

## **REPORTS OF COMMITTEES**

### **2. Committee of the Whole – December 14, 2017**

#### **11. Rezoning Application No. 00549 & Development Permit Application No. 000490 for 2813 - 2887 Quadra Street and 2814 - 2890 and 2780/82 Fifth Street**

##### **Motion:**

It was moved by Councillor Coleman, seconded by Councillor Lucas:

##### **Rezoning Application No. 00549**

That Council instruct staff to prepare the necessary Zoning Regulation Bylaw Amendments that would authorize the proposed development outlined in Rezoning Application No. 00549 for 2813-2887 Quadra Street and 2814-2890 and 2780/82 Fifth Street, 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:

That Rezoning Application No. 00549 for 2813-2887 Quadra Street and 2814-2890 and 2780/82 Fifth Street proceed for consideration at a Public Hearing and that staff prepare the necessary Zoning Regulation Bylaw amendments, subject to completion of the following for the new project prior to a Public Hearing:

1. Securing a car share agreement that includes the purchase of two cars and a car share membership for all units (existing and new) to the satisfaction of the Director of Engineering and Public Works.
2. Restrictive covenant ensuring two car share stalls are allocated on the site for access by residents of both buildings, or an alternative arrangement as approved by the Director of Engineering and Public Works.
3. Registration of a Statutory Right-of-Way agreement for 2.72m along the entire frontage of Quadra Street.
4. A restrictive covenant be registered on the title which will prohibit the issuance of any building permits for the new project until the small parking lots are constructed for the existing units (Quadra Villa).
5. An executed Housing Agreement to ensure the units in the new building are rental in perpetuity. And further for Quadra Villa (existing rental units), that staff prepare the necessary *Zoning Regulation Bylaw* amendments, subject to the following:

A site-specific zone be drafted to allow the following changes:

1. Limiting development to the current existing situation for a maximum of 64 units.
2. Changes to density (FSR), parcel coverage and open site space as a result of the reduced lot size.
3. Reducing the vehicle parking requirement to 37 parking stalls for the existing development; however, 21 stalls may be provided on the new project lot, subject to the registration of an easement and a Section 219 covenant
4. Additional floor area allowance for two laundry rooms and a caretaker's office.
5. Setbacks that recognize the existing siting from Quadra Street and Fifth Street that were previously approved by the Board of Variance for the reconstruction of the stairs and decks.
6. Reducing the setback requirement from Topaz Avenue for the relocation of the laundry rooms and caretaker's office.
7. Reducing the setback requirement from the newly created interior lot line (south).

##### **Development Permit Application No. 000490**

That Council, after the Public Hearing for Rezoning Application No. 00549, if it is approved, consider the following motion:

"That Council authorize the issuance of Development Permit Application No. 000490 for 2813 - 2887 Quadra Street and 2814 - 2890 and 2780/82 Fifth Street in accordance with:

1. Plans date stamped August 8, 2017.
2. Development meeting all *Zoning Regulation Bylaw* requirements.
3. Prior to the issuance of any Building Permit the siting of Block A be re-evaluated with the intent of providing a greater separation space between the ground floor units and the Statutory Right of Way to the satisfaction of the Director of Sustainable Planning and Community Development.



## 5. LAND USE MATTERS

### 5.5 Rezoning Application No.00549 & Development Permit Application No. 000490 for 2813 - 2887 Quadra Street and 2814 - 2890 and 2780/82 Fifth Street

Committee received reports dated November 27, 2017, from the Director of Sustainable Planning and Community Development regarding an application to retain the existing rental townhouse development (Quadra Villa) and redevelop the parking lot and adjacent lot at 2780/82 Fifth Street for a 34-unit multiple-dwelling project (rental units).

#### **Motion:**

It was moved by Councillor Isitt, seconded by Councillor Alto:

#### **Rezoning Application No.00549**

That Council instruct staff to prepare the necessary Zoning Regulation Bylaw Amendments that would authorize the proposed development outlined in Rezoning Application No. 00549 for 2813-2887 Quadra Street and 2814-2890 and 2780/82 Fifth Street, 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:

That Rezoning Application No. 00549 for 2813-2887 Quadra Street and 2814-2890 and 2780/82 Fifth Street proceed for consideration at a Public Hearing and that staff prepare the necessary Zoning Regulation Bylaw amendments, subject to completion of the following for the new project prior to a Public Hearing:

1. Securing a car share agreement that includes the purchase of two cars and a car share membership for all units (existing and new) to the satisfaction of the Director of Engineering and Public Works.
2. Restrictive covenant ensuring two car share stalls are allocated on the site for access by residents of both buildings, or an alternative arrangement as approved by the Director of Engineering and Public Works.
3. Registration of a Statutory Right-of-Way agreement for 2.72m along the entire frontage of Quadra Street.
4. A restrictive covenant be registered on the title which will prohibit the issuance of any building permits for the new project until the small parking lots are constructed for the existing units (Quadra Villa).
5. An executed Housing Agreement to ensure the units in the new building are rental in perpetuity.

And further for Quadra Villa (existing rental units), that staff prepare the necessary *Zoning Regulation Bylaw* amendments, subject to the following:

A site-specific zone be drafted to allow the following changes:

1. Limiting development to the current existing situation for a maximum of 64 units.
2. Changes to density (FSR), parcel coverage and open site space as a result of the reduced lot size.
3. Reducing the vehicle parking requirement to 37 parking stalls for the existing development; however, 21 stalls may be provided on the new project

lot, subject to the registration of an easement and a Section 219 covenant

4. Additional floor area allowance for two laundry rooms and a caretaker's office.
5. Setbacks that recognize the existing siting from Quadra Street and Fifth Street that were previously approved by the Board of Variance for the reconstruction of the stairs and decks.
6. Reducing the setback requirement from Topaz Avenue for the relocation of the laundry rooms and caretaker's office.
7. Reducing the setback requirement from the newly created interior lot line (south).

**Development Permit Application No. 000490**

That Council, after the Public Hearing for Rezoning Application No. 00549, if it is approved, consider the following motion:

"That Council authorize the issuance of Development Permit Application No. 000490 for 2813 - 2887 Quadra Street and 2814 - 2890 and 2780/82 Fifth Street in accordance with:

1. Plans date stamped August 8, 2017.
2. Development meeting all *Zoning Regulation Bylaw* requirements.
3. Prior to the issuance of any Building Permit the siting of Block A be re-evaluated with the intent of providing a greater separation space between the ground floor units and the Statutory Right of Way to the satisfaction of the Director of Sustainable Planning and Community Development.
4. Prior to the issuance of any Building Permit, the entrance of the units be further defined to be more prominent to the satisfaction of the Director of Sustainable Planning and Community Development.
5. Final plans to be in accordance with the plans identified above, to the satisfaction of the Director of Sustainable Planning and Community Development.
6. The Development Permit lapsing two years from the date of this resolution.

Committee discussed:

- Urban design standards and the proposed surface parking.

CARRIED UNANIMOUSLY 17/COTW





## **Committee of the Whole Report**

### **For the Meeting of December 14, 2017**

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**To:** Committee of the Whole **Date:** November 27, 2017

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

**Subject:** **Rezoning Application No.00549 for 2813 – 2887 Quadra Street and 2814 – 2890 and 2780/82 Fifth Street**

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### **RECOMMENDATION**

That Council instruct staff to prepare the necessary Zoning Regulation Bylaw Amendments that would authorize the proposed development outlined in Rezoning Application No. 00549 for 2813-2887 Quadra Street and 2814-2890 and 2780/82 Fifth Street, 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:

That Rezoning Application No. 00549 for 2813-2887 Quadra Street and 2814-2890 and 2780/82 Fifth Street proceed for consideration at a Public Hearing and that staff prepare the necessary Zoning Regulation Bylaw amendments, subject to completion of the following for the new project prior to a Public Hearing:

1. Securing a car share agreement that includes the purchase of two cars and a car share membership for all units (existing and new) to the satisfaction of the Director of Engineering and Public Works.
2. Restrictive covenant ensuring two car share stalls are allocated on the site for access by residents of both buildings, or an alternative arrangement as approved by the Director of Engineering and Public Works.
3. Registration of a Statutory Right-of-Way agreement for 2.72m along the entire frontage of Quadra Street.
4. A restrictive covenant be registered on the title which will prohibit the issuance of any building permits for the new project until the small parking lots are constructed for the existing units (Quadra Villa).
5. An executed Housing Agreement to ensure the units in the new building are rental in perpetuity.



And further for Quadra Villa (existing rental units), that staff prepare the necessary *Zoning Regulation Bylaw* amendments, subject to the following:

A site-specific zone be drafted to allow the following changes:

1. Limiting development to the current existing situation for a maximum of 64 units.
2. Changes to density (FSR), parcel coverage and open site space as a result of the reduced lot size.
3. Reducing the vehicle parking requirement to 37 parking stalls for the existing development; however, 21 stalls may be provided on the new project lot, subject to the registration of an easement and a Section 219 covenant.
4. Additional floor area allowance for two laundry rooms and a caretaker's office.
5. Setbacks that recognize the existing siting from Quadra Street and Fifth Street that were previously approved by the Board of Variance for the reconstruction of the stairs and decks.
6. Reducing the setback requirement from Topaz Avenue for the relocation of the laundry rooms and caretaker's office.
7. Reducing the setback requirement from the newly created interior lot line (south).

## **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 482 of the *Local Government Act*, a zoning bylaw may establish different density regulations for a zone, one generally applicable for the zone and the others to apply if certain conditions are met.

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 regarding the Rezoning Application for the properties located at 2813-2887 Quadra Street and 2814-2890 Fifth Street and 2780/82 Fifth Street. The proposal is to retain the existing rental townhouse development (Quadra Villa) and redevelop the parking lot and adjacent lot at 2780/82 Fifth Street for a 34-unit multiple-dwelling project (rental units).

Two new zones would be created for each portion of the development that reflect the current and proposed uses. With the redevelopment of the parking lot, the existing surface parking would be redistributed to both development sites while at the same time accommodating the parking requirements for the new development. However, a total parking variance of 46 stalls is requested.

The following points were considered in assessing this application:

- The new development is within the range of building forms anticipated by the *Official Community Plan*, which considers ground-oriented multi-unit residential to mid-rise multi-unit residential. In terms of context and fit, the building form provides a good transition between the townhouses and the apartments to the south, and the largely single-family neighbourhood to the east. As the new development is subject to the requirements of Development Permit Area 16, the design and landscaping are addressed in more detail in the concurrent Development Permit Application report.
- In terms of policy support, the *Official Community Plan, 2012 (OCP)*, designates the site as Urban Residential (with the exception of 2780/82 Fifth, which is Traditional Residential) with a corresponding density of up to 2.0:1 FSR in strategic locations with a range of building forms and uses. Both parcels fall below the anticipated density, and neither exceed a 1:1 FSR.
- The applicant provided a report from Adept Transportation Solutions recommending a defined level of participation in a car share to mitigate the effects of the parking shortage. Staff support participation in a car share program to the level indicated.
- Both the existing development and the new project do not fully comply with the standards for siting, and as these siting changes are considered minor in nature and appropriate for the context, these variances will be incorporated into the zones.

## **BACKGROUND**

### **Description of Proposal**

The proposal can be viewed as two distinct developments with a shared off-street parking arrangement. The proposal is to:

- retain the existing 64-unit townhouse development (referred to in this report as Quadra Villa) and create a separate development parcel by severing the surface parking area located on the southern portion of the property
- develop the newly-created parcel, along with 2780/82 Fifth Street, as a 34 unit multiple dwelling rental development (referred to in the report as the new project).

Quadra Villa requires a rezoning as the new development will remove 2875m<sup>2</sup> of land area, thus, increasing the floor space ratio (FSR) of Quadra Villa, therefore, it no longer complies with its current density regulations of the R3-G Zone, Garden Apartment District. Additional floor area is also being added to this site for laundry rooms and a caretaker's office.

The redevelopment of the site has gone through a number of variations over the last several years, in which one version was presented to Council in January 2013. The ownership has changed since this time, as has some of the design approaches and the overall parking variance has been reduced. Specific details of the building design and landscaping are provided in the concurrent Development Permit Application report.

A parking variance is required for Quadra Villa and the siting for both projects does not meet siting requirements, which is explained in detail in the Analysis Section of this report.

### **Accessibility Impact Statement**

The new project has 12 ground floor units that are generally accessible from individual ground-level entrances. The remainder of the units are accessed from a series of stairways and interconnected corridors (no elevator).



## **Affordable Housing Impacts**

The applicant proposes the creation of 34 new residential market rental units which would increase the overall supply of housing in the area. A Housing Agreement is also being proposed which will maintain the units as rental in perpetuity.

## **Sustainability Features**

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

## **Active Transportation Impacts**

The application proposes the following features which support active transportation:

- bike racks for the new and existing units, along with bike storage for the new project
- bicycle lanes along Fifth Street
- retaining public access through the site.

## **Public Realm Improvements**

The access to the property is from Quadra Street, thus, eliminating the main driveway access from Fifth Street; however, new access to the smaller parking pads would be installed. Fifth Street will become a shared bikeway. The applicant will be required to restore the frontage along Fifth Street through the Building Permit process.

## **Land Use Context**

The parcel is bounded by three streets: Quadra Street, Topaz Avenue and Fifth Street. Overall, the area in the immediate vicinity of the subject site is a mixed residential neighbourhood and includes single-family homes, single-family homes with suites, duplexes, apartment buildings, rental conversions, and three and four-storey apartment buildings.

Quadra Village and Topaz Park are both within walking distance of the subject site.

## **Existing Site Development and Development Potential**

There is currently a 64-unit townhouse project on the site known as Quadra Villa. The buildings were recently renovated which included refurbishing of the decks, replacement of all windows and upgrading of site drainage. The existing townhouses will remain as rentals.

The property is within the R3-G Zone, Garden Apartment District. Without a rezoning the property has limited redevelopment potential if the existing buildings are maintained as the maximum FSR (0.5:1) for the site has been achieved. The Garden Apartment District envisions relatively low-density multi-family residential buildings buffered by open space. The corresponding regulations to achieve this objective stipulate that the majority of units (70%) be limited to two-storeys in height. This zone also stipulates that 40% of the land must be maintained as open site space that is landscaped.

Without a rezoning, if the existing buildings are demolished, an equivalent residential floor area could be constructed; however, the number of units could increase as the zone provides for a smaller dwelling unit size. Other limiting factors would come into effect, such as site coverage, open site space requirements and parking requirements. A Development Permit would also be

required to redevelop under this scenario.

The additional lot added to the proposal (2780/82 Fifth Street) is currently in the R1-B Zone, Single Family Dwelling District. There is currently a duplex on this lot which will be demolished.

### Data Table for Existing Quadra Villa

The following data table compares Quadra Villa with the existing R3-G Zone, Garden Apartment District. An asterisk (\*) is used to identify where the proposal is less stringent than the existing zone and is generally a result of reducing the parcel size. The setbacks noted with a double asterisk (\*\*) indicate Board of Variance approval in 2011 for setback reductions from Quadra and Fifth Streets, which was obtained to allow reconstruction of the decks and covered staircases. As a new zone will be drafted for this site, it is appropriate to incorporate these reduced setbacks into the zone, as these setbacks are appropriate for the context.

Zoning Criteria	Quadra Villa Existing rental units On subdivided lot	Zone Standard R3-G
Site area (m <sup>2</sup> ) - min.	7721	1858
Total floor area (m <sup>2</sup> ) - max.	5605.5*	3834
Density (Floor Space Ratio) - max.	0.73:1*	0.5:1
Dwelling unit size (m <sup>2</sup> ) - min.	77.1	33.5
Number of Buildings - max.	2	2
Height (m) - max.	8.3	11
Site coverage (%) - max.	39*	30
Open site space (%) - min.	48	40
Storeys - max.	2	2
Setbacks (m) - min.		
Front - Quadra	3.02**	7.62
Rear - Fifth	3.02**	7.62
Side (Topaz)	4.28*	7.62
Side (Interior)	1.25*	7.62
Separation Space Between Buildings (m) - min.	Exceeds requirement	6.1
Parking stalls on site - min.	16*	83 See Appendix 1
Parking separation from dwelling unit	1	1
Visitor parking - min.	0*	8
Bicycle storage (Class 1) - min.	Within units	0 (required for new development only)
Bicycle rack (Class 2) - min.	16 spaces	0 (required for new development only)



## Data Table for New Project

An asterisk (\*) is used to identify where the proposal is less stringent than a standard multiple dwelling zone (Traditional Residential Multiple Dwelling District). Note that a site-specific zone will be created, which will incorporate the variances.

Note 1: The setback from Quadra Street will be increased as building placement is refined.

Zoning Criteria	Proposal	Zone Standard RTM Zone
Site area (m <sup>2</sup> ) - min.	3578	920
Total floor area (m <sup>2</sup> ) - max.	1982	3578 Based on FSR
Density (Floor Space Ratio) - max.	0.56:1	1:1
Height (m) - max.	Block A – 11.15* Block B – 11.07* Block C – 10.94*	10.5
Site coverage (%) - max.	31%	50
Open site space (%) - min.	18*	30
Storeys - max.	3	3
Setbacks (m) – minimum		
Front – Quadra- building face	3.22* Note 1	6.0
Front- Quadra - balcony	1.87* Note 1	6.0
Rear – Fifth – building face	3.86*	4.0
Rear – Fifth - balcony	2.51*	4.0
Side (south) – building face	4.20*	4.0
Side (south) - balcony	2.85*	4.0
Side (north) – building face	1.25*	4.0
Side (north) - balcony	0.94*	4.0
Parking stalls - min.	65	44 See Appendix 1
Visitor parking - min.	8	4
Bicycle storage (Class 1) - min.	57	34
Bicycle rack (Class 2) - min.	3 – 6 space racks	3 – 6 space racks

## Community Consultation

This proposal has been to the Community Association a number of times due to the passage of time, changes to the proposal, and the addition of 2780/82 Fifth Street. The two most recent letters from the Hillside Quadra Neighbourhood Action Committee are attached to this report.

## ISSUES

The main issues associated with this project are:

- the *Official Community Plan*, 2012, strategic directions and compliance with the intent of the Garden Apartment concept and future development potential
- the location and amount of off-street parking.

## ANALYSIS

### Consistency with City Policy and Regulations

#### Official Community Plan (OCP) 2012

The *Official Community Plan*, 2012, identifies the Quadra Villa site within the Urban Residential Designation, which is the same designation as nearby apartment buildings located along Quadra Street and Hillside Avenue. This area is seen as an extension of the residential base within the neighbourhood, which provides the population to support the viability of Quadra Village and transit service along major transit routes.

The Urban Residential Designation envisions a built form that includes low-rise and mid-rise multi-unit buildings of up to approximately six storeys, with a corresponding density of up to 1.2:1, with higher densities (up to 2:1) considered in strategic locations for the advancement of plan objectives. This location is considered a strategic location (OCP Policy 6.23) as it is within 200m of a Large Urban Village (Quadra Village), and is located along an arterial road.

The OCP has an objective of accommodating 40% of all new population and housing growth in, or within, close walking distance of Town Centres and Large Urban Villages. In order to achieve this objective, properties designated Urban Residential that are close to Town Centres and Large Urban Villages will need to be developed at densities that are more aligned with the upper end of the density range (1.2:1 FSR to 2:1 FSR when other plan objectives are advanced). The subject property falls within close walking distance of a Large Urban Village making it a logical site for a higher density than proposed in the application.

The parcel at 2780/82 Fifth Street is in the Traditional Residential designation, with a corresponding upper FSR limit of 1:1. The amount of development on this site is less than the upper limit established within the OCP, and as such, in terms of density, it is consistent with the OCP. The Traditional Residential designation also envisions multi-unit buildings up to three storeys, if on arterial roads. As this parcel will be amalgamated into the development, it technically qualifies as being on an arterial road (Quadra Street).

Both projects fall below the density range anticipated in the OCP, with Quadra Villa at 0.73:1 and the new project at 0.56:1 FSR. While the upgrade and retention of Quadra Villa as family rental housing is desirable, the redevelopment of the remainder of the property can be viewed as underdevelopment of this site; however, without underground parking or a greater parking variance, the carrying capacity of the lot is approaching its maximum limit.

For ease of discussion, it may be easier to consider each project on its own merits.

First, Quadra Villa provides rental family housing (two and three bedroom units) that fills a need within the neighbourhood and the City. The renovation of the building will prolong the life of these units.



