

**I. REPORTS OF COMMITTEES**

**I.1 Committee of the Whole**

**I.1.b Report from the August 9, 2018 COTW Meeting**

**I.1.b.a 1159 View Street - Development Variance Permit Application  
No. 00213 (Fernwood)**

**Moved By** Councillor Thornton-Joe

**Seconded By** Councillor Loveday

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

"That Council authorize the issuance of Development Variance Permit Application No. 00213 for 1159 View Street in accordance with:

1. Plans date stamped June 29, 2018.
2. Development meeting all *Zoning Regulation Bylaw* requirements, except for the following variances:
  - i. reduce vehicle parking from 7 stalls to 3 stalls
  - ii. increase the site coverage from 30.00% to 45.56%
  - iii. increase the rear yard site coverage from 25.00% to 29.97%.
3. The Development Permit lapsing two years from the date of this resolution."

**CARRIED UNANIMOUSLY**

**B. CONSENT AGENDA**

**Moved By** Councillor Loveday

**Seconded By** Councillor Alto

That the following items be approved without further debate:

**CARRIED UNANIMOUSLY**

**B.2 1159 View Street - Development Variance Permit Application No. 00213 (Fernwood)**

Committee received a report dated July 27, 2018, from the Director of Sustainable Planning and Community Development regarding an application to add two rental housing units into the basement level of an existing fourplex and to add a new accessory building for bicycle storage to the rear yard.

**Moved By** Councillor Loveday

**Seconded By** Councillor Alto

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

"That Council authorize the issuance of Development Variance Permit Application No. 00213 for 1159 View Street in accordance with:

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  - ii. increase the site coverage from 30.00% to 45.56%
  - iii. increase the rear yard site coverage from 25.00% to 29.97%.
3. The Development Permit lapsing two years from the date of this resolution."

**CARRIED UNANIMOUSLY**



## Committee of the Whole Report

### For the Meeting of August 9, 2018

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**To:** Committee of the Whole **Date:** July 27, 2018

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

**Subject:** Development Variance Permit No. 00213 for 1159 View Street

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### RECOMMENDATION

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

"That Council authorize the issuance of Development Variance Permit Application No. 00213 for 1159 View Street in accordance with:

1. Plans date stamped June 29, 2018.
2. Development meeting all *Zoning Regulation Bylaw* requirements, except for the following variances:
  - i. reduce vehicle parking from 7 stalls to 3 stalls
  - ii. increase the site coverage from 30.00% to 45.56%
  - iii. increase the rear yard site coverage from 25.00% to 29.97%.
3. The Development Permit lapsing two years from the date of this resolution."

### LEGISLATIVE AUTHORITY

In accordance with Section 498 of the *Local Government Act*, Council may issue a Development Variance Permit that varies a *Zoning Regulation Bylaw* provided the permit does not vary the use or density of land from that specified in the *Zoning Regulation Bylaw*.

### EXECUTIVE SUMMARY

The purpose of this report is to present Council with information, analysis and recommendations for a Development Variance Permit Application for the property located at 1159 View Street. The proposal is to add two rental housing units into the basement level of an existing fourplex and to add a new accessory building for bicycle storage to the rear yard. No major physical alterations to the exterior of the existing building are proposed. The variances are related to reducing vehicle parking requirements for the addition of two rental units and increasing the site coverage in order to add an accessory building for bicycle storage.

The following points were considered in assessing this application:

- the addition of two rental units requires a parking variance to reduce vehicle parking from seven stalls to three stalls. Staff have no objection to the requested four stall variance

based on consideration of the submitted Parking Review and provision of a Traffic Demand Management (TDM) program

- the two variances required for the addition of the proposed bicycle storage accessory building are to increase the site coverage from 30.00% to 45.56%, and to increase the rear yard site coverage from 25.00% to 29.97%. These are considered supportable as the proposed accessory building is a size, and in a location, that minimizes impacts on surrounding properties; as well, privacy and green space considerations are further addressed with the planting of an evergreen hedge, the provision of a landscaped open space for tenants, and preservation of the mature tree
- the proposal is generally consistent with the *Official Community Plan* and the Fernwood Neighbourhood Plan in encouraging alternate forms of transportation.

## **BACKGROUND**

### **Description of Proposal**

The proposal is to add two rental housing units to an existing fourplex and a new bicycle storage accessory building at 1159 View Street in the Fernwood neighbourhood.

- two one-bedroom rental units are proposed in the basement level of an existing low-rise apartment building. The additional proposed units will bring the total number of units in the building to six. No major physical alterations to the exterior of the building are proposed
- the property currently has three parking spots for the four rental units. The proposal does not add any additional vehicle parking
- the following Traffic Demand Management steps are proposed as part of this application:
  - i. eight spaces of secured, covered cycling parking (class 1) will be added for tenants
  - ii. a four-bicycle rack (class 2) will be added for visitors
  - iii. two scooter spaces will be provided
  - iv. six car-share memberships, one for each residential unit, will be provided in partnership with Modo for as long as the residential units exist.
- the proposed accessory building for bike storage is 24.5m<sup>2</sup> in size, and will be located in the rear yard of the property, next to an existing carport.

Landscaping in the rear yard includes a new outdoor patio and green space for tenants. An evergreen hedge will be planted as a landscape buffer along the south eastern and southern property line to screen the new accessory building, and to provide privacy for tenants and neighbours. The existing cherry tree, which is not by-law protected, will be preserved.

### **Sustainability Features**

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

### **Active Transportation Impacts**

The application proposes the following features which support active transportation:

- eight class 1 bike stalls for tenants
- four class 2 bike stalls for visitors.

### **Public Realm Improvements**

No public realm improvements are proposed in association with this application.

## Accessibility Impact Statement

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

### Existing Site Development and Development Potential

The site is presently occupied by a two-storey apartment building fronting View Street which was constructed in the mid-1950s. Its location is in a transitional area between the Urban Core and the primarily ground-oriented Traditional Residential areas to the east. Surrounding the property along View Street are other low-rise apartment buildings. Behind the property is a Heritage-Designated building at 1162 Fort Street. Under the current R3-1 Zone, Multiple Dwelling District, the property could be developed at a density of 0.60 Floor Space Ratio (FSR), up to a maximum height of 22.00m, and with the uses proposed.

### Data Table

The following data table compares the proposal with the existing R3-1 Zone, Multiple Dwelling District. An asterisk is used to identify where the proposal is less stringent than the existing zone and a double asterisk is used to identify legal non-conforming conditions.

| Zoning Criteria                                      | Proposal        | Zone Standard R3-1 |
|--|-----------------|--------------------|
| Site area (m <sup>2</sup> ) - minimum                | <b>508.00**</b> | 920.00             |
| Unit floor area per unit (m <sup>2</sup> ) - minimum | 58.13           | 33.00              |
| Floor Space Ratio - maximum                          | 0.52            | 0.60               |
| Total floor area (m <sup>2</sup> ) - maximum         | 261.95          | 304.80             |
| Lot width (m) - minimum                              | 20.12           | n/a                |
| Height (m) - maximum                                 | 6.85            | 22.00              |
| Storeys - maximum                                    | 2.00            | n/a                |
| Setbacks (m) – minimum:                              |                 |                    |
| Street Boundary                                      | <b>3.70**</b>   | 7.50               |
| Rear (south)   | 11.00           | 3.42               |
| Side (east)  | <b>1.70**</b>   | 3.42               |
| Side (west)  | 5.80            | 3.42               |
| Site coverage (%) – maximum                          | <b>45.56 *</b>  | 30.00              |
| Open site space % - minimum                          | 46.34           | 30.00              |
| Parking – proposed Schedule C                        | <b>3*</b>       | 7                  |
| Bicycle storage – minimum                            | 6               | None               |
| <b><i>Accessory Building (Bicycle parking)</i></b>   |                 |                    |
| Location   | Rear Yard       | Rear Yard          |

| Zoning Criteria                                 | Proposal      | Zone Standard R3-1 |
|---|---------------|--------------------|
| Combined floor area (m <sup>2</sup> ) – maximum | 24.50         | 37.00              |
| Height (m) - maximum                            | 2.52          | 3.50               |
| Rear setback (m) - maximum                      | 3.57          | 0.60               |
| Side setback (m) - maximum                      | 1.50          | 0.60               |
| Separation space from main building – minimum   | 2.40          | 2.40               |
| Rear yard site coverage (%) – maximum           | <b>29.97*</b> | 25.00              |

## Community Consultation

Consistent with the Community Association Land Use Committee (CALUC) Procedures for Processing Rezoning and Variance Applications, on July 10, 2018 the application was referred for a 30-day comment period to the Fernwood Community Association CALUC. At the time of writing this report, a letter from the CALUC had not been received.

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

## ANALYSIS

### Official Community Plan (OCP) 2012

The proposal for additional rental units within the rental apartment building is consistent with the OCP to support housing diversity, rental housing choice, and the ongoing upgrade and regeneration of the City's rental housing stock. Parking management includes consideration of reduced parking requirements, as appropriate given geographic location, density, housing type, land use mix, transit accessibility, walkability, and the provision of a comprehensive suite of permanent on-site alternative travel supports and active transit infrastructure, including such things as short-term and long-term bicycle parking facilities and car-share co-ops, as provided in the plan.

### Fernwood Neighbourhood Plan (1994)

Alternative modes of transportation, such as walking, bicycles and public transit, are encouraged in the Plan.

### Tree Preservation Bylaw and Urban Forest Master Plan

There are no Tree Preservation Bylaw impacts with this application.

## Regulatory Considerations

### Parking Variance

The applicant is requesting to reduce the required parking from seven stalls to three stalls. A Parking Review, dated April 2018, has been provided by the applicant that includes a review of the expected parking demand and the TDM steps (attached). To help offset the anticipated

parking shortfall for this development, and to incentivize reduced vehicle ownership and active transportation, the applicant has agreed to provide one car share membership for each of the six residential units for as long as the residential units exist, and 1.25 Class 1 bicycle parking spaces per unit. Additionally, two scooter parking stalls are provided in the rear yard, and a bike rack with four bicycle parking spaces for visitors is provided at the front of the building. With proximity to protected bike lanes on Fort Street and painted bike lanes on Yates Street, bus stops on Fort Street and Cook Street, and walkability to daily services and amenities, active and shared transportation is a convenient option for tenants. Four car share vehicles are currently located within a 500m radius from the site.

#### Site Coverage Variances

The applicant is requesting to increase the site coverage from 30.00% to 45.56%, and to increase the rear yard site coverage from 25.00% to 29.97% to add a 15m<sup>2</sup> accessory building for bike storage in the rear yard. Visual impacts on surrounding properties are mitigated through the size and siting of the accessory building, the preservation of the existing tree, and the planting of an evergreen hedge as a landscape buffer. A new outdoor amenity space for tenants with a permeable surface treatment is also proposed to improve the quality of the rear yard open space.

