrances, signalling that *'neighbours live here'*.

Landscaping

Our landscape plan includes drought tolerant and native plantings, permeable paving, and urban agriculture as suggested by the Local Area Plan, Official Community Plan, and Sustainability Framework.



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Neighbourhood Consultation

Neighbours, the North Park Neighbourhood Association, design and construction team members, the area planner, and the engineering department have been included in the design process for 860 Queens Ave. Meetings have been held with the North Park Neighbourhood Association and neighbours starting last December to receive formal feedback on the design and function of the building. The initial project design and subsequent changes have been guided by all the feedback received.

Green Building Features

The primary sustainable construction objective of this project is to minimize CO₂ emissions.

In addition, this project will address other sustainability objectives including:

- Rain water management,
- Recycling of building materials,
- Waste reduction and landfill diversion,
- Solar electric ready, and, if budget permits, a photovoltaic array installed
- The use of sustainable building materials such as FSC certified wood products when available
- Minimizing the use of unsustainable construction materials such as foams and high VOC materials
- Native landscaping,
- Urban agriculture

Please refer to Appendix 7 for a comprehensive review of green building checklist.

Proposed Variances

There are eight variance requests accompanying this Development Application. Most arise from the R3-1 Zone being designed for a "tower in the park" zoning strategy not fully sensitive to the existing urban fabric of this development. 860 Queens Avenue is a small site and the following variances are requested to help the building fit the context of the immediate neighbourhood:

A. Allowable site coverage from 30% to 43%

Rationale: The proposed site coverage is consistent with the site coverage of adjacent properties. Site coverage of the property to the east is over 41%, and site coverage of the property to the west is over 54%.

B. Minimum site area from 920m² the lot area 474.8m²

Rationale: The current zoning for the lot is R3-1, which this application seeks to maintain. In the North Park Local Plan, the lot is classified as R3-1 and identified for minor changes, which are defined as *'new buildings similar in size and function to those they replace,'* indicating that the proposal to replacing a six-unit conversion with a new six-unit building similar in size is consistent with the policy direction for this property and the R3-1 zoning that was assigned to this lot. This variance request is necessary because we are proposing to remove the existing structure destroyed by fire.



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PASSIVE HOUSE

860 Queens Ave Victoria BC
(250) 893 - 2514

Friday June 6, 14

C. Front setback from 9 m to 2.47m

Rationale: The proposed front set back maintains the character, rhythm, and context of Queen Avenue. The main face of the proposed building sits 3.98m from the front lot line similar to the adjacent buildings on Queens (4.44 m and 3.4 m respectively). Balconies within the R3-1 Zone are typically exempt from the setback consideration in the R3-1 Zone, but for Passive House construction the balconies must be supported by posts to eliminate thermal bridges and resulting energy losses. These post-supported balconies make the variance request 2.47 m.

D. Front setback for entrance steps from 4.5m to 1.35m

Rationale: The proposed front stair set back maintains the character, rhythm and context of the street. The front stair set back of the building to the east is 0.56m, and the front stair set back of the building to the west is 0.99m. Similar front stair set backs are observed on the other buildings on the north side of Queens Ave.

E. Interior lot line setback from 4.61m to 3.03m

Rational: Our starting point for building size was the footprint of the existing building. The existing building had an interior lot line setback of 2.22m. In order to align the footprint of the building to maximise solar gains and meet the Passive House Standard and confirm with the City's Passive Design Guidelines, the building needs to be turned 90 degrees changing the interior lot line setback from the north lot line to the east lot line.. The requested interior lot line setback also conforms to with the rhythm of the neighbourhood by maintaining side yard setbacks similar to those of the neighbouring properties.

F. Number of parking spaces from 1.2 spaces per unit to 0.67 per unit

Rationale: As the trend of declining personal use of automobiles continues, our goal is to provide parking for the actual parking demand over time. We assessed the actual parking demand with four studies. A detailed survey of the immediate neighbourhood found the average number of parking spaces per unit to be 0.65. ICBC car ownership rates indicate a vehicle to unit ratio of 0.85 for the general area. ICBC car ownership rates for similar developments in Victoria in similar proximity to amenities to be 0.64. We studied parking space usage in multi-unit properties in Victoria where we have done property maintenance over the past 5 years and found an average parking usage ratio of 0.56. This property is uniquely located in close proximity to major recreational facilities as well as multiple amenities, down town, and public transit. The site has a Walk Score of 90 ("Walkers Paradise"), a Bike Score of 90 (Biker's Paradise) and a Transit Score of 73 ("Excellent Transit"). In addition, TDM measures of enhanced bicycle storage (12 instead of the required 6) and a Victoria Car-Share Co-op membership for each unit are being provided. We also expect people who will be attracted to this building for its super energy efficiency are more likely to select personal transportation alternatives to the automobile. These are all factors that will reduce vehicle ownership demand and why we are confident that our proposal includes sufficient parking to meet the current and future demands of this property. We note that not dissimilar parking variances have been granted to other projects in the City based on similar considerations. Please see Appendix 6 for more information on parking and vehicle usage rates.



NORTH PARK
PASSIVE HOUSE

860 Queens Ave Victoria BC
(250) 893 - 2514

Friday June 6, 14

G. Horizontal distance from the set back of the site to the centerline of the lane from 7.5m to 2.76m

Rational: The amount of this set back requirement effectively prevents any development on a lot of this size, making a variance required regardless of the proposed development and there is no way to address the set back requirement though the design of our proposal.

H. Reduce the distance between a dwelling unit and parking space from 6m to 0m.

Rationale: One parking space is proposed with a 0m setback to the building for one-half of a car length. Throughout Victoria this is a very common parking arrangement and it allows for an efficient configuration of the lot and the pursuit of other objectives such as green space, garden space, and tree planting.

Project Benefits and Amenities

Economic Benefits

- Locally owned and financed building
- \$1,300,000 investment in building and local construction industry
- High quality units and living space
- Vacant property back into use

Environmental Benefits

- Designed and built to the international Passive House Standard
- Native and drought tolerant landscaping
- Onsite rainwater management
- Extra bicycle parking
- Infill development of a previously used site
- Building recycling and landfill diversion

Social Benefits

- Potentially the first market strata Passive House development in Canada
- Derelict property brought back into use
- Improved streetscape
- Education through public and private tours, research, speaking engagements and media relations.
- Trades training for high performance construction skills and techniques.
- Promotion of Victoria as a centre for sustainable construction



NORTH PARK
PASSIVE HOUSE

860 Queens Ave Victoria BC
(250) 893 - 2514

Friday June 6, 14

Conclusion

We believe this project is a positive addition to the North Park Neighbourhood and the City of Victoria, and will become an important part of Victoria's building heritage. We look forward to making more positive contributions in our community and hope the project will inspire others to pursue similar goals.

Sincerely,



Rob Bernhardt, President
On behalf of the owners of 09788045 BC Ltd.



NORTH PARK
PASSIVE HOUSE

860 Queens Ave Victoria BC
(250) 893 - 2514

**NORTH PARK
PASSIVE HOUSE
MULTI-UNIT BUILDING
NEW CONSTRUCTION**

**ISSUED FOR
DEVELOPMENT PERMIT**

DECEMBER 20th, 2013

REVISION 2

APRIL 08th, 2014

**REVISION 3 NOT BUBBLED
JUNE 06th, 2014**

**PROJECT ADDRESS
860 QUEENS AVENUE
VICTORIA BC, V8T 1M5**

**LEGAL DESCRIPTION
WEST 40 OF LOT 1
BLOCK 3 SECTION 3
VICTORIA DISTRICT, PLAN 804**

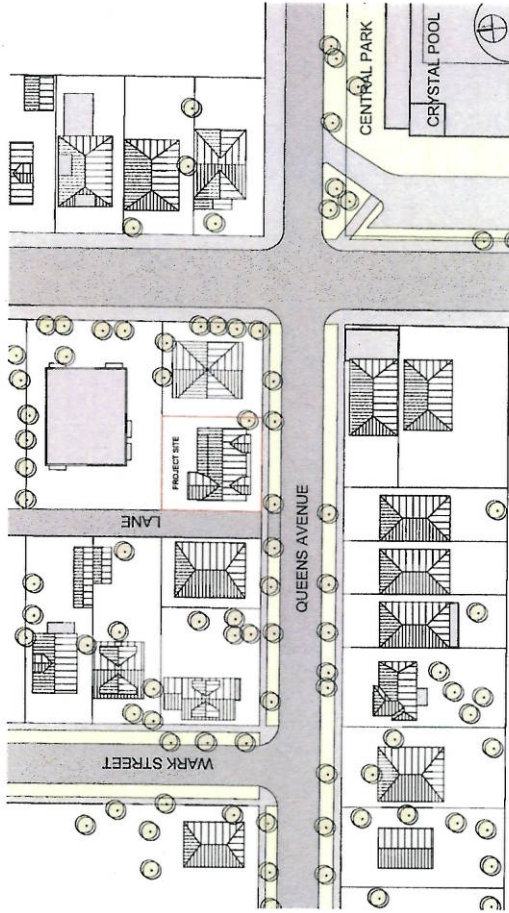
**ARCHITECT
HUGHES CONDON MARLER ARCHITECTS
SUITE 300 - 580 JOHNSON STREET
VICTORIA BC, V8J 1H2
PHONE: 250.362.6650
adam.fawkes@hcmahome.ca**

**APPLICANT
ANDREW CHAPMAN
1716 DENMAN STREET
VICTORIA BC, V8K 1Y4
PHONE: 250.889.5025
chapmanandrew@gmail.com**

DRAWING LIST

| | |
|------|---------------------|
| A100 | SITE CONTEXT |
| A101 | SITE PLAN EXISTING |
| A102 | SITE PLAN PROPOSED |
| A103 | LANDSCAPE PLAN |
| A200 | FLOOR PLANS |
| A300 | BUILDING ELEVATIONS |
| A310 | IMAGES |
| A311 | DIAGRAMS |

SITE CONTEXT
SCALE: 1/4" = 1'-0"
DATE: 2013.12.20
DRAWN BY: Adam Fawkes
CHECKED BY: Andrew Chapman
PROJECT: North Park Passive House
1716 Denman Street
Victoria BC, Canada V8K 1Y4
250.889.5025
chapmanandrew@gmail.com



2 CONTEXT PLAN
1/400



1 LOCATION PLAN
1/100



3 STREET ELEVATION
1/200

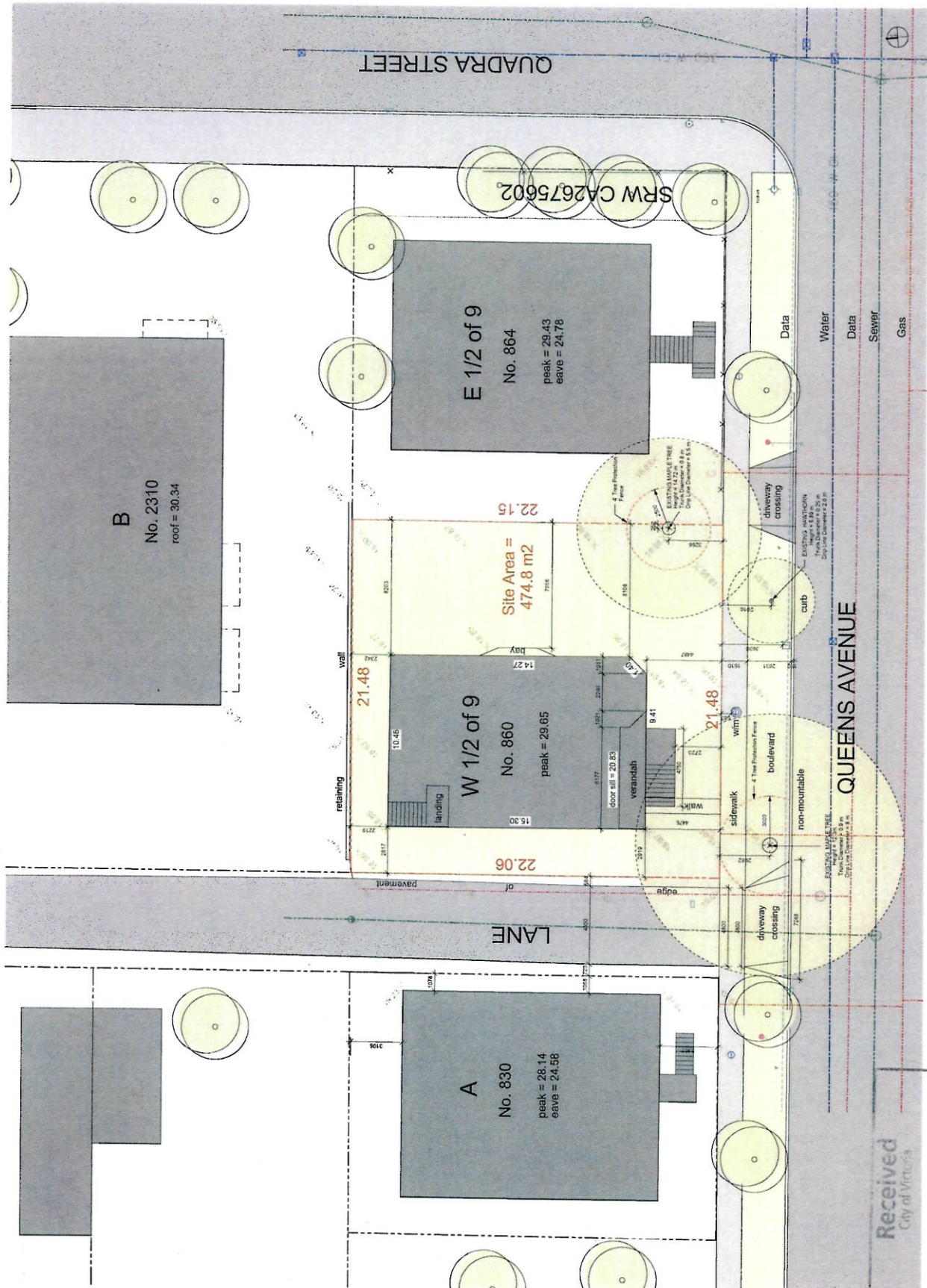


Existing House - NW Corner on Lane

Existing House - SW Corner on Queens Avenue

830 Queens Avenue

826 Queens Avenue



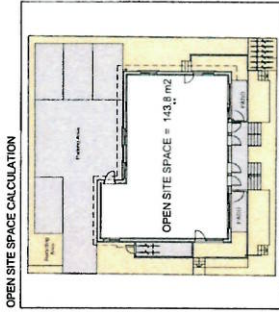
HCM

A102

SITE PLAN PROPOSED

NORTH PARK
PASSAGE HOUSE
BRIDGEVIEW, VICTORIA BC

DATE: 14/06/2014
DRAWN BY: J. HARRIS
CHECKED BY: J. HARRIS
SCALE: 1:500
PROJECT NO: 000343



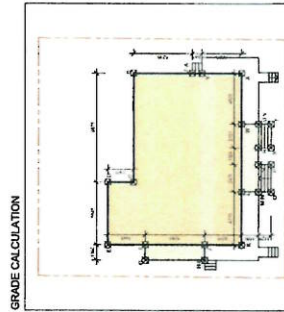
VARIANCES

VARIANCES TO ZONING BY-LAW (SEE PLAN FOR LOCATION)

- A. SITE COVERAGE: 45% (maximum 50% required)
- B. FRONT SETBACK: 1.5m (2.5m required)
- C. FRONT SETBACK: 1.5m (2.5m required)
- D. FRONT SETBACK: 1.5m (2.5m required)
- E. FRONT SETBACK: 1.5m (2.5m required)
- F. SURFACE PARKING: 10% (15% required)
- G. SURFACE PARKING: 10% (15% required)
- H. 4 parking spaces provided: 0.67 space per dwelling unit (1.7 required)

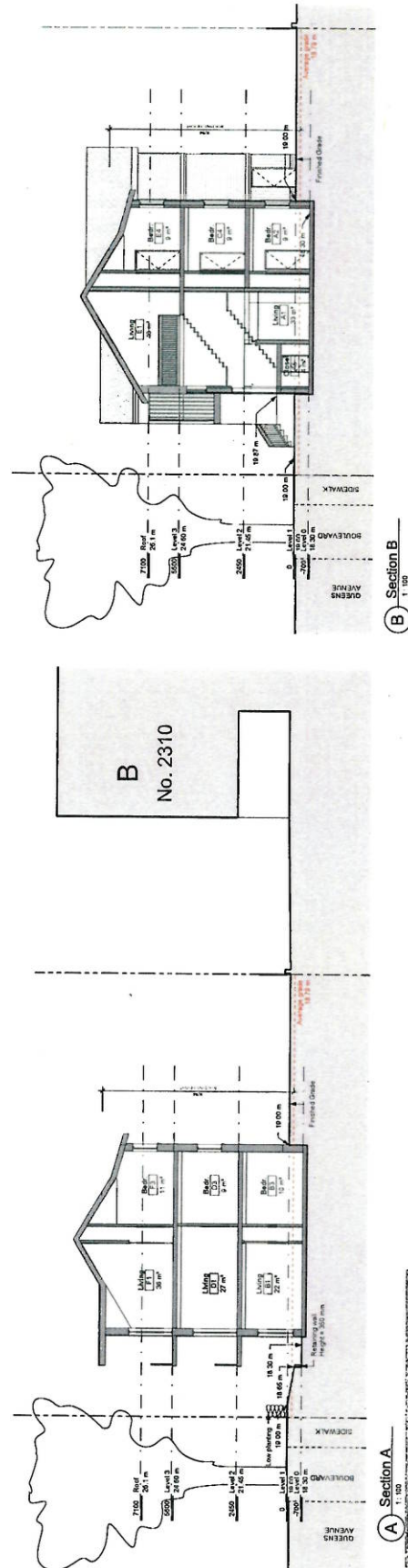
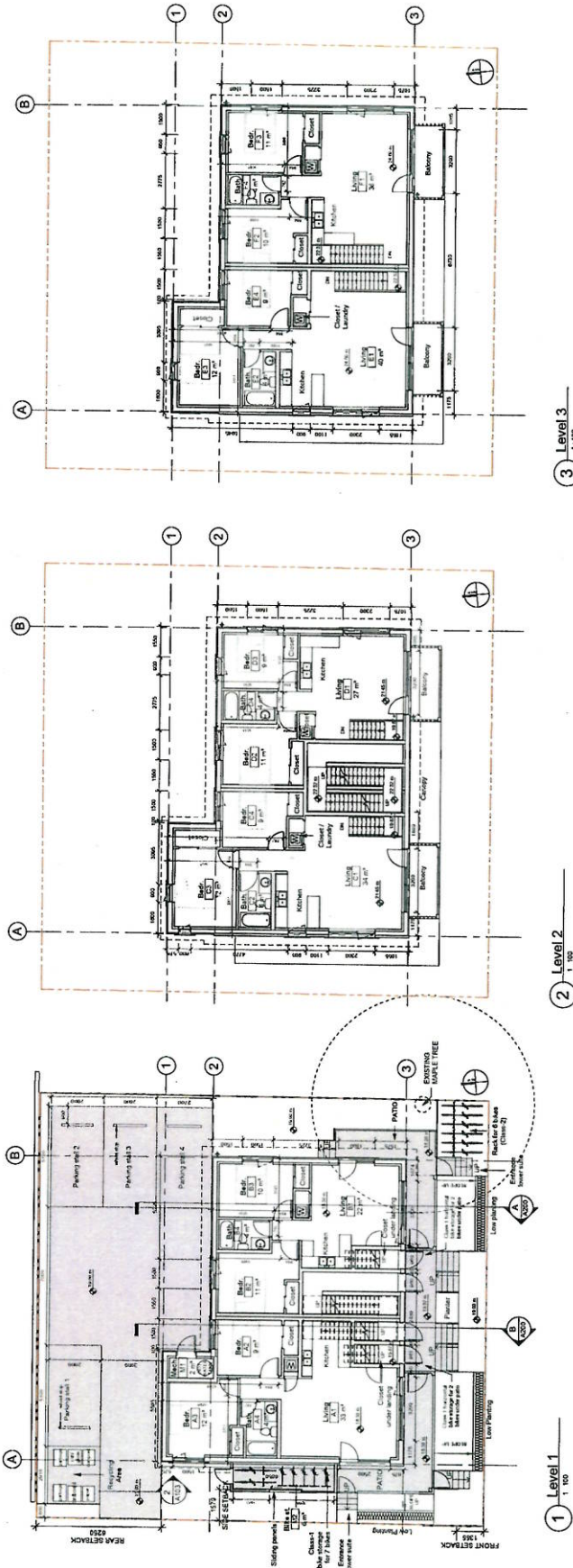
VARIANCES TO SECDALE C OFF-STREET PARKING

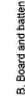
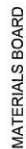
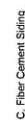
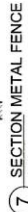
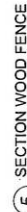
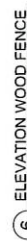
- H. 4 parking spaces provided: 0.67 space per dwelling unit (1.7 required)



| GRADE POINTS | | | | | | | | | |
|--------------|--------|-------|--------|-------|--------|-------|--------|-------|--------|
| Grade | Points | Grade | Points | Grade | Points | Grade | Points | Grade | Points |
| A | 15.00 | J | 13.00 | S | 13.00 | | | | |
| B | 15.00 | K | | T | | | | | |
| C | 15.00 | L | 13.00 | | | | | | |
| D | 15.00 | M | 13.00 | U | 15.00 | | | | |
| E | 15.10 | H | 13.00 | V | | | | | |
| F | 15.10 | I | 13.00 | W | 15.30 | | | | |
| G | 15.10 | O | 13.00 | X | 15.30 | | | | |
| H | 15.10 | P | 13.00 | Y | 15.30 | | | | |
| I | 15.30 | Q | 13.00 | Z | 15.30 | | | | |
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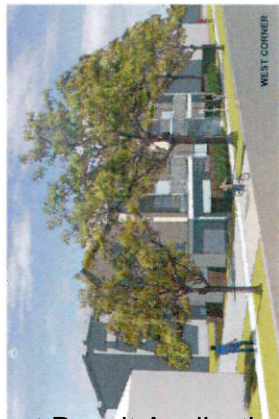
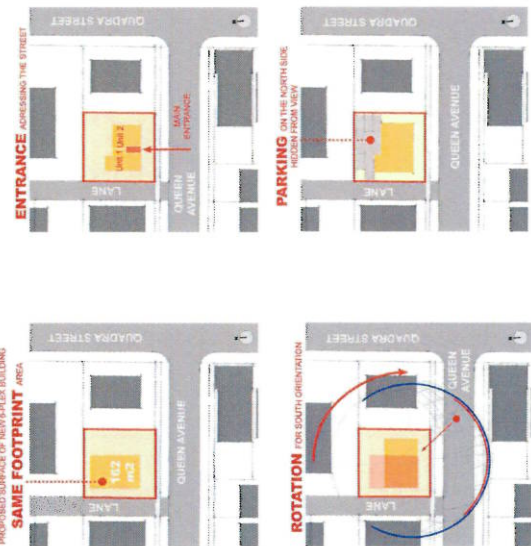
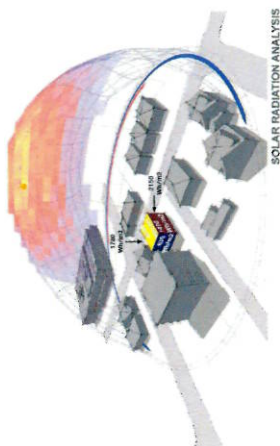


A310

IMAGES

DATE: 06/03/2014
 PROJECT: A310
 DRAWING: A310-01
 SCALE: 1:100
 SHEET: 1 OF 1

NORTH PARK
 PASSIVE HOUSE
 810 QUEEN AVENUE - VICTORIA BC
 DATE: 06/03/2014
 PROJECT: A310
 DRAWING: A310-01
 SCALE: 1:100
 SHEET: 1 OF 1

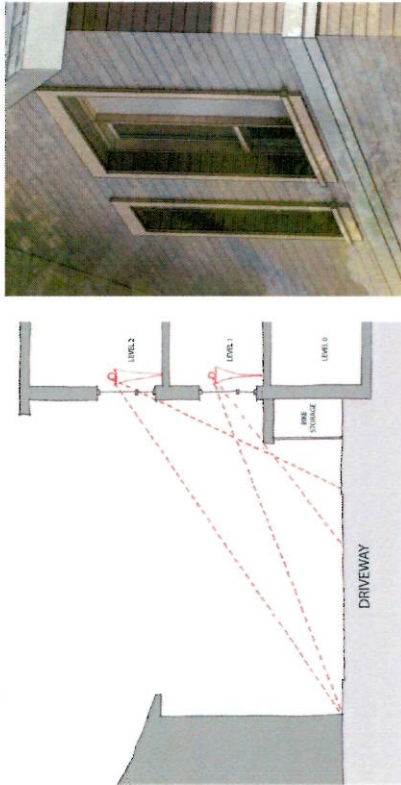


Received
 City of Victoria

JUN 06 2014

Planning & Development Department
 Development Services Division

PASSIVE HOUSE WINDOWS
Deep set passive house windows with edge detailing will illustrate an inherent quality of construction. A common trait of turn of the (last) century housing.
Large glazing area required for passive house provides "eyes on the street."



EYES ON THE STREET
Windows from the existing house, the proposed house, motion lights, and a clear view from Queens Street provides for a safe side yard.

1 SAFE STREETS DIAGRAM

Received
City of Victoria
JUN 05 2014
Planning & Development Department
Development Services Division

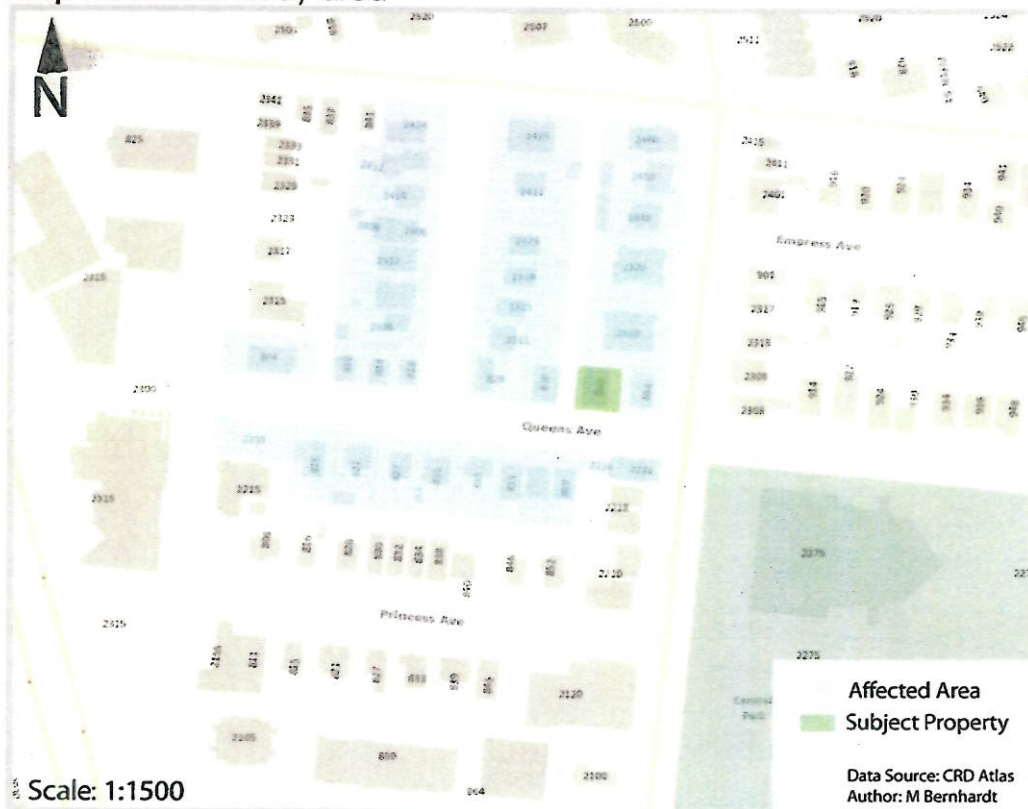
Appendix 6: 860 Queens Ave

Parking Review: Revised 2014-06-06

Our goal for parking for this development is to provide the appropriate number of parking stalls for current vehicle use in this neighborhood. Four parking studies were completed to determine the appropriate number of parking stalls. The findings are below. In addition to parking studies, general research on vehicle usage trends was completed a brief summary of those findings is included at the end of this appendix.