Second, the new project will provide a mix and variety of housing units in the area. The transition of building form and height is appropriate for the current adjacent land uses as the OCP does contemplate a full range of building forms and uses from ground-oriented multi-unit residential to mid-rise multi-unit residential. The main issue is that, in light of the OCP, the development may be considered an underuse of the site as higher densities were contemplated in these strategic sites.

### **Hillside-Quadra Neighbourhood Plan**

The *Hillside-Quadra Neighbourhood Plan* does not anticipate redevelopment of this site, although the site abuts an area that is recognized for redevelopment potential to low-density townhouses (Fifth Street between Hillside Avenue and Vista Heights).

As the Plan was drafted in 1995, and Quadra Villa was already constructed (1968), it is likely that the rationale at that time was that Quadra Villa was not a likely candidate for redevelopment.

### **Consistency with Design Guidelines**

The property is within Development Permit Area 16: General Form and Character. A concurrent Development Permit Application accompanies this report.

### **Zoning Regulation Bylaw**

As the parcel size of Quadra Villa is reduced in area, rezoning is required as the existing units will exceed the density limitations of the current zoning. The new zone will recognize the current modified situation and will not provide for any further redevelopment. The siting of the existing buildings will also be incorporated into the zone as they are appropriate for the context. In addition, the proposed laundry rooms and caretaker's office along Topaz Avenue will be incorporated into the zone. The setback along Topaz Avenue (in excess of 4m) is seen as adequate along this frontage, and the addition of the laundry rooms and caretaker's office, will add some activity to the area.

A new zone will be required for the new project based on a modified multiple-dwelling district zone. The new project does not fully comply with height and siting requirements set out in the comparable zone, which is a relatively low-density multiple-dwelling district. The additional height is generally due to the third-storey floor to ceiling height and roof style, which will allow additional light into the upper units by way of clerestorey windows.

The setbacks along Quadra Street are appropriate for the development to provide a street presence for the units to reflect the more urbanized character of the area; however, due to the presence of the proposed Statutory Right-of-Way, the privacy of the proposed units fronting Quadra Street may be compromised should the City exercise the option to relocate the sidewalk within the Statutory Right-of-Way. Staff will continue to work with the architect to provide additional relief off this Right-of-Way by adjusting the siting of Block A. A recommendation in the Development Permit Report reflects this direction.

Along Fifth Street the new units transition to the established setbacks along Fifth Street.

### **Traffic and Parking Considerations**

The main vehicular access to both developments is from Quadra Street. The Fifth Street

access has been eliminated. This is a change from previous proposals, where the main access was from Fifth Street. This has been considered positive as Fifth Street has been identified as a bicycle route; with the main vehicular access relocated to Quadra Street, this will eliminate potential conflicts with cycling on Fifth Street. As there are two parking pods of six stalls each on Fifth Street, traffic from the development on Fifth Street will not be totally eliminated.

The *Zoning Regulation Bylaw*, Schedule C, regulates on-site parking requirements. As the surface parking for Quadra Villa will be eliminated, the parking will be distributed across both development sites. The overall parking standard for both developments combined will not be achieved and a parking variance request of 46 stalls forms part of this application. The detailed calculations are provided in the appendix of this report, along with a Transportation Assessment provided by the applicant's transportation consultants, Adept Transportation Solutions. The consultant reviewed the amount of on-street parking available; however, it is generally required that parking demands be satisfied on-site and not reliant on the availability of on-street parking.

The consultant's report cites locational factors, such as access to public transit, walkability, cycling infrastructure and proximity to Quadra Village to support the request for a parking variance.

In order to mitigate the parking shortfall of 46 stalls, the transportation consultants have specifically recommended participation in a car share program. Staff recommended that the applicant be required to provide these specific measures:

- two car share cars to be provided to Modo at the applicant's expense
- membership to Car Share for all existing and proposed units (1 membership per unit)
- two car share stalls to be located on-site or on Fifth Street (to be determined depending on construction schedules and availability of on-street parking).

With respect to car share participation, a membership for each unit would run with the unit (not the occupant). As such, each unit would be entitled to use a vehicle subject to payment of the regular operating fees by the Modo user. In terms of timing, the existing units will be provided Modo memberships prior to the issuance of any building permits for the new project. This will serve to provide an additional alternative transportation option during the interim construction period. For the new project, a standard agreement to secure a car share will be executed that will be timed with the occupancy of the new units. It should be noted that the Modo vehicles will form part of the Modo fleet, and will be available for all Modo users.

Other mitigating factors include the provision of bicycle storage facilities (Class 1) and short-term bicycle parking (Class 2), which will be provided in compliance with the City's Bicycle Parking requirements for the new project. The Class 1 bike storage facilities provided on the ground level satisfy the Zoning Regulation Bylaw. The additional bike storage facilities are on the second and third level and are not as easily accessed for daily use, but would provide an alternative for longer-term or seasonal storage of bicycles.

The existing units are technically exempt from fully complying with the bicycle parking and storage requirements; however, the applicant is installing bicycle racks under every stairwell (16 spaces in total) to encourage the use of bicycles as a TDM measure.

There will be an immediate loss of on-site parking for Quadra Villa when the construction commences for the new project. The owner has advised that the current car ownership for Quadra Villa is 55 cars. The following strategies have been determined to off-set this impact:

- the parking pods providing 16 parking stalls on-site for Quadra Villa be constructed prior to the issuance of any building permits for the new project



- temporary parking be provided within the new project for 42 cars for the duration of construction. The applicant has provided a sketch plan illustrating this strategy.

This strategy will provide 58 parking stalls in total during the interim construction phase, which will accommodate the existing level of car ownership. In fact, this will provide more off-street parking than is currently available on-site for Quadra Villa.

Once construction is complete, and in order to satisfy the Schedule C requirements for the new development, the parking on the lot will be reconfigured as per the Site Plan (A-1.1), and while the parking demand for the new units will be satisfied, overall Quadra Villa will have a parking shortfall of 46 stalls.

## CONCLUSIONS

The redevelopment of the Quadra Villa parking lot into 34 multiple-dwelling units adds a variety of housing forms to the area and represents a transitional fit among the established uses; however, the proposed density at 0.56:1 FSR is significantly below the *Official Community Plan* policies, which would consider densities up to 2:0:1 FSR in this strategic location. Given the limitations of the site, and without triggering any further variances, the density is justifiable.

The redevelopment of this site has a significant parking variance of 46 stalls. The Transportation Demand Analysis prepared by Adept Transportation Consultants indicates that the level of parking provided is sufficient if participation in a car share program is provided to the level specified in the report. Other locational factors support a reduction in the provision of off-street parking. In addition, the bicycle parking and storage facilities will be in compliance with City standards and should provide an additional measure to lessen car use.

## ALTERNATE MOTION

That Council decline Application No. 00549 for the property located at 2813-2887 Quadra Street and 2814-2890 and 2780/82 Fifth Street be declined.

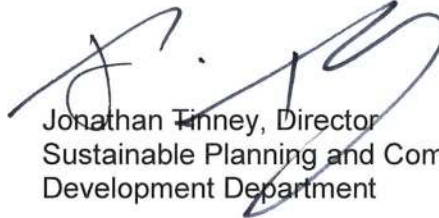
Respectfully submitted,



Lucina Baryluk, Planner  
Development Services



Jonathan Tinney, Director  
Sustainable Planning and Community  
Development Department



Report accepted and recommended by the City Manager:



Date

Dec 7, 2017

## Appendix 1

### Rezoning Application No. 00549 for 2813-2887 Quadra Street and 2814-2890 Fifth Street and 2780/82 Fifth Street

#### Transportation Demand Management

The following table outlines the on-site parking situation, based on the Schedule C of the *Zoning Regulation Bylaw*.

#### On-Site Parking Stalls

	Existing	Proposed	Required	Variance
Quadra Villa 64 units	48 Stalls not marked, so number is approximate	16 (parking pods)	83 Ratio based on 1.3 per unit	67
New project 34 units	n/a	65 (on subdivided lot)	44 Ratio based on 1.3 per unit	Surplus 21 (to be dedicated to existing development)
Total for entire project (98 units)	n/a	81	127	46

#### Notes:

- Visitor parking allocation is 10% of the *provided* parking.
- The two Car Share stalls have been included in the calculation for available on-site parking stalls, as there is a potential that the stalls may be located on the street.

#### Parking Ratio Comparison

	Current parking ratio for existing units	Proposed parking ratio for total development	Average vehicle ownership rate for rental apartments	Operative parking ratio with TDM measures
Entire project (98 units)	0.75 per unit	0.82 per unit	<b>0.71 per unit<sup>1</sup></b>	1 per unit <sup>2</sup>

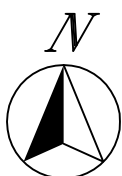
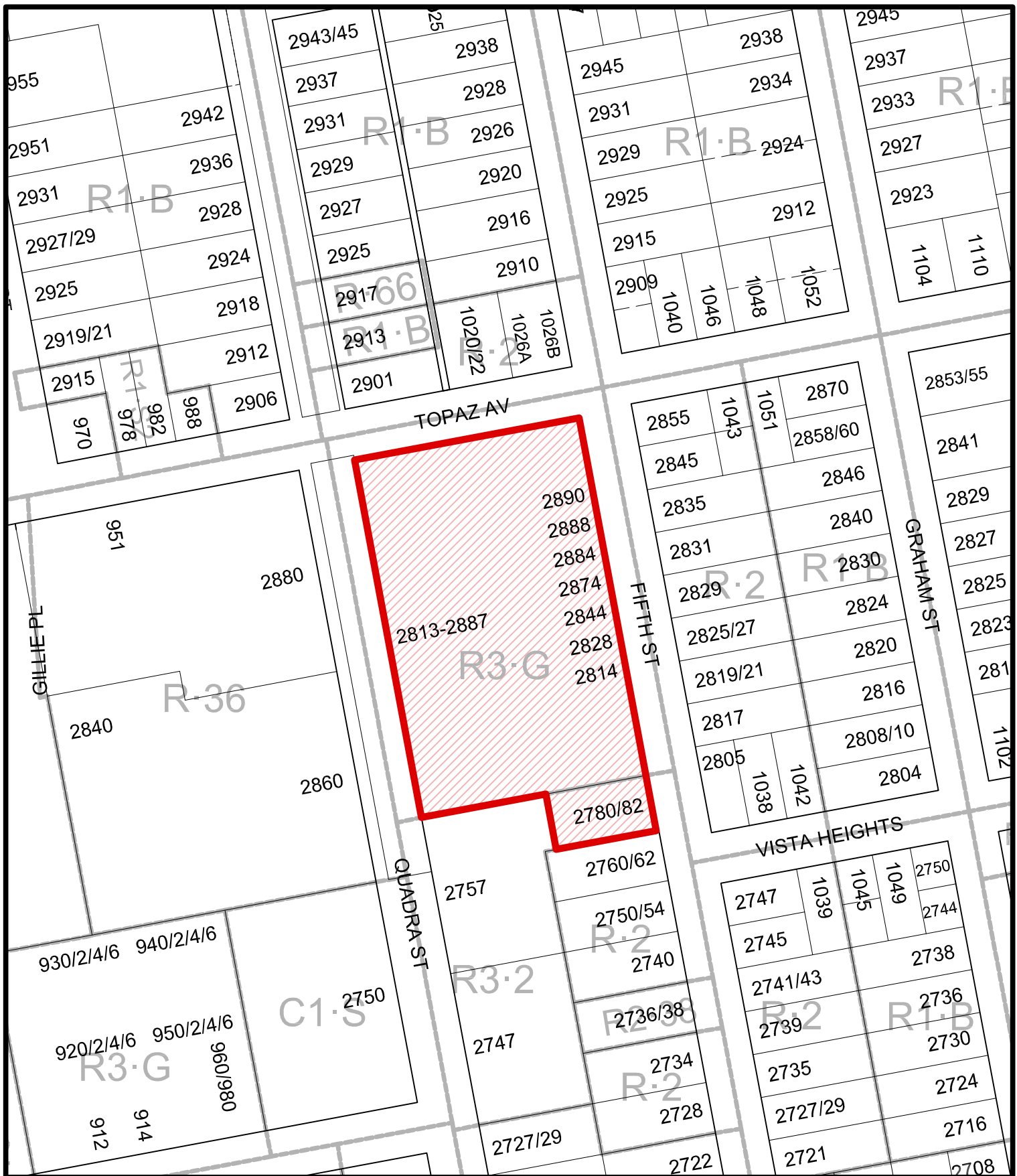
#### Notes:

1. Based on 2012 data
2. Transportation Demand Measures (TDM) include Car share membership for all 98 units, provision of two car share vehicles, and allocation of two parking stalls for car share vehicles (on site or on the street)



**List of Attachments:**

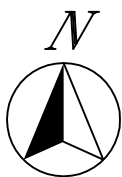
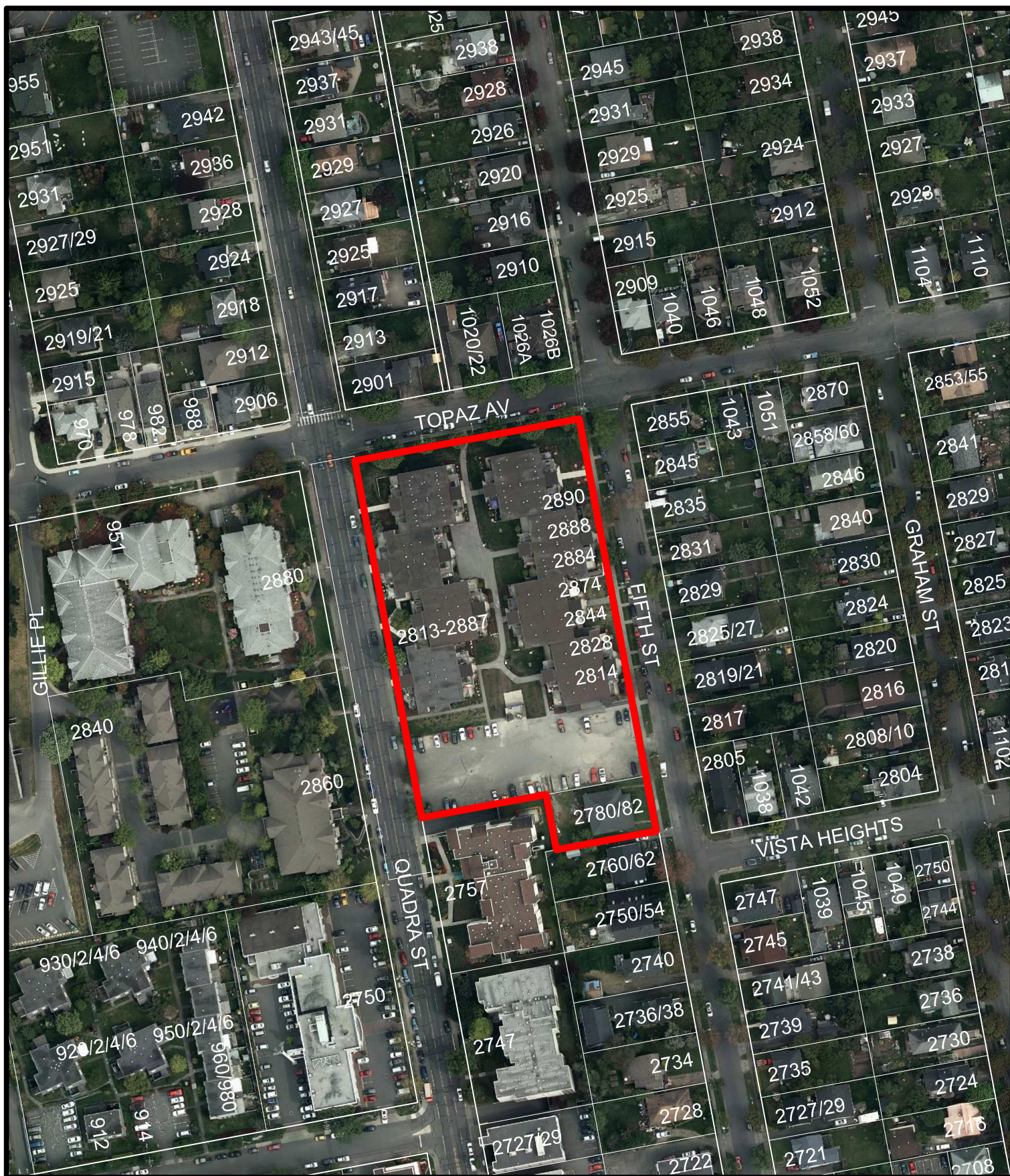
- Attachment A - Subject Map
- Attachment B - Aerial Map
- Attachment C -Plans dated August 8, 2017
- Attachment D - Letter from applicant to Mayor and Council dated September 29, 2017
- Attachment E - Architect's CPTED Analysis dated July 20, 2017
- Attachment F - Community Association Land Use Committee Comments dated March 2, 2016 and October 4, 2016
- Attachment G - Adept Transportation Solutions Report dated March 15, 2017
- Attachment H - Interim Parking Plan (Plan A002) provided by Architect
- Attachment I - Advisory Design Panel Minutes of May 31, 2017
- Attachment J - Correspondence (Letters received from residents)



2813 - 2887 Quadra Street,  
2814 - 2890 Fifth Street & 2780/82 Fifth Street  
Rezoning No.00549







2813 - 2887 Quadra Street,  
2814 - 2890 Fifth Street & 2780/82 Fifth Street  
Rezoning No.00549





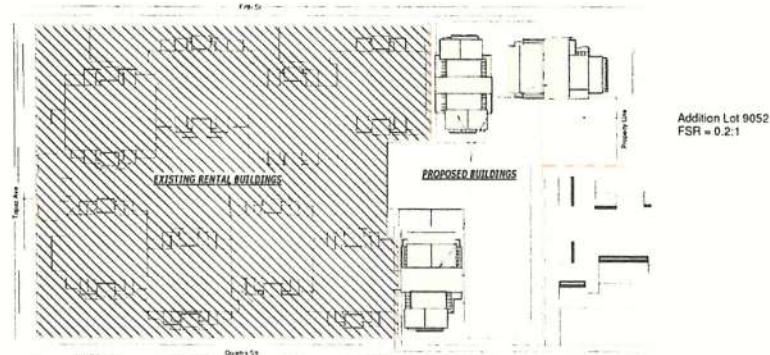
## Consultants:

### Architect:

**Eric Barker Architect Inc.**  
Xavier Crespo (Architect AIBC)  
727 Pandora Avenue, Victoria,  
BC V8W 1N9  
Ph: (250) 385-4565

### Landscape Consultant:

**Small and Russell Landscape Architects**  
Carole Russell (BCSLA)  
3012 Manzer Road  
Sooke, B.C.  
V9Z 0C9  
Ph: (250) 642-6967



4. Existing/Proposed key Plan  
1" = 500.0'



2. 3D View 3



3. Fifth Cover

#### EXISTING RENTAL BUILDINGS DATA

**Civic Address:**  
2913-2987 Quadra St. & 2814-2890 Fifth St.  
Victoria, B.C.  
**Legal Description:**  
PID: 003-551-784, Lot 1, Section 5, Victoria  
District Plan 20678

**Project Description:**  
Existing Residential Building - Quadra Villa  
**Owner:** Pioneer Investments Ltd.

**Current Zoning:** R30

#### Data To Building

**Site Area:** 7721.68 m<sup>2</sup>  
**Site Coverage:** 38.53%(2975.7 m<sup>2</sup>)  
**Open Site Area:** 48.64%(3756.31 m<sup>2</sup>)  
**Total Floor Area:** 5605.5 m<sup>2</sup>  
**F.S.R.:** 0.726-1

**Building Height:** 8.3 m

**No. of Storeys:** 2

#### Setbacks Proposed

**North side**  
Main Bldg.: 4.28 m  
**South side**  
Main Bldg.: 1.25 m  
**East Side**  
Main Bldg.: 3.02 m  
**West Side**  
Main Bldg.: 3.02 m

**Parking Stalls:** Total 16

**Bicycle Parking:** 64 Rack

**Total number of units:** 64

**Unit Type:** (32) 2 bedroom (32) 3 bedroom

**Ground Oriented Units:** 32

**Minimum unit floor area:** 77.1 m<sup>2</sup>

**Total residential floor area:** 5266.68m<sup>2</sup>

#### PROPOSED BUILDINGS DATA

**Civic Address:**  
2913-2987 Quadra St. & 2814-2890 Fifth St.  
Victoria, B.C.  
**Legal Description:**  
PID: 003-551-784, Lot 1, Section 5, Victoria  
District Plan 20678  
PID: 005-515-840