#### **CONCLUSIONS**

The Development Variance Permit Application for the property located at 1159 View Street is to add two rental housing units into the basement level of an existing low-rise apartment building and to add a new accessory building for bicycle storage in the rear yard of the property. Staff recommend that this Development Variance Permit be approved, as the proposal for additional rental units within the apartment building is consistent with the OCP which supports housing diversity, rental housing choice and the ongoing upgrade and regeneration of the City's rental housing stock. Staff have no objection to the site coverage variances for the bicycle storage accessory building given its appropriate size, location and the provided landscaping. Staff have no objection for the requested reduction in vehicle parking requirements based on consideration of the submitted Parking Review and provision of a TDM program.

#### **ALTERNATE MOTION**

That Council decline DVP Application No. 00213 for the property located at 1159 View Street.

Respectfully submitted,

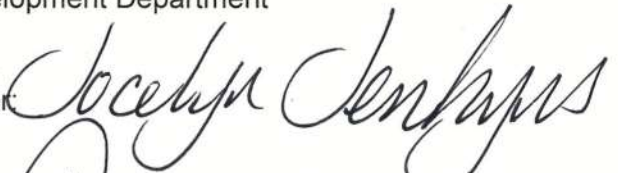
  
Moira Wilson,  
Senior Planner – Urban Design,  
Development Services



  
Jonathan Tinney, Director  
Sustainable Planning and Community  
Development Department

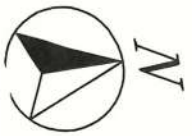
Report accepted and recommended by the City Manager:

Date:

  
Aug 2, 2018

**List of Attachments:**

- Attachment A: Subject Map
- Attachment B: Aerial Map
- Attachment C: Plans date stamped June 29, 2018
- Attachment D: Letter from applicant to Mayor and Council dated July 11, 2018
- Attachment E: Parking review dated April, 2018
- Attachment F: Correspondence and Community Consultation Overview



1159 View Street  
Development Variance Permit #00213





**SITE PLAN OF THAT PART OF LOT A, SPRING RIDGE,  
VICTORIA CITY, PLAN 9086, LYING TO THE NORTH OF  
A BOUNDARY PARALLEL TO AND PERPENDICULARLY  
DISTANT 83 FEET FROM THE NORTHERLY BOUNDARY  
OF SAID LOT.**



**NOTE:**  
Lot dimensions shown are based upon Land Title and Survey Authority Records.

Lot dimensions, offsets, and area shown may vary upon completion of a comprehensive legal survey. Geodetic elevations shown are based upon observations to geodetic control monuments 16-124 (Elevation=32.074m) and 9-3 (Elevation=31.114m).

This plan is for building design & permit purposes only and is for the exclusive use of our client. This plan shall not be used to define property lines or property corners. Unregistered interests have not been included or considered.

**LEGEND**

- ⊕ Denotes drain manhole
- ⊙ Denotes utility pole
- +WM Denotes water meter
- ⊕ Denotes parking sign
- ⊕ Denotes storm cleanout
- ⊕ Denotes top of wall elevation
- ⊕ Denotes bottom of wall elevation
- 0.35 Tree location and diameter
- ≡≡≡ Denotes ground elevation

Field survey dated February 16, 2018.

| ITEM     | QUANTITY | UNIT    | PRICE   | TOTAL     |
|----------|----------|---------|---------|-----------|
| 1.0000   | 1.00     | sq. ft. | 50.00   | 50.00     |
| 2.0000   | 2.00     | sq. ft. | 100.00  | 200.00    |
| 3.0000   | 3.00     | sq. ft. | 150.00  | 450.00    |
| 4.0000   | 4.00     | sq. ft. | 200.00  | 800.00    |
| 5.0000   | 5.00     | sq. ft. | 250.00  | 1250.00   |
| 6.0000   | 6.00     | sq. ft. | 300.00  | 1800.00   |
| 7.0000   | 7.00     | sq. ft. | 350.00  | 2450.00   |
| 8.0000   | 8.00     | sq. ft. | 400.00  | 3200.00   |
| 9.0000   | 9.00     | sq. ft. | 450.00  | 4050.00   |
| 10.0000  | 10.00    | sq. ft. | 500.00  | 5000.00   |
| 11.0000  | 11.00    | sq. ft. | 550.00  | 6050.00   |
| 12.0000  | 12.00    | sq. ft. | 600.00  | 7200.00   |
| 13.0000  | 13.00    | sq. ft. | 650.00  | 8450.00   |
| 14.0000  | 14.00    | sq. ft. | 700.00  | 9800.00   |
| 15.0000  | 15.00    | sq. ft. | 750.00  | 11250.00  |
| 16.0000  | 16.00    | sq. ft. | 800.00  | 12800.00  |
| 17.0000  | 17.00    | sq. ft. | 850.00  | 14450.00  |
| 18.0000  | 18.00    | sq. ft. | 900.00  | 16200.00  |
| 19.0000  | 19.00    | sq. ft. | 950.00  | 18050.00  |
| 20.0000  | 20.00    | sq. ft. | 1000.00 | 20000.00  |
| 21.0000  | 21.00    | sq. ft. | 1050.00 | 22050.00  |
| 22.0000  | 22.00    | sq. ft. | 1100.00 | 24200.00  |
| 23.0000  | 23.00    | sq. ft. | 1150.00 | 26450.00  |
| 24.0000  | 24.00    | sq. ft. | 1200.00 | 28800.00  |
| 25.0000  | 25.00    | sq. ft. | 1250.00 | 31250.00  |
| 26.0000  | 26.00    | sq. ft. | 1300.00 | 33800.00  |
| 27.0000  | 27.00    | sq. ft. | 1350.00 | 36450.00  |
| 28.0000  | 28.00    | sq. ft. | 1400.00 | 39200.00  |
| 29.0000  | 29.00    | sq. ft. | 1450.00 | 42050.00  |
| 30.0000  | 30.00    | sq. ft. | 1500.00 | 45000.00  |
| 31.0000  | 31.00    | sq. ft. | 1550.00 | 48050.00  |
| 32.0000  | 32.00    | sq. ft. | 1600.00 | 51200.00  |
| 33.0000  | 33.00    | sq. ft. | 1650.00 | 54450.00  |
| 34.0000  | 34.00    | sq. ft. | 1700.00 | 57800.00  |
| 35.0000  | 35.00    | sq. ft. | 1750.00 | 61250.00  |
| 36.0000  | 36.00    | sq. ft. | 1800.00 | 64800.00  |
| 37.0000  | 37.00    | sq. ft. | 1850.00 | 68450.00  |
| 38.0000  | 38.00    | sq. ft. | 1900.00 | 72200.00  |
| 39.0000  | 39.00    | sq. ft. | 1950.00 | 76050.00  |
| 40.0000  | 40.00    | sq. ft. | 2000.00 | 80000.00  |
| 41.0000  | 41.00    | sq. ft. | 2050.00 | 84050.00  |
| 42.0000  | 42.00    | sq. ft. | 2100.00 | 88200.00  |
| 43.0000  | 43.00    | sq. ft. | 2150.00 | 92450.00  |
| 44.0000  | 44.00    | sq. ft. | 2200.00 | 96800.00  |
| 45.0000  | 45.00    | sq. ft. | 2250.00 | 101250.00 |
| 46.0000  | 46.00    | sq. ft. | 2300.00 | 105800.00 |
| 47.0000  | 47.00    | sq. ft. | 2350.00 | 110450.00 |
| 48.0000  | 48.00    | sq. ft. | 2400.00 | 115200.00 |
| 49.0000  | 49.00    | sq. ft. | 2450.00 | 120050.00 |
| 50.0000  | 50.00    | sq. ft. | 2500.00 | 125000.00 |
| 51.0000  | 51.00    | sq. ft. | 2550.00 | 130050.00 |
| 52.0000  | 52.00    | sq. ft. | 2600.00 | 135200.00 |
| 53.0000  | 53.00    | sq. ft. | 2650.00 | 140450.00 |
| 54.0000  | 54.00    | sq. ft. | 2700.00 | 145800.00 |
| 55.0000  | 55.00    | sq. ft. | 2750.00 | 151250.00 |
| 56.0000  | 56.00    | sq. ft. | 2800.00 | 156800.00 |
| 57.0000  | 57.00    | sq. ft. | 2850.00 | 162450.00 |
| 58.0000  | 58.00    | sq. ft. | 2900.00 | 168200.00 |
| 59.0000  | 59.00    | sq. ft. | 2950.00 | 174050.00 |
| 60.0000  | 60.00    | sq. ft. | 3000.00 | 180000.00 |
| 61.0000  | 61.00    | sq. ft. | 3050.00 | 186050.00 |
| 62.0000  | 62.00    | sq. ft. | 3100.00 | 192200.00 |
| 63.0000  | 63.00    | sq. ft. | 3150.00 | 198450.00 |
| 64.0000  | 64.00    | sq. ft. | 3200.00 | 204800.00 |
| 65.0000  | 65.00    | sq. ft. | 3250.00 | 211250.00 |
| 66.0000  | 66.00    | sq. ft. | 3300.00 | 217800.00 |
| 67.0000  | 67.00    | sq. ft. | 3350.00 | 224450.00 |
| 68.0000  | 68.00    | sq. ft. | 3400.00 | 231200.00 |
| 69.0000  | 69.00    | sq. ft. | 3450.00 | 238050.00 |
| 70.0000  | 70.00    | sq. ft. | 3500.00 | 245000.00 |
| 71.0000  | 71.00    | sq. ft. | 3550.00 | 252050.00 |
| 72.0000  | 72.00    | sq. ft. | 3600.00 | 259200.00 |
| 73.0000  | 73.00    | sq. ft. | 3650.00 | 266450.00 |
| 74.0000  | 74.00    | sq. ft. | 3700.00 | 273800.00 |
| 75.0000  | 75.00    | sq. ft. | 3750.00 | 281250.00 |
| 76.0000  | 76.00    | sq. ft. | 3800.00 | 288800.00 |
| 77.0000  | 77.00    | sq. ft. | 3850.00 | 296450.00 |
| 78.0000  | 78.00    | sq. ft. | 3900.00 | 304200.00 |
| 79.0000  | 79.00    | sq. ft. | 3950.00 | 312050.00 |
| 80.0000  | 80.00    | sq. ft. | 4000.00 | 320000.00 |
| 81.0000  | 81.00    | sq. ft. | 4050.00 | 328050.00 |
| 82.0000  | 82.00    | sq. ft. | 4100.00 | 336200.00 |
| 83.0000  | 83.00    | sq. ft. | 4150.00 | 344450.00 |
| 84.0000  | 84.00    | sq. ft. | 4200.00 | 352800.00 |
| 85.0000  | 85.00    | sq. ft. | 4250.00 | 361250.00 |
| 86.0000  | 86.00    | sq. ft. | 4300.00 | 369800.00 |
| 87.0000  | 87.00    | sq. ft. | 4350.00 | 378450.00 |
| 88.0000  | 88.00    | sq. ft. | 4400.00 | 387200.00 |
| 89.0000  | 89.00    | sq. ft. | 4450.00 | 396050.00 |
| 90.0000  | 90.00    | sq. ft. | 4500.00 | 405000.00 |
| 91.0000  | 91.00    | sq. ft. | 4550.00 | 414050.00 |
| 92.0000  | 92.00    | sq. ft. | 4600.00 | 423200.00 |
| 93.0000  | 93.00    | sq. ft. | 4650.00 | 432450.00 |
| 94.0000  | 94.00    | sq. ft. | 4700.00 | 441800.00 |
| 95.0000  | 95.00    | sq. ft. | 4750.00 | 451250.00 |
| 96.0000  | 96.00    | sq. ft. | 4800.00 | 460800.00 |
| 97.0000  | 97.00    | sq. ft. | 4850.00 | 470450.00 |
| 98.0000  | 98.00    | sq. ft. | 4900.00 | 480200.00 |
| 99.0000  | 99.00    | sq. ft. | 4950.00 | 490050.00 |
| 100.0000 | 100.00   | sq. ft. | 5000.00 | 500000.00 |

