



Cinnabar Brown Holdings Ltd.
4052 Ebony Place
Victoria, BC V8N 3Y9

March 21, 2018

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

Dear Mayor and & Council,

We are pleased to present an application for a Development Permit for the building at 1501-1503 Haultain Street. This application proposes to renovate and make an addition to the existing building.

Existing building

The building is located at Haultain Corners and is comprised of two commercial units on the first floor and two residential apartments on the second floor. One commercial unit is used as a yoga studio and a massage room. The other commercial unit is vacant at the moment. There is a parking lot on each side of the building.

Project overview

This project will make an addition to the west side of the building, on the parking lot facing Belmont Street, and add a third floor to the existing building. The finished building will be comprised of two commercial units and five residential units. A tree will be planted to replace part of the parking lot at the Corner of Belmont and Haultain Street. A parking space will be created by removing the driveway for the parking lot facing Belmont. 10 Class 1 bike parking spaces will be built on site. Also, more Class 2 bike parking spaces will be added to the City bike racks at the front of the building.

Conformity to Official Community Plan

We believe that our proposal complements and supports Victoria's Official Community Plan (OCP) and its vision. A new, low-rise mixed-use building in this location will support the goal of 40% of new population growth by 2041 that will take place within town centres and urban villages throughout the City. As our site is located near Royal Jubilee Hospital, Hillside Mall, Camosun College, and Downtown, it is ideally located to support the objective of promoting the City's sustainability goals:

- Our proposed development supports a mix of housing types in the area, which is an essential element for a vibrant, mixed-use village centre.
- Daily destinations are close by, such as three grocery stores, a coffee shop, a barber, a spa, a yoga studio, a massage office, and an art studio. Oaklands and Fernwood Community Centres are a short walk away. Numerous Parks are within walking distance.
- The site is located directly adjacent to sustainable transportation options for residents, including a well-developed sidewalk network. The #22 bus stop is right in front of the building. Major transit corridors on Shelbourne and Bay Streets, are within walking distance, and have direct links to major regional destinations. The residents and business patrons can take advantage of the Haultain Street greenway and Victoria's growing bicycle network. There are two Class 2 bicycle parking spots in front of the building and a number of U-Bicycles for use.
- Each residential apartment will be provided with a Modo membership. A Modo car is located at the corner of Haultain and Shelbourne Streets, within 500 m of the proposed site. Another Modo car is located in Fernwood Centre, within a short walking distance. According to the Modo Survey, Modo membership will reduce the car-ownership about 50%.

- Electric bikes will be provided for the residential apartments.
- If possible, a trip end facility will be provided for the staff working at the commercial area to encourage alternative transportation.
- Our proposed development will help alleviate the current rental shortage and improve affordability for the rental housing market, without contributing to urban sprawl.
- The unsightly parking lot facing Belmont and Haultain Streets will be replaced by a tree and the new modern-looking building.

We believe our project will revitalize Haultain Corners and give Haultain Corners a much needed facelift.

Building Design

The starting point for the redevelopment is the retention and refurbishment of the building. The existing building is generally in good repair. The new construction to the west of the building will reinforce the existing building. By removing the roof in the front of the existing building, the existing building will be tied in with the new construction to give the building a modern look.

Community Consultation

At the outset of the project, we consulted with the Planning and Development Services Departments at the City of Victoria, and we also canvassed our neighbors, to determine if the development would be considered supportable, which it was. We have been consulting with the Fernwood Neighborhood Association for input.

Variances

The proposed uses, density, and height are consistent with the existing Zoning, however, the proposal requires parking variances and setback to .22m on Belmont Street.

These are generally consistent with existing corner-site buildings in old urban village areas that are reflective of the change in building typology and use, as the small urban village developed and matured. The setbacks on Belmont is reflective of the smaller, narrow-lot buildings that make up much of the fabric of the historic core of the small urban villages, but it is not indicative of urban sprawl. We believe that this development is a significant milestone in the refurbishment and development of an historic part of the City and is in keeping with the examples and precedents that already exist in the area. We have taken steps to mitigate the effect of the upper floors on view lines and streetscape shadowing and these levels have been designed to read as integral components of one whole building and not as 'add on' elements to an existing building. As such, we believe the requested increases in setbacks are supportable and do not detract from the goals and aims of the City with respect to a small urban village.

We mitigate the parking issue by parking management and transportation demand management. The parking demand and supply are consistent with that of the small urban village. On September 21, 2017, the council approved Development Variance Permit No. 00191 of 12 spaces for a wine bar at the same site in the building. This set a precedent for the parking requirements for the proposed development. The approved parking variance for the wine bar was the similar magnitude as the parking variance we are requesting. As such, we believe the requested parking variance is supportable and is in line with the parking expectations from the City for a small urban village.

We thank you for your consideration for this redevelopment proposal and look forward to being able to present it.