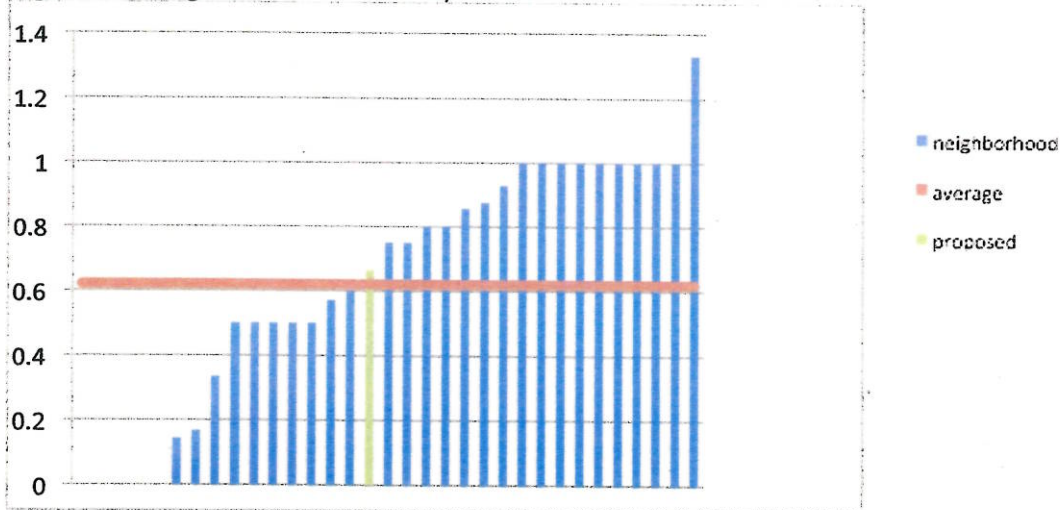
In general our findings indicate that personal vehicle ownership and usage is declining and is expected to continue on that trend. Promoting this trend is consistent with the City of Victoria's OCP and Sustainability framework. Public transit ridership and bicycle usage has been steadily increasing and is expected to continue on that trend especially for residential properties with similar proximity to amenities as 860 Queens Avenue.

Map 1: Defined study area



Parking study of immediate neighborhood

Fig. 1: Parking ratios in the study area



Note:

- Non-conforming parking spaces were included in the parking calculation
- When the number of units in a building was not verified or unclear the observable number of units rather than the suspected number of units were used

ICBC Study from FOI Request 2013

| | |
|---|--------|
| City of Victoria | |
| Insured Vehicles | 51,300 |
| Drivers Licenses | 58,400 |
| Population(2011 census) | 80,017 |
| vehicles per person | 0.64 |
| vehicle per license | 0.88 |
| Neighborhood of 860 Queens Ave as defined by postal codes provided by ICBC | |
| Dwelling units | 203 |
| Insurance policies | 170 |
| Policies per dwelling unit | 0.84 |

ICBC Study from FOI Request 2014

| Address | Suites | 1 bedroom or studio | 2 bedroom | 3 Bedroom | parking spaces |
|------------------------------------|-------------|------------------------|-----------|-----------|-------------------|
| 1720 Richmond Rd | 36 | 24 | 12 | 0 | 38 |
| 1138 Yates St | 42 | 26 | 16 | 1 | 44 |
| 2559 Quadra St | 9 | 0 | 9 | 0 | 10 |
| 215 Niagra St | 3 | 0 | 3 | 0 | 2 |
| 1138 View St | 48 | 41 | 7 | 0 | 45 |
| 644 Linden Av | 11 | 6 | 4 | 0 | 6 |
| 1258 Glad Stone Av | 4 | 0 | 4 | 0 | 4 |
| 2425 Wark St | 13 | 13 | 0 | 0 | 12 |
| 2310 Quadra St | 19 | 9 | 10 | 0 | 19 |
| TOTAL | 185 | 119 | 65 | 1 | 180 |
| ICBC Combined vehicle ownership | 118 | | | | |
| Vehicles per unit | 0.64 | | | | |

ICBC Statistics: Analysis for Vancouver Island

| Year | 2008 | 2009 | 2010 | 2011 | 2012 |
|------------------------------------|----------------|----------------|----------------|----------------|----------------|
| Policies in force | 520,000 | 526,000 | 535,000 | 537,000 | 536,000 |
| Passenger | 374,000 | 377,000 | 382,000 | 383,000 | 384,000 |
| Commercial | 134,000 | 136,000 | 140,000 | 141,000 | 140,000 |
| Motor home | 9,500 | 9,600 | 9,600 | 9,500 | 9,400 |
| Motorcycle | 22,000 | 23,000 | 23,000 | 24,000 | 24,000 |
| Hybrid | 2,500 | 3,140 | 3,560 | 3,820 | 4,480 |
| Electric | 9 | 11 | 12 | 38 | 77 |
| Active Driver Licenses | 551,000 | 558,000 | 565,000 | 566,000 | 566,000 |
| Policies per license | 0.94 | 0.94 | 0.95 | 0.95 | 0.95 |
| Personal Vehicles per license | 0.68 | 0.68 | 0.68 | 0.68 | 0.69 |
| Vancouver Island Population | 741,481 | 749,788 | 757,296 | 762,042 | 764,396 |
| Insurance policies per person | 0.70 | 0.70 | 0.71 | 0.70 | 0.70 |
| Personal Vehicles per Person | 0.51 | 0.51 | 0.51 | 0.51 | 0.51 |

General Parking Research and Reading Summary

Peak Car

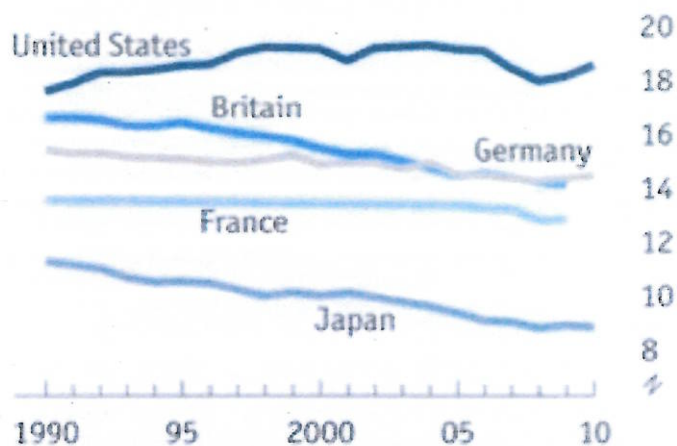
<http://www.economist.com/node/21563280>

Summary:

Current research is showing that across the developed world, car ownership and kilometres driven are decreasing for the first time ever. Whatever stat you choose – distance per driver, total trips, total distance driven – the evidence shows that driving has been on the decrease since about 2004.

No particular place to go

Average kilometres travelled per car*, '000



Sources: Department of Infrastructure and Transport, Australia; US Department of Transport; *The Economist*

*includes light-commercial vehicles

Young people are getting driving licenses later in life than ever before. Fewer of them are even getting licenses. Young Americans and Canadians are using public transit more than ever – according to the Frontier Institute, in the USA there was a 100% increase in public transit use between 2001-2009.

Car ownership and driving are decreasing particularly quickly in cities. Owning a car is expensive; public transit is more convenient, and cycling is increasingly popular way to get around. Car sharing schemes, such as zipcar, car2go, or modo fill in the gaps.

Urban planning has been strongly focused on planning for automobiles for the past 60 years. We have massive amounts of impermeable, paved surfaces – acres and acres of roads and parking

lots. A new paradigm is emerging – parking maximums, reclaiming auto-space for people (Viva Vancouver, NY Times Square).

Port Mann bridge – traffic is much lower than projections. Concern is raised about paying for the new Massey Bridge. This pattern is common across NA – Golden Ears, etc.

Cities in the developing world are already planning for the post-car city, creating fast, efficient, public transit systems, and aiming to leapfrog the auto-centric urban design of western cities.

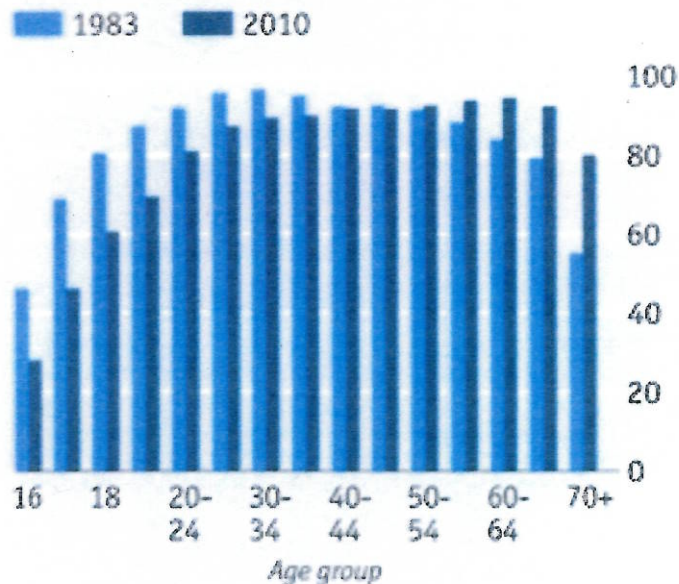
End of Motoring

<http://www.theguardian.com/politics/2011/sep/25/end-of-motoring>

- young people are driving less and driving later

Old mobiles

Licensed drivers as % of age group population in United States



Source: Michael Sivak, University of Michigan

Victoria Transport Policy Institute

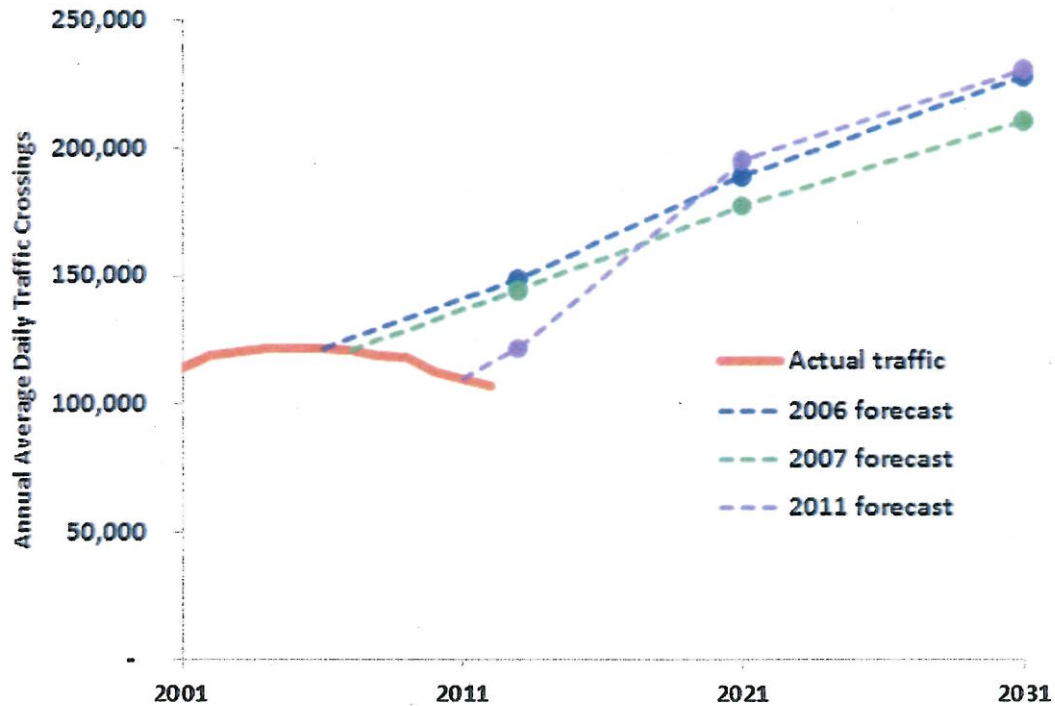
Todd Litman

"...[many] current policies are misguided...they might have made sense 40 or 50 years ago, but now it makes absolutely no sense to continue the policy distortions that encourage auto use."

American levels of driving are back down to 1998 levels. Data are similar in Europe, Australia, Japan, Canada.

<http://www.theglobeandmail.com/news/national/are-we-reaching-peak-car/article4182676/?page=all>

Port Mann Bridge Average Daily Crossings - Historical & Forecast



| | | Personal auto | | Sustainable | | | | |
|----------------------|-------|---------------|-----------|-------------|-------------|-------------|-------------|-------------|
| Victoria CMA | Total | Driver | Passenger | Total | Transit | Walk | Bike | Other |
| % 2006 | 100 | 64.9 | 6.8 | 26.3 | 10.2 | 10.4 | 5.6 | 2.0 |
| % 2001 | 100 | 67.5 | 6 | 25 | 9.7 | 10.4 | 4.8 | 1.6 |
| % 1996 | 100 | 67.1 | 6.8 | 24.6 | 9.9 | 9.8 | 4.9 | 1.5 |
| % change 96-06 | 17 | 13.2 | 16.2 | 25.3 | 21.1 | 24.8 | 34.8 | 58.7 |
| % Canada 2006 | 100 | 72.3 | 7.7 | 18.7 | 11 | 6.4 | 1.3 | 1.2 |
| Canada %change 96-06 | 20.8 | 19.1 | 26 | 24 | 31.5 | 10.4 | 42.3 | 40.2 |

North Park Neighbourhood Association
Box 661, 185-911 Yates Street
Victoria, BC V8Y 4Y9
npna@npna.ca



Mayor & Council, City of Victoria
1 Centennial Square
Victoria, BC
V8W 1P6

Mayor Fortin and City of Victoria Councilors,

Re: Development Permit Application #000343 for 860 Queens Ave.

The North Park Community Association has reviewed the development proposed for 860 Queens Avenue and is writing to express its support for the application.

The proposal, if constructed, will benefit the community and offers appropriate scale & design for the neighbourhood. The building itself is similar in size to the existing burned out structure, has the same number of units and provides 4 additional parking spaces.

The unique components of this proposal are the broader community benefits it provides. The proponents seek to demonstrate the affordability of high quality, sustainable construction, offering information and tours to the public and the construction sector. The international Passive House standard is well established elsewhere and offers an affordable path to sustainable buildings. Experience in other communities has been that the first such building leads to others. We understand BC Housing, Vancity and other organizations have committed funding toward an economic analysis of this and comparable projects to determine if a business case for this level of building performance exists. The North Park Neighbourhood Association supports the broader goals this project seeks to achieve.

Given the size of the lot and the R3-1 zoning, a number of variances are required. They are:

- A. The site coverage is 43% with a zoned 30% maximum;
- B. The lot area is 474.8 m² in a zone requiring a lot minimum of 920 m²;
- C. The proposed front setback is 2.47m, with the zoning requiring 9 m;
- D. The proposed front entrance step setback is 1.35 m, with a zoning requirement of 4.5 m;
- E. The proposed east side yard setback is 3.03 m, with a zoning requirement of 4.61 m;
- F. Four parking stalls, with zoning specifying six

- G. The proposed west side yard setback is 2.75 m from the centre line of the lane with a zoned minimum of 7.5 m.

The North Park Neighbourhood Association believes the variances are acceptable and will result in a building site and scale aligned well with adjacent buildings. We believe four parking spaces are reasonable for the development.

The community of North Park is pleased to be the site of this project and encourages Council to grant the development permit application.

Yours truly,

A handwritten signature in black ink, appearing to read 'Tim Hewett', with a stylized flourish at the end.

Tim Hewett,

President of NPNA, Chair of the land use committee
North Park Neighbourhood Association



Mayor and Council
City of Victoria
1 Centennial Square
Victoria, B.C., V8W 1P6

May 14, 2014

REF: Development Permit Application - 860 Queens Avenue

I am the owner of 859 Queens Avenue and 855 Queens Avenue and resident of the former.

Our properties are directly across the street from 860 Queens Avenue.

As residents, we are writing to lend support to this application. We have been through the concept drawings and preliminary plans a number of times with both the owner and his representative and we are in complete agreement with what he is attempting to achieve and how the development supports and reinforces the character of the neighbourhood.

In addition, the structure envisaged supports the City's ecological objectives in terms of reducing reliance on fossil fuels and actually returning electricity to the grid. My view is that there should be more developments of this type particularly in this area where so many of the houses are more than 100 years old.

Should you have any questions in regards to this letter, please contact me at petertf@shaw.ca or 778-922-3450.

Sincerely

A handwritten signature in black ink, appearing to be "P. Fairchild" followed by a flourish that extends to the right.

Peter Fairchild
And Yurong Zhang

Mike Winstone & Daphne Goode

2315/2319 Wark Street

Victoria, BC V8T 4G5



May 22, 2014

Mayor and Council, City of Victoria

1 Centennial Square

Victoria, BC V8W 1P6

Re: Development permit application for 860 Queens Avenue

We are neighbours of the property at 860 Queens Avenue.

Having reviewed the plans for the project and met with the contractor, we are writing to express support for the proposed construction of a six unit apartment building on that site. We are aware that the proposal requires the variances listed on the drawings *as at the date of this writing* for parking, setbacks and site coverage. Should there be further variances or modifications to the plan we firmly insist that they be subject to public review before implementation. We believe that the nature of this proposal in its present form benefits the community and fits well in the neighbourhood.

We have provided input to the proponents on several occasions regarding design criteria and factors relating to properties in this immediate area based on 20 plus years of residency, which we hope will be incorporated. It is our hope that the proposal succeeds in inspiring other sustainable and livable developments in Victoria.

Sincerely,

Mike Winstone & Daphne Goode



Mayor & Council, City of Victoria
1 Centennial Square
Victoria, BC
V8W 1P6

Mayor Fortin and City of Victoria Councilors,

Re: Development Permit Application for 860 Queens Ave.

I am the owner of the duplex at 830 & 832 Queens Ave. on the west side of 860 Queens Ave.

I am writing to express my support for the proposed construction of a 6-unit apartment building on that site. I have reviewed the plans and am aware the proposal requires the variances listed on the drawings for parking, setbacks and site coverage, but believe the nature of this proposal benefits the community and fits well in the neighbourhood. The proposed building is similar in size to the existing burned out structure, has the same number of units and provides 4 additional parking spaces.

Yours truly, 

Blake Penney
Victoria, BC



Mayor & Council, City of Victoria
1 Centennial Square
Victoria, BC
V8W 1P6

Mayor Fortin and City of Victoria Councilors,

Re: Development Permit Application #000343 for 860 Queens Ave.

I am the owner of a restaurant & residence at 2224 Quadra St., both of which front on Queens Ave. to the north, across the road from 860. Queens.

I am writing to support the proposed construction of a 6-unit apartment building on that site. I have looked at the drawings, like the design and believe it will be an asset in the neighbourhood.

Yours truly,

Chan Cun
2224 Quadra St.
Victoria, BC

A handwritten signature in dark ink, appearing to read "Chan Cun", written in a cursive style.



1 July 2014

Councillor Shellie Gudgeon and the City
of Victoria Planning and Land Use Committee,

RE: Support for the Development Permit Application with Variances #000343 at
860 Queens Avenue

Dear Councillor Gudgeon and committee members,

The University of Victoria Urban Development Club is a unique interdisciplinary body on campus that brings together like-minded students from across departments and disciplines to discuss and learn about the real estate development industry. Since our inception in September 2013 we have had a returning membership of over 100+ students. Activities have included hosting a range of industry professionals, organizing multiple commercial and residential development tours, attending open houses and industry events, and volunteering with development related associations.

On January 21, 2014 we had a personalized tour of the Bernhardt Passive Home located on 1535 Oak Crest Drive by company president, Mark Bernhardt. He took us through the development teaching us about the technology and design, the step by step process of construction, and what differentiates passive house design to other types of construction. All members were elated by the opportunity and were able to take the new knowledge we learned back into the classroom.

We could not be more excited about the proposal for a second passive house standard development on 860 Queens Avenue. We recognize that there are variances that need to be accepted including parking, setbacks, maximum site coverage among others. We urge you to support these variances as it is located near the arterial road of Quadra, is an attractive design that adds to the streetscape, will increase the much needed supply of rental, and be built to the passive house standard. This is a development we wholeheartedly stand behind and hope you will as well. We must do what we can to support local, quality, and forward-thinking developers like Mark and Rob Bernhardt.

Regards,

A handwritten signature in black ink, appearing to read "O. Tennant", with a long horizontal flourish extending to the right.

Oliver Tennant
President



Planning and Land Use Committee Report

For the Meeting of July 3, 2014

Date: June 19, 2014 **From:** Lucina Baryluk, Senior Process Planner
Subject: **Development Permit with Variances #000350 for 2810 Shelbourne Street**
 Application for a Development Permit for five dwelling units (associated with Rezoning Application #00379)

Executive Summary

The purpose of this report is to present Council with information, analysis and recommendations regarding a Development Permit with Variances for the property located at 2810 Shelbourne Street. The application involves the repositioning and renovation of the existing single family dwelling on the lot to create three units and to relocate a single family dwelling from 1705 Haultain Street onto this lot and renovating it as well, to create two more residential units. The Rezoning Application for this property has been previously reviewed by Council.

The outstanding issues associated with this development are as follows:

- The design and layout of the proposal do not create a strong street presence. The stacked units do not relate directly to the street as compared to the attached multi-family units (townhouses) that have been the more common built form in the Shelbourne Street corridor.
- There are a number of setback reductions for the placement of the two buildings associated with the application.
- The proposal is dominated by surface parking stalls, including a stall along the Ryan Street frontage, limiting the individual useable outdoor private space for the occupants.
- The City requires a Right-of-Way of 7.0 m along the west side of Shelbourne Street as part of a staged improvement strategy. The setback standard from Shelbourne Street is 10.7 m to provide for a larger front yard setback in consideration of this Right-of-Way. The proposed setback is 9.0 m resulting in a 2.0 m front yard setback as opposed to a 3.7 m setback if the policy is followed. This results in a reduced separation space between the Right-of-Way and the outdoor living space of the units, impacting the overall livability of these units.
- The proposal results in the isolation or "orphaning" of the adjacent properties located at 2816 Shelbourne Street and 1650 Ryan Street. The *Official Community Plan* encourages the logical assembly of development sites that enable the best realization of permitted development potential for an area. Therefore the proposal should take into account the adjacent lots, ideally through lot consolidation or through some form of easement for access to the adjacent lots in order to allow for a more coordinated approach to site planning at a later date.

In light of the above, staff are recommending that these applications be declined.

Recommendation

Staff recommend that Rezoning Application #00379 and Development Permit Application #000350 for 2810 Shelbourne Street be declined.

Respectfully submitted,



Lucina Baryluk
Senior Process Planner
Development Services



Deb Day, Director
Sustainable Planning and Community
Development Department

Report accepted and recommended by the City Manager:



Jason Johnson

Date: June 24, 2014

LB:aw

S:\TEMPEST_ATTACHMENTS\PROSPERO\PL\DP\DP000350\PLUSC PLANNING REPORT TEMPLATE DP & DVP3.DOC

1.0 Purpose

The purpose of this report is to present Council with information, analysis and recommendations regarding a Development Permit with Variances for the property located at 2810 Shelbourne Street. The application involves the repositioning and renovation of the existing single family dwelling on the lot to create three units and to relocate a single family dwelling from 1705 Haultain Street onto this lot and renovating it as well, to create two more residential units. The Rezoning Application for this property has been previously reviewed by Council (staff report attached).

2.0 Background

The Rezoning Application has been before Council a number of times, with the following outcomes:

At its meeting of March 7, 2013, the Planning and Land Use Committee passed the following motion:

"Councillor Helps moved that the Committee recommends that Rezoning Application #00379 for 2810 Shelbourne Street be postponed pending:

- 1. The applicant reconsidering the proposal to explore opportunities for taking a more coordinated site planning approach with the adjacent properties*
 - 2. That the proposal meet the policy objectives related to the setback standards from Shelbourne Street.*
- Carried Unanimously 13/PLUSC035"*

On September 26, 2013, the Planning and Land Use Committee considered the applicant's response to the above concerns (see applicant's letter dated August 16, 2013) which noted that a coordinated approach with adjacent lots had not been achieved between the owners. The Committee recommended that this application be declined.

At the Council Meeting of October 10, 2013, the developer made a presentation to Council and the decision was to refer this application to the Planning and Land Use Committee when the new Committee structure was in place.

At its meeting of January 23, 2014, the Planning and Land Use Committee in its new form reviewed the application and recommended that Rezoning Application #000379 for 2810 Shelbourne Street proceed to a Public Hearing, subject to:

- submission of a Development Permit Application, as the site falls within Development Permit Area 7A, Corridors, at which time refinements to the design, siting and landscaping could be further considered
- consideration by the applicant of transportation demand management strategies to justify the parking reduction
- prior to a Public Hearing, the applicant provide a registered Statutory Right-of-Way of 7.0 m along Shelbourne Street.

2.1 Proposal Update

Arising from the direction provided by Council in January 2014, the applicant has provided the Development Permit Application. As there have been no substantial changes to the development concept from the initial application, the original report to the Planning and Land Use Standing Committee dated February 13, 2013, is provided for the Committee's reference. The remainder of this report will address the outstanding issues, including compliance with the Development Permit requirements.

3.0 Issues

The following key issues are associated with this application:

- compliance with Development Permit Guidelines
- setback from Shelbourne Street
- lot consolidation
- Transportation Demand Management.

4.0 Analysis

4.1 Compliance with Development Permit Guidelines

The Development Permit submission does not include any further refinements to the design, siting and landscaping, therefore, the initial concerns put forward by staff remain unaddressed.

The stacked units do not create an individual connection to the street. Two of the five units have entry doors that are directly visible from the street while the remainder of the unit entrances are less visible from the street. The double doors on the Ryan Street and Shelbourne Street elevations are bicycle storage closets and not entrances to units.

