

I. REPORTS OF COMMITTEES

I.1 Committee of the Whole

I.1.b Report from the June 28, 2018 COTW Meeting

I.1.b.i 1501-1503 Haultain Street - Development Permit with Variances Application No. 00066 (Oaklands)

Moved By Councillor Lucas
Seconded By Councillor Coleman

That, subject to the preparation and execution of legal agreements to secure the car share memberships, to the satisfaction of the Director of Sustainable Planning and Community Development, that Council, after giving notice and allowing an opportunity for public comment at a meeting of Council, consider the following motion:

"That Council authorize the issuance of Development Permit with Variance Application No. 00066 for 1501 and 1503 Haultain Street in accordance with:

1. Plans date stamped May 22, 2018.
2. Development meeting all *Zoning Regulation Bylaw* requirements, except for the following variances:
 - i. Decrease the front yard setback from 6.00m to 0.22m to building and 0.00m to allow for a canopy projection.
 - ii. Decrease the south side setback from 3.00m to 1.06m for the staircase projection only
 - iii. Decrease the flanking street setback from 2.40m to 1.67m to building and 0.53m to allow for a canopy projection.
 - iv. Decrease the required number of parking spaces from 14 to 3.
3. The applicant provide one electric bicycles for use by the residents in the building.
4. Label all materials on the elevation plans and provide plans for the proposed gate to be installed adjacent to the staircase on the north side of the building to the satisfaction of the Director of Sustainable Planning and Community Development.
5. The Development Permit lapsing two years from the date of this resolution.
6. Request that the applicant provide a car share vehicle in a nearby on street parking space."

Motion to refer:

Moved By Councillor Isitt
Seconded By Councillor Young

That the motion be referred back to staff to work with the applicant on concerns raised by nearby residents.

Amendment:

Moved By Councillor Madoff

Seconded By Councillor Isitt

That the motion to refer be amended by adding the following:
"and the Advisory Design Panel".

CARRIED UNANIMOUSLY

On the motion to refer as amended:

That the motion be referred back to staff to work with applicant to work on concerns raised by nearby residents and the Advisory Design Panel.

FOR (4): Councillor Isitt, Councillor Loveday, Councillor Madoff, and Councillor Young
OPPOSED (5): Mayor Helps, Councillor Alto, Councillor Coleman, Councillor Lucas, and Councillor Thornton-Joe

DEFEATED (4 to 5)

On the main motion:

That, subject to the preparation and execution of legal agreements to secure the car share memberships, to the satisfaction of the Director of Sustainable Planning and Community Development, that Council, after giving notice and allowing an opportunity for public comment at a meeting of Council, consider the following motion:

"That Council authorize the issuance of Development Permit with Variance Application No. 00066 for 1501 and 1503 Haultain Street in accordance with:

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 - i. Decrease the front yard setback from 6.00m to 0.22m to building and 0.00m to allow for a canopy projection.
 - ii. Decrease the south side setback from 3.00m to 1.06m for the staircase projection only
 - iii. Decrease the flanking street setback from 2.40m to 1.67m to building and 0.53m to allow for a canopy projection.
 - iv. Decrease the required number of parking spaces from 14 to 3.
3. The applicant provide one electric bicycles for use by the residents in the building.
4. Label all materials on the elevation plans and provide plans for the proposed gate to be installed adjacent to the staircase on the north side of the building to the satisfaction of the Director of Sustainable Planning and Community Development.

5. The Development Permit lapsing two years from the date of this resolution.
6. Request that the applicant provide a car share vehicle in a nearby on street parking space."

Amendment:

Moved By Mayor Helps
Seconded By Councillor Alto

That the motion be amended by adding a point seven, as follows:

7. That the applicant be requested to provide an electric bicycle per unit.

CARRIED UNANIMOUSLY

On the main motion as amended:

That, subject to the preparation and execution of legal agreements to secure the car share memberships, to the satisfaction of the Director of Sustainable Planning and Community Development, that Council, after giving notice and allowing an opportunity for public comment at a meeting of Council, consider the following motion:

"That Council authorize the issuance of Development Permit with Variance Application No. 00066 for 1501 and 1503 Haultain Street in accordance with:

1. Plans date stamped May 22, 2018.
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3. The applicant provide one electric bicycles for use by the residents in the building.
4. Label all materials on the elevation plans and provide plans for the proposed gate to be installed adjacent to the staircase on the north side of the building to the satisfaction of the Director of Sustainable Planning and Community Development.
5. The Development Permit lapsing two years from the date of this resolution.
6. Request that the applicant provide a car share vehicle in a nearby on street parking space.
7. That the applicant be requested to provide an electric bicycle per unit."

FOR (5): Mayor Helps, Councillor Alto, Councillor Coleman, Councillor Lucas, and Councillor Thornton-Joe

OPPOSED (4): Councillor Isitt, Councillor Loveday, Councillor Madoff, and Councillor Young

CARRIED (5 to 4)

E. LAND USE MATTERS

E.4 1501-1503 Haultain Street - Development Permit with Variances Application No. 00066 (Fernwood)

Committee received a report dated June 14, 2018, from the Director of Sustainable Planning and Community Development regarding an application to expand and renovate the exterior of the building and construct a third residential storey.

Moved By Councillor Lucas
Seconded By Mayor Helps

That, subject to the preparation and execution of legal agreements to secure the car share memberships, to the satisfaction of the Director of Sustainable Planning and Community Development, that Council, after giving notice and allowing an opportunity for public comment at a meeting of Council, consider the following motion:

"That Council authorize the issuance of Development Permit with Variance Application No. 00066 for 1501 and 1503 Haultain Street in accordance with:

1. Plans date stamped May 22, 2018.
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 - iii. Decrease the flanking street setback from 2.40m to 1.67m to building and 0.53m to allow for a canopy projection.
 - iv. Decrease the required number of parking spaces from 14 to 3.
3. The applicant provide one electric bicycles for use by the residents in the building.
4. Label all materials on the elevation plans and provide plans for the proposed gate to be installed adjacent to the staircase on the north side of the building to the satisfaction of the Director of Sustainable Planning and Community Development.
5. The Development Permit lapsing two years from the date of this resolution.

Moved By Mayor Helps
Seconded By Councillor Alto

Amendment:

That the motion be amended to include the following:

Request that the applicant provide a car share vehicle in a nearby on street parking space.

Committee discussed:

- *The future of the area and parking concerns.*

On the amendment:

CARRIED UNANIMOUSLY

Main motion as amended:

That, subject to the preparation and execution of legal agreements to secure the car share memberships, to the satisfaction of the Director of Sustainable Planning and Community Development, that Council, after giving notice and allowing an opportunity for public comment at a meeting of Council, consider the following motion:

"That Council authorize the issuance of Development Permit with Variance Application No. 00066 for 1501 and 1503 Haultain Street in accordance with:

1. Plans date stamped May 22, 2018.
2. Development meeting all *Zoning Regulation Bylaw* requirements, except for the following variances:
 - i. Decrease the front yard setback from 6.00m to 0.22m to building and 0.00m to allow for a canopy projection.
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 - iv. Decrease the required number of parking spaces from 14 to 3.
3. The applicant provide one electric bicycles for use by the residents in the building.
4. Label all materials on the elevation plans and provide plans for the proposed gate to be installed adjacent to the staircase on the north side of the building to the satisfaction of the Director of Sustainable Planning and Community Development.
5. The Development Permit lapsing two years from the date of this resolution.
6. Request that the applicant provide a car share vehicle in a nearby on street parking space.

FOR (6): Mayor Helps, Councillor Alto, Councillor Coleman, Councillor Loveday, Councillor Lucas, and Councillor Thornton-Joe

OPPOSED (2): Councillor Madoff, and Councillor Young

On the main motion as amended:

CARRIED (6 to 2)



Committee of the Whole Report

For the Meeting of June 28, 2018

To: Committee of the Whole **Date:** June 14, 2018

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

Subject: Development Permit with Variances Application No. 00066 for 1501 and 1503 Haultain Street

RECOMMENDATION

That, subject to the preparation and execution of legal agreements to secure the car share memberships, to the satisfaction of the Director of Sustainable Planning and Community Development, that Council, after giving notice and allowing an opportunity for public comment at a meeting of Council, consider the following motion:

"That Council authorize the issuance of Development Permit with Variance Application No. 00066 for 1501 and 1503 Haultain Street in accordance with:

1. Plans date stamped May 22, 2018.
2. Development meeting all *Zoning Regulation Bylaw* requirements, except for the following variances:
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3. The applicant provide one electric bicycles for use by the residents in the building.
4. Label all materials on the elevation plans and provide plans for the proposed gate to be installed adjacent to the staircase on the north side of the building to the satisfaction of the Director of Sustainable Planning and Community Development.
5. The Development Permit lapsing two years from the date of this resolution."

LEGISLATIVE AUTHORITY

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

EXECUTIVE SUMMARY

The purpose of this report is to present Council with information, analysis and recommendations for a Development Permit with Variance Application for the property located at 1501 and 1503

Haultain Street. The proposal is to expand and renovate the exterior of the building and construct a third residential storey. The variances are related to parking and setbacks. The following points were considered in assessing this Application:

- The proposal is consistent with the *Official Community Plan* with respect to enhancing Haultain Corners Village.
- The subject property is within Development Permit Area 16: General Form and Character. The *Design Guidelines for Buildings, Signs and Awnings (1981)*, *Design Guidelines for Multi-Unit Residential, Commercial and Industrial Development (2012)* and *Guidelines for Fences, Gates and Shutters (2010)* apply to this development proposal. The proposal is generally consistent with the design guidelines and would enhance the corner and character of the established small urban village. The proposed addition is sympathetic to the current building form.
- The subject property is located in the Fernwood neighbourhood; however, when the *Fernwood Neighbourhood Plan* was established, the subject property was still part of the Jubilee Neighbourhood therefore the policies in the *Jubilee Neighbourhood Plan (1996)* would apply. The Plan encourages commercial and mixed-use development that takes into consideration its relationship with pedestrians, cyclists and the neighbourhood. The proposal is consistent with this Plan.
- The applicant is proposing to retain and renovate the existing building and would add three new rental dwelling units in the village. The building would contain a total of five rental dwelling units.
- A parking variance is required to facilitate this development. The applicant is requesting to reduce the required number of parking spaces from 14 to three. The parking requirement would be the same under the new draft Schedule C. To offset the parking shortfall, the applicant is willing to:
 - purchase five car share memberships for the dwelling units
 - provide 10 secure and enclosed bicycle parking spaces
 - purchase one electric bike.
- The subject property is located on a bikeway as well as on a frequent bus route. There is a bus stop in front of the building on Haultain Street. Given the above transportation demand management measures and proximity to alternative transportation options, the parking variance is supportable.
- The two proposed front yard setback variances are supportable as the addition would enhance the streetscape at this corner and replace existing surface parking. The side yard setback variance is to accommodate a staircase; the building would not encroach further into the setback and therefore this variance is also supportable.

BACKGROUND

Description of Proposal

The proposal is to expand and renovate the exterior of the building and construct a third residential storey. Specific details include:

- contemporary architectural features including a flat roofline and contemporary-style windows, awnings and materials
- exterior building materials include hardi-plank, stone, and clear non-tinted glass
- main residential entryway fronting Haultain Street and a secondary entrance on the south elevation for upper level dwelling units
- ground floor commercial space with entryways along both frontages
- new bicycle storage room on the east side of the building to accommodate ten Class 1 bicycle parking spaces

- garbage and recycling screened in the side yard behind the building
- three on-site surface parking spaces.

The proposed variances are related to:

- decreasing the front yard setback from 6.00m to 0.22m to building and 0.00m to allow for a canopy projection
- decreasing the south side setback from 3.00m to 1.06m
- decreasing the flanking street setback from 2.40m to 1.67m to building and 0.53m to allow for a canopy projection
- decreasing the required number of parking spaces from 14 to 3.

Sustainability Features

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

Active Transportation Impacts

The applicant proposes to provide a secure and enclosed bicycle storage facility to accommodate ten bikes, and proposes purchasing one electric bike for the residents.

Public Realm Improvements

No public realm improvements are proposed in association with this Development Permit with Variances 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 mixed-use building with ground floor commercial and residential above.

Data Table

The following data table compares the proposal with the C-1 Zone, Limited Commercial District. An asterisk is used to identify where the proposal is less stringent than the existing zone.

Zoning Criteria	Proposal	Current Zone C-1
Site area (m ²) – minimum	511.00	n/a
Density (Floor Space Ratio) – maximum	1.39:1	1.40:1
Total floor area (m ²) – maximum	707.00	715.40
Height (m) – maximum	9.98	12.00
Storeys – maximum	3.00	n/a

Zoning Criteria	Proposal	Current Zone C-1
Site coverage % – maximum	49.30	n/a
Parking – minimum		
Existing Schedule C	3 *	14
Proposed Schedule C	3 *	14
Bicycle parking stalls – minimum		
Existing Schedule C		
Class 1	10	0
Class 2	0	0
Proposed Schedule C		
Class 1	10	0
Class 2	0	0
Setbacks (m) – minimum		
Front (Belmont Avenue)	0.22 (building)/0.00 (canopy) *	6.00
Rear (east)	8.21	6.00
Side (south)	1.06 *	3.00
Flanking Street (Haultain Street)	1.67 (building)/0.53 (canopy)*	2.40

Relevant History

In September 2017, Council approved a parking variance to permit a restaurant; however, following issuance of the Development Variance Permit the subject property changed ownership and this new proposal has been brought forward for Council's consideration.

Community Consultation

Consistent with the *Community Association Land Use Committee (CALUC) Procedures for Processing Rezoning and Variances Applications*, on February 18, 2018 the Application was referred for a 30-day comment period to the Fernwood CALUC. A letter dated March 22, 2018 is attached to this report.

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

Referral to the Advisory Design Panel

The Advisory Design Panel (ADP) reviewed the proposal at their meeting on April 25, 2018.

The minutes from the meeting are attached for reference and the following motion was carried (unanimous):

It was moved that the Development Permit with Variance Application No. 00066 for 1501 and 1503 Haultain Street be approved with the following recommendations:

- *review the site plan including the south exit path and the east portion behind the bicycle parking from a CPTED perspective to eliminate safety concerns*
- *consider reducing the paved parking area to increase residents' private outdoor space*
- *that the City consider working with the residents' association to improve pedestrian circulation with regard to the community garden*
- *consider replacing the stucco on the upper floor with a higher quality material*
- *reconsider the overall building design, including the window and door placement and the termination of the brick façade*
- *refine the canopy design including extents and detailing.*

The applicant has made some revisions to the proposal and staff are satisfied that the exterior changes address the recommendations made by the Panel. The additional refinements recommended by the ADP related to CPTED (adding a gate along the south side of the building next to the staircase), replacing materials with higher quality materials (hardi-plank and stone), revising window and door placements and the termination of material, and introducing a contemporary canopy design result in a greater level of consistency with the Design Guidelines.

ANALYSIS

Development Permit Area and Design Guidelines

The *Official Community Plan* (OCP, 2012) Urban Place Designation for the subject property is Small Urban Village (Haultain Corners Village), which supports low-rise, mixed-use buildings up to approximately three storeys. It also encourages the enhancement of Haultain Corners Village. The OCP identifies this property in Development Permit Area (DPA) 16: General Form and Character. The objectives of this DPA are to support development that provides a sensitive transition to adjacent and nearby areas with a built form of three storeys or lower, and to integrate new development in a manner that is complementary and responds to the place character through a high quality of architecture, landscape and urban design.

The proposed development site is surrounded by single family dwellings. The existing C-1 Zone does permit a height of 12m (approximately four storeys); however, the applicant is proposing a building height of 9.93m (three storeys), only one storey higher than the surrounding buildings abutting the subject property. For comparison, the majority of existing buildings in Haultain Corners Village are approximately two storeys. Given the policy direction in the OCP and maximum height permitted in the C-1 Zone, staff support a three-storey building at this location. In addition, the proposed building materials are of high quality and the proposed addition is sympathetic to the current building form and existing streetscape. Overall, the proposal is consistent with DPA 16 and the applicable design guidelines.

Local Area Plan

When the *Fernwood Neighbourhood Plan* was established, the subject property was still part of the Jubilee Neighbourhood; therefore, the policies contained in the *Jubilee Neighbourhood Plan (1996)* apply. The *Jubilee Neighbourhood Plan* encourages future commercial developments that take into consideration the relationship with pedestrians, cyclists and the neighbourhood, rather than exclusively providing regional services and focusing on the automobile. The Plan

also views mixed-use buildings (ground floor commercial with residential uses above) as a positive way to encourage housing, provide a broad range of businesses that are compatible with the neighbourhood, enliven buildings and add to the safety and security of businesses and residents.

Providing adequate parking for commercial uses without undue impact on residential streets is mentioned in the Plan, and the applicant is alleviating this impact by providing car share memberships for the residential units, which would reduce the onsite demand for parking, as well as providing substantial secure and enclosed bicycle parking onsite. Overall, the proposal is consistent with the objectives outlined in this Plan.

Regulatory Considerations

Parking Variance

The applicant is proposing to reduce the required number of parking spaces from 14 to three. The proposed variance is supportable given the location of the subject property and the walkability of the neighbourhood, as well as its close proximity to transit and bicycle infrastructure. The applicant is also proposing to provide Transportation Demand Management measures including five car share memberships, one electric bike and a bicycle storage facility to offset the parking shortfall.

Setback Variances

The applicant is proposing to reduce the front yard (Belmont Avenue) from 6.00m to 0.22m to building and zero setback to allow for a canopy projection. Currently, the setback of the existing building is similar to the setback of the single family dwelling to the south which provides for a continuous streetscape appeal. However, given the proposed façade upgrades to enhance the west elevation fronting Belmont Avenue and provide weather protection, the existing wide boulevard and the garden at the corner, the proposed setback variance is supportable.

The applicant is also proposing to reduce the flanking street setback (Haultain Street) from 2.40m to 1.67m to building and 0.53m to allow for a canopy projection. This would allow the main residential entryway to project slightly in front of the commercial entryways, in order to enhance the façade treatment, provide weather protection and accentuate the streetscape. This proposed setback variance is also supportable.

Lastly, the applicant is proposing to reduce the south side yard setback from 3.00m to 1.06m in order to allow for the construction of a staircase. The existing building setback will not change and will remain at 2.43m, and given the existing context, the proposed variance is supportable.

CONCLUSIONS

The proposal to expand and renovate the exterior of the building and construct a third residential storey and associated variances are supportable. The proposed exterior changes are sympathetic to the existing architecture in the village and the proposed addition would accentuate the corner. The additional three dwelling units being proposed would add to the rental housing stock in Haultain Corners Village. Staff recommend for Council's consideration that the Application proceed to an Opportunity for Public Comment.

ALTERNATE MOTION


That Council decline Development Variance Permit Application No. 00066 for the property located at 1501 and 1503 Haultain Street.

Respectfully submitted,


Leanne Taylor
Senior Planner
Development Services Division


Jonathan Tinney, Director
Sustainable Planning and Community
Development Department

Report accepted and recommended by the City Manager:


Date: June 20, 2018

List of Attachments:

- Attachment A: Subject Map
- Attachment B: Aerial Map
- Attachment C: Plans date stamped May 22, 2018
- Attachment D: Letter from applicant to Mayor and Council dated March 22, 2018
- Attachment E: Community Association Land Use Committee Comments dated March 22, 2018.
- Attachment F: Advisory Design Panel report dated April 16, 2018
- Attachment G: Draft Minutes from ADP meeting dated April 25, 2018
- Attachment H: Letter from MODO.

