

10 November 2017



Method Built Homes Inc.
The Garage
4566 Cordova Bay Road
Victoria, British Columbia
V8X 3V5

Attn: Mayor and Council
City of Victoria
1 Centennial Square
Victoria, British Columbia
V8W 1P6

Dear Ms. Mayor and Members of Council,

Re: 953 Balmoral Road (the "Proposal" or "Site")

Please accept this application for the approval of a rezoning and development permit application for the Site.

The design and development of the Site began over five years ago in late October 2012. At that time, it was recommended by the former Local Area Planner Mr. Mike Wilson that this proposal proceed as a joint rezoning and development permit application and that a site-specific zone would be created for the Site. Mr. Wilson advised the following:

- 1) "[T]he highest-level plan is the Official Community Plan (OCP). The OCP designated the site as Core Residential. This designation generally envisions **multi-unit residential buildings.**" (emphasis added)
- 2) "At a more detailed level, the Downtown Core Area Plan is also relevant to the site. For this site the plan envisions an **FSR of 2:1** (page 37) and a **maximum building height of 20m** (six residential stories) (page 89)." (emphasis added)
- 3) "A new zone for this site would have to contemplate up to **2:1 FSR** as per the guiding policy. It would be best to base your proposal on the guiding policies and design guidelines rather than an existing zone. **We would then craft a zone based on your proposal.**" (emphasis added)

Attached hereto at **Addendum A** is a copy of Mr. Wilson's email of 24 October 2012.

It is with this background and context that we undertook to design and develop a purpose-built **workforce rental apartment**. By way of background, we have worked diligently over the last five years with new Local Area Planner Ms. Leanne Taylor and Assistant Director of Development Services Ms. Allison Meyer on this application package.

We have undertaken three complete redesigns of this Proposal over the course of ongoing consultations and conversations with Ms. Taylor and the North Park Neighbourhood Association. In addition, we have conducted three separate CALUC meetings in relation to this Proposal.

First Concept

After initial informal discussions with the North Park Neighbourhood Association, our first concept proposed a four to six story brick Brownstone themed **workforce rental apartment** with underground parking. To offset the increased cost of underground parking for this concept, the building was designed to the property lines with no setbacks and contained an interior outdoor courtyard for the residents. Ms. Taylor expressed a concern with the density, height and setbacks of this proposal and was not overly impressed with the Brownstone concept.

Second Concept

Our second concept proposed a six-story modern **workforce rental apartment** with significant front, rear, and side yard setbacks and a **1.9:1 FSR**. As a result of much reduced density, this proposal included at grade parking at the rear of the proposal. This proposal was presented to the North Park Neighbourhood Association through a CALUC hearing. There were some concerns raised at the CALUC by one single-family residence owner to the South of the Site with respect to the height of the proposal and more generally with respect to the modern design aesthetic. Following similar concerns raised by Staff, and the economic climate at the time, we determined that reducing the proposal to four stories would render the proposal economically unviable as a workforce rental apartment building.

The owners of the adjacent properties to the East and West both support this six-story purpose built **workforce rental apartment** as the optimal proposal. Attached hereto at **Addendum B** are copies of such letters of support.

Third Concept

Given the change in the economic landscape related to housing, we determined that reducing the proposal to four stories would now be viable. We remained of the view, however, that a six-story proposal was best for the area as it had the added benefit of offering **three, 3-bedroom units** on the top two floors for **working families**. We presented this proposal once again at a CALUC and the response was generally quite positive, with the exception of the same neighbour to the South. Nevertheless, the support was not unanimous and Staff concerns with respect to height and setbacks remained. As a result, we finalized a third concept that proposed a four-story **workforce rental apartment** with significant front, rear, and side yard setbacks and with additional setbacks at the third and fourth floors as requested by Staff. This proposal envisions 11 one- and two-bedroom rental apartment units. The **FSR is 1.38:1**, well short of the 2:1 FSR referenced above.

Sister Purpose Built Rental Building

It is important to note that we recently designed, developed and completed an 11-unit purpose built **workforce rental apartment** at 1032 North Park Street ("North Park Project"), approximately one block from the Site. This project was completed in December 2016 and consists of a four-story building constructed on a 4930 square foot (458m²) site. The current Site is 7233 square foot site (672m²) or approximately **47% larger** than the site of the North Park Project.