There are a number of setback reductions associated with the application which are, in part, related to the lot area being below the minimum required in the standard comparative zone and the reuse of existing buildings. The layout is dominated by surface parking stalls, including a stall along the Ryan Street frontage, limiting the individual useable outdoor private space for the occupiers.

The property is within Development Permit 7A, Corridors, Shelbourne Street, which provides guidance to the form and character of the multi-family residential development. The main objective of this Development Permit Area is to ensure that development along corridors is compatible with adjacent and nearby lower-density residential neighbourhoods through human-scaled urban design and a sensitive transition in building form and character. The relationship and transition of the proposal to the immediate context is difficult to assess as the adjacent properties could be redeveloped in the future. In the wider context, most of the recent redevelopment in the Shelbourne Street corridor has been townhouses.

4.2 Setback from Shelbourne Street

The City requires a Right-of-Way of 7.0 m along the west side of Shelbourne Street as part of a staged improvement strategy. This Right-of-Way is required to preserve space for the future transportation needs of the corridor, while respecting the significant boulevard trees. The setback standard from Shelbourne Street that has been established in the standard zone is 10.7 m to provide for a larger front yard setback in anticipation of the Right-of-Way improvements.

The site plan shows a setback of 9.0 m from Shelbourne Street for Building #1. This would result in a 2.0 m front yard setback for this building as opposed to a 3.7 m setback. The main concern is the diminished separation space between the Right-of-Way and the outdoor living space of the units, impacting on the overall livability of these units.

The applicant's response to this requirement (letter dated June 11, 2014) is that the implementation of the Right-of-Way improvements may not be realized in the near future. The other argument that the applicant puts forward is that the patio space should be allowed to project 1.7 m into the Right-of-Way, thereby providing a larger patio area. The City's policy is that no permanent structures are permitted within a Right-of-Way. The other issue is that by defining the area with a fence, the purchasers may have the sense that the entire patio enclosure is part of their holdings and it would be difficult to ask future owners to remove the fence and have the enclosed patio area reduced to 2 m in depth.

For comparison, the townhouse projects at 2918 Shelbourne Street and 2828 Shelbourne Street have satisfied the 10.7 m setback requirement in this block of Shelbourne Street.

4.3 Lot Consolidation

The proposal results in the isolation or "orphaning" of the adjacent properties located at 2816 Shelbourne Street and 1650 Ryan Street. The *Official Community Plan* encourages the logical assembly of development sites that enable the best realization of permitted development potential for an area. This issue is still unresolved as the applicant and the owner of the adjacent properties have not come to an agreement for a coordinated redevelopment of the three properties. The applicant's response is that the adjacent property can be redeveloped in the same manner as the subject property. In addition, the applicant does not want to consider an easement through the property to provide more redevelopment options for this adjacent lot.

Staff feel that redevelopment should include the adjacent lots for a more comprehensive approach, which would provide additional options for housing types and site layout as well as reducing the number of driveways onto Shelbourne Street.

4.4 Transportation Demand Management

The *Zoning Regulation Bylaw*, Schedule C, has a requirement of 1.5 parking stalls per unit so eight parking stalls are required but only five are provided (one per unit). In addition, the Schedule C requirement for visitor parking is one for the development and none are provided.

The applicant has committed to the following Transportation Demand Management strategies:

- two enclosed bike storage units providing storage for a total of five bikes
- two bicycle racks providing bike parking for a total of six bikes outside
- a Victoria Car Share membership for each unit. It is noted that the closest Car Share vehicle location is 900 m from the site, so the effectiveness of this measure may be diminished by the distance from the car location; this Car Share membership agreement will be secured prior to Public Hearing
- option for the first purchasers to have two new bikes or two annual bus passes; however, it is noted that this option cannot be secured by the City as this sort of agreement cannot be registered on title.

The City's Transportation Planner has reviewed these Transportation Demand Management strategies and has indicated that five parking stalls would be sufficient on the site with these measures, further noting that the area is well-served by transit and within walking distance to Hillside Centre.

5.0 Conclusions

While the proposal is consistent with the *Oaklands Neighbourhood Plan* and OCP Designation of Traditional Residential policies, the development of this property restricts redevelopment of the adjacent properties (2816 Shelbourne and 1650 Ryan) for higher density use as anticipated by the OCP. The built form and building siting do not create a strong street presence. The setback from Shelbourne Street varies from the established policies and precedents and does not give due consideration to the long-term vision for the Shelbourne Street corridor. As very minor changes from the initial submission have been put forward by the applicant, the key issues have not been satisfactorily addressed therefore staff recommend that the application be declined.

6.0 Recommendation

Staff recommend that Rezoning Application #00379 and Development Permit Application #000350 for 2810 Shelbourne Street be declined.

6.1 Alternate Recommendation (Advance to a Public Hearing)

1. That Council instructs the City staff to prepare the necessary *Zoning Regulation Bylaw* amendments that would authorize the proposed development outlined in Rezoning Application #00379 for 2810 Shelbourne Street.
2. That Council considers giving first and second reading to the *Zoning Regulation Bylaw* amendment.
3. That Council schedules a Public Hearing after the *Zoning Regulation Bylaw* amendment receives second reading, subject to:
 - a. registration of a 7.0 m Statutory Right-of-Way along Shelbourne Street;
 - b. the applicant providing confirmation of participation in Victoria Car Share by way of security deposited with the Victoria Car Share Cooperative to the satisfaction of the City Solicitor.
4. That Council schedule a Hearing to consider the Development Permit with variances to consider Development Permit #000350 for 2810 Shelbourne Street concurrently with Rezoning Application #00379.
5. Following the Hearing and subject to the adoption of the Bylaw amendment for 2810 Shelbourne Street that Council considers passing the resolution to authorize the Development Permit for 2810 Shelbourne Street, subject to development meeting all *Zoning Regulation Bylaw* requirements of the RK-3 Zone, except for the following variances:
 - a. site area reduced from 1125 m² to 740 m²;
 - b. front setback from Shelbourne Street reduced from 10.7 m to 9.0 m;
 - c. rear (west) setback reduced from 7.5 m to 2.06 m;
 - d. side (north) setback reduced from 4 m to 1.65 m;
 - e. side (south) setback from Ryan Street reduced from 7.5 m to 2.13 m;
 - f. separation space between buildings reduced from 6 m to 4.5 m;
 - g. Schedule C, number of parking stalls reduced from 8 stalls to 5 stalls;
 - h. Schedule C, visitor parking stalls reduced from one to nil.

6. Plans date stamped February 27, 2014.
7. Final plans generally in accordance with the plans identified above to the satisfaction of the Director of Sustainable Planning and Community Development.

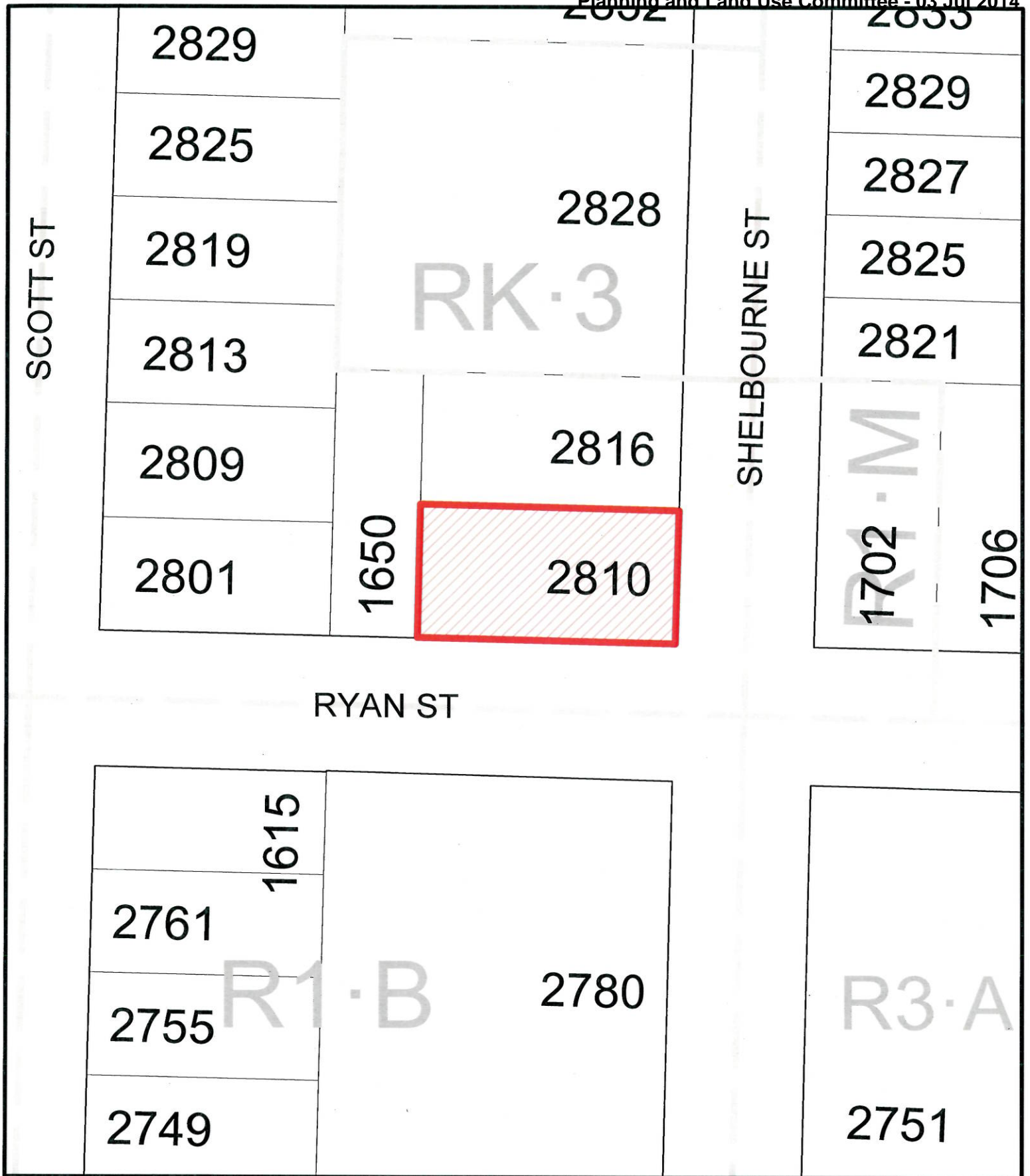
9.0 List of Attachments

- Zoning map
- Aerial map
- Planning and Land Use Standing Committee Report dated February 13, 2013, excluding attachments
- Plans dated February 27, 2014
- Letters from applicant dated June 11, 2014; February 25, 2014; October 3, 2013.



2810 Shelbourne Street
Development Permit #000350

Development Permit Application # 000350 with Variances for 2...



2810 Shelbourne Street
Development Permit #000350

Development Permit Application # 000350 with Variances for 2...



| | |
|--|----------|
| LARGE & CO. | |
| Land Development | |
| 1000 Kingsway, Suite 100, Victoria, BC V8V 1A1 | |
| Phone: 250-383-1111 Fax: 250-383-1112 | |
| www.largeandco.com | |
| Project: Residential Design | |
| Drawn By: G. TRESCOTT | |
| Date: 2014-01-24 | |
| Scale: AS SHOWN | |
| Project: 1000 Kingsway, Suite 100, Victoria, BC | |
| Proposed Development: 1000 Kingsway, Suite 100, Victoria, BC | |
| Drawing: SITE PHOTO | |
| Revisions: | |
| REVISED - NOVEMBER 12, 2013 | |
| Sheet: 1 of 6 | Plan No: |



SUBJECT PROPERTY VIEWED FROM RYAN STREET



ADJACENT PROPERTY TO THE NORTH OF SUBJECT PROPERTY



SUBJECT PROPERTY VIEWED FROM SHELBOURNE STREET



ADJACENT PROPERTY TO THE WEST OF SUBJECT PROPERTY

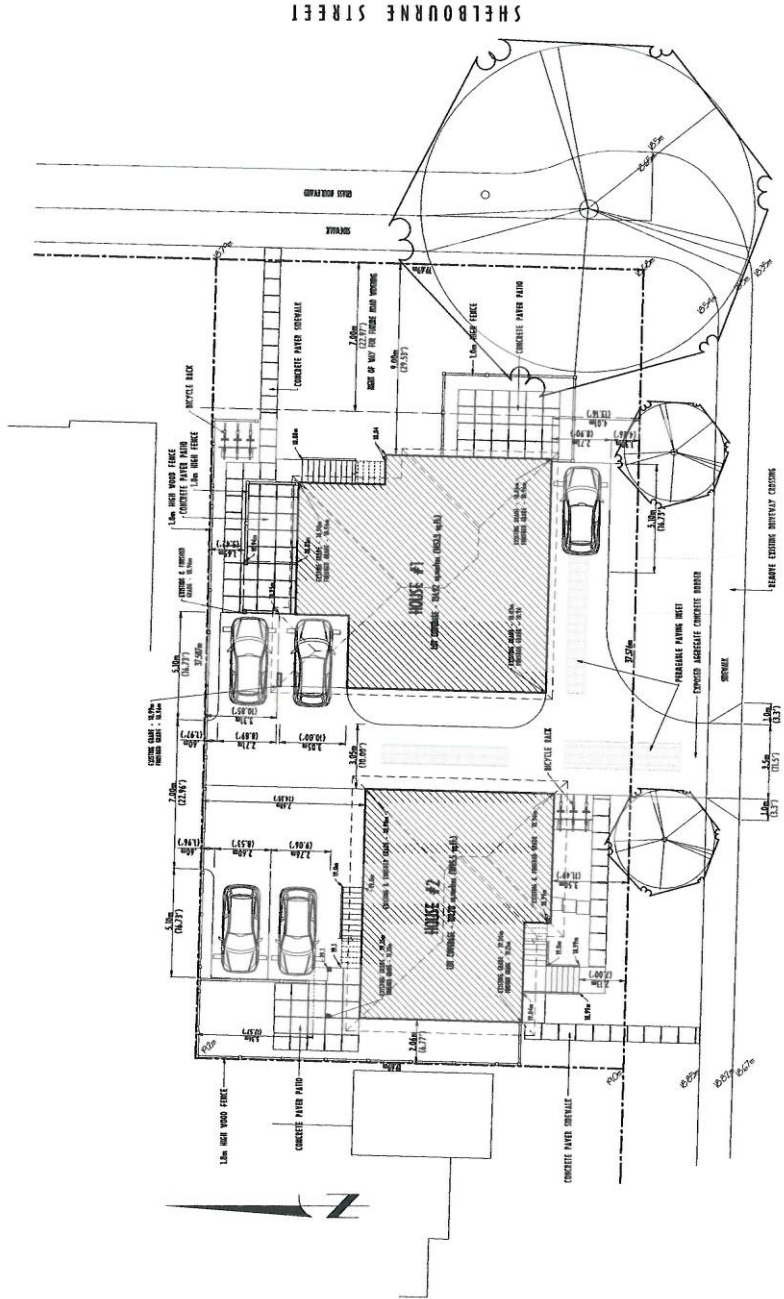


BACK OF SUBJECT PROPERTY VIEWED FROM RYAN STREET

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City of Victoria
FEB 27 2014
Planning & Development Department
Development Services Division

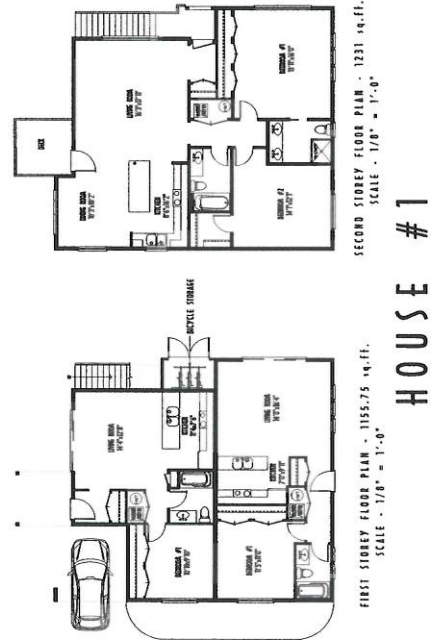
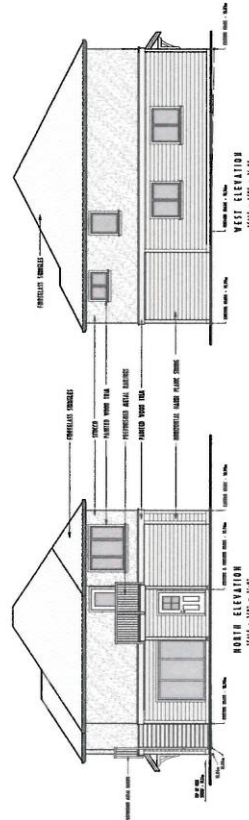
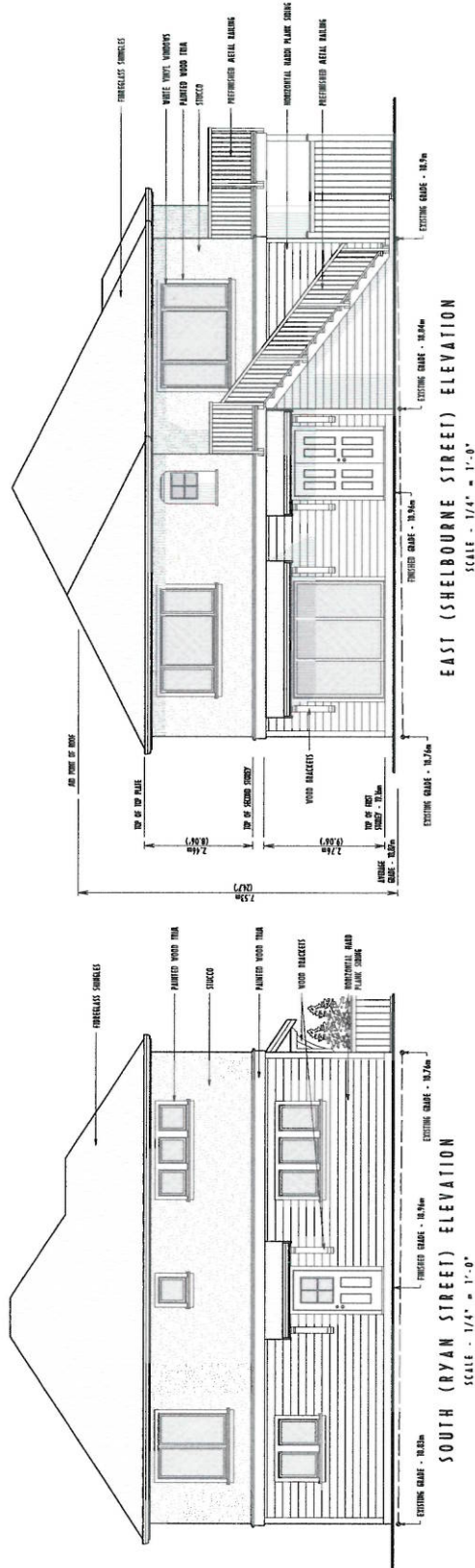
Received
City of Victoria
FEB 27 2014
Planning & Development Department
Development Services Division

2810 SHELBOURNE STREET - SITE DATA

[illegible][illegible]



Planning & Development Department
Development Services Division



| | |
|--|-----------------------|
| LARGE & CO. | |
| Land Development 1000 West 10th Avenue Victoria, BC V8M 2Y7 Tel: 250-460-2001 | |
| Gerry Treesch Residential Design | |
| Site Name: 1000 West 10th Avenue | Drawn By: & TREVESCHI |
| Date: 10/10/2013 | Scale: AS SHOWN |
| Project: 1000 West 10th Avenue 2000 Shelbourne Street Victoria, BC | Drawn: 10/10/2013 |
| Drawn: 10/10/2013 | Reviewed: 10/10/2013 |
| Sheet: 4 of 6 | Plan No. |

Received
City of Victoria
FEB 27 2014
Planning & Development Department
Development Services Division

LARGE & CO.
Land Development

100 Kennedy Rd. Unit 101
Richmond Hill, Ontario L4B 3N2
Tel: 905-709-8888
Fax: 905-709-8889

Garry Treesch
Residential Design

100 Kennedy Rd. Unit 101
Richmond Hill, Ontario L4B 3N2
Tel: 905-709-8888
Fax: 905-709-8889

Drawn By: G. TREESCH

Date: 04/01/2014

Scale: AS SHOWN

Project: Proposed Development

100 Kennedy Rd. Unit 101
Richmond Hill, Ontario L4B 3N2
Tel: 905-709-8888
Fax: 905-709-8889

Drawn By: G. TREESCH

Date: 04/01/2014

Scale: AS SHOWN

Project: Proposed Development

100 Kennedy Rd. Unit 101
Richmond Hill, Ontario L4B 3N2
Tel: 905-709-8888
Fax: 905-709-8889

Drawn By: G. TREESCH

Date: 04/01/2014

Scale: AS SHOWN

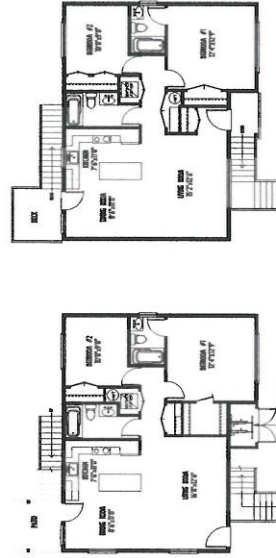
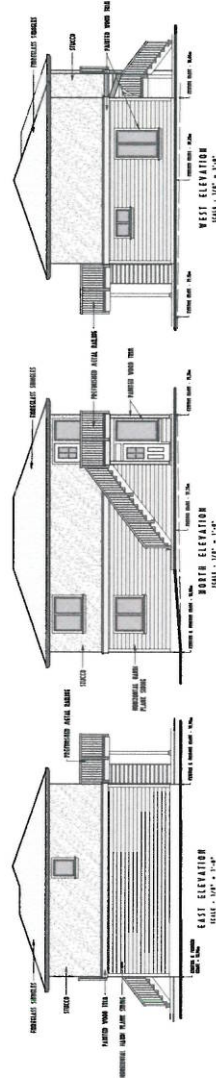
Project: Proposed Development

100 Kennedy Rd. Unit 101
Richmond Hill, Ontario L4B 3N2
Tel: 905-709-8888
Fax: 905-709-8889

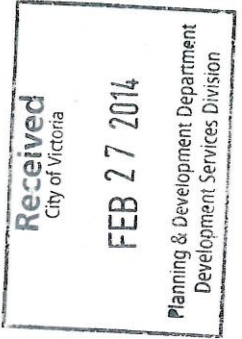
Drawn By: G. TREESCH

Date: 04/01/2014

Scale: AS SHOWN



HOUSE #2





Planning and Land Use Standing Committee Report

Date: February 13, 2013 **From:** Lucina Baryluk, Senior Process Planner
Subject: **Rezoning Application #000379 for 2810 Shelbourne Street**
 Application to rezone the subject lot from the R1-B Zone, Single Family Dwelling District, to a new zone, to allow the redevelopment of the property with five dwelling units

Executive Summary

The purpose of this report is to present Council with information, analysis and recommendations regarding a Rezoning Application for the property located at 2810 Shelbourne Street. The application involves the repositioning and renovation of the existing single family dwelling on the lot to create three units and to relocate a single family dwelling from 1705 Haultain Street onto this lot and renovating it as well, to create two more residential units.

The following points were considered in assessing this application:

- The *Official Community Plan 2012* (OCP) designates the parcel as Traditional Residential. As Shelbourne Street is designated as a secondary arterial, the anticipated built form for residential uses ranges from ground-oriented buildings to multi-family buildings, including attached residential (townhouses) and apartments. The corresponding density is up to a Floor Space Ratio (FSR) of 1.0:1.
- The project introduces a variety of housing types in the area and is, therefore, compliant with the OCP. However, the density of 0.6:1 could be considered lower than the OCP objectives for the Shelbourne Corridor. The proposal is to use two existing structures, which supports the OCP objective of building retention and reuse.
- The development of this project will limit the potential redevelopment of the two adjacent properties. The OCP encourages the logical assembly of development sites that enable the best realization of permitted development potential for the area.
- The *Oaklands Neighbourhood Plan* designates the Shelbourne Corridor between Myrtle Avenue and Haultain Street as suitable for townhouse development.
- There are a number of setback reductions associated with this application which are in part related to the lot area being below the minimum required in the standard comparative zone.
- A reduced parking requirement is requested. This will likely create a further demand for on-street parking. The applicant has not provided a technical justification for this request nor a Transportation Demand Management Strategy.

While the land use and density advanced in this application meet the intent of the direction of the *Official Community Plan*, the issue of restricting further development on the adjacent parcels is a larger long-term land use issue that requires careful consideration. Should this project proceed, the future redevelopment of the adjacent sites will be very challenging.

Planning and Land Use Standing Committee
Rezoning Application #00379 for 2810 Shelbourne Street

February 13, 2013
Page 2 of 7

A Development Permit Application is required as the site falls within Development Permit Area 7A Corridors, at which time refinements to the design, siting and landscaping should be considered.

Recommendation

That Rezoning Application #00379 for 2810 Shelbourne Street be declined.

If Council wishes to proceed with this application, an alternative recommendation is provided in the Options Section of this Report.

Respectfully submitted,


Lucina Baryluk
Senior Process Planner
Development Services

 
Deb Day
Director
Planning and Development


Peter Sparanese
General Manager
Operations

Report accepted and recommended by the City Manager:


For

Gail Stephens

LB:aw

S:\TEMPEST_ATTACHMENTS\PROSPERO\PL\REZ\REZ00379\PLUSC PLANNING REPORT TEMPLATE REZ2.DOC

1. Purpose

The purpose of this report is to present Council with information, analysis and recommendations regarding a Rezoning Application for the property located at 2810 Shelbourne Street. The application involves the repositioning and renovation of the existing single family dwelling on the lot to create three units and to relocate a single family dwelling from 1705 Haultain Street onto this lot and renovating it as well, to create two more residential units.

2. Background**2.1 Description of Proposal**

The subject property is located on the northwest corner of Shelbourne Street and Ryan Street. The single family dwelling currently located on the subject property was built in 1954 (noted as House #1 on the applicant's submission). This house would be moved and lifted and two units would be created on the first storey and one unit would be created on the second storey. House #2, which will be moved from 1705 Haultain Street, would be redeveloped for two units, one on each level. Both units will be approximately 80 m² and have two bedrooms.

One surface parking stall is provided for each of the five units. The required parking for the project is eight stalls; therefore, a reduced parking standard is being requested.

As the subject property is within Development Permit Area 7A- Corridors, the form and character and the landscaping plan are more appropriately dealt with at the development permit stage. It is noted that the landscaping along Shelbourne Street may require revisions so as not to conflict with the Statutory Right-of-Way requirements

2.2 Existing Site Development and Development Potential

The R1-B Zone, Single Family Dwelling District, would allow construction of a house with a secondary suite up to 300 m² in size. If construction takes place under the existing zoning and a secondary suite were provided, it would provide a rental unit in addition to the principal unit.

