



Committee of the Whole Report

For the Meeting of December 14, 2017

To: Committee of the Whole **Date:** November 30, 2017

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

Subject: Development Permit with Variances Application No. 000496 for 1303 Fairfield Road

RECOMMENDATION

That Council, after giving notice and allowing an opportunity for public comment at a meeting of Council and after the Public Hearing for Rezoning Application No. 00558, if it is approved, consider the following motion:

"That Council authorize the issuance of Development Permit Application No. 000496 for 1303 Fairfield Road, in accordance with:

1. Plans date stamped October 10, 2017.
2. Development meeting all *Zoning Regulation Bylaw* requirements, except for the following variances:
 - i. increase the height from 12.00m to 15.60m
 - ii. increase the site coverage from 40% to 62.60%
 - iii. reduce the front setback (Moss Street) from 6.00m to 0.86m
 - iv. reduce the rear setback from 7.80m to 4.13m (to the building) and to 2.63m (to the balconies)
 - v. reduce the south side setback from 3.90m to 3.81m (to the building) and 0.00m (to the pergola)
 - vi. reduce the flanking street setback (Fairfield Road) from 6.00m to 0.62m
 - vii. reduce the vehicle parking requirement from 44 stalls to 16 stalls.
3. Refinement of trellis materials, colour and design to the satisfaction of the Director of Sustainable Planning and Community Development.
4. The Development Permit lapsing two years from the date of this resolution."

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 Application for the property located at 1303 Fairfield Road. The proposal is to construct a four-storey mixed-use building with commercial and church sanctuary uses on the ground floor, and residential units above. The variances are related to height, setbacks, site coverage and parking.

The following points were considered in assessing this application:

- the proposal is generally consistent with the objectives of Development Permit Area 16: General Form and Character and the associated design guidelines
- the height variance is supportable as the fourth storey does not create shadowing or overlook issues, and will not visually impact on the street
- the setback variances are supportable as the siting of the proposed building contributes to a vibrant and animated small urban village
- the applicant has provided a parking study with the proposal to support the proposed parking variance
- the applicant would target Passive House Design for the residential portion of the building.

BACKGROUND

Description of Proposal

The proposal is for a four-storey mixed-use building with ground floor commercial and church sanctuary uses, and residential rental units above. Specific details include:

- a low-rise building form consisting of contemporary architectural features
- architectural elements reflective of the existing church building
- one level of underground parking with 16 parking stalls, accessed via Moss Street
- a residential entryway fronting Fairfield Road
- a projecting ground level commercial unit located at the corner of Fairfield Road and Moss Street
- a church sanctuary entryway fronting Moss Street
- exterior materials including grey brick veneer, white stucco, and vertical cedar siding with a transparent grey stain
- balcony materials including painted structural steel, aluminium railings, stained wood guards and privacy screens
- a green roof above the projecting commercial space with plantings and substantial landscaping around the perimeter of the site
- outdoor patio areas at the corner, in front of the commercial space, and along Moss Street in front of the church sanctuary entrance
- the replacement of boulevard trees along Moss Street and Fairfield Road, and new trees located at the corner of the property
- retaining walls to manage grade challenges, and to provide seating areas and stair access at the perimeter of the building.

The proposed variances are related to:

- increasing the height from 12.00m to 15.60m
- increasing the site coverage from 40% to 62.60%
- reducing the front setback (Moss Street) from 6.00m to 0.86m
- reducing the rear setback from 7.80m to 4.13m (building) and to 2.63m (balconies)
- reducing the south side setback from 3.90m to 3.81m (building) and 0.00m (pergola)
- reducing the flanking street setback (Fairfield Road) from 6.00m to 0.62m reduce
- reducing the vehicle parking requirement from 44 stalls to 16 stalls

Advisory Design Panel

The application was referred to the Advisory Design Panel (ADP) on July 26, 2017. The Panel was asked to comment on the overall design with particular attention to the street relationship, massing, character and overall landscaping improvements, specifically related to:

- the transition along Moss Street and Fairfield Road
- the integration of the proposal within the existing Five Corners Village context
- ground floor design and landscaping as it relates to the pedestrian experience along Fairfield Road and Moss Street, with particular attention to the corner of Fairfield and Moss, and the residential and church entryways.

The ADP minutes from the meeting are attached for reference, and the following motion was carried:

"It was moved ... that the Advisory Design Panel recommend to Council Development Permit Application No. 000496 and Rezoning Application No. 00588 for 1303 Fairfield Road be approved with the following recommendations:

- *Review the landscaping and plant treatment at the plaza located at the intersection of Moss Street and Fairfield Road and consider additional planting to soften the edge along the south property line.*
- *Review the composition of the south elevation to result in a more cohesive approach.*
- *Consider clarifying the prominence of the tower as it relates to the design intent.*
- *Continue to refine the entrance to the church as a transitional threshold to the neighbourhood context."*

In response to the ADP recommendations, the applicant has made the following changes to the proposal:

- additional plantings have been added to the boulevard in front of the church entrance along Moss Street to soften the appearance of the hardscaped patio area
- two of the proposed ornamental pear trees near the corner of Fairfield Road and Moss Street have been removed to improve sightlines for vehicles and pedestrians
- additional planters and trellis elements have been added to the apartment entrance, church entrance and corner plaza to soften the building's appearance and provide visual interest for pedestrians
- the material and colour composition of the south elevation have been revised
- as mentioned, a steel trellis element has been introduced over the church entrance that matches the other trellis elements around the building and supports the church signage.

The applicant has not made changes to the tower element; however, several options of materials, colour, detailing, etc. were considered and the current proposal, which relates to the

existing bell tower element of the church without being imitative, is considered supportable by staff.

ANALYSIS

Development Permit Area and Design Guidelines

The *Official Community Plan* (OCP) identifies the site within Development Permit Area 16: General Form and Character. The objectives of this DPA are to integrate mixed-use buildings in a manner that compliments and enhances the established character of an area through high-quality architecture, landscape and urban design. Other objectives include providing sensitive transitions to adjacent properties with built form that is often three-storeys or lower, and to achieve more livable environments through considerations for human-scaled design, quality of open spaces, privacy impacts and safety and accessibility. Given the site is located in the Five Corners Village, the project's overall fit within the small urban village context is also an important consideration.

Design Guidelines that apply to DPA 16 are the *Multi-Unit Residential, Commercial and Industrial Design Guidelines* (2012), *Advisory Design Guidelines for Buildings, Signs and Awnings* (2006), and *Guidelines for Fences, Gates and Shutters* (2010).

Where a new development is directly abutting lands in a different OCP Urban Place Designation, the *Multi-Unit Residential, Commercial and Industrial Design Guidelines* (MURCID) encourage design that provides a transition between areas in ways that respond to established form and character and that anticipates any future development. In addition, where a new multi-unit residential building abuts a residential building that is lower and smaller in scale (e.g. single-family dwelling), the design of the new building should transition in form and massing to lower-density building forms, and should address privacy, particularly for portions of the development abutting the side yards of adjacent single-family dwellings.

The properties located east and south of the subject site are designated as Traditional Residential and developed as single-family dwellings. Both the neighbouring buildings were developed after the church and have nearly blank walls facing the subject site, so privacy within the buildings is not an issue. The primary impact on these properties is one of overlook into the side and rear yards. The applicant has incorporated the following design elements to provide transition and mitigate potential privacy and overlook issues:

- increased east and south setbacks (compared to the existing church buildings)
- stepping back of the fourth storey on the south elevation
- window placement directed towards the street or blank walls of adjacent buildings
- balcony locations and balcony screens to minimize overlook
- a solid wood privacy fence along the east and south perimeter
- new tree plantings along the east property line to provide additional screening.

The proposed variances related to the east and south setback, as well as height, are considered supportable given the design interventions noted above.

The MURCID encourages new development that is compatible with, and improves, the character of established areas; the architectural approach should provide unity and coherence through the use of appropriate form, massing, building articulation, features and materials. The *Advisory Design Guidelines for Buildings Signs and Awnings* also encourages a comprehensive design approach that is sensitive to the surrounding context.

Properties within the Five Corners Village are developed with residential, commercial and mixed-use buildings that range in height from one to three-storeys. Architectural styles are varied, although brick masonry and stucco are common exterior materials. The existing church building is not designated heritage nor is it on the heritage registry; however, its form and character contribute a distinctive landmark to the overall character of the Five Corners Village.

The proposed contemporary form is simple and rectilinear with limited articulation to meet the building performance requirements of the Passive House design. Although the height of the proposed building is generally consistent with the ridge height of the existing church building, the mass of the new building is larger than the church and is brought much closer to Moss Street and Fairfield Road. Through discussions with staff, the applicant has revised the proposed massing to soften the impact of the new building and enhance the place character of the Village. Design interventions include:

- stepping back of the fourth storey along Moss Street
- echoing the massing of the existing church bell tower to maintain an important neighbourhood landmark feature
- placing windows and balconies and arranging exterior materials to break up the massing of the building.

The requested street setback variances are considered supportable as the proposed building and streetscape improvements would add to the vibrancy of the Five Corners Village and the design interventions noted above would mitigate the impact of the larger building mass.

In terms of exterior materials, the proposal incorporates a brick masonry ground floor with stucco and wood as the primary materials for the upper storey. The contemporary expression of the existing church materials introduces variety in the streetscape and distinguishes this building from the adjacent developments while providing unity and coherence with the surrounding context.

The MURCID encourages incorporation of distinctive massing, building articulation and architectural treatments for corner sites that contribute to both streetscapes. The proposed ground level commercial space projects from the main bulk of the building at the corner of Fairfield Road and Moss Street; the entrance to the commercial space is placed to bring prominence to the corner. The proposed green roof above the commercial unit, and an outdoor seating area extending into the public realm, adds to the prominence and would be visible from Fairfield Road. The challenging grades are managed at the corner with a low retaining wall that wraps the corner and provides seating on both sides of the wall to further animate the corner.

Following the recommendation of staff and the ADP, the applicant has added additional planters, trellises and colour detailing to the Fairfield Road and Moss Street frontages to create a more cohesive look, create more prominent entrances, and enhance the pedestrian experience.

Regulatory Considerations

The proposal includes a variance for off street parking from 44 stalls to 16 stalls. A parking study has been provided to support the reduced parking requirement. The study indicates that with the exception of the church, the demand for the residential and commercial uses on the site will be accommodated within the 16 spaces proposed. The site does not currently provide any off-street parking for the church. Parking demand for the church is expected to continue to range from 17 vehicles during a typical day with no event, up to 61 vehicles during the largest events at the church. The report states that the church parking demand is expected to continue

to be accommodated on the surrounding streets and nearby properties; therefore, the requested parking variance is considered supportable as the parking shortfall would be the same as the current situation.

CONCLUSIONS

The Application is generally consistent with the applicable design guidelines prescribed within DPA 16. The proposed four-storey building is designed with consideration to the existing Five Corners Village and surrounding neighbourhood context. Staff recommend for Council's consideration that the Application be advanced to an opportunity for public comment.



ALTERNATE MOTION

That Council decline Development Permit with Variances Application No. 000496 for the property located at 1303 Fairfield Road.

Respectfully submitted,



Alec Johnston
Senior Planner
Development Services Division



Jonathan Tinney, Director
Sustainable Planning and Community
Development Department

Report accepted and recommended by the City Manager:



December 7, 2017

Date: _____

List of Attachments:

- Attachment A – Subject Map
- Attachment B – Aerial Map
- Attachment C – Plans date stamped October 10, 2017
- Attachment D – Letters from applicant to Mayor and Council dated January 10, 2017 and April 10, 2017
- Attachment E – Community Association Land Use Committee meeting minutes
- Attachment F – Advisory Design Panel meeting minutes
- Attachment G – Parking study dated December 20, 2016
- Attachment H – Arborist report dated September 15, 2016
- Attachment I – Land Lift Analysis dated October 12, 2017
- Attachment J – Correspondence



Committee of the Whole Report

For the Meeting of December 14, 2017

To: Committee of the Whole **Date:** November 29, 2017

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

Subject: Rezoning Application No. 00558 for 1303 Fairfield Road and associated Official Community Plan Amendment

RECOMMENDATION

That Council instruct staff to prepare the necessary Official Community Plan Amendment Bylaw in accordance with Section 475 of the *Local Government Act* and the necessary Zoning Regulation Bylaw Amendment that would authorize the proposed development outlined in Rezoning Application No. 00558 for 1303 Fairfield Road, that first and second reading of the Zoning Regulation Bylaw Amendment be considered by Council, and a Public Hearing date be set once the following conditions are met:

1. Preparation of the following documents, executed by the applicant, to the satisfaction of City Staff:
 - a. Housing Agreement to ensure the residential units remain rental in perpetuity
 - b. Statutory Right-of-Way of 0.86 meters along the Moss Street and Fairfield Road frontages
 - c. Section 219 Covenant for public realm improvements to Moss Street and Fairfield Road
 - d. Submission of a sanitary sewer impact assessment to the satisfaction of the Director of Engineering and Public Works, determining if the increase in density results in a need for sewage attenuation; and if sewage attenuation is necessary, preparation of legal agreements to the satisfaction of the City Solicitor and the Director of Engineering and Public Works.
2. That Council determine, pursuant to section 475(1) of the Local Government Act, that the affected persons, organizations and authorities are those property owners and occupiers within a 200m radius of the subject properties; that the appropriate consultation measures would include a mailed notice of the proposed OCP Amendment to the affected persons; posting of a notice on the City's website inviting affected persons, organizations and authorities to ask questions of staff and provide written or verbal comments to Council for their consideration.
3. That Council, having provided the opportunity for consultation pursuant to Section 475(1) of the Local Government Act with persons, organizations and authorities it considers will be affected, specifically, the property owners and occupiers within a 200m radius of the subject properties have been consulted at a Community

Association Land Use Committee (CALUC) Community Meeting, consider whether the opportunity for consultation should be early and ongoing, and determine that no further consultation is required.

4. That Council, specifically consider whether consultation is required under Section 475(2)(b) of the Local Government Act, and determine that no referrals are necessary with the Capital Regional District Board, Councils of Oak Bay, Esquimalt and Saanich, the Songhees and Esquimalt First Nations, the School District Board and the provincial and federal governments and their agencies due to the nature of the proposed amendment.
5. That Council give first reading to the Official Community Plan Amendment Bylaw.
6. That Council consider the Official Community Plan Amendment Bylaw in conjunction with the City of Victoria 2017-2021 Financial Plan, the Capital Regional District Liquid Waste Management Plan and the Capital Regional District Solid Waste Management Plan pursuant to Section 477(3)(a) of the Local Government Act, and deem those Plans to be consistent with the proposed Official Community Plan Amendment Bylaw.
7. That Council give second reading to the Official Community Plan Amendment Bylaw.
8. That Council refer the Official Community Plan Amendment Bylaw for consideration at a Public Hearing.

LEGISLATIVE AUTHORITY

In accordance with Section 472 of the *Local Government Act*, Council may adopt one or more Official Community Plans. Pursuant to Section 137(1)(b) of the *Community Charter*, the power to amend an Official Community Plan Bylaw is subject to the same approval and other requirements as the power to adopt a new Official Community Plan Bylaw.

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

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

EXECUTIVE SUMMARY

The purpose of this report is to present Council with information, analysis and recommendations for a Rezoning Application and an Official Community Plan Amendment Application for the property located at 1303 Fairfield Road. The proposal is to rezone from the R1-B Zone, Single Family Dwelling District, to a new site-specific zone in order to increase the density and allow for construction of a four-storey mixed-use building with commercial and church sanctuary uses on the ground floor, and rental apartments above.

The request to amend the Official Community Plan, 2012 (OCP) is necessary because the proposed number of storeys and floor space ratio of 1.84:1 exceed the height and density envisioned for sites designated as Small Urban Village.

The following points were considered in assessing this application:

- the proposed mix of commercial, community service and residential uses is consistent with the OCP description of Small Urban Villages
- the proposal is inconsistent with the OCP Small Urban Village designation with regards to height and density, which envisions four-storey buildings with floor space ratios up to 2.0:1 where a site is located next to an arterial or secondary arterial road
- the application advances the objectives of the Place Making - Urban Design and Heritage, and the Housing and Homelessness policies of the OCP
- The existing church building, constructed circa 1926, is not a designated heritage building nor is it on the heritage registry.
- consistent with the City's Density Bonus Policy, a land lift analysis was prepared to determine if the proposal could support a community amenity contribution and it was determined that the increase in land value is insufficient to support a community amenity contribution.

BACKGROUND

Description of Proposal

This Rezoning Application is to rezone from the R1-B Zone, Single Family Dwelling District, to a new site-specific zone in order to increase the density to 1.84:1 floor space ratio and allow for construction of a four-storey mixed-use building with commercial and church sanctuary uses on the ground floor and rental apartments above.

The following differences from the standard C-1 Zone, Limited Commercial District are being proposed and would be accommodated in the new zone:

- limited number of commercial uses
- increase floor space ratio up to 1.84:1.

Additionally, a number of variances related to setbacks, height and parking are being proposed and will be discussed in relation to the concurrent Development Permit with Variances Application.

The request to amend the *Official Community Plan, 2012* (OCP) is necessary in order to change the Small Urban Village urban place designation to allow for a four-storey building with a floor space ratio of 1.84:1 at this location.

Affordable Housing Impacts

The applicant proposes the creation of 16 new residential units which would increase the overall supply of housing in the area. A Housing Agreement is also being proposed which would ensure that future Strata Bylaws could not prohibit the rental of units.

Sustainability Features

As indicated in the applicant's letter dated January 10, 2017, construction of the residential floors of the building would target Passive House Design standards and the ground floor commercial portion of the building would be built to meet the most stringent current energy

codes.

Active Transportation Impacts

The application proposes the following features which support active transportation:

- twenty secure class 1 bicycle parking stalls located on the ground floor
- twelve weather protected class 2 bicycle parking stalls located next to the residential and church sanctuary entrances.

Public Realm Improvements

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

- concrete seating wall, decorative pavers and landscape planter with metal trellis at the corner of Moss Street and Fairfield Road
- concrete seating wall and decorative pavers with the Moss Street boulevard adjacent the church sanctuary entrance.

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

Accessibility Impact Statement

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

Land Use Context

The Five Corners Village is characterized by low-rise commercial and mixed-use buildings. Sir James Douglas Elementary School is located north of the subject site on the opposite side of Fairfield Road. The surrounding residential area is designated as Traditional Residential in the OCP and characterized by single-family dwellings, duplexes and house conversions to multiple dwelling units.

Existing Site Development and Development Potential

The site is presently developed with two church buildings. The original church building, constructed circa 1926, is not a designated heritage building nor is it on the heritage registry. As indicated in the applicant's letter to Mayor and Council dated January 10, 2017, the renovation of the existing building to current minimum standards of occupancy was determined to be not economically feasible.

Under the current R1-B Zone, the property could be developed as a public building (e.g. church) or subdivided into two lots with a single-family dwelling (with a secondary suite or garden suite) on each lot.

Data Table

The following data table compares the proposal with the existing R1-B Zone and the standard C1-Zone. An asterisk is used to identify where the proposal is less stringent than the standard zone.

Zoning Criteria	Proposal	Existing Zone R1-B	Zone Standard C-1
Site area (m ²) - minimum	993.90	460.00	N/A
Density (Floor Space Ratio) - maximum	1.84:1*	N/A	1.4:1
Total floor area (m ²) - maximum	1829.30*	420.00 (single family dwelling) N/A (public building)	1391.46
Height (m) - maximum	15.60*	7.60 (single family dwelling) 11.00 (public building)	12.00
Storeys - maximum	4	2 (single family dwelling) 2.5 (public building)	N/A
Site coverage % - maximum	62.60	40%	N/A
Open site space % - minimum	32.40	N/A	N/A
Setbacks (m) – minimum:			
Front (Moss Street)	0.86*	7.50	6.00
Rear (east)	4.13* (to building) 2.63* (to balconies)	8.38	7.80
Side (south)	3.81* (to building) 0.00* (to pergola)	3.38	3.90
Flanking Street (Fairfield Road)	0.62*	3.50	6.00
Parking - minimum			
Residential	16*	1	21
Commercial	0*	N/A	3
Church Sanctuary	0*	20	20
Residential visitor parking (minimum) included in the overall units	0*	N/A	2

Zoning Criteria	Proposal	Existing Zone R1-B	Zone Standard C-1
Bicycle parking stalls (minimum)			
Class 1	20	N/A	19
Class 2	12	N/A	12

Community Consultation

Consistent with the *Community Association Land Use Committee (CALUC) Procedures for Processing Rezoning and Variances Applications*, the applicant has consulted the Fairfield Gonzales CALUC at a Community Meeting held on December 19, 2017. The meeting minutes are attached to this report.

ANALYSIS

Official Community Plan

The OCP identifies the site as being located in the Small Urban Village urban place designation, which envisions floor space ratios up to approximately 1.5:1 and mixed-use buildings up to approximately three-storeys. Increased floor space ratios and height up to approximately 2.0:1 and four-storeys, respectively, are envisioned for sites adjacent to arterial and secondary arterial roads. Fairfield Road and Moss Street are classified as collector roads, therefore, the subject site does not meet the location criteria to qualify for additional density and height. The OCP does, however, note that within each designation, decisions about density and building scale for individual sites will be based on site-specific evaluations in relation to the site, block and local area context; and will include consideration of consistency with all relevant policies within the OCP and local area plans.

The proposal supports the OCP vision for enhancing Small Urban Villages in Fairfield by retaining the existing church use and introducing commercial and residential uses that contribute to the mix of uses in the Five Corners Village and are complementary to adjacent residential uses.

The OCP encourages a range of housing types, forms and tenures across the City; this proposal would provide 16 new rental dwelling units in a Passive House designed building. Staff are recommending a Housing Agreement to ensure these new units are part of the city's rental housing stock in perpetuity. The proposal also includes the provision of a commercial unit (retail or café) and church sanctuary on the ground level with associated outdoor plaza spaces. These uses and associated public realm improvements foster social vibrancy and a sense of place, consistent with the OCP policies for Place Making – Urban Design and Heritage.

The *Local Government Act* (LGA) Section 475 requires a Council to provide one or more opportunities it considers appropriate for consultation with persons, organizations and authorities it considers will be affected by an amendment to the OCP. Consistent with Section 475 of the LGA, Council must further consider whether consultation should be early and ongoing. This statutory obligation is in addition to the Public Hearing requirements. Staff recommend that notifying owners and occupiers of land located within 200 metres of the subject

site, along with positing a notice on the City's website, will provide adequate opportunities for consultation with those affected.

The OCP Amendment Application would change the description of the Small Urban Village Urban Place Designation to allow for a four-storey mixed-use building with a floor space ratio of 1.84:1 at this location. Given the proposal is consistent with the maximum height and density envisioned for Small Urban Village designated sites adjacent to secondary arterial roads, and given that through the Community Association Land Use Committee (CALUC) Community Meeting process, all owners and occupiers within a 200m radius of the site were notified and invited to participate in a Community Meeting. The consultation proposed at this stage in the process is recommended as adequate and consultation with specific authorities, under Section 475 of the LGA, is not recommended as necessary.

Should Council support the OCP amendment, Council is required to consider consultation with the Capital Regional District Board; Councils of Oak Bay, Esquimalt and Saanich; the Songhees and Esquimalt First Nations; the School District Board and the provincial government and its agencies; however, further consultation is not recommended as necessary due to the nature of this amendment.

Council is also required to consider OCP Amendments in relation to the City's *Financial Plan*, and the *Capital Regional District Liquid Waste Management Plan* and the *Capital District Solid Waste Management Plan*. This proposal will have no impact on any of these plans.

