



**AMENDED AGENDA
PLANNING AND LAND USE COMMITTEE
MEETING OF MARCH 6, 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 February 20, 2014
Late Item:

DECISION REQUEST

2. Rezoning Application # 00426 & Development Permit Application # 000334
for 1030 & 1038 McClure Street
--D. Day, Director of Sustainable Planning & Community Development

Neighbourhood: Fairfield Recommendation: Proceed to PH

Late Item: Additional Correspondence

3 - 53
3. Development Permit Application # 000338 for 1017 Pakington Street
Development Permit Application # 000339 for 1011 Pakington Street
--D. Day, Director of Sustainable Planning & Community Development

Neighbourhood: Fairfield Recommendation: Authorize issuance of DPs

55 - 79
4. Development Variance Permit Application # 00128 for 3165 Quadra Street
--D. Day, Director of Sustainable Planning & Community Development

81 - 90

Neighbourhood: Hillside/Quadra Recommendation: Proceed to PH

ADJOURNMENT



Planning and Land Use Standing Committee Report

Date: February 20, 2014 **From:** Mike Wilson, Senior Planner - Urban Design
Subject: **Rezoning Application #00426 and Development Permit Application #000334 for 1030 and 1038 McClure Street** - Application to increase the permitted density and to permit construction of a four-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 1030 and 1038 McClure Street. The proposal is to rezone the property from the R3-AM-1 Zone, Mid-Rise Multiple Dwelling District, to a new zone to permit an increase in density for the construction of a four-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 1.6:1 floor space ratio (FSR) to 1.85:1 FSR.
- The Official Community Plan (OCP) provides policy direction within this designation to consider increases in density beyond the base floor space ratio of 1.2:1 and up to a floor space ratio of 2:1 where a proposal is in a "strategic location" and includes features that "significantly advance" the OCP objectives.
- The staff recommendation is to quantify the land lift associated with the proposed increase in density through the provision of a third-party economic land lift analysis. Staff further recommend that a contribution be provided that is equivalent to 75% of the increase in land value attributed to the additional density and that it be divided equally between the Parks and Greenways Acquisition Reserve Fund and the Victoria Housing Reserve Fund.

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 support the proposal.

Recommendations

1. That Rezoning Application #00426 for 1030 and 1038 McClure Street proceed for consideration at a Public Hearing and that staff be directed to prepare the necessary *Zoning Regulation Bylaw* amendments, subject to:
 - a. the applicant entering into a legal agreement with the City to ensure that all strata-titled units are available to be rented out to non-owners to the satisfaction of the City Solicitor;

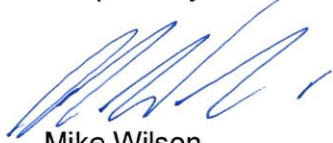
Planning and Land Use Standing Committee
Rezoning Application #00426 and Development Permit Application #000334
for 1030 and 1038 McClure Street

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- b. provision of a third-party land lift analysis that justifies any increase in density that exceeds the floor space ratio of 1.6:1 FSR with a contribution of 75% of the value of any identified land lift to be contributed to and divided equally between the Parks and Greenways Acquisition Reserve Fund and the Victoria Housing Reserve Fund, to be secured to the satisfaction of the City Solicitor and the Director of Sustainable Planning and Community Development.
2. Review by the Advisory Design Panel of Development Permit Application #000377 prior to Council considering issuing the permit with special attention to the proposed decreased setbacks increased building scale and massing, and proposed building finishes in relation to the neighbourhood context.
3. Following consideration of Rezoning Application #00426, that Council authorize the issuance of a Development Permit for #000334 for 1030 and 1038 McClure, in accordance with:
 - a. plans stamped "Development Permit #000334, dated January 14, 2014";
 - b. development meeting all *Zoning Regulation Bylaw* requirements;
 - 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,




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: Feb. 25, 2014

MW:aw

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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 1030 and 1038 McClure Street.

2.0 Background

2.1 Description of Proposal

The proposal is to rezone the property from the R3-AM-1 Zone, Mid-Rise Multiple Dwelling District, to a new zone to permit an increase in density for the construction of a four-storey, multi-unit residential building with one level of underground parking.

A concurrent Development Permit Application was also submitted for consideration of the proposed form and character. The following materials and features contribute to the general form and character of the proposed development.

Exterior building materials include:

- architectural brick veneer
- horizontal cement panel board – gray blue colour
- horizontal cement panel board – light gray colour
- white vinyl thermal windows
- light gray fiberglass shingle.

Landscaping materials in common open space areas include:

- brick entry columns and low walls with metal railings
- various tree and shrub species (noted on planting plan)
- wood benches and metal trellis features in common areas.

2.2 Existing Site Development and Development Potential

The property is located within the R3-AM-1 Zone, Mid-Rise Multiple Dwelling District. This Zone permits multi-unit residential development at a floor space ratio of 1.6:1 and buildings up to 12 m in height. The property is currently a vacant lot.

2.3 Data Table

The following data table compares the proposal with the existing R3-AM-1 Zone. An asterisk (*) is used to identify where the proposal is less stringent than the existing zone.

Zoning Criteria	Proposal	Zone Standard
Site area (m ²) – minimum	1350	920
Total floor area (m ²) – maximum	2500*	2160
Density (Floor Space Ratio) – maximum	1.85*	1.6
Height (m) – maximum	14.4*	12
Site coverage (%) – maximum	49*	40
Open site space (%) – minimum	51	50
Storeys – maximum	4	4
Setbacks (m) – minimum		
South (front)	4*	10.5
North (rear)	6* – building 4.5* – balcony	12.2
East	3* – building 2* – balcony	12.2
West	3* – building 2* – balcony	12.2
Parking (stalls) – minimum	35*	43
Visitor parking (stalls) – minimum	4	4
Bicycle storage – minimum	36	36
Bicycle rack – minimum	6	6

2.4 Land Use Context

To the north is a four-storey, 29-unit apartment building; to the west is a parking lot for the building located at 1031 Burdett Avenue; to the east is a two-storey apartment building; and to the south is a four-storey apartment building. All surrounding properties are in the R3-AM-1 Zone.

2.5 Legal Description

Lots 1651 and 1652, Victoria City.

2.6 Consistency with City Policy

2.6.1 Official Community Plan, 2012

The *Official Community Plan* (OCP) designates the subject lands as “Urban Residential”. This designation supports multi-unit residential development in a low to mid-rise form with a floor space ratio generally up to 1.2:1 FSR. Place character features in this designation include

variable front yard setbacks with primary doorways facing the street and off-street parking located in the rear yard or underground. The current proposal is consistent with this designation.

The OCP also considers floor space ratios up to 2:1 in strategic locations for the advancement of plan objectives. Further analysis of the increase in density is provided in Section 4.1 of this report.

2.6.2 Suburban Neighbourhoods Plan: Excerpts Related to Fairfield

Policies related to the Fairfield Neighbourhood state that redevelopment should be sensitive to the height of its surroundings and that the detailed design of the building should be responsive to traditional features of the area's architecture and landscaping. The proposal is generally consistent with the planning policies relating to Fairfield.

2.6.3 Consistency with Design Guidelines

The subject property is designated within Development Permit Area 16, General Form and Character. The objectives of the designation are to integrate multi-unit residential buildings in a manner that is complimentary to the established place character of a neighbourhood, including its heritage character. Other objectives include enhancing character and streetscapes through the high quality of architecture, landscape and urban design.

Design guidelines that apply to Development Permit Area 16 are the *Design Guidelines for Multi-Unit Residential, Commercial and Industrial*; *Advisory Design Guidelines for Buildings, Signs and Awnings* and the *Guidelines for Fences, Gates and Shutters*. As noted below, the application is generally consistent with the guidelines; however, review by Advisory Design Panel (ADP) is recommended to review the proposed setback relaxations and building scale, massing and finishes in relation to the neighbourhood context.

2.6.3.1 Design Guidelines for Multi-Unit Residential, Commercial and Industrial

These Guidelines are intended to guide applicants in achieving new development that results in design excellence, livability and contribution to a sense of place and urbanism that is responsive to Victoria's context. The proposal has been evaluated with specific focus on and is generally considered consistent with the following criteria as expressed in the Guidelines:

- streetscape, relationship to the street and orientation
- human scale, massing, height and architectural features
- exterior finishes
- open space and landscaping
- parking.

2.6.3.2 Advisory Design Guidelines for Buildings, Signs and Awnings

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

2.6.3.3 Guidelines for Fences, Gates and Shutters

These Guidelines state that fences, gates and shutters must compliment the character of the street and not result in a fortress-like appearance, integrate with building design, architectural finishes and materials for a cohesive effect and not be the dominant feature of the building façade. Staff have utilized these Guidelines in the evaluation of all fences and gates on site and are supportive of these aspects of the proposal.

2.7 Community Consultation

In compliance with the *Community Association Land Use Committee (CALUC) Procedures for Processing Rezoning Applications*, the applicant met with the Fairfield and Gonzales CALUC. An email from the FGCA is attached to this report.

3.0 Issues

The following issues are associated with this application:

- proposed increase in density
- proposed reduction in parking
- proposed increase in building height
- proposed increase in site coverage
- proposed reduction of required setbacks
- ensuring rental of strata-titled units.

4.0 Analysis

4.1 Proposed Increase in Density

The existing zone for this site permits residential buildings with a floor space ratio (FSR) up to 1.6:1. The OCP provides policy direction within this designation to consider increases in density beyond the base FSR of 1.2:1 and up to a FSR of 2:1 where a proposal is in a “strategic location” and includes features that “significantly advance” the OCP objectives. The site is located within 200 m of the urban core, therefore, it meets the OCP policy of being considered a strategic location.

The applicant proposes a FSR of 1.85:1. The contribution of a public amenity may justify extra density above 1.6:1 FSR. Should Council wish to approve these applications, the applicant should justify the proposed land lift from the existing zoned density of 1.6:1 FSR to permit the increased density of 1.85:1 FSR. The staff recommendation is to quantify the land lift associated with the proposed increase in density. This would be determined through the provision of an independent third-party economic analysis of the project. Consistent with the normal process, the third-party consultant would work under the direction of staff but be paid for by the applicant. Staff recommend that a public amenity contribution be provided that is equivalent to 75% of the increase in land value attributed to the additional density. Any resulting contribution would be divided equally between the Parks and Greenways Acquisition Reserve Fund and the Victoria Housing Reserve Fund. The applicant has indicated that they are willing to undertake this work and that it will be completed prior to the application advancing for consideration at a Public Hearing should Council decide to advance the application further through the review process.

4.2 Proposed Reduction in Parking

The applicant proposes a reduction in the number of required parking stalls from 43 stalls to 35 stalls (including four visitor parking stalls). The applicant has provided a report from a transportation consultant that reviewed car ownership rates in the neighbourhood. The report concluded that a minimum parking ratio for this site should be 0.75 stalls per unit. The applicant has provided a ratio of 0.97 stalls per unit, which includes the required visitor parking. As a result, staff support the reduction in parking.

It should also be noted that the applicant has provided 36 bicycle-storage spaces and a six-stall bicycle rack in compliance with Schedule "C" of the *Zoning Regulation Bylaw*.

4.3 Proposed Increase in Building Height

The proposal includes a 2.4 m increase in height over the 12 m standard set out in the R3-AM-1 Zone. The proposed four-storey building is taller than neighbouring buildings, including the four-storey residential apartment buildings fronting Burdett Avenue and the four-storey building across McClure Street. The height of the proposal is driven in large part by the taller floor-to-ceiling height on all levels. The applicant has stated that the taller floor-to-ceiling heights were employed in order to improve the marketability of the residential units. The applicant has worked to mitigate the additional height of the building through specific design features. The proposal includes individual unit entries facing the street that project out beyond the face of the building. The proposal also includes a variety of finishing materials which also helps break down the scale of the building and provide visual interest. By employing these design strategies, the applicant has effectively reduced the visual impact of the building from the street and created an improved street relationship for pedestrians. Staff support the proposed increase in building height.

4.4 Proposed Increase in Site Coverage

The applicant proposes an increase in site coverage from 40% to 49%. The applicant has provided a landscape plan that demonstrates that each of the ground-floor units maintains a private patio space. The applicant has also provided a varied landscape plan to mitigate the proposed increase in site coverage. Any increase in site coverage typically involves further relaxations for setbacks. An analysis of the proposed reduction in front, side and rear yard setbacks are discussed in the following section.

4.5 Proposed Reduction of Required Setbacks

The proposal includes four separate setback relaxation requests. The applicant proposes to reduce the front yard setback from 10.5 m to 4 m. The majority of the building face is approximately 6 m from the property line, however, the townhouse entries project an additional 2 m into the setback area. Given that the applicant has proposed unit entries facing the street that enhance the character of the street and pedestrian experience, staff are supportive of this requested relaxation.

The applicant also requests both east and west side yard setbacks from 12.2 m to 3 m. Staff requested that the applicant provide a privacy-impact analysis on the relationship between the windows on the proposed development and any affected neighbours (attached). At the northwest corner of the site, windows are off-set from the neighbouring apartment building with the majority of views from the proposed building overlooking neighbouring parking areas. The

two-storey apartment building to the east has windows that face west toward the proposed development. The applicant states that these windows will be screened with landscaping, a good-neighbour fence on the ground floor and the use of frosted-glass panels within the upper-storey balcony guardrails; these measures will help address potential privacy issues.

The rear yard setback is proposed to be reduced from 12.2 m to 6 m. Privacy issues relating to this setback are limited as the building is adjacent to the surface parking area at 1065 Burdett Avenue. The separation distance between the proposed building and the existing building at 1065 Burdett Avenue will be approximately 14.4 m. Staff are supportive of this requested relaxation.

4.5 Ensuring Rental of Strata-Titled Units

Staff recommend that the applicant enter into a legal agreement with the City to prohibit the subsequent strata corporation from restricting the rental of units to non-owners through its bylaws. This will ensure that all strata-titled units are available to be rented to non-owners as market-rental units in perpetuity. The applicant has indicated to staff that they are amenable to entering into such an agreement and the staff recommendation includes language to this effect.

5.0 Resource Impacts

There are no resource impacts anticipated.

6.0 Options

Option One (Staff Recommendation)

1. That Rezoning Application #00426 for 1030 and 1038 McClure Street proceed for consideration at a Public Hearing and that staff be directed to prepare the necessary *Zoning Regulation Bylaw* amendments, subject to:
 - a. the applicant entering into a legal agreement with the City to ensure that all strata-titled units are available to be rented out to non-owners to the satisfaction of the City Solicitor;
 - b. provision of a third-party land lift analysis that justifies any increase in density that exceeds the floor space ratio of 1.6:1 FSR with a contribution of 75% of the value of any identified land lift to be contributed to and divided equally between the Parks and Greenways Acquisition Reserve Fund and the Victoria Housing Reserve Fund, to be secured to the satisfaction of the City Solicitor and the Director of Sustainable Planning and Community Development.
2. Review by the Advisory Design Panel of Development Permit Application #000377 prior to Council considering issuing the permit with special attention to the proposed decreased setbacks, increased building scale and massing, and proposed building finishes in relation to the neighbourhood context.
3. Following consideration of Rezoning Application #00426, that Council authorize the issuance of a Development Permit for #000334 for 1030 and 1038 McClure, in accordance with:
 - a. plans stamped "Development Permit #000334, dated January 14, 2014";
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 - c. final plans to be in accordance with the plans identified above to the satisfaction of the Director of Sustainable Planning and Community

Development.

Option Two

That Rezoning Application #00426 and Development Permit Application #000334 for 1030-1038 McClure Street be declined.

7.0 Conclusions

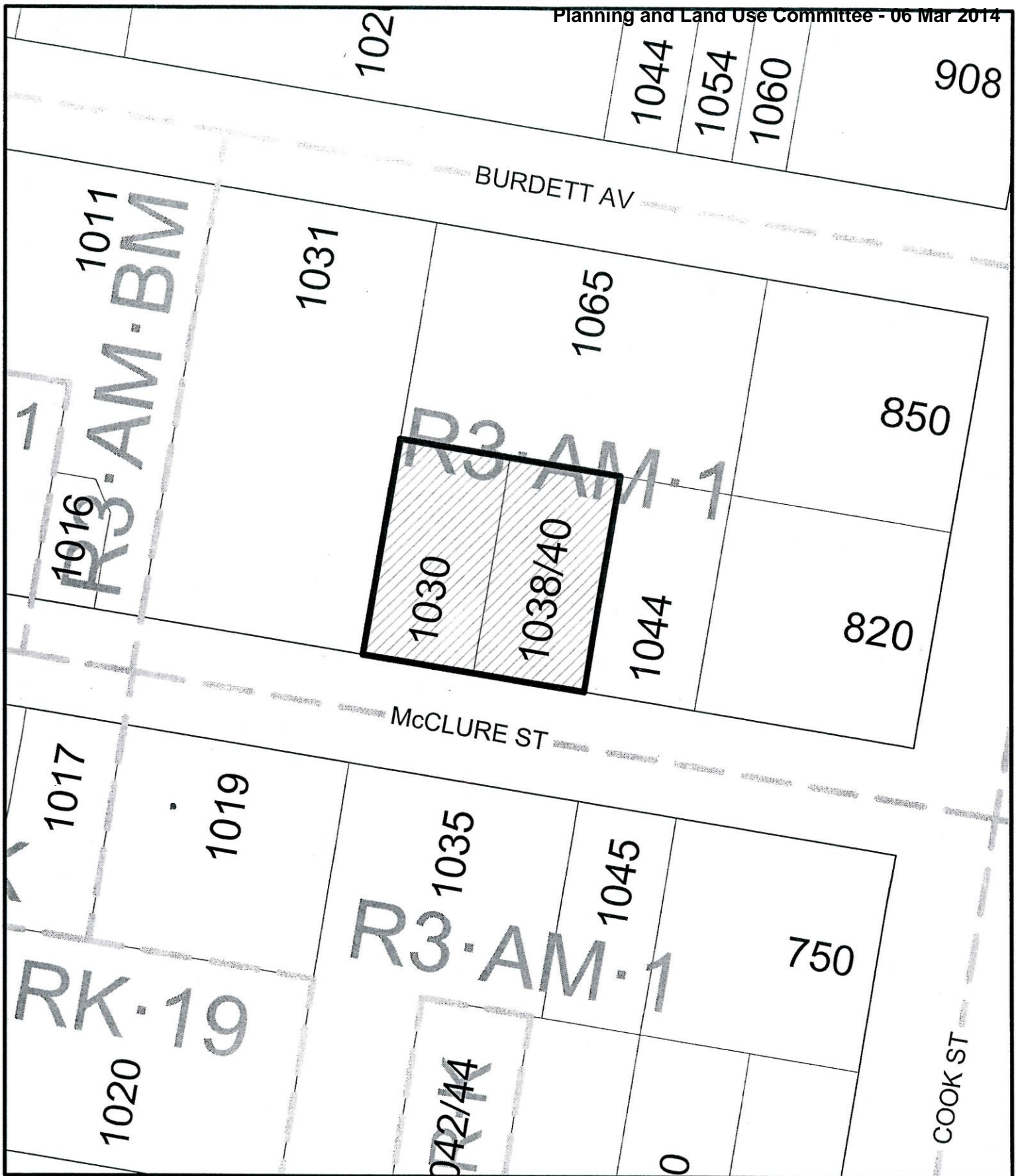
The proposal is consistent with the *Official Community Plan*, the *Suburban Neighbourhoods Plan: Excerpts Related to Fairfield* and the *Guidelines for Multi-Unit Residential, Commercial and Industrial*. Staff recommend that the City enter into a legal agreement with the applicant in order to ensure that all strata-titled units are available for rent by non-owners. Staff further recommend that the proposal be reviewed by the Advisory Design Panel and that the applicant provide a public amenity contribution to justify the increase in density. Staff support this application.

