



AGENDA - COMMITTEE OF THE WHOLE

Thursday, July 23, 2020, 9:00 A.M.

COUNCIL CHAMBERS, CITY HALL, 1 CENTENNIAL SQUARE

The City of Victoria is located on the homelands of the Songhees and Esquimalt People

Due to the COVID-19 Pandemic, public access to City Hall is not permitted. This meeting may be viewed on the City's webcast at www.victoria.ca

Pages

A.	APPROVAL OF AGENDA	
B.	CONSENT AGENDA	
C.	READING OF MINUTES	
C.1	<u>Minutes from the Special Committee of the Whole meeting held June 4, 2020</u>	1
C.2	<u>Minutes from the meeting held June 25, 2020</u>	15
C.3	<u>Minutes from the meeting held July 2, 2020</u>	
C.4	<u>Minutes from the meeting held July 9, 2020</u>	27
D.	UNFINISHED BUSINESS	
E.	LAND USE MATTERS	
E.1	<u>956 Heywood Avenue - Development Permit with Variances Application No. 00126 (Fairfield)</u>	35
	<i>A report regarding a proposal to construct a four-storey building with six dwelling units. Staff are recommending that the proposal proceed to a Public Hearing.</i>	
E.2	<u>1908, 1916, 1920 Oak Bay Avenue - Rezoning Application No. 00694 and Development Permit with Variance Application No. 000551 (South Jubilee)</u>	129
	<i>A report regarding a proposal to allow construction of a four-storey, mixed-use building with approximately 35 dwelling units. Staff are recommending that the proposal proceed to a Public Hearing.</i>	
E.3	<u>3020 Douglas Street and 584 Burnside Road - Victoria Housing Reserve Fund Application (Burnside)</u>	235
	<i>A report regarding the Victoria Housing Reserve Fund (VHRF) grant application from the Victoria Cool Aid Society to assist in the phased construction of two buildings that will provide a total of 154 units of affordable housing.</i>	

F. STAFF REPORTS

F.1 Proposed Adjustments to Parking Fees

249

A report regarding adjusting the current rates for parking fees.

F.2 City Hall West HVAC Replacement Operational Impacts - Verbal

An update on the City Hall West HVAC Replacement and operational impacts.

G. NOTICE OF MOTIONS

H. NEW BUSINESS

I. ADJOURNMENT OF COMMITTEE OF THE WHOLE



MINUTES – SPECIAL COMMITTEE OF THE WHOLE

June 4, 2020, 9:00 A.M.

COUNCIL CHAMBERS, CITY HALL, 1 CENTENNIAL SQUARE

The City of Victoria is located on the homelands of the Songhees and Esquimalt People

PRESENT: Mayor Helps in the Chair, Councillor Alto, Councillor Loveday, Councillor Potts, Councillor Thornton-Joe, Councillor Dubow, Councillor Young

PRESENT VIA ELECTRONIC PARTICIPATION: Councillor Isitt

STAFF PRESENT: J. Jenkyns - City Manager, S. Thompson - Deputy City Manager / Director of Finance, C. Coates - City Clerk, T. Zworski - City Solicitor, T. Soulliere - Director of Parks, Recreation & Facilities, B. Eisenhauer - Head of Engagement, P. Bellefontaine - Acting Director of Engineering & Public Works, J. Jensen - Head of Human Resources, K. Hoese - Director of Sustainable Planning and Community Development, A. Meyer - Assistant Director of Development Services, A. Hudson - Assistant Director of Community Planning, C. Havelka - Deputy City Clerk, J. O'Connor - Deputy Director of Finance, K. Moore - Head of Business and Community Relations, C. Mycroft - Manager of Executive Operations, J. Karakas - Senior Urban Designer, L. Milburn - Senior Planner, R. Morhart - Manager, Permits & Inspections, S. Webb - Manager of Transportation, N. Reddington - Senior Cultural Planner, A. James - Head of Strategic Operations, R. Kenny - Manager of Transportation Operations & Construction, Q. Anglin - Business Ambassador, P. Angelblazer - Committee Secretary

A. APPROVAL OF AGENDA

Moved By Councillor Alto
Seconded By Councillor Dubow

That the agenda be approved.

CARRIED UNANIMOUSLY

Committee recessed at 9:02 a.m., and reconvened at 9:04 a.m.

F. STAFF REPORTS

F.1 COVID-19 Recovery Motions Report Back

Council received a series of presentations from staff on reports in response to Council Member Motions regarding recovery after COVID-19, that were previously passed at the Council level.

Committee moved into a closed portion of the meeting at 9:47 a.m.

G. CLOSED MEETING

Moved By Councillor Loveday

Seconded By Councillor Dubow

MOTION TO CLOSE THE JUNE 4 COMMITTEE OF THE WHOLE MEETING TO THE PUBLIC

That Council convene a closed meeting that excludes the public under Section 90 of the *Community Charter* for the reason that the following agenda items deal with matters specified in Sections 90(1) and/or (2) of the *Community Charter*, namely:

Section 90(1) A part of a council meeting may be closed to the public if the subject matter being considered relates to or is one or more of the following:

Section 90(1)(i) the receipt of advice that is subject to solicitor-client privilege, including communications necessary for that purpose.

CARRIED UNANIMOUSLY

G. CLOSED – NEW BUSINESS

G.1 Legal Advice – Community Charter Section 90(1)(i)

Council received closed legal advice.

The conversation was recorded and kept confidential.

Committee reconvened the open meeting at 10:30 a.m.

F. STAFF REPORTS

F.1 COVID-19 Recovery Motions Report Back

Appendix A – H.1.c Supporting the Recovery of the Arts and Culture Sector

Committee discussed the following:

- *Consideration for arts and cultural spending the following year*
- *Budget shortfalls for partner organizations in arts & culture*

- *Feasibility of proposed timeline*

Moved By Councillor Loveday
Seconded By Councillor Dubow

That Council:

- Direct staff to shift funding allocated for the Cultural Infrastructure and Cultural Space Roadmap towards a one-time only Everyday Creativity Grant program during COVID pandemic.
- Direct staff to report back on the Everyday Creativity Grant program criteria and process by end of June 2020.

Amendment:

Moved By Councillor Loveday
Seconded By Mayor Helps

- That funding for the cultural spaces grant program and art spaces roadmap be allocated as part of the 2021 budget.

CARRIED UNANIMOUSLY

On the main motion as amended:

CARRIED UNANIMOUSLY

Appendix B – H.1.h COVID-19 Community Recovery Grants Program

Committee discussed the following:

- *Impacts of COVID-19 on Strategic Plan Grant applicants*
- *Concerns that allocating funds early will leave less funding for reallocation in future budget update discussion*
- *Outcome of re-opening applications for Strategic Plan Grants.*
- *Equity framework progress*

The Mayor requested that points 1, 2 and 3 are considered separately from point 4.

Moved By Mayor Helps
Seconded By Councillor Alto

That Council authorize:

1. An increase in the funding for the My Great Neighbourhood COVID-19 grant stream by \$100,000 funded from 2020 contingencies.

2. A rolling intake from June to December 2020, giving the City Manager the decision-making power to approve the grants following an internal staff review.
3. A grant threshold up to \$5000 per grant application to best support as many city-based business, organization, neighbourhood, or other entity directly affected by COVID-19.

CARRIED UNANIMOUSLY

Moved By Mayor Helps
Seconded By Councillor Alto

4. An increase in the funding for the current intake of the Strategic Plan Grants by \$350,000.

Amendment:

Moved By Mayor Helps
Seconded By Councillor Loveday

4. An increase in the funding for the current intake of the Strategic Plan Grants by \$350,000 **and that the Canada Day special duty policing, first 3 officers for special events, coordinated implementation of Pandora Task Force, Protocol and reconciliation dialogues totaling \$310,00 to be repurposed for the strategic plan grants second intake and the remaining \$40,000 would come from the 2020 contingency.**

Amendment to the amendment:

Moved By Mayor Helps
Seconded By Councillor Loveday

4. An increase in the funding for the current intake of the Strategic Plan Grants by \$350,000 **and that the unspent funds from Canada Day special duty policing, first 3 officers for special events, coordinated implementation of Pandora Task Force, Protocol and reconciliation dialogues totaling \$310,00 to be repurposed for the strategic plan grants second intake and the remaining ~~\$40,000~~ amount would come from the 2020 contingency.**

CARRIED UNANIMOUSLY

On the amendment:

CARRIED UNANIMOUSLY

Amendment:

Moved By Mayor Helps

Seconded By Councillor Alto

4. An increase in the funding for the current intake of the Strategic Plan Grants by \$350,000 and that the unspent funds from Canada Day special duty policing, first 3 officers for special events, coordinated implementation of Pandora Task Force, Protocol and reconciliation dialogues totaling \$310,00 to be repurposed for the strategic plan grants second intake and the remaining amount would come from the 2020 contingency.

Direct staff to undertake a second round of Strategic Plan grants with a recovery category added

- that Council review the applications;
- that the due date is July 15, 2020; and,
- that funds are dispersed as soon as is practicable.

Amendment to the amendment:

Moved By Mayor Helps

Seconded By Councillor Loveday

4. An increase in the funding for the current intake of the Strategic Plan Grants by ~~\$350,000~~ **\$100,000** and that the unspent funds from Canada Day special duty policing, first 3 officers for special events, coordinated implementation of Pandora Task Force, Protocol and reconciliation dialogues totaling \$310,00 to be repurposed for the strategic plan grants second intake and the remaining amount would come from the 2020 contingency.

CARRIED UNANIMOUSLY

Amendment to the amendment:

Moved By Mayor Helps

Seconded By Councillor Loveday

Direct staff to undertake a second round of Strategic Plan grants of up to \$250,000 with a recovery category added

- that Council review the applications;
- that the due date is July 15, 2020; and,
- that funds are dispersed as soon as is practicable.

CARRIED UNANIMOUSLY

Amendment to the amendment:

Moved By Mayor Helps

Seconded By Councillor Alto

Direct staff to undertake a second round of Strategic Plan grants of up to \$250,000 with an exclusive focus on recovery projects ~~category added.~~

CARRIED UNANIMOUSLY

On the amendment:

Direct staff to undertake a second round of Strategic Plan grants of up to \$250,000 with an exclusive focus on recovery projects,

- **that Council review the applications;**
- **that the due date is July 15, 2020; and,**
- **that funds are dispersed as soon as is practicable.**

CARRIED UNANIMOUSLY

On the main motion as amended:

That Council authorize:

1. An increase in the funding for the My Great Neighbourhood COVID-19 grant stream by \$100,000 funded from 2020 contingencies.
2. A rolling intake from June to December 2020, giving the City Manager the decision-making power to approve the grants following an internal staff review.
3. A grant threshold up to \$5000 per grant application to best support as many city-based business, organization, neighbourhood, or other entity directly affected by COVID-19.
4. An increase in the funding for the current intake of the Strategic Plan Grants by \$100,000 and that the unspent funds from Canada Day Special Duty policing, first 3 officers for special events, coordinated implementation of Pandora Task Force, Protocol and reconciliation dialogues totaling \$310,000 to be repurposed for the strategic plan grants second intake and the remaining amount would come from the 2020 contingency.

Direct staff to undertake a second round of Strategic Plan grants of up to \$250,000 with an exclusive focus on recovery projects,

- that Council review the applications;
- that the due date is July 15, 2020; and,
- that funds are dispersed as soon as is practicable.

CARRIED UNANIMOUSLY

Appendix C – H.1.i COVID Recovery: Housing Security

Committee discussed the following:

- *Priority tasking for bylaws.*

- *Alignment or misalignment between Municipal, Regional, and Provincial initiatives*
- *Impacts of banning renovations and demovictions.*
- *Benefits and disadvantages of the proposed direction.*
- *Regional distribution of affordable housing.*

Moved By Councillor Isitt

Seconded By Councillor Potts

That Council endorse the following Victoria Housing Strategy priorities in 2020 to improve housing security as part of COVID-19 recovery:

1. Advance and support the rapid supply of affordable and supportive housing with government partners and non-profit housing providers;
2. Bring forward an expanded Rental Property Standards of Maintenance Bylaw for consideration;
3. Develop a Rental Property Licensing Bylaw to prevent renovations and demovictions;
4. Explore the creation of a non-profit administered rent bank on a pilot basis.

Amendment:

Moved By Councillor Thornton-Joe

Seconded By Mayor Helps

1. Advance and support the rapid supply of affordable and supportive housing **in neighbourhoods throughout the city** with government partners and non-profit housing providers;

CARRIED UNANIMOUSLY

Amendment:

Moved By Councillor Young

Seconded By Mayor Helps

in the neighbourhoods throughout the city and the region

FOR (3): Councillor Isitt, Councillor Thornton-Joe, and Councillor Young

OPPOSED (5): Mayor Helps, Councillor Alto, Councillor Loveday, Councillor Potts, and Councillor Dubow

DEFEATED (3 to 5)

On the main motion as amended:

That Council endorse the following Victoria Housing Strategy priorities in 2020 to improve housing security as part of COVID-19 recovery:

1. Advance and support the rapid supply of affordable and supportive housing in neighbourhoods throughout the city with government partners and non-profit housing providers;

2. Bring forward an expanded Rental Property Standards of Maintenance Bylaw for consideration;
3. Develop a Rental Property Licensing Bylaw to prevent renovations and demolitions;
4. Explore the creation of a non-profit administered rent bank on a pilot basis.

FOR (7): Mayor Helps, Councillor Alto, Councillor Isitt, Councillor Loveday, Councillor Potts, Councillor Thornton-Joe, and Councillor Dubow

OPPOSED (1): Councillor Young

CARRIED (7 to 1)

Appendix D – H.1.i Capital Projects

Committee discussed the following:

- *General timelines for capital projects.*
- *Uptake on regional projects by upper levels of government.*
- *Tacitly approved capital projects.*
- *Impacts of the motion on other capital projects.*

Moved By Councillor Thornton-Joe

Seconded By Councillor Alto

That Council receive the following for information.

Amendment:

Moved By Mayor Helps

Seconded By Councillor Alto

That Council direct staff to share all of these projects with the Federal Ministry of Infrastructure and Communities and find out which ones are most likely to be funded and report back to Council with a prioritized list based on the Ministry's feedback.

CARRIED UNANIMOUSLY

On the main motion as amended:

CARRIED UNANIMOUSLY

Appendix E – H.1.b Open Air Recovery – Support for Restaurants and Cafes in Public Spaces, & H.1.d Increasing Physical Distancing for Pedestrians in Public space

Committee discussed the following:

- *Potential accessibility concerns*

- *Limitations on time for patios*
- *Government street closure pedestrian experience*
- *Concerns from business owners about a disruption of deliveries, pickups, and overall viability*
- *Impacts of flex zones on businesses*
- *Potential food truck placements*
- *Flexibility in re-opening*

Committee recessed at 12:30 p.m., reconvened at 12:48 p.m.

Moved By Mayor Helps
Seconded By Councillor Loveday

That Council endorse the proposed program described in Appendix E - H.1.b. *Open Air Recovery – Support for Restaurants and Cafes in Public Spaces.*

That Council endorse the proposed programs to provide additional space for physical distancing for pedestrians.

Amendment:
Moved By Councillor Thornton-Joe
Seconded By Councillor Young

The section between Fort and View Streets along Government Street be pedestrian priority as opposed to closed to traffic.

FOR (2): Councillor Thornton-Joe, and Councillor Young

OPPOSED (6): Mayor Helps, Councillor Alto, Councillor Isitt, Councillor Loveday, Councillor Potts, and Councillor Dubow

DEFEATED (2 to 6)

Councillor Young requested that the first section, the second section excluding Fort & View, and the section along Fort & View be voted on separately.

On the first section:

That Council endorse the proposed program described in Appendix E - H.1.b. *Open Air Recovery – Support for Restaurants and Cafes in Public Spaces.*

CARRIED UNANIMOUSLY

On the second section

That Council endorse the proposed programs to provide additional space for physical distancing for pedestrians (excluding the section between Fort and View Streets).

CARRIED UNANIMOUSLY

On the second section:

That Council endorse the proposed programs to provide additional space for physical distancing for pedestrians (including the section between Fort and View Streets).

FOR (6): Mayor Helps, Councillor Alto, Councillor Isitt, Councillor Loveday, Councillor Potts, and Councillor Dubow

OPPOSED (2): Councillor Thornton-Joe, and Councillor Young

CARRIED (6 to 2)

Appendix E – H.1.g. Assistance with Recovery Phase for Business and H.1.n Hospitality Industry

Moved By Mayor Helps

Seconded By Councillor Alto

That Council adopt the proposed *Business Recovery from Pandemic Bylaw* that would:

- Temporarily delegate all Development Permits and Heritage Alteration Permits proposing outdoor commercial use, with or without parking variances, to staff subject to the applicant providing the City with an irrevocable undertaking to remove any construction or alteration authorized by the Permit within six months and to restore the property to its current conditions.
- Waive fees for all delegated Development Permits and Heritage Alteration Permits proposing outdoor commercial use, with or without parking variances.

CARRIED UNANIMOUSLY

Appendix E - H.1.f. Commercial Loading Zones to Free Time Limited Zones

Committee discussed the following:

- *Parking regulations during the COVID-19 Pandemic*
- *Impact on businesses*

Moved By Councillor Alto

Seconded By Councillor Dubow

That the meeting be extended until 3:00 p.m.

CARRIED UNANIMOUSLY

Moved By Councillor Isitt

Seconded By Councillor Loveday

That Council endorse the approach to commercial loading zones described below within the context of broader demands for these zones plus potential for use to support COVID-19 recovery efforts.

CARRIED UNANIMOUSLY

Appendix E - Liquor Licensing changes resulting from the COVID-19 pandemic

Moved By Mayor Helps

Seconded By Councillor Alto

That Council direct staff to inform the General Manager of the Liquor and Cannabis Regulation Branch in writing that Council pre-approves all liquor primary and manufacturer establishments in the City of Victoria who may apply for expanded liquor service area before October 31, 2020.

CARRIED UNANIMOUSLY

Appendix E - H.1.g. Assistance with Recovery Phase for Business – Business Recovery from Pandemic Bylaw No. 20-72

Committee discussed the following:

- *Impacts on timelines*

Moved By Councillor Loveday

Seconded By Councillor Isitt

Amend section 8(3) to add, immediately after the words “in subsection (1)”, the words “and the property owner” in the proposed *Business Recovery from Pandemic Bylaw*

FOR (5): Councillor Isitt, Councillor Loveday, Councillor Potts, Councillor Thornton-Joe, and Councillor Young

OPPOSED (3): Mayor Helps, Councillor Alto, and Councillor Dubow

CARRIED (5 to 3)

Moved By Councillor Alto

Seconded By Councillor Loveday

That the following be forwarded to the daytime special council meeting:

1. That Council give first second and third readings to Business Recovery from Pandemic Bylaw 20-072 as amended.
2. That Council reconsider and adopt Business Recovery from Pandemic Bylaw No. 20-072.

CARRIED UNANIMOUSLY

J. STAFF REPORTS

J.1 Create Victoria Progress Report

Council received a report dated June 4, 2020 from the Head of Business and Community Relations providing Council with a progress report on implementation of Create Victoria Arts and Culture Master Plan. This is also an opportunity to check in with Council on any issues, opportunities and considerations for cultural service delivery in the community.

Committee discussed the following:

- *City commitment to diversity, and inclusion.*
- *Importance of arts & culture*

Moved By Mayor Helps

Seconded By Councillor Alto

That Council receive this report for information.

CARRIED UNANIMOUSLY

J.2 Curbside Fees for Parking Stands and Yellow Curb Use

Council received a report dated May 25, 2020 from the City Clerk and the Acting Director of Engineering & Public Works bringing forward potential financial relief to the tourism-oriented operators who pay for commercial parking stand and yellow curb fees to the city under the auspices of the Vehicles for Hire Bylaw.

Committee discussed the following:

- *Creating fairness for businesses*
- *Intent of changing the fee rates*
- *Fiscal capacity of the City of Victoria*

Moved By Councillor Thornton-Joe

Seconded By Mayor Helps

That Council forward the following to the daytime Council meeting:

1. Give first, second and third readings the Vehicles for Hire Amendment (No. 21) Bylaw No. 20-071.
2. Reconsider and adopt the Vehicles for Hire Amendment (No. 21) Bylaw No. 20-071

3. Approve the suspension of Parking Stand fees for Horse Drawn Carriages for 2020
4. Approve the suspension of Parking Stand fees for Sightseeing vehicles for 2020.

Councillor Isitt requested that items 3 & 4 are considered separately from 1 & 2.

On item 1 & 2:

1. Give first, second and third readings the Vehicles for Hire Amendment (No. 21) Bylaw No. 20-071.
2. Reconsider and adopt the Vehicles for Hire Amendment (No. 21) Bylaw No. 20-071

CARRIED UNANIMOUSLY

On item 3:

3. Approve the suspension of Parking Stand fees for Horse Drawn Carriages for 2020

FOR (7): Mayor Helps, Councillor Alto, Councillor Dubow, Councillor Loveday, Councillor Potts, Councillor Thornton-Joe, and Councillor Young

OPPOSED (1): Councillor Isitt

CARRIED (7 to 1)

On Item 4:

4. Approve the suspension of Parking Stand fees for Sightseeing vehicles for 2020.

FOR (7): Mayor Helps, Councillor Alto, Councillor Dubow, Councillor Loveday, Councillor Potts, Councillor Thornton-Joe, and Councillor Young

OPPOSED (1): Councillor Isitt

CARRIED (7 to 1)

M. ADJOURNMENT OF COMMITTEE OF THE WHOLE

Moved By Councillor Alto

Seconded By Councillor Dubow

That the motions from item F.1 COVID-19 Recovery Motions Report Back, are forwarded to the June 4, 2020 Special Council to Follow Committee of the Whole.

CARRIED UNANIMOUSLY

Moved By Councillor Alto
Seconded By Councillor Dubow

That the Committee of the Whole Meeting be adjourned at 2:39 p.m.

CARRIED UNANIMOUSLY

CITY CLERK

MAYOR



MINUTES - COMMITTEE OF THE WHOLE

June 25, 2020, 9:00 A.M.

COUNCIL CHAMBERS, CITY HALL, 1 CENTENNIAL SQUARE

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Due to the COVID-**

**19 Pandemic, public access to City Hall is not permitted. This meeting may be
viewed on the City's webcast at www.victoria.ca**

PRESENT: Mayor Helps in the Chair, Councillor Alto, Councillor Loveday,
Councillor Potts, Councillor Thornton-Joe, Councillor Dubow,
Councillor Young

**PRESENT VIA
ELECTRONIC
PARTICIPATION:** Councillor Isitt

STAFF PRESENT: J. Jenkyns - City Manager, S. Thompson - Deputy City Manager /
Director of Finance, C. Coates - City Clerk, T. Zworski - City
Solicitor, T. Soulliere - Director of Parks, Recreation & Facilities, B.
Eisenhauer - Head of Engagement, J. Jensen - Head of Human
Resources, K. Hoese - Director of Sustainable Planning and
Community Development, P. Bellefontaine - Acting Director of
Engineering & Public Works, P. Rantucci - Head of Strategic Real
Estate, S. Perkins - Head of Bylaw Services, M. Sandhu - Head of
Service Innovation and Improvement, A. Meyer - Assistant Director
of Development Services, A. Hudson - Assistant Director of
Community Planning, J. Paul - Assistant Director of Engineering,
C. Havelka - Deputy City Clerk, L. Van Den Dolder - Assistant City
Solicitor, K. Moore - Head of Business and Community Relations, C.
Mycroft - Manager of Executive Operations, C. Moffat - Assistant
City Solicitor, N. Reddington - Senior Cultural Planner, H. McKeil -
Housing Planner, P. Angelblazer - Committee Secretary,

GUESTS: J. McEown - Senior Development Manager - BC Housing, R.
Kwong - Provincial Director of Housing Hub - BC Housing

A. APPROVAL OF AGENDA

Councillor Young requested that I.1 Council Member Motion – Financial Contribution toward the City of New Westminster's Legal Costs, is pulled from the consent agenda.

Moved By Councillor Alto
Seconded By Councillor Potts

That the agenda be approved.

CARRIED UNANIMOUSLY

B. CONSENT AGENDA

Moved By Councillor Alto
Seconded By Councillor Dubow

That the following items be approved without further debate

CARRIED UNANIMOUSLY

C.1 Minutes from the meeting held May 21, 2020

Moved By Councillor Alto
Seconded By Councillor Dubow

That the minutes from the meeting held May 21, 2020 are adopted.

CARRIED UNANIMOUSLY

C.2 Minutes from the meeting held May 28, 2020

Moved By Councillor Alto
Seconded By Councillor Dubow

That the minutes from the meeting held May 28, 2020 are adopted.

CARRIED UNANIMOUSLY

F.2 1023 Tolmie - Update Report for Rezoning Application No. 00672 and Development Permit with Variances Application No. 00097 for 1023 Tolmie Avenue (Hillside-Quadra)

Council received a report dated June 11, 2020 from the Director of Sustainable Planning and Community Development advancing an application back to Committee of the Whole for consideration now that rezoning information signs have been installed on the subject property in accordance with the Land Use Procedures Bylaw. The report recommends the application is moved to a public hearing.

Moved By Councillor Alto
Seconded By Councillor Dubow

Rezoning Application No. 00672

That first and second reading of the Zoning Regulation Bylaw Amendment be considered by Council and a Public Hearing date be set for the proposed development outlined in Rezoning Application No. 00672 for 1023 Tolmie Avenue.

Development Permit with Variances No. 00097

That Council, after giving notice and allowing an opportunity for public comment at a meeting of Council, and after the Public Hearing for Rezoning Application No. 00627, if it is approved, consider the following motion:

“That Council authorize the issuance of Development Permit with Variance Application No. 00097 for 1023 Tolmie Avenue, in accordance with:

1. Plans date stamped April 6, 2020.
2. Development meeting all Zoning Regulation Bylaw requirements, except for the following variances:
 - i. reduce the front yard setback on the south lot from 6.0m to 4.2m to the building and 3.0m to the deck;
 - ii. reduce the rear yard setback on the south lot from 6.0m to 3.5m;
 - iii. reduce the south side yard setback on the south lot from 2.4m to 1.5m for any portion of a dwelling used for habitable space and which has a habitable window; and
 - iv. reduce the south side yard setback on the north lot from 2.4m to 1.73m for any portion of a dwelling used for habitable space and which has a habitable window.
3. The Development Permit lapsing two years from the date of this resolution.

CARRIED UNANIMOUSLY

D. PRESENTATIONS

D.1 BC Housing's Affordable Homeownership Program Memorandum of Understanding

Council received a report dated June 11, 2020 from the Director of Sustainable Planning and Community Development providing Council with information on BC Housing's new Affordable Home Ownership Program, which is administered by the HousingHub and to seek Council direction to execute an MOU with BC Housing.

Committee discussed the following:

- *Impact of high land value on the functioning of the program.*
- *Appreciation and discontent for a program which targets middle-income earners.*
- *Type of datasets that will be collected.*
- *Programs interaction with the inclusionary housing policy.*
- *Current state of the housing market.*

Moved By Councillor Thornton-Joe
Seconded By Mayor Helps

That Council authorize the Mayor and City Clerk to execute a memorandum of understanding ("MOU") with BC Housing, on the terms satisfactory to the City's Director of Sustainable Planning and Community Development, and in the form satisfactory to the City Solicitor, to guide the City of Victoria's participation in BC Housing's Affordable Home Ownership ("AHO") Program, generally in accordance with the following terms and conditions:

- a. that contributions by BC Housing in the form of below market construction financing, from the City in the form of extra density, parking and other zoning relaxations, and from the developer in the form of in-kind community amenity contributions, will be pooled to reduce the cost of home ownership to eligible participants;
- b. that for all AHO Program participants, homes will be sold to eligible purchasers at fair market value, but a portion of the purchase price (between 10% - 20%) will be covered by a 25 year interest free mortgage in favour of BC Housing (known as the second mortgage);
- c. that eligible purchasers must meet a number of eligibility criteria, principal among which is that their household income cannot exceed the 75th income percentile for families with children for units with two or more bedrooms, and for families without children for units with less than two bedrooms, as determined by BC Housing from time to time;
- d. that the second mortgage will not be repayable until the owner defaults on any mortgage registered against title, until there is a change of ownership to a non-qualifying buyer, or to a qualified buyer (through registration discharge of the existing mortgage and a new second mortgage on title of the new qualified buyer), or if the unit ceases to be the owner's principal residence during the first five years of ownership or the 25 year term ends;
- e. that when that mortgage is repayable, a percentage (between 10% - 20%) of the sale price equivalent to the percentage of the vendor's original purchase price secured by that mortgage will be payable to BC Housing;
- f. that once each year all such second mortgage proceeds collected by BC Housing will be transferred to the Victoria Housing Reserve Fund, less 2% to cover its administration costs; and

- g. that this MOU is non-binding and nothing in the MOU is to be construed as limiting Council, the City, or any City official in exercising their discretion with regard to any rezoning, permitting or subdivision of lands.

FOR (7): Mayor Helps, Councillor Alto, Councillor Loveday, Councillor Potts, Councillor Thornton-Joe, Councillor Dubow, and Councillor Young

OPPOSED (1): Councillor Isitt

CARRIED (7 to 1)

D.2 First Triannual Accountability Report 2020

Council received a report dated June 19, 2020 from the City Manager providing Council with a summary of major highlights, accomplishments, and challenges for the period of January 1, 2020 to April 30, 2020.

Committee discussed the following:

- *Status updates for various strategic plan progress report items*

Committee recessed at 10:36 a.m. and reconvened at 10:42 a.m.

Moved By Mayor Helps
Seconded By Councillor Loveday

That Council receive this report for information.

CARRIED UNANIMOUSLY

E. UNFINISHED BUSINESS

E.1 Sheltering in Place

Committee received a verbal update from the Head of Bylaw Services concerning the current status of outdoor sheltering for vulnerable populations.

Committee discussed the following:

- *Hygiene services provided by the City and other stakeholders*
- *Mitigation of interactions within sheltering locations*
- *Map of authorized sheltering locations within the City with emphasis on Beacon Hill Park*
- *Ecologically and culturally sensitive areas within the park*
- *Community services offered at Beacon Hill Park*

Committee recessed at 12:25 p.m., and reconvened at 12:55 p.m.

E.1.2 Motion from the June 18, 2020 Committee of the Whole Meeting

Moved by Council Young

Seconded by Councillor Thornton-Joe

That the motion regarding Camping in Beacon Hill Park be lifted from the table

CARRIED UNANIMOUSLY

Moved By Councillor Young

Seconded By Councillor Thornton-Joe

That the temporary permission for daytime camping (erection of shelters between 7 am and 7 pm) in parks be ended on June 25. That beginning immediately temporary daytime camping be permitted only under the following conditions:

- Tents unoccupied for 24 hours will be removed, with property held for one week before disposal
- That tents be used only for sheltering and that the number of tents erected be limited to one per person or group
- That no furniture (except for easily portable camping furniture), pallets, trailers capable of highway travel or additional awnings, shelters etc. will be permitted
- Bicycles will to be limited to one per person

Some existing prohibitions such as those on sheltering in environmentally sensitive areas and on the use of barbecues, generators, propane tanks and loud music systems appear not to be being enforced and the importance of these regulations for safety, environmental protection and the enjoyment of other park users should be stressed to staff. Similarly, existing bans on overnight parking and sleeping in vehicles should be enforced: clearly, those with vehicles available to them have a much greater range of choice available to them than do many other park users.

FOR (1): Councillor Young

OPPOSED (7): Mayor Helps, Councillor Alto, Councillor Isitt, Councillor Loveday, Councillor Potts, Councillor Thornton-Joe, and Councillor Dubow

DEFEATED (1 to 7)

Moved By Mayor Helps

Seconded By Councillor Potts

That Council reaffirms the existing direction, consistent with advice of Public Health Officials to reduce the risk of transmission of COVID-19, of sheltering-in-place through deferred enforcement of the 7am-7pm bylaw provision in locations where overnight sheltering is permitted until advice is received from the Provincial Health Officer or Island Health Medical

Officer that updates or changes the direction from the June 8th guidance from the BC Centre for Disease Control, "Responses to Homeless Encampment Health Issues in the Context of COVID-19"

Amendment:

Moved By Councillor Dubow

Seconded By Councillor Loveday

Direct staff to report back on access to basic needs such as clean water, hygiene, sanitation and basic services.

Amendment to the amendment:

Moved By Councillor Dubow

Seconded By Councillor Loveday

Direct staff to report back on July 9 on access to basic needs such as clean water, hygiene, sanitation and basic services.

CARRIED UNANIMOUSLY

On the amendment:

Moved By Councillor Dubow

Seconded By Councillor Loveday

Direct staff to report back July 9 on access to basic needs such as clean water, hygiene, sanitation and basic services.

CARRIED UNANIMOUSLY

Amendment:

Moved By Councillor Thornton-Joe

Seconded By Councillor Loveday

The City Manager report back if more budget is required for staffing in relation to sheltering in parks.

CARRIED UNANIMOUSLY

Amendment:

Moved By Councillor Thornton-Joe

Seconded By Councillor Alto

That the motion be brought back for consideration on July 23.

FOR (2): Councillor Thornton-Joe, and Councillor Young

OPPOSED (6): Mayor Helps, Councillor Alto, Councillor Isitt, Councillor Loveday, Councillor Potts, and Councillor Dubow

DEFEATED (2 to 6)

On the main motion as amended

Moved By Mayor Helps

Seconded By Councillor Potts

That Council reaffirms the existing direction, consistent with advice of Public Health Officials to reduce the risk of transmission of COVID-19, of sheltering-in-place through deferred enforcement of the 7am-7pm bylaw provision in locations where overnight sheltering is permitted until advice is received from the Provincial Health Officer or Island Health Medical Officer that updates or changes the direction from the June 8th guidance from the BC Centre for Disease Control, "Responses to Homeless Encampment Health Issues in the Context of COVID-19"

Direct staff to report back July 9 on access to basic needs such as clean water, hygiene, sanitation and basic services.

The City Manager report back if more budget is required for staffing in relation to sheltering in parks.

FOR (7): Mayor Helps, Councillor Alto, Councillor Isitt, Councillor Loveday, Councillor Potts, Councillor Thornton-Joe, and Councillor Dubow

OPPOSED (1): Councillor Young

CARRIED (7 to 1)

F. LAND USE MATTERS

F.1 1010 Fort Street - Update for Rezoning Application No. 00643 (Harris-Green)

Council received a report dated June 11, 2020 from the Director of Sustainable Planning & Community Development presenting Council with updated information, analysis and recommendations for an application to construct a 13-storey, mixed-use building with ground-floor retail and residential above. Staff recommend the application be declined.

Committee discussed the following:

- *Lack of public support for the project at various steps in the development approval process*
- *Street context of the application*
- *Land assembly challenges faced by the applicant*

Councillor Isitt withdrew from the meeting at 12:55 p.m., and returned at 1:17 p.m.

Moved By Councillor Thornton-Joe

Seconded By Councillor Dubow

That Council decline Rezoning Application No. 00643 for the property located at 1010 Fort Street.

That Council decline Development Permit with Variances Application No. 00079 for the property located at 1010 Fort Street.

CARRIED UNANIMOUSLY

F.3 2558 Quadra Street - Update to the Housing Agreement for Rezoning Application No. 00707

Council received a report dated June 11, 2020 from the Director of Sustainable Planning and Community Development presenting Council with updated information, analysis, and a recommendation to amend a previously passed Council motion to secure the building as rental for a term of 60 years.

Moved By Mayor Helps

Seconded By Councillor Thornton-Joe

That Council amend condition #2 in the March 12, 2020 Council resolution for the Rezoning Application No. 00707 at 2558 Quadra Street so that it reads:

1. Preparation and execution of a Housing Agreement for a term of 60 years to secure the building as rental, on terms to the satisfaction of the Director of Sustainable Planning and Community Development

CARRIED UNANIMOUSLY

G. STAFF REPORTS

G.1 COVID-19 Update (Verbal)

Council received a verbal update from the City Manager on actions that the City is undertaking as a part of the health and economic response of the City in regard to the COVID-19 Pandemic.

G.2 Everyday Creativity Grant Program

Council received a report dated June 15, 2020 from the Head of Business & Community Relations seeking Council approval to move forward with the new Everyday Creativity Grant program.

Moved By Councillor Loveday

Seconded By Councillor Alto

That Council:

1. Approves the new one-time Everyday Creativity Grant Program and Guidelines.
2. Approves a rolling intake until December 31, 2020 and authorizes the City Manager to approve the grants following the staff review process.
3. Direct staff to report back at the end of the year on grant allocations and evaluation of the grant program.

CARRIED UNANIMOUSLY

G.3 Ministerial Order M192 - Open Meetings Public Attendance

Council received a report dated June 22, 2020 from the City Clerk, presenting Council with information and recommendations in relation to the new Ministerial Order covering public attendance at meetings of Council and a reduction in the expedited adoption of Bylaws.

Committee discussed the following:

- *Possibilities for accommodating in-person participation.*
- *Impacts of accommodating members of the public in-person.*

Moved By Councillor Alto

Seconded By Councillor Dubow

That the meeting be extended until 2:15 p.m.

CARRIED UNANIMOUSLY

Moved By Mayor Helps

Seconded By Councillor Thornton-Joe

That Council, pursuant to Ministerial Order M192 of the Minister of Public Safety and Solicitor General, passed June 17, 2020, authorize that until there are changes to the restrictions on gatherings and social distancing requirements, all open meetings of Council, including Committee of the Whole shall be conducted without members of the public present in council chambers. That openness, transparency, accessibility and accountability of these meetings are ensured subject to the provision of:

1. Full live-stream webcasting and archived meetings on the City's website, including closed captioning services for all open meetings.
2. Public participation by electronic means for request to address council and question period for regular meetings of council.
3. Remote participation for opportunities for public comment and public hearings through:
 - a. Written submissions
 - b. Pre-recorded video submissions
 - c. Pre-registered speakers list (remote participation)
 - d. Real-time call-in during the hearing

CARRIED UNANIMOUSLY

I. NEW BUSINESS

I.1 Council Member Motion - Financial Contribution toward the City of New Westminster's Legal Costs

Council received a report dated June 18, 2020 from Councillor Isitt seeking Council authorization to contribute \$5,000 towards the City of New Westminster's legal costs in relation to the Business Regulations and Licensing (Rental Units) Bylaw No. 6926.

Moved By Councillor Isitt

Seconded By Councillor Loveday

That Council authorize an expenditure of \$5,000 from the 2020 contingency as a contribution toward the City of New Westminster's legal costs of defending an appeal in relation to the *Business Regulations and Licensing (Rental Units)* Bylaw No. 6926.

Amendment:

Moved By Councillor Alto

Seconded By Councillor Isitt

That Council authorize **staff to offer an expenditure** of \$5,000 from the 2020 contingency as a contribution toward the City of New Westminster's legal costs of defending an appeal in relation to the *Business Regulations and Licensing (Rental Units)* Bylaw No. 6926.

CARRIED UNANIMOUSLY

On the main motion as amended:

That Council authorize staff to offer an expenditure of \$5,000 from the 2020 contingency as a contribution toward the City of New Westminster's legal costs of defending an appeal in relation to the *Business Regulations and Licensing (Rental Units)* Bylaw No. 6926.

FOR (7): Mayor Helps, Councillor Alto, Councillor Isitt, Councillor Loveday, Councillor Potts, Councillor Thornton-Joe, and Councillor Dubow

OPPOSED (1): Councillor Young

CARRIED (7 to 1)

J. ADJOURNMENT OF COMMITTEE OF THE WHOLE

Moved By Councillor Loveday

Seconded By Councillor Thornton-Joe

That the Committee of the Whole Meeting be adjourned at 2:08 p.m.

CARRIED UNANIMOUSLY

CITY CLERK

MAYOR



MINUTES - COMMITTEE OF THE WHOLE

July 9, 2020, 9:00 A.M.

COUNCIL CHAMBERS, CITY HALL, 1 CENTENNIAL SQUARE

**The City of Victoria is located on the homelands of the Songhees and Esquimalt People
Due to the COVID-19 Pandemic, public access to City Hall is not permitted.**

This meeting may be viewed on the City's webcast at www.victoria.ca

- PRESENT:** Mayor Helps in the Chair, Councillor Alto, Councillor Isitt (*present electronically until in person at 9:17 a.m.*), Councillor Loveday, Councillor Potts, Councillor Thornton-Joe, Councillor Dubow, Councillor Young
- STAFF PRESENT:** J. Jenkyns - City Manager, C. Coates - City Clerk, P. Bruce - Fire Chief, T. Zworski - City Solicitor, T. Soulliere - Director of Parks, Recreation & Facilities, K. Hoese - Director of Sustainable Planning and Community Development, P. Bellefontaine – Acting Director of Engineering & Public Works, A. Meyer - Assistant Director of Development Services, C. Havelka - Deputy City Clerk, J. O'Connor - Deputy Director of Finance, S. Johnson – Manager of Engagement, K. Moore - Head of Business and Community Relations, C. Mycroft - Manager of Executive Operations, L. Taylor - Senior Planner, M. Fedyczkowska - Legislation & Policy Analyst, A. James - Head of Strategic Operations, S. Young – Climate & Environmental Sustainability Specialist, L. Berndt – Manager of Energy & Climate Action, C. Medd - Planner, P. Angelblazer - Committee Secretary

A. APPROVAL OF AGENDA

Moved By Councillor Alto
Seconded By Councillor Potts

That the agenda be approved.

CARRIED UNANIMOUSLY

B. CLOSED MEETING

Moved By Councillor Loveday
Seconded By Councillor Dubow

MOTION TO CLOSE THE JULY 9, 2020 COMMITTEE OF THE WHOLE MEETING TO THE PUBLIC

That Council convene a closed meeting that excludes the public under Section 90 of the *Community Charter* for the reason that the following agenda items deal with matters specified in Sections 90(1) and/or (2) of the *Community Charter*, namely:

Section 90(2) A part of a council meeting may be closed to the public if the subject matter being considered relates to one or more of the following:

Section 90(2)(b) the consideration of information received and held in confidence relating to negotiations between the municipality and a provincial government or the federal government or both, or between a provincial government or the federal government or both and a third party;

CARRIED UNANIMOUSLY

D. CLOSED - NEW BUSINESS

D.1 Intergovernmental Relations - Community Charter Section 90(2)(b)

Committee discussed an intergovernmental relations matter.

The discussion was recorded and kept confidential.

Committee recessed at 11:05 a.m., and reconvened the open meeting at 11:12 a.m.

H. LAND USE MATTERS

H.1 2920 Prior Street: Rezoning Application No. 00708, Development Permit with Variances Applications No. 00147 & No. 00151, and Development Variance Permit No. 00245 (Hillside/Quadra)

Council received a report dated June 25, 2020 from the Director of Sustainable Planning & Community Development presenting Council with information, analysis and recommendations on applications to retain an existing house, permitting a larger than normal garden suite, and subdividing the property to build a small lot house. The report recommends the application be moved to a public hearing.

Committee discussed the following:

- *Agreements between neighbours*
- *Project affordability*
- *Projected footprint for the lot*

Moved By Mayor Helps

Seconded By Councillor Potts

Rezoning Application No. 00708 for 2920 Prior Street

That Council instruct staff to prepare the necessary Zoning Regulation Bylaw Amendment that would authorize the proposed development outlined in

Rezoning Application No. 00708 for 2920 Prior Street, that first and second reading of the Zoning Regulation Bylaw Amendment be considered by Council and a Public Hearing date be set.

Development Permit with Variance Application No. 00147, Development Permit with Variance Application No. 00151 and Development Variance Permit No. 00245 for 2920 Prior Street

That Council, after giving notice and allowing an opportunity for public comment at a meeting of Council, and after the Public Hearing for Rezoning Application No. 00708, if it is approved, consider the following motions:

“That Council authorize the issuance of Development Permit with Variance Application No. 00147 for 2920 Prior Street, in accordance with:

1. Plans date stamped June 1, 2020.
2. Development meeting all Zoning Regulation Bylaw requirements, except for the following variance to R1-S2, Restricted Small Lot (Two Storey) Dwelling:
 - i. Decrease the side yard setback for habitable room window from 2.40m to 1.5m.
3. The Development Permit lapsing two years from the date of this resolution.

And that Council authorize the issuance of Development Permit with Variance Application No. 00151 for 2920 Prior Street, in accordance with:

1. Plans date stamped June 1, 2020.
2. Development meeting all Zoning Regulation Bylaw requirements, except for the following variance to Schedule M – Garden Suite
 - i. Increase the maximum height from 3.50m to 4.15m.
3. The Development Permit lapsing two years from the date of this resolution.

And that Council authorize the issuance of Development Variance Permit Application No. 00245 for 2920 Prior Street, in accordance with:

1. Plans date stamped June 1, 2020.
2. Development meeting all Zoning Regulation Bylaw requirements, except for the following variances for the existing house:
 - i. Decrease the minimum side yard setback (south) from 2.40m to 0.92m (for the deck only)
 - ii. Decrease the minimum side yard setback for a habitable room window (north) from 2.40m to 1.88m.
3. The Development Permit lapsing two years from the date of this resolution.”

FOR (7): Mayor Helps, Councillor Alto, Councillor Isitt, Councillor Loveday, Councillor Potts, Councillor Thornton-Joe, and Councillor Dubow

OPPOSED (1): Councillor Young

CARRIED (7 to 1)

H.2 736 Princess Avenue: Rezoning Application No. 00602 and Development Permit with Variance Application No. 00065 (Burnside-Gorge)

Council received a report dated June 25, 2020 from the Director of Sustainable Planning and Community Development presenting Council with information, analysis, and recommendations for on applications to construct a six-storey, mixed use building consisting of commercial and residential uses, including 28 affordable rental dwelling units of supportive transitional housing. Staff recommend the application proceed to a public hearing.

Committee discussed the following:

- *Core employment area land uses*
- *Support from the Burnside-Gorge Neighbourhood Association*

Moved By Councillor Potts

Seconded By Councillor Thornton-Joe

Rezoning Application No. 00602 for 736 Princess Avenue

That Council instruct staff to prepare the necessary Zoning Regulation Bylaw Amendment that would authorize the proposed development outlined in Rezoning Application No. 00602 for 736 Princess Avenue, that first and second reading of the Zoning Regulation Bylaw Amendment be considered by Council and a Public Hearing date be set once the following conditions are met:

- a. Preparation and execution of the appropriate legal agreements executed by the applicant in order to secure the following:
 - i. a housing agreement to ensure the 28 supportive transitional housing units remain rental and affordable (very low income levels) for at least 60 years in accordance with the City's definition of affordability in the Victoria Housing Strategy 2016-2025 (Phase Two: 2019-2022)
 - ii. that all 28 non-market dwelling units are owned by a non-profit or government agency
 - iii. that the applicant provides a minimum of five accessible dwelling units and designed in accordance with CSA B651-12 Accessible Design for the Built Environment standards.

Development Permit with Variance Application No. 00065 for 736 Princess Avenue

That Council, after giving notice and allowing an opportunity for public comment at a meeting of Council, and after the Public Hearing for Rezoning Application No. 00602, if it is approved, consider the following motion:

"That Council authorize the issuance of Development Permit with Variance Application No. 00065 for 736 Princess Avenue, in accordance with:

1. Plans date stamped June 18, 2020.
2. Development meeting all Zoning Regulation Bylaw requirements, except for the following variances:
 - i. reduce the required number of residential parking spaces from 14 to 0;
 - ii. reduce the required number of commercial parking spaces from 17 to 8;
 - iii. reduce the required number of visitor parking spaces from 3 to 0;
 - iv. reduce the required number of long-term residential bicycle parking spaces from 28 to 7;
 - v. reduce the required number of short-term residential bicycle parking spaces from six to 0;
3. The applicant identifies the location of the PMT station on the site plan, to the satisfaction of the Director of Sustainable Planning and Community Development.
4. The Development Permit lapsing two years from the date of this resolution.”

CARRIED UNANIMOUSLY

H.3 777 Douglas Street: Application for a New Liquor Primary Licence for The Humboldt (Downtown)

Council received a report dated June 11, 2020 from the Director of Sustainable Planning and Community Development seeking a Council resolution regarding an application by The Humboldt to have a new Liquor Primary licence having hours of operation from 9:00 a.m. to 1:00 a.m. daily with a total occupant load of 46 people.

Committee discussed the following:

- *Community impacts*

Moved By Councillor Loveday

Seconded By Councillor Thornton-Joe

That Council direct staff to provide the following response to the Liquor Licensing Agency:

1. Council, after conducting a review with respect to noise and community impacts, does support the application of The Humboldt located at 777 Douglas Street having hours of operation from 9:00 am to 1:00 am daily with a total occupant load of 46 people. Providing the following comments on the prescribed considerations:
 - a. The impact of noise on the community near the establishment was considered in relation to the request and noise impacts are not expected as the application is required by LCRB administrative process to separate an existing liquor primary licence area from an existing licence. This

application to separate portions of a liquor primary licence to allow for separate ownership and operation results in no net increase to licenced capacity or hours.

- b. If the application is approved, the impact on the community is expected to be neutral economically as the approval does not result in a net increase to businesses capacity.
- c. The views of residents were solicited via a mail out to neighbouring property owners and occupiers within 100 metres of the licensed location and a notice posted at the property. The City received seven letters in response to the notification that went to 635 owners and occupants. Four letters stated opposition and three were supportive which included one from the Downtown Residents Association.
- d. Council recommends the license be approved.

CARRIED UNANIMOUSLY

I. STAFF REPORTS

I.3 Electric Vehicle Charging User Fee

Council received a report dated June 26, 2020 from the Acting Director of Engineering and Public Works presenting Council with a proposed amendment to the Streets and Traffic Bylaw and a new City Parkades Electric Vehicle Charging Fees Bylaw to support the successful operation of upcoming public EV charging stations and allow for the collection of fees for use of the City's public EV charging infrastructure.

Committee discussed the following:

- *Proposed fees for charging an electric vehicle*
- *Future budget considerations for program expansion*
- *Ways of accelerating climate action*

Moved By Councillor Isitt

Seconded By Councillor Loveday

1. That Council direct staff to bring forward for introductory readings:
 - a. Amendments to the Streets and Traffic Bylaw (Bylaw No. 09-079) for the establishment and regulation of an electric vehicle charging zone, and collection of a fee for EV charging on city streets.
 - b. A new bylaw, City Parkades Electric Vehicle Charging Fees Bylaw (Bylaw no. 20-032) for collection of a fee for EV charging in City parkades and surface parking lots.
2. That Council authorize that revenue from fees collected from these bylaws be placed in the Climate Action Reserve Fund to support continued investment in EV charging infrastructure

Amendment:

Moved By Councillor Isitt

That the rate for on-street parking be amended from \$1 to \$2.

Failed to proceed due to no seconder

On the main motion:

CARRIED UNANIMOUSLY

Committee recessed at 12:19 p.m., and reconvened at 12:50 p.m.

I.2 Festival Investment Grants

Council received a report dated June 30, 2020 from the Head of Business & Community Relations seeking Council approval of the Festival Investment Grants recommendations for 2020.

Committee discussed the following:

- *Cost recovery in instances where events are ultimately not delivered*
- *State of sponsorships for events*
- *Alternative delivery for events*

Moved By Councillor Alto

Seconded By Councillor Dubow

That Council approve the Festival Investment Grant allocations as recommended in Appendix 1 for total cash grants of \$283,749 and in-kind City services grants of up to \$159,450.

FOR (7): Mayor Helps, Councillor Alto, Councillor Isitt, Councillor Loveday, Councillor Potts, Councillor Thornton-Joe, and Councillor Dubow

OPPOSED (1): Councillor Young

CARRIED (7 to 1)

I.4 Report Back re: Sheltering in Place on basic needs

Council received a verbal update from the Head of Bylaw Services providing an update on a previous Council request to provide information on outdoor sheltering supports located in areas currently used for sheltering in place by vulnerable populations.

Committee discussed the following:

- *Other supports which may be included*
- *Service providers*
- *Lack of supports at the Ellice Street location*

L. ADJOURNMENT OF COMMITTEE OF THE WHOLE

Moved By Councillor Alto

Seconded By Councillor Dubow

That the Committee of the Whole Meeting be adjourned at 1:29 p.m.

CARRIED UNANIMOUSLY

CITY CLERK

MAYOR



Committee of the Whole Report

For the Meeting of July 23, 2020

To: Committee of the Whole

Date: July 9, 2020

From: Karen Hoese, Director, Sustainable Planning and Community Development

Subject: Development Permit with Variances Application No. 00126 for 956 Heywood Avenue

RECOMMENDATION

That, subject to the preparation and execution of the following legal agreements in a form satisfactory to the City Solicitor:

- a. A Housing Agreement to ensure a future strata cannot restrict the rental of units, to the satisfaction of the Director of Sustainable Planning and Community Development; and
- b. A Section 219 Covenant to secure a car-share membership for each unit, to the satisfaction of the Director of Engineering and Public Works.

That Council, after giving notice and allowing an opportunity for public comment at a meeting of Council, consider the following motion:

“That Council authorize the issuance of Development Permit with Variances Application No. 00126 for 956 Heywood Avenue, in accordance with:

1. Plans date stamped May 26, 2020.
2. Development meeting all *Zoning Regulation Bylaw* requirements, except for the following variances:
 - i. reduce the vehicle parking from 9 stalls to 6 stalls and visitor parking from 1 stall to zero stalls;
 - ii. increase the height from 12m to 12.98m (main roof) and 14.81m (roof access);
 - iii. reduce the front setback from 10.50 metres to 6.63 metres;
 - iv. reduce the rear setback from 7.71 metres to 1.52 metres;
 - v. reduce the side setbacks from 7.71 metres to 1.37 metres (building) and 0.93m (window screens);
 - vi. increase the site coverage from 30 percent to 64 percent.
3. Registration of legal agreements on the property's title to secure the carshare memberships, to the satisfaction of the Director of Engineering and Public Works.
4. Final plans to be generally in accordance with plans date stamped May 26, 2020.
5. The Development Permit lapsing two years from the date of this resolution.”

LEGISLATIVE AUTHORITY

In accordance with Section 489 of the *Local Government Act*, Council may issue a Development Permit in accordance with the applicable guidelines specified in the *Official Community Plan*. A Development Permit may vary or supplement the *Zoning Regulation Bylaw* but may not vary the use or density of the land from that specified in the Bylaw.

EXECUTIVE SUMMARY

The purpose of this report is to present Council with information, analysis and recommendations for a Development Permit with Variances Application for the property located at 956 Heywood Avenue. The proposal is to construct a four-storey building with six dwelling units. The variances are related to reduced setbacks and parking, as well as increased site coverage and height.

The following points were considered in assessing this application:

- the proposal is generally consistent with the Design Guidelines for Development Permit Area 16: General Form and Character, which encourage human-scaled architecture that contributes to the place character of an area
- the proposal is generally consistent with the Fairfield Neighbourhood Plan which supports residential buildings up to four-storeys that are compatible with neighbouring buildings and provide front yard landscaping that contributes to an enhanced streetscape
- the proposed parking variance is considered supportable given the provision of carshare memberships; however, the lack of dedicated visitor parking will likely impact on-street parking supply in the area
- due to the relatively small size of the site, there are variances proposed for setbacks and site coverage, which have been mitigated by enhanced landscaping and building design and are considered supportable
- the proposed increase in height is considered supportable as the main roofline would be similar in height to the adjacent buildings.

BACKGROUND

Description of Proposal

The proposal is to construct a four-storey multi-unit residential building with approximately six units on a smaller “orphaned” lot (568m²) that is situated between two larger four-storey multi-unit residential buildings.

The proposal includes the following major design components:

- low-rise contemporary design
- six two-bedroom units
- rooftop outdoor amenity space for the upper two units
- at-grade under-building parking accessed via Heywood Avenue
- exterior stair access with horizontal wood screening
- exterior materials to include exposed concrete, wood siding, metal soffits, aluminum windows and operable screens.

Landscape elements include:

- extensive front yard and perimeter planting with a mix of native, drought tolerant and pollinator plants
- green roofs above the parking level at the rear of the building and on the main roof
- separate balconies for the lower four units and rooftop decks for the upper two units
- publicly accessible concrete bench adjacent the sidewalk and front entry path.

The variances are to:

- increase the site coverage from 30% to 64%
- reduce the front setback from 10.5m to 6.63m
- reduce the side yard setbacks from 7.71m (half the building height) to 1.37m (building) and 0.93m (window screens)
- reduce the rear yard setback from 7.71m (half the building height) to 1.52m
- increase the building height from 12m to 12.98m (main roof) and 14.81m (roof access)
- reduce the vehicle parking from 9 stalls to 6 stalls and visitor parking from 1 stall to 0 stalls.

Affordable Housing

The applicant proposes the creation of six new residential units which would increase the overall supply of housing in the area. A Housing Agreement is being proposed, which would ensure that future Strata Bylaws could not prohibit the rental of units.

Tenant Assistance Policy

The existing single-family dwelling is vacant; therefore, the Tenant Assistance Policy does not apply to this proposal.

Sustainability

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

Active Transportation

The application does not propose any specific active transportation beyond meeting the short- and long-term bicycle parking requirements.

Public Realm

No public realm improvements, beyond City standard requirements, are proposed in association with this Development Permit with Variance Application.

Accessibility

The British Columbia Building Code regulates accessibility as it pertains to buildings.

Existing Site Development and Development Potential

The site is presently developed with a single-family dwelling. Under the existing R3-AM-2 Zone, Mid-Rise Multiple Dwelling District, in addition to multiple dwellings the property could also be developed with a duplex or a single-family dwelling with a secondary suite or garden suite.

Data Table

The following data table compares the proposal with the R3-AM-2 Zone. An asterisk is used to identify where the proposal does not meet the requirements of the existing Zone. A double asterisk is used to identify an existing non-conformity.

Zoning Criteria	Proposal	Existing Zone	OCP and Fairfield Plan
Site area (m ²) – minimum	568 **	920	-
Number of units – maximum	6	-	-
Density (Floor Space Ratio) – maximum	1.2:1	1.2:1	1.2:1 (OCP) 1.2:1 – 2:1 (Fairfield Plan)
Lot width (m) – minimum	15.52	-	-
Height (m) – maximum	12.98 * (main roof) 14.81 * (roof access)	12	13.5 (Fairfield Plan)
Storeys – maximum	4	4	3-6 (OCP) 3-4 (Fairfield Plan)
Site coverage (%) – maximum	64 *	30	-
Open site space (%) – minimum	32	30	-
Setbacks (m) – minimum			
Front	6.63 *	10.5	Variable
Rear	1.52 *	7.71	-
Side (north)	1.37 * (building face) 0.93 * (window screens)	7.71	-
Side (south)	1.37 * (building face) 0.93 * (window screens)	7.71	-
Vehicle Parking – minimum	6 *	9	-
Visitor parking	0 *	1	-

Zoning Criteria	Proposal	Existing Zone	OCP and Fairfield Plan
Bicycle parking stalls – minimum			-
Long term	8	8	-
Short term	6	6	-

Relevant History

This proposal was originally submitted as a concurrent Rezoning (No. 00689) and Development Permit Application to increase the density and develop a four-storey building with seven dwelling units. The application was later revised to reduce the density to 1.2:1 floor space ratio, consistent with the existing R3-AM-2 Zone, and the concurrent Rezoning Application was retired. As required with a Rezoning Application, a pre-application community meeting was held and a summary of the meeting provided by the Fairfield Gonzales Community Association Land Use Committee (CALUC) is attached to this report.

Community Consultation

Consistent with the *Community Association Land Use Committee (CALUC) Procedures for Processing Rezoning and Variance Applications*, on September 10, 2019 the application was referred for a 30-day comment period to the Fairfield Gonzales CALUC. At the time of writing this report, a letter from the CALUC had not been received. However, as noted above, a summary of a Community Meeting that was held in relation to an earlier version of this application that necessitated a rezoning application has been provided by the CALUC.

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

ANALYSIS

Development Permit Area and Design Guidelines

The subject site is designated as Urban Residential in the *Official Community Plan* (OCP, 2012), which envisions low and mid-rise multi-unit buildings. The OCP also identifies the site within Development Permit Area 16: General Form and Character, which supports multi-unit residential development that is complementary to the place character of the neighbourhood. Enhancing the character of the streetscape through high quality, human-scaled architecture, landscape and urban design is also a key objective of this DPA. Design Guidelines that apply to DPA 16 are the *Multi-Unit Residential, Commercial and Industrial Design Guidelines* (2012), *Advisory Design Guidelines for Buildings, Signs and Awnings* (2006), and *Guidelines for Fences, Gates and Shutters* (2010).

The proposed development is generally consistent with the objectives for DPA 16 and complies with the guidelines as follows:

- scale, massing and building design respect the character of the area and incorporate natural, warm exterior materials that are durable and will weather gracefully
- a prominent front entry that provides a focal point for pedestrians
- enhanced front yard landscaping that incorporates a mix of native, pollinator and drought resistant plants and trees which complement the meadow landscape of Beacon Hill Park to the north of the site
- underbuilding parking that is screened from view and does not detract from the streetscape along Heywood Avenue.

Fairfield Neighbourhood Plan

The *Fairfield Neighbourhood Plan* (2019) identifies the site as Urban Residential, consistent with the OCP, and within the Cook Street Village sub-area. The Plan envisions new development up to four storeys and 1.2:1 floor space ratio in this location. New multi-unit residential development is encouraged to have front yard landscaping, street-facing facades, off-street parking that minimizes the impact on the pedestrian realm and site planning, and to be neighbourly and compatible with adjacent development. The proposed building is considered generally consistent with these policies.

Tree Preservation Bylaw and Urban Forest Master Plan

The goals of the *Urban Forest Master Plan* (2013) include protecting, enhancing, and expanding Victoria's urban forest and optimizing community benefits from the urban forest in all neighbourhoods. The application was received prior to October 24, 2019; therefore, the proposal falls under the *Tree Preservation Bylaw No. 05-106* consolidated June 1, 2015.

There are 12 ornamental trees on the subject lot, all of which are proposed for removal. The applicant is proposing to plant three small canopy trees in planters on the second level and a yellow cedar in the front yard.

Tree Impact Summary

Tree Status	Total # of Trees	Trees to be REMOVED	NEW Trees	NET CHANGE (new trees minus total to be removed)
Subject property trees, protected	0	0	0	0
Subject property trees, unprotected	12	12	4	-8
City trees	0	0	1	+1
Neighbouring trees, protected	0	0	0	0
Neighbouring trees, unprotected	0	0	0	0
Total	12	12	5	-7

Advisory Design Panel

The application was referred to the Advisory Design Panel (ADP) on January 22, 2020 (minutes attached) where the following motion was carried:

It was moved ... that Development Permit with Variances Application No. 00126 for 956 Heywood Avenue be approved with the following changes:

- *consideration of the minimum side yard setbacks affecting livability to the neighbours.*

The applicant has not revised the side yard setback noting in the attached letter of response, dated July 6, 2020, that any further reduction in the width of the building would negatively impact the livability of the proposed dwellings, and that reducing the height by sinking the parking level further into the site is unfeasible due to soil conditions.

Regulatory Considerations

Although the proposed development complies with the R3-AM-2 Zone in terms of use and density, given the relatively small site size, there are several variances required to facilitate the development:

- increase the site coverage from 30% to 64%
- reduce the front setback from 10.50m to 6.63m
- reduce the side yard setbacks from 7.71m (half the building height) to 1.37m (to the building) and 0.93m (to the window screens)
- reduce the rear yard setback from 7.71m (half the building height) to 1.52m
- increase the building height from 12m to 12.98m to the main roof and 14.81m to the roof access
- reduce the vehicle parking from 9 stalls to 6 stalls.

Site Coverage and Setbacks

At 568m², the site is legal non-conforming with regards to minimum site size under the R3-AM-2 Zone, which requires new sites to be a minimum of 900m². Given the relatively small site size, the proposal is seeking variances on maximum site coverage from 30% to 64%, as well as reduced front, rear and side yard setbacks.

The Design Guidelines state that new buildings should be located and oriented to address privacy impacts of adjacent residential units and private outdoor space. The proposed building is located 1.37m from north and south property lines and the building separation is approximately 5.5m on the south side and 5.9m on the north side. The building would be oriented in an east/west direction; however, there are windows for each unit on the north and south elevations, which would face primary windows and private balconies on the adjacent buildings.

To help mitigate the impact of the side yard variances, narrow planters with rushes, as well as moveable screens with vertical slats are proposed in front of the windows to help reduce privacy impacts. Further, the proposal includes extensive perimeter landscaping to aid in screening and softening the transition with adjacent properties. While these design interventions will help mitigate privacy concerns, the proposed building would increase shading of the building to the north, which may have a minor impact on the livability of some of the units within the building. The applicant's letter of response to the ADP includes a detailed shadow analysis comparing the impact of reduced building height or increase setback with the proposed development.

With regards to the front yard variance, the proposed building would project forward by approximately 4m relative to the adjacent buildings; however, the proposed 6.63m setback is greater than the setbacks approved for recently developed properties along Heywood Avenue. Further, the applicant has pulled the building back at the northwest and southwest corners on levels 2-4 to accommodate corner planters that help lessen the impact of the reduced setback on the adjacent neighbours and the streetscape.

Other than the driveway, entry path and bicycle parking area, the front yard would be extensively landscaped using a mix of native, pollinator and drought resistant plants and trees. A concrete bench along the sidewalk is also proposed in front of the bicycle parking and next to the front walkway. As mentioned previously, narrow planters on the north and south elevations, as well as on the rear of the building above the parking level and on the main roof provide opportunities for additional soft landscaping to help offset the impact of increased site coverage.

The design guidelines encourage building design, landscaping and site planning that is sensitive and innovative to context. Given the constraints of the smaller site in the context of larger lots and the measures taken to ameliorate the privacy and visual impacts of the reduced setbacks and increased site coverage, staff consider the variances as supportable.

Height

The proposed increase in height from 12m to 12.98m to the main roofline and 14.81m to the rooftop access is considered supportable as the building maintains a height similar to the surrounding four-storey context. It is worth noting that the rooftop stair access is lower in height than the elevator overrun, which is exempt from height under the *Zoning Regulation Bylaw*. Both the elevator overrun and the stair access hatch are inset from the edge from the building so the visual impact of these features is minimal.

Parking

A variance is requested to reduce the required number of parking stalls from a total of nine to six stalls and visitor parking from one to zero stalls. To help offset some of the impacts from this variance the applicant is proposing one car share membership per dwelling unit. Although staff consider the variance as supportable, there may be some impact on on-street parking availability in the area given the lack of dedicated visitor parking.

Resource Impacts

Parks has noted the following resource impacts associated with the new municipal trees that would be provided with this application:

One new municipal tree	\$890 (total for the first five years)
	\$60 per year thereafter

CONCLUSIONS

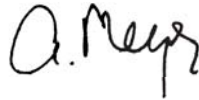
The proposal to construct a four-storey building with six dwelling units on a relatively small R3-AM-2 zoned lot is considered consistent with the Design Guidelines for Development Permit Area 16: General Form and Character. The building and associated landscaping would integrate with the context of apartment buildings along Heywood Avenue and mitigate the impact of the variances on adjacent properties and the public realm.

ALTERNATE MOTION

That Council decline Development Permit with Variances Application No. 00126 for the property located at 956 Heywood Avenue.

Respectfully submitted,


Alec Johnston
Senior Planner
Development Services Division




Karen Hoese, Director
Sustainable Planning and Community
Development Department

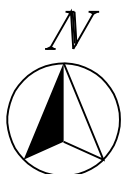
Report accepted and recommended by the City Manager:



Date: July 16, 2020

List of Attachments

- Attachment A: Subject Map
- Attachment B: Aerial Map
- Attachment C: Plans date stamped May 26, 2020
- Attachment D: Letter from applicant to Mayor and Council dated August 5, 2019
- Attachment E: Community Association Land Use Committee Comments on Rezoning Application No. 00689, dated November 22, 2018
- Attachment F: Advisory Design Panel meeting minutes dated January 22, 2020
- Attachment G: Letter from the applicant in response to the Advisory Design Panel dated July 6, 2020
- Attachment H: Correspondence (Letters received from residents).