648	ASQUITH ST	2643	2644	BELMONT AV	2643	2642	FORBES ST	2643	2
642		2635	2640		2639	2640		2641	2
634		2629	2634		2635	2636		2631	2
630		2625	2628		2621	2632		2621	2
624		2621	2624		2617	2624		2617	2
612		2615	2620		2613	2620		2613	2
606		2611	2614		2609	2614		2607	2
		2605	2608		2605			2605	2606
		2603	1438 to 1440 2606 2604		1500 1510	1514 1518 1520 1522		1526 1528	1530
HAULTAIN ST									
1423		1439	1441 to 1447		1501	1503		1515	25
70		2577	2572		2575	2560		2565	25
60		2569	2550/52		2555	2556		2561	25
50		2555			2549	2552		2557	25
36		2545	2542		2543	2550		2549	25
32		2539	2538		2539	2546		2543	25
28		2531	2532		2533	2544		2537	25
24		2527	2524/26		2527	2536		2531	25
22		2523	2522		2523	2528		2527	25
14		2517	2516		2519	2520		2521	25
		2513	2508						



1501 and 1503 Haultain Street
Development Permit with Variance #00066





1501 and 1503 Haultain Street
Development Permit with Variance #00066

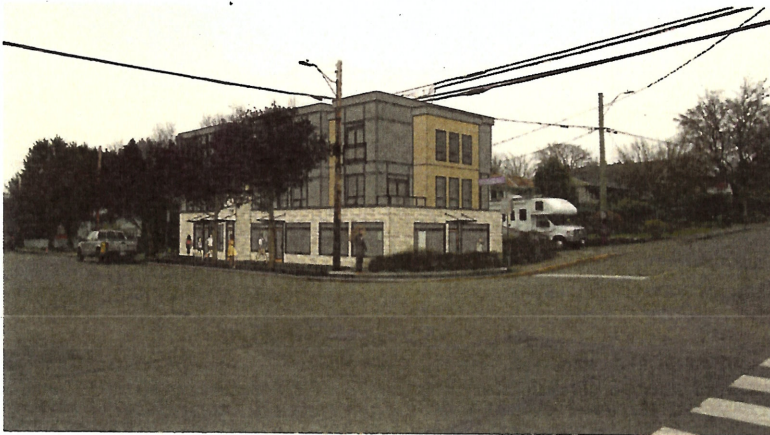




1 STREETScape
A0.0 SCALE NTS



2 RENDERING
A0.0 SCALE NTS

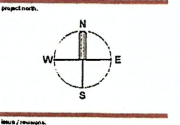


3 RENDERING
A0.0 SCALE NTS



4 STREETScape
A0.0 SCALE NTS

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5	RE SUBMISSION FOR DP	17 MAY '18
4	FOR DESIGN PANEL MEETING 25 APRIL '18	
3	RE SUBMISSION FOR DP	22 MAR '18
2	RE SUBMISSION FOR DP	22 FEB '18
1	FOR DEVELOPMENT PERMIT	12 DEC '17
No.	Issued / Revisions	Date

alan lowe architect inc.
#118-21 Erie Street
Victoria, British Columbia
t 250.360.2000

ADDITION TO RESIDENTIAL
AND COMMERCIAL
BUILDING
1011 FARM ROAD, TOWN OF DUSTY

drawing title
STREETScape AND
RENDERINGS

project no.:	17-512
date:	12 DEC 2017
drawn by:	LOWE
checked by:	AS

A0.0

Received
City of Victoria
MAY 22 2018
Planning & Development Department
Development Services Division

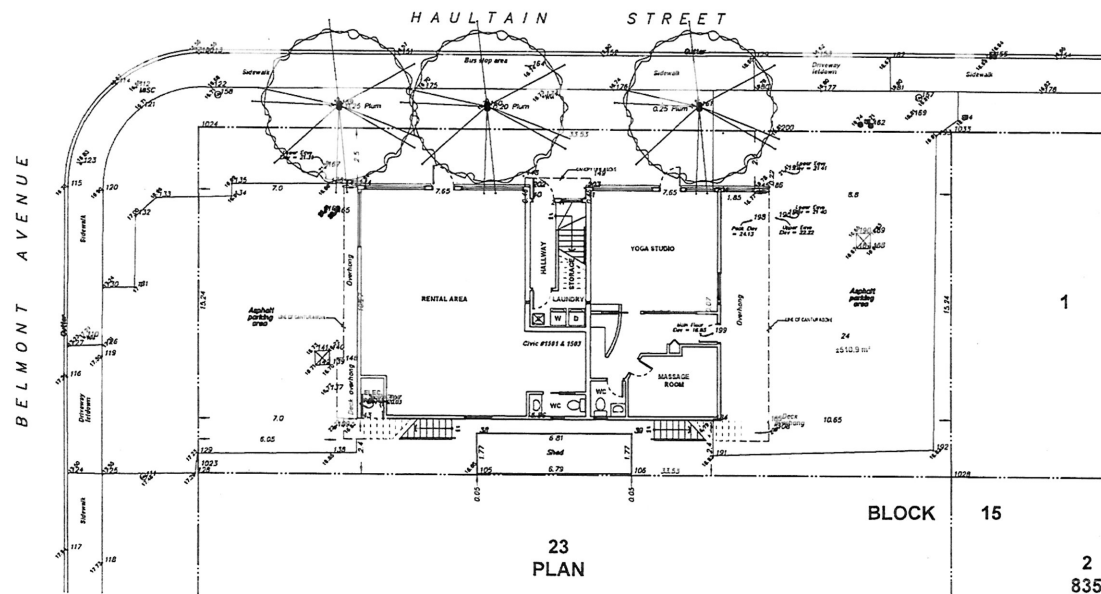
PROJECT INFORMATION

LEGAL ADDRESS: LOT 24 BLOCK 15 PLAN VP835
SECTION 48 LAND DISTRICT 57

CIVIC ADDRESS: 1501-1503 Haultain St.
VICTORIA, B.C.

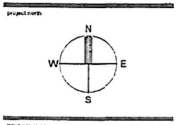
ZONING DATA

ZONING: C - 1, Limited Commercial District
SITE AREA: 511 m² (5,500 sq.ft.)
GROUND FLOOR AREA (EXISTING): 156 m² (1,684 s.f.)
SECOND FLOOR AREA (EXISTING): 179 m² (1,928 s.f.)



1 SITE PLAN EXISTING
A1.0 SCALE: 1:100

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5	RE SUBMISSION FOR DP	17 MAY '18
4	FOR DESIGN PANEL MEETING	25 APRIL '18
3	RE SUBMISSION FOR DP	22 MAR '18
2	RE SUBMISSION FOR DP	22 FEB '18
1	FOR DEVELOPMENT / PERMIT	12 DEC '17

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V8W 2E6

ADDITION TO RESIDENTIAL
AND COMMERCIAL
BUILDING
1501-1503 HAULTAIN STREET
VICTORIA, B.C.
SITE PLAN EXISTING

project no.:	17-515
date	12 DEC 2017
drawn by	LOWE
checked by	AA

A1.0

Received
City of Victoria
MAY 22 2018
Planning & Development Department
Development Services Division

AVERAGE GRADE CALCULATIONS

POINTS A & B: $((16.78 + 16.89) \div 2) \times 25m = 420.87$
 POINTS B & C: $((16.89 + 17.21) \div 2) \times 10m = 170.5$
 POINTS C & D: $((17.21 + 16.78) \div 2) \times 23m = 391$
 POINTS D & A: $((16.78 + 16.78) \div 2) \times 10m = 167.85$

$= 1,150.22$

$1,150.22 \div 68m = 16.91m$ AVERAGE GRADE

PROJECT INFORMATION

LEGAL ADDRESS: LOT 24 BLOCK 15 PLAN VP835
SECTION 48 LAND DISTRICT 57

CIVIC ADDRESS: 1501-1503 Haultain St.
VICTORIA, B.C.

ZONING DATA

ZONING: C - 1: Limited Commercial District

SITE AREA: 511 m² (5,500 sq.ft.)

GROUND FLOOR AREA (EXISTING): 156 m² (1,684 s.f.)

GROUND FLOOR AREA (PROPOSED): 240 m² (2,581 s.f.)

SECOND FLOOR AREA (EXISTING): 179 m² (1,928 s.f.)

SECOND FLOOR AREA (PROPOSED): 234 m² (2,523 s.f.)

THIRD FLOOR AREA (PROPOSED): 240 m² (2,584 s.f.)

SPACE FLOOR RATIO: 1.39

TOTAL FLOOR AREA: 707 m² (7,618 s.f.)

COMMERCIAL FLOOR AREA: 188 m² (2,134 s.f.)

SITE COVERAGE %: 49.3%

OPEN SITE SPACE %: 7.7%

HEIGHT OF BUILDING: 9.67 m (32'-9")

NUMBER OF STOREYS: 3

NUMBER OF PARKING STALLS: 3

BICYCLE PARKING: 22

BUILDING SETBACKS

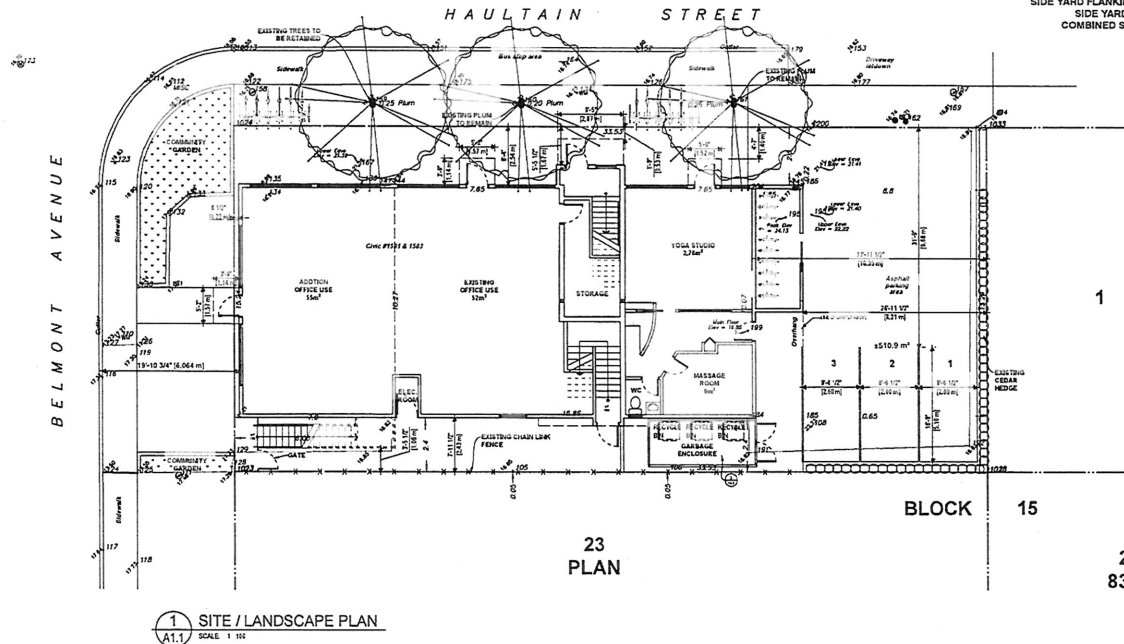
FRONT YARD: 6m

REAR YARD: 2.4m

SIDE YARD FLANKING STREET: 2.4m

SIDE YARD INTERIOR: 3m

COMBINED SIDE YARDS: 5.4m



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RESIDENTIAL USE DETAILS

TOTAL NUMBER OF UNITS: 5

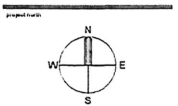
UNIT TYPE: 2 BEDROOM AND 3 BEDROOM

GROUND ORIENTED UNITS: NONE

MINIMUM UNIT FLOOR AREA: 77 m² (834 s.f.)

TOTAL RESIDENTIAL FLOOR AREA: 418 m² (4,504 s.f.)

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No.	Issued / Revisions	Date
5	RE SUBMISSION FOR DP	17 MAY '18
4	FOR DESKIN PANEL MEETING 25 APRIL '18	
3	RE SUBMISSION FOR DP	22 MAR '18
2	RE SUBMISSION FOR DP	20 FEB '18
1	FOR DEVELOPMENT PLAN	12 DEC '17

alan [owe] architect inc.

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V8C 2E6



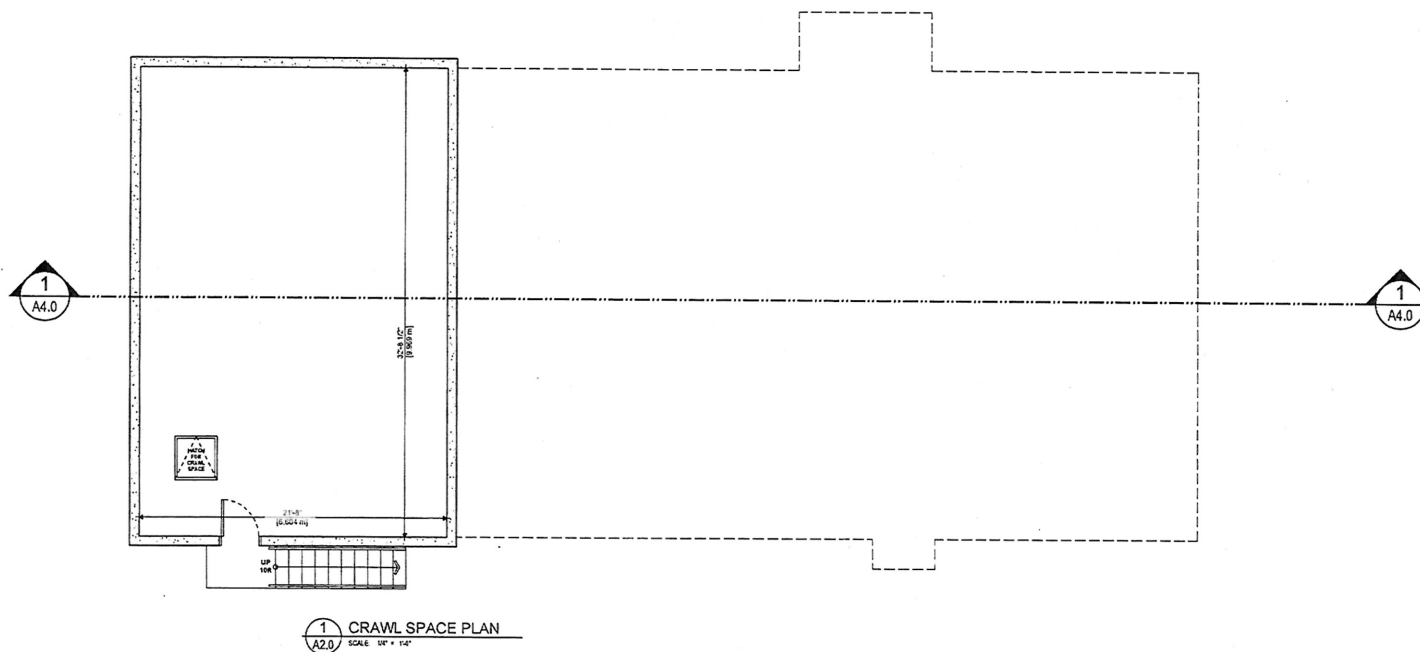
ADDITION TO RESIDENTIAL AND COMMERCIAL BUILDING
1501 / 1503 HAULTAIN STREET

PROPOSED SITE / LANDSCAPE PLAN

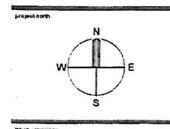
project no.:	17-515
date:	12 DEC 2017
drawn by:	LOWE
checked by:	AA

A1.1

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1 CRAWL SPACE PLAN
 A2.0 SCALE 1/4" = 1'-0"



5	RE SUBMISSION FOR DP	17 MAY '18
4	FOR DESIGN PANEL MEETING 25 APRIL '18	
3	RE SUBMISSION FOR DP	22 MAR '18
2	RE SUBMISSION FOR DP	22 FEB '18
1	FOR DEVELOPMENT PERMIT	12 DEC '17
No.	Issued / Revisions	Date

alan lowe architect inc.
 #118 - 21 Erie Street
 Victoria, British Columbia
 V8W 2M8
 Tel: 250.360.2388

PROJECT TITLE
**ADDITION TO RESIDENTIAL
 AND COMMERCIAL
 BUILDING**
 1871 TROUSDALE STREET
 VICTORIA, B.C.
 DRAWING NO.
CRAWL SPACE PLAN

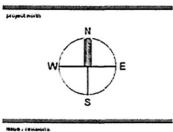
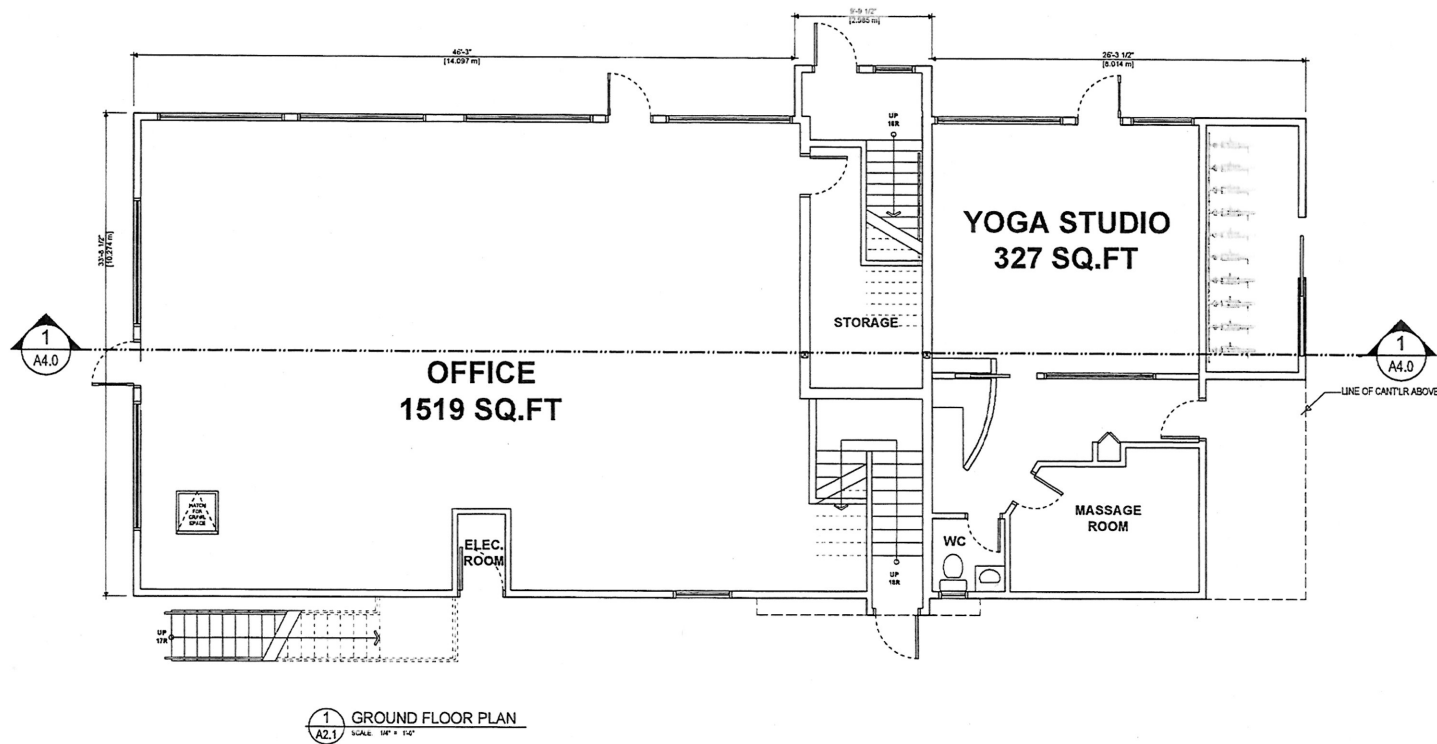
project no.:	17-015
date:	12 DEC 2017
scale:	AS NOTED
prepared by:	LOWE
drawn by:	AA-75
checked by:	

A2.0

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- 5. RE SUBMISSION FOR DP 17 MAY '18
- 4. FOR DESKTOP PANEL MEETING 20 APRIL '18
- 3. RE SUBMISSION FOR DP 22 MAY '18
- 2. RE SUBMISSION FOR DP 22 FEB '18
- 1. FOR DEVELOPMENT PERMIT 12 DEC '17

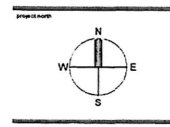
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1 254.300.2300

ADDITION TO RESIDENTIAL
AND COMMERCIAL
BUILDING
1509 HAULTAIN STREET
GROUND FLOOR PLAN

project no.:	17-515
date:	12 DEC 2017
drawn by:	LOWE
checked by:	AA -TS

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**ADDITION TO RESIDENTIAL
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BUILDING**
1301 / 1503 HAULTAIN STREET