Density Bonus Policy

Under the City of Victoria's Density Bonus Policy, the value of a Community Amenity Contribution from a rezoning that requires an OCP amendment is negotiated based on an independent land lift analysis. The City of Victoria retained G.P. Rollo & Associates to analyze the financial performance of the proposed project, and to estimate the change in property value associated with the proposed rezoning. The analysis indicates that the value of the subject site will not increase due to the proposed rezoning application and recommends that the lack of a lift in value is attributable to two factors:

- a shift from strata ownership of the residential units in the base scenario to market rental in the proposal
- the inclusion of a church sanctuary space for the ongoing operation of the Fairfield United Church, which would generate below market income for the proposal.

A summary of the analysis is attached to the report.

Tree Preservation Bylaw and Urban Forest Master Plan

There are five boulevard trees that would be removed with this proposal. These trees would be replaced with five new boulevard trees along Fairfield Road and three new boulevard trees along Moss Street. In addition, there are five mature trees on neighbouring properties that would be impacted by this proposed development. The consulting arborist has assessed the impact on the trees and recommends removal of one large Maple tree located on 1311 Fairfield Road. The applicant has provided an arborist report which outlines measures to mitigate impacts on the four retained trees on the adjacent properties. In total, six trees would be removed and 13 new trees would be added on or adjacent the site. There are no bylaw protected trees on or off site associated with this application.

CONCLUSIONS

The rezoning application and associated OCP amendment are generally consistent with the place character features of the Small Urban Village urban place designation, and the place-making and housing policies in the OCP which supports mixed-use buildings and associated streetscape improvements that enhance urban villages, foster social vibrancy and contribute to a broad range of rental housing types within each neighbourhood. Staff recommend that Council consider advancing the application to a public hearing.

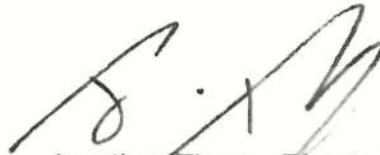
ALTERNATE MOTION

That Council decline Rezoning Application No. 00558 for the property located at 1303 Fairfield Road.

Respectfully submitted,

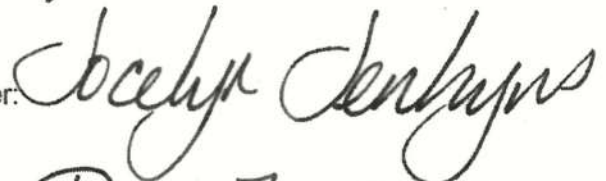


Alec Johnston
Senior Planner
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Jonathan Tinney, Director
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Development Department

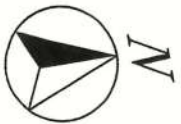
Report accepted and recommended by the City Manager:



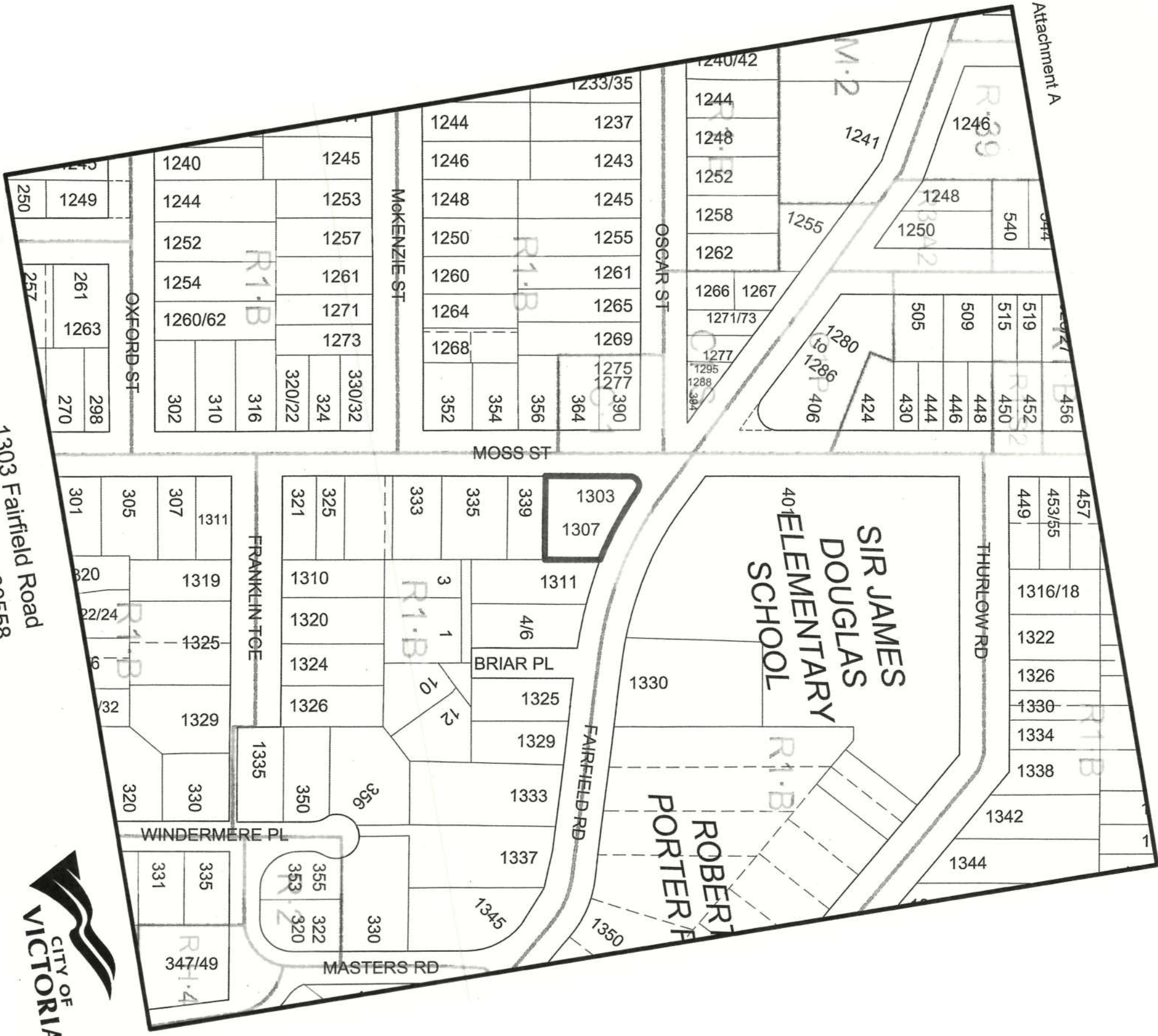
Date: Dec 7, 2017

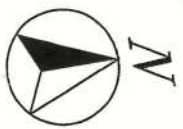
List of Attachments:

- Attachment A – Subject Map
- Attachment B – Aerial Map
- Attachment C – Plans date stamped October 10, 2017
- Attachment D – Letters from applicant to Mayor and Council dated January 10, 2017 and April 10, 2017
- Attachment E – Community Association Land Use Committee meeting minutes
- Attachment F – Advisory Design Panel meeting minutes
- Attachment G – Parking study dated December 20, 2016
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- Attachment I – Land Lift Analysis dated October 12, 2017
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1303 Fairfield Road
Rezoning No. 00558



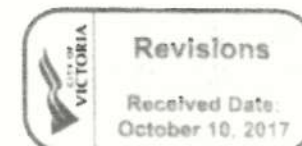


1303 Fairfield Road
Rezoning No. 00558





U i Y
COMMONS



1303 FAIRFIELD ROAD

SUBMISSION FOR
REZONING AND
DEVELOPMENT PERMIT

28 SEPTEMBER 2017

DRAWING LIST

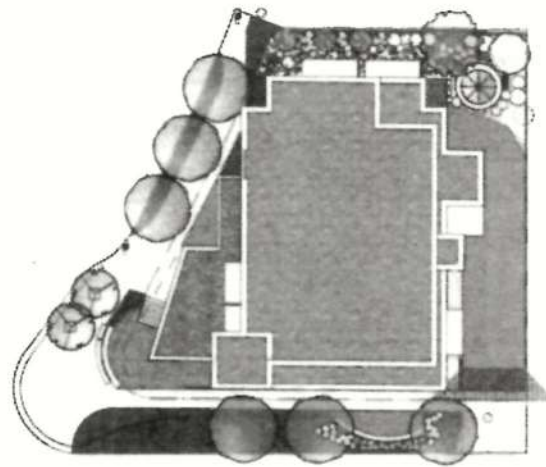
D01 CONTEXT PLAN (AIR PHOTO)
D02 CONTEXT PLAN
D03 PROJECT DATA
D04 PLAN - SITE AND L1 ILLUSTRATIVE
D05 PLAN - SITE AND L1
D06 PLAN - PARKING GARAGE
D07 PLAN - L2
D08 PLAN - L3
D09 PLAN - L4
D10 PLAN - ROOF
D11 ELEVATIONS
D12 ELEVATIONS
D13 SECTIONS
D14 SECTIONS
D15 CONTEXT PHOTOS
D16 STREET ELEVATIONS
D17 SUN STUDY
D18 COMPARISON WITH EXISTING MASSING

LANDSCAPE PLAN
PLANT REFERENCE PHOTOS



LOW
HAMMOND
ROWE
ARCHITECTS

300 - 1590 CEDAR HILL CROSS ROAD VICTORIA BC V8P 2P5 | 250 472 8613



LOW
HAMMOND
ROWE
ARCHITECTS

200 WEST 10TH AVENUE, SUITE 1000
DENVER, CO 80202
303.733.1100
WWW.LHR-ARCHITECTS.COM

UITY

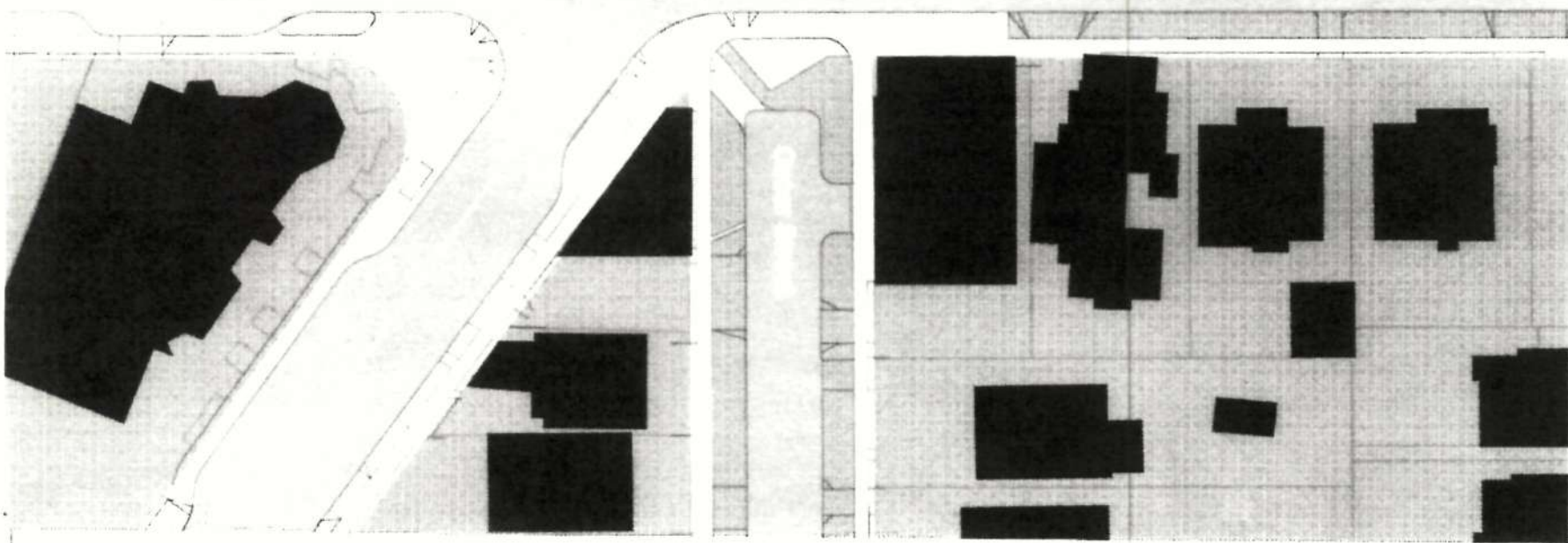
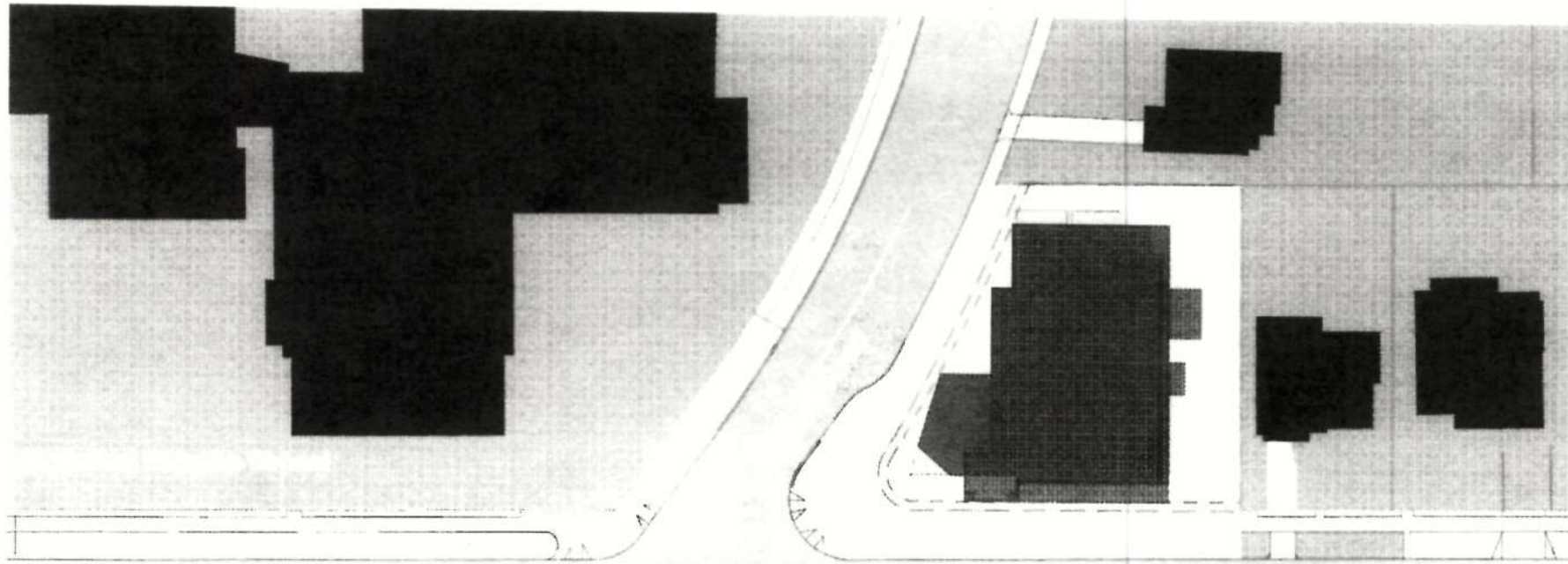


PROJECT NO.	10000000000000000000
DATE	01/01/2010
PROJECT NAME	UNITY COMMONS
PROJECT ADDRESS	1303 FAIRFIELD ROAD
PROJECT CITY	DENVER, CO
PROJECT STATE	CO
PROJECT ZIP	80202
PROJECT PHONE	303.733.1100
PROJECT FAX	303.733.1101
PROJECT EMAIL	INFO@LHR-ARCHITECTS.COM
PROJECT WEBSITE	WWW.LHR-ARCHITECTS.COM

Unity Commons
1303 Fairfield Road

Context Plan

D01



**LOW
HAMMOND
ROWE**
ARCHITECTS

100 N. 10th St., Suite 200, Portland, ME 04101
Tel: 207.475.1000
Fax: 207.475.1001
www.lowhammondrowe.com

UNITY



PROJECT INFORMATION	
Project Name	Unity Commons
Project Address	1303 Fairfield Road, Portland, ME 04101
Project Type	Residential
Project Status	Pre-Design
Client	Unity Commons
Architect	Low Hammond Rowe
Scale	1" = 20'
Sheet	D02
Drawn	10/10/10
Checked	10/10/10
Approved	10/10/10

Unity Commons
1303 Fairfield Road

Context Plan

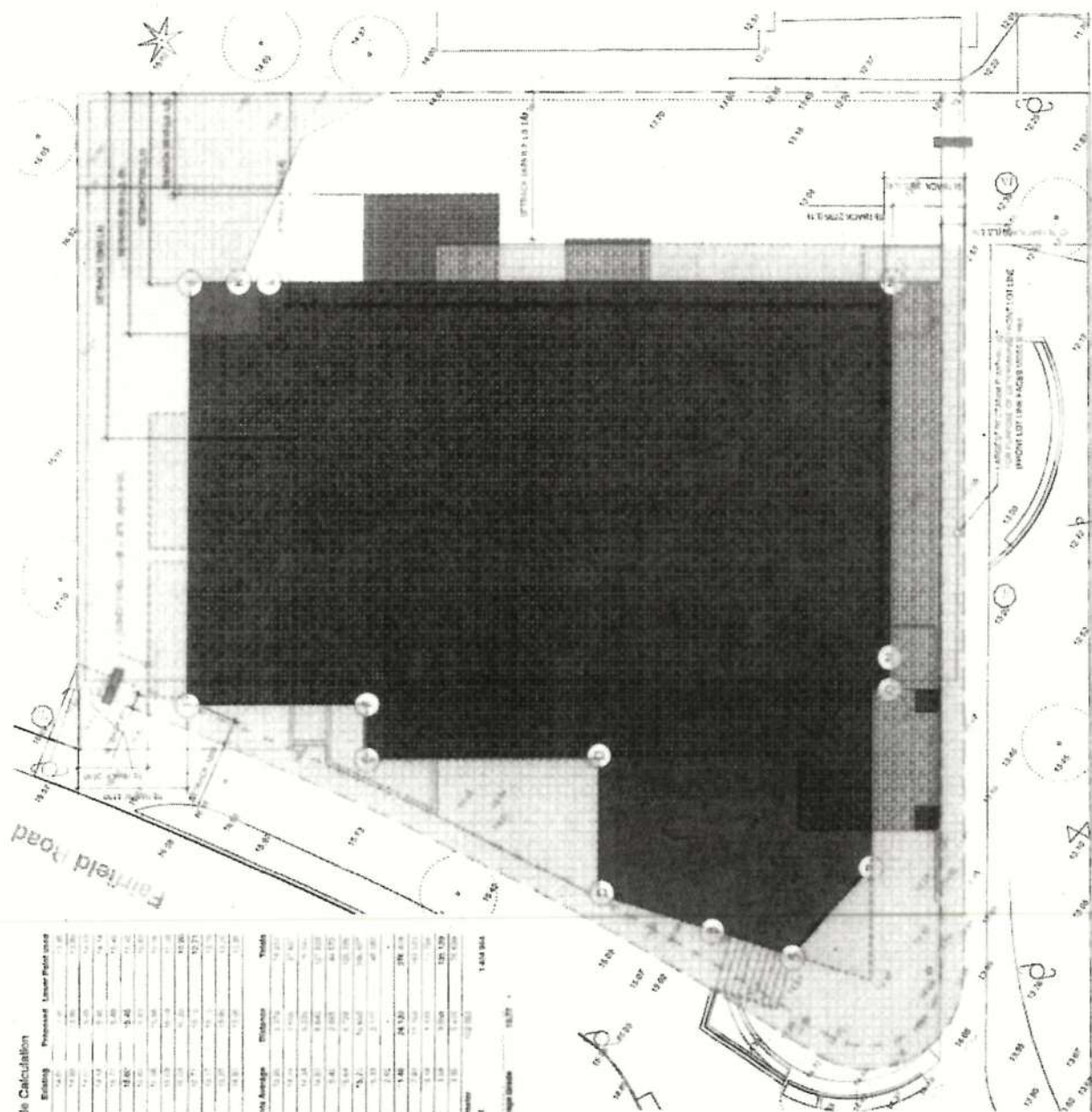
D02

Project description *Find ways to make your school safe for all students and staff. Consider all aspects of safety, including:*

[illegible]

	Estimated	Estimated	Estimated
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B	1.0	1.0	1.0

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Grand Total					1000000	0	1000000



Moss Street

Unity Community
1303 Fairfield Road

Preliminary Data

D03

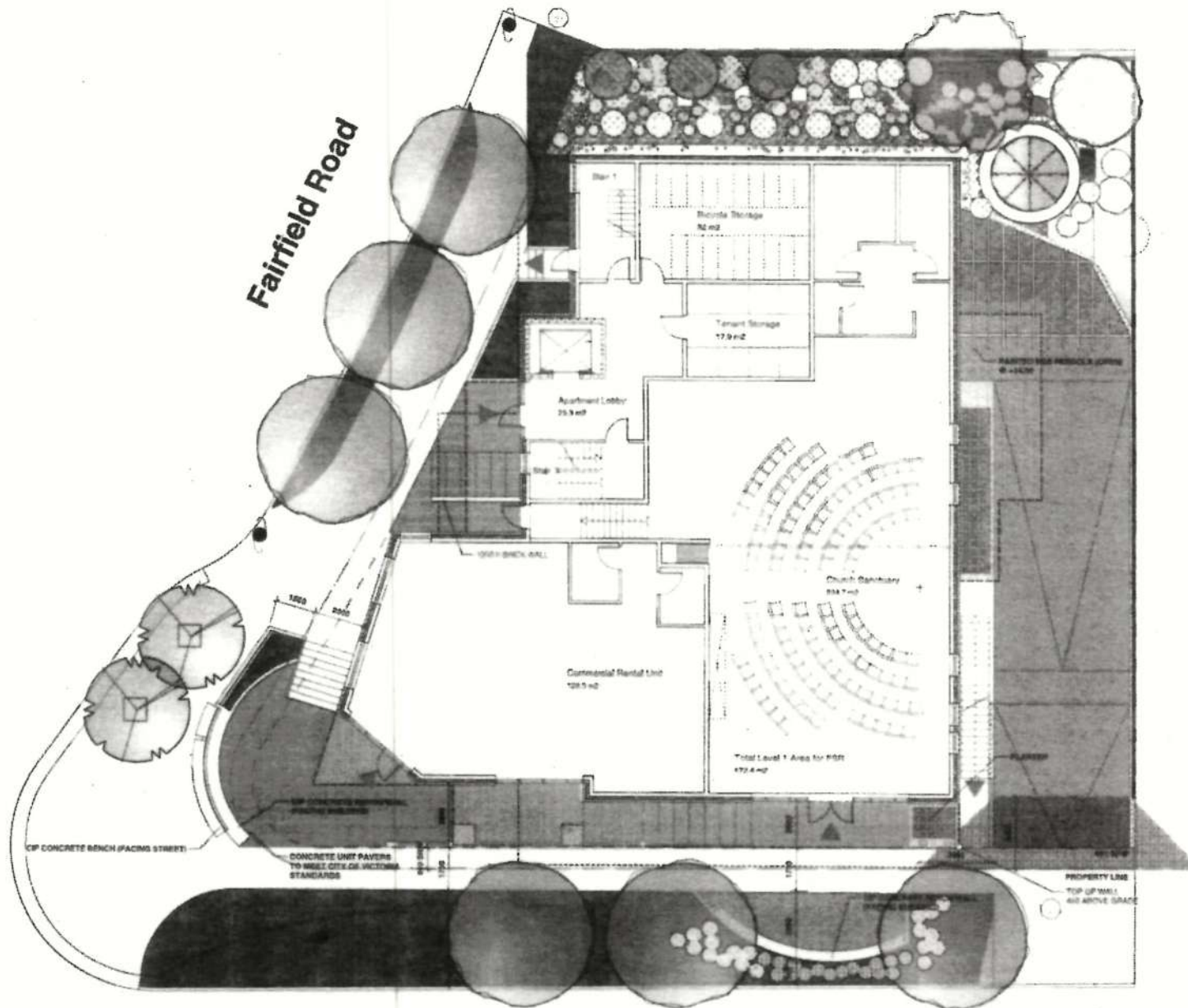
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LOW
HAMMOND
ROWE
ARCHITECTS