**Project Description:**  
New Residential Building  
**Owner:** Pioneer Investments Ltd.

**Current Zoning:** R30

#### Data To Building

**Site Area:** 3576.32 m<sup>2</sup>  
**Site Coverage:** 30.22%(1081.51 m<sup>2</sup>)  
**Open Site Area:** 18.38%(657.65 m<sup>2</sup>)  
**Total Floor Area:** 1581.31 m<sup>2</sup>  
**F.S.R.:** 0.554-1

**Building Height:** Block A 11.15 m  
Block B 11.07 m  
Block C 10.94 m

**No. of Storeys:** 3

#### Setbacks Proposed

**North side**  
Main Bldg.: 1.09 m  
**South side**  
Main Bldg.: 2.85 m  
**East Side (Fifth St.)**  
Main Bldg.: 3.50 m  
**West Side (Quadra St.)**  
Main Bldg.: 1.87 m

**Parking Stalls:** Total 65

**Bicycle Parking:** 57 Class 1  
10 Class 2

**Total number of units:** 34

**Unit Type:** (22) 1 bedroom, (12) 2 bedroom

**Ground Oriented Units:** 12

**Minimum unit floor area:** 40.03 m<sup>2</sup>

**Total residential floor area:** 1738.2 m<sup>2</sup>

#### SITE LOCATION

Block A	Unit #	Unit Type	Area m <sup>2</sup>
1	A101	1 Bedroom	40.03
2	A102	2 Bedroom	66.55
3	A103	2 Bedroom	67.07
4	A104	1 Bedroom	44.6
5	A201	1 Bedroom	40.03
6	A202	2 Bedroom	66.55
7	A203	2 Bedroom	67.07
8	A204	1 Bedroom	44.6

Block B	Unit #	Unit Type	Area m <sup>2</sup>
9	B301	1 Bedroom	40.03
10	B302	2 Bedroom	66.55
11	B303	2 Bedroom	67.07
12	B304	1 Bedroom	44.6
Common Area			
Stairs, Storage, Garbage			116.83
Total Floor Area			771.58
12 Class 1 Bike Parking			
6 Class 2 Bike Parking			
Site Coverage			407.93

Block B	Unit #	Unit Type	Area m <sup>2</sup>
13	B101	1 Bedroom	44.98
14	B102	1 Bedroom	40.45
15	B103	1 Bedroom	44.98
16	B104	1 Bedroom	40.45
17	B201	1 Bedroom	44.98
18	B202	1 Bedroom	40.45
19	B203	1 Bedroom	44.98
20	B204	1 Bedroom	40.45

Block B	Unit #	Unit Type	Area m <sup>2</sup>
21	B301	1 Bedroom	44.98
22	B302	1 Bedroom	40.45
23	B303	1 Bedroom	44.98
24	B304	1 Bedroom	40.45
Common Area			
Stairs, Storage			62.43
Total Floor Area			575.01
9 Class 1 Bike Parking			
6 Class 2 Bike Parking			
Site Coverage			318.51

Block C	Unit #	Unit Type	Area m <sup>2</sup>
25	C101	2 Bedroom	67.04
26	C102	1 Bedroom	44.79
27	C103	1 Bedroom	40.26
28	C104	2 Bedroom	66.53
29	C201	2 Bedroom	67.04
30	C202	1 Bedroom	44.79
31	C203	1 Bedroom	40.26
32	C204	2 Bedroom	66.53

Block C	Unit #	Unit Type	Area m <sup>2</sup>
33	C301	2 Bedroom	67.04
34	C302	2 Bedroom	66.53
Common Area			
Stairs, Storage			63.83
Total Floor Area			634.72
12 Class 1 Bike Parking			
6 Class 2 Bike Parking			
Site Coverage			355.07

10/2/2017 11:16:39 AM

**ERIC BARKER ARCHITECT INC.**  
727 Pandora Avenue, Victoria, BC V8W 1N9  
Ph: (250) 385-4565

#### Drawing List

Sheet Number	Sheet Name
A-0.0	Cover Sheet
A-0.1	3D Views
A-0.3	Existing Site Survey
A-1.0	Site Plan
A-1.1	Grade Calculations
A-1.2	Shadow Study
A-1.3	Site Context
A-1.4	Site Context
A-1.5	Site Context
A-1.6	Site Context
A-2.0	Block A - L1
A-2.1	Block A - L2 & L3
A-2.2	Block B - L1
A-2.3	Block B - L2 & L3
A-2.4	Block C - L1
A-2.5	Block C - L2
A-2.6	Block C - L3
A-2.7	Roof Plan Blocks A, B, C
A-3.0	Elevations
A-3.1	Elevations
A-3.2	Elevations
A-3.3	Sheet Elevation
A-4.0	Sections
A-4.1	Sections
L1	Landscape Plan
L2	Landscape Plan
L3	Landscape Plan

3

B C

2

A

Proposed Site Keyplan  
1:1000

No.	Date	Description
1	June 4, 2014	Site Plan
2	June 4, 2014	Site Plan
3	June 4, 2014	Site Plan
4	June 4, 2014	Site Plan
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97	June 4, 2014	Site Plan
98	June 4, 2014	Site Plan
99	June 4, 2014	Site Plan
100	June 4, 2014	Site Plan

Rezonning/Development

Permit

August 08, 2017

Quadra Villa

Cover Sheet

Project number

Date

Project number

Date

Project number

Date

Project number

Date

Project number

Date

Project number

Date

Project number

Date

Project number

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Project number

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Project number

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Project number

Date

Project number

Date





8/4/2017 10:38:31 AM

ERIC BARKER *maibc*  
ARCHITECT Inc.  
237 PARKWAY ALEXANDRIA VA 22304, D.C.  
(703) 544-1000 FAX (703) 544-1001 WWW: 3029

An aerial photograph showing a landscape with several rectangular plots outlined in black. The plots are labeled 'B' and 'C' at the top, and 'A' below them. A scale bar indicates 'Proposed Site Krupan 1 : 1000'. There are arrows pointing towards the plots from various directions, and a small airplane icon is visible near plot 'A'.

No	Date	Description
R-1	Current	2015 Projects/201516

Rezoning/Development  
Permit  
August 08, 2017

Quadra Villa

### 3D Views

Date	20151116
Time	Nov 16, 2015
Page No.	Year 2015
Checked by	Chen

A-0.1

Scale 1 : 1000





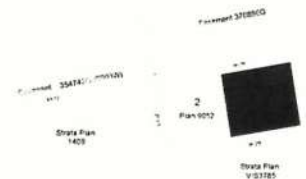
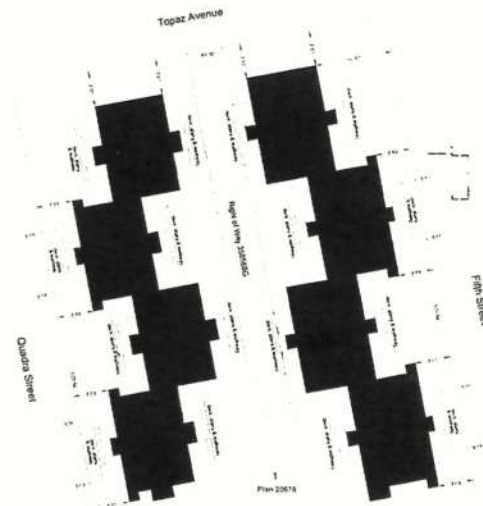


Site Plan of:  
 - Lot 2, Plan 9052;  
 - Lot 1, Plan 20678;  
 Both of Section 5, Victoria District.

'Quadra Villas'



Total Site Area = 1.13 ha



8 November 2016  
 McRae & Riley Land Surveying Inc.  
 1111 1st Avenue  
 Victoria, BC V8W 2E1  
 Tel: 250-383-1111  
 Fax: 250-383-1112  
 Email: info@mcraeand Riley.com

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2. It is the responsibility of the user to compare all data with the hard copy drawing (where applicable). In the event there is a conflict between the hard copy drawing(s) and the electronic file, the hard copy drawing(s) shall prevail.

1 Existing Site  
 1:500

8/14/2017 10:38:40 AM

ERIC BARKER ARCHITECT INC.  
 1111 1st Avenue  
 Victoria, BC V8W 2E1  
 Tel: 250-383-1111  
 Fax: 250-383-1112  
 Email: info@ericbarkerarchitect.com

No.	Date	Description
1	8/14/2017	Revised drawing 2015 Project 201516

Rezoning/Development  
 Permit  
 August 08, 2017

Quadra Villa

Existing Site Survey

Project number	201516
Date	Nov 16, 2016
Drawn by	A. Barker
Checked by	Charles

A-1.0

Scale 1:500

10/22/2017 12:10:42 PM

ERIC BARKER ARCHITECT Inc.  
 1000  
 1000

B C

A

Proposed Site Keyplan  
 1:1000

Civic Address:  
 2813 2887 Quadra St. & 2814 2890  
 Fifth St  
 2780 Fifth St. Victoria B.C.  
 Legal Description:  
 PID: 003 551-784, Lot 1, Section 5,  
 Victoria  
 District: Plan 20678  
 PID: 005 515-840

15 Aug 4 2017 Block not typical features  
 14 Aug 4 2017 Block C Features  
 13 Aug 4 2017 Plans & Permits  
 9 Mar 15 2017 Plans Type of 3 Room, under construction  
 8 Mar 15 2017 Address 1 - One Bed per Year  
 6 Mar 15 2017 Property Line & Easement  
 4 Mar 15 2017 Property Line & Easement  
 3 Mar 15 2017 Address & Permits  
 1 Mar 15 2017 Block not typical features

Re: Current Address 2813 2887 Quadra St. & 2814 2890  
 Quadra St. & 2814 2890  
 Description: 2017/2018 2017 06 07 01

Rezoning/Development  
 Permit  
 August 08, 2017

Quadra Villa

Site Plan

Author: 201516  
 Date: Nov 16, 2016  
 Drawn by: Kiefer Crespo  
 Checked by: Checker

A-1.1

Scale: As indicated

FIFTH STREET

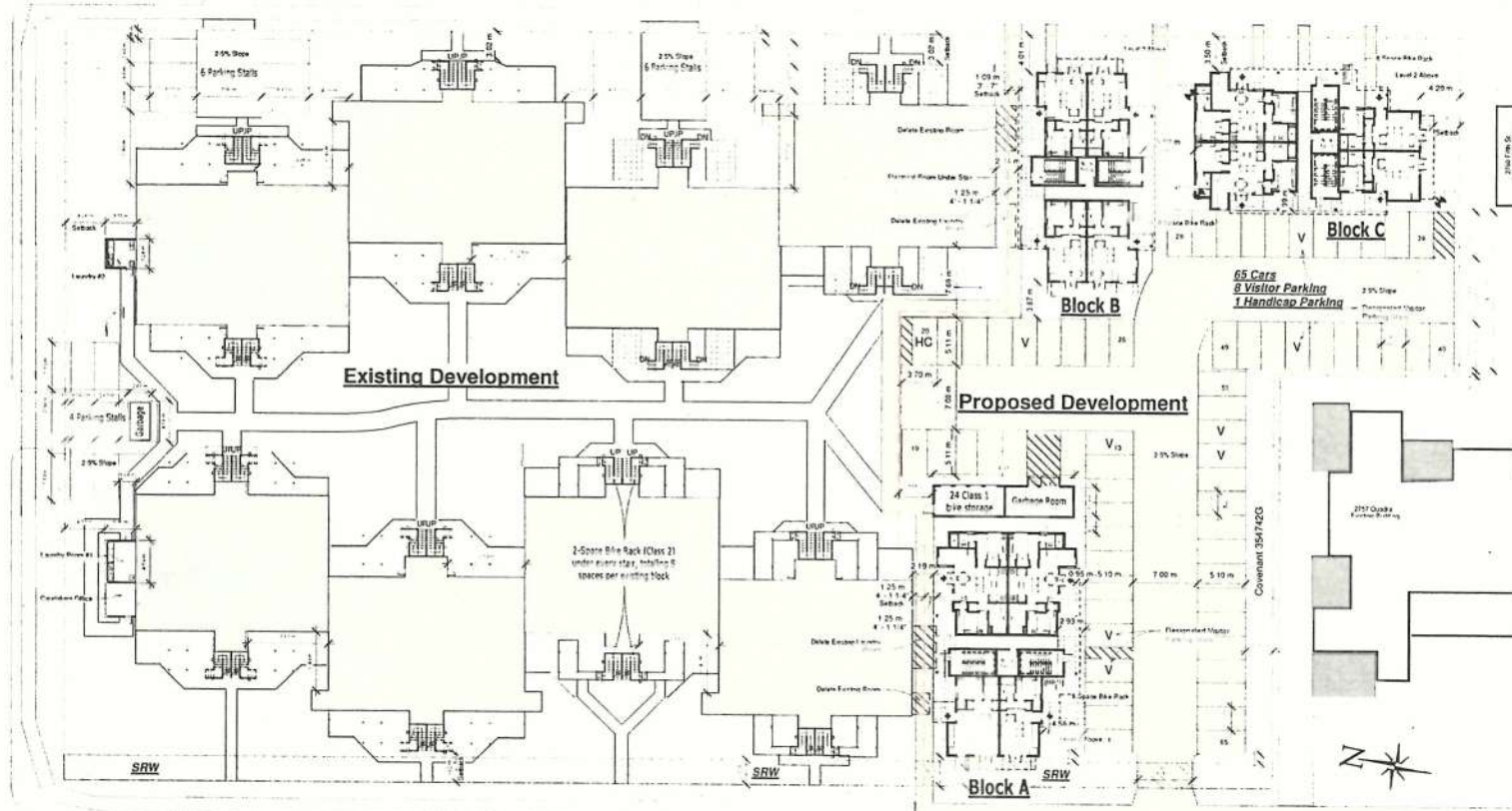
TOPAZ AVENUE

Existing Development

Proposed Development

QUADRA STREET

1: Site Plan  
 1:250



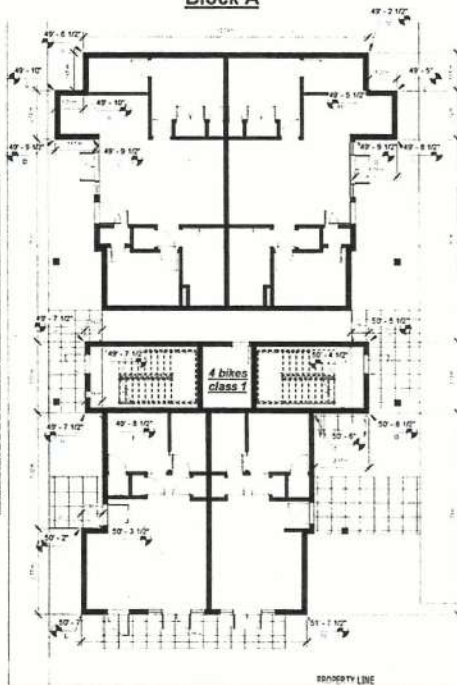


### BLOCK A

Point	Elevation	Distance	Average Points
a	15.1		
b	15.19	1.65 A - B	24.98925
c	15.18	1.22 B - C	18.5257
d	15.17	2.13 C - D	32.32275
e	15.18	1.68 D - E	25.494
f	15.13	8.76 E - F	132.7578
g	15.13	0.73 F - G	11.0449
h	15.13	3.13 G - H	47.3569
i	15.15	0.73 H - I	11.0522
j	15.33	5.02 I - J	76.5048
k	15.29	0.91 J - K	13.9321
l	15.41	3.77 K - L	57.8695
m	15.74	9.7 L - M	151.0775
n	15.39	8.79 M - N	136.81635
o	15.46	2.37 N - O	36.55725
p	15.38	3.13 O - P	48.2646
q	15.36	0.75 P - Q	11.5275
r	15.17	8.76 Q - R	133.7214
s	15.16	1.78 R - S	26.9937
t	15.06	2.13 S - T	32.1843
u	15.07	1.22 T - U	18.3793
v	15	1.65 U - V	24.80775
		12.29 V - A	184.9645
		82.3	1257.14405

GRADE CALCULATION **15.2751**

### Block A

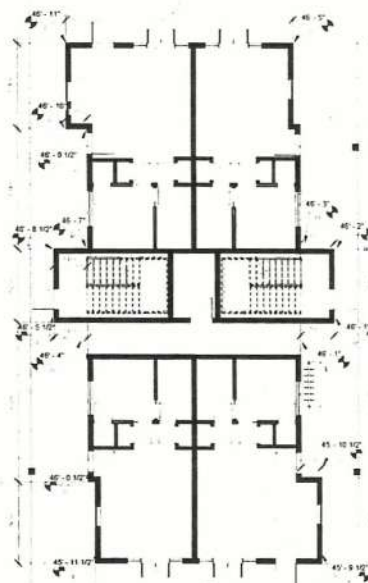


### BLOCK B

Point	Elevation	Distance	Average Points
a	14.29		
b	14.27	3.74 A - B	53.4072
c	14.26	0.91 B - C	12.98115
d	14.2	5.14 C - D	73.1422
e	14.23	1.48 D - E	21.0382
f	14.16	3.27 E - F	46.41765
g	14.12	1.48 F - G	20.9272
h	14.03	6.93 G - H	97.53975
i	14	3.56 H - I	49.8934
j	13.96	9.75 I - J	136.305
k	13.99	3.77 J - K	52.68575
l	14.05	6.72 K - L	94.2144
m	14.04	1.48 L - M	20.7866
n	14.07	3.27 M - N	45.95985
o	14.09	1.48 N - O	20.8384
p	14.14	8.89 O - P	125.48235
		9.75 P - A	138.59625
		71.62	1010.21535

GRADE CALCULATION **14.1052**

### Block B

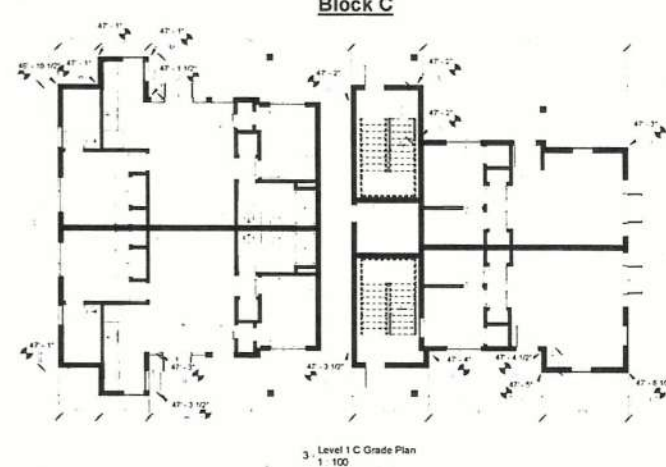


### BLOCK C

Point	Elevation	Distance	Average Points
a	14.28		
b	14.35	9.75 A - B	139.57125
c	14.4	3.77 B - C	54.19375
d	14.4	0.91 C - D	13.104
e	14.42	5.11 D - E	73.6351
f	14.42	1.71 E - F	24.6582
g	14.44	8.43 F - G	121.6449
h	14.45	1.14 G - H	16.4673
i	14.49	5 H - I	72.35
j	14.4	1.14 I - J	16.4673
k	14.38	2.92 J - K	42.0188
l	14.37	12.44 K - L	178.825
m	14.37	3.1 L - M	44.547
n	14.36	1.15 M - N	16.51975
o	14.35	5 N - O	71.775
p	14.35	1.15 O - P	16.5025
q	14.35	8.43 P - Q	120.9705
r	14.28	1.65 Q - R	23.61975
		8.88 R - A	126.8064
		81.68	1173.6765

GRADE CALCULATION **14.3692**

### Block C



8/4/2017 10:38:56 AM

ERIC BARKER  
ARCHITECT Inc.  
217 HARRISON AVENUE, SUITE 100, BOSTON, MA 02118  
617.552.1111 FAX 617.552.1112 WWW.ERICBARKER.COM