PLAN A  
30594

|                         |       |
|-------------------------|-------|
| ELEVATORS, BUILDING     | 23 16 |
| MAIN FLOOR              | 23 16 |
| BLINDING FLOOR          | 27 15 |
| ATTACHED GARAGE         | 26 02 |
| ELEVATORS, BIKE STORAGE |       |
| FLOOR                   | 28 17 |
| ATTACHED GARAGE         | 28 57 |

VIEW STREET

NEW SOLID SURFACE SIDEWALK

CONCRETE  
STAIRS

New Entrance

Civic #1159

A  
PLAN 30594

B  
PLAN 9086

REMAIN  
AS CONCRETE

SCOOTER  
PARKING

Patio

CHIMNEY

Carport

BIKE and STORAGE  
BUILDING

OUTDOOR  
AMENITY  
SPACE

REM. A  
PLAN 9086

- LEGEND:**
- Evergreen or Cedar Hedge - At Least 8' High at Maturity
  - Existing Fruit Tree
  - Solid Surface - Material TBD
  - Concrete
  - Pave Finish
  - Lawn
  - Gravel

Received  
City of Victoria

JUN 29 2018

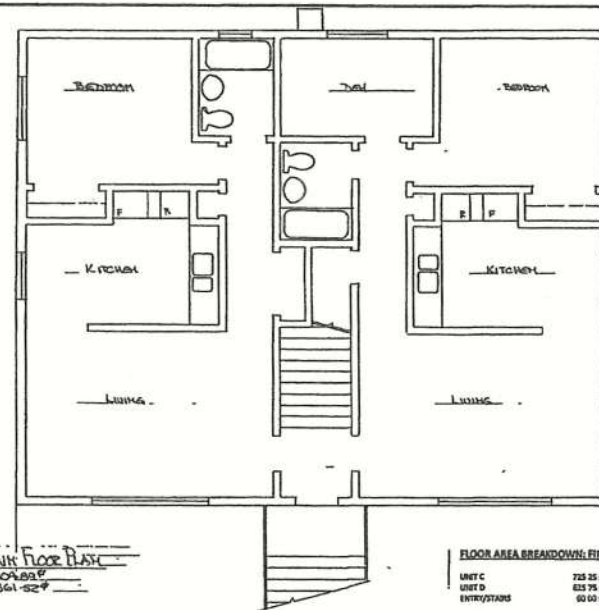
Planning & Development Department  
Development Services Division



Received  
City of Victoria

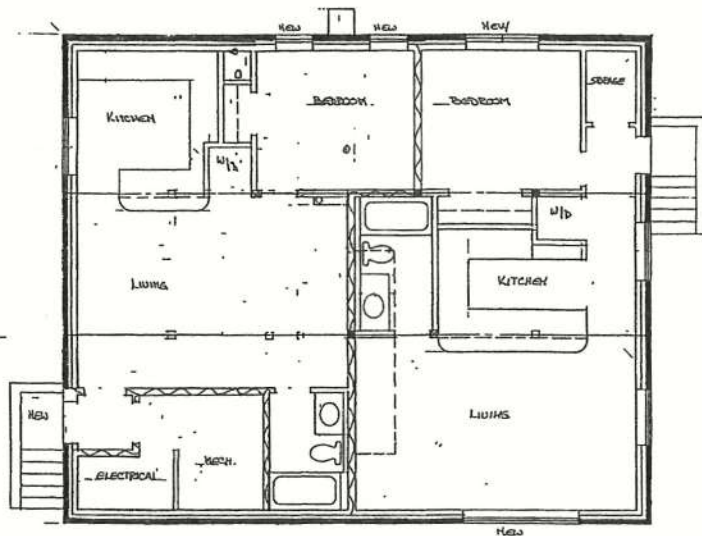
JUN 29 2018

Planning & Development Department  
Development Services Division



EXISTING MAIN FLOOR PLAN  
DATE: 1404-09-08  
FAR: 1361.52 sq ft

| FLOOR AREA BREAKDOWN: FIRST FLOOR |               |
|-----------------------------------|---------------|
| UNIT C                            | 725.35 sq ft  |
| UNIT D                            | 625.75 sq ft  |
| ENTRY/STAIRS                      | 60.00 sq ft   |
| TOTAL                             | 1411.10 sq ft |



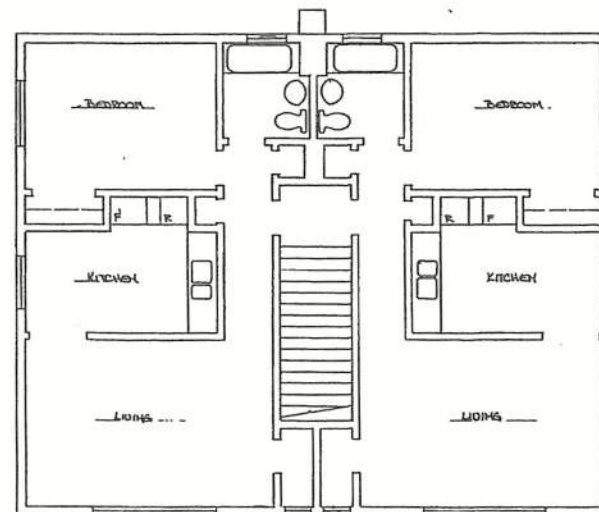
AMENDED LOWER FLOOR PLAN  
DATE: 1404-09-08  
FAR: 1361.52 sq ft

#### FLOOR AREA BREAKDOWN: LOWER FLOOR

|                       |               |
|-----------------------|---------------|
| UNIT A                | 625.38 sq ft  |
| UNIT B                | 644.43 sq ft  |
| ELECTRICAL/MECHANICAL | 131.72 sq ft  |
| TOTAL                 | 1401.53 sq ft |

#### WALL LEGEND:

- SOLID WALLS ARE EXISTING
- DOTTED WALLS ARE EXISTING WALLS TO BE REMOVED
- HATCHED WALLS ARE TO BE FRAMED IN
- NEW WALLS



EXISTING TOP FLOOR PLAN  
DATE: 1404-09-08  
FAR: 1361.52 sq ft

#### FLOOR AREA BREAKDOWN: TOP FLOOR

|             |               |
|-------------|---------------|
| UNIT E      | 644.32 sq ft  |
| UNIT F      | 644.32 sq ft  |
| HALL/STAIRS | 71.25 sq ft   |
| TOTAL       | 1420.89 sq ft |

LIDA HOMES  
1159 VIEW STREET

#### COPYRIGHT

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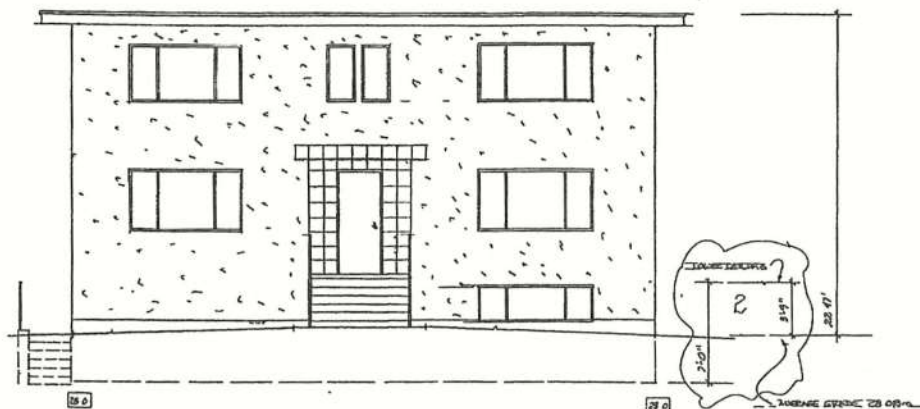
T-SQUARE Design & Consulting  
2850 Lakeshore Drive, Victoria, BC  
design@tsquare.ca  
250-382-2893

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DRAWN BY: T.L.  
DRAWING No: 1404-09-08

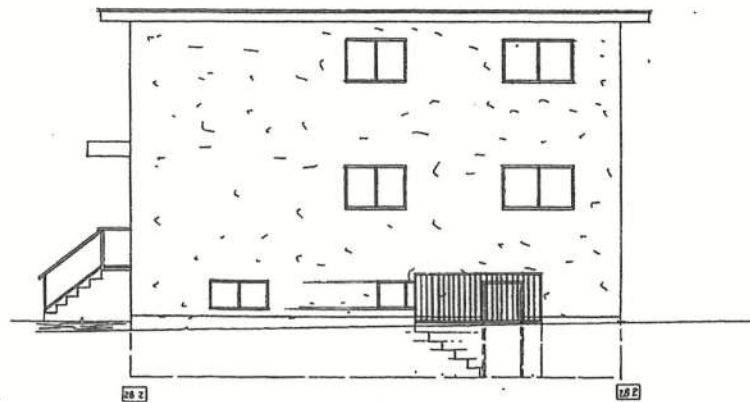
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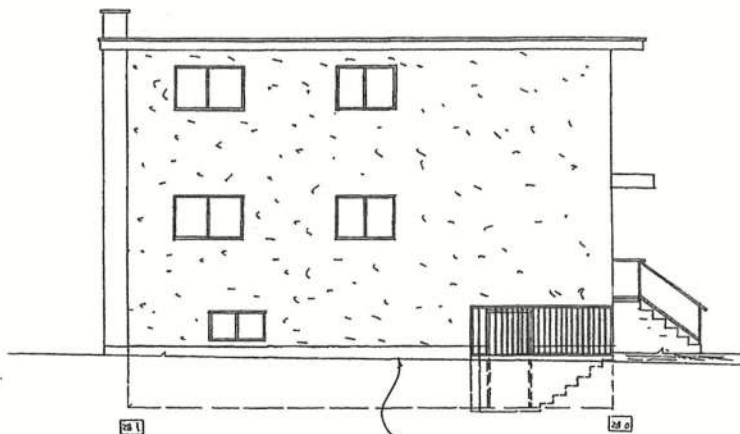
FRONT ELEVATION  
1/4"=1'-0"