The standard townhouse zoning (RK-3) applied along Shelbourne Street requires a specific site area of 225 m² for each townhouse unit, which has the effect of limiting the number of units per parcel. The application proposes a ratio of only 148 m² of site area per unit, therefore, a site-specific zone would be required (representing a 34% reduction). However, the floor space ratio for the development is in keeping with the RK-3 Zone.

2.3 Legal Description

Lot 2, Section 8-A, Victoria District, Plan 9957.

2.4 Data Table

The following data table compares the proposal with the RK-3 Zone, Shelbourne Townhouse District, which has been the commonly applied zone along the Shelbourne Corridor. An asterisk is used to identify where the proposal is less stringent than the proposed comparative zone.

| Zoning Criteria | Proposal | Zone Standard RK3 |
|---|---------------------------------------|--|
| Site area (m ²) – min. | 740* | 1125 Based on 225 m ² per unit |
| Total floor area (m ²) – max. | 420 | 444 |
| Site coverage (%) – max. | 32 | 33 |
| Open site space (%) – min. | 45 | 45 |
| Density (Floor Space Ratio) – max. | 0.6:1 | 0.6:1 |
| Height (m) – max. | Building 1 - 7.53 Building 2 - 7.0 | 8.5 Measured from ceiling in upper floor |
| Storeys – max. | Building 1 - 2.5 Building 2 - 2 | 2.5 |
| Setbacks (m) – min. | | |
| Front – Shelbourne Street | 9.0* | 10.7 |
| Rear – west | 2.06* | 4 (habitable room) |
| Side – north | 1.65* | 4 (habitable room) |
| Side – Ryan Street | 2.13* | 7.5 (living room) |
| Separation Space Between Buildings (m) – min. | 4.5* | 6 |
| Parking – min. | 5* | 8 |
| Visitor parking – min. | Nil* | 1 (included in the total 8 stall requirement) |
| Bicycle storage – min. | 6 | 6 |
| Bicycle rack – min. | 6 | 6 |

2.5 Land Use Context

The Shelbourne Corridor has seen significant changes over the last decade. In the immediate neighbourhood, the Jehovah Witness Kingdom Hall has been constructed on the southwest corner of Shelbourne Street and Ryan Street. Some older single family homes have been replaced by a number of new duplexes and townhouse projects, however, there are also pockets of single family homes. In essence, Shelbourne Street is an area in transition.

2.6 City Policies and Regulations

2.6.1 Official Community Plan (OCP) 2012 and Oaklands Neighbourhood Plan

The *Official Community Plan 2012* (OCP) designates the parcel as Traditional Residential. As Shelbourne Street is designated as a secondary arterial, the anticipated built form for residential uses ranges from ground-oriented to multi-family buildings, including attached residential and apartments. The corresponding density is up to 1:1 FSR. The proposed project does not

exceed the density ceiling, with a proposed density of 0.6:1. The retention and reuse of two existing buildings is in compliance with the OCP policies that support such actions related to housing stock.

The *Oaklands Neighbourhood Plan* recognizes this parcel within an area of potential change (Shelbourne Street corridor between Myrtle Avenue and Haultain Street) and consideration of rezonings for townhouses with up to 18 units per acre with a 2.5 storey limit. In many cases, lot consolidation has been required to achieve adequate site area for redevelopment. The Neighbourhood Plan favours townhouses over apartments as the built form, with the focus on retaining and enhancing housing suitable for families.

2.6.2 Design Guidelines

The property is within Development Permit Area 7A Corridors, Shelbourne Street, which provides guidelines related to general form and character. If the Rezoning Application proceeds, a concurrent or subsequent Development Permit Application will be required.

The main objective of this Development Permit Area, as it relates to this development, is to ensure corridors are compatible with adjacent and nearby lower-density residential neighbourhoods through human-scaled urban design and a sensitive transition in building form and place character. Although a Development Permit Application has not been received at this stage, the proposed buildings will require significant design refinements to ensure consistency. Although the reuse of two existing buildings advances the OCP objectives related to recycling and reuse of existing housing stock, the development may not represent the best design option for the site.

2.7 Community Consultation

The Oaklands Community Association hosted a meeting regarding this application on July 19, 2012. The attached record provides details of this discussion.

Petitions and letters regarding this application have also been submitted.

3. Issues

The main issues associated with this project are:

- limiting development on adjacent parcels
- requested reductions for setbacks and parking.

4. Analysis

4.1 Limiting Development on Adjacent Parcels

The *Official Community Plan 2012* (OCP) and the *Oaklands Community Plan* recognize the Shelbourne Street corridor as suitable for higher densities. This development potential (subject to rezoning) also applies to the adjacent properties at 1650 Ryan Street and 2816 Shelbourne Street. The current proposal for 2810 Shelbourne Street limits the development potential of these adjacent properties, essentially orphaning them and making future development on those sites very challenging. In Section 6, Land Management and Development, the OCP encourages the logical assembly of development sites that enable the best realization of permitted development potential for the area. (Policy 6.8)

Since the proposal at 2810 Shelbourne Street would ultimately involve strata-titling the five units, redevelopment of this site in a more comprehensive fashion is not likely to occur in the foreseeable future. Lot consolidation would provide more options for improved site planning and overall design, as well as consolidating access and egress points to one location within the site. Additionally, there would likely be fewer variances required if the development could be accommodated on a larger site.

It is noted that the age and condition of the adjacent dwelling at 2816 Shelbourne Street is very similar to the existing house on the subject property and the house located at 1650 Ryan Street is in good condition and was built in the mid 1960's. A letter, dated November 5, 2012, is provided from the owner of two adjacent properties.

4.2 Requested Reductions for Setbacks and Parking

4.2.1 Shelbourne Street Setback

The 1989 Shelbourne Corridor Study, as endorsed by Council, recommended securing a widened right-of-way of 7.0 m along the west side of Shelbourne Street as part of a staged improvement strategy. The right-of-way is required to preserve space for future transportation needs on the corridor, while respecting the significant boulevard trees planted along Shelbourne Street. This right-of-way has been achieved on a number of properties in the area as a result of redevelopment. The RK-3 Zone, Shelbourne Townhouse District, was created in response to the Corridor Study. It stipulates a 10.7 m setback requirement from Shelbourne Street to ensure a larger front yard setback in the event that right-of-way improvements are made along Shelbourne Street.

The site plan shows a setback of 9.0 m from Shelbourne Street for Building #1. Should the right-of-way be reconfigured, this would result in a 2.0 m front yard for the three units within this building (as opposed to a 3.7 m setback). (For reference the existing house is 8.0 m from Shelbourne Street.) This is not an ideal situation as it further diminishes the separation space between the right-of-way and the living units.

4.2.2. Other Setbacks

The setbacks from the other lot lines are also reduced as the surface parking and drive aisles force the buildings to be placed closer to streets. With adequate landscaping and screening, the impact to the adjacent properties can be mitigated, however, the issue of the closeness of the living units to the street remains.

4.2.3 Parking

With respect to the parking reduction requested, a total of eight parking stalls are required for the five units and only five are provided. This is a shortfall of three stalls. In addition, no parking has been designated for visitor parking (which forms part of the total eight stall requirement).

The applicant has not provided a technical justification for this requested reduction. However, the applicant has provided a rationale stating that Shelbourne Street is a transit corridor and many services are within walking distances. Any on-site shortfall for residents and their guests will likely have an impact on-street parking availability.

5. Resource Impacts

There are no resource impacts anticipated with this application.

6. Options

Option 1 (recommended)

That Rezoning Application #00379 for 2810 Shelbourne Street be declined.

Option 2

That prior to Rezoning Application #00379 for 2810 Shelbourne Street proceeding, that the applicant address the following issues and a report be provided to Council:

1. Submission and review of a Development Permit Application that addresses the concerns raised in this report, including options for redevelopment that do not restrict potential development on the adjacent properties.
2. Consideration by the applicant of transportation demand management strategies to justify the parking reduction.
3. Prior to Public Hearing, the applicant provide a registered Statutory Right-of-Way of 7.0 m along Shelbourne Street.

7. Conclusions

Although this application is generally consistent with the *Official Community Plan (OCP)* objectives related to use and density, there are a number of issues associated with the application. In order to facilitate a comprehensive and coherent redevelopment of the Shelbourne Street Corridor, lot consolidation and redevelopment with the adjoining two lots would be the preferable scenario consistent with the OCP objectives for logical assembly of development sites to enable optimum development potential. Additionally, although the reuse of two existing buildings advances the OCP objectives related to green building objectives, it may not represent the best design option for the site. Staff, therefore, does not support this application.

8. Recommendation

That Rezoning Application #00379 for 2810 Shelbourne Street be declined.

9. List of Attachments

- Subject map
- Air photo
- Letter from the applicant
- Submission drawings dated September 24, 2012 and November 23, 2012
- Oaklands Community Association Minutes
- Petitions and letters.



Proposal to Rezone: 2810 Shelbourne

June 11, 2014

His Worship Mayor Dean Fortin and Councillors
Corporation of the City of Victoria
1 Centennial Square
Victoria, B.C. V8W 1P6

RE: Rezoning Application #000379, Development Permit #000350
for 2810 Shelbourne Street

Our original application on this property was September 2012. We are grateful to Council for reactivating it and suggesting that there is good reason to put it forward to Public Hearing.

There is considerable support for the concept of this proposal in the O.C.P. and, of course, when the O.C.P. was released we as developers then consider it our "playbook".

Of significant importance is the fact that when we canvassed the neighbourhood absolutely everyone who had an opinion (including the contiguous neighbour) is in support of this application, and equally important, totally against townhouses. We have never had 100% support before and probably no one else has either.

The concept of providing affordable housing is a major goal of Council. These five homes will be about half the price of townhouses. In order to achieve this, some relaxation by Council is necessary. We cannot create affordable housing on the basis of old rules.

The two main objections by the Planning Department are as follows:

1. The two contiguous properties will be "orphaned": The owner of those properties supports this application and in due course will pursue the creation of six similar affordable units as shown on the rendering previously provided to Planning.

In total then, 11 affordable homes (half of townhouse price) will be created within walking distance to the Royal Jubilee Hospital. This is a much better outcome than 8 – 10 townhouses in the \$500K – \$700K range.



Proposal to Rezone: 2810 Shelbourne

Also, to consolidate the properties and build townhouses requires access from Ryan St. resulting in Shelbourne St. having side building profiles – a less than desirable streetscape. This is because a property with side street access, by law, loses their Shelbourne St. access.

2. Incursion into the setback area of 1.7m: The long range plan for this portion of the SRW is to build a bike lane from Mt. Tolmie to Begbie. To acquire this property over the many years will require concessions in order to continue to “bank” this strip that is free to the City. I concede that 50 years from now we will still be waiting for this bike lane. Are we to give up the need for affordable housing for such an improbable outcome?

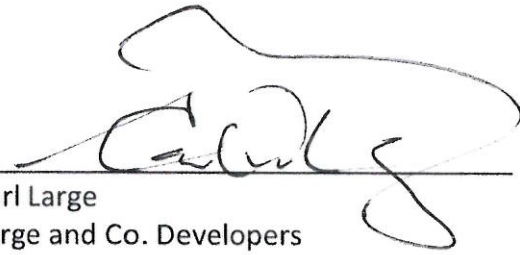
The additional 1.7m allows us to provide a small yard to everyone – why deny this greenspace for affordable housing? It seems that this loss of so much land results in making “affordable housing” difficult.

3. Precedent Setting: Council may be concerned that approving our proposal will set a precedent. It will not. Our plan provides for saving existing structures (a sustainable goal of Council) and cannot be compared or used as a precedent for new developments.

The Planning Department has just recently raised some minor design considerations. We will speak to these concerns at the Public Hearing as required, but a review of the Shelbourne St. Corridor Guidelines (DP area 7A) indicates that this project is very compatible with the Guidelines.

For your convenience, we have attached copies of all our various letters wherein these issues are covered in far greater detail. Should Council favour our application by putting it forward to Public Hearing, we will support our concept in great detail at that time.

Thank you for your consideration,



Earl Large
Large and Co. Developers
(250) 885-0434



Proposal to Rezone: 2810 Shelbourne

February 25, 2014

His Worship Mayor Dean Fortin and Councillors
Corporation of the City of Victoria
1 Centennial Square
Victoria, B.C. V8W 1P6

RE: Rezoning Application #000379 for 2810 Shelbourne Street

At the January 30, 2014 Council meeting, Council passed the following resolution:

That Council authorize that Rezoning Application # 00379 for 2810 Shelbourne Street processed to a Public Hearing subject to:

1. *Submission of a Development Permit Application, as the site falls within Development Permit Area 7A, Corridors, at which time refinements to the design siting and landscaping could be further considered.*
2. *Prior to Public Hearing, the applicant provide a registered Statutory Right-of-Way of 7.0m along Shelbourne Street.*
3. *Consideration by the application of transportation demand management strategies to justify the parking reduction.*

1 Development Permit

The Development Permit has been submitted to the Zoning/Planning Departments.

2 Statutory Right-of-Way (SROW)

The SROW will be prepared when the application is moved to Public Hearing and has not been further addressed at this time, as instructed by Planning.

3 Transportation Demand Management (TDM) Strategy

Our TDM strategy for this proposal includes:

1. Five (5) car stalls - once each unit.
2. Provision of a Car Share membership for each *unit*. This membership is attached to the strata unit and not to an individual and will therefore remain with the unit when owners move.
3. Enhanced bicycle parking on site.
 - Five (5) - Class 1 (secure and weather protected bicycle parking)
 - Six (6) - Class 2 (short-term visitor bicycle parking)
4. Two (2) annual bus passes or two (2) bicycles per unit for new owners.



Proposal to Rezone: 2810 Shelbourne

3.1 Official Community Plan (OCP)

In developing a TDM strategy I first reviewed the OCP. With regard to Transportation and Mobility, the OCP *"seeks to manage transportation infrastructure and services to give priority to the pedestrian, cycling and transit modes."* Future development is to consider *"transportation options that reduce fossil fuel dependence, help conserve energy and produce low greenhouse gas emissions and other air contaminants."* Within 10 minutes, residents at this property can walk to Hillside Mall, a Car Share lot, dental, medical, and other shopping amenities. Right outside their door is a bus stop. All alternative transportation options (other than a car) are available at this location.

As well, the OCP Housing and Homelessness vision is to ensure *"all residents have access to appropriate, secure, affordable housing."* Our TDM strategy provides a car stall for each unit – recognizing this is still a real need. However, we have not sacrificed yet more land to the car when this can be used to provide much needed affordable housing.

3.2 Traffic Engineering

To ensure our strategy was viable, I spoke with Steve Hutchison, Traffic Engineer. His comments are:

"If significant TDM measures including car share memberships for each unit, enhanced bicycle parking beyond those required by Schedule C, and 2 annual transit passes or 2 bicycles per unit it may be possible the demand for parking could be reduced to approximately 5 spaces. The development is in a relatively good area for encouraging a lower motor vehicle ownership rate."

Mr. Hutchison did comment that *"The closest vehicles in the Victoria Car Share Coop are located about 900m from the site making this TDM measure less effective than developments closer to the downtown core."* Distances to Car Share for residents in the downtown core can be up to 600m. For a property outside the downtown core, 900m is a reasonable distance and is walkable in about 10 minutes.

4 Summary

This property is in the perfect area to encourage lower car ownership rates and to promote the Transportation and Mobility as well as Housing goals of the OCP. Our TDM strategy supports these OCP initiatives, and I trust satisfies any questions or concerns Council may have in this regard.

Earl Large
Large and Co. Developers
(250) 885-0434



Proposal to Rezone: 2810 Shelbourne

October 03, 2013

His Worship Mayor Dean Fortin and Councillors
Corporation of the City of Victoria
1 Centennial Square
Victoria, B.C. V8W 1P6

RE: Rezoning Application #000379 for 2810 Shelbourne Street

Large & Co. Developers have been doing development work in the region for over 40 years. We have never, until now, requested special process, and now find we have two issues coming before you to consider. To us, they are compelling or we wouldn't proceed, and of course, the rules allow these requests. This letter addresses one of our issues and references the property at 2810 Shelbourne.

Our rezoning application for this property was halted at the Planning and Land Use Committee (PLUSC), and ratification of their decision is coming before you at the October 10, 2013 Council meeting. Briefly, this property, and two contiguous lots are designated for townhouses. Our project however, takes a more sustainable approach and involves converting the existing unit into 3 strata homes and moving a house from the corner of Haultain and Shelbourne to this property and converting it to 2 homes - 5 in total providing increased density for this site. I have shown this plan to most of you on an informal basis and it appeared there was support in going forward.

With regard to neighbour support, whenever we do a project, in addition to the required neighbourhood meeting, we always go door to door and see everyone in the area. In this case, in addition to showing our plans for the property, we carefully explained the 'townhouse' designation. Never before have we received 100% support from neighbours who had an opinion – no one wanted townhouses.

The issues discussed at the PLUSC were:

1. **Planning wants townhouses.** What is the definition of a townhouse? There is a crying demand for affordable housing, no matter what the description, and there are few if any, projects coming forward. The hospital, which is Victoria's largest employer (5000 workers) is within walking distance of this property. Townhouse prices range from \$500,000 - \$700,000. Our strata houses are in the \$190,000- \$390,000 price range. Who speaks for the cooks and support staff at RJH?
2. **The two contiguous properties are being orphaned.** Not so. We presented a plan showing that an additional 6 units can be created on those properties. As a matter of fact, the owner of those properties supports our application if he can have similar design for his property. There is no need for these separate projects to come to Council at the same time as shown by the plans we prepared.
3. **Setback on Shelbourne.** We requested an incursion into this setback of 1.7m which the PLUSC feels could adversely affect the long term plan for a bike lane on Shelbourne from Mt. Douglas

Proposal to Rezone: 2810 Shelbourne

to Begbie. However, the church adjacent to us has an approved setback similar to what we are requesting. For some reason this is OK. Planning has indicated the church has a different zoning designation but it doesn't change the fact our development would have that same setback. Could it be a safety concern for residents fronting onto Shelbourne? We don't believe so since the church has hundreds of members coming and going from the front as part of their utilization of the property.

With regard to the bike lane, in order to achieve this goal every property owner on the west side of Shelbourne must **GIVE 7m** off their property. For the City to acquire all this property will require many, many, many concessions over the years and the chances of this happening in our lifetime is remote.

The Victoria Foundation has just released their 2013 Vital Signs report for Greater Victoria which revealed, the **cost of living, including affordable housing, is the most important issue** facing Victoria residents – mental health ranked second. Experts feel that some of these mental health issues are a direct result of the stress residents experience in trying to make ends meet. Surely, this current affordable housing crisis outweighs the bike lane dream and focus on expensive townhomes.

Our understanding is that a Councillor may request our application be brought forward at the ratification meeting on October 10, 2013. Since we are unable to present at the PLUSC level, and because this is such a unique and different application, it requires a detailed presentation. We respectfully request our application be forwarded to Public Hearing where there will be an opportunity to demonstrate more fully to Council all aspects of our proposal.

Should you wish to contact me directly, I can be reached at the number below.

Sincerely,

Earl Large
Large and Co. Developers
(250) 885-0434

SEPT 2012

The logo for Large & Co. Developers features the company name in a serif font. 'LARGE' is on the top line, '& CO.' is on the second line, and 'DEVELOPERS' is on the third line. The text is white and set against a dark blue background that has a subtle, lighter blue wave-like pattern.

Dear Mayor and Council

Introduction

Large and Co is pleased to provide the City with this development proposal for 2810 Shelbourne Ave. We believe this project to be a great fit for the Shelbourne Corridor. The enclosed plans were developed after reviewing Victoria's new *Official Community Plan: April 2012* (from here forward referenced as "OCP") that has been compiled to offer builders and government the new direction for urban planning in the Victoria region. This extensive document notes specifically the need for densification and multiunit residential developments to house the estimated 20 000 new people that will move to the area in the next 30 years (Figure 3.3). In this proposal, we will detail how this development is congruent with the OCP and will reference key points that support our project. This project will increase density from a single occupancy home to a five unit strata development.

Victoria is consistently rated as one the best cities in the world to live. However, it also carries some of the most expensive real estate in the nation. In order to make Victoria more affordable for families and better use the land that is available, innovative building and planning practices are necessary. This development would convert a single family home in a premier location into a 5 unit strata complex. Our plans use existing buildings that will be renewed and retrofitted into new homes of various sizes to accommodate residents no matter where they are in their home buying lifecycle. This projects promotes modernized use of existing buildings an environmentally sustainable practice that is directly supported by the OCP (12.20)

The Shelbourne Corridor- A Major Artery for the City

The site in question is at the corner of Shelbourne Ave and Ryan St, directly in the centre of what the OCP has designated the Shelbourne Corridor. Shelbourne is an arterial road (7.2) that is a major public transit route and falls into development permit area 7A. This area currently has "urban design that is incoherent and in need of revitalization" (DPA7A-3b). However, it also notes that given the traditional residential nature of this neighborhood that it is "requiring a sensitive transition in building form" (DPA7A-3c). Our project achieves these objectives perfectly by maintaining the outward appearance of two single family dwellings but housing 5 units that contribute to the desired density for the area. This sentiment has been echoed by the surrounding households as they see it a great compromise instead of larger and taller townhouse developments. This development explicitly meets the goals set out by (DPA7A-5vi).

DPA7A 5. (vi) Shelbourne Avenue corridor:

(a) The scale and massing of buildings should relate to adjacent buildings and provide a sensitive transition between a proposed development and its neighbors.

(b) The location, height and form of buildings should be in keeping with the topography.

(c) The shape, siting, roof lines and exterior finishes of buildings should be sufficiently varied to avoid a monotonous appearance.

(d) Exterior lighting and signs should be unobtrusive and be in scale with their surroundings.

Other specific benefits to the site in question are its proximity to commercial and community services. Within 500m of this site there is three parks, the community centre, a middle school, an elementary school and of the commercial hub of Hillside Mall. This reduces the need for transport and encourages walking and biking.

Traffic and Transportation

Shelbourne is noted as one the major arteries around Victoria. This means that any developments that front it will have a negligible impact on local side streets and lanes. To further diminish any increase in traffic is the proximity of services (noted above). A key component of the OCP is the need to encourage green transit and make it easy for people to get around the city without their cars. Shelbourne is a primary bus route that can take someone from 2810 Shelbourne to Downtown or to UVIC in only 7 minutes (as per google maps). Any other amenities are easily within walking distance.

For each unit, a parking space is provided off-street, although the area does allow residential parking along Ryan St. Schedule C requires that 1.4 spaces per unit be provided. However given the excellent local transit setting, the proximity of essential amenities and the presence of on street parking for residents, we believe that an exception for this requirement can be made. A setback of 7.5m from Shelbourne Ave is included should the road need to be widened in the future. Both the design and location of this development means that impact on local traffic will be minimal and could contribute to increased alternate transport use and a transit ridership.

Exterior design and Landscaping

The current site at 2810 Shelbourne is sparsely vegetated and appears aged. Our proposal will completely makeover the property with new plantings and renewed facades that will add polish and contribute to pride in the neighborhood. Each unit will have its own parcel of yard so that each resident will get to enjoy the landscaping. The 7.5M setback from Shelbourne means that the view from the street will be lush and will help distance the road noise for the homeowners. The driveway provides a parking stall for each unit and with the bulk of the stalls towards the rear or the yard, added security as well. Although there are no heritage implications for the project, the re-used nature of the homes will maintain the outward appearance and roofline that is present in the neighborhood. In regards to CPTED, we believe the amount of open space and simply its location adjacent to a busy street, provides a high degree of natural surveillance to help reduce instances of crime. Landscaping and pathways will be such that clear lines of ownership and property are maintained to both the public, and the other strata title holders.

Interior Layout and Demographic Appeal

One of the great attributes of this project is that it has homes for a variety of demographics. The square footage of the units are 495, 720, two 858, and the largest being 1213. This goes a long way to create the "multi-generational neighborhood" called for by the OCP. The range of units will naturally offer a range of prices as well. The result will be a diverse yet small "strata community" for people

Summary

This project is exactly what is called for by the OCP. Its appearance fits in beautifully with surrounding structures. Its re-use of existing buildings promotes environmentally sustainable development. The human scale of the design is appealing to all demographics promoting the desired multi-generational communities. The site is ideally located to encourage alternative transport and increase the use of transit. The impact to traffic in the area will be negligible and serves the interest of developing the Shelbourne corridor pursuant to the development permit area 7A for increasing density and revitalizing the area. Large and Co submits that construction for this project be approved by council.

Doug Surtees

Large and Co Developments



Planning and Land Use Standing Committee Report

For the meeting on July 3, 2014

Date: June 9, 2014 **From:** Lucina Baryluk, Senior Process Planner

Subject: **Development Permit #000358 with variances for 988 Topaz Avenue**
 Application for Development Permit with variances for the construction of a small lot house and accessory building

Executive Summary

The purpose of this report is to provide Council with information, analysis and recommendations regarding a Development Permit Application with variances to allow the construction of a small lot house and accessory building on an existing lot in the R1-S2 Zone, Restricted Small Lot (Two Storey) District. Small lot houses are subject to the requirements of Development Permit Area 15A, Intensive Residential, Small Lot. The original Development Permit Application for the small lot house was approved in October 2011; however, it has now expired. The applicant wishes to construct the same dwelling, with minor changes, and include an accessory building.

The following points were taken into consideration in assessing this application:

- The proposed house massing and design are consistent with the *Small Lot Design Guidelines*.
- There is one siting variance for the small lot house for the front yard setback from 6.0 m to 3.05 m. This variance is supportable as it provides a transitional front yard setback between the existing house at 2906 Quadra Street and the adjacent small lot houses to the west of the proposal.
- The changes to the originally approved house plans are supportable as they are mostly internal to the building for improved functionality and do not alter the exterior elevations.
- There is one siting variance for the accessory building, which is supportable as the impacts on the neighbours will be minimal.

This Development Permit Application has variances, therefore, in accordance with the City's *Land Use Procedures Bylaw*, it requires notification, sign posting and a hearing.

Recommendations

That Development Permit #000358 for 988 Topaz Avenue proceed to a Hearing, subject to the following:

1. Development meeting all *Zoning Regulation Bylaw* requirements of the R1-S2 Zone, except for the following variances:
 - a. Section 1.23.8 (a) - Relaxation for the front yard setback from 6 m to 3.05 m
 - b. Section 1.23.13(a) - Relaxation for the front yard setback for an accessory building from 18 m to 13.6 m.

2. Plans stamped April 1, 2014.
3. Final plans to be in accordance with the plans identified above to the satisfaction of the Director of Sustainable Planning and Community Development.