Regards,



Li Sharp

The City of Victoria
Planning & Development Department
Community Planning Division



Cinnabar Brown Holdings Ltd.
4052 Ebony Place
Victoria, BC V8N 3Y9

February 27, 2018

PARKING REVIEW for 1501-1503 HAULTAIN STREET

This review is for the development permit application of 1501-1503 Haultain Street. In this review, we will analyze the current parking situation and address any parking concerns that might arise due to the new addition. We approach the parking issues from two aspects: 1) parking management and 2) transportation demand management.

1. Overview

a. Existing Building

It is a mixed-use two story building. On the first floor, there are two commercial units. One is a yoga studio and the other is vacant. On the second floor, there are two residential units.

b. Location

i. Small Urban Village

The building is at 1501-1503 Haultain Street. It is within an area identified in the Official Community Plan (OCP) as a "Small Urban Village" (Haultain Corners). This building is approximately 2 km from downtown Victoria and can be walked in approximately 15 to 20 minutes.

ii. Public transit

Public transit is available via #22 Vic General/ Hillside Mall route which stops right in front of the proposed site, and via a number of routes on Shelbourne Street (#27 and #28), within 500 m to the east of the building. Public transit is also available via the #10 Royal Jubilee/Songhees route on Bay Street, within a 4 minute walk.

iii. Modo car

There are two Modo cars within walking distance of the proposed site. One is on the corner of Shelbourne and Haultain, within 500m of the proposed site. The other Modo car is near Fernwood center.

iv. U-Bicycles

There are two bike racks and a number of U-bicycles (bike share) in front of the proposed site.

v. Grocery stores

There are three grocery stores directly across the street of the proposed site.

vi. Coffee shop

There is a Coffee shop across the street.

vii. Barber shop

A Barber shop is directly across the street from the proposed site.

c. Existing Parking supply

There are two parking lots with 5 legal parking spaces for the building. One parking lot on Haultain Street includes 3 parking spaces. The other parking lot on the corner of Belmont and Haultain Street includes two parking spaces.

d. On-street parking conditions

On-street parking conditions were observed on Haultain Street and Belmont Street during various times. Only those spaces that could potentially accommodate site residents, employees or customers were considered (no residential parking only spaces).

i. Wednesday



Wednesday, December 6, 2017 at 2:51 PM

ii. Thursday,

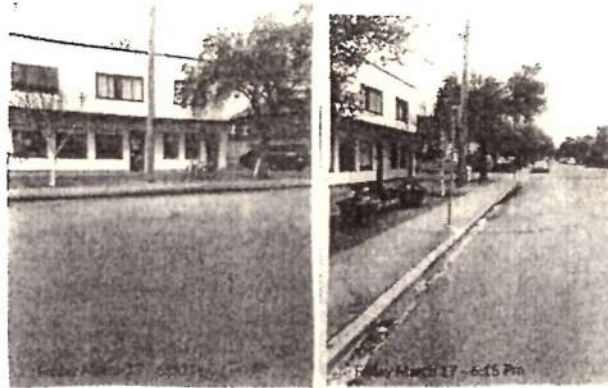


Thursday, March 2, 2017 at 5:30 PM;



Thursday, December 7, 2017 at 4:24 PM

iii. Friday



Friday, March 17, 2017 at 6:00 PM and 6:15 PM

iv. Saturday

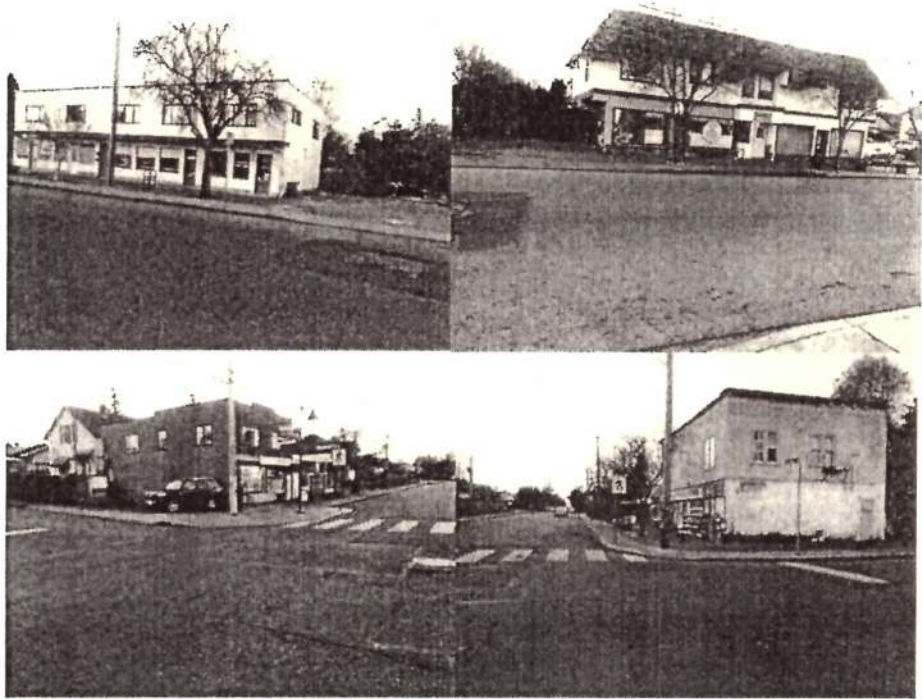


Saturday, March 11, 2017 at 8:00 PM

v. Sunday



Sunday, December 10, 2017 2:00 PM



Sunday, December 10, 2017 at 4:11 PM

Total 8 periods were observed. The results found that the highest on-street parking utilization was an occupancy rate of 41% (excluding resident only spaces) during these periods, where 5 of 12 available spaces were occupied.