20/01/2017
20/01/2017
20/01/2017
20/01/2017

UITY



NO.	DESCRIPTION	DATE
1	ISSUED FOR PERMIT	20/01/2017
2	REVISED PERMIT	20/01/2017
3	REVISED PERMIT	20/01/2017
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15	REVISED PERMIT	20/01/2017
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17	REVISED PERMIT	20/01/2017
18	REVISED PERMIT	20/01/2017
19	REVISED PERMIT	20/01/2017
20	REVISED PERMIT	20/01/2017

Unity Commons
1303 Fairfield Road

Plan - Site and L1

D04



LOW
HAMMOND
ROWE

101 TOWN CENTER, SUITE 100
400 PARK ST. N. 3RD FL.
DALLAS, TEXAS 75201
TEL: 214.751.1111
WWW.LHR.COM

UITY

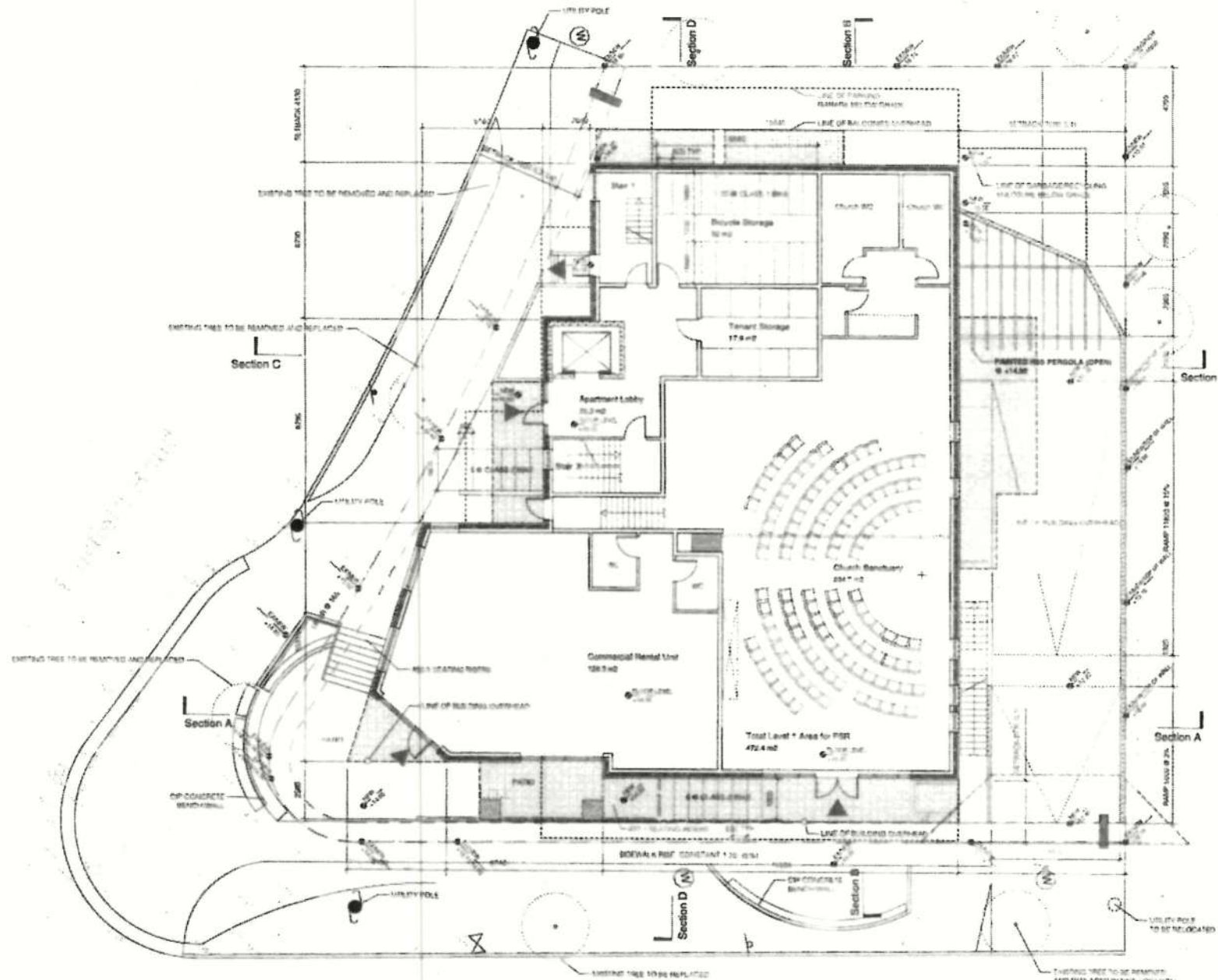


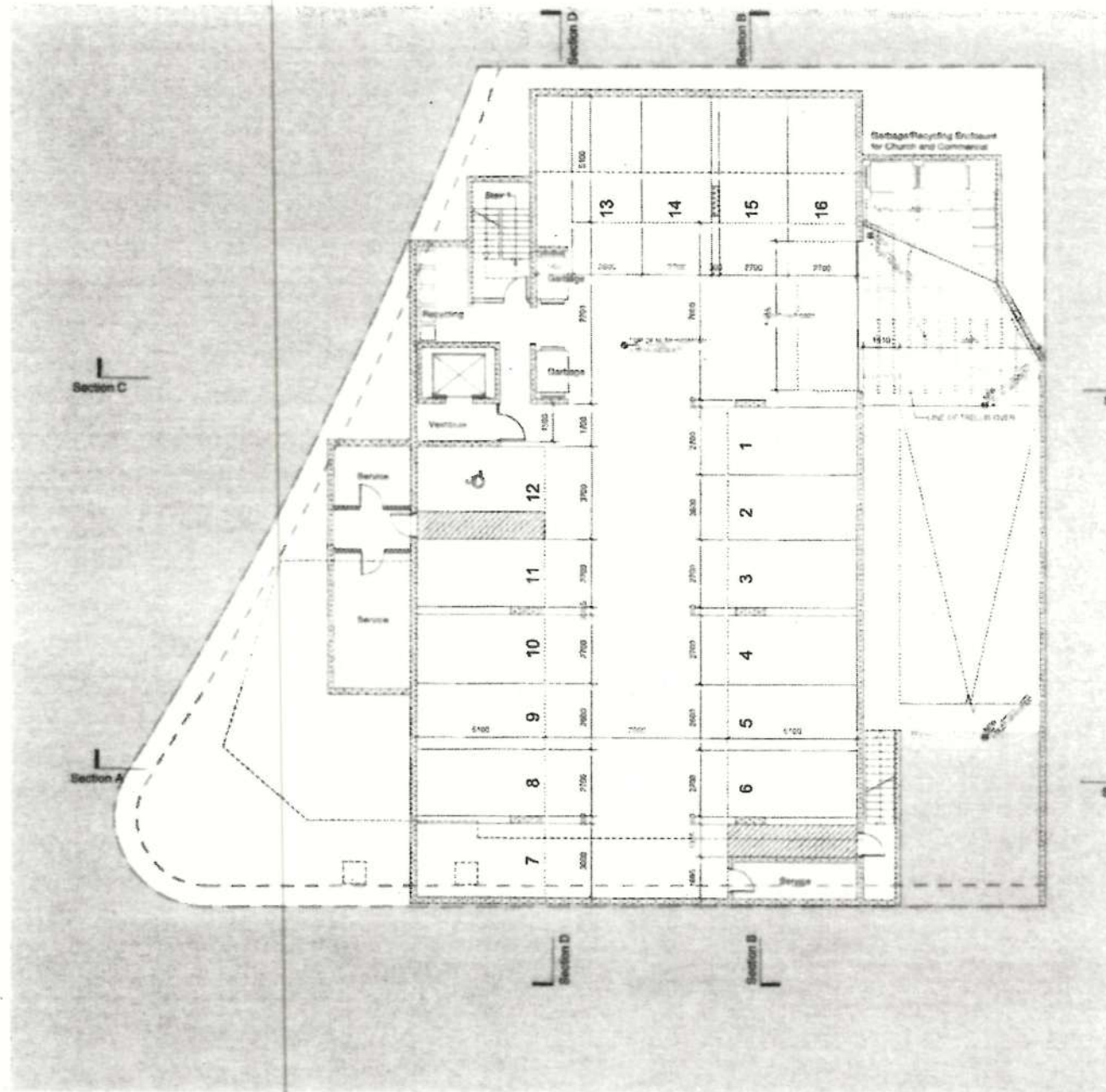
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6	REVISED	10/1/10
7	REVISED	10/1/10
8	REVISED	10/1/10
9	REVISED	10/1/10
10	REVISED	10/1/10

Unity Commons
1203 Fairfield Road

Plan - L1

D05





LOW
HAMMOND
ROWE
ARCHITECTS

200 WEST 10TH AVENUE, SUITE 200
DENVER, COLORADO 80202
TEL: 303.733.1111
FAX: 303.733.1112
WWW.LHR-ARCHITECTS.COM

Unity



NO.	DESCRIPTION	DATE
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Unity Commons
1303 Fairfield Road

Plan - Parking Garage

D06



1. 2019年12月31日，甲公司“应付账款”科目贷方余额为100万元，其中明细科目贷方余额为120万元，借方余额为20万元；“预付账款”科目借方余额为30万元，其中明细科目借方余额为40万元，贷方余额为10万元。不考虑其他因素，甲公司2019年12月31日资产负债表“应付账款”项目应填列的金额为（ ）万元。
 A. 100
 B. 110
 C. 130
 D. 140

U-I-Y



姓名	学号	成绩
张明	101010101	85
李华	101010102	78
王强	101010103	92
赵敏	101010104	88
刘伟	101010105	75
陈静	101010106	82
周涛	101010107	79
吴昊	101010108	86
郑宇	101010109	77
孙悦	101010110	83
朱浩	101010111	76
徐丽	101010112	81
马飞	101010113	74
宋佳	101010114	87
林峰	101010115	73
黄文	101010116	84
周璇	101010117	71
吴昊	101010118	89
郑宇	101010119	72
孙悦	101010120	80

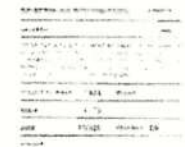
Unity Community
1303 Fairfield Road

Plan - L2

D07

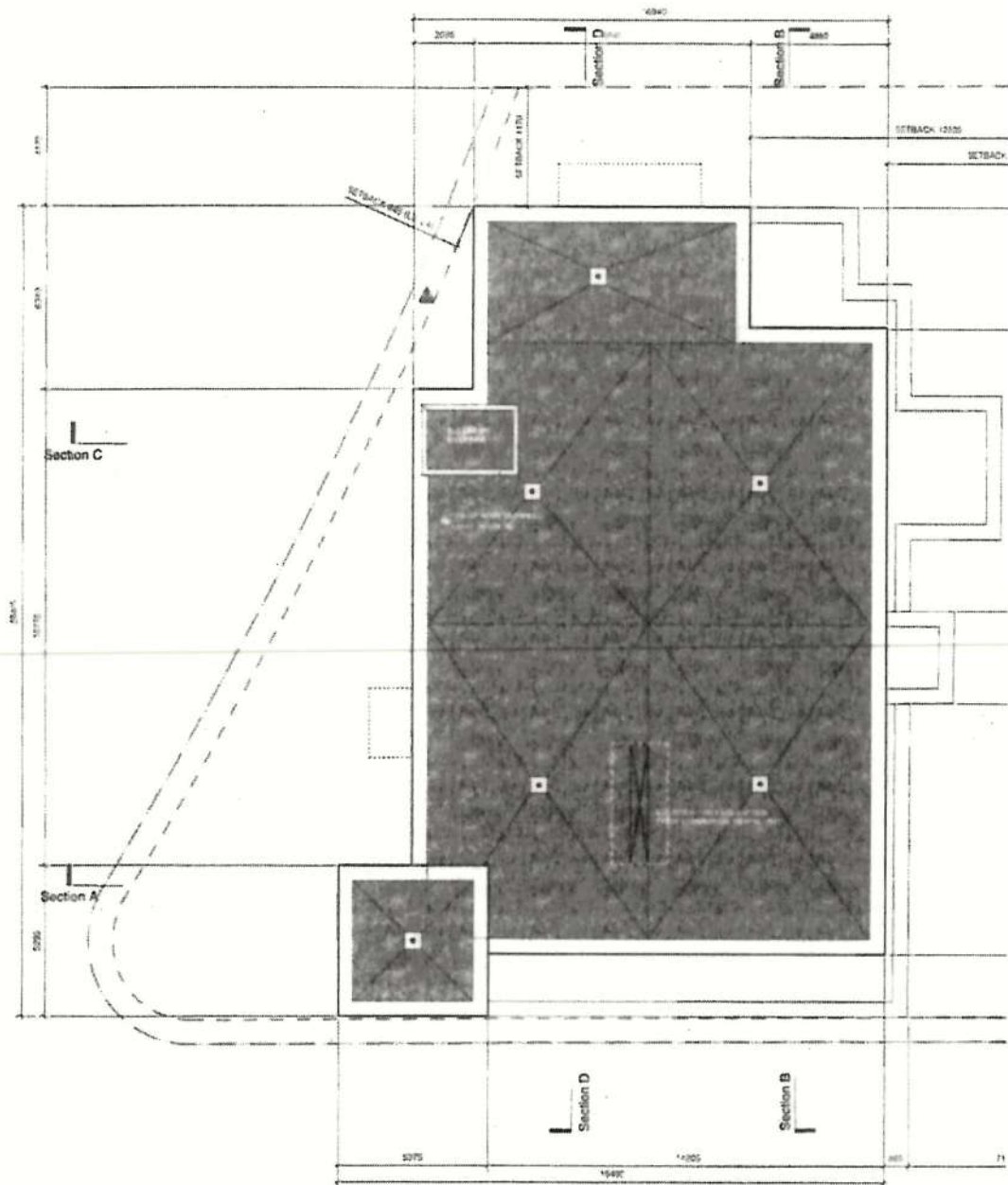


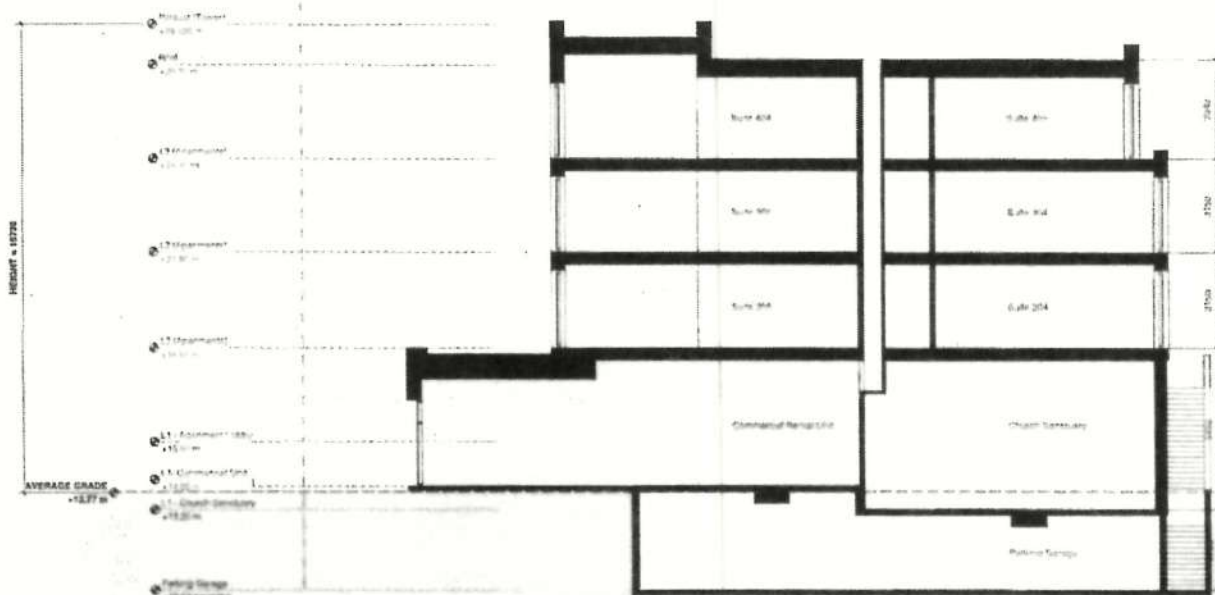
UITY



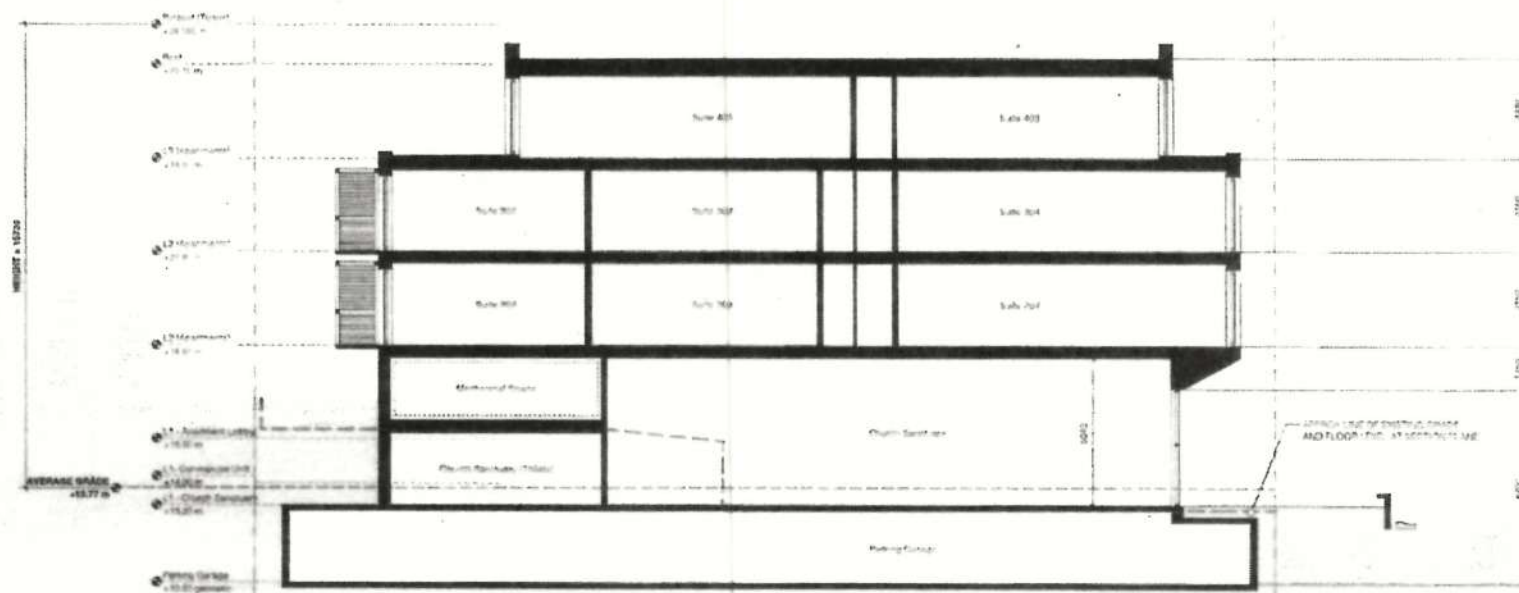
● 2014年10月1日起，所有在境内销售的新车都将安装OBD系统，实时监控尾气排放数据。

D08





Section A



Section B



LOW
HAMMOND
ROWE
ARCHITECTS

2000 FAIRFIELD ROAD
FAIRFIELD, CT 06424
TEL: 203.255.1111
FAX: 203.255.1112
WWW.LHR-ARCHITECTS.COM

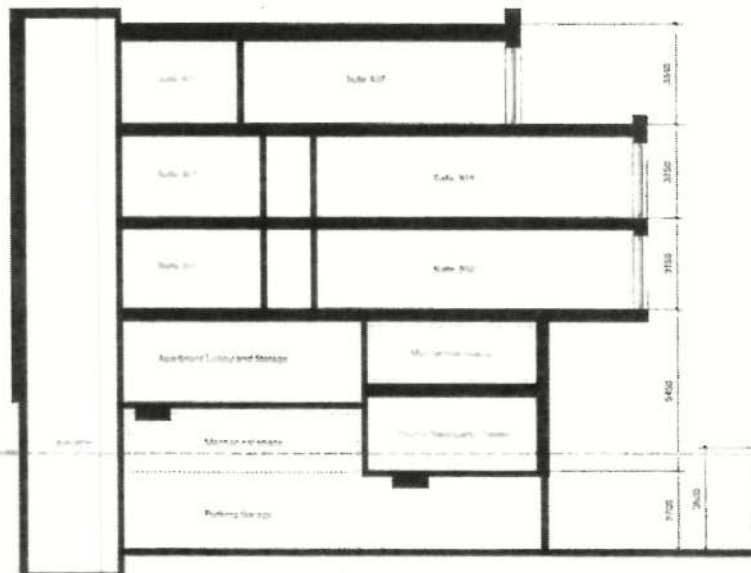
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Unity Commons
1203 Fairfield Road

Sections

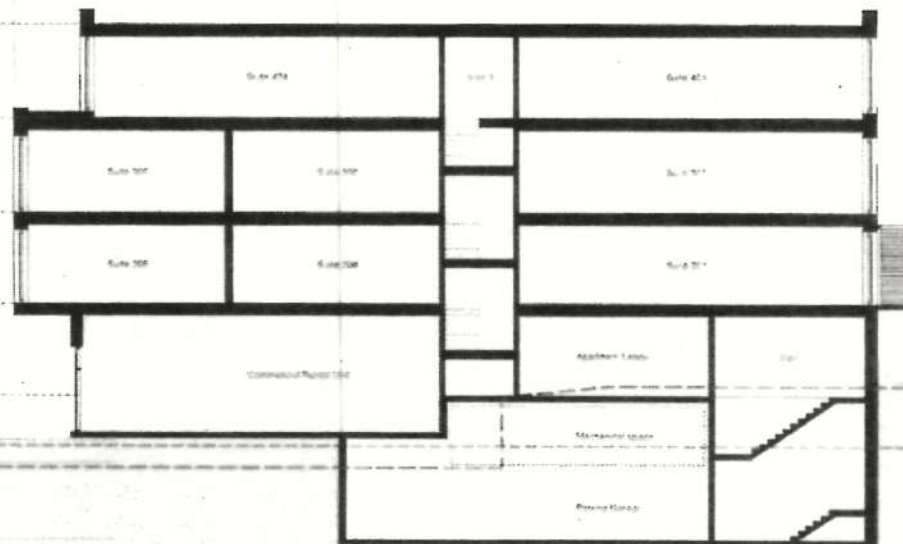
D13



LOW
HAMMOND
ROWE

2015 年 12 月 20 日 星期日 晴
2015 年 12 月 21 日 星期日 晴
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2015 年 12 月 23 日 星期日 晴
2015 年 12 月 24 日 星期日 晴
2015 年 12 月 25 日 星期日 晴
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2015 年 12 月 28 日 星期日 晴
2015 年 12 月 29 日 星期日 晴
2015 年 12 月 30 日 星期日 晴
2015 年 12 月 31 日 星期日 晴

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Unity Commons
1303 Fairfield Road