Respectfully submitted,



Lucina Baryluk
Senior Process Planner
Development Services Division



Deb Day, Director
Sustainable Planning and Community
Development Department

Report accepted and recommended by the City Manager: _____



Jason Johnson

Date: _____

June 18, 2014

LB/ljm

S:\TEMPEST_ATTACHMENTS\PROSPERO\PLIDPIDP000358\PLUC REPORT 988 TOPAZ ACCESSORY BUILDING.DOC

1.0 Purpose

The purpose of this report is to provide Council with information, analysis and recommendations regarding a Development Permit Application with variances to allow the construction of a small lot house and accessory building on an existing lot in the R1-S2 Zone - Restricted Small Lot (Two Storey) District. Small lot houses are subject to the requirements of Development Permit Area 15A, Intensive Residential, Small Lot. The original Development Permit Application for the small lot house was approved in October 2011; however, it has now expired. The applicant wishes to construct the same dwelling, with minor changes, and include an accessory building.

2.0 Background and Description of Proposal

In 2011 the subject property was rezoned to allow construction of a small lot house on a newly created lot. As the dwelling was not constructed within the two-year time allowance for the concurrent Development Permit, its Development Permit has expired and a new Development Permit is required.

The proposed small lot house would be two storeys with a driveway and parking area on the east side of the property. The living area is on the main floor and three bedrooms are on the upper floor. A setback relaxation is required from the front lot line. Materials include asphalt roof shingles and cement board siding.

The landscaping remains unchanged from the previous proposal. The landscaping proposed for the front yard is primarily lawn with a rock feature and tree planting while in the rear yard the proposal includes a patio, lawn and a deciduous tree.

There are two changes from the previously approved plans: first, floor plan alterations have been made to the main floor to facilitate better internal circulation. These changes result in extending the foyer forward by 0.3 m; this does not affect front yard setbacks as the change is totally under the existing gable, nor will there be any changes to the front elevation. The second change is a request for the placement of an accessory building in the rear yard. This requires a setback variance.

2.1 Existing Site Development and Development Potential

The lot is currently vacant. A small lot house can be constructed on the lot, subject to the *Zoning Regulation Bylaw* requirements for the R1-S2 Zone provided a Development Permit is approved for that purpose.

2.2 Land Use Context

This area of Hillside-Quadra is characterized by a mix of housing types with single family dwellings and duplexes being the dominant form of housing types in this area. This is in contrast to the apartment areas to the south. Topaz Park is one block to the west of this proposal.

Since 2011, there has been significant activity in this block of Topaz Avenue. Two small lots have been created to the west of this property at 978 and 982 Topaz Avenue, and both houses are complete and occupied. In addition, the property at 970 Topaz Avenue was also rezoned to permit a small lot subdivision; this new small lot house is located at 2915 Glasgow Street.

2.3 Data Tables

The following data tables compare the proposal with the existing R1-S2 Zone. An asterisk is used to identify where the proposal is less stringent than the existing zone.

2.3.1 Small Lot House

| Zoning Criteria | Proposed Small Lot House | Zone Standard R1-S2 |
|--|--------------------------|--------------------------|
| Site area (m ²) - minimum | 260.00 | 260.00 |
| Lot Width (m)- minimum | 15.00 | 10.00 |
| Site coverage (%) - maximum | 27.50 | 40.00 |
| Density (FSR) - maximum | 0.46:1 | 0.6:1 |
| Floor Area(m ²) 1 st and 2 nd floors - maximum | 121 | 190 |
| Storeys - maximum | 2 | 2 plus basement |
| Height (m) - maximum | 6.63 | 7.50 |
| Setbacks (m) - minimum | | |
| Front (Topaz) | 3.05* | 6.00 |
| Rear (north) | 6.12 | 6.00 |
| Side (west) | 1.50 | 1.50 (2.40 with windows) |
| Side (east) | 3.20 | 1.50 (2.40 with windows) |
| Parking - minimum | 1 | 1 |

2.3.2 Accessory Building

| Zoning Criteria | Proposed Accessory Building | Zone Standard R1-S2 |
|---|-----------------------------|---------------------|
| Combined floor area (m ²) - maximum | 12.00 | 37.00 |
| Height (m) - maximum | 3.05 | 4.00 |
| Separation space between an accessory building and principal building (m) - minimum | 2.50 | 2.40 |
| Rear yard site coverage (%) - maximum | 15.10 | 30.00 |
| Setbacks (m) - minimum | | |
| Front - from Topaz | 13.60* | 18.00 |
| Rear | 0.60 | 0.60 |

2.4 Legal Description

Lot A, Section 5, Victoria District, Plan VIP89426.

2.5 Consistency with Design Guidelines

The *Small Lot House Design Guidelines*, which are embedded in Development Permit Area 15A, are applicable to this application. Overall, the proposal is consistent with these design guidelines; further details are provided in the paragraphs below.

Due to the shape of the lot (wide and shallow), the design response has been to construct a house that is smaller than the maximum permitted size and does not include a garage. Also in response to the shape of the lot, the building mass has been placed closer toward the street to minimize the impact on the adjacent small lots to the west.

In terms of street relationship, the building has a staggered setback such that the setback on the eastern side of the lot matches the setback of the house at 2906 Quadra (3.05 m) and steps back to 6.1 m on the west side of the property matching the setbacks of the small lot houses to the west. The home design includes rooflines similar to those along the street and has a prominent front entryway. The combined effect is a home that fits into the established streetscape.

This front yard setback variance was subject to analysis in the previous review of this proposal. At that time, it was determined that this relaxation was supportable due to the reasons noted above.

2.6 Community Consultation

In compliance with the *Community Association Land Use Committee Procedures for Processing Variances*, the application was referred to the Hillside-Quadra Neighbourhood Action Group on April 8, 2014, for a 30-day comment period. No comments were received at the time of writing this report.

This Development Permit Application has variances; therefore, in accordance with the City's *Land Use Procedures Bylaw* it requires notification, sign posting and a Hearing.

3.0 Issues

The main issue associated with this application is the placement of the accessory building.

4.0 Analysis

The setback variance for the accessory building is required because of the shape of the lot (wide and shallow). The *Zoning Regulation Bylaw* requires an 18 m setback from the front property line for the placement of accessory buildings. The intent of this requirement is to make the accessory building visually unobtrusive from the street; however, since the subject property is only 17 m deep, this requirement cannot be satisfied.

The placement of the accessory building in the northeast corner will have minimal impact on the neighbouring property to the north (2912 Quadra Street) as there are a number of existing outbuildings along this property line. The property at 2906 Quadra has a bedroom window along the west elevation, which directly overlooks the rear yard. However, the presence of the

accessory building may actually enhance the sense of privacy between the rear yard of the new small lot house and the existing window placement at 2906 Quadra. It is noted that due to the lack of a garage on the property and the size of the existing house, an accessory building will have the added benefit of providing more storage space for the occupants.

5.0 Resource Impacts

There are no resource impacts anticipated.

6.0 Conclusions

The proposed house massing and design are consistent with the *Small Lot Design Guidelines* and the changes from the previously approved plans are minor. The front yard setback variance for the main house is supportable as it allows a transition of building façades along Topaz Avenue and the variance requested in relation to the accessory building is also supportable as it will not significantly affect neighbouring properties. Staff recommend that Committee advance the application to a Hearing.

7.0 Recommendations

7.1 Staff Recommendations

That Development Permit #000358 for 988 Topaz Avenue proceed to a Hearing, subject to the following:

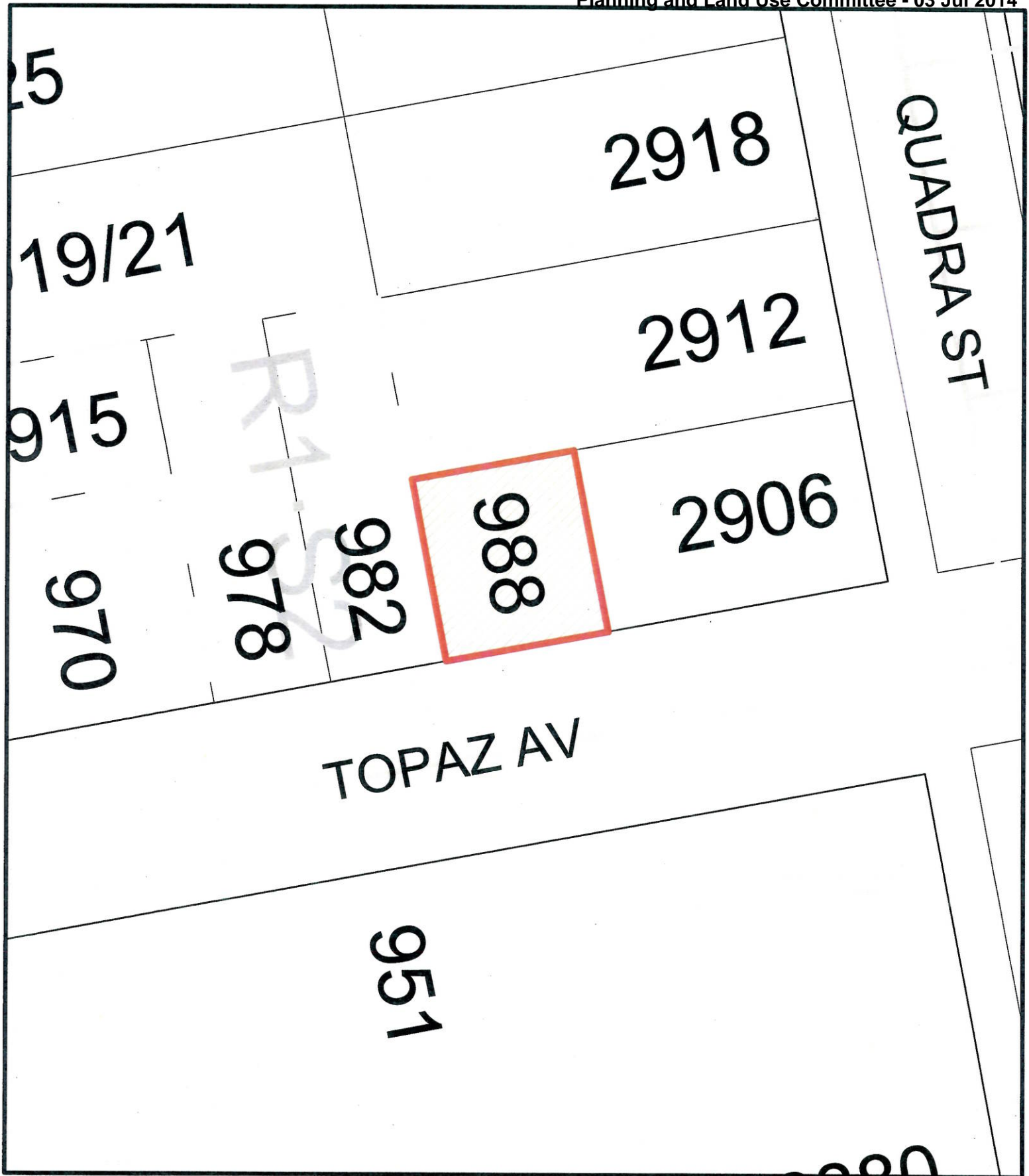
1. Development meeting all *Zoning Regulation Bylaw* requirements, except for the following variances:
 - a. Section 1.23.8 (a) - Relaxation for the front yard setback from 6 m to 3.05 m
 - b. Section 1.23.13(a) Relaxation for the front yard setback for an accessory building from 18 m to 13.6 m.
2. Plans stamped April 1, 2014.
3. Final plans to be in accordance with the plans identified above to the satisfaction of the Director of Sustainable Planning and Community Development.

7.2 Alternate Recommendation

That Council decline Development Permit Application #000358 for 988 Topaz Avenue.

8.0 List of Attachments

- Zoning map
- Aerial map
- Plans date stamped April 1, 2014
- Letter from applicant date stamped June 4, 2014



988 Topaz Avenue
Development Permit #000358

Development Permit # 000358 with variances for 988 Topaz Ave...

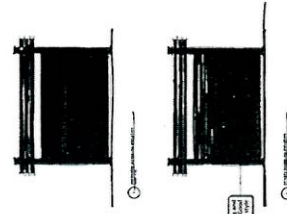




988 Topaz Avenue
Development Permit #000358

Development Permit # 000358 with variances for 988 Topaz Ave...





duane ensing
landscape
design
1-800-843-9790
www.landscape-solutions.bc.ca

AVENUE

LANDSCAPE CONCEPT PLAN

2906 quadra street

revised

SKL.01
25.OCTOBER.2010
1:100

COPYRIGHT RESERVED. THESE PLANS AND DESIGNS ARE AT ALL TIMES THE PROPERTY OF THE DESIGNER TO BE USED FOR THE PROJECT SHOWN. WRITTEN CONSENT IS REQUIRED FROM THE DESIGNER BEFORE ANY REPRODUCTION.

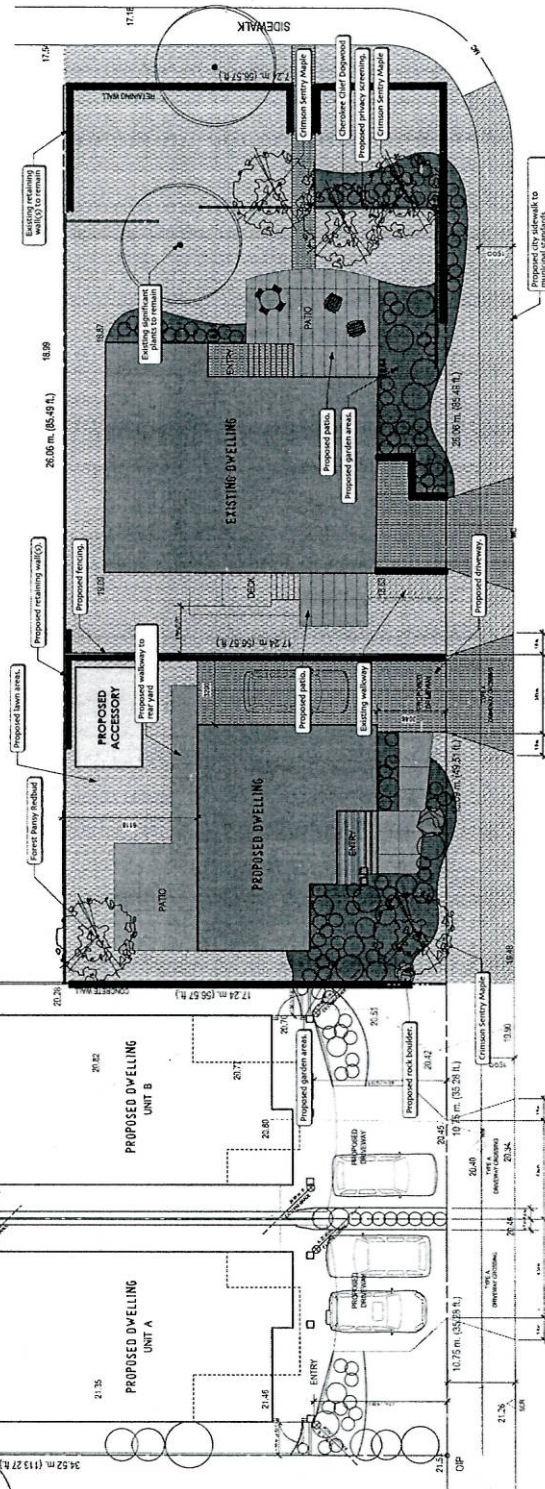
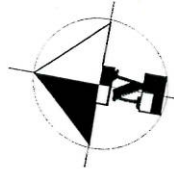
NOTE: plant material, installation and maintenance to conform to BCSLA/BCINA standard (current edition). All growing medium to comply to BCSLA/BCINA standard designation "40" - (Level 1 Well Groomed Area).

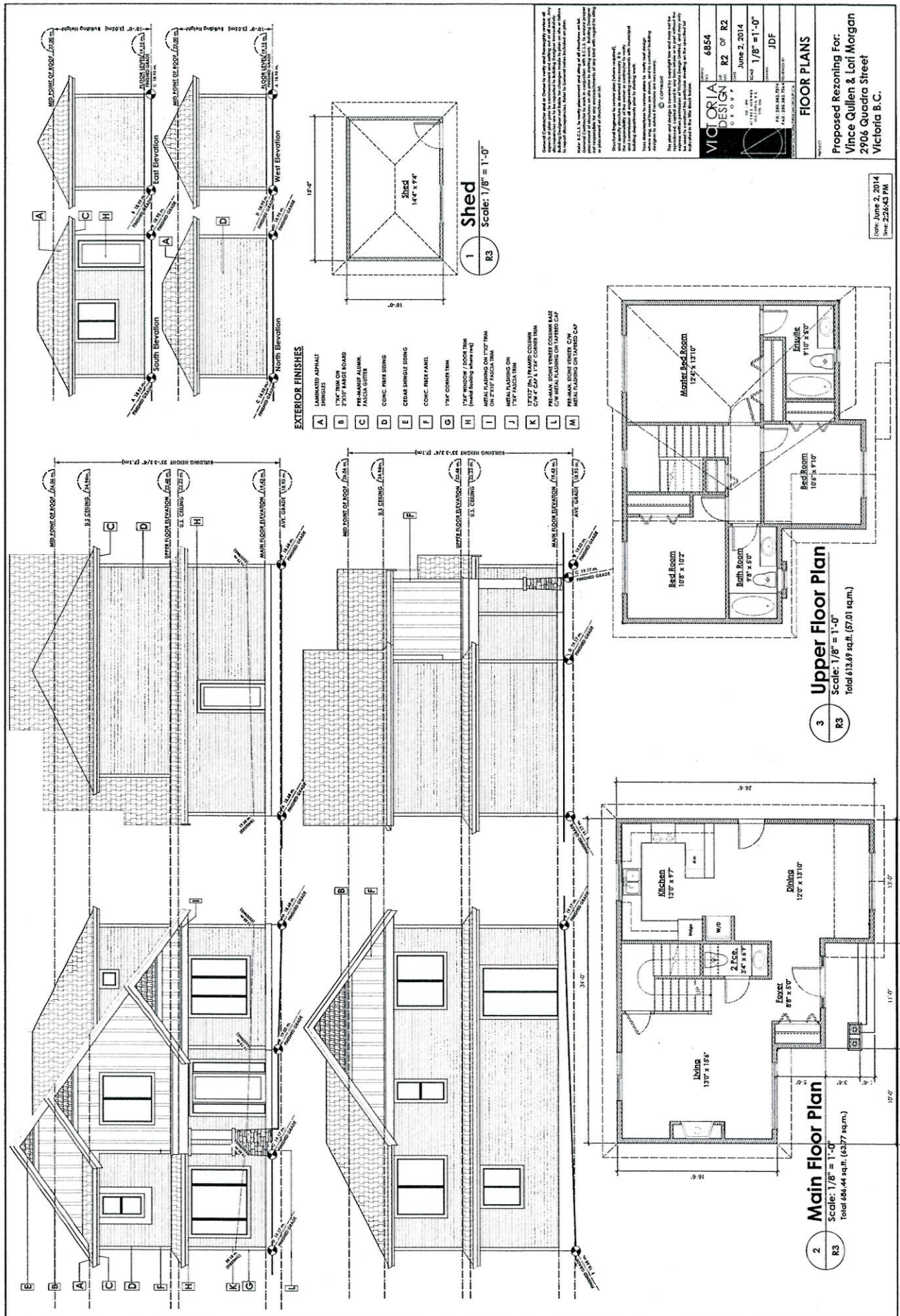
Area: Ground around irrigation system to be installed.

Notes: Irrigation materials and installation to conform. As a minimum, to BCSLA/BCINA standard (current edition) and IABC Standards. All irrigation piping under hard surfaces to be sleeved.

Notes: All existing trees located on plan are approximate. Size and drip-line of trees are not shown, and should be verified by a surveyor and for accuracy when necessary.

Notes: All work to conform to applicable standards. Municipal Bylaws supercede all information on this drawing.

[illegible]



xVince Cullen
Lori Morgan
6502 Hilltop Rd
Saanichton BC
V8M 1W8
March 24, 2014
City of Victoria
1 Centennial Square
Victoria BC V8W 1P6



RE: Development Permit for 988 Topaz Ave

Dear Mayor and Council,

As requested by the Planning and Development and meetings with Lucina Baryluk and Rachel MacDonald, details of how the proposed design still meets the Small Lot Design Guidelines is detailed below:

Elements of Design

The lot is located north of Quadra Village in an area of transition between commercial and multi-family dwellings. No clearly defined forms or patterns are easily detected in the area. Houses are typically 1940-1950s ranchers varying in design, mixed with older and more recent homes. There are three new "small lot" homes to the immediate west of our lot.

Then proposed small lot home is three bedrooms and three bathrooms. All bedrooms are located on the second floor and the living areas on the main floor. The design of our proposed small lot and the two new existing homes to the west has been developed by the same designer to provide consistency in terms of design.

Sitting, Location and Topography

The existing topography for the proposed small lot will not require major reworking of existing grades. The house gradually "steps in" (front yard setback gradually increases as you move west on Topaz). The setback from the garage will be similar to the two homes to the west.

Parking

Exposed aggregate driveway, on the proposed homes east side, will be adequate for two vehicles.

Accessory Structure

An accessory structure for storing yard maintenance equipment, out of the weather, is required because there is no garage or other storage area supplied. Finishes, materials and colour will be consistent with the main structure. There is a variance required for the accessory structure, for the front set back. This is required because the lot is not deep enough to a void the variance.

Architectural Design

Careful consideration to the roof slopes of existing houses on Topaz has been made. As depicted in the streetscape, the roof slope of the proposed house is consistent with those of the existing homes. Further, the building façade has been broken into similar elements to create contrast. A roofed entry creates more prominence and the second story has been stepped back 1.8m to reduce massing.

Openings

The entryway of the house has been emphasized with a dormer that extends from the front of the house and features decorative posts. The windows have been arranged and carefully placed considering the use and location of rooms to ensure privacy. No windows are used

on the front or left side of the house. Wide trim will be used around all windows and painted in a different colour than the siding to create contrast and interest. The garage is recessed creating a greater focal point on the entry.

Finishes and Materials

Hardi-plank siding will be used on the new home. Wide trim will be used around entry and window areas for detail. Tapered columns will feature a rock face and rock will also be used under the window area between the garage and entry to create a visual interest. The roof detail is in proportion to the overall massing of the house and reduces the impact of large roof areas. The color schemes will be compatible with the area and will not be vibrant.

Landscape

The front yard will include both a lawn and garden area with planting beds as detailed in the landscape plan. Fencing along the sides and rear perimeter of the proposed house will ensure separation and privacy from immediate neighbors and the existing home.

If you have any further questions regarding our re-application, please do not hesitate to contact us.

Changes to Main floor layout

Recent changes to main floor layout have been made to increase the usable floor space. This was also done to improve cupboard space and centralize the 2 Piece washroom. The foyer moved out 1'0" to allow for 2 Piece washroom.

Sincerely,

Vince Cullen and Lori Morgan

Applicants

Planning and Land Use Committee Report

For Meeting of July 3, 2014

Date: June 19, 2014 **From:** Brian Sikstrom, Senior Planner
Subject: Development Permit # 000373 for 530 Discovery Street
Proposed silos for malting plant

Executive Summary

The purpose of this report is to present Council with information, analysis and recommendations regarding a Development Permit Application for the property located at 530 Discovery Street. The application is to install a mechanical penthouse 2 m above the existing brewery roof and add seven new silos.

The following points were considered in analyzing this application:

- No variances from the *Zoning Regulation Bylaw* are proposed.
- It is considered that the development is consistent with relevant City Policy and Design Guidelines.
- The proposed silos are at the rear of the existing building.

Recommendations

That Council authorize the issuance of a Development Permit for 530 Discovery Street, in accordance with:

1. Plans stamped "Development Permit Application #000373 dated June 12, 2014.
2. Development meeting all *Zoning Regulation Bylaw* requirements.
3. Final plans to be in accordance with the plans identified above, to the satisfaction of the Director of Sustainable Planning and Community Development.

Respectfully submitted,




Brian Sikstrom
Senior Planner
Development Services



Deb Day, Director
Sustainable Planning and Community
Development Department

Report accepted and recommended by the City Manager:



Jason Johnson

Date: June 24, 2014

BMS:aw

S:\TEMPEST_ATTACHMENTS\PROSPERO\PL\DP\DP000373\PLUSC PLANNING REPORT TEMPLATE DP & DVP3.DOC

1.0 Purpose

The purpose of this report is to present Council with information, analysis and recommendations regarding a Development Permit Application for the property located at 530 Discovery Street. The application is to install a mechanical penthouse 2 m above the existing brewery roof and add seven new silos.

2.0 Background

2.1 Description of Proposal

The application is to install a mechanical penthouse 2 m above the existing roof and add seven silos for a new malting plant. The silos range from 6.7 to 11.2 m in height and are pre-painted an ivory cream colour. No variances from the *Zoning Regulation Bylaw* are proposed. The existing brewery has recently been upgraded with a new rear-loading bay and exit doors.

2.2 Existing Site Development and Development Potential

The application site is in the M-3 Zone, Heavy Industrial District. Heavy industrial uses include breweries, warehouses and a variety of industrial uses.

2.3 Land Use Context

The immediate area is predominantly industrial in nature.

2.5 Legal Description

- Lot 511, Victoria City
- Lot A of Lots 512 and 513, Victoria City, Plan 26121.

2.6 Consistency with City Policy and Design Guidelines

The *Official Community Plan 2012*, *Downtown Core Area Plan 2011* and *Burnside Neighbourhood Plan* all recognize the application site as part of a key employment area where there is support for the continuation of industries. The scale and nature of the proposal is considered to be consistent with relevant City Policy and Design Guidelines.

2.7 Community Consultation

This application does not propose any variances and, therefore, has not been referred to the Burnside Neighbourhood Association Land Use Committee. This is consistent with the Community Association Land Use Committee (CALUC) procedures for processing applications.

3.0 Issues

Given the industrial site context, the scale and the nature of the proposed development, it is considered that the design and layout of the roof addition and malting plant silos do not present any significant planning issues.

4.0 Resource Impacts

There are no resource impacts anticipated with this application.

5.0 Conclusions

The subject site is located within a well-established industrial area. The proposal for the construction of a mechanical penthouse above the existing roof along with the installation of seven silos are considered supportable and the proposal is consistent with the relevant City policies.