SIDE (WEST) ELEVATION  
1/4"=1'-0"

**SPATIAL SEPARATIONS:**

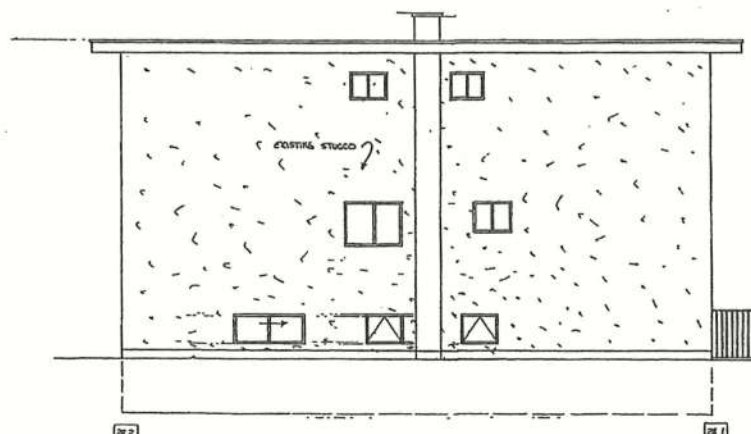
|  |                  |
|--|------------------|
| LEAVING DISTANCE                       | 5.80m            |
| AREA OF EXPOSED BUILDING FACE          | 67.90 sq m       |
| ALLOWABLE UNPROTECTED OPENINGS         | 32.45 sq m X 0.8 |
| PROPOSED/EXISTING UNPROTECTED OPENINGS | 5.75 sq m        |



SIDE (EAST) ELEVATION  
1/4"=1'-0"

**SPATIAL SEPARATIONS:**

|  |                 |
|--|-----------------|
| LEAVING DISTANCE                       | 1.70m           |
| AREA OF EXPOSED BUILDING FACE          | 67.90 sq m      |
| ALLOWABLE UNPROTECTED OPENINGS         | 5.43 sq m X 0.8 |
| PROPOSED/EXISTING UNPROTECTED OPENINGS | 5.75 sq m       |



REAR ELEVATION  
1/4"=1'-0"

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LIDA HOMES

1189 Ulex Street

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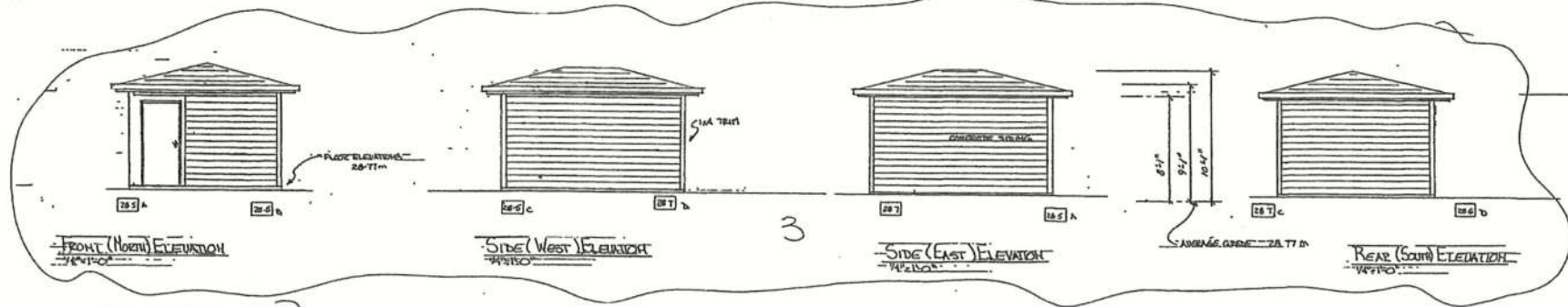
T-Square Design & Consulting design@tsquare.ca

2850 Lakemhurst Drive, Victoria, BC 250-382-2893

DATE 12-06-18 DRAWN BY J. WILSON

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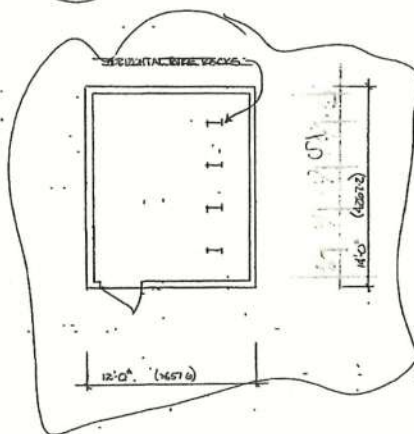
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#### Average Grade BIKE SHED

|     |             |   |            |   |       |
|-----|-------------|---|------------|---|-------|
| A-B | 28.50+28.50 | = | 28.50+3.85 | = | 32.35 |
| B-C | 28.50+28.50 | = | 28.50+4.25 | = | 32.75 |
| C-D | 28.50+28.50 | = | 28.50+3.85 | = | 32.35 |
| D-E | 28.50+28.50 | = | 28.50+4.25 | = | 32.75 |
|     |             |   | 32.35      |   | 32.75 |

Average Grade 32.55 m



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BIKE STORAGE SHED  
148 009

LIDA HONES  
1154 VIEW STREET

T-SQUARE

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[www.laphomes.com](http://www.laphomes.com)



Updated July 23, 2018 (based on feedback from City planning)

Dear Mayor and Council:

Please accept this development variance permit application to add two additional approximately 640 square feet (60 meter) one-bedroom suites in the unfinished basement of 1159 View, which will bring the total number of one-bedroom apartments in the building to six.

The proposal will not change the size, layout or footprint of the existing building, but in order to meet the proposed Schedule C bicycle parking requirements, we are proposing to add an approximately 160 square foot (15 square meter), single floor bicycle storage building at the rear of the yard so tenants have secure space for their bicycles.

**Benefits of the proposal:**

- Two additional rental housing units within walking distance to downtown jobs and amenities, as well as close to new protected bike lanes and many transit routes.
- Adding eight secure bicycle parking spaces for tenants, as well as a bicycle rack for guests, to meet the proposed, more stringent Schedule C requirements.
- Proposed units to be built with minimum construction impact, as the owner is planning to build the new units within the existing building envelop.
- Expect to keep the existing mature tree at the rear of the site.
- Tenants of the building will receive benefit of Modo car-share memberships (see letter from Modo).
- Addition of two scooter spaces for additional alternative transportation options
- A new outdoor patio and green space for tenants.
- A new evergreen hedge that will grow to at least eight feet at maturity planted along the south eastern and southern property line to provide privacy for the neighbours and for the tenants. The hedge will also hide the bicycle storage building from the neighbouring properties, limiting the impact on them.

**Variances requested:**

1. Parking:

- **Variance:** We're proposing to maintain the existing three parking spaces on site instead of the seven (1.1 per unit) required under the current schedule C or the six required under the proposed schedule C. Of note, 1159 View is located a half block from the downtown core area of Victoria, which if we were in that area would require only five parking spaces (4.1 for six units of this size) for these units.

- **Mitigation:** We have included a detailed parking review for this proposal. Based on this review, we expect that the available parking on site should be enough to accommodate the existing and new units.
    - This is based on the current and expected demand for onsite parking (only one to two of the spaces is currently being used by tenants), and how close the apartment is to downtown, groceries, entertainment, bicycle paths and transit.
  - Despite this conclusion, we are proposing some additional steps to accommodate any potential transportation needs of the added tenants. This includes: 1.) building the bicycle storage building (as noted above); 2.) adding a cycling lock-up for guests at the front of the building; 3.) adding two new scooter parking spots at the back of the building; and, 4.) providing Modo car share memberships to each of the tenants.
2. Site coverage & 3. Rear Yard site coverage (two variances):
- **Variance:** We're asking to increase total lot coverage to 45.56% (zone = 30%) and rear lot coverage to 29.97% (zone = 25%) to accommodate the secure bicycle lock-up.
  - **Mitigation:** The addition of the secure bike storage, as well as the proposed scooter parking, pushes us over the allowable lot coverage and rear yard coverage for this lot. While this requires a variance, the bike lock-up is a relatively small single-story building, tucked in behind the existing 2.5 level apartment, and hidden from the neighbours to both the south and east by a new evergreen hedge.
  - The added benefit to tenants and guests from the secure cycling storage should outweigh the loss of the additional lot coverage.
  - In addition, the existing landscaping on the site does not include much usable outdoor space for tenants. Along with the new bicycle storage, we are proposing to build a patio and lawn area, surrounded by an evergreen hedge to give tenants outdoor space for relaxing or BBQing.
  - As well, the hedge along the rear corner of the yard lot will provide tenants and neighbours more privacy and to hide the new storage building from the neighbours' view.
  - The building is also a half block to the Central middle school field and four and a half blocks from Pioneer Square. The apartment is also in a very walkable area of Victoria, close to groceries, shopping and amenities.

### **Community feedback:**

Over the last three months, I've visited the neighbouring apartments, condos and businesses three times and gave out information on the application as it's evolved. We also went to a Fernwood Community Association meeting to provide information and receive feedback from neighbours who were curious about the project.

We've received strong support from the neighbouring buildings, from tenants, owners and businesses who understand the significant need for additional rental accommodation in the city. I've included the emails that we've received from neighbours as part of the package.

None of them had any major concerns about the parking and they were quite supportive about the additional transportation options we are offering.

The concerns we have received have come from the owner (and only tenant) of the four-unit neighbouring building at 1163 View Street. His concerns centred around some of the technical pieces of our submission,

as well as the cost effectiveness of doing a renovation like this compared to purchasing his building, demolishing both and building new. We have offered to build a fence between the properties to reduce the limited impact on his property, but he declined. We are, however, planting an evergreen hedge along our lot line at the rear of our yards in order to provide him and future tenants with more privacy and to hide the new storage building from his view.

We will continue to work with him to address his concerns if possible, as our application makes its way through the city planning process.

As noted above, this proposal is a relatively small proposal that will provide additional rental accommodation within walking distance to downtown jobs, shopping and amenities. In addition, because we're adding the units to the existing building, the construction should not have a significant impact on the surrounding neighbourhood.

I appreciate you taking the time to review this application. Please contact me at [ryanjabs@lapishomes.com](mailto:ryanjabs@lapishomes.com) or at 250-413-7121 if you have any questions or would like to discuss this proposal.