8.0 Recommendations

1. That Rezoning Application #00426 for 1030 and 1038 McClure Street proceed for consideration at a Public Hearing, and that staff be directed to prepare the necessary *Zoning Regulation Bylaw* amendments, subject to:
 - a. the applicant entering into a legal agreement with the City to ensure that all strata-titled units are available to be rented out to non-owners to the satisfaction of the City Solicitor;
 - b. provision of a third-party land lift analysis that justifies any increase in density that exceeds the floor space ratio of 1.6:1 FSR with a contribution of 75% of the value of any identified land lift to be contributed to and divided equally between the Parks and Greenways Acquisition Reserve Fund and the Victoria Housing Reserve Fund, to be secured to the satisfaction of the City Solicitor and the Director of Sustainable Planning and Community Development.
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 - c. final plans to be in accordance with the plans identified above to the satisfaction of the Director of Planning and Development.

9.0 List of Attachments

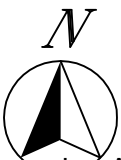
- Zoning map
- Aerial map
- Plans date-stamped January 14, 2014
- Letter from Mr. Ben Fisher, Mountain West Properties, dated January 14, 2014
- Parking Study.



1030 and 1038 McClure Street
Development Permit #000334



1030-1038 McClure Street
Rezoning #00426
Bylaw #



Rezoning Application # 00426 & Development Permit Applicatio...





Government Policies

City of Victoria Official Community Plan (July 2012)

In the *Official Community Plan (OCP)* dated July 2012, the subject property falls within the *Urban Residential* urban place designation. Site planning and building design reflects many of the Urban Place Guidelines in the *OCP*. The table below summarizes how the current proposal meets many of the Urban Place Guidelines for Urban Residential.

City of Victoria OCP (July 2012) - Urban Places Guidelines		
Urban Residential Designation	OCP (July 2012)	Proposed
Built Form	Attached and detached buildings up to three storeys. Low-rise and mid-rise multi-unit buildings up to six storeys.	4-storey multi-unit condominium building.
Place and Character Features	Variable yard setbacks with primary doorways facing street. Variable front yard landscaping, boulevard and street tree planting. On-street parking and collective driveway access to rear yard or underground parking.	Street-oriented entrances off McClure Street. Similar front yard setbacks to neighbouring buildings. Extensive front yard landscaping with attractive brick fencing and pavers. Both owner and visitor parking provided underground.
Uses	Ground-oriented multi-unit residential. House conversions. Low to mid-rise multi-unit residential. Low to mid-rise mixed-use along arterial and secondary arterial roads. Home occupations. Visitor accommodation along Gorge Road and in pre-existing locations.	Providing a mix of ground-oriented suites and condominiums ranging in size. N/A Low-rise multi-residential. N/A N/A
Density	Increased density up to a total of approximately 2:1 FSR may be considered in strategic locations for the advancement of plan objectives where the proposal is within 200 metres from the Urban Core.	The subject property is located within 200 metres from the Urban Core. The proposed FSR is 1.85, falling within the maximum density target of 2:1.



Suburban Neighbourhoods Plan: Excerpts relating to Fairfield

The proposal is consistent with many of the policies in the *Suburban Neighbourhoods Plan*. A description of these consistencies is provided below:

- The redevelopment of the subject property reinforces attractive local character and scale of nearby buildings through the use of high-quality materials.
- The proposal does not exceed the recommended redevelopment height of 4 storeys.
- The project integrates traditional features such as brick custom windows and planters similar to the area's architecture and landscaping.

Project Benefits and Amenities

Economic Benefits

This project presents a number of economic benefits to both the City and the neighbourhood:

- An opportunity to provide a greater variety of market housing in a neighbourhood close to amenities and services.
- Increased local customer base for Downtown shops and restaurants.
- The proposal will add 36 residential units to the City's tax base.

Environmental Benefits

The proposal will generate a variety of environmental benefits:

- Sustainable site planning practices will mitigate the development's ecological footprint.
- More than 20 new trees and over 1,000 shrubs will be added to the site reducing the greenhouse effect by absorbing CO₂. This will assist in improving air quality by filtering dust and absorbing airborne contaminants.
- Numerous green building features have been incorporated into the proposal; please refer to the *Sustainability Statement* located in Appendix I for more detail.

Social Benefits

This proposal offers various public and private social benefits:

- An improved streetscape along McClure Street including ground-oriented suites, patios and front yards providing street-level activity and pedestrian interest.
- The proposal includes an architecturally stimulating exterior that is broken up through the use of different materials and colours.
- The building utilizes high-quality building materials including brick, cementitious horizontal siding, painted wood trim surrounding windows, wood columns and window flower boxes.
- Outdoor patios and balconies are provided for all residents with lush landscaping surrounding the building.
- The project will make a positive contribution to the community and help establish a high standard for future redevelopment in the Fairfield neighbourhood.



Need and Demand

After conducting extensive market research, the Developer is confident that there is a strong demand for quality condominium product in the Fairfield neighbourhood priced affordably. Much of the recent condominium product supplied to the Victoria market has been positioned in the Downtown and Victoria West neighbourhoods. Many potential purchasers are looking for new, quality housing located within walking distance of Downtown in established residential neighbourhoods such as Fairfield. The subject property is located in the northwestern area of the Fairfield neighbourhood offering potential residents the ability to walk to Downtown amenities as well as other desirable settings including Beacon Hill Park, the Dallas Road waterfront and Cook Street Village.

In order to produce modern building form that interacts and animates the street, we are proposing to rezone the property to a new zone allowing for reduced front yard and side yard setbacks. This allows for individual condominium entrances that will front McClure Street. The proposed development scheme supplies both street-orientated housing and condominiums supported within the Urban Residential land use designation in the *OCP*. Rezoning to the proposed scheme achieves project feasibility meeting the Developer's economic expectations.

Neighbourhood

In its current state, the subject property is an empty lot. The property remains vacant and can be considered underutilized. The subject property is surrounded by 4-storey condominium buildings north, west and south. A 2-storey condominium building is situated to the east. The proposed development integrates well into the neighbourhood context and falls within the Urban Residential *OCP* density targets.

Impacts

Mountain West Properties initiated a Community Meeting with the Fairfield Gonzales Community Association and the local community at their local offices. During the Community Meeting held October 21, 2013, Mountain West Properties, Charles Kierulf of de Hoog and Kierulf Architects and Bev Windjack of LADR Landscape Architects presented a preliminary proposal to the Chair Paul Brown and other community members. Approximately 9 people were in attendance.

Throughout consultations with the community, many local residents' felt satisfied with the proposal. The building's architecture and use of high quality materials appealed to the neighbourhood. After the presentation to the community, the consultants and the developer answered questions related to common development concerns in the City of Victoria with respect to rock blasting, parking, form and density.



Design and Development Permit Guidelines

Please refer to the Zoning Table below for reference to technical data discussed in the Site Coverage, Floor Space Ratio (FSR), Building Height and Building Setbacks sections.

Site Coverage

Proposed site coverage is not considered significant as the property is generously landscaped. All suites contain outdoor patios and balconies offering residents the opportunity to enjoy fresh air in the comfort of their own home. In addition, all parking including visitor stalls are located underground, the existing boulevards are large and street trees are mature providing a sense of openness.

Zoning Table		
	Proposed (New Zone)	R3-AM-1
Site Area	1,350m ²	>920m ²
FSR	1.85:1	1.60:1
Site Coverage	49%	<40%
Height/Storeys	14.4m/ 4 Storeys	12m/4 Storeys
Setbacks		
Front	4.00m	10.5m
Rear	6.00m	6.00m
West	3.075m	6.00m
East	3.075m	6.00m
Open Site Space	51%	50%
Parking	1.0 stalls/unit	1.2 stalls/unit

FSR

The current proposal's FSR is 1.85 or 0.25 higher than permitted under the existing R3-AM-1 zone. The project's FSR has been reduced from 1.90 to 1.85 to provide greater open site space. Therefore, the proposal now requests 335m² of additional density. The Developer designed its proposal to respect surrounding heights by maintaining a 4-storey building height, similar to neighbouring buildings. Additional density required for project feasibility is achieved by reducing current R3-AM-1 setbacks. The additional density will not negatively impact adjacent properties. Generous treed boulevards and surrounding compatible land uses consisting of multi-family housing can accommodate additional density. If the current R3-AM-1 setbacks were utilized, a 5-storey building would be proposed in order to attain the Developer's density targets. Constructing a 5-storey woodframe building significantly increases construction and labour costs because the use of structural wood and specialized labour is required. The subject property is located within 200m from the Urban Core boundaries which allows for increased density of up to 2.0:1 to be considered for the advancement of the OCP objectives.

Building Height

Given the existing adjacent building heights and surrounding land uses, the proposal carefully considers and respects neighbouring buildings. Exterior materials have been broken up and staggered to reduce the mass of the building from the street. Variation in brick and cementitious horizontal siding heights make the building feel less dominant from the street. This technique has been used to ensure an aesthetically pleasing building character for pedestrians.

The proposed building is slightly taller than the adjacent structures located immediately to the north, west and east of the subject property. This is due to a ceiling height of approximately 2.7m within the proposed residences and



the complementary hip roof. With increased demand for higher quality buildings over the years, 2.7m ceiling height has become standard for many modern multi-family buildings to ensure sales success. In addition, the first storey of the adjacent buildings to the north and west of the subject property are sited below grade which has contributed to the reduced overall height of these buildings. It should be noted that the Urban Residential land use designation in the OCP allows heights of up to 6 storeys.

Building Setbacks

The front yard setback on McClure Street is comparable to the adjacent building to the east (1044 McClure Street). The architect has mitigated the front yard setback by recessing the building's façade to reduce the structure's mass. The front yard setback can be justified by its efforts to achieve OCP objectives through the provision of ground-oriented entrances facing the street and front yard landscaping including planters and decorative pavers. West and east side yard setbacks are 3.075m. The proposed building's west side yard setback is adjacent to a surface parking lot (1031 McClure Street) and does not impact adjacent neighbour's privacy. Windows and balconies along building's east side yard are offset to mitigate the impact on neighbours to the east (1044 McClure Street). Extensive screening and perimeter fencing is proposed to create a buffer between neighbouring properties. The rear yard setback is 6.0m and complies with the property's present zoning.

Development Permit Area 16 Design Guidelines

The subject property falls within Development Permit Area 16 (DPA 16), General Form and Character. A primary objective of DPA 16 is to integrate multi-unit residential buildings in a manner that is complementary to established place character of a neighbourhood. Other objectives include enhancing character and streetscapes through high-quality architecture, urban design and landscaping. The proposal advances DPA 16 design guidelines in the following ways:

- The proposed 4-storey building respects the view corridors and skyline landmarks.
- Consideration has been given to setbacks with respect to the new building and immediate neighbours.
- The proposed building is sited to utilize southern exposures.
- The building's balconies have been off-set to improve visual privacy between neighbouring structures.
- The architect has uses a variety of techniques to improve the scale through attractive balcony projections, Juliet balconies, custom window designs, brick articulation and flower boxes.
- Ground floor suites offer individual street-oriented entrances that are clearly identified through distinct pathways and articulated entries.
- Crime Prevention Through Environmental Design (CPTED) has been incorporated into the proposal.





Landscaping

LADR Landscape Architecture has been retained to complete all landscape work for this project. Bev Windjack's Design Brief is provided below:

The landscape design for this project establishes a gracious main entrance with bike parking, seating and decorative paving, and reinforces the architectural theme of creating townhouse style units along the McClure frontage. Private garden gates and entry courtyards are provided for each of the at-grade McClure facing units; the streetscape is further defined by a decorative metal fence with planting on both sides, a grass boulevard with new street trees, and a metal pergola over the entrance to underground parking.

Planting throughout the site creates a garden atmosphere and, along with new 1.8m ht. fencing, creates a buffer against adjacent properties (primarily parking lots). Tree canopies extend that buffer to the upper floors.

The extensive landscaping changes the current non-treed large grass area to an environment with more than 20 trees and over 1,000 shrubs. The proposed plantings contribute to habitat, biodiversity, streetscape enhancement, and despite extensive underground parking, stormwater management.

Please see **Appendix II** for official document.

Safety and Security

The development proposal utilizes the principles of Crime Prevention Through Environmental Design (CPTED). Street-oriented condominiums facing McClure Street allow residents to have 'eyes on the street' when in their homes. Safe access and egress on the site and throughout the building has been carefully considered. The underground parkade entrance will be gated to prevent unwelcome visitors from entering.

Transportation

Underground parking has been proposed for both residents and visitors comprising 36 stalls which include 4 visitor stalls. The parking proposal delivers 1.0 parking stalls per unit. A reduction in parking can be rationalized by the development's close proximity to Downtown, less than 200 metres into the Downtown Core. The development targets first-time buyers and downsizers, many of which will not require parking. To ensure adequate parking is available among purchasers, Mountain West Properties offers a reduction in sales price to forgo a parking stall. This program has motivated purchasers to commute to work using their bicycles or walking.

There are 36 Class I secured bicycle spaces located underground along with 6 Class II visitor bicycle spaces situated at the entrance of the building. The delivery of these bicycles stalls meets the bicycle requirements in *Schedule C* of the City's *Zoning Regulation Bylaw*. Vancouver Street is approximately 100m away from the subject property and is an *Existing Bikeway* in the City's *OCP* conveniently linking potential residents to an attractive city-wide cycling system.

Beacon Hill Park and Cook Street Village is a short walk from the subject property via Vancouver Street, a designated *Greenway* and popular route for pedestrians and bicyclists. Harris Green shops and virtually all Downtown amenities can be accessed through walking. Finally, the subject property is located in close proximity to numerous public transit routes that provide an alternative means of travel.

Heritage

There are no heritage buildings located onsite.



Green Building Features

Please refer to the *Sustainability Statement* in Appendix I for a description of Green Building Features.

Infrastructure

The City of Victoria's Engineering Department has confirmed that public infrastructure is available to service the subject property. Water and sanitary services would extend from McClure Street onto the property. McClure Street is a local road which means a typical road allowance of 18m is required. McClure Street is currently 18m; therefore, road widening is not required. Likewise, McClure Street is not considered a *Greenway* eliminating the need to widen sidewalks and install bicycle lanes. The engineering department is not aware of any unusual issues or problems in the area that would trigger upgrades such as traffic signals or turning lanes.

Streetscape alterations include the removal and replacement of two street trees situated on McClure Street. The landscape plan proposes four Paperbark Maple trees to be sited close to the southern property line along McClure Street enhancing the streetscape.

Should you have any questions pertaining to the rezoning application or require clarification on some aspect of the proposal, please feel free to contact Ben Fisher, Director of Planning and Development via telephone at (250)381-9611 or by email at ben@mountainwestproperties.ca.

Best Regards,

Ben Fisher, Dipl. Eng. Tech, BURPI
Director, Planning and Development
MOUNTAIN WEST PROPERTIES GROUP
 E: ben@mountainwestproperties.ca

Cc: Charles Kierulf, de Hoog and Kierulf Architects
 Bev Windjack, LADR Landscape Architects



Appendix I

Sustainability Statement

The following Sustainability Statement is intended to provide an overview of sustainable features to be provided as a function of the proposed Zoning Bylaw Amendment and resulting development. The subsequent statements can be divided into two sections which include Sustainable Site Planning and Sustainable Building Techniques.

Sustainable Site Planning

Sustainable approaches applied to the site planning process are briefly described below. These approaches have been separated into categories including: Environmental Protection and Enhancement, Community Character and Design, Integrated Storm Water Management, Outdoor Water Conservation and Transportation.

1) Environmental Protection and Enhancement

- a. **Invasive species** – All invasive species will be removed from the subject property.
- b. **Drought-tolerant native and adaptive species** – Drought tolerant and adaptive plants have been selected for the site which consume less water and are appropriate to the local climate.

2) Community Character and Design

- a. **Form and character** – The proposed buildings and site improvements provide quality design creating an attractive and vibrant new space.
- b. **Complete community** – The proposed development will improve the mix of compatible land uses within the Fairfield neighbourhood delivering a variety of housing choices including ground-oriented suites and condominiums in close proximity to Downtown services.
- c. **Proximity** – The subject property is ideally situated close to the Downtown core, multiple neighbourhood amenities and transit services.
- d. **Housing type** – The proposed density increase and dwelling unit configuration will provide housing choice for a broader group of people than the current dormant dwellings located on the site.
- e. **Fire Protection** – Building design and site planning have incorporated 'Fire Smart' criteria.
- f. **Crime Prevention Through Environmental Design (CPTED)** – Safe access, egress and surveillance of the site have been carefully considered. The orientation of units provide an opportunity for territoriality and passive surveillance by residents.

3) Integrated Storm Water Management

- a. **Protection** – Erosion and sediment control measures will be provided during construction.
- b. **Maintain existing watercourse hydrology** – The resulting development will meet pre-development flows in order to retain ground water recharge and maintain existing watercourse hydrology.
- c. **Mitigate West Nile Virus** – Surface stormwater facilities will be designed to drain in 24 hours over summer months to prevent mosquito breeding.



4) Outdoor Water Conservation

- a. **High-efficiency Irrigation** – Water efficiency will be achieved through the provision of a high-efficiency irrigation system equipped with automatic timers that are set in accordance to the CRD Water Conservation Bylaw and a rain sensor to prevent overwatering during rain events.
- b. **Reduced turf areas** – There is minimal sod area on the site resulting in a reduction in irrigation requirements.
- c. **Drought-tolerant native and adaptive species plants** – Over half of the selected plant pallet features water-efficient, drought-tolerant native and adaptive plant species that reduce irrigation requirements. These plants require less or no supplemental irrigation once established and adapt to local environmental and soil conditions.

5) Transportation

- a. **Electrical vehicles outlets** – Select underground residential parking stalls will be serviced with wiring conduit for the potential future installation of electric outlets capable of recharging automobiles.
- b. **Connections** – Direct access to Greenways and a pedestrian-friendly core area resulting in a truly pedestrian-oriented living experience.
- c. **Location** – The subject property is ideally located close to retail, commercial, and institutional land uses.
- d. **Circulation** – Pedestrian, cyclists and other forms of transportation are provided with paths to offer a comfortable experience and reduce motor vehicle conflict.
- e. **Cycling specific considerations** – Site considerations include individual secured tenant bike lockers in the underground parking, supplemented by a secure visitor rack at the building's entrance.

Sustainable Building Techniques

Often referred to as 'green' building techniques, the following techniques employed in this development are currently accepted alternative on-site development practices and material selections. Green developments effectively reduce the negative impacts on the environment through emphasis on the sustainable use of building materials. The consulting team has specified building materials that use less, and require less energy to manufacture than traditional materials. The use of green building materials will effectively reduce the environmental footprint of structures and improve the long-term health of building occupants and the greater region. These techniques have been further divided into subareas including: Energy Conservation, Indoor Water Quality/Plumbing Systems, Sustainable Building Materials and Socio-economic Sustainability.

1) Energy Conservation

- a. **Smart Home Systems** – All units will be pre-wired to support 'Smart Home Systems' at the purchaser's discretion. These systems will enable residents the ability to control heating and lighting systems as well as monitor energy consumption to assist in reducing annual energy consumption and greenhouse gas (GHG).
- b. **Mitigation of heat sink** – The reduction of heat sink of the site and roof through the use of reflective and high emissivity surfaces and underground parking.
- c. **Efficient heating and cooling systems** – The use of electrical heating minimizes GHG emissions and reduces the carbon footprint of the development.
- d. **Heat loss through windows** – High performance "Low E" glazing will be specified.