Staff recommend that Council approve this application

6.0 Recommendations

6.1 Staff Recommendations

That Council authorize the issuance of a Development Permit for 530 Discovery Street in accordance with:

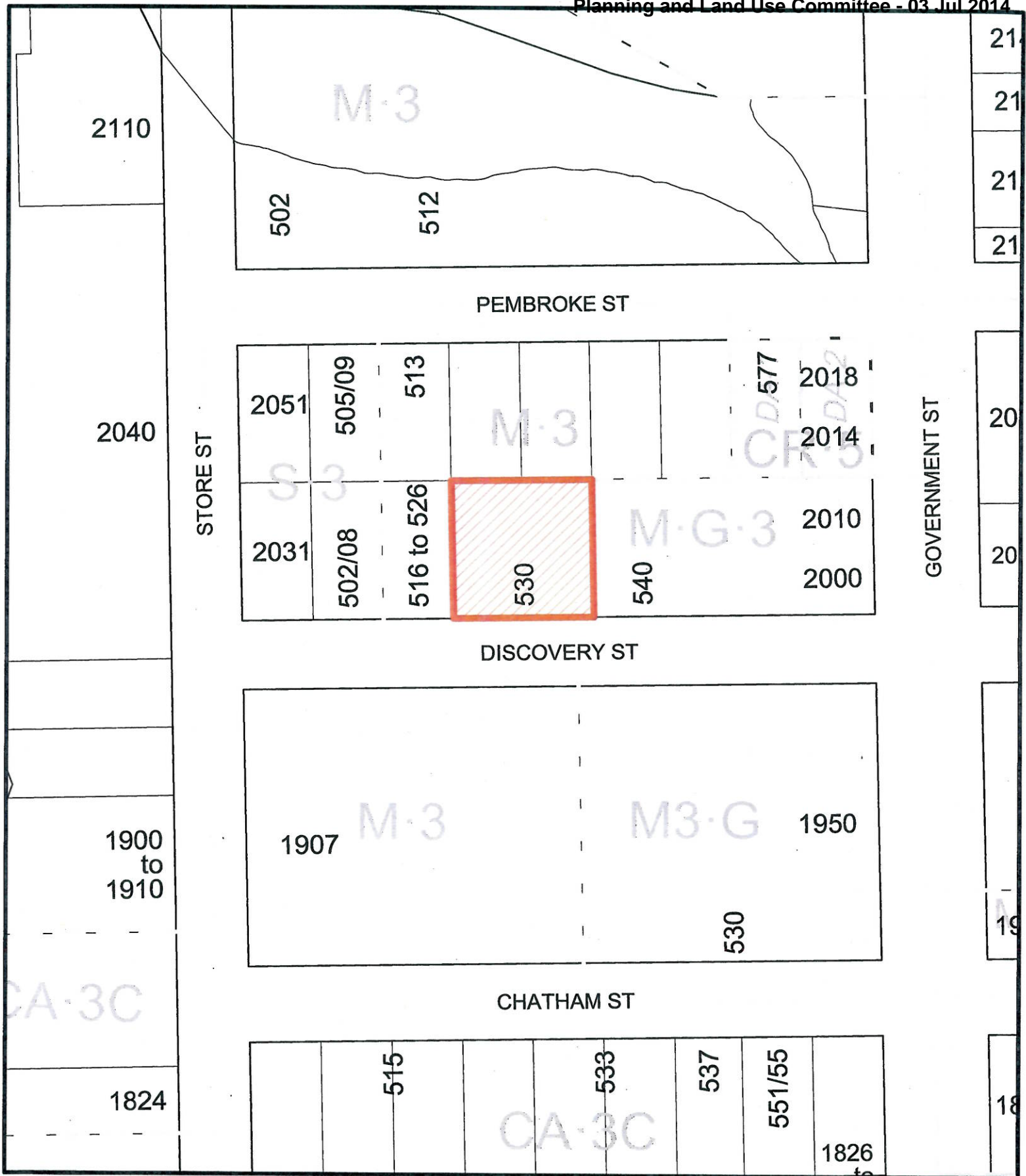
1. Plans stamped "Development Permit Application #000373 dated June 12, 2014.
2. Development meeting all *Zoning Regulation Bylaw* requirements.
3. Final plans to be in accordance with the plans identified above, to the satisfaction of the Director of Sustainable Planning and Community Development.

6.2 Alternate Recommendation

That Council decline Application #000373 for 530 Discovery Street.

7.0 List of Attachments

- Zoning map
- Aerial map
- Letter from applicant dated May 30, 2014
- Plans dated June 12, 2014.



530 Discovery Street Development Permit #000373

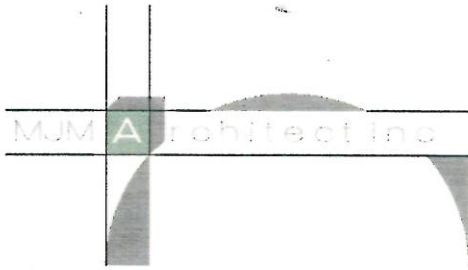
Development Permit Application # 000373 for 530 Discovery St...





530 Discovery Street
Development Permit #000373

Development Permit Application # 000373 for 530 Discovery St...



May 30th., 2014

Mayor and Council
City of Victoria
1 Centennial Square
Victoria, B.C.
V8W 1P6

Re: Application For Development Permit – 530 Discovery Street

Dear Mayor and Councillors,

In support of the drawings being submitted we are writing to further explain the scope of work involved with the Development Permit Application for 530 Discovery Street. The Phillips Brewing Company leases a large warehouse on the subject property which has recently been upgraded with a new loading bay and exit doors. Phillips now wishes to install a new Malting plant in an unused portion of this warehouse. A supply-air intake mechanical penthouse will project above the roof level 2.00m (6'-7") and will be clad in galvanized corrugated metal siding.

There will also be a total of seven silos installed: one steeping silo that is 16'-0"Ø x 22'-0" high (stainless steel), two that are 12'-0"Ø x 37' high, and four that are 10'-0"Ø x 26'-0" high. All but the steeping silo (Stainless Steel) are pre-painted steel in an ivory cream colour.

We are submitting the enclosed drawings at 24"x36", 11"x17", and 8 ½"x11" for your review and records. If you have any questions or concerns, please feel free to contact us by phone or e-mail.

Thank you,

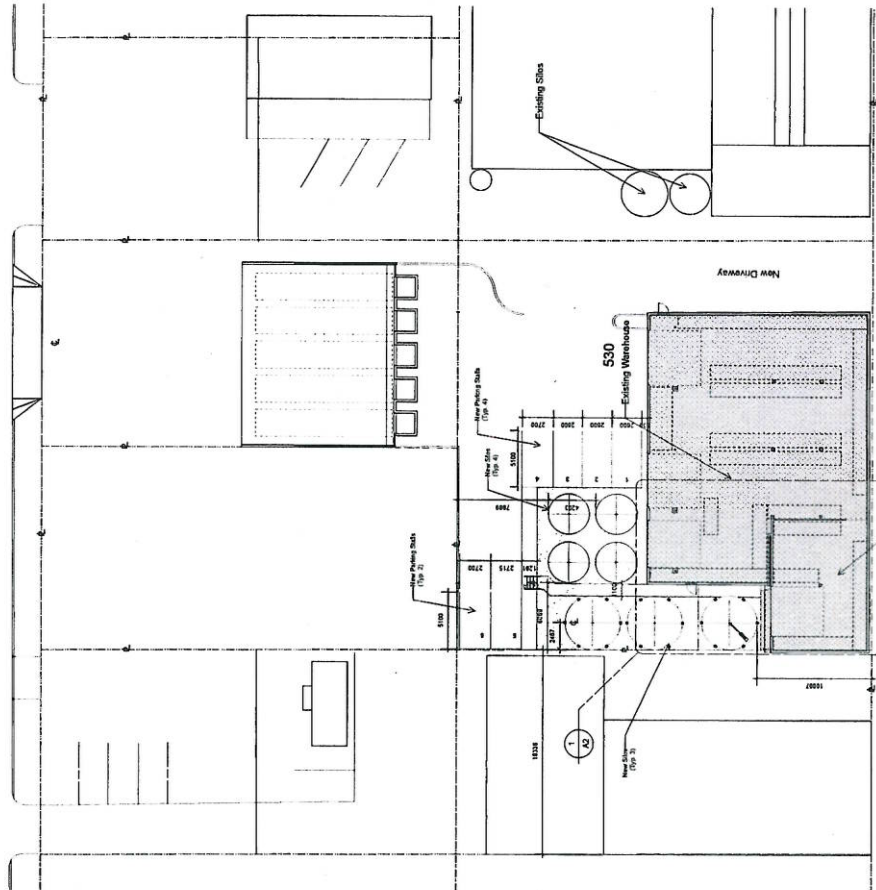
Sincerely,

Michael J. Moody, Architect AIBC, MRAIC, LEED® A.P.
Principal

Michael Jon Moody MAIBC, MRAIC, LEED® A.P. Principal
#10, 909 Vancouver Street, Victoria, B.C. V8V 3V6
ph: (250)661-5492 e-mail: mjmoody@shaw.ca

Development Permit Application For New Mailing Plant Installation At 530 Discovery Street, Victoria B.C.

Pembroke Street



3 Site Plan
A1 Scale: 1"=20'

Discovery Street



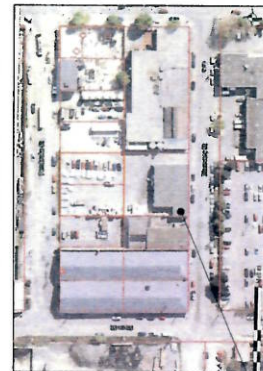
PROJECT LOCATION
530 DISCOVERY STREET

3 VIEW OF SITE FROM S.W.
A1 NOT TO SCALE



PROJECT LOCATION
530 DISCOVERY STREET

3 VIEW OF SITE FROM S.E.
A1 NOT TO SCALE



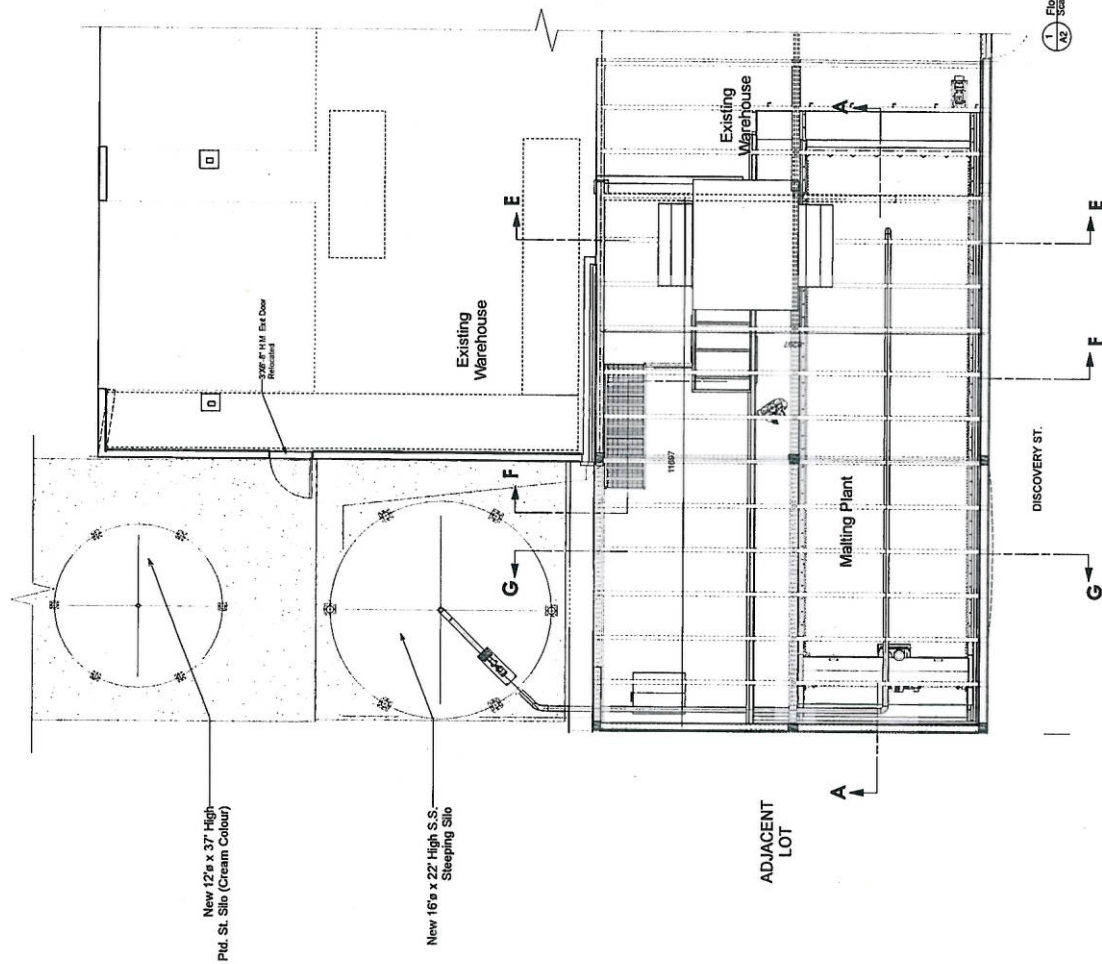
1 LOCATION PLAN
A1 NOT TO SCALE

| | |
|------------------|----------------------------------|
| C - 1450111 | - Request for Development Permit |
| B - 1450108 | - Request for Development Permit |
| A - 131029 | - Request for Development Permit |
| Site name | 530 Discovery Street |
| Site address | 530 Discovery Street |
| Site description | 530 Discovery Street |
| Site owner | 530 Discovery Street |
| Site contact | 530 Discovery Street |

| | |
|-----------------|--------------------------------|
| Project name | New Mailing Plant Installation |
| Project address | At 530 Discovery Street |
| Project phone | 1312 |
| Project email | |
| Project website | |

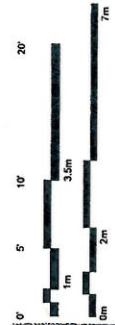
| | |
|--------------------|--------|
| Site Plan Date | 1312 |
| Site Plan Scale | 1"=20' |
| Site Plan Author | 1312 |
| Site Plan Reviewer | 1312 |
| Site Plan Date | 1312 |
| Site Plan Scale | 1"=20' |
| Site Plan Author | 1312 |
| Site Plan Reviewer | 1312 |

Received
City of Victoria
JUN 12 2014
Planning & Development Department
Development Services Division



1 Floor Plan
Scale - 1:100

Project North



Received
City of Victoria

JUN 12 2011

Planning & Development Department
Development Services Division

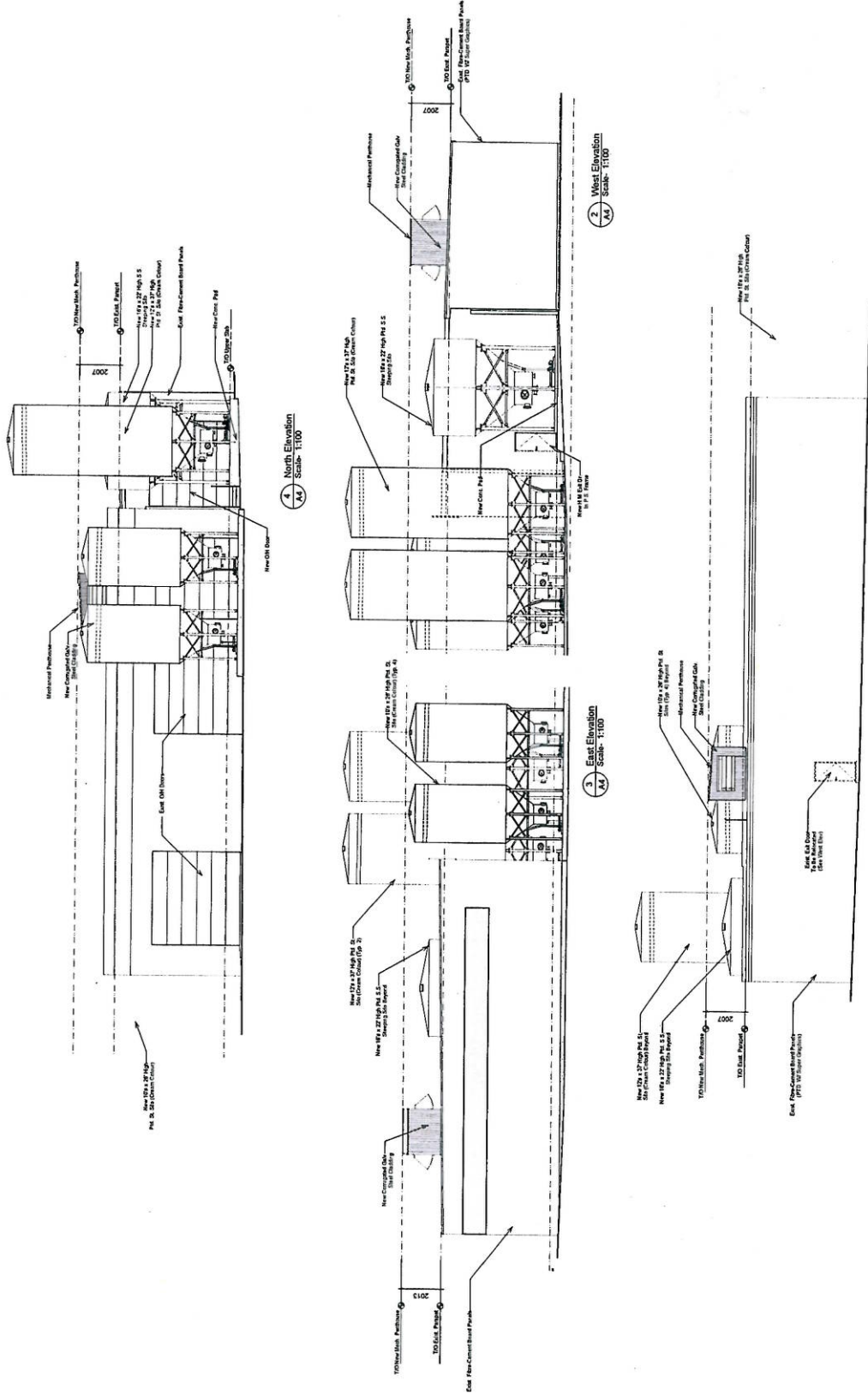


JUN 12 2014

**Planning & Development Department
Development Services Division**



| | | | | | | |
|--------------|---------------|----------------|--|--------------------|-------------|----|
| project name | drawing title | scale as noted | | date | drawing no. | A4 |
| | | checked by mjm | | October 28th, 2013 | | |
| project no. | | checked by wjs | | | | |



JUN 12 2014

Planning & Development Department
Development Services Division



Planning and Land Use Committee Report

For the meeting on July 3, 2014

Date: June 11, 2014 **From:** Lucina Baryluk, Senior Process Planner

Subject: **Development Permit #000363 for 1498 Myrtle Avenue**
Application to allow the construction of an accessory building

Executive Summary

The purpose of this report is to provide Council with information, analysis and recommendations regarding a Development Permit Application to allow the construction of an accessory building on a property that is subject to Development Permit Area 15A, Intensive Residential, Small Lot. The current proposal is to construct a 7.4 m² accessory building (garden shed) in the rear yard of an existing lot.

The following points were taken into consideration in assessing this application:

- The application is consistent with the *Small Lot House Design Guidelines* (2002) that are referenced in Development Permit Area 15A. The proposed siting, size, design, finishes and colour of the accessory building will be complementary to the existing dwelling and will be a good fit on the property, with minimal impacts on the adjacent properties.
- The R1-S2 Zone, Restricted Small Lot (Two Storey) District, has standards for the size and siting of accessory buildings. The proposed accessory building meets these requirements and there are no variances associated with the application.

A hearing is not required for this application. Staff recommends that the Planning and Land Use Committee approve this application. The Development Permit will be issued following the endorsement of the Report of the Planning and Land Use Committee.

Recommendations

That Council authorize the issuance of Development Permit #000363 for 1498 Myrtle Avenue in accordance with:

1. Plans stamped June 11, 2014.
2. Development meeting all *Zoning Regulation Bylaw* requirements.
3. Final plans to be in accordance with the plans identified above to the satisfaction of the Director of Sustainable Planning and Community Development.

Respectfully submitted,

Lucina Baryluk
Senior Process Planner
Development Services Division

Deb Day, Director
Sustainable Planning and Community
Development Department

Report accepted and recommended by the City Manager:

Date:

Jason Johnson

June 25, 2014

LB/ljm

S:\TEMPEST_ATTACHMENTS\PROSPERO\PLIDPIDP000363\PLUC REPORT 1498 MYRTLE ACCESSORY BUILDING.DOC

1.0 Purpose

The purpose of this report is to provide Council with information, analysis and recommendations regarding a Development Permit Application to allow the construction of an accessory building on a property that is subject to Development Permit Area 15A, Intensive Residential, Small Lot. The current proposal is to construct a 7.4 m² accessory building (garden shed) in the rear yard of an existing lot.

2.0 Background

In 2011 the subject property was part of a two-lot rezoning application to allow a small lot subdivision. In essence, the rear yards of 1498 Myrtle Avenue and the adjacent lot at 1492 Myrtle Avenue were consolidated to create a new small lot fronting Belmont Street. As a result of the reduction of parcel size for the two parent parcels, all of the lots and the existing houses were placed in the R1-S2 Zone, Restricted Small Lot (Two Storey) District. As part of this redevelopment of the rear yards, the garage on the subject property was removed.

2.1 Description of Proposal

The proposal is to construct a 7.4 m² accessory building, to be used as a garden shed. The design incorporates board and batten siding, a row of three clerestory windows on the front elevation along with windows on the front and east elevations. The roofing material is asphalt shingles. The owner has indicated that the wood surfaces will be stained to match the pergola, fencing and front porch. The parking will be maintained as a surface parking stall in the rear yard.

In terms of placement and overlook, the accessory building will be located in the northwest corner of the lot and has no windows on the sides facing the adjacent neighbours. In addition, the lot to the west has a garage adjacent to the shed, so the impact on the neighbouring properties will be minimal.

2.2 Existing Site Development and Development Potential

The existing house is relatively small, with a total floor area of 107 m². Potentially this house could be reconstructed to allow for a larger home (up to 190 m²) within the current zoning provisions of the R1-S2 Zone, provided that a Development Permit is obtained.

2.3 Data Table

The following data table compares the proposal with the current small lot zoning of the property, R1-S2 Zone. There are no variances associated with this application.

| Zoning Criteria For Accessory Buildings | Subject property 1498 Myrtle Ave. | Zone Standard R1-S2 |
|--|--------------------------------------|------------------------|
| Location | Rear yard | Rear yard |
| Combined floor area (m ²) maximum | 7.4 | 37 |
| Height (m) maximum | 3.2 | 4.0 |

| | | |
|---|------|-----|
| Separation space between an accessory building and principal building (m) minimum | 2.5 | 2.4 |
| Rear yard site coverage (%) maximum | 10.4 | 30 |
| Setbacks (m) minimum | | |
| Front - from Myrtle Avenue | 23 | 18 |
| Rear | 0.6 | 0.6 |
| Side (east) | 0.6 | 0.6 |
| Flanking street (west) | 10.7 | 6.0 |

2.4 Land Use Context

Most of the surrounding properties are single family residences, with many dwellings built more than 50 years ago. The main exception is, of course, the new small lot house located at 2958 Belmont Avenue, which shares a common boundary with the subject parcel.

Opposite on Myrtle Avenue, to the south, is a restaurant. There are a number of higher density multi-family apartment buildings and offices along Hillside Avenue.

2.5 Legal Description

Lot B, Sections 29 and 30, Victoria District, Plan EPP28260.

2.6 Consistency with Design Guidelines and Regulations

The *Small Lot House Design Guidelines* (2002) do not specifically address the placement or design of an accessory building, other than noting that a tool shed or carport should appear as an integral part of the design. In this case, the applicant has taken care to present an attractive design with finishes and colour that will complement the existing house.

The *Zoning Regulation Bylaw* allows for an accessory building up to 37 m² in floor area, and as the proposed building has 7.4 m² in floor area, it is a modest proposal that fits with the scale of the house. All other siting requirements for the accessory building are satisfied.

2.7 Community Consultation

In accordance with Council's *Community Association Land Use Committee (CALUC) Procedures for Processing Development Permit Applications*, public consultation is not required as no variances are requested.

3.0 Issues

There are no issues associated with this application.

4.0 Resource Impacts

There are no resource impacts anticipated.

5.0 Conclusions

The proposed siting, size, design, finishes and colour of the accessory building are compatible with the existing dwelling and will be a good fit on the property. The siting of the accessory building will have minimal impacts on the adjacent property owners. The scale of the accessory building is modest (less than 10m²) and will not overwhelm the rear yard. The *Zoning Regulation Bylaw* requirements within the R1-S2 Zone, Restricted Small Lot (Two Storey) District, are satisfied. Given the application's consistency with the relevant policies and regulations, staff recommend that the Planning and Land Use Committee approve this application.

6.0 Recommendations

6.1 Staff Recommendations

That Council authorize the issuance of Development Permit #000363 for 1498 Myrtle Avenue in accordance with:

1. Plans stamped June 11, 2012.
2. Development meeting all *Zoning Regulation Bylaw* requirements.
3. Final plans to be in accordance with the plans identified above to the satisfaction of the Director of Sustainable Planning and Community Development.

6.2 Alternate Recommendation

That Council decline Development Permit #000363 for 1498 Myrtle Avenue.

7.0 List of Attachments

- Zoning map
- Aerial map
- Letter from applicant dated May 21, 2014
- Plans dated June 11, 2014.



1498 Myrtle Avenue
Development Permit #000363

Development Permit Application # 000363 for 1498 Myrtle Stre...





Development Permit Application # 000363 for 1498 Myrtle Stre...



Debi LaHaise
1498 Myrtle Avenue
Victoria BC V8W 2Z6
250.388.3691



May 21, 2014

His Worship Dean Fortin and Council
City of Victoria
1 Centennial Square
Victoria BC V8W 1P6

Dear Mayor Fortin and Council:

Re: Accessory Building at 1498 Myrtle Avenue
Development Permit #00363

We respectfully submit application for a development permit to build an accessory building in the rear yard of our home at 1498 Myrtle Avenue. We are requesting an 8x12' garden shed to house garden tools, bicycles, etc.

During the recent rezoning of 1492 & 1498 Myrtle Avenue, and the subdivision of the rear portion of these properties, the existing garage for 1498 was demolished as it was situated on the proposed new lot. The original agreement between the owners of 1498 & 1492 called for a building to replace the garage, which was 16' x 20', although somehow the building was not included in the original development plan.

The new building will be tucked into the back corner of the rear yard, as far from the house as will allow access around the building for cleaning, etc. between the building and the fence. Two sides will face the rear yard of 1498 Myrtle, one will face the wall of the garage of 1492 and one will face the fence between 1498 and the new lot that was created by the subdivision.

The exterior will be boards and cedar siding stained to match the pergola, fencing & front porch. The roof will be done with the same shingles as the house, which had a new roof installed this spring. Technically 1 ½ stories, the building itself will be one story, but with clerestory windows facing south to provide a unique design and maximize the natural light.

No building permit will be required for the accessory building as it is under the minimum size requirement for a permit. Your support for this small building for garden storage purposes is greatly appreciated. We welcome any comments or concerns you may have.

Respectfully submitted,

A handwritten signature in cursive script that reads "Debi LaHaise".