Take care,



Ryan Jabs

250-413-7121

[ryanjabs@lapishomes.com](mailto:ryanjabs@lapishomes.com)

[www.lapishomes.com](http://www.lapishomes.com)



**LAPIS HOMES**

**Received**  
City of Victoria

**MAY 23 2018**

Planning & Development Department  
Development Services Division

## Parking review

1159 View Street

Prepared for: LIDA Homes  
Prepared by: Ryan Jabs, Lapis Homes Ltd.  
Date: April, 2018

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1159 View Street Parking Review



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## 1.0 Overview

### 1.1 Location

1159 View Street is currently a four-unit (all approximately 67 square metre one bedrooms) 2.5-story apartment building, half a block up from Cook street on a street lined with mostly larger and taller apartment buildings built in the 60s and 70s. The building is located in the Fernwood neighbourhood, a half a block outside of the core area. The core area ends about a quarter of the way up the 1100 block of View street. On the lower or western part of View, and within the downtown core, there are a couple of professional buildings and the large Audi car dealership.

The location is a five to 10-minute walk from both the Market on Yates and Wellburn's grocery stores and about a 10 minute walk from the Bay Centre. Being downtown, the apartment is well-connected to transit, within a few minutes' walk to most major routes in and out of town. The stop for the number 14 to UVic, for example, is two-minutes away on Fort Street, right behind the subject building.

The area is also well-served by cycling amenities, with the new Fort Street protected bike path heading west into town, and dedicated bike lanes along Fort heading east, out of town towards the university.

### 1.2 Current Use

The building is a purpose-built 2.5 story, four-unit apartment building that was constructed in the mid-1950s, with three parking spots in a car port at the back of the property. Each of the approximately 67-square metre units are one-bedroom, one-bathroom with shared laundry on site.

The current development was built with three parking spots on site for the four rental units. Only one of these parking spots is currently being used by occupants of the four tenanted suites. The building owner also has a 24-hour City of Victoria parking pass to park on the street. At this time, it is not being used. These four spaces are under the minimum current required amount of six for a building of this size.

The site also does not currently have easy to access, secure cycling parking for tenants, other than a few hanging hooks in the basement area, as it was built before these requirements were put in place.

### 1.3 Land Use proposal

LIDA Homes is proposing to build two additional one-bedroom units, approximately 60 square metres each, in the basement level of the building. This will bring the total units in the building to six, over approximately 403 square meters of finished space. The land use is summarized in Table 1.

**TABLE 1 Proposed Land Use (not including shared hallways/stairs)**

| Land Use             | Description                                    | Total Square Meters |
|----------------------|--|---------------------|
| Four existing units  | Four existing one-bedroom, one-bathroom units  | 248 sq metres       |
| Two additional units | Two additional one-bedroom, one-bathroom units | 119 square metres   |
| Total six units      | Total size of six units                        | 367 sq metres       |

### 1.4 Parking Supply

There are three on-site sheltered parking spaces at the rear of the property, and the owner currently receives a 24-hour parking pass for View street parking. Only one of the four existing tenants currently has a car and uses the available parking spaces, and the 24-hour parking pass is also not being used.

The street has designated maximum two-hour public parking Monday to Saturday between 8 AM and 6 PM. During the day, there are usually a few spaces available for parking, but the street is quite busy, as people use the parking on View to visit the office buildings and other businesses located at the bottom of View and in the area.

Over night, however, our survey (over a four-day period) showed that the street has plenty of parking available, as most of the apartments in the area are served by large parking lots.

## 2.0 Parking Requirements

In addition to the three parking spots currently on site, the owner is proposing to build two scooter parking spots beside the existing car port. The City's current zoning bylaw requires seven parking units to meet the minimum required parking spots for the four existing and two proposed units, which is four more parking spots than proposed. This does not include the parking pass the owner has for the residence, as the owner will have to give it up if a proposal is approved.

As noted above, 1159 View Street is located half a block outside of the core area.

Under the proposed Schedule C that is currently being considered by the city, the minimum required parking units for an apartment building of this size would be five (4.1 for the site) in the core area (two more than proposed) or six outside of the core area (three more than proposed).

This includes an allowance of 0.1 space per unit for visitor parking that's in the proposed parking supply formula.<sup>1</sup>

**TABLE 2. Required parking supply\***

| Parking rates                               | Required supply                              | Proposed                        | Difference     |
|---|--|---------------------------------|----------------|
| Under current Sched C requirements          | 7 spaces (1.1 per unit)                      | 3 spaces, plus 2 scooter spaces | 4 fewer spaces |
| Proposed parking rate requ. – non-core area | 6 spaces (0.9/unit, plus 0.1/unit for guest) | 3 spaces, plus 2 scooter spaces | 3 fewer spaces |
| Proposed parking rate requ. – core area     | 5 spaces (0.6/unit, plus 0.1/unit for guest) | 3 spaces, plus 2 scooter spaces | 2 fewer spaces |

\*Current parking rates include visitor parking but does not include the owner's on street parking pass, as we understand this will have to be returned to the city if the proposal is approved.

<sup>1</sup> City of Victoria. (2017). Summary of Proposed Parking Rates. Available online at: [http://www.victoria.ca/assets/Departments/Planning~Development/Development~Services/Documents/Schedule%20C%20Off-Street%20Parking%20Regulation\\_Final%20Draft.pdf](http://www.victoria.ca/assets/Departments/Planning~Development/Development~Services/Documents/Schedule%20C%20Off-Street%20Parking%20Regulation_Final%20Draft.pdf)

### 3.0 Expected Parking Demand

Currently, there are three parking spots on site at 1159 View Street, an additional unused parking pass for 24-hour on street parking and no easy-to-access cycling storage. Only one of the parking spots is regularly used by an existing tenant. The tenants in the three other units use another form of transportation, either public transit, walking or cycling.<sup>2</sup>

**The rate of car ownership at 1159 View is consistent with recent data gathered from ICBC by the Watt Consulting Group as part of Victoria's update to its Off-Street Parking Regulations.<sup>3</sup>**

The ICBC data gathered from 34 apartment rental sites in Victoria found that there was an average of 0.49 vehicles owned per unit in these buildings. For the buildings studied in the downtown core area, which is within a half block of 1159 View Street, average car ownership dropped to 0.33 vehicles per unit, which is slightly higher than the 0.25 vehicles per unit ownership levels at the subject property.

While a different market, Seattle recently finished a review of parking requirements as well, with council eliminating parking requirements for new builds in a larger part of the city. Their decisions were partly based on a 2015 study, with findings that were fairly similar to the Victoria research. In the Seattle research, only 40% of parking in multi-family dwelling was being used. The King County researchers went further to say that having an oversupply of parking actually encourages people to buy and rely on vehicles when making future transportation decisions, and if parking is not available, people will choose other forms of transportation.<sup>4</sup>

This data and the current parking usage at the site suggests that without Traffic Demand Management steps **the proposed six-units at 1159 View would require between two (0.33) and three (0.49) parking spots on-site.**

### 4.0 Precedent Sites

The City of Victoria has previously approved parking variances at other sites in the City. For example, in December this past year, it approved a variance to reduce the number of on-site parking spots for a mixed-use commercial building at 1501 Haultain from 10 to six. In December, 2016, the mixed-use commercial and residential project at 2009 Fernwood received a parking variance to reduce the number of on-site parking spots from eight to five.

The proposed development at 1159 View street is a much smaller development change than the above two projects and it's also closer to the downtown core and to a range of easily accessible alternative forms of transportation.

<sup>2</sup> Based on conversations with landlord and early morning photos taken between March 28<sup>th</sup> to March 31<sup>st</sup>. See Appendix 1 for street photos.

<sup>3</sup> Watt Consulting Group (for City of Victoria). (2016) – Parking Demand Assessment, working Paper No. 3. Available online at:

[http://www.victoria.ca/assets/Departments/Planning~Development/Community~Planning/Documents/Victoria%20Schedule%20C%20Parking%20Review~Working%20Paper%20no3\\_FINAL\\_Sept23-16.pdf](http://www.victoria.ca/assets/Departments/Planning~Development/Community~Planning/Documents/Victoria%20Schedule%20C%20Parking%20Review~Working%20Paper%20no3_FINAL_Sept23-16.pdf)

<sup>4</sup> King County Metro (VIA Architecture). (2015) – Right Size Parking final report. Available at:

<http://metro.kingcounty.gov/programs-projects/right-size-parking/pdf/rsp-final-report-8-2015.pdf>



## 5.0 On Street Parking conditions

We observed on-street parking conditions between 6:30 AM and 7:15 AM on March 28<sup>th</sup> through to March 31<sup>st</sup> to determine parking usage and congestion on the street (See more in appendix 1).

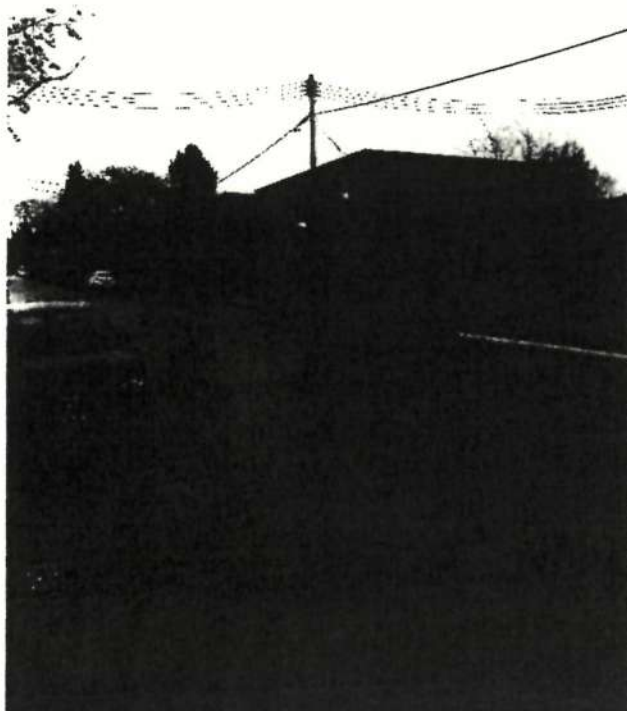
We focused on early mornings because, during day time hours, street parking is most likely being used by people who are visiting local and area businesses on Cook Street, rather than by residents or visitors because of the 2-hour maximum parking restrictions that are in place between 8:00 AM and 6:00 PM, Monday to Saturday.

During the early mornings, the street is being used as overnight parking by local residents or visitors, as most of the businesses in and around the street are only opened during regular business hours.

There are approximately 52 spaces of street parking available on the 1100 block of View Street. **During the four mornings we visited, there were between 36 and 45 spaces available each morning (Between seven and 16 spaces in use).**

**In addition, on each morning the majority of cars parked on the street were parked on the lower (western half of the street), with most of the spaces available around the subject property.**

See appendix 1 for photos and more information on our observations.



Typical street view in front of subject property at 6:45 AM.

## 6.0 Demand Management

As noted in section 3.0, without Traffic Demand Management steps the proposed six-units at 1159 View are expected to need between two (at 0.33) and three (0.49) parking spots on-site.