B C

A

Proposed Site Keyplan  
1:1000

1 Mar 15, 2017 Rezoning/Development Permit  
1 Mar 15, 2017 Rezoning/Development Permit  
2 Mar 15, 2017 Rezoning/Development Permit  
3 Mar 15, 2017 Rezoning/Development Permit  
4 Mar 15, 2017 Rezoning/Development Permit  
5 Mar 15, 2017 Rezoning/Development Permit  
6 Mar 15, 2017 Rezoning/Development Permit  
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36 Mar 15, 2017 Rezoning/Development Permit  
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41 Mar 15, 2017 Rezoning/Development Permit  
42 Mar 15, 2017 Rezoning/Development Permit  
43 Mar 15, 2017 Rezoning/Development Permit  
44 Mar 15, 2017 Rezoning/Development Permit  
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100 Mar 15, 2017 Rezoning/Development Permit

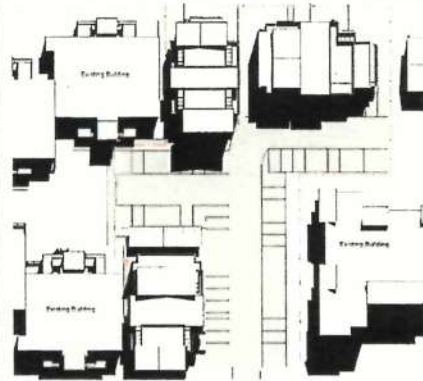
Quadra Villa

Grade Calculations

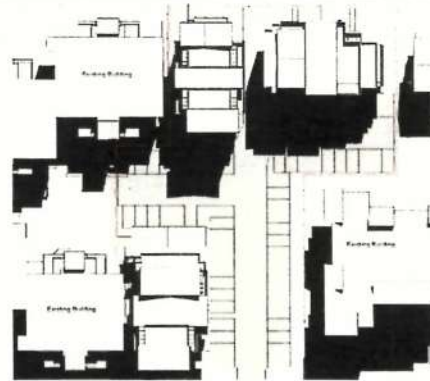
Project number: 201516  
Date: Nov 15, 2016  
Author: JWC  
Checker: JWC

A-1.2

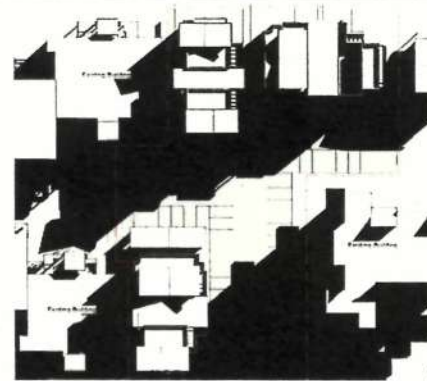
Scale: As indicated



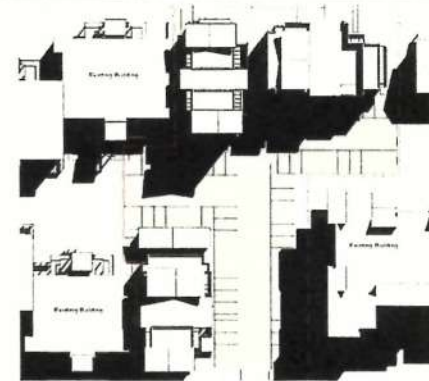
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1:500



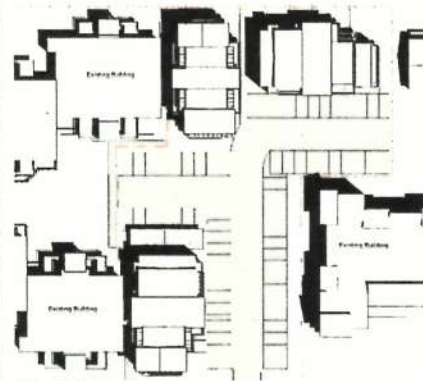
4 Shadow Study Fall 9am  
1:500



7 Shadow Study Winter 9am  
1:500



10 Shadow Study Spring 9am  
1:500



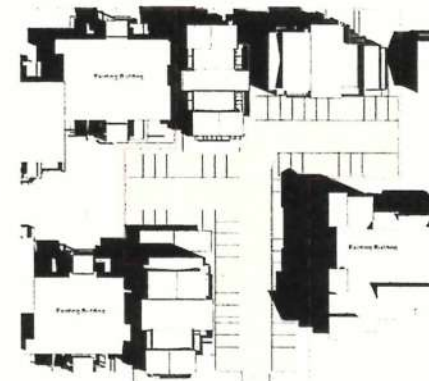
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1:500



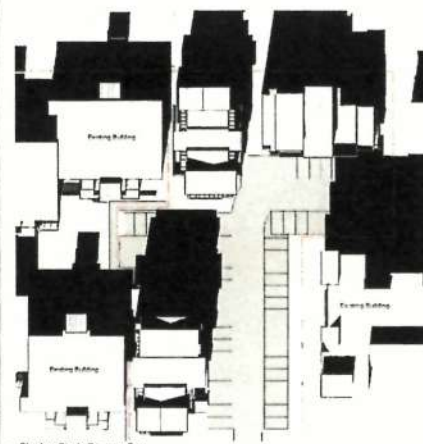
5 Shadow Study Fall 1pm  
1:500



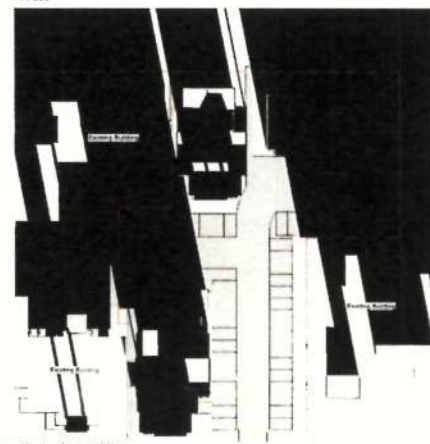
8 Shadow Study Winter 1pm  
1:500



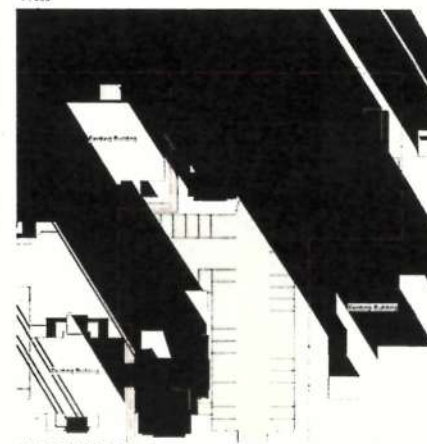
11 Shadow Study Spring 1pm  
1:500



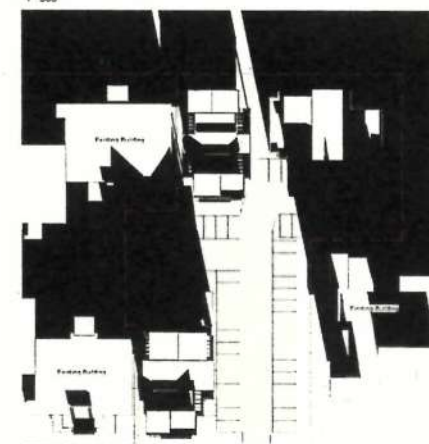
3 Shadow Study Summer 5pm  
1:500



6 Shadow Study Fall 5pm  
1:500



9 Shadow Study Winter 5pm  
1:500



12 Shadow Study Spring 5pm  
1:500

PROJECT 10-20-23-001  
 ERIC BARKER  
 ARCHITECT INC.  
 222 PINEVIEW AVENUE, SUITE 200, DALLAS, TX 75244  
 (214) 343-8000, Fax (214) 343-8000, www.ebarkeraa.com



No.	Date	Description
1	8/10/2016	Initial Concept
2	8/10/2016	Initial Concept
3	8/10/2016	Initial Concept
4	8/10/2016	Initial Concept
5	8/10/2016	Initial Concept
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7	8/10/2016	Initial Concept
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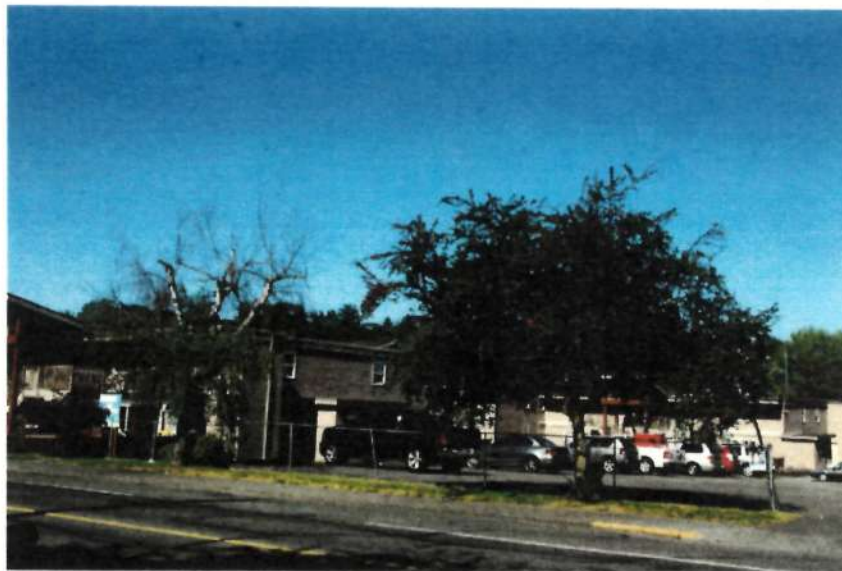
Rezonning/Development  
 Permit  
 August 08, 2017

Quadra Villa  
 Shadow Study

Project Number: 201516  
 Date: Nov 16, 2016  
 Author: [Name]  
 Checker: [Name]

A-1.3





8/4/2017 10:39:26 AM

ERIC BARKER *mobc*  
ARCHITECT inc.  
122 WASHINGTON BLVD. N. SUITE 100  
MINNAPOLIS, MN 55401 Tel: (612) 339-1000 FAX: (612) 339-1001

No.	Date	Description
R	10/04/2017	Current drawings 100000 2015 Projects 201516
Quadra V		

Quadra Villa

## Site Context

Project number	201511
Date	Nov 16, 2015
Drawn by	Author
Checked by	Teacher

A-1.4

Scale 17 = 1.0





8/4/2017 10:39:38 AM

ERIC BARKER  
ARCHITECT Inc.  
222 BARTON AVE. SUITE 100, BOSTON, MA 02116  
617.552.1000 Fax 617.552.1001

12 Aug 4, 2017 Eric Barker Architect  
No. Date Description

8. Current: 10/15/2015 2015 Permit 101512  
9. Current: 10/15/2015 2015 Permit 101512  
10. Current: 10/15/2015 2015 Permit 101512

Rezoning/Development  
Permit  
August 08, 2017

Quadra Villa

Site Context

Project number: 201516  
Date: Nov 16, 2016  
Drawn by: Author  
Checked by: Checker

A-1.5

Scale: 1/2" = 1'-0"

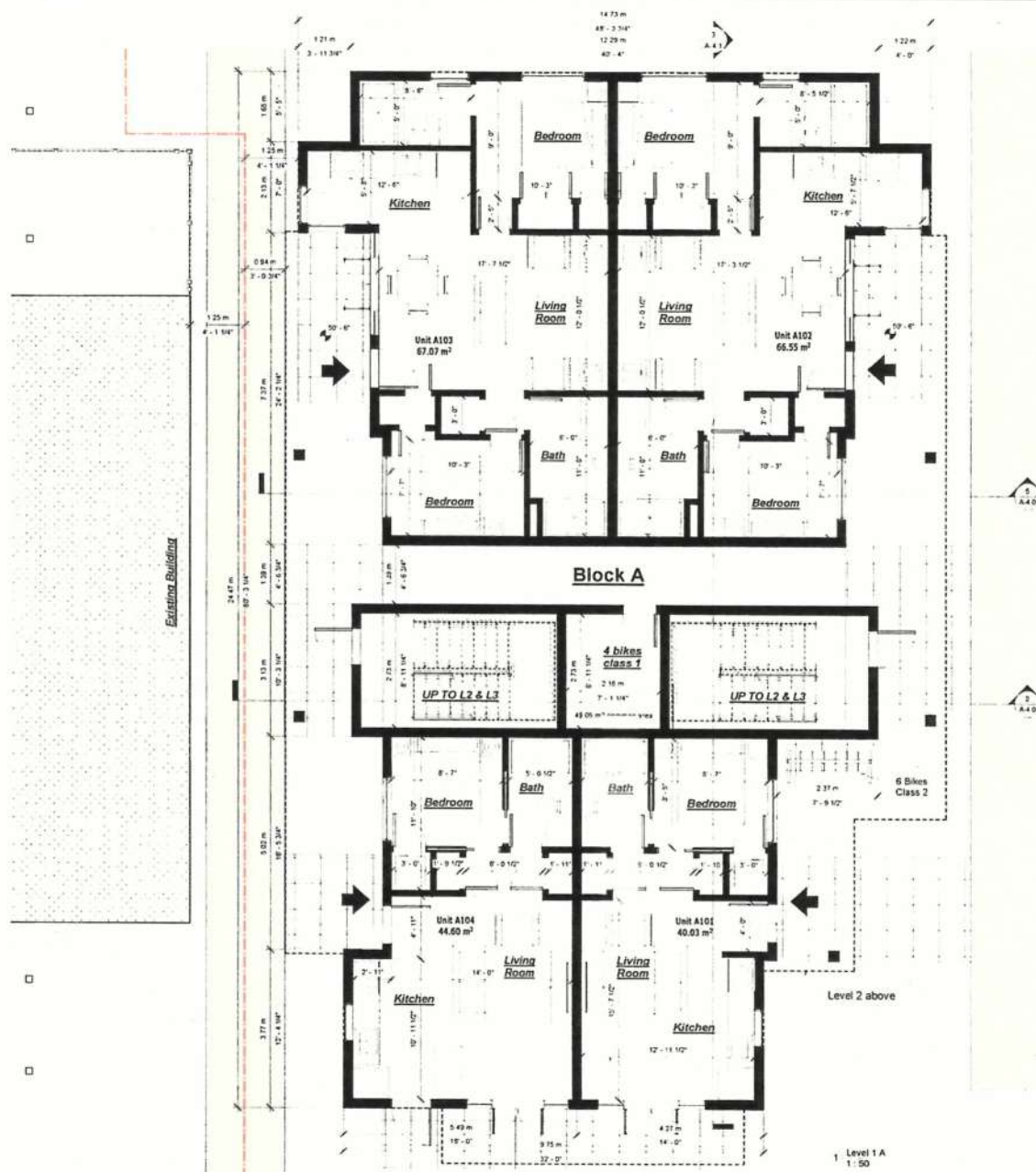


8/4/2017 10:39:29 AM

ERIC BARKER  
ARCHITECT inc.  
222 HAWTHORNE AVE. STE. 200, BOSTON, MA 02118  
617.552.1111 FAX 617.552.1111

12 Aug 8, 2017 Title Sheet  
No. Date Description  
A-1.6 Current drawing: 2015 Project: 201516  
Quadra Villa - Rezoning/Development Permit  
Permit August 08, 2017  
Quadra Villa  
Site Context  
Project number: 201516  
Date: Nov 16, 2016  
Drawn by: Author  
Checked by: Checker  
A-1.6  
Scale: 1" = 1'-0"





8/4/2017 10:39:31 AM

ERIC BARKER  
ARCHITECT INC.  
121 KINGSWAY AVE. SUITE 100, D-1  
DALLAS, TEXAS 75201-1000

B C

A

Proposed Site Keyplan  
1:1000

13 Aug 4, 2017 Block A Keyplan  
5 Mar 15, 2017 Rezoning/Development Permit  
1 Mar 15, 2017 Rezoning/Development Permit

No Date Description

Re: Current Rezoning/Development Permit 201516

Quadra Villa 30170203 2017 08 07

Rezoning/Development Permit

Permit

August 08, 2017

Quadra Villa

Block A - L1

201516

Nov 16, 2016

Xavier Crespo

Checker

A-2.0

Site

As indicated

8/14/2017 10:29:32 AM

ERIC BARKER ARCHITECT INC.  
232 NORTH MAIN AVENUE, SUITE 100, ST. LOUIS, MO 63101  
(314) 433-8400 FAX (314) 433-8405 WWW.ERBARCHITECT.COM

B C

A

Proposed Site Keyplan  
1" = 100'

12 Aug 4, 2017 Plans & Location  
5 Mar 15, 2017 Intersecting Street & Property Dimensions  
1 Mar 15, 2017 Watermark Block A  
No Date Description

R:\Current Drawings\2015\2015 Resubmittal\2015556  
Quadra Villa - Final Development Agreement Submittal  
Project No. 2015556, 2017-08-07

Rezoning/Development  
Permit  
August 08, 2017

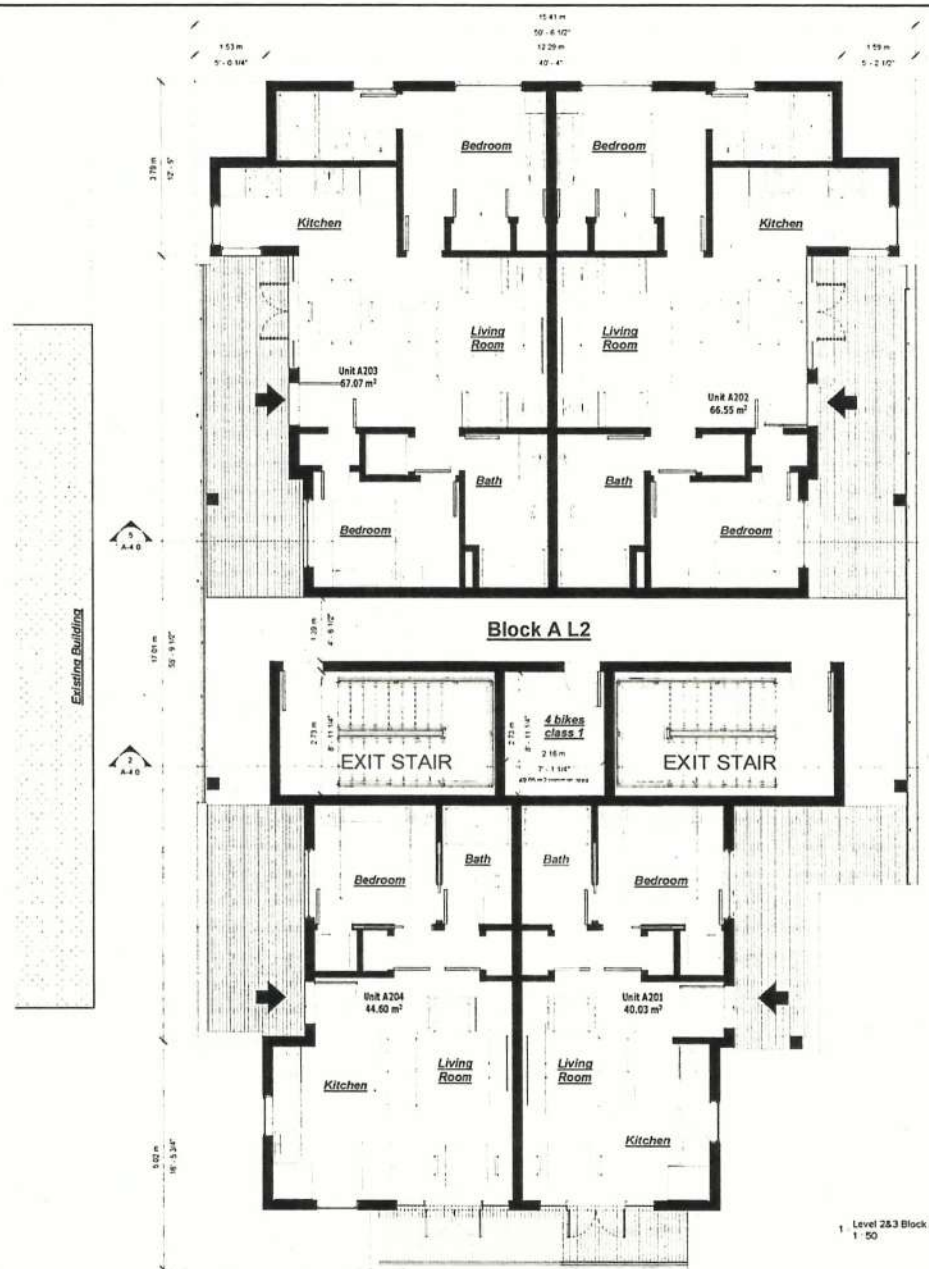
Quadra Villa

Block A - L2 & L3

Revised number 201556  
Date Nov 16, 2016  
Revised by Kaitlin Cropper  
Checked by