Sections

D14



LOW
HAMMOND
HOWE

1001 Farnfield Road
Hammond, IN 46320
Phone: 312.222.1111
Fax: 312.222.1112
www.lowhammondhowe.com

U I Y

PROJECT INFORMATION	
PROJECT NAME	1001 Farnfield Road
PROJECT ADDRESS	1001 Farnfield Road
PROJECT CITY	Hammond, IN
PROJECT STATE	IN
PROJECT ZIP	46320
PROJECT PHONE	312.222.1111
PROJECT FAX	312.222.1112
PROJECT WEBSITE	www.lowhammondhowe.com
PROJECT CONTACT	John Doe
PROJECT EMAIL	jdoe@lowhammondhowe.com

1001 Farnfield Road

Context Photos

D15

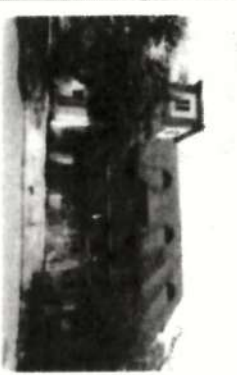


Image 1: EXTERIOR, CHIMNEY, LOOKING EAST



Image 2: EXTERIOR, CHIMNEY, LOOKING SOUTH



Image 3: EXTERIOR, CHIMNEY, LOOKING WEST



Image 4: EXTERIOR, CHIMNEY, LOOKING NORTH



Image 5: EXTERIOR, CHIMNEY, LOOKING EAST



Image 6: EXTERIOR, CHIMNEY, LOOKING SOUTH



Image 7: SITE CONTEXT MAP



Image 8: EXTERIOR, CHIMNEY, LOOKING EAST



Image 9: EXTERIOR, CHIMNEY, LOOKING SOUTH

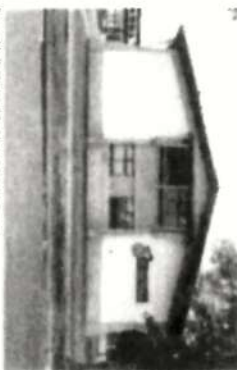


Image 10: EXTERIOR, CHIMNEY, LOOKING WEST



Image 11: SITE LOCATION MAP



Image 12: EXTERIOR, CHIMNEY, LOOKING NORTH



Image 13: EXTERIOR, CHIMNEY, LOOKING EAST

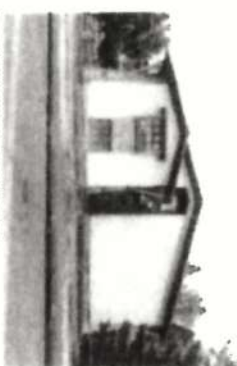


Image 14: EXTERIOR, CHIMNEY, LOOKING SOUTH

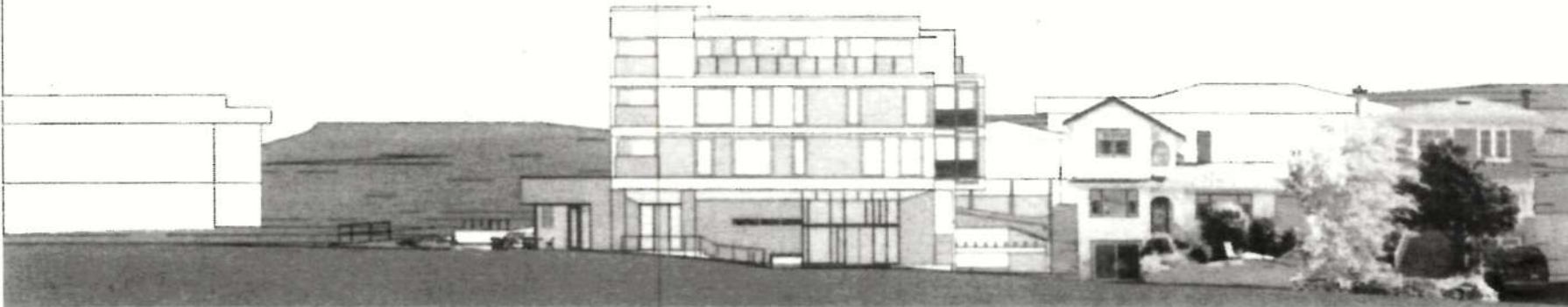
Moss Street



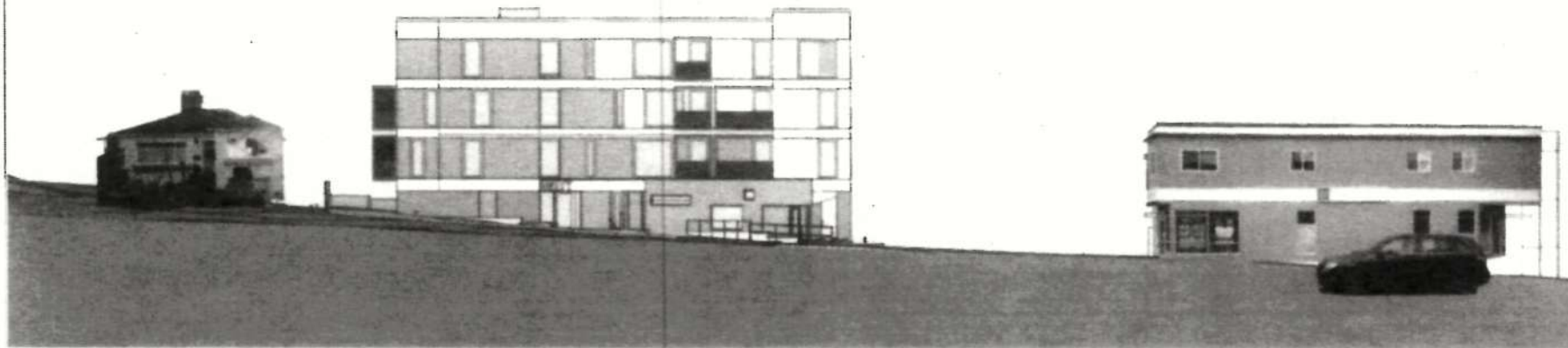
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Fairfield Road

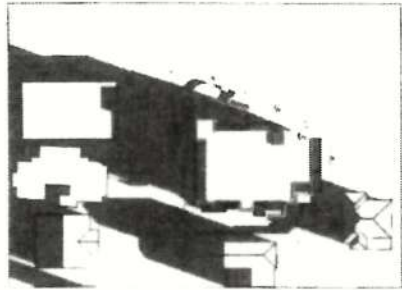


NO.	DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL
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2	STEEL	50	20.00	1000.00
3	BRICK	200	5.00	1000.00
4	GLASS	100	10.00	1000.00
5	PAINT	100	10.00	1000.00
6	LABOR	100	10.00	1000.00
7	PERMIT	1	1000.00	1000.00
8	TOTAL			7000.00

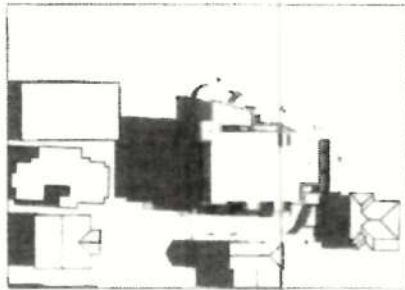
Unity Commons
1200 Fairfield Road

Street Elevations

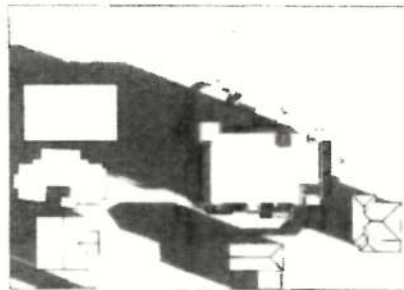
D16



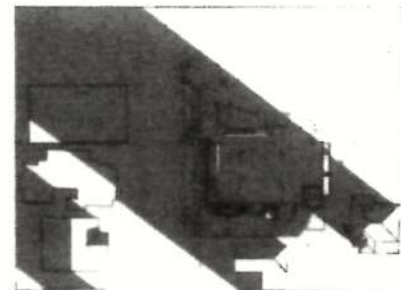
SPRING @ 3pm



SUMMER @ 6am



FALL @ 3pm

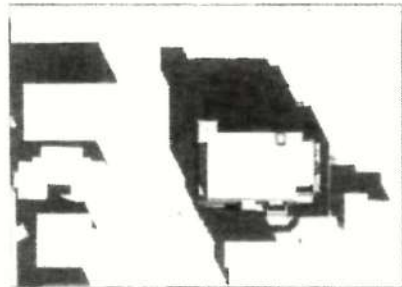


WINTER @ 3pm

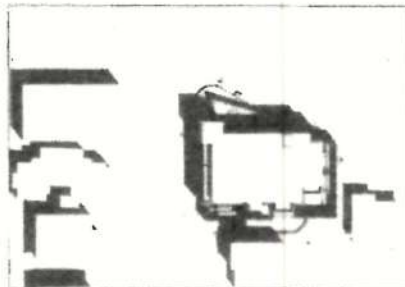


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ROWE
ARCHITECTS

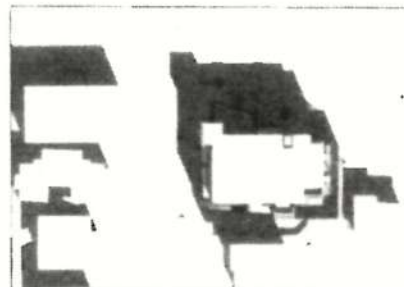
1000 West 10th Street, Suite 100
Portland, Oregon 97204
503.228.1111
www.lowhammondrowe.com



SPRING @ 10am



SUMMER @ 10am

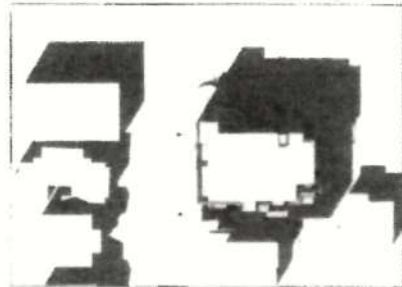


FALL @ 10am

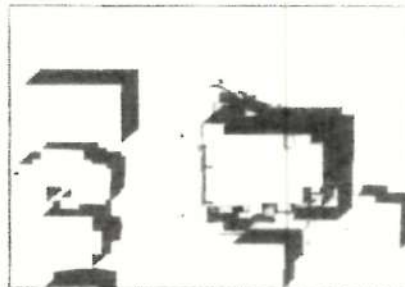


WINTER @ 10am

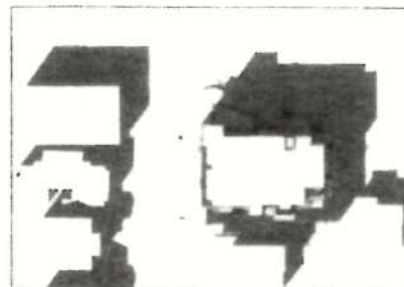
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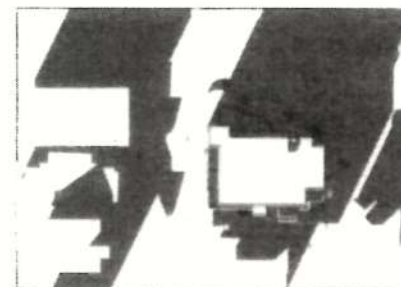
SPRING @ 3pm



SUMMER @ 3pm



FALL @ 3pm



WINTER @ 3pm

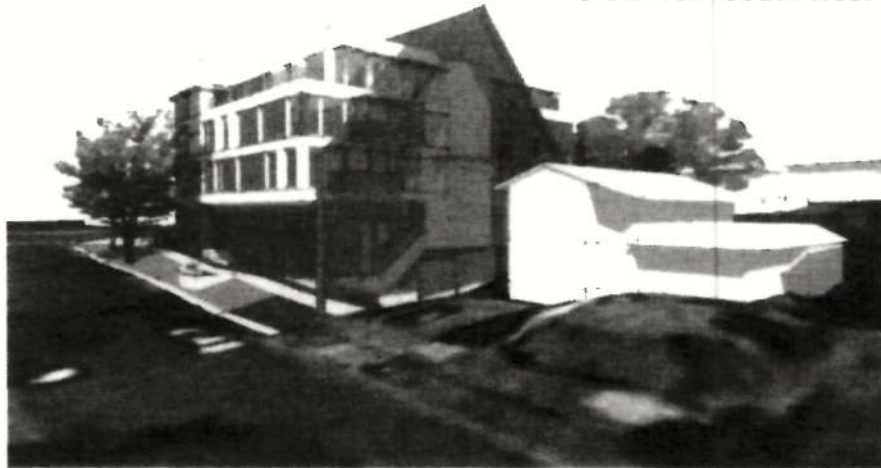
PROPERTY	OWNER
1000 West 10th Street, Suite 100	Low Hammond Rowe Architects
1000 West 10th Street, Suite 100	Low Hammond Rowe Architects
1000 West 10th Street, Suite 100	Low Hammond Rowe Architects
1000 West 10th Street, Suite 100	Low Hammond Rowe Architects
1000 West 10th Street, Suite 100	Low Hammond Rowe Architects
1000 West 10th Street, Suite 100	Low Hammond Rowe Architects
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1000 West 10th Street, Suite 100	Low Hammond Rowe Architects
1000 West 10th Street, Suite 100	Low Hammond Rowe Architects

Utility Commons
1303 Fairfield Road

Sun Study

D17

View from south west



View from north

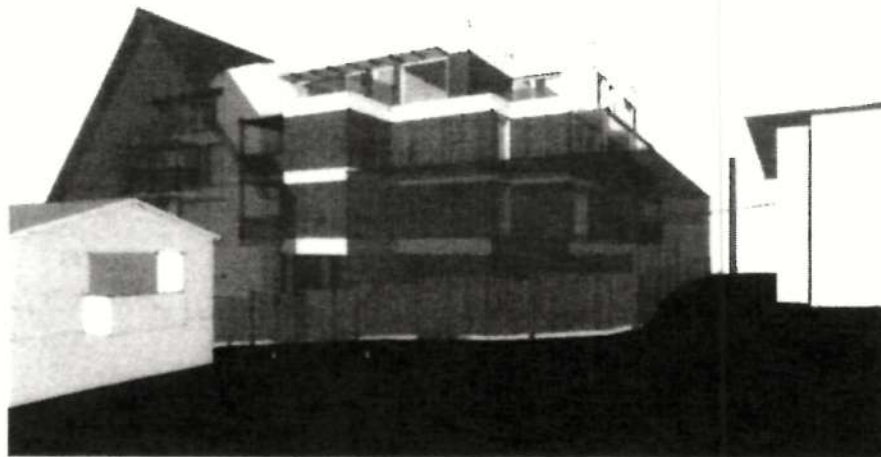


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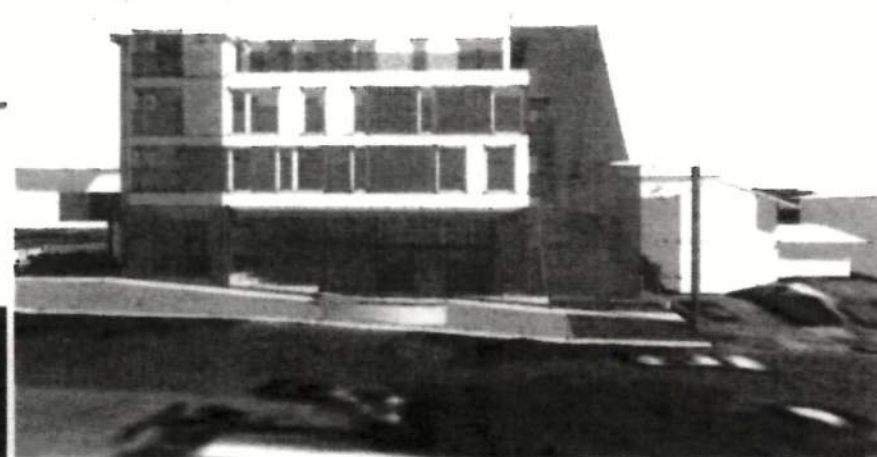
ARCHITECTS
1200 FAIRFIELD ROAD
DALLAS, TEXAS 75201
(214) 742-1100

UNITY

View from south east



View from west



NO.	DESCRIPTION	AMOUNT
1	CONSTRUCTION	1000
2	LANDSCAPE	500
3	INTERIOR	200
4	EXTERIOR	100
5	TOTAL	1800

Unity Commons
1203 Fairfield Road

Comparison of Existing Mapping

D18



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ARCHITECTS

10 April 2017

Mayor and Council
City of Victoria
1 Centennial Square
Victoria BC

re Unity Commons, 1303 Fairfield Road
Resubmission for rezoning and development permit

Following review and discussions with City staff, Low Hammond Rowe Architects have made a number of design revisions to our submission to address the suggestions and recommendations made.

The revisions are divided into three broad categories: miscellaneous corrections to dimensions and layout to meet zoning criteria, revisions to the interface of semi-public space and public realm to address City intent for the Statutory Right-of-Way (SRW), and significant revisions to the massing, materials, and elevations to address staff comments on aesthetics and urban design.

Massing and Elevations

Discussions with staff indicated that their desire for the massing of the existing church bell tower to be echoed in the new building. This is understood as an intention to maintain a strong landmark corner to the site, as well as provide a memory of the old church building.

LHRA developed a number of design options using the identical dimensions and location of the church tower. These were reviewed with staff, who we understood to support the new massing direction, with some reservations about the execution of the design. Following this review, LHRA have developed a new iteration which uses the tower massing, but integrates it into the overall massing, and adds a different use of materials.

In addition to the new tower mass, the building is now stepped back from Moss Street on the top (4th) floor. Exterior balconies (designed to Passive House design principles to minimize thermal bridging) have been lightened in structure and appearance and are now proposed to be constructed of painted structural steel with aluminum railings and stained wood guards and privacy screens. We believe this will further reduce the impression of the building's size..

The exterior cladding has been changed from an exposed insulation finish system (EIFS) to a combination of rainscreen stucco and stained wood siding (over a 190mm exterior insulation layer. This cladding approach has been extended over all three upper floors. This new approach unifies the upper floors and through its patterning of windows and cladding, breaks up the visual bulk of the massing. The Passive

House construction details will provide for approximately 200mm (8") deep window reveals, which will emphasize a sense of solidity of the building.

The ground level walls adjacent to the public realm remain as brick masonry – although the proposed brick colour has been changed to a warm grey with matching flush-struck mortar.

Public Realm Interface

Staff indicated support for expanding the usefulness of both the semi-public open space and public right-of-way, providing that the entirety of the SRW was devoted to public access. In response to this, the level space to the north and west of the retail/café space has been expanded for potential café seating and a variety of public seating areas.

The complex sloping geometry of the public space around the site presents a challenging design problem to preserve safe public access on sloping streets adjacent to desired level space. This has been resolved by splitting the travelled area of the sidewalk as it descends Fairfield Road to the corner into an outer sloping sidewalk and an inner set of steps and seating risers. The difference between the sloping sidewalk and level area is handled with a curved retaining wall with public benches and railings along its top. New street trees around the corner will provide a leafy context for both the public seating and sidewalk café space.

As the site continues to slope down Moss Street in front of the church entrance, the semi-public and public paths are split into sloped sidewalk and two small sets of steps. Low retaining walls and railings ensure pedestrian safety, while maximizing useful space at the church entrance.

The site also slopes steeply from the property line along Moss Street down to the curb line. This is resolved with a paved lay-by area, accessible for vehicle drop-off over a roll curb, and a set of long steps up to the sidewalk/church entry level.

Semi-public and parts of the public pedestrian realm are proposed to be paved with brick, including brick salvaged from the existing church (subject to quality evaluation of the brick after deconstruction). Memorial bricks from the existing church plaza will be reinstalled. The public sidewalk along the perimeter of the property line is proposed to be paved in concrete to clearly delineate the boundary between public and semi-public areas.

The line of the ground floor walls of the retail/café space and church have been adjusted to move them further back from the SRW, increasing publicly accessible space, and coordinating them with the new columns for the new tower massing.

Conditions to be met prior to Committee of the Whole

"While staff note the mix of uses is positive and understand the challenges associated with providing an assembly use at grade, the current four storey proposal does not meet the goals and objectives of the Official Community Plan and cannot be supported by staff in its current form."

Response: The fourth storey allows for an additional four rental units that provide the revenue needed to sustain both the below-market sale or lease of the church space to the Fairfield United Church, and the additional costs involved in constructing the building to Certified Passive House standards. Elimination of the fourth floor would entail the deletion of the church sanctuary from the program and/or the elimination of the Passive House level of energy performance..

"Please consider the possibility of retaining and heritage designating the church. Alternatively, we would encourage exploring the adaptive reuse of the existing church structure or incorporating elements of the existing church's design and/or materials into the proposal."

Response: As previously noted, the cost of bringing the existing church up to even a fraction of current life safety requirements is prohibitive. The limitations of the existing buildings would also preclude both the continued participation of the Fairfield United Church in the project and the provision of Passive House sustainability.

"The ground floor plane will need to be refined to ensure that it responds positively to the street. Blank walls will not be supported. The use and placement of retaining walls should also be reconsidered to ensure connectivity to the sidewalk and pedestrian permeability."

Response: The design of the building edge and the semi-public and public realm have been redesigned in consultation with staff.

"The overall massing will need to be reduced to ensure that there is significant stepping back to provide a transition to the neighbouring low density residential uses along Moss Street and Fairfield."

Response: The top floor has been stepped back from Moss Street. The upper floor design already stepped back from the neighbouring single-family properties; the massing of the balconies has been made lighter and less obtrusive. Balconies are still screened to block views from them to the neighbouring rear gardens.

"Please consider the local context both in terms of massing and in terms of materials particularly along Moss Street."

Response: As noted above, the massing has been redesigned to retain an 'echo' of the church bell tower and mark the corner. We have tried numerous options of colour and material to attempt to respond to the context and have received a wide range of mixed responses from the community, FGCA CALUC, and staff. We consider the context to lack a coherent expression or materiality and have therefore proceeded with a design which we feel appropriate in massing, with its own complementary materiality, and expressive of the era in which it is being built.

"Please ensure that entrance features are prominent and at grade."

Response: As with the original submission, the entrances to the church sanctuary, retail/café space, and apartment entry remain at grade; all have a unique expression and a suitable semi-public forecourt area.

"Increased use of patios and/or outdoor spaces along Moss and Fairfield will help animate and enliven the buildings relationship with the street."

Response: As noted previously, the Moss Street and Fairfield Road frontages have been redesigned according to discussions with staff.

"Increased detail on the street elevations (adding details on the adjacent properties) will be useful."

Response: The resubmission includes new street elevations with photographic representation of the neighbouring properties.

"A third party land lift analysis may be required to justify the additional density above that envisioned in the Official Community Plan."

Response: Our client is prepared to consider this. A land-lift analysis is not currently available.

"A housing agreement is required to ensure the residential units remain rental in perpetuity."

Response: Our client re-confirms her desire to enter into an agreement that covenants the apartments as rental in perpetuity.

"A design covenant may be required to ensure the residential storeys are designed to a Passive House standard."

Response: Our client is prepared to consider this.

"The Plan Check for the proposal has significant outstanding issues/ missing/ or incorrect information. Please ensure that your resubmission addresses these items."

Unity Commons – 1303 Fairfield Road

Letter to Mayor and Council - Resubmission for rezoning and development permit

10 April 2017

page 5 of 5

If you need clarification on any of the items contained in the Plan Check, please contact the Zoning Administration staff as noted on the Plan Check."

Response: Miscellaneous revisions are noted on the drawings and above in this letter to address these items.

"Updated letter to Mayor and Council providing more details on the proposal."