The target renters for both the North Park Project and this Site are blue-collar, working class individuals/couples/families. The one bedrooms at the North Park Project **start at \$1100/month** and average \$1200/month; the two bedrooms start at \$1400/month and average \$1550/month. At the top end, there is one townhouse renting for **\$2000/month**.

Contrasting this Proposal with higher scale purpose built rental buildings or condominium buildings encompassing half- or full-city blocks may lead to improved design through the use of more expensive materials and/or the provisioning of better amenities for residents; however, the economics of such proposals will also inevitably lead to this becoming a condominium proposal (with stratified units for sale) and and/or a professional rental apartment with higher rents as opposed to workforce rental units.

Based on publicly available information, Hudson Walk Two, for example, rents one bedroom units that **start at \$1510/month** with an average rent much higher; two bedroom units rent for as high as **\$3095/month**. Clearly there is a demographic of professionals in Victoria who are prepared to pay these rents for apartment units in high-end purpose built rental apartments. However, these rents are **approximately 30% - 55% higher** than those we are setting and targeting, and as such make it difficult for blue-collar workers to live within

Victoria. Both our sister North Park Project and this Proposal target a workforce who provide invaluable services within Victoria.

Proposal

This application is being brought forward after careful review of the Official Community Plan and the provisions thereof dealing with the North Park Neighbourhood and the 900 block of Balmoral Road. The OCP envisages projects of a larger scale and scope than the one being proposed. For example, a 2:1 floor space ratio is envisaged in the OCP for this location. This Proposal is for an FSR of 1.38:1. Additionally, there is a need in Victoria for more **affordable** housing.

As you are no doubt aware, the North Park Neighbourhood is a rich and vibrant part of the City of Victoria. New, affordable housing, particularly an apartment building geared towards non-professional renters is precisely what this neighbourhood requires. There are other apartment projects that are targeting a more affluent demographic, but this project is vital to ensuring a diverse socio-economic mix within Victoria. This Proposal is being advanced after several re-designs over the course of nearly five years and after lengthy consultations with staff.

The only concern with this project lies with the parking ratio being proposed. There are 11 units proposed for this Proposal and servicing these units are five general parking stalls and one dedicated MODO stall. As outlined in a report from Boulevard Transportation Group, the significant transportation demand management (TDM) measures proposed are sufficient to offset the off-site parking that would otherwise be generated. Attached hereto at **Addendum C** is such report. In other words, the: (a) proximate location of the Proposal to downtown Victoria, including its immediate access to major bicycle routes, (b) substantial number of bicycle lockers provided to each unit, (c) provision of bicycles to each unit, (d) public transit passes provided to each unit, (e) public information provided to residents of the Proposal relating to TDM measures, and (f) purchase of a vehicle for the dedicated MODO stall respecting this Proposal, cumulatively offset the off-site parking demand created by this Proposal.

The need for quality, affordable housing in the City of Victoria is ever-present. Despite the provision of new high-quality, purpose-built apartments, the rents associated with those projects have been inaccessible to a significant segment of our population. The North Park Neighbourhood is an eclectic community that is looking to avoid further gentrification. This Proposal has been designed after taking into account the results of consultation with the North Park Neighbourhood Association. As a purpose-built **workforce rental apartment**, this Proposal is designed to meet the long-term needs of the local area and the City of Victoria more broadly.

There are certainly buildings being proposed and developed that offer more amenities and are generally more expensive. I recently submitted and spoke to Mayor and Council with respect to a proposed LEED GOLD office building which has broken ground at Dockside Green with an expected completion date of December 2018. However, the intended occupants of such buildings spend a lot more per square foot to occupy these spaces than the occupants of this Proposal; a Proposal that is geared for working people.

In addition to letters of support from the adjacent neighbours to the east and west of the Proposal, attached for your review at **Addendum D**, is a letters of support from a local community leader in the area of affordable housing, generated after an informal meeting held at the Parsonage Café in North Park (see **Addendum E**).

The environmental benefits of Victoria's workforce living within or adjacent to the same community within which it works cannot be overstated. By eliminating the need for single vehicle ownership, the Proposal contributes to environmental sustainability. By targeting Victoria's workforce, the Proposal contributes to social sustainability.

Summary

This Proposal has been designed specifically for this neighbourhood in accordance with the OCP, after consultation with the North Park Neighbourhood Association, and after consultation with the City of Victoria. The building's design and mass has been modified to accommodate the concerns of the NPNA. This includes a recent reduction in floors from six to four and a unit reduction from 17 to 11. Unfortunately, this has come with the elimination of three, 3-bedroom units geared towards families on the top two floors of the Proposal.