956 Heywood Avenue
Rezoning No.00689



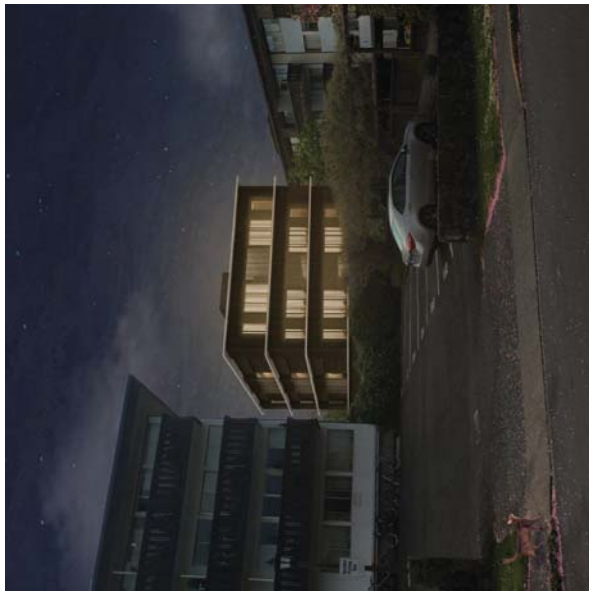


956 Heywood Avenue
Rezoning No.00689





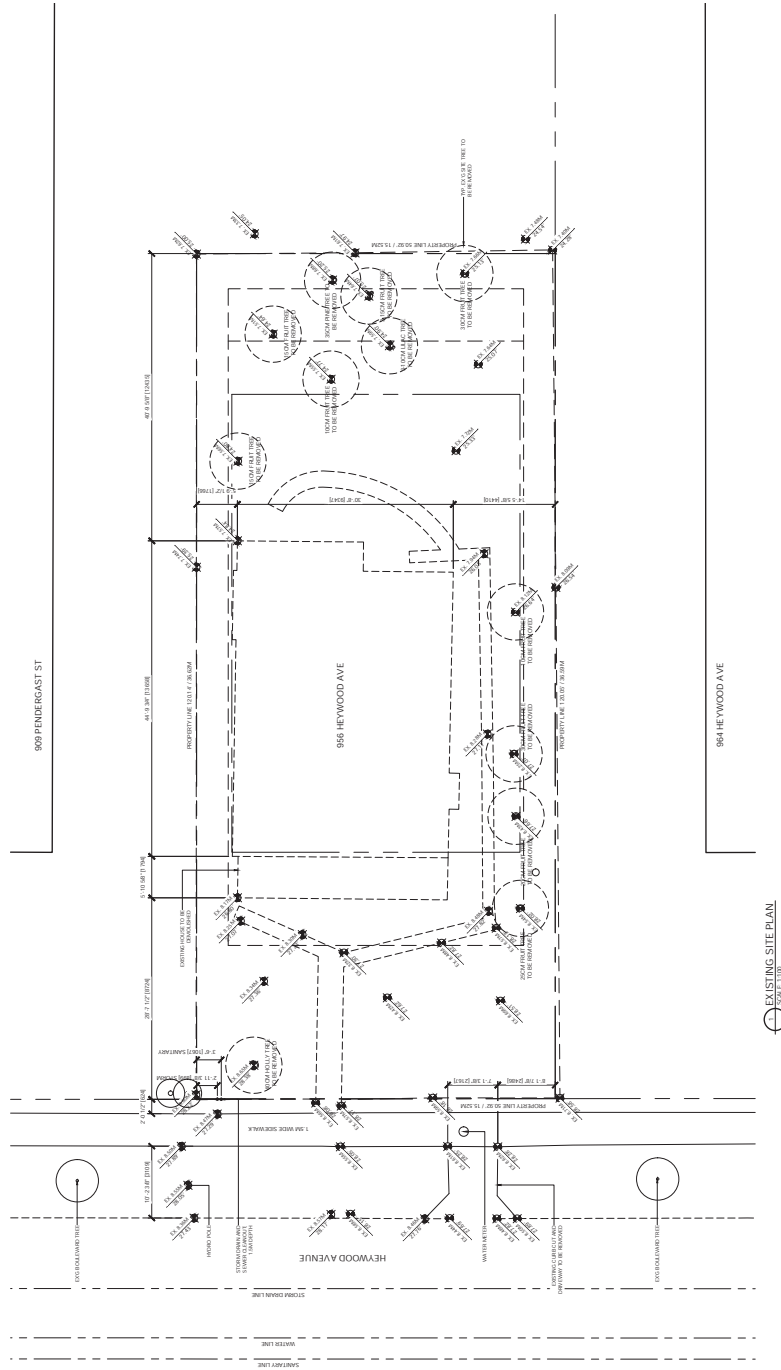
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2 REAR PERSPECTIVE

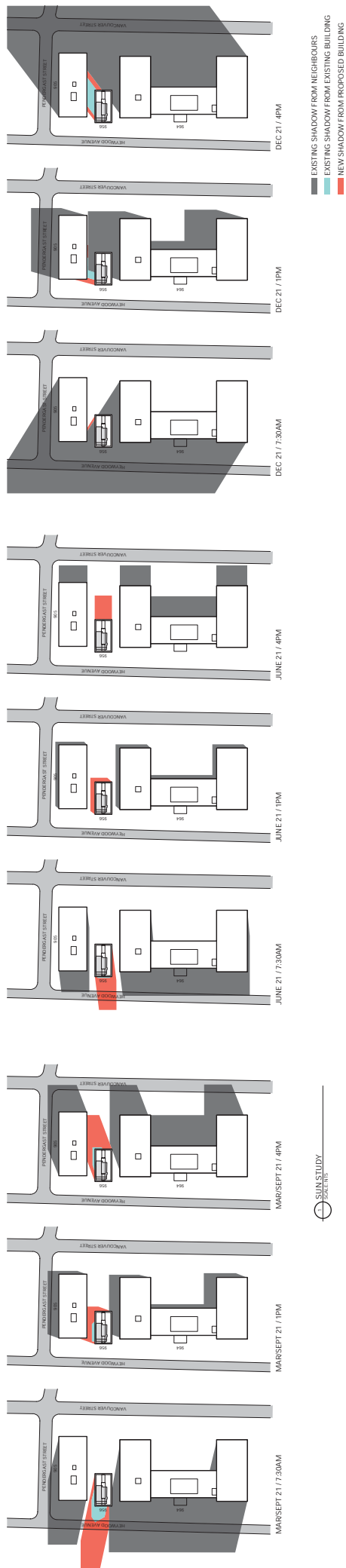
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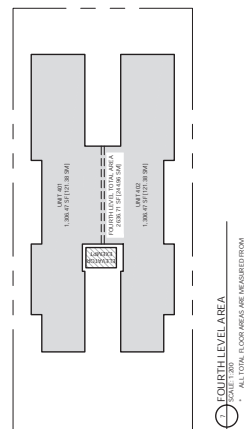
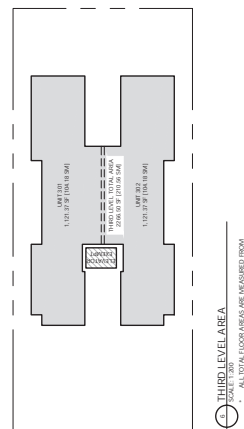
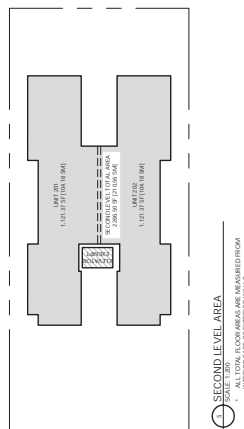
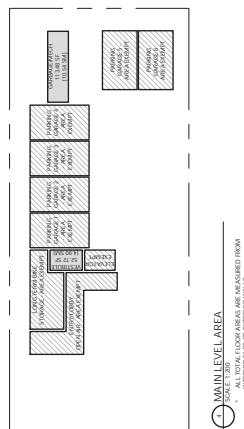
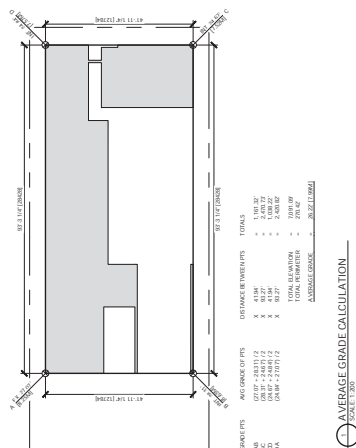
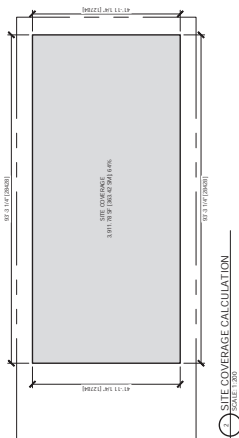
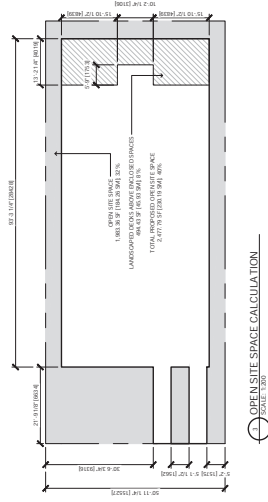
JOYCE JONES Architects Inc 10000 Highway 100, Suite 100 Houston, TX 77036 (713) 969-2325 www.joycejones.com		ISSUES 2/19/04 017 2/19/04 018 2/19/04 019 2/19/04 020 2/19/04 021 2/19/04 022 2/19/04 023 2/19/04 024 2/19/04 025 2/19/04 026 2/19/04 027 2/19/04 028 2/19/04 029 2/19/04 030 2/19/04 031 2/19/04 032 2/19/04 033 2/19/04 034 2/19/04 035 2/19/04 036 2/19/04 037 2/19/04 038 2/19/04 039 2/19/04 040 2/19/04 041 2/19/04 042 2/19/04 043 2/19/04 044 2/19/04 045 2/19/04 046 2/19/04 047 2/19/04 048 2/19/04 049 2/19/04 050 2/19/04 051 2/19/04 052 2/19/04 053 2/19/04 054 2/19/04 055 2/19/04 056 2/19/04 057 2/19/04 058 2/19/04 059 2/19/04 060 2/19/04 061 2/19/04 062 2/19/04 063 2/19/04 064 2/19/04 065 2/19/04 066 2/19/04 067 2/19/04 068 2/19/04 069 2/19/04 070 2/19/04 071 2/19/04 072 2/19/04 073 2/19/04 074 2/19/04 075 2/19/04 076 2/19/04 077 2/19/04 078 2/19/04 079 2/19/04 080 2/19/04 081 2/19/04 082 2/19/04 083 2/19/04 084 2/19/04 085 2/19/04 086 2/19/04 087 2/19/04 088 2/19/04 089 2/19/04 090 2/19/04 091 2/19/04 092 2/19/04 093 2/19/04 094 2/19/04 095 2/19/04 096 2/19/04 097 2/19/04 098 2/19/04 099 2/19/04 100 2/19/04 101 2/19/04 102 2/19/04 103 2/19/04 104 2/19/04 105 2/19/04 106 2/19/04 107 2/19/04 108 2/19/04 109 2/19/04 110 2/19/04 111 2/19/04 112 2/19/04 113 2/19/04 114 2/19/04 115 2/19/04 116 2/19/04 117 2/19/04 118 2/19/04 119 2/19/04 120 2/19/04 121 2/19/04 122 2/19/04 123 2/19/04 124 2/19/04 125 2/19/04 126 2/19/04 127 2/19/04 128 2/19/04 129 2/19/04 130 2/19/04 131 2/19/04 132 2/19/04 133 2/19/04 134 2/19/04 135 2/19/04 136 2/19/04 137 2/19/04 138 2/19/04 139 2/19/04 140 2/19/04 141 2/19/04 142 2/19/04 143 2/19/04 144 2/19/04 145 2/19/04 146 2/19/04 147 2/19/04 148 2/19/04 149 2/19/04 150 2/19/04 151 2/19/04 152 2/19/04 153 2/19/04 154 2/19/04 155 2/19/04 156 2/19/04 157 2/19/04 158 2/19/04 159 2/19/04 160 2/19/04 161 2/19/04 162 2/19/04 163 2/19/04 164 2/19/04 165 2/19/04 166 2/19/04 167 2/19/04 168 2/19/04 169 2/19/04 170 2/19/04 171 2/19/04 172 2/19/04 173 2/19/04 174 2/19/04 175 2/19/04 176 2/19/04 177 2/19/04 178 2/19/04 179 2/19/04 180 2/19/04 181 2/19/04 182 2/19/04 183 2/19/04 184 2/19/04 185 2/19/04 186 2/19/04 187 2/19/04 188 2/19/04 189 2/19/04 190 2/19/04 191 2/19/04 192 2/19/04 193 2/19/04 194 2/19/04 195 2/19/04 196 2/19/04 197 2/19/04 198 2/19/04 199 2/19/04 200 2/19/04 201 2/19/04 202 2/19/04 203 2/19/04 204 2/19/04 205 2/19/04 206 2/19/04 207 2/19/04 208 2/19/04 209 2/19/04 210 2/19/04 211 2/19/04 212 2/19/04 213 2/19/04 214 2/19/04 215 2/19/04 216 2/19/04 217 2/19/04 218 2/19/04 219 2/19/04 220 2/19/04 221 2/19/04 222 2/19/04 223 2/19/04 224 2/19/04 225 2/19/04 226 2/19/04 227 2/19/04 228 2/19/04 229 2/19/04 230 2/19/04 231 2/19/04 232 2/19/04 233 2/19/04 234 2/19/04 235 2/19/04 236 2/19/04 237 2/19/04 238 2/19/04 239 2/19/04 240 2/19/04 241 2/19/04 242 2/19/04 243 2/19/04 244 2/19/04 245 2/19/04 246 2/19/04 247 2/19/04 248 2/19/04 249 2/19/04 250 2/19/04 251 2/19/04 252 2/19/04 253 2/19/04 254 2/19/04 255 2/19/04 256 2/19/04 257 2/19/04 258 2/19/04 259 2/19/04 260 2/19/04 261 2/19/04 262 2/19/04 263 2/19/04 264
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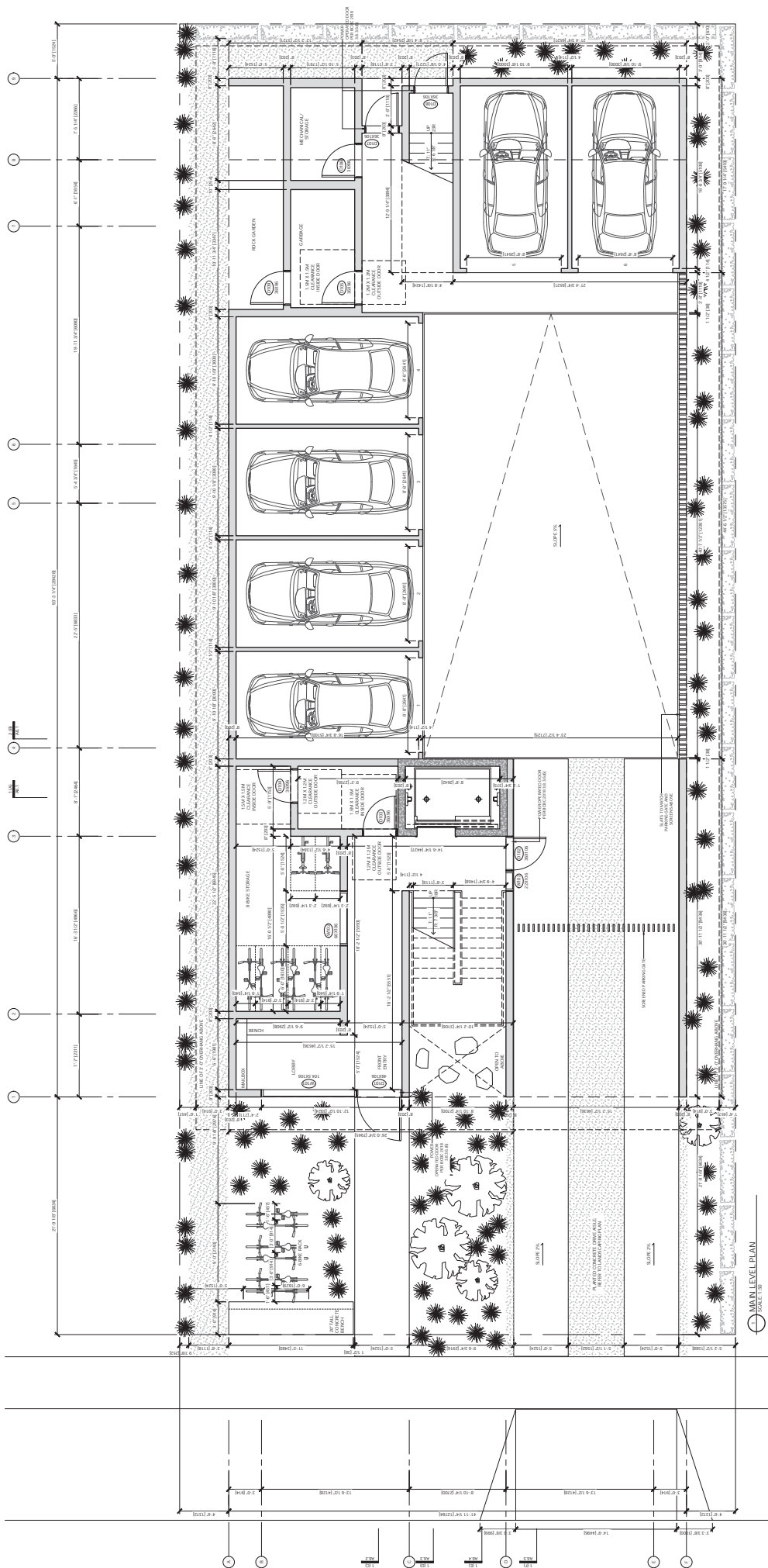


EXISTING SITE PLAN
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HEYWOOD 6
555 HEYWOOD
VICTORIA BC

A2.1

MAIN LEVEL PLAN

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DRAWN
J.A.
CHECKED
J.A.
REVISION
2
DATE
2019-08-01
CONSULTANT
D

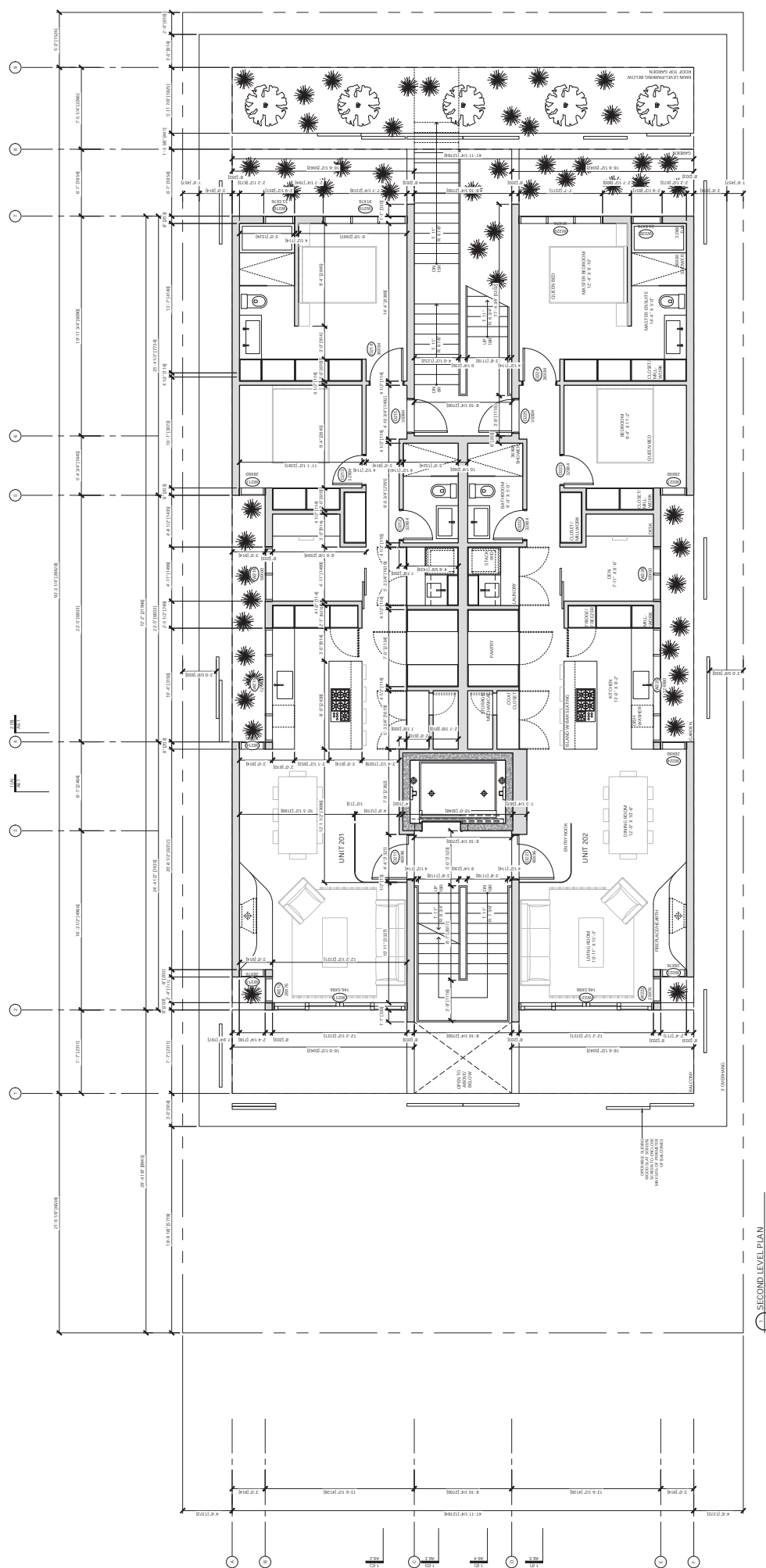
PROJECT
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B. DEVELOPMENT PERMIT
C. DEVELOPMENT PERMIT
D. DEVELOPMENT PERMIT

DESIGNER
Darcy Jones Architects Inc.
180-175, Broadway East
Vancouver, BC V6A 1K2
778.689.2231
darcy@djai.com

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Dimensions to be used for construction. All dimensions are in millimeters. Any dimensions in parentheses are for reference only. All dimensions are to the center of the line unless otherwise specified.



SECOND LEVEL PLAN
SCALE 1/8" = 1'-0"

Darcy Jones Architects Inc.
 180-178 Broadway East
 Suite 200
 Vancouver, BC V6X 1S2
 Tel: 604.683.2331
 Fax: 604.683.2332
 www.darcyjones.ca

956 HEYWOOD 6
 VICTORIA BC

A2.2

SECOND LEVEL PLAN

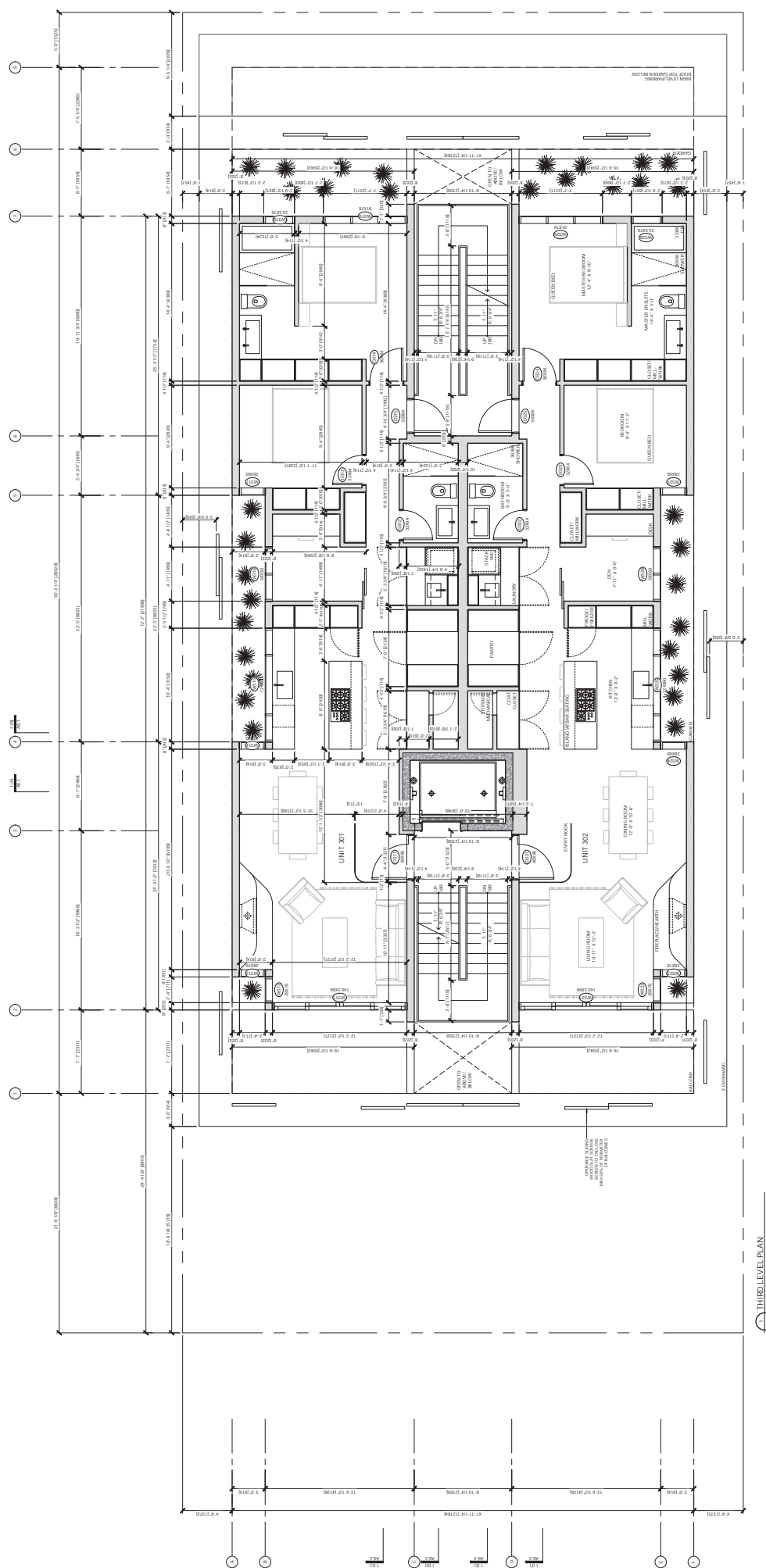
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 CONSULTANT:

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 2010-01-01
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DEVELOPMENT: J.A.
 DESIGN: J.A.
 CHECKED: J.A.
 REVISION: 2
 PROJECT: 956 HEYWOOD 6
 CONSULTANT:

2010-01-01
 2010-01-01
 2010-01-01
 2010-01-01

DEVELOPMENT: J.A.
 DESIGN: J.A.
 CHECKED: J.A.
 REVISION: 2
 PROJECT: 956 HEYWOOD 6
 CONSULTANT:



THIRD LEVEL PLAN
SCALE 1/8" = 1'-0"



HEYWOOD 6
9561 HEYWOOD AVENUE
VICTORIA BC

SCALE
1" = 1'-0"

DATE
2010-08-03

DESIGNER
D'ARCY JONES ARCHITECTS INC.

CLIENT
2010-08-03

REVISION
2010-08-03

PROJECT
2010-08-03

CONTRACT
2010-08-03

CONTRACT
2010-08-03

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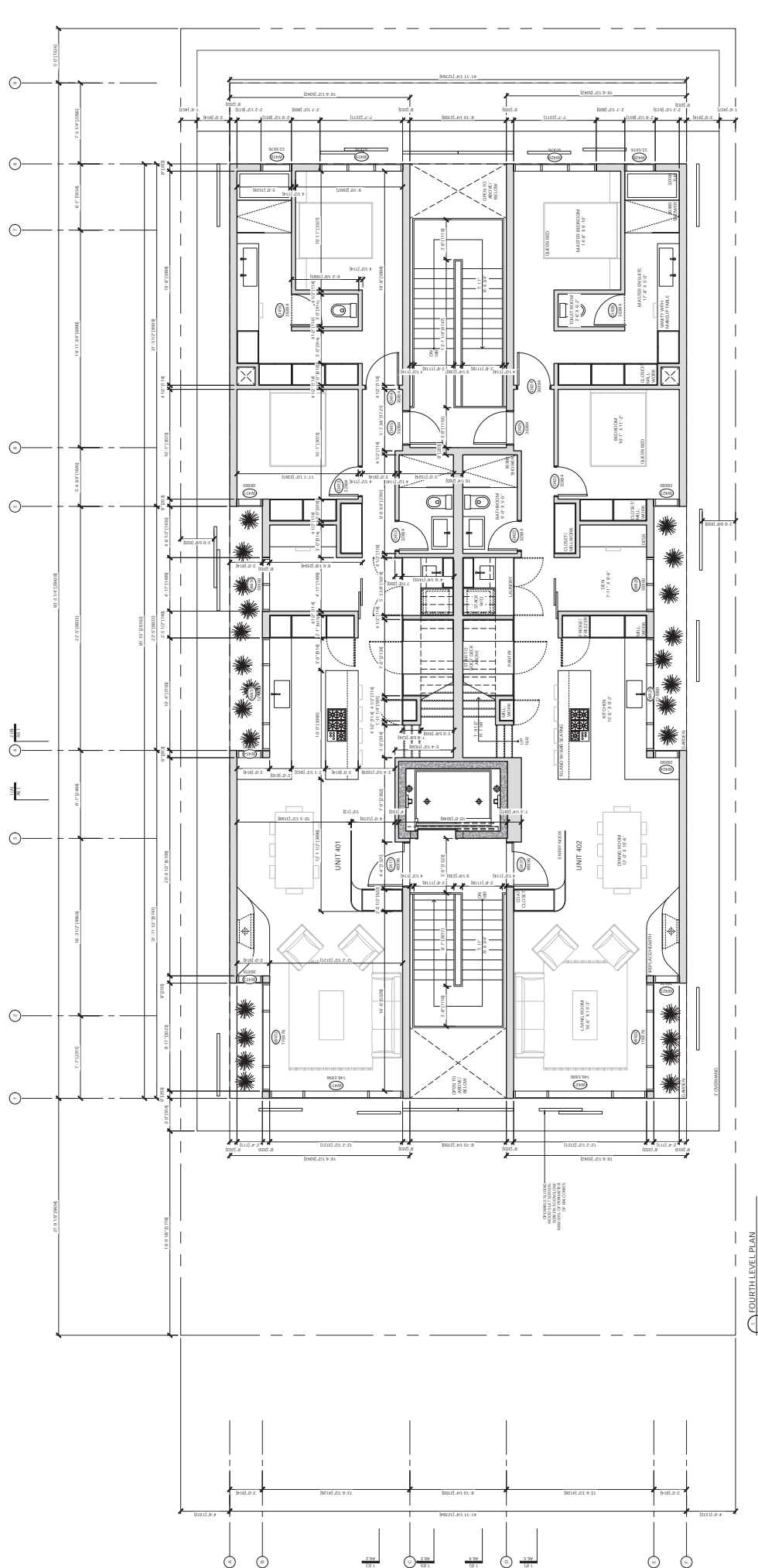
THIRD LEVEL PLAN

D'Arcy Jones Architects Inc.
180-178 Broadway Road
Victoria BC V8V 2G2
778-688-2231
778-688-2232
778-688-2233

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FOURTH LEVEL PLAN
SCALE 1/8" = 1'-0"

Darcy Jones Architects Inc.
 180-178 Broadway Road
 Suite 200
 Victoria, BC V8V 1A2
 Tel: 250.680.2231
 Fax: 250.680.2232
 www.darcynjones.ca

PROJECT: 2016-0017
 DATE: 2016-01-05
 DRAWN BY: J.A.
 CHECKED BY: J.A.
 REVISIONS: 2
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 CONSULTANT:

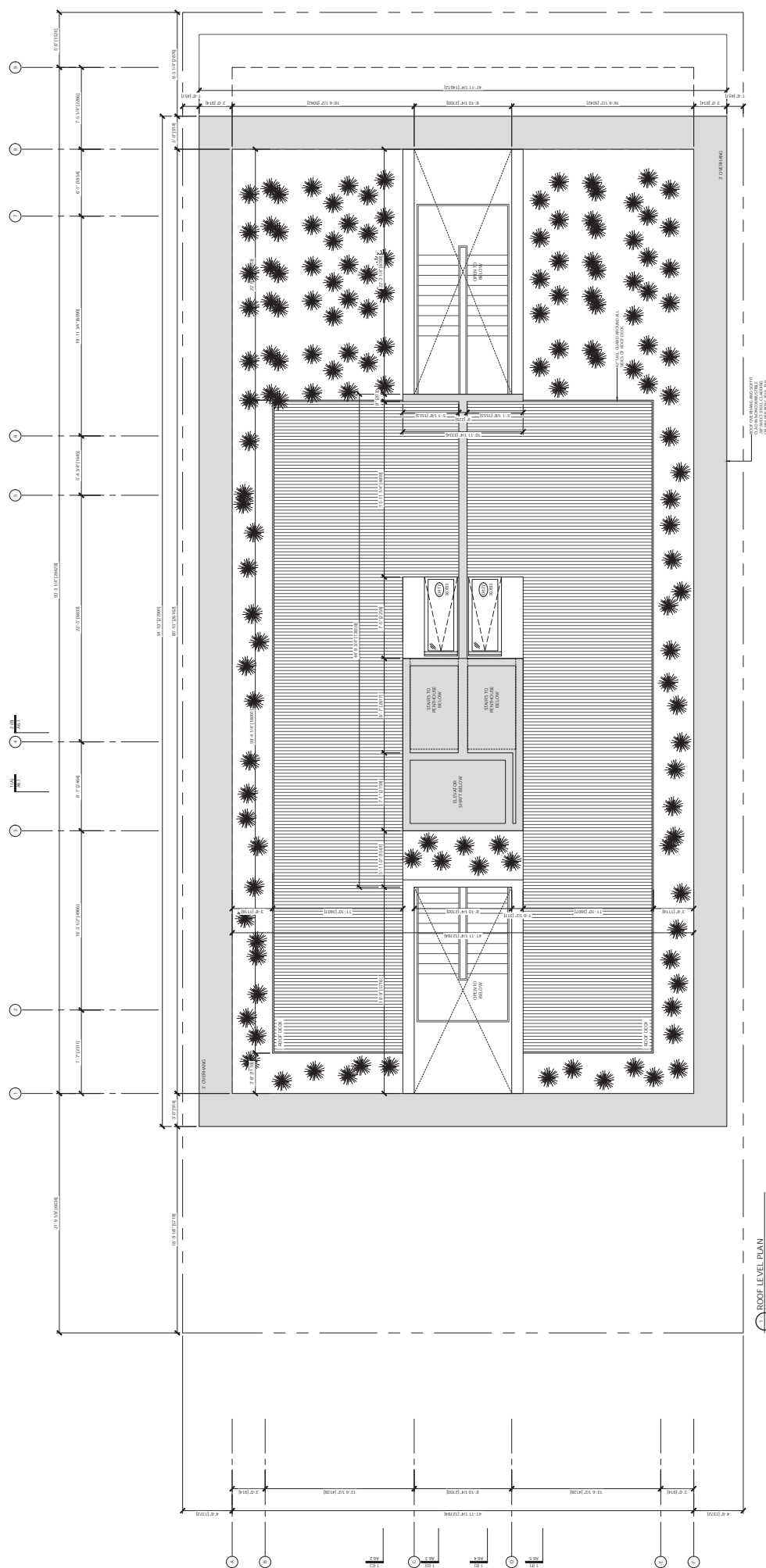
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 CONSULTANT:

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 CHECKED BY: J.A.
 REVISIONS: 2
 SCALE: 1/8" = 1'-0"
 CONSULTANT:

856 HEYWOOD
 VICTORIA BC

A2.4

FOURTH LEVEL PLAN



KEYWOOD 6
955 KEYWOOD AVE
VICTORIA BC

A2.5

ROOF LEVEL PLAN

SCALE: 1/8" = 1'-0"
 DATE: 2019-08-07
 DRAWN BY: J.A.
 CHECKED BY: J.A.
 REVISION: 2
 SHEET: 2
 CONSULTANT:

ISSUES:
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 B. DEVELOPMENT PERMIT
 C. DEVELOPMENT PERMIT
 D. DP RESUBMISSION 02

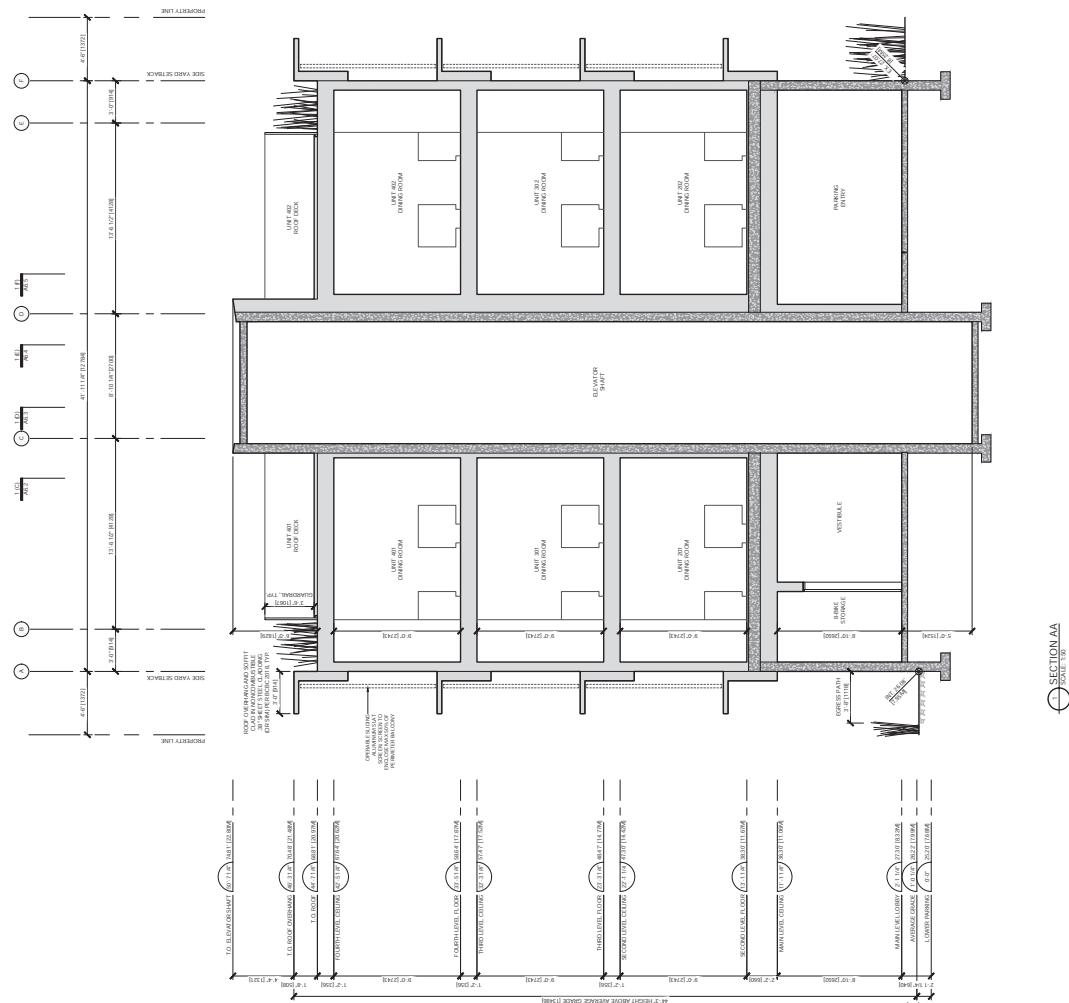
2019-08-07
 2019-08-07
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 2019-08-07

Darcy Jones Architects Inc.
 100-175 Broadway Suite
 200
 Victoria BC V8V 1K2
 780.680.2231
 darcyjonesarchitects.com

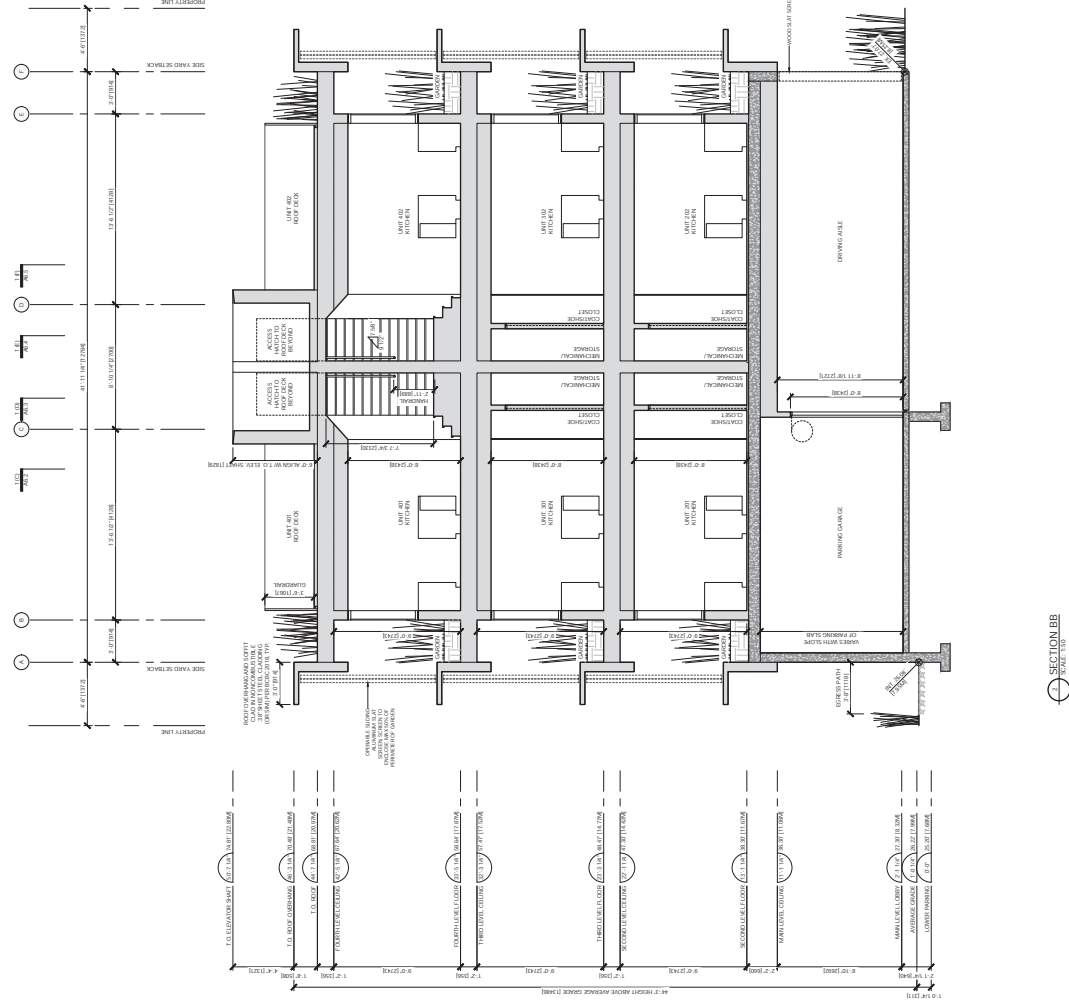
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SECTION BB
SCALE 1/8" = 1'-0"

DAVEY JONES ARCHITECTS INC.
 180-178, Broadway Suite 200
 Vancouver, BC V6C 2E2
 TEL: 604.683.2331
 FAX: 604.683.2332
 WWW.DJARCHITECTS.COM

SCALE: 1/8" = 1'-0"
 DATE: 2010-04-05
 DRAWN BY: J.A.
 CHECKED BY: J.A.
 REVISION: 2
 SHEET: 2
 CONSULTANT:

956 HEYWOOD 6
 HEYWOOD 6
 VICTORIA BC

A6.1

SECTION

A6.2

SECTION

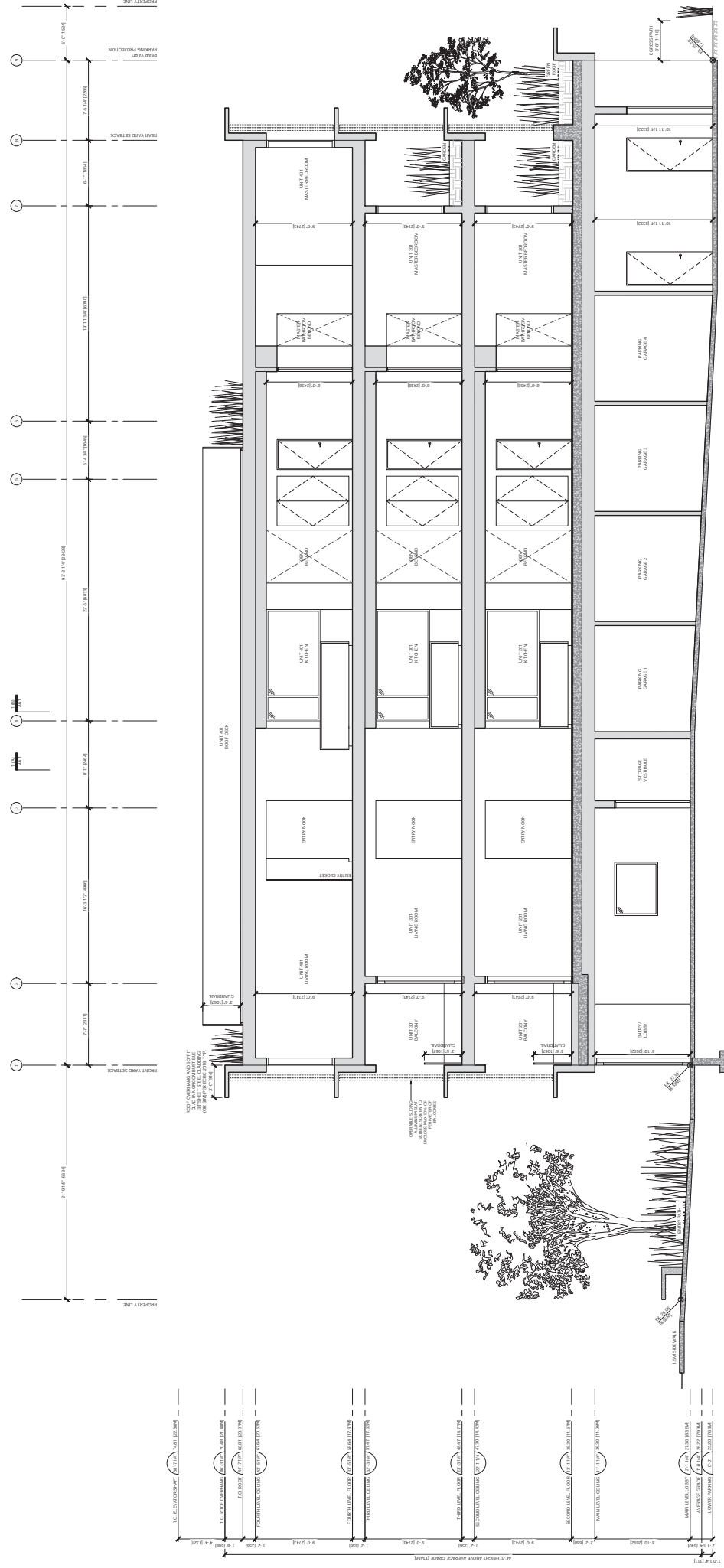
ISSUES		SCALE	
A	DEVELOPMENT REPORT	2019-01-07	1-30
B	DEVELOPMENT REPORT	2019-01-07	1-30
C	DIP RESUBMISSION	2020-01-01	DATE
D	DIP RESUBMISSION #2	2020-01-20	2020-01-20
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			REVISION
			2
			ISSUE
			0
			CONSULTANT

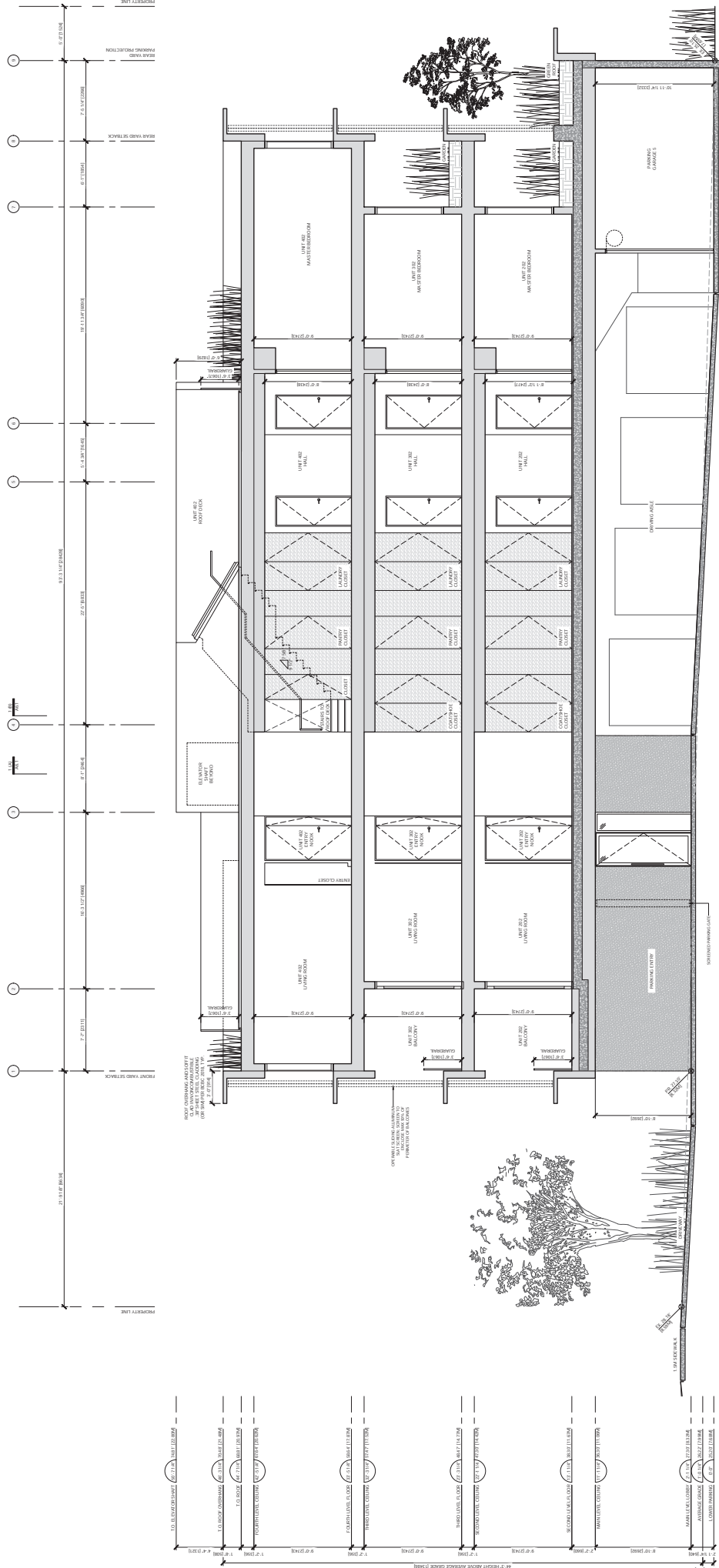
D'Arcy Jones Architects Inc

09-175 Broadway East
Vancouver BC V5T 7A2
604 609 2235
604 609 2231
info@darc.yonics.com

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SECTION OC
SCALE: 1/8" = 1'-0"





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

856 HEYWOOD 6
VICTORIA BC

A6.5

SECTION

SCALE: 1/8" = 1'-0"
 DATE: 2019-08-07
 DRAWN BY: J.A.
 CHECKED BY: J.A.
 REVISION: 2
 SHEET: 2
 COUNCIL TANK:

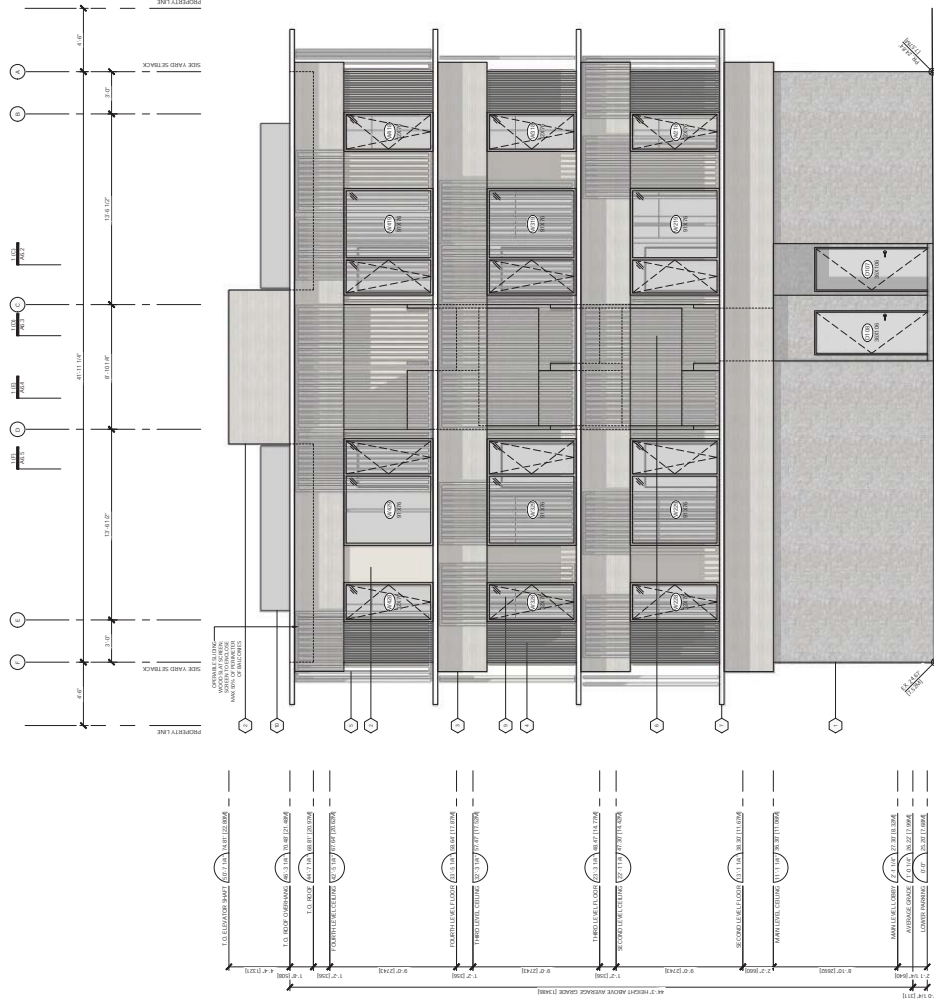
2019-08-07
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DEVELOPMENT PERMIT
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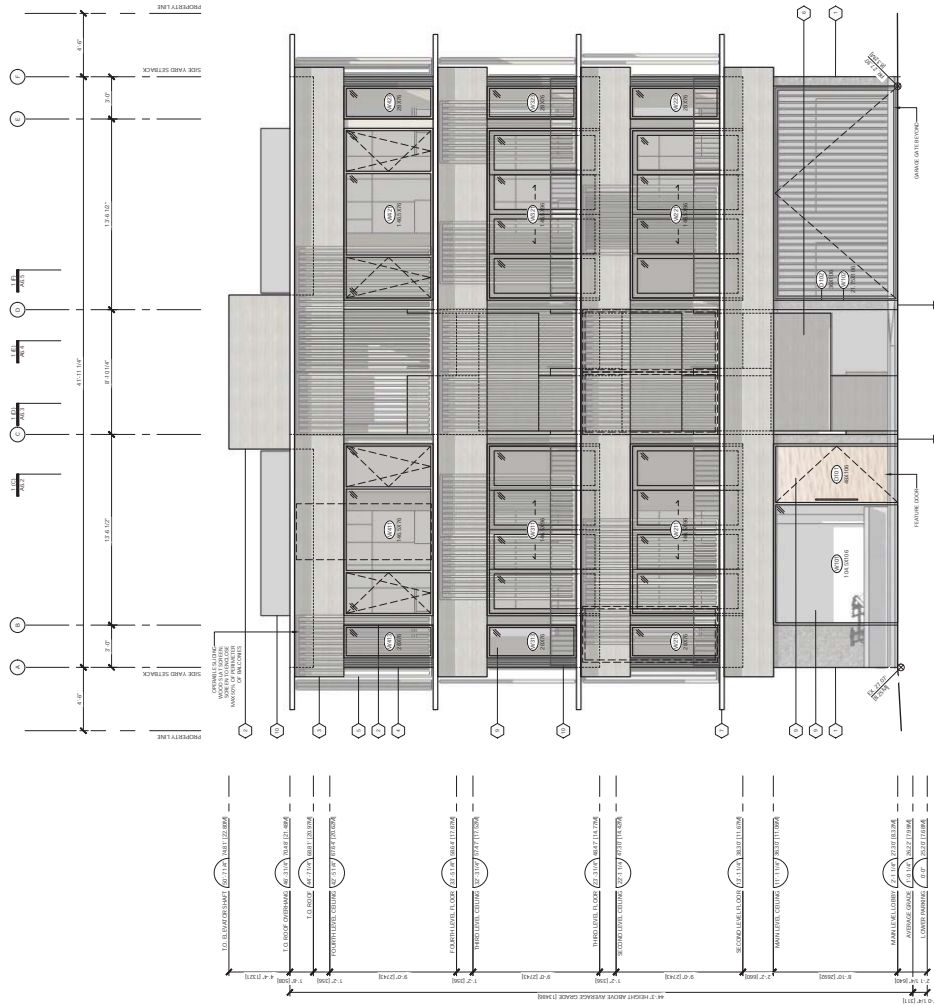
Darcy Jones Architects Inc.
 180-178 Broadway Suite
 Victoria BC V8V 1M2
 780.689.2331
 darcyjones.ca

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All dimensions to be noted by contractor. Any dimensions shown on drawings shall prevail over any dimensions shown on specifications and details.



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



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

KEYWOOD 6
956 KEYWOOD AVENUE
VICTORIA, BC

A7.1

ELEVATION

REVISIONS

NO.	DESCRIPTION	DATE	BY	CHECKED	REVISION
1	DEVELOPMENT REVIEW	2019-08-07	JM	JM	1
2	DEVELOPMENT REVIEW	2019-08-07	JM	JM	2
3	DEVELOPMENT REVIEW	2019-08-07	JM	JM	3
4	DEVELOPMENT REVIEW	2019-08-07	JM	JM	4

DATE: 2019-08-07
BY: JM
CHECKED: JM
REVISION: 2

DO NOT SCALE THESE DIMENSIONS

NOTES:

- 1. ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SPECIFIED.
- 2. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE SPECIFIED.
- 3. ALL DIMENSIONS ARE TO CENTERLINE UNLESS OTHERWISE SPECIFIED.
- 4. ALL DIMENSIONS ARE TO EXTERIOR UNLESS OTHERWISE SPECIFIED.
- 5. ALL DIMENSIONS ARE TO INTERIOR UNLESS OTHERWISE SPECIFIED.
- 6. ALL DIMENSIONS ARE TO FINISH UNLESS OTHERWISE SPECIFIED.
- 7. ALL DIMENSIONS ARE TO CENTERLINE UNLESS OTHERWISE SPECIFIED.
- 8. ALL DIMENSIONS ARE TO EXTERIOR UNLESS OTHERWISE SPECIFIED.
- 9. ALL DIMENSIONS ARE TO INTERIOR UNLESS OTHERWISE SPECIFIED.
- 10. ALL DIMENSIONS ARE TO FINISH UNLESS OTHERWISE SPECIFIED.

MATERIALS

- 1. EXTERIOR WALLS: CONCRETE BLOCK WITH STUCCO FINISH.
- 2. INTERIOR WALLS: GYPSONUM BOARD WITH PLASTER FINISH.
- 3. FLOORING: POLISHED CONCRETE SLAB.
- 4. CEILING: GYPSONUM BOARD WITH PLASTER FINISH.
- 5. ROOFING: ASBESTOS CEMENT SHINGLES.
- 6. GLAZING: CLEAR GLASS WITH ALUMINUM FRAME.
- 7. DOORS: SOLID WOOD WITH GLASS INSERT.
- 8. WINDOWS: DOUBLE GLAZED ALUMINUM FRAME.
- 9. STAIRS: SOLID WOOD WITH METAL HANDRAILS.
- 10. FINISHES: ALL FINISHES TO BE MATCHED TO EXISTING FINISHES.

DAVEY JONES ARCHITECTS INC.
180-178 Broadway Road
Victoria, BC V8V 1K2
Tel: 250-383-2231
Fax: 250-383-2232
www.daveyjonesarchitects.com

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Not to be used for construction without the approval of Davey Jones Architects Inc.



MATERIALS					
EXPRESSED CONCRETE WITH EXPOSED TOP SURFACE FINISH	6	WOOD SLIMS FINISHED TO MATCH PANEL TOTAL #2	6	WOOD SLIMS FINISHED TO MATCH PANEL TOTAL #2	6
PRE-FINISHED ALUMINUM PANEL SYSTEM, BUSHY FINISH	7	SOFFITS AND CORNERS MATCH PANEL TOTAL #2	7	SOFFITS AND CORNERS MATCH PANEL TOTAL #2	7
PRE-FINISHED ALUMINUM PANEL SYSTEM, BUSHY FINISH	8	SHIELDING FINISH TO MATCH PANEL TOTAL #2	8	SHIELDING FINISH TO MATCH PANEL TOTAL #2	8
HORIZONTAL PRE-FINISHED ALUMINUM PANEL SYSTEM, TOWN TO MONTEAL #2	9	NATURAL SLABS, COLOR TO MATCH PANEL TOTAL #2	9	NATURAL SLABS, COLOR TO MATCH PANEL TOTAL #2	9
VERTICAL PRE-FINISHED ALUMINUM PANEL SYSTEM, TOWN TO MONTEAL #2	10	ALUMINUM CORNERS AND SLIDERS COLOCATED TO MATCH PANEL TOTAL #2	10	ALUMINUM CORNERS AND SLIDERS COLOCATED TO MATCH PANEL TOTAL #2	10
VERTICAL PRE-FINISHED ALUMINUM PANEL SYSTEM, TOWN TO MONTEAL #2	11	NATURAL SLABS, COLOR TO MATCH PANEL TOTAL #2	11	NATURAL SLABS, COLOR TO MATCH PANEL TOTAL #2	11
VERTICAL PRE-FINISHED ALUMINUM PANEL SYSTEM, TOWN TO MONTEAL #2	12	NATURAL SLABS, COLOR TO MATCH PANEL TOTAL #2	12	NATURAL SLABS, COLOR TO MATCH PANEL TOTAL #2	12




ISSUES		SCALE
A	DEVELOPMENT PERMIT	1.8
B	DEVELOPMENT PERMIT	DATE
C	DP RESUBMISSION	2020-09-28
D	DP RESUBMISSION A2	2020-09-02
		2020-09-20
		DRAWN
		JA
		CHECKED
		GD
		REVISION
		2
		ISSUE
		D
		CONSULT
		T

A9.1

DETAILS

LEGEND

-  Existing Tree
-  Tree to be Removed
-  Proposed Boulevard Tree





Phyllostachys aurea 'Koi'
with 4" Aluminum Barrier all sides

Gravel Path

Pachysandra terminalis

Pinus pumila

Vaccinium ovatum



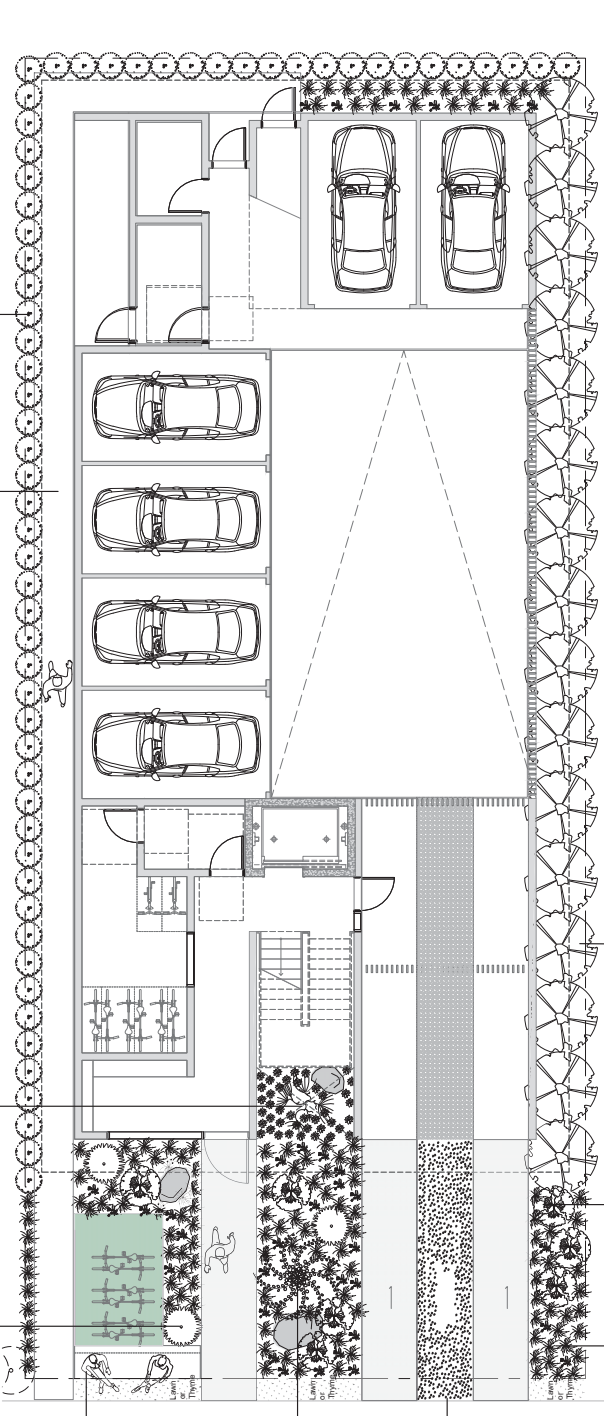
Concrete Bench



Feature Tree:
Chamaecyparis nootkatensis



Woolly Thyme
Thymus pseudolanuginosus



PLANT CATEGORY PERCENTAGE		
Plant Category	Plant Count	Percentage of total plants (%)
Tree plant units	100%	30.0%
Shrub plant units	100%	30.0%
Ground cover plant units	100%	30.0%
Perennial plant units	100%	30.0%

GENERAL PLANT LIST OF ALL LEVELS									
ID	Quantity	Latin Name	Common Name	Category	Size	Planting Notes	Native	Food-bearing	Non-native
V0	3	Vaccinium ovatum	Evergreen huckleberry	Shrub	1 gallon		X	X	X
PP	1	Pinus pumila	Dwarf Pinus	Shrub	10 gallon				X
PT	41	Pachysandra terminalis	Japanese pachysandra	Ground cover	1 gallon		X		X
PA	62	Phyllostachys aurea 'Koi'	Bamboo	Shrub	8 gallon				X
CH	1	Chamaecyparis nootkatensis	Woolly Thyme	Tree	10' B+B		X		X
TP	575	Thymus pseudolanuginosus	Woolly Thyme	Ground cover	4"		X		X
KM	130	Koeleria macrantha	Prairie Junegrass	Grass	1 gallon			X	
EM	7	Eriogonum fasciculatum	Pearl bush	Shrub	5 gallon		X		X
PL	16	Pinus laevis	Portuguese laurel	Shrub	5 B+B		X		X
AS	3	Aster sp.	Autumn Moon	Tree	6 B+B				X
PM	18	Populus tremula	Western sword fern	Perennial	1 gallon		X		X
AP	19	Adiantum pedatum	Northern maidenhair fern	Perennial	1 gallon		X		X
CC	296	Cornus canadensis	Creeping dogwood	Perennial	1 gallon		X		X
JL	208	Juncus effusus	Soft rush	Grass	1 gallon		X		X
DC	202	Dianthus californicus	California oregano	Grass	1 gallon		X		X
FR	179	Festuca ovina	Roemer's Fescue	Grass	1 gallon		X		X
AM	44	Artemisia tridentata	Lady's lace	Grass	4"		X		X
PC	13	Penstemon	Sediment	Perennial	4"		X		X
EP	13	Eriogonum fasciculatum	Pearl bush	Perennial	1 gallon		X		X



Privacy Hedge:
Pinus laevis



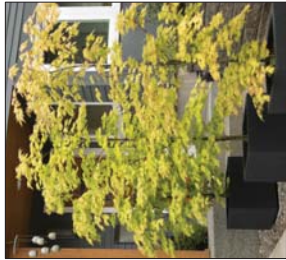
Exochorda x macrantha
The Bride



Native Meadow Grass: Koeleria macrantha
Meadow Flower: Armi majus



Native Meadow Theme + Form



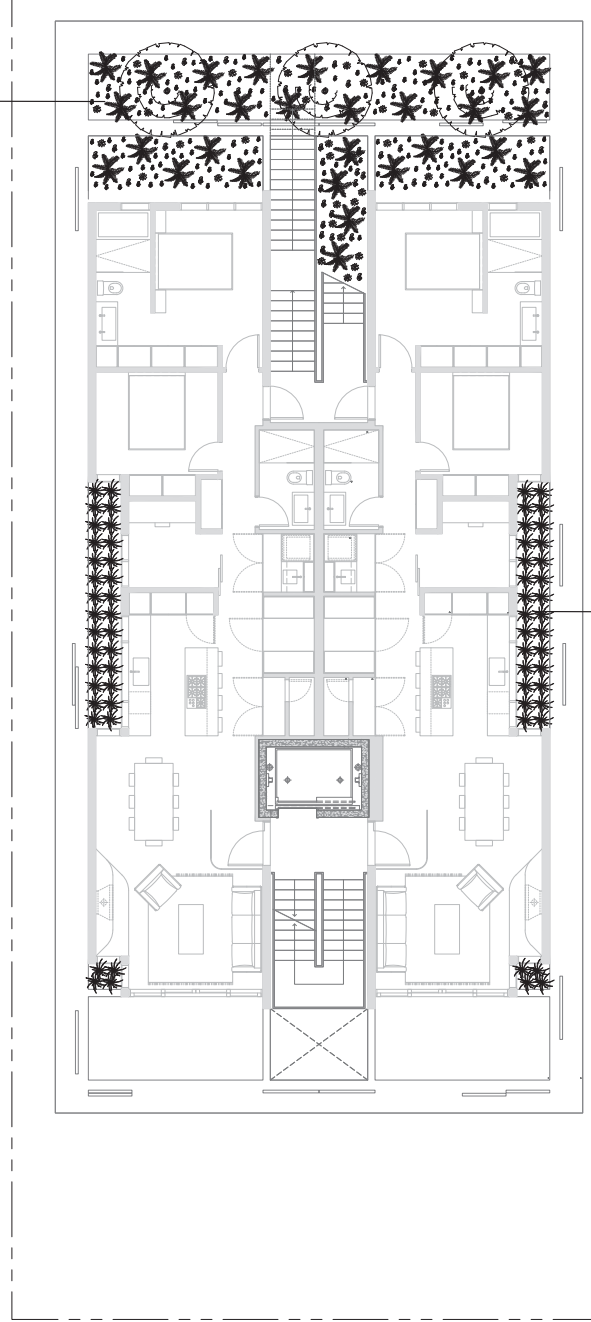
Feature Tree:
Acer shirasawanum



Ferns: Polystichum munitum, Adiantum pedatum



Cornus canadensis



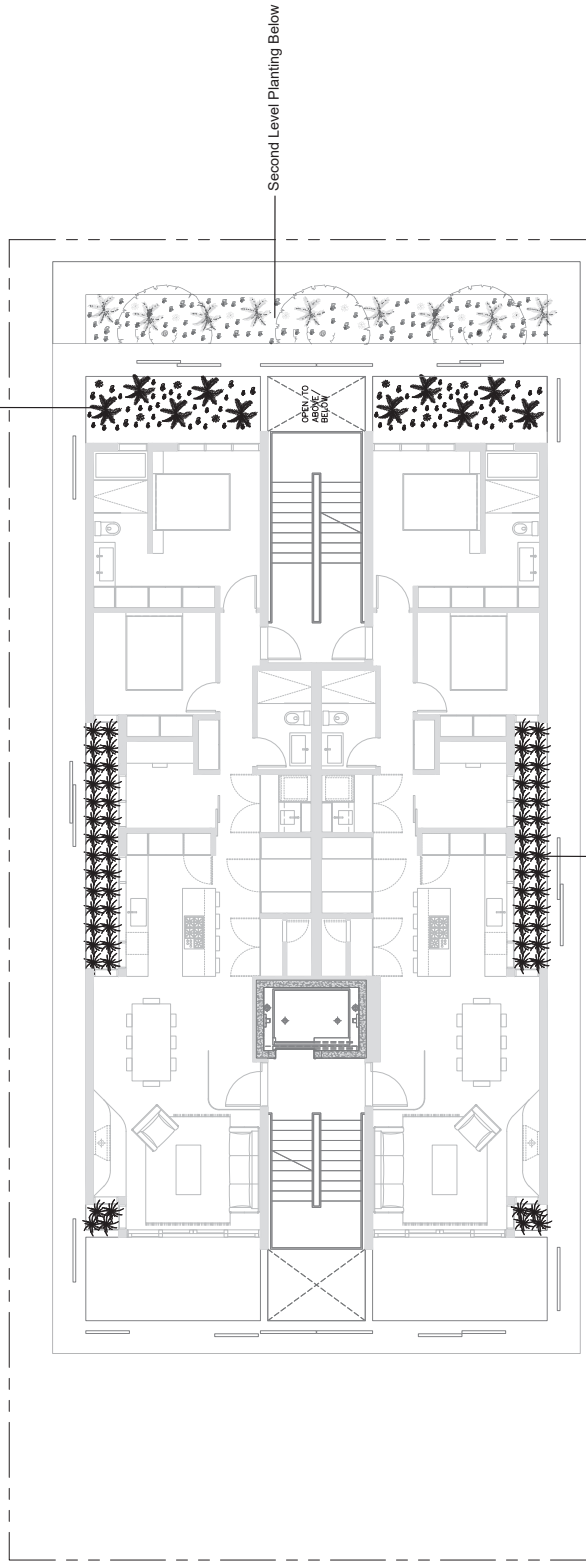
Carex viridula



Cornus canadensis



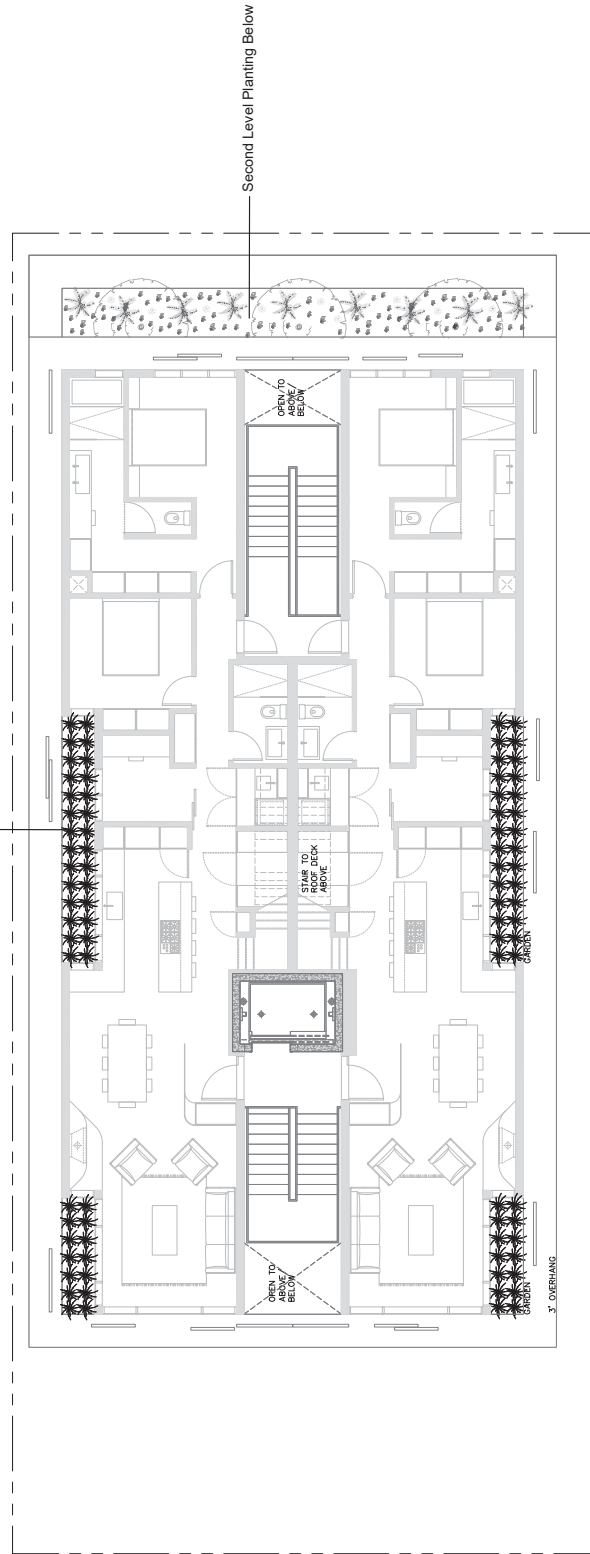
Ferns: *Polystichum munitum*, *Adiantum pedatum*



Juncus effusus



Juncus effusus

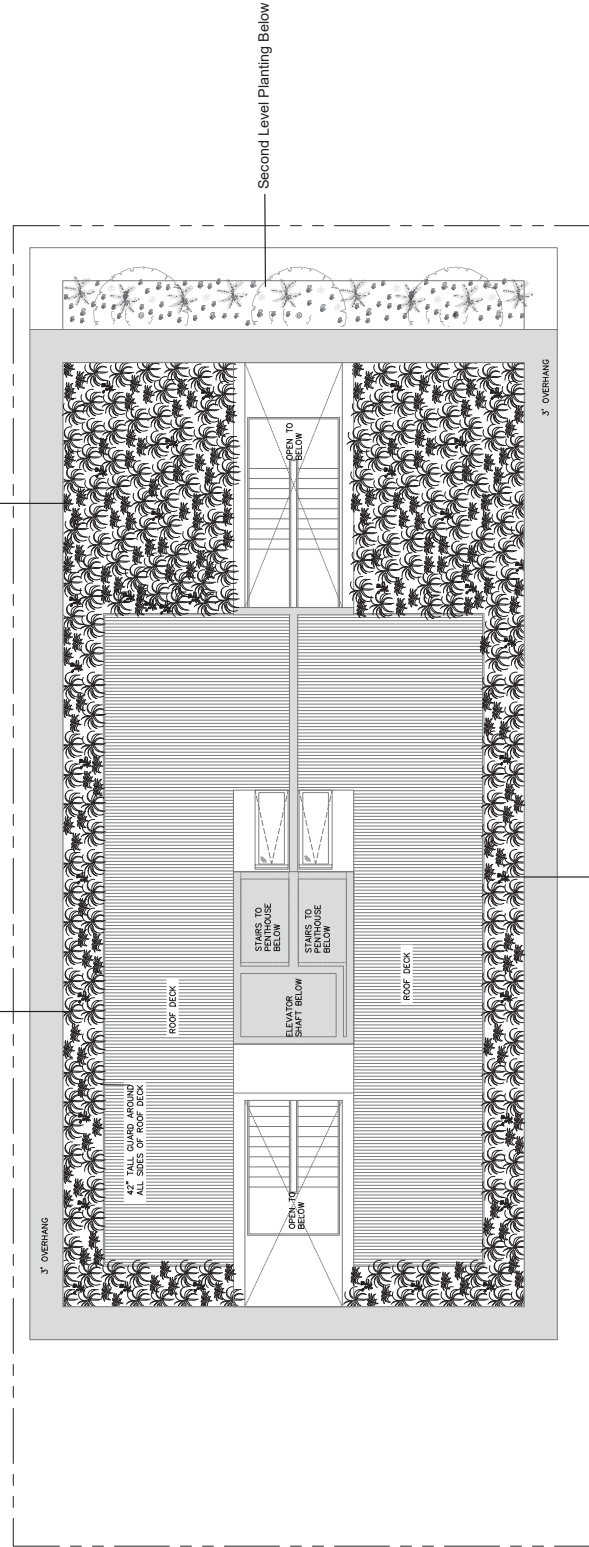




Danthonia californica



Roemer's fescue



Meadow Flowers: Ammi majus + Plectritis congesta + Echinacea 'Pow Wow' white

CLIENT NAME
Purdey Group
PROJECT
Heywood 6
ADDRESS
956 Heywood Avenue
Victoria, BC

DESIGNED BY
Bianca Bodley
DRAWN BY
BB/ KN

D - DP
Resubmission #2
2020-05-20



Scale: 3/16" = 1'

L7 PLANTING LIST

DATE
May 20, 2020

GENERAL PLANT LIST OF ALL LEVELS									
ID	Quantity	Latin Name	Common Name	Category	Size	Pollinator	Food bearing	Native	Non-native
VO	3	Vaccinium ovalum	Evergreen huckleberry	Shrub	1 gallon		X	X	
PP	1	Pinus pumila	Dwarf Pinus	Shrub	10 gallon				X
PT	41	Pachysandra terminalis	Japanese pachysandra	Ground cover	1 gallon	X			X
PA	62	Phyllostachys Aurea "Koi"	Koi	Shrub	8 gallon				X
CN	1	Chamaecyparis nootkatensis	Yellow cypress	Tree	10' B+B			X	
TP	575	Thymus pseudolanuginosus	Woolly thyme	Ground cover	4"	X			X
KM	130	Koeleria macrantha	Prairie Junegrass	Grass	1 gallon			X	
EM	7	Exochorda x macrantha	Pearl bush	Shrub	5 gallon	X			X
PL	16	Prunus lusitanica	Portuguese laurel	Shrub	5' B+B	X			X
AS	3	Acer shirasawanum	Autumn Moon	Tree	6' B+B				X
PM	18	Polystichum munitum	Western sword fern	Perennial	1 gallon			X	
AP	19	Adiantum pedatum	Northern maidenhair fern	Perennial	1 gallon			X	
CC	296	Cornus canadensis	Creeping dogwood	Perennial	1 gallon			X	
JE	208	Juncus effusus	Soft rush	Grass	1 gallon			X	
DC	232	Danthonia californica	California oatgrass	Grass	1 gallon			X	
FR	179	Festuca roemerii	Roemer's Fescue	Grass	1 gallon			X	
AM	44	Anem. majus	Lady's lace	Grass	seed	X			X
PC	13	Plectritis congesta	Seablush	Perennial	4"	X		X	
EP	13	Echinacea purpurea	PowWow White	Perennial	1 gallon	X			X

PLANT CATEGORY PERCENTAGE		
	Plant Units	Percentage of total plants (%)
Total plant units	1861	100.0%
Pollinator plants	709	38.0%
Food-bearing plants	1	0.5%
Native to Vancouver Island plants	1096	59.0%
Non-native to Vancouver Island plants	762	41.0%

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

August 5th, 2019

PROPOSED PROJECT: 956 Heywood Avenue – Design Rationale

INTRODUCTION

Our proposed 6-unit building fronts onto Heywood Avenue, on the eastern edge of Beacon Hill Park. It looks towards the park's open meadow and the baseball diamonds at its north-east corner. The site's current zoning is R3-AM2, which permits four-storey multi-family developments. Currently this is the most common building massing on Heywood Avenue, typified by the particularly large four-storey apartment blocks that flank the subject site.

The current zoning assumes larger parcels, becoming problematic when it is applied to smaller parcels like the subject site. This site is a leftover from when the area had single-family developments. Over the past decades apartment buildings literally built up and around it. In order to facilitate the development of a project that is suitable to the existing use and scale of this streetscape, we are seeking variances to the existing multi-family zoning. The proposed variances will permit us to achieve similar zoning parameters to other recent projects in the area, which dealt with similar circumstances. We've modelled our proposed building per the R-72 zoning of a recent project at 1014 Park Blvd., which did not have the existing multi-family zoning that 956 Heywood does. We've also considered the development currently under construction at 986 Heywood, which has a larger site, but is built to similar height and density.

DESIGN

The horizontal character of 956 Heywood, the predominantly wood facades and the use of screens relate to the linear and decorative qualities of the balconies on the neighbouring buildings. Combined with a flat roof and sympathetic massing, our proposed building will fit seamlessly into the existing streetscape. The use of screens on the facades will provide relief from hot west sun and will enliven the façade within the filigree of the linear overhangs.