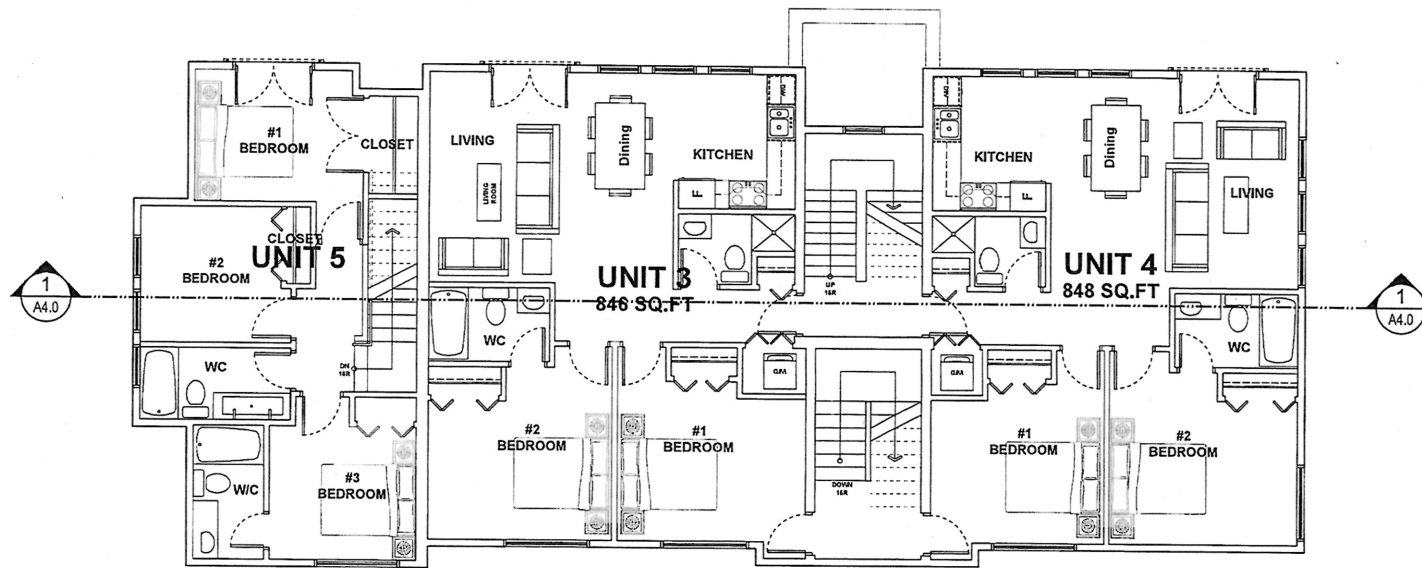
project no.: 17-51

checked by.	LOWE	drawn by.	AA -
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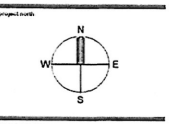
A2.2

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 10/1/18



1 THIRD FLOOR PLAN
 A2.3 SCALE: 1/8" = 1'-0"



5	RE SUBMISSION FOR DP	17 MAY '18
4	FOR DESIGN PANEL MEETING 25 APRIL '18	
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2	RE SUBMISSION FOR DP	22 FEB '18
1	FOR DEVELOPMENT PERMIT	12 DEC '17

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 1 250.360.2868

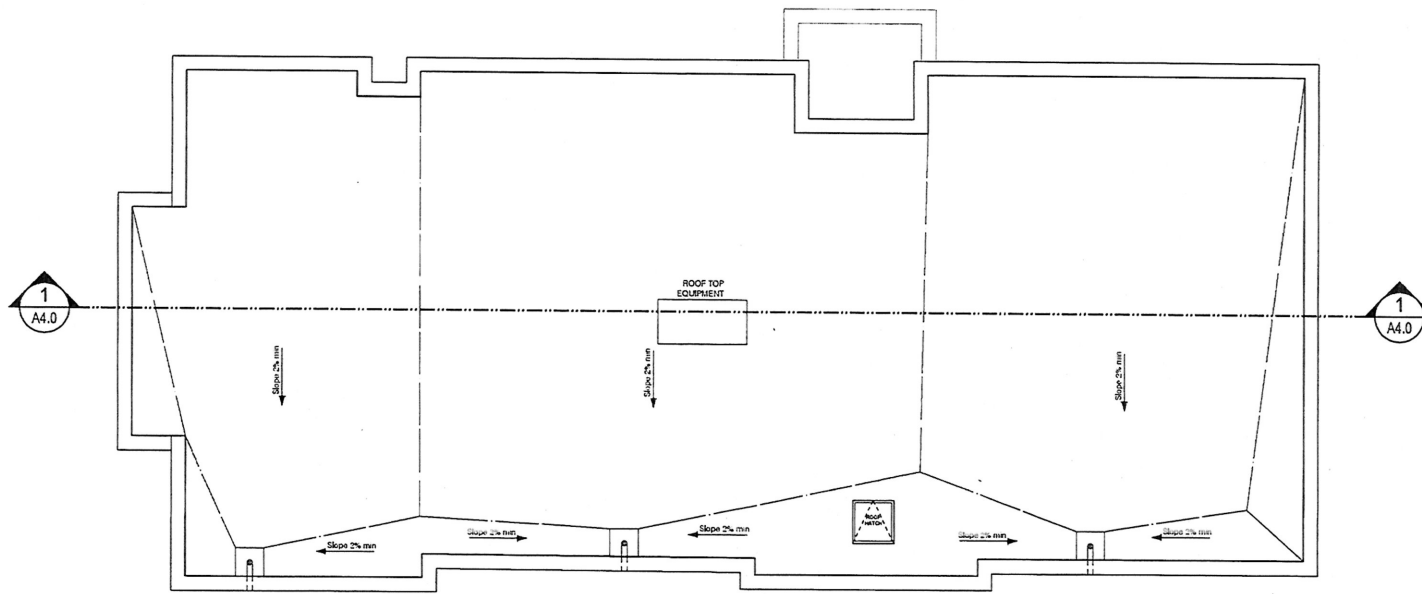
ADDITION TO RESIDENTIAL
 AND COMMERCIAL
 BUILDING
 1011 FERRIS HALL STREET
 THIRD FLOOR PLAN

project no.:	17-515
date:	12 DEC 2017
drawn by:	LOWE
checked by:	AA-TS

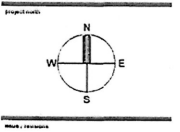
A2.3

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1 ROOF PLAN
A2.4 SCALE: 1/8" = 1'-0"



5	RE SUBMISSION FOR DP	17 MAY '18
4	FOR DESIGN PANEL MEETING 25 APRIL '18	
3	RE SUBMISSION FOR DP	22 MAR '18
2	RE SUBMISSION FOR DP	22 FEB '18
1	FOR DEVELOPMENT PERMIT	12 DEC '17
No.	Issued / Revisions	Date

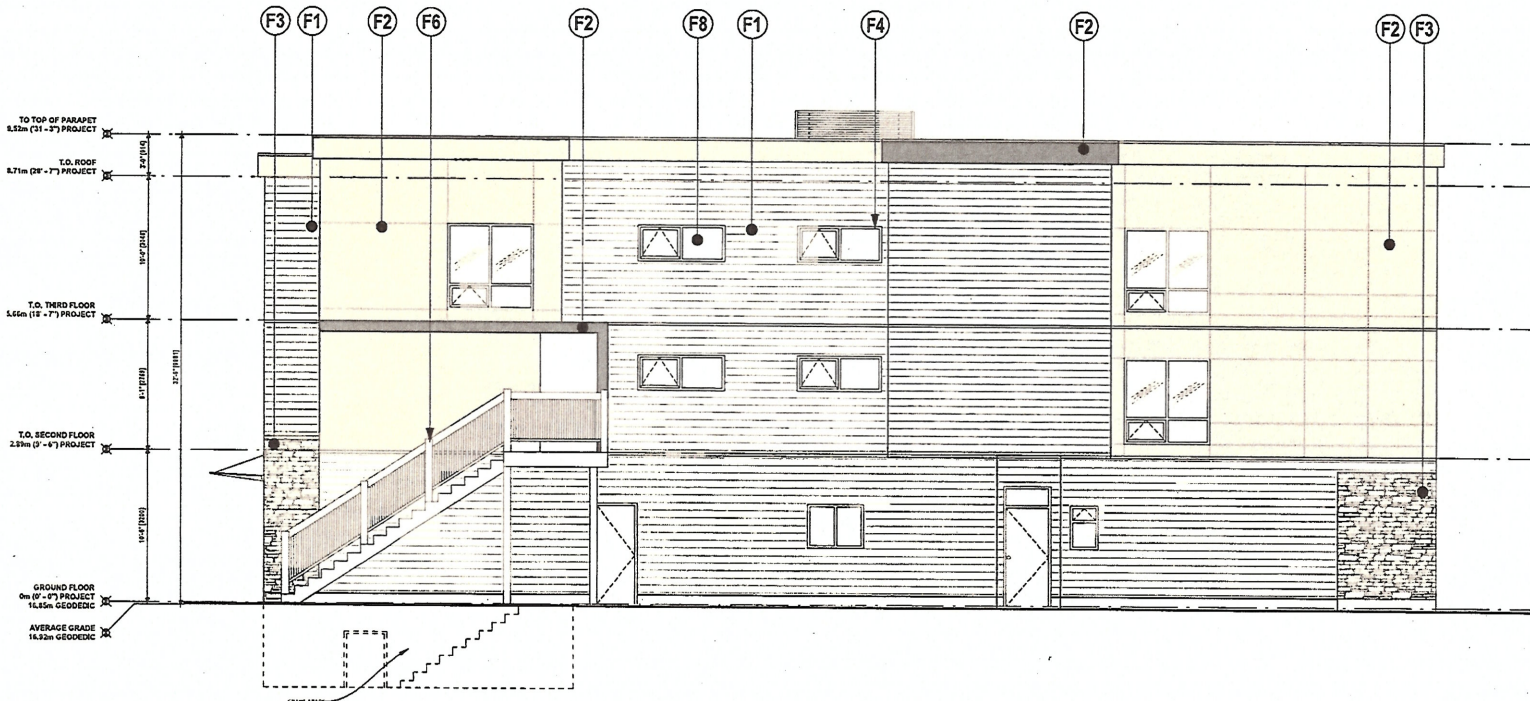
alan lowe architect inc.
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Victoria, British Columbia
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Tel: 250.360.2388
Fax: 250.360.2389

ADDITION TO RESIDENTIAL
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BUILDING
1501 FRED HULTAIN STREET
DRAWING NO.
ROOF PLAN

project no.:		17-515	
date:	12 DEC 2017	scale:	AS NOTED
checked by:	LOWE	drawn by:	AA-TS

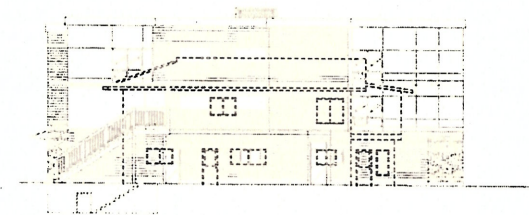
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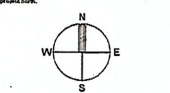
1 SOUTH ELEVATION
A3.0 SCALE 1/8" = 1'-0"

EXTERIOR FINISHES & NOTES:	
1	PAVED PLAZA - BALCONY
2	WATER BENCH - POLISHED CONCRETE
3	MECHANICAL
4	ALUMINUM WINDOW FRAME
5	ALUMINUM WINDOW FRAME WITH GLASS PANELS
6	ALUMINUM WINDOW FRAME WITH GLASS PANELS
7	GLASS WINDOW FRAME
8	GLASS WINDOW FRAME



2 SOUTH ELEVATION WINDOW OVERLAY
A3.0 SCALE NTS

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3	RE SUBMISSION FOR DP 22 MAR '18
2	RE SUBMISSION FOR DP 12 FEB '18
1	FOR DEVELOPMENT PERMIT 12 DEC '17

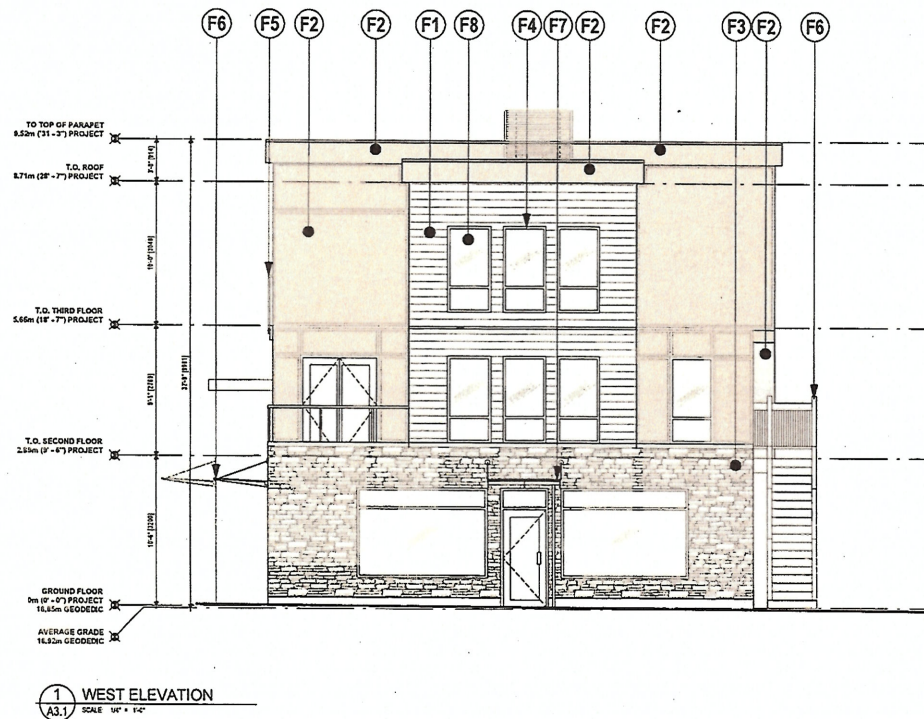
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1 250.300.2559

ADDITION TO RESIDENTIAL
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BUILDING
501 / 1503 HASTINGS STREET
SOUTH ELEVATION

PROJECT INFORMATION	
project no.:	17-515
date:	12 DEC 2017
drawn by:	LOWE
checked by:	AA

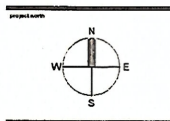
A3.0

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EXTERIOR FINISHES & NOTES :

- ① HANDBRAKE-BALUP
- ② HANDBRAKE-BALUP
- ③ HANDBRAKE-BALUP
- ④ ALUMINUM WINDOW FRAMES
- ⑤ ALUMINUM WINDOW FRAMES
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- ⑧ ALUMINUM WINDOW FRAMES



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

5	RE-SUBMISSION FOR DP	17 MAY '18
4	FOR DESIGN PANEL MEETING 25 APRIL '18	
3	RE-SUBMISSION FOR DP	22 MAR '18
2	RE-SUBMISSION FOR DP	22 FEB '18
1	FOR DEVELOPMENT PERMIT	12 DEC '17

No. Issued / Revision Date

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ADDITION TO RESIDENTIAL
AND COMMERCIAL
BUILDING
501 / 1201 HASTINGS STREET

WEST ELEVATION

project no.:	17-515
date	12 DEC 2017
scale	AS NOTED
drawn by	LOWE
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Development Services Division

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1 NORTH ELEVATION
SCALE: 1/8" = 1'-0"

EXTERIOR FINISHES & NOTES:

- 1. BRICK - EXTERIOR
- 2. BRICK - INTERIOR
- 3. BRICK - INTERIOR
- 4. ALUMINUM WINDOW FRAME
- 5. ALUMINUM WINDOW GLASS
- 6. ALUMINUM WINDOW GLASS
- 7. ALUMINUM WINDOW GLASS
- 8. ALUMINUM WINDOW GLASS

- 5. RESUBMISSION FOR DP 17 MAY '16
- 4. FOR DESIGN PANEL MEETING 29 APRIL '16
- 3. RESUBMISSION FOR DP 22 MAR '16
- 2. RESUBMISSION FOR DP 22 FEB '16
- 1. FOR DEVELOPMENT PERMIT 12 DEC '17

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ADDITION TO RESIDENTIAL
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BUILDING
1501/1503 HALTOUN STREET

Working Title

NORTH ELEVATION

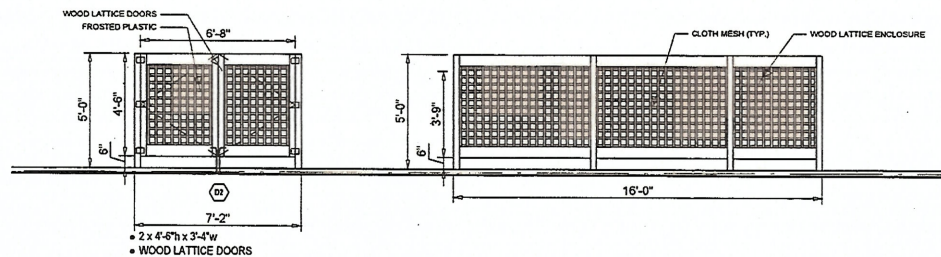
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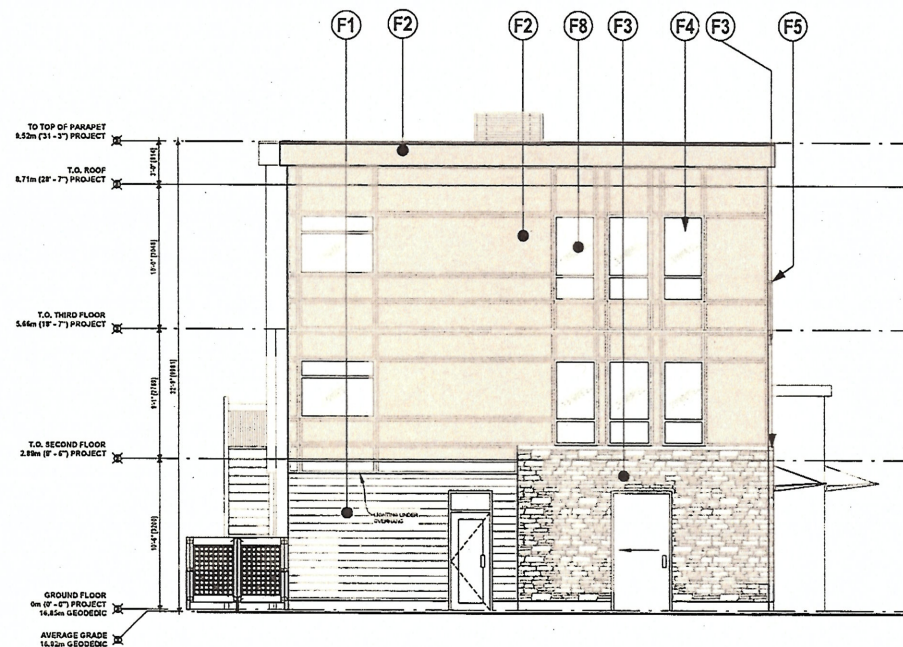
drawn by: LOWE check by: AA

sheet no.: A3.2

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2 GARBAGE ENCLOSURE DETAIL
A3.3 SCALE: NTS



1 EAST ELEVATION
A3.3 SCALE: 1/8" = 1'-0"

EXTERIOR FINISHES & NOTES:

1. WOOD LATTICE ENCLOSURE
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5. RE SUBMISSION FOR DP 17 MAY '18
4. FOR DESIGN PANEL MEETING 25 APRIL '18
3. RE SUBMISSION FOR DP 22 MAY '18
2. RE SUBMISSION FOR DP 22 FEB '18
1. FOR DEVELOPMENT PERMIT 12 DEC '17