A-2.1

Scale As indicated



1 Level 2B3 Block A  
1" = 50'



8/4/2017 10:39:34 AM

ERIC BARKER  
ARCHITECT Inc.  
225 PARKWAY BLVD. SUITE 1000  
DALLAS, TEXAS 75201-1000

B C

A

Proposed Site Keyplan  
1:1000

1. Mar 15, 2017, Inverted Map & Color Printout  
1. Mar 15, 2017, Reverted Block A  
1. Mar 15, 2017, Reverted Block A

Reverting/Development  
Permit  
August 08, 2017

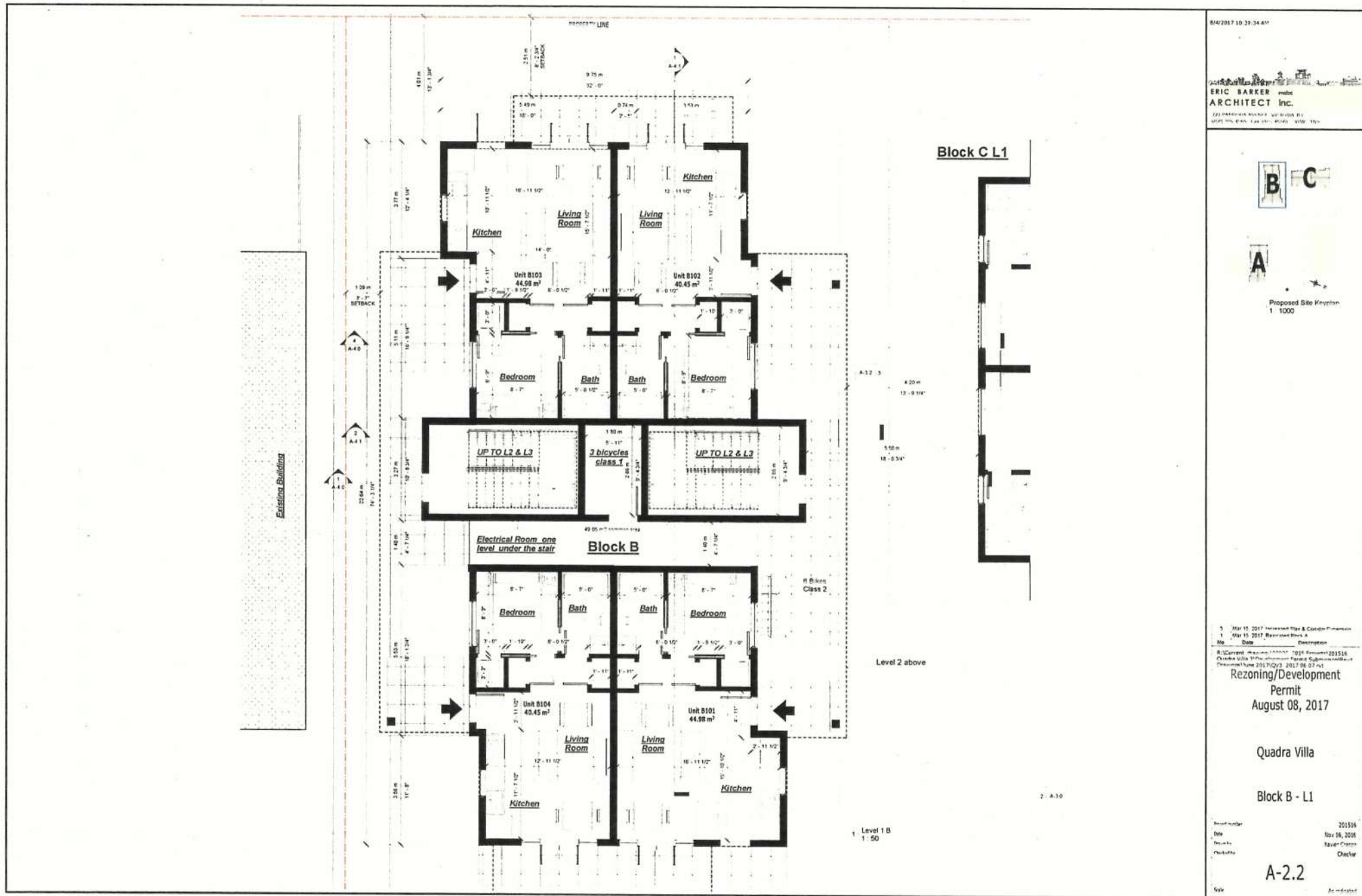
Quadra Villa

Block B - L1

A-2.2

201516  
Nov 16, 2016  
Nasser Chenn  
Checker

Scale: As indicated





A-2.3

2015  
Nov 16, 20  
Kaver Cres

Scale	By index
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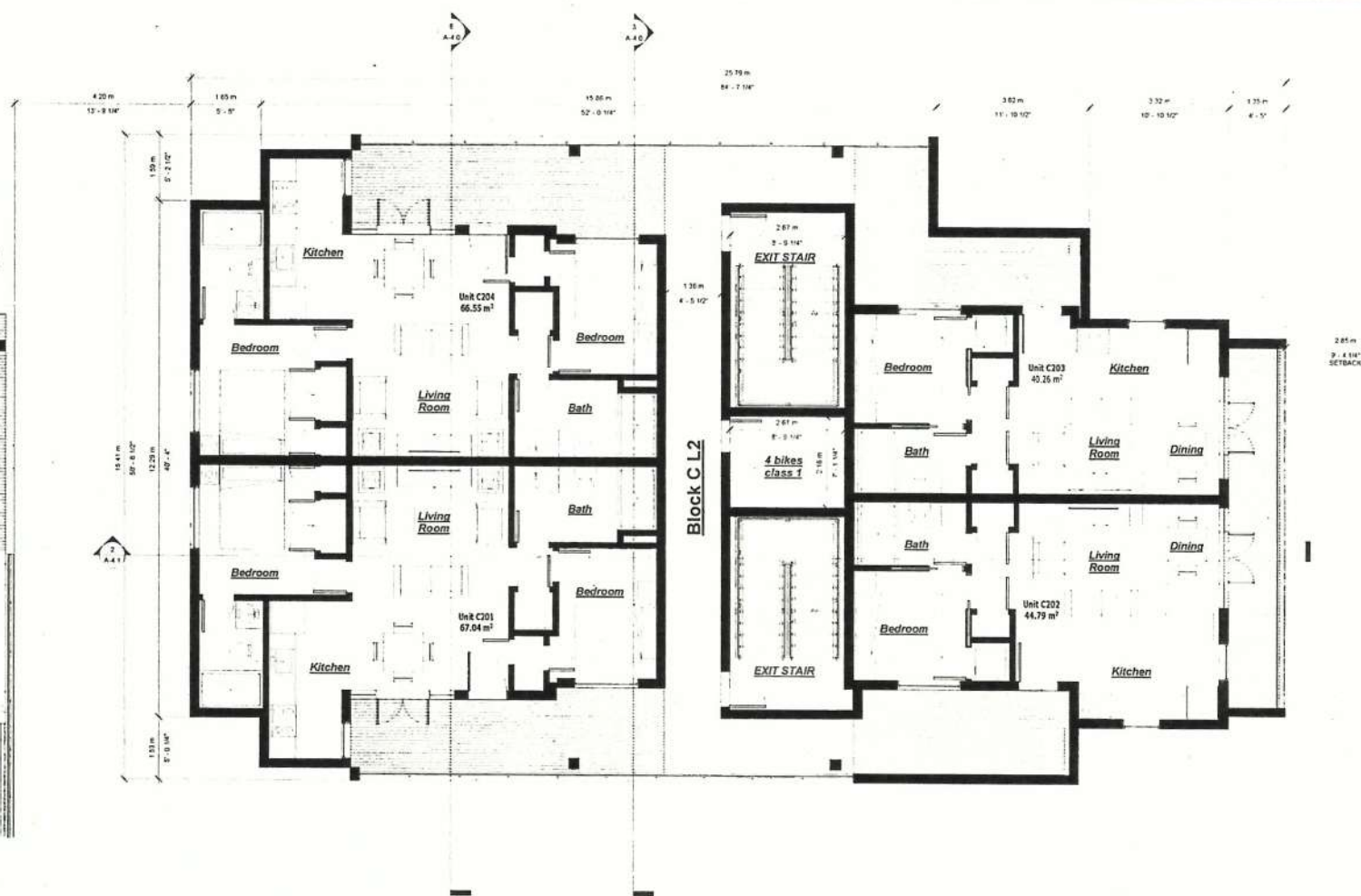




Scale	By independent
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**Block B L2**



Level 2&3 Block C  
1 50

14 Aug 4, 2017 Block C Meeting  
5 Mar 15, 2017 Increased Size & Parcel Presentation  
No Date Description  
B/C/Conser. & Development 7015 Projects/201518  
Debra Villa 31st, 20170503 Permit Submittal/Block  
Debra Villa June 2017/05/23 20170503 07 rd  
**Rezoning/Development  
Permit  
August 08, 2017**

Quadra Villa

Block C L2

Project number	201514
Date	Nov 16, 2016
Drawn by	Xavier Crespo
Checked by	Checker

A-2.5

Scale	Ag indicator
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8/4/2017 10:39:34 AM

ERIC BARKER  
ARCHITECT Inc.  
222 HURONTARIO STREET, SUITE 200, K1R 1X5, TORONTO, ONTARIO M5S 2E1  
416-593-8800

B C

A

Proposed Site Keyplan  
1:1000

14 Aug 4 2017 Block C Home  
5 Mar 15 2017 Intersect Hwy & Canada Highway  
2 Mar 15 2017 Intersect Hwy & Canada Highway

Rezonning/Development  
Permit  
August 08, 2017

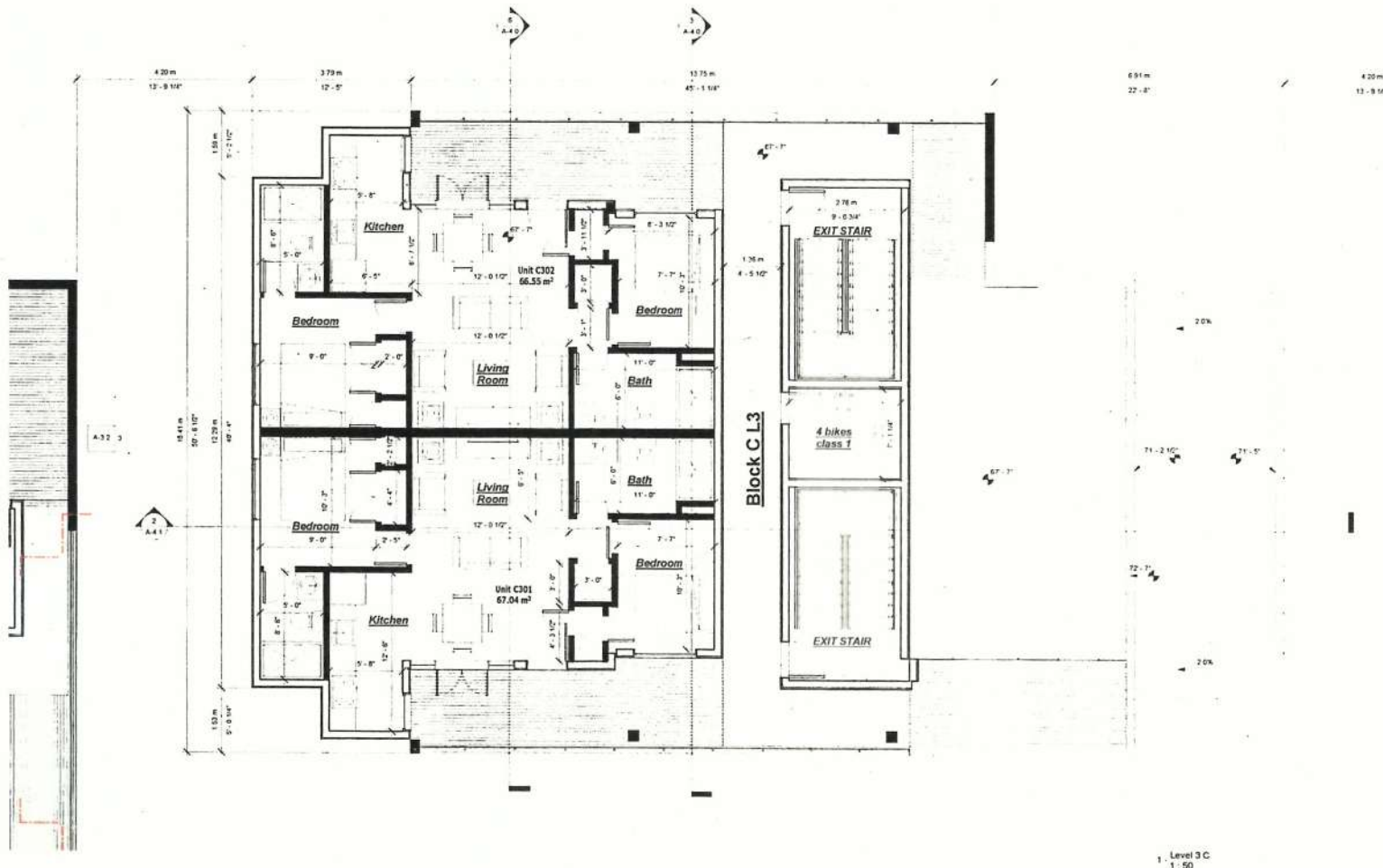
Quadra Villa

Block C L3

Project number: 201516  
Date: Nov 15, 2016  
Author:  
Checker:

A-2.6

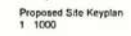
Scale: As indicated





Size	As indicated
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No.	Date	Description
1	Mar 15 2017	Reinstated Burs R

### Elevations

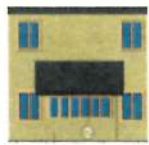


A-3.0

Scale	As indicated
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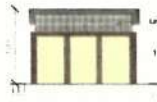
4 Laundry Side Elevation  
1: 100



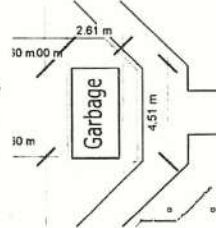
3 Laundry #1 Front Elev.  
1: 100



Laundry #2 Plan



6 Garbage Enclosure #2 Front  
1: 100



Garbage #2 Plan



5 Laundry & Caretaker Front Elev  
1: 100

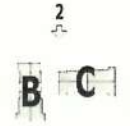


Laundry #1 & Office Plan



8/4/2017 10:39:53 AM

**ERIC BAKER**  
ARCHITECT INC.  
224 PRINCE OF WALES AVE. S.W. VANCOUVER, B.C. V6V 1K1  
604.681.4500 FAX 604.681.4501 WWW.ERICBAKERARCHITECT.COM



Proposed Site Keyplan  
1: 1000

Materials Legend	
Key Value	Keynote Text
1	Composite Wood Tone Panel
2	Fiber Cement (Beige)
3	Fiber Cement (Dark Grey)
4	Metal Railing with Glazing
5	Vinyl Windows (Grey)
7	Metal Fascia (Dark Grey)
8	Metal Trellis with Glazing
9	Fiber Cement Soffit

No.	Date	Description
14	Aug 8, 2017	Revised in Revision
3	May 15, 2017	Revised Caretaker Office
2	May 15, 2017	Revised 7 B.C. Lines
1	May 15, 2017	Revised Block A

8/10/2017 10:39:53 AM 2015 Project 20151516  
Quadra Villa Triplex, Vancouver, British Columbia  
Project Number 20170201 2017 08 03 rev

Rezoning/Development  
Permit  
August 08, 2017

Quadra Villa

Elevations

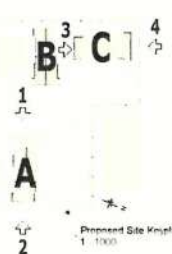
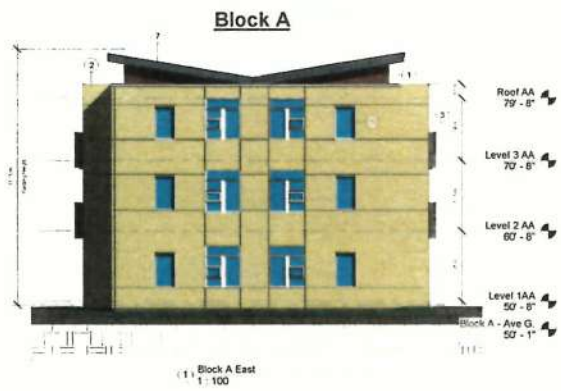
Sheet number	201516
Date	Nov 16, 2016
Drawn by	Nasser Ghaedi
Checked by	Eric Baker

A-3.1

Scale As indicated



ERIC BARKER  
ARCHITECT Inc.  
127 HANCOCK AVENUE, SUITE 100, BOSTON, MA 02114  
617.552.8800 FAX 617.552.8801 WWW.ERICKBARKER.COM



Materials Legend

Key Value	Keynote Text
1	Composite Wood Tone Panel
2	Fiber Cement (Beige)
3	Fiber Cement (Dark Grey)
4	Metal Railing with Glazing
5	Vinyl Windows (Grey)
6	Metal Fascia (Dark Grey)
7	Metal Trellis with Glazing
8	Fiber Cement Soffit

No.	Date	Description
14	Aug 4 2017	Final Plan
13	Aug 4 2017	Block A Elevation

Rezoning/Development  
Permit  
August 08, 2017

Quadra Villa

Elevations

Project number: 201516  
Date: Nov 16, 2015  
Drawn by: Xavier Crespo  
Checked by: [Signature]

A-3.2



2 - Quadr Street Elevation  
1 : 100

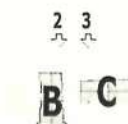


1 - Fifth Street Elevation  
1 : 100



3 - Fifth Street profile

ERIC BARKER  
ARCHITECT inc.  
222 PARKWAY AVE. SUITE 100  
ST. LOUIS, MO 63103  
314.433.1111



Proposed Site Kryphon  
1 : 1000

14 - Aug 4, 2017 - Block C - Final  
13 - Aug 4, 2017 - Block B - Final  
12 - 08/01/2017 - Description

11 - 08/01/2017 - 2017 Permit 201518  
10 - 08/01/2017 - 2017 Permit 201518  
9 - 08/01/2017 - 2017 Permit 201518

Rezoning/Development  
Permit  
August 08, 2017

Quadra Villa

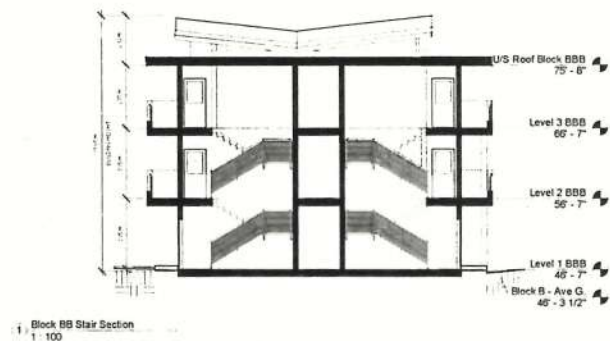
Street Elevation

Project number: 201518  
Date: Nov 16, 2016  
Drawn by: Xavier Crespo  
Checked by: Parker

