



Council Report
For the Meeting of May 10, 2018

To: Council **Date:** April 27, 2018
From: Jonathan Tinney, Director, Sustainable Planning and Community Development
Subject: **Update on OCP Amendment Application, Rezoning Application No. 00558 and Development Permit with Variances Application No. 000496 for 1303 Fairfield Road**

RECOMMENDATION

OCP Amendment and Rezoning Application No. 00558 and Housing Agreement

1. That Council give first and second reading to the Official Community Plan Amendment Bylaw (Bylaw No. 18-046) and Zoning Regulation Bylaw Amendment (Bylaw No. 18-045).
2. That Council give first, second and third reading to Bylaw No. 18-047 to authorize a Housing Agreement for rental housing.

Development Permit with Variances Application No. 000496

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 updated motion:

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

1. Plans date stamped April 26, 2018.
2. Development meeting all *Zoning Regulation Bylaw* requirements, except for the following variances:
 - i. increase the height from 12.00m to 15.60m
 - ii. reduce the front setback (Moss Street) from 6.00m to 0.86m
 - iii. reduce the rear setback from 6.00m to 4.13m (to the building) and to 2.63m (to the balconies)
 - iv. reduce the south side setback from 3.90m to 3.81m (to the building) and 0.00m (to the pergola)
 - v. reduce the flanking street setback (Fairfield Road) from 2.40m to 0.62m
 - vi. reduce the vehicle parking requirement to 0.62 stalls per residential unit, 1.0 stall per 35m² of commercial floor area, and 1 stall for a place of religious worship.

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."

EXECUTIVE SUMMARY

The purpose of this report is to present Council with updated information regarding an Official Community Plan (OCP) Amendment Application, Rezoning Application and Development Permit with Variances Application for the property located at 1303 Fairfield Road. The recommended motion for Development Permit with Variances Application No. 000496 has been updated above to reflect minor changes identified during drafting the proposed site-specific zone and to provide a more detailed description of the proposed parking variance. Changes to the motion are shown in bold text.

The applicant proposed an OCP amendment to change the Urban Place Designation from Small Urban Village to Large Urban Village. The proposed rezoning is from the R1-B Zone, Single Family Dwelling District to a new site-specific zone in order to increase the density and allow for the construction of a four-storey mixed-use building consisting of commercial and church sanctuary uses on the ground floor with residential units above.

The necessary conditions that would authorize the approval of the OCP amendment and rezoning for the subject site have been fulfilled in accordance with Council motion of December 14, 2017.

BACKGROUND

The Committee of the Whole (COTW) reports dated November 29, 2017 together with the Council meeting minutes are attached to this report. The motions from the Council meeting were as follows:

Rezoning Application No. 00558 and associated Official Community Plan Amendment

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.

Development Permit with Variances Application No. 000496

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.*
 5. *Further consideration of the finishes on the tower element of the proposal.*

OCP Amendment and Community Feedback

The OCP currently 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. For sites adjacent to arterial or secondary arterial roads, increased floor space ratios and height up to approximately 2.0:1 and four storeys are envisioned. However, Fairfield Road and Moss Street are not classified as arterial or secondary arterial roads; therefore, the subject site does not meet the location criteria to qualify for additional density and height under the Small Urban Village designation.

In drafting the Official Community Plan amendment and preparing the mail-out notice, staff determined that the approach outlined in the December 14, 2018 COTW report, to modify the description of a Small Urban Village by adding a policy specific to this site, is inconsistent with the *Local Government Act*, which directs municipalities to adopt OCP policies that provide general direction for land use and not site-specific regulations. Therefore, the recommended approach is to amend the OCP to change the urban place designation to Large Urban Village, which would accommodate the proposed rezoning for a four-storey mixed-use building with a 1.84:1 floor space ratio.

Under the Urban Residential Urban Place Designation, the OCP supports consideration of densities above the base density of 1.2:1 and up to approximately 2:1 for strategic locations, which includes sites that are within 200m of a Large Urban Village. There are five properties to the west of the subject site along Fairfield Road that are within 200m and are designated as Urban Residential in the OCP; however, staff would recommend that these five sites do not meet the OCP policy, which encourages higher densities on sites designated Urban Residential that are within close proximity to established (i.e. named) Large Urban Villages, such as Cook Street Village, James Bay Village or Quadra Village.

This amendment would only apply to the subject property and would accommodate a proposed Rezoning Application for a four-storey mixed-use building with a 1.84:1 floor space ratio. It is important to note that this designation would not confer any additional development rights to the property beyond those included in the proposed zoning.

On February 20, 2018, staff posted a notice on the City's website and sent a mailed notice of the proposed OCP amendment to all property owners and occupants within 200m of the subject site, inviting owners and occupants to ask questions of staff and provide written or verbal

comments to Council for their consideration by March 13, 2018. During the notification period, the City received correspondence from 32 members of the public. In addition, the Fairfield Gonzales Community Association Land Use Committee hosted a community meeting on the proposed OCP amendment on March 15, 2018. Letters from the public and a letter from the Committee are attached to this report.

Sanitary Sewer Impact Assessment

The applicant has submitted a sanitary sewer impact assessment to the satisfaction of the Director of Engineering and Public Works, and it has been determined that the proposed increase in density would not result in a need for sewage attenuation.

Revised Plans

Following the December 14, 2017 COTW meeting, the applicant has submitted revised plans in response to Council's direction for "further consideration of the finishes on the tower element of the proposal." The revised design includes the following changes to the tower element of the building:

- the columns on the west elevation have been removed
- vertical cedar siding has been added to portions of the second and third levels on the north and east elevations
- an additional window has been added to the third level on the north elevation.

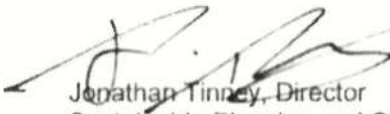
There are no other changes to the proposed building design.

CONCLUSIONS

The necessary conditions that would authorize the approval of the OCP Amendment and Rezoning Application for the property located at 1303 Fairfield Road have been fulfilled. The recommendation provided for Council's consideration contains updated language to advance these Applications to a Public Hearing and Opportunity for Public Comment.

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:

Date:



List of Attachments:

- Attachment A: Committee of the Whole reports dated November 30, 2017
- Attachment B: Minutes from Committee of the Whole Meeting date December 14, 2017
- Attachment C: Minutes from Council Meeting dated December 14, 2017
- Attachment D: Revised Plans date stamped April 26, 2018
- Attachment E: OCP Amendment Notice Responses.



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.

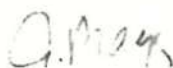
ALTERNATE MOTION

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

Respectfully submitted,

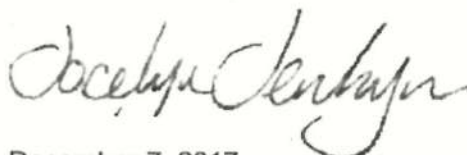


Alec Johnston
Senior Planner
Development Services Division



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

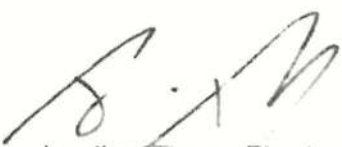
The rezoning application and associated OCP amendment are generally consistent with the place character features of the Small Urban Village urban place designation, and the place-making and housing policies in the OCP which supports mixed-use buildings and associated streetscape improvements that enhance 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
Development Services Division


Jonathan Tinney, Director
Sustainable Planning and Community
Development Department

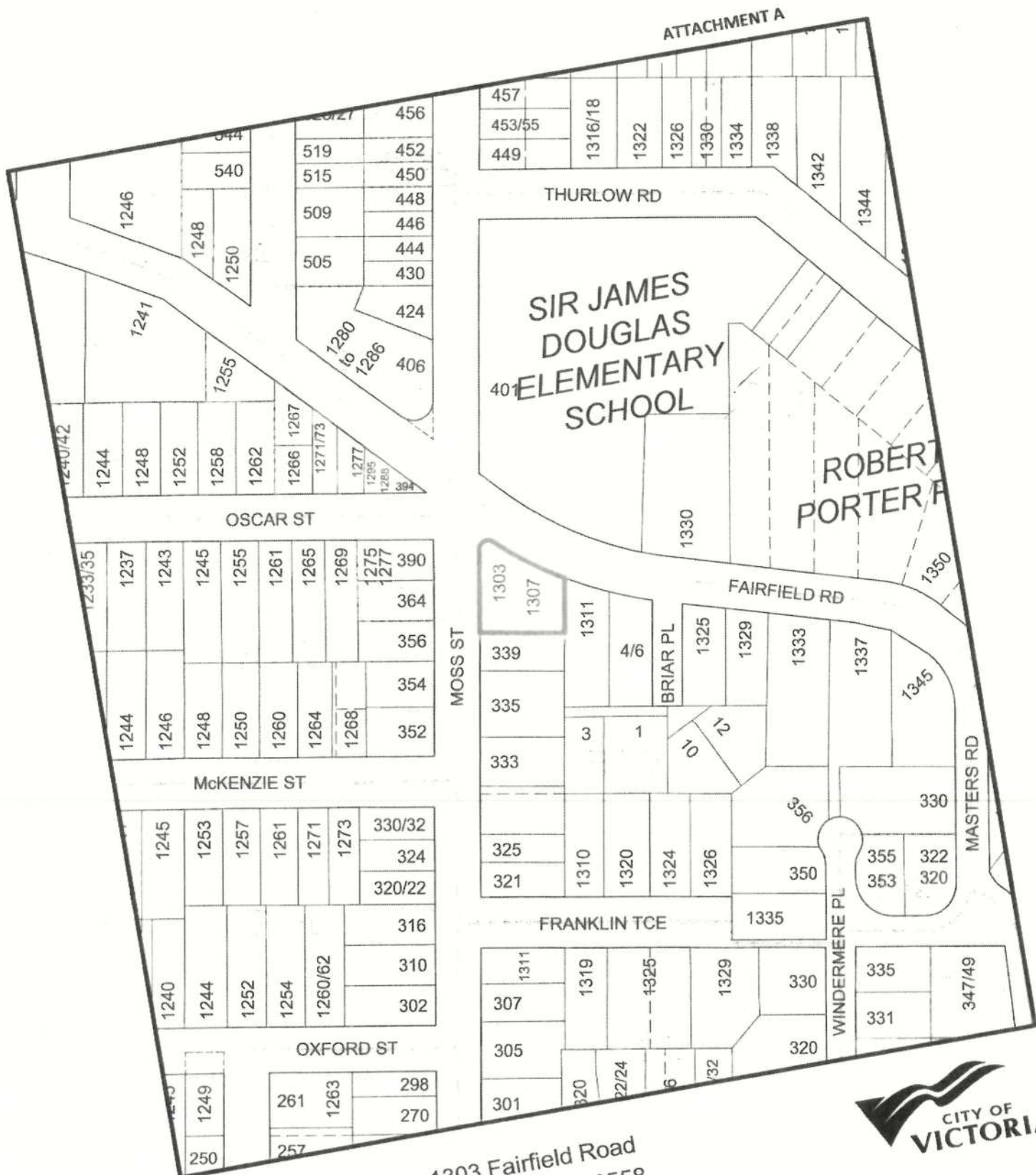
Report accepted and recommended by the City Manager:


Date: Dec 7, 2017

List of Attachments:

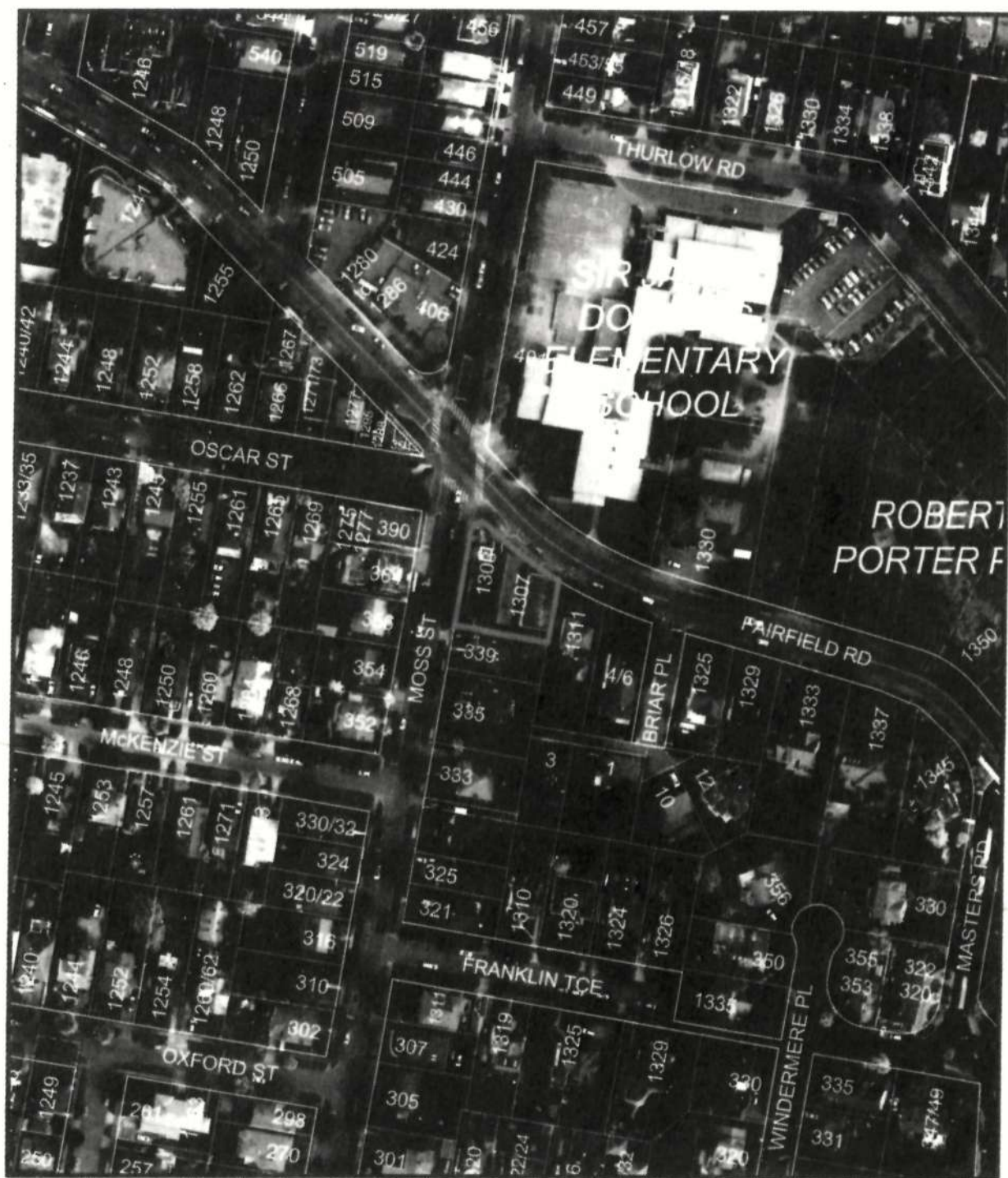
- Attachment A – Subject Map
- Attachment B – Aerial Map
- Attachment C – Plans date stamped October 10, 2017
- Attachment D – Letters from applicant to Mayor and Council dated January 10, 2017 and April 10, 2017
- Attachment E – Community Association Land Use Committee meeting minutes
- Attachment F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

ATTACHMENT A



1303 Fairfield Road
Rezoning No. 00558





1303 Fairfield Road
Rezoning No. 00558



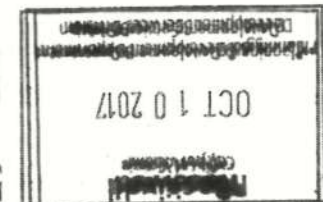
ATTACHMENT C

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1303 FAIRFIELD ROAD

SUBMISSION FOR
REZONING AND
DEVELOPMENT PERMIT

28 SEPTEMBER 2017



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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



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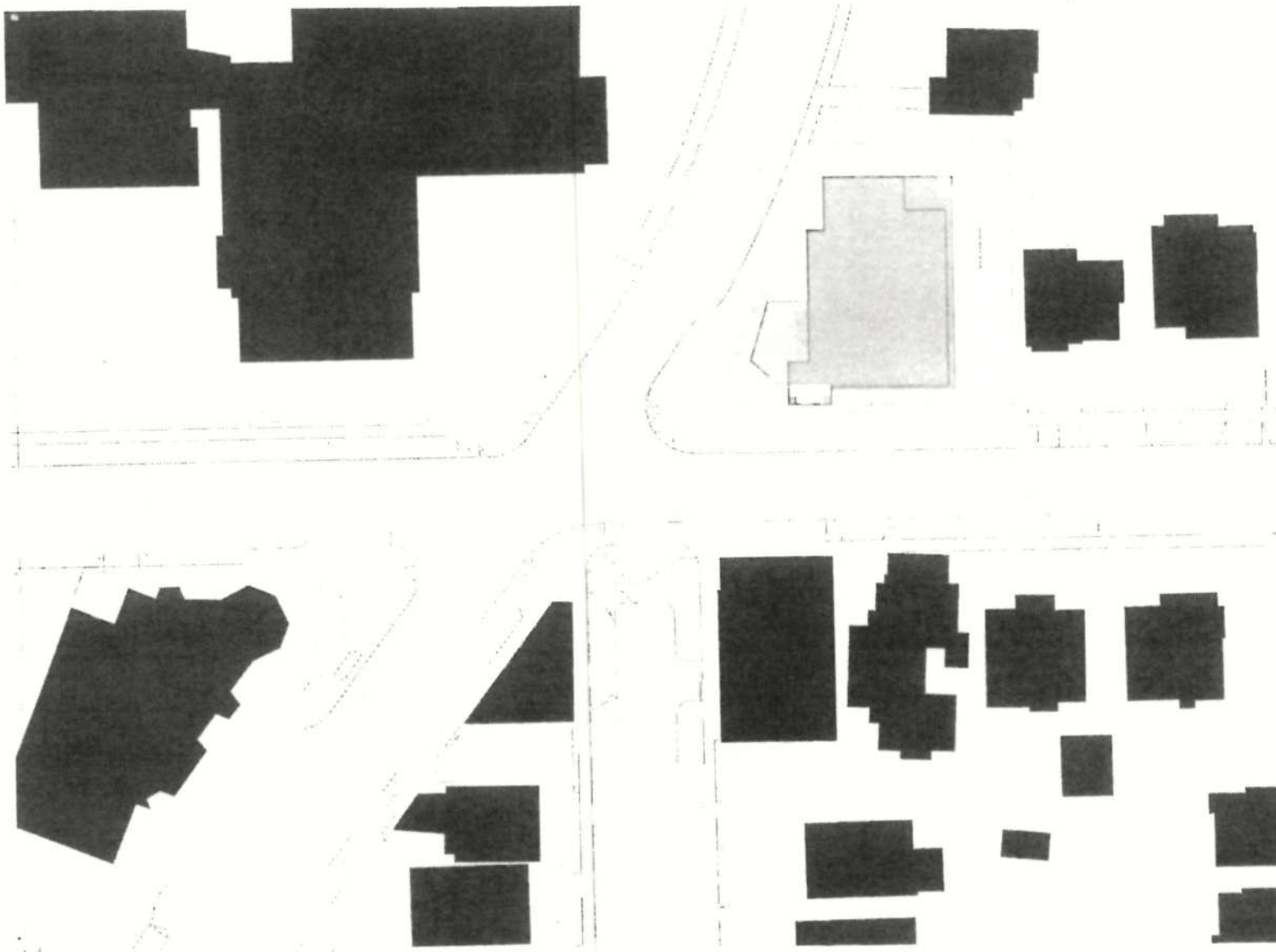
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Unity Commons
1203 Fairfield Road

Context Plan

D01



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2

PROJECT: 1500 E. 10TH AVE. (D02)
SUBJECT: CONTEST PLAN
DATE: 10/10/17
BY: [redacted]
FOR: [redacted]

Unity Commons
1303 Fairfield Road

Contest Plan

D02

Project Description	Design and construction of a 1000 sq. ft. addition to an existing 2000 sq. ft. building for a new department. The project includes foundation, framing, roofing, and interior finishes.		
Owner	ABC Corporation, 123 Main St., Suite 100, Anytown, CA 90210		
Architect/Engineer	XYZ Architects & Engineers, 456 Market St., Suite 200, Anytown, CA 90210		
Legal Description	1000 sq. ft. addition to existing 2000 sq. ft. building, located at 123 Main St., Suite 100, Anytown, CA 90210.		
	Existing/Proposed	Proposed	
Zoning	MS-1 (Medium Density Residential)	MS-1 (Medium Density Residential)	
Lot Area	10,000 sq. ft.	10,000 sq. ft.	
Lot Coverage	40% (2,000 sq. ft.)	42.0% (2,100 sq. ft.)	
Open Area Ratio		57.9% (5,900 sq. ft.)	
Basement	None	None	
Foundation	1.00 ft. (30 in.)	1.00 ft. (30 in.)	
Roofing	Asphalt/Flt.	Asphalt/Flt.	
Exterior Walls	Brick	Brick	
Interior Walls	Plaster	Plaster	
Flooring	Hardwood	Hardwood	
Windows	Double Hung	Double Hung	
Doors	Swing	Swing	
Stairs	None	None	
Other	None	None	
Notes	All dimensions are in feet and inches. The project is subject to the approval of the local planning commission. The owner warrants that the information provided is true and correct.		

Grade Point	Outstanding	Distinguished	Good
A	14.5-15	13.5-14	13.0-13.4
B	12.5-14.4	12.0-12.4	11.5-11.9
C	11.5-12.4	11.0-11.4	10.5-10.9
D	10.5-11.4	10.0-10.4	9.5-9.9
E	9.5-10.4	9.0-9.4	8.5-8.9
F	8.5-9.4	8.0-8.4	7.5-7.9
G	7.5-8.4	7.0-7.4	6.5-6.9
H	6.5-7.4	6.0-6.4	5.5-5.9
I	5.5-6.4	5.0-5.4	4.5-4.9
J	4.5-5.4	4.0-4.4	3.5-3.9
K	3.5-4.4	3.0-3.4	2.5-2.9
L	2.5-3.4	2.0-2.4	1.5-1.9
M	1.5-2.4	1.0-1.4	0.5-0.9
N	0.5-1.4	0.0-0.4	0.0-0.4
O	0.0-0.4	0.0-0.4	0.0-0.4
P	0.0-0.4	0.0-0.4	0.0-0.4

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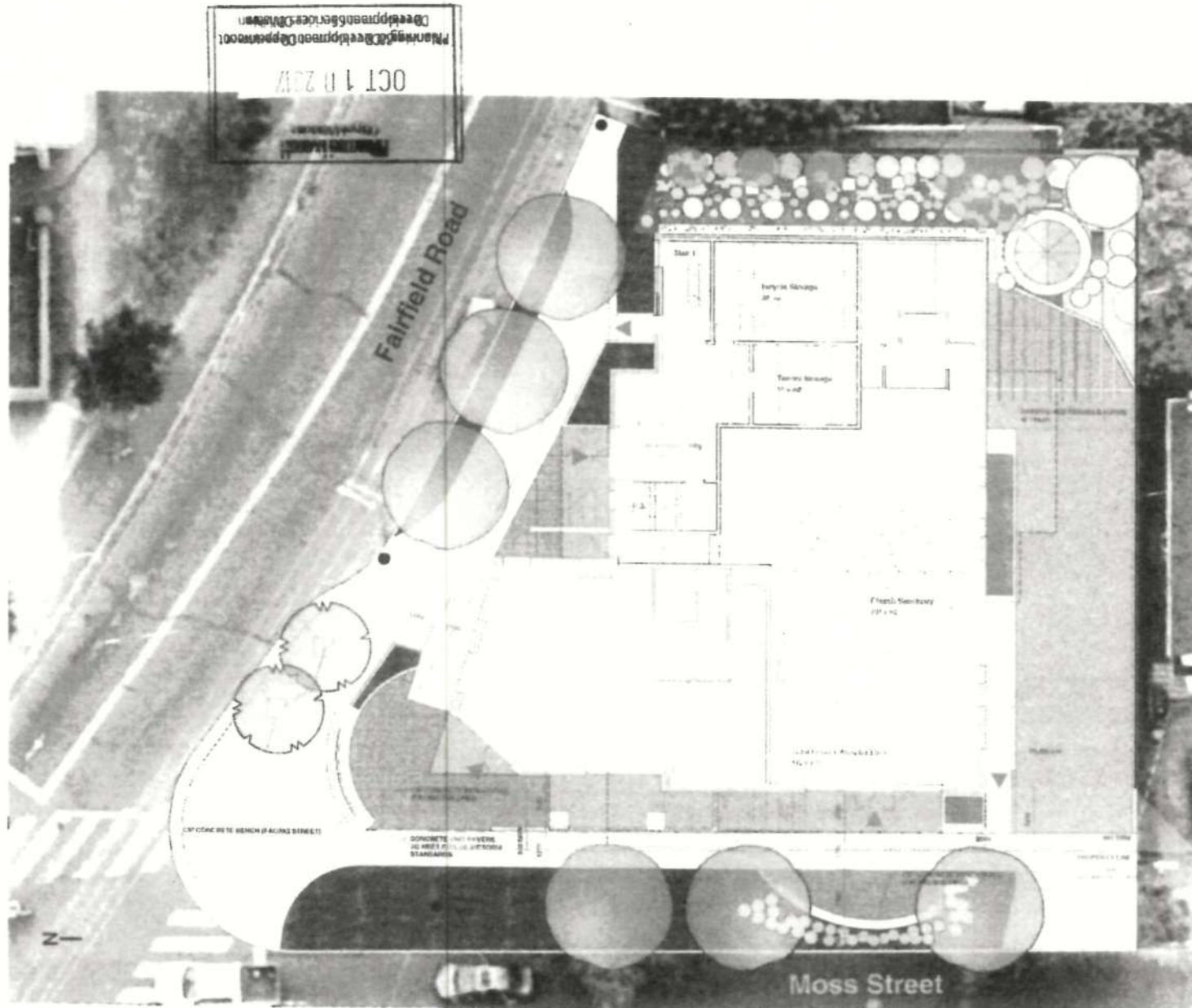
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4978

Unity Commons
1303 Fairfield Road

Project Data

D03



Plan of Uxley Commons
1303 Fairfield Road
OCT 10 2011

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1000 Fairfield Road, Suite 100
Fairfield, CT 06424
Tel: 203.255.1234
Fax: 203.255.1235
www.lowhammondrowe.com