The main floor has a wide street-facing common entry garden that accesses the lobby and an open staircase that serves each unit's exterior entry door. This creates a "vertical rowhouse" building shape that encourages interaction between neighbours. This architectural feature will effectively create "doors on the street".

Units are oriented east-west allowing each one to have a strong relationship to the street and the park. Living areas are oriented to face the street, with quiet spaces deeper in the plan. The north and south sides of the building feature a long recess, to break up the mass of the building and provide an opportunity for larger openings and light. Operable screens will provide visual interest for occupants and the neighbouring apartments, while mitigating any loss of privacy between our proposed new building and its existing neighbours.

The plantings and entry garden on the proposed Heywood Avenue elevation will be inspired by the meadows of Beacon Hill Park.

D'Arcy Jones Architects Inc.

309-175 Broadway East
Vancouver BC V5T 1W2
www.darcyjones.com

ZONING

	R3-AM2	R-72 (1014 PARK BLVD)	R3-AM2 (986 HEYWOOD AVE)	PROPOSED
FSR (4 STOREY)	1.2:1	1.6:1 (9782.34 SF / 908.80 SM)	1.6:1 (25132.12 SF / 2334.85 SM)	1.2:1 (7310.51 SF / 679.17 SM)
BUILDING HEIGHT	39.37' / 12.0M	39.70' / 12.10M	46.85' / 14.28M	44.25' / 13.49M
NO. STOREYS	4	4	4	4
SITE COVERAGE	30%	61% (3729 SF / 346.48 SM)	76% (11928.78 SF / 1108.22 SM)	64% (3911.78 SF / 363.42 SM)
OPEN SITE SPACE		32% (1956.45 SF / 181.76 SM)	17% (2663.85 SF / 247.48 SM)	32% (1951.63 SF / 181.31 SM) * 40% (2422.25 SF / 225.03 SM) * Total including landscaped parking roof

DENSITY

The proposed density and FSR will conform to the allowable density as currently zoned. Both 1014 Park Blvd. and 986 Heywood have FSR of 1.6:1, making the density of our project very modest compared to the neighbours.

By design, the proposal has no open parking. The proposed site coverage will be 64%, compared to 62% at 1014 Park Blvd. and 76% at 986 Heywood. Existing zoning allows 30% site coverage. The requested 32% of extra site coverage is a result of completely enclosing and hiding the proposed parking area. The roof of the parking garage will be landscaped at the rear yard, so it will qualify as open site space.

HEIGHT

Due to poor bearing capacity of underlying soils and the complexities of deep excavations on such a tight site, Geotechnical and Structural consultants have concluded that minimal excavation should occur. In order to avoid the underlying soft clays and accommodate covered and enclosed parking within these constraints, we are proposing to have the parking be at grade and the residential units begin on the second story, above the parking. The proposal will seek a height variance of 1.49M, for a total building height of 13.49M; which is still shorter than the height of 986 Heywood Avenue (14.28M), down the street.

SETBACKS

	R3-AM2	R-72 (1014 PARK BLVD)	R3-AM2 (986 HEYWOOD AVE)	PROPOSED
FRONT YARD SETBACK	34.45' / 10.50M	16.40' / 5.00M	12.34' / 3.76M	21.75' / 6.63M
REAR YARD SETBACK	19.69' / 6.00M	18.70' / 5.70M	23.43' / 7.14M	12.44' / 3.79M
PARKING PROJECTION			4.00' / 1.22M	5.00' / 1.52M
NORTH SIDE YARD SETBACK	19.69' / 6.00M	4.92' / 1.50M TO HABITABLE NIL TO NON-HABITABLE	17.91' / 5.46M TO HABITABLE 2.95' / 0.90M TO NON-HABITABLE	4.50' / 1.30M
SOUTH SIDE YARD SETBACK	19.69' / 6.00M	4.92' / 1.50M TO HABITABLE NIL TO NON-HABITABLE	8.07' / 5.46 TO HABITABLE 1.87' / 0.57M TO NON-HABITABLE	4.50' / 1.37M
SETBACK EXEMPTIONS	<p>- STEPS & ENTRY CANOPIES 14.75' (4.5M) TO STREET OR 9.84' (3.00M) TO INT. PL</p> <p>- WHERE PL ABUT STREET MAY BE AVG USING FACES WITHIN 4.92' (1.50M) OF REQ'D</p> <p>- NO SETBACK < 9.84' (3.00M)</p> <p>- BALCONY MAY PROJECT 6.56' (2.00M)</p> <p>- BALCONY MAY BE PARTIALLY OR TOTALLY ENCLOSED WHERE IT MATCHES CLADDING</p> <p>- BALCONY OR DECK FACING STREET OR PARK MAY PROJECT INTO SETBACK 9.19' (2.80M)</p>			

FRONT YARD

To be compatible with the neighbouring buildings, our proposed building has a front-yard setback 1.63M larger than allowable per R-72 zoning. A front-yard setback variance is requested, from 10.5M to 6.63M. Corner windows and balconies at the front façade will visually minimize the proposed building's massing. Unlike the neighbouring apartment buildings and the recent development at 1014 Park Blvd, our proposed balconies on the second and third levels will be included in our building footprint and not project any further into our front yard setback.

Our original design proposed a front yard setback of 21'-1", but after feedback from community members and city staff we have revised our design to be more respectful of our neighbours. Although we were only able to push back our building another 8" to have a total building front yard setback of 21'-9", we have shifted the second and third level units further into the property where they are only 6'-8" proud of our neighbours. We also carved out the northwest and southwest corners of the building to improve views to the park.

REAR YARD

The proposed rear-yard setback to the above grade storeys of the building is 1.91M more than the typical setback per R-72 zoning. While the main level projects beyond this setback, its roof will be landscaped and treated as open space, reducing its visual impact on any neighbours.

We are requesting a variance from existing zoning in order to permit the main level to go within 1.52M of the rear property line, and for above grade levels (2-4) to be at 3.79M from the rear property line.

SIDE YARDS

The proposed side-yard setbacks are 0.13M less than the 1.5M requirement per R-72 zoning. This is a result of trying to minimize the variance required for front and rear yard setbacks. We will ensure that the side yard walls and overhangs will be built to code as required by the BCBC 2018 to remove all safety concerns. There will also be no unprotected openings in the wall plane at the setback to ensure neighbour privacy is not encroached upon. Additionally, a 6.83M x 1.93M recess will be carved out of the sides of each above grade floor, to further increase setback relief within the side-yards. R-72 zoning permits uninhabitable parking level to have 0.0M setbacks. The minimum proposed setback to the parking level is 1.37M at the side yards, to allow for a significant landscape buffer.

We seek to vary the existing zoning to allow for the setbacks noted above.

PARKING


	R3-AM2	R-72 (1014 PARK BLVD)	R3-AM2 (986 HEYWOOD AVE)	PROPOSED
NO. UNITS	-	-	21 UNITS	6
PARKING	1.4/UNIT	0.9/UNIT (6 SPACES)	1.4/UNIT (29 SPACES)	1/UNIT (6 SPACES)
VISITOR PARKING	-	-	-	-
BIKE PARKING (SHORT TERM)	6 SPACES	6 SPACES	6 SPACES	6 SPACES
BIKE PARKING (LONG TERM)	1/UNIT (6 SPACES)	1.25/UNIT (9 SPACES)	1.25/UNIT (22 SPACES, 12 NON-CONFORMING)	8 SPACES

A 1:1 ratio will be provided for vehicle parking. This exceeds the required 0.9 parking spaces / unit per R-72 zoning, and is nominally less than the revised Schedule-C requirements. This site is centrally located and close to public transportation and bike routes. The proposed development will provide ample secure long-term bike storage in the parking level.

SUMMARY

The proposed building suits the targeted use and character of the current zoning. It will quietly nestle itself into Heywood Avenue's streetscape. Planning's support for our requested variances will allow for the current zoning's intended uses to continue on, while providing the opportunity for a fresh development that supports empty nesters or young families. The site is perfectly situated to accommodate this modest project near Victoria's historic and important downtown, across from the much-loved Beacon Hill Park.

Sincerely,



D'Arcy Jones
Architect AIBC MRAIC

D'Arcy Jones Architects Inc.

309-175 Broadway East
Vancouver BC V5T 1W2
www.darcyjones.com

For Staff Consideration

CALUC Community Input Meeting Report: November 22nd, 2018

Address: 956 Heywood



Developer: Luke Mari, Purdey
Group (Aryze) lmari@purdeygroup.com
Architect: D'Arcy Jones Architects

Attendance: 8

This property is the last one to be developed on this block and it is surrounded by 4 storey residential buildings.

Rezoning Requested	Current Zone	Proposed	
	R3-AM-2	R-72 zone (a neighbouring R-72 has a lane access and this property does not.)or site specific zone closely related to R-72	
Number of Units	Orphaned House	Multi Family 7	
	Current Zone	Proposed	
Site Coverage	30%	72.2% (including balconies)	
FSR (Floor Space Ratio)		1.58:1	
Number of Storeys	4	4	
Height		48.25 ft or 14.7M	
Number of parking stalls	1.4 per unit	1.0 per unit 7 parking stall (No visitor parking)	
Rear (East) Setback	3M	1.2M to parking garage level	

For Staff Consideration

Front (West) Setback	10.5M	6.43M	
Side (North) Setback	3M	1.51M	
Side (South) Setback	3M	1.5 to habitable .59 to non habitable (garage)	
Number of protected trees		None	
Community Amenity Contribution		None	

Neighbourhood Comments Feedback on development proposal:

Mass: Front setback. “It sticks out further”:

- Picture doesn’t really show how much further it sticks out from us (approx. 7 feet past)
- You need to make it smaller
- I like the design if you push it back a bit
- Would it be possible to move the building back to the same setback as the other 2 neighbouring buildings?
- “I won’t be able to see the sky anymore”
- Your building will be the “only one” that sticks out
- “Jutting out (front setback) and too high. You should be the same as the neighbour buildings”

Loss of Light:

- You are taking morning light away from neighbours
- If we have to live with a blank wall keep it a light colour so at least we get some reflective light
- large light blocking wall to the north
- “all I’m going to see is a wall”
- How about murals, so if we have to look at a wall, at least make it interesting.

Loss of View

- 964 Heywood NW Corner currently has a beautiful city view. Building higher and moving forward we would be losing our north view. (The west view will remain unencumbered.)

Design:

- Due to soil conditions there is no underground parking because they would have to get permission from the neighbours north and south to encroach on

For Staff Consideration

their property during construction. Neighbours do not want this encroachment hence, it is surface parking.

- The first storey is higher than neighbouring buildings because of the parking not being able to be underground.

Greenspace & Gardens:

- The mature trees visible from Heywood are on neighbouring north and south properties.

Comments on Land Use policy:

- “Zoning should guide the land use.”
- “Variances are way too big and should only be small.”
- “If you can’t depend on zoning, or community plans, you build whatever you want.”
- “This [proposed building] will set a precedent [not preserve the existing development pattern] for our neighbourhood, with heritage houses isolated between oversized buildings. Good bye green space, and privacy.”
- 6.2.1 DRAFT Fairfield Neighbourhood Plan Public Realm Policies: Maintain and enhance the existing urban tree canopy on all street to support attractive streetscapes and walkable environments. This proposal does not support this.

Noted: In the discussion, about moving the front setback it was discussed removing a parking space to move the building back, and the difficulty of this because of the placement of the elevator.

See attached letters to CALUC

For Staff Consideration



Sent: Monday, November 26, 2018 2:51 PM
To: mayorandcouncil@victoria.ca; CALUC chair
Subject: 956 Heywood Avenue

Re: 956 Heywood Avenue

I am alarmed and dismayed at the proposed development of 956 Heywood Avenue.

For Staff Consideration

It is a tiny lot and the new building would be shoehorned onto it, reducing light and privacy for neighbours on either side.

986 Heywood and 1014 Park Blvd are given as comparable recent developments in the area. But in neither case are there the kind of open balconies that are such an integral part of 964 Heywood and 909 Pendergast St.

Are people supposed to sit out in the shadow of an enormous cube? Residents would be deprived of full enjoyment of their property. And no doubt their property would lose potential resale value.

I was unable to attend the planning meeting on Nov 22 but wish to voice my strong opposition to the proposed development as is.

Sincerely,

408-964 Heywood Avenue

For Staff Consideration

Sent: Tuesday, December 11, 2018 1:00 PM

To: mayorandcouncil@victoria.ca

Cc: CALUC chair; ajohnston@victoria.ca

Subject: 956 Heywood lack of notices & opposed

Dear Mayor Helps and Council,

I did not get a notice from the City for the Community Meeting for the proposed development at 956 Heywood, as is the case with several other people. I live next door in a condo at 964 Heywood.

I have checked with 13 people who live in the two condo buildings on either side of the proposed development. Nine are sure they did not get the notice. Five do not recall getting it, but can't be sure. I have not found anyone who got it.

At first when I question some people, they think they did get it, but when I ask them further they refer to the information that some people received from the developer and then clarify they did not get anything from the City.

I have met with Alec Johnston, Senior Planner, about the lack of notices and he is looking into this.

A neighbour who did not get the notice went to City Hall and was told to take it up with Canada Post.

Can another community meeting can be scheduled to remedy this situation? I look forward to a reply from you.

I am strongly opposed to the proposed development.

When I purchased my condo, I carefully examined the zoning of 956 Heywood as it is to my immediate north and my balcony and windows look onto it. At present there is a single family dwelling. The proposal is for a condo with four stories plus part of a parking level garage with 7 units.

For Staff Consideration

The proposal is drastically different than the zoning which is in place and which I based my purchase on.

The existing zoning is for 30 % site coverage. The proposal is for 72.2%.

The zoning height is 12 M. The proposal is 14.2 M.

The zoning front set back is 10.5 M (for 4 storeys) and the proposal is 6.43 M. The buildings adjacent are set back about 11.35 M. The proposal would jut out in comparison and block views of Beacon Hill Park. Front balcony zoning is for 2 M. The proposal is for 2.5 M. Balconies next door at 964 Heywood are 1.5 M.

The zoning rear setback for a 12 M height (the maximum height) is 6 M. The proposal is for only 1.21 M for the parking level garage and 6.01 M for the rest of the building.

For the south side setback which is beside the building I am in, the setback for a 12 M height is 6 M. The proposal is for only 0.59 M for the parking level garage and only 1.51 M for the rest of the building!!

The north side setback is proposed for 1.51 M as compared to the 6 M zoning (for a height of 12 M). The proposal would effectively cut off the sun for many of the residents next door at 909 Pendergast.

The proposal is far too massive for the site, is intrusive and does not fit in with the buildings on either side.

The proposal is not respectful or in keeping with what the City has planned for with the present zoning for this site.

Thank you.

305-964 Heywood Ave

3.3 Development Permit with Variances Application No. 00126 for 956 Heywood Avenue

The City is considering a Development Permit with Variance application to construct a four-storey multiple dwelling building.

Applicant meeting attendees:

BIANCA BODLEY
D'ARCY JONES

BIOPHILIA DESIGN COLLECTIVE
D'ARCY JONES ARCHITECTS

Alec Johnston provided the Panel with a brief introduction of the application and the areas that Council is seeking advice on, including the following:

- window placement and privacy impacts
- parking entrance and street relationship
- landscaping in response to context
- any other aspects of the proposal on which the ADP chooses to comment.

D'arcy Jones provided the Panel with a detailed presentation of the site and context of the proposal and Bianca Bodley provided the Panel with details of the proposed landscape plan.

The Panel asked the following questions of clarification:

- is the west stairwell enclosed?
 - It is open air, and enclosed only at the top
- what material is proposed for the overhang?
 - metal
- are you worried about glare with the overhangs?
 - some glare is intended to spread light throughout
- what is the purpose of the screens?
 - they are operable and meant to be playful
- can you explain on the west elevation of the roof deck what the grey boxes are?
 - you are looking at the screens that would contain the hatches
- what is the surface of the wall on the first level?
 - concrete and glass
- what is the landscaping between the existing buildings currently?
 - that area was not surveyed. From the drawing it looks like a hedge
- what will the landscaping on the roof look like, and will it be irrigated?
 - combinations of plantings, such as Pampas grass. Yes, it will be irrigated
- where is the roof access for level four?
 - it is a hatch at the top of the stairs
- is there a guard on the roof garden?
 - yes.

Panel members discussed:

- window placements
- the impact on privacy of surrounding neighbours

- appreciation for the concept in the landscaping plan.

Motion:

It was moved by Jessi-Anne Reeves, seconded by Jason Niles, that Development Permit with Variances Application No. 00126 for 956 Heywood Avenue be approved with the following changes:

- consideration of the minimum side yard setbacks affecting livability to the neighbours.

Carried 6:1

For: Sorin Birliga, Jason Niles, Jessi-Anne Reeves, Carl-Jan Rupp, Brad Forth,
Pamela Madoff

Opposed: Karen Sander

ARYZE

06 July 2020

Re: 956 Heywood- ADP Response

Attn: Alec Johnston, Senior Planner

As you are aware, our application for 956 Heywood was heard by the Advisory Design Panel on January 22, 2020 with the resulting motion to approve the application with “*Consideration of the minimum side yard setbacks affecting livability to the neighbours*” supportively voted on by the panel. We appreciate the many aspects of the project they discussed and are grateful for the support for the project put forward. In regards to their specific motion considerations, we reviewed the design to see if there was a way to accommodate some changes. Unfortunately, due to the unique constraints of the site, we are unable to make any further revisions for the following reasons:

1. Our current design reflects a two unit per floor layout, each unit is a mirror of the other. At their widest point, the units are 15’ wide and at their narrowest point they are 12’ in width, for reference, a normal condominium unit carries a width of 19’ to 26’. Furthermore, the building core and circulation space cannot be narrowed any more while still meeting the requires of the BC Building Code. This means that any increases in side yard setback must come from the livable space within the unit themselves. Due to the already narrow unit plans, any reduction in unit width will significantly impact the livability of these proposed homes and compromise fire safety exiting to the two egress points.
2. Building upon work done previously, we again looked at reducing the building height by sinking the structure with our geotechnical consultants. This was our original plan, placing the parking underground thereby reducing the overall building height. The two different drill tests done on the property indicate the site consists of soft grey and brown clays to a depth of 18.6m, well below the required 3.5m for underground parking. In order to reduce the height of the building through excavation, we require shoring on all property lines due to the instability of the soil. When we approached the neighbouring buildings for the required access to accomplish the shoring, they politely refused due to the complex nature of their lease-hold building tenure. Given the Site Classification for Seismic Site Response ‘E’, the worst soil classification possible, we had no choice but to put the parking at grade eliminating the possibility of sinking the building to reduce height.
3. We ran an enhanced sun study and the results essentially show that any reduction to height or setbacks has no measurable benefit to the lower units of the neighbouring building as for many

parts of the year, they are already shadowed by existing buildings. In addition, the upper floor units experienced a minimal reduction in shading but in order to accomplish this benefit, the changes render the project infeasible.

4. We understand that our project will create additional shadows, it is part of the challenge of building on one of the last undeveloped properties in this urban area. Through GIS we ran an analysis that shows this urban situation is not without precedent, there are in fact 343 other multi-family buildings with a 7m or less building separation which represents 26% of the entire City's multi-family building stock. This de facto urban context highlights the need for high quality architecture to mitigate the impacts where possible. We believe our approach to architecture on this very challenging site achieves many of the stated City objectives both in policy and design guidelines.

Thank you for your consideration, please feel free to reach out with any questions or concerns.

Kind Regards,

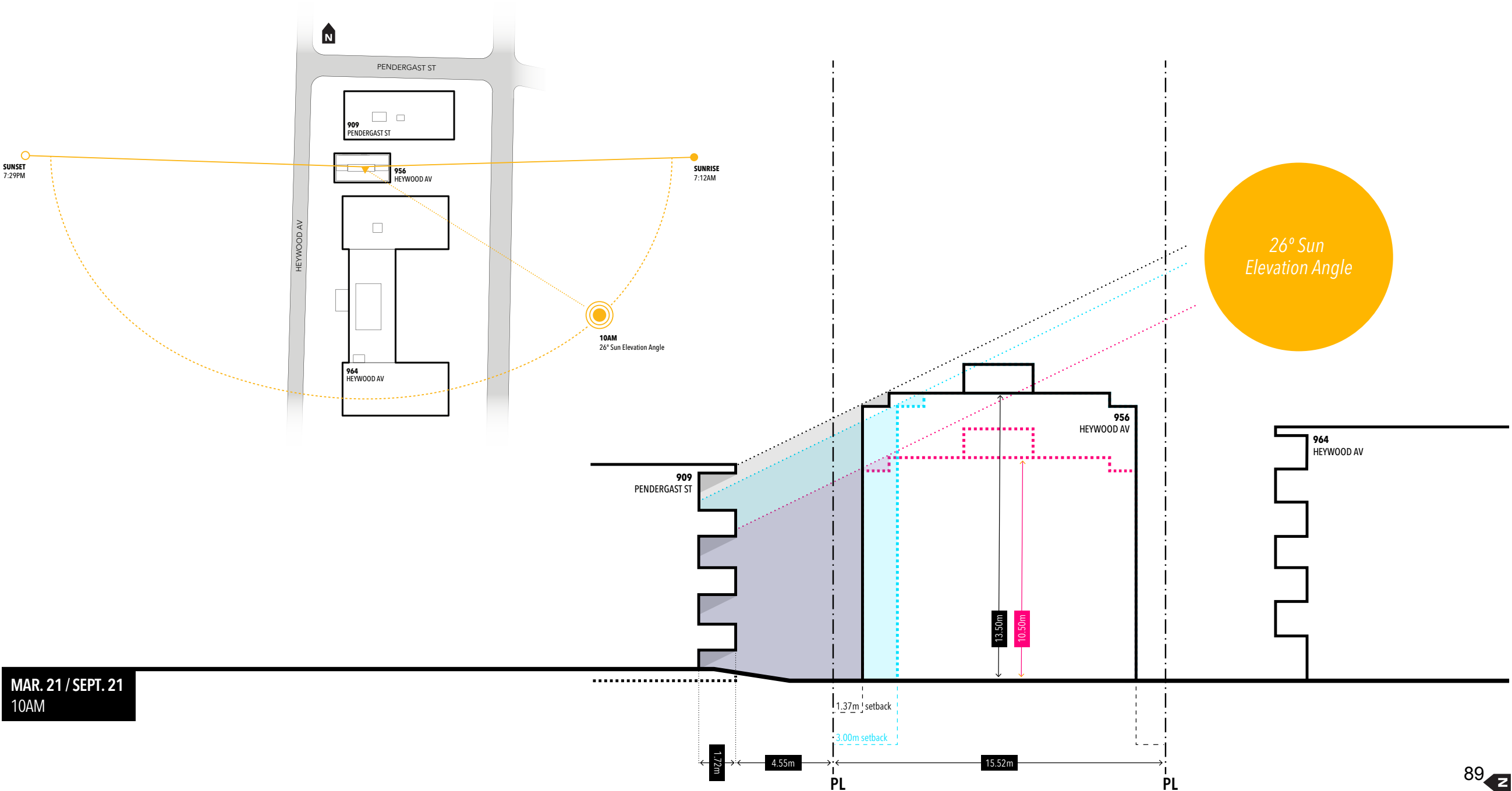


Luke Mari
Principal, Development
Aryze Developments
luke@aryze.ca

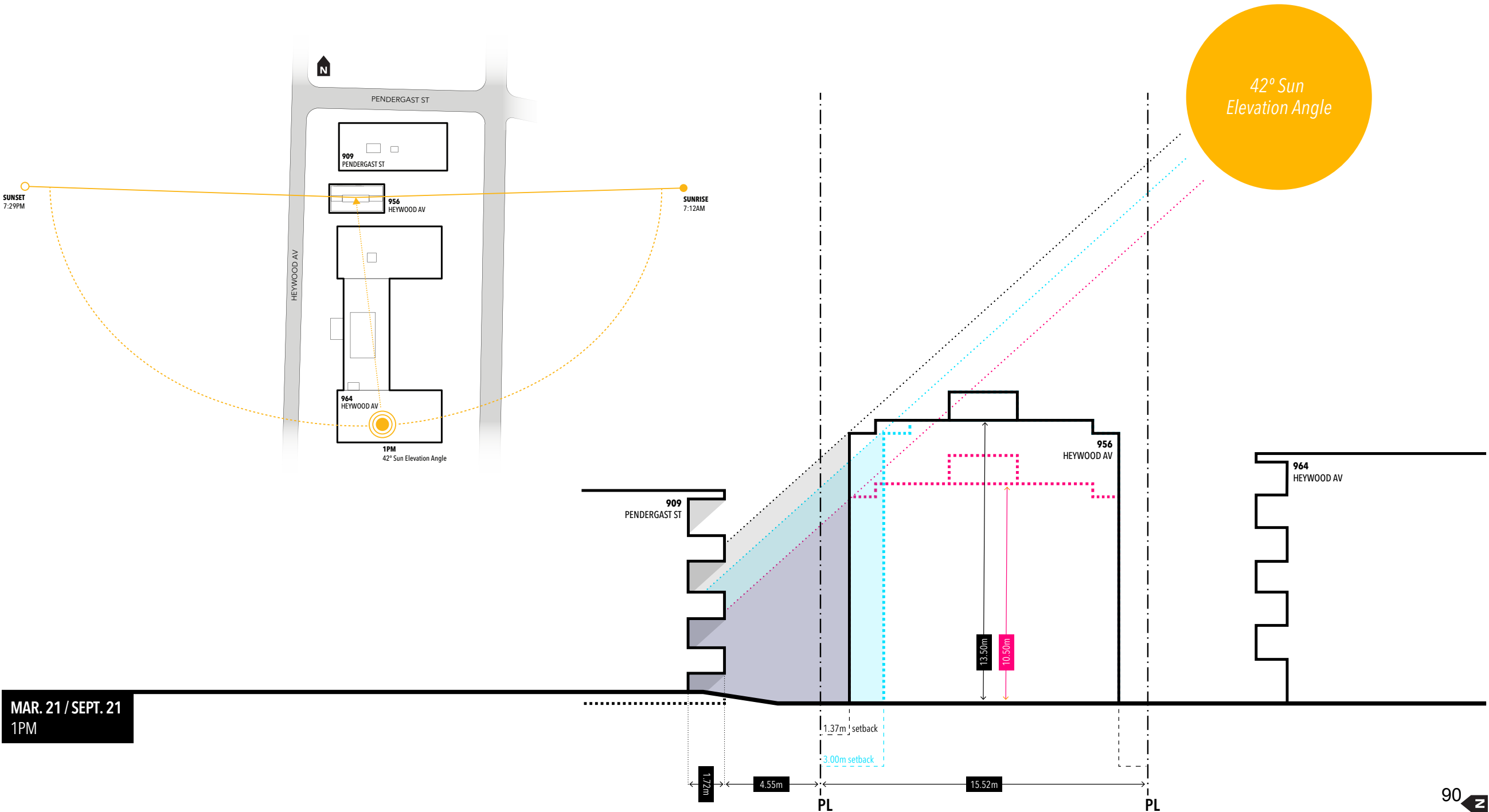
Attachments:

1. Enhanced sun study
2. MF separation analysis

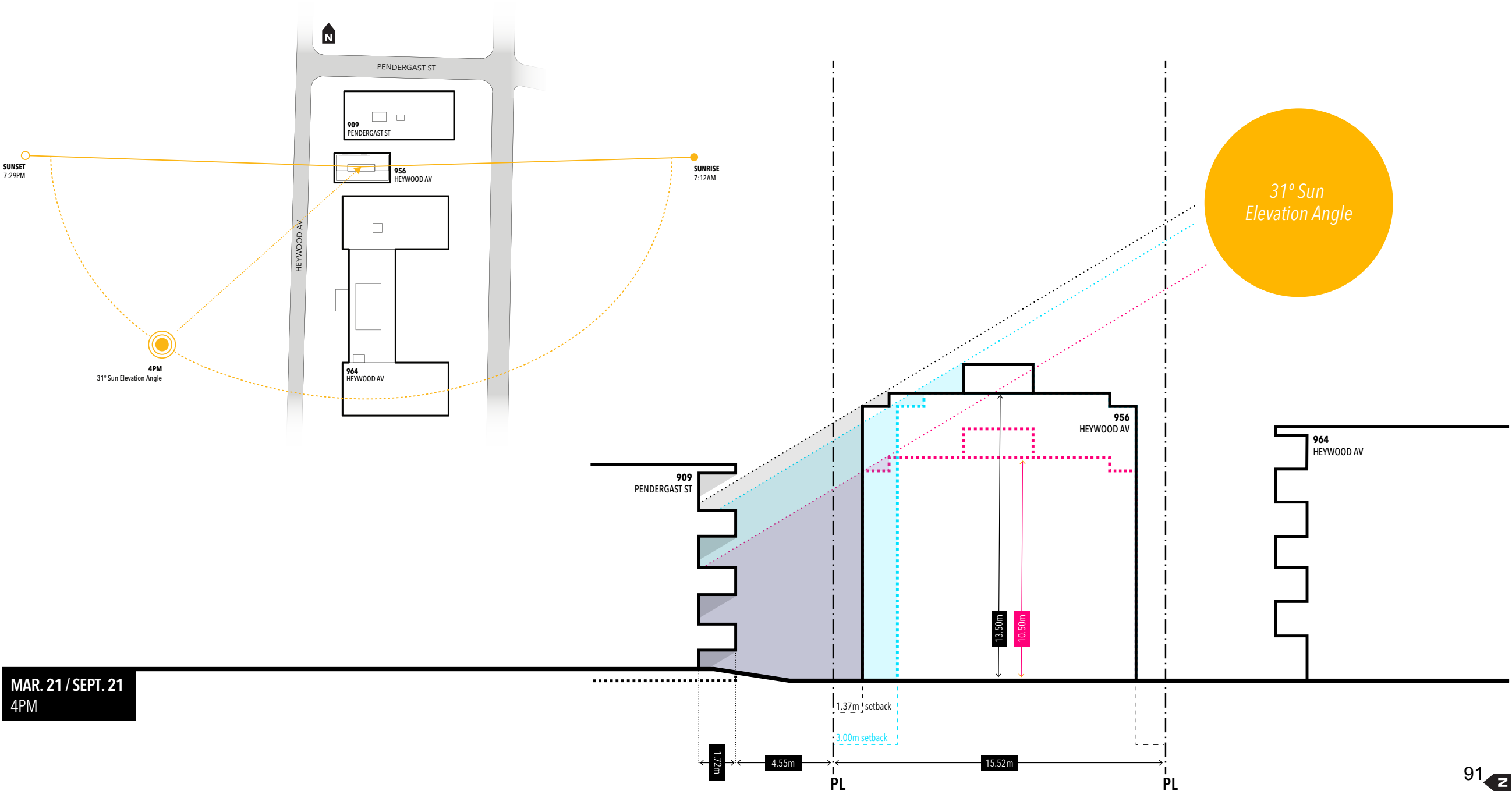
Shading Study.



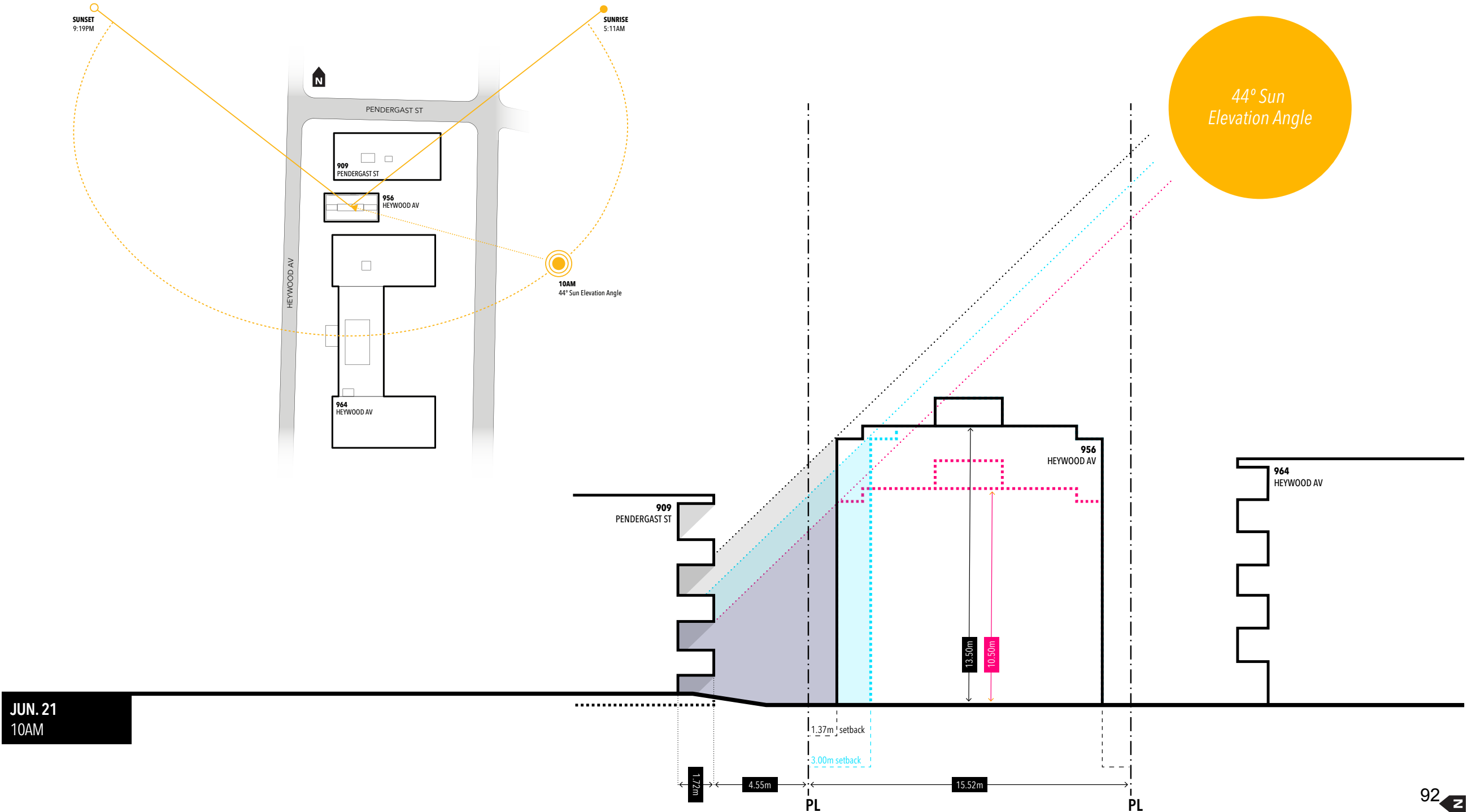
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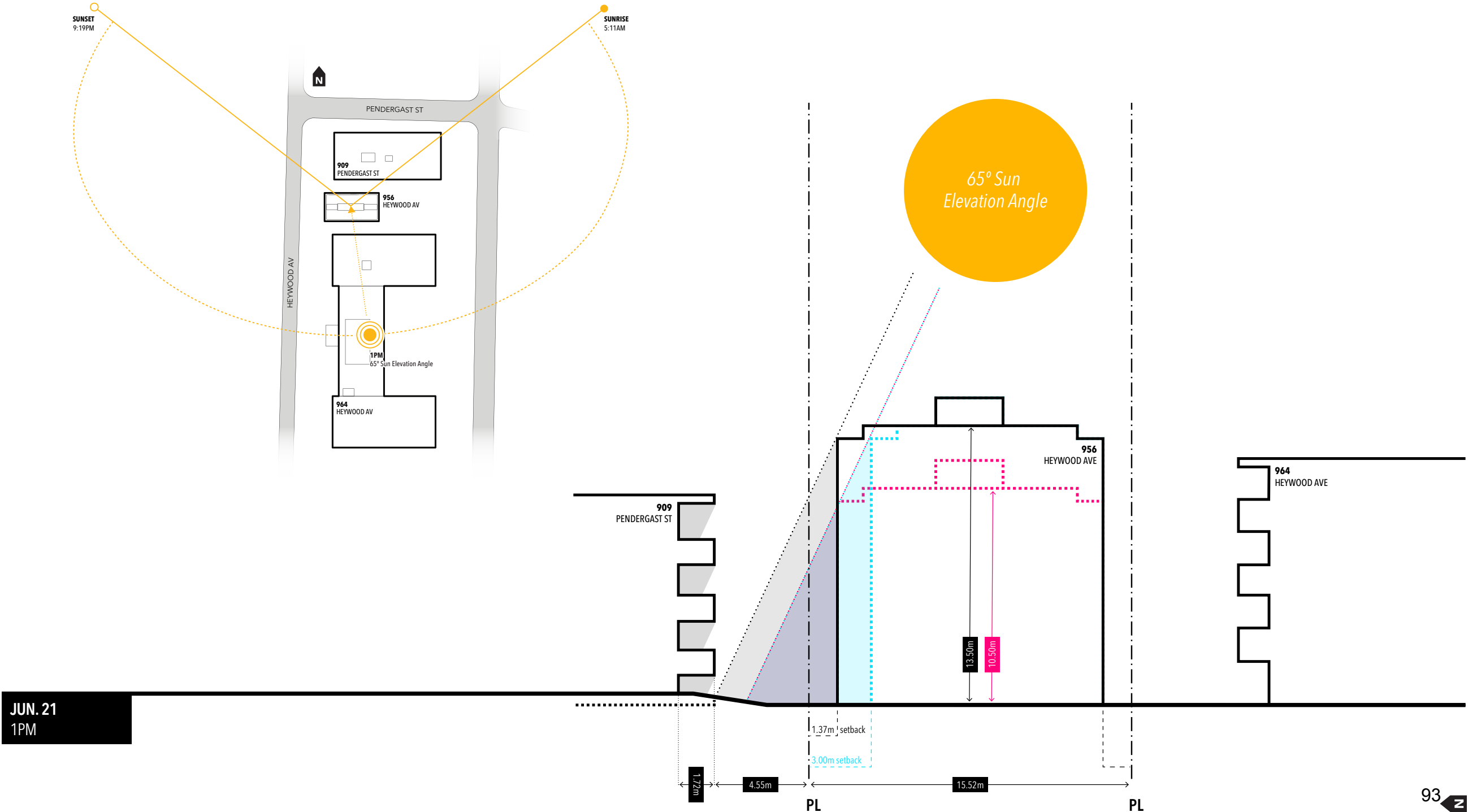
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Shading Study.

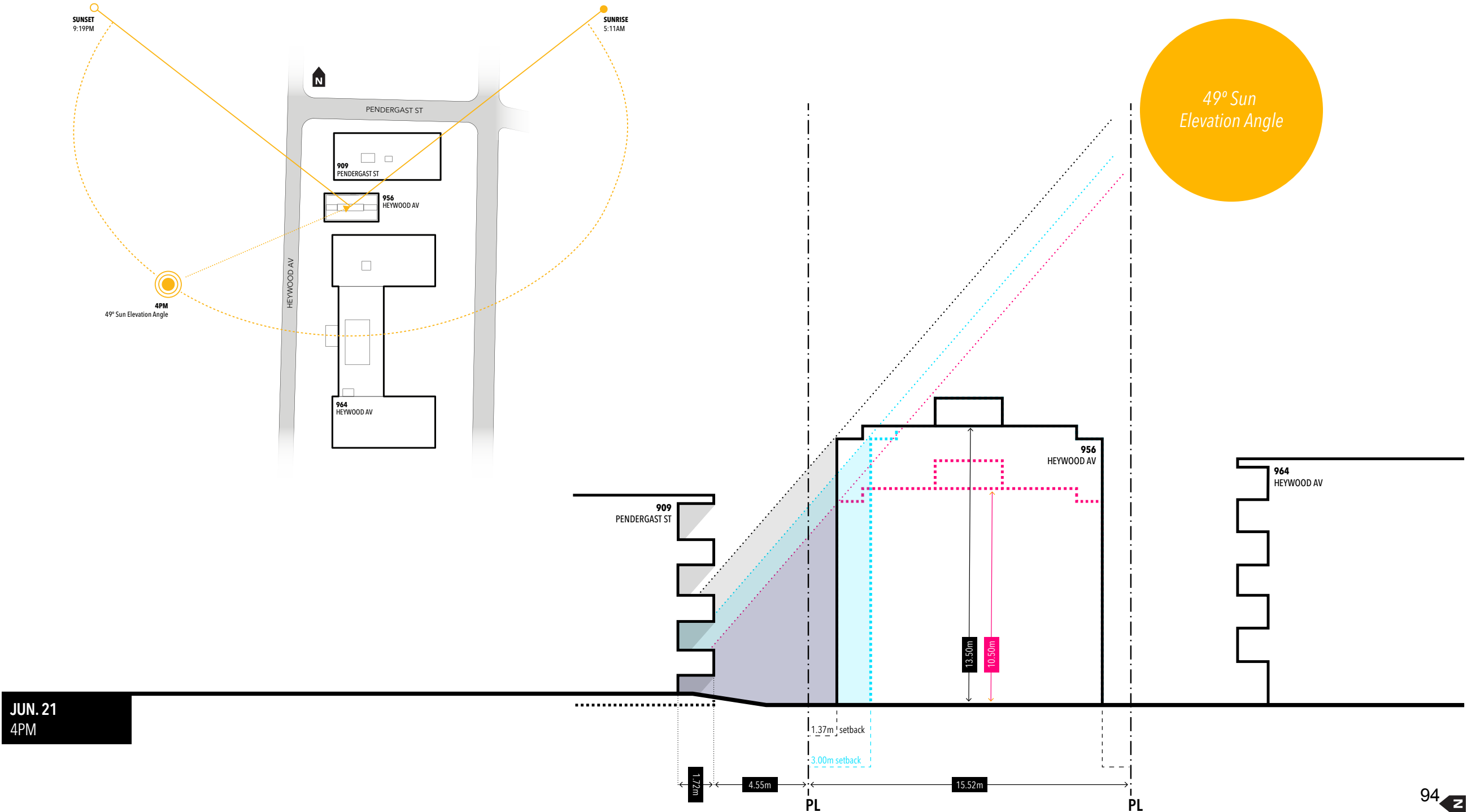


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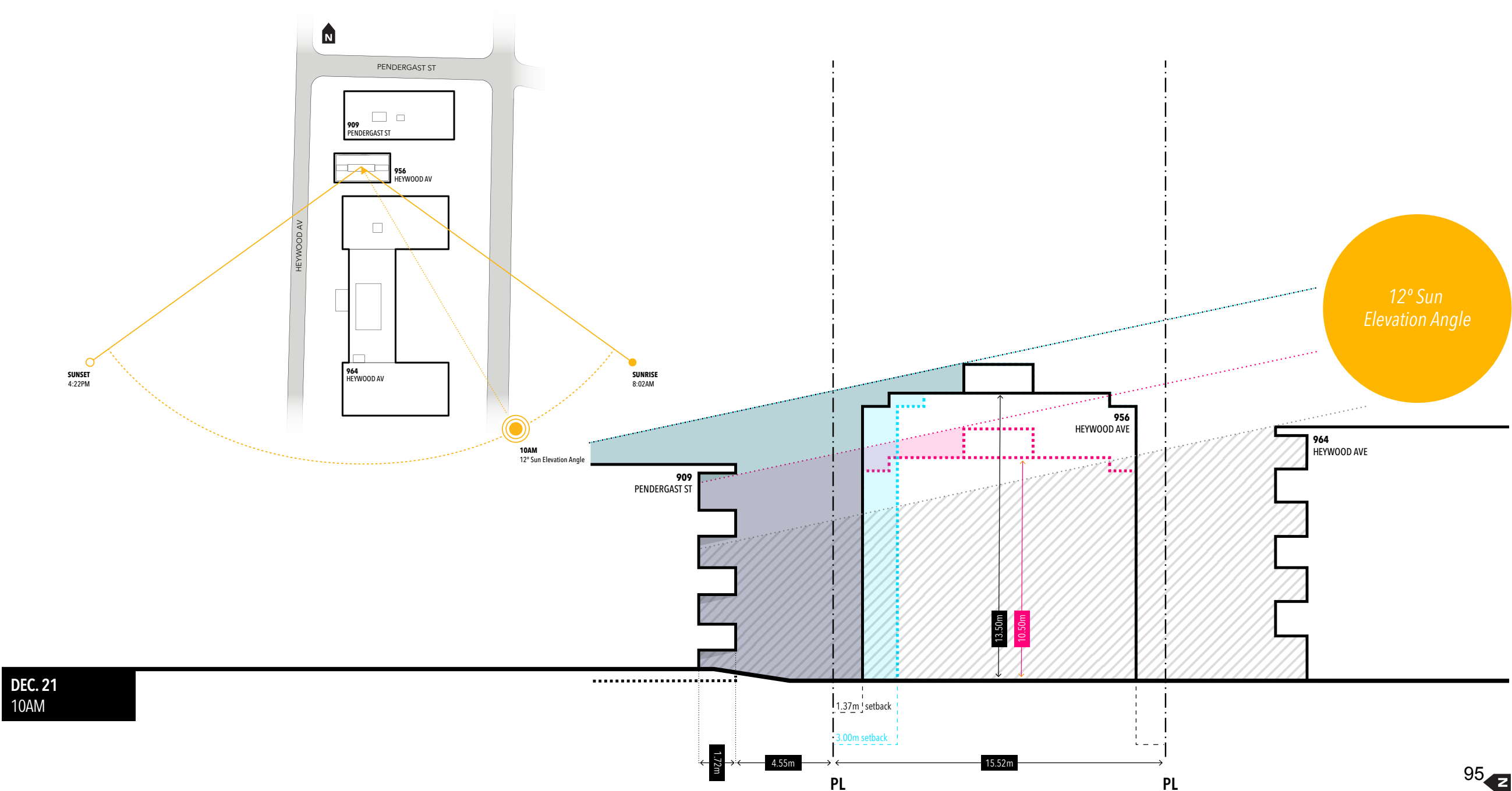


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1PM

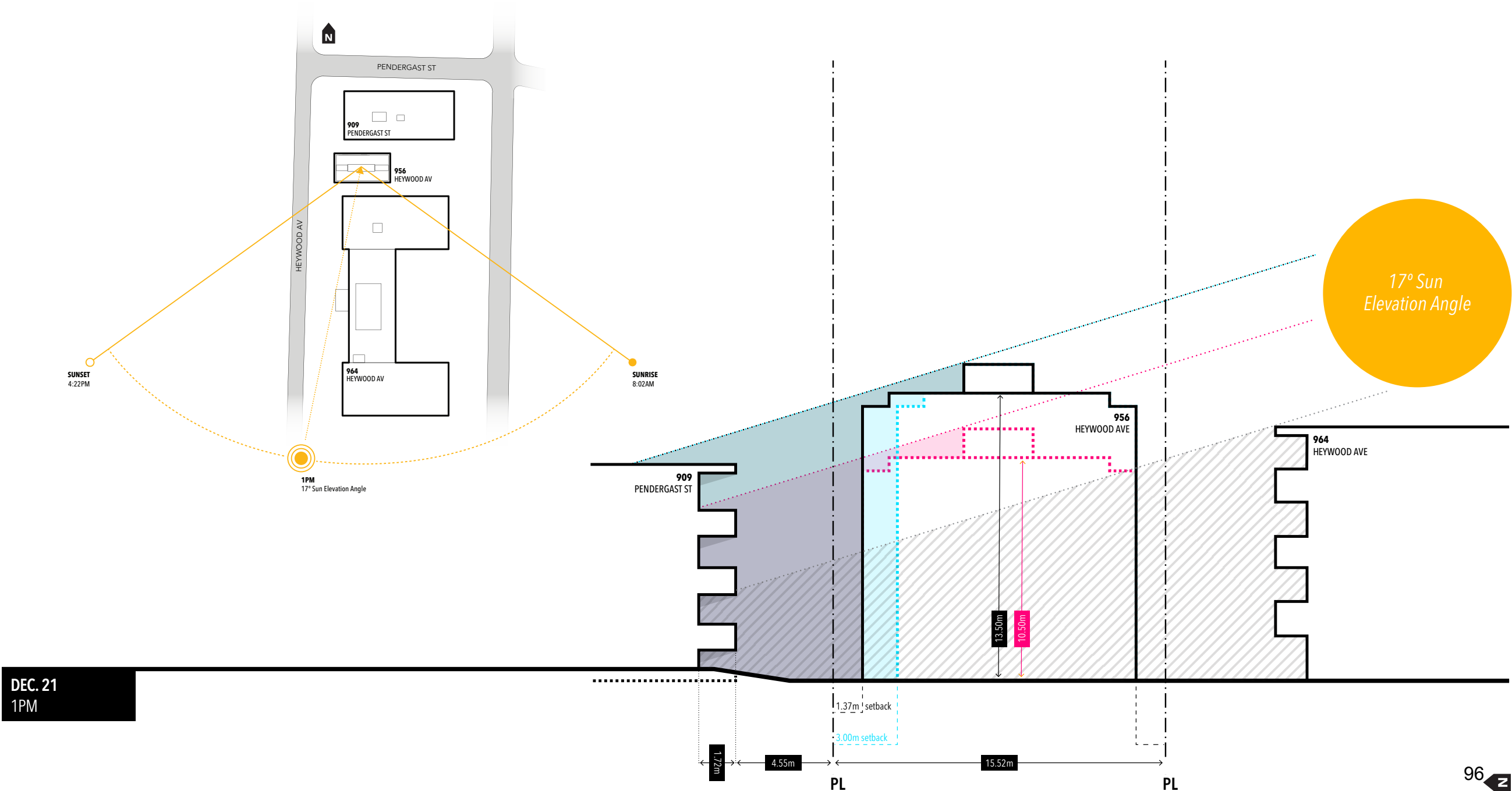
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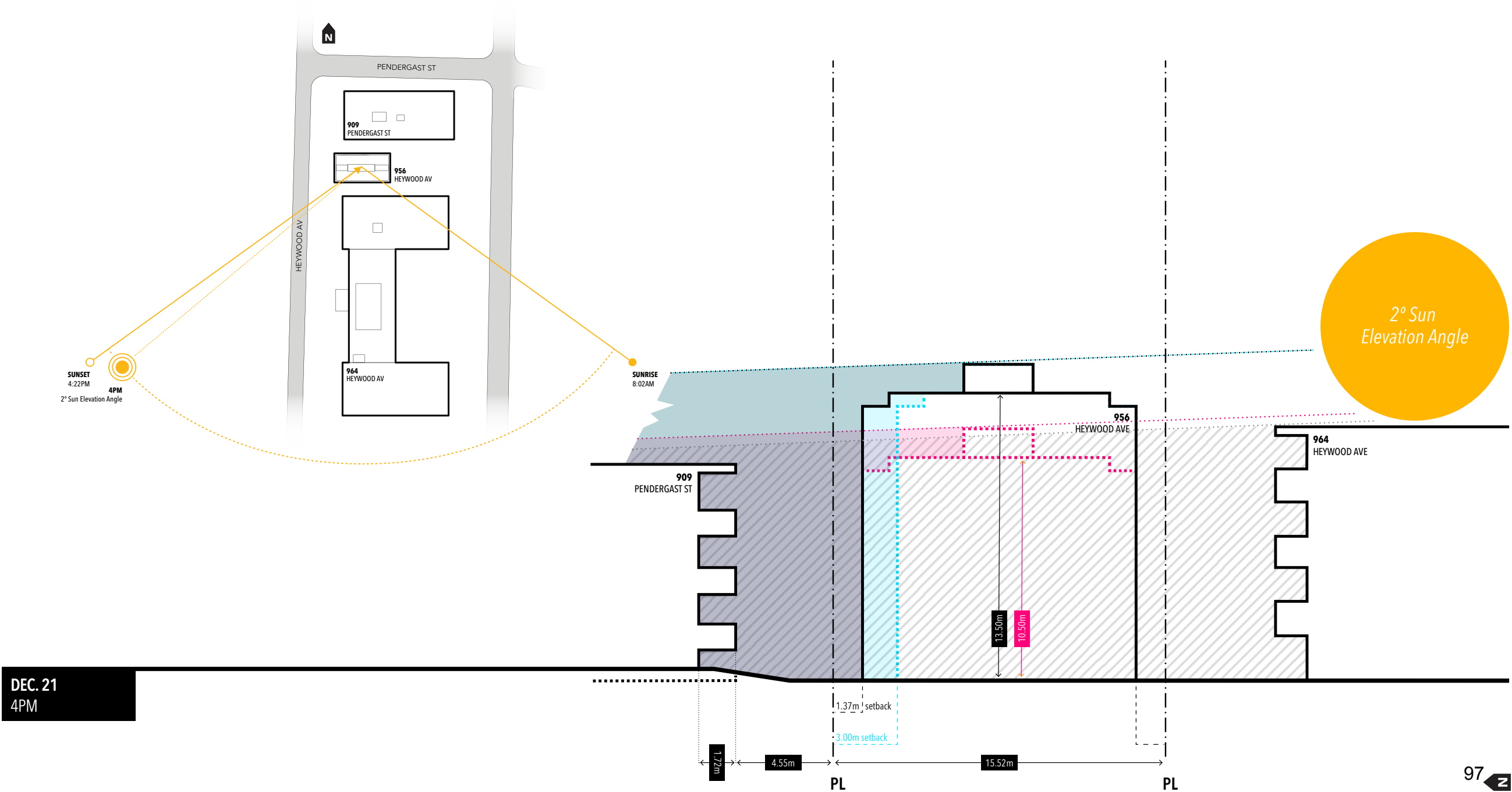
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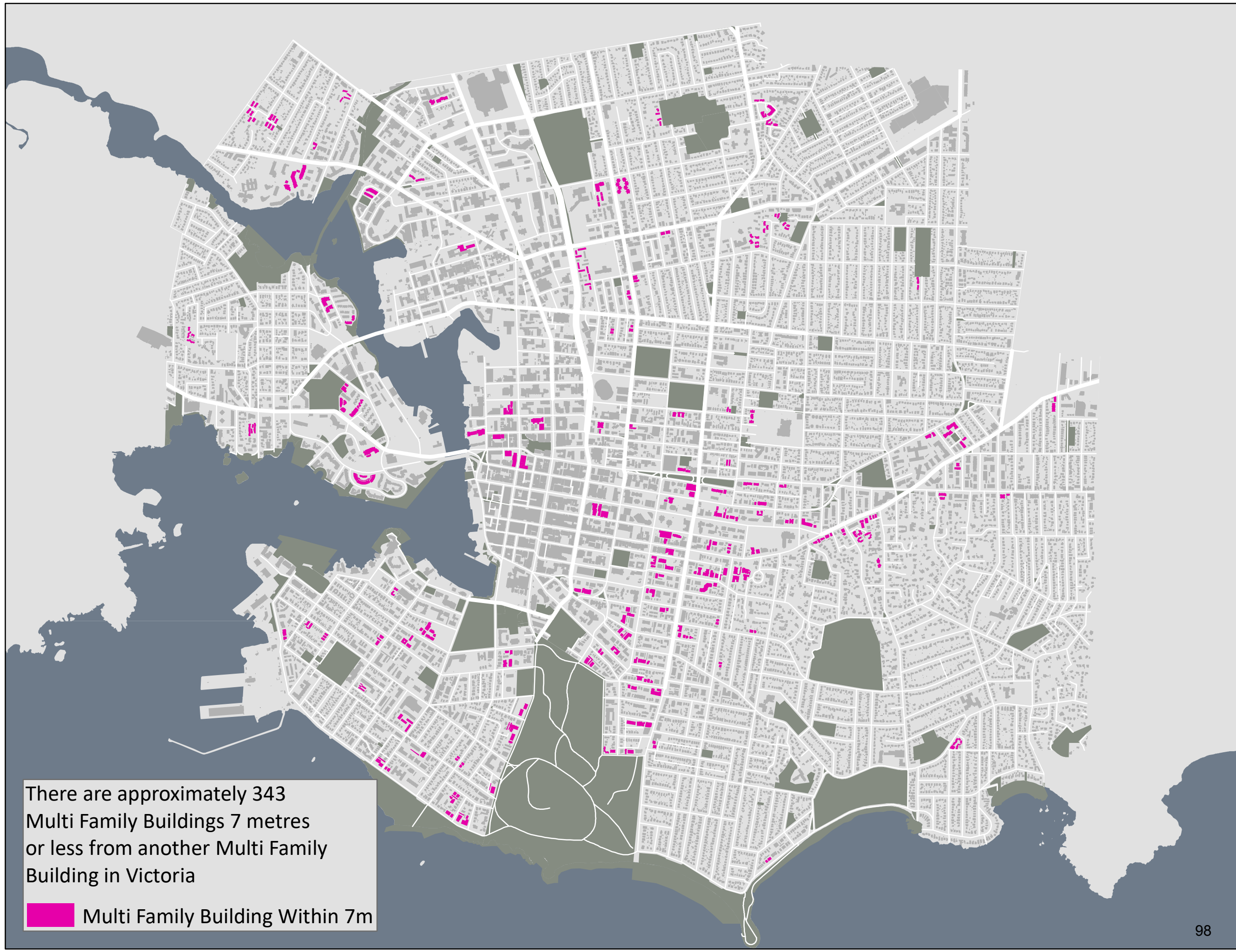


Shading Study.




Shading Study.





There are approximately 343
Multi Family Buildings 7 metres
or less from another Multi Family
Building in Victoria

 Multi Family Building Within 7m

Devon Cownden

Subject: 956 Heywood avenue development - Purdue group (meeting notice)

From: Dianne Brooks [REDACTED]

Sent: Monday, November 19, 2018 11:23 AM

To: Victoria Mayor and Council <mayorandcouncil@victoria.ca>; planandzone@fairfieldcommunity.ca

Subject: 956 Heywood avenue development - Purdue group (meeting notice)

I received the 'community meeting notice proposed development'.

I live at 964 Heywood Avenue . . . Ext door to the proposed development.

I feel that 4 stories squeezed between the two apartment buildings will seriously create a 'hemmed in' feeling and reduce the quality of living and value of our lease hold properties considerably

I believe that the new development residents will also feel hemmed in between the two looming apartment buildings. Perhaps 3 stories only would create a more specious feeling and quality of life for all residents.

Very depressing to have to face a huge wall in your window.

many thanks

Dianne Brooks

Resident 964 Heywood avenue

Devon Cownden

Subject: 956 Heywood Avenue

From: anne [REDACTED]

Sent: Monday, November 26, 2018 2:51 PM

To: Victoria Mayor and Council <mayorandcouncil@victoria.ca>; planandzone@fairfieldcommunity.ca

Subject: 956 Heywood Avenue

Re: 956 Heywood Avenue

I am alarmed and dismayed at the proposed development of 956 Heywood Avenue.

It is a tiny lot and the new building would be shoehorned onto it, reducing light and privacy for neighbours on either side.

986 Heywood and 1014 Park Blvd are given as comparable recent developments in the area. But in neither case are there the kind of open balconies that are such an integral part of 964 Heywood and 909 Pendergast St.

Are people supposed to sit out in the shadow of an enormous cube? Residents would be deprived of full enjoyment of their property. And no doubt their property would lose potential resale value.

I was unable to attend the planning meeting on Nov 22 but wish to voice my strong opposition to the proposed development as is.

Sincerely,

Anne Cuthbert

408-964 Heywood Avenue

Devon Cownden

Subject: Development of 956 Heywood Avenue, Victoria

From: Lottie Ericson [REDACTED]

Sent: Friday, December 14, 2018 10:49 AM

To: Victoria Mayor and Council <mayorandcouncil@victoria.ca>; planandzone@fairfieldcommunity.ca; Geoff Young (Councillor) <gyoung@victoria.ca>

Subject: Development of 956 Heywood Avenue, Victoria

I am writing this letter because of concern over a proposed multifamily building on 956 Heywood Avenue as it does not at all meet the by City Council proposed plan of gentle densification in the Fairfield area close to Beacon Hill Park. The picture of the building I received shows a 4 foot above ground parking garage and 9 foot ceilings in each unit and it makes the building look very obtrusive on our very picturesque street.

Unfortunately I didn't received the notice of the Nov 22 meeting so hence I never heard the presentation by Aryze, the development company proposing the building, but, from what I have seen of the plan, many of the zoning bylaws are not followed, i.e. the proposed building is higher than allowed, the building will take up twice the allowed area on the lot and the building is being pushed forward much too close to the street. As the building will also be very close to the existing buildings, Villa Royale on Heywood Ave and Edgemont Villa on Pendergast Street it will obstruct the view of the lovely park and let less light into the apartments facing the new building.

I don't really want to use the saying "we were here first" but I do hope that the members of Victoria City Council will, after having looked at this proposal closely, ask ARYZE Development Company to redo their plan and understand why we, the residents of this area chose to live here.

This is an historical area for people, locals and tourists alike, to walk, bike and even explore it sitting in a horse-drawn carriage . Please let this unique area of Victoria stay unique.

Regards,

Lottie Ericson

419-964 Heywood Avenue, Victoria BC

Devon Cownden

Subject: 956 Heywood Avenue Proposed Development

December 15, 2018

Mayor and Council of Victoria (mayorandcouncil@victoria.ca)
Planning and Zoning Department (planandzone@fairfieldcommunity.ca)
Jeremy Loveday (jloveday@victoria.ca)

Re: 956 Heywood Avenue Proposed Development

Dear Sir/Madam:

I am the resident owner of Suite 204, 964 Heywood Avenue and am also the owner of Suite 123 in the same building. I have lived here for almost 20 years.

I was not able to attend the Fairfield community meeting held on November 22 and wish to voice my opposition to the proposed development.

The current proposal does not fit into the present landscape and community of this area. This is primarily a residential neighbourhood with a mixture of individual houses and low rise apartment buildings.

The proposed development, with its footprint almost to the sidewalk and to the neighbouring apartment buildings surrounding it, and its proposed height (equivalent to 5 or 6 stories), compared to its neighbours, is more suitable for an urban inner city environment and not a residential neighbourhood bordering beautiful Beacon Hill Park.

The proposal seeks to utilize almost every square foot of the property with no regard for green space, gardens or lawns- solely to maximize profits.

The building will dwarf and tower over its adjoining neighbours- restricting light and views for the its north and south facing neighbours.

Although the building purports to have only four storeys, because of the proposed shallow underground parking lot and the increased ceiling heights in the units, the true height of the building will tower over the two adjoining four storey apartment buildings.

The lot itself, which now contains one residential home, set well back from the street with a driveway to the street, is just too small to accommodate such a large development. It would be more suitable for a duplex or multi-family 4 unit strata development and not a 7 unit condo development.

Despite the developer's statement, the proposed building will not provide affordable housing for Victoria residents, but will be just another million dollar luxury condo development to add to the already crowded market.

In closing, I would like to reiterate my opposition to the proposed development.

Thank you Mayor and Council for your anticipated consideration of the neighbourhood's wishes and the best interests of our community.

Yours truly,

Laura Dempsey

Laura Dempsey
204-964 Heywood Avenue
Victoria, BC
V8V 2Y5 Canada
Phone/Fax [REDACTED]
[REDACTED]

cc Devon Property Management

From: *bsilvergold <[REDACTED]>
Sent: December 16, 2018 2:42 PM
To: planandzone@fairfieldcommuniity.ca; Engagement <engage@victoria.ca>
Subject: 965 Heywood Avenue

I am writing concerning the development project for 956 Heywood Avenue the Fairfield Community of Victoria. Living within the 100 meter perimeter of the project, I was supposed to be convened to a meeting on November 22, 2018 to discuss the project. In fact ,very few of the people in our building at 964 Heywood were actually notified of this meeting, and this evening one of the six or seven attendees managed to inform others in the building of the intended project.

The “quietly nestled”...”modest” project is anything but. Apparently, in order to build seven units, the developers have asked for derogations to the existing zoning laws to an extremely detrimental degree.

What the zoning is:	What the developers have requested:
Lot coverage.....30%.....	72% (!)
front setback.....10.5m.....	6.43m
rear setback.....6m.....	1.21m
side setback.....6m.....	1.21 m and 0.5m

Additionally, for seven units, they feel it necessary to have an underground parking which would allow them to go higher than the other multi-family dwellings in the neighbourhood.

Not only will this building scream its presence in the neighbourhood, pushing out to the sidewalk like a giant cliff, but it will also effect the quality of life of the hundreds of adjacent residents. 24 units will have their views obliterated, 16 others severely compromised. People with balconies will no longer be able to profit from them with the proximity of walls beside them. The developers say nothing about green space at all. The shadow cast by this behemoth will be enormous, and concrete will replace grass and trees.

The present zoning laws have been mostly respected in our neighbourhood, Multi-unit construction does not invade the old single-family buildings that dominate the area. Re-zoning will hopefully not threaten this fine, green place.

I think the City Council should ask itself what kind of environment it wants to create. If the problem is truly creating housing for the many people needing it, these huge, expensive apartments do not fit the bill, and certainly do nothing to enhance a wonderful neighbourhoodnue

Barbara Silvergold
202-964 Heywood Avenue
Victoria, B.C. V8V 2Y5
[REDACTED]

Devon Cownden

Subject: Not in favour of 956 Heywood development

From: Dave [REDACTED]
Sent: Monday, December 17, 2018 4:57 PM
To: Victoria Mayor and Council <mayorandcouncil@victoria.ca>
Cc: planandzone@fairfieldcommunity.ca
Subject: Not in favour of 956 Heywood development

To whom it may concern:

Subject: 956 Heywood development

I am not in favour of the development proposal for 956 Heywood.

Please reject this proposal and encourage the developer to abandon the current plan.

I own a condo which faces directly onto the site. This development would drastically reduce the property values of all units facing into 956 Heywood due to the over height and over sized proposed building.

The proposal is too high, the setbacks are completely inadequate and the site coverage is way to large.

I hope you will **not** approve this. The space available is suitable for a much much smaller building.

Thank you

Dave Brownell
[REDACTED]

Devon Cownden

Subject: 956 Heywood

From: Rod Bieller [REDACTED]
Sent: Monday, December 17, 2018 1:41 PM
To: Victoria Mayor and Council <mayorandcouncil@victoria.ca>
Subject: 956 Heywood

To whom it may concern: I have been a property owner in Fairfield for over 40 years and walk Heywood on a regular basis. I find the proposed project ill conceived at best with the way it sticks out rather than blend in. With a background in property development I understand the developers need to maximise return on investment. In this case the plan is flawed from a design aspect in the way it overwhelms the lot. To have this design at the entrance of Beacon Hill Park does not make sense. I am not against development nor am I a nimby but this development in my view does not work as planned. Please have the developer bring the first floor down to grade and have the parking garage below grade to lower the height, as well set the front of building in line with the buildings on each side, as the design shows now it kind of sticks out like a sore thumb. Regards Rod Bieller 135 Howe st. Victoria V8V4K5 [REDACTED]

Devon Cownden

From: Victoria Mayor and Council
Sent: Monday, December 17, 2018 9:39 AM
To: Development Services email inquiries
Subject: FW: 956 Heywood Proposed Development

For your CALUC filed. Thanks.

-----Original Message-----

From: Ron's Gmail [REDACTED]
Sent: Sunday, December 16, 2018 4:51 PM
To: Victoria Mayor and Council <mayorandcouncil@victoria.ca>
Cc: planandzone@fairfieldcommunity.com
Subject: 956 Heywood Proposed Development

During the recent municipal election campaign and in post election interviews our Mayor and a great number of councillors expressed a desire to have a more consultative process and more open communication with citizens of Victoria. I wholeheartedly support this initiative.

In that spirit I wish to voice my very grave concerns about a proposed 4+ story development that would replace a single family dwelling at 956 Heywood Ave. (As a matter of interest I did not receive a notice of a meeting)

As far as I can determine the developers are seeking variance on almost everyone of the current zoning requirements. Some by a very wide margin (e.g. current site coverage zoned at 30% versus a proposed 72.2%). I also understand that the proposed building could for the, most part, qualify under the as yet unapproved Fairfield Neighbourhood Plan.

My concern lies with how this building would loom large between 2 existing 4 story multi family buildings. Upon first glance at the Developer supplied drawings I was horrified to see how the height of the building and lack of front and side setbacks would make it totally out of proportion with its neighbours.

My apprehension therefore is not quibbling about variance numbers but rather what I believe to be a serious impingement on the quality of life for neighbours. The fact of the matter is we are not talking about the 2 buildings beside the proposal. Each buildings has over a hundred units. Many have multiple residents so we are actually talking about several hundred people being effected.

I have called 305-964 Heywood my home for over eight years. As a Prairie Boy I have learned to appreciate what a gift sunlight is and what a treasure we have in Beacon Hill Park across the street. We cannot underestimate the physical and psychological benefits that are being derived by having access. Many residents on the south side of the Pendergast building and Northside of the Heywood building will have their only connection to the outside seriously impeded whether by sightline or sunlight.

I fully appreciate that there is a need for for more affordable housing and therefore a need for densification but I and the vast majority of my neighbours believe in "Gentle Densification".

This project is far from "Gentle" but rather would be a looming forbidding presence totally out of place in our neighbourhood.

For these reason I respectfully request that Mayor and Council oppose the 4+ story development at 956 Heywood.

Yours Truly

Ron Mahoney

December 18, 2018

Mayor Lisa Helps and Members of Council
1 Centennial Square
Victoria, B.C. V8W 1P6

Dear Mayor Helps and Members of Council,

Re: Proposed Rezoning for property at 956 Heywood Avenue

As an owner in the adjacent property, I am writing to express my strong objection to the proposal for 956 Heywood Avenue.

The site's current zoning is R3AM-2 and the proponent is seeking numerous and significant variances for their proposed development. My concerns about the variances are as follows:

Site Coverage: from current 30% to 72.2%

Height: from current 12M to 14.2M

Front Yard: from current 10.5M to 6.43M

Rear Yard: from current 9M to within 1.21M of rear property line

Side Yards: from current greater of 3M or 1/2 bldg height to 0.6M South side (parking level)

This is a very small building site and the developer's proposal is totally out of proportion to the site. Aside from the fact that these are huge variances from current zoning, these variances would put the new building too close to the adjacent properties, plus the proposed height would make it higher than the two adjacent buildings. The proposed sidelines and height of the building are inappropriate to these adjacent buildings as they significantly reduce valuable natural light for residents whose balconies would face this over height new building.

Further, the proposal ignores the current zoning and mostly makes comparisons to buildings at 1014 Park Blvd and 986 Heywood. These are not suitable comparisons for the following reasons:

1. The comparatives are not adjacent to this proposed development (they are two blocks away).
2. The buildings adjacent to those developments do not have open balconies facing them and taking away so much natural light.
3. They are different zoning (R-72) and the developer makes his case as if that different zoning is a "given" for this proposal.
4. The exceptions granted for those two buildings in the neighbourhood do not, and should not, make those buildings the "benchmark" for new proposals as the proponent of this project claims.

With regard to parking, again, the developer talks about R-72 zoning which is not the current zoning and makes the assumption that a zoning change to that category is a given. The site is centrally located so is very walkable, bikeable, and close to public transportation. There would be no need for underground parking if a smaller structure that is more fitting to the site was designed.

With respect to the design, the developer talks of "empty nesters and young families" yet is proposing suites that are 1240 sq ft and one at over 1700 sq ft. Given that the suites at the noted comparison property at 986 Heywood sold for over \$1.2 million each, this is not a proposal that is aimed to

"modestly" benefit the neighbourhood. A design with smaller suites may provide more affordability and could work without asking for such major variances that are detrimental to space, light, and aesthetics currently enjoyed by neighbouring residents in the adjacent properties.

Under the current zoning a duplex could be built. Alternatively, if a rezoning is permitted, the developer should be required to reduce the height of the building and the size of the suites so that a reasonable sized building be built to fit "seamlessly into the existing streetscape" (quote from developer's proposal). This current proposal definitely does NOT fit seamlessly into either the streetscape or the adjacent properties.

The variances asked for, particularly the height, front, and side setback variances, make this building inappropriate in relation to the properties adjacent to it and to the neighbourhood in general. I respectfully ask that Council (and the Fairfield Community Land Use Committee) turn down these variances.

Respectfully submitted,



A. Szilos

cc. Fairfield Gonzales Community Association, Land Use Committee

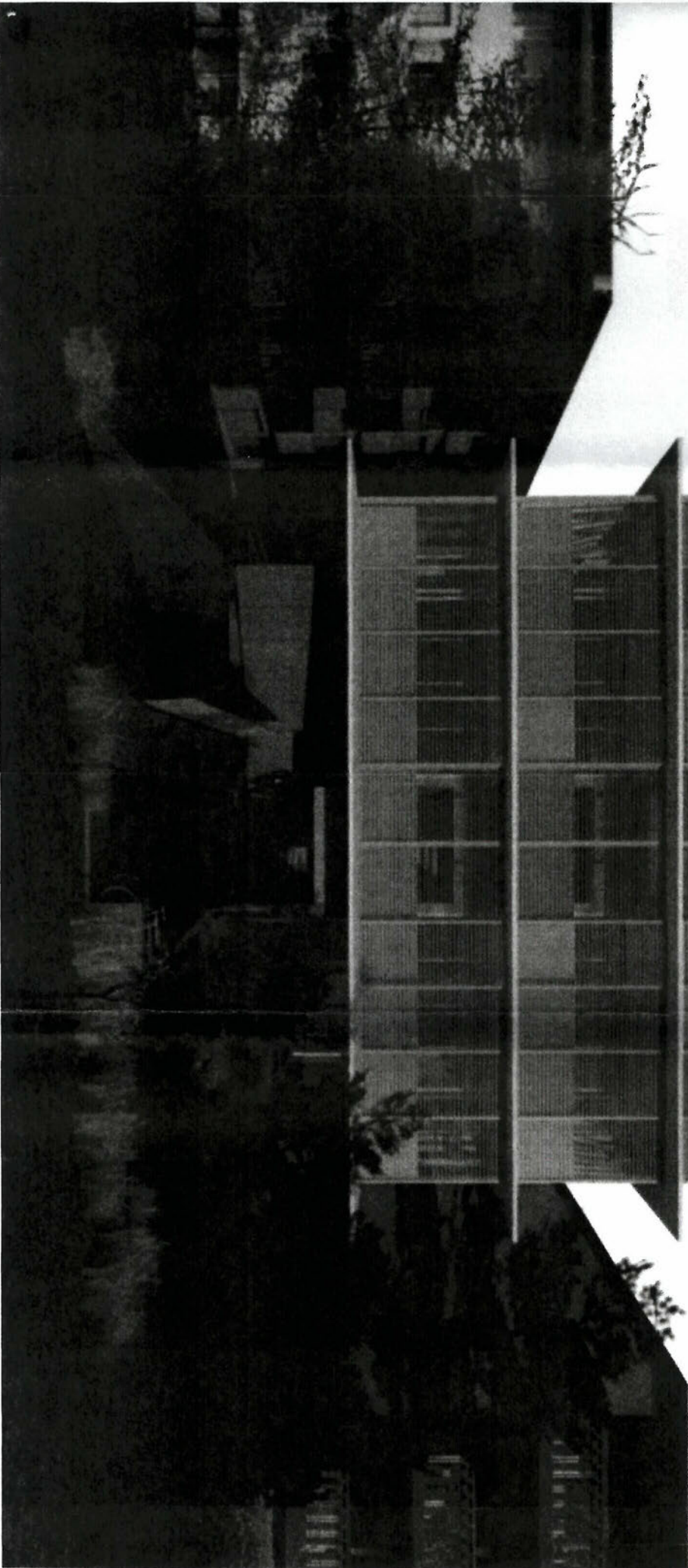
current
909 Pendergast



Proposed : 956 Heywood Ave



current
964 Heywood



Devon Cownden

Subject: 956 HEYWOOD PROPOSED DEVELOPMENT.

From: Inez walker [REDACTED]
Sent: Friday, December 14, 2018 2:12 PM
To: Victoria Mayor and Council <mayorandcouncil@victoria.ca>
Subject: 956 HEYWOOD PROPOSED DEVELOPMENT.

GREETINGS;

PLEASE TAKE INTO CONSIDERATION THE LAND USE OF THIS PROPERTY, FIRST.

ANY BUILDING THAT GOES IN THAT SPACE WILL LOOK LIKE A MCDONALD'S SANDWICH BETWEEN TWO LARGE BUILDINGS.

IT WOULD BE PUT TO BETTER USE AS A GREEN SPACE NEXT TO BEACON HILL PARK THAT WOULD PROVIDE A REST AREA FOR THAT AREA OF THE PARK AS THERE IS NO SEATING IN THAT AREA AT THE PRESENT TIME.