2) Sustainable Building Materials

- a. **Recycled content** – Available recycled building materials permitted under the BC Building Code where appropriate will be used.
- b. **Construction materials** – Local materials will be selected where feasible to reduce GHG emissions and reduce fossil fuel consumption during material transport.
- c. **Onsite materials** – Materials from excavation and blasting works will be incorporated into the site materials and features wherever feasible.
- d. **Durability** – Construction materials and design standards will be specified to ensure longevity.
- e. **Waste and recycling collection area** – An area will be allocated for the diversion of different types of waste including: glass, plastic, paper, cardboard, metal and organics.
- f. **Reduced construction waste** – Prefabricated wood structure components will be used throughout much of the project, reducing transportation costs, GHG emissions, the amount of construction waste generated allowing for a rapid, sustainable construction process.
- g. **Low volatile organic compounds (VOC)** – Low VOCs will be specified in materials, paints, adhesives and sealants, particleboard and carpets.

3) Indoor Water Conservation / Efficient Plumbing Systems

- a. **Domestic Cold Water (DCW) and Domestic Hot Water (DHW)** – Distribution systems will consist of copper risers PEX (cross-linked polyethylene) piping within individual units. PEX piping is installed with individual feeds to fixtures, reducing the line size, making water delivery faster, and consequently reducing water waste.
- b. **Efficient plumbing fixtures** – Low water consuming fixtures will be used including: dual flush closets (toilets), low-flow shower heads and low-flow faucets for sinks.

4) Socio-economic Sustainability

- a. **Saleable product** – the developer has undertaken extensive market analysis for the proposed land use and resulting real estate product considering current market conditions.
- b. **Employment** – Provides permanent and temporary employment opportunities for local workers, contractors, suppliers and consultants.
- c. **Local product** – The project will increase demand for materials and goods produced locally.
- d. **Infrastructure** – The development has been designed to utilize existing infrastructure and community services (roads, water, sewer, storm, police and fire without any requirements for expansion).
- e. **Increase municipal tax base** – Development of this proposal would result in a net increase to the City of Victoria's property tax base.

Careful consideration has been given to the City of Victoria's Green Building Checklist when creating this Sustainability Statement. This development proposal has been designed to meet the City's sustainability expectations and achieve objectives outlined in the Official Community Plan. We are looking forward to working with Staff and Council to create an example of appropriate housing density that enhances the character and livability of the City of Victoria's Fairfield neighbourhood.



Appendix II



LADR LANDSCAPE ARCHITECTS



November 12, 2013

1038 McClure Landscape Design Scenario

The landscape design for 1038 McClure establishes a gracious main entrance with bike parking, seating and decorative paving, and reinforces the architectural theme of creating townhouse style units along the McClure frontage. Private garden gates and entry courtyards are provided for each of the at-grade McClure facing units; the streetscape is further defined by a decorative metal fence with planting on both sides, a grass boulevard with new street trees, and a metal pergola over the entrance to underground parking.

Planting throughout the site creates a garden atmosphere and, along with new 1.8m ht. fencing, creates a buffer against adjacent properties (primarily parking lots). Tree canopies extend that buffer to the upper floors.

The extensive landscaping changes the current non-treed large grass area to an environment with more than 20 trees and over 1000 shrubs. The proposed plantings contribute to habitat, biodiversity, streetscape enhancement, and despite extensive underground parking, stormwater management.

prepared by:

A handwritten signature in cursive script, reading "Bev Windjack".

PP Bev Windjack, BCSLA, CSLA, ASLA, LEED® AP BD+C
LADR Landscape Architects



REZONING / D P APPLICATION

McCLURE TERRACES

1038 McCLURE STREET

Rezoning Application # 00426 & Development Permit Applicatio...



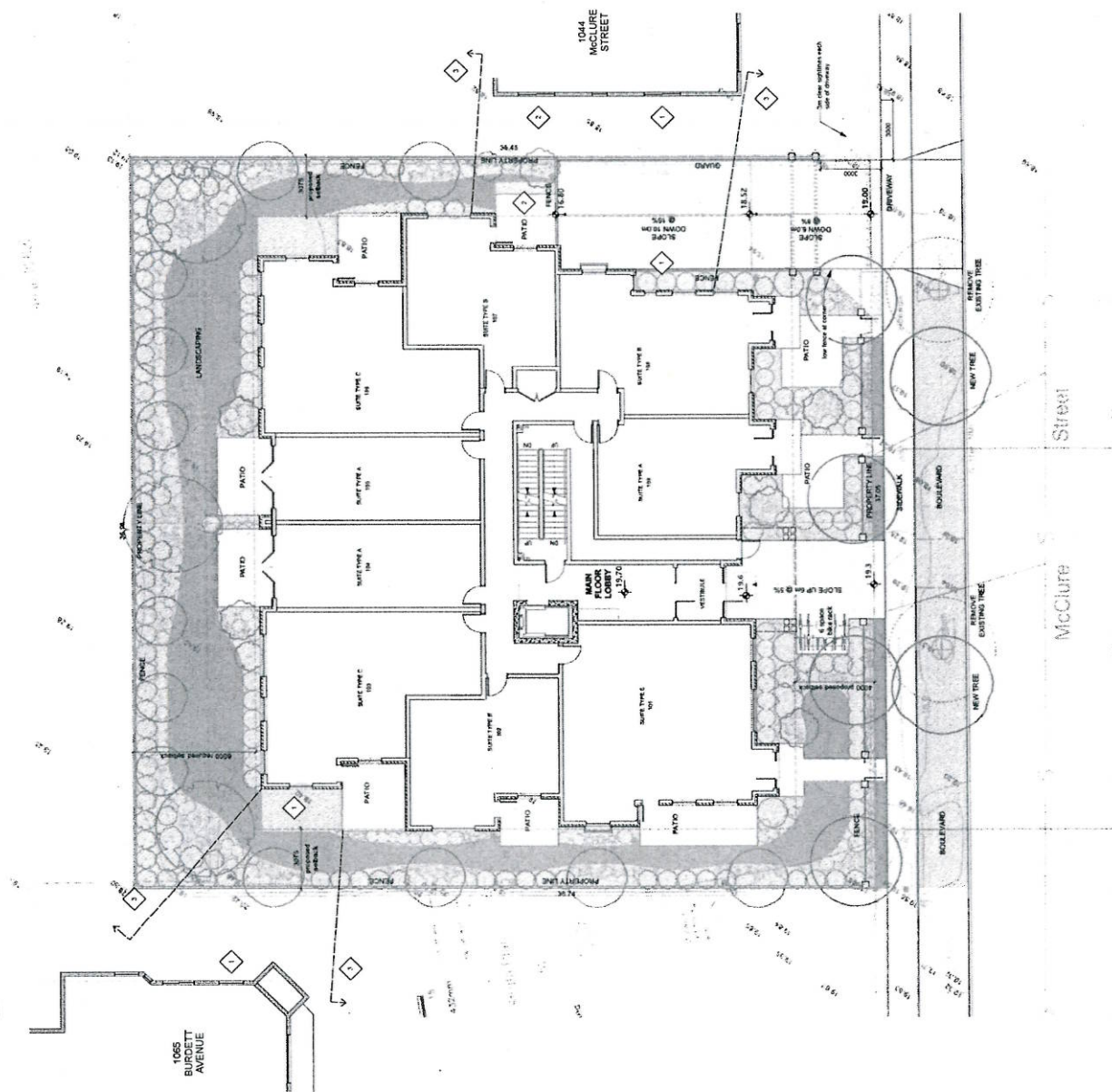
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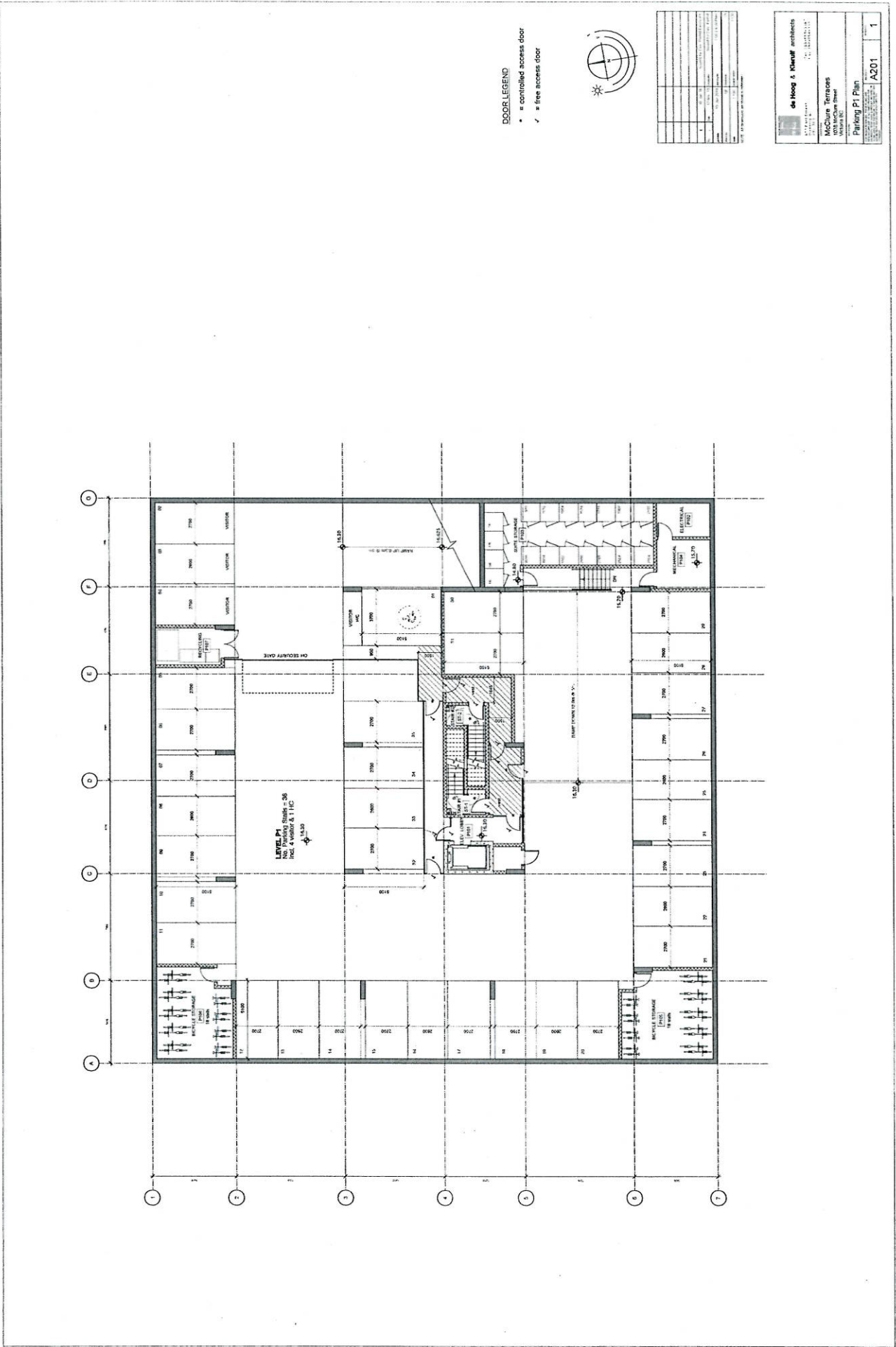
de Hoog & Klaruff architects
 Tel: 133 444 7218
 P.O. Box 600011
 1006 AB Amsterdam

McClure Terraces
 1005 McClure Street
 Victoria BC

Site Plan

A101





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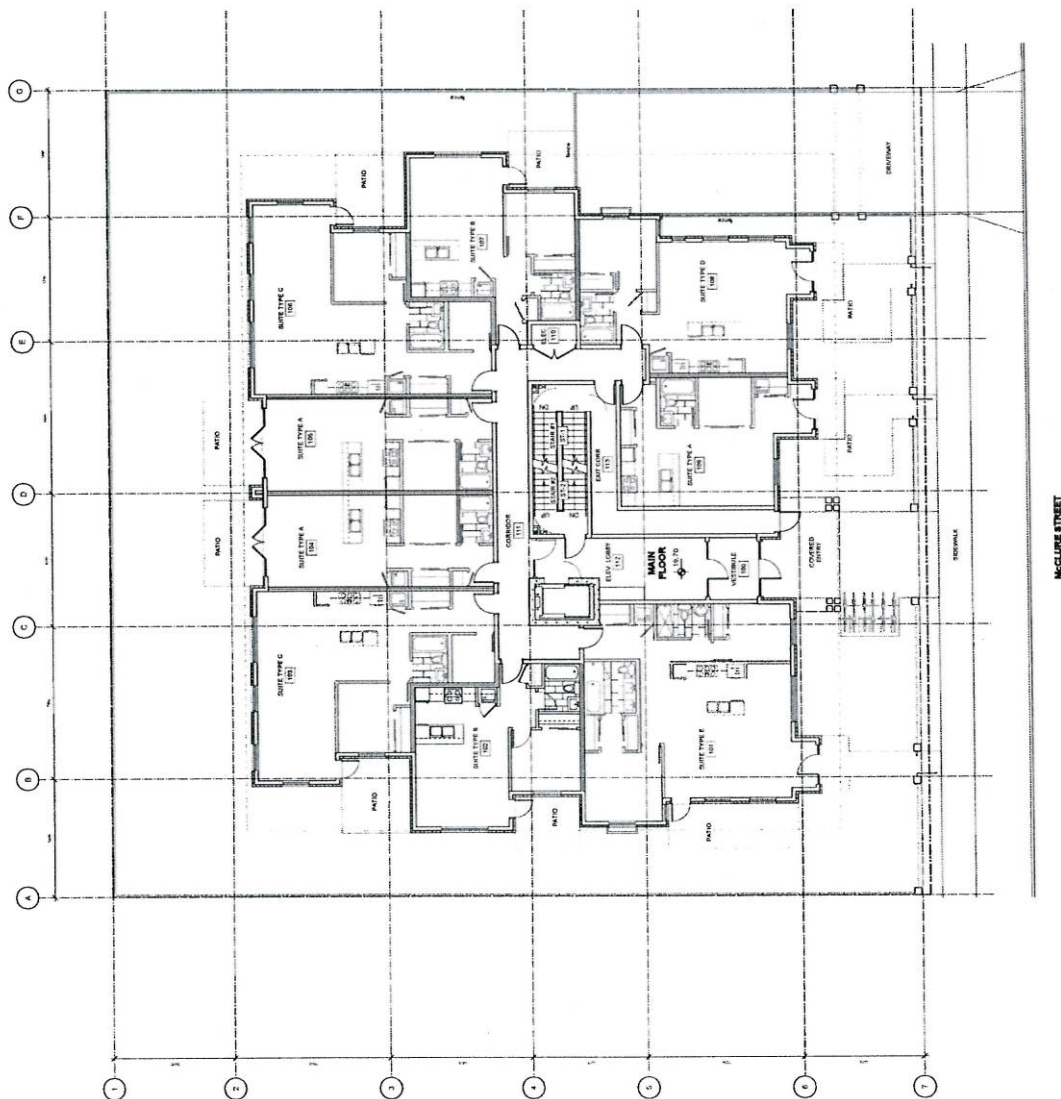
McClure Terraces
1035 Madison Street
Victoria BC

de Hoog & Klaruff architects
1st Floor
300-1035 Madison Street
Victoria BC

Main Floor Plan

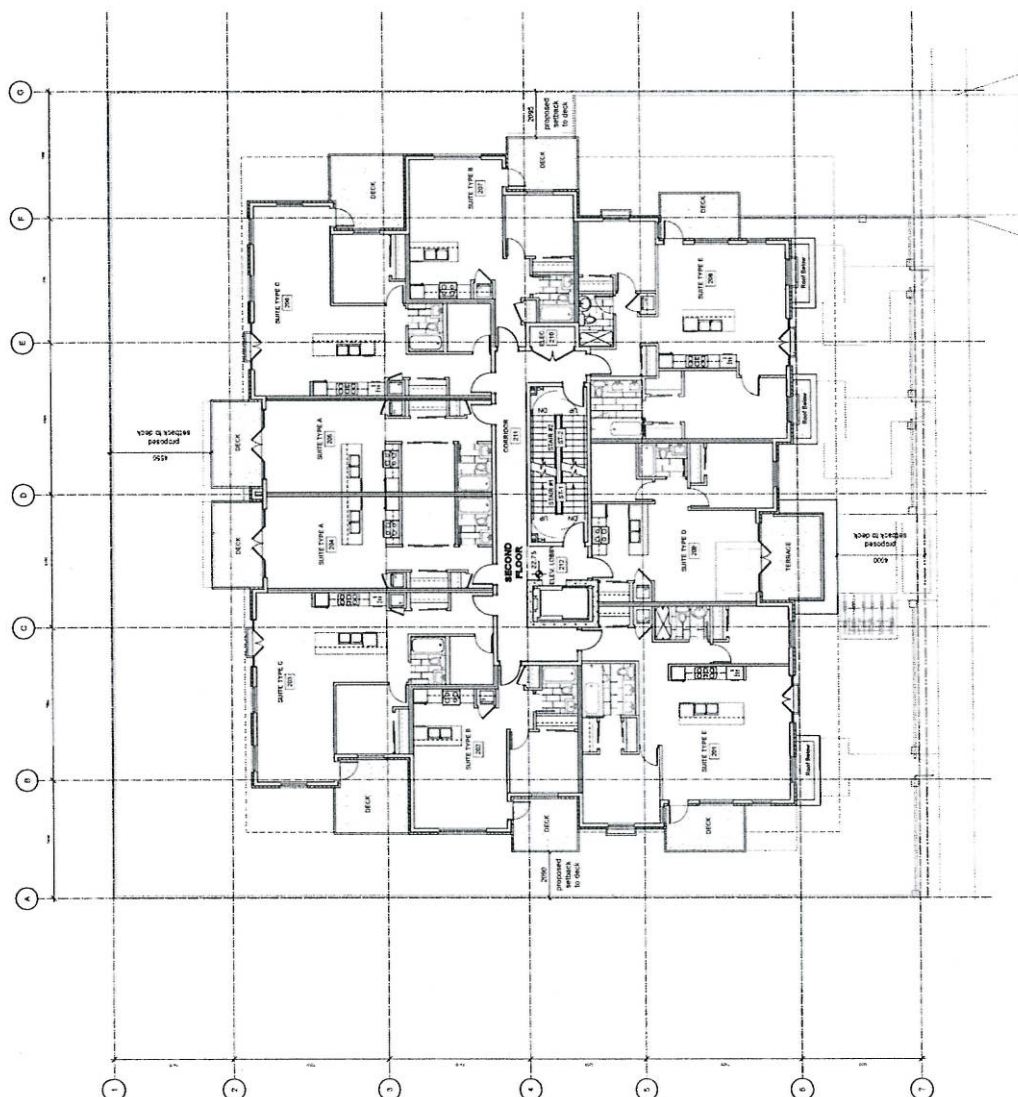
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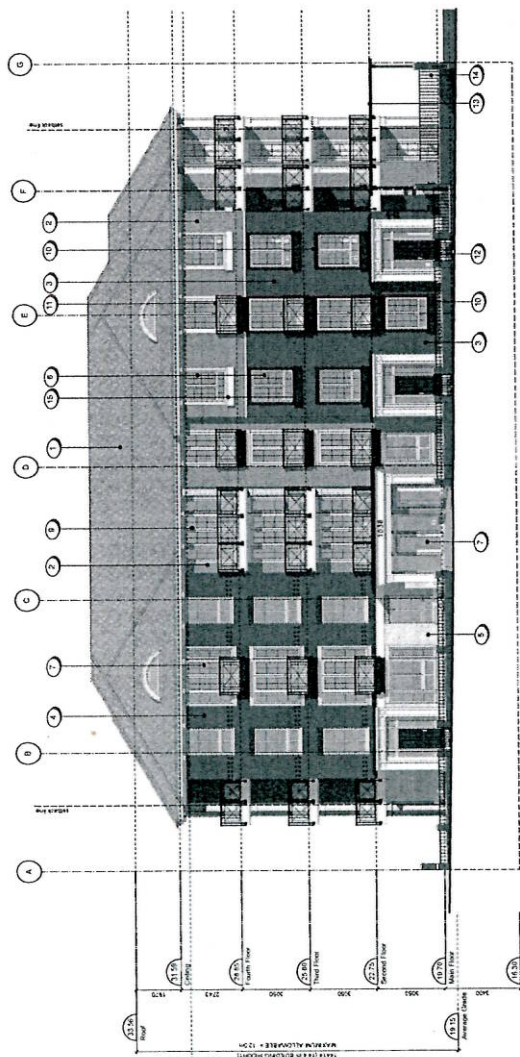
McClure Terraces
1000 Locust Street
Nashville, TN 37203
Tel: 615/259-1111
Fax: 615/259-1111