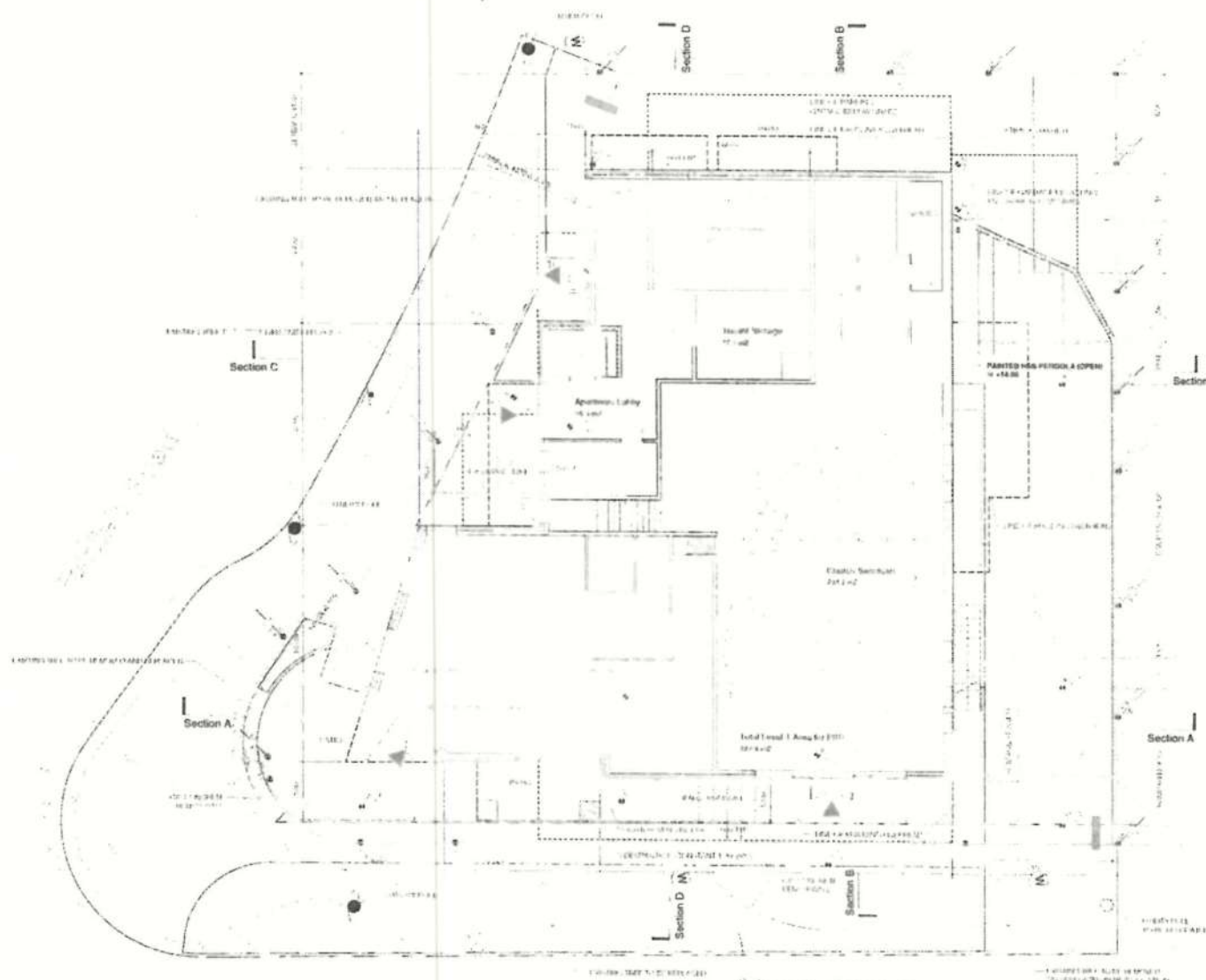
Uxley
Commons

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Uxley Commons
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Plan - Site and L1

D04



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West Vancouver, BC
V8M 1Y1

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PROJECT: U I Y
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BY: [Signature]
CHECKED: [Signature]
APPROVED: [Signature]

Unity Commons
1303 Fairfield Road

Plan - L1

D05



THE 1997-1998 BELL CROSSING
COMMUNITY LIAISON
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Fax: 01452 272442
advertising@bells.co.uk

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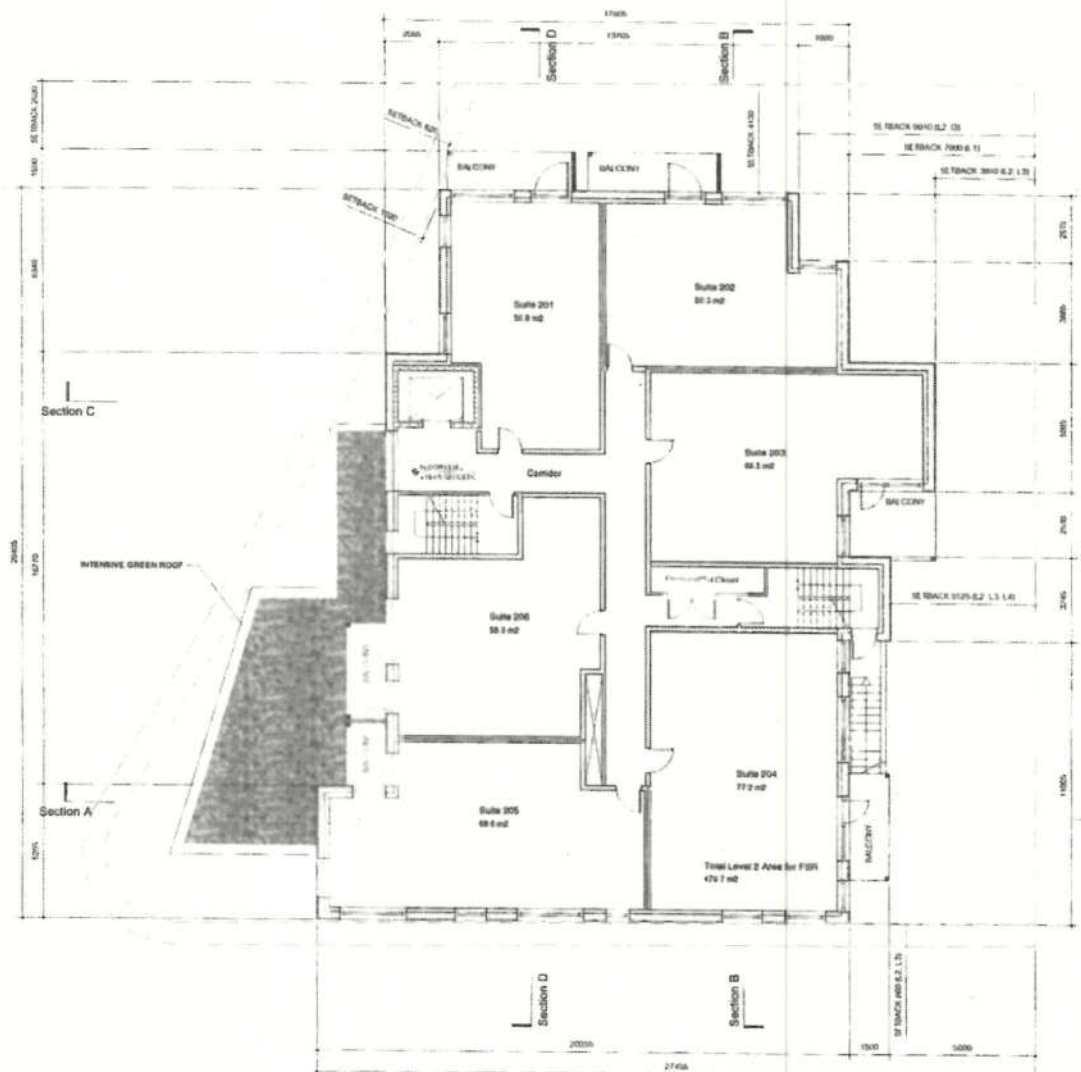
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Unity Commons
1303 Fairfield Road

Plan - L2

D07





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Macmillan
City of Westminster

OCT 10 2017

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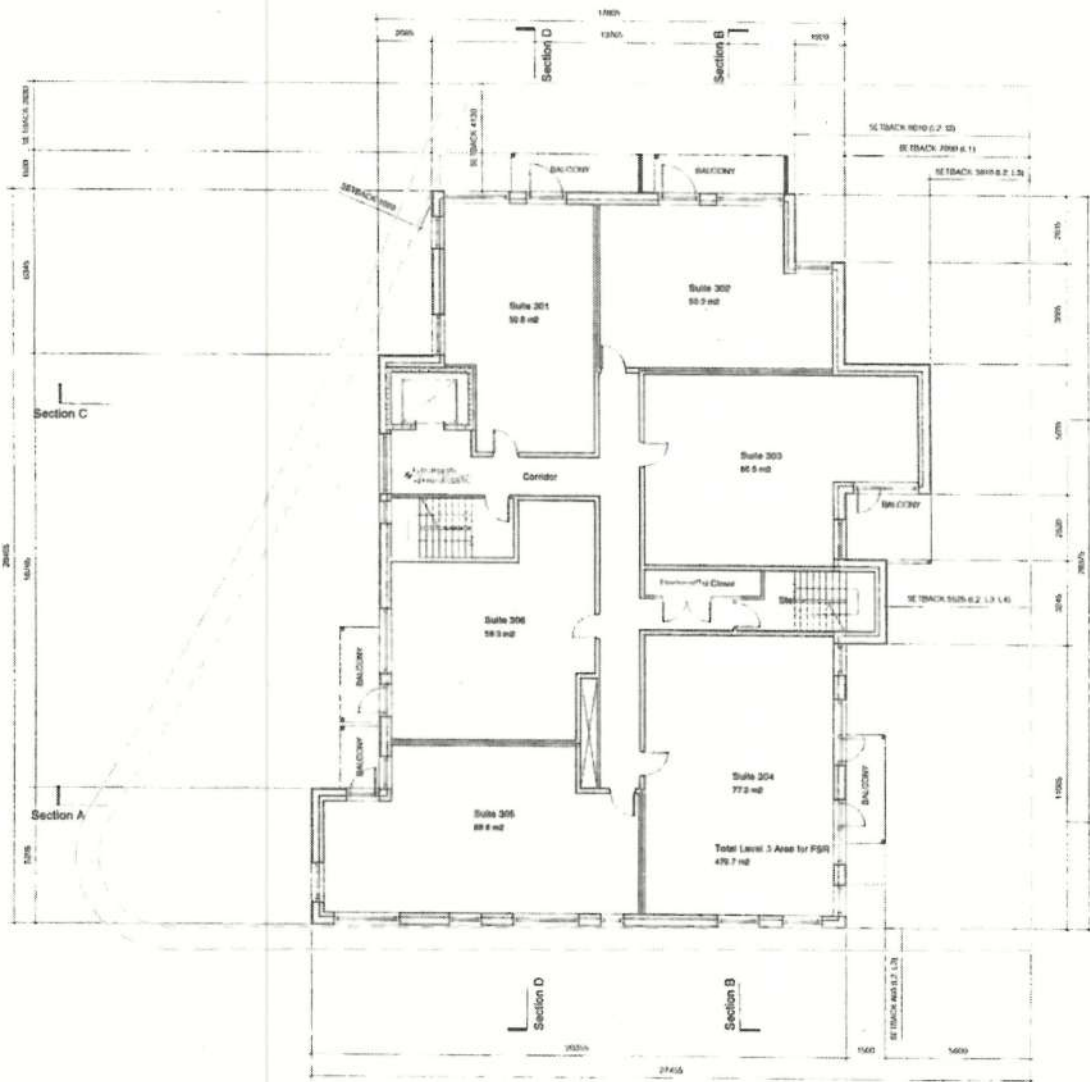


Project number	1234	Project name	Project Alpha
Start date	2023-01-01	End date	2023-12-31
Status	In Progress	Manager	John Doe
Budget	\$100,000	Actual cost	\$85,000
Progress	75%	Next review	2024-03-01

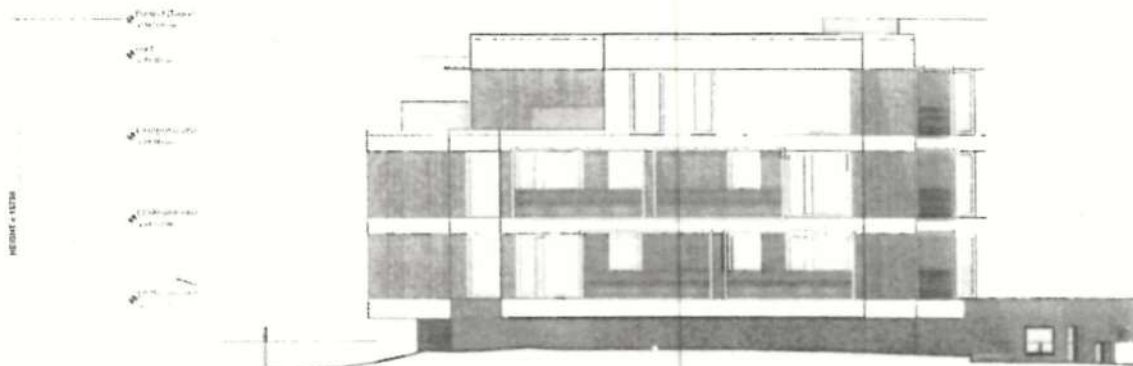
Unity Commons
1303 Fairfield Road

Plan - L3

D08







Exterior Materials Legend

- Material 1: Light Gray Concrete Block
- Material 2: Dark Gray Concrete Block
- Material 3: Light Gray Concrete Block
- Material 4: Dark Gray Concrete Block



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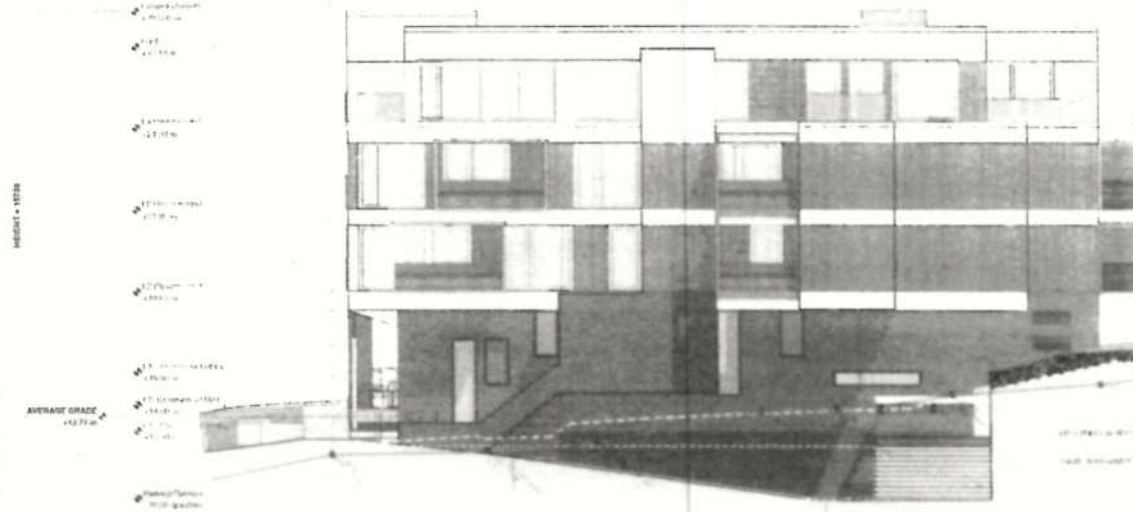
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East Elevation (side yard)

OCT 10 2017

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Development Services Bureau

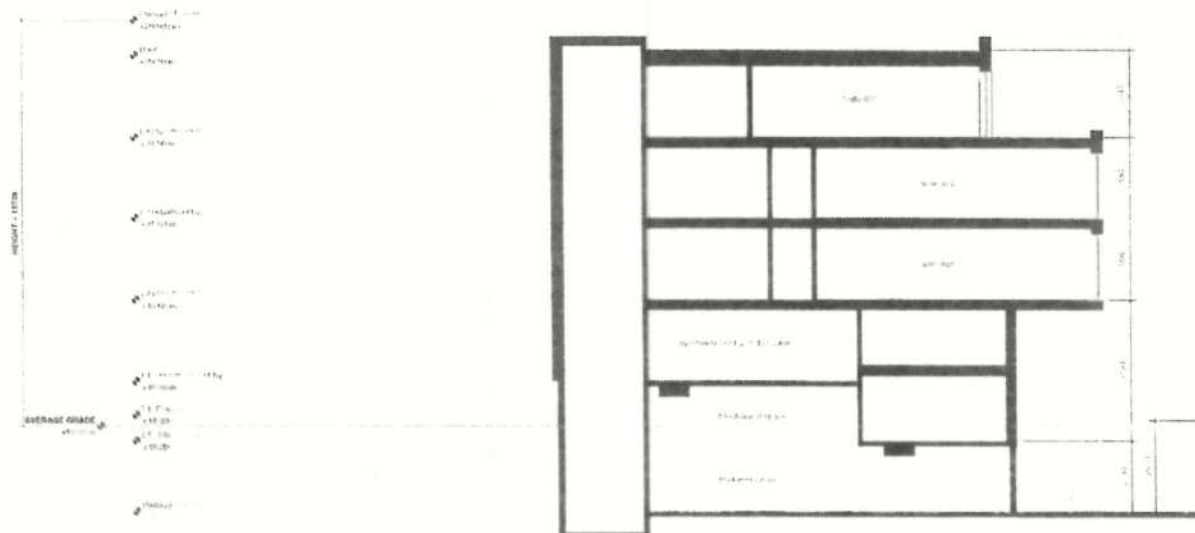


South Elevation (side yard)

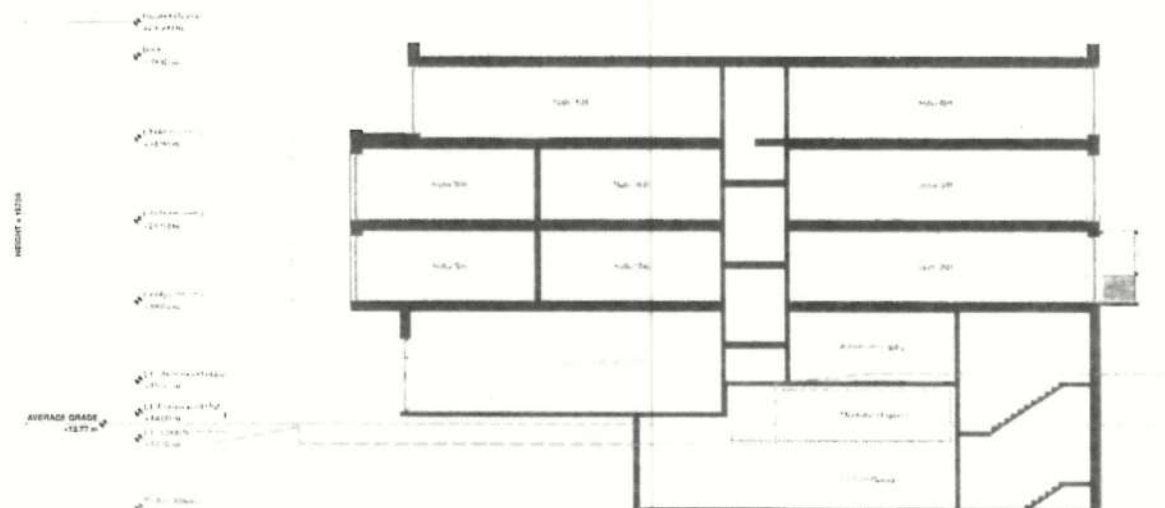
D12

Unity Commons
1303 Fairfield Road

Elevations



Section C



Section D



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Site: 1000 10th Avenue
Section: 1000 10th Avenue
Drawing: 1000 10th Avenue
Date: 10/10/2017
Sheet: 1000 10th Avenue

Unity Commons
1303 Fairfield Road

Section
Section

D14



Image 1. EXISTING CHURCH LOOKING EAST



Image 2. EXISTING CHURCH LOOKING SOUTH



Image 3. EXISTING CHURCH LOOKING SOUTH EAST



Image 4. EXISTING CHURCH LOOKING SOUTH EAST



Image 5. 300 MOSS STREET LOOKING NORTH



Image 6. EXISTING SCHOOL LOOKING NORTH



Image 7. MOSS STREET AND FAIRFIELD ROAD LOOKING WEST



Image 8. 300 MOSS STREET LOOKING SOUTH



Image 9. EXISTING SCHOOL LOOKING EAST



Image 10. EXISTING SCHOOL LOOKING NORTH



Image 11. EXISTING SCHOOL LOOKING NORTH



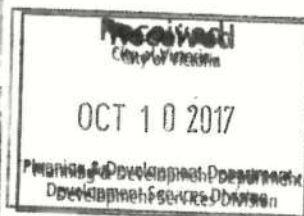
Image 12. SITE LOCATION MAP



LOW
HAMMOND
ROWE
ARCHITECTS

300 10TH STREET, SUITE 100
ST. LOUIS, MO 63102
TEL: 314.437.1111
FAX: 314.437.1112
WWW.LHRARCHITECTS.COM

UNITY



PROJECT NAME	UNITY
CLIENT	UNITY
DATE	10/10/17
SCALE	1" = 10'
APP	CONTEXT
DESIGNER	LOW HAMMOND ROWE

Unity Commons
1303 Fairfield Road

Context Photos

Moss Street



LOW
HAMMOND
ROWE

100 YEARS OF SERVICE
1917-2017
100 YEARS OF SERVICE
1917-2017
100 YEARS OF SERVICE
1917-2017

UNITY

Fairfield Road

Received
City of Vernon

OCT 10 2017

Planning & Development Department
Development Services Division

Project Name: _____
Project Number: _____
Project Location: _____
Project Status: _____
Project Date: _____
Project Type: _____

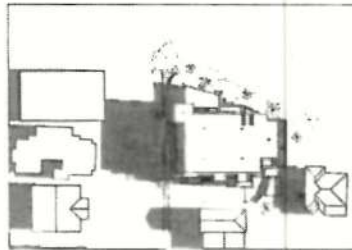
Unity Commons
1303 Fairfield Road

Street Elevations

D16



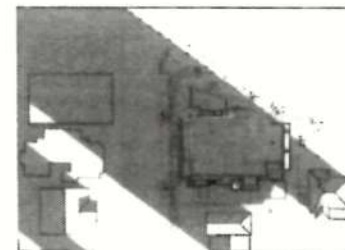
SPRING @ 9am



SUMMER @ 9am



FALL @ 9am



WINTER @ 9am

LOW HAMMOND ROWE
ARCHITECTS

500 FARM ROAD HILL CROSS ROAD
UNITED STATES OF AMERICA
TEL: 202 475 8011
FAX: 202 475 8011
WWW.LHRARCHITECTS.COM



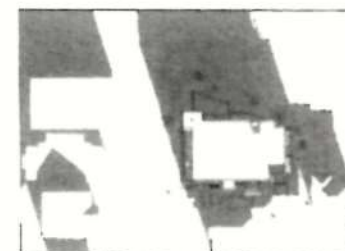
SPRING @ 12pm



SUMMER @ 12pm



FALL @ 12pm

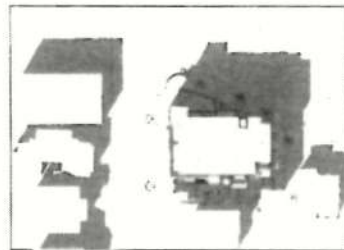


WINTER @ 12pm

Reinforced
City of Richmond

OCT 10 2017

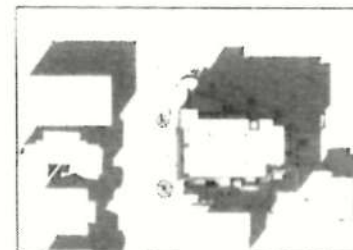
Planning & Development Services Division



SPRING @ 3pm



SUMMER @ 3pm



FALL @ 3pm



WINTER @ 3pm

PROPERTY INFORMATION - 10/10/17

PROJECT NAME	Unity Commons
PROJECT ADDRESS	1303 Fairfield Road
PROJECT OWNER	Unity Commons
PROJECT TYPE	Commercial
DATE	10/10/17
PROJECT	Unity Commons

Unity Commons
1303 Fairfield Road

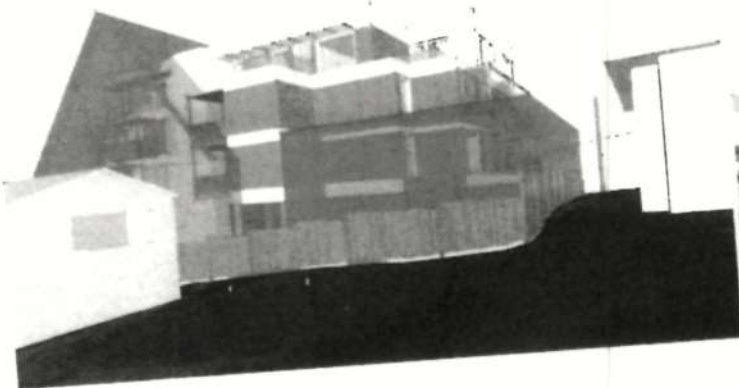
Sun Study

D17

View from south west



View from south east



View from north



View from west



LOW
HAMMOND
ROWE
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1000 WEST 10TH AVENUE, SUITE 200
DENVER, CO 80202
TEL: 303.733.1111
FAX: 303.733.1112
WWW.LHR-ARCHITECTS.COM

U I Y

RECEIVED
CITY OF DENVER

OCT 10 2017

Planning & Development Department
Development Services Division

Project Name	17018
Address	
City	
County	
State	
Zip	
Phone	
Fax	
E-mail	
Website	

Utility Commons
1303 Fairfield Road

Comparison w/ Existing Massing

D18



3800 Owens Ave. Victoria, B.C. V8T 1A2
Phone: (250) 360-8100

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Received
City of Victoria

DEC 05 2017

Planning & Development Department
Development Services Division

APPROVED LANDSCAPE PLAN
Project # 1501
Date 11/15/17
Scale 1:25
Drawn 11/15/17
Checked 11/15/17
Project

Unity Commons
1303 Fairfield Road

Plant Reference Images

L2



Acer rubrum 'October Glory'



Carpinus betulus 'Frans Fontaine'



Fatsia japonica



Mahonia media 'Charity'



Magnolia grandiflora 'Edith Bogue'



Cornus kousa 'Milly Way'



Eleocharis acicularis



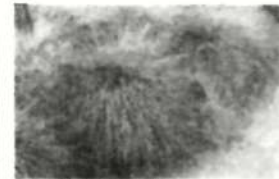
Polystichum latifolium



Carex lasiocarpa



Kuhnia macrocarpa



Festuca stolonifera 'Soddy's Blue'



Rhododendron 'Smile de Sarge'



Anaphalis margaritacea



Archifragaria rosea and 'Vancouver Jade'



Vaccinium s. 'Northsky'



Solidago canadensis



Vaccinium ovalifolium



Carex patula



Sarcococca ruscifolia



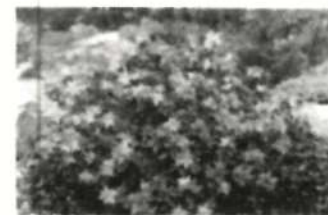
Thymus serpyllifolius



Wisteria sinensis 'Prestige'



Pieris japonica 'Prestige'



Rhododendron 'Ranajo'



Mahonia carnea



Lupinus arboreus



LOW
HAMMOND
ROWE
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."