Response: We believe this letter addresses all the issues that have been raised by staff in correspondence and meetings. We would be pleased to provide further clarification on any details that are requested by staff or Council.

Conclusion

We hope that our revised submission has dealt with staff's concerns in a supportable manner. We remain committed to continuing our collaborative work with staff, committees, and Council to develop a project that provides true environmental, economic, and social sustainability.

This project delivers sixteen desirable rental homes and a lively corner café, and preserves an important cultural and spiritual sanctuary for its congregation in the Fairfield neighbourhood.

Sincerely,

Low Hammond Rowe Architects Inc

A handwritten signature in black ink that reads "Christopher Rowe". The signature is written in a cursive, flowing style.

Christopher Rowe
Architect AIBC, LEED AP
principal



LOW
HAMMOND
ROWE
ARCHITECTS

10 January 2017

Mayor and Council
City of Victoria
1 Centennial Square
Victoria BC

re 1303 Fairfield Road – application for rezoning

Low Hammond Rowe Architects, on behalf of Unity Urban Properties Ltd, is pleased to submit this application for a new development on the property at 1303 Fairfield Road. The proposal will require an amendment to the Official Community Plan (for number of storeys), rezoning to a new zone and a Development Permit. A parking variance is also requested.

This proposal will replace the aging Fairfield United Church at the corner of Fairfield Road and Moss Street – which is otherwise in urgent need of expensive repairs and code upgrades unaffordable by the congregation – with a new mixed-use building including 16 covenanted rental apartments, a corner-focused retail space, and most importantly, a new home for the Fairfield United Church.

The project fulfills the aims of true triple-bottom-line sustainability:

Environmental Sustainability

- very low energy footprint and very low GHG emissions
- low energy costs for renters
- Built to last: Passive House construction means a solid, high-quality building

The main floor church sanctuary and commercial space will be built to the most stringent current energy codes, but the residential part of the building will be built to Certified Passive House standards. This will give the building an extremely low energy footprint – with energy use at least 65% below conventional modern construction. This is achieved through the use of high performance triple-glazed windows, almost 12" of insulation, complete air tightness, and a sophisticated heat-recovery ventilation system providing exceptional air quality. Solar gain and building envelope performance allow an entire apartment to be heated in the winter by a small electric baseboard in the bathroom.

Economic Sustainability

- viable long-term neighbourhood-focussed business plan
- locally-owned and operated
- quality durable building with low life cycle costs
- profits support important social and environmental goals

Market rents for both apartments and the commercial space will provide the return needed to pay for the Passive House building upgrades and to support lower than market rent or purchase of the church sanctuary.

Social Sustainability

- 16 units of rental housing
- compatible neighbourhood commercial
- Fairfield United Church and their partner organizations remain in community in their historic location

The Unity will provide a unique mix of desirable uses entirely compatible with the 5 Corners village and the Fairfield community. First of all, it provides 16 units of generously-sized one- and two-bedroom apartments (which will be permanently preserved as rental through covenant). Secondly, it can support a lively neighbourhood cafe or restaurant in a busy village location. Thirdly, and most exceptionally, it will sustain the congregation of the Fairfield United Church in its traditional location and its own community. The new sanctuary will also support a wider community of other faiths and continue to serve as a valuable venue for community arts and performances in a properly serviced and purpose-built facility.

The project has been designed with close consideration of the relevant objectives of the Official Community Plan and with extensive consultation with immediate neighbours. This proposal represents a special opportunity to maintain an important spiritual and cultural institution in its historic community while responding to the demand for rental apartments and adding to the vitality of street life at the Five Corners village. We look forward to presenting this proposal to Council and committees and demonstrating its many positive features.

Sincerely,
Low Hammond Rowe Architects Inc

A handwritten signature in black ink that reads "Christopher Rowe". The signature is written in a cursive, flowing style.

Christopher Rowe
Architect AIBC LEED AP
principal

1 Description of Proposal

1.1 Project components

- a concrete (non-combustible) ground floor with a 2,400 SF church sanctuary space, a 1,500 SF commercial unit with outdoor patio space, and apartment lobby and common storage and bicycle parking;
- upper storeys of wood-frame construction with 16 one- and two-bedroom rental apartments;
- a 16-space underground parking garage.

The upper three floors of apartments will be constructed to achieve Certified Passive House status, with an Energy Use Intensity of approximately 15 kWh/m²/year.

1.2 Massing

The new building mass is somewhat larger than the existing church and church hall buildings, but it is no higher, and has significantly increased south and east side yard setbacks from the two adjacent single-family homes. Because of its location north and west of the adjoining properties, there is minimal shadowing impact (and minimal change) on the sun access to neighbours.

The top penthouse floor steps back from the south elevation in order to reduce the apparent height of the building and to move the apartments and their decks away from direct overlook on neighbouring single-family lots.

Overall, the chosen design approach keeps the main massing of the building simple and rectilinear, and providing detail and scale through the exterior balconies and manipulation of the ground floor massing. The balconies take their form and structure from the needs of Passive House design – minimizing cantilevers which act as thermal bridges. The main level retail space angles up at the street corner to establish its presence and commercial scale. The entry to the church sanctuary shelters under the overhang of the building above, with its importance stressed with a colonnaded trellis facing Moss Street defining a new church *temenos* or porch.

1.3 Neighbourliness

Through direct consultation with the neighbours, the design of the building has been tweaked to minimize overlook and maintain privacy in both the houses and their rear gardens. Landscaping and fence design has been developed in close consultation with the neighbours.

1.4 Exterior Materials

The building exterior includes a brick masonry main floor (using a pale off-white brick and matching mortar) with deep window and entrance reveals. The upper residential floors are clad in an Exterior Insulation Finish system (EIFS). This includes approximately 150mm (6") of exterior insulation which creates deep reveals around the windows and enhances a feeling of mass and solidity.

1.5 Colours

Colours have been selected to maintain a visual reference to the original materials and colours of the Church, with an off-white base, a rich deep brick red for the middle floors, and a white penthouse level intended to blend into the sky to minimize the apparent height. The intent is to maintain the scale-giving proportions of the original Church building and continue to fit within the material and colour palette of the Five Corners village context.

1.6 Landscaping

Plantings, new trees, fences, and balcony screening have been selected and arranged to preserve the privacy of the single-family neighbours to the south and east. The street edge spaces have been designed as forecourts for the apartment entrance and the church sanctuary, and as potential patio seating area for the commercial space. Existing commemorative pavers used in the church forecourt will be reused in the hard landscape areas adjacent to the new sanctuary entrance.

The building's footprint and parking garage have been designed to minimize impacts on mature trees on the adjoining properties. A arborist has reviewed the trees in question and prepared a tree protection protocol for them. There are no mature trees on the subject property.

The location recommended by City staff for the parking ramp will require the removal of an existing cherry tree on the City boulevard on Moss Street. The consulting arborist has noted that the remaining street tree on Moss Street is diseased and recommends its replacement. Following submission of this application City staff will be consulted as to the best approach for the redevelopment of the street edge spaces.

The projecting main level retail space will have an extensive green roof. Along with detention and filtration of stormwater, this will enhance views from the upper level apartments and be visible from along Fairfield Road due to the height and character of planting.

2 Government Policies

2.1 Official Community Plan and Neighbourhood Plan

We believe that this proposal meets most of the policy objectives of the Official Community Plan with the exception of the number of storeys. This proposal is for a four-storey building, whereas the OCP policy for Small Urban Villages indicates a three-storey limit for streets other than arterial or secondary arterial roads. (Fairfield Road is neither.)

PLACE-BASED LAND USE MANAGEMENT

6.1 Urban place designations are established and identified on Map 2, including built form, place character, land use and density characteristics, to represent present and proposed conditions and to support the development of a diversity of places across the city defined generally as follows:

6.1.7 Small Urban Village consists of a mix of commercial and community services primarily serving the surrounding residential area, in low-rise, ground-oriented multi-unit residential and mixed-use buildings generally up to four storeys in height along arterial and secondary arterial roads and three storeys in height in other locations, serving as a local transit service hub.

3 Project Benefits and Amenities

- Preserves the traditional meeting place of the Fairfield United Church's congregation on its original site and within its original community;
- Allows for expanded use of the church sanctuary for other faith groups and arts events in a safe and modern facility;
- Provides for the enhancement of neighbourhood vitality in the form of a potential new café or restaurant;
- Creates 16 new rental apartments, which will be protected by covenant on the property;

4 Need and Demand

The primary driver for this project is the desire of the congregation of the Fairfield United Church to remain in their traditional community. The congregation has not been able to afford the on-going maintenance of the building over many years and were not able to raise the \$1 million to \$2 million needed to reverse decades of deferred maintenance and bring the building up to even a portion of current safety codes. They accordingly sold the property to a local developer who would commit to making a new church sanctuary a key component of a new mixed-use development on the site.

There is a demonstrable demand for quality rental housing in desirable neighbourhoods such as Fairfield. The type of housing proposed not only accommodates small young families but also older residents wishing to down-size yet remain in their familiar neighbourhood.

Given its location as a one of the "Five Corners" in this small urban village, the provision of active commercial street life – in addition to that of the church sanctuary – is an obvious choice to round out the mix of uses proposed.

5 Impacts

The two adjoining single-family homes were built well after the original Church. With near-zero setbacks and virtually blank walls of the Church and hall as their property edges, both houses have been designed with relatively blank walls facing the subject site. Nevertheless the primary impact on these homes is that of overlook from the new apartment neighbours. Extensive consultation was undertaken with each of these neighbours to review and help us understand the potential impacts of the proposed design. Following this consultation, the location of windows, exterior balconies, and landscaping and screening was revised to minimize overlooks on rear gardens and decks, or on the few windows facing the site. Other windows and balconies are located to face only blank side walls of the neighbouring houses or are directed towards the street.

A thorough sun access study was completed. This demonstrates that the new building has little impact on sun access for neighbours due to its northerly location.

6 Design and Development Permit Guidelines

The project has been designed to meet or exceed the relevant guidelines, including:

- Advisory Design Guidelines for Buildings, Signs and Awnings (1981)
- Guidelines for Fences, Gates and Shutters (2010)
- Buildings are encouraged to have shop windows and building entrances that are oriented towards the street.

7 Safety and Security

The design follows best practices for CPTED including:

- all entrances located adjacent to the street with high visibility from the street;
- 24/7 occupation;
- good overlook of site landscape area and parking ramp from adjacent apartments;
- obvious distinction of semi-public from public areas;
- lighting and windows in entrance areas, common areas and parking garage to maximize visibility and surveillance;
- security gate for parking garage.

8 Transportation

The site is served by BC Transit's number 7 bus line, connecting the site with downtown Victoria and UVic, with a stop nearby to the site across Moss Street, and weekday buses every 15 minutes.

Class 1 Bicycle parking for apartment residents is provided in accordance with Schedule C requirements on the main apartment entry level directly off the street and connected to the apartment lobby. Additional Class 2 bicycle parking will be provided with racks adjacent to the commercial space and church sanctuary. Additional parking space for mobility scooters is provided adjacent to the apartment lobby.

The project's location on a rocky site makes the construction of underground parking challenging and expensive, nonetheless 16 parking spaces are provided – a ratio of one space per apartment. The underground garage is accessed from Moss Street via a ramp down the south edge of the property – as recommended by City of Victoria Engineering staff. (Apartment garbage and recycling will be stored in the garage. Commercial and church garbage and recycling will be stored in an enclosure at the foot of the parking ramp.) Parking in the garage will be available on a shared-use basis to church and commercial customers during the day. The garage will be secured after business hours with an overhead gate.

A transportation study was conducted by Watt Consulting Group and forms part of the application package. The purpose of this study was to determine if the proposed parking supply will accommodate the expected parking demand by considering parking demand at representative sites and identify appropriate parking management and transportation demand management (TDM) approaches.

The study notes that the 16 supplied parking spaces fall short of the current Schedule C requirement by either 36 or 47 parking spaces, depending on the method of calculation.

The Watt report concludes that *"resident parking demand will be 8 vehicles, residential visitor parking demand will be 1 vehicle, café parking demand will be 10 vehicles, retail parking demand will be 3 vehicles and non-event church parking demand will be 1 vehicle. Parking demand during an event at the church varies depending on size."*

Eight parking spaces will be reserved for residents at all times. Residential visitor, commercial, and typical weekday church parking demand will be in a shared pool of 8 spaces. All larger church- or event-related parking demand is expected to be accommodated off site, as has always been the case historically.

Clearly a mixed-use project of this type and size would be unrealizable if the Schedule C requirements were to be met without variance. The provably decreasing demand for car ownership and the project's convenient location in a highly walkable neighbourhood supports serious consideration of this parking variance.

9 Heritage

The church building is not on the City of Victoria heritage registry and there is no statement of significance to suggest it should be. The design and construction both inside and out is pleasant but relatively conventional for its time and unremarkable. The church was inexpensively built in 1926 using residential-grade methods and materials and has not endured well.

Refer to the attached letter from RJC (29 June 2016) for a detailed summary of building structural conditions and issues affecting rehabilitation of the existing structure.

The extent and complexity of the structural upgrades required to prepare the building for conversion to residential use makes this form of conversion financially unviable. This type of conversion has been undertaken elsewhere in Victoria without commercial success. Furthermore, as corroborated in RJC's letter, significant exterior alterations would be required to support new floor assemblies, windows, and entrances.

Most importantly, the congregation of the Fairfield United Church are passionate about being able to stay in their historic community. The high cost of stabilization and restoration of the existing building has proved unaffordable by the congregation. Economically-viable preservation of the building for some other use would result in the displacement of the congregation from the Fairfield community.

10 Green Building Features

10.1 GHG reduction through Passive House design and construction

The primary green building feature of this proposal is to make a significant reduction in greenhouse gas emissions. It will achieve this through design, construction, and certification as a Passive House building. Passive House standards will be applied to the three apartment floors. Because of ventilation requirements and the type and routine of occupation, a certified Passive House approach is not considered ideal or financially feasible at this time for the commercial space and the church sanctuary. These spaces will nevertheless employ best practice or better for insulation, equipment efficiency, and power and water consumption.

Passive House design and construction will include the following features:

- triple-glazed windows, certified by the German PassivHaus Institut;
- high level of air-tightness through a continuous liquid-applied air/vapour barrier;
- an additional 150mm (6") of EPS foam insulation on walls, and 200mm (8") of EPS under the floor slab and over the roof;
- air-to-air heat recovery ventilation units in each apartment and common areas, recycling heat from exhaust air to pre-heat incoming continuous ventilation air (resulting in very high indoor air quality levels), also certified by the PassivHaus Institut;
- condensing clothes dryers;
- LED lighting
- air tightness testing of the entire building prior to installation of cladding;
- verification of the design energy model by an accredited Passive House reviewer.

Each unit will be provided with additional make-up heat with a single 500W baseboard heater in the bathroom. No other heat sources will be needed. Total energy use for the apartments is expected to be at or below 15kW/m²/year, and will be provided by electricity, 93% of which is from renewable hydroelectric production.

(Note that the City of Vancouver is about to implement a new green building rezoning policy which will can be met at its highest level through Passive House certification.)

10.2 Other green building best practices to be employed

- low VOC emissions in materials and coatings;
- individual electric metering;
- water-conserving plumbing fixtures.

10.3 Stormwater management

The small site is located on rock and does not provide ideal conditions for return of stormwater to the ground. On-site stormwater detention will be provided in subgrade facilities prior to discharge to municipal mains. Further detention and pre-treatment will be provided by the intensive green roof over the main level retail space.

11 Infrastructure

Existing public services appear adequate to support the new development. Further consultation with City of Victoria Engineering staff will be undertaken during the formal review process and any required upgrades included in the proposal.

12 Consultation and Design Refinement Process to date

- 29 Jun 2016: Review with City of Victoria Planning staff;
18 Jul 2016: Presentation and discussion of initial program and design concept (by invitation to surrounding neighbours);
Jul/Aug 2016: Individual meetings with each of the immediate neighbours in single-family homes;

- 29 Aug 2016: Follow-up presentation and discussion of developed design concept (by invitation to surrounding neighbours);
- 01 Sep 2016: Review with City of Victoria Planning staff;
- 19 Sep 2016: Preliminary presentation to Fairfield Gonzales Community Association CALUC;
- 29 Oct 2016: Open House presentation to wider neighbourhood.
- 21 Nov 2016: Preliminary presentation to Fairfield Gonzales Community Association CALUC;
- 19 Dec 2016: Formal public presentation to Fairfield Gonzales Community Association CALUC.

A number of major revisions were made to the design in response to consultation with the project's immediate neighbours, prior to submission to the FGCA CALUC. These were focused on improving setbacks from the neighbouring rear gardens and eliminating or screening possible overlook of the neighbours' gardens from the new building. These revisions were subsequently presented to the neighbours at individual meetings.

We have yet to receive formal notes from the 19 December CALUC meeting but our understanding is that they would note some concerns expressed about the modernity of the design, the height, and the amount of parking being provided. We are not aware of any specific recommendations that would lead to design revisions at this time.



FAIRFIELD GONZALES
COMMUNITY ASSOCIATION
the place to connect

Unity a project requesting re zoning at 1303 Fairfield Road

This application requests a change of zoning to allow the development of a building enclosing covenanted rental apartments, a commercial space and a church sanctuary and offices.

The following is drawn from a Community Meeting of the FGCA LUC on Monday December 19th attended by approximately 60 citizens. Comments from emails received have also been considered.

The building will be a stratum with only two units: the church space and a second title for the apartments and rental space. This will permit the United Church to purchase the space eventually, in the meantime they will rent.

Some consideration in the application may be given to the fact that the church hopes and expects to occupy this space for a long time; however, as they are initially renting the space, if they choose in the future to leave, the space will revert likely to commercial space and as such the situation in the building would change. This should be a factor in the consideration of this re zoning request.

FGCA LUC members Alice Albert and Heather Murphy declared a conflict of interest and removed themselves from discussion of the application at the meeting.

Community Concerns

Parking the major issue.

Parking is always an issue, however when the applicants parking consultant says that the project as designed now is 23- 58 parking stalls short of present requirements, the usual persistent complaints about parking and traffic may have increased validity.

The property is surrounded on all sides by residential Only parking zones and as such the adjoining streets offer little space for parking unless "scofflaws" park regardless of the signage. Residents pointed out that now parking generated by activities at the building at various times reaches as far as McKenzie and Oxford Streets to the south and Thurlow to the north, and Cornwall to the west. On street parking to the east on Fairfield is severely restricted. Residents are concerned that commercial activity and visitors to the new apartments will impact parking in the surrounding streets, most of which have residential restrictions now.

The project proposes some reserved residential stalls in the underground garage as well as a number of shared stalls. This is the only parking provided and as the parking consultant pointed out is somewhat short of present requirements.

The applicant pointed out that there will be new parking regulations in the spring of 2017 and it is her expectation to be in compliance with these new regulations.

This is an interesting notion that future requirements may be considered today, however when a resident asked about the Local Area Plan which may have policies which would impact the proposal, it was pointed out that applications cannot cease and HAVE TO BE ACCEPTED WITH CURRENT PLANS AND POLICIES IN PLACE.

Design

- *lack of design elements reflecting existing architecture and finishings, e.g. Red bricks used in most nearby buildings

- * lack of any Heritage elements which might reflect and honour the church building which has served the community for many years. Nor is there any design elements reflecting the new church space in the development, e.g. steeple, arched windows, etc

- * There was appreciation for the public sitting area, a neighbourhood "living room" along Moss street and at the corner of Moss and Fairfield.

The third area of concern was how this development will impact the "Small Urban Village" at Five Points as described and defined in the Official Community Plan

And last but by no means least is the substantial concerns by the immediate neighbour to the south of the site who is particularly concerned about possible negative impacts:

- * on his house,
- * privacy in the garden and in the house
- * nuisance from garbage bins and exhaust vents located near his house
- * and the possible structural damage to his house as a result of rock blasting

3.2 Development Permit No. 000496 and Rezoning No. 00588 for 1303 Fairfield Road

The City is considering a Rezoning and Development Permit Application to construct a four-storey mixed-use building consisting of ground floor commercial space and a church sanctuary with 16 residential rental units above.

Applicant Meeting attendees:

Christopher Rowe LOW HAMMOND ROWE ARCHITECTS

Ms. Wain provided the Panel with a brief introduction of the Application and the area that staff is seeking advice on, including the following:

- the transition along Moss Street and Fairfield Road
- the integration of the proposal within the existing Five Points Village context
- ground floor design and landscaping as it relates to the pedestrian experience along Fairfield Road and Moss Street, with particular attention to the corner of Fairfield and Moss and the residential and church entryways.

Christopher Rowe then 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:

- where will deliveries occur?
 - no physical design solution; resolved in a similar way to Government Street deliveries downtown
- are there parking requirements?
 - a parking variance is required to maintain existing parking conditions
- is there a green roof on the café roof?
 - yes, an intensive green roof
- was a covered entrance into the church sanctuary considered?
 - the approximate 5 ft. overhang creates a small porch area and concrete pad creates a small breakout space with seating
- is the roof overhang slanted?
 - yes, to soften and resolve the overhanging mass
- was there consideration to making the tower a more prominent feature?
 - it is already taller than existing tower, with an elevated cornice
- how much taller is the tower in comparison to the existing structure?
 - roughly 7 ft. taller
- is the grass boulevard wide enough to accommodate street trees?
 - the boulevard on Fairfield Road is wide enough at about 5 ft.
- can the windows open in the units?
 - some of them can; if they are not on a deck they will tilt
- is there enough light let into the units with walls on the south façade?
 - the windows are almost 8 sq. feet across, and the Applicant sought to preserve neighbours' privacy as much as possible
- has the light exposure for the church space been considered?
 - coloured glass on the southern wall improves neighbours' privacy and a lot of light enters the church space via the glass entryway

Panel Members discussed:

- the massing is sensitive to the context; there is rationale for significant density
- south elevation shows visible tension to accommodate multiple requirements
- the wisteria could be brought forward to soften the south elevation
- The south façade has the least impact on the wider public; the east façade will be very visible for a long time
- concerns about how the eastern façade speaks to the Five Corners neighbourhood context
- the massing on the corner of Fairfield Road and Moss Street is adequate given the future of Fairfield Road
- More green landscaping around café seating wall would be beneficial
- a more permeable treatment at the corner of Fairfield Road and Moss Street such as shrub planting would be a better fit in the neighbourhood
- the tower is perceived to be floating; more height could improve its prominence
- looking for conceptual clarity to resolve the prominence of the tower

Action:

MOVED / SECONDED

It was moved by Justin Gammon, seconded by Patty Graham, that the Advisory Design Panel recommend to Council Development Permit Application No. 000496 and Rezoning Application No. 00588 for 1303 Fairfield Road be approved with the following recommendations:

- Review the landscaping and plant treatment at the plaza located at the intersection of Moss Street and Fairfield Road and consider additional planting to soften the edge along the south property line.
- Consider clarifying the prominence of the tower as it relates to the design intent.
- Review the composition of the south elevation to result in a more cohesive approach.
- Continue to refine the entrance to the church as a transitional threshold to the neighbourhood context.

CARRIED UNANIMOUSLY

5. ADJOURNMENT

The Advisory Design Panel meeting of June 21, 2017 adjourned at 3:56 pm.

Jesse Garlick, Chair



1303 Fairfield Road Development

Parking Study

Prepared for: **Low Hammond Rowe Architects**

Prepared by: **Watt Consulting Group**

Our File: **2020.B01**

Date: **December 20, 2016**

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APPENDICES

- Appendix A: Summary of Resident Parking Observations
- Appendix B: Summary of Visitor Parking Observations
- Appendix C: Summary of On-Street Parking Observations

1.0 INTRODUCTION

Watt Consulting Group was retained by Low Hammond Rowe Architects to conduct a parking study for the proposed development at 1303 Fairfield Road in the City of Victoria. The purpose of this study is to determine if the proposed parking supply will accommodate expected parking demand by considering parking demand at representative sites and identify appropriate parking management and transportation demand management (TDM) approaches.