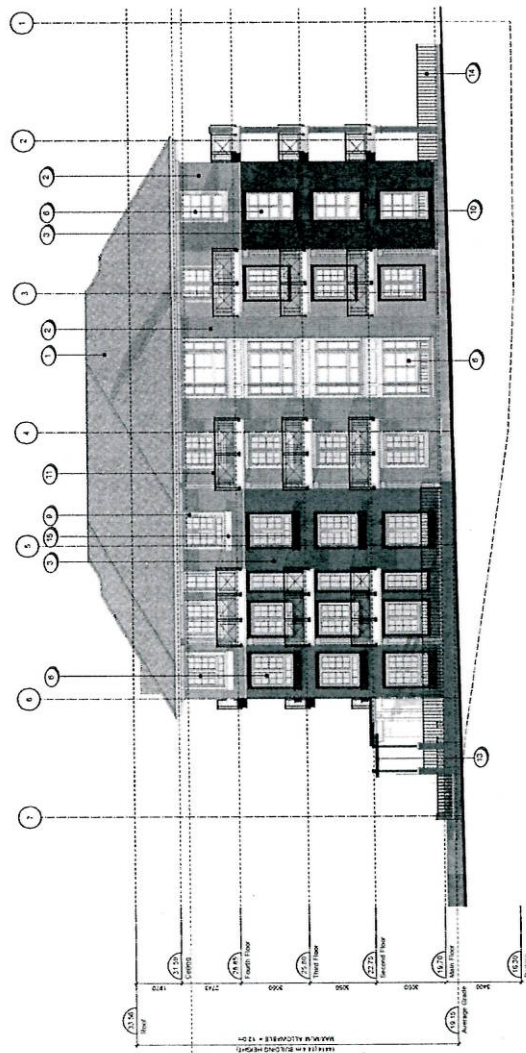
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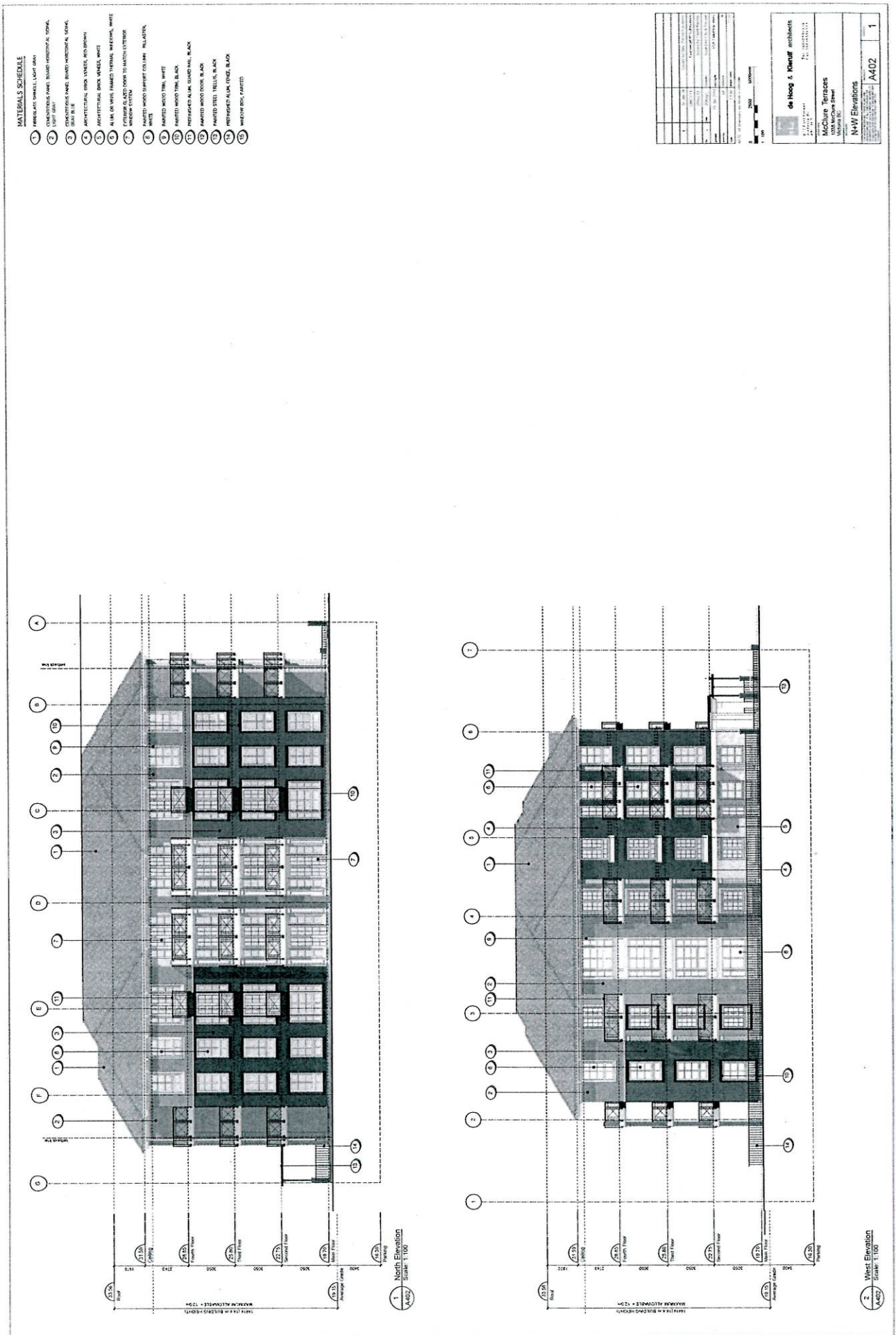
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PROJECT NAME McClure Terraces 1038 Lawrence Street Vermont BC	DRAWN BY S&E	SCALE S&E Elevations	

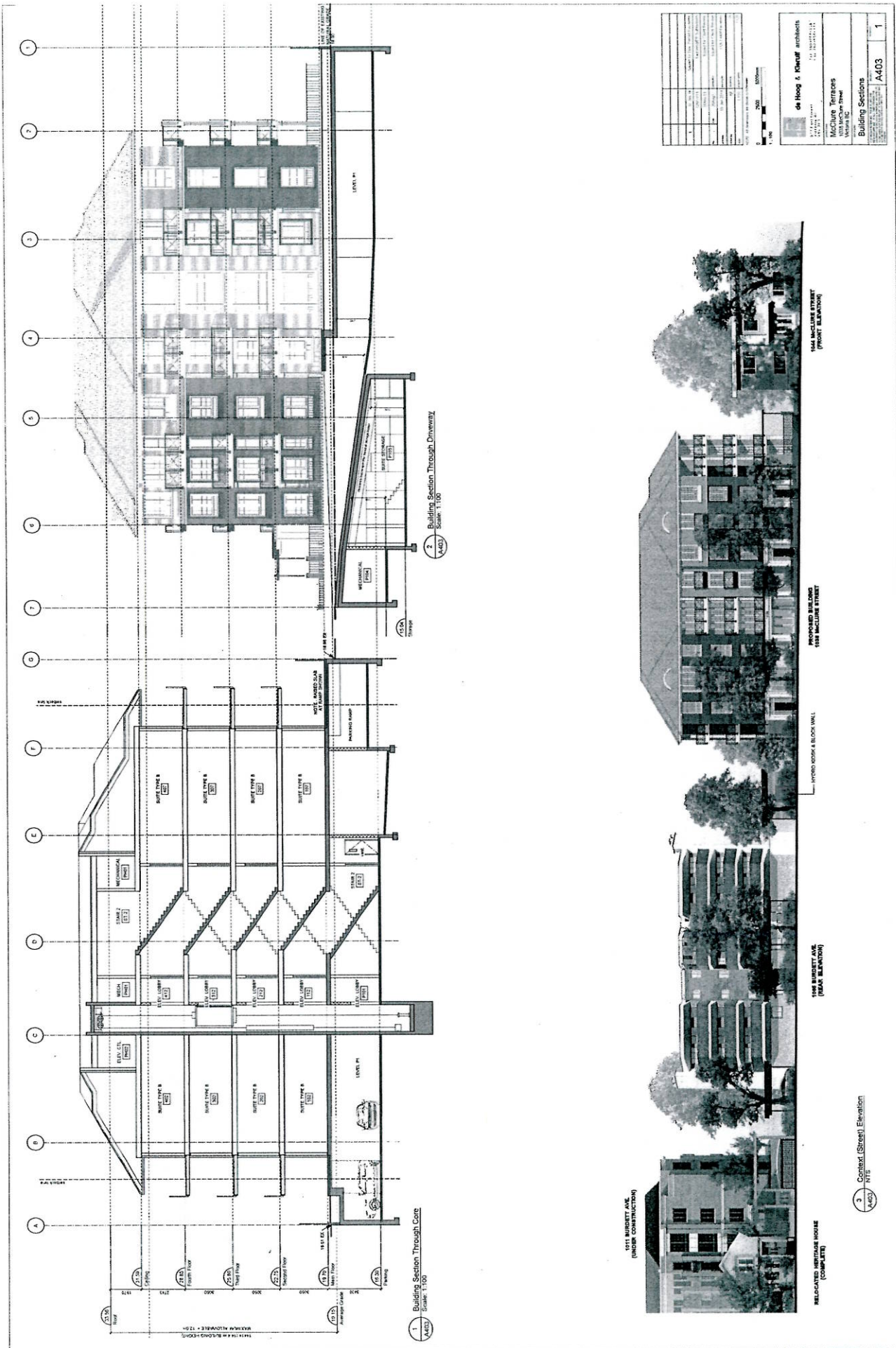


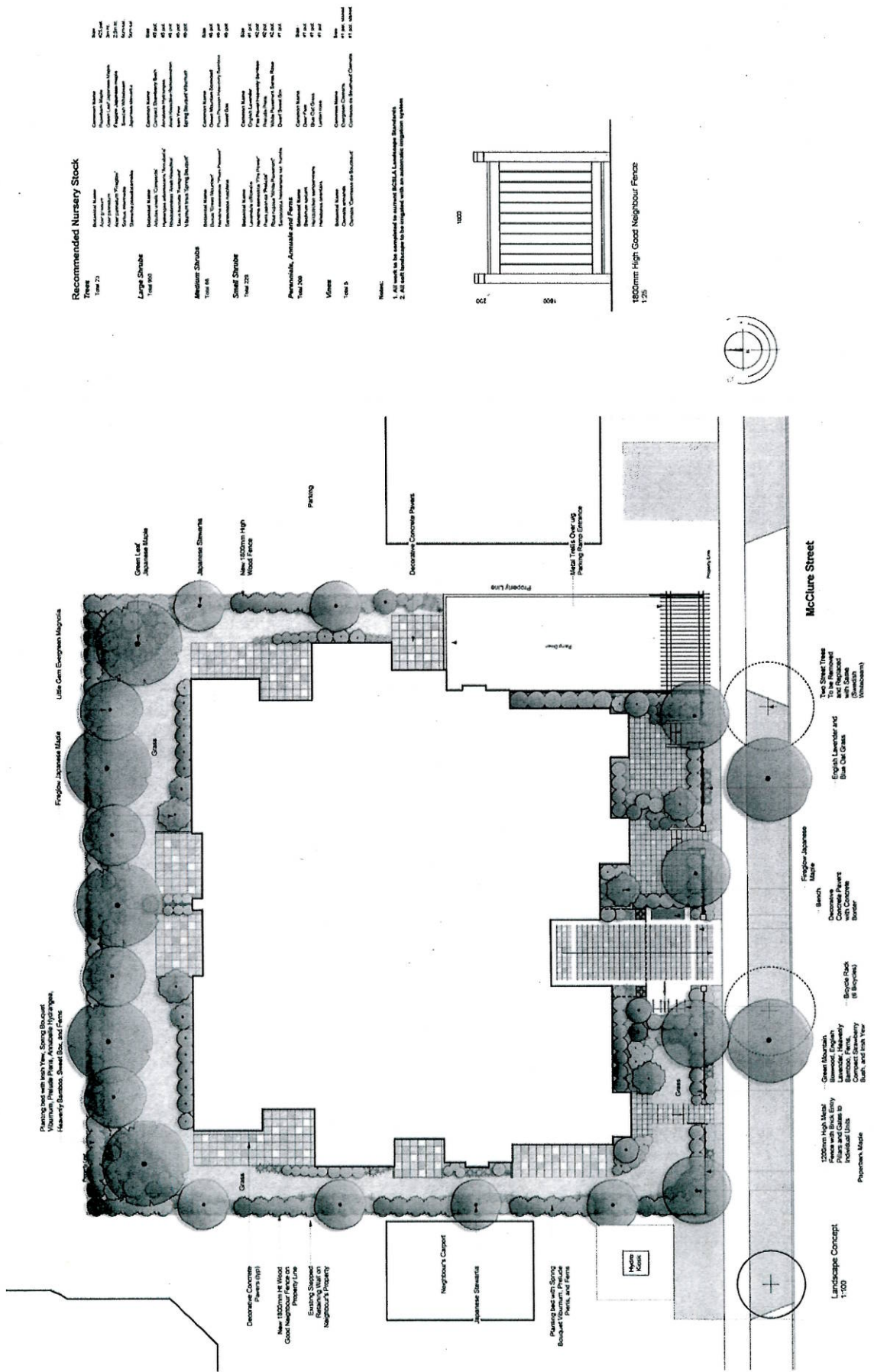
1 South Elevation (McClure Street)
Scale: 1:100



3 East Elevation
A401 Scale: 1:100







Landscape Concept Plan - 1038/1040 McClure Street

LADR LANDSCAPE ARCHITECT
28-406 Dupont Rd., Victoria B.C. V8T 1B8
Phone: (250) 386-0125 Fax: (250) 386-0126
New 7, 2013
Project No: 1205

1038 MCCLURE STREET PARKING STUDY
City of Victoria, BC

January 2014

File no. 1665



Boulevard Transportation Group Ltd
201-791 Goldstream Ave. Victoria BC V9B 2X5
250 388 9877 | www.bvldgroup.ca

1038 MCCLURE STREET PARKING STUDY
CITY OF VICTORIA, BC

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CITY OF VICTORIA, BC

1.0 INTRODUCTION

Boulevard Transportation Group was retained by Mountain West Properties to undertake a parking study for the proposed development at 1038 McClure Street in the City of Victoria. The purpose of this study is to identify the site parking requirement, identify parking requirements in neighbouring municipalities, determine expected parking demand associated with the proposed land uses, and outline Transportation Demand Management (TDM) options as needed.

2.0 BACKGROUND**2.1 Location**

The development site is located at 1038 McClure Street. See *Map 1*. The area is an approximately five minute walk to Downtown Victoria and is located immediately north of the Cook Street Village area.

Map 1. Subject Site

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2.2 Current Land Use

The site is zoned R3-AM-1, Mid-rise Multiple Dwelling and is currently undeveloped.

2.3 Proposed Development

A Multiple Dwelling zone is proposed for the site that allows for a four-storey building consisting of 36 units of multi-family residential. Residential units will be owned and will be 1-bedroom and 2-bedroom units that will range from 45.4 m² (490 sq. ft.) to 90.5 m² (975 sq. ft.).

2.3.1 Proposed Parking Supply

The proposal includes a total of 36 off-street parking spaces. Four spaces will be reserved for residential visitors, one of which will be handicapped. 32 spaces will be available to residents, a rate of 0.89 spaces per unit. The proposal also includes 36 bicycle parking spaces, as per City Zoning.

3.0 PARKING REQUIREMENT

3.1 City of Victoria Zoning

The City of Victoria's Zoning Bylaw requires that multi-family residential provide 1.2 spaces per dwelling unit for Multiple Dwellings Subject to Strata Title Ownership located in a R3-1 Zone. Accordingly, the parking requirement for the site is 43 spaces; 7 more than what is being proposed.

The City also requires one long-term bicycle parking space per multi-family residential unit and a six-space rack at each entrance. This results in a total of 36 bicycle parking spaces, which the proposal meets.

3.2 Parking Requirements in other Municipalities

Parking requirements were researched for other communities to compare the parking requirement for the study site if it were located in another community. See *Table 1*. The typical parking requirement in these communities is fairly similar to the City of Victoria's. Esquimalt, Langford, Nanaimo, and Parksville have a City Centre or downtown core designation in their zoning bylaw; three of these municipalities have a zoning requirement of 1.0 per dwelling unit; less than the zoning requirement for the subject site and consistent with the proposed supply.

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Table 1. Off-Street Parking Requirements in other Municipalities

Municipality	Bylaw Classification	Required Supply Rate	Required Supply when applied to the site
Central Saanich	Residential Apartment	1.5 / dwelling unit + 0.25 / dwelling unit for visitors	63
Duncan	Dwelling units (where a building contains 3 or more dwelling units)	1.2 / dwelling unit	43
Esquimalt	Medium and High density apartment	1.3 / dwelling unit	47
Langford	Apartment in City Centre	1.0 / dwelling unit + 5 / 21+ units for visitors	41
Nanaimo	Multiple Dwelling Units located in Area 1	1.0 / dwelling unit with 2 or more bedrooms, 0.5 / dwelling unit with 1 or less bedrooms	22
Parksville	Residential, multifamily (Downtown Core only)	1.0 / dwelling unit	36
Saanich	Apartments	1.5 / dwelling unit + 0.3 / dwelling unit for visitors	65
Sidney	Dwelling, apartment	1.0 / dwelling unit	36

4.0 EXPECTED PARKING DEMAND

4.1 Observations

Observations were conducted at eight owned multi-family residential sites located in a similar context to the subject site. Each site was observed twice on a weekday evening and twice on a mid-day Saturday. Results are summarized in *Appendix A*.

Peak parking demand was observed during the mid-day Saturday observation, which yielded an average demand rate of 0.60 vehicles per dwelling unit. See *Table 2*. When applied to the subject site, the expected parking demand is 22 vehicles. As the nature of vehicles observed is unknown (if a vehicle is owned by a tenant or a visitor), the observed parking demand accounts for residents and visitors.

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Table 2. Summary of Peak Parking Demand at Similar Residential Sites

Site	Units	Saturday January 18, 1:00-2:00 pm	
		Observed Vehicles	Demand Rate (vehicle / unit)
1031 Burdett Avenue	34	15	0.44
1436 Harrison Street	36	23	0.64
964 Heywood Avenue	130	62	0.48
1019 McClure Street	15	9	0.60
1040 Rockland Avenue	31	16	0.52
1041 Rockland Avenue	19	11	0.58
1056 Rockland Avenue	14	10	0.71
1115 Rockland Avenue	18	15	0.83
		Average Demand	0.60

Parking occupancy rates were also observed. Average peak period occupancy rates were approximately 60%, suggesting that parking supply exceeds demand by nearly two times.