Unity Commons – 1303 Fairfield Road

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

10 April 2017

page 4 of 5

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

Unity Commons, 1303 Fairfield Road
Letter to Mayor and Council
10 January 2017

page 2 of 8

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 fluid and cursive, with the first name and last name clearly distinguishable.

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 OPTED 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.



Engineers

June 29, 2016

Nicole Roberts
661523 BC Ltd.
3471 Short St.
Victoria, BC V8X 2V6

Dear Nicole,

RE: Fairfield United Church
1303 Fairfield Road, Victoria, BC

RJC No. VIC.115708.0001

At the request of Nicole Roberts, we visited the above-referenced site on June 9, 2016 to review the general condition of the building and provide our opinion of the feasibility/ practicality of re-purposing the building for residential use.

The original building was constructed circa 1926, and is a single storey plus partially buried basement. Construction consists of a timber roof and ground floor, with unreinforced masonry (URM) perimeter bearing walls. Primary roof framing consists of vaulted trusses at approximately 10'0" o/c. The ground floor is supported on the URM perimeter walls and interior columns.

In 1985 minor renovations were done, which included the addition of 2 large glulam beams running the length of the auditorium to provide additional support to the existing roof. The beams are supported on new columns and footings. These beams were likely added to arrest roof deflection and spreading of supporting URM walls.

Building Condition

The structure is in good condition, with no signs of significant deterioration. There is some minor outward 'bowing' of the West exterior URM wall, which was likely one of the primary reasons the roof support beams were added in 1985. With the beams in place there is no longer any outward thrust on the walls from the roof. The bowing is not a structural concern at this time.

Feasibility of Re-Purposing for Residential Use

We understand consideration has been given to creating two new (for a total of three) residential levels within the existing auditorium space, and that underground parking is required on site. The new floors and underground parking are structurally feasible, but only at significant cost.

Creating new residential spaces within the existing auditorium constitutes a change in building use, thereby likely triggering seismic upgrading of the building. Based on our past experience with similar structures, we estimate the seismic resistance of the existing building is likely in the range of 15 to 20 % of current Code requirements. The requirement for seismic upgrading is at the discretion of the Building Inspector, but local

past practice has been that upgrading to at least a 'life safety' level of seismic resistance is required for a change in use; 'life safety' seismic resistance is approximately 60% of current Code seismic force levels.

Seismic loads are proportional to building weight. The proposed building conversion would result in a building with well over twice the seismic demand than that of a typical 3 storey residential building, due to the considerable weight of the exterior URM walls and the reduced ductility of URM walls as compared to a building with seismic resistance provided solely by plywood-sheathed 'shear' walls (as typical 3 storey buildings are constructed). While it may be feasible to resist seismic loads with new plywood-sheathed interior shear walls, these would need to be much more extensive and costly than seismic-resisting shear walls in a typical residential building. It is quite likely that the length of shear wall required would not be practical with a residential building layout and function, thereby requiring the use of steel diagonal bracing in lieu of plywood shear walls. In addition, whereas in a typical residential building the shear wall overturning loads are spread out onto a concrete slab (such as over parking), in this case heavy beams would be required to 'transfer' the loads out to available support points (unless the main floor was demolished and replaced with a new concrete suspended slab). Other seismic considerations include the requirement to tie the existing URM walls into the new floor and existing roof 'diaphragms' with bolts, straps, and blocking.

We note additionally that the residential layouts would likely be compromised to accommodate the existing windows, as the height of these extend over two floors, unless the windows are modified, with resultant change in the building's exterior appearance. The existing main floor is sloped; this would need to be either demolished and reconstructed level, or a new built-up floor constructed on top of the existing to create a level floor. New columns and foundations would be required at the basement level to support the additional loading of the new floors and provide uplift resistance for the seismic walls/ bracing.


The requirement to provide on-site underground parking represents a very considerable challenge for this site. We understand the adjacent annex building would be demolished, but the width of site available East of the Church building upon removal of the annex is not adequate for a practical parking layout, including access and circulation. It is thereby likely that the parking would need to extend a considerable distance below the existing Church building. This would likely require temporary support of the Church below at least the East URM wall and much of the interior so that column supports could be relocated to accommodate a functional parking layout. This temporary shoring represents a considerable construction challenge, at a very high cost.

We trust the above adequately addresses the issues we were asked to review.

Please contact the writer if you have any questions or concerns

Yours truly,

READ JONES CHRISTOFFERSEN LTD.


Bruce Johnson, P.Eng., Struct.Eng., MStructE
Managing Director

BLJ/dd

June 29/16



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

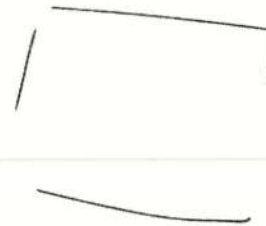
The Advisory Design Panel meeting of June 21, 2017 adjourned at 3:56 pm.

Jesse Garlick, Chair

ATTACHMENT G



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**

TABLE OF CONTENTS

1.0	INTRODUCTION	1
1.1	Subject Site.....	1
1.2	Site Characteristics	2
2.0	PROPOSED DEVELOPMENT	3
2.1	Proposed Parking Supply.....	3
3.0	PARKING REQUIREMENT	3
4.0	EXPECTED PARKING DEMAND	4
4.1	Resident Parking Demand	4
4.2	Visitor Parking Demand	5
4.3	Commercial.....	6
4.4	Church	8
4.5	Summary of Expected Parking Demand	9
5.0	PRECEDENT SITES	10
6.0	ON-STREET PARKING CONDITIONS	11
7.0	PARKING MANAGEMENT	11
7.1	Church	11
7.2	Parking Allocation	12
8.0	CONCLUSIONS	13
8.1	Recommendations	13

APPENDICES

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



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.

Cycling 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 transportation options and services.

Neighbourhood Urban Form 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:

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 ^{1.5 units} 1 1/2 spaces per dwelling unit	24
Commercial (Café)	38 seats	Eating and Drinking Establishments	8
Commercial (Retail)	798.5 sq. ft.	Retail stores, banks, personal service establishments or similar users	2
Church	^{1,597} 2,617 sq. ft. 150 seats	Church	26 ^{19.5}
Total Parking Requirement			58 ⁵⁶

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 RESIDENT PARKING DEMAND

4.1.1 NEIGHBOURHOOD 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 4.1. 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 4.1 SUMMARY OF VEHICLE OWNERSHIP INFORMATION

Site	Units	Insured Vehicles ⁵	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"

⁵ 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 OBSERVATION

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 [Figure 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 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 [Figure 2](#). 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/OCP/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.

TABLE 5 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 6.

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 6 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 15m²

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 Figure 8.

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 9.

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 PRECEDENT 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 11. 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 11 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.

7.2 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 August 16 9:30pm	
		Observed Vehicles	Demand (vehicles/unit)	Observed Vehicles	Demand (vehicles/unit)	Observed Vehicles	Demand (vehicles/unit)
1150 Hilda Street	21	11	0.52	10	0.48	13	0.62
350 Linden Ave	39	14	0.36	16	0.41	17	0.44
1233 Fairfield Road	64	28	0.44	30	0.47	33	0.52
1250 Richardson Street	15	6	0.40	6	0.40	7	0.47
1300 May Street	18	8	0.44	6	0.33	10	0.56
1030 Pendergast Street	57	34	0.60	30	0.53	32	0.56
1035 Pendergast St	57	25	0.44	21	0.37	28	0.49
Average			0.46		0.43		0.52

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			Saturday August 13, 2016 10-45am		
				Observed Vehicles	Occupancy (%)	Spaces Remaining	Observed Vehicles	Occupancy (%)	Spaces Remaining
Moss Street, Fairfield Rd to McKenzie Ave	E	No Parking			N/A			N/A	
		15 min. at all times	3	0	0%	3	1	33%	2
	W	2hr, 8am-6pm, Mon.-Sat.	3	1	33%	2	2	67%	1
Moss Street, Thurlow Rd to Fairfield Rd		No Restrictions	9	6	67%	3	6	67%	3
	E	No Parking			N/A			N/A	
	W	No Parking, Sat, April-Nov, 8am-4pm	7	5	71%	2	0	0%	7
Fairfield Road, Harbinger Ave to Cornwall St		30 min. at all times	3	0	0%	3	2	67%	1
	N	No Restrictions	8	5	63%	3	7	88%	1
		No Restrictions	6	4	67%	2	6	100%	0
Fairfield Road, Cornwall St to Moss St	S	Passenger Loading Zone	2	0	0%	2	1	50%	1
		No Restrictions	3	1	33%	2	3	100%	0
	N	30 min. at all times	6	0	0%	6	3	50%	3
Fairfield Road, Moss st to Briar Pl	S	30 min. 8am-8pm, Mon-Fri	5	3	60%	2	4	80%	1
	N	No Parking			N/A			N/A	
	S	Passenger Zone 3 min. Max	1		0%	1	1	100%	0
Fairfield Road, Briar Pl to Masters Rd		No Restrictions	6	3	50%	3	5	83%	1
	N	No Parking			N/A			N/A	
	S	No Restrictions	6	4	67%	2	4	67%	2
Oscar Street, Mid-block to Moss St	N	No Restrictions	8	5	63%	3	6	75%	2
		General Loading Zone, 8am-6pm, Mon-Sat	1		0%	1	0	0%	1
	S	No Restrictions	11	6	55%	5	8	73%	3
Total			88	43	49%	45	59	67%	29

1303 Fairfield Road Parking Study
On-Street Parking Observations

Street Segment	Side	Parking Restrictions	Parking Supply	Sunday August 14, 2016 10:45am			Monday August 15 10:45am		
				Observed Vehicles	Occupancy (%)	Spaces Remaining	Observed Vehicles	Occupancy (%)	Spaces Remaining
Moss Street, Fairfield Rd to McKenzie Ave	E	No Parking			N/A			N/A	
		15 min. at all times	3	1	33%	2	1	33%	2
	W	2hr, 8am-6pm, Mon.-Sat.	3	2	67%	1	1	33%	2
Moss Street, Thurlow Rd to Fairfield Rd		No Restrictions	9	6	67%	3	5	56%	4
	E	No Parking			N/A			N/A	
	W	No Parking, Sat, April-Nov, 8am-4pm	7	4	57%	3	4	57%	3
Fairfield Road, Harbinger Ave to Cornwall St		30 min. at all times	3	2	67%	1	2	67%	1
	N	No Restrictions	8	4	50%	4	3	38%	5
		No Restrictions	6	3	50%	3	3	50%	3
Fairfield Road, Cornwall St to Moss St	S	Passenger Loading Zone	2	1	50%	1	1	50%	1
		No Restrictions	3	2	67%	1	2	67%	1
	N	30 min. at all times	6	3	50%	3	3	50%	3
Fairfield Road, Moss st to Briar Pl	S	30 min. 8am-8pm, Mon-Fri	5	2	40%	3	2	40%	3
	N	No Parking			N/A			N/A	
	S	Passenger Zone 3 min. Max	1		0%	1	1	100%	0
Fairfield Road, Briar Pl to Masters Rd		No Restrictions	6	2	33%	4	3	50%	3
	N	No Parking			N/A			N/A	
	S	No Restrictions	6	5	83%	1	4	67%	2
Oscar Street, Mid-block to Moss St	N	No Restrictions	8	6	75%	2	4	50%	4
		General Loading Zone, 8am-6pm, Mon-Sat	1		0%	1	1	100%	0
	S	No Restrictions	11	6	55%	5	6	55%	5
Total			88	49	56%	39	46	52%	42

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			N/A	
		15 min. at all times	3	0	0%	3
	W	2hr, 8am-6pm, Mon.-Sat.	3	1	33%	2
Moss Street, Thurflow Rd to Fairfield Rd		No Restrictions	9	5	56%	4
	E	No Parking			N/A	
	W	No Parking, Sat, April-Nov, 8am-4pm	7	5	71%	2
Fairfield Road, Harbinger Ave to Cornwall St		30 min. at all times	3		0%	3
	N	No Restrictions	8	6	75%	2
		No Restrictions	6	4	67%	2
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	2	33%	4
Fairfield Road, Moss st to Briar Pl	S	30 min. 8am-8pm, Mon-Fri	5	1	20%	4
	N	No Parking			N/A	
	S	Passenger Zone 3 min. Max	1	0	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	6	75%	2
		General Loading Zone, 8am-6pm, Mon-Sat	1		0%	1
	S	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.

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- 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 cutslope 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 associated 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

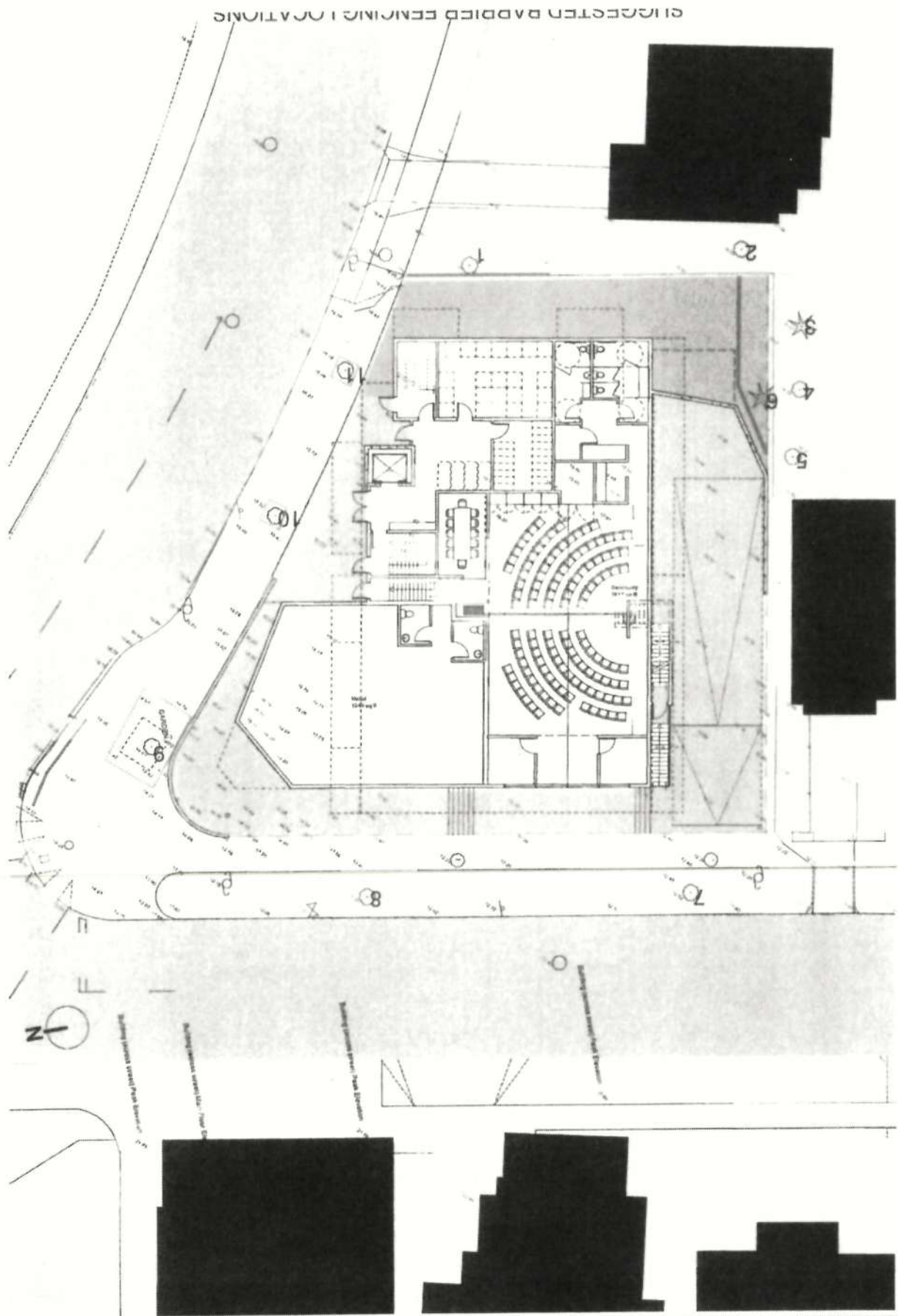
Arborists are professionals who examine trees and use their training, knowledge and experience to recommend techniques and procedures that will improve their health and structure or to mitigate associated risks.

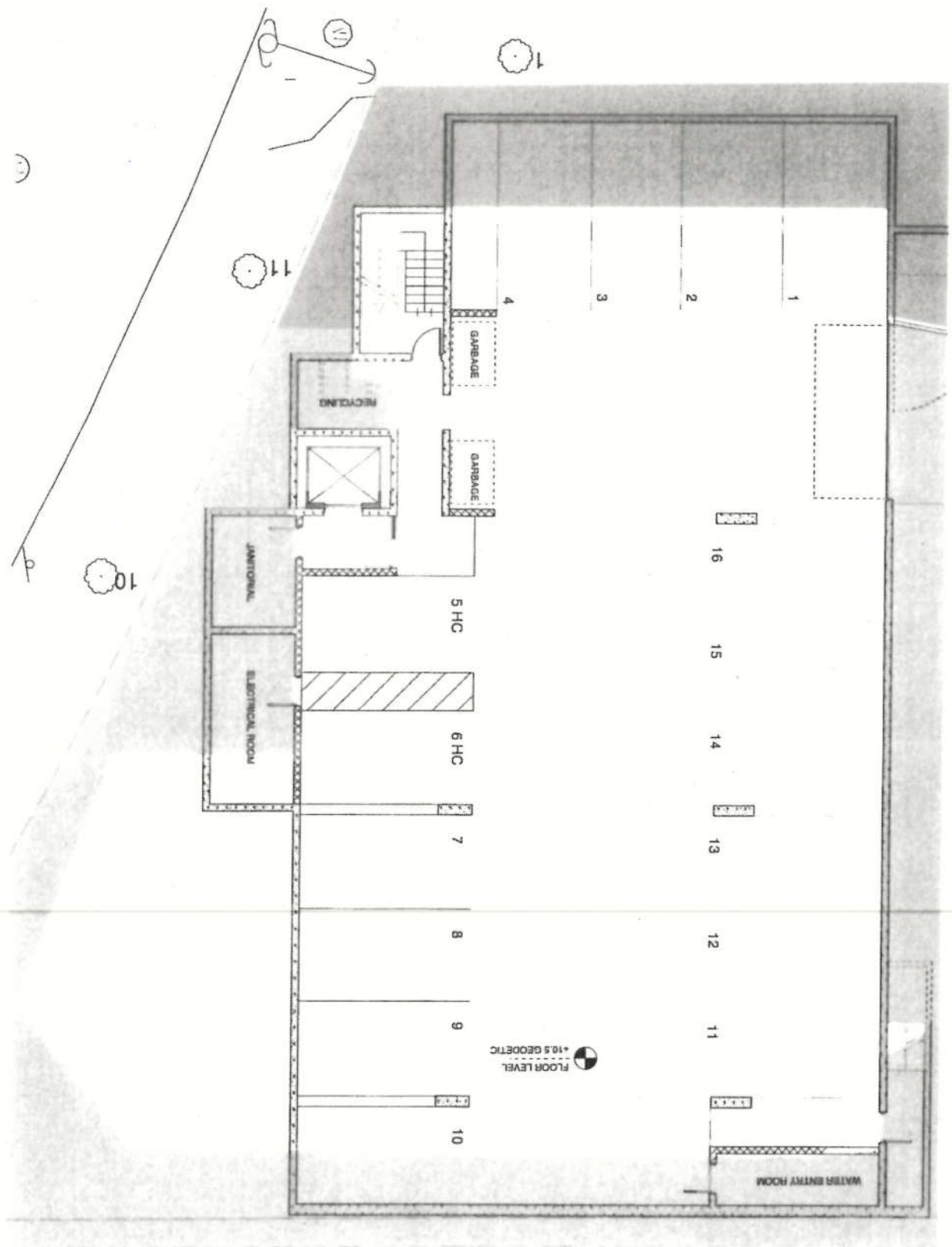
Trees are living organisms, whose health and structure change, and are influenced by age, continued growth, climate, weather conditions, and insect and disease pathogens. Indicators of structural weakness and disease are often hidden within the tree structure or beneath the ground. It is not possible 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 close proximity to existing building on West side. Canopy heavily pruned on North side for overhead utilities clearances. Large stem previously removed - stump at base. Suckering from base of co-dominant stems. 40cm stem previously topped - decay and woodpecker activity at topping location. 55cm stem has a weak union with included bark. Canopy has been heavily pruned and is conflicting with the residential overhead utilities connection.
2	45	5	laburnum	Fair/poor	Poor	Poor	Located on the neighbouring property at 1311 Fairfield Road. Ivy covered, decay and weakness at stem unions, internal decay is highly likely, over-mature specimen. Not 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. Approximately 1/2 meter from property line.
5	10	1	Mountain ash	Fair	Fair	Moderate	Located on neighbouring property. Approximately 1/2 meter from property line.
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, suckering at base, existing decay in 2 or 3 scaffold limbs, declining health, conflicting with overhead utility 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.





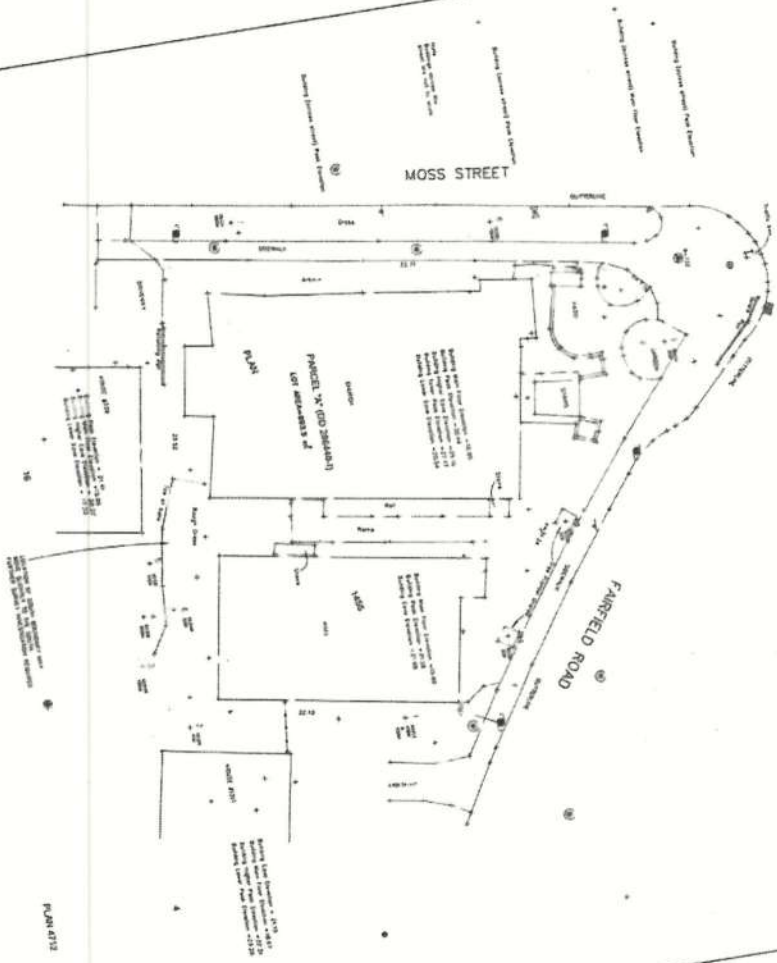


PLATE 155

PUJAN 4712

11/11/2011

- [illegible]

[illegible]

**JE ANDERSON
& ASSOCIATES**
20100 W. 10TH AVE. SUITE 100
DENVER, CO 80233
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JEAN

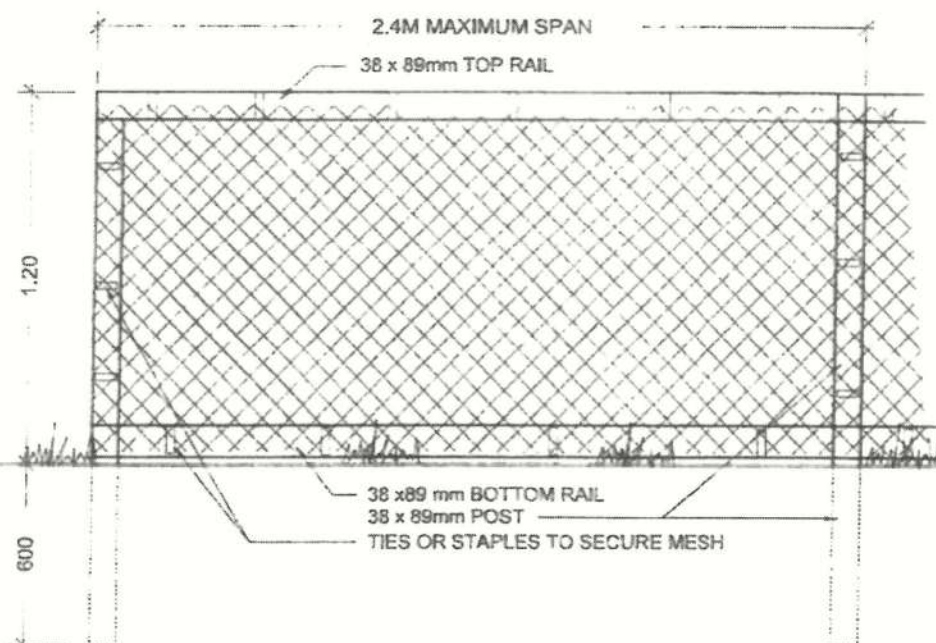
MANABD FAX: 250-773-2596
VICTORIA
PHONE 250-773-2114