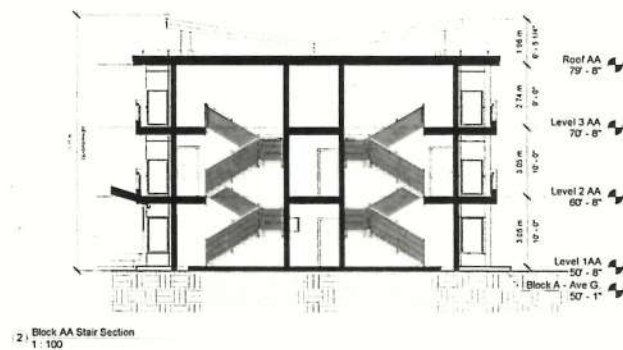
A-3.3

Scale: As indicated

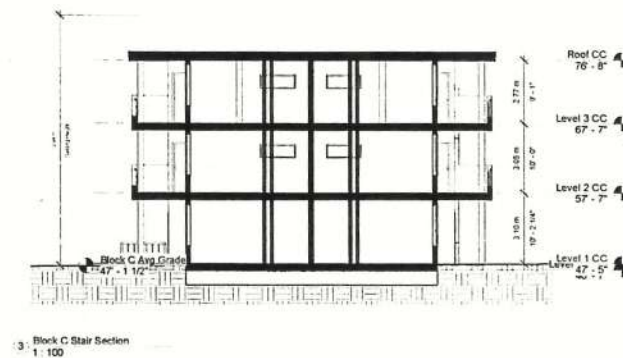




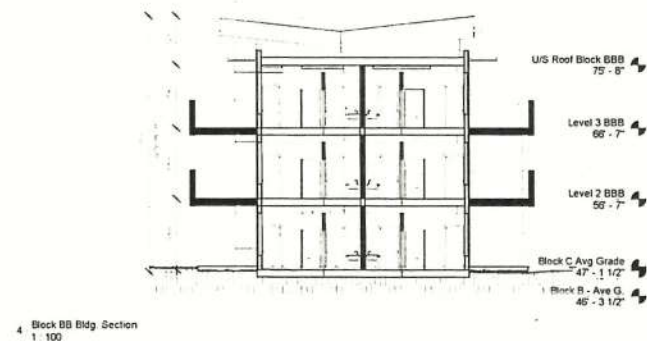
1. Block BB Stair Section  
1:100



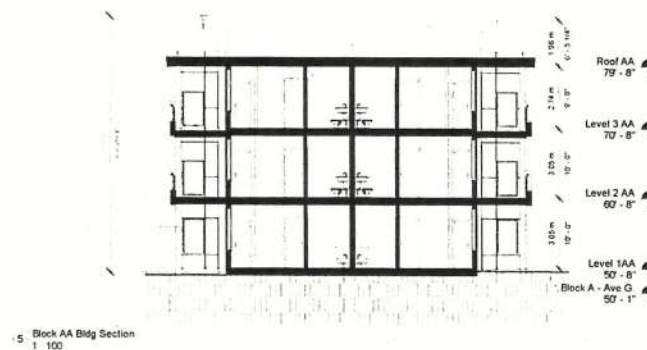
2. Block AA Stair Section  
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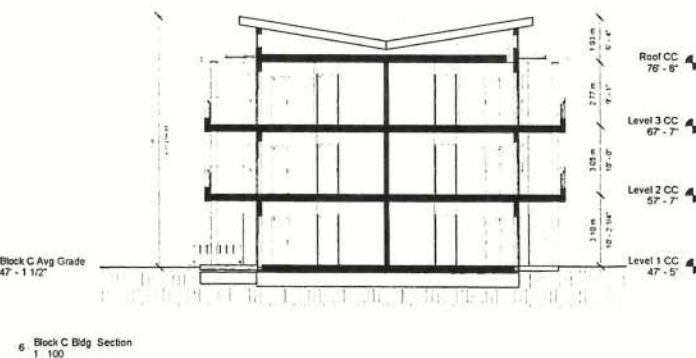
3. Block C Stair Section  
1:100



4. Block BB Bldg. Section  
1:100



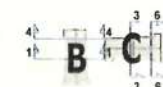
5. Block AA Bldg. Section  
1:100



6. Block C Bldg. Section  
1:100

8/4/2017 10:40:14 AM

ERIC BARKER  
ARCHITECT Inc.  
222 PINEHURST AVENUE, SUITE 200, BOSTON, MA 02114  
TEL: 617.552.1100 FAX: 617.552.1101



Proposed Site Keyplan  
1:1000

No.	Date	Description
1	Mar 15, 2017	Watermarked Block A
2	Current	Revised 2015 Proposal 201516
3	Current	Revised 2015 Proposal 201516
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9	Current	Revised 2015 Proposal 201516
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11	Current	Revised 2015 Proposal 201516
12	Current	Revised 2015 Proposal 201516
13	Current	Revised 2015 Proposal 201516
14	Current	Revised 2015 Proposal 201516
15	Current	Revised 2015 Proposal 201516
16	Current	Revised 2015 Proposal 201516
17	Current	Revised 2015 Proposal 201516
18	Current	Revised 2015 Proposal 201516
19	Current	Revised 2015 Proposal 201516
20	Current	Revised 2015 Proposal 201516
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Rezoning/Development  
Permit  
August 08, 2017

Quadra Villa

Sections

A-4.0

Scale: As indicated

8/4/2017 10:40:16 AM

ERIC BARKER ARCHITECT INC.  
121 E 10TH AVE SUITE 100 DENVER CO 80202  
(303) 733-1111 FAX (303) 733-1112

Block B

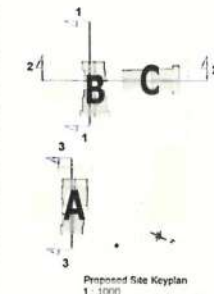


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1" = 100'

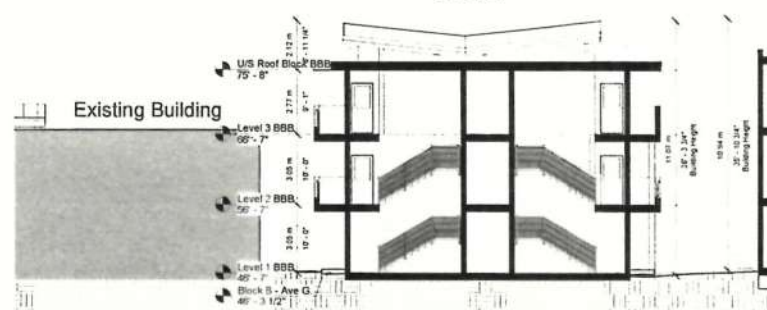
Block A



3. Block A Bldg Section  
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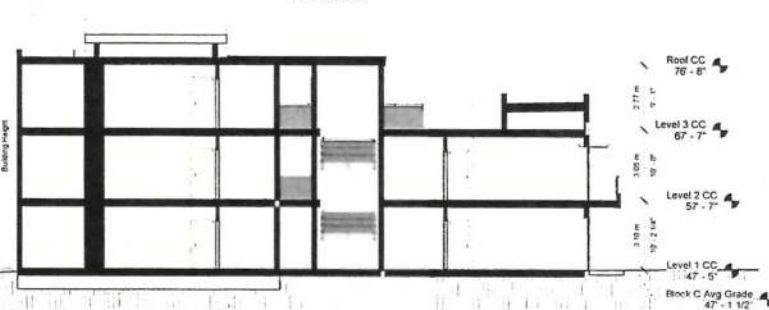


Block B



2. Blocks B & C Bldg Section  
1" = 100'

Block C



11 Aug 4 2017 Rezoning/Development  
Permit  
August 08, 2017

Rezoning/Development  
Permit  
August 08, 2017

Quadra Villa

Sections

Project Number: 201516  
Date: Nov 16, 2015  
Author: [Name]  
Checker: [Name]

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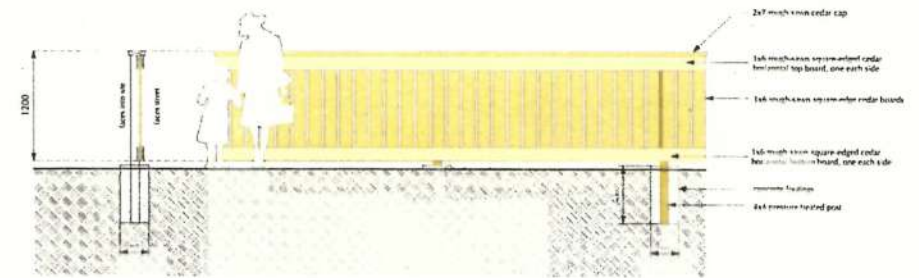
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## 2



## 3



ISSUED FOR	DATE
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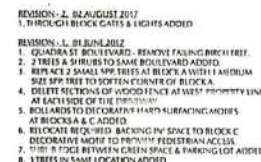
QUADRA VILLA  
QUADRA & FIFTH STREET  
VICTORIA, BC.

## 2



Date 21/09/2016	Sheet
Drawn car	L2
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ISSUED FOR	DAY
67-9898-10 JUNE 1967	Sent \$1.00 Received Feb 1968 Refused March 1968 Returned Aug 1968 Revoked & Returned 10/68

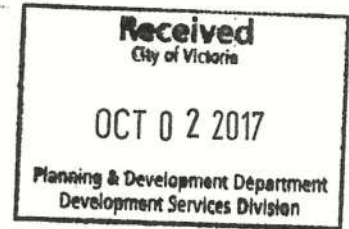
QUADRA VILLA  
2835 QUADRA STREET  
VICTORIA, BC.

LANDSCAPE PLAN  
ADDITIONAL PARKING

Date 21/09/2016	Sheet
Drawn car	L3
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Scale 1:200	

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September 29/17



City of Victoria,  
1 Centennial Square ,  
Victoria , BC  
V8w 1P6

Attention : Mayor and Council

**Re : 2813 – 2887 Quadra St. & 2814 - 2890 Fifth St. and 2780/82 Fifth St**

The proposal is located in the Quadra Village community- an inner-city neighborhood which is experiencing a renewal close to Downtown with a commercial core and excellent bus service. The site is the southern parking lot of Quadra Villa – a 64 unit rental community, substantially renovated in 2014 , that has a long waiting list because it offers large 2 and 3 bedroom units either on the ground or one level above with large private open spaces adjacent substantial public open green space. The client wanted the new project to maintain the qualities of independent access , close proximity to the ground and large patios/decks and add the dimension of smaller units to complement the existing larger units

The site was the subject of a re-zoning application for a 24 unit rental proposal in late 2015 . The client purchased a neighboring lot at 2780/2782 Fifth St and the application was withdrawn and re-designed to a 34 unit rental proposal .The new rental units will be on a separate lot sub-divided from the existing 64 rental units .

There are 12- 2 bedrm units in the 670-700 sf range and 22 -1 bedrm.units in the 400-500 sf range . Typically each block has central stairs with walkway access to each unit which doubles as the unit deck .The buildings are 3 stories in height to be in scale with the existing buildings and the neighborhood.

We are providing parking for 80 cars for 64 existing units and 34 new units – a total of 98 units on site – a parking ratio of .81.A parking study showed that 7 existing rental buildings in the neighborhood had 0.8 cars/ unit parking ratio .Our objective is to meet this parking ratio. To mitigate the parking variance, 2 car share cars will be provided as well as memberships for all 98 units . In addition, there will be significant bicycle parking that will exceed the municipal bicycle parking requirements . As well , because of the long waiting list for the units ,my client is able to qualify tenants for the existing units on the basis of car ownership. September of last year the car ownership level was 79 cars – 1.23 cras / unit. The incidence of car ownership has been reduced to 55 cars -.85 cars /unit- very close to objective with the new units .



The existing project has back to back units , half of which faced the surrounding streets . As the existing parking is largely located at the south end of the site , residents living at the north end of the site-would often park on the street it being more convenient. To mitigate this, we have added 3 parking" pods", housing 4 to 6 cars each on our site , located off Fifth and Topaz to provide more convenient parking and prevent on-street parking.

An objective of the project design was to improve the Fifth and Quadra Street streetscapes and fit into the context. This has been accomplished by positioning two blocks on Fifth with front doors and private yards engaging the street and screening views of the parking areas. Block C, which is adjacent a single family house, has been stepped from 3 to 2 stories to effect a scale transition. On Quadra ,one block has units facing the street and landscaping with low fencing blocking views of the parking lot . The new buildings are 3 stories to maintain a scale link to the existing 2 storey buildings and the surrounding community. The form of the new buildings mirror the shed roof form built above the stairs in the existing project .

In summary , the addition of smaller rental units to an existing community of larger rental units in the Quadra Village community close to commercial services and excellent public transport links is a worthy proposal .

Regards



Eric Barker Architect AIBC / LEED AP

July 20/2017

#### CPTED ANALYSIS - Site Plan of 2813 Quadra

The Analysis focused on the pedestrian linkages through the site between Fifth and Quadra and from Fifth between Blocks B & C to the parking lot. In addition, it studied the pedestrian path between each block to the parking area and the space between Block A and the garbage/re-cycling /bicycle storage.

CPTED principles depend on surveillance of the environment by residents living in the units and by residents and visitors moving through the environment at different times of the day and night. A strong definition of and visibility into private, semi-private and public open space complements the " eyes on the street " The structure of the space should not create dead end " entrapment " areas . The public open space , in particular , requires effective lighting at night .

The analysis revealed that for the most part pedestrian linkages through the block and from Fifth to the parking lot meet good CPTED principles as unit front doors and private patios face the pathway putting it under constant surveillance and they are well lit . However the pedestrian paths between each block to the parking lot did not meet the standard established by these principles as they were not well lit and not readily visible . We are proposing keyed resident gates at either end to secure them and add lighting . Regarding the space between Block A and the garbage/re-cycling /bicycle storage again it suffers from a lack of visibility . We are proposing to secure the space with fencing at either end – it has a light



**ERIC BARKER ARCHITECT INC.**



727 Pandora Avenue Victoria BC V8W 1N9 | eba@ericbarkerarchitect.ca | 250-385-4565  
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By email to [councillors@victoria.ca](mailto:councillors@victoria.ca)

4 October 2016

Dear Mayor and Council

Re: 2835-2855 Quadra Street and 2780-2782 Fifth Street

On 7 September 2016 the Hillside Quadra Neighbourhood Action Committee (NAC) hosted a community meeting related to a proposed development at the above address. Eric Barker, the architect for the project, made the presentation on behalf of the property owner Primex Investment. Twenty-five community members attended the meeting. This letter summarizes the comments and concerns of these meeting participants regarding the proposed development.

Over the past several years Primex Investment as well as previous owners have made other proposals related to development of the parking lot at the south end of this property. Additional comments relevant to the current development proposal are summarized in a letter to Mayor and Council from NAC dated 30 May 2016. Key community concerns and recommendations brought forward at the May meeting – in particular the recommendations to retain the existing driveway on Quadra Street, to relocate the garbage bins, and to maintain natural light for residents of the adjacent condo building – have been incorporated into the current proposal. The May NAC letter also describes measures that Primex Investments has proposed to address local concern about impacts of the proposed development on parking, which was also the main concern at the September meeting.

The current proposal incorporates a substantive change to the May proposal, as Primex Investment recently purchased the lot at 2780/2782 Fifth Street and proposes to make it part of the application to redevelop the adjacent parking property at 2835-2855 Quadra Street. The lot is currently zoned for duplex and would need to be rezoned for multifamily use.

The site at 2835-2855 Quadra currently provides 64 units of low-rise rental housing. The proposed development would provide 33 additional units of rental housing in three new buildings, bringing the total number of rental units on the site to 97. New rental units would range in size from 400 to 650 square feet and would include 15 one-bedroom units, and 18 two-bedroom units. The new buildings would be three storeys high. Ground level apartments would open to the exterior and those on floors two and three would be accessed from exterior stairwells. The portion of the site facing Fifth Street – currently an unused driveway – would be landscaped.

The proposed development would require a parking variance. Current rules would require 126 parking spaces for 97 units. The proponent is proposing to provide only 80 parking spots – including 64 in the main parking lot, and 16 additional spaces in three parking 'pods' built on what is currently greenspace at the perimeter of the property. The

proponent also proposes: bike storage on each floor of the three new buildings as well as a locked bike storage building for the use of all residents; and two car-share cars as well as car-share membership for all the residents of the complex—of both old and new buildings. We understand from the May meeting that these cars would be available to the wider community. Our May letter discusses other proposed parking mitigation measures.

### **Design**

Meeting participants expressed generally favourable comments about the design of the proposed development, including the proposed diversity of building sizes and shapes. They were also positive about using the existing 'sea of asphalt' for housing. One participant expressed concern about shading of existing homes on the east side of Fifth Street, and Mr. Barker agreed to carry out a shading study. Another suggested that the design incorporate measures to discourage seagull nesting.

### **Social Impact**

Many meeting participants expressed support for the proposed increase in the number of rental units in the neighbourhood. They expressed concerns, however, about the type of tenant the proposed development might attract. The lack of elevators in the design may discriminate in favour of young tenants who can 'carry the couch up three flights of stairs'. The size of the units (one and two bedroom) discriminates against families, and smaller units may attract transients and students – portrayed by some as out of place in the family oriented neighbourhood. Several meeting participants suggested that 'the units are too small and there are too many of them'. Other asked if the building owner would be willing to add a rental covenant to the new development, and make a commitment to include low income rental units. Mr. Barker promised to discuss this with the owner.

### **Rezoning of 2780-2782 Fifth Street**

Several meeting participants expressed concern about the proposed rezoning of 2780-2782 Fifth Street from duplex to multi-family and encroachment on the residential nature of the neighbourhood. One meeting participant suggested 'we need to dream bigger' and identified the new duplex PassivHaus being built nearby as an example of such a bigger dream.

### **Parking**

Many meeting participants expressed the concern that the proposed development would exacerbate the existing parking problems on Topaz Avenue and Fifth Street. Several meeting participants recommended that the proponent provide underground parking, noting that nearby condominium buildings all provide such parking. Mr. Barker indicated, however, that the cost of underground parking makes it prohibitive for a rental development of this size; marshy soil beneath the parking lot would add to the cost. One current building resident expressed concern about the proposal to convert existing green space in front of her unit to parking pods. Another meeting participant expressed concern about taking green space away from alleged 'low income people' living in the building.

### **CALUC process**



Meeting participants complained that some of the tenants of the 2835-2855 apartment complex did not receive notices about the community meeting. This may be something the City could look into.

Thank you for considering community input in reviewing any formal proposal related to the above address.

Jenny Fraser  
CALUC Chair,  
Hillside-Quadra Neighbourhood Action Committee

c.c. Eric Barker

By email to the City of Victoria at [caluc@victoria.ca](mailto:caluc@victoria.ca)

And to Leanne Taylor [ltaylor@victoria.ca](mailto:ltaylor@victoria.ca)

2 March 2016

To Whom it May Concern:

Re : Proposed Rezoning for 2835-2855 Quadra Street

The Hillside Quadra Neighbourhood Action Committee (NAC) hosted two Community Meetings related to the proposed redevelopment of this property, on January 20<sup>th</sup> and February 10<sup>th</sup>, 2016.

Primex Investments has owned the property since 2014. Andrew Rennison, Principal of Primex, described the company as a family-run rental apartment business with 1400 units in its portfolio. He indicated that Primex invests for the long term and manages its own properties.

The 2.6 acre property currently supports 32 two-bedroom and 32 three-bedroom units – a total of 64 units. Primex is seeking to rezone the south end of the property from R3G (currently a parking lot) to a site-specific zone that would enable the construction of 24 additional rental units in two new buildings, for a total of 88 units.

Eric Barker, architect, described:

- The location of the two new buildings and the unit mix and sizes; 12 of the new units would be bachelors and the other 12 would be two-bedrooms.
- landscaping details and the pedestrian link between Fifth and Quadra; and
- parking and circulation plans, including bicycle storage.

Primex is seeking a parking variance – from the required 1.3 parking spaces per unit (for a total of 110) to 0.74 spaces per unit. The proposal would maintain 65 parking spaces on the site: 55 in the main parking lot and 10 in two smaller lots accessed from Topaz Avenue and Fifth Street. Mr. Rennison indicated that it is Primex's goal to reduce the number of cars on site to 64. He provided a handout describing proposed parking mitigation efforts including:

- Purchasing a car-share membership for each of the 88 rental units, and purchasing one car-share vehicle which would be parked on site and would also be available to other neighbourhood members of the car-share coop. The proponent indicated that car share participation would begin after Primex is assured the rezoning will be approved;
- Providing enhanced bicycle storage – exceeding City standards – on each level of the proposed new buildings; and
- Screening for tenants who do not have cars, providing incentives to tenants, and requesting tenants to sign a pledge to remain car-free. The owners indicate they have, though this approach, already reduced the number of vehicles on the property from 79 to 74 since October, 2015.



## General Comments

Community members expressed no concerns about the design and location of the proposed apartment units. Several commented that the project 'improves the look of the neighbourhood'. Others mentioned that the neighbourhood needs rental units. One resident of 2757 Quadra expressed appreciation for the new design which positions the new apartment units well away from his building, preserving his light and view.

## Parking

The majority of the concerns expressed by participants at both community meetings related to parking. Meeting participants expressed support for the addition of a car-share component to the property, which they identified as a neighbourhood asset. They also supported the proposal to construct small parking 'pods' accessed from Fifth Street and Topaz Avenue.