IT COULD ALSO HOUSE A STATUE OF QUEEN VISCTORIA WHO DECLARED IT A PARK IN THE FIRST PLACE AND THEIR IS NO RECOGNITION OF THIS IN THE PARK.

I AM VERY MUCH AGAINST THE PRESENT PROPOSAL AS THEY DO NOT CONSIDER OUR LOCAL GUIDLINES AND THE PRESENT PROPOSAL JUST DOESN'T FIT IN.

THANK YOU FOR YOUR ATTENTION,
INEZ WALKER,
909 PENDERGAST ST.
APT. 306

CC plan and zone@fairfield community. ca

Devon Cownden

Subject: 956 Heywood Proposed Development

From: Lene Kroll [REDACTED]
Sent: Tuesday, December 18, 2018 8:36 PM
To: Victoria Mayor and Council <mayorandcouncil@victoria.ca>
Cc: planandzone@fairfieldcommunity.ca
Subject: 956 Heywood Proposed Development

Hello

I am a resident at 964 Heywood Ave. and am horrified at what is going on in the Fairfield area (and I suppose others).

A healthy city needs to support small animal habitat as well as the majority of human inhabitants in it. Unhealthy environments include noise and air pollution, but two main "rights" of a citizen renting or owning an apartment are admittance of sunlight and daylight even during winter solstice. A good standard of outlook is also essential especially for north facing suites. Enough space should be present between balconies that face each other to provide some privacy. The design of outdoor space is as important as the building and has a significant impact on residents and neighbors.

There seems to be a panic present in the state of housing, as there well should be since it was set aside for far too many years. But giving developers carte blanche to do anything they like with a space has disastrous consequences! I, and most of my friends are fearful of seeing one ugly cement block after another fill up all the green spaces that make Fairfield so livable.

This particular group that are interested in a small parcel of land at 956 Heywood that sits between two rows of facing apartment buildings has pointed out the fact that "other developers" were allowed to build what he envisions...I only hope someone actually goes to those sites to look.....the situations of very dissimilar. Both fill the lots and have cemented over any potential green space as well which is a shame....but apparently quite all right with our mayor and town planners.

There is also mention of providing housing for "middle income" families or couples to retire to. This would only be affordable to the top 15% of income earners in this fair city (and of course those from overseas)....and we already have many "luxury suites" popping up. What we need is truly affordable accommodation for the rest of us Victorians who actually live work and retire here.

Anyway I really can't see how you can allow this kind of development to go ahead especially for this particular plot of land. A well designed low duplex or small fourplex would even be difficult, but with imagination and an eye to good landscaping could probably be done. The expiration of the lease on 964 Heywood would also make it difficult to plan around this lot once developed.

These are a few sad cries from one of your citizens as I watch the wildlife and trees slowly disappear.

Thank you

Lene Kroll

#208 964 Heywood Ave.

Devon Cownden

Subject: FW: 956 Haywood Proposed Development

From: Niall Maloney [REDACTED]
Sent: December 19, 2018 11:37 AM
To: Victoria Mayor and Council <mayorandcouncil@victoria.ca>
Cc: planandzone@fairfieldcommunity.ca
Subject: Re: 956 Haywood Proposed Development

To whom it made concern, I'm writing to express my disagreement against the following development. As proposed situated on a small lot between two complexes, the building proposed is would be oversized height and width which would block view and light to the following buildings.

As a resident of 909 Pendergast Street, hope you consider my dissatisfaction in this development.

Thank You

Niall Maloney
909 Pendergast Street

[Sent from Yahoo Mail for iPad](#)

Devon Cownden
Planning Secretary
Sustainable Planning and Community Development
1 Centennial Square
Victoria, BC V8W 1P6
Phone: 250-361-0283
Email: dcownden@victoria.ca



Devon Cownden

Subject: Comments on Design Rationale 956 Heywood Ave

From: Dave Marshall [REDACTED]

Sent: December 19, 2018 11:12 AM

To: Victoria Mayor and Council <mayorandcouncil@victoria.ca>

Cc: planandzone@fairfieldcommunity.ca

Subject: Comments on Design Rationale 956 Heywood Ave

For Victoria Mayor and Council, and CALUC for Fairfield-Gonzales Community Association:

Re: 956 Heywood Ave Design Rationale

I am a resident (lessor/taxpayer/retired) of 964 Heywood Ave, an adjacent property to this proposed development.

Aryze Development published a 4-page "Design Rationale" for a 7-unit development - I trust that the reader has access to that document. The document lays out requests for and rationales for zoning variances and was the basis to kick off a Fairfield-Gonzales Community Assn meeting between the developers and community members. N.B., many if not most residents of the adjacent buildings did not receive this meeting notice nor the document - the city planning/zoning department cited Canada Post as the culprit for lack of notice.

The zoning variance rationales (setback, height, property coverage) are misleading and if agreed to, would deliver hardship to the adjacent residents. If the developers followed the local zoning like every other building on the block, it would be tough on adjacent residents, but development is a fact of life in the city and we must endure. All of us who purchased here knew or could have known the zoning. If the zoning variances were agreed to as requested, **16 suites in the buildings at 909 Pendergast and 964 Heywood will have their entire/only portal to Beacon Hill Park, the sky and ambient light all or nearly-all obliterated - a blow to quality of life and property value.** Another 16 suites in those buildings will be meaningfully harmed in a similar way, and another 8 suites less so. If the current zoning were followed, the harm would be significantly reduced.

The significant variance requests are for setbacks, height, and site coverage, the "devil in the details" items that justify the wishes of the developer. With the combined variances, the new building would rise 12% higher than the neighbouring buildings and combined with the massively increased site coverage (30% now to 72% proposed) and reduced front/side setbacks, would overwhelmingly fill the space that is the portal to the world for 20-30 households. **The net result is a relatively massive building that assaults the well-being, view, and light for many adjacent residents.** It can reasonably be stated that there is not room in that space for a 7-unit building, but possibly room for a 4-plex or duplex. The developers deftly make their case for variances, but fail to address the forthcoming devastation to adjacent residents - for that, Mayor and Council is our only hope. Please help us.

In the variance requests, a comparison was always made between 1) the current zoning *R3AM-2*, 2) 1014 Park Ave recent development, 3) 986 Heywood recent development, and 4) the proposal. Comments for each numbered item follow:

1. The current zoning is reasonable and appears to be followed by buildings in the area. If one puts a building at 956 Heywood following this zoning, it will be tough for adjacent residents but could be

endured. Good arguments could be made that the zoning could be *tightened* due to special circumstances, rather than relaxed.

2. The building at 1014 Park is similar in some respects but not similar in context. Notably, the buildings on either side do not have their portals to the world obliterated by the new building - there are only bedroom windows on either side of 1014 Park. The adjacent buildings still have their views and ambient light intact.
3. The building at 986 Heywood is again similar in some respects but not similar in context. There is nothing but bedroom windows facing on the building to the south and these resident's park/view/light access is intact. Regarding the town homes to the north, the new building delivers some hurt to 2-4 suites, but arguably not great as there is 15 meters or so space between the buildings (as crudely stepped off by me).
4. The proposed variances are good for the developers, at the cost of pain for the nearby residents. Same for the city: any benefit (e.g. tax revenue) is offset by pain to nearby residents.

Thanks in advance for your consideration. Sincerely,
Dave Marshall (#306-964 Heywood, cell [REDACTED])

Devon Cownden

Subject: Proposed Development 956 Heywood Ave

From: Keir Cordner [REDACTED]
Sent: December 20, 2018 4:32 PM
To: Victoria Mayor and Council <mayorandcouncil@victoria.ca>
Cc: planandzone@fairfieldcommunity.ca
Subject: Proposed Development 956 Heywood Ave

Mayor and Council,

I write today to voice my opposition to the proposed development variance at 956 Heywood Ave. I am also voicing my concerns regarding the notification process for the first public meeting, or should I say **no** notification process.

Public Consultation – Notification of Public Meeting

I reside at 411- 964 Heywood Avenue as an owner and received no notification of the public meeting held November 22, 2018. The neighbors I have spoken to also did not receive any notification of the community meeting. I have heard that Canada Post has been used as a reason that adequate notifications were not received. The Developer has a duty to inform the community and give opportunity to attend and discuss public concerns relating to developments and variances. Canada Post has nothing to do with this duty. If the community was not properly informed of the public meeting due to the postal strike, I feel that the developer did not fulfill their duty to inform, and should re-notify and hold another community meeting after proper notification has been provided. The public meeting held on November 22, 2018 should not represent community consultation as the community was not adequately notified.

Development Not suited to the Neighborhood

1. The height variance is unacceptable. The two recent developments who successfully received approval for overheight variance should not be used as reasonable comparisons to the neighborhood. If recent properties that received height variances are used solely as the comparisons it sets precedence for all future developments seeking height variances. Sight lines in the Cook Street Village area are valuable to residents and should not be compromised for economic gain. The giant totem pole, the fireworks at the parliament buildings, the Empress Hotel, Craigdarroch Castle, Moss Rock are examples of some of the important sights enjoyed. I would hate to see the sightline wars of Toronto and Vancouver occur in our beautiful city.
2. The ecological value of the Beacon Hill ecosystem is incredibly valuable to the local neighborhood and the city. Truly one of the most beautiful urban parks in Canada. Should densities in the area continue to increase, the stress on the park ecosystem must be evaluated. I suggest that an environmental impact assessment of projects such as the proposed development be undertaken to evaluate impacts on migratory birds, owls, and other sensitive flora and fauna in the area. This will become increasingly important if developments continue to obtain variances in height and density.
3. The aesthetic of the proposed development is not a good match for the area. The development provides minimal frontage roadside clearance and impacts sightlines for many neighboring properties. Minimal side lot clearance has been proposed as well. Neighboring lots will be so close the this development if it proceeds that they will be staring at concrete wall or be stared down by neighbors now in such close proximity.

In summary, I am opposed to the height variance sought by the developer and feel the frontage and side lot allowances are too minimal. This development continues a trend for economic gain at the expense of a wonderful quiet community with a very diverse park ecosystem.

I trust you will ensure that the community is adequately informed of all future opportunities to discuss the development, and that you will consider holding another initial public consultation meeting where community members are properly informed.

Thank you for your consideration.

Keir Corder

Devon Cownden

Subject: 956 HEYWOOD

From: BERNARD HAMBLY [REDACTED]
Sent: December 22, 2018 11:54 AM
To: Victoria Mayor and Council <mayorandcouncil@victoria.ca>
Cc: planandzone@fairfieldcommunity.ca
Subject: 956 HEYWOOD

As a resident in this beautiful community on the edge of Beacon Hill Park I am totally against the proposed development for 956 Heywood. I live next door & will be affected by its size & proximity.

The proposed design is, frankly, hideous & totally out of character with this neighbourhood. It is not too much to say that it is a monstrosity when seen in the midst of the 2 apartment buildings on either side. It is far too large, far too high, far too close to the neighbouring buildings, & far too obtrusive - completely overshadowing the adjacent buildings & eliminating views.

If something is to be allowed on this lot, it must be much smaller & less obtrusive, & be within the existing zoning allowances in order to respect the neighbours & the neighbourhood in general.

Please consider this carefully. One look at the picture of the proposed building dwarfing & almost touching its neighbours should be enough to say it must not be approved as is. I am sure that this picture on the front page of the Times Colonist would engender a universal horror & unbelief

Thank you for your consideration of this matter.

Sincerely, B. R. Hambly

#304-964 Heywood Ave.

Sent from my iPad

Devon Cownden

Subject: Re. 956 Heywood Avenue Proposed Development

From: Brian Grison [REDACTED]
Sent: Friday, January 04, 2019 7:40 AM
To: Victoria Mayor and Council <mayorandcouncil@victoria.ca>
Cc: planandzone@fairfieldcommunity.ca
Subject: Re. 956 Heywood Avenue Proposed Development

January 1, 2019

Mayor and Council of Victoria (mayorandcouncil@victoria.ca)

Planning and Zoning Department (planingandzone@fairfieldcommunity.ca)

Jeremy Loveoy [REDACTED]

RE: 956 Heywood Avenue Proposed Development

Dear Sir and/or Madam,

I am a resident of Villa Royale, an apartment building of leasehold condominiums and rentals, at 964 Heywood Avenue in Victoria. I have lived in this building approximately three years.

I was unable to attend the Fairfield Community meeting held on November 22 to voice my opposition to the proposed project. I will outline one of my objections here:

1. Beyond the core of Victoria's downtown, this city is a landscape of primarily private homes and low-rise apartment buildings surrounded by lawns, gardens and trees. Most of the lots are too small for 'monster houses' a type of building that does not accommodate lawns, gardens or trees. The apartment building proposed for 956 Heywood Avenue is a 'monster-building'. It's

design would require the destruction of the lawns, garden and trees that surround the current house on that property.

2. In his request for a change in the zoning laws, the developer points to a certain building on nearby Park Avenue as well as the building under construction right now further south on Heywood Avenue. Both these buildings are designed to cover every square inch of the property, and both are a big mistake in the planning of Fairfield's and Victoria's city planning for primarily residential areas. Referring to these buildings as an excuse to build more such condominiums will only open the way for the complete destruction of the natural landscape of Victoria. Those buildings should not be allowed in residential zones.

3. The building being proposed for 956 Heywood would be more rational and appropriate on such downtown street as Douglas between Bellville and Uptown or Fort Street between government and Cook. There are plenty of sites in Victoria's core in which new large apartment buildings with no lawns, gardens or trees make good design sense. There are already several such apartment buildings among the retail, government and other buildings on Victoria's main streets.

4. A new building at 956 Heywood must retain the current property' space for lawns, trees and gardens. A couple town houses, no taller than the apartment building to the north and south might be a better design option. Such a complex would need to be set back from the public sidewalk the same distance as the residential buildings around it.

5. Closely related to the urban planning argument I present here is the well-known fact that it is mainly trees and other greenery that keeps a city cool in the summer. Buildings that straddle their property line have no space for trees etc. and therefore increase the heat of the air around it. A residential street of such buildings is naturally hotter and less livable than an adjacent residential street on which there are lawns, trees and other green-spaces.

Cordially,

Brian Grison

Devon Cownden

Subject: 956 Heywood Avenue proposed development

From: vivian healey, [REDACTED]
Sent: Thursday, January 03, 2019 12:58 PM
To: Victoria Mayor and Council <mayorandcouncil@victoria.ca>; planandzone@fairfieldcommunity.ca
Subject: 956 Heywood Avenue proposed development

Good day and Happy New Year.

I am writing to express my concern about the development proposed by Aryze Developments for 956 Heywood Avenue. I am a resident of 964 Heywood, and the proposed structure would greatly impact many of us in this building, as well as many who reside at 909 Pendergast Street. I have now attended two meetings regarding this development - the first on November 22, 2018 at the Fairfield Gonzales Community Association Centre, and the second here at 964 Heywood, organized by residents, and attended also by residents of 909 Pendergast.

I strongly disapprove of the structure proposed by Aryze for 956 Heywood. I think it is far too ambitious of them to attempt to squeeze a large 7 unit apartment building on a lot currently occupied by one house. Their proposed building is technically a 4 story structure, but their drawings show a building that dwarfs the 4 stories here at 964 Heywood, if their request of a height **variance** of 2.20M is approved. It should not be approved. Aryze is also requesting a front-yard setback **variance** - from 10.5M to 6.43M. They want their building to jut much further forward than the neighbouring buildings, which would be quite unattractive, and devastating to neighbours. Aryze is requesting a **further variance** regarding their proposed basement level. It would be a mistake for these variances to be approved.

The building they propose WILL NOT FIT WELL in the limited space available at 956 Heywood. It will certainly NOT "quietly nestle itself into Heywood Avenue's streetscape" as is stated in their literature on the proposal. This statement is misleading and is not fooling anyone. Far from nestling quietly, it will overpower the neighbouring buildings. In the opinion of neighbourhood residents, Aryze's proposed condo building is unattractive and will look out of place for that space and for this neighbourhood. Simply put, their proposed building is just too big - too tall and too large.

Many residents at 964 Heywood will lose light and many will lose their city views to the north, northwest and northeast. One of my neighbours here at 964 Heywood has lived here for 30 years. Her suite faces north and should this proposal go ahead, she would lose light, and lose her city view. My suite faces north and west and if the Aryze proposal is approved, I will lose much light as well as my city and park views from the northwest to the northeast. Many residents at 909 Pendergast will lose light, and many will lose their views to the south, southwest and southeast.

I believe that Aryze should abandon their current proposal and that they should "go back to the drawing board" to come up with something much smaller, something that will truly blend in well with existing structures here on the north section of Heywood Avenue.

Thank you,
Vivian Healey

Lucas De Amaral

From: David Coffey [REDACTED]
Sent: February 8, 2019 7:37 AM
To: Victoria Mayor and Council
Cc: planandzone@fairfieldcommunity.ca
Subject: 956 Heywood Proposed Development

Dear Mayor Helps,

Regarding the proposed condominium building proposed at 956 Heywood:

I live on the fourth floor in a corner unit of a building on the corner of Heywood and Pendergast Streets. The proposed condominium will be four stories, each with 9' ceilings, and a portion of the garage above ground making the building seem like five stories. My 4th floor condo will look directly into the 3rd floor of the proposed building.

The building proposal shows the front of the building much closer to the street than ALL the other buildings on Heywood St., and that will eliminate my entire southern view and that of those who live on floors below me. Having the front of the building further back on the property will make it fit in with the rest of the buildings on the street. That will also preserve the southern view for at least 8 units in this building. It will also be just 1.5 meters from the property lines, which will practically bring it into my living room and den. Also, the design has an entry to the garage which is aesthetically ugly because it will look like a large, open maw. Because the garage will be approximately 4.5 ft. above ground, the height of the building, with it's 9 ft. ceilings, will actually make it the height of a five story building.

I believe the site is better suited for a smaller building with fewer units, or a house.

Thank you,

David Coffey
409-909 Pendergast St.
Victoria, BC [REDACTED]
[REDACTED]

Lucas De Amaral

From: Nicole Chaland [REDACTED]
Sent: March 25, 2019 11:48 AM
To: Ben Isitt (Councillor); Laurel Collins (Councillor); Sharmarke Dubow (Councillor); Sarah Potts (Councillor); Jeremy Loveday (Councillor); Lisa Helps (Mayor); Charlayne Thornton-Joe (Councillor); Geoff Young (Councillor)
Subject: Fwd: FW: Cook & Pendergast Project

Dear Mayor and Council,

I'm writing to let you know that it appears the developer of the Cook and Pendergast project got their wires crossed. I have brought it to the attention of the City Manager.

I was forwarded an email from Luke Ramsey (representative of Aragon who is developing the Cook and Pendergast project) and I am concerned that they have received faulty information about how to proceed with their project.

Luke says : "The city requested we do an economic analysis of the project through a 3rd party consultant to see if there should be additional CAC."

It looks like the wires were crossed. My interpretation of council's decision is "we will not send this to public hearing unless it includes 10% affordable housing."

With much appreciation for all the great work you are doing.

Sincerely,

Nicole

----- Forwarded message -----

From: Jocelyn Jenkyns <JJenkyns@victoria.ca>
Date: Mon, 25 Mar 2019 at 11:44
Subject: FW: Cook & Pendergast Project
To: [REDACTED]
Cc: Andrea Hudson <AHudson@victoria.ca>, Alison Meyer <ameyer@victoria.ca>

Thanks Nicole. Copying in Andrea and Alison in planning for their attention.

Regards,

Jocelyn

Jocelyn Jenkyns
City Manager
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6

T 250.361.0563 F 250.361.0248



From: Nicole Chaland [mailto: [REDACTED]]
Sent: Monday, March 25, 2019 11:08 AM
To: Jocelyn Jenkyns <JJenkyns@victoria.ca>
Subject: Cook & Pendergast Project

Dear Jocelyn Jenkins,

I was forwarded an email from Luke Ramsey (representative of Aragon who is developing the Cook and Pendergast project) and I am concerned that they have received faulty information about how to proceed with their project.

Luke says : "The city requested we do an economic analysis of the project through a 3rd party consultant to see if there should be additional CAC."

It looks like the wires were crossed. My interpretation of council's decision is "we will not send this to public hearing unless it includes 10% affordable housing."

I hope you can course correct.

Sincerely,

Nicole

Here's the decision:

Direct staff to work with BC Housing and/or the applicant to secure 10-20% of the units as affordable rental housing in perpetuity and ensure the tenants who are being displaced have first right of refusal provided they meet the eligibility requirements for the affordable units.

Direct staff to work with the applicant to revise the plans to remove the three parking stalls on Pendergast in exchange for green space.

Ask staff to report back on the process for determining the vulnerability of tenants with respect to this application and all future applications.

<https://pub-victoria.escribemeetings.com/FileStream.ashx?DocumentId=30895>

Here's Luke Ramsey's Email

From: Luke Ramsay [REDACTED]
Sent: Monday, March 25, 2019 9:31:43 AM
To: Ken Roueche
Subject: RE: COOK STREET PROJECT

Hi Ken,

Good to hear from you, hope your travels went well. The city requested we do an economic analysis of the project through a 3rd party consultant to see if there should be additional CAC. Once we have that we are going back to council for COTW. Likely still 4 months or so away until a public hearing.

Cheers,

Luke

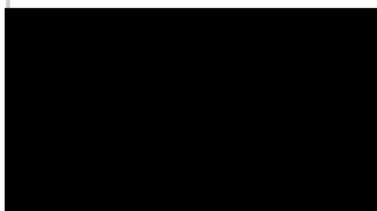


LUKE RAMSAY

Development
Aragon Properties Ltd.

201 – 1628 West 1st Avenue

Vancouver, BC, Canada V6J 1G1



From: Ken Roueche [REDACTED]
Sent: Wednesday, March 20, 2019 4:05 PM
To: Luke Ramsay [REDACTED]
Subject: COOK STREET PROJECT

Good Afternoon Luke:

I trust you are doing well. I have been travelling for some time and I have lost track as to the status of your Cook Street Project. Could you please provide with a brief update.

Yours truly,

Ken Roueche

PLEASE NOTE MY NEW EMAIL ADDRESS:

[REDACTED]

Please update your contact info for me!

47 Howe Street
Victoria, BC V8V [REDACTED]

[REDACTED]



Committee of the Whole Report

For the Meeting of July 23, 2020

To: Committee of the Whole

Date: July 9, 2020

From: Karen Hoese, Director, Sustainable Planning and Community Development

Subject: Rezoning Application No. 00694 for 1908, 1916, and 1920 Oak Bay Avenue

RECOMMENDATION

That Council instruct staff to prepare the necessary Zoning Regulation Bylaw Amendments that would authorize the proposed development outlined in Rezoning Application No. 00694 for 1908, 1916, and 1920 Oak Bay Avenue, that first and second reading of the Zoning Regulation Bylaw Amendments be considered by Council and a Public Hearing date be set once the following conditions are met:

1. Completion of a second Community Meeting to seek feedback on the potential of adding a storey for rooftop access for common outdoor amenity space, in accordance with *the Land Use Procedures Bylaw*.
2. Revisions to plans to add a rooftop amenity space, if deemed feasible, to the satisfaction of the Director of Sustainable Planning and Community Development.
3. Preparation and execution of legal agreements to:
 - a) ensure that a future strata cannot restrict the rental of units to non-owners, to the satisfaction of the Director of Sustainable Planning and Community Development;
 - b) secure the following transportation demand management measures, to the satisfaction of the Director of Engineering and Public Works:
 - i) \$25,000 towards the construction of a crosswalk
 - ii) one car share membership per dwelling unit
 - iii) one car share membership per commercial unit
 - iv) one hundred dollars in car share usage credits per membership
 - v) electric vehicle readiness for all underground parking stalls
 - vi) four electric vehicle charging stations
 - vii) 24 electric bike charging stations
 - viii) one bicycle repair station;
 - c) secure a Statutory Right-of-Way of 3.35 meters along the Oak Bay Avenue to the satisfaction of the Director of Engineering and Public Works; and
 - d) to secure the following, to the satisfaction of the Director of Engineering and Public Works:
 - i) public realm improvements to Oak Bay Avenue and Redfern Street; and
 - ii) removal and disposal of existing storm drain main along the frontage in its current alignment, including excavation, backfill above the spring line of the new pipe, and surface restoration.

LEGISLATIVE AUTHORITY

In accordance with Section 479 of the *Local Government Act*, Council may regulate within a zone the use of land, buildings and other structures, the density of the use of the land, building and other structures, the siting, size and dimensions of buildings and other structures as well as the uses that are permitted on the land and the location of uses on the land and within buildings and other structures.

In accordance with Section 483 of the *Local Government Act*, Council may enter into a Housing Agreement which may include terms agreed to by the owner regarding the occupancy of the housing units and provided such agreement does not vary the use of the density of the land from that permitted under the zoning bylaw.

EXECUTIVE SUMMARY

The purpose of this report is to present Council with information, analysis and recommendations for a Rezoning Application for the property located at 1908, 1916, and 1920 Oak Bay Avenue. The proposal is to rezone from the CR-3 Zone, Commercial Residential Apartment District, to a new site-specific zone in order to increase the density to 1.94:1 floor space ratio (FSR).

The following points were considered in assessing this application:

- the proposal is generally consistent with the *Official Community Plan* (OCP, 2012) Small Urban Village Urban Place Designation (Oak Bay Avenue Village) in terms of use, density, built form and place character
- the proposal would create new homeownership options and advance the OCP's objectives with regards to providing a diversity of housing types in each neighbourhood
- the proposal is generally consistent with the *Jubilee Neighbourhood Plan* (1996)
- the applicant is proposing to make a Community Amenity Contribution of \$100,000. Consistent with the *Inclusionary Housing and Community Amenity Policy*, this contribution would be allocated to the Victoria Housing Reserve Fund for affordable housing (70%) and to the Local Amenities Fund for community amenities (30%)
- the applicant is proposing public realm improvements including Urban Village furnishings and pedestrian lights
- the applicant is proposing to provide \$25,000 towards construction of a crosswalk and replacement of the City's storm drain main along Oak Bay Avenue.

BACKGROUND

Description of Proposal

This Rezoning Application is to allow construction of a four-storey, mixed-use building with ground-floor commercial and multiple dwelling strata residential above, including approximately 35 dwelling units. The overall proposed density is 1.94:1 floor space ratio.

The following differences from the current CR-3 Zone, Commercial Residential Apartment District are being proposed, which align with the OCP, and would be accommodated in the new zone:

- increase the density from 1.0:1 to 1.94 FSR
- increase the height from 10.7m to 14.98m
- increase the number of storeys from three to four.

Variances related to setbacks and parking are also proposed as part of the concurrent Development Permit Application and are discussed in a separate report.

Affordable Housing

The applicant proposes the creation of approximately 35 new strata residential units which would increase the overall supply of housing in the area. A Housing Agreement is also being proposed which would ensure that future Strata Bylaws could not prohibit the rental of units.

The *Inclusionary Housing and Community Amenity Policy* (2019) indicates \$53.82 / m² of bonus floor space which would result in a total contribution of \$99,308.82. Therefore, the applicant is proposing to make a Community Amenity Contribution of \$100,000. Consistent with the policy, this contribution would be allocated to the Victoria Housing Reserve Fund for affordable housing (70%) and to the Local Amenities Fund for community amenities (30%).

Sustainability

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

Active Transportation

The applicant has identified a number of active transportation features which will be reviewed in association with the concurrent Development Permit Application for this property.

Public Realm

The following improvements are proposed in association with this Rezoning Application:

- Urban Village furnishings, materials and pedestrian lights along the Oak Bay Avenue frontage
- removal and disposal of existing storm drain main along the frontage in its current alignment, including excavation, backfill above the spring line of the new pipe, and surface restoration.

These improvements would be secured with a Section 219 covenant, registered on the property's title, prior to Council giving final consideration of the proposed Zoning Regulation Bylaw Amendment.

Land Use Context

The area is characterized by a mix of low rise commercial, residential, and mixed-use buildings along Oak Bay Avenue. The immediately adjacent land uses to the north are predominantly single-family dwellings. The adjacent property to the west is a church.

Existing Site Development and Development Potential

The site is presently occupied with retail commercial uses. Under the current CR-3 Zone, Commercial Residential Apartment District, the property could be developed as a one storey commercial building, or a three-storey residential or mixed-use building (commercial on the ground floor and residential above). The uses permitted in the R-2 Zone, Two Family Dwelling District, and the R1-B Zone, Single Family Dwelling District, are also permitted in the CR-3 Zone but approval of a Development Permit may be required.

The OCP identifies this site as Small Urban Village, allowing for the site to be developed with a mixed-use building, up to approximately four storeys.

Data Table

The following data table compares the proposal with the existing CR-3 Zone and the OCP. An asterisk is used to identify where the proposal does not meet the requirements of the existing Zone. The proposal would require a new site-specific zone to accommodate the increased density. The differences related to setbacks and parking would be accommodated by variances so that they are not entrenched in the zone and would therefore need to be considered again if a different proposal came forward in the future (see the concurrent Development Permit with Variances Application report).

Zoning Criteria	Proposal	Existing Zone (CR-3)	OCP Small Urban Village
Site area (m ²) – minimum	1963.00	N/A	-
Dwelling Unit Area (m ²) – minimum	47.00	33.00	-
Density (Floor Space Ratio) – maximum	1.94 *	1.0:1	2.0:1
Total floor area (m ²) – maximum	3809.13	N/A	-
Height (m) – maximum	14.98 *	10.70	-
Storeys – maximum	4 *	3	4 (approx.)
Setbacks (m) – minimum			
Front (Oak Bay Ave) – First Storey (canopies excluded)	3.35	3.00	-
Front (Oak Bay Ave) – Upper Storeys	2.34 *	6.00	
Rear (north)	5.32 *	6.00	
Interior Side (west)	0.15 *	2.4 or greater or nil	
Flanking Street (Redfern Street, east) (balconies excluded)	0.72 *	2.40	
Vehicle parking – minimum			-
Total	57 *	74	
Residential	43 *	44	
Visitor	4	4	-

Zoning Criteria	Proposal	Existing Zone (CR-3)	OCP Small Urban Village
Commercial	10 *	26	
Bicycle parking stalls – minimum			
Long Term	48	46 (including 3 commercial)	-
Short Term	11	11	
Distance from Entrance (m) - minimum	48.1m (to farthest bike parking)	15.00	

Community Consultation

Consistent with the *Community Association Land Use Committee (CALUC) Procedures for Processing Rezoning and Variance Applications*, the applicant has consulted the South Jubilee CALUC at a Community Meeting held on March 13, 2019. A letter dated March 22, 2019 is attached to this report.

ANALYSIS

Official Community Plan

The subject site is designated Small Urban Village (Oak Bay Avenue Village) in the *Official Community Plan* (OCP, 2012), which envisions a mix of commercial and community services primarily serving the surrounding residential area, in low-rise, ground-oriented multi-unit residential and mixed-use buildings generally up to four storeys in height along arterial and secondary arterial roads, with total floor space ratios up to approximately 2:1. In terms of place character features, the OCP envisions ground-oriented commercial and community services that reinforce the sidewalk and one to three storey building facades define the street wall. The proposal is generally consistent with these policies.

Building Height

Staff have encouraged the applicant to explore providing common rooftop amenity space if it could be incorporated without adverse impacts on adjacent properties. This would, however, require an additional Community Meeting (as per the *CALUC Procedures for Processing Development Applications*) because the stair and elevator access would increase the height of the building. Given the potential impacts to the project timeline to complete this step, and uncertainties related to the COVID-19 pandemic, the applicant decided to exclude this amenity space at this time, but has indicated that they would be willing to revise the plans for this in the future.

The addition of the rooftop access would be supported by staff because it would be generally consistent with the height envisioned in the OCP. The amenity space would increase liveability for the residents, and it would be designed to be located in the centre of the roof to limit overlook on adjacent properties and reduce its visibility from the street. The recommendation in this report would direct staff to work with the applicant to revise the plans to add a rooftop

amenity space and consult with the South Jubilee CALUC before proceeding to a Public Hearing and consideration by Council. Alternate motions have also been provided to move the application forward without the rooftop amenity space or to move the application forward with the rooftop amenity space but without the CALUC consultation.

Land Assembly

The OCP encourages the logical assembly of development sites to enable the best realization of development potential for the area. Given the existing context and development potential, land assembly with the adjacent properties to the west was encouraged. This approach may have achieved a development more consistent with the policies in the OCP and Development Permit Area Design Guidelines and may have also enabled off-street parking to be more easily provided. However, it is noted in this case that the property to the west could be developed independently, with a smaller scale building, at a future date given its location on a corner.

Jubilee Neighbourhood Plan

The *Jubilee Neighbourhood Plan* (1996) contains policies regarding development of the neighbourhood. Overall, the proposal is generally consistent with the goals related to housing and commercial development. It would encourage a mix of housing types and tenures for people with different needs including a variety of incomes and family structures, maintain the physical integrity, scale and character of the neighbourhood, and reinforce the existing neighbourhood commercial area as a vibrant, pedestrian-oriented place for local shopping, services and social interaction.

Statutory Right of Way

It is recommended that a Statutory Right-of-Way (SRW) of 3.35m along Oak Bay Avenue be a condition of rezoning in order to help fulfill *Official Community Plan* objectives such as enhanced facilities for walking, cycling, public transit and boulevards which support the long term viability of street trees. Oak Bay Avenue is also an identified route in the City's All Ages and Abilities (AAA) bicycle network and part of BC Transit's Frequent Transit Network.

CONCLUSIONS

The proposal to rezone the site to construct a four-storey mixed-use building is consistent with the use and density envisioned for this location in the OCP and would add to housing diversity in the South Jubilee neighbourhood. Therefore, staff recommend that Council consider advancing the application to a Public Hearing.

ALTERNATE MOTIONS

Option 1: Move the Application Forward with no Rooftop Amenity Space

That Council instruct staff to prepare the necessary Zoning Regulation Bylaw Amendments that would authorize the proposed development outlined in Rezoning Application No.00694 for 1908, 1916, and 1920 Oak Bay Avenue, that first and second reading of the Zoning Regulation Bylaw Amendments be considered by Council and a Public Hearing date be set once the following conditions are met:

1. Preparation and execution of legal agreements to:
 - a) ensure that a future strata cannot restrict the rental of units to non-owners, to the satisfaction of the Director of Sustainable Planning and Community Development;

- b) secure the following transportation demand management measures, to the satisfaction of the Director of Engineering and Public Works:
 - i) \$25,000 towards the construction of a crosswalk
 - ii) one car share membership per dwelling unit
 - iii) one car share membership per commercial unit
 - iv) one hundred dollars in car share usage credits per membership
 - v) electric vehicle readiness for all underground parking stalls
 - vi) four electric vehicle charging stations
 - vii) 24 electric bike charging stations
 - viii) one bicycle repair station;
- c) secure a Statutory Right-of-Way of 3.35 meters along the Oak Bay Avenue to the satisfaction of the Director of Engineering and Public Works;
- d) to secure the following, to the satisfaction of the Director of Engineering and Public Works:
 - i) public realm improvements to Oak Bay Avenue and Redfern Street
 - ii) removal and disposal of existing storm drain main along the frontage in its current alignment, including excavation, backfill above the spring line of the new pipe, and surface restoration.

Option 2: Move the Application Forward with the Addition of Rooftop Amenity Space but without CALUC Consultation

That Council instruct staff to prepare the necessary Zoning Regulation Bylaw Amendments that would authorize the proposed development outlined in Rezoning Application No.00694 for 1908, 1916, and 1920 Oak Bay Avenue, that first and second reading of the Zoning Regulation Bylaw Amendments be considered by Council and a Public Hearing date be set once the following conditions are met:

1. Revisions to plans to add a rooftop amenity space, if deemed feasible, to the satisfaction of the Director of Sustainable Planning and Community Development.
2. Preparation and execution of legal agreements to:
 - a) ensure that a future strata cannot restrict the rental of units to non-owners, to the satisfaction of the Director of Sustainable Planning and Community Development;
 - b) secure the following transportation demand management measures, to the satisfaction of the Director of Engineering and Public Works:
 - i) \$25,000 towards the construction of a crosswalk
 - ii) one car share membership per dwelling unit
 - iii) one car share membership per commercial unit
 - iv) one hundred dollars in car share usage credits per membership
 - v) electric vehicle readiness for all underground parking stalls
 - vi) four electric vehicle charging stations
 - vii) 24 electric bike charging stations
 - viii) one bicycle repair station;
 - c) secure a Statutory Right-of-Way of 3.35 meters along the Oak Bay Avenue to the satisfaction of the Director of Engineering and Public Works;
 - d) to secure the following, to the satisfaction of the Director of Engineering and Public Works:
 - i) public realm improvements to Oak Bay Avenue and Redfern Street
 - ii) removal and disposal of existing storm drain main along the frontage in its current alignment, including excavation, backfill above the spring line of the new pipe, and surface restoration.

Option 3: Decline the Application

That Council decline Application No. 00694 for the property located at 1908, 1916, and 1920 Oak Bay Avenue.

Respectfully submitted,



Rob Bateman
Senior Process Planner
Development Services Division



Karen Hoese, Director
Sustainable Planning and Community
Development Department

Report accepted and recommended by the City Manager:



Date: July 16, 2020

List of Attachments

- Attachment A: Subject Map
- Attachment B: Aerial Map
- Attachment C: Plans date stamped July 7, 2020
- Attachment D: Letter from applicant to Mayor and Council dated June 23, 2020
- Attachment E: Community Association Land Use Committee Comments dated March 22, 2019
- Attachment F: Transportation Study dated April 24, 2019
- Attachment G: Advisory Design Panel Meeting minutes from June 3, 2020
- Attachment H: Correspondence (Letters received from residents).



Committee of the Whole Report For the Meeting of July 23, 2020

To: Committee of the Whole **Date:** July 9, 2020

From: Karen Hoese, Director, Sustainable Planning and Community Development

Subject: Development Permit with Variances Application No. 000551 for 1908, 1916, and 1920 Oak Bay Avenue

RECOMMENDATION

That Council, after giving notice and allowing an opportunity for public comment at a meeting of Council, and after the Public Hearing for Rezoning Application No. 00694, if it is approved, consider the following motion:

"That Council authorize the issuance of Development Permit with Variances Application No. 000551 for 1908, 1916, and 1920 Oak Bay Avenue, in accordance with:

1. Plans date stamped July 6, 2020
2. Development meeting all *Zoning Regulation Bylaw* requirements, except for the following variances:
 - i. reduce the front setback (south) for the upper storeys from 6.00m to 2.34m;
 - ii. reduce the rear setback (north) from 6.00m to 5.32m;
 - iii. reduce the interior lot line setback (west) from 2.40m to 0.15m;
 - iv. reduce the flanking street setback (east) from 2.40m to 0.72m;
 - v. reduce the number of commercial vehicle parking spaces from 26 to 10;
 - vi. reduce the number of residential vehicle parking spaces from 44 to 43;
 - vii. increase the distance between entrances and the short term bicycle parking from 15m to 48.1m;
 - viii. increase the number of storeys from 4 to 5;
 - ix. increase the height from 14.98m to 18.00m.
3. The Development Permit lapsing two years from the date of this resolution."

LEGISLATIVE AUTHORITY

In accordance with Section 489 of the *Local Government Act*, Council may issue a Development Permit in accordance with the applicable guidelines specified in the *Community Plan*. A Development Permit may vary or supplement the *Zoning Regulation Bylaw* but may not vary the use or density of the land from that specified in the Bylaw.

Pursuant to Section 491 of the *Local Government Act*, where the purpose of the designation is the revitalization of an area in which a commercial use is permitted, a development permit may include requirements respecting the character of the development, including landscaping, and the siting, form, exterior design and finish of buildings and other structures.

EXECUTIVE SUMMARY

The purpose of this report is to present Council with information, analysis and recommendations for a Development Permit Application for the property located at 1908, 1916, and 1920 Oak Bay Avenue. The proposal is to construct a four-storey, mixed-use building with ground-floor commercial and residential above. The variances are related to reduced setbacks, reduced number of vehicle parking spaces and increased distance between entrances and short-term bicycle parking. A Rezoning Application is also required and is the subject of an accompanying report.

The following points were considered in assessing this application:

- the proposal is generally consistent with the objectives and guidelines contained in Development Permit Area 6A: Small Urban Villages (Oak Bay Avenue Village), which seeks to help revitalize areas of commercial use into complete Small Urban Villages through human-scale design that would increase vibrancy and strengthen commercial viability
- the setback variances are supportable because they do not have substantial impacts on the street and adjacent properties
- the parking variance to reduce the number of parking spaces is considered supportable as the applicant is proposing Transportation Demand Management (TDM) measures to mitigate the potential impacts from this variance, which would be secured by legal agreement in conjunction with the concurrent Rezoning Application. The applicant has also provided a Transportation Study which indicates the proposed parking supply meets the anticipated site parking demand
- the variance related to the distance between entrances and the short-term bicycle parking is supportable because the proposed frontage design would enhance the experience of pedestrians and cyclists. The required short-term bicycle parking would be consolidated on Redfern Street beside the outdoor commercial patio space. Bicycle parking will also be located within 15m of the entrances in the right-of-way.

BACKGROUND

Description of Proposal

The proposal is to construct a four-storey, mixed-use building with approximately 35 strata dwelling units above four commercial retail/restaurant units (approximately 688m² floor area) on the ground floor. The proposal includes the following main design components:

- modern architectural form and character
- outdoor commercial patio space on Redfern Street
- weather protection along the street frontage
- balconies for the dwelling units.

Exterior building materials include:

- cementitious panel cladding
- transparent glazing
- pre-finished metal
- painted steel or aluminium
- wood-textured shade screen
- T&G cedar soffit
- clear sealed wood

- concrete
- metal louvre
- concrete block
- brick.

Landscape elements include:

- unit paving
- broom finish concrete
- lawn
- shrub planting areas
- rain garden area
- small trees.

The proposed variances are related to:

- reducing the front setback (south) for the upper storeys from 6.00m to 2.34m
- reducing the rear setback (north) from 6.00m to 5.32m
- reducing the interior lot line setback (west) from 2.40m to 0.15m
- reducing the flanking street setback (east) from 2.40m to 0.72m
- reducing the total vehicle parking from 74 to 57
- increasing the distance between entrances and the short term bicycle parking from 15m to 48.1m

Sustainability

The applicant has provided a letter dated June 23, 2020, outlining sustainability features that are associated with this application, including the installation of four electrical vehicle charging stations with rough-ins provided for all underground stalls and one at-grade stall, secure, heated bike storage at parkade level with a bike work bench, and electric bike charging locations within the bike storage.

Active Transportation

The application proposes heated bike storage and work area as well as electric bike charging stations, which supports active transportation.

Accessibility

The British Columbia Building Code regulates accessibility as it pertains to buildings.

Data Table

The following data table compares the proposal with the existing CR-3 Zone and the OCP. An asterisk is used to identify where the proposal does not meet the requirements of the existing Zone. The differences related to setbacks and parking would be accommodated by variances so that they are not entrenched in the zone and would therefore need to be considered again if a different proposal came forward in the future (see the concurrent Rezoning Application report).

Zoning Criteria	Proposal	Existing Zone (CR-3)	OCP Small Urban Village
Site area (m ²) – minimum	1963.00	N/A	-
Dwelling Unit Area (m ²) – minimum	47.00	33.00	-
Density (Floor Space Ratio) – maximum	1.94 *	1.0:1	2.0:1
Total floor area (m ²) – maximum	3809.13	N/A	-
Height (m) – maximum	14.98 *	10.70	-
Storeys – maximum	4 *	3	4 (approx.)
Setbacks (m) – minimum			
Front (Oak Bay Ave) – First Storey (canopies excluded)	3.35	3.00	-
Front (Oak Bay Ave) – Upper Storeys	2.34 *	6.00	
Rear (north)	5.32 *	6.00	
Interior Side (west)	0.15 *	2.4 or greater or nil	
Flanking Street (Redfern Street, east) (balconies excluded)	0.72 *	2.40	
Vehicle parking – minimum			-
Total	57 *	74	
Residential	43 *	44	
Visitor	4	4	-
Commercial	10 *	26	
Bicycle parking stalls – minimum			
Long Term	48	46 (including 3 commercial)	-
Short Term	11	11	
Distance from Entrance (m) - minimum	48.1m (to farthest bike parking)	15.00	

Community Consultation

Consistent with the *Community Association Land Use Committee (CALUC) Procedures for Processing Rezoning and Variance Applications*, the applicant has consulted the South Jubilee CALUC at a Community Meeting held on March 13, 2019. A letter dated March 22, 2019 is attached to this report.

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

ANALYSIS

Development Permit Area and Design Guidelines

The *Official Community Plan* (OCP, 2012) identifies this property with Development Permit Area 6A: Small Urban Villages (Oak Bay Avenue Village). The objectives of this Development Permit Area (DPA) are to revitalize areas of commercial use into complete Small Urban Villages through human-scale design that would increase vibrancy and strengthen commercial viability. Other objectives are related to achieving a high quality of architecture, landscape and urban design, a unique character and sense of place, compatibility with adjacent residential neighbourhoods, coherent design, and enhancing the experience of pedestrians and cyclists. Design Guidelines that apply to this DPA are the *Advisory Design Guidelines for Buildings, Signs and Awnings* (1981), *Guidelines for Fences, Gates and Shutters* (2010), and the *Oak Bay Avenue Land Use and Design Guidelines* (2001). The DPA also includes the following specific guideline: "Buildings are encouraged to have shop windows and building entrances that are oriented towards the street."

Staff consider that the proposal is generally consistent with the objectives and guidelines of the Development Permit Area. Background information related to the building height, privacy and shading, and the relationship to the street is provided for Council's consideration as follows:

Building Height

The *Official Community Plan* and *Oak Bay Avenue Land Use and Design Guidelines* indicate different building heights in this location. The OCP envisions approximately four storeys with a three-storey street-wall, while the design guidelines state that new buildings should be limited to a maximum of three storeys in height. Staff consider the proposed height to be supportable because it is generally consistent with the OCP policy.

The recommendation in this report includes variances that would accommodate an increased height and number of storeys that would be required to add a rooftop amenity space to the proposal. An alternate motion is also provided to move the application forward without these variances. The accompanying rezoning application report provides further discussion on this topic. If it is determined that adding the rooftop access and outdoor amenity space is not feasible, staff will bring forward a revised motion to reduce the degree of variances when Bylaws are presented to Council for introductory readings.

Privacy and Shading Impacts

Any redevelopment of the Oak Bay Avenue Small Urban Village striving to meet the goals of the OCP will have impacts on the adjacent existing single-family dwellings due to their close proximity.

This specific proposal will have some privacy and shading impacts on adjacent properties, particularly to the single-family dwellings to the north as well as the church located to the west. Windows and balconies face towards the adjacent properties. The proposed setback to the north elevation exterior wall is approximately 7.3m and the setback to the balconies is 5.3m. The proposed setback of to the upper storeys of the west elevation would be approximately 1m to the balcony and 3.2m to the exterior wall. To help mitigate these impacts, the applicant is proposing to set back portions of the rear elevation and use plantings on the balconies and along the rear property line for privacy screening.

Staff consider these impacts to be acceptable in the context of the overall proposed development and proposed mitigation measures.

Relationship to the Street

The design guidelines indicate that the proposal should consider the street relationship. The building is located quite close to Oak Bay Avenue (2.34m from the property line to the second floor balcony) and Redfern Street (0.72m from the property line to the exterior wall). Along Redfern Street there is a pad mounted transformer (PMT), waste bins, and surface parking (partially covered by the overhanging building), which may detract from the pedestrian experience. To help reduce the impact on the street, the applicant is proposing wrapping the PMT with graphics, using unit pavers in the parking stalls and setting back the first floor from the street to provide space for outdoor seating.

Staff consider these impacts to be acceptable because, overall, the proposal would provide an active edge with windows, doors and weather protection which would contribute to street activity and economic vitality.

Advisory Design Panel

The application was referred to the Advisory Design Panel (ADP) on June 3, 2020. The ADP was asked to comment on the short-term bike parking location, the building height, privacy and shading impacts, and the relationship to the street.

The ADP passed a motion recommending to Council that Development Permit Application No. 000551 for 1908, 1916, and 1920 Oak Bay Avenue be approved as presented. The meeting minutes are attached for reference.

Regulatory Considerations

Variances related to setbacks and parking would be required to facilitate this proposal. A new site-specific zone would also be required and is discussed in the accompanying Rezoning Application report.

Setbacks

The following setback variances are proposed to accommodate the development:

- reducing the front setback (south) for the upper storeys from 6.00m to 2.34m
- reducing the rear setback (north) from 6.00m to 5.32m
- reducing the interior lot line setback (west) from 2.40m to 0.15m
- reducing the flanking street setback (east) from 2.40m to 0.72m.

These setbacks are considered supportable because the overall massing would help frame the street with a human scaled street wall. To help mitigate the impacts to the adjacent properties the applicant is proposing to set back portions of the rear elevation and use plantings on the balconies and along the rear property line for privacy screening. Staff consider these impacts to be acceptable in the context of the overall proposed development and proposed mitigation measures.

Parking Variances

A variance is requested to reduce the number of commercial parking spaces from 26 to 10 and the number of residential parking spaces from 44 to 43. To mitigate some of the potential impacts from the variance, the applicant is proposing the following Transportation Demand Management (TDM) measures, which would be secured by legal agreement as a condition of the concurrent Rezoning Application:

- \$25,000 towards the construction of a crosswalk which would cross Oak Bay Avenue on the east side of Redfern Street
- one car share membership per dwelling unit
- one car share membership per commercial unit
- one hundred dollars in car share usage credits per membership
- electric vehicle readiness for all underground parking stalls
- four electric vehicle charging stations
- 24 electric bike charging stations
- one bicycle repair station.

The applicant has also provided a Transportation Study (attached) that indicates the proposed parking supply meets the anticipated site parking demand. Given these measures, staff consider the parking variance as supportable.

The applicant is also requesting a variance to increase the distance between entrances and the short-term bicycle parking from 15m to 48.1m. This is considered supportable because the proposed frontage design would enhance the experience of pedestrians and cyclists. The required short-term bicycle parking would be consolidated on Redfern Street beside the outdoor commercial patio space. Bicycle parking will also be located within 15m of the entrances in the right of way.

Tree Preservation Bylaw and Urban Forest Master Plan

The goals of the *Urban Forest Master Plan* include protecting, enhancing, and expanding Victoria's urban forest and optimizing community benefits from the urban forest in all neighbourhoods. As this application was received prior to October 24, 2019, Tree Preservation Bylaw No. 05-106 (consolidated June 1, 2015), applies.

This property is located in South Jubilee which presently has 26% tree canopy cover, this is equal to the average City-wide tree canopy cover percentage.

The construction of the proposed building will require the removal of three on-site non-bylaw-protected trees and one City-owned street tree.

Two fruit trees located in the rear yard of 1525 Davie Street will be retained through the project. Parks has issued a permit for the removal of the severely declining 90 cm diameter at breast height (DBH) Garry oak located in the south side yard of this property. This removal permit is not connected to the proposed development.

The proposed on-site landscaping plan includes a treed buffer along the north side of the property. Twenty-four new trees will be planted in this area. The proposed tree species include seven Vine Maples, five Weeping False Cypress, five Serbian Spruce, two Douglas-fir, three Japanese Snowbell and two Canadian Hemlock.

The off-site landscaping includes five new street trees along the Oak Bay Avenue frontage. Structural soil cells will be installed under the sidewalk to provide approximately 12 cubic metres of growing media for each tree. Two new street trees will be planted on the grass boulevard on Redfern Street. All off-site trees will be watered by a drip irrigation system.

Tree Impact Summary

Tree Type	Total	To be Removed	To be Planted	Net Change
On-site trees, bylaw protected	0	0	0	0
On-site trees, non-bylaw-protected	3	3	24	+21
Municipal trees	1	1	7	+6
Neighbouring trees, bylaw-protected	0	0	0	0
Neighbouring trees, non-bylaw-protected	2	0	0	0
Total	6	4	31	+27

On-Site Tree Removals Non-Bylaw Protected

ID#	Species	DBH	Health	Structural condition	Reason for Removal / Comments
#02	Sycamore Maple	31cm	Fair	Poor	for building construction
#03	Silver Birch	24 cm	Good	Good	for building construction
#04	Sweetgum	30 cm	Good	Fair	for building construction

Off-Site Municipal Tree Removals

ID#	Species	DBH	Health	Structural condition	Reason for Removal / Comments
#05	Flowering Cherry	17 cm	Good	Good	for building construction and site servicing

Resource Impacts

There are new City assets related to trees that will be added if this application is approved, and staff have calculated the annual maintenance costs as shown below. Once the new assets are in place, these costs will be reflected in the City's Financial Plan.

Increased Inventory	Annual Maintenance Cost
Street Trees - 6 net new	\$360
Irrigation System - 7 trees	\$500
Total	\$860

CONCLUSIONS

The proposal to construct a four-storey mixed-use building is considered consistent with the Design Guidelines for Development Permit Area 6A: Small Urban Villages (Oak Bay Avenue Village). The development would help revitalize an area of commercial use into a complete Small Urban Village through a human-scale design that would increase vibrancy and strengthen commercial viability. The associated variances have been mitigated through design and appropriate TDM measures. Therefore, staff recommend that Council consider approving the application.

ALTERNATE MOTIONS

Option 1: Move the Application Forward with no Rooftop Amenity Space

That Council, after giving notice and allowing an opportunity for public comment at a meeting of Council, and after the Public Hearing for Rezoning Application No. 00694, if it is approved, consider the following motion:

“That Council authorize the issuance of Development Permit with Variances Application No. 000551 for 1908, 1916, and 1920 Oak Bay Avenue , in accordance with:

1. Plans date stamped July 6, 2020
2. Development meeting all *Zoning Regulation Bylaw* requirements, except for the following variances:
 - i. reduce the front setback (south) for the upper storeys from 6.00m to 2.34m;
 - ii. reduce the rear setback (north) from 6.00m to 5.32m;
 - iii. reduce the interior lot line setback (west) from 2.40m to 0.15m;
 - iv. reduce the flanking street setback (east) from 2.40m to 0.72m;
 - v. reduce the number of commercial vehicle parking spaces from 26 to 10;
 - vi. reduce the number of residential vehicle parking spaces from 44 to 43;
 - vii. increase the distance between entrances and the short-term bicycle parking from 15m to 48.1m;
3. The Development Permit lapsing two years from the date of this resolution.”

Option 2: Decline the Application

That Council decline Development Permit with Variances Application No. 000551 for the property

located at 1908, 1916, and 1920 Oak Bay Avenue.
Respectfully submitted,



Rob Bateman
Senior Process Planner
Development Services Division



Karen Hoese, Director
Sustainable Planning and Community
Development Department

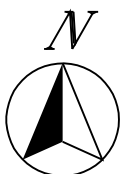
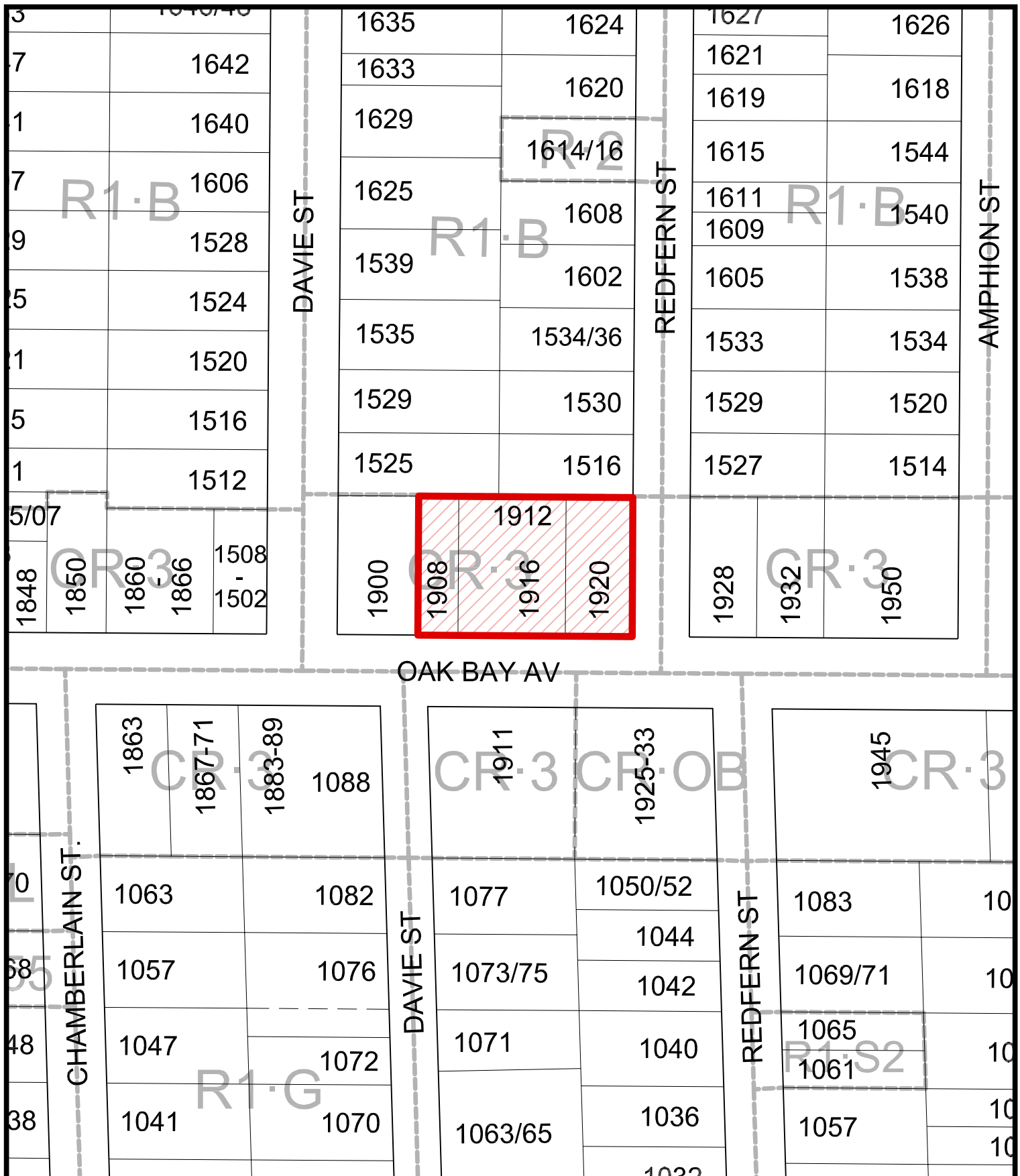
Report accepted and recommended by the City Manager:



Date: July 16, 2020

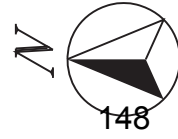
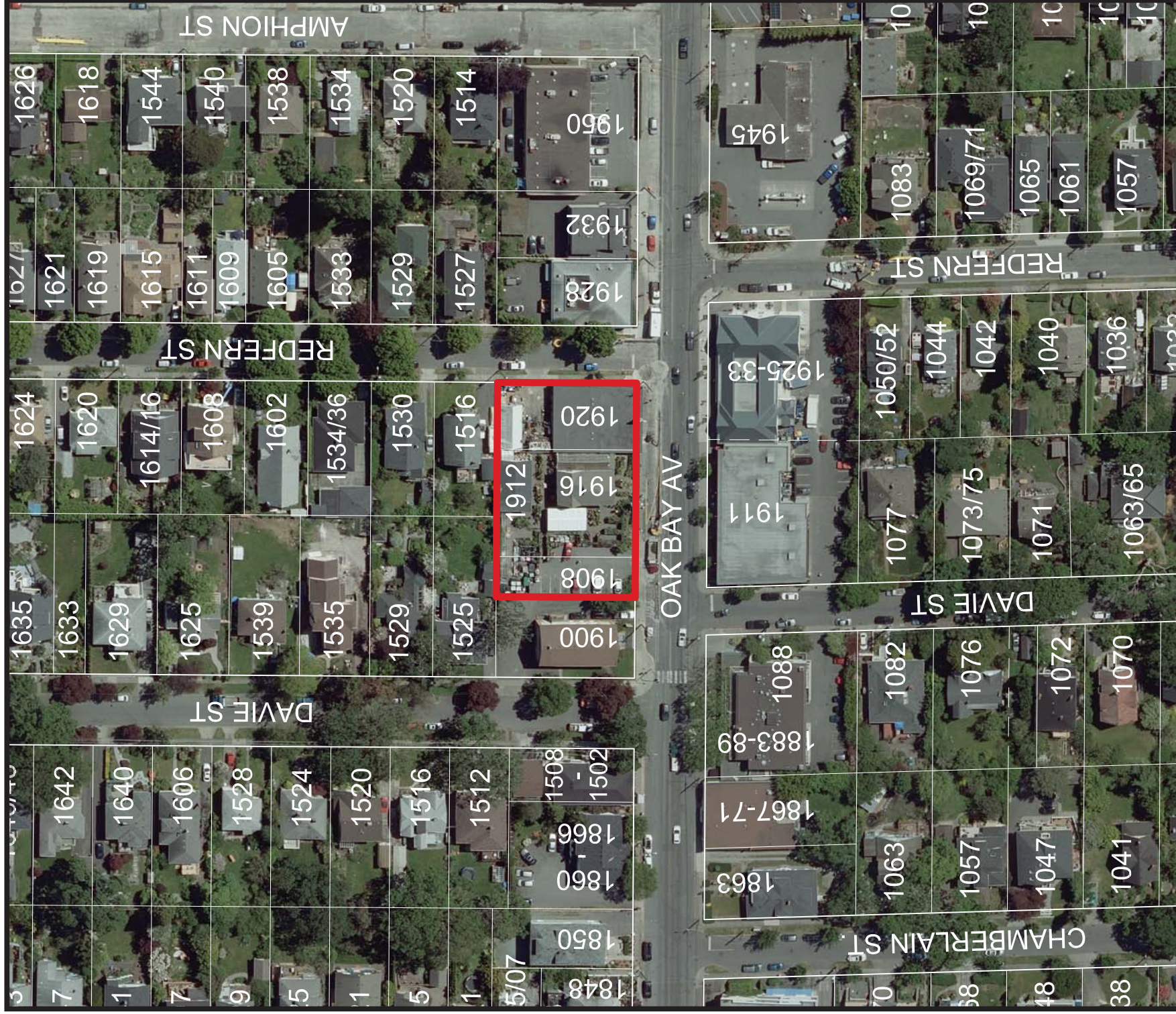
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1908-1920 Oak Bay Avenue
Rezoning No.00694





1908-1920 Oak Bay Avenue
Rezoning No.00694



PROJECT INFORMATION TABLE	
Zone (existing)	CR-3
Proposed zone or site specific zone If unsure, state "new zone"	NEW ZONE
Site area (m²)	1,963 m²
Total floor area (m²)	3,809 m²
Commercial floor area (m²)	688 m²
Floor space ratio	1.94:1
Site coverage (%)	75.0%
Open site space (%)	31.7%
Height of building (m)	15.0 m
Number of storeys	4
Parking stalls (number) on site	47 RESIDENTIAL , 10 COMMERCIAL
Bicycle parking number (Class 1 and Class 2)	48 CLASS 1, 11 CLASS 2
Building Setbacks (m) *	
Front yard	3.35 m (OAK BAY AVENUE)
Rear yard	5.32 m
Side yard (indicate which side)	0.15 m (WEST P.L.)
Side yard (indicate which side)	0.72 m (EAST P.L.)
Combined side yards	0.87 m
Residential Use Details	
Total number of units	35
Unit type, e.g., 1 bedroom	14 1BR, 15 2BR, 6 2BR+DEN / 3BR
Ground-orientated units	0
Minimum unit floor area (m²)	47 m²
Total residential floor area (m²)	2620 m²

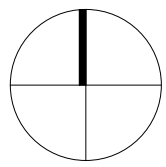
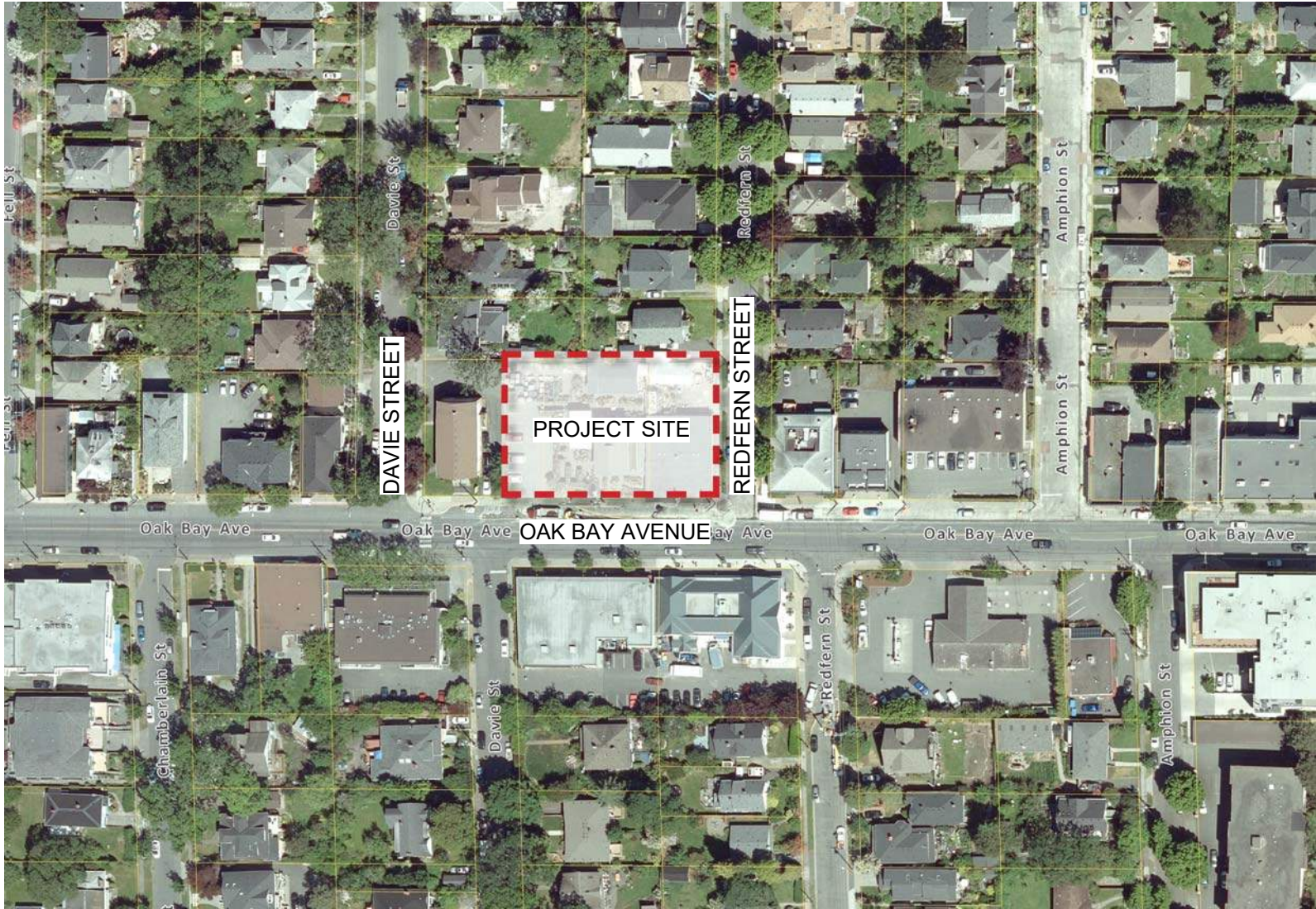
* MEASURED TO BUILDING FACE, EXCLUDES BALCONIES AND ROOF PROJECTIONS



OAK BAY AVENUE & REDFERN STREET CORNER PERSPECTIVE

DRAWING LIST

A0.00	Cover Sheet	A2.02	Second Floor Plan	L1.01	Landscape Materials
A1.00	Survey, Existing Site Plan, Average Grade	A2.03	Third Floor Plan	L1.02	Level 2 Landscape Materials & Planting Plan
A1.01	Code Analysis	A2.04	Fourth Floor Plan	L1.03	Stormwater Management
A1.02	Limiting Distance	A2.05	Roof Plan	L3.01	Planting Plan
A1.03	Overall Site Plan	A3.00	Elevations	T.1	Tree Management Plan
A1.04	Shadow Study - Fall Equinox	A3.01	Elevations	C1.01	Preliminary Servicing
A1.05	Shadow Study - Summer Solstice	A3.02	Context Elevations		
A1.06	Shadow Study - Winter Solstice	A4.00	Building Sections		
A2.00	Parking Level Plan	A4.01	Context Sections		
A2.01	Ground Floor Plan	A9.00	Perspectives		
		A9.01	Materials		



APPLICANT

JAWL RESIDENTIAL
3375 TENNYSON AVENUE
VICTORIA BC V8Z 3P6
250.475.7751

CONTACT:
PETER JAWL
pjawl@jawlresidential.com

PROJECT TEAM

ARCHITECT

CASCADIA ARCHITECTS
101-804 BROUGHTON STREET
VICTORIA BC V8W 1E4
250.590.3223

CONTACT:
PETER JOHANNKNECHT
peter@cascadiaarchitects.ca
GREGORY DAMANT
greg@cascadiaarchitects.ca

LANDSCAPE ARCHITECT

MURDOCH de GREEFF INC.
200-524 CULDUTHEL ROAD
VICTORIA BC V8Z 1G1
250.412.2891

CONTACT:
SCOTT MURDOCH
scott@mdidesign.com

CIVIL ENGINEER

J.E. ANDERSON & ASSOCIATES
4212 GLANFORD AVENUE
VICTORIA BC V8Z 4B7
250.727.2214

CONTACT:
ROSS TUCK
rtuck@jeanderson.com

TRAFFIC CONSULTANT


URBAN SYSTEMS
312-645 FORT STREET
VICTORIA BC V8W 1G2
250.220.7060

CONTACT:
DANIEL CASEY
dcasey@urbansystems.ca

ARBORIST

GYE & ASSOCIATES
#432 108-800 KELLY ROAD
VICTORIA BC V9B 6J9
250.883.4533

CONTACT:
JEREMY GYE
jgye@shaw.ca



Revisions

Received Date:
July 6, 2020

Jawl Residential

Project #	1801	Date	7/6/2020 3:44:30 PM
Sheet #	A0.00	Revision	4 June 23, 2020

CASCADIA ARCHITECTS INC

101-804 Broughton Street
Victoria BC V8W 1E4 Canada
250.590.3223
cascadiaarchitects.ca



BC LAND SURVEYORS SITE PLAN OF:

Civic: 1908 - 1920 Oak Bay Avenue

Legals: The Western 1/2 of Lot 13, Block 3, Section 76,
Victoria District, Plan 273

Parcel Identifier: 001-045-033 is the City of Victoria

Lot A, Section 76, Victoria District, Plan 38854

Parcel Identifier: 000-067-719 is the City of Victoria

Lot 11, Block 3, Section 76, Victoria District, Plan 273

Parcel Identifier: 000-100-080 is the City of Victoria

LEGEND

Elevations are to geoidetic datum

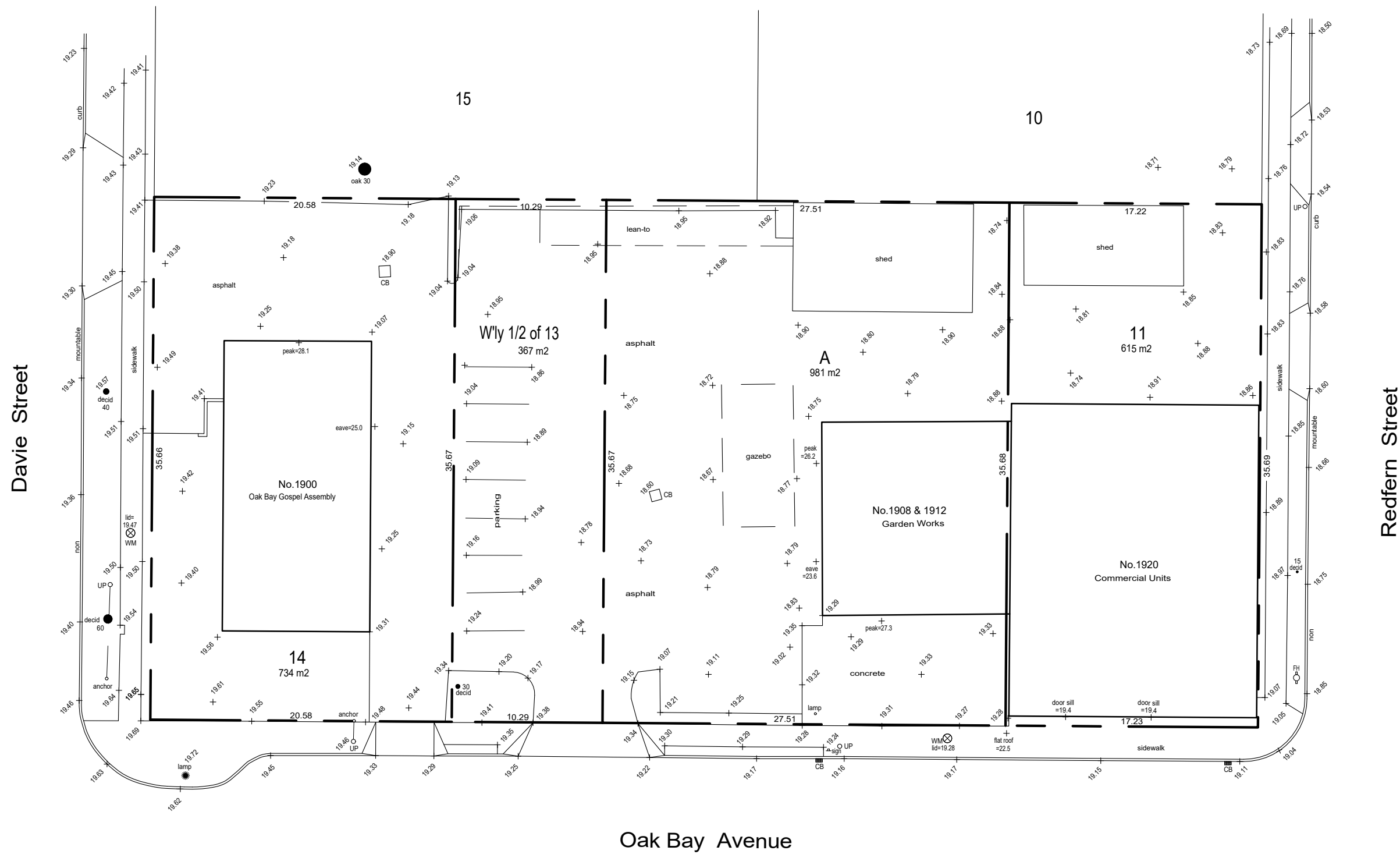
8' + - denotes - existing elevation

UP - denotes - Utility Pole

CB - denotes - Catch Basin

WB - denotes - Catch Basin

Tree diameters are in centimetres.