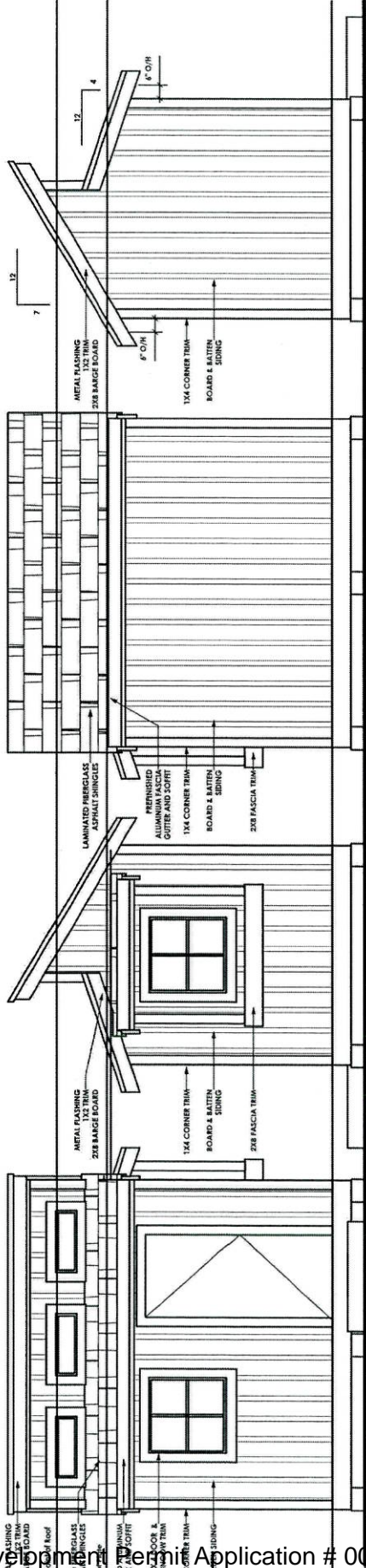
Debi LaHaise

A handwritten signature in cursive script that reads "Debi LaHaise per:".

Kelda Sholdice

Received
City of Victoria
JUN 1 1 2014
Planning & Development Department
Development Services Division

Siteplan
Scale: 1:150

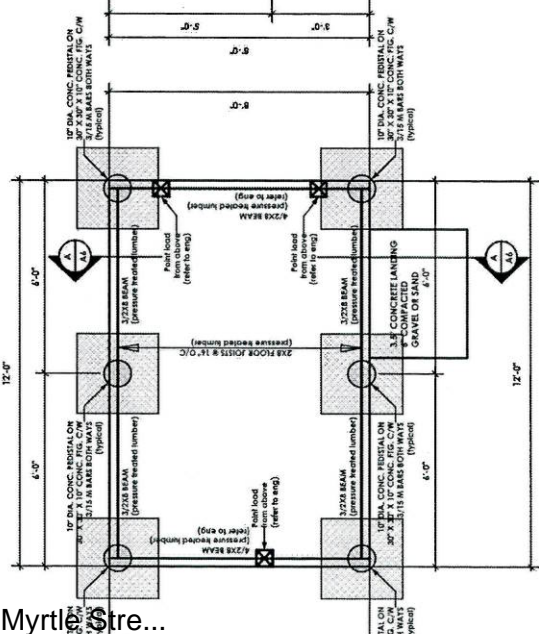


1 Front Elevation
Scale: 1/2" = 1'-0"

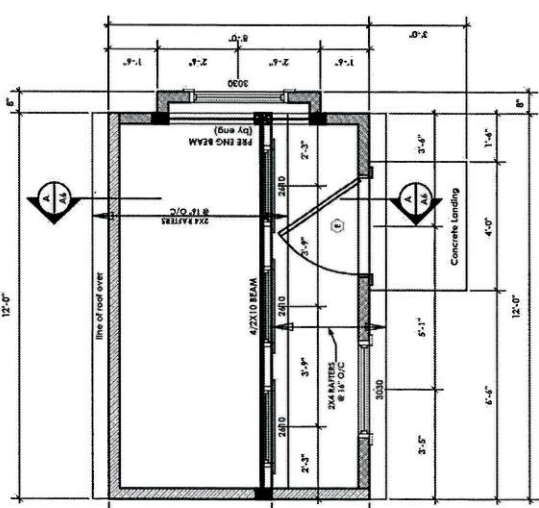
2 Right Elevation
Scale: 1/2" = 1'-0"

3 Rear Elevation
Scale: 1/2" = 1'-0"

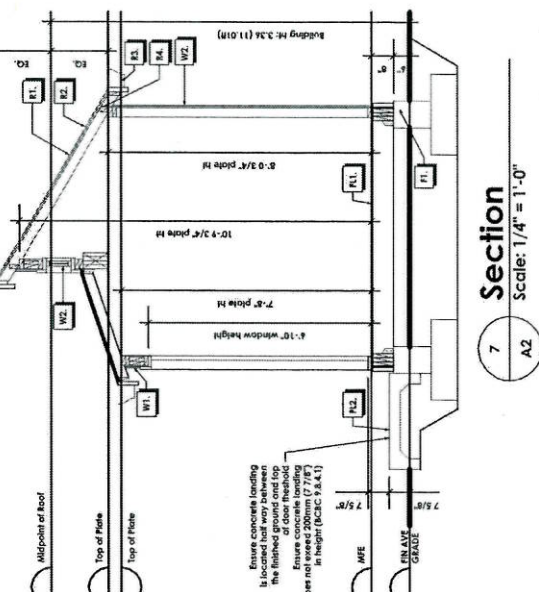
4 Left Elevation
Scale: 1/2" = 1'-0"



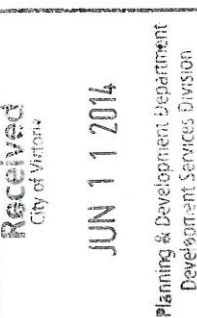
5 Foundation Plan
Scale: 1/2" = 1'-0"



6 Main Floor Plan
Scale: 1/2" = 1'-0"



7 Section
Scale: 1/4" = 1'-0"



WALL LEGEND

| | |
|--------------------|--------------------|
| 2x4 stud @ 16" o/c | 2x4 stud @ 16" o/c |
| 2x4 stud @ 16" o/c | 2x4 stud @ 16" o/c |
| 2x4 stud @ 16" o/c | 2x4 stud @ 16" o/c |

(refer to section note W2)

■ SOLID BLOCKING

DOOR SCHEDULE

| | |
|--------------------------|--------------------------|
| A. 30" x 48" (10' x 12') | 1. 30" x 48" (10' x 12') |
| B. 30" x 48" (10' x 12') | 2. 30" x 48" (10' x 12') |
| C. 30" x 48" (10' x 12') | 3. 30" x 48" (10' x 12') |
| D. 30" x 48" (10' x 12') | 4. 30" x 48" (10' x 12') |
| E. 30" x 48" (10' x 12') | 5. 30" x 48" (10' x 12') |

- FINISHES**
- W1. 10" DIA. CONC. PIER ON 30" x 48" CONC. FTG. C/W 3/16" M BARS BOTH WAYS
 - W2. 10" DIA. CONC. PIER ON 30" x 48" CONC. FTG. C/W 3/16" M BARS BOTH WAYS
 - W3. 10" DIA. CONC. PIER ON 30" x 48" CONC. FTG. C/W 3/16" M BARS BOTH WAYS
 - W4. 10" DIA. CONC. PIER ON 30" x 48" CONC. FTG. C/W 3/16" M BARS BOTH WAYS
 - W5. 10" DIA. CONC. PIER ON 30" x 48" CONC. FTG. C/W 3/16" M BARS BOTH WAYS
 - W6. 10" DIA. CONC. PIER ON 30" x 48" CONC. FTG. C/W 3/16" M BARS BOTH WAYS
 - W7. 10" DIA. CONC. PIER ON 30" x 48" CONC. FTG. C/W 3/16" M BARS BOTH WAYS
 - W8. 10" DIA. CONC. PIER ON 30" x 48" CONC. FTG. C/W 3/16" M BARS BOTH WAYS
 - W9. 10" DIA. CONC. PIER ON 30" x 48" CONC. FTG. C/W 3/16" M BARS BOTH WAYS
 - W10. 10" DIA. CONC. PIER ON 30" x 48" CONC. FTG. C/W 3/16" M BARS BOTH WAYS
 - W11. 10" DIA. CONC. PIER ON 30" x 48" CONC. FTG. C/W 3/16" M BARS BOTH WAYS
 - W12. 10" DIA. CONC. PIER ON 30" x 48" CONC. FTG. C/W 3/16" M BARS BOTH WAYS

From: Madeleine Butler 1492 Myrtle Avenue Victoria BC V8R 2Z6

June 18, 2014

Mayor and Council
City of Victoria
#1 Centennial Square
Victoria BC
V8W 1P6

Regarding: The Development Permit Application for a 'Garden Shed' put forth to you by my adjoining neighbour, Debi LaHaise, of 1498 Myrtle Avenue

I write this letter to you today with hope that you reconsider approval for this Application.

Attached are photos of the properties: my own at 1492 Myrtle Avenue, my neighbour's at 1498 Myrtle, and the new house – 2958 Belmont Avenue. I have also attached photos of the street scape around our properties; a Survey of our properties from 2011 (before the new house on Belmont was built); a copy of the design of my neighbour's proposed 'Garden Shed'; an article in last week's Vancouver Courier Newspaper (referring to 100 sq. ft. homes); and a photo of a small house ('micro' house/100 sq. ft.) design that is readily accessible online.

We are three small lots. My property, one in from the northwest corner of Myrtle and Belmont, is 4,500 square feet; my neighbour's property on the northwest corner of Myrtle and Belmont, at 1498 Myrtle, is also 4,500 square feet; and the new house behind us on Belmont is another small lot, facing Belmont Avenue, at 3,300 square feet.

My back yard (green space) opens directly to the green space back yard of the new house on Belmont (see photo). My neighbour's house is set further back on her property.

Thus: the bulk her property is in front of her house.

An additional Variance was required for my neighbour's rear yard setback at 1498 Myrtle in order to create the new lot for the Belmont house. Because my neighbour's off street parking pad is in the rear of her house, as you can see in the photos, she has even less green space here.

This is the proposed site for this Application.

My concerns are,as follows:

- **The Visual** The street scape. The fence along the Belmont side of my neighbour's property measures 4 feet high. The proposed 10 ft. by 10 ft. (100 sq. ft.) 'Garden Shed' that will stick up almost 7 feet over this fence at its peak height of 10'9".

It is proposed to be more than one story in height at this peak with almost no green space around it from any side. This a highly visible corner--even more so because of the overlooking two story

commercial (medical/residential) building on the south east corner of Hillside and Belmont. Also, there is steady pedestrian and street traffic along this corridor. The area is predominantly single family/residential.

Belmont Avenue in these blocks between Hillside and Ryan is a main artery to local streets with constant pedestrian, car, and commercial-vehicle traffic coming off Hillside and flowing into Oaklands, the Community Centre and Schools. This area traditionally has a lot of green space.

It is not 'high density' and is not designated to grow as such.

****Please note:** the proposed structure occupies a significantly larger area than indicated in the Attached Proposed Site Plan.

- **Safety** Unlike other Garden Shed Applications you likely see – the recent ones on Topaz Avenue for example—this proposed structure is situated .6 meters on the west side from the (neighbouring/my own) wall of an old/ existing garage (see photos) and .6 of a meter on the north side from a fence, on the other side of which the only green space is the 1.5 meter side yard for the new house on Belmont.

Again, there is very limited green space or yard space anywhere, not on any side.

I have seen many fires over the years I have lived in this area.

With buildings in such close proximity, there is a significant risk that a fire would spread quickly to our houses.

I am also concerned about water run-off and property damage.

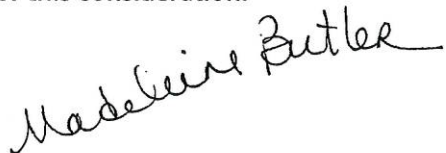
- **Precedent** What does this say about our neighbourhood? Traditionally we have always taken pride in being an area of balance: green space and development.

While the Community supported the new house on Belmont, this proposed structure--crammed into a no-space with almost no yard or greenery on any side--changes the whole ambiance and 'feel' of our little pocket.

As someone who cares deeply and has been a homeowner in this neighbourhood for over thirty years, I feel these circumstances warrant a broader discussion.

Thank you for this consideration.

Sincerely,



Madeleine Butler

myrtle street view
my house @ 1492 Myrtle
my driveway & garage
my neighbors corner lot @ 1498 Myrtle



Belmont Ave View
my neighbors house side 1498 Myrtle
my lombardi tree & side white wall property line
the new house on Belmont

4 ft. high fence



my back yard (1492 Myrtle Ave)
opening to new house (2958 Belmont)
near yard



Belmont Ave Side

new house



my neighbour's
house to
near yard →



my garage → (white wall) Planning and Land Use Committee 03 Jul 2014
 my neighbour's rear green space
 & parking ↓ side yard, 2958 Belmont
 on property line here ↓



again, my garage (white wall)
 on the property line on this side
 my neighbour's green space
 where proposed 'Garden Shed'
 would go



my neighbour's rear yard - green space where ~~past~~ ^{proposed}
garden shed would go
The white wall facing is the east wall of my garage, right
on the property line 1948



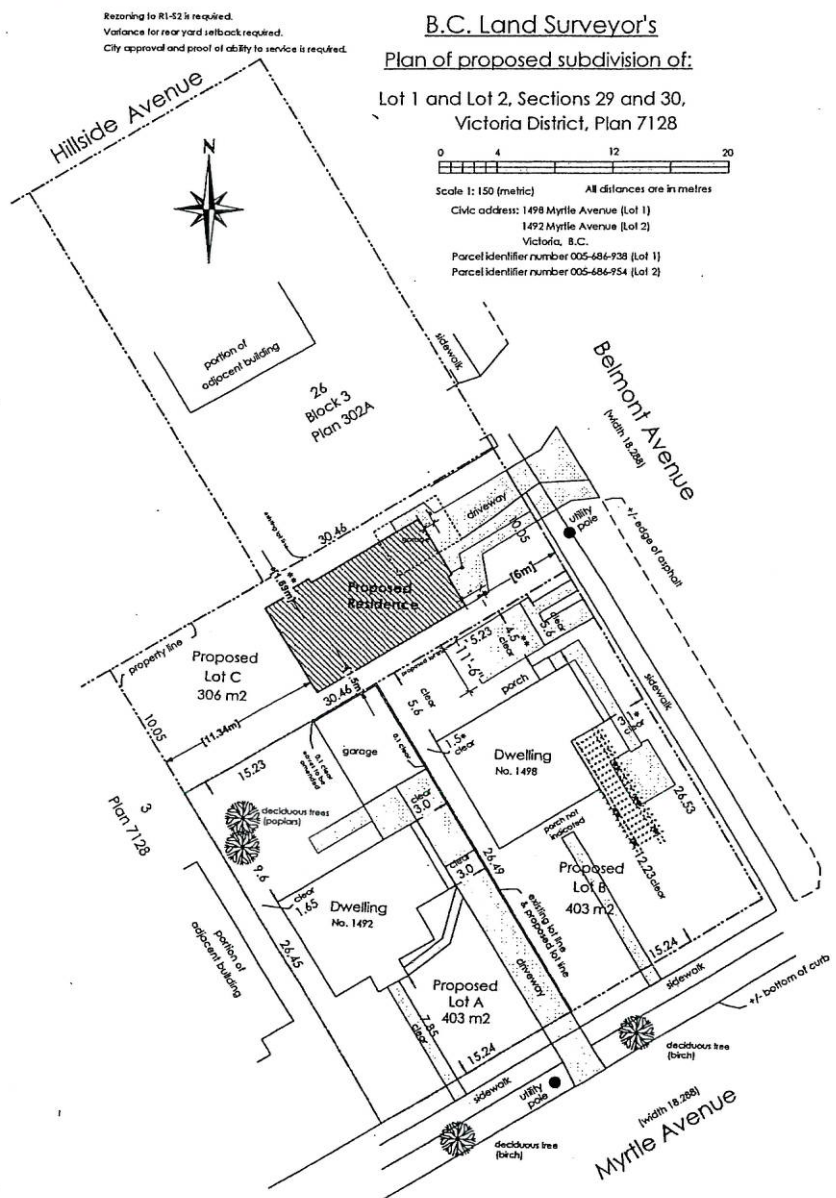
Window
on new
house

| | |
|-----------------|--------------|
| SITE DATA LOT A | |
| ITEMS | PROPOSED |
| LOT AREA | 403.31 SQ.M. |
| LOT COVERAGE | 27.56% |
| OPEN SITE SPACE | 72.44% |
| SETBACKS | |
| - FRONT (SOUTH) | 7.85 M |
| - REAR (NORTH) | 9.60 M |
| - SIDE (EAST) | 3.00 M |
| - SIDE (WEST) | 1.65 M |
| FLOOR AREA | 79.75 SQ.M |
| # OF STORIES | 1 |

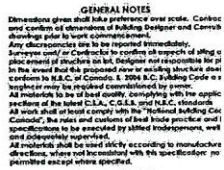
| | |
|-----------------|--------------|
| SITE DATA LOT B | |
| ITEMS | PROPOSED |
| LOT AREA | 403.84 SQ.M. |
| LOT COVERAGE | 20.3% |
| OPEN SITE SPACE | 79.3% |
| SETBACKS | |
| - FRONT (SOUTH) | 12.23 M |
| - REAR (NORTH) | 4.50 M** |
| - SIDE (WEST) | 1.50 M** |
| - SIDE (EAST) | 3.10 M* |
| FLOOR AREA | 106.78 SQ.M |
| # OF STORIES | 1.5 |

| | |
|------------------|--------------|
| SITE DATA LOT C | |
| ITEMS | PROPOSED |
| LOT AREA | 306.26 SQ.M. |
| LOT COVERAGE | 27.2% |
| OPEN SITE SPACE | 72.4% |
| | * |
| SETBACKS | |
| - FRONT (WEST) | 6.00 M. |
| - REAR (EAST) | 11.34 M. |
| - SIDE (NORTH) | 1.69 M** |
| - SIDE (SOUTH) | 1.50 M. |
| FLOOR AREA | |
| - UPPER | 74.72 SQ.M. |
| - MAIN | 61.13 SQ.M. |
| - GARAGE | 22.48 SQ.M. |
| TOTAL FLOOR AREA | 135.85 SQ.M. |

* Existing Non Conforming
** Variance

[illegible]

0 4 12 20
Scale 1: 150 (metric) All distances are in metres.
Civic address: 1498 Myrtle Avenue



Design main floor load - 40 p.s.f. - 1.72 kN/m²
 Design bedroom floor load - 40 p.s.f. - 1.72 kN/m²
 Design roof load - 40 p.s.f. - 2.87 kN/m²
 For heavier snow loading, drawings must be revised.

For all renovations and additions, contractor must maintain stability of existing structure; provide and install all shoring and uphold existing construction during the duration of the work.

All concrete used for footings and foundations is to be not less than 30 MPa @ 28 days unless otherwise noted.
All concrete used for floors is to be not less than 20 MPa @ 28 days unless noted.
All concrete used for carport, garage floors and exterior slab minimum 30 MPa @ 28 days.
Exterior slabs and stairs shall require 5-8% air entrainment.
All joints and fins to be tamped down to solid, undisturbed condition.

All construction and materials to comply with the approval and amendments of C.I.A. of Canada and M.E.C.
All structural framing members are sized for standard grade Service-Nine (in accordance with N.E.C.A. Standard and Canadian lumber) except where specifically noted otherwise.
Framing contractor is to provide backing for all plumbing including, curtain rods, cabinets, etc.
Contractor shall be responsible for the proper setting out of square, no eccentricity loads etc.

Exhausted Contractor is to allow for (min.) 2 antenna base not converted locations.
 Permitted use of exposed openings, doors, windows, etc. not protected by covers.
 Providing Installation shall comply with current edition of A.C. Canadian Plumbing Code and Electrical Code.
 Heating and/or air conditioning systems are to comply with the Canadian Heating Ventilation & Air Conditioning Code.
 All duct sizes, flow and ventilation requirements to be verified by calculations and approved by the Authority.
 Exhaust fan minimum rating by S.C.E.C. 2004. See A.C.S.C. 404 per second, 80 CFM intermittent. If external noise pres ducts less than 7' inside, if feasible, shall be non-convertible, a sacred 15ft and 2' above.

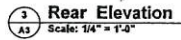
revised to meet 8.C.B.C. re: drums and manufacturers spec
 80 CFM/min. - Minimum required by 3.C.A.C. 2004.
 Font 1 See 8.C.B.C. table 7.22.3.3.8
 70 CFM Min. 110 CFM Max. w/ 2" External static pressure
 Duct size: 5" smooth. 4" flexible sound rated by 1.5 series
 Connect to Intermittent control set to provide a min. of two
 operating periods per day.
 Font 2 See 8.C.B.C. table 7.22.3.3.8
 70 CFM w/ 2" External static pressure.
 Duct size: 4" smooth. 4" flexible








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| | |
|-----------------------|-------------|
| SITE DATA LOT B | ACCESSORY |
| ITEMS | PROPOSED |
| LOT AREA | 403.84 SQ.M |
| REARYARD LOT COVERAGE | 10.4% |
| SFTBACKS | |
| - FRONT (SOUTH) | 23.44 M |
| - REAR (NORTH) | 0.60 M |
| - SIDE (WEST) | 0.60 M |
| - SIDE (EAST) | 10.97 M |
| BUILDING HEIGHT | 3.20 M |

Siteplan

Scale: 1:150



- | | AREA | COLOR | COLOR SYSTEM INFO |
|--|------------------------|---|------------------------------------|
| | SPIN |  | MILWAUKEE MOORE 211448-0000 (S) |
| | SPIN STRING |  | MILWAUKEE MOORE 211448-0000 (S) |
| | POONING |  | TALHEED |
| | SPINNET |  | 211448-0000 |
| | SCOUT TRAIL HATCH DOOR |  | MILWAUKEE MOORE 211448-0000 (S) |
| | GUARD DOOR |  | MILWAUKEE MOORE 211448-0000 (S) |
| | OUTLET AND SLOTS |  | MOORE |



Date: March 2, 2011
Time: 5:17:55 PM

6 THE VANCOUVER COURIER WEDNESDAY, JUNE 11, 2014

News

Van man saving up for tiny house

*100-square-foot mobile homes
growing in popularity*



Ameron Gray plans to live in his camper van until he can save enough money to build his own 100-square-foot tiny house.
PHOTO DAN TOULGOET

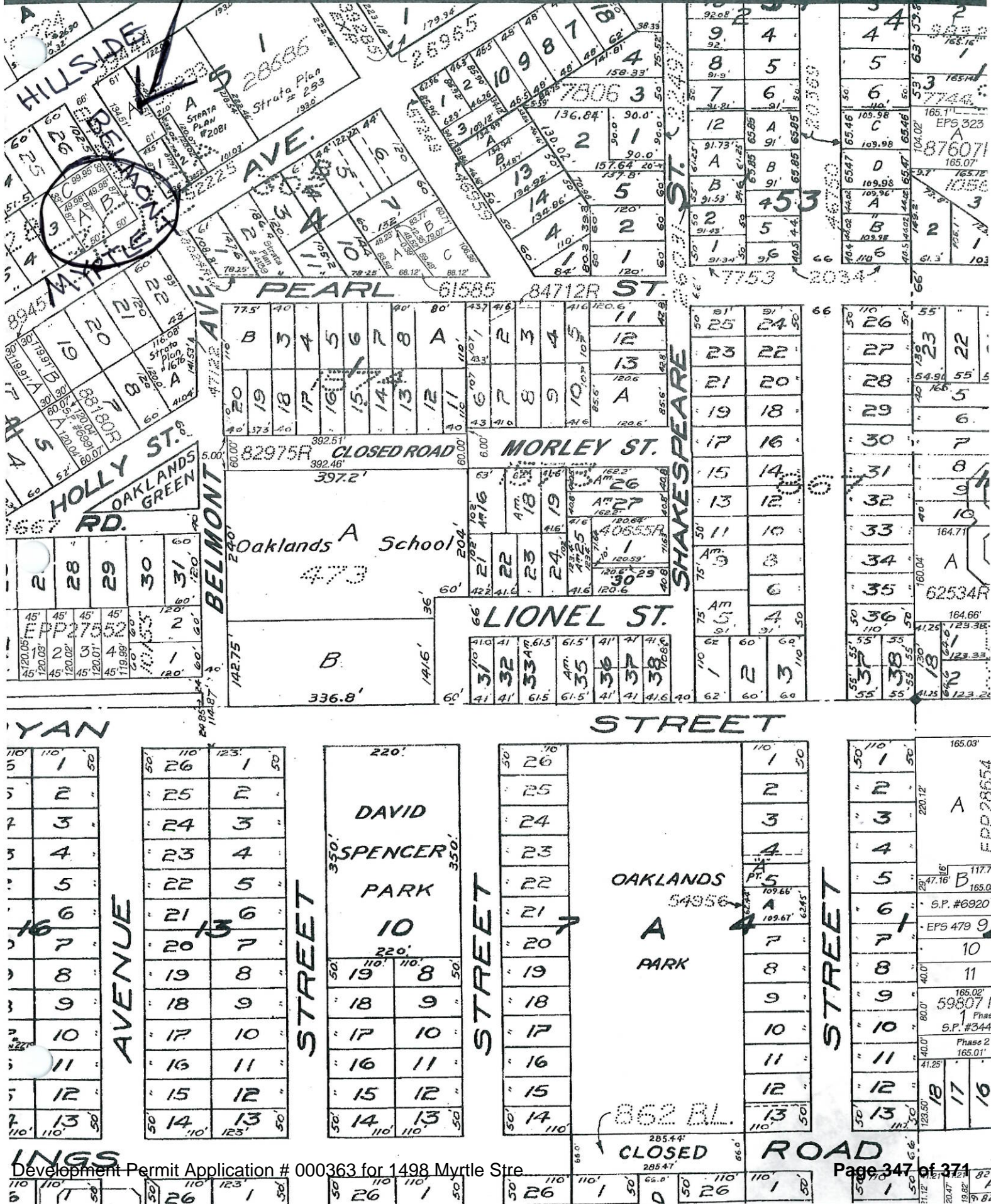
A tiny house is a 100-square-foot dwelling built on a trailer plane. This means they are mobile, to be placed anywhere there's enough space, although they are not meant to be moved frequently. Gray plans to build his own tiny house. For him, it would be an upgrade from his van.

*article in
Vancouver Newspaper,
June 2014*

on line, readily accessible,
'micro' (100 sq. ft / 10ft x 10ft)
home Design



- 1492 MYRTLE ('my house') is Lot A Planning and Land Use Committee - 03 Jul 2014
- 1498 MYRTLE ('my neighbour's house') is Lot B





Planning and Land Use Committee Report

For the Meeting on July 3, 2014

Date: June 19, 2014 **From:** Jim Handy
Development Agreement Facilitator
Subject: Development Permit Application #000371 for 1 Dallas Road
Proposed storage shed

Executive Summary

The purpose of this report is to present Council with information, analysis and recommendations regarding a Development Permit Application proposing a storage shed for the property located at 1 Dallas Road (Fisherman's Wharf).