They also indicated some concerns:

- The streets surrounding the proposed development are already full of parked vehicles; many of these vehicles belong to residents of the 2835-2855 Quadra Street apartments, who park on the street as it is more convenient to their units than is the parking lot at the south end of the property. While the proposed parking 'pods' would help address this problem, the addition of more units on the site might exacerbate it. Meeting participants discussed the potential expansion of the resident parking only restrictions.
- Parking on Fifth Street – particularly the on the 2700-block – is an issue with the Fifth Street Bar and Grill.
- The proposed parking plan does not address visitor parking; no visitor parking is provided.
- Some meeting participants expressed scepticism about the ability of Primex – even with screening, a no-car pledge, and car-share memberships—to 'keep people from owning cars' and to maintain the stated goal of 64 vehicles on-site.
- NAC notes that there would be no guarantee, should the property be sold in future, that the next owner would maintain the proposed parking alleviation measures.

## Access to the Parking Lot

Many meeting participants asked why the plan proposes moving the entrance to the parking lot from Quadra Street to Fifth Street. They indicated that Fifth Street is already congested, in particular during the evening when patrons are arriving at and leaving from the Fifth Street Bar and Grill, and that the addition of traffic from the 2835-2855 Quadra Street apartments would create additional congestion on an already busy street. NAC notes, in addition, that Fifth Street is a signed bike route and is identified as part of the Biketoria network.

Meeting participants also identified positive reasons for maintaining the Quadra Street entrance – including the desire to calm traffic on this block of Quadra Street. Residents of 2757 Quadra – the building to the south of 2835-2855 Quadra Street – noted that the entrance to their underground parking lot is directly off Quadra, and that the presence of the adjacent driveway of 2835-2855 Quadra Street gives them space in which to merge from their driveway safely onto Quadra Street. They suggested that if the Quadra entrance to 2835-2855 Quadra Street is closed, the City should restrict parking to the immediate north and south of the underground parkade entrance for 2757 Quadra.

The Hillside Quadra Neighbourhood Action Committee (NAC) therefore urges Council to apply the Highway Access Bylaw Amendment and maintain the existing access to the site from Quadra Street, should this proposal proceed.

#### Landscaping

Residents of 2757 Quadra – the condo building to the south of the property – expressed their desire that landscaping along the southern property line not block the light for ground floor units. They also expressed their preference for smaller trees in this location – as tree roots have the potential to damage the (new) underground parking garage membrane and retaining wall at 2757 Quadra.

#### Location of the Waste Facilities

The site plan indicated that the garbage cans and recycling facilities would be located along the southern fence line of the property. Residents of 2757 Quadra expressed concern that this would result in noise and smells for those living on the north side of their building. The proponents indicated they would look into options for these facilities.

Thank you for considering the views of the Hillside Quadra community in reviewing this rezoning and development proposal.

Sincerely,

Jenny Fraser  
Co-Chair, Hillside-Quadra CALUC

cc. Eric Barker  
Hillside-Quadra Neighbourhood Action Committee



MAR 28 2017

Planning & Development Department  
Community Planning Division**Adept Transportation Solutions**  
PLANNING AND ENGINEERING

March 15, 2017

Mr. Eric Barker, MAIBC  
727 Pandora Street  
Victoria, BC V8W1N9**SUBJECT: QUADRA VILLA 3 EXPANSION PROJECT  
TRANSPORTATION ASSESSMENT**

## Introduction

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In 2012 a Transportation Impact Assessment report was prepared for a proposed development scenario that was similar to the project now under consideration for the subject site<sup>1</sup>. The assessment found that the site was well served by transit, sidewalks and cycling facilities and was consistent with many policies and objectives set out in the City of Victoria's Official Community Plan (OCP).

The existing "Quadra Villa" rental apartment complex consists of 64 rental apartments including 32 - 2 bedroom and 32 - 3 bedroom units. The smallest units are approximately 830 ft<sup>2</sup>. It is our understanding that the current development plan for the site is for the addition of 34 new units for a total of 98 units. Of the new units, it is planned to develop 12 - 2 bedroom, and 22 - 1 bedroom units. It is planned that there will be a total of 81 off-street parking spaces, including 16 new spaces in parking pods off Fifth Street and Topaz Avenue. Adept Transportation Solutions (Adept) has been engaged by the property owner to determine an appropriate off-street parking supply for the site and to recommend strategies to minimize the parking demand and traffic impacts in support of a Rezoning / Development Permit application.

The Site location is shown in **Figure 1** on the following page.

## Traffic Impacts

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Trip generation for the project was estimated using the Institute of Transportation Engineering Manual of Trip Generation Rates, 9<sup>th</sup> Edition. The existing apartments generate 400 vehicle trips per day (vpd) while the proposed new apartments will likely generate an additional 220 vpd. Since the existing driveway from the site to Fifth Street will remain closed, there will be

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<sup>1</sup> Bunt & Associates Engineering Ltd, Quadra Villa Site Upgrade & Expansion Project – Updated Parking Demand & Fifth Street Traffic Impact Study, September 2012

very little new traffic on Local roads, as most traffic will be directly to or from Quadra Street. No mitigation is required.

Figure 1 Project Location



## On-Street and Off-Street Parking

The current Off-Street Parking Bylaw has a requirement of 1.3 spaces / apartment unit, which includes visitor parking. Applying this rate would result in an additional 47 off-street parking supply being provided. It should be noted that the existing development has an off-street parking supply of 48 stalls, or 0.75 parking spaces per unit.

There is currently unrestricted on-street parallel parking along the north and east frontages of the site. On the north side, there is space for approximately 15 vehicles to park along the southern side of Topaz Avenue; with space for approximately 18 vehicles on the western side of Fifth Street for the section abutting the east side of the site.

Due to it being unrestricted parking along these street sections, the parking is heavily used during weekdays by drivers outside of the neighborhood, and during weekday evenings and weekends by residents of the immediate area. However, some spaces are still left available.

On and off-street parking was surveyed between 11 PM and midnight on March 1, 2017. Forty (40) of the forty eight (48) off-street parking spaces were occupied (0.62 parking spaces per unit). On-street parking on Topaz Avenue and Fifth Street (both sides) was also surveyed during a typical weekday. During the day, forty-two (42) vehicles were parked and fourteen (14) parking spaces were still available. Overnight, thirty-nine (39) vehicles were parked and seventeen (17) spaces were left available.

It was not possible to determine how many of the vehicles parked on-street belonged to residents of Quadra Villa. If one half of the parked vehicles belonged to residents, the effective demand for parking would be 0.9 spaces per unit.



The following Table 1: – Parking Rates: Zone Comparison lists City of Victoria bylaw parking requirements of some other zones on the fringe of the downtown core, relevant to the subject site, where the City has recognized the 'location' and 'unit size' factors in accepting reduced off-street parking rates.

Table 1: Parking Rates - Zone Comparison

PARKING RATES - ZONE COMPARISON			
Project data: Quadra Villa Apartment Expansion - 24 New Units			
Zoning	Name and Address	Comments	Parking Requirement
R3-G	Proposed Development - Quadra Villa Apartments	Standard Parking Requirement for this zone	1.3 stalls / unit
R-36	2860-80 Quadra Street	Across Quadra Street from Subject Site	1.2 stalls / strata unit
R3-2	2747-67 Quadra Street	Directly South of Subject Site	1.3 stalls / unit
R-57	834 Johnson Street	Johnson St. Residential District	65 stalls / unit - underground parking
CD-7	Cook Street Village	Between Oscar and Chapman St	
	Development Area 1 and 2 - studio unit		.75 stalls / unit
	Development Area 1 and 2 - one bedroom unit		1 stalls / unit
	Development Area 2 - live / work unit		1.4 stalls / unit
CD-9	Dockside - Tyee Road	Across Johnson Street Bridge North of Esquimalt Rd	
	affordable housing		0 stalls / unit
	live / work units		1.5 stalls / unit
	multiple residential > or = to 70 m2		1 stalls / unit
	multiple residential < 70 m2		.75 stalls / unit
	studio residential < 40m2		.5 stalls / unit
	seniors housing		.25 stalls / unit
	work / live units		2 stalls / unit
R3-NP	1025 North Park (Pacifica Housing TH)	Between Cook and Vancouver St	9 stalls / multiple dwelling unit
RK-15	Proposed 1040 North Park	Along Cook Street near Royal Athletic Park	55 stalls / unit

Data from other properties has shown similar, low vehicle ownership for small rental properties with good access to alternate travel choice options. The information shown in Table 2 is somewhat dated, but is still believed to be relevant.

Table 2: Vehicle Ownership at Selected Properties in Victoria<sup>2</sup>

Pertinent Resident Vehicle Ownership Data as at March 31, 2009 and July 31 2012						
Project data: Quadra Villa Apartment Expansion - 34 Total Units						
Location No. on Map	Name of Complex	Type of MFR Unit	Address / Area	Number of Units	Approximate No. of Vehicles Owned by	Vehicle Ownership Rate (vehicles)
1	Quadra Villa (based on tenancy 3 yrs ago)	Rental Apartments	2722 Fifth Street Subject Site: north-east corner of Quadra Street & Topaz Avenue	64	47	0.73
2	Edith Gunning Court	Rental Apartments	125 Wilson Street Adjacent to Victoria West Park & across from Westside Village	33	23	0.70
3	Evergreen Terrace (previously Blanshard Court)	Rental Apartments	Bounded by Hillside Avenue, Dowler Place and Blanshard Street	119	93	0.78
4	Seawind Corners	Rental Apartments	510 Dalton Street At intersection with Esquimalt Road west of Catherine Street	11	5	0.45
5	* Nottingham Court	Rental Apartments	1035 Cook Street across from Castle Building Supply / Cubban Apartment complex	70	47	0.67
6	n/a	CMHC Townhouse Complex Rental	1021 Caledonia Avenue across from Royal Athletic Park	14	6	0.43
Average Rental Vehicle Ownership Rate				Totals:	311.00	221.00
* Indicates the resident vehicle information for this site is not based on the ICBC data.						
7	The Highlander	Strata Ownership Condominiums	1039 Caledonia Avenue across from Royal Athletic Park	12	9	0.75

<sup>2</sup> Ibid, p 13

## Transportation Demand Management (TDM)

In order to reduce tenant vehicle ownership, a number of TDM strategies are recommended:

One potential TDM measure to reduce parking demand is the use of car share programs which can be used to offset the need for residential parking stalls. Current research indicates an offset of up to 5 spaces / car share vehicle is common. In this case, two car share vehicles could allow a reduction in required parking spaces from the bylaw rate of 112 spaces to 102 spaces, of which two spaces would be designated car-share spaces. However, through discussion with the car-share service providers, it is preferable that the car-share vehicles be located on-street to enhance visibility and service awareness. If the city were to consider dedicating two (2) spaces along the site frontage for exclusive use by car-share vehicles, the resultant off-street parking supply requirement would be reduced to 100 spaces.

Quadra Street is identified as a **Frequent Transit Service** route in BC Transit's "Transit Future Plan". While Quadra Street currently exhibits very good transit service, the long-term vision is for improved service and enhanced connectivity to regional and inter-regional destinations. For this particular development project, we feel an additional reduction in parking demand of 10% is reasonable in acknowledgement of future transit service improvements. This equates to a reduction of 10 off-street parking spaces, for a total requirement of 90 spaces.

The City of Victoria is a strong advocate for reducing vehicle traffic, ownership and associated parking demand and are embarking on several new initiatives to promote cycling as a primary travel mode within the city. With the strong commitments to improved transit service, enhanced cycling facilities and amenities; we believe these actions should be accompanied by reduced off-street parking requirements.

The current City of Victoria parking bylaw for the subject site's R3-G Zone does not recognize the important effect that unit size and location has in a reduced 'parking demand' rate for MFR strata projects. The City is currently reviewing these bylaw requirements and it is anticipated that existing requirements may be altered to reflect current planning initiatives in the city and the broader region.

Our recent 'project specific' research findings have determined that a parking variance as per our recommendation is warranted for this project; a reduction in the current 1.3 stalls / unit rate down to 0.8 stalls/per unit.

The justification for our recommended parking variance is as follows:

- Compatibility with the off-street parking requirements of other established zones relevant to this site, i.e. 0.75 spaces per 'studio' unit and 1.0 spaces per one-bedroom unit for the CD-7 COOK STREET VILLAGE DISTRICT zone, and 0.5 (<40m<sup>2</sup>) / 0.75 (<70m<sup>2</sup>) / 1.0 (>or =70m<sup>2</sup>) spaces per unit for the CD-9 DOCKSIDE GREEN DISTRICT in the 'North Harbour' area of Vic West.
- the smaller unit sizes of the subject project with the associated more affordable housing costs;
- proximity to the Quadra Village and Mayfair Shopping Centre (i.e. adjacent to numerous amenities) & relative proximity to the downtown area;



- well serviced by public transit and pedestrian / cycling infrastructure;
- the proposal includes provision of secure, weather protected bicycle parking;
- the rental units are likely mainly to be occupied by one or two people, many of whom may choose not to own an automobile;
- compatibility with the City of Victoria and the CRD adopted strategies for encouraging travel modes other than the automobile; and,
- the reduction in 'parking demand' afforded by implementation of our recommended TDM measures.

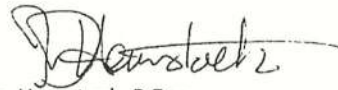
We trust this memo provides sufficient information for future discussions with City of Victoria planning and engineering staff regarding parking and access options for your proposed development site.

Yours truly,

Adept Transportation Solutions



Wayne Gibson, CTech  
Principal

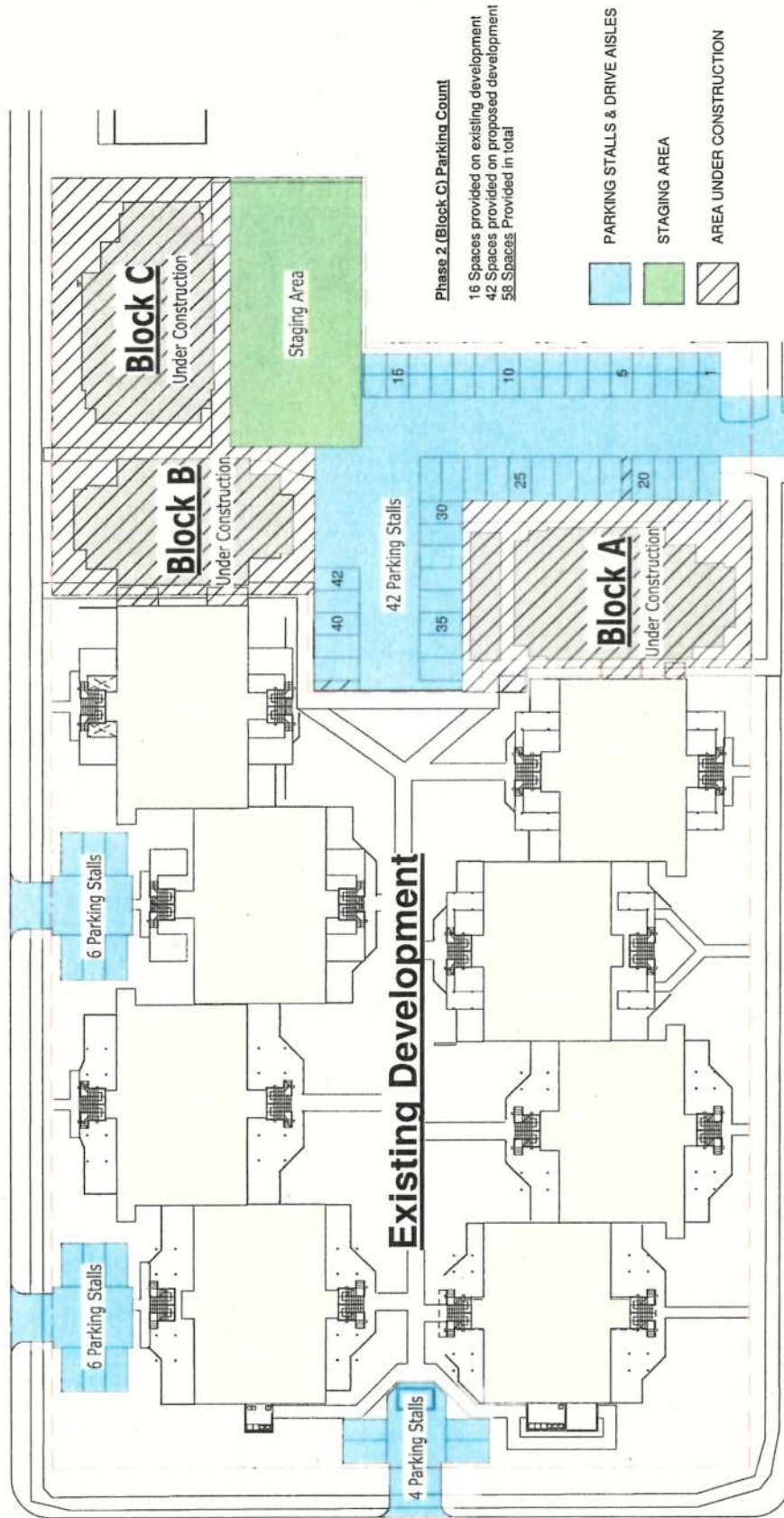


Jim Hemstock, P.Eng,  
Senior Transportation Engineer


FIFTH STREET

TOPAZ AVENUE

QUADRA STREET



① Site Plan - Parking (Const. A, B & C)  
1 : 500

 ERIC BARKER ARCHITECT INC. www.ericbarkerarchitect.com	727 Pandora Ave. Victoria, BC V8W 1Y9 Ph: (250) 385 4565	Quadra Villa	Parking - No Phasing				A002
			Date		Project No.		
			Nov 16, 2016		201516		
			No.	Description	Date		
			15	Parking Layout Update	Aug 4, 2017		

A002



**MINUTES OF THE  
ADVISORY DESIGN PANEL MEETING  
HELD WEDNESDAY MAY 31, 2017 AT 12:00 P.M.**

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

**Panel Members Present:** Christopher Rowe; Justin Gammon; Cynthia Hildebrand; Patricia Graham; Jesse Garlick; Erica Sangster; Mike Miller

**Absent:** Ann Katherine Murphy; Renée Lussier

**Staff Present:** Mike Angrove, Planner  
Charlotte Wain, Senior Planner  
Noraye Fjeldstad - Secretary, Advisory Design Panel

**2. APPLICATIONS**

**2.1 Development Permit No. 000490 and Rezoning Application No. 000549 for 2813–2887 Quadra Street, 2814–2890 Fifth Street and 2780/82 Fifth Street**

The City is considering a rezoning and development permit application to permit construction of 33 new residential units to be located within three new buildings on an existing parking lot.

Applicant Meeting attendees:

ERIC BARKER  
CAROLE ROSSELL

ERIC BARKER ARCHITECT INC.  
SMALL AND ROSSELL LANDSCAPE  
ARCHITECTS

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

- the transition along Fifth Street
- the integration of the new project with the existing development
- the Quadra Street frontage and the pedestrian experience
- the design of the pathway through the site.

Eric Barker provided the panel with a detailed presentation of the site and context of the proposal, and Carole Rossell provided the Panel with a detailed presentation of the landscape plan proposal.

The Panel discussed the following:

#### Security and Safety:

- The project would benefit from a CPTED review. The project requires eyes on any areas that do not have overlook from residents, including interior spaces, patios, blocks facing the parking lot and walkways.
- There is an opportunity to open the proposed enclosed stairwells to improve transparency.

#### Underground Parking

- The Architect noted that underground parking was not an option due to poor soil structure. As such, wood frame construction was required thus limiting the height and massing.

#### Landscaping

- Pathway through site is not intuitive for users and people may walk straight through parking lot. Desired walkway will be between block B and C. Consideration could be given to make the walkway through block A and B a private walkway.
- For the extension of the green space and central walkway, consideration of a different paving type was suggested.
- The fencing location was also discussed and the Applicants indicated that the fencing was in areas of high visibility to direct pedestrian movement and to provide privacy.
- It was suggested that the planters and fence could be combined.
- It was also suggested that the planters or more plant material be placed in front of the fence along Quadra Street to soften the fencing. Different materials and height for the fence was discussed.
- With respect to the existing project, the large asphalt area is an existing basketball court and will be kept.
- The proposal would benefit from planting more trees along the building and along the south side of block A to soften landscape and provide relief from parking.
- Generally the landscaping is well done and could be enlarged to create more landscaping closer to sidewalk. Landscaping could be used to draw attention to entrance areas.