CUBICLE
1303 FAIRFIELD ROAD

WEEK	DATE	TIME	LOCATION
10/1	10/1	10/1	10/1
10/2	10/2	10/2	10/2
10/3	10/3	10/3	10/3
10/4	10/4	10/4	10/4
10/5	10/5	10/5	10/5
10/6	10/6	10/6	10/6
10/7	10/7	10/7	10/7
10/8	10/8	10/8	10/8
10/9	10/9	10/9	10/9
10/10	10/10	10/10	10/10
10/11	10/11	10/11	10/11
10/12	10/12	10/12	10/12
10/13	10/13	10/13	10/13
10/14	10/14	10/14	10/14
10/15	10/15	10/15	10/15
10/16	10/16	10/16	10/16
10/17	10/17	10/17	10/17
10/18	10/18	10/18	10/18
10/19	10/19	10/19	10/19
10/20	10/20	10/20	10/20
10/21	10/21	10/21	10/21
10/22	10/22	10/22	10/22
10/23	10/23	10/23	10/23
10/24	10/24	10/24	10/24
10/25	10/25	10/25	10/25
10/26	10/26	10/26	10/26
10/27	10/27	10/27	10/27
10/28	10/28	10/28	10/28
10/29	10/29	10/29	10/29
10/30	10/30	10/30	10/30
10/31	10/31	10/31	10/31

Product	Qty	Unit	Price	Total
Product 1	100	kg	1.50	150.00
Product 2	50	kg	2.00	100.00
Product 3	20	kg	3.00	60.00
Product 4	10	kg	4.00	40.00
Product 5	5	kg	5.00	25.00
Product 6	3	kg	6.00	18.00
Product 7	2	kg	7.00	14.00
Product 8	1	kg	8.00	8.00
Product 9	1	kg	9.00	9.00
Product 10	1	kg	10.00	10.00
Product 11	1	kg	11.00	11.00
Product 12	1	kg	12.00	12.00
Product 13	1	kg	13.00	13.00
Product 14	1	kg	14.00	14.00
Product 15	1	kg	15.00	15.00
Product 16	1	kg	16.00	16.00
Product 17	1	kg	17.00	17.00
Product 18	1	kg	18.00	18.00
Product 19	1	kg	19.00	19.00
Product 20	1	kg	20.00	20.00
Product 21	1	kg	21.00	21.00
Product 22	1	kg	22.00	22.00
Product 23	1	kg	23.00	23.00
Product 24	1	kg	24.00	24.00
Product 25	1	kg	25.00	25.00
Product 26	1	kg	26.00	26.00
Product 27	1	kg	27.00	27.00
Product 28	1	kg	28.00	28.00
Product 29	1	kg	29.00	29.00
Product 30	1	kg	30.00	30.00
Product 31	1	kg	31.00	31.00
Product 32	1	kg	32.00	32.00
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Product 37	1	kg	37.00	37.00
Product 38	1	kg	38.00	38.00
Product 39	1	kg	39.00	39.00
Product 40	1	kg	40.00	40.00
Product 41	1	kg	41.00	41.00
Product 42	1	kg	42.00	42.00
Product 43	1	kg	43.00	43.00
Product 44	1	kg	44.00	44.00
Product 45	1	kg	45.00	45.00
Product 46	1	kg	46.00	46.00
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Product 67	1	kg	67.00	67.00
Product 68	1	kg	68.00	68.00
Product 69	1	kg	69.00	69.00
Product 70	1	kg	70.00	70.00
Product 71	1	kg	71.00	71.00
Product 72	1	kg	72.00	72.00
Product 73	1	kg	73.00	73.00
Product 74	1	kg	74.00	74.00
Product 75	1	kg	75.00	75.00
Product 76	1	kg	76.00	76.00
Product 77	1	kg</		

DATE	2014/10/28	REVISION
DATE	2014/10/28	REVISION



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



October 12, 2017

Alec Johnston
City of Victoria
1 Centennial Square
Victoria, BC V8W 1P6

Re: 1303 Fairfield Road Land Lift Analysis

G.P. Rollo & Associates (GPRA) has been retained by the City of Victoria to complete an Economic Analysis for the rezoning of 1303 Fairfield Road (hereafter referred to as 'the Site') in order to determine an estimate of the value to Unity Urban Properties (the Developer) from an increase in density from 1.5 FSR mixed use commercial and residential building (identified as the 'base density' under the current Official Community Plan) to a proposed density of 1.84 FSR mixed commercial, residential rental project on the Site. The Developer is proposing to provide roughly 2,500 square feet at grade to be used as a new home for the Fairfield United Church (to be rented at 20% below market rates), along with approximately 1,400 square feet for a CRU at grade, with 16 market rental units comprising roughly 11,350 square feet of rentable area on the second to fourth floor to be secured in perpetuity by covenant on title. Parking is to be provided in a single level underground with 16 stalls proposed to be shared by residents, the CRU, and the church.

The analysis consisted of preparation of residual land value analyses which determines the maximum value that a developer could afford to pay for the site if developed under current policies as well as the land value supported by the proposed change in density. GPRA used standard developer proformas for each case to model the economics of typical development as proposed/allowed under the new zoning. The 'Lift' is then calculated as the difference in residual land values under both current policies and the proposed new zoning.

METHODOLOGY & ASSUMPTIONS

Base Case:

The Site is 10,698 square feet in area and can be developed under current policies, with rezoning, at a density up to 1.5 FSR with a mix of ground floor commercial amounting to 1,381 square feet and 14,667 square feet in gross floor area of residential above (net saleable area of 12,026 square feet), in 14 strata units. Parking at the base density would be proposed to be commensurate with that which is proposed in the rezoning application (parking at a 1:1 ratio to residential units).

Proposed Development:

Under the proposed new zoning the building would have a density of 1.84 FSR with the approximate floor areas for each use as described above (roughly 2,500 sq.ft. church space, 1,400 sq.ft. CRU, and 11,350 sq.ft. residential rental secured by a covenant on title).



The analyses are created using a standard developer proforma wherein estimates of revenues and costs are inputs and the remaining variable is the desired output. In typical proformas this output is usually profit, following a revenues minus costs equals profit formula.

For a residual land valuation, however, an assumption on developer's return needs to be included in order to leave the land value as the variable to solve for. For the analyses GPRA has determined the residual value for the mixed residential strata and commercial based on the developer achieving an acceptable profit of 12% on total project costs (calculated as a representative portion of overall project costs for the proposed development). The residual values are the maximum supported land value a developer could pay for the site (under the density and conditions tested) while achieving an acceptable return for their project.

It is often the case that a developer cannot achieve a profit on the sale of a project entirely used for rental or commercial immediately after completion and instead takes a long term perspective looking at value as an ongoing income stream with a potential disposition at some point in the future. As such, for the residual value of the components for market rentals and commercial retail uses GPRA has instead looked at the developer achieving an acceptable return on their investment measured as an Internal Rate of Return (IRR) and the maximum supported land value that would allow a developer to achieve a target IRR.

The residual land values determined from this analysis of the property developed as proposed under the rezoned density of 1.84 FSR is then compared to the residual land value of the Site if developed under current policies at 1.5 FSR to establish a 'lift' in value that arises from the change in density. This lift in value is the total potential monies that are available for public amenities or other public works not considered as part of the analysis. GPRA have made allowances for streetscape and public realm improvements that would typically be incurred through development in both sets of analysis. Any additional improvements that would be required only from the proposed rezoning and not from development under current policies would impact the lift and would need to be identified, priced, and included in a revised analysis.

Typically there is some sharing of the lift value between the Municipality/District and the developer, but the percentage shared varies by community and by project. It is GPRA's understanding that in compliance with current policy, the City has determined that they will seek 75% of the lift for amenities.

GPRA determined strata revenues used in the analyses from a review of recent sales and offerings for sale of recently developed apartments of wood frame and of concrete construction within roughly 10 km of the Site, with a focus on projects that were deemed comparable to that which has been proposed for the Site. Market rental rates were derived from a similar search within 10 km of the Site. Commercial rents were derived from a scan of rental rates in a similar area. Project costs were derived from sources deemed reliable, including information readily available from quantity surveyors on average hard construction costs in the City. Development or soft costs have been drawn from industry standards, and from the City's sources. All other assumptions have been derived from a review of the market and from other sources deemed reliable by GPRA.

CONCLUSIONS & RECOMMENDATIONS

The base density of 1.5 FSR with underground parking based on the premise that a parking ratio similar to the ratio proposed for 1.84 FSR development scenario was established, GPRA identifies that there is no lift from rezoning to 1.84 FSR. The lack of lift is attributable to two factors:

- 1) The shift from strata in the base scenario to market rental for the residential floor area (with market rental supporting a lower value for land on a per square foot basis compared to strata), and;
- 2) The incorporation of a 2,500 square foot church space for the ongoing operation of the Fairfield United Church. This space has been assumed to generate below market income and thus creates a drag on the supported land value of the rezoned project.

Given the conclusion that there is no lift from the base density and the rezoned property as proposed, we recommend that the City does not seek an amenity contribution from this rezoning.

I trust that our work will be of use in the City's decision on the rezoning 1303 Fairfield Road. I am available to discuss this further at your convenience.



Gerry Mulholland | Vice President
G.P. Rollo & Associates Ltd., Land Economists
T 604 275 4848 | M 778 772 8872 |
E gerry@rolloassociates.com | W www.rolloassociates.com



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 1303 Fairfield Road Victoria BC V8S 1E3 FairfieldUnited.ca



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

Fairfield United 1303 Fairfield Road Victoria BC V8S 1E3 FairfieldUnited.ca

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

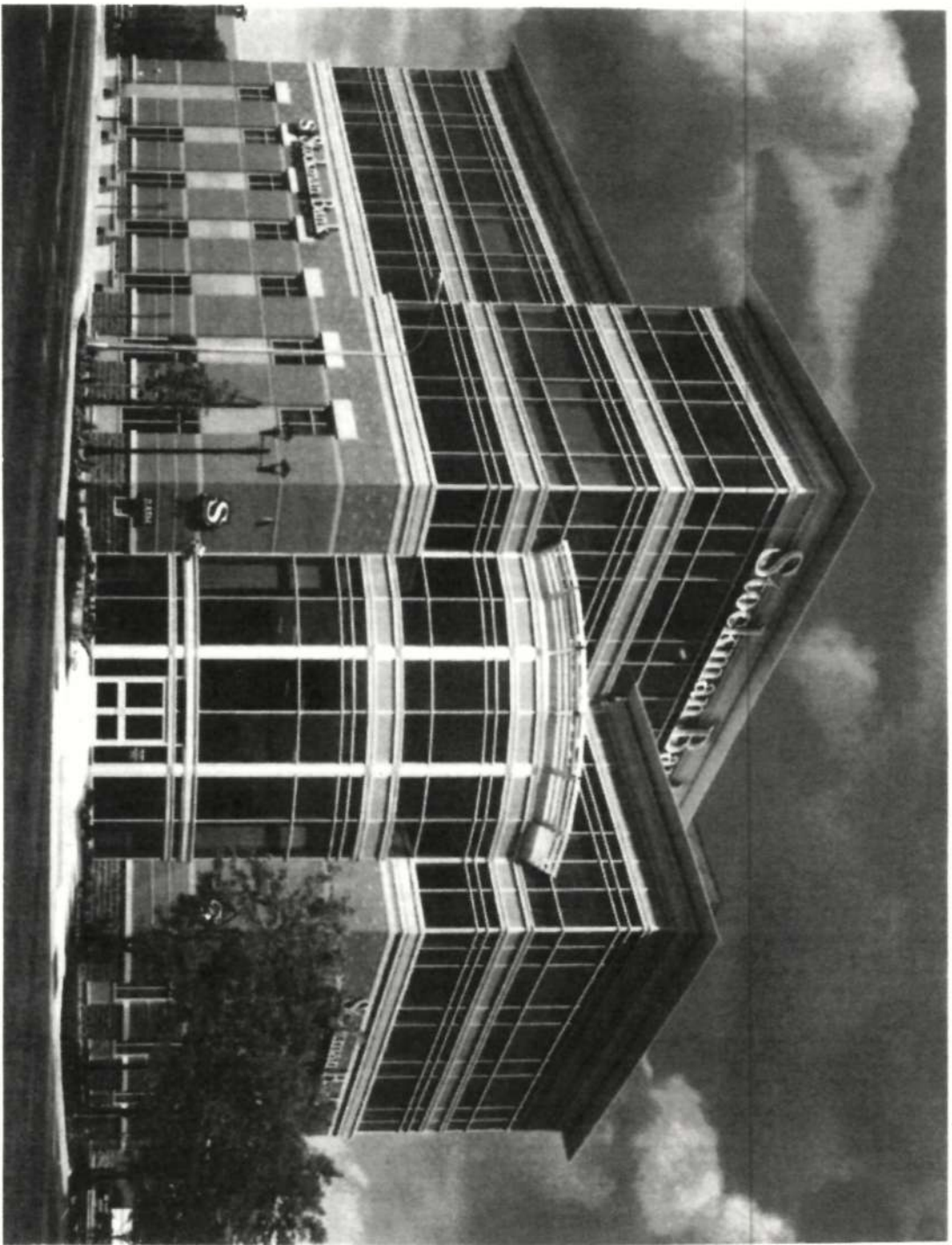
204 Memorial Crescent

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

5. LAND USE MATTERS

5.4 Rezoning Application No. 00558 & Development Permit with Variances Application No. 000496 for 1303 Fairfield Road and associated Official Community Plan Amendment

Committee received reports dated November 29, 2017, from the Director of Sustainable Planning and Community Development regarding an application 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.

Committee discussed:

- Affects to the neighbouring school and parking for the church.

Motion:

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

Rezoning Application No. 00558

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.

Development Permit with Variances Application No. 000496

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."

Committee discussed:

- Appropriate uses for the site.

Amendment: It was moved by Councillor Madoff, seconded by Mayor Helps, that the motion be amended to include the following point under the development permit:

5. **Further consideration of the finishes on the tower element of the proposal.**

On the amendment:
CARRIED UNANIMOUSLY 17/COTW

Amendment: It was moved by Councillor Isitt, that the motion be amended to include the following point under the development permit:

6. **That consideration be given to a step back on the fourth floor on the north and west frontages.**

MOTION FAILED DUE TO NO SECONDER

Main motion as amended:

Rezoning Application No. 00558

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.

Development Permit with Variances Application No. 000496

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.
5. Further consideration of the finishes on the tower element of the proposal."

On the main motion as amended:

CARRIED 17/COTW

For: Mayor Helps, Councillors Alto, Coleman, Loveday, Lucas, Madoff, and Thornton-Joe

Against: Councillor Isitt

Councillor Young returned to the meeting at 2:08 p.m.

early and ongoing, and determine that no further consultation is required, pursuant to Section 475(1) of the *Local Government Act*.

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 2017-2012 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.

Development Permit with Variances Application No. 00035

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. 00525, if it is approved, consider the following motion:

"That Council authorize the issuance of Development Permit with Variances Application No. 00035 for 1201 Fort Street and 1050 Pentrelew Place, in accordance with:

1. Plans date stamped November 15, 2017.
2. Development meeting all Zoning Regulation Bylaw requirements, except for the following variances:
 - a. increase the maximum height for Building A from 12.00m to 21.42m
 - b. increase the maximum height for Building B from 12.00m to 15.11m
 - c. increase the maximum site coverage from 40% to 42.60%
 - d. reduce the Fort Street setback for Building A from 10.50m to 6.40m (to the building)
 - e. reduce the south setback for Building B from 7.56m to 6.13m
 - f. reduce the west setback for Building A from 10.71m to 4.00m (to the parkade structure)
 - g. reduce the west setback for Building B from 7.56m to 0.60m (to ground floor parking area and patio screen)
 - h. reduce the Pentrelew Place setback from 3.65m to 2.79m (to stairs)
 - i. reduce the required parking from 120 parking stalls to 119 parking stalls
 - j. reduce the required visitor parking from 12 stalls to 9 stalls.
3. Refinement of balcony materials on Buildings A and B 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."

Carried

For: Mayor Helps, Councillors Alto, Coleman, Loveday, Lucas, Thornton-Joe, and Young
Opposed: Councillors Isitt and Madoff

Councillor Young withdrew from the meeting at 9:06 p.m. due to a non-pecuniary conflict of interest with the following item, as there was a comment from the Land Use Committee relating to parking impacts on the street where he owns property.

10. Rezoning Application No. 00558 & Development Permit with Variances Application No. 000496 for 1303 Fairfield Road and associated Official Community Plan Amendment

Motion:

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

Rezoning Application No. 00558

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.

Development Permit with Variances Application No. 000496

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.
5. Further consideration of the finishes on the tower element of the proposal."

Carried

For: Mayor Helps, Councillors Alto, Coleman, Loveday, Lucas, Madoff, and Thornton-Joe
Opposed: Councillor Isitt

Councillor Young returned to the meeting at 9 07 p.m.

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

Motion:

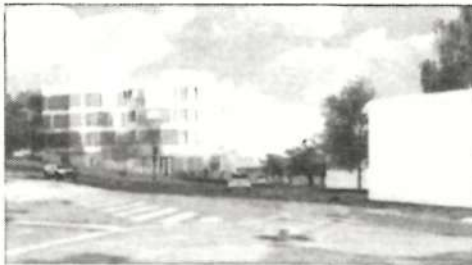
It was moved by Councillor Coleman, seconded by Councillor Lucas:

Rezoning Application No. 00549

That Council instruct staff to prepare the necessary Zoning Regulation Bylaw Amendments that would authorize the proposed development outlined in Rezoning Application No. 00549 for 2813-2887 Quadra Street and 2814-2890 and 2780/82 Fifth Street, that first and second reading of the Zoning Regulation Bylaw Amendments be considered by Council and a Public Hearing date be set once the following conditions are met:

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

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



SYNOPSIS LIST

- C22 CONTEXT PLAN
- C23 PROJECT DATA
- D24 PLAN - SITE AND L1 ILLUSTRATIVE
- D25 PLAN - SITE AND L1
- D26 PLAN - PARKING GARAGE
- D27 PLAN - L2
- D28 PLAN - L3
- D29 PLAN - L4
- D30 PLAN - ROOF
- D31 ELEVATIONS
- D32 ELEVATIONS
- D33 SECTIONS
- D34 SECTIONS
- D35 CONTEXT PHOTOS
- D36 STREET ELEVATIONS
- D37 SUN STUDY
- D38 COMPARISON WITH EXISTING MASSING
- D39 PERSPECTIVES
- D40 PHOTOMONTAGE
- L1 LANDSCAPE PLAN
- L2 PLANT REFERENCE PHOTOS



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COMMONS

1303 FAIRFIELD ROAD

SUBMISSION FOR
REZONING AND
DEVELOPMENT PERMIT

12 JANUARY 2018

Received
City of Victoria

APR 26 2018

Planning & Development Department
Development Services Division



LOW
HAMMOND
ROWE
ARCHITECTS

300 - 1590 CEDAR HILL CROSS ROAD VICTORIA BC V8P 2P5 | 250 472 8013

ATTACHMENT D



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Unity Commons
1203 Fairfield Road

Context Plan

D02

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Planning & Development Department

Project Data

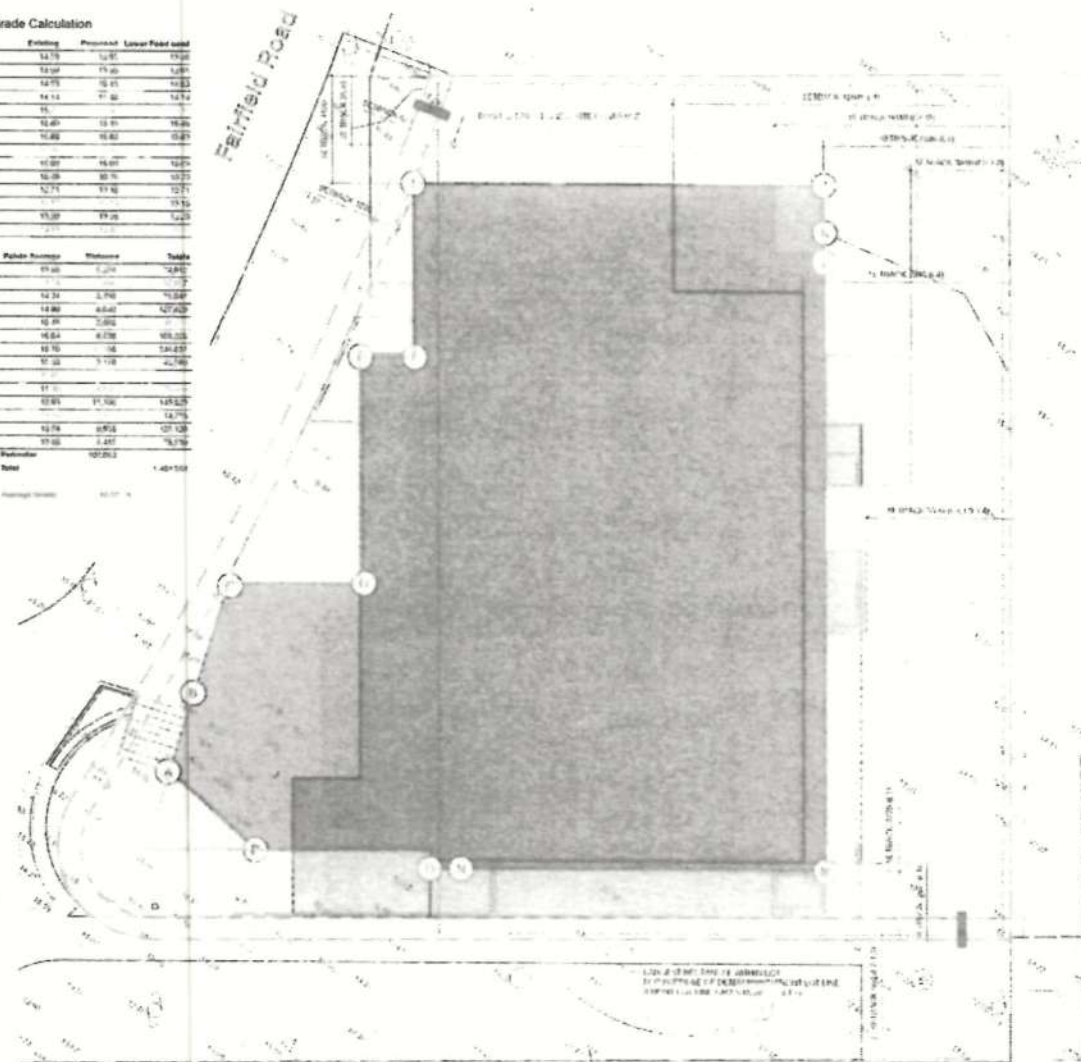
Project Description: Unit 1303, 1303 Fairfield Road, Victoria, BC
Proposed Use: Commercial (Retail)
Proposed Floor Area: 1,400 sqm
Proposed Height: 10.0m
Proposed Setbacks: Front: 1.0m, Side: 1.0m, Rear: 1.0m
Proposed Parking: 10 spaces
Proposed Loading: 1 bay
Proposed Access: From Fairfield Road
Proposed Easements: None
Proposed Other: None

Total Area for PDR: 1,400.0 sqm

Use	Area (sqm)	Weight
Commercial (Retail)	1,400.0	1.0
Residential (Apartment)	0.0	0.0
Public (Park)	0.0	0.0
Public (Library)	0.0	0.0
Public (Museum)	0.0	0.0
Public (Theatre)	0.0	0.0
Public (Office)	0.0	0.0
Public (Hotel)	0.0	0.0
Public (Restaurant)	0.0	0.0
Public (Bar)	0.0	0.0
Public (Club)	0.0	0.0
Public (Gym)	0.0	0.0
Public (Swimming Pool)	0.0	0.0
Public (Other)	0.0	0.0
Total	1,400.0	1.0

Average Grade Calculation

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Unity Commons
1303 Fairfield Road

Project Data

D03

Received
City of Victoria
APR 26 2018
Planning & Development Department
Development Services Division



DOI: 10.1002/chem.200500010
 Accepted: 12 May 2005
 Published online: 12 May 2005

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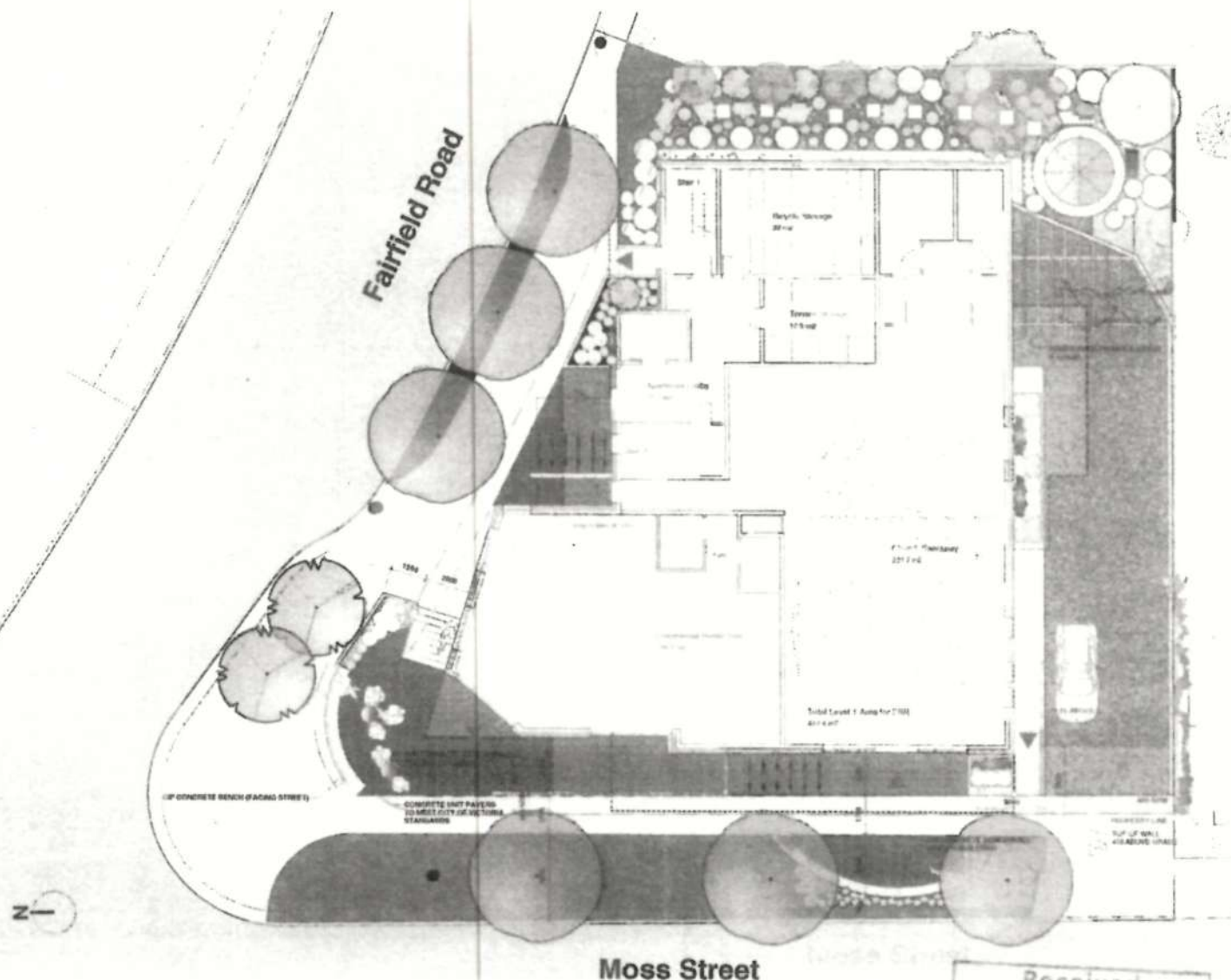


*2013년 12월 31일 현재 기준

Unity Commons
1303 Fairfield Road

Plan - Site and LT

D04



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City of Victoria

APR 26 2018



THE 1990-1991 FISCAL YEAR
WAS THE FIRST YEAR
THAT THE STATE OF
NEW YORK HAS
A BUDGET SURPLUS.