- e. Current parking requirement
Non-conforming.

2. Overview of proposed development

a. New addition

On the first floor, the proposed development is to extend the building to Belmont and make an addition on the parking lot at the corner of Belmont and Haultain Street. On the second floor and the third floor above the new addition, one new residential apartment will be added. On the third floor above the existing building, two new residential apartments will be added.

b. Land use of the commercial area

i. Orthodontic office

The new addition is an extension of the existing vacant commercial space. This commercial space will be used as orthodontic office. There is no orthodontic office in either the Fernwood or Oaklands areas. It will provide a convenient service for the young growing community.

ii. Yoga studio and massage office

The other commercial space is used for a yoga studio and shared with a massage office. About 40% of working hours were used for the yoga studio. When the massage office is used, the requirement for the parking is only one space instead of three for the yoga studio.

c. Parking supplies of proposed development

There are three parking spaces on the east side of the building. The removal of the parking lot on the west side of building will create extra parking space on Belmont.

d. Parking requirement for the proposed development

Land Use	Required parking
Total change for addition and change from general to dental	2
3 new residential apartments	3.9
Existing required Parking	6
Total parking requirement	12

3. Mitigation of parking issue

a. Parking management

- i. The orthodontic office does not open in the evenings and weekends. The parking requirements of the office are opposite to the residential apartments above. In terms of parking, it is a perfect mix of residential and commercial use.
- ii. The residential units above will be rental apartments. According to recent research for the update to the City's off-street Parking Regulations ("Schedule C"), the market rental apartment sites average 0.49 owned vehicles per unit.
- iii. Orthodontic patients are mostly teenagers. The patients tend to walk and bike to the office. The office is within walking distance of the Fernwood and Oaklands neighborhoods.

There are three grocery stores across the street, which will reduce the need for car ownership.

b. Demand Management

i. Bicycle

There are two Class 2 bicycle racks in front of the proposed site, also a number of the U-Bicycles (bike share) in front of the building. 10 Class 1 bicycle parking spaces will be built on the proposed site. More Class 2 bike parking spaces will be added to the existing parking spaces at the front of building.

ii. Electric bicycles

Electric bicycles will be provided for the residents above.

iii. Trip End facility

A trip end facility will be built if possible to encourage the staff using alternative transportation for the commercial area.

iv. Modo Car Sharing membership

Each residential apartment will be provided a Modco membership for car sharing. There is one Modco car in the corner of Haultain and Shelbourne Street, which is within 500 m of the proposed site. There is another Modco car in Fernwood center, which is within walking distance of the proposed site. Please see the attached traffic report from Modco. According to the Modco survey, Modco membership will reduce the car ownership about 50%.

v. Existing transit stop

The # 22 bus is conveniently located in front of the proposed site. The #10 bus stop on Bay street is within a 4 minute walk to the proposed site. There are other transit bus stops on Shelbourne Street (# 27 and #28) within 500m to the proposed site. Public transit is available for traveling to most locations of the city.

vi. Tenants of residential apartments

Employees who work near the area, such as Royal Jubilee Hospital, Downtown, Hillside Mall, and Camosun College will be interested in renting the residential apartments above. The tenants can walk, bus, or bike to work, which will alleviate the parking demand.

vii. Hiring for the orthodontic office within the area

Qualified employees who live near the area will be encouraged to work there.

4. Precedents of approved parking variance

- a. The 2009 Fernwood Road project recently received a parking variance and is slightly larger in a more densely populated area. The two urban villages are similar in size and location.
- b. On September 21, 2017, the council approved Development Variance Permit No. 00191 for 12 parking spaces for a wine bar at the same site in the building. The parking variance the wine bar received is the similar number of parking spaces as the proposed development required.

5. Summary

Parking demand associated with the 1501 Haultain Street site can be accommodated with minimal impact on surrounding street parking. Due to the nature of the mixed use residential / commercial development, there is more residential parking in the evenings and weekends and more commercial parking during the day. Also, because of the young age of patrons of the orthodontic office and health conscious patrons of yoga studio, alternative transportation is more likely to be used. Because plenty of alternative transportation is available nearby, and three grocery stores are across the street, the parking spaces will be sufficient for the proposed site.

Regards,



Li Sharp