The following points were considered during the analysis of this application:

- The proposed small shed would support the maintenance and upkeep of Fisherman's Wharf.
- The proposed building design is consistent with the applicable *Fisherman's Wharf Design Guidelines* and the *Buildings Signs and Awnings Advisory Design Guidelines*.

As no variances to the *Zoning Regulation Bylaw* are proposed, a Hearing is not required.

Staff recommend that Council approve this application.

Recommendations

That Council authorize the issuance of a Development Permit for the proposed storage shed at 1 Dallas Road, in accordance with:

1. Plans labelled "Development Permit #000371" dated May 29, 2014.
2. Final plans to be in accordance with the plans identified above to the satisfaction of the Director of the Sustainable Planning and Community Development Department.

Respectfully submitted,

Jim Handy
Development Agreement Facilitator
Development Services

Deb Day, Director
Sustainable Planning and Community
Development Department

Report accepted and recommended by the City Manager:

Jason Johnson
Date: June 24, 2014

JH:aw

S:\TEMPEST_ATTACHMENTS\PROSPERO\PL\DP\DP000371\PLUSC PLANNING REPORT TEMPLATE DP & DVP3.DOC

1.0 Purpose

The purpose of this report is to present Council with information, analysis and recommendations regarding a Development Permit Application for a proposed storage shed for maintenance equipment and service supplies at Fisherman's Wharf, 1 Dallas Road.

2.0 Background

The application site is located on an existing dock used for moorage at the western side of Fisherman's Wharf. The applicant states that the shed would provide secure space and storage for the Greater Victoria Harbour Authority's tools and service supplies that are used to maintain the public use of Fisherman's Wharf.

2.1 Description of Proposal

The proposed shed would be of timber construction with a painted metal roof. The building would stand 3.9 m tall with a footprint of 11 m².

2.2 Existing Site Development and Development Potential

The subject site is currently in the FWM Zone, Fisherman's Wharf Marine District, which allows for a wide range of marine-related uses in addition to offices, retail and restaurants.

2.3 Data Table

The following data table compares the proposal with the existing FWM Zone, Fisherman's Wharf Marine District. The application does not propose any variances to the *Zoning Regulation Bylaw*.

| Zoning Criteria | Proposal | Zone Standard |
|--|----------|---------------|
| Site area (m ²) – minimum | 35,406 | N/A |
| Total floor area (m ²) – maximum | 605.30 | 1000 |
| Height from wharf (m) – maximum | 3.90 | 6.00 |

2.4 Land Use Context

The proposed shed would be located at the western end of Fisherman's Wharf on an existing dock adjacent to an existing gangway leading to the upland portion of the lot. The dock is used for the moorage of vessels.

2.5 Legal Description

Lot A of the bed of Victoria Harbour, Victoria District, Plan VIP73551.

2.6 Consistency with Design Guidelines

Both the *Fisherman's Wharf Design Guidelines* and the *Buildings Signs and Awnings Advisory Design Guidelines* are applicable and the proposal is consistent with these Guidelines in the following ways:

- the design of the building is similar to other sheds located on the dock
- the application proposes the use of hard-wearing materials such as wood and sheet metal
- the building would not obstruct views of the waterfront
- the building would support the maintenance of Fisherman's Wharf.

2.7 Community Consultation

This application does not propose any variances and, therefore, in accordance with the Community Association Land Use Committee (CALUC) procedures for processing applications, the application has not been referred to the James Bay Neighbourhood Association Land Use Committee.

3.0 Issues

The key issue related to this application is the design of the proposed building.

4.0 Analysis

As outlined in Section 2.6 of this report, it is considered that the proposed building design is consistent with the applicable Design Guidelines.

5.0 Resource Impacts

There are no resource impacts anticipated.

6.0 Conclusions

The application proposes a storage shed to support the maintenance of Fisherman's Wharf. The proposed building is relatively small in scale and is considered acceptable in terms of design.

Staff recommend that Council approve this application.

7.0 Recommendations

7.1 Staff Recommendations

That Council authorize the issuance of a Development Permit for the proposed storage shed at 1 Dallas Road, in accordance with:

1. Plans labelled "Development Permit #000371" dated May 29, 2014.
2. Final plans to be in accordance with the plans identified above to the satisfaction of the Director of the Sustainable Planning and Community Development Department.

7.2 Alternate Recommendation

That Council decline Development Permit #000371 at 1 Dallas Road.

8.0 List of Attachments

- Zoning map
- Aerial map
- Letter from applicant dated May 29, 2014
- Plans dated May 29, 2014.

VICTORIA HARBOUR



1 Dallas Road

Development Permit #000371

Development Permit Application # 000371 for 1 Dallas Road - ...

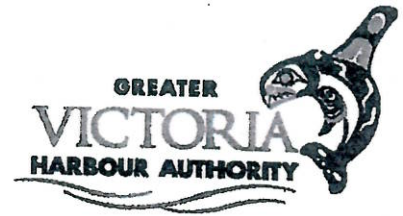


VICTORIA HARBOUR



1 Dallas Road
Development Permit #000371

Development Permit Application # 000371 for 1 Dallas Road - ...



Mayor & Council
City Hall
#1 Centennial Square
Victoria BC
V8W 1P6



May 21st 2014

Dear sirs,

Re: Storage shed to be built on the wharf at Fisherman's Wharf.

Please find attached our package/Development Application for the above project. We have reviewed the detail required and offer the following understanding;

Development Proposal

We would like to build an 11'x11' work storage shed made from a timber frame and finished in cedar, with a peaked roof at Fisherman's Wharf, similar to another shed close by. The details are laid out in the drawings attached.

Project Benefits and amenities

We would like to build this to provide secure space and storage for the GVHA maintenance team's tools and service supplies that help maintain the public use of Fisherman's Wharf. Currently we do not have enough accessible storage in this area, and with the increase use of public. The ability to have this storage would improve our time management of servicing the docks and reduce our need to travel backwards and forwards to our workshops at Ogden Point. In addition secure storage for emergency spill response kits would benefit.

Neighborhood

This relates to the neighborhood and dock area it is in keeping with similar structures built on the dock.

If you have any questions please do not hesitate to contact me direct.

GREATER VICTORIA
HARBOUR AUTHORITY

600-1019 Wharf Street
Victoria, British Columbia
Canada V8W 2Y9

Tel: 250-383-8300

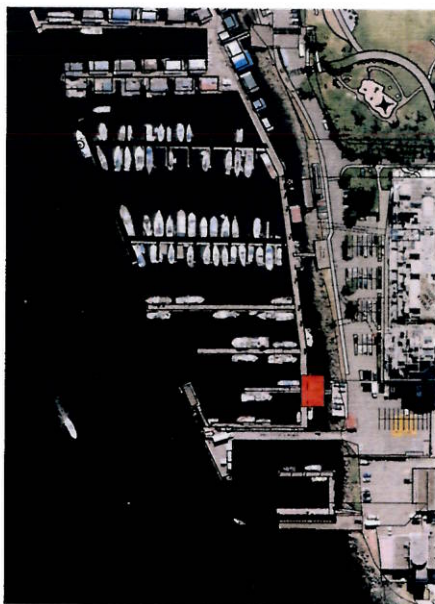
Fax: 250-383-8306

Web: www.gvha.ca

Regards,

Simon Renvoize

MRICS. BSc (Hons). Dip BSurv



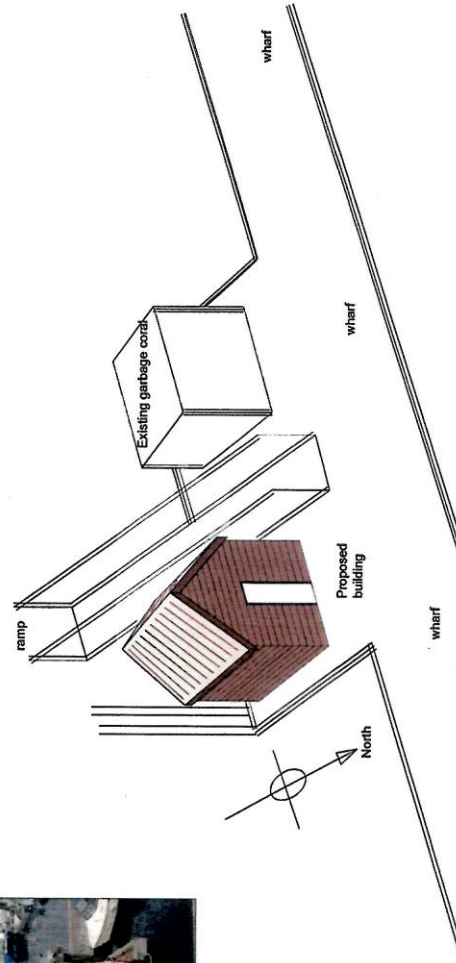
1 LOCATION OF PROPOSED WORKSHOP BUILDING ATTISHERMANS WHARF



3 Photo 1: Similar to proposed building



3 Photo 2: Proposed Location



| PROJECT INFORMATION TABLE | | MATERIALS TABLE | |
|---|-----------|--------------------|--|
| Zone (Existing) | James Bay | Building structure | 50x100 timber frame |
| Site area (m2) | 35,408 | wall coverings | wood siding to outside ply inside |
| Total floor area (m2) | 11 | floor | existing timber deck boards |
| Commercial Floor area (m2) | 11 | doors | timber painted door |
| Floor Space ratio | | windows | |
| Site Coverage % | | roof structure | 50x150mm timber |
| Open Site Space % | | roof coverings | Tin roof painted red |
| Height of Building (m) | 3.8m | fascia | timber 25x150 |
| Number of storeys | 1 | scaff | ply |
| Parking Stalls (number) on site | | trim | timber trims to door and corners of building |
| Bicycle parking number (storage and rack) | | Painting - walls | brown stain |
| BUILDING SETBACKS (m) | | Painting - fascias | brown stain |
| Front yard | | Painting - doors | white |
| Side yard (indicate which side) | | Painting - windows | |
| Combined side yards | | Painting - other | |
| RESEIDENTIAL USE DETAILS | | Painting - other | |
| Total number of units | | | |
| Unit type, e.g. 1 bedroom | | | |
| Ground orientated units | | | |
| Minimum unit floor area (m2) | | | |
| Total residential floor area (m2) | | | |

Received
City of Victoria

MAY 29 2014

Planning & Development Department
Development Services Division

Workshop Building, (On wharf) 1 Dallas Road, Victoria

Location and site plan

180 Dallas Road, Victoria
3121
Tel: 250-933-0000



| | | | | | | |
|--|--|--|--|------------------------------------|--|--|
| <p>1 LOOKING SOUTH Scale: 1:50</p> | <p>2 FRAMEWORK OF THE BUILDING Scale: 1:50</p> | <p>3 LOOKING EAST & WEST Scale: 1:50</p> | <p>4 FRAMEWORK OF THE BUILDING Scale: 1:50</p> | <p>5 PLAN VIEW Scale: 1:50</p> | <p>6 LOOKING NORTH Scale: 1:50</p> | <p>7 FRAMEWORK OF BUILDING Scale: 1:50</p> |
|--|--|--|--|------------------------------------|--|--|

Received
City of Victoria
MAY 29 2014
Planning & Development Department
Development Services Division

Workshop Building (On wharf) 1 Dallas Road, Victoria
Elevations, section & plan

180 Dallas Road, Victoria
VICTORIA
Tel: 250-383-4500

Project No: 000371
Scale: 1:50
Date: 07/14/2014
Sheet: 02 of 02



**CITY OF VICTORIA
PROPERTY MAINTENANCE BYLAW HEARING
HEARING PROCEDURES**

1. The Chair convenes the hearing and advises that City staff, the property owner, and affected members of the public may address this hearing.
2. The Chair explains what recommendation is before the Committee.
3. The Chair asks if the property owner received a letter and report from the City in regards to this matter.
4. The Chair asks if both parties are prepared to proceed with the hearing.
5. The Chair asks the City representative to give an opening statement and to present evidence, which may include calling witnesses.
6. The Chair allows the property owner to ask questions of City staff or of the City's witnesses.
7. The Chair asks the Committee if they want to question City staff or the City's witnesses.
8. The Chair asks the property owner to present his/her evidence, which may include the calling of witnesses.
9. The Chair asks City staff if they have any questions for the property owner or of their witnesses.
10. The Chair asks the Committee if they have any questions for the property owner or of their witnesses.
11. The Chair invites affected members of the public to address the hearing. Following each address, the Chair asks both City staff and the property owner if they have any questions for that member of the public.
12. The Chair asks the property owner if he/she has a closing statement.
13. The Chair asks City staff if they have a closing statement.
14. The Chair invites the property owner to provide any further comments.
15. The Chair closes the hearing and advises both City staff and the property owner that the Committee will now deliberate the matter and render a decision.

NOTE If the staff report recommends a Remedial Action Requirement, and the Committee supports this recommendation, then the Committee must make a motion to Council recommending such action.

Legislative and
Regulatory
Services
Department



June 17, 2014

David Barber
Cindy Barber

Legislative Services

#1 Centennial Square

Victoria

British Columbia

V8W 1P6

Tel (250) 361-0571

Fax (250) 361-0348

www.victoria.ca

Dear David and Cindy Barber:

Re: Work Without Permit – 201 Ontario Street

Please be advised that City of Victoria staff is recommending to the Planning and Land Use Committee that the Corporate Administrator file a Notice in the Land Title Office regarding work without permit for 201 Ontario Street. A copy of the report is attached for your records.

A hearing will be held before the Planning and Land Use Committee to grant the applicant an opportunity to address this matter. Therefore, the registered owner is hereby requested to attend the Planning and Land Use Committee meeting on **Thursday, July 3, 2014, at 10:30 a.m.**, in the Council Chambers, at Victoria City Hall, #1 Centennial Square (corner of Douglas and Pandora) to be heard by the Committee.

Further information respecting this matter may be obtained from the offices of the City of Victoria, Legislative & Regulatory Services, #1 Centennial Square, Victoria, BC between the hours of 8:00 a.m. to 4:30 p.m., Monday through Friday.

The agenda for this meeting will be produced on the Monday prior to the meeting and available from this office. Please advise Janice Appleby, Committee Secretary, at (250) 361-0598, if you have any written materials you wish added to the agenda, by Thursday, June 26, 2014.

Yours truly,

Robert G. Woodland
Corporate Administrator

:jda

Enclosure (1)

- c. M. Frankl, Bylaw Officer
M. Hayden, Manager, Bylaw & Licensing Services
Royal Bank of Canada



Planning and Land Use Committee Report

For the Meeting of July 3, 2014

To: Planning and Land Use Committee **Date:** June 3, 2014
From: Robert Woodland, Director of Legislative and Regulatory Services
Subject: Notice on Land Title – Work without permit at 201 Ontario Street

Executive Summary

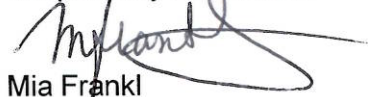
The purpose of this report is to recommend the filing of a notice on the land title in respect to work that has been done without permit to expand the liveable space of this two family dwelling by converting the attic into two bedrooms, a bathroom and a kitchenette. The owner has not made application to obtain a new occupancy permit nor have they sought building, plumbing, or electrical permits to return the property to an approved configuration and are aware the city may place a Notice on the Land Title.

Recommendation:

The Building Inspector recommends:

1. That the Committee direct the Corporate Administrator to file a notice in the Land Title Office in relation to the property located at 201 Ontario Street, legally described as LOT 25, PLAN 733, VICTORIA PARCEL B, W PT, indicating that a resolution relating to this property has been made under the authority delegated pursuant to Section 57(3) of the *Community Charter* and the provisions of the Property Maintenance Delegation Bylaw, and advise that further information regarding this resolution may be inspected at the Legislative & Regulatory Services Department in Victoria City Hall.

Respectfully submitted,


 Mia Frankl
 Bylaw Officer
 Bylaw and Licensing Services


 Mark Hayden
 Manager
 Bylaw and Licensing Services



Robert Woodland
Director
Legislative and Regulatory Services

Report accepted and recommended by the City Manager: _____



Date: June 17, 2014

List of Attachments

- Appendix A – Map of residential neighbourhood
- Appendix B – Photos of the expansion in the attic – October 11, 2013
- Appendix C – Letter to owner with bylaw direction – October 21, 2013
- Appendix D – Follow up letter to owner with bylaw direction – March 6, 2014

Purpose

The purpose of this report is to advise the Planning and Land Use Committee about the illegal occupancy and unpermitted work at 201 Ontario Street and to recommend to the Committee that under Section 57(3) of the *Community Charter* and the provisions of the Property Maintenance Delegation Bylaw, that a notice be filed in the Land Title Office in respect to this property to warn prospective purchasers and lenders of bylaw violations in respect to the work that has been done without permit to expand the liveable space of this two family dwelling by converting the attic into two bedrooms, a bathroom and a kitchenette.

Background

Section 57 of the *Community Charter* allows the City to file notice on title of any property where the Building Inspector:

- a) observes a contravention of a municipal bylaw, provincial building regulation, or another enactment that relates to the construction or safety of buildings or other structures; or
- b) discovers that something was done without a permit or inspection.

Before notice may be filed on title under Section 57 of the *Community Charter*, Council must give the Building Inspector and the property owner an opportunity to be heard.

For the purpose of filing notices under Section 57(1)(b) of the *Community Charter*, the Manager of Bylaw & Licensing Services is a Building Inspector under the Building Bylaw.

Under the provisions of the Property Maintenance Delegation Bylaw, Council has delegated the authority to hold hearings and make decisions under Section 57 of the *Community Charter* to the Planning & Land Use Standing Committee.

Section 2.2(1) of the Building Bylaw states that a person must not:

- a) construct; or
- b) change the occupancy of a building unless the building's owner has obtained a building permit from the Building Inspector.

The Building Bylaw defines "occupancy" as the use or intended use of a building or part of a building for the shelter or support of persons, animals or property, according to the occupancy classifications for buildings set out in the *BC Building Code*.

Issues & Analysis

The property at 201 Ontario Street is located in the James Bay neighborhood, and is zoned as R-2, two family dwelling district. The approved use of the property per the approved building plans is a single family dwelling with a basement suite. The property was inspected originally on October 2, 2008 and again on October 11, 2013. The 2013 inspection confirmed that a substantial amount of work had been completed without permit in the attic. While these inspections confirmed that the building and use do not comply with the City's bylaws, there was

nothing observed by the Bylaw Officer during the inspections that indicated that the work performed represented a risk to the health or safety of the occupants.

Options & Impacts

The filing of a notice on a land title is part of a graduated enforcement strategy intended to bring a property into compliance with the applicable bylaws and regulations. A notice on title provides incentive to the property owner to resolve the outstanding issues as it serves to warn lenders or prospective purchasers that work has been done without a permit. Filing a notice on title pursuant to s.57 of the *Community Charter* is therefore intended to ensure that a potential purchaser is aware of bylaw violations in respect to the work that has been done without permit to expand the liveable space of this rental duplex by converting the basement to a finished suite. The notice can be easily removed once the property has been brought into compliance. Additional enforcement measures may be considered in the future should the non-compliance continue, and particularly if additional information comes to the attention of the City that the unlawful work and/or use present a public health or safety concern.

Public Engagement and Consultation

Committee consideration of this matter requires a hearing at which time the affected property owner may make a presentation directly to the Committee in respect to the recommendation or a related issue. Other members of the public who have a direct interest in this matter may also provide input to the Committee, at the discretion of the Committee.

Conclusion

Given the owner's ongoing failure to comply and the uncertainty of how effectively this property may be managed in the future, the investigating Bylaw Officer and the Manager of Bylaw and Licensing Services have determined that the appropriate course of action at this time is to proceed with filing a notice on the land title. Doing so will ensure that full disclosure is made to a prospective purchaser and/or lender should this property be listed for sale or sold.

Recommendation

The Building Inspector recommends:

1. That the Committee direct the Corporate Administrator to file a notice in the Land Title Office in relation to the property located at 1060 Queens Ave., legally described as **LOT 25 PLAN 733 VICTORIA PARCEL B, W PT** indicating that a resolution relating to this property has been made under the authority delegated pursuant to Section 57(3) of the *Community Charter* and the provisions of the Property Maintenance Delegation Bylaw, and advise that further information regarding this resolution may be inspected at the Legislative & Regulatory Services Department in Victoria City Hall.

06/03/2014

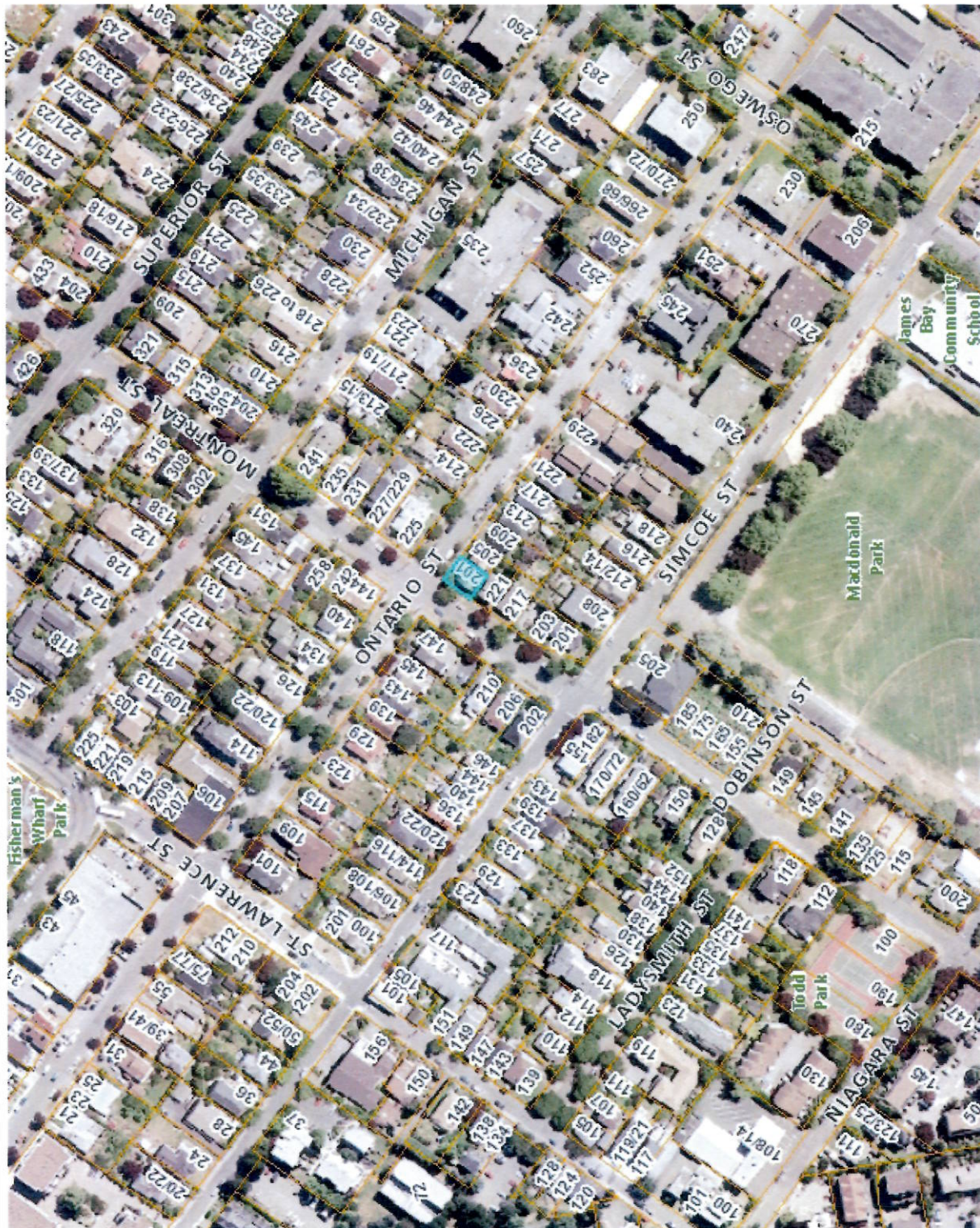


Legend

Victoria Parcels

1: 2,692

Notes



136.7 Meters

68.37

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136.7

This map is a user generated static output from an Internet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.

THIS MAP IS NOT TO BE USED FOR NAVIGATION

NAD_1983_CSRS_UTM_Zone_10N
Public domain: can be freely printed, co





10/11/2013 09:46



10/11/2013 09:46

Work Without Permit - 201 Ontario Street--R. Woodland, Direc...





October 21, 2013

Legislative and
Regulatory Services
Department

Dave Barber
201 Ontario Street
Victoria, B.C.
V8V 1N1

Re: 201 Ontario Street, Victoria / Bylaw File #36111

Bylaw and Licensing
Services Division

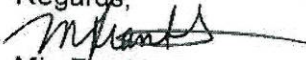
Dear Sir,

1 Centennial Square
Victoria BC V8W 1P6

This letter is a follow-up to the inspection conducted at 201 Ontario Street on October 11, 2013. The inspection confirmed that there has been work completed without permit – namely the addition of two bedrooms and a bathroom in the attic.

As a result, you are hereby directed to make application for the building, plumbing and electrical permits to ensure that the work meets municipal regulations. **You are granted until December 13, 2013** to make application for the required permit(s) and/or rezoning to bring this property into compliance. Not doing so will result in the issuance of fines, the placing of a notice on land title, and/or further legal action. Thank you in advance for your cooperation in this matter. If you have any specific questions or concerns, please don't hesitate to contact me directly by telephone at 250-361-0540 or by email at mfrankl@victoria.ca.

Regards,


Mia Frankl
Bylaw Officer

To Contact

Telephone: 250.361.0215

Fax: 250.361.0205

E-Mail: bylawenforcement@victoria.ca

Web: www.victoria.ca

"Hay swx qa"



Legislative &
Regulatory
Services
Department

Bylaw & Licensing
Services Division

#1 Centennial Square

Victoria

British Columbia

V8W 1P6

Tel (250) 361-0215

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www.victoria.ca

March 6, 2014

David Barber
201 Ontario Street
Victoria, B.C.
V8V 1N1

Re: Work without permit at 201 Ontario Street, Victoria B.C.
Bylaw File # 36111

Dear Sir,

This letter is a final notice to you to make application with the City to bring your property at 201 Ontario Street into compliance with the Zoning Regulation Bylaw, Building Bylaw, Plumbing Bylaw and Electrical Safety Regulation Bylaw.

Following the inspection of this property on October 11, 2013 you were directed to make application with the City to correct the expansion of occupancy space in the attic of this property. To date you failed to do so. As a result, you are hereby granted a final 30 days to submit an application and obtain the required permits from Permits and Inspections to legalize this work.

If you fail to make application by **April 14, 2014** a Notice on Title report will be submitted to Council for their consideration. If you have any questions or concerns, please contact me directly by telephone at 250-361-0540 or by e-mail at mfrankl@victoria.ca. Your attention to this matter is appreciated.

Regards,

A handwritten signature in black ink, appearing to read 'Mia Frankl', written over a horizontal line.

Mia Frankl
Bylaw Officer

CC Phil Corby, Electrical Inspector
Don Kitchen, Building Inspector
Brian Husband, Chief Plumbing Inspector