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Zi

© 2005 Blackwell Publishing Ltd, *Journal of Internal Medicine* 258: 105–112

Unity Commons
1302 Fairfield Road

Plan - L1

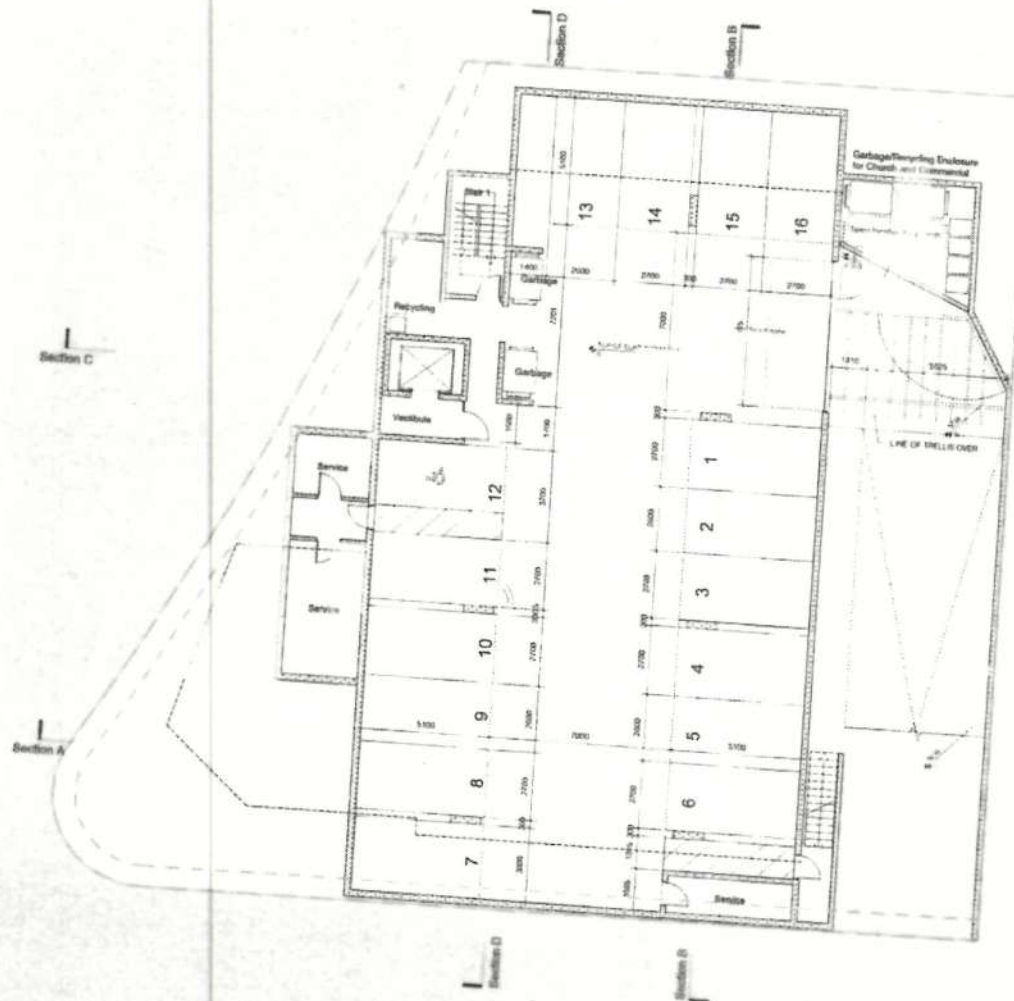
D05

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City of Victoria

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Planning & Development Department
Development Services Division

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Section C



1. **Produktionskosten** (in €)

Produkt	Materialkosten	Fertigungskosten	Gesamte Kosten
A	100	200	300
B	150	250	400
C	200	300	500

2. **Verkaufspreise** (in €)

Produkt	Verkaufspreis
A	400
B	500
C	600

3. **Verkaufsmengen** (in Stück)

Produkt	Menge
A	100
B	150
C	200

4. **Verkaufskosten** (in €)

Produkt	Verkaufskosten
A	20
B	30
C	40

5. **Verkaufserlöse** (in €)

Produkt	Verkaufserlöse
A	40.000
B	75.000
C	120.000

6. **Verkaufsergebnisse** (in €)

Produkt	Verkaufsergebnisse
A	8.000
B	17.000
C	26.000

Section A

Unity Commons
1303 Fairfield Road

Plan - Parking Garage

D06

LOW
HAMMOND
POWE

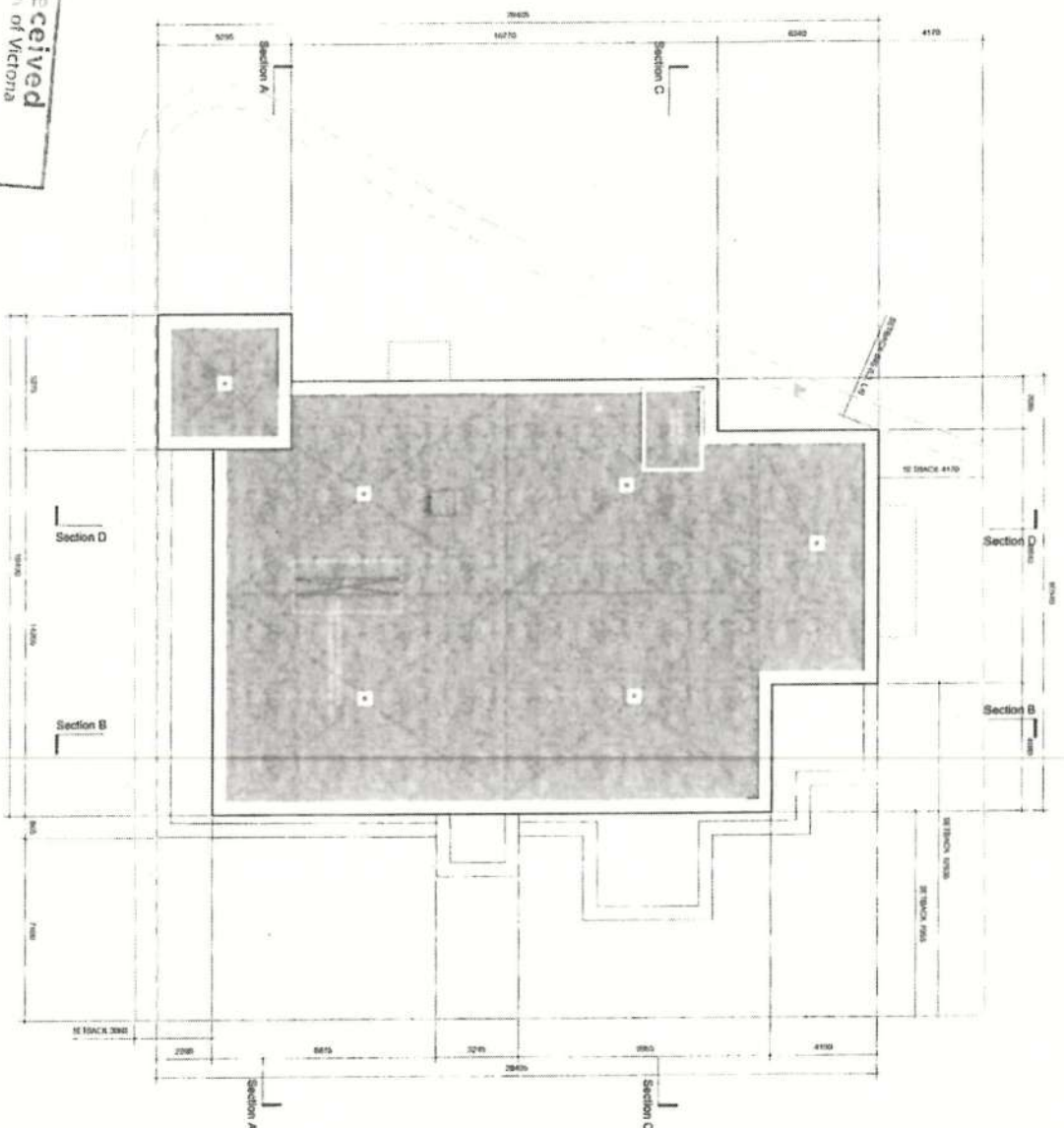
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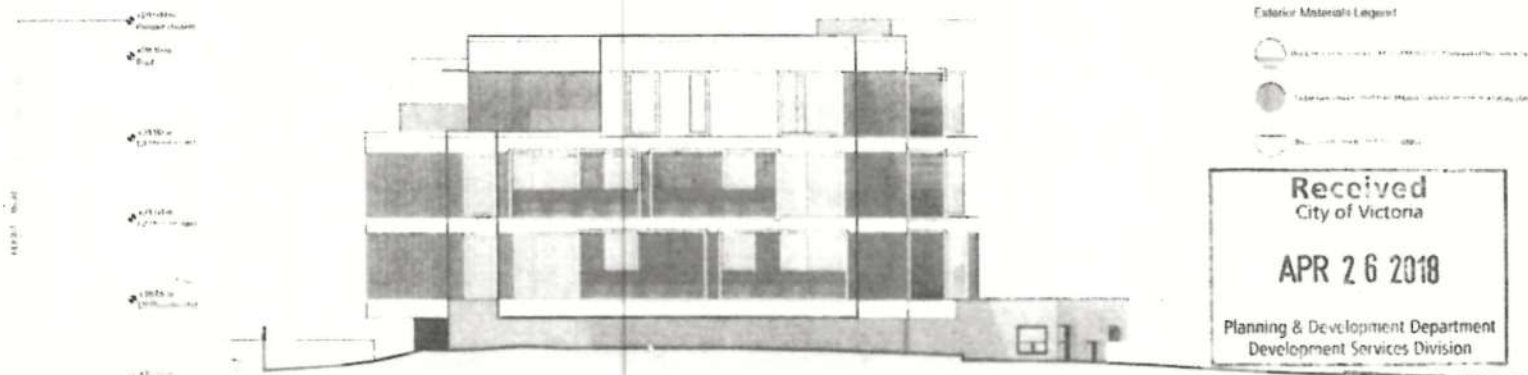


Plan - Roof

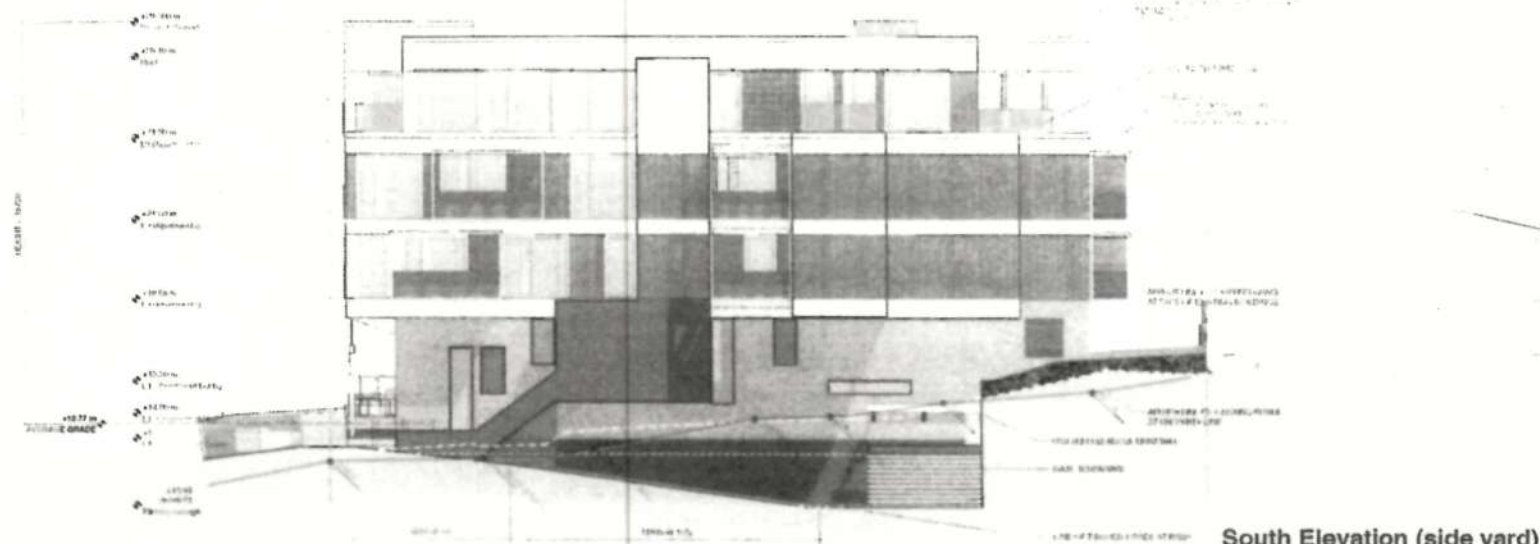
D10

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Planning & Development Department
Development Services Division





East Elevation (side yard)



South Elevation (side yard)

LOW HAMMOND ROWE
ARCHITECTS
100-1000 BROADVIEW AVE
VICTORIA BC V8T 4G1
TEL: 250-363-1000
FAX: 250-363-1001
WWW.LHR.AE

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USEY COMMONS
1303 Fairfield Road

Elevations

D12

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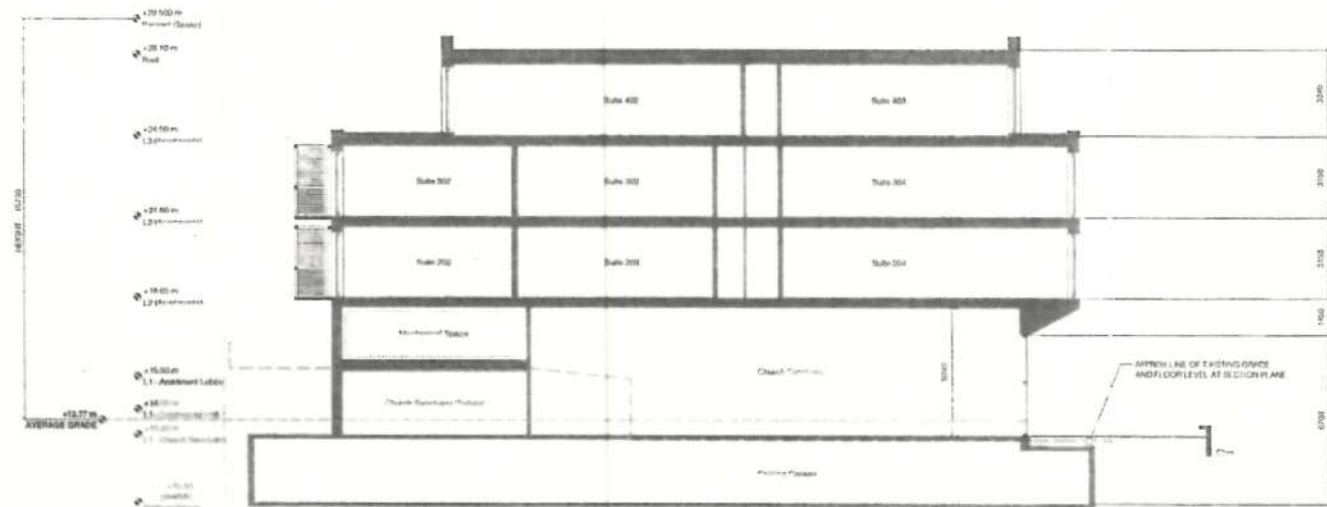
LOW
HAMMOND
ROWE

305-755-0000 (toll-free)
305-755-0000 (local)
305-755-0000 (toll-free)
305-755-0000 (local)

u y



Section A



Section B

UNIVERSITY OF VICTORIA
1303 Fairfield Road
Victoria, BC V8M 1M1
Tel: 250-721-5000
Fax: 250-721-5000
Email: info@uvic.ca
Website: www.uvic.ca

Sections

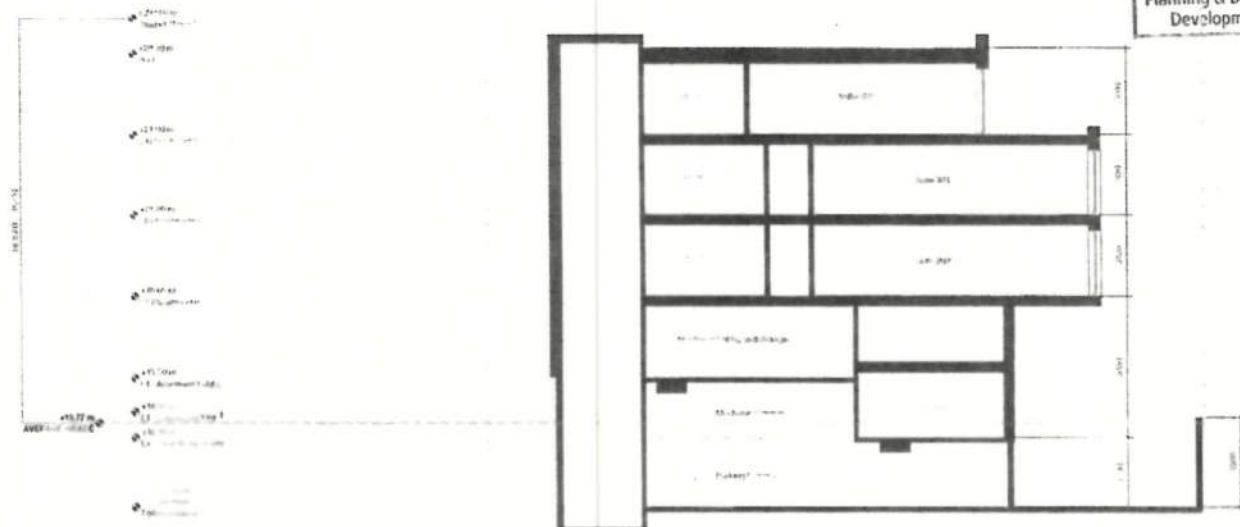
D13

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APR 26 2018
Planning & Development Department
Development Services Division

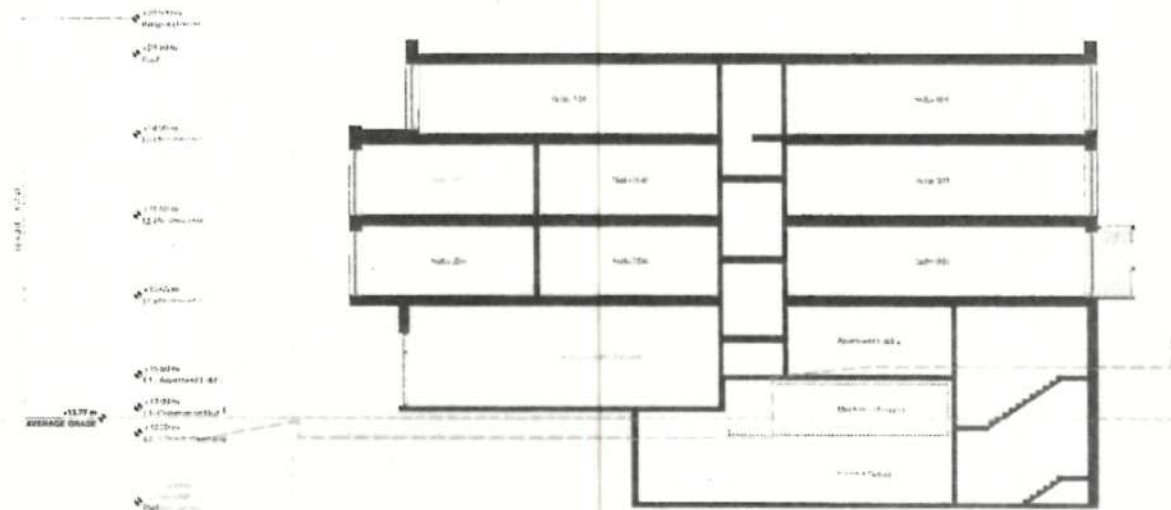


LOW HAMMOND ROWE
ARCHITECTS
1000-10000
1000-10000
1000-10000
1000-10000

u i y



Section C



Section D

PROPOSED DEVELOPMENT SUMMARY	
Project Name	Unity Commons
Project Address	1303 Fairfield Road
Project Type	Residential
Project Size	10,000 sq. ft.
Project Cost	\$1,000,000
Project Status	Approved

Unity Commons
1303 Fairfield Road

Sections

D14



LOW HAMMOND ROWE
1000 10th Avenue S.E.
Suite 200
Atlanta, Georgia 30316
404.525.1234
www.lowhammondrowe.com

U I Y



Image 1: Existing Church Looking East



Image 2: Existing Church Looking South

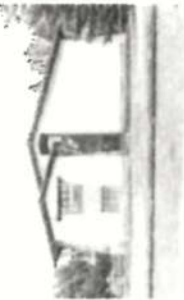


Image 3: Existing Church Looking West



Image 4: Existing Church Looking North



Image 5: Existing Church Looking East



Image 6: Existing Church Looking South



Image 7: Existing Church Looking West



Image 8: Existing Church Looking North



Image 9: Existing Church Looking East



Image 10: Existing Church Looking South



Image 11: Existing Church Looking West



Image 12: Existing Church Looking North

Project: 1000 10th Avenue S.E.
Site: 1000 10th Avenue S.E.
Owner: 1000 10th Avenue S.E.
Date: 10/1/18
Scale: 1" = 100'

Context Photos

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City of Victoria
APR 26 2018
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Development Services Division

Moss Street



LOW
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ROWE
ARCHITECTS

305-1000 COLUMBIA AVENUE, SUITE 200
VICTORIA, BC V8W 2E1
TEL: 250-383-1111
FAX: 250-383-1112
WWW.LOWHAMMONDROWE.COM

UITY

Fairfield Road

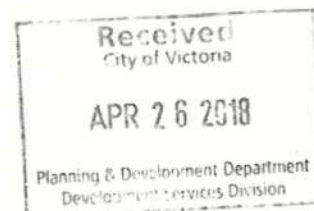
1303 FAIRFIELD ROAD, VICTORIA, BC V8M 1A2

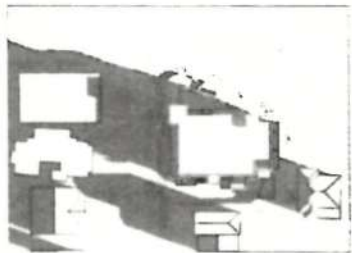
PROJECT NUMBER: 100-1000
DATE: 1-10-10
ARCH: 1000-1000-1000-1000

UNITY COMMONS
1303 FAIRFIELD ROAD

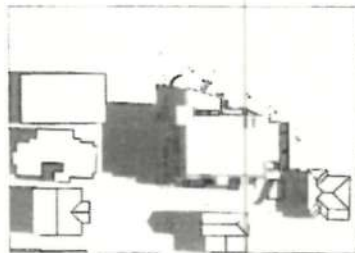
Street Elevations

D16

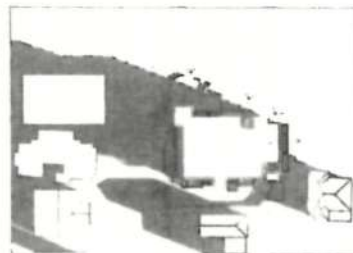




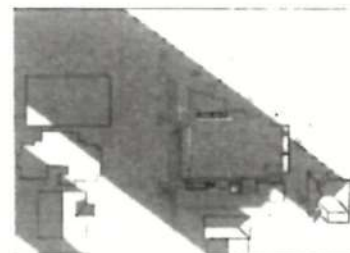
Spring @ 9:00



Spring @ 10:00



Fall @ 11:00

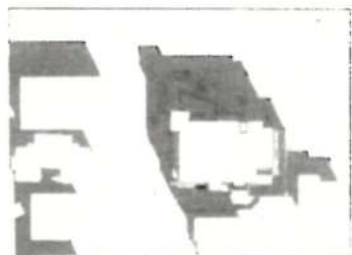


Spring @ 12:00



LOW HAMMOND ROWE
ARCHITECTS
300-456-8765
300-456-8765
300-456-8765
300-456-8765

UITY



Summer @ 9:00



Summer @ 10:00



Fall @ 11:00



Summer @ 12:00



Winter @ 9:00



Winter @ 10:00



Fall @ 11:00



Winter @ 12:00

UNIVERSITY COMMONS REVIEW 017 - 100112	
Project Name	UNIVERSITY COMMONS
Project Number	100112
Phase	1.0
Date	10/12/12
Author	Michael Chen

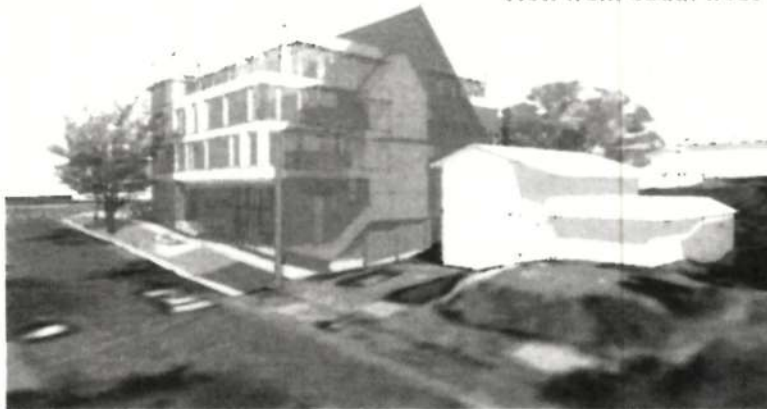
Univ Commons
1303 Fairfield Road

Univ Commons
Sun Study

D17

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APR 26 2018
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Development Services Division