The only objective non-compliance concern is with respect to on-site parking. The provision of significant TDM measures more than offsets the potential off-site parking impact of this Proposal. This Proposal has been custom-designed to address specific needs identified by our community and warrants our strong support to move it along expeditiously to completion.

Kind regards,

Rajinder S. Sahota
Principal
Method Built Homes Inc.
www.methodbuilt.ca

ADDENDUM A

From: Rajinder Sahota [mailto:rajinder@methodbuilt.ca]
Sent: Tuesday, Oct 23, 2012 9:52 PM
To: Mike Wilson
Subject: Re: 953 Balmoral Rd.

Hi Mike,

Would you be able to give me an initial impression of your thoughts on possible development of this site and what the City would like to see here? I see from the OCP that this is likely a similar growth strategy as North Park but the current zoning may be different.

Please let me know.

Kind regards,

Rajinder Sahota

From: Mike Wilson <MWilson@victoria.ca>
To: "Rajinder Sahota" <rajinder@methodbuilt.ca>
Cc:
Bcc:
Date: Wed, 24 Oct 2012 16:07:38 +0000
Subject: RE: 953 Balmoral Rd.
Hi Raj,

With respect to planning policies for the area, the highest level plan is the Official Community Plan (OCP). The OCP designated the site as Core Residential. This designation generally envisions multi unit residential buildings. A detailed breakdown of the designation can be found here (Page 41): http://www.shapeyourfuturevictoria.ca/wp-content/uploads/2012/09/OCP_BOOK_WEB.pdf <http://www.shapeyourfuturevictoria.ca/wp-content/uploads/2012/09/OCP_BOOK_WEB.pdf>

At a more detailed level, the Downtown Core Area Plan is also relevant to the site. For this site the plan envisions an FSR of 2:1 (Page 37) and maximum building height of 20 m (six residential storeys) (page 89). See: <http://www.victoria.ca/EN/main/departments/planning-development/community-planning/downtown-plan.html> <<http://www.victoria.ca/EN/main/departments/planning-development/community-planning/downtown-plan.html>>

This property is also located within Development Permit Area 3: Core Mixed Use Residential. This DP Area provides design guidelines to be used when developing the design of the building. See Page 183/184: http://www.shapeyourfuturevictoria.ca/wp-content/uploads/2012/09/OCP_Part4_WEB.pdf <http://www.shapeyourfuturevictoria.ca/wp-content/uploads/2012/09/OCP_Part4_WEB.pdf> . Many of the relevant design guidelines are included in the Downtown Core Area Plan.

ADDENDUM A

A new zone for the site would have to contemplate up to 2:1 FSR as per the guiding policy. It would be best to base your proposal on the guiding policies and design guidelines rather than an existing zone. We would then craft a zone based on your proposal.

The foregoing is given for your convenience only and it should be clearly understood that you must satisfy yourself as to whether the existing or any proposed development would be in conformity with all applicable bylaws and policies of the City or any provincial or federal statutes or regulations.

If you require any further information please don't hesitate to give me call or e-mail.

Regards,

Mike

Mike Wilson, MCIP, RPP
Senior Planner - Urban Design
Development Services Division
Planning and Development Department
City of Victoria
1 Centennial Square, Victoria, BC, V8W 1P6
Phone: [250.361.0384](tel:250.361.0384) Fax: [250.361.0386](tel:250.361.0386)
www.victoria.ca <<http://www.victoria.ca>>

ADDENDUM B

July 24, 2017

Michael Rowe
949 Balmoral Road
Victoria, BC V8T 1A7

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

Re: 953 Balmoral Road

I am writing to express my unqualified support for the development proposed by Method Built Homes at 953 Balmoral Road. I have owned the property adjacent to this site at 949 Balmoral Road for many years. In addition, I have owned and operated a prominent business on this block of Balmoral Road for many years.

I initially reviewed the six-story proposal Method Built Homes proposed for the site and supported that proposal. It was sensitive to the needs of the neighbourhood and was geared towards families by providing an additional three, 3-bedroom units over the top two floors. It was attractive, modern and current. The revised four-story proposal does not maximize the full potential the six-story proposal brought to the neighbourhood, and the region more generally, by offering additional accessible rental accommodations. This neighbourhood has had difficulty attracting investment capital for developments, and these proposals are welcomed.