February 2, 2018

File: 12.709 - 15
POWELL & ASSOCIATES
B.C. Land Surveyors
256-2950 Douglas Street
Victoria, BC V8T 4M4
phone (250) 362-8855

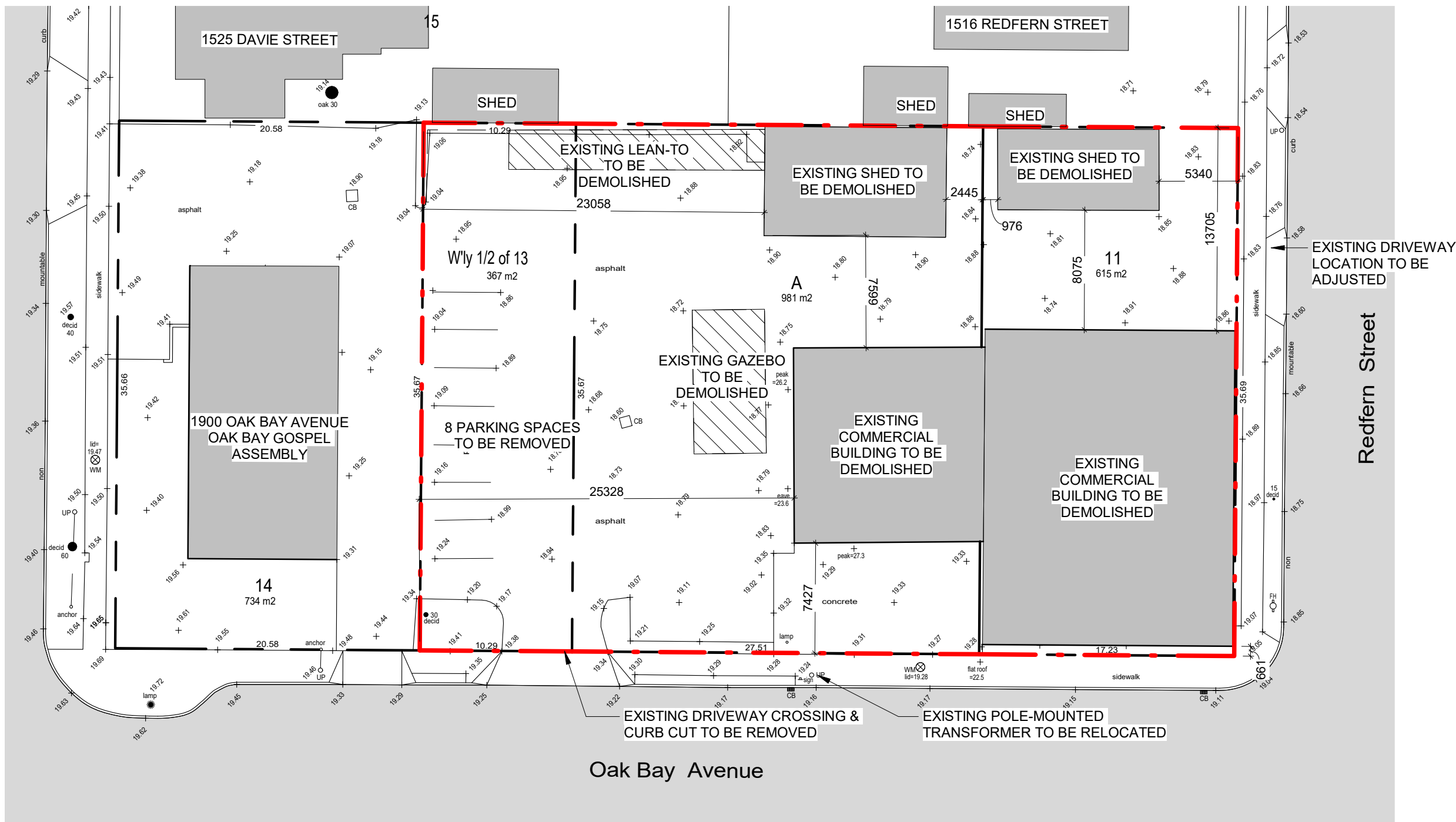
Scale 1:200 Distances are in metres.

0 2 10 20
The intended print size is 24" by 18".

This document shows the relative location
of the surveyed features and shall not be
used to define property boundaries.

Setbacks are derived from field survey.
Parcel dimensions shown hereon are
derived from Land Title Office records.

I Survey Plan
1 : 300



2 Existing Site Plan
1 : 300

AVERAGE GRADE CALCULATIONS

GRADE POINTS:
(PROPOSED)

A:	19.012	18.986
B:	19.012	18.939
C:	19.012	18.970
D:	19.012	18.844
E:	19.012	18.801
F:	18.859	18.835
G:	18.855	18.883
H:	18.857	18.894
I:	18.856	18.878
J:	18.905	18.907
K:	19.100	18.978
L:	19.089	19.159
M:	19.100	19.307
N:	19.100	19.303
O:	19.417	19.116
P:	19.400	18.969
Q:	19.400	18.952
R:	19.417	19.096
S:	19.401	19.322

GRADE POINTS:
(NATURAL)

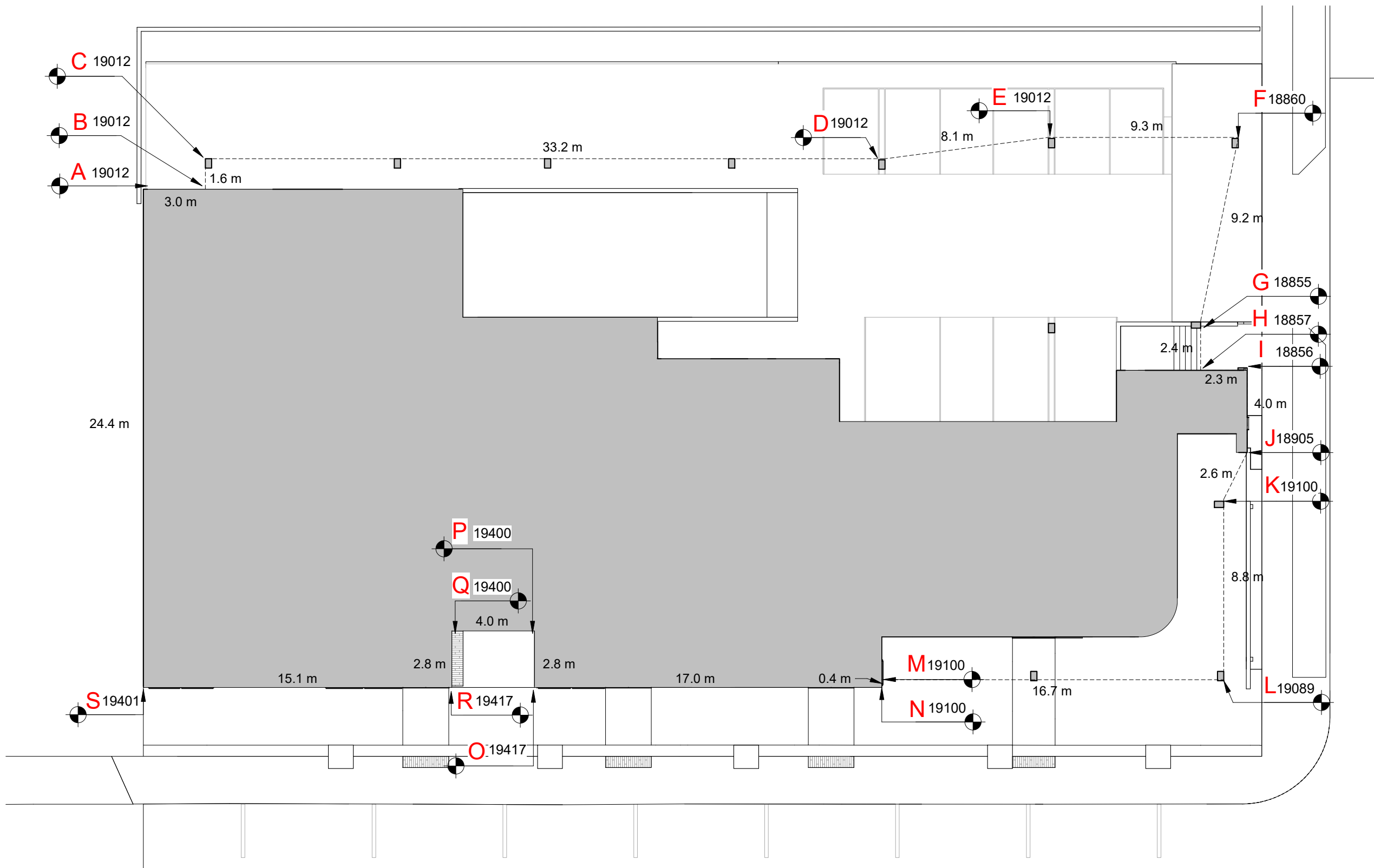
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B:	19.012
C:	19.012
D:	19.012
E:	19.012
F:	18.859
G:	18.883
H:	18.894
I:	18.878
J:	18.907
K:	18.978
L:	19.159
M:	19.307
N:	19.303
O:	19.116
P:	18.969
Q:	18.952
R:	19.096
S:	19.322

GRADE POINTS:

A-B:	((18.986+18.939)+2)	x	03.0	=295.04
B-C:	((18.939+18.970)+2)	x	01.6	=161.28
C-D:	((18.970+18.844)+2)	x	33.2	=112.26
D-E:	((18.844+18.801)+2)	x	08.1	=20.60
E-F:	((18.801+18.835)+2)	x	09.3	=256.07
F-G:	((18.835+18.855)+2)	x	09.2	=68.34
G-H:	((18.855+18.857)+2)	x	02.4	=233.91
H-I:	((18.857+18.856)+2)	x	02.3	=47.45
I-J:	((18.856+18.905)+2)	x	04.0	=121.02
J-K:	((18.905+18.978)+2)	x	02.6	=58.51
K-L:	((18.978+19.089)+2)	x	08.8	=64.35
L-M:	((19.089+19.100)+2)	x	16.7	=152.21
M-N:	((19.100+19.100)+2)	x	00.4	=24.83
N-O:	((19.100+19.116)+2)	x	17.0	=24.83
O-P:	((19.116+18.969)+2)	x	02.8	=240.66
P-Q:	((18.969+18.952)+2)	x	04.0	=53.48
Q-R:	((18.952+19.096)+2)	x	02.8	=325.19
R-S:	((19.096+19.322)+2)	x	15.1	=59.13
S-A:	((19.322+18.986)+2)	x	24.4	=460.27

167.5 3184.03

AVERAGE GRADE = 3184.03+167.5 = 19.0



3 Average Grade Plan
1 : 200

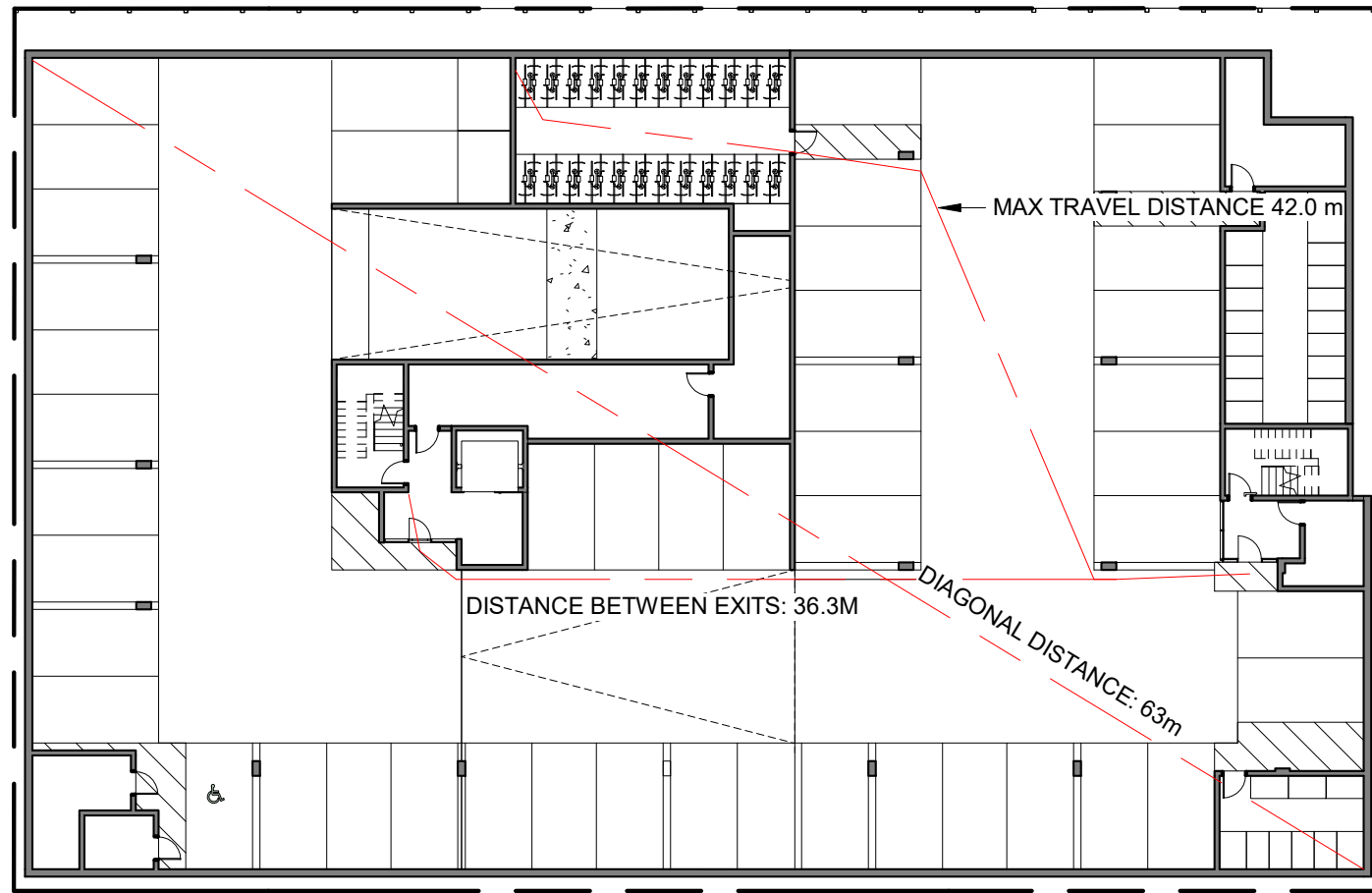
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1	Re-Zoning & DP	April 24, 2019
NO.	DESCRIPTION	DATE



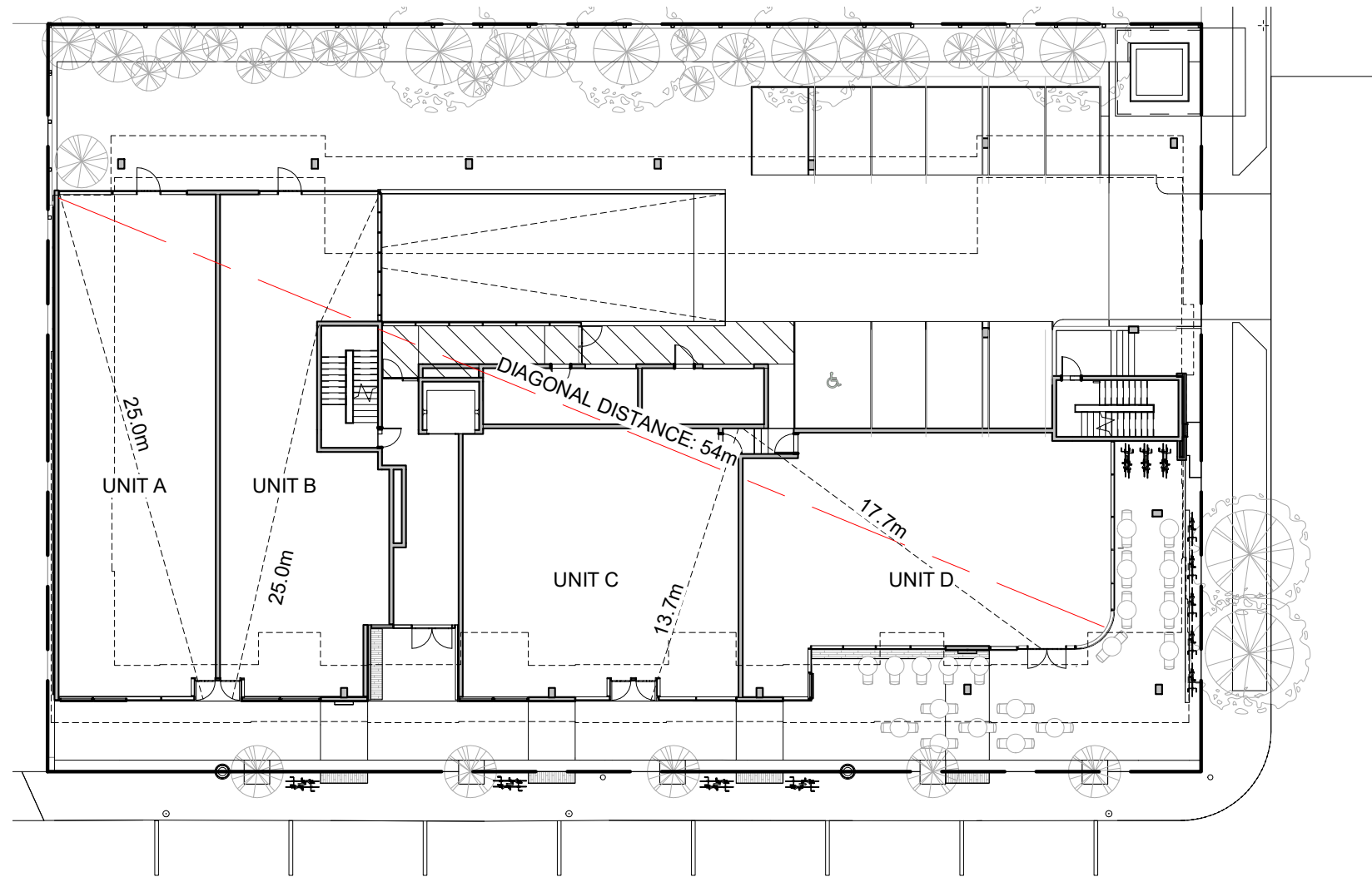
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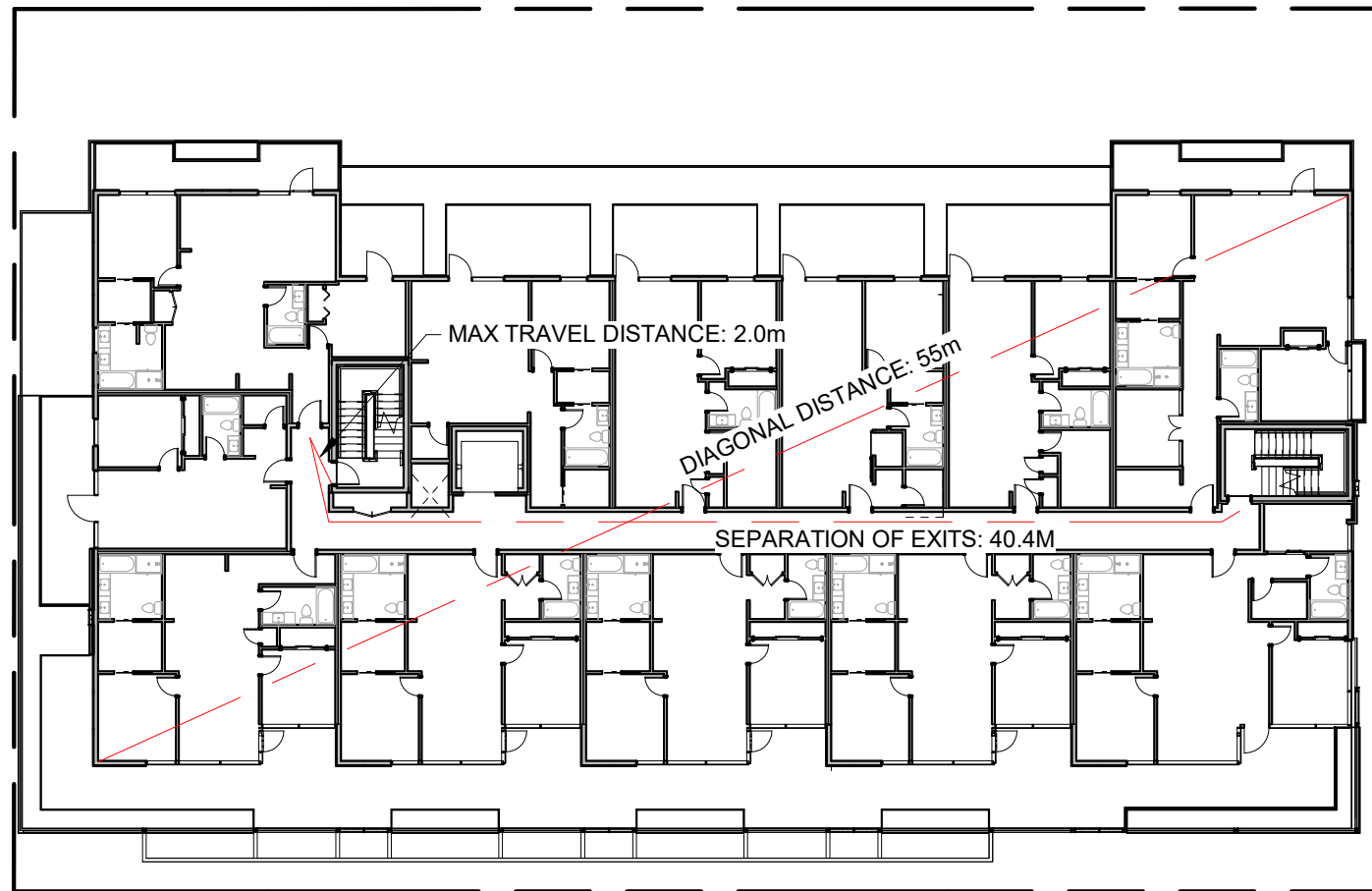
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Sheet Name	Survey, Existing Site Plan, Average Grade
Date	2020/06/23
Scale	As indicated
Project #	1801
Revision	March 5, 2020 2
Sheet #	A1.00



1 Parking Level - Code Plan
SCALE = 1 : 300



2 Ground Floor - Code Plan
SCALE = 1 : 300



3 Level 2 - Code Plan
SCALE = 1 : 300

MIN. SEPARATION BETWEEN EXITS: 31.5 m
OCCUPANCY: GROUP F, DIVISION 3
OCCUPANT LOAD: 1799 m² / 46 m² PER PERSON = 40 PERSONS
MIN. EXIT WIDTH
RAMPS, CORRIDORS & PASSAGEWAYS : 6.1mm/PERSON x 59 = 244mm
STAIRS : 8mm/PERSON X 40 = 320mm

COMMERCIAL AREA

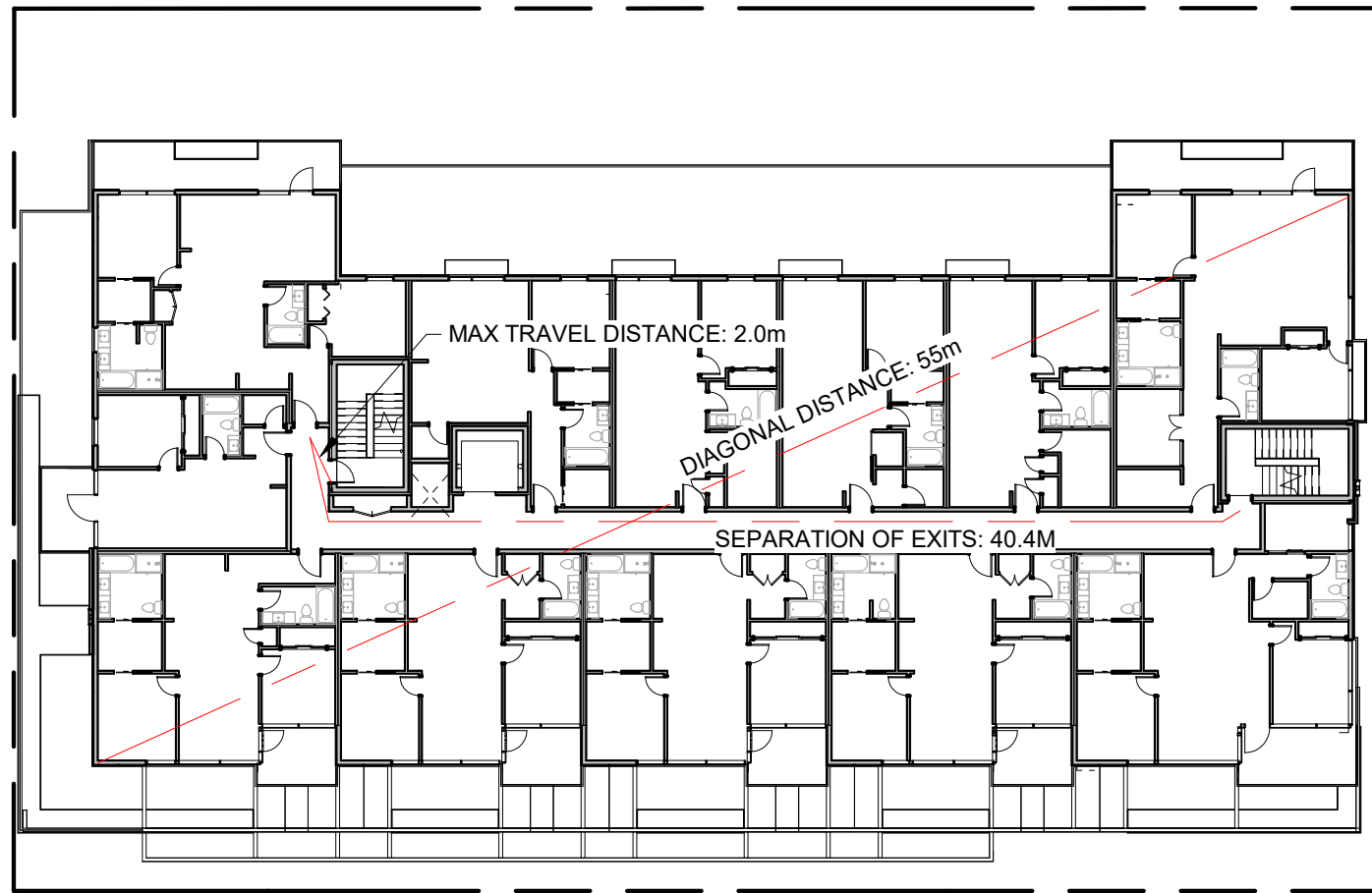
UNIT A
OCCUPANCY: GROUP E
OCCUPANT LOAD: 186 m² / 3.7 m² PER PERSON = 51 PERSONS
MIN. EXIT WIDTH
RAMPS, CORRIDORS & PASSAGEWAYS : 6.1mm/PERSON x 51 = 311mm
STAIRS : 8mm/PERSON X 51 = 408mm

UNIT B
OCCUPANCY: GROUP E
OCCUPANT LOAD: 159 m² / 3.7 m² PER PERSON = 43 PERSONS
MIN. EXIT WIDTH
RAMPS, CORRIDORS & PASSAGEWAYS : 6.1mm/PERSON x 43 = 262mm
STAIRS : 8mm/PERSON X 43 = 344mm

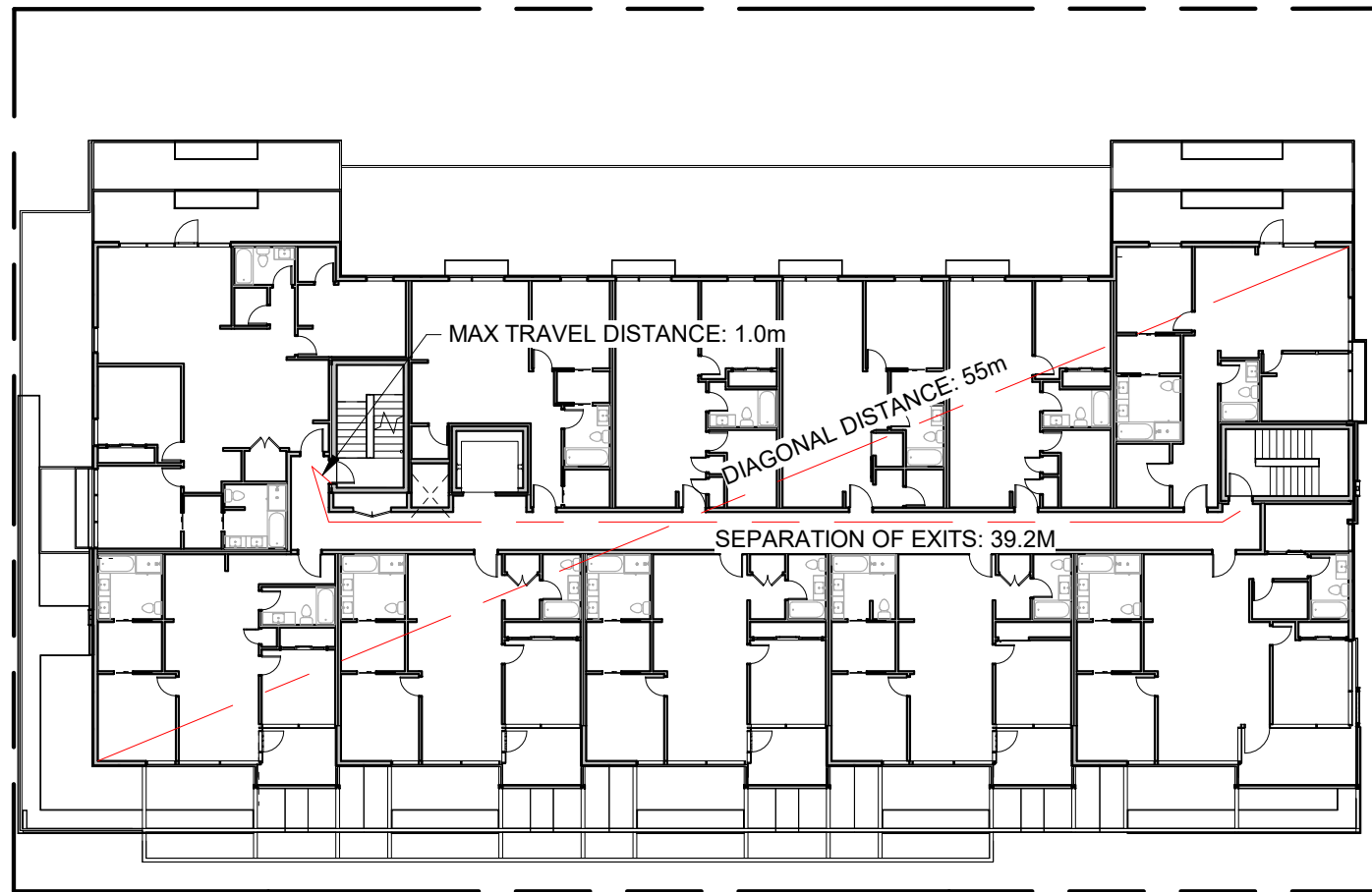
UNIT C
OCCUPANCY: GROUP E
OCCUPANT LOAD: 177 m² / 3.7 m² PER PERSON = 48 PERSONS
MIN. EXIT WIDTH
RAMPS, CORRIDORS & PASSAGEWAYS : 6.1mm/PERSON x 48 = 293mm
STAIRS : 8mm/PERSON X 48 = 384mm

UNIT D
OCCUPANCY: GROUP E
OCCUPANT LOAD: 194 m² / 3.7 m² PER PERSON = 53 PERSONS
MIN. EXIT WIDTH
RAMPS, CORRIDORS & PASSAGEWAYS : 6.1mm/PERSON x 53 = 323mm
STAIRS : 8mm/PERSON X 53 = 424mm

MIN. SEPARATION BETWEEN EXITS: 9 m
OCCUPANCY: GROUP C, RESIDENTIAL
OCCUPANT LOAD: 19 SLEEPING ROOMS X 2 PERSONS PER ROOM = 38 PERSONS
MIN. EXIT WIDTH
RAMPS, CORRIDORS & PASSAGEWAYS : 6.1mm/PERSON x 38 = 231mm
STAIRS : 8mm/PERSON X 38 = 304mm



4 Level 3 - Code Plan
SCALE = 1 : 300



5 Level 4 - Code Plan
SCALE = 1 : 300

MIN. SEPARATION BETWEEN EXITS: 9 m
OCCUPANCY: GROUP C, RESIDENTIAL
OCCUPANT LOAD: 19 SLEEPING ROOMS X 2 PERSONS PER ROOM = 38 PERSONS
MIN. EXIT WIDTH
RAMPS, CORRIDORS & PASSAGEWAYS : 6.1mm/PERSON x 38 = 231mm
STAIRS : 8mm/PERSON X 38 = 304mm

MIN. SEPARATION BETWEEN EXITS: 9 m
OCCUPANCY: GROUP C, RESIDENTIAL
OCCUPANT LOAD: 19 SLEEPING ROOMS X 2 PERSONS PER ROOM = 38 PERSONS
MIN. EXIT WIDTH
RAMPS, CORRIDORS & PASSAGEWAYS : 6.1mm/PERSON x 38 = 231mm
STAIRS : 8mm/PERSON X 38 = 304mm

BC BUILDING CODE 2018

3.1 GENERAL

3.1.2.1 OCCUPANCY CLASSIFICATION:

GROUP E: GROUND FLOOR LEVEL
GROUP C RESIDENTIAL OCCUPANCY: LEVEL 2-4
GROUP F, DIVISION 3: PARKING LEVEL

3.1.3 SEPARATION OF USES

F-C(STORAGE GARAGE) TO E REQUIRES 1.5HR F.R.R.
F-C TO C REQUIRES 1HR F.R.R.
C TO E REQUIRES A 2 HR F.R.R.

3.1.17 OCCUPANT LOAD

SEE A1.01

3.2 FIRE SAFETY

BUILDING AREA:
1196 m²

3.2.2 BUILDING SIZE AND CONSTRUCTION

3.2.2.50 GROUP C, UP TO 6 STORIES, SPRINKLERED

SPRINKLERED: YES

3.4 EXITS

3.4.2.1 MINIMUM NUMBER OF EXITS: 2 PER FLOOR

3.4.2.5 DISTANCE BETWEEN EXITS: SEE A1.01

3.4.2.5 LOCATION OF EXITS

MAX TRAVEL PERMITTED (RESIDENTIAL) : 30m
MAX TRAVEL PERMITTED (F3 USE) : 45m

3.7 HEALTH REQUIREMENTS

NUMBER OF REQUIRED WASHROOMS : T.B.D.

3.8 REQUIREMENTS FOR PERSONS WITH DISABILITIES

T.B.D.

2	Re-Zoning & DP Rev 1	March 5, 2020
1	Re-Zoning & DP	April 24, 2019
NO.	DESCRIPTION	DATE



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Project		
Jawl Residential 1920 Oak Bay Ave. Oak Bay, BC		
Sheet Name		
Code Analysis		
Date		
2020/06/23		
Scale	Project #	
1 : 300	1801	
		Revision
		March 5, 2020
		2
		Sheet #
		A1.01

GROUP E OCCUPANCY

LIMITING DISTANCE: 11.5 m
EXPOSING BUILDING FACE: 67 m²
MAXIMUM AREA OF UNPROTECTED OPENINGS: 100%

GROUP C OCCUPANCY

SEE TABLE



1 East Elevation - Limiting Distance
SCALE = 1 : 300

GROUP E OCCUPANCY

LIMITING DISTANCE: 8.7 m
EXPOSING BUILDING FACE: 55 m²
MAXIMUM AREA OF UNPROTECTED OPENINGS: 100%

GROUP C OCCUPANCY

SEE TABLE



2 North Elevation - Limiting Distance
SCALE = 1 : 300

GROUP E OCCUPANCY

SEE TABLE

GROUP C OCCUPANCY

LIMITING DISTANCE: 13.8 m
EXPOSING BUILDING FACE: 150+ m²
MAXIMUM AREA OF UNPROTECTED OPENINGS: 100%



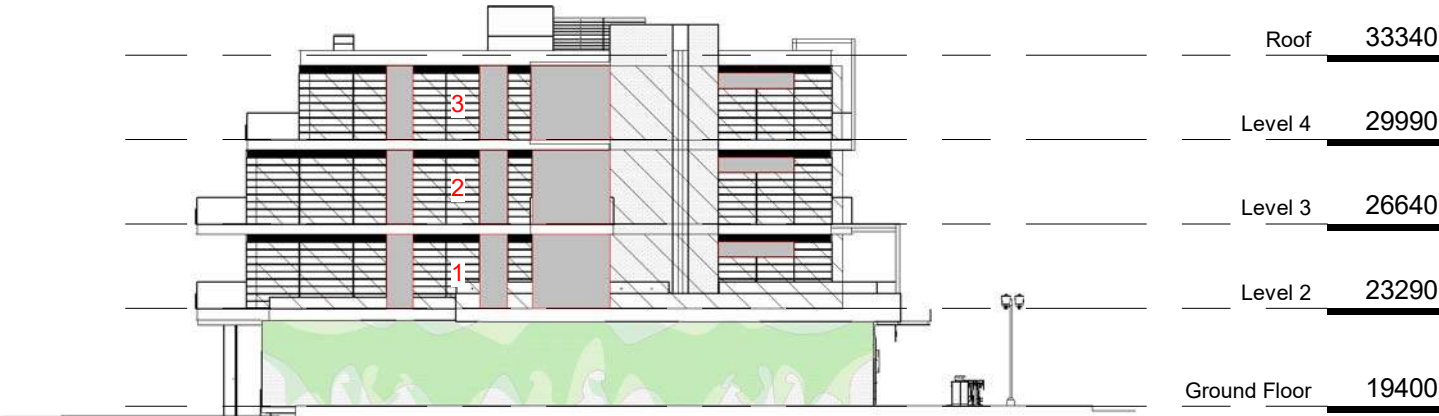
3 South Elevation - Limiting Distance
SCALE = 1 : 300

GROUP E OCCUPANCY

N/A

GROUP C OCCUPANCY

SEE TABLE



4 West Elevation - Limiting Distance
SCALE = 1 : 300

EAST ELEVATION - GROUP C OCCUPANCY

BUILDING COMPARTMENT	LIMITING DISTANCE	AREA OF EXPOSING FACE	MAXIMUM % OPENING
1	8.2 m	69 m²	100%
2	8.2 m	69m²	100%
3	8.2 m	63m²	100%

NORTH ELEVATION - GROUP C OCCUPANCY

BUILDING COMPARTMENT	LIMITING DISTANCE	AREA OF EXPOSING FACE	MAXIMUM % OPENING
1	16.2 m	134 m²	100%
2	7.7 m	29 m²	100%
3	11.3 m	92 m²	100%
4	7.7 m	30 m²	100%
5	7.7 m	29 m²	100%
6	11.3 m	92 m²	100%
7	7.7 m	30 m²	100%
8	9.8 m	29 m²	100%
9	11.3 m	92 m²	100%
10	9.8 m	30 m²	100%

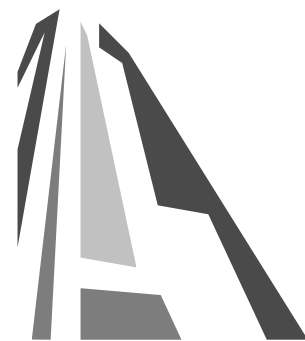
SOUTH ELEVATION - GROUP E OCCUPANCY

BUILDING COMPARTMENT	LIMITING DISTANCE	AREA OF EXPOSING FACE	MAXIMUM % OPENING
1	12.1 m	52 m²	100%
2	11.8 m	47m²	100%
3	11.8 m	67m²	100%

WEST ELEVATION - GROUP C OCCUPANCY

BUILDING COMPARTMENT	LIMITING DISTANCE	AREA OF EXPOSING FACE	MAXIMUM % OPENING	PROPOSED AREA OF OPENING	PROPOSED % OPENING
1	3.2 m	69 m²	33%	17.5 m²	25%
2	3.2 m	69 m²	33%	17.5 m²	25%
3	3.2 m	63 m²	34%	17.5 m²	28%

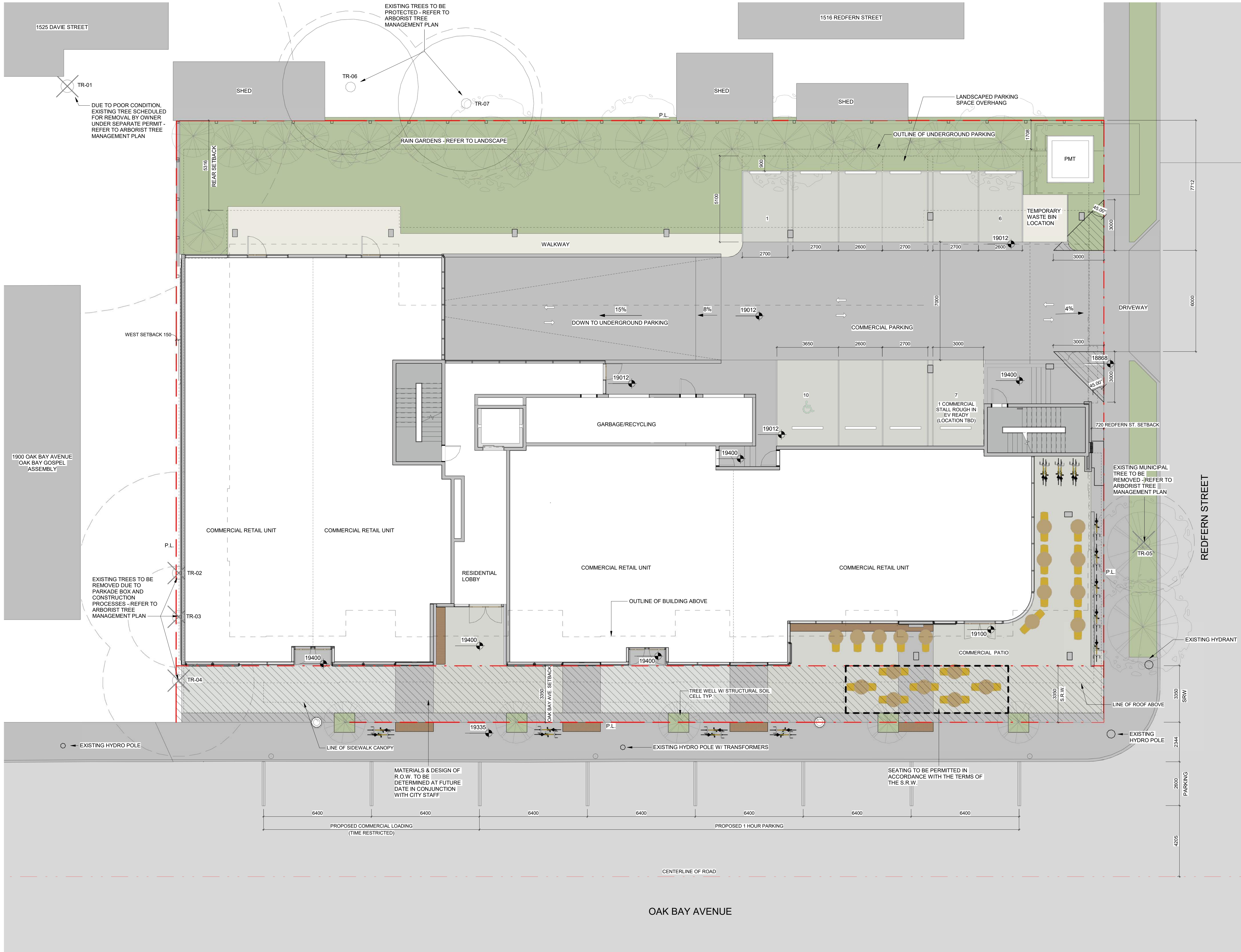
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1	Re-Zoning & DP	April 24, 2019
NO.	DESCRIPTION	DATE



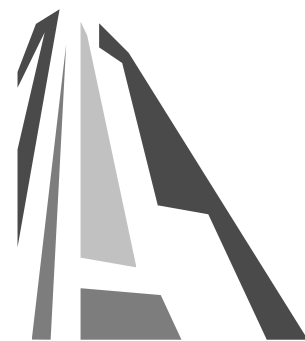
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Jawl Residential 1920 Oak Bay Ave. Oak Bay, BC	
Sheet Name	
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Date	
2020/06/23	
Scale	Project #
1 : 300	1801
	Revision
	March 5, 2020 2
Sheet #	
A1.02	



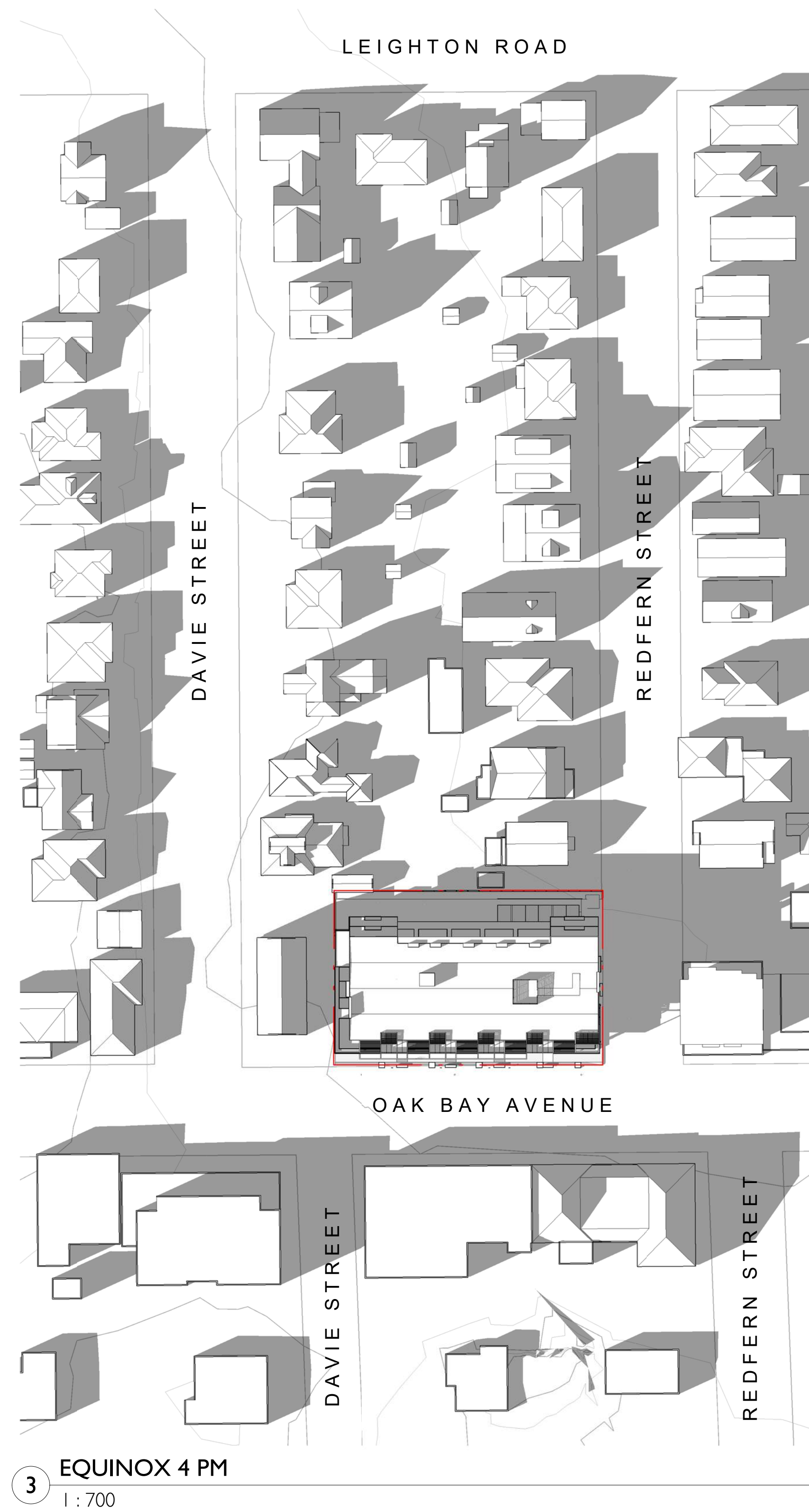
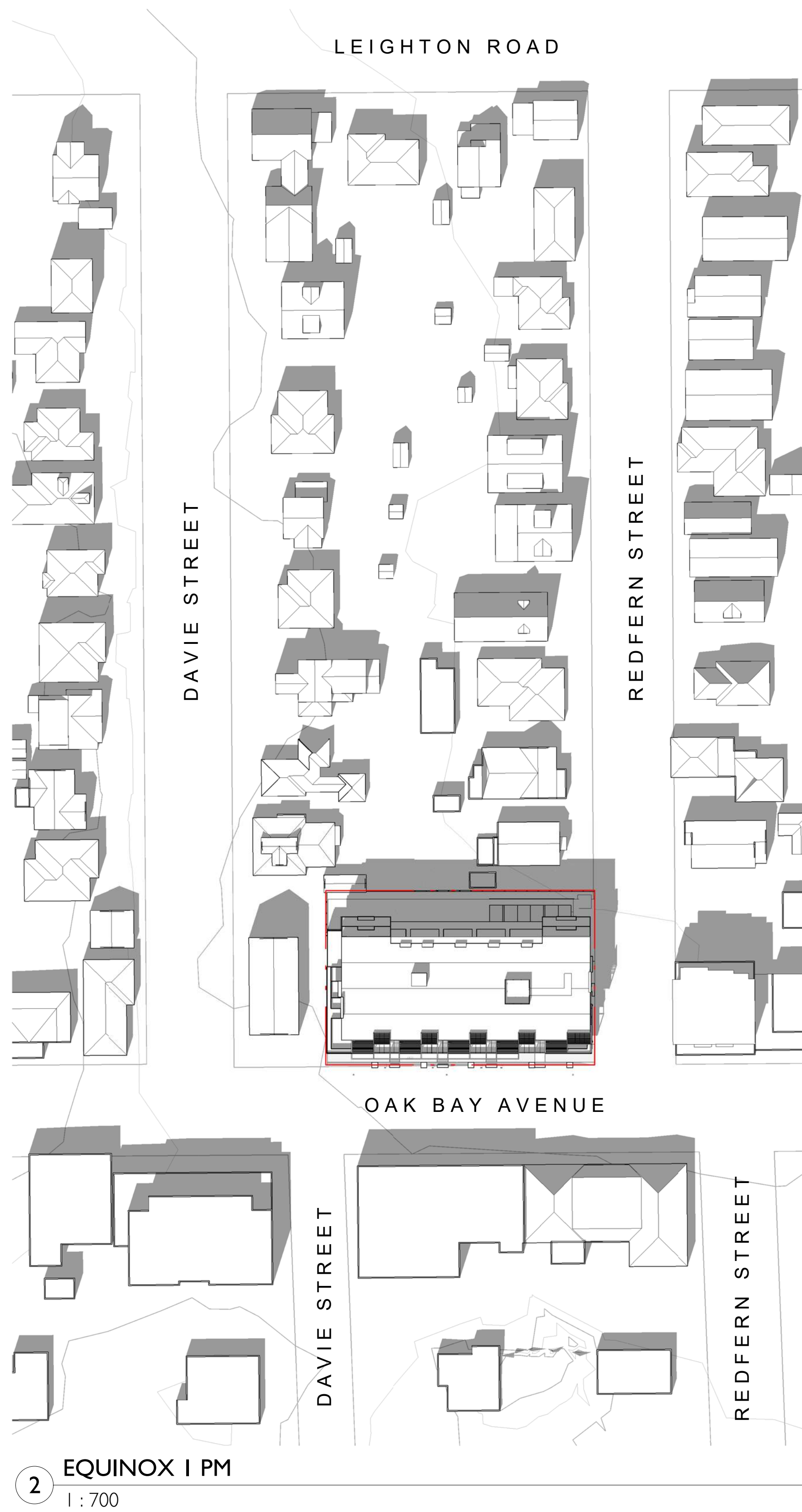
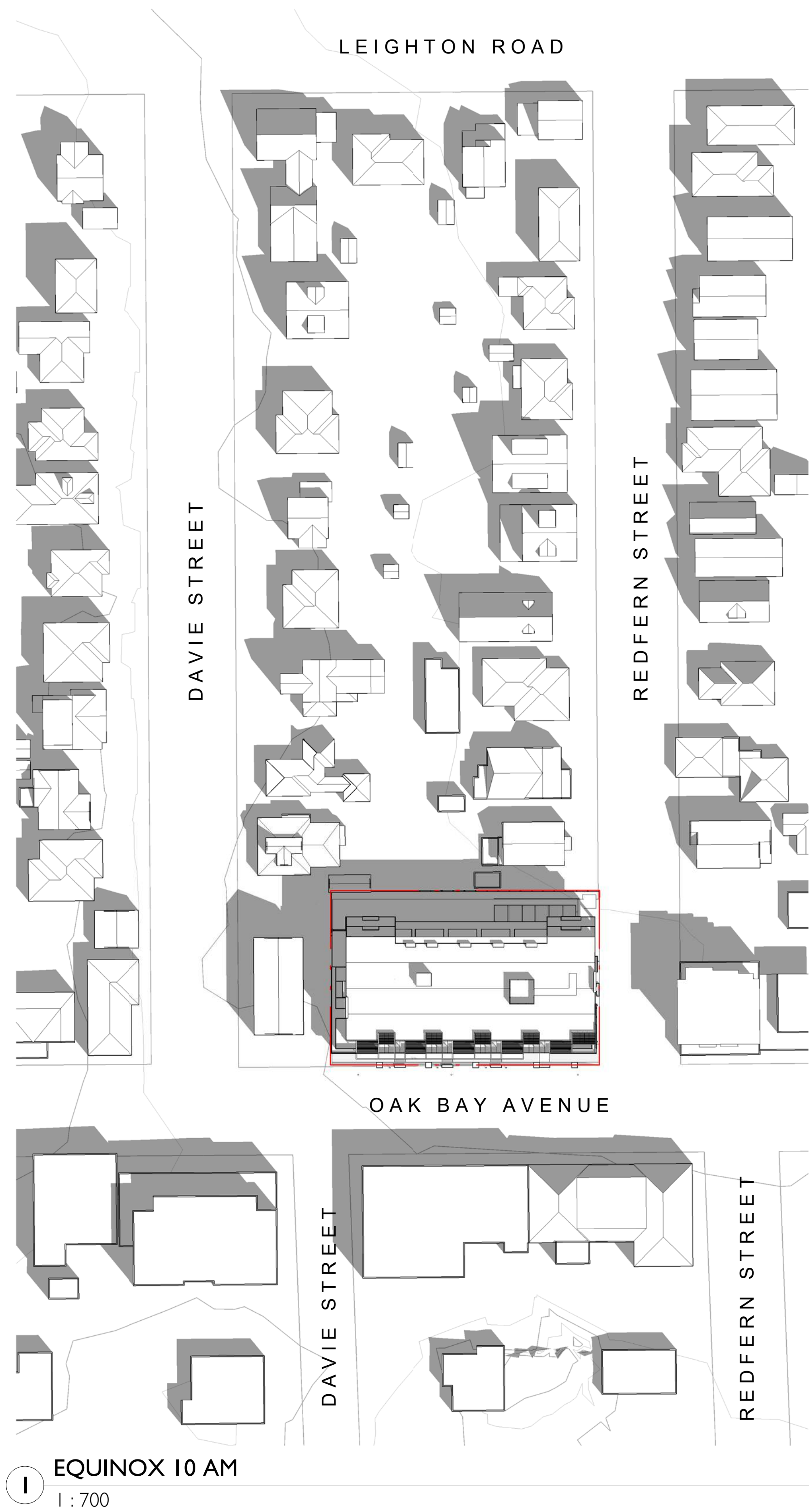
4	Re-Zoning & DP Rev 3	June 23, 2020
3	Re-Zoning & DP Rev 2	April 16, 2020
2	Re-Zoning & DP Rev 1	March 5, 2020
1	Re-Zoning & DP	April 24, 2019
NO.	DESCRIPTION	DATE




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Project		
Jawl Residential 1920 Oak Bay Ave. Oak Bay, BC		
Sheet Name		
Overall Site Plan		
Date		
2020/06/23		
Scale	Project #	
1 : 100	1801	
Revision		
June 23, 2020		4
Sheet #		
A1.03		

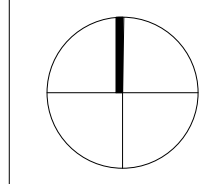
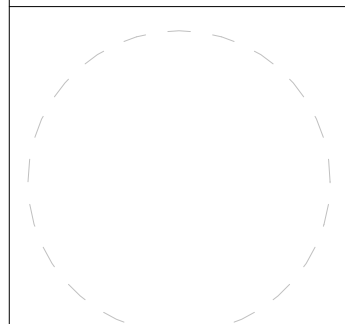
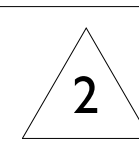


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1	Re-Zoning & DP	April 24, 2019
NO.	DESCRIPTION	DATE

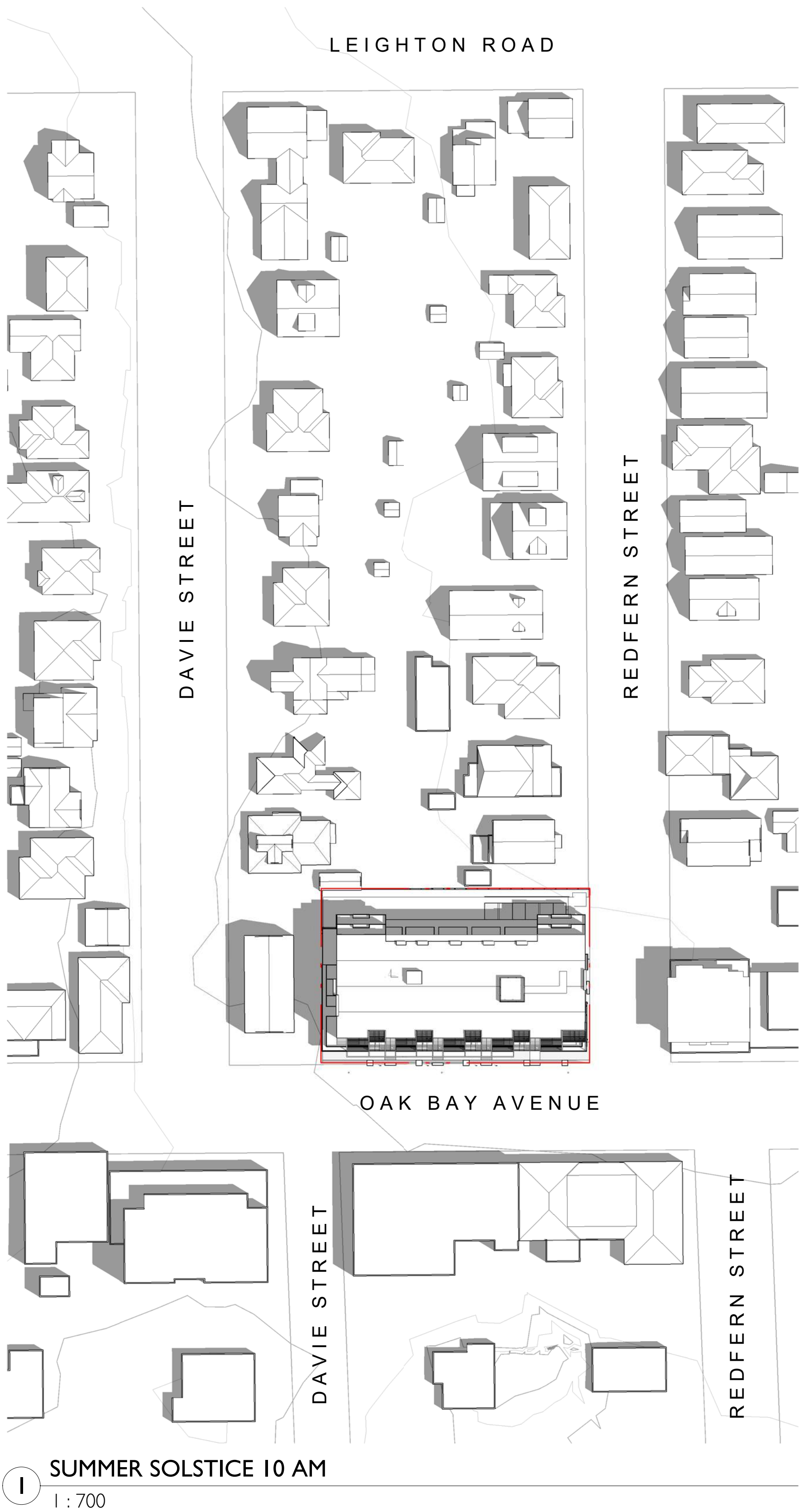


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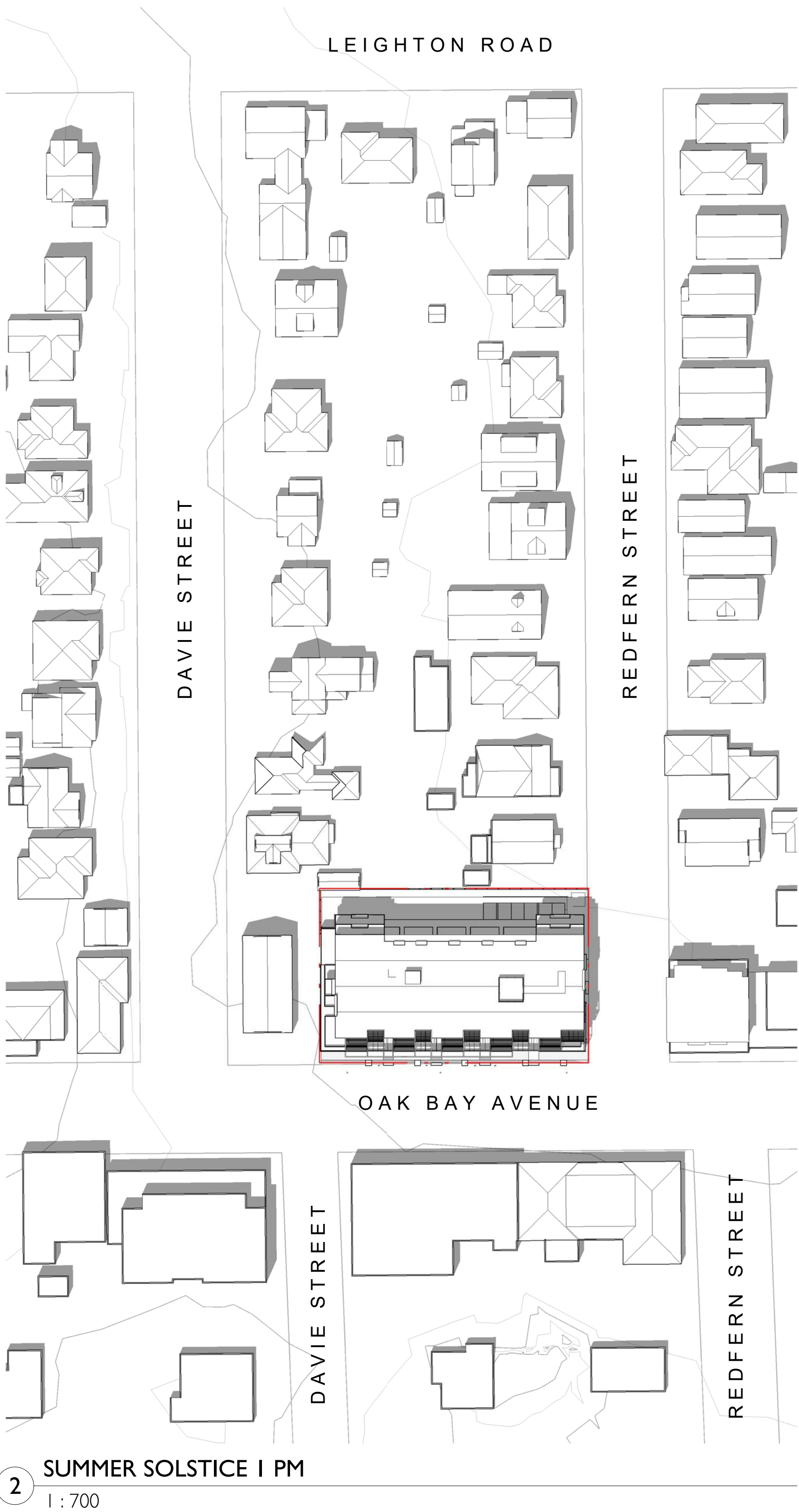
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Project	
 <div>Jawl Residential 1920 Oak Bay Ave. Oak Bay, BC</div>	
Sheet Name Shadow Study - Fall Equinox	
Date 2020/06/23	
Scale 1 : 700	Project # 1801
	Revision March 5, 2020 
	Sheet # A1.04

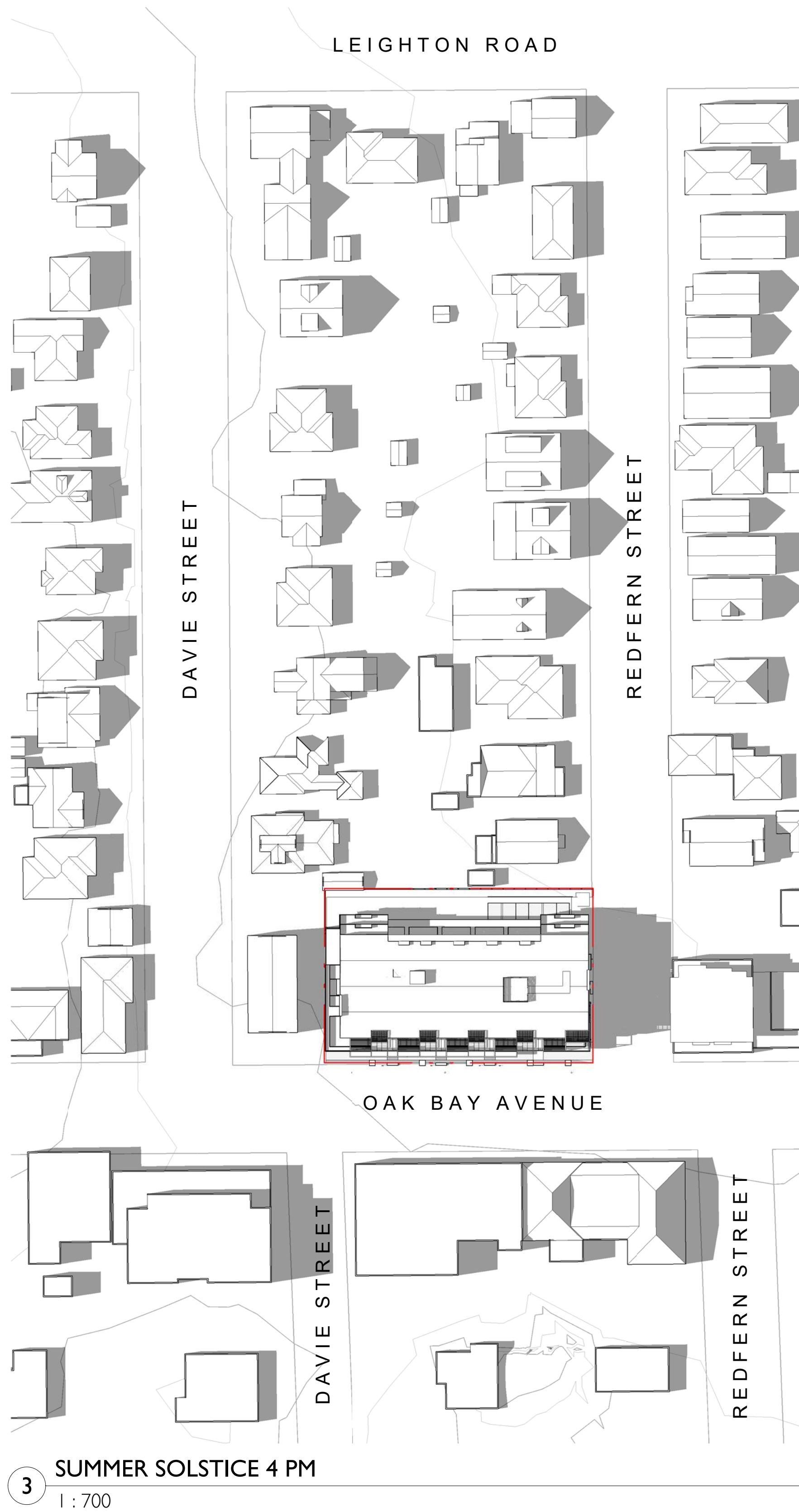
6/25/2020 10:34:52 154



1 SUMMER SOLSTICE 10 AM
1 : 700



2 SUMMER SOLSTICE 1 PM
1 : 700



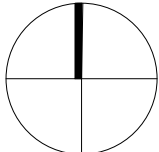
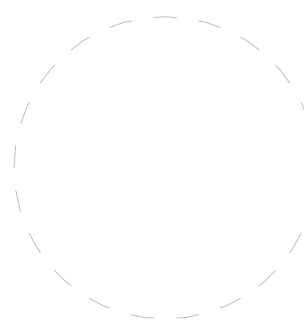
3 SUMMER SOLSTICE 4 PM
1 : 700

2	Re-Zoning & DP Rev 1	March 5, 2020
1	Re-Zoning & DP	April 24, 2019
NO.	DESCRIPTION	DATE



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Project	
 <div>Jawl Residential 1920 Oak Bay Ave. Oak Bay, BC</div>	
Sheet Name	
Shadow Study - Summer Solstice	
Date	
2020/06/23	
Scale	Project #
1 : 700	1801
	Revision
	March 5, 2020 2
Sheet #	
A1.05	



1 WINTER SOLSTICE 10 AM
1 : 700



2 WINTER SOLSTICE 1 PM
1 : 700



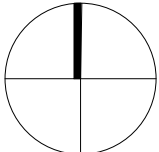
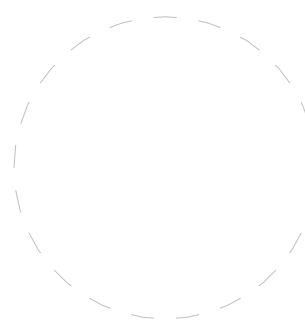
3 WINTER SOLSTICE 3 PM
1 : 700

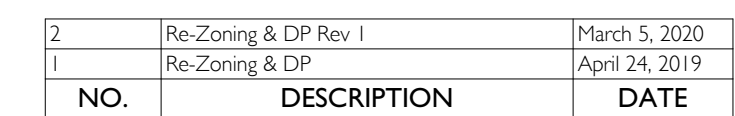
2	Re-Zoning & DP Rev 1	March 5, 2020
1	Re-Zoning & DP	April 24, 2019
NO.	DESCRIPTION	DATE



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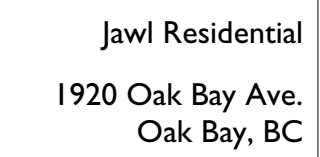
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Project	
	
Jawl Residential 1920 Oak Bay Ave. Oak Bay, BC	
Sheet Name	
Shadow Study - Winter Solstice	
Date	
2020/06/23	
Scale	Project #
1 : 700	1801
	Revision
	March 5, 2020 2
Sheet #	
A1.06	



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Project



Sheet Name **Parking Level Plan**

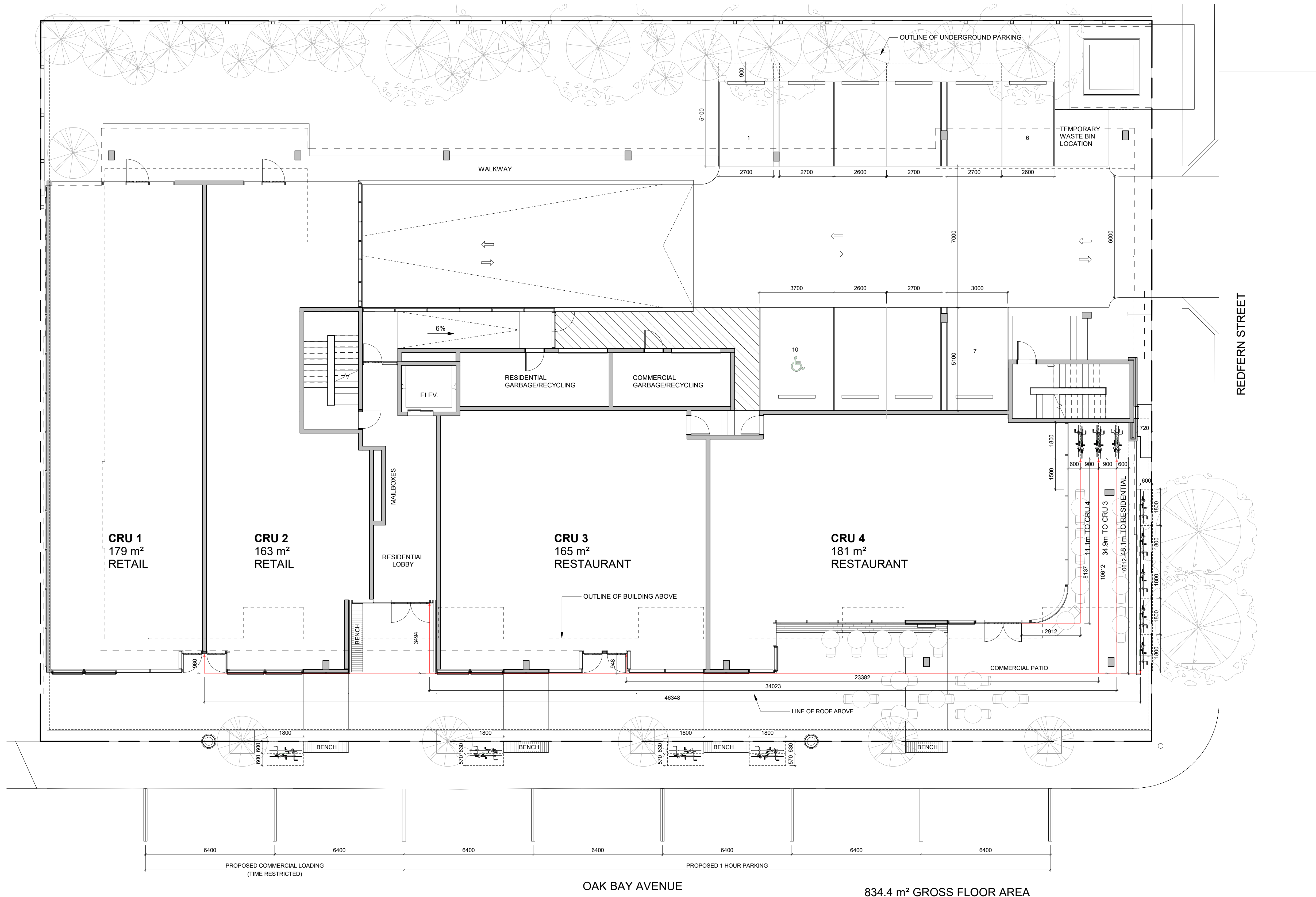
Date 2020/06/23

Scale	Project #
1 : 100	1801

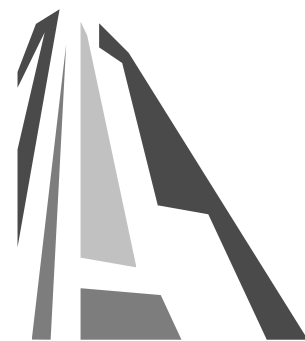
Revision	
March 5, 2020	2

Sheet #

A2.00



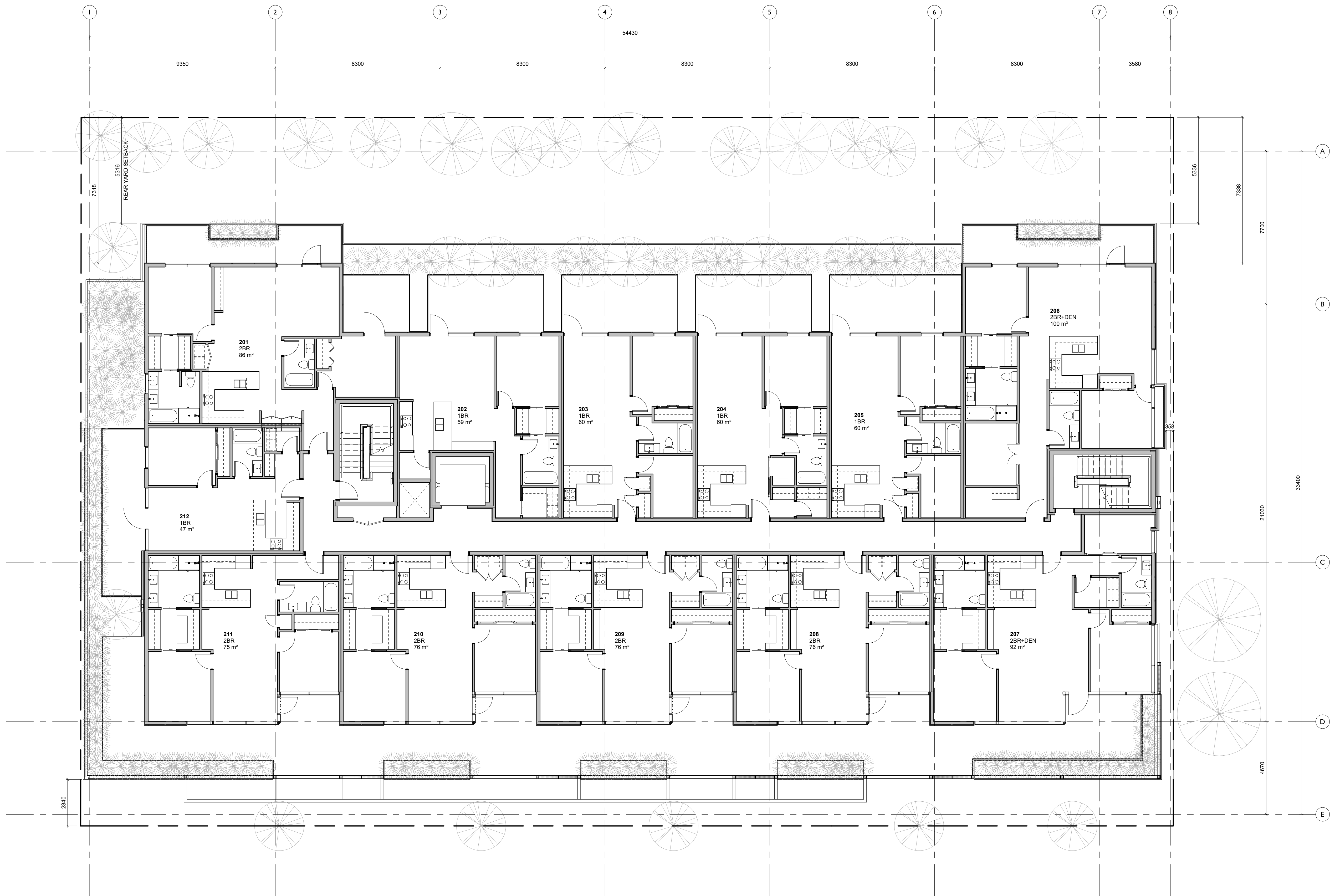
4	Re-Zoning & DP Rev 3	June 23, 2020
3	Re-Zoning & DP Rev 2	April 16, 2020
2	Re-Zoning & DP Rev 1	March 5, 2020
1	Re-Zoning & DP	April 24, 2019
NO.	DESCRIPTION	DATE