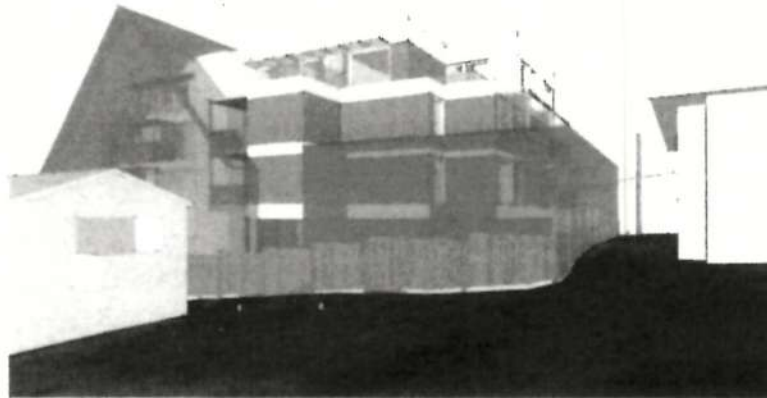
View from south west



View from north



View from south east



View from west



LOW
HAMMOND
ROWE

360-1188-1234 (toll-free)
416-291-1234 (local)
416-291-1234 (toll-free)
416-291-1234 (local)

U I Y

TOUCH SCREEN REMOVED & LIT 100711
Model No. 100711
Date 1/10
Size 17000 x 10000 mm
Unit Commons
1302 Fairfield Road

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City of Victoria
APR 26 2018
Planning & Development Department
Development Services Division

Comparison w/ Existing Massing

D18



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HAMMONDS
ROWE
ARCHITECTS

301 WEST 10TH STREET, SUITE 200
DENVER, CO 80202
TEL: 303.733.1100
WWW.LHRARCHITECTS.COM

UIV

UNIVERSITY OF ILLINOIS
1303 FARMFIELD ROAD
URBANA, IL 61801
TEL: 217.244.2000
WWW.UICOMMUNITY.EDU

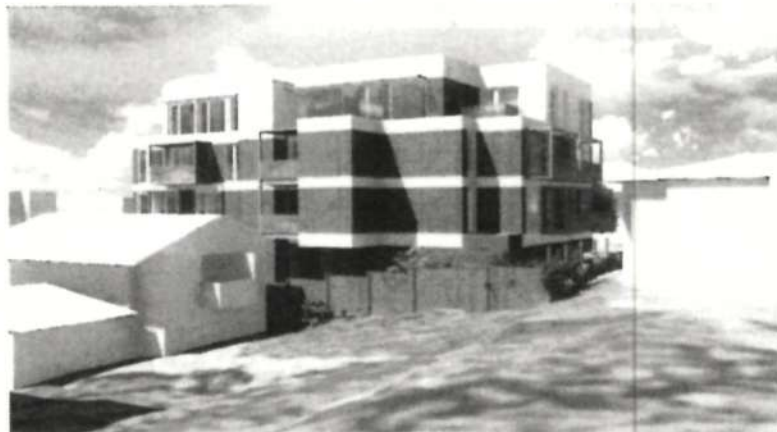
Perspectives

D19



APR 26 2018

Planning & Development Department
Development Services Division



Aerial view from south east (trees removed)

Aerial view from south east (existing trees simulated)



300 WEST STREET SUITE 100
VICTORIA BC V8V 2P1
TEL: 250-363-1111
WWW.LHR.AE.COM

UITY

PROJECT: UNITY COMMONS
LOCATION: 1303 FAIRFIELD ROAD
CLIENT: CITY OF VICTORIA
ARCHITECT: LOW HAMMOND ROWE
DATE: 2018
SCALE: 1:50
SHEET: 1 OF 1

Unity Commons
1303 Fairfield Road

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City of Victoria

APR 26 2018

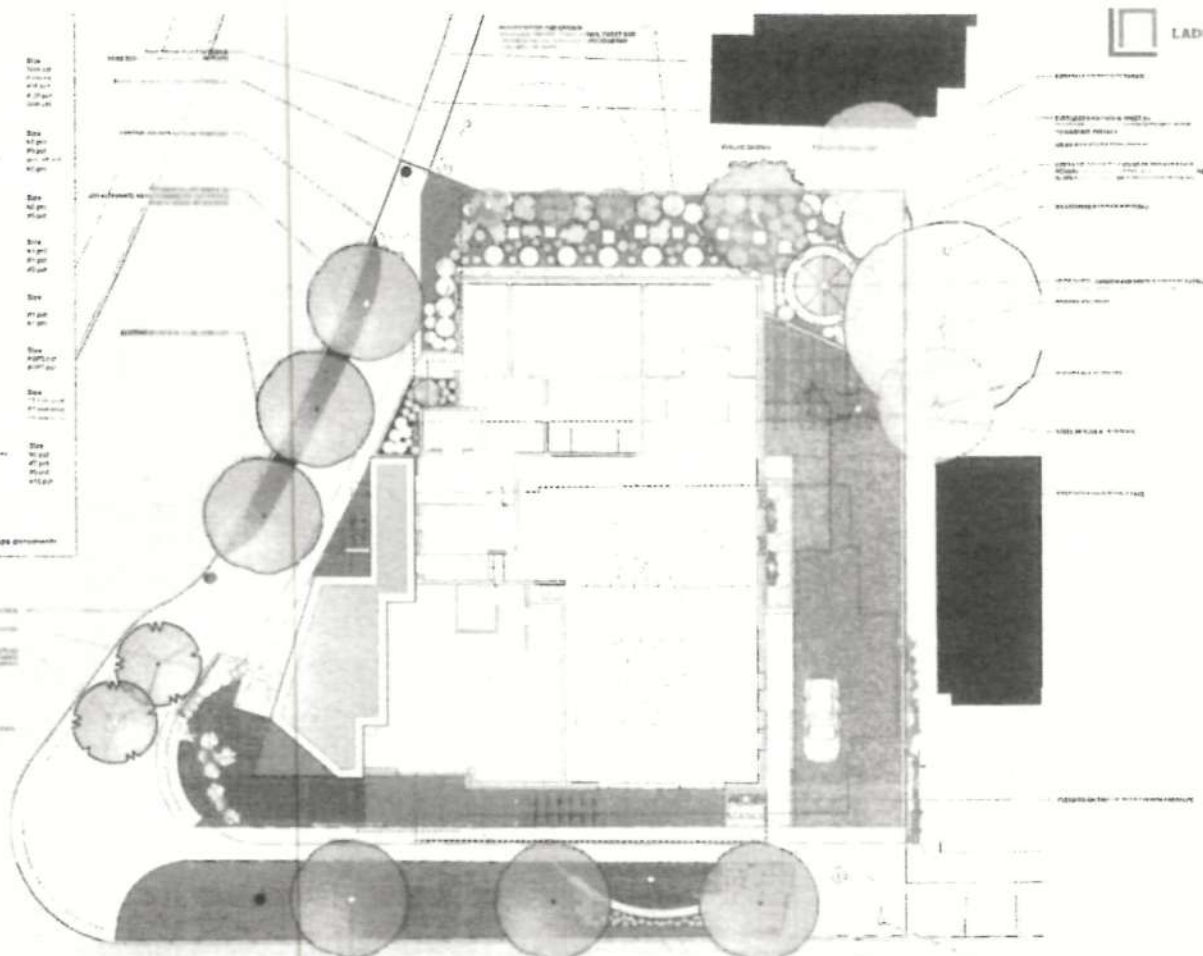
Planning & Development Department
Development Services Division

Privacy

D20

TREES				
Q	Quantity	Botanical Name	Common Name	Size
Q100	1	<i>Quercus laevis</i> (var. <i>laevis</i>) Nutt.	White Oak	100 ft. tall
Q101	1	<i>Quercus macrocarpa</i> Michx.	Large Leaf White Oak	100 ft. tall
Q102	1	<i>Quercus prinus</i> L.	Prickly Pear White Oak	100 ft. tall
Q103	1	<i>Quercus rubra</i> L.	Red Oak	100 ft. tall
Q104	1	<i>Quercus sp.</i>	White Oak	100 ft. tall
Q105	1	<i>Quercus sp.</i>	White Oak	100 ft. tall
Q106	1	<i>Quercus sp.</i>	White Oak	100 ft. tall
Q107	1	<i>Quercus sp.</i>	White Oak	100 ft. tall
Q108	1	<i>Quercus sp.</i>	White Oak	100 ft. tall
Q109	1	<i>Quercus sp.</i>	White Oak	100 ft. tall
Q110	1	<i>Quercus sp.</i>	White Oak	100 ft. tall
Q111	1	<i>Quercus sp.</i>	White Oak	100 ft. tall
Q112	1	<i>Quercus sp.</i>	White Oak	100 ft. tall
Q113	1	<i>Quercus sp.</i>	White Oak	100 ft. tall
Q114	1	<i>Quercus sp.</i>	White Oak	100 ft. tall
Q115	1	<i>Quercus sp.</i>	White Oak	100 ft. tall
Q116	1	<i>Quercus sp.</i>	White Oak	100 ft. tall
Q117	1	<i>Quercus sp.</i>	White Oak	100 ft. tall
Q118	1	<i>Quercus sp.</i>	White Oak	100 ft. tall
Q119	1	<i>Quercus sp.</i>	White Oak	100 ft. tall
Q120	1	<i>Quercus sp.</i>	White Oak	100 ft. tall
Q121	1	<i>Quercus sp.</i>	White Oak	100 ft. tall
Q122	1	<i>Quercus sp.</i>	White Oak	100 ft. tall
Q123	1	<i>Quercus sp.</i>	White Oak	100 ft. tall
Q124	1	<i>Quercus sp.</i>	White Oak	100 ft. tall
Q125	1	<i>Quercus sp.</i>	White Oak	100 ft. tall
Q126	1	<i>Quercus sp.</i>	White Oak	100 ft. tall
Q127	1	<i>Quercus sp.</i>	White Oak	100 ft. tall
Q128	1	<i>Quercus sp.</i>	White Oak	100 ft. tall
Q129	1	<i>Quercus sp.</i>	White Oak	100 ft. tall
Q130	1	<i>Quercus sp.</i>	White Oak	100 ft. tall
Q131	1	<i>Quercus sp.</i>	White Oak	100 ft. tall
Q132	1	<i>Quercus sp.</i>	White Oak	100 ft. tall
Q133	1	<i>Quercus sp.</i>	White Oak	100 ft. tall
Q134	1	<i>Quercus sp.</i>	White Oak	100 ft. tall
Q135	1	<i>Quercus sp.</i>	White Oak	100 ft. tall
Q136	1	<i>Quercus sp.</i>	White Oak	100 ft. tall
Q137	1	<i>Quercus sp.</i>	White Oak	100 ft. tall
Q138	1	<i>Quercus sp.</i>	White Oak	100 ft. tall
Q139	1	<i>Quercus sp.</i>	White Oak	100 ft. tall
Q140	1	<i>Quercus sp.</i>	White Oak	100 ft. tall
Q141	1	<i>Quercus sp.</i>	White Oak	100 ft. tall
Q142	1	<i>Quercus sp.</i>	White Oak	100 ft. tall
Q143	1	<i>Quercus sp.</i>	White Oak	100 ft. tall
Q144	1	<i>Quercus sp.</i>	White Oak	100 ft. tall
Q145	1	<i>Quercus sp.</i>	White Oak	100 ft. tall
Q146	1	<i>Quercus sp.</i>	White Oak	100 ft. tall
Q147	1	<i>Quercus sp.</i>	White Oak	100 ft. tall
Q148	1	<i>Quercus sp.</i>	White Oak	100 ft. tall
Q149	1	<i>Quercus sp.</i>	White Oak	100 ft. tall
Q150	1	<i>Quercus sp.</i>	White Oak	100 ft. tall
Q151	1	<i>Quercus sp.</i>	White Oak	100 ft. tall
Q152	1	<i>Quercus sp.</i>	White Oak	100 ft. tall
Q153	1	<i>Quercus sp.</i>	White Oak	100 ft. tall
Q154	1	<i>Quercus sp.</i>	White Oak	100 ft. tall
Q155	1	<i>Quercus sp.</i>	White Oak	100 ft. tall
Q156	1	<i>Quercus sp.</i>	White Oak	100 ft. tall
Q157	1	<i>Quercus sp.</i>	White Oak	100 ft. tall
Q158	1	<i>Quercus sp.</i>	White Oak	100 ft. tall
Q159	1	<i>Quercus sp.</i>	White Oak	100 ft. tall
Q160	1	<i>Quercus sp.</i>	White Oak	100 ft. tall
Q161	1	<i>Quercus sp.</i>	White Oak	100 ft. tall
Q162	1	<i>Quercus sp.</i>	White Oak	100 ft. tall
Q163	1	<i>Quercus sp.</i>	White Oak	100 ft. tall
Q164	1	<i>Quercus sp.</i>	White Oak	100 ft. tall
Q165	1	<i>Quercus sp.</i>	White Oak	100 ft. tall
Q166	1	<i>Quercus sp.</i>	White Oak	100 ft. tall
Q167	1	<i>Quercus sp.</i>	White Oak	100 ft. tall
Q168	1			

1. All work to be completed to current SCSA Landscape Standards
2. All new tenders to be irrigated with an automatic, computer system
3. Green roof to be installed on 100m² south terrace as specified in the Landscape Environment



LADR

2021年5月 第44卷 第5期
DOI: 10.13333/j.issn.1673-159x.20210501

u i y

722-898-2222
 1333 Fairfield Road
 Suite 200
 Fairfield, CT 06424
 Fax: 722-898-2222
 Email: info@unitycommons.com
 Website: www.unitycommons.com
 1333 Fairfield Road
 Suite 200
 Fairfield, CT 06424
 Fax: 722-898-2222
 Email: info@unitycommons.com
 Website: www.unitycommons.com

Landscape Plan

L1

Received
City of Victoria
APR 26 2018
Planning & Development Department



2007/2008 LADP
 Project: 100-000-000

U I Y



Acer rubrum 'October Glory'



Carpinus betulus 'Frans Fonteyne' *Fatsia japonica*



Cornus kousa 'White Way'



Baccharis spicata



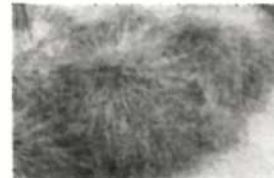
Polyalthia setifera



Carex lasiocarpa



Koeleria macrantha



Festuca stolonifera 'Siskiyew Blue'



Rhododendron 'Boule de neige'



Anaphalis margaritacea



Archibaphys oia and *Yucca* 'Jade' *Yucca* 'Jade'



Sedum spectabile



Vaccinium corymbosum



Carex pachystachya



Larrea tridentata



Festuca stolonifera



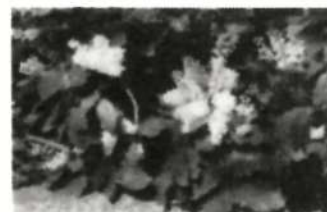
Wisteria sinensis 'Prolifer'



Ficus japonica 'Prolifer'



Rhododendron 'Katsura'



Mahonia nervosa



Leptocarpus

Project Number	100	000
Year	2007	2008
Project Name	Unity Commons	1303 Fairfield Road
Project Manager	Unity Commons	1303 Fairfield Road

Unity Commons
 1303 Fairfield Road

Plant Reference Images

L2

Revised
 City of Victoria
 APR 26 2018
 Planning & Development Department
 Development Services Division

ATTACHMENT E

From: Janice Barry [REDACTED]
Sent: February 22, 2018 4:18 PM
To: Alec Johnston <ajohnston@victoria.ca>
Subject: 1303 Fairfield Road - Letter received

Feedback on rezoning - **100% against**. Just another gentrification of what once used to be a beautiful neighborhood. But our feedback means absolutely nothing as it has on all the other 'rezonings' in this now ugly and overpopulated city. Shame on the city for allowing these variances to occur over and over and over again. Like everything else in Victoria, it's all about the money.

I will not stay in the area if this happens - perhaps that's what the mayor and council want because people are leaving in droves....nor will many of the people who have made this neighborhood what it is stay to watch you tear it apart for no reason whatsoever other than money. And we know it makes not a bit of difference what anyone says - there's too much money involved and too many people with their pockets getting lined. They'll approve it - it's already a done deal and you all know it.

Save the city money and stop sending out these letters - it's insulting to my intelligence to read them. And a total waste of our time to respond. And we all know it.

Lacey Maxwell

From: [REDACTED]
Sent: February 24, 2018 2:33 PM
To: Carrie Fuzi; Lisa Helps (Mayor)
Cc: Alec Johnston
Subject: A different by-law option for rezoning 1303 Fairfield at Moss?
Attachments: Scannable Document on Feb 23, 2018 at 2_13_51 PM.pdf
Categories: Planning

Hi Caroline, Alec Johnston and Mayor Lisa Helps,

Is another by-law option for Urban Village (below) where the Church on Fairfield and Moss currently is, an option to consider?

Personally.. I'm concerned about losing the sidewalks' setbacks. The current setbacks gives me a better view of Fairfield road's acute angle, when turning on this busy corner across from the school. Plus the shadowing upon a north side will encourage moss growth upon the sidewalk. (I'm battling moss on my north sidewalk on Moss Street every year with mold killers.) Shadowing is significantly more of a problem with box buildings.

Perhaps the community can work together and come up with a better design instead of the common box developments we are seeing everywhere, which is also the current design for 1303 Fairfield.

I believe we can come up with a Contextual Design for allowing Hip or Gable roof lines, which decreases shadowing, plus peaked roof lines creates better transitions to the peaked roofs on the Craftsman Styled double story, single story homes next door, behind or nearby.

Upon reviewing this rezoning application I believe the height/density was an issue, and this could be why the owner is requesting to change the Small Urban designation to Large Urban designation.

I believe by revising the Fairfield/Gonzales' "height" By-Law to a "Contextual Small Urban Village" by-law, we can protect the community's Peaked Roof lines plus this could also become a workable option for preserving our Victorian/Craftsman's Styled Elements throughout "all" of our areas.

The following could be a "new" Craftsman Urban Village designation under the Small Urban Village. It is a moderate exception, intended to keep contextual design elements and to keep dwelling density up plus this could reduce the number of non contextual shadowing box buildings going up throughout our Victorian/Craftsman's' Communities.

This would encourage density differently by a workable compromise to the Small Urban Village guideline and by: adding one more habitable attic roof story, next to the fake chimney but real elevator shaft and by limiting all living space stories to 9'* foot --floor to ceiling story heights— along with adding "only" two dormers out of the attic roof line as the taller alternate to the lower number of stories seen with a elevator box upon top of the box developments which are following the Small Urban Village guideline. The elevator shaft and box could look like a Chimney, and in this case a Bell Tower either on the side or on the back depending upon the sea views, when it is not. The illusions work visually and keeps designs consistent throughout areas.

Why the 9'* floor to ceiling height...

The 9' floor to ceiling story element is the design height in the 1912 Craftsman Styled series of buildings found throughout our areas, plus it has the best window elements. The tall multiplies of thin windows found in this style would be contextual. Windows were placed higher upon the walls and were taller to catch the daylight for more hours in the winter.

The utility space between floors could be reduced by using tubed with vented winged** in-floor heating, instead of standard ducts for hot air. By using geothermal techniques, the floors would only have to be heated above the higher heat base found in ground temperature or cooled the same way. Lower floor to ceiling heights would encourage savings and reduce environmental impact from the loss of natural resources. Costs are significantly reduced. (I can provide bills upon request.)

This way, the top floor's peaked roof with small dormer suites along with a fake chimney option would counter the loss of dwelling spaces that peaked roof developments imply, plus with in-floor heating coupled with 9' floor to ceiling heights, keeps carbon costs down.

What do you think?

I'm very tired of the long Public Hearings and repeated revised design battles. The implied issues or implied rifts hurt all of us. I believe most concerns are really around contextual density... an now I have yet another flyer in my box...

After all if your dentist decided to replace a front tooth with a too big, too wide, too thick and cheaper tooth it is not only uncomfortable for you but to anyone looking at you as well.. It is only natural for everyone to ask their dentist to replace a non contextual tooth..

Any ideas?

* For the Victorian/Edwardian Styled communities I would suggest 10' ceiling heights to keep the contextual integrity of these communities.. (Smaller rooms look very odd when too tall)

** A local entrepreneur developed the vented wings.

Respectfully,

Barbara Bowman

Call me any time for a few ideas from our past builds.... from keeping the best of styles, maximizing uses and rehabbing buildings, to residents in a perfect world street choices days.. Or if you would like to experience the 9' floor to ceiling height ratio of my home.

Noraye Fjeldstad

From: [REDACTED]
Sent: Saturday, February 24, 2018 5:06 PM
To: Alec Johnston
Subject: Fw: definitions of Small vs large urban village vis a vis 1303 Fairfield

Follow Up Flag: Follow up
Flag Status: Flagged

Hello again Alec

I believe I have now answered my question by reading through the OCP in more depth. I'm afraid I neglected to begin at the beginning so I missed the comparisons noted on Page 39 of the OCP document.

In any event, if I am correct, the key difference between a SMALL and LARGE urban village appears to be the allowable height. I'm sure there is more to it than that and I would still like to really understand what the City envisions when referencing these two specific use terms.

The 5 corners commercial area as it exists seems to me to appropriately fit the designation of "small" urban village, as does the village at Moss and May streets. To designate it as a Large Urban Village compares it to Cook Street Village, Quadra Village, & James Bay village, yet in terms of scale and context there really is no comparison at all.

I feel the same way about the Fairfield Plaza, which in my view should also be a "small urban village" in the context of the surrounding area.

If the site at 1303 Fairfield is designated for "large urban village" does that not mean that the remainder of 5 corners would also adopt that designation?

It would not make sense to have a large urban village immediately adjacent to a small urban village, hence my conclusion. I would also suggest that to designate 5 corners as a "large urban village" would be a huge leap contrary to the intent of the draft Fairfield Neighbourhood Plan which continues to be controversial and is still undergoing community consultation.

To now allow this rezoning amendment to the OCP would in my view fly in the face of the consultation process and would certainly be putting the cart before the horse in terms of developing an appropriate plan for the Fairfield Community.

Best Regards,
Lynne Rippon

From: [REDACTED]
Sent: Friday, February 23, 2018 5:30 PM
To: ajohnston@victoria.ca
Subject: definitions of Small vs large urban village

Hello Alec

I am hoping you can help me in understanding the differences between a "small " urban village and a "large" urban village.

I am interested in commenting on the rezoning proposal at 1303 Fairfield Road; however, I first need this clarification .

I understand that the development proposal requires an amendment to the OCP to change the designation from "small" to "large" urban village; however, I was unable to find specific definitions in the OCP, hence I seek your help in this regard.

I also looked in the Zoning Bylaw definitions but was unable to find reference to either a Small Urban Village or a Large Urban Village, hence the meaning of these "use" terms escapes me.

If you could clarify the specific differences between these two use designations I would appreciate it. I must assume that there are certain attributes that a site/development proposal must have to qualify for designation under one or the other of these terms and I would like to understand what specifically those attributes would be.

I look forward to your response and appreciate your help in this regard.

Best Regards,
Lynne Rippon

Noraye Fjeldstad

From: steve and shelley [REDACTED]
Sent: Sunday, February 25, 2018 9:09 AM
To: Alec Johnston
Subject: Rezoning No.00558

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Mr. Johnston;

We would like to register strong opposition to the rezoning consideration of Fairfield and Moss st. As homeowners living near to this potential development we are already experiencing considerable frustration trying to navigate the south portion of the intersection as Moss st is already too narrow to allow two vehicles to pass in opposing directions when there is a car parked in front of the bike shop. Given that the building plans to have commercial spaces on the ground level we can reasonably predict that people will stop in front of the building to drop off passengers, this is currently an issue with the daycare in the lower part of the church when parents are dropping off or picking up. The residences to the south of this proposed development are heritage homes many also have B and B suites or rental properties, there is currently not enough parking for the homeowners or their renters and all their guests, an apartment building may include provisions for parking of some of the renters but will unlikely meet the needs of all of their visitors as well as the patrons to the commercial operation. We see this adding to an already difficult roadway to access our home. Unfortunately we are employed in public service and provide care for people in their own homes, vehicle ownership is mandatory.

From the public safety and traffic control aspect, we are also very concerned about the children riding bikes or walking to one of 2 community schools, Moss st is an artery to both Sr James Dougla Elementary School and Central Middle School. Our child has to navigate this route daily and is either directly affected, or witnesses a near miss between vehicles or pedestrians/cyclists and vehicles at this intersection on a daily basis. This intersection is clearly inadequate to support the businesses that are currently adjacent to it. To propose a development of this size in this area is difficult to understand.

We understand that the interests of the developer are purely profit driven and will be the guiding principles of their investment, and that we as homeowners do not hold much influence. It may not matter much as we are having an increasingly difficult time affording to live in this neighbourhood with the continual invention of new taxes and bills as well as the inflating property taxes. We are also dismayed by the city collaborating with investors to exploit our neighbourhood by allowing the destruction of beautiful heritage homes and building of large box expensive homes by developers who do not live in the area but are here to exploit the neighbourhood for their own profit. We have little doubt the developers and the city staff will continue to use mitigated speech to get the agendas passed but appreciate the opportunity to process and express what has become a source of considerable stress for us; owning a residence in Fairfield, intended to be a family home not an investment.

Sincerely;

Shelley and Steve Tysick

Noraye Fjeldstad

From: Elizabeth Vibert [REDACTED]
Sent: Sunday, February 25, 2018 3:35 PM
To: Alec Johnston
Subject: Feb 20 letter re amending Fairfield OCP

Follow Up Flag: Follow up
Flag Status: Flagged

Hello Mr. Johnson,

I have just read (several times) the letter about a proposed change to the Fairfield/Moss corner to Large Urban Village zoning. I'm pretty well educated but I confess I cannot make sense of the letter: it shifts from "considering a proposal" to "does not meet location criteria" without explaining implications. The images on the back side are alarming: they feature urban settings not remotely relevant to our residential neighbourhood.

I support sustainable, liveable densification in principle but, if I understand the letter – which I don't – it looks like a massive change is contemplated to our neighbourhood.

I would like to be on record as opposing anything resembling what appears to be proposed.

Best,
Elizabeth

Dr. Elizabeth Vibert | Associate Professor
Department of History | University of Victoria
PO Box 3045 | Victoria Canada V8W 3P4
t: [REDACTED] | e: [REDACTED]

Noraye Fjeldstad

From: Peggy Hunter | David Bellows <[REDACTED]>
Sent: Monday, February 26, 2018 6:19 PM
To: Alec Johnston
Cc: david bellows
Subject: 1303 Fairfield Road | Rezoning No 00558

Follow Up Flag: Follow up
Flag Status: Flagged

Thanks for the opportunity to offer some on the captioned zoning. I appreciate the need and benefits of redevelopment in greater Victoria and in Fairfield, including on this site. I also appreciate the efforts taken by the developer to accommodate their business objectives alongside, a 'passive house' project and interests of the congregation. Despite these laudable objectives, the proposed development presents some challenges in urban design and massing and in traffic and parking.