As a result, I am fully supportive of the current four-story proposal from Method Built Homes, with the only reservation being that I would prefer the more densified six-story proposal that was an earlier concept.

Please feel free to contact me should you have any further questions.

Respectfully yours,



Michael Rowe

July 23, 2017

Michael Forbes
959 Balmoral Road
Victoria, British Columbia
V8T 1A7

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

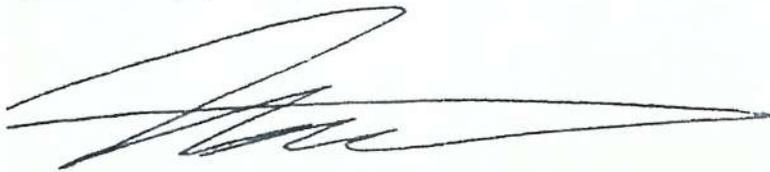
Re: 953 Balmoral Road

I write with respect to the Development Permit application submitted for 953 Balmoral Road. I understand the application submitted is for an 11-unit rental apartment building covering 6 floors.

I own the property immediately adjacent to this proposal and to the East. I believe the No. 900 Park neighbourhood and the 900-block of Balmoral in particular would benefit tremendously from this development. In fact, I prefer the earlier six-floor proposal as it also included 3, 3-bedroom units on the top two floors. The proposal falls within the Official Community Plan for this block and neighbourhood and would improve the area tremendously while bringing additional life and vibrancy with more residents. The block is within the downtown core and needs density to provide more affordable housing options for Victoria residents.

Please feel free to contact me should you have any further questions.

Respectfully yours,



Michael Forbes Bsc Pharm
250.882.3784

ADDENDUM C



953 BALMORAL ROAD

Parking Study

Prepared for: **Method Built**

Prepared by: **Watt Consulting Group**

Our File: **1906**

Date: **October 27, 2017**

1.0 INTRODUCTION

In November 2015, Watt Consulting Group was retained by Method Built to undertake a parking study for the proposed development at 953 Balmoral Road in the City of Victoria. The proposed development has undergone several architectural changes over the last several months. As a result, the content presented herein is an updated parking study from the report submitted on December 7, 2015.

The purpose of this study is to assess site parking demand and any off-site impacts. The study considers parking demand at representative multi-family residential sites, on-street parking conditions, and transportation demand management (TDM) programs.

1.1 LOCATION

The development site is located at 953 Balmoral Road in the City of Victoria. See [Map 1](#).

MAP 1 SUBJECT SITE



TABLE 1 VEHICLE OWNERSHIP AT REPRESENTATIVE SITES

| Site | No. Units | Owned Vehicles | Ownership Rate (vehicles/unit) |
|------------------------|-----------|----------------|--------------------------------|
| 975 Balmoral Road | 38 | 10 | 0.26 |
| 1635 Cook Street | 72 | 30 | 0.42 |
| 1035 North Park Street | 79 | 21 | 0.27 |
| 1022 Pandora Avenue | 40 | 13 | 0.33 |
| 1130 Pandora Avenue | 45 | 24 | 0.53 |
| 1020 Pembroke Street | 109 | 75 | 0.69 |
| 1630 Quadra Street | 121 | 67 | 0.55 |
| 2310 Quadra Street | 19 | 14 | 0.74 |
| 1017 Queens Avenue | 27 | 11 | 0.41 |
| 1110 Queens Avenue | 17 | 9 | 0.53 |
| | | Average | 0.47 |

4.2 PREVIOUS STUDIES

Site observations and vehicle ownership information has been obtained for previous studies that are representative of the subject site. All study sites are rental and in representative context (i.e. location, access to transportation options) as the subject site. See **Table 2**. Results suggest average parking demand is 0.49 vehicles per unit and average vehicle ownership information is 0.50 vehicles per unit. Applied to the subject site, this results in approximately six resident vehicles.