#### Parking and parking layout

- For blocks A and C, will a curb be installed to protect patios from car parking? Applicants noted that most likely the curb will be integrated into the concrete.
- It would be beneficial to explore opportunities for making the parking area adjacent to the courtyard integrate better with the common area of the existing development.
- Consider adding handicap stalls.
- The planner clarified that neighbours are concerned about parking and traffic on Fifth Street and support the added stalls within the development.



## Design and Layout

- The elevation and transition between the proposal and adjacent house was discussed and it was felt that a different roof line would be appropriate (e.g. gull wing).
- The stepping back / siting of Blocks B and C works well.
- The stairs seem generous within Block A and some of the bedrooms are small. The architect noted that the stairs look generous because there is a ramp for bike storage, which took away from floor space in the units.
- A greater setback for Block A from Quadra Street or a front porch feature could be considered. The applicant noted that the entrances to the units are not on Quadra Street because of the high volume of vehicle traffic.
- With respect to the integration of new project and existing developing, the stairs of existing development do not match the stairs of the proposal.

## **Action:**

It was moved by Justin Gammon, seconded by Jesse Garlick, that the Advisory Design Panel recommend to Council that Development Permit Application No. 000490 and Rezoning Application No. 00549 be approved as proposed with the following recommendations:

1. Review the CPTED principles with particular attention to the proposed pathways, massing and material of the stairs, the interior corridor of the building off the northern pathway, the transparency of the main stairs, links to greenspace, and walkways between buildings.
2. Consider buffer between parking and trees, and creating a softer transition to the greenspace.
3. Consider parking configuration and pedestrian movement.
4. Consider street frontages on Quadra Street (consider fencing options) and the transition (roofline and glazing) to the single-family dwelling adjacent to the proposal.

**CARRIED UNANIMOUSLY**

## **2. Advisory Design Panel Membership**

The membership requirements were discussed. An architect (AIBC) and an alternative are required to fill a vacancy. The participation is subject to review by AIBC and the City. A landscape architect is also required.

The terms of Cynthia Hildebrand, Mike Miller, Ann Katherine Murphy and Chris Rowe are expired. They can't reapply for the current term.

The next term will be 18 months, and may change to 2 years in the future, depending on the results of a review of the structure.

**3. ADJOURNMENT**

The Advisory Design Panel meeting of May 31, 2017 adjourned at 1:35 pm.

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Jesse Garlick, Chair



From: Derek [REDACTED]  
Sent: Friday, September 9, 2016 7:57 PM  
To: Councillors <Councillors@victoria.ca>  
Cc: KfD [REDACTED]  
Subject: Quadra Villa rental apartment expansion

Hi Councillors,

I attended the Quadra Neighbourhood Action Committee meeting regarding Quadra Villa proposal for 3 new rental buildings on 7 September. There was a presentation of the details by the architect Eric. Barker.

I live at 2816 Graham and we will see this new development over our back fence and the house that fronts Fifth.

I am generally supportive of the proposal and am glad they will be rental. I do feel that the tall 3 storey form that will front Fifth is too tall and should be limited to 2 storeys. I am referring specifically to the building that will replace the duplex on the duplex zoned lot that the developer purchased and hopes to rezone to match the larger adjacent site.

This is too steep a density transition to place a 12 unit building on a former duplex zoned lot. I think a fair compromise would be to limit this building to 2 storeys or 8 units.

This will also mean that the building will not block the western sun from our back yard which is a serious concern of ours.

I hope you will take my comments in mind when reviewing this project. Rental buildings should be encouraged but density transitions to less dense zones need to be respectful.

Regards,  
Derek Breen  
[REDACTED]

**From:** Andria Li [mailto:andria@thehatcherylabs.com]  
**Sent:** Friday, September 30, 2016 4:09 PM  
**To:** Councillors  
**Subject:** 2835-2865 Quadra Street

Dear Councillors,

As an owner and resident on the 2700 block of Fifth Street, I'd like to stress the importance of mandating underground parking for the proposed development at 2835-2865 Quadra Street. This is the only way that this development will work for local residents.

On a daily basis, we already struggle to be able to park in front of our house (sometimes not even being able to park on our own block). The parking problem on Fifth Street already needs to be addressed, and changes must be made. To add a further load to this situation would be absolutely unacceptable. And the load would be very substantial were this development to be approved without the addition of underground parking in the plans.

Thank you for your time. I understand that this concern has also been passed on through the local Neighbourhood Action Group, and I only wish to further emphasize how unworkable the proposed plans are from our perspective.

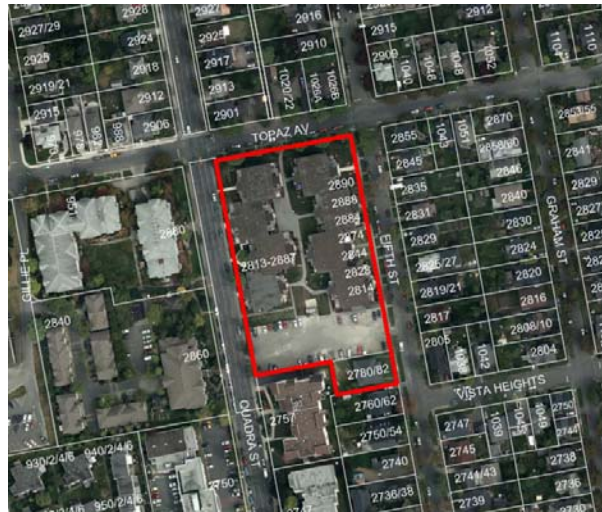
Sincerely,

**Andria Li**  
Director, Strategic Services  
The Hatchery [Creative Labs] Inc.

\_\_\_\_\_  
\_\_\_\_\_



Air photo



Quadra Villa



## Quadra Villa – under renovation



## Quadra Villa Changes to interior court yard





## Quadra Street Context



## Quadra Villa parking lot Area of redevelopment





## Fifth Street General neighbourhood context





## Fifth Street – Transition Adjacent property

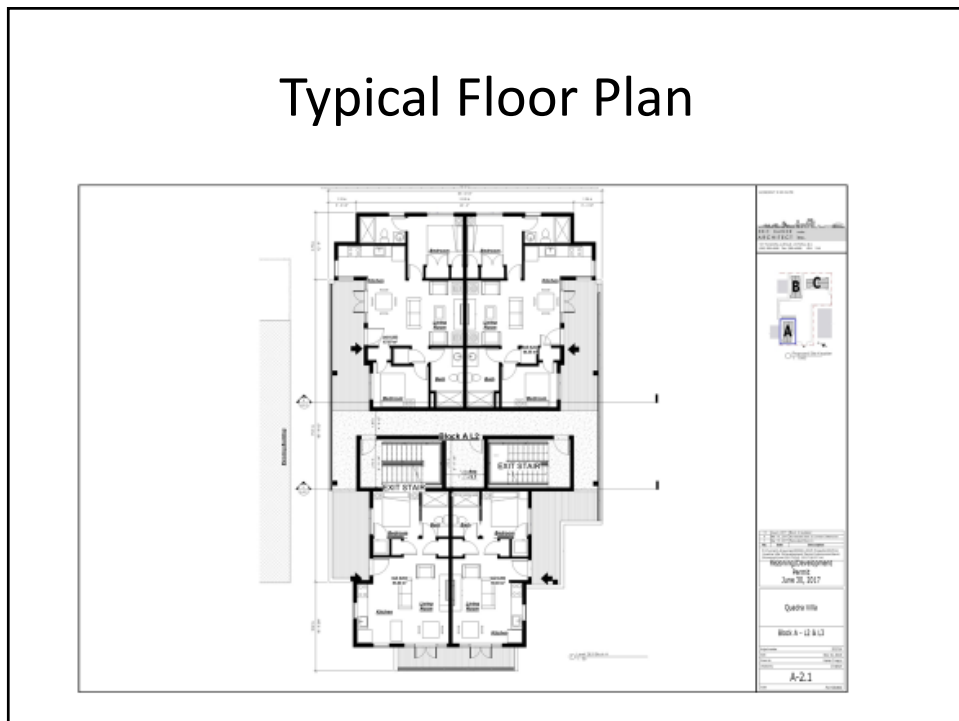








## Typical Floor Plan



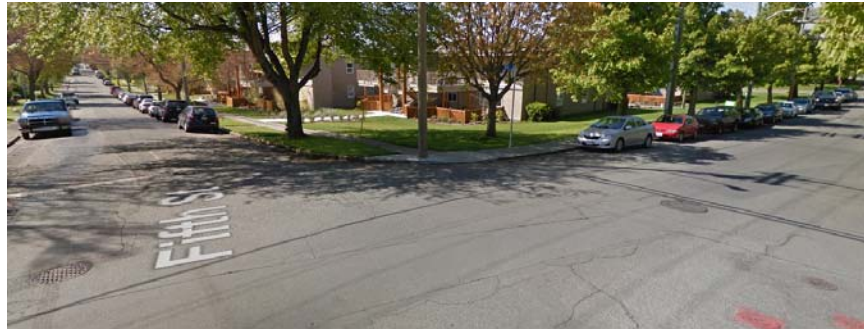
## Parking Considerations

### Parking restrictions Fifth Street





## Unrestricted parking Fifth and Topaz



## Parking lot locations on Fifth Street

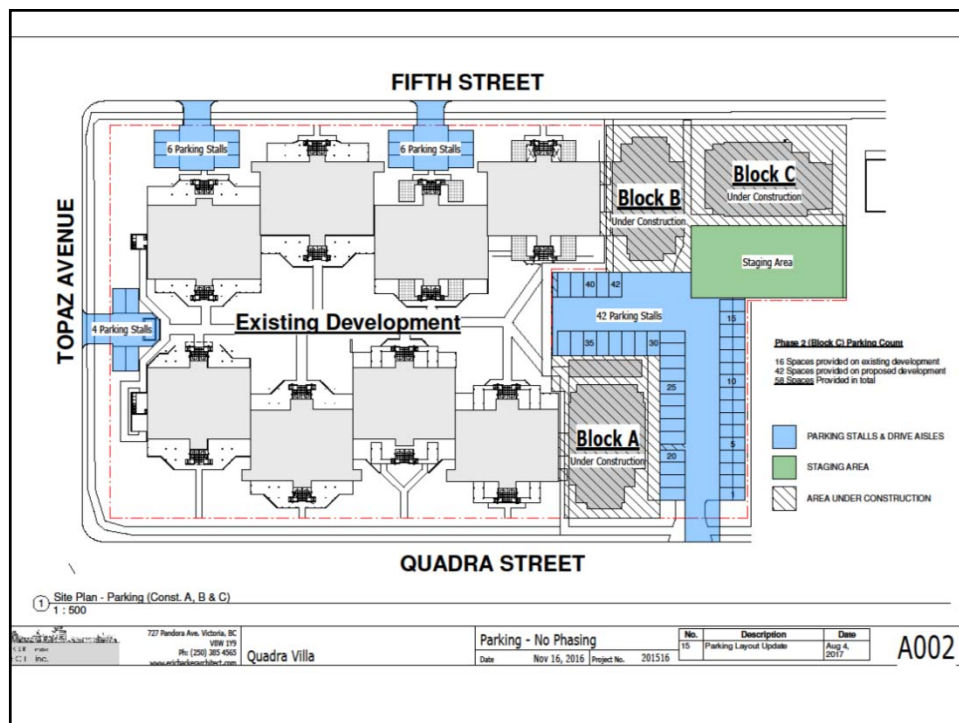


## Parking lot location on Topaz





## Car share - Modo



# Summary







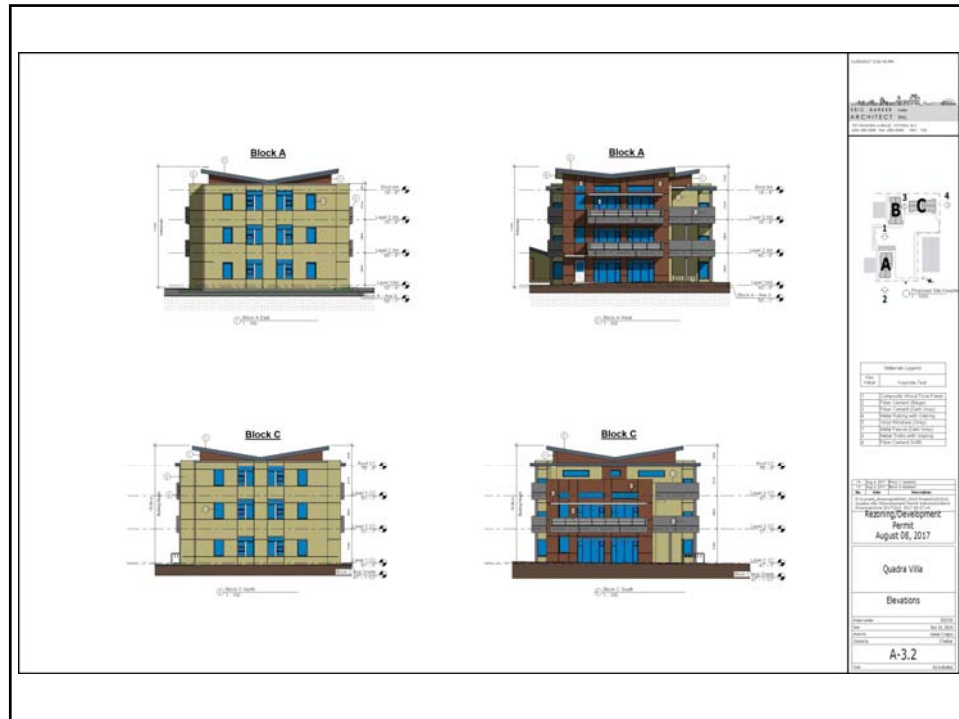
# Shadow Study



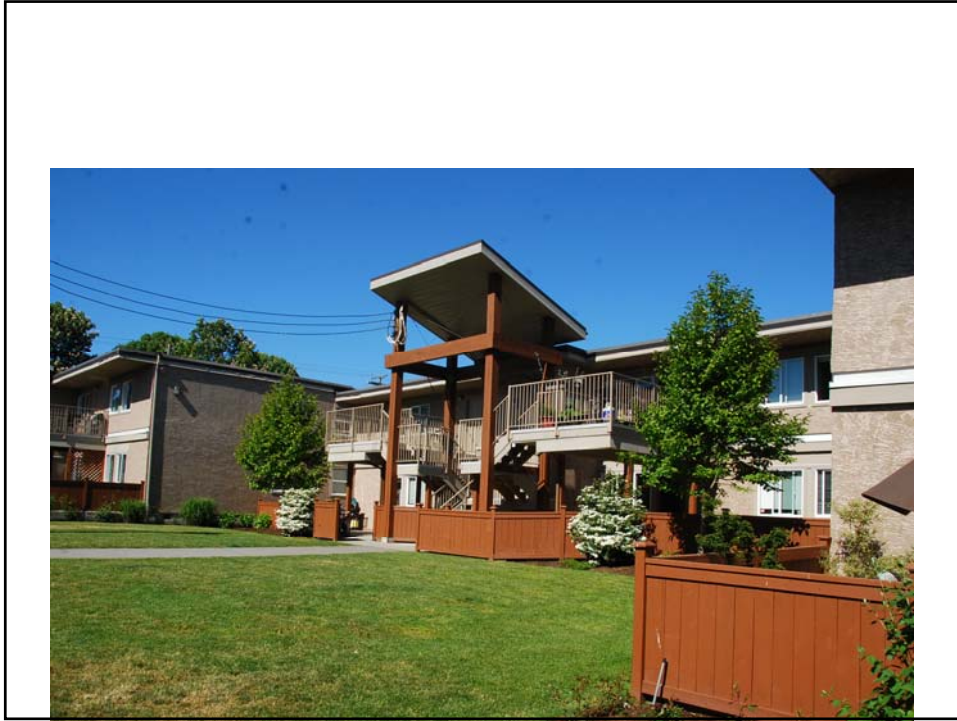
Building elevations



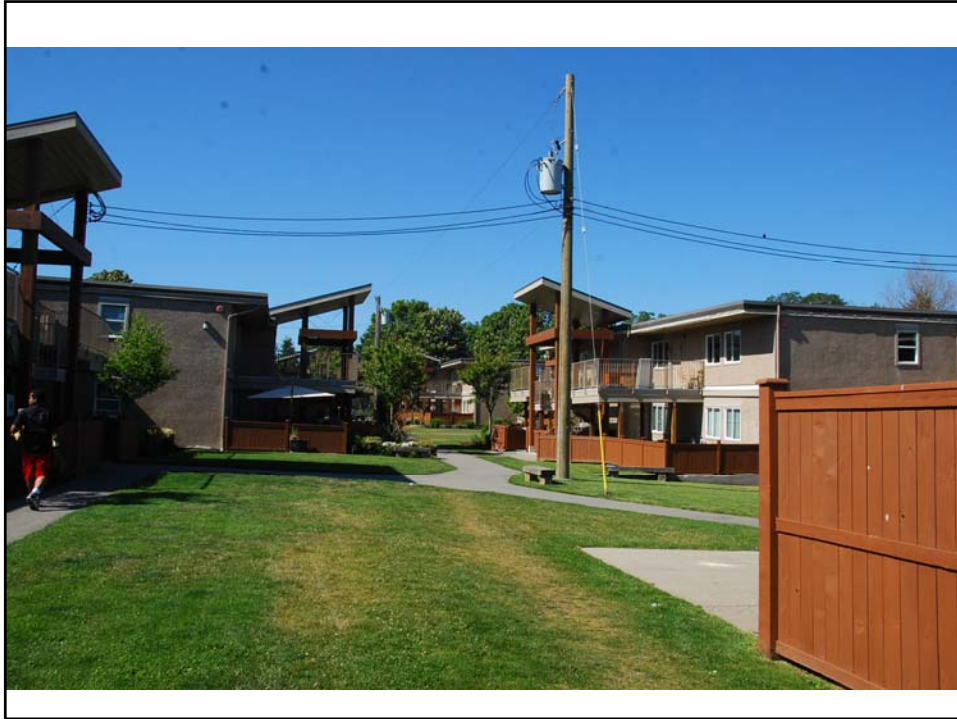


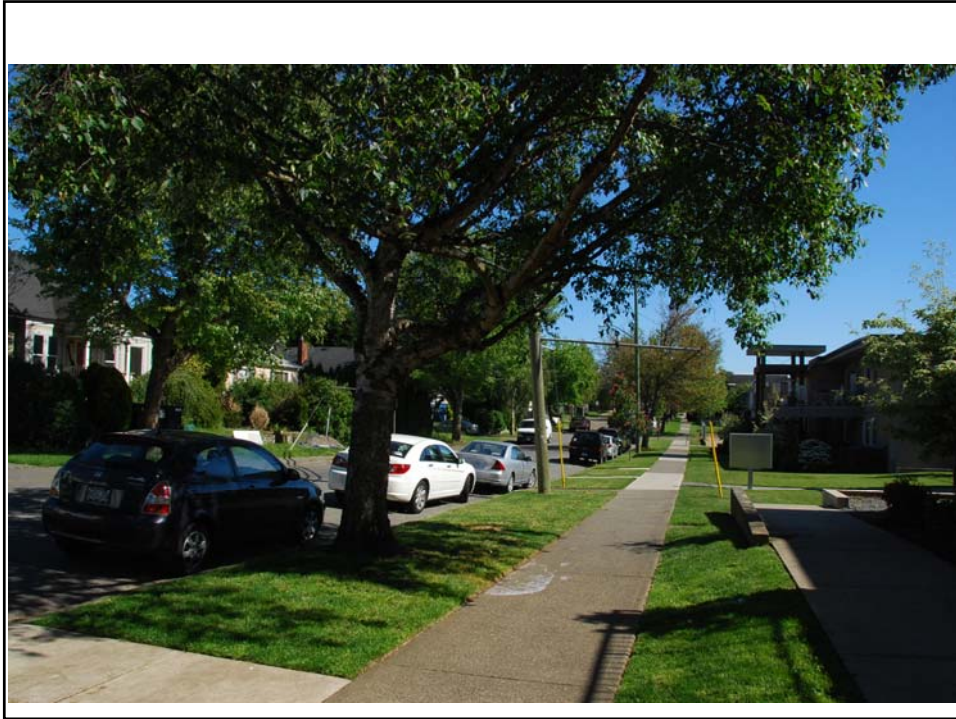


## More site photos









## Architectural images