1.1 SUBJECT SITE

The proposed development site is 1303 Fairfield Road in the City of Victoria. The site is currently zoned R1-B Single Family Dwelling District, however, the applicant will apply to rezone the site. See Figure 1.

FIGURE 1 PROPOSED SITE



1.2 SITE CHARACTERISTICS

The site is located in close proximity to various transportation options and services including the following:

Transit The closest bus stop to the site is approximately 50 meters away (less than a 1 minute walk) and serves route 7 | Uvic/Downtown which provides service to Uvic and downtown Victoria with connections to local and regional transit routes. A major transit exchange is located within a 20 minute walk of the site, and it provides transit service to the majority of areas and destinations in the Capital Regional District. As identified in the Victoria Transit Future Plan¹, route 7 | Uvic/Downtown is a proposed frequent transit network route, with a service frequency of 15 minutes or better between 7:00AM and 7:00PM.

Walking The subject site is located in Fairfield, and has adequate sidewalks and crosswalks on the majority of roads surrounding the site. The site has a walkscore of 83², indicating that the majority of errands can be accomplished on foot.

Bikeways Fairfield Road is a part of Phase 3 for the proposed Biketoria project that will provide neighbourhood bikeways to enhance the network with regional and more neighbourhood connections. Moss Street is a neighbourhood bike route that connects cyclists to the Harris Green and Oak Bay area via Fort Street, and to the downtown core via Richardson Street and Dallas Road. These routes will also provide connection to the Galloping Goose Regional Trail.

Carshare Modo Carshare Co-op is the operator of the carshare program for the Victoria region. The closest carshare vehicle is located on Oxford Street close to the Moss Street / Oxford Street intersection; less than a 5 minute walk from the site. Another vehicle is located at Chapman Street between Linden Avenue and Cook Street.

Services At the intersection of Fairfield Road and Moss Street, there is an elementary school, medical clinic, café, restaurant and other retail services. Fairfield Plaza and Cook Street Village, both a 10 minute walk from the site offer amenities such as a grocery store, medical services, mailing services, bank, restaurants, cafes and other retail stores. Downtown is located within a 20 minute walk of the site that contains the majority of transportations options and services.

Neighbourhood Character The site is located in Small Urban Village "Five Points Village" which is defined in the City of Victoria Official Community Plan as a mix of commercial and community services primarily serving the surrounding residential area, in low-rise, ground-oriented multi-unit residential and mixed-use buildings. This village serves as a neighbourhood amenity/focal point and not a destination for the region, suggesting it is mainly intended to be used by residents of Fairfield.

¹ Victoria Region Transit Future Plan, 2011, pg. 38. Available online at: <https://www.victoriaregion.ca/files/2011/05/Victoria-Region-Transit-Future-Plan-2011.pdf>

² As identified on the Walk Score website: <https://www.walkscore.com/score/1303-fairfield-rd-victoria-bc-canada>

2.0 PROPOSED DEVELOPMENT

The proposed development will include 16 one- and two-bedroom multi-family residential units (all apartment rental), 1,597 square feet of commercial floor area, and a church with 150 seats. See Table 1.

TABLE 1. SUMMARY OF PROPOSED DEVELOPMENT

Land Use	Units	Floor Area	
		sq. ft.	m ²
Multi-family (Apartment Rental)	16		
Commercial ³		1,597	
		75 seats ⁴	148
Church		2,617	
		150 seats	243

2.1 PROPOSED PARKING SUPPLY

The proposed parking supply is 16 parking spaces, located in an underground parking garage.

3.0 PARKING REQUIREMENT

The City of Victoria requires parking per Zoning Bylaw No. 80-159, Schedule C Off-Street Parking. See Table 2. Parking requirement for the site is 58 parking spaces; 42 parking spaces more than proposed parking.

TABLE 2. SUMMARY OF PARKING REQUIREMENT

Land Use	Quantity	Parking Requirement		Applied to the Site
Multi-family (Apartment Rental)	16 units	Rental Attached Dwelling	1.4 spaces per dwelling unit	22
Commercial (Café)	38 seats	Eating and Drinking Establishments	1 space per 5 seats	8
Commercial (Retail)	798.5 sq.ft.	Retail stores, banks, personal service establishments or similar users	1 space per 37.5m ² of GFA	2
Church	2,617 sq.ft. 150 seats	Church	1 space per 9.5m ² of floor area used or intended to be used for public assembly purposes	26
Total Parking Requirement				58

³ Commercial tenant has not been finalized, however, it is expected to be one tenant with half the space as retail and half as a cafe.

⁴ As identified by the client via email on August 22. Includes 50 seats inside and 25 seats on the patio – however, half of the floor area is expected to function as a "café" suggesting 38 seats..

4.0 EXPECTED PARKING DEMAND

Expected parking demand for the site is estimated in the following sections to determine if proposed parking supply will adequately accommodate demand. Expected parking demand is based on vehicle ownership information, observations, surveys and research.

4.1 UTSIDEN? PARKING DEMAND

4.1.1 VEHICLE OWNERSHIP INFORMATION

Vehicle ownership information was assessed for ten apartment rental multi-family sites. Sites selected are in close proximity to the site, or exhibit similar characteristics (similar proximity to downtown and transportation options).

Average vehicle ownership among representative sites is 0.51 vehicles per unit and ranges from 0.22 to 0.74 vehicles per unit. See Table 4. Those sites closest to the subject site (1049 Southgate Street, 967 Collinson Street, and 1025 Linden Street), had an average vehicle ownership of 0.63 vehicles per unit.

TABLE 4 SUMMARY OF VEHICLE OWNERSHIP INFORMATION

Site	Units	Insured Vehicles ⁶	Parking Demand (vehicles/unit)
1049 Southgate Street	29	14	0.48
967 Collinson Street	42	30	0.71
1025 Linden Ave	56	39	0.70
1039 View Street	160	32	0.20
425 Simcoe Street	175	105	0.60
655 Douglas Street	126	54	0.43
535 Niagara Street	65	48	0.74
1147 View Street	22	10	0.45
1158 Yates Street	18	4	0.22
1130 Pandora Avenue	45	24	0.53
			0.51

A study was recently conducted in the City of Victoria that considered parking demand at different types of multi-family sites (condominium and rental) in different locations in the City. Results suggested that of the 19 rental apartment sites that are located in "remaining areas"

⁶ Vehicle ownership information obtained from Insurance Corporation of British Columbia (ICBC). Information is current as of November 30 2013

(those sites not in the downtown core or a large urban village, similar to the subject site⁶) had an average vehicle ownership rate of 0.53 vehicles per unit.

4.1.2 OBSERVATIONS

Observations were conducted at representative multi-family sites where the majority of vehicles could reasonably be attributed to the site, in close proximity to the subject site or in locations that exhibit similar characteristics. Observations were conducted over three periods – Friday August 12 at 9:30pm, Sunday August 14 at 2:00pm, and Tuesday August 16 at 9:30pm. See [Appendix B](#). Reserved resident spaces were observed to determine resident parking demand only.

Peak demand was observed during the Tuesday August 16 at 9:30pm observation. See [Table 4.1.1](#). Results suggest an average parking demand rate of 0.52 vehicles per unit and ranges from 0.44 vehicles per unit to 0.62 vehicles per unit.

TABLE 4.1.1 SUMMARY OF OBSERVATIONS AT REPRESENTATIVE SITES

Site	Units	Observed Vehicles	Parking Demand (vehicles/unit)
1150 Hilda Street	21	13	0.62
350 Linden Avenue	39	17	0.44
1233 Fairfield Road	64	33	0.52
1250 Richardson Street	15	7	0.47
1300 May Street	18	10	0.56
1030 Pendergast Street	57	32	0.56
1035 Pendergast Street	57	28	0.49
			0.52

4.2 VISITOR PARKING DEMAND

Designated visitor parking spaces were observed at nine representative sites on three different days – Wednesday March 9 at 9:00pm, Friday March 11 at 8:30pm, and Monday April 11 at 8:30pm⁷. See [Appendix B](#).

The peak visitor parking demand occurred during the Friday March 11 at 8:30pm observation. See [Table 4.2.1](#). Average visitor parking demand was 0.05 vehicles per unit and ranged from 0.02

⁶ However, the site is located in a Small Urban Village "Five Points Village" as identified in the City of Victoria Official Community Plan, pg. 36, Map 2, <http://www.victoria.ca/assets/Departments/Planning-Development/Community-Planning/OCPP/Replaced/Section%206%20Land%20Management%20and%20Development%20-%20June%202016.pdf>

⁷ These observations were conducted as part of the City of Victoria Schedule C Update

to 0.10 vehicles per unit. Seven of the nine sites are at or below the average visitor demand rate.

Of those sites located in James Bay/Cook Street area (535 Niagara Street, 343 Simcoe Street, 655 Douglas Street, 1049 Southgate Street), these sites had an average demand rate of 0.05 vehicles per unit, and ranged from 0.03 to 0.08 vehicles per unit.

SUMMARY OF VISITOR PARKING OBSERVATIONS

Site	Units	Observed Vehicles	Parking Demand (vehicles/unit)
535 Niagara Street	65	5	0.08
343 Simcoe Street	21	1	0.05
655 Douglas Street	126	5	0.04
1049 Southgate Street	29	1	0.03
921 North Park Street	75	4	0.05
1955 Ashgrove Street	43	1	0.02
3187 Shelbourne Street	62	3	0.05
243 Gorge Road East	99	10	0.10
2533 Dowler Place	45	2	0.04
			0.05

The Shared Parking Manual⁸ recommends time-of-day factors for residential visitors, and identifies peak demand (100%) occurs from 7pm to 10pm; all other times throughout the day, visitor parking will have significantly lower demand. See Figure 3.

4.3 COMMERCIAL

A commercial land use is proposed, although exact tenant/type is unknown. The applicant's expectation is that one tenant will occupy the space using half as retail and half as café.

4.3.1 CAFE

The café would be expected to operate as a neighbourhood amenity and would likely target Fairfield residents.

Eleven representative cafés within close proximity to the site were contacted⁹ to determine their peak parking demand. Average parking demand rate was calculated to be 1 vehicle per 15m² and ranged from 1 vehicle per 38m² to 1 vehicle per 5m². See Table 6.

⁸ Based on results from the Shared Parking Manual, Urban Land Institute, pg. 16-19

⁹ Phone conversations occurred with a manager/owner/employee of each café on August 11 and August 12, 2016 with a follow-up phone call on September 13, 2016. Employees estimated the number of vehicles during their busiest time of the day.

TABLE 5 SUMMARY OF CAFE SURVEYS

Site ¹⁰	Floor Area ¹¹ (m ²)	Estimated Vehicles	Parking Demand
Moka House Café 345 Cook Street	260	21	1 vehicle per 12m ²
Starbucks 320 Cook Street	230	6	1 vehicle per 38m ²
Starbucks 1594 Fairfield Road	110	23	1 vehicle per 5m ²
Serious Coffee 230 Cook Street	140	15	1 vehicle per 9m ²
Discovery Coffee 1964 Oak Bay Avenue	110	14	1 vehicle per 8m ²
Moka House Café 19 Dallas Road	260	20	1 vehicle per 13m ²
Nourish Kitchen & Café 225 Quebec Street	150	12	1 vehicle per 13m ²
Cornerstone Café 1301 Gladstone Avenue	160	7	1 vehicle per 23m ²
Serious Coffee 225 Menzies Street	110	8	1 vehicle per 14m ²
Arriba Coffee House 1610 Cook Street	80	4	1 vehicle per 20m ²
Spiral Café 418 Craigflower Road	105	8	1 vehicle per 13m ²
			1 vehicle per 15m ²

4.3.2 RETAIL

Retail parking demand is also representative of office parking demand, in the case office occupies the commercial space at the site.

Observations of parking demand were completed at retail sites that are believed to accommodate employee and customer vehicles on site (rather than on-street or elsewhere) and provide a full account of parking demand. Observations were completed over three time periods (1:00pm on Wednesday March 9 2016, 1:30pm on Saturday March 12 2016 and 1:30pm on Saturday April 16 2016) representing peak periods for retail.¹²

The Saturday April 16 observation had an 85th percentile parking demand of 1 vehicle per 50m², which is seen as representative for the site.

¹⁰ All sites assessed did not have their own parking supply

¹¹ Floor area was estimated based on Google Earth

¹² These observations were conducted as part of the City of Victoria Schedule C Update

4.4 CHURCH

4.4.1 EXISTING SITE

The existing church "Fairfield United Church" has been at the site for 125 years and has never had a parking lot. The church has built a reputation as a focal point for the Fairfield neighbourhood and a community gathering spot. The majority of the congregation are residents of the Fairfield neighbourhood, suggesting they do not live a far distance from the site and could walk to Church. Previously, the congregation had over 150 people, however, more recently the typical congregation size is approximately 80 people.

Sunday Service occurs every Sunday throughout the year at 10:00am. Other meetings/activities occur approximately 3 times during the week in the evening. Larger events such as funerals, concerts, etc. occur 3-5 times a year.

As there is no existing parking lot, nor has there ever been, the Church has made relations with adjacent land uses to utilize their parking lots including Fairfield/Gonzales Community Place, and Sir James Douglas School. Congregation members also utilize on-street parking. A carpool program is also in place that facilitates carpooling amongst congregation members who live in close proximity to each other.¹³

Existing parking demand is identified in Table 7.

TABLE 7 SUMMARY OF EXISTING CHURCH PARKING DEMAND

Event/Time	Frequency		Parking Demand
	Annual	Per Week (average)	
Typical Sunday Church	52	1	30
Weekday Evening	156	3	10
Typical Weekday			1
Funeral/Special Event	5		45

4.4.2 OBSERVATIONS

Observations were conducted at church sites in proximity to the subject site that have their own parking lot. Observations were conducted over three different days – Sunday August 7 at 10:30am, Saturday August 13 at 10:30am and Sunday August 14 at 10:30am.

The observation on Sunday August 14 at 10:30am demonstrated the highest parking demand. Results suggest representative parking demands when comparing to the existing site. See

Table

¹³ Information was obtained via phone call on August 16.

TABLE 8: SUMMARY OF CHURCH PARKING DEMAND

Location	Seats ¹⁴	Observed Vehicles
St. Mathias Anglican Church 600 Richmond Avenue	230	17
First Church of Christ, Scientist 1205 Pandora Avenue	350	28
St Barnabas Church 1525 Begbie Street	120	34
Grace Lutheran Church 1273 Fort Street	230	17
Ukrainian Catholic Church of St. Nicholas 1112 Caledonia Avenue	120	21

4.5 SUMMARY OF EXPECTED PARKING DEMAND

Results from observations and ICBC vehicle ownership information suggest peak resident parking demand will be 8 vehicles (0.53 vehicles per unit).

Expected visitor parking demand is based on observations and suggests demand will be for 1 vehicle (0.05 vehicles per unit).

Café parking demand was estimated based on surveys at representative sites. Results suggest parking demand at the site will be 1 vehicle per 15m²; 5 vehicles when applied to the site.

Retail parking demand was estimated based on observations. Results suggest a parking demand rate of 1 vehicle per 50m²; 2 vehicles when applied to the site.

Expected church parking demand is based on parking demand at the existing site and supported by observations at representative sites. Varying demand rates exist depending on the event occurring at the church. Typical weekday parking demand is 1 vehicle. Demand during Sunday service and other events may be as high as 45 vehicles.

Parking demand is expected to range from 17 vehicles during a typical day at the church with no event occurring, and up to 61 vehicles during the largest event at the church. See Table 8.

¹⁴ Number of seats was estimated at each location based on the ratio between number of seats and floor area at the proposed site. Floor area was estimated for each site from Google Earth, and the ratio was applied to calculate estimated number of seats.

TABLE 9 SUMMARY OF EXPECTED PARKING DEMAND (Typical Day)

Land Use		Parking Demand Rate	Expected Parking Demand	Parking Requirement
Multi-family Residential	Resident	0.53 vehicles per unit	8	22
	Visitor	0.05 vehicles per unit	1	
Commercial (Café)		1 vehicle per 15m ²	5	8
Commercial (Retail)		1 vehicle per 50m ²	2	2
Church		N/A	1	26
Total			17	58

5.0 PRECIDENT SITES

The site is located in a Small Urban Village ("Five Points Village") that consists of a mix of commercial and community services primarily serving the surrounding residential area (as defined in the City of Victoria Official Community Plan).

A review of commercial tenants in the Village was conducted to determine their parking supply. See Table 10. Results suggest that half of the sites provide zero parking and the remaining sites provide less than the parking requirement (excluding the Fairfield Health and Wellness Clinic). The majority of customers are expected to utilize on-street parking, or other modes, and that parking demand is lower due to the Village being a community amenity and not a regional "destination".

TABLE 10 SUMMARY OF PARKING SUPPLY AT COMMERCIAL SITES

Site	Floor Area (m ²)	Parking Supply	Parking Supply Rate
Fairfield Health and Wellness Clinic	96	3	1 / 32m ²
Cottage Bakery & Cafe	N/A	0	--
Clare Mart Convenience Store	130	2	1 / 65m ²
Fairfield Fish & Chips	N/A	0	--
Duttons Real Estate and Property Management	200	3	1 / 67m ²
Fairfield Market & Cafe	56	0	--
Fairfield Bike Shop	144	2	1 / 72m ²

6.0 ON-STREET PARKING CONDITIONS

On-street parking conditions were observed surrounding the site bounded by Thurlow Road to the north, Masters Road to the east, McKenzie Street to the south and Harbinger Avenue to the west. Observations were conducted during five periods – Thursday August 11 at 9:30pm, Saturday August 13 at 10:45am, Sunday August 14 at 10:45am, Monday August 15 at 10:45am and Tuesday August 16 at 9:30pm. Observations were conducted during the “peak periods” for the various land uses on site, and the neighbourhood itself. This included Sunday during church, weekday evening when residents are at their peak, weekday daytime when commercial is at its peak, and Moss Street Market day. See Appendix A.

Results suggest that peak on-street parking occupancy was Sunday August 14 at 10:45am¹⁵ with a total occupancy of 56% with 39 spaces still available.

Unrestricted parking assessed surrounding the site, had a parking occupancy of 60% with 23 spaces unoccupied. Parking that is unrestricted within a one block radius of the site had a parking occupancy of 53% with 7 spaces unoccupied.

Short-term parking, located on Fairfield Road and Moss Street is restricted to 30 minutes or less had a parking occupancy of 45% with 11 spaces unoccupied. This parking would appeal to church patrons to facilitate pickup/drop off and short stay café customers.

7.0 PARKING MANAGEMENT

The following is the recommended parking management approach for each land use.

7.1 CHURCH

Events at the church vary depending on size, (and thus parking demand) and occur in various frequencies. Church parking demand is expected to be consistent with existing parking demand. As identified in Section 4.1, the existing church utilizes on-street parking and adjacent parking lots surrounding the site including Sir James Douglas School and the Fairfield/Gonzales Community Place, and is proposed to do so in future. All event-related church parking demand will be accommodated off-site. Fairfield/Gonzales Community Place has approximately 8 parking spaces, and Sir James Douglas School has approximately 42 parking spaces.

During the weekday evening events, parking demand is expected to be accommodated at the Fairfield/Gonzales Community Place, accessed off of Fairfield Road and on-street parking. During Sunday service or a funeral/special event, both parking supplies will be required to accommodate demand (or just Sir James Douglas School, however, the Fairfield/Gonzales

¹⁵ Highest total occupancy day, excluding Saturday count during the Moss Street Market as this is not representative of typical conditions.

Community Place parking lot is closer to the site and is seen as more valuable parking spaces). Existing drop-off spaces should remain on Fairfield Road so drivers can drop-off passengers (particularly if they have special mobility needs) and then park in more remote parking areas.

1.2 PARKING ALLOCATION

Eight on-site spaces will be reserved for residents. There may be opportunity for flexibility in terms of the timing the spaces are reserved for. These spaces may be available during the day for the commercial component of the site, as residential parking demand is low.

The remaining spaces should be managed as per the following recommendations during the day. There will be additional parking spaces available at night to accommodate an influx of resident vehicles (although not expected) when commercial parking demand is lower.

The remaining parking spaces (8), will be in a shared pool to be used by residential visitors, commercial (café and retail), and typical church weekday (all other church parking demand will be accommodated off site). The following is the expected parking demand generated from these uses during a typical day:

- Residential Visitor – 1 vehicle
- Church – 1 vehicle
- Café – 5 vehicles
- Retail – 2 vehicles
- Total – 9 vehicles

A time-of-day assessment was undertaken to identify the parking supply needed to accommodate the peak parking demand. Results suggest there will be demand for 8 vehicles, suggesting all parking can be accommodate on site. This suggests a reduction of one vehicle as visitor parking demand is low during the day. However, it is important to consider the functionality of retail, and particularly café parking demand – it is typically for short term parking only, and behaviors suggest many people will seek on-street parking before going on-site to look for parking. Results from the on-street parking assessment suggest that there is available on-street parking within a 1 block radius of the site to accommodate "short-term" parkers.

8.0 CONCLUSIONS

The proposed development is for 16 multi-family apartments, 1,597 sq.ft. of commercial land use (combination of café and retail), and 150 seats for a church. The proposed parking supply is 16 spaces; 42 parking spaces less than the parking requirement.

Expected parking demand was generated based on vehicle ownership information, observations, surveys and research. Results suggest resident parking demand will be 8 vehicles, residential visitor parking demand will be 1 vehicle, café parking demand will be 5 vehicles, retail parking demand will be 2 vehicles and non-event church parking demand will be 1 vehicle. Parking demand during an event at the church varies depending on size.

Eight parking spaces should be reserved for residents. Residential visitor, commercial, and typical weekday church parking demand will be in a shared pool of parking (8 spaces). All larger church related parking demand will be accommodated off site.

8.1 RECOMMENDATIONS

1. Day-to-day parking demand will be accommodated on site with a combination of retail and café uses. Eight parking spaces should be available to residential visitors, retail and café users.
2. Church parking demand should continue to be accommodated off site on on-street parking and at Sir James Douglas School and the Fairfield/Gonzales Community Place; and
3. Eight parking spaces should be assigned to residential units.