TABLE 2 PARKING DEMAND FROM PREVIOUS STUDIES

| Area | Observations | Vehicle Ownership |
|---|-------------------------------|-------------------------------|
| North Park ¹ | 0.56 vehicles per unit | 0.53 vehicles per unit |
| Oak Bay ² | 0.54 vehicles per unit | 0.61 vehicles per unit |
| Outside of Downtown/North Park ³ | 0.39 vehicles per unit | 0.37 vehicles per unit |
| Victoria West ⁴ | 0.46 vehicles per unit | 0.49 vehicles per unit |
| Average | 0.49 vehicles per unit | 0.50 vehicles per unit |

¹ Previous parking study completed in 2012 on North Park Street

² "The Clive" - See http://www.theclive.ca/pdfs/Clive%20Oak%20Bay%20Parking%20Study_FINAL_Feb4.pdf

³ "The Azzurro" - previous parking study completed in 2014 on Blanshard Street for affordable housing. Sites selected may have a lower parking demand

⁴ "Wilson's Walk" - previous parking study completed in 2014 on Wilson Street for affordable housing

5.0 TRANSPORTATION DEMAND MANAGEMENT

Transportation demand management (TDM) is the application of strategies and policies to influence individual travel choice, most commonly to reduce single-occupant vehicle travel. TDM measures should be adopted where possible to enhance travel options, minimize parking demand, and facilitate sustainable transportation.

The following summarizes the TDM options that are proposed and estimated impact of each in reducing parking demand.

5.1 CARSHARE

As discussed in Section 2.1, the subject site has immediate access to a dedicated MODO carshare parking space / vehicle on Balmoral Road. The site plan identifies an on-site resident parking space for a MODO carshare vehicle in the future, should the on-street space be removed. The vehicle will be purchased by the proponent and memberships (valued at \$500 each) will be provided to each unit. Residents will be responsible for usage fees. With immediate access to a carshare vehicle, it is anticipated that carsharing will reduce resident parking demand.

Research has shown that carsharing programs have a significant impact on reducing vehicle ownership and thereby lowering parking demand. Below is a summary of key findings:

- One of the most comprehensive North American studies to date surveyed 6,281 households in carsharing organizations across the continent. The study found a statistically significant decrease in average vehicle ownership from 0.47 to 0.24 vehicles per household among households that joined carshare services, an approximately 50% reduction in vehicle ownership⁶.
- A study of carshare programs in the City of Toronto found that vehicle ownership rates at condominium sites without carshare vehicles was 1.07 vehicles per unit, whereas buildings with one or more carshare vehicles had significantly lower rates at 0.53 vehicles per unit, which represents a 50% reduction in vehicle ownership rates⁷.
- A 2013 study from the City of Toronto looked at the relationship between the presence of carsharing in a residential building and its impact on vehicle ownership. This was one of the first studies to examine this relationship at the building level as previous research explored impacts at the neighbourhood or city level. The study surveyed residents of buildings with and without dedicated carshare vehicles. According to the author's

⁶ Martin & Shaheen. (2011). The Impact of Carsharing on Household Vehicle Ownership. Access Magazine, Spring 2011. Available online at: http://sfpark.org/wp-content/uploads/carshare/access38_carsharing_ownership.pdf

⁷ City of Toronto. (2009). Parking Standards Review: Examination of Potential Options and Impacts of Car Share Programs on Parking Standards. Available online at: https://www1.toronto.ca/city_of_toronto/city_planning/zoning_environment/files/pdf/car_share_2009-04-02.pdf

are provided and a vehicle easily accessible, and a similar reduction of 5-10% is recommended in *Parking Management Best Practices*¹⁶.

Residents of the subject site will have access to a MODO carshare vehicle and provided with free memberships. Given the research and discussion above, it is recommended that resident parking demand will be reduced by 15% (i.e. one vehicle) as a result of proximity to the carshare vehicle and free membership.

5.2 PUBLIC TRANSIT

The subject site is well served by public transit, as follows:

- The subject site is located within walking distance of bus stops on Pandora Avenue (approximately 260m from westbound bus stops and 370m from eastbound bus stops). These stops are served by the no.27 – Gordon Head / Downtown and no.28 – Majestic / Downtown frequent routes, as well as the no.1, no.2, no.24¹⁷, and no.25¹³ local routes.
- The no.6 – Royal Oak / Downtown route offers service between downtown Victoria and Royal Oak. Bus stops on Quadra Street are approximately 180m from the subject site.
- Bus stops on Douglas Street are approximately 600m from the subject site, providing access to an additional nine transit routes with service throughout Greater Victoria.