4.2 Vehicle Ownership

Vehicle ownership data was obtained from ICBC for ten similar multi-family residential sites. See *Table 3*. Sites chosen are owned, are in a similar context to the subject site, and contain similar types and sizes of units. Vehicle ownership data accounts for residents only (excludes visitors).

Vehicle ownership rates vary from 1.02 / dwelling unit to 0.49 / dwelling unit. 4 sites have a demand rate that is higher than the proposed supply rate of 0.89 / dwelling unit and 6 sites have a lower demand rate. ICBC data suggests an average vehicle ownership rate of 0.76 vehicles per unit. When the average ownership rate is applied to the subject site the expected parking demand is 27 vehicles; 5 less than what is proposed for residents.

Table 3. Summary of Vehicle Ownership at Similar Sites, as of Dec 31

Site	Units	Insured Vehicles	Demand (vehicles / unit)
445 Cook Street	20	18	0.90
1024 Fairfield Road	35	25	0.71
1022 Fort Street	21	10	0.48
1039 Linden Avenue	26	18	0.69
1030 Meares Street	35	34	0.97
225 Menzies Street	39	30	0.77

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Site	Units	Insured Vehicles	Demand (vehicles / unit)
455 Sitkum Road	51	52	1.02
787 Tyee Road	21	19	0.90
1030 Yates Street	45	22	0.49
1155 Yates Street	28	18	0.64
		Average	0.76

4.3 Visitor Parking

ICBC ownership information is considered the most appropriate measure of resident parking demand; however it does not account for visitor parking. The *Metro Vancouver Apartment Parking Study* recommends a supply rate of 0.1 per dwelling unit, which is similar to what has been observed in previous parking studies. When this supply rate is applied to the subject site it equates to 4 spaces; consistent with what is being proposed. Additional visitors may be accommodated on-street.

5.0 NEIGHBOURHOOD PARKING CONDITIONS

Five observations were conducted to determine occupancy rates for on-street parking surrounding the site, including the area bound by Burdett Avenue to the north, Cook Street to the east, Richardson Street to the south and Vancouver Street to the west. Refer to *Appendix B*.

Results suggest that on-street parking occupancy is highest during weekend daytime, a result of primarily residential land uses in the area. The observation on Saturday January 11 at 12:30 pm found that on-street parking is occupied at 59%, with a total of 54 spaces unoccupied in the area identified.

On-street parking on McClure Street had no less than 17 vacant spaces during the 5 observations, suggesting there is available on-street parking directly adjacent the site in case of spillover.

McClure Street has parking restrictions which are 2 hours, 9:00 am- 6:00 pm, Monday-Saturday on both sides of the street to limit downtown employee vehicles. It permits residents to park their vehicle on-street overnight and on Sundays if they have an extra vehicle, however; Saturdays (when residential demand is at its peak) may be an issue for residents seeking on-street parking.

6.0 DEMAND MANAGEMENT

Transportation demand management (TDM) is the application of strategies and policies to influence individual travel choice, most commonly to reduce single-occupant vehicle travel. TDM is not required

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as supply is expected to meet peak demand, but it provides an opportunity to enhance resident travel options. The following TDM options should be considered:

- Enter into an agreement with BC Transit to provide subsidized transit passes to residents under the "Developer Pass" system. The site is located within walking distance of regional transit routes on Douglas and Blanshard Street.
- The Victoria Car-share Cooperative provides carshare vehicles to the Greater Victoria Area. Members pay a flat fee upon registering, and then pay a relative cost depending on use. There are 3 carshare vehicles within a 5 minute walk of the site. The developer may encourage this program to potential buyers and may consider paying the one-time membership fee for each resident wanting to participate.
- Unbundled parking occurs when residential units are sold without a parking space and buyers have the option to purchase a parking space at an additional cost, providing financial incentive to use alternative modes. Potential issues arise when on-street parking is not restricted and resident vehicles can be accommodated on-street. As restrictions are only in place during the daytime, residents can still park on-street overnight when parking demand is at its highest; which may result in an increase of on-street parking particularly on McClure Street.
- The proposed bicycle parking supply meets the required bicycle parking supply in the City of Victoria's Zoning Bylaw. Bicycle parking will consist of 36 Class I spaces contained in locked storage areas in the underground parkade.

7.0 SUMMARY

The proposed development contains 36 owned multi-family residential units that range from 45.4 m² (490 sq. ft.) to 90.5 m² (975 sq. ft.). The proposed parking supply is 36 spaces, which is 7 spaces fewer than required parking in the City's Zoning Bylaw.

Similar sites were observed and ICBC vehicle ownership information obtained to determine expected parking demand. Observations found that peak demand is experienced weekend daytime when demand is 0.60 vehicles per unit, which results in peak demand of 22 vehicles (residents and visitors) when applied to the subject site. ICBC vehicle ownership information suggests that average ownership rates

1038 MCCLURE STREET PARKING STUDY
CITY OF VICTORIA, BC

are 0.76 vehicles per unit, resulting in peak demand of 27 vehicles (residents only) when applied to the subject site. The ICBC information suggests the proposed 32 resident spaces will meet demand.

The recommended visitor parking supply rate is 0.1 spaces per unit, based on the *Metro Vancouver Apartment Parking Study*; suggesting that the proposed 4 visitor spaces will meet demand.

Neighbourhood parking conditions were observed to determine occupancy rates on the streets directly adjacent to the site. Observations concluded that there is sufficient on-street parking in the case of spillover; however there are some restrictions put in place which may affect the availability of parking.

Transportation Demand Management options may be considered to decrease parking demand; although parking demand will be met with or without TDM. Options include subsidized resident transit passes, Carshare memberships, unbundled parking, and bicycle parking.

7.1 Recommendations

- I. Parking demand will be met by the proposed 36 parking spaces without spillover.
- II. TDM options may be pursued, but are not required to address parking shortfall.

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CITY OF VICTORIA, BC

Appendix A

SUMMARY OF PARKING OBSERVATIONS
AT SIMILAR SITES

Parking Observations at Multi-Family Residential Sites

1038 McClure Street Parking Study

Location	Units	Parking Supply	Saturday January 11, 12:00-2:00 pm			Saturday, January 18, 1:00-2:00 pm			Monday January 20, 8:00-9:00 pm		
			Observed Vehicles	Demand Rate (per unit)	Occupancy Rate	Observed Vehicles	Demand Rate (per unit)	Occupancy Rate	Observed Vehicles	Demand Rate (per unit)	Occupancy Rate
1031 Burdett Street	34	22	13	0.38	59%	15	0.44	68%	22	0.65	100%
1436 Harrison Street	36	40	18	0.50	45%	23	0.64	58%	21	0.58	53%
964 Heywood Avenue	130	112	37	0.28	33%	62	0.48	55%	82	0.63	73%
1019 McClure Street	15	15	10	0.67	67%	9	0.60	60%	7	0.47	47%
1040 Rockland Avenue	31	35	18	0.58	51%	16	0.52	46%	11	0.35	31%
1041 Rockland Avenue	19	22	7	0.37	32%	11	0.58	50%	7	0.37	32%
1056 Rockland Avenue	14	15	6	0.43	40%	10	0.71	67%	10	0.71	67%
1115 Rockland Avenue	18	21	15	0.83	71%	15	0.83	71%	16	0.89	76%
Average				0.51	50%		0.60	59%		0.58	60%

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CITY OF VICTORIA, BC

Appendix B

SUMMARY OF NEIGHBOURHOOD
PARKING OBSERVATIONS

Neighbourhood On-Street Parking Conditions

1038 McClure Street Parking Study

Location	Side	Parking Supply	Notes, Restrictions	Saturday January 11, 12:30 pm		Tuesday January 14, 2:30 pm		Saturday January 18, 1:00 pm		Tuesday 7
				Observed Vehicles	Occupancy Rate	Observed Vehicles	Occupancy Rate	Observed Vehicles	Occupancy Rate	Observed Vehicles
McClure Street, Cook-Vancouver	N	16	2hr, 9-6, Mon-Sat	8	50%	10	63%	11	69%	2
	S	23	2hr, 9-6, Mon-Sat	13	57%	7	30%	11	48%	5
Burdett Avenue, Cook-Vancouver	N	13	2hr, 8-6, Mon-Fri	9	69%	6	46%	6	46%	4
	S	18	2hr, 8-6, Mon-Fri	13	72%	15	83%	12	67%	3
Richardson Street, Cook-Vancouver	N	17	Residential Parking Zone	15	88%	16	94%	14	82%	13
	S	17	Residential Parking Zone	10	59%	12	71%	13	76%	9
Cook Street, Burdett-McClure	E							No Parking		
	W									
Cook Street, McClure-Richardson	E							No Parking		
	W									
Vancouver Street, Burdett-McClure	E	7	2hr, 9-6, Mon-Sat	4	57%	2	29%	4	57%	3
	W	8	No Parking, 9-6, Mon-Sat	0	0%	0	0%	0	0%	0
Vancouver Street, McClure-Richardson	E	8	2 hour, 9-6, Mon-Fri	3	38%	1	13%	2	25%	1
	W	5	No Parking 7-6, Mon-Fri	3	60%	0	0%	4	80%	0
Total		132		78	59%	69	52%	77	58%	40

Laura Wilson

From: Anita Walper on behalf of caluc@victoria.ca
Sent: Thursday, Oct 24, 2013 3:16 PM
To: Laura Wilson
Subject: FW: Planning & Zoning Committee
Attachments: oct 21 minutes.docx; McClure.docx; 2013_10_21_15_58_56.pdf

From: Paul Brown [mailto:paulbrown@3etraining.ca]
Sent: Thursday, Oct 24, 2013 8:56 AM
To: caluc@victoria.ca; Fairfield Community Assoc
Cc: Pam Madoff (Councillor); George and Jo-Ann Zador
Subject: Planning & Zoning Committee

Attached are the minutes from the October 21 meeting of the Planning and Zoning Committee pertaining to proposed developments for 818, 836, 838 Broughton and 1030-1038 McClure Streets. These minutes can be now be posted on the FGCA website.

Have also attached two letters from residents – they should not be posted on the FGCA website and are only provided for the City.

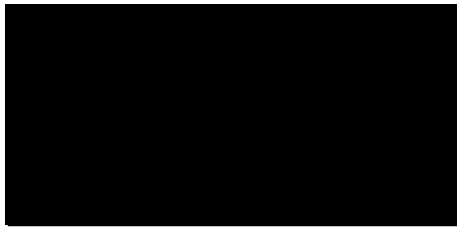
Regards,

Paul Brown

Planning and Zoning Committee
Fairfield Gonzales Community Association
1330 Fairfield Rd. Victoria, BC V8S 5J1
Ph: 250.382.4604
planandzone@fairfieldcommunity.ca
www.fairfieldcommunity.ca
[Facebook](#)



FAIRFIELD GONZALES
COMMUNITY ASSOCIATION
the place to connect



21 October 2013

Land Use Committee
Victoria, BC

Via E-mail: planandzone@fairfieldcommunity.ca

Attention: Paul Brown

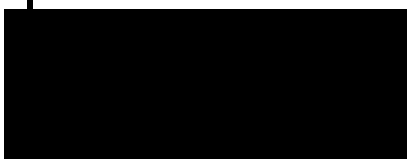
Dear Sirs/Mesdames:

Re: Development Proposal – 1030/1038 McClure Street

I am the owner of the 29 unit apartment building at 1065 Burdett Avenue. I have received notice of the community meeting to discuss the proposed redevelopment of 1030/1038 McClure Street, but do not have any information on the plans. I do know that changes are proposed to height, number of stories, number of units, green space, and views from surrounding properties. I believe that these changes could adversely affect my property at 1065 Burdett Avenue. I point out that the apartment at 1065 Burdett Avenue has 29 units on 21,600 square feet of land and the application for 1030/1038 McClure Street calls for 36 units on 14,400 square feet of land. This is a large increase in density for this area.

I ask that you consider the above before supporting the above application for redevelopment. I will have further input once we are able to see the plans.

Yours truly,



From: [REDACTED]
Sent: October-11-13 2:39 PM
To: place@fairfieldcommunity.ca
Subject: Development proposal 1030/1038 McClure



Dear Sir or Madame,

We are unable to attend the community meeting for this development but we feel that 36 units is absolutely a terrible idea on this small footprint. We are a family of 5 adults with only one street parking pass and we cannot imagine how this development proposal will have any onsite parking whatsoever. This means that they will put another 36 cars or more onto the street? Even the smaller development around the corner from us on Richardson, which has onsite parking, has vehicle overflow that has significantly affected the ability of our family to park our cars on Vancouver Street.

Please add our 5 voices to those of other concerned citizens of this neighbourhood.

Many thanks,

[REDACTED]

**Planning and Zoning Committee
Fairfield Gonzales Community Association
October 21, 2013**

Members of FGCA Planning and Zoning Committee:

Paul Brown (chair), George Zador, Jim Masterton and Bill Rimmer

Subject Property:

818, 836, 838 Broughton Street. Proposed 10 storey residential building, approx 100 units plus rezoning of existing Black Press Building

13 attendees

Attendee Questions & Comments from Attendees:

- Will adjacent buildings on Fort Street be landlocked?
- Concern regarding removal of pay parking for patrons of the YMCA and Royal Theatre
- Will there be a mid-block walkway?
- What about security measures for the dead end pathway to back of Fort Street building?
- Not seeking any type of building certification
- Will be 3 raised 'City Home Units' that are not live/work
- All units will be condos
- 3 underground parking levels
- Some blasting will be required, however it is believed excavation will be mostly clay
- Projecting construction in 18 months and 22 months for construction
- What might the City want in return for density bonus? \$, rentals, amenities
- Why residential here?
- What steps will be taken to protect heritage building across street (former CFAX Building) from blasting? Good studies, engineering and planning; inspection of adjacent buildings prior to blasting
- Will contribute shoppers and security to the neighbourhood
- Intent is to keep Black Press Building (with improvements) for the foreseeable future
- Exterior will use composite panels – very durable
- Target market: mid-price ranges, lots of one bedrooms, smaller units
- Both proponent and attendees stressed importance of use of quality materials for aesthetics

Subject Property:

1030-1038 McClure Street. Proposed 4-story bldg with 36 condo units, 36 underground parking. Rezoning variance sought on bldg. height, setback and parking.

9 attendees

Attendee Questions & Comments from Attendees:

To note: Planning and Zoning Committee chair Paul Brown's own home is within the notification area of subject project, therefore he recused himself from chairing this session. Chair and minutes taker was George Zador.

Attendee questions and comments:

- impression was that ,generally ,the residents were satisfied with the proposal and were content to just comment on details
- difference in setback between subject and other properties on the block
- exterior colour scheme
- exterior cladding material cement board and brick; would like to see more brick
- "a very large building among much smaller structures"
- "prefer fewer units with more parking"
- what care will be taken when excavating, blasting, to protect existing structures
- concern expressed regarding impact on visitor street parking availability for existing buildings
- timing and duration of construction, working hours, noise
- "appreciate the intended quality of the development"
- Will there be any low rental units for families? We keep building for the rich.

Planning and Land Use Committee Report

Date: February 20, 2014 **From:** Lucina Baryluk, Senior Process Planner
Subject: **Development Permit Application #000338 for 1017 Pakington Street**
Development Permit Application #000339 for 1011 Pakington Street
Application for Development Permits for construction of two new small lot single family dwellings on lots within the R-K Zone

Executive Summary

The purpose of this report is to present Council with information, analysis and recommendations regarding two Development Permit Applications for construction of two small lot houses, located at 1011 and 1017 Pakington Street. The lots are located in the R-K Zone, Medium Density Attached Dwelling District, which permits small lots. The subject lots have been recently subdivided and the applicant is now seeking to construct a small lot single family dwelling on each parcel. These applications deal only with the lots fronting on Pakington Street.

The design of the two small lot, single family dwellings is subject to DPA 15A Intensive Residential - Small Lot that controls the exterior design, finishes and landscape details. The proposed design is consistent with the *Small Lot House Design Guidelines, 2002* and no variances to the *Zoning Regulation Bylaw* are required. Staff recommends that these applications be approved.

Recommendation

That Council authorize the issuance of Development Permit #000338 for 1017 Pakington Street, in accordance with:

1. Plans stamped dated December 5, 2013;
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.

That Council authorize the issuance of Development Permit #000339 for 1011 Pakington Street, in accordance with:


1. Plans stamped dated December 5, 2013;
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:


Jason Johnson
Date: Feb. 23, 2014

LB:aw

S:\TEMPEST_ATTACHMENTS\PROSPERO\PL\DP\DP000339\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 two Development Permit Applications for construction of two small lot houses, located at 1011 and 1017 Pakington Street. The lots are located in the R-K Zone, Medium Density Attached Dwelling District, which permits small lots. The subject lots have been recently subdivided as part of a five-lot subdivision, two of which front on Pakington Street and three of which front on Harling Lane. The applicant is now seeking to construct a small lot, single family dwelling on each of the Pakington Street lots. This report will assess the proposed small lot houses for compliance with the applicable design guidelines. There are no variances.

2.0 Background

2.1 Description of Proposal

Each lot and house complies with all the criteria in the R1-S2 Zone, Restricted Small Lot Two Storey District. The houses are of contemporary design. The houses are similar, although differentiated with varying materials, wood trim colour palette and main window placement, in that the windows in 1017 Pakington Street are centred as opposed to the offset window placement in 1011 Pakington Street.

The features of both proposed houses are as follows:

- The interior layout includes a full basement with an exercise room and recreation room. Access to the basement is through the interior of the house and not from the outside.
- The family and living areas are on the main floor and the upper floor has three bedrooms.
- Off-street parking is provided within a garage.
- Landscaping consists mostly of lawn with five new trees, with the existing boulevard trees protected from construction impacts.
- A front and rear patio enhance the outdoor living areas with privacy provided by grade changes, retaining walls and wood fencing.

2.2 Land Use Context

The subject properties are located on the south side of Pakington Street, midblock between Vancouver Street and Cook Street. The street is characterized by an interesting mix in terms of the age and design of single-family and multi-family residential buildings.

2.3 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 required.

2.4 Existing Site Development and Development Potential

The subject properties are located in the R-K Zone, Medium Density Attached Dwelling District. This Zone permits all of the uses in the R1-S2 Zone, Restricted Small Lot (Two Storey) District, subject to the regulations in that Zone. A five-lot subdivision developed pursuant to this *Zoning Regulation Bylaw* provision was approved in 2012. All the lots are currently vacant. The remaining three lots of this five-lot subdivision front onto Harling Lane and development applications for these lots have not been submitted at this time. No further redevelopment potential exists for newly created small lots.

The data table (below) compares the proposal with the standard in the R1-S2 Zone, Restricted Small Lot (Two Storey) District. No component of the proposal is less stringent than the standards.

Zoning Criteria	Lot A 1011 Pakington	Lot B 1017 Pakington	Zone Standard R1-S2
Site area (m ²) – minimum	361	361	260
Total floor area (m ²) – maximum	178	178	190
Density (Floor Space Ratio) – maximum	0.49:1	0.49:1	0.6:1
Lot width (m) – minimum	18.45	18.45	10
Height (m) – maximum	7.34	7.38	7.5
Site coverage (%) – maximum	30	31	40
Storeys – maximum	2	2	2
Parking stalls - minimum	1	1	1
Setbacks (m) - minimum			
Front (north)	6	6	6
Rear (south)	6	6	6
Side (west)	1.5	1.6	1.5
Side (east)	1.6	1.5	1.5

2.5 Legal Description

1011 Pakington Street – Lot A, Fairfield Farm Estate, Victoria City, Plan EPP20983

1017 Pakington Street – Lot B, Fairfield Farm Estate, Victoria City, Plan EPP20983.

2.6 Consistency with Official Community Plan, 2012, and Design Guidelines

The proposed development is consistent with the relevant land use policies of the *Official Community Plan 2012 (OCP)*. The subject properties are designated as Urban Residential which envisions a full range of housing types.