**The owner is proposing to provide the three current spots, plus two additional parking spots for scooters on site.**

**To improve the parking ratio more, and address any added demand for visitors, the applicant is also proposing to build a new secure bicycle lock-up shelter for eight bikes, install a four-bicycle rack for guests and to provide car sharing memberships for tenants from Modo. Modo has a car available on the corner of Ormand and View, a three minute walk away from the subject property.**

This is in addition to the demand management benefits of being close to many transit routes and being in a location that is walkable to shopping, grocery stores and major downtown employers.

### 6.1 Cycling

Recent Statistic Canada data released this past fall showed that in the last two decades, the number of people across the country taking their bikes to work rose nearly 90% and the number of people taking transit rose by nearly 60%.

In addition, the data showed that at 17%, Victoria has the largest percentage of people in the country who either walked or cycled to work.<sup>5</sup>

Many attribute this to the warmer Victoria climate, the convenience of cycling in and around the city, as well as people seeking greener, cheaper and healthier commuting options. In addition, research is showing that by making cycling more convenient and building safer infrastructure for cyclists, more people are choosing it for their commute.<sup>6</sup>

The apartment building at 1149 View was built well before any regulations were in place for secured cycling parking on site. As a result, the only place for residents and visitors to put their bikes is either in their units or in the basement of the building, which is inconvenient to access.

**The applicant is proposing to build eight spaces of secured, covered cycling parking for tenants (1.25 per unit), which is in excess of the current requirement of one space per unit and will meet the new proposed secured cycling parking requirements for new developments. In addition, the owner will install a four-bicycle rack for visitors that's easily accessed at the front of the building.**

With the protected bike lane opening soon on Fort and building secured cycling parking on site at 1159 View for tenants and visitors, cycling will remain an easy option and one tenants are more likely to choose.

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<sup>5</sup> Statistics Canada. 2017. Journey to work: Key results from the 2016 Census. Available at: <http://www.statcan.gc.ca/daily-quotidien/171129/dq171129c-eng.htm>

<sup>6</sup> National Association of City Transportation Officials. 2016. Equitable Bike Share Means Building Better Places For People to Ride. Available at: [https://nacto.org/wp-content/uploads/2016/07/NACTO\\_Equitable\\_Bikeshare\\_Means\\_Bike\\_Lanes.pdf](https://nacto.org/wp-content/uploads/2016/07/NACTO_Equitable_Bikeshare_Means_Bike_Lanes.pdf)

## 6.2 Car Share

Research also shows that multi-family developments that include car share memberships reduce the demand and reliance of residents owning their own vehicles, particularly when the site is well supported by transit, cycling and walking options. A survey on the impact from car sharing on car ownership in North America showed that households who joined a car sharing program cut their vehicle ownership in half.

The same survey also showed that 25% of respondents would have “maybe,” “probably,” or “definitely” purchased a car if carsharing hadn’t been available.<sup>7</sup>

1159 View Street is close to a number of Modo car share vehicles, including a vehicle that’s stationed a half block away at the corner of Ormond Street and View Street.

**The applicant is proposing to provide permanent memberships from Modo for each of the six units on site to reduce the likelihood and demand of car ownership, as well as to encourage car sharing use as an alternative for new tenants.**

## 6.3 Transit

The report written for the city of Victoria on parking regulation changes by Watt consulting also cited a number of research reports showing that multi-residential buildings that are close to transit have between 15%-50% less car parking needs compared to similar buildings in less transit accessible areas.

As noted in section 1.1 above, 1159 View is well served by transit routes going both into and out of town, making this location very desirable for people who use or are thinking about using transit for their commute to work and school.

## 6.4 Walkability

With a 97 walkscore, walkscore.com considers this apartment a “walker’s paradise,” where day to day activities don’t need a car (<https://www.walkscore.com/score/view-st-and-cook-st-victoria-bc-canada>). For people working in town, they can walk to their workplace within 10-15 minutes.

Tenants who need to grab groceries can do that at two separate grocery stores within a five to 10-minute walk from their home.

And being so close to downtown, residents have nearly unlimited access to high quality restaurants, pubs and entertainment options within easy walking distance.

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<sup>7</sup> Martin & Shaheen. 2011. The Impact of Carsharing on Household Vehicle Ownership. Access Magazine. Available at: <https://www.accessmagazine.org/spring-2011/impact-carsharing-household-vehicle-ownership/>



### 6.5 Scooter parking

The owner is proposing to put two spaces on site for scooter parking that can be used by tenants and residents. Scooters are generally more environmentally efficient for travel, are cheaper to run (both for insurance and gas) and are more convenient to park than cars.

Having these spots available will further mitigate the demand for full size parking spots, as they will likely be attractive to some potential and current tenants, and particularly in combination with car share which can be used for longer trips or for travel with more passengers.

### 7.0 Conclusion

This proposal is asking for a reduction of the required parking spaces from seven to three spaces under the existing parking regulation and from six to three spaces under the proposed new parking regulation.

As noted above, based on the recent research on parking demand in the city done by Watt Consulting, the three proposed parking spaces should accommodate the expected parking demand for residents and visitors of the existing four and additional two units being proposed.

By also providing secure cycling storage, two scooter parking spots and car sharing memberships for each unit, as well as the walkability of the location and the easy access to transit, the site should easily accommodate the parking and transportation demands of this development.

In addition, the small size of the development (an additional two units), its close proximity to amenities within the downtown core, as well as great access to public transportation and good cycling infrastructure all support a reduction in parking at this location.

And while we anticipate that the site will rarely require additional parking on the street, the review of the on-street parking conditions showed there is plenty of space available overnight on the occasion that multiple tenants have overnight visitors visiting them at the same time who could not be accommodated on site.



## Appendix 1 – street photos

The 1100 block of View is a 2-hour maximum zone between 8:00 AM and 6:00 PM Monday to Saturday.

The photos on the following pages were taken daily from March 28th to March 31st at around 6:40-7:00 AM in the morning, as we felt it provided a good sense of how many residents and visitors parked on the street overnight and outside of the 2-hour maximum window.

From our observations during the 2-hour maximum window during the day, the street is usually fairly busy, with only a handful of parking spots available, as people frequent the nearby businesses and office buildings. Turnover is regular and constant throughout the day because of the 2-hour maximum zone.

Our overnight photos showed, however, that the street has plenty of parking available, particularly as we moved further away from Cook and near the subject property.

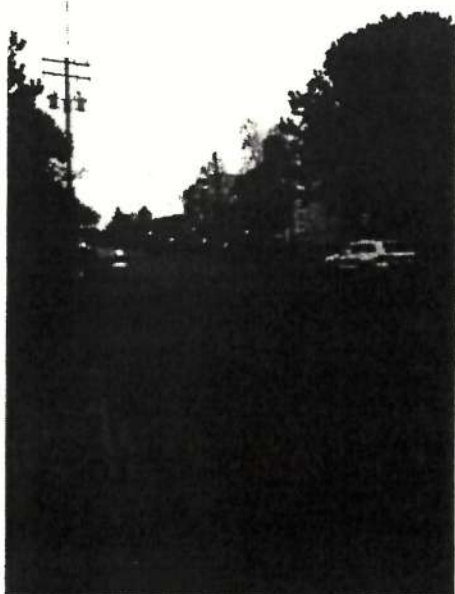
We also took photos each morning of the covered 3-space carpark at 1159 View Street during the same period to get a sense of how much the parking area at the subject property was being used.

It was empty two out of the four mornings and had one vehicle parked during the other morning.

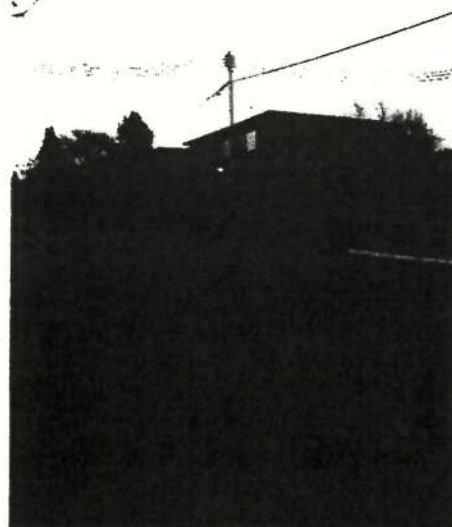


Wednesday, March 28<sup>th</sup>, 2018 – 6:55-7:00 AM

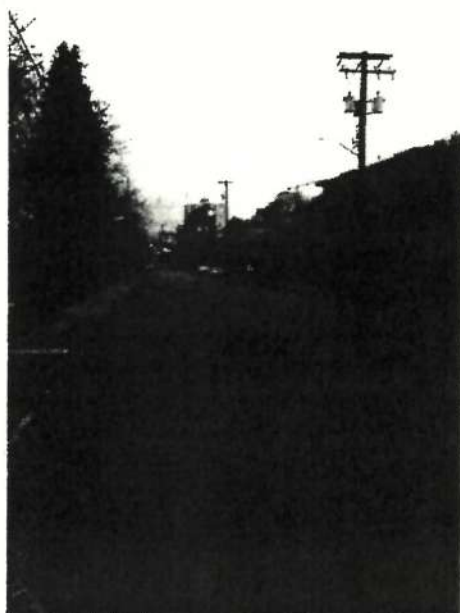
On March 28<sup>th</sup>, there were only seven cars on the street, with three cars parked east of 1147 View (1/3<sup>rd</sup> up the block from Cook).



Northwest up the street – across from 1147 View  
6:55 AM



Across from subject property looking east.  
6:56 AM



Southeast corner of Ormand and View  
6:58 AM



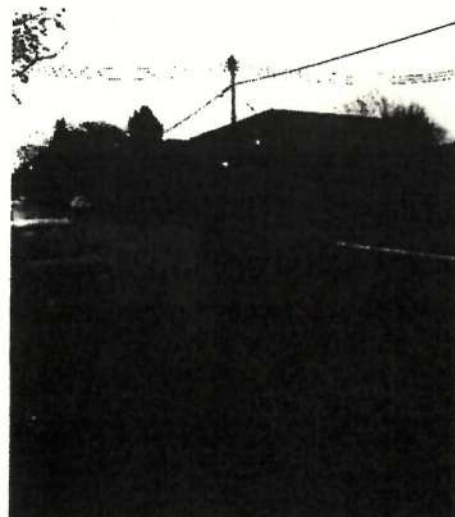
Three car-car port at 1159 View  
7:00 AM

Thursday, March 29<sup>th</sup>, 2018 – 6:45-6:55 AM

On March 29<sup>th</sup>, there were sixteen cars on the street, and seven cars east of 1147 View (1/3<sup>rd</sup> up block from Cook), including a Modo vehicle. Still plenty of parking in front of and around our subject property.