A transit pass subsidy is proposed to facilitate transit use among residents. The proposal is to commit funds to fully subsidize one monthly transit pass for each unit over a period of three years (396 monthly passes)¹⁸. In the event that not all committed monthly passes have been acquired after three years, remaining funds will be made available to residents to purchase monthly passes beyond the three-year timeframe up to amount of the total committed budget. Uptake on similar transit pass programs has been in the range of 20%, suggesting that subsidized passes will likely be available to residents that request them well beyond the three-year timeframe. The proponent and City may wish to agree on a mechanism to commit the identified funds and ensure the program is administered as proposed.

Studies¹⁹ have found that sites with transit access and free transit passes experience approximately 10% reduced parking demand (one study suggests 5-10%, another 11%). Accordingly, it is recommended that resident parking demand will be reduced by 10%, or one vehicle (0.7, rounded) as a result of the free transit pass and proximity to transit service.

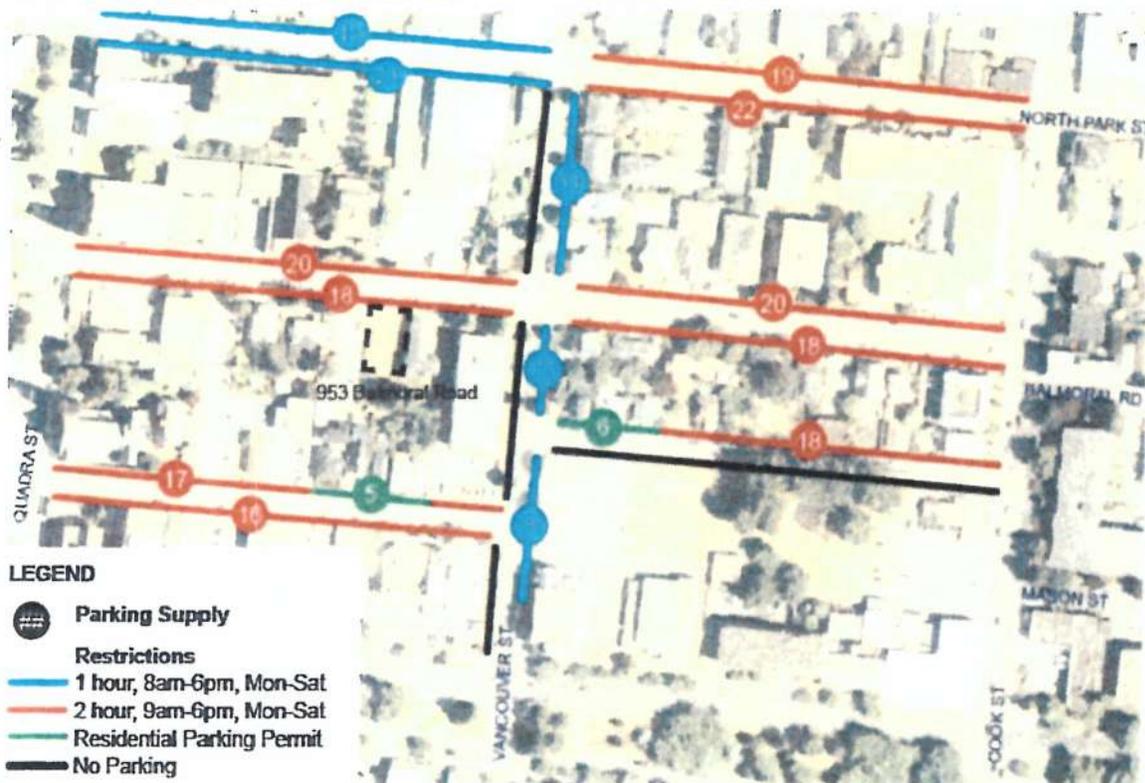
¹⁶ T Litman, *Parking Management Best Practices*, American Planning Association, 2007

¹⁷ Eastbound only (westbound routes via Yates Street)

¹⁸ Total contribution estimated at approximately \$52,000 assuming \$85 monthly pass rate. Proponent may negotiate reduced rate with BC Transit through Developer Pass Program.