As the lots have been developed as small lots pursuant to the R1-S2 Zone, a Development Permit is required to satisfy the requirements of the OCP for construction of the homes. The proposal is subject to review under DPA 15A Intensive Residential - Small Lot. Building form, character, finishes and landscaping details are controlled and regulated in relation to the *Small Lot House Design Guidelines, 2002*. The most relevant design consideration of the proposal is with respect to streetscape; staff evaluation of the streetscape characteristics is as follows.

In the immediate context, the houses create their own symmetry with a similar architectural expression. In relation to the adjacent buildings on the south side of Pakington Street, the flanking apartment buildings (built in the 1960s) are defined by the balconies, providing strong horizontal lines that are reflected in the design of the proposed homes. This cluster of buildings is also characterized by flat rooflines.

In the broader context, the houses add to the variety of housing types and forms on the street, while not creating additional visual discord. In addition, the front setbacks of the proposed homes create a suitable transition between the flanking apartment buildings.

3.0 Issues

There are no issues associated with these applications as the proposed houses are in general compliance with the design guidelines and no variances are requested.

4.0 Resource Impacts

There are no anticipated resource impacts from this proposed development.

5.0 Options

Option One (Staff Recommendation)

That Council authorize the issuance of Development Permit #000338 for 1017 Pakington Street, in accordance with:

1. Plans stamped dated December 5, 2013;
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.

That Council authorize the issuance of Development Permit #000339 for 1011 Pakington Street, in accordance with:

1. Plans stamped dated December 5, 2013;
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.

Option Two (Decline)

That Council decline the application.

6.0 Conclusions

The proposals for the two small lot houses at 1011 and 1017 Pakington Street are consistent with the *Small Lot House Design Guidelines, 2002*. The contemporary design is supportable and complementary to both the other existing single family homes and the multiple dwelling buildings on Pakington Street, therefore, staff recommend approval of these applications.

7.0 Recommendations

That Council authorize the issuance of Development Permit #000338 for 1017 Pakington Street, in accordance with:

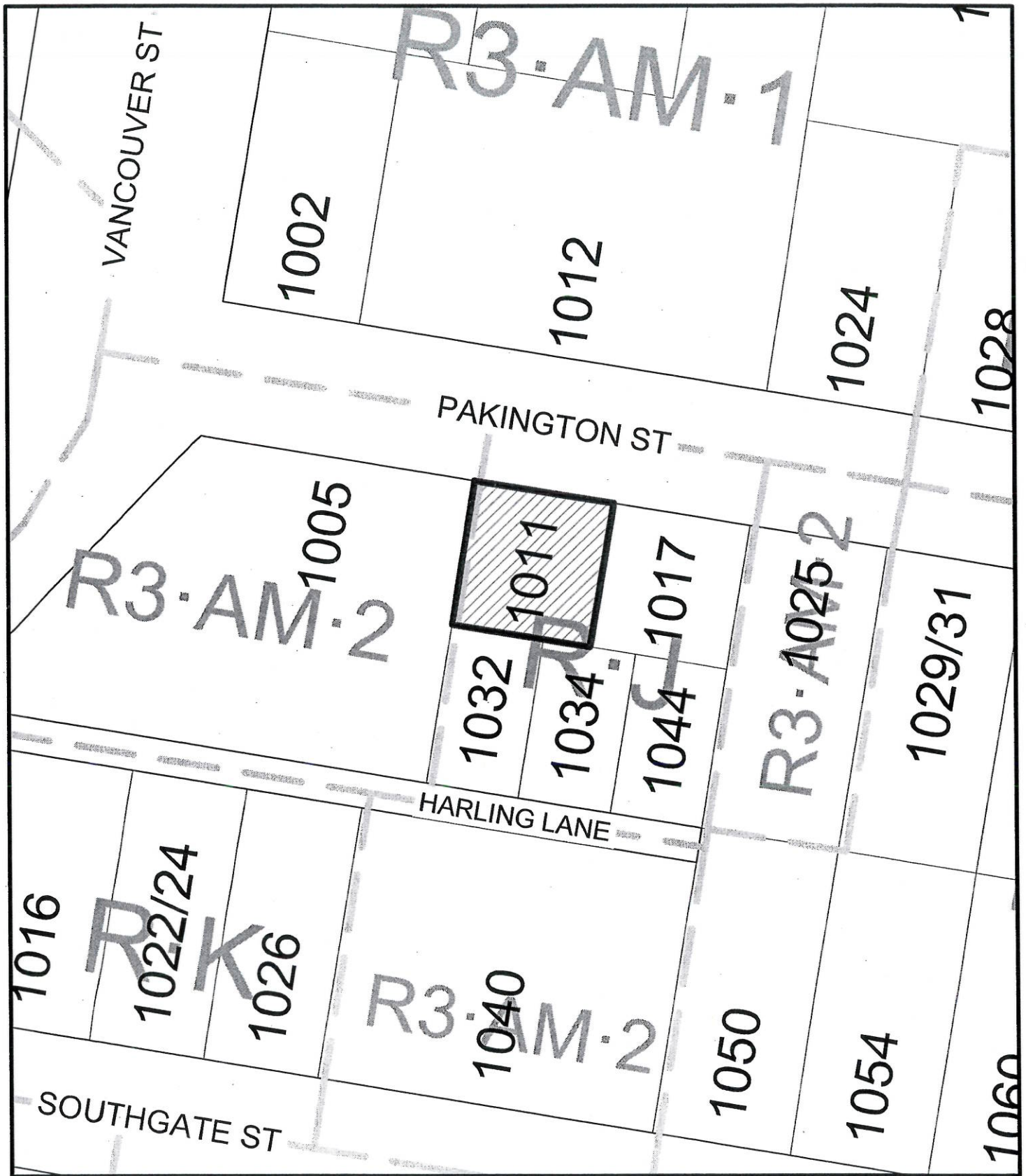
1. Plans stamped dated December 5, 2013;
2. Development meeting all *Zoning Regulation Bylaw* requirements;
3. Final plans to be in accordance with the plans identified above to the satisfaction of the Director of Sustainable Planning and Community Development.

That Council authorize the issuance of Development Permit #000339 for 1011 Pakington Street, in accordance with:

1. Plans stamped dated December 5, 2013;
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.

8.0 List of Attachments

- Zoning and aerial map for 1011 Pakington Street
- Letters from applicant dated December 3, 2013 (note both letters are the same and are unsigned)
- Plans for 1011 Pakington Street dated December 5, 2013
- Zoning and aerial map for 1017 Pakington Street
- Letters from applicant dated December 3, 2013 (note both letters are the same and are unsigned)
- Plans for 1017 Pakington Street dated December 5, 2013.



1011 Pakington Street
Development Permit #000339





1011 Pakington Street
Development Permit #000339

Development Permit Application # 000338 for 1017 Pakington S...



December 3, 2013

Mayor and Council
City of Victoria
British Columbia

Re: Development Permit 1017 Pakington Street

Victoria's OCP legislated the capture of 3,319 properties, or 20.7% of all properties in the city, into newly created city wide Development Permit Areas. The inclusion of property into the OCP was done without notice to any of the affected property owners.

All 3,319 properties appropriated by the OCP are now subject to a development permit application process. Prior to inclusion in the OCP only a building permit was necessary for a zoning compliant development. Today, in addition to a 3-6 month BP process, property owners are also subjected to an additional 3-6 month DP process equivalent in scope to a rezoning application. This compares to both Saanich and Langford where zoning compliant single family BP's are issued in 48 hours.

This property is one of those seized by the OCP and thus requires a DP even though it is a development on vacant land, is zoning compliant and no variances are requested.

A letter to Mayor and Council is also now required as a condition precedent to obtaining a Development Permit.

The information to be conveyed to the Mayor and Councils is as follows:

Description of Proposal:

Single family home.

Project Benefits and Amenities:

None.

Neighbourhood:

Large apartment buildings surround the property on all four sides.

Design and Development Guidelines:

The development is zoning compliant and no variances are requested. The flat roof design reflects the "form" of all adjoining and adjacent properties on all four sides.

Transportation:

Schedule "C" compliant.

Heritage:

Not designated. Vacant land.

Green Building Features:

The chief green building feature incorporated is the installation of 290 linear feet of deep underground services connecting the property to city mains beneath Southgate enabling gravity drainage of both storm and sanitary connection lines. Deep services were installed with the gracious accommodation of a SRW and easement from the adjoining property owners on Southgate.

Over the economic life of the property (70 years), gravity drainage is estimated to save \$384,000 in energy costs.

By way of explanation, late 1800's and early 1900's sanitary and storm mains built in cities like Seattle, San Francisco and Victoria were installed just below the surface. Lower construction costs and the absence of frost encouraged shallow depth services. Both sanitary and storm mains on Pakington are approximately 3 feet below road grade. Property slope means the mains are nearer the surface within the building envelope.

Historically, cities that installed shallow mains also enacted building height bylaws allowing residential service connections to gravity flow to shallow mains. Logic and common sense guided the politicians of the day. Basements were constructed either entirely or substantially above grade and were neither counted as a "story" or in the FSR living space calculation. This design type is reflected in thousands of "heritage style" houses throughout coastal cities from BC to California including Victoria.

The vast majority of Victoria's older houses were built to the same common sense zoning standards reflecting Victoria's own shallow depth services. However, recent changes to Victoria's zoning bylaws, both to height and how height is calculated, serve to both suppress building heights and force basements deeper, and in almost all new construction, significantly below the depth of the mains.

Today, it is a fact that most existing houses in Victoria are not compliant with current zoning height bylaws meaning the majority of Victoria's existing houses could not be built today. And as these older houses reach the end of their economic lives, when redeveloped, the residual land becomes subject to current zoning bylaws.

Victoria's politicians have enacted new zoning bylaws without regard to depth of services effectively ignoring the law of gravity and all the energy savings of using gravity for drainage. Electric pumps and macerators to facilitate the uphill flow of both sewage and storm water are the norm in new construction, all at a time when energy is considered precious and extraordinary means are sought to conserve its use.

Due to the significant cost and also significant benefit of installing gravity services, no other provisions are made for extraordinary green features other than those normally in use today such as in-floor radiant heat, on demand hot water, low e windows, etc.

Infrastructure:

None.

This satisfies the legislated requirement of a letter to the Mayor and Council.



S T R E E T S C A P E

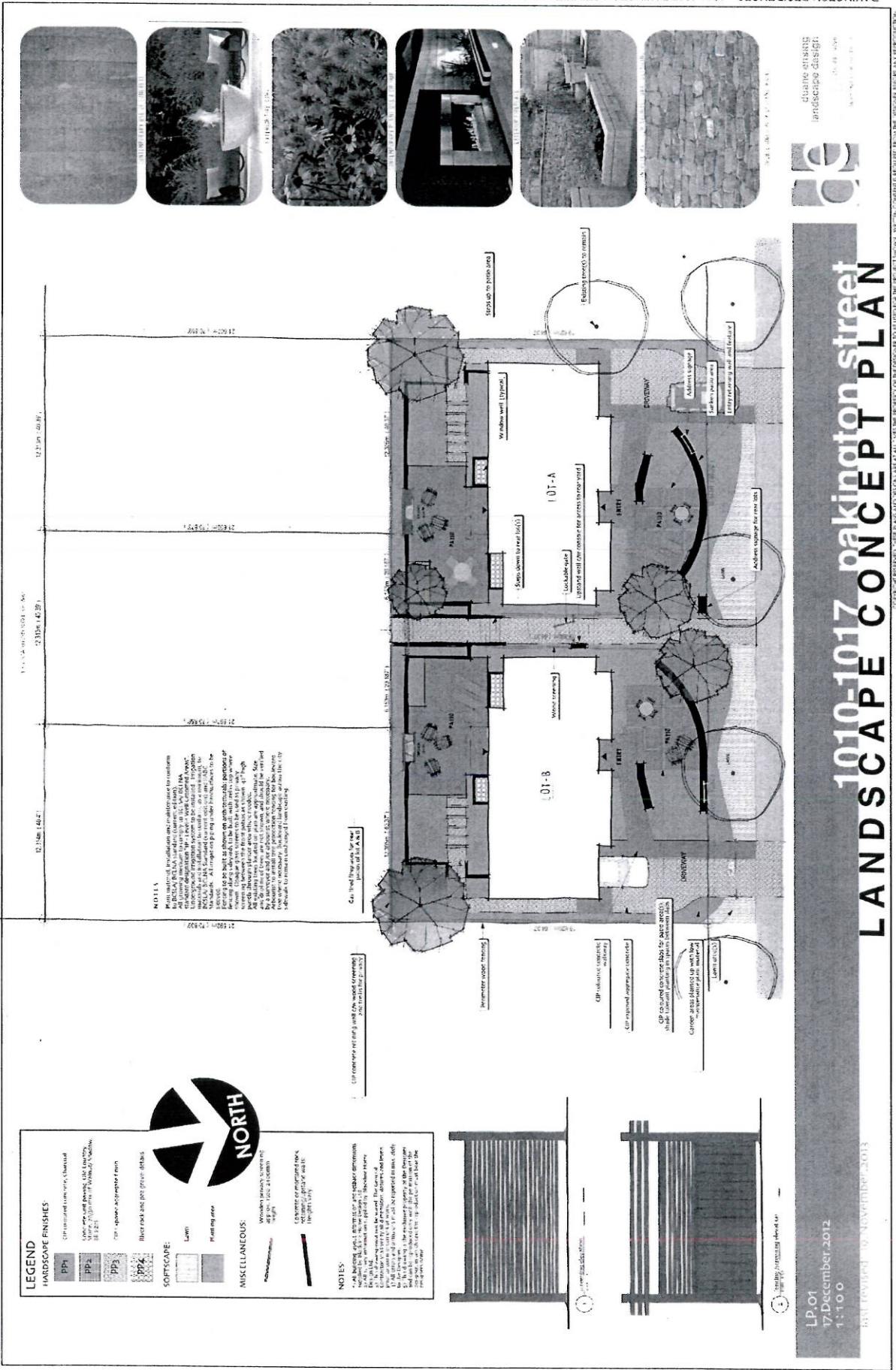
1011 PAKINGTON STREET

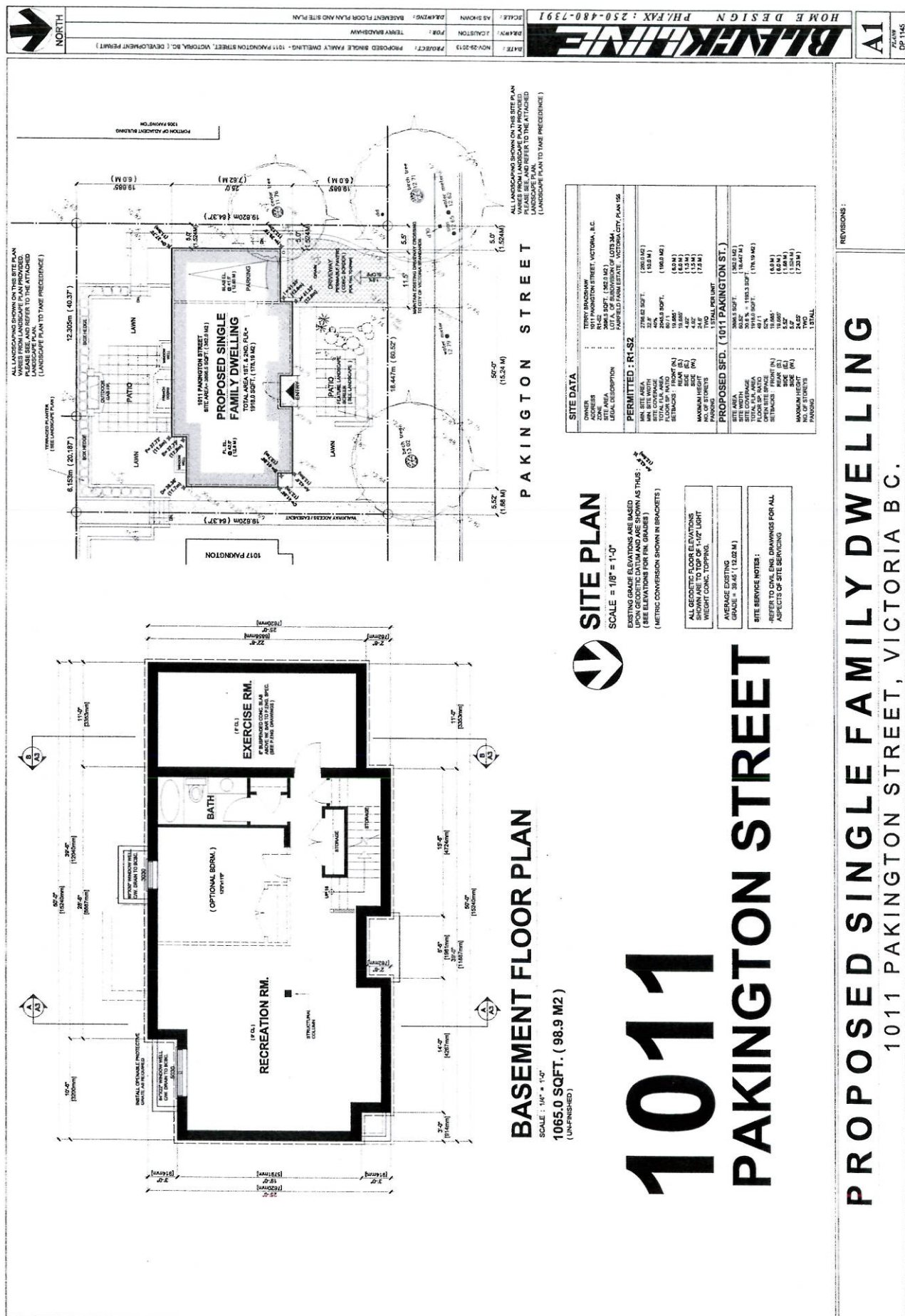
PROPOSED SINGLE FAMILY DWELLING
1011 PAKINGTON STREET, VICTORIA BC.