No. Issued / Revisions Date

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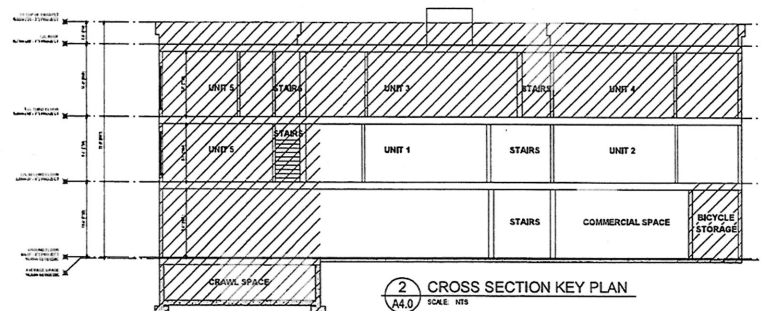
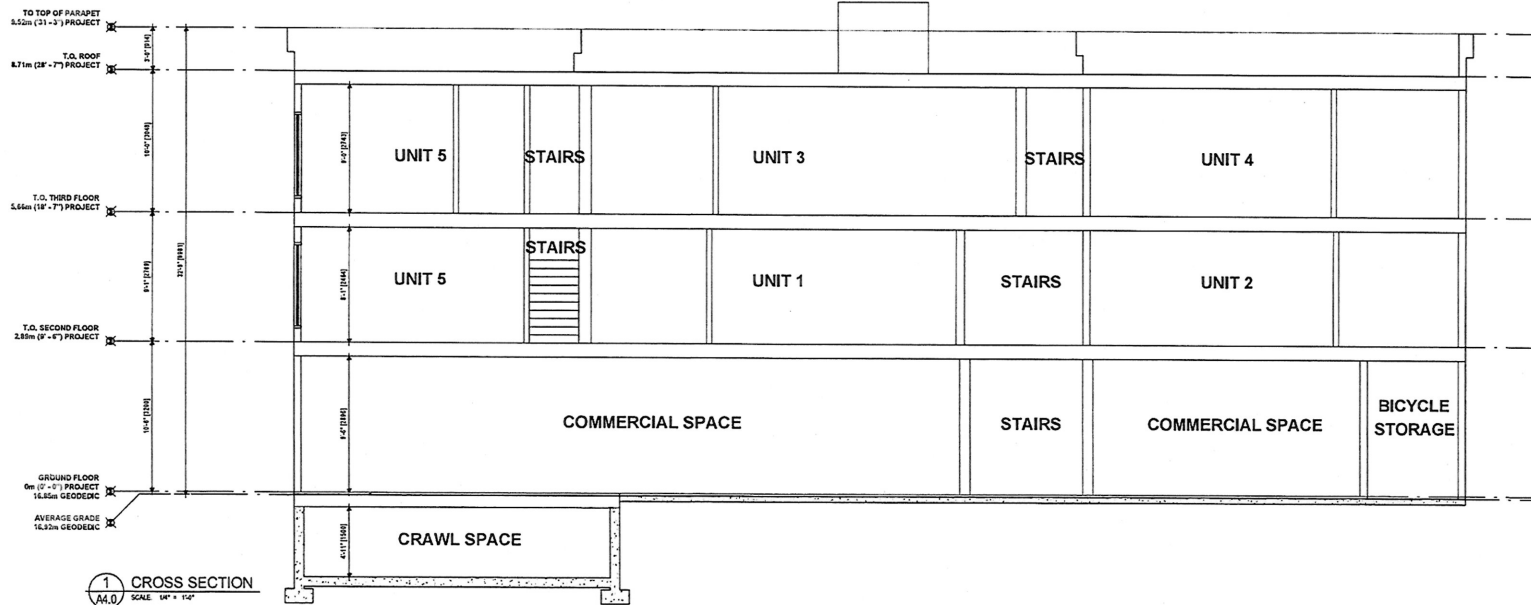
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date: 12 DEC 2017 made: AS NOTED

checked by: LOVE drawn by: AA

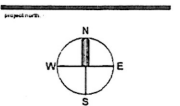
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3	RE SUBMISSION FOR DP	22 MAY '18
2	RE SUBMISSION FOR DP	22 FEB '18
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**ADDITION TO RESIDENTIAL
 AND COMMERCIAL
 BUILDING**
 3511 / 1503 HASTINGS STREET

CROSS SECTION

project no.:	17-515
date:	12 DEC 2017
drawn by:	LOWE
checked by:	AA

A4.0



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

March 21, 2018

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

Dear Mayor and & Council,

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

Existing building

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

Project overview

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

Conformity to Official Community Plan

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

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

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

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

Building Design

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

Community Consultation

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

Variances

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

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

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

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

Regards,



Li Sharp

The City of Victoria
Planning & Development Department
Community Planning Division



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

February 27, 2018

PARKING REVIEW for 1501-1503 HAULTAIN STREET

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

1. Overview

a. Existing Building

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

b. Location

i. Small Urban Village

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

ii. Public transit

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

iii. Modo car

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

iv. U-Bicycles

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

v. Grocery stores

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

vi. Coffee shop

There is a Coffee shop across the street.

vii. Barber shop

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

c. Existing Parking supply

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

d. On-street parking conditions

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

i. Wednesday



Wednesday, December 6, 2017 at 2:51 PM

ii. Thursday,

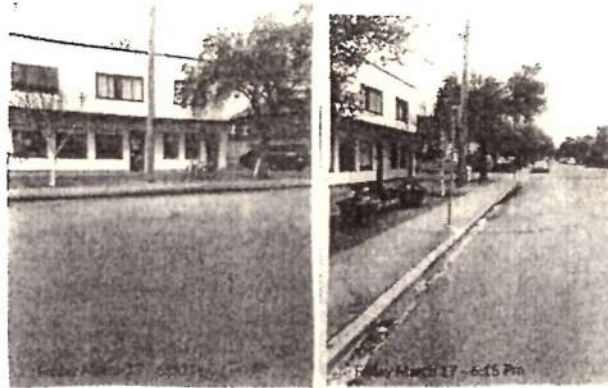


Thursday, March 2, 2017 at 5:30 PM;



Thursday, December 7, 2017 at 4:24 PM

iii. Friday



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

iv. Saturday

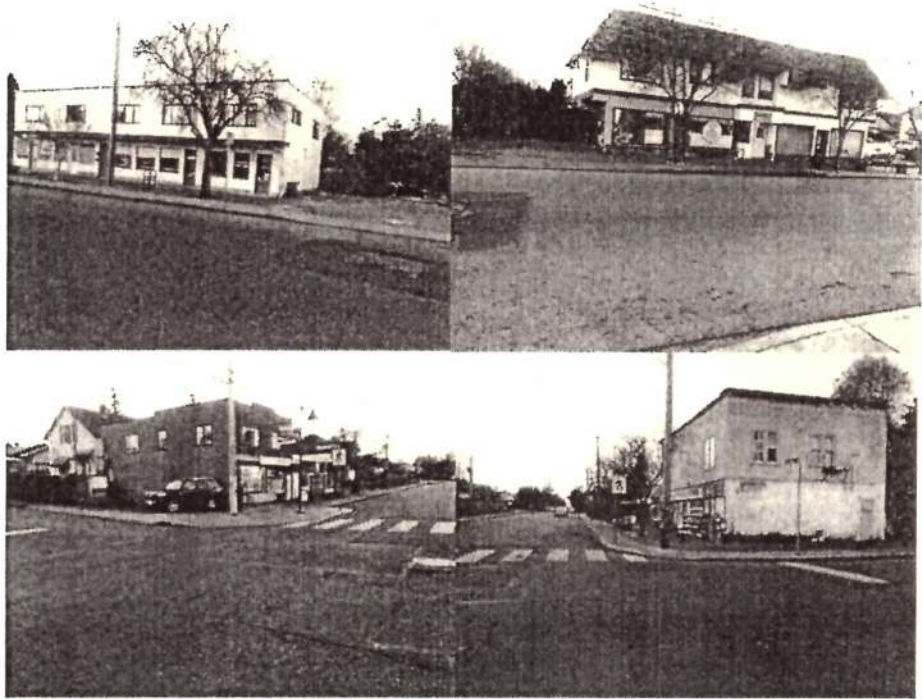


Saturday, March 11, 2017 at 8:00 PM

v. Sunday



Sunday, December 10, 2017 2:00 PM



Sunday, December 10, 2017 at 4:11 PM

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

- e. Current parking requirement
Non-conforming.

2. Overview of proposed development

a. New addition

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

b. Land use of the commercial area

i. Orthodontic office

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

ii. Yoga studio and massage office

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

c. Parking supplies of proposed development

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

d. Parking requirement for the proposed development

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

3. Mitigation of parking issue

a. Parking management

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

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

b. Demand Management

i. Bicycle

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

ii. Electric bicycles

Electric bicycles will be provided for the residents above.

iii. Trip End facility

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

iv. Modo Car Sharing membership

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

v. Existing transit stop

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

vi. Tenants of residential apartments

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

vii. Hiring for the orthodontic office within the area

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

4. Precedents of approved parking variance

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

5. Summary

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

Regards,



Li Sharp



FERNWOOD COMMUNITY ASSOCIATION

March 22, 2018

Mayor and Council, City of Victoria

Re: 1501 – 1503 Haultain Street – DPV No. 00066

The Fernwood Land Use Committee, in partnership with the Oaklands Land Use Committee, held a land use meeting on Tuesday, January 30, 2018 at 7:30 PM at the Oaklands Community Centre.

At the January 30th meeting the owner of 1501-1503 Haultain discussed the changes being proposed to this building.

Of the four Zoning Regulation Bylaw variances discussed, the one decreasing the required number of vehicle parking stalls from 14 to 3 took up the bulk of the questions asked. Concern was expressed about the negative impact on neighbouring properties, both residential and commercial, that a parking variance of this magnitude would have. Residents reported that historically parking by Jubilee Hospital staff has been problematic, resulting in 'residential parking only' recently being instituted on the portion of Haultain Street immediately east of the site.

Section 6.20, on Page 45, of Victoria's current Official Community Plan says: 'Prepare local area plans for...Haultain Corners Village...to support the development of complete Urban Villages...' Another consideration is the pending start on development of a new Fernwood Neighbourhood Plan. The small commercial area where this property is located is of keen interest to both Fernwood and Oaklands and currently has a unique character, form and function. To approve a significant change at one corner without considering the other three corners and the neighbourhood's vision for the area seems premature at this point.



FERNWOOD COMMUNITY ASSOCIATION

At this time, and for the reasons discussed above, the Fernwood Land Use Committee does not support a parking variance of this magnitude.

The Oaklands Community Association Land Use Committee acknowledges the street parking concerns that residents have with the proposed variance. The commercial area at Haultain corners has had unrealized potential for a long time. The neighbourhoods need a more planned approach to developing Haultain Corners, as opposed to the reactive planning approach currently underway, if we are to have a small urban village that benefits the neighbourhood. We are on the cusp of new neighbourhood plans for both Fernwood and Oaklands, and any significant changes to the commercial properties on this corner might look ahead to anticipated changes signalled in those plans.

Sincerely

David Maxwell, Chair
Land Use Committee
Fernwood Community
Association

Sincerely

Ben Clark, Chair
Land Use Committee
Oaklands Community
Association



Advisory Design Panel Report

For the Meeting of April 25, 2018

To: Advisory Design Panel **Date:** April 16, 2018
From: Leanne Taylor, Senior Planner
Subject: **Development Permit with Variance Application No. 00066 for 1501 and 1503 Haultain Street**

RECOMMENDATION

Recommend to Council that Development Permit with Variance Application No. 00066 for 1501 and 1503 Haultain Street be approved with changes recommended by the Advisory Design Panel.

EXECUTIVE SUMMARY

The Advisory Design Panel (ADP) is requested to review a Development Permit with Variance Application for 1501 and 1503 Haultain Street and provide advice to Council.

The proposal is to expand and renovate the exterior of the building and construct a third residential storey. The following policy documents were considered in assessing this Application:

- *The Official Community Plan (OCP, 2012)*
- *Multi-Unit Residential, Commercial and Industrial Design Guidelines (2012)*
- *Guidelines for Fences, Gates and Shutters (2010)*
- *Advisory Design Guidelines for Buildings, Signs and Awnings (2006).*

BACKGROUND

Project Details

Applicant: Ms. Li Sharp
Architect: Mr. Alan Lowe, MAIBC
 Alan Lowe Architect Inc.

Development Permit Area: Development Permit Area 16, General Form and Character
Heritage Status: n/a

The following data table compares the proposal with the existing C-1 Zone, Limited Commercial District. An asterisk is used to identify where the proposal is less stringent than the existing Zone.

Zoning Criteria	Proposal	Current Zone C-1
Site area (m ²) – minimum	511.00	n/a
Density (Floor Space Ratio) – maximum	1.37:1	1.40:1
Total floor area (m ²) – maximum	697.70	715.40
Height (m) – maximum	9.98	12.00
Storeys – maximum	3.00	n/a
Site coverage % – maximum	49.30	n/a
Parking – minimum		
Existing Schedule C	3 *	14
Proposed Schedule C	3 *	14
Bicycle parking stalls – minimum		
Existing Schedule C		
Class 1	10	0
Class 2	0	0
Proposed Schedule C		
Class 1	10	0
Class 2	0	0
Setbacks (m) – minimum		
Front (Belmont Avenue)	0.22 *	6.00
Rear (east)	8.21	6.00
Side (south)	1.06 *	3.00
Flanking Street (Haultain Street)	1.67 *	2.40

Description of Proposal

The proposal is to expand and renovate the exterior of the building and construct a third residential storey. The development has a proposed floor space ratio (FSR) of 1.37:1. The proposed site plan, architecture and landscape design include the following details:

- contemporary architectural features including a flat roofline and contemporary-style windows and materials
- exterior building materials include acrylic stucco, modern brick, aluminum window frames, aluminum railings with glass panels, aluminum roof for canopies, cedar wood accents and wood soffits

- main residential entryway fronting Haultain Street and a secondary entrance on the south elevation for upper level dwelling units
- ground floor commercial space with entryways along both frontages
- new bicycle storage room on the east side of the building to accommodate ten Class 1 bicycle parking spaces
- three on-site surface parking spaces.

Sustainability Features

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

Consistency with Design Guidelines

The *Official Community Plan* (OCP, 2012) Urban Place Designation for the subject property is Small Urban Village (Haultain Corners Village), which supports low-rise, mixed-use buildings up to approximately three storeys. It also encourages the enhancement of Haultain Corners Village. The OCP identifies this property in Development Permit Area (DPA) 16: General Form and Character. The objectives of this DPA are to support development that provides a sensitive transition to adjacent and nearby areas with a current built form of three storeys or lower, and to integrate new development in a manner that is complementary and responds to the place character through a high quality of architecture, landscape and urban design.

The proposed development site is surrounded by single family dwellings. The existing C-1 Zone does permit a height of 12m (approximately four storeys); however, the applicant is proposing a building height of 9.93m (three storeys), only one storey higher than the surrounding buildings abutting the subject property. For comparison, the majority of existing buildings in Haultain Corners Village are approximately two storeys. Given the policy direction in the OCP and maximum height permitted in the C-1 Zone, staff support a three storey building at this location.

Staff had some initial concerns with the design of the residential entryway, exterior materials and canopies above the ground floor commercial units. The applicant responded to staff comments by further accentuating the residential entryway and adding a modern brick material along the building base. Overall, the proposal is consistent with DPA 16 and the applicable design guidelines.

ISSUES

The issues associated with this project are:

- building transition
- canopies above the ground floor commercial units and residential entryway
- application of materials on the building.

Building Transition

The *Multi-Unit Residential, Commercial and Industrial Design Guidelines* state that multi-residential developments directly abutting any residential building lower and smaller in scale should provide a transition in form and massing to lower density building forms and be designed to address privacy, particularly for portions of the development abutting the side yards of adjacent single-family dwellings. The proposed development site is located on the edge of

Haultain Corners Village and abuts properties designated Traditional Residential in the OCP; therefore, the impact of an additional storey on the adjoining property is an important consideration. The current south setback would not be reduced; however, exterior stairs are being proposed, which would project over a metre into the current setback. On the east side, the building is set back 8.21m from the property line, which remains relatively unchanged. The Advisory Design Panel's input on this aspect of the design with special attention to the transition to the lower density residential areas would be welcomed.

Canopies above the Ground Floor Commercial Units and Residential Entryway

The *Multi-Unit Residential, Commercial and Industrial Design Guidelines* encourage the use of overhangs and canopies designed to integrate with the architectural features of the building, especially on commercial buildings. The applicant is proposing canopies above the ground floor commercial units and the main residential entryway. The residential entryway projects slightly in front of the commercial units, with a large canopy above. The ADP's input on the proposed canopies with special attention to the distinct rhythm along the façade would be welcomed.

Application of Building Materials

The *Multi-Family, Commercial and Industrial Design Guidelines* encourage high quality and durable exterior building materials that enhance and articulate street frontages. The predominant material on the building is acrylic stucco with a modern brick material along its base. Several existing buildings in Haultain Corners Village are finished with stucco. The ADP's input on this aspect of the design with special attention to the application of acrylic stucco on the building would be welcomed.

OPTIONS

1. Recommend to Council that Development Permit with Variance Application No. 00066 for 1501 and 1503 Haultain Street be approved as presented.
2. Recommend to Council that Development Permit with Variance Application No. 00066 for 1501 and 1503 Haultain Street be approved with changes recommended by the Advisory Design Panel. **(Recommended)**
3. Recommend to Council that Development Permit with Variance Application No. 00066 for 1501 and 1503 Haultain Street does not sufficiently meet the applicable design guidelines and policies and should be declined.

CONCLUSION

The Application can benefit from further design refinement to improve consistency with the relevant design guidelines, particularly in relation to building transition, canopies above the ground floor commercial units and the residential entryway, and application of materials on the building. Comments from the ADP are welcomed on these as well as any other aspects of the design that may require refinement.

ATTACHMENTS

- Aerial Map
- Subject Map
- Applicant's letter received March 22, 2018
- Plans date stamped February 22, 2018.

cc: Ms. Li Sharpe; Mr. Alan Lowe, Alan Lowe Architect Inc.

MINUTES OF THE
ADVISORY DESIGN PANEL MEETING
HELD WEDNESDAY APRIL 25, 2018

1. THE CHAIR CALLED THE MEETING TO ORDER AT 12:05 PM

Present: Jesse Garlick (Chair); Elizabeth Balderston; Sorin Birliga; Paul Hammond; Jason Niles; Stefan Schulson

Absent: Justin Gammon; Deborah LeFrank; Carl-Jan Rupp

Staff Present: Miko Betanzo – Senior Planner, Urban Design
Robert Batallas – Senior Planner
Joaquin Karakas – Senior Planner, Urban Design
Alec Johnston – Senior Planner
Merinda Conley – Senior Heritage Planner
Katie Lauriston – Secretary

2. NEW BUSINESS

Introduction: Review and Update to the Old Town Design Guidelines

Mr. Batallas and Mr. Karakas provided a brief presentation on the review and update to the Old Town Design Guidelines.

3. APPLICATIONS

3.1 Development Permit with Variance Application No. 00066 for 1501 and 1503 Haultain Street

The City is considering a Development Permit with Variance Application to expand and renovate the exterior of the building and construct a third residential storey.

Applicant meeting attendees:

JOHN WILLIAMS
LI SHARP

ALAN LOWE ARCHITECT INC.
APPLICANT

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

- building transition
- canopies above the ground floor commercial units and residential entryway
- application of materials on the building.

Mr. Lowe provided the Panel with a detailed presentation of the site and context of the proposal.

Questions of clarification were asked by the Panel on the following:

- why was brick selected?
 - initially stone was proposed, but brick is more modern
- does the brick reference any surrounding buildings?
 - no, but either brick or stone provides a stronger base
- is there a difference in height between the lighter-coloured accent element and the rest of the building body?
 - there is a difference in the height of the parapets, but no difference to the ceiling height
- what paving materials are proposed in the rear exit area?
 - there is a concrete sidewalk at the back connecting the stair access to the new crawlspace
- was a fence considered at the rear to separate private and public spaces?
 - a fence is proposed along the south side as well as a fence and lattice for the garbage area
 - a gate could be considered
- is there any requirement for private outdoor space with this application?
 - outdoor balconies are provided
 - balconies were desired on Haultain Street as well, but after speaking with the Parks department the street trees were prioritized
- does only the one corner unit have a balcony?
 - yes, and the other units have Juliet balconies
- why is the east corner of the building cantilevered?
 - this space is for bicycle parking
- how do vehicles manoeuvre in the parking area?
 - the proposal maintains the existing parking conditions
- are any parking spaces for commercial use?
 - the parking may be for commercial during day and residents at night, but this has yet to be determined
 - an extensive transportation review and neighbourhood consultation has been conducted
 - Council previously approved a large parking variance at this location for a wine bar
- will the community garden be retained?
 - yes, and it will be expanded
- what was the result of the neighbourhood discussions?
 - neighbours have mostly been very supportive of the proposal
 - the community is very passionate about the garden; many appreciate that there will not be changes to the garden and that the owners will continue to provide water for the garden
 - neighbours would like a Walnut tree planted
- what is the transition between brick and acrylic stucco on the northeast corner?
 - the brick is proposed on the north façade, with stucco on the east façade
- how were the materials selected, and were any other materials considered?
 - no further materials were considered; the two colours of stucco break up the face of the building while the brick is appropriate at the base
- is there stucco above the residential entry?
 - yes
- was the opportunity for a window into the front stairwell considered?
 - this would be possible

- what is proposed for the outdoor space between the community garden and the office addition?
 - this will be patio space
- is the same patio space proposed along the Haultain frontage?
 - yes
- was a vertical element or glazing on the sides of the residential entrance considered?
 - carrying the brick across the north façade was considered, but the proposed design creates an entrance that pops without the need for additional materials, and is accented with a different canopy
- was glazing on the sides of the entrance considered?
 - this could be considered
- is there a reason that the door on the west elevation is not centered on the wall?
 - the window placement is based on the existing location of the windows, and they have been left in this location
 - the windows could be moved
- were any other design approaches considered to the window treatments at Haultain Corners?
 - the existing windows were brought out 6m
 - the proposed design has the windows better placed to front Belmont Avenue rather than having four windows facing the corner
- what is the proposed signage placement?
 - signs will likely hang from the canopies, but this would be confirmed through the sign permit process.