Northwest up the street – across from 1147 View  
6:45 AM



Across from subject property looking east.  
6:47 AM



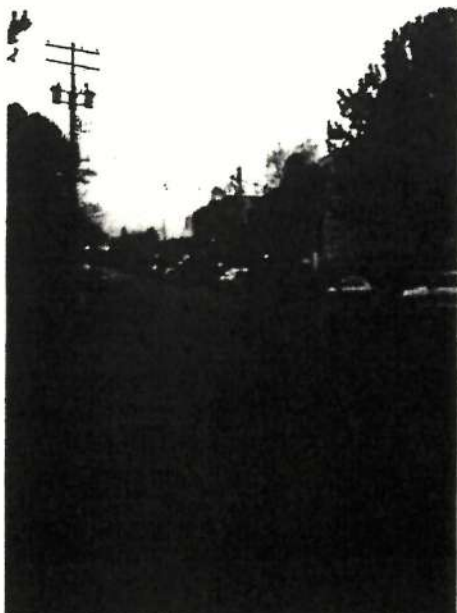
Southeast corner of Ormand and View  
6:50 AM



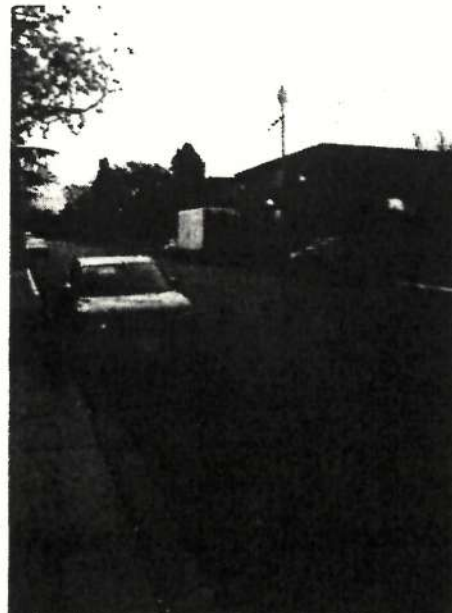
Three car-car port at 1159 View  
6:55 AM

**Friday, March 30<sup>th</sup>, 2018 – 6:40 AM to 6:45 AM**

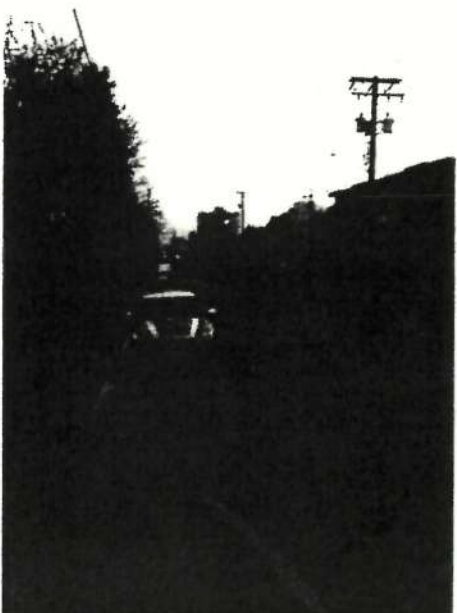
On March 30<sup>th</sup>, there were 14 cars on the street, including a moving truck moving a tenant out of 1159 View, with 10 cars parked east of 1147 View (1/3<sup>rd</sup> up the block from Cook).



Northwest up the street – across from 1147 View  
6:40 AM



Across from subject property looking east.  
6:41 AM



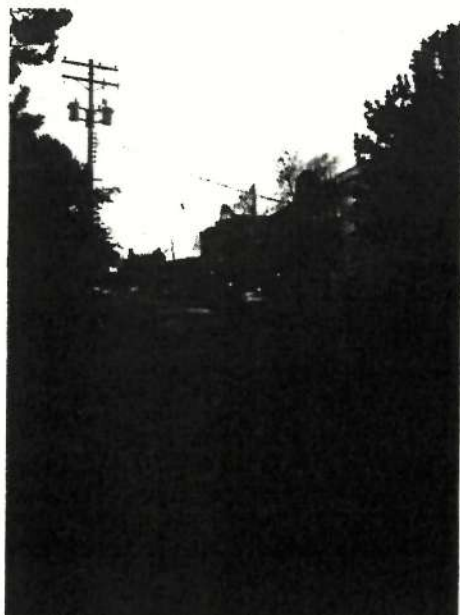
Southeast corner of Ormand and View  
6:43 AM



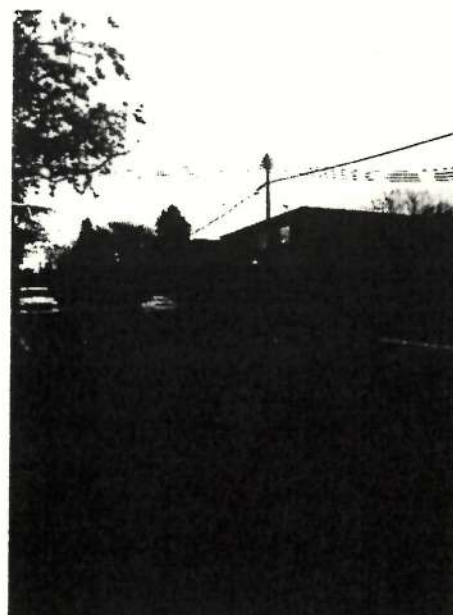
Three car-car port at 1159 View  
6:45 AM

# Saturday, March 31<sup>st</sup>, 2018 – 6:43 AM to 6:50 AM

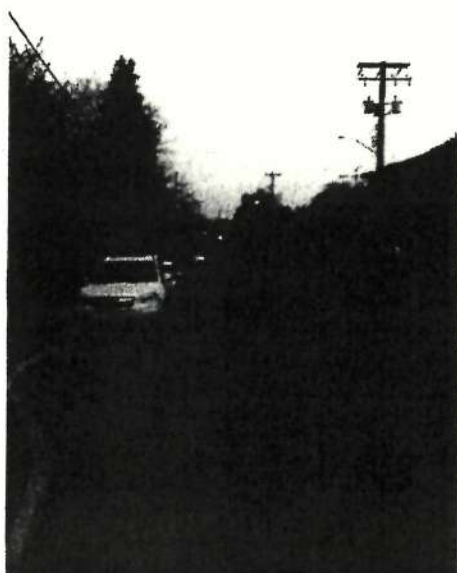
On March 31<sup>st</sup>, there were 16 cars on the street, including a moving truck moving a tenant out of 1159 View, with eight cars parked east of 1147 View (1/3<sup>rd</sup> up the block from Cook).



Northwest up the street – across from 1147 View  
6:43 AM



Across from subject property looking east.  
6:45 AM



Southeast corner of Ormand and View  
6:48 AM



Three car-car port at 1159 View  
6:50 AM

**LAPIS HOMES****Community consultation and feedback**

- 1. April 14 Letter from Ryan Jabs to neighbours notifying them of the proposal**
- 2. May 5<sup>th</sup> letter from Ryan Jabs updating neighbours on the proposal**
- 3. Feedback from neighbours. All but one providing strong support for the application.**
- 4. Overview of community consultation to date.**

Lapis Homes Ltd.  
4291 Oakfield Crescent Victoria, BC, V8X4W4  
Phone 250-413-7121  
[ryanjabs@laphomes.com](mailto:ryanjabs@laphomes.com)  
[www.laphomes.com](http://www.laphomes.com)



April 14, 2018

Dear resident,

My name is Ryan Jabs and I'm with a family-run development company called Lapis Homes. I wanted to give you a bit of information on a proposal for 1159 View that I'm submitting to the city on behalf of the owner, Dave Stephens and LIDA Homes.

We're requesting permission to add two additional 640 square feet (60 square meter) one-bedroom suites in the unfinished basement of 1159 View to bring the total number of apartments in the building to six. As part of our proposal, we are requesting a variance for onsite parking and for open space. You can find plans of our proposal at <https://laphomes.com/1159view>

The proposal will not change the size or layout of the existing building, but we will add a small 225 square foot (21 square meter), single-floor bicycle storage building at the rear of the yard to make sure tenants have secure space for their bicycles. This, along with adding another parking spot, will reduce the amount of open space on the property, but importantly, we do not anticipate that it will impact any mature trees.

To address the parking variance, we developed a parking review to look at how we might accommodate any additional parking needs (You can find a copy of the review at the link above, or by calling me).

Based on the current and expected demand for onsite parking (only one space is currently in use), and how close the apartment is to downtown, groceries, entertainment, bicycle paths and transit, the review concludes that the available parking onsite should be enough to accommodate the new units.

Still, we are proposing some additional steps to address the transportation needs of the added tenants. This includes: 1.) building the bicycle storage building (as noted above); 2.) adding a cycling lock-up for guests at the front of the building; 3.) increasing onsite parking at the back of the building from three to four spaces; and, 4.) providing Modo car share memberships to each of the tenants for the next two years.

Please get in touch with me if you have some thoughts about our proposal. You can send the attached form to [ryanjabs@laphomes.com](mailto:ryanjabs@laphomes.com) or call me to pick it up. Or fill out a form online at: [laphomes.com/1159view](http://laphomes.com/1159view).

Take care,

Ryan Jabs  
250-413-7121  
[ryanjabs@laphomes.com](mailto:ryanjabs@laphomes.com)  
[www.laphomes.com](http://www.laphomes.com)



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**LAPIS HOMES**

May 5, 2018

Dear resident,

I wanted to provide an update to the letter I dropped off in mid-April about the development variance application that we're requesting for 1159 View. (If you didn't receive the first letter, you can find it on my website here: <https://laphomes.com/1159view>).

As mentioned in that letter, we're requesting permission to add two additional 640 square feet (60 square meter) one-bedroom suites in the unfinished basement of 1159 View to bring the total number of apartments in the building to six. As part of our proposal, we are requesting a variance for onsite parking and for open space.

Since I last wrote, we've made a few modifications to the plan following a meeting with the City of Victoria planning department. We've increased the bicycle storage building by about 30 square feet to accommodate horizontal rather than vertical bicycle parking, and we need to remove the additional parking space that we had proposed because of the requirement for a larger turning aisle beside the existing building.

However, instead of the parking space, we're proposing to include two new parking spots for scooters, which we feel will appeal to future tenants who are looking for a less expensive and more environmentally efficient option to get around. In addition, instead of only two years car-share membership, we are proposing to provide permanent car share memberships for any tenant living in the building.

The combination of secure bicycle storage, added scooter spots, permanent MODO car share memberships, access to transit and the walkability of the neighbourhood will limit the need for each tenant to have a vehicle.

You can find updated plans and an updated parking review at <https://laphomes.com/1159view>.

I also wanted to make sure you're aware of the open house that the Fernwood Community Association is hosting about our proposal on May 14<sup>th</sup> at 7:00 PM at the Fernwood Community Centre (1923 Fernwood Ave). I'll be there to give a short overview of our plans and will take your feedback and any questions you might have.