APPENDIX A: SUMMARY OF RESIDENT PARKING OBSERVATIONS

1303 Fairfield Parking Study
Multi Family Parking Observations

Road	Units	Friday August 12 9:30pm		Sunday August 14 2:00pm		Tuesday Aug 9:30pm	
		Observed Vehicles	Demand (vehicles/unit)	Observed Vehicles	Demand (vehicles/unit)	Observed Vehicles	(v
1150 Hilda Street	21	11	0.52	10	0.48	13	
350 Linden Ave	39	14	0.36	16	0.41	17	
1233 Fairfield Road	64	28	0.44	30	0.47	33	
1250 Richardson Street	15	6	0.40	6	0.40	7	
1300 May Street	18	8	0.44	6	0.33	10	
1030 Pendergast Street	57	34	0.60	30	0.53	32	
1035 Pendergast St	57	25	0.44	21	0.37	28	
Average			0.46		0.43		

APPENDIX B: SUMMARY OF VISITOR PARKING OBSERVATIONS

1303 Fairfield Road Parking Study
Visitor Parking Observations

Site	No. Units	PARKING SUPPLY		OBSERVED VEHICLES (visitor vehicles only)					
		Total (visitor only)	Rate (spaces/unit)	Wed March 09, 9:00pm		Fri March 11, 8:30pm		Mon April 11, 8:30pm	
				Total	Rate (vehicles/unit)	Total	Rate (vehicles/unit)	Total	Rate (vehicles/unit)
3187 Shelbourne Street "3187 Shelbourne"	62	8	0.13	1	0.02	3	0.05	3	0.05
243 Gorge Road East "Gorge Apartments"	99	14	0.14	8	0.08	10	0.10	3	0.03
2533 Dowler Place "Dowler Place"	45	4	0.09	0	0.00	2	0.04	4	0.09
535 Niagara Street "Niagara Court"	65	9	0.14	4	0.06	5	0.08	1	0.02
343 Simcoe Street "Simcoe/Whitecap"	21	2	0.10	0	0.00	1	0.05	2	0.10
655 Douglas Street "The Q"	126	8	0.06	3	0.02	5	0.04	2	0.02
1049 Southgate Street "Southview Arms"	29	3	0.10	0	0.00	1	0.03	0	0.00
921 North Park Street "Balmoral Garden Court"	75	7	0.09	3	0.04	4	0.05	1	0.01
1955 Ashgrove Street "Madrona Manor"	43	3	0.07	1	0.02	1	0.02	2	0.05
Average			0.10		0.03		0.05		0.04

APPENDIX C: SUMMARY OF ON-STREET PARKING OBSERVATIONS

1303 Fairfield Road Parking Study
On-Street Parking Observations

Street Segment	Side	Parking Restrictions	Parking Supply	Thursday August 11, 2016 9:30pm		
				Observed Vehicles	Occupancy (%)	Spaces Remaining
Moss Street, Fairfield Rd to McKenzie Ave	E	No Parking 15 min. at all times	3	0	N/A 0%	3
	W	2hr, 8am-6pm, Mon.- Sat.	3	1	33%	2
	E	No Restrictions No Parking	9	6	67% N/A	3
Moss Street, Thurlow Rd to Fairfield Rd	W	No Parking, Sat, April-Nov, 8am-4pm	7	5	71%	2
		30 min. at all times	3	0	0%	3
	N	No Restrictions	8	5	63%	3
Fairfield Road, Harbinger Ave to Cornwall St		No Restrictions	6	4	67%	2
	S	Passenger Loading Zone	2	0	0%	2
	N	No Restrictions 30 min. at all times	3 6	1 0	33% 0%	2 6
Fairfield Road, Cornwall St to Moss St	S	30 min. 8am-8pm, Mon-Fri	5	3	60%	2
	N	No Parking			N/A	
	S	Passenger Zone 3 min. Max	1		0%	1
Fairfield Road, Briar Pl to Masters Rd		No Restrictions	6	3	50%	3
	N	No Parking			N/A	
	S	No Restrictions	6	4	67%	2
Oscar Street, Mid-block to Moss St	N	No Restrictions	8	5	63%	3
	S	General Loading Zone, 8am-6pm, Mon-Sat	1		0%	1
		No Restrictions	11	6	55%	5
Total			88	43	49%	45

1303 Fairfield Road Parking Study
On-Street Parking Observations

Street Segment	Side	Parking Restrictions	Parking Supply	Sunday August 14, 2016 10:45am			Observed Vehicles	Occupancy (%)	Spaces Remaining	Observed Vehicles
Moss Street, Fairfield Rd to McKenzie Ave	E	No Parking						N/A		
		15 min. at all times	3		1	33%	2			
	W	2hr, 8am-6pm, Mon.-Sat.	3		2	67%	1			
Moss Street, Thurlow Rd to Fairfield Rd		No Restrictions	9		6	67%	3			
	E	No Parking				N/A				
	W	No Parking, Sat, April-Nov, 8am-4pm	7		4	57%	3			
Fairfield Road, Harbinger Ave to Cornwall St		30 min. at all times	3		2	67%	1			
	N	No Restrictions	8		4	50%	4			
		No Restrictions	6		3	50%	3			
Fairfield Road, Cornwall St to Moss St	S	Passenger Loading Zone	2		1	50%	1			
		No Restrictions	3		2	67%	1			
	N	30 min. at all times	6		3	50%	3			
Fairfield Road, Moss st to Briar Pl	S	30 min. 8am-8pm, Mon-Fri	5		2	40%	3			
		No Parking				N/A				
	S	Passenger Zone 3 min. Max	1			0%	1			
Fairfield Road, Briar Pl to Masters Rd		No Restrictions	6		2	33%	4			
	N	No Parking				N/A				
	S	No Restrictions	6		5	83%	1			
Oscar Street, Mid-block to Moss St		No Restrictions	8		6	75%	2			
		General Loading Zone, 8am-6pm, Mon-Sat	1			0%	1			
	S									
Total			88		6	55%	5			
					49	56%	39			

1303 Fairfield Road Parking Study
On-Street Parking Observations

Street Segment	Side	Parking Restrictions	Parking Supply	Tuesday August 16 9:30pm		
				Observed Vehicles	Occupancy (%)	Spaces Remaining
Moss Street, Fairfield Rd to McKenzie Ave	E	No Parking 15 min. at all times	3	0	N/A 0%	3
	W	2hr, 8am-6pm, Mon.-Sat.	3	1	33%	2
	E	No Restrictions No Parking	9	5	56% N/A	4
Moss Street, Thurlow Rd to Fairfield Rd	W	No Parking, Sat, April-Nov, 8am-4pm	7	5	71%	2
	N	30 min. at all times No Restrictions	3 8		0% 75%	3 2
	N	No Restrictions	6	4	67%	2
Fairfield Road, Harbinger Ave to Cornwall St	S	Passenger Loading Zone	2	1	50%	1
	N	No Restrictions 30 min. at all times	3 6	2	67% 33%	1 4
	S	30 min. 8am-8pm, Mon-Fri	5	1	20%	4
Fairfield Road, Cornwall St to Moss St	N	No Parking			N/A	
	S	Passenger Zone 3 min. Max	1	0	0%	1
	N	No Restrictions	6	3	50%	3
Fairfield Road, Briar Pl to Masters Rd	N	No Parking			N/A	
	S	No Restrictions	6	4	67%	2
	N	No Restrictions	8	6	75%	2
Oscar Street, Mid-block to Moss St	S	General Loading Zone, 8am-6pm, Mon-Sat	1		0%	1
		No Restrictions	11	7	64%	4
		Total	88	47	53%	41



Talbot Mackenzie & Associates

Consulting Arborists

September 15, 2016

661523 BC Ltd.
3471 Short Street
Victoria, BC V8X2V6
Attn: Nicole Roberts

Re: Tree Impact Mitigation Report – 1303 Fairfield Road

Assignment: Review the plans provided of the mixed use building that is proposed on the 1303 Fairfield Road property and provide recommendations to mitigate impacts to trees located on adjacent properties and trees located on the municipal boulevard.

Methodology: Each tree that is plotted on the attached site survey is identified numerically in the attached tree resource spreadsheet. Information such as tree species, size(d.b.h.), critical root zone(c.r.z.), crown spread, health and structural condition, relative tolerance to construction impacts and general remarks and recommendations was recorded in the attached tree resource spreadsheet.

Observations:

- A 40/55cm d.b.h. Big leaf maple and a 45cm d.b.h. laburnum grow on the 1311 Fairfield Road property, in close proximity to the property line.
- A 50cm d.b.h. Rhobinia, a 10cm d.b.h. Western Red cedar and a 10cm d.b.h. Mountain ash grow on the neighbouring property at 339 Moss Street, in close proximity to the property line.
- A 56cm d.b.h., Flowering cherry, a 69cm d.b.h. Flowering cherry, a 34cm d.b.h. Flowering cherry, a 4cm d.b.h. magnolia and a 3cm d.b.h. magnolia are growing on municipal property, directly fronting the subject property.

Potential impacts:

Underground parking footprint:

- According to the plans provided the footprint of the underground parking area encroaches within the critical root zone of the 40/55cm d.b.h. Big Leaf maple located on the neighboring property at 1311 Fairfield Road. The existing building on the subject property is located where it may be obstructing root growth toward the footprint of the proposed underground parking area. While it may be possible to retain this tree if impacts can be mitigated, this tree has outgrown its growing location, has existing structural defects, and in our opinion, it would be most prudent to offer a replacement tree, planted in a more suitable growing location, rather than attempting to this tree. If this tree is to be retained, we recommend the following course of action:
 - Excavation to remove the portion of the foundation of the existing building that encroaches within the critical root zone of this tree be removed under arborist supervision.

.../2

- Depending on the soil conditions encountered, shoring may be required to stabilize the embankment, within the critical root zone of this tree, as opposed to cut slope excavation.
- Space will likely be limited to form the walls of the underground parking area and install perimeter drains and waterproofing, and if it is found that there isn't sufficient working room, between the tree and the building foundation, this tree will likely require removal.
- According to the plans provided, the footprint of the proposed entrance/exit ramp to the underground parking area encroaches within the critical root zones of the 45cm d.b.h. laburnum located on the neighbouring property at 1311 Fairfield Road, and the 50cm d.b.h. Rhobinia located on the neighbouring property at 339 Moss Street. If these trees are to be retained, we recommend the following course of action:
 - The project arborist supervise excavation for the portion of the footprint of the proposed underground entrance/exit ramp that encroaches within the critical root zones of these trees. If significant structural roots are encountered during excavation that cannot be retained, we may recommend that trees be removed.
 - Depending on the soil conditions encountered, shoring may be required to stabilize the embankment, within the critical root zone of this tree, as opposed to cut slope excavation.
 - Exploratory excavation could be performed to determine the extent of root structures within the area of proposed excavation, once the footprint is laid out onsite.

Offsite work:

- According to the plans provided, the location of the proposed entrance/exit ramp will necessitate the removal of the 56cm d.b.h. flowering cherry(no tag 7) located on the municipal boulevard.
- According to the plans provided, excavation will be required for the building foundation/underground parking walls, within the critical root zone of the 69cm d.b.h. flowering cherry(no tag 8) located on the municipal boulevard. This tree is in declining health, is infected with the *Ganoderma* wood decay pathogen. In our opinion, it would be most prudent to replace this tree with a young, healthy specimen.
- According to the plans provided, excavation for a retaining wall will be required within the critical root zone of the 34cm d.b.h. Flowering cherry(No tag 9) located on the municipal boulevard. At this time we have not seen plans that show grade requirements or construction details of this retaining wall; however, we anticipate that root pruning will be required. Once we see more detailed plans of this retaining wall we can provide recommendations to be used to mitigate impacts during construction, if this tree is to be retained.

Underground Servicing: At this time we have not seen plans showing locations of proposed underground service corridors. We recommend that underground service corridors be located outside of critical root zones of trees to be retained.

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Pruning: We do not anticipate pruning requirements to trees surrounding the proposed mixed use structure that cannot be resolved through standard pruning practices. We recommend that any required pruning be performed to ANSI A300 standards.

Demolition: We recommend that the portions of the foundation of the existing building that encroaches within the critical root zone of the 40/55cm d.b.h. Big Leaf maple(No tag 1) be removed under the supervision of the project arborist.

Mitigation of impacts:

Barrier fencing: The areas, surrounding the trees to be retained, should be isolated from the construction activity by erecting protective barrier fencing. Where possible, the fencing should be erected at the perimeter of the critical root zones. If the 40/55 cm d.b.h. Big Leaf maple is to be retained, we recommend that solid hording be used to protect its trunk from mechanical injury. The barrier fencing to be erected must be a minimum of 4 feet in height, of solid frame construction that is attached to wooden or metal posts. A solid board or rail must run between the posts at the top and the bottom of the fencing. This solid frame can then be covered with plywood, or flexible snow fencing (see attached diagram). The fencing must be erected prior to the start of any construction activity on site (i.e. demolition, excavation, construction), and remain in place through completion of the project. Signs should be posted around the protection zone to declare it off limits to all construction related activity. The project arborist must be consulted before this fencing is removed or moved for any purpose.

Blasting and rock removal: If it is necessary to blast areas of bedrock near critical root zones of trees to be retained, the blasting to level these rock areas should be sensitive to the root zones located at the edge of the rock. Care must be taken to assure that the area of blasting does not extend into the critical root zones beyond the building and road footprints. The use of small low-concussion charges, and multiple small charges designed to pre-shear the rock face, will reduce fracturing, ground vibration, and reduce the impact on the surrounding environment. Only explosives of low phytotoxicity, and techniques that minimize tree damage, are to be used. Provisions must be made to store blast rock, and other construction materials and debris, away from critical tree root zones.

Arborist supervision during excavation: If excavation is required and permitted within critical root zones, this excavation must be supervised by an ISA certified arborist. The arborist will determine which roots can be pruned and which roots must be retained. If during excavation, roots are encountered that are critical to tree stability or survival, and cannot be retained, we will likely recommend removal to eliminate any associate risk with the trees.

Work Area and Material Storage: It is important that the issue of storage of excavated soil, construction material, and site parking be reviewed prior to the start of construction; where possible, these activities should be kept outside of the critical root zones of trees that are to be retained. If there is insufficient room for onsite storage and working room, the arborist must determine if there is a suitable working area within the critical root zone, and outline methods of mitigating the associated impacts (i.e. mulch layer, bridging etc).

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Arborist Role: It is the responsibility of the client or his/her representative to contact the project arborist for the purpose of:

- Locating the barrier fencing
- Reviewing the report with the project foreman or site supervisor
- Locating work zones, where required
- Supervising excavation for the building driveway and service footprints
- Reviewing and advising of any pruning requirements for building clearances.

Review and site meeting: Once the project receives approval, it is important that the project arborist meet with the principals involved in the project to review the information contained herein. It is also important that the arborist meet with the site foreman or supervisor before any demolition, site clearing or other construction activity occurs.

Please do not hesitate to call us at (250) 479-8733 should you have any further questions.
Thank You.

Yours truly,
Talbot Mackenzie & Associates

Tom Talbot & Graham Mackenzie

ISA Certified, & Consulting Arborists

Encl. – Tree Resource Spreadsheet, Site survey showing tree locations, Site plans showing underground parking footprint, Barrier fencing specifications

Disclosure Statement

Arborists are professionals who examine trees and use their training, knowledge and experience to recommend techniques and procedures that will improve their health and structure or to mitigate associated risks.

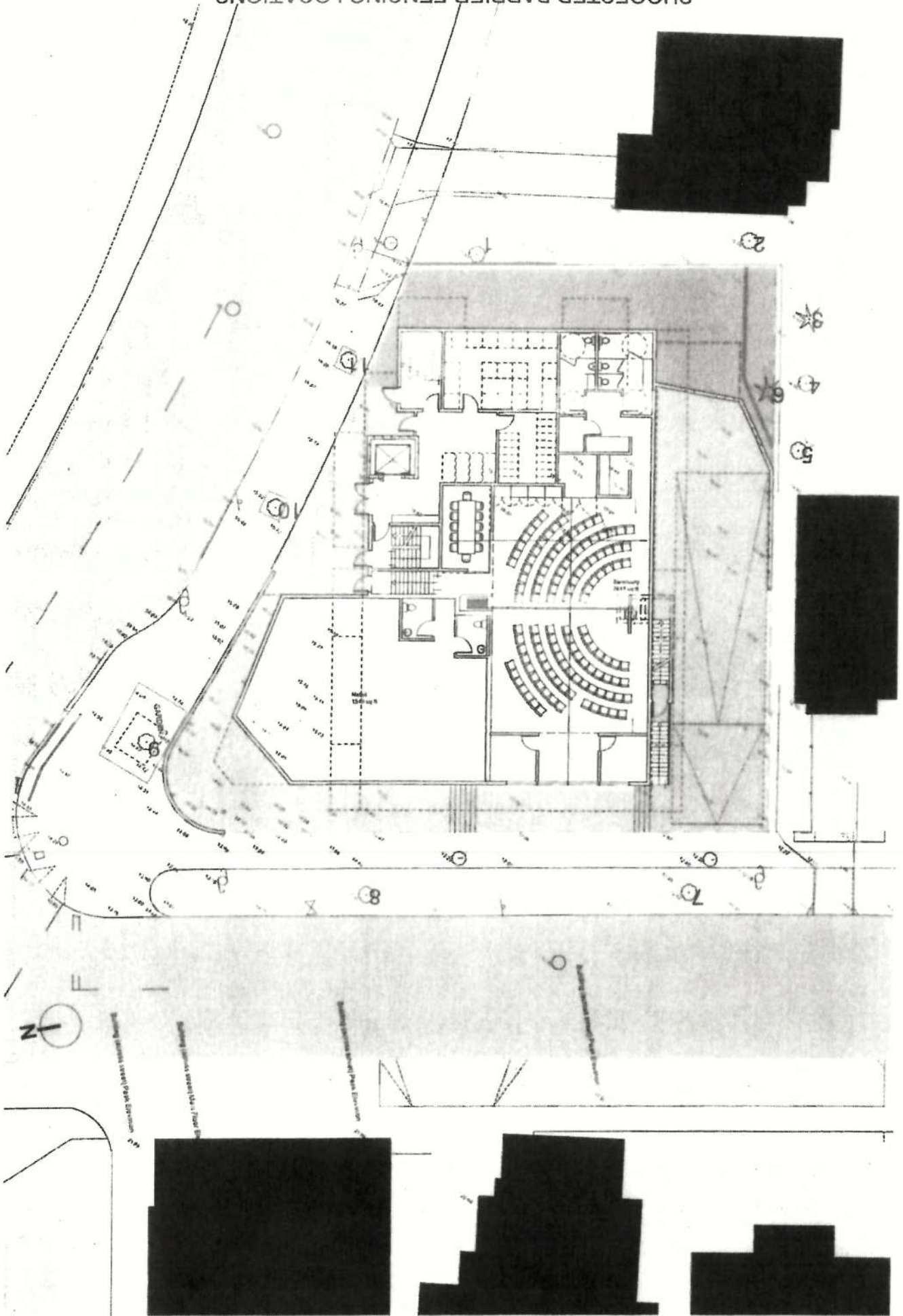
Trees are living organisms, whose health and structure change, and are influenced by age, continued growth, climate, weather conditions, and insect and disease pathogens. Indicators of structural weakness and disease are often hidden within the tree structure or beneath the ground. It is not possible for an Arborist to identify every flaw or condition that could result in failure nor can he/she guarantee that the tree will remain healthy and free of risk.

Remedial care and mitigation measures recommended are based on the visible and detectable indicators present at the time of the examination and cannot be guaranteed to alleviate all symptoms or to mitigate all risk posed.

**TREE RESOURCE
for
1303 Fairfield Road**

Tree #	d.b.h. (cm)	CRZ	Species	Condition Health	Condition Structure	Relative Tolerance	Remarks / Recommendations
1	40, 55	6	Big Leaf maple	Fair	Fair/poor	Moderate	Located on the neighbouring property at 1311 Fairfield Road. Growing in to existing building on West side. Canopy heavily pruned on North side. utilities clearances. Large stem previously removed - stump at base. Su base of co-dominant stems. 40cm stem previously topped - decay and w activity at topping location. 55cm stem has a weak union with included t been heavily pruned and is conflicting with the residential overhead utili
2	45	5	laburnum	Fair/poor	Poor	Poor	Located on the neighbouring property at 1311 Fairfield Road. Ivy covere weakness at stem unions, internal decay is highly likley, over-mature spe recommended for retention if the target area increases.
3	10	1	Western Red cedar	Fair/poor	Fair	Moderate	Located on neighbouring property, severely drought stressed.
4	50	5	Robinia	Fair	Fair	Good	Located on neighbouring property, surface rooted. Approximatley 1/2 m line.
5	10	1	Mountain ash	Fair	Fair	Moderate	Located on neighbouring property. Approximatley 1/2 meter from proper
6	5	1	Western Red cedar	Good	Good	Moderate	Suppressed by larger surrounding trees.
7	56	6	Flowering cherry	Fair	Fair	Moderate	Municipal tree, mature specimen, conflicting with overhead utility lines.
8	69	7	Flowering cherry	Poor	Poor	Moderate	Municipal tree. <i>Ganoderma</i> fruiting body attached to root collar, suckeri existing decay in 2 or 3 scaffold limbs, declining health, conflicting with c lines, over-mature specimen.
9	34	3.5	Flowering cherry	Fair	Fair	Moderate	Municipal tree, twig dieback.
10	4	1	Magnolia	Good	Fair	Good	Municipal tree. Small tearout wound, growing in city planting grate.
11	3	1	Magnolia	Fair	Fair	Good	Municipal tree, growing in city planting grate.