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Project		
Jawl Residential 1920 Oak Bay Ave. Oak Bay, BC		
Sheet Name		
Ground Floor Plan		
Date		
2020/06/23		
Scale	Project #	
1 : 100	1801	
Revision		
June 23, 2020		4
Sheet #		
A2.01		



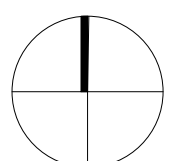
2	Re-Zoning & DP Rev 1	March 5, 2020
1	Re-Zoning & DP	April 24, 2019
NO.	DESCRIPTION	DATE



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Project



Jawl Residential
1920 Oak Bay Ave.
Oak Bay, BC

Sheet Name
Second Floor Plan

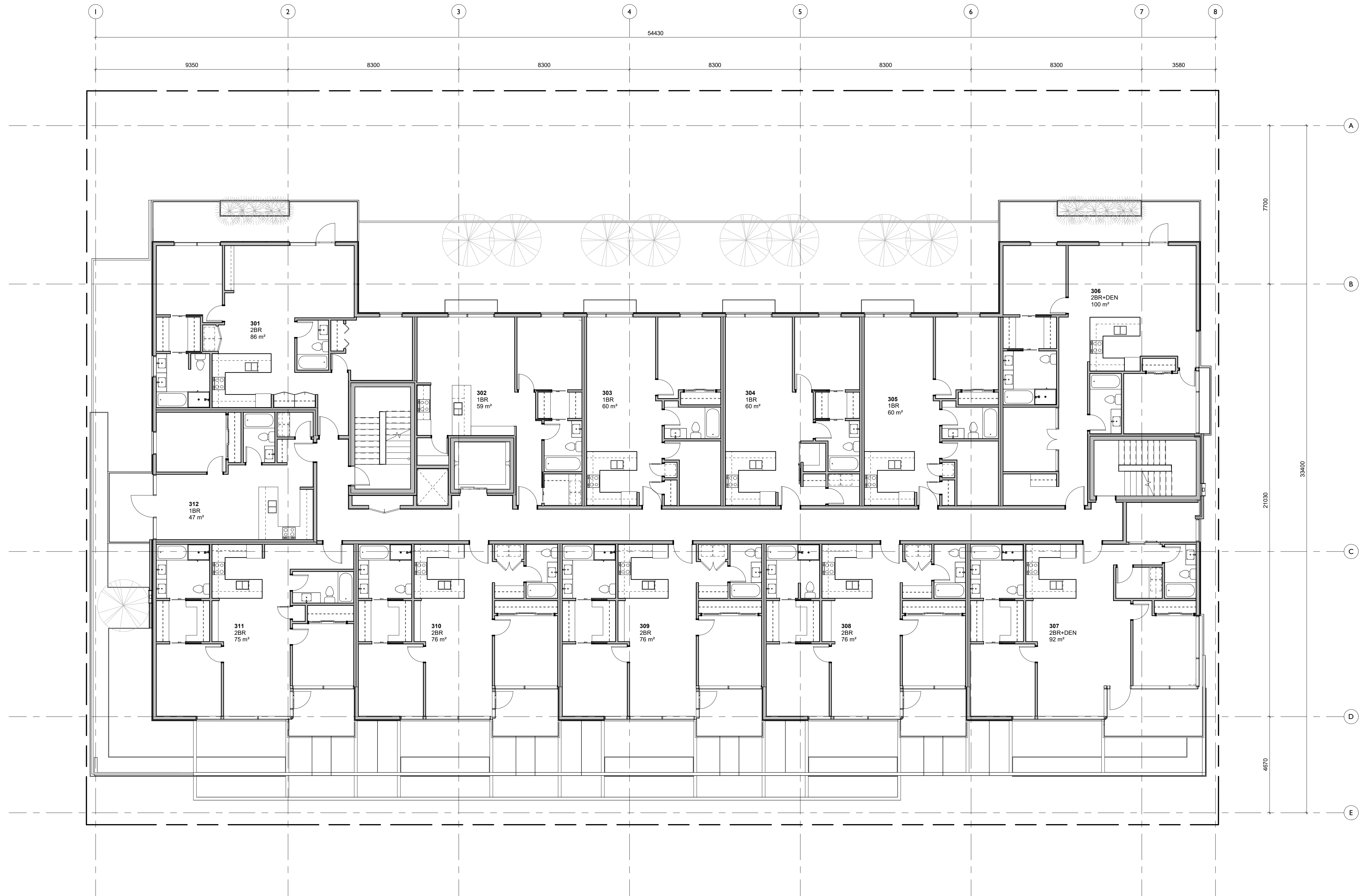
Date
2020/06/23

Scale
1 : 100

Project #
1801

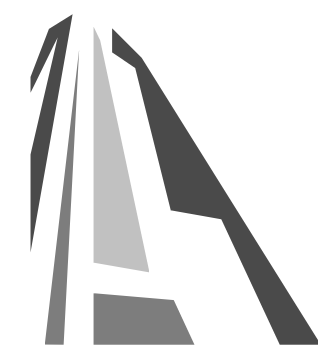
Revision
March 5, 2020
2

Sheet #
A2.02



1,004.85 m² GROSS FLOOR AREA (EXCLUDING ELEV. SHAFT)

2	Re-Zoning & DP Rev 1	March 5, 2020
1	Re-Zoning & DP	April 24, 2019
NO.	DESCRIPTION	DATE



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Project



Sheet Name

Jawl Residential
1920 Oak Bay Ave.
Oak Bay, BC

Third Floor Plan

Date

2020/06/23

Scale

1 : 100

Project #

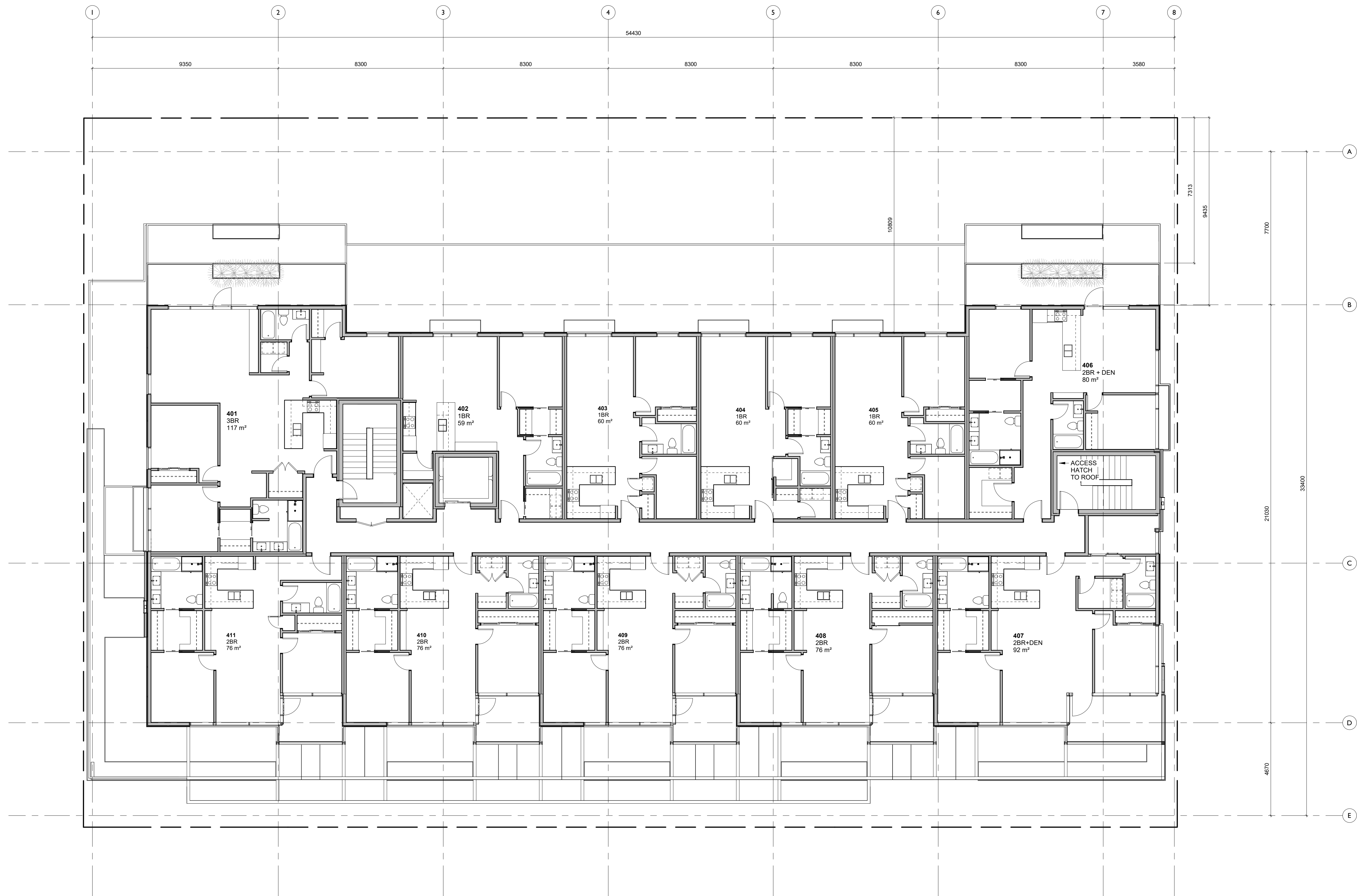
1801

Revision

March 5, 2020

Sheet #

A2.03



965.03 m² GROSS FLOOR AREA (EXCLUDING ELEV. SHAFT)

4	Re-Zoning & DP Rev 3	June 23, 2020
2	Re-Zoning & DP Rev 1	March 5, 2020
1	Re-Zoning & DP	April 24, 2019
NO.	DESCRIPTION	DATE



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Project



Sheet Name

Jawl Residential
1920 Oak Bay Ave.
Oak Bay, BC

Fourth Floor Plan

Date

2020/06/23

Scale

1 : 100

Project #

1801

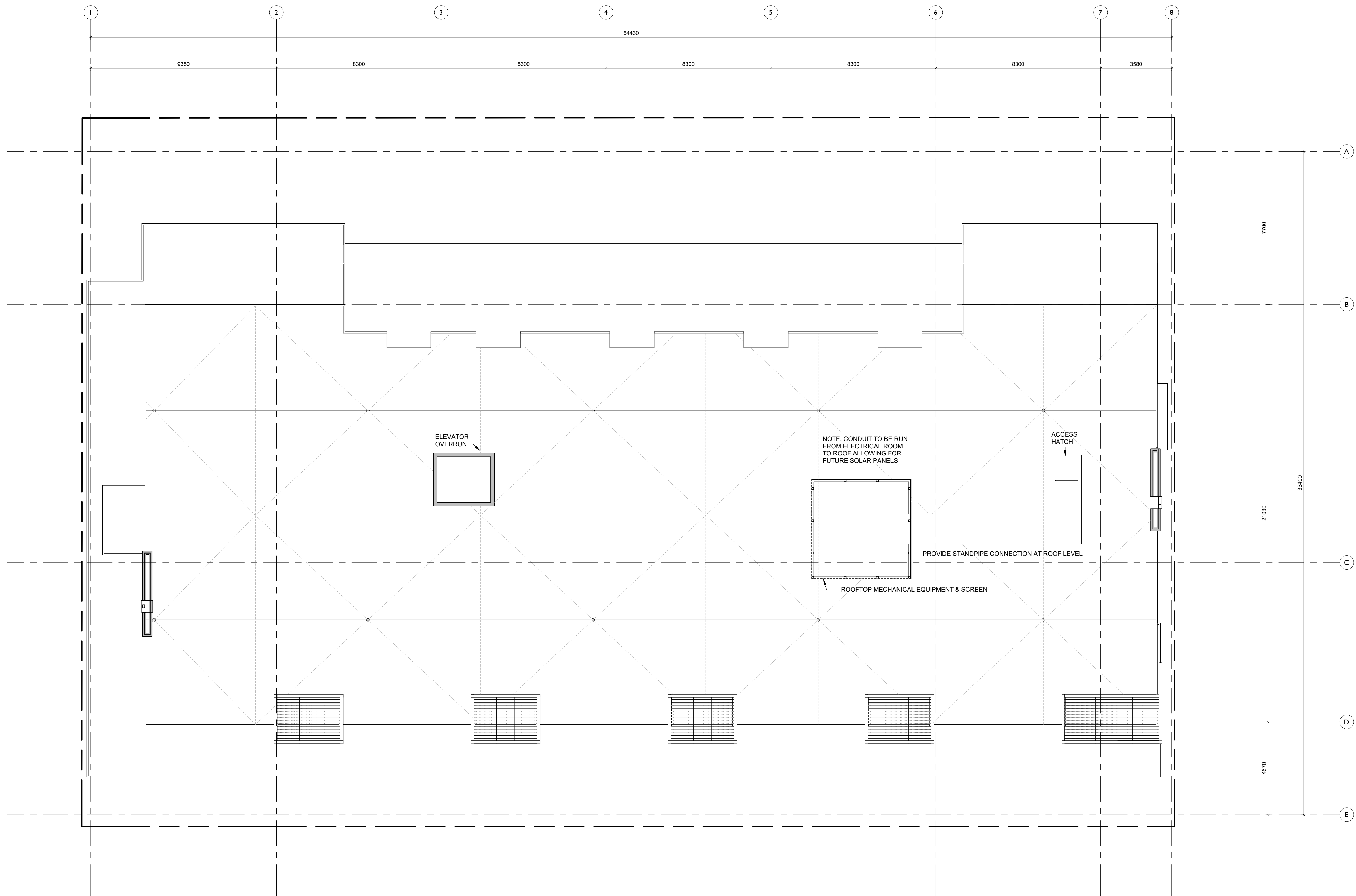
Revision

June 23, 2020

Sheet #

A2.04

4



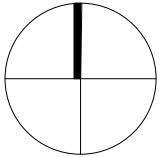
4	Re-Zoning & DP Rev 3	June 23, 2020
3	Re-Zoning & DP Rev 2	April 16, 2020
2	Re-Zoning & DP Rev 1	March 5, 2020
1	Re-Zoning & DP	April 24, 2019
NO.	DESCRIPTION	DATE



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Project



Sheet Name

Jawl Residential
1920 Oak Bay Ave.
Oak Bay, BC

Roof Plan

Date

2020/06/23

Scale

1 : 100

Project #

1801

Revision

June 23, 2020

4

Sheet #

A2.05



1 South Elevation
1 : 100



2 East Elevation
1 : 100

MATERIALS LEGEND	
1 CEMENTITIOUS PANEL CLADDING	7 CLEAR SEALED WOOD
2 TRANSPARENT GLAZING	8 CONCRETE
3 PRE-FINISHED METAL	9 METAL LOUVRE
4 PAINTED STEEL OR ALUMINUM	10 CONCRETE BLOCK
5 WOOD-TEXTURED SHADE SCREEN	11 WOOD FENCING
6 T&G CEDAR SOFFIT	12 BRICK

4	Re-Zoning & DP Rev 3	June 23, 2020
3	Re-Zoning & DP Rev 2	April 16, 2020
2	Re-Zoning & DP Rev 1	March 5, 2020
1	Re-Zoning & DP	April 24, 2019
NO.	DESCRIPTION	DATE



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Project	
Jawl Residential 1920 Oak Bay Ave. Oak Bay, BC	
Sheet Name	
Elevations	
Date	
2020/07/06	
Scale	Project #
1 : 100	1801
	Revision
	June 23, 2020 4
Sheet #	
A3.00	



1 North Elevation
1 : 100

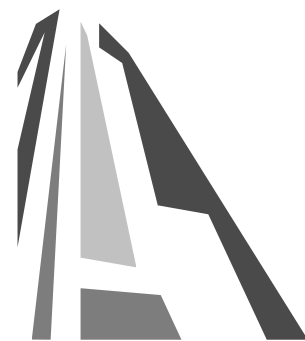


2 West Elevation
1 : 100

MATERIALS LEGEND

- | | |
|-------------------------------|---------------------|
| 1 CEMENTITIOUS PANEL CLADDING | 7 CLEAR SEALED WOOD |
| 2 TRANSPARENT GLAZING | 8 CONCRETE |
| 3 PRE-FINISHED METAL | 9 METAL LOUVRE |
| 4 PAINTED STEEL OR ALUMINUM | 10 CONCRETE BLOCK |
| 5 WOOD-TEXTURED SHADE SCREEN | 11 WOOD FENCING |
| 6 T&G CEDAR SOFFIT | 12 BRICK |

4	Re-Zoning & DP Rev 3	June 23, 2020
3	Re-Zoning & DP Rev 2	April 16, 2020
2	Re-Zoning & DP Rev 1	March 5, 2020
1	Re-Zoning & DP	April 24, 2019
NO.	DESCRIPTION	DATE



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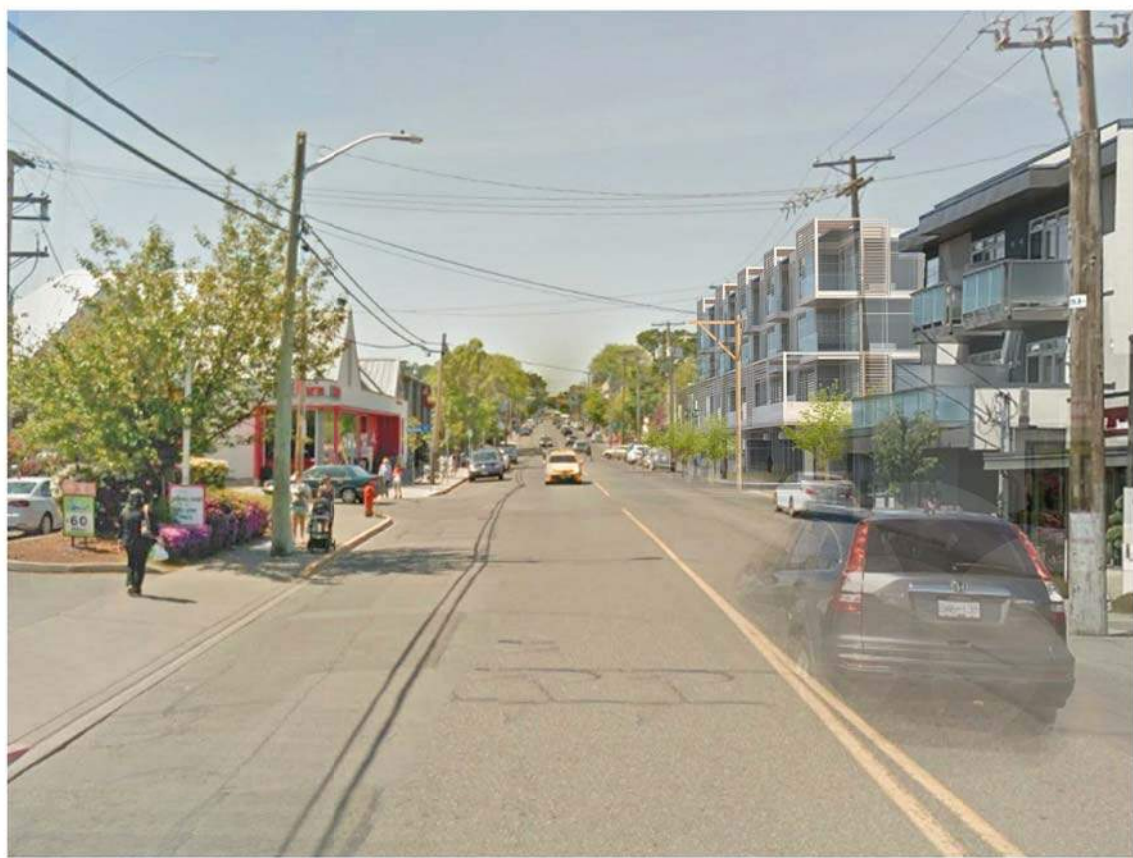
Project		
Jawl Residential 1920 Oak Bay Ave. Oak Bay, BC		
Sheet Name		
Elevations		
Date		
2020/07/06		
Scale	Project #	
1 : 100	1801	
	Revision	4
	June 23, 2020	
Sheet #		A3.01



VIEW FROM OAK BAY AVENUE & DAVIE STREET



VIEW FROM OAK BAY AVENUE LOOKING EAST



VIEW FROM OAK BAY AVENUE LOOKING WEST



1 Oak Bay Ave Context Elevation
1 : 200



2 Redfern St Context Elevation
1 : 200

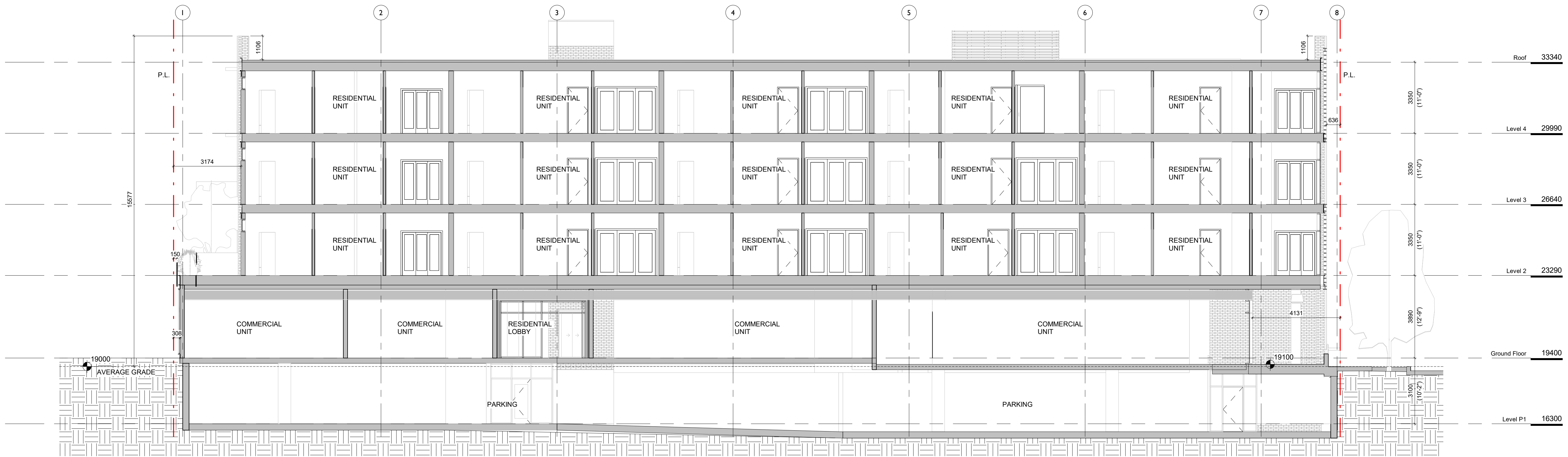
4	Re-Zoning & DP Rev 3	June 23, 2020
3	Re-Zoning & DP Rev 2	April 16, 2020
2	Re-Zoning & DP Rev 1	March 5, 2020
1	Re-Zoning & DP	April 24, 2019
NO.	DESCRIPTION	DATE



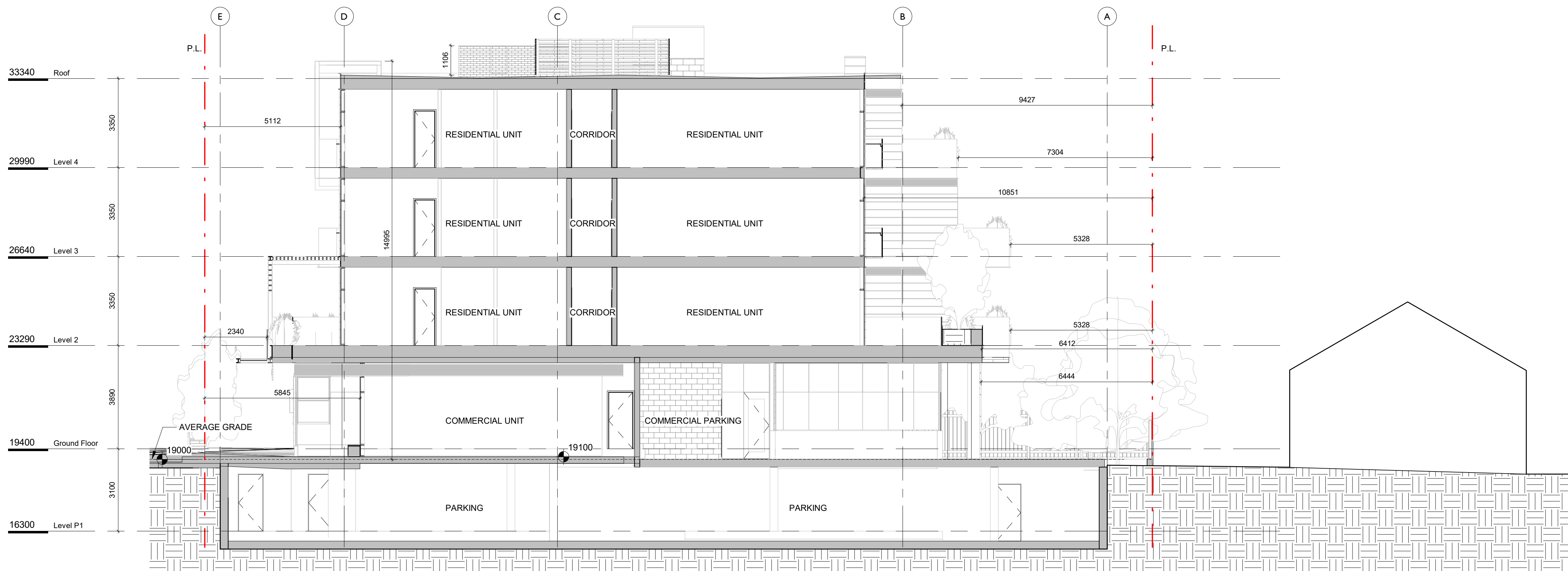
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Project	
<p>Jawl Residential 1920 Oak Bay Ave. Oak Bay, BC</p>	
Sheet Name	
Context Elevations	
Date	
2020/06/23	
Scale	Project #
1 : 200	1801
	Revision
	June 23, 2020 4
Sheet #	
A3.02	

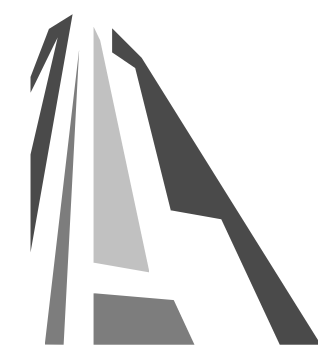


1 Long Section
1 : 100



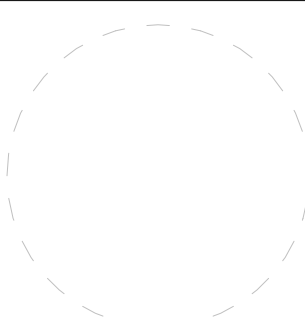
2 Cross Section
1 : 100

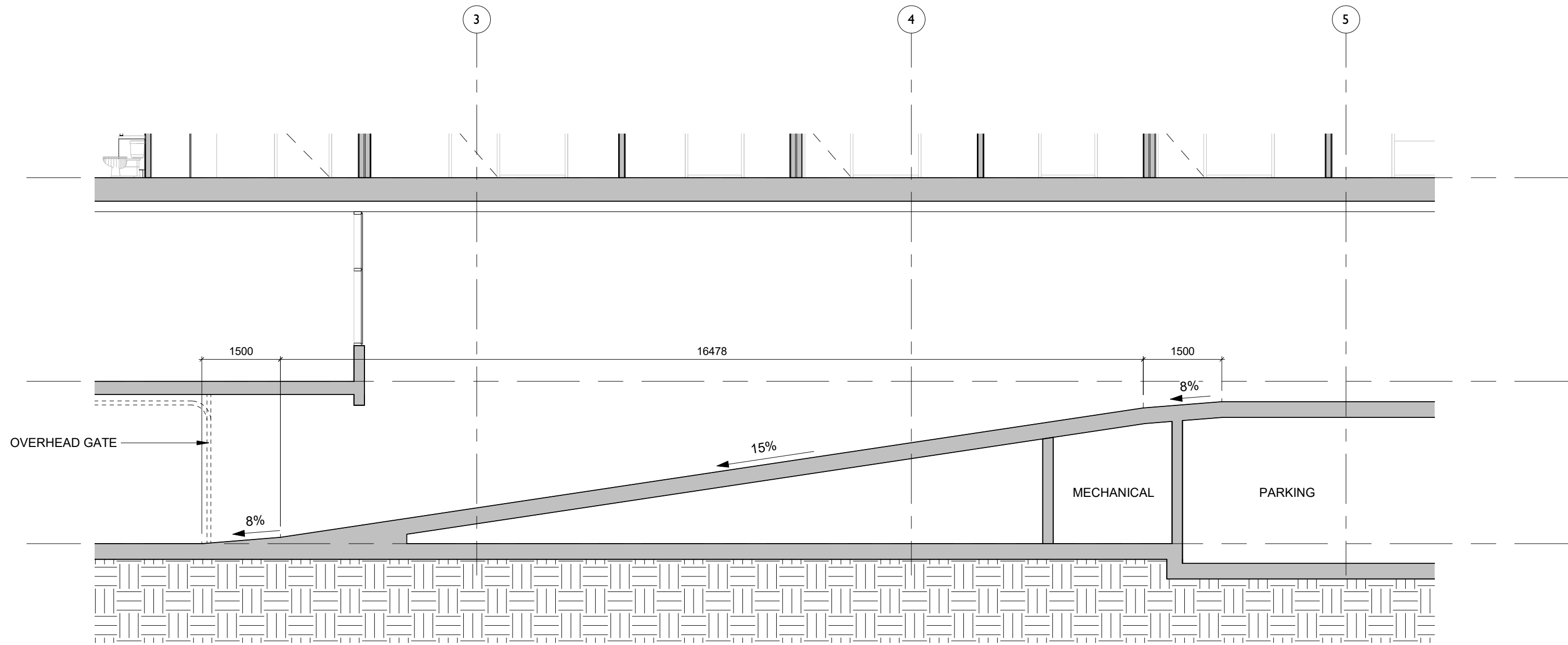
4	Re-Zoning & DP Rev 3	June 23, 2020
3	Re-Zoning & DP Rev 2	April 16, 2020
2	Re-Zoning & DP Rev 1	March 5, 2020
1	Re-Zoning & DP	April 24, 2019
NO.	DESCRIPTION	DATE



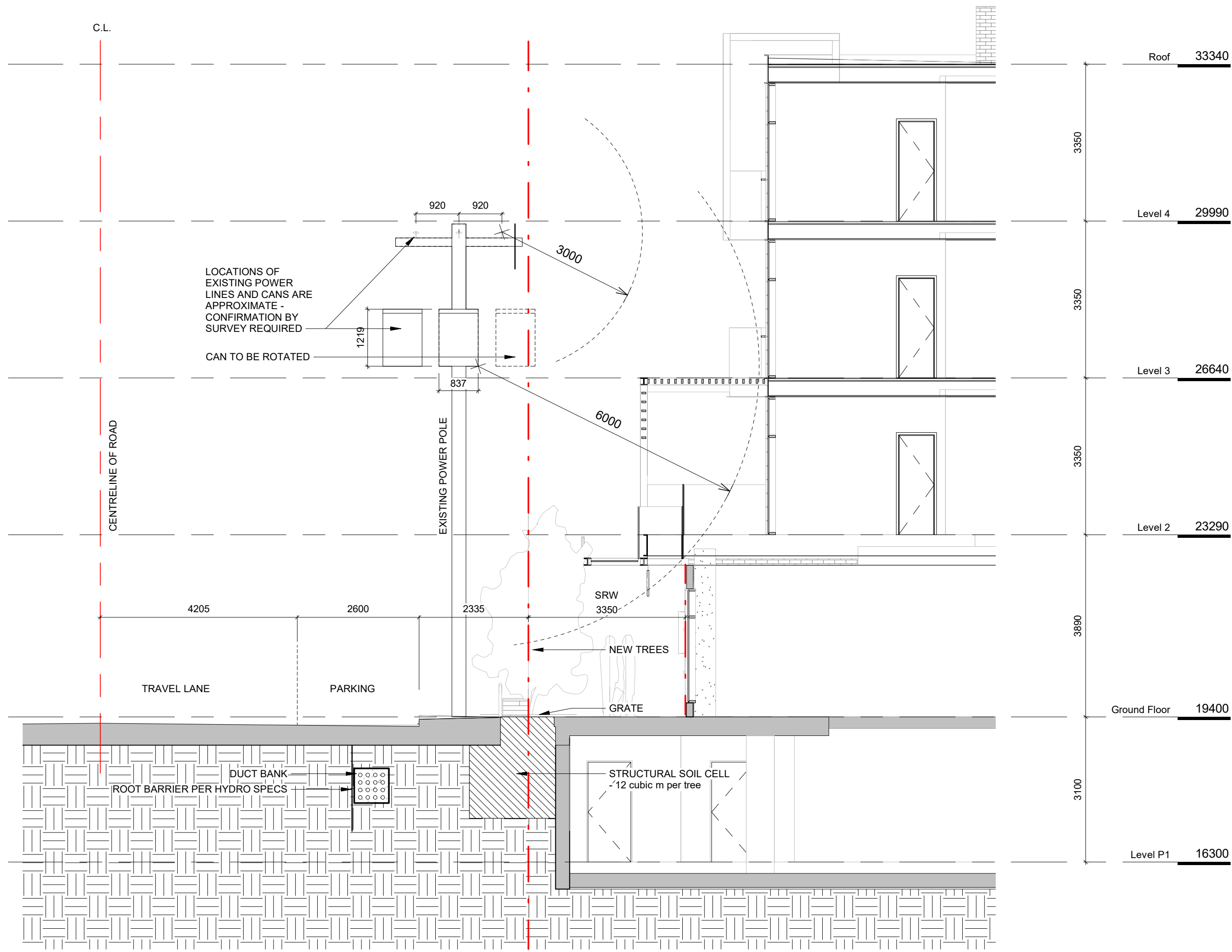
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Project		
Jawl Residential 1920 Oak Bay Ave. Oak Bay, BC		
Sheet Name		
Building Sections		
Date		
2020/07/06		
Scale	Project #	
1 : 100		1801
	Revision	
	June 23, 2020	
		Sheet #
		A4.00

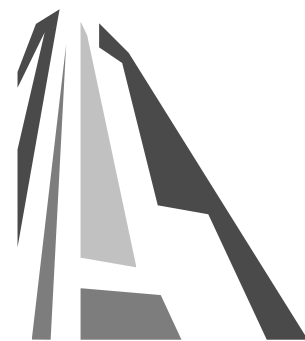


2 Parking Ramp Section
1 : 75



1 Street Section
1 : 75

2	Re-Zoning & DP Rev 1	March 5, 2020
1	Re-Zoning & DP	April 24, 2019
NO.	DESCRIPTION	DATE



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Project		
Jawl Residential 1920 Oak Bay Ave. Oak Bay, BC		
Sheet Name		
Context Sections		
Date		
2020/06/23		
Scale	Project #	
1 : 75	1801	
	Revision	
	March 5, 2020	2
Sheet #		A4.01



VIEW FROM CORNER OF OAK BAY AVENUE & REDFERN STREET



VIEW REDFERN STREET LOOKING TOWARDS OAK BAY AVENUE



RESIDENTIAL LOBBY



COMMERCIAL CORNER PATIO

4	Re-Zoning & DP Rev 3	June 23, 2020
3	Re-Zoning & DP Rev 2	April 16, 2020
2	Re-Zoning & DP Rev 1	March 5, 2020
1	Re-Zoning & DP	April 24, 2019
NO.	DESCRIPTION	DATE



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Project		
Jawl Residential 1920 Oak Bay Ave. Oak Bay, BC		
Sheet Name		
Perspectives		
Date		
2020/06/23		
Scale	Project #	
1 : 20	1801	
Revision		
June 23, 2020		4
Sheet #		
A9.00		

PROJECT MATERIALS



PAVING



GLASS



CONCRETE



PLANTING

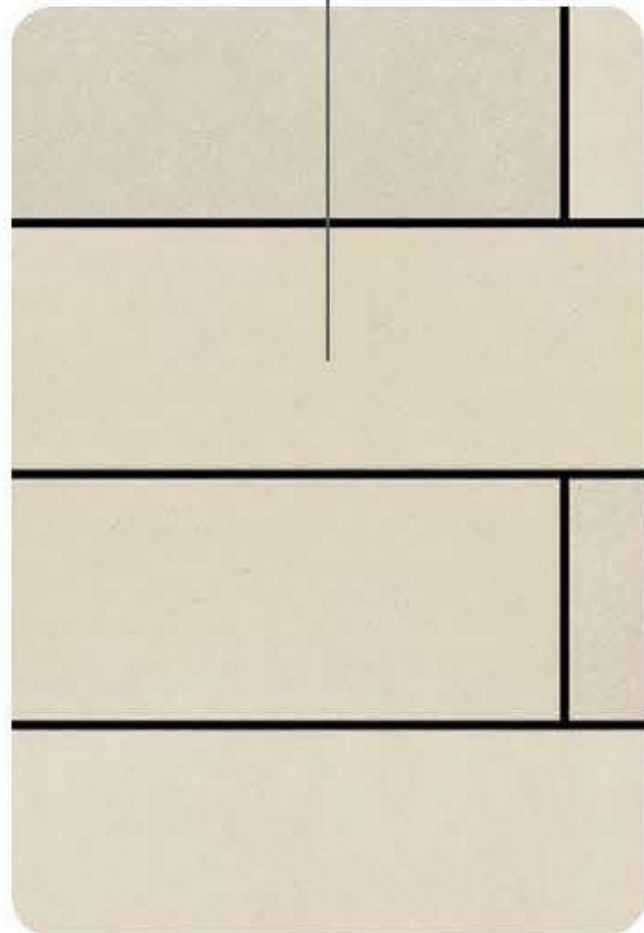
ACCENT



WOOD



METAL

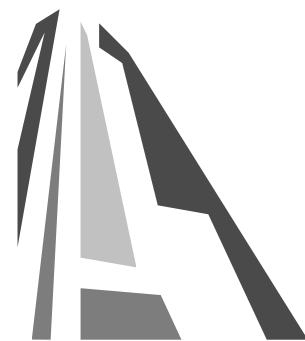


PANEL



BRICK

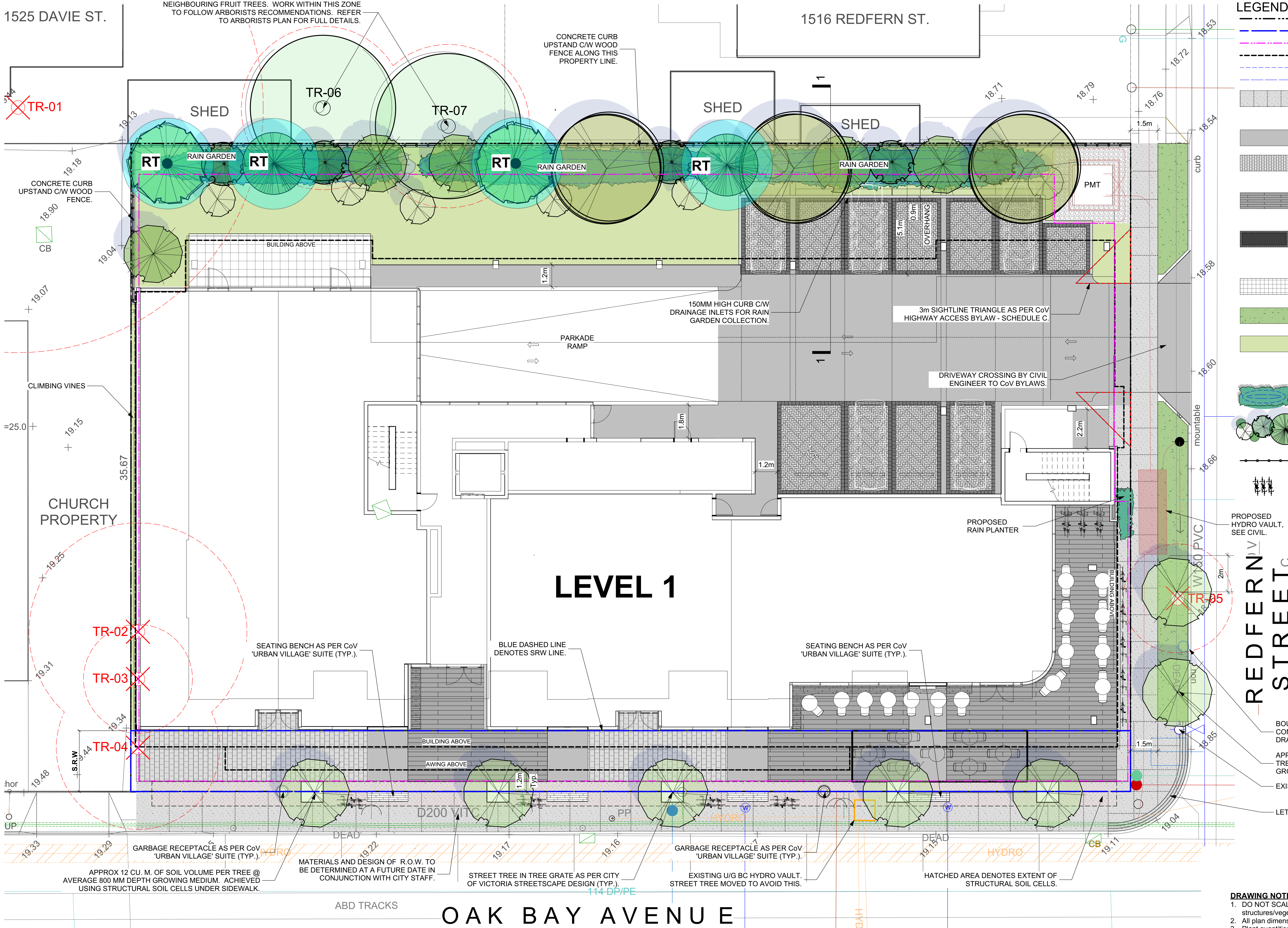
CLADDING



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Project		
Jawl Residential 1920 Oak Bay Ave. Oak Bay, BC		
Sheet Name		
Materials		
Date		
2020/06/23		
Scale		Project #
		1801
		Revision
		March 5, 2020
		2
		Sheet #
		A9.01



LEGEND

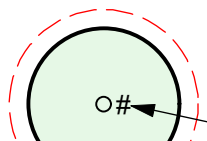
- PROPERTY LINE
- STATUTORY RIGHT OF WAY
- EXTENT OF PARKADE, BELOW
- BUILDING LINE ABOVE
- RAIN GARDEN - TOP OF POOL
- RAIN GARDEN - BOTTOM OF POOL
- MUNICIPAL SIDEWALK: CAST IN PLACE CONCRETE C/W BROOM FINISH & TOOLED CONTROL JOINTS. JOINT PATTERN AS PER CITY OF VICTORIA, SHOWN INDICATIVELY.
- CAST IN PLACE CONCRETE C/W BROOM FINISH & TOOLED CONTROL JOINTS.
- UNIT PAVING TYPE 1: STANDARD SERIES, 225x112x60MM, RUNNING BOND PERPENDICULAR TO BUILDING, COLOUR: 50% NATURAL, 50% SHADOW.
- UNIT PAVING TYPE 2: PIAZZA SERIES, 600x400x100x100MM, OFFSET RUNNING BOND PARALLEL TO BUILDING, COLOUR: CHARCOAL.
- UNIT PAVING TYPE 3 (VEHICULAR): STANDARD SERIES, 225x112x80MM, 90° HERRINGBONE C/W SOLIDER COURSE BORDER, COLOUR: SHADOW C/W CHARCOAL BORDER.
- UNIT PAVING TYPE 4 (PATIO): HYDRA-PRESSED SLAB PAVERS, TEXADA, 610x610x50MM, COLOUR: NATURAL.
- LAWN AREA
- SHRUB PLANTING AREA
ORNAMENTAL AND AMENITY PLANTINGS. SPECIES TO INCLUDE NATIVE AND APPROPRIATE NON-NATIVE SPECIES THAT ARE ADAPTED TO SITE CONDITIONS, CLIMATE AND DESIGN INTENT.
- RAIN GARDEN AREA
- LANDSCAPE BUFFER. SEE PLANTING PLAN.
- SOLID FENCE, 1.8M HEIGHT MAX., WOOD CONSTRUCTION TO CoV BYLAW, TOP MOUNTED TO CURB.
- BIKE RACK (SEE ARCH PLANS FOR NUMBERS)
- SITE FURNISHINGS, MUNICIPAL PROPERTY:
The City of Victoria will provide the types, colours and specifications for the Urban Village suite of public furnishings prior to building permit submission.

REDFERN STREET

- BOULEVARD IRRIGATION POINT OF CONNECTION. REFER TO CIVIL DRAWINGS.
- APPROX 12 CU. M. OF SOIL VOLUME PER TREE @ AVERAGE 900MM DEPTH GROWING MEDIUM.
- EXISTING FIRE HYDRANT.
- LET DOWN, REFER TO CIVIL DRAWINGS

DRAWING NOTES


- DO NOT SCALE DRAWING: Verify all property lines and existing structures/vegetation to remain, prior to commencing work.
- All plan dimensions in metres and all detail dimensions in millimetres.
- Plant quantities on Plans shall take precedence over plant list quantities.
- Contractor to confirm location and elevation of all existing services and utilities prior to start of construction.
- Provide layout of all work for approval by Landscape Architect prior to proceeding with work.
- Contractor to provide irrigation system for all planters to current IAB Standards and Contract Specifications.
- Landscape installation to carry a 1 year warranty from date of acceptance.
- Plant material, installation and maintenance to conform to the current edition of the Canadian Landscape Standard.
- General Contractor and/or sub-contractors are responsible for all costs related to production and submission to consultant of all landscape as-built information including irrigation.
- Tree protection fencing, for existing trees, to be installed prior to commencement of all site work



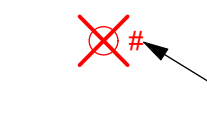
EXISTING TREE RETAINED

TREE TAG #

CRITICAL ROOT ZONE



DESIGNATED REPLACEMENT TREE (BYLAW PROTECTED)



EXISTING TREE REMOVED


TREE TAG #

REFER TO ARBORIST'S TREE MANAGEMENT PLAN BY GYE & ASSOCIATES DATED MARCH 3rd, 2020 FOR FULL DETAILS.

TREE SUMMARY

Bylaw Protected Trees Removed:	2
New Trees Proposed Onsite:	43 (L1, L2 and Roof)
Total Replacement Trees:	4
2 - Pseudotsuga menziesii	
2 - Tsuga canadensis	


Replacement Tree ratio = 2:1 as per City of Victoria bylaws. Refer L3.01 Planting Plan for additional information. Trees will be of the appropriate scale, species and location to meet the City of Victoria requirements. Final species to be determined in consultation with City of Victoria Parks staff.



Murdoch de Greeff INC
Landscape Planning & Design

200 - 554 Cuthbert Road
Victoria, BC V8Z 1G1

Phone: 250.412.2891
Fax: 250.412.2892



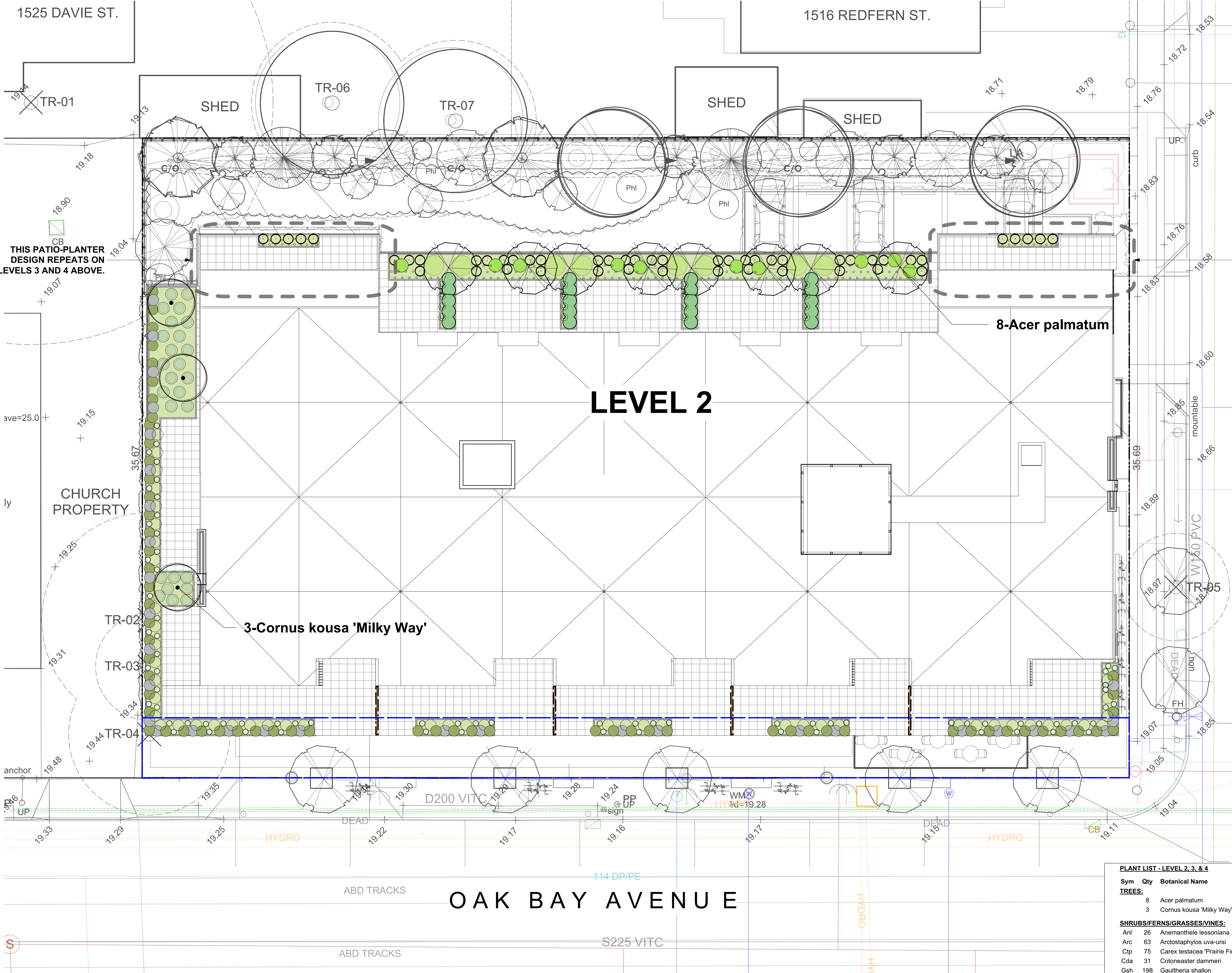
REGISTERED MEMBER
Scott Murdoch
341
2020-06-23

client
JAWL RESIDENTIAL

project
1920 OAK BAY AVE
1920 OAK BAY AVE
VICTORIA, BC

sheet title
Landscape Materials

project no.	118.30
scale	1: 100 @ 24"x36"
drawn by	JK/JD
checked by	SM
revision no.	sheet no.
3	L1.01



- LEGEND**
- PROPERTY LINE
 - UNIT PAVING: HYDRA-PRESSED SLAB PAVERS
 - SHRUB PLANTING AREA WITHIN PRE-FABRICATED RAISED PLANTER.
 - ARCHITECTURAL PRIVACY SCREEN BY OTHERS. REFER ARCH. DWGS.

- PLANTING NOTES**
- Plant quantities and species may change between issuance of DP and Construction due to plant availability and design changes.
 - All planters to be filled with voiding foam or other suitable voiding material to limit maximum soil depth. Structural engineer to confirm maximum soil depth (assumed 450-600mm - TBD).
 - Each patio to receive independent irrigation system for planters. Allow for hose bib connection c/w residential grade backflow device, battery controller and suitable dripline and/or micro sprays. Conceal irrigation equipment. Provide conduit sleeving through base of aluminum planters for irrigation lines.

THIS PATIO-PLANTER DESIGN REPEATS ON LEVELS 3 AND 4 ABOVE.

rev no	description	date
4	DP/REZ. REV.3	JUN.23.2020
3	DP/REZ. REV.2	APR.20.2020
2	DP/REZ. REV.1	MAR.05.2020
1	DP/REZONING	APR.24.2019

Murdoch de Greeff INC
Landscape Planning & Design

200 - 554 Cultural Road
Victoria, BC V8Z 1G1

Phone: 250.412.2891
Fax: 250.412.2892

BRITISH COLUMBIA SOCIETY OF LANDSCAPE ARCHITECTS
REGISTERED MEMBER
Scott Murdoch
341
2020-06-23

client
JAWL RESIDENTIAL

project
1920 OAK BAY AVE
1920 OAK BAY AVE
VICTORIA, BC

sheet title
Level 2 Landscape Materials & Planting Plan

project no. 118.30

scale 1: 100 @ 24"x36"

drawn by JK/JD

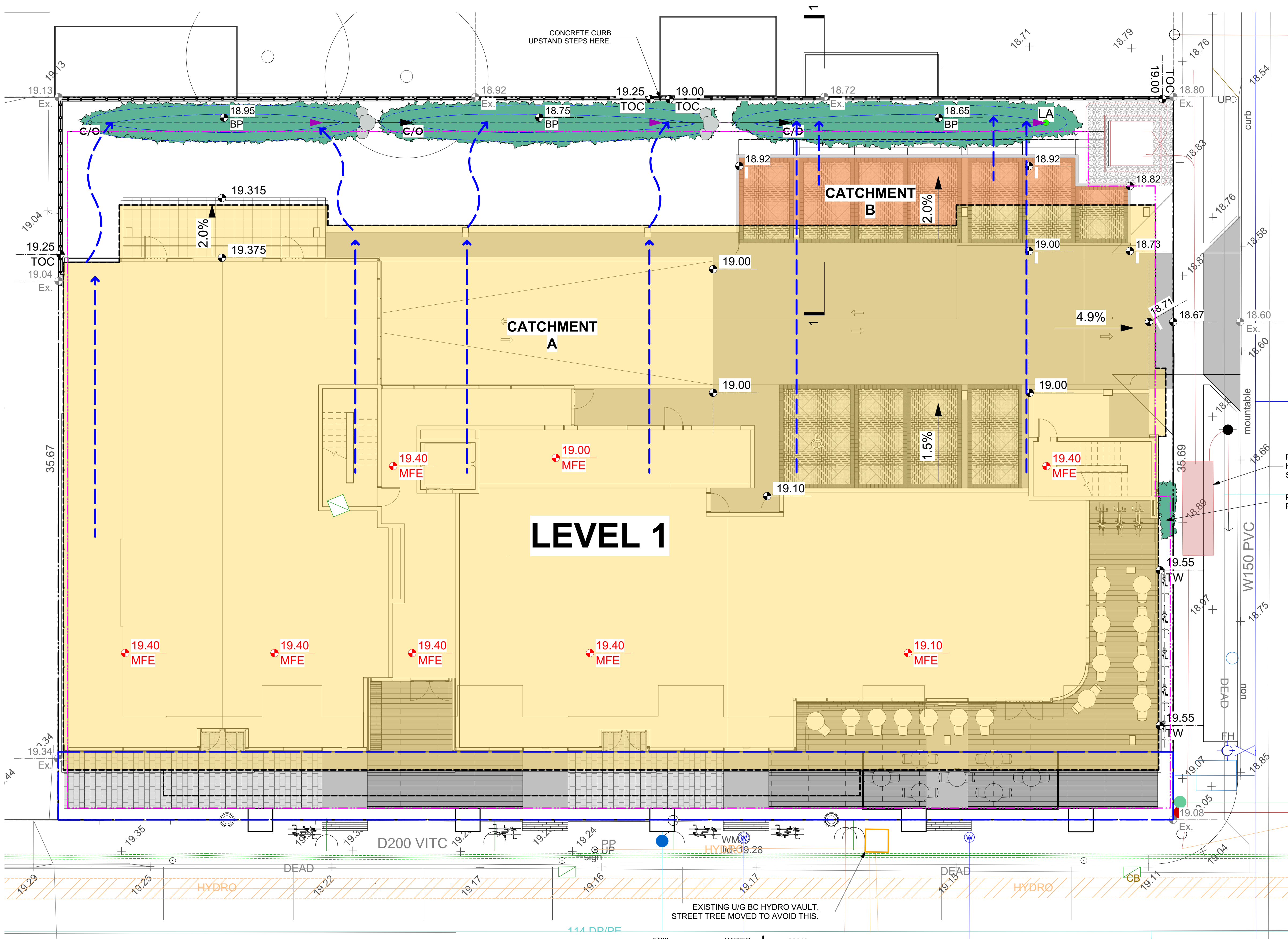
checked by SM

revision no. sheet no.

L1.02

Sym	Qty	Botanical Name	Common Name	3chd. Size / Plant Spacing
TREES:				
8		Acer palmatum	Japanese Maple	3.0m ht, b&b
3		Cornus kousa 'Milky Way'	Milky Way Kousa Dogwood	multistem, 1.5 m ht, b&b
SHRUBS/FERNS/GRASSES/VINES:				
Anl	26	Anemanthelle lessoniana	Pheasant's Tail Grass	#1 pot
Arc	63	Arctostaphylos uva-ursi	Kinnikinnick	#1 pot / 60 cm O.C.
Ctp	75	Carex testacea 'Prairie Fire'	Prairie Fire Sedge	Sp3
Cda	31	Cotoneaster dammeri	Bearberry	#1 pot / 50 cm O.C.
Gsh	198	Gaultheria shallon	Salal	#1 pot
Hto	70	Hebe topiaria	Topiari'st's hebe	#1 pot
Lim	16	Liriope muscari	Lily turf	#1 pot
Lp	48	Lonicera pileata	Privet Honeysuckle	#2 pot
Ma	8	Mahonia aquifolium	Oregon Grape	#3 pot
Tax	20	Taxus x media	Hybrid Yew	#5 pot
Vo	10	Vaccinium ovatum 'Thunderbird'	Evergreen Huckleberry	#1 pot
0				





- LEGEND**
- PROPERTY LINE
 - - - EXTENT OF UNDERGROUND PARKING (INDICATIVE)
 - - - EXTENT OF ROOF / CANOPY LINE (INDICATIVE)
 - - - RAIN GARDEN - TOP OF POOL
 - - - RAIN GARDEN - BOTTOM OF POOL
 - EXISTING LANDSCAPE GRADE
 - ARCHITECTURAL GRADE, PROVIDED FOR REFERENCE ONLY
 - PROPOSED LANDSCAPE GRADE
 - TP TOP OF WALL TP TOP OF POOL
 - BW BOTTOM OF WALL BP BOTTOM OF POOL
 - TOC TOP OF CURB TS TOP OF STAIRS
 - BC BOTTOM OF CURB BS BOTTOM OF STAIRS
 - RAIN GARDEN AREA
 - DRAINAGE FLOW DIRECTION
 - VEGETATED SWALE FLOW DIRECTION
 - LA RAIN GARDEN OVERFLOW DRAIN
 - c/o CLEAN-OUT DRAIN
 - PERFORATED UNDERDRAIN PIPE
 - SOLID PVC PIPE
 - CATCHMENT A ROOF RUNOFF SCUPPERED TO SWALES AND CONVEYED TO RAIN GARDENS.
 - CATCHMENT B PAVEMENT RUNOFF SURFACE FLOWS TO CURB INLETS AND INTO RAIN GARDEN.

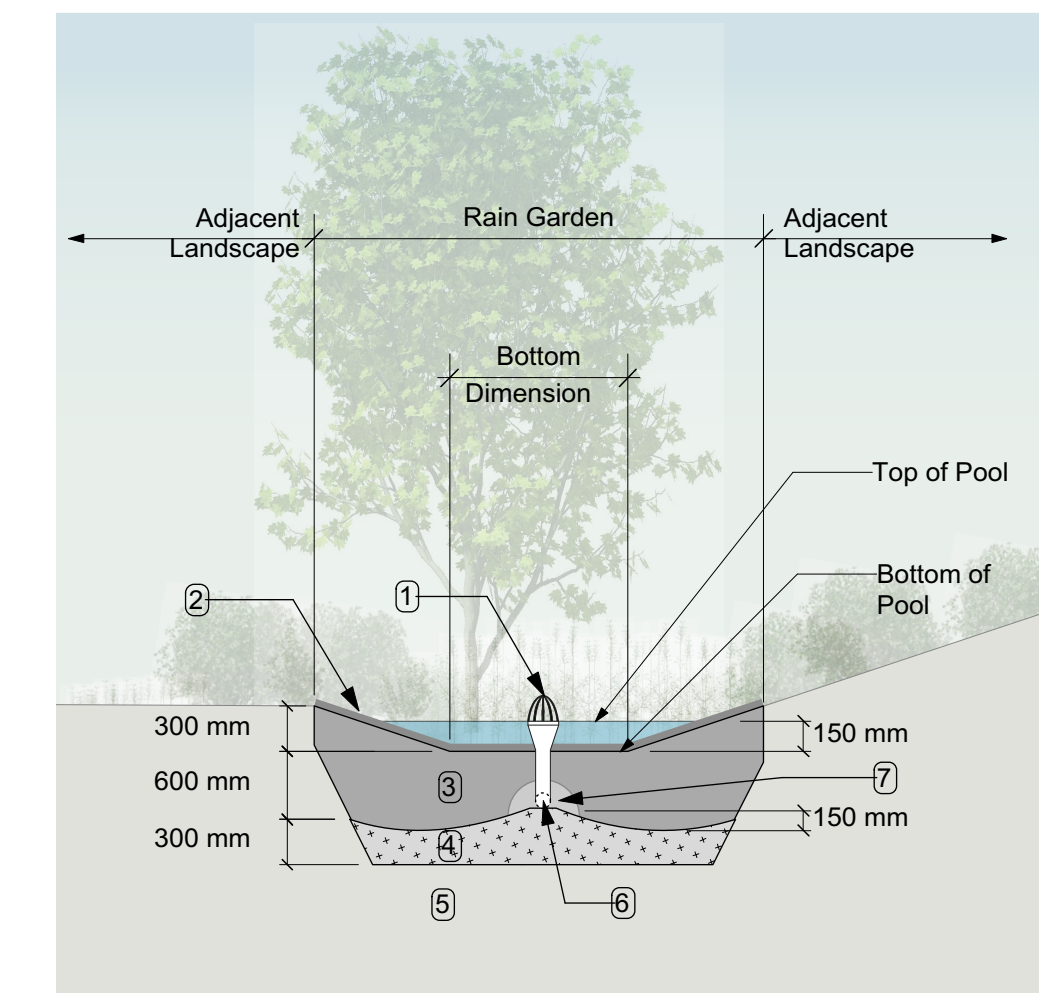
RAIN WATER MANAGEMENT NOTES

WATER COLLECTED FROM THE BUILDING ROOF AND REAR PARKING AREA FLOW TO RAIN GARDENS LOCATED AT THE NORTH OF THE SITE.

THE RAIN GARDENS ARE SIZED SUCH THAT THE BOTTOM OF THE RAIN GARDEN IS A MINIMUM OF 5% OF THE IMPERVIOUS AREA (AS PER CITY OF VICTORIA STORMWATER GUIDELINES).

RAIN GARDENS WILL BE DESIGNED WITH UNDERDRAINS AND A HIGH CAPACITY OVERFLOW DRAIN THAT WILL BE CONNECTED TO THE ONSITE PIPED DRAINAGE SYSTEM.

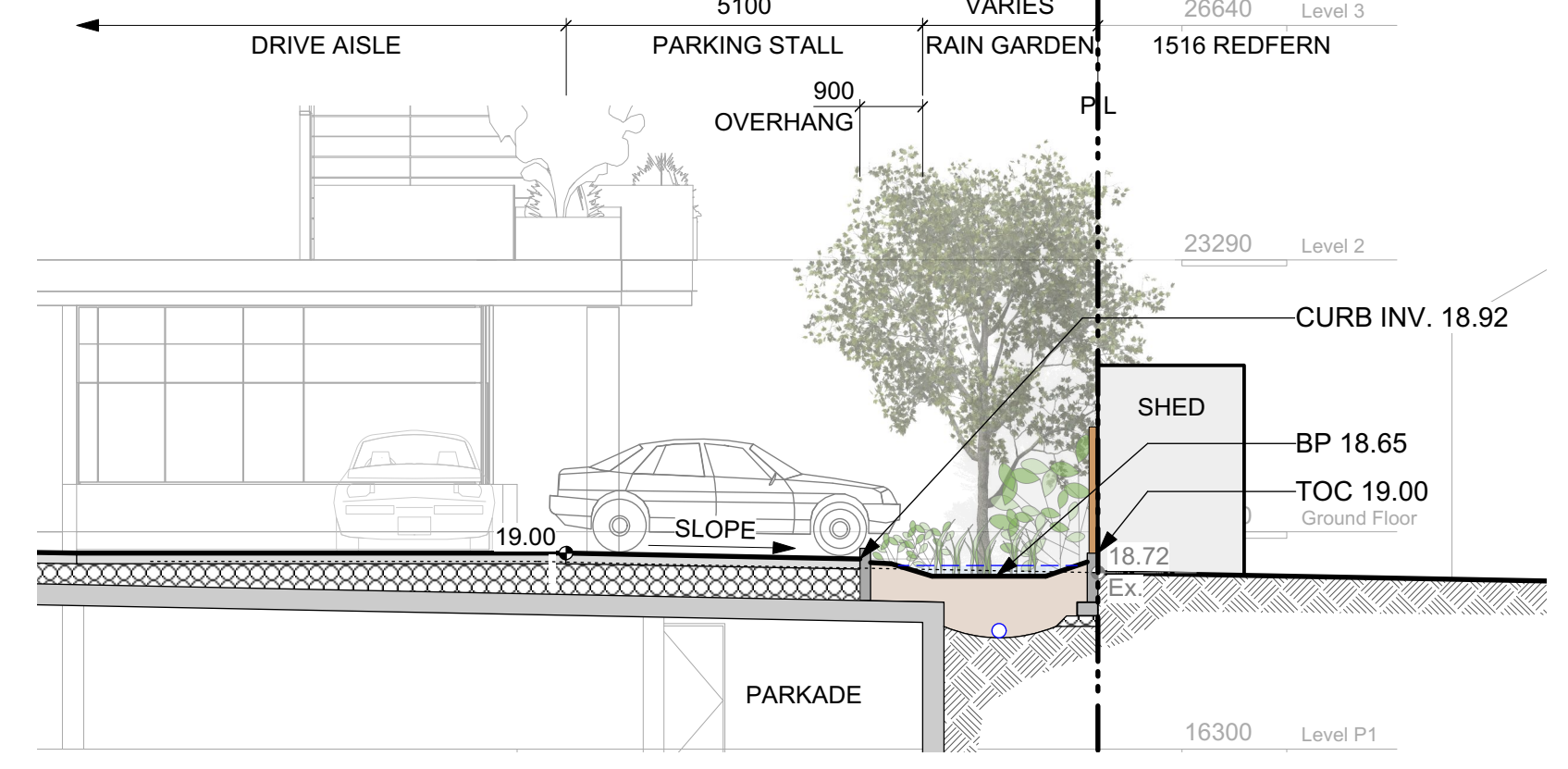
RAIN GARDENS ARE INTEGRATED BUILDING LANDSCAPES AND ARE DESIGNED TO CAPTURE, SLOW FLOWS, AND TREAT (CLEAN) RUNOFF.



- RAIN GARDEN MATERIALS**
1. Overflow drain, 200 mm domed grate + adapter
 2. Composted mulch, 50-70 mm depth
 3. Bio-retention growing medium, 600 mm depth
 4. Scarified/tilled subgrade, 300 mm depth
 5. Existing subgrade/native material
 6. 100 mm diameter (min) perforated pipe
 7. 25 mm diameter drain rock, 100 mm depth

TYPICAL RAIN GARDEN DETAIL
Scale: 1:50

- GRADING NOTES**
1. All elevations are in meters.
 2. Refer to Architectural plans, sections and elevations for top of slab elevations. Slab elevations indicated on Landscape drawings are for reference only. Report any discrepancies to consultant for review and response.
 3. All road, public walkway and vehicular drive aisles and parking area elevations indicated on the Landscape drawings are for reference only. Refer to Civil Engineering drawings. Report any discrepancies to consultant for review and response.
 4. Confirm all existing grades prior to construction. Report any discrepancies to consultant for review and response.
 5. Unless otherwise noted provide a minimum slope of 2% on all hard and soft Landscape areas to ensure positive drainage away from buildings, to rain gardens, or to drainage devices.
 6. All landscape areas shall not exceed a maximum slope of 3:1 in all instances.
 7. Upon discovery, contractor to refrain from blasting rock to meet landscape subgrades. Contractor to contact Landscape Architect on how to proceed in each instance.

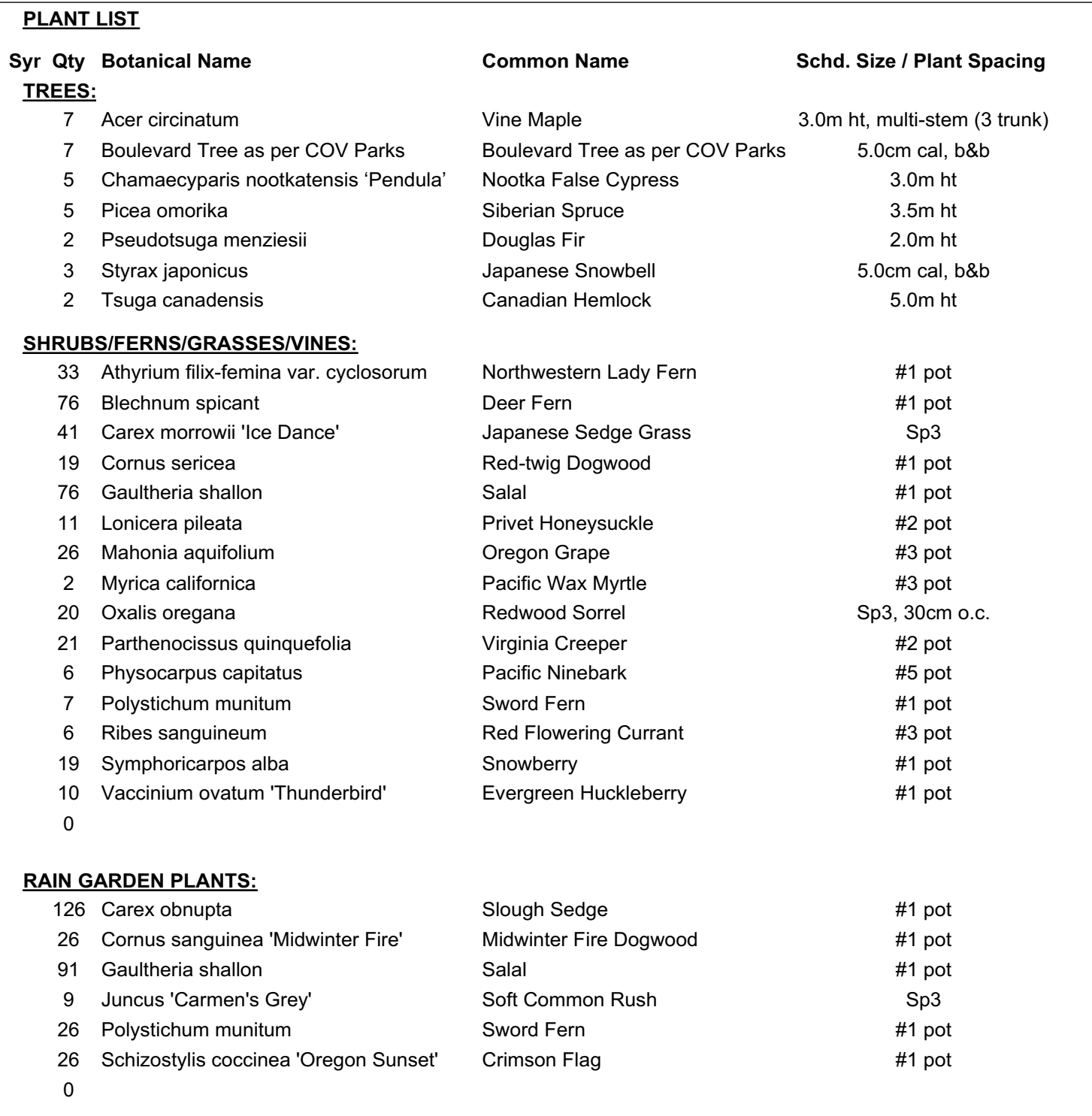


SECTION THROUGH NORTH RAIN GARDEN
Scale: 1:100

OAK BAY AVENUE



 200 - 554 Cultural Road Victoria, BC V8Z 1G1 Phone: 250.412.2891 Fax: 250.412.2892		
 REGISTERED MEMBER Scott Murdoch 341 2020-06-23		
client JAWL RESIDENTIAL		
project 1920 OAK BAY AVE 1920 OAK BAY AVE VICTORIA, BC		
sheet title Stormwater Management		
project no.	118.30	
scale	1: 100 @ 24"x36"	
drawn by	JK/JD	
checked by	SM	
revision no.	sheet no.	
3	L1.03	



1. The Redfern Street boulevard trees have been placed to avoid existing and proposed infrastructure. Trees planted within 1m of an existing underground municipal service will have a root barrier installed between the root ball and the existing infrastructure.
2. The Redfern Street boulevard trees will be placed a minimum of 1.5m from an above ground municipal service such as fire hydrant, streetlight or driveway.
3. The Oak Bay Avenue boulevard trees are shown as per the City of Victoria streetscape design.
4. Final selection of boulevard trees to be determined through consultation with municipal parks staff.
5. Landscape within boulevard areas to be irrigated (unless otherwise indicated).
6. Boulevard irrigation point of connection to be 25 mm service, refer to Civil drawings for location. Water meter and timer/controller, that is separate from building, to be provided at point of connection. Timer/controller for boulevard areas must be readily accessible to municipal staff. The system for the trees on Oak Bay and Redfern will be maintained by Parks. Ensure system is supplied by a metered water service on Public Property.
7. Design and installation of boulevard irrigation system to meet current IAABC and Municipal Specifications.
8. Section/build drawings for boulevard irrigation to be submitted to Landscape Architect in PDF and .dwg formats, at least two weeks prior to commencement of irrigation installation and will be reviewed by municipal staff.
9. Boulevard irrigation to be inspected as per municipal specification by municipal staff. Boulevard tree irrigation system will be maintained and operated by municipality, after it is inspected and approved by municipal staff.
10. All trees within boulevard to be irrigated with double ring drip irrigation system c/w double check valve.