- DRAWING CONTENTS :
- STREETSCAPE (COVER PAGE)
 - LP-1 LANDSCAPE PLAN
 - LP-2 LANDSCAPE PLAN
 - LP-3 LANDSCAPE PLAN
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 - LP-99 LANDSCAPE PLAN
 - LP-100 LANDSCAPE PLAN

DATE: NOV-25-2013				PROJECT: PROPOSED SINGLE FAMILY DWELLING - 1011 PAKINGTON STREET, VICTORIA BC. (DEVELOPMENT PERMIT)				COVER	
DRAWN: J. CAUSTON				FOR: TERRY BRADSHAW				PAGE	
SCALE: AS SHOWN				DRAWING: STREETSCAPE				PLAN	
								DP 1145	

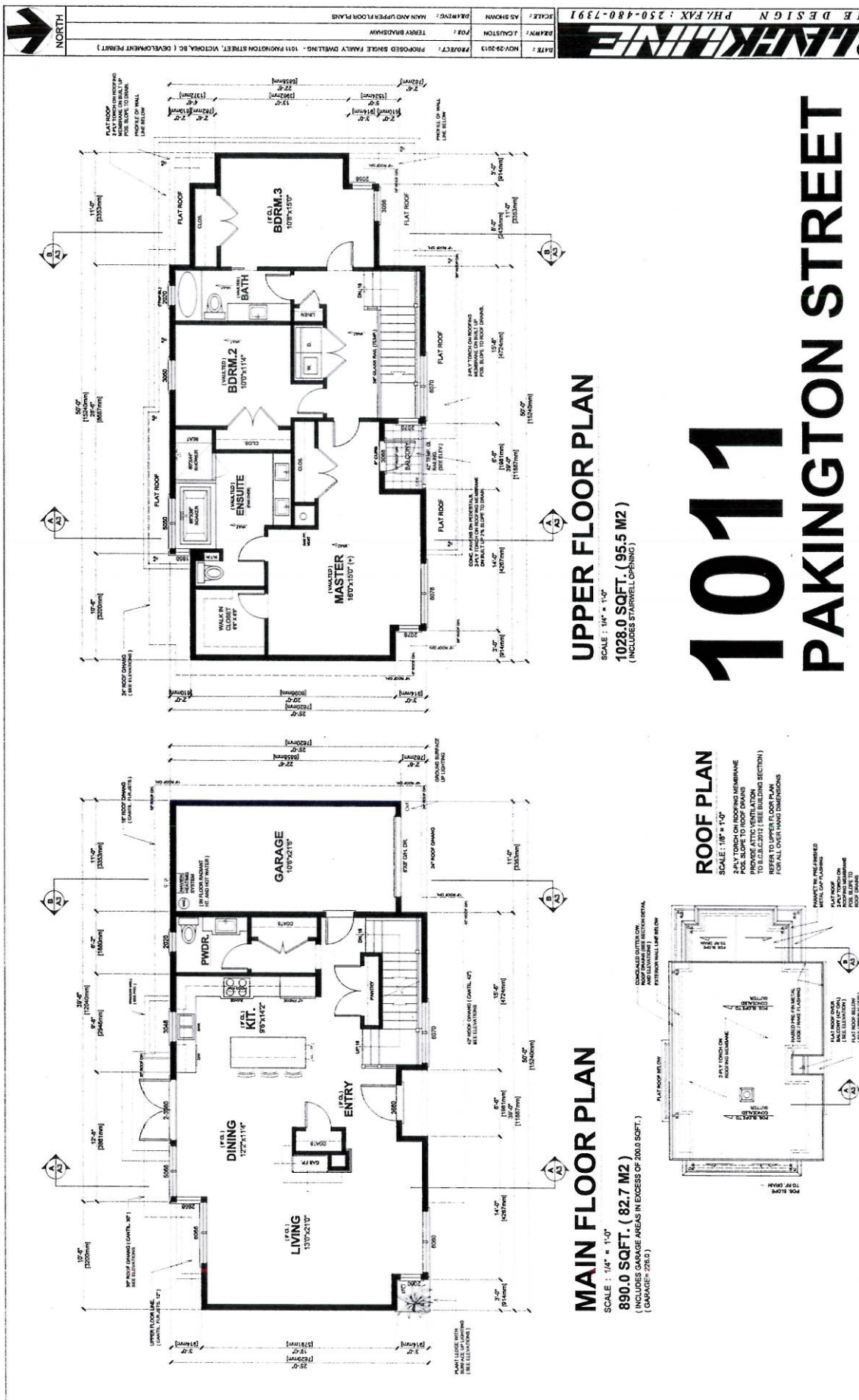






PROPOSED SINGLE FAMILY DWELLING
1011 PAKINGTON STREET, VICTORIA BC.

REVISIONS:



1011 PAKINGTON STREET

BUILDING SECTION A-A
SCALE: 1/4" = 1'-0"

BUILDING SECTION B-B
SCALE: 1/4" = 1'-0"

WALL SECTION AND SILL DETAIL - STONE FACING
SCALE: N.T.S.

TYP. EXHAUST VENT DETAIL
SCALE: N.T.S.

TYP. RAINSCREEN WALL ASSEMBLY - STUCCO
SCALE: N.T.S.

TYP. RAINSCREEN WALL ASSEMBLY - HORIZONTAL SIDING
SCALE: N.T.S.

TYP. HEAD DETAIL
SCALE: N.T.S.

TYP. SILL DETAIL
SCALE: N.T.S.

EAVE DETAIL
SCALE: 1" = 1'-0"

WALL SECTION - SIDING TO STONE FACING
SCALE: N.T.S.

TYP. VENT BOX DETAIL
SCALE: N.T.S.

PROJECT: PROPOSED SINGLE FAMILY DWELLING - 1011 PAKINGTON STREET, VICTORIA, BC (DEVELOPMENT PERMIT)

DATE: NOV-23-2013

REVISION: AS SHOWN

LOCATION: 1011 PAKINGTON STREET, VICTORIA, BC

PROJECT: PROPOSED SINGLE FAMILY DWELLING - 1011 PAKINGTON STREET, VICTORIA, BC (DEVELOPMENT PERMIT)

DATE: NOV-23-2013

REVISION: AS SHOWN

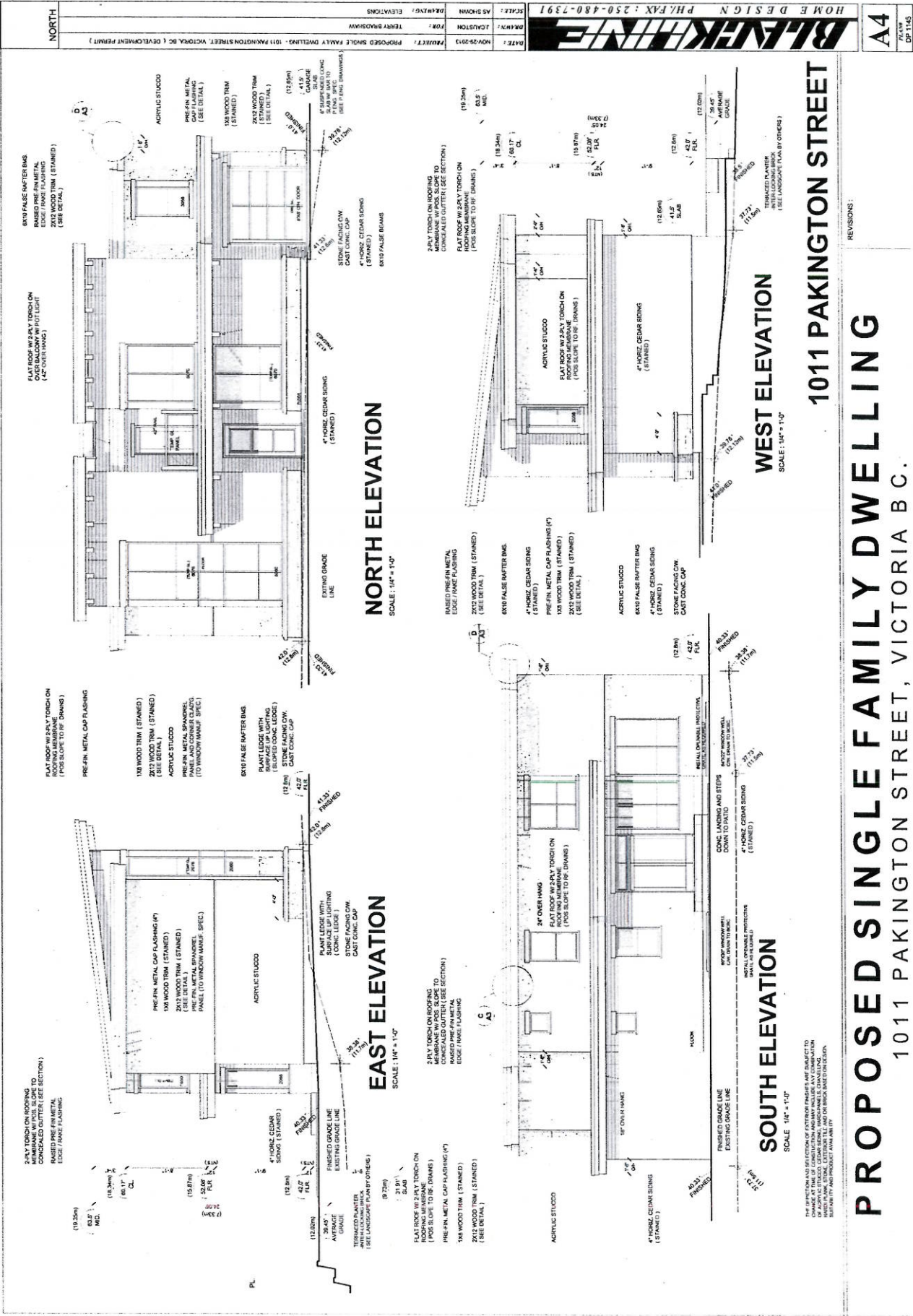
LOCATION: 1011 PAKINGTON STREET, VICTORIA, BC

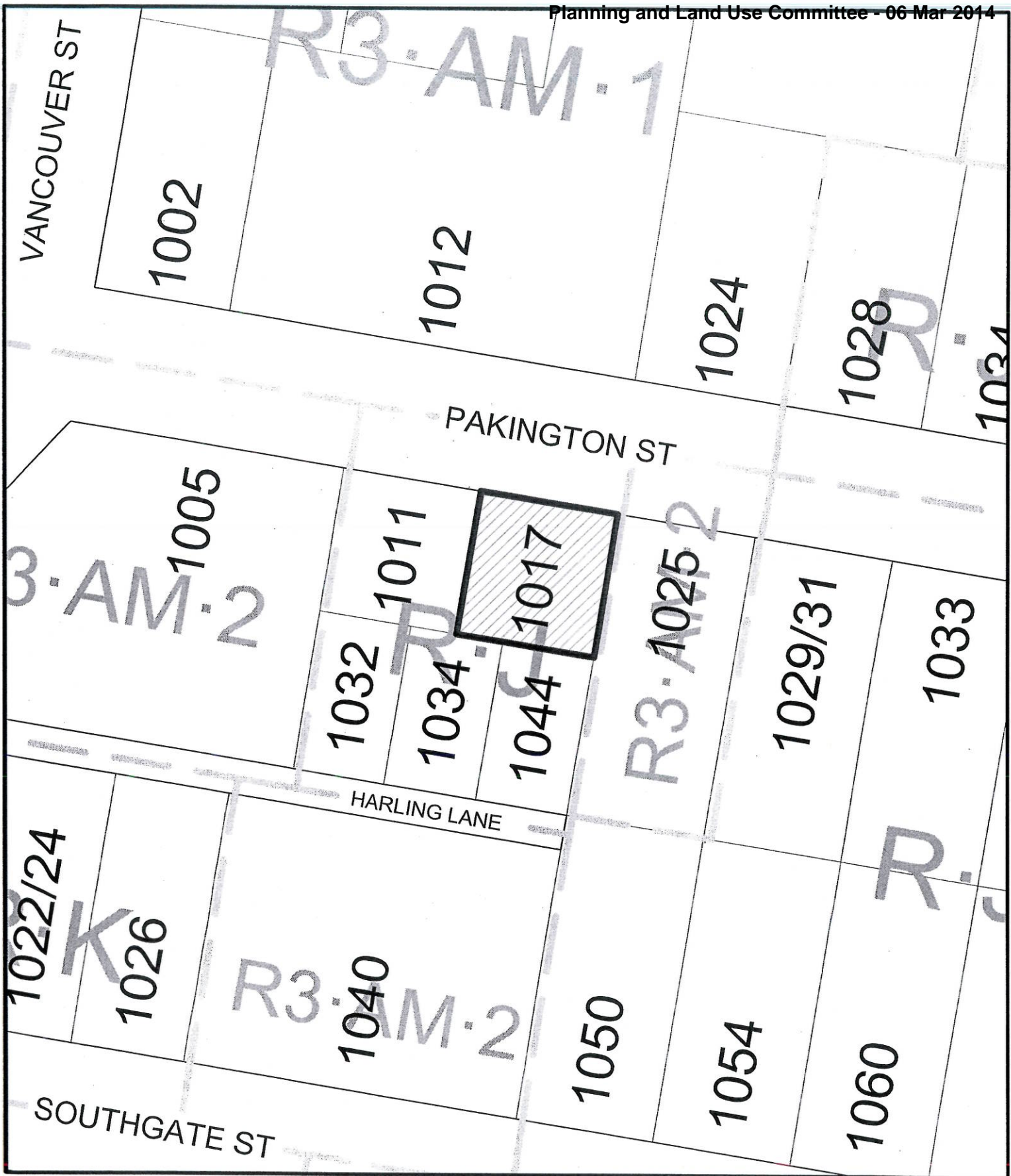
PROJECT: PROPOSED SINGLE FAMILY DWELLING - 1011 PAKINGTON STREET, VICTORIA, BC (DEVELOPMENT PERMIT)

DATE: NOV-23-2013

REVISION: AS SHOWN

LOCATION: 1011 PAKINGTON STREET, VICTORIA, BC





1017 Pakington Street
Development Permit #000338

Development Permit Application # 000338 for 1017 Pakington S...



1017 Pakington Street
Development Permit #000338

Development Permit Application # 000338 for 1017 Pakington S...

December 3, 2013

Mayor and Council
City of Victoria
British Columbia



Re: Development Permit 1017 Pakington Street

Victoria's OCP legislated the capture of 3,319 properties, or 20.7% of all properties in the city, into newly created city wide Development Permit Areas. The inclusion of property into the OCP was done without notice to any of the affected property owners.

All 3,319 properties appropriated by the OCP are now subject to a development permit application process. Prior to inclusion in the OCP only a building permit was necessary for a zoning compliant development. Today, in addition to a 3-6 month BP process, property owners are also subjected to an additional 3-6 month DP process equivalent in scope to a rezoning application. This compares to both Saanich and Langford where zoning compliant single family BP's are issued in 48 hours.

This property is one of those seized by the OCP and thus requires a DP even though it is a development on vacant land, is zoning compliant and no variances are requested.

A letter to Mayor and Council is also now required as a condition precedent to obtaining a Development Permit.

The information to be conveyed to the Mayor and Councils is as follows:

Description of Proposal:

Single family home.

Project Benefits and Amenities:

None.

Neighbourhood:

Large apartment buildings surround the property on all four sides.

Design and Development Guidelines:

The development is zoning compliant and no variances are requested. The flat roof design reflects the "form" of all adjoining and adjacent properties on all four sides.

Transportation:

Schedule "C" compliant.

Heritage:

Not designated. Vacant land.

Green Building Features:

The chief green building feature incorporated is the installation of 290 linear feet of deep underground services connecting the property to city mains beneath Southgate enabling gravity drainage of both storm and sanitary connection lines. Deep services were installed with the gracious accommodation of a SRW and easement from the adjoining property owners on Southgate.

Over the economic life of the property (70 years), gravity drainage is estimated to save \$384,000 in energy costs.

By way of explanation, late 1800's and early 1900's sanitary and storm mains built in cities like Seattle, San Francisco and Victoria were installed just below the surface. Lower construction costs and the absence of frost encouraged shallow depth services. Both sanitary and storm mains on Pakington are approximately 3 feet below road grade. Property slope means the mains are nearer the surface within the building envelope.

Historically, cities that installed shallow mains also enacted building height bylaws allowing residential service connections to gravity flow to shallow mains. Logic and common sense guided the politicians of the day. Basements were constructed either entirely or substantially above grade and were neither counted as a "story" or in the FSR living space calculation. This design type is reflected in thousands of "heritage style" houses throughout coastal cities from BC to California including Victoria.

The vast majority of Victoria's older houses were built to the same common sense zoning standards reflecting Victoria's own shallow depth services. However, recent changes to Victoria's zoning bylaws, both to height and how height is calculated, serve to both suppress building heights and force basements deeper, and in almost all new construction, significantly below the depth of the mains.

Today, it is a fact that most existing houses in Victoria are not compliant with current zoning height bylaws meaning the majority of Victoria's existing houses could not be built today. And as these older houses reach the end of their economic lives, when redeveloped, the residual land becomes subject to current zoning bylaws.

Victoria's politicians have enacted new zoning bylaws without regard to depth of services effectively ignoring the law of gravity and all the energy savings of using gravity for drainage. Electric pumps and macerators to facilitate the uphill flow of both sewage and storm water are the norm in new construction, all at a time when energy is considered precious and extraordinary means are sought to conserve its use.

Due to the significant cost and also significant benefit of installing gravity services, no other provisions are made for extraordinary green features other than those normally in use today such as in-floor radiant heat, on demand hot water, low e windows, etc.

Infrastructure:

None.

This satisfies the legislated requirement of a letter to the Mayor and Council.




S T R E E T S C A P E

1017 PAKINGTON STREET

PROPOSED SINGLE FAMILY DWELLING
1017 PAKINGTON STREET, VICTORIA B.C.

- DRAWING CONTENTS:
- STREETSCAPE (COVER PAGE)
 - LP-1 LANDSCAPE PLAN
 - SITE PLAN AND BASEMENT FLOOR PLAN
 - A1 BUILDING SECTIONS
 - A2 ELEVATIONS

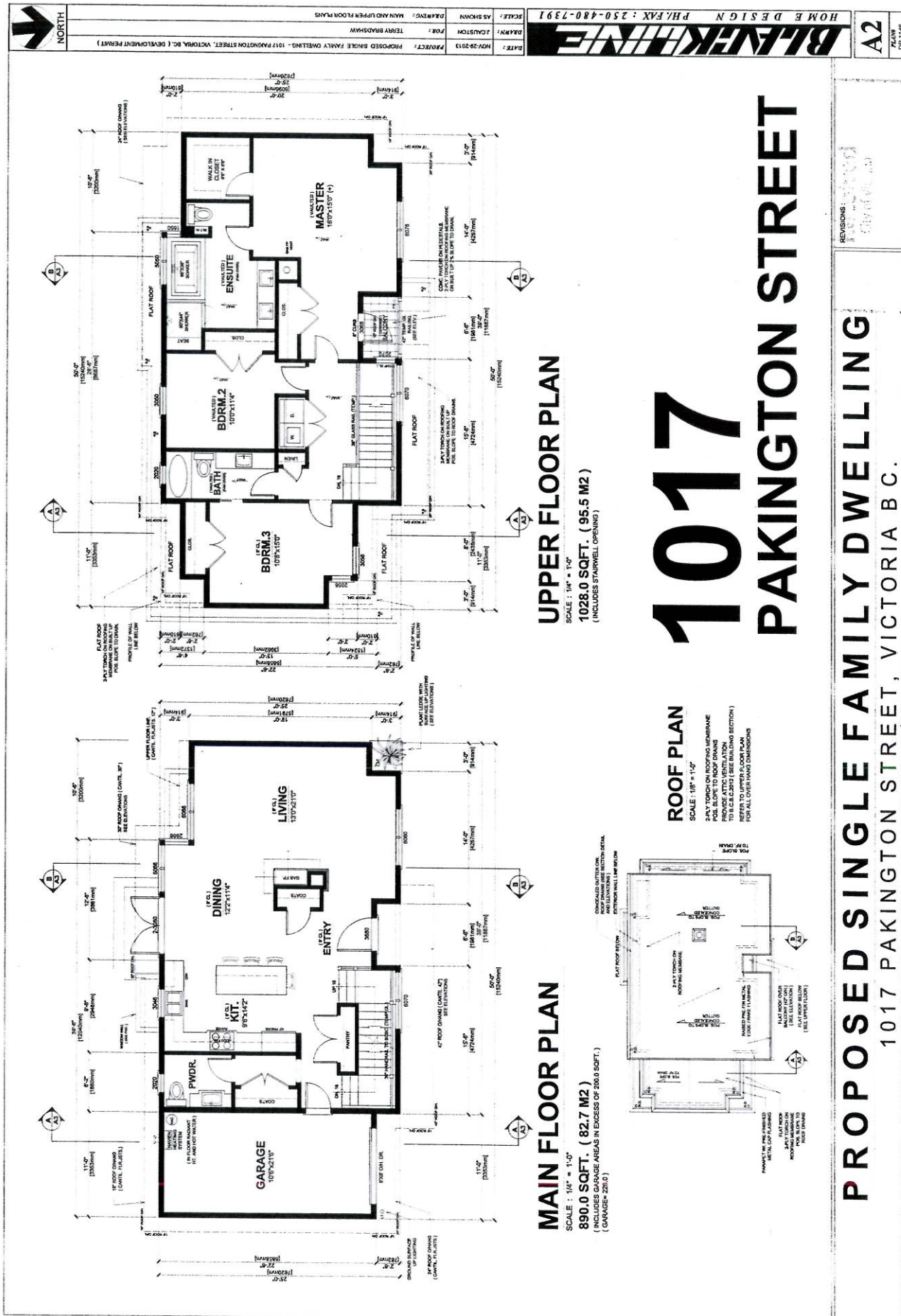
				COVER PAGE	
HOME DESIGN PH. FAX : 250-480-7391				PLAN DP 146	
DATE :	NOV-28-2013	PROJECT :	PROPOSED SINGLE FAMILY DWELLING - 1017 PAKINGTON STREET, VICTORIA B.C. (DEVELOPMENT PERMIT)		
DRAWN :	J. CAUSTON	FOR :	TERRY BRADSHAW		
SCALE :	AS SHOWN	DRAWING :	STREETSCAPE		
				Received City of Victoria	

DEC 05 2013

Planning & Development Department



[illegible]



[illegible]

[illegible]



Planning and Land Use Committee Report

Date: February 20, 2014 **From:** Lucina Baryluk, Senior Process Planner
Subject: **Development Variance Permit Application #00128 for 3165 Quadra Street**
 Application for a parking variance for a single family home in the R1-B Zone,
 Single Family Dwelling District

Executive Summary

The purpose of this report is to provide Council with information, analysis and recommendations regarding a Development Variance Permit Application to allow a parking space in the front yard of a single family dwelling at 3165 Quadra Street. The applicant is proposing to convert the existing garage within the house into living space in order to create a secondary suite in the lower storey of the home. Parking regulations contained in Schedule C of the *Zoning Regulation Bylaw* require that one parking space be provided for a single family dwelling and that it must be located behind the front wall of the house.