SUGGESTED BARBICUE FENCING LOCATIONS



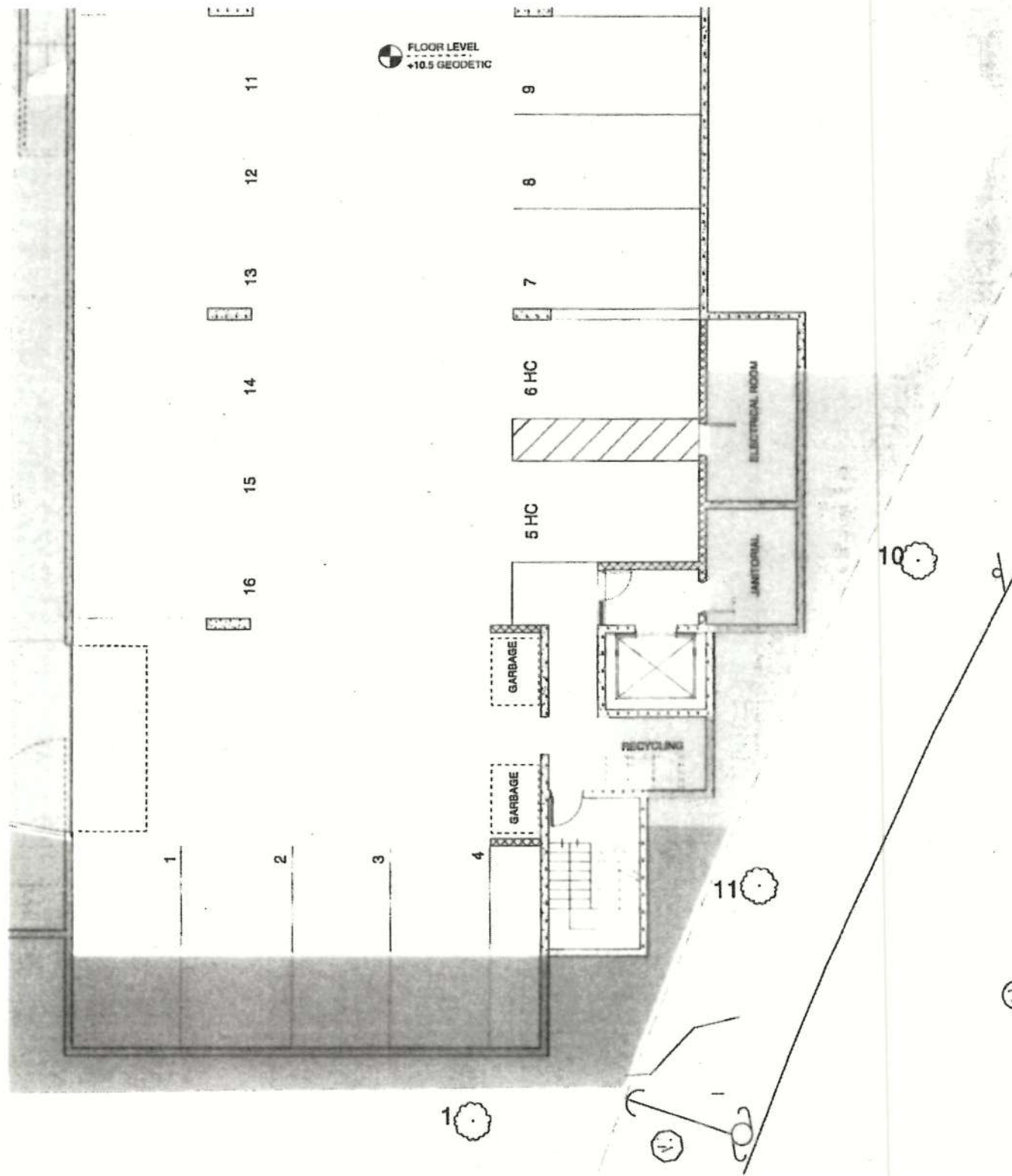
LOW HAMMOND ROWE

1:200
GR
160730

1303 Fairfield Mixed-use

Plan: Site

A4.0



JEA
J. E. ANDERSON
& ASSOCIATES
INCORPORATED
FIVE FIVE FIVE

VICTORIA 250-727-2514
PHONE 250-727-2514
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PARSONS
HARRIS
250-727-2514
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CLIENT
CUBICLAND

PROJECT
1303 FAIRFIELD ROAD

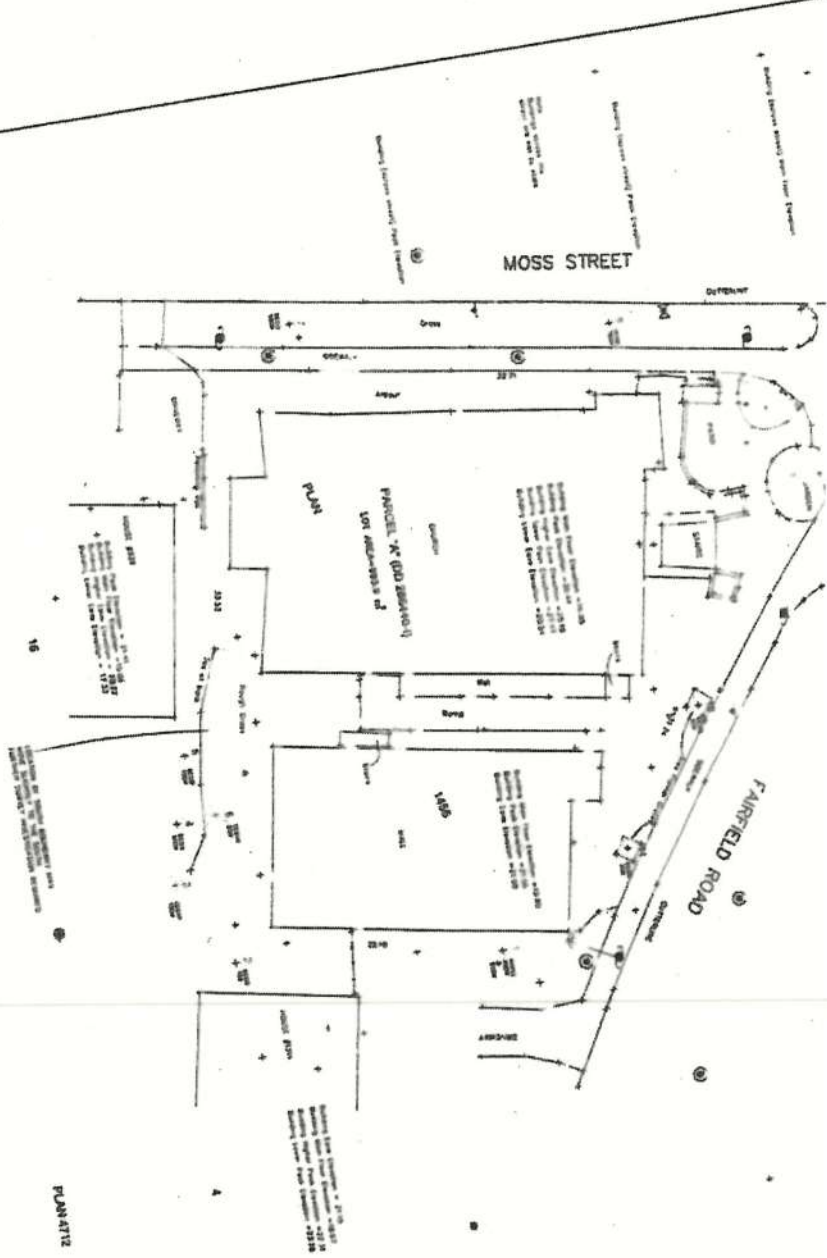
SITE PLAN
LOT 1 (20 28440-0) FAIRFIELD PAROS
VICTORIA CITY, PLAN 1458

DATE
ESTATE 1998 1 150
PROPOSED 1998 1 150
DATE 22 2004

SCALE
1:1000
DATE 22 2004

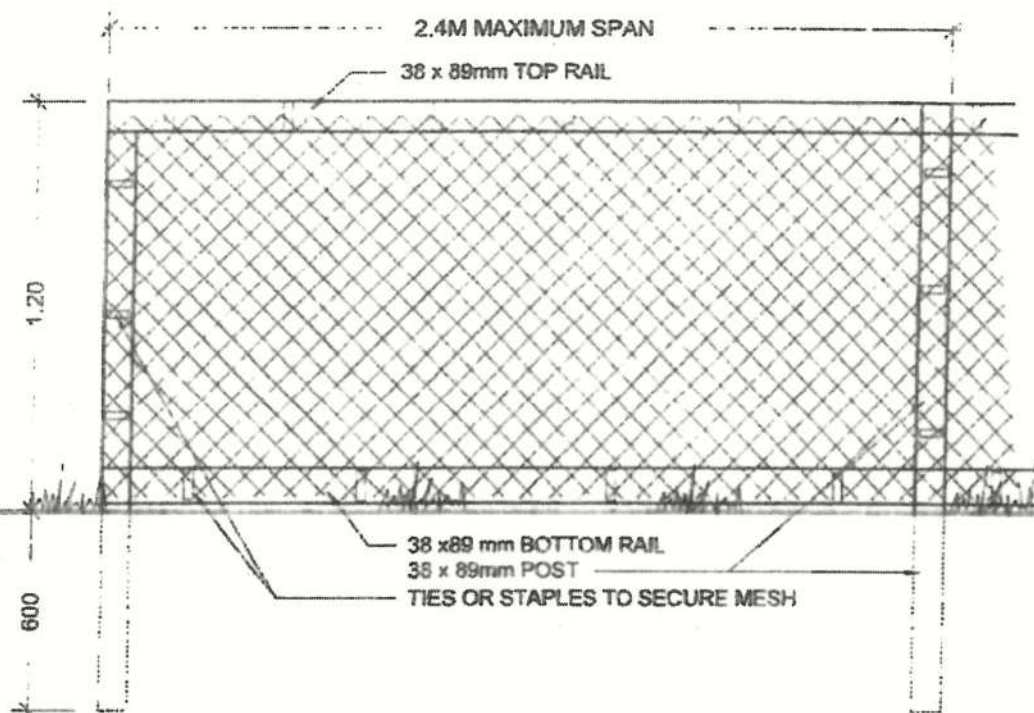
DESIGNER
JEA
DATE 22 2004

REVISIONS
1. 250-727-2514
2. 250-727-2514



- LEGEND**
- 1. Paved Area
 - 2. Grass Area
 - 3. Drainage Area
 - 4. Easement Area
 - 5. Public Area
 - 6. Private Area
 - 7. Other Area

Revisions to this plan shall be made by the owner. The owner shall be responsible for the accuracy of the information provided. The owner shall be responsible for the accuracy of the information provided. The owner shall be responsible for the accuracy of the information provided.



TREE PROTECTION FENCING
 FENCE WILL BE CONSTRUCTED USING
 38 X 89 mm (2"x4") WOOD FRAME:
 TOP, BOTTOM AND POSTS. *
 USE ORANGE SNOW-FENCING MESH AND
 SECURE TO THE WOOD FRAME WITH
 "ZIP" TIES OR GALVANIZED STAPLES

* IN ROCKY AREAS, METAL POSTS (T-BAR
 OR REBAR) DRILLED INTO ROCK WILL BE
 ACCEPTED

DETAIL NAME.

TREE PROTECTION FENCING

DATE	Oct 30/07
DRAWN	DM
APP'D	RR
SCALE	N.T.S.

E105
 DRAWING



Fairfield United

ATTACHMENT J

January 8, 2017

To whom it may concern:

On behalf of the congregation of Fairfield United Church, we write in support of Unity Urban Properties Ltd redevelopment application for the corner of Fairfield Road and Moss Street.

Fairfield United is on a pilgrimage. We are entering a 3-year period of significant redevelopment that includes its physical meeting spaces, community partnerships and congregational systems. We expect to be transformed by the people, the challenges and the wisdom of our neighbourhood.

One could say that the people of Fairfield United have always been in redevelopment. Since the first mission tent in 1912, the community has adopted the corner of Fairfield Road and Moss Street as their own space for spiritual practice, celebration and connection. We have always been a congregation drawn together by the desire to experience and enable a deeper life, to care for one another, and to contribute to the surrounding community.

As the congregation grew, the people of Fairfield United journeyed with the neighbourhood, offering Christian traditions and a place of sanctuary to anyone who sought belonging, relationship and meaning.

We have partnered and continue to partner with local groups and initiatives like Victoria's Fringe Festival, and the string ensemble, Coastline, and local Brownie groups, Life Ring, AA and Al-anon groups, and the Victoria Health Co-op and its Hans Kai wellness initiatives. In addition to the Little Hands Day Care, our neighbors rent our space for dance, drumming groups, music and other cultural events.

While many people who use our church space, walk, bike or take the bus to Fairfield United, we have also created partnerships with our neighbors, such as the Fairfield Gonzales Community Association, Sir James Douglas School and our neighboring businesses, for parking opportunities. These arrangements have worked well for many years.

We have had our challenges. The long-term sustainability of the Fairfield United Church congregation was threatened by ever-increasing costs of maintenance and necessary upgrades to the building. The building needed significant roof repairs, seismic stabilization, and handicap accessible washrooms, as well as life safety systems such as; fire alarms, a sprinkler system and additional exit stairs to meet current fire code requirements. These costs were insurmountable.

In considering our future options, we wondered about amalgamating, relocating or closing the church. We sought a **platform for ministry and partnerships** that will be more appealing or accessible to the Fairfield community.

We conducted congregational visioning processes. The congregation also reached out to the community in November 2015, sending over 2500 invitations by mail and through the Fairfield Gonzales Community center webpage. Nine community gatherings were held, with approximately 40 people attending. Our goals were: to listen; to create a dialogue; to share the news and information about the congregation, the status of the building and property and our intention to continue to be the 'spirited heart of Fairfield'. In June 2015, the congregation made the brave decision to sell the building, with a view to reintegrating into new space. In offering our property for sale, we sought a purchaser who could partner with our congregation – allowing us to continue to gather together as well as maintain a community presence and partnerships at this vital corner – and to do so in a modern, safe building. **We believe that the vision set forth by Unity Urban Properties Ltd aligns with these goals.**

belonging relationship meaning



Fairfield United

We look forward to a new, multi-purpose building in which Fairfield United Church will occupy a few thousand square feet of the ground floor with street-front access and level accessibility. In support of environmental stewardship, we are excited by the opportunity to gather within a facility built to passive house standards. We look forward to exploring our community presence, **providing accessible sacred space** within a multipurpose building that includes much needed rental housing.

During our transition and in our new space, **we will continue** to operate as a faith community, weaving ancient and modern Christian rhythms into our lives, and empowered to make a difference in the world. **We will continue** to offer Sunday morning worship in our community for all ages, "Eat Play Love" evenings for local families and "Soul in a Bowl" lunches for the community.

We will continue to work with our neighbors to bring about positive change in our community through initiatives such as The 12 Days to Fight Hunger (a food drive in December), Sock Toss (a sock drive in March to raise awareness about poverty and homelessness in Victoria), the TD Art Gallery Paint-In (we provide space for and celebration of vulnerable local artists during this annual city-wide event), and our monthly attendance at the Moss Street Market. We look forward to exploring how our new space can be an asset to the community.

Through these initiatives, we are **part of a growing global movement** known as 'the commons' that explores the potential for change in the unique facets of particular communities. For further conversation about our hopes and vision for the ongoing work of Fairfield United Church, please feel free to contact us.

With blessings and respect,

Rev. Beth Walker
Fairfield United Church

Annemieke Holthuis
Acting Chair of Council Fairfield United Church

belonging relationship meaning

Noraye Fjeldstad

From: Marita Dachsel [REDACTED]
Sent: Wednesday, April 19, 2017 1:12 PM
To: Victoria Mayor and Council
Subject: 1303 Fairfield

Hello Mayor Helps and City Council,

My family and I have lived in Fairfield for five years. We pass the church that is slated for demolition almost daily as all three of our children currently attend Sir James Douglas Elementary.

I have looked at the proposal for the change in zoning and I have some reservations. While my first impulse was to be against it as it would be tragic to lose such a beautiful building and an important part of Fairfield/Victoria history, I was pleased to see that there would be apartments, rather than condos being built there.

We are renters and as this market spins wildly out of control, we know we will be forced out of this neighbourhood soon as rent is becoming so we can no longer afford it. I'm grateful that there will be more rentals available here. That said, this is a family neighbourhood. Why are there no 3 bedroom suites in the building? It's across the street from an elementary school. Please consider making at least some of them family-friendly.

I'm also concerned about the look of the building. It's, well, kind of ugly and doesn't really fit with the rest of the neighbourhood.

While I'm bereft that this beautiful old church is being torn down (can't part of it be saved?), if it must, please consider making the property to replace it aesthetically pleasing, but more importantly, family friendly.

Sincerely,
Marita Dachsel
1 -52 Moss Street,
Victoria, BC V8V 4L8

Alec Johnston

From: John Kell [REDACTED]
Sent: May 4, 2017 1:15 PM
To: planandzone@fairfieldcommunity.ca
Cc: president@fairfieldcommunity.ca; Kimberley Stratford; Lisa Helps (Mayor); Chris Coleman (Councillor); Geoff Young (Councillor); Pam Madoff (Councillor); ChristopherRowe@lhra.ca
Subject: 1303 Fairfield Road - Rezoning Application for Fairfield United Church Replacement
Attachments: 1303-Tower-with-Steeple.jpg; Stockman-Billings.jpg; NW-Energy-Butte.jpg; Stockman-Bozeman.jpg

Hello,

I have reviewed the latest documents posted on the City's Development Tracker website pertaining to the Rezoning Application for a new 4-storey building at 1303 Fairfield Road:

- 2017-04-12 - Letter to Mayor and Council
- 2017-04-12 - Plans Resubmission

Here are my comments ...

1. Notwithstanding any reluctance to return to the era of adding "hats" to buildings for visual interest, I believe the new proposal would benefit significantly from a copper-clad steeple on the new "bell tower". See attached (1303-Tower-with-Steeple.jpg).

<<...>>

2. For the name, I would suggest something like "Fairkirk", which better reflects its history, rather than the overly hopeful "Unity Commons".

3. I believe that brick facing would be a better choice for the exterior cladding (now proposed as rain-screen stucco and stained wood siding), even if it were only applied to the new "bell tower".

Different color bricks and colored glass, combined with setbacks and cornices, can be used to produce a warm, yet modern, building. See attached (Stockman-Billings.jpg, NW-Energy-Butte.jpg, and Stockman-Bozeman.jpg).

<<...>> <<...>> <<...>>

Thanks for the opportunity to comment.

John Kell

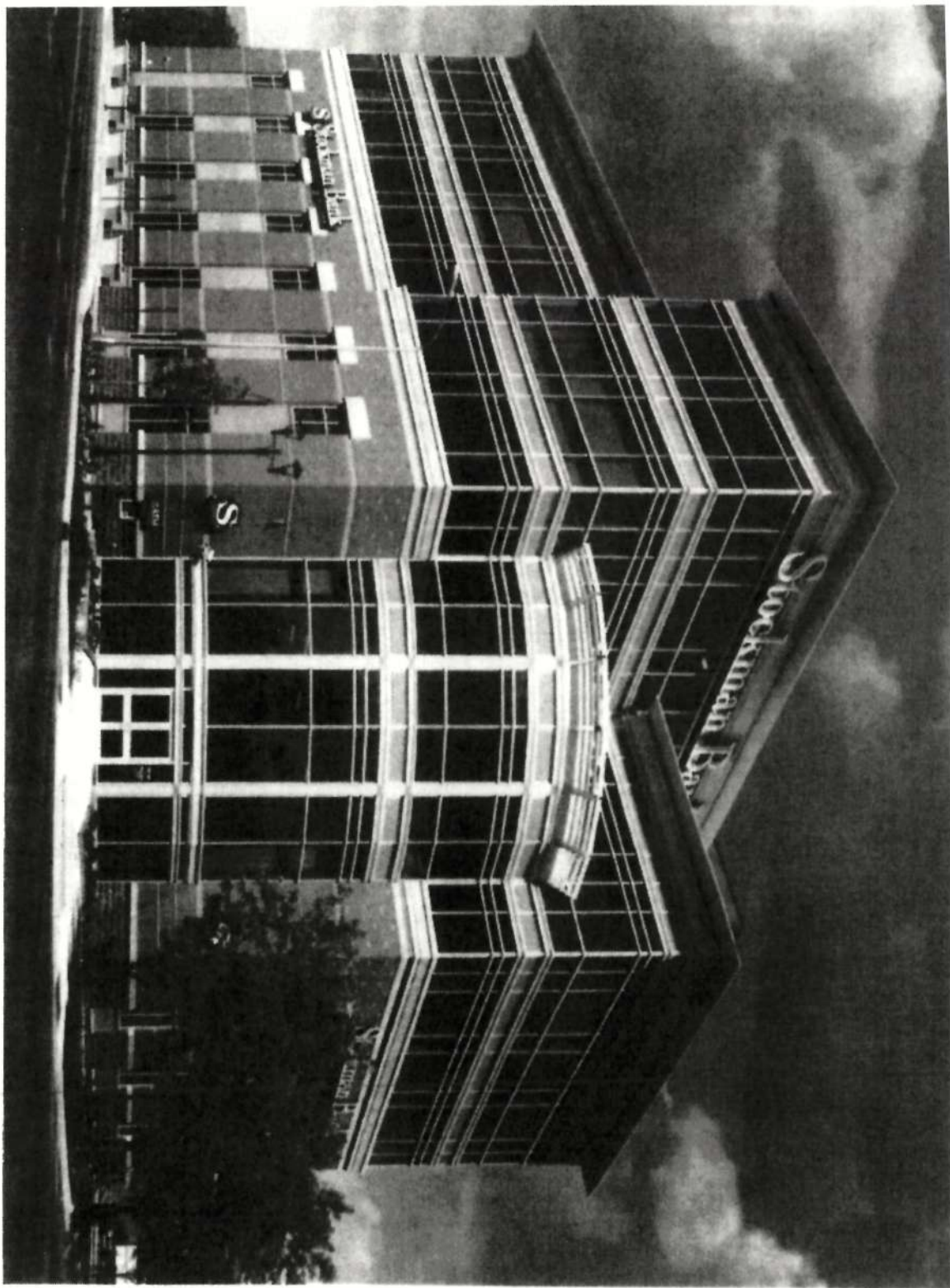
204 Memorial Crescent

Victoria, BC, V8S 3J2

P.S. Interesting rendering of utility poles in the new computer-generated images ...









Noraye Fjeldstad

From: David Biltek [REDACTED] >
Sent: Friday, July 21, 2017 11:13 AM
To: Noraye Fjeldstad
Cc: Alec Johnston
Subject: 1303 Fairfield Road: UNITY, REZ No. 00558

Noraye:

The CALUC has reviewed the revised plans and would ask the Council to consider the comments we submitted on behalf of residents in this neighbourhood at the Community meeting and by email.

There are two major concerns we would like to highlight based on revised plans

1. **Privacy of neighbours on east and south.** The balconies on those sides of the building will over look already existing neighbours properties/house. In some cases, the view will be directly into rooms, or over gardens. This was raised at our meeting and was the subject of some concern from both neighbours. We would also point out that at time of original review we thought, assumed, especially given the address of the project and the location of entrances that the front of the building was on Fairfield road. In the revised plans, we note that the front is in fact Moss street so that the setbacks although all the same are now in places we did not expect and we also assume that the neighbours did not expect. Yes, the setbacks are all the same, except what we assumed was the front is now in fact a side yard set back and this also causes some concern because it places the building closer to Fairfield rd. than we assumed and also changes the relationship to the neighbours to the east and south. We realize this was not an intentional plan but the designation of what was front, back side etc. was left off original set of plans submitted to us. We assumed, from which we have learned to perhaps be more circumspect about plans submitted to us, but we ask you to look closely at those new, to us, set backs. You are aware of our concern about setbacks and we consider some of these to fall into that area of concern
2. **Parking Variance:** at the community meeting and in subsequent emails, parking was a major topic. The site in question is surrounded by no parking zones or residential restricted zones of varying degrees and as a result there is limited on street parking for several blocks around and this concern was raised consistently during the meeting and in our report. We understand, as does the applicant, that there was to be new parking requirements in Schedule C but those have yet to be approved and the existing requirements are in place now. We also understand the requirement of 43 stalls is derived by combining the residential spaces, the commercial and spaces for the church. At the meeting, there was much discussion about the church parking and how it was accepted now, and it is, but there are not the apartments nor the commercial activity at that site both of which will have a much bigger impact on parking than does the present stand-alone church. Also raised was the possibility of the church not continuing in that location. A change in use of that space or the church space being used for other purposes would exacerbate the parking with no prospect for alterations. On the other hand, if the church was to succeed and increase the number of parishioners above their currently low numbers the situation could be worse as regards parking. These factors lead

to much concern by neighbours and adjoining businesses. We ask you to consider any variances regarding parking quite closely as this project will have a major impact on Five Corners, and the school, neighbours and the businesses located nearby, as well as the crosswalks used by residents and the school.

David Biltek

Chair

Fairfield Gonzales Community Association Land Use Committee

A Volunteer committee helping our neighbours engage in community planning by providing opportunities and processes to collect and forward residents' comments to City Council

Lacey Maxwell

From: John Kell [REDACTED] >
Sent: August 5, 2017 1:51 PM
To: planandzone@fairfieldcommunity.ca
Cc: president@fairfieldcommunity.ca; Kimberley Stratford; Lisa Helps (Mayor); Chris Coleman (Councillor); Geoff Young (Councillor); Pam Madoff (Councillor); [REDACTED]
Subject: RE: 1303 Fairfield Road - Rezoning Application for Fairfield United Church Replacement

Hello,

I have reviewed the latest documents posted on the City's Development Tracker website pertaining to the Rezoning Application for a new 4-storey building at 1303 Fairfield Road:

- 2017-06-28 - Plans_Resubmission
- 2017-06-28 - Plans_Resubmission_Bubbled
- 2017-06-28 - Transmittal Letter

I was unable to attend the Advisory Design Panel Meeting scheduled for Jul 26, 2017, and would like to know what happened there. Can you let me know when the minutes might be posted? Thanks.

My observations on the latest resubmission:

- I think something odd has happened to Drawings D11 and D12. The shading / color layers do not align with the building outline layers, except on the East Elevation of the bubbled plans. This makes them hard to comprehend.
- The transmittal letter provided a thorough list of the revisions, but no overall summary beyond "in accordance with the Application Review". These revisions appear to address minor concerns from City staff for clarity and to meet standards and regulations.

My conclusions:

- There has been no real attempt to retain anything of the character of the church. Without major changes to do so, this will be just another faceless box, with a name to match.
- As it stands, I remain **opposed** to this proposal.

John Kell, Fairfield, Victoria