Panel members discussed:

- opportunity to reconsider proposed stucco materials in lieu of more durable materials appropriate to the context
- the need to refine how the brick turns the southeast corner
- desire for lighter, continuous wood element to make entry less abrupt
- desire to revisit window alignment on the west side
- the need to sensitively transition to the lower-scale residential neighbourhood, especially on the east elevation
- opportunity to carry canopies over to the corners to create more visual interest and to shelter pedestrians, or to extend the garden where there is no canopy
- opportunity for placemaking to improve Haultain Corners
- 3-storey scale is appropriate, and the proposal improves the existing conditions
- safety concerns with the existing parking configuration
- CPTED concerns for the proposed bicycle parking area
- opportunity to reconfigure the parking area to add private outdoor green space for residents
- opportunity to avoid cantilever with redesign of parking area
- desire for landscaping to soften the amount of concrete
- the need for a gate at the rear to mitigate CPTED concerns
- the need for railings at the rear stair access
- the need to resolve the entrance area
- opportunity for a more delicate, interesting residential entrance addition
- the proposed scale, rhythm and upper level articulations supportability from an OCP perspective.

Motion:

It was moved by Jesse Garlick, seconded by Elizabeth Balderston, that the Development Permit with Variance Application No. 00066 for 1501 and 1503 Haultain Street be approved with the following recommendations:

- review the site plan including the south exit path and the east portion behind the bicycle parking from a CPTED perspective to eliminate safety concerns
- consider reducing the paved parking area to increase residents' private outdoor space
- that the City consider working with the residents' association to improve pedestrian circulation with regard to the community garden
- consider replacing the stucco on the upper floor with a higher quality material
- reconsider the overall building design, including the window and door placement and the termination of the brick façade
- refine the canopy design including extents and detailing.

Carried

For: Jesse Garlick (Chair); Elizabeth Balderston; Sorin Birliga; Paul Hammond;
Stefan Schulson

Against: Jason Niles



May 8, 2018

To whom it may concern:

This letter will confirm that Cinnabar Brown Holdings Ltd. and Modo Co-operative entered into an agreement on March 7, 2018 for the provision of five Modo Partnership Memberships for the benefits of residents of the building located at 1501 Haultain Street, Victoria BC.

Regards,

Sylvain Cellaire
Business Development Manager

Eden's Barber Shop
1510 Haultain St.
Victoria, BC

December 28, 2017

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

Dear Mayor and City Council,

I am the owner of Eden's Barber Shop. I am writing to express my full support for the new development of 1501 Haultain Street.

As a business owner at Haultain Corners, I would like to see the positive change to the building. The modern building will bring new life to the neighborhood. It will benefit the businesses and residents.

We are on the bus route to most of designations of the city and the greenway for bicycles. There are sidewalks along the streets in the neighborhood. The residents and patrons of the business have plenty options for alternative transportation.

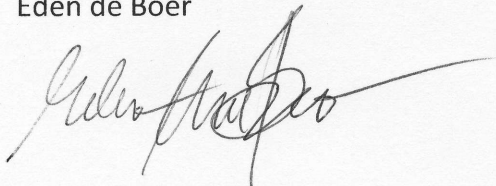
I am glad to see that the addition of the building will replace the unsightly parking lot and the community garden will be retained. The added density to the existing lot will provided much needed housing in the neighborhood without resulting in urban sprawl.

I am looking forward to seeing the new development unfold.

I urge the City of Victoria to approve the new development.

Regards,

Eden de Boer

A handwritten signature in dark ink, appearing to read 'Eden de Boer', with a long, sweeping horizontal line extending to the right.

Eden's Barber Shop
1510 Haultain Rd.
Victoria, BC

From: U Retreat [REDACTED]
Sent: January 4, 2018 5:29 PM
To: Leanne Taylor <ltaylor@victoria.ca>
Cc: Li Sharp <[REDACTED]>
Subject: 1501-1503 Haultain Street, Victoria, BC V8R 2K1

Dear Ms Taylor, Mayor and Council,

As a business owner in the heart of Oaklands, at 1500 Haultain Street and as a resident of the area for 16 of my 18 years in Victoria, I am writing in support of the project at 1501-1503 Haultain Street.

We have seen this area know as Haultain Corners change and positively evolve over the past few years. I have met Li and believe her intentions for the neighbourhood are to continue that evolution, while keeping the heart of the community in mind.

As far as parking, we have been here for a year and have had no issues for our customers. In fact many people visiting us are on bikes or foot. Being on a transit route is also very helpful.

With Warmth,

Melanie Nelson
Owner/Operator
[URetreat Spa](#) and Wellness
[REDACTED]
1500 Haultain Street



1440 Haultain Street

Victoria B.C. V8R 2J9

778 265 6225

Re: Proposed Building Development

1501-1503 Haultain Street, Victoria, BC V8R 2K1

Attention: Ms. Leanne Taylor

City Planning Department, City of Victoria

Dear Mayor Helps, and Victoria City Council members

I am writing this simple letter of support for the proposed building development in the address above, the full details which have been shared with me by new owner, Li Sharp.

The Local General Store has been in the Haultain Corners area for almost 5 years, and we have deep appreciation for the unique community character of this area. It is Victoria's hidden gem.

It is for this reason that we are supportive of the proposed building improvements under discussion. The Sharps appear to have a genuine interest in preserving what is special about this commercial corner while aiming to visually improve the appearance and function of the building in question. I appreciate the effort being made to encourage non-vehicle transportation in whatever ways possible. We also appreciate their intent to preserve and enhance the historical display established by local community volunteers a number of years ago.

We support their application for parking variances and urge the city to allow this project to go ahead.

Thank you

Alix Harvey

Owner, The Local General Store

December 13, 2017

Dear Mayor and City Council,

We would like to express our support for the proposed development at 1501-1503 Haultain Street. It will be a great transformation of the dated building and will become an asset for the neighborhood.

We are neighbors of the building at 1501-1503 Haultain Street. We are happy to have a professional office as our neighbor. An orthodontic office will be a good fit for the neighborhood. Since the office does not open evenings and weekends, it is a perfect mix for the residential and commercial use. As a resident, we would like to have a quiet neighbor in the evening. We would like to have the quiet residential atmosphere of the neighborhood in the evenings maintained.

The addition to the beloved community garden, together with the addition to the building, will replace the unsighted parking lot at the corner of Belmont and Haultain Street. The rejuvenated building and the enlarged community garden will beautify Haultain Corners.

The proposed development will revitalize Haultain Corners, which will give the neighborhood a much needed facelift. We believe that the Oaklands and Fernwood neighborhoods would benefit from rejuvenation of the building and the community garden.

We would love to see the new business open and the transformation of the building at Haultain Corners.

We urge the City of Victoria to approve the proposed development.

Regards,

LeRynn

Name

1590 Haultain St.

Address

Ann Pitna

Name

1505 Haultain St.

Address

Gordon Bushell

Name

2575 Belmont St

Address

Andy

Name

1446 HAULTAIN ST.

Address

Mingee Lee
2539 Belmont Ave.

Bob C'Brien
2533 BELMONT AVE

February 6, 2018

To: Mayor and Council

Re: Development of 1501 Haultain Street

I would like to take this opportunity to express some of my thoughts after attending a land use meeting at Oaklands Community Centre on Tuesday, January 30th, which was chaired by the Fernwood Community Association.

The land use issue of interest to me is the development at 1501 Haultain Street, situated at the corner of Haultain Street and Belmont Avenue. I live at 2549 Belmont Ave, three doors away from the building under discussion and my family and I have lived here for 18 years now. During that time we have witnessed, and been a part of, the beautification and revitalization of the Haultain Corners, which has resulted in many new businesses moving to the Corners. These thriving small businesses are truly the cornerstone of our community now and this area has been transformed from being poorly lit, underused and heavily graffitied to a place which is thriving, vibrant and inviting. This transformation is due, in large part, to the efforts of local residents and the small community-focussed businesses that have chosen this as their "home".

The proposal for redevelopment at this site put forth at the land use meeting by owner Li Sharp would require variances for both parking stalls and bicycle parking stalls, as well as variances for the building's setback from the road on three sides. I would like to respond to these requests.

Firstly, I am very concerned about a development that entails almost doubling the square footage of the existing building while cutting the number of parking spaces dramatically. As I understand it, there would be five rental suites and two businesses on the premises. That combination of commercial and rental spaces would normally require 12 parking spots. The owner proposes to provide only three spaces, which does not even provide a parking spot for each suite, much less for the current yoga studio or the new dentist office. As a result, street parking will have to be used to meet all of these needs.

Currently, the existing small businesses on the Corners do not always have adequate space in front of their properties for their customers due to the location of bus stops and driveways. As the pressure on street parking increases due to this development, I believe that the local businesses will suffer and begin to lose customers. The yoga studio, for

example, would lose all of its current parking spots for its clients. Mrs. Sharp was unable to suggest any reasonable way to mitigate the effect of the loss of these parking spaces other than to suggest that she will tell her tenants to move their cars elsewhere during the daytime. For stay at home parents, individuals who work from home, or shift workers this is an unworkable solution. In any case, the only remaining option would be for them to move their cars to street parking which would only exacerbate the problem. At the same time, the owner is asking to significantly reduce the number of bicycle stalls required for this building. Neither of these requests make sense or meet the needs of the occupants of the building, the local businesses or the community.

Secondly, I feel that decreasing the setbacks on three sides of the building, as well as adding another story, does not fit with the small commercial building scale of this neighbourhood. Adding another story may create more rental housing in the community, but the size of that addition should fit in with the surrounding buildings and not have such a big impact on the street and on parking.

I would like to see a more thoughtful plan put into place that takes into consideration those community members who live and work here. For example, perhaps setting the addition back to allow for extra parking and for covered bike racks would make sense, and would more closely fit the scale of the existing buildings in our community.

Thank you for your consideration of my concerns.

Kay Marshall
2549 Belmont Ave.
Victoria, B.C.

Please find attached photos of occupied parking spots at the Corners at different times of day over three week days and a weekend, to illustrate why I feel that forcing tenants and customers to park on the street is not a viable option.



Feb. 6 12:25



Feb. 6 1:00



Feb. 8 9:35



Feb. 8 9:36



Feb. 9 11:55



Feb. 11 12:31

1423 Haultain Street
Victoria BC V8R2J6

February 14, 2018

City of Victoria
#1 Centennial Square
Victoria BC V8W1P6
Attention: Mayor & Council

RE: Development Permit Application with Variances
1501-03 Haultain Street, Victoria BC

Dear Mayor & Council,

Having reviewed the materials submitted in support of this application on the City website and heard the applicant's presentation at a community meeting held at Oaklands Community Centre January 30, 2018, I wish to register my opposition to the proposed project.

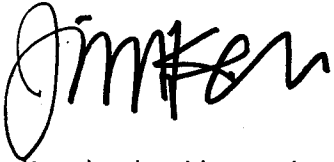
I believe that the variance requested to reduce the number of required off-street parking spaces is extreme and unjustifiable. The project would more than double the existing building floor area and density yet proposes to reduce the number of off-street spaces from the current 6 to just 3! Based on Zoning Bylaw Schedule C, the increased amount of commercial space and number of residential units requires a minimum of 12 off-street spaces. If this variance is approved, 9 out of 12 vehicles (by the City's own calculations) used by building occupants would need to be parked in nearby streets. This in turn would impact the limited street parking available for existing businesses at the Haultain-Belmont Corners, currently 10-12 spaces on Haultain Street fronting the four C-1 zoned properties, and would inevitably overflow onto adjacent residential streets. While the Haultain spaces are not all used in the evenings/weekends now, they are well utilised on weekdays when the existing businesses are open.

Unlike the recent DVP approved for a small wine bar in the existing building, which would have operated during evenings only, the proposed orthodontist office will attract its clientele during weekdays when parking demand is at its peak. As the proposed residential units each have 2 or 3 bedrooms, there is little reason to support reducing the City requirement of 1.3 parking spaces per unit, even though the site is located on a bus route and bike path/greenway.

Secondly, I submit that the enlarged 3 level building proposed will be out of scale with the existing Haultain-Belmont Corners precinct, which features modest 2 storey buildings forming a coherent ensemble. The proposed 3rd storey will result in more overshadowing of the pedestrian zone along Haultain Street and will create overlook and privacy concerns for the existing 2575 Belmont residence to the south, further exacerbated by the south side yard setback variance also being requested.

If approved, this project will set a poor precedent for the future of the Haultain-Belmont Corners and other similar neighbourhood village centres. It would send a clear message that parking requirements can be largely ignored in the pursuit of increased density. While some increase in rental housing and neighbourhood commercial space in exchange for modest variances to parking and/or setback requirements may be worthy of consideration, I believe this proposal clearly fails to provide a reasonable tradeoff.

Thank you for your consideration,

A handwritten signature in black ink, appearing to read 'James Kerr', with a large, stylized initial 'J'.

James Kerr, local resident and architect

February 23, 2018

City of Victoria
Attn: Mayor and Council

Re: Development permit application with variances
1501-1503 Haultain Street, Victoria BC

Dear Mayor and Council,

After attending the neighborhood meeting regarding this application and hearing the applicant's presentation, I am writing to voice my opposition to the proposed project.

I started a small business in the Haultain Corners ten years ago, and it has slowly turned into the focal point for the area. I have watched the neighborhood go from a place where people didn't want to live or shop, to one of the most desired communities in the city. As a business in the area, my main concern is the variance to reduce off-street parking spaces. The applicant is seeking to reduce the current number of spaces to 3, while at the same time increasing the commercial space and residential units. That means that the overflow of parking from the commercial and residential units will spill out onto the current street parking and greatly affect the existing businesses.

A second concern is the plan to enlarge the building to a three-story structure. This addition will look out of place given the rest of the surrounding buildings are two-story along with the adjacent houses, which will be severely overshadowed.

Thank you for your consideration,

Michael Manhas
Owner/operator Koffi

1520 Haultain Street
Victoria BC V8R2K2

February 23, 2018
City of Victoria
#1 Centennial Square
Victoria BC V8W1P6
Attention: Mayor & Council

**RE: Development Permit Application with Variances
1501-03 Haultain Street, Victoria BC**

Dear Mayor & Council,

I am a long term resident of the area having lived in my present location since 1978.

I have reviewed the materials submitted in support of this application on the City website and heard the applicant's presentation at a community meeting held at Oaklands Community Centre January 30, 2018, I wish to register my opposition to the proposed project.

I believe that the variance requested to reduce the number of required off-street parking spaces required is not in the best interests of the neighbourhood.

The increase in the residential units from 2 to 5 will add a significant increase in need for parking. The existing two tenants have 4 cars between them, contrary to what the application contends. The commercial space will also increase parking needs in an area that already can't handle the needs of the businesses already permitted.

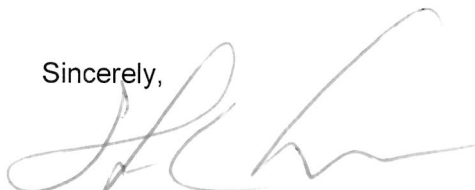
**The Haultain Street block now has only 1 on- street parking spot on the south side and 3 one hour parking spots on the north side.
The proposed reduction in off street parking will further compound the parking situation.**

I believe that the variances requested to allow changes to the building of:

- i. increased vertical scale and a subsequence increase in density.**
- ii. significant increase in the building area of the lot with coverage on three sides, leaving only the small parking lot on the east side. This will also impact the two trees in front.**

will be out of character with the existing Haultain-Belmont Corners area.

Sincerely,



Stan Anderson

Monica Dhawan

From: Barb Donaldson <[REDACTED]>
Sent: Thursday, March 22, 2018 4:08 PM
To: Councillors
Subject: Development Permit Application for 1501 - 1503 Haultain Street

The City of Victoria
Planning & Development Department
Community Planning Division
Councillors@victoria.ca

Re: Development Permit Application for 1501-1503 Haultain Street

Dear Mayor and Council,

I am writing about my concerns regarding the permit application for 1501 – 1503 Haultain Street. The proposed decrease in parking spaces and increase in the size of the building and number of residences does not make sense to me. Where will the new tenants be parking? Where will the people park who want to use the existing Yoga Studio, corner stores, and coffee shop?

To think that people are going to take public transit and bike to all of the businesses is ridiculous. Yes, in a perfect world everyone would bike, walk and take the bus. I actually do bike to work because it is convenient and it is part of my daily routine, but I know that I'm in the minority.

There are three other corners to consider if you allow these variances. Please think of the big picture when you are considering this proposal. If you were to allow this development, what will you do when the other building owners want the same allowances? This will set a precedent for the future planning of this community. The more important question is, if other businesses want to expand, where will there be parking for their business purposes? Haultain Street has designated residential parking towards Shelbourne Street, so that means that there are already fewer spaces available for visitors and those using the businesses.

You must also consider that not every residence has a driveway for off street parking. I live on the corner of Haultain and Asquith and I do not have a driveway. People using the businesses and who work for them will sometimes park on Asquith, so obviously there is a need for more parking as it is.

Li Sharp has written *"and we also canvased our neighbors, to determine if the development would be considered supportable, which it was."* I have been part of the Haultain Corners Beautification Project for many years. This group has raised money for flower pots, benches, bike racks and was responsible for the corners bulbout installed several years ago. The group continues to plant and take care of the flowers in the planters. At no time was this group approached and asked about Li's proposal; therefore, an important part of this community was left out of any discussion.

Thank you for your consideration.

Sincerely,
Barb Donaldson
1423 Haultain Street



Sent from [Mail](#) for Windows 10



FERNWOOD COMMUNITY ASSOCIATION

March 22, 2018

Mayor and Council, City of Victoria

Re: 1501 – 1503 Haultain Street – DPV No. 00066

The Fernwood Land Use Committee, in partnership with the Oaklands Land Use Committee, held a land use meeting on Tuesday, January 30, 2018 at 7:30 PM at the Oaklands Community Centre.

At the January 30th meeting the owner of 1501-1503 Haultain discussed the changes being proposed to this building.

Of the four Zoning Regulation Bylaw variances discussed, the one decreasing the required number of vehicle parking stalls from 14 to 3 took up the bulk of the questions asked. Concern was expressed about the negative impact on neighbouring properties, both residential and commercial, that a parking variance of this magnitude would have. Residents reported that historically parking by Jubilee Hospital staff has been problematic, resulting in 'residential parking only' recently being instituted on the portion of Haultain Street immediately east of the site.

Section 6.20, on Page 45, of Victoria's current Official Community Plan says: 'Prepare local area plans for...Haultain Corners Village...to support the development of complete Urban Villages...' Another consideration is the pending start on development of a new Fernwood Neighbourhood Plan. The small commercial area where this property is located is of keen interest to both Fernwood and Oaklands and currently has a unique character, form and function. To approve a significant change at one corner without considering the other three corners and the neighbourhood's vision for the area seems premature at this point.



FERNWOOD COMMUNITY ASSOCIATION

At this time, and for the reasons discussed above, the Fernwood Land Use Committee does not support a parking variance of this magnitude.

The Oaklands Community Association Land Use Committee acknowledges the street parking concerns that residents have with the proposed variance. The commercial area at Haultain corners has had unrealized potential for a long time. The neighbourhoods need a more planned approach to developing Haultain Corners, as opposed to the reactive planning approach currently underway, if we are to have a small urban village that benefits the neighbourhood. We are on the cusp of new neighbourhood plans for both Fernwood and Oaklands, and any significant changes to the commercial properties on this corner might look ahead to anticipated changes signalled in those plans.

Sincerely

David Maxwell, Chair
Land Use Committee
Fernwood Community
Association

Sincerely

Ben Clark, Chair
Land Use Committee
Oaklands Community
Association

Lacey Maxwell

From: Mary Jane Teachman [REDACTED]
Sent: April 9, 2018 7:15 PM
To: Councillors
Subject: RE DVP application 1501/1503 Haultain

Dear Councillors:

I live at 2552 Forbes Street, less than 100 m away from the subject property. I have lived here for 22 years.

I would like to request that you do not support the variance which asks for the reduction in parking.

If there are to be 5 apartments above the proposed orthodontist's office, then there should, at the very least, be 5 spaces dedicated to those tenants.