Design and Massing

I understand, from discussions with the architect, that the 4 stories of development (and return on investment) is required to accommodate the costs of passive house and provision of space for the congregation. It is quite clear from the drawings provided on the City website and that the built height is unprecedented in the neighbourhood, dwarfing surrounding houses, condos, educational and commercial structures. The absence of consideration for neighbourhood context from and overall urban design perspective and impact on adjacent properties and broader neighbourhood is quite surprising.

Three stories would be a better fit from massing perspective and meet city objectives for increased rental. Conversations with the developer and architect have indicated that the project would still be viable from an return on investment perspective at three stories (rather than proposed 4) but that elements of passive house and the congregation could no longer be accommodated. Rentable square feet would be converted to rentable area.

The congregation has indicated that their membership is in decline. The long-term built impacts on the neighbourhood should not be driven by the few. As well there are other congregations and churches at risk throughout Victoria who may welcome these folks into the fold.

"Passive house" is a 'nice to have', but not at any cost. This may offer benefit to the 14 tenants and through avoided life-cycle cost for the developer but not at the price of a massive structure that will stand at this corner for the next 100 years.

Parking

I understand that there will not be sufficient parking for commercial and residential use which may push residents and visitors into the surrounding streets, likely Oscar and MacKenzie. The 1200 block of Oscar as ~45 residences (legal and illegal) in ~26 houses. We presently have significant issues with non-resident parking where parking is restricted to one side of the street only. MacKenzie has similar issues. Yet, the parking consultant used both of these streets in her parking capacity count for this development. A reduction in overall building area may reduce the demand on street and off-site parking.

The development as proposed will, for generations, destroy the ambience and character of one of Victoria's most cherished neighbourhoods. I support development and I support this one but with 3 floors which are in keeping with the neighbourhood massing, not 4.

David Bellows, Architect AIBC
[REDACTED]

Noraye Fjeldstad

From: Lawrence Fawcett <[REDACTED]>
Sent: Monday, February 26, 2018 3:04 PM
To: Alec Johnston
Subject: Fairfield United Church (1303 Fairfield Road)

Dear Alec Johnston,

Indeed, Fairfield Road and Moss Street are not arterial roads. The location is appropriately designated as a "Small Urban Village", although even that is a stretch. There is no reason to give this location additional height or density over what is already designated. And there certainly should not be a variance in the number of parking places. There is not enough parking in that area as it is.

I totally reject the idea of amending the official plan for this project. It should be redrafted to stay within the bounds of the Official Plan.

Why have an official plan if it means nothing ?

Thank you,
Lawrence Fawcett
57 Wellington Avenue

Noraye Fjeldstad

From: Ronald D Parish <[REDACTED]>
Sent: Monday, February 26, 2018 3:15 PM
To: Alec Johnston
Cc: planandzone@fairfieldcommunity.ca
Subject: 1303 Fairfield Road

Dear Mr. Johnston

Thank you for your February 20 letter informing us of the proposed changes to this property. We own and reside at 330 Windermere Place.

We understand that the developer seeks an amendment to the Official Community Plan Bylaw (OCP) to change the urban place designation for this property from Small Urban Village to Large Urban Village. We also understand that the developer seeks a variance regarding the number of parking spaces to be provided, reducing the number from the otherwise required 43 spaces to only 16 spaces, although your letter does not mention this request.

We have looked at correspondence on your development tracker site in an attempt to learn the developer's reasons for not being able to complete this project within the confines of the OCP. We can only find that the developer says he cannot include the church sanctuary in the project without the OCP amendment. We cannot find any reasons given for requesting a parking variance, if indeed that is still being requested.

We are writing to voice our opposition to the requested amendment to the OCP. We strongly believe that any development in this area must be done within the confines of the existing urban space designation of Small Urban Village. We further feel that amending the OCP for only the subject property will set an undesirable precedent for other future development certain to occur within the Small Urban Village.

We add that we are also opposed to what we understand to be a request for a parking variance for this development. Parking capacity in the area is already exceeded, and the proposed development, as we understand it, will only exacerbate the parking problems if such a significant variance is given.

If discussion is required, our contact information is shown below.

Yours truly,
Ron and Judith Parish

Ronald D Parish, CPA, CA
330 Windermere Place
Victoria BC V8S 3J3
Phone: [REDACTED]
Email: [REDACTED]

Noraye Fjeldstad

From: Don Gordon <[REDACTED]>
Sent: Tuesday, February 27, 2018 2:05 PM
To: Alec Johnston
Subject: 1303 Fairfield Rd

Mr Johnston,

I live at 533 Cornwall St quite close to the proposed development and I am very much in favour of what I have seen proposed. It is my opinion that our community will benefit from new housing and a community amenity.

I know that there will be some neighbours who dislike any change but in this case there is no status quo to protect as the church is not viable and is already deteriorating so something must be done. It seems to me that the congregation have found a civic-minded builder to partner with on a project that will enhance our community for decades.

One hope I do have is that the project will include an element of affordable housing. In particular it would be nice if this were affordable family housing given its proximity to the elementary school.

Regards,

--
Don Gordon
[REDACTED]
[REDACTED]

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Noraye Fjeldstad

From: Macpherson, Fiona HLTH:EX <[REDACTED]>
Sent: Tuesday, February 27, 2018 4:32 PM
To: Alec Johnston
Cc: Lisa Helps (Mayor); Marianne Alto (Councillor); Chris Coleman (Councillor); Ben Isitt (Councillor); Jeremy Loveday (Councillor); Margaret Lucas (Councillor); Pam Madoff (Councillor); Charlayne Thornton-Joe (Councillor); Geoff Young (Councillor)
Subject: 1303 Fairfield Road

Alec Johnston
Planning and Development Services
City of Victoria
1 Centennial Square
Victoria, BC
250.361.0487
ajohnston@victoria.ca

Dear Alec,

I am writing regarding the re-zoning application for 1303 Fairfield Road, which will tear down the Fairfield United Church and replace it with a 4 story apartment complex with retail space.

As a resident in Fairfield, I am writing to express my concern about the proposed development at this location and to strongly urge you to maintain the character of this area. I am not opposed to development nor to upgrading a building that needs remediation, however the proposed development diminishes the character and heritage of the community.

I am most concerned that the current proposed development does not reflect the historic character of the existing building or community. Fairfield United Church was built in 1926 and has been a cornerstone of the Fairfield community. I understand that it does not have heritage designation but I do not think that that is a reason to obliterate the beautiful character which complements the surrounding buildings with its brick, stained glass and other heritage features. Clearly the church needs restoration and the cost of that led the congregation to sell it, however this proposed development is not the answer.

The city and council has a duty to protect the character of the community. This is the only historic church in Fairfield and once it is bull-dozed it will forever be lost. Consider the events that have occurred in this building? Who was married here? What community meetings were held here? What stories can the walls tell us? This is our history.

The Official Community Plan and neighbourhood plans identify historic resources that possess value for present and future generations and include policies for heritage conservation areas, building types and uses, landmarks, and features. There is no way one can't say that this church built nearly 100 years ago isn't a landmark in our community and is without historic value.

There are many examples of churches and other structures that have been successfully converted into living or commercial spaces. The developer is in a unique position to maintain this historic church by converting it

into living units while retaining the external structure and creating a new development within the former walls and on the portion of the lot where the current dance studio sits.

An example of a similar heritage conversion of a 1904 school in Ottawa is a case in point. A successful design includes new living and commercial spaces but maintains the heritage feel of the neighbourhood by utilising some preserved features. The architectural genre of Facadism (<https://en.wikipedia.org/wiki/Facadism>) utilizes this practice where only the facade of a building is preserved with new buildings erected behind or around it.



I know that the adage 'beauty is only skin-deep' is true. Nowadays, the places we try to save are not, *cannot* be protected on the basis of beauty alone. In reality architecture is only one part of the rationale for saving a historic place. Making a better case for protecting our historic resources involves the structure, the people, the stories, as well as considering the economic implications for the neighborhood and community.

If it is not possible to retain the structure of the church, at the very least the design of new development needs to compliment the form and character of the corner. Design elements should better echo both the historic form of the existing church and the arts and craft style heritage design of the single family residential along Moss Street. This has not been achieved with the current design.

Thank you for considering my perspective.

Fiona Macpherson
1334 Minto St.
Victoria, BC
V8S 1P4

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Noraye Fjeldstad

From: Cory Greenlees <[REDACTED]>
Sent: Sunday, March 04, 2018 11:29 AM
To: Alec Johnston
Subject: Feedback: 1303 Fairfield Road

Dear Mr Johnston,

We are home-owners and residents of 254 Moss Street. Moss Street has been home for 28 years.

We are writing to provide feedback and questions re: proposed changes to 1303 Fairfield Road.

After viewing the proposed images online at 'devtracker,' we are appalled by the size of the proposed development. It is simply too large for the site. With a single family home next door, there is no connection to the streetscape or existing Craftsman style architecture nearby.

We object to the request for 'spot rezoning' for this site. What is the significance of an OCP if it can be changed at will upon the request of a developer? How can the community, and individuals, plan and protect their neighbourhood, and investment, if zoning is a moving target subject to change at any, and unpredictable, times.

If the precedent for a 4 story large urban village building is allowed on the southeast corner of Moss and Fairfield, we fear similar developments will follow suit on the other corners of the intersection forever changing the eclectic character of this part of Victoria.

Has the impact on traffic safety for the elementary school across the street been considered? What about visibility for northbound cars turning right, from Moss Street, onto Fairfield Road? The proposed building is right to the sidewalk. Does it obscure visibility at this critical intersection near an elementary school?

We want to send you this message now but it should not be considered inclusive of all possible objections to this development proposal. Fairfield and Moss must remain with a small urban village designation. Four stories is simply excessive for this site. I understand the building will not include low cost rental suites which might be a mitigating factor but is not.

Thanks for your consideration. I look forward to your response.

Kind regards,

Cory Greenlees
Allen Specht
254 Moss Street
Victoria, BC V8V 4M4

Noraye Fjeldstad

From: Richard Lucas <[REDACTED]>
Sent: Sunday, March 04, 2018 6:21 AM
To: Alec Johnston
Subject: 1311 Fairfield Road Proposal

Further to your February 20 request, please find my "feedback on this proposal" (to change 1311 Fairfield from "Small Urban" to "Large Urban").

I would have no problem with this proposal if the new development had a reasonable number of parking spots for the churchgoers, restaurant patrons, retail customers and resident's guests. However, having seen some plans for the new structure there is a severe lack of any such parking. Council needs to be reminded this block has NO street parking on Fairfield Road, and only parking on one side of the street on the adjacent north and south Moss Street blocks that house the school and other retail and business outlets. The very few street parking spots for the current residents are already clogged up. For those reasons **I do NOT support he proposed change** because the larger development cannot supply the larger parking required, and neither can the neighborhood.

Richard Lucas
1310 Franklin Terrace

Lacey Maxwell

From: Christopher Petter [REDACTED]
Sent: March 7, 2018 12:19 PM
To: Alec Johnston
Cc: Victoria Mayor and Council
Subject: 303 Fairfield Road: Community Plan amendment

Dear Mr. Johnston,

Thank you for your letter of February 20th. I don't think that The City of Victoria should amend the Official Community Plan to accommodate this proposed development. The remark that in the application most neighbours like the plan is untrue judging by conversations that I have had with many of the people on our street. And this is not for NIMBY reasons. The following are our concerns:

- The apartments will be rented at market rates which are not affordable for most couples or families wanting to live in the neighbourhood.
- The amendment from small to large urban village would create a precedent which might make all small urban villages vulnerable to such applications.
- The building has too much massing for the space and for the roads which are not arterial or secondary arterial roads.
- The height of the surrounding buildings and houses is 2 storeys and so this building should not exceed 3 storeys in order to fit in with surrounding structures.
- A heritage landmark building is being removed with only a nod to its heritage value (brick foot path and elevator tower.)
- There are 2 other meeting areas in community centres close by that could be used by the Fairfield United congregation while searching for another location. The provision of a sanctuary space as proposed in the current design does not justify the compromise of a 4 storey structure with market value rentals only.
- It is difficult to establish what the setbacks are along Moss and Fairfield from the drawings but they do not look wide enough to assure safety at the corner.
- This is already a dangerous corner for traffic because of the school opposite and the Moss St. Market. Construction and cranes on Moss St. at Fairfield would not only be disruptive but also make the crossing extremely dangerous in the short term. So a temporary light would need to be set up at Linden and Fairfield to allow local traffic safe access to Fairfield Rd. Longer term a study should be made of how safety could be assured.
- Parking in the neighbourhood is already extremely tight especially on McKenzie St. where I live. Where are visitors to this new development going to park? Nothing is mentioned of accommodating visitor parking in the developer's plan and it should be. Visitor parking was a major consideration in the Pendergast/ Cook St. plan and it should have been in this one too.

We appreciate having input into this decision.

Chris Petter

Resident and owner of 1220 McKenzie St.

Lacey Maxwell

From: Cindy Trytten [REDACTED]
Sent: March 7, 2018 7:34 PM
To: Victoria Mayor and Council; Alec Johnston
Subject: Corner of Moss and Fairfield - Opposition to Large Urban Centre Rezoning Application

Hello,

I am writing to express my opposition to the large urban village plan currently considered to replace the historic landmark and part of the culture/history of our neighbourhood. The proposed plan is diametrically opposed to maintaining any semblance of the history and the vibe of this important and active intersection. Its much too large of a development for this corner and will result in traffic congestion which will:

1. Make the current parking problems on the adjacent streets (Cornwall, Fairfield, Moss, Harbinger, McKenzie, Oscar and others) even worse. Many of the homes in this area were not built with driveways and the larger ones have been converted to multi-tenant rentals with no provision for parking except for the street. This is already a problem and building this large urban village will make it worse. Lack of parking does not build community, it destroys it and pits neighbour against neighbour. Please do not do this to us.

2. Attempts are already made by drivers to avoid the lights there as it is. They speed down a quiet, narrow side street (Cornwall). We have young families and many dog walkers, and cars whipping down this street trying to avoid the lights are already a problem and risk to people. This will multiply in terms of the risks presented should the large urban centre go in and its highly unfair to the neighbours who already contend with this and worry about small children being hit (we actually had the city out here already this summer to discuss this and try to mitigate it (nothing has resulted from our concerns).

Any discussion about this urban centre should also address an effective concurrent strategy to prevent any further increases to traffic or parking on the surrounding streets. This should be mandatory and approved by the taxpayers impacted in our area.

This corner is humming with an amazing community vibe on market weekends, the presence of a large, modern cement building with a look that completely clashes with the area will change the vibe and historic feel of this intersection forever (not only on market days but every day).

Please listen to us, the people who live here, before allowing a developer to maximize profits by building the biggest complex possible. This is already happening on private properties all over Fairfield, older historic homes and bought and destroyed and a giant, 2M dollar massive structure with a parking lot for a yard and no room trees is put in. Your council are the stewards of the future for this area, please help us protect what is special here and once lost can never be brought back, this is a small pocket of the city. Don't let what started happening in the 70's with the raising the historic buildings (for example James Bay) happen here under your watch.

Thank you for considering these issues in your decision.

Cindy Trytten
614 Cornwall Street
Victoria, BC

Noraye Fjeldstad

From: Alec Johnston
Sent: Thursday, April 19, 2018 11:35 AM
To: Noraye Fjeldstad
Subject: 1303 Fairfield Feedback

For the OCP feedback file

Thanks

-----Original Message-----

From: Telus <[REDACTED]>
Sent: March 9, 2018 10:17 AM
To: Alec Johnston <ajohnston@victoria.ca>
Subject:

Dear Mr. Johnston

I am dismayed at the direction that this council is going with regards of retaining historical buildings in the city of Victoria. I have lived in Victoria since 1979 and the development proposed which demolishes the Fairfield united church is something I strongly disagree with. There seems to be unlimited money to pay for urbanizing the city but little money to retain our architectural and cultural history. Please don't go the way of Vancouver and be in the pockets of those with money and power. Such as; developers that only wish to change the landscape of our beautiful city with characterless concrete buildings with little soul. The demolition of Fairfield united church is a classic example of soul destroying developments. This requires thought and creativity from you being a planner of the City to retain what we have left to enjoy as a community.

Thank you

Christina Southern.

Sent from my iPhone

Noraye Fjeldstad

From: Alec Johnston
Sent: Thursday, April 19, 2018 11:32 AM
To: Noraye Fjeldstad
Subject: FW: The Fairfield church at corner moss /Fairfield

For the OCP feedback file

Thanks

-----Original Message-----

From: G Kirkman <[REDACTED]>
Sent: March 9, 2018 9:44 PM
To: Alec Johnston <ajohnston@victoria.ca>
Subject: The Fairfield church at corner moss /Fairfield

Sir

I do not support the demolition of this building. I don't agree with the proposal to build a high density 3-4 story structure on this corner....it is across from a school...traffic issues...safety concerns Please register my lack of support for demolition .

Sincerely

G. Kirkman, 1250 Denman st., Vic bc v8t1l8. [REDACTED] A heritage soc member Sent from my iPad

Noraye Fjeldstad

From: Alec Johnston
Sent: Thursday, April 19, 2018 11:37 AM
To: Noraye Fjeldstad
Subject: FW: rezoning 1303 Fairfield

From: Julie Angus <[REDACTED]>
Sent: March 9, 2018 6:22 AM
To: Alec Johnston <ajohnston@victoria.ca>; Councillors <Councillors@victoria.ca>
Subject: rezoning 1303 Fairfield

Hi Alec, Mayor and Councillors,

Alex, I am following up on the voicemail message that I left you on the proposed rezoning at 1303 Fairfield and amending the Official Community Plan to change the designation to Large Urban Village.

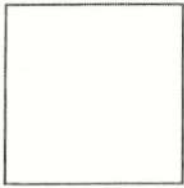
As I mentioned I do not support the rezoning and think it's bad for the community for a number of reasons. I also do not think the proposed development serves the community.

- 1) The destruction of a historic building that defines that pivotal community intersection will greatly diminish the character of the community. This is Fairfield's oldest and most historic church. Once it's gone, that's it. The Fairfield Neighbourhood plan talks about conserving the historic character of significant buildings and celebrating the heritage of the neighbourhood. This goes against that.
- 2) It's too much densification next to a large elementary school. There is already significant congestion, adding 16 apartments plus retail will add to it. That intersection is the busiest area around the school, and the school (PAC) strives to have crossing guards there but for much of the year it couldn't be done due to issues beyond the school's control. There have already been some close calls with children and cars.
- 3) Loss of Parking. The proposed development asks for a reduction in parking spots, to the level where it won't even be enough for the tenants let alone visitors to the retail space. This means extra street parking on nearby residential streets that are already busy and causes more problems for not only residents but parents dropping children off at school.
- 4) This does nothing to help the community. These are not affordable apartments, but high end units that do nothing to increase the accessibility of the community.
- 5) The community does not want this. A petition started a few days ago to stop the church demolition and prevent the rezoning to a Large Urban Village has already received 250 signatures. See <http://chn.ge/2oGJgRL>.

I support much of what this Council has done to better the city. The much disputed bike paths are critical to creating a livable and sustainable city, allowing people and families to safely get around the city by car. The push for affordable housing and helping the homeless people in tent city and elsewhere is important. Development is key to making our city a better place, but tearing down our communities oldest church to build the biggest development that can be squeezed onto the lot is not the way to do. Develop the

church, but save the exterior. There are so many great examples of developers who have done that in Victoria and elsewhere. The developer may say it can't be done or it's too expensive, but that's not true. Others put offers in to buy the church with the intention of restoring and converting it to affordable housing. Hold this developer up to the same standard.

Thank you,
Julie



Julie Angus

Author, Adventurer, Speaker

m: [REDACTED]

[REDACTED]

Noraye Fjeldstad

From: Alec Johnston
Sent: Thursday, April 19, 2018 11:44 AM
To: Noraye Fjeldstad
Subject: FW: OCP Bylaw for 1303 Fairfield Road

For the OCP feedback file

Thanks

From: Lindsay Rimmer <[REDACTED]>
Sent: March 8, 2018 8:48 AM
To: Alec Johnston <ajohnston@victoria.ca>
Subject: OCP Bylaw for 1303 Fairfield Road

Hello Mr Johnston

I live at 1241 Fairfield, and am most concerned about this proposal to change the area to Large Urban Village! The reason I moved here was because it wasn't heavily developed, but a lovely residential neighbourhood.

The fact that there is an elementary school opposite the site, which brings parents daily morning and afternoon to the school, many by car, prompts my question for parking in the area, where are people to park if this development goes ahead, totally unacceptable! The safety issue around this item which would increase considerably the traffic moving through this intersection which has even at the moment problems with visual clarity. Added is the fact that there is a bus stop just off the intersection on Fairfield which piles up traffic into the intersection at times when the bus is off loading and on loading passengers. The Moss Street Saturday Market brings hundreds of enthusiastic market shoppers to the area and the need for parking during that time.

Yours truly
Lindsay Rimmer

Noraye Fjeldstad

From: Alec Johnston
Sent: Thursday, April 19, 2018 11:34 AM
To: Noraye Fjeldstad
Subject: FW: Fairfield/ St. Charles corner development

Another email for the OCP feedback file.

Thanks

From: Martin Segger <[REDACTED]>
Sent: March 9, 2018 1:56 PM
To: Alec Johnston <ajohnston@victoria.ca>
Cc: Lisa Helps (Mayor) <mayor@victoria.ca>; Geoff Young <[REDACTED]> Pamela Madoff <[REDACTED]>; Ken Johnson <[REDACTED]>
Subject: Re: Fairfield/ St. Charles corner development

All. Correction. Fairfield and Moss. Apologies. m

From: Martin Segger <[REDACTED]>
Date: Friday, March 9, 2018 at 12:00 PM
To: "ajohnston@victoria.ca" <ajohnston@victoria.ca>
Cc: "Lisa Helps (Mayor)" <mayor@victoria.ca>, Geoff Young <[REDACTED]>, Pamela Madoff <[REDACTED]>, Ken Johnson <[REDACTED]>
Subject: Fairfield/ St. Charles corner development

Planning Dept. City of Victoria

Hi Alec,

For God's sake can this one. Lived in the neighbourhood (Sutlej St.) for 35 years. Had to witness Cook Street Village metastasizing. Finally had to sell up and move. Proposal is too big, too dense. Design - if there is any - exhibits no neighbourhood fit: i.e. the form/detail/finish, i.e. design vocabulary of Fairfield.

Thanks for registering this.

Cheers,

Martin

Prof. Martin Segger, M.Phil. FRSA, FCMA
Research Associate
Centre for Global Studies
Adj. Prof. Dept. of Art History & Visual Studies.
University of Victoria
Victoria, B.C., Canada

Noraye Fjeldstad

From: Alec Johnston
Sent: Thursday, April 19, 2018 11:23 AM
To: Noraye Fjeldstad
Subject: FW: Concerns and Impacts of The Proposed Development at 1303 Fairfield
Attachments: Development final.docx

For the OCP feedback file

Thanks

From: Brooks Hoya <[REDACTED]>
Sent: March 10, 2018 11:43 AM
To: Alec Johnston <ajohnston@victoria.ca>
Subject: Concerns and Impacts of The Proposed Development at 1303 Fairfield

I'm opposed to the rezoning. I also agrees with this petition <http://chn.ge/2oGJgRL>

Brooks Hoya
Owner of 339 Moss St

Noraye Fjeldstad

From: Alec Johnston
Sent: Thursday, April 19, 2018 11:23 AM
To: Noraye Fjeldstad
Subject: FW: Fairfield United Church building site

For the OCP feedback file

Thanks

From: sheena bellingham <[REDACTED]>
Sent: March 10, 2018 7:04 PM
To: Alec Johnston <ajohnston@victoria.ca>
Subject: Fairfield United Church building site

Dear Mr. Johnson,

I am opposed to changing the OCP classification of the site of the Fairfield United Church. This corner is attractive and a little awkward to drive, bike or walk through, which contributes to its unique character and slows down traffic.

There is no need to build higher than 3 stories or modernize the intersection. I do not see why the church could not be re-purposed or added on to by an inventive developer. Many churches have seen a second life in residential developments.

Most of all, this trend to completely destroying the Victoria we know and love will have the effect of turning away the supposed hordes that are being drawn to Victoria in the first place.

Sincerely,
Sheena Bellingham

Noraye Fjeldstad

From: Alec Johnston
Sent: Thursday, April 19, 2018 11:22 AM
To: Noraye Fjeldstad
Subject: FW: Proposed changes to 1303 Fairfield Road

For the OCP feedback file

From: Ruth Mossop <[REDACTED]>
Sent: March 11, 2018 1:06 PM
To: Alec Johnston <ajohnston@victoria.ca>
Subject: Proposed changes to 1303 Fairfield Road

Dear Alex,

Thank you for the opportunity to voice my opinion about the proposed changes to 1303 Fairfield Road and amendment to the Official Community Plan.

Already the X-shape intersection at Fairfield and Moss causes traffic back-up as left hand turners block movement of other vehicles to bypass them. There is simply not enough area to pass them on the right as the turners wait to make their left turns.

Changing the zoning from Small Urban Village to Large Urban Village would not only increase the density of traffic at this intersection and therefore intensify this problem, but would increase the density of population and subsequent parking requirements for the residents of the area as well as their visitors.

Perhaps my biggest concern is for the safety of the neighbouring school's population as they would need to contend with heavier traffic around their school and the city's co-inhabiting park and playground. This consideration should take precedent in ongoing discussions.

Yours sincerely,
Ruth Mossop

[REDACTED]
1232 Oscar Street
Victoria BC

Lacey Maxwell

From: Ted Relph [REDACTED]
Sent: March 11, 2018 6:13 PM
To: Alec Johnston; Jonathan Tinney; Kristina Bouris
Cc: Victoria Mayor and Council
Subject: Negative planning implications of proposed OCP amendment for 1303 Fairfield

Dear Mr Johnston,

I do not live in the immediate vicinity of 1303 Fairfield Road but I am a resident of Fairfield. I am also an emeritus professor of the Department of Geography and Urban Planning at the University of Toronto, where my research was mostly to do with place and urban design, two fields that pertain directly to the proposed development and amendment.

My concerns about the proposed OCP amendment for 1303 Fairfield have to do with its broad and potentially problematic planning implications for future development applications in Victoria.

I have no significant issues with the specific design of the proposed development for this site. Those living nearby probably disagree, but I think this is a reasonable proposal that deals with the problem of unaffordable upgrades needed for the existing building to meet seismic and fire codes, achieves the aims for small urban villages outlined in the OCP, continues the important existing use of the site by the United Church, and also, according to correspondence on Development Tracker, reflects the height and massing of the existing church (a diagram that overlays the outlines of the current church and proposed buildings would be a helpful way to illustrate this).