1. Contractor to field fit irrigation system around existing trees, to limit disturbance to root systems.
2. Sleeves shall be installed at the necessary depths, prior to pavement construction. Sleeving shall extend 300 mm from edge of paving into planting area, and shall have ends marked above grade unless otherwise shown on plan.
3. Arborist to review (prior to installation) sleeving of irrigation lines in protected root zone (PRZ) of existing trees.
4. Placement of electrical conduit through site to be coordinated with arborist.
5. Arborist to be onsite and supervise all excavation/trenching within PRZ of retained trees.

- 1.Plant quantities and species may change between issuance of DP and Construction due to plant availability and design changes.
- 2.Final selection of boulevard trees to be determined through consultation with municipal staff.
- 3.Separate offsite irrigation system to be installed as per Municipal Specifications for Street Trees and Irrigation, SCHEDULE C (Current Edition).



**Murdoch
de Greeff** INC.
Landscape Planning & Design

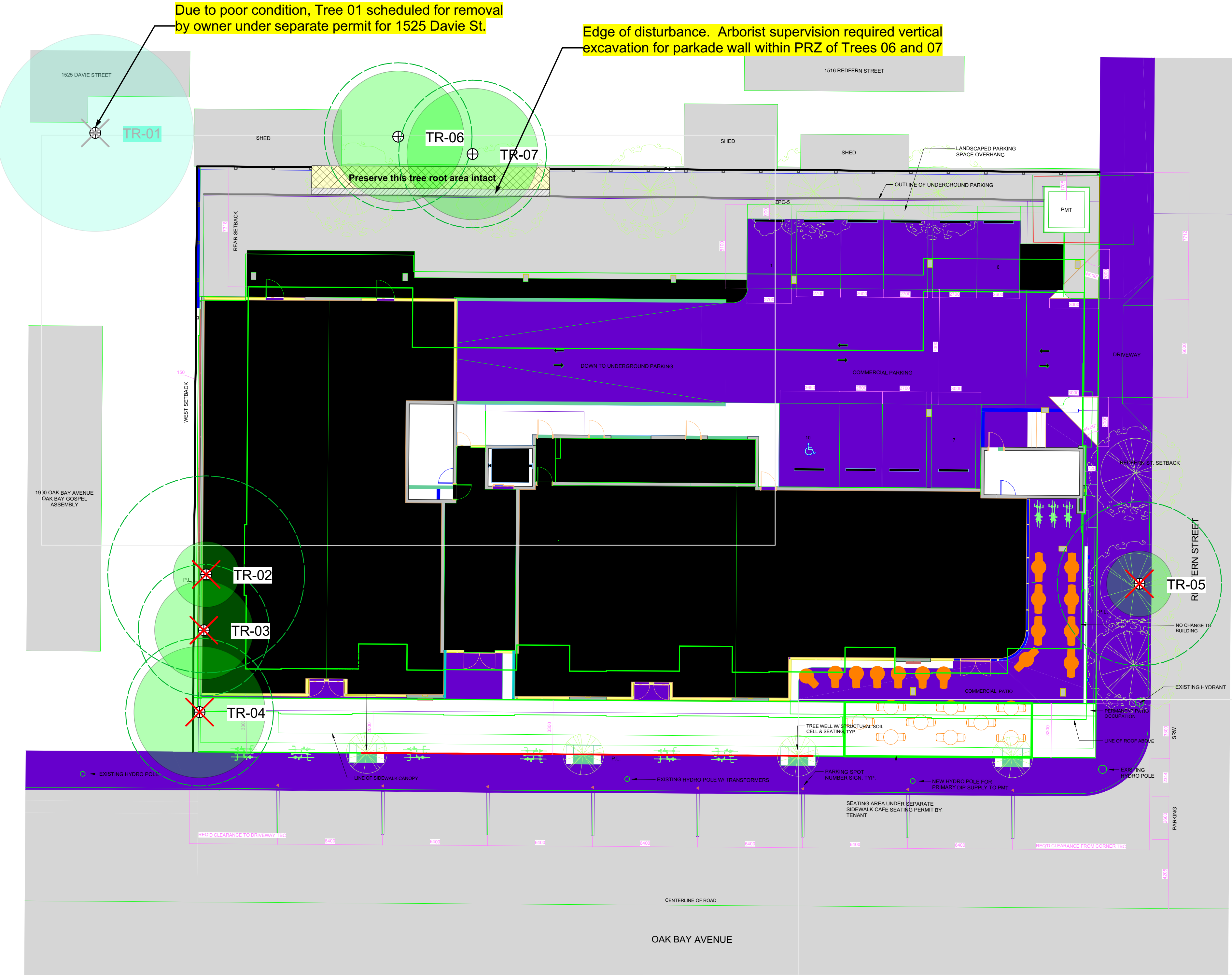
200 - 524 Cultural Road
Victoria, BC V8Z 1G1

Phone:
Fax:

250 412-2891
250 412-2892

project no.		118.30
scale	1: 100	@ 24"x36"
drawn by		JK/JD
checked by		SM
revision no.	sheet no.	

L3.01



GENERAL NOTE

All on-site trees and two off-site trees are proposed for removal, due to the built out scope of the site plan (boundary-to-boundary). As such, typical protection measures, such as fencing and signage, are not required. **It is assumed that site hoarding will be erected around the entire perimeter of the site.** Arborist supervision will be required in order to minimize root impacts to two off-site fruit trees (Trees 06 and 07).

Given the limited extent of tree retention and arborist involvement on this project, no written report has been prepared, apart from the notes on this plan.

TREE PRESERVATION MEASURES

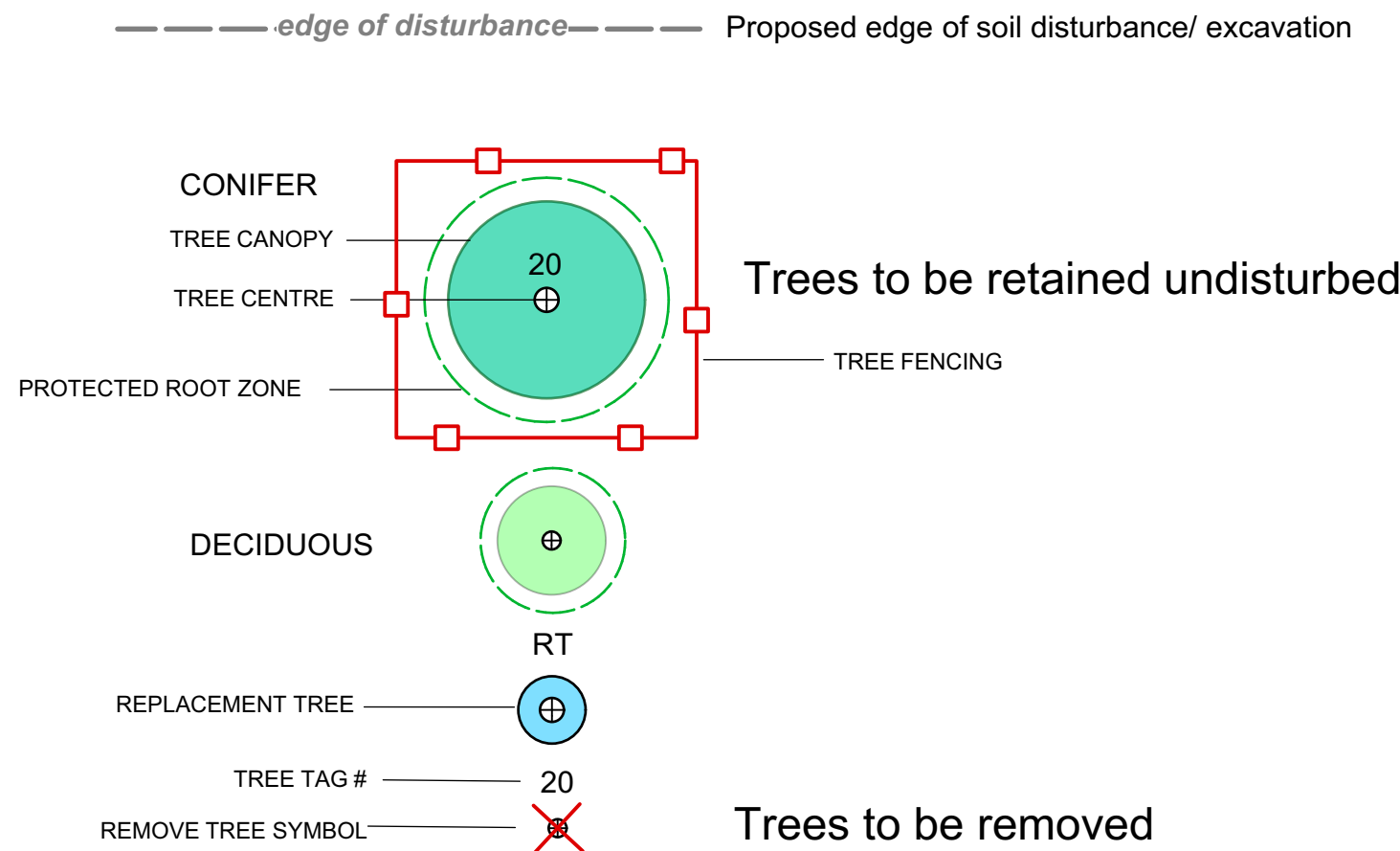
- Start-up meeting:** Before demolition, site servicing or other site work commences, the owner and contractor shall meet with the arborist to review the Tree Protection Plan.
- Tree protection fencing:** No protective tree fencing is required on this project.
- Arborist supervision of site works:** The arborist shall be present to oversee stump removal, excavation, sub-grading, lane or pathway base preparation, service trenching, blasting or any other form of disturbance within, or adjacent to, the off-site tree protection area (TPA) for Tree 01. Any tree roots or branches damaged shall be pruned back to undamaged tissue by the arborist.
- Covering excavated cuts:** Any excavated cut within or adjacent to the TPA shall be securely covered with heavy-gauge plastic to prevent soil desiccation and erosion.
- Site monitoring:** The Project Arborist shall monitor the site on a regular basis during the site preparation, construction and landscaping phases to ensure ongoing and effective compliance with the tree protection measures specified in this tree plan and in on-site meetings with the General Contractor and relevant consultants and sub-contractors.
- Pre-blasting meeting:** If rock blasting is required, the General Contractor and blasting sub-contractor shall meet with the arborist to review the blasting plan prior to drilling. Modified blasting practices or rock removal techniques shall be utilized where considered necessary by the arborist to minimize blasting impacts to protected trees.
- Replacement tree requirements:** Four (4) replacement trees shall be planted on the subject property as indicated on the Tree Plan. All replacement trees shall meet or exceed the minimum size requirements set forth in Section 44 of the City's tree bylaw (1.5m in height or 4cm caliper). See Landscape Planting Plans for details. If there are an insufficient number of plantable spaces available to accommodate all replacement trees, the applicant may discuss a cash-in-lieu payment to the City for trees surplus to requirements.
- Plan posting:** A full-size all-weather copy of the Tree Plan shall be posted in the site office in plain site.
- Post-construction inspection and sign-off:** A post-construction inspection and assessment of the site and protected trees shall be conducted by the Project Arborist in the company of the General Contractor. Any deficiencies will be identified. Once all deficiencies have been addressed to the satisfaction of the Project Arborist and the City of Victoria, a post-construction letter of completion will be prepared by the arborist and submitted to the City.

TREE TABLE									
G&A Tree ID	Common Name	DBH (cm)	PRZr (m)	Crown Radius (m)	Health	Structural Condition	Bylaw Protected Tree?	Comments	Recommendations
01	Garry oak	90	13.5	6	Poor	Fair	Yes	Off-site tree (no tag)	Remove
02	Sycamore maple	10+10+10+5+5+5	6	2	Fair	Poor	Yes	On-site tree (no tag)	Remove
03	Silver birch	15+15	4	3	Good	Good	No	On-site tree (no tag)	Remove
04	Sweetgum	30	4.5	4	Good	Fair	Yes	On-site tree (no tag)	Remove
05	Flowering cherry	17	3	2	Good	Good	No	Boulevard tree (no tag)	Remove
06	Flowering apple	30	4.5	4	Fair	Good	Yes	Off-site tree (no tag)	Protect
07	Fruiting plum	30	4.5	4	Good	Good	Yes	Off-site tree (no tag)	Protect

SUMMARY TREE STATISTICS

CATEGORY	# OF TREES
Total number of trees inventoried	7
On site trees	3
(Bylaw protected trees)	(2)
Off-site trees	3
Boulevard (municipal) trees	1
Total number of trees to be retained	2
On-site bylaw-protected trees to be retained	0
Off-site trees to be retained	2
Boulevard trees to be retained	0
Total number of trees to be removed	4
On-site bylaw-protected trees to be removed	2
On-site non-bylaw protected trees to be removed	1
Off-site bylaw-protected trees to be removed (by owner)	1
Boulevard (municipal) trees to be removed	1
Total number of replacement trees required	4

LEGEND



PROJECT
1920 Oak Bay Avenue,
Victoria, BC

SHEET TITLE
Tree Management Plan

0	FOR REVIEW	
REV NO	DESCRIPTION	DATE
PROJECT NO. 20-002		
DATE March 3, 2020		
SCALE 1:150		
DRAWN BY JG		
SHEET NO.		

CASCADIA ARCHITECTS

DAMANT + JOHANNKNECHT

April 25th, 2019

Rev1 March 5, 2020

Rev3 June 23, 2020

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

Attn.: Mayor & Council

Re: 1908-1920 Oak Bay Avenue Rezoning and Development Permit Application

We are pleased to submit this Rezoning and Development Permit application for 1908-1920 Oak Bay Avenue on behalf of Jawl Residential Limited (the 'Applicant'). The rezoning and development permit are required in order to construct a four-storey multi residential building. The details contained within this application have been carefully crafted to respect the neighbourhood, specifically considering this portion of Oak Bay Avenue.

Upon acquiring the property in late 2017 and prior to commencement of any design work, the Applicant immediately began a consultation process with the owners of neighbouring properties and subsequently with City of Victoria planning staff. The consultation and review process continued throughout the Schematic and Design Development stages and included but was not limited to the following meetings:

- ✓ Pre-Planning Meeting City of Victoria – November 29th, 2017
- ✓ 55+ Individual Neighbour/Stakeholder Meetings – November 2017 - April 2019
- ✓ Public Community Meeting – April 3rd, 2018
- ✓ Public Community Meeting - November 20th, 2018
- ✓ Formal CALUC Meeting - March 13th, 2019



As the building design development progressed, the design team continued to reflect back on feedback received during the consultation process. Follow up meetings were often held where information was shared and refinements made based on the feedback received.

CASCADIA ARCHITECTS INC
101-804 Broughton Street
Victoria BC, V8W 1E4
Canada

T 250 590 3223

Existing Site Characteristics, Official Community Plan and Zoning:

The parcels encompassed by the proposal are 1,963 sq.m. in total area, and are currently occupied by a garden centre, frame shop and plumbing business.

www.cascadiaarchitects.ca
office@cascadiaarchitects.ca

The site is generally flat sloping approximately 0.4m from west to east along Oak Bay Avenue, with no bylaw protected trees.

A Corporate Partnership

Principals

GREGORY DAMANT
Architect AIBC, LEED AP

PETER JOHANNKNECHT
Architect AIBC, LEED AP
Interior Architect AKNV Germany

The current zoning is CR-3 – up to 3 storeys and 1.0:1 FSR. The site is designated Small Urban Village by the OCP, which lists potential for multi-unit residential and commercial at grade as a suggested building form.

The property is characterized by both its proximity to the commercial corridor of Oak Bay Avenue and to the single-family neighbourhood along its north property lines. To the west it borders the Oak Bay Gospel Assembly Church and to the east a new 3 storey mixed use building. Oak Bay Avenue hosts transit service in both directions and is also a well-used pedestrian and cycle route.

The site is designated Small Urban Village with Oak Bay Avenue being designated a Secondary Arterial road in this area. It is subject to the OCP Design Guidelines for Multi-unit Residential buildings, and forms part of the Jubilee community, whose neighbourhood plan is currently under development. The analysis of the OCP and site context, in concert with the initial input of neighbours, indicates that the proposal reflects an appropriate level of development density for this site.

Description of Proposal

Massing & Siting:

The building design concept is based on two imperatives – to contribute positively to the pedestrian and urban experience along Oak Bay Avenue, while being sensitive to the smaller scale single family residential to the north. The resulting building form defines the urban edge at grade and the street wall above on the south side. To the north, the building presents a landscaped buffer to the residential properties while stepping back as it goes up. This addresses the OCP context-related guideline 1.6, which suggests that buildings “be designed to address privacy, particularly for portions of the development abutting the side yards of adjacent single-family dwellings.” In terms of massing, the building reflects the intent of the OCP, with a height of four storeys, underground parking, and an FSR of 1.94:1.

At grade the building echoes the setbacks of the newer buildings across the street, finding a balance between defining the urban edge while allowing enough space for a meaningful sidewalk. At the rear, a landscaped buffer is provided along the north property line and at the second level. At the west property line, the setback is near zero at grade, allowing enough room for a climbing vine to animate the building face, as well as cascading landscaping from above. Café seating at the southeast corner wraps around the corner at Redfern.

At the second floor, a planted buffer and shade screens flank the edge of patios for second floor homes along Oak Bay Avenue. The building face sets back at this level for the upper three floors. At the rear, a similar planted edge is provided at the second level with a significant step back to the building face.

At the top-most storey the screens are re-introduced on the Oak Bay Avenue frontage while an additional step back is provided on the rear elevation.

Streetscape / Relation to street:

Along Oak Bay Avenue there are four retail units, with one designed to host a café. This has been specifically designed in response to neighbour feedback. The building lobby features a tile-clad ‘portal’ to clearly identify the primary building entrance. Outdoor seating is provided along Oak Bay Avenue and in front of the cafe. The building is considerably transparent at the ground floor to both activate the retail as well as animate the streetscape. The landscape design

prepared by Murdoch de Greeff Landscape Architects serves to soften the built environment while defining a 'public room' along the avenue.

Exterior Finishes

The project employs a limited palette of high quality materials intended to endure over time. Cementitious panel cladding, clear glazing, painted steel and wood are the primary materials. The simplicity of these materials allows for a discernable rhythm to emerge in the elevations, which allows the building to reference the historical fabric of the city while contributing to its future direction.

This palette of materials is intended to address the OCP guidelines for exterior finishes, which state that "exterior building materials should be high quality, durable and capable of weathering gracefully." The guidelines continue, stating that "quality materials used on the principal façade should be continued around any building corner or edge which is visible from the public realm", and the project achieves this by using the same materials on all sides of the building. Restraint in the amount of glazing on the north and west elevations is intended to strike a balance between daylighting the building and respecting the privacy of adjacent properties.

Further, raised planters along the north and south edges will provide soil volume to grow fuller vegetation, enhancing privacy and providing a visual buffer between neighbours. [The continuous planting of a climbing vine along](#) the western property line is intended to address guideline 4.3 which states that "exposed party walls and blank side elevations, where necessary, should incorporate features such as texture, reveals, colors, plantings or other treatments to provide visual interest."

As a further and final feature of visual interest, wood tone on the shade screens and on soffits will create visual and tactile warmth for residents, and to "complement the palette of exterior materials used on the rest of the building." (Guideline 4.4)

Transportation & Infrastructure

A Transportation and Demand Management Study was completed and accompanies this application. This was completed in order to assess the impact of the proposed development. During the course of the study and after the March 13th CALUC, the Applicant instructed the TDM Consultant to expand the data collection points to additional areas of concern for residents. The applicant has turned over a copy of the TDM study to the South Jubilee Neighbourhood Association for their use in future community transportation endeavors.

The project is well situated and fully serviced by City of Victoria infrastructure. Schools, parks and recreation facilities are all located within walking distance of the site. In addition, the nearby employment and shopping opportunities available in the Oak Bay Avenue village and downtown make this site suitable for an increased population density. This population will be well serviced with regard to transportation options, including immediate proximity to major Transit routes on Oak Bay Avenue as well as vehicle and bicycle parking and storage provisions.

The project proposes to include underground parking accessed from the east side of the property along Redfern Street in order to provide 47 stalls for 35 homes. In doing so, the applicant has committed to addressing another primary

concern of the community – that parking be fully accommodated on site so to not further burden an already congested parking environment. At grade, 10 spaces will be provided to service the retail component of the project.

The residential and visitor parking provisions in the underground parkade are suggested to be adequate per the TDM study. Additionally, a secure bicycle room will be located at the bottom of the parkade ramp to accommodate the required 48 Class-1 bike racks, as well as a Bicycle Work Bench. *Eleven* additional Class-2 stalls are located at the Oak Bay Avenue frontage and adjacent to the café along Redfern Street. Lastly, if approved, the applicant intends to contribute *\$25,000* towards the construction of a crosswalk at the corner of Redfern and Oak Bay Avenue, as recommended in the TDM study.

Project Benefits and Amenities

The project proposes to bring 35 new residences to the Jubilee neighbourhood, in a form that is supportable relative to the goal of the Official Community Plan to encourage new housing design that fits in with the neighbourhood character. The applicant has encouraged the design of larger, more generous homes sizes in order to provide a housing option for those who wish to ‘age in place’, as well as for families or working professionals.

The building design will contribute to the quality of the public realm along Oak Bay Avenue, by the quality of design, materials, and detailing. The design of the ground-level retail and café patio and their proximity to the street edge will promote social interaction and improve the pedestrian experience.

The Applicant proposes to provide 35 Modo Car Share memberships to the strata corporation for each home, upon completion of the building. *Four additional Modo Car Share memberships are proposed for the commercial units, for a total of 39 Modo Car Share memberships.* Although not recommended in the TDM study, the Applicant is committed to helping mitigate any traffic concerns in the area.

Affordability

The Applicant is committed to addressing the issuing of affordability in the region, and has previous applications throughout the region that reflect this. As part of this rezoning application, they propose to contribute \$5 per square foot above the base density of 1:1, to the affordability fund of the City of Victoria. In the current proposal, this would amount to *\$99,351, which will be rounded to \$100,000.* This contribution is consistent with the Inclusionary Housing Policy, presented by staff to Council on April 11th, 2019.

Safety and security

The creation of a resident population is the primary factor in creating a safe pedestrian environment, through the placement of ‘eyes on the street’, and in this design all areas of the site are overlooked in good proximity by multiple dwelling units. Site lighting will illuminate the areas between buildings with ambient light to promote safety and visibility of landscaped areas. It is important to note also that this lighting will be shielded and kept at a lower mounting height in order to avoid glare and light pollution to neighbouring properties.

Green Building Features

The Applicant has reviewed and is prepared to construct and develop the project in accordance with the principals of sustainable design. The following is a list of green building initiatives that will be deployed within the project.

- Individual residences have private outdoor deck living space
- Exterior insulated envelope
- **4 Electrical Vehicle charging stations installed, with rough ins provided for all underground stalls and one at grade stall.**
- High efficiency heating / pressurization systems for all common area spaces.
- All ductwork to be sealed with low toxin mastic.
- Natural and recyclable building materials, and where possible materials will be sourced within 800km of the site. Exterior envelope materials are highly durable, and detailing will suit life-span management of components.
- Multiple thermostatically controlled heating zones within each residence.
- Directly metered suites.
- Solar Ready Conduit from Electrical Room to Roof
- All windows EnergyStar® rated.
- Interior suite layouts designed to optimize natural daylighting.
- All appliances EnergyStar® rated.
- LED lighting throughout.
- Construction waste diverted from landfill during construction through smart on-site waste management
- Low-VOC paint in all interior areas.
- Low-flow plumbing fixtures used throughout all units.
- Secure, heated bike storage at parkade level w/ Bike Work Bench
- **Electric Bike Charging Locations within Bike Storage**

In preparing this rezoning and development permit application package the team has carefully considered community concerns, the relevant OCP objectives, and the DP Area Design Guidelines. The design is respectful of the neighbouring properties and proposes an elegant and timeless architecture that responds to the unique character of the location. We believe it will add to the strength and character of the South Jubilee neighbourhood and we look forward to presenting the project to Council. If you have any questions or require further clarification of any part of this application, please do not hesitate to contact our office.

Sincerely,

CASCADIA ARCHITECTS INC.



Gregory Damant, Architect AIBC LEED AP
Principal



Peter Johannknecht, Architect AIBC, LEED AP
Principal



Community Meeting Feedback Form

This form is intended to help establish a more standardized approach to recording feedback from the Community Meeting. The CALUC may either complete this form and submit it to the City or ensure that the same content is reflected in a letter provided in lieu of this form.

Location of proposed development (address):

1908-1920 Oak Bay Avenue

COMMUNITY MEETING DETAILS

Date: March 13, 2019

Location of Meeting: Begbie Hall, 2101 Richmond Rd

Meeting facilitated by (please name the Community Association Land Use Committee (CALUC)):

South Jubilee Neighbourhood Association.

Approximate total number of people in attendance:

60+ (including people from South Jubilee, Gonzales, and North Jubilee neighbourhoods, and 3 City staff, Rob Bateman, Mike Van Der Laan, Malcom Mclean)

Meeting Chair (please name):

Ben Ziegler

Note Taker (please name):

Kevin Ziegler

CALUC Chair or designate signature: _____

Ben Ziegler

Date: March 22, 2019

PROPOSED DEVELOPMENT DETAILS

Applicant represented by:

Peter Jawl, David Jawl, Elizabeth Jawl, Greg Damant (architect), Scott Murdoch (landscape architect), Jawl comptroller (name??)

The applicant explained that this proposal is to change the zoning and/or Official Community Plan for the subject property to accommodate the following proposal:

A mixed-use four-story development, with underground parking, retail at grade, and strata condominiums above. CR-3 zoning to new/site specific zoning. Existing building to be removed.

Community Questions and Answers:

Zoning and economics:

- Q: Will commercial space be strata as well? A: Yes - the units will be managed by the developer.
- Q: Unit mix? A: 14 -1 bedroom, 15 - 2 bedroom, 3 -2 bedroom + 3 studio = 35 total
- Q: Will Discovery Coffee (potential commercial on site) have a restaurant, too? A: Likely will be similar to current (Discovery) operations (without restaurant), but can't speak for them.
- Q: Affordability component? A: No.

Parking and transportation infrastructure

- Q: Charging stations for electric? A: Yes, but number required has not yet been determined. Intent is to future proof (for increased numbers).
- Q: Conversations with City about additional road crossing? A: Yes, started conversations... noted desire for cross-walk. Noted aligning issues with cross-walk. We've started a traffic and parking study for the project. (Note: decision re: traffic design is City domain... City staff also responded, noting they will gather data, and conduct an inter-departmental review).
- Q: Re: traffic congestion - have you thought about congestion from the crossing (if added)? A: Thought about it, that's why the traffic study. There will be more commercial parking than currently exists and will be slightly less commercial area than exists now.
- Q: Problem: Redfern St. as cut through to Leighton St. A: Happy to share results of the (transportation) study and counts. (A resident noted there are already issues with existing traffic use. City staff responded that City tend to look at these things from a neighbourhood level.)
- Q: Traffic count - where will it be? A: Along Oak Bay, Davie, Redfern.
- Q: Where will the employees park? A: Would have to be something that would be managed, given residential only parking is already on Redfern and Davie.
- Q: Have you worked with the City to have incentives for residents to not own cars? A: Touched on that very briefly. Done initial reach out to car share providers to see what that they could look like. Currently, there are numerous Modo spots within 5-minute walk from the site. We've done bus passes in the past, but they are very difficult to manage on an ongoing basis. There will also be secure bike parking in the building (47 stalls, and 11 at grade).
- Q: Concern - Residents parking on Redfern... the street is narrow. Lots of houses with no-driveways and lots of secondary suites. Some people do not use their own driveway. Some suites will have multiple vehicles, will people be able to park on Redfern? A: We feel 47 parking stalls is sufficient.
- Q: Where is residential visitor parking? A: Not labelled yet, ideally stalls up to the right of the ramp. Could add a gate at bottom of ramp to have some stalls outside of it, but it's not prudent to guess, given sensitivities of parking.

- Q: Is the City still thinking about bike lanes for Oak Bay Ave? A: Still looking at bike lanes on Leighton or Oak Bay, but Oak Bay is not in the immediate plan. (Ed. Note no current City transportation plan for Oak Bay corridor)

Construction, process, non-transportation infrastructure:

- Q: Landscape architect commented that nearby commercial tenants or owners haven't maintained the landscape. This development? A: All landscape on ground floor will be maintained by Jawl; will be watered automatically.
- Q: Once this goes through the approvals, will construction work be going on in evening and weekends? A: 7 a.m. to 8 pm., and 10-7 on weekends is currently permitted in bylaws.
- Q: Blasting? A: Do not anticipate much, if any. If any is done there is an additional permit requirement, as well as insurance requirements.
- Q: When Red Barn opened, employees were supposed to commute without cars, but it didn't last. A: it goes back to enforcement by City, and note that additional commercial parking is provided.
- Q: Where will service vehicles be during construction? A: Currently looking at various options; will try to secure some from neighbours, but there will always be some construction related traffic.
- Q: Length of construction? A: 14-18 months, plus roughly 1 year for permitting (prior to start of construction).
- Q: Will Redfern be shut off? A: Would not be allowed to shut off a road without special privileges from City, acquired on a fee basis.
- Q: Performance of building (e.g. heating)? A: Passive building approach, heat recovery ventilation, orientation of building also helps. All new projects need to be Step Code 1 (at a minimum), which requires a higher energy efficiency requirement.

Design:

- Q: Do you have visuals from the church side; what will it look like from there? A: No, but will look similar to sightline from Redfern, with 10 foot setback on 2nd floor.
- Q: Who would maintain the greenery (e.g. on the 2nd floor)? A: will be limited common property - would be maintained by the strata corporation.
- Q: Have you considered the transition to the traditional neighbourhood to the north? Did you think about a smaller 4th floor that pulls more to the south? A: (Developer showed slide) Each residential floor being a bit smaller as you go up.
- Q: Why need to build 4 story? A: Development company has a philosophy about densification. Architect said project would be less financially viable, would rather see one more story and a higher quality building. Could last 75-100 years.
- Q: The requested height is almost 50% more than current zoning and the FSR will be double the current zoning. Are there any bonus density offsets, i.e. affordable units, park space, community space etc.? A: No discussions with City yet.
- Q: Is there a complete shadow study that shows the effect of the building on the traditional homes to the north? The one on your slides cuts off the before the shadow ends. A: A complete one can be made available.
- Q: How is the privacy of the traditional homes to the north being respected? North side of building design blocked by tree in slide. A: 4th floor is recessed and with Juliette style balconies. 2nd and 3rd floors are pulled back.
- Q: Very nice building, but just too big. A: We've been working on this for 14 months, engaging with residents, and reduced size of project from 6 stories to 4.
- Q: Losing Gardenworks will be a loss to the community. Thought about incorporating it into the plan? A: At this time, it's not looking likely it will be coming back. We have a good working relationship them (Gardenworks), but they have incredibly unique space requirements.

- Q: Where is the venting from the parkade, and noise, going? Air in at ramp, exhaust out near entrance to site on Redfern. Fan will be in the basement. There are some ways to mitigate sound from mechanical. Heat pump condensers would be in basement.
- Q: Coffee shop / restaurant exhaust? A: It's an issue for the building tenants as well.

Community Comments

Key Areas of Concern (Summary)

- Building: size, density, height, shade, HVAC noise, landscape maintenance...
- Transportation: traffic volume, traffic flow, pedestrian flow, parking, bike lane impact...
- Construction phase
- Coordination with (future) plans:- Oak Bay Corridor plan, Jubilee Neighbourhood Plan update
- Market focus: higher end owners, car culture

(Other) Positive comments

- Engagement of residents (by developers) during the planning process
- Massing is very appropriate to site. Setback is also appropriate.
- Very nice looking building.

(Other) Negative comments

- Redfern is ridiculously narrow. People will use Redfern and Leighton to get in and out of the new building. Traffic is going to continue to increase.
- This new development would be a prime location for no-parking building.
- Concern is not as much with on-site (parking), as with impact of extra vehicles on neighbourhood.

CALUC Chair or designate signature: Ben Ziegler Date: March 22, 2019



312 - 645 Fort Street, Victoria, BC V8W 1G2
| T: 250.220.7060

urbansystems.ca

1920 Oak Bay Avenue TRANSPORTATION STUDY

Prepared for
Jawl Residential

April 24 2019

File no.
4669.0001.01

Contents

1.0	Introduction.....	1
1.1	Location	1
1.2	Context.....	2
1.3	Proposed Redevelopment	5
2.0	Traffic + Road Network	7
2.1	Background Conditions.....	7
2.2	Post-Development Conditions	10
2.3	Crosswalk Review.....	14
3.0	Site Parking Demand	16
3.1	Parking Requirement	16
3.2	Commercial Parking Demand.....	17
3.3	Residential Parking Demand	18
3.4	Summary.....	20
4.0	Off-Site Parking	21
5.0	Transportation Demand Management.....	24
5.1	Carshare	24
5.2	Bus Stops.....	24
6.0	Summary	25
6.1	Recommendations	25

Appendices

- Appendix A. Synchro Traffic Model Reports
- Appendix B. Detailed Trip Generation Rates
- Appendix C. Pedestrian Crossing Control Device Warrant
- Appendix D. Detailed Parking Demand Rates

1.0 Introduction

Urban Systems Ltd has been retained by Jawl Residential to complete a transportation study of the proposed redevelopment of the 1908-1920 Oak Bay Avenue properties on the northwest corner of the Oak Bay Avenue / Redfern Street intersection. The study is a comprehensive review of the potential transportation impacts on the surrounding community, with specific consideration of the following:

- The Oak Bay Avenue / Redfern Street intersection performance and potential impacts on the surrounding road network, including on nearby local streets;
- The proposed parking supply and expected parking demand associated with the site redevelopment;
- On-street parking conditions and neighbourhood parking management; and
- Opportunities to limit parking and traffic impacts through transportation demand management ("TDM").

1.1 Location

The subject site is located on the 1908-1920 Oak Bay Avenue properties, on the northwest corner of the Oak Bay Avenue / Redfern Street intersection. See **Figure 1**.

FIGURE 1. STUDY AREA



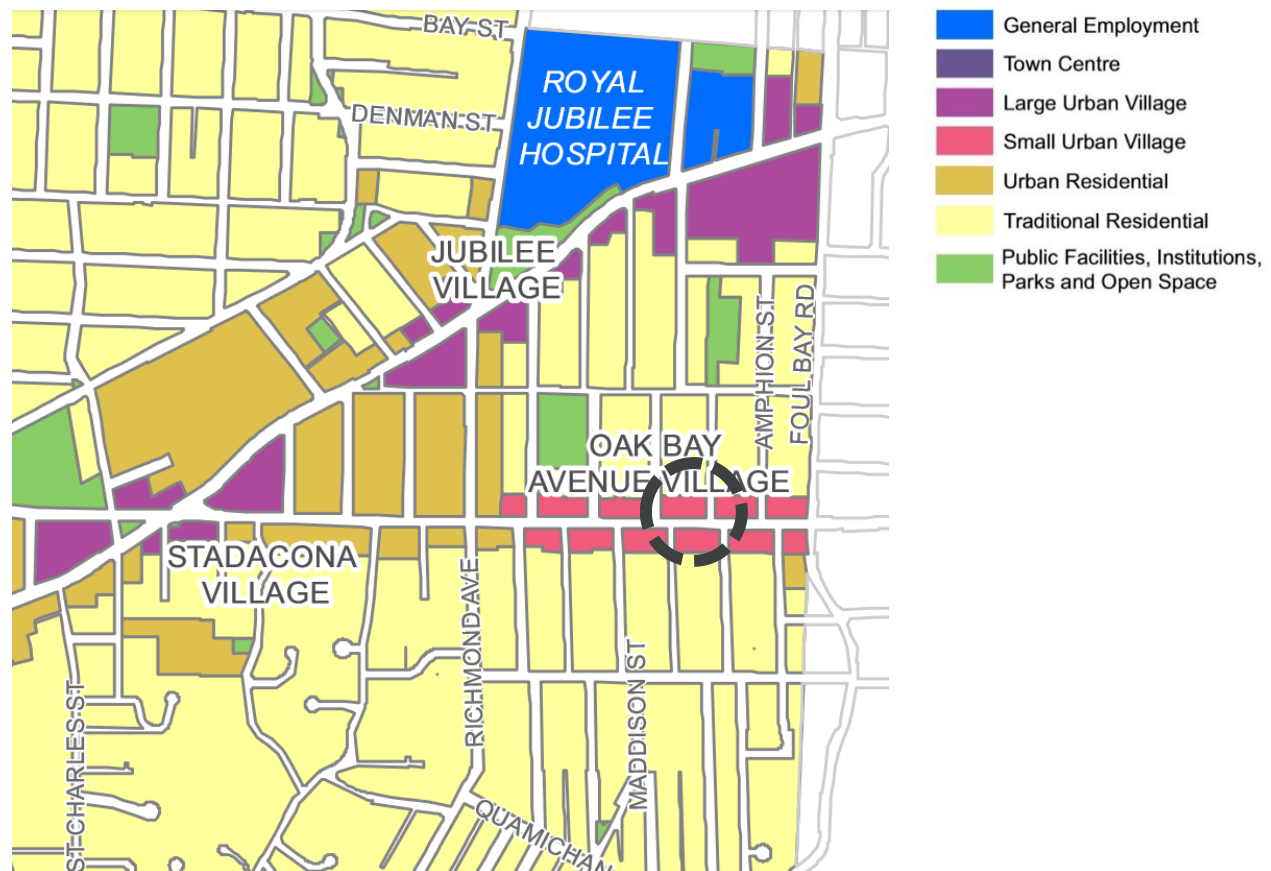
1.2 Context

1.2.1 Land Use

The site is within the City of Victoria, approximately 180m (two blocks) west of the boundary with the District of Oak Bay (at Foul Bay Road).

The Official Community Plan (“OCP”) identifies the site as **Small Urban Village** (the Oak Bay Avenue Village). See **Figure 2**. Areas designated Small Urban Village consist of commercial and community services primarily serving the surrounding residential area, in low-rise, ground-oriented multi-unit residential and mixed-use buildings generally up to four storeys in height along arterial and secondary arterial roads and three storeys in height in other locations, serving as a local transit service hub¹.

FIGURE 2. URBAN PLACE DESIGNATIONS, VICTORIA OCP



¹ City of Victoria, Official Community Plan, Section 6.1.7, pg 35. Available online: www.victoria.ca/assets/Departments/Planning-Development/Community-Planning/OCP/OCP_Sec6_Jan2019_web.pdf

1.2.2 Travel Options

The following is an overview of the transportation infrastructure / services in proximity to the site and the travel options available that would be available to site residents, employees, and customers.

Walking The subject site is located on Oak Bay Avenue at the centre of the Oak Bay Avenue Village identified in the OCP. The area of Oak Bay Avenue within a 3-minute walk (200m) includes grocery, hardware and other retail uses, restaurants and cafes, and a variety of personal and professional services (i.e., medical, dental, fitness, tailors, etc).

The subject site is also approximately a 3-minute walk (200m) from Redfern Park and within a 10-minute walk (800m) of two Large Urban Villages (Jubilee Village, Stadacona Village), Royal Jubilee Hospital, and Oak Bay Recreation Centre. The Oak Bay Village - identified in the District of Oak Bay's OCP as it's primary commercial centre - is also within a 10-minute walk of the site.

The subject site's WalkScore is 89 ("very walkable, most errands can be accomplished on foot")², indicating a high level of walkability.

Sidewalks are provided on the both sides of all streets in the vicinity of the site. Sidewalks on Oak Bay Avenue generally exceed 2.0m in width. Certain local streets (including Redfern Street) have a boulevard with street trees between the sidewalk and street.

Leighton Road and Davie Street / Lee Avenue are identified in the OCP as People Priority Greenways, meaning they are located on secondary and traffic-calmed streets and designed specifically for pedestrians, bicycles and other non-motorized rolling traffic³.

Cycling The subject site is approximately 3.0-km from downtown Victoria, 2.5-km from Camosun College (Lansdowne Campus) and 4.0-km from the University of Victoria (4.0-km), all within comfortable cycling distance for most.

Cycling is facilitated by conventional bicycle lanes on Fort Street, Cadboro Bay Road and Richmond Road to the north, west and east of the subject site. Recent buffered and protected bicycle lane improvements on Fort Street, Pandora Avenue and Begbie Street facilitate cycling to/from downtown Victoria. Future cycling infrastructure improvements are anticipated on either Oak Bay Avenue and/or Leighton Road that would better connect the Jubilee neighbourhood to downtown Victoria.

² More information on the site's WalkScore is available online at: www.walkscore.com/score/210-wilson-st-victoria-bc-canada

³ City of Victoria, Official Community Plan, Section 7.1.5, pg 62. Available online: www.victoria.ca/assets/Departments/Planning-Development/Community-Planning/OCP/Replaced/OCP_Sec7_Jul2017_web.pdf

Public Transit

Transit routes that can be accessed from bus stops (100502, 100512) on Oak Bay Avenue immediately adjacent the subject site are as follows:

- No.2 – James Bay / South Oak Bay / Willows provides service to/from James Bay via downtown Victoria; and
- No.8 – Interurban / Tillicum Mall / Oak Bay provides service to/from Camosun College (both campuses) and both Hillside and Mayfair Shopping Centres.

Transit routes that can be accessed from bus stops (100517, 100522) on Foul Bay Road approximately 200m from the subject site are as follows:

- No.3 – James Bay / Royal Jubilee provides service to downtown Victoria via the Fairfield / Gonzalez neighbourhood; and
- No.7 – Uvic / Downtown provides service to downtown Victoria and the University of Victoria via Foul Bay Road and Fairfield Road.

Transit routes that can be accessed from bus stops (100498, 100515) on Fort Street approximately 500m from the subject site are as follows:

- No.11 – Tillicum Mall / UVic provides service between to the University of Victoria, downtown Victoria and Tillicum Mall.
- No.15 – Esquimalt / UVic is an identified Regional Route that provides frequent service to the University of Victoria, Camosun College (Lansdowne campus), downtown Victoria and the Esquimalt Dockyard.

Other transit routes that can be accessed within a 10-minute walk (800m) of the subject site include the 1 – South Oak Bay / Downtown, 10 – James Bay / Royal Jubilee, and 14 – Vic General / UVic (Frequent Services, 15-minutes or better).

The *Victoria Region Transit Future Plan*⁴ identifies Oak Bay Avenue, Foul Bay Road and Fort Street as corridors in the Frequent Transit Network that will have a service frequency of 15 minutes or better between 7:00am to 10:00pm, 7 days a week. Access to these three corridors within 500m of the subject site will support transit use among residents, employees and customers. Further, a transit exchange is identified at the Royal Jubilee Hospital that will facilitate transfer between routes.

⁴ BC Transit, *Transit Future Plan Victoria Region: Executive Summary*, 2011.
Available online at: www.bctransit.com/victoria/transit-future

Carshare The most prevalent local two-way carshare service is Modo, with approximately 70 vehicles in the Capital Region (as of January 2019)⁵. Members can access any vehicle within the fleet and pay usage based on the length of time and distance of their trip.

Four vehicles are located within a 5- to 10-minute walk of the site:

- Bouchier Street near Amphion Street (approx. 400m);
- Jubilee Avenue at Oak Bay Avenue (500m);
- Bee Street opposite Oak Bay Recreation Centre (625m); and
- Monterrey Avenue at Monterrey Recreation Centre (700m)

1.3 Proposed Redevelopment

1.3.1 Land Use

The site is currently occupied by two distinct retail uses (garden store at 1908 Oak Bay Ave, picture framing business at 1920 Oak Bay Ave).

The redevelopment proposal is for a four-storey mixed-use building consisting of approximately 7,700 sqft (715m²) of ground-floor commercial uses with 35 multi-family residential units on the upper floors. All residential units will be condominium units subject to strata title. The ground-floor commercial tenants are unknown and - based on direction provided by the applicant - a mix of restaurant and retail uses is assumed for the purposes of this study.

1.3.2 Parking

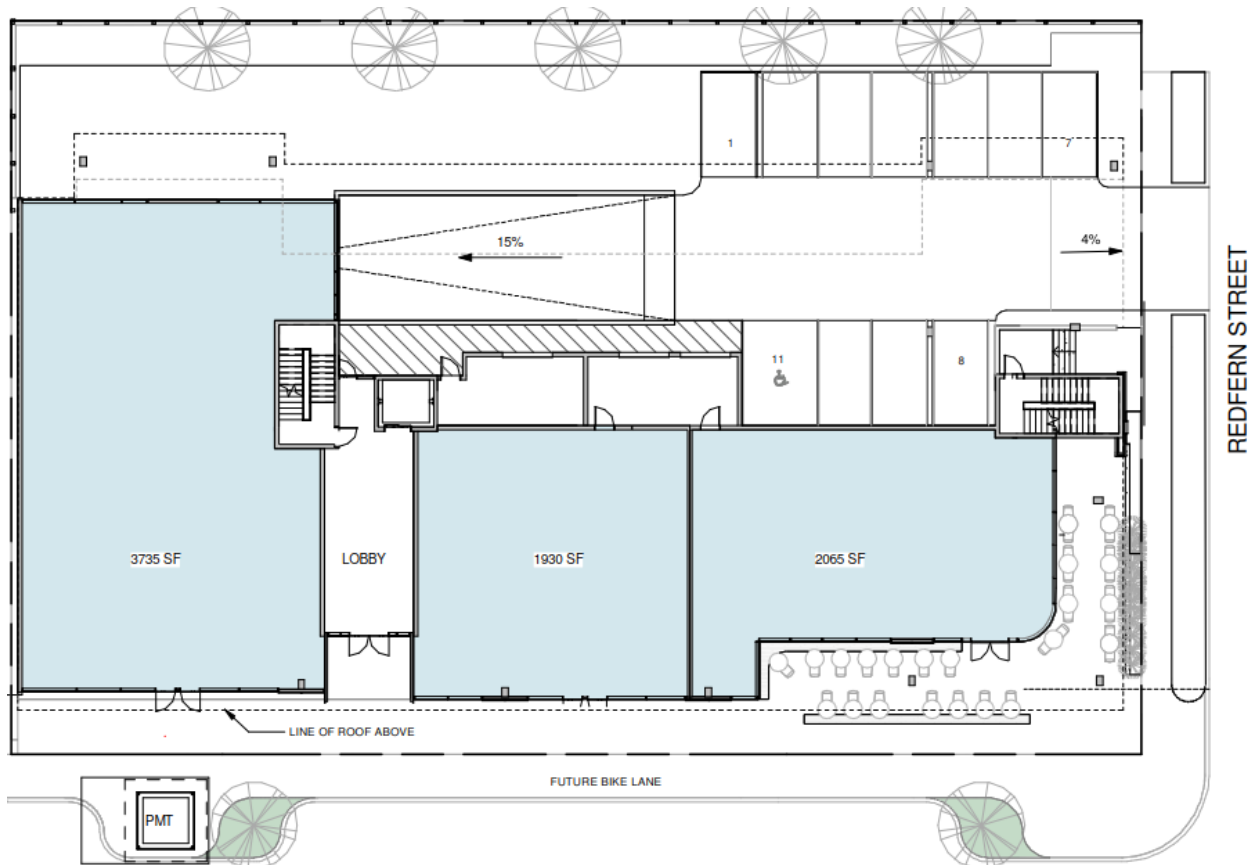
The proposal includes a total of 58 parking spaces. The underground parking facility consists of 47 spaces and a surface parking area concealed at the back of the building consists of 11 spaces.

1.3.3 Access

Site access is proposed via Redfern Street approximately 30m north of Oak Bay Avenue. See **Figure 3**.

⁵ Count based on Modo "Car Map", available online at: www.modocoop/map

FIGURE 3. PROPOSED GROUND FLOOR PLAN⁶



⁶ Site plan provided by Jawl Residential by email, February 11 2019

2.0 Traffic + Road Network

Background and post-development intersection performance has been assessed for the Oak Bay Avenue / Redfern Street intersection. The results are presented below.

2.1 Background Conditions

2.1.1 Road Network

Oak Bay Avenue is a two-lane undivided road and classified as a Secondary Arterial⁷. On-street parking is available along much of Oak Bay Avenue in the vicinity of the site (refer to Section 4.0 for a detailed account of on-street parking).

Redfern Street is a two-lane undivided road and classified as a Local Road⁸ with on-street parking on both sides. Redfern Street intersects Oak Bay Avenue in an off-set configuration, with the south leg approximately 20m east of north leg.

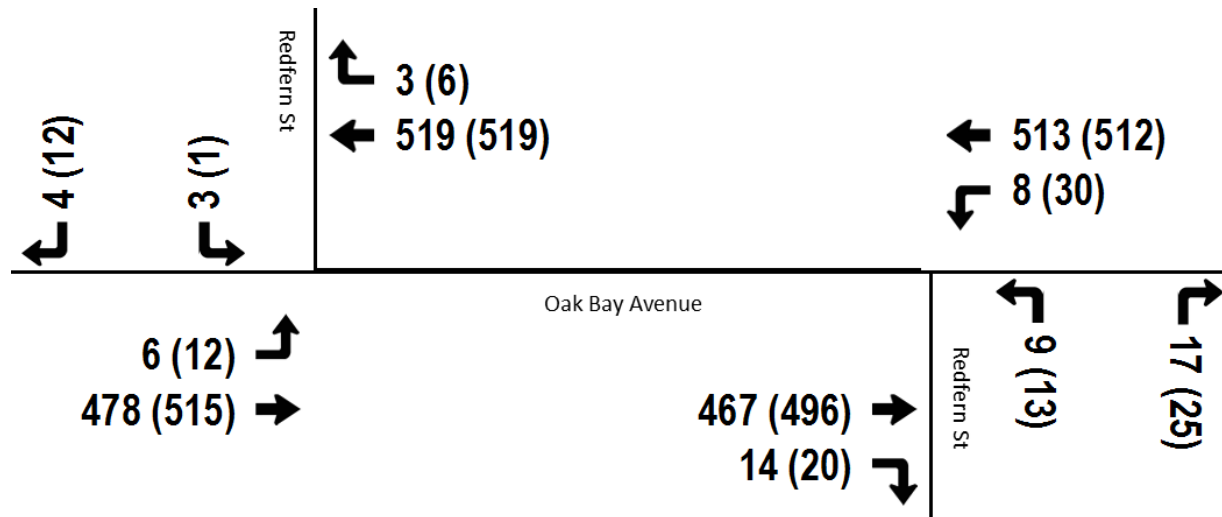
2.1.2 Traffic Volumes

Intersection turning movement counts were collected for the Oak Bay Avenue / Redfern Street intersection on Tuesday March 5, 2019 from 7:00 to 9:00am and 3:00 to 6:00pm. **Figure 4** illustrates the background traffic volumes during the morning (8:00-9:00am) and afternoon (3:45-4:45pm) peak hours.

⁷ Road Classification Map, <https://www.victoria.ca/EN/main/residents/transportation/transportation-reference-documents.html>

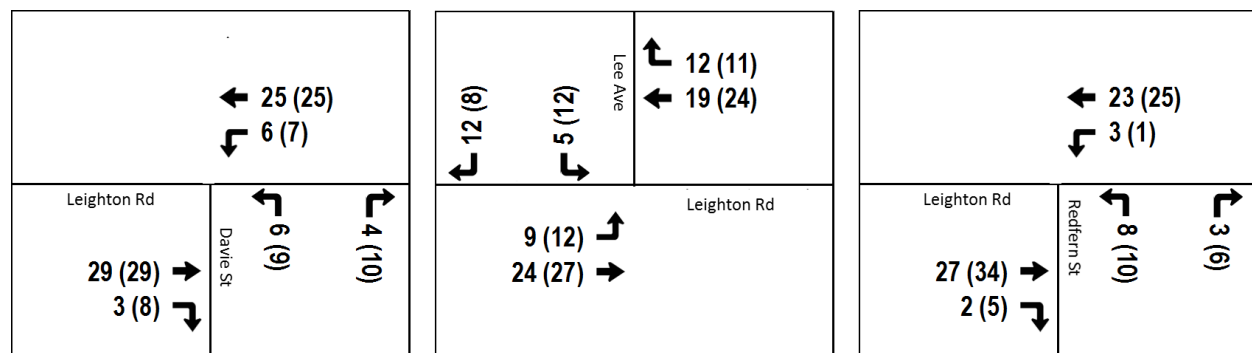
⁸ Ibid.

FIGURE 4. BACKGROUND AM (PM) PEAK HOUR TRAFFIC VOLUMES



Intersection turning movement counts were also collected on Leighton Street at the Redfern Street, Lee Avenue and Davie Street intersections on Tuesday March 26, 2019 during the morning (8:00-9:00am) and afternoon (3:45-4:45pm) peak hours⁹. See **Figure 5**.

FIGURE 5. AM (PM) PEAK HOUR TRAFFIC VOLUMES, LEIGHTON STREET INTERSECTIONS



Pedestrian counts were also collected during the count periods. At Davie Street intersection and Lee Avenue intersection, the number of pedestrian crossing Leighton Road were no more than five pedestrians per hour. At Redfern Street, approximately 20 to 35 pedestrians crossing Leighton Road were observed during the morning and afternoon peak hours.

⁹ The Leighton Street intersection counts were completed at the request of the applicant based on feedback received during the March 2019 Community and Land Use Committee (CALUC) meeting. The focus of the traffic analysis in this study is the Oak Bay Avenue / Redfern Street intersection and the Leighton Street intersections have not been analyzed further.

2.1.3 Intersection Performance

Synchro v10.1 was used to evaluate the traffic operational performance under the existing condition. Key traffic measures including Level of Service (LOS), delay, volume-to-capacity (v/c), and queue length are summarized in **Table 1**. Detailed Synchro reports are provided in **Appendix A**.

TABLE 1. BACKGROUND AM (PM) SYNCHRO RESULTS, OAK BAY AVENUE / REDFERN STREET

Road	Approach	Control Type	Movement	LOS	V/C	Delay (sec/veh)	95th Queue (m)
Oak Bay Avenue + Redfern Street (West)							
Oak Bay Ave	EB	Free	L	A (A)	0.01 (0.02)	0.1 (0.2)	0.2 (0.4)
		Free	T	A (A)	0.01 (0.02)	0.2 (0.4)	0.2 (0.4)
	WB	Free	T	A (A)	0.33 (0.34)	0 (0)	0 (0)
		Free	R	A (A)	0.33 (0.34)	0 (0)	0 (0)
Redfern St	SB	Stop	L	B (B)	0.04 (0.06)	14.4 (14.2)	1 (1.4)
		Stop	R	B (B)	0.04 (0.06)	14.4 (14.2)	1 (1.4)
Overall Intersection				A (A)	-	0.3 (0.5)	-
Oak Bay Avenue + Redfern Street (East)							
Oak Bay Ave	EB	Free	T	A (A)	0.33 (0.34)	0 (0)	0 (0)
		Free	R	A (A)	0.33 (0.34)	0 (0)	0 (0)
	WB	Free	L	A (A)	0.01 (0.04)	0.2 (0.5)	0.3 (0.9)
		Free	T	A (A)	0.01 (0.04)	0.3 (1)	0.3 (0.9)
Redfern St	NB	Stop	L	C (C)	0.1 (0.21)	16.2 (20.7)	2.5 (5.8)
		Stop	R	C (C)	0.1 (0.21)	16.2 (20.7)	2.5 (5.8)
Overall Intersection				A (A)	-	0.7 (1.5)	-

The model results indicate that under the existing condition, the staggered intersection operates at LOS “A” at the intersection level with minimal delay. Oak Bay Avenue generally operates at free flow condition minimal delay and the delay on Redfern Street is up to approximately 20 seconds. The 95th percentile queue lengths on all approaches appear to be minimal to moderate.

2.2 Post-Development Conditions

2.2.1 Trip Generation

Trip generation refers to the number of new trips that will be generated by the proposed land use. Trip generation rates and directional split (% in/out) are based on the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 10th Edition*. The trip rate for residential uses is based on the Multi-Family (221) rate, while the trip rate for retail and restaurant uses is based on the average rate for a number of related uses. The full description of the retail and restaurant trip generation is described in **Appendix B**.

The proposed development is anticipated to generate 34 trips (17 in, 17 out) in the AM peak hour and 81 trips (47 in, 34 out) in the PM peak hour. See **Table 2**.

TABLE 2. SUMMARY OF POST-DEVELOPMENT TRIP GENERATION (WEEKDAY)

Land Use	Trip Rate	Quantity	Unit	Total Trips	In%	Out%	Trips In	Trips Out
AM								
Residential	0.36	35	DU	13	26%	74%	3.3	9.3
Retail	1.4	3.85	KSF	5	68%	32%	3.6	1.7
Restaurant	4.2	3.85	KSF	16	61%	39%	10.0	6.4
			Total	34			17	17
PM								
Residential	0.44	35	DU	15	61%	39%	9	6
Retail	6.6	3.85	KSF	25	50%	50%	13	13
Restaurant	10.6	3.85	KSF	41	61%	39%	25	16
			Total	81			47	34

2.2.2 Trip Distribution + Assignment

Site access is proposed via Redfern Street approximately 30m north of Oak Bay Avenue (Redfern Street is the more minor street, consistent with the requirement of the City's *Highway Access Bylaw*). The trip distribution was based on the peak hour traffic directional split on the Redfern Street, where northbound traffic represents 40% and southbound traffic represents 60% of the total two-way volume. See **Table 3**.

TABLE 3. TRIP DISTRIBUTION

	Distribution	AM	PM
North via Redfern Street	40%	14	33
South via Oak Bay Avenue / Redfern Street	60%	21	49
	Total	34	81

The current intersection turning movement volumes at Oak Bay Avenue / Redfern Street were used in assigning developed trips at the intersection. The distributions are summarized in **Table 4**. New trips were assigned to the network as shown in **Figure 6**. Total post-development traffic volumes (background + development) are shown in **Figure 7**.

TABLE 4. TRIP DISTRIBUTION, OAK BAY AVENUE / REDFERN STREET INTERSECTION

	AM			PM		
	West	East	Total	West	East	Total
In Trips	67%	33%	100%	67%	33%	100%
Out Trips	57%	43%	100%	92%	8%	100%

FIGURE 6. DEVELOPMENT AM (PM)

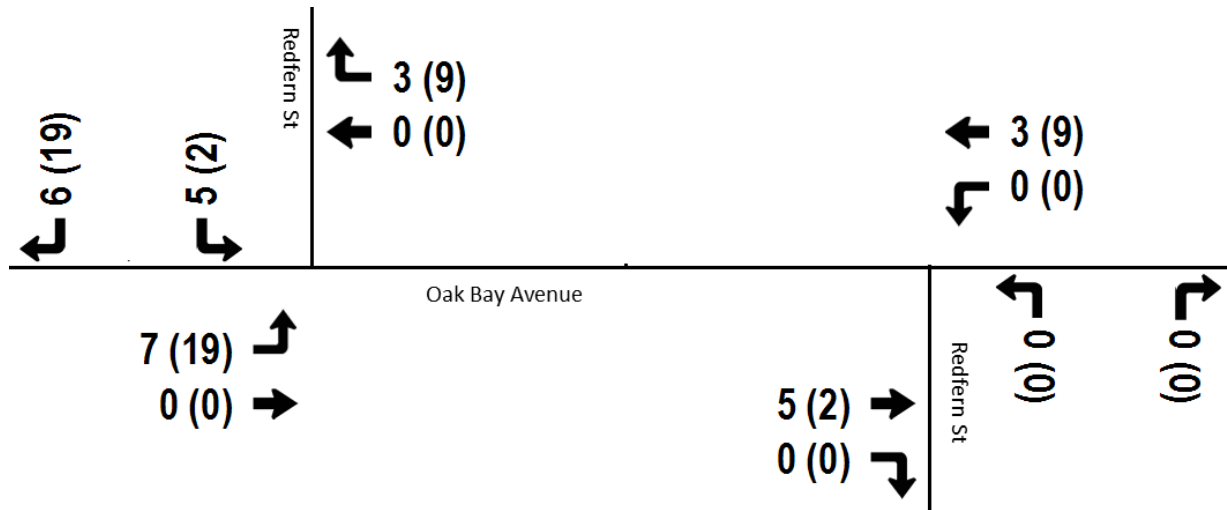
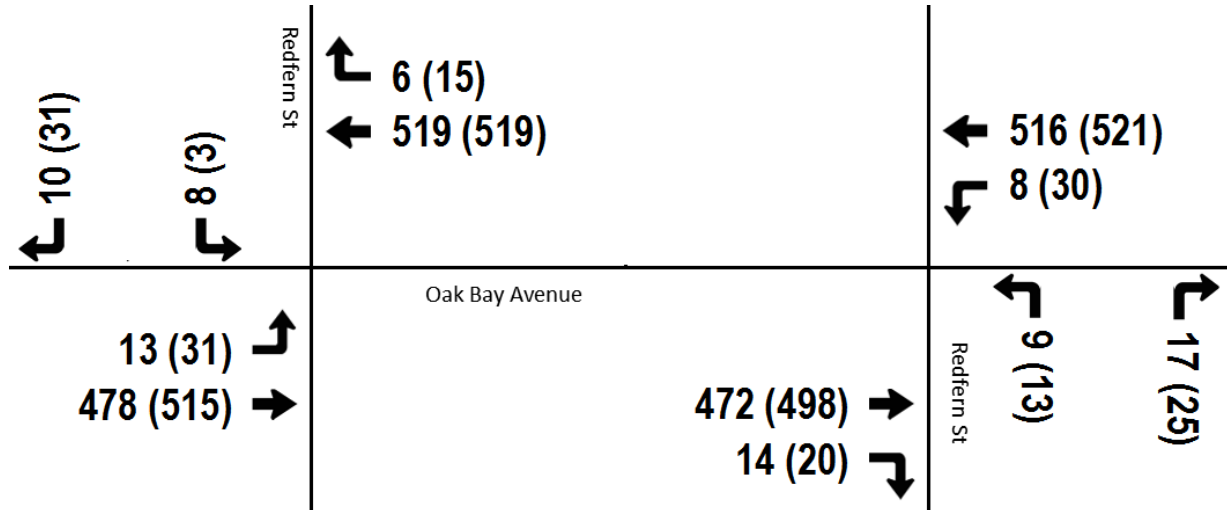


FIGURE 7. POST DEVELOPMENT AM (PM)



2.2.3 Intersection Performance

A summary of post-development Oak Bay Avenue / Redfern Street intersection performance is provided in **Table 5**. The analysis indicates that the intersection is expected to operate at a similar level of service compared to today's condition, with approximately 20 seconds of delay on Redfern Street. The 95th percentile queue lengths in all approaches are expected to remain as moderate.

TABLE 5. POST-DEVELOPMENT AM (PM) SYNCHRO RESULTS, OAK BAY AVE / REDFERN ST

Road	Approach	Control Type	Movement	LOS	V/C	Delay (sec/veh)	95th Queue (m)
Oak Bay Avenue + Redfern Street (West)							
Oak Bay Ave	EB	Free	L	A (A)	0.02 (0.04)	0.2 (0.6)	0.4 (1)
		Free	T	A (A)	0.02 (0.04)	0.5 (1.1)	0.4 (1)
	WB	Free	T	A (A)	0.34 (0.36)	0 (0)	0 (0)
		Free	R	A (A)	0.34 (0.36)	0 (0)	0 (0)
Redfern St	SB	Stop	L	C (C)	0.11 (0.17)	15.5 (16.2)	2.7 (4.5)
		Stop	R	C (C)	0.11 (0.17)	15.5 (16.2)	2.7 (4.5)
Overall Intersection				A (A)	-	0.8 (1.3)	-
Oak Bay Avenue + Redfern Street (East)							
Oak Bay Ave	EB	Free	T	A (A)	0.33 (0.34)	0 (0)	0 (0)
		Free	R	A (A)	0.33 (0.34)	0 (0)	0 (0)
	WB	Free	L	A (A)	0.01 (0.04)	0.2 (0.5)	0.3 (0.9)
		Free	T	A (A)	0.01 (0.04)	0.3 (1)	0.3 (0.9)
Redfern St	NB	Stop	L	C (C)	0.1 (0.21)	16.3 (21)	2.6 (5.9)
		Stop	R	C (C)	0.1 (0.21)	16.3 (21)	2.6 (5.9)
Overall Intersection				A (A)	-	0.7 (1.5)	-

Based on the traffic analysis, it was concluded that the increase in traffic resulting from the proposed development will not tangibly impact conditions at the study intersection. Since the study intersection operates at acceptable condition with no significant operational issues, intersection improvement is not required.

2.3 Crosswalk Review

A new crosswalk has been requested on Oak Bay Avenue between the Redfern Street north and south legs. See **Figure 8**. Currently there is no marked crosswalk at this location. A crosswalk currently exists on Oak Bay Avenue at Davie Street approximately 95m to the west (which aligns with the north-south greenway identified in the OCP). Crossing is also facilitated at the Foul Bay Road signalized intersection approximately 150m east of the requested crossing location.

Redfern Park one-block north of the intersection location is a popular pedestrian destination for the neighbourhood. The redevelopment of the properties on Oak Bay Avenue immediately south of this location to include major grocery and hardware stores have increased pedestrian activity in the area in recent years. The redevelopment of the property on the intersection northeast corner (1928 Oak Bay Avenue, under construction) and the potential redevelopment of the subject site is expected to further intensify pedestrian activity on this intersection.

FIGURE 8. OAK BAY AVENUE / REDFERN STREET INTERSECTION CROSSING LOCATION



2.3.1 Traffic Signal Warrant

A traffic signal warrant was completed using the *TAC Traffic Signal Warrant Handbook (2007)* to determine if a traffic signal is required at this location (which would facilitate pedestrian crossing). The warrant concluded that a traffic signal is not warranted at this intersection. These findings are consistent with the conclusion of Section 2.2, above.

2.3.2 Pedestrian Crossing Warrant

The Transportation Association of Canada's (TAC) *Pedestrian Crossing Control Guide, 2018* was used to determine if a crosswalk is warranted at the Oak Bay Avenue / Redfern Street intersection and to select the appropriate crosswalk treatment. The TAC pedestrian crossing decision support tool relies on the following characteristics in determining whether a location is a candidate for pedestrian crossing control:

- Number of Travel Lanes – **Two-Lanes**
- Posted Speed Limit – **50 km/h**
- Hourly Pedestrian Volume – **21** (126 pedestrians over a 6-hour period)¹⁰
- Average Daily Traffic – **10,000**¹¹
- Distance from Other Traffic Control – **95m** (crosswalk at Oak Bay Avenue / Davie Street)

The candidate location meets or exceeds all conditions in the TAC guide required for a basic crosswalk installation with the exception of spacing to the adjacent crosswalk at Oak Bay Avenue / Davie Street. The TAC guide suggests that spacing should be at least 100 to 200m, depending on the jurisdiction, and the spacing to the crosswalk at Oak Bay Avenue / Davie Street is 95m.

The TAC guide, however, indicates that pedestrian crossing control may still be appropriate where the location is on a pedestrian desire line due to the presence of key pedestrian generators on either side of the road. The existing commercial uses on the south side of this location are some of the highest generating uses on Oak Bay Avenue. The TAC guide defines high pedestrian volume as 25 pedestrians per hour for at least four hours of a typical day. Since the observed data showed an average of 21 pedestrians over a 6-hour period with more than 25 pedestrians for two consecutive hours, the pedestrian activity is considered to be medium to high. The additional commercial uses of the subject site and adjacent site under construction will further increase the pedestrian activity in the area.

Based on the above conditions, a marked crosswalk with side mounted signs is installed is recommended at this location. The detailed pedestrian crossing control warrant is included in **Appendix C**. The City may study the Redfern Street and Davie Street locations more comprehensively, including completing pedestrian counts at both locations, if there is concern that the crossing locations are too closely spaced. Pedestrian counts on Leighton Road – one block north of Oak Bay Avenue – found a significantly greater number of crossings at Redfern Street compared to streets immediately west (Lee Avenue, Davie Street).

¹⁰ Pedestrian crossing volumes were observed over a 6-hour period from 10:00am to 2:00pm and 4:00 to 6:00pm on Tuesday, March 05 2019.

¹¹ Average daily traffic was estimated by applying a factor of 10 to the PM peak hour traffic volume (a typical factor applied in a urban environment). For comparison, the City's online mapping system ("VicMap") indicates two-way daily traffic volumes on Oak Bay Avenue to be 12,702 based on a 2018 count.

3.0 Site Parking Demand

3.1 Parking Requirement

The required off-street parking supply is determined through the City's Zoning Bylaw no.80-159, Schedule C: Off-Street Parking Requirements¹². The site parking requirement is 76 spaces, as shown in **Table 6**.

TABLE 6. SUMMARY OF OFF-STREET PARKING REQUIREMENT ("OTHER AREA")

Land Use	Quantity	Minimum Parking Supply	
		Rate	Total
Condominium (greater than 70m ²)	21 units	1.45 per unit	30.5
Condominium (between 45m ² and 70m ²)	14 units	1.0 per unit	14.0
Visitor	35 units	0.1 per unit	3.5
Subtotal			48
Restaurant	357.5 m ²	1 per 20m ²	17.9
Subtotal			18
Retail	357.5 m ²	1 per 37.5m ²	9.5
Subtotal			10
TOTAL			76

The subject site is designated as a Small Urban Village in the OCP and is therefore subject to the minimum parking supply requirements applied to "other areas", as identified above. If the site were designated a Large Urban Village and the "Village / Centre" minimum parking requirements applied, the total requirement would be 64 parking spaces (12 less than is required).

¹² Available online at:
<https://www.victoria.ca/assets/Departments/Planning-Development/Development-Services/Zoning/Bylaws/Schedule%20C.pdf>

3.2 Commercial Parking Demand

The proposed rezoning allows for a variety of commercial uses, although the exact tenants / business types are unknown at the time this report was produced. The applicant has indicated that a combination of restaurant and retail tenants are anticipated¹³. The following analysis assumes that the ground-floor commercial space (7,700 m²) will be 50% restaurant and 50% retail uses.

The anticipated parking demand for the site's commercial uses is based on data obtained through local observations as part of the 2016/2017 review of the City's off-street parking regulations, contained in Working Paper no.3¹⁴. The anticipated parking demand is 1.25 vehicles per 100m² for retail uses and 3.79 vehicles per 100m² for restaurant uses. Applied to the site land uses, the total commercial parking demand is anticipated to be 18 vehicles. See **Table 7**. Full details are contained in **Appendix D**.

TABLE 7. SUMMMARY OF COMMERCIAL PARKING DEMAND

Land Use	Quantity	Parking Demand	
		Rate	Total
Retail	357.5m²	1.25 vehicles per 100m²	4
Restaurant		3.79 vehicles per 100m²	14
Total			18

¹³ Based on email correspondence received February 20 2019

¹⁴ Review of Zoning Regulation Bylaw Off-Street Parking Requirement (Schedule C), Working Paper No. 3: Parking Demand Assessment, prepared by Boulevard Transportation / Watt Consulting Group, September 2016.

3.3 Residential Parking Demand

The following section describes estimating residential parking demand using two methods - observations at representative sites and vehicle ownership data.

3.3.1 Residents, Observations of Representative Sites

Anticipated residential parking demand is estimated based on observations of parking demand at twelve multi-family residential sites nearby the subject site (representing 297 units). The average parking demand rate is 0.86 vehicles per unit for condominium sites and 0.71 vehicles per unit for all sites (including apartments). See **Table 8**. The condominium parking demand applied the proposed 35 units suggests resident parking demand will be 30 vehicles.

TABLE 8. PARKING OBSERVATIONS AT REPRESENTATIVE MULTI-FAMILY RESIDENTIAL SITES¹⁵

Site	Building Type	No.	Observed Vehicles[2]	Parking Demand Rate
1505 Belcher Avenue	Apartment	33	17	0.52
1537 Belcher Avenue	Apartment	43	19	0.44
1540 Belcher Avenue	Condominium	9	6	0.67
1070 Chamberlain Street	Condominium	6	6	1.00
1520 Jubilee Avenue	Apartment	29	15	0.52
1741 Oak Bay Avenue	Condominium	5	5	1.00
1764 Oak Bay Avenue	Apartment	41	19	0.46
1792 Rockland Avenue	Condominium	15	13	0.87
1653 Oak Bay Avenue	Apartment	24	14	0.58
1665 Oak Bay Avenue	Condominium	25	19	0.76
1520 Richmond Avenue	Apartment	22	14	0.64
1555 Richmond Avenue	Apartment	45	47	1.04
Average (Apartment)				0.60
Average (Condominium)				0.86
Average (All)				0.71

¹⁵ Observation undertaken on Thursday February 28, 2019 from 8:00 to 9:00pm.

3.3.2 Residents, Vehicle Ownership Data

Alternatively, anticipated resident parking demand is estimated below based on vehicle ownership data from representative sites in the City of Victoria. All referenced vehicle ownership data was provided by the Insurance Corporation of British Columbia (ICBC) through the *Vehicle Ownership Request* program, as contained in *Working Paper no.3* that was prepared in 2016 / 2017 as part of the City's review of off-street parking regulations¹⁶.

Anticipated parking demand for the residential units is based on vehicle ownership data for condominium sites in areas classified as a Large Urban Village or Town Centre in the OCP, which are thought to best represent the subject site location on Oak Bay Avenue immediately adjacent a variety of commercial and service uses and with good access to public transit. The average vehicle ownership rate for the nine sites surveyed (representing 382 units) is 0.83 vehicles per unit. See **Table 9**. Applied to the subject site, this suggests that resident parking demand will be approximately 29 vehicles and is consistent with the parking demand estimate based on local observations calculated in Section 3.3.1 (above).

TABLE 9. VEHICLE OWNERSHIP AT REPRESENTATIVE MULTI-FAMILY RESIDENTIAL SITES¹⁷

Site	No. Units	Owned Vehicles	
		Total	Rate (vehicles / unit)
1545 Pandora Avenue ^(a)	56	55	0.98
1025 Hillside Avenue ^(a)	25	17	0.68
755 Hillside Avenue ^(a)	34	17	0.50
300 Waterfront Crescent ^(a)	29	33	1.14
320 Menzies Street ^(a)	24	16	0.67
240 Cook Street ^(a)	25	15	0.60
1050 Park Boulevard ^(b)	27	28	1.04
160 Wilson Street ^(c)	123	130	1.06
225 Menzies Street ^(d)	39	30	0.77
		Average	0.83

Note: Vehicle ownership data current as of March 31 2016 (a), December 31 2004 (b), April 30 2004 (c) and December 31 2013 (d).

¹⁶ Review of Zoning Regulations Bylaw Off-Street Parking Requirements (Schedule C), Working Paper No.3: Parking Demand Assessment, prepared by Boulevard Transportation / Watt Consulting Group, September 2016.

¹⁷ Based on data from Review of Zoning Regulations Bylaw Off-Street Parking Requirements (Schedule C), Working Paper No.3: Parking Demand Assessment, prepared by Boulevard Transportation / Watt Consulting Group, September 2016, Appendix A.

3.3.3 Residential Visitor Parking

Visitor parking demand rates have been demonstrated in the range of 0.05 to 0.07 vehicles per unit for multi-family residential¹⁸. More recent research completed as part of the City of Victoria review of off-street parking requirements found peak visitor parking rates to be 0.1 vehicles per unit at condominium sites¹⁹. Applied to the subject site (35 units), this suggests visitor parking demand will be three to four vehicles.

3.4 Summary

The analysis contained in the previous section suggests that the site parking demand will be approximately 52 vehicles. See **Table 10**. This is six fewer vehicles than the proposed parking supply and suggests that site parking demand will be accommodated without impacting neighbourhood parking.

TABLE 10. SUMMARY OF ANTICIPATED PARKING DEMAND

Land Use		Anticipated Parking Demand
Commercial	Retail	4
	Restaurant	14
Residential	Residents	30
	Visitors	4
Total		52

¹⁸ Based on observations of visitor parking from the 2012 Metro Vancouver *Apartment Parking Study* (Table 31, pg50) available at: www.metrovancouver.org/services/regionalplanning/PlanningPublications/Apartment_Parking_Study_TechnicalReport.pdf

¹⁹ Based on data from Review of Zoning Regulations Bylaw Off-Street Parking Requirements (Schedule C), Working Paper No.3: Parking Demand Assessment, prepared by Boulevard Transportation / Watt Consulting Group, September 2016, Appendix E.