The daily short-term parking needs associated with the ground floor businesses will, I think, be "handled" by the day-time street parking available in the building's vicinity.

Thank you for your consideration,

Mary Jane Teachman

Lacey Maxwell

From: Suzie Smith [REDACTED]
Sent: April 11, 2018 11:32 AM
To: Councillors
Subject: Proposed 1501-03 Haultain Street Development.

As a resident of Asquith Street I would like to express concerns about this proposed development's lack of parking!

Haultain Corners has a unique charm serving the heart of our vibrant community and although I am not opposed to upgrading some of the buildings, I am opposed to reducing off-street parking from 14 to 3!

This would force cars to park on surrounding residential streets, many of which are already very busy. There is limited commercial parking on Haultain and as a person who walks to work every day along Haultain, I am already fully aware of the increase of Royal Jubilee Hospital workers now parking on Haultain and walking to the hospital! I strongly feel that decreasing off-street commercial parking has the potential of turning the area from a quaint and unique community gathering area into a parking lot!

I strongly believe if a developer is going to provide residential apartments, then they should also provide a minimum of 1 parking spot per apartment + spaces for the commercial business workers and visitors. If this proposal only provides those 3 spots then without much brain power one can easily see the potential for a big increase in the need for parking, if tenants/owners have more than one vehicle and the building will also house increased commercial space.

Your consideration of these points will be greatly appreciated when making decisions on allowing this proposal to go ahead.

Kind regards
Suzie.

Lacey Maxwell

From: Menno van Mil [REDACTED]
Sent: April 18, 2018 11:40 AM
To: Councillors
Subject: Proposed 1501-03 Haultain project

Dear Councilmen/Councilwomen,

The property located at the corner of Haultain and Belmont is subject of a Development Variance Permit: 1501-03 Haultain project. There are 14 parking spaces required for the proposed building. The new owner requested a variance for only 3....

That is a sincere concern to me. Please stick to the 14 parking spaces, maybe even suggest the parking to be under the building as they did right next to [JK's Bicycleitis](#). Then the owner of 1501-03 Haultain can maybe use the space on the East (currently a parking space) and leave the height of the building down to 2 levels?!

Although I understand we are in a crunch for housing this should not mean we need more cars elsewhere on the streets.

Thanks,

Menno
2640 Forbes
[REDACTED]

Victoria, April 20, 2018

Victoria City Council

Re: Proposed development of 1501-03 Haultain Street

Dear council members,

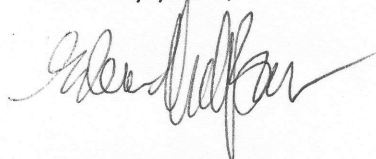
I am operating a barbershop near the intersection of Haultain Street and Belmont Avenue, in what is known as Haultain Corners, opposite of the proposed development site for which a Development Variance Permit Application has been made to the City of Victoria on January 08, 2018. While I have no objection to the development of the building, I have serious concerns about the associated loss of parking spaces.

The development requires approval of a reduction of off-street vehicle parking from 14 spaces (as per zoning standard) to only 3 spaces. There are several shops and stores around the intersection of Haultain Street and Belmont Avenue. Parking at the moment is already at a premium. Recently, some 1-hour parking on the south-east side of the intersection was converted to Residents Only parking. The loss of these nearby spaces is already making an impact on the ability of costumers to find parking while doing business in these shops. The conversion of these spaces has in my case already caused problems for some of my clients, resulting in at least two tickets for a parking violation, as even short term parking becomes very difficult.

The addition of residential units, while at the same time reducing the number of available parking spaces significantly more, will seriously affect the businesses at Haultain Corners and result in loss of business income and customers.

I hope that council will take these concerns into consideration. Perhaps a smaller development that allows for retaining a sufficient number of parking spaces on site for residential units can be considered, or conversion of Residents Only spaces into 1-hour parking.

Sincerely yours,

A handwritten signature in black ink, appearing to read 'Eden de Boer', with a stylized, flowing script.

Eden de Boer, owner
Eden's Barber Shop
1510 Haultain St

Lacey Maxwell

From: Mike Vardy [REDACTED]
Sent: April 29, 2018 6:32 PM
To: Councillors
Subject: Proposed 1501-03 Haultain Street Development

Elected officials of Victoria City Council,

As a homeowner and resident at 1411 Haultain Street, I am writing to you today on behalf of my wife and myself in opposition of the proposed variances for 1501-03 Haultain Street development.

Our concerns are several, but here are ur primary ones:

1. There is already scant parking on both sides of Haultain Street which is proving precarious for cars to maneuver regularly, especially considering the fact that the speed limit on Haultain is 50km/h while Bay is now 40km/h. Adding more street parking for residents of the building will offer less parking for residents and we elieve it would increase the chances of accidents on our street as well.
2. Eliminating much of the parking from such a large structure would set a precedent in our neighbourhood for the other 3 mixed-use properties on the corners. Again, that would eliminate residential parking for the street to those who live in the neighbourhood and we believe that goes against the official plan of a “small urban village” for The Corners.

With the increase in bike and motor vehicle traffic during peak hours of the day since we moved in over 13 years ago and the limited designated residential parking once you pass Belmont and head towards Fernwood Road, we feel that allowing these variances to go through will not only put a strain on residential parking in the area but also have an impact on the future of how The Corners evolves as well.

We urge to consider those who have lived in the area for many years and those who make this area their home now; do not permit these variances to be approved.

Sincerely,
Mike and Anne Vardy
Owners and Residents, 1411 Haultain Street

Sent via [Newton Mail](#) – my email app of choice.

Lacey Maxwell

From: Robert Wiffen [REDACTED]
Sent: April 30, 2018 5:22 PM
To: Councillors
Subject: 1501-1503 Haultain development proposal

Dear Mayor and Council. I am writing to express my disapproval of the above noted proposal, based primarily on the reduced parking component. I live at the corner of Haultain and Forbes and can vouch for the lack of parking in the area on most days, even on the weekends. The introduction of more tenants/owners and visitors to the new proposed business will only exacerbate an already bad situation. The proposed increase in height will also impact the amount of afternoon sunlight that reaches our front porch as well.

Please take seriously my concerns when considering this development proposal.

Yours truly,

Bob Wiffen
2565 Forbes St

Mayor and Council
City of Victoria
1 Centennial Square
Victoria, BC, V8W 1P6
mayorandcouncil@victoria.ca

CC: City of Victoria Accessibility Working Group C/O Engineering department: eng@victoria.ca
City of Victoria Application Contact Leanne Taylor: Ltaylor@victoria.ca

May 4, 2018

Re: Proposed 1501-03 Haultain Street Development by Cinnabar Brown Holdings Ltd.

Dear esteemed Mayor Lisa Helps and City of Victoria Councillors,

We are writing to express our concern and strong opposition to the proposed development and variance permit requests for 1501-03 Haultain Street, submitted by Cinnabar Brown Holdings Ltd. representative Li Sharp, January 8, 2018.

As neighbours with property in close proximity to the proposed 1501-03 Haultain Street property, numerous aspects of this development proposal are of significant concern. These concerns include proposed increases to building height and massing, and proposed variances related to reductions in yard and flanking setback and parking – both of which we believe will negatively impact the current use of our property, its future resale value, as well as the character of the surrounding neighbourhood.

BUILDING HEIGHT AND MASSING

The City of Victoria's Official Community Plan (OCP) Design Guidelines for Multi-Unit Residential, Commercial and Industrial¹ buildings states that "...residential mixed-use development should respect the character of established areas and building variety through the form and massing of housing," provide "transition in its form and massing to lower-density building forms," and be "designed to address privacy, particularly for portions of the development abutting the side yards of adjacent single-family dwellings."² In addition the guidelines state that developments taller and larger in scale than surrounding buildings should "provide a transition in its form and massing to lower-density building forms".³

The proposed blue prints for the development of 1501-03 Haultain provide no transition of form or decrease in massing to the surrounding residential buildings. The majority of exterior walls are straight, un-stepped, and perpendicular to the ground to a height of 9.22 meters. The second and third floors on the west side of the building actually increase massing from the first floor, causing the building to be

¹ City of Victoria. "Design Guidelines for Multi-Unit Residential, Commercial and Industrial." July, 2012.
<http://www.victoria.ca/assets/Departments/Planning~Development/Community~Planning/OCP/OCP%20Design%20Guidelines%20Multi-Unit%20Residential%20Commercial%20Industrial.pdf>

² City of Victoria. "Design Guidelines for Multi-Unit Residential, Commercial and Industrial." July, 2012: 3.

³ City of Victoria. "Design Guidelines for Multi-Unit Residential, Commercial and Industrial." July, 2012: 3.

top-heavy in relation to its footprint on the side that faces the majority of exiting residential properties.⁴ Combined with the variance request to reduce yard and flanking spaces, the building (which would approximately double its current size) would overwhelm its location and loom over abutting sidewalks and properties, blocking the sun and creating large masses of shade for neighbouring residences.⁵

The exterior design lacks compatibility with the character of the general neighbourhood (early to mid-twentieth century residences) and the immediately surrounding buildings in terms of its colour, materials used, and – with the exception of its squared-off parapet – modern architectural structure.

Impact on adjacent properties

Located to the east and in the direct line-of-sight to the proposed development, our property would be negatively impacted throughout the year, but especially during spring, summer, and autumn seasons, by the building's proposed increased height. We derive much quality of living from activities in our back yard (gardening, socializing, family meals and games, playing with pets, etc.). The sun sets directly in line with the 1501-03 Haultain property and would cast a large block of shadow across our back yard and deck. This lack of sunlight would impair the growth of our garden, and our enjoyment of the sun during leisure time in the yard.

The increased height and occupancy level of the 1501-03 Haultain property would mean a significant loss of privacy to our yard, deck, and west-facing rooms throughout the year. The addition of the third floor with seven windows on the west and south sides of the building, along with seven windows, double glass door, and exterior stairwell balcony entrance on the second floor, would produce a significant increase in activity and surveillance surrounding our home. As a result, our quality of living at home would decline. If, in the future we choose to sell our property, the shadow and lack of privacy from the proposed development would deter potential buyers who value privacy, outdoor activities, and gardening at home.

Accessibility and diversity

The City of Victoria calls upon its developers to provide “a high standard of accessibility in site, building and landscape design is encouraged to address the needs of all users, including people who have disabilities.”⁶ The “Housing Diversity” section of the OCP discusses the need for housing that “meets the needs of residents at different life stages, and facilitate[s] aging in place.”⁷ Consideration for housing for households with children, and individuals with mobility challenges (including visual impairment), is also required.

The architectural design of the proposed Haultain Street development provides stairs-only access, which presents significant challenges for those with mobility challenges (permanent, temporary, due to age, etc.) as well as those with small children or acting as caregivers. Coupled with the variance request to significantly reduce required off-street parking spaces⁸ the proposed development limits the diversity of

⁴ Please see architectural drawings by Alan Low Architect Inc. at <https://tender.victoria.ca/tempestprod/ourcity/Prospero/FileDownload.aspx?fileId=3D27E509-F9A0-438B-A345-49B1033B1F62&folderId=51543C180108101758636430>

⁵ Proposed reductions in front-yard (Belmont Street) setback from 6.0 m to 0.2 m; reduction in flanking street (Haultain) setback from 2.4 m to 1.32 m, and reduction in side yard (south) setback from 3.0 m to 1.06 m).

⁶ City of Victoria. “Design Guidelines for Multi-Unit Residential, Commercial and Industrial.” July, 2012: 10

⁷ City of Victoria. “Official Community Plan.” Published July, 2017: 101.

⁸ Proposed reduction in off-street vehicle parking from 14 required spaces to 3 spaces.

people who could be able to access or live in the building. Such development would be at odds with the City of Victoria and its Accessibility Working Group's work promoting accessibility and diversity throughout the region as well as its long-term planning aim for a barrier-free city. We are concerned for the precedence allowing the requested variances would set both in our neighbourhood and the larger Victoria community.

PARKING VARIANCE AND EXISTING PARKING & CONGESTION CHALLENGES

The residents of Haultain Corners and the surrounding community (both Oaklands and Fernwood) have been working to alleviate the high-volume of parking, and residential need for parking spaces for numerous years. Many homes in the area contain rental or in-law suites. The presence of this multi-unit housing provides a positive impact in creating affordable rentals in the city, however does generate the household need for additional street parking.

Residents from the Haultain Corners area and towards the Royal Jubilee Hospital have also been petitioning the City for "residential parking only" designation. Demonstrating the parking challenges faced by the neighbourhood, this designation has been granted by the City, and is a known issue, not only on our own street, but on each street leading up to Richmond Road and the hospital. Parking is not a standalone issue. As a result of an increase in street parking, our neighbourhood streets become congested and difficult to navigate and, as a consequence, more hazardous. This congestion is of particular concern due to the proposed development's proximity of schools and parks.

Accessibility and diversity

While we believe encouraging alternative modes of transportation (bikes, walking, public transit, car-pooling, car-sharing) is essential for Victoria, we also appreciate the need to accommodate people with mobility issues, visual impairments, young families, and aging people (and those who wish to age-in-place) to have access to housing. It is also important to consider that otherwise healthy people do not always remain so, and people can face unanticipated physical challenges and injuries throughout their life.

Magnitude of variance request

The parking variance requested for 1501-03 is so significant (reduction of 14 required off-street parking spaces to 3), it creates accessibility barriers for an array of people. The addition of bike and car-sharing amenities for residents is positive, however not enough to mitigate the parking needs that would be created from the additional suites, traffic from an orthodontic practice (the majority of clientele who would be children who would be accompanied and likely driven by parents), and an unknown number of employees of the orthodontic practice and yoga studio. In an age of helicopter-parenting and the practical need for financial payment, parents sending children to walk alone to the orthodontist, seems unlikely. Existing parking spots used by residents and employees and customers of the yoga studio will no longer be available, thus compounding the parking shortage and street congestion not only on Haultain, but on adjacent streets (most notably Forbes and Belmont). If approved, the variance request could set precedence for the remaining three mixed use/commercial properties at Haultain Corners, exponentially compounding the parking shortage and street congestion in the area.

Previous parking variance approval for wine-bar

The developers have stated in their letter to the City of Victoria that they believe a parking variance

approved for a wine bar at the same location sets precedence for the new parking variance proposal,⁹ we disagree strongly with this assertion for four key reasons. First, local business-owner and potential wine bar owner, Michael Manhas,¹⁰ undertook to provide alternative off-street parking spots to ease parking challenges at the Corners at his nearby business Koffi which would be closed during the operation hours of the wine bar. Second, Mr. Manhas's proposal did not add additional suites or retail space to the building (which would require additional parking amenities)¹¹ while simultaneously reducing the number of off-street parking available. Third, patrons of the wine bar would presumably come to the venue to eat and drink and therefore make responsible decisions to get home safely and legally without driving. Forth, the wine bar would have provided the community with another much needed and highly-desired social gathering spot. Residents were actively consulted throughout the wine bar proposal process and believed that the venue would significantly contribute to the area's sense of community and connectivity. It is unfortunate that Mr. Manhas went through extensive consultation and variance procedures, only to be denied rental space by the new owner.



Saturday, April 14, 12:05 pm – Photo taken across from 1501-03 Haultain Street facing west. As is a regular occurrence, every parking space on the street is occupied. The only spot not taken is the bus stop.

⁹ February 27, 2018 to City of Victoria from Cinnabar Brown Holdings Ltd.

<https://tender.victoria.ca/tempestprod/ourcity/Prospero/FileDownload.aspx?fileId=35FC0A5E-0187-495B-8310-A7611CC3EC20&folderId=51543C180108101758636430>

¹⁰ Michael Manhas owns Koffi, a café located at 1441 Haultain Street, which has played a significant role in revitalizing Haultain Corners by providing both social space for residents to gather, and active community participation by it's entrepreneurs since 2007.

¹¹ The current building has two rental housing units and 6 parking spots. Property sale information for 1501-03 Haultain, Greg Long Realtor: <http://www.greglong.ca/property-details/378215>



*Monday April 9, 12:48 pm – Photo taken looking down Forbes Street facing north.
Forbes Street is frequently lined with cars.*

COMMITMENT TO HAULTAIN CORNERS AND SURROUNDING NEIGHBOURHOODS

Neighbourhood consultation

In the February 27, 2018 letter to the City of Victoria, Li Sharp for Cinnabar Brown Ltd. states that “we also canvassed our neighbors, to determine if the development would be considered supportable, which it was”.¹² No representative from Cinnabar Holdings consulted with our household until the evening of April 9, 2018, over a month after the letter was submitted. When asked about the lack of consultation Ms. Sharp claimed that she had attempted to visit the household multiple times during daytime hours. This, however, seems unlikely as a member of our household has been both at home on a leave and work-from-home routine for over two months. In addition, no telephone or written contact attempts were received. Additionally, there is no evidence to suggest Cinnabar Brown Holdings Ltd. has had conversations with the households of our surrounding neighbors, as, when asked for their opinions on the development, none that we spoke to had been contacted by the company about the proposed development.

As a household located in close proximity to, and direct line-of-sight of, and whose privacy would be directly affected by development of the Haultain property, we are confused that Cinnabar Brown Ltd. would not make good-faith contact with our residence in the spirit of meaningful and timely consultation.

¹² Project proposal. Please see

<https://tender.victoria.ca/tempestprod/ourcity/Prospero/FileDownload.aspx?fileId=35FC0A5E-0187-495B-8310-A7611CC3EC20&folderId=51543C180108101758636430>

We care deeply for our neighbourhood and participate in the life of our community. Four generations of our family have lived in our home since 1956. We have been proud and pleased to watch Haultain Corners and the surrounding area engage in a positive and steady rejuvenation since the early 2000s. We live close to designated high-density development areas (Shelbourne, Hillside, and North Dairy corridors) and appreciate the necessity of creating affordable and accessible housing in the region. We are not averse to development, but rather want to ensure that value is added and the best interests of the local community (and the city as a whole) are met wherever possible – we do not believe that Cinnabar Brown Holding Ltd.'s proposed development of, and requested variances for, 1501-03 Haultain Street meets these needs.

Please feel free to contact us with any questions you may have. Thank you for your consideration.

Highest regards,

Robbyn and Greg Lanning
Forbes Street
Victoria, BC

Monica Dhawan

From: Sandra Pilon <[REDACTED]>
Sent: Friday, May 18, 2018 2:34 PM
To: Victoria Mayor and Council
Subject: re 1501 to 3 Haultain

Hi

I am concerned about the building 1501 with a added floor.

Taking away some parking spots.

Will be more congestion along the area.

Blocking some people's view.

Taller building doesn't fit in the area

Sandra Pilon



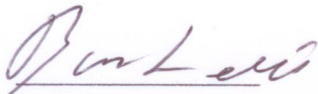
Virus-free. www.avast.com

April 9, 2018

Dear Mayor and City Council,

We live close to Haultain Corners. Li Sharp has approached me and explained her proposal for 1501-1503 Haultain Street. We do not have objections to the proposed development.

Regards,



Name

2617 Belmont Ave

Address

February 8, 2018

Dear Mayor and City Council,

We would like to express our support for the proposed development at 1501-1503 Haultain Street. We live near 1501-1503 Haultain Street. We are happy to see people invest in our neighborhood. As a resident, we would like to have a professional office as our neighbor. Since the office does not open evenings and weekends, it is a perfect mix for the residential and commercial use.

The addition to the building will replace the unsightly parking lot at the corner of Belmont and Haultain Street. The added density to the existing lot will provide much needed housing in the neighborhood without resulting in urban sprawl. More residential units will make the neighborhood safer at night when the businesses close for the evening.

The proposed development will revitalize Haultain Corners, which will give the neighborhood a much needed facelift. We believe that our neighborhood would benefit from rejuvenation of the building and the community garden.

We are on the bus route to most of designations of the city. There are greenways for bicycles, sidewalks along the streets throughout the neighborhood and options for car-sharing. The residents and patrons of the business have a lot of options for alternative transportation.

We would love to see the new business open and the transformation of the building at Haultain Corners.

We urge the City of Victoria to approve the proposed development.

Regards,

Noreen Scarth

Name

2825 Scott Street

Address

MTeachman
2552 Forbes

Mike Tuftian
Emily Barchyn

2532 Belmont +

MICHAEL FOUCHER
2604 BELMONT AVE.

David P. Smith
2614 Forbes St.

looks ok

Joy Cutts

1526 Haultain

Erin 2603 Asquith

Rainey Hopewell
1420 Haultain St

Philipe Ferreira
2620 BELMONT AVE.