Please get in touch with me if you have some thoughts about our proposal. Again, you can send the attached form to [ryanjabs@laphomes.com](mailto:ryanjabs@laphomes.com) or call me to pick it up. Or fill out a form online at: [laphomes.com/1159view](http://laphomes.com/1159view).

Take care,

Ryan Jabs  
250-413-7121  
[ryanjabs@laphomes.com](mailto:ryanjabs@laphomes.com)  
[www.laphomes.com](http://www.laphomes.com)

## Ryan Jabs

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**From:** Peggy Holmquist <pholmquist@shaw.ca>  
**Sent:** Thursday, April 19, 2018 11:17 AM  
**To:** Ryan Jabs  
**Subject:** Proposed changes to 1159 View

Thank you for giving us each letter about the changes you are proposing. It all looks very goods. You have really done your homework with items 1 - 4. The two suites can sure be used in this city.

I also think it is most generous to offer the Modo car for such a long period of time.

You certainly have my support.

Peggy Holmquist

#304 - 1146 View Street.

## Ryan Jabs

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**From:** GoDaddy <[donotreply@godaddy.com](mailto:donotreply@godaddy.com)>  
**Sent:** Tuesday, April 24, 2018 6:36 PM  
**To:** Ryan Jabs  
**Subject:** New message - lapishomes.com

[Click here to reply](#)

**Name:**  
Andrew Sund

**Email:**  
[REDACTED]

**Address:**  
102-1146 View St.

**Message:**

Hi, I support infill development unconditionally. Attending meetings in person is a little tedious, mainly because we shouldn't have to grovel and offer concessions to allow someone to have a place to live . If you need me to email the city in support of your development proposal, let me know when would be useful. Thanks, Andrew.

---

*This message was submitted from your website contact form:*  
<http://lapishomes.com>

## Ryan Jabs

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**From:** GoDaddy <donotreply@godaddy.com>  
**Sent:** Sunday, April 29, 2018 1:06 PM  
**To:** Ryan Jabs  
**Subject:** New message - lapishomes.com

[Click here to reply](#)

**Name:**  
Dianne Norrad

**Email:**  
[dnorrad@hotmail.com](mailto:dnorrad@hotmail.com)

**Address:**  
401-1146 View Street

**Message:**  
I support the development variance for 1159 View Street. I understand the proposal will not change the size or layout of the existing building or remove any mature trees on the site.

---

*This message was submitted from your website contact form:*  
<http://lapishomes.com>

## Ryan Jabs

---

**From:** GoDaddy <donotreply@godaddy.com>  
**Sent:** Friday, May 11, 2018 4:56 PM  
**To:** Ryan Jabs  
**Subject:** New message - lapishomes.com

[Click here to reply](#)

**Name:**  
Stacey O'Sullivan

**Email:**  
[staceyosullivan@gmail.com](mailto:staceyosullivan@gmail.com)

**Address:**  
303-1147 View Street

**Message:**

Hello, I just wanted to provide my support for the proposed plan at 1159 View. Adding suites to the unfinished basement adds housing stock at a time when it is desperately needed, and also within a walkable neighbourhood which is great. I really like that alternate modes of transport are being actively encouraged by providing bike storage, scooter parking, and car-share memberships. Alternate transit modes and urban densification are critically important pieces of climate action. It is important to me that everything possible is done to protect the existing mature tree, as these trees provide many benefits to dense urban neighbourhoods such as this one. Thank you for your proposal Stacey

---

*This message was submitted from your website contact form:*  
<http://lapishomes.com>

## Ryan Jabs

---

**From:** GoDaddy <donotreply@godaddy.com>  
**Sent:** Monday, May 14, 2018 10:26 AM  
**To:** Ryan Jabs  
**Subject:** New message - lapishomes.com

[Click here to reply](#)

**Name:**  
Chris Denford

**Email:**  


**Address:**  
1162 Fort street

**Message:**  
As owners of the neighbouring property at 1162 Fort street, we would like to share with those interested that we support the initiative to add additional suites at 1159 Fort street.

---

*This message was submitted from your website contact form:*  
<http://lapishomes.com>

1159 VIEW ST.

$$\text{BACK YARD AREA} = 2376 \text{ ft}^2$$

$$25\% \text{ COVERAGE LIMIT} = 594 \text{ ft}^2$$

$$\text{EXIST CARPORT} + \text{PROPOSED STRUCTURE} \\ = 801 \text{ ft}^2$$

$$\therefore 207 \text{ ft}^2 \text{ OVER LIMIT}$$

WHICH EQUATES TO 35% OVER LIMIT.

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$$\text{TOTAL PLOT AREA} = 5478 \text{ ft}^2$$

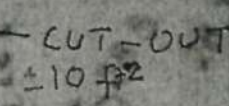
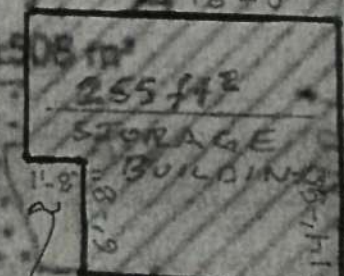
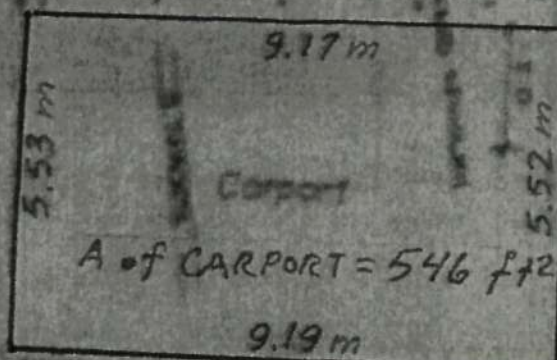
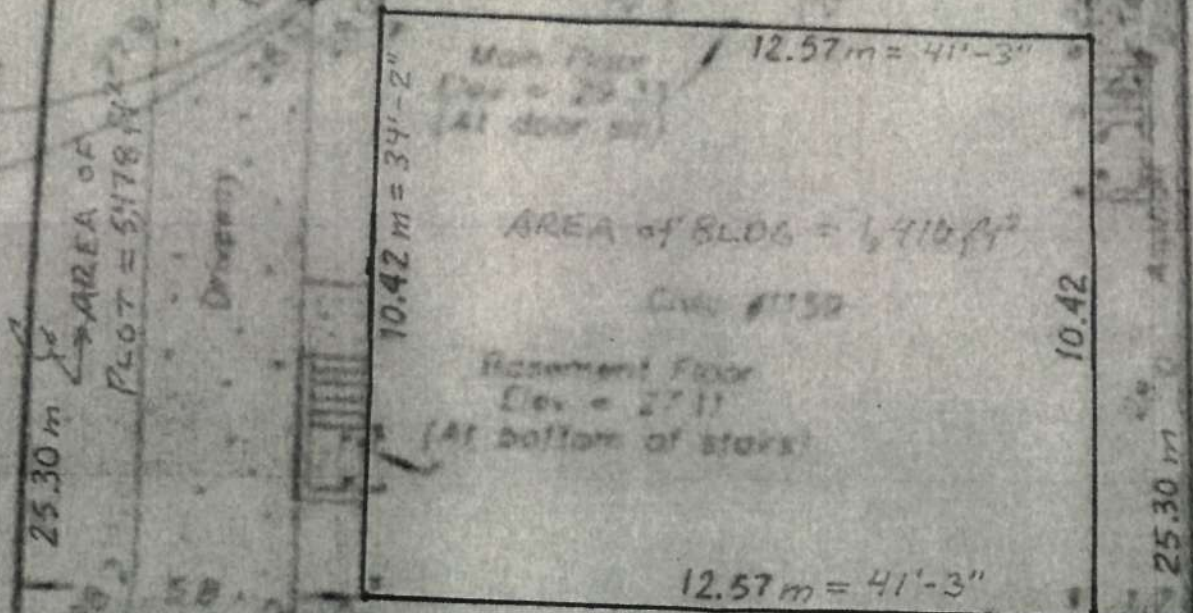
$$\text{CARPORT, BUILDING \& PROPOSED STORAGE} \\ \text{BUILDING TOTAL AREA} = 2,211 \text{ ft}^2$$

$$30\% \text{ COVERAGE LIMIT} = 1,643 \text{ ft}^2$$

$$\therefore 568 \text{ ft}^2 \text{ OVER LIMIT}$$

WHICH EQUATES TO 35% OVER LIMIT.

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REM. A

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## Community consultation overview

### April 10<sup>th</sup> letter:

1147 – 22 units – Left a voicemail for property manager Jason Middleton on April 14 and then gave 22 copies on April 16, 2018 to Jason Middleton of Cornerstone Properties- 1001 Cloverdale Ave. (250-475-2005)

1163 – 4 units – 4 copies on April 14, 2018 Spoke to tenant of unit 4 and provided verbal and written details on the proposal. He did not seem concerned noting that the change would not affect him. I dropped off written material to the other three units (subsequently owner has shown concern and noted that there were no other tenants in the building).

1180 – 20 units – Left message for building manager on Monday. 14 copies on April 14, 2018

1146 – 14 units (condo) – I left 14 copies on April 14, 2018 at the front of the condo.

Fort 1156 – office – Gave copy to Sam, who was the project manager for the Wentworth Villa revitalization on April 14, 2018. He was supportive of the proposal, noting that it was fairly minor.

Fort 1162 – Office – Businesses were not home when I went by. Provided 3 copies through the mail slot on April 14, 2018

Fort 1170 – 10 units – Dropped off 8 copies inside on April 14, 2018

### May 4<sup>th</sup> update:

1147 – 22 units – Left 22 copies on May 4<sup>th</sup> with property manager Jason Middleton of Cornerstone Properties- 1001 Cloverdale Ave. (250-475-2005)

\* 1163 – 4 units – Dropped off one copy and spoke with owner and resident to let him know about the update. Mr. Wegner (owner) informed me that he had some technical concerns about the proposal, which were subsequently provided at the Fernwood community association meeting.

1180 – 20 units – Left 20 copies at the door on May 4, 2018

1146 – 14 units (condo) – I left 14 copies on May 4, 2018 at the front of the condo.

Fort 1156 – office – Left one copy with the curator, Sam.

Fort 1162 – Office – Left two copies, as no one answered the door.

Fort 1170 – 10 units – Dropped 10 copies off inside on May 4, 2018



## LAPIS HOMES

May 14<sup>th</sup>

Spoke to Chris Denford (Denford construction) in 1163 Fort. He's supportive of the project. Said he was going to write a letter in.

Also spoke again with Mr. Wegner (owner of 1163) about the application.

Attended Fernwood Community Association meeting to discuss proposal. Chair and a board member of the association's land use committee, Councillor Charlayne Thornton-Joe and the owner and resident of 1163 View Street attended.

I provided an overview of the project and the benefits, as well as the actions we were proposing to mitigate the parking and open space variance. Mr. Wegner outlined his technical concerns again on the proposal.

I confirmed with Mr. Wegner that I would continue to update him as the process moves forward.