The following points were taken into consideration in reviewing this application:

- The front yard parking will provide the required one off-street parking space for the single family dwelling.
- Creating a parking stall on either side of the house is not a practical solution due to the placement of retaining walls, grade changes and the width of the side yards.
- To improve consistency with the *Secondary Suite Design Guidelines*, a lattice screen will be placed in front of the suite entrance and a canopy over the front entrance will be provided to offer weather protection.

In accordance with the City's *Land Use Procedures Bylaw*, the Development Variance Permit application requires notification, sign posting and a hearing.

Staff support this application.

Recommendations

That Council authorize the issuance of Development Variance Permit #00128, in accordance with:

1. Plans stamped "Development Variance Permit 00128" dated January 3, 2014.
2. Development meeting all *Zoning Regulation Bylaw* requirements with the following variance: Schedule "C", Section 3, relaxation to permit 1 parking stall to be located in the front yard.
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,

A handwritten signature in blue ink, appearing to read "A. Baryluk".

Lucina Baryluk
 Senior Process Planner
 Development Services

 A handwritten signature in blue ink, appearing to read "D. E. Day".

Deb Day, Director
 Sustainable Planning and Community
 Development Department

Report accepted and recommended by the City Manager:

LB:aw

 A handwritten signature in blue ink, appearing to read "Jason Johnson".

Jason Johnson
 Date: Feb. 25, 2014

S:\TEMPEST_ATTACHMENTS\PROSPERO\PL\DVP\DVP00128\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 Variance Permit Application to allow a parking space in the front yard of a single family dwelling at 3165 Quadra Street. The applicant is proposing to convert the existing garage within the house into living space in order to create a secondary suite in the lower storey of the home. The City's parking regulations require one parking space for a single family dwelling, which must be located behind the front wall of the house.

2.0 Background

As a result of the proposed renovation to convert the garage into living space to accommodate a portion of a secondary suite in this single family dwelling (constructed in 1949), the required off-street parking will be eliminated. The *Zoning Regulation Bylaw*, Schedule C, does not permit the off-street parking stall for a single family dwelling to be located in the front yard. The planning rationale for this regulation is to create an inviting streetscape for people, not dominated by cars and garages.

3.0 Description of Proposal

The current owner recently purchased the house with the intent of converting the unfinished space on the lower floor of a two-storey dwelling into an accessible suite. In order to obtain a Building Permit for this construction, a Development Variance Permit must be obtained for the front yard parking.

The applicant's intent is to replace the garage door with an entrance door to the suite and a window. The landscaping will remain the same, with the addition of the lattice screen in front of the entrance of the suite.

4.0 Community Consultation

In compliance with the Community Association Land Use Committee Procedures for Processing Variances, the application was referred to the Oaklands Community Association Land Use Committee (CALUC) on January 29, 2014, for a 30-day comment period. No comments were received from the CALUC at the time of writing this report.

5.0 Issues

The following issues are associated with this application:

- limited alternatives for relocating off-street parking
- compliance with the *Secondary Suite Design Guidelines*.

6.0 Analysis

6.1 Off-Street Parking Alternatives

Creating a parking stall along the side of the house is not a practical solution. The siting of the house does not provide for a sufficient driveway and parking area within the side yards as the setback from both interior lot lines is minimal (less than 2.0 m) and generally a minimum width of 3.0 m is required to accommodate parking. In addition, the existing retaining walls and grade

change in the front yard limit other practical solutions. Parking in front of the house on the established driveway provides a suitable alternative location for off-street parking for the occupants, while still allowing unimpeded access to the suite.

6.2 Secondary Suite Design Guidelines

The *Secondary Suite Design Guidelines*, which are of a voluntary nature, stress the importance of retaining a single entrance on the front façade to maintain the appearance of a single family dwelling. For practical purposes (and due to layout limitations), the applicant is not able to move the entrance to the side of the house. To emphasize the main door of the house as the principal entry, the applicant is proposing a lattice screen in front of the entrance to the suite. This screen will serve to provide a more private entrance to the suite, providing a buffer from the parking which is proposed for the front yard. Staff also discussed the potential of including a planter box in front of the screen to further soften the landscaping; the applicant was supportive of this idea and has indicated this may be accommodated at a later stage.

7.0 Options

1. That the Development Variance Permit be approved.
2. That the Development Variance Permit be declined.

8.0 Resource Impacts

There are no resource impacts anticipated.

9.0 Conclusions

As there are limited practical options for off-street parking on the subject parcel, this application to allow front yard parking is supportable. The proposed screening and canopy will serve to create an attractive streetscape and maintain the appearance of a single-family dwelling.

10. Recommendations

That Council authorize the issuance of Development Variance Permit #00128 in accordance with:

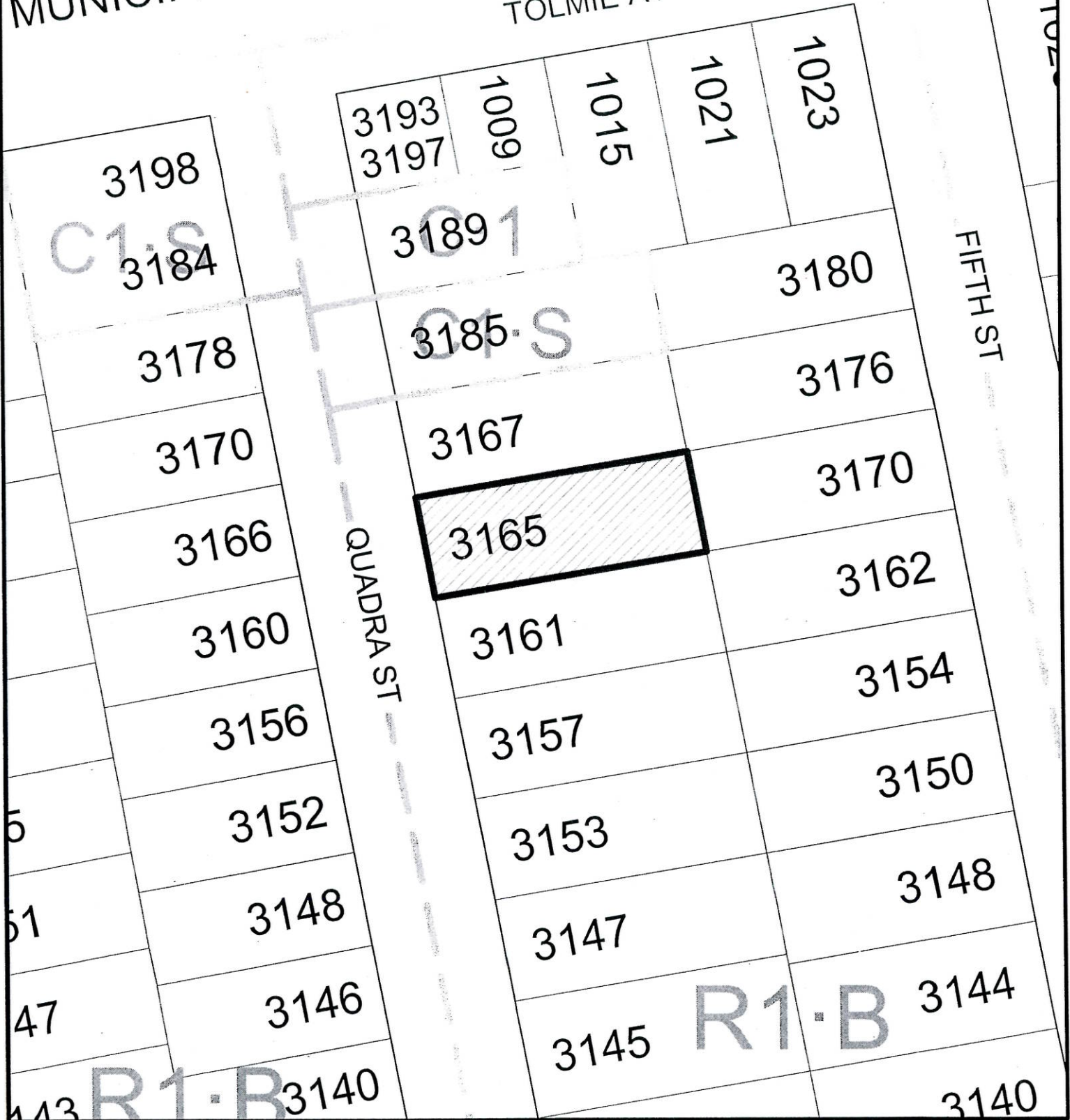
1. Plans stamped "Development Variance Permit 00128" dated January 3, 2014.
2. Development meeting all *Zoning Regulation Bylaw* requirements with the following variance:
 - Schedule "C", Section 3, relaxation to permit 1 parking stall to be located in the front yard.
3. Final plans to be in accordance with the plans identified above to the satisfaction of the Director of Sustainable Planning and Community Development.

11.0 List of Attachments

- Zoning map
- Aerial map
- Letter from applicant dated January 3, 2014
- Plans dated January 3, 2014.

MUNICIPALITY OF SAANICH

TOLMIE AV



N



3165 Quadra Street

Development Variance Permit #00128

Development Variance Permit Application # 00128 for 3165 Qua...





3165 Quadra Street

Development Variance Permit #00128

Development Variance Permit Application # 00128 for 3165 Qua...

Parking variance request

3165 Quadra St.

Chris Marks



Please accept this request for a parking variance for the property at 3165 Quadra St., Victoria BC.

I have recently purchased this house which was built in 1949 with a small garage door entrance underneath the main floor. I am currently submitting applications to renovate the basement into a two bedroom wheelchair accessible suite as I use a wheelchair for mobility and can not access the upper floor of the house. The current garage door would not accept my wheelchair accessible modified vehicle.

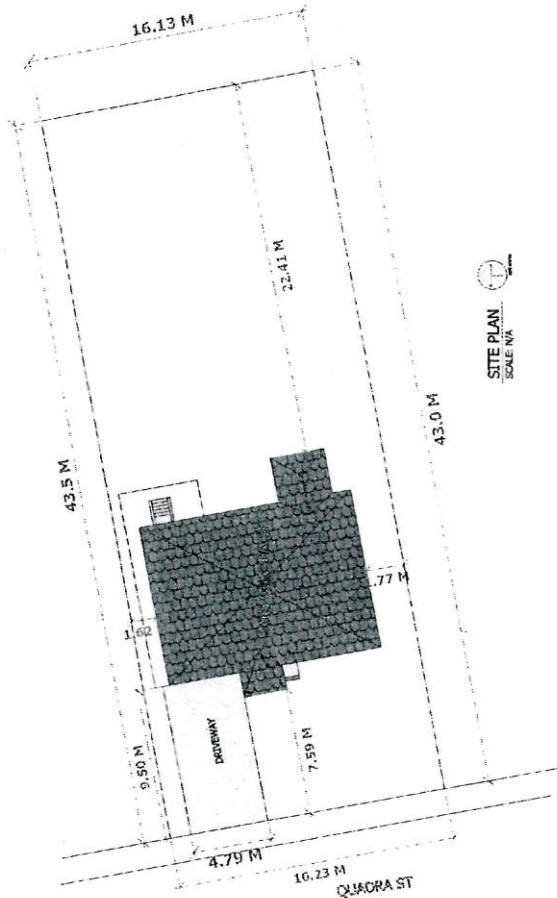
I am happy to carry out any landscaping or other upgrades recommended by the city to facilitate this variance; there is not enough room on any side of the house in order to get a vehicle parked in the back, out of sight.

Thank you for your consideration of this request, please contact me at 250-889-1590 or Quadly@gmail.com if you require any more information or to schedule a presentation before Council.

Thank you,

Chris Marks

D3 Studio 250-562-2523 d3studio@gmail.com 11440 Kingsway Victoria, B.C. V8P 4C9	CONSULTANTS:		JOB TITLE: Basement Suite Renovation 3165 Quadra St. Victoria, BC	SHEET TITLE: SITE PLAN	SCALE: N/A	DRAWING NO.: A1	1 of 5
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DRAWING INDEX
A1 - SITE PLAN
A2 - FLOOR PLANS (EXISTING)
A3 - FLOOR PLANS (PROPOSED)
A4 - ELEVATIONS
A5 - SECTIONS & DETAILS

BUILDING CODE SUMMARY
 All work to conform to the B.C. Building Code, Part 9, Division 1 (Minimum Code Requirements for Buildings).

CONSTRUCTION NOTES:

1. All work to conform to the 2012 Building Code and to the satisfaction of any local authority having jurisdiction.
2. All dimensions and details to be confirmed prior to construction and any discrepancies should be reported.
3. Interior dimensions are to face of finished drywall or as otherwise indicated.
4. All work to be completed in accordance with the Building Code and all applicable requirements.
5. For all floor levels of secondary suite (minimum 30 min. fire separation required):
 - Install 1.50 hour fire-rated assembly in floor joist cavity.
 - Install 1 layer of 5/8" Type 'X' GWB.
6. Ensure that new bedrooms shall window inward or exceed the requirements of B.C. 9.10.1.1.
7. Ensure that new bedrooms shall window inward or exceed the requirements of B.C. 9.10.1.1.
8. Exhaust ducting from dryer and bathroom fan is to be installed in roof (not in side wall) and ensure that integrity of the separation with main suite is maintained.

SITE AREA:

705 Sq. Ft.
 LOT COVERAGE:
 178.75/705 = 25.3%

SETBACKS:

FRONT (WEST) = 7.59 M
 REAR (EAST) = 22.41 M
 SIDE (SOUTH) = 11.72 M
 SIDE (NORTH) = 4.62 M

LEGAL:

Lot: Victoria District, plan
 OWNER:
 D3 Studio
 250-562-2523
 11440 Kingsway
 Victoria, B.C. V8P 4C9
 ZONING & USAGE:
 R1-8, Single Family Dwelling District
 Secondary Suite proposed at lower floor.
 FLOOR AREAS:
 Lower Floor (Basement) 707 Sq. Ft.
 Lower Floor (Main Floor) 155 Sq. Ft.
 Total 862 Sq. Ft.
 BUILDING HEIGHT:
 no change to existing roofline height.

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

D3 Studio
250-588-2223
d3arch@gmail.com
www.d3designs.ca
VICTORIA, B.C.
V9A 4C5

CONSULTANTS:

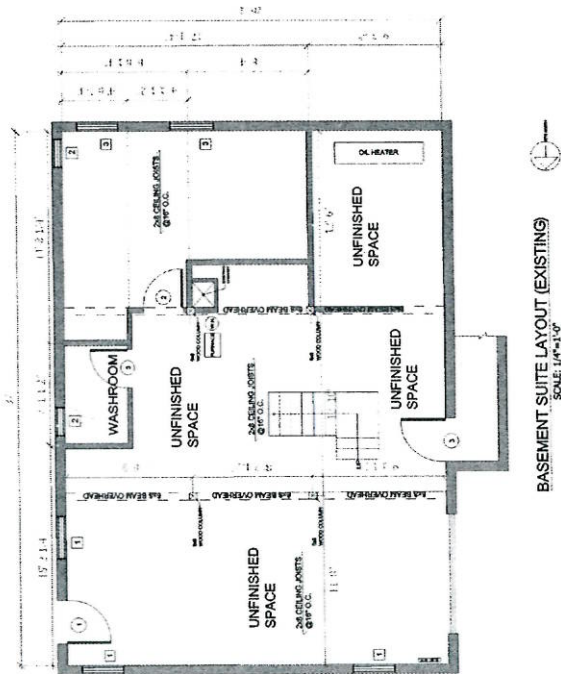
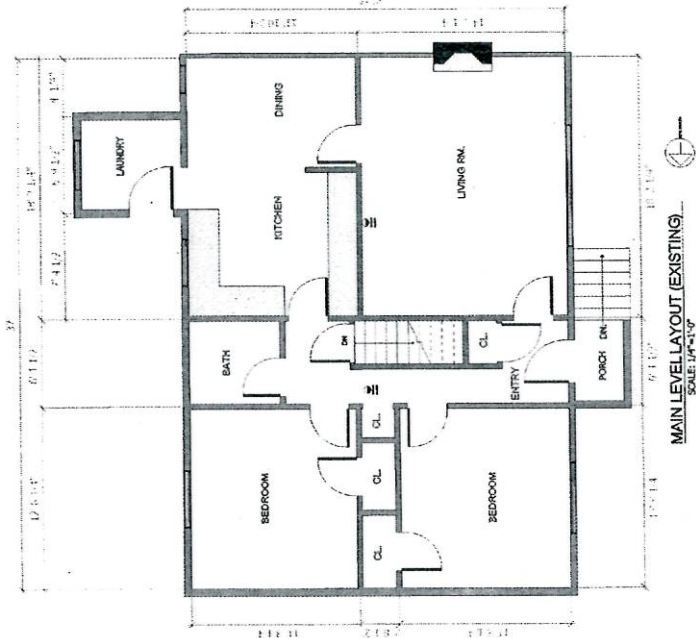
PROJECT:
Basement Suite Renovation
3165 Quadra St.
Victoria, BC

SHEET TITLE:
Floor plan layout (Existing)

SCALE:
1/4"=1'-0"

DRAWING NO.:
A2

2 of 5



DOOR SCHEDULE			
WINDOW	QTY.	SIZE	FRAME
[1]	3	36x26	WOOD
[2]	2	24x24	WOOD
[3]	2	36x24	WOOD

DOOR SCHEDULE			
DOOR	QTY.	SIZE	HANDLE/LOCKSET
[1]	1	36x26	STANDARD TUBULAR HANDLE STANDARD LOCKSET
[2]	1	24x24	STANDARD TUBULAR HANDLE STANDARD LOCKSET
[3]	1	36x24	STANDARD TUBULAR HANDLE STANDARD LOCKSET
[4]	1	36x24	STANDARD TUBULAR HANDLE STANDARD LOCKSET

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