Redman
2628 Belmont Ave

SUE WILSON

2609 BELMONT
VICTORIA

fitzroy
2635 BELMONT AVE
Scott Young
1506 HAULTAIN ST
VICTORIA

Ashley Mapael
1325 Haultain St
Victoria

Brian Major
2522 Belmont

TERRY WAINES
2624 BELMONT

Kenneth Su
2620 FORBES ST.

Liyan Bai
A. 1501 Haultain st.

Amy Apolonio
2633 Shelbourne ST

Jessi Dildy
2613 Belmont Ave

Natalie Grunberg

Tyler Dashwood
2550 BELMONT AVE

Claude Larombe
2621 BELMONT

FEB 6, 2018

~~December 13, 2017~~

Dear Mayor and City Council,

We would like to express our support for the proposed development at 1501-1503 Haultain Street. It is a great transformation of the dated building and will become an asset for the neighborhood.

We are neighbors of the building at 1501-1503 Haultain Street. We are happy to have a professional office as our neighbor. An orthodontic office will be a good fit for the neighborhood. Since the office does not open evenings and weekends, it is a perfect mix for the residential and commercial use. As a resident, we would like to have a quiet neighbor in the evening. We would like to have the quiet residential atmosphere of the neighborhood in the evenings maintained.

The addition to the beloved community garden together with the addition to the building will replace the unsighted parking lot at the corner of Belmont and Haultain Street. The rejuvenated building and the enlarged community garden will beautify Haultain Corners.

The proposed development will revitalize Haultain Corners, which will give the neighborhood much needed facelift. We believe that the Oaklands and Fernwood neighborhoods would benefit from rejuvenation of the building and the community garden.

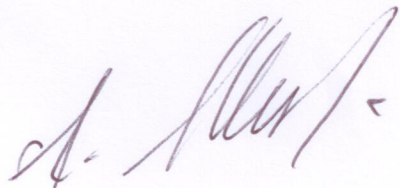
We would love to see the new business open and the transformation of the building at Haultain Corners.

We urge the City of Victoria to approve the proposed development.

Regards,

Len Sherwood
Name

2542 BELMONT AVE.
Address



Adams' Food Fair
1446 Haultain Street
Victoria, BC V8R 2J9

January 31, 2018

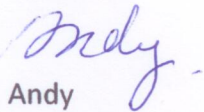
Dear Mayor and City Council,

I am the owner of Adams' Food Fair at the Haultain Corner. I am also a resident at the Haultain Corner. Li Sharp has approached me and explained her proposal for 1501-1503 Haultain Street at the Haultain Corner. I would like to express my support for the proposed development. I am happy to see a professional office at the corner. The addition for the building will replace the unsighted parking lot and bring the building in line with other buildings at the corner. The addition of the apartments above the building will provide much needed housing for the neighborhood.

We are on the city greenway, bus route, and sidewalks throughout the neighborhood. Many of our shoppers are carless. When the businesses close their doors at night, the addition of the apartments above the building will bring more traffic at night and will make a safer neighborhood in the evening hours.

I am looking forward to seeing the new development unfold and urge the City of Victoria to approve the development proposal.

Regards,


Andy

March 7, 2018

Dear Mayor and City Council,

We would like to express our support for the proposed development at 1501-1503 Haultain Street. We live across street of 1501-1503 Haultain Street. We are happy to see people invest in our neighborhood. As a resident, we would like to have a professional office as our neighbor. Since the office does not open evenings and weekends, it is a perfect mix for the residential and commercial use.

The addition to the building will replace the unsightly parking lot at the corner of Belmont and Haultain Street. The added density to the existing lot will provide much needed housing in the neighborhood without resulting in urban sprawl. More residential units will make the neighborhood safer at night when the businesses close for the evening.

The proposed development will revitalize Haultain Corners, which will give the neighborhood a much needed facelift. We believe that our neighborhood would benefit from rejuvenation of the building and the community garden.

We are on the bus route to most of designations of the city. There are greenways for bicycles, sidewalks along the streets throughout the neighborhood and options for car-sharing. The residents and patrons of the business have a lot of options for alternative transportation.

We would love to see the new business open and the transformation of the building at Haultain Corners.

We urge the City of Victoria to approve the proposed development.

Regards,

Cheryl Tremblay

Name

1504 Haultain St

Address

Kate Somers & Garrett Powell

1443 Haultain

We live close to Haultain Corners. Li Sharp has approached me and explained her proposal for 1501-1503 Haultain Street. We would like to support the proposed development and urge the City of Victoria to approve the proposed development.

[illegible]

February 8, 2018

Dear Mayor and City Council,

We would like to express our support for the proposed development at 1501-1503 Haultain Street. We live near 1501-1503 Haultain Street. We are happy to see people invest in our neighborhood. As a resident, we would like to have a professional office as our neighbor. Since the office does not open evenings and weekends, it is a perfect mix for the residential and commercial use.

The addition to the building will replace the unsightly parking lot at the corner of Belmont and Haultain Street. The added density to the existing lot will provide much needed housing in the neighborhood without resulting in urban sprawl. More residential units will make the neighborhood safer at night when the businesses close for the evening.

The proposed development will revitalize Haultain Corners, which will give the neighborhood a much needed facelift. We believe that our neighborhood would benefit from rejuvenation of the building and the community garden.

We are on the bus route to most of designations of the city. There are greenways for bicycles, sidewalks along the streets throughout the neighborhood and options for car-sharing. The residents and patrons of the business have a lot of options for alternative transportation.

We would love to see the new business open and the transformation of the building at Haultain Corners.

We urge the City of Victoria to approve the proposed development.

Regards,

Timothy McNaughton
Lisanne McNaughton

Name

1470 Bay St.

Address

Erin Ball

2537 Forbes St.

Jennifer Christensen

1530 Haultain St.

Sandra Pilon
2550 Forbes

Jessamine Thornbury
2561 Forbes.

Robert Wiffen
2565 Forbes

GARRY YORK
2613 FORBES

T. Maule 1470 Bay St.

Jeremy Mudlock 2536 Forbes St.

Dean Helm 2574 Victor St

wough
2546 FORBES ST

C. Lafontaine
2544 Forbes St.

Ange Ely
2544 FORBES ST.

Genuine Wilkinson
2520 Forbes street

Mick Ball

2521 FORBES
Home Almond
2543 Forbes St.

Li Sharp
4052 Ebony Place
Victoria, BC V8N 3Y9

June 25, 2018

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

Dear Mayor and & Council,

I have been canvassing and knocking on the doors of nearby neighbors for input about our development. I have received overwhelming support for the development proposal. I have obtained over 60 signatures of residents who supported our development.

I have heard some concerns from nearby residents as follows;

1. No onsite bike parking.
2. Employees of Royal Jubilee Hospital often take up the resident parking spaces, which impacts the parking availability for nearby residents.
3. Disappointment at not having a wine bar, even though a parking variance was recently approved by council.

We will do the followings to address the residents' concerns:

1. Building 10 enclosed Class 1 bike parking spaces.
2. Building 6 more Class 2 bike parking offsite spaces.
3. Providing one electric bike for the tenants of the apartments, to encourage the tenants to use alternative transportation.
4. Providing a lifetime Modo membership for each apartment to reduce the need to own a car.

We hope the additional apartments will provide some relief for much needed housing. It is possible some employees of Royal Jubilee Hospital will be able to live there and walk to work, instead of owning a car, therefore it will reduce the impact on parking availability for the residents. There is a bus stop in front of the building and sidewalks throughout the neighborhood. The development is located on the "all age and ability bike route", and it close to downtown. The building is conveniently located near Royal Jubilee Hospital, downtown, Hillside Mall, and Camosun College.

We understand the disappointment of Mr. Manhas and his friends about the building not being used for his proposed wine bar. I appreciate the effort of Mr. Manhas, who is the owner of a nearby coffee shop and who proposed the wine bar, has put into the Haultain Corners. He has contributed a great deal to the neighborhood. I am sure there will be another opportunity in the neighborhood in the near future, due to the ripeness of the redevelopment opportunities in the corners.

We have followed the ADP advice about the following aspects of the development.

1. Adding glass awnings;
2. Changing the exterior material from brick to stone;

3. Changing stucco to hardi-plank.;
4. Alignment of the windows facing Belmont avenue.

We will work with the Community Garden committee to improve the community garden and continue to provide the water for the community garden.

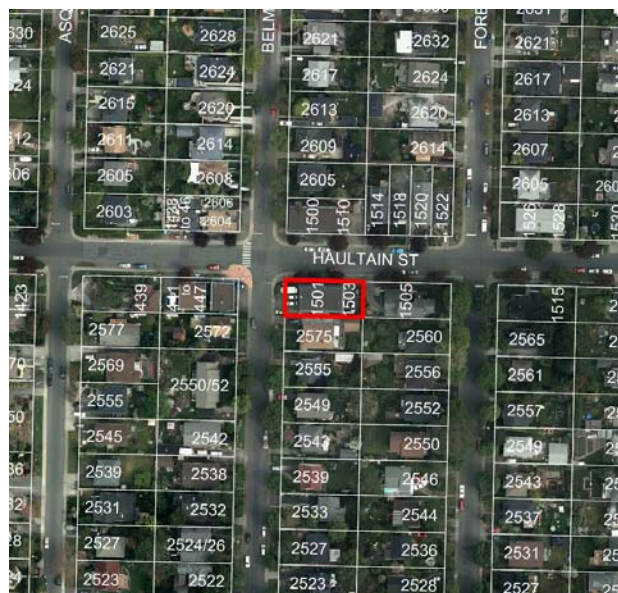
I would like to express my appreciation for the work the city staff and council members have put into our project. Regardless of whether approval is obtained or not, my appreciation for the dedication of the city staff and council members for the city remains.

Regards,

A handwritten signature in cursive script, appearing to read 'Li Sharp', written in black ink.

Li Sharp

Development Permit with Variance Application for 1501-1503 Haultain Street



Subject Property – 1501/1503 Haultain Street



Neighbourhood Context



North (mixed use commercial residential building)



Neighbourhood Context



South (Single Family Dwelling)



Neighbourhood Context



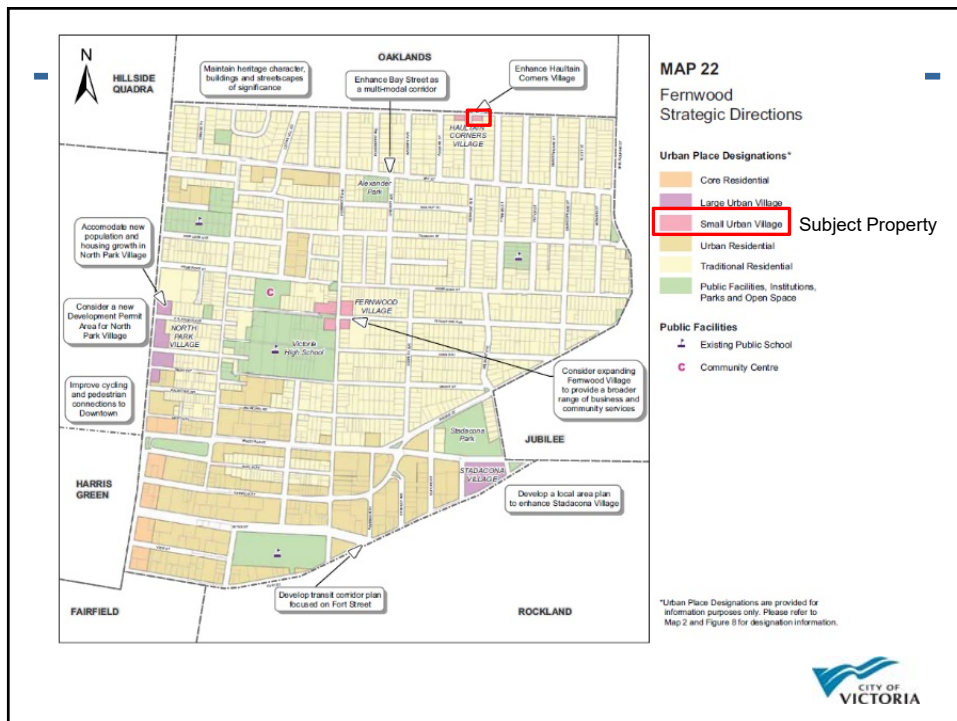
East (Single Family Dwelling)

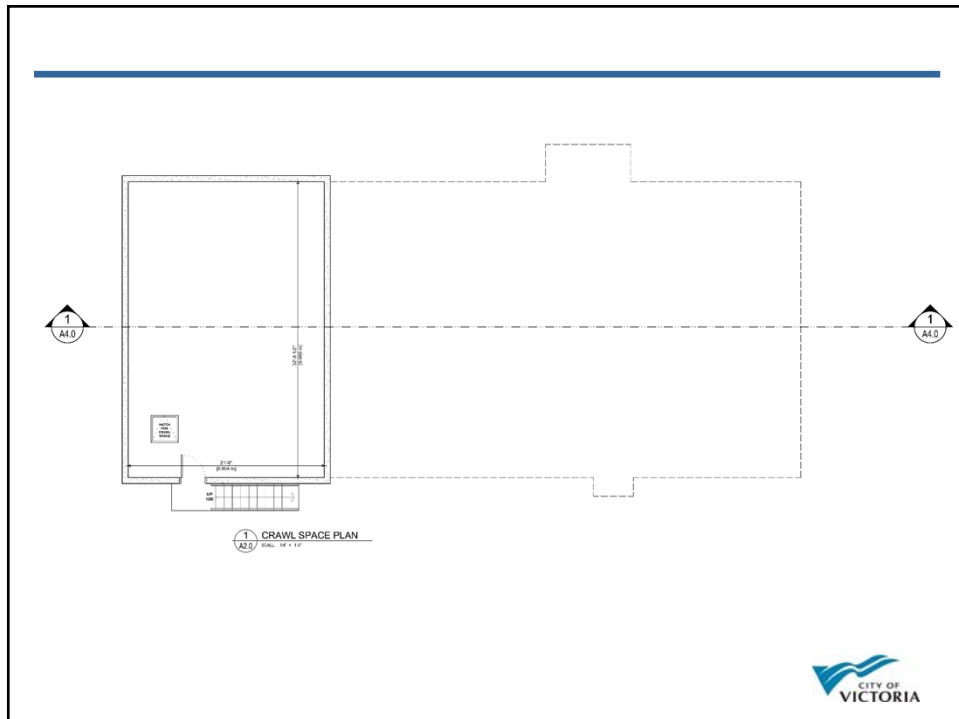
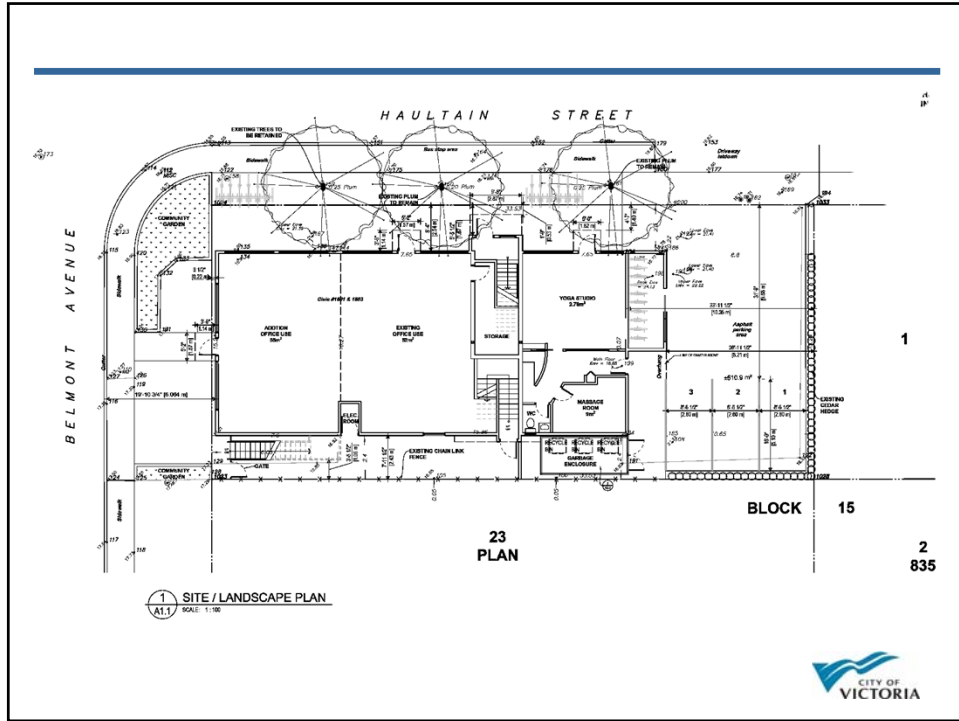


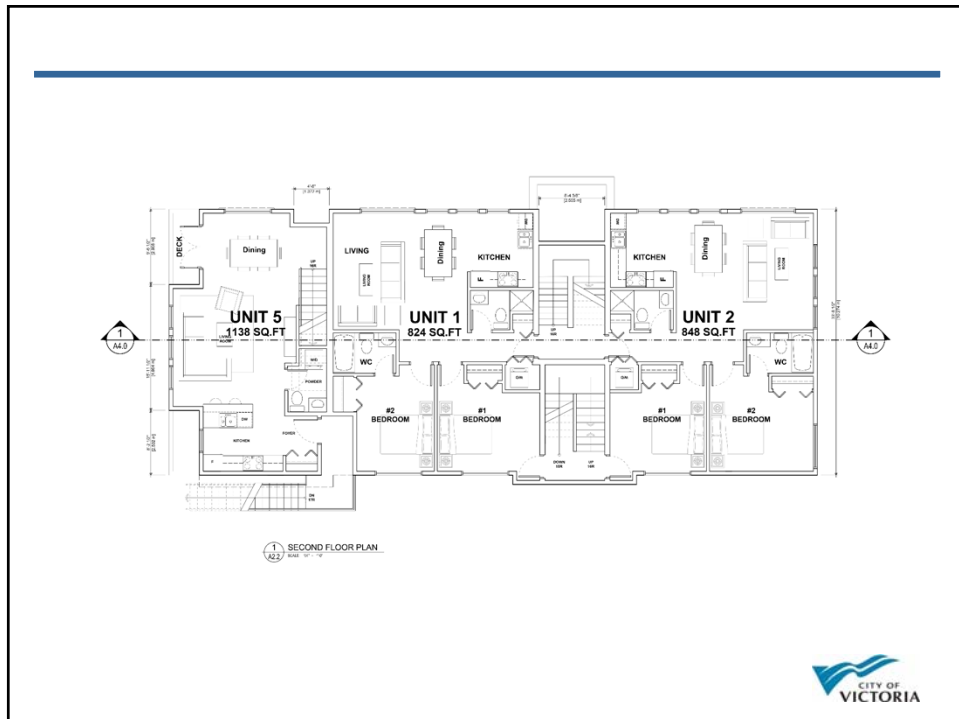
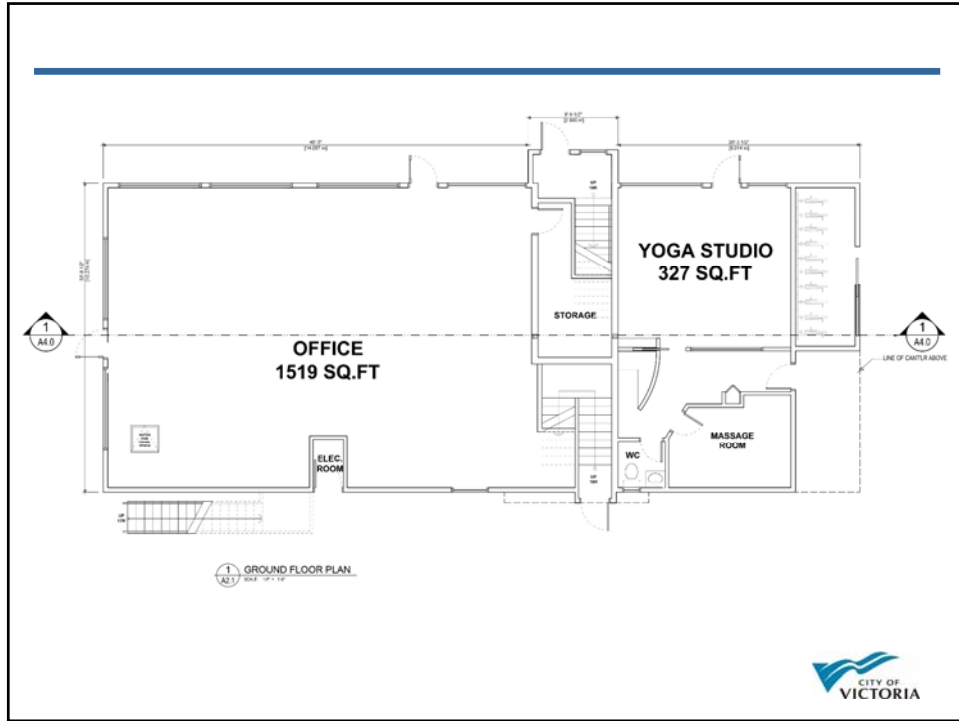
Neighbourhood Context