While the proposed development contravenes both the existing guidelines for development in the small urban village of Five Points and the proposed guidelines in the draft neighbourhood plan for Fairfield, I think requesting a variance for this single site would be a far more preferable strategy that is more likely to get council approval than proposing an OCP amendment that will bring into question the credibility and value of the OCP for all of Victoria.

First, the proposed amendment to make a single building a large urban village designation confounds both commonsense and the definition of urban villages in the OCP. The OCP Section 6.1.8 defines an urban village as consisting of "low to mid-rise mixed-use buildings ... set close to the street frontage, anchored by a full service grocery store or equivalent combination of food retail uses, serving either as a local, rapid or frequent transit service hub." This definition is reinforced by numerous diagrams in the OCP and is consistent with the idea of development nodes in the Regional Growth Strategy as well as the widely used planning notion of neighbourhood centres where growth and intensification can be focused. Urban villages and development nodes have spatial extent, consist of many buildings, are in some sense local communities and, as the OCP clearly recognises in Section 6.1 on Place-Based Land Management, are distinct urban places. In short, by definition and commonsense an urban village is much more more than a single building. To apply it to a single site is to make a farce of the idea of urban villages and exposes both the OCP and the city to ridicule.

Second, classifying 1303 Fairfield as a single-site large urban village will be a precedent that will undermine confidence in the sense of direction that is provided by the OCP. A primary purpose of official plans is to reduce uncertainty for both residents and developers by providing guidelines that establish constraints and opportunities about where and how growth and change should happen. Zoning can also achieve this, but in Victoria zoning is frequently adjusted on a site specific basis to reflect whatever is approved by council, as indeed is intended for 1303 Fairfield.

My opinion is that the proposed amendment weakens the credibility of the OCP as a document that provides reasonable certainty about directions for growth and change in Victoria. In effect, it indicates that the OCP cannot be trusted.

Third, the proposed amendment constitutes a fundamental change to the principle of Place-Based Land Use Management that lies at the foundation of the OCP. This principle is explicit in *Figure 3: Thirty Year Growth Management Concept*, the key diagram that allocates population growth in Victoria to just three place-based land use categories - urban core; town centres and large urban villages; and remainder of city (which includes small urban villages). The proposed amendment will reclassify a single site in one place category to another place category in order to take advantage of higher density guidelines. If it is approved I can see no reason why developers will not regard it as a precedent for reclassifying development sites into place categories that will permit a higher fsr or height regardless of what the OCP indicates. It follows that sites in North Park Large Urban Village or Quadra or Cook Street Village or James Bay Village could be reclassified as Downtown Core to allow construction of 25 storey apartment towers.

Fourth, at a more detailed level, I note that the development for 1303 Fairfield with four storeys at a height of 15.6m, with an fsr of 1.88, is at variance both with the existing OCP and with the proposed guidelines for urban villages in the draft neighbourhood plan for Fairfield.

The OCP permits four storeys in large urban villages up to an fsr of 1.5, and a higher fsr in "strategic locations" in association with density bonusing. This site will therefore require both reclassification as a large urban village in order to build four storeys, and an argument that this is a strategic location that warrants density bonusing in excess of the existing 1.5 fsr standard.

Moreover, the proposed maximum height of 15.6m exceeds both the existing guideline in the OCP for small urban villages, **and** the proposed guideline of four storeys or 13.5 metres for large urban villages in the draft neighbourhood plan for Fairfield. This draft guideline of 4 storeys up to 13.5 metres is also proposed for Five Points small urban village, even though for other small urban villages in Fairfield, Gonzales and other neighbourhood plans the draft height limit is three storeys or 10.5m. Presumably the draft plan proposes this in part to accommodate the proposed development at 1303 Fairfield, but in doing so it creates a precedent in Victoria that small urban villages do not differ from large urban villages in terms of permitted densities.

Suggestion:

Rather than pursuing an official plan amendment, which in my view has significant potential problems for development elsewhere in Victoria, I suggest this proposed development is better understood as a specific and reasonable variance that allows for the continuation of existing uses on this site by the United Church, and is broadly consistent with the massing of the current building of the church. Furthermore, such a variance would allow the draft neighbourhood plan to indicate that the remaining parts of Five Points small urban village will be at the 3 storey, 10.5 metre height limit that accords with what is proposed for other small urban villages in Fairfield.

Sincerely

Ted Relph
70 Linden Ave

Lacey Maxwell

From: Anne Marie Hogya [REDACTED]
Sent: March 12, 2018 8:12 PM
To: Victoria Mayor and Council
Subject: Opposition to the Fairfield United Church development rezoning

Dear Mayor and Council,

I am a home owner at 339 Moss Street in Fairfield and I would like to express my opposition to the Fairfield United Church development rezoning proposed at Moss Street and Fairfield Road. **I strongly believe this development should be maintained under the Official Community Plan of three storeys or less.**

In addition, I do not want to have balconies facing my property, but that they should be located facing Fairfield Road and Moss Street and not towards residences. As well, have any parking entrances and industrial garbage bins on the Fairfield Road side.

Please note that I support this petition: <http://chn.gc/2oGJgRL>.

Thank you for your consideration.

Sincerely,

Anne Marie Hogya

Noraye Fjeldstad

From: Alia Johnson
Sent: Monday, March 12, 2018 8:22 AM
To: Alec Johnston
Subject: FW: Rezoning Application for 1303 Fairfield Road

-----Original Message-----

From: Ron Stewart (m[REDACTED]a]
Sent: Friday, March 9, 2018 2:24 PM
To: Alia Johnson <ajohnson@victoria.ca>
Cc: planandzone@fairfieldcommunity.ca
Subject: Rezoning Application for 1303 Fairfield Road

Dear Mr. Johnson, Please copy to Mayor and Council

Re: Rezoning Application for Four-Story Building at 1303 Fairfield Road

No, No, No!

The Official Community Plan designation is a SMALL Urban Village. Please do not start making exceptions to the Plan. Mayor Helps recently spoke to concerned residents at a Tuesday open forum stating Council had unanimously agreed to getting more input before finalizing this plan regarding the "gentle density" issues.

Four-stories on 1303 Fairfield Road would be totally inappropriate and have a negative impact for this neighbourhood of older character homes. Its' mass would be visually overwhelming. Surrounding properties are one and two-stories, with one exception being 364 Moss at three-stories. The school is two-stories and would be seriously over-shadowed. Fairfield Road is not a arterial or secondary designated road.

The developer knew from the beginning that this property was never zoned for a four-story building, yet continues to approach the City for rezoning. They have also asked for a substantial increase to allowable FSR and a substantial decrease in required parking (in a neighbourhood already lacking parking). This is commonly known as "bait and switch"!

Sincerely,
Alexandra and Ron Stewart
1229 Oscar Street

Lacey Maxwell

From: Cory Greenlees [REDACTED]
Sent: March 12, 2018 9:07 AM
To: Victoria Mayor and Council
Cc: planandzone@fairfieldcommunity.ca
Subject: Feedback: 1303 Fairfield Road

Dear Mayor Helps and Council; Mr Johnston,

We are home-owners and residents of 254 Moss Street. Moss Street has been home for 28 years.

We are writing to provide feedback and questions re: proposed changes to 1303 Fairfield Road.

After viewing the proposed images online at 'devtracker,' we are appalled by the size of the proposed development. It is simply too large for the site. With a single family home next door, there is no connection to the streetscape or existing Craftsman style architecture nearby.

We object to the request for 'spot rezoning' for this site. What is the significance of an OCP if it can be changed at will upon the request of a developer? How can the community, and individuals, plan and protect their neighbourhood, and investment, if zoning is a moving target subject to change at any, and unpredictable, times.

If the precedent for a 4 story large urban village building is allowed on the southeast corner of Moss and Fairfield, we fear similar developments will follow suit on the other corners of the intersection forever changing the eclectic character of this part of Victoria.

Has the impact on traffic safety for the elementary school across the street been considered? What about visibility for northbound cars turning right, from Moss Street, onto Fairfield Road? The proposed building is right to the sidewalk. Does it obscure visibility at this critical intersection near an elementary school?

We want to send you this message now but it should not be considered inclusive of all possible objections to this development proposal. Fairfield and Moss must remain with a small urban village designation. Four stories is simply excessive for this site. I understand the proposed building will not include low cost rental suites which might be a mitigating factor but is not.

Thanks for your consideration. I look forward to your response.

Kind regards,

Cory Greenlees
Allen Specht
254 Moss Street
Victoria, BC V8V 4M4

Noraye Fjeldstad

From: Dianne Kenny <[REDACTED]>
Sent: Monday, March 12, 2018 9:49 PM
To: Alec Johnston
Subject: It's Our Neighbourhood--request for input on Fairfield and Moss

Dear Alec Johnston,

Thank you for the opportunity to comment on the proposed changes to 1303 Fairfield Road and amendment to the Official Community Plan.

I will confess to being unfamiliar with the community plan, and to finding the description in the letter sent to the community dated February 20 a bit difficult to follow. I do now know what the ratios are comparing or contrasting in relation to the floor space ratios. It appears the request is to change a designation from small to large, but oddly the location doesn't even qualify for the small designation, so how can we be asked to comment on a change from that to something else?

Technical details aside, I think the point is that the intersection of Fairfield and Moss does not meet some kind of criteria to allow for more commercial or more dense residential activity. If that is the case, I agree completely. I live at 1241 Fairfield so am quite familiar with the location. Presumably whatever change is contemplated would result in more traffic, and by that I include more vehicles turning onto or off either road close to the corner as would be the case if a condo or commercial structure were to be built there.

There is an elementary school on one corner, which is one reason I would not want to see more traffic or other activity at that intersection. Visibility for drivers, pedestrians and cyclists is very poor due to the odd angles as the roads meet and the curving hill on Fairfield East of Moss. Fairfield may not be classified as arterial or secondary arterial road, but it is the only relatively direct East-West thoroughfare in south Fairfield, and Moss is one of few roads that goes all the way to Dallas Road from Fort (it is wider than Linden which makes it busier). As a result of this, it attracts a lot of cars, large trucks, pedestrians and cyclists. There are already fence barriers designed to keep pedestrians from cutting the corners, but it doesn't work entirely as there are always people jay-walking, especially on the block to the west of the intersection.

There are already a lot of distractions on the corner that can challenge the driver. The bus stops, for instance, and the several businesses that draw customers for whom there is little or no parking. Because parking is allowed on the street, visibility for drivers is poor coming along Fairfield, let alone pulling out of the small parking areas that already exist.

I could continue, but I think I've stated my concern: traffic, and not just volume, but the challenges on and near to that intersection already. I can't offer a suggestion to fix this, but I really do not want to increase traffic, commercial deliveries, etc., in that area. If my comments require clarification, please feel free to contact me at this email or the number below.

I would like to know who is making this suggestion—presumably the new owners of the church property? Can you release that information?

Thank you,

D. Kenny
[REDACTED]

Noraye Fjeldstad

From: Alia Johnson
Sent: Monday, March 12, 2018 8:23 AM
To: Alec Johnston
Subject: FW: OCP and 1303 fairfield rd.

From: Tailwaggers [mailto:]
Sent: Friday, March 9, 2018 7:50 PM
To: Alia Johnson <ajohnson@victoria.ca>
Subject: OCP and 1303 fairfield rd.

Dear Alec,

I'm opposed to the amendment and development. I have lived in the immediate vicinity of the proposed project for 20 years. Why are we hell bent on changing the rules for every developer that comes along, what is the reasoning? The changes being requested will make the building far too big for that location, nothing at the corner of Moss and Fairfield Rd. is even close to that scale. Is it simply the City of Victoria eager to charge more fees and taxes for more bike lanes and rainbow painted crosswalks? The area in question is not a Large Urban Village, hell it's not even a Small Urban Village, why are we willing to change (amend) the OCP? If you are constantly wanting to change the OCP why even have one, what's the purpose of having a comprehensive plan if you're not willing to follow it? I'm assuming that there was some reasoning and logic used by the city and the community to develop the plan in the first place. These changes will not be well-received by the community.

Please pass my letter to council members and the mayor.

regards,
john eccles
40 Wellington Ave.

To: Alec Johnston, Senior Planner, City of Victoria
From: Bruce Meikle, Fairfield Resident
March 13, 2018

The following feedback and questions are in response to your letter of February 20th in relation to the request by the developers of Unity Commons/Fairfield United Church to change the zoning for their property to Large Urban Village.

VICTORIA COMMUNITY PLAN

"The plan manages growth and change in a way that fits with the neighbourhood."

- Victoria Community Plan brochure cover

I would be delighted to see anyone keep a straight face while arguing that the proposed development as designed "fits with the neighbourhood." It is out of scale, not in keeping with the design character of the neighbourhood, requires specific exemptions for everything from setbacks to parking spaces, and begins with the demolition of a neighbourhood landmark building. **If the Community Plan considers that the proposed redevelopment is an example of growth and change and "fits with the neighbourhood," then I think it undercuts the credibility of the entire Community Plan.**

"URBAN VILLAGES"

After living on McKenzie Street for almost 25 years, the discovery that the Five Corners was now to be considered a "Small Urban Village" came as something of a surprise. In looking closely at the "Conceptual illustrations" of the Small Urban Village (Fairfield Neighbourhood Plan, p.68) it was astonishing to see that "retaining and strengthening" Urban Villages or "enhancing" the neighbourhood would involve the demolition of virtually all existing buildings - including the church - and replacing them with 4 storey blocks. And although the Fairfield Bicycle building survives in the conceptual illustration, and is featured in a photograph in the Neighbourhood Plan, I don't see any evidence that the Small Urban Village designation would protect it or any other existing building. This may seem irrelevant considering that the issue at hand is supposed to be confined to a discussion of a request for the subject property to be re-zoned as "Large Urban Village," but these changes in zoning and upzoning request have come in quick succession, and I would argue that most residents are barely aware of the full effect that the "Urban Village" designation will bring to the area.

Can you explain how re-zoning which, in effect, encourages the demolition of almost all existing buildings "retains and strengthens" the neighbourhood?

"SMALL URBAN VILLAGE"

The proposed redevelopment is the first one to come to light since the creation of the "Small Urban Village" designation for the Five Corners. Yet the first act of the developer is to ask for an upzoning for their property to be considered a Large Urban Village. What has been the cost of creating the Small Urban Village designation? **How would agreeing to the requested change of zoning not completely devalue the whole point of creating such a designation?** How long do you think it will take every other property owner in the Small Urban Village areas to

demand to be upzoned to a Large Urban Village and thus render the whole costly exercise pointless?

HERITAGE

"Both projects concluded that the Fairfield community highly values its heritage resources."
Fairfield Community Profile - p.34

Given the above, **can you explain why heritage values and building character do not form any part of the description of the Small or Large Urban Village designation? Can you explain why the oldest existing church in Fairfield escapes having "Heritage Merit"? Can you explain why none of the documentation on the development proposal even mentions in passing "Adaptive Re-Use of Buildings of Heritage Merit" (p.92, Fairfield Neighbourhood Plan)?**

If you think heritage values don't matter to Victoria residents, consider that the "Save the Church" online petition has gathered over 400 signatures in just over a week:
https://www.change.org/p/save-fairfield-united-church-from-being-replaced-by-a-large-urban-village?recruiter=714933026&utm_source=share_petition&utm_medium=copylink&utm_campaign=share_petition&utm_term=share_petition

PROCESS - NEIGHBOURHOOD CONSULTATION

Despite being able to see the Church from my front porch at 1261 McKenzie Street, and despite claims from the Unity Commons project proponents that neighbours were closely consulted, as far as I am aware, there was no direct consultation with anyone on our block - that is, beyond the city's public notice efforts. Anecdotally, I can tell you that the neighbours on my block were all very surprised to discover that the church was to be torn down and the land redeveloped. Are there defined limits to neighbourhood consultation? For example, does "consultation" include immediate neighbours only? **Given the precedent-setting nature of the proposed redevelopment, the degree of change of use from two residential lots to 16 apartments, and the extraordinary exemptions to current zoning requested by the developer, do you feel that the consultation with neighbours by the proponents was adequate?**

BENEFIT TO THE COMMUNITY

Historically, the Church and adjacent Community Hall have been used for many things, including:

- Religious gatherings
- Scouts, Guides and other youth groups
- AA meetings
- Fringe Festival performances
- Musical performances
- Dance rehearsal space
- Charitable fundraising sales

In so doing, these buildings have strengthened the community and been of benefit to everyone in the neighbourhood. The proposed redevelopment includes a much-reduced area for the church "sanctuary," but many of the additional uses of the existing buildings will simply no

longer be possible. **The proposed redevelopment represents a permanent loss of an important cultural and neighbourhood resource.**

CHURCH SANCTUARY

In their letter to the Mayor and Council, the developer's architect repeatedly stresses that the leading benefit of the proposal development would be to provide a "a new home for the Fairfield United Church." Despite this claim, it is my understanding that the parishioners of the United Church would in fact be tenants paying rent to use designated ground floor space in the proposed new development. Furthermore, should they fail to be able to purchase the strata title for that space (their stated intention) or continue to pay the rent for that space, it would revert to ordinary commercial space. **Since most of the city-produced material describing the proposed redevelopment include a mention of a "home for the church" as being one of the main benefits of Unity Commons, has the city considered a further covenant requiring this space to be reserved for public use and as a benefit to the community should it cease to function as a church sanctuary?**

RENTAL ACCOMMODATION

Much has been made of the addition of 16 badly-needed rental units to Victoria through the proposed redevelopment. Whatever enthusiasm I can discover for this proposed redevelopment seems largely based on that fact. **The mere thought of a developer building actual market rental apartments seems so extraordinary that some people are inclined to give the developer whatever concessions they ask for, and overlook any objections to the new building.**

What I find remarkable, as a long-term resident of the 1200 block of McKenzie Street, is that although our street still retains the heritage character of a block of single-family homes built some 100 years ago, there are probably at least 16 "additional" units of accommodation in our one block alone - everything from strata subdivision of existing homes to basement suites. Yet this densification hasn't required an extraordinary and specific amendment to the Official Community Plan, the demolition of a significant community landmark building and loss of an important cultural asset, or the deliberate exemption of requirements for adequate parking spaces. The benefits of this added density have not gone to a single landowner, and the burden of added density has not fallen on two or three immediate neighbours. Between long-term residents and shorter-term tenants, there is a surprising amount of diversity in the cost of living on McKenzie Street - far more than will be offered in 16 brand new apartments at market rates. I applaud the components in the Community Plan that endorse and encourage the type of densification that has been going on informally in the neighbourhood for a long time. But I also think that this undercuts the supposed urgency for the proposed development, and the rationale for all the concessions that will be required from the City to see it built. **The densification of streets like ours in Fairfield is gradual, incremental and practically invisible, yet it does far more good for the housing stock of Victoria than out of scale, out of character projects requiring the demolition of local landmarks.**

AESTHETICS

Finally, one of the stated aims of Urban Villages is to "encourage design that fits in with the neighbourhood character" (p. 55, Fairfield Neighbourhood Plan). **Do you feel that the proposed redevelopment achieves that?** From the generic, could-be-anywhere design, to the "swollen toe" of the coffee shop jutting out onto the sidewalk, the building seems designed only to pack as many rental units as possible into the building envelope. At that, I suppose it is a success. And given the demand for rental apartments, I suppose it could be even uglier and still do well in the marketplace. But the current church is a lovely old thing, like a giant mother to all the bungalows in the neighbourhood around it. It has a mix of local Baker brick and tudor/Arts and Crafts design elements in harmony with local houses, and there is plenty of detail and variety to keep the eye interested every time I look at it. None of the three mutations of the proposed development that have been shared say much beyond "This Is The Biggest Box We Could Stick Here." **If all consideration of neighbourhood character, heritage values, appropriate scale, and esthetics are to be set aside for the prize of gaining 16 rental apartments, why bother with the fine words and reassuring promises of the Neighbourhood Plan?**

Given that your request for input was dated Feb. 20 with a deadline of March 13, I'm assuming that there will be no time for a response prior to the Land Use Committee meeting on March 15th. I plan to attend that meeting and I hope that I will gain a greater understanding of the process and objectives of the city i reshaping my neighbourhood.

- Bruce Meikle
1261 McKenzie Street
Victoria

Lacey Maxwell

From: Carolyn Bateman [REDACTED]
Sent: March 13, 2018 11:20 PM
To: Alec Johnston; Victoria Mayor and Council
Subject: Stop the demolition of Fairfield United Church

As a former Fairfield resident and someone who has worked professionally on heritage designations in our country's capital, I wish to protest the demolition of Fairfield United Church and its conversion to a large urban village.

We never appreciate how vitally important these human-scale heritage buildings are until they are gone. And you, as planner and councillors, do your city a grave disservice when you ignore previous zoning that has been put in place to preserve and protect neighbourhood character and livability.

Doing all of these things--increasing building height, reducing parking spaces, decreasing setbacks, diminishing green space, and increasing floor space—is clearly too drastic a change. The proposed new building does not reflect the character of the community. Nor does it preserve or reflect the architectural, historical and cultural importance of this landmark intersection.

Allowing for Large Urban Village zoning will increase congestion near the already busy elementary school, create street parking problems and *safety issues for children*, decrease green space and forever alter this Fairfield community.

Although I now live just outside the Greater Victoria area in Sooke, Fairfield is still a favourite place in the city to visit. I hope you appreciate that Victoria's livable size and density are the envy of the cities. Please work to preserve it. Thank you,

Carolyn Bateman
Sooke BC

Noraye Fjeldstad

From: Karen Ayers <[REDACTED]>
Sent: Tuesday, March 13, 2018 1:06 PM
To: planandzone@fairfieldcommunity.ca
Cc: Alec Johnston
Subject: 1303 Fairfield - CALUC Meeting March 15th

Dear CALUC Chair and Members:

I am writing as I will be unable to attend this Thursday's meeting of the CALUC re the proposed changes to 1303 Fairfield and the amendment to the Official Community Plan. I am strongly opposed to amending the OCP bylaw to change the urban place designation from Small Urban Village to Large Urban Village for 1303 Fairfield, because:

- Small Urban village is the appropriate designation for this area, based on the criteria for Small versus Large Urban villages
- the Small Urban Village designation should not be able to be changed solely to enable one specific property to achieve higher density and height than they would otherwise be permitted
- this will set a precedent, should other properties within this or other Small Urban Villages wish to achieve a higher density and/or height than otherwise permitted, thereby overriding the Official Community Plan and Local Area Plans developed in collaboration between the City and residents.

The proposed development should be reduced in scale and height, to better fit with and be more respectful of the neighbours, and the neighbourhood.

Thank you for considering my comments.

Karen Ayers

CALUC Meeting Report Thursday March 15th, 2018 1303 Fairfield Rd.

Developer: Unity Urban Properties
Architect: Name ?

Intro: A special neighbourhood meeting hosted by the FGCA CALUC at the Cook St. Activity Centre was held for the purpose of neighbourhood feedback re: 1303 Fairfield Rd. Development Application

Approximately 100 people in attendance.

Background:

To "rezone" property from small urban village to a large urban village. Fairfield Rd is a collector, therefore the definition of Small Urban Village for Development Permit Application 1303 Fairfield Road is a maximum of 3 storeys. The requested change of designation to large Urban Village requiring an Official Community Plan Amendment would allow the requested 4 storeys. The new building would have a floor space ratio FSR 1.84

Definition of a Large Urban Village:

"Large Urban Village consists of low to mid-rise mixed-use buildings that accommodate ground-level commercial, offices, community services, visitor accommodation, and multi-unit residential apartments, with a public realm characterized by wide sidewalks, regularly spaced street tree planting and buildings set close to the street frontage, anchored by a full service grocery store or equivalent combination of food retail uses, serving either as a local, rapid or frequent transit service hub."

Generally speaking, the large urban village designation envisions higher density and height than the Small

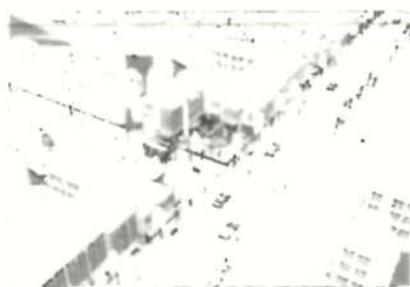
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SECTION 9: LAND MANAGEMENT AND DEVELOPMENT

Figure 9A: Guidelines for Complete Town Centres and Urban Villages - Conceptual Illustrations



Small Urban Village - Overview



Large Urban Village - Overview



Small Urban Village - Street View



Large Urban Village - Street View

Definition of a Small Urban Village

Small Urban Village

"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."

More specific policies describing the use, built form, and character of the two types of villages can be found in Figure 8 of the OCP on page 40. Figure 9 on page 49 describes the types of services and amenities that could be accommodated in each type of Village.

http://www.victoria.ca/assets/Departments/Planning_Development/Community_Planning/OCP_Replaced/OCP_Sec6_Jul2017_web.pdf

Key Neighbourhood Feed on proposed amendment to the OCP to change 1303 Fairfield Rd to Large Urban Village

Not in Favour of the OCP Amendment:

The vast majority of those present who were opposed to the amendment to the OCP, but for different reasons.

Some people wanted the building to be saved and renovated. "Work together with community so there is a legacy we all can be proud of."

Small Urban village is the appropriate designation for this area, based on the criteria for Small versus Large Urban villages.

The Small Urban Village designation should not be able to be changed solely to enable one specific property to achieve higher density and height than they would otherwise be permitted.

Others felt the proposal was wrong and precedent setting to amend the OCP to create a Large Urban Village designation for only one parcel of land.

The Small Urban Village designation should not be able to be changed solely to enable one specific property to achieve higher density and height than they would otherwise be permitted.

This would undermine the public confidence in the OCP.

Why couldn't say "Thank you very much and bring back a proposal that fits a small urban village."

"It's in the OCP, Live within the Official Community Plan."

"Spot changes consequences for the whole city."

"That building is not an urban village does not fit the OCP."

This will set a precedent, should other properties within this or other Small Urban Villages wish to achieve a higher density and/or height than otherwise permitted, thereby overriding the Official Community Plan and Local Area Plans developed in collaboration between the City and residents.

The notation in the OCP amendment that this would apply only to this particular parcel of ,and, it would heavily influence the surrounding neighbourhood.

The proposed development should be reduced in scale and height, to better fit with and be more respectful of the neighbours, and the neighbourhood.

And some were opposed because they opposed more densification of the neighbourhood

In Favour of the OCP Amendment:

There were a few who supported the amendment because it would allow the UNITY development to proceed which would allow some additional rental housing, some commercial space and to a couple of people, whose priority was the United Church congregation, it would create a new sanctuary, and gathering space for the United Church congregation.

Note: The adjacent neighbour, spoke and mentioned that he had only 2 meetings with the developer and they didn't go very well. "They didn't consider his concerns re: back yard privacy, light and space."