4.0 Off-Site Parking

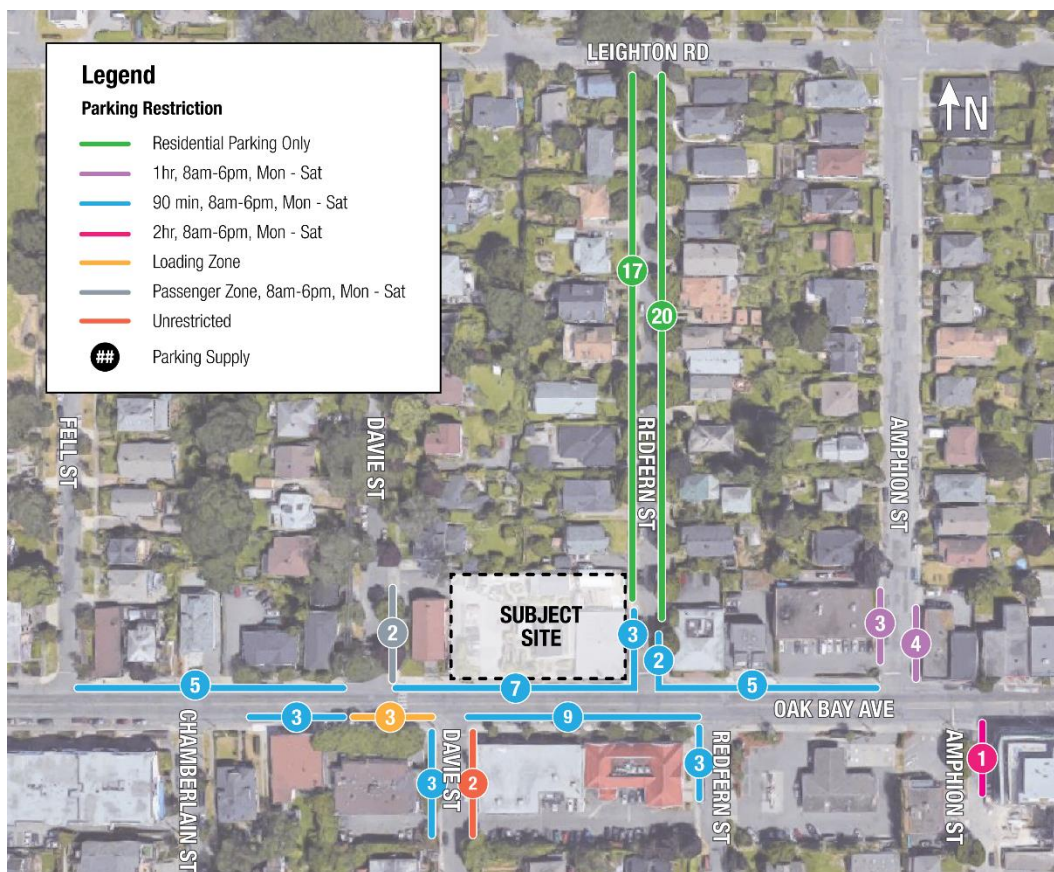
Off-site parking conditions were reviewed to determine the availability of on-street parking nearby the subject site.

4.1.1 Neighbourhood Parking Inventory

An on-street parking inventory was developed for an approximately one-block radius surrounding the subject site. The focus of the inventory is on nearby parking restricted for short-term parking, as well as resident parking immediately adjacent the site on Redfern Street. See **Figure 9**. The inventory includes a total of 92 on-street parking spaces. There are no public off-street parking spaces in the studied area.

Approximately 45% of the on-street parking supply is restricted as resident parking only, while the other 55% is available to all vehicles with time restrictions.

FIGURE 9. ON-STREET PARKING INVENTORY



4.1.2 Off-Site Parking Utilization

On-street parking utilization was assessed for the approximately one-block radius surrounding the subject site. Observations were completed on the following dates / times:

1. Thursday, February 21 2019 @ 1:00pm
2. Thursday, February 28 2019 @ 9:00pm
3. Friday, March 01 2019 @ 2:00pm

The review concluded that on-street parking in the area was approximately 65% to 70% occupied during the weekday daytime, and as low as to approximately 35% during nighttime. Short-term parking spaces (i.e., all spaces excluding resident parking only) were observed at approximately 80% occupied during the weekday daytime observations.

The areas most immediately adjacent the subject site where any site parking spillover would be concentrated are Redfern Street (Oak Bay Ave to Leighton St) and Oak Bay Avenue (Redfern St to Davie St, north side). Parking along the Oak Bay Avenue site frontage includes seven spaces that were observed occupied with six (86%) and four (57%) vehicles during the weekday daytime observations, and empty during the weekday evening observation. The resident parking area on Redfern Street includes 37 spaces that were observed at no higher than 55% occupied during the weekday daytime observations and approximately 67% occupied during the weekday evening observation.

The full results are summarized in **Table 11**.

TABLE 11. SUMMARY OF ON-STREET PARKING UTILIZATION

Street Segment			Restriction	Parking Supply	Observed Vehicles					
					Thurs, Feb 21 1:00pm		Thurs, Feb 28 9:00pm		Fri, Mar 01 2:00pm	
Oak Bay Ave	Fell St to Davie St	N	90 min	5	3	60%	0	0%	4	80%
	Chamberlain St to Davie St	S	90 min	3	2	67%	0	0%	3	100%
			Loading	3	1	33%	0	0%	1	33%
	Davie St to Redfern St	N	90 min	7	6	86%	1	14%	4	57%
		S		9	8	89%	0	0%	8	89%
	Redfern St to Amphion St	N	90 min	5	5	100%	0	0%	5	100%
S		-		-	-	-	-	-	-	
Davie St	Oak Bay Ave to Leighton Rd	W	n/a	-	-	-	-	-	-	-
		E	Pass.	2	0	0%	0	0%	2	100%
	Oak Bay Ave to Brighton Ave	W	90 min	3	2	67%	0	0%	2	67%
		E	Unrestricted	2	2	100%	1	50%	2	100%
Redfern St	Oak Bay Ave to Leighton Rd	W	90 min	3	3	100%	0	0%	2	67%
			RPO	17	11	65%	12	71%	6	35%
		E	90 min	2	2	100%	2	100%	2	100%
			RPO	20	9	45%	13	65%	9	45%
	Oak Bay Ave to Brighton Ave	W	90 min	3	3	100%	0	0%	2	67%
		E	n/a	-	-	-	-	-	-	-
Amphion St	Oak Bay Ave to Leighton Rd	W	1hr	3	3	100%	0	0%	3	100%
		E	1hr	4	3	75%	0	0%	4	100%
	Oak Bay Ave to Brighton Ave	W	n/a	-	-	-	-	-	-	-
		E	2hr	1	1	100%	0	0%	1	100%
Total				92	64	70%	29	32%	60	65%

Restriction Codes:

RPO – “Residential Parking Only”

1hr – 1 hr, 8am – 6pm, Mon – Sat

90 min – 90 minutes, 8am – 6pm, Mon – Sat

2hr – 2hr, 8am – 6pm, Mon – Sat

Loading – Loading Zone

Pass. – Passenger Zone, 8am – 6pm, Mon - Sat

5.0 Transportation Demand Management

Transportation demand management (“TDM”) refers to the use of policies, programs, services and products to influence whether, why, when, where and how people travel²⁰. Most commonly TDM is employed to encourage walking, cycling, public transit and other sustainable travel modes to reduce parking demand and traffic congestion. The opportunities to reduce the site’s traffic and parking demand through TDM are considered in the following sections.

5.1 Carshare

The most prevalent local two-way carshare service is Modo, with approximately 70 vehicles in Greater Victoria (as of January 2019)²¹. Members may access any vehicle within the fleet and pay based on the length of time and distance of their trip. Four vehicles are located within an approximately 5- to 10-minute walk (400m - 700m) of the site - Bouchier Street near Amphion Street (400m), Jubilee Avenue at Oak Bay Avenue (500m), Bee Street opposite Oak Bay Recreation Centre (625m), Monterrey Avenue at Monterrey Recreation Centre (700m).

The absence of a carshare vehicle stationed immediately nearby the subject site and the relatively high density of residential uses in close proximity suggests that Modo may be supportive of a new carshare vehicle in this location. A vehicle could be stationed on the site in the rear surface parking area or on Redfern Street adjacent the site. The applicant may also consider purchasing a non-refundable Modo membership for each residential unit to facilitate carsharing among site residents.

5.2 Bus Stops

The many transit routes and bus stops within walking distance of the subject site are introduced in *Section 1.2*. Consideration may be given to contributing to bus stop improvements in the vicinity of the site to support transit use among site residents and employees.

²⁰ Transport Canada, Transportation Demand Management for Canadian Communities: A Guide to Understanding, Planning and Delivering TDM Programs, March 2011.
Available online: http://publications.gc.ca/collections/collection_2011/tc/T22-206-2011-eng.pdf

²¹ Count based on Modo “Car Map”, available online at: www.modocoop/map

6.0 Summary

The proposed development of the 1908-1920 Oak Bay Avenue properties on the northwest corner of the Oak Bay Avenue / Redfern Street intersection includes a four-storey mixed-use building consisting of approximately 7,700 sqft (715m²) of ground-floor commercial uses with 35 multi-family residential units on the upper floors and 58 off-street parking spaces (47 underground, 11 surface).

Pre-and post-development traffic conditions were assessed for the Oak Bay Avenue / Redfern Street intersection. The results indicate that the intersection will continue to operate at a good level of service with the additional traffic generated by the proposed development and mitigation is not required.

A pedestrian crosswalk was reviewed for Oak Bay Avenue at Redfern Street. The review concluded that the level of pedestrian activity at this location warrants a new crosswalk and that the preferred treatment is a marked crosswalk with side-mounted signs.

The site's expected parking demand was calculated based on observations from similar sites, as well as using vehicle ownership data from representative sites in the City of Victoria. Based on the analysis, the anticipated site parking demand is 52 vehicles – 18 for commercial uses, 30 resident, 4 visitor.

Transportation demand management (TDM) options were identified for the applications consideration that would help reduce site traffic and parking demand. Options include a new carshare vehicle and Modo carshare memberships for each residential unit, as well as contributions to improve area bus stops.

6.1 Recommendations

The following are the recommendations of this study:

1. The proposed development will not negative impact neighbourhood traffic conditions and no mitigation is recommended.
2. The proposed parking supply meets the anticipated site parking demand and it is recommended that the City grant the requested parking variance.
3. A marked crosswalk with side mounted signs is recommended on Oak Bay Avenue at Redfern Street to facilitate pedestrian crossing.

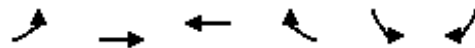
APPENDIX A.

Synchro Traffic Model Reports

HCM Unsignalized Intersection Capacity Analysis

1000: Oak Bay Ave & Redfern St

Background_AM
03-26-2019

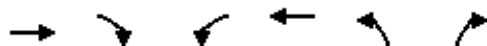





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Volume (veh/h)	6	478	519	3	3	4
Future Volume (Veh/h)	6	478	519	3	3	4
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.75	0.92	0.92	0.75	0.75	0.33
Hourly flow rate (vph)	8	520	564	4	4	12
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	568				1102	566
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	568				1102	566
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				98	98
cM capacity (veh/h)	1004				232	524
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	528	568	16			
Volume Left	8	0	4			
Volume Right	0	4	12			
cSH	1004	1700	399			
Volume to Capacity	0.01	0.33	0.04			
Queue Length 95th (m)	0.2	0.0	1.0			
Control Delay (s)	0.2	0.0	14.4			
Lane LOS	A		B			
Approach Delay (s)	0.2	0.0	14.4			
Approach LOS			B			
Intersection Summary						
Average Delay			0.3			
Intersection Capacity Utilization			39.9%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

1010: Redfern St & Oak Bay Ave

Background_AM
03-26-2019

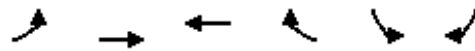


Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	467	14	8	513	9	17
Future Volume (Veh/h)	467	14	8	513	9	17
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.88	0.58	0.67	0.86	0.75	0.71
Hourly flow rate (vph)	531	24	12	597	12	24
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume				555	1164	543
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol				555	1164	543
tC, single (s)				4.1	6.4	6.2
tC, 2 stage (s)						
tF (s)				2.2	3.5	3.3
p0 queue free %				99	94	96
cM capacity (veh/h)				1015	212	540
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	555	609	36			
Volume Left	0	12	12			
Volume Right	24	0	24			
cSH	1700	1015	357			
Volume to Capacity	0.33	0.01	0.10			
Queue Length 95th (m)	0.0	0.3	2.5			
Control Delay (s)	0.0	0.3	16.2			
Lane LOS		A	C			
Approach Delay (s)	0.0	0.3	16.2			
Approach LOS			C			
Intersection Summary						
Average Delay				0.7		
Intersection Capacity Utilization	43.4%			ICU Level of Service		A
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis

1000: Oak Bay Ave & Redfern St

Background_PM
03-26-2019



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Volume (veh/h)	12	515	519	6	1	12
Future Volume (Veh/h)	12	515	519	6	1	12
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.75	0.92	0.92	0.30	0.25	0.60
Hourly flow rate (vph)	16	560	564	20	4	20
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	584				1166	574
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	584				1166	574
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	98				98	96
cM capacity (veh/h)	991				211	518
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	576	584	24			
Volume Left	16	0	4			
Volume Right	0	20	20			
cSH	991	1700	417			
Volume to Capacity	0.02	0.34	0.06			
Queue Length 95th (m)	0.4	0.0	1.4			
Control Delay (s)	0.4	0.0	14.2			
Lane LOS	A		B			
Approach Delay (s)	0.4	0.0	14.2			
Approach LOS			B			
Intersection Summary						
Average Delay			0.5			
Intersection Capacity Utilization			46.7%		ICU Level of Service	
Analysis Period (min)			15		A	

HCM Unsignalized Intersection Capacity Analysis

1010: Redfern St & Oak Bay Ave

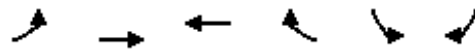
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	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↰			↱	↰	↱
Traffic Volume (veh/h)	496	20	30	512	13	25
Future Volume (Veh/h)	496	20	30	512	13	25
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.89	0.83	0.83	0.88	0.46	0.78
Hourly flow rate (vph)	557	24	36	582	28	32
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume			581		1223	569
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			581		1223	569
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			96		85	94
cM capacity (veh/h)			993		191	522
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	581	618	60			
Volume Left	0	36	28			
Volume Right	24	0	32			
cSH	1700	993	288			
Volume to Capacity	0.34	0.04	0.21			
Queue Length 95th (m)	0.0	0.9	5.8			
Control Delay (s)	0.0	1.0	20.7			
Lane LOS		A	C			
Approach Delay (s)	0.0	1.0	20.7			
Approach LOS			C			
Intersection Summary						
Average Delay			1.5			
Intersection Capacity Utilization			61.5%	ICU Level of Service		B
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

1000: Oak Bay Ave & Redfern St

Post Development_AM
03-26-2019



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Volume (veh/h)	13	478	519	6	8	10
Future Volume (Veh/h)	13	478	519	6	8	10
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.75	0.92	0.92	0.75	0.75	0.33
Hourly flow rate (vph)	17	520	564	8	11	30
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	572				1122	568
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	572				1122	568
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	98				95	94
cM capacity (veh/h)	1001				224	522
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	537	572	41			
Volume Left	17	0	11			
Volume Right	0	8	30			
cSH	1001	1700	385			
Volume to Capacity	0.02	0.34	0.11			
Queue Length 95th (m)	0.4	0.0	2.7			
Control Delay (s)	0.5	0.0	15.5			
Lane LOS	A		C			
Approach Delay (s)	0.5	0.0	15.5			
Approach LOS			C			
Intersection Summary						
Average Delay			0.8			
Intersection Capacity Utilization			45.6%		ICU Level of Service	
Analysis Period (min)			15		A	

HCM Unsignalized Intersection Capacity Analysis

1010: Redfern St & Oak Bay Ave

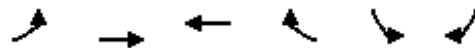
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	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↕			↕	↘↙	
Traffic Volume (veh/h)	472	14	8	516	9	17
Future Volume (Veh/h)	472	14	8	516	9	17
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.88	0.58	0.67	0.86	0.75	0.71
Hourly flow rate (vph)	536	24	12	600	12	24
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None		None			
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume			560		1172	548
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			560		1172	548
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		94	96
cM capacity (veh/h)			1011		210	536
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	560	612	36			
Volume Left	0	12	12			
Volume Right	24	0	24			
cSH	1700	1011	353			
Volume to Capacity	0.33	0.01	0.10			
Queue Length 95th (m)	0.0	0.3	2.6			
Control Delay (s)	0.0	0.3	16.3			
Lane LOS		A	C			
Approach Delay (s)	0.0	0.3	16.3			
Approach LOS			C			
Intersection Summary						
Average Delay			0.7			
Intersection Capacity Utilization			43.6%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

1000: Oak Bay Ave & Redfern St

Post Development_PM
03-26-2019



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Volume (veh/h)	31	515	519	15	3	31
Future Volume (Veh/h)	31	515	519	15	3	31
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.75	0.92	0.92	0.30	0.25	0.60
Hourly flow rate (vph)	41	560	564	50	12	52
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	614				1231	589
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	614				1231	589
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	96				94	90
cM capacity (veh/h)	965				188	508
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	601	614	64			
Volume Left	41	0	12			
Volume Right	0	50	52			
cSH	965	1700	385			
Volume to Capacity	0.04	0.36	0.17			
Queue Length 95th (m)	1.0	0.0	4.5			
Control Delay (s)	1.1	0.0	16.2			
Lane LOS	A		C			
Approach Delay (s)	1.1	0.0	16.2			
Approach LOS			C			
Intersection Summary						
Average Delay			1.3			
Intersection Capacity Utilization			62.5%	ICU Level of Service		B
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

1010: Redfern St & Oak Bay Ave

Post Development_PM
03-26-2019

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↱			↰	↘	
Traffic Volume (veh/h)	498	20	30	521	13	25
Future Volume (Veh/h)	498	20	30	521	13	25
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.89	0.83	0.83	0.88	0.46	0.78
Hourly flow rate (vph)	560	24	36	592	28	32
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume			584		1236	572
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			584		1236	572
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			96		85	94
cM capacity (veh/h)			991		187	520
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	584	628	60			
Volume Left	0	36	28			
Volume Right	24	0	32			
cSH	1700	991	284			
Volume to Capacity	0.34	0.04	0.21			
Queue Length 95th (m)	0.0	0.9	5.9			
Control Delay (s)	0.0	1.0	21.0			
Lane LOS		A	C			
Approach Delay (s)	0.0	1.0	21.0			
Approach LOS			C			
Intersection Summary						
Average Delay			1.5			
Intersection Capacity Utilization			61.9%	ICU Level of Service		B
Analysis Period (min)			15			

APPENDIX B.

Detailed Trip Generation Rates

Trip Generation Rate		AM			PM		
	Unit	Enter (%)	Exit (%)	Rate	Enter (%)	Exit (%)	Rate
RESIDENTIAL LAND USE							
Multi-Family (221)	DU	26	74	0.36	61	39	0.44
RETAIL LAND USE							
Variety Store (814)	KSF	57	43	3.18	52	48	6.84
Hardware/Paint Store (816)	KSF	54	46	1.08	47	53	2.68
Sporting Goods Superstore (861)	KSF	80	20	0.34	48	52	2.02
Toy/Children's Superstore (864)	KSF				50	50	5
Pet Supply Superstore (866)	KSF				50	50	3.55
Office Supply Superstore (867)	KSF				51	49	2.77
Book Superstore (868)	KSF			1.27	52	48	15.83
Apparel Store (876)	KSF	80	20	1	51	49	4.12
Liquor Store (899)	KSF				50	50	16.37
AVERAGE		68	32	1.4	50	50	6.6
RESTAURANT USE							
Fast Casual Restaurant (930)	KSF	67	33	2.07	55	45	14.13
Quality Restaurant (931)	KSF			0.73	67	33	7.8
High-Turnover (Sit Down) Restaurant (932)	KSF	55	45	9.94	62	38	9.77
AVERAGE		61	39	4.2	61	39	10.6

APPENDIX C.

Pedestrian Crossing Control Device Warrant

Intersection Location: **Oak Bay Ave & Redfern St**

Decision Support Tool Questions

Decision Support Tool Questions	Value	Values to Enter
Is a traffic signal warranted at this location?	N	Y or N
Average Hourly Pedestrian Volume (EAUs)	21	volume in EAUs
Vehicular Volume (veh/day)	10,000	volume in veh/day Assume 10 for pm volume factor
Distance from another traffic control device (m)	95	distance in metres
d value for jurisdiction (100 - 200 m)*	100	distance in metres
Is this location on a pedestrian desire line or is there requirement for system connectivity?	Y	Y or N
Does the estimated latent crossing demand at this location exceed 100 EAUs over a 7-hour period?	y	Y or N Already exceeding 100 EAUs over 7-hours

Evaluation

Is a traffic signal warranted at this location?	N
Is average hourly ped volume >= 15 EAUs?	Y
AND vehicular volume >= 1,500 veh/day	Y
Is this site < d from another traffic control device?*	Y
Is this location on pedestrian desire line or is there requirement for system connectivity?	Y
Is latent pedestrian crossing demand expected at this location?	Y

* d is any distance between 100 and 200 metres. Each jurisdiction should decide what value of d best suits its needs. This decision depends on road type, traffic volume, expected queue length, pedestrian volume, and characteristics of pedestrians expected to use the facility.

Site is a candidate for pedestrian crossing control

Treatment Selection

(Only proceed to this step if the site is a candidate for Pedestrian Crossing Control)

Treatment Selection Tool Questions

Treatment Selection Tool Questions	Value	Values to Enter
What is the vehicular volume?	9000 < ADT ≤ 12000	veh/day
What is the speed limit?	≤50	km/h
How many lanes?	1 or 2 lanes	include all types of lanes.

[^] The total number of lanes is representative of crossing distance. The width of these lanes is assumed to be between 3.0 and 3.7 m according to TAC Geometric Design Guide for Canadian Roads (Table 2.2.2.3). A cross-sectional feature (e.g., a bike lane) that extends the average crossing distance per lane beyond this range of lane widths may need to be considered as an additional lane in this table.

Recommended Treatment:

Crosswalk with side-mounted signs

APPENDIX D.

Detailed Parking Demand Rates

Restaurant

Average Demand Rate

3.79 vehicles per 100m2

Site	Floor Area (m²)	Parking Supply		Wednesday March 09, 6:00pm		Friday March 11, 6:00pm		Saturday April 02, 6:00pm		
		Total Spaces	Supply Rate	Vehicles Observed	Demand Rate	Vehicles Observed	Demand Rate	Vehicles Observed	Demand Rate	
1028 Hillside Avenue "5th Street Bar and Grill"	550	31	5.64	vehicles per 100m²	31	5.64	vehicles per 100m²	26	4.73	vehicles per 100m²
	350	17	4.86	vehicles per 100m²	10	2.86	vehicles per 100m²	11	3.14	vehicles per 100m²
	2900 Douglas Street "ABC Country Restaurant"	900	30	3.33	vehicles per 100m²	22	2.44	vehicles per 100m²	25	2.78
1739 Fort Street "Christie's Carriage House Pub"	200	8	4.00	vehicles per 100m²	3	1.50	vehicles per 100m²	4	2.00	vehicles per 100m²
	200	7	3.50	vehicles per 100m²	3	1.50	vehicles per 100m²	5	2.50	vehicles per 100m²
	607 Oswego Street "Harbour House Restaurant"	550	40	7.27	vehicles per 100m²	17	3.09	vehicles per 100m²	22	4.00
980 Pandora Avenue "McDonald's"	250	16	6.40	vehicles per 100m²	7	2.80	vehicles per 100m²	8	3.20	vehicles per 100m²
	1000	39	3.90	vehicles per 100m²	36	3.60	vehicles per 100m²	38	3.80	vehicles per 100m²
	1871 Fort Street "Whitespot (Jubilee)"	250	24	9.60	vehicles per 100m²	21	8.40	vehicles per 100m²	22	8.80
720 Caledonia Avenue Whitespot (Douglas)"	550	55	10.00	vehicles per 100m²	25	4.55	vehicles per 100m²	30	5.45	vehicles per 100m²
	750	24	3.20	vehicles per 100m²	12	1.60	vehicles per 100m²	15	2.00	vehicles per 100m²
	2706 Government Street "Chiba Sushi"									
				Average	3.45	Average	3.94	Average	3.97	

Retail

Average Demand Rate

1.25 vehicles per 100m2

Site	Floor Area (m²)	Parking Supply		Wednesday March 09, 1:00pm		Saturday March 12, 1:30 pm		Saturday April 6, 1:30pm						
		Total Spaces	Supply Rate	Vehicles Observed	Demand Rate	Vehicles Observed	Demand Rate	Observed	Demand Rate					
775 Finlayson St, 3080 Blanshard St "Bed Bath Beyond / Pennington's"	3800	83	2.18	vehicles per 100m2	66	1.74	vehicles per 100m2	70	1.84	vehicles per 100m2	75	1.97	vehicles per 100m2	
	1550	14	0.90	vehicles per 100m2	12	0.77	vehicles per 100m2	11	0.71	vehicles per 100m2	12	0.77	vehicles per 100m2	
	200	8	4.00	vehicles per 100m2	5	2.50	vehicles per 100m2	4	2.00	vehicles per 100m2	4	2.00	vehicles per 100m2	
11720 Cook Street "Cook Street Castle"	2350	35	1.49	vehicles per 100m2	14	0.60	vehicles per 100m2	19	0.81	vehicles per 100m2	17	0.72	vehicles per 100m2	
	350	12	3.43	vehicles per 100m2	7	2.00	vehicles per 100m2	5	1.43	vehicles per 100m2	8	2.29	vehicles per 100m2	
	600	8	1.33	vehicles per 100m2	4	0.67	vehicles per 100m2	5	0.83	vehicles per 100m2	6	1.00	vehicles per 100m2	
11136 Hillside Avenue "Courtside Sports"	1700	34	2.00	vehicles per 100m2	25	1.47	vehicles per 100m2	22	1.29	vehicles per 100m2	21	1.24	vehicles per 100m2	
	715 Finlayson Street "Dodd's Furniture"	1000	12	1.20	vehicles per 100m2	11	1.10	vehicles per 100m2	8	0.80	vehicles per 100m2	10	1.00	vehicles per 100m2
	408 John Street "Fawcett Mattress"	800	38	4.75	vehicles per 100m2	17	2.13	vehicles per 100m2	20	2.50	vehicles per 100m2	24	3.00	vehicles per 100m2
3029 Nanaimo Street "Hillside Printing"	1450	7	0.48	vehicles per 100m2	4	0.28	vehicles per 100m2	5	0.34	vehicles per 100m2	5	0.34	vehicles per 100m2	
	483 Burnside Road East "Lorcoo Autoparts"	1650	23	1.39	vehicles per 100m2	4	0.24	vehicles per 100m2	7	0.42	vehicles per 100m2	8	0.48	vehicles per 100m2
	3030 Jutland Road "Pacific Cabinets"	1000	11	1.10	vehicles per 100m2	6	0.60	vehicles per 100m2	6	0.60	vehicles per 100m2	5	0.50	vehicles per 100m2
755 Finlayson Street "Pier 1 Imports"	1450	7	0.48	vehicles per 100m2	5	1.67	vehicles per 100m2	6	2.00	vehicles per 100m2	6	2.00	vehicles per 100m2	
	2835 Douglas Street "The Brick"	1850	48	2.59	vehicles per 100m2	21	1.14	vehicles per 100m2	25	1.35	vehicles per 100m2	29	1.57	vehicles per 100m2
	2550 Turner Street "Torbram Electrical Supply"	150	4	2.67	vehicles per 100m2	3	2.00	vehicles per 100m2	2	1.33	vehicles per 100m2	3	2.00	vehicles per 100m2
3338 Catherine Street "Trek Bicycle Store"	1050	9	0.86	vehicles per 100m2	6	0.57	vehicles per 100m2	5	0.48	vehicles per 100m2	7	0.67	vehicles per 100m2	
	1058 Pandora Avenue "Welburn's Food Market"													
	1031 Hillside Avenue "Pacific Paint"													
650 Hillside Avenue "Russ Hay's The Bicycle Shop"														
		Average		1.22	Average		1.17	Average		1.35				

Monica Dhawan

From: [REDACTED]
Sent: Saturday, March 09, 2019 12:47 PM
To: landuse@southjubilee.ca; Victoria Mayor and Council; [REDACTED]
Subject: Development at 1908-1920 Oak Bay Avenue

Hi Julie Brown/Council

I am against this development on Oak Bay Avenue. A lower height structure of purely business development would be better. The height of the proposal is too high, and robs sunlight from existing residents.

I haven't tried turning left from Davie St. onto Oak Bay Avenue in the past two years. It's just too congested.

I go down Leighton and cross Foul Bay into Oak Bay, if I want to go that way.

We have already been saddled by you with two new developments: corner of Richmond and Oak Bay, and Oak Bay and Foul Bay, both by Abstract whose sole business is saddling neighbourhoods with higher density at our expense.

Many people use Davie St. to cut through the neighbourhood at high speed. There are lots of kids on this block and you should have already put in speed bumps to slow/eliminate the cut through traffic.

We don't need another 63 cars (only 58 spots in the development) using our neighbourhood, added to the additional traffic from both of the recent Abstract developments.

Some days, the traffic backs up from Oak Bay/Richmond, all the way to Davie St. That is three blocks. It really is that bad, as is Richmond at Oak Bay heading south or turning left onto Oak Bay at rush hour. That intersection needs two lanes on all four roadways leading into it and new lighting with left lane turning advance.

DC (Dennis) Reid

Monica Dhawan

From: Anne Kong <[REDACTED]>
Sent: Wednesday, March 13, 2019 9:38 PM
To: Victoria Mayor and Council
Subject: 1912 Oak Bay Avenue

To Whom It May Concern,

I live at 1529 Redfern Street in Victoria.

We moved to this home in 1997 with our family and worked hard to improve our area.

I object to 4 floors on the 1912 block of Oak Bay Avenue (40 ish) or so units in the development. My neighbours object too and all discussion ended with us being told : too bad, too late.

No amount of discussion has proven there is an ear listening in power.

I have decided I still have a voice and here I will explain my position looking for the voice of reason to prevail.

We have just had three stories built at our head of street.

More traffic on a very small and congested street.

More noise.

More off gassing. More pollution of every kind.

More problems with water pressure and more people not committed to our village.

We all have worked hard to build a charming neighbourhood and even had a movie company film here.

Garden Works is evicted and I was told that we would be seeing 4 floors because penthouse views are good investment. Not people but yes to money in big wallets. Also no green anywhere as the trees have been knocked over by big trucks.

We were so plugged when the movie trucks came that it was a rehearsal for when Story began to build...no one could park on the street where most of us must as there are not many driveways on our too narrow street.

The outdoor toilet was moved to our sidewalks and now they sit there smelling and leaking.

Construction workers and trucks as well as the Red Barn already force us to leave the block to park at times as well as the many trucks travelling fast between Oak Bay and Leighton to shortcut to Red Barn or deliver cement and building materials.

Pets, children, wheel chairs, older folk be warned.

We have paid taxes and learned to be wonderful citizens but one wealthy conglomerate has defaced our village and there seems to be no end to the cities plans to plug and congest us and now no bike is safe here either.

Please stop strangling our wee few blocks and congesting us beyond reason for the sake of developers.

You are overbuilding this area mercilessly.

There is no plan for crosswalks or safety and this is becoming abusive on your part.

Consultation with the neighbors and not just the developer should always happen.

Don't trust a rich man who wants to be richer.

Build a community with heart.

Thank you

Sincerely,

Anne Kong

Sent from my iPhone

Devon Cownden

From: Monique Genton [REDACTED]
Sent: Monday, March 25, 2019 11:51 AM
To: Development Services email inquiries
Subject: Fwd: Jawl development

Begin forwarded message:

From: Monique Genton [REDACTED]
Subject: Jawl development
Date: Mar 24, 2019 at 8:53:07 PM PDT
To: landuse@southjubilee.ca

Hello, One thing I wanted to mention at the last meeting, but didn't get a chance, is something no one has discussed so far. Those of us living on the south side--as well as passers by--will lose our view of Mount Tolmie. It's an important aspect of our natural landscape and is a good orienting landmark. There is currently a development at the corner of Oak Bay Avenue and Redfern, by Story developers. As our household is over 100 meters from the site, we were not advised of that development either, nor was there information posted at the site. We recently spent our life savings adding a dining room to the side of our house to take advantage of our view of Mount Tolmie, never imagining that the relatively new commercial building at the end of our street would become a three story condo. Now, most of the view is obliterated by the Story development. It is worth mentioning, regarding the Jawl 4-story development, because the Mount Tolmie view enriches and defines our neighbourhood.

After reflecting on one commenters concerns about the 4-story plan, and reflecting on the fact that the current guidelines are for three stories, I am inclined to agree with that speaker. Four stories is too far out of scale with the neighbourhood, and casts too much shadow on the neighbours to the north. It will dwarf adjacent buildings, and encourage further over-development beyond the agreed guidelines for our neighbourhood. Despite Jawl's suggestion that they can not have as nice an exterior if they lose their economies of scale, I believe they have the talent to build something with three stories that will still be attractive.

Finally, I have written to the City of Victoria and the Fairfield Gonzales Neighbourhood Association to complain that this development affects people beyond the 100 meter requirement for notification. The loss of light, the loss of views, the increase in traffic and congestion, will cause excess stress on our neighbourhood--far beyond 100 meters. Neighbours beyond that boundary deserve to be informed and deserve to have their concerns heard.

Thank you,

Monique Genton
1947 Brighton Avenue
Victoria, B.C. V8S 2E1
[REDACTED]

Monica Dhawan

From: Anne Kong <[REDACTED]>
Sent: Tuesday, April 16, 2019 6:46 AM
To: Victoria Mayor and Council
Subject: 1912 Oak Bay Development

To Whom it May Concern,

My name is Anne Kong and I live at 1529 Redfern Street.

This is simply a letter of an overly concerned person.

I am overly concerned because I live where your laws apply but they cannot reach.

Yesterday on my little part of Redfern there were no spots for residents to park. We were going up to Oak Bay Street where merchants already had customers complaining there was no place to park.

My husband circled and never did find space.

We park on our street as there is no driveway in our property. We had not one place on Redfern yesterday.

In front of my house were construction and plumbers and worker vehicles all up and down our block.

I asked them to move but they had nowhere to move and they had to work they said.

Into this mess came a moving truck that I had to stop as he was about to rip the mirror off my minicar. We had cars backed up to Oak Bay as well as only turn around were happening on the north entrance to our block from people who use Redfern to go to the Red Barn and stores on Oak Bay. Our Street came to a halt all the way back to the park. It was chaotic and dangerous.

I had already called bylaws and emailed but "too frantic" "is irritating to civil workers" and so this letter has emerged.

Finally Story Construction workers came and turned the trucks they could from the north end of Redfern so the moving truck could get to the house and sheer compassion moved on others to be calm and wait and work together and they moved their trucks so our new neighbour could pull the moving truck from the wrong side of the street to its actual destination.

You will be building the said property above after Story is gone.

We are so overwhelmed with poor structure and poor ideas about how bad it is here for safety and more obviously parking. Our block is dangerous.

This has been very bad truth be told with this build. The next build will be huge.

Your Engineers will not allow any street but our too narrow street for trucks so huge that a tree was uprooted and a storm was blamed.

Power lines were pulled out of houses and all this police and calls for help were made.

Would you consider how badly planned for is this gentrification you are permitting.

I pulled my home value up with hard earned income and made this area as good as I could and we were doing well.

Now we are subjects of overbuild and bullying and poor planning and congestion and feeling overwhelmed by progress. Progress that on a day to day basis is even dangerous to us because your job is not able to happen without a study.

In short, you need to limit the amount of traffic, and change patterns to protect our lives and tree limbs, while you study before you permit such a sheer difficulty to proceed with the next even more demanding project.

This started out because I had no place to park nearby and the dangerous problems have made it impossible to not say so to you.

Sincerely,

Anne

1908-1920 Oak Bay Ave Redevelopment.

Task Force Report 4th. September 2018.

Further to the decision made at the SJNA meeting on June 5th.to form a task force to develop a questionnaire and canvas the neighborhood about the proposed redevelopment of 1908-1920 Oak Bay Avenue (Gardenworks Site) the task force which consisted of Peter Emmings, Liz Hoar, Cindy Hughes, Susan Whetmore and Gail Anthony was convened.

Our First decision was to meet with the Developer to ascertain if any progress had been made regarding decisions about design and scope of the project.

Gail and Peter met with David and Peter Jawl on June 29th. At that meeting Peter and David stated that no decisions had been made regarding the design of the project, but that they were looking forward to obtaining input from the community.

We subsequently had several meetings regarding the nature of questionnaire which finally culminated in a leaflet (see attached) which we delivered to as many households as we could. Rather than a detailed questionnaire we produced an information handout that concentrated on informing the community about the proposed development and requested that residents express their opinions and concerns and address these primarily to the Jawls to assist them in their design process. These were delivered over a period of about a week commencing August 7th.

To date we received copies of comments sent to the Jawls totalling 16. A summary of the most frequent respondents' comments and concerns are listed below:

12 Mentioned height as a major concern

11 Supported development only within current zoning by laws

11 Mentioned community character and streetscape as important considerations

6 Expressed a desire to accommodate Garden Works in redevelopment plans

5 Mentioned traffic as a concern

Other concerns expressed included parking (3 respondents) or loss of privacy for residents to the North (2). Others hoped that the development would include small business, perhaps a bakery (3) or a meeting place for community use (2), and affordable family friendly units (2). One respondent expressed general support for the development of the site as proposed by the developer.

Monica Dhawan

From: [REDACTED]
Sent: Monday, May 06, 2019 4:27 AM
To: Victoria Mayor and Council
Cc: [REDACTED]
Subject: re: 1908-1920Oak Bay Avenue
Attachments: Gardenworks - report to SJNA.odt

I attended the community meeting held on the 13th. of April at which 1912 Oak Bay Avenue Inc. presented a proposal for the redevelopment of this site. I wish to register my strong opposition to this rezoning application and request the City of Victoria deny it for the following reasons:

1) The Loss Of Gardenworks.

The application to double the density on this site will make it impossible to accommodate one of the existing businesses in the new development. Gardenworks is the only remaining garden centre in Victoria and Oak Bay. The loss of this business will mean that everyone who lives in Victoria and Oak Bay will have to travel by car out of the city to purchase supplies for their gardens. I am aware that other businesses do carry some of the products that Gardenworks carries but many of what they sell will no longer be available without travelling outside the city and Oak Bay and whereas this might not present a problem if one could use online shopping most of the products are not suitable for online shopping

Gardenworks is a green oasis in this concrete jungle and should be preserved and the only way this can happen is if this site is developed within the existing Zoning By Law and in accordance with the existing Land Use and Design Guidelines.

2) Traffic Congestion.

The residential component of the proposed development is almost 3 times what would be permitted if the project was designed with the same ground floor commercial component (7700 square feet according to the applicant). In other words there will be almost 3 times the traffic, all exiting onto Redfern Street and thence onto Oak Bay Avenue or Leighton Street. If you add this to the traffic exiting from the new development on the North East (thankfully designed within current zoning) this will make for a horrendous problem for the residents on Redfern and assuming some effort is contemplated to discourage residents and users of the new projects from going north on Redfern after exiting, very real congestion on Oak Bay Avenue with no solution available.

Furthermore, despite the designation of Oak Bay Avenue as an "Arterial" road, the applicant is asking the city to approve this development without any provision for truck deliveries instead is proposing that trucks park on Oak Bay Avenue. The whole question of designating Oak Bay Avenue as an arterial road should be looked at again. The only reason this development does not require an O.C.P. amendment is this designation which makes no sense as the major portion of the Avenue (East from Foul Bay Road) is not designated as arterial and is in fact often closed for markets in the summer and various parades.

3) Scale and Streetscape.

The proposal for redevelopment of this site is totally out of scale when compared with the neighbourhood and surrounding developments which consist of to the north single family dwellings, to the South across Oak Bay Avenue, one and two storey retail, to the East a 3 storey new development and to the west a church, probably less than half the height of the development proposed by the applicant.

4) Setting a precedent for future developments in our “Small Urban Village”.

Most of the other properties in the “Small Urban Village” in which this proposed redevelopment is situated are currently undeveloped and should this application be approved by council it would set a precedent for future applications on other properties on Oak Bay Avenue. Should this be allowed to happen the subsequent traffic congestion on the Avenue and adjacent residential streets would be horrendous without any possible solution.

5) Impact on residential neighbours to the north.

In addition to the traffic problems caused by this development as outlined above, this development will also have other significant and negative impacts on the residential neighbours to the north. Those backyards will no longer be private spaces to be enjoyed and will be in significant shadow especially in winter when they need all the sun and daylight they can obtain. The shadow studies prepared by the architect and put up very briefly on the screen at the community meeting were confusing, misleading and difficult to read and did not show the true extent of the shadow potential. The applicant did promise to provide additional data but to date I have not seen it. Many backyards to the north will be deprived of sunlight in the depth of winter for much of the day and will be overlooked by residents of this 50 foot high (more than 40% higher than contemplated in the current Zoning By Law and the Design Guidelines for our Small Urban Village) and somewhat massive building (twice as big as contemplated in those same and current Zoning By Laws and Design Guidelines).

6) Impact during construction.

The project as contemplated by the applicant will have a very real impact on the neighbourhood during construction. A four storey building totaling over 40,000 square feet over underground parking will take approximately twice as long with much more significant impact (noise dust traffic parking) than a project consistent with the current land use and design guidelines and zoning.

7) Wishes of the community of South Jubilee.

In August 2018 a task force set up by the South Jubilee Neighbourhood (SJNA) circulated a flyer, to all residences in the SJNA area. This flyer asked residents to provide input to Jawl Residential (the applicant) to provide community input. The results of this effort was summarized and presented to SJNA at its regular meeting in September. A copy of this report is attached hereto. In essence only one respondent expressed support for the type of project currently the subject of this application and by far the majority of respondents expressed a clear preference for a development no more than 3 storeys in height and generally in accordance with current zoning. Furthermore at the meeting orchestrated by the applicant in April only one person expressed support for this development. Everybody else who had the temerity to speak expressed one or all of the concerns expressed in this letter.

Conclusion.

In conclusion I urge council to deny this application and ask the applicant to go back to the drawing board and come up with a plan which is consistent with the current zoning bylaws, which makes it possible to accommodate Gardenworks, which is more in keeping with the “Small Urban Village” designation, which will minimize the negative impacts on our neighbourhood and be consistent with the desires of the the majority of the neighbours.

Yours sincerely,

Peter Emmings
1625 Davie



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Committee of the Whole Report

For the Meeting of July 23, 2020

To: Committee of the Whole **Date:** July 2, 2020

From: Karen Hoese, Director, Sustainable Planning and Community Development

Subject: **Victoria Housing Reserve Fund Application for 3020 Douglas Street and 584 Burnside Road East (Burnside)**

RECOMMENDATIONS

That Council approve a grant from the Victoria Housing Reserve Fund to the Victoria Cool Aid Society in the amount of \$450,000 to assist in the construction of the 154-unit Crosstown affordable housing project at 3020 Douglas Street and 584 Burnside Road East, subject to the following conditions:

1. The execution of a Housing Fund Grant Agreement in a form satisfactory to the Director of Sustainable Planning and Community Development and the City Solicitor; with terms for the eligible use of the grant, reporting requirements, repayment, indemnification, and communication protocols;
2. The applicant fulfills the applicable requirements of the Victoria Housing Reserve Fund Guidelines;
3. That the passage of this resolution creates no legal rights for the applicant or any other person, or obligation on the part of the City, until and unless all agreements are fully executed by the City; and
4. \$225,000 shall be payable to the applicant upon execution of the Housing Fund Grant Agreement and the remaining balance of \$225,000 shall be payable to the applicant once the City has issued all required occupancy permits for the project.

EXECUTIVE SUMMARY

The City of Victoria is in receipt of a Victoria Housing Reserve Fund (VHRF) grant application (Attachment 1) from the Victoria Cool Aid Society seeking \$450,000 to assist in the construction of the Crosstown affordable housing project. Crosstown will include a new mixed-use building that will provide 154 units of affordable housing on the site of the current Tally Ho motel at 3020 Douglas Street and 588 Burnside Road East (Attachment 2).

On June 11, 2020 Council approved the rezoning application, development permit with variances and two related housing agreements that secure the units as rental in perpetuity along with the levels of affordability. The current grant application complies with the VHRF Guidelines and outlines how the proposed development will provide affordable housing for individuals, seniors and families with a range of income types. The development includes a mix of unit types ranging from studio units up to three-bedroom family units. The applicant is seeking funding for 70 units

consisting of studio and one-bedroom units that will have monthly rental rates for tenants with very low, low and median incomes as well as rent-geared-to-income units. The former Tally Ho motel that is located on the site is currently being used to provide temporary housing for 52 vulnerable tenants that were previously homeless. The applicant has committed to cover all moving expenses and will coordinate and hire movers to relocate the existing tenants into the new building once it is constructed. All applicable guidelines under the Residential Tenancy Branch and the City of Victoria's Tenant Assistance Policy pertaining to moving expenses and relocation assistance will be met.

The VHRF has a current unallocated net balance of \$3,032,942, including \$705,000 allocated for affordable housing for seniors. The Crosstown project is the only VHRF application remaining from the previous intake process, therefore approval of this grant will result in a net balance of \$2,582,942 that can be used to support other applications that may be received through a forthcoming intake process on September 30, 2020. If approved, this grant will be subject to a Housing Fund Grant Agreement.

PURPOSE

The purpose of this report is to present Council with information, analysis and recommendations for a Victoria Housing Reserve Fund (VHRF) grant application from the Victoria Cool Aid Society to assist in the phased construction of two buildings that will provide a total of 154 units of affordable housing at 3020 Douglas Street and 588 Burnside Road East.

BACKGROUND

A rezoning application, development permit with variances and related housing agreements were approved by Council on June 11, 2020 to support the phased construction of Crosstown; a 154-unit affordable housing project at 3020 Douglas Street and 588 Burnside Road East. Crosstown includes the construction of a six-storey, mixed-use building consisting of ground floor commercial space and 52 replacement affordable housing units on the upper floors. These units will provide permanent, self-contained homes for the tenants currently housed on-site at the former Tally Ho motel. The project will also include an additional 102 units for seniors, families, couples and adults seeking affordable rental housing - including 4 live-work units to support low-income artists. Of the overall total units, 54 will be supportive housing that will be owned by BC Housing as a condition of their funding and operated by Victoria Cool Aid Society.

ISSUES AND ANALYSIS

Staff have reviewed the application and conclude that the project meets the VHRF Guidelines as outlined below, and is a secure investment for the City that will lead to the construction of a total of 154 housing units for individuals and families with very low (deep subsidy), low, median and moderate incomes.

Affordability Requirements

Providing affordable housing that integrates a mix of income levels is a key priority of the VHRF guidelines. The Crosstown project will achieve this objective by providing a mix of unit and income types as outlined in the table below. Specifically, the project contains a total of 154 affordable rental units composed of 74 very low-income (deep subsidy) units, 50 rent-geared-to-income (RGI) units where the rents will vary from low to median income and 30 affordable market units for tenants with moderate incomes. The applicant is seeking funding that will be used to offset overall capital costs and mortgage debt borrowing costs for 100 affordable units that will be owned and operated by Victoria Cool Aid Society.

Unit Composition and Affordability Table

Unit Type	Number of Units	Target Income Group	Proposed Income Level	Proposed Monthly Rent	VHRF Eligible Grant	VHRF Total Contribution
Studio (Replacement Supportive Housing units)	52	Very Low (Deep Subsidy)	<\$19,999	\$375	N/A (Units Owned by BC Housing)	N/A
Studio	20	Very Low	<\$19,000	\$375	\$200,000	\$200,000
Studio	20	Low - Median (RGI)	\$20,000 - \$34,999	\$425-\$875 (\$604 Avg)	\$100,000 (Based on Median Income)	\$100,000
1 Bedroom (Supportive Housing Units)	2	Very Low (Deep Subsidy)	<\$19,999	\$375	N/A (Units Owned by BC Housing)	N/A
1 Bedroom	30	Low - Median (RGI)	\$20,000 - \$39,800	\$425-\$995 (\$697 Avg)	\$150,000 (Based on Median Income)	\$150,000
1 Bedroom	17	Affordable Market Rent	N/A	\$1475	N/A	N/A
2 Bedroom	4	Affordable Market Rent	N/A	\$1850	N/A	N/A
3 Bedroom	9	Affordable Market Rent	N/A	\$2350	N/A	N/A
Total Units:	154				\$450,000	\$450,000

Leveraging Additional Funding

The applicant is contributing \$450,000 of its own funds to offset the capital project costs as well as the equity from the land that is valued at \$8.3 million. In addition, the applicant has secured over \$29 million in capital and operating grants through funding programs of BC Housing, CMHC, Province of BC and the Government of Canada as outlined below. These grants, along with potential funding from the City of Victoria, will support the project's affordability and long-term viability:

- BC Housing Supportive Housing Fund - \$15,000,000
- BC Housing Community Housing Fund – \$10,000,000
- CMHC National Co-Investment Fund – \$2,500,000
- Ministry of Children and Family Development Childcare Grant - \$1,500,000
- Investing in Canada Infrastructure Grant - \$699,335
- CMHC Seed Funding - \$60,000

The proposed City of Victoria VHRF grant of \$450,000 represents approximately 0.9% of the total construction cost (\$46,232,192) and 1.5% of all grants and contributions (\$29,759,335) excluding land value and owner's equity. Therefore, while the City continues to play an important role as a supporting partner to this local affordable housing project, most of the project funding will be contributed by other levels of government.

Project Priorities

The Crosstown project aligns with nearly all project priorities outlined in the VHRF Guidelines, including the provision of a mix of unit types for individuals, seniors and families that are homeless or at risk of homelessness; mixed affordability; affordable rental units in perpetuity and accessible units. The project will also provide before/after school care, family support services and social recreation programs, and prioritizes housing for people with very low and low incomes over median incomes.

Legal Agreements

There are two separate approved housing agreements for the Crosstown project that secure all units as rental in perpetuity as well as specified affordability levels. The first housing agreement applies to the 54 units that will be owned by BC Housing and the second agreement applies to the other 100 units that will be owned by the applicant. Staff have determined that if Council approves the requested VHRF grant, the existing housing agreements will serve to fulfil the requirements of the VHRF guidelines.

The applicant will also be required to provide a one-year progress report to the City outlining how the project is achieving the affordability targets outlined in the Housing Agreement that applies to the 100 units owned by the applicant.

Tenant Assistance

The former Tally Ho motel that is located on the site is currently being used to provide temporary housing for 52 vulnerable tenants that were previously homeless. The Victoria Cool Aid Society has identified that the existing residents will be accommodated in the first building that is constructed through Phase 1 of the project that includes 52 supportive units.

There will be no displacement of current tenants at the Tally Ho throughout the redevelopment of 3020 Douglas Street and 584 Burnside Road East. When construction of the new building is complete, the Tally Ho tenants will be provided with a notice to end tenancy for their current unit and will enter into new tenancy agreements for the newly constructed units. The applicant will cover all moving expenses and will coordinate and hire movers for this transition with no cost to the tenants. The applicant has also committed to undertake the gradual relocation of these tenants into the new building over a one- to two-week period. The applicant will be required to outline how they have fulfilled these tenant assistance measures as part of the reporting requirements that are outlined in the Housing Fund Grant Agreement. In addition, all applicable guidelines under the Residential Tenancy Branch and the City of Victoria's Tenant Assistance Policy pertaining to moving expenses and relocation assistance will be met.

Capacity of the Victoria Housing Fund

If Council approves a VHRF grant of \$450,000 the VHRF will have an unallocated balance of \$2,582,942 that will be available for future applications received.

OPTIONS AND IMPACTS

Option 1 - Approve the Grant Request

Approval of a \$450,000 grant request will allow the applicant to provide 70 units of dedicated affordable units for individuals, families and seniors, as part of the overall 154-unit development. This project meets many of the VHRF priorities, including mixed income housing for individuals,

families and seniors. Approval of this grant will result in an unallocated VHRF balance of \$2,582,942 that will be available for future applications received.

Option 2 – Approve a Reduced Grant Amount

Council may consider approving a reduced grant amount for the project. A reduced grant amount could result in a reduced number of affordable housing units being provided and other potential financial impacts to the project.

Option 3 - Decline the Grant Request

Should the grant be declined, this may affect the applicant's ability to secure additional project funding through BC Housing and CMHC as these programs typically require applicants to demonstrate that they have secured other additional funding partnerships.

Accessibility Impact Statement

This grant request will have no accessibility impacts. The project also includes a total of 10 accessible units.

2019 - 2022 Strategic Plan

Providing grants to support the development of affordable rental housing supports multiple actions described within Strategic Objective Three: Affordable Housing as well as Strategic Objective Eight: Strong, Liveable Neighbourhoods.

Impacts to Financial Plan

Issuance of a \$450,000 grant to the Victoria Cool Aid Society will reduce the VHRF balance from \$3,032,942 to \$2,582,942, which would be comprised of \$705,000 dedicated for affordable senior housing and \$1,877,942 for other affordable housing projects.

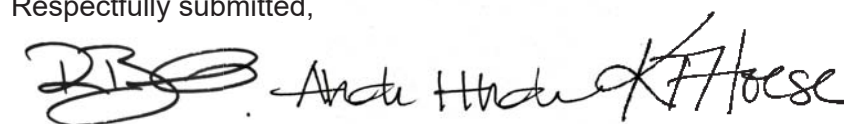
Official Community Plan Consistency Statement

This project supports several OCP objectives, but specifically policies related to achieving multi-generational neighbourhoods by working collaboratively with other public and private partners to plan for the housing of Victoria's population as it ages.

CONCLUSIONS

The VHRF grant application from the Victoria Cool Aid Society presented in this report is well aligned with VHRF priorities and would lead to the construction of 154 affordable housing units for individuals, seniors, and families.

Respectfully submitted,



Robert Batallas,
Senior Planner
Community Planning Division

Karen Hoese, Director
Sustainable Planning and Community
Development Department

Report accepted and recommended by the City Manager:



Date: July 16, 2020

List of Attachments

- Attachment 1: Application to the Victoria Housing Reserve Fund (Crosstown)
- Attachment 2: Aerial Map – 3020 Douglas Street / 588 Burnside Road East.

June 17, 2020 (revised)

Mayor & Council
City of Victoria
1 Centennial Square
Victoria BC V8W 1P6

RE: Victoria Housing Reserve Fund Request
Crosstown – Affordable Housing

Dear Mayor Helps and Council,

We are pleased to submit this request for funding under the Victoria Housing Reserve Fund in support of our proposal to create 154 units of mixed income affordable rental housing at our property located at 3020 Douglas Street and 584 Burnside Road East. Victoria Cool Aid Society is requesting a grant of \$450,000 towards the 100 units of very low, low income and median income housing units that will be created as a result of this project and funded under the BC Housing Community Housing Fund.

About Our Organization

Cool Aid currently manages over 600 apartments in 17 buildings in Victoria, Saanich and Langford, and we have been providing supportive housing since 1991. We are the largest operator of supportive housing outside of the Lower Mainland and were the first in the Province to introduce this model of care. We also provide a wide variety of healthcare, employment, nutrition, recreation and support services to over 12,000 people each year.

Project Background

With support from BC Housing, we are currently operating 52 units of supportive housing in the Tally Ho motel under a Temporary Use Permit. Our Rezoning and Development Permit application for a phased redevelopment of 3020 Douglas/ 584 Burnside Rd E. was approved by Council on June 11, 2020. Phase 1 (Burnside frontage) of our redevelopment plans include creating 52 replacement units to offer permanent, fully self-contained homes for the tenants currently housed at the Tally Ho. In addition to these 52 replacement units, we will develop 2 more supportive housing units and 100 units for seniors, families, couples and adults seeking affordable rental housing - including 4 live-work units to support low-income artists in our community under a newly created "Artist in Residence" program. The 54 units of supportive housing will be owned by BC Housing as a condition of their funding and operated by Cool Aid. The remaining 100 units of affordable rental

housing will be owned by Cool Aid and we are seeking this Housing Reserve fund for the 70 units of very low, and low to median income units that are eligible.

Project Information

The current tenants at the Tally Ho will maintain their housing throughout the construction of Phase 1 and when construction is complete, they will be able to take up residence in the newly built units. In addition to the range of housing options created on this site, there is an opportunity to develop 30,000 sf of commercial space as a complimentary service to the planned residences. The space will include offices and a daycare, and an opportunity for Cool Aid to pursue innovative new programming that will benefit both our tenants and the wider community. By connecting our tenants with employment opportunities through social enterprise, Cool Aid will be taking the next step to create training opportunities for our residents. The site will be a neighbourhood hub, welcoming families, seniors, office workers, and local neighbours to a place that supports the community's desire for more gathering spaces. This will be an opportunity to further build community and contribute to the local economy.

Compliance with Municipal Policies

Our development proposal meets the policy objectives of the City's Official Community Plan and the recently adopted Burnside Gorge Neighbourhood Plan. Under the OCP, this site is designated as General Employment with Limited Residential, which supports low and mid-rise multi-unit buildings up to approximately six storeys. The Burnside Gorge Neighbourhood Plan has placed an emphasis on the neighbourhood's desire for housing diversity, including affordable housing options and family-oriented housing. This project delivers not only affordable housing (including 3-bedroom suites suitable for families), but also includes a significant family support service: an onsite daycare. A further goal of both the neighbourhood plan and the OCP has been to preserve and invigorate retail opportunities. The planned commercial space includes 3 commercial retail units fronting Burnside Road, which are envisioned as service-based retail businesses that will create activity along the street frontage.

Affordability

The rental rate structure for the 100 affordable rental units includes units at income assistance rates, subsidized low income rates, and housing for moderate income levels. The addition of these much needed affordable rental housing units to our portfolio will have the collateral impact of reducing homelessness in our community, as we will be able to transition stabilized tenants from our supportive housing developments into the subsidized rental units in our mixed income projects.

Our current proposed rental rate structure and grant request is as follows:

Unit type	Target Income Level	Number of Units	Proposed Rent	Income Threshold	Eligible Grant	Grant Requested
Studio Units (Replacement Supportive Housing Units)	Very Low	52	\$375	<\$19,000	Not Eligible	N/A
Studio Units 40 units	Very Low	20	\$375	<\$19,000	\$200,000	\$200,000
	Low - Median (Rent Geared to Income)	20	Average rent: \$604 Rental Range: \$425- 875	\$20,000 to \$34,999	\$100,000	\$100,000
One bedroom 49 units	Very Low (Supportive Housing Program)	2	\$375	<\$19,000	Not Eligible	N/A
	Low-Median (Rent Geared to Income)	30	Average rent: \$697 Rental Range: \$425 -995	\$20,000 to \$39,800	\$150,000	\$150,000
	Affordable Market Rent	17	\$1,475	>\$59,000	Not Eligible	N/A
Two bedroom 4 units	Affordable Market Rent	4	\$1850	>\$74,000	Not Eligible	N/A
Three bedroom 9 units	Affordable Market Rent	9	\$2,350	>\$94,000	Not Eligible	N/A
TOTAL ELIGIBLE GRANT	\$450,000					
TOTAL GRANT REQUESTED						\$450,000

In Closing

By combining affordable rental units for working families and seniors, with commercial uses such as daycare services, office space, and dynamic service retail, the project's goal is to provide meaningful neighbourhood connections. Crosstown's mandate reflects that of Cool Aid's, in providing inclusive and welcoming spaces with community at heart. The project has been selected for funding by BC Housing through the Community Housing Fund and the Supportive Housing Fund and we have secured CMHC Seed Funding to support pre-development costs on the project. We ask the City of Victoria to join Cool Aid and our partners in supporting this large-scale and innovative project with a grant of \$450,000.

We are grateful for the City's enthusiastic support for the development of affordable housing in our community for those most in need. We would be happy to provide you with any additional information you require.

Sincerely,

A handwritten signature in black ink that reads "Deanna Bhandar".

Deanna Bhandar, MSc
Director, Real Estate Development
dbhandar@CoolAid.org
250-383-1977



Sustainable Planning and
Community Development
1 Centennial Square
Victoria, BC V8W 1P6

T 250.361.0382
E communityplanning@victoria.ca

Victoria Housing Reserve Fund Application for Funding

The Victoria Housing Reserve Fund Program Guidelines contain important information on project eligibility and the application process. Please review the guidelines prior to completing an Application for Funding.

The entire Application for Funding must be completed along with all other documents identified on the Application Checklist. Please attach additional pages if more space is needed.

An appointment is strongly encouraged prior to applying for funding to ensure the project meets eligibility criteria. To make an appointment, email communityplanning@victoria.ca.

If you have any questions about the criteria or the process, please contact the Community Planning Division at communityplanning@victoria.ca or 250.361.0382.

1. Letter to Mayor and Council

Please include a letter to Mayor and Council highlighting key aspects of the proposed project and how it meets the objectives of the Victoria Housing Reserve Fund Program as outlined in the Program Guidelines.

2. Proponent Information

Organization Name Victoria Cool Aid Society Non-profit Society Yes ☒ No ☐

Contact Person/Position Deanna Bhandar, Director of Real Estate Development

Business Address 101 - 749 Pandora Avenue

Telephone 250-383-1977 ext 143

Fax _____

Email dbhandar@coolaid.org

Date of Incorporation October 28, 1976

Canada Revenue Agency Charity # 12820 5069 RR0001

Previous Projects Funded through the Victoria Housing Reserve Fund, if any: Cottage Grove, Queens Manor, Cedar Grove

I have read and understand the Victoria Housing Reserve Fund Program Guidelines ☒

I understand funding is a one-time, non-renewable grant ☒

Application Date mm/dd/yyyy 09/30/2019

Applicant Signature _____

3. Project Summary

Submission of building and site plans are required as part of the application package.

Address/location of project 3020 Douglas Street

Developer and contact information (if different from the Proponent) _____

Project Architect and contact information Paul Hammond, Low Hammond Rowe Architects

Owner and Operator of Housing Victoria Cool Aid Society

Housing type (strata/apt etc.), number of units and sizes (bedrooms) 154 units



Target population, incomes (as defined in the Program Guidelines) and target rents or sale price per unit

The Crosstown Development will provide housing to a range of individuals including low and moderate income adults, seniors, couples and families. Target rents will be aligned with BC Housing's guidelines including a portion of units at income assistance shelter rates; low income units based on rent geared to income and moderate income level units.

Support services provided (if any)

The 52 self-contained supportive housing units will provide permanent housing that is subsidized, and has on-site supports, including 24/7 staffing. Support services are generally designed around an individual resident's needs related to physical or mental health, developmental disabilities, or substance use. These are permanent housing units, and there is no time limit on how long an individual

Additional features

The new housing will be designed to meet Step 3 of the BC Energy Step Code and the non-residential and commercial spaces will be designed to meet Step 2.

Target Completion Date

September 2022

How does the project meet the objectives of the Victoria Housing Reserve Fund Program as described in the Program Guidelines?

The Crosstown Development will contribute 102 new affordable rental units and replace 52 supportive housing units that are currently being operated at the Tally Ho. In total, we will be developing 154 affordable rental housing units including 4 live-work units. Our project meets the objectives of the Victoria Housing Reserve Fund in that we are offering units at very low, low income and moderate income levels. This project will leverage funding and financing from BC Housing and the Housing Reserve Funds will aid in securing this funding commitment by alleviating the equity gap in the project. The unit mix includes studio/ 1 bd/ 2bd and 3 bd and at a minimum 10 accessible units will be provided. In addition to the net gain of 102 new affordable rental housing units; our proposed development also incorporates commercial/retail/daycare and office space which will be very beneficial for the residents on site and the broader community.

Describe how the project is consistent with the City's Official Community Plan (OCP), Neighbourhood Plan policies and zoning.

Crosstown meets the policy objectives of the City's Official Community Plan and the recently adopted Burnside Gorge Neighbourhood Plan. Under the OCP, this site is designated as General Employment with Limited Residential, which supports low and mid-rise multi-unit buildings up to approximately six storeys. The Burnside Gorge Neighbourhood Plan has placed an emphasis on the neighbourhood's desire for housing diversity, including affordable housing options and family-oriented housing. This project delivers not only affordable housing (including 3-bedroom suites for families), but also includes a significant family support service: an onsite daycare. A further goal of the Neighbourhood Plan and the OCP has been to preserve and invigorate retail opportunities.

What development approvals are required or have been received?

A concurrent Rezoning and Development Permit application was approved by Council on June 11, 2020.



4. Experience and Capacity to Develop and Manage Affordable Housing

Outline the proponent's experience in the development and management of affordable housing. How does this project compare to this previous experience and the proponent's capacity to complete the project in the short-term and manage it over the long-term?

Victoria Cool Aid Society has a long history of securing valuable properties and successfully developing housing in the Capital Region District. To date, we have led the development of 11 projects ranging from emergency shelters to supportive and affordable rental housing. VCAS is the largest provider of supportive housing in the Capital Region District and has been providing affordable, supportive housing utilizing a housing first perspective and incorporating a harm reduction approach to the most marginalized people in our community for the past 25 years. Cool Aid owns 320 rental units and manages more than 600 rental units in 16 different buildings.

As an organization, Victoria Cool Aid Society has been operating in the community since 1968 -- over 50 years.

See also supplementary documents.

5. Project Financing and Sustainability

A. Describe how the funding model will support long-term financial sustainability and housing affordability. Please also attach a detailed Capital Budget and 10-year Operating Budget. For affordable home ownership projects, detail how the units will be affordable and will remain so over time.

A capital and ten-year operating budget is enclosed. Housing affordability will be guaranteed at low rental rates as that is the mandate of Cool Aid and rent revenues are sufficient to meet all operating and mortgage costs. Support services are funded by BC Housing.

6. Partnerships

List partners in this project (developers, agencies, other levels of government etc.), and detail their involvement.

CMHC Seed Funding: \$60,000
BC Housing Community Housing Fund: \$10,000,000
CMHC National Co-Investment Funding: \$2,500,000
MCFD Childcare New Spaces Funding: \$1,500,000
Infrastructure Grant for Arts and Culture: \$699,335
BC Housing Supportive Housing Fund: \$15,000,000
Sale of Commercial Space: \$4,473,000

7. Other Information

Provide any other information that supports your application.

Please see Attachment



3020 Douglas Street and
584 Burnside Road East



Committee of the Whole Report

For the Meeting of July 23, 2020

To: Committee of the Whole **Date:** July 15, 2020
From: Susanne Thompson, Deputy City Manager and Chief Financial Officer
Subject: Proposed Adjustments to Parking Fees

RECOMMENDATION

That Council adjust parking fees as follows effective August 4, 2020 unless otherwise specified:

1. Extend reduced rates for Broughton Street, View Street and Johnson Street parkades:
 - a. Daily rate - \$1 per hour with the 1st hour free
 - b. Monthly rate - \$85
 - c. Daily maximum \$9 for View and Johnson; \$5 for Broughton
2. Yates Street Parkade
 - a. Reinstate regular hourly rates
 - i. 1st hour free
 - ii. 2nd and 3rd hour \$2
 - iii. 4th hour and beyond \$3
 - iv. reduced daily maximum of \$14.50
 - b. Increase the monthly rate to \$175 effective September 1, 2020
3. Centennial Square Parkade
 - a. Reinstate regular hourly rates
 - i. 1st hour free
 - ii. 2nd and 3rd hour \$2
 - iii. 4th hour and beyond \$3
 - iv. reduced daily maximum of \$14.50
 - b. Increase the monthly rate to \$130 effective September 1, 2020
4. Reinstate regular on-street metered rates and time limits as per map in Appendix A
5. Reduced parking lot rates:
 - a. Royal Athletic Park - \$1 per hour with a \$5 daily maximum
 - b. Royal Theatre and Wharf Street parking lots - \$2 per hour with a \$12 maximum
6. Reinstate enforcement of all unmetered time-limited zones

EXECUTIVE SUMMARY

In response to the COVID-19 pandemic, Council reduced parking fees and relaxed enforcement in un-metered time-limited zones in April. In June, as a result of increased usage, on-street rates and the daily maximum for the Yates Street and Centennial Square parkades were increased.

The rate policy currently in effect is as follows:

1. Reduced rates in all parkades:
 - a. Daily rate - \$1 per hour with the 1st hour free
 - b. Monthly rate - \$85
 - c. Daily rate maximum of \$5 in all parkades excluding the Yates Street and Centennial Square parkades, which have a maximum of \$9 per hour
2. Reduced on-street metered rates:
 - a. In the 90 minute zone - \$2 per hour, with a 90 minute time limit
 - b. All other zones - \$1 per hour, with no time limits
3. Reduced parking lot rates - \$1 per hour with a \$5 daily maximum
4. Suspended enforcement of unmetered time-limited zones, except for 30 minute zones

Parking space utilization has continued to experience a steady increase over the past month. As of the week ending July 10, on-street use climbed to 76% of last year's transaction volumes. However, as previously reported, the usage is not evenly distributed throughout all metered areas. The 90 minute metered spaces exceeded last year's transaction volumes, reaching 125%, indicating capacity challenges and suggesting a rate increase is warranted to achieve desired turnover rates and the target occupancy of 85%. Therefore, it is recommended that on-street rates and time limits be reinstated to pre-COVID levels as outlined in Appendix A. Given the large overall capacity within parkades (as discussed below), parkers would have alternative options.

Time-limited zones have also seen a significant increase in usage and staff are receiving complaints from businesses that there is essentially no turnover in these areas, which impacts access for their customers. The increased usage suggests that reinstating enforcement of these zones to increase turnover is warranted at this time. Residential zones, which have remained unchanged, will continue to provide parking for those required to self-isolate.


Overall, within parkades, utilization is currently at approximately 55% of last year's transaction volumes, up from approximately 40% in early June. Although there is still a large overall capacity within the parkades, usage at the Yates Street and Centennial Square parkades continues to be high. Broughton Street Parkade continues to experience the lowest usage compared to 'normal' at only about 50% of last year's transaction volumes. The rate increases implemented in June saw some shifting from the Yates Street and Centennial Square parkades, but capacity remains a challenge at times in those facilities. Therefore, it is recommended that regular hourly rates be reinstated at the Yates Street and Centennial Square parkades, with a reduced daily maximum of \$14.50. It is also recommended that monthly rates in these two parkades be increased; the suggested rates reflect a substantial, but gradual increase to encourage shifting to other parkades while recognizing the current economic situation in the community. Should Council approve recommended changes, based on historical experience, it is anticipated that usage will continue to shift from the Yates Street and Centennial Square parkades, as well as from on-street spaces, to the other parkades. Therefore, to manage expected increased usage at the View Street and Johnson Street parkades and to encourage longer-term usage of the Broughton Street Parkade, it is also recommended that the daily maximum be increased to \$9 for those two locations. No other rate adjustments are recommended at this time due to the large overall available capacity within the parkades.

Parking lot usage is also increasing, specifically in the Wharf and Royal Theatre lots. Therefore, it is recommended that the rates for those lots be increased. No changes are recommended for the Royal Athletic Park lot.

As directed by Council, staff will continue to report back with further recommended changes for consideration as parking system capacity evolves.

Respectfully submitted,


Ismo Husu
Manager of Parking Services


Susanne Thompson
Deputy City Manager
and Chief Financial Officer

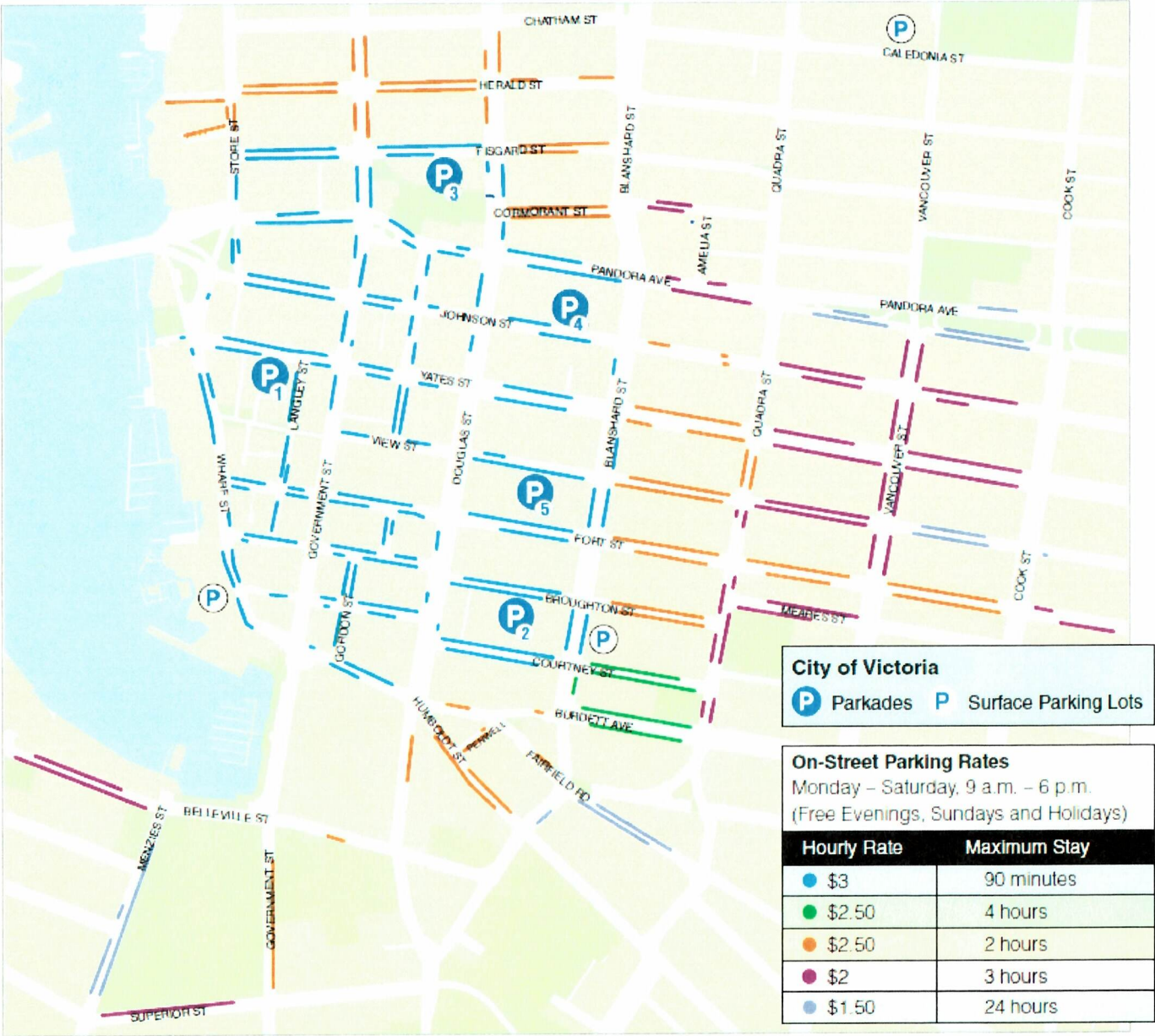
Report accepted and recommended by the City Manager:

Date:

List of Attachments:

Appendix A – Map of Metered Parking Zones with Pre-COVID Rates and Time Limits
Appendix B – Pre-COVID Parkade and Parking Lot Rates

Appendix A – Map of Metered Parking Zones with Pre-COVID Rates and Time Limits



Appendix B – Pre-COVID Parkade and Parking Lot Rates

Parkades

Daily Rates:

Parkades	1st hour	2nd and 3rd hour	4th hour and beyond	Daily Max
View Street, Broughton Street, Johnson Street, Centennial Square	Free	\$2 (\$0.50 per 15 min)	\$3 (\$0.75 per 15 min)	\$16.00
Bastion (Yates)	Free	\$2 (\$0.50 per 15 min)	\$3 (\$0.75 per 15 min)	\$17.50

Monthly Rates:

Parkades	Rates
Centennial Square	\$180
Johnson Street	\$200
Bastion (Yates)	\$240
View Street	\$240
Broughton Street	\$240

Surface Lots

Lot	Hourly (Max)	Monthly
Royal Athletic Park	1.50 (\$10)	\$100
Wharf Street Lot	\$2.50/hr (\$15)	\$150
Royal Theatre	\$2.50/hr (\$15)	NA