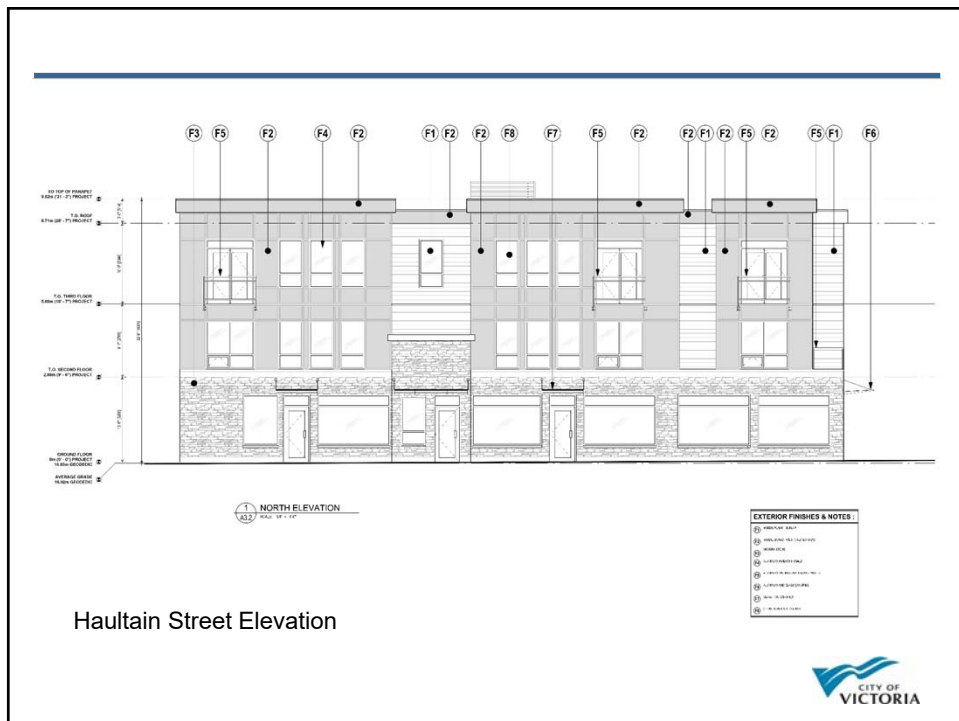
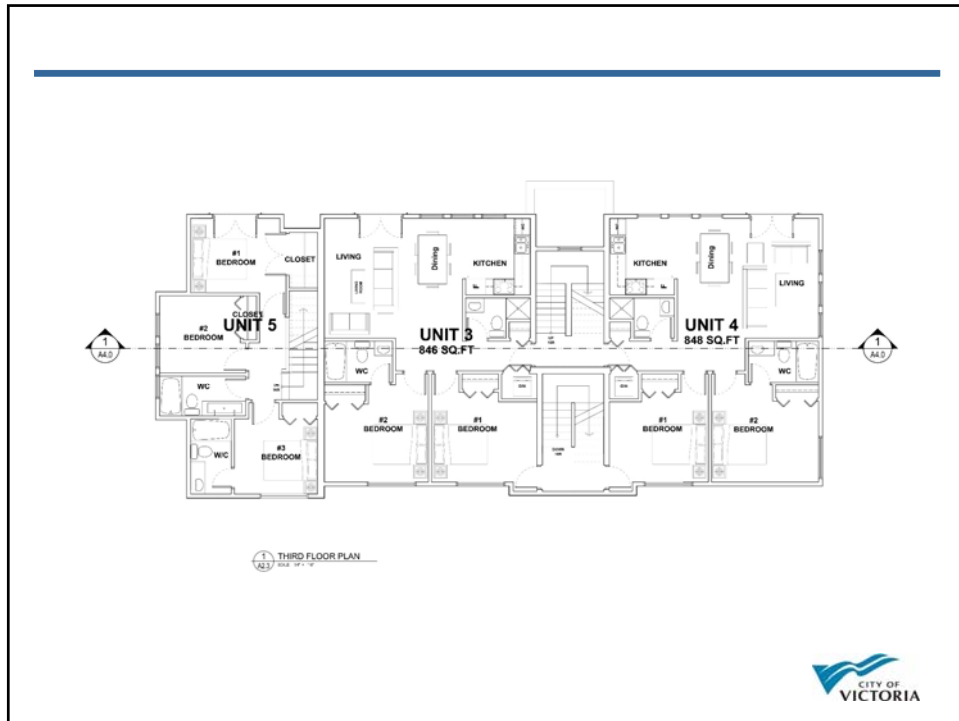


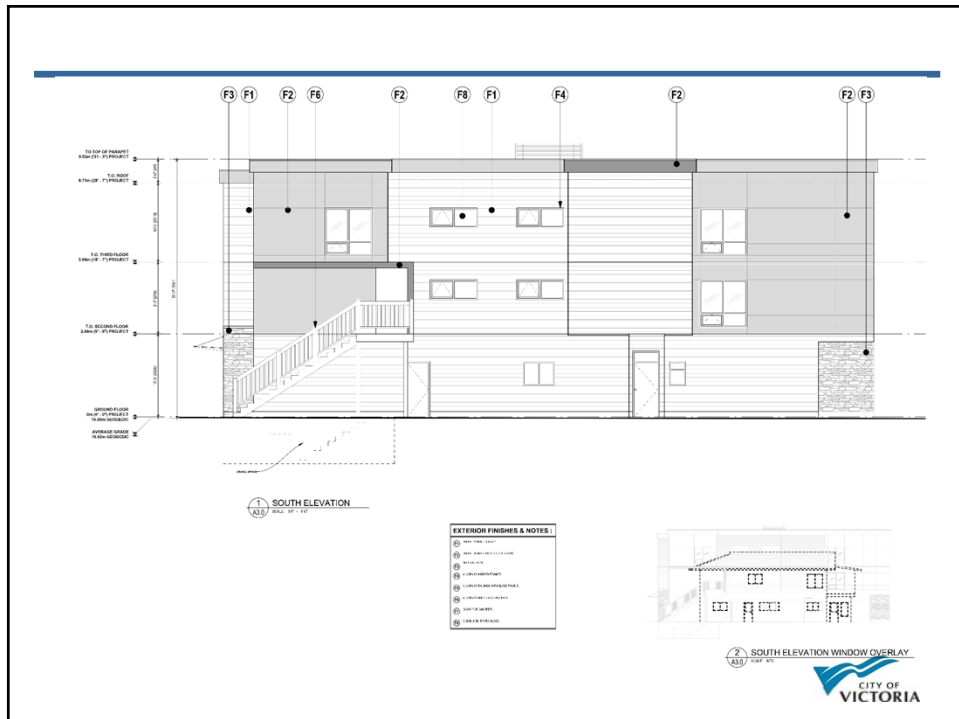
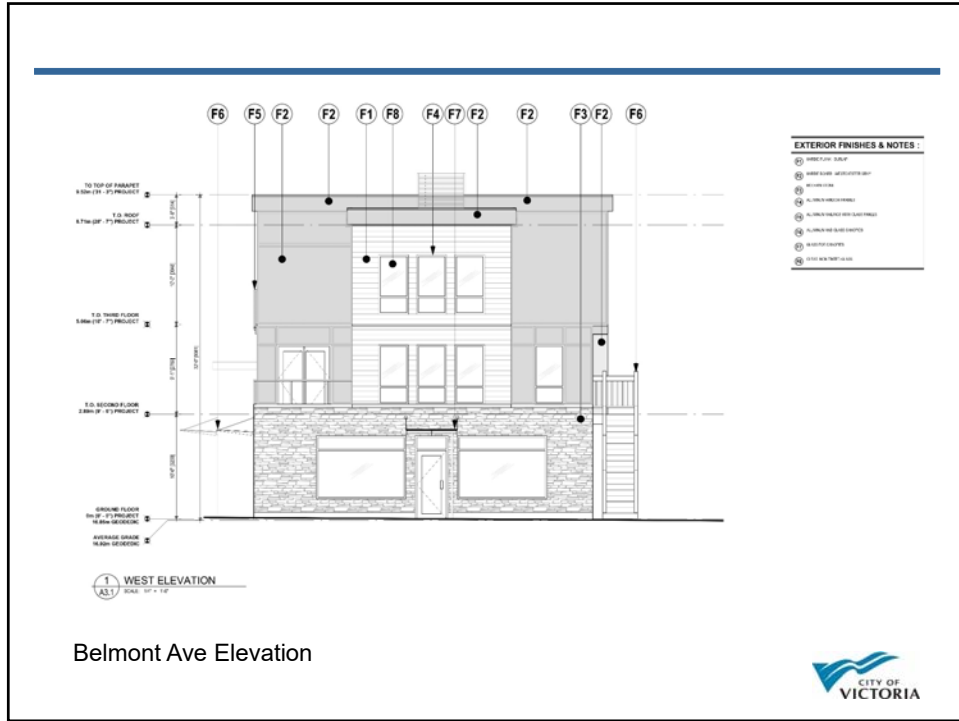
West (Haultain Grocery)

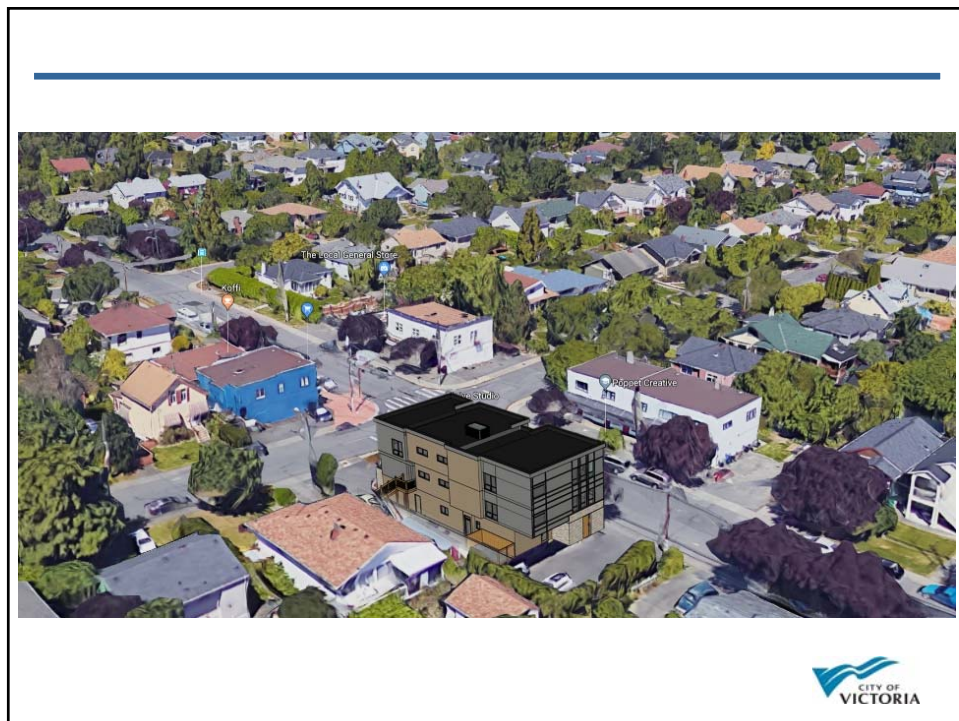
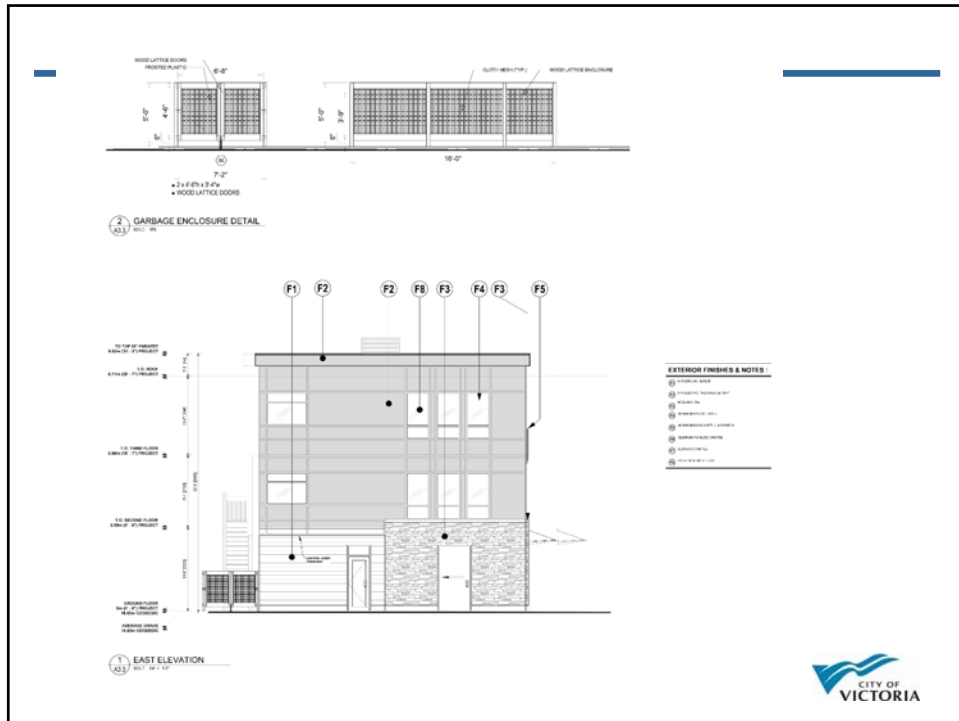


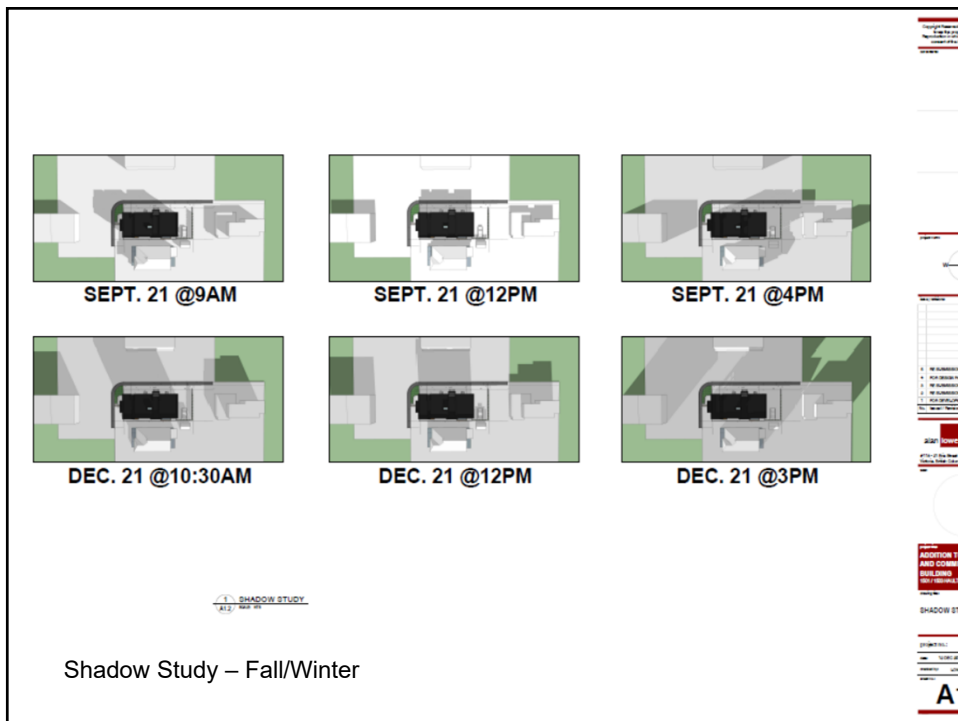
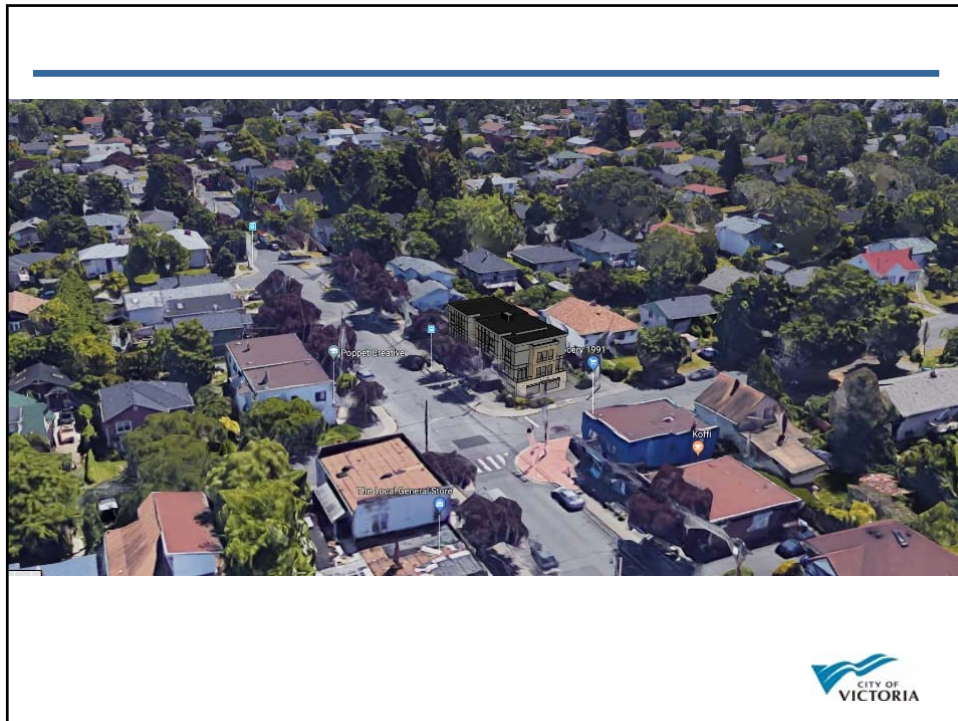


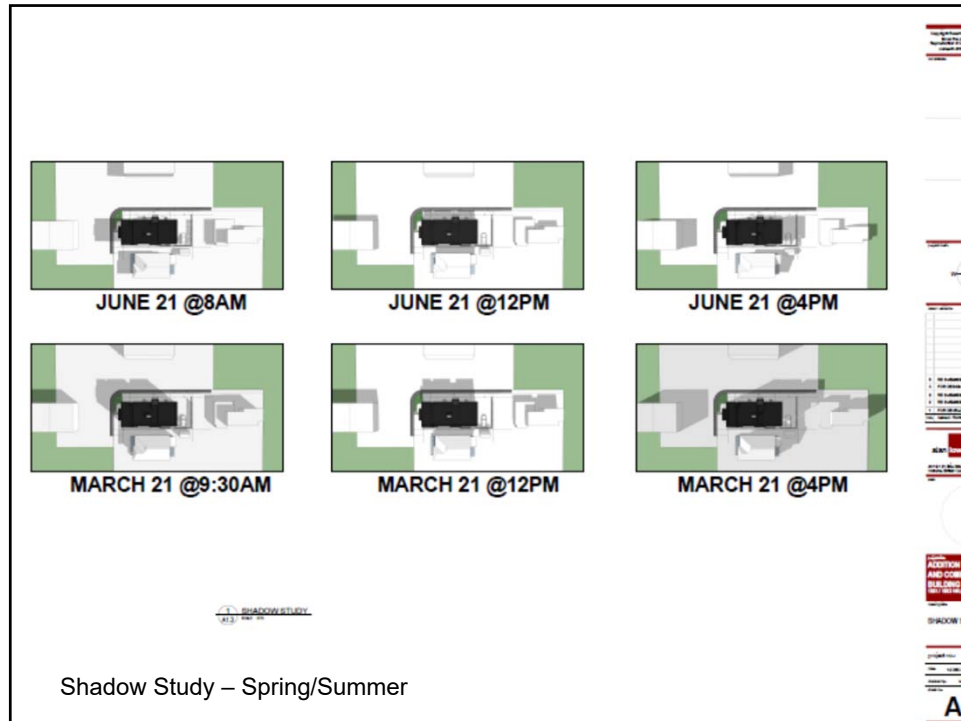












Renderings