¹⁹ Bort, J., *Reforming Parking Policies to Support Smart Growth, Parking Best Practices & Strategies for Supporting Transit Oriented Development*, 2007; and Tumlin, J., *Tools for Creating Vibrant, Health, and Resilient Communities*, Transportation Planning, 2012

MAP 2 ON-STREET PARKING SUPPLY + RESTRICTIONS



6.1 ON-STREET PARKING SUPPLY

A total of 243 spaces were observed. The 38 parking spaces directly adjacent the site on Balmoral Road (between Quadra Street and Vancouver Street) are restricted for a maximum stay of 2 hours from 9:00am to 6:00pm, Monday to Saturday. The majority of parking that was observed has either a 1- or 2-hour time restriction Monday to Saturday daytime, with the exception of residential permit parking adjacent specific residential properties.

6.2 ON-STREET PARKING CONDITIONS

On-street parking conditions were considered over seven observation periods. A summary of observations is provided in [Appendix B](#). Observation periods were as follows:

- Saturday October 17 at 8:15pm
- Sunday October 18 at 2:00pm
- Monday October 19 at 8:00pm
- Wednesday October 21 at 9:30pm
- Sunday October 25 at 2:00pm
- Tuesday November 17 at 10:30am²¹
- Thursday November 19 at 2:00pm⁸

²¹ Observation area limited to immediately adjacent the subject site – Balmoral Street from Quadra St to Vancouver St (both sides)

7.0 SUMMARY

The proposed development is for a four-storey residential rental building with 11 units. The proposed parking supply is five spaces; 9 spaces less than the City's parking requirement.

Expected peak resident parking demand was determined to be seven vehicles based on vehicle ownership information from representative sites and previous studies. A significant TDM program is proposed (see below) that is expected to reduce resident parking demand by two vehicles. Peak visitor parking demand is expected to be one additional vehicle. The total site parking demand is anticipated to be eight vehicles, three more than the proposed supply.

The site is expected to contribute one resident vehicle to on-street parking during the residential peak period (evenings, weekends). On-street parking on the block of Balmoral Road immediately adjacent the subject site could accommodate the expected spillover at approximately 58% occupancy (16 vacant spaces), and would not prevent others in the neighbourhood from accessing available parking. On-street parking on Balmoral Road was observed near full occupancy during weekday daytime periods when site parking demand will be met by on-site parking supply. Parking spaces must be "shared" in order to be utilized by all site users.

A comprehensive TDM program is proposed to enhance sustainable travel options and support reduced parking demand. TDM options include a Modo carshare vehicle on-site with memberships provided for each unit; monetary contribution for monthly transit passes for each unit over a three-year period; 1.4 secure bike parking spaces per unit; a free bicycle for each unit; and a travel information package provided at move-in. The TDM provisions are expected to reduce resident parking demand by approximately 25% (2 vehicles).

7.1 RECOMMENDATIONS

1. The proponent should commit to adopting the proposed TDM provisions, especially the carshare vehicle / memberships and transit passes, which are expected to reduce parking demand by 25%;
2. Parking demand is expected to exceed off-street parking supply by one vehicle during weekday evenings and weekends; and
3. The addition of one vehicle to adjacent on-street parking will not negatively impact the ability for others to access available parking.



- ① 2310 Quadra Street
- ② 1110 Queens Avenue
- ③ 1017 Queens Avenue
- ④ 1020 Pembroke Street
- ⑤ 1035 North Park Street
- ⑥ 1630 Quadra Street
- ⑦ 975 Balmoral Road
- ⑧ 1635 Cook Street
- ⑨ 1022 Pandora Avenue
- ⑩ 1130 Pandora Avenue

On-Street Parking Observations

953 Balmoral Road Parking Study

| Section | Side | Restrictions | No. Parking Stalls | Saturday October 17, 8:15pm | | Sunday October 18, 2:00pm | | Monday October 19, 8:00pm | | Wednesday October 21, 9:30pm | | Sunday October 25, 2:00pm | |
|--|------|--------------------------|----------------------------|-----------------------------|----------------|---------------------------|----------------|---------------------------|----------------|------------------------------|----------------|---------------------------|----------------|
| | | | | Observed Vehicles | Occupancy Rate | Observed Vehicles | Occupancy Rate | Observed Vehicles | Occupancy Rate | Observed Vehicles | Occupancy Rate | Observed Vehicles | Occupancy Rate |
| North Park Street, Quadra to Vancouver | N | 1 Hour, 8am-6pm, Mon-Sat | 19 | 9 | 47% | 11 | 58% | 9 | 47% | 5 | 26% | 11 | 58% |
| | S | | 21 | 10 | 48% | 12 | 57% | 11 | 52% | 12 | 57% | 6 | 29% |
| North Park Street, Vancouver to Cook | N | 2 Hour, 9am-6pm, Mon-Sat | 19 | 9 | 47% | 10 | 53% | 6 | 32% | 10 | 53% | 4 | 21% |
| | S | | 22 | 9 | 41% | 11 | 50% | 7 | 32% | 10 | 45% | 8 | 36% |
| Balmoral Road, Quadra to Vancouver | N | 2 Hour, 9am-6pm, Mon-Sat | 20 | 10 | 50% | 9 | 45% | 5 | 25% | 11 | 55% | 9 | 45% |
| | S | | 18 | 7 | 39% | 12 | 67% | 8 | 44% | 10 | 56% | 10 | 56% |
| Balmoral Road, Vancouver to Cook | N | 2 Hour, 9am-6pm, Mon-Sat | 20 | 11 | 55% | 9 | 45% | 6 | 30% | 6 | 30% | 9 | 45% |
| | S | | 18 | 7 | 39% | 13 | 72% | 9 | 50% | 8 | 44% | 11 | 61% |
| Mason Street, Quadra to Vancouver | N | 2 Hour, 9am-6pm, Mon-Sat | 17 | 8 | 47% | 6 | 35% | 11 | 65% | 9 | 53% | 8 | 47% |
| | | | Residential Parking Permit | 5 | 4 | 80% | 5 | 100% | 3 | 60% | 7 | 140% | 3 |
| | S | 2 Hour, 9am-6pm, Mon-Sat | 16 | 10 | 63% | 8 | 50% | 10 | 63% | 11 | 69% | 14 | 88% |
| Mason Street, Vancouver to Cook | N | 2 Hour, 9am-6pm, Mon-Sat | 6 | 2 | 33% | 4 | 67% | 4 | 67% | 5 | 83% | 5 | 83% |
| | | | Residential Parking Permit | 6 | 2 | 33% | 4 | 67% | 4 | 67% | 5 | 83% | 5 |
| | S | 2 Hour, 9am-6pm, Mon-Sat | 18 | 11 | 61% | 9 | 50% | 11 | 61% | 9 | 50% | 10 | 56% |
| Vancouver Street, North Park to Balmoral | E | 1 Hour, 8am-6pm, Mon-Sat | 11 | 8 | 73% | 4 | 36% | 5 | 45% | 3 | 27% | 4 | 36% |
| | W | | No Parking | | | | | | | | | | |
| Vancouver Street, Balmoral to Mason | E | 1 Hour, 8am-6pm, Mon-Sat | 5 | 3 | 60% | 3 | 60% | 2 | 40% | 0 | 0% | 2 | 40% |
| | W | | No Parking | | | | | | | | | | |
| Vancouver Street, Mason to Pandora | E | 1 Hour, 8am-6pm, Mon-Sat | 8 | 6 | 75% | 5 | 63% | 4 | 50% | 0 | 0% | 4 | 50% |
| | W | | No Parking | | | | | | | | | | |
| Total Occupancy | | | 243 | 124 | 51% | 131 | 54% | 111 | 46% | 116 | 48% | 118 | 49% |

ADDENDUM D

September 8, 2017

Sasha Kvakic
9-103 Wilson Street
Victoria, BC
V9A 6X1

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

Dear Mayor and Council,

I would like to register my enthusiastic support for the proposed redevelopment of 953 Balmoral Road. In the midst of a housing crisis driven by record low vacancy rates the city can ill afford to miss the opportunity to improve an underutilized space and add new rental housing units to the local market.

The only issue I have with the project is its reduced size from the originally proposed 6 story, 17 unit building down to 4 stories and 11 units. The public interest lies with encouraging the most socially responsible use of this property, which in this case is as affordable rental housing; the more units the better. Neither the current nor the original proposal are out of character with the surrounding neighbourhood, which is transitioning from a rough mix of light industrial/commercial, surface parking, and aging single family housing stock to a vibrant urban residential district on the edge of downtown. I hope that the city will embrace the opportunity presented by this project to improve the North Park neighbourhood for future generations.

Yours sincerely,



Sasha Kvakic

ADDENDUM E

953 Balmoral Road

Which purpose-built workforce rental apartment building do you prefer and why?

Open Discussion with the Developer at Parsonage Café on Saturday **05 August 2017 at 10AM**



17 units over six floors, includes three, 3-bedroom units on the top two floors



11